Florida Department of Transportation
District 3

Final Report

This report summarizes inspections, tests, analyses, and repairs of the Mid-Bay Bridge post-tensioning system.

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Mid-Bay Bridge

Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Mid-Bay Bridge Post-Tensioning Evaluation

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Chapter 1 – Introduction

1.1 Overview

The Mid-Bay Bridge, Florida Bridge No. 570091, is a precast segmental bridge crossing Choctawhatchee Bay in Okaloosa County, Florida. The bridge carries FL 293 between US 98 near Sandestin and SR 20 east of Niceville. A location map of the bridge is given in Figure 1.1.

On August 28, 2000, during a routine inspection of the Mid-Bay Bridge, a post-tensioning tendon in Span 28 was observed to be significantly distressed. The polyethylene sheathing surrounding the tendon was cracked, exposing the tendon's high strength prestressing strands and surrounding cementitious grout. Several of the strands of the post-tensioning tendon were fractured.

Concern raised from this observation led to an immediate "walk-through" inspection to verify if other post-tensioning tendons were exhibiting similar signs of distress. A post-tensioning tendon in Span 57 was found to have failed completely at the north end of the tendon, as evidenced by pull out from the expansion joint diaphragm.

As a result of these preliminary findings, a more complete inspection, testing and analysis program was developed to identify the source and extent of corrosion in the post-tensioning tendons and to develop necessary remedial action. This report presents the findings of these inspections, tests and analyses, as well as the repairs performed.

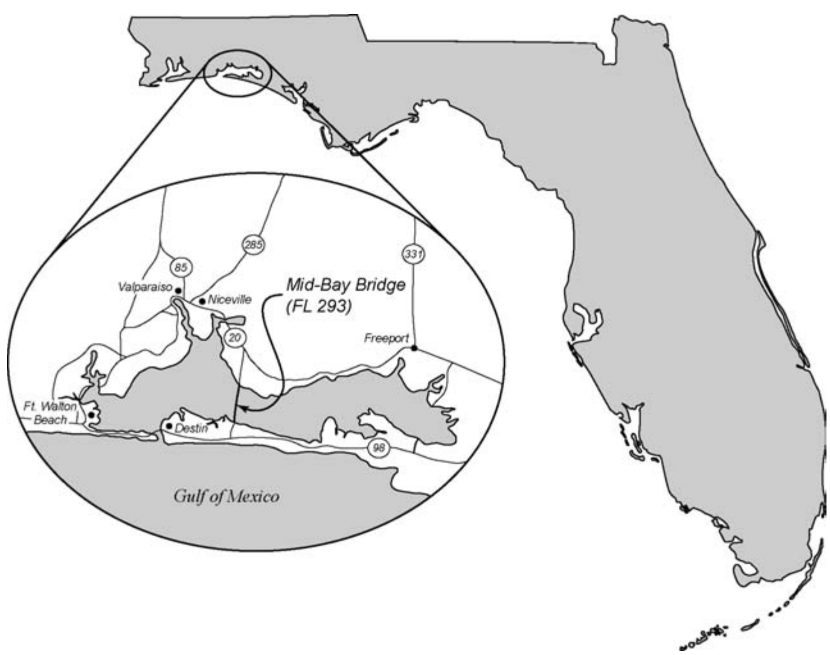


Figure 1.1 – Location of the Mid-Bay Bridge

1.2 Bridge Description

The Mid-Bay Bridge is a 19,265’ precast segmental bridge crossing Choctawhatchee Bay in Okaloosa County, Florida. The bridge is made of 141 spans, arranged into 25 continuous structural units. All spans of the Mid-Bay Bridge have a length of 136’, except for the 225’ main span (Span 83). The alignment of the bridge is predominately south-to-north, with the beginning of the bridge (Span 1) at the southern end. The arrangement of the spans and continuous units is as follows:

Unit 1:	4 Span Unit	Spans 1 through 4
Unit 2:	5 Span Unit	Spans 5 through 9
Units 3 – 14:	12-6 Span Units	Spans 10 through 81
Unit 15:	3 Span Unit	Spans 82, 83, 84 (136’, 225’, 136’)
Units 16 – 23:	8-6 Span Units	Spans 85 through 132
Unit 24:	5 Span Unit	Spans 133 through 137
Unit 25:	4 Span Unit	Spans 138 through 141

The typical cross section of the precast segmental superstructure is the single cell box girder shown in Figure 1.2. The bridge has an out-to-out width of 42’-9” and has a depth of 8’. The roadway width between the barrier rails is 40’, providing a 12’ vehicular lane and 8’ shoulder in each direction of travel.

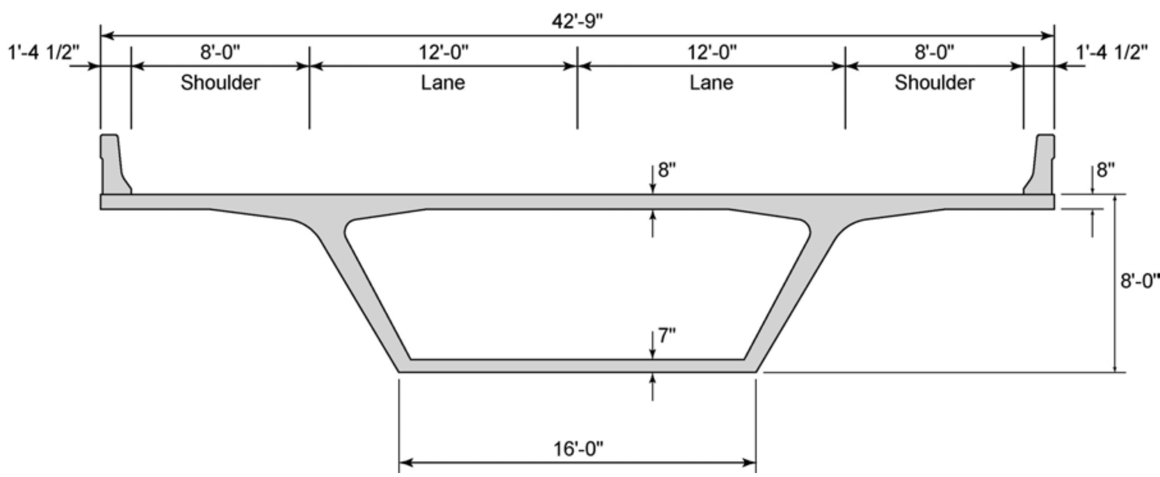
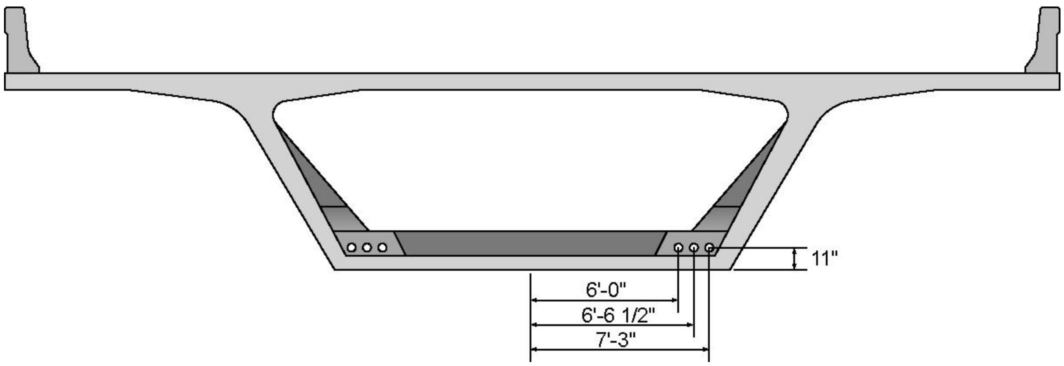
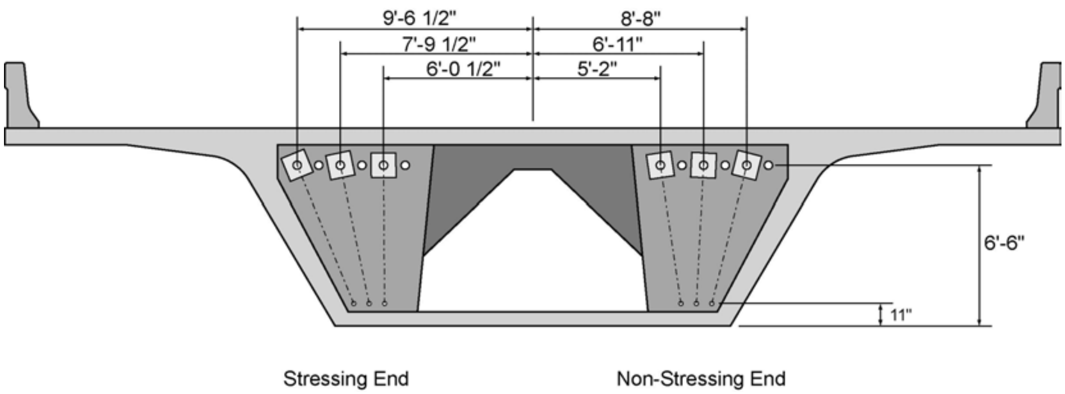


Figure 1.2 – Typical Superstructure Cross Section

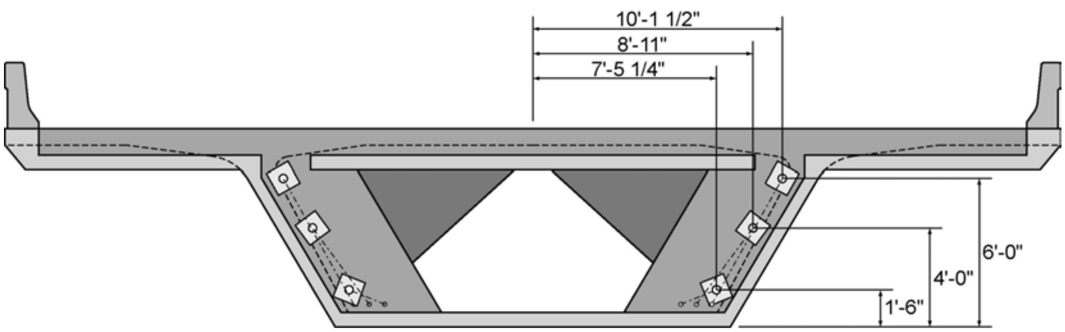
The 136’ spans of the Mid-Bay Bridge are made of four types of precast segments: Typical Segments, Deviation Segments, Pier Segments and Expansion Joint Pier Segments. Each span has five, 17’-9” long typical segments with a cross section as shown in Figure 1.2. Two deviations segments in each span have the same cross section as the Typical Segments and are also 17’-9” in length. The Deviation Segments contain concrete diaphragms and bottom slab beams to transfer the force of the longitudinal post-tensioning as it changes profile within the span. Pier Segments are 10’-9” in length, are placed symmetrically over the interior piers, and contain diaphragms to anchor post-tensioning tendons and transfer superstructure forces to the substructure. Two, 5’-3”, Expansion Joint Pier Segments are required at each expansion joint pier between continuous units. The Expansion Joint Pier Segments also anchor post-tensioning tendons and transfer superstructure forces through internal diaphragms. The cross sections of the Deviation Segments, Pier Segments, and Expansion Joint Pier Segments are shown in Figure 1.3. Typical and Expansion Joint Span layouts are shown in Figure 1.4.



Deviation Segment



Pier Segment



Expansion Joint Pier Segment

Figure 1.3 – Segment Types and Post-Tensioning Dimensions

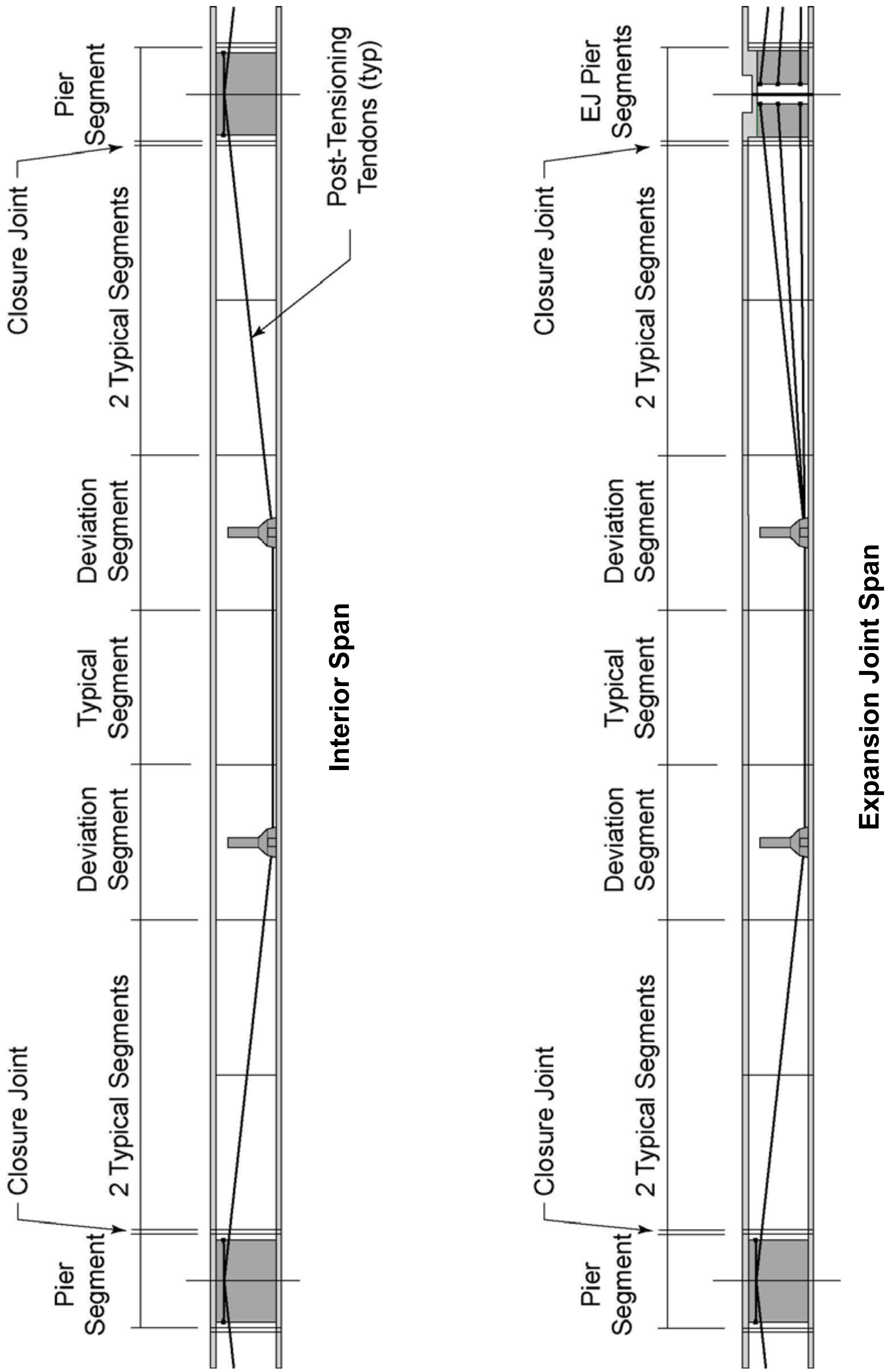


Figure 1.4 – Interior and Expansion Joint Span Layouts

Six post-tensioning tendons support each of the 138 approach spans of the Mid-Bay Bridge. Each tendon is made of 19, 0.6” diameter, 7-wire prestressing strands with a guaranteed ultimate strength of 270 ksi. The post-tensioning tendons are full span in length, anchored in either a pier or expansion joint diaphragm at the ends of the spans. The tendons deviate vertically at the deviation diaphragms to produce a “draped” profile.

The post-tensioning tendons are encased in steel ducts as they pass through the pier segment diaphragms and the deviation diaphragms. The pier segments provide a 9’-5” long embedment of the post-tensioning tendon in the pier segment diaphragms. The profile of the tendons in the pier segments begins horizontal and then curves downward to give the inclination of the draped tendon geometry. The tendon “high point” in this configuration is distributed over the approximately 4’-6” of tangent duct. The expansion joint diaphragms provide a 3’-10” embedment. The tendon is inclined all of the way through the diaphragm to the anchor. The high point of the expansion joint tendons is at the anchor.

When the tendons are external to the concrete, outside of the concrete but inside the box girder, they are placed in polyethylene ducts for protection. After the post-tensioning tendons are placed and stressed, the ducts are injected with cementitious grout for corrosion protection and bond development in concrete diaphragms.

The typical spans of the Mid-Bay Bridge were built using the Span-by-Span method of construction. In this method, an erection truss temporarily supports all segments of a span while post-tensioning is installed and stressed. A typical erection cycle would begin with the advancement of the erection truss from the previously completed span. The pier segment at the beginning of the span was assembled in the previous phase. The pier segment at the end of the span was supported on the erection truss and the next pier. Once the truss was in place, the typical and deviation segments were positioned on the trusses and aligned to the appropriate geometry. Next the post-tensioning tendons were installed and blocking placed in the closure joints between typical segments and pier segments. A small amount of post-tensioning was stressed to prevent the relative movement of the segments so that the concrete closure joints could be cast between pier segments and the first typical segments. When the closure joint concrete reached appropriate strength, the remainder of the post-tensioning was stressed and the tendons grouted, completing the erection cycle.

The direction of erection of the span-by-span construction of the Mid-Bay Bridge was from south to north for Spans 1 to 81, and from north to south for Spans 141 to 85 (descending order). Spans 82, 83, and 84 make up a continuous three span main unit containing the main span. This main unit was built using modified balanced cantilever segment construction.

Segments of precast segmental bridges can be joined with epoxy to aid in the alignment of the segments and help improve the water-tightness of the box girder. The spans of the Mid-Bay Bridge that were built using the span-by-span method of construction did not use epoxied joints. The segments of the three-span main unit, built in modified balanced cantilever, were joined with epoxy.

1.3 Project Timeline

The inspection, testing, analysis and rehabilitation activities presented in this report primarily occurred between August 28, 2000 and July 20, 2001. FDOT inspectors were performing an annual inspection of the bridge on August 28, 2000 when broken wires in Tendon 6 of Span 28 and the failure of Tendon 1 in Span 57 were discovered. The bridge was previously inspected in May of the same year, with no significant findings of distress.

Figure 1.5 shows a bar chart schedule of the inspection and initial repair activities at the Mid-Bay Bridge. These inspection and remedial actions took place immediately following the discovery of the failed post-tensioning. Crews worked multiple shifts around the clock in order to assess the condition of the bridge. In addition to other items requiring maintenance, the initial inspections revealed that 11 of the span-by-span tendons needed to be replaced.

Traffic interruptions or limitations were imposed as a result of the findings of the inspection and initial repairs performed. The following list gives the dates of traffic limitations and the impact to traffic:

August 28, 2000 and August 29, 2000	Complete Closure
August 29, 2000 to September 27, 2000	2 Axle Vehicles Only
September 27, 2000 to October 11, 2000	Complete Closure
October 11, 2000 to November 16, 2000	2 Axle Vehicles Only
November 16, 2000 to Present	All Legal Loads, no Permitted Loads

Other traffic impacts that were associated with specific tendon removal include: *

Span 28 Tendon 6	8 hour nighttime closure
Span 58 Tendon 5	1 hour daytime closure
Span 69 Tendon 3	1 hour daytime closure
Span 63 Tendon 6	1 hour daytime closure
Span 69 Tendon 2	1 hour daytime closure
Span 64 Tendon 1	1 hour daytime closure
Span 58 Tendon 6	1 hour daytime closure
Span 48 Tendon 5	1 hour daytime closure

*Tendons 57-1, 57-2 and 9-1 were replaced during bridge closures and did not require additional maintenance of traffic operations. See Section 1.4 below for tendon numbering conventions.

Subsequent to the initial actions taken to inspect and repair the Mid-Bay Bridge, presented in Figure 1.5, additional remedial actions were taken, as detailed in Chapter 4 of this report. In addition, contract plans were developed and a contract let to wrap all external tendon ducts not previously wrapped. Figure 1.6 shows an overall timeline in bar chart format for all work performed on the Mid-Bay Bridge. Figure 1.5 is a subset of Figure 1.6.

1.4 Tendon Numbering Convention

A standardized numbering scheme for the post-tensioning tendons of the Mid-Bay Bridge was adopted to organize inspection and modification efforts. This numbering scheme is shown for typical piers in Figure 1.7 and for expansion joint piers in Figure 1.8.

Example: Tendon 1 of Span 57 is referred to as Tendon 57-1.

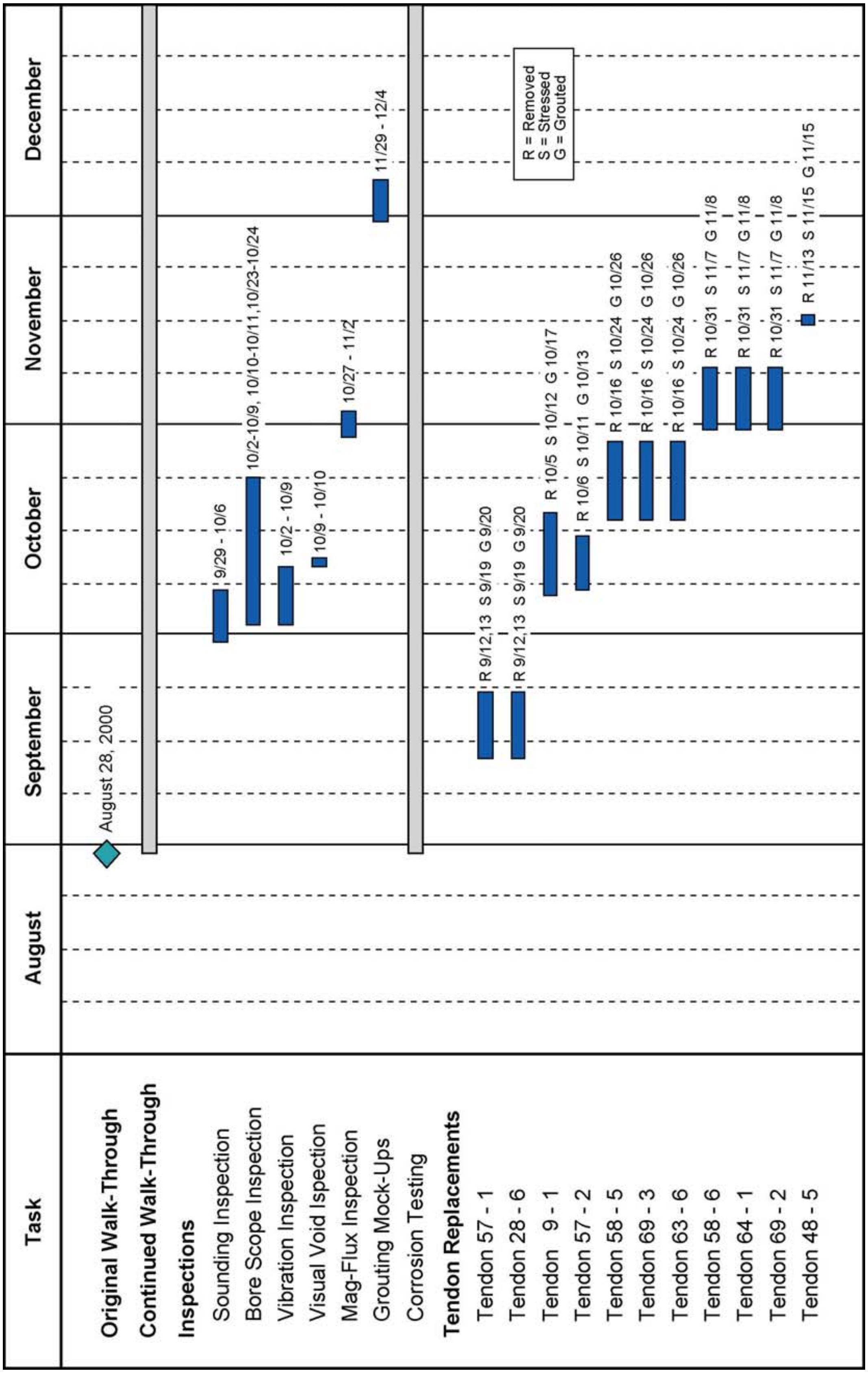


Figure 1.5 – Schedule of Inspection and Tendon Replacement for the Mid-Bay Bridge

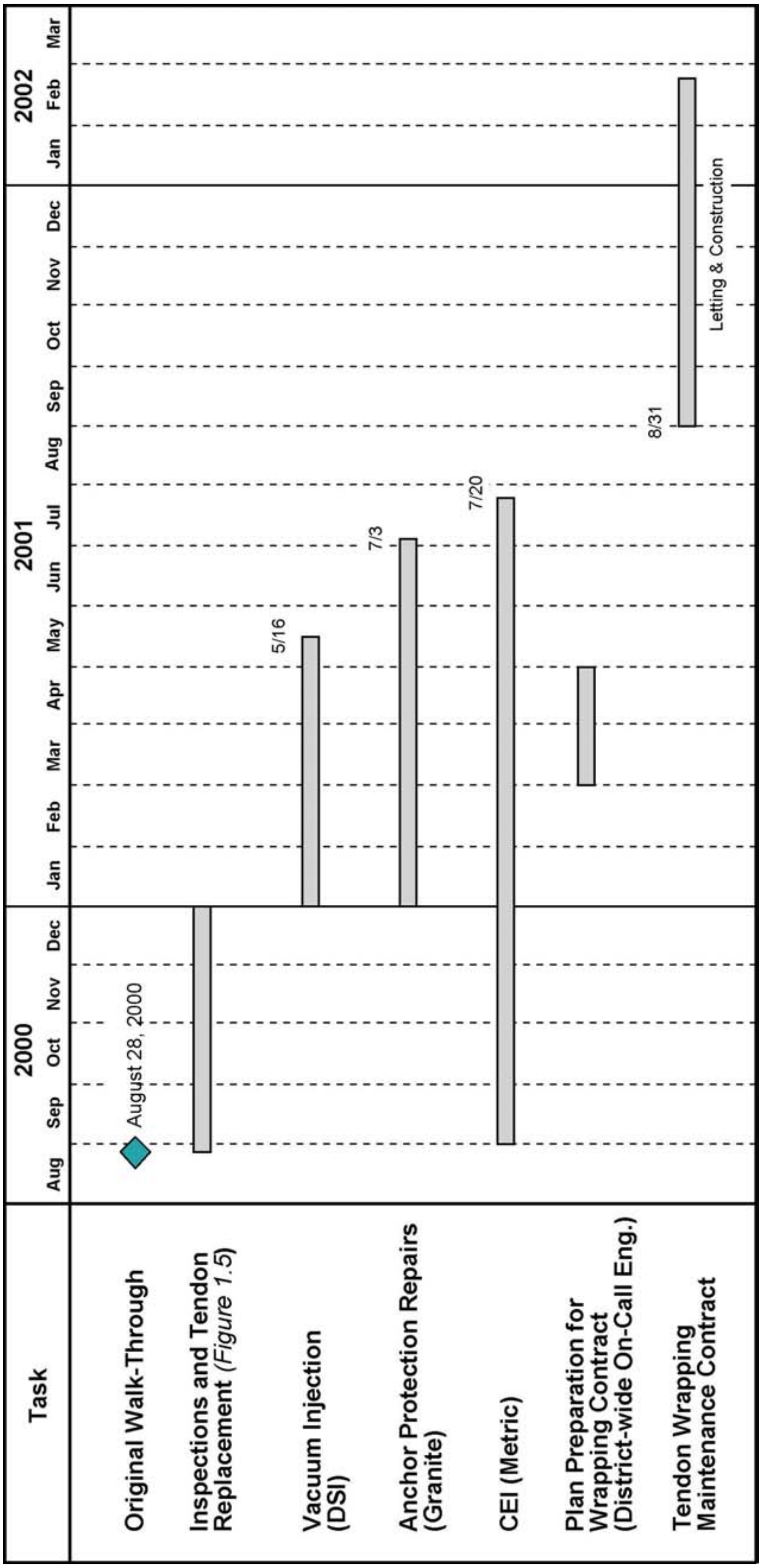


Figure 1.6 – Overall Schedule of Inspection and Repair Activities for the Mid-Bay Bridge

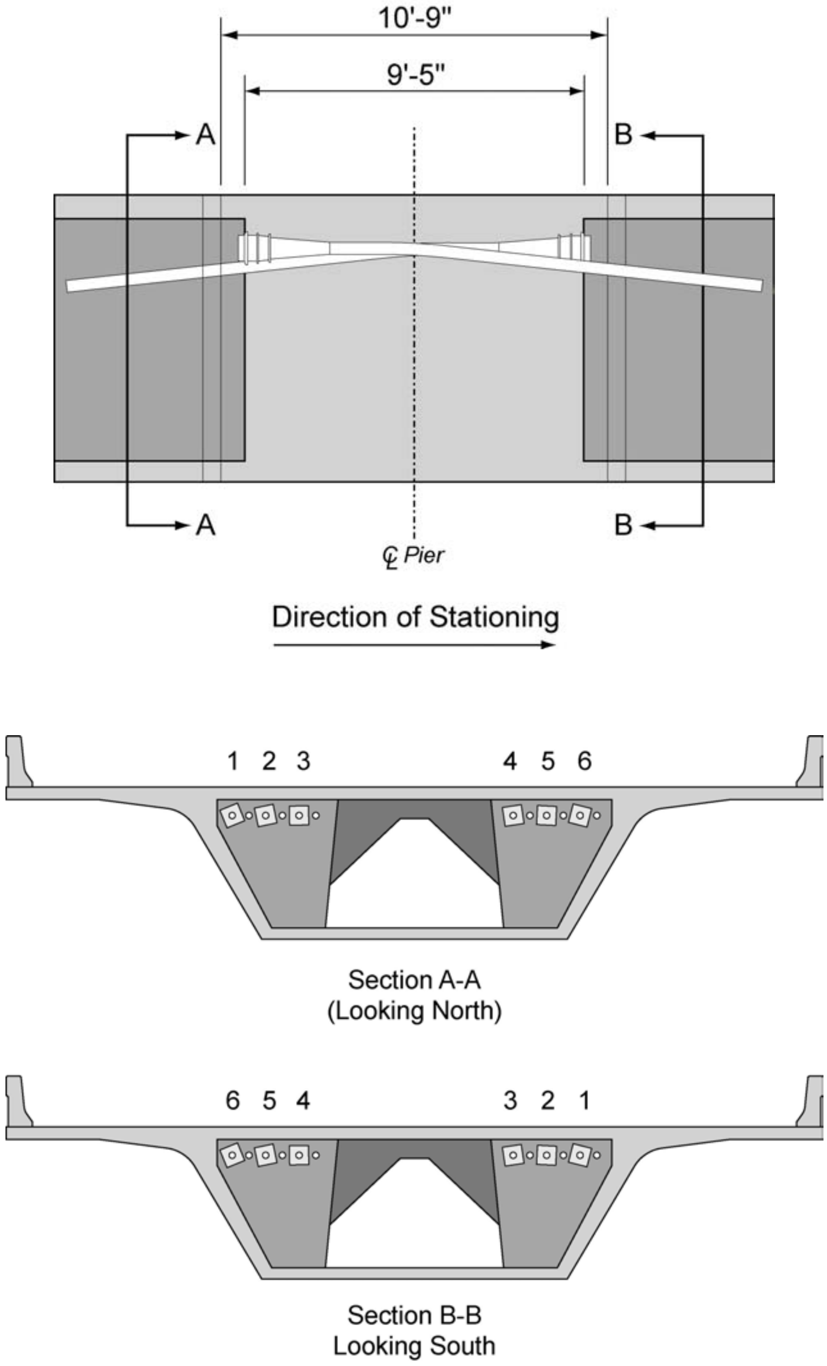


Figure 1.7 – Tendon Numbering Convention (Interior Piers)

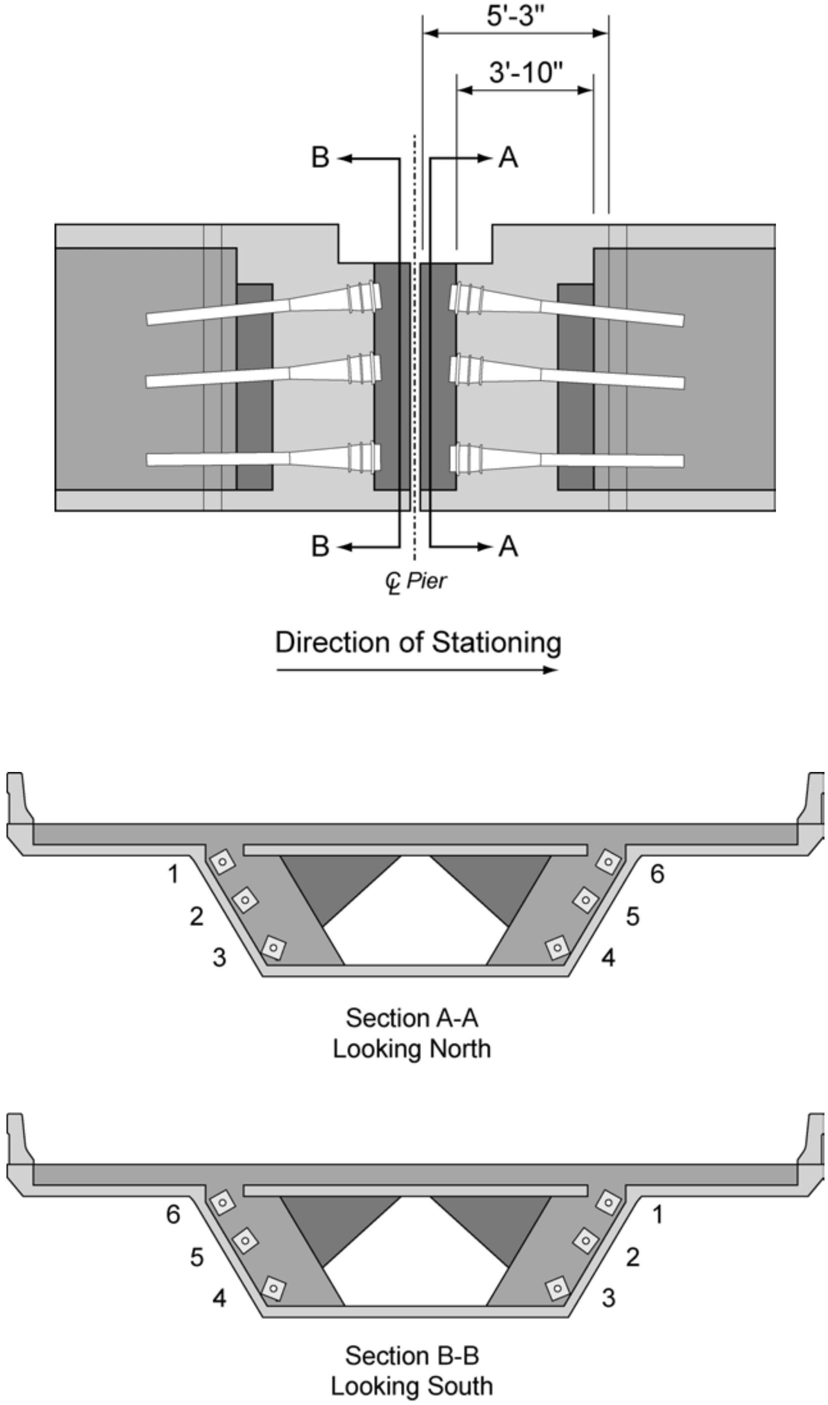


Figure 1.8 – Tendon Numbering Convention (Expansion Joint Piers)

Chapter 2 – Inspection And Testing

2.1 Introduction

The post-tensioning system of the Mid-Bay Bridge has been subjected to a rigorous inspection and testing regiment since the discovery of failed external post-tensioning tendons. The Florida Department of Transportation (FDOT) and consultant inspection personnel have worked systematically and aggressively to catalog the condition of the bridge's post-tensioning system. The inspections and tests conducted were:

- Sounding Post-Tensioning Tendons for Voids
- Borescope Inspections of Post-Tensioning Anchors
- Vibration Testing
- Visual Void Inspections
- Mag-Flux Testing
- Grouting Mock-Up Tests
- Other Corrosion Related Testing

No single inspection or testing procedure is able to provide a complete evaluation of the corrosion of external post-tensioning tendons. Some tests that produce good results in the free length of external tendons do not produce any results in the anchorage zones. Tests that produce strong indications of active corrosion in a length of tendon do not necessarily predict the level of force in the tendon or section loss that has occurred. The proper approach for inspecting external post-tensioning tendons, therefore, is to conduct a battery of tests specifically chosen to develop an understanding of the tendon conditions. This was effectively accomplished for the Mid-Bay Bridge.

This chapter summarizes the testing and inspection of the post-tensioning system of the Mid-Bay Bridge. Complete inspection reports and field data of these inspections and tests are provided in the Appendices of this report.

2.2 Sounding Post-Tensioning Tendons For Voids

Examination of the two failed tendons, one in Span 28 and one in Span 57, revealed that the condition of the grout for these tendons was of suspect quality. Air cavities, bleed water trails and soft, chalky grout characteristics were observed. Significant voids in grout or a highly porous grout can reduce the corrosion protective capabilities of the post-tensioning system. For this reason, a program of sounding the tendons for voids was initiated. In this procedure, an inspector walked the length of each tendon tapping lightly with a small tack hammer, listening for changes in the resulting sound. Locations of variations in sound that would imply a void were recorded. Locations where significant variations in sound are found were then evaluated to determine if a subsequent visual inspection was required.

Field notes of the sounding inspections for the Mid-Bay Bridge are found in Appendix A. These results show a consistent presence of voids in the tendons, though no significant distress was found during this inspection. The voids appear to be the result of air entrapped during grouting, expansive gasses produced within the grout, and formation of bleed water trails prior to grout set. Figure 2.1 shows a large void found in Tendon 37-4.

Inspectors generally agreed that sounding inspections were ineffective for determining tendon defects. Slight delaminations between the polyethylene pipe and grout, possibly caused by grout subsidence or shrinkage, often gave the indication of voids even though the duct may have been well grouted. Subsequent opening of the polyethylene duct exposed prestressing strands to the surrounding humid atmosphere. Finally, ducts opened for visual inspection required wrapping immediately after the inspection.

Figure 2.1 – Bleed water trail in Tendon 37-4 found by sounding inspection.

2.3 Borescope Inspections

The failure of Tendon 57-1 (Section 3.1) resulted from the corrosion of the prestressing strands inside the post-tensioning anchorage assembly. It was observed during removal of this tendon that there was no grout inside the anchor. At the time of inspection, the anchorage components and exposed strands were found to be dry. It was therefore concluded, that water present at the time of construction had caused the corrosion. As a result of this finding, an inspection procedure was developed using flexible borescopes to video record the conditions inside all anchors that contained voids. The inspection would determine whether sufficient grout was present in each anchor and the extent of corrosion on exposed prestressing strands.

Figure 2.2 shows the type of anchor used in the post-tensioning system in the Mid-Bay Bridge. The anchorages used on the Mid-Bay Bridge hold 19 strands of 0.6” diameter; the anchor shown in Figure 2.2 holds 12 strands. This cutaway view shows the cast metal multi-plane anchorage, the prestressing strands inside the anchorage, and the anchor plate used to hold the prestressing strands after stressing through the aid of wedges. The grout port is the larger threaded hole at the top of the multi-plane anchorage.

In the typical grouting operation of the Mid-Bay Bridge, the grout was injected through the grout port in the anchor at one end of the tendon. The grout was continuously placed until the duct between the anchors was filled and grout was flowing from the grout port at the far end of the tendon. Discharging grout in this fashion was an attempt to verify that the tendons were being completely filled with good grout. Voids found in the Mid-Bay Bridge were inside the anchor, just behind the anchor plate, extending variable distances along the length of the tendon.

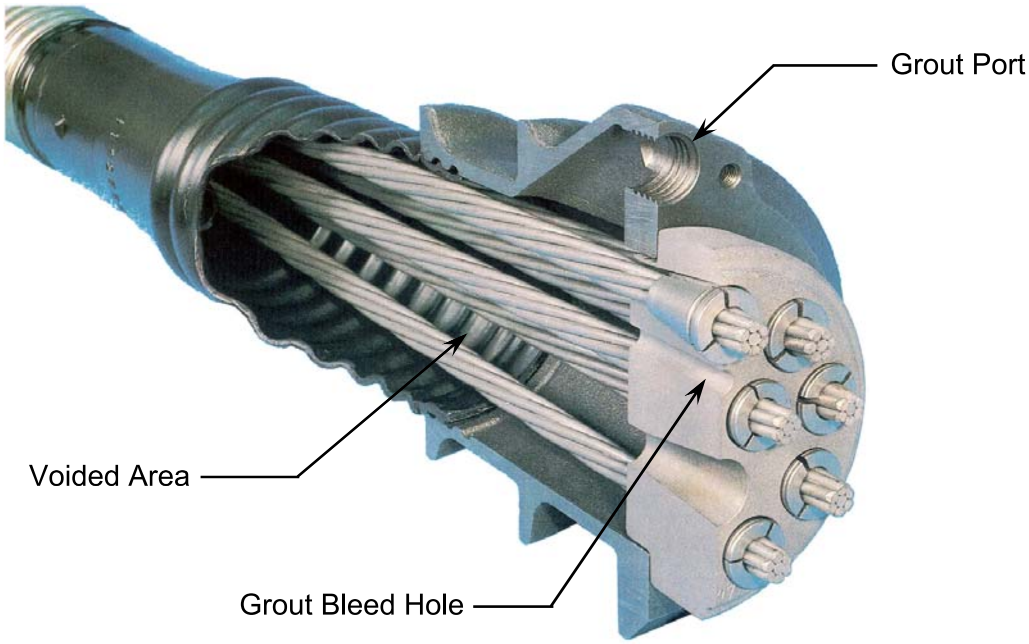


Figure 2.2 – Typical Post-tensioning tendon anchor.

Four, four-person inspection crews conducted borescope inspections of the post-tensioning anchors of the Mid-Bay Bridge. The borescope was inserted into the grout port after grout, if present in the port, was removed with a drill. Drilling was typically required for 2” to 3” before the clear access was available to a voided trumpet. If grout was found after drilling 4” then the anchorage was typically full. One inspector manipulated the borescope inside of the anchorage while another inspector controlled the video recording equipment. The other two members of each team provided support services to the two inspectors, including keeping a hand written log documenting the number of strands viewed, depth of void, extent of corrosion and whether or not a second borescope inspection was in order. For consistency in interpreting the borescope findings, the lead inspector reviewed all tendons that were recommended for a second inspection. Figure 2.3 shows a borescope team inspecting an anchorage of the Mid-Bay Bridge. The inset photograph in Figure 2.3 shows the borescope as it is inserted into the grout port.

The results of the borescope investigations are photographs and videotape recordings taken within each anchor plus field notes indicating the condition of the strands and grout inside the anchor. The field logs of the borescope inspections are included in Appendix B of this report. Video results of the borescope inspections are stored at the FDOT District 3 Maintenance Office.

Figure 2.4 shows photographs of borescope inspections of different anchorages in the Mid-Bay Bridge. These photographs show four typical conditions found during inspections of the anchors.

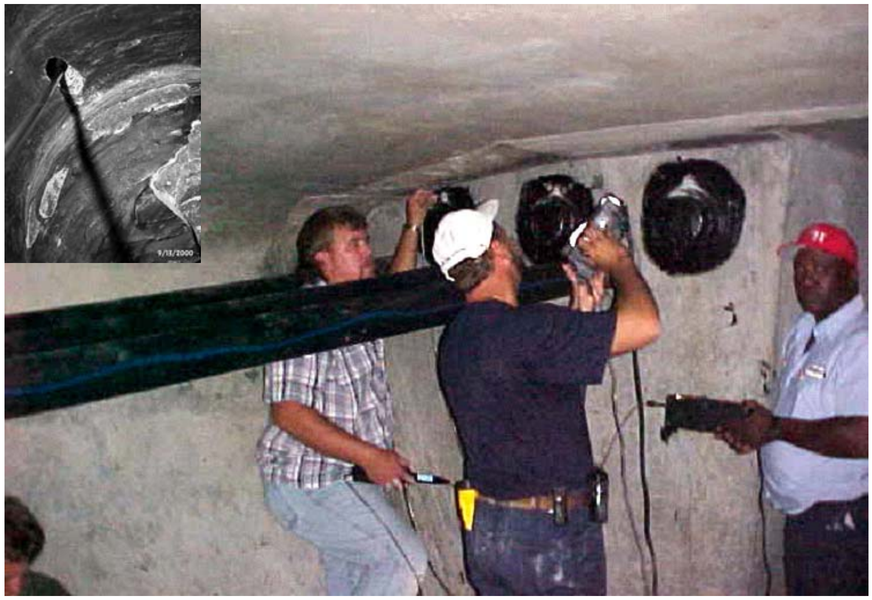


Figure 2.3 – Borescope Inspection of a Post-Tensioning Tendon Anchor.

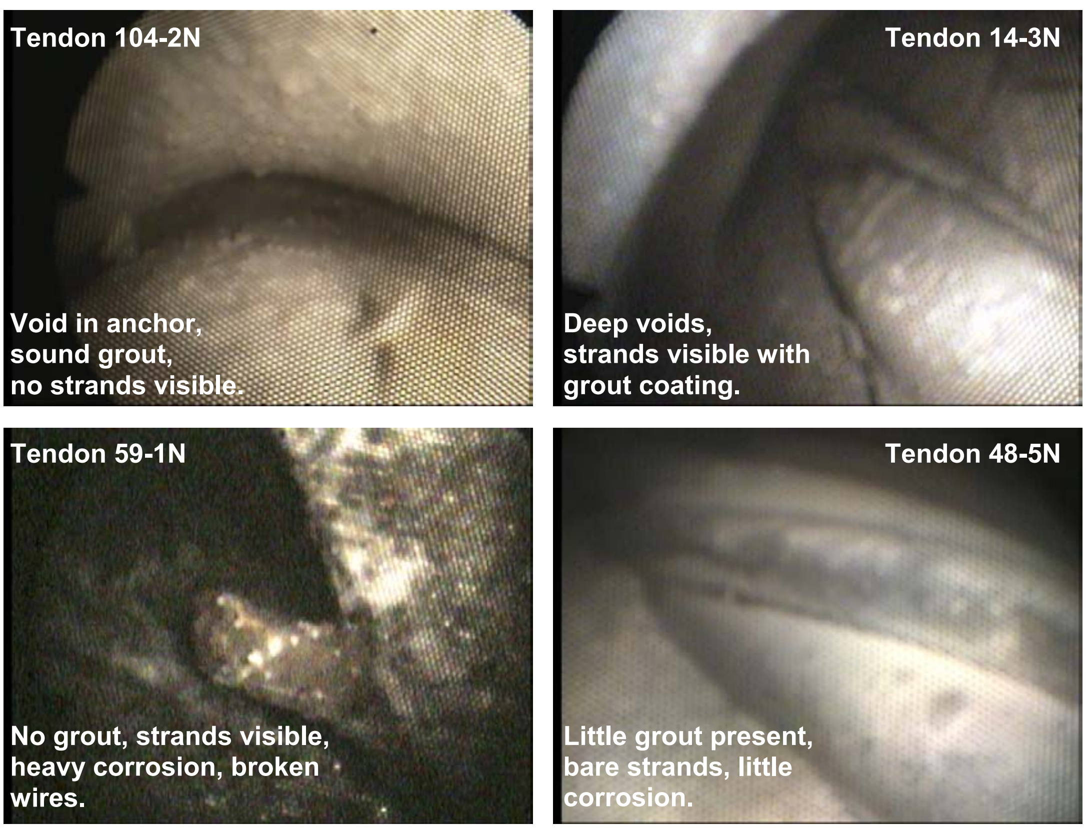


Figure 2.4 – Still photographic results of Borescope Inspections.

2.4 Vibration Testing

Vibration testing of the post-tensioning tendons was conducted by Dr. A. A. Sagues, P.E., Ph.D., of the University of South Florida. Vibration testing was first performed on the remaining five tendons of both Spans 28 and 57 during the evening of August 28, 2000 and early morning of August 29, 2000. The results of this testing gave the FDOT sufficient confidence to re-open the bridge to two-axle vehicular traffic. Borescope inspections (Section 2.3) of the anchorages of these tendons provided the FDOT with additional information based upon which they subsequently disallowed vibration testing as the sole source of evaluation (See discussion in the last paragraph of this Section).

Complete vibration testing of all tendons was conducted from October 2, 2000 to October 9, 2000. This testing consisted of measuring the vibrational response of tendons to mechanical excitation, and using the results to estimate forces in the tendons. Comparison of results for the various tendons in the bridge can be used as a possible indicator that a tendon may be in distress. Figure 2.5 shows photographs of the vibration testing and the visual display of a tendon test.

The vibration testing begins by manually striking the tendons with a hammer, and recording the resulting vibrations for later analysis. A "dead-blow" hammer was used, striking perpendicular to the tendon axis. The head of this type of hammer contains metallic shot in a yielding plastic enclosure, thereby minimizing damage to the polyethylene tendon duct and reducing the chances for multiple bouncing impacts.

Each tendon was tested in each of its three free lengths: from the south diaphragm to the deviation beam (Zone A), from deviation beam to deviation beam (Zone B), and from deviation beam to north diaphragm (Zone C). The impact point was at a distance of 1/6 of the free length from the end of the zone being tested. A single axis accelerometer was attached temporarily with wax to the polyethylene duct at a point distance of 1/3 of the free length from the end of the zone being tested. The accelerometer axis was normally parallel to the direction of the hammer blow, so that in-plane vibrational modes would be detected.

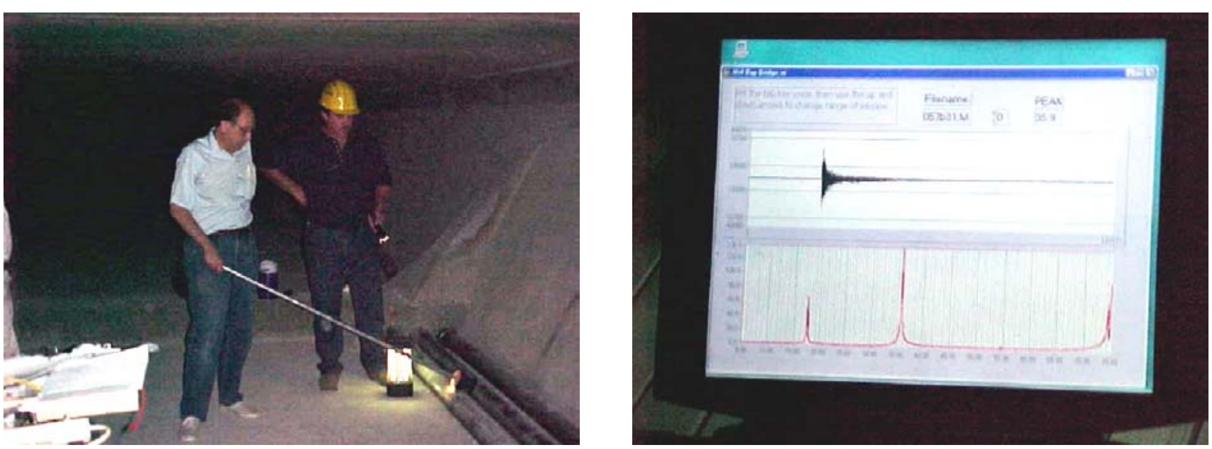


Figure 2.5 – Vibration Testing

Signal recording was performed using a laptop computer and proprietary software to acquire stereo audio input. The software creates an audio file (*.wav) of the recording that was stored in the computer hard drive, and provides visual indication of the waveform and spectral distribution obtained, allowing for immediate feedback in case a test needed to be repeated. Another proprietary computer program was used to compute the tension in the tendon.

The raw data, synthesized results, and Final Report of the vibration testing for the Mid-Bay Bridge post-tensioning tendons is presented in Appendix C of this report. Figure 2.6 shows a summary plot comparing the stresses in Zone A and Zone C of the tendons. Equal forces in the two zones would result in a point plotted on the 45° line. The variations of all of the tendons are essentially within a +/-6% variation from equal values, indicating no significant loss in forces along the length of the tendon. Some variation is expected to exist as a result of friction developed during stressing of the tendons.

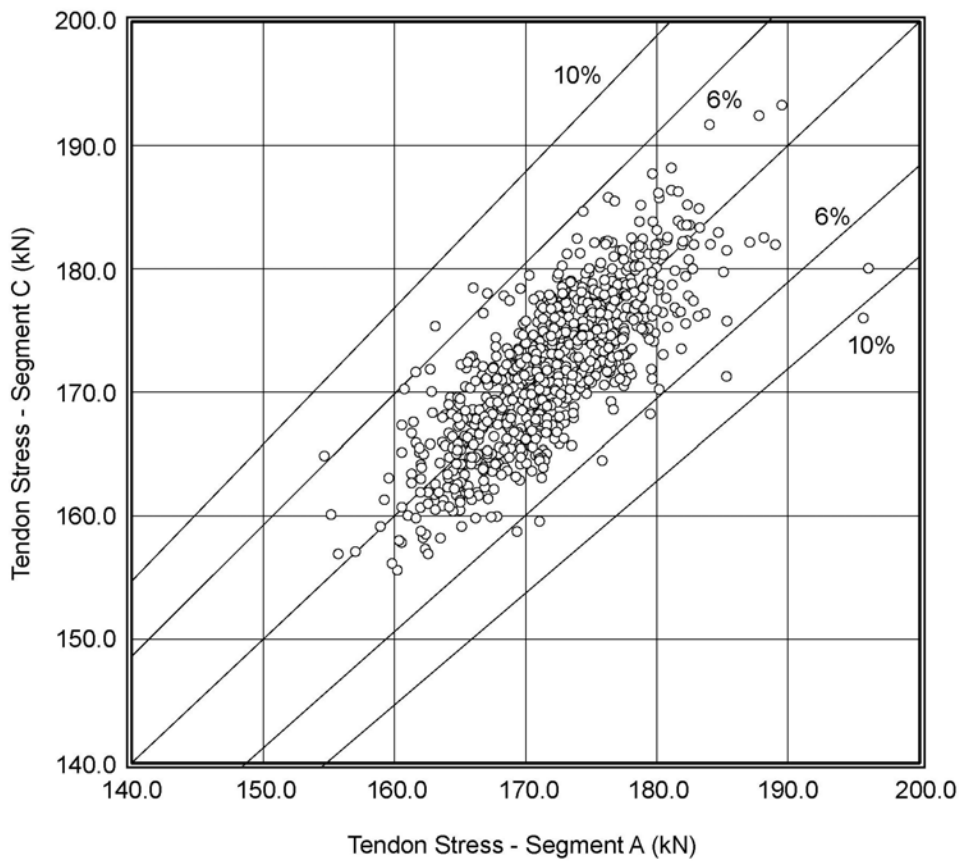


Figure 2.6 – Comparative tendons forces from vibration testing.

The vibration testing of Tendon 9-1 gave an indication that force had been lost in one portion of the tendon. Figure 2.7 shows the results for all tendons in Span 9. This bar chart shows a drop in the force in Tendon 9-1 between the deviation diaphragm and the expansion joint pier segment. The borescope inspection of this anchor showed heavy corrosion and wire breaks at this end of the tendon.

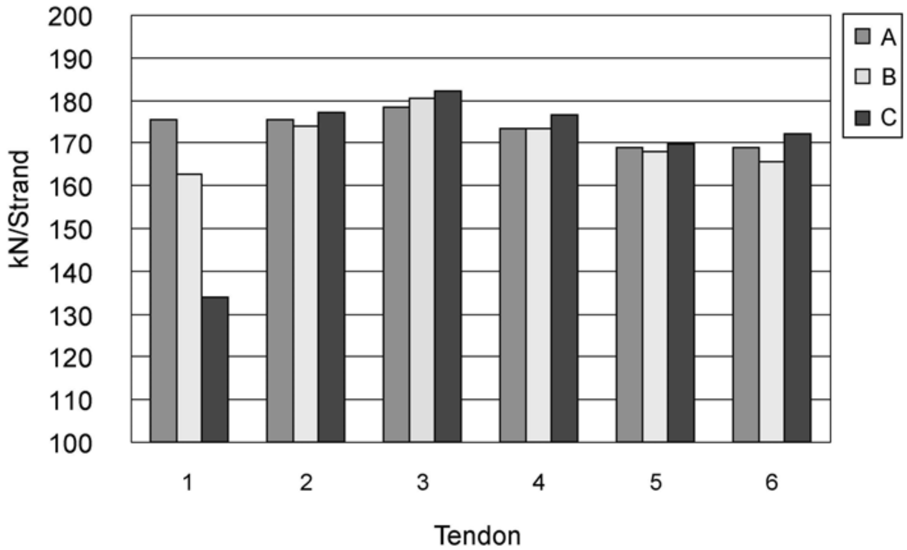


Figure 2.7 – Vibration results for Span 9

Vibration testing of post-tensioning tendons has distinct limitations. The results may not be valid for the entire length of tendon if grout in the pier segment duct and/or trumpet bonds the tendon significantly to the surrounding concrete. A positive vibration result may give an impression of a satisfactory tendon without knowledge of strand conditions in the anchor. The analytical assumptions used in data reduction are somewhat subjective and may be misinterpreted if variations in end fixity, duct condition, and grout mass are not taken into account properly. Absolute values of this type of vibration testing should be used cautiously. The results of vibration testing, as shown in Figure 2.7, are best used by comparing relative differences between Segments A, B, and C.

2.5 Mag-Flux Testing

Mag-Flux testing of the post-tensioning tendons of the Mid-Bay Bridge was conducted by Dr. A Ghorbanpoor, P.E., Ph.D., of the University of Wisconsin-Milwaukee. The on-site testing was performed from October 27, 2000 to November 2, 2000. Mag-Flux testing uses magnetic flux leakage principles to give a non-destructive evaluation of section loss of post-tensioning tendons. In this method, a magnetic field is induced around a post-tensioning tendon. Changes measured in the magnetic field can be correlated, based on previously performed calibrations, to steel section loss due to corrosion or wire breakage.

The equipment used in Mag-Flux testing consists of a mechanical frame that supports a pair of strong permanent magnets and a series of magnetic field sensors. Data received from the magnet/sensor assembly is collected by data acquisition software on a laptop computer to facilitate data recording, displaying and interpretation. The magnet/sensor assembly rides along the free length of the external post-tensioning tendons on a set of contact wheels. Contact wheels attempt to maintain a constant distance of 0.25 inches between the face of the magnet/sensor assembly and the surface of the polyethylene duct of the post-tensioning tendon.

Testing of the post-tensioning tendons consisted of placing the magnet/sensors assembly of the test machine on the three free length zones of each tendon (Zone A, B and C). The magnet/sensor assembly was moved with a steady motion along the tendon. Magnetic flux leakage data from the tests were transmitted to a computer and recorded. The synthesized data was displayed back to the investigator in the form of real time plots for the different sensors on the test machine. The investigator was able to evaluate the real time plot and note the location along the length of the tendon where section loss from corrosion or wire breakage occurred. Figure 2.9 shows the max-flux testing operation.

Figure 2.9 – Mag-Flux Testing

Mag-Flux Testing at the Mid-Bay Bridge resulted in identifying two locations on the post-tensioning tendons where corrosion and section loss had occurred. These locations and the findings were:

- A positive test result for Tendon 71-1 indicated a possible section loss in Zone A of the tendon, 30' from the start of the test. Physical examination at this location found a small hole present in the polyethylene duct. A small window was cut in the duct to further determine the extent of the corrosion. Four wires of a seven-wire strand were heavily corroded just below the surface of the hole in the duct (See photograph in Appendix D). This level of corrosion was not considered severe enough to warrant replacement of the tendon. The duct was sealed following inspection.

- A positive test result for Tendon 98-5 indicated a possible section loss in Zone C of the tendon, from 9' to 10.5' from the start of the test. Physical examination of this location found another small hole in the polyethylene duct. A small window was cut at this location of the tendon and heavy corrosion limited to the four wires of a seven-wire strand was found (See photograph in Appendix D). This level of corrosion was not considered severe enough to warrant replacement of the tendon. The duct was sealed following inspection.

Mag-Flux testing of external post-tensioning tendons is limited in the ability to predict the condition of post-tensioning tendons. The testing procedure is only able to establish the location in a tendon where section loss has occurred. The amount of section loss is difficult to estimate without physical examination of the tendon. Mag-Flux testing is very sensitive to variations in the position of the magnet/sensor assembly relative to the tendon. Imperfections on the surface of the tendon or previous repairs in the form of wrappings can change the clear distance from test equipment to the prestressing steel and produce poor results. In addition, Mag-Flux testing cannot predict the presence of voids in the grout or bleed water pockets. As a result, Mag-Flux testing cannot be used to find possible locations of future corrosion resulting from lack of protection by grout.

A secondary benefit of Mag-Flux testing is locating small imperfections in the ducts of external tendons. Though the testing does not measure any results with regard to the duct, typically duct imperfections coincide with prestressing corrosion at the same location. These duct defects can be sealed and further corrosion at this location arrested.

This correlation of tendon corrosion and duct defect focused attention on a construction and inspection practice that led to unnecessary corrosion of external post-tensioning tendons. Often, during grouting, the tendons were sounded to determine if there were voids in the grout. When a probable void was found, a small nail was tapped into the duct to verify the presence of grout. Holes left open after this inspection provided a localized point of entry for warm, humid air and the opportunity for localized corrosion of the tendons. This same type of corrosion cell has been found in other post-tensioned bridges in Florida and may have been the cause the failure of Tendon 28-6 (Section 3.1). The dry joints on this bridge have efflorescence which is evidence of slight water leakage that may be contributing to the humidity which can fuel these slow growing corrosion cells.

In general, the number of tendon corrosion locations detected by Mag-Flux testing, was very low considering the number of tendons in the bridge. However, many of the ducts that had already been sealed by heat wrapping could not be successfully tested for reasons stated above. The complete report of the Mag-Flux testing program is provided in Appendix D of this report.

2.6 Visual Tendon Inspections

Visual Tendon Inspections were made at locations in the free lengths of the post-tensioning tendons of the Mid-Bay Bridge. These locations were identified during the initial “walk-through” inspections, sounding inspections, and mag-flux testing. The visual inspections were performed by removing portions of the polyethylene ducts from tendons that exhibited indications of corrosion. With the duct removed, the grout and strand could be inspected. Both active and inactive corrosion were found at several of the locations inspected.

Figure 2.8 shows a stripped portion of Tendon 40-2. The grout in this portion of Tendon 40-2 was very fractured and chalky. Two wires in one of the seven-wire strands were broken. Two other wires in the same strand broke as additional grout was removed from the section. This portion of the tendon was marked for future patching and wrapping. Results of the Visual Tendon Inspections are provided in Appendix E of this Report.

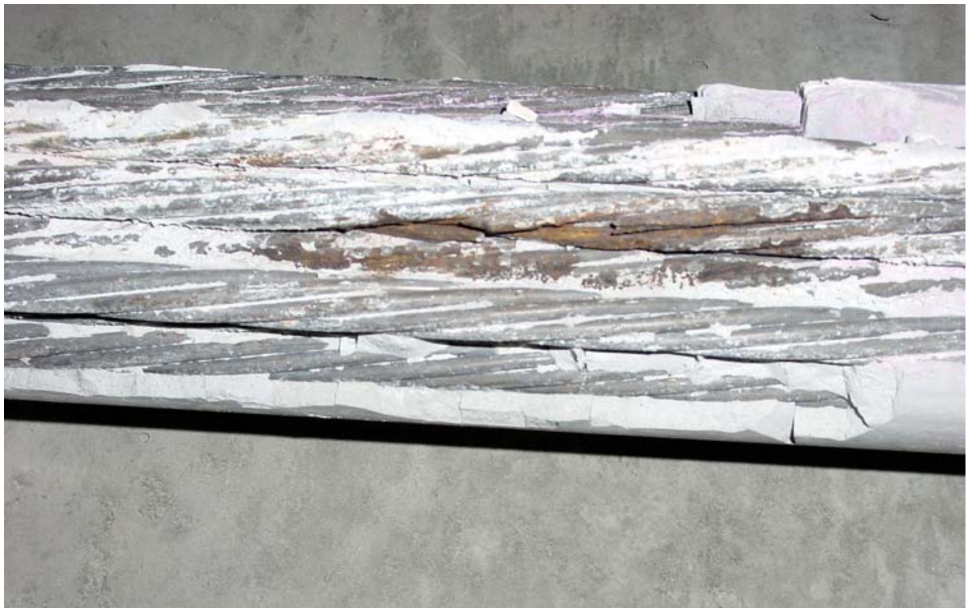


Figure 2.8 – Visual Inspection of Tendon 40-2 with corrosion in the free length of tendon.

2.7 Mock-Up and Field Trial For Filling Voids In Anchorages

A significant task of the rehabilitation of the post-tensioning system of the Mid-Bay Bridge was filling voids inside the anchors with grout. Several grouts and methods of injection were investigated, with the goal of finding a system that would consistently fill voids completely. The grout chosen for the repair was Master Builders 816 Cable Grout. This cementitious grout meets the requirements of the interim grouting specifications currently in use by the FDOT. Details of two grout injection methods were developed. These two methods were:

- Pressure Injection - Placement of grout under positive pressure through a straw inserted through the grout port, deep into the void and then retracted as the void is filled.

- Vacuum Injection - Placement of the grout under a vacuum produced by drawing the air out of the void. The negative pressure is used to draw the grout into the anchor.

Mock-up testing using the two proposed methods of grout injection was conducted to determine which produced the most effective repair of the anchor. The mock-up tests were performed using the same components of the post-tensioning system used in the bridge. Post-tensioning strands were placed inside the anchor and a length of duct and then partially filled with grout. The mock-up tests were slightly inclined to replicate voided conditions similar to those found during the borescope inspections. Figure 2.10 shows a sketch of the mock-up test specimen.

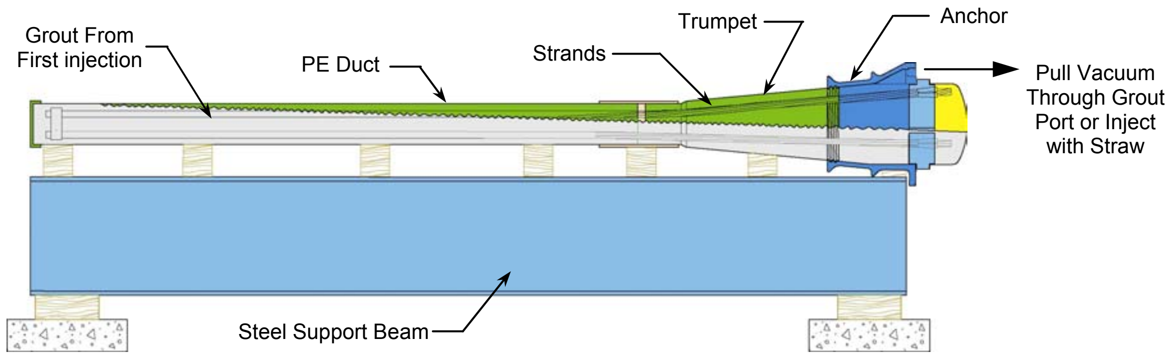


Figure 2.10 – Mock-up test specimen

After the first grout placed in the test specimen hardened, the two different methods of injection, positive pressure and vacuum injection, were used to fill the voids in the anchors. Figure 2.11 shows the two injection methods in progress. The positive pressure method is shown on the left with the straw inserted into the grout port of the anchor and a hand pump being used to force the grout into the voids. The vacuum injection method is shown at the right in Figure 2.11. One end of the grout injection tube is connected to the grout port. The other end is attached to a switchable manifold. The air is first removed under vacuum, being drawn out by the grout-metering pump. The volume is measured on the vacuum and therefore provides an estimate and degree of confidence in the amount of grout to be placed. Generally the amount of grout placed in the Mid-Bay Bridge was slightly higher in volume than what the vacuum indicated. In the second stage of work the manifold controls are switched, causing the vacuum to pull the grout into the void.

Figure 2.11 – Injection methods: Positive Pressure (left), Vacuum Injection (right).

Following the injection and hardening of the secondary grout, the test specimens were cut into sections along the length of the tendon. These sections were reviewed to assess the effectiveness of the grout injection methods. Figure 2.12 shows a section of specimen injected under positive pressure on the left, and a section of a specimen injected under a vacuum on the right. Visual inspection of the autopsied tests indicated that the vacuum injection method filled the voids in the mock-up samples better than the positive pressure method. The specimens injected under a positive pressure still had large voids, as shown at the left in Figure 2.12. Voids were not present in the tendons injected by vacuum and there was a consistent flow of the grout into the voids and small annular spaces between the primary grout and duct (note the extent of the lighter colored grout at the top of Figure 2.12 on the right).

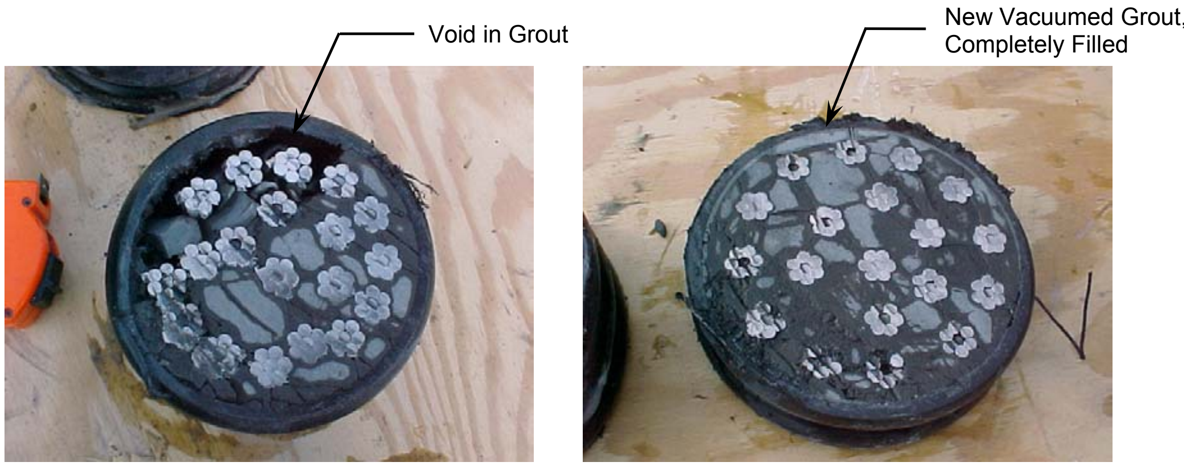


Figure 2.12 – Mock-up tests segments: pressure injection (left) and vacuum Injection (right).

Following the mock-up testing, a field trial was conducted to determine procedures for using the vacuum method of injection in the rehabilitation of the Mid-Bay Bridge. The photographs in Figure 2.13 show different aspects of the field trial. The photograph at the bottom right of Figure 2.13 shows the finished grout cap for this tendon. Based on the mock-up testing and field trial, the vacuum method of injection was selected for filling the voids in the anchors of the Mid-Bay Bridge.

Figure 2.13 – Field trial of the vacuum injection method.

2.8 Other Related Testing

Several other tests were performed on the components of the post-tensioning system in order to evaluate their impact on providing corrosion protection. The results of these tests are presented in this section. The complete reports are provided in Appendix F of this report.

2.8.1 Polyethylene Duct Testing

Two independent testing laboratories were asked to test characteristics of the polyethylene duct used on the Mid-Bay Bridge. A characteristic of polyethylene is that samples can be melted and reconstituted into testing samples while maintaining their physical properties.

Hancor, Inc. (Hancor) evaluated the duct for conformance to ASTM D 3350 cell class 345433C. This was the ASTM testing procedure and cell class specified in the project construction specifications. Four of the tested characteristics (density, melt index, flex modulus and tensile strength) met the ASTM requirements. The duct material did not meet the test requirements for the Environmental Stress Crack Resistance (ESCR). The ASTM requirement specifies that not more than a 20% specimen failure is permitted over the 192 hour test duration. The tests performed by Hancor for the duct for the Mid-Bay Bridge exhibited 100% failure to the test in less than 24 hours.

Atofina Petrochemicals, Inc. (Atofina) performed chemical and rheological testing on the polyethylene duct of the Mid-Bay Bridge. The chemical testing indicated that the percent of carbon black in the post-tensioning ducts was 1.2% and that the density of the material was higher than anticipated based on chemical composition. The ASTM requirement for carbon black content in this material is a minimum of 2%. The rheological tests indicated that the base resin was a medium molecular weight grade lower than commonly used in pressurized pipes. The Atofina tests state that the combination of high density and low molecular weight produces a product of high brittleness.

These two brief reports, included in Appendix F, indicate that the polyethylene ducts did not meet the requirements of the project construction specifications, and could be a source of duct cracking.

2.8.2 Grout Testing

The FDOT State Materials Office in Gainesville, Florida performed tests to evaluate the chemistry of the grout. A sample of the results of one of these tests for the grout in Tendon 40-2 is provided in Appendix F of this report. The FDOT State Materials Office consistently found the pH values of the grout to be appropriate and the chloride content to be on the order of 0.25 pounds of chloride per cubic yard of grout. This chloride content is a trace amount consistent with expected values for cement-based materials.

SKW/MBT, Inc. (SKW/MBT) of Cleveland, Ohio performed chemical and petrographic examinations of grout samples. Specifically, SKW/MBT investigated whether grout expansion could have caused the cracking of the polyethylene duct. The results of the tests by SKW/MBT did not indicate any unusual conditions that would have produced unexpected expansion. The testing indicated that the water cement ratio of the grout was very high and that grout characteristics varied with depth from the surfaces formed by the ducts inward towards the strands. This variation in grout characteristics indicated a significant migration of bleed water. (See Appendix F)

2.8.3 Prestressing Steel Testing

Samples of the corroded prestressing strand of Tendon 57-2 were tested for tensile strength by the FDOT Structures Research Center. The results of these tests indicated that strand pitted to the extent of this tendon had a reduction in ultimate strength of 12%. This reduction in strength was determined by comparing test results for corroded portions of the strands to tests on portions of the strands that were not corroded. (See Appendix F)

The level of corrosion on the portion of Tendon 57-2 that was tested was representative of several locations on several tendons in the bridge. This level of corrosion was not, however, the most severe found in the bridge. Limitations of the testing equipment did not permit the axial testing of the most heavily corroded areas on the strands. These more severely corroded locations occurred near the ends of the tendon where the voids in the anchors exposed prestressing strands to high corrosion. There was not enough length of strand available on either side of the heavily corroded area for the testing equipment to grip.

2.8.4 Tendon Potential Testing

Filling voids in anchors with secondary, vacuum injected grout created concern that the water introduced with the new grout could further aggravate active, or re-activate corrosion of the prestressing steel. To study the effect of the new grout on existing tendon corrosion, the FDOT Materials Laboratory developed an in-situ testing procedure to measure the change in electrical potential within the new grout as it cures.

Borescope records of the Mid-Bay Bridge post-tensioning tendons were reviewed and six tendons with various levels of corrosion were selected for testing. In addition, one of the newly installed replacement tendons was grouted during the tests and used as a control specimen. One anchor of each of the six tendons was vacuum injected with secondary grout. A small hole was then drilled into the grout through the bleed hole in the anchor plate of the six re-grouted tendons and the new control tendon. A wooden dowel saturated in a three percent sodium chloride solution was inserted into the hole and placed in contact with the new grout. Copper-copper sulfate electrodes were place in contact with the dowel and potential measurements taken. The tests were performed for eleven weeks.

Figure 2.14 shows a plot of the variation in electrical potential within the grout over the eleven-week test period. Test results indicated that potentials reached a passive state, as defined by ASTM standards, shortly after re-grouting. Also, the potentials of the re-grouted tendons were similar to those of the newly grouted replacement tendon. Based on these findings, secondary vacuum grouting of tendons was incorporated into the repair procedures of the post-tensioning tendons. Complete results of these tendon potential tests are provided in Appendix F of this report.

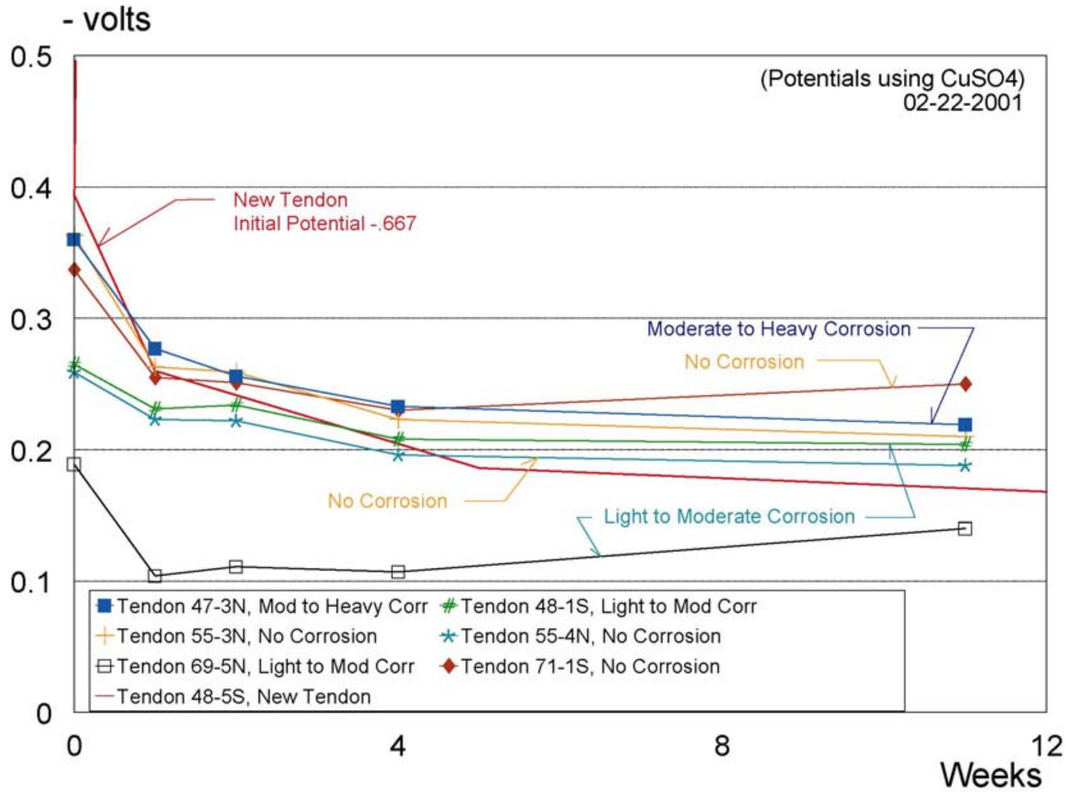


Figure 2.14 – Variation in electrical potential with time.

Chapter 3 – Findings Of The Inspection And Testing Program

3.1 Failed Post-Tensioning Tendons

Tendon 28–6 was discovered partially failed on August 28, 2000 during a regularly scheduled FDOT annual inspection of the Mid-Bay Bridge. The inspectors found the duct at this location to be significantly cracked and bulging. Figure 3.1 shows the corrosion of Tendon 28-6 after the duct had been cut away in the free length of the tendon between a deviation diaphragm and expansion joint pier segment diaphragm. The extensive damage to the duct did not permit the evaluation of whether defects in the duct prior to strand failure may have led localized corrosion of the tendon.

Figure 3.1 – Tendon 28-6

An immediate “walk-through” inspection of the Mid-Bay Bridge was conducted after finding the damage to Tendon 28-6. This inspection found that Tendon 57-1 had completely failed. This was evidenced by the complete pull out of the tendon and embedded steel duct from the expansion joint diaphragm. The failure of Tendon 57-1 is shown in Figure 3.2.

Figure 3.2 – Tendon 57-1: failure at Expansion Joint Diaphragm (left),
View towards Pier Segment Diaphragm (right)

The corrosion of the prestressing steel in the anchor of Tendon 57-1 produced a loss in cross sectional area, which led to strand failures. The force from these failed strands was then restrained through bond with the steel duct through grout that was present in the duct. Load in the steel pipe was transferred to the surrounding concrete. Forces in the remaining unbroken strands were carried back to the anchor plate. Eventually the corrosion and breaking of additional strands was sufficient to exceed any resistance provided by the remaining prestressing strands causing all the load to be transferred to the steel duct/concrete interface. Bond between the rigid duct and the diaphragm concrete then failed allowing the tendon to slip into the span.

Post-mortem inspection of the strands in the anchor plate of Tendon 57-1 revealed that the less corroded wires had necked-down fractures, indicating sudden failure and transfer of load to the steel duct. This was consistent with the failure mode described above.

Post-tensioning anchorages are designed to transfer prestressing loads from the strand, through the wedges, to the anchor plate, and then through the bearing surfaces of the anchorage to the concrete. Though not considered in the design of the anchorage itself, the analysis, testing and approval of post-tensioning systems all consider complete grouting. It is clear that the tendons of the Mid-Bay Bridge were not constructed with grout to the same details as used during the development and approval of the post-tensioning system. The consequence of the difference will be investigated further by FDOT through a research project.

Figure 3.3 shows two other photographs related to the failure of Tendon 57-1. The photograph on the left shows the anchor plate after removal from the anchorage. The majority of the strands are still held in the anchor plate by the wedges. The extent of the corrosion and the nature of the corrosion-induced breaks are evident. The photograph on the right of Figure 3.3 shows the extent of the corrosion inside of the multi-plane anchor casting. This photograph also gives evidence that the water contributing to corrosion was sealed in place in the anchor during construction. The protective epoxy coating and black mastic seal was completely intact at the time of the discovery of the failed tendon. The light gray circumferential break, shown completely around the anchor, is the epoxy layer of the anchor protective coating.

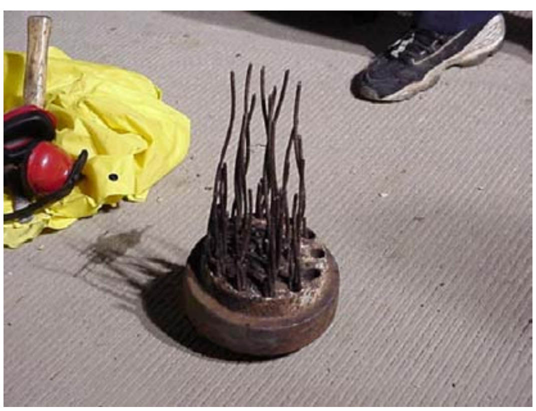


Figure 3.3 – Anchor plate and anchor of Tendon 57-1

Tendon 28-6 and Tendon 57-1 were the only tendons that had experienced failure. Each one had failed because of a loss in cross sectional area due to corrosion. Tendon 57-1 failed in the anchor just behind the anchor plate. Tendon 28-6 failed in the free length of tendon. Both of the tendons were located in expansion joint spans and both were the tendons in the uppermost positions. Later inspections confirmed the majority of concentrated voids and corrosion occurred in the most highly draped tendons.

3.2 Voids In Post-Tensioning Anchors

Review of the failure of Tendon 57-1 showed little or no grout in the anchorage immediately behind the anchor plate at the expansion joint end of the span. Based on this information, the other ten anchors of this span were inspected by borescope as described in Section 2.3 in this report. Each of the anchorages inspected at this time showed significant voids in the anchors and corroded strands.

Engineers are aware that small voids can occur in post-tensioned concrete construction. The effect of a void on tendon durability is influenced by factors such as: exposure and condition of strands, condition of grout, possible paths of recharging (defined below), relative structural significance of the tendon, and surrounding environment. Voids that leave the strands susceptible to attack from corrosion are not acceptable and require filling with grout. The Florida Department of Transportation, considering factors similar to those just listed, used engineering judgment to decide that no known void in an anchorage would be acceptable in the Mid-Bay Bridge. All voids would be filled with grout using the vacuum injection techniques described in Chapter 2.

The presence of the voids and corrosion in the post-tensioning tendons most likely resulted from one, or a combination of, the following items:

- Contamination – Water, with or without corrosive aggravating elements, penetrating an ungrouted anchor or duct before or after tendon stressing. The source of this water could have been from deck runoff, atmospheric humidity, or from flushing of the ducts. Salt spray may also have carried chlorides into the duct system.
- Leakage of grout – “Blow outs” of the grout at the neoprene boot connections between steel and polyethylene could have led to a loss of grout.
- Bleed water – Excessive free water in the grout moving to tendon high points allowed the remaining grout to settle back into the ducts away from the anchors. This can be aggravated by excessive water in grout.
- Subsidence of the grout – Grout in tendons that are filled from a high point can cavitate and capture air in the grout column. Before the initial setting of the grout the captured air, possibly combined with gas from expansive agents, rises to the high point, in this case inside the anchors behind the anchor plates.
- Settlement – gravity induced separation of cement from the water in the grout mix.
- Recharge – Deck runoff may flow over the anchorages after grouting and before anchor protection is applied and expansion joints are installed. The exposed porous grout without pour-back and mastic protection in place may have absorbed water. This phenomenon has been documented at another Florida post-tensioned bridge anchorage in a vertical application. Another potential for recharge and continued strand corrosion is through a separation between a pour-back and bulkhead. Most anchorages on the Mid-Bay Bridge did not have a pour-back and therefore the void may have been exposed to recharge prior to the re-grouting of the cap and/or mastic installation.

It is important to note that the most significant voids in the ducts of the Mid-Bay Bridge were at the expansion joint diaphragms. Given an amount of bleed water and cavitation, the total volume of the void at either end of the tendon should be nearly the same. At interior pier segments this volume would be distributed over the horizontal tendon profile resulting in long but thin voids that would not expose strands. At expansion joint pier segments the voids would collect at the tendon high point just behind the anchor plate and would be shorter and deeper, exposing strand. The change in inclination of the expansion joint span tendons as they anchor at the expansion joint diaphragms would produce deeper voids in tendons 1 and 6 and shallower voids in tendons 3 and 4. All of these tendencies were consistently found in the Mid-Bay Bridge, as revealed by the borescope inspections.

3.3 Grout Quality

The general impression held by the inspectors and investigators involved with the review of the Mid-Bay Bridge is that the grout is of suspect quality in many areas. Samples taken and tested were described as soft, chalky and visibly porous. The nature of the components of the grout along with admixtures was chemically analyzed for compliance with project construction specifications. The water/cement ratio and expansive agent content of this grout may not have been correct. The petrographic investigations found that the grout was poorly mixed, in that un-hydrated cement particles were found near the outer perimeter of the tendons. The grout allowed the excess bleed water to migrate upward through the grout near the strands. This characteristic is consistent with inspection findings where water migrated upward into the tendon anchorages, thus creating or adding to the voids in the anchorages.

Color can be another indication of grout quality. The usual color of grout used in this post-tensioning application is light gray. Much of the grout in the tendons requiring replacement in the Mid-Bay Bridge was white, indicating high water content and grout segregation. The significant variation in color of the grout from the top of the duct (white) to the bottom of the duct (darker gray) was further indication of a higher than normal water content. Much of the pour-back grout in the grout caps has a dark gray color with visible silica. This grout was either poured or packed into the grout caps and did not flow into the trumpet area through the wedge plate. The shortcoming of this secondary placement of grout over the anchor plate is that it does not flow back into the anchor, filling voids that may be present.

Figure 3.4 shows two examples of dark gray secondary grout in anchors of the Mid-Bay Bridge. The photograph on the left shows the dark gray grout used as a pour-back to fill the cap during construction, leaving in place a partially voided trumpet. The light colored grout in this photograph comes through the grout bleed hole into the cap during grouting. Caps with subsidence or partial fill were consistently found to be indicative of a partially filled trumpet. The photograph on the right shows the dark gray grout throughout the anchor.

Figure 3.4 – Secondary Grout in Anchor Caps

3.4 Cracking Of Polyethylene Duct

The polyethylene ducts are substantial cracked throughout the Mid-Bay Bridge. Duct cracking was not a new issue discovered in association with recent inspection of the bridge. Cracking of ducts had been observed since the bridge was opened and protective wrappings have been applied in a previous maintenance contract (1997). More extensive cracking has occurred since these first maintenance operations were conducted.

The polyethylene duct was tested to see if the characteristics of the duct were appropriate for this application. The results of these tests indicate that the duct did not meet the requirements of ASTM D 3550 and cell classification as specified in the project construction specifications. Further testing indicated that the high density and medium molecular weight grade of the resin produce a brittle polyethylene that perhaps should not have been used in this application. Radial stresses induced during grouting would contribute to the poor performance of the ducts.

3.5 Protection of Post-Tensioning Anchorages

Visual and random sounding inspections of the protective coatings of the anchorages were conducted. The visual inspection identified cracking and/or spalling of the coal tar epoxy coating. These findings would indicate that some locations of failed protective coatings are the result of the expansion of the steel beneath the coatings caused by corrosion induced by the wicking of water trapped in the void.

Striking the grout caps produced a hollow sound at many locations where there was no visible external damage to the protective coatings. Removal of these intact protective coatings typically revealed a mix of white and sandy gray grout in the grout cap. Locations with hollow sounding, intact protective coatings also had voids in anchors and corrosion on the strands and anchor plates.

3.6 Corrosion Of Prestressing Steel

As a result of the deficiencies in the post-tensioning system of the Mid-Bay Bridge mentioned above, there has been considerable corrosion of the prestressing steel. The following list is a compilation of the features, tendencies, or practices that most likely affected the accelerated corrosion of the tendons.

- The majority of the corrosion occurs in the tendon anchorages at the expansion joint segments. The tendon geometry described in Section 1.2 led to more concentrated voids and more strands exposed to the moisture in the anchorages.

- The most serious corrosion occurs south of the main span. Project correspondence indicates the approval of the use of an anti-bleed grout mixture on 10/19/92 for future grouting use. Construction records indicate that construction had progressed to Span 69 by the day this letter was issued.

- Water inside the anchors where corrosion was found most likely came from excessive bleed water and recharging during construction. However, general atmospheric attack cannot be ruled out. Construction records reviewed did not note the dates that grout cap pour-backs were made or anchor protective coatings applied. Records did show that expansion joint assemblies were not placed immediately following grouting of the particular expansion joint span. The concrete pour that secures the expansion joint also provides protection to the expansion joint span anchorages from rain and deck runoff. It does appear, however, that the moisture causing corrosion was introduced during construction, because the protective coatings were found intact at anchors where strand corrosion was found.

- Single-end grouting from the high point most likely entrapped air (cavitation) and subsequently the grout subsided from the anchorages. Grouting rates may have been too high, resulting in turbulent flow, and contributing to the amount of entrapped air and bleed water.

- The protection offered by the polyethylene ducts was compromised by punching small holes in the ducts while inspecting the ducts during construction.

- The protection offered by the polyethylene ducts was compromised as the result of extensive cracking in the ducts since the completion of construction.

- The high permeability of the grout offers less than expected protection to the prestressing strands. This is even more pronounced when the polyethylene duct is damaged.

- The time interval between removal of post-tensioning steel caps and application of protective coatings may have allowed the recharge of moisture.

- Although the corrosion found in the vicinity of the anchorage assembly was believed to be primarily caused by the presence of grout voids and grout bleed water, this corrosion activity may also have been aggravated by galvanic corrosion between two or more dissimilar metals that make up the post-tensioning system. There are at least six different metals in the immediate vicinity of the anchorage assembly (strands, chucks, wedge plate, trumpet, duct pipe, zinc) Except for the zinc, these metals are very close on the electromotive series (under standard conditions) and would not be expected to have significant potential differences. Therefore these metals would not be expected to corrode when coupled and surrounded by cured, cement-based grout of reasonable quality. The zinc layer would be expected to be galvanically active during the period of time beginning with the introduction of grout and continue briefly until the grout has cured and developed high electrical resistance. No significant corrosion of the system would be expected for many decades unless the system was to be breeched such that water and oxygen and/or contaminants were allowed to enter the system.

  In instances where the trumpets contain voids and water, corrosion of one or more metals is almost certain to take place. Where the void is sufficiently extensive to involve the galvanized pipe, it would be expected that, at least initially, all of the other metal components in contact with the electrolyte (water and wet grout) would benefit by some degree of cathodic protection because of the highly anodic potential of the zinc and its propensity for rapid dissolution in high pH media such as that which would initially be found in grout bleed-water. The efficiency of the zinc in providing effective cathodic protection to the other metallic components is highly dependent on numerous factors such as solution chemistry and resistivity, oxygen availability and polarization characteristics of both the zinc and the other metals in electrolytic contact with one another. Likewise, in the absence of the zinc providing a protective function, the other metal components would corrode dependent upon the very same factors.

The actual potential of the individual metals would dictate whether one or more metals would corrode preferentially to another. In this instance, the solution chemistry and oxygen availability would play a significant role in the development of metal potentials and resulting galvanic corrosion rate. Therefore the possibility of galvanic activity between the various metals in the anchorage assembly cannot be ruled out. This is particularly so since it has been clearly shown that prestressed strands are particularly susceptible to corrosion when exposed to grout bleed water. For example, reliable studies (References 1 and 2 listed below) have shown the propensity for extremely high corrosion rates for prestressed strands when exposed to grout bleed water. In fact, Reference 2 demonstrated total tendon failure due to corrosion from grout bleed water in just a matter of weeks. Reference 1 demonstrates a particularly high propensity to bleed water development and subsequent strand corrosion when Sika's Interplast N admixture (as used at the Mid-Bay bridge) is used in ordinary grout.

References:

1. *"Performance of Grouts for Post-Tensioned Bridge Structures",* Publication No. FHWA-096, Federal Highway Administration, Washington, D.C., December, 1993*RD-92-095.*

2. *"Implications of Test Results from Full-Scale Fatigue Tests of Stay Cables Composed of Seven- Wire Prestressing Strand",* Habib Tabatabai, A. T. Ciolko and T. J. Dickson, Reprinted from Conference Proceedings 7 of the Fourth International Bridge Conference, Volume 1, Transportation Research Board, National Research Council, Washington, D. C.

The primary reason corrosion has occurred in the post-tensioning tendons of the Mid-Bay Bridge is that water was sealed in voids in the tendons, most likely since the time of construction, in enough volume as to not be readily absorbed in the grout as it cured. This, combined with the presence of oxygen, both entrapped and/or diffused into the system over time through holes, cracks or leaks, allowed corrosion to progress. The opportunity for corrosion is enhanced by the configuration of the individual 7-wire strands. Specifically, the interstitial areas give opportunity for numerous locations for a crevice corrosion effect that is further enhanced by strand-to-strand contact within the tendon bundle. Visual observations of partially or completely failed tendons indicated that corrosion occurred over time, as there were numerous wire breaks that had continued corrosion on the broken surfaces and rounding of broken wire edges.

Chapter 4 – Post-Tensioning System Rehabilitation

4.1 Introduction

This chapter presents the remedial actions undertaken to rehabilitate the post-tensioning system of the Mid-Bay Bridge. The rehabilitation efforts are grouped into the following general categories:

- Replacement of Post-Tensioning Tendons
- Repair of Tendon Anchorages
- Duct Wrapping

Eleven post-tensioning tendons were replaced in October and November of 2000. Repairs to tendon anchorages were performed between January 1, 2001 and July 3, 2001. Some duct wrapping has performed in conjunction with the anchorage repairs. The remainder of the tendons will be wrapped under the contract that was let on August 31, 2001.

4.2 Replacement Of Post-Tensioning Tendons

Eleven post-tensioning tendons required replacement during the inspection of the Mid-Bay Bridge. A replacement criterion was established based on early inspection results and engineering judgment. Subsequent structural analyses have verified the load carrying capacity of the bridge with reduced post-tensioning levels during repairs. The following are the components of the tendon replacement criteria:

- The corrosion appears to have caused a 25% section loss of the entire tendon cross section. The 25% loss may be a combination of pitting corrosion with observed broken wires or strands.
- No two post-tensioning tendons on the same side of the box girder, in the same span could have significant section loss.
- The borescope inspections were reviewed with regard to extent of corrosion, number of strands visible, depth of the void in the grout, depth of penetration of the borescope.
- Each candidate for replacement received a callback borescope inspection.
- Two Certified Bridge Inspectors and two Professional Engineers reviewed the results of the callback inspection.

Details of the tendon removal and replacement procedure for the Mid-Bay Bridge are given in Section 4.2.12. The close proximity of the existing anchorages to the top slab and webs of the segments did not provide sufficient space to permit the use of multi-strand jacks for stressing the replacement tendons. Strands of the new tendons were slid into place one by one, using a supporting sled. The strands were placed in order from bottom to top, and then stressed using a monostrand jack from top to bottom to be sure all strands could be effectively tensioned.

The remainder of this section documents the facts about tendons that were replaced and details of the replacement procedure. The original construction documents were reviewed to understand the relationship between exposure opportunities for contamination and recharge of the voids at the expansion joints. This review was undertaken based on the observation that 10 of the 11 tendons that were replaced were in expansion joint spans.

4.2.1 Tendon 57-1

This tendon was one of two failed post-tensioning tendons that were discovered during the annual inspection on August 28, 2000. A description of this tendon is found in Section 3.1. The tendon was replaced before the borescope inspections.

Span Type: Expansion Joint Span
Date Stressed: 9/18/92
Date Grouted: 9/25/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.


4.2.2 Tendon 28-6

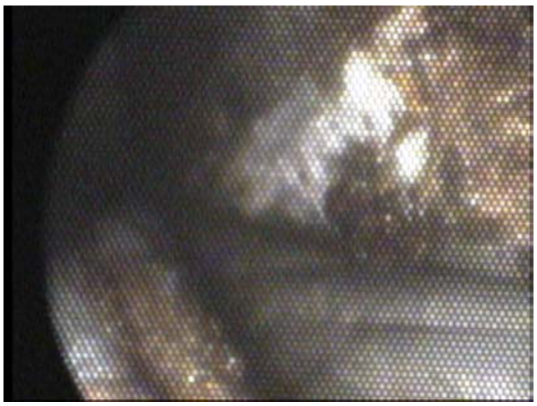
Like Tendon 57-2, this tendon was one of the post-tensioning tendons that had failed and was discovered during the annual inspection. A description of this tendon is found in Section 3.1. The tendon was replaced before the borescope inspections.

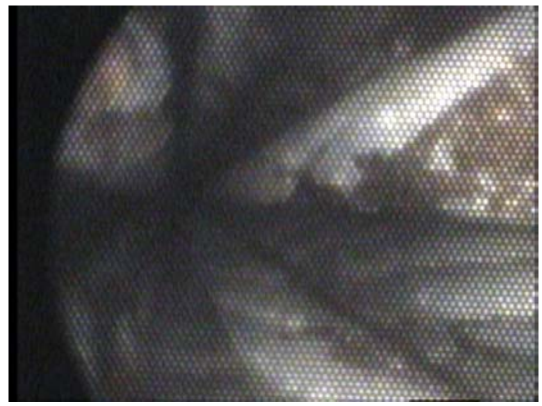
Span Type: Expansion Joint Span
Date Stressed: 7/25/92
Date Grouted: 7/28/92
Date Expansion Joint Placed: 10/21/92

4.2.3 Tendon 57-2

Span Type: Expansion Joint Span
Date Stressed: 9/18/92
Date Grouted: 9/25/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:

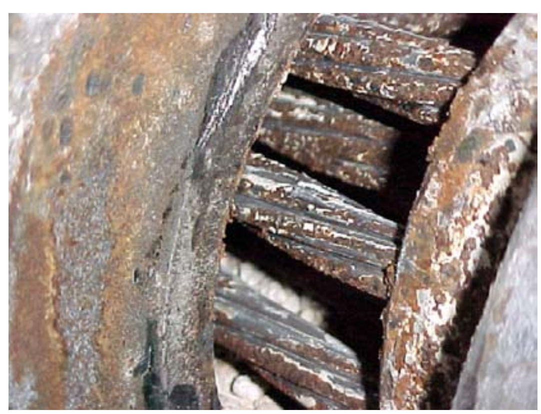




Borescope Field Notes:

North Anchor – 6 strands visible with deep pits, 18” to 28” of penetration, bright copper, orange corrosion on tendons, active corrosion on side of trumpet
South Anchor – 2 ½” void then solid grout, no video

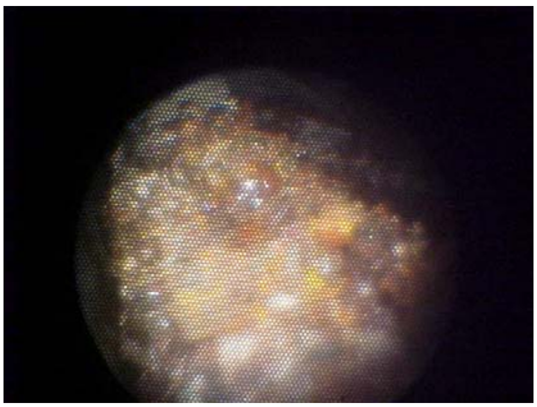
Photographs of removed tendon:



4.2.4 Tendon 9-1

Span Type: Expansion Joint Span
Date Stressed: 6/16/92
Date Grouted: 6/24/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

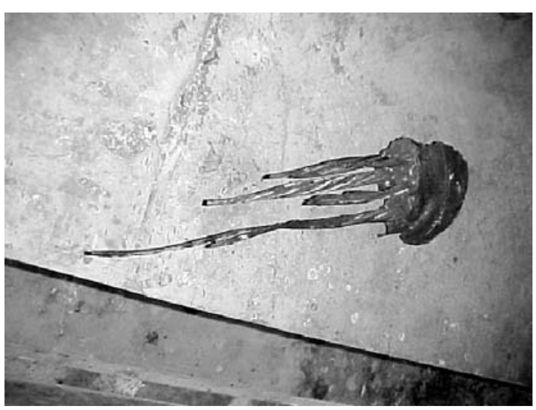
Borescope Photographs:

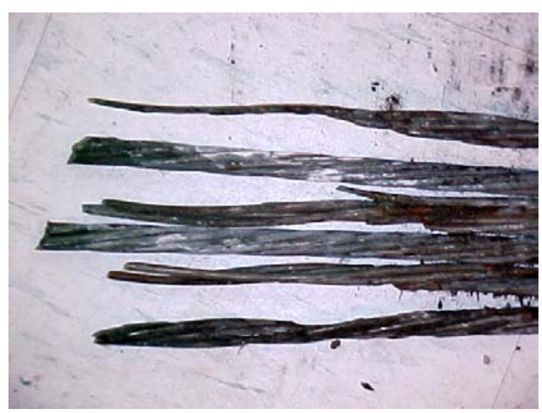


Borescope Field Notes:

North Anchor – 3 to 4 strands visible, black and gray heavy corrosion on bottom of strands, broken grout, red and black (active) corrosion.
South Anchor - Tendon under replacement at time of inspection, no video or notes.

Photographs of removed tendon:

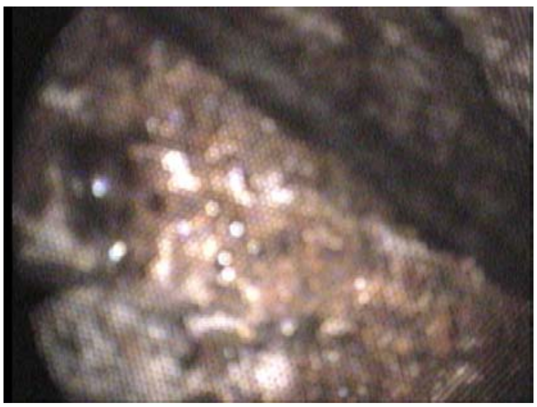


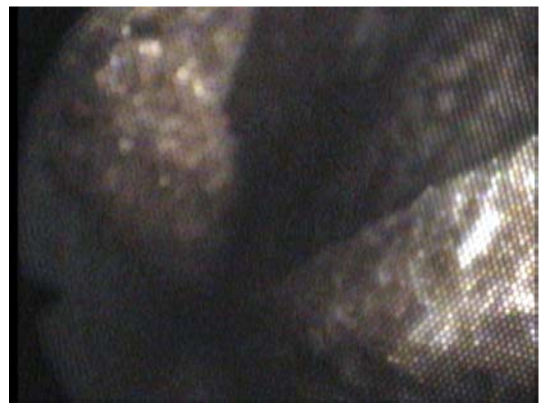


4.2.5 Tendon 58-5

Span Type: Expansion Joint Span
Date Stressed: 9/19/92
Date Grouted: 9/25/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:





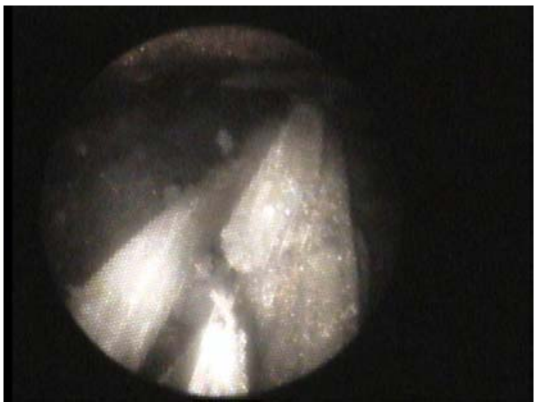
Borescope Field Notes:

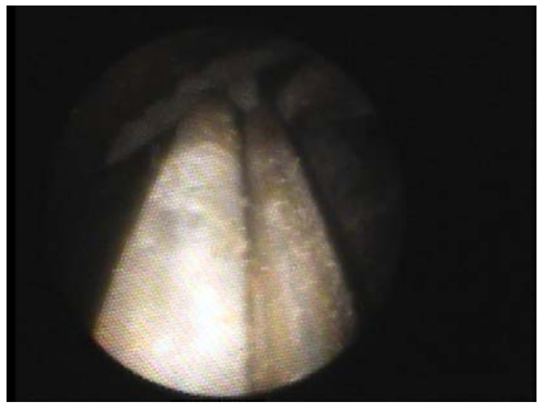
North Anchor – no corrosion, white grout
South Anchor – no grout present, 8 to 10 strands visible, severe corrosion, active corrosion cells, wires on strands could not be distinguished due to corrosion for approximately 4” to 6”

4.2.6 Tendon 63-6

Span Type: Expansion Joint Span
Date Stressed: 9/25/92
Date Grouted: 10/8/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:





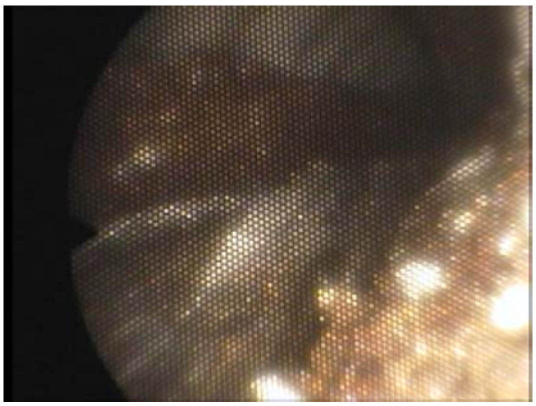
Borescope Field Notes:

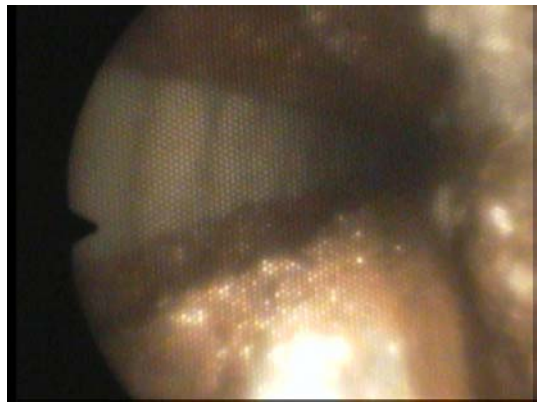
North Anchor – 5' void, 5 strands visible, trumpet has advanced corrosion with pitting, several strands with advanced corrosion and what appears to be pitting.
South Anchor – 3 strands visible with light orange spotty corrosion, moderate corrosion on trumpet, white grout, and 2' penetration.

4.2.7 Tendon 69-3

Span Type: Expansion Joint Span
Date Stressed: 10/19/92
Date Grouted: 10/21/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:





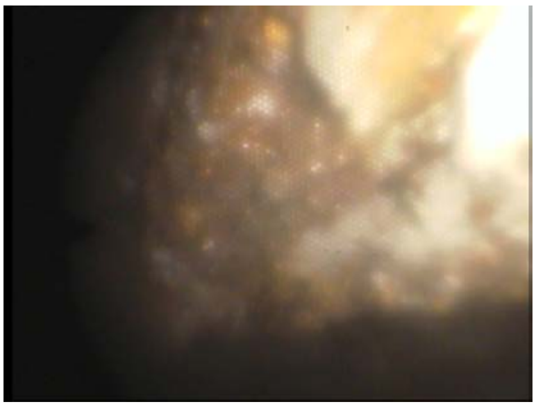
Borescope Field Notes:

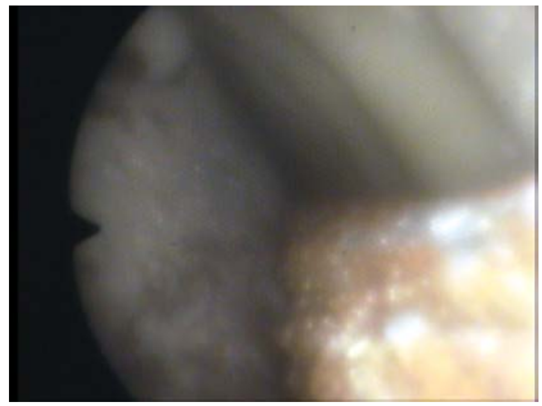
North Anchor – 3' void, 5 to 7 strands visible, appears to be necking
South Anchor – small void, black corrosion on trumpet, 8" void

4.2.8 Tendon 69-2

Span Type: Expansion Joint Span
Date Stressed: 10/19/92
Date Grouted: 10/21/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:





Borescope Field Notes:

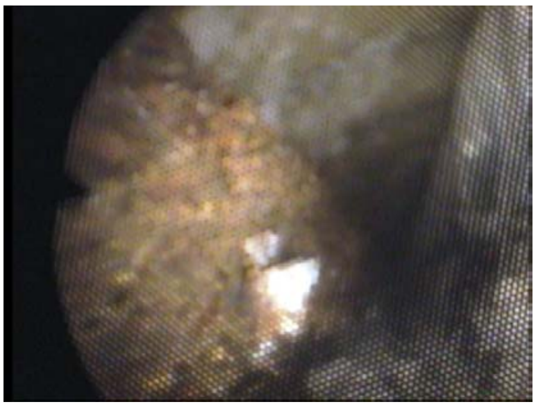
North Anchor – 18” void, 5 strands visible, extremely heavy corrosion, active corrosion cells on strands
South Anchor – good white grout, 6” void

Photographs of removed tendon:

4.2.9 Tendon 64-1

Span Type: Expansion Joint Span
Date Stressed: 9/30/92
Date Grouted: 10/8/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:



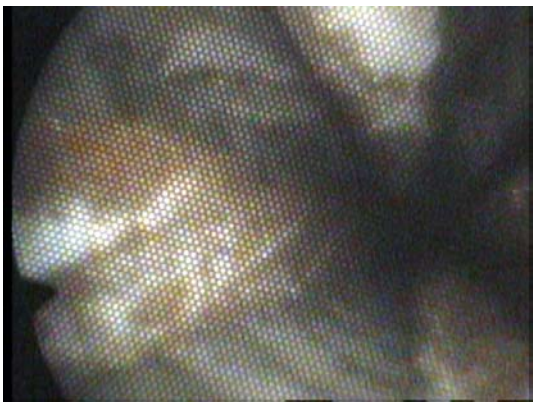
Borescope Field Notes:

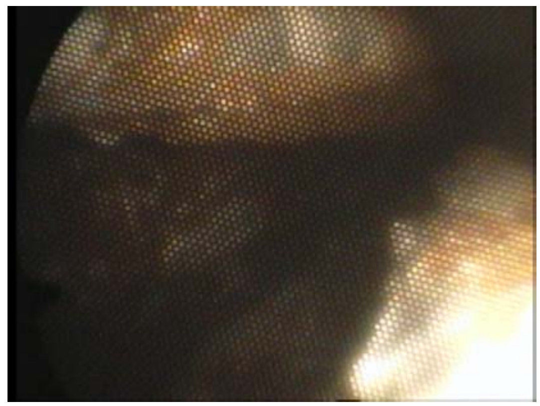
North Anchor – moderate corrosion on trumpet, no strands visible, white grout, 1’-6” void
South Anchor – 3’ void plus, 5 strands visible, wires on strands cannot be distinguished, severe corrosion present, active corrosion cells. Face of diaphragm at pier 64 has three diagonal cracks adjacent to all of the ducts, effervescence present at the top of deck underside adjacent to duct 64-1.

4.2.10 Tendon 58-6

Span Type: Expansion Joint Span
Date Stressed: 9/19/92
Date Grouted: 9/25/92
Date Expansion Joint Placed: Specific date of expansion joint placement not determined from construction records reviewed. Records indicate that expansion joint placement began at the South Abutment on 10/8/92, with work progressing from south to the north.

Borescope Photographs:





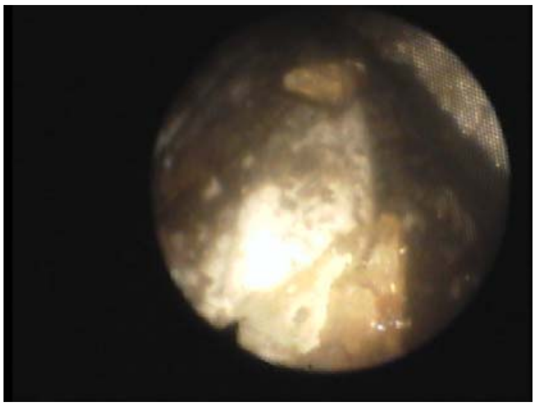
Borescope Field Notes:

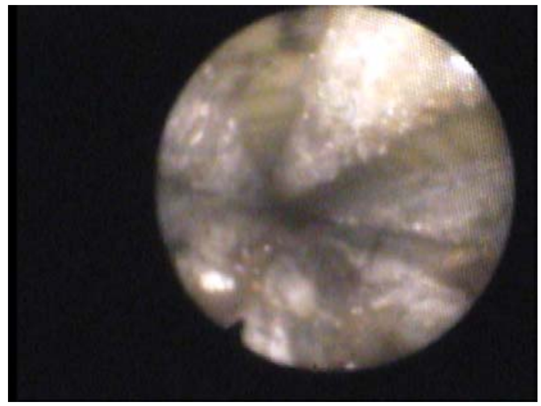
North Anchor – no corrosion, white grout
South Anchor – 3'-6" void, 8 to 9 strands visible, severe corrosion, active corrosion cells, wires on strands could not be distinguished due to corrosion for approximately 12"

4.2.11 Tendon 48-5

Span Type: Interior Span
Date Stressed: 9/4/92
Date Grouted: 9/10/92
Date Next Span Erected: Span 49 was stressed on 9/8/92

Borescope Photographs:





Borescope Field Notes:

North Anchor – 12” void, white grout, light red corrosion on trumpet
South Anchor – 5 to 6 visible strands, 1 strand has a broken wire, moderate to heavy corrosion on all strands with pitting and blistering, moderate to heavy corrosion on trumpet, white grout

4.2.12 Removal and Replacement of Span-By-Span, External Post-Tensioning Tendons

The following are the steps taken by the Contractor to remove an external tendon from the Mid-Bay Bridge:

1. Remove the PE pipe from the entire length of the tendon.
2. Locally remove grout and install 4-inch diameter heavy-duty U -bolt clamps every 4 ft. on the tendon to control the possible strand 'whiplash' as each strand is cut.
3. Remove as much grout as practical throughout the entire length of the tendon.
4. Remove as much grout as possible from the steel ducts at the deviation diaphragms using a high-pressure hydro-blaster (to decrease bond at the deviation diaphragms).
5. Strand cutting will be performed with an electric powered cut-off saw using metal abrasive blades. Torch cutting will not be allowed.
6. Cut one strand of the tendon at the down station side of the down station deviation diaphragm. (Leaving enough strand length so that a mono-strand jack can be used to grip the strands and remove them later)
7. Cut one strand at location up station side of the down station deviation diaphragm.
8. Repeat Steps 6 and 7 at the up-station deviation diaphragm.
9. Repeat Steps 6, 7, and 8 never allowing more than one strand cut out of balance at any deviation diaphragm.
10. Check that cut strands are shortening by the appropriate amount to relieve their force. If not, loosen U-bolt clamps to allow cut strands to slide along their length.
11. When all strands are cut, use the remaining tails to pull out the strand at the deviation saddles.
12. Use hydro-blaster to remove grout in the pier segment diaphragms.
13. Remove anchor plate using air assisted arc cutter to control amount of heat required. Acetylene torches generally pop more around cementitious grout and destroy tips on the torch. Ventilation was critical for worker safety.
14. Use tails of strands to remove the tendon from the pier segment diaphragms.
15. Place new polyethylene duct.
16. Push strands in place, starting from the bottom of the duct. Use a locating plate to guide the strands in the duct to prevent twisting of the tendon bundle in the duct.
17. Pull initial load on all strands using monostrand jack, starting at the top of the tendon.
18. Apply final stressing of strands working from the strands in the top of the duct to the strands at the bottom. (Use of a multi-strand jack is permitted for Steps 17 and 18 if access and clearances are sufficient).
20. Cut tails and cap vents and ports in the tendon duct within 4 hours after stressing*.
21. Grout tendon within 7 days*.
22. Leave grout cap on as protection for a minimum of 72 hours after grouting*.
23. Remove grout cap and inspect for voids*.
24. Cast pour-back within a minimum of 54 hours following inspection for voids*.
25. Apply mastic protective covering within 4 hours of removing forms of the pour-back*.

* In accordance with the new FDOT post-tensioning specification.

The total cost to replace the 11 tendons in the Mid-Bay Bridge was $999,680.

Figure 4.1 – Details of the Removal of External Tendons (Clockwise from upper left: clamping strands, cutting cable, hydro-blasting at pier segment diaphragm, and hydro-blasting operator)

4.3 Repair of Tendon Anchorages

All grout injection ports were sealed after borescope inspections to limit the entrance of additional moisture into the voided anchors. The following is a description of the approved methods and materials developed by the FDOT Central Structures Office for the repair of the post-tensioning system of the Mid-Bay Bridge.

Various methods for cleaning the voids prior to re-injection were investigated. Consideration was given to cleaning by flushing the voids with either water alone or water with a concentration of lime. Protecting strands by placing corrosion inhibitors was also studied. The use of corrosion inhibitors would require that some water be introduced during application or that water be used to clean the strands prior to grouting. Based on the apparent condition of the existing grout and possible wicking action of the strands, the FDOT decided that adding any water to the voids could do more harm than good. As a result, the voids will only be prepared by removing debris using compressed air.

After a detailed inspection, the following list of needed repairs was established (for a final listing of quantities actually used in the field, see Chapter 6):

A. Replace all pour-backs located at expansion joint piers - 89 required

B. Grout anchorage voids with strands visible - 274 required
C. Grout anchorage voids without strand visible - 316 required
D. Replace pour-back at interior piers - 307 required
E. Coat undamaged pour-backs with coal tar epoxy - 408 required

4.3.1 Replacement of Pour-Backs at Expansion Joint Piers

Remove all coal tar epoxy from expansion joint pier segments by mechanical cleaning. Remove grout cap material and any scaling corrosion products to bare metal by mechanical cleaning. Immediately after cleaning, form the new pour-back and cast full using a flow and fill epoxy compound. Coat the pour back and adjoining concrete surface with coal tar epoxy.

4.3.2 Vacuum Grouting of Anchor Voids

Clean the void by blowing compressed air through the grout port using a wand. Continue blowing air into the void until debris and dust stop exiting the grout port. After cleaning, prepare void for vacuum injection by sealing all air leaks. Vacuum inject grout the void (See Section 2.7 for injection procedures).

4.3.3 Replacement of Pour-Back at Interior Piers

Remove grout cap material and any scaling corrosion products to bare metal by mechanical cleaning. Install non-metallic grout cap that mounts to the exposed face of the multi-plane anchor. This grout cap covers the strands and wedge plate allowing for complete encapsulation of the anchor hardware. Using a tube completely fill the grout cap with cementitious grout. Apply two coats of coal tar epoxy to the grout cap and the adjoining concrete surface.

4.3.4 Sealing of Existing Pour-Backs

Sound pour-back with hammer for solid or hollow response. Visually inspect anchorage for signs of corrosion. If a hollow response or corrosion is observed, remove the pour back and replace in accordance with the procedures of Section 4.3.3. If a solid response and no corrosion are observed, apply two coats of coal tar epoxy to the pour-back and the adjoining concrete surface.

4.3.5 Approved Materials

All materials shall be used in strict accordance with the manufacturers instructions.

Cement Grout:	Master Flow 816 Cable Grout
Coat Tar Epoxy:	Bitumastic 300M
Grout Cap:	DSI Grout Cap 68197210 and "0" ring gasket. Use this grout cap at all locations except at expansion joints.
Epoxy Grout:	Ceilcote 648 CP Plus

4.4 Duct Wrapping

The loss of post-tensioning tendons to corrosion elevates the cracking of the duct from a maintenance issue to one of fundamental importance. The polyethylene duct serves as the outer defense for the corrosion protection of the prestressing strands. Several locations of localized corrosion in the Mid-Bay Bridge were found where the ducts were punctured, in spite of being filled with grout. One of the failed tendons, Tendon 28-6 failed in the free length of tendon where only the grout and polyethylene duct are providing protection.

As a result of the extensive cracking of the ducts, a significant program of wrapping the ducts of the bridge is planned. The total length of duct to be wrapped is approximately 104,000 linear feet. To date, approximately 17,000 linear feet have been wrapped, leaving approximately 87,000 linear feet to be wrapped. Of the 17,000 linear feet of ducts already wrapped, 12,000 linear feet were wrapped under a previous construction contract (FIN 220223-1-52-01).

The polyethylene ducts were wrapped with Wrapid Sleeve by CANUSA. The wraparound sleeves consist of a cross-linked polyolefin backing coated with a protective heat sensitive adhesive. Individual sleeve sheets are wrapped around the duct and then heat is applied to activate the adhesive. Figure 4.2 shows the heating of a wraparound sleeve. Figure 4.3 shows a completed wrapping of an external tendon. Note the direction of overlapping of the sleeve sheets to prevent water that may collect on the wrapping at joints.

Figure 4.2 – Heat activating the adhesive in the polyethylene duct wrapping.

Figure 4.2 – Heat Activated Adhesive Duct Wrapping for External Post-tensioning Tendons

Chapter 5 – Structural Analyses

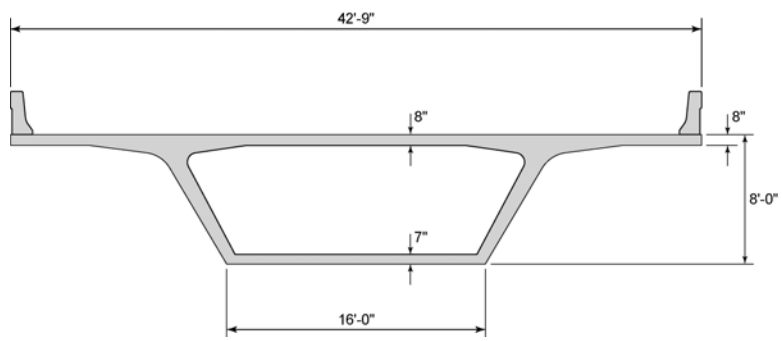
5.1 Introduction

Structural analyses were performed for a typical 6-span unit of the Mid-Bay Bridge. These analyses were undertaken to better understand the behavior of the bridge including the effects of the loss of prestress force as a result of corrosion. This work was accomplished using the Bridge Designer II (BDII) computer program. The BDII program models the bridge components and construction staging consistent with the actual construction of the Mid-Bay Bridge. BDII also evaluates traffic effects on the bridge that represent the design live loadings and legal rating vehicles used by the Florida Department of Transportation (FDOT). The results presented in this Chapter are Rating Factors for the design and legal trucks, for various configurations of prestressing in a typical 6-span unit.

5.2 Analysis Parameters

The typical 6-span unit is made of four interior typical spans and two expansion joint spans at either end of the unit. The span length of the typical spans is 136' and the span length of the expansion joint spans (to the centerline of the expansion joint bearings) is 133'-6". The distribution of the segments in the typical and expansion joint spans is shown in Chapter 1, Figure 1.4.

The cross section used in the modeling of the typical 6-span unit is the single-cell box girder shown in Figure 1.2. This cross section is presented again in Figure 5.1 along with the cross section properties used in the structural analyses.



Area = 58.13 ft^2
c_{top} = 2.4734 ft
c_{bottom} = 5.5266 ft
Inertia = 487.84 ft^4
Efficiency = 0.6139

Figure 5.1 – Mid-Bay Bridge Cross-Section Properties

The analysis made by the BDII program is a two-dimensional, time-dependent frame analysis of a bridge model. Nodes, which have three degrees of freedom for displacement (vertical, horizontal and in-plane rotation), are defined at specific locations to model the bridge geometry. The nodes are related to each other in the model by the definition of frame elements that have desired member characteristics. Nodes for the typical 6-span model of the Mid-Bay Bridge are located at joints between the precast elements, closure joints, and at support locations. The frame element characteristics are those of the typical cross section presented in Figure 5.1.

Post-tensioning tendons are defined as per the details presented in the design drawings, with consideration given to the location of strands within the ducts.

An analysis using the BDII program includes the time-dependent characteristics of the concrete and prestressing steel used to build concrete segmental bridges. Using an iterative approach, the effects of concrete creep, concrete shrinkage and prestressing steel relaxation on the state of stress in the bridge are evaluated. The variations of these characteristics used for these analyses are those presented in the FIP-CEB Model Code used in Europe. This is the same approach taken in the original design.

Each time-dependent analysis establishes a timeframe relative to the casting and erection of the portion of bridge being analyzed. For this study, the following timeframe was established based on project documentation for the average ages of all of the segments at the time of erection.

Casting Date of All Segments of the unit – Day 0
Erect Span 1 – Day 50
Erect Span 2 – Day 52
Erect Span 3 – Day 54
Erect Span 4 – Day 56
Erect Span 5 – Day 58
Erect Span 6 – Day 60
Place Barrier Railing – Day 74

External loadings for the analyses were taken from the General Notes of the design plans. Barrier Railing loads and weights of internal diaphragms were computed from the plan concrete dimensions. The thermal gradient used in the original design was an 18°F linear gradient (top slab warmer than bottom slab). Though current code requirements are slightly different, these analyses used the same 18°F linear gradient for comparative purposes.

5.3 Code Changes and Load Rating

Developing the load ratings for a concrete segmental bridge is an involved process that begins with the time-dependent analysis and concludes with the verification of each section of the bridge with regard to the effects of the different rating vehicles. This effort can be further complicated by the fact that design code requirements governing segmental bridges have changed since first introduced.

The Mid-Bay Bridge is one of several bridges in Florida whose ratings today are affected by updates to governing codes. The "*Guide Specification for Design and Construction of Segmental Concrete Bridges"* (Guide Specifications) was developed in 1988 as a NCHRP project and subsequently adopted as a guide specification by the Highway Subcommittee on Bridges and Structures of AASHTO in 1989. The Mid-Bay Bridge was under design in 1989 and the first span of the bridge was stressed on May 16, 1992. In 1999 AASHTO approved the 2nd Edition to the guide specifications, incorporating interim revisions to the 1st Edition and input from a committee that consisted of state and federal highway officials, consultants, contractors, suppliers, and academicians. FDOT practice is to rate bridges in accordance with current applicable codes and FDOT publication "*Bridge Load Rating, Permitting and Posting Manual."*

Significant changes in the Guide Specifications with regard to the Mid-Bay Bridge are:

Service Load Flexure:	The 1st Edition permitted reduction of variable load effects (interpreted as the live loads and gradients in the original design) by the overstress factors in the AASHTO Code and allowed zero tension for bridges with dry (non-epoxied) joints. The 2nd Edition does not permit reduction of variable load effects and requires a 100 psi residual compression in bridges with Type B (non-epoxied) joints.
Ultimate Flexural Strength:	The 1st Edition included gradient effects in ultimate load combinations and allowed an increase of 15 ksi in the stress in prestressing steel at ultimate for unbonded tendons. The 2nd Edition assigns a load factor of zero to gradient effects in ultimate load combinations and allows an increase in prestressing steel stress as a function of free length of tendon for deviated external tendons. The AASHTO Code supplies an upset limit to this stress increase equal to the yield stress of the prestressing (0.9 of the ultimate strength for low-relaxation steel).
Shear:	The 1st Edition used a capacity reduction factor for shear of 0.9. The 2nd Edition reduced the capacity reduction factor for shear to 0.85.

5.4 Load Rating and Parametric Study Results

Load ratings and parametric studies were performed for a typical 6-span unit of the Mid-Bay Bridge. The load ratings were conducted in accordance with FDOT publication "*Bridge Load Rating, Permitting and Posting Manual.*" The typical 6-span unit with original post-tensioning was rated with and without the effects of the future wearing surface as per the project plans. Other parameters of the load ratings were:

- Inventory ratings were developed for the HS-20 Truck only.
- Operating ratings were developed for the HS-20 Truck and the seven legal trucks defined in the FDOT load rating publication.
- Flexural load ratings at inventory and operating level were developed considering zero tension at the joints between precast segments.
- Shear load ratings were performed at load factor level considering the appropriate load magnification for inventory and operating ratings.
- A capacity reduction factor (ø) equal to 0.85 was used in the shear load ratings.

The results of the load ratings for shear and flexure, with and without future wearing surface are given in Table 5.1 and Table 5.2, respectively. These results are expressed as Rating Factors that give a relative measure of the number of loadings that the bridge can support. A Rating Factor equal to 1.0 would indicate that the bridge could support the vehicle in question placed in each of the three design lanes simultaneously, with the appropriate 0.9 lane reduction factor. The bridge ratings are also given in terms of the number of individual design lanes that the typical unit can support. These values are given in parentheses in Tables 5.1 and 5.2. The number of single design lanes (the values in parentheses) is found by multiplying the Rating Factor by 2.7 (3 lanes x 0.9 reduction = 2.7).

		Ratings without Future Wearing Surface					
		Flexure		Shear		Governing	
Inventory Ratings		1.27	(3.43)	1.32	(3.56)	1.27	(3.43)
Operating Ratings	HS20 Truck	1.27	(3.43)	2.37	(6.40)	1.27	(3.43)
	SU2 Truck	2.34	(6.32)	4.48	(12.10)	2.34	(6.32)
	SU3 Truck	1.27	(3.43)	2.32	(6.26)	1.27	(3.43)
	SU4 Truck	1.18	(3.19)	2.23	(6.02)	1.18	(3.19)
	C3 Truck	1.78	(4.81)	2.95	(7.97)	1.78	(4.81)
	C4 Truck	1.35	(3.65)	2.46	(6.64)	1.35	(3.65)
	C5 Truck	1.44	(3.89)	2.36	(6.37)	1.44	(3.89)
	ST5 Truck	1.45	(3.92)	2.72	(7.34)	1.45	(3.92)

Table 5.1 – Load Rating for 6-span Unit of the Mid-Bay Bridge with no wearing surface.

		Ratings with Future Wearing Surface					
		Flexure		Shear		Governing	
Inventory Ratings		1.20	(3.24)	1.20	(3.24)	1.20	(3.24)
Operating Ratings	HS20 Truck	1.25	(3.38)	2.16	(5.83)	1.25	(3.38)
	SU2 Truck	2.38	(6.43)	4.08	(11.02)	2.38	(6.43)
	SU3 Truck	1.24	(3.35)	2.11	(5.70)	1.24	(3.35)
	SU4 Truck	1.17	(3.16)	2.03	(5.48)	1.17	(3.16)
	C3 Truck	1.61	(4.35)	2.68	(7.24)	1.61	(4.35)
	C4 Truck	1.25	(3.38)	2.24	(6.05)	1.25	(3.38)
	C5 Truck	1.26	(3.40)	2.15	(5.81)	1.26	(3.40)
	ST5 Truck	1.24	(3.35)	2.47	(6.67)	1.24	(3.35)

Table 5.2 – Load Rating for 6-span Unit of the Mid-Bay Bridge with wearing surface.

The Rating Factors presented in Tables 5.1 and 5.2 indicate that the bridge, in pristine condition, would be able to carry the design live load (HS-20 truck) as well as the weight of more than one of each of the seven legal trucks in the appropriate number of design lanes.

Parametric studies were made to model the effects of the loss of post-tensioning tendons due to corrosion. Unit 10, which contains Spans 52 through 57, was considered. Tendon 57-1 had failed completely due to corrosion and Tendon 57-2 was subsequently replaced after inspection revealed extensive deterioration. Span 57 is represented as Span 6 in the computer models developed. The following combinations of prestressing configurations were considered:

- All spans constructed with all post-tensioning in place.
- All spans constructed, all tendons stressed, then Tendon 6-1 removed.
- All spans constructed, all tendons stressed, then Tendons 6-1 and 6-2 removed.
- All spans constructed, all tendons stressed and Tendons 6-1 and 6-6 removed. This case was considered for shear only, in order to investigate the loss of those tendons most beneficial to resisting shear at the expansion joint end of the expansion joint spans.

Table 5.3 shows the impact of the reduction of post-tensioning in Span 6 on flexural load rating, expressed in terms of Rating Factors. As in Tables 5.1 and 5.2, the numbers in parentheses represent the number of individual design lanes that can be supported by the bridge according to the FDOT rating guidelines.

		Flexural Parametric Study - No Wearing Surface					
		Full PT		T1 Removed		T1 & T2 Removed	
Inventory Ratings		1.27	(3.43)	0.71	(1.92)	-0.03	-(0.08)
Operating Ratings	HS20 Truck	1.27	(3.43)	0.71	(1.92)	-0.03	-(0.08)
	SU2 Truck	2.34	(6.32)	1.42	(3.83)	-0.06	-(0.16)
	SU3 Truck	1.27	(3.43)	0.74	(2.00)	-0.03	-(0.08)
	SU4 Truck	1.18	(3.19)	0.69	(1.86)	-0.03	-(0.08)
	C3 Truck	1.78	(4.81)	0.96	(2.59)	-0.04	-(0.11)
	C4 Truck	1.35	(3.65)	0.74	(2.00)	-0.03	-(0.08)
	C5 Truck	1.44	(3.89)	0.75	(2.03)	-0.03	-(0.08)
	ST5 Truck	1.45	(3.92)	0.74	(2.00)	-0.03	-(0.08)

Table 5.3 – Effect of Post-Tensioning Loss on Rating Factors not including wearing surface, including effects of thermal gradient.

The results of the parametric study shown in Table 5.3 indicates that Span 6 can support only 71% of the design lanes at inventory level, with no tension at the joints when Tendon 6-1 is removed. This represents 1.92 individual design lanes of the AASHTO HS20 Truck (0.71 x 3 x 0.9). Or in terms of two lanes, the Mid-Bay Bridge can support two lanes of HS19 trucks when one tendon is removed from the expansion joint spans.

Table 5.3 shows negative values when both Tendon 6-1 and Tendon 6-22 are removed from Span 6. These negative results indicate that there is no live load capacity in the bridge <u>with respect to joint openings</u> with two tendons removed in an expansion joint span. The results indicate that the joints would open in this span under the influence of thermal gradient only.

Table 5.4 is similar to Table 5.3 in that it presents the effects of the loss of post-tensioning on the flexural capacity of Span 6 in the typical 6-span unit of the Mid-Bay Bridge. The values in this table do not include the effects of thermal gradient.

		Flexural Parametric Study - No Wearing Surface					
		Full PT		T1 Removed		T1 & T2 Removed	
Inventory Ratings		1.56	(4.21)	0.87	(2.35)	0.13	(0.35)
Operating Ratings	HS20 Truck	1.56	(4.21)	0.87	(2.35)	0.13	(0.35)
	SU2 Truck	3.10	(8.37)	1.73	(4.67)	0.26	(0.70)
	SU3 Truck	1.61	(4.35)	0.90	(2.43)	0.14	(0.38)
	SU4 Truck	1.52	(4.10)	0.85	(2.30)	0.13	(0.35)
	C3 Truck	2.09	(5.64)	1.17	(3.16)	0.17	(0.46)
	C4 Truck	1.62	(4.37)	0.91	(2.46)	0.14	(0.38)
	C5 Truck	1.63	(4.40)	0.91	(2.46)	0.14	(0.38)
	ST5 Truck	1.61	(4.35)	0.90	(2.43)	0.13	(0.35)

Table 5.4 – Effect of Post-Tensioning Loss on Rating Factors not including effects of thermal gradient.

The effect of the loss of post-tensioning tendons in Span 6 on shear capacity is presented in Table 5.5. Although capacity reduces with the loss of post-tensioning, the impact on the ability of the Mid-Bay Bridge to carry shear is not as pronounced as for resistance to flexure. This is primarily the result of good shear characteristics of the concrete box girder and the ability to rate shear at ultimate load levels. It is important to note that actual behavior of the end of the expansion joint span will be somewhat different from these results as the 3-dimensional effects of torsion, out of plane bending, distribution of prestressing forces, and shear lag are not included.

		Shear Parametric Study - No Wearing Surface							
		Full PT		T1 Removed		T1 & T2 Removed		T1 & T6 Removed	
Inventory Ratings		1.32	(3.56)	1.17	(3.16)	1.00	(2.70)	0.92	(2.48)
Operating Ratings	HS20 Truck	2.37	(6.40)	2.01	(5.43)	1.69	(4.56)	1.52	(4.10)
	SU2 Truck	4.48	(12.10)	3.81	(10.29)	3.19	(8.61)	2.87	(7.75)
	SU3 Truck	2.32	(6.26)	1.97	(5.32)	1.65	(4.46)	1.49	(4.02)
	SU4 Truck	2.23	(6.02)	1.89	(5.10)	1.59	(4.29)	1.43	(3.86)
	C3 Truck	2.95	(7.97)	2.50	(6.75)	2.09	(5.64)	1.89	(5.10)
	C4 Truck	2.46	(6.64)	2.09	(5.64)	1.75	(4.73)	1.58	(4.27)
	C5 Truck	2.36	(6.37)	2.00	(5.40)	1.68	(4.54)	1.51	(4.08)
	ST5 Truck	2.72	(7.34)	2.30	(6.21)	1.93	(5.21)	1.74	(4.70)

Table 5.5 – Effect of Post-Tensioning Loss on Rating Factors

5.5 Structural Analyses and FDOT Actions

Immediately following the discovery of the failed post-tensioning tendons in Span 28 and 57, the Florida Department of Transportation took important steps to assure safe operation of the Mid-

Bay Bridge. Two important actions taken were two closures of the bridge to all traffic and two other closures of the bridge to truck traffic (see Section 1.3).

Initial calculations, developed according to the 1st Edition of the Segmental Guide Specifications (see Section 5.3), were prepared to justify two lanes of traffic on the bridge with one post-tensioning tendon removed in a span. Though not in agreement with the use of the 1st Edition for the evaluation of load carrying capacity, the FDOT did realize these calculations indicated there was no live load capacity, with respect to joint openings, when two tendons were removed from a span.

The immediate response of closing the bridge on August 28th and 29th to all traffic allowed the FDOT time to perform vibration testing on the remaining five tendons in each of Spans 28 and 57, without risking the failure of a second tendon with traffic on the bridge. Based on the results of this vibration testing, the bridge was re-opened to two-axle vehicles. From August 29th to September 11th the FDOT developed procedures to remove a partially stressed post-tensioning tendon. On September 11th it was decided that the vibration testing would not be solely relied upon to establish confidence in the other five tendons in Span 28. As a result, selected borescope testing was performed in this span. These inspections confirmed that two lanes of traffic with 2-axle vehicles only could use the bridge during replacement of Tendon 28-6.

From September 11th to September 26th several activities were underway at the bridge site. Construction crews were replacing Tendons 28-6 and 57-1, grout cap damage was being inventoried, and borescope inspections of Spans 1 through Span 9 and other random locations were performed. The severity of the corrosion found in the borescope inspections lead the FDOT to recommend to the Mid-Bay Bridge Authority to close the bridge completely so thorough inspections could be performed. The Mid-Bay Bridge Authority closed the bridge to all traffic from September 27th to October 11th.

Inspection crews were assembled from around the state, and work began to inspect with a borescope every anchor along with vibration testing of every tendon while the bridge was closed from September 27th to October 11th. Construction crews continued tendon removal and installation activities during this bridge closure as tendons were identified for replacement. On October 11th enough information had been gathered and enough repairs had taken place to again have confidence in the bridge's ability to carrying two lanes of two-axle vehicles.

The load ratings and parametric studies presented in Section 5.4 were performed subsequent to the FDOT response to the tendon failures, and were not available to assist the FDOT in determining the capacity of the bridge during tendon replacement. These studies do, however, confirm FDOT actions to close the bridge when one tendon in a span is failed and the condition of the other tendons in that span is suspect. These actions were further affirmed when three spans, Spans 57, 58, and 69, were each found to have second tendons that required replacement.

The analytical studies presented in this report also support the FDOT position of allowing only two axle vehicles on the bridge during later tendon replacement. This is seen in the results presented in Table 5.3 where only the SU2 vehicle rates higher than 1.0 when one tendon is removed.

The analytical studies of the typical 6-span unit of the Mid-Bay Bridge is part of a larger effort to rate the longitudinal flexural and shear behavior of all continuous units of the bridge. Superstructure calculations are provided in Appendix G of this report.

Chapter 6 – Summary of Post-Tensioning Repairs

This Chapter summarizes the actual quantities of the various repairs made to the post-tensioning system of the Mid-Bay Bridge. Details of the various quantities are presented in Appendix H of this report.

6.1 Tendon Replacements

Eleven tendons each comprised of 19, 0.6” diameter prestressing strands were replaced. The tendon numbers and the dates stressed are:

Tendon	Date Stressed
Tendon 57-1	9/19/00
Tendon 28-6	9/19/00
Tendon 57-2	10/11/00
Tendon 9-1	10/12/00
Tendon 58-5	10/24/00
Tendon 63-6	10/24/00
Tendon 69-3	10/24/00
Tendon 69-2	11/07/00
Tendon 64-1	11/07/00
Tendon 58-6	11/07/00
Tendon 48-5	11/15/00

6.2 Anchor Cap Replacements

Anchors of interior piers requiring protection were covered by a Dywidag Systems International plastic grout cap that was filled with Master Builders 1205 grout. The total number of anchors protected was 724.

6.3 Expansion Joint Anchor Protection

Tendon anchorages at expansion joint piers were protected by an encapsulating pour-back of Ceilcote 648 CP Plus epoxy grout. The total number of anchors protected was 300.

6.4 Tendon Duct Wrapping

The majority of the polyethylene duct splitting and punctures will be repaired under the recently bid repair contract (bid August 31, 2001). Some wrapping was performed, however, during emergency repairs and vacuum injection of anchors. The length of duct wrapped during the emergency repairs was 3,640 linear feet. The length of duct wrapped to seal tendons for vacuum injection was 945 linear feet.

6.5 Vacuum Injection

A specialty subcontractor assisted the prime contractor in vacuum injecting the anchors. A total of 679 anchors were injected with a total volume of 2052.4 liters of Master Builders 816 grout.

Of the total 679 anchors that were injected in the entire bridge, 650 of these were in the typical 136' spans built by the span-by-span method of construction. The total number of anchorages in these typical spans is 1,656. This volume of grout injected in the typical spans was 1991.9 liters. An analysis of the anchors injected in these spans is provided in the following sections.

6.5.1 Interior Pier Anchorages

There are a total of 1368 interior pier anchors in the 138 spans built by the span-by-span method of construction. Of these anchors, 571 were vacuum injected. This represents 42 percent of the interior pier anchorages. The total volume of grout injected in the interior pier anchors was 1865.7 liters. The distribution of grout volume injected in the interior pier anchors, in liters, relative to the tendon type was:

	T1	T2	T3	T4	T5	T6
Volume	384.2	291.1	241.8	326.5	266.8	355.3
Percent	20.6%	15.6%	13.0%	17.5%	14.3%	19.0%

The distribution of the number of anchors grouted and the average volume of grout placed in each anchorage, in liters, relative to the tendon type was:

	T1	T2	T3	T4	T5	T6
Number	101	111	92	82	92	93
Volume	3.8	2.6	2.6	4.0	2.9	3.8

The maximum amount of grout injected at an interior anchor was 19.5 liters at Tendon 68-1 north. A review of the borescope log of this anchor indicated the following conditions:

> *"Voids in grout, 1 strand exposed (no corrosion), white grout; gravelly grout, black corrosion on trumpet, 3' penetration"*

6.5.2 Expansion Joint Pier Anchorages

There are a total of 288 expansion joint pier anchors in the 138 spans built by the span-by-span method of construction. Of these anchors, 79 were vacuum injected. This represents 27 percent of the expansion joint pier anchors. The total volume of grout injected in these anchors was 126.2 liters. The distribution of grout volume injected in the expansion joint pier anchors in liters relative to the tendon type was:

	T1	T2	T3	T4	T5	T6
Volume	24.0	17.0	8.0	4.2	28.0	45.0
Percent	19.0%	13.5%	6.3%	3.3%	22.2%	35.7%

The distribution of the number of anchors grouted and the average volume of grout placed in each anchorage in liters was:

	T1	T2	T3	T4	T5	T6
Number	18	10	11	5	13	22
Volume	1.3	1.7	0.7	0.8	2.2	2.0

The maximum amount of grout injected at an expansion joint anchor was 8.0 liters at Tendon 22-6 south. A review of the borescope log of this anchor indicated the following conditions:

> *"Grout has a void approximately 4'+, white grout, 6 to 8 stands visible with (red) light corrosion, moderate (red) corrosion on trumpet, spotted corrosion on bottom of trumpet"*

6.5.3 Other Comparisons

- The number of interior pier anchors injected and the corresponding volume of grout injected on the 81 spans south of the three span main unit were compared to the 57 spans north of the main unit. The average number of interior pier anchors injected per span was 5.0 in the south spans and 2.9 in the north spans. The average volume of grout injected in the interior pier anchors was 19.7 liters in the south spans and 4.7 liters in the north spans. The total number of anchors per span is 12.

- A review of Section 6.4.1 and Section 6.4.2 indicates that voids were typically larger at interior piers, though more significant corrosion and the majority of the tendon replacements were at expansion joint piers. It is important to remember that the numbers and volumes in Section 6.4.2 do not include those of the tendons that were replaced.

- Even without the void sizes of the removed tendons, the location and distribution of a void appears to be more important than the absolute void size. Smaller concentrated voids at the inclined anchorages of the expansion joints expose more strands to concentrated volumes of bleed and recharged water. Larger voids at interior piers with horizontal tendon profiles near the anchorages are thinly distributed throughout the pier segment diaphragms. Fewer strands are exposed and the opportunity for recharge is small because the deck is continuous over these anchors.

Chapter 7 – Costs Associated With Bridge Repairs

This Chapter presents the cost information related to the repairs of the post-tensioning system of the Mid-Bay Bridge. All construction activities have been concluded with the exception of a tendon duct wrapping contract that was let on August 31, 2001.

Figure 7.1 presents a summary of the costs as of September 4, 2001. The cost of the construction repairs, not including the tendon duct wrapping contract let on August 31, 2001, is $2,587,861.45. The apparent low bid for the wrapping contract is $1,482,588.18. Engineering costs associated with the project are $657,340.47. This gives a total projected cost of $4,727,790.10 for all repairs.

Mid-Bay Bridge Repair Costs
September 4, 2001

		Quantity	Unit	Cost	Status
Construction	Maintenance of Traffic	1	LS	$70,000.00	Complete
	Mobilizations	1	LS	$100,000.00	Complete
	Tendon Replacement	11	EA	$999,680.00	Complete
	Sheathing Wrapping	3640	LF	$145,600.00	Complete
	Anchorage Repair*	1	Cost Plus	$1,098,335.33	Complete
	Off-Duty Sheriff	1539	MH	$36,089.55	Complete
	Variable Message Sign	512	ED	$22,865.92	Complete
	Contingency	0.79	LS	$75,219.30	Complete
	Mock-Up Testing	1	LS	$40,071.35	Complete
	Granite Constructors Subtotal =			$2,587,861.45	
	Tendon Wrapping Contract**	87000	LF	$1,482,588.18	8/31/01 Bid
	Subtotal of Construction Costs =			$4,070,449.63	
Engineering	Construction Engineering Inspection (Emergency Repairs)			$534,474.47	Complete
	Bridge Evaluations			$99,469.00	Final Draft
	Duct Wrapping Design Documents			$23,397.00	Complete
	Engineering Subtotal =			$657,340.47	
	Total Cost =			**$4,727,790.10**	

* Portion of cost associated with vacuum grouting = $ 607,171.66
** Apparent low bid 8/31/01

Figure 7.1 – Cost Information for Repairs of the Mid-Bay Bridge Post-Tensioning System.

Chapter 8 – Precast I-Pier Investigations

8.1 Introduction

The vertical profile of the Mid-Bay Bridge is made up the following components:

- Begin Bridge to Station 208+48.72 – 0% grade at elevation 21.0
- Station 208+48.72 to Station 202+48.72 – Sag vertical curve with exiting grade of +3%
- Station 202+48.72 to Station 193+64.05 – Constant grade of +3%
- Station 193+64.05 to Station 169+79.05 – Crest vertical curve with exiting grade of -3%
- Station 169+79.05 to Station 160+94.38 – Constant Grade of -3%
- Station 160+94.38 to Station 154+94.38 – Sag vertical curve with exiting grade of 0%
- Station 154+94.38 to End Bridge – 0% grade at elevation 21.0

The piers for the low level spans are cast-in-place, reinforced concrete I-Piers resting on footings that are supported by precast prestressed piling. As the profile of the bridge rises to cross the navigational channel, the pier heights increase, and Piers 66 through 101 are not made of reinforced concrete but are precast segmental post-tensioned piers. Figure 8.1 shows a side and front elevation of a typical high-level pier for the Mid-Bay Bridge.

8.2 Inspections of I-Pier Post-tensioning Tendons

Inspections of selected piers were conducted to determine if voids existed in the anchors of the vertical tendons of the Mid-Bay Bridge post-tensioned I-Piers. Five piers were selected for inspection. Each pier had two holes drilled on their east face, one hole for each tendon on that face. Initially the intent was to drill into the tendons just below the confinement spiral, approximately 15” from the top of the piers. Heavy congestion of the reinforcing in the pier caps made these locations impractical, and the holes were drilled further down from the tops of the piers. If voids were found in the duct additional holes were drilled to determine the length of the void. The drilled holes were sealed with epoxy after inspection.

Pier	Dist. From Top of Cap	Condition
77 South Tendon	26”	Void, no moisture
77 South Tendon	29”	Void, no moisture
77 South Tendon	36”	Void, no moisture
77 South Tendon	43”	Void, no moisture
77 South Tendon	53”	No Void
77 North Tendon	26”	Could not inspect
77 North Tendon	53”	No Void
81 South Tendon	25”	No Void
81 North Tendon	25”	No Void
85 South Tendon	25”	No Void
85 North Tendon	25”	No Void
89 South Tendon	28”	No Void
89 North Tendon	29”	No Void
93 South Tendon	25”	No Void
93 North Tendon	25”	No Void

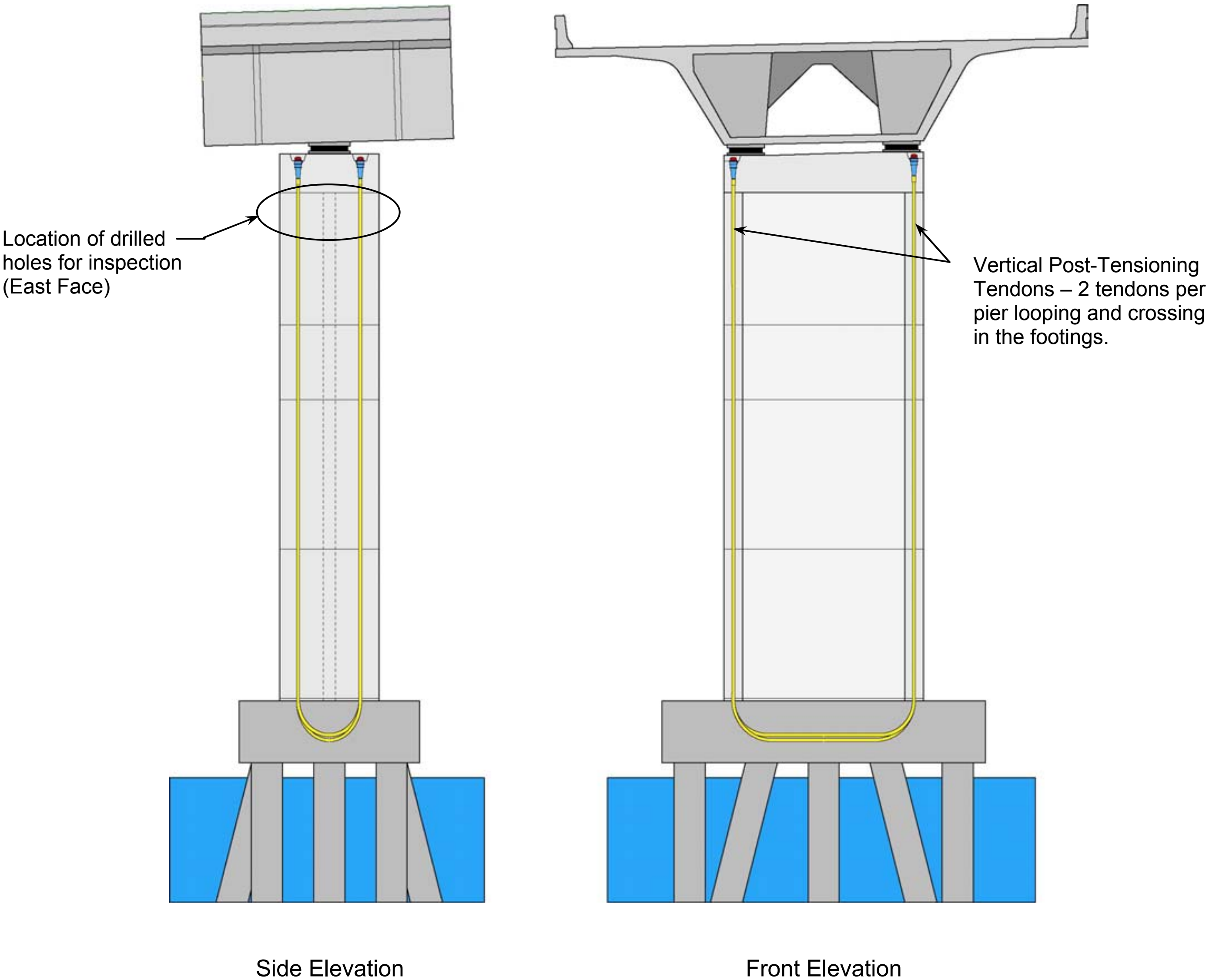


Figure 8.1 – Side and Front Elevations of Precast I-Piers

8.3 Ship Impact Analyses

Structural analyses were conducted to verify the ship impact of the Mid-Bay Bridge I-Piers with regard to the design values. Two approaches to the analyses were taken and the studies included reducing the area of post-tensioning steel to replicate loss of tendon cross section due to corrosion. Results of each of the analyses are presented in Appendix I of this report.

8.3.1 Original Design Methodology

The first analysis was conducted following the collapse mechanism method used during the original design of the bridge. This method independently determines failure capacities for each of the members resisting ship impact (piers, pile flexure, pile tension/compression, etc). Boundary conditions that may limit load in a member (superstructure uplift, bearing shear, etc) are then imposed. Next, equilibrium is checked by summing the moments of the individual shear capacities acting along their horizontal lines of action by the distance from the lines of action to the elevation of the applied impact force. Adjustments to the shear forces are made to obtain equilibrium and the final shear forces are summed and compared to the ship impact load.

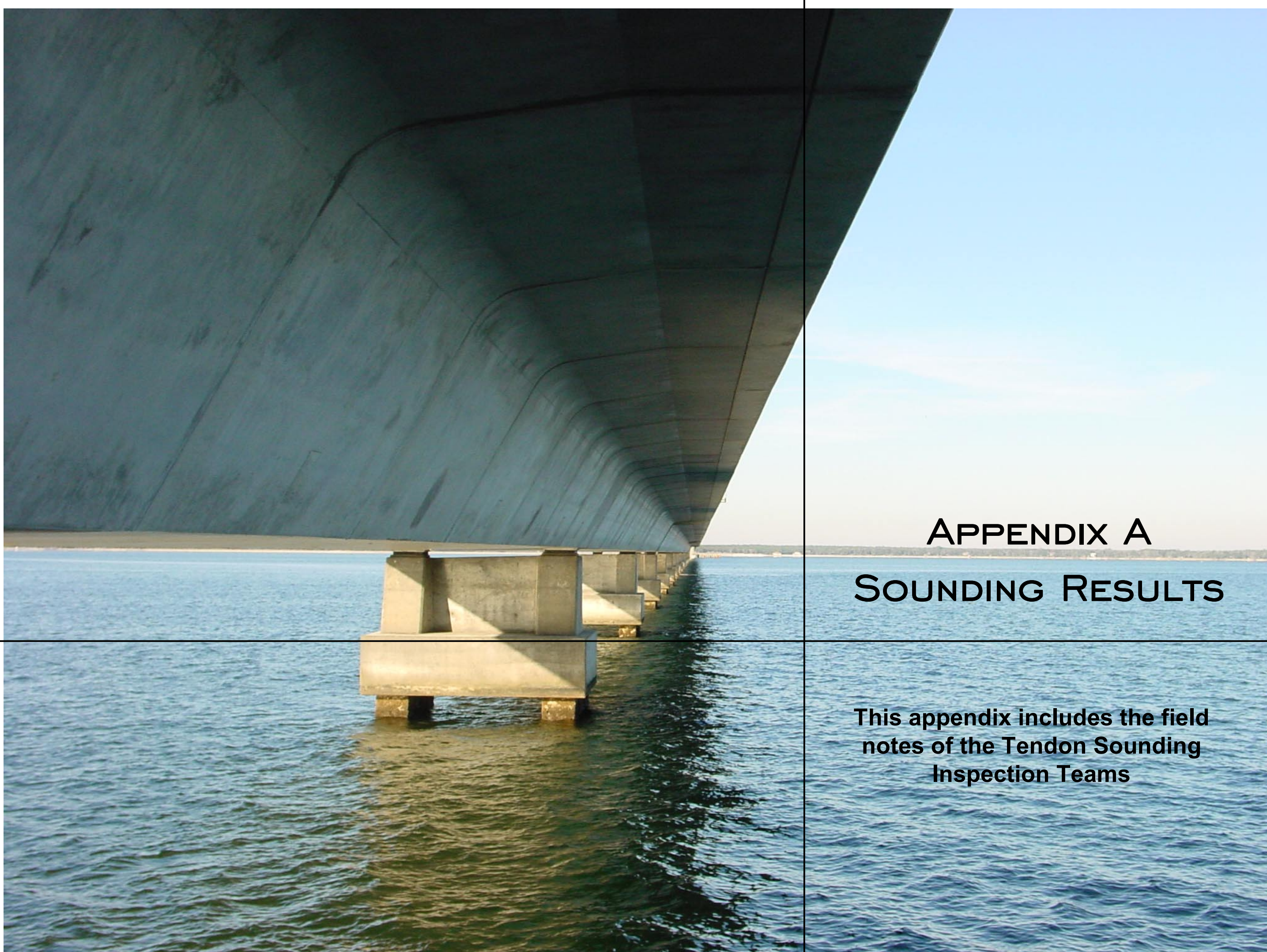
The results of this analysis concluded that piers are capable of resisting the design criteria ship impact loads. Also, the capacity of the piers was not exceptionally sensitive to the level of corrosion assumed in the pier post-tensioning. In most cases, using this method, as much as 75 percent of the cross sectional area of the tendons at the base of the pier could be lost before a reduction in ship impact capacity was noted.

8.3.2 Refined Analysis

The second analysis was conducted using the Florida Pier computer program (version 3.1). This method uses a global stiffness solution with member forces and displacements related by their relative stiffnesses. The program also integrates material and geometric non-linearities in the solutions, and effectively models the soil/pile interaction within the solution.

The results of this second analysis also concluded that the piers are capable of resisting the design criteria ship impact loads. Different from the first analysis, however, this study concluded that complete development of the full tendon cross section was required at the base of the pier to resist the design loads.

Florida Department of Transportation
District 3



Appendix A
Sounding Results

This appendix includes the field notes of the Tendon Sounding Inspection Teams

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December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

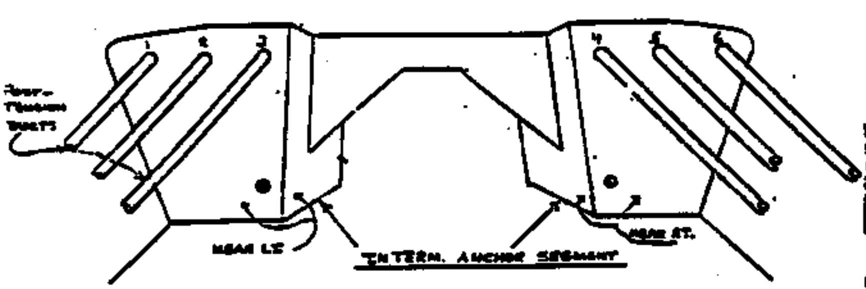
The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

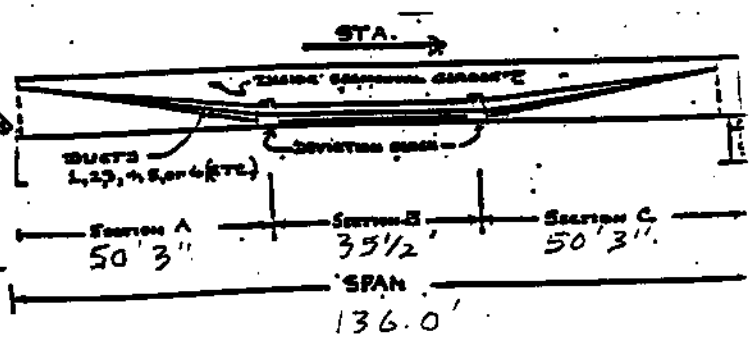
Appendix A – Sounding Results

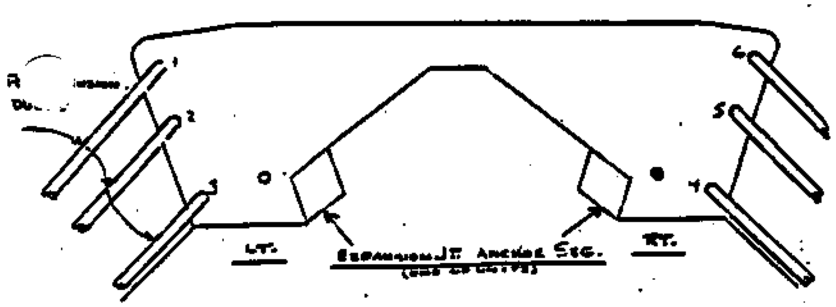
Contents

SPAN 1	10-3	TENDON SOUNDINGS
SEG A	LEFT	RIGHT
1	Hollow Anchor 42'	4 FL
2	FL Hollow Anchor	5 FL
3	FL Hollow Anchor	6 FL
SEG B	LEFT	RIGHT
1	2'	4 1' 8' 4'
2	28'	5 3' 4' 6' 9'
3	FL	6 FL
SEG C	LEFT	RIGHT
1	10' 25'	4 4' 15' 1'
2	FL	5 FL
3	44' Hollow Anchor	6 FL

≈ 679' VOIDS





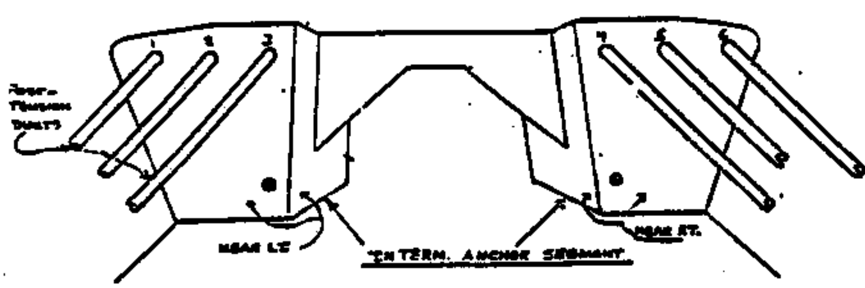


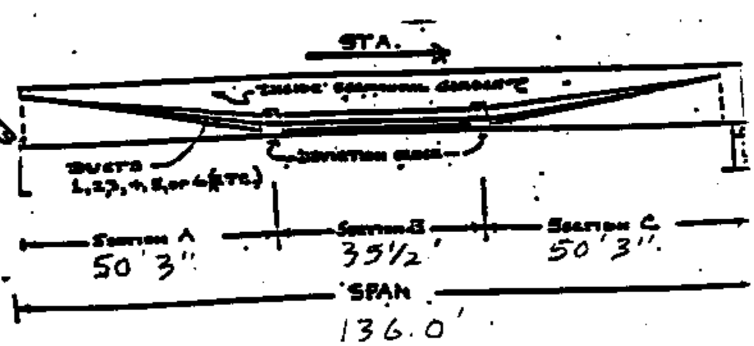
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

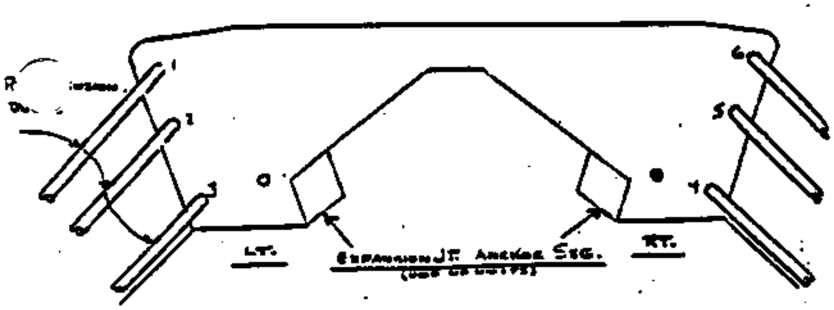
Measurements are in feet

SPAN 2 10-3	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 9'	4 10'
2 2'	5 FL
3 NV	6 FL
SEG B LEFT	**RIGHT**
1 FL	4 4'
2 5'	5 FL
3 1'	6 FL
SEG C LEFT	**RIGHT**
1 35' Hollow Anchor	4 8' 4' 1' Hollow Anchor
2 2' 4' 5' Hollow Anchor	5 FL
3 10' 1' 12'	6 FL Hollow Anchor

2 (419')



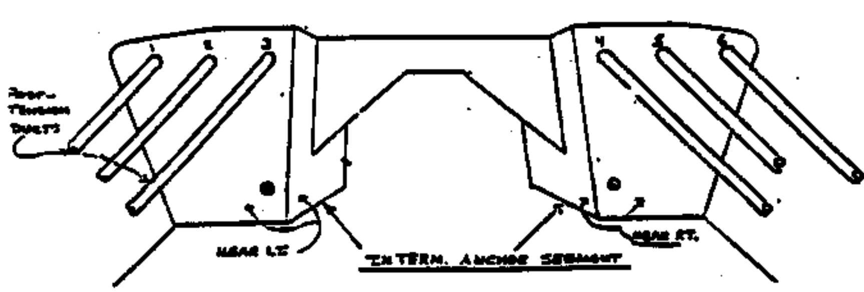


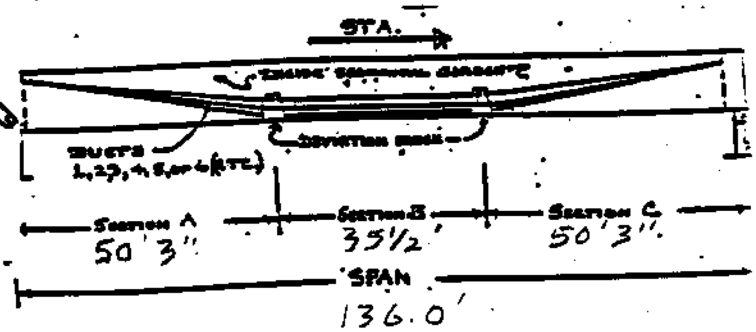


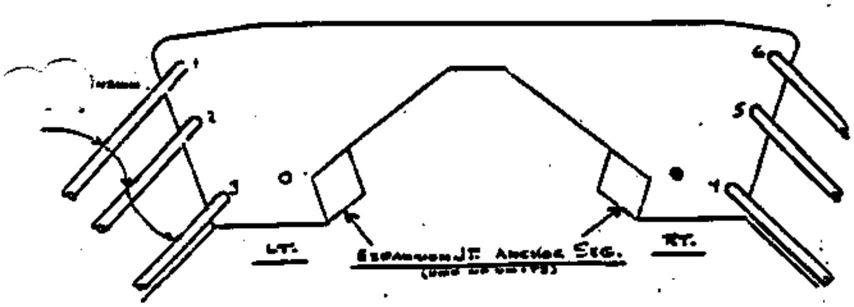
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 3 10 - 3	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 3' 9' 9' 9' Slightly Hollow Anchor	4 38' Slight Hollow at Anchor
2 1' 1' 9' Slightly Hollow Anchor	5 30' Slightly Hollow at Anchor
3 20' 1' 4' Slightly Hollow Anchor	6 43' Slightly Hollow at Anchor
SEG B LEFT	**RIGHT**
1 6'	4 NV
2 17'	5 FL
3 4'	6 FL
SEG C LEFT	**RIGHT**
1 34'	4 12'
2 NV	5 FL
3 8'	6 45'

≈ 424'



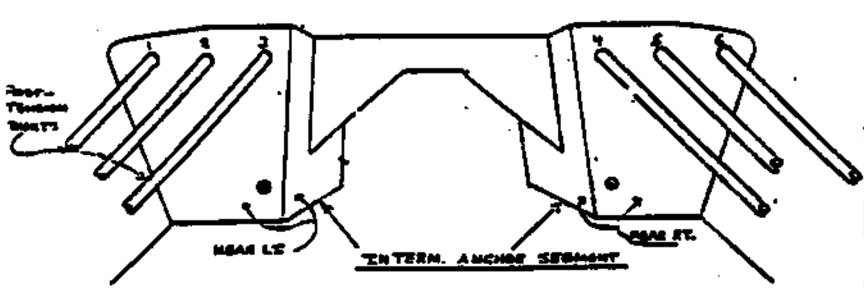


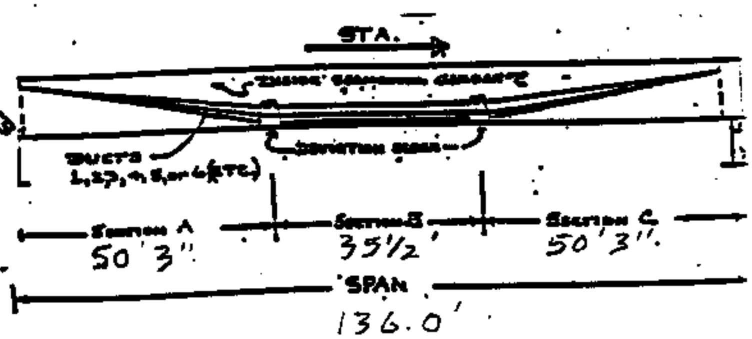


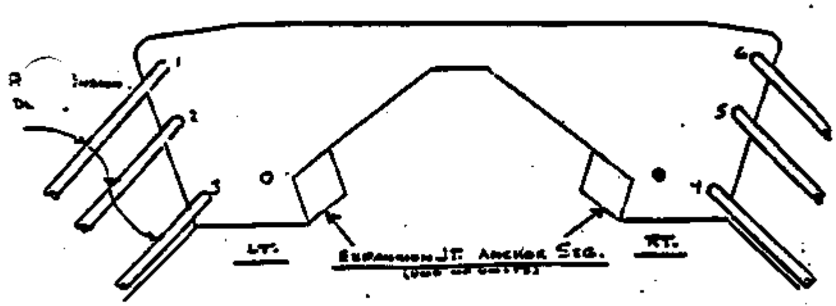
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 4	10-3	TENDON SOUNDINGS
SEG A LEFT		RIGHT
1 40'		4 47'
2 21'		5 21'
3 25'		6 27'
SEG B LEFT		RIGHT
1 12'		4 NV
2 17'		5 13'
3 NV		6 FL
SEG C LEFT		RIGHT
1 FL		4 NV
2 41'		5 FL
3 15'		6 FL

464'



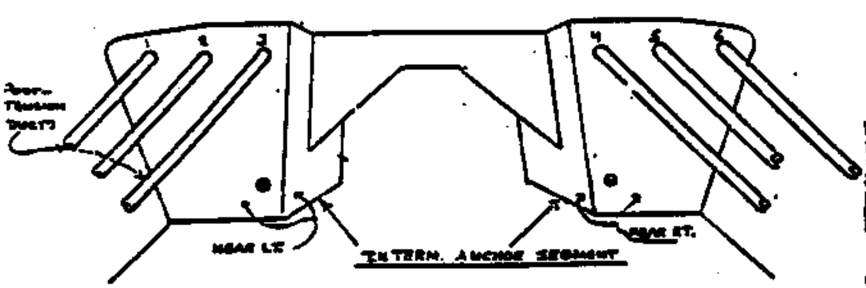


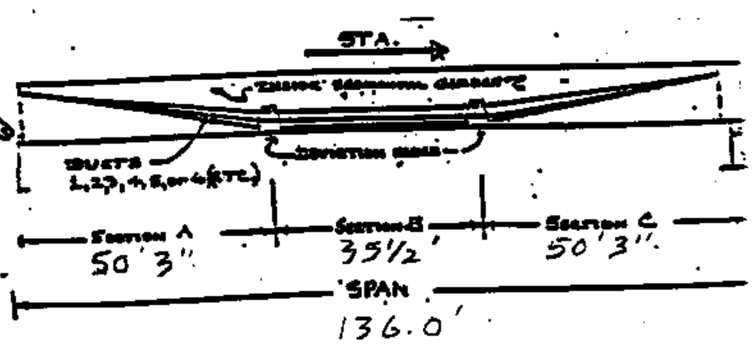


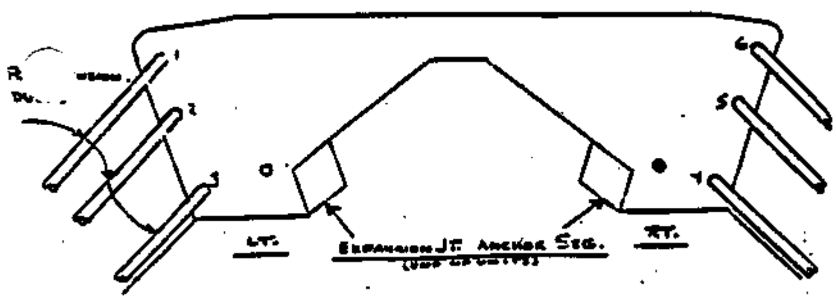
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 5 10-3	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 27'	4 FL
2 23'	5 27'
3 38'	6 2'
SEG B LEFT	**RIGHT**
1 3'	4 FL
2 NV	5 FL
3 18'	6 20'
SEG C LEFT	**RIGHT**
1 14'	4 15'
2 15'	5 8'
3 22'	6 NV

≈352'



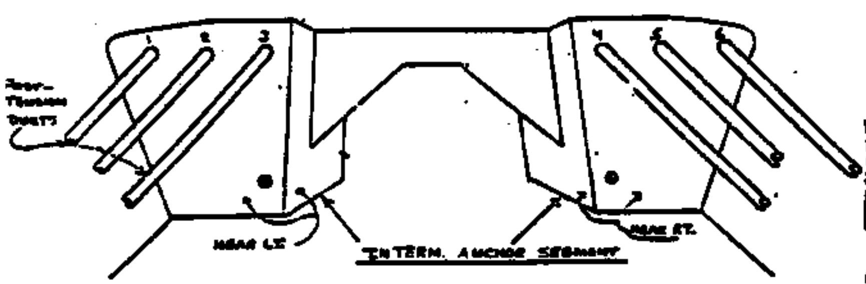


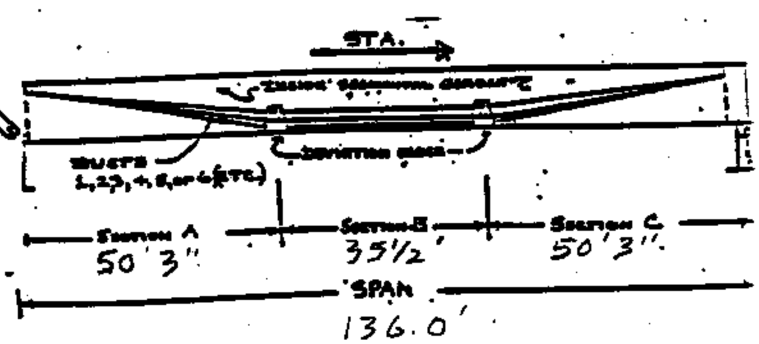


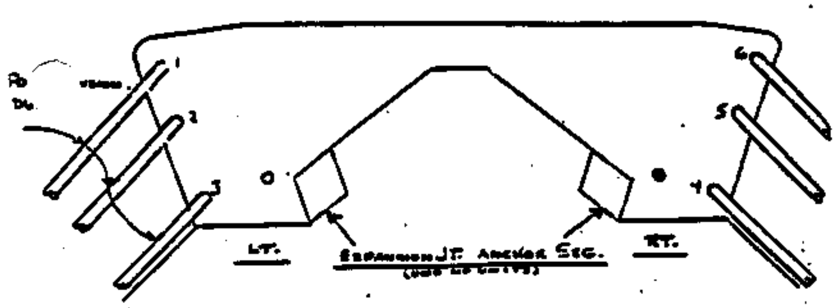
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 6 10-3-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 8' 6' 4'	4 6'
2 5' VOID AT ANCHOR 1'	5 17' VOID AT ANCHOR 1'
3 NV	6 1' 5'
SEG B LEFT	RIGHT
1 NV	4 2' 2'
2 NV	5 2'
3 NV	6 1' 2' 1'
SEG C LEFT	RIGHT
1 4' 12' 14'	4 VOID AT ANCHOR 2' 7'
2 2'	5 2' VOID 1' 1' AT 1' ANCHOR
3 13' 3' VOID AT ANCHOR	6 5' 21'

±152'



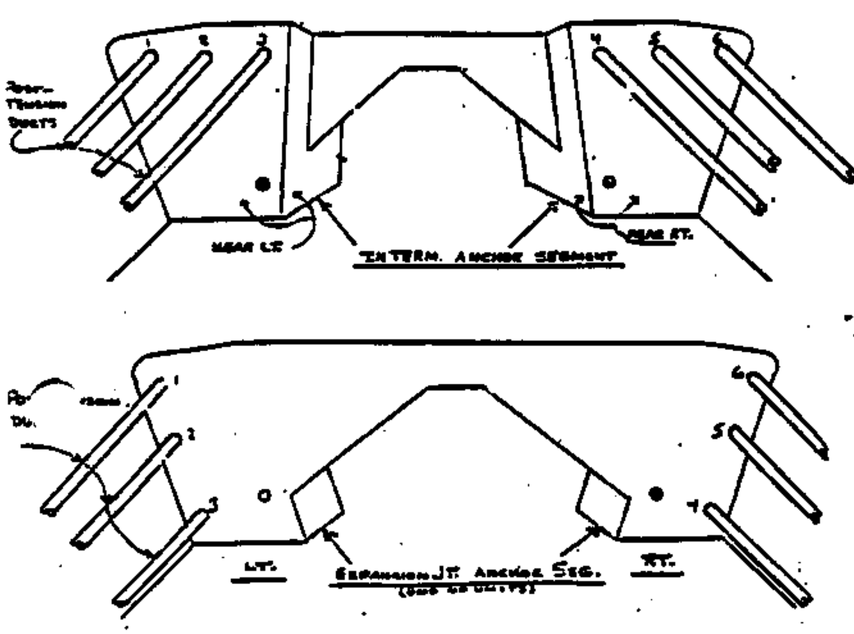


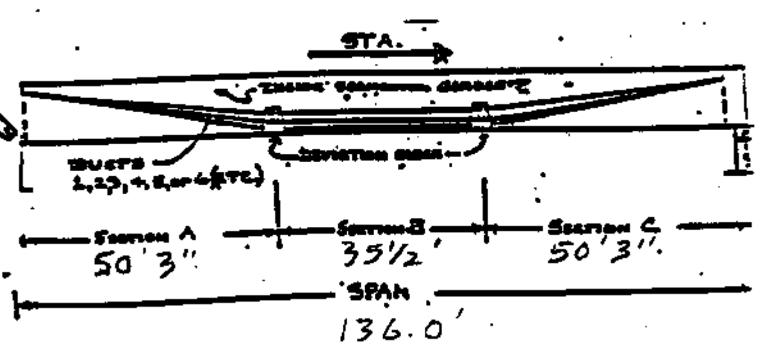


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 7 10-3-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 1' 6' 1'	4 5'
2 12' 27'	5 3' 7'
3 3' 11'	6 FL
SEG B LEFT	RIGHT
1 N. V	4 N. V
2 N. V	5 3' VOID AT DEV- BLOCK
3 N. V	6 2' 7' VOID AT DEV- BLOCK
SEG C LEFT	RIGHT
1 3'	4 NV
2 NV	5 5' 9' 2' 1' VOID AT ANCHOR
3 NV	6 NV

±158'



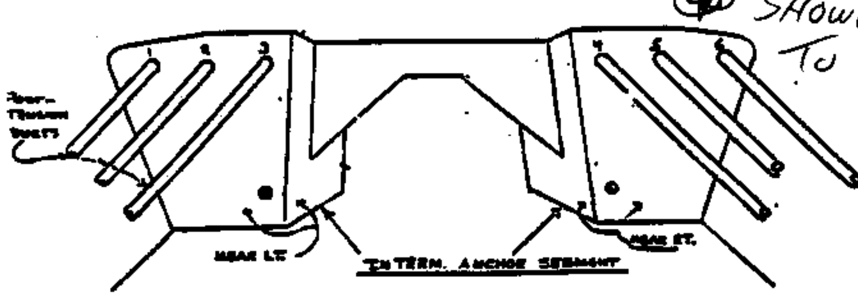


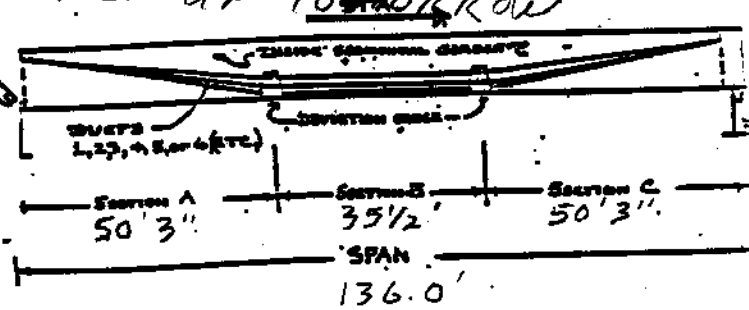
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

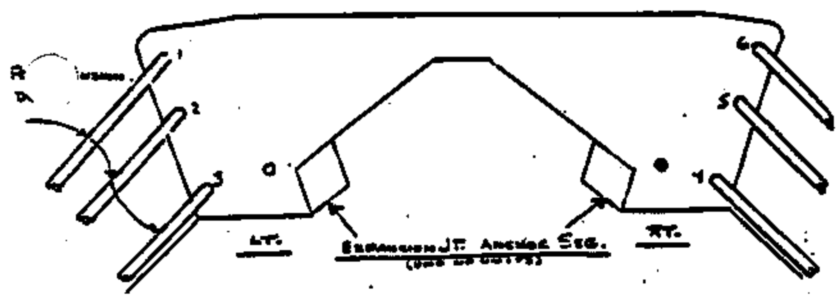
SPAN 8 10-3-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 NV
2 4'	5 FL
3 W	6 30'3' DEFORMED COUPLIN
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 9'4' DEFORMED COUPLIN
3 1'	6 NV DEFORMED COUPLIN
SEG C LEFT	RIGHT
1 2'4' VOID AT ANCHOR	4 NV
2 15' VOID AT ANCHOR DEFORMED COUPLIN	5 15' T? ON WALL CHECK DUCT IN FRONT OF THIS
3 1' 2'	6 FL VOID AT ANCHOR

≈190'

SOUNDS LIKE TENDON IS TOUCHING DUCT. FIRST TIME WE HAVE HEARD THIS SOUND. SHOWED TO METRIC THEY ARE GOING TO OPEN UP TOMORROW





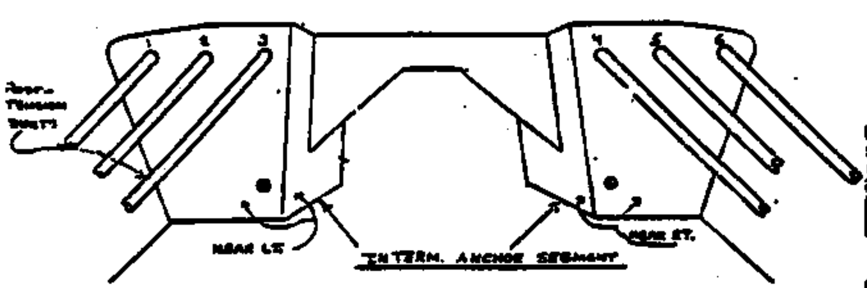


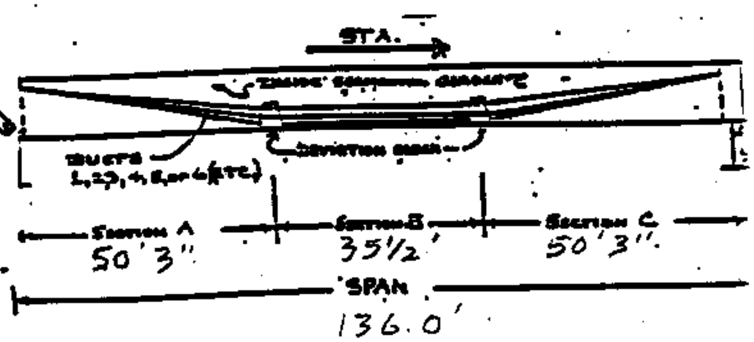
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

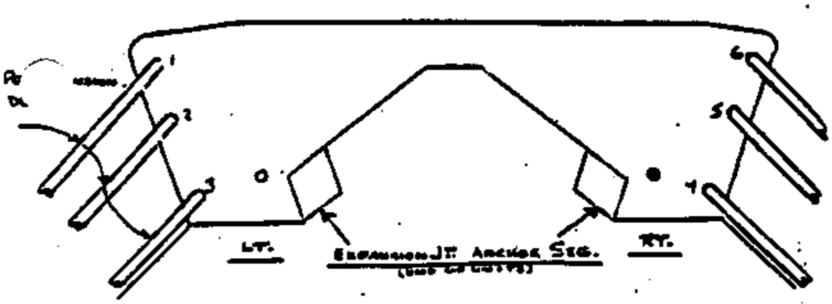
SPAN 9 10-3-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 1'	4 24' 6'
2 2' 2' 1' 5' 6' VOID @ ANCHOR	5 NV
3 5'	6 2' 6' 18' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 1'	5 NV
3 1'	6 NV
SEG C LEFT	**RIGHT**
1 THIS DUCT HAS BEEN STRIPPED BACK 4' @ ANCHOR	4 2' 1'
2 2' COUPLIN HAS BEEN REMOVED	5 NV
3 3' 1'	6 1' 2' 1' 1' 6'

TO BE REPLACED TOMORROW

≈ 100'





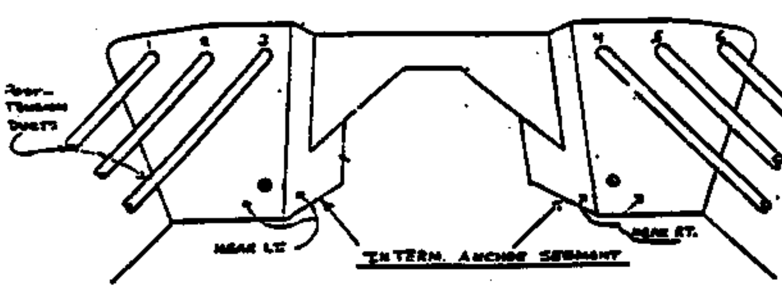


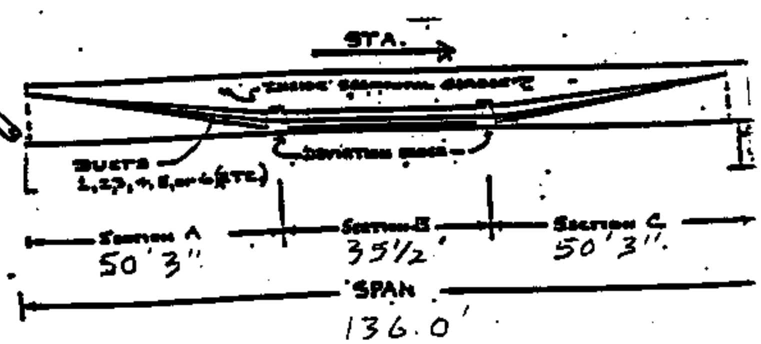
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

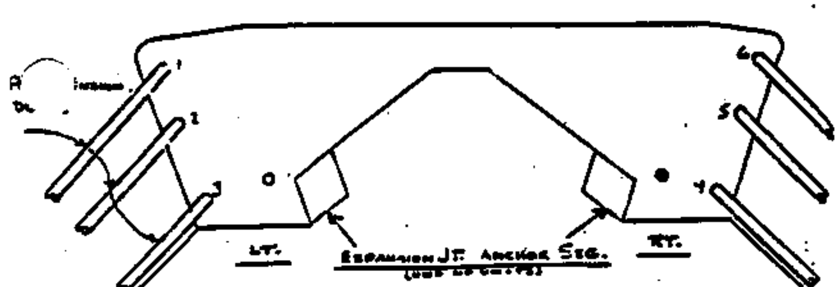
Bill
Ray
LAURA

SPAN 10 10-3	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 10' Hollow Anchor	4 FL
2 FL Hollow Anchor	5 9' 3' Hollow 25'
3 1'	6 20' Hollow Anchor 2'
SEG B LEFT	**RIGHT**
1 2'	4 1'
2 FL	5 5' 3'
3 NV	6 1' 1' 1' 8'
SEG C LEFT	**RIGHT**
1 1'	4 2'
2 12' 3' 10' 1' 6'	5 24' 3'
3 NV	6 2'

≈ 29'





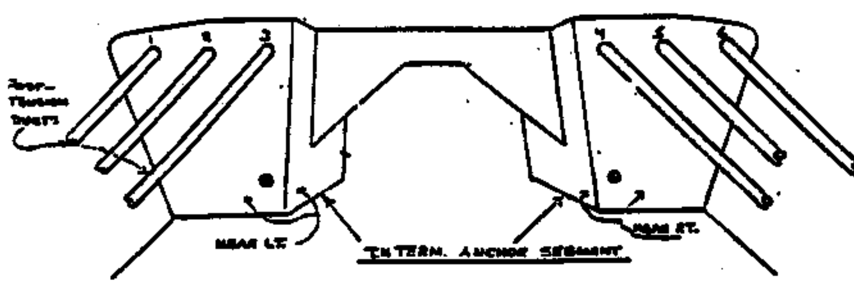


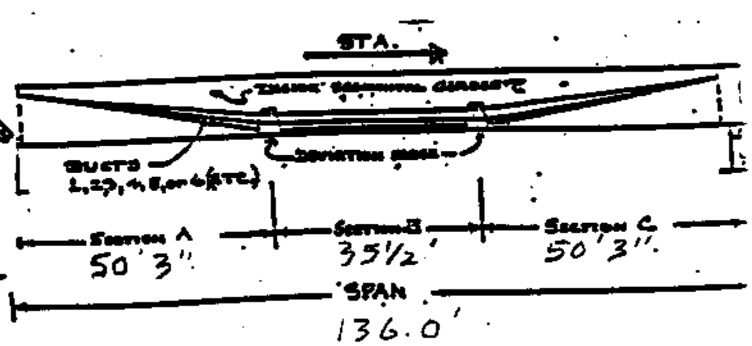
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

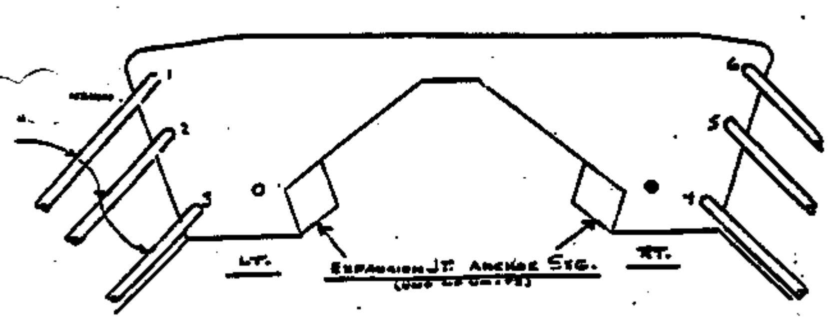
SPAN 11 10-3	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 39'	4 NV
2 C	5 FL
3 30'	6 38'
SEG B LEFT	**RIGHT**
1 18'	4 6'
2 10'	5 14'
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 4'	4 23'
2 W	5 20'
3 6' C	6 20'

≈278'

11-2





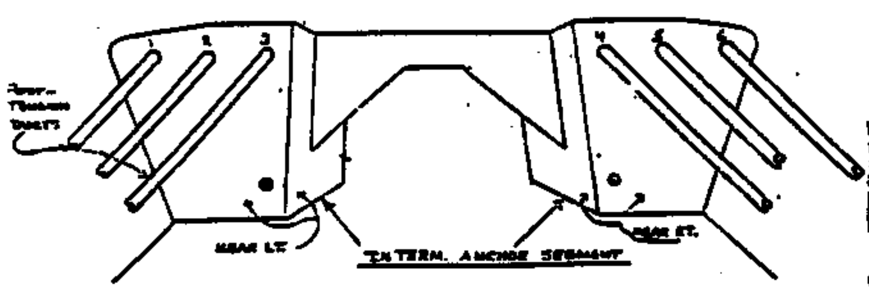


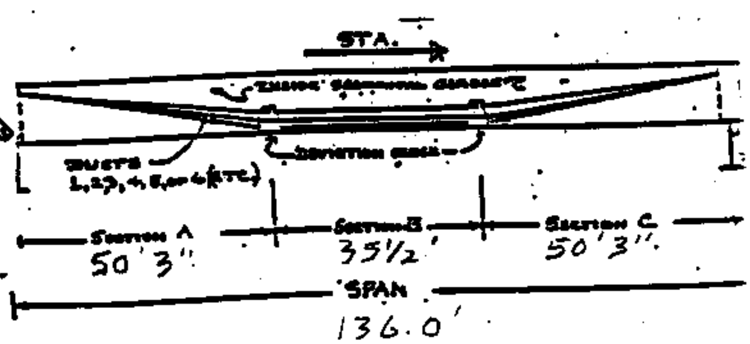
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

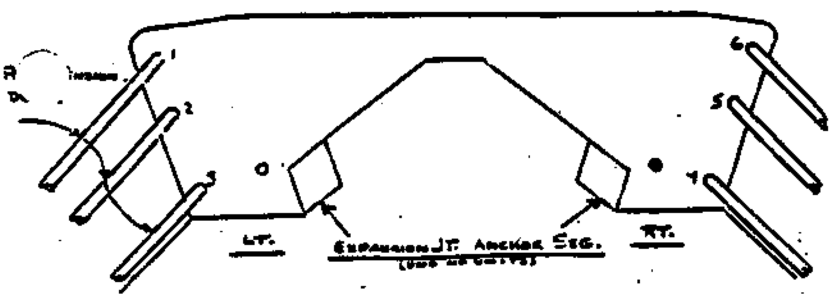
Measurements are infeet

SPAN 12 10-3	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 18'	4 19'
2 FL	5 8'
3 5'	6 35'
SEG B LEFT	**RIGHT**
1 29'	4 NV
2 1'	5 2'
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 35'	4 13'
2 9'	5 NV
3 1'	6 C (New) Not Marked about 20'

℄ 245'







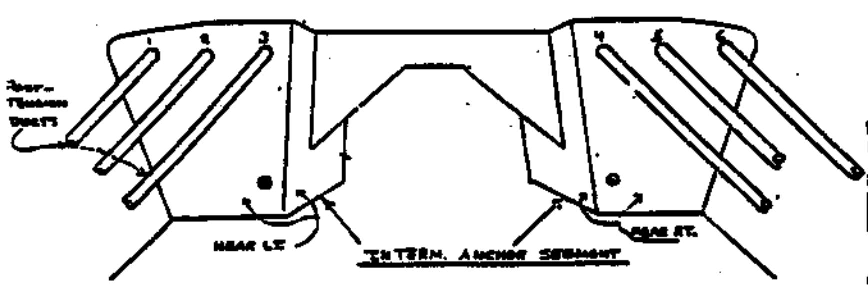
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

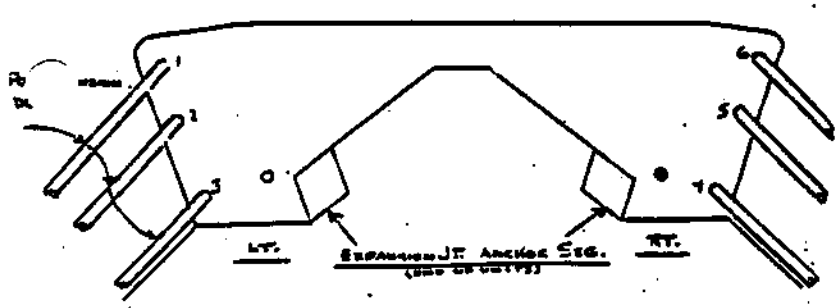
Measurements are infeet

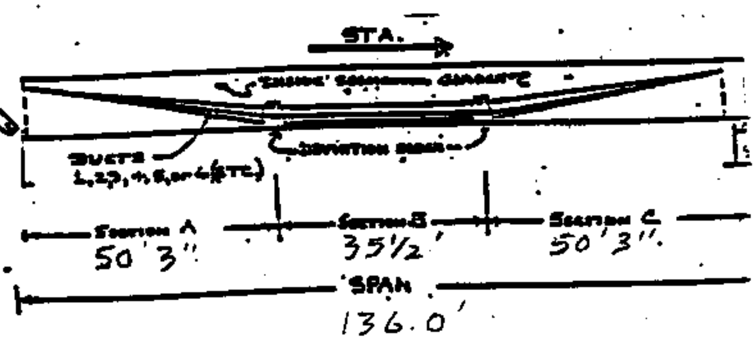
Bill
Ray
LAURA

SPAN 13	10-4	TENDON SOUNDINGS
SEG A	**LEFT**	**RIGHT**
1 FL	Hollow Anchor	4 25' Hollow Anchor
2 3'		5 NV
3 1'		6 NV
SEG B	**LEFT**	**RIGHT**
1 FL	Hollow [illegible]	4 8'
2 NV		5 4'
3 NV		6 NV
SEG C	**LEFT**	**RIGHT**
1 19.'	Hollow Anchor	4 FL Hollow Anchor
2 21'	Hollow Anchor	5 25' Hollow Anchor
3 6'		6 25' Hollow Anchor

≈ 272'



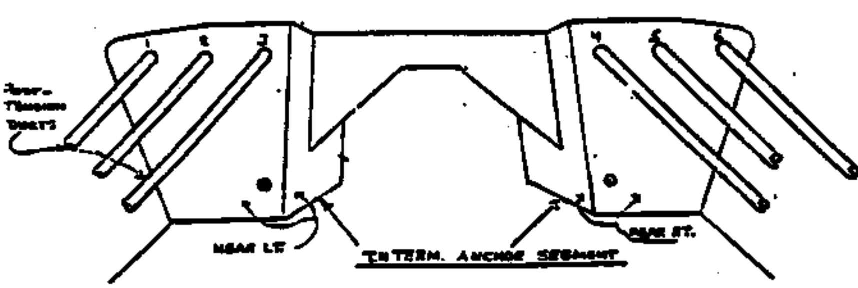


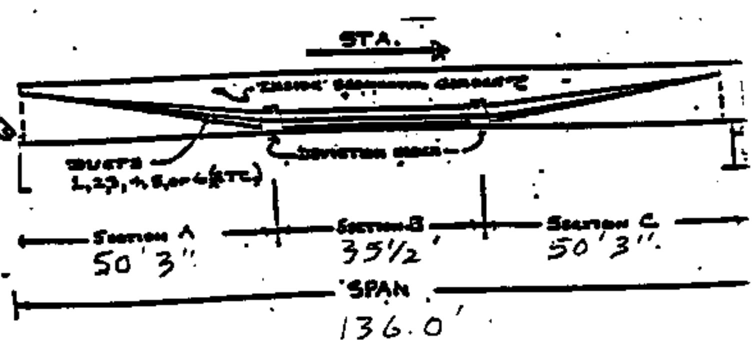


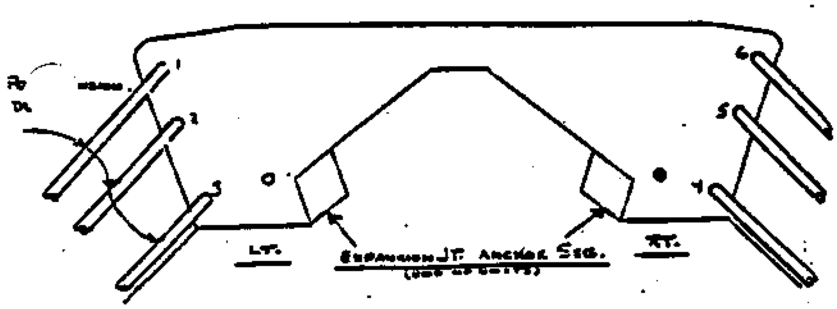
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 14 10-4		TENDON SOUNDINGS	
SEG A	**LEFT**	**RIGHT**	
1 FL	Hollow Anchor	4 25'	Hollow Anchor
2 40'	Hollow Anchor	5 25'	Hollow Anchor
3 46'	Hollow Anchor	6 22'	Hollow Anchor
SEG B	**LEFT**	**RIGHT**	
1 15'		4 NV	
2 FL		5 NV	
3 NV		6 NV	
SEG C	**LEFT**	**RIGHT**	
1 FL	Hollow Anchor	4 NV	
2 41'	Hollow Anchor	5 NV	
3 17'	Hollow Anchor	6 NV	

≈369'



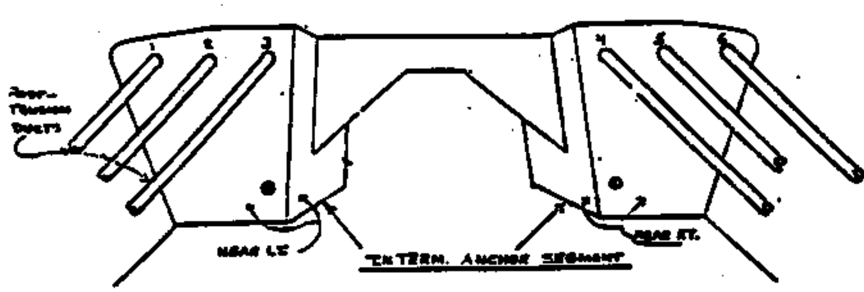


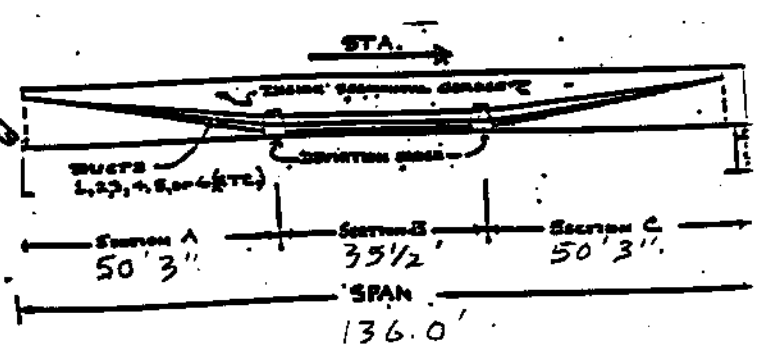


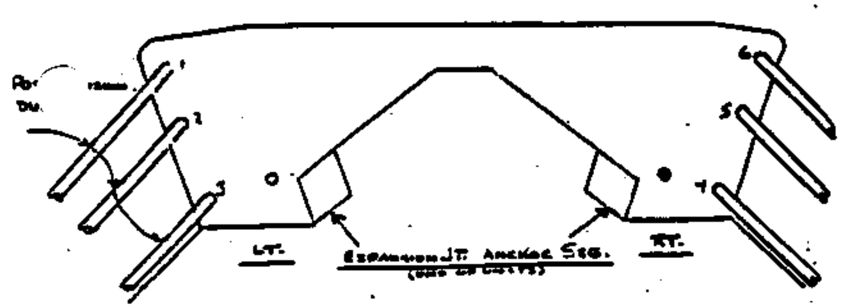
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 15 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 42' Hollow Anchor	4 48'
2 FL Hollow Anchor	5 40'
3 NV	6 45'
SEG B LEFT	**RIGHT**
1 9'	4 34"
2 18'	5 20'
3 31'	6 20'
SEG C LEFT	**RIGHT**
1 35'	4 FL Hollow Anchor
2 12'	5 FL Hollow Anchor
3 W	6 FL Hollow Anchor

≈554'



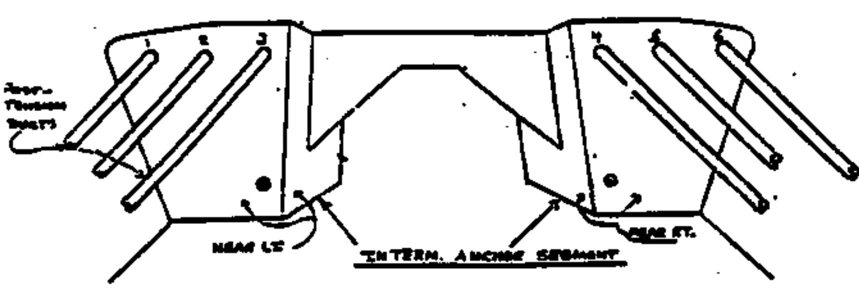


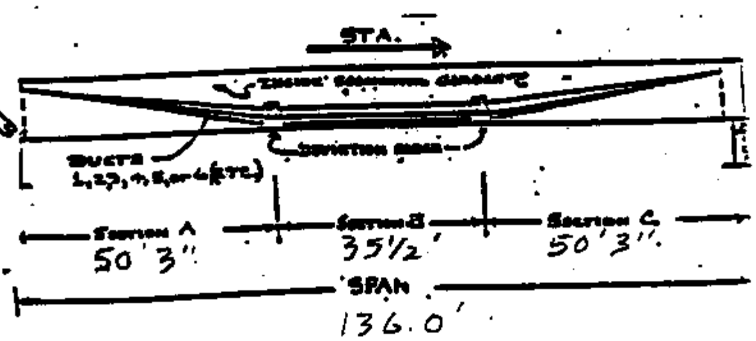


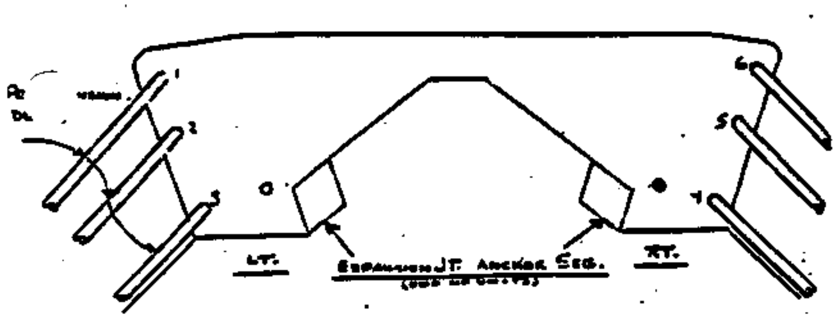
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 16 10-3-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 1' 1' VOID @ ANCHOR	4 NV
2 5'	5 1'
3 NV	6 6' 7 3' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 6' 2' 1' VOID @ FAR DEV. BLOCK	5 NV
3 NV	6 2'
SEG C LEFT	**RIGHT**
1 1.1' 4'	4 NV
2 1' VOID @ ANCHOR	5 NV
3 2' VOID @ ANCHOR	6 NV

≈ 53'



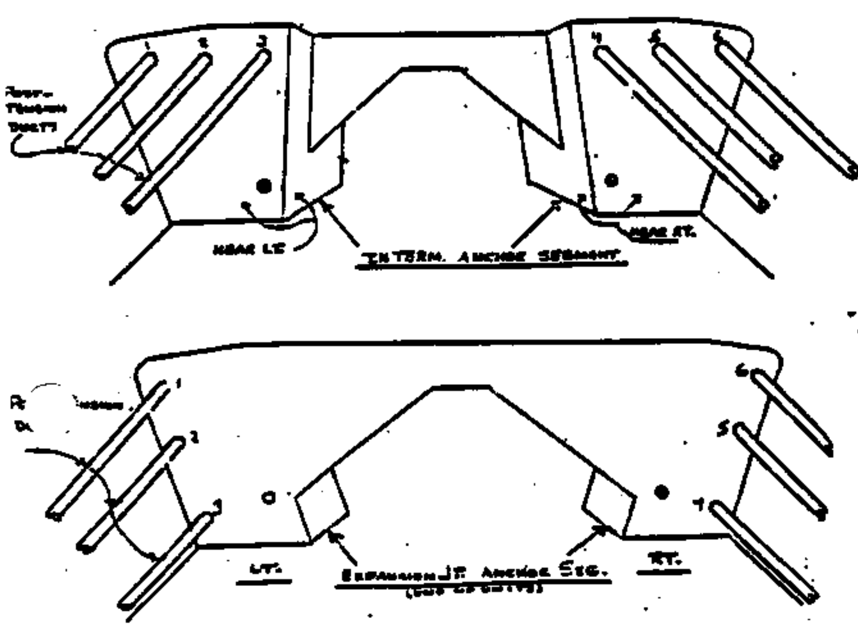


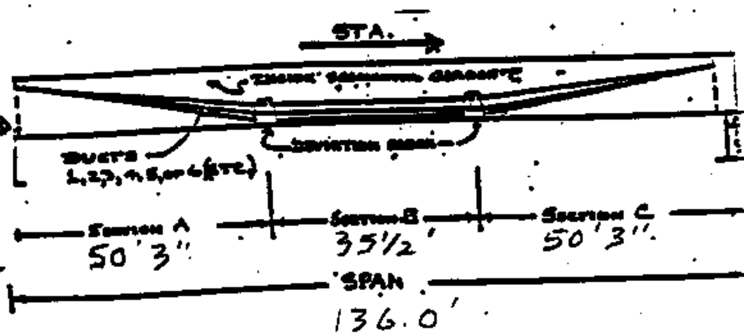


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 17 10-3-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 6' 3' VOID @ ANCHOR	4 NV
2 1' 2' 6' VOID @ ANCHOR	5 NV
3 33' VOID @ ANCHOR	6 NV
SEG B LEFT	**RIGHT**
1 15' 12	4 NV
2 2'	5 NV
3 3'	6 NV
SEG C LEFT	**RIGHT**
1 6' 3' 15' VOID @ ANCHOR	4 3' VOID @ ANCHOR
2 5' 3' VOID @ DEV- BLOCK	5 1' 2'
3 2' 9' 3' 1"	6 2'

≈ 135

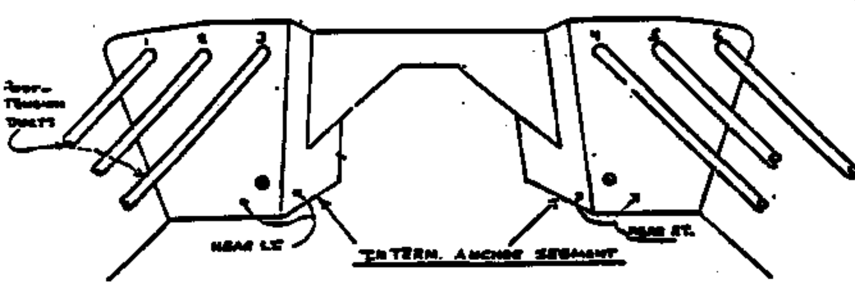


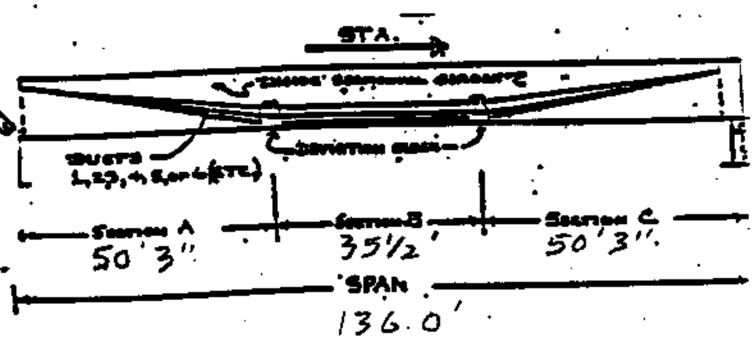


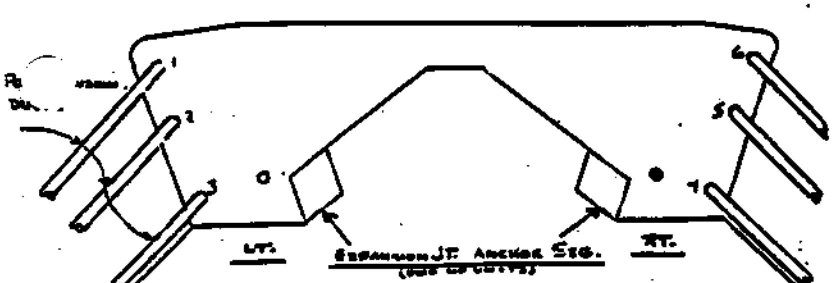
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 18 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 1' VOID @ ANCHOR
2 1' @ ANCHOR	5 1' VOID @ ANCHOR
3 NV	6 C
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 1'	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 1'	4 NV
2 NV	5 NV
3 NV	6 C

~5'



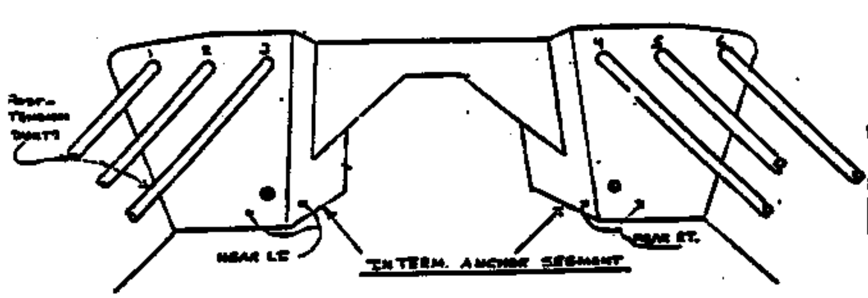


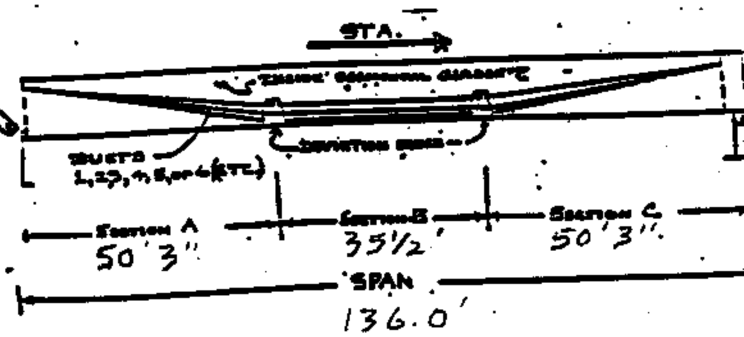


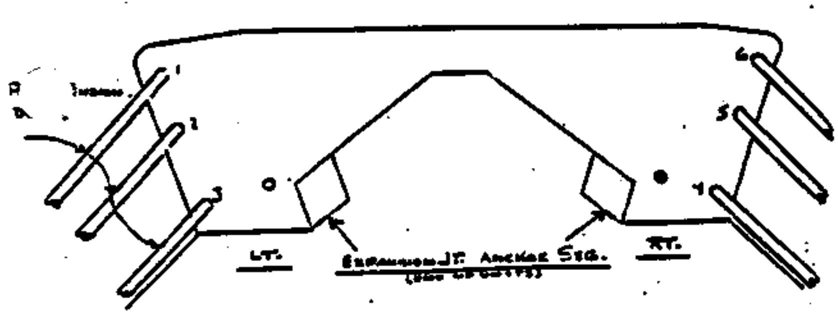
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 19 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 1' 8'
2 9' 4'	5 4'
3 1' 9" 4' 5' 5'	6 NV
SEG B LEFT	**RIGHT**
1 C	4 2' 2'
2 4' 4'	5 NV
3 2'	6 3' 2'
SEG C LEFT	**RIGHT**
1 11' 14' 11' VOID @ ANCHOR	4 10' 1' @ ANCHOR
2 2'	5 3' 3'
3 2' 2'	6 1'

≈129'



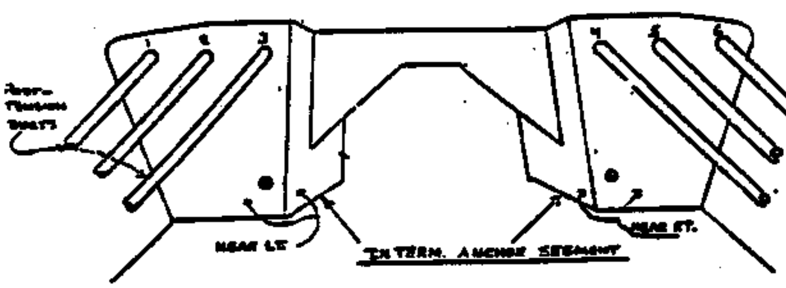


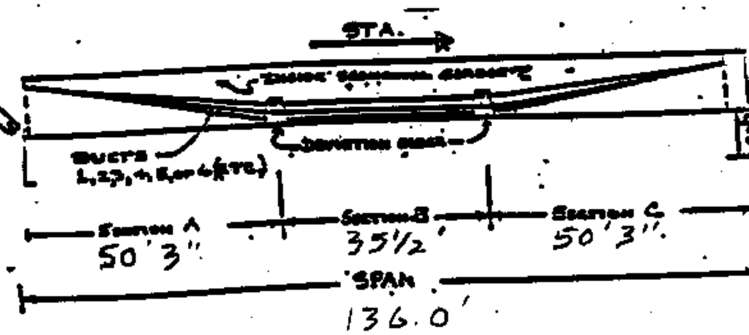


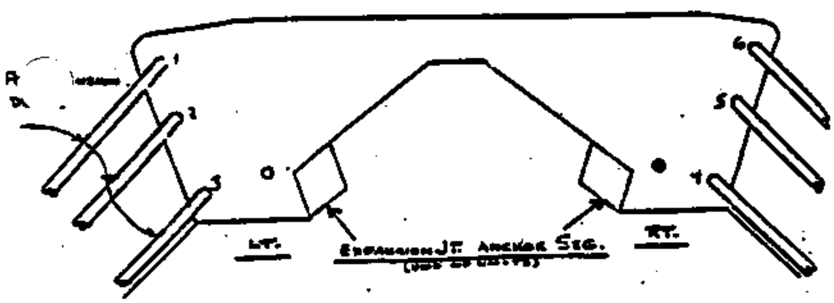
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 20 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 6' C	4 3' VOID @ ANCHOR
2 NV	5 NV
3 3' 3' VOID @ ANCHOR	6 5'
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 7'	5 NV
3 NV	6 1'
SEG C LEFT	**RIGHT**
1 NV	4 NV
2 4'7' VOID @ ANCHOR	5 NV
3 NV	6 NV

≈39'





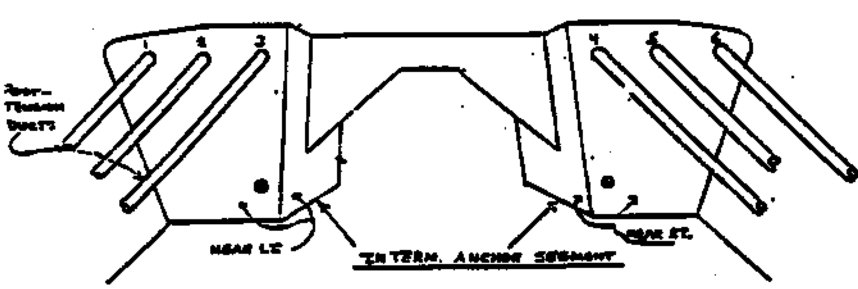


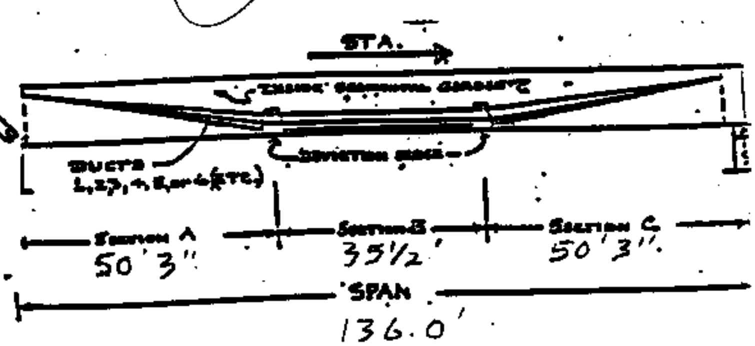
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

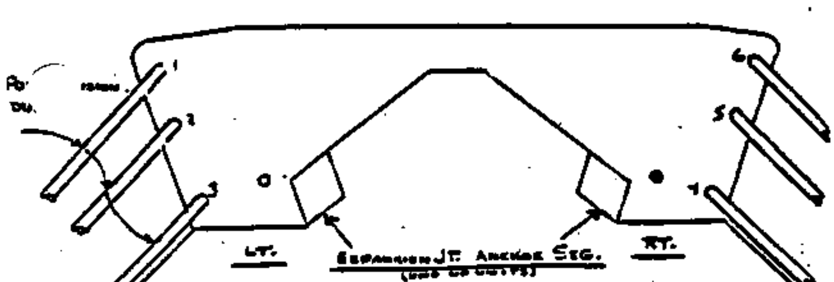
SPAN 21	10-4 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 23'	4 48'
2 15'	5 FL
3 40'	6 8'
SEG B LEFT	**RIGHT**
1 FL	4 24'
2 FL	5 FL
3 FL	6 NV
SEG C LEFT	**RIGHT**
1 38' Hollow Anchor	4 38' Hollow Anchor
2 FL Hollow Anchor	5 FL Hollow Anchor
3 FL Hollow Anchor C	6 FL Hollow Anchor

21-25

≈624'



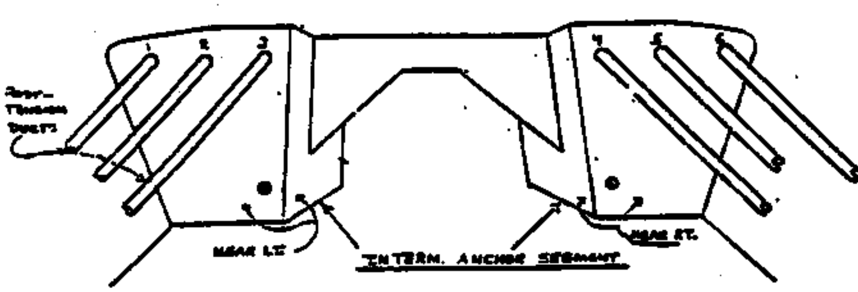


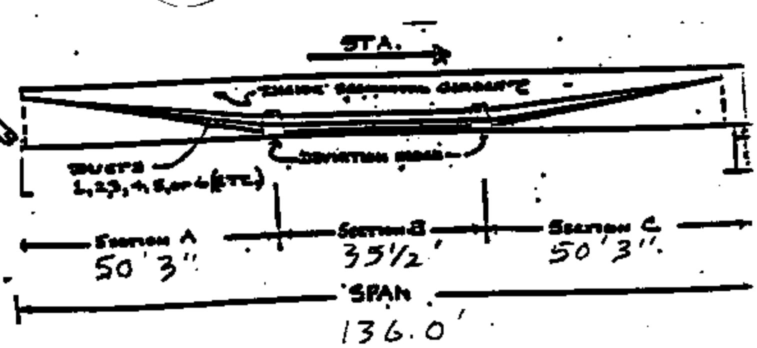


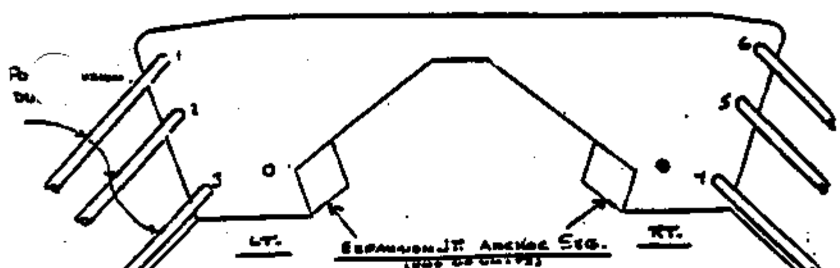
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 22	10-4 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 30' Hollow Anchor	4 30' Hollow Anchor
2 45' Hollow Anchor	5 FL Hollow Ancho
3 30'	6 45'
SEG B LEFT	**RIGHT**
1 NV	4 5'
2 FL	5 10'
3 FL	6 FL
SEG C LEFT	**RIGHT**
1 2'	4 FL Hollow Anchor
2 38' Hollow Anchor	5 Fl
3 27'	6 41'

≈ 558'



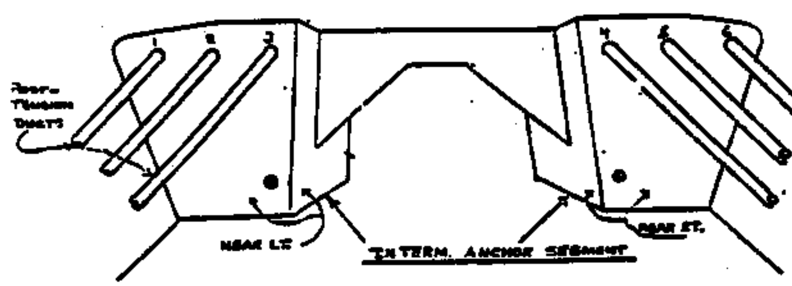


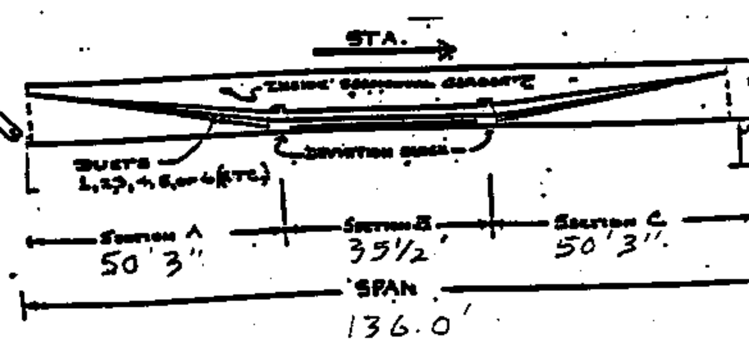


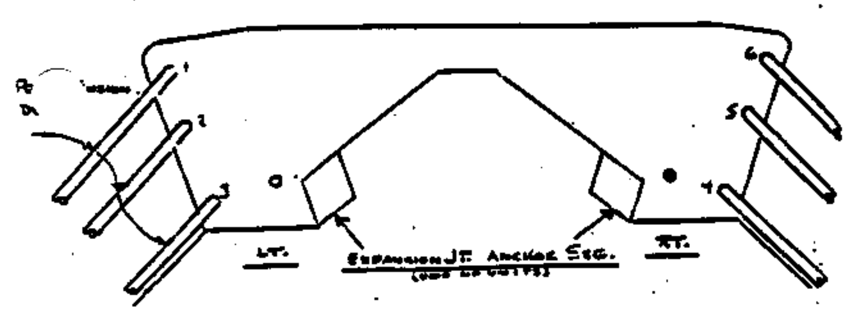
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 23 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 21'	4 47'
2 6'	5 48'
3 19'	6 4'
SEG B LEFT	**RIGHT**
1 1'	4 20'
2 NV	5 20'
3 FL	6 3'
SEG C LEFT	**RIGHT**
1 FL	4 FL Hollow Anchor
2 30'	5 34' Hollow Anchor
3 FL Hollow Anchor	6 38' Hollow Anchor

≈ 476'



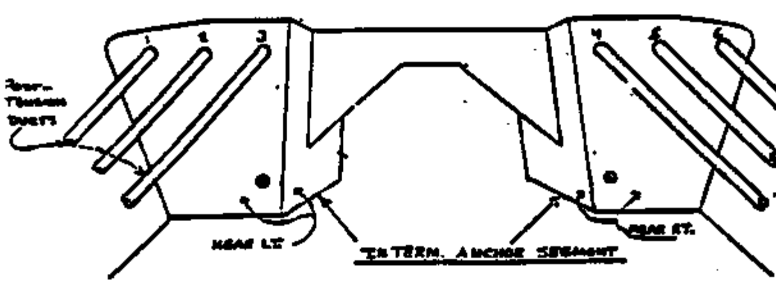


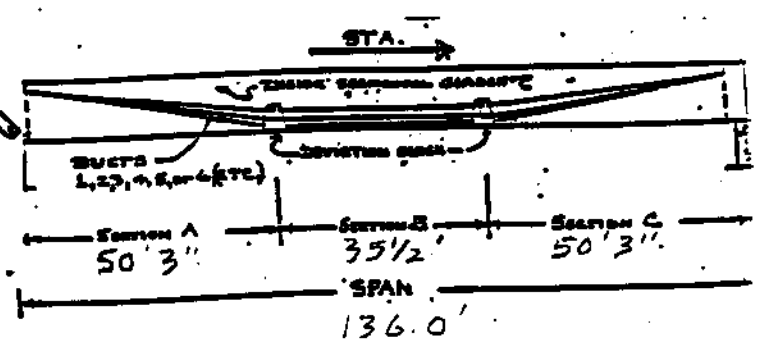


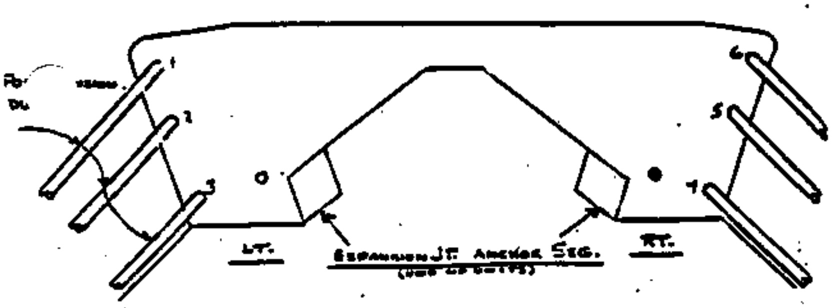
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 24 10 - 4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL Hollow Anchor	4 48'
2 27' Hollow Anchor	5 42'
3 FL Hollow Anchor	6 7'
SEG B LEFT	**RIGHT**
1 FL	4 30'
2 21'	5 NV
3 25'	6 NV
SEG C LEFT	**RIGHT**
1 47'	4 32'
2 27'	5 25'
3 40'	6 6'

~512'



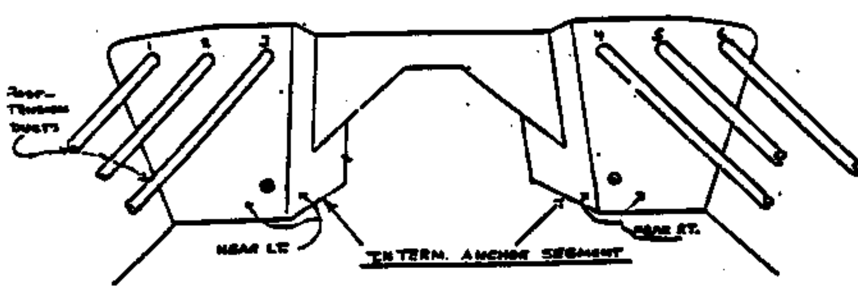


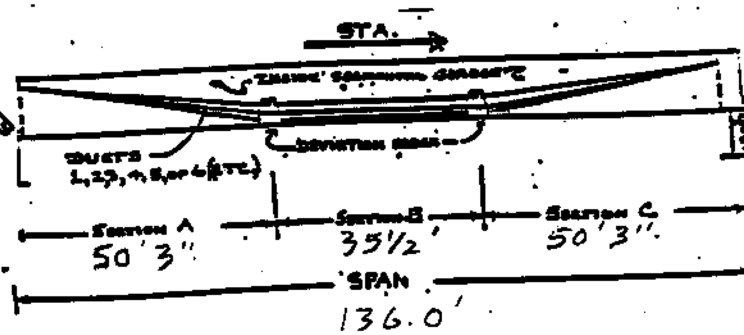


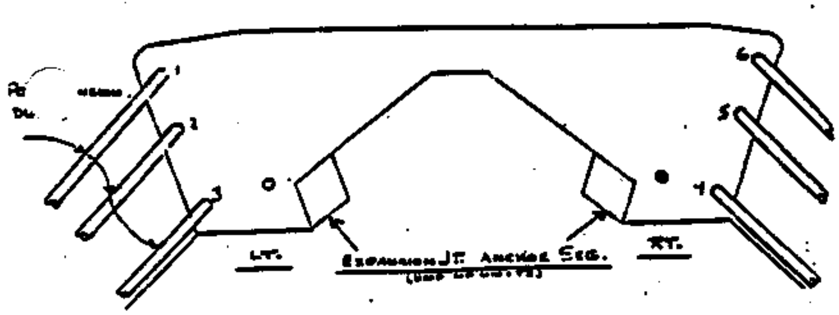
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 25 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 3'
2 34'	5 8'
3 33'	6 C 6'
SEG B LEFT	**RIGHT**
1 7'	4 NV
2 FL	5 10'
3 24'	6 20'
SEG C LEFT	**RIGHT**
1 47' Hollow Anchor	4 35'
2 49' Hollow Anchor	5 42'
3 35' Hollow Anchor	6 FL Hollow Anchor

≈401'



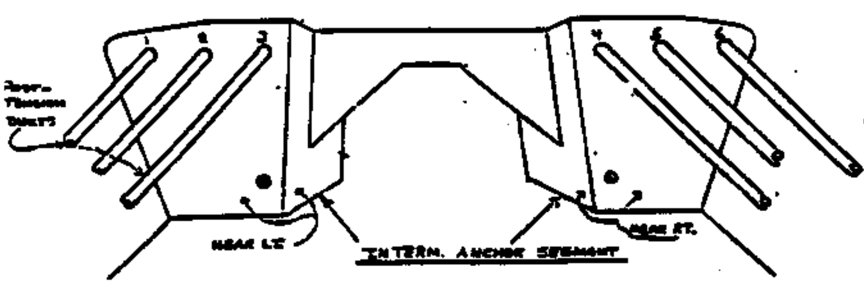


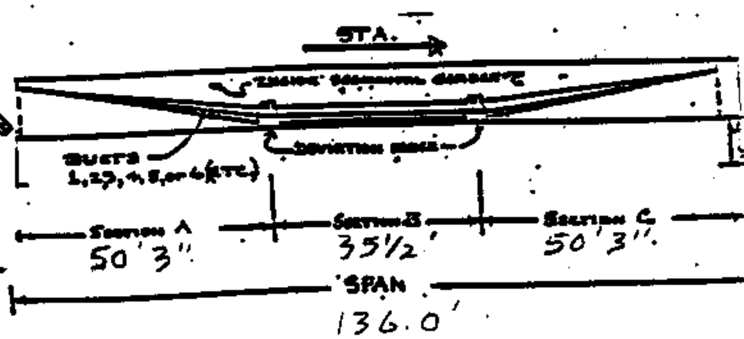


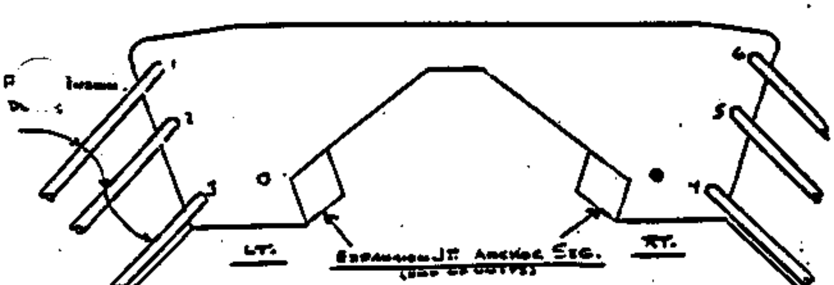
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 26 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 33' VOID @ ANCHOR	4 FL
2 4' 22'	5 FL
3 26' 7'	6 10' 2' 3' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 FL	4 27'
2 3'	5 5'
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 6' 6' 4' VOID @ DEV-BLOCK	4 NV
2 3'	5 NV
3 NV	6 NV

≈ 296'





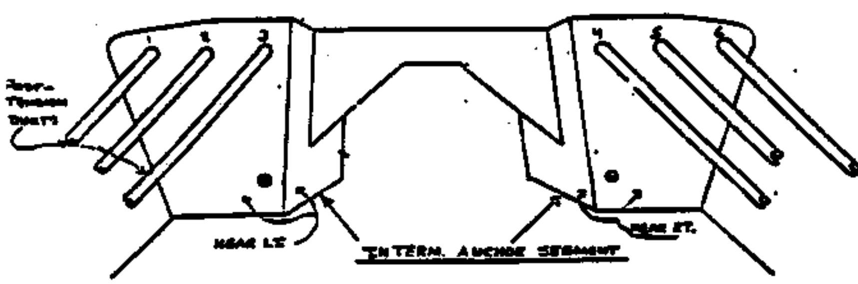


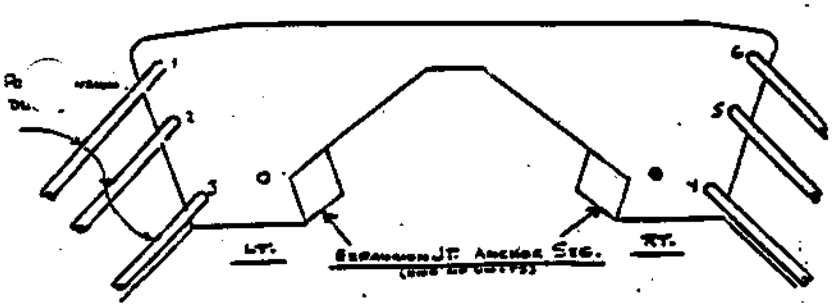
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

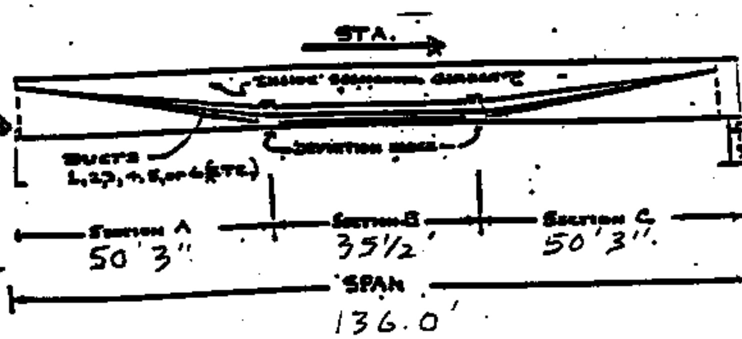
Measurements are in feet

SPAN 27 10-4-00 TENDON SOUNDINGS	
SEG A LEFT	RIGHT
1 NV	4 W
2 9' 12'	5 NV
3 C	6 NV
SEG B LEFT	RIGHT
1 14'	4 W
2 2'	5 NV
3 C	6 NV
SEG C LEFT	RIGHT
1 FL	4 W
2 6'	5 NV COUPLIN REMOVED
3 W	6 6' 26'

≈125'



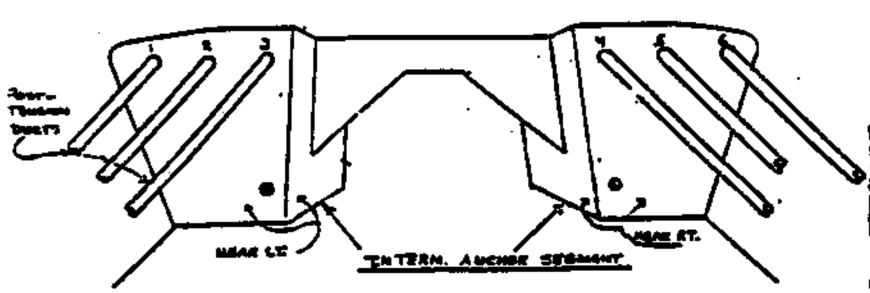


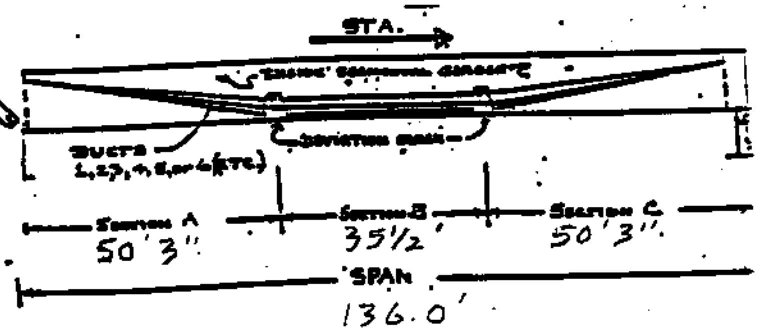


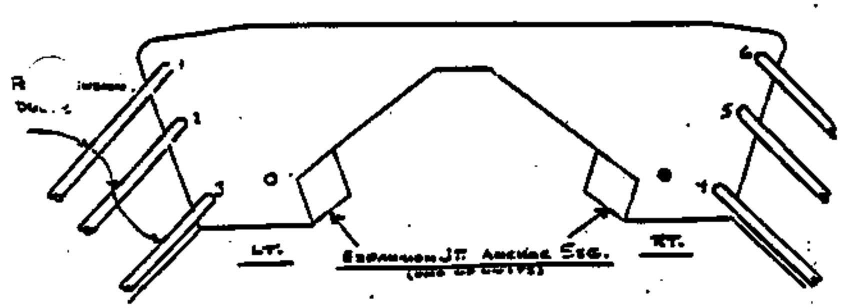
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 28	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 4' VOID @ ANCHOR	4 VOID @ ANCHOR C
2 11' VOID @ ANCHOR	5 C SPLICED AT DEV BLOCK
3 11' VOID @ ANCHOR	6 NV NEW
SEG B LEFT	**RIGHT**
1 NV	4 C
2 NV	5 SPLICE N/V
3 NV	6 NV NEW
SEG C LEFT	**RIGHT**
1 NV	4 C
2 NV	5 SPLICE NV
3 NV	6 NV NEW

≈26'



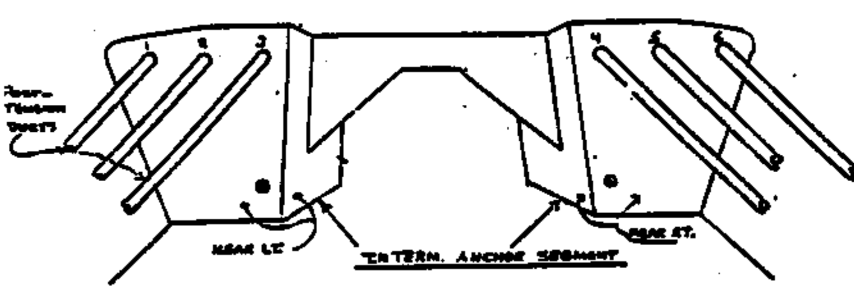


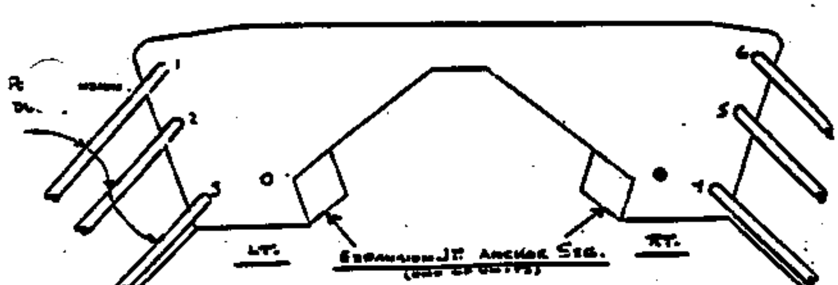


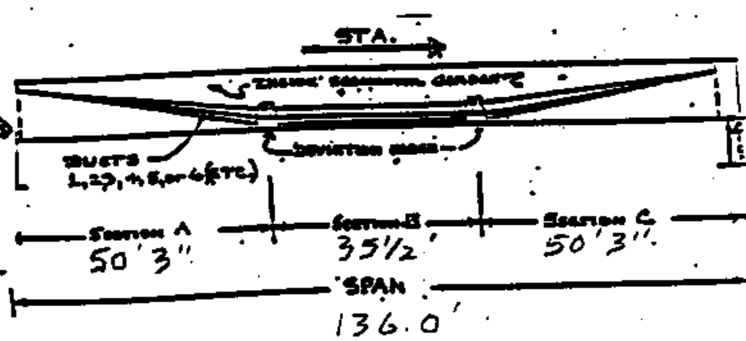
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 29 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 W
2 NV	5 NV
3 W	6 C
SEG B LEFT	**RIGHT**
1 NV	4 W
2 NV	5 NV
3 C	6 C
SEG C LEFT	**RIGHT**
1 5'5'	4 W
2 2'	5 9'
3 W	6 C

≈21'





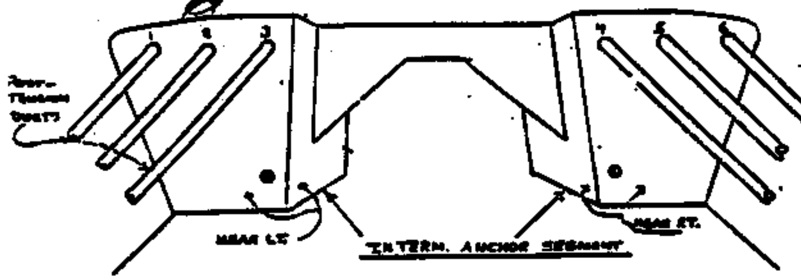


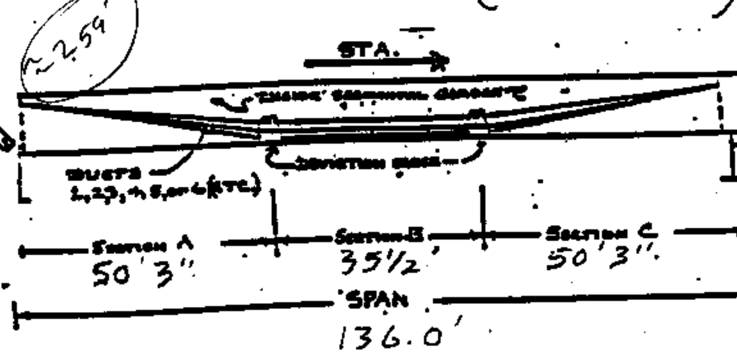
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

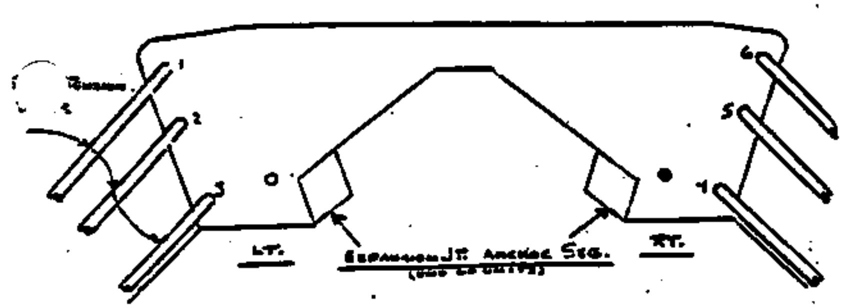
SPAN 30	10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**	
1 FL	4 14' 15' VOID @ ANCHOR	⚠ NOTE BELOW
2 FL	5 C	
3 NV	6 26' 11' VOID @ ANCHOR	
SEG B LEFT	**RIGHT**	
1 2' 3' 6' VOID @ DEV BLOCK	4 7' 18' VOID @ FAR DEV BLOCK	
2 9'	5 NV	
3 NV	6 1' 6'	
SEG C LEFT	**RIGHT**	
1 NV	4 7'	NOTE BELOW
2 NV	5 C	
3 NV	6 1' 6' 27' VOID @ ANCHOR	

⚠ IN 4A ABOUT 3' FROM DEV. BLOCK IS A LARGE VOID ABOUT 6' LONG (MARKS IN FLOOR)

⚠ LARGE VOIDS IN 4C MARKS ON FLOOR (VERY LARGE)





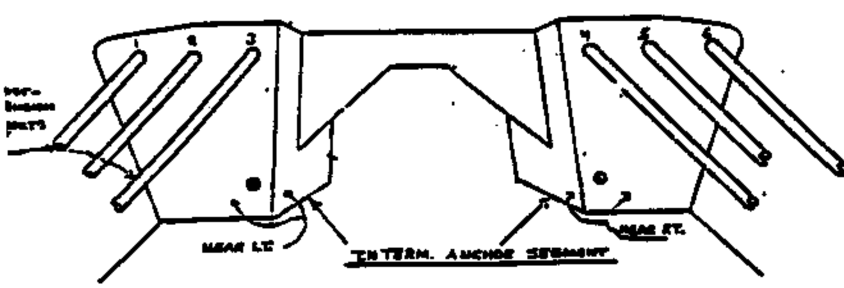


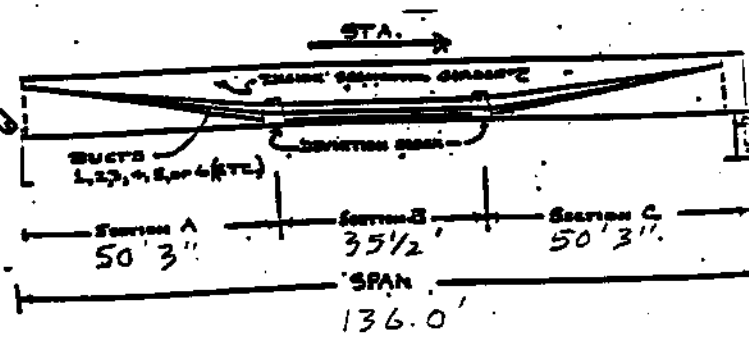
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

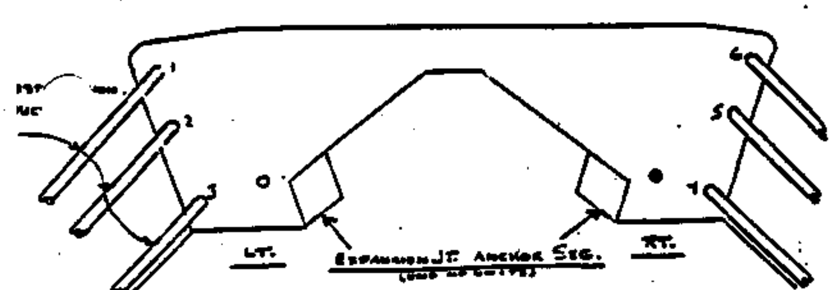
Measurements are infeet

SPAN 31	10-4 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 16'	4 6'
2 33'	5 NV
3 35'	6 40'
SEG B LEFT	**RIGHT**
1 15'	4 15'
2 18'	5 NV
3 18'	6 NV
SEG C LEFT	**RIGHT**
1 F.L Hollow Anchor	4 41' Hollow Anchor
2 30'	5 37'
3 FL Hollow Anchor	6 FL Hollow Anchor

≈ 454'



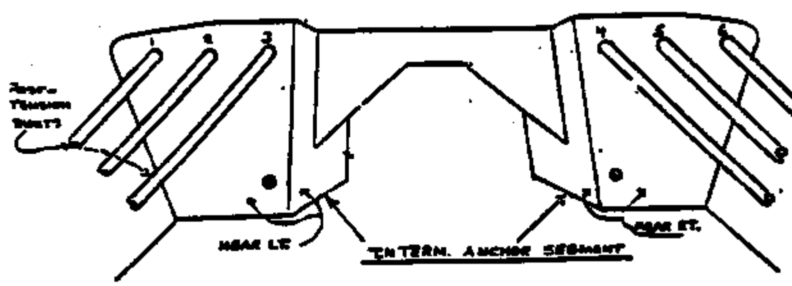


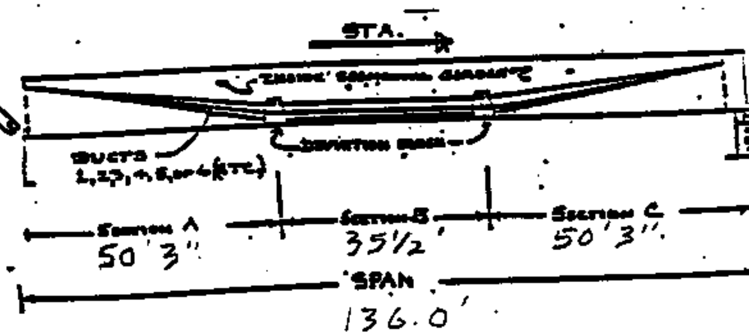


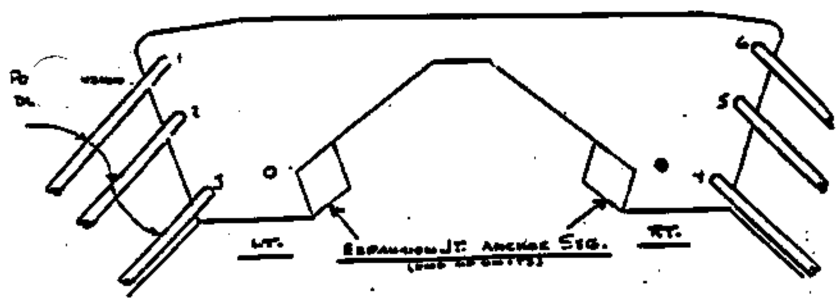
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 32 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 33'	4 48'
2 36'	5 22'
3 5'	6 FL
SEG B LEFT	**RIGHT**
1 NV	4 FL
2 21'	5 FL
3 1'	6 21'
SEG C LEFT	**RIGHT**
1 NV	4 FL
2 18'	5 43'
3 1'	6 9'

2428'



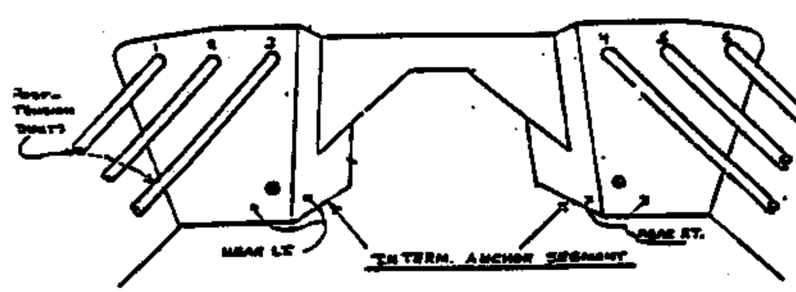


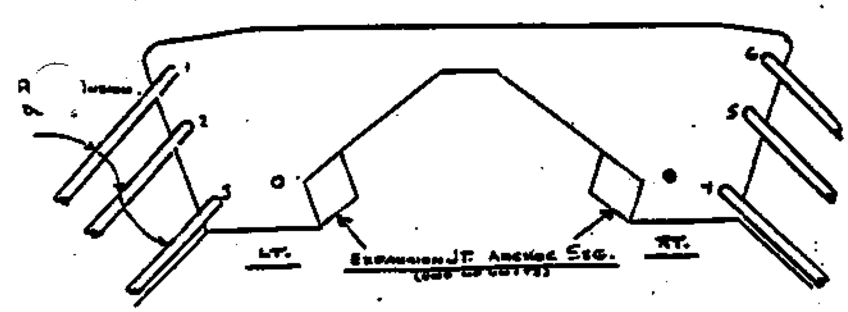


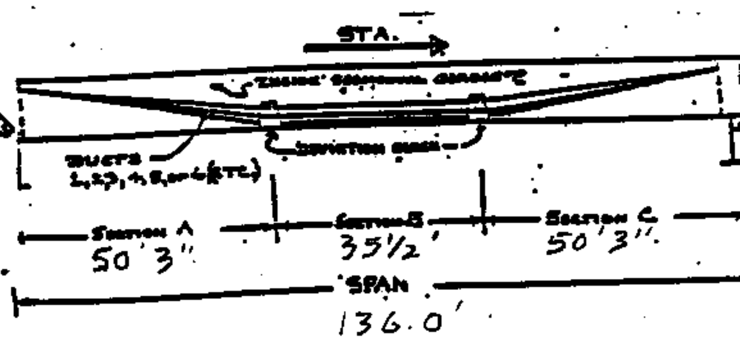
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 33 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 W
2 NV	5 W LARGE SPLICE NV
3 NV	6 NV
SEG B LEFT	**RIGHT**
1 NV	4 W
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 6' 3' 6' VOID @ BOTH ENDS	4 13' 7' VOIDS @ BOTH ENDS
2 FL VOID @ DEV BLOCK	5 CRACKS & VOIDS FL
3 2' 2' 2' VOID @ DEV BLOCK	6 W

≈132'



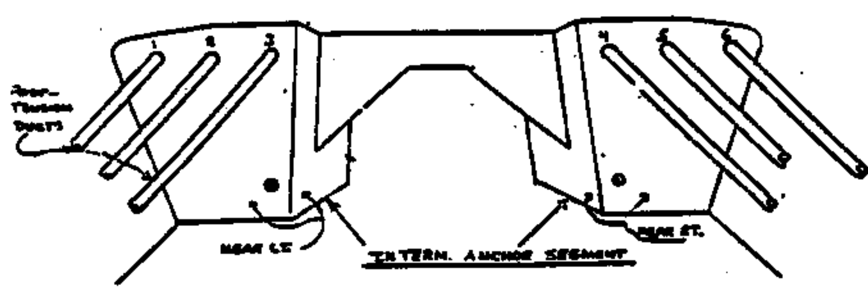


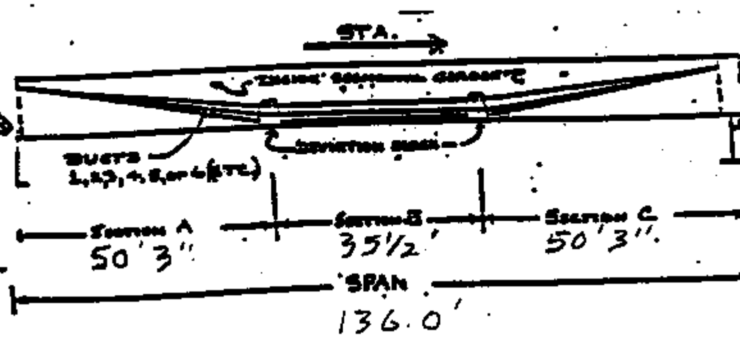


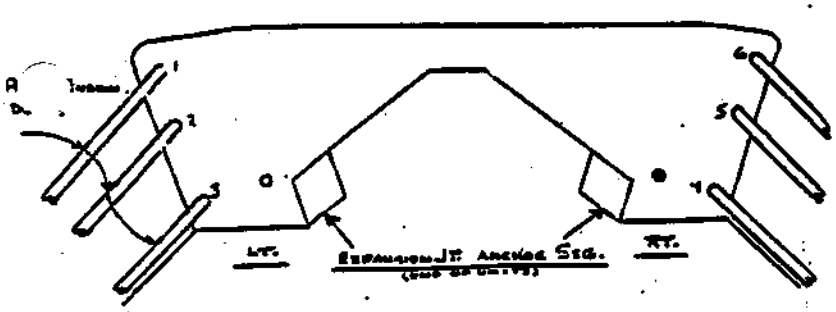
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 34 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 2'
2 5'	5
3 NV	6
SEG B LEFT	**RIGHT**
1 1' VOID @ ANCHOR	4 1' VOID @ ANCHOR
2 W	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 1'	4 2' 2' 3'
2 C	5 1'
3 1'6' VOID @ ANCHOR	6 1' 18'

≈44'



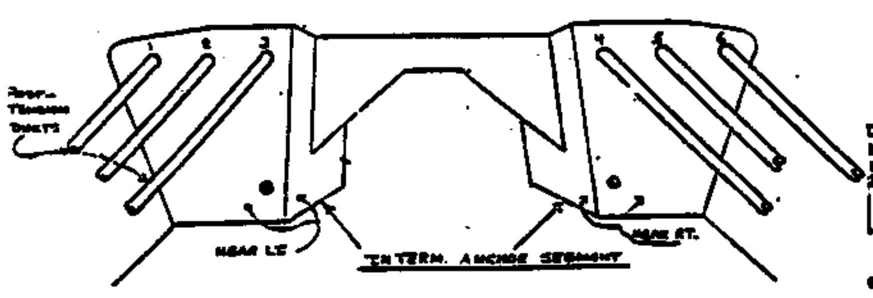


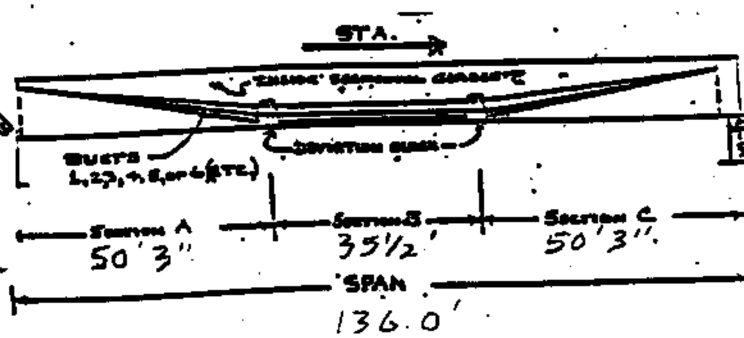


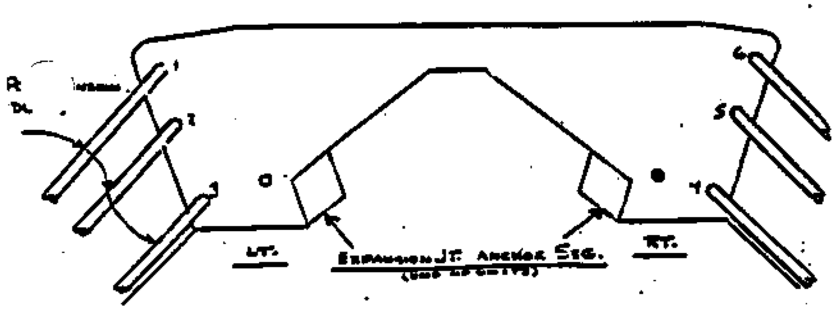
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 35 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 C	4 5'
2 C	5 37'
3 NV	6 3' 5' 3'
SEG B LEFT	**RIGHT**
1 4' 3' VOID @ ANCHOR	4 NV
2 9'	5 NV
3 28'	6 NV
SEG C LEFT	**RIGHT**
1 NV	4 NU
2 NV	5 2' 4' 3'
3 NV	6 NV

≈106'



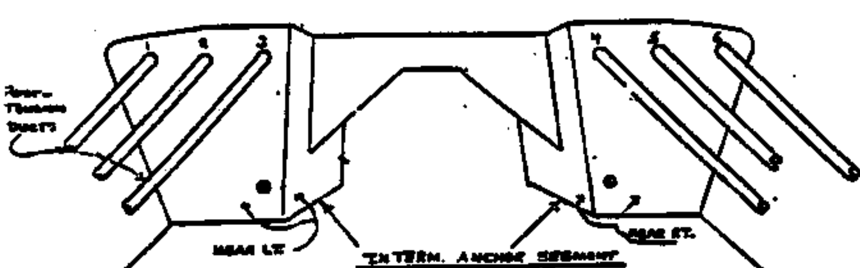


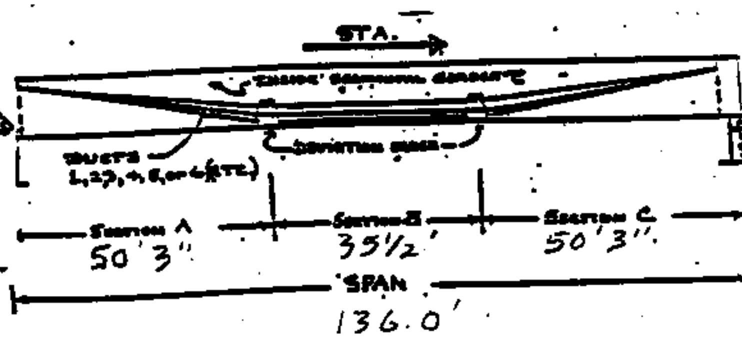


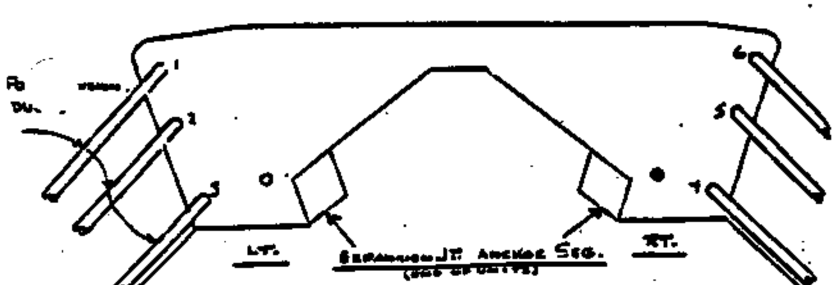
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 36 10-4-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 NV	6 38' 1' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 NV	4 1' VOID @ FAR DEV- BLOCK
2 3'	5 W
3 2'	6 C
SEG C LEFT	**RIGHT**
1 10' VOID @ ANCHOR	4 15' VOID @ ANCHOR
2 NV	5 C
3 W	6 7' 2' VOID @ DEV. BLOCK

79'



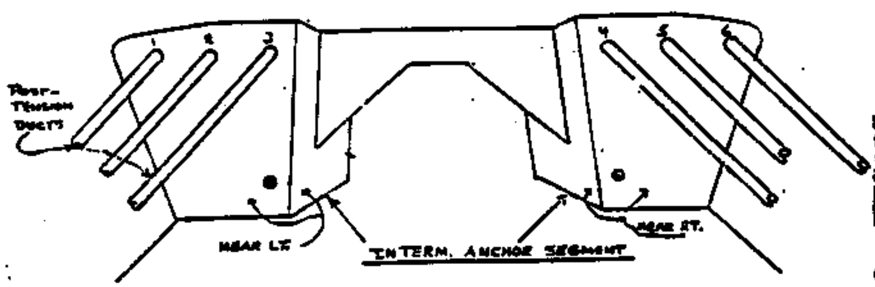


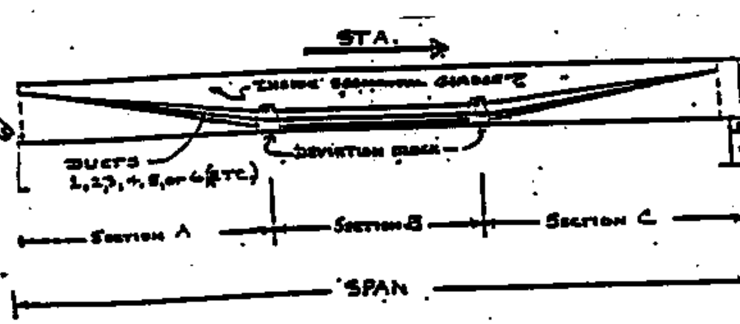


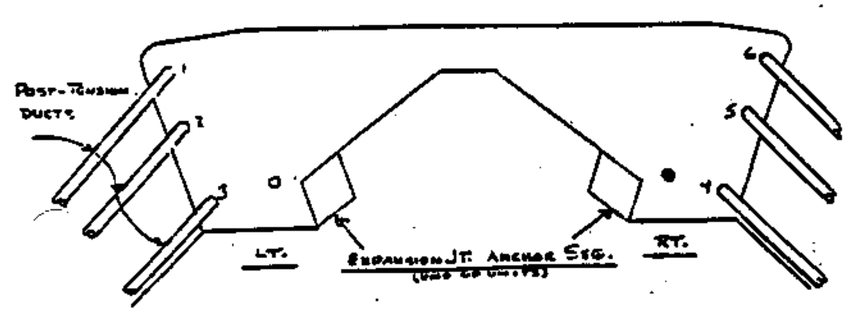
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 37 9-30-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 NV
2 W	5 10.0'
3 45.0'	6 8.0'
SEG B LEFT	**RIGHT**
1 35.0'	4 6.0'
2 C - 9.0'	5 8.0'
3 15.0' C	6 6.0'
SEG C LEFT	**RIGHT**
1 C - 2.0'	4 C 4.0' DUCT REMOVED
2 C	5 NV
3 C	6 NV

≈148'





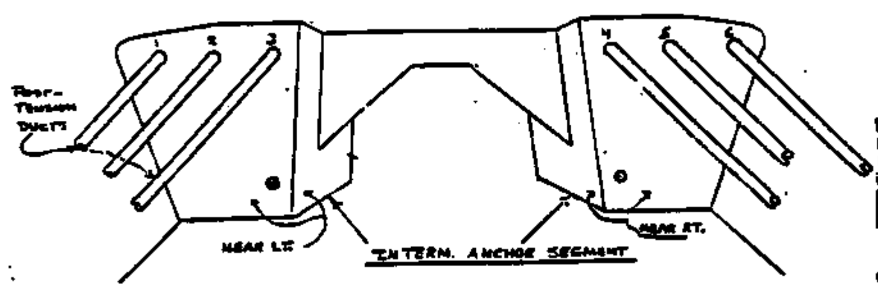


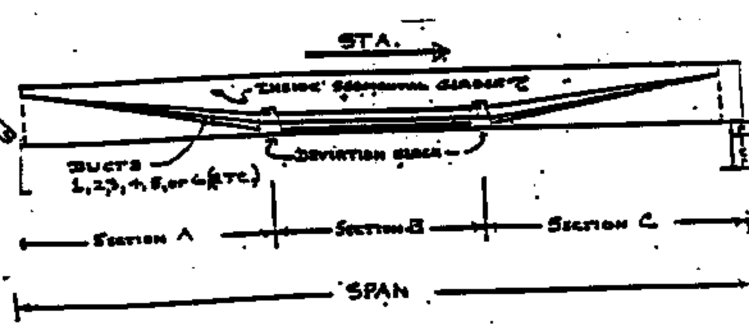
SPANS 1 THRU 82
84 THRU 141

Metric 9/30 Spans 37 thru 47

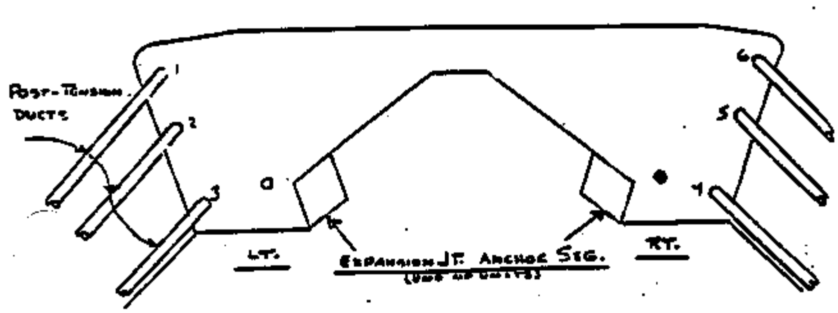
SPAN 38 9-30-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 C NV	4 C 12.0'
2 C NV	5 C 9.0
3 C NV	6 C 21.0'
SEG B LEFT	**RIGHT**
1 12.0'	4 4.0'
2 30.0'	5 15.0'
3 11.0'	6 20.0'
SEG C LEFT	**RIGHT**
1 10.0'	4 W
2 35.0'	5 C, 70.0'
3 NV	6 15.0'

≈204'



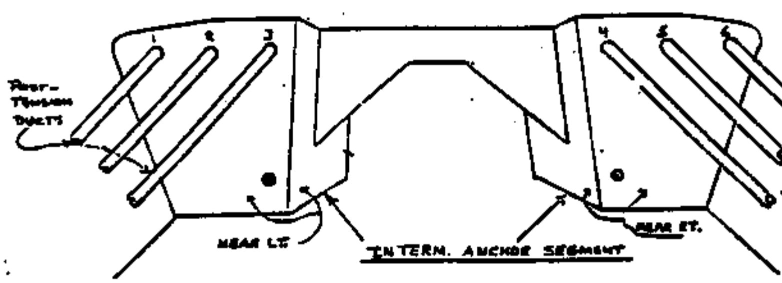


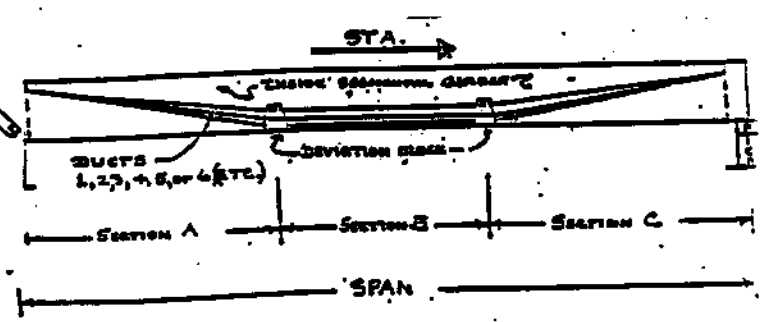
SPANS 1 THRU 82
84 THRU 141

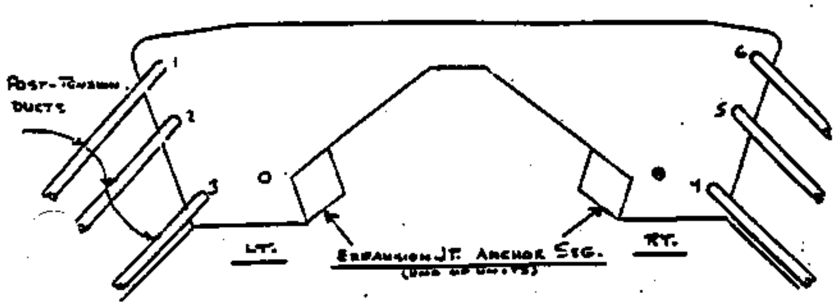


SPAN 39 9-30-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 1.0'	4 W
2 6.0'	5 W
3 W	6 W
SEG B LEFT	**RIGHT**
1 9.0'	4 W
2 1.0'	5 W
3 W	6 W
SEG C LEFT	**RIGHT**
1 NV C	4 W
2 3.0' C	5 W
3 W	6 W

≈20'



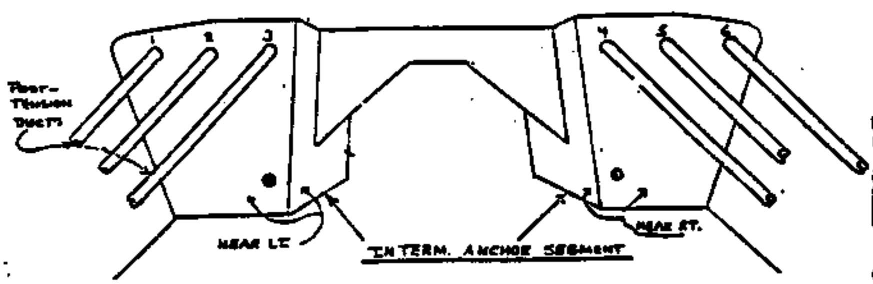


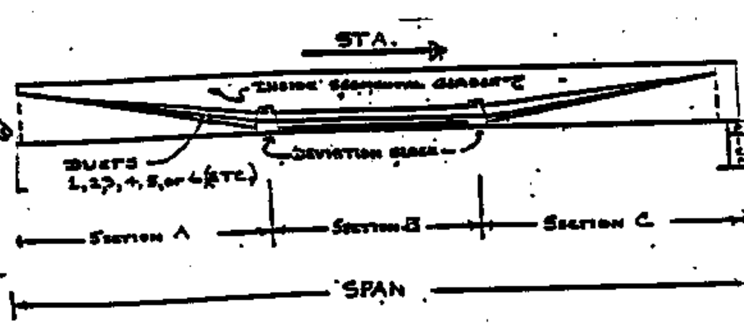


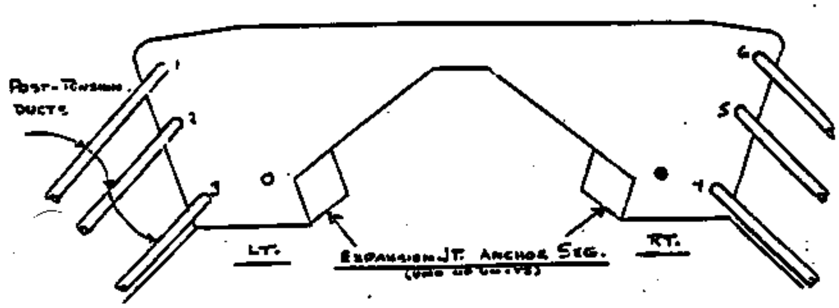
SPANS 1 THRU 82
84 THRU 141

SPAN 40 9-29-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 8.0
2 2.0' C	5 3.0'
3 4.0'	6 6.3'
SEG B LEFT	RIGHT
1 NV	4 W
2 NV	5 W
3 20.0'	6 2.0
SEG C LEFT	RIGHT
1 NV	4 W
2 3.0	5 W
3 6.0 C	6 W

≈92'



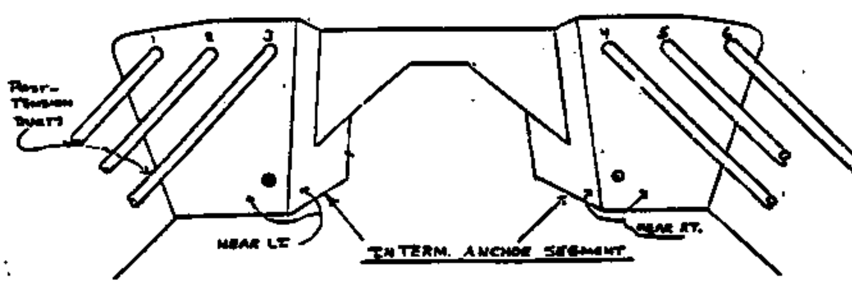


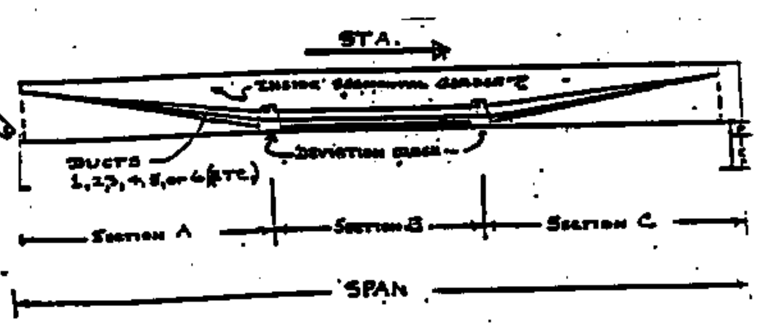


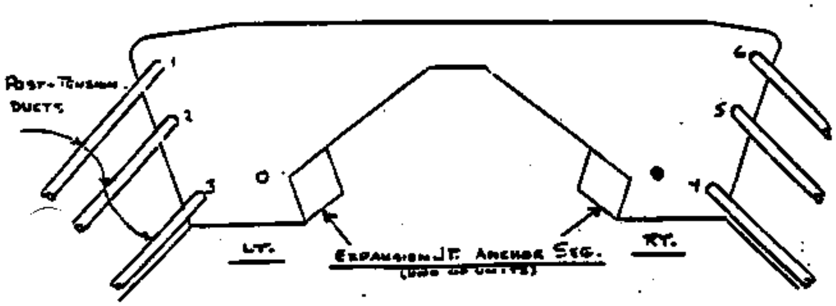
SPANS 1 THRU 82
84 THRU 141

SPAN 41 9-29-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 NV C FL
2 NV	5 NV C
3 NV	6 NV
SEG B LEFT	**RIGHT**
1 4.0'	4 0.5'
2 1.0'	5 W
3 2.5'	6 7.0'
SEG C LEFT	**RIGHT**
1 C - FL	4 W
2 1.0'	5 NV C
3 9.0'	6 6.0' C

≈131'



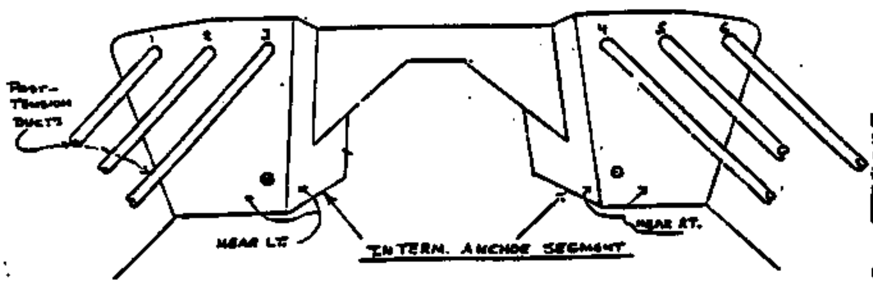


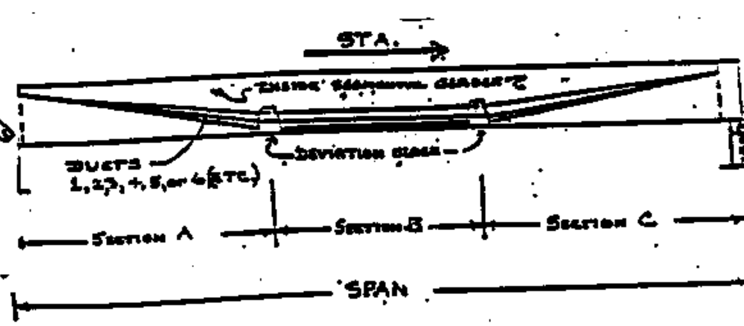


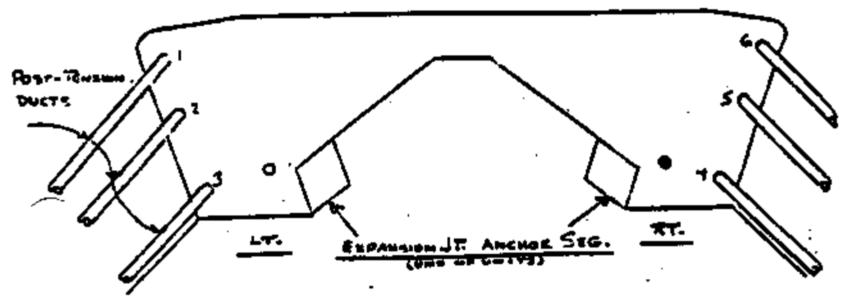
Spans 1 Thru 82
84 Thru 141

SPAN 42 9-29-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 10.0'
2 2.0' C	5 C FL
3 2"	6 C NV
SEG B LEFT	RIGHT
1 W	4 2.0'
2 NV	5 6.0'
3 NV	6 NV
SEG C LEFT	RIGHT
1 W FL	4 C
2 C - 2"	5 C
3 5.0'	6 C

2/129



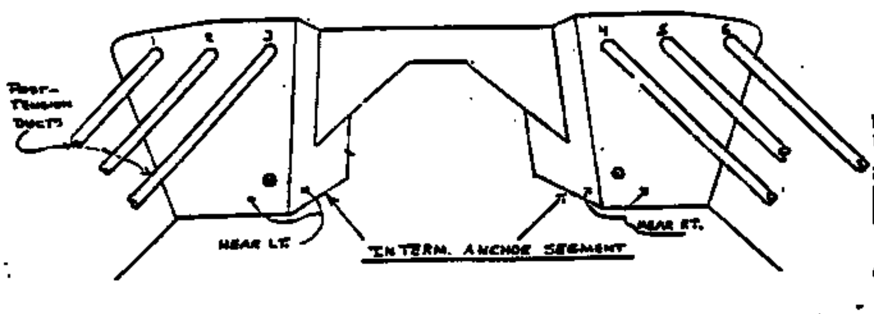


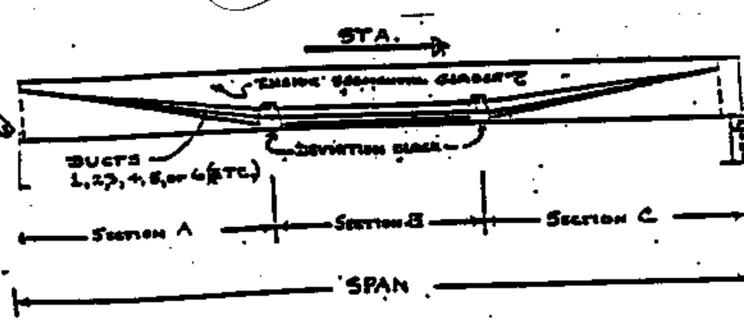


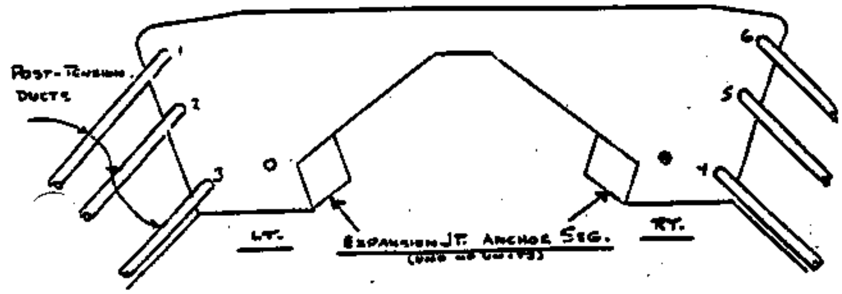
SPANS 1 THRU 82
84 THRU 141

SPAN 43 9-29-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 W
2 W	5 W
3 C NW	6 C - 1.0'
SEG B LEFT	RIGHT
1 C	4 W
2 W, FL	5 W
3 C 1.0'	6 3.0' C
SEG C LEFT	RIGHT
1 C - 3.0'	4 W, FL
2 W, FL	5 W, FL
3 W FL	6 C, PARTIAL WRAP (3.0') 3.0 VOD

≈246'



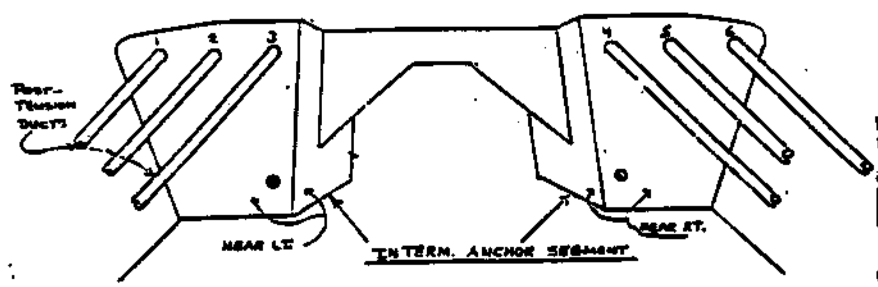


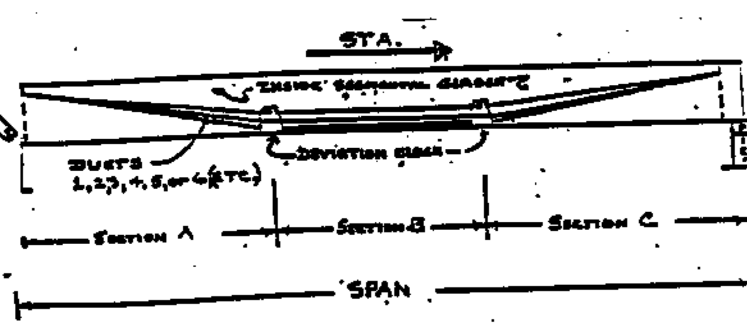


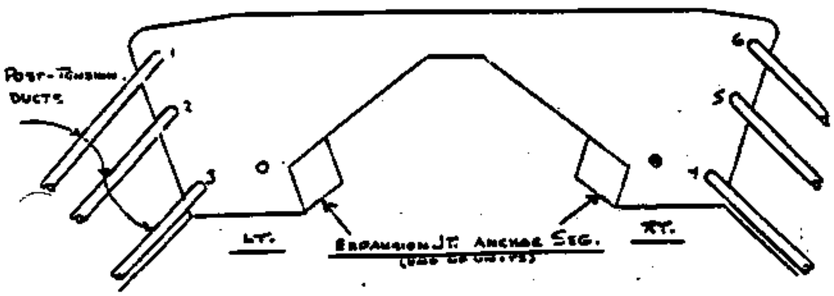
SPANS 1 THRU 82
84 THRU 141

SPAN 44 [illegible]	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 C
2 C - 0.5'	5 W
3 W	6 2.0'
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 1"
3 NV	6 NV
SEG C LEFT	RIGHT
1 C. - NV	4 W
2 C - 3.0'	5 W
3 W	6 NV

≈ 6'



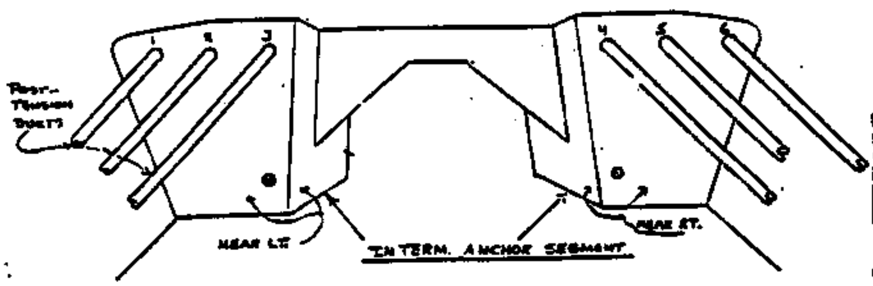


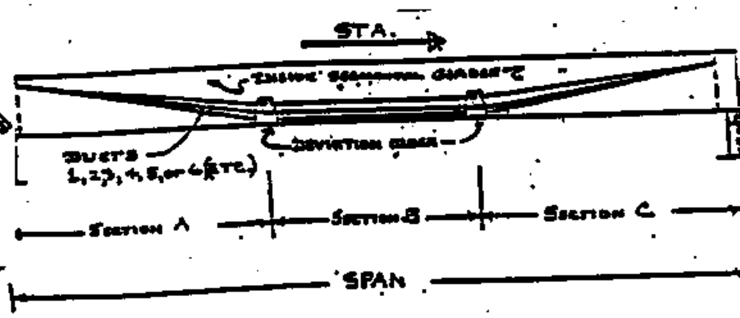


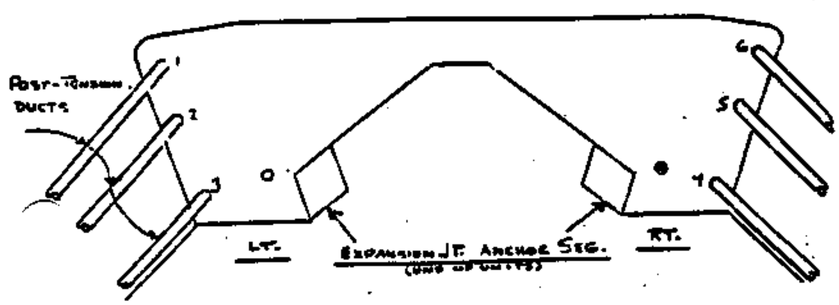
Spans 1 Thru 82
84 Thru 141

SPAN 45 9-29-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 2.0	4 W
2 NV	5 W
3 W	6 W
SEG B LEFT	RIGHT
1 NV	4 W
2 2.0'	5 W
3 NV	6 2"
SEG C LEFT	RIGHT
1 W	4 W
2 W	5 W
3 W	6 W

≈5'

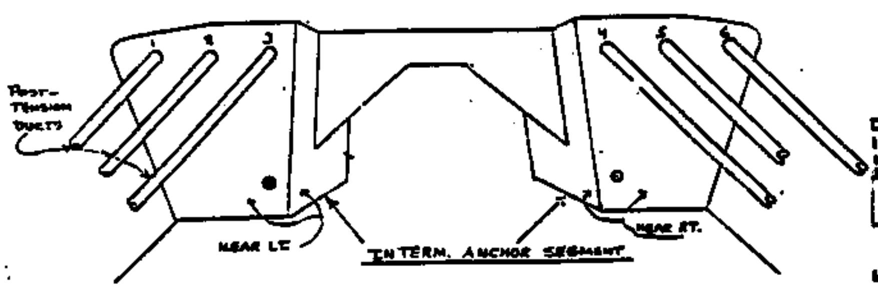


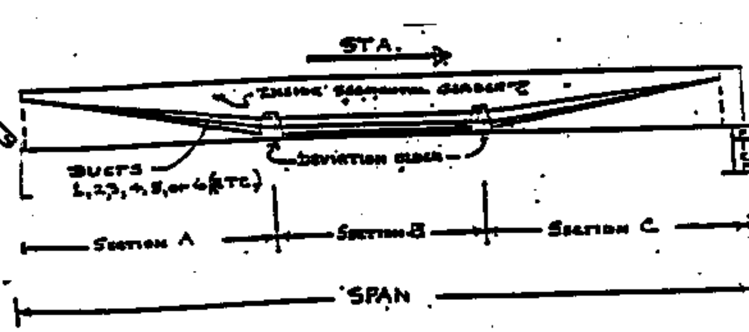


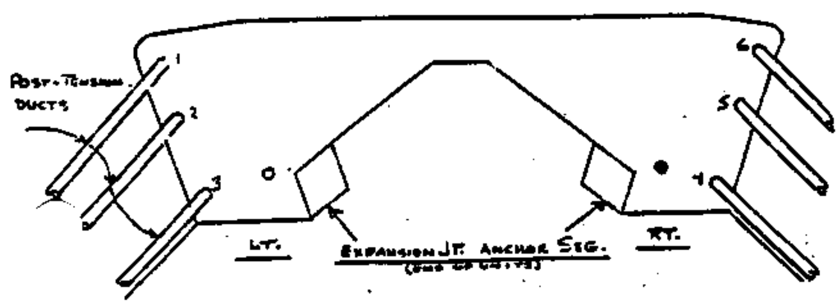


SPANS 1 THRU 82
84 THRU 141

SPAN 46 9-29-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 W
2 W	5 W
3 W	6 W
SEG B LEFT	RIGHT
1 W	4 W
2 ~~GOOD SOUND~~ NV	5 W
3 W	6 W
SEG C LEFT	RIGHT
1 W	4 W
2 W	5 W
3 W	6 W





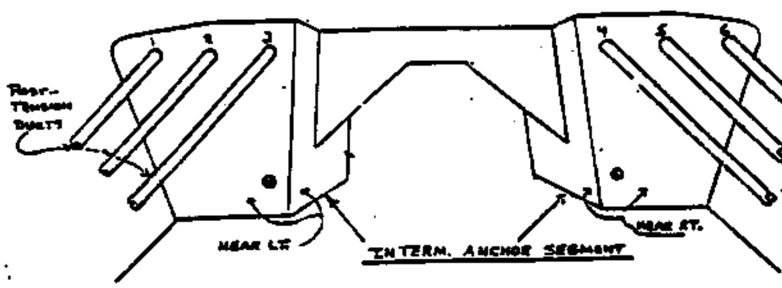


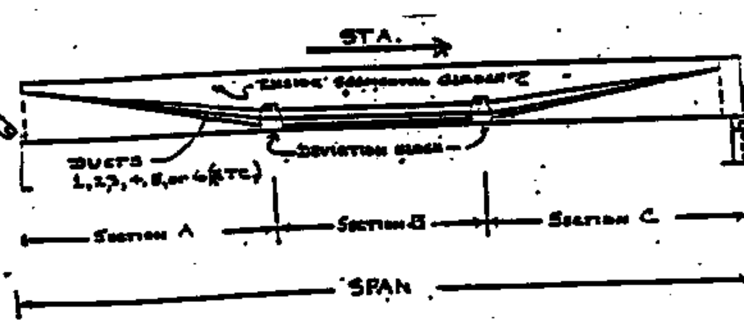
Spans 1 Thru 82
84 Thru 141

METRIC

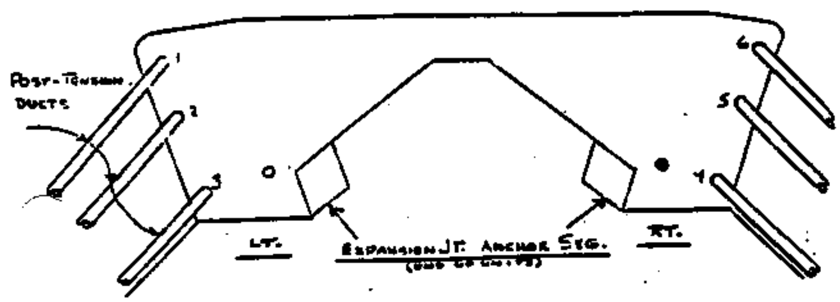
SPAN 47	9-29-00 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 ~~GOOD SOUND~~ NV - C	4 W
2 ~~GOOD SOUND~~ NV - C	5 W
3 ~~GOOD SOUND~~ NV	6 ~~GOOD SOUND~~ NV
SEG B LEFT	**RIGHT**
1 ~~GOOD SOUNDING~~ NV	4 C - FL
2 ~~GOOD SOUNDING~~ NV	5 ~~SOUND GOOD~~ NV
3 C - NV	6 ~~SOUND GOOD~~ NV
SEG C LEFT	**RIGHT**
1 ~~GOOD SOUND~~ NV	4 W
2 C - NV	5 W
3 W	6 C - FL

285'





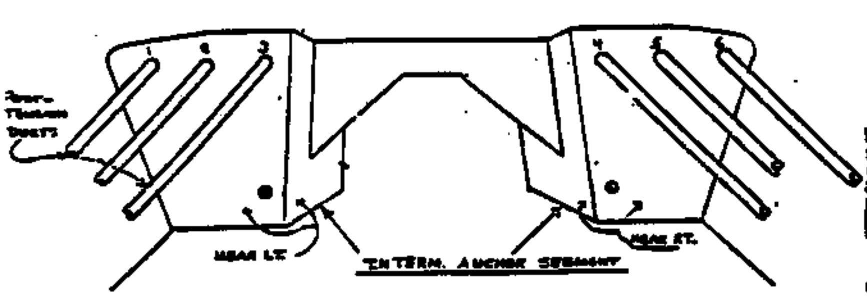
SPANS 1 THRU 82
84 THRU 141

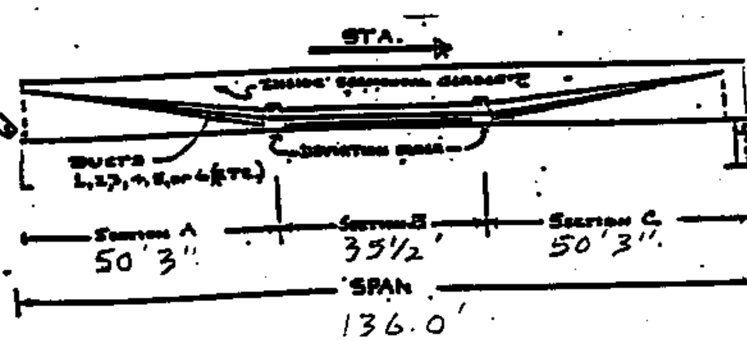


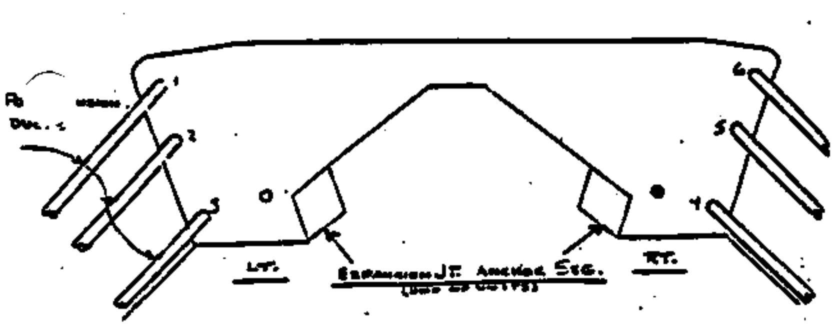
FL - FULL LENGTH　　NV - NO VOIDS
W - WRAPPED
C - CRACKED

SPAN 48 10-4-00 TENDON SOUNDINGS	
SEG A LEFT	**RIGHT**
1 1' 1' 1'	4 C
2 C	5 1'
3 W	6 C
SEG B LEFT	**RIGHT**
1 27'	4 2'
2 C	5 NV
3 W	6 3'
SEG C LEFT	**RIGHT**
1 NV	4 17' VOID @ ANCHOR
2 4' VOID @ ANCHOR	5 NV
3 W	6 C

x57'







FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

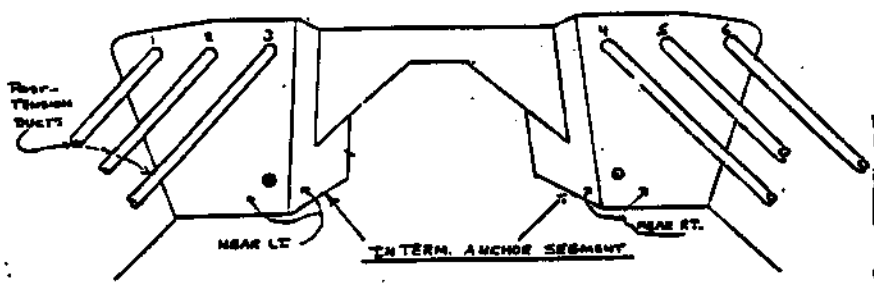
3/29

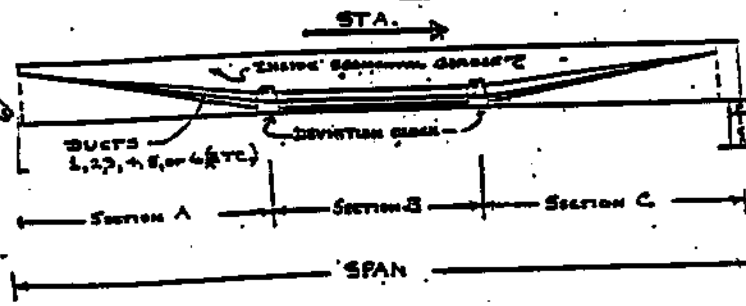
SPAN 49	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 W
2 FL	5 C
3 W	6 Cracked
SEG B LEFT	RIGHT
1 W	4 W
2 NV	5 S<1
3 W	6 1<1
SEG C LEFT	RIGHT
1 W.	4 W
2 1<1	5 W
3 C	6 1<1

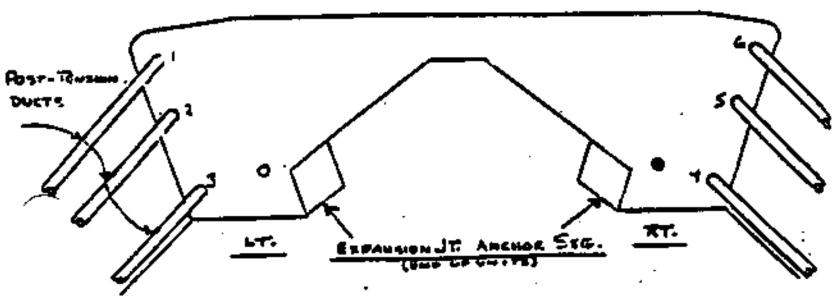
Bill
Todd
Shannon
Laura

≈58

55 - 59





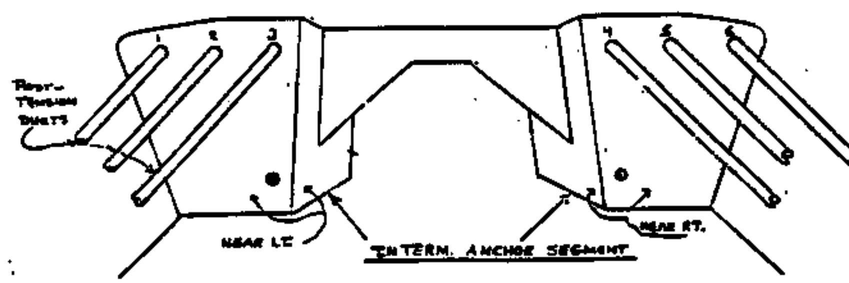


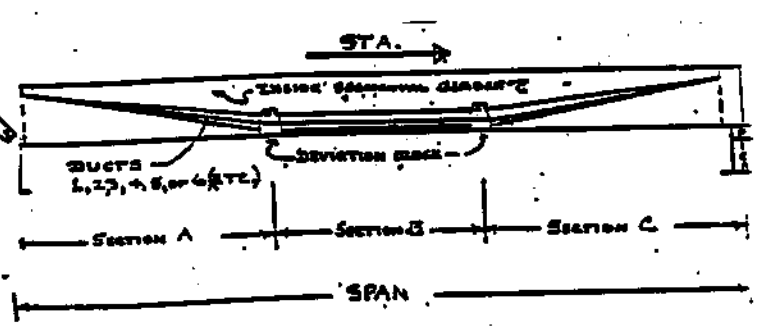
Spans 1 Thru 82
84 Thru 141

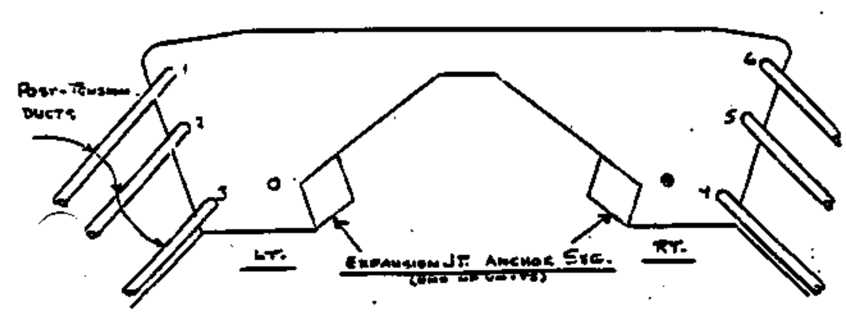
SPAN 50 9/29/00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 Wrapped	4 1/4" TOP FL (Full Length
2 Cracked	5 W
3 1/4" TOP F.L.	6 W
SEG B LEFT	**RIGHT**
1	4 NV (No void)
2	5 W
3 1/4" TOP 10'	6 C
SEG C LEFT	**RIGHT**
1 W	4 1'
2 1/4" TOP 1' 4'	5 W
3 1/4" TOP 1' 2'	6 W

≈119'

~~50~~ 54







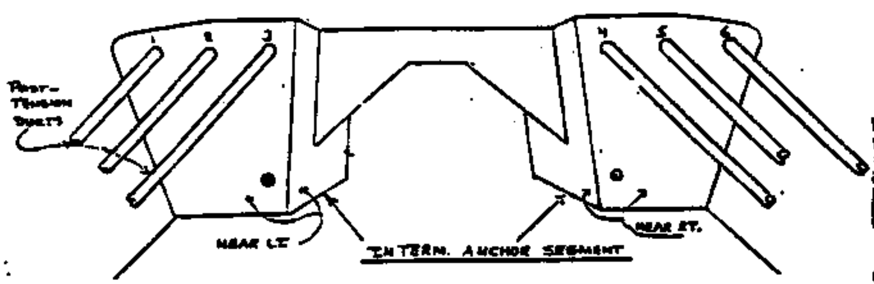
Spans 1 Thru 82
84 Thru 141

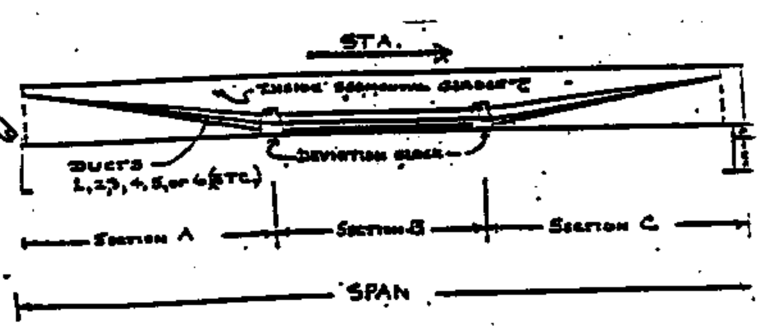
FL = Full Length
W = Wrapped
C = cracked
NV = No Voids
meas. are in metric

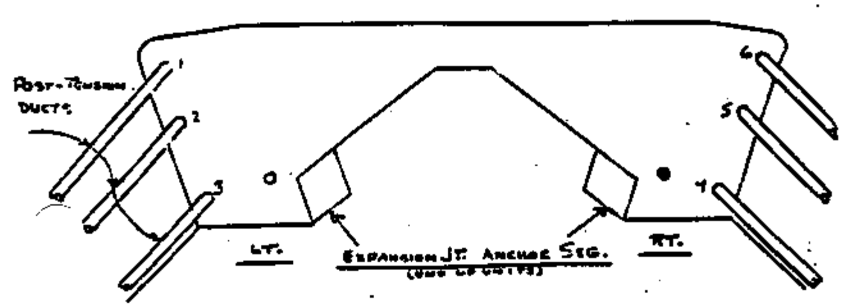
SPAN 51 9/29/00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 C
2 W	5 W
3 NV	6 W
SEG B LEFT	RIGHT
1 W	4 1/4 TOP FL
2 NV	5 C
3 NV	6 W
SEG C LEFT	RIGHT
1 W	4 27'
2 W	5 W
3 12', 5'	6 W

expa JT.

≈79'







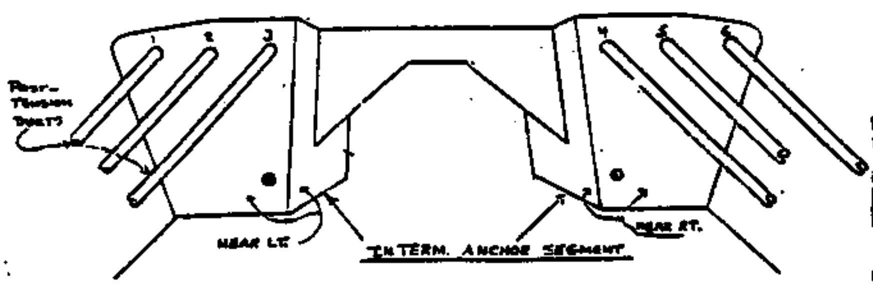
SPANS 1 THRU 82
84 THRU 141

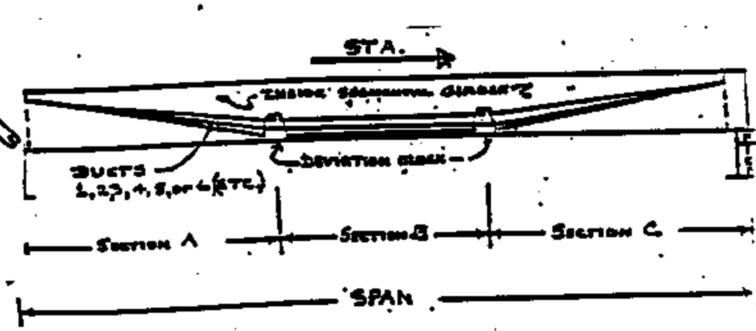
EXPA JT
~~ANCHOR END OF~~ SPAN

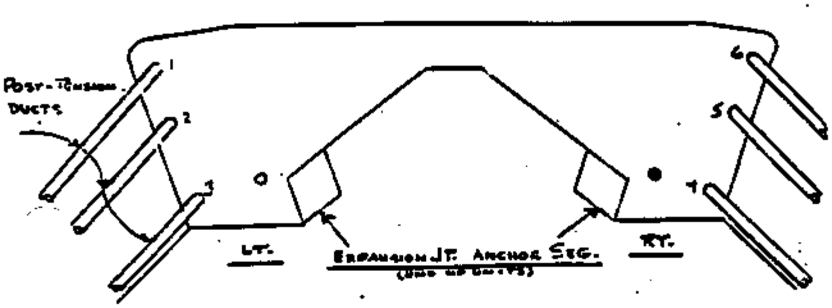
SPAN 52 9/29/00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 C
2 3'	5 W
3 18'	6 W
SEG B LEFT	RIGHT
1 W	4 18'
2 1/4 TOP 1'	5 NV
3 NV	6 W
SEG C LEFT	RIGHT
1 W	4 4' 2'
2 5' near anchorage	5 NV
3 C	6 W

≈51'

~~50~~-54



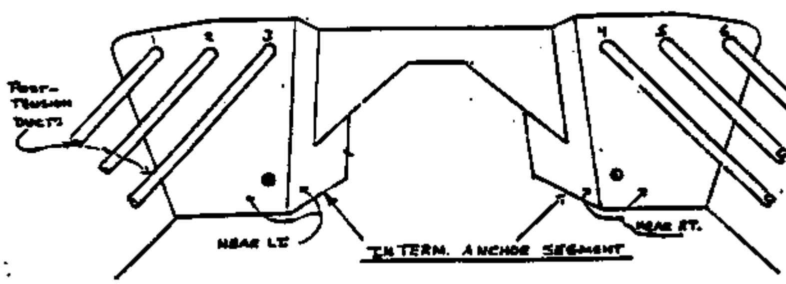


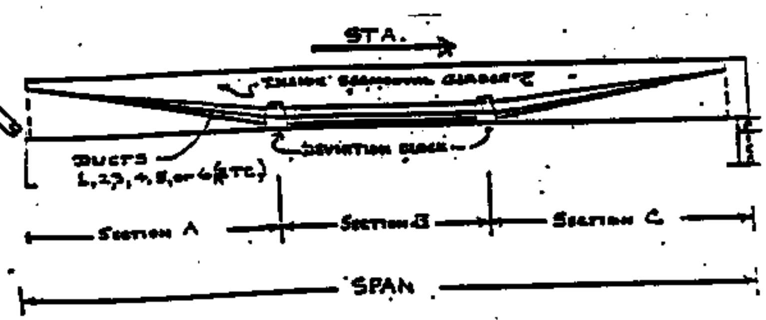


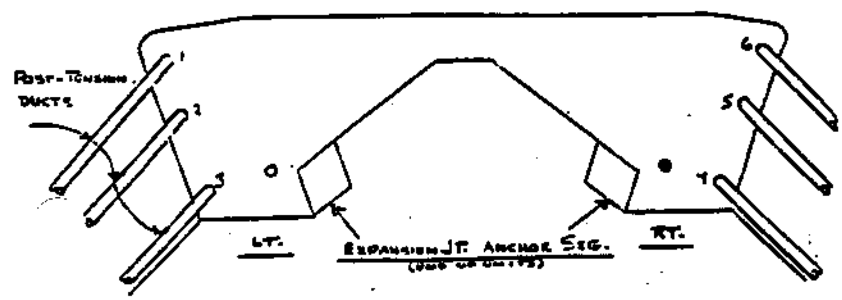
SPANS 1 THRU 82
84 THRU 141

SPAN 53 9/29	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 2', 1'
2 NV	5 C
3 NV	6 NV
SEG B LEFT	**RIGHT**
1 NV	4 C
2 NU	5 W
3 NV	6 3', 2'
SEG C LEFT	**RIGHT**
1 8'.	4 1'
2 2', 18'	5 W
3 14'	6 W

x51'



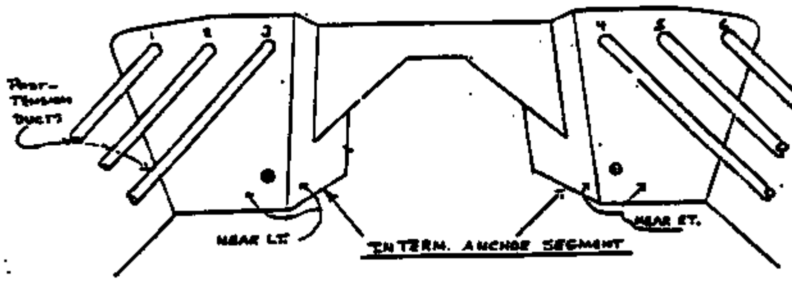


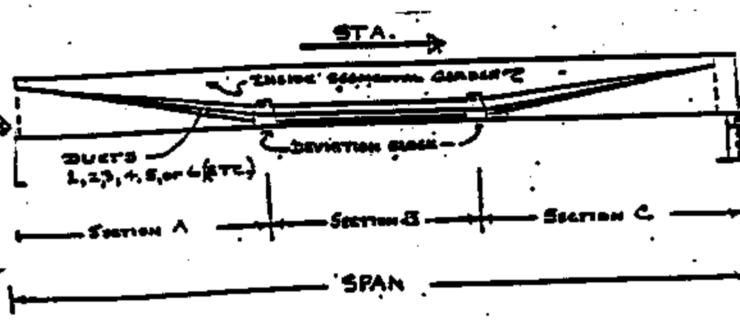


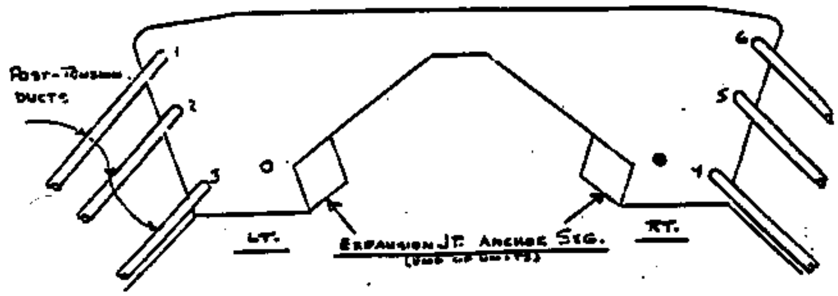
SPANS 1 THRU 82
84 THRU 141

SPAN 54 9/29	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 1/4" TOP FL	4 1'
2 18'	5 W
3 NV	6 27'
SEG B LEFT	RIGHT
1 C	4 NV
2 NV	5 NV
3 NV	6 3'
SEG C LEFT	RIGHT
1 C.	4 NV
2 2'	5 C
3 NV	6 1'

℄ 102'



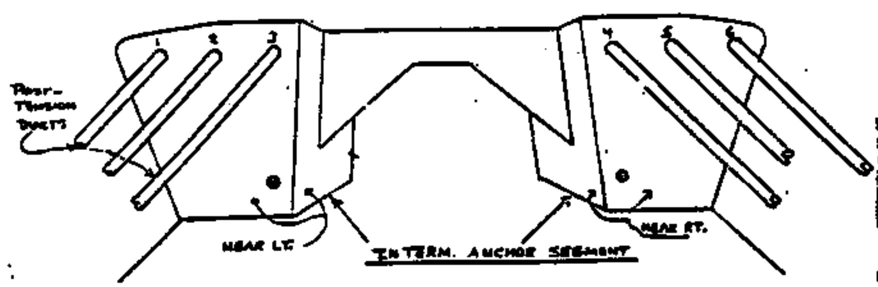


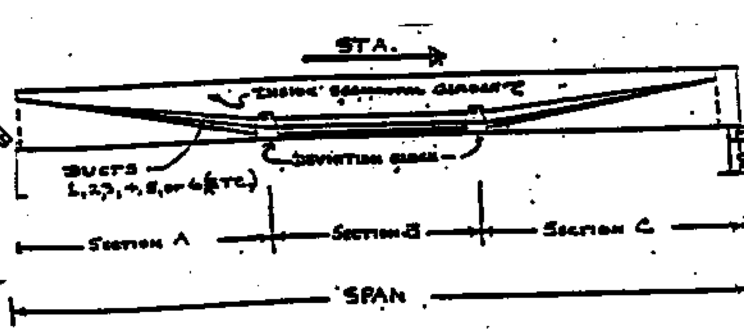


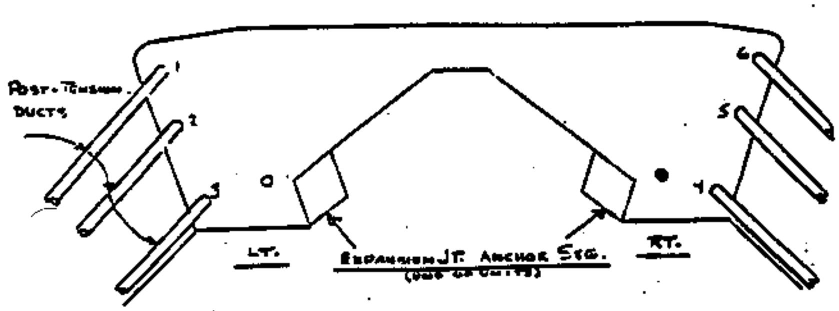
SPANS 1 THRU 82
84 THRU 141

SPAN 55 9-29	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 ~~FL~~ * 1/2 1>1	4 1<1
2 FL * 1<1	5 NV
3 1<1	6 1<1
SEG B LEFT	RIGHT
1 FL * 1>3 Very Hollow Sounding Voids	4 1>2
2 OVER HALF 1>3 Very Hollow Sounding Voids	5 1>3
3 FL * 1<1	6 2<1
SEG C LEFT	RIGHT
1 FL * 1>3	4 FL *
2 FL *	5 FL *
3 1/2 *	6 1>2 1>3

≈ 334'



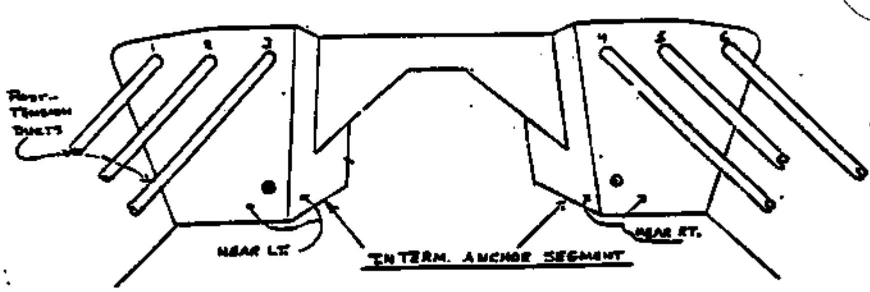


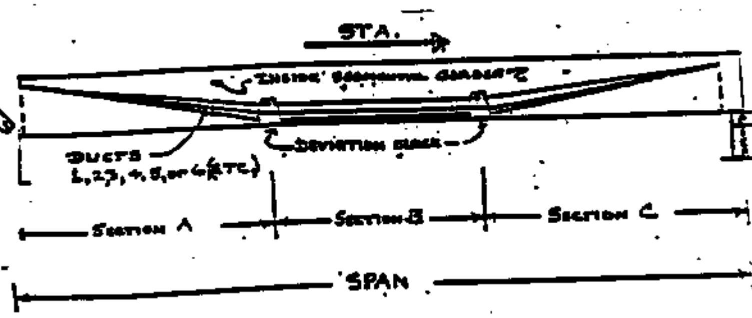


SPANS 1 THRU 82
84 THRU 141

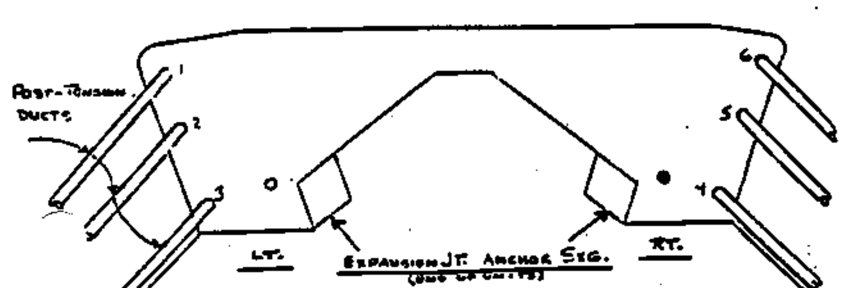
SPAN 56	9-29 TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 NV
2 3/4 *	5 FL*
3 3/4 *	6 2<1 1>3
SEG B LEFT	RIGHT
1 3/4 *	4 NV
2 1>3	5 2>3
3 NV	6 1>2 1>3
SEG C LEFT	RIGHT
1 1<1	4 NV
2 1<1 3>1	5 4 ≤ 1
3 1/2 *	6 1<1

~125'?



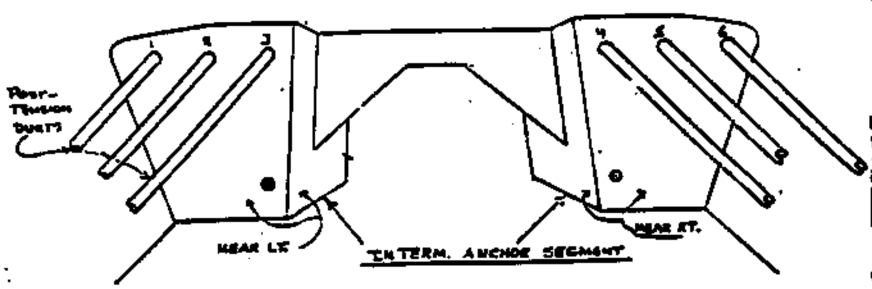


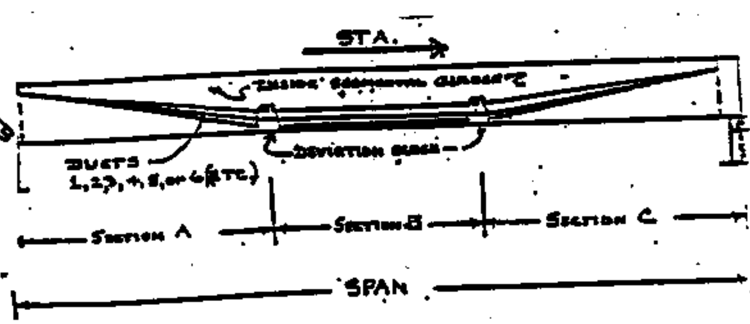
SPANS 1 THRU 82
84 THRU 141

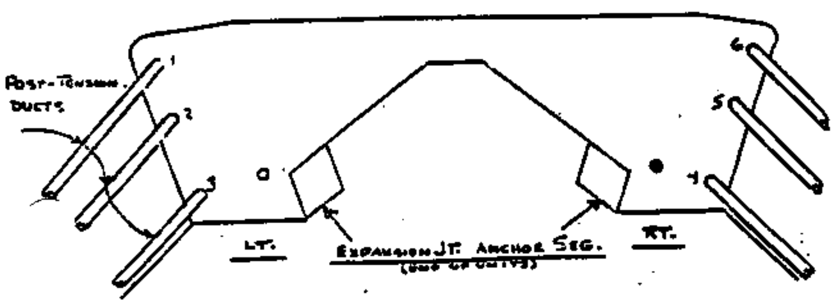


SPAN 57	9-29 TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 C
2 1>3 3<1	5 FL*
3 W	6 FL*
SEG B LEFT	RIGHT
1 NV	4 C
2 FL*	5 FL*
3 W	6 FL* C
SEG C LEFT	RIGHT
1 NV	4 FL
2 FL* 1>2	5 1<1 1>3
3 W	6 C

≈310'?



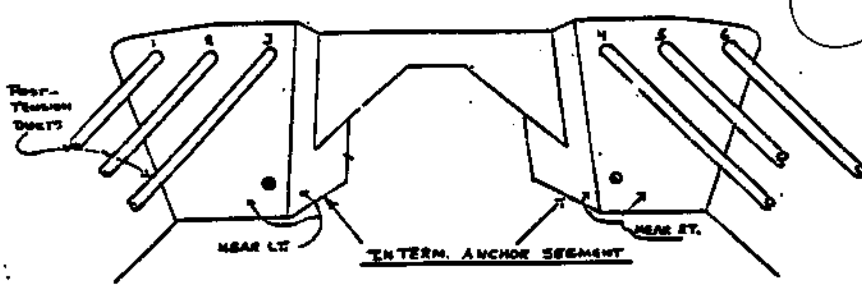


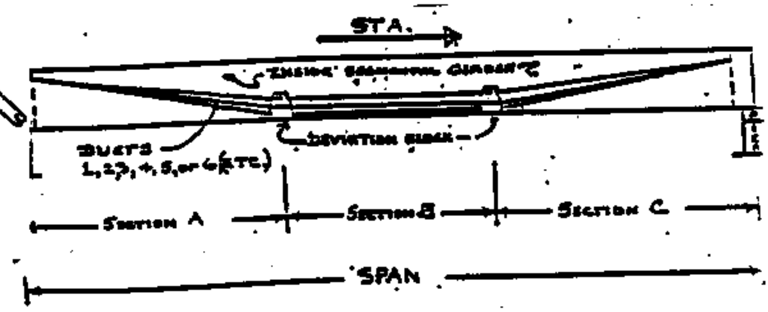


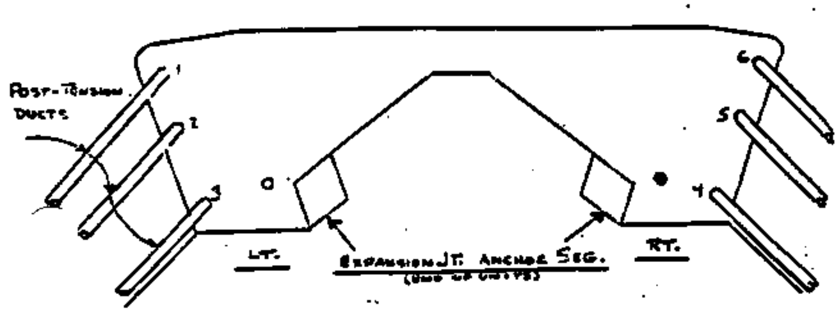
Spans 1 Thru 82
84 Thru 141

SPAN 58	9-29	TENDON SOUNDINGS
SEG A LEFT		RIGHT
1 1>2 1>3		4 W
2 1≥3		5 C FL*
3 C		6 C FL*
SEG B LEFT		RIGHT
1 4<1		4 W
2 NV		5 3/4
3 W		6 3/4
SEG C LEFT		RIGHT
1 FL*		4 C
2 NV		5 FL*
3 W		6 FL*

≈175'?



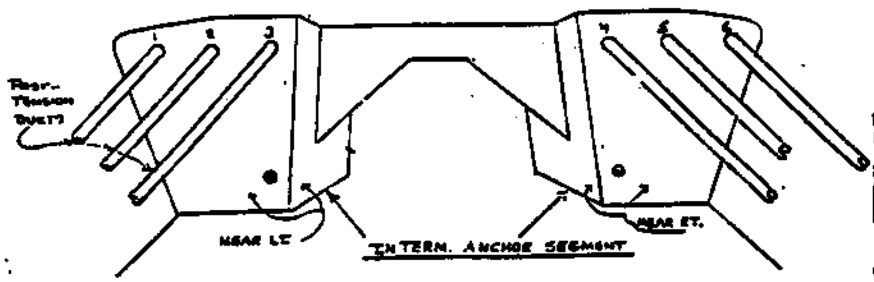


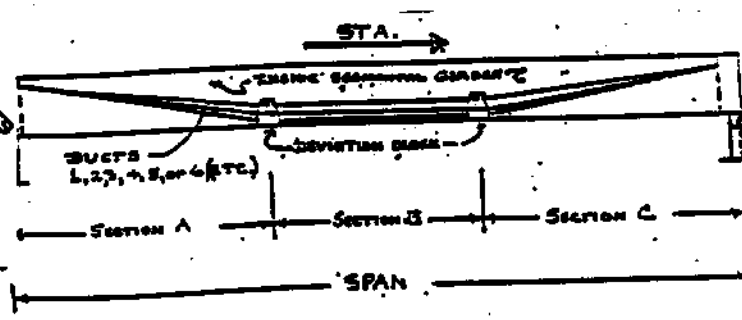


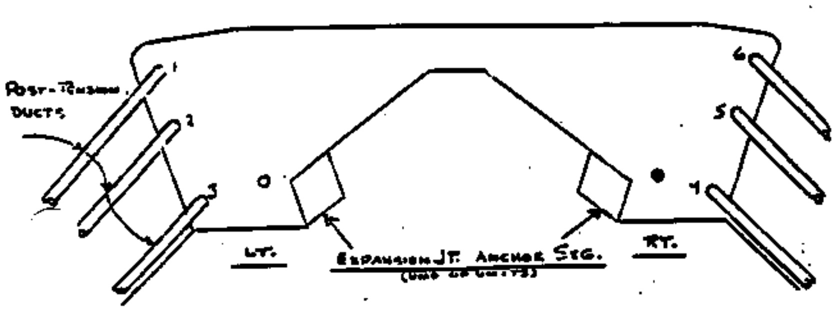
SPANS 1 THRU 82
84 THRU 141

SPAN 59	9-29 TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 1>3	4 2<1
2 NV	5 1>3
3 NV	6 FL*
SEG B LEFT	RIGHT
1 3/4 Length	4 2<1 1<3
2 NV	5 1>3
3 1>3	6 FL*
SEG C LEFT	RIGHT
1 FL*	4 FL*
2 FL*	5 FL*
3 FL*	6 FL*

≈400'?



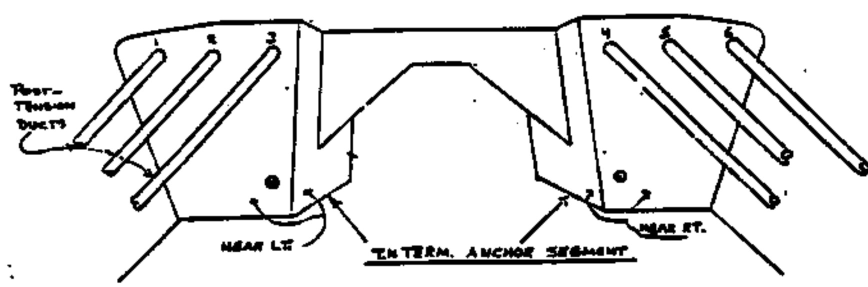


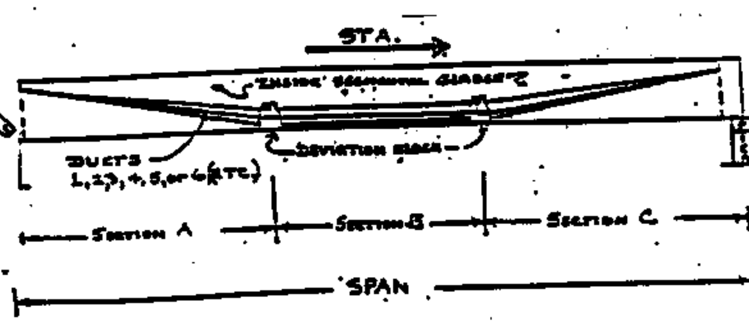


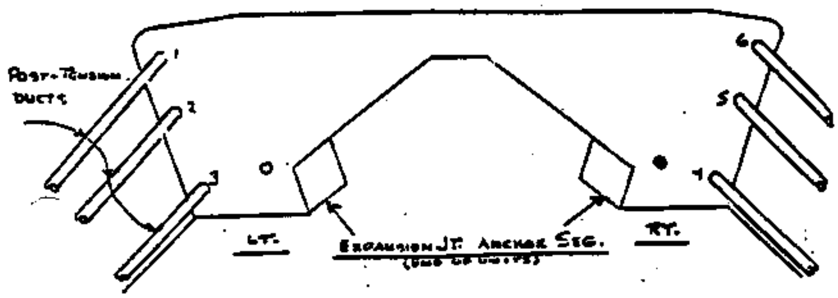
SPANS 1 THRU 82
84 THRU 141

SPAN 60 9/29	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 30'	4 12'
2 21'	5 W
3 1/4" TOP F.L.	6 2'
SEG B LEFT	RIGHT
1 W	4 NV
2 21'	5 W
3 9'	6 NV
SEG C LEFT	RIGHT
1 2'.	4 NV
2 NV	5 W
3 NV	6 NV

≈147'



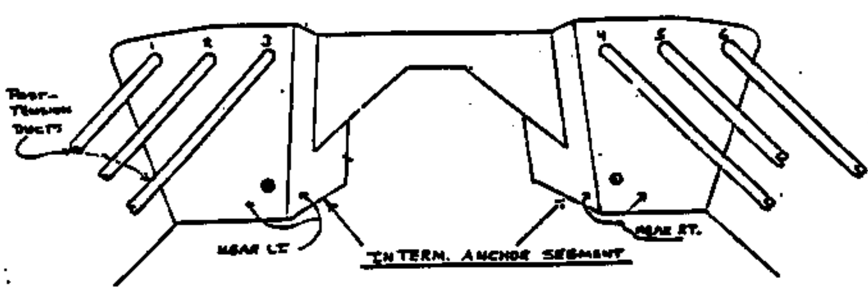


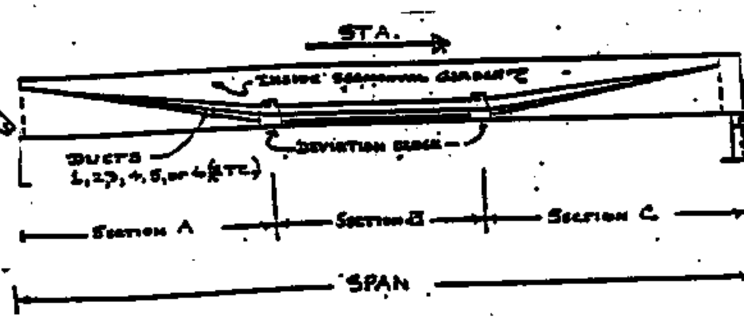


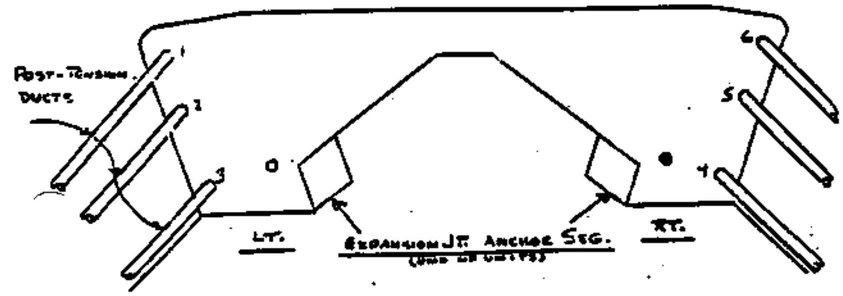
SPANS 1 THRU 82
84 THRU 141

SPAN 61 9/29/00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 3′, 15′	4 NV
2 NV	5 C
3 NV	6 14′, 6′
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 1′, 3	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 FL.	4 NV
2 F.L.	5 C
3 3′, 1′, (3′ bad sounding)	6 F.L.

≈196



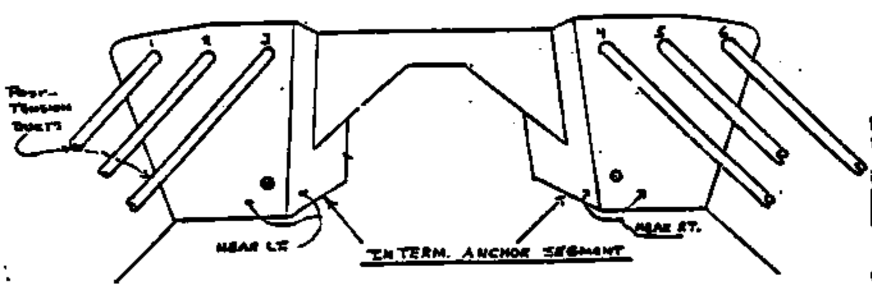


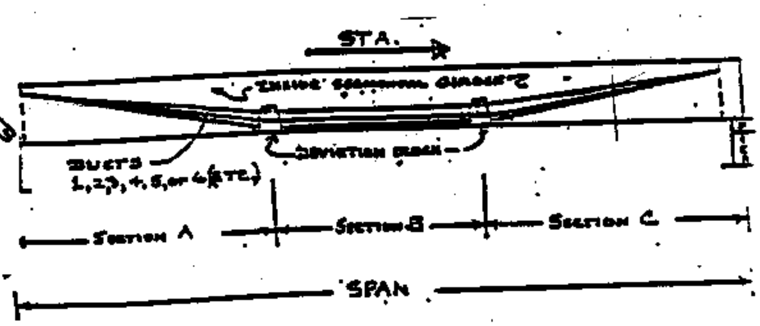


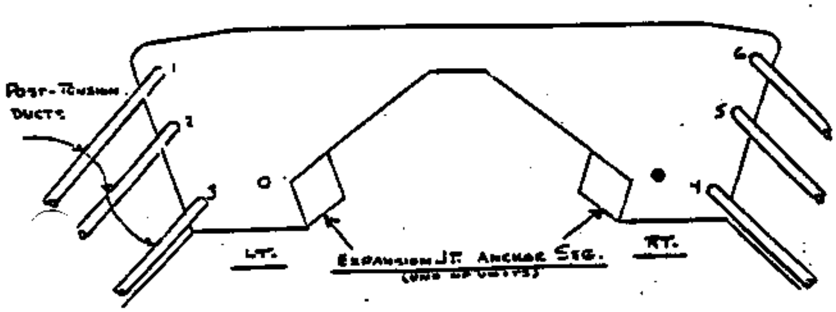
SPANS 1 THRU 82
84 THRU 141

SPAN 62 9/29/00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 14'	4 F.L.
2 3', 17'	5 39', 1'
3 1'	6 25' 8',
SEG B LEFT	RIGHT
1 1',	4 NV
2 1', 1'	5 NV
3 12'	6 F.L.
SEG C LEFT	RIGHT
1 1', 10'	4 3', 3'
2 NV	5 NV
3 NV	6 4', 10', 3'

≈ 242'







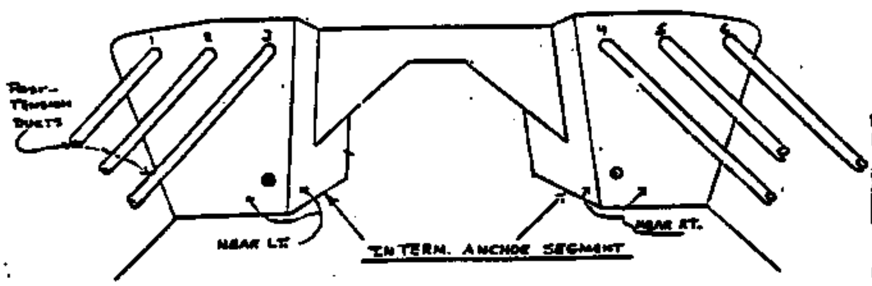
Spans 1 Thru 82
84 Thru 141

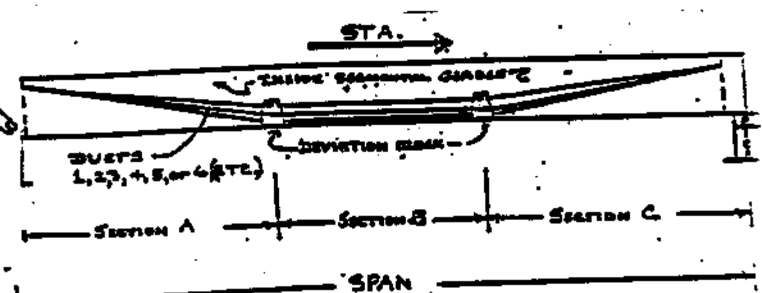
SPAN 63 9/29/00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 10'	4 W
2 1'	5 1.5' 8', (10' bad sounding @ trumpet end)
3 W	6 NV
SEG B LEFT	**RIGHT**
1 2', 18'	4 W
2 NV	5 6'
3 W	6 12'
SEG C LEFT	**RIGHT**
1 3', 22'	4 W
2 F.L. bad sounding @ Trumpet end Far	5 6'
3 W	6 15'

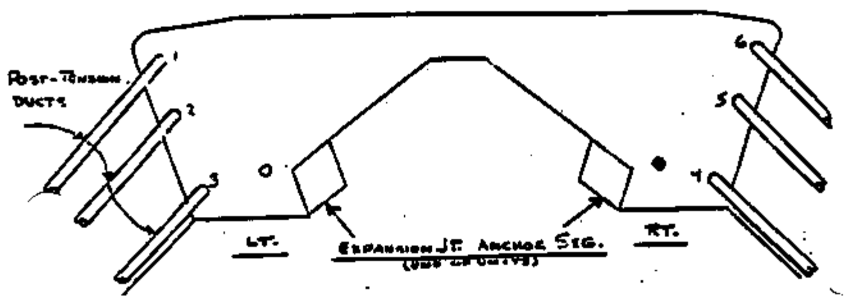
EXPA JT.

≈155'

~~60 64~~





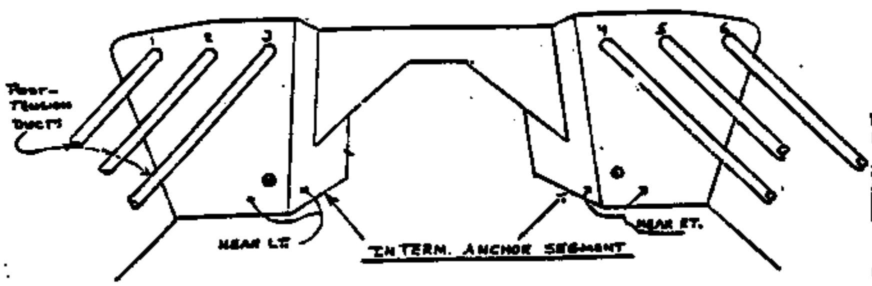


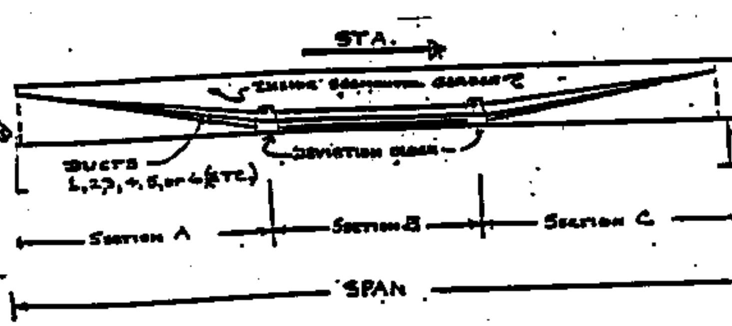
SPANS 1 THRU 82
84 THRU 141

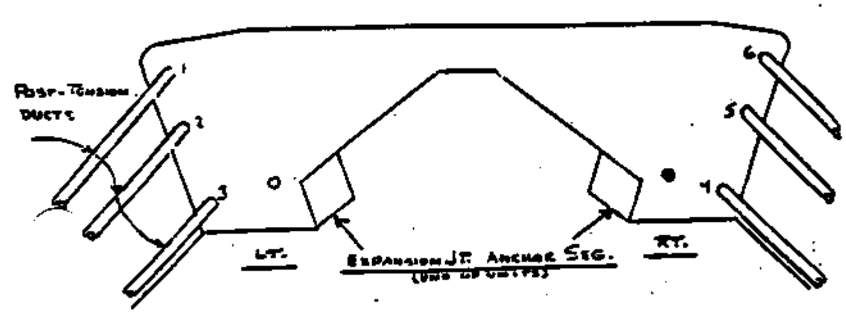
EXPA JT.

SPAN 64 9/29/00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 27'	4 W
2 W	5 W
3 C	6 FL
SEG B LEFT	RIGHT
1 6', 2'	4 2.5'
2 W	5 C
3 W	6 NV
SEG C LEFT	RIGHT
1 NV	4 W
2 W	5 W
3 W	6 NV

≤88'



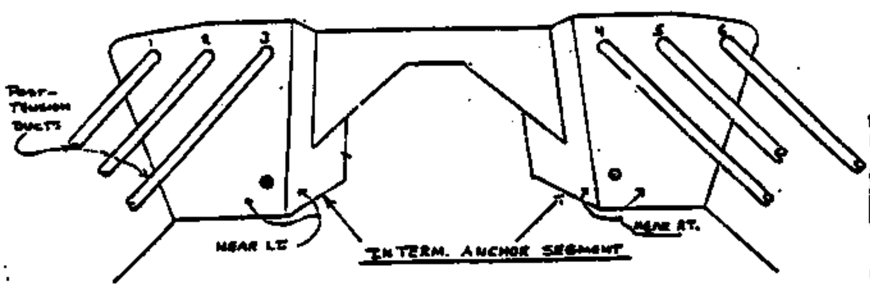


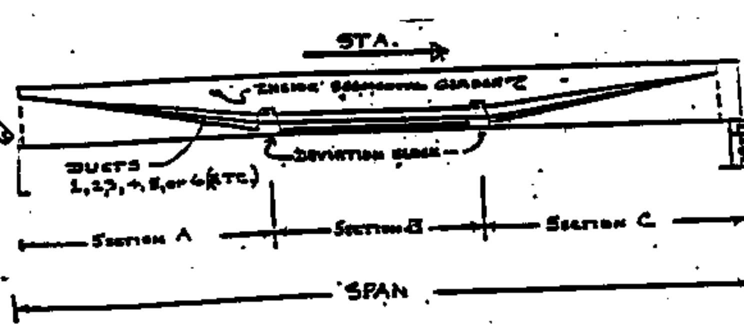


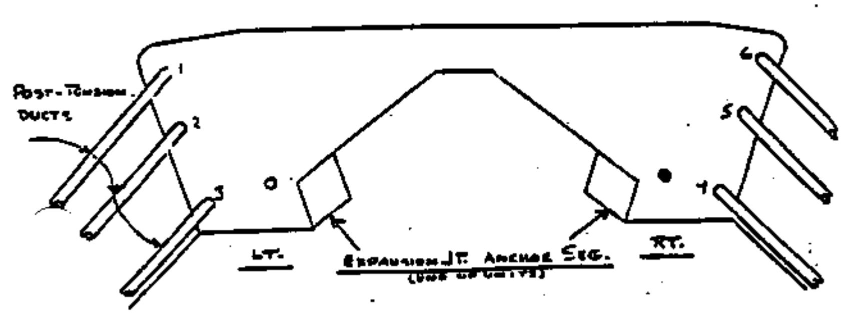
SPANS 1 THRU 82
84 THRU 141

SPAN 65 9-29	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 3>1	4 1>2
2C NV	5 NV
3 NV	6 2<1
SEG B LEFT	RIGHT
1 NV	4 1<1
2 1<1 1>3	5 1>2
3 1>3 1<1	6 2<1
SEG C LEFT	RIGHT
1 3/4 Length	4 1>3
2 W	5 FL*
3 C	6 3/4

≈73'?







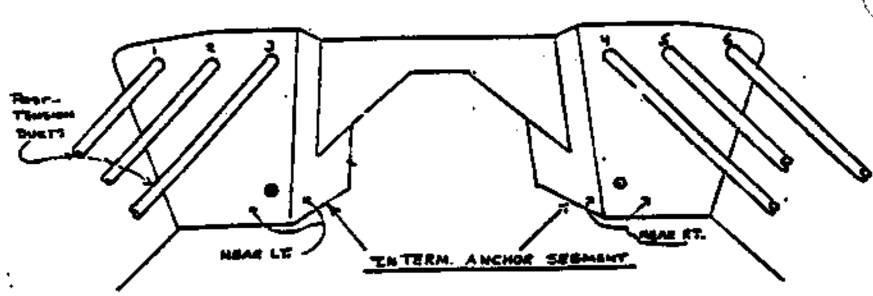
SPANS 1 THRU 82
84 THRU 141

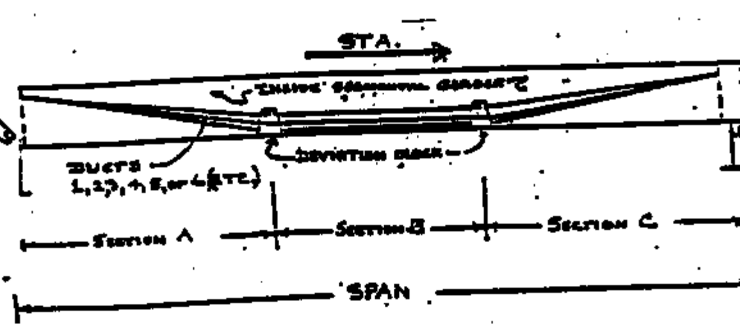
65-69

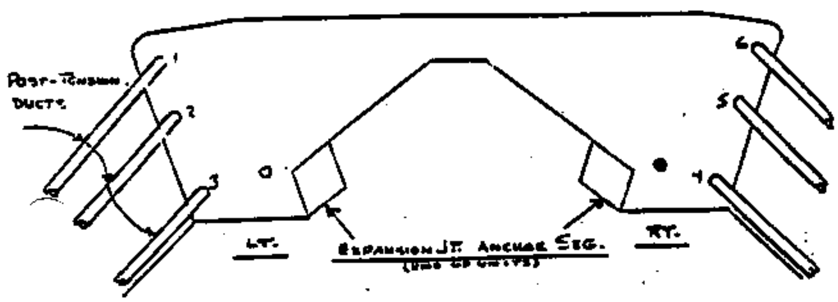
SPAN 66 9-29	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 2>3	4 FL*
2 C	5 FL*
3 W	6 FL*
SEG B LEFT 9-30	RIGHT
1 C	4 9'
2 6'	5 <1
3 <1	6 NV
SEG C LEFT 9-30	RIGHT
1 3@1'	4 NV
2 1'	5 1'
3 NV	6 6'

Bill
Haley
David
LAHEA

≈184'?



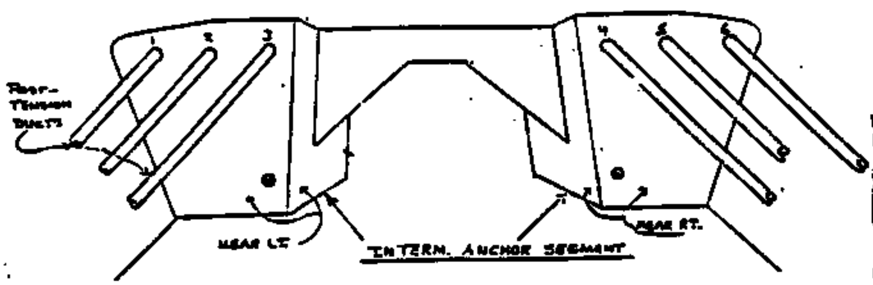


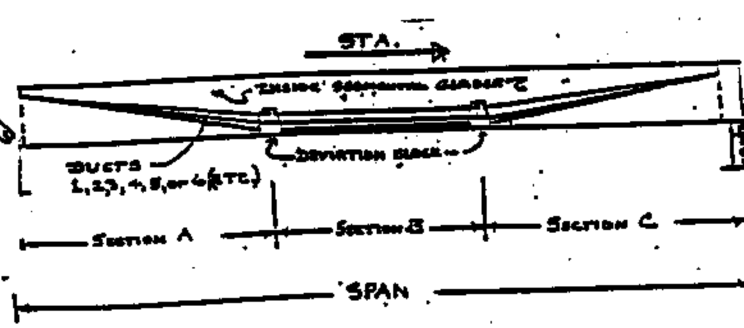


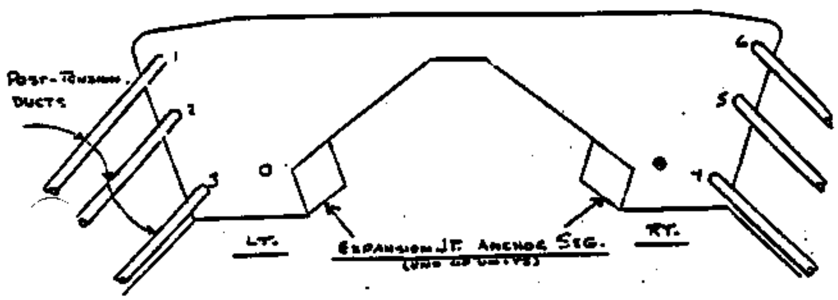
SPANS 1 THRU 82
84 THRU 141

SPAN 67 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 25' 14'	4 NV
2 5' Anchor 2' 6'	5 7'
3 9' 1'	6 1'
SEG B LEFT	RIGHT
1 12'	4
2 NV	5 6'
3 NV	6 NV
SEG C LEFT	RIGHT
1 1' 3'	4 NV
2 15' 4'	5 15'
3 6' 5'	6 NV

≈130'



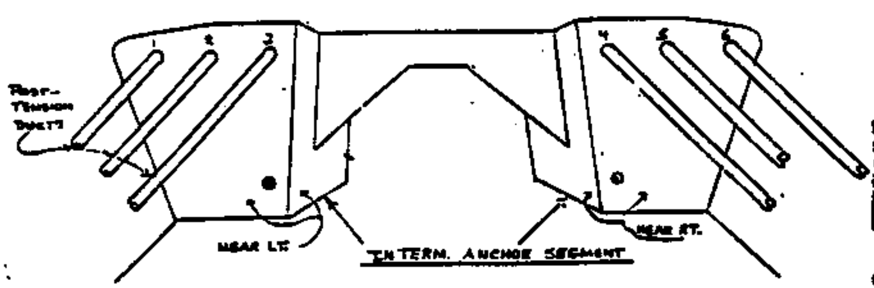


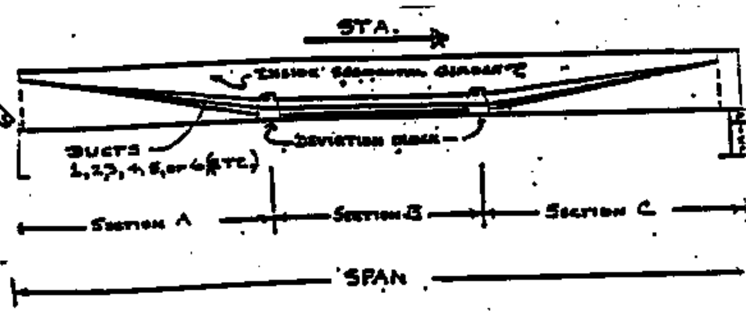


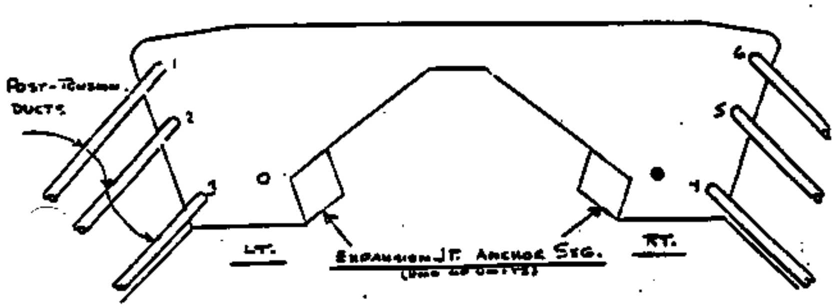
SPANS 1 THRU 82
84 THRU 141

SPAN 68 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 13'
2 NV	5 9'
3 4'	6 24'
SEG B LEFT	RIGHT
1 NV	4 NV
2 4'	5 <1
3 NV	6 NV
SEG C LEFT	RIGHT
1 2' Anchor	4 NV
2 10' Anchor	5 6'
3 NV	6 NV

≈73'



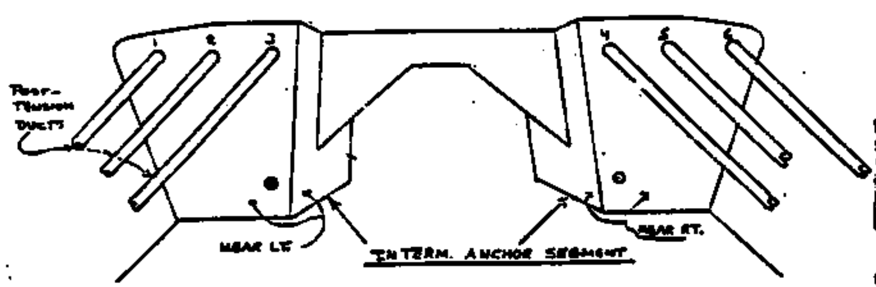


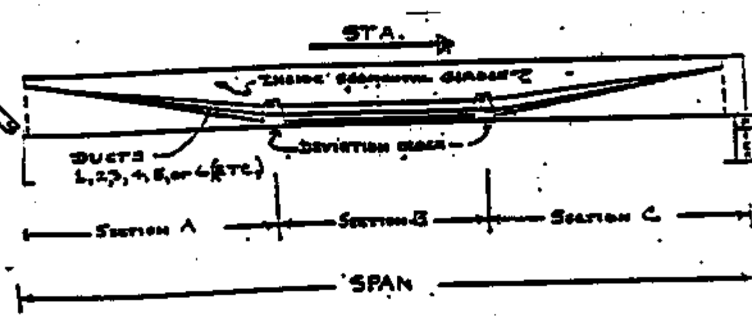


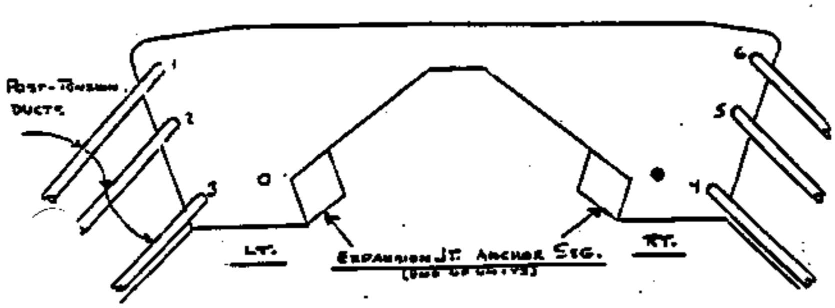
Spans 1 Thru 82
84 Thru 141

SPAN 69 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 C NV	4 W
2 C NV	5 W
3 S'	6 W
SEG B LEFT	RIGHT
1 3@1' 2'	4 FL
2 NV	5 W
3 15' 12'	6 W
SEG C LEFT	RIGHT
1 1.5'	4 W
2 W	5 W
3 FL	6 W

≈137'

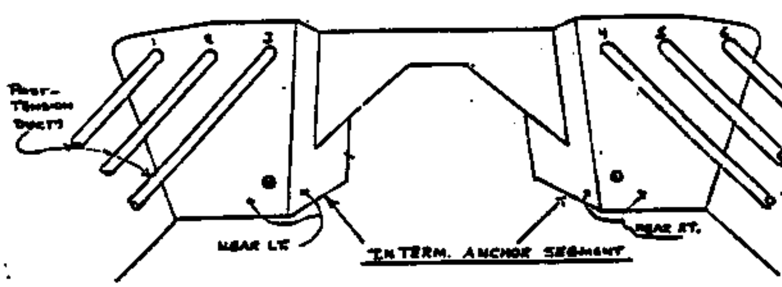


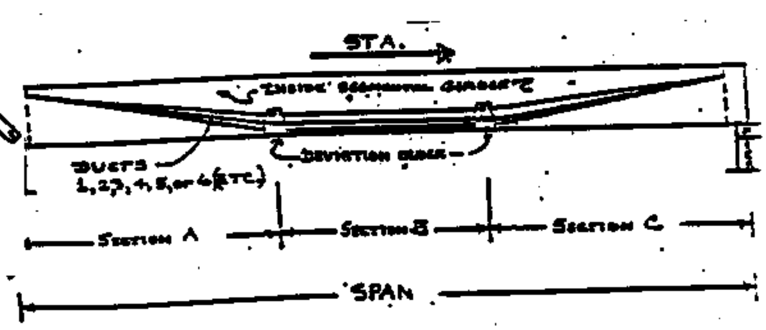


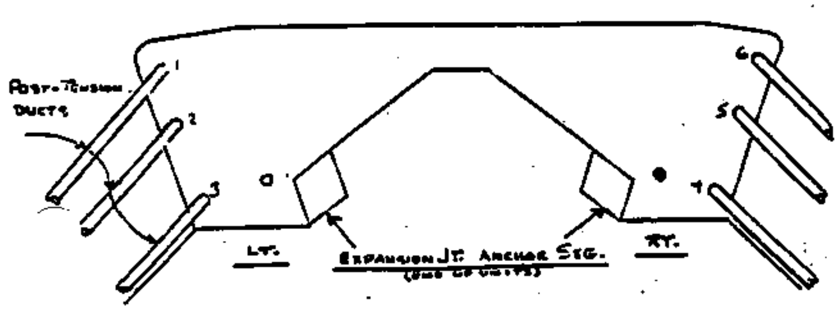


SPANS 1 THRU 82
84 THRU 141

SPAN 70 9/29/00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 W
2 W	5 W
3 W	6 W
SEG B LEFT	RIGHT
1 W	4 W
2 W	5 W
3 W	6 W
SEG C LEFT	RIGHT
1 W	4 W
2 W	5 W
3 W	6 W



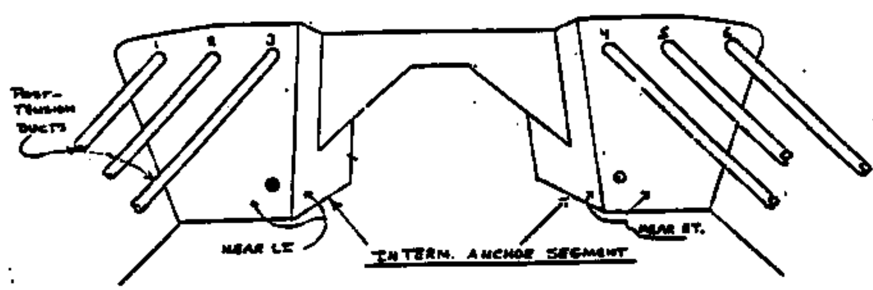


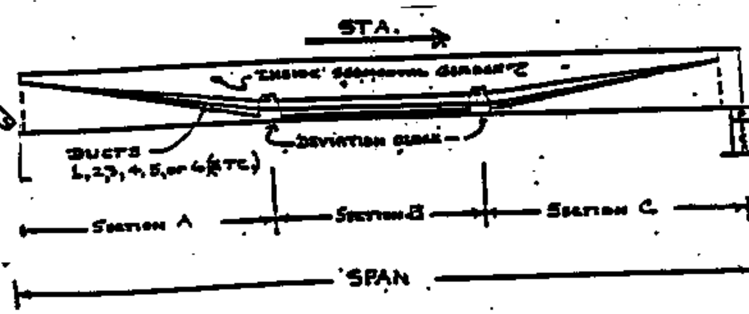


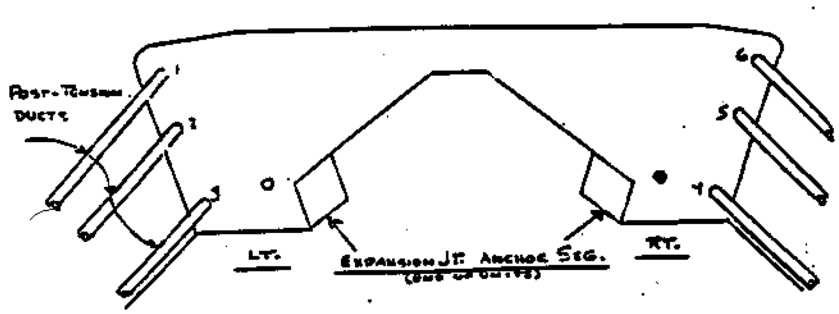
SPANS 1 THRU 82
84 THRU 141

SPAN 71 9-30-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL HOLE 8' FROM ANCHOR WITH CORROSION	4 C
2 NV	5 C
3 C	6 W
SEG B LEFT	**RIGHT**
1 24'	4 C
2 NV	5 C
3 W	6 NV
SEG C LEFT	**RIGHT**
1 24' 2'	4 W
2 30'	5 C
3 C	6 2'

≈132'



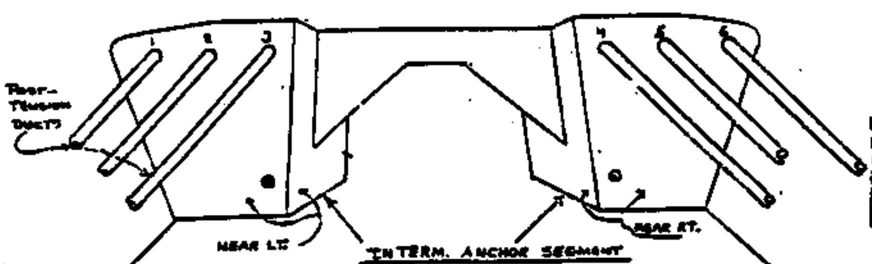


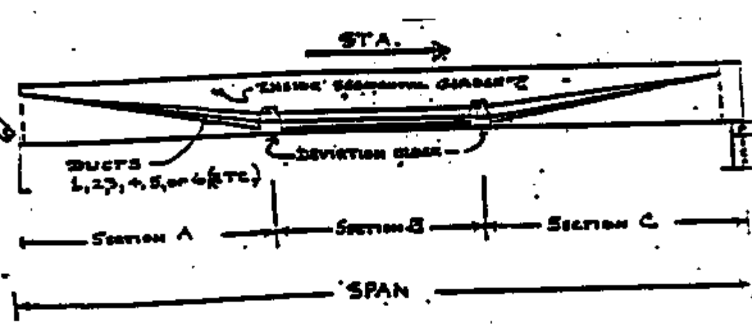


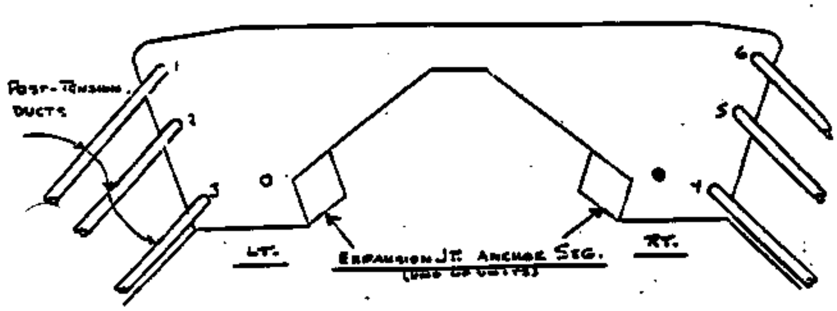
SPANS 1 THRU 82
84 THRU 141

SPAN 9-30-00 72	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 W	4 FL
2 W	5 C
3 C	6 C
SEG B LEFT	RIGHT
1 W	4 FL
2 W	5 NV
3 FL	6 C
SEG C LEFT	RIGHT
1 W	4 C
2 W	5 1' 4'
3 C	6 C

~125'



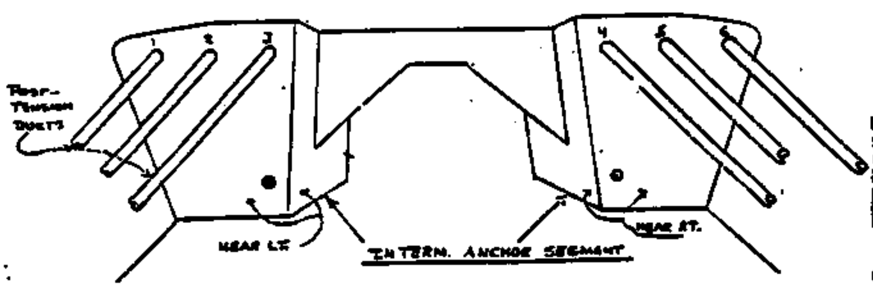


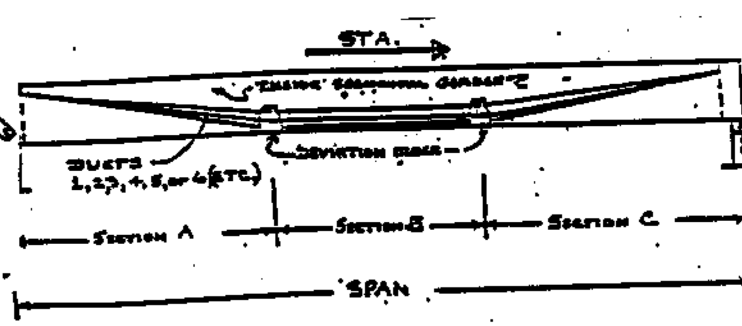


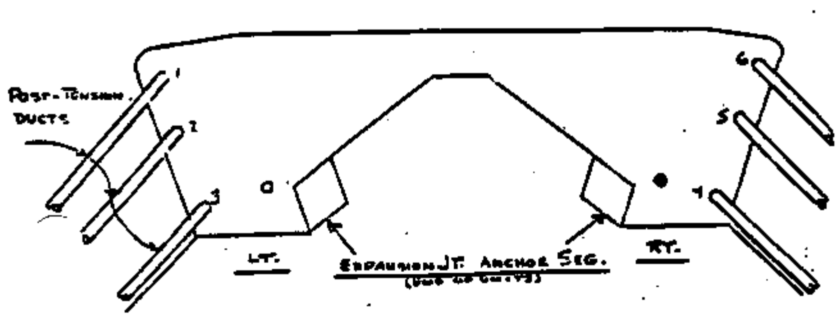
SPANS 1 THRU 82
84 THRU 141

SPAN 9-30-00 73	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 FL	4 12' 8' 4'
2 FL LARGE VOIDS 1" OR GREATER	5 1' 1' 2'
3 FL	6 16' 1' 1'
SEG B LEFT	RIGHT
1 NV	4 20'
2 4' 18'	5 FL
3 NV	6 FL
SEG C LEFT	RIGHT
1 36'	4 NV
2 36'	5 30'
3 1' 1'	6 FL LARGER AT ANCHOR

≈462'



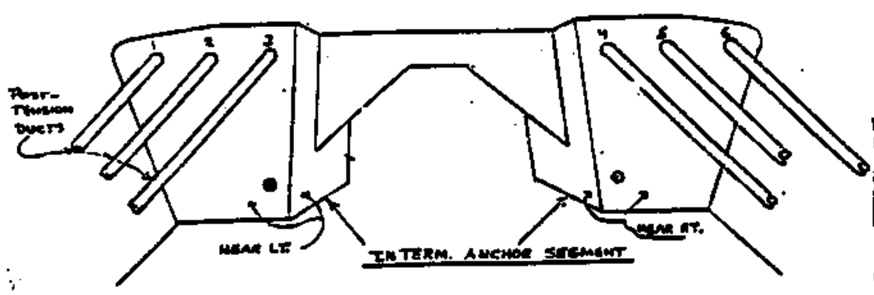


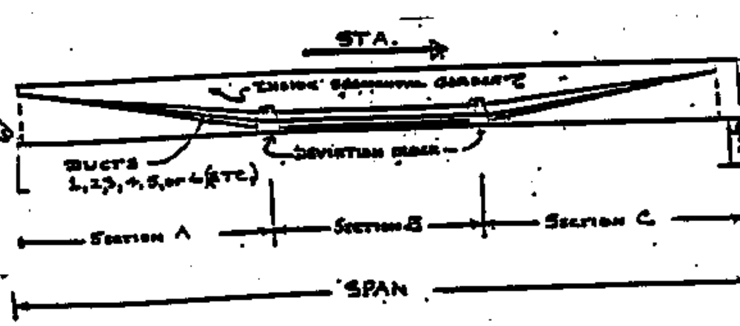


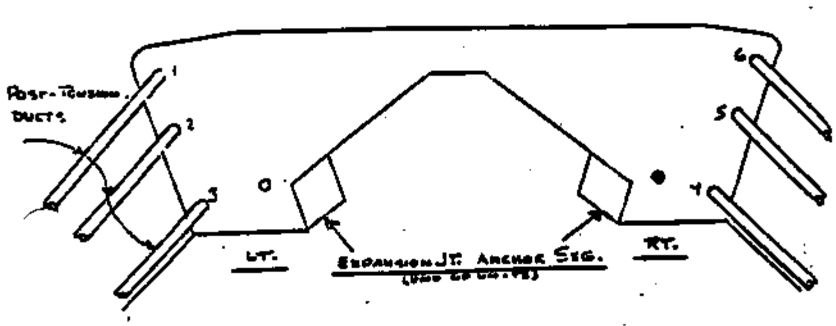
SPANS 1 THRU 82
84 THRU 141

SPAN 9-30-00 74	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 2' HOLLOW SOUND AT ANCHOR FL	4 FL HOLLOW SOUND AT ANCHOR
2 FL	5 FL
3 FL	6 FL HOLLOW AT ANCHOR
SEG B LEFT	**RIGHT**
1 FL	4 FL
2 FL	5 2' 3' 1'
3 1' 14'	6 2' 29'
SEG C LEFT	**RIGHT**
1 10' HOLLOW AT ANCHOR	4 FL HOLLOW AT ANCHOR
2 FL	5 27' 1' 2'
3 FL	6 FL

≈697'



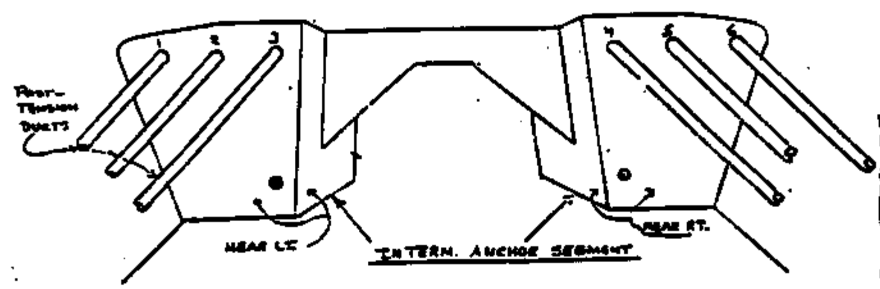


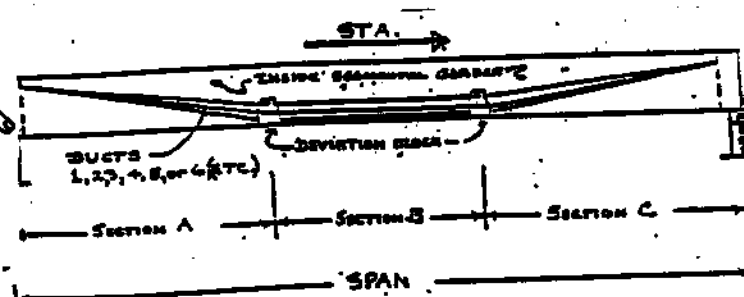


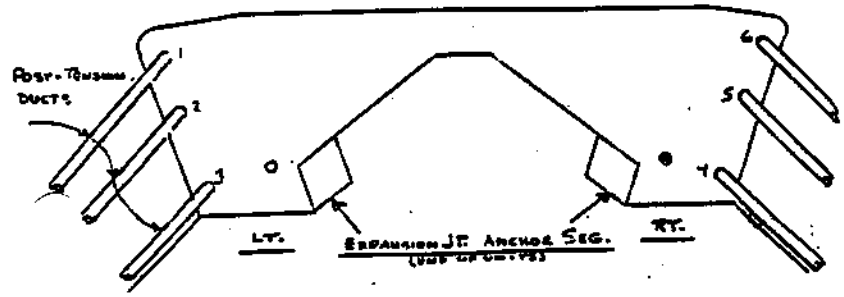
SPANS 1 THRU 82
84 THRU 141

SPAN 75	9-30	TENDON SOUNDINGS
SEG A	**LEFT**	**RIGHT**
1 8'		4 FL Hollow anchor
2 9'		5 26' Hollow Anchor
3 NV		6 15' Hollow Anchor
SEG B	**LEFT**	**RIGHT**
1 3'		4 FL
2 13'		5 5'
3 14'		6 2'
SEG C	**LEFT**	**RIGHT**
1 1.' 2' 3' 12' Hollow Anchor		4 NV
2 2 Hollow Anchor 3'		5 6'
3 FL 2" wide Top Hollow Anchor		6 2'

≈261'





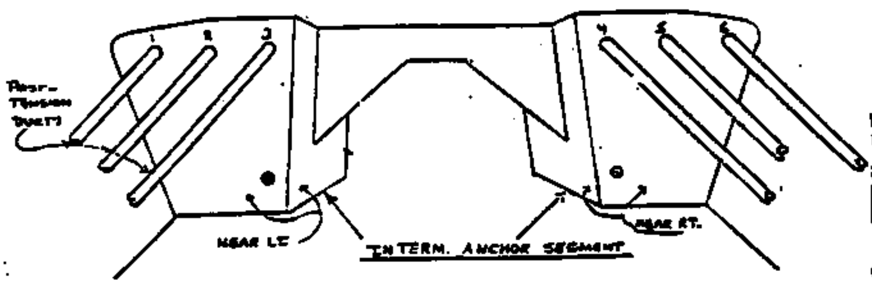


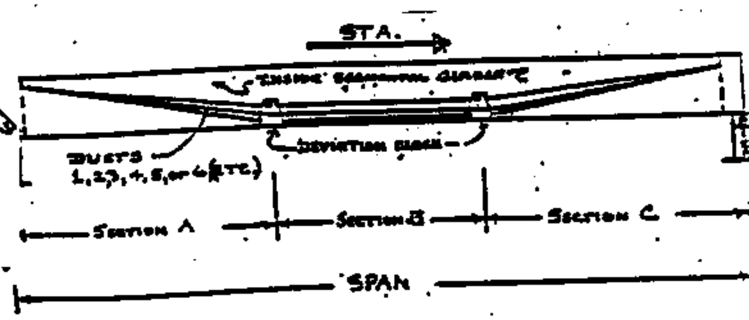
Spans 1 Thru 82
84 Thru 141

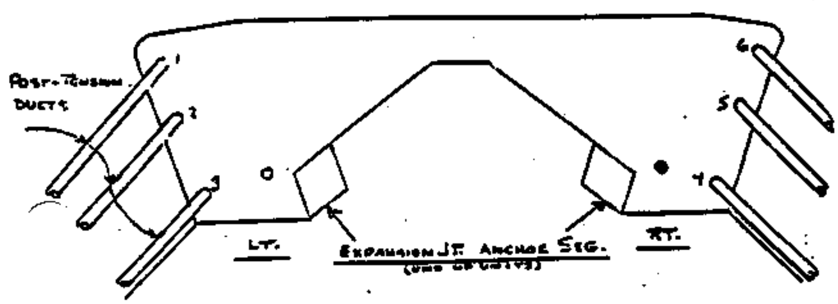
75-79

SPAN 76 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 8'
2 2'	5 6'
3 NV	6 1'
SEG B LEFT	RIGHT
1 NV	4 W
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	RIGHT
1 NV	4 5'
2 NV	5 NV
3 9'	6 NV

≈ 31'

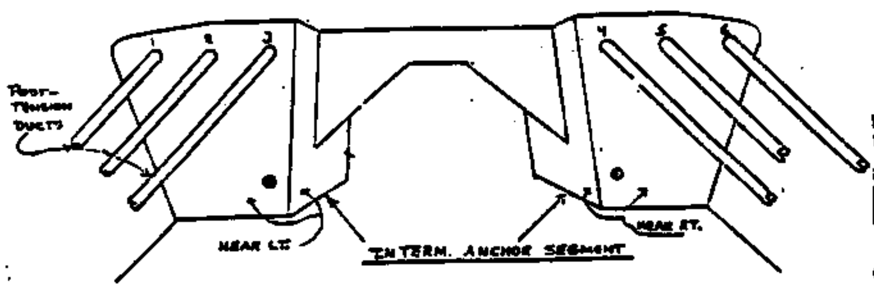


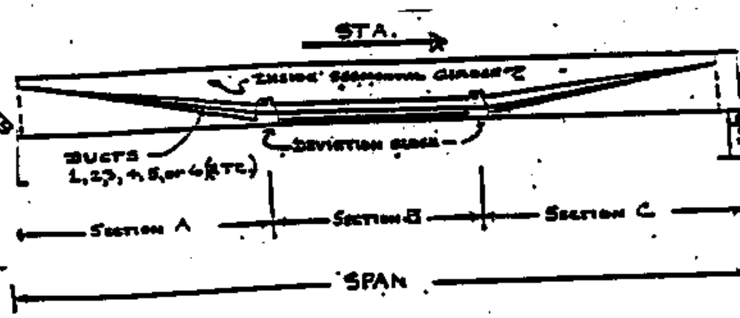


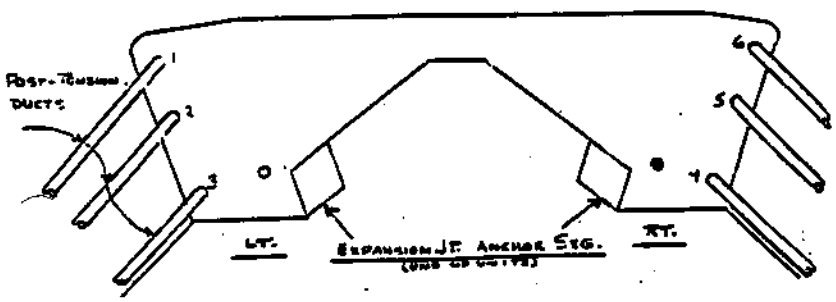


SPANS 1 THRU 82
84 THRU 141

SPAN 77 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 2'	4 18' Hollow Anchor
2 7'	5 6'
3 NV	6 NV
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	RIGHT
1 8'	4 NV
2 NV	5 NV
3 NV	6 NV



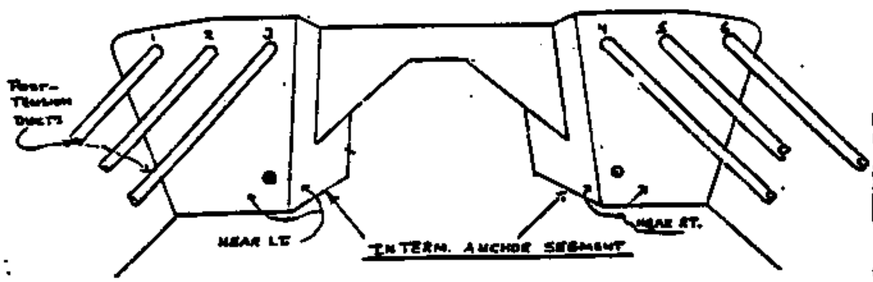


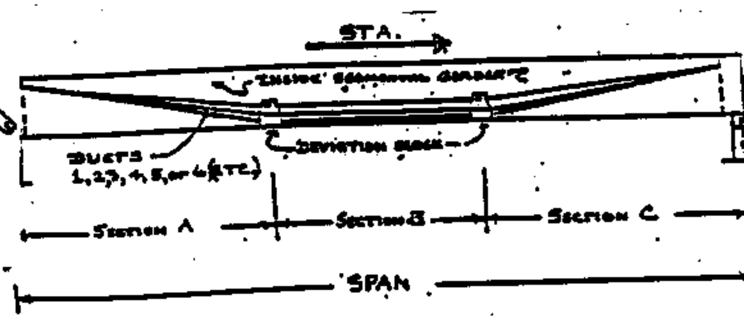


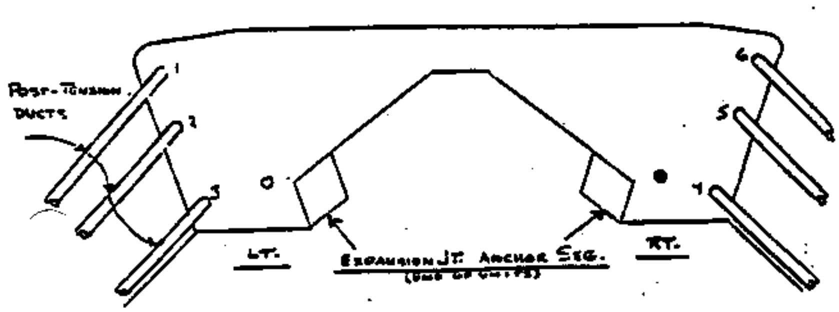
SPANS 1 THRU 82
84 THRU 141

SPAN 78 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 9'	4 10'
2 NV	5 13'
3 3'	6 FL
SEG B LEFT	RIGHT
1 6' <1'	4 1'
2 FL	5 14'
3 FL	6 FL
SEG C LEFT	RIGHT
1 7'	4 NV
2 FL	5 1'
3 FL	6 3'

≈322'



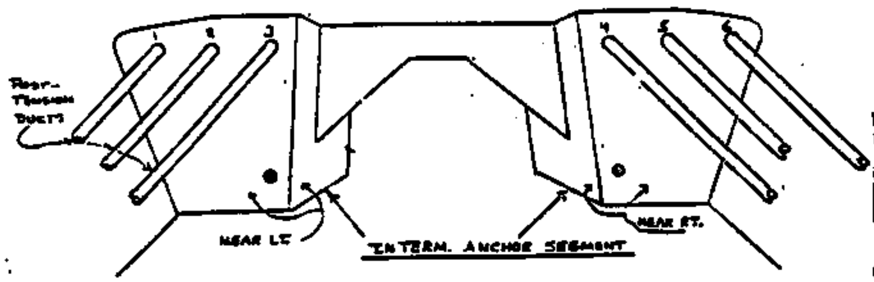


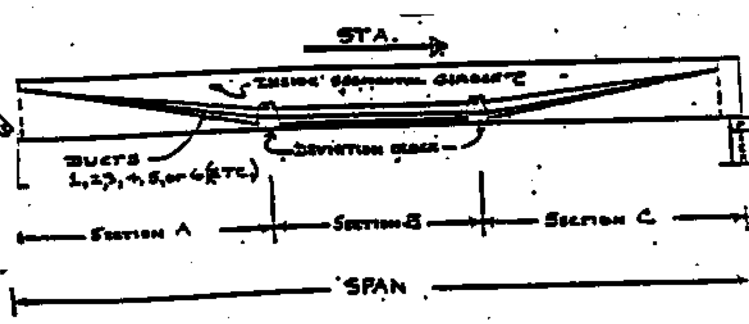


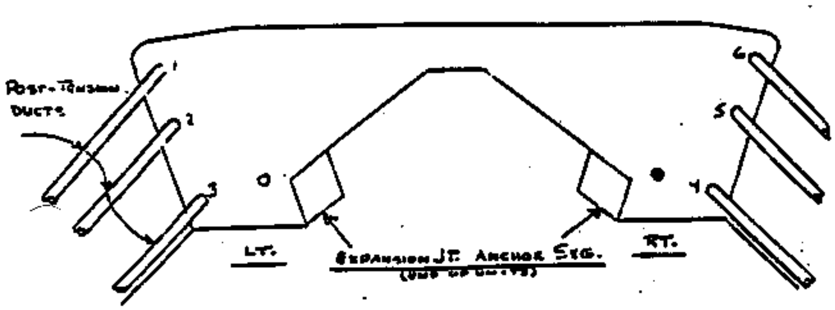
SPANS 1 THRU 82
84 THRU 141

SPAN 79 9-30	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 2'	4 FL
2 2'	5 3'
3 1'	6 31'
SEG B LEFT	RIGHT
1 1'	4 NV
2 11'	5 NV
3 NV	6 NV
SEG C LEFT	RIGHT
1 2'	4 NV
2 FL	5 1'
3 FL	6 2'

≈206



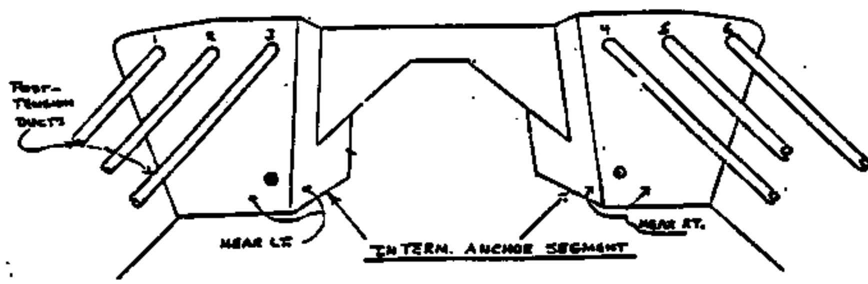


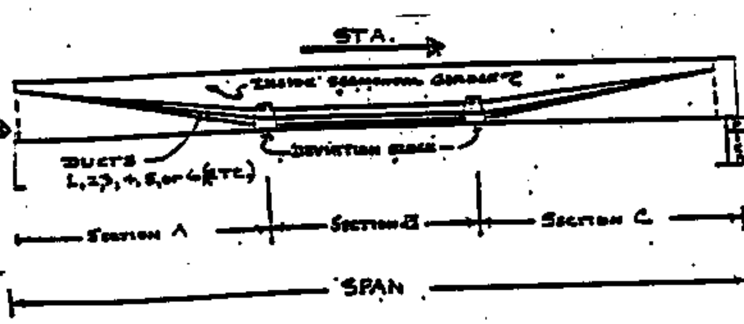


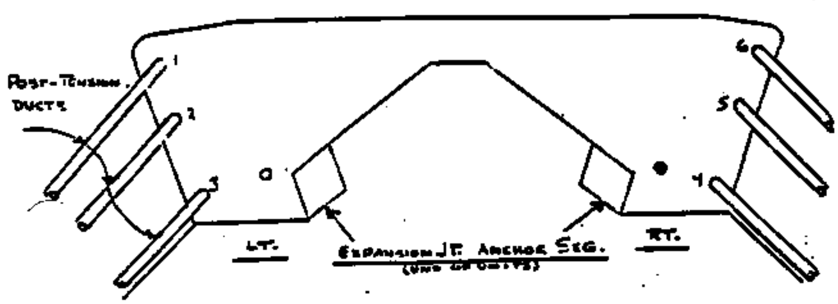
SPANS 1 THRU 82
84 THRU 141

SPAN 9-30-00 80	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 LARGE VOID AT ANCHOR FL	4 FL
2 15'	5 2'
3 FL	6 3' 3' 5' T 2' VOID AT ANCHOR
SEG B LEFT	RIGHT
1 FL	4 FL
2 NV	5 NV
3 FL	6 NV
SEG C LEFT	RIGHT
1 FL	4 FL
2 NV	5 NV
3 FL	6 NV

≈436'



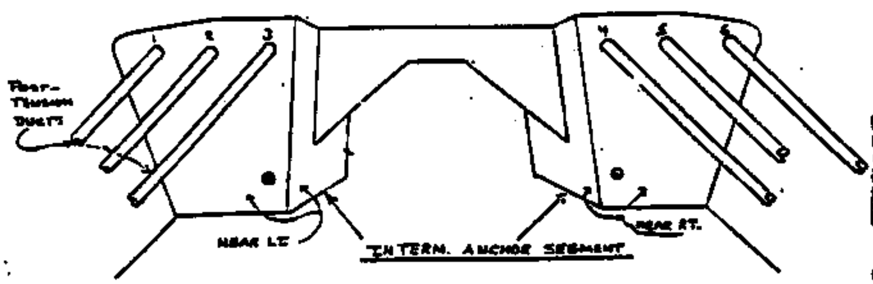


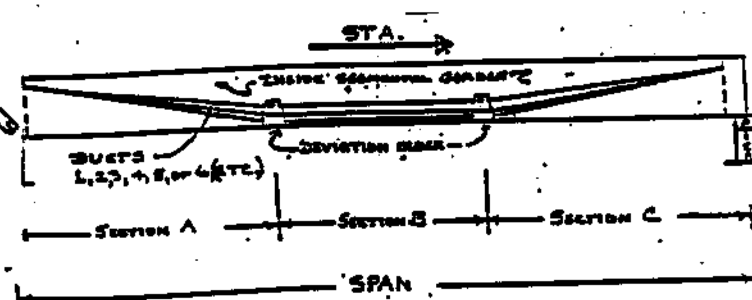


SPANS 1 THRU 82
84 THRU 141

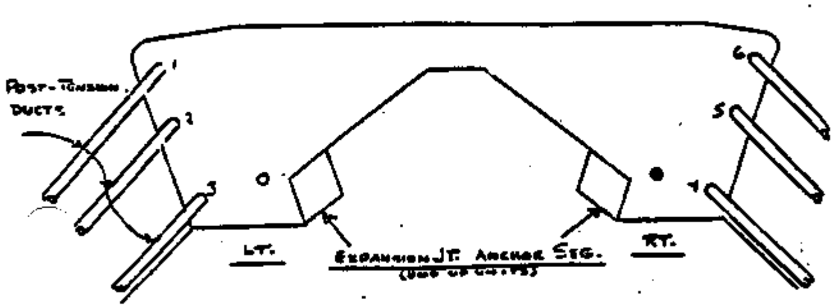
SPAN 9-30-00 81	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 28'	4 NV
2 NV	5 NV
3 5'	6 NV
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	RIGHT
1 2' 1' 5'	4 NV
2 NV	5 NV
3 11'	6 NV

52'



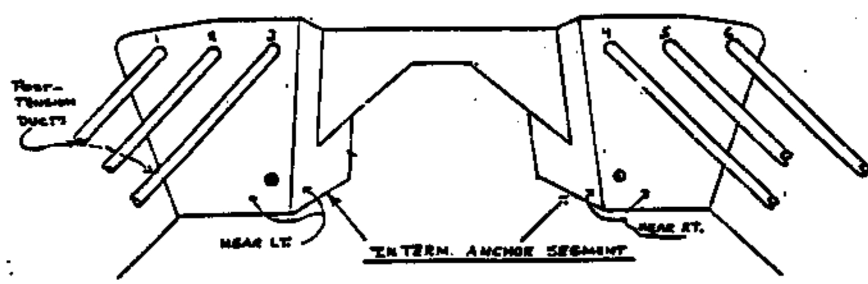


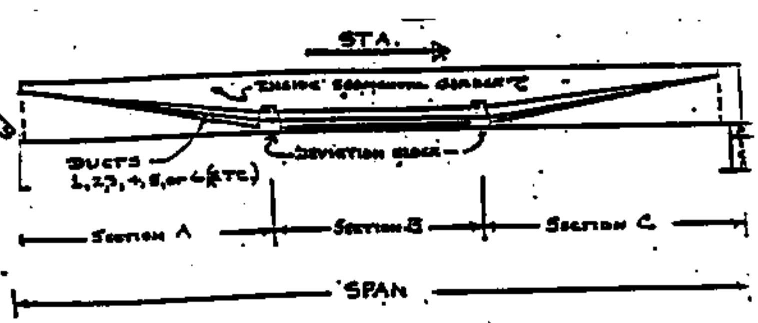
Spans 1 Thru 82
84 Thru 141

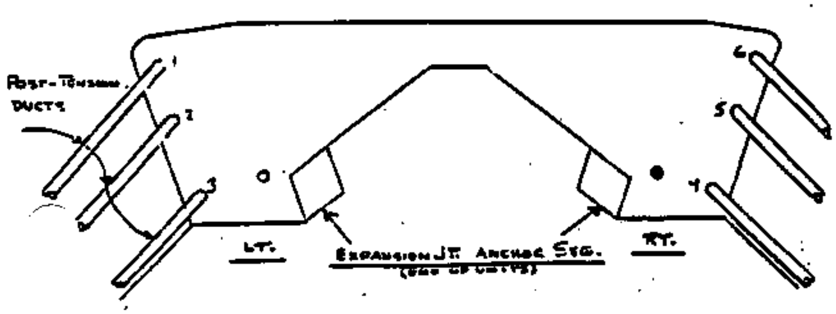


SPAN 9-30-00 82	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 FL
2 FL	5 C
3 NV	6 NV
SEG B LEFT	RIGHT
1 NV	4 NV B IS SHORT IN THIS SPAN ALL
2 NV	5 NV HAVE HOLLOW SOUND BUT
3 NV	6 NV WE THINK THEY ARE OK
SEG C LEFT	RIGHT
1 1'	4 FL HOLLOW AT ANCHOR
2 FL	5 25' HOLLOW AT ANCHOR
3 FL	6 15'

≈291'







SPANS 1 THRU 82
84 THRU 141

10-3-00

SPAN 83 SOUNDINGS	PAGE 1
LEFT A	RIGHT A
1A 6' HOLLOW ANCHOR	1A 20' HOLLOW AT ANCHOR
2A 24'	2A FL
3A 1'	3A FL
4A NV	4A 8'
5A C	5A 6' 10'
LEFT B	RIGHT B
1B NV	1B NV
2A 1'	2A FL
3A NV	3A FL
4B NV	4B 3' 1'
5B FL	5B FL
LEFT C	RIGHT C
1C 1'	1C FL
2A NV	2A FL
3A NV	3A FL
4C 1'	4C 3'
5C FL	5C FL

10-3-00

SPAN 83 SOUNDINGS	PAGE 2
LEFT D	RIGHT D
1D NV	1D FL
2B 2' 1'	2B FL
3B FL	3B 2'
4D 2' 1'	4D 3' 2'
5D 4'	5D FL
LEFT E	RIGHT E
7A FL	7A NV
2C 9'	2C FL 2' FROM C/L DEV. BLOCK OUT LARGE VOID
3C 2' VOID AT DEV. BLOCK ON BOTH ENDS	3C FL SAME AS 2C
4E 4' AT C/L DEV. BLOCK	4E 15' SAME 2' AS 2C & 3C
5E 1' 3' 8'	5E FL HOLLOW SOUND ON BOTH ENDS
C/L — LEFT F	RIGHT F — C/L
7B FL BOTH ENDS VERY HOLLOW	7B 1' COVERED IN GROUT HARD TO SOUND HOLLOW AT C/L DEV. BLOCK
2D FL SAME AS 7B	2D FL
3D 5' HOLLOW AT FAR DEV. BLOCK OF SEC "F"	3D 5' FROM C/L DEV. BLOCK PATCH IN DUCT MADE OF RAG & TWO CLAMPS 12'
4F 12' 3' SAME AS 7B & 2D	4F FL HOLLOW AT C/L DEV BLOCK
5F 12' 3' SAME AS 7B, 2D & 4F	5F FL SAME AS 4F

10-3-00

SPAN 83 SOUNDINGS	PAGE 3
LEFT G	RIGHT G
1E NV	1E NV
2E 6'	2E NV
3E FL	3E 1'
4G FL	4G FL
5G 1' 3'	5G 4' 3'
LEFT H	RIGHT H
1F NV	1F 2'
2F 5'	2F NV
3F FL	3F 3'
4H FL	4H FL
5H FL	5H NV
LEFT I	RIGHT I
1G 4'	1G 2'
2F 8'	2F 3'
3F FL	3F NV
4I FL	4I 3'
5I NV	5I NV

10-3-00

SPAN 83 SOUNDINGS	PAGE 4
LEFT J	RIGHT J
1H 6' .	1H NV
2F 3' AT ANCHOR	2F 33'
3F 12' 13' 6'	3F NV
4J VERY LARGE VOID FL AT ANCHOR	4J C
5J 15'	5J NV

Mid Bay Bridge #570091 **Date: 09/20/2000**

Center Channel Span #83

Anchor Assemblies

	Anchor Block #1		Anchor Block #2		Anchor Block #3								Anchor Block #4		Anchor Block #5	
	Near	Far	Near	Far	Near				Far				Near	Far	Near	Far
Left Side Anchors	1	NA	1	1	1	2	3	4	1	2	3	4	1	1	NA	1
		NA		C	C	C	C		C	C	C				NA	

	Anchor Block #1		Anchor Block #2		Anchor Block #3								Anchor Block #4		Anchor Block #5	
	Near	Far	Near	Far	Near				Far				Near	Far	Near	Far
Right Side Anchors	1	NA	1	1	1	2	3	4	1	2	3	4	1	1	NA	1
		NA					C	C							NA	

Note: **Left and Right side Anchors are numbered from the outside in**

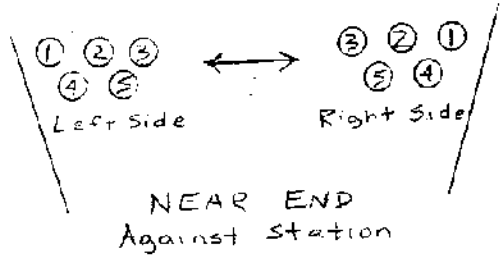
C = Crack and/or Peeling of Coal Tar Epoxy Coating

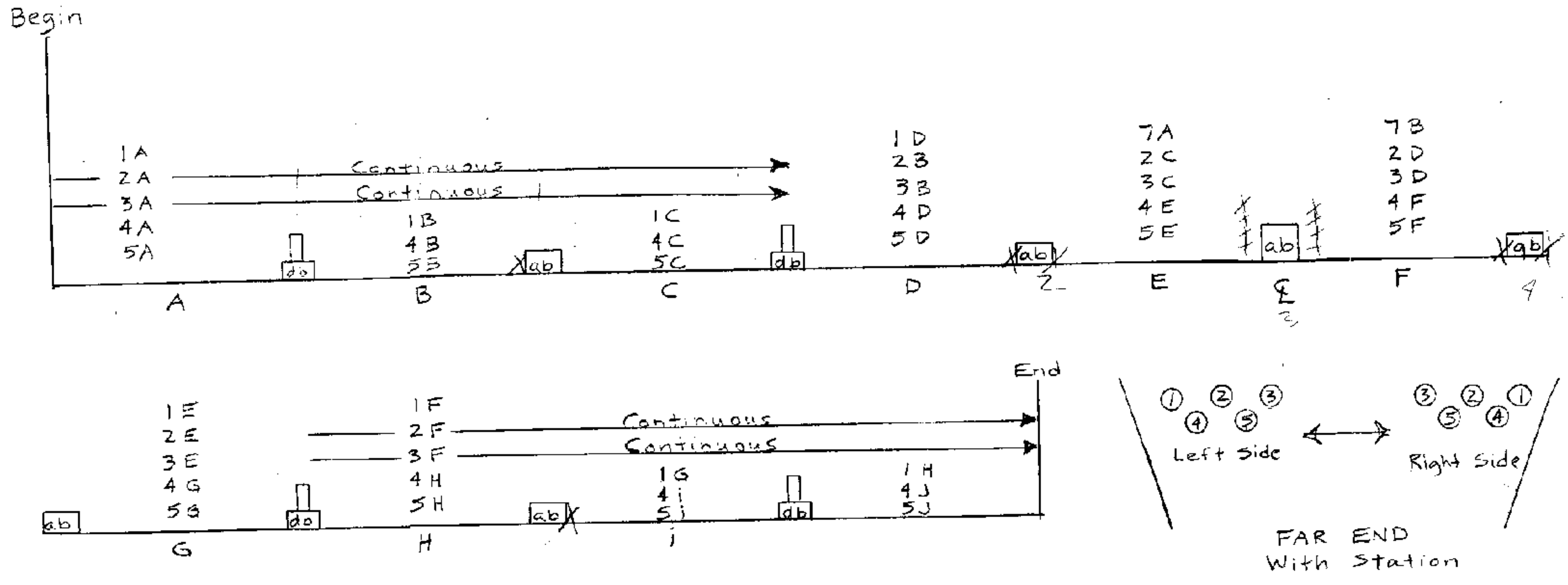
*** = Partial or complete removal of Anchor Cap Cover, with some strands exposed, due to in-depth inspection**

R = Corrosion only with none of the above

SPAN 83

TENDON LAYOUT



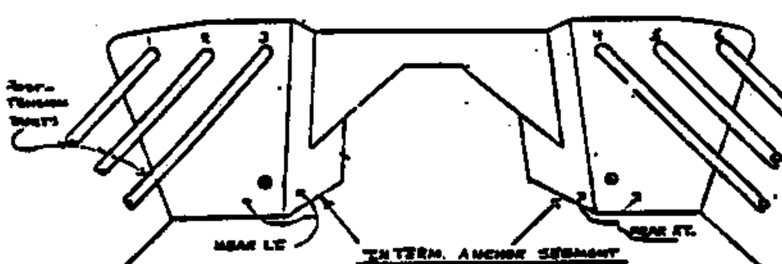


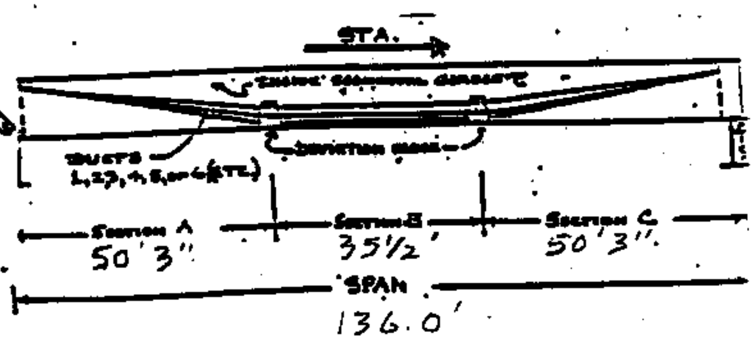
NOTE

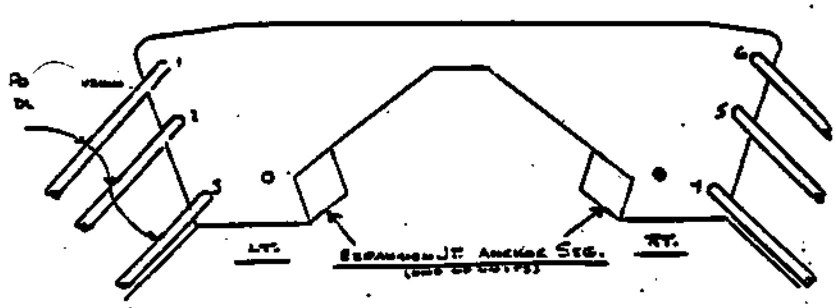
1. Tendon 1 anchors at near end of section E
2. Tendon 7 begins at far end of section D and anchors at near end of section G
3. Tendon 6 begins at far end of section B and anchors at near end of section i. (not visible)

db - deviation block
ab - anchor block

SPAN 84 10-3-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 36'	4 NV
2 24' HOLLOW AT SADDLE	5 4' 14' HOLLOW AT SADDLE
3 36' HOLLOW AT SADDLE	6 21' 3' HOLLOW AT SADDLE
SEG B LEFT	**RIGHT**
1 6' HOLLOW AT FAR DEV. BLOCK	4 NV
2 1'	5 NV
3 1'	6 3'
SEG C LEFT	**RIGHT**
1 48	4 NV
2 NV	5 NV
3 FL HOLLOW AT ANCHOR	6 NV



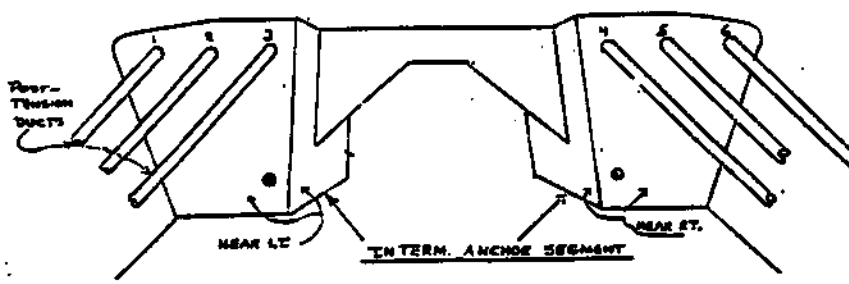


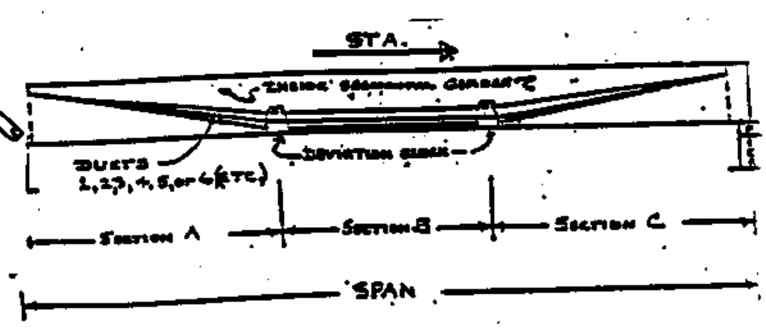


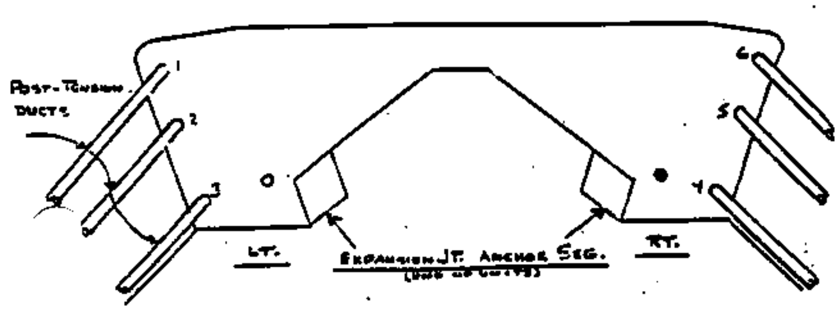
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 85	9-30 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 W
2 NV	5 W
3 1'	6 3'
SEG B LEFT	**RIGHT**
1 NV	4 W
2 NV	5 W
3 NV	6 W
SEG C LEFT	**RIGHT**
1 35'	4 W
2 12'	5 W
3 25'	6 W

STOP







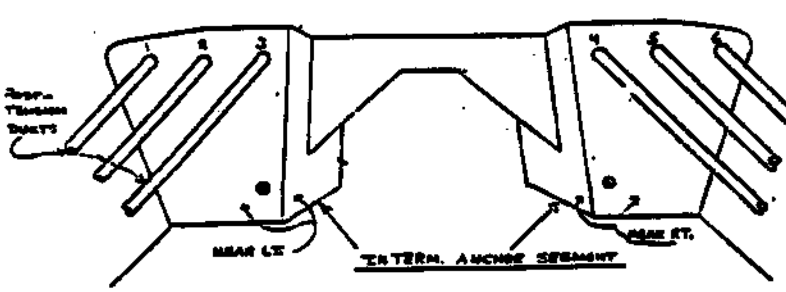
Spans 1 Thru 82
84 Thru 141

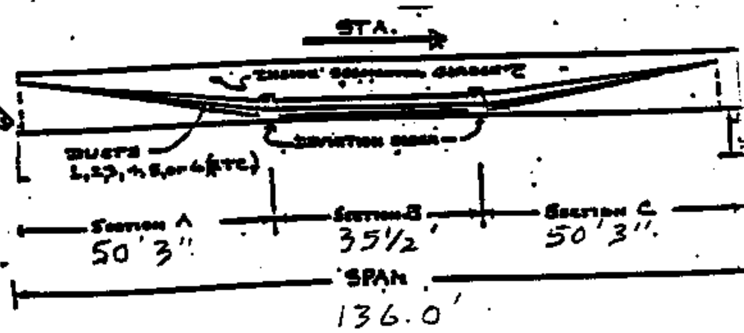
85 - 89

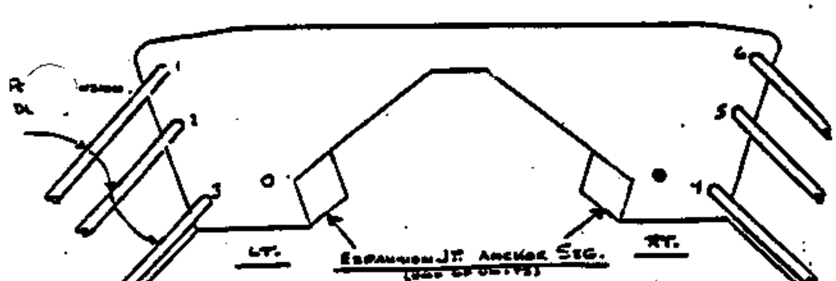
SPAN 86	10-5	TENDON SOUNDINGS
SEG A LEFT		**RIGHT**
1 38' Hollow Anchor		4 FL Hollow Anchor
2 44'		5 FL Hollow Anchor
3 FL		6 C
SEG B LEFT		**RIGHT**
1 28'		4 8'
2 FL		5 FL
3 FL		6 C
SEG C LEFT		**RIGHT**
1 18' Hollow Anchor		4 21'
2 47' Hollow Anchor		5 4'
3 FL Hollow Anchor		6 6'

Bill
Ray
Laura

86-90

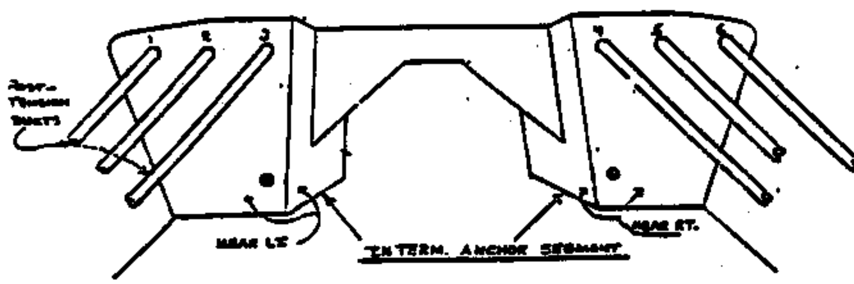


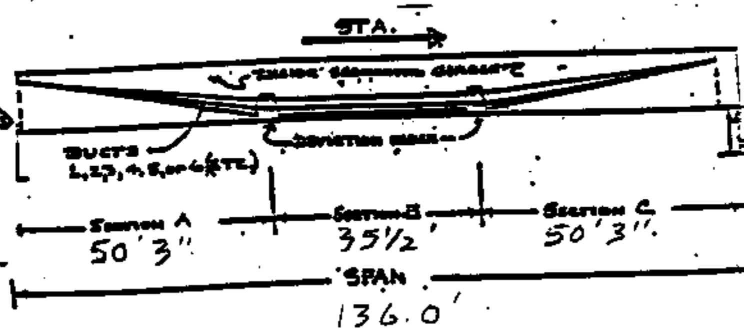


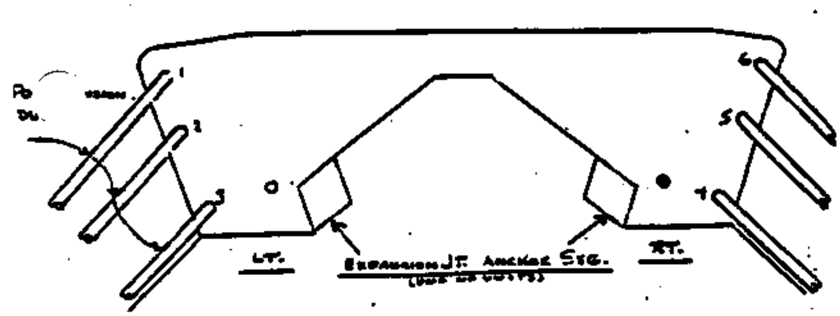


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 87	10-4	TENDON SOUNDINGS
SEG A LEFT		RIGHT
1 25'		4 NV
2 NV		5 20'
3 FL		6 FL
SEG B LEFT		RIGHT
1 13'		4 FL
2 22'		5 FL
3 FL		6 30'
SEG C LEFT		RIGHT
1 38'		4 33'
2 FL Hollow Anchor		5 FL Hollow Anchor
3 FL Hollow Anchor		6 44'

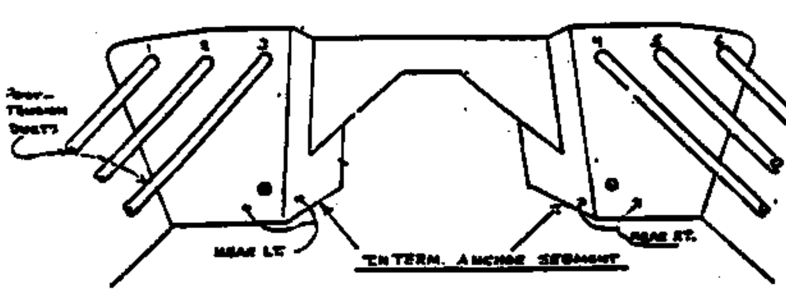


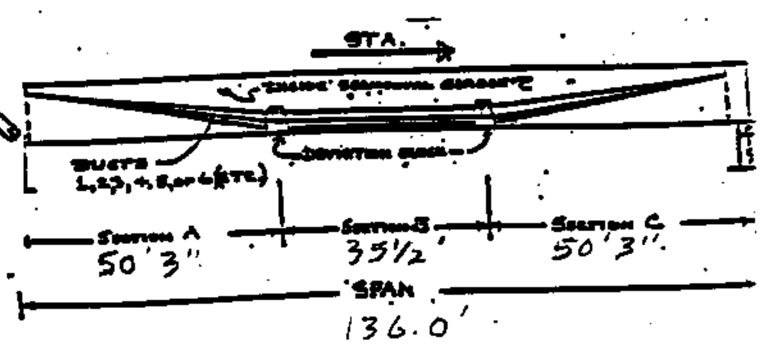


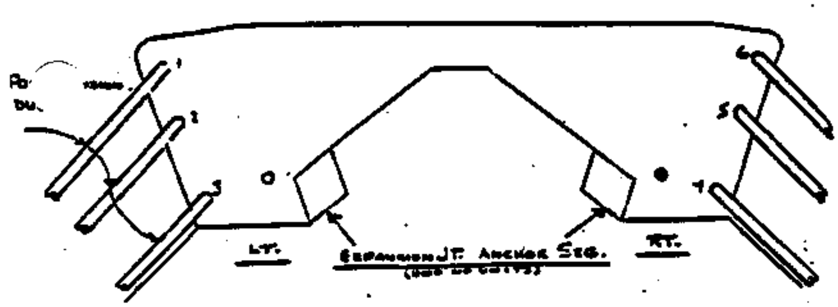


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 88	10-4	TENDON SOUNDINGS
SEG A	**LEFT**	**RIGHT**
1	43' Slightly Hollow Anchor	4 NV
2	NV	5 28' Slightly Hollow Anchor
3	30' Slightly Hollow Anchor	6 FL Slightly Hollow Anchor
SEG B	**LEFT**	**RIGHT**
1	NV	4 NV
2	12'	5 4'
3	1'	6 FL
SEG C	**LEFT**	**RIGHT**
1	NV	4 NV
2	FL	5 NV
3	NV	6 30'

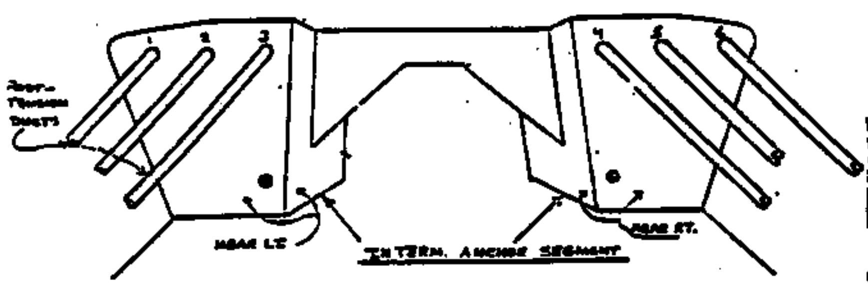


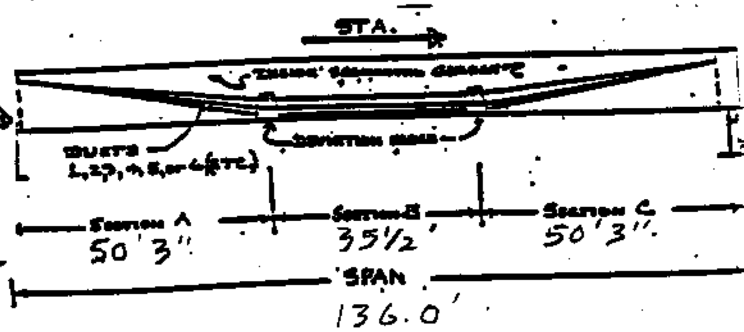


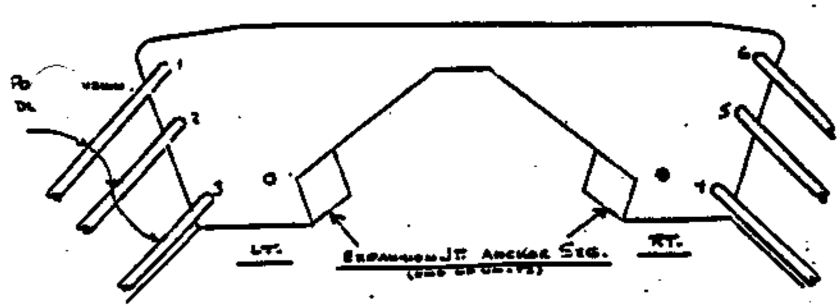


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 89	10-4	TENDON SOUNDINGS	
SEG A	**LEFT**	**RIGHT**	
1 9'		4 FL	Hollow Anchor
2 19'		5 C	Hollow Anchor
3 20'		6 FL	Hollow Anchor
SEG B	**LEFT**	**RIGHT**	
1 NV		4 FL	
2 NV		5 NV	
3 18'		6 FL	
SEG C	**LEFT**	**RIGHT**	
1 FL	Hollow Anchor	4 FL	Hollow Anchor
2 NV		5 C	
3 FL	Hollow Anchor	6 C	

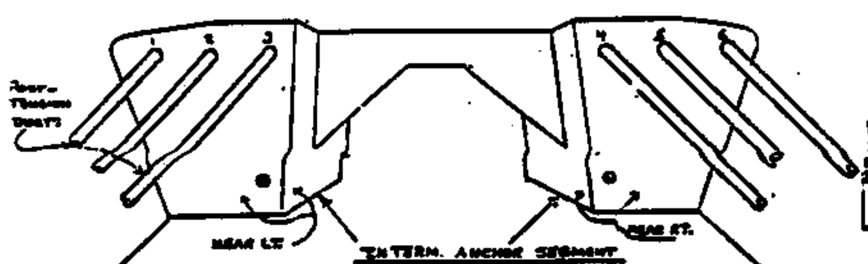


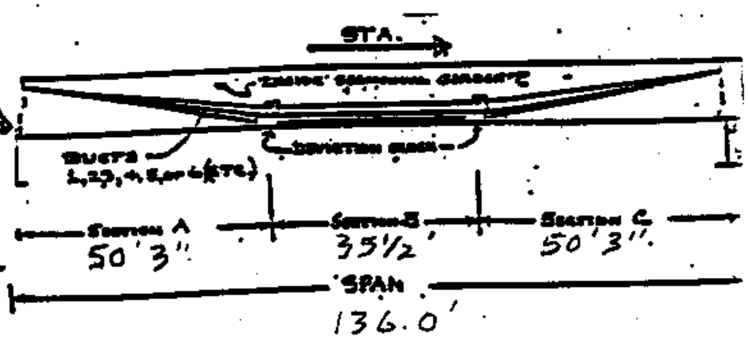




FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

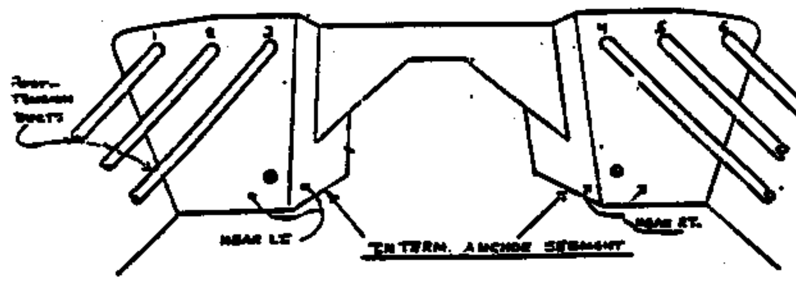
SPAN 90	10-4	TENDON SOUNDINGS
SEG A	LEFT	RIGHT
1 NV		4 32'
2 W		5 NV
3 44'		6 NV
SEG B	LEFT	RIGHT
1 NV		4 21'
2 FL		5 NV
3 FL		6 12'
SEG C	LEFT	RIGHT
1 FL		4 24'
2 W		5 10'
3 FL		6 22'

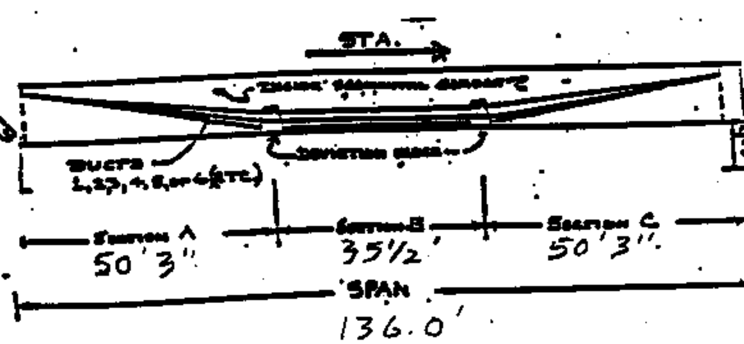


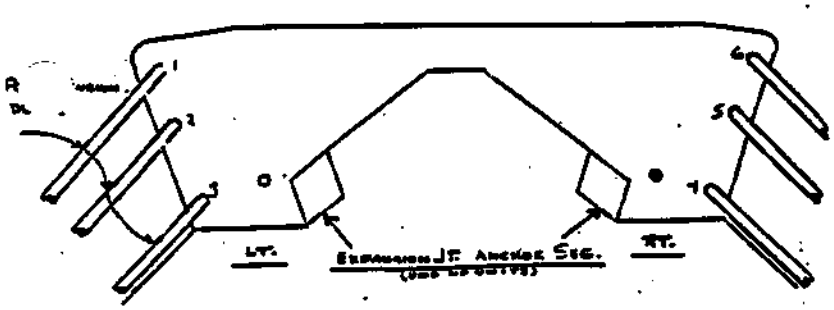


FL = Full Length

SPAN 91 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 12' 3' 3' VOID @ BOTH ENDS	4 10'
2 W	5 5' 4' 2' VOID @ DEV BLOCK
3 C	6 12' 24' VOID @ BOTH DEV BLOCKS
SEG B LEFT	**RIGHT**
1 FL	4 15' 15'
2 C	5 6' 12'
3 NV	6 5' 5'
SEG C LEFT	**RIGHT**
1 15' 24' VOID @ DEV BLOCK	4 9' 10'
2 W	5 4' 4 VOID @ A BOTH ENDS
3 9'	6 5'

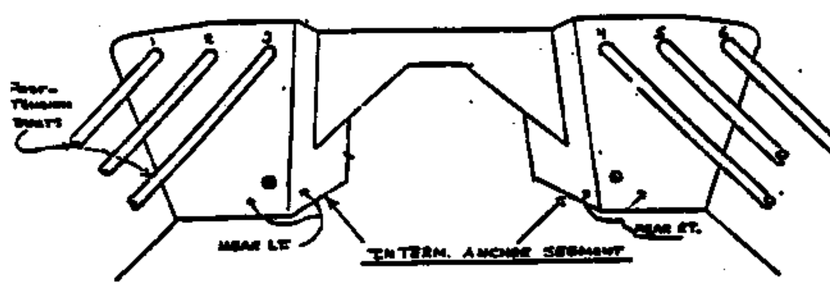


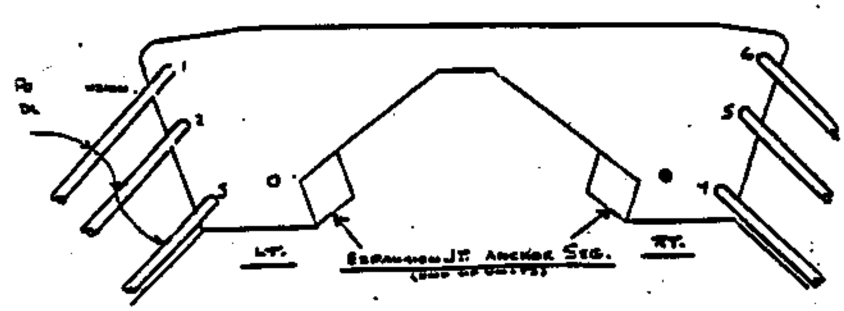


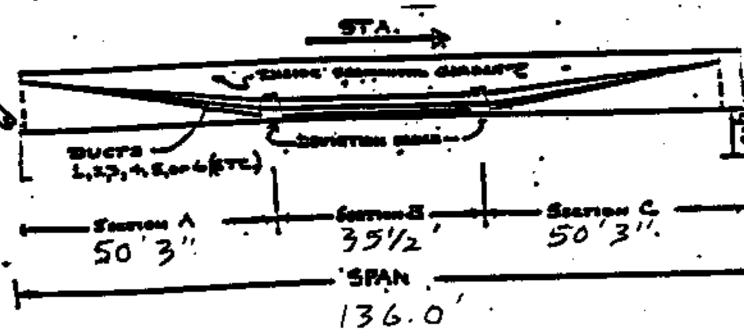


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 92 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 C
2 2' 15' 2'	5 12' 6' 9' VOID @ ANCHOR
3 NV	6 2'
SEG B LEFT	**RIGHT**
1 NV	4 5'
2 21'	5 5' 2'
3 3'	6 6'
SEG C LEFT	**RIGHT**
1 2' 4' VOID @ DEV BLOCK COUPLIN SPLIT	4 C
2 2' C'	5 4' 2' VOID @ ANCHOR
3 C	6 21' 4'



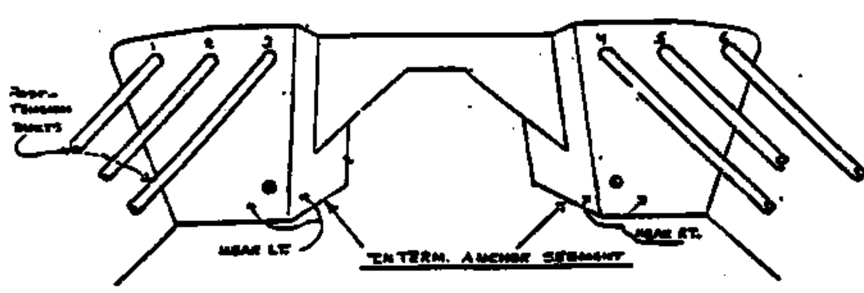


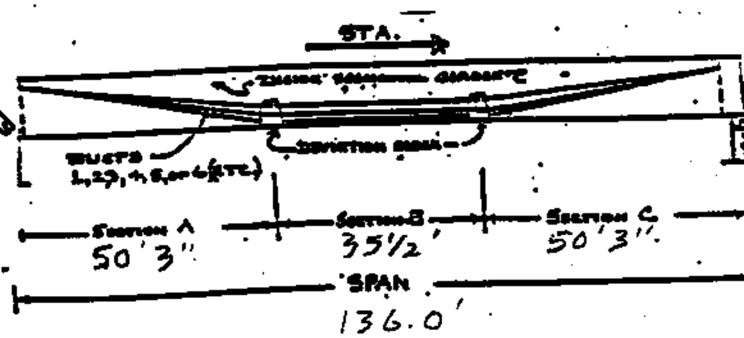


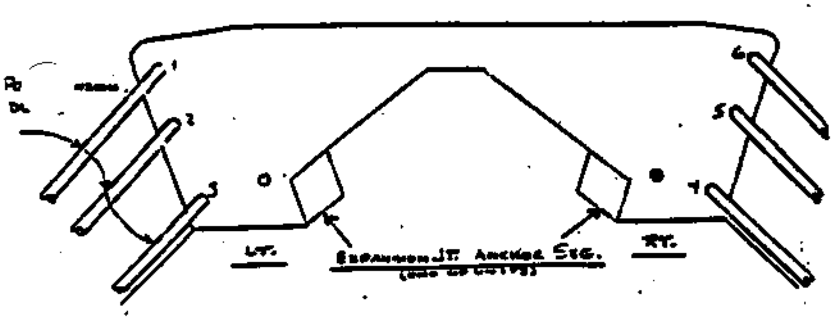
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 93 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 24'	4 NV
2 C	5 1' VOID @ ANCHOR
3 33'	6 7' 4' 9' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 C	4 NV
2 FL	5 3'
3 27' 2' VOID @ FAR DEV BLK	6 FL
SEG C LEFT	**RIGHT**
1 C	4 C
2 C	5 14' BOOT ON DUCT VOID @ DEV. BLOCK
3 27' WITH LARGE VOID 3'	6 3' 21' VOID @ ANCHOR

RUNNING FULL LENGTH OF THE 27' IN 3C



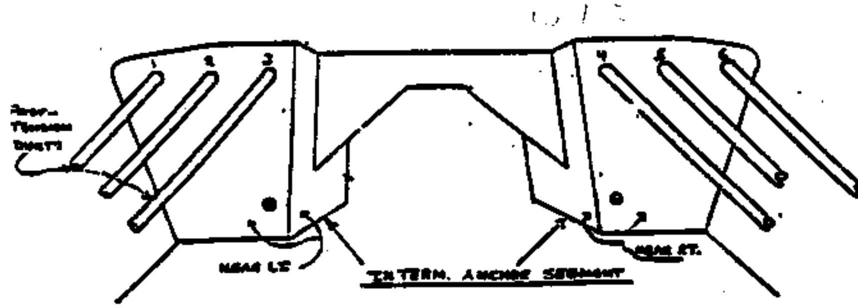


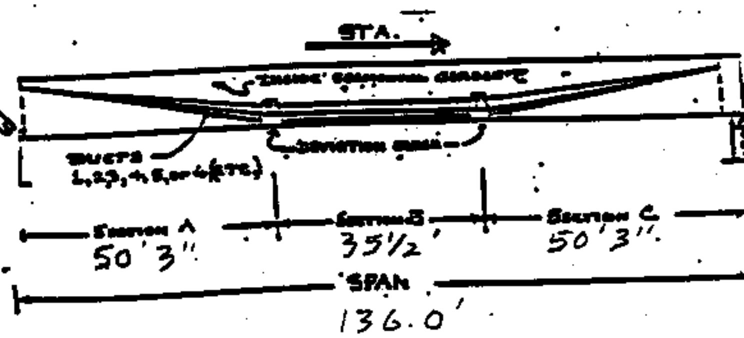


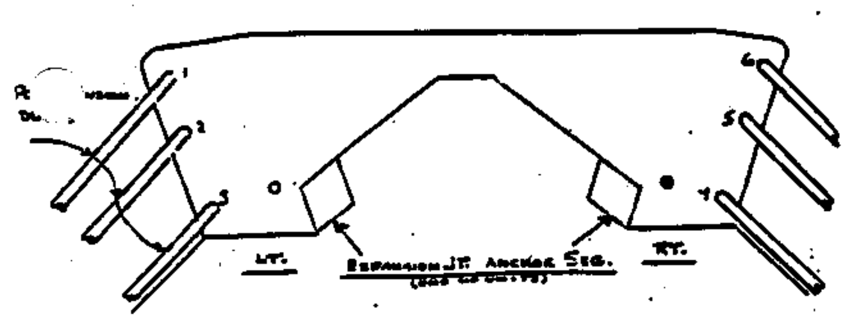
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 94 10-3-00 TENDON SOUNDINGS

SEG A LEFT	RIGHT
1 C	4 C
2 NV	5 9' VOID @ ANCHOR
3 NV	6 C
SEG B LEFT	**RIGHT**
1 30' VOID @ FAR DEV BLOCK	4 1' 9' VOID @ NEAR DEV BLOCK
2 NV	5 5' 1'
3 7'	6 3' 1' 9' VOID @ FAR DEV BLOCK
SEG C LEFT	**RIGHT**
1 4.6' VOID @ ANCHOR	4 11'
2 NV	5 12' 5' 2' LARGE VOIDS
3 FL	6 C

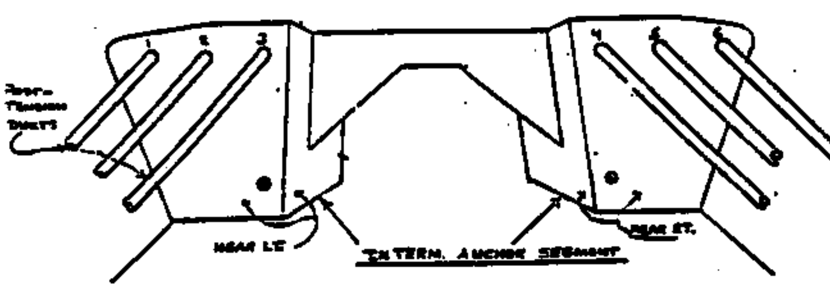


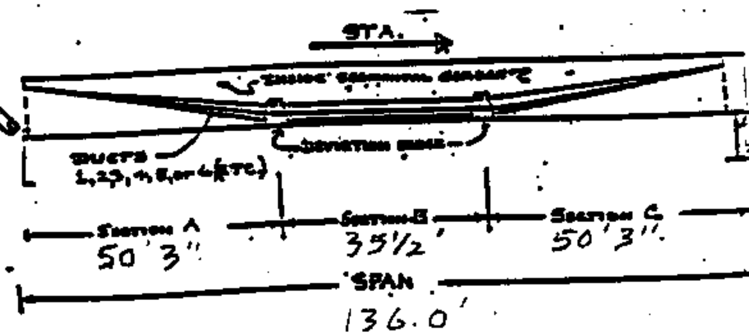


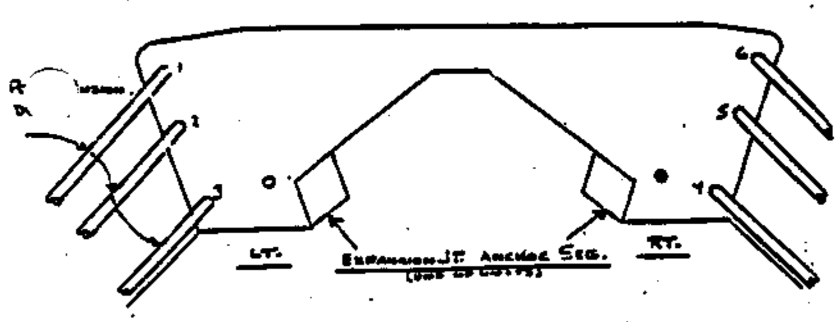


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 95 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 10'
2 W	5 5'
3 9' 7' VOID @ ANCHOR	6 C
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 C	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 3' VOID @ ANCHOR	4 1'
2 C	5 C
3 2'	6 6' 1'



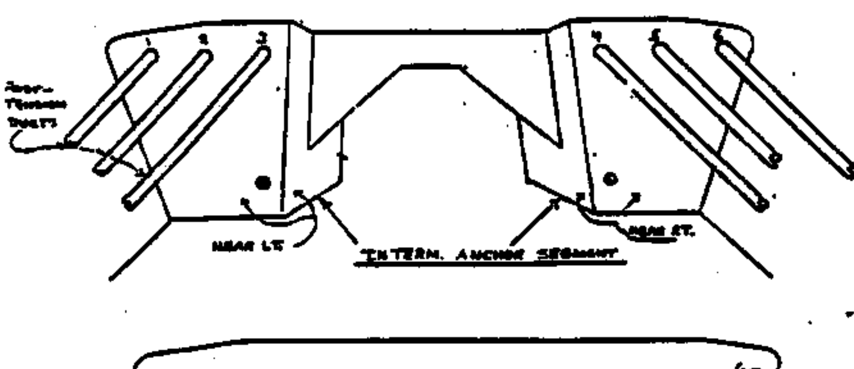


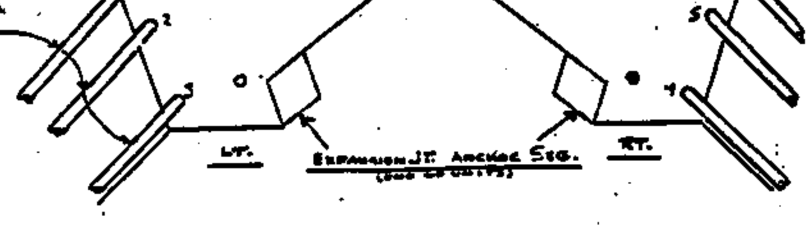


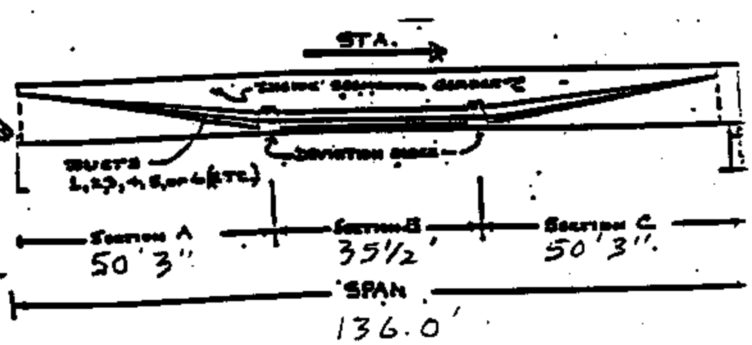
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 96 10-4	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 15'	4 18'
2 16'	5 W
3 FL	6 NV
SEG B LEFT	RIGHT
1 21'	4 NV
2 20'	5 C
3 21'	6 NV
SEG C LEFT	RIGHT
1 35'	4 NV
2 FL	5 W
3 W	6 C Slightly Hollow Anchor

96-100

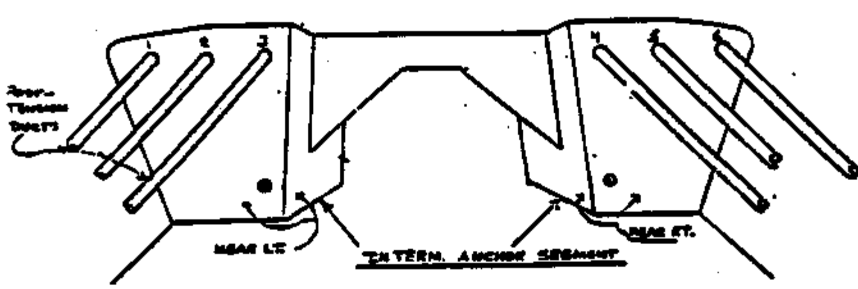


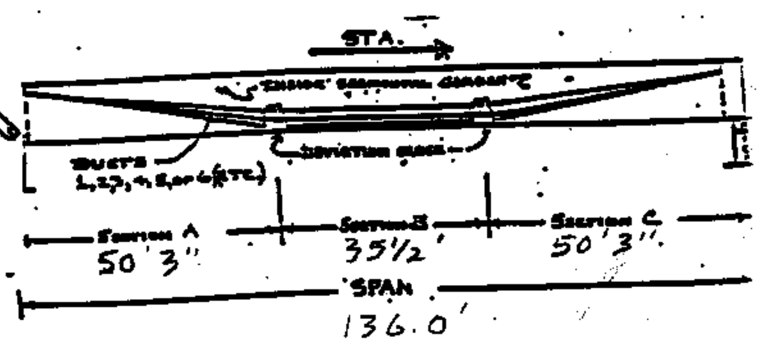


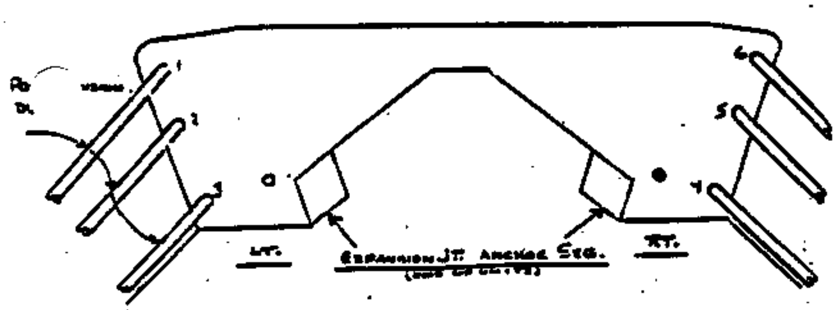


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 97 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL Hollow Anchor	4 W Hollow Anchor
2 41' Hollow Anchor	5 C Hollow Anchor
3 NV	6 5'
SEG B LEFT	**RIGHT**
1 30'	4 6'
2 20'	5 4'
3 21'	6 12'
SEG C LEFT	**RIGHT**
1 32'	4 32' Void In Bottom
2 4'	5 C
3 NV	6 C



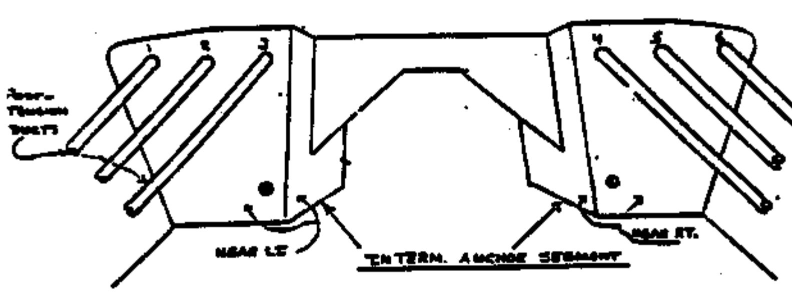


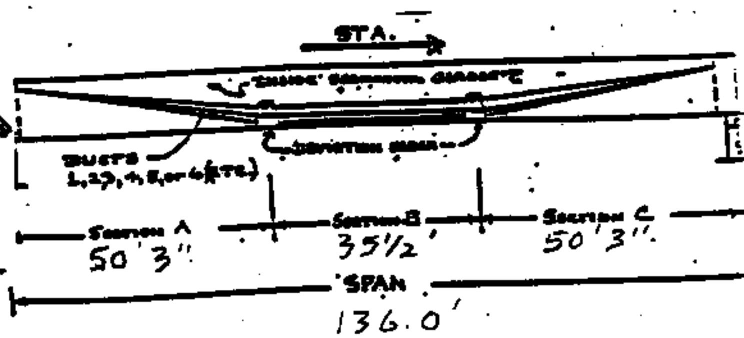


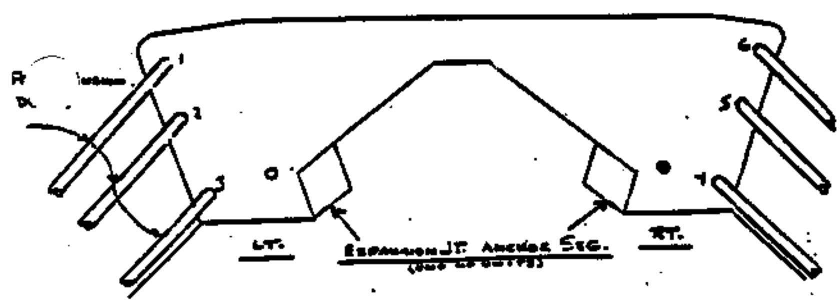
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

Measurements are infeet

SPAN 98 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL Slightly Hollow Anchor	4 33' Slightly Hollow Anchor
2 W Slightly Hollow Anchor	5 45' Slightly Hollow Anchor
3 C Slightly Hollow Anchor	6 FL Slightly Hollow Anchor
SEG B LEFT	**RIGHT**
1 28'	4 27'
2 C	5 FL
3 FL	6 26'
SEG C LEFT	**RIGHT**
1 40' Hollow Anchor	4 20'
2 C	5 FL Hollow Anchor
3 C	6 FL Hollow Anchor

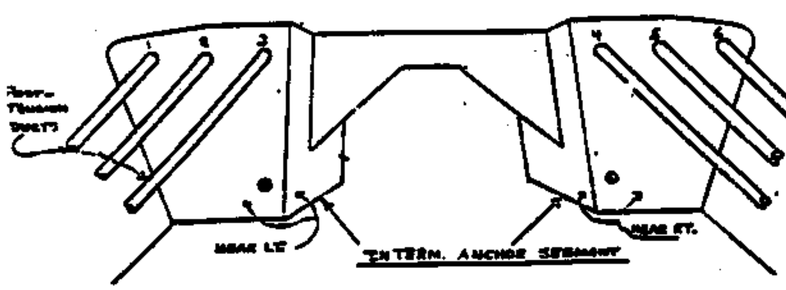


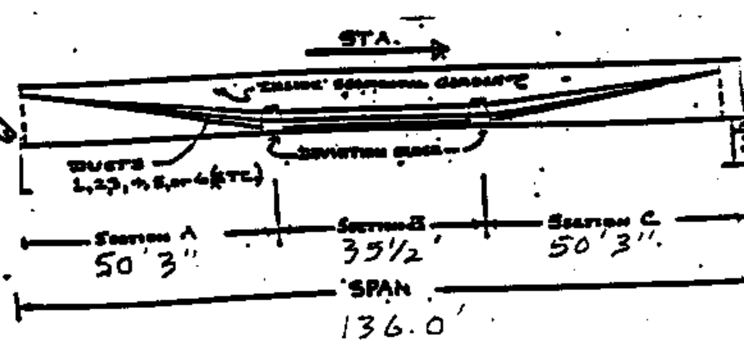


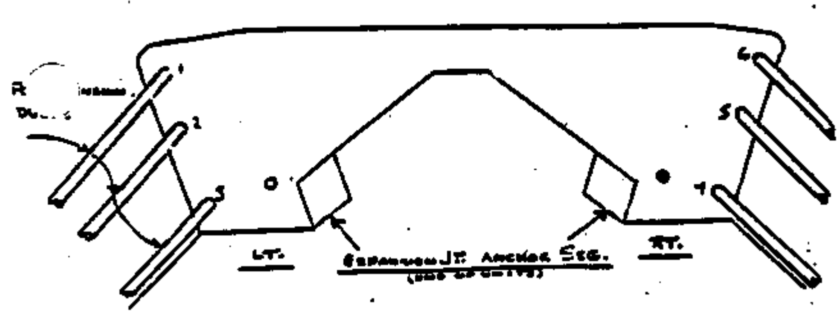


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 99 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL	4 NV
2 15'	5 36'
3 W	6 26'
SEG B LEFT	**RIGHT**
1 24'	4 NV
2 4'	5 12'
3 W	6 15'
SEG C LEFT	**RIGHT**
1 25'	4 C
2 24' VOID IN Bottom	5 FL
3 W	6 FL

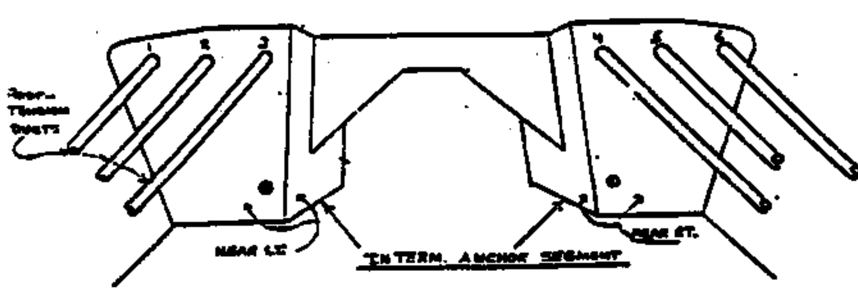


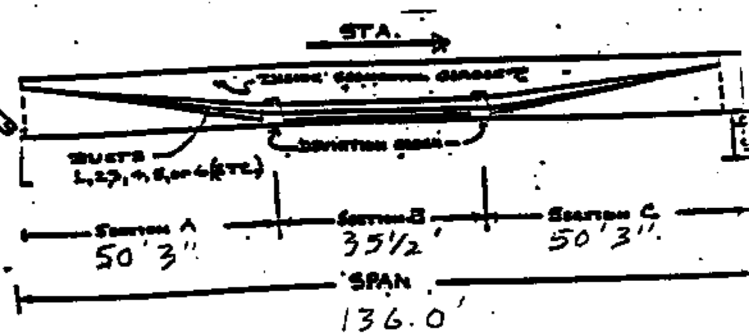


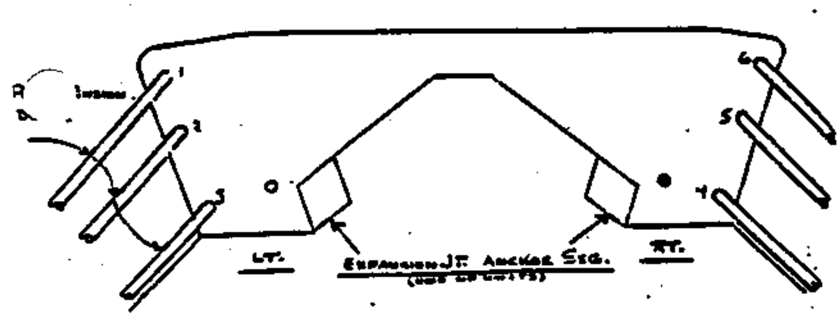


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 100 10-4	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 15'	4 W
2 C	5 W
3 W	6 C
SEG B LEFT	**RIGHT**
1 NV	4 2'
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 12' Hollow Anchor	4 W
2 W Hollow Anchor	5 W
3 C Hollow Anchor	6 W

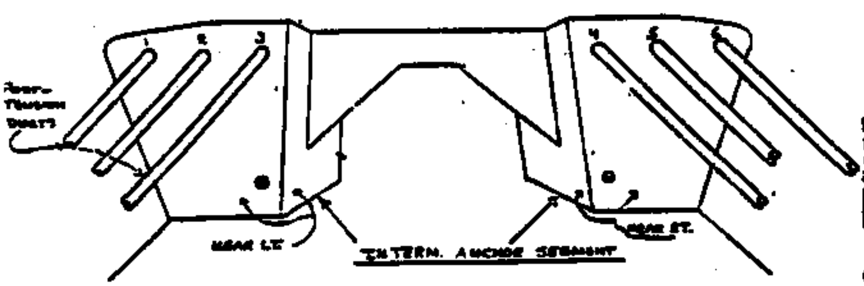


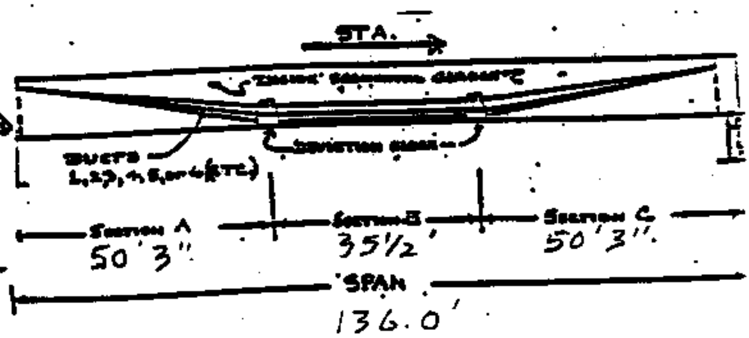


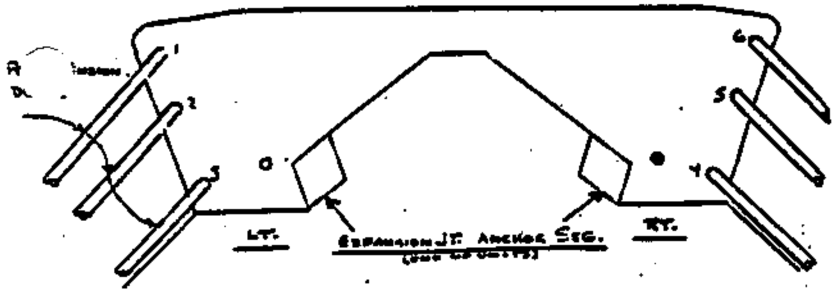


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 101 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 3' 18' VOID @ ANCHOR	4 14'
2 15' 3' 5' VOID @ ANCHOR	5 26' 2' VOID @ FAR DEV BLOCK
3 22'	6 C
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 4' 3'	5 FL VOID @ DEV BLOCK
3 1FL	6 NV
SEG C LEFT	**RIGHT**
1 2'	4 NV
2 2' 4' VOID @ ANCHOR	5 5' 2' 1' VOID @ BOTH ENDS
3 6' 5' 1'	6 C

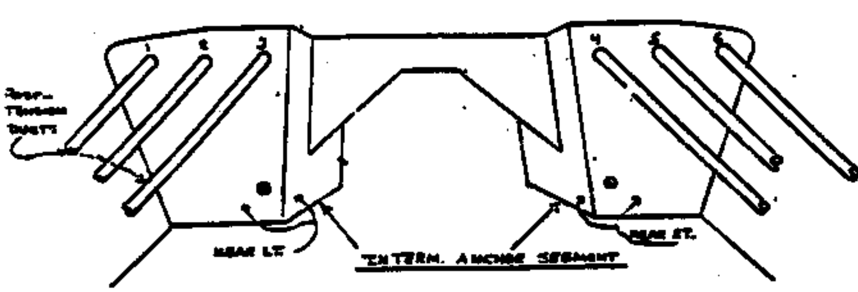


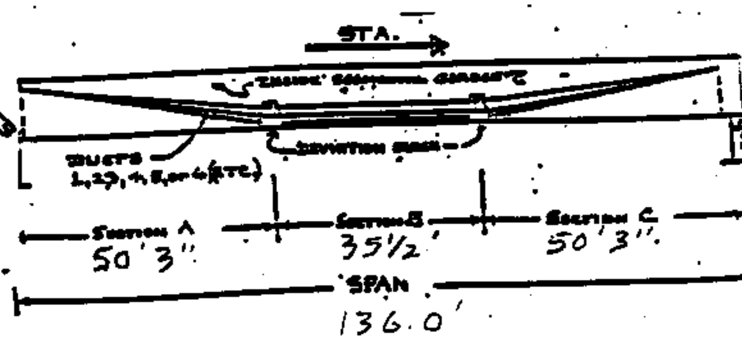


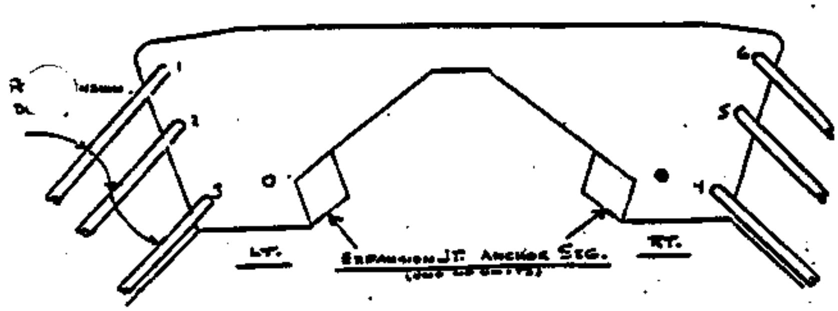


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 102 10-5-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 2'
2 3' 36 VOID @ ANCHOR	5 FL
3 FL	6 FL
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 12' 2' VOID BOTH DEV BLOCK
3 FL	6 3' 13' BOTH DEV BLOCKS
SEG C LEFT	RIGHT
1 3' VOID @ ANCHOR	4 NV
2 FL	5 3' 33' VOID @ ANCHOR
3 FL	6 15'

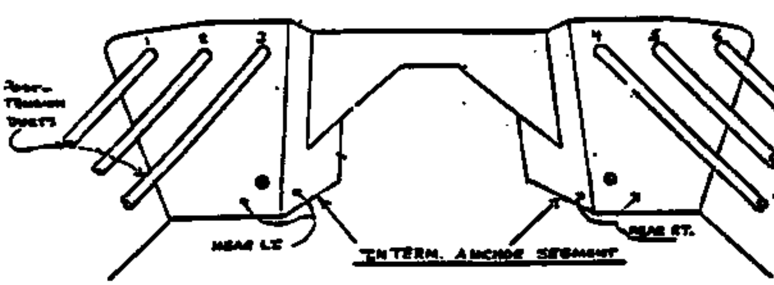


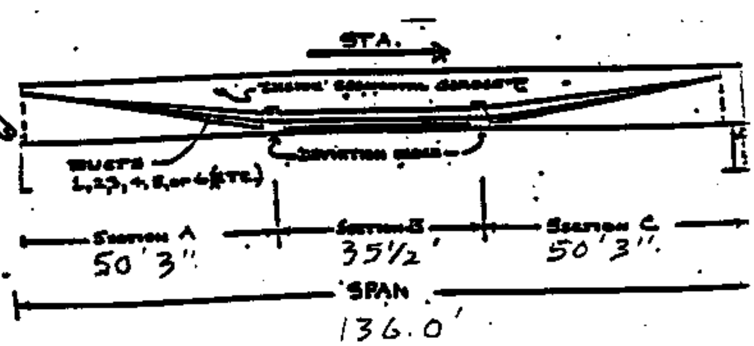


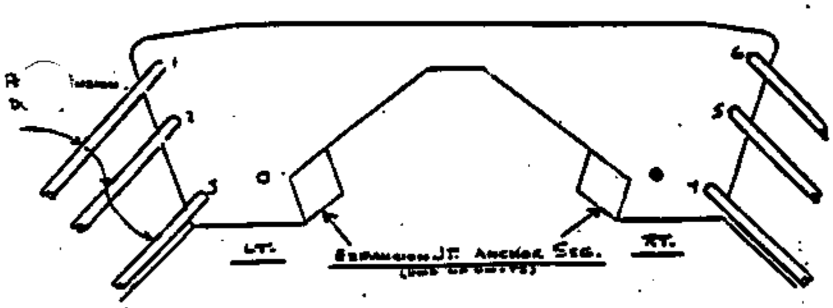


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 103	10-5-00 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 C	4 6'6'
2 W	5 15'
3 NV	6 FL
SEG B LEFT	**RIGHT**
1 3'	4 NV
2 NV	5 NV
3 NV	6 FL
SEG C LEFT	**RIGHT**
1 3' 1' VOID @ ANCHOR	4 1'
2 C	5
3 NV	6 27'



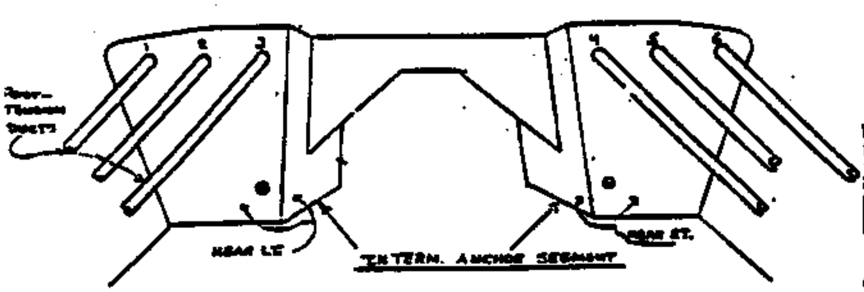


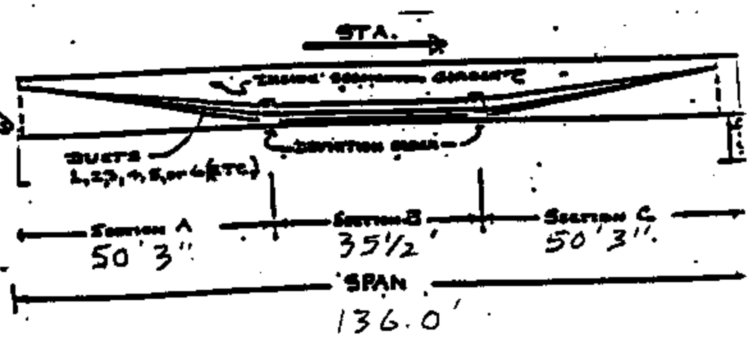


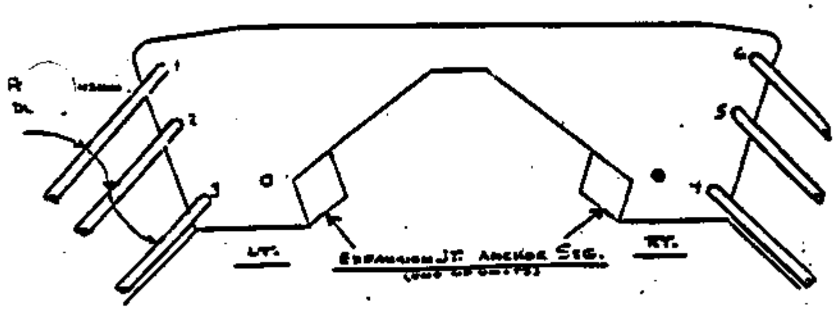
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

Measurements are in feet

SPAN 104 10-5-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 6'	4 1'
2 W	5 C
3 1'2' VOID @ ANCHOR	6 C
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 C
3 NV	6 NV
SEG C LEFT	RIGHT
1 NV	4 C
2 W	5 C
3 1' VOID @ DEV BLOCK	6 NV



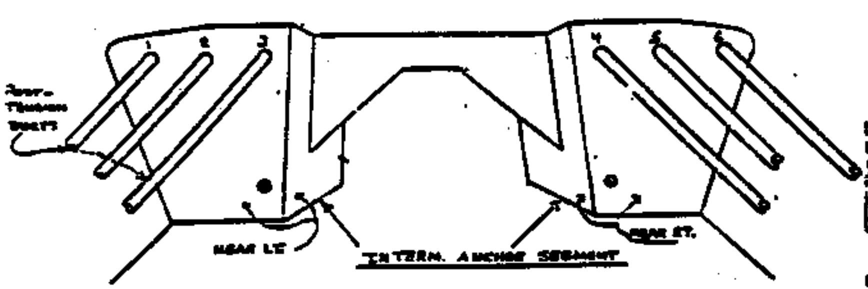


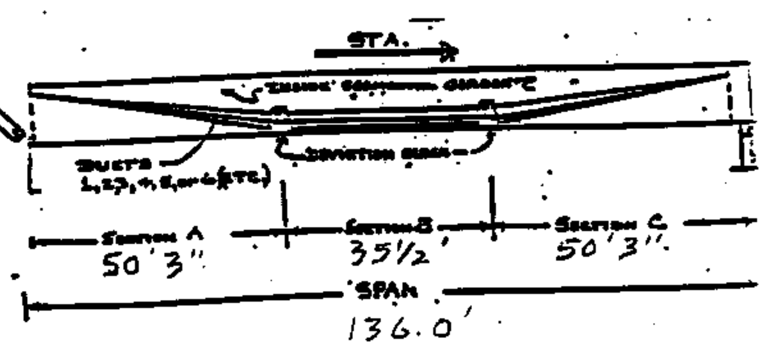


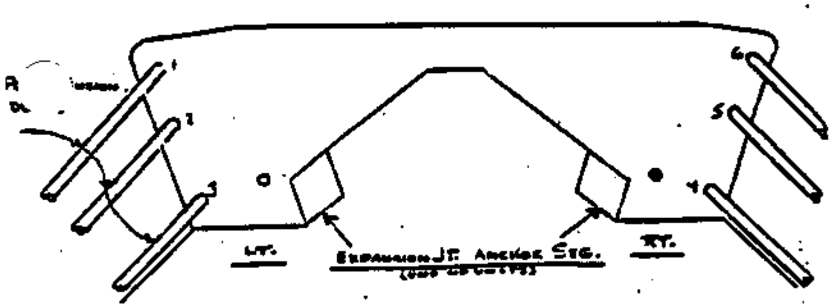
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

Measurements are in feet

SPAN 105 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 8' 9' VOID @ ANCHOR	4 NV
2 27' 3' VOID @ ANCHOR	5 3' VOID @ ANCHOR
3 3' 6' 11' VOID @ ANCHOR	6 NV
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 26' VOID @ FAR DEVBLOCK	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 2'	4 NV
2 3' 39'	5 NV
3 9'	6 NV



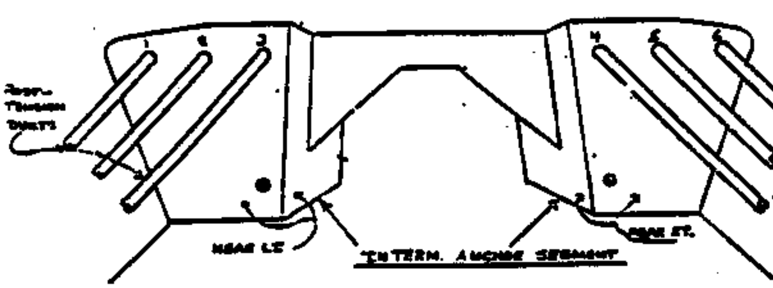


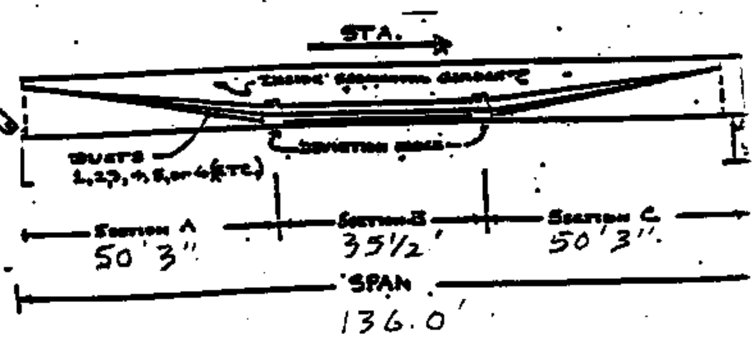


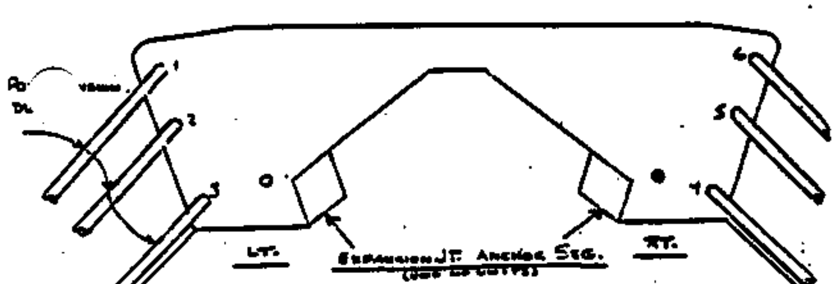
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 106	10-4 **TENDON SOUNDINGS**
SEG A LEFT	**RIGHT**
1 5'	4 5''
2 5'	5 W
3 C	6 C
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 W
3 W	6 C
SEG C LEFT	**RIGHT**
1 N.V	4 NV
2 FL	5 W
3 C	6 C

106-110

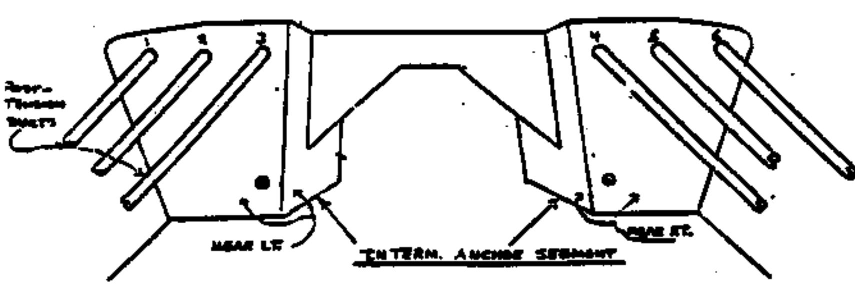


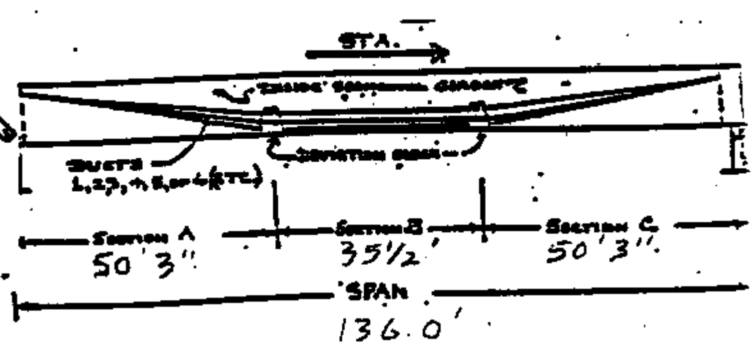


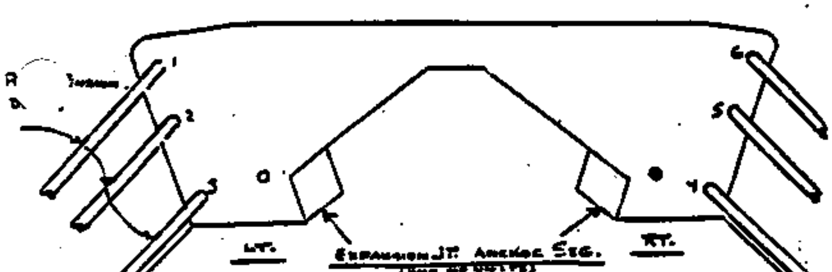


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 107 10-4	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 33'	4 15'
2 C	5 15'
3 C	6 C
SEG B LEFT	RIGHT
1 NV	4 2'
2 C	5 NV
3 1'	6 NV
SEG C LEFT	RIGHT
1 14'	4 7'
2 W	5 5'
3 W	6 C



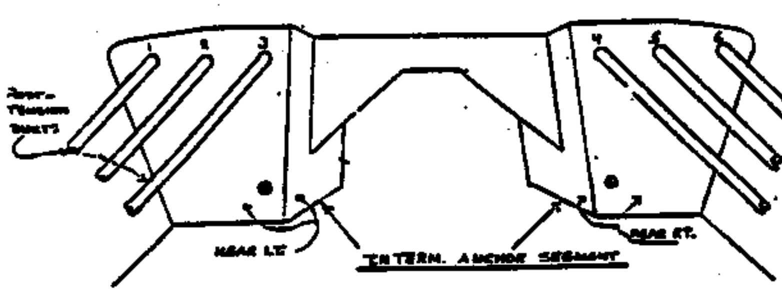


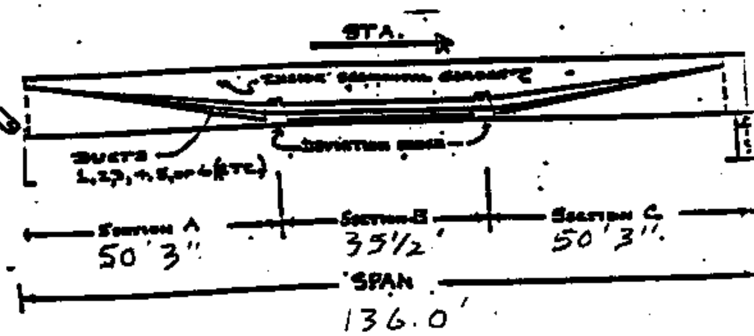


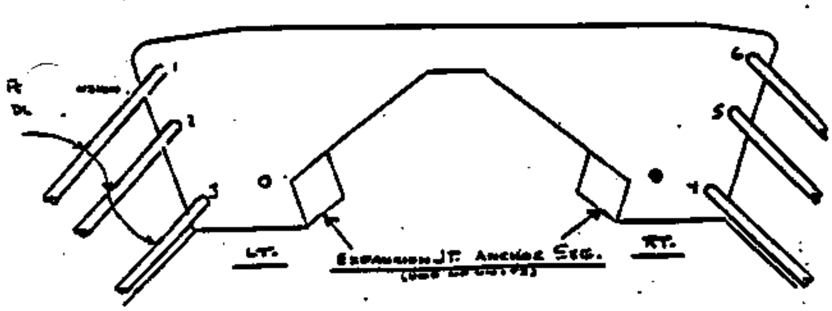
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 108 10-4 TENDON SOUNDINGS

SEG A LEFT	RIGHT
1 15'	4 FL
2 FL	5 43'
3 15'	6 2'
SEG B LEFT	**RIGHT**
1 C	4 FL
2 FL	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 W	4 FL Hollow Anchor
2 FL	5 FL Hollow Anchor
3 NV	6 5'

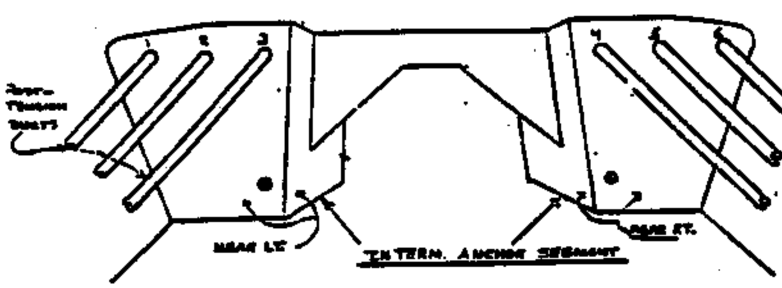


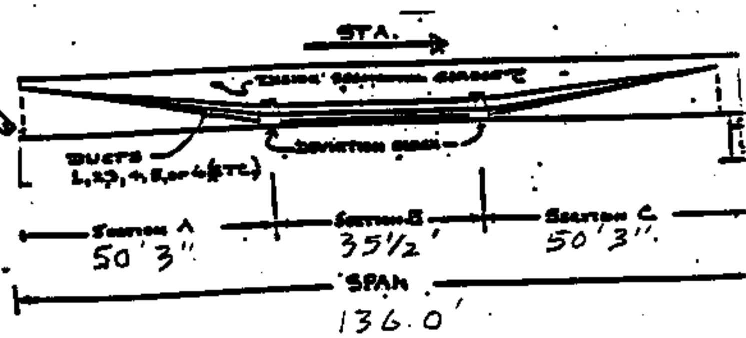


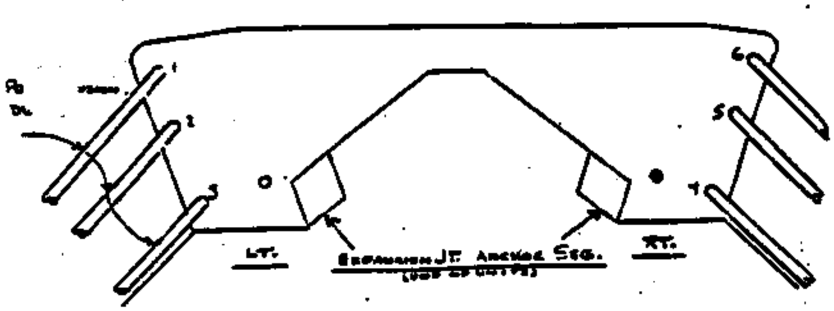


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 109	10-4 **TENDON SOUNDINGS**
SEG A LEFT	**RIGHT**
1 12' Hollow Anchor	4 1'
2 12' Hollow Anchor	5 NV
3 FL Hollow Anchor	6 2'
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 2'	5 4'
3 20'	6 8'
SEG C LEFT	**RIGHT**
1 NV	4 7'
2 3'	5 NV
3 FL	6 NV

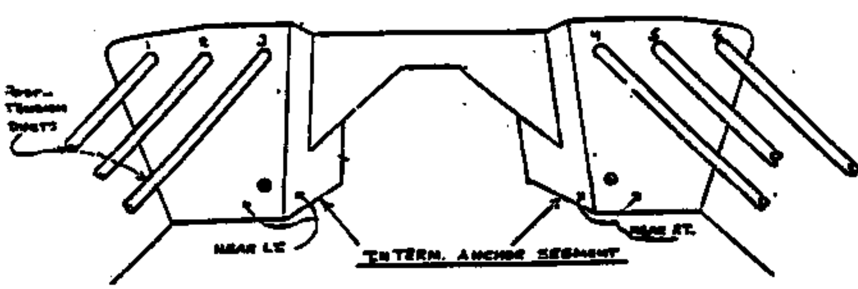


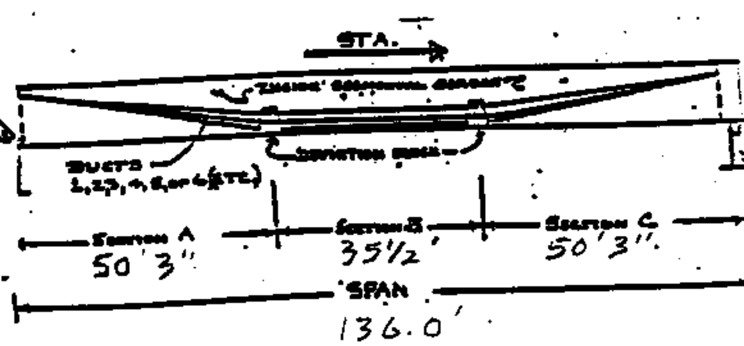


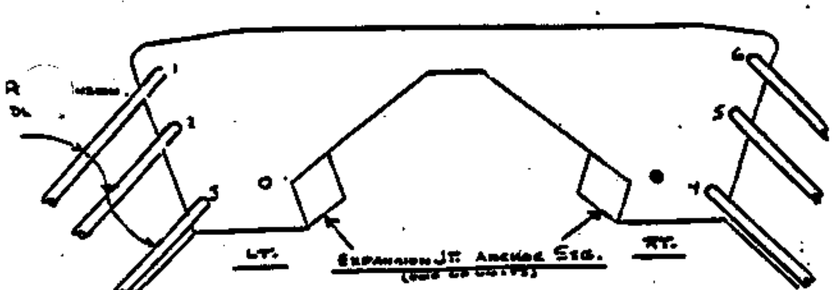


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 110	10-4 TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 W	4 C
2 W	5 C
3 W	6 C
SEG B LEFT	**RIGHT**
1 NV	4 4'
2 1'	5 5'
3 NV	6 10'
SEG C LEFT	**RIGHT**
1 C	4 40'
2 W	5 W
3 W	6 NV

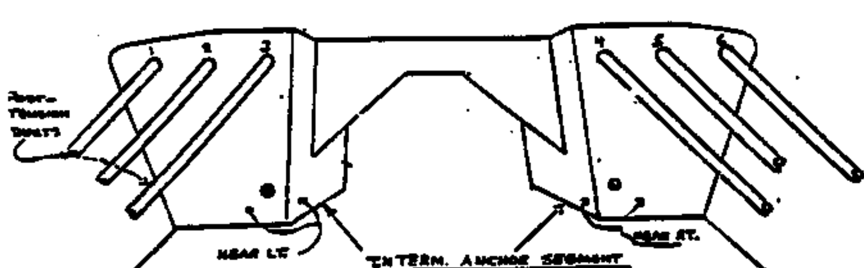


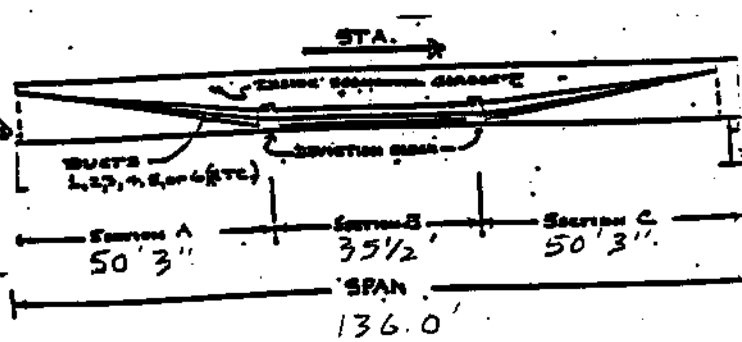


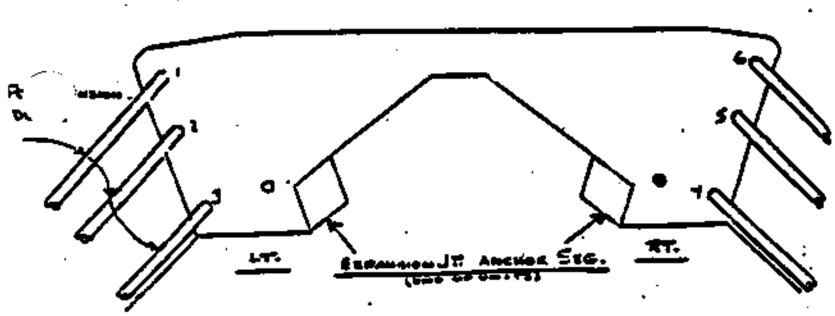


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 111 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 NV	6 C
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 18' BAD VOID	4 C
2 C	5 C
3 2' 3' VOID @ ANCHOR	6 C

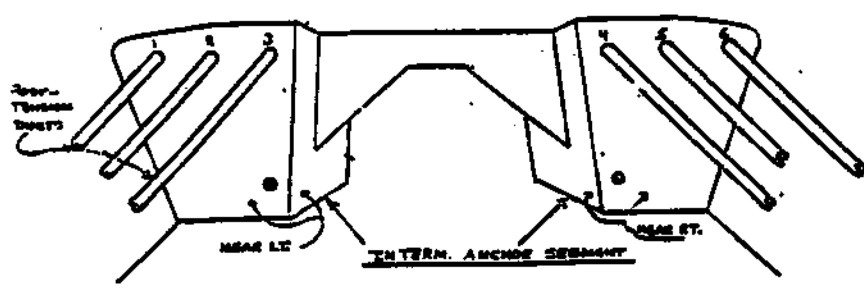


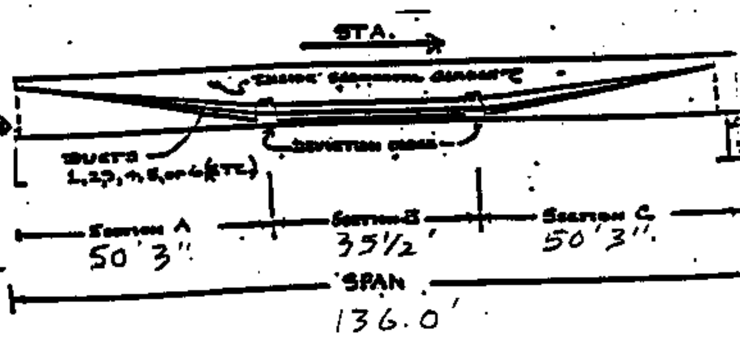


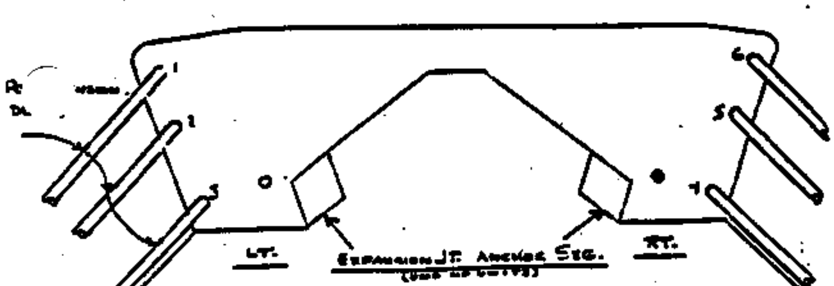


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 112 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL	4 C
2 12'	5 NV
3 NV	6 21 VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 NV	6 1' 1'
SEG C LEFT	**RIGHT**
1 FL	4 C
2 C	5 NV
3 NV	6 NV

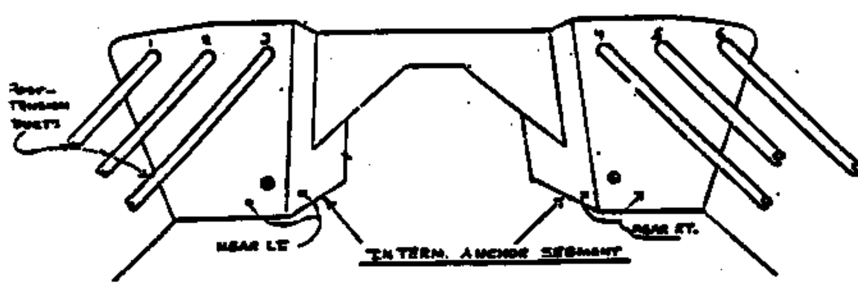


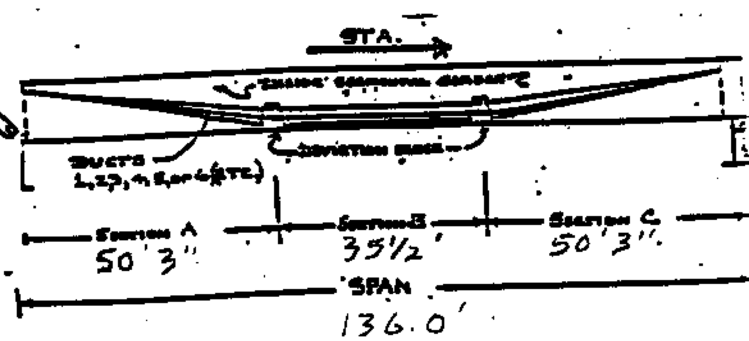


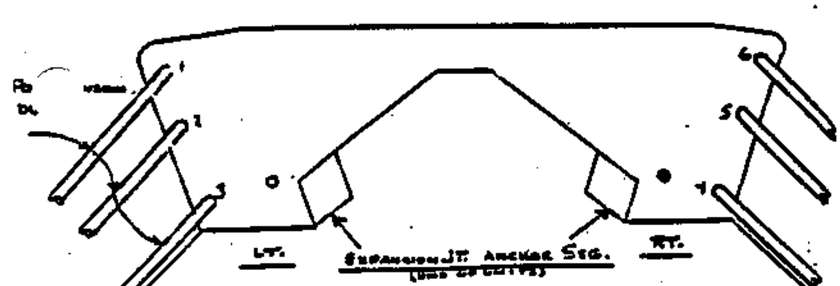


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 113 10-5-00 TENDON SOUNDINGS	
SEG A LEFT	**RIGHT**
1 W	4 26'
2 9' 6'	5 NV
3 4. VOID @ ANCHOR	6 NV
SEG B LEFT	**RIGHT**
1 C	4 2' VOID @ FAR DEV BLOCK
2 NV	5 NV
3 NV	6 C
SEG C LEFT	**RIGHT**
1 C	4 NV
2 32' VOID @ ANCHOR	5 2' VOID @ ANCHOR
3 5'	6 C



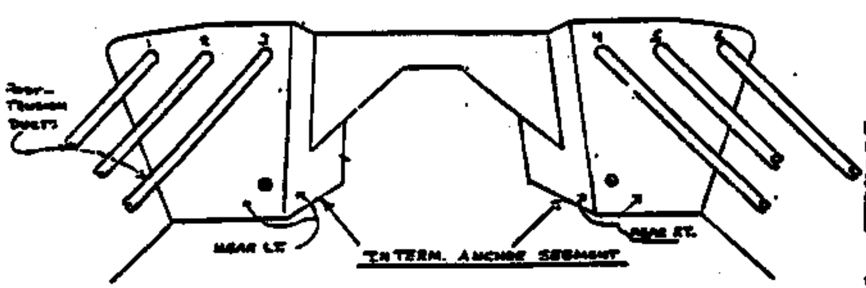


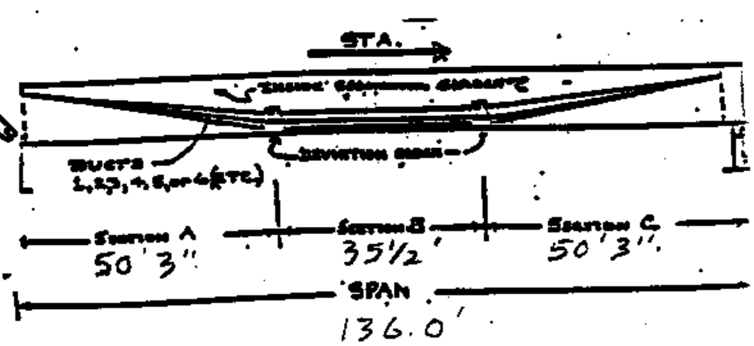


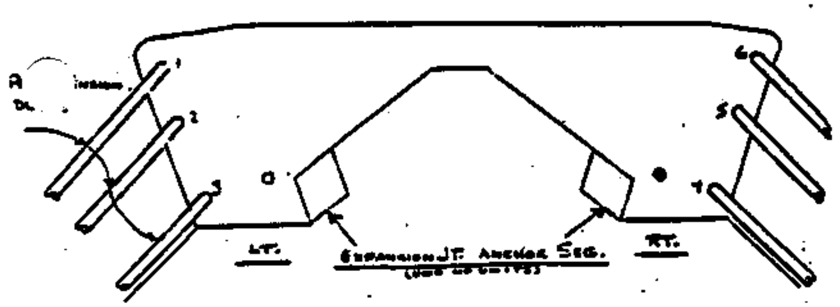
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 114 10-5-00 TENDON SOUNDINGS	
SEG A LEFT	**RIGHT**
1 12' VOID @ ANCHOR	4 NV
2 2'	5 3' 12'
3 C	6 7'3'4'
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 W	6 C
SEG C LEFT	**RIGHT**
1 2'21' VOIDS @ BOTH ENDS	4 W
2 4' VOID @ ANCHOR	5 NV
3 C	6 C

141
114
26



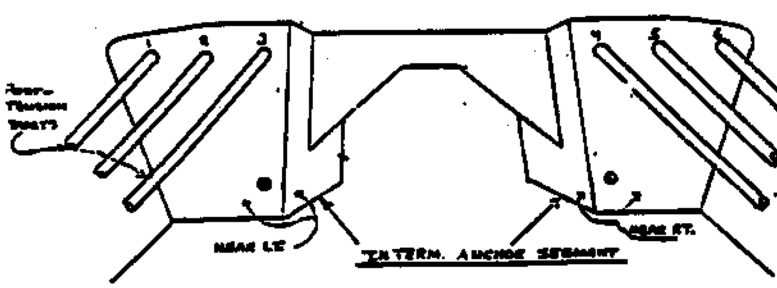


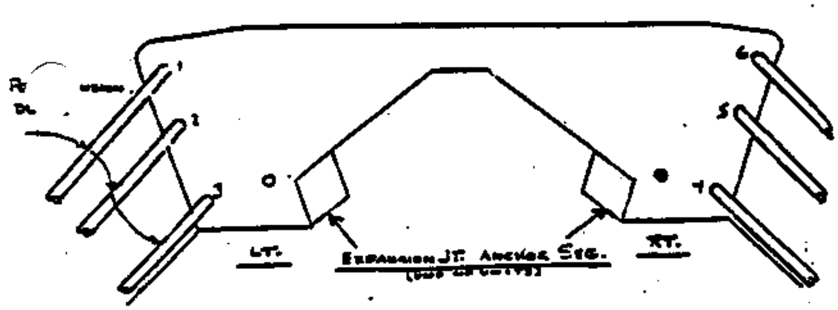


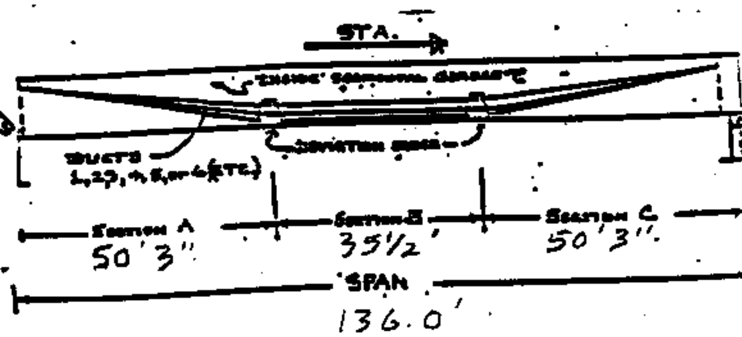
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 115 10-5-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 C	4 NV
2 W	5 C
3 C	6 4' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 C	4 NV
2 C	5 2' 3' 3' 3' VOID @ BOTH DEV BLOCKS
3 C	6 NV
SEG C LEFT	**RIGHT**
1 C	4 NV
2 C	5 C
3 C	6 NV

26 86 29



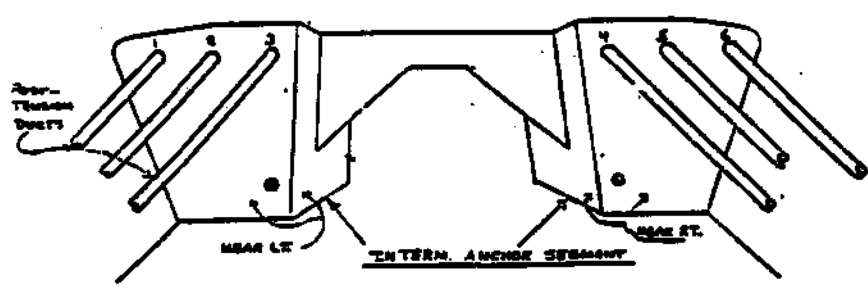


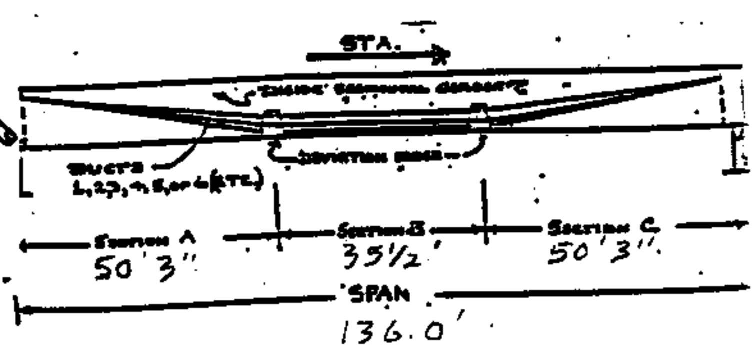


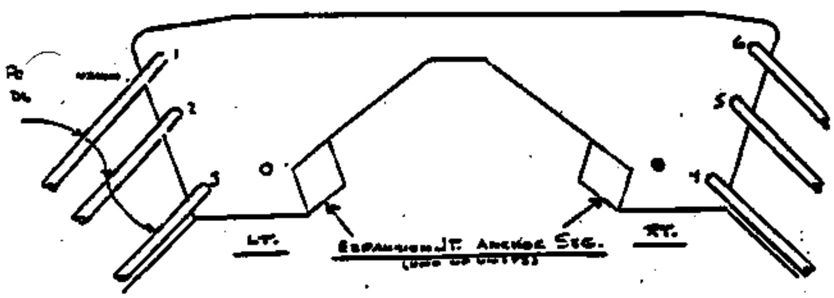
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 116 10 - 6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL Slightly Hollow Anchor	4 FL
2 FL Slightly Hollow Anchor	5 NV
3 FL Slightly Hollow Anchor	6 20' Slightly Hollow Anchor
SEG B LEFT	**RIGHT**
1 FL	4 FL
2 FL	5 NV
3 FL	6 NV
SEG C LEFT	**RIGHT**
1 FL	4 FL
2 FL	5 12'
3 FL	6 NV

Total 576'



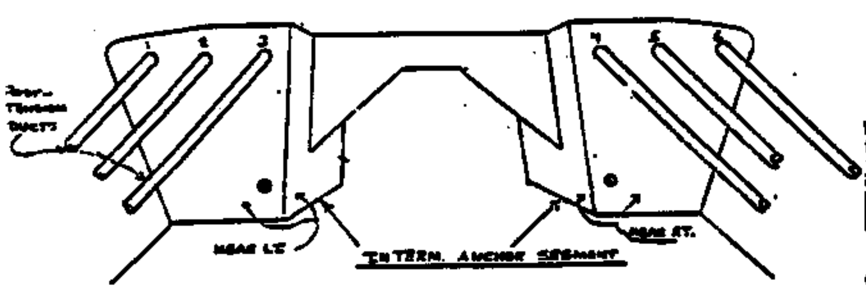


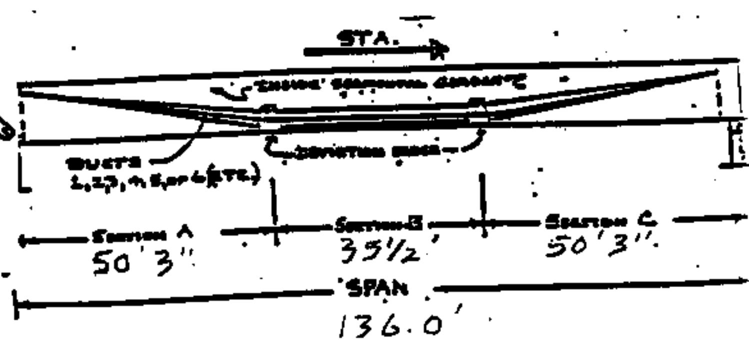


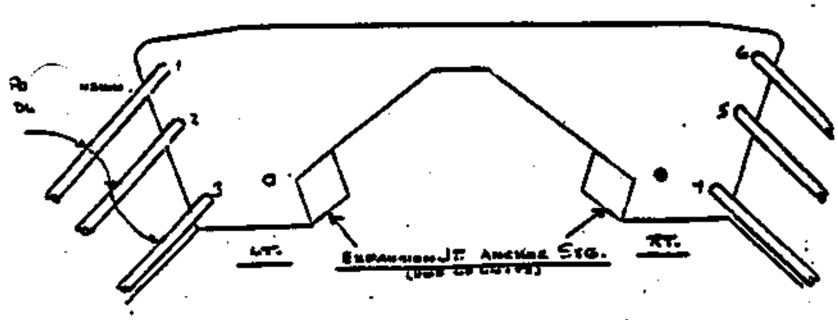
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 117 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL Slightly Hollow Anchor	4 FL Slightly Hollow Anchor
2 W	5 25'
3 1'	6 C
SEG B LEFT	**RIGHT**
1 24'	4 FL
2 NV	5 4'
3 NV	6 1'
SEG C LEFT	**RIGHT**
1 FL	4 FL
2 NV	5 NV
3 C	6 FL

Total 341'

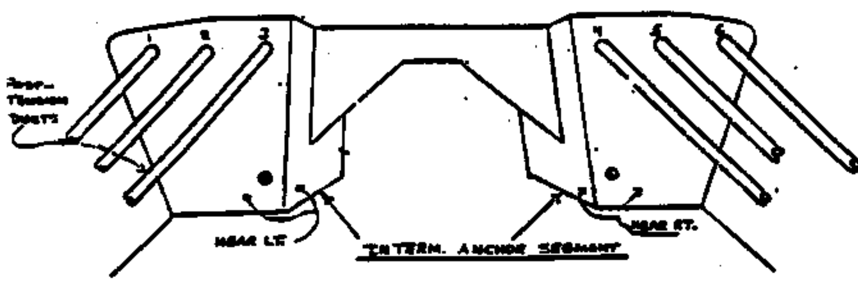




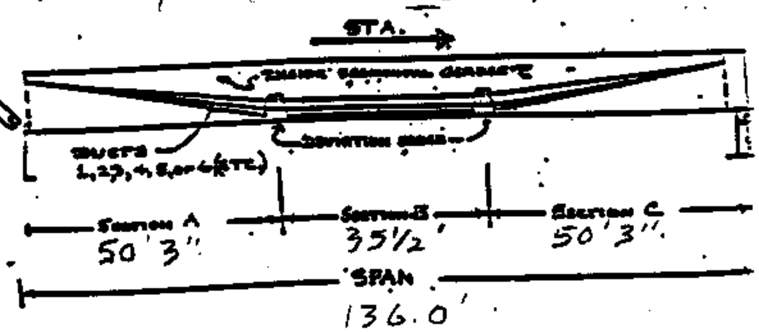


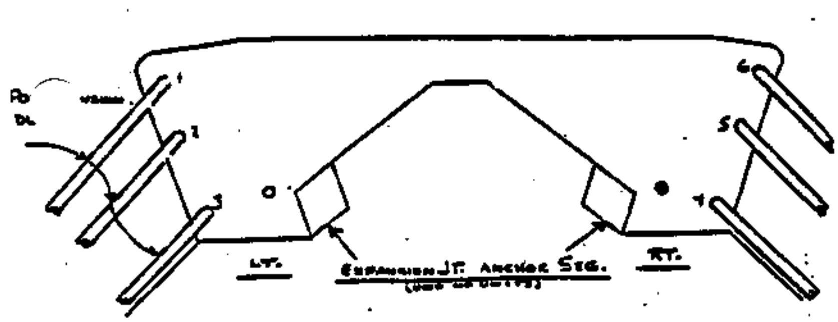
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 118 10-6-00	TENDON SOUNDINGS	
SEG A LEFT	RIGHT	
1 C	4 FL 50'	
2 FL 50'	5 FL 50'	193
3 39'	6 4'	
SEG B LEFT	RIGHT	
1 FL 35'	4 FL 35	
2 FL 35'	5 FL 35	175
3 FL 35'	6 NV	
SEG C LEFT	RIGHT	
1 FL 50'	4 FL 50'	
2 FL 50'	5 FL 50'	236
3 9' 25' VOID @ ANCHOR	6 2'	



TOTAL 604





FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

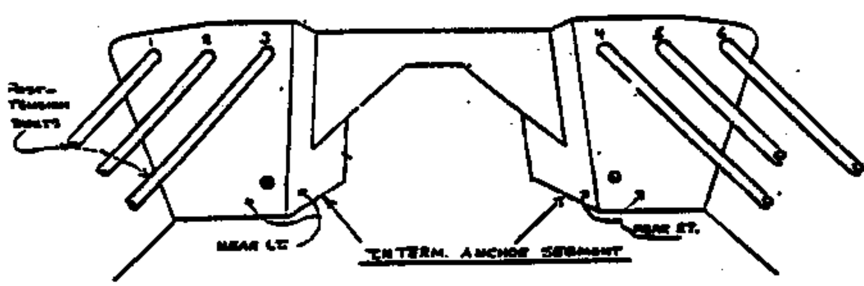
SPAN 119	10-6-00	TENDON SOUNDINGS	
SEG A LEFT		RIGHT	
1	4'	4	9'1'
2	C	5	7'
3	C	6	8'6'
SEG B LEFT		RIGHT	
1	C	4	NV
2	NV	5	NV
3	NV	6	NV
SEG C LEFT		RIGHT	
1	FL 50'	4	NV
2	NV	5	NV
3	NV	6	6'4'

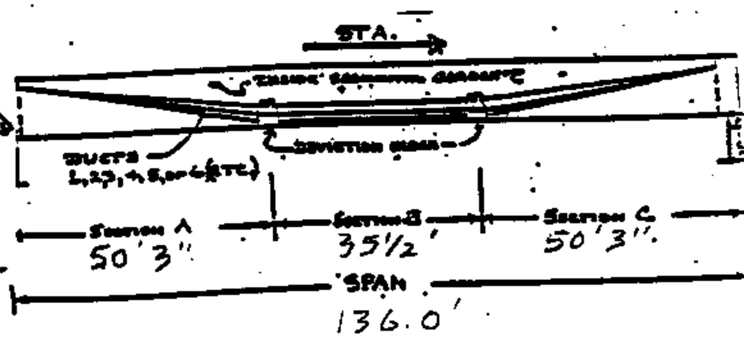
35

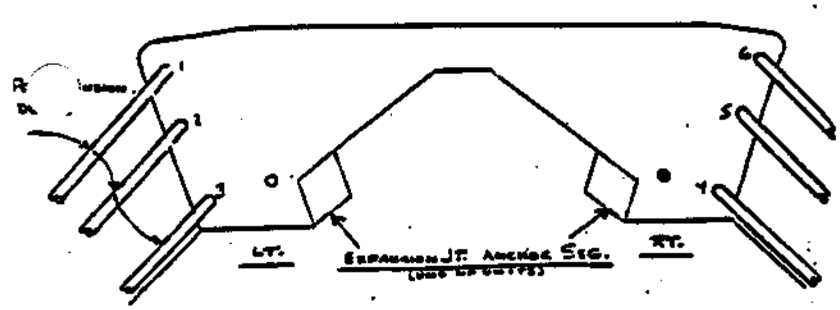
0

60

TOTAL 95





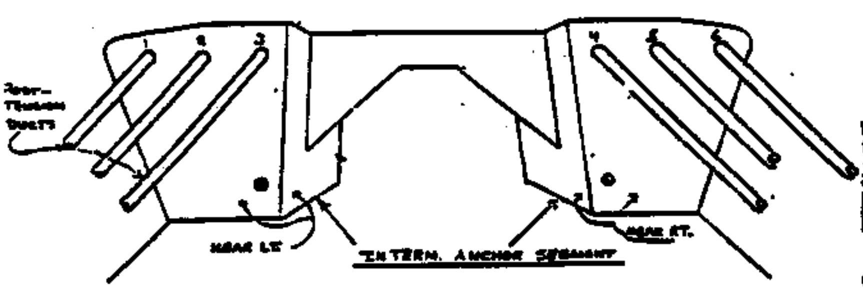


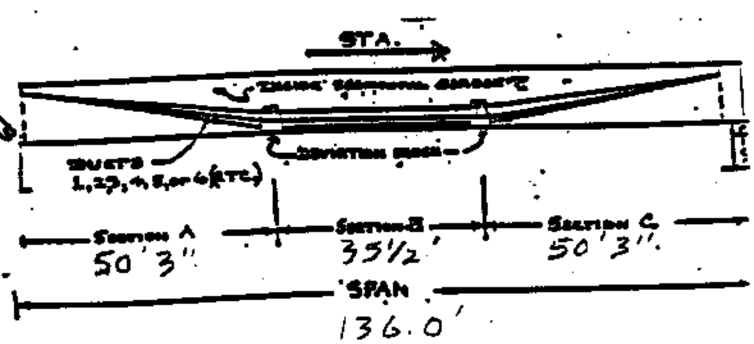
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids

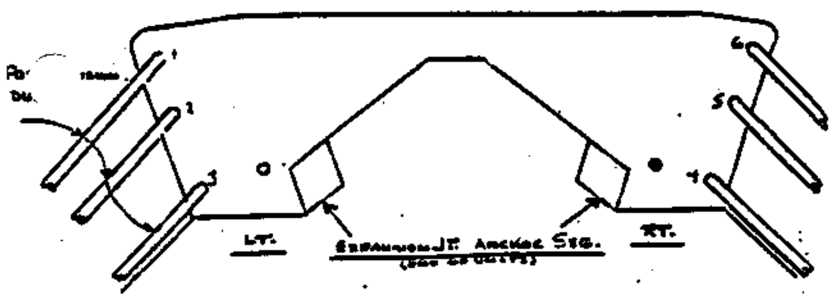
Measurements are in feet

SPAN 120 10-6-00	TENDON SOUNDINGS	
SEG A LEFT	RIGHT	
1 5' VOID @ ANCHOR	4 NV	
2 NV	5 NU	
3 NV	6 FL 50'	55
SEG B LEFT	RIGHT	
1 NV	4 NV	
2 NV	5 NV	
3 NV	6 FL 35	35
SEG C LEFT	RIGHT	
1 2' 1'	4 NV	
2 NU	5 NU	53
3 NV	6 FL 50'	

TOTAL 143





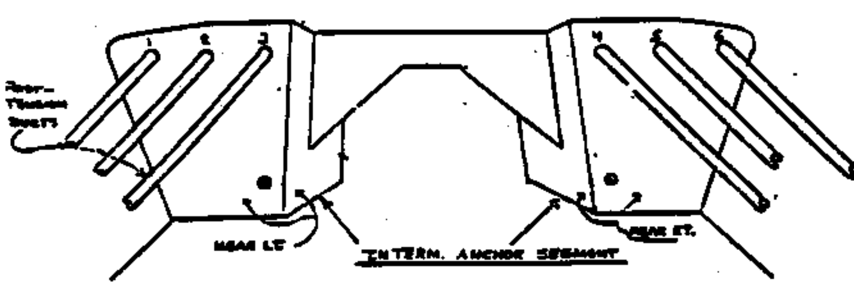


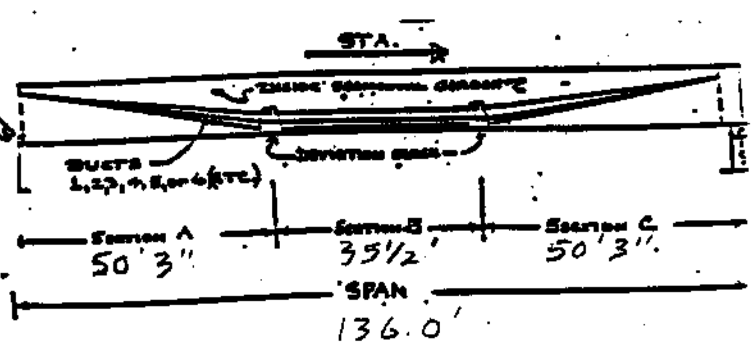
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

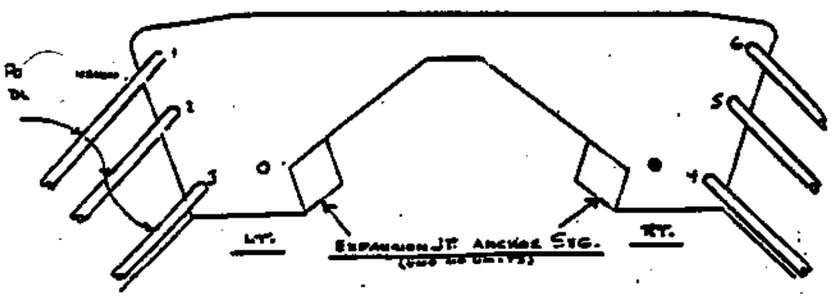
SPAN 121 10-6-00 TENDON SOUNDINGS

SEG A LEFT	**RIGHT**
1 FL 50"	4 NV
2 FL 50'	5 NV
3 2' 1" VOID @ DEV BLOCK	6 9' VOID @ ANCHOR
SEG B LEFT	**RIGHT**
1 FL	4 NV
2 FL	5 NV
3 FL	6 NV
SEG C LEFT	**RIGHT**
1 FL 50'	4 NV
2 FL 50	5 C
3 6' 1' 10' VOID @ DEV BLOCK	6 NV

TOTAL 229



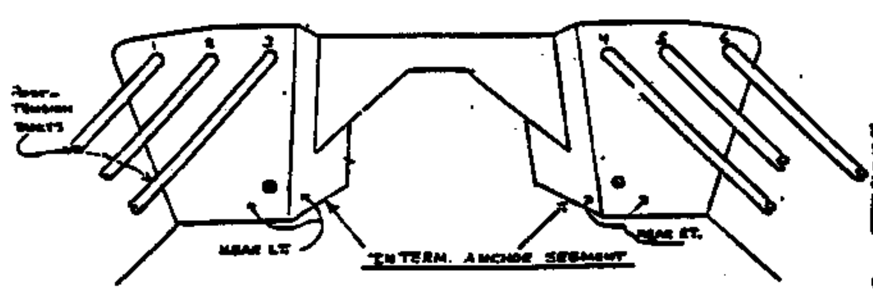


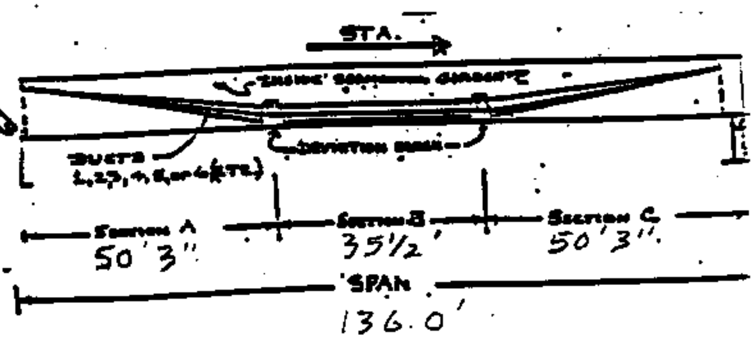


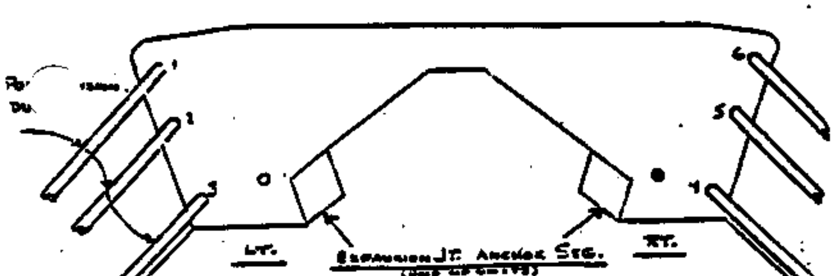
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 122 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 NV
2 FL Hollow Anchor	5 NV
3 FL [illegible] Mortar	6 NV
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 FL	5 NV
3 FL	6 NV
SEG C LEFT	**RIGHT**
1 6'	4 NV
2 FL	5 NV
3 FL	6 NV

T = 278'



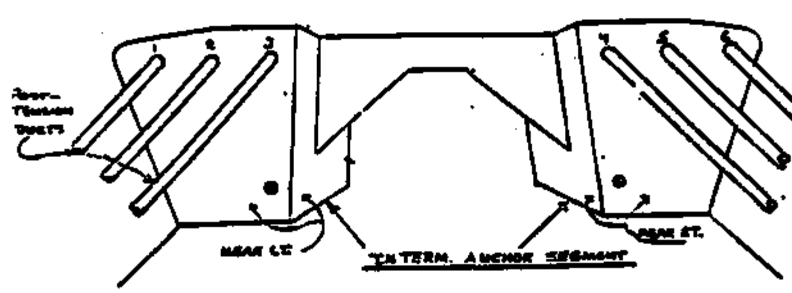


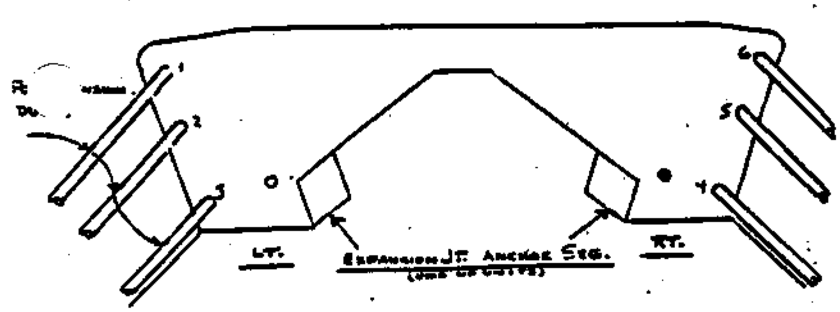


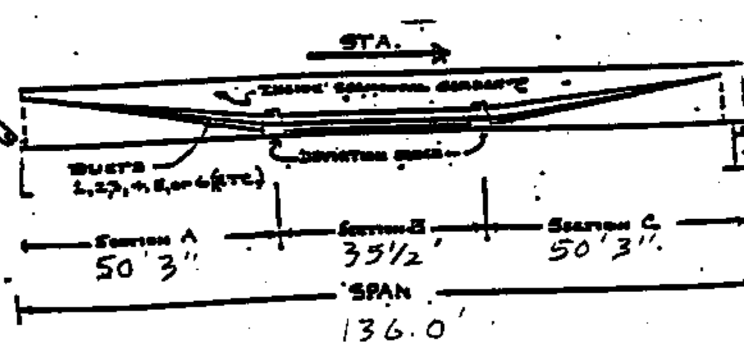
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 123 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 6'
2 1'	5 FL
3 C	6 FL
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 FL
3 NV	6 FL
SEG C LEFT	**RIGHT**
1 2'	4 NV
2 C	5 FL Slightly Hollow Anchor
3 NV	6 FL Slightly Hollow Anchor

Total 281'



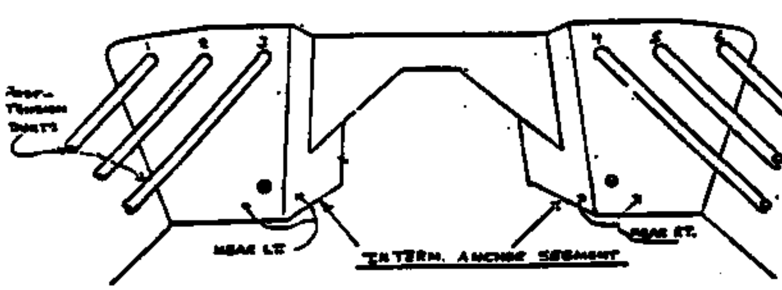


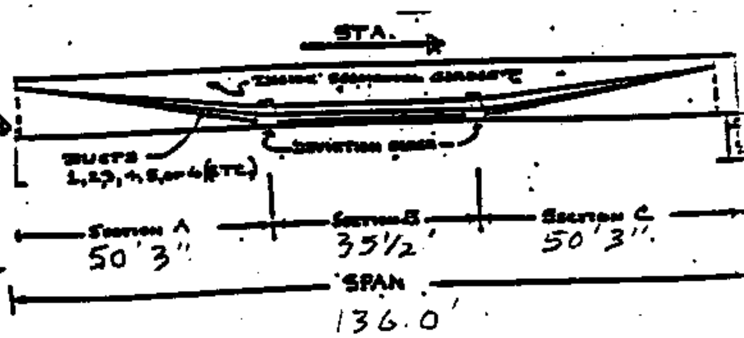


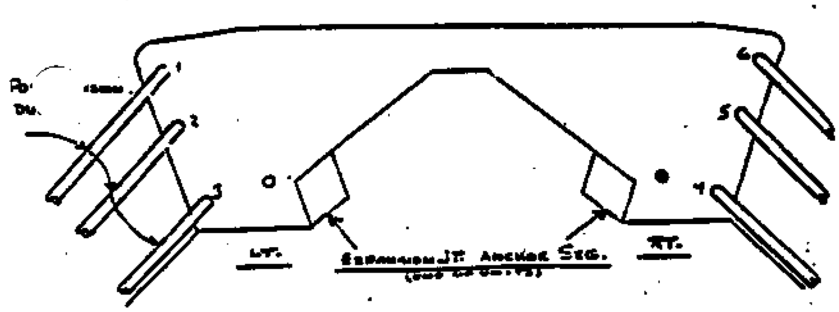
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 124	10-6	TENDON SOUNDINGS
SEG A	**LEFT**	**RIGHT**
1	C	4 12'
2	2'	5 W
3	C	6 W
SEG B	**LEFT**	**RIGHT**
1	2'	4 NV
2	NV	5 NV
3	NV	6 C
SEG C	**LEFT**	**RIGHT**
1	W	4 12'
2	NV	5 NV
3	1'	6 C

Total 29'



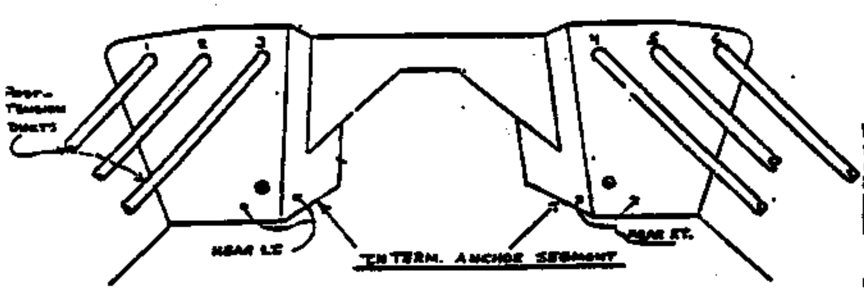


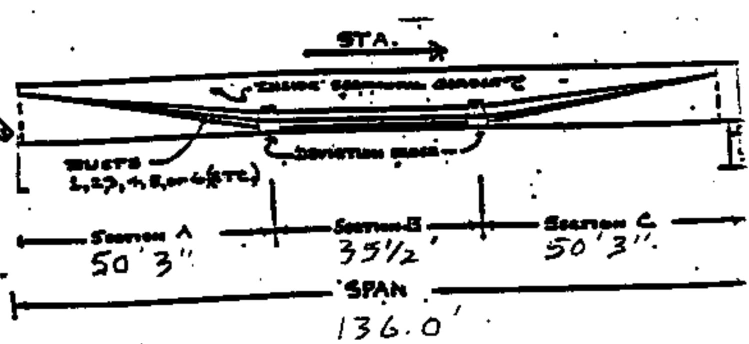


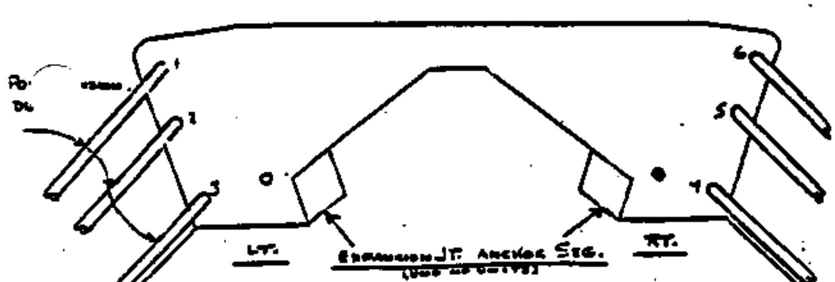
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 125 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 FL	4 8'
2 41'	5 NV
3 NV	6 W
SEG B LEFT	**RIGHT**
1 FL	4 NV
2 17'	5 NV
3 NV	6 C
SEG C LEFT	**RIGHT**
1 34'	4 W
2 20'	5 1'
3 2'	6 W

Total 209'



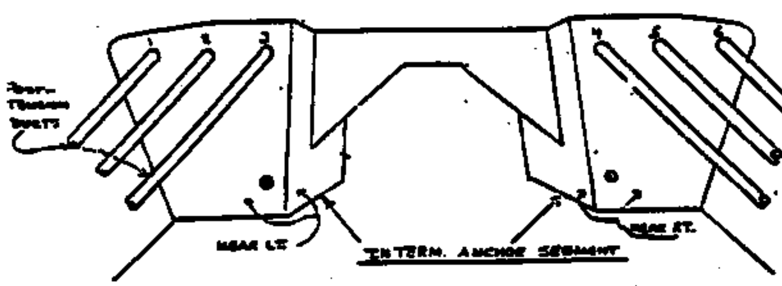


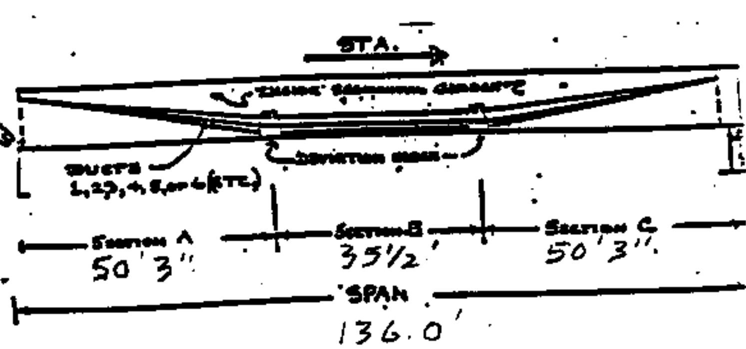


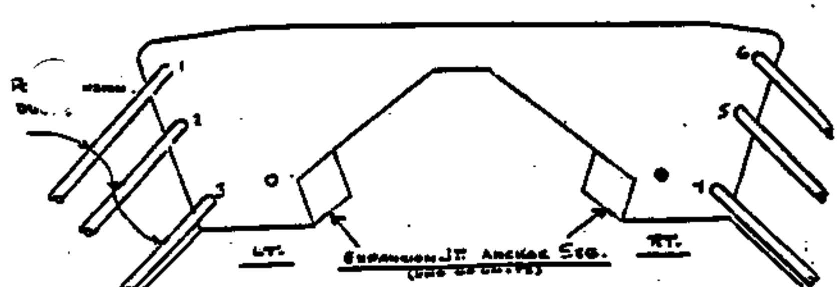
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 126 10-6-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 C	4 C
2 W	5 NV
3 W	6 C
SEG B LEFT	RIGHT
1 C	4 NV
2 C	5 NV
3 NV	6 NV
SEG C LEFT	RIGHT
1 1'	4 NV
2 W	5 2' 6'
3 C	6 C

TOTAL 9'



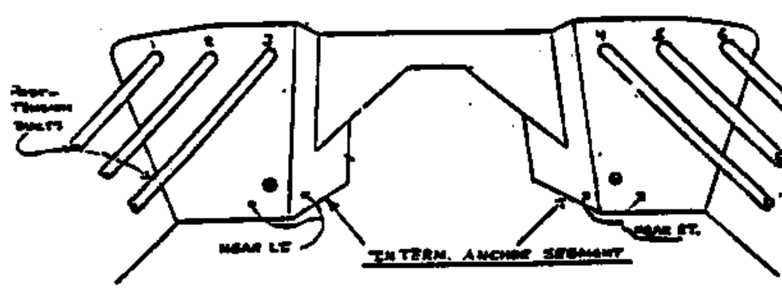


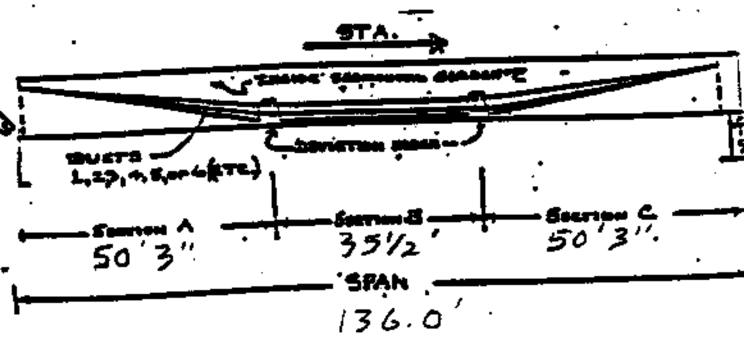


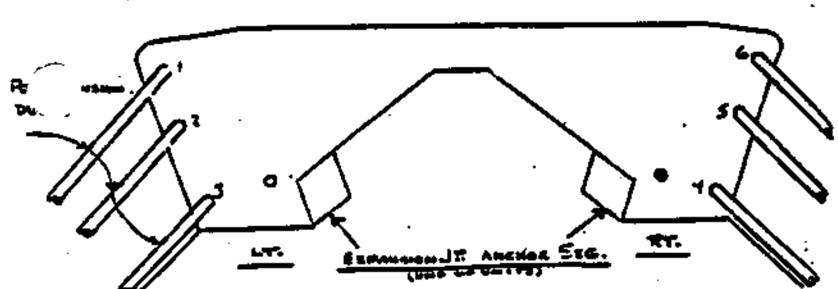
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 127 10-6-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 C	4 C
2 C	5 C
3 C	6 C
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 NV
3 NV	6 NV
SEG C LEFT	RIGHT
1 NV	4 C
2 NV	5 W
3 C	6 C

0 TOTAL



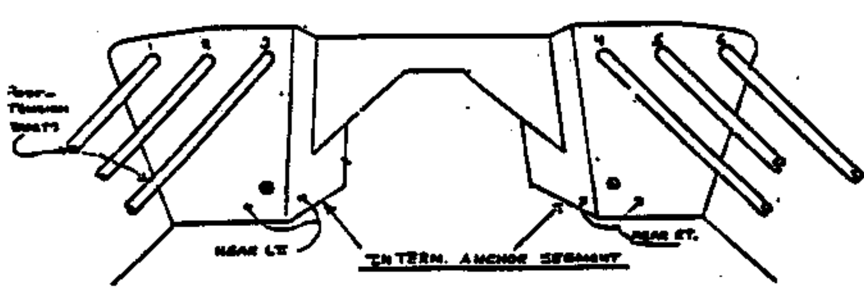


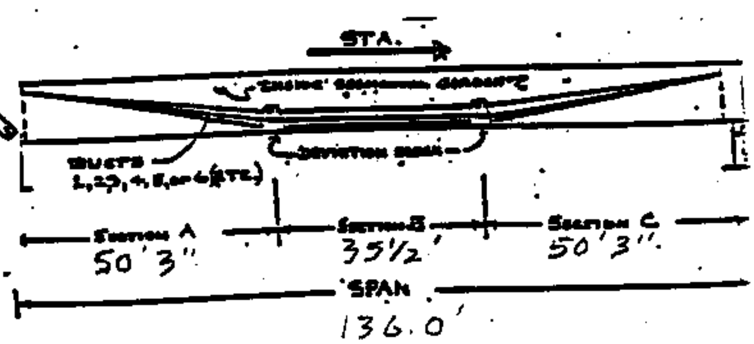


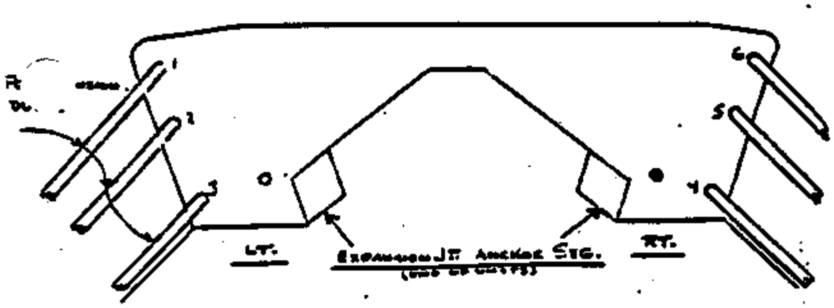
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 128 10-6-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 NV	6 W
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 NV	5 NV
3 NV	6 W
SEG C LEFT	**RIGHT**
1 C	4 2'
2 C	5 5'3' VOID @ ANCHOR
3 3'	6 W

13' TOTAL



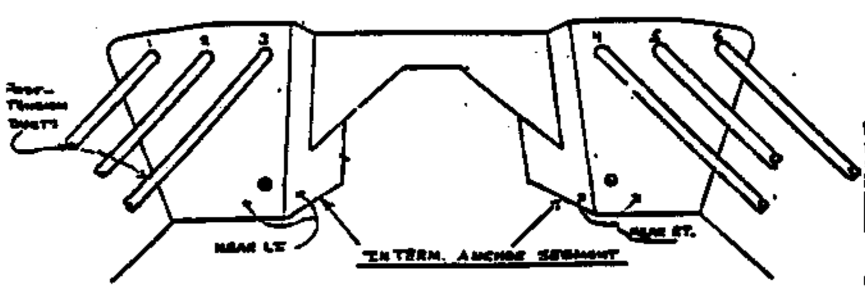


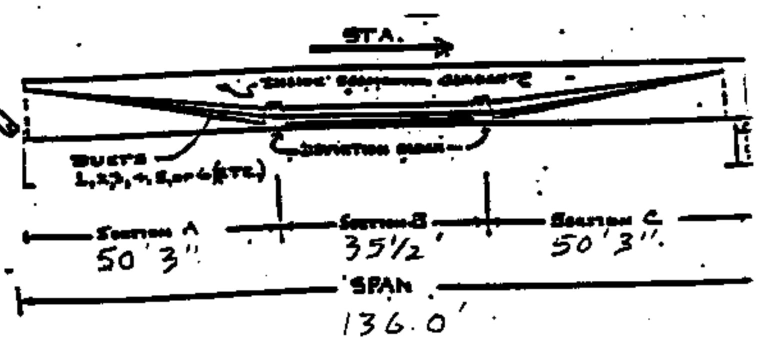


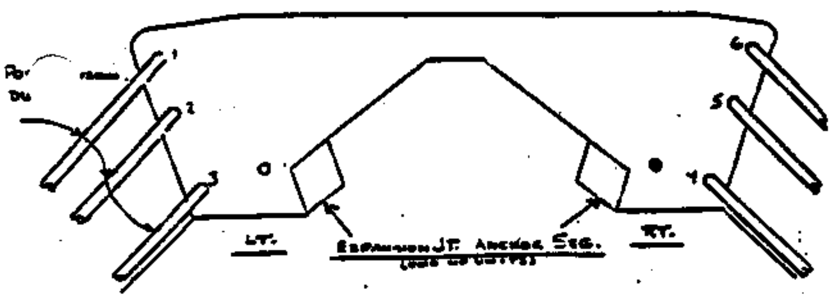
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 129 10-6-00	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 1'5'	4 NV
2 W	5 C
3 C	6 C
SEG B LEFT	RIGHT
1 NV	4 NV
2 W	5 C
3 NV	6 C
SEG C LEFT	RIGHT
1 NV	4 NV
2 NV	5 W
3 W	6 C

6' TOTAL



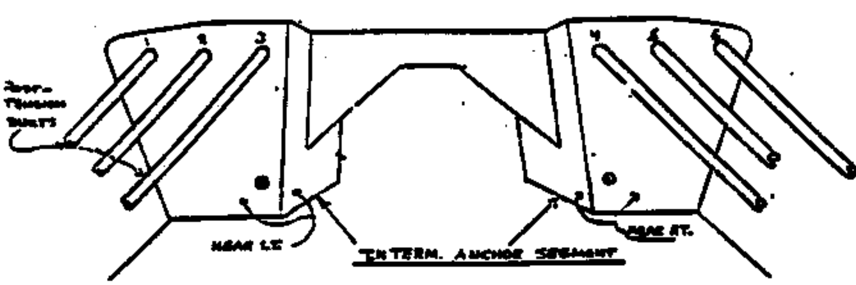


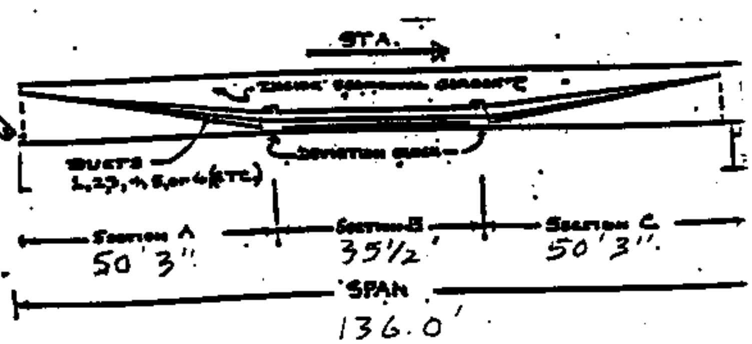


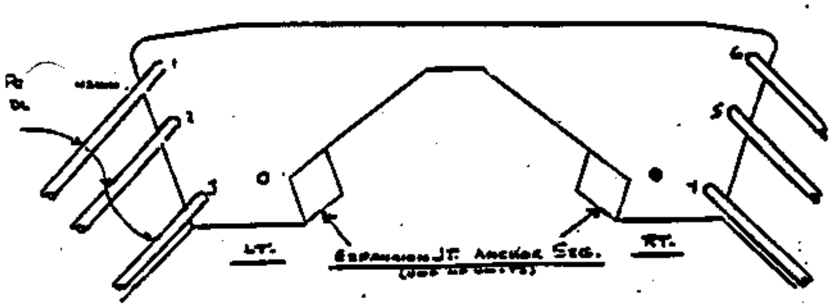
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 130 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 10'	4 C
2 C	5 W
3 2'	6 1'
SEG B LEFT	**RIGHT**
1 NV	4 NV
2 3'	5 C
3 C	6 C (New)
SEG C LEFT	**RIGHT**
1 NV	4 C
2 C	5 W
3 C	6 C

Total 16'



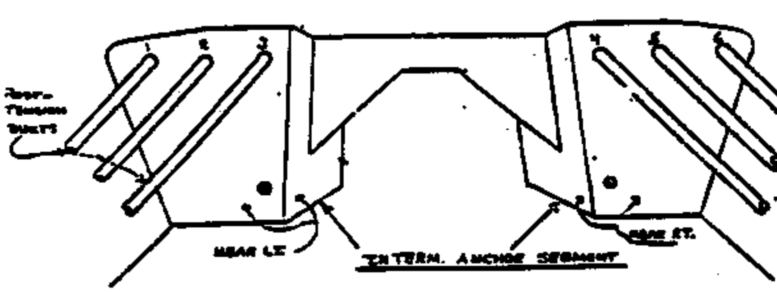


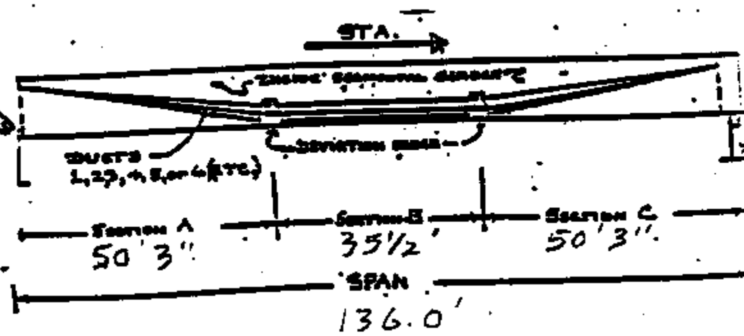


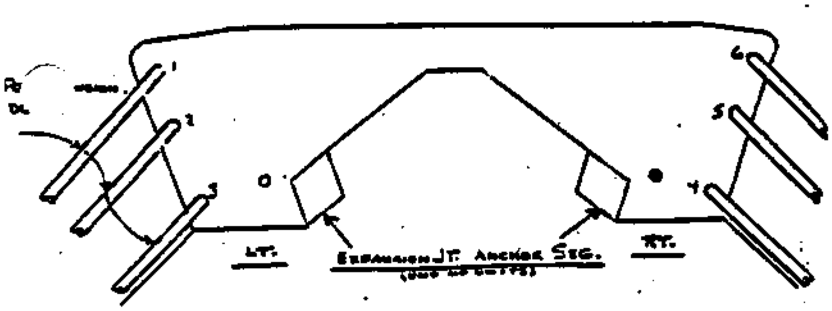
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 131	10 - 6	TENDON SOUNDINGS
SEG A	**LEFT**	**RIGHT**
1 NV		4 C
2 C		5 C
3 C		6 NV
SEG B	**LEFT**	**RIGHT**
1 NV		4 NV
2 NV		5 NV
3 NV		6 NV
SEG C	**LEFT**	**RIGHT**
1 3.5'	Hollow Anchor	4 2'
2 25'	Hollow Anchor	5 NV
3 21'	Hollow Anchor	6 NV

Total 81'



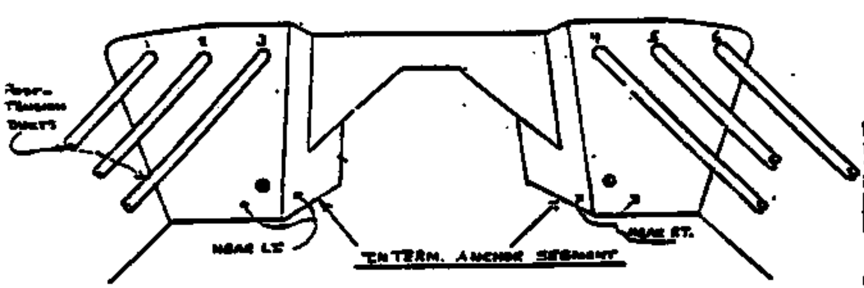


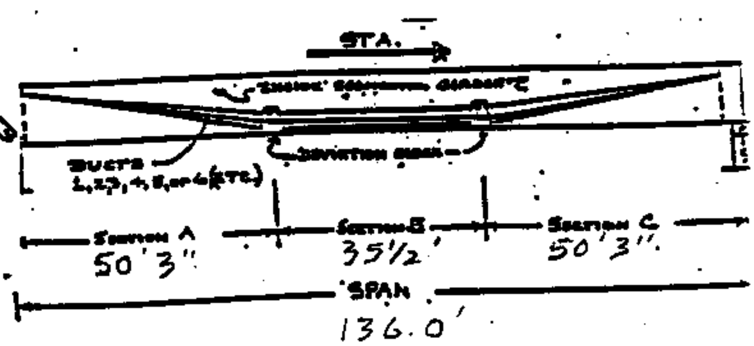


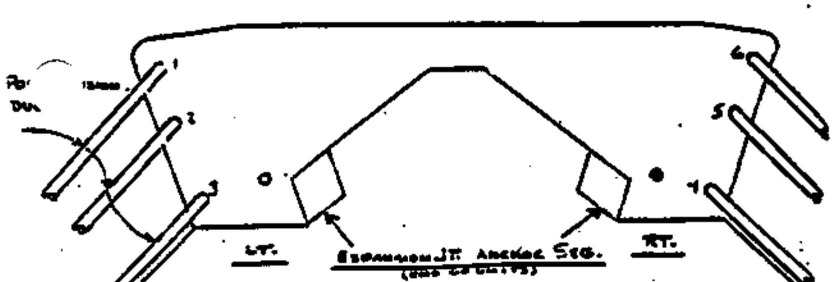
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 132 10-6	TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 35'	4 C
2 C	5 W
3 C	6 C (NEW)
SEG B LEFT	RIGHT
1 NV	4 2
2 C	5 NV
3 C	6 C
SEG C LEFT	RIGHT
1 NV	4 C
2 C	5 NV
3 C	6 C

Total 37'



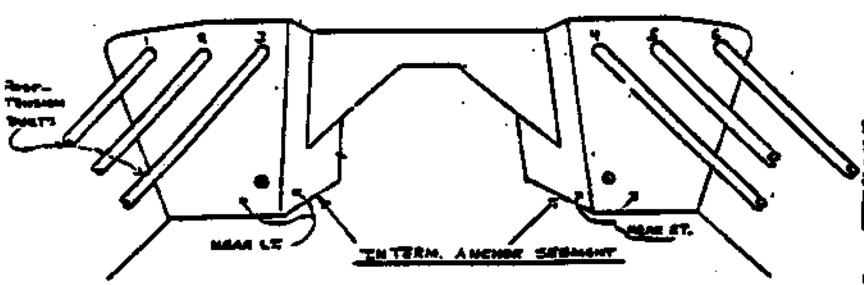


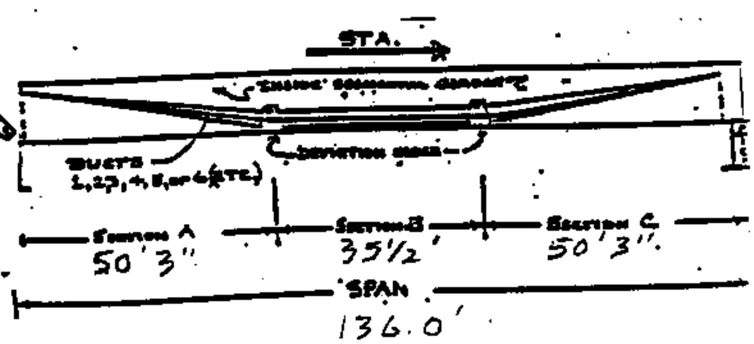


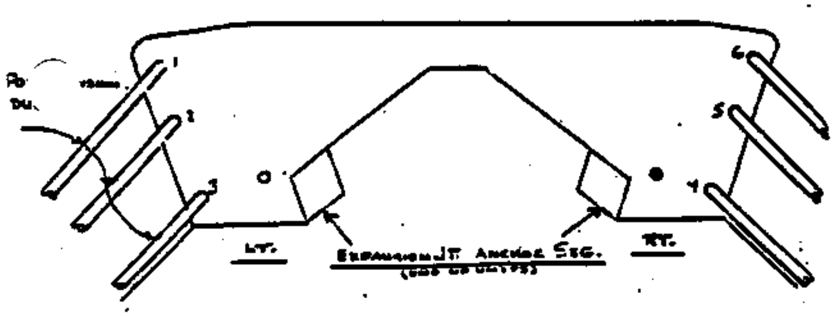
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 133	10-6	TENDON SOUNDINGS
SEG A	LEFT	RIGHT
1 NV		4 FL
2 C		5 FL
3 NV		6 NV
SEG B	LEFT	RIGHT
1 C		4 FL
2 1'		5 FL
3 NV		6 16'
SEG C	LEFT	RIGHT
1 2'		4 38'
2 5'		5 FL
3 9'		6 35'

Total 256'





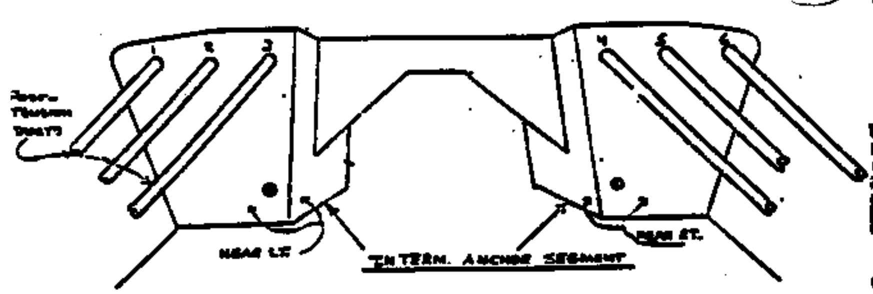


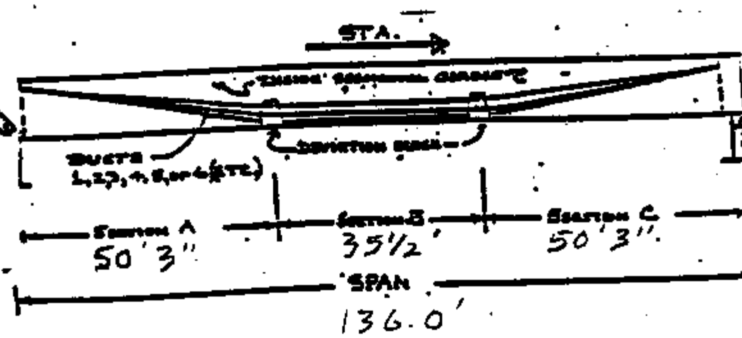
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

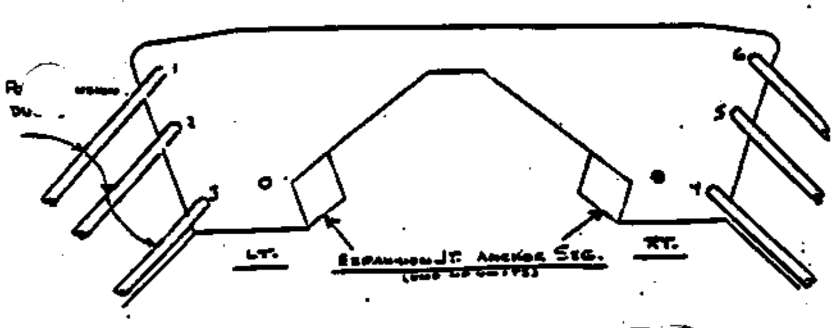
SPAN 134 10-6-00 TENDON SOUNDINGS

SEG A LEFT	RIGHT
1 14' 18' VOIDS @ BOTH ENDS	4 C
2 9' 21' VOID @ ANCHOR	5 FL 50'
3 2' 2'	6 FL 50'
SEG B LEFT	**RIGHT**
1 FL 35'	4 NV
2 NV	5 FL 35'
3 NV	6 FL 35'
SEG C LEFT	**RIGHT**
1 6' 5' VOID @ ANCHOR	4 NV
2 NV	5 FL 50'
3 1'	6 FL 50'

384 TOTAL





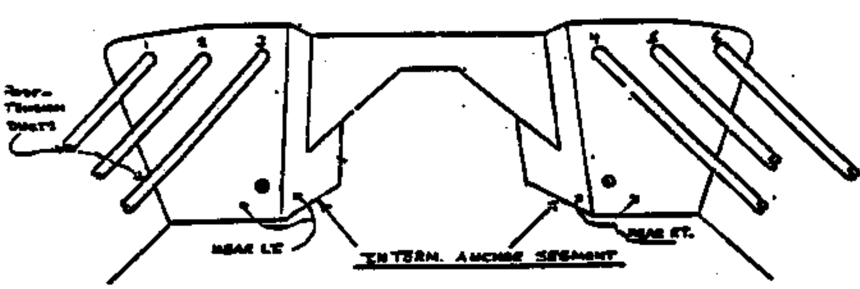


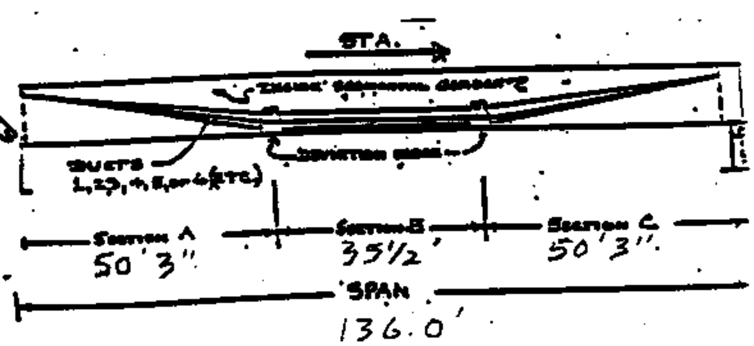
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

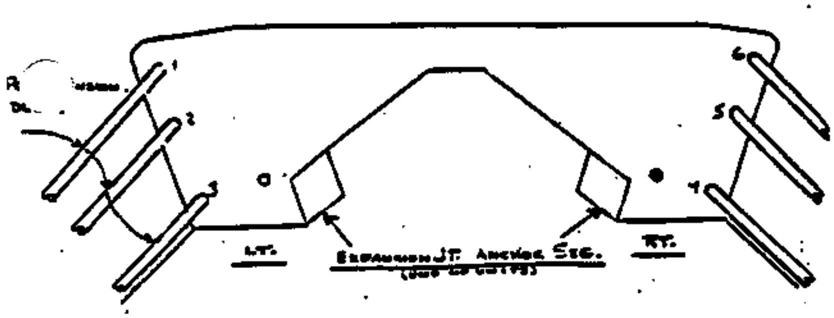
SPAN 135 10-6-00 TENDON SOUNDINGS

SEG A LEFT	RIGHT
1 C	4 C
2 C	5 W
3 2' 3' VOID @ DEV BLOCK	6 2'
SEG B LEFT	**RIGHT**
1 NV	4 C
2 C	5 W
3 1' 3' VOID @ FAR DEV BLOCK	6 NV
SEG C LEFT	**RIGHT**
1 NV	4 C
2 C	5 W
3 C	6 1' VOID @ ANCHOR

12' TOTAL



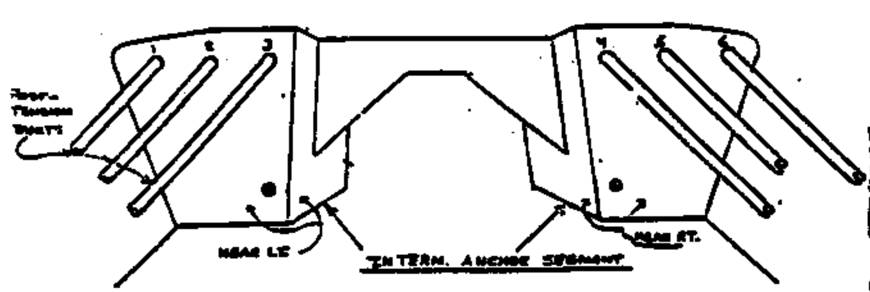


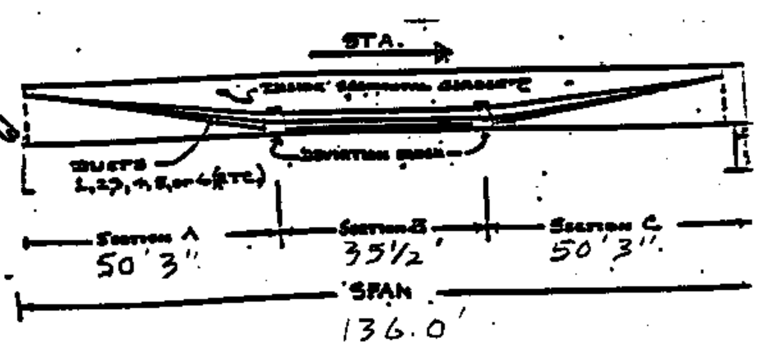


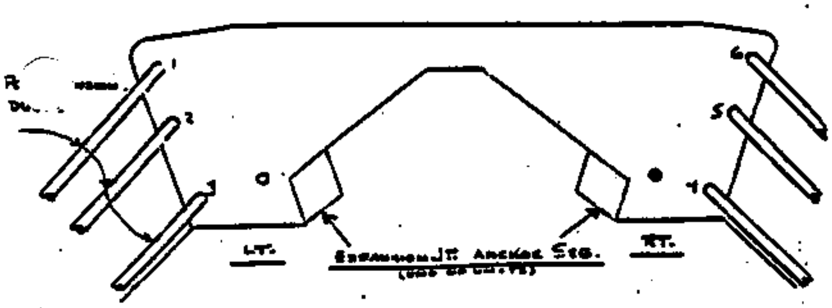
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 136 10-6-00 TENDON SOUNDINGS	
SEG A LEFT	**RIGHT**
1 W	4 NV
2 3'3' VOID @ ANCHOR	5 C
3 1' 30' VOID @ BOTH ENDS	6 C
SEG B LEFT	**RIGHT**
1 1'	4 NV
2 6'	5 NV
3 NV	6 NV
SEG C LEFT	**RIGHT**
1 C	4 NV
2 NV	5 NV
3 NV	6 NV

44' TOTAL



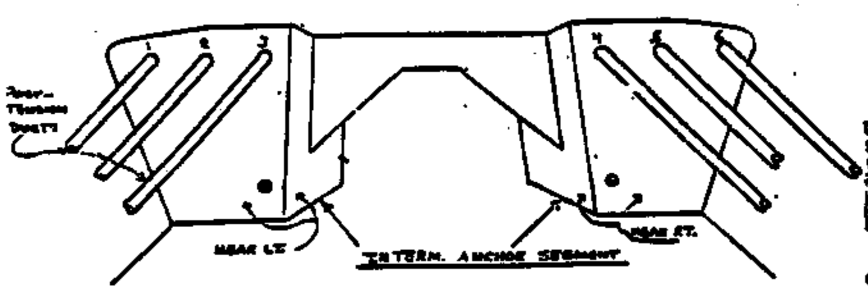


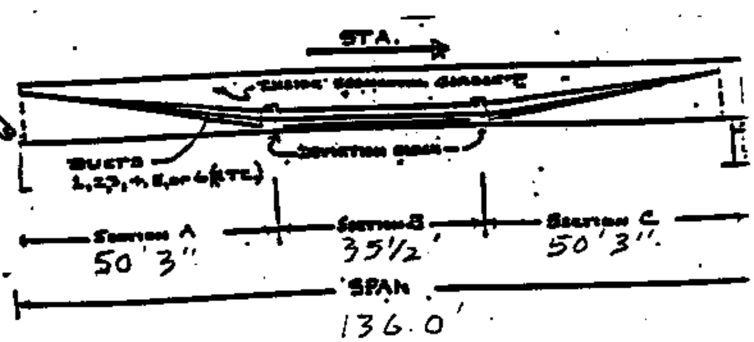


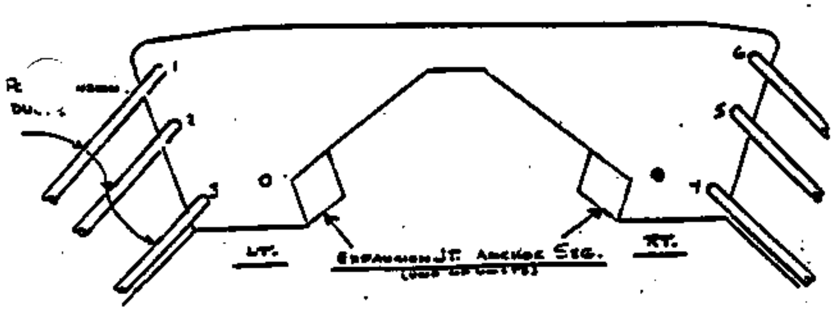
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are in feet

SPAN 137 10-6-00	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 W	4 9'
2 W	5 C
3 W	6 C
SEG B LEFT	**RIGHT**
1 W	4 NV
2 C	5 2' VOID @ NEAR DEV BLOCK
3 C	6 NV
SEG C LEFT	**RIGHT**
1 W	4 NV
2 C	5 NV
3 C	6 ~~3'~~ 3'

17' TOTAL



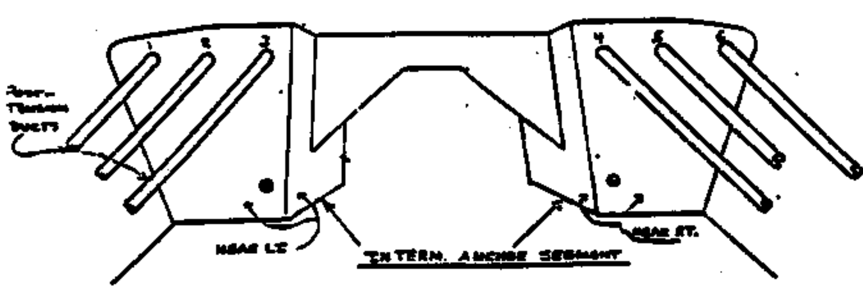


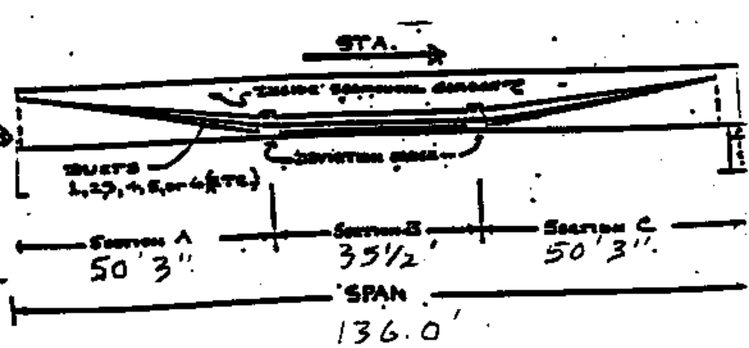


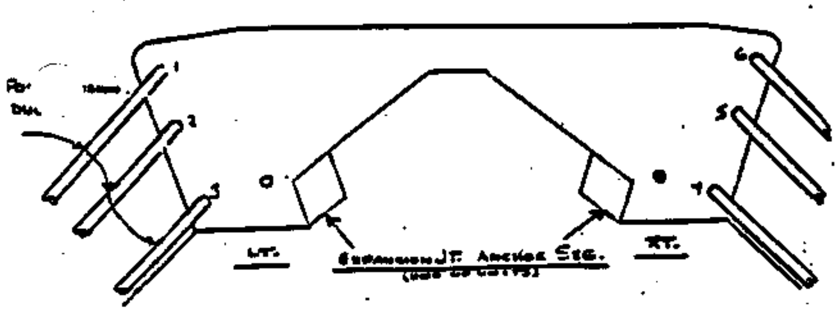
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 138	10-6	TENDON SOUNDINGS
SEG A	**LEFT**	**RIGHT**
1	24'	4 C
2	NV	5 1'
3	NV	6 C
SEG B	**LEFT**	**RIGHT**
1	NV	4 C
2	NV	5 NV
3	NV	6 C
SEG C	**LEFT**	**RIGHT**
1	28'	4 W
2	NV	5 7'
3	12' Hollow Anchor	6 W

Total 72'



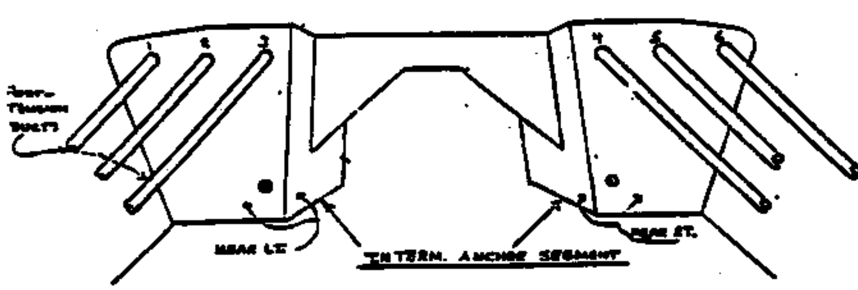


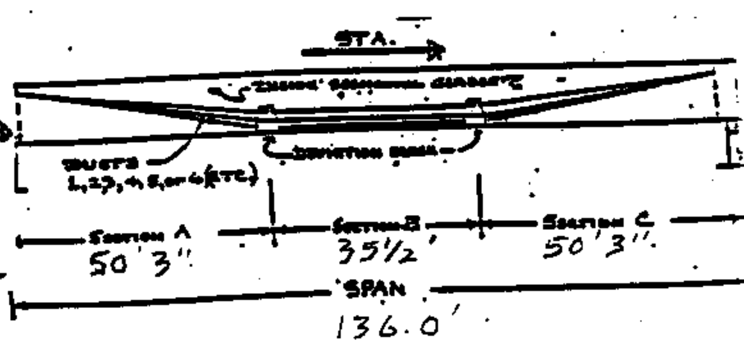


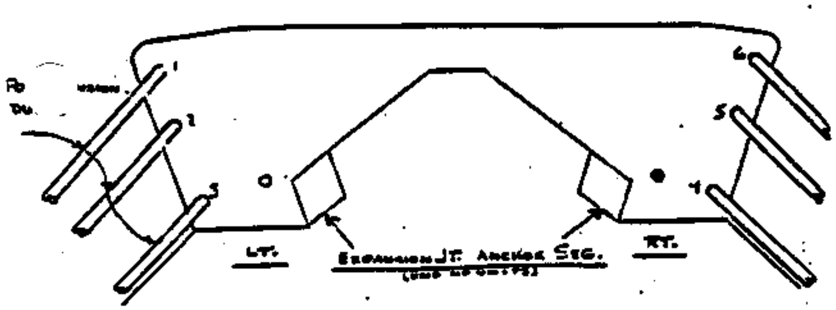
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 139 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 NV	4 C
2 NV	5 C
3 C	6 C
SEG B LEFT	**RIGHT**
1 NV	4 FL
2 NV	5 FL
3 W	6 FL
SEG C LEFT	**RIGHT**
1 C	4 W
2 27'	5 C
3 C	6 C

Total 135'

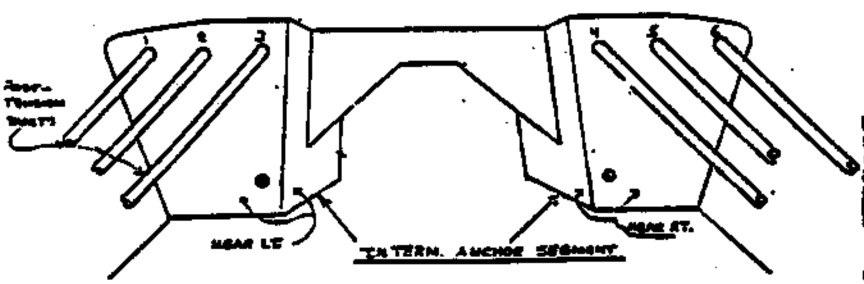


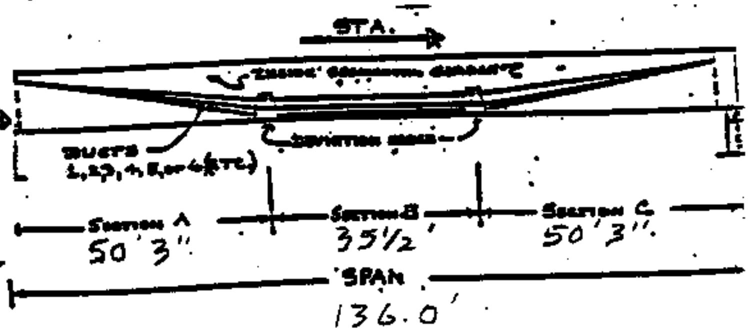


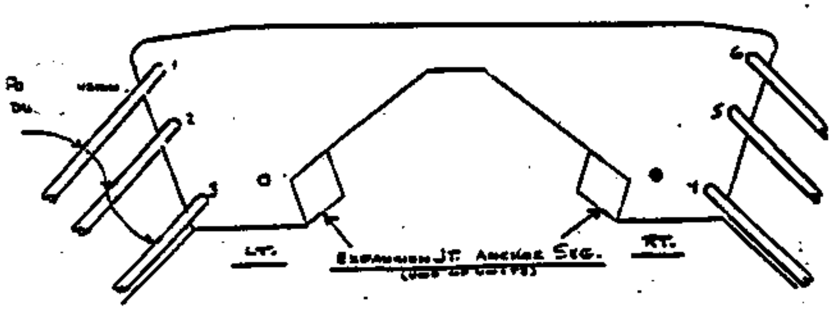


FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

SPAN 140	10-6 TENDON SOUNDINGS
SEG A LEFT	RIGHT
1 NV	4 NV
2 NV	5 C
3 NV	6 C
SEG B LEFT	RIGHT
1 NV	4 NV
2 NV	5 NV
3 1'	6 NV
SEG C LEFT	RIGHT
1 5'	4 2'
2 6'	5 2'
3 W	6 C





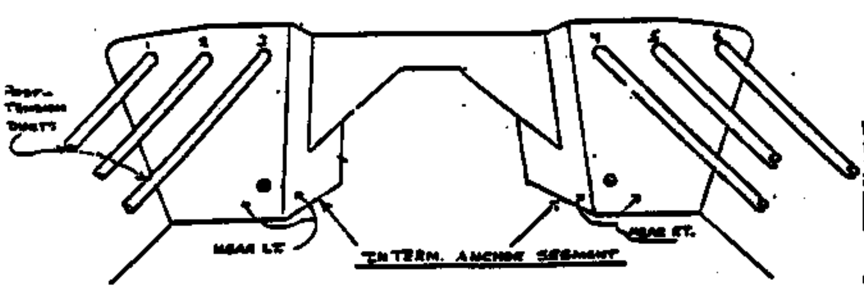


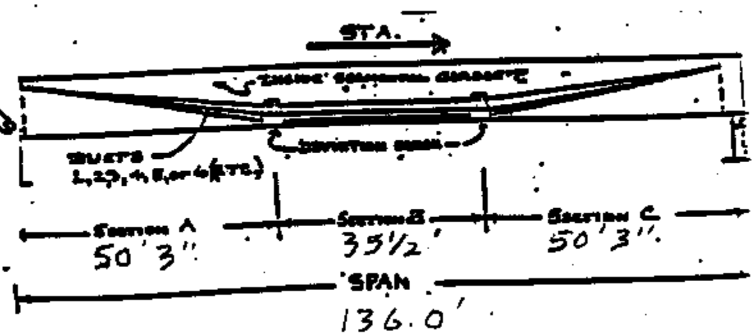
FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

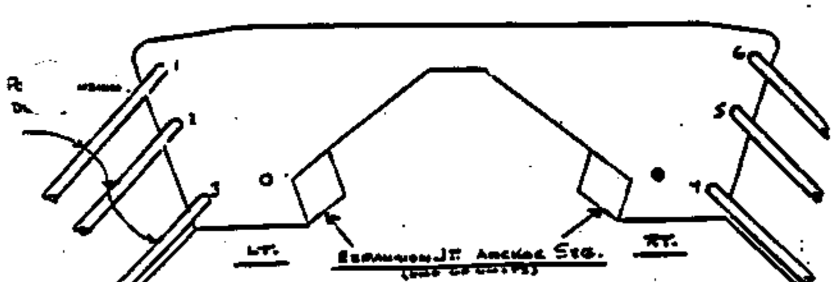
Bill
Tray
Laura

SPAN 141 10-6	TENDON SOUNDINGS
SEG A LEFT	**RIGHT**
1 C	4 W
2 5'	5 12'
3 10'	6 W
SEG B LEFT	**RIGHT**
1 2'	4 C
2 NV	5 NV
3 NV	6 C
SEG C LEFT	**RIGHT**
1 N.V	4 C
2 1'	5 NV
3 NV	6 W

Total 30'

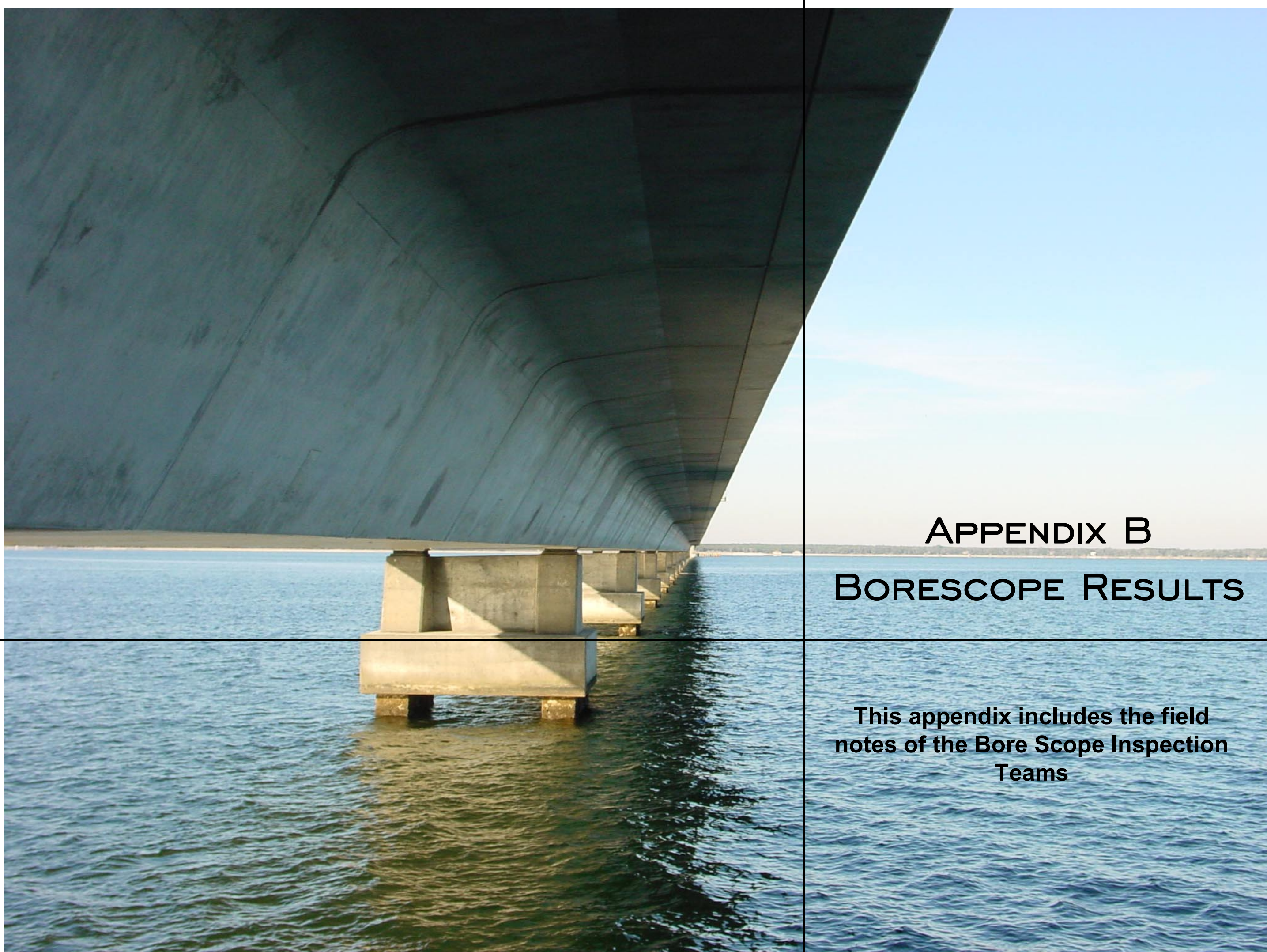






FL = Full Length
W = Wrapped
C = Cracked
NV = No Voids
Measurements are infeet

Florida Department of Transportation
District 3



Appendix B
Borescope Results

This appendix includes the field notes of the Bore Scope Inspection Teams

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1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
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December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix B – Borescope Results

Contents

Mid Bay Bridge #570091 - Anchor Void Chart

Anchors		Void Depth in Inches					
At Pier	For Span	1	2	3	4	5	6
1 EJ	1	27	14	8	3	6	NA
2	1	SV	8	4	8	10	6
	2	8	10	4	6	7	10
3	2	9	9	11	5	3	2
	3	7	12	12	7	8	4
4	3	NV	SV	SV	SV	24	18
	4	18	24	8	6	6	NV
5 EJ	4	18	6	6	4	16	SV
	5	NV	NV	NV	NV	NV	SV
6	5	SV	NV	NV	NV	NV	SV
	6	SV	SV	7	SV	SV	SV
7	6	SV	60	48	36	NV	60
	7	NV	NV	NV	SV	NV	SV
8	7	NA	5	4	4	6	6
	8	5	5	5	5	7	6
9	8	60	60	4	4	3	60
	9	UR	12	4	7	4	6
10 EJ	9	UR	30	4	NV	NV	NV
	10	28	12	NV	NV	36	30
11	10	2	10	4	24	7	18
	11	NV	SV	NV	SV	SV	NV
12	11	4	4	4	60	24	18
	12	30	36	4	60	3	60
13	12	8	4	4	6	10	6
	13	9	5	5	3	5	5
14	13	60	6	30			
	14	60	3	30	10	30	60
15	14	14	SV	NV	NV	NV	NV
	15	NV	NV	NV	NV	NV	24
16 EJ	15	SV	NV	NV	NV	SV	NV
	16	NV	NV	NV	NV	NV	SV
17	16	6	8	3	6	4	6
	17	3	4	8	6	10	30
18	17	7	4	5	4	3	2
	18	4	4	4	4	6	2
19	18	5	5	8	6	3	1
	19	7	8	3	6	12	6
20	19	60	18	DH	DH	18	60
	20	6	26	4	NV	60	60
21	20	12	12	12	DH	12	18
	21	SV	10	12	10	12	4
22 EJ	21	12	8	6	6	6	48
	22	6	6	6	6	6	12
23	22	10	DH	DH	10	10	12
	23	6	6	12	6	12	DH
24	23	DH	10	10	DH	DH	10
	24	60	DH	DH	60	12	6
25	24	12	10	12	12	6	6
	25	10	10	12	10	8	DH

Anchors		Void Depth in Inches					
At Pier	For Span	1	2	3	4	5	6
26	25	60	60	DH	12	60	DH
	26	42	60	24	24	60	DH
27	26	8	8	6	6	12	12
	27	DH	12	5	4	5	DH
28 EJ	27	4	5	5	4	26	4
	28	5	6	6	5	5	UR
29	28	2	4	4	6	7	UR
	29	8	5	5	4	6	2
30	29	60	60	4	4	8	2
	30	60	60	60	60	60	60
31	30	5	6	5	3	8	2
	31	5	5	5	4	4	6
32	31	24	3	3	4	3	2
	32	2	4	28	24	3	60
33	32	4	3	3	6	3	2
	33	60	3	5	4	4	3
34 EJ	33	3	3	4	4	3	4
	34	3	3	3	6	4	4
35	34	36	36	12	DH	DH	24
	35	2	20	28	3	3	60
36	35	60	DH	5	DH	8	DH
	36	6	12	6	DH	5	DH
37	36	DH	DH	60	DH	DH	24
	37	DH	DH	5	60	6	DH
38	37	DH	12	8	8	12	DH
	38	DH	DH	DH	60	DH	DH
39	38	6	12	12	4	12	18
	39	DH	DH	DH	DH	8	6
40 EJ	39	DH	5	5	5	6	DH
	40	DH	6	5	5	DH	DH
41	40	12	5	6	12	8	6
	41	DH	12	DH	5	12	12
42	41	12	24	30	DH	60	DH
	42	6	12	24	48	60	60
43	42	5	7	5	5	7	5
	43	DH	DH	DH	DH	DH	DH
44	43	60	DH	24	60	60	DH
	44	42	60	60	60	60	14
45	44	7	6	6	5	7	5
	45	DH	18	DH	DH	DH	DH
46 EJ	45	DH	DH	DH	DH	DH	14
	46	10	30	DH	DH	30	DH
47	46	DH	DH	DH	DH	DH	DH
	47	DH	12	DH	DH	DH	DH
48	47	36	48	60	60	60	60
	48	60	48	48	DH	40	60
49	48	36	30	12	12	12	12
	49	8	DH	DH	5	DH	DH

Mid Bay Bridge #570091 - Anchor Void Chart

Anchors		Void Depth in Inches					
At Pier	For Span	1	2	3	4	5	6
50	49	30	36	8	24	60	24
	50	12	54	36	DH	60	42
51	50	5	48	5	5	DH	DH
	51	DH	DH	DH	24	12	6
52 EJ	51	6	6	6	10	20	36
	52	8	6	8	6	12	5
53	52	DH	DH	5	6	6	DH
	53	DH	24	DH	DH	8	12
54	53	60	DH	60	30	24	36
	54	60	60	48	60	DH	DH
55	54	DH	DH	DH	DH	DH	DH
	55	8	60	DH	5	DH	6
56	55	DH	6	36	60	48	36
	56	36	24	60	60	24	20
57	56	7	DH	6	6	6	6
	57	UR	DH	6	6	6	16
58 EJ	57	UR	18	DH	DH	60	24
	58	6	6	9	6	60	42
59	58	NV	NV	NV	NV	NV	NV
	59	6	7	5	6	6	60
60	59	SV	18	18	20	24	20
	60	NV	NV	12	24	NV	24
61	60	NV	NV	NV	NV	NV	NV
	61	NV	NV	NV	NV	NV	NV
62	61	NA	12	12	20	12	12
	62	12	12	12	12	12	48
63	62	12	NV	NV	NV	NV	NV
	63	60	NV	12	NV	12	NV
64 EJ	63	NV	48	NV	NV	NV	60
	64	36	NV	NV	NV	SV	SV
65	64	18	NV	NV	12	NV	NV
	65	18	NV	NV	NV	NV	NV
66	65	60	60	60	60	60	60
	66	15	28	28	32	22	60
67	66	12	4	NA	4	5	1
	67	30	18	6	6	6	8
68	67	28	28	30	25	11	12
	68	36	7	12	6	20	6
69	68	4	20	4	24	8	33
	69	6	6	6	6	6	8
70 EJ	69	8	22	48	4	18	8
	70	24	18	4	4	6	8
71	70	4	18	10	5	36	36
	71	60	36	6	12	48	60
72	71	30	24	DH	18	DH	DH
	72	36	12	DH	DH	DH	36
73	72	60	10	60	48	NV	60
	73	60	18	12	NV	NV	12

Anchors		Void Depth in Inches					
At Pier	For Span	1	2	3	4	5	6
74	73	NV	60	24	36	48	60
	74	24	24	60	60	24	36
75	74	36	18	18	12	18	24
	75	18	48	24	NV	12	24
76 EJ	75	NV	30	24	12	NV	NV
	76	5	4	4	4	60	4
77	76	NA	4	5	6	4	SV
	77	6	4	4	4	24	4
78	77	18	24	4	8	5	3
	78	60	4	6	36	4	4
79	78	3	4	36	3	18	6
	79	3	24	11	4	30	60
80	79	4	4	4	4	6	3
	80	6	4	10	6	6	60
81	80	NA	8	60	4	5	DH
	81	5	5	4	8	5	3
82 EJ	81	12	NV	SV	NV	NV	NV
	82						
83	82	3 Span Continuous with varying voids. Little corrosion. Mostly small voids with some larger but showing few strands.					
	83						
84	83						
	84						
85 EJ	84						
	85	NV	6	6	12	NV	12
86	85	12	6	12	18	7	NV
	86	18	8	8	12	60	NV
87	86	6	8	8	4	4	4
	87	60	4	8	6	8	8
88	87	24	8	6	4	4	2
	88	10	4	16	24	6	8
89	88	3	24	8	5	6	4
	89	6	6	6	8	6	8
90	89	8	4	4	4	4	4
	90	12	8	8	6	6	8
91 EJ	90	8	4	4	6	6	6
	91	10	3	4	6	3	10
92	91	8	3	3	6	6	4
	92	8	10	4	10	14	60
93	92	6	6	4	15	5	26
	93	10	10	14	6	7	8
94	93	3	8	2	3	5	4
	94	8	5	2	5	8	6
95	94	10	7	7	7	5	4
	95	4	4	4	4	4	4
96	95	30	4	4	3	3	3
	96	6	7	7	7	4	4
97 EJ	96	7	6	6	5	3	36
	97	30	3	3	3	4	4

Mid Bay Bridge #570091 - Anchor Void Chart

Anchors		Void Depth in Inches					
At Pier	For Span	1	2	3	4	5	6
98	**97**	**5**	**4**	**4**	**4**	**3**	**7**
	98	**12**	**6**	**6**	**3**	**9**	**9**
99	98	12	2	5	5	3	7
	99	6	4	4	5	7	6
100	**99**	**6**	**4**	**3**	**5**	**3**	**5**
	100	**7**	**5**	**5**	**4**	**3**	**2**
101	100	1	4	6	8	4	2
	101	4	5	5	4	5	4
102	**101**	**5**	**4**	**6**	**5**	**4**	**3**
	102	**2**	**8**	**5**	**4**	**4**	**6**
103 EJ	102	3	6	3	3	3	4
	103	2	3	5	2	4	14
104	**103**	**10**	**4**	**6**	**4**	**6**	**60**
	104	**2**	**6**	**2**	**3**	**3**	**3**
105	104	1	3	3	6	3	1
	105	6	8	6	4	3	6
106	**105**	**1**	**24**	**5**	**5**	**6**	**1**
	106	**3**	**5**	**6**	**7**	**6**	**1**
107	106	4	4	1	3	5	6
	107	8	3	3	6	6	3
108	**107**	**2**	**4**	**4**	**3**	**5**	**10**
	108	**3**	**4**	**10**	**5**	**4**	**6**
109 EJ	108	3	4	2	3	7	7
	109	3	7	3	3	5	6
110	**109**	**3**	**3**	**10**	**3**	**5**	**1**
	110	**3**	**4**	**4**	**6**	**4**	**12**
111	110	1	4	6	6	4	4
	111	4	4	4	4	4	5
112	**111**	**5**	**4**	**5**	**4**	**4**	**4**
	112	**10**	**4**	**4**	**4**	**4**	**5**
113	112	4	6	4	5	4	1
	113	6	14	6	5	4	5
114	**113**	**1**	**4**	**7**	**7**	**7**	**1**
	114	**4**	**4**	**7**	**4**	**6**	**1**
115 EJ	114	12	8	4	NA	5	4
	115	4	4	4	4	6	36
116	**115**	**4**	**4**	**4**	**5**	**2**	**5**
	116	**4**	**12**	**4**	**14**	**5**	**4**
117	116	10	48	4	30	4	2
	117	7	4	4	4	4	4
118	**117**	**3**	**4**	**4**	**4**	**4**	**5**
	118	**5**	**12**	**12**	**6**	**12**	**5**
119	118	5	12	48	4	5	18
	119	4	4	5	4	48	2
120	**119**	**10**	**5**	**4**	**12**	**4**	**4**
	120	**12**	**4**	**4**	**4**	**4**	**12**
121 EJ	120	12	4	4	5	4	60
	121	4	4	5	6	4	4

Anchors		Void Depth in Inches					
At Pier	For Span	1	2	3	4	5	6
122	**121**	**4**	**8**	**12**	**4**	**4**	**2**
	122	**3**	**4**	**18**	**4**	**3**	**1**
123	122	10	12	10	10	4	2
	123	2	4	4	6	6	12
124	**123**	**1**	**3**	**4**	**4**	**10**	**4**
	124	**5**	**4**	**4**	**4**	**4**	**4**
125	124	1	4	4	6	4	2
	125	10	4	4	4	4	2
126	**125**	**3**	**4**	**4**	**4**	**4**	**1**
	126	**4**	**4**	**4**	**4**	**10**	**2**
127 EJ	126	4	4	4	4	4	4
	127	4	4	4	5	4	4
128	**127**	**6**	**4**	**5**	**3**	**3**	**1**
	128	**6**	**4**	**5**	**5**	**4**	**2**
129	128	2	3	3	4	3	1
	129	4	6	5	4	3	2
130	**129**	**1**	**4**	**8**	**4**	**3**	**1**
	130	**2**	**4**	**4**	**3**	**4**	**2**
131	130	4	4	4	4	4	1
	131	3	3	4	3	4	3
132	**131**	**4**	**8**	**4**	**4**	**4**	**10**
	132	**10**	**4**	**4**	**4**	**4**	**3**
133 EJ	132	6	4	4	4	4	4
	133	4	4	5	4	4	5
134	**133**	**2**	**4**	**36**	**8**	**48**	**60**
	134	**2**	**4**	**4**	**4**	**10**	**48**
135	134	4	5	4	4	8	12
	135	1	4	4	6	4	4
136	**135**	**4**	**4**	**6**	**4**	**4**	**4**
	136	**2**	**36**	**4**	**60**	**12**	**3**
137	136	1	4	4	4	4	7
	137	7	10	10	18	10	8
138 EJ	**137**	**4**	**6**	**5**	**4**	**5**	**5**
	138	**4**	**4**	**5**	**4**	**4**	**11**
139	138	24	24	4	24	36	7
	139	4	10	48	24	60	12
140	**139**	**4**	**8**	**36**	**36**	**36**	**12**
	140	**4**	**4**	**4**	**5**	**4**	**4**
141	140	36	4	4	4	4	1
	141	4	5	4	4	4	4
142 EJ	**141**	**3**	**4**	**4**	**4**	**4**	**2**

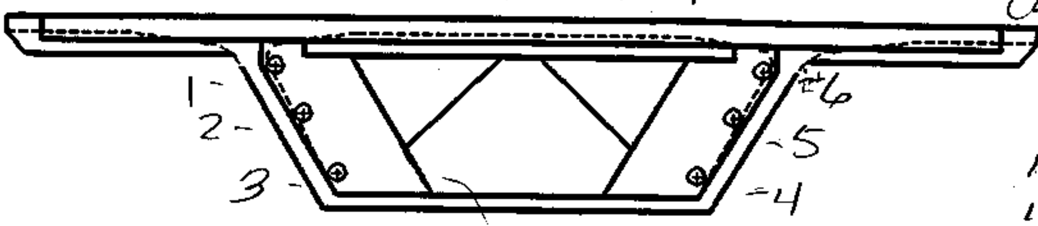
Bold = Grouting Pier as per Gowan Dishman
NA = Not Accessed
DH = Drill Hole (Typically to a 4" depth with NV)
NV = No Void
SV = Small Void
UR = Under Replacement or Replaced
EJ = Expansion Joint
Replaced Tendons

Mid-Bay Bridge (570091) Tendon Failure
Emergency Response Team
8/28/00 thru 10/ /00

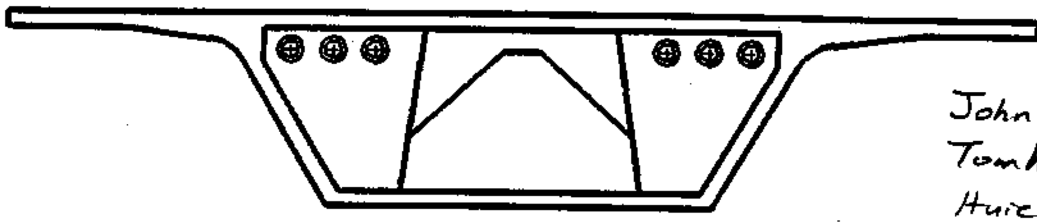
	D-3 Bridge Inspection		**D-3 Building Crews**
	Brown, Huie		Carroll, Alto
	Duke, Bill		Foxworth, Jerry
	Foor, Shannon		Johnson, Gregory (Greg)
	Gassman, Ed		Scott, Steven (Steve)
	Goddin, John		
	Green, Margaret		**Central Office**
	Hornsby, Lonzo		Beitelman, Tom
	Joiner, Laura		Bradley, Randy
	Klopfenstein, Tom		El-Saad, Adnan
	Laney, Max		Evans, Jack
	Locke, John		Nickas, William
	Loflin, Jeff		
	Phoenix, Ed		**D-4**
	Powell, Todd		Coffey, Russell L.
	Riley, David		Howell, Timothy P.
	Skipper, Allison R. (Randall)		Mann, Eric P.
	Vaughan, Casper R. (Ronnie)		McQuarrie, Robert P.
			Rauch, Michael H.
	State Materials		Vazquez, Evuardo
	Duncan, Matthew		
	Ishee, Charles		**D-5**
	Lasa, Juan (Ivan)		Blackwelder, Julia
	Paredes, Mario		Shockley, Doug
	Powers, Rod		
	Robertson, Duane		**D-6**
	Smith, Lee		Agulia, Manny
			Fernandez, Dennis
	D-1		Gonzalez, Ana
	Bibelhauser, Anthony		Porras, Omar
	Schleman, A. Jack		Rodriguez, Ray

10-3-00
Camera B
Night
Shift
10-3 8pm.
10-4 8am

10-2_10-4_Chip 2B



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klapfenstein
Huie Brown
Shannon Foor
Anthony Bibelhouser
Jack Schleman

Expansion or Interior Pier No. 1

Direction North or South

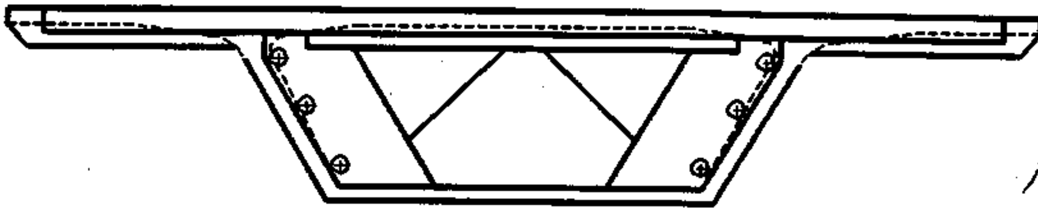
Span Supported 1

Tendon	Condition
1	Sp#4-659. 3-powder coated tendons 27" penetration.
2	Sp#5-659. 1 Strand exposed w/ corosion 14" penetration. Bottom of trumpet minor corosion
3	Sp# 6-659. 8" penetration. Minor void. Sound grout
4	Sp#7-659. 3" penetration. Sound grout with Slight Tan color.
5	Sp# 8-659. 6" penetration. Sound grout with Slight Tan color
6	hole was attempted but not

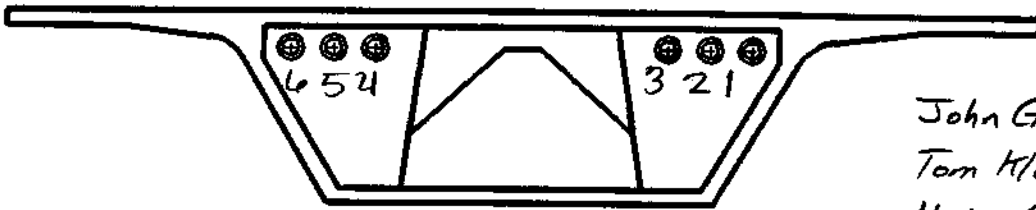
10-2_10-4_chip 2B

10-3-00
Camera B
Night Shift

10-3 8pm
10-4 8am



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Huie Brown
Shannon Foor
Anthony Bibelhauser
Jack Schleman

Expansion or Interior Pier No. 2

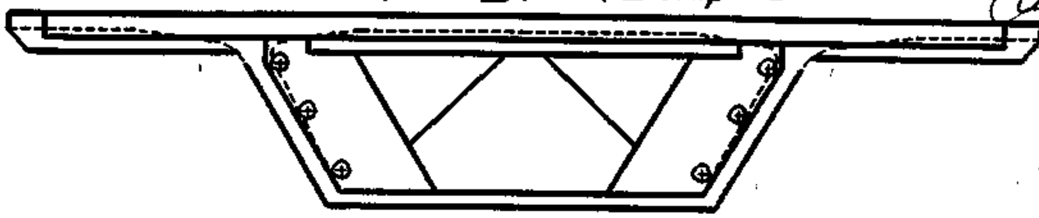
Direction North or South

Span Supported 1

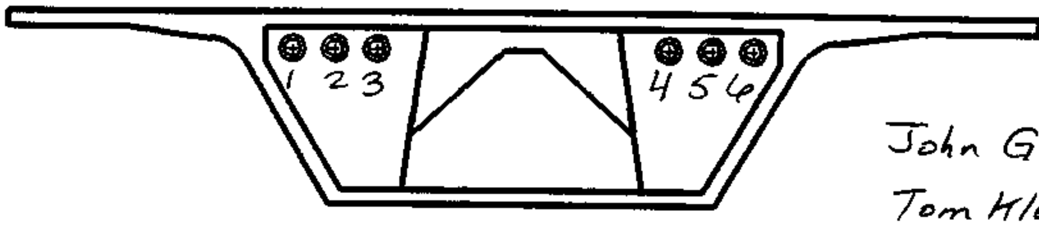
Tendon	Condition
1	Sp# 16-659, Small void. Red stained grout. No strands exposed
2	Sp# 18-659. Small void. Brown/Red stained grout. 8" penetration. No strands exposed.
3	Sp# 20-659. Appears to be full of sound grout. No strands exposed. 4" penetration
4	Sp# 22-659. Small void. Brownish color grout. No strands exposed. 8" penetration.
5	Sp# 24-659. Red stained grout. Small void No strands exposed. 10" penetration
6	Sp# 26-659. Small void (Red/Brown yellow) stained grout. No strands exposed 6" penetration

10-3-00
Camera B
Night
Shift

10-2_10-4_chip 2B



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Hure Brown
Shannon Foor
Anthony Bibelhouser
Jack Schleman

Expansion or Interior Pier No. 2

Direction North or South

Span Supported 2

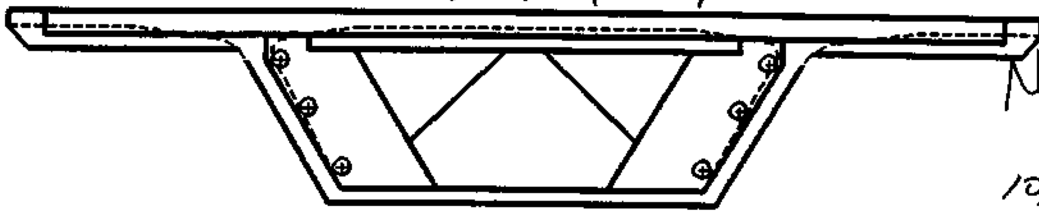
Tendon	Condition
1	Sp# 9-659. Small void. Grout was present but had dark red stains. 8" penetration No strands seen
2	Sp# 10-659. Small void. Red/Brown stains. Sound grout 10" penetration No strands seen
3	Sp# 11-659. Sound grout w/ reddish/yellowish tint. 4" Penetration. No strands seen
4	Sp# 12-659. Sound grout. 6" penetration. No strands seen.
5	Sp# 13-659. Sound grout. 7" penetration No strands seen
6	Small void. Red tint to grout 10" penetration Sp# 14-659

10-3-00
Camera B

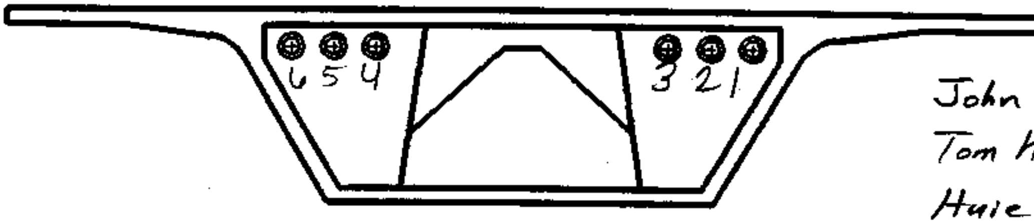
10-2_10-4_chip 2B

Night Shift

10/3 8pm
10/4 8am



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Huie Brown
Shannon Foor
Anthony Abelhouser
Jack Schleman

Expansion or Interior Pier No. 3

Direction North or South

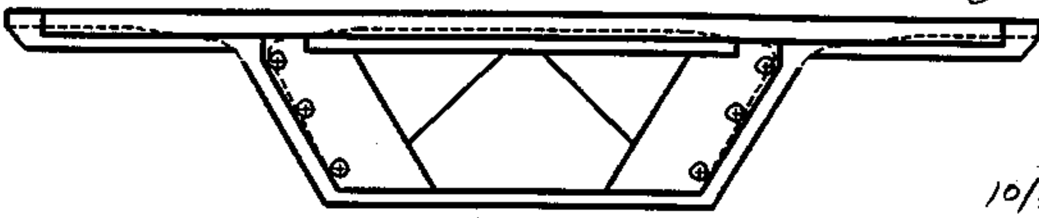
Span Supported 2

Tendon	Condition
1	Sp# 40: Light Brown stained grout. No Strands exposed. 9" penetration
2	Sp# 43: Small void w/ Brown staining + Brown Corrosion debri present. No Strands exposed 9" penetration
3	Sp# 45: Light Tan grout noted. Small void No Strands exposed. 11" Penetration
4	Sp# 47-1: Light Brown crumbled grout No Strands exposed. 5" penetration.
* 5	No picture. No video. No voids white sound, grout was noted. hole is only 2 1/2" deep * (May need more drilling)
* 6	No picture, No video. White sound grout was noted 1 3/4" hole * May need more drilling.

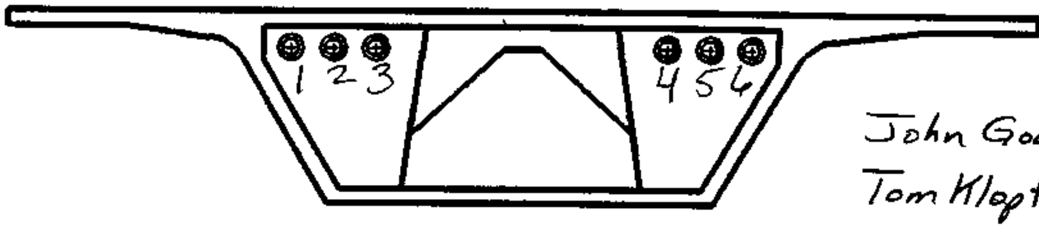
{# 41 + 42 are same picture}

10-2_ 10-4_ chip 2B

10-3-00
Camera B
Night Shift
10/3 8pm
10/4 8am



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Haie Brown
Shannon Foor
Anthony Bibelhoaser
Jack Schleman

Expansion or Interior Pier No. 3

Direction North or South

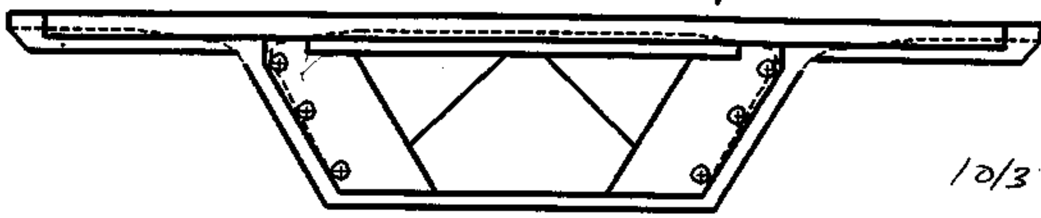
Span Supported 3

Tendon	Condition
1	Sp#28-659. Good sound grout. No strands exposed 7" penetration.
2	Sp# 30-659. Active Brownish red corosion on top of trumpet. No strands exposed. 12" penetration
3	Sp#32-659. Active corosion on trumpet & corosion debri Red grout. 12" Penetration.
4	Sp# 34-659. Redish stained grout. No strands exposed. 7" penetration
5	Sp# 36-659 Small void. Brown Stained grout No Strands exposed 8" penetration
6	SP 38-659 No deficiencies. 4" penetration

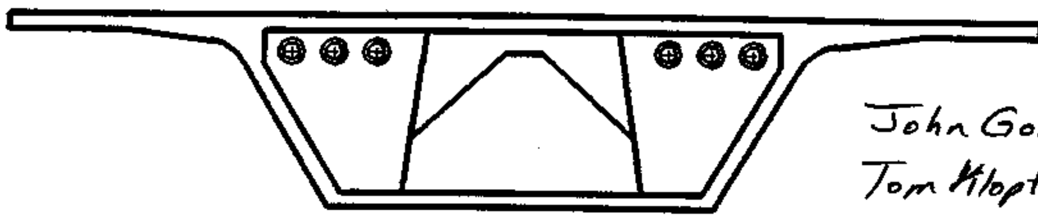
10-2 _ 10-4 _ chip 2B

10-3-00
Camera B
Night Shift

10/3 8pm
10/4 8am



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Huie Brown
Shannon Foor
Anthony Bibelhouser
Jack Schleman

Expansion or Interior Pier No. 4

Direction North or South

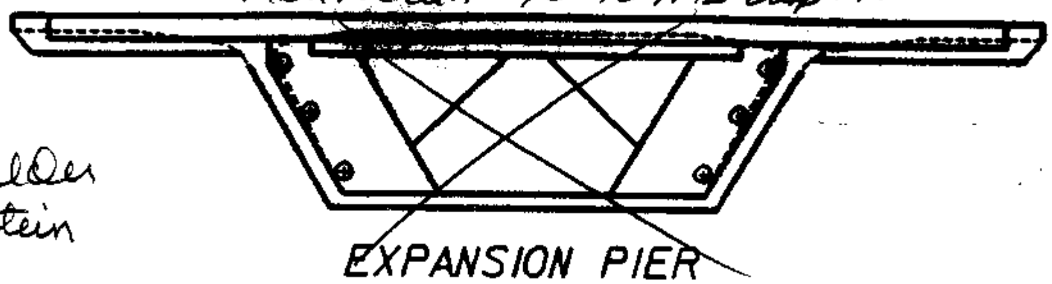
Span Supported 3

Tendon	Condition
1	Did not scope due to Vibration testing
2	"
3	"
4	"
5	"
6	"

10/9/00

Ron Recall 10-10+11 dip 1A

Bobby McQuarrie
Ron Bryson
Peg Shockley
Julia Blackwelder
Tom Kloppenstein
David Riley



EXPANSION PIER

Confirmation
Interior Pier 4, S.S.
T-1+2 Checked light to moderate corrosion.
No more than 1 strand visible T-3,4+5+6

Checked opposite side T-1,2+3

INTERIOR PIER

Expansion or Interior Pier No. 4   1-A

Looking Direction North or South

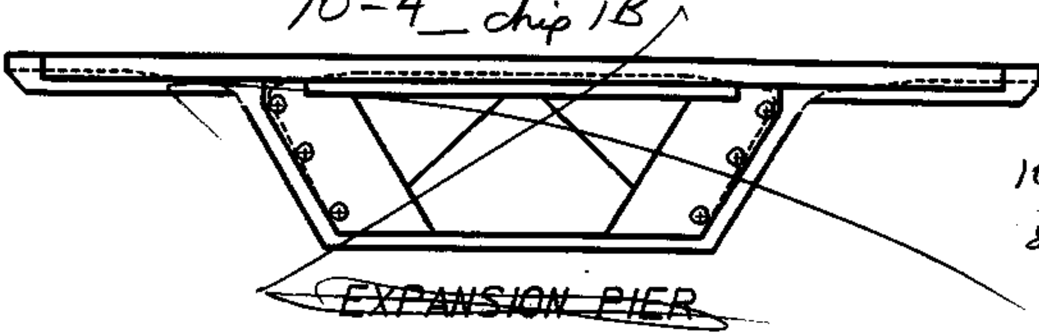
Span Supported 3

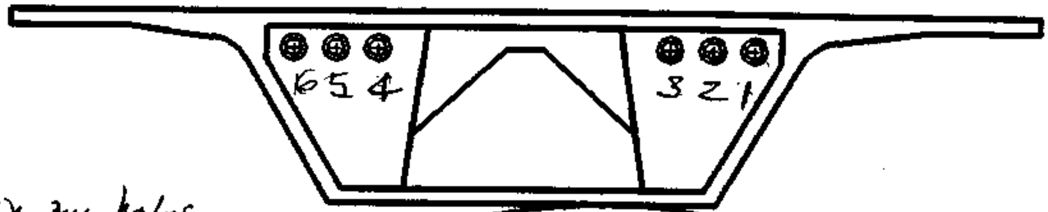
Tendon	No of Strands	Void	Condition	Camera	Time
1					
2					
3					
4					
5	1	2'+	light corrosion on one visible strand. Trumpet has light corrosion	Photo 14, 15	5:16
6	1	18"	one visible strand. Light to moderate corrosion on trumpet.	Photo 16, 17	5:35

/

Lonzo
Todd
Ronnie
Jerry F
10/04/00
8am-8pm

10-4_chip 1B





No plugs in any holes

1-B

~~Expansion~~ or Interior Pier No. 4

Looking Direction ~~North~~ or South

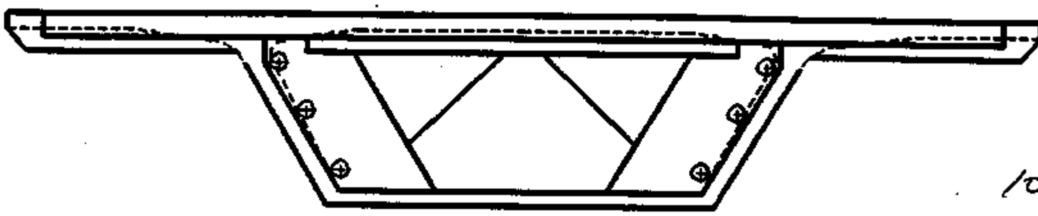
Span Supported 3

Tendon	Condition
1	Location is Photo 42, Light to mod (Red) corrosion to Trumpet, No Visible Voids, No strands Visible, grout-white, Photo 43 @ 10:36 Am
2	Location - Photo 44, Moderate (Red & orange) corrosion to trumpet appears to be small Void with No Strands Visible, white grout, Photo 45 @ 10:50 Am
3	Location - Photo 46, Light to mod. Corrosion in Trumpet, No strands Visible, grayish grout. Photo 47 @ 10:58 Am
4	Location-photo 48, Light to mod. corrosion to Trumpet, small Void With No Strands Visible, white grout, Photo 49 @ 11:05 Am
5	Location-Photo 50, Light to mod. Corrosion to trumpet, 2 Strands Visible, strands covered with grout, white grout, Photo 51 @ 11:10
6	Location-photo 52, Lt. to Mod. Corrosion to Trumpet, No Strands Visible, White to Lt. grey grout, Photo 53 @ 11:24 Am

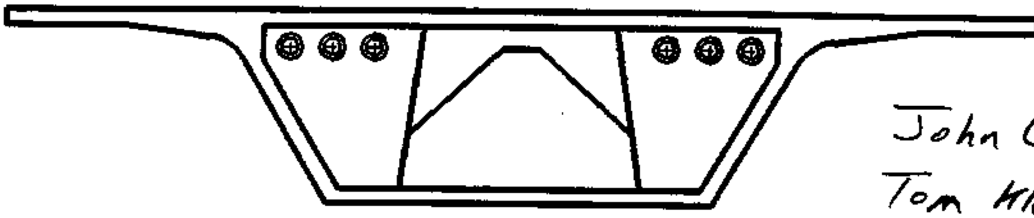
10-3-00
Camera B
Night
Shift

10/3 pm
10/4 am

10-2_ 10-4_ chip 2B



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Haie Brown
Shannon Foor
Anthony Bibelhouser
Jock Schleman

Expansion or Interior Pier No. 4

Direction North or South

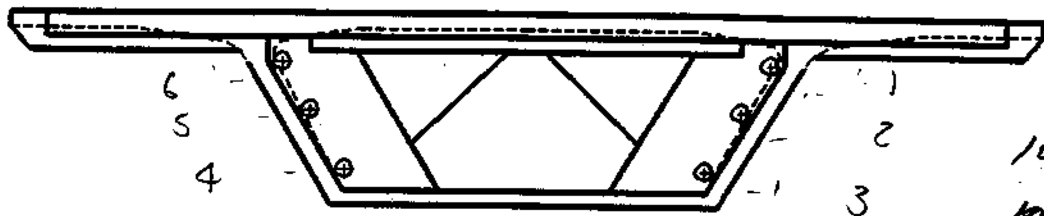
Span Supported 4

Tendon	Condition
1	Sp# 51 : minor void, Brown/Red grout, No strands exposed. Trumpet noted w/ heavy corosion 18" penetration
2	SP#53 : Brown stained grout, Corosion debris 2' penetration + void
3	Sp55 : ~~Small~~ voids noted. Appears to have Sound grout. No Strands exposed. 8" penetration
4	Sp 57 Good SOUND GROUT, WHITE, 6" deep. NO STRANDS EXP,
5	Sp 59 : Good SOUND GROUT, WHITE, 6" penetration
6	Sp. : no photo, no video, no still photo More drilling maybe needed.

* Needs Ron's attention

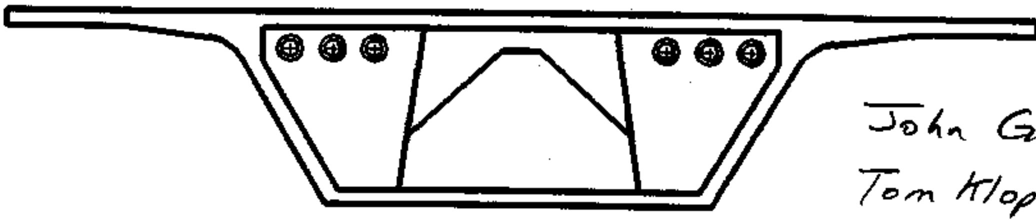
10-3-00
Camera B
Night Shift

10-2_10-4_chip 2B



10/3 8pm
10/4 8am

EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klopfenstein
Haie Brown
Shannon Foor
Anthony Bibelhouser
Jack Schleman

Expansion or Interior Pier No. 5

Direction North or South

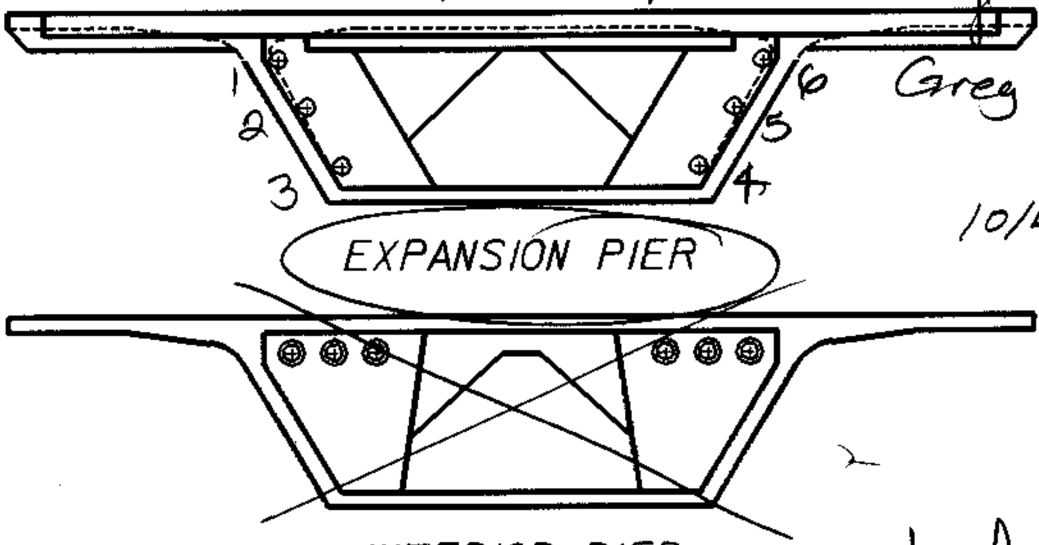
Span Supported 4

Tendon	Condition
1	Sp# 62. Redish stain on trumpet. no strands exposed 1½ ft penetration
2	Sp# 64. White, sound grout No Strands exposed 6" penetration
3	Sp# 66. Rust on trumpet. Sound grout No strands exposed 6" penetration
4	Sp 68. Appears to be full of sound grout. No strands exposed 4" penetration
* 5	Sp# 70+71. Corosion debri on bottom of trumpet — red + white Powdery grout, unidentified object. 16" penetration.
* 6	Sp 73+74. Appears to have two strands exposed + two broken wires noted.

* needs Ron's attension

Geff Leffin
Julie
Doug

10-4- chip 1A



10/4 8am to 8pm

1-A

Expansion or Interior Pier No. 5

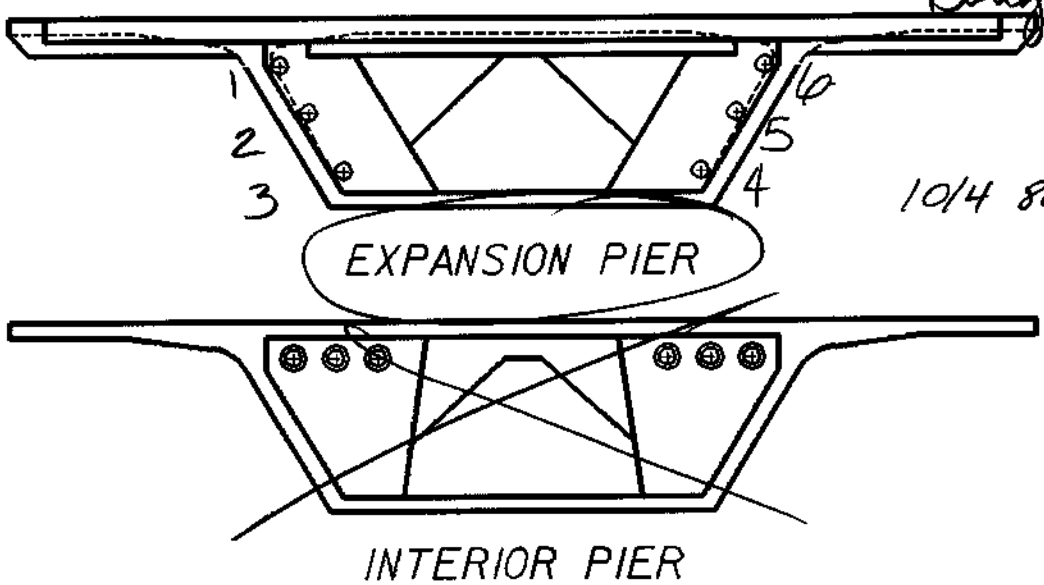
Looking → Direction North or South

Span Supported 4

Tendon	Condition
1	Void in grout appears to white. Appears 1-A to be one partially exposed strand. Pictures 2+3 9:40
2	appears to be white grout no voids Pictures 4+5 1-A 9:46
3	Appears to be white grout no voids Pictures 6+7 1-A 9:48
4	Appears to be good white grout no voids Pictures 14+15 1-A 9:59
5	Appears to be red rust on trumpet Has void in grout appears white/gray No strands evident. Pictures 16+17 1-A 10:01
6	Appears to be good white grout, with void 2 strands present. Pictures 18+19 1-A 10:05

Jeff Greg
Julie
Doug

10-4-chp 1A



10/4 8am to 8pm

Expansion or Interior Pier No. 5

1-A

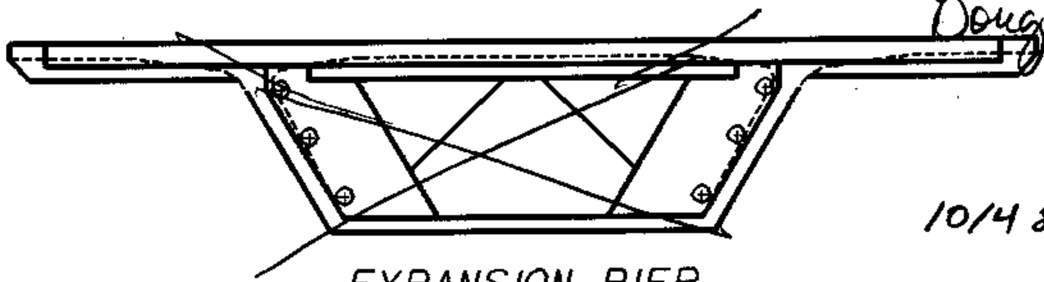
Looking → Direction North or South

Span Supported 5

Tendon	Condition
1	Appears to be good white grout no voids Pictures 8+9 9:50 1-A
2	Appears to be light rust on trumpet (red) No void present Pictures 10+11 9:52 1-A
3	Appears to be white grout No voids present. Pictures 12+13 9:55 1-A
4	No plug present in scoping hole. Light to moderate corrosion on trumpet (red) No voids in grout Pictures 20+21 1-A 10:11
5	No void appears to be good white grout. Pictures 22+23 1-A 10:17
6	Light to moderate corrosion on trumpet (Red) Small void present 24+25 1-A 10:18

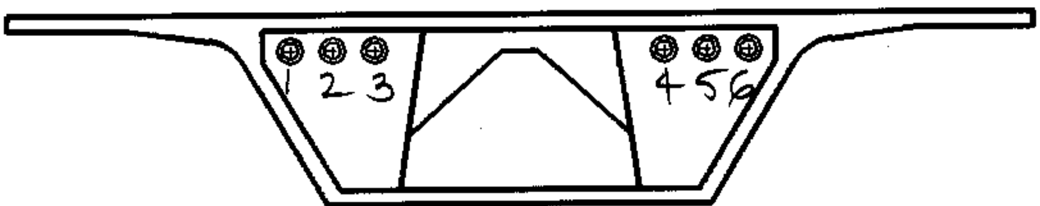
Jeff Greg
Julie
Doug

10-4 _ chip 1A



10/4 8am to 8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 6

1-A

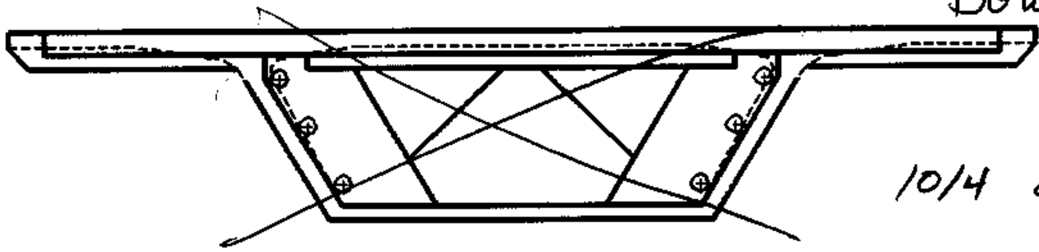
Looking → Direction North or South

Span Supported 5

Tendon	Condition
1	light corrosion on the trumpet. Good white grout with what appears to be a void Pictures 26+27 1-A 11:23
2	Slight corrosion on the trumpet. Good white grout Pictures 28+29 1-A 11:24
3	Good white grout no void no strands visible Pictures 30+31 1-A 11:28
4	Good white grout no void no strands visible Pictures 32+33 1-A 11:33
5	Good white grout no voids no strands visible Pictures 34+35 1-A 11:38
6	White grout with Small void. Trumpet had light to moderate corrosion, no strands visible. Pictures 36+37 1-A 11:40

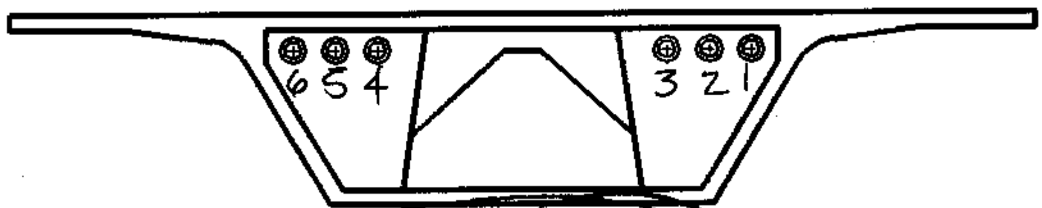
Jeff Greg
Julie
Doug

10-4_ chip1 A



10/4 8am to 8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 6

Looking → Direction North or South

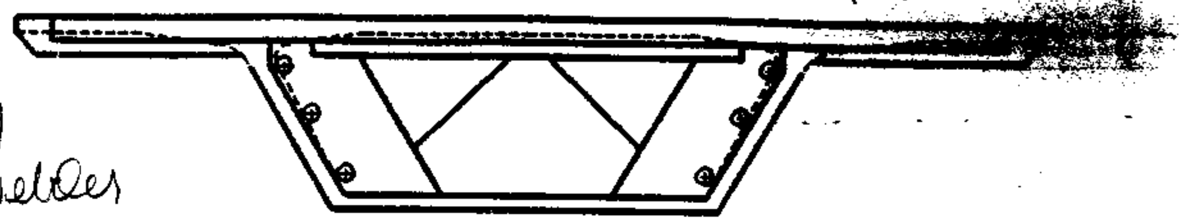
Span Supported 6

Tendon	Condition
(Red) 1	Moderate corrosion to trumpet. Small void to grout (white) in color. No strands visible Pictures 61+62 4:41 1-A
2	(Red) Moderate corrosion to trumpet. Small void to grout (White) in color. No strands visible. Pictures 63+64 4:56 1-A
3	Trumpet looked good. Small void to grout (white) in color. No strands visible. Pictures 65+66 5:01 1-A
(Red) 4	Moderate corrosion to trumpet. Small void to grout (white) in color. No strands visible. Pictures 67+68 5:04 1-A
5	Heavy (red) corrosion to trumpet. Small void to grout (white) in color with specks of rust on bottom of trumpet. Pictures 69+70 5:07 1-A No Strands visible
6	Picture #71 5:10 of board. Picture #72 Circumference of Anchor cap

Showing no hole drilled. (Ron Bryson) from Metric said to skip anchor cap.

Ron Recall 10-10:11 chip 1A 10/9/00

Ron Bryson
Doug Shockley
Julie Blackwelder
Tom Kloppenstein
David Riley



EXPANSION PIER

INTERIOR PIER

Expansion or Interior Pier No. 6 1-A

Looking Direction North or South

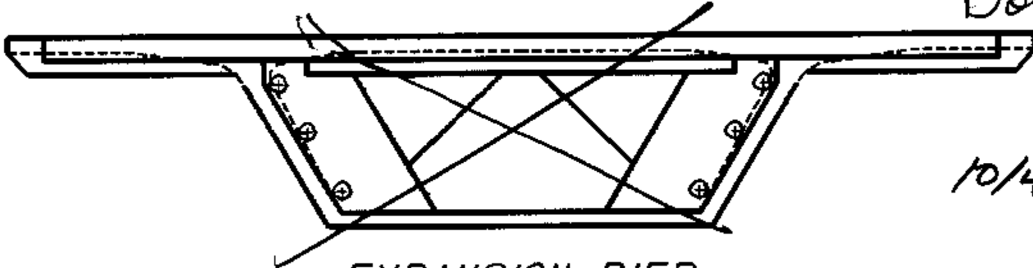
Span Supported 6

Tendon	No. of strands	Void	Condition	Camera Time
1				
2				
3	No Strands Visible	6" to 8"	Greyish white grout, Trumpet full of grout	Photo 12, 13, 4:31 - 4:31
4				
5				
6				

T - 4, 5, 6 were checked tan grout all three holes, no deficiencies noted

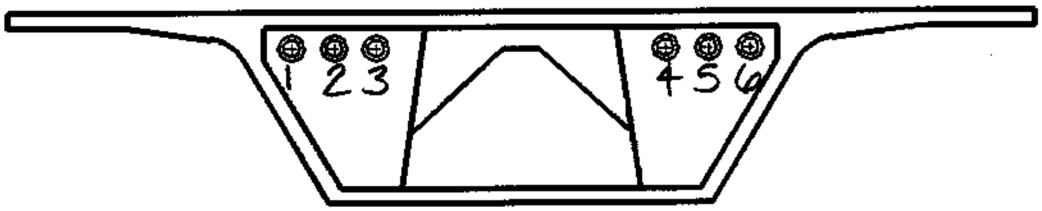
Jeff Greg
Julie
Doug

10-4 — chip 1A



EXPANSION PIER

10/4 8am to 8pm



INTERIOR PIER

1-A

Expansion or Interior Pier No. 7

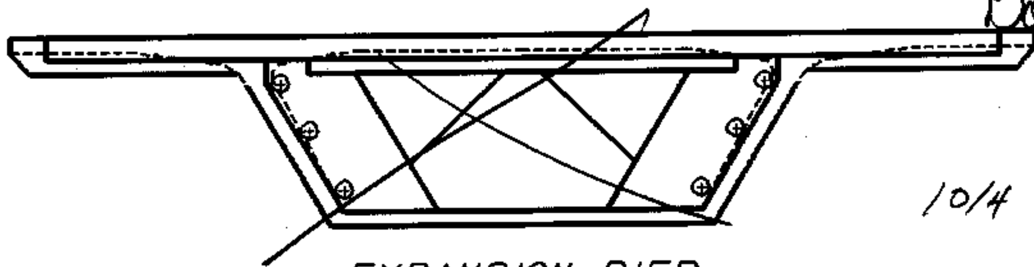
Looking → Direction North or South

Span Supported 6

Tendon	Condition
1	Light corrosion to trumpet. Grout is white with small void. One strand visible, no corrosion present. Picture # 73+74 5:41 1-A
2	Grout is white with void. Trumpet has light corrosion three strands visible, with light corrosion red/black in color Picture # 75+76 5:47 1-A 5' into hole with probe.
* 3	Trumpet has advanced corrosion. Grout is covered with red rust. Possibility of broken wire from strand. Picture # 77+78 5:55 1-A 4' into hole with probe
4	Three strands visible with light red Corrosion present White grout with 3" void. Picture # 79+80 6:14 1-A 3' into hole with probe
5	No void present in grout, color is white. trumpet has light red corrosion present. Picture # 81+82 6:19 1-A
6	Trumpet has light red Corrosion present. Four Strands visible + one has light corrosion present, possible light pitting. Picture # 83+84 6:25 1-A Grout is white in color with a void apx 5'+. 5' into hole with probe

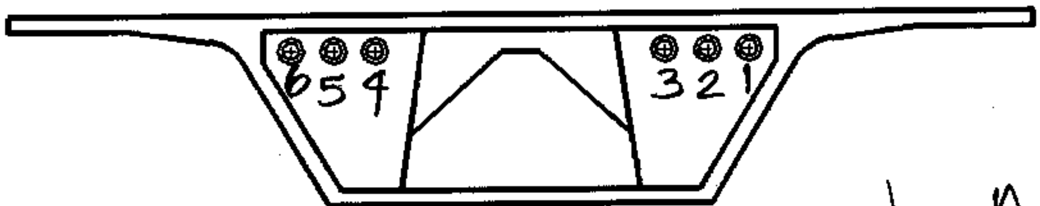
Jeff Greg
Julie
Doug

10-4_chip 1A



EXPANSION PIER

10/4 8am to 8pm



1-A

INTERIOR PIER

Expansion or Interior Pier No. 7

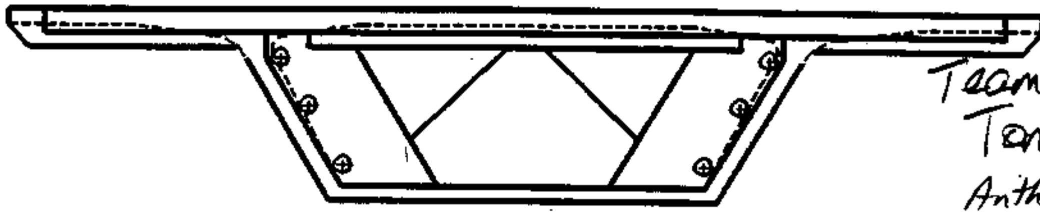
Looking → Direction North or South

Span Supported 7

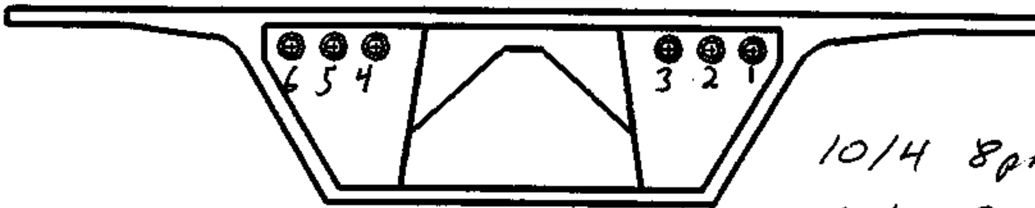
Tendon	Condition
1	Grout is white, no voids present. No strands present. Pictures 85+86 6:34 1-A
2	Grout is white, no voids present. No strands present. Pictures 87+88 6:36 1-A
3	Grout is white no void present. No strands present. Light corrosion (red) on trumpet. Pictures 89+90 6:38 1-A
4	Trumpet has light to moderate red corrosion. small void to white grout. No visible strands. Pictures 91+92 6:40 1-A
5	Trumpet has light red corrosion present. Grout is white with no voids. No strands present. Pictures 93+94 6:44 1-A
6	Trumpet has light red corrosion present. Grout is white in color with small void. No strands present. Pictures 95+96 6:48 1-A

10-5 — chip 2B

10-4-00
Camera
2B
Team Leader
Tom K.
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 8

Direction North or South

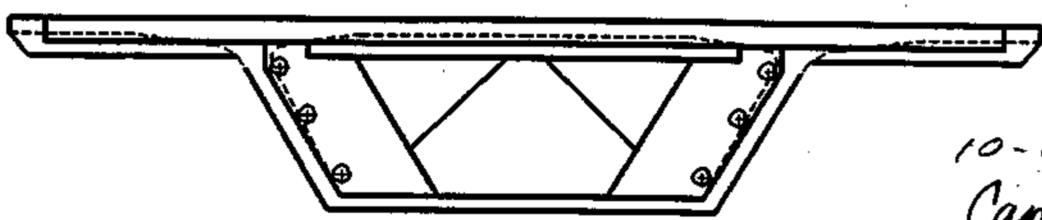
Span Supported 7

Tendon	Condition
1	* No hole drilled 0" penetration Photo 14
2	Good Grout 5" penetration Photo 16
3	Good Grout Redish Stains 4" penetration Photo 18
4	Good Grout Light Stain 4" penetration Photo 21
5	Red Corrosion Stains Good Grout Light Stain 6" penetration Photo 23
6	Brown/Red Stained grout 6" penetration Photo 25

* May need more drilling

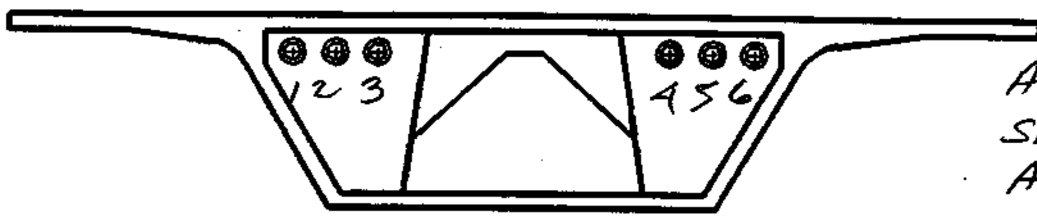
10-5_chip 2B

10/4 8pm
10/5 8am



EXPANSION PIER

10-04-00
Camera 2B
Team Leader
Tom K
Anthony
Shannon
Alto



INTERIOR PIER

Expansion or Interior Pier No. 8

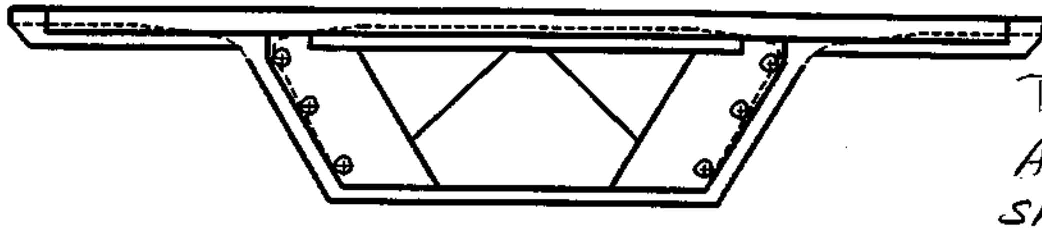
Direction North or South

Span Supported 8

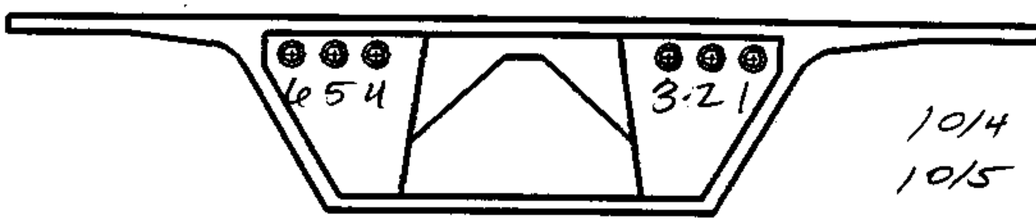
Tendon	Condition
1	Good Grout Redish Rust 5" Deep Photo 2
2	" 5" Photo 4
3	" 5" Photo 6
4	" 5" Photo 8
5	Small Void Light 7" Redish Corrosion Stains Photo 10
6	Redish Corrosion Stains 6" Photo 12

10-5 – chip 2B

10-4-00
Camera 2B
Team Leader
Tom Klopfenstein
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 9

Direction North or South

Span Supported 8

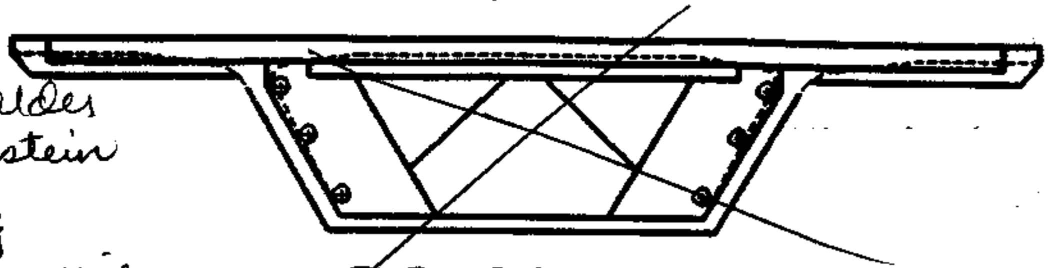
Tendon	Condition
1	Good grout Photo # 37 No strands visible 6" penetration
2	Good grout Photo # 39 No strands visible 6" penetration
3	Good grout Photo # 41 No strands visible 4" penetration
4	Good grout Photo # 43 No strands visible 4" penetration
* 5	what was seen looked good. Photo # 45 May need more drilling. 2½" penetration
** 6	Void 5ft (Plus) No active Corrosion Photo # + 48 5' penetration 3 strands visible 47 + 49 are Exposed Strands 5' penetration

* may need more drilling

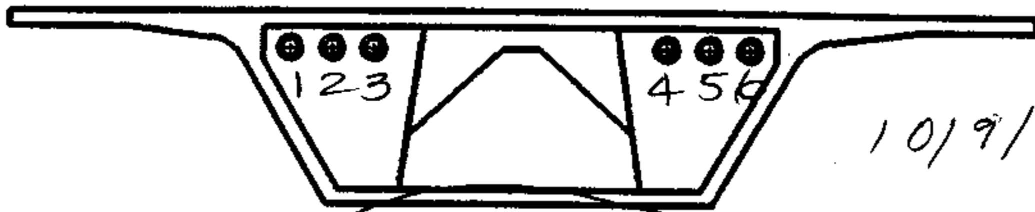
** may need more attention

10-11_chip2A

Doug Shockley
Julia Blackwelder
Jim Klopfenstein
David Riley
Bobby McQuarrie



EXPANSION PIER



10/9/00

INTERIOR PIER

2-A

Expansion or Interior Pier No. 9

Looking Direction North or South

Span Supported 8

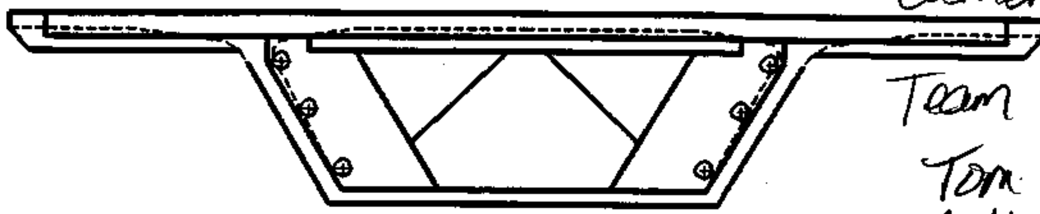
* Segment C - Tendon 1+2

Tendon	No. Strands	Void	Condition	Camera	Time
1	No strands visible	5'+	moderate to heavy corrosion on trumpet & blistering	Photo#3,4	6:17
2	No strands visible	5'+	Trumpet has random moderate corrosion & blistering Grout is white	Photo#1,2	6:02 -6:14
3					
4					
5					
6					

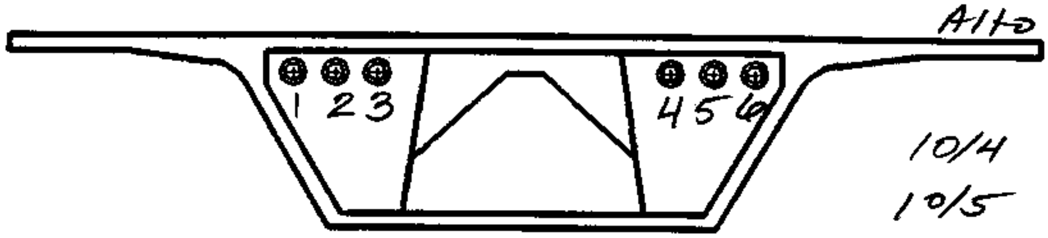
10-5 chip 2B

10-4-00
Camera 2B

Team leader
Tom K.
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 9

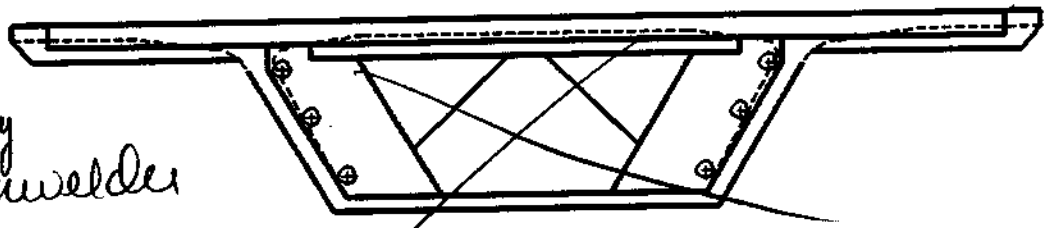
Direction North or South

Span Supported 9

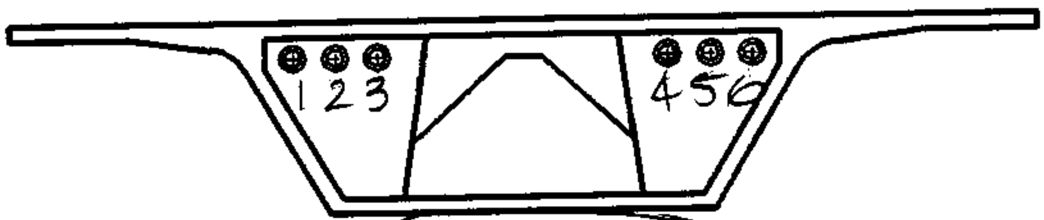
Tendon	Condition
1	Tendon under replacement
2	Small void noted. No strands visible Photo# 27 Brownish stains 10" penetration
3	Good grout Photo# 29 No strands visible 4" penetration
4	Small void Photo# 31 powdery Grout (white) No strands visible 7" penetration
5	Good grout Photo# 33 No strands visible 4" penetration
6	Some Corosion Top of Trumpet Photo# 35 6" penetration

Ron Recall 10-10 & 11 – chip 1A 10/9/00

Fn Bryson
Doug Shockley
Julie Blackwelder
Tom Klopfenstein
David Riley



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 9 1-A

Looking Direction North or South

Span Supported 9

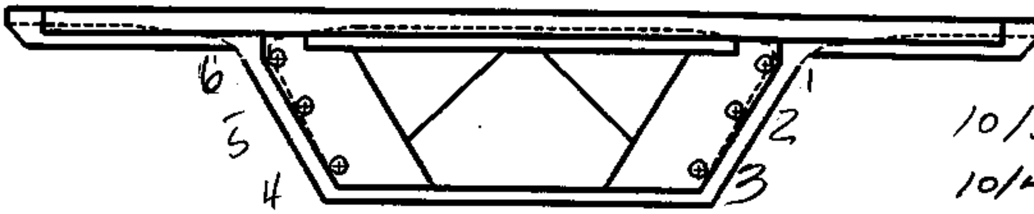
Tendon	No strands	Void	Condition	Camera	Time
1					
2	no strands visible	12"	small void of trumpet top quarter	photo 10, 11	4:30- 4:30
3					
4					
5					
6					

Night Shift

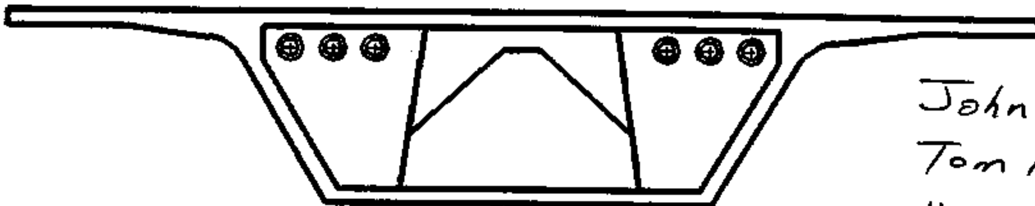
10-2_10-4_chip 2B

10-3-00
Camera 2B

10/3 8pm
10/4 8am



EXPANSION PIER



INTERIOR PIER

John Goddin
Tom Klapfenstein
Hure Brown
Shannon Foor
Anthony Bibelhauser
Jack Schleman

Expansion or Interior Pier No. 10

Direction North or South

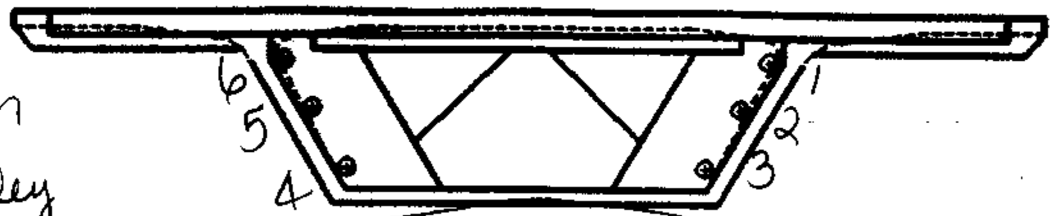
Span Supported 9

Tendon	Condition
* 1 ✓	(Still Photo (Broken wire in strand) 1-659) Black + Grey Heavy corosion on bottom of strands. Busted grout Red + Black corosion (active) 3-4 strands
Critical → 2 ✓	Yellowish tan grout Heavy Corosion on strands grey + Black corosion. No known grout. 4½ ft. into wall (SP# 2-659) Strands appear to have grey/white substance
3 ✓	Tanish/white. Appears to be full of sound grout. No strands visible
4 ✓	Tanish/white. Appears to be full of sound grout. No strands visible
5 ✓	White grout. Appears to be full of sound grout No strands visible
6	White grout. Appears to be full of sound grout no strands visible

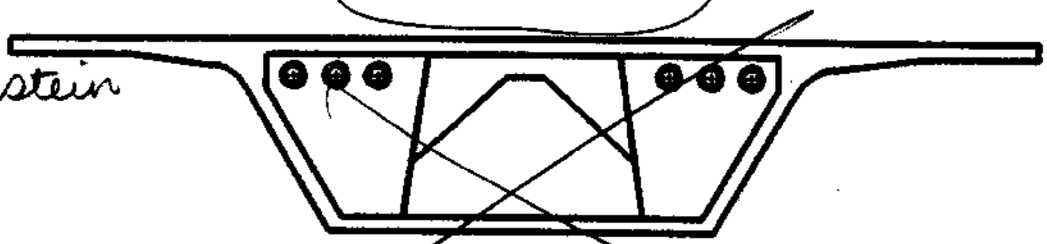
* Needs Ron's attention

Ron Recall 10-10:11—chip/A 10/9/00

Ron Bryson
Doug Shockley
Julie Blackwelder
Tom Klopfenstein
David Riley



EXPANSION PIER



~~INTERIOR PIER~~

Expansion or **Interior Pier No.** 10 1-A

Looking **Direction North** or **South**

Span Supported 9

Tendon	No Strands	Void	Condition	Camera Time
1				
2	2	2½'	Moderate corrosion near anchor plate. Corr. 4-6in mod. corr. to trumpet	Photo 1,2,3 3:46
3	0	4"	Light grey solid grout.	Photo 4,5 3:52
4				
5				
6				

F-2 { Powdery grout on most of the tendons. Moderate Corrosion 4" to 6" behind anchor plate. Void appears to extend to diaphragm.

* Going to South End of T-2

Corosion Bottom of Trumpet How far is scope in wall

Colors of corosion

How many Wires can you See

How many strands can you See

10-3-00

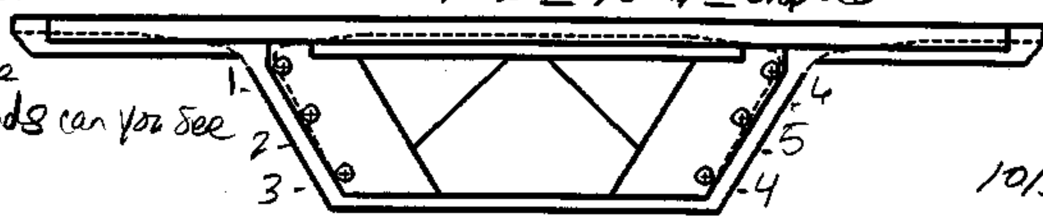
Camera 2B

10-3-00

Camera 2B

Night Shift

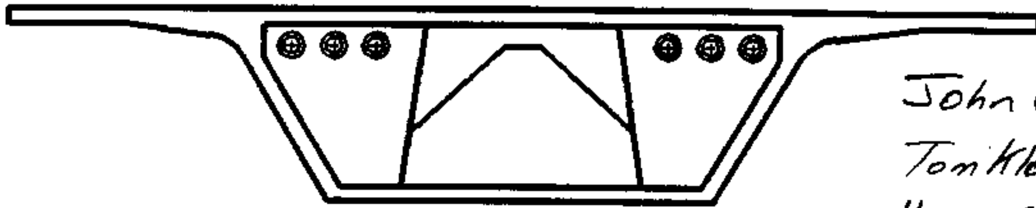
102 _ 10-4 _ chp 2B



EXPANSION PIER

10/3 8pm

10/4 8am



INTERIOR PIER

John Goddin

Tom Klopfenstein

Huie Brown

Shannon Foor

Anthony Bibelhouser

Jack Schleman

Expansion or Interior Pier No. 10

Direction North or South

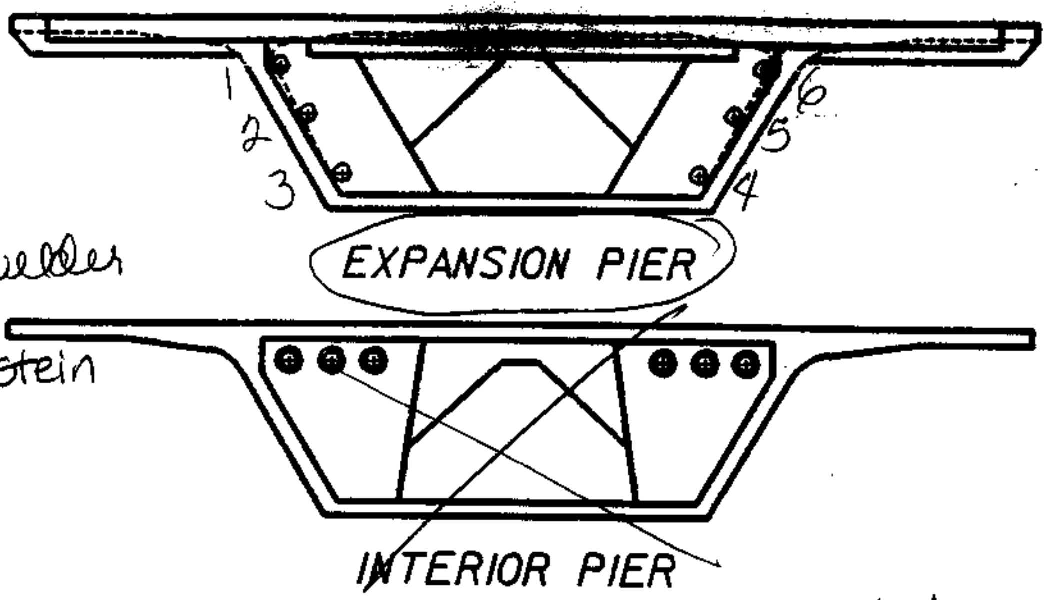
Span Supported 10

Tendon	Condition
6	4 strands visible. 28" into strand void no corosion noted
2	No strands visible. 1 small void noted. Small amount of brown corosion 1 ft into strand.
3	No strands visible sound grout (Tan)
4	No strands visible. Appears to be full of sound grout
* 5	Corosion 3 ft. in (Black) 2 strands visible White dusty grout. Cannot make a visual inspection (Sp# 3-269)
1	A void, debri, & white corosion penetrated 2½ ft 1 strand exposed w/ powdery grout

* needs Ron's attention

Ron Recall 10-10:11 – dig 1A 10/9/00

Ron Bryson
Doug Shockley
Julie Blackwelder
Tom Klopfenstein
David Riley



1-A

Expansion or Interior Pier No. 10

Looking Direction North or South

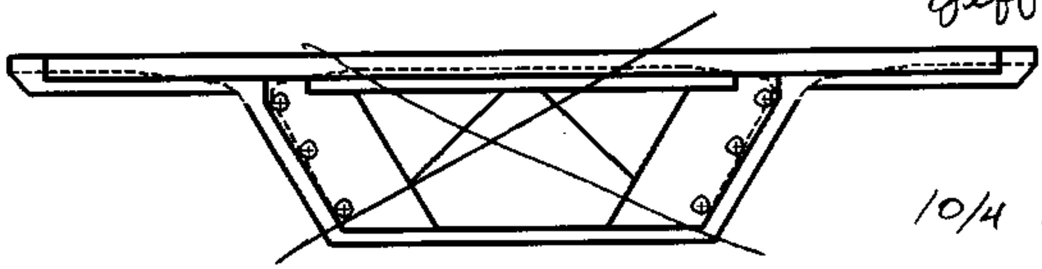
Span Supported 10

Tendon	No. Strands	Void	Condition	Camera Time
1				
2				
3				
4				
5	3 strands	3'	white powdery grout on three visible ~~tendons~~ Moderate	Photo 6, 7,8,9 4:09 - 3:52
6				

T-5 white powdery grout on three visible strands moderate corrosion cells (active) visible on top of trumpets and at least 2 strands.

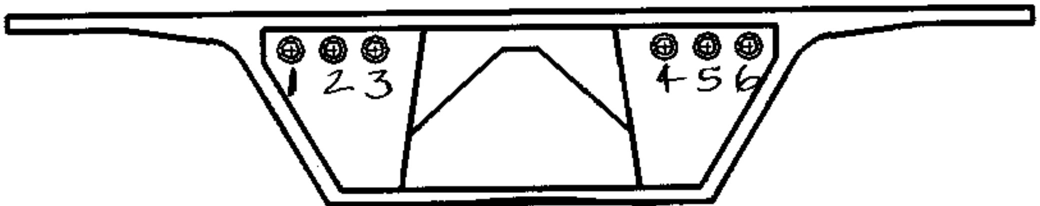
Doug- Greg
Julia-
Jeff-

10-4 chip 1A



10/4 8am to 8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 11

Looking Direction North or South

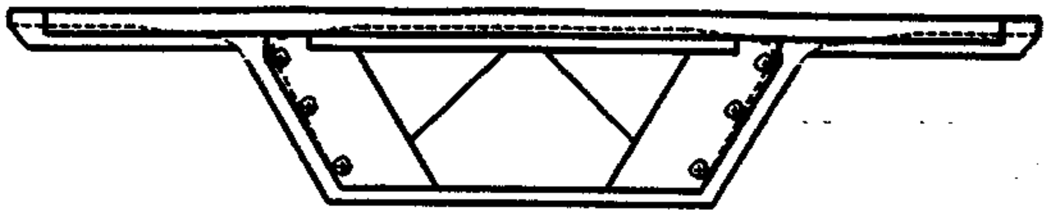
Span Supported 10

Tendon	Condition
1	Good grout (white) no voids in grout. No strands visible. Pictures 38+39 2:56 1-A
2	Trumpet has moderate corrosion present. Grout has small void (white) in color. No strands visible. Pictures 40+41 2:58 1-A
3	No visible strands. Good grout (white) in color small void in grout. Trumpet looks good. Pictures 42+43 3:02 1-A
4	No visible strands present. Good grout (white in color. small void in grout. Trumpet looks good. Pictures 44+45 3:06 1-A
5	No visible strands. Good grout (white) in color. Trumpet looks good. Pictures 46+47 3:09 1-A
6	No visible strands. Good grout (white) in color. Trumpet looks good. Pictures 48 1-A

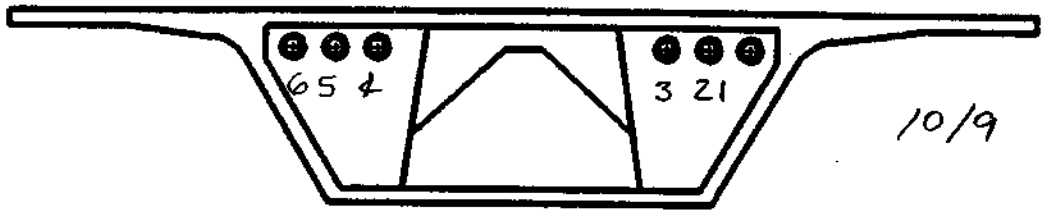
no picture of board on tendon #6.

10-9 _ chip 1B

Tom
Lonzo
Todd
Ronnie
Photochip
1B



EXPANSION PIER



10/9 8am - 8pm

INTERIOR PIER

Expansion or Interior Pier No. 11

~~Direction~~ Looking North or South

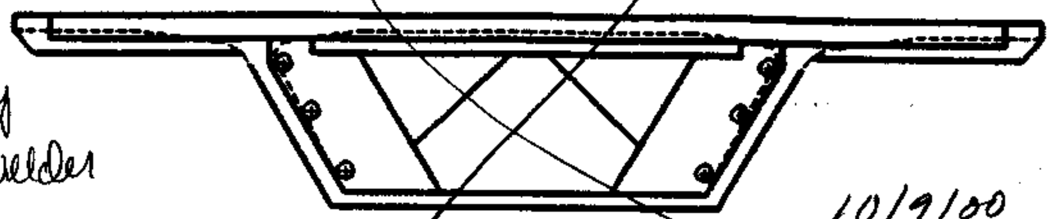
Span Supported 10

Tendon	Condition
1	Location Photo 61 @ 12:31 PM, White Grout, 2" penetration, Photo 62 @ 12:32
2	Location Photo 63 @ 12:33 PM, White Grout, 6" penetration, Photo 64 @ 12:34 PM
3	Location Photo 65 @ 12:34 PM, White Grout, 3½" penetration Photo 66 @ 12:35 PM.
4	Location Photo 67 @ 12:37 PM, No corrosion to Trumpet, 2 strands visible with no apparent corrosion, White Grout, 2' penetration, Photo 68 @ 12:38 PM
5	Location Photo 69 @ 12:40 PM, White Grout, 7" Penetration, Photo 70 @ 12:41 PM.
6	Location Photo 71 @ 12:42 PM, White Grout, 1.5' penetration, Photo 72 @ 12:43 PM.

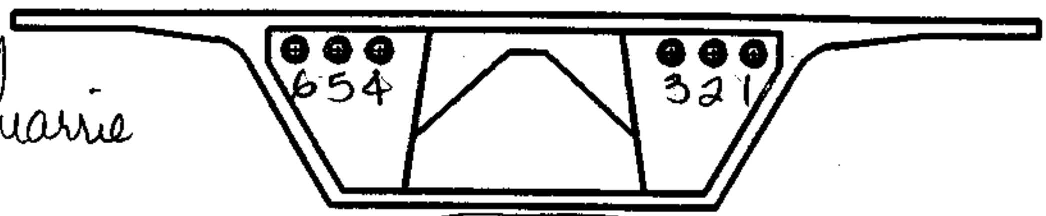
10-11-chip 2A

Doug Shockley
Julie Blackwelder
Tom Klopfenstein
David Riley
Bobby McQuarrie

10/9/00



EXPANSION PIER



INTERIOR PIER

2-A

Expansion or Interior Pier No. 11

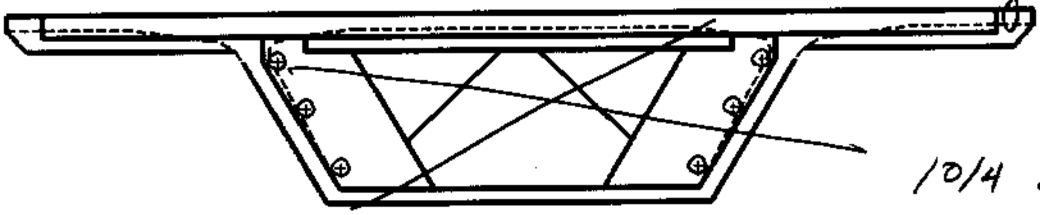
Looking Direction North or South

Span Supported 10

Tendon	No. Strands	Void	Condition	Camera	Time
1					
2	No strands Visible	10"	White grout	Photo 5+6	6:30-6:30
3					
4					
5					
6					

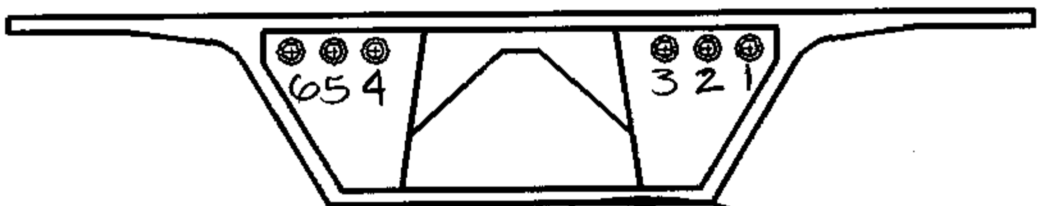
10-4 — chip 1A

Jeff - Doug
Julie
Greg



10/4 8am to 8pm

EXPANSION PIER



INTERIOR PIER

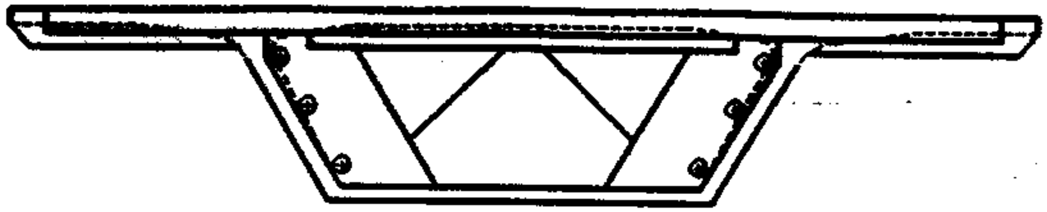
Expansion or Interior Pier No. 11 1-A

Looking → Direction North or South

Span Supported 11

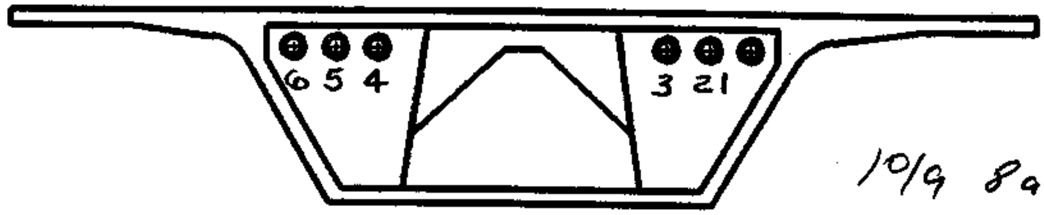
Tendon	Condition
1	Good grout white in color. No strands visible. Pictures 49 + 50 3:20 1-A
2	Grout white in color with small void. No strands visible. Pictures 51 + 52 3:22 1-A
3	Good grout white in color. No strands visible. Pictures 53 + 54 3:33 1-A
4	Good grout white in color (small void 2½" in) Trumpet visible and looks good. Pictures 55 + 56 3:35 1-A Tops of two strands visible.
5	Grout white in color small void present. Trumpet not visible. No strands visible. Pictures 57 + 58 3:41 1-A
6	Grout white in color. Trumpet visible at top. No strands visible. Pictures 59 3:44 1-A 60 Board 3:56

10-9 _ chip 1B



EXPANSION PIER

Tom
Lonzo
Todd
Ronnie
10/09/00
Photochip
1B



10/9 8am - 8pm

INTERIOR PIER

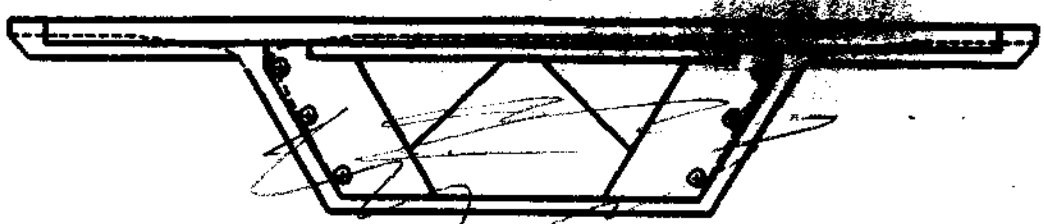
~~Expansion~~ or Interior Pier No. 12

Looking ~~Direction~~ ~~North~~ or South

Span Supported 11

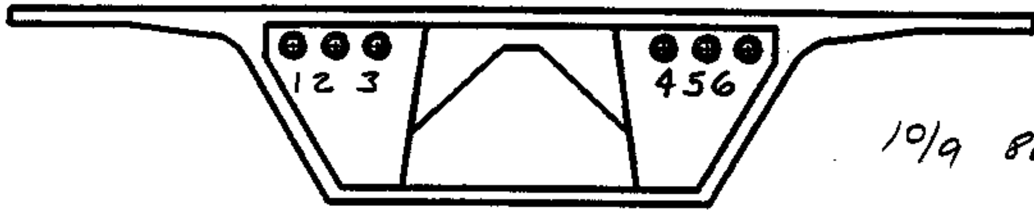
Tendon	Condition
1	Location Photo 37 @ 11:24 AM, White Grout, 4" penetration, Photo 38 @ 11:25 AM.
2	Location Photo 39 @ 11:29 AM, White Grout, 4" Penetration, Photo 40 @ 11:30 AM.
3	Location Photo 41 @ 11:31 AM, White Grout, 4" penetration, Photo 42 @ 11:32 AM
4	Location Photo 43 @ 11:33 AM, No Corrosion to Trumpet, 1 Strand Visible (coated with Grout), White Grout, 5'+ Penetration, Photo 44 @ 11:39 AM
5	Location Photo 45 @ 11:42 AM, Lt. orange corrosion to Trumpet, 2 strands visible with what appears to be Light Orange surface corrosion, White Grout, 2' Penetration, Photo 46 @ 11:49 AM
6	Location Photo 47 @ 11:53 AM, No corrosion to Trumpet, 1 Strand Visible (covered with Grout), White Grout, 1.5' penetration, Photo 48 @ 11:55 AM.

10-9 chip 1B



EXPANSION PIER

Tom
Lonzo
Ronnie
Todd
10/09/00
Photochip
1B



10/9 8am - 8pm

INTERIOR PIER

Expansion or Interior Pier No. 12

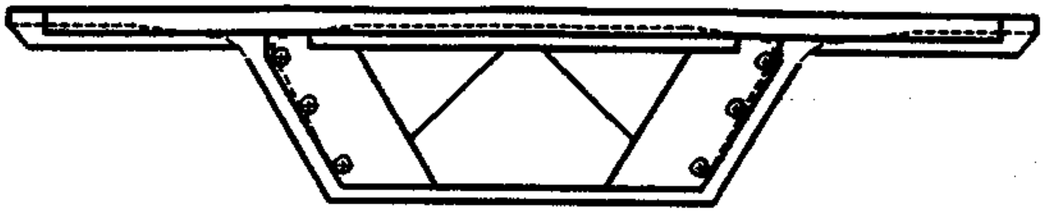
Looking Direction North or ~~South~~

Span Supported 12

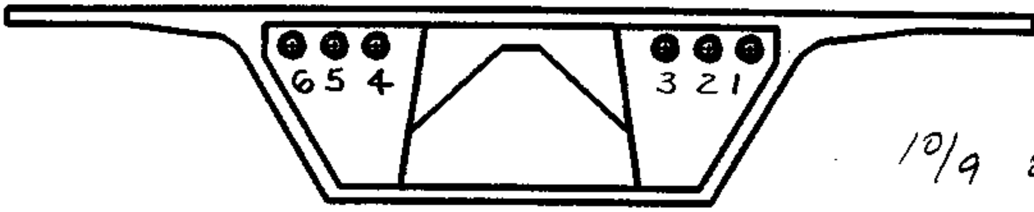
Tendon	Condition
1	Location Photo 49@ 12:00 AM, No corrosion to Trumpet, 2 Strands Visible (1 with Isolated light orange corrosion), White Grout, 2.5' Penetration, Photo 50@ 12:03 PM
2	Location Photo 51@ 12:07 PM, No corrosion to Trumpet, 3 Strands Visible with Orange spotty Corrosion, White Grout, 3' penetration Photo 52@ 12:09 PM.
3	Location Photo 53@ 12:13 PM. No corrosion, 4" penetration, Photo 54 @ 12:13 PM.
4	Location Photo 55@ 12:15 PM, No corrosion to Trumpet, 2 Strands Visible, White Grout, 5'+ penetration, Photo 56@ 12:19 PM
5 3	Location Photo 57@ 12:20 PM, White Grout, 3" penetration, Photo 58@ 12:21 PM.
6	Location Photo 59@ 12:22 PM, No Corrosion, White Grout, 5' penetration, Photo 60@ 12:24 PM

10-9_chip 1B

Tom
Lonzo
Todd
Ronnie
10/09/00
Photochip
1B



EXPANSION PIER



10/9 8am - 8pm

INTERIOR PIER

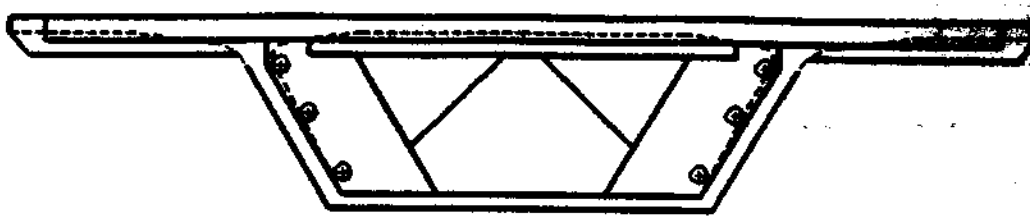
Expansion or Interior Pier No. 13

~~Direction~~ Looking North or South

Span Supported 12

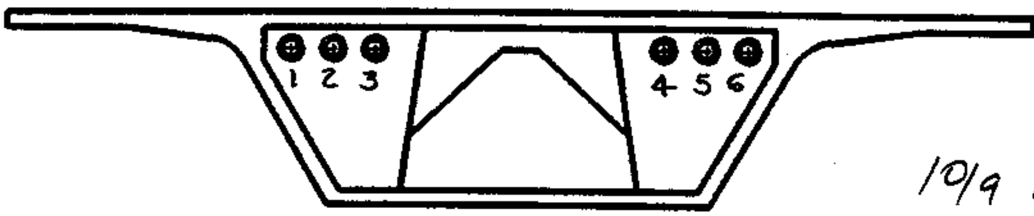
Tendon	Condition
1 8	Location Photo 13 @ 10:44 AM, White Grout, 8" penetration, Photo 14 @ 10:45 AM.
2	Location Photo 15 @ 10:46 AM, White Grout, 4" penetration, Photo 15 @ 10:47 AM.
3	Location Photo 17 @ 10:48 AM, Isolated spotty orange corrosion to Trumpet, No strands visible, White Grout, 4" Penetration, Photo 18 @ 10:49 AM.
4	Location Photo 19 @ 10:51 AM, Lt. Orange corrosion to Trumpet, No strands visible, White Grout, small void, 6" penetration Photo 20 @ 10:52 AM.
5 16	Location Photo 21 @ 10:53 AM, White Grout, 10" penetration, Photo 22 @ 10:54 AM.
6	Location Photo 23 @ 10:56 AM, White Grout, 6" penetration, Photo 24 @ 10:57 AM.

10-9 _ chip 1B



EXPANSION PIER

Tom
Lonzo
Todd
Ronnie
10/09/00
Photochip
1B



10/9 8am - 8pm

INTERIOR PIER

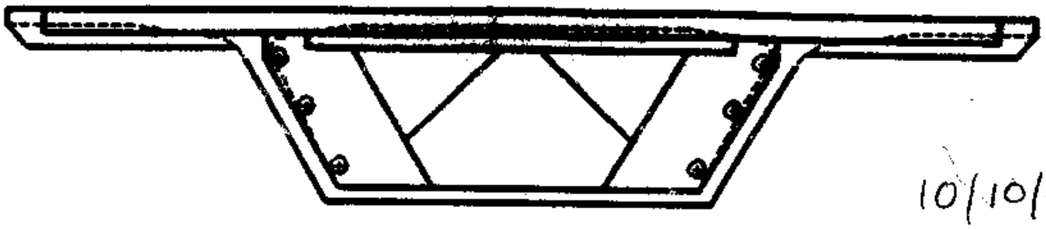
~~Expansion~~ or Interior Pier No. 13

~~Direction~~ Looking North or ~~South~~

Span Supported 13

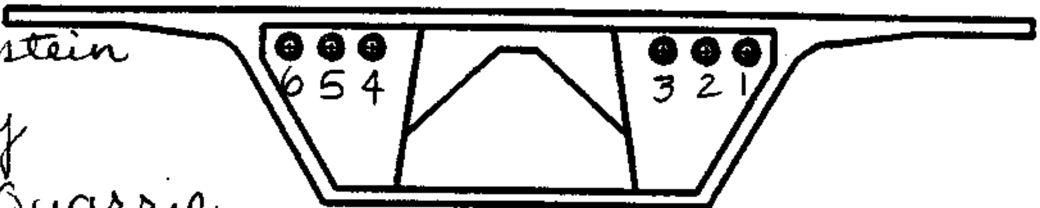
Tendon	Condition
1	Location Photo 25@ 11:01 AM, White Grout, 9" penetration, Photo 26@ 11:03 AM
2	Location Photo 27@ 11:06 AM, White Grout, 5" penetration, Photo 28 @ 11:06 AM
3	Location Photo 29@ 11:07 AM, White Grout, 5" penetration, Photo 30 @ 11:08 AM.
4	Location Photo 31@ 11:09 AM, White Grout, 3" Penetration, Photo 32@ 11:10 AM.
5	Location Photo 33@ 11:11 AM, White Grout, 5" Penetration, Photo 34@ 11:13 AM.
6	Location Photo 35@ 11:14 AM, White Grout, 5" penetration, Photo 36@ 11:15 AM

10-11 — chip 2A



10/10/00

Ron Bryson
Doug Shockley
Tom Klopfenstein
David Riley
Bobby McQuarrie
Ben McKinney - T-1



2-A

Expansion or Interior Pier No. 14

Direction North or South

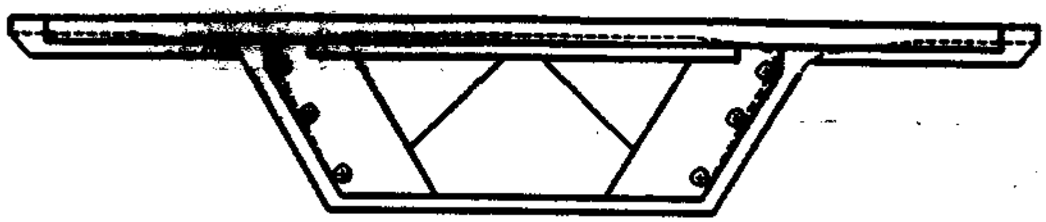
Span Supported 13

Tendon	No. Strands	Void	Condition	Camera	Time
1	5-6 strands visible	5'+	moisture - photo-12 Intermittent light corrosion to strands photo-13	Photo# 11, 12, 13. Video	8:32 8:32
2	no strands visible	6"	White grout - photo-15 Trumpet good	Photo# 14, 15 Video	8:49 8:49
3	4 strands visible	2½'	Moisture - photo-17	photo 16, 17 video	8:52 8:52
4					
5					
6					

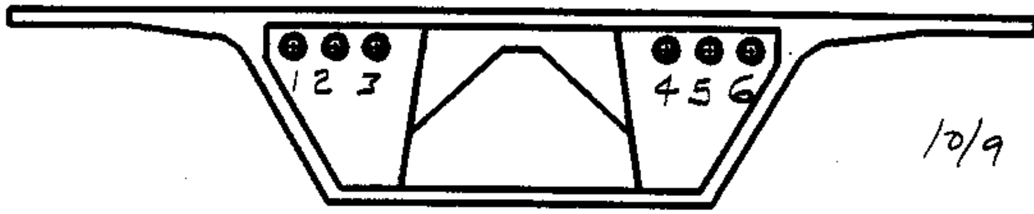
Re-do had to move to new location started over because of move.

10-9 _ chip 1B

Tom
Lonzo
Todd
Ronnie
10/09/00
Photochip
1B



EXPANSION PIER



10/9 8am-8pm

INTERIOR PIER

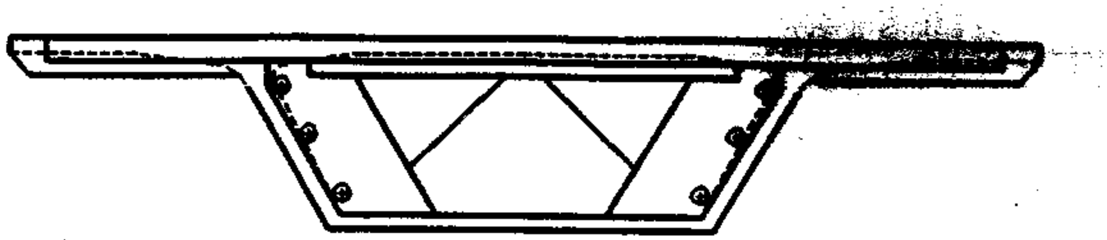
~~Expansion~~ or Interior Pier No. 14

LOOKing ~~Direction~~ North or ~~South~~

Span Supported 14

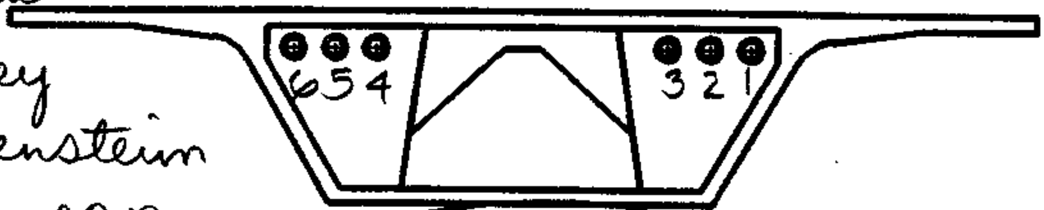
Tendon	Condition
1	Location Photo 1@ 10:13 AM, Lt. orange corrosion to Trumpet, 2 strands visible with Lt. orange spotty corrosion to 1 strand, White Grout, 5'+ Penetration, Photo 2@ 10:18 AM
2	Location Photo 3@ 10:22 AM, White Grout, 3" penetration, Photo 4@ 10:24 AM.
3	Location Photo 5@ 10:26 AM, White Grout, 4" penetration, Photo 6@ 10:27 AM,
4	Location Photo 7@ 10:28 AM, No corrosion to Trumpet, 3 strands visible with no apparent corrosion, White Grout, 2.5' penetration, Photo 8@ 10:34 AM,
5	Location Photo 9@ 10:37 AM, White Grout, 4" Penetration, Photo 10@ 10:37 AM,
6	Location Photo 11@ 10:38 AM, White Grout, 6" penetration, Photo 12@ 10:39 AM.

10-11-chip 2A



EXPANSION PIER

Doug Shockley
Julia Blackwelder
David Riley
Tom Klopfenstein
Greg Johnson
Jerry Foxworth



INTERIOR PIER

10/11/00

2-A

Expansion or Interior Pier No. 14

Direction North or South

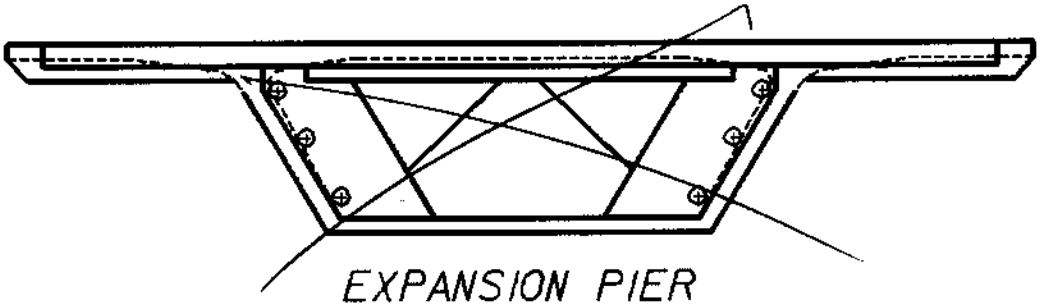
Span Supported 14

on another sheet

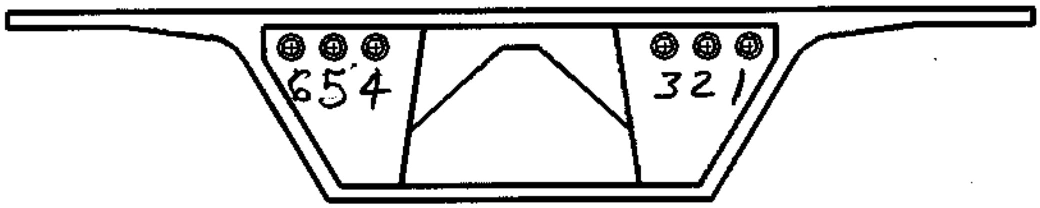
Tendon	No. of strands	Void	Condition	Camera Time
1 *				
2 *				
3	4 strands visible	2½' of void	Strands have slight random corrosion.	Photo 36, 37 1:43
4	no strands visible	10" void	grout white	Photo 38, 39 1:47
5	3 strands partially visible	2½'+ void	grout white	Photo 40, 41 1:50
6	5 strands visible	5'+	grout White	Photo 42 43 1:53

10-4 – chip 1B

Lonzo
Todd
Jerry
Ronnie
10/04/00
Photochip 1B
8am – 8pm



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 15

Looking ~~Direction~~ ~~North~~ or South

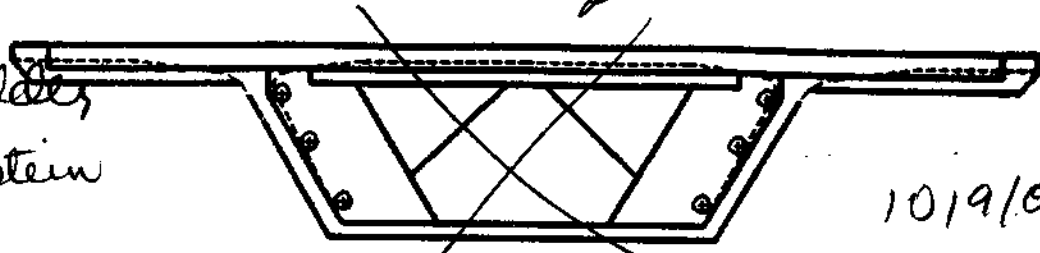
Span Supported 14

Tendon	Condition
1	Location photo 80 @ 4:32 pm, Mod. Corrosion to Trumpet. Voids with No Strands Visible, Lt. gray grout, Photo 81 @ 4:33 PM
2	Location photo 82 @ 4:38 P.M., No corrosion, Void with no Strands Visible. Photo 83 @ 4:39 PM
3	Location Photo 84 @ 4:44 PM, No Corrosion, No Void, White Grout Photo 85 @ 4:47 PM
4	Location Photo 86 @ 4:53 PM, Lt. Corrosion to Trumpet, No Voids, No Strands Visible, Photo 87 @ 4:54 PM
5	Location Photo 88 @ 4:57 PM, No corrosion, No Voids, No Strands Visible, Lt. gray grout. Photo 89 @ 4:58 PM
6	Location Photo 90 @ 5:03 PM, No corrosion, No Voids, No Strands Visible, White Grout, Photo 91 @ 5:04 PM

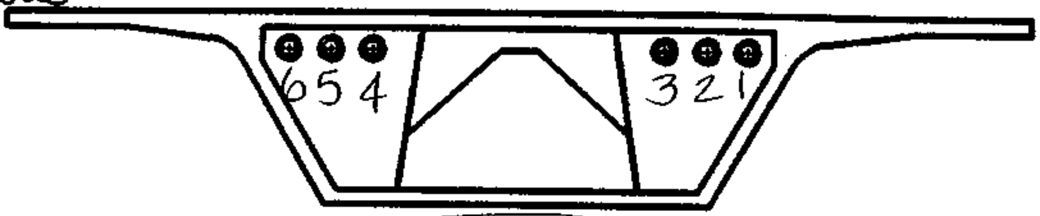
10-11-chip 2A

Doug Shockley
Julia Blackwelder
Tom Klopfenstein
David Riley
Bobby McQuarrie

10/9/00



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 15

2-A

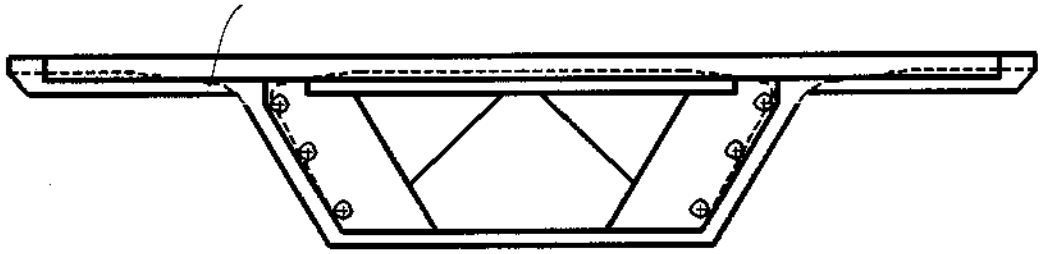
Looking Direction North or South

Span Supported 14

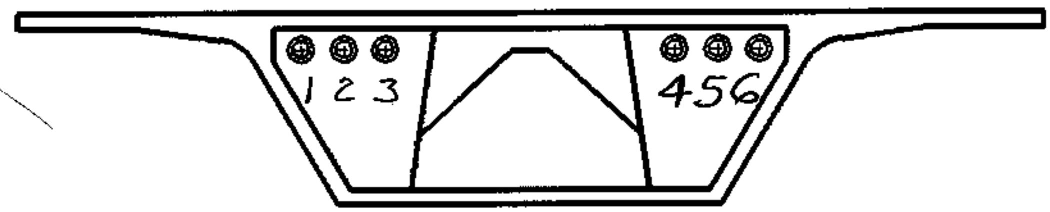
Tendon	No. strands	Void	Condition	Camera	Time
1	No strands Visible	14"	Random light to moderate on trumpet. White grout.	Photo 7+8	6:49-6:51
2					
3					
4					
5					
6					

10-4_chip 1B

Lonzo
Todd
Jerry
Ronnie
10/04/00
Photochip 1B
8am – 8pm



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 15

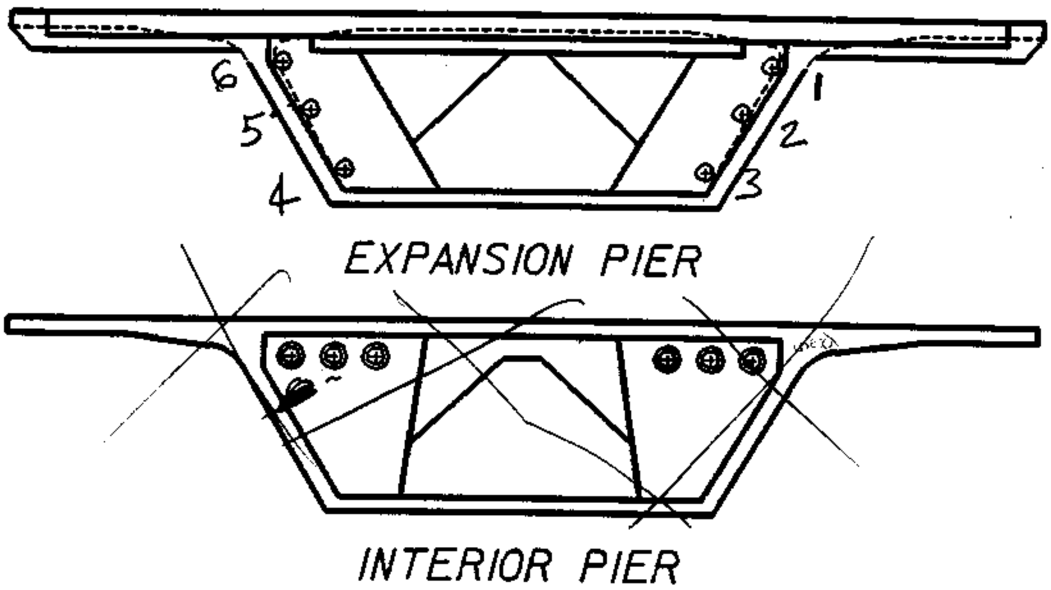
Looking ~~Direction~~ North or ~~South~~

Span Supported 15

Tendon	Condition
1	Location Photo 98 @ 5:57 PM, No Corrosion to Trumpet, No Voids No Strands Visible, White Grout. Photo 99 @ 5:59
2	Location Photo 100 @ 6:03 PM, No Corrosion to Trumpet, White Grout, No Voids, No Strands Visible Photo 101 @ 6:04 PM
3	Location Photo 102 @ 6:07 PM, Lt. Corrosion to Trumpet, No Voids, No Strands Visible, White Grout. Photo 103 @ 6:12 PM
4	Location Photo 96 @ 5:44 PM, Lt. Corrosion to Trumpet, No Voids, No Strands Visible, Photo 97 @ 5:52 PM.
5	Location Photo 94 @ 5:32 PM, Lt. to mod. Corrosion to Trumpet, No Voids, No Strands Visible, Lt Grey Grout, Picture 95 @ 5:37 PM
6	Location Photo 92 @ 5:11 PM, 3 Strands Visible with light Corrosion, No Corrosion to Trumpet, grout light grey, Photo 93 @ 5:23 PM.

10-4- chip 1B

Lonzo
Todd
Jerry
Ronnie
10/04/00
PhotoChip 1B
8am-8pm



Expansion or ~~Interior~~ Pier No. 16

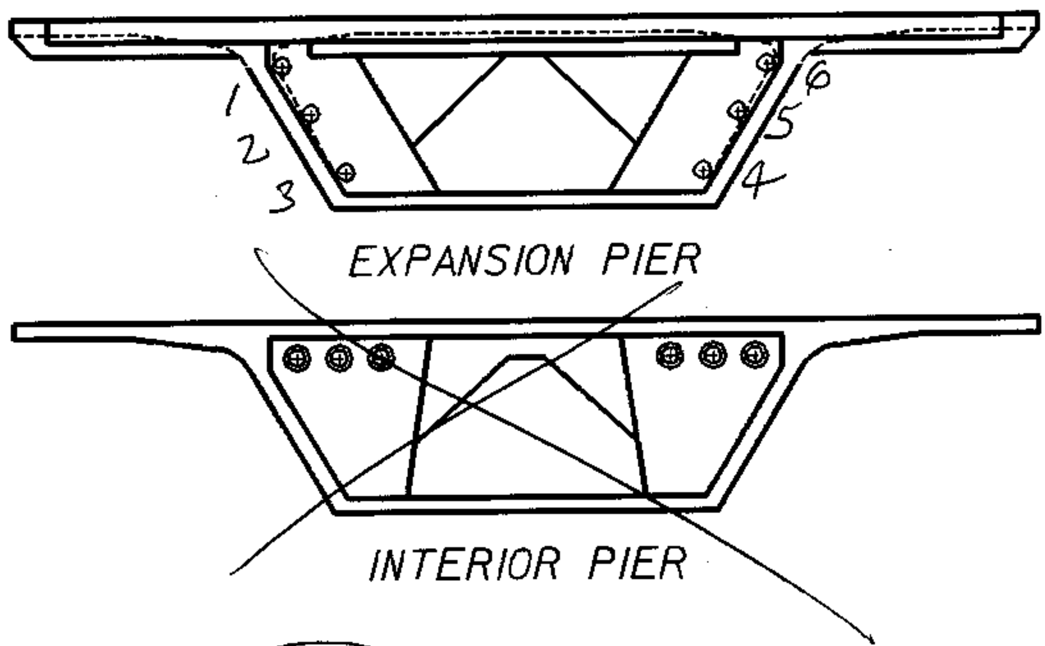
Looking Direction ~~North~~ or South

Span Supported 15

Tendon	Condition
1	Location Photo 74 @ 3:40 PM, mod. to Heavy Corrosion to Trumpet, small Void with No strands visible. Light Gray Grout. Photo 75 @ 3:45PM
2	Location Photo 76 @ 3:48 PM, Lt. Gray Grout, No Voids, No Rust Photo 77 @ 3:49PM
3	Location Photo 78 @ 3:50 PM, Lt. corrosion to Trumpet, Light Gray Grout, No Voids, No Strands Visible Photo 79 @ 3:55PM
4	Location Photo 59 @ 2:42 PM, Light spotty corrosion to trumpet No Voids, No Strands Visible, Photo 60 @ 2:44PM
5	Location Photo 57 @ 2:35 PM, Light spots of Corrosion to trumpet, White Grout, No Strands Visible. photo 58 @ 2:39
6	Photo 55 is location @ 2:26PM, White Grout, No Voids, photo 56 @ 228:PM (No Strands Vis.)

10-4_ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/04/00
Photo Chip 1B
8am - 8pm



Expansion or ~~Interior~~ Pier No. 16

Looking ~~Direction~~ North or ~~South~~

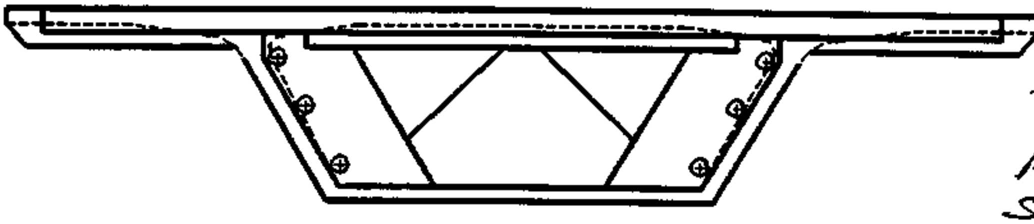
Span Supported 16

Tendon	Condition
1	Location Photo 68 @ 3:22 PM, No rust, White grout Photo 69 @ 3:24 PM
2	Location Photo 70 @ 3:26 PM, 1 spec of rust on trumpet, No voids, Light Gray Grout; Photo 71 @ 3:28 PM
3	Location Photo 72 @ 3:30 PM, No voids, No Strands, White Grout, Photo 73 @ 3:33 PM,
4	Location Photo 66 @ 3:07 PM, Lt. Corrosion to trumpet, No Voids, No Strands visible, Light Gray Grout. Photo 67 @ 3:19
5	Location Photo 63 @ 2:57 PM, Light Corrosion to Trumpet, No Voids, No Strands Visible, Photo 64 @ 2:59
6	Location Photo 61 @ 2:48 PM, Lt. to mod. corrosion of Trumpet, No Strands Visible, small void in grout, Light Gray Grout. Photo 62 @ 2:51 PM

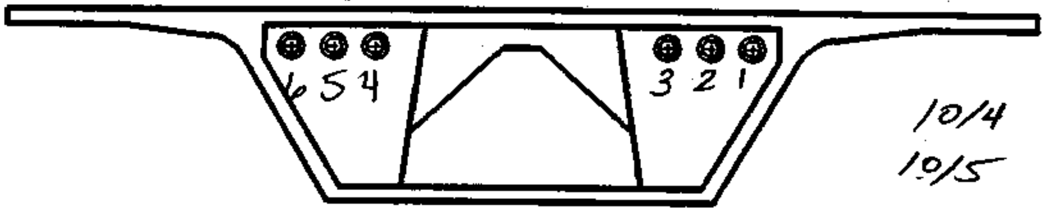
Note: A Fine Time Was had by all.

10-5 – chip 2B

10-4-00
Camera 2B
Team Leader
Tom K.
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 17

Direction **North** or **South**

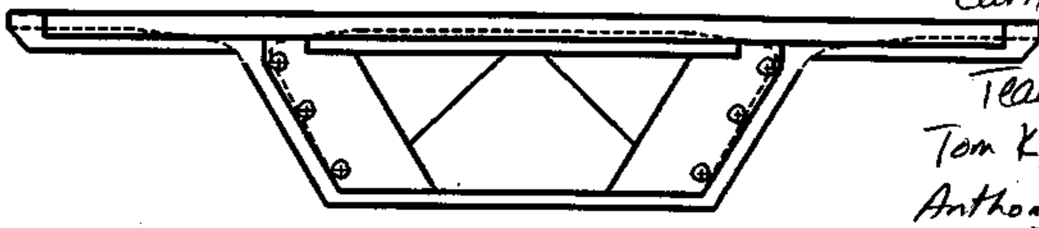
Span Supported 16

Tendon	Condition
1	Small void. No strands visible. Brown Corosion stains. Photo # 62 6" penetration
2	Small void. Brown Corosion stains. No strands visible. Photo # 64 8" penetration
* 3	Crystalization on hole walls. No strands visible Photo # 66 3" penetration
4	Brown Corosion stains No strands visible Photo # 68 6" penetration
* 5	Good grout No strands visible Photo # 70 3½" penetration
6	Brown grout stains No strands visible Photo # 72 6" penetration

* may need more drilling

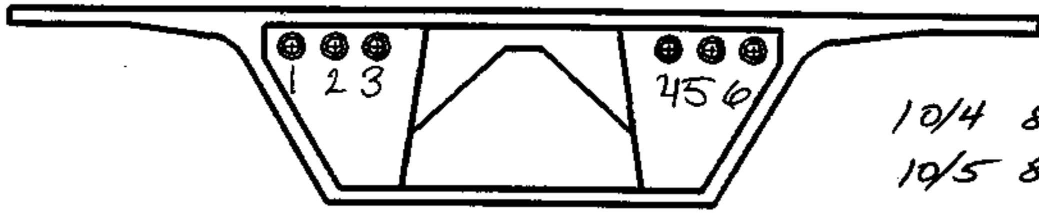
10-5 _ chip 2B

10-4-00
Camera 2B



EXPANSION PIER

Team Leader
Tom K.
Anthony
Shannon
Alto



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 17

Direction North or South

Span Supported 17

	Tendon	Condition
*?	1	Corosion stains Photo # 50 May need more drilling 3" penetration
	2	Grout Looked good Photo # 52 No strands visible 4" penetration
	3	Brown Corosion stains, small void Photo #54 No Strands visible. 8" penetration
	4	Brown corosion stains. Photo # 56 No Strands visible 6" penetration
	5	Small void, Brown Corosion Stains Photo # 58 No strands visible. 10" penetration
✱	6	May need more drilling Photo #60 2½" penetration

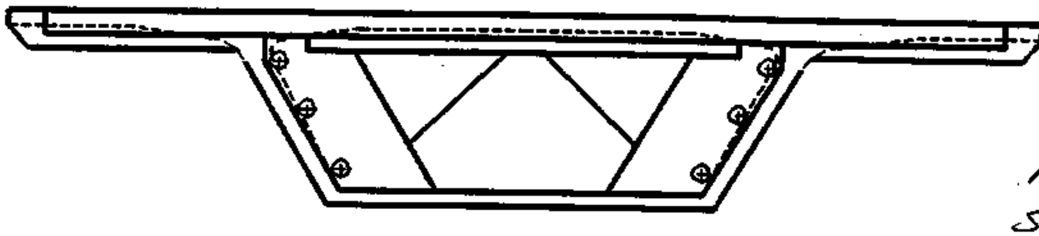
*? would like someone else to take a look.

✱ May need more drilling

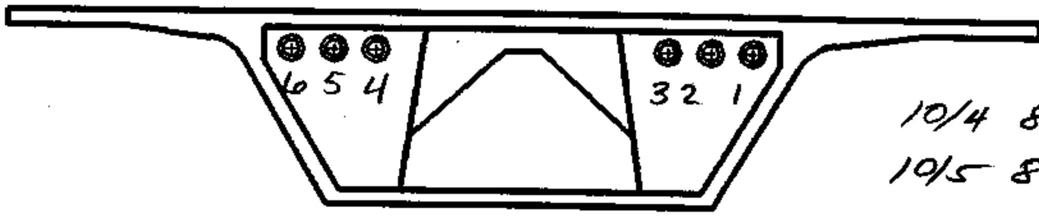
10-5 _ chip 2B

10-4-00
Camera 2B

Team Leader
Tom K.
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 18

Direction North or South

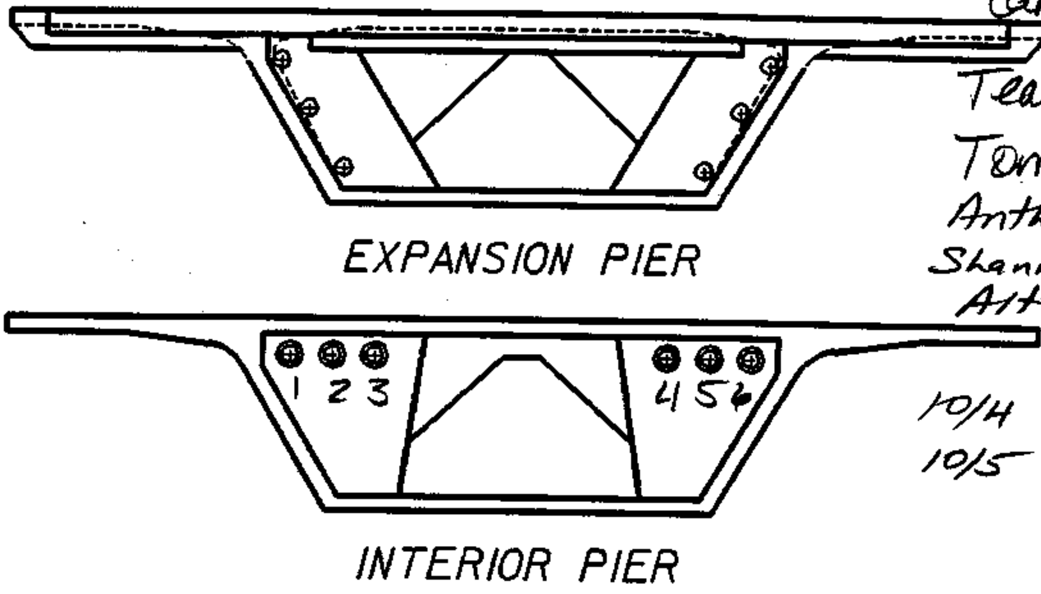
Span Supported 17

Tendon	Condition
1	Minor Void Photo#86 good grout No strands visible 7" penetration
2	Grout had corosion stains (Brown) Photo #88 No strands visible 4" penetration
3	Corosion stains (Brown) Photo #90 No strands visible 5" penetration
4	Good grout Photo#92 No Strands visible 4" penetration
* 5	Good grout Photo #94 No Strands Visible 3" penetration
# 6	Appears to be good grout Photo #96 May need more drilling 2"

May need more drilling

10-5_ chip 2B

10-4-00
Camera 2B
Team Leader
Tom K.
Anthony
Shannon
Alto



10/4 8pm
10/5 8am

Expansion or Interior Pier No. 18

Direction North or South

Span Supported 18

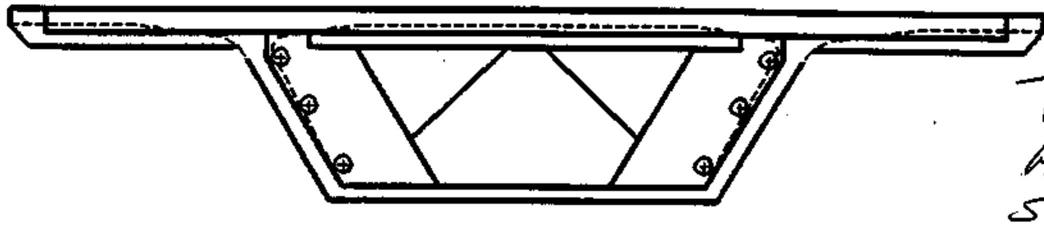
Tendon	Condition	
1	Good grout No strands visible	Photo # 74 4" penetration
2	Corosion stains No strands visible	Photo # 76 4" penetration
3	Good grout No strands visible	Photo # 78 4" penetration
4	Good grout No strends visible	Photo # 80 4" penetration
5	Moderate Brown Corosion (Active) Minor Blisters No strands visible	Photo # 82 6" penetration
* 6	Appears to be good grout no strands visible.	Photo # 84 2" penetration

* May need more drilling

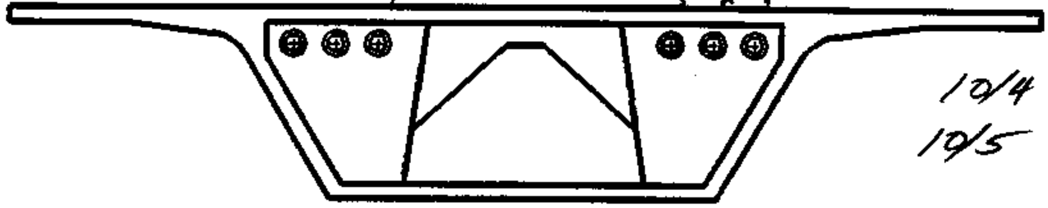
10-5_chip 2B

10-4-00
Camera 2B

Team Leader
Tom K.
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 19

Direction North or South

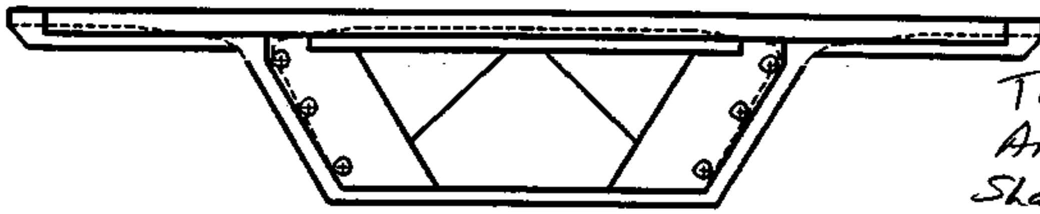
Span Supported 18

Tendon	Condition
1	Good grout — Photo# 110 No Strans Visible — 5" penetration
2	Good grout — Photo #112 No Strans Visible — 5" peretration
3	Small void good grout — Photo# 114 No Strans Visible — 8" penetration
4	Small void good grout — Photo # 116 No Strans visible — 6" penetration
* 5	good grout — Photo # 118 No Strans Visible — 3" pentration
* 6	Photo# 120 No Strans visible — 1" penetration

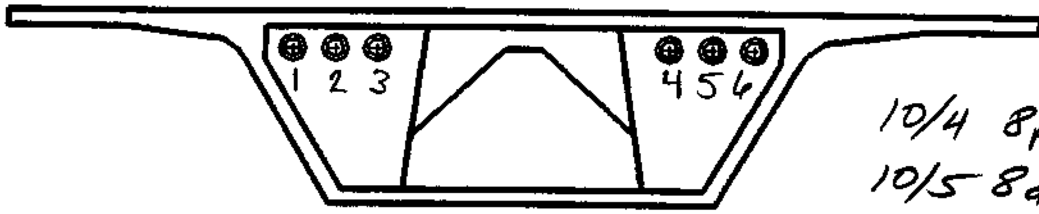
* May need more drilling

10-5_chip 2B

10-4-00
Camera 2B
Team Leader
Tank,
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 19

Direction North or South

Span Supported 19

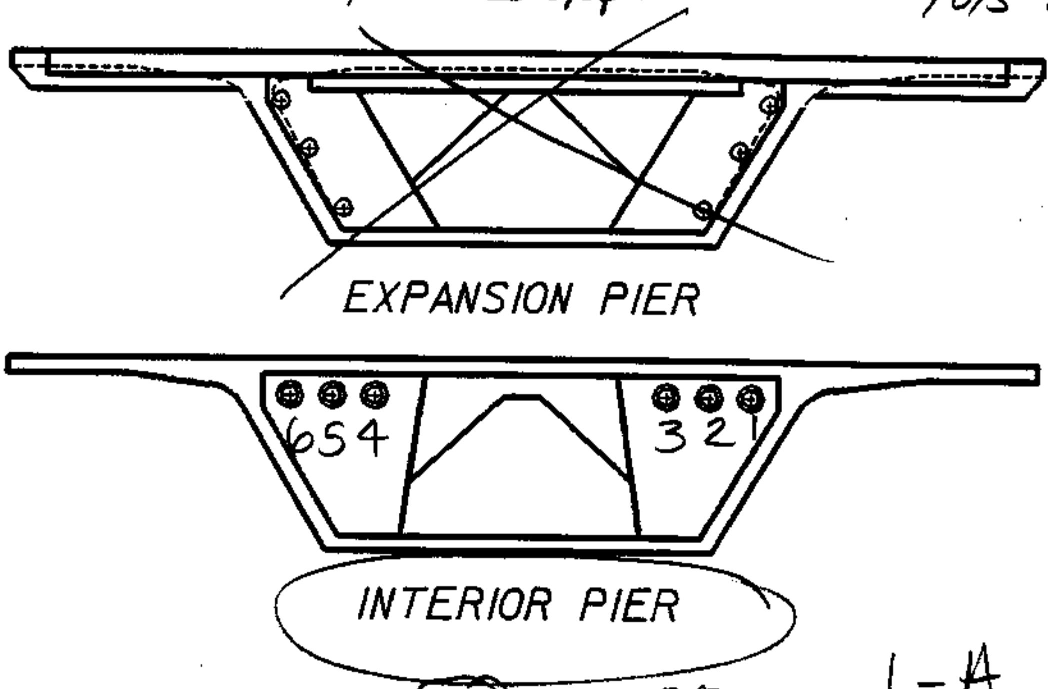
Tendon	Condition
1	Good grout Rock debris No Strands visible — Photo #98 — 7" penetration
2	Small void Rock + Brown Corosion debri No Strands visible — Photo #100 — 8" penetration
* 3	Good grout No Strands Visible — Photo # 102 — 3" penetration
4	Good grout No Strands visible — Photo # 104 — 6" penetration.
5	Small void Good grout No Strands Visible — Photo # 106 — 12" penetration
6	Small void Good grout No Strands Visible — Photo # 108 — 6" penetration

*May need more drilling

Jeff
Julie
Doug
Greg

10-5_ chip 1A

10/5 8am-8pm



1-A

Expansion or Interior Pier No. 20

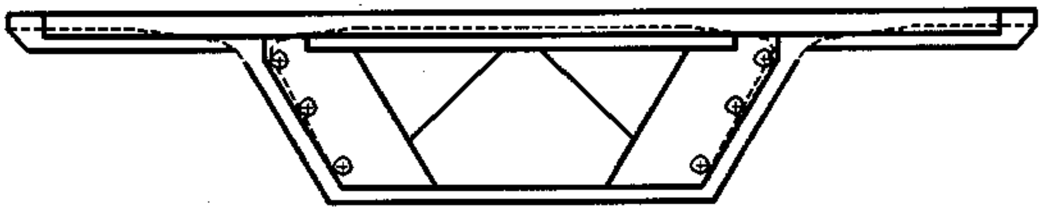
Looking Direction North or South

Span Supported 19

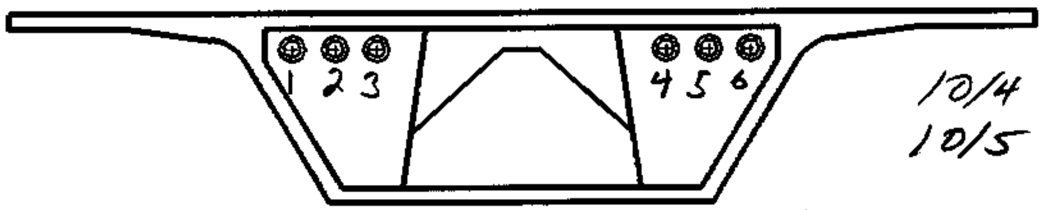
Tendon	Condition
1	Two strands visible. Massive moon rocks. White grout with void apx. 5'+. Trumpet has light red corrosion present. Pictures 7+8 9:06 1-A Probe extended into hole 5'+.
2	Three strands visible with light corrosion. White grout. Trumpet has light corrosion. Pictures 9+10 9:14 1-A Probe was extended into hole 18".
3	Grout white with drill hole Pictures 11 is hole 9:18 1-A (Missing board picture for Tendon #3.)
4	Grout white with drill hole Pictures 12+13 9:22 1-A
5	Heavy corrosion to trumpet. Three strands visible with light (red) corrosion present with light pitting. moon rocks. Pictures 14,15&16 9:24 1-A Probe extend into hole apx. 18". Grout white in color.
6	Four visible strands. Moon rocks. Grout has a void apx 5'+, color white (Trumpet has moderate red corrosion present) Pictures 17+18 9:31 1-A Probe extended into hole 5'+.

10-5_chip2B

10-4-00
Camera 2B
Team leader
Tom K.
Anthony
Shannon
Alto



EXPANSION PIER



10/4 8pm
10/5 8am

INTERIOR PIER

Expansion or Interior Pier No. 20

Direction North or South

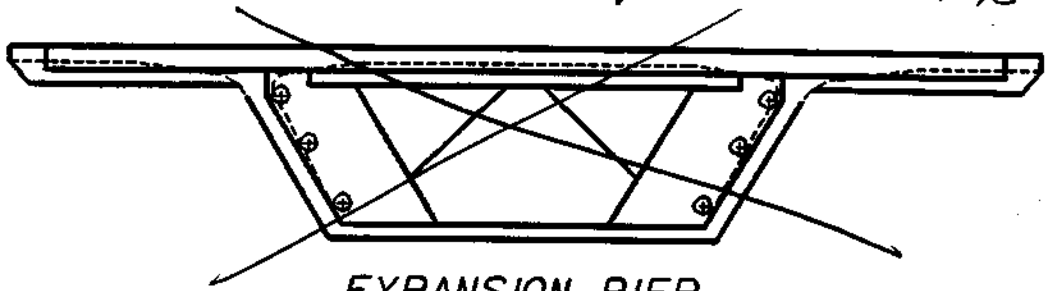
Span Supported 20

Tendon	Condition
1	Good grout — Photo # 122 No strains visible — 6" penetration
* 2	4 strain exposed no active corrosion. Strains appear to be in good condition. Penetrated 26" and void continues Photo # 124 Brown stain by a strain Photo # 125 Void at end of probe Photo # 126 Close up of strain Brown stains seen on grout
3	Good grout — Photo # 128 No strains visible — 4" penetration
4	
5	
6	

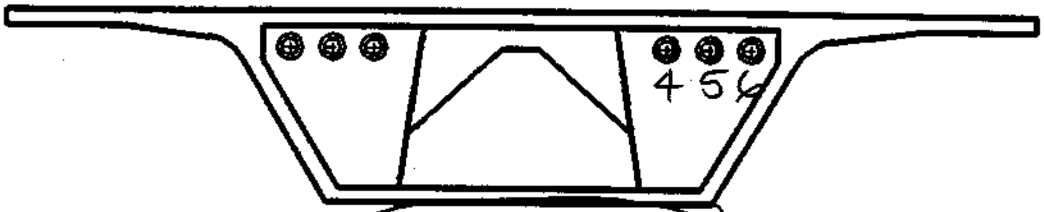
10-5_ chip 1A

10/5 8am -8pm

Jeff
Julie
Doug
Greg



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 20

Looking Direction North or South

Span Supported 20

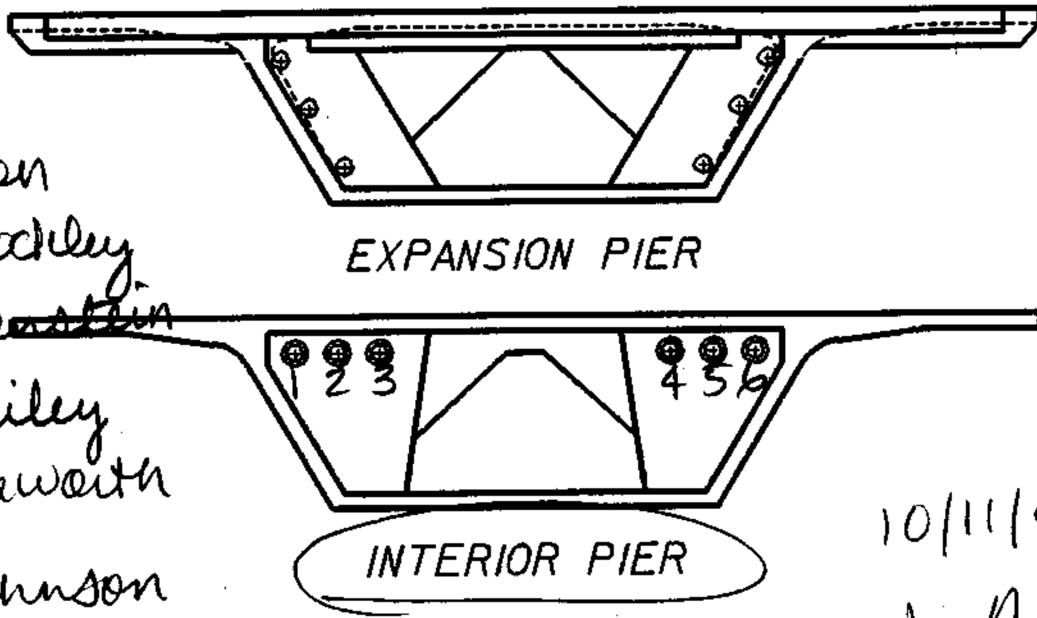
42/45

Tendon	Condition
1	
2	
3	
4	Good white grout No voids to grout. Pictures 1+2 8:47 1-A
5	Grout has a void of 5'+. Three strands visible with light corrosion. White grout. Trumpet has light corrosion (red). Pictures 3+4 8:49 1-A
6	Heavy corrosion to trumpet (red). Grout covered with red corrosion and void approx 5'. Five visible strands could be seen light red corrosion. Pictures 5+6 8:54 1-A Probe extended 5'+ into hole.

Black graphite looking corrosion on bottom of trumpet.

Ron Recall 10-10&11 – chip 1A

Ron Bryson
Doug Shockley
Tom Klopfenstein
David Riley
Jerry Forwerth
Greg Johnson



10/11/00
1-A

Expansion or Interior Pier No. 20

Direction North or South

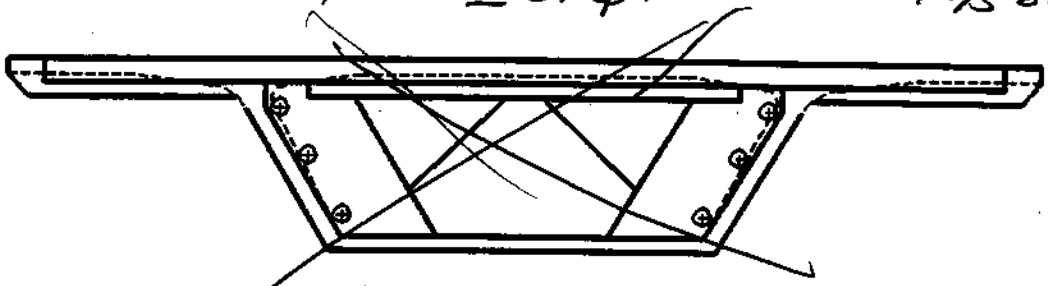
Span Supported 20

Tendon	No. of Strands	VOID	Condition	Camera Time
1				
2				
3				
4				
5				
6	5 strands visible	5'+ void	moderate to heavy corrosion on one strand	Photo 58, 59 1:15

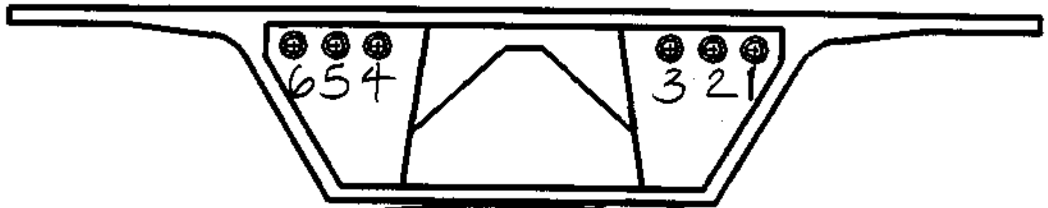
Jeff
Julie
Doug
Greg

10-5_chip 1A

10/5 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 21

Looking Direction North or South

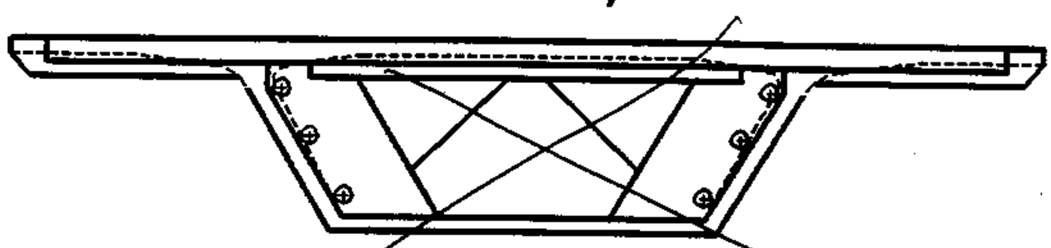
Span Supported 20

Tendon	Condition
1	Grout has a void apx. 12" moon Rocks white grout. Picture 32+33 10:07 1-A
2	Grout has a void apx 12". White grout. Trumpet has light red corrosion. Picture 34+35 10:10 1-A
3	Grout has apx. a 12" void. One strand visible. white grout. Picture 36+37 10:12 1-A
4	White grout with 4" drill hole. Picture 38+39 10:14 1-A
5	One strand visible. Grout has apx. a 1' void. White grout. Picture 40+41 10:16 1-A
6	Heavy red corrosion to trumpet. white grout. One strand visible. Grout has void apx. 1½'. Picture 42+43 10:18 1-A

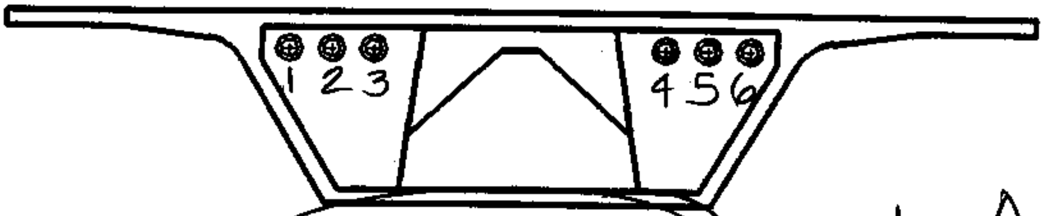
10-5 — chip 1A

10/5 8am-8pm

Jeff
Julie
Doug
Greg



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 21

Looking Direction North or South

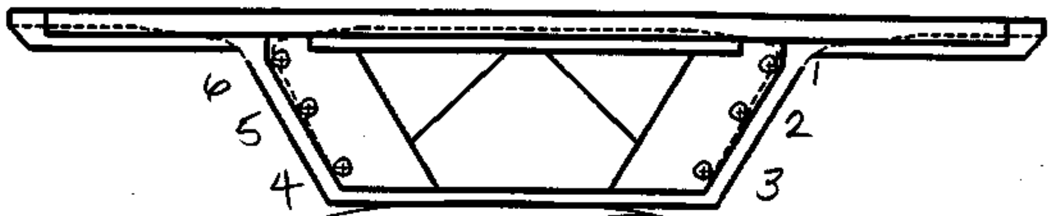
Span Supported 21

Tendon	Condition
1	Small void in white grout. moonrocks. One strand visible Pictures 19+20 9:45 1-A
2	White grout and drill hole present. Small void in grout apx. 10". Pictures 21+22 9:47 1-A
3	Grout has a 12" void. moon rocks. Grout is white. Pictures 23+24 9:50 1-A
4	Grout has void 10". moon rocks Grout is white. Pictures 25+26 9:52 1-A
5	Moderate (red) corrosion to trumpet. Grout has (Bond Bubble) a void apx 12". One Strand visible. Pictures 27+28+29 9:55 1-A Grout is white
6	Grout is white with void 4". Pictures 30+31 9:59 1-A

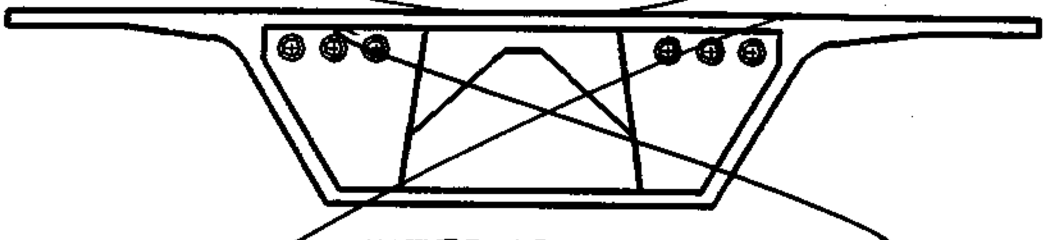
Jeff
Julie
Doug
Greg

10-5 _ chip 1A

10/5 8am - 8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 22

Looking Direction North or South

Span Supported 21

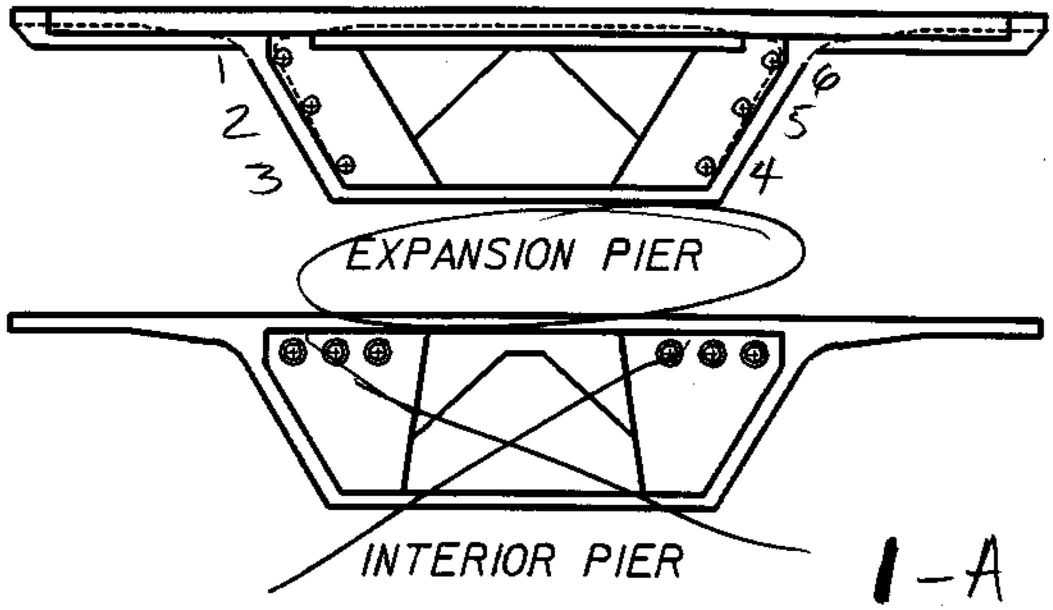
Tendon 1, 2 & 3 * Board says Interior & is Expansion piers in pictures.

Tendon	Condition
* 1	Grout has apx. a 12" void. Grout is white. Trumpet has light red corrosion. Picture 44+45 10:50 1A
* 2	Grout has apx. a 8" void. Grout is white. Picture 46+47 10:52 1A
* 3	Grout has apx 6" void. Grout is white Picture 48+49 10:55 1A
4	Grout has apx. 6" void. Grout is white. Picture 56+57 11:08 1A
5	Grout has apx. 6" void. Grout is white Picture 58+59 11:09 1A
6	Grout has a void apx. 4'+. white grout. Six to eight strands visible with (red) light corrosion. Picture 60, 61, 62, 63, 64 11:10 1-A Moderate (red) corrosion on trumpet. Spotted corrosion on bottom of trumpet.

Jeff
Julie
Doug
Greg

10-5 — chip 1A

10/5 8am - 8pm



1-A

Expansion or Interior Pier No. 22

Looking Direction North or South

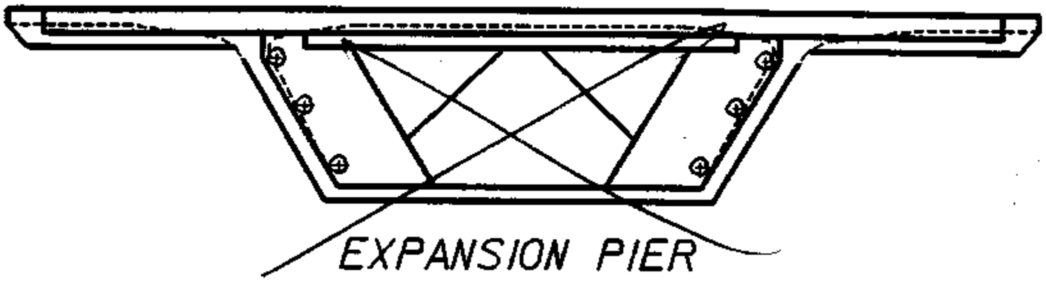
Span Supported 22

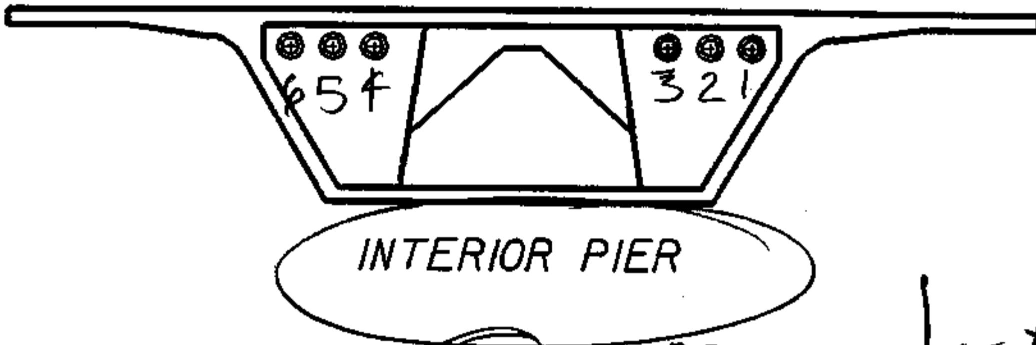
Tendon	Condition
1	Grout has a void apx. 6". Grout is white Picture 50+51 10:59 1-A
2	Grout has a void apx. 6". Picture 52+53 11:01 1-A
3	Grout has apx. 6" void. Grout is white. Picture 54+55 11:04 1-A
4	White grout with 6" drill hole. Picture 65+66 11:17 1-A
5	White grout with 6" drill hole. Picture 67+68 11:22 1-A
6	Trumpet has light corrosion. moon rocks - one strand partially exposed. White grout has 12" void. Picture 69+70 11:23 1-A

Jeff
Julie
Doug
Greg

10-5_chip 1A

10/5 8am-8pm





1-A

Expansion or Interior Pier No. 23

Looking Direction North or South

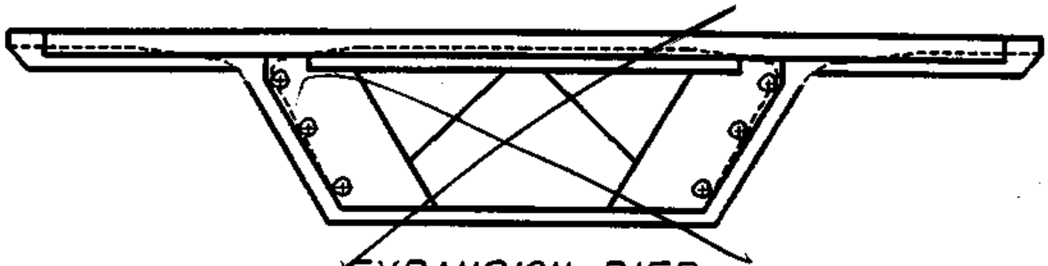
Span Supported 22

Tendon	Condition
1	Grout has apx. a 10" void, white grout. picture 83+84 11:50 1-A
2	Grout has a 4" drill hole, white grout. picture 85+86 11:55 1-A
3	Grout has a 4" drill hole, white grout picture 87+88 11:57 1-A
4	Grout has apx. a 10" void, white grout. Trumpet has speckled red corrosion. picture 89+90 11:58 1-A
5	Grout has apx. a 10" void, white grout. picture 91+92 12:01 1-A
6	Grout has apx. a 12" void, white grout. Black spot on trumpet. picture 93+94 12:02 1-A

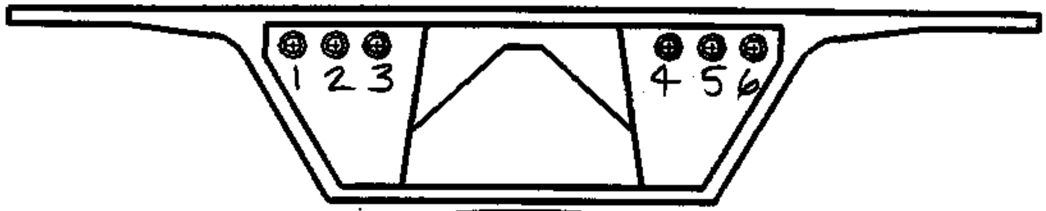
Jeff
Julie
Doug
Greg

10-5 chip 1A

10/5 8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 23

1-A

Looking Direction North or South

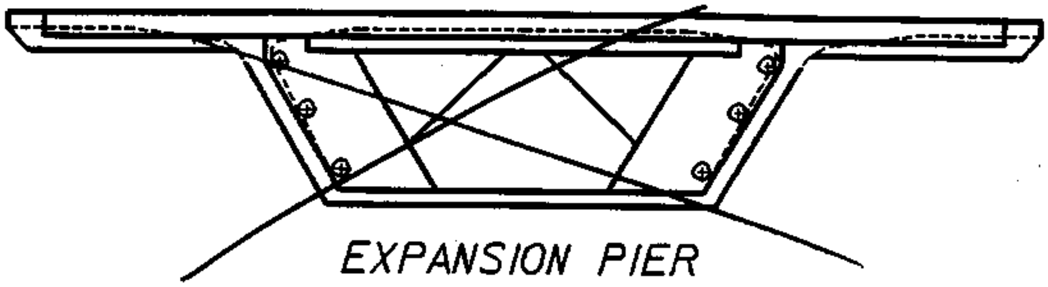
Span Supported 23

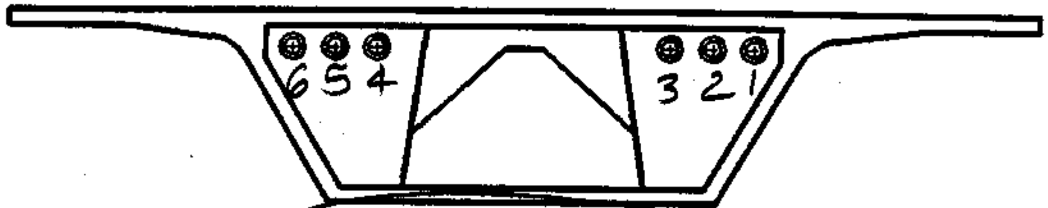
Tendon	Condition
1	Grout has void apx 6". White grout. picture 71+72 11:25 1-A
2	Grout has void apx. 6". White grout. picture 73+74 11:36 1-A
3	Grout has void apx. 12". (White grout has speckled red corrosion.) picture 75+76 11:38 1-A
4	Grout has void apx 6". White grout. picture 77+78 11:40 1-A
5	Grout has void apx 12". White grout. One strand partially exposed. picture 79+80 11:45 1-A
6	Grout has drill hole 4". White grout. picture 81+82 11:48 1-A

Jeff
Julie
Doug
Greg

10-5_chip 1A

10/5 8am-8pm





1-A

Expansion or Interior Pier No. 24

Looking Direction North or South

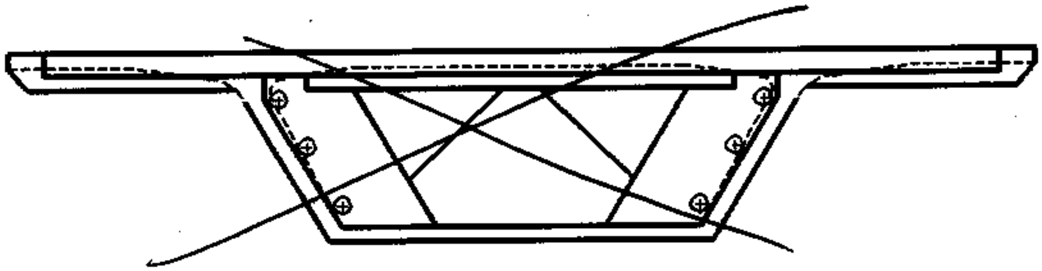
Span Supported 23

Tendon	Condition
1	Grout has a 4" drill hole, white grout. Picture 108+109 2:32 1-A
2	Grout has apx. a 10" void, white grout. Picture 110+111 2:38 1-A
3	Grout has apx. a 10" void, white grout. Picture 112+113 2:39 1-A
4	Grout has apx. a 5" drill hole, white grout Picture 114+115 2:41 1-A
5	Grout has apx a 4" drill hole, white grout. Picture 116+117 2:44 1-A
6	Grout has apx. a 10" void, white grout. Picture 118+119 2:46 1-A

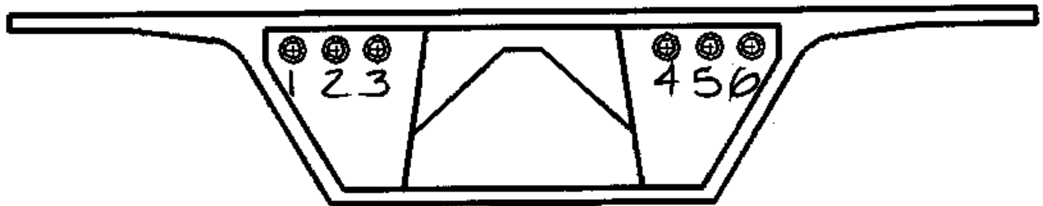
Jeff
Julie
Doug
Greg

10-5 _ chip 1A

10/5 8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 24

1-A

Looking Direction North or South

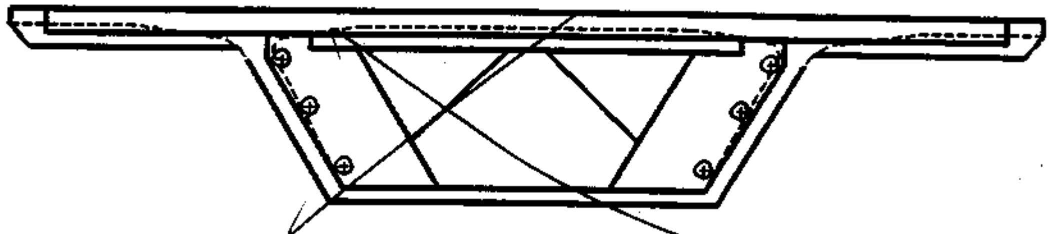
Span Supported 24

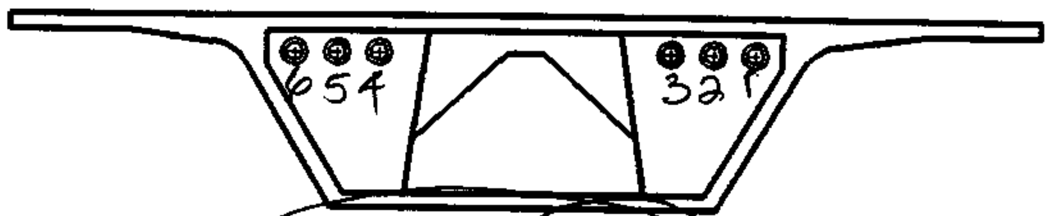
Tendon	Condition
1	Trumpet has moderate red corrosion present. Grout has apx. a 5" void, white grout. Picture 95, 96 & 97 2:09 1-A Apx. five to six strands visible → with light corrosion.
2	Grout has 4" drill hole, white grout. Picture 98+99 2:18 1-A
3	Grout has 4" drill hole, white grout Picture 100+101 2:19 1-A
4	Trumpet has moderate red corrosion present on bottom. Grout has a void apx. 5". Grout is white. Five strands are visible with light red corrosion Picture 102+103 2:22 1-A
5	Grout has a void 1". Trumpet has light red corrosion present. White grout. Picture 104+105 2:28 1-A
6	Grout has a 6" void, white in color. Picture 106+107 2:30 1-A

10-5 chip 1A

1/15 8am-8pm

Jeff
Julie
Doug
Greg





1-A

Expansion or Interior Pier No. 25

Looking Direction North or South

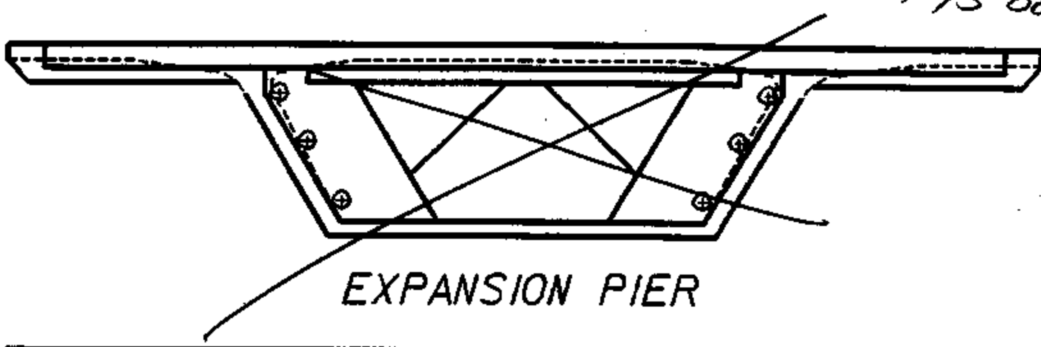
Span Supported 24

Tendon	Condition
1	Grout has apx. a 12" void, white grout. Picture 133+134 4:00 1-A
2	Grout has apx. a 10" void, white grout. Picture 135+136 4:01 1-A
3	Grout has apx a 12" void, white grout, trumpet has heavy red corrosion on bottom. Picture 137+138 4:04 1-A
4	Grout has apx. a 12" void, white grout. Picture 139+140 4:06 1-A
5	Grout has apx. a 6" void, white grout. Picture 141+142 4:08 1-A
6	Grout has apx. a 6" void, white grout. Picture 143+144 4:11 1-A

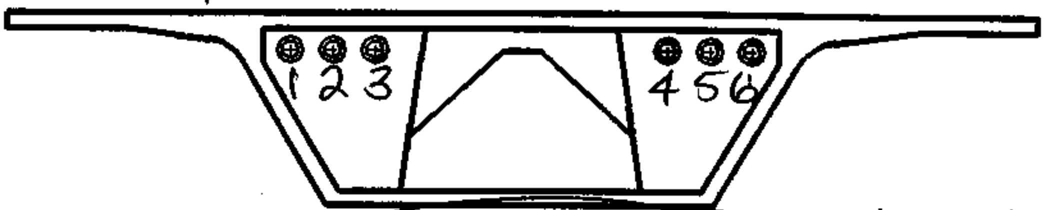
Jeff
Julie
Doug
Greg

10-5_chip 1A

10/5 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 25

Looking **Direction** **North** **or** **South**

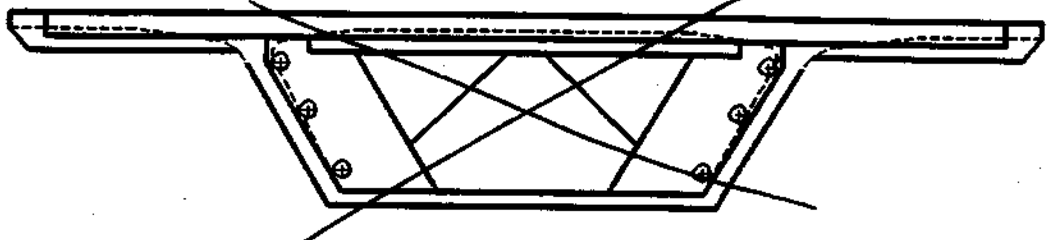
Span Supported 25

Tendon	Condition
1	Grout has apx a 10" void, White grout. Picture 120+121 2:48 1-A
2	Grout has apx. a 10" void, White grout. Trumpet has light corrosion. Picture 122+123 3:01 1-A
3	Grout has apx. a 1' void, white grout. Trumpet has light corrosion. Picture 124+125 3:03 1-A
4	Grout has apx. a 10" void, white grout. Picture 126+127 3:05 1-A
5	Hole has apx. a 8" void, which appears to have silicone and grout present. Pictures 129 & 130 appear to be filled with silicone Picture 128, 129 & 130 3:08 1-A
6	Grout has apx. a 5" drill hole, white grout. Picture 131+132 3:11 1-A

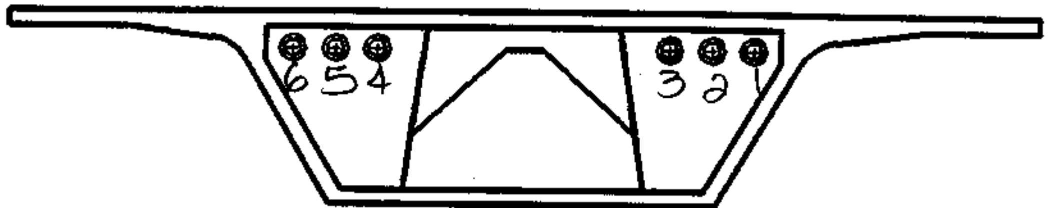
Jeff
Julie
Doug
Greg

10-5 — chip 1A

10/5 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 26

Looking Direction North or South

Span Supported 25

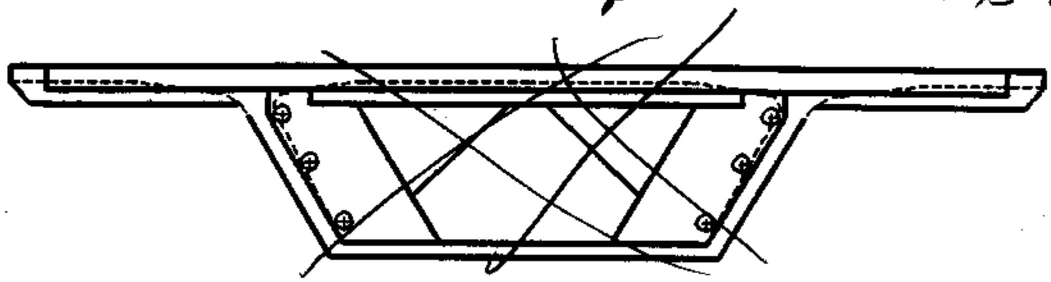
Tendon	Condition
1	Trumpet has heavy spotted red and yellow corrosion on bottom. Grout has apx. a 5' + void, white grout. Four strands visible with light corrosion Picture 160, 161, 162, 163 4:39 1-A
2	Grout has apx. a 5' + void in grout, white grout. Four strands visible light red corrosion present. trumpet has moderate red corrosion on bottom. Picture 164, 165, 166 & 167 4:48 1-A
3	Grout has apx. a 4" drill hole; White grout Picture 168 + 169 4:52 1-A
4	Trumpet has light red corrosion. Grout has apx. a 12" void, White grout. Picture 170 + 171 4:55 1-A
5	Grout has apx. a 5' +, void. Trumpet has moderate red corrosion on bottom & top. White Grout. Two strands visible. Picture 172 & 173 4:57 1-A
6	Grout apx. a 4" drill hole in white grout Picture 175 + 176 5:03 1-A

Void
Picture 174 wrong tendon # on board
5:01 Time

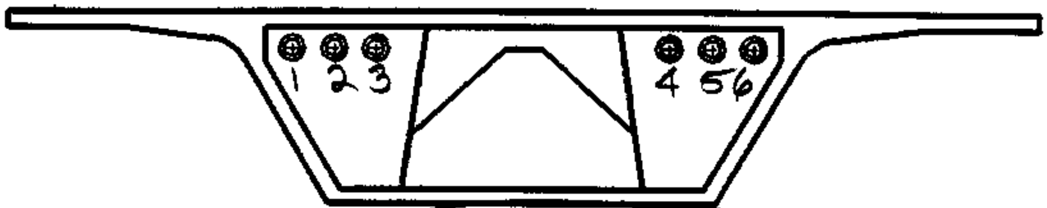
10-5 chip 1A

1/5 8am-8pm

Jeff
Julie
Doug
Greg



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 26

Looking Direction North or South

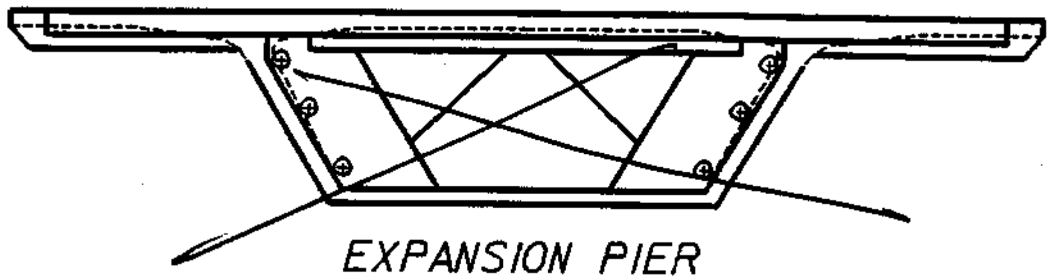
Span Supported 26

Tendon	Condition
1	Heavy red corrosion to trumpet. Apx. 4 strands visible light red corrosion. Grout has apx. a 3½ void, White grout Picture 145, 146, 147 4:13 1-A
2	Grout has apx. a 5'+ void, white grout, two strands are visible. Light corrosion to trumpet (red). Picture 148+149 4:25 1-A
3	Trumpet has light to moderate corrosion. Four strands are visible. Grout has apx. a 2' void, white grout. Picture 150, 151 & 152 4:29 1-A
4	Grout has apx. a 2' void, white grout. Trumpet has light red corrosion. One strand partially visible. Picture 153+154 4:32 1-A
5	Trumpet has heavy red corrosion present. Grout has apx. a 5'+ void, white grout. Four strands visible with light red corrosion. Picture 155, 156 & 157 4:35 1-A
6	Grout has apx. a 2" drill hole, white grout. Picture 158+159 4:38 1-A

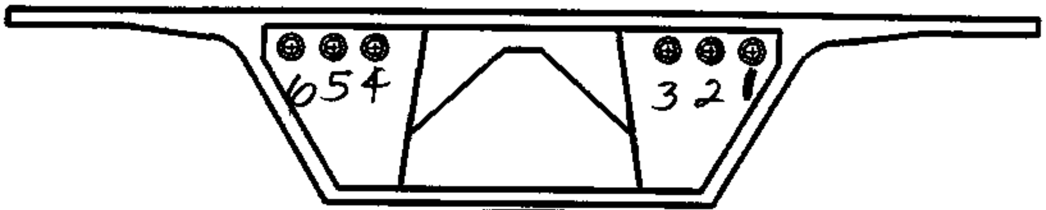
10-5 _ chip 1A

10/15 8am-8pm

Jeff
Julie
Doug
Greg



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 27

1-A

Looking Direction North or South

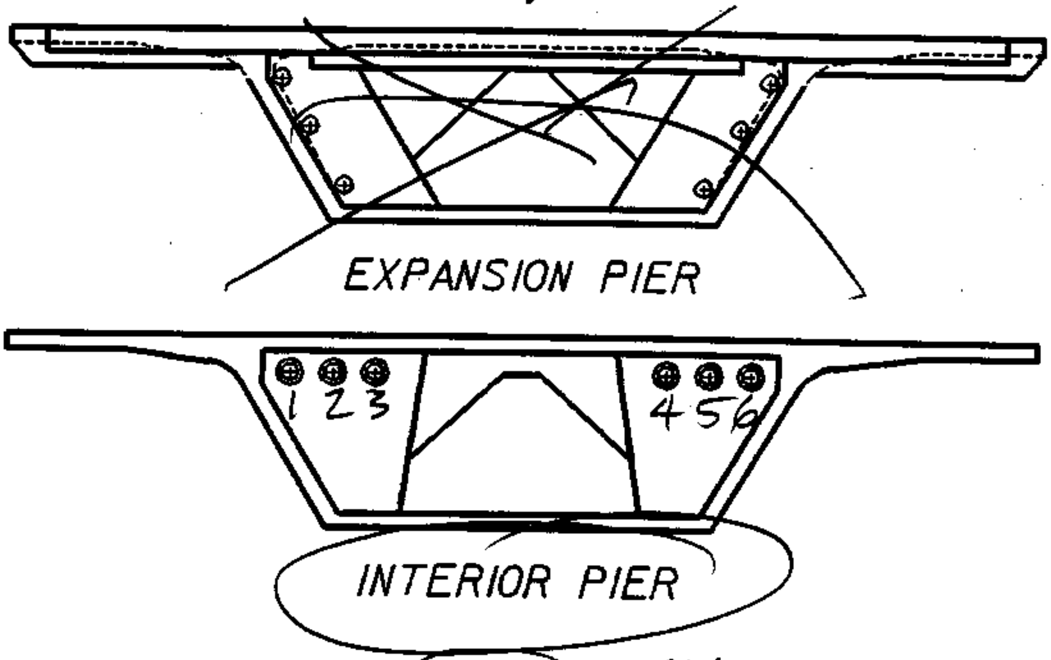
Span Supported 26

Tendon	Condition
1	Grout has apx. a 8" void, white grout. Picture # 189+190 5:58 1-A
2	Grout has apx. a 8" void, white grout. Picture # 191+192 6:02 1-A
3	Grout has apx. a 6" void, white grout Picture # 193+194 6:03 1-A
4	Grout has apx. a 6" void, white grout Picture # 195+196 6:05 1-A
5	Grout has apx. a 1' void, white grout Trumpet has light red corrosion. Picture # 197+198 6:06 1-A
6	Grout has apx. a 1' void, white grout. Picture # 199+200 6:08 1-A

10-5 — dip 1A

10/5 8am-8pm

Jeff
Julie
Doug
Greg



Expansion or Interior Pier No. 27

1-A

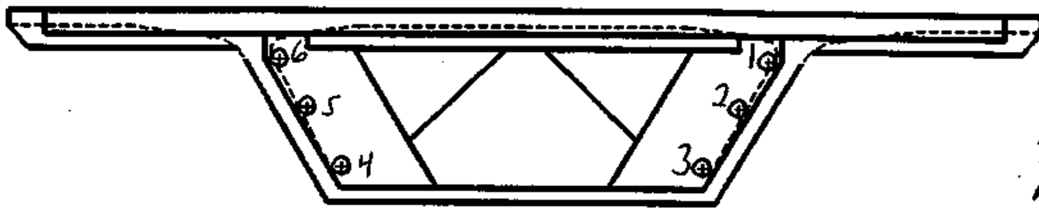
Looking Direction North or South

Span Supported 27

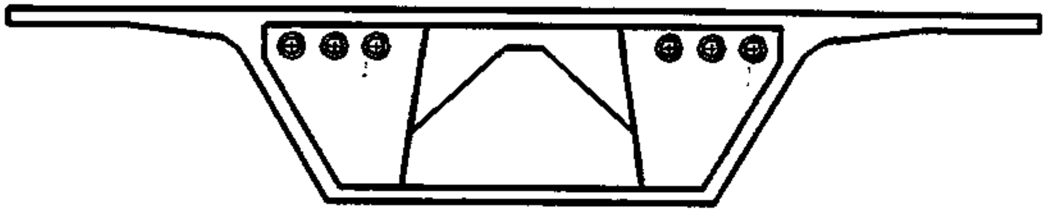
Tendon	Condition
1	Grout has a drill hole apx. 4", White grout. Picture 177+178 5:49 1-A
2	Trumpet has light red Corrosion. Grout has apx. a 12" void, white grout. Picture 179+180 5:50 1-A
3	Grout has apx. a 5" void, white grout. Picture 181+182 5:53 1-A
4	Trumpet light red corrosion to trumpet. Grout has apx. 4" void, white grout. Picture 183+184 5:54 1-A
5	Grout has apx. a 5" void, white grout. Picture 185+186 5:56 1-A
6	Grout has apx. a 4" drill hole, white grout. Picture 187+188 5:57 1-A.

10-6_chip2B

10/5/00 8pm
10/6 8am
Team leader
Tom K.
Camera 2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 28

Direction North or South

Span Supported 27

Photo #'s

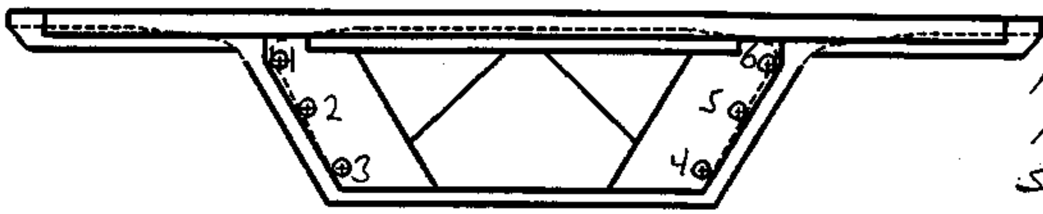
Tendon	Condition	
1	good grout No Strans 4" penetration	1 - Board 2 - endofhole
2	good grout No strans 5" penetration	3 - Board 4 - endofhole
3	good grout No Strans 5" penetration	5 - Board 6 endofhole
4	Good grout 4" penetration	7 - Board 8 - endofhole
* 5	Photo # 10 = Strand 2" in 26" penetration Photo # 11 = Strand with brown/Reddish corrosion 3 strans visible with light Reddish brown corrosion	9 - Board 10 - Strand 11 - strand 12 - endofhole
6	Good grout 4" penetration	13 - board 14 - endofhole

* Needs Review

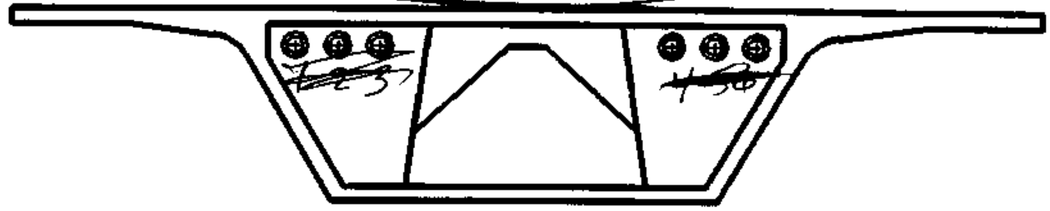
10-6_chip 2B

10/5/00 8pm
10/10 8am
Team leader Tom K.

2B
Anthony
Atto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 28

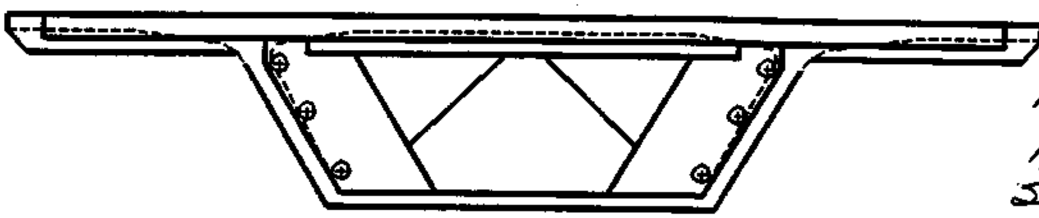
~~Direction~~ North or South

Span Supported 28

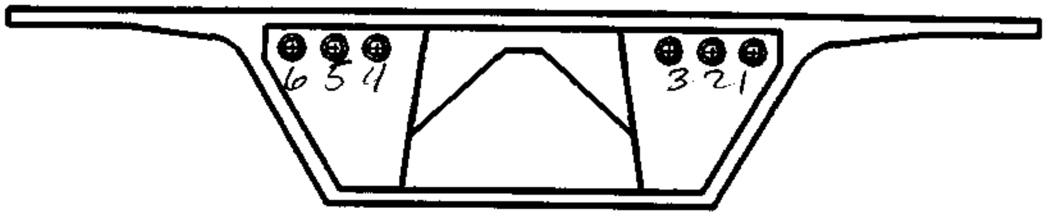
Tendon	Condition	
1	Light Brownish Staining on grout 5" pent.	25 - Board 26 end of hole
2	Staining on grout (Brownish) 6" pent.	23 - Board 24 - end of hole
3	light staining on grout (Brawnish) 6" pent.	21 - Board 22 - end of hole
4	Cap been removed 5" pent. good grout	19 - Board 20 - end of hole
5	Cap: beer removed 5" pent. light staining on grout (brownish)	17 Board 18 end of hole
6	New cap (been repaired) No drilled hole to scope	15 - Board 16 - Repair

10-6 _ chip 2B

10-5-00 8pm
10/10 8am
TOM K.
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 29

Direction North or South

Span Supported 28

Tendon	Condition	
1	1½" pent.	39-Board 40-End of hole
2	Light Brown Stain on grout 4" pent	41-Board 42-end of hole
3	Light Brown Staining on grout 4" pent	43-Board 44-End of hole
4	Good grout 6" pent. (cap has been removed)	45-Board 46-End of hole
5	Light Brown Stain on grout 7" pent. (cap has been removed)	47-Board 48-end of hole
6	Tendon repaired	49-Board 50-Tendon

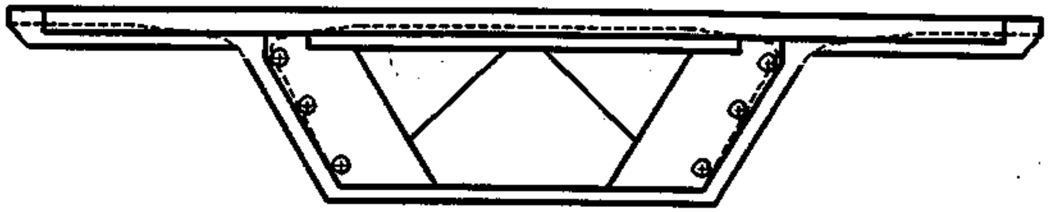
✱ May need more drilling

10-6 – chip 2B

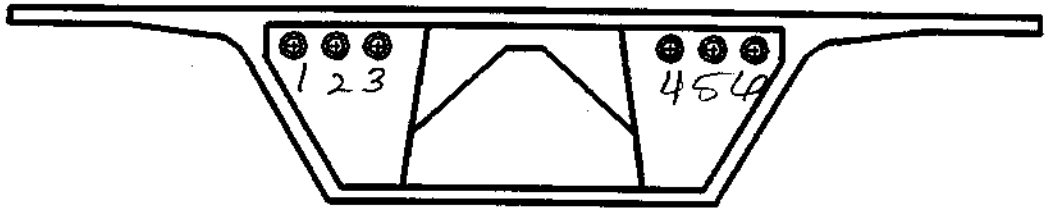
10/5/00 8pm
10/6 8am
Tom R

2B

Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 29

Direction North or South

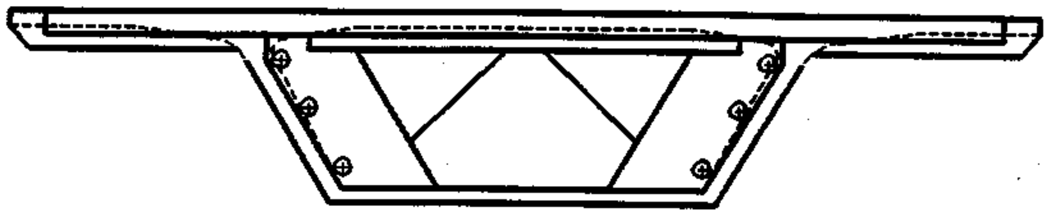
Span Supported 29

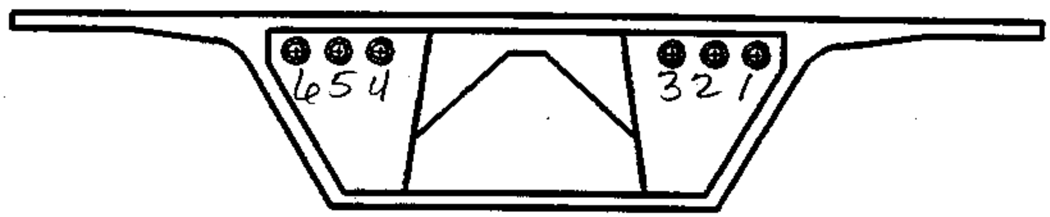
Tendon	Condition	
1	Small void at end w/ Light ~~Brown~~ Stain on grout 8" pent. Photo shows Expansion Pier, should be Interior Pier	27 Board 28 End of hole
2	Good grout No Stains 5" pent.	29- Board 30- ~~Tendon~~ End of hole
3	Good grout No stains 5" pent,	31- Board 32- ~~Tendon~~ End of hole
4	Good grout No stains 4" pent.	33- Board 34- ~~Tendon~~ End of hole
5	Good grout No stains 6" pent	35- Board 36 ~~Tendon~~ End of hole
* 6	Appears to have good grout No stains 2" pent	37- Board 38- ~~Tendon~~ End of hole

* May need more drilling

10-6 — chip 2B

10-5-00 8pm
Tom K, 10/6 8am
2B
Anthony
Alto
Shannon





Expansion or Interior Pier No. 30

Direction North or South

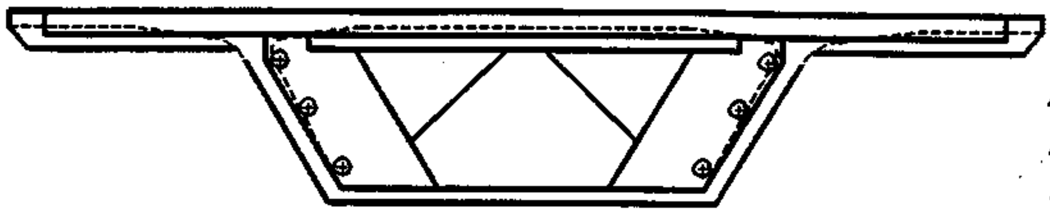
Span Supported 29

	Tendon	Condition	
*	1	Photo 75 - Surface corosion on strand 1 strand visible 1-void 5ft + corosion debri 5'ft. pent	73-Board 74 end of hole 75 corosion
*	2	Photo 77 - 2 strands exposed A void was noted which extends beyond 5' Light surface corosion, corosion debri 5' pent	76 Board 77 2 strands 78-end of hole
	3	Good grout 4" pent	78-Board 79-end of hole
	4	Good grout 4" pent	80-Board 81 end of hole
	5	Photo 83 - an exposed strand 8" pent 2 exp. strands, corosion debri, non appear to be on strands	82-Board 83-Strand 84-end of hole
**	6	Good grout 12" pent	85-Board 86 end of hole

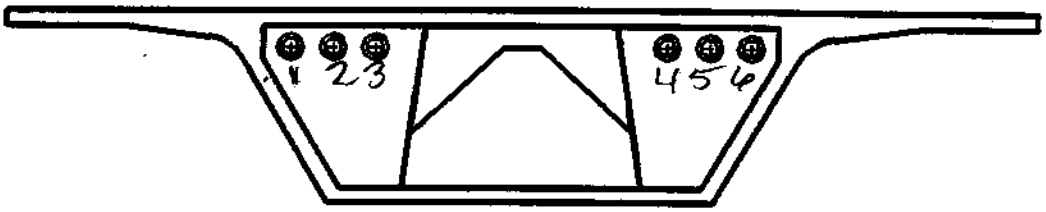
* Needs review
** May need more drilling

10-6 — chip 2B

10-5-00 8pm
10/6 8am
Tom K
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 30

Direction North or South

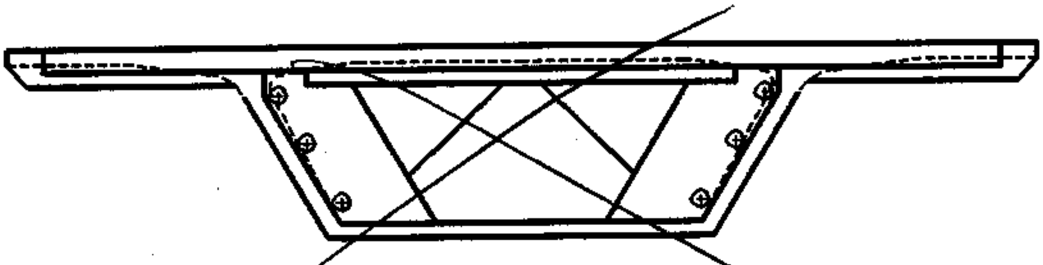
Span Supported 30

	Tendon	Condition	
**	1	Crystalization, Moderate corosion in the duct 5' Pent 2strands exposed ; no corosion noted on them. Void extends beyond 5 ft. ~~5' void~~	51-Board 52-2strands 53-Corosion debri 54-void 55-crystalized corosion
**	2	2 Strands exposet w/surface corosion (Brown/Red), Some corosion debr. A void which extends beyond 5' 5' pent.	56-Board 57-2strands 58-Brown surf corosion on strands 59-Corosion debri 60-end of ho
**	3	Photo 61 has 3 strands " 62 unidentified strand corosion (surface) " 63 5' in a cable still exposed 5' pent	61-Board 62-Strands 63-Corosion 64-end of prob 64-e
*	4	Good grout 3' pent	65-Board 66-end of hole
**	5	Photo 68 - 2 exposed strands. 69 - 2 strands exposed beyond 5' 5' pent 3 strands exposed, corosion debri, strands still exposed 5' in.	67-Board 68-strands 69-2strands ~~70-end of hole~~
*	6	Good grout 2" pent.	70 Board 71-end of hole

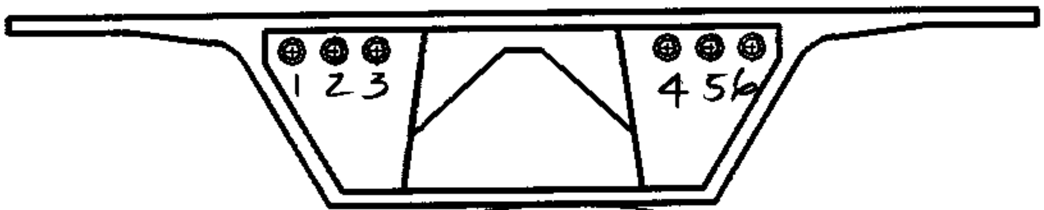
** Needs review

* May need more drilling

Ron Recall 10-10&11 _ chip 1A



EXPANSION PIER



INTERIOR PIER

10/12/00

Expansion or Interior Pier No. 30

Direction North or South

1-A

Span Supported 30

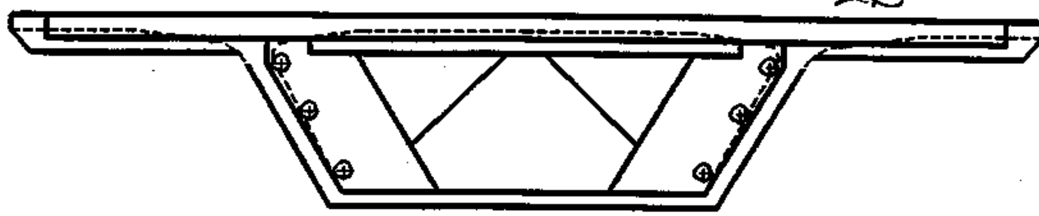
ERD Grout these up!

Tendon	No. of Strands	Void	Condition	Camera Time
1		5'+ void	Exposed strands no corrosion	
2		5'+ void	Exposed strands no corrosion	
3		5'+ void	" "	
4		5'+ void	" "	
5		5'+ void	" "	
6		5'+ void	" "	

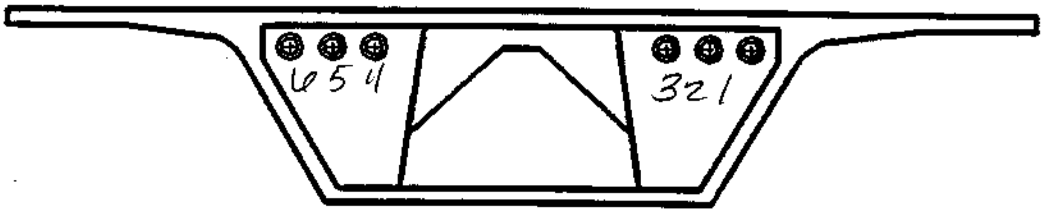
T-1, 2+5 on N.S. | Also, these are the same with 5'+ voids. exposed strands no corrosion

10-6-_ chip 2B

10-5-00 8pm 10/6 8am
Tom K.
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

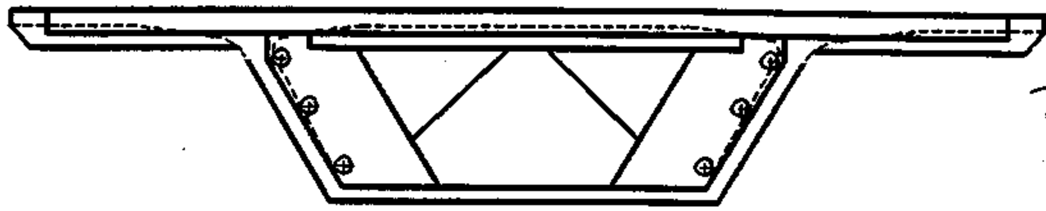
Expansion or **Interior** **Pier No.** 31

Direction **North** or **South**

Span Supported 30

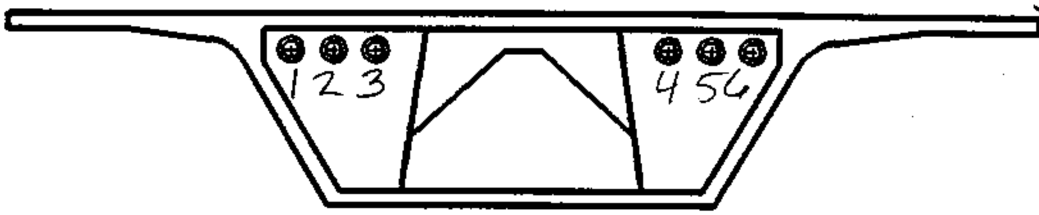
Tendon	Condition	
1	Good grout. 5" pent.	99-Board 100-end of hole
2	Good grout 6" pent.	101-Board 102-end of hole
3	Good grout 5" pent	103-Board 104-end of hole
* 4	Good grout 3" pent.	105-Board 106-end of hole
5	Good grout 8" pent.	107-Board 108-end of hole
* 6	Good grout 2" pent	109-Board 110-end of hole

10-6 — drip 2B



EXPANSION PIER

10-5-CD 8pm
10/6 8am
Tom K.
2B
Anthony
Alto
Shannon



INTERIOR PIER

Expansion or Interior Pier No. 31

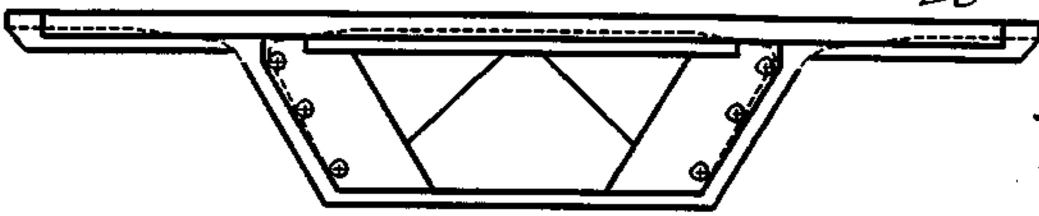
Direction North or South

Span Supported 31

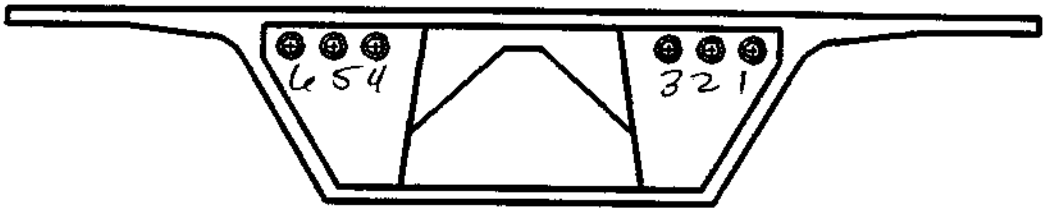
Tendon	Condition	
1	Good grout 5" pent	87-Board 88-end of hole
2	Good grout 5" pent	89-Board 90-end of hole
3	Good grout 5" pent.	91-Board 92-end of hole
4	Good grout 4" pent	93-Board 94-end of hole
5	Good grout 4" pent	95-Board 96-end of hole
6	Good grout 6" pent	97-Board 98-end of hole

10-6 — chip 2B

10-5-00 8pm 10/6 8am
Tom K.
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 32

Direction North or South

Span Supported 31

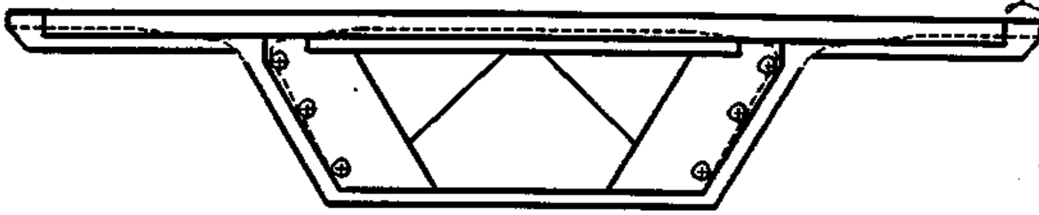
	Tendon	Condition	
**	1	Photo 129 1-Strand 24" pent 3 strand exposed, Surface corosion on Strands (Brown) Brown corosion debri.	127- Board 128- end of hole 129- Strand
*	2	Good grout 3" pent	130- Board 131- end of hole
*	3	Good grout 2½" pent	132- Board 133- end of hole
	4	Good grout 4" pent	134 Board 135- end of hole
	5	Good grout 3" pent * Picture 136 should show T5S	136- Board 137- end of hole
*	6	Good grout 2" pent	138- Board 139- End of hole

* May need more drilling

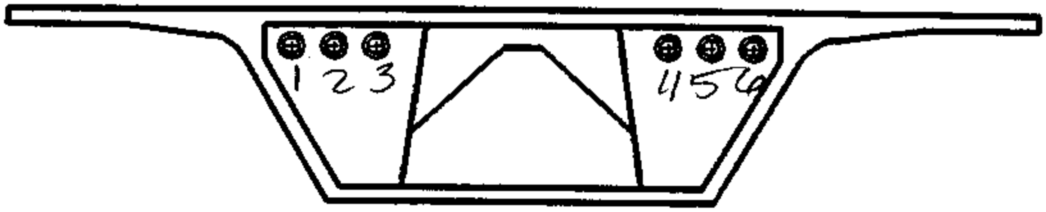
** May need reviewing

10-6_ chip 2B

10-5-00 8pm
Tom K. 10/6 8am
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 32

Direction North or South

Span Supported 32

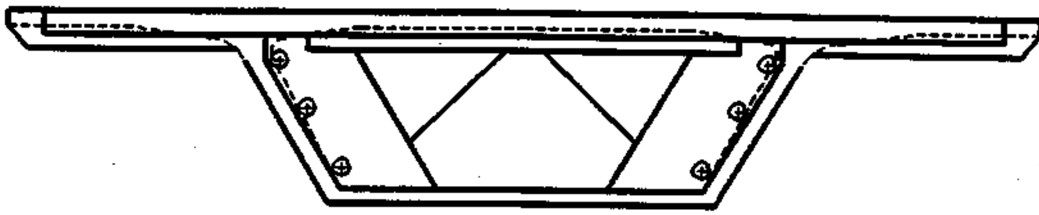
	Tendon	Condition	
*	1	Good grout 1 1/2" pent	111- Board 112- end of hole
	2	Good grout 4" pent	113- Board 114- end of hole
**	3	Photo 118 - Strands exposed Photo 117 - Bottom of hole A Void 27" in length 28" pent Photo# 116 3 Strands exposed w/no active corosion Orange/red blistering corosion on top of trumpet	115- Board 116- Trumpet 117- bottom of hole 118- Strands
	4	Photo 121 - 2 strands exposed 2' pent No active corasion.	119- Board 120- Bottom of hole 121- Strands
*	5	Good grout 2 1/2" pent	122- Board 123- end of hole
**	6	Photo 125 - 1 strand exposed + void which extends beyond 5'. 5' Photo 126- Surface corosion on strand 4 exposed strands, Brown surface Corosion	124- Board 125- Strand 126- corosion

* May need more drilling

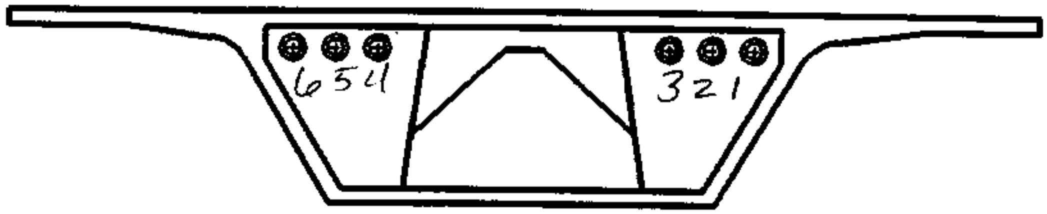
** May need reviewing

10-6 — chip 2B

10-5-00 8pm
Tom K, 10/6 8am
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 33

Direction North or South

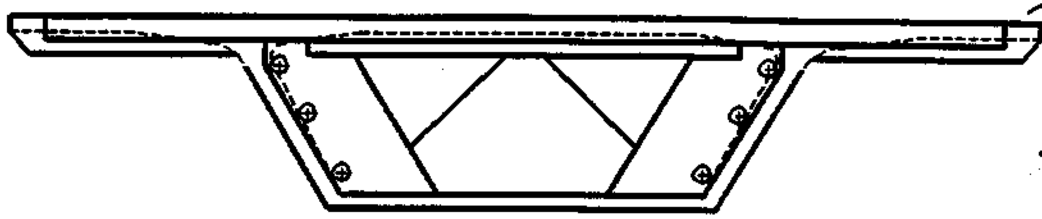
Span Supported 32

	Tendon	Condition	
	1	Good grout 4" pent.	156-Board 157-end of hole
*	2	Good grout 2½" pent	158-Board 159-end of hole
	3	Good grout 3" pent	160-Board 161-End of hole
	4	Good grout 6" pent.	162-Board 163-end of hole
	5	Good grout 3" pent	164-Board 165-end of hole
*	6	Good grout 2" pent.	166-Board 167-end of hole

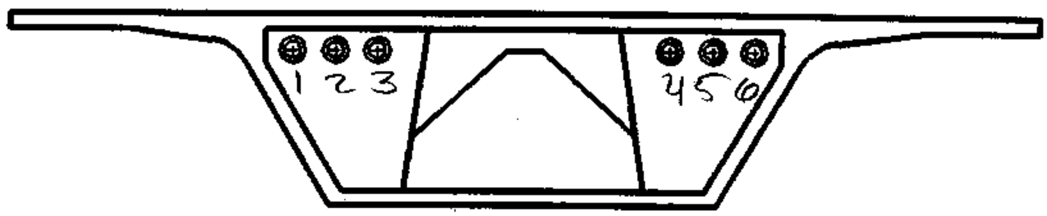
* May need more drilling

10-6 — chip 2B

10-5-00 8pm
Tom K, 10/6 8am
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 33

Direction North or South

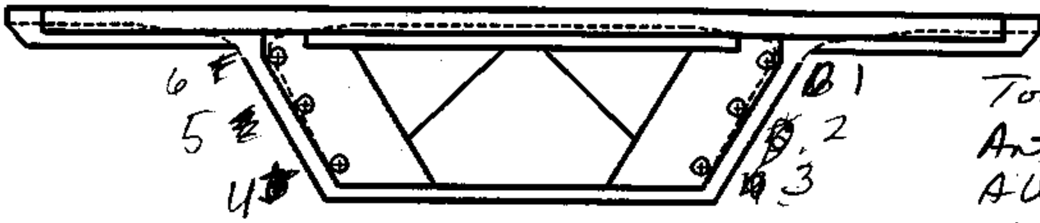
Span Supported 33

	Tendon	Condition	
*	1	Photo 141 Corosion, Blistering on the duct; Photo #144 - possible pitting; 5' pent.; Photo 142 - " " "; Photo 143 - void which extends beyond 5 Ft.	140-Board 141-Corosion 142-Corosion 143-Void 144-pitting
	2	Good grout 3" pent.	145-Board 146-end of hole
	3	Good grout 4½" pent	147-Board 148-end of hole
	4	Good grout 3½" pent.	152-Board 149-end of hole
	5	Good grout 3½" pent.	150 Board 151 -end of hole
*	6	Good grout 2½" pent.	153-Board 154-end of hole 155-end of hole

* May need more drilling

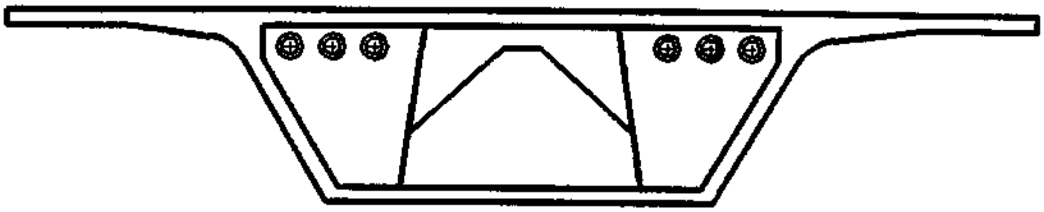
10-6 chip 2B

10/5 8pm
10/6 8am



EXPANSION PIER

Tom K
Anthony
Alto
Shannon



INTERIOR PIER

Expansion or Interior Pier No. 34

Direction North or South

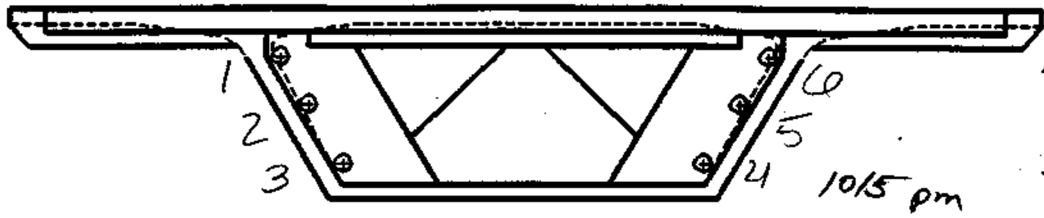
Span Supported 33

	Tendon	Condition	
*	1	Good grout 3" pent	168-Board 169-end of hole
*	2	Good grout 3" pent.	170-Board 171-end of hole
	3	Good grout 4" pent	172-Board 173-end of hole
	4	good grout 4" pent	174-Board 175-end of hole
*	5	good grout 3" pent.	176-Board 177-end of hole
*	6	Good grout 3 1/2 pent.	178-Board 179-end of hole

* May need more drilling

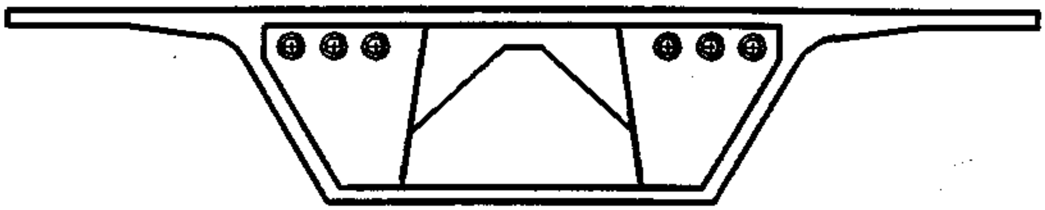
10-6 — chip 2B

10-5-00
Tom K.
2B
Anthony
Alto
Shannon



10/5 pm
10/6 am

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 34

Direction North or South

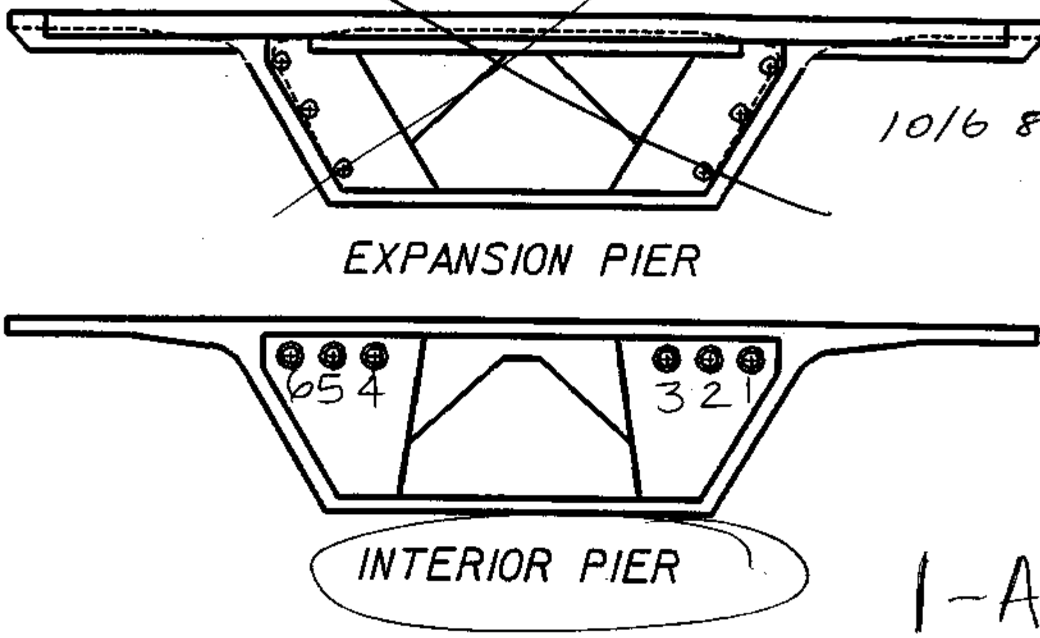
Span Supported 34

Tendon	Condition	
1	Good grout 3" pent	190 - Board 191 - end of hole
2	Good grout (Cap removed) 3" pent	188 - Board 189 - end of hole
3	3" pent	186 - Board 187 - end of hole
4	Good grout 6" pent.	184 - Board 185 - end of hole
5	Good grout 4" pent.	182 - Board 183 - end of hole
6	Good grout 11" pent.	180 - Board 181 - end of hole

Jeff
Julie
(Doug)
Ed. V.
Greg

10-6 - chip 1A

10/6 8am 8pm



1-A

Expansion or Interior Pier No. 35

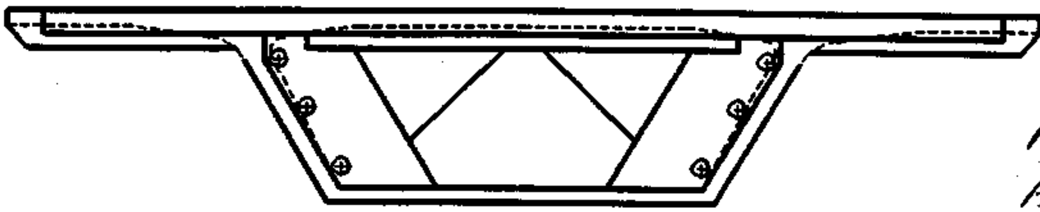
Looking Direction North or South

Span Supported 34

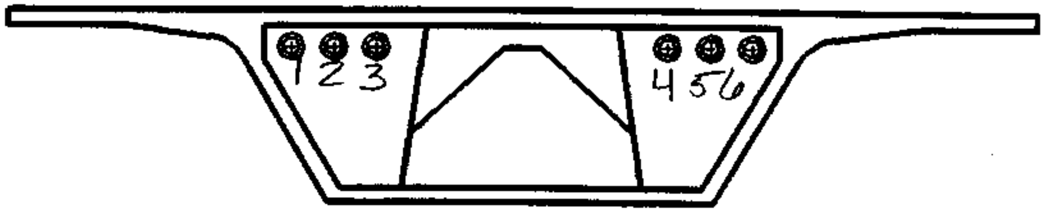
Tendon	Condition
1	Grout has apx. a 3' void. Trumpet has light red corrosion. Four Strands visible. white grout. Picture 1+2 9:54 1-A
2	Grout has apx. a 3' void. Two Strands visible with light corr... Moon rocks. White grout. Picture 3+4+5 10:00 1-A
3	Grout has apx. a 12" void. Two Strands partially visible. moon Rocks. white grout. Picture 6+7 10:03 1-A
4	Grout has apx. a 4" drill hole present. white grout. Picture 8+9 10:05 1-A
5	Grout has apx. a 3" drill hole present. white grout. Picture 10+11 10:08 1-A
6	Grout has apx. a 2' void, white grout. trumpet has moderate red corrosion present. Three strands visible with light corrosion. Picture 12+13 10:10 1-A

10-6 — chip 2B

10-5-~~10~~ 8pm
10/9 8am
TOM K.
2B
Anthony
Alto
Shannon



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 35

Direction North or South

Span Supported 35

Tendon	Condition
1	Good grout 2" pent.
2	Photo 196- 4 visible strands, Photo 197- end of hole, hole appears to extend further. Moisture dripping from top of trumpet to strand appears to be 8 or 9 strands exposed Surface Corosion noted 20" pent
3	Photo 201 - Surface corosion on Strand " 202 - Orange active corosion on strand 28" pent.
4	Good grout 3" pent.
5	Good grout 3" pent
6	Photo 208 Void which appears to continue beyond 5' 3 exposed strands w/ white corosion 5' pent.

192 ~~Board~~
193- end of hole
194- Board
195- corosion
196- strands
197- end of hole
198- end of hole
199- Board
200- end of hole
201- corosion
202 ~~corosion~~
203- Board
204- end of hole
205- Board
206- end of hole
207- Board
208- Void

** (beside Tendon 2)

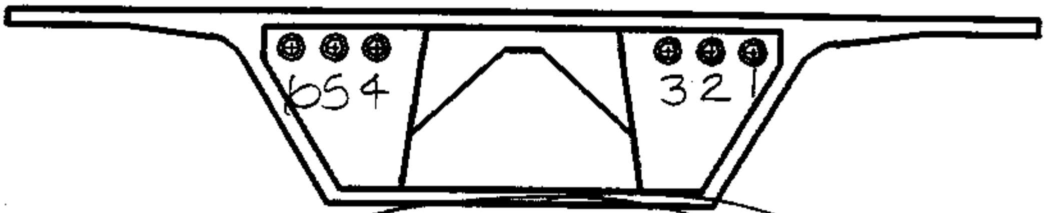
** May need reviewing

Jeff
Julie
Greg
EQ V.

10-6 - dip 1A

10/6 8am - 8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 36

Looking **Direction North or South**

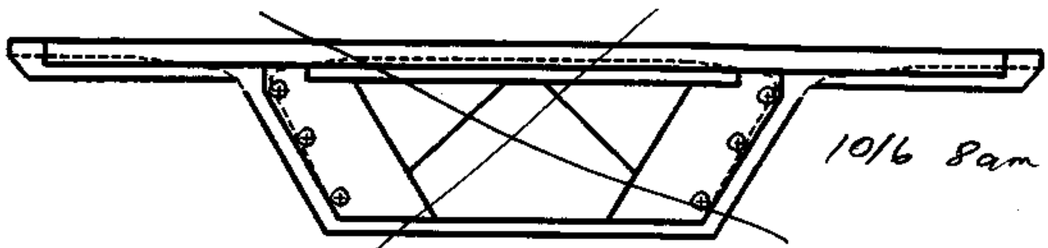
Span Supported 35

Tendon	Condition
1	Grout has apx. a 5" void, white grout. Picture 26+27 10:33 1-A
2	Grout has apx. a 3" drill hole, white grout. Picture 28+29 10:35 1-A
3	Grout has apx. a 5" void, with speckled rust. Picture 30+31 10:38 1-A
4	Grout has apx. a 5" drill hole, white grout. Picture 32+33 10:40 1-A
5	Grout has apx. a 8" void, white grout. Picture 34+35 10:42 1-A
6	Grout has apx. a 3" drill hole with speckled rust. Picture 36+37 10:43 1-A

Jeff
Julie

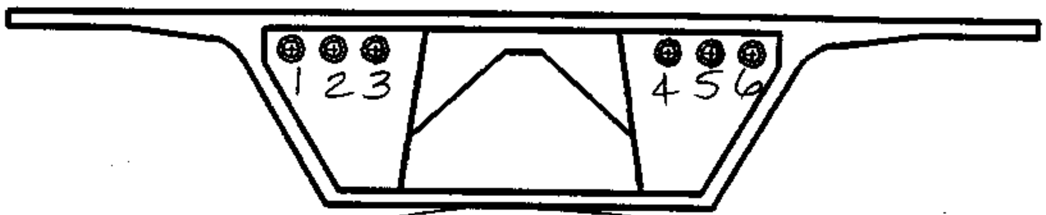
Ed V.
Greg

10-6 _ chip 1A



10/6 8am - 8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 36

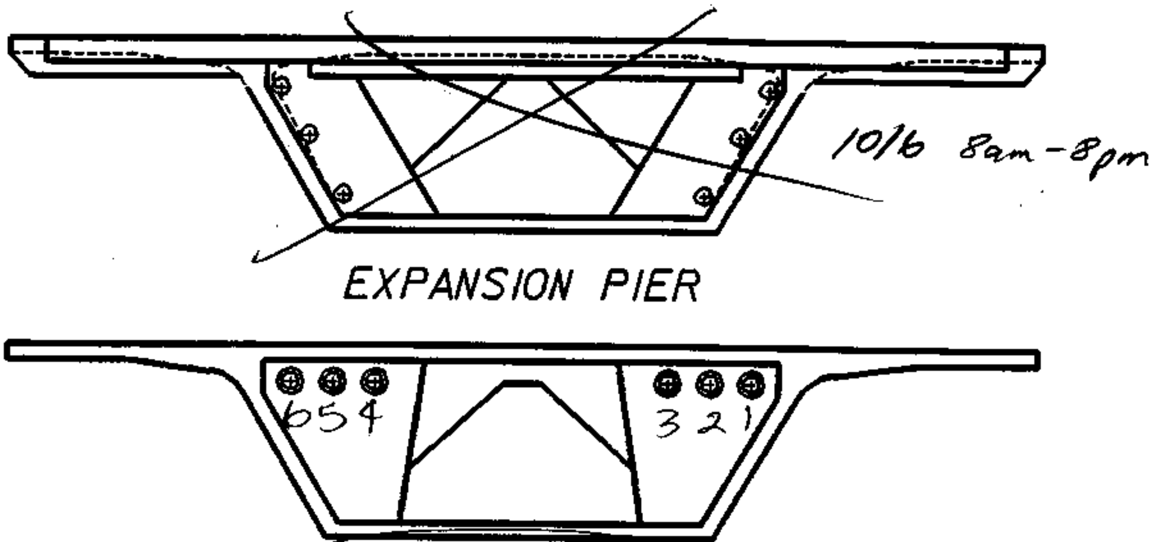
Looking Direction North or South

Span Supported 36

Tendon	Condition
1	Grout has apx. a 6" void, whitegrout. Picture 14+15 1-A
2	Grout has apx. a 12" void, white grout. Picture 16+17 10:19 1-A
3	Grout has apx. a 6" void, white grout. Picture 18+19 10:22 1-A
4	Grout has apx. a 4" drill hole with red spots. Picture 20+21 10:23 1-A
5	Grout has apx. a 5" Void, white grout. Picture 22+23 10:26 1-A
6	Grout has apx. a 2" drill hole, whitegrout Picture 24+25 10:29 1-A

Jeff
Julie
Ed V.
Greg

10-6 — chip 1A



Expansion of Interior Pier No. 37 1-A

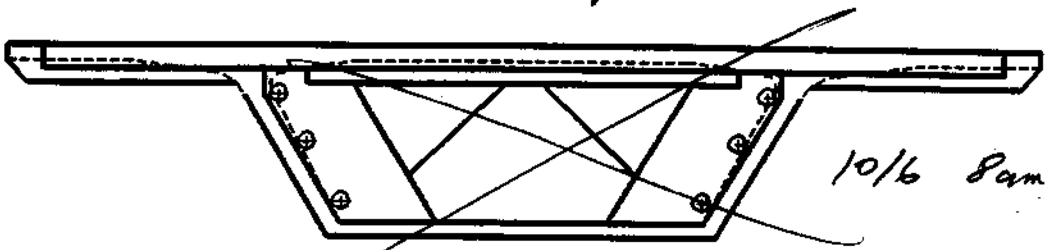
Looking Direction North or South

Span Supported 36

Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout. Picture 51 + 52 11:11 1-A
2	Grout has apx. a 4" drill hole, white grout with red speckled corrosion. Picture 53+54 11:14 1-A
3	Trumpet has heavy red corrosion present. Grout has a void apx. 5". Three strands visible with light corrosion. Picture 55, 56 & 57 11:15 1-A
4	Grout has apx. a 4" drill hole present, white grout. Picture 58+59 11:21 1-A
5	Grout has apx. a 2" drill hole present, white grout. Picture 60+61 11:23 1-A
6	Grout has apx. a 2' void, white grout. Three strands are visible. Trumpet has light red corrosion present. Picture 62+63 11:24 1-A

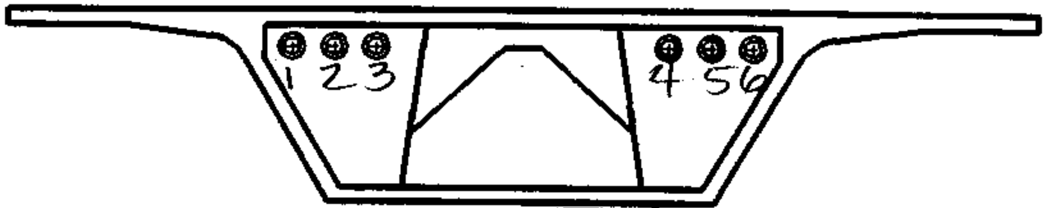
Jeff
Julie
Ed V.
Greg

10-6 _ chip 1A



10/6 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 37

Looking Direction North or South

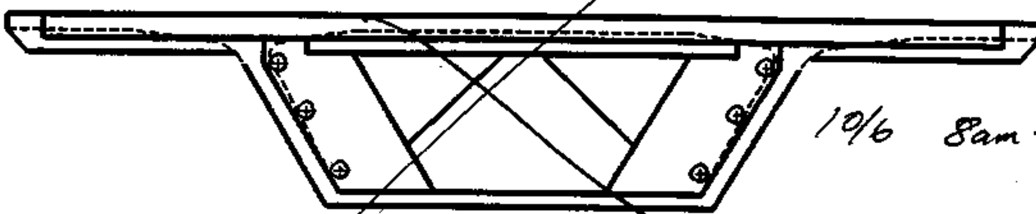
Span Supported 37

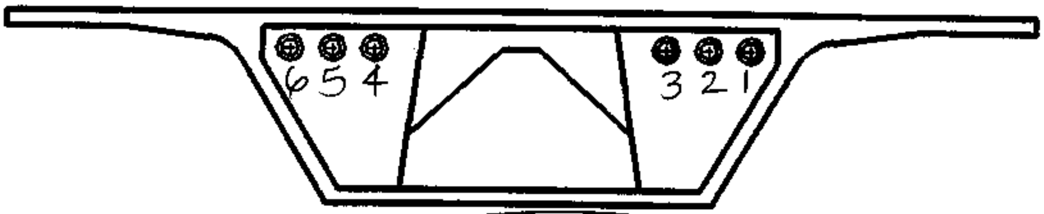
Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout. Picture 38+39 10:51 1-A
2	Grout has apx. a 3" drill hole, white grout. Picture 40+41 10:55 1-A
3	Grout has apx. a 5" void, white grout. Picture 42+43 10:57 1-A
4	Three strands are visible with light red corrosion. Trumpet has moderate to heavy red corrosion present on top & bottom. Grout was white. Picture 44, 45 & 46 10:58 1A Grout has void apx. 5"+.
5	Grout has apx. a 6" void, white grout. Picture 47+48 11:05 1-A
6	Grout has apx. a 3" drill hole, white grout. Picture 49+50 11:07 1-A

10-6 _ chip 1A

Jeff
Julie
Ed V.
Greg

10/6 8am - 8pm





INTERIOR PIER

Expansion or Interior Pier No. 38

1-A

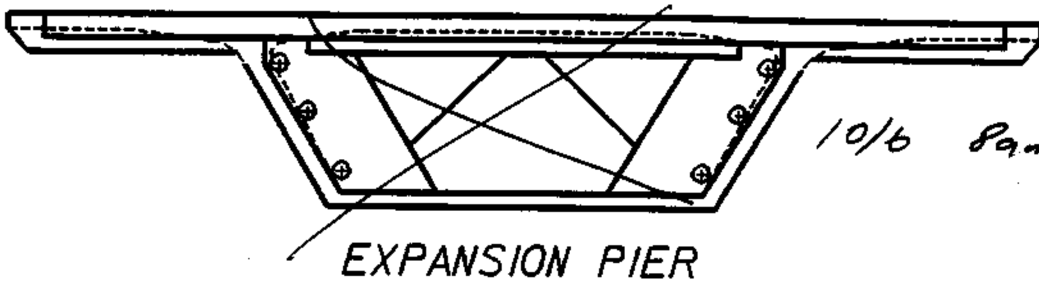
Looking **Direction North or South**

Span Supported 37

Tendon	Condition
1	Grout has apx. a 2" drill hole, white grout. Picture 76+77 1:51 1-A
2	Grout has apx. a 1' void, white grout. Trumpet has heavy red corrosion present Picture 78+79 1:53 1-A
3	Grout has apx. a 8" void, white grout. Picture 80+81 1:57 1-A
4	Grout has apx. a 8" void, white grout. Trumpet has light red corrosion present. Picture 82+83 1:59 1-A
5	Grout has apx. a 1' void, white grout. Picture 84+85 2:01 1-A
6	Grout has apx a 3" drill hole, white Picture 86+87 2:04 1-A

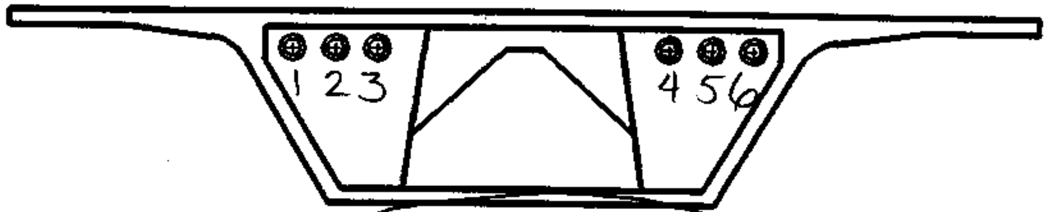
10-6 — chip 1A

Jeff
Julie
Ed V.
Greg



10/6 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 38

1-A

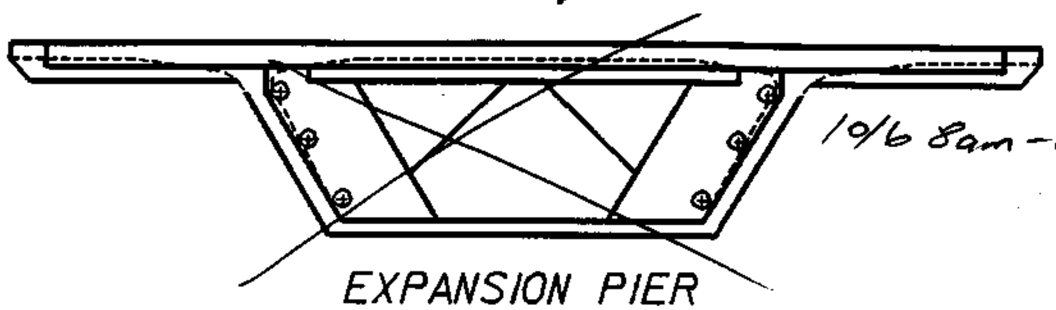
Looking Direction North or South

Span Supported 38

Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout. Picture 64+65 1:37 1-A
2	Grout has apx. a 6" drill hole, white grout. Picture 66+67 1:39 1-A
3	Grout has apx. a 4" drill hole, White grout. Picture 68+69 1:40 1-A
4	Grout has apx. a 5'+void, graphite in bottom of trumpet. Two strands partially visible, Trumpet has light red corrosion present. Picture 70+71 1;41 1-A
5	Grout has apx. a 5" drill hole present, white grout. Picture 72+73 1;47 1-A
6	Grout has apx a. 5" drill hole present, white grout. Picture 74+75 1;48 1-A

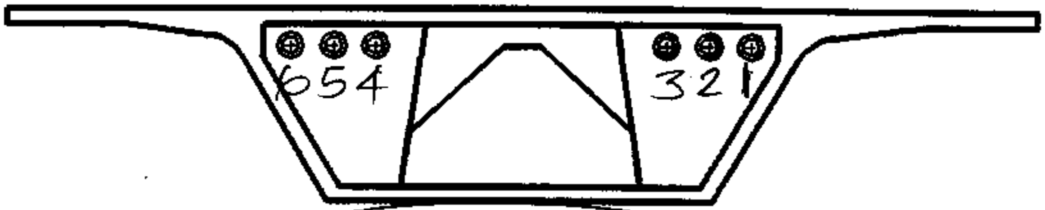
Julie
Ed V,
Greg

10-6 _ clip/A



10/6 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 39 1-A

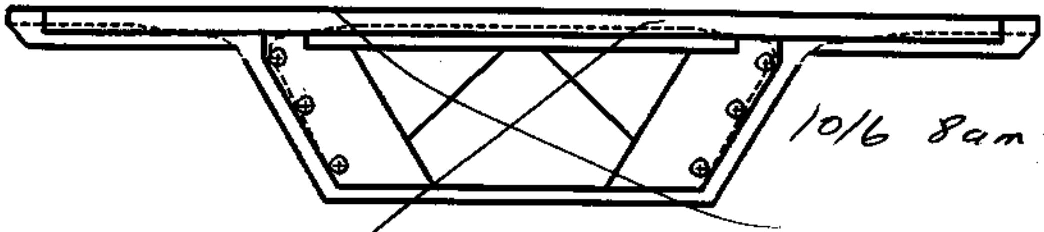
Looking Direction North or South

Span Supported 38

Tendon	Condition
1	Grout has apx. a 6" void, spotted red corrosion to white grout. Picture 100+101 2:25 1-A
2	Grout has apx. a 12" void, white grout. One strand partially visible. Trumpet has spotted red corrosion Picture 102+103 2:26 1-A
3	Grout has apx. a 12" void, white grout; spotted red corrosion. Picture 104+105 2:31 1-A
4	Grout has apx. a 4" void, white grout. Picture 106+107 2:32 1-A
5	Grout has apx. a 12" void, White grout. Trumpet has light red corrosion present. Picture 108+109 2:34 1-A
6	Grout has apx. a 18" void, White grout. Trumpet has heavy red corrosion top + bottom. Picture 110, 111, 112 & 113 2:37 1-A One strand visible light corrosion.

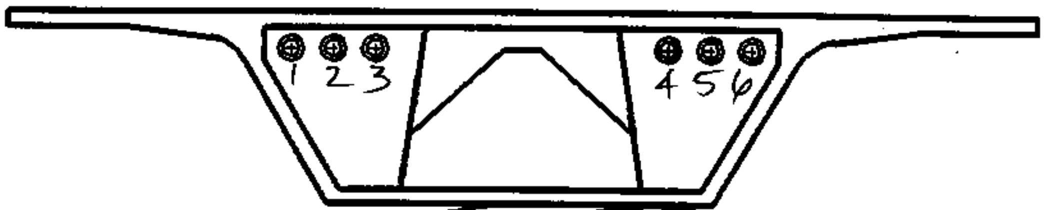
Jeff
Julie
Ed V.
Greg

10-6 — chip 1A



10/6 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 39

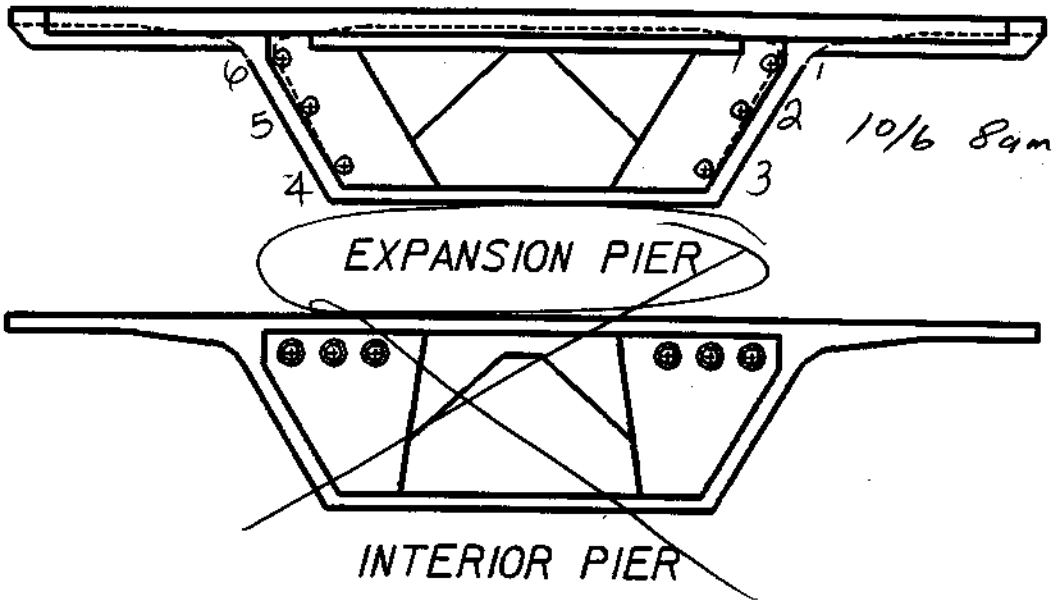
Looking Direction North or South

Span Supported 39

Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout Picture 88+89 2:12 1-A
2	Grout has apx. a 4" drill hole, white grout. Picture 90+91 2:14 1-A
3	Grout has apx. a 4" drill hole with a spot of rust, white grout Picture 92+93 2:15 1-A
4	Grout has apx. a 4" drill hole, white grout. Picture 94+95 2:16
5	Grout has apx. a 8" void, white grout. Trumpet has moderate red corrosion present. Picture 96+97 2:20
6	Grout has apx. a 6" void, white grout with speckled red corrosion. Picture 98+99 2:21

Jeff
Julie
Ed V.
Greg

10-6 — chip 1A



Expansion or Interior Pier No. 40 1-A

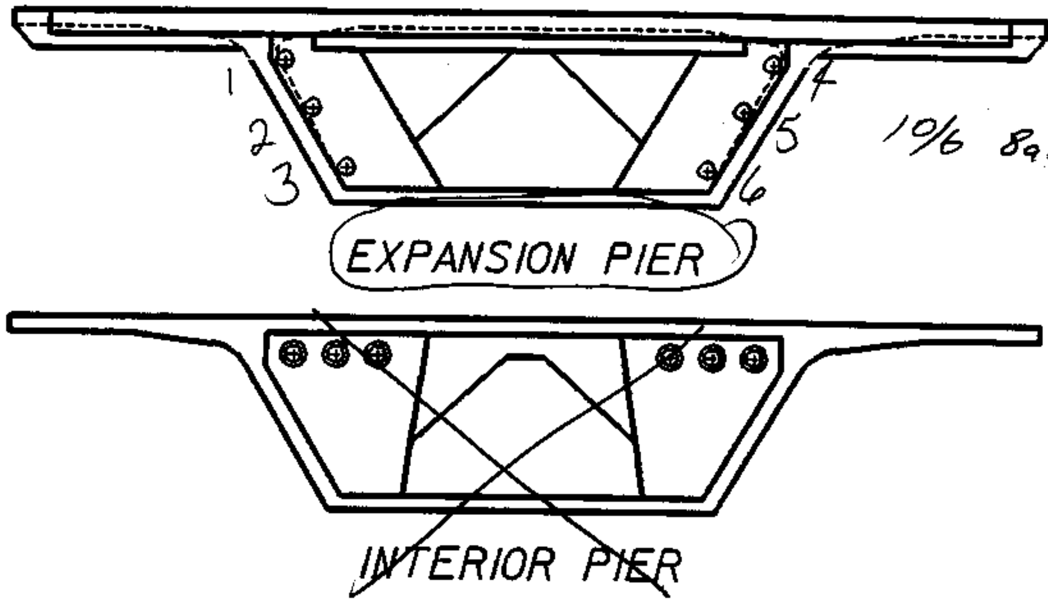
Looking Direction North or South

Span Supported 39

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 114+115 3:04 1-A
2	Grout has apx. a 5" void, white grout. Picture 116+117 3:06 1-A
3	Grout has apx. a 5" void white grout. Picture 118+119 3:07 1-A
4	Grout has apx a 5" void, white grout. Picture 134+135 3:28 1-A
5	Grout has apx. a 6" void, white grout. Picture 136+137 3:31 1-A
6	Grout has apx. a 4" drill hole, white grout. Picture 138+139 3:36 1-A

Jeff
Julie
Ed V.
Greg

10-6 _ chip 1A



10/6 8am-8pm

Expansion or Interior Pier No. 40

1-A

Looking Direction North or South

Span Supported 40

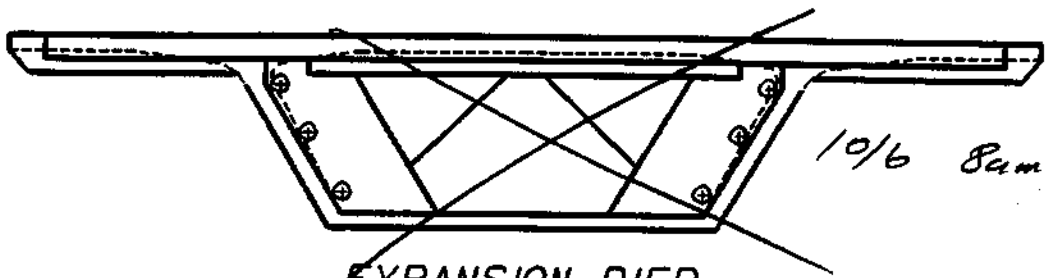
Wrap is split in span# 40 Tendon #2 + four strands visible with light corrosion + pitting + wires broken to one strand.

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 120+121 3:09 1-A
*2	Grout has apx. a 6" void. Grout is black trumpet has heavy red, yellow + black corrosion present. Picture 122, 123+124 & 125 3:10 1-A
3	Grout has apx. a 5" void, white grout. Picture 126+127 3:21 1-A
4	Grout has apx. a 5" void, white grout. Picture 128+129 3:24 1-A
5	Grout has apx. a 4" drill hole, white grout. Picture 130+131 3:25 1-A
6	Grout has apx a 4" drill hole, white grout. Picture 132+133 3:26 1-A

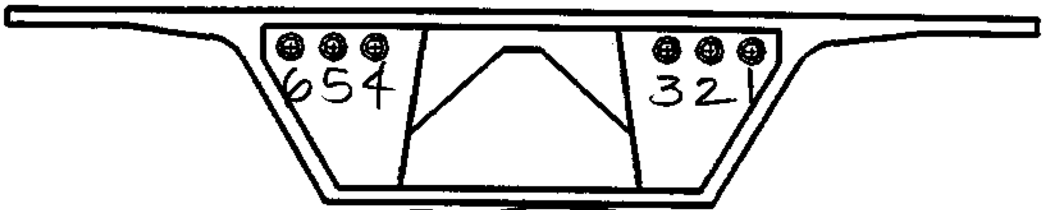
Jeff
Julie
Ed V.
Greg

10-6 — chip 1A

10/6 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 41

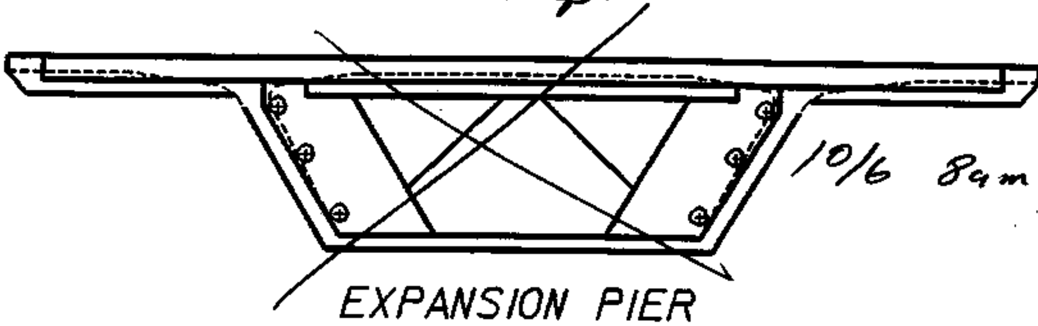
Looking Direction North or South

Span Supported 40

Tendon	Condition
1	Grout has apx. 12" void, white grout Trumpet has light red corrosion. Picture 156+157 4:13 1-A
2	Grout has apx. 5" void, white grout picture 158+159 4:15 1-A
3	Trumpet has light red corrosion. Grout has apx. a 6" void, white grout. picture 160+161 4:16 1-A
4	Grout has apx. a 12" void, white. One strand partially visible. Trumpet has light red corrosion. picture 162+163 4:18 1-A
5	Grout has apx. a 8" void, white grout. picture 164+165 4:20 1-A
6	Grout has apx. a 6" void, white grout. picture 166+167 4:22 1-A

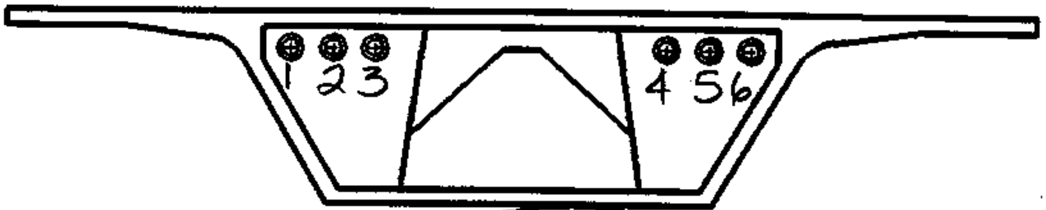
Jeff
Julie
Ed V.
Greg

10-6 _ chip 1A



10/6 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 41

Looking Direction North or South

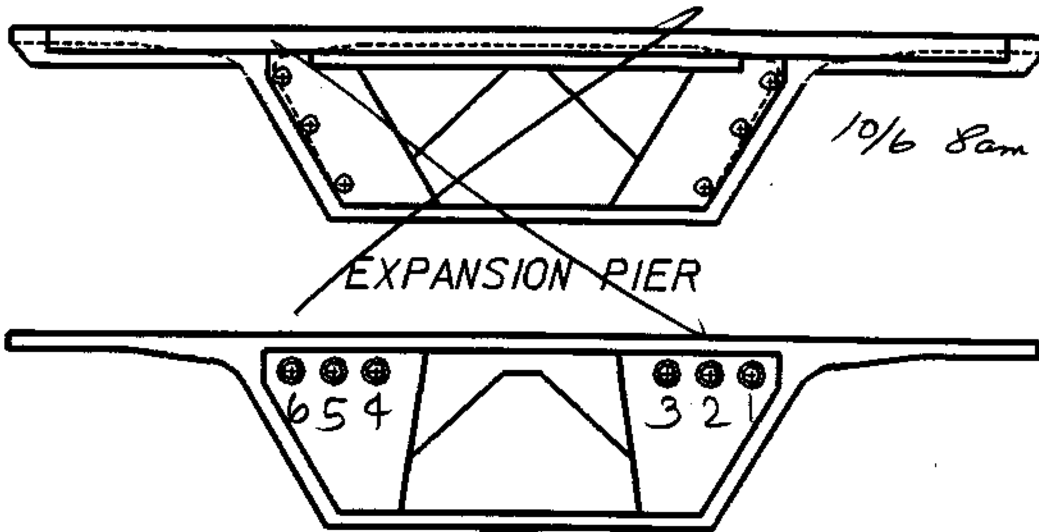
Span Supported 41

Tendon	Condition
1	Grout has apx. a 3" drill hole, spotted corrosion to white grout. Picture 140+141 3:49 1-A
2	Grout has apx. a 12" void, white grout. Moon rocks Pieces of red corrosion on grout and bottom of trumpet. Picture 142, 143, 144, 145, 146 3:51 1-A (One strand partially visible.)
3	Grout has apx. a 4" drill hole, white grout. Picture 147+148 4:01 1-A
4	Grout has apx. a 5" void, white grout. Picture 149+150 4:04 1-A
5	Grout has apx. a 12" void, grout black. One strand partially visible. Trumpet has spotted red corrosion. Picture 151, 152 & 153 4:06 1-A
6	Grout has apx. a 12" void, white grout with black spots. Trumpet has light red corrosion. Picture 154+155 4:10

Jeff
Julie
Ed V.
Greg

10-6 — chip 1A

10/6 8am-8pm



75/6/90

INTERIOR PIER

1-A

Expansion or Interior Pier No. 42

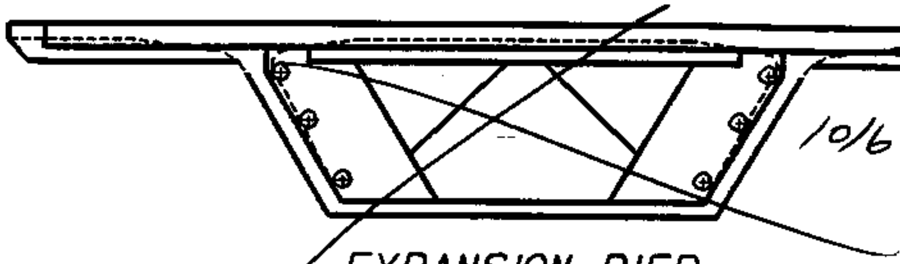
Looking Direction North or South

Span Supported 41

Tendon	Condition
1	Grout has apx a 1' void, White grout. Trumpet has moderate red corrosion. Two strands partially visible with light corrosion Picture 187+188 5:22 1-A
2	Trumpet has moderate red corrosion. Five strands visible. Grout has apx. a 2'+ void, white grout. Trumpet has red + black corrosion on bottom. Picture 189+190 5:24 1-A
3	Grout has apx. a 2½' void, white grout. Five strands visible with light red corrosion. Trumpet has heavy red corrosion. Picture 191+192 5:29 1-A
4	Grout has apx. a 4" drill hole, with white grout. Picture 193+194 5:34 1-A
5	Trumpet has light to moderate red corrosion present. Grout has apx. a 5'+ void, white grout. Three to four strands visible with light red corrosion Picture 195+196 5:3[illegible]
6	Grout has apx. a 4" drill hole, white grout. Picture 197+198 5:46 1-A

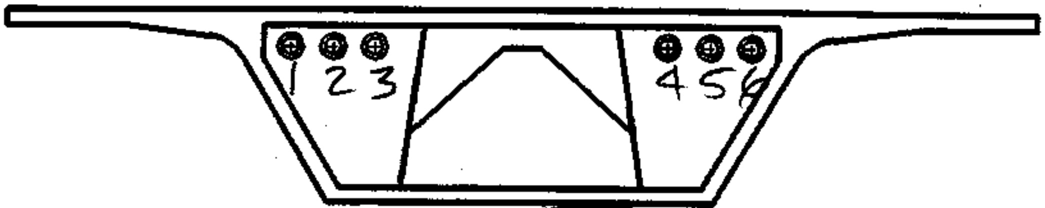
Jeff
Julie
Ed V.
Greg

10-6 — chip 1A



10/6 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 42

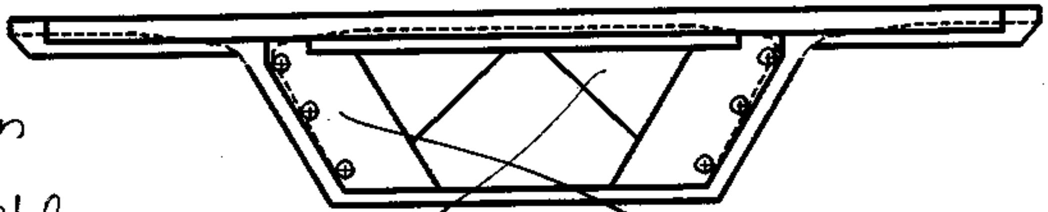
Looking Direction North or South

Span Supported 42

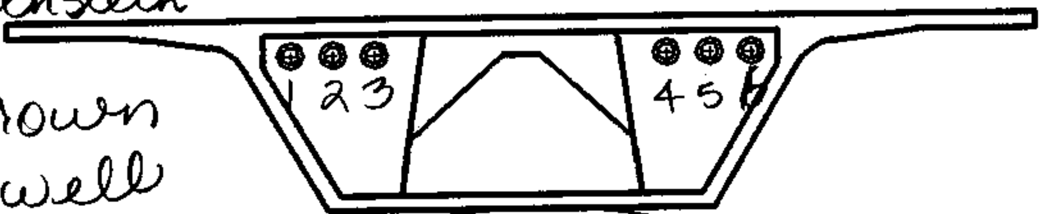
Tendon	Condition
1	Grout has apx. a 6" void, white grout. Picture 168+169 4:33 1-A
2	Grout has apx. a 12" void, white grout. Picture 170+171 4:52 1-A
3	Grout has apx. a . 2'+ void, White grout. Trumpet has moderate red corrosion. Five to six strands visible with light corrosion. Picture 172, 173+174 4:54 1-A
4	Heavy red corrosion to trumpet. ~~Aa~~ 6 strands are visible with intermittent light red corrosion. Grout has apx 4' void, white grout. Picture 175+176 4:59 1-A
5	Grout has apx. a 5'+ void, Trumpet has heavy red corrosion. Six strands are visible with light red corrosion. Picture 177, 178+179, 180 5:07 1-A
6	Grout has apx. a 3'+ void, spotted red corrosion to white grout. Trumpet has heavy corrosion. Five strand visible with spotted black + red corrosion. Picture 181, 182, 183, 184, 185, 186 5:13 1-A

Ron Recall 10-10 & 11 – chip 1A

Ron Bryson
Doug Shockley
Tom Klopfenstein
Huie Brown
Todd Powell



EXPANSION PIER



INTERIOR PIER

10/12/00

Expansion or Interior Pier No. 42

1-A

Looking Direction North or South

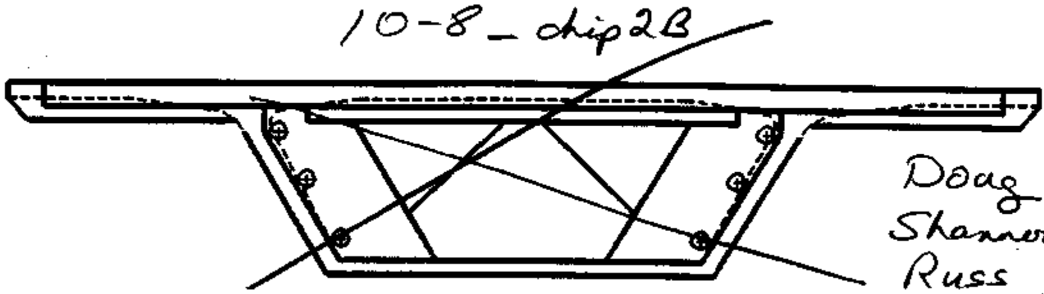
Span Supported 42

Tendon	No. of Strands	Void	Condition	Camera TIME
1				
2				
3				
4				
Grout this 5	apx. 6 strands visible	4'+ void	Heavy corrosion to 2 strands at bottom, notice black corrosion cells, 4" in length.	Photo – 81, 82,83 9:15
6	5 strands visible	5'+ void	2 broken wires on one strand.	Photo 84,85, 86,87

T-5 Anchor block, back side, heavy corrosion with active black corrosion cells.

T-6 Heavy corrosion, for about the first 4", apx. the next 12" has light to moderate corrosion. Also, active black corrosion cells.

10-8 _ chip2B



EXPANSION PIER

Doug
Shannon
Russ
Alto

10/7 8pm.
10/8 8am

INTERIOR PIER

2-B

Expansion or Interior Pier No. 43

Looking Direction North or South

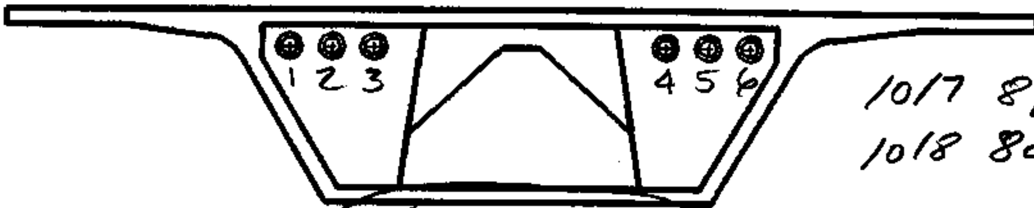
Span Supported 42

Tendon	Condition	
1	White grout — 9:31pm apx. 5" pent.	13-Board 14-drill hole
2	Photo 16-appears to be red corrosion — 9:38Pm apr 7" pent. Whitegrout, top of trumpet has slight corrosion	15-Board 16-Corrosion
3	Whitegrout — 9:43pm apx5" pent	17-Board 18-drill hole
4	White grout — 9:48pm apx. 5" pent.	19-Board 20-drill hole
5	aprx. 7" void, White Grout. — 9:50pm apx. 7" pent.	21-Board 22-drill hole
6	White grout — 9:54pm apy 5" pent.	23-Board 24-drill hole

Doug
Shannon
Russ
Alto

10-8_ chip 2B

~~EXPANSION PIER~~



10/7 8pm
10/8 8am

INTERIOR PIER

Expansion or Interior Pier No. 43 2-B

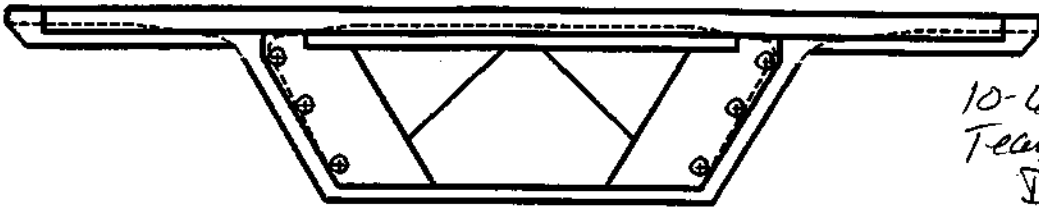
Looking Direction North or South

Span Supported 43

Tendon	Condition	
1	Rock debri. white grout 8:53pm apx- 4" pent.	1-Board 2-drill hole
2	Loose, white grout 9:00pm apx. 4½" pent.	3-Board 4-drill hole
3	Small void, Light grout top of trumpet has slight corosion 9:06pm apx 5½" pent.	5-Board 6-drill hole
4	White Grout 9:14pm apx. 4½" pent	7-Board 8-drill hole
5	Grey + White grout 9:18pm apx 4½ pent.	9-Board 10-drill hole
6	White Grout 9:23pm apx. 5" pent	11-Board 12-drill hole

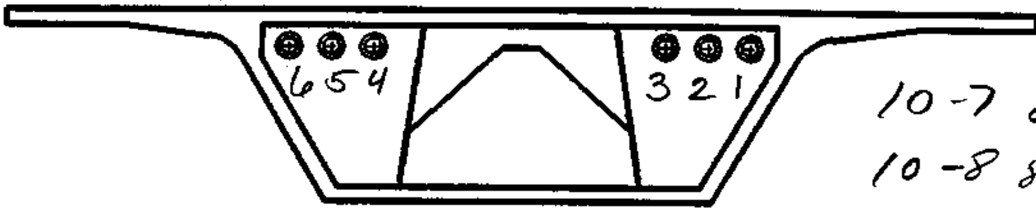
43-48

10-8_ chip 2B



EXPANSION PIER

10-6-00
Team Leader
Doug
Shannon
2B Russ
Alto



10-7 8pm
10-8 8am

INTERIOR PIER

Expansion or Interior Pier No. 44

Direction North or South

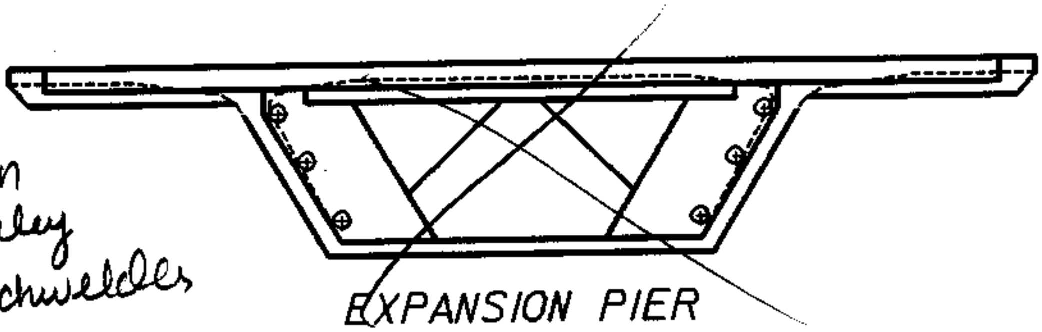
Span Supported 43

Tendon	Condition	
Strand on west side 1	5 or 6 Visible Strands, 1-2 broken wire on Strand Westside of hole random/heavy corosion to strands w/ Blistering Photo 43- Broken wire on Strand Photo 44- corosion on Strand void extends beyond 5'. Photo 45- end of void White grout, Moderate corosion to trumpet 11:29 pm 5'(+) pent	42-Board 43-Broken wire 44-corosion 45-void
2	White grout 11:47 pm apx. 6" pent.	46-Board 47-drill hole
3	No exposed Cables White grout Moderate/heavy corosion w/ Blistering on trumpet Photo 49- Corosion on trumpet 11:50 pm apx. 24" pent.	48-Board 49-corosion
4	5 visible strands void apx. 5' Trumpet has random moderate corosion Photo 51- corosion & Blistering to top of trumpet 11:56 pm	50-Board 51-corosion
5	Avoid ft (+) 4 strands exposed, Light corosion to trumpet Photo 53- exposed strand 12:13 am 5ft(+)	52-Board 53-Strands
6	White grout 12:21 am apx 5" pent	54-Board 55-drill hole

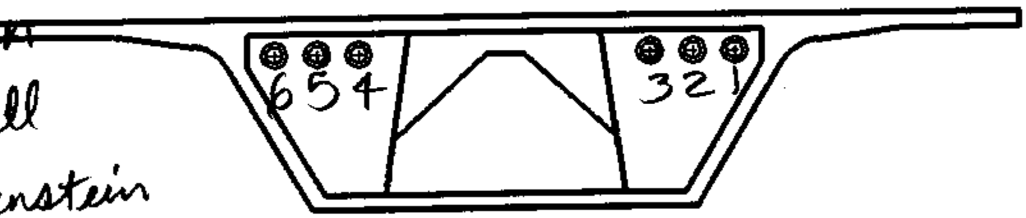
* Needs review

Ron Recall 10-10-11 – chip 1A

Ron Bryson
Doug Shockley
Julia Blackwelder
Huie Brown
Todd Powell
Tom Klopfenstein



EXPANSION PIER



INTERIOR PIER

1-A

10/12/00

Expansion or Interior Pier No. 44

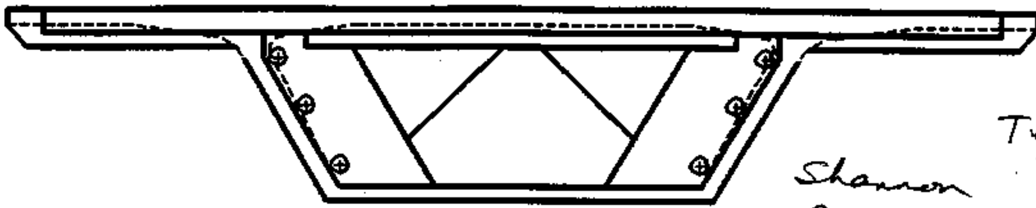
Looking Direction North or South

Span Supported 43

GRB
Grout fill

Tendon	No. of Strands	Void	Condition	Camera	Time
1	Apx. 5-6 strands Visible	4'+ void	One broken wire on strand Light corrosion.	Photo 88 89	9:43
2					
3					
4					
5					
6					

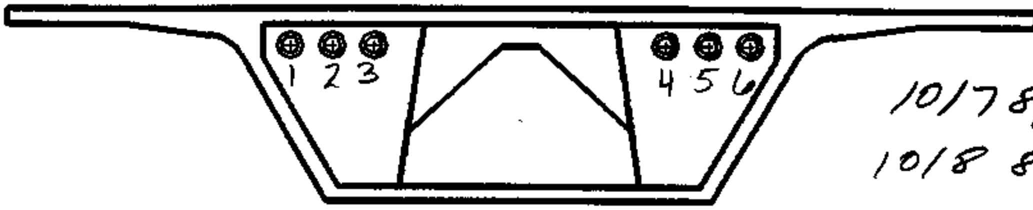
10-8 – chip 2B



EXPANSION PIER

10-6-00
Team Leader
Doug
2B

Shannon
Russ
Alto



10/7 8pm
10/8 8am

INTERIOR PIER

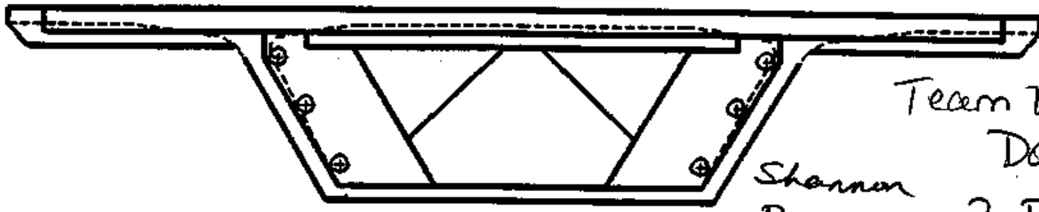
Expansion or Interior Pier No. 44

Direction North or South

Span Supported 44

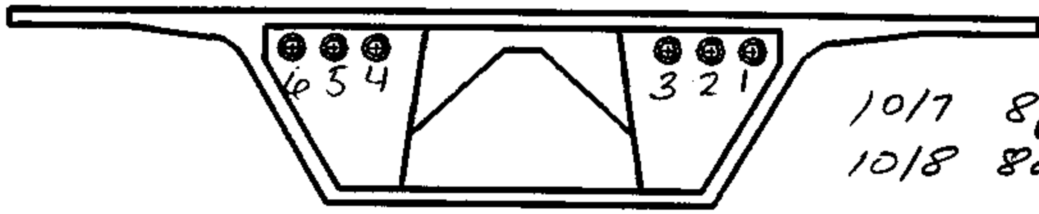
Tendon	Condition	
1	apx 3½' void, Bottom of trumpet heavily coroded 5 visible strands, random Light corosion on strands Photo 26 - corosion on strand Photo 27 - corosion on trumpet — 10/18 pm apx 3½' pent	25-Board 26-corosion 27-corosion
2	5' ~~two~~ void, 2 visible strands w/ random light corosion Moderate to heavy corosion on trumpet - white grout Photo 29 - corosion on trumpet. Photo 30 - Corosion on Strand — 10:31 pm 5' pent.	28-Board 29-corosion 30-corosion
3	Void which appears to continue beyond 5'. 3 strands visible w/ random Light corosion, Trumpet has moderate to heavy corosion w/ Blistering Photo 32 - heavy corosion on trumpet " 33 - corosion on trumpet " 34 - light corosion on strand. — 10:44 pm	31-Board 32-corosion 33-corosion 34-corosion
4	Large void which extends beyond 5'. 2-exposed strands Trumpet has moderate to heavy blistering & Corosion Photo 36 - Looking toward end of void " 37 - 2 Exposed strands — 10:58 pm	35-Board 36-void 37-Strand
5	void which extends beyond 5' 2 exposed strands, Light to moderate corosion on trumpet Photo 39 - void — 11:13 pm	38-Board 39-void
6	apx 14" void, White grout, Slight corosion to trumpet apx 14" pent. 11:22 pm Photo 41 - end of void	40-Board 41-void

10-8_ chip 2B



10-6-00
Team Leader
Doug
2 B
Shannon
Russ
Atto

EXPANSION PIER



10/7 8pm
10/8 8am

INTERIOR PIER

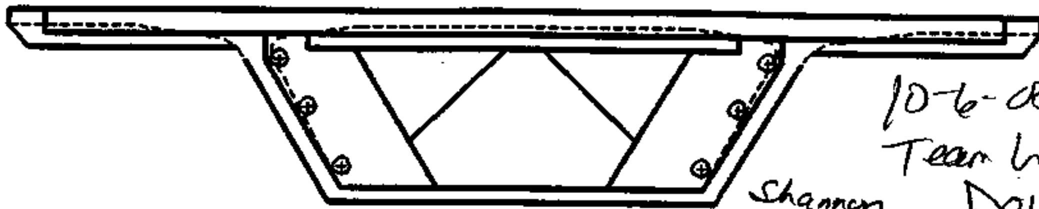
Expansion or Interior Pier No. 45

Direction North or South

Span Supported 44

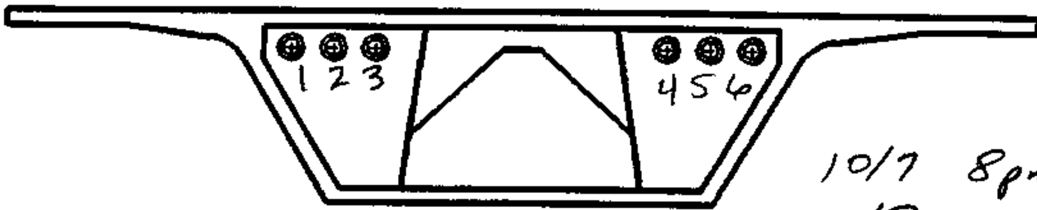
Tendon	Condition	
1	Small void, white grout, slight corrosion to trumpet 12:52am apx 7" pent.	68-Board 69-drill hole
2	apx 6" void, White grout 12:57am apx 6" pent.	70-Board 71-void
3	apx 6" void, white grout 12:59am apx 6" pent.	72-Board 73-void
4	White grout 1:03am apx 5" pent	74-Board 75-drill hole
5	Small void, white grout w/ moonrocks 1:05am apx 7" pent	76-Board 77-drill hole
6	White grout, moon rocks 1:10am apx 5" pent	78-Board 79-drill hole

10-8 — chip 2B



EXPANSION PIER

10-6-00
Team leader
Doug
Shannon
Russ
Alto
2B



INTERIOR PIER

10/7 8pm
10/8 8am

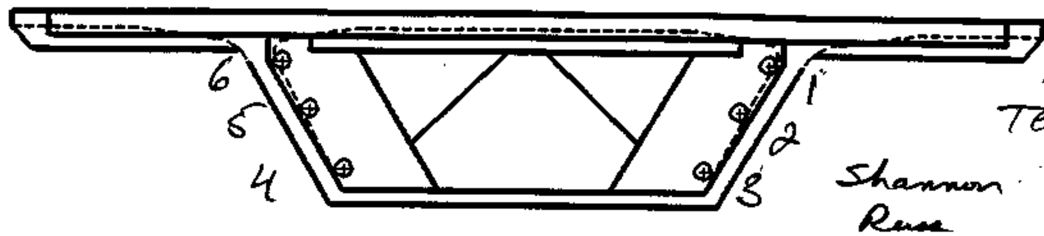
Expansion or Interior Pier No. 45

Direction North or South

Span Supported 45

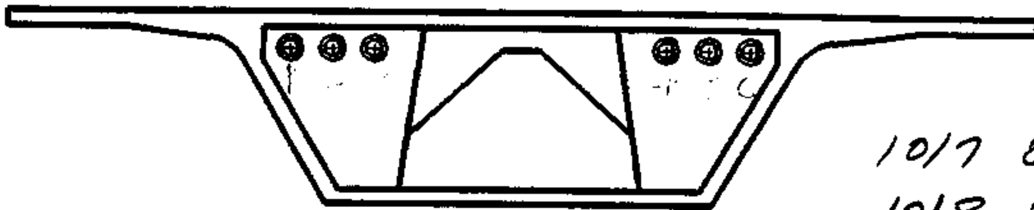
Tendon	Condition	
1	White grout 12:33am apx 1" pent.	56-Board 57-drill hole
2	apx 1/2' void 1 visible strand white grout, trumpet has slight corosion 12:35am apx 1/2' pent Photo 59-exposed strand	58-Board 59-strand-
3	White grout 12:41am apx 5" pent.	60-Board 61-drill hole
4	White grout 12:44am apx. 4 1/2" pent	62-Board 63-drill hole
5	White grout 12:46am apx 5" pent.	64-Board 65-drill hole
6	White grout 12:48am apx. 5" pent.	66-Board 67-drill hole

10-8_ chip 2B



EXPANSION PIER

10-6-00
Team Leader
Doug
Shannon
Russ
Alto
2-B



10/7 8pm
10/8 8am

INTERIOR PIER

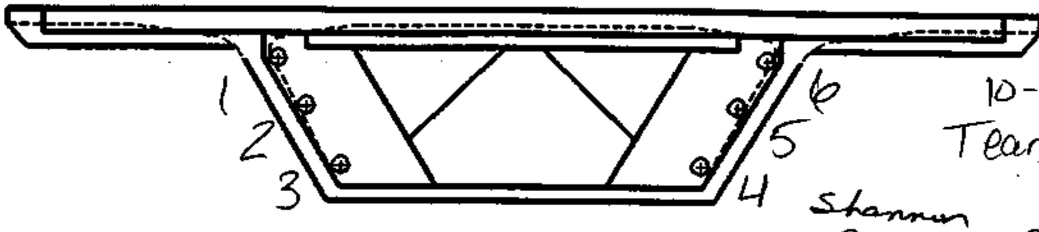
Expansion or Interior Pier No. 46

Direction North or South

Span Supported 45

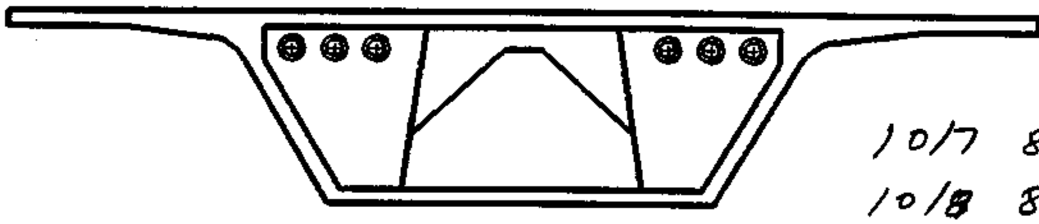
Tendon	Condition	
		80-Board
1	6" VOID Small, WHITE GROUT, NO STRAND VISIBLE 3:01 MINOR CORROSION OF TRUMPET.	81-Drill Hole
2	SLIGHT CORROSION OF TRUMPET, WHITE GROUT, NO STRANDS VISIBLE, 6" DEEP 3:09	82-Board 83-Drill Hole
3	5" DEEP, WHITE GROUT, NO STRANDS VISIBLE 3:13	84-Board 85-Drill Hole
4	4.5" DEEP, WHITE GROUT, NO STRANDS VISIBLE 3:17	86-Board 87-Drill Hole
5	White grout, Slight corosion to trumpet apx 5" pent. 3:19	88-Board 89-drill hole
6	a void apx 14", 1 visible strand white grout, trumpet has slight corosion. 3:27	90-Board 91-void

10-8 _ chip 2B



10-6-00
Team Leader
Doug
Shannon
Russ
Atto
2B

EXPANSION PIER



10/7 8pm
10/8 8am

INTERIOR PIER

Expansion or Interior Pier No. 46

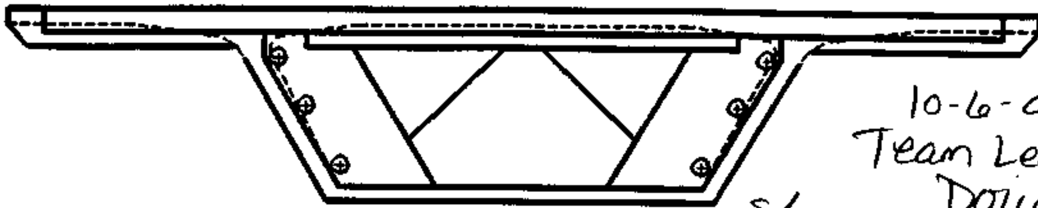
Direction North or South

Span Supported 46

Start on Tape 2

Tendon	Condition	
~~3~~6	10" void, White grout, slight corosion to trumpet 3:33am	92-Board 93-void
2	4-5 Strands visible, - 2½' void Slight to moderate corosion on strand White grout Photo 103-corosion on strands 3:55am 4:01am Changed tapes	101-Board 102-Board 103-Corosion
3	White grout. 3:53am apx. 5" pent	99-Board 100-drill hole
4	Slight corosion to trumpet 3:50am apx. 5" pent	97-Board 98-drill hole
5	Photo 95-Corosion on strand, 3 strands visible 3:35am Photo 96-Corosion on strand. A void apx 2½'. Slight corosion throughout on strands, white grout	94-Board 95-Corosion 96-Corosion
1	White grout, 5" pent. 4:10am Slight corosion on trumpet	104-Board 105-drill hole

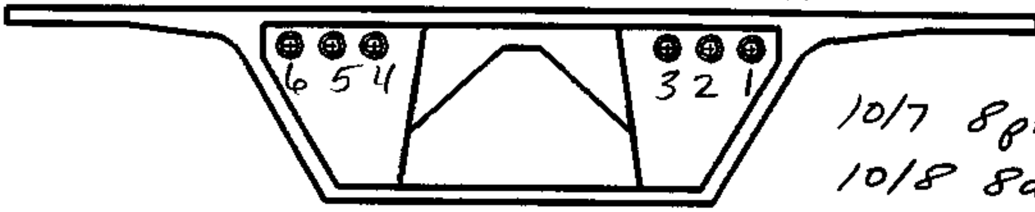
10-8 — chip 2B



EXPANSION PIER

10-6-00
Team Leader
Doug
2B

Shannon
Russ
Atto



INTERIOR PIER

10/7 8pm
10/8 8am

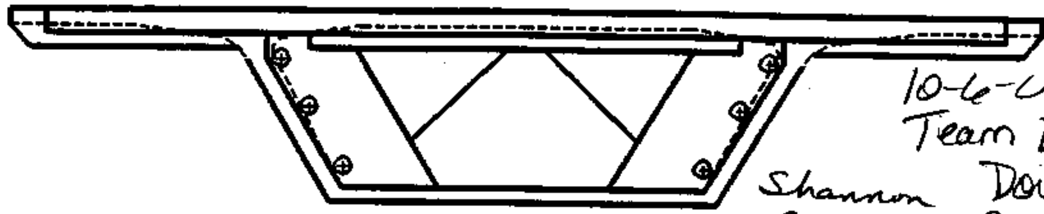
Expansion or Interior Pier No. 47

Direction North or South

Span Supported 46

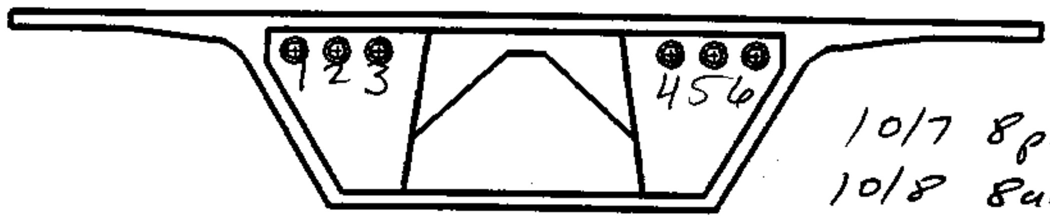
Tendon	Condition	
1	White grout apx. 5" pent 4:40am	119-Board 120-drill hole
2	White grout 4:42am apx. 5" pent.	121-Board 122-drill hole
3	White grout 4:43am apx. 6" pent	123-Board 124-drill hole
4	White grout 4:46am apx 5" pent	125-Board 126-drill hole
5	Grey grout 4:48am apx 5" pent,	127-Board 128-drill hole
6	White grout 4:51am apx 5" pent	129-Board 130-drill hole

10-8 — chip 2B



10-6-02
Team Leader
Doug
Shannon
Russ 2B
Alto

EXPANSION PIER



10/7 8pm
10/8 8am

INTERIOR PIER

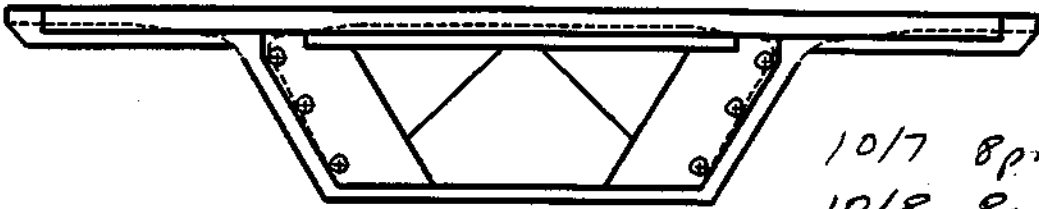
Expansion or Interior Pier No. 47

Direction North or South

Span Supported 47

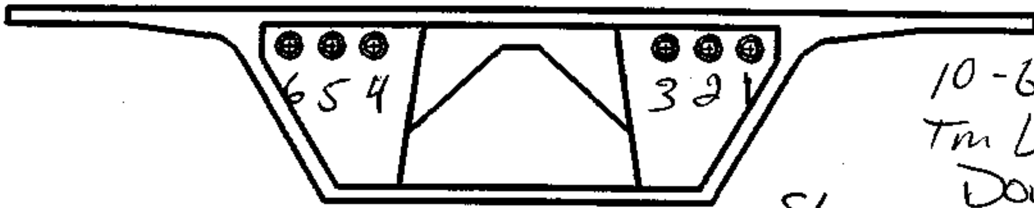
Tendon	Condition	
1	White grout — 4:18am apx 3" pent.	106-Board 107-drill hole
2	apx 12" void, White grout — 4:22am apx 12" pent.	108 Board 109-Board 110 void
3	White grout — 4:24am apx. 5" pent.	111-Board 112-drill hole
4	White grout — 4:34am apx. 5" pent.	113-Board 114-drill hole
5	White grout — 4:36am apx 5" pent	115-Board 116-drill hole
6	White grout — 4:38am apx. 5" pent.	117-Board 118-drill hole

10-8 __ dip 2B



10/7 8pm
10/8 8am

EXPANSION PIER



10-6-00
Tm LDR
DOUG
Shannon
Russ 2B
AHO

INTERIOR PIER

Expansion or Interior Pier No. 48

Direction North or South

Span Supported 47

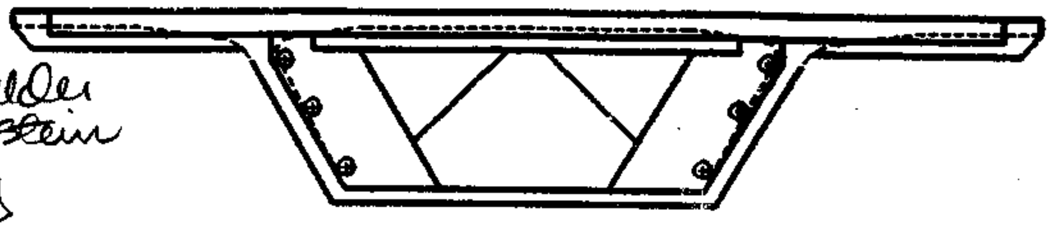
Tendon	Condition	
1	5 TO 6 STRANDS EXPOSED, WITH LIGHT CORROSION, 6:29 3' VOID, MODERATE TO HEAVY CORROSION ON TRUMPET WITH BLISTERING AT +/- 2.5' INTO THE VOID.	146-BOARD 147-TYPICAL CORROSION TO STRANDS
2	MODERATE CORROSION ON TRUMPET, 3 EXPOSED STRANDS WITH 6:40 NO VISIBLE SIGNS OF CORROSION, WHITE GROUT, 4' VOID	148-BOARD 149-STRANDS
3	MODERATE CORROSION ON TRUMPET, 4 EXPOSED STRANDS WITH 6:45 HEAVY CORROSION ON ALL STRANDS ADJACENT TO HEAD BLOCK, WHITE GROUT 5' (PLUS) VOID	150-BOARD 151-BLISTERING ON STRANDS
4	5 VISIBLE STRANDS, MODERATE CORROSION ON TRUMPET 7:02 5' VOID, WHITE GROUT. LIGHT CORROSION ON STRANDS.	152-BOARD 153-EXPOSED STRANDS
5	2' VOID, 2 STRANDS EXPOSED, WHITE GROUT, 7:10 MODERATE CORROSION TO TRUMPET.	154-BOARD 155-STRANDS
6	HEAVY CORROSION ON TRUMPET 6 EXPOSED STRANDS 7:14 ISOLATED AREAS OF LIGHT TO MODERATE CORROSION ON STRANDS, WHITE GROUT 5' (+) VOID	156-BOARD. 157-CORROSION ON STRAND.

Blue

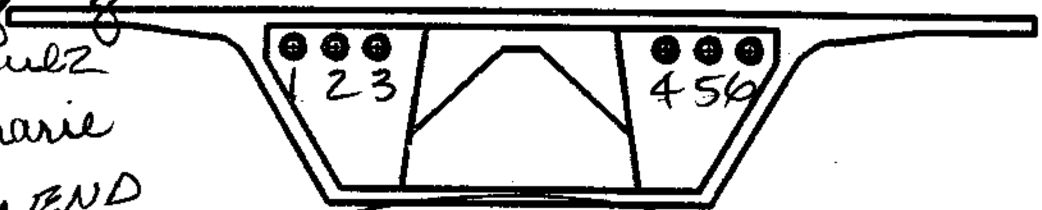
NEED REVIEW

10/10/00 Ron Recall 10-10 & 11 _ chip 1A

Ron Bryson
Doug Shockley
Julia Blackwelder
Tom Klopfenstein
David Riley
Omar Porras
Annie Gonzalez
Ray Rodriguez
Bobby McQuarie



EXPANSION PIER



INTERIOR PIER

RECOMMEND
REMOVAL
& REPLACEMENT

1-A

Expansion or Interior Pier No. 48

Looking Direction North or South

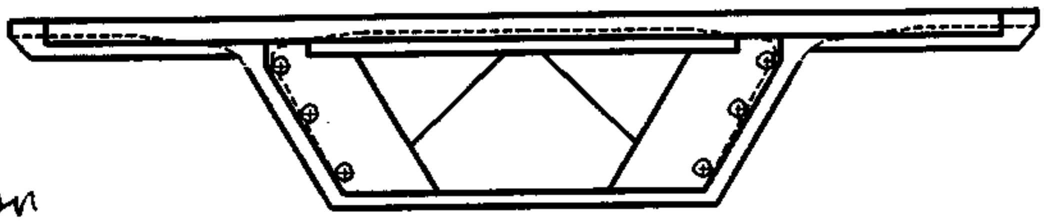
Span Supported 47

Tendon	No. of Strands	Void	Condition	Camera Time
1				
2				
3				
4				
5	19	5'+	Photo-1 Corrosion debris bottom of trumpet.	Photo #1,2 10:20 A.M.
6				

T-5 Trumpet empty
Extreme Corrosion
Broken Wire
No grout visible
Total void

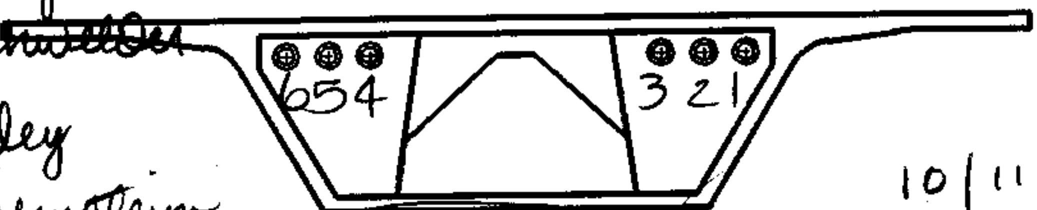
Moderate to heavy section loss to all strands behind trumpet. All 19 strands visible. photo-2 - Corrosion of strands.

Ron Recall 10-10&11 – chip 1A



EXPANSION PIER

Ron Bryson
Doug Shockley
Julia Blackwell
David Riley
Tom Klopfenstein
John Locke
Jerry Foxworth
Greg Johnson



INTERIOR PIER

10/11/00

1-A

Expansion or Interior Pier No. 48

Direction North or South

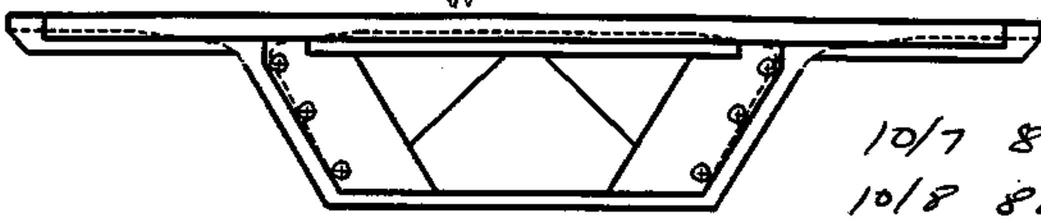
Span Supported 47

Tendon	No. of strands	Void		Condition	Camera · Time
1					
2					
3	4 to 6 strands	5' + void		See below	Photo #55, 56 57 10:38
4					
5					
6					

T-3 4" to 6" behind anchor block heavy corrosion cannot distinguish individual wires, active corrosion cells.

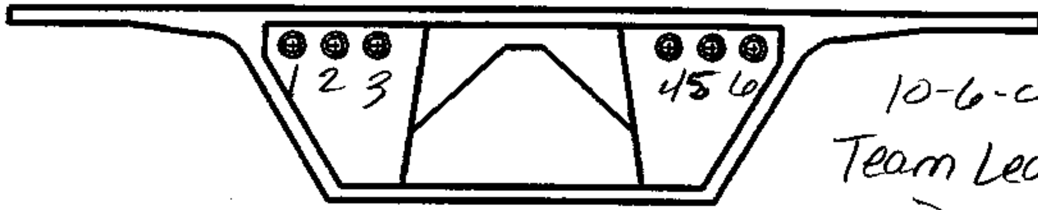
10-8- chip 2B

7 am



10/7 8 pm
10/8 8 am

EXPANSION PIER



INTERIOR PIER

10-6-00
Team Leader
Doug Shannon
2B Russ
Alto

Expansion or Interior Pier No. 48

Direction North or South

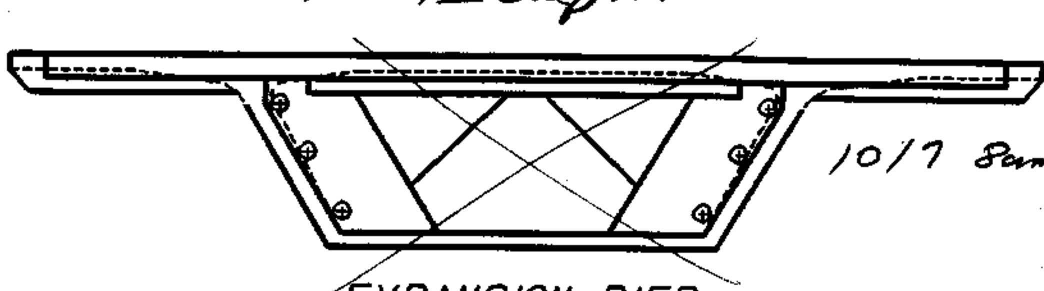
Span Supported 48

Tendon	Condition	
1	Void which extends beyond 5ft., 5-6 visible strands 5:10am Corrosion on strand (slight to moderate on trumpet)	131-Board 132-Corrosion
2	5-6 strands visible, ~~light corrosion bottom of strands~~. Light to moderate corrosion on visible strands, Apx 4' void, White grout Light corrosion on trumpet. 5:20am Photo 134-corrosion on strands.	133-Board 134-Corosion
3	Photo 136-appears to be seperation of wires on a strand 5:34 " " 137 Corosion on strands Apx 5 strands visible, White grout apx 4' void, Slight to moderate corrosion to all strands 1 strand Lower E. Side appears to have 1 loose wire	135-Board 136-seperation 137-corosion
4	White grout Apx 5" pent. 5:48	138-Board 139-Drill hole
5	Photo 141-Broken wire, Photo 143-pitting on strand. 5:50am 142-heavy corosion on strand 5-6 visible strands, 1 strand has broken wire, moderate to heavy corosion on all strands, pitting + blistering. White grout + moderat to heavy corosion on trumpet	140-Board 141-broken wire 142-Corosion 143-pitting
6	4 visible strands, 5' void, White grout, 6:04am Light corosion to trumpet. Photo 145 corosion to strands	144-Board 145-Corosion

* NEED Review

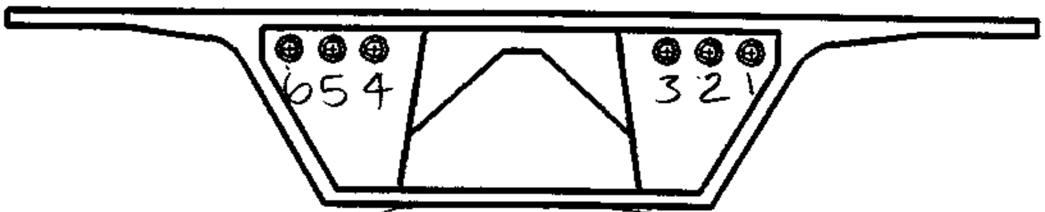
Jeff
Julie
Ed V.
Greg

10-7_chip 1A



EXPANSION PIER

10/7 8am-8pm



INTERIOR PIER

1-A

Expansion or Interior Pier No. 49

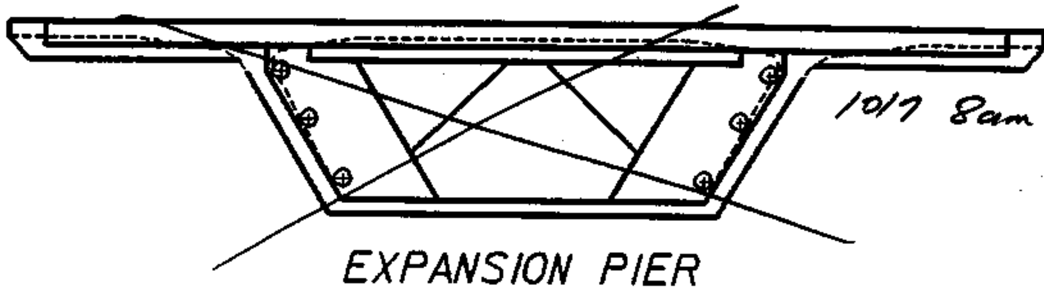
Looking Direction North or South

Span Supported 48

Tendon	Condition
1	Trumpet has heavy red corrosion present. Two strands are visible with light to moderate corrosion. Grout is white and void is 3"+. Picture 13,14+15 8:55 1-A
2	Trumpet has moderate red corrosion present. Grout has apx. 2½" void, white grout. Two strands visible with light red corrosion. Picture 16,17+18 9:01 1-A
3	Trumpet has moderate red corrosion present. Grout has 12" void, white grout. (One strand visible with light red corrosion) Picture 19+20 9:05 1-A
4	Grout has apx. a 12" void, white grout. Trumpet has light red corrosion present. Picture 21+22 9:08 1-A
5	Trumpet has light red corrosion present, Grout has apx. 12" void, white grout. Picture 23+24 9:13 1-A
6	Grout has apx. a 12" void, white grout Trumpet has light red corrosion present Picture 25+26 9:15 1-A

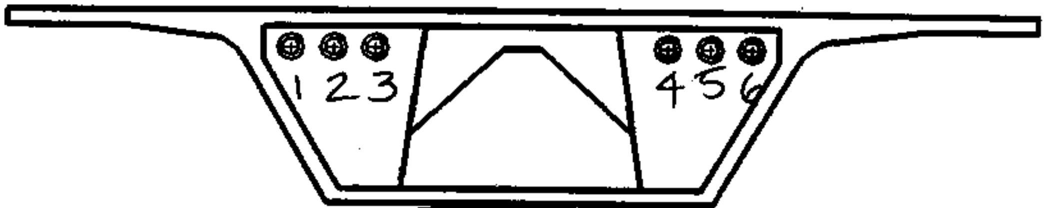
Jeff
Julie
Ed V.
Greg

10-7 - chip 1A



1017 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 49

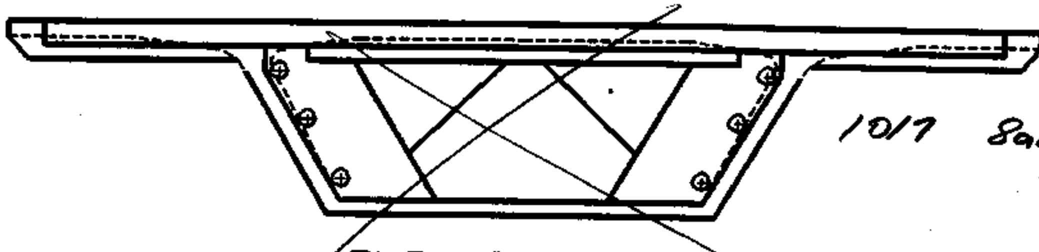
Looking Direction North or South

Span Supported 49

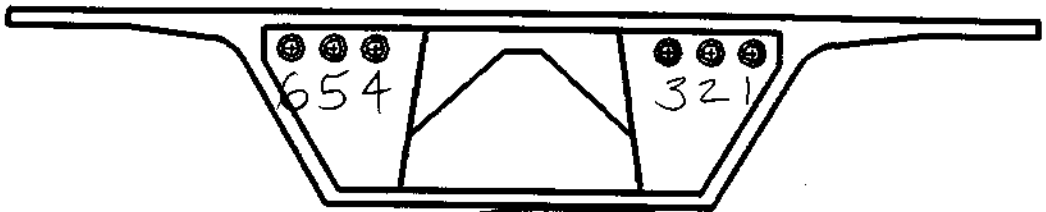
Tendon	Condition
1	Grout has apx. a 8" void, white grout. Picture 1+2 8:41 1-A
2	Grout has apx. a 4" drill hole, white grout. Picture 3+4 8:44 1-A
3	Grout has apx. a 4" drill hole, white grout. Picture 5+6 8:45 1-A
4	Trumpet has moderate red corrosion. Grout has apx. a 5" void, white grout. Picture 7+8 8:47 1-A
5	Grout has apx. a. 4" drill hole, white grout. Picture 9+10 8:50 1-A
6	Grout has apx. a 1½" drill hole, white grout. Picture 11+12 8:52 1-A

Jeff
Julie
Ed V.
Greg

10-7 chip 1A



1017 8am-8pm



Expansion or Interior Pier No. 50 1-A

Looking Direction North or South

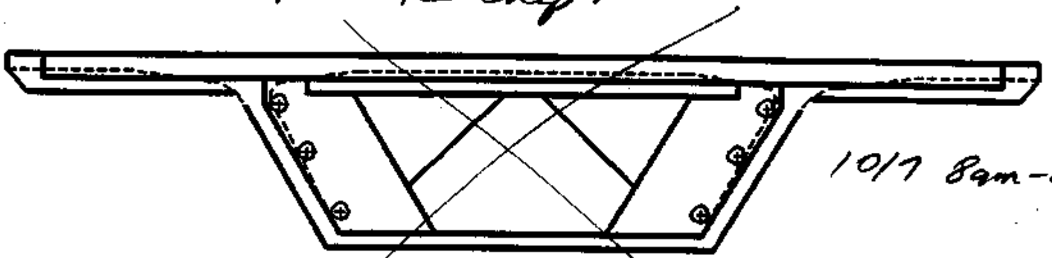
Span Supported 49

Tendon	Condition
1	Trumpet has moderate red corrosion present. Grout has apx. a 2½' void, white grout. Three strands visible. Picture 42+43 10:10 1-A
2	Trumpet has light red corrosion present, graphite on bottom of trumpet. Grout has apx. a 3' void, white grout. Three strands visible, with intermittent light corrosion. Picture 44, 45 & 46 10:13 1-A
3	Grout has apx. a 8" void, white grout. Picture 47+48 10:18 1-A
4	Grout has apx. a 2' void, white grout. Three strands visible with light red intermittent corrosion. Trumpet has moderate red corrosion present. Picture 49+50 10:19 1-A
5	Grout has apx. a 5'+ void, grout is white + black. Two strands visible, light red corrosion. Picture 51+52 10:25 1-A
6	Trumpet has moderate red corrosion present. Grout has apx. a 2' void, white grout. Two strand visible. Picture 53+54 10:30 1-A

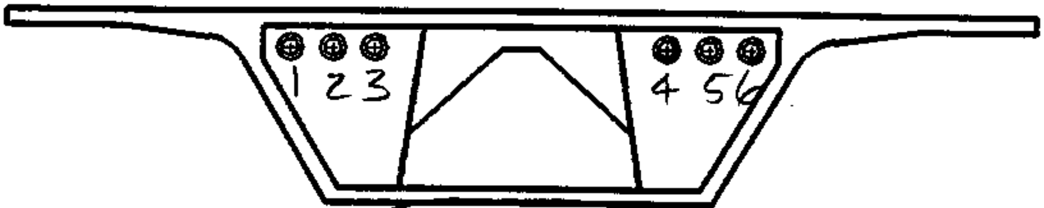
Jeff
Julie
EJ V.
Greg

10-7 - chip 1A

10/7 8am-8pm



~~EXPANSION PIER~~



INTERIOR PIER

1-A

Expansion or Interior Pier No. 50

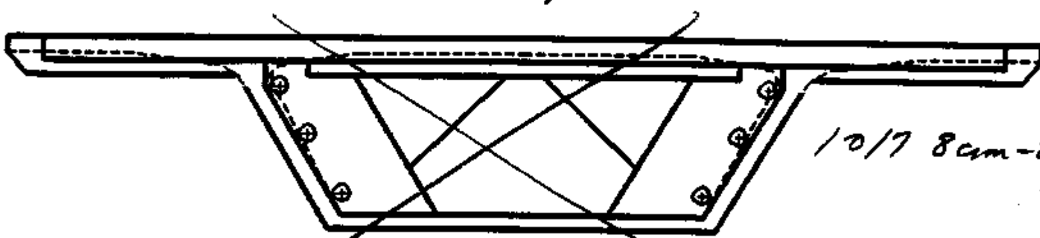
Looking Direction North or South

Span Supported 50

Tendon	Condition
1	Grout has apx. a 12" void, white grout. Picture 26+27 9:29 1-A
2	Five strand are visible with light red corrosion. Grout has apx. a 4½' void, white grout. Picture 28, 29, 30, 31, 32 9:32 1-A
3	Trumpet has spotted light red corrosion present. Grout has apx. a 3'+ void, white grout. Five strands are visible with light red corrosion present. Picture 33, 34+35 9:38 1-A
4	Grout has apx. a 4" drill hole with orange and black corrosion present Picture 36+37 10:00 1-A
5	Trumpet has moderate red corrosion present. Grout has apx. a 5'+ void, white grout. Three strands visible with light red corrosion present. Picture 38+39 10:02 1-A
6	Grout has apx. a 3½' void, white grout. Trumpet has moderate red corrosion present. Three strands are visible with light red corrosion present. Picture 40+41 10:05 1-A

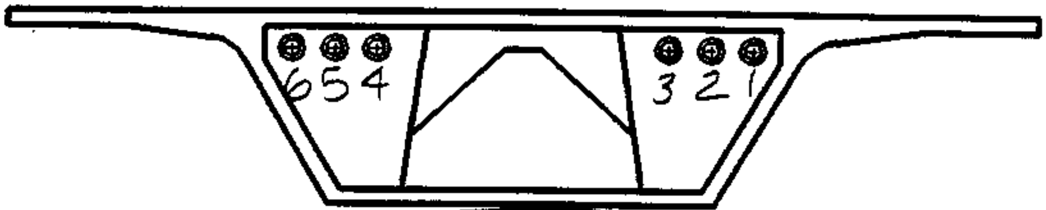
Jeff
Julie
Ed V.
Greg

10-7- chip 1A



10/7 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 51

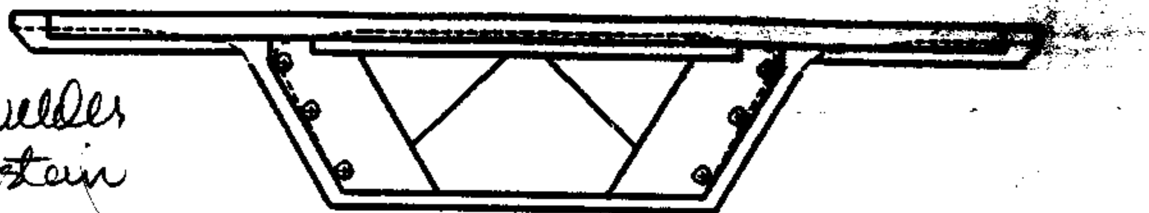
Looking **Direction North or South** 1-A

Span Supported 50

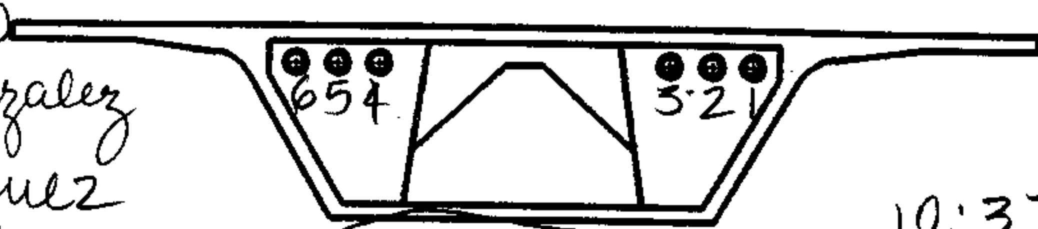
Tendon	Condition
1	Grout has apx. a 5" void, white grout present. Picture 70+71 11:20 1-A
2	Trumpet has heavy corrosion present. Two strands are visible. Grout has apx. ≈ 4' void, with white grout. Picture 72 73, 74 11:21 1-A
3	Grout has apx. a 5" void, white grout present. Picture 75+76 11:25 1-A
4	Grout has apx. a 5" void, white grout present. Picture 77+78 11:26
5	Grout has apx. a 3" drill hole, white grout present. Picture 79+80 11:28
6	Grout has apx. a 2" drill hole, white grout present. Picture 81+82 11:29

Ron Recall 10-10 & 11 - chip 1A 10/10/00

Ron Bryson
Doug Shockley
Julia Blackwelder
Tom Klopfenstein
David Riley
Omar Porras
Annie Gonzalez
Ray Rodriguez
Bobby McGuirre



EXPANSION PIER



10:37

INTERIOR PIER

Expansion or Interior Pier No. 51

1-A

Direction North or South

Span Supported 50

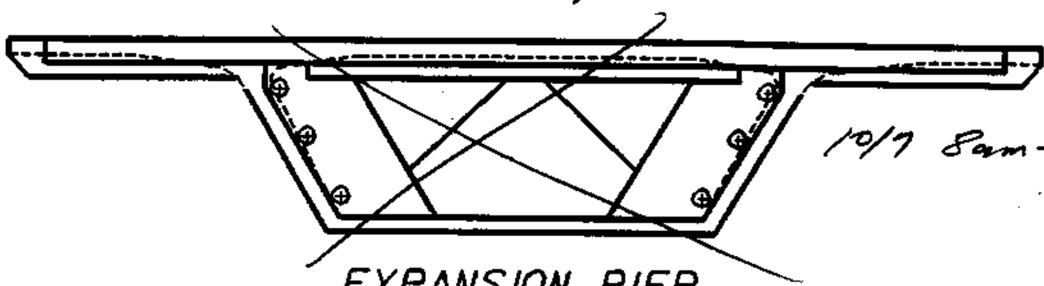
Tendon	No. of Strands	Void	Condition	Camera Time
1				
2				
3				
4				
5				
6				

* We determined deficiency was in 52 Looking South T-6. Already been checked by Ron Bryson agree with Data sheet.

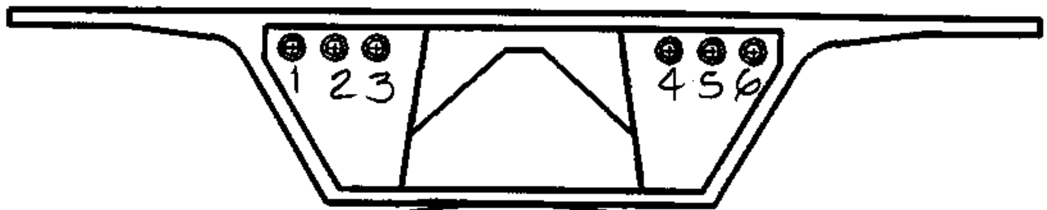
Jeff
Julie
Ed V.
Greg

10-7-chip 1A

10/7 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 51

Looking Direction North or South

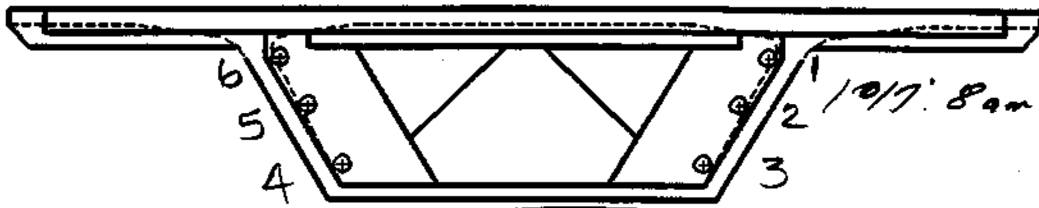
Span Supported 51

Tendon	Condition
1	Grout has apx a 3" drill hole, white grout present. Picture 55+56 10:42 1-A
2	Grout has apx. a 4" drill hole, white grout present. Picture 57+58 10:52 1-A
3	Grout has apx a 1" drill hole, white grout present. Picture 59+60 10:53 1-A
4	Grout has apx. a 2' void, white grout Seven to eight strands are visible intermittent light red corrosion present. Trumpet has heavy red corrosion present. Picture 61, 62, 63 & 64 10:54 1-A
5	Grout has apx. a 12" void with white grout present One partially exposed strand. Picture 66+67 11:15 1-A
6	Grout has apx. a 6" void, white grout present. Picture 68+69 11:18 1-A

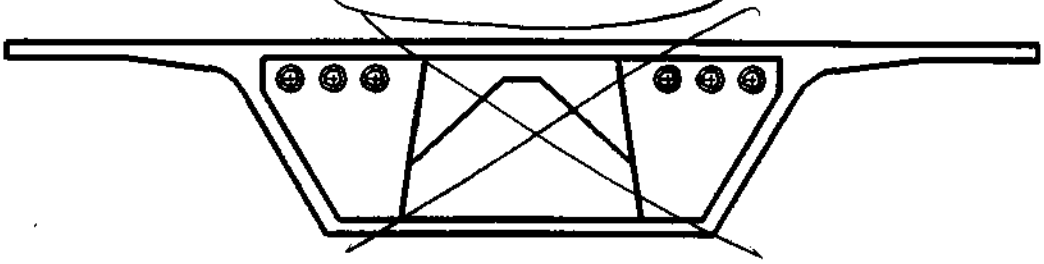
Jeff
Julie
Ed V.
Greg

10-7 — chip 1A

10/7: 8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 52   1-A

Looking Direction North or **South**

Span Supported 51

Tendon	Condition
1	Grout has apx. a 6" void with white grout + intermittent red corrosion present. Picture 83+84 11:55 1-A
2	Grout has apx. a 6" void with white grout + intermittent corrosion present. Picture 85+86 11:56 1-A
3	Grout has apx. a 6" void with white grout + intermittent corrosion present. Picture 87+88 11:57 1-A
4	Grout has apx. a 10" void, white grout present Picture 95+96 12:04 1-A
5	Grout has apx. a 20" void, white grout present. One strand partially visible. Trumpet has light intermittent red corrosion present. Picture 97+98 12:06 1-A
* 6	Grout has apx. a 3' void, white grout present Three strand visible with light red corrosion Picture 99, 100, 101, 102, 103, 104, 105, 106 12:05 1-A

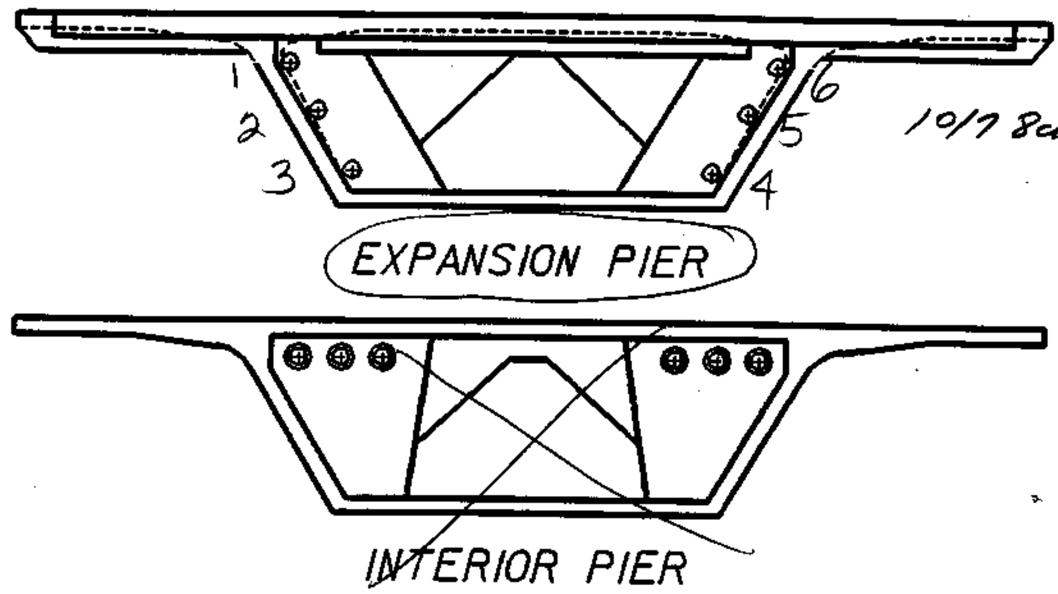
One strand has a broken wire at back of trumpet. Trumpet has moderate red corrosion present.

Ron Brisonwas here + does not need to look back

10-7 — chip 1A

Jeff
Julie
Ed V.
Greg

10/7 8am-8pm



Expansion or Interior Pier No. 52 1-A

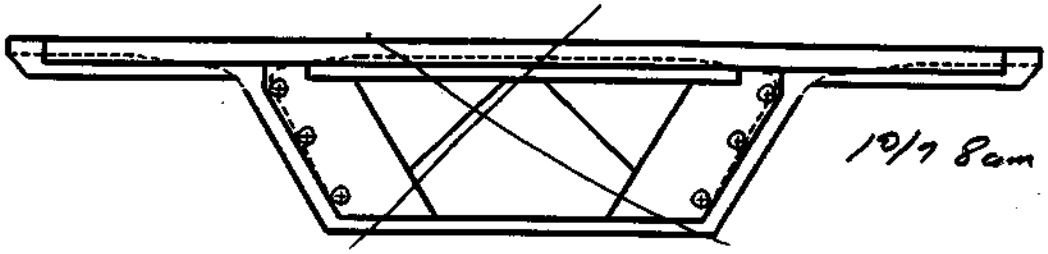
Looking Direction North or South

Span Supported 52

Tendon	Condition
1	Grout has apx. a 8" void, white grout present. Trumpet has light red corrosion. Picture 89+90 11:58 1-A
2	Grout has apx. a 6" void, white grout present. Picture 91+92 12:00 1-A
3	Grout has apx. a 8" void, white grout present. Trumpet has light red corrosion present. Picture 93+94 12:01 1-A
4	Grout has apx a 6" void, white grout present. Picture 107+108. 2:15 1-A
5	Grout has apx a 1' void, white grout present. Trumpet has light red corrosion present. One strand partially visible with intermittent red corrosion. Picture 109+110 2:16 1-A
6	Grout has apx. a 5" void, white grout. Picture 111+112 2:19 1-A

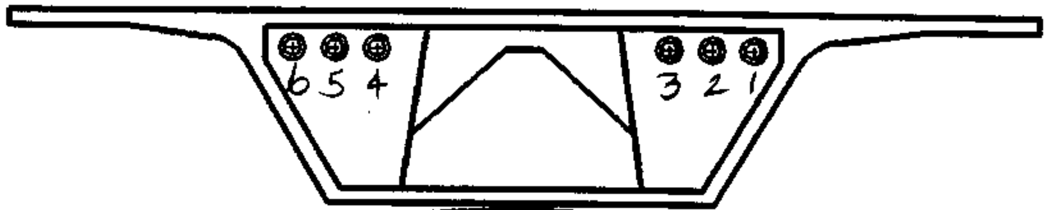
Jeff
Julie
2 V,
Greg

10-7 - dip 1A



10/7 8am - 8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 53

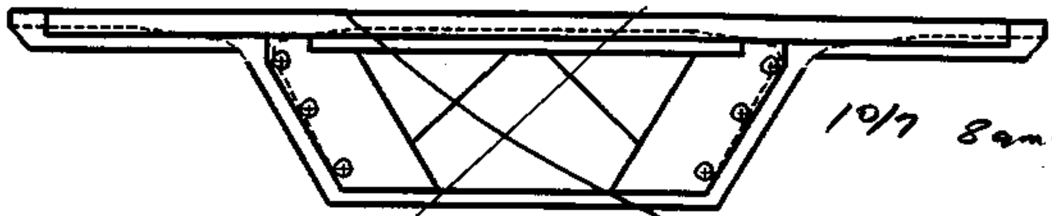
Looking Direction North or South

Span Supported 52

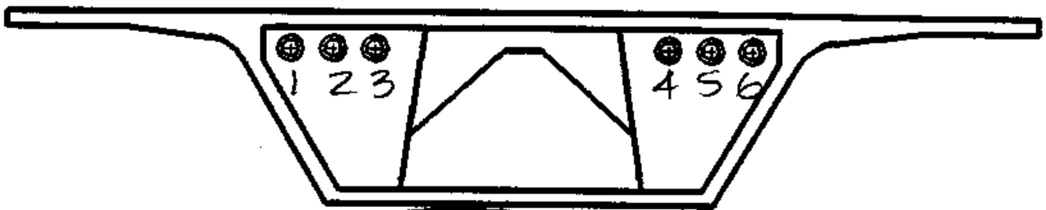
Tendon	Condition
1	Grout has apx. a 2" drill hole, white grout present. Picture 125+126 2:42 1-A
2	Grout has apx a 4" drill hole, white grout present. Trumpet has light corrosion present. Picture 127+128 2:44 1-A
3	Grout has apx. a 5" Void with white grout present. Picture 129+130 2:46 1-A
4	Grout has apx. a 6" void with white grout present. Picture 131+132 2:47 1-A
5	Grout has apx. a 6" void with white grout present. Picture 133+134 2:48 1-A
6	Grout has apx. a 2" drill hole with white grout present Picture 135+136 2:50 1-A

Jeff
Julie
Ed V.
Greg

10-7 — chip 1A



10/7 8am-8pm



1-A

Expansion or Interior Pier No. 53

Looking Direction North or South

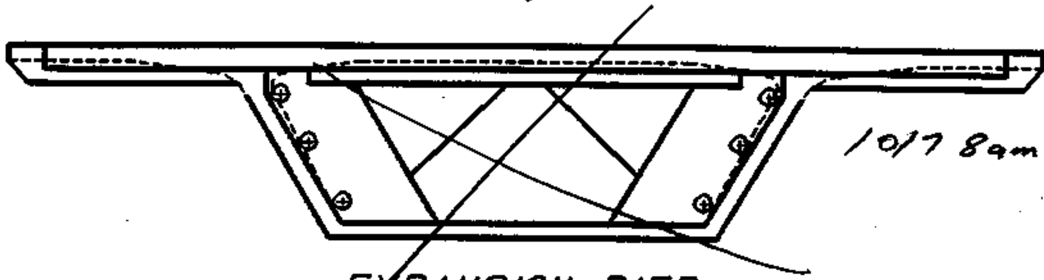
Span Supported 53

Tendon	Condition
1	Grout has apx. a 2" drill hole, white grout. Picture 113+114 2:31 1-A
2	Trumpet has moderate red corrosion present. One strand visible light red corrosion and two strands partially visible. Grout has apx. a 5" void, white grout present. Picture 115+116 2:32 1-A
3	Grout has apx a. 3" drill hole present. Picture 117+118 2:36 1-A
4	Grout has apx. a 4" drill hole present. Picture 119+120 2:37 1-A
5	Grout has apx. a 8" void, white grout present. Picture 121+122 2:38 1-A
6	Trumpet has moderate red corrosion present. Grout has apx. a 12" void, white grout present. One strand partially visible. 2:39 1-A Picture 123+124

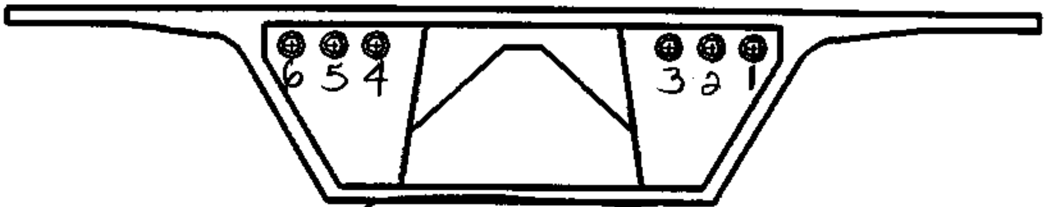
Jeff
Julie
Ed V.
Greg

10-7 chip 1A

10/7 8am-8pm



~~EXPANSION PIER~~



INTERIOR PIER

1-A

Expansion or Interior Pier No. 54

Looking Direction North or South

Span Supported 53

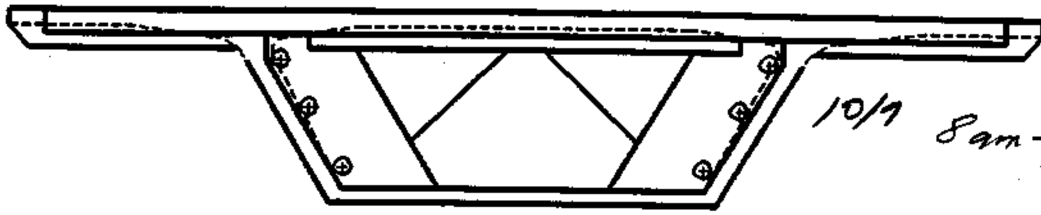
Tendon	Condition
1	Trumpet has moderate red corrosion present. Six strands visible light red spotted corrosion. Grout has apx. a 5'+ void, white grout present. Picture 150+151 3:42 1-A
2	Grout has apx. a 4'' drill hole, white grout. Picture 152+153 3:46 1-A
3	Grout has apx. a 5'+ void, white grout. Six Strands visible with light red spotted corrosion. Picture 15[illegible]+156 3:47 1-A
* 4	Grout has apx. a 2½' void, white grout. Also, black corrosion on strands. One strand appears to have two broken wire by trumpet. Picture 156+157, 158, 159, 160, 161, 3:49 1-A
5	Grout has apx. a 2' void, white grout present. Three strands are visible with light red corrosion present. Trumpet has light red corrosion present. Picture 162+163. 4:03 1-A
6	Grout has apx. a 3'+ void white grout present. Trumpet has moderate red corrosion present. Eight strands visible spotted light red corrosion present. black Picture 164, + 165+166 4:07 1-A

Five strands visible with black + red corrosion.

Black corrosion on bottom of trumpet

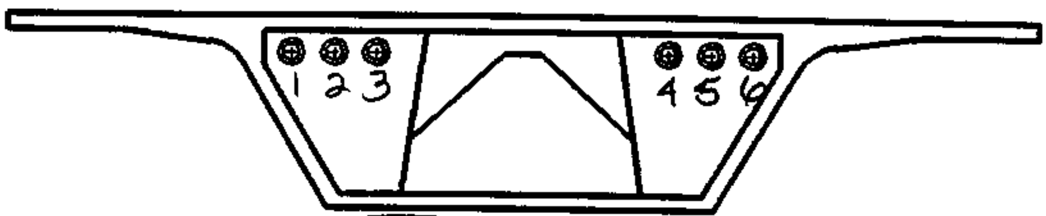
10-7 — chip 1A

Jeff
Ailie
Ed V.
Greg



10/7 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 54   1-A

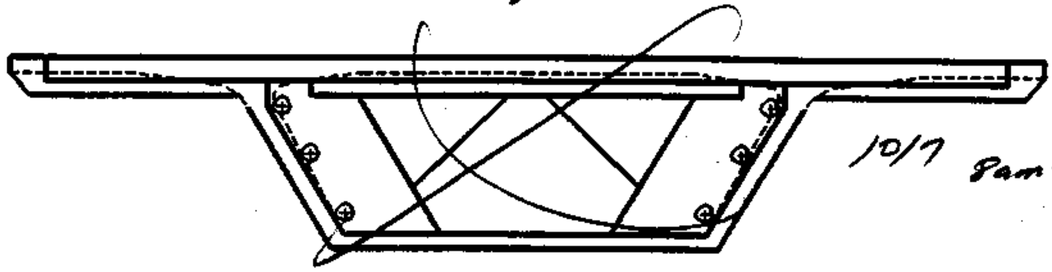
Looking Direction North or South

Span Supported 54

Tendon	Condition
1	Grout has apx. a 5'+ void, white grout present. Trumpet has moderate red corrosion present. Six strands are visible with light red corrosion. Picture 137 + 138 2:57 1-A
2	Trumpet has moderate red corrosion present. Grout has apx. a 5'+ void, white grout present. Six strands are visible with light red corrosion present. Picture 139, 140 & 141 3:05 1-A
3	Grout has apx. a 4' void, white grout present. Apx. Five strands visible with light red corrosion present. Trumpet has moderate red corrosion present. Picture 142 + 143 3:12 1-A
4	Grout has apx. a 5' void, white grout present. Trumpet moderate red corrosion present. Six cables visible with light corrosion present. Pictures 144 + 145 3:15 1-A
5	Grout has apx. a 4" drill hole with white grout. Picture 146 + 147 3:24 1-A
6	Grout has apx. a 2" drill hole. with white grout. Picture 148 + 149 3:25

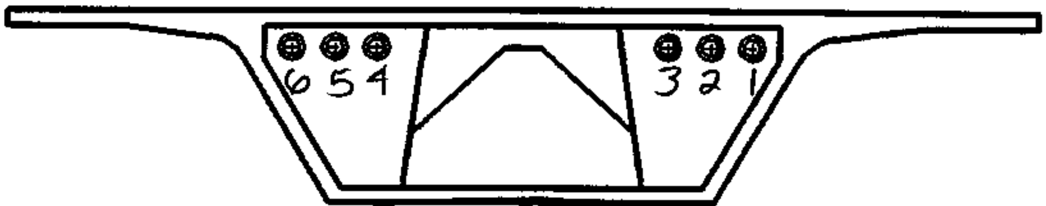
Jeff
Julie
ċO V1
Greg

10-7 _ chip 1A



10/7 9am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 55 1-A

Looking Direction North or South

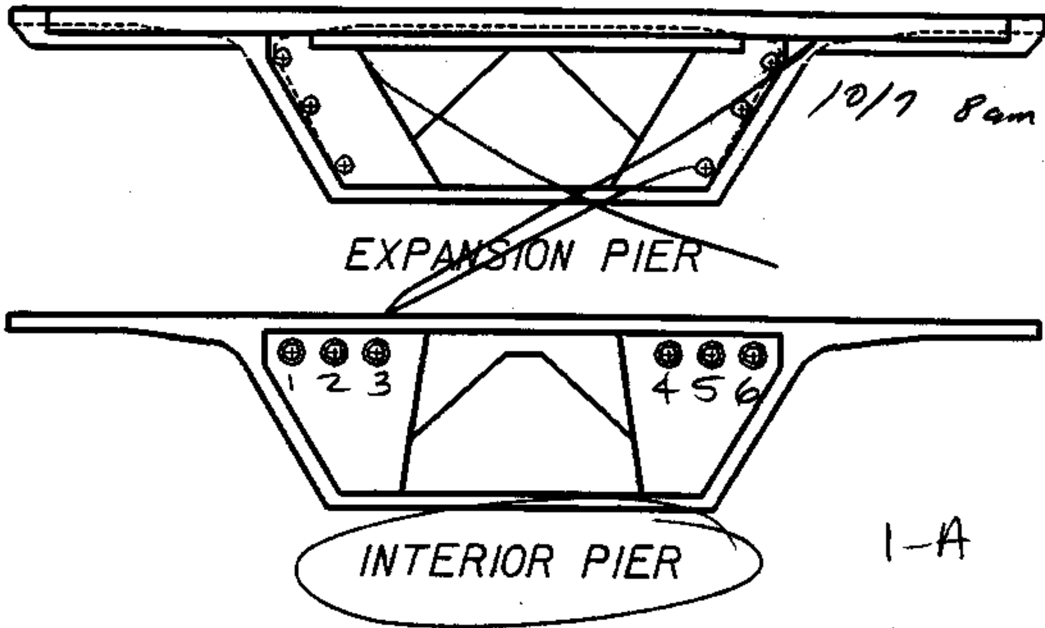
Span Supported 54

Tendon	Condition
1	Grout has apx. a 2" drill hole with white grout. Picture 180+181 4:35 1-A
2	Grout has apx. a 3" drill hole with white grout. Picture 182+183 4:39 1-A
3	Grout has apx. a 4" drill hole with white grout. Picture 184+185 4:40 1-A
4	Grout has apx. a 4" drill hole with white grout. Picture 186+187 4:41 1-A
5	Grout has apx. a 4" drill hole with white grout. Picture 188+189 4:42 1-A
6	Grout has apx. a 2" drill hole with white grout. Picture 190+191 4:44 1-A

Jeff
Julie
Ed V.
Greg

10-7 - chip 1A

10/7 8am-8pm



1-A

Expansion or Interior Pier No. 55

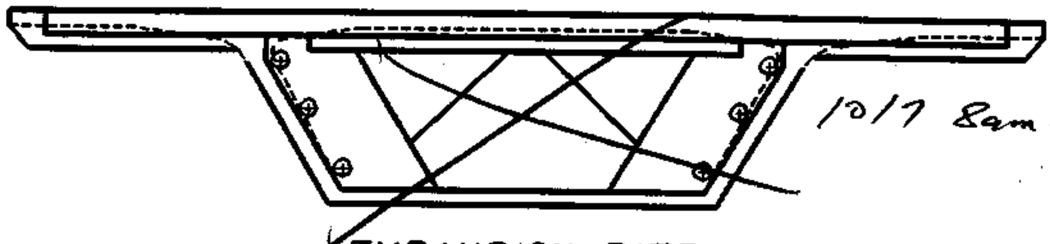
Looking Direction North or South

Span Supported 55

Tendon	Condition
1	Grout has apx. a 8" void, white grout present. Picture 167 + 168 4:23 1-A
2	Grout has apx. a 5'+ void with white + black grout. Three strands are visible light spotted corrosion present. Trumpet has moderate red corrosion present. Picture 169 + 170 & 171 4:25 1-A
3	Grout has apx. a 3" drill hole with white grout present. Picture 172 + 173 4:29 1-A
4	Grout has apx. a 5" void, white grout present. Picture 174 + 175 4:31 1-A
5	Grout has apx. a 4" drill hole, white grout present. Picture 176 + 177 4:32 1-A
6	Grout has apx. a 6" void, white grout present. Picture 178 + 179 4:33 1-A

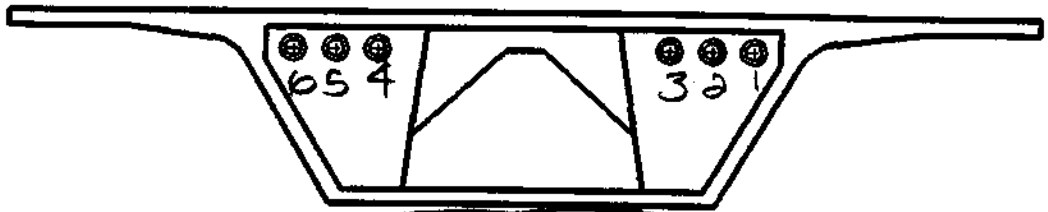
Jeff
Julie
JO V.
Greg

10-7_ chip 1A



1017 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 56

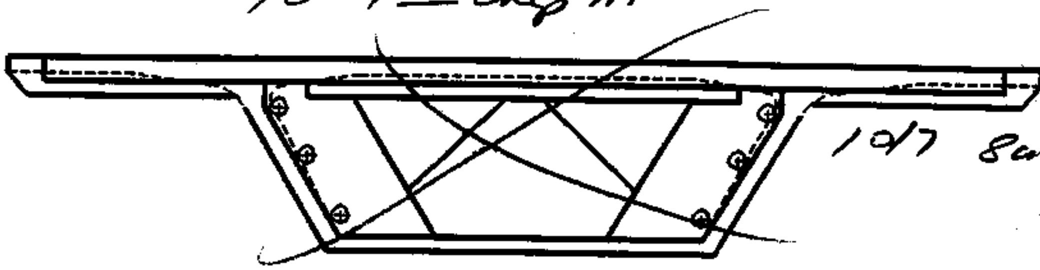
Looking Direction North or South

Span Supported 55

Tendon	Condition
1	Grout has apx. a 2" drill hole with white grout present. Picture 210+211 5:22 1-A
2	Grout has apx. a 6" void with white grout present. Picture 212 + 213 5:24 1-A
3	Grout has apx. a 3'+ void with white grout present. apx eight strands are visible light red spotted corrosion present. Trumpet has light red corrosion. Picture 214, 215 + 216, 217 5:25 1-A
4	Grout has apx. 5'+ void with white grout present. apx. eight strands are visible spotted light red corrosion present. Trumpet has light red corrosion present. Picture 218+219, 220 5:30 1-A
5	Grout has apx. a 4'+ void with whit grout present. Trumpet has light red spotted corrosion present. apx eight strands are visible with light red corrosion present. Picture 221+222, 223 5:34 1-A
6	Grout has apx. a 3'+ void with white grout present. apx Five strands are visible light red spotted corrosion presant. Trumpet has light red corrosion present. Picture 224+225 5:38 1-A

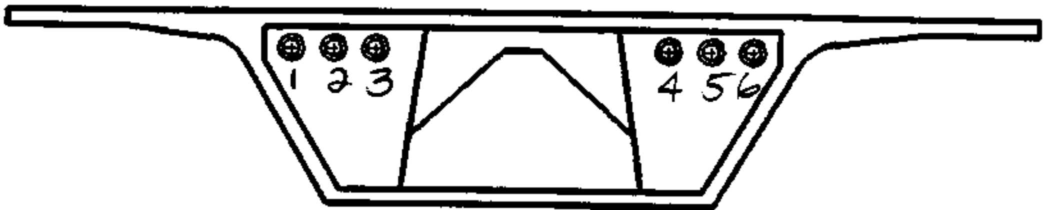
Jeff
Julie
Ed V.
Greg

10-7 — chip 1A



10/7 8am-8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 56

Looking Direction North or South

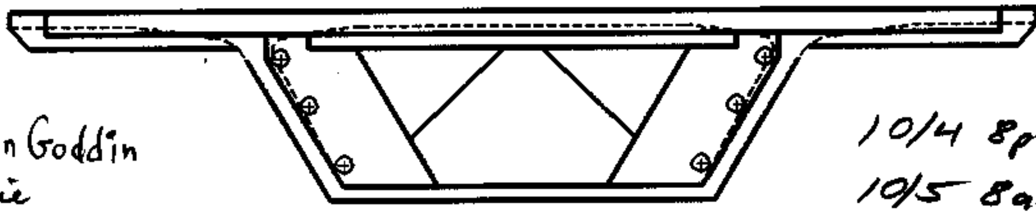
Span Supported 56

Tendon	Condition
1	Grout has apx. a 3'+ void with white grout present. Six strands are visible with light red corrosion present. Picture 192+193&194 4:52 1-A
2	Grout has apx. a 2'+ void with white grout present. Four strands are visible with light red corrosion present. Trumpet has light red corrosion present. Picture 195+196, 197 5:00 1-A
3	Grout has apx. a 5'+ void with white grout present. Four strands are visible spotted light red corrosion present. Picture 198+199 5:04 1-A
4	Grout has apx. a 5'+ void with white grout present. Trumpet has moderate red black corrosion present. Eight ~~Six~~ strands are visible with light red corrosion present. Picture 200, 201 202 203 204, 205 5:09 1-A
5	Trumpet has light red corrosion present. Grout has apx. a 2'+ void with white grout present. Three strands are visible light red corrosion present. Picture 206 + 207 5:15 1-A
6	Grout has apx. a 20" void with white grout. Four strands visible with light to moderate red corrosion present. Picture 208+209 5:18 1-A

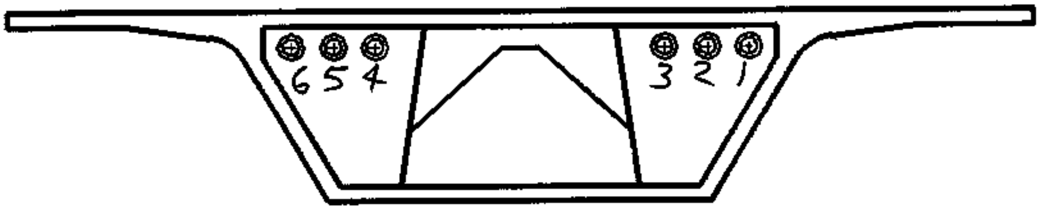
10-5 — chip 2A

10-4-00
Camera# 2A
Team Leader John Goddin
Huie
Steve
Jack

10/4 8pm
10/5 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 57

Looking Direction North or South

Span Supported 56

S.P. = STILL PHOTO

Tendon	Condition
S.P. 2 1	1 Exp. strain, white grout, 4" penetration, light corrosion. on strain, T: 11:17
SP 20 2	2" PENETRATION, Good Solid white grout. TIME: 1:30 AM sp. #21 + video
S.P 22 3	Good Sound white ground, with a little bit of TAN 6" penetration. sp 23 + video TIME: 2:53 AM
Sp: 24 4	Good Solid white grout. 6" Penetration sp 25 + video. TIME: 2:58 AM
SP 26 5	White + TAN Grout 6" Penetration, sp 27 + video. TIME = 3,00 AM
Sp 28 6	Light corrosion on Trumpet, with debris, and good Solid white grout. 6" PENETRATION sp 29 + video. TIME: 3,04 AM

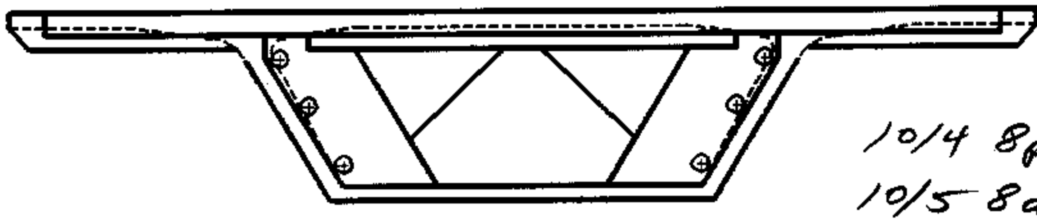
10-5_ chip 2A

10/4/2000

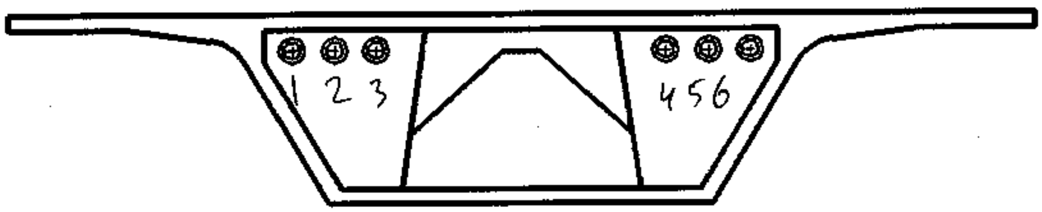
Camera # 2A

Team Leader: John Gooldin · ~~Haie~~ Steve Jack

10/4 8pm
10/5 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 57

Direction North or South

Span Supported 57

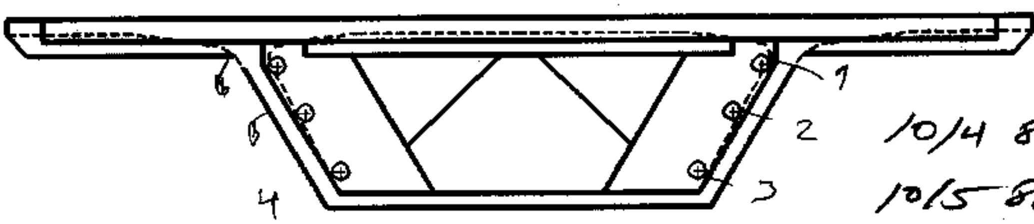
Tendon	Condition
~~[illegible]~~ 1	Replaced Tendon.
SP 13 2	2½" Solid Grout, no video, because of penetration.
SP 14 3	6" penetration, Light Corrosion on trumpet, Solid White grout. Picture Taken.
Pict 18 4	Solid Tanish grout, 6" penetration. no video or photo taken
SP 17 5	Good Solid Grout, Tanich colour. 6" penetration. no video or photo taken.
SP 18 6	~~[illegible]~~, red corrosion, orange corrosion, on trumpet still shot # 19 + video, 16" penetration, ~~good~~ white grout, visible,

photo 19 – video taken.

10-5_ chip 2A

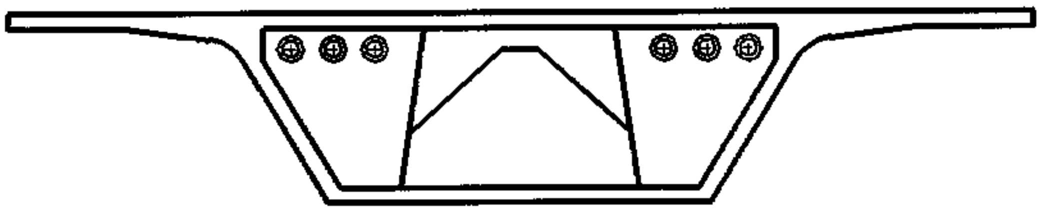
10/4/2000
Camera # 2A

Team leader
John Goddin
Haie
Steve
Jack



10/4 8pm
10/5 8am

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 58

Looking Direction North or South

Span Supported 57

Tendon	Condition
1	Replaced Tendon
S.P. 4 2	TIME: 11:30 18" penetration — 28" Bright copper color, orange corrosion tendons, 6 Strands, Active Corrosion inside of Trumpet, Corrosion strand, corrosion trumpet, deep pits, Photo 5 inside.
S.F. 6 3	TIME: 11:45 Gray solid grout, 4" penetration,
SP 30 4	3:18 Am Solid white grout 4" penetr. S Photo 31 w/video
SP 7 5	TIME: 11:47 bottom portion in Trumpet HEAVY corrosion, Section loss in strand, gray grout, deep pitted Tendon, and section loss, 14" penetration.
PH 11 6	Dark brown deep pitting corrosion, grout in trumpet, max 3 strands, severely corroded, 12" penetration, TIME: 12:00 AM.

S.P. 4

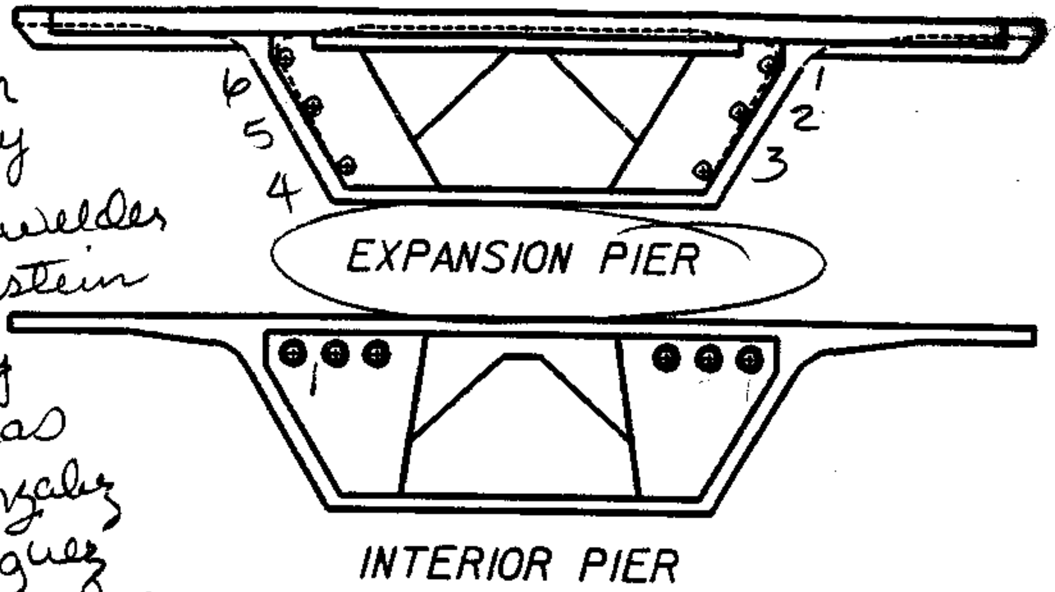
*

* Still photo 8-9-10

*

Ron Recall 10-10-11 — clip 1A

Ron Bryson
Doug Shockley
Julia Blackwelder
Tom Klopfenstein
David Riley
Omar Porras
Annie Gonzalez
Ray Rodriguez
Bobby McQuarrie
Ed Gassman



Expansion or Interior Pier No. 58 1-A

Direction North or South 10/10/00

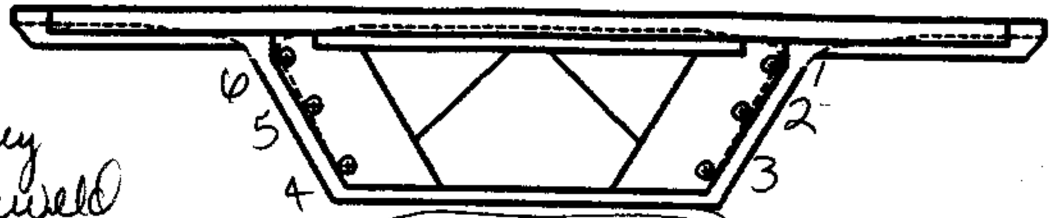
Span Supported 57

Tendon	No. of strands	Void	Condition	Camera Time	
1					
2					
3					
4					
5					
6	3 strands visible	2'4	See below.	Photo 41,42 43 Video	1:09 1:09

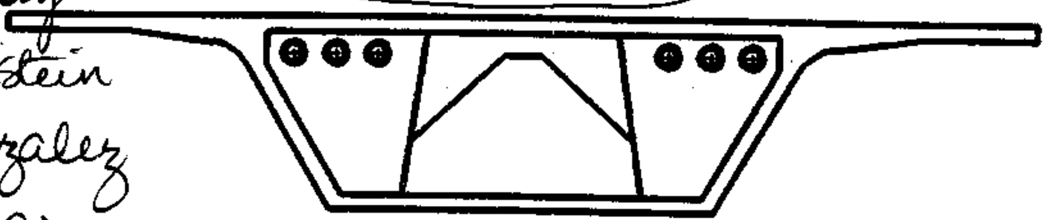
1-6 Wires on strands cannot be distinguished severe corrosion present, active corrosion cells. 2/3 full of grout

Ron Recall 10-10;11_ chip 1A

Ron Bryson
Doug Shockley
Julia Blackwell
Doug Shockley
Tom Klopfenstein
Annie Gonzalez
Omar Porras
Ray Rodriguez
Bobby McGuire



EXPANSION PIER



INTERIOR PIER

10/10/00
1-A

Expansion or Interior Pier No. 58

Direction North or South

Span Supported 57

Tendon	No. of Strands	Void	Condition	Camera Time	
1					
2					
3					
4					
5		5'+	corrosion on strand photo-26-11:00	Photo 25+26,27, 28 Video	11:01 A.M. 11:04 A.M
6					

RB

T-5 with mod. corr. behind anchor plate 2/3 full of grout RB (T-5)

unable to see back of anchor plate. Outside anchor plate has be exposed & cleaned black pitting on one strand.

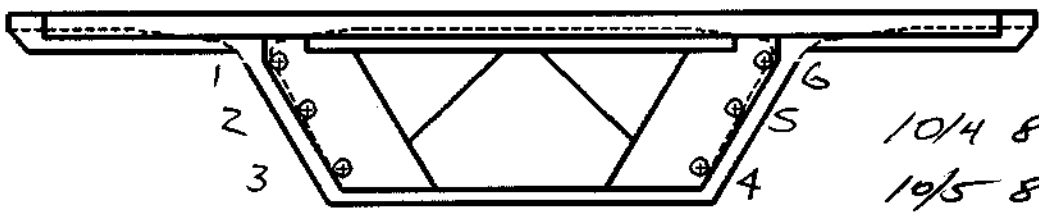
10-5 ___ chip 2A

10/4/2000

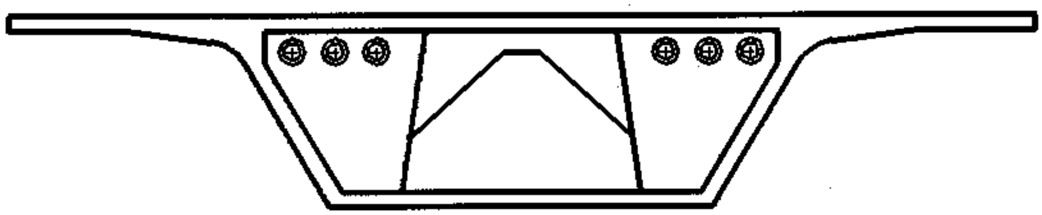
Camera #2A

Team leader
John Siddon.
Haie
Steve
Jack

10/4 8pm
10/5 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 58

SP = still photo

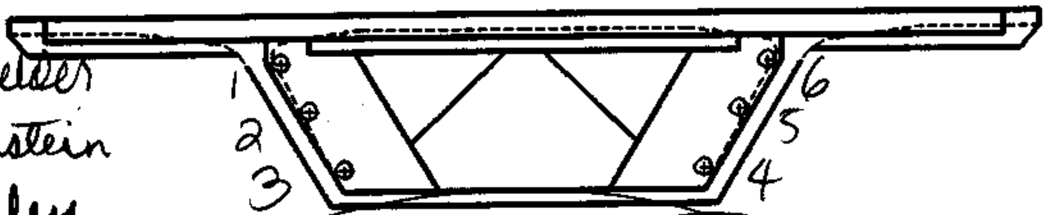
Looking Direction North or South

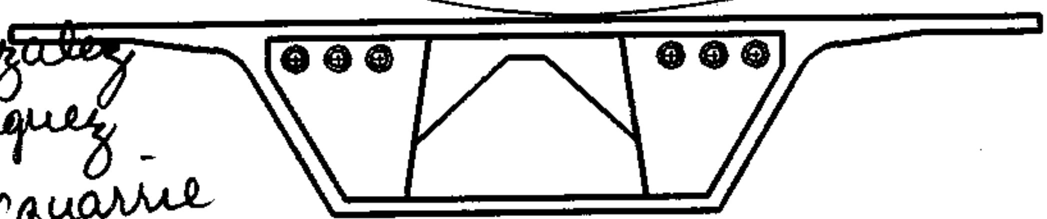
Span Supported 58

Tendon	Condition
SP 42 1	Time:4:05 Solid white grout 6" penetr. SP43 w/video
SP 40 2	Time 3:55 small void w/corr. debris. minor corr. on trumpet white powdery grout at bottom 6" penetr SP 41 w/video
SP 38 3	Time 3:48 a Small void with tan grout & light corrosion on trumpet 9" penet. SP#39 w/video
SP 36 4	Time 3:44 a White grout penetr 6" No Strands visible s. photo 37 w/video
* SP 34 5	Time 3:40a 5 Strands w/heavy corrosion, pitting & section loss Corrosion on trumpet 6" penetr. SP. 35 w/Video
checked per William * SP 32 6	Time 3:37a Corrosion on trumpet 4 strands visibe 1 wire appears broken. Live Corrosion on strand w/black corrosion 12" penetr SP#33 w/vldoe

Ron Recall 10-10-11 — chip 1A

Ron Bryson
Doug Shockley
Junia Blackwelder
Tom Klopfenstein
David Riley
Omar Porras
Annie Gonzalez
Ray Rodriguez
Bobby Mcquarrie
Ed Gussman
Jeff Loflin





INTERIOR PIER

Expansion or Interior Pier No. 58   1-A

Direction North or South

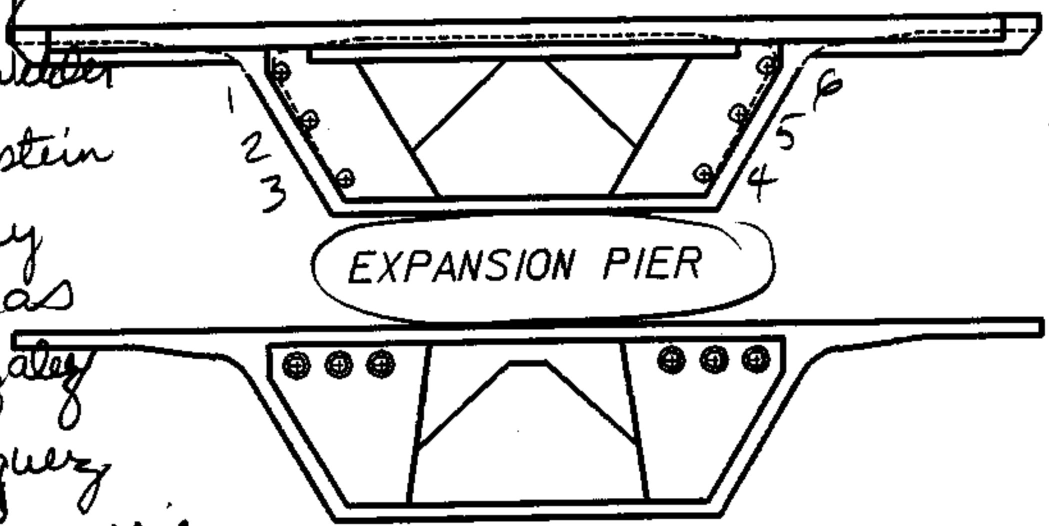
Span Supported 58

Tendon	No. of Strands	Void	Condition	Camera	Time
1					
2					
3					
4				video	3:17
5	Apx. 8-10 strands visible	5'+	No grout present.	Photo#45, 46, 47, 48,	3:17
6					

T-5 Severe Corrosion, active corrosion cells. Wires on strands could not be distinguished due to corrosion for apx. 4" to 6".

Ron Bryson
Doug Shockley
Jucia Blackwelder
Tom Klopfenstein
David Riley
Omar Porras
Annie Gonzalez
Ray Rodriguez
Bobby Mcquarrie
Ed Glassman

Ron Recall 10-10-11 dip 1A



INTERIOR PIER

1-A
10/10/00

Expansion or Interior Pier No. 58

Direction North or South

Span Supported 58

Tendon	No. of strands	Void	Condition	Camera
1				
2				
3				
4				
5				
6	8-9 strands visible apx.	3½'+		Photo 49,50,51,52 3123 Video

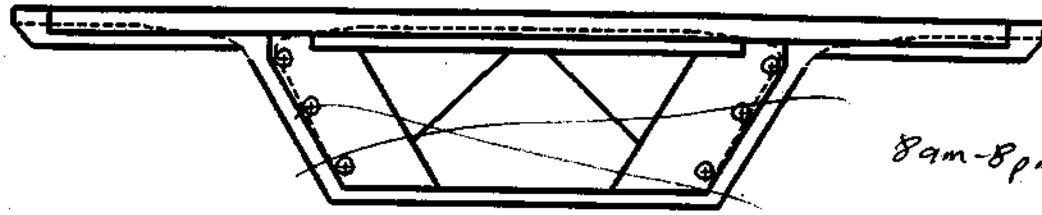
T-6 Severe corrosion, active corrosion cells, Wires on strands could not be distinguish due to corrosion for apx. ½".

10-5 - chip 1B

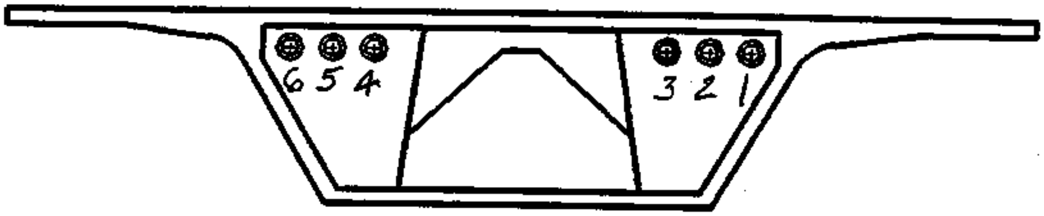
Lonzo
Todd
Jerry
Ronnie

8am-8pm 10/05/00

Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 59

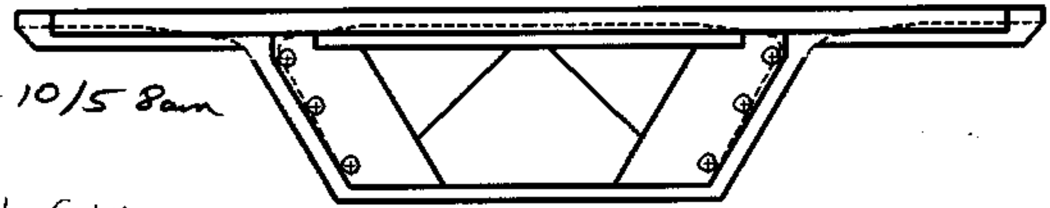
Looking ~~Direction~~ North or South

Span Supported 58

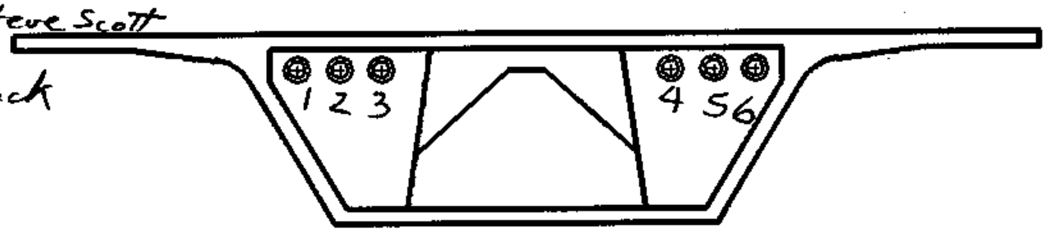
Tendon	Condition
1	Location Photo 11 @ 8:51 AM, No Corrosion, No Voids, White Grout Photo 12 @ 8:53 AM
2	Location Photo 9 @ 8:47 AM, No Corrosion, No voids, White Grout Photo 10 @ 8:49 AM
3	Location Photo 7 @ 8:44 AM, No corrosion, No Voids, White Grout Photo 8 @ 8:45 AM
4	Location Photo 5 @ 8:39 AM, Red & yellow Corrosion (Light to moderate) to Trumpet. No Voids, No strands visible, white Grout, Photo 6 @ 8:41 AM
5	Location Photo 3 @ 8:35 AM, No Corrosion, White Grout Photo 4 @ 8:37 AM
6	Location Photo 1 @ 8:28 AM, No corrosion, White Grout Photo 2 @ 8:33 AM

10-5 - chip 2A

10/4/00 8pm - 10/5 8am
Camera# 2A
Team Leader John Godding
Huie
Steve Scott
Jack



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 59

Looking Direction North or South

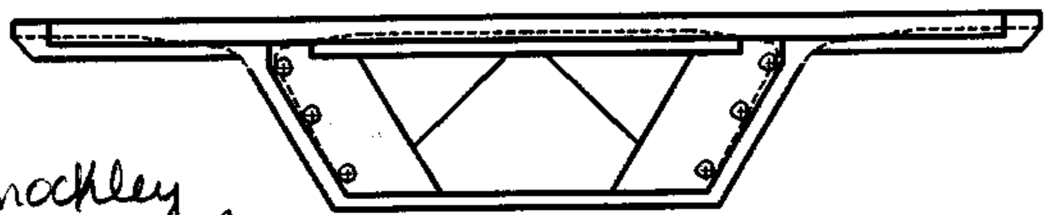
Span Supported 59

Tendon	Condition
Sp. 44 1	Gray grout with Brown corrosion, 6" penetration. s.p45 + video TIME: 5:01 AM
Sp.46 2	Solid TAN Grout, 7" penetration. Sp 47 + video TIME: 5:04 AM
Sp 48 3	SMALL VOID, and debris, 5" penetration. Sp 49 + VIDEO TIME: 5:05 AM
Sp 50 4	RED CORROSION on trumpet, with crumbled gray grout, sp51 + video 6" penetr. TIME: 5:08 AM
SP 52 5	light orange corr on trumpet w/ Tan grout SP 53 & video 6" Penetr. TIME 5:11
SP 54 6	live red corr on trumpet. Canker sores, 2 or 3 Strands exposed w/ possibly several broke wires SP 55 & Video Time 5:19A

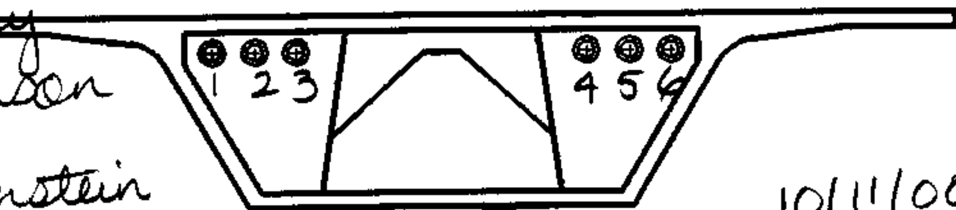
* review

Bore scope had damp grout paste on it when retracted. full length of scope in hole (approx 3') probably could have gone deeper. (video is from entry to 2' in due to paste covering lens in the last 1'.

10-11 – chip 2A



EXPANSION PIER



INTERIOR PIER

Doug Shockley
Julia Blackwelder
David Riley
Greg Johnson
Tom Klopfenstein
John Locke
Jerry Foxworth

10/11/00
2-A

Expansion or Interior Pier No. 59

Direction North or South

Span Supported 59

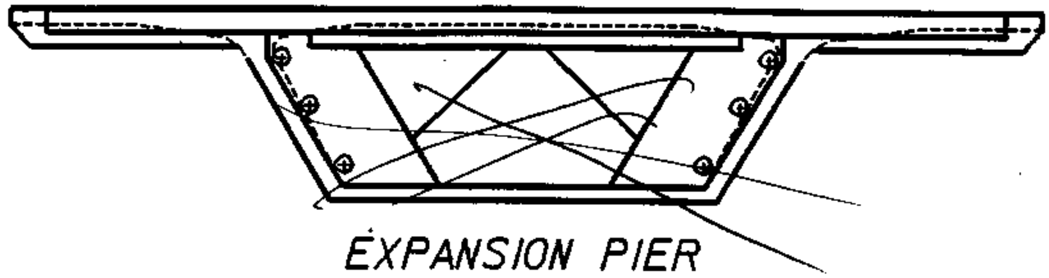
Tendon	No. of strands	Void	Condition	Camera Time
1				
2				
3				
4				
5				
6	6 strands visible	5'+ void	3 strands have mod. to heavy corr. on underside.	Photo# 32,33 34,35 8:49

* Ron was here and reviewed 2-A, our video tape.

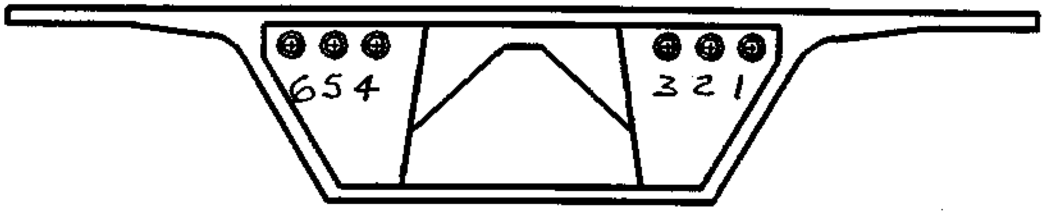
[illegible]

10-5 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 60

Looking ~~Direction~~ ~~North~~ or South

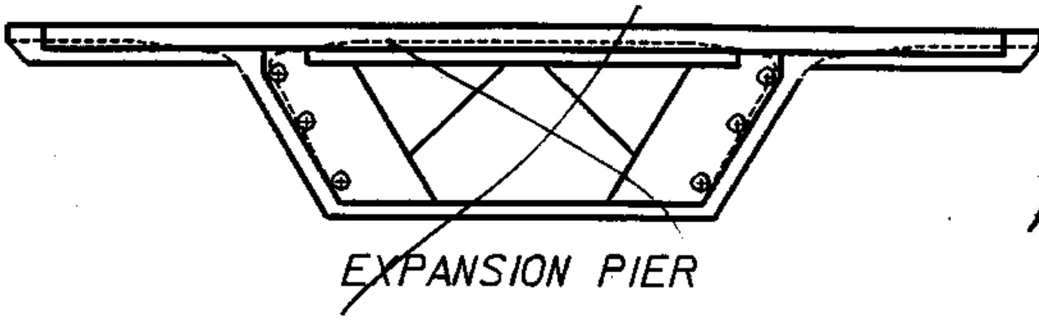
Span Supported 59

Tendon	Condition
1	Location Photo 35@ 10:52 AM, 1 strand Visible with No apparent corrosion, No Corrosion to Trumpet, White grout, Photo 36@ 10:55 AM
2	Location Photo 33@ 10:46 AM, Appears to be 4 strands Visible with No apparent corrosion, Mod. Red/orange corrosion to Trumpet, White Grout, Photo 34@ 10:48 AM
3	Location Photo 31@ 10:38 AM, Appears to be 4 Strands Visible with no apparent corrosion, Lt to Mod orange Corrosion to Trumpet, white grout, Photo 32@ 10:42 AM
4	Location Photo 29@ 10:03 AM, Appear to be 5 strands Visible with No apparent Corrosion, Mod. Orange Corrosion to Trumpet, White Grout, Photo 30 @ 10:05AM
5	Location Photo 27@ 9:57 AM, Appears to be 5 Strands Visible with spotty orange Corrosion to ~~a~~ at least 1 Strand (maybe more), moderate to a little worse orange Corrosion to Trumpet, white grout, Photo 28@ 9:59 AM
6	Location Photo 25 @ 9:46 AM, Appears to be 4 Strands Visible with apparent Spotty orange corrosion to 1 cable, moderate to a little worse, Corrosion to Trumpet, white Grout, Photo 26 @ 9:52 AM

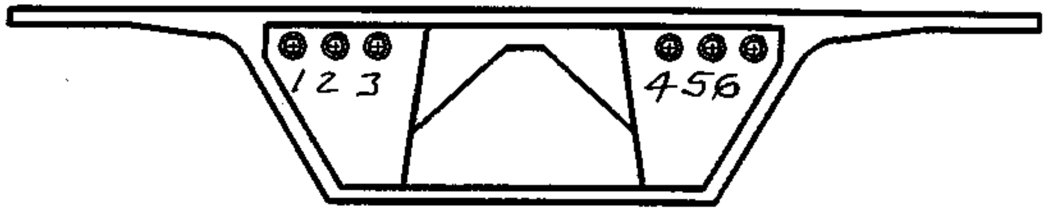
orange

10-5 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
PhotoClip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 60

Looking ~~Direction~~ North or [redacted]

Span Supported 60

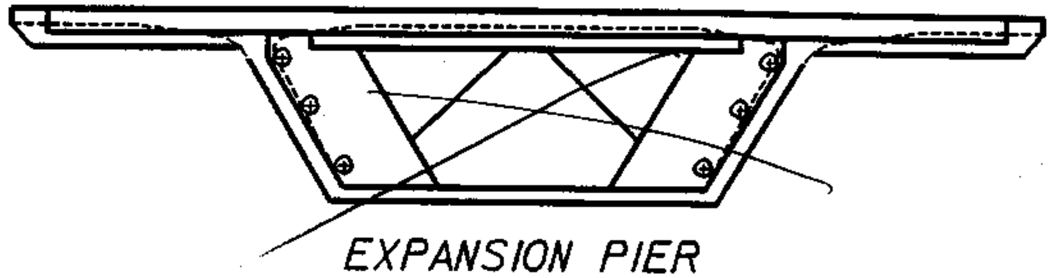
Tendon	Condition
1	Location Photo 13 @ 9:04 AM, Lt. Corrosion (orange) to Trumpet, White Grout, No Voids, Photo 14 @ 9:05 AM
2	Location Photo 15 @ 9:10 AM, No Corrosion, No Voids, White Grout, Photo 16 @ 9:11 AM
3	Location Photo 17 @ 9:13 AM, Lt. to Moderate orange Corrosion to Trumpet, appears to be 3 strands visible with No Corrosion Apparent, White Grout, Photo 18 @ 9:17 AM
4	Location Photo 19 @ 9:21 AM, Appears to be 5 strands visible with no Corrosion Apparent, mod. Corrosion (orange) to Trumpet, white Grout, Void approximately 2' deep, Photo 20 @ 9:23 AM
5	Location Photo 21 @ 9:29 AM, Spotty Corrosion (orange) to Trumpet, No voids, white Grout, Photo 22 @ 9:31 AM
6	Location Photo 23 @ 9:37 AM, Appears to be 5 strands visible with No apparent Corrosion, Mod. Red & orange Corrosion to Trumpet, white Grout, Photo 24 @ 9:39 AM

10-5 _ chip 1B

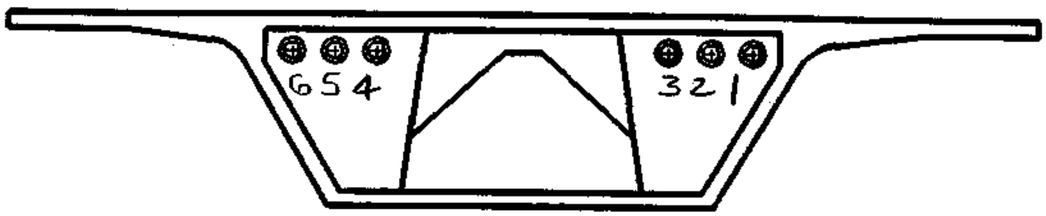
Lonzo
Todd
Jerry
Ronnie

10/05/00
8am-8pm
Photochip 1B

45H I Ø
Hallogen Projector Lamp
EFP 12V 1 50W



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 61

Looking ~~Direction~~ ~~North~~ or South

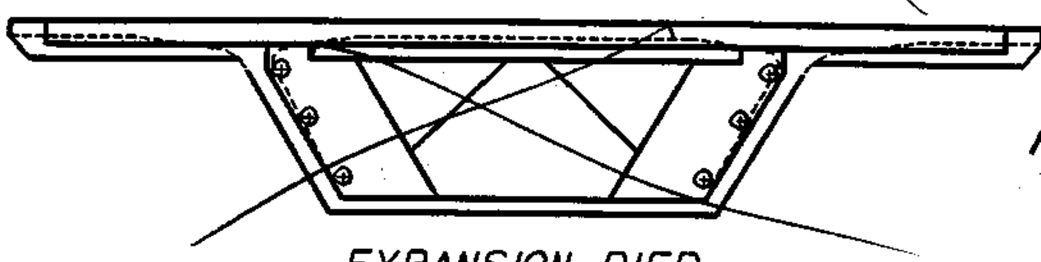
Span Supported 60

Tendon	Condition
1	Location Photo 60 @ 1:50 PM, No Corrosion, No Voids, white grout, Photo 61 @ 1:52 PM
2	Location Photo 58 @ 1:45 PM, Lt. Corrosion to Trumpet, No Voids, white grout, Photo 59 @ 1:48 P.M.
3	Location Photo 56 @ 1:39 PM, No Corrosion, No Voids, white grout, Photo 57 @ 1:40
4	Location Photo 54 @ 1:29 PM, No corrosion, No Voids, white grout, Photo 55 @ 1:31 PM
5	Location Photo 52 @ 1:18 PM, No Corrosion, No Voids, white grout, Photo 53 @ 1:20 PM
6	Location Photo 49 @ 1:12 PM, No Corrosion, No voids, white grout, Photo 50 @ 1:13 PM

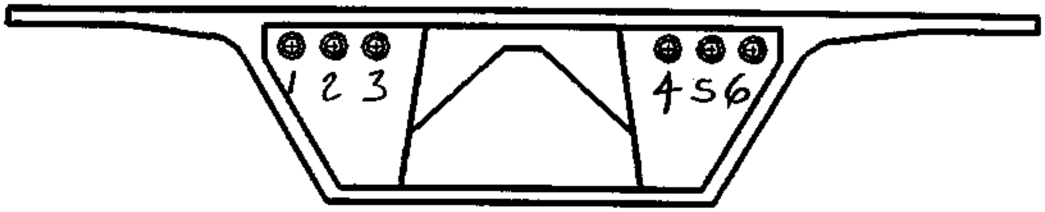
(Photo 51 also Tendon 5)

1045 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/08
8am - 8pm
Photo Chip 1-B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 61

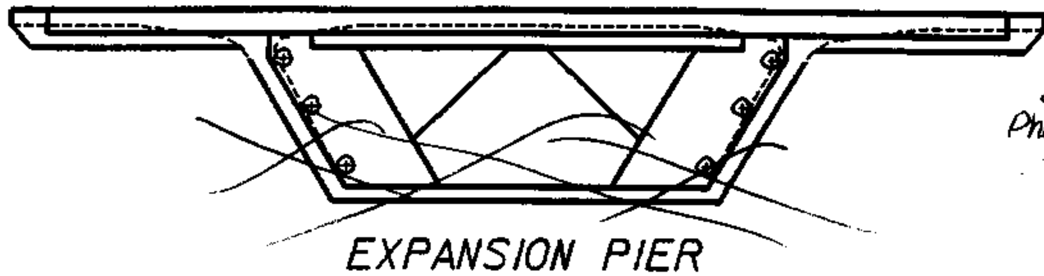
Direction North or ~~South~~

Span Supported 61

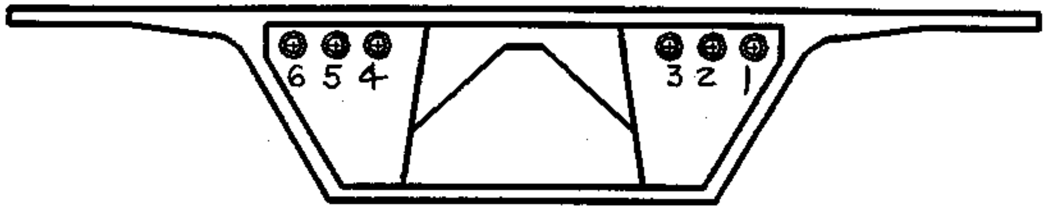
Tendon	Condition
1	Location Photo 37 @ 11:05 AM, No Corrosion, No voids, white grout, Photo 38 @ 11:07 AM
2	Location Photo 39 @ 11:09 AM, No Corrosion, No Voids, white grout, Photo 40 @ 11:10 AM.
3	Location Photo 41 @ 11:15 AM, No Corrosion, No Voids, white grout, Photo 42 @ 11:16 AM
4	Location Photo 43 @ 11:18 AM, No Corrosion, No Voids, white grout Photo 44 @ 11:20 AM.
5	Location Photo 45 @ 11:23 AM, No Corrosion, No Voids, white grout Photo 46 @ 11:25 AM.
6	Location Photo 47 @ 11:27 AM, No Corrosion, No Voids, White grout Photo 48 @ 11:28 AM

10-5 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
Photo Chip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion or~~ Interior Pier No. 62

Looking ~~Direction~~ ~~North~~ or South

Span Supported 61

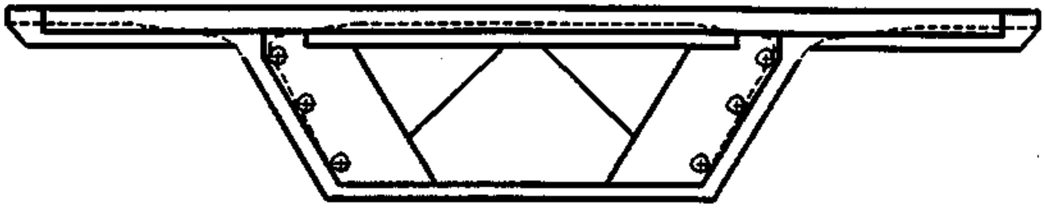
Tendon	Condition
1	Location Photo 84 @ 4:05 PM, Can't get probe into Hole over 1" deep, Photo 85 @ 4:07 PM
2	Location Photo 82 @ 4:00 PM, 2 Strands Visible with spotty Light Orange Corrosion, Lt. Orange Corrosion to Trumpet, white grout, Photo 83 @ 4:03 PM
3	Location Photo 80 @ 3:47 PM, 3 Strands Visible with spotty Light Orange Corrosion to all 3 strands, moderate orange Corrosion to Trumpet, White Grout, Photo 81 @ 3:55 PM
4	Location Photo 78 @ 3:07 PM, Photo 79 @ 3:10 PM, 5 strands visible with No apparent Corrosion, Mod. Red/Orange Corrosion to Trumpet, White Grout.
5	Location Photo 76 @ 3:00 PM, 2 strands Visible with NO apparent Corrosion, Mod. orange Corrosion to Trumpet, white grout, Photo 77 @ 3:03 PM
* 6	Location Photo 74 @ 2:51 PM; 2 Strands Visible, 1 appeared to have very Heavy Corrosion, Lt. to mod. Orange Corrosion to Trumpet, white grout. Photo 75 @ 2:52 PM

79
3:10

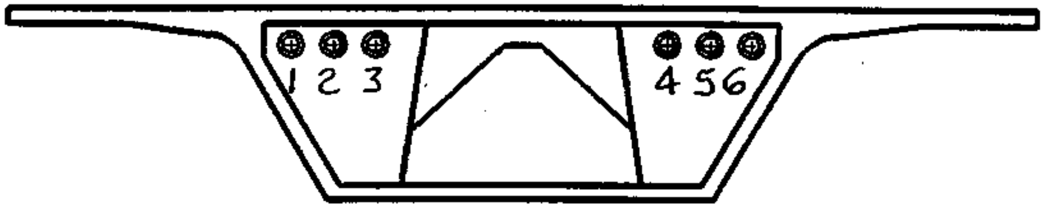
* Take another look

10-5_chip 1B

Lorzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

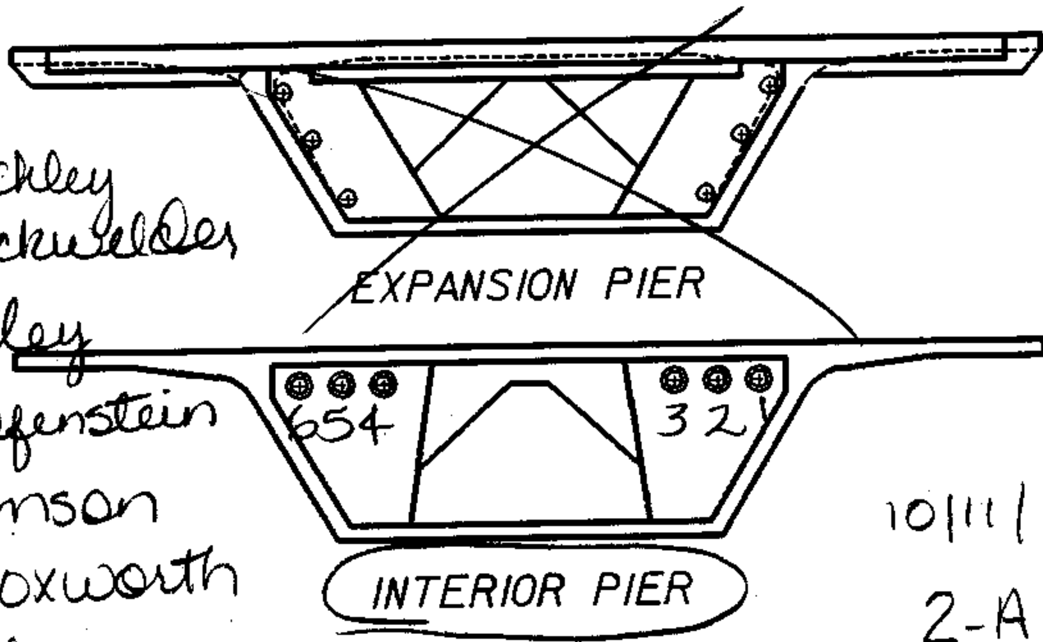
~~Expansion~~ or Interior Pier No. 62

Looking ~~Direction~~ North or ~~South~~

Span Supported 62

Tendon	Condition
1	Location Photo 62 @ 2:07 PM, Lt. to mod. Red/orange Corrosion to Trumpet, 3 strands visible with No apparent Corrosion, white grout, Photo 63 @ 2:09 PM
2	Location Photo 64 @ 2:17 PM, Lt. to mod. Red/orange Corrosion to Trumpet, 4 strands Visible with No aparent Corrosion, white grout, Photo 65 @ 2:19 PM
3	Location Photo 66 @ 2:24 PM, 4 strands Visible with No apparent Corrosion, Lt. to mod. Red/orange Corrosion to Trumpet, white grout, Photo 67 @ 2:25 PM
4	Location Photo 68 @ 2:30 PM, 4 strands Visible with No apparent Corrosion, Lt. to Mod. Orange Corrosion to Trumpet, white grout Photo 69 @ 2:33 PM
5	Location Photo 70 @ 2:37 PM, 3 strands Visible with No apparent Corrosion, No corrosion to Trumpet, White Grout. Photo 71 @ 2:38 PM
6	Location Photo 72 @ 2:41 PM, 4 strands Visible with NO apparent Corrosion, Lt orange Corrosion to Trumpet, White grout, Photo 73 @ 2:43 PM.

10-11 — chip 2A



Doug Shockley
Julia Blackwelder
David Riley
Tom Klopfenstein
Greg Johnson
Jerry Foxworth
John Locke

10/11/00
2-A

Expansion or Interior Pier No. 62

Direction North or South

Span Supported 62

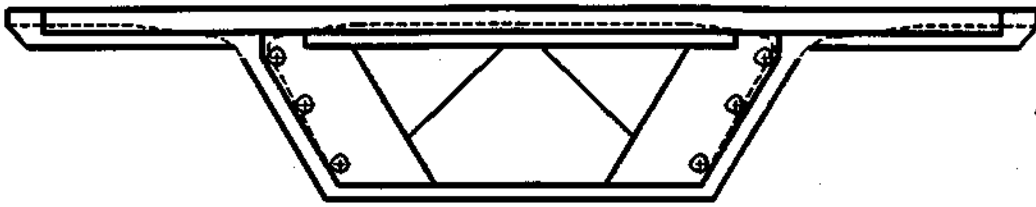
Been back
Grout it up by ?
Ron Bryson

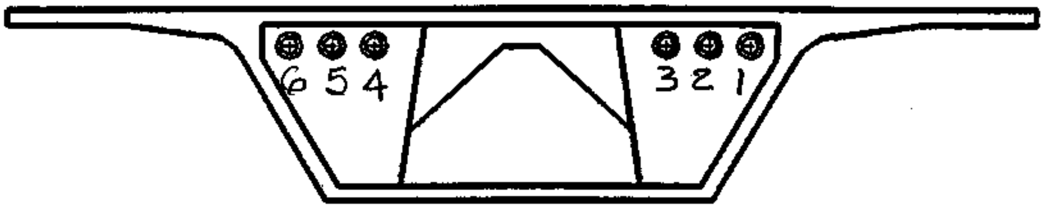
Tendon	No. of Strands	Void	Condition	Camera	Time
1					
2					
3					
4					
5					
6	4 visible Strands	4' void	one strand severely corroded for apx 6" to 10".	Photo 29, 30, 31	8:25

T-6 Cannot distinguish wires on strand: active corrosion cells.

10-5 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
PhotoChip 1B





~~Expansion~~ or Interior Pier No. 63

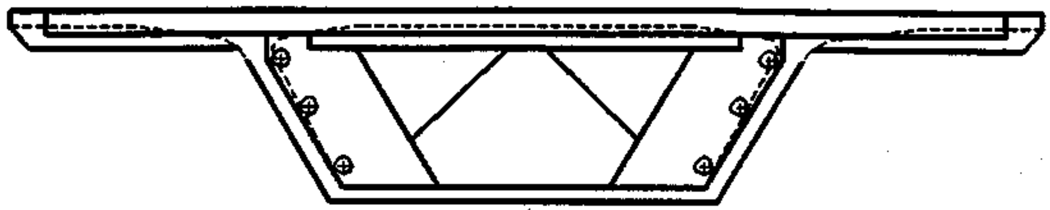
Looking ~~Direction~~ ~~North~~ or South

Span Supported 62

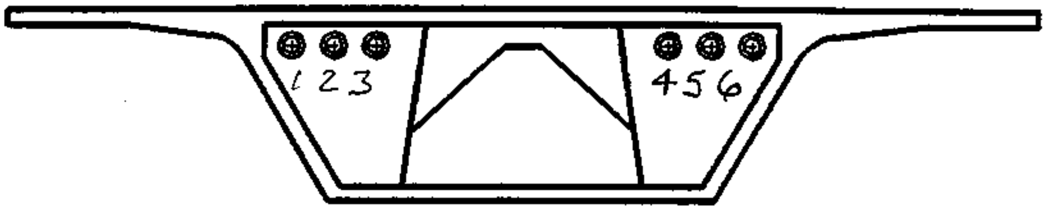
Tendon	Condition
1	Location Photo 109@ 5:26PM, very minor orange corrosion to Trumpet, No Strands Visible, white grout, 1' of Penetration, Photo 110@ 5:27 PM.
2	Location Photo 107@ 5:23 PM, No Corrosion, No Voids, white grout, Photo 108 @ 5:25 pm.
3	Location Photo 105@ 5:19 pm, No Corrosion, No Voids, white grout, photo 106 @ 5:22PM
4	Location Photo 103 @ 5:16 PM, NO corrosion, No Voids, white grout, Photo 104@ 5:19 pM
5	Location Photo 101@ 5:13 PM, No Corrosion, No voids, white grout, Photo 102@ 5:14 PM
6	Location Photo 99 @ 5:10 PM, No voids, No Corrosion, white grout. Photo 100 @ 5:11 PM

10-5 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am - 8pm
PhotoChip 1B



EXPANSION PIER



INTERIOR PIER

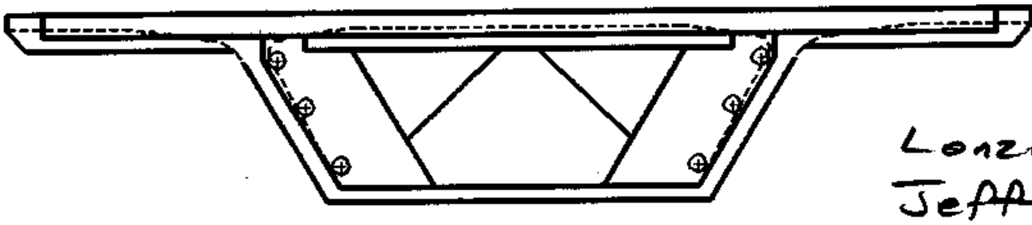
~~Expansion~~ or Interior Pier No. 63

Looking ~~Direction~~ North or ~~South~~

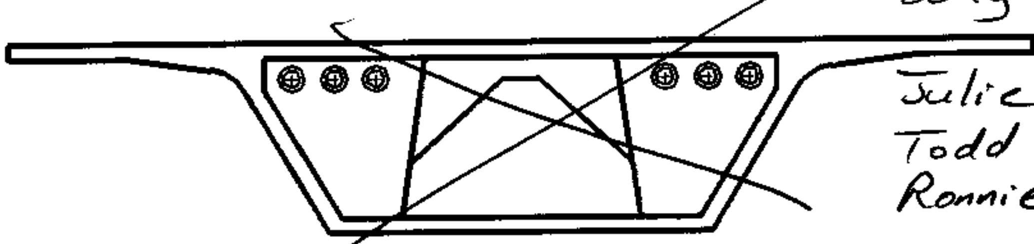
Span Supported 63

Tendon	Condition
1	Location Photo 86 @: 4:17 PM, 5 strands visible with spotty Red/orange corrosion, mod corrosion (Red/orange) to Trumpet, 5'+ of Penetration, White Grout, Photo 87 @ 4:21 PM
2	Location Photo 89 @ 4:38 PM, No corrosion, No strands Visible, White grout, No voids, Photo 90 @ 4:39 PM.
3	Location Photo 91 @ 4:40 PM, 3 strands Visible with No apparent corrosion, Lt. to Mod. Red/orange corrosion to Trumpet, 4.5' of Penetration, White Grout, Photo 92 @ 4:45 PM
4	Location Photo 93 @ 4:51 PM, No Strands Visible, No corrosion to Trumpet, No Voids, white grout, Photo 94 @ 4:52 PM
5	Location Photo 95 @ 4:54 PM, 3 Strands Visible with Light orange, spotty Corrosion, mod. Orange corrosion to Trumpet, White grout, 2' penetration, Photo 96 @ 4:59 PM
6	Location Photo 97 @ 5:03 PM, No corrosion, No Voids, White grout, Photo 98 @ 5:05 PM.

10-4 — chip 1B



EXPANSION PIER



INTERIOR PIER

10/3/00
8am-8pm

Lonzo
Jeff
Doug
Julie
Todd
Ronnie

Expansion or Interior Pier No. 64

Direction North or South

Span Supported 63

Tendon	Condition
1	Good grout (white). Efflorescence at deck underside adjacent duct #1. Pictures 29 + 30.
2	Moderate to Advanced corrosion (Red) to the trumpet. Orange corrosion on what appears to be a wire Pictures 31 & 32 4:30 White grout with void.
3	Good white grout (no void) Picture # 33 + 34 4:37
4	Good white grout (no void) Picture # 35 + 36 4
5	The trumpet has light corrosion (red) present. Grout is good (white & Gray) pictures 37 + 38 4:48
6	Trumpet has advanced corrosion (red) present appears to pitting present. There are several strands with advanced corrosion + what appears to be pitting.

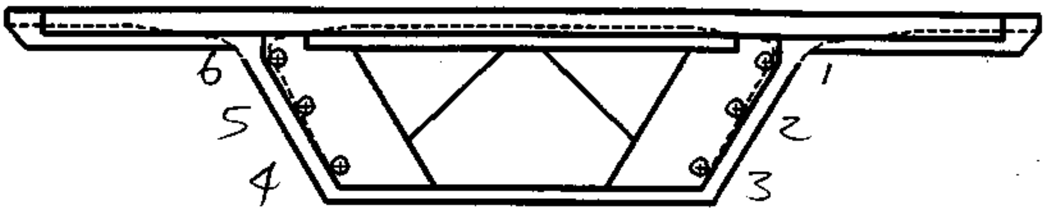
Pictures 39, 40 & 41 4:52 Also, a green-yellow blob is present.

10-7 — chip 2A

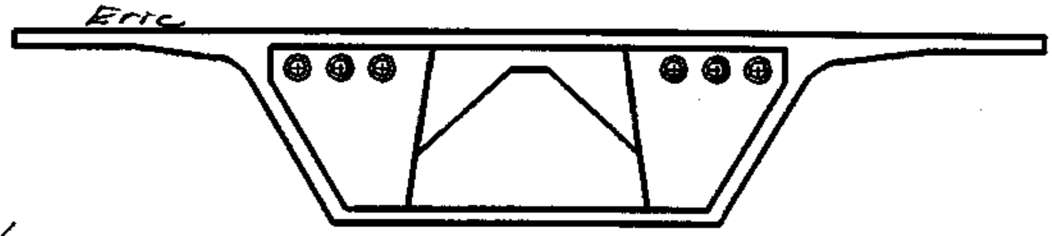
0/6/00 8pm
10m 8am
Camera 2A

John Goddin Team
w/Ron Bryson
on Scope

Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

RECALL

Expansion or Interior Pier No. 64

Direction North or South

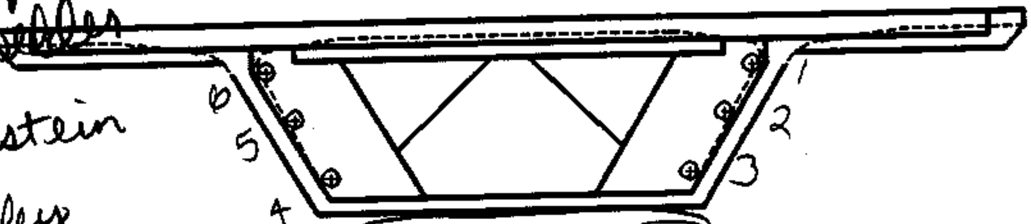
Sp = still photo

Span Supported 63

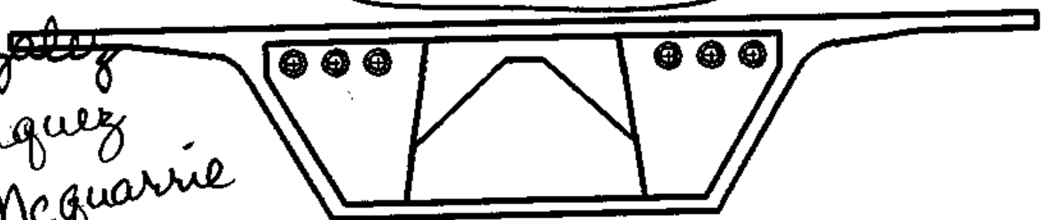
Tendon	Condition
1	
2	
3	
4	
5	
SP6 6	SP7 heavy corr. pitting 6 strands visible. black corr. debris on bottom of trumpet. 3' into trumpet. There is grout w/void heavy corr & pitting in trumpet

Ron Bryson
Doug Shockley
Julia Blackwelder
Tom Klopfenstein
David Riley
Omar Parras
Annie Gonzalez
Ray Rodriguez
Bobby Mcquarrie

Ron Recall 10-10-00 – dip 1A



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 64

Direction North or South

Span Supported 63

10/10/00
1-A

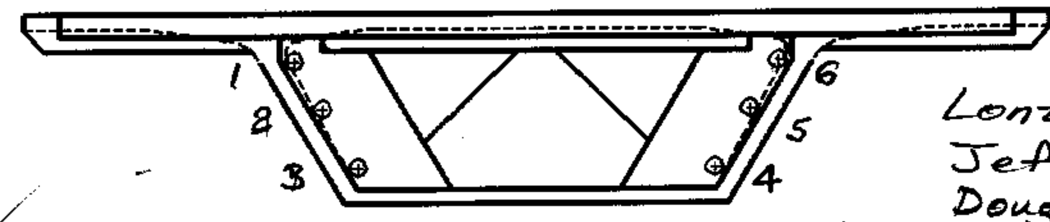
Tendon	No. of strands	Void	Condition	Camera Time
1				
2	4 strands visible	4'+	See below	Photo 29, 30 11:45 A.m. Video 11:45 A.m.
3				
4				
5				
6	5 strands visible	5'	See back of paper	Photo 31, 32, 33, 34, 35, 36 11:53 Video 11:53

T-2 Seen four strands 4" to 6" behind anchor plate severe corrosion, active corrosion cells. Entire trumpet was void.

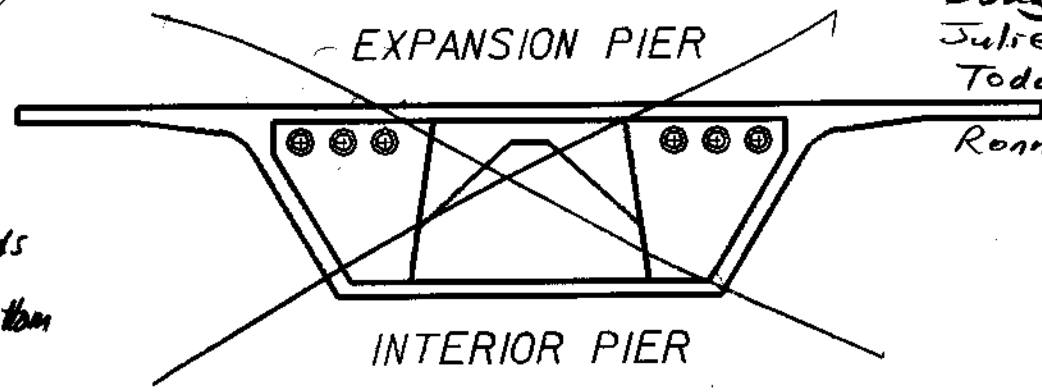
T-6 Cannot distinguish wires from strands. Severe corrosion to strands, active corrosion cells.

10-4 – chip 1B

10/03/00
8am-8pm



EXPANSION PIER



INTERIOR PIER

Lonzo
Jeff
Doug
Julie
Todd
Ronnie

how many strands
is debris on bottom
grout
Trumpet corrosion
broken strands
Color of Corrosion

Expansion or ~~Interior~~ Pier No. 64

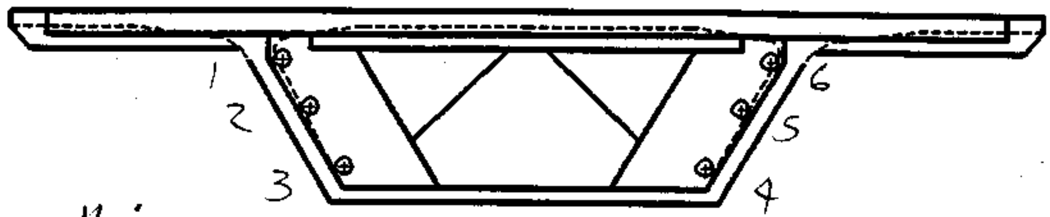
Direction North or ~~South~~

Span Supported 64

Tendon	Condition
1	Advanced corrosion present to trumpet. No grout present, advanced corrosion on strand, Stalyctite present. picture 11+12 @ 11:19 A.M.
2	good white grout, no strands visible. Picture # 13 & 14 @ 11:38 A.M.
3	good white grout, no strands visible. Picture # 15+16 @ 11:34
4	drilled OK, grout white, No Strands Visible. Pictures 5 & 6 10/03/00 9:43 A
(Red & Black) 5	Light Corrosion to trupet top, No Strands Visible, white grout, small void in grout. Pictures 7 & 8 10:15AM
6	void in top 1/3 of trumpet, appears to be severe corrosion to the 2 or 3 visible [illegible]s. gray to black corrosion, 1 ~~strand~~ wire appears to be broken, pictures 9&10 @ 10:20AM

Span # 63, N. side has three diagonal present adjacent all three ducts.
Efflorescence present at the top of deck underside adjacent duct # 6 1.

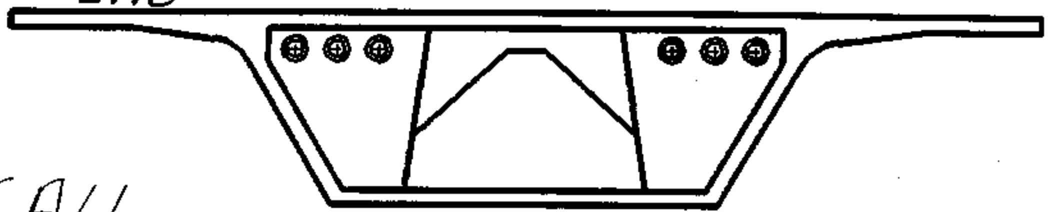
10-7 — chip 2A



2/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
w/Ron Bryson
on scope

Huie
Steve
Eric

EXPANSION PIER



RECALL

INTERIOR PIER

537 3281

Expansion or Interior Pier No. 64

Direction North or South

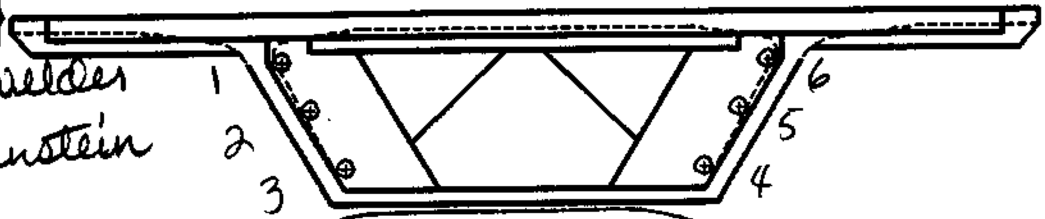
S.P. = still photo

Span Supported 64

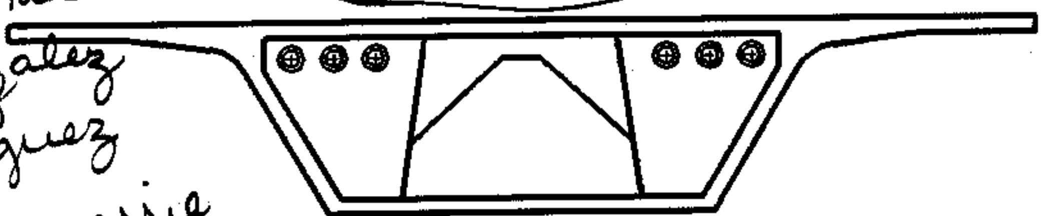
Tendon	Condition
S.P.#2 1	SP3 active corr, deep pitting. 6 strands exposed no grout down trumpet very heavy corr. 2' into trumpet can see 2 strands. appears to be rust debris on bottom of trumpet. Severe corr. 4" to 6" behind anchor plate.
2	
3	
4	
5	
SP 4 6	SP#5 Just inside vent port there is shiny metallic material Rest of trumpet is full of grout, very minor void in bottom

Ron Recall 10-10 & 11 — chip 1A

Ron Bryson
Doug Shockley
Julia Blackwelder
Tom Klopfenstein
David Riley
Omar Dorsas
Annie Gonzalez
Ray Rodriguez
Bobby Macquarrie



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 64

Looking Direction North or South

Span Supported 64

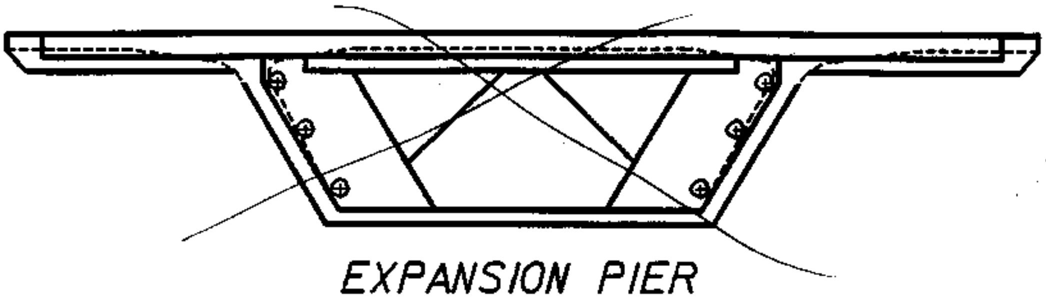
10/10/00
1-A

Tendon	No. of Strands	Void	Condition	
1	5 strands Visible	3'+		Photo 39,40 12:43 p.m. video 12:43 p.m.
2				
3				
4				
5				
6				

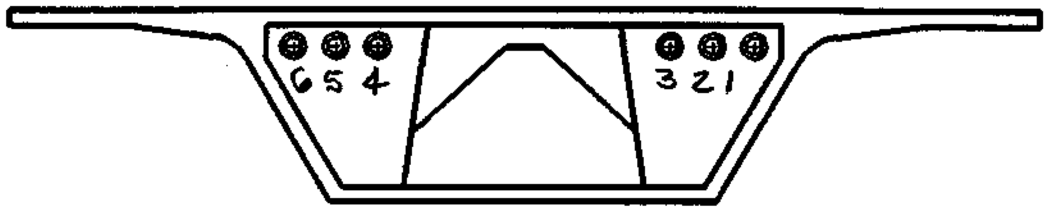
T-1 Wires on strands cannot be distinguished. Severe corrosion present, active corrosion cells.

10-5 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 65

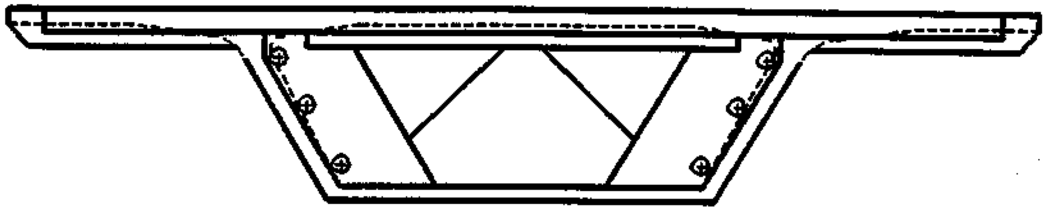
Looking ~~Direction~~ ~~North~~ or South

Span Supported 64

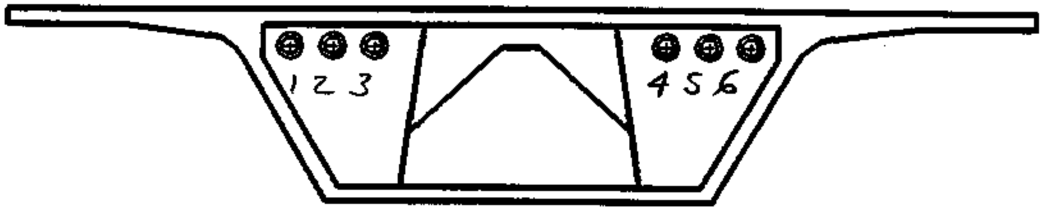
Tendon	Condition
1	Location Photo 133 @ 6:52 PM, mod. Corrosion to Trumpet, No Strands Visible, white grout, 1.5' penetration, Photo 134 @ 6:54
2	Location Photo 131 @ 6:49 PM, No Voids, No Corrosion, white grout, Photo 132 @ 6:51 PM
3	Location Photo 129 @ 6:47 PM, No corrosion, No Voids, gray grout, Photo 130 @ 6:48 PM
4	Location Photo 127 @ 6:41 PM, 1 strand visible with NO apparent corrosion, No Corrosion to Trumpet, 1" penetration, white grout, Photo 128 @ 6:43 PM
5	Location Photo 125 @ 6:36 PM, No Voids, No Corrosion, gray grout, Photo 126 @ 6:38 PM
6	Location Photo 123 @ 6:32 PM, No voids, No corrosion, gray grout, Photo 124 @ 6:33 PM

10-5 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/05/00
8am-8pm
Photo Chip 1B



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 65

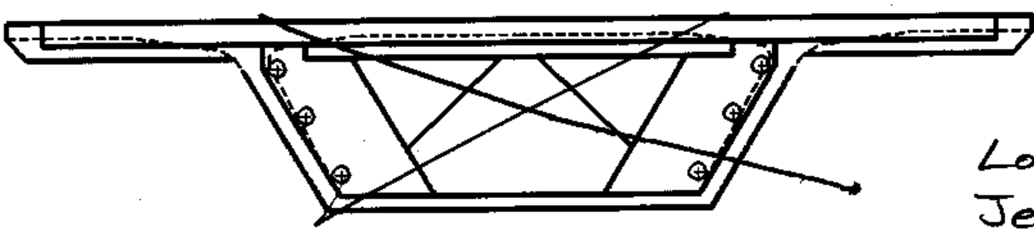
~~Direction~~ Looking North or ~~South~~

Span Supported 65

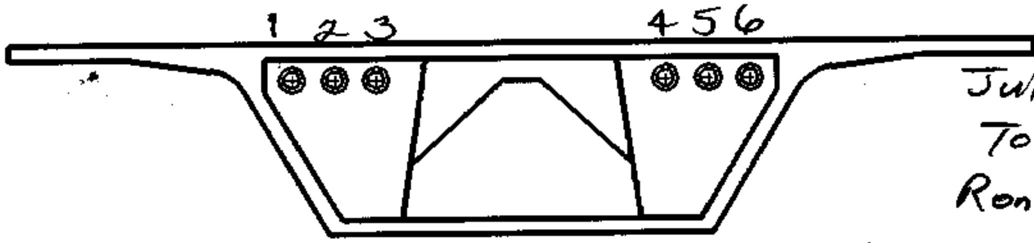
Tendon	Condition
1	Location Photo 111 @ 6:02 PM, Lt. orange corrosion to Trumpet, No Strands Visible, 1.5' penetration, white grout, Photo 112 @ 6:06 PM
2	Location Photo 113 @ 6:09 PM, No Corrosion to Trumpet, No Strands Visible, No Void, gray grout, Photo 114 @ 6:10 PM
3	Location Photo 115 @ 6:12 PM, No Strands Visible, No Corrosion to Trumpet, No Voids, gray grout. Photo 116 @ 6:14 PM
4	Location Photo 117 @ 6:16 PM, No Strands Visible, No Corrosion to Trumpet, No Voids, gray grout, Photo 118 @ 6:17 PM
5	Location Photo 119 @ 6:19 PM, No Voids, No Corrosion, white grout, Photo 120 @ 6:21 PM
6	Location Photo 121 @ 6:22 PM, No Voids, No Corrosion, white grout, Photo 122 @ 6:26 PM

10-4 _ chip 1B

10/03/00
8am-8pm



EXPANSION PIER



INTERIOR PIER

Lonzo
Jeff
Doug

Julie
Todd
Ronnie

Expansion or Interior Pier No. 66

Direction ~~North~~ or South

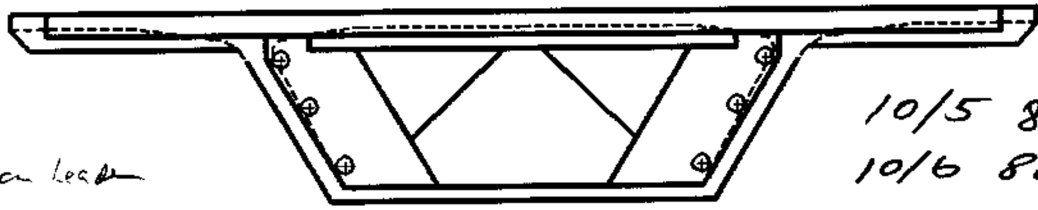
Span Supported 65

Tendon	Condition
	Some grout present apx. 4' in.
1	Moderate to advanced (Red) corrosion on trumpet. light to moderate corrosion on several strands. Seen apx. 6-8 strands. Pictures 17 & 18 @ 2:11
2	Light (Red) corrosion to trumpet. Some grout present Several strands seen Pictures 19 & 20 2:30
3	Some voids to grout. Seen several strands. Light (Red) corrosion to the trumpet. Pictures 21 + 22 2:42
4	Red Light to corrosion to one strand. No grout Pictures 23+24 @ 2:56 Trumpet has light corrosion. Seen 4 strands.
5	5' probe fully inserted, Light to mod. (Red) corrosion on bottom of maybe 5 visible strands. No grout, Bottom of trumpet has light corrosion. Pictures 25 & 26 @ 3:34 PM
6	5' probe fully inserted. Mod. corrosion to trumpet beginning 4' from face of pier. 2 strands visible for 2' from plate with light (Black) corrosion. Pictures 27 & 28 @ 3:47 PM.

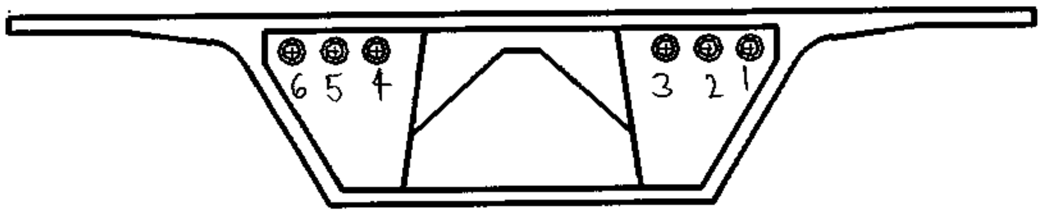
10-6 — chip 2A

10/5/00
Camera 2A
John Gould in Team Leader
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 66

Direction North or South

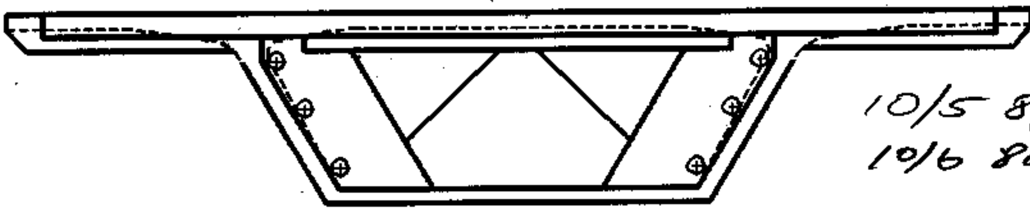
Span Supported 65

	Tendon	Condition
Sp15 ←	sp 14 1	Light corrosion on trumpet, 4 strands visible, light red corrosion, red cancer sour on trumpet (sp 15), sp 16 + video. 5'+ penetration
5'+ ←	sp 17 2	red cancer + black corrosion on trumpet, 2 visible strands + reddish corrosion on strands, sp 18 + video 5' + penetration
5'+ ←	sp 19 3	red active corrosion on trumpet, corrosion on strand, voids, sp 20 – sp 21 5'+ penatration
5'+ ←	Sp #21 4	6 visible strands with live corrosion (Light), sp #22, Corrosion on trumpet white grand., VIDEO 5' penatration
* 5'+ ←	sp 23 5	~~[illegible]~~ cancer sores (sp 24) 2 visible strands minor pitting, broken wire? (sp 25), red corrosion on trumpet VIDEO
5'+ ←	Sp #26 6	3 visible strands, Light red cancer sour corrosion (sp 27) red and yellow corrosion on trumpet, VIDEO 5' penetration

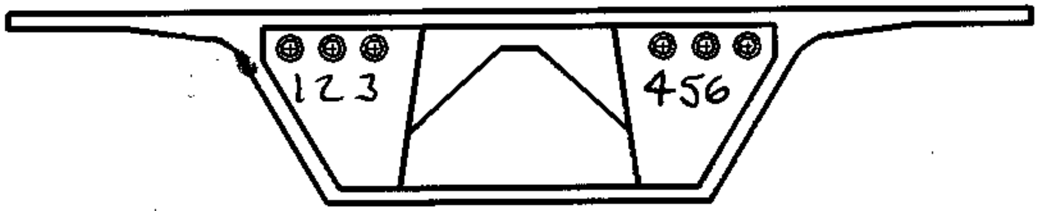
10-6 — chip 2A

10/5/00
Camera 2A
John Goddin T. Leader
Hhie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

s.p. = still photo

~~Expansion~~ or Interior Pier No. 66

Looking ~~Direction~~ North or ~~South~~

Span Supported 66

Tendon	Condition
sp #1 1	6 strands visible, only 1 strand w/ light corr.; small void, white grout; trumpet red corr. 15" penetr. sp#2 & video
sp. #3 2	4 visible strands, Light corosion on strands, some grout rubble, small void, Light red corrosion on trumpet, RED sp#4 + video 28" penetration.
sp #5 3	3 strands visible, small void, Light corrosion on trumper, white grout, sp6 + video. 28" penetration.
sp# 7 4	small voids, 2 visible strands, Live corrosion on strands, Tan grout, Live corrosion on trumpet. sp #8 + video 32" penetration
sp 9 5	4 visible strands, 2 strand with Live corrosion, sp10 + video 22" penetration.
sp. 11 6	heavy corrosion in trumpet, Light corrosion on strand, 2 visible strands, spurs 1/4" deep + foto — foto 12 s.p 13 + video 5 feet penetration

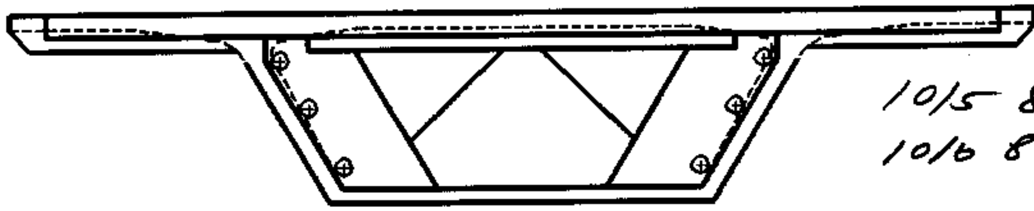
5' penetr.

RED corrosion on trumpet.

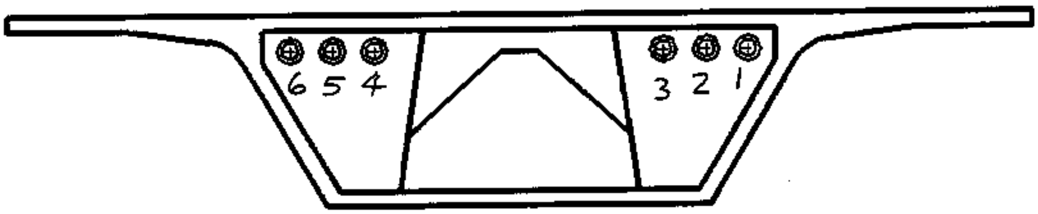
10-6_ chip 2A

10/5/00
Camera 2A
John Godttin Team
Haie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 67

Looking Direction North or South

sp = still photo

Span Supported 66

ALL HOLES VIDEOED

Tendon	Condition
SP# 40 1	SP #41 3 exposed strands w/ light red corr on only 1 strand small void; tan grout 1' penetr.
SP # 44 2	SP #45 solid white grout 4" penetration
SP#42 3	SP# 43 solid white grout only 3/4" penetr
SP#46 4	SP#47 small voids in grout; tan grout; black/red corrosion on trumpet. 4" penetr.
SP# 48 5	SP#49 black corrosion on trumpet; small voids in grout white grout 5" penetration
SP#50 6	SP#51 white grout 1" penetr

out of sequence

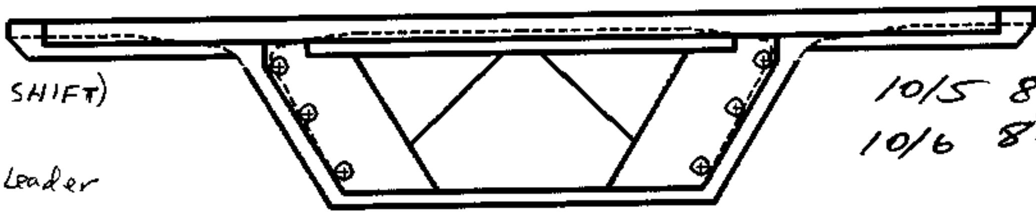
* only 3/4" deep hole

* only 1" deep hole

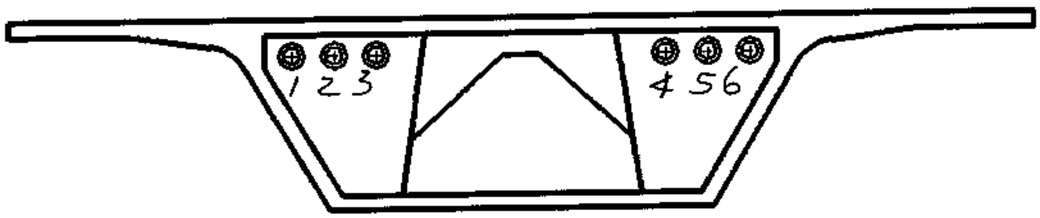
10-6_chip 2A

TO/5/00 (NIGHT SHIFT)
Camera 2A
John Goddin Team Leader
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 67

SP=still photo

Looking Direction North or South

Span Supported 67

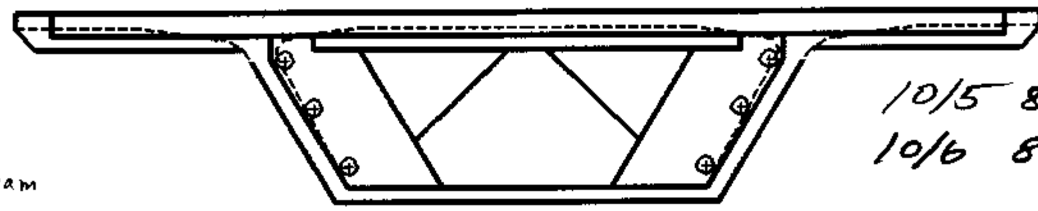
Tendon	Condition
SP# 28 1	SP#29 Red & black canker sores on trumpet. 2 strands visible w/Live red & black corrosion; white grout video; penetr. 30"
SP#30 2	SP#31 greenish color in grout @ trumpet; red & yellow corrosion on a strand w/possible pitting. (1 strand visible) 18" penetr. video
SP#32 3	SP#33 6" penetr good white grout video
SP#34 4	SP#35 solid white grout 6" penetr. video
SP#36 5	SP#37 solid white grout 6" penetr video
SP #38 6	#39 Small void 8" penetr. minor corr. on trumpet tan grout w/grout rubble video

review due to ~~Possible~~ pitting

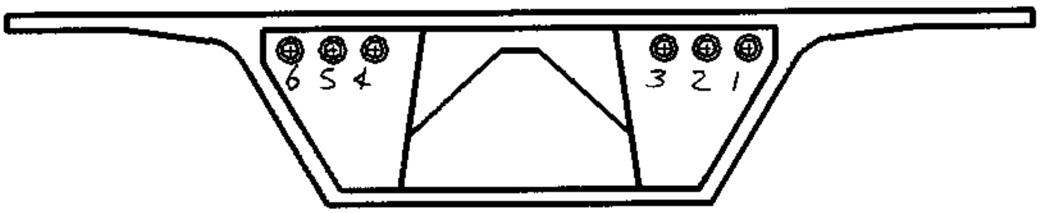
10-6 _ chip 2A

10/5/00
Camera 2A
John Goddin Team
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 68

Looking Direction North or South

Span Supported 67

sp = still photo

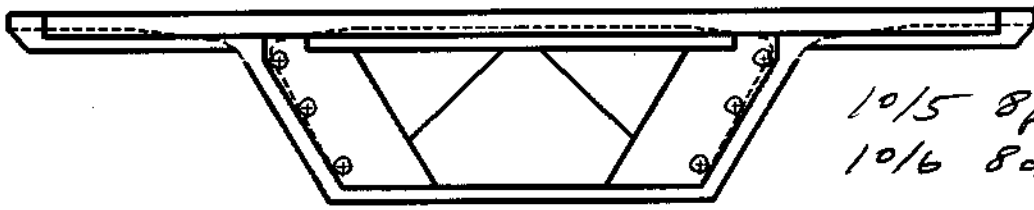
all holes videoed

Tendon	Condition
SP #64 1	SP#65 red corr. (live) on 1 strand; 4 strands exposed. Tan grout small void in grout. 28" penetration
SP#66 2	SP#67 4 exposed strands (no corr); Tan grout light corr. on Trumpet void in grout next to trumpet. 28" penetration
sp# 68 3	sp# 69 5 exposed strands w/light corr. white grout. w/voids 30" penetration
sp# 70 4	SP#71 blk./red corr. on trumpet; 5 visible strands w/corr. and minor pitting; voids in white/tan grout 25" penetr.
SP#72 5	SP#73 1 strand exposed (no corr.) small void in grout (whitish) 11" penetr.
SP#74 6	SP#75 5 exposed strands w/light corr. on trumpet reddish void in grout (white) 12" Penetration

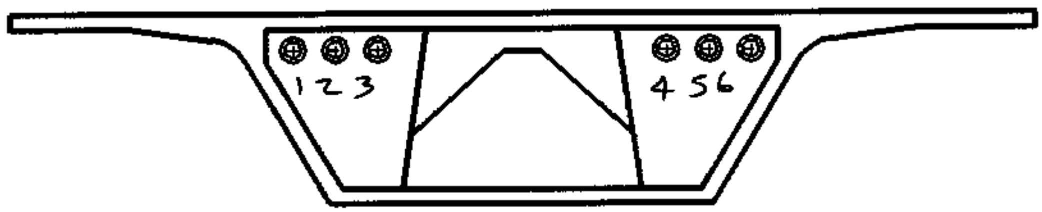
10-6 — chip 2A

10/5/00
Camera 2A
John Goddin Team
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

sp = still photo

Expansion or Interior Pier No. 68

Looking Direction North or South

Span Supported 68

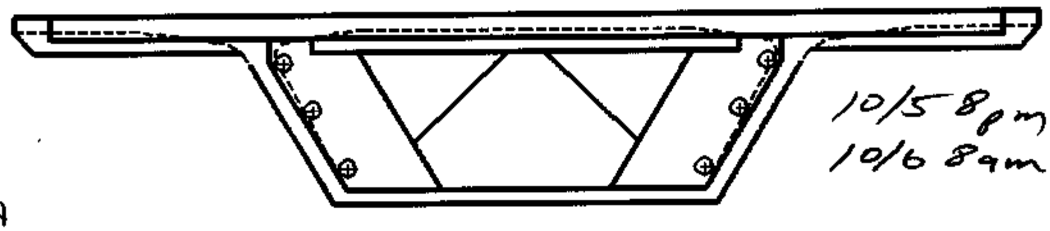
ALL HOLES VIDEOED

Tendon	Condition
SP# 52 1	SP#53 Voids in grout 1 strand exposed (No Corr.) whitish grout; gravelly grout; red/black heavy corr on trumpet 3' penetration
SP# 54 2	SP#55 Small voids in whitish grout; needs review; we see what looks like "gashs" in something 7" penetr.
SP# 56 3	SP#57 Solid white grout 1' penetr.
SP#58 4	SP#59 red corr on trumpet ; whitish grout 6" penetr
SP#60 5	SP#61 voids in grout; tan grout. Slight red corr in trumpet 20" penetr.
SP# 62 6	SP#63 reddish corr. in trumpet whitish/Tan grout 6" penetr.

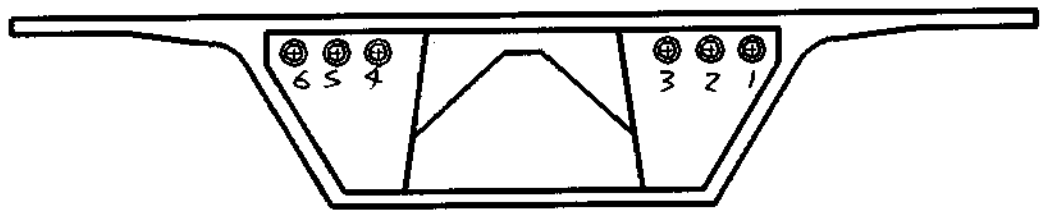
10-6 _ chip 2A

10/5/00
Camera 2A
John Goddin Team
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 69

Looking Direction North or South

SP = still photo

Span Supported 68

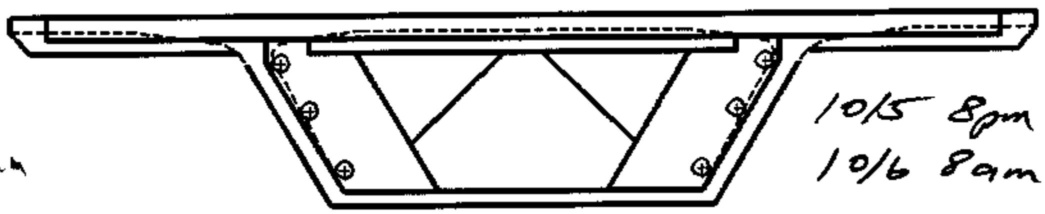
all holes videoed

Tendon	Condition	
SP #88 1	SP #89	Solid tan grout 4" penetr.
SP #90 2	SP #91	Light red corr. in trumpet. 2 exposed strands covered w/grout Void along strands 20" penetr.
SP #92 3	SP #93	Good Solid white grout 4" penetr.
SP #94 4	SP #95	Tan grout; 1 strand visible; red corr. on trumpet; void 24" penetr.
SP #96 5	SP # 97	Small void; light red corr. on trumpet; No strands visible 8" penetr
SP #98 6	SP #99	2 visible strands w/red corr; Corrosion on trumpet Small void 33" penetr

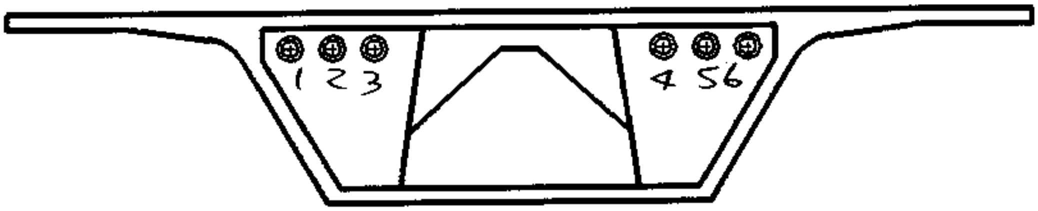
10-6_chip 2A

1/5/00
Camera 2A
John Goddin Team

Huie
Steve
Jack



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 69

S.P. = still photo

Looking Direction North or South

Span Supported 69

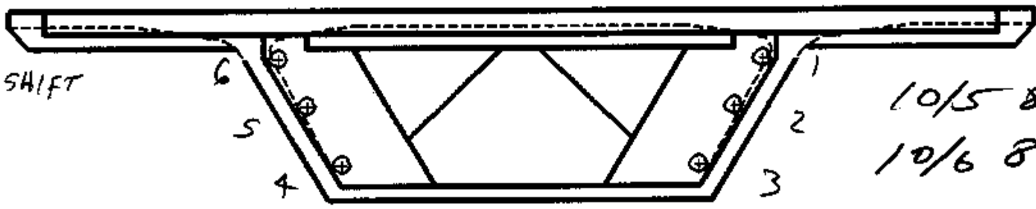
all holes videoed

Tendon	Condition
SP#76 1	SP#77 Good solid white grout 6" penetr.
SP#78 2	SP#79 Good solid white grout 6" penetr
SP#80 3	SP#81 Good solid white grout 6" penetr.
SP#82 4	SP#83 Good Solid white grout 6" penetr
SP#84 5	SP#85 Solid tan grout 6" penetr.
SP#86 6	SP#87 Small void black corr on trumpet 8" penetr.

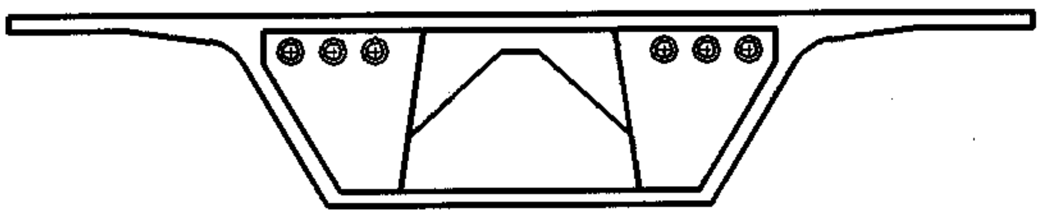
10-6 — chip 2A

10/5/00 NIGHT SHIFT
Camera 2A
John Goddin Team
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 70

Looking Direction North or South

Span Supported 69

SP = still photo

ALL HOLES VIDEOED

Tendon	Condition	
SP#100 1	SP 101	small void; red/yellow live corr on trumpet Tan grout 8" penetr.
SP 102 2	SP 103	3 visible strands w/red, yellow, black corros; same color corr. on trumpet, white grout → with possible pitting (strands) 22" penetr.
SP 104 3	SP 105	1 strand w/1 broke wire; 3 strands (total) red, yellow, black Corrosion on all three; same colors on trumpet. VOIDS in tan grout 4" penetr.
SP 106 4	SP 107	Solid white grout 4" penetr
SP 108 5	SP 109	2 strand visible w/heavy red, black, & yellow corr. same color corr. on trumpet 13" penetr.
6		red corr on trumpet. 1 strand looks like it is covered w/grout w/red corr. popping thru; 8" penetr

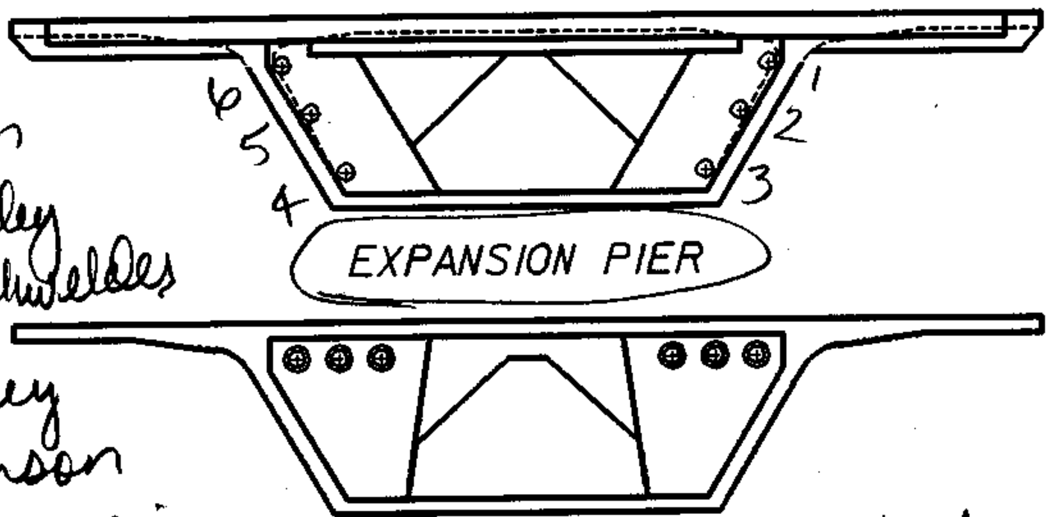
* Possible pitting on stands

* 1 broke wire?

OLD * note wrote on conc. "void w/corr"

Ron Recall 10-10 & 11 - chip 1A

Ron Bryson
Doug Shockley
Julia Blackwelder
David Riley
Greg Johnson
Tom Kloppenstein
Jerry Foxworth



INTERIOR PIER

1-A
10/11/00

Expansion or Interior Pier No. 70

Direction North or South

Span Supported 69

Tendon	No. of Strands	VOID	Condition	Camera Time
1				
2	5 Strands Visible	18" void	Extremely Heavy corrosion active corrosion cells to strands	Photo 61, 62, 63, 4:04
3	Appears to be 5-7 strands visible	3' void	Photo-68 Appears to be necking	Photo 64, 65 66, 67, 68, 4:17
4				
5	3 strands Visible	18" void	Moderate corrosion on three visible strands.	Photo 69, 70 4:31
6				DJS Sent Back

* No board shot

Recommend Grouting RB

T-2 Consider Replacement.

Black corrosion on bottom of trumpet

T-3 - Needs to be replaced.

Cannot distinguish wires on four strands.

Southend of Pier 69

T-2 Drill hole good grout

T-3 6" deep void sound grout.

South end of Pier 69

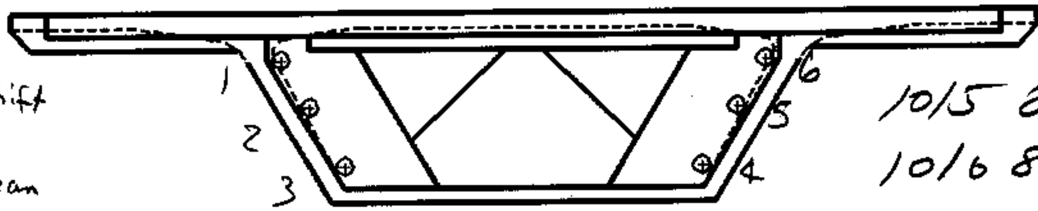
T-4 4" drill hole - sound grout

T-5 4" drill hole - sound grout

-6 6" void sound grout

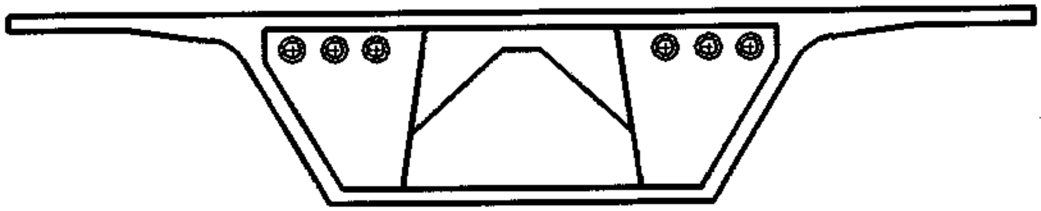
10-6 _ chip 2A

10/5/00 nightshift
Camera 2A
John Goddin Team
Huie
Steve
Jack



10/5 8pm
10/6 8am

EXPANSION PIER



INTERIOR PIER

sp = still photo

Expansion or Interior Pier No. 70

Direction North or South

Span Supported 70

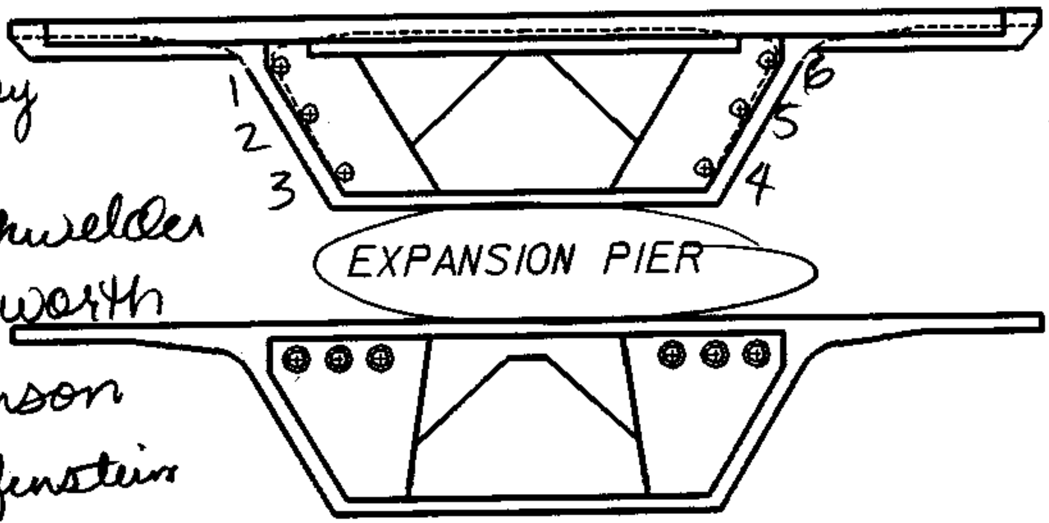
ALL HOLES Videoed

Tendon	Condition	
SP 122 1	SP 123	Void in grout; 2 strands visible; heavy red & yellow corr on strands & trumpet 24" penetr
SP 120 2	SP 121	VOID IN GROUT; 2 visible strands w/ red and yellow corrosion 16" penetration
SP 118 3	SP 119	solid white grout 4" penetr
SP 116 4	SP 117	red live corr on trumpet? (can't be sure if it is trumpet) coming thru grout covering 4" penetr
SP 114 5	SP 115	Solid white grout 6" penetr.
SP 112 6	SP 113	Tan grout; Trumpet has light brown corr. very small void showing ~~trumpet~~ 8" Penetr

*

Ron Recall 10-10 & 11 – chip 1A

Ron Bryson
Greg Shockley
David Riley
Julia Blackwelder
Jerry Foxworth
Greg Johnson
Tom Klopfenstein



INTERIOR PIER

1-A

Expansion or Interior Pier No. 70

10/11/00

Direction North or South

Span Supported 70

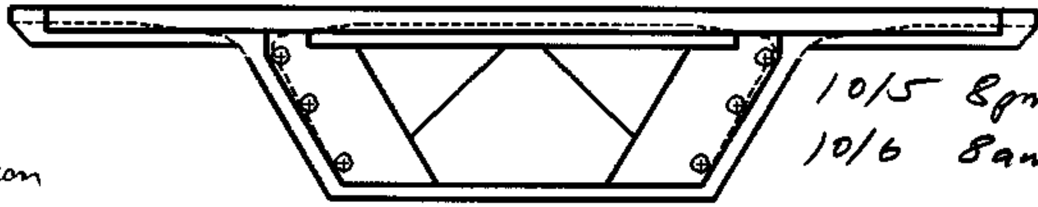
Tendon	No. strands	Void	Condition	Camera Time
1				
2	3 strands visible	18"+ void	3 strands visible have heavy corrosion pitting & section loss	Photo 71, 72, 73.
3				
4				
5				
6				

T-2 Bottom 2/3 full of grout.

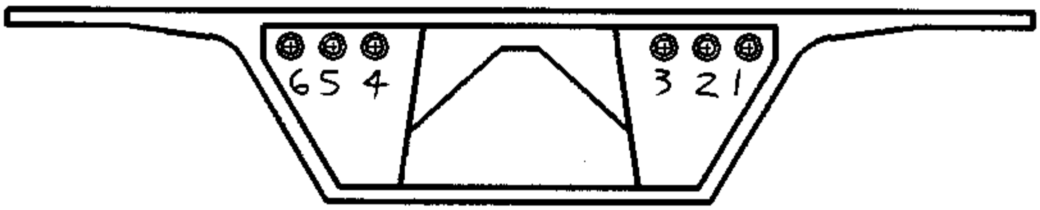
10-6 — chip 2A

r's/00 night
Camera 2A
John Goddin Team
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 71

Direction North or South

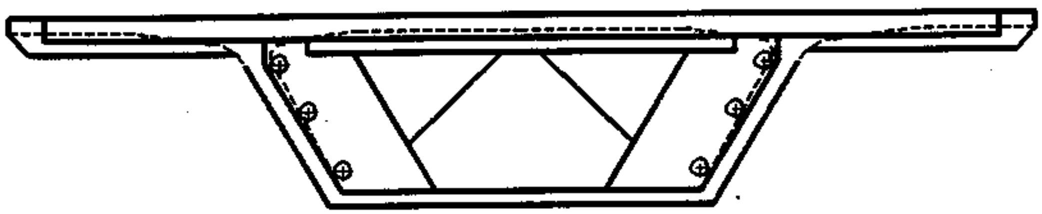
S.P. = still photo

Span Supported 70

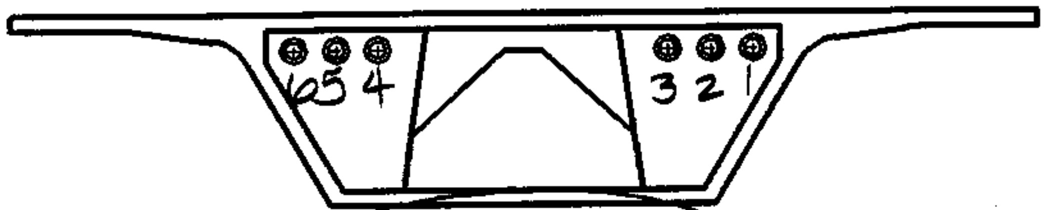
ALL HOLES VIDEOED

Tendon		Condition
SP 136 1	SP 137	solid tan grout 4" penetr
SP138 2	SP139	2 strands visible; white grout; trumpet has light red corrosion 10" penetr
SP 140 3	SP 141	heavy red, yellow, black corr on trumpet. tan grout. 8" penetr
SP 142 4	SP 143	good white grout 5" penetr
SP 144 5	SP 145	3 visible strands; 1 had light red corros. light red corr on trumpet 2' penetr
SP 146 6	SP 147	3 visible strands; all three had live red, yellow, & black corr. & trumpet also; tan grout 3' penetr

Ron Recall 10 – 10:11 – clip 1A



EXPANSION PIER



INTERIOR PIER

1-A
10/11/00

Expansion or Interior Pier No. 71

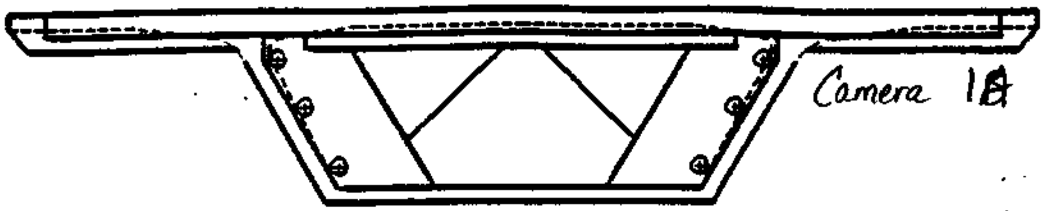
Direction North or South

Span Supported 70

Tendon	No. of Strands	Void	Condition	Camera Time
1				
2.	3 visible Strands	18"+ void	Photo 76 of heavy debris in bottom.	photo 74, 75, 76, 76 5:10
3				
4				
5				
6				

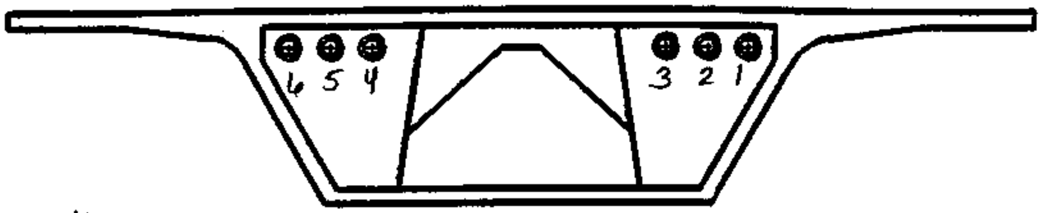
T-2 Active Black (heavy corrosion) cells

10-23-chip 1A



Camera 1B

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, Heath

Expansion or Interior Pier No. 71

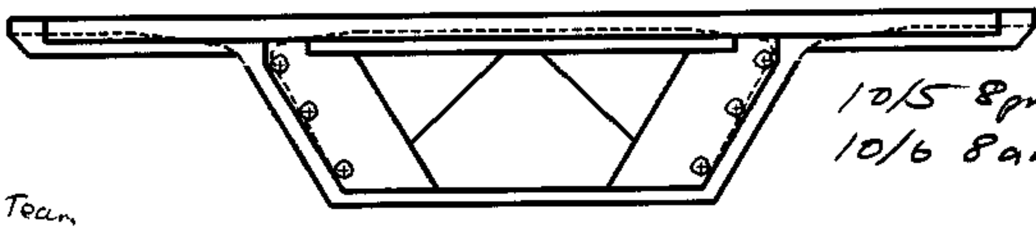
Span Supported 70 NEAR END or FAR END ANCHOR

	Tendon	Condition	
TIME	1	apx 2" drill hole White grout	
TIME 11:02	2	Light corosion on trumpet, apx 12" void, 2 strands partially exposed, white grout Photo 8- partially exposed strand	11:02 Photo 7- Board Photo 8- strand
TIME 11:05	3	Heavy Corosion to trumpet, apx. 10" void Photo 10- Heavy Corosion to trumpet	11:05 Photo 9- Board 11:06 Photo 10- corosion
TIME	4	3" drill hole, white grout	
TIME 11:09	5	apx 3'+ void, 3 strands exposed w/ spiratic, Light corosion, White grout, Light corosion on trumpet Photo 12- Corosion to a Strand	11:09 Photo 11- Board 11:10 Photo 12 corosion
TIME 11:14	6	Moderate/Heavy corosion on trumpet 3' penetration apx 3 strands w/ Light to moderate corosion Photo 14 Corosion on a Strand	11:14 Photo-13-Board 11:22 Photo 14- corosion

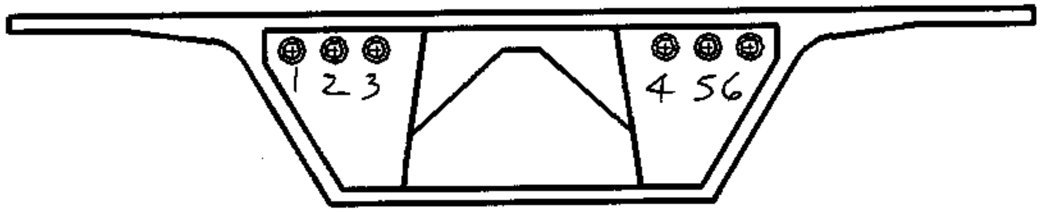
10-6 _ chip 2A

10/5/00
Camera 2A
John Goddin Team
Huie
Steve
Jack

10/5 8pm
10/6 8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 71

S p = still photo

Looking Direction North or South

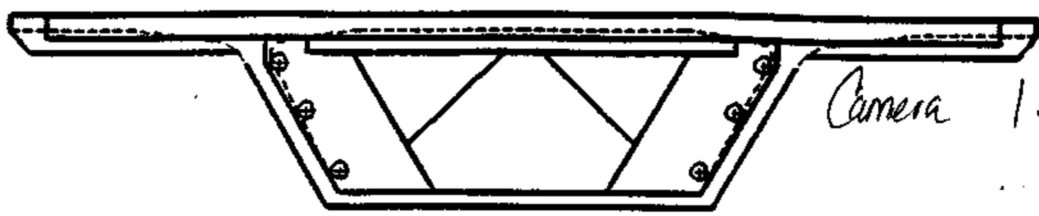
Span Supported 71

all holes videoed

Tendon		Condition
SP 124 1	SP 125	3 visible strands; 1 of which has a broke wire; all three strands & trumpet have red live corr. Tan grout 4' penetr
SP 126 2	SP 127	2 visible strands; light red corr on strands & trumpet. tan grout 3' penetr.
SP 128 3	SP 129	Solid white grout; light corro on trumpet where drill went. 6" penetr
Sp130 4	131	Heavy live red black yellow corr on trumpet. No visible strands. Tan grout 10" penetr.
SP 132 5	SP133	4 visible strands w/light red corr. 1 strand had a broke wire tan grout 4' penetr
SP 134 6	SP 135	2 visible strands w/light red corrosion; light red corr. on trumpet; grout rubble present 3' penetr

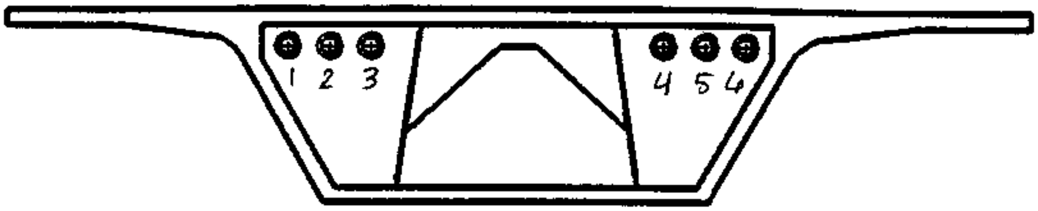
* broke wire

10-23_chip 1A



Camera 1B

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-06
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Shannon
Heath & Greg

Expansion or Interior Pier No. 71

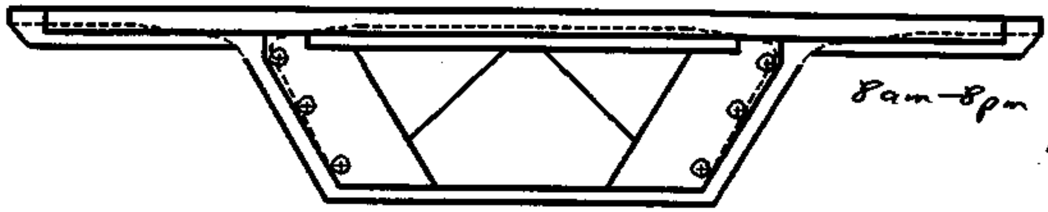
Span Supported 71 NEAR END or FAR END ANCHOR

Time	Tendon	Condition	
TIME 10:18am	1	5' + void, apx. 4 strands exposed w/ intermitten Light corosion Light corosion on trumpet.	
TIME 10:25am	2	Light Corosion on trumpet, 2 strands exposed w/ moderate corosion. apx. 2' void Photo #2 - exposed strand	10:25 Photo 1 Board 10:27 Photo 2-strand
TIME	3	apx 5" drill hole	
TIME 10:40 *	4	Apx 12" void, Heavy Corosion to trumpet, possible 1 strand exposed w/ heavy corosion Photo #= possible strand w/ heavy corosion.	10:40 Photo 3-Board 10:46 Photo 4-corosion
TIME 10:49	5	Apx. 4 strands exposed, apx 2' void, Light Corosion to trumpet.	~~Photo 5 Board~~
TIME 10:52	6	~~Light~~ moderate corosion on traumpet, 5' + void, apx 2 strands exposed 1 strand has moderate corosion @ anchorage Photo 6 - Corosion on a strand	10:55 Photo-5 Board 10:56 Photo-6-Corosion

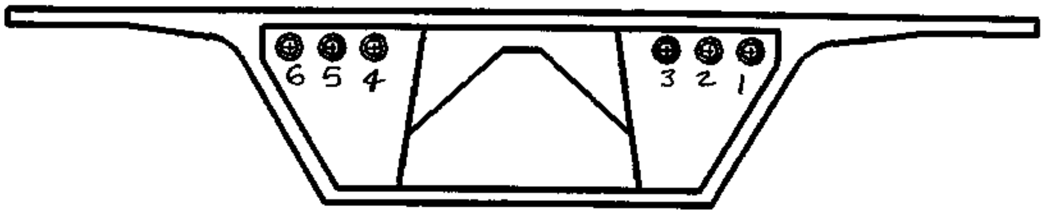
* Ron may want to Review

10-6 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/06/00
8am–8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 72

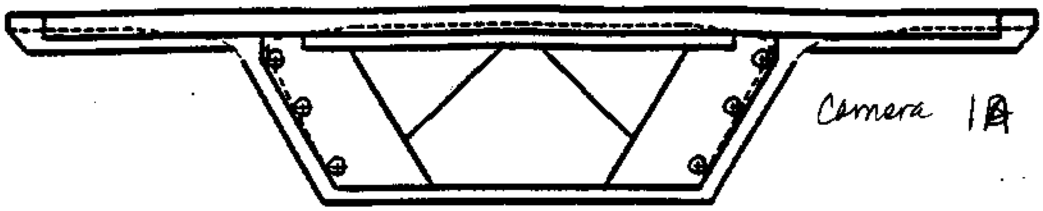
Looking Direction ~~North~~ or South

Span Supported 71

Photo 25 @ 9:19 AM

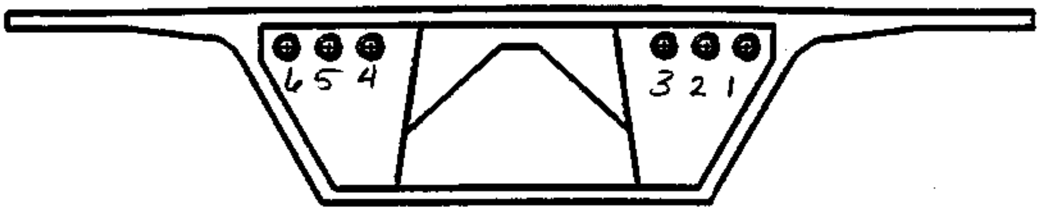
Tendon	Condition
1	Location Photo 23 @ 9:13 AM, Mod. to Severe Corrosion to Trumpet (Red/orange in color), 5 Strands Visible with apparent orange and black Light Corrosion to 2 Strands, 2.5' penetration, Lt. Gray Grout, Photo 24 @ 9:18 AM
2	Location Photo 21 @ 9:07 AM, Appears to be 3 Strands Visible, 1 strand appears to have light corrosion, Spotty Lt. Orange Corrosion to Trumpet, Lt. Gray Grout, 2' penetration, Photo 22 @ 9:09 AM
3	Location Photo 19 @ 9:01 AM, No Voids, No Corrosion, No Strands Visible, White Grout, Photo 20 @ 9:04 AM
4	Location Photo 17 @ 8:56 AM, spotty orange Corrosion to Trumpet, No Strands Visible, White Grout, 1.5' of penetration. Photo 18 @ 8:59 AM
5	Location Photo 15 @ 8:54 AM, No corrosion, No Voids, No strands visible, White Grout, Photo 16 @ 8:55 AM.
6	Location Photo 13 @ 8:47 AM, No Corrosion, No Voids, No Strands Visible, white Grout, Photo 14 @ 8:50 AM.

10-23 _ chip 1A



Camera 1A

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-08
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, Heath

Expansion or Interior Pier No. 72

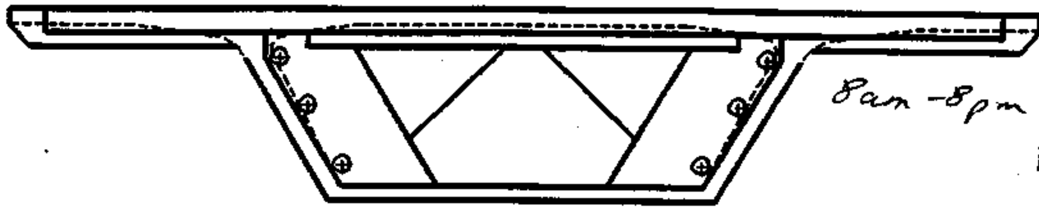
Span Supported 71 NEAR END or FAR END ANCHOR

	Tendon	Condition	
TIME 11:46	1	Heavy Corosion to trumpet. apx 2' void, apx 4 strands exposed, Spiratic, Light, corosion on strands, white grout. Photo 20- exposed strand	11:46 Photo 19 - Board 11:47 Photo 20 - Strand
TIME 11:50	2	Light corosion on trumpet. apx 2' void. Apx. 3 strands exposed Photo 22- exposed strands	11:50 Photo 21 - Board 11:52 Photo 22 - Strand
TIME	3	apx 3" drill hole	
TIME	4	apx 6" drill hole	
TIME	5	Apx 4" drill hole	
TIME *	6	Apx 1" drill hole	

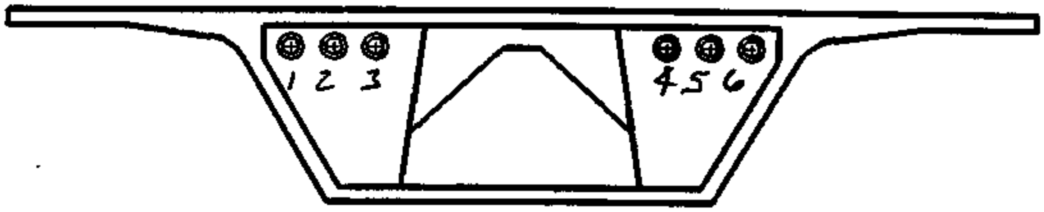
* May need more drilling

10-6 _ chip 1B

Lorzo
Todd
Jerry
Ronnie
8am - 8pm 10/06/00
Photochip 1B



EXPANSION PIER



INTERIOR PIER

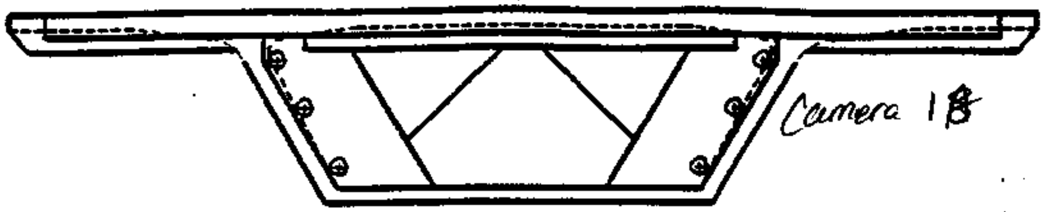
~~Expansion or~~ Interior Pier No. 72

Looking ~~Direction~~ North or South

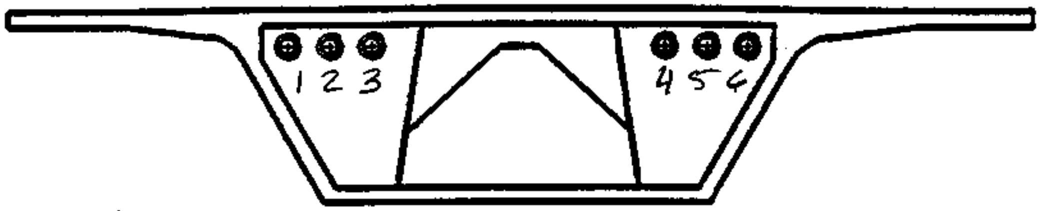
Span Supported 72

Tendon	Condition
1	Location Photo 1 @ 8:19 AM, No strands visible, Lt. Red/orange corrosion to Trumpet, Lt. gray grout, 3' penetration, Photo 2 @ 8:22 AM
2	Location Photo 3 @ 8:24 AM, No strands visible, Lt. Orange Corrosion to Trumpet, Lt. gray grout, 1' penetration, Photo 4 @ 8:26 AM.
3	Location Photo 5 @ 8:28 AM, No Voids, No Corrosion, NO strands Visible, Lt. Gray Grout Photo 6 @ 8:29 AM
4	Location Photo 7 @ 8:31 AM, No Voids, No Strands Vis., No corrosion, White Grout, Photo 8 @ 8:33 AM.
5	Location Photo 9 @ 8:36 AM, No voids, No Strands Visible, No Corrosion, white Grout, Photo 10 @ 8:37 AM.
6	Location Photo 11 @ 8:38 AM, Lt. Orange Corrosion to Trumpet, 1 strand visible with No apparent Corrosion, Lt. Gray Grout, 3" of Penetration, Photo 12 @ 8:41 AM.

10-23-chip 1A



EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, & Heath

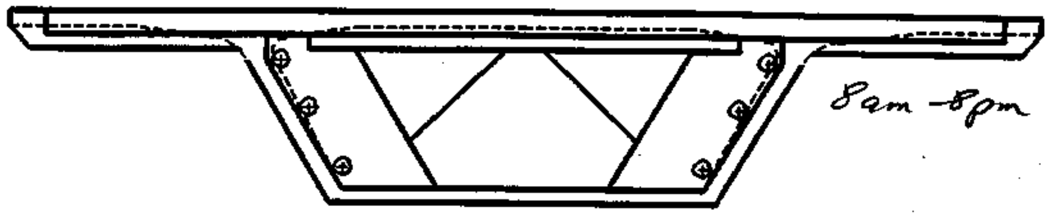
Expansion or Interior Pier No. 72

Span Supported 72 NEAR END or FAR END ANCHOR

	Tendon	Condition	
TIME 11:30	1	Light corosion to trumpet apx 1½' penetration apx 2 strands partially exposed Photo 16- Corosion to trumpet	11:30 Photo 15-Board 11:31 Photo 16- Corosion
TIME	2	apx 5" drill hole	[illegible]
TIME	3	apx. 4" drill hole	
TIME	4	apx 4" drill hole	
TIME	5	apx. 4" drill hole	
TIME 11:39	6	apx 12" void, white grout Light corosion to trumpet, 2 partial strands exposed Photo 18- exposed strand	11:37 Photo 17-Board 11:39 Photo 18-Strand

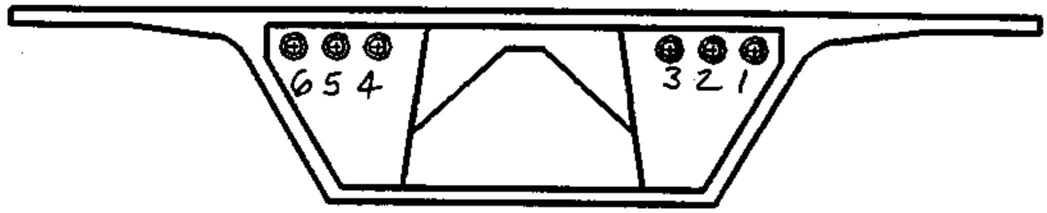
10-6 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/06/00
Photochip 1B



8am - 8pm

EXPANSION PIER



INTERIOR PIER

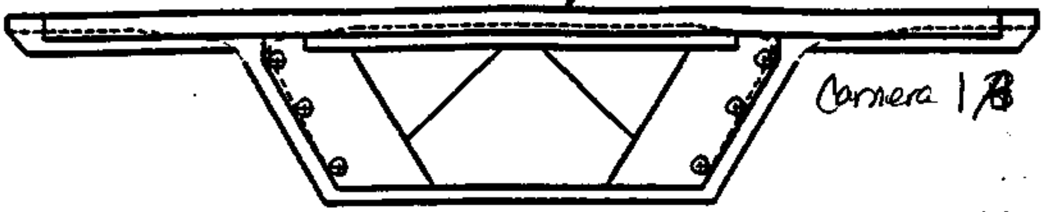
~~Expansion~~ or Interior Pier No. 73

Look us ~~Direction~~ ~~North~~ or South

Span Supported 72

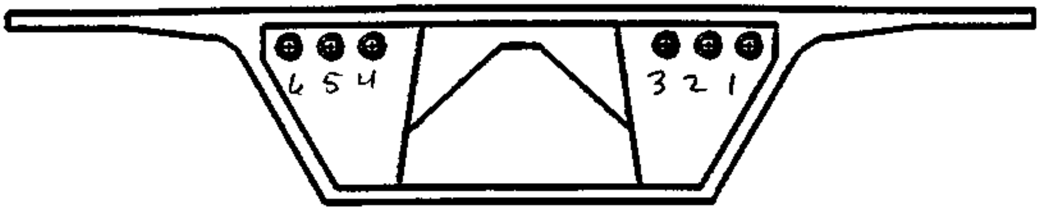
Tendon	Condition
1	Location Photo 48 @ 10:24 AM, 3 Strands Visible, 2 with Light Red/orange Corrosion, the other had no apparent corrosion, Lt. to Mod. Yellow/orange corrosion to Trumpet, White Grout, 5' penetration, photo 49 @ 10:27 AM, Photo 50 @ 10:28 AM.
2	Location Photo 46 @ 10:20 AM, Spotty Orange Corrosion to Trumpet, No Strands Visible, No Voids, White Grout, Photo 47 @ 10:22 AM
3	Location Photo 44 @ 10:14 AM, mod. Red, Orange, Yellow Corrosion to Trumpet, 1 strand Partially Visible with spotty Orange and Black Corrosion. White Grout, 5' penetration, Photo 45 @ 10:17 AM
4	Location Photo 42 @ 10:06 AM, Mod. Red/Orange Corrosion to Trumpet, 2 Strands Visible, 1 with Light Orange Corrosion, None to the Other, 4' penetration, White Grout, Photo 43 @ 10:09 AM
5	Location Photo 40 @ 10:04 AM, No Voids, No Strands Visible, No Corrosion, White Grout, Photo 41 @ 10:05 AM
6	Location Photo 38 @ 9:59 AM, 2 strands Partially Visible with No Corrosion, Lt. to mod. Red/Orange corrosion to Trumpet, Lt. Gray Grout, 5'+ Penetration, Photo 39 @ 10:01 AM

10-23 – chip 1A



Camera 1 B

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, Heath

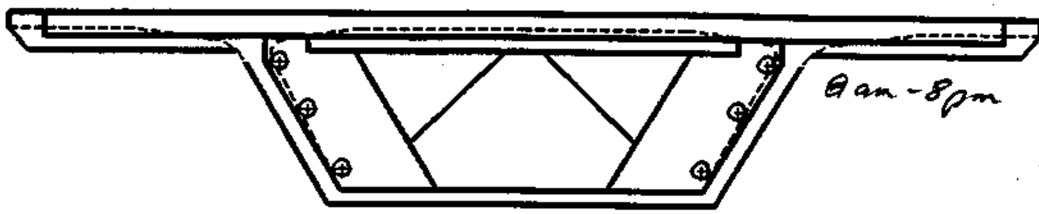
Expansion or Interior Pier No. 72 ? Poss 73?

Span Supported 72 NEAR END or FAR END ANCHOR ?

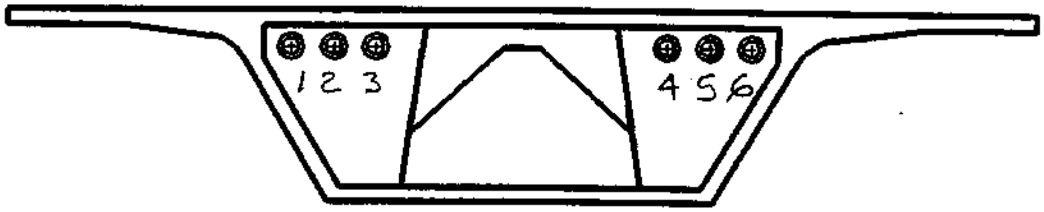
	Tendon	Condition	
TIME 12:09	1	Light corosion to trumpet, 5'+ void, white grout 2 strands exposed w/ Light Corosion Photo 26 - exposed strands	12:09 Photo 25 - Board 12:10 Photo 26 - strand
TIME	2	Apx 10" void, white grout	
TIME 12:17	3	3 strands exposed, Spuratic, Light corosion on strands Apx 18" void. Light corosion to trumpet. Photo 28 - exposed strand	12:17 Photo 27 - Board 12:18 Photo 28 - Strand
TIME 12:21	4	Light/Moderate Corosion on trumpet. Apx 3' void, 2 strands exposed, w/ spuratic/moderate corosion Photo 30 - exposed strand	12:21 Photo 29 - Board 12:21 Photo 30 - Strand
TIME	5	Apx. 4" drill hole	
TIME 12:26	6	Light Corosion on trumpet. Apx 2' void. Apx. 2 strands exposed Photo 31 - exposed strands	12:26 Photo 31 - Board 12:27 Photo 32 - Strand

10-6 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/06/00
9 am - 8 pm
PhotoChip 1B



EXPANSION PIER



INTERIOR PIER

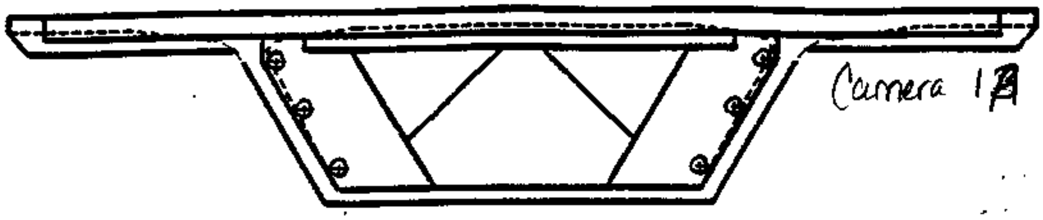
Expansion or Interior Pier No. 73

Looking ~~Direction~~ North or ~~South~~

Span Supported 73

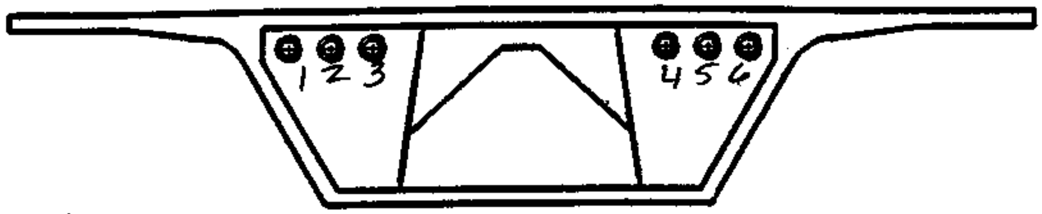
Tendon	Condition
1	Location photo 26 @ 9:29 AM, 1 strand Visible with No apparent corrosion, Lt. to Mod. orange/Red corrosion to Trumpet, Lt. Gray Grout, 3.5' penetration, Photo 27 @ 9:32 AM
2	Location Photo 28 @ 9:35 AM, Red, Yellow and Orange Corrosion to Mod. Corrosion to Trumpet, Appears to be Part of 1 Strand visible, with No apparent corrosion, White Grout, 1.5' penetration, Photo 29 @ 9:36 AM
3	Location Photo 30 @ 9:39 AM, Red/orange Lt. to Mod. Corrosion to Trumpet, Lt. Gray Grout, No Strands Visible, 1' of penetration, Photo 31 @ 9:41 AM
4	Location Photo 32 @ 9:43 AM, spotty Light Orange Corrosion to Trumpet, No Strands Visible, No Voids, White Grout, Photo 33 @ 9:44 AM
5	Location Photo 34 @ 9:46 AM, Very Spotty Black Corrosion to Trumpet, No Strands Visible, No Voids, White Grout, Photo 35 @ 9:47 AM
6	Location Photo 36 @ 9:49 AM, Lt. Red/orange Corrosion to Trumpet, No Strands Visible, Lt. Gray Grout, Penetration 1', Photo 37 @ 9:51 AM

10-23_chip 1A



Camera 1A

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
LONZO, Jeff, ED
DAVID, Shannon, Greg, Heath

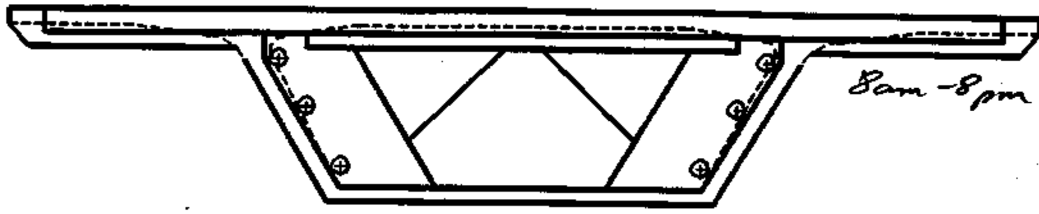
Expansion or Interior Pier No. 72 ? Pier 73?

?gd **Span Supported** 73 NEAR END or FAR END ANCHOR

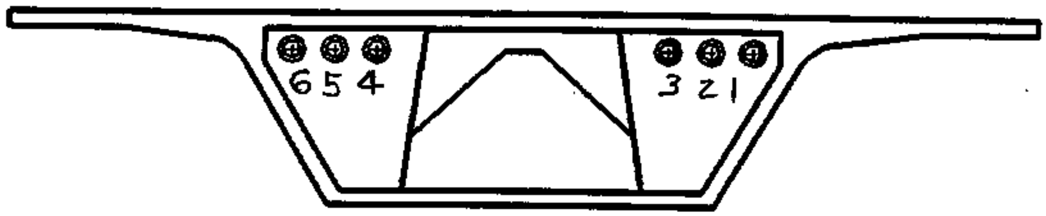
	Tendon	Condition	
TIME 12:03	1	Light corosion to trumpet, 1 strand partially exposed 5' + void, Photo 24- partially exposed strand	12:03 Photo 23-Board 12:04 Photo 24-Strand
TIME	2	apx 10" void, white grout.	
TIME	3	Light corosion to trumpet, white grout, apx 6" void.	
TIME	4	apx. 4" drill hole	
TIME	5	apx 5" drill hole, white grout	
TIME	6	apx 10" void, white grout	

10-6 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/06/00
8am-8pm
Photo chip 1B



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 74

Looking Direction ~~North~~ or South

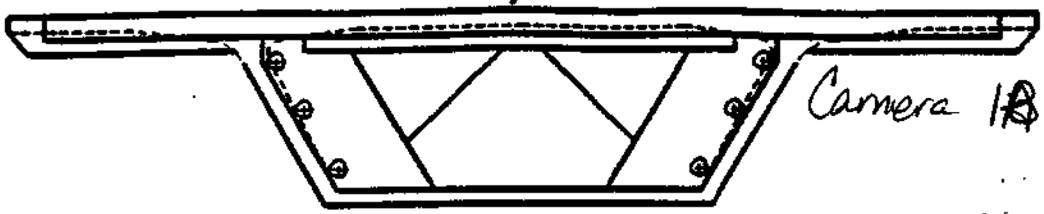
Span Supported 73

Tendon	Condition
1	Location Photo 76@ 2:34 PM, No Voids, No Corrosion, No Strands Visible, Photo 77@ 2:36 PM, White grout
2	Location Photo 74@2:26 PM, Lt. to mod. Orange Corrosion to Trumpet, 3 Strands Visible, 1 with Lt. Orange Corrosion, No apparent Corrosion to the other 2, white Grout, 2' penetration, Photo 75@ 2:30 PM.
3	Location Photo 72@ 2:20 PM, Red/orange (Light) to Trumpet, 3 Strands Visible with Spotty Lt. Orange Corrosion, No apparent Corrosion to the other 2, white Grout, 2' Penetration, Photo 73@ 2:22 PM
4	Location Photo 70@ 2:07 PM, Red/Orange/Yellow & Black Lt. to Mod. Corrosion to Trumpet, 4 Strands Visible with Lt. Orange Corrosion to 1 Strand and No apparent Corrosion to the other 3, White Grout, 3' penetration, Photo 71 @ 2:10 PM
5	Location Photo 67@ 1:54 PM, mod. to severe Red, Yellow & Orange corrosion to Trumpet, 4 Strands Visible, 1 with intermitten Light orange Corrosion, No apparent corrosion to the other 3, white Grout, 4' penetration
6	Location Photo 64 @ 1:44 PM, Yellow/Orange Lt. Corrosion to Trumpet, 3 Strands Visible with intermitten areas of Light to Mod. Orange Corrosion, white Grout, 5'+ Penetration, Photo ~~65~~ @ 1:50 PM

Photo 68 @ 2:02
Photo 69@ 2:02 PM

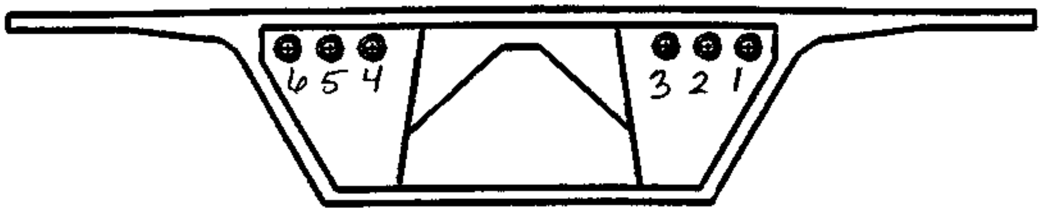
Photo 66 @ 1:50

10-23 — chip 1A



Camera 1B

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, Heath

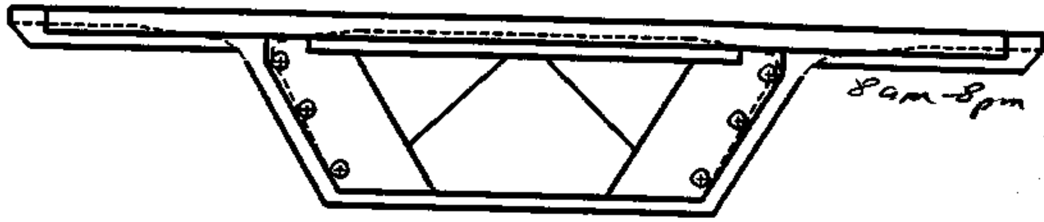
Expansion or Interior Pier No. 74

Span Supported 73 NEAR END or FAR END ANCHOR

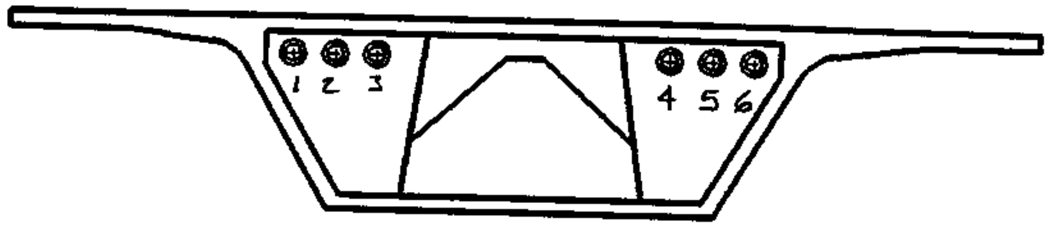
	Tendon	Condition	
TIME ~~1:22~~	1	Apx. 6" drill hole. White grout	~~1:22~~ ~~Photo 43-Board~~
TIME 1:22	2	5' + void. 3 strands exposed moderate corosion on trumpet. White grout Photo 44- exposed strands	1:22 Photo 43-Board 1:27 Photo 44-Strands
TIME 1:35	3	Light corosion on trumpet, 3 strands exposed. Apx 18" void Photo 46- exposed strands	1:35 Photo 45-Board 1:36 Photo 46-Strands
TIME 1:37	4	Light corosion on trumpet. Apx 1/2' void. 4 strands exposed. Light, spotted corosion on strands. Photo 48 - exposed strands	1:37 Photo 47-Board 1:38 Photo 48-Strands
TIME 1:40	5	7 strands exposed w/ intermitten light corosion Apx 18" void Moderate corosion to trumpet Photo 50- exposed strands	1:40 Photo 49-Board 1:41 Photo 50-Strands
TIME 1:43	6	Apx 18" void. 5 strands exposed w/ isolated, spotted corosion. Light corosion on trumpet Photo 52 - exposed strands	1:43 Photo 51-Board 1:44 Photo 52-Strands

10-6 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/06/00
8am-8pm
PhotoChip 1B



EXPANSION PIER



INTERIOR PIER

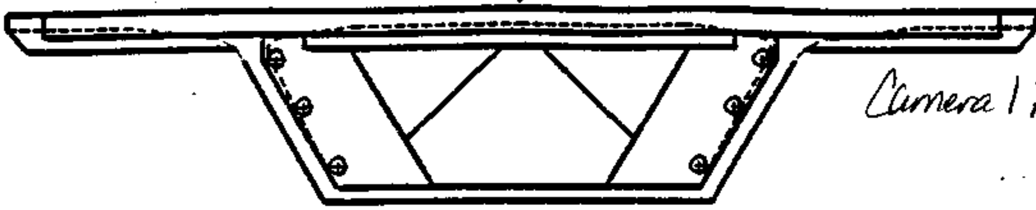
Expansion or Interior Pier No. 74

~~Direction~~ Looking North or ~~South~~

Span Supported 74

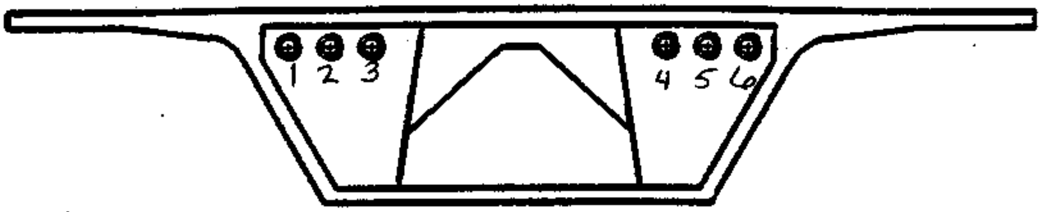
Tendon	Condition
1	Location Photo 51 @ 10:40 AM, mod. to Severe Red/Orange/Yellow Corrosion to Trumpet, 1 Strand Visible with No Apparent Corrosion. white Grout, 1.5' penetration, Photo 52 @ 10:42 AM
2	Location Photo 53 @ 10:45 AM, Lt. Red/Orange Corrosion to Trumpet, 1 Strand Visible with No Apparent Corrosion, White Grout, 2' penetration, Photo 54 @ 10:46 AM.
3	Location Photo 55 @ 10:50 AM, Mod. Red/Orange Corrosion to Trumpet, 8 Strands Visible, most with Red/Orange Spotty Corrosion, 5'+ of penetration, white Grout, Photo 56 @ 10:52 AM, Photo 57 @ 10:55 AM
4	Location Photo 58 @ 11:03 AM, 2 Strands Visible with Light spotty Red/Orange Corrosion to both, Lt. to Mod. Red, Yellow, Orange Corrosion to Trumpet, white Grout, 5'+ penetration, Photo 59 @ 11:08 AM
5	Location Photo 60 @ 11:11 AM, Lt. Red/Orange Corrosion to Trumpet, No Strands Visible, 2' penetration. white Grout, Photo 61 @ 11:12 AM
6	Location Photo 62 @ 11:15 AM, Lt. Orange corrosion to Trumpet, 2 strands visible with No apparent Corrosion, white Grout, 3' penetration Photo 63 @ 11:21 AM

10-23 _ chip 1A



Camera 1 B

EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, Heath

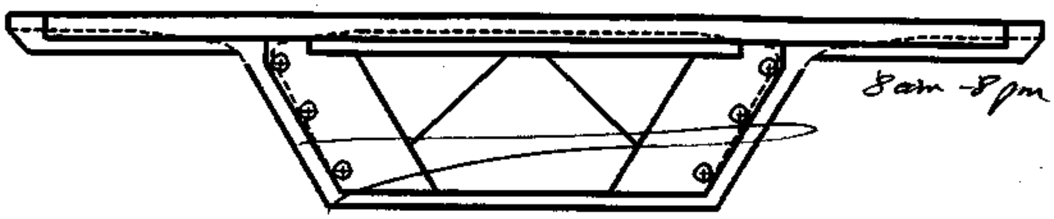
Expansion or Interior Pier No. 74

Span Supported 74 NEAR END or FAR END ANCHOR

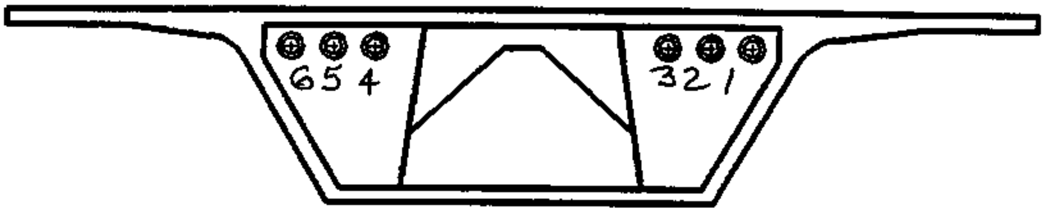
	Tendon	Condition	
TIME 12:32	1	2 strands partially exposed. Apx 2' void, Light corosion on trumpet. White grout. Photo 34- exposed strand	12:32 Photo 33-Board 12:33 Photo 34-Strand
TIME 12:35	2	Light corosion on trumpet. 2 partially exposed strands. apx 18" void White grout. Photo 36-exposed strand	12:35 Photo 35-Board 12:36 Photo 36-Strand
TIME 12:38	3	Light corosion on trumpet. Apx. 8 exposed strands w/ Light intermitten corosion. Apx 3' void. White grout Photo 38-exposed strands	12:38 Photo 37-Board 12:40 Photo 38-strands
TIME 12:42	4	Light corosion on Trumpet. 5'+ void. Apx. 3 strands exposed, intermitten Light corosion on strands. Photo 40- strand exposed at anchor	12:42 Photo 39 Board 12:43 Photo 40- strand
TIME	5	Apx 8" void, white grout	
TIME 12:46	6	Moderate corosion to trumpet, apx 3 strands exposed, apx 18" void Light spotted corosion to strands. Photo 42-exposed strands	12:46 Photo 41-Board 12:47 Photo 42-Strand

10-6 _ chip 1B

Lonzo
Laura
Ronnie
10/06/00
8am - 8pm
PhotoChip 1B



EXPANSION PIER



INTERIOR PIER

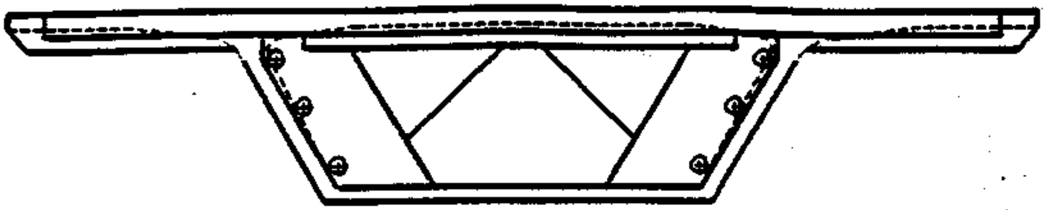
Expansion or Interior Pier No. 75

Looking ~~Direction~~ ~~North~~ or South

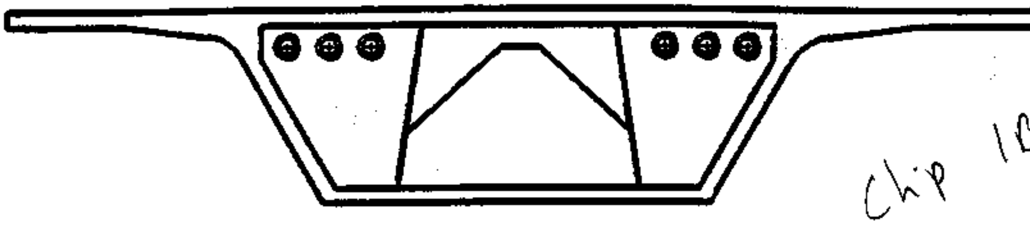
Span Supported 74

Tendon	Condition
1	Location Photo 101 @ 4:49 PM, Lt. to mod. Red/Orange/yellow Corrosion to Trumpet. 4 strands Visible and only 1 had Light spotty orange corrosion, white Grout, 2' Penetration, Photo 102 @ 4:51 PM
2	Location Photo 99 @ 4:42 PM, Light spotty Orange/Yellow Corrosion to Trumpet, 3 Strands Visible, only 1 appeared to have light orange corrosion, white Grout, 1.5' Penetration, Photo 100 @ 4:43 PM
3	Location Photo 97 @ 4:33 PM, Lt. spotty orange Corrosion to Trumpet, 2 or 3 Strands visible, 1 with light Corrosion, the other(s) NO apparent Corrosion, white grout, 1.5' penetration. Photo 98 @ 4:34 PM
4	Location Photo 95 @ 4:21 PM, Lt. to Mod. Corrosion (Red/Orange) TO Trumpet, 3 Strands Visible with No apparent Corrosion, white Grout, 1' penetration, Photo 96 @ 4:22 PM
5	Location Photo 93 @ 4:13 PM, Lt. to mod. Red/Orange & Black corrosion to Trumpet, 3 Strands Visible with No apparent Corrosion, white Grout, 1.5' Penetration, Photo 94 @ 4:15 PM
6	Location Photo 91 @ 3:59 PM, Lt. to Mod. Corrosion to Trumpet. 4 or 5 Strands Visible with No Corrosion apparent, white Grout, 2' Penetration, Photo 92 @ 4:08 PM

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Bill, Alto

Chip 1B

Expansion or Interior Pier No. 75

Photo

Span Supported 74 NEAR END or FAR END ANCHOR

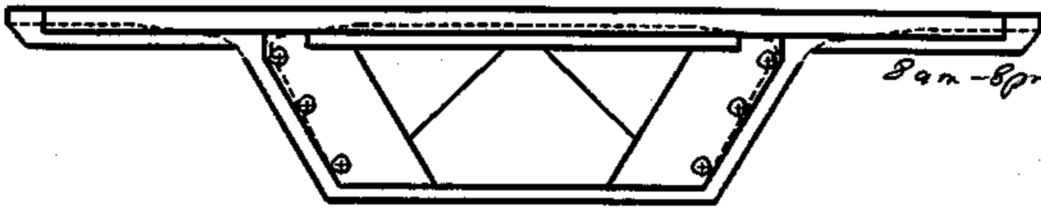
	Tendon	Condition	
TIME T-10:05 Board P-#s 1-5	* 1	Heavy corrosion, 1 strand (10:07)(10:08)(10:08)(10:09) 8 exp. strands w/ 1 Heavy Corrosion +3' void 7 w/ light spotted Corrosion Trumpet - light Corrosion	white grout
TIME	2		
TIME	3		
TIME	4		
TIME	5		
TIME	6		

* Run check

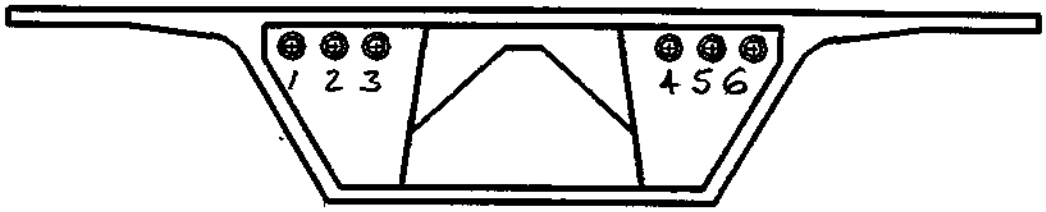
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-6 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/06/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 75

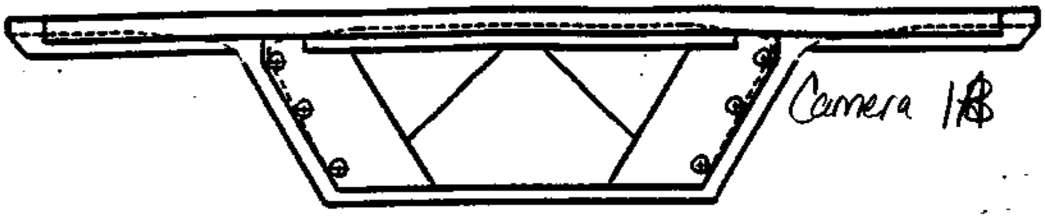
Looking ~~Direction~~ North or ~~South~~

Span Supported 75

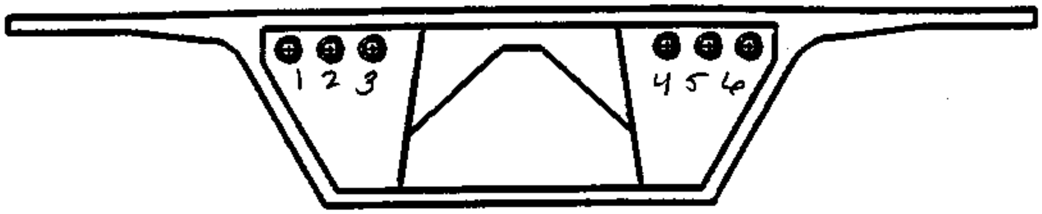
Tendon	Condition
1 *	Location Photo 78 @ 2:47 PM, Red/Orange/Yellow Corrosion (mod.) to Trumpet, 1 strand visible, possibly with 1 broken wire and Light Corrosion if any, white grout, 1.5' penetration, Photo 79 @ 2:58, Photo 80 @ 2:58
2	Location Photo 81 @ 3:06 pm, Orange/Black Lt. Corrosion to Trumpet, 2 strands Visible with Light Orange Corrosion (spotty), White Grout, 4' penetration, Photo 82 @ 3:10 pm
3	Location Photo 83 @ 3:14 pm, Lt Orange Corrosion to Trumpet, 3 Strands Visible with No apparent Corrosion, white Grout, 2' Penetration, Photo 84 @ 3:16 pm
4	Location Photo 85 @ 3:28 PM, No Voids. No Corrosion, Lt. Grey Grout Photo 86 @ 3:32 pm
5	Location Photo 87 @ 3:40 pm. Red/Orange/Yellow mod. Corrosion to Trumpet, [redacted], No Strands Visible, 1' penetration, Photo 88 @ 3:43 pm
6	Location Photo 89 @ 3:47 pm, Red/Orange mod. Corrosion to Trumpet, 2 Strands Visible, both with Light Spotty Corrosion, Lt. Gray Grout, 1.5' Penetration, Photo 90 @ 3:51 pm

* Needs another Look

10-23 – clip 1A



EXPANSION PIER



INTERIOR PIER

DATE: 10-23-00
TEAM MEMBERS:
Lonzo, Jeff, Ed
David, Shannon, Greg, Heath

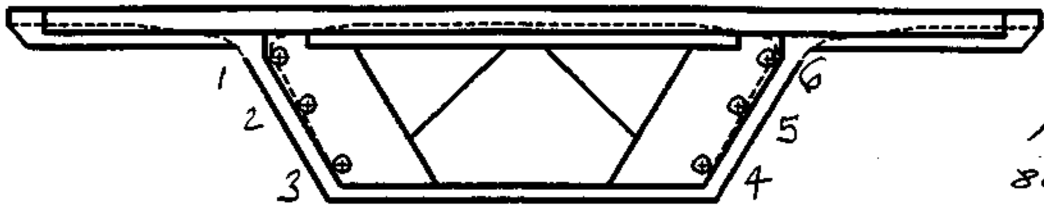
Expansion or Interior Pier No. 75

Span Supported 75 NEAR END or FAR END ANCHOR

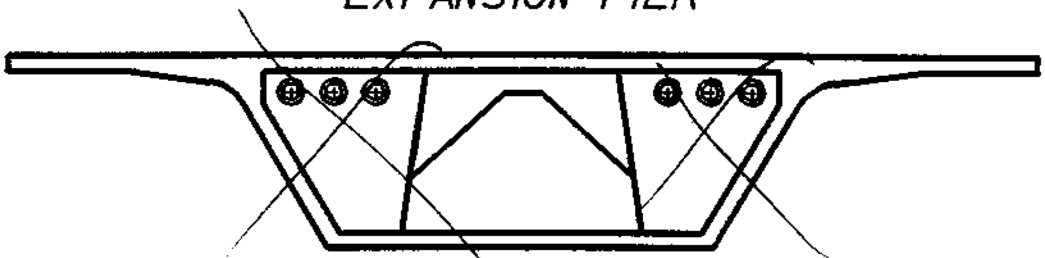
	Tendon	Condition	
TIME	1	12" void. White grout. Light Corosion to trumpet	~~1:54 Photo 53-Board~~
TIME 1:54	2	Apx. 18" void. 2 strands exposed. light Corosion to trumpet. White grout Photo 54- exposed Strands	1:54 Photo 53-Board 1:55 Photo 54-Strand
TIME 2:03	3	Apx 18" void. Light corosion on trumpet. White grout. 2 strands expose w/ spotted Light corosion Photo #56- exposed Strands	2:03 Photo 55-Board 2:06 Photo 56-Strands
TIME	4	Apx. 4" drill hole	
TIME 2:11	5	Light/Moderate Corosion to trumpet. 1 partially exposed strand. White grout Apx. 12" void Photo 58- grout.	2:11 Photo 57-Board 2:12 Photo 58-grout
TIME 2:15	6	Light Corosion on trumpet. Apx. 2' void, 4 strands exposed. 1 strand has moderate/heavy corosion at anchorage. Photo 60- exposed strands. Photo 61- corrosion on strand	2:15 Photo 59-Board 2:16 Photo 60-Strands 2:18 Photo 61-Corosion

10-6 – chip 1B

Lonzo
Todd
Jerry
Ronnie
10/6/00
8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or ~~Interior~~ Pier No. 76

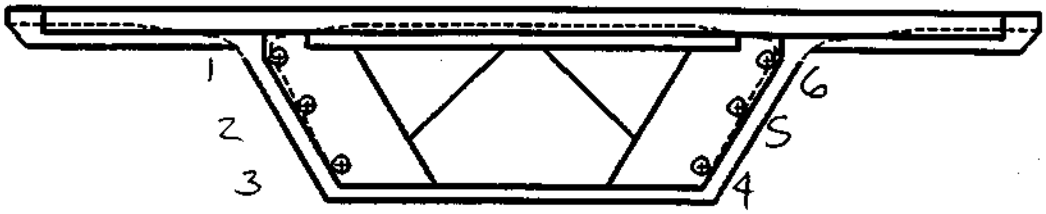
~~Direction~~ ~~North~~ or South

Span Supported 75

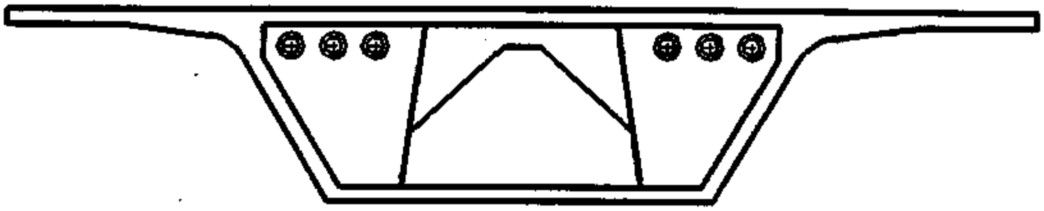
Tendon	Condition
1	Location Photo 103 @ 5:22 PM, No Voids, No Strands Visible, No Corrosion, gray grout, photo 104 @ 5:24 pm
2	Location Photo 105 @ 5:27 PM, Lt. spotty Orange Corrosion to Trumpet. 4 Strands visible with Lt. to Mod. Corrosion, white Grout, 2.5' penetration, Photo 106 @ 5:29 PM
3	Location Photo 107 @ 5:35 PM, Lt Spotty orange Corrosion to Trumpet, 2 Strands visible with Lt to Mod. spotty Orange Corrosion, white Grout, 2' penetration, Photo 108 @ 5:36 PM
4	Location Photo 109 @ 5:42 PM, Lt. Red/orange Corrosion to Trumpet, 1 strand visible with mod. Orange Corrosing – heavy flaking, white grout, 1' Penetration, Photo 110 @ 5:44 PM
5	Location Photo 111 @ 5:47 PM, No voids, No Corrosion, No Strands visible, Photo 112 @ 5:49 pm
6	Location Photo 113 @ 5:51 PM No Voids, No Corrosion, No Strands visible, Photo 114 @ 5:52 PM

10-7_ chip 2A

10/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 76

Looking Direction North or South

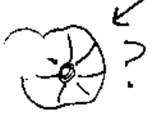
S.P. = still photo

Span Supported 76

ALL HOLES VIDEOED

Tendon	Condition
SP#9 1	SP10 Heavy red, yellow, black corr. on trumpet Tan grout 5" penetr
SP 11 2	SP 12 Small void; white grout; red corrosion in grout 4" penetr.
SP 13 3	SP 14 white grout; nothing else noted 4" penetr.
SP 15 4	SP 16 good white grout 4" penetr
SP 17 5	SP 18 4 visible strands heavy red corr. w/pitting on all four tan grout; heavy red corr. on trumpet. 24" penetr
SP 19 6	SP 20 minor red corr. on trumpet dark grey grout 4" penetr

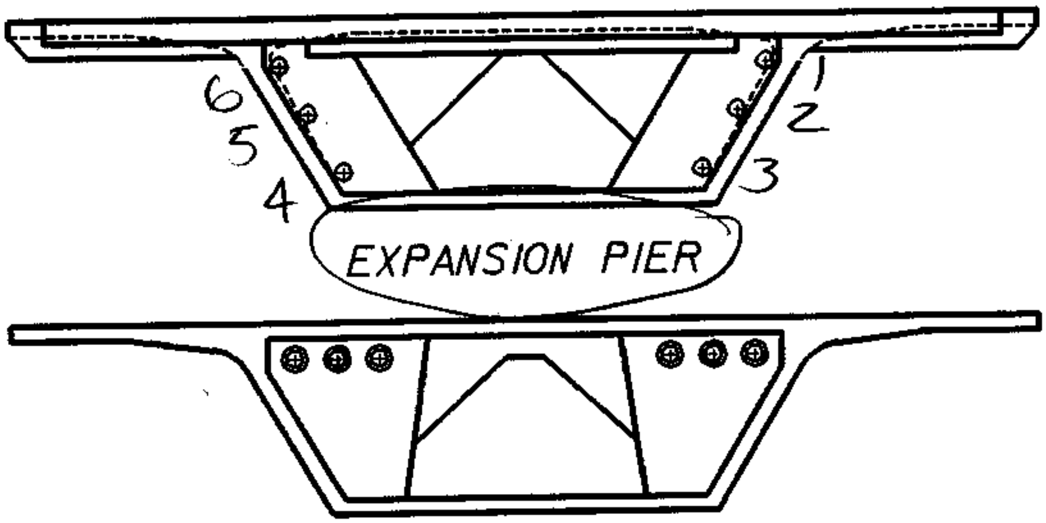
View S.photo



?

don't know what this is

10-11 — chip 2A



INTERIOR PIER

10/10/00

Expansion or Interior Pier No. 76

1-A

Direction North or South

Span Supported 76

Ron Bryan has been here!

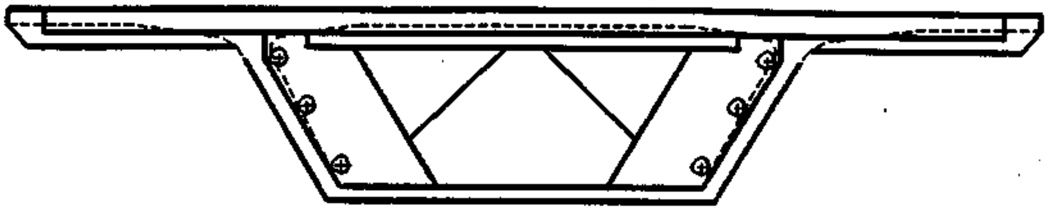
Tendon	No. of Strands	Void	Condition	Video	Camera
1					
2					
3					
4					
5	3 Visible Strands	5'+	See below	2:34	photo# 25, 26, 27, 28,
6					

2:34

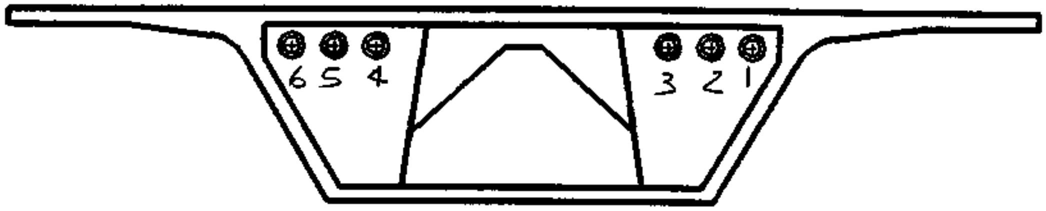
T-5 Cannot distinguish wires on strands on two strands. Severe corrosion, active corrosion cells.

10-7 _ chip 2A

10/6/00 8pm
1017 8am
amera 2 A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 77

Direction North or South

Span Supported 76

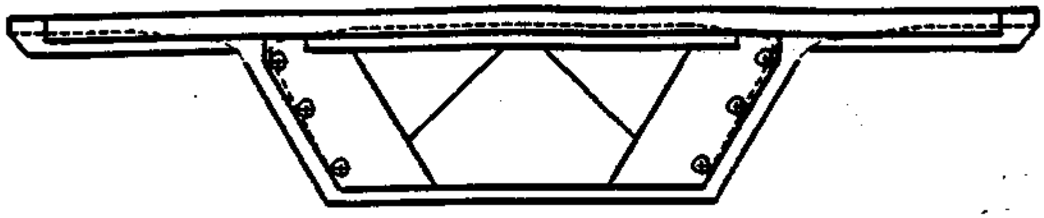
sp = still photo

ALL HOLES VIDEOED

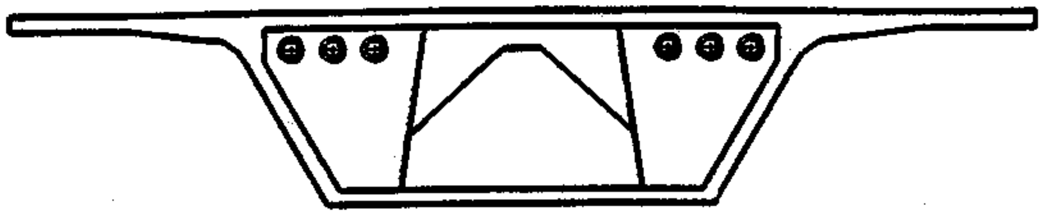
shallow hole

Tendon	Condition
SP 33 1	SP 34 hole only about 3/8" deep however, solid white grout
SP 35 2	SP 36 light red corr. on trumpet good white grout 4" penetr
SP 37 3	SP 38 White grout w/grout rubble 5" penetr
SP 39 4	SP 40 small void, tan grout 6" penetr
SP 41 5	SP 42 grey grout w/rubble; small void 4" penetr
SP 43 6	SP 44 red corr. on trumpet; grey grout w/rubble, small void penetr.

10-24 - chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 77

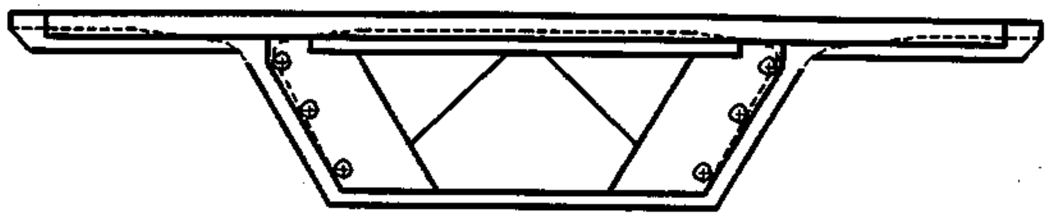
Span Supported 76 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	3/8" Drill Hole
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	

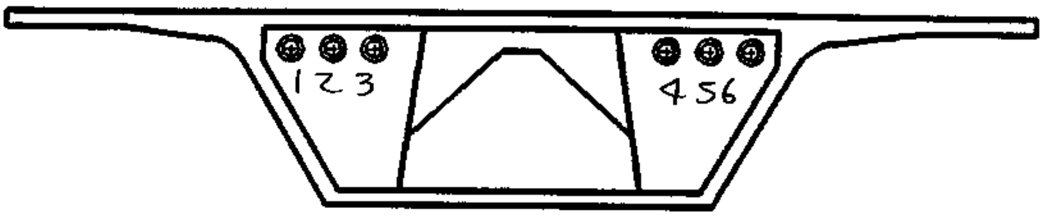
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-7_ chip 2A

10/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 77

Looking Direction North or South

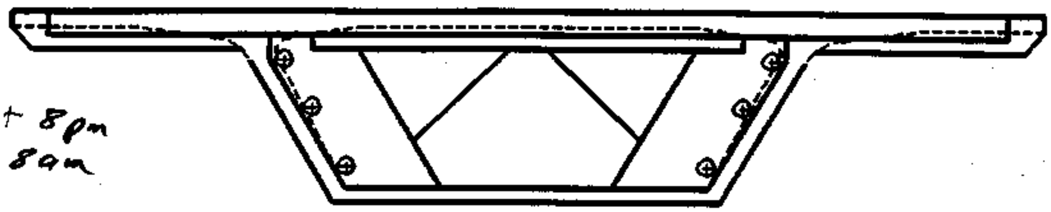
Sp = still photo

Span Supported 77

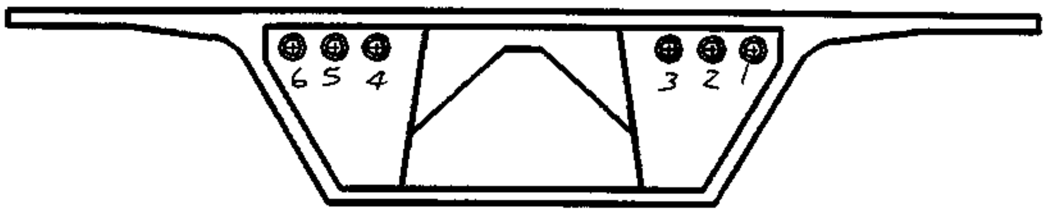
ALL HOLES VIDEOED

Tendon		Condition
SP 21 1	SP 22	small void; light yellow corr on trumpet Tan grout 6" penetr.
SP 23 2	SP 24	good white grout 4" penetr
SP 25 3	26	Good white grout 4" penetr.
SP 27 4	SP 28	Good white grout 4" penetr.
SP 29 5	SP 30	1 strand visible w/light red corr; small void light red corr. on trumpet 24" penetr
SP 31 6	SP 32	red/black corr on trumpet; grout debris & small void tan grout 4" penetr.

10-7 — chip 2A



EXPANSION PIER



INTERIOR PIER

16/00 night shift 8pm
1017 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric

Expansion or Interior Pier No. 78

SP = still photo

Looking Direction North or South

Span Supported 77

ALL HOLES VIDEOED

Tendon	Condition
SP 57 1	SP58 VOID IN TRUMPET/with red corr. white grout 18" penetr 4 strands visible in good condition.
SP 59 2	SP 60 small void grey grout 3 visible strands red corr on trumpet 24" penetr
SP 61 3	SP62 good white grout 4" penetr
SP 63 4	SP 64 Small void; tan grout 8" penetr.
SP 65 5	SP 66 good white grout 5" penetr.
SP 67 6	SP 68 see photo 68; hole not drilled thru, Looks like the vent hole could not be reached w/drill due to deformity in bottom of deck above.

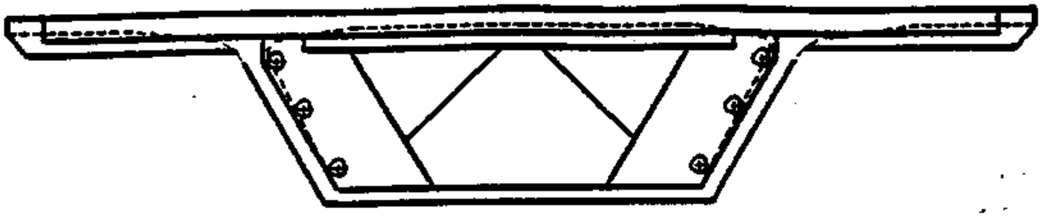
board is wrong. It reads T1N. SP. #59 should read T2N.

*

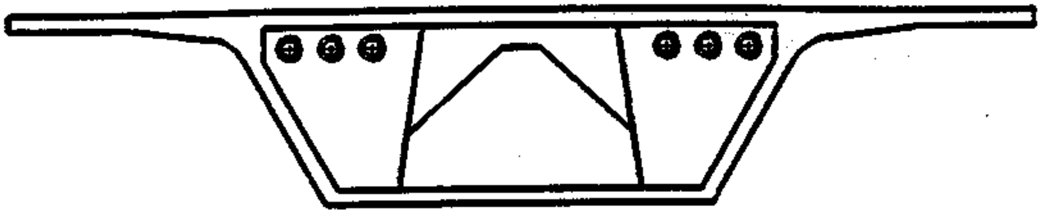
see photo SP 66

don't know what this is

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 78

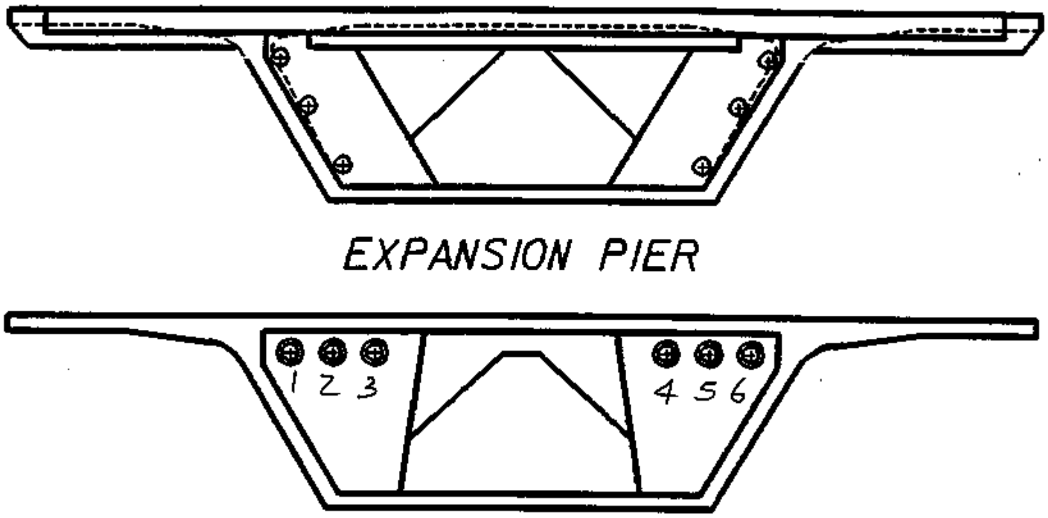
Span Supported 77 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	3" hole in anchor plate.

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-7 _ chip 2A

1A/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER

INTERIOR PIER

Expansion or Interior Pier No. 78

Looking **Direction** North **or South**

S.P. = still photo

Span Supported 78

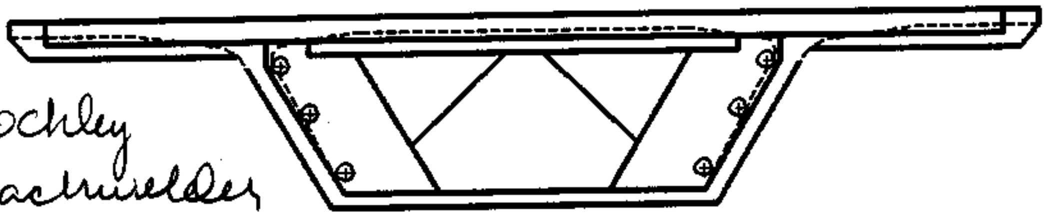
ALL HOLES VIDGOED

Tendon	Condition
SP 45 1	SP 46 Very little grout in trumpet in scoped area. red & yellow corr. in trumpet; pit in 1 wire 4 strands exposed w/red & yellow corr. 5" penetr.
SP 47 2	SP 48 solid white grout 4" penetr
SP 49 3	SP 50 Tan grout; can see corrugations in trumpet where the drill went. 6" penetr.
SP 51 4	SP 52 3 visible strands w/red, yellow & black corr. on trumpet Tan grout 3" penetr
SP 53 5	SP 54 Solid white grout 4" penetr
SP 55 6	SP 56 Solid white grout 4" penetr.

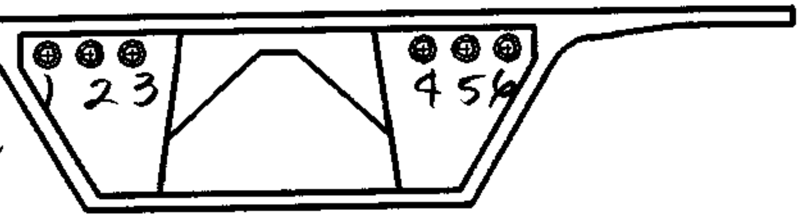
~~Pit in wire~~

10-11 — chip 2A

Doug Shockley
Julia Blackwelder
David Riley
Tom Kloppenstein
Bobby Mcquarrie



EXPANSION PIER



INTERIOR PIER

10/09/00

2-A

Expansion or Interior Pier No. 78

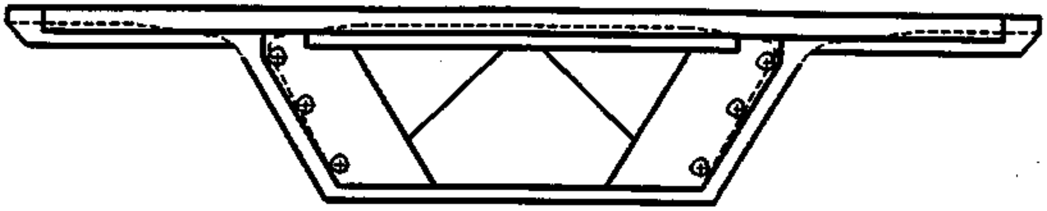
Looking Direction North or South

Span Supported 78

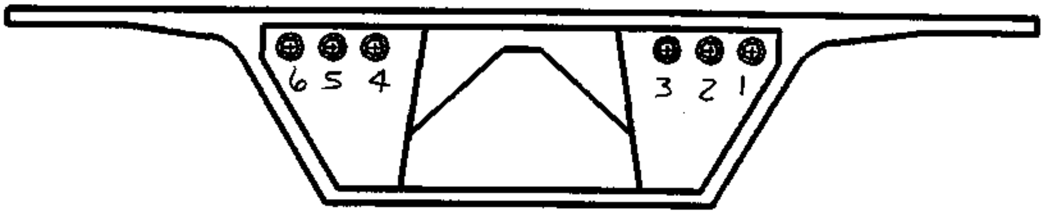
Tendon	No Strands	Void	Condition	Camera Time
1	5 strands visible	2½'+	Light Surface Corrosion	Photo# 23,24 2:26
2				
3				
4				
5				
6				

10-7 — chip 2A

~16/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

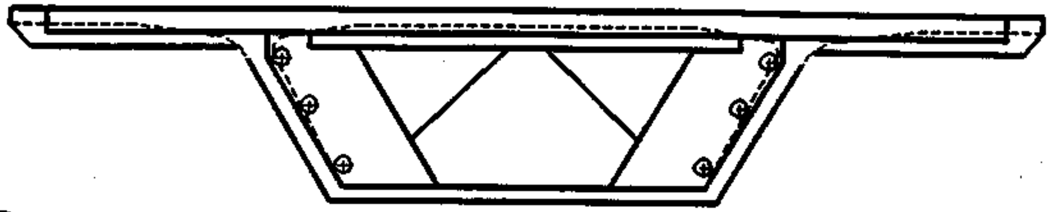
Expansion or Interior Pier No. 79

SP = still photo   Looking **Direction   North   or   South**

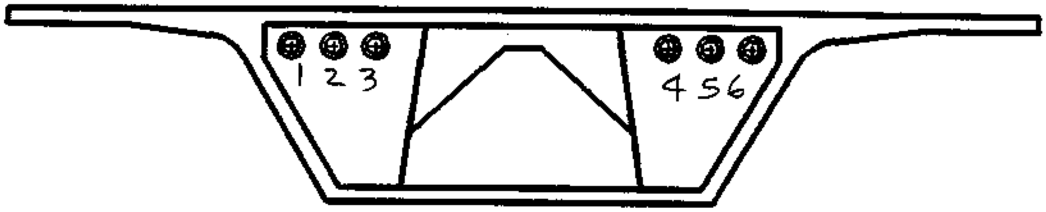
Span Supported 78

Tendon	Condition
SP 81 **1**	SP 82 Small void tan grout 3" penetr.
SP 83 **2**	SP 84 solid tan grout light red (minor) corr. on trumpet 4" penetr.
SP 85 **3**	SP 86 2 strands visible red corr on trumpet white grout 3' Penetration
SP 87 **4**	SP 88 solid white grout 3" Penetr
SP 89 **5**	SP 90 2 strands visible ; 1 strand & the trumpet has light red corr. 18" Penetr.
SP 91 **6**	SP 92 white grout w/small void Light red corr on trumpet. 6" Penetr.

10-7 chip 2A



EXPANSION PIER



INTERIOR PIER

3/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric

Sp = still photo

Expansion or Interior Pier No. 79

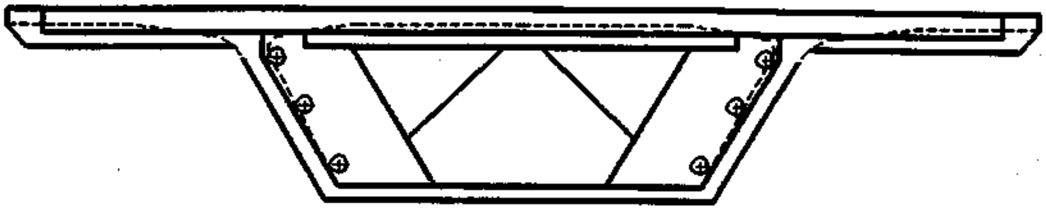
Looking Direction North or South

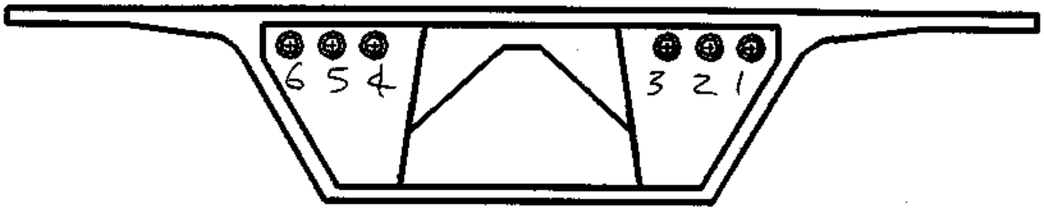
Span Supported 79

ALL HOLES VIDEOED

Tendon	Condition
SP 69 1	SP 70 live red corr. on trumpet tan grout 3" penetr.
SP 71 2	SP72 Void in grout; 3 strands visible (no corr.) light red corr. on trumpet 24" penetr
SP 73 3	SP 74 void 1 strand visible tan grout 11" penetr
SP 75 4	SP 76 Small void light red corr on trumpet tan grout 4" penetration
SP 77 5	SP 78 3 strands visible white grout 30" penetr.
SP 79 6	SP 80 3 strands visible (2 w/light red corr 1 w/grout on it) 5'+ penetr.

10-7_ chip 2A





10/6/00 8pm
10/7 8am
Camera 2A
John Godd in team
Huie
Steve
Eric

Expansion or Interior Pier No. 80

Looking Direction North or South

S.P. = still photo

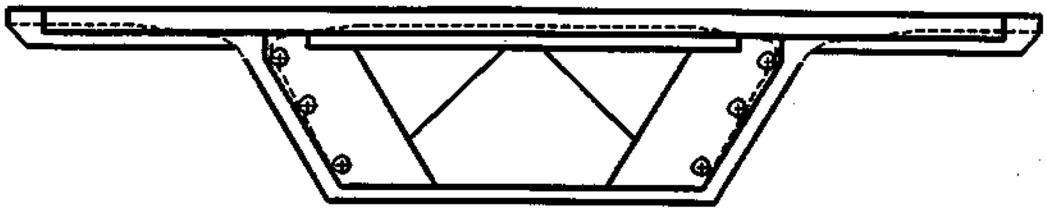
Span Supported 79

all holes videoed

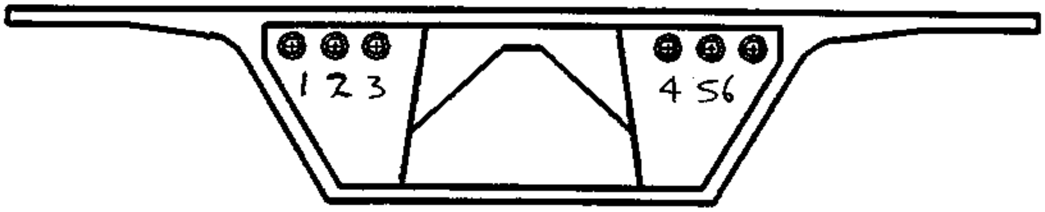
Tendon		Condition
SP 105 1	SP 106	Solid Tan grout 4" penetration
SP 107 2	SP 108	Solid white grout 4" Peneth
SP 109 3	SP 110	Solid white grout 4" Penetr.
SP 111 4	SP 112	Solid white grout 4" Penetr.
SP 113 5	SP 114	Solid White grout 6" Penetr.
SP 115 6	SP 116	White grout 3" Penetr.

10-7 – chip 2A

7/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 80

SP = still photo

Looking Direction North or South

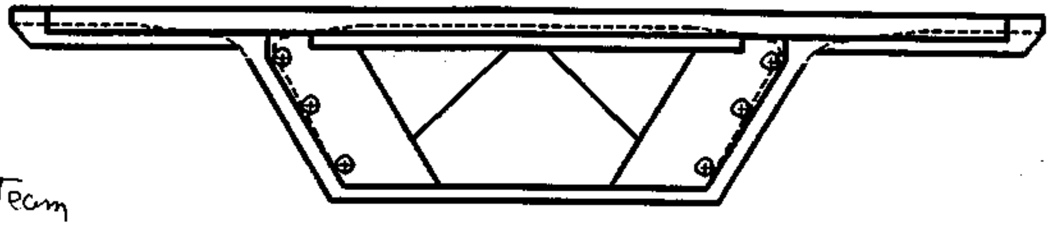
Span Supported 80

All Holes Videoed

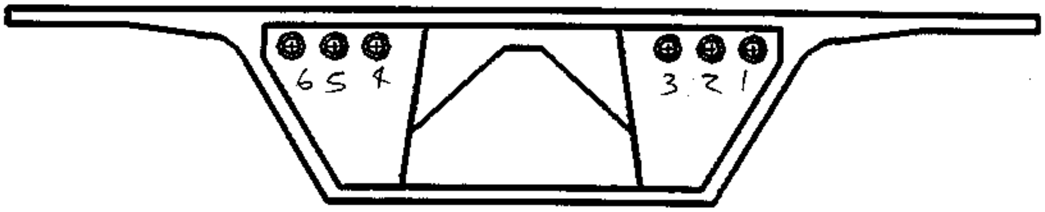
Tendon	Condition
SP 93 1	SP 94 Void red, yellow & black corr. on trumpet Tan grout 6" penetr.
SP 95 2	SP 96 yellow & black corr. on trumpet ~~tan~~ grout 4" penetr.
SP 97 3	SP 98 Small void; tan grout; light red corr on trumpet 10" penetr.
SP 99 4	SP 100 Small void 2 strands visible (grout coated) Trumpet has light red corrosion 6" Penetr.
SP 101 5	SP 102 Solid white grout 6" penetr.
SP 103 6	SP 104 3 strand visible coated w/white grout. Light red Corr on trumpet 5'+ penetr.

10-7—chip 2A

10/6/00 8pm
10/7 8am
Camera 2A
John Goddin Team
Huie
Steve
Eric



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 81

Looking **Direction North or South**

Sp = Still photo

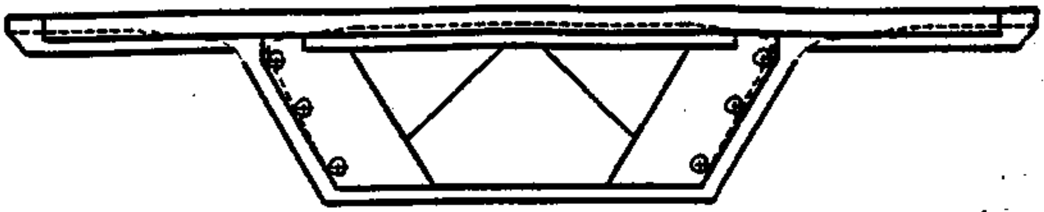
Span Supported 80

ALL HOLES VIDEOED

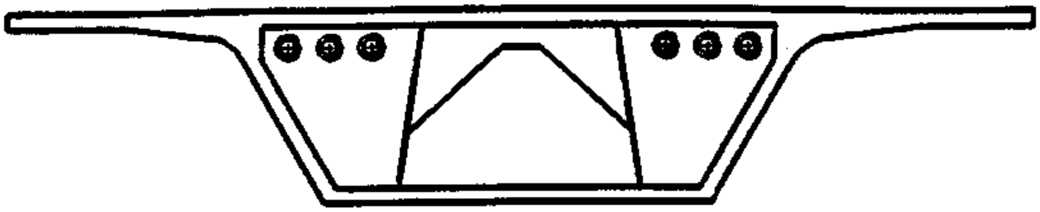
Tendon	**Condition**
SP 129 1	SP (NO) No drilled hole; the mastic was knocked off, but never drilled. The deck underside has a depression blocking drill access
SP130 2	SP 131 Small void Light red corr on trumpet 8" penetration
SP132 3	SP133 Tan grout 4 visible Strands w/red, yellow, black live corr. Pitting on all 4 strands Trumpet same kind of corr. 4" penetr
SP134 4	SP135 Solid white grout 4" penetr
SP136 5	SP137 grout rubble (tan grout) Trumpet has light red corrosion 5" Penetr
SP138 6	SP (NO) No drilled hole; same note as Tendon 1

* pitting

10-24 – chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 81

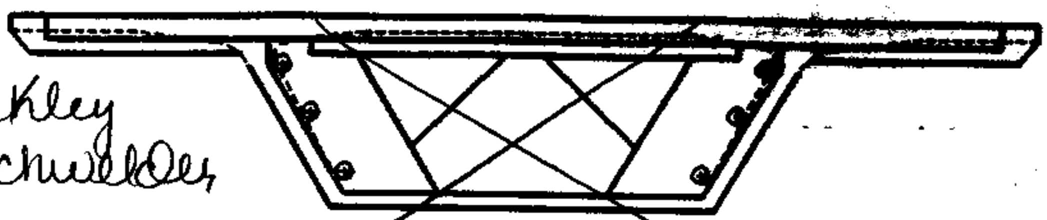
Span Supported 80 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	3/8" Drill Hole
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole

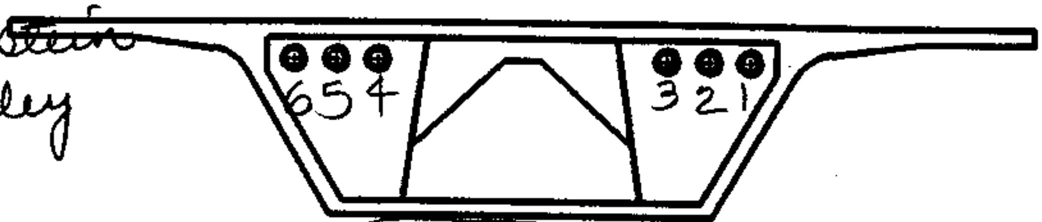
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-11 — chip 2A

Doug Shockley
Julia Blackwelder
Bobby Mcquarrie
Tom Klopfenstein
David Riley



~~EXPANSION PIER~~



INTERIOR PIER

10/9/00

2-A

Expansion or Interior Pier No. 81

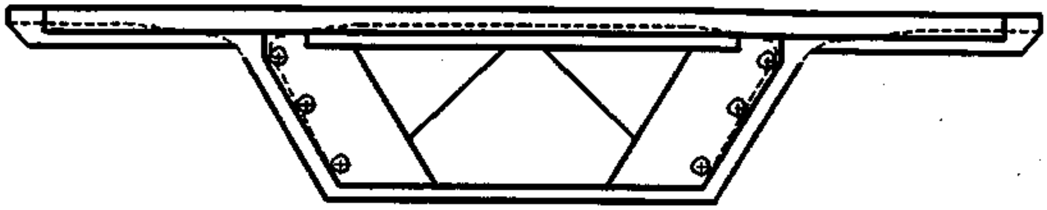
Looking Direction North or South

Span Supported 80

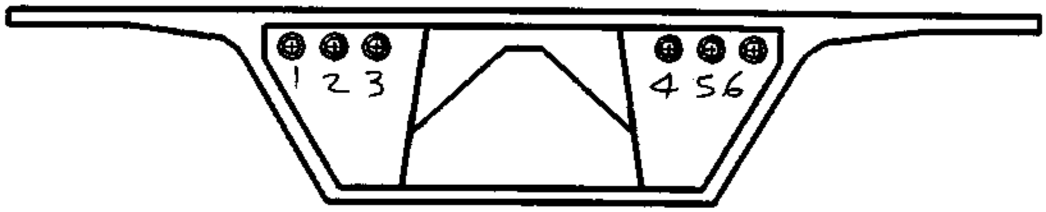
Tendon	No. of Strands		Condition	
1				
2				
3	4	5'+	Moderate to heavy red corrosion to strands there appears to be pitting to strands.	Photo 18,19 1:59 20,21,22
4				
5				
6				

10-7 chip 2A

/6/00 8pm
10/7 8am
Camera 2A
John Goddin
Hale
Steve
Eric



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 81

Looking Direction North or South

SP = still photo

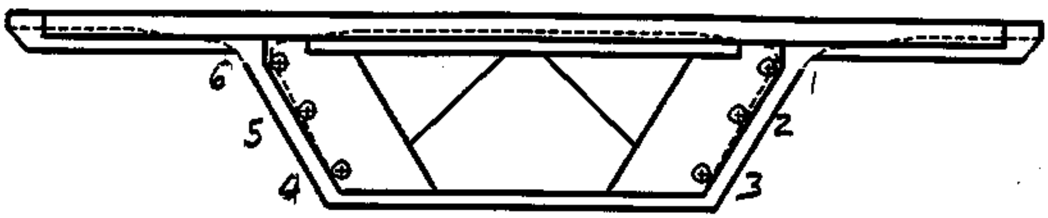
Span Supported 81

All HOLES VIDEOED

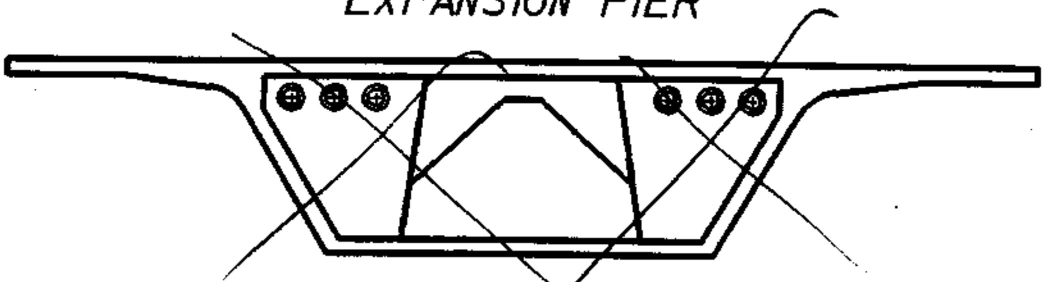
Tendon	Condition
SP 117 1	SP 118 Live red corr. on what appears to be anchor ring Tan grout. VOID (can see side of trumpet) 5" Penetr.
SP 119 2	SP 120 Solid white grout 5" penetr.
SP 121 3	SP 122 Solid white grout 4" penetr
SP 123 4	SP 124 Void w/light red corr on trumpet Tan grout 8" penetr
SP 125 5	SP 126 Solid white grout 5" penetr.
SP 127 6	SP 128 VOID w/rubble can't get by the rubble 3" penetr.

10-7— chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or ~~Interior~~ Pier No. 82

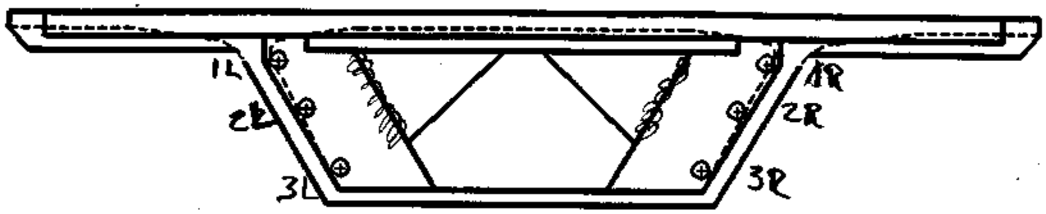
Looking ~~Direction~~ ~~North~~ or South

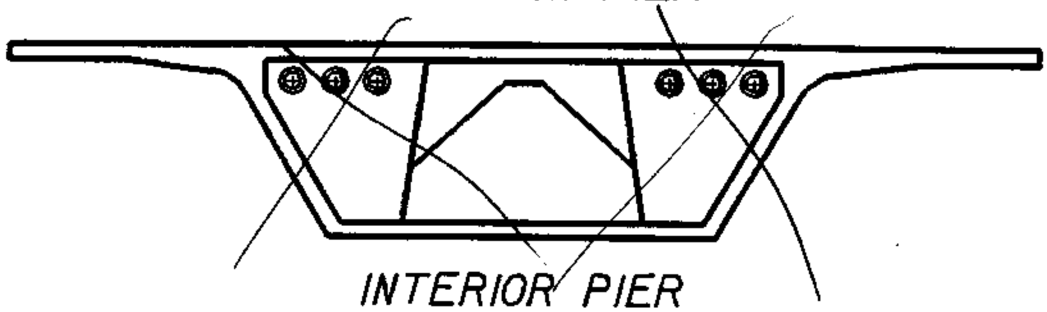
Span Supported 81

Tendon	Condition
1	Location Photo 1 @ 8:29AM, Spotty Lt. Orange Corrosion to Trumpet, Top of 1 Strand partially Visible with VERY light orange corrosion, White Grout, 1' penetration, Photo 2 @ 8:31 AM
2	Location Photo 3 @ 8:37 AM, No Corrosion, No Voids, White Grout Photo 4 @ 8:37 AM.
3	Location Photo 5 @ 8:39 AM, Very Lt. Orange corrosion to Trumpet, No Strands visible, Appears to be a very shallow void, White Grout, Photo 6 @ 8:40 AM.
4	Location Photo 19 @ 9:29 AM, No Corrosion, No Voids, White Grout, Photo 20 @ 9:30 AM
5	Location Photo 21 @ 9:32 AM, No Corrosion, No Voids, White Grout, Photo 22 @ 9:34AM.
6	Location Photo 23 @ 9:35 AM, No Corrosion, No Voids, White Grout, Photo 24 @ 9:35 AM.

10-7- chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B





Expansion or ~~Interior~~ Pier No. 82

Looking ~~Direction~~ North or ~~South~~

Span Supported 82 and 1/2 of 83

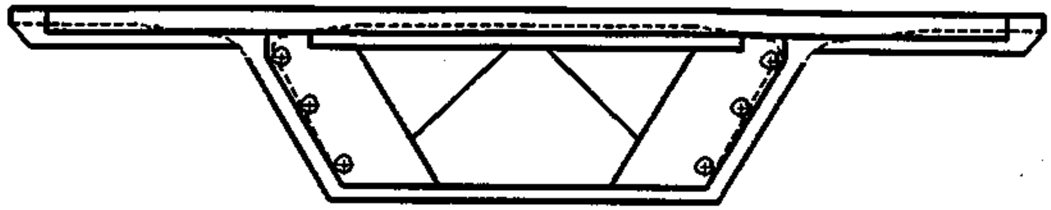
82

Span 83

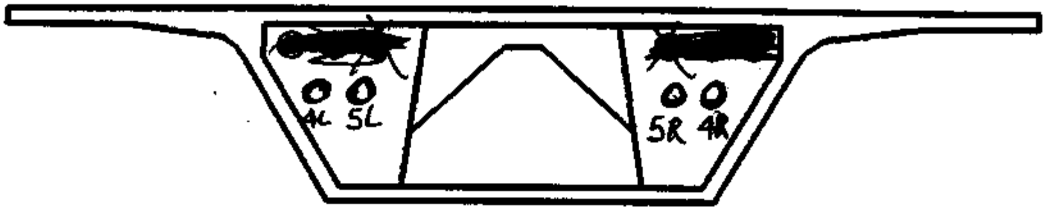
	Tendon	Condition
1L	1	Location Photo 7 @ 8:47 AM, very Lt. spotty orange corrosion to Trumpet, No Void, White Grout. Photo 8 @ 8:49 AM
2L	2	Location Photo 9 @ 8:51 AM, Lt. orange/Red corrosion to Trumpet, No strands visible, shallow void, white Grout, 1' penetration, Photo 10 @ 8:53 AM.
3L	3	Location Photo 11 @ 8:56 AM, very Lt. spotty orange corrosion to Trumpet, No Voids, White Grout. Photo 12 @ 8:57 AM
3R	3R	Location Photo 17 @ 9:21 AM, Lt. Red/Yellow/Orange Corrosion to Trumpet, Appears to be part of 1 Strand Visible with no apparent corrosion, White Grout, 1' Penetration, Photo 18 @ 9:25 AM.
2R	2R	Location Photo 15 @ 9:03 AM, Spotty Orange Corrosion to Trumpet, 1 Strand partially visible with Lt. orange spotty corrosion that may have fallen on strand from Trumpet. White Grout, 1' penetration (Photo 16 @ 9:06 AM)
1R	1R	Location Photo 15 @ 9:19 AM, No Voids, No Corrosion, Photo 16 @ 9:19 Am

10-7 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am–8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion or~~ Interior Pier No. 83

Direction North or ~~South~~

Span Supported South half of span 83

Tendon	Condition
4 Lt	Location Photo 25 @ 10:47 AM, spotty Yellow/Orange Corrosion to Trumpet, 3 Strands visible with No apparent corrosion, White Grout, 3' penetration, Photo 26 @ 10:52 AM.
5Lt	Location Photo 27 @ 10:55 AM, Lt. Red/Orange corrosion to Trumpet, No Strands visible, White Grout, 1.5' penetration Photo 28 @ 10:57 AM
5 Rt	Location Photo 29 @ 11:01 AM, Spotty orange corrosion to Trumpet, No strands visible, White Grout, 1.5' Penetration Photo 30 @ 11:02 AM
5 4 Rt	Location Photo 31 @ 11:04 AM, Very Lt. spotty orange corrosion to Trumpet, No Strands Visible, No Void, White Grout, Photo 32 @ 11:05 AM
6	

10-7 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
PhotoChip 1B

Span 83
Anchor Block 2
Near Side, Looking North
Supporting Span 83

T7 Lt Location Photo 33 @ 11:26 AM, Lt. Spotty Orange Corrosion to Trumpet, 4 Strands Visible with Very Lt. spotty corrosion, White Grout, 1.5' Penetration Photo 34 @ 11:27 AM

T7 Rt Location Photo 35 @ 11:28 AM, Very Spotty orange Corrosion to Trumpet, No Strands Visible, White Grout, .5' penetration Photo 36 @ 11:30 AM

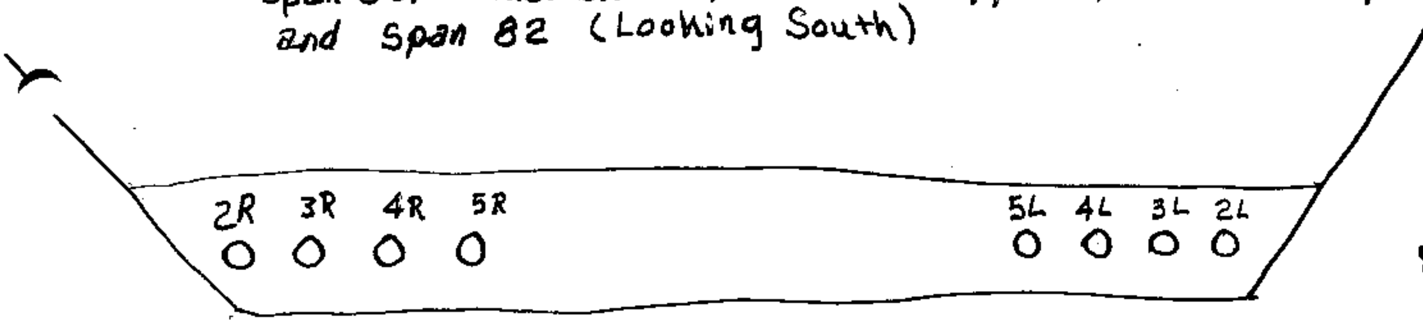
Span 83
Anchor Block 2
Far Side, Looking South
Supporting Span 83

T1 Lt. Location Photo 37 @ 11:37 AM, No Voids, No Corrosion White Grout, Photo 38 @ 11:38 AM

T1 Rt. Location Photo 39 @ 11:39 AM, Spotty Lt. Orange Corrosion to Trumpet, No Strands Visible, 6" penetration, White Grout, Photo 40 @ 11:40

10-7 — chip 1B

Span 83, Anchor Block 3, Far side, Supporting Southern 1/2 Span 83 and Span 82 (Looking South)



Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B

T2Rt. Location Photo 57 @ 2:44 PM, No corrosion, No voids, White Grout, Photo 58 @ 2:45 PM.

T3Rt. Location Photo 59 @ 2:47 PM, No corrosion, No Voids, White Grout, Photo 60 @ 2:48 PM.

T4Rt. Location Photo 61 @ 2:49 PM. No Corrosion, No Voids, White Grout, Photo 62 @ 2:50 PM.

T5Rt. Location Photo 63 @ 2:52 PM, No Corrosion, No Voids, White Grout, Photo 64 @ 2:53 PM.

T5Lt. Location Photo 65 @ 2:54 PM, No corrosion, No Voids, White Grout, Photo 66 @ 2:55 PM.

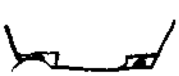
T4Lt. Location Photo 67 @ 3:02 PM, No Corrosion, No Voids, White Grout, Photo 68 @ 3:02 PM.

T3Lt. Location Photo 69 @ 3:03 PM, very Light Red/Orange spotty corrosion to Trumpet, No strands Visible, White Grout, 8" Penetration, Photo 70 @ 3:04 PM

T2Lt. Location Photo 71 @ 3:07 PM, No Corrosion, No Voids, White Grout, Photo 72 @ 3:08 PM.

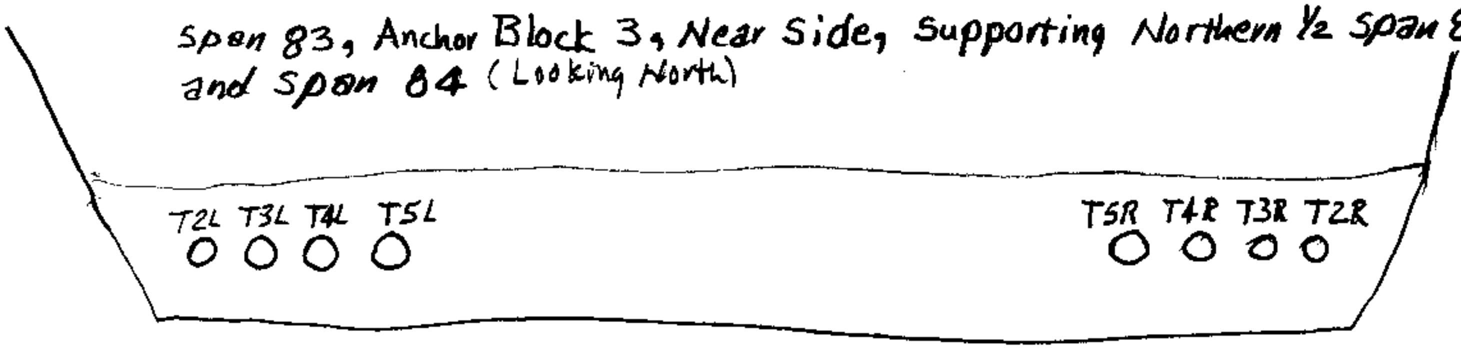
10-7 — dig 1B

Lanzo
Todd
Jerry
Ronnie
10/07/00
8am–8pm
Photochip 2



Anchor Block 1 has no drilled Holes (only has caps on NS)

Span 83, Anchor Block 3, Near Side, Supporting Northern ½ Span 83 and Span 84 (Looking North)



T2Lt. Location Photo 41 @ 11:49 AM, Lt. Spotty Orange Corrosion to Trumpet, 4 Strands visible with Orange/Black Light Corrosion, White Grouth 1.5' penetration, Photo 42 @ 11:51 AM

T3Lt Location Photo 43 @ 11:55 AM, No Corrosion, No Voids, White Grout, Photo 44 @ 11:56 AM

T4Lt. Location Photo 45 @ 11:57 AM, Very Lt. Orange Corrosion to Trumpet, No Strands Visible, small Void, White Grout, 6" penetration, Photo 46 @ 11:58 AM

T5Lt Location Photo 47 @ 12:00 AM, No Corrosion, No Voids, White Grout Photo 48 @ 12:01 AM.

T5 Rt Location Photo 49 @ 2:20 PM, No Corrosion, No Voids, White Grout, Photo 50 @ 2:22 PM

T4 Rt. Location Photo 51 @ 2:23 PM., No Corrosion, No Voids, white Grout, Photo 52 @ 2:24 PM

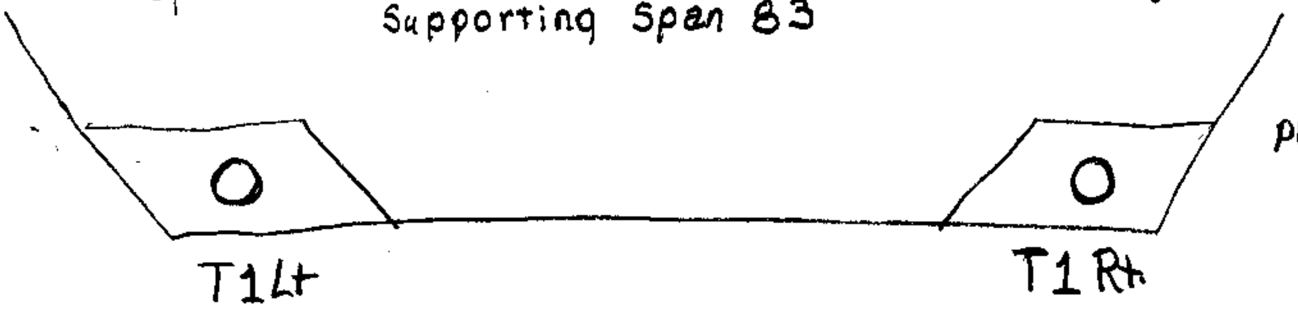
T3 Rt. Location Photo 53 @ 2:25 PM, Lt. Orange corrosion to Trumpet, 1 strand visible with No apparent corrosion, White Grout, 1' penetration. Photo 54 @ 2:27 PM.

T2 Rt Location Photo 55 @ 2:30 PM, No Corrosion, No Strands Visible, White Grout, 1.5' penetration, Photo 56 @ 2:33 PM

10-7 — chip 1B

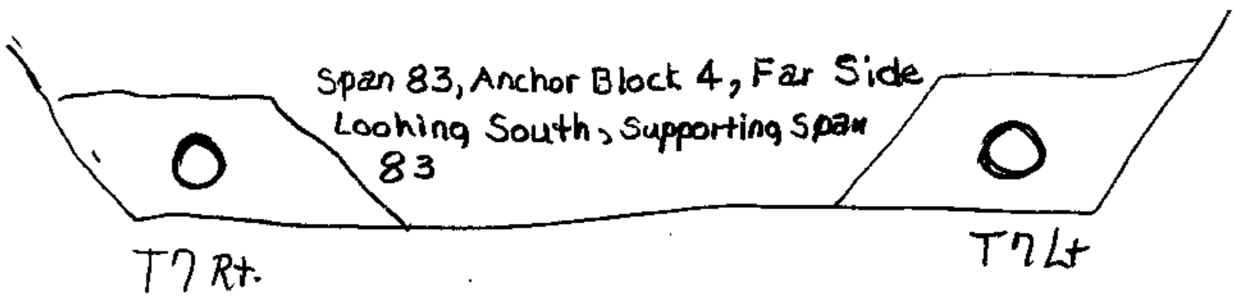
Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B

Span 83 Anchor Block 4, Near Side, Looking North
Supporting Span 83



T1 Lt. Location Photo 73 @ 3:17 PM, Lt. Orange corrosion to Trumpet, White Grout, 6" penetration. Photo 74 @ 3:18 PM.

T1 Rt. Location Photo 75 @ 3:21 PM, No corrosion, No Voids, White Grout, Photo 76 @ 3:22 PM



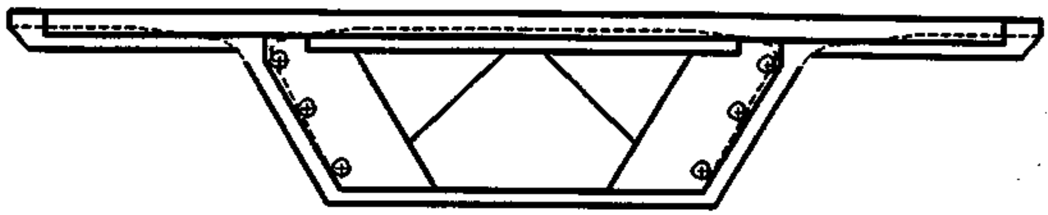
T7 Lt. Location Photo 77 @ 3:27 PM, Lt. Orange Corrosion to Trumpet, 5 Strands visible with Lt. Spotty Orange Corrosion, Lt. Gray Grout, 2' penetration, Photo 78 @ 3:30 PM

T7 Rt. Location Photo 79 @ 3:33 PM, Lt. Orange Spotty Corrosion to Trumpet, 1 Strand Partially Visible with No apparent Corrosion, Lt. Gray Grout, 1' Penetration, Photo 80 @ 3:35 PM

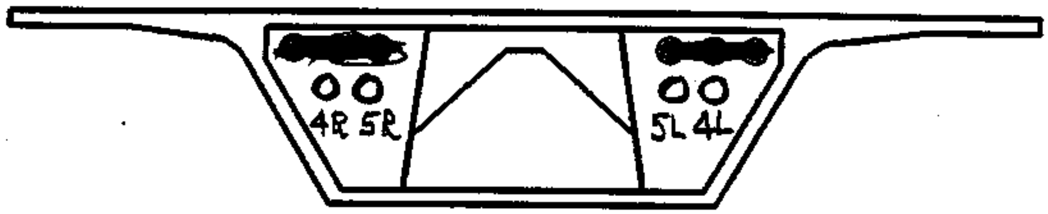
Anchor Block 5 (Far Side only) has No drilled Holes

10-7 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 84

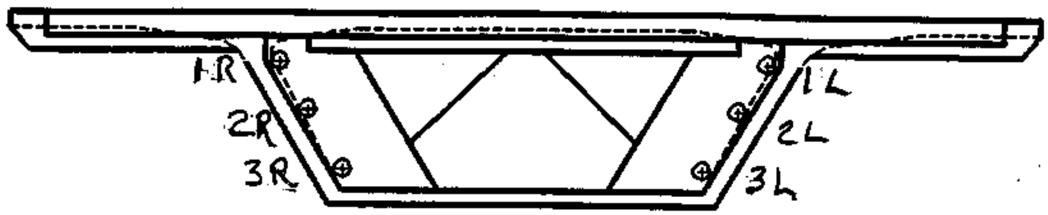
Looking ~~Direction~~ ~~North~~ or South

Span Supported 83

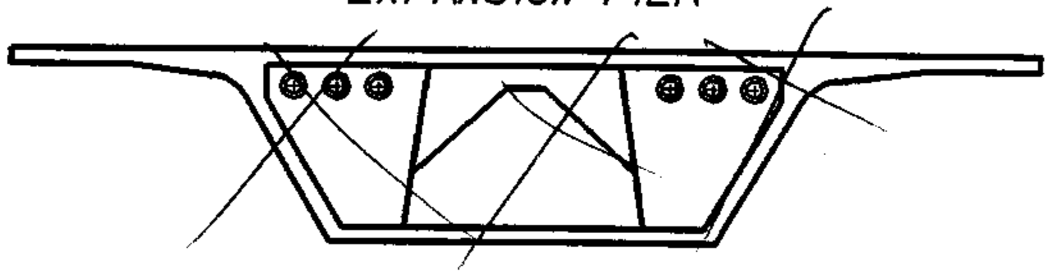
Tendon	Condition
4 Lt	Location Photo 81 @ 3:47 PM, Lt. Yellow/Orange Spotty Corrosion to Trumpet, No Strands Visible, Lt Gray Grout, 1' penetration, Photo 82 @ 3:48 PM.
5 Lt	Location Photo 83 @ 3:51 PM, Spotty Orange Corrosion to Trumpet, No Strands Visible, Lt. Gray Grout, 1' penetration, Photo 84 @ 3:52 PM
5 Rt	Location Photo 85 @ 3:54 PM, No Corrosion, No Voids, White Grout, Photo 86 @ 3:55 PM.
4 Rt	Location Photo 87 @ 3:57 PM, Very Spotty Orange Corrosion to Trumpet, No Strands Visible, White Grout, 7" Penetration, Photo 88 @ 3:58 PM

10-7 chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

Expansion or ~~Interior~~ Pier No. 85

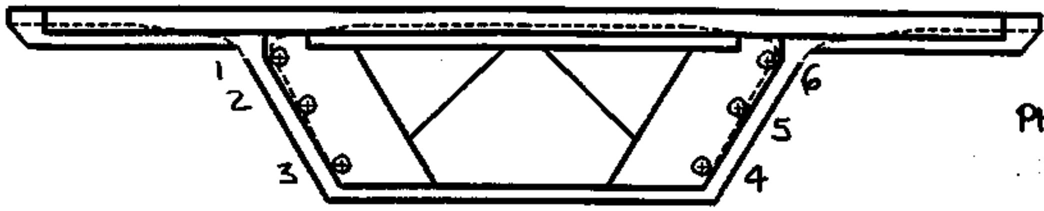
Looking Direction ~~North~~ or South

Span Supported 84

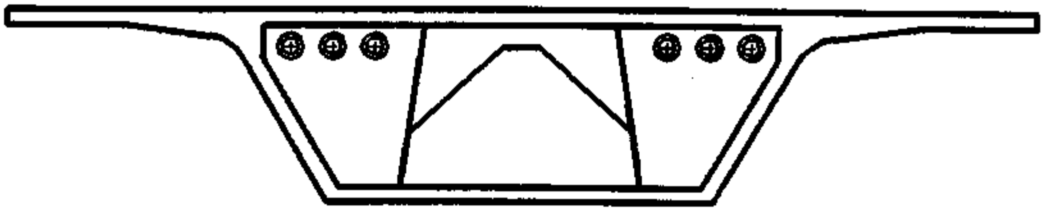
Tendon	Condition
1 Lt	Location Photo89 @ 4:08 PM, No corrosion, No Voids, White Grout, Photo90 @ 4:10 PM
2 Lt	Location Photo 91@ 4:12 PM, No corrosion, No Voids, White Grout, Photo 92@ 4:12 PM
3 Lt	Location Photo 93@ 4:14 PM, Spotty orange Corrosion to Trumpet, 2 Strands visible with Lt. spotty orange corrosion, 3' penetration, White Grout, Photo 94@ 4:18 PM
1 Rt	Location Photo 95@ 4:22 PM, No corrosion, No Voids, White Grout, Photo 96@ 4:22 PM.
2 Rt	Location Photo 97@ 4:24 PM, No Corrosion, No Voids, White Grout, Photo 98@ 4:24 PM.
3 Rt	Location Photo 99@ 4:26 PM, Spotty Orange Corrosion to Trumpet, No strands Visible, 6" penetration, White Grout Photo 100@ 4:26 PM

10-7 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am–8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

Expansion or ~~Interior~~ Pier No. 85

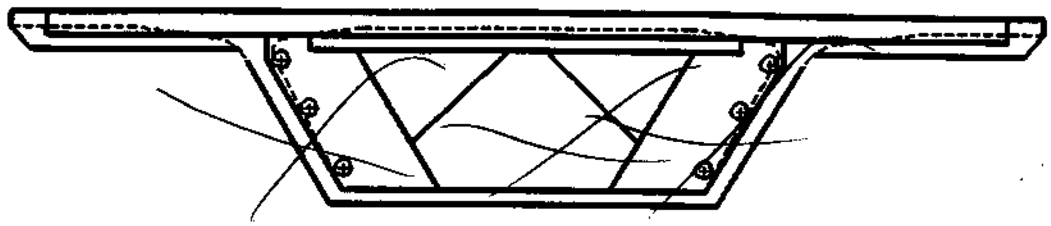
Looking ~~Direction~~ North or ~~South~~

Span Supported 85

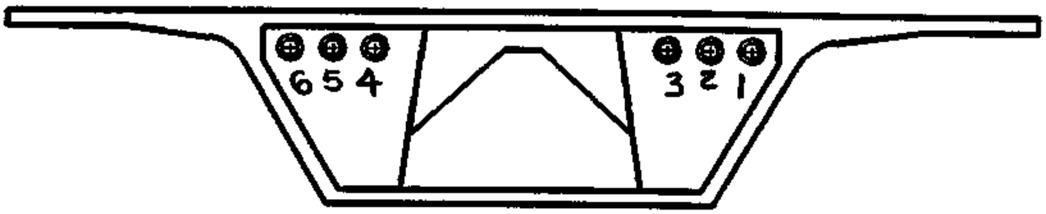
Tendon	Condition
1	Location Photo 107 @ 4:53 PM, No Corrosion, No Voids, White Grout, Photo 108 @ 4:53 PM.
2	Location Photo 109 @ 4:56 PM, Lt. Spotty Red/Orange Corrosion to Trumpet, No Strands Visible, White Grout, 6" Penetration, Photo 110 @ 4:56 PM
3	Location Photo 111 @ 4:59 PM, Very Spotty Red/Orange Corrosion to Trumpet, No Strands Visible, Lt. Gray Grout, 6" Penetration, Photo 112 @ 4:59 PM.
4	Location Photo 105 @ 4:48 PM, Lt. Red/Orange Corrosion to Trumpet, No strands visible, Lt. Gray Grout, 1" penetration, Photo 106 @ 4:50 PM.
5	Location Photo 103 @ 4:35 PM, No Corrosion, No Voids, White Grout, Photo 104 @ 4:36 PM.
6	Location Photo 101 @ 4:42 PM, Spotty Red/Orange Corrosion to Trumpet, No Strands Visible, Lt. Gray Grout, 1" Penetration, Photo 102 @ 4:42 PM.

10-7 chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 86

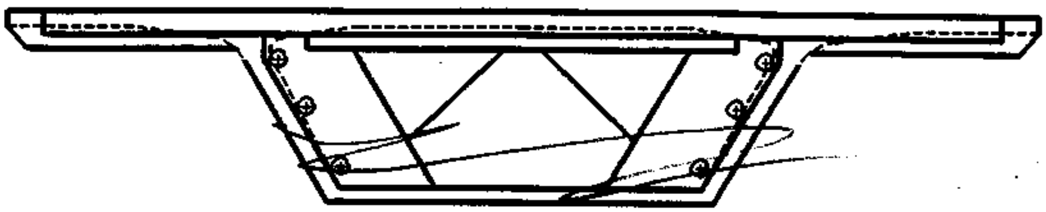
Looking ~~Direction~~ ~~North~~ or South

Span Supported 85

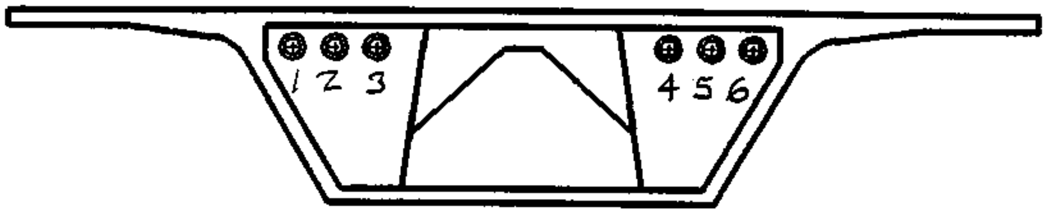
Tendon	Condition
1	Location Photo 125 @ 5:42 PM, Lt. Spotty Orange Corrosion to Trumpet, 1 Strand visible with very spotty Orange Corrosion, White Grout, 1' Penetration, Photo 126 @ 5:45 PM.
2	Location Photo 127 @ 5:48 PM, very Spotty Lt. Orange corrosion to Trumpet, No strands visible, White Grout, 6" Penetration, Photo 128 @ 5:50 PM.
3	Location Photo 129 @ 5:55 PM, Lt. Orange/Yellow Corrosion to Trumpet No Strands Visible, White Grout, 1' Penetration, Photo 130 @ 5:57 PM
4	Location Photo 131 @ 6:00 PM, No Corrosion to Trumpet, No strands visible, White Grout, 1.5' penetration, Photo 132 @ 6:02 PM.
5	Location Photo 133 @ 6:05 PM, No corrosion to Trumpet, No strands visible, White Grout, 7" penetration, Photo 134 @ 6:07 PM
6	Location Photo 135 @ 6:09 PM, No Corrosion, No Voids, White Grout, Photo 136 @ 6:11 PM.

10-7 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/07/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 86

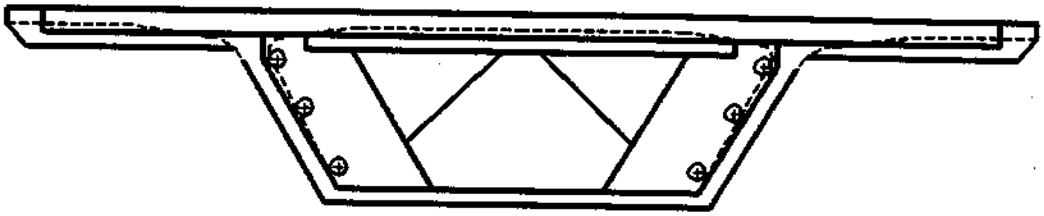
Looking ~~Direction~~ North or ~~South~~

Span Supported 86

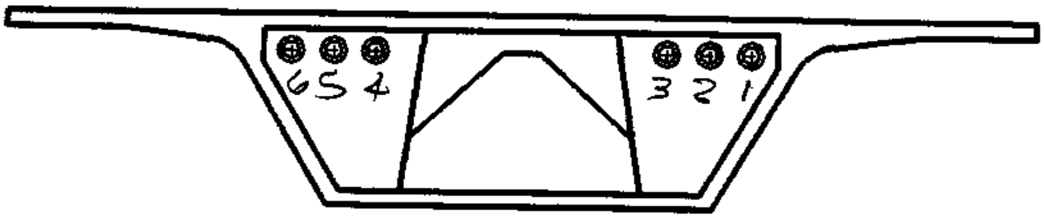
Tendon	Condition
1	Location Photo 113 @ 5:08 PM, Very Minor Spotty Orange Corrosion to Trumpet, No Strands visible, White Grout, 1.5' Penetration, Photo 114 @ 5:10 PM.
2	Location Photo 115 @ 5:15 PM, Lt. Spotty Orange Corrosion to Trumpet, No Strands visible, Lt. Gray Grout, 8" penetration, Photo 116 @ 5:17 PM.
3	Location Photo 117 @ 5:20 PM, Lt. Spotty Orange Corrosion to Trumpet, No Strands visible, White Grout, 8" Penetration, Photo 118 @ 5:21 PM.
4	Location Photo 119 @ 5:24 PM, Lt. orange corrosion to Trumpet, 2 strands visible with Spotty Orange corrosion, White Grout, 1' Penetration, Photo 120 @ 5:27 PM.
5	Location Photo 121 @ 5:30 PM, Lt. Red/Yellow Corrosion to Trumpet, 2 strands visible with orange spotty corrosion, White Grout, 5'+ Penetration, Photo 122 @ 5:33 PM.
6	Location Photo 123 @ 5:36 PM, No Corrosion, No Voids, White Grout, Photo 124 @ 5:37 PM.

10-8 — chip 2A

[illegible]/7/00 8pm
1018 8am
Camera 2A
John Goddin Team
Huie
Steve
Randall
Eric



EXPANSION PIER



INTERIOR PIER

SP = Still photo
r = red
y = yellow
b = black

Expansion or Interior Pier No. 87

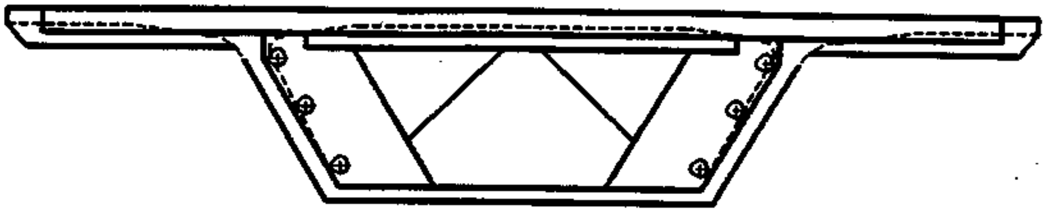
Direction North or South

Span Supported 86

ALL HOLES VIDEOED

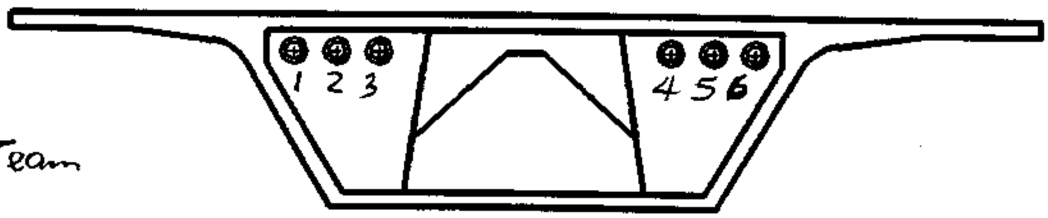
Tendon	Condition
SP 13 1	SP 14 Light red live corr. on trumpet Tan grout 6" penetr
SP 15 2	SP 16 r., y. corrosion on trumpet Tan grout w/small void 8" penetr.
SP 17 3	SP 18 r., y. live corr. on trumpet Small void tan grout 8" penetr.
SP 19 4	SP 20 solid white grout 4" penetr.
SP 21 5	SP 22 Solid white grout 4" penetr.
SP 23 6	SP 24 Solid white grout 4" penetr

10-8 — chip 2A



EXPANSION PIER

10/7/00 8pm
1018 8am
Camera 2A
John Godfin Team
Hui
Steve
Randall
Eric



INTERIOR PIER

Expansion or Interior Pier No. 87

Looking Direction North or South

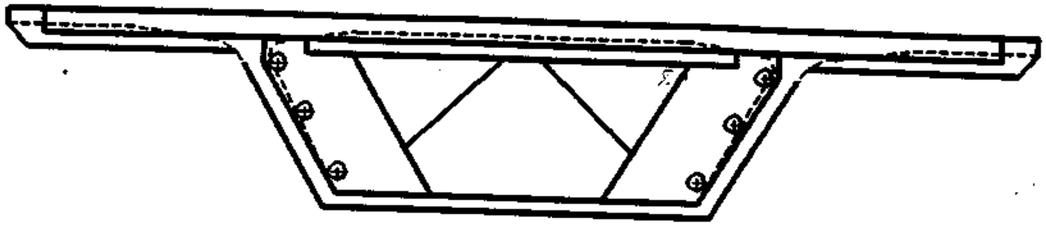
Span Supported 87

SP = still photo
r = red
y = yellow
b = black

ALL HOLES VIDEOED

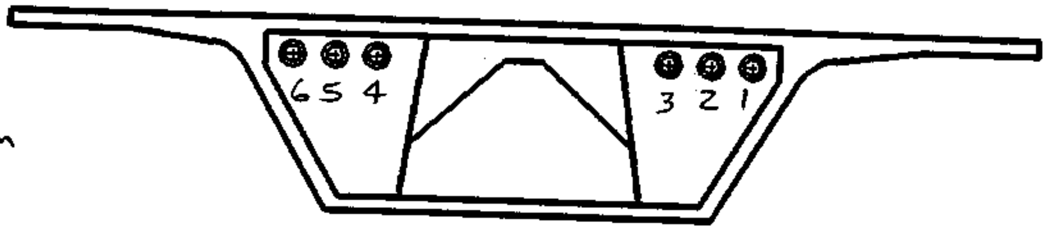
Tendon	Condition
SP 1 1	SP 2 4 strands exposed no corrosion white grout 5"+ penetration
SP 3 2	SP 4 Solid white grout 4" penetration
SP 5 3	SP 6 Light yellow & red corrosion in grout from trumpet. Small voids. 1 strand exposed w/grout coating Tan grout 8" penetr.
SP 7 4	SP 8 Light red corr. in grout from trumpet Solid tan grout. 6" penetr.
SP 9 5	SP 10 1 visible strand w/red, yellow & black corr. Same color corr on trumpet Tan grout 8" penetr.
SP 11 6	SP 12 Tan grout w/voids 8" penetr.

10-8 _ chip 2A



EXPANSION PIER

10/7/00 8pm
1018 8am
Camera 2A
John Goddin Team
Huie
Steve
Randall
Eric



INTERIOR PIER

SP = still photo
r = red
Y = yellow
b = black

Expansion or Interior Pier No. 88

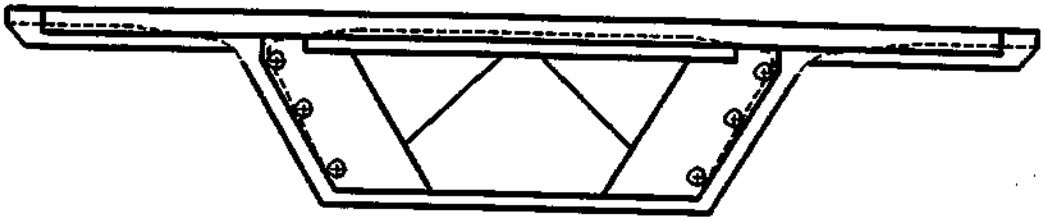
Direction North or South

Span Supported 87

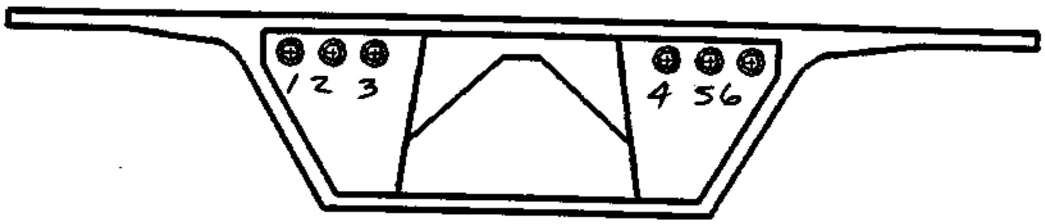
ALL HOLES VIDEOED

Tendon	Condition
SP 37 1	SP 38 4 Strands visible w/light red corr on all strand and trumpet Small void in tan grout 2' penetr
SP 39 2	SP 40 live red corr. on trumpet; 1 grout covered strand exposed Tan grout 8" penetr
SP 41 3	SP 42 Small void, tan grout w/rubble 6" penetr
SP 43 4	SP 44 small void; white grout w/rubble 4" penetr
SP 45 5	SP 46 solid white grout 4" penetr
SP 47 6	SP 48 solid white grout 1½" penetr.

10-8 — chip 2A



7/7/00 8pm
10/8 8am
Camera 2A
John Goddin Team
Huie
Steve
Randall
Eric



SP = still Photo
r = red
y = yellow
b = black

Expansion or ~~Interior~~ Pier No. 88

Direction North or South

Span Supported 88

ALL HOLES VIDEOED

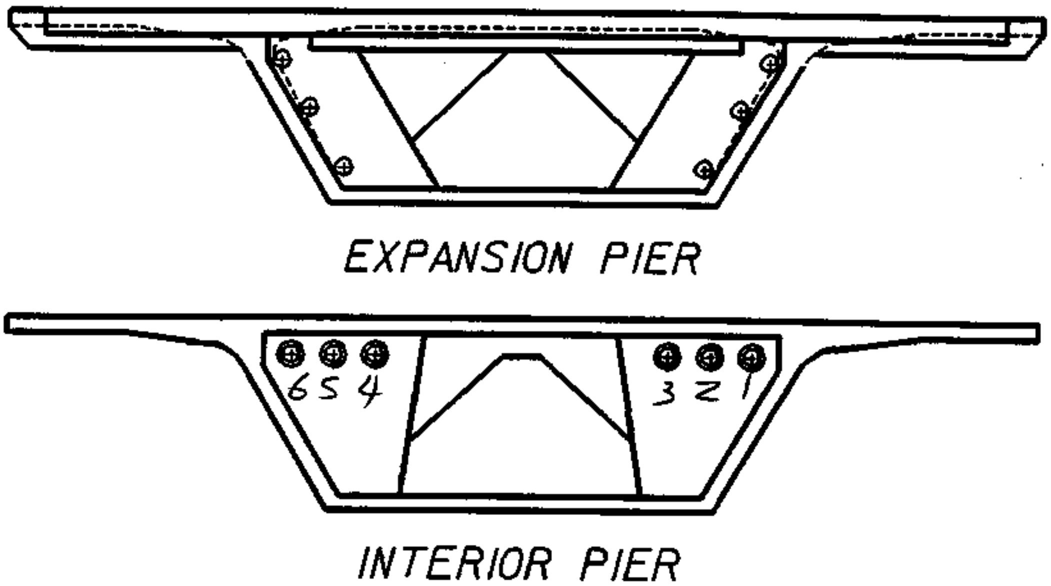
r-view
*

Tendon	Condition
SP 25 1	SP 26 Looks like a wire broke loose from a strand (NOT SURE) If this is true, there is red corrosion on 1 strand & trumpet wall. recommend review. 10" penetr.
SP 27 2	SP 28 solid white grout 4" penetr
SP 29 3	SP 30 3 Strands visible Light red corr on 1 strand; red corr on trumpet white grout 16" penetr
SP 31 4	SP 32 live red corrosion on trumpet void in grout (tan) 2' penetr
SP 33 5	SP 34 Small void; white grout 6" penetr
SP 35 6	SP 36 small void; tan grout; Light red corr. trumpet 8" penetr

10-8 — chip 2A

10/7/00 8pm
10/8 8am
Camera 2A
John Golden Team
Huie
Steve
Randall
Eric

SP = still photo



Expansion or Interior Pier No. 89

Direction North or South

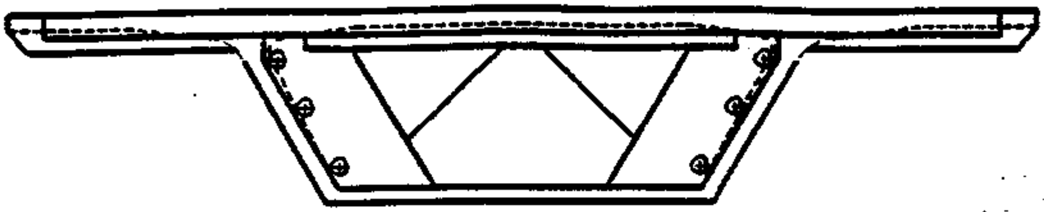
Span Supported 88

All Holes Videoed

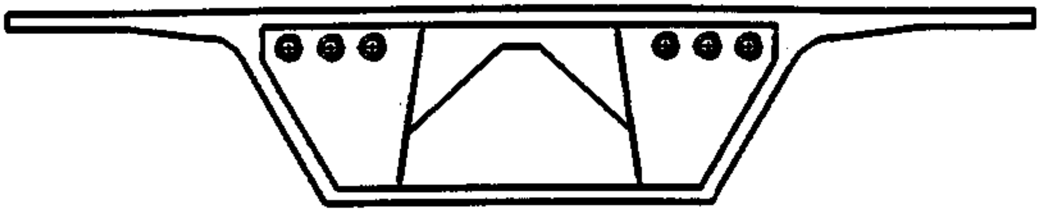
Tendon	Condition
SP 61 1	SP 62 Tan grout 3" penetr
SP 63 2	SP 64 Light red corr on trumpet Tan grout 24" penetr
SP 65 3	SP 66 Light red corr on trumpet 1 grout covered strand showing Tan grout 8" penetr
SP 67 4	SP 68 Solid tan grout 5' penetr
SP 69 5	SP 70 1 strand visible w/light red corr. Light red corr on trumpet Tan grout w/small void 6" penetr
SP 71 6	SP 72 3/4" penetr.

* shallow hole

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
LONZO, Jeff, ED
DAVID, Bill, Alto

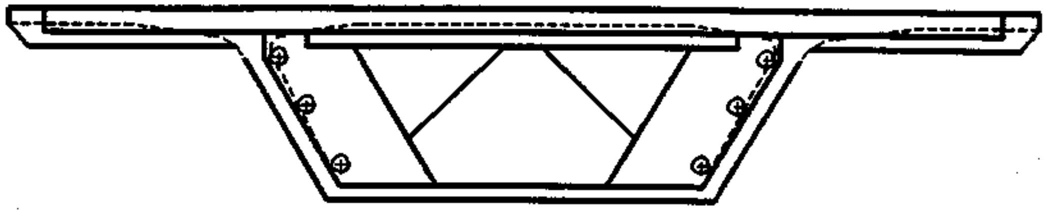
Expansion or Interior Pier No. 89

Span Supported 88 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole - anchor block

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

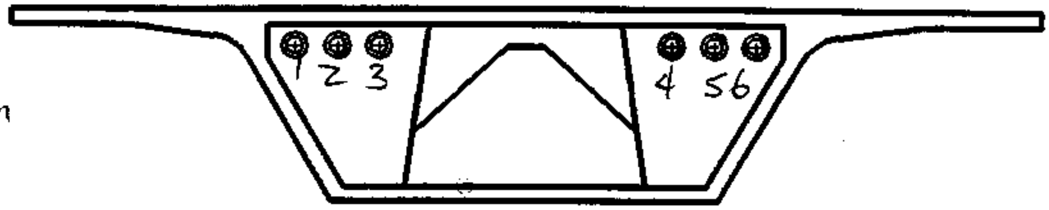
10-8 — chip 2A



EXPANSION PIER

10/7/00 8pm
10/8 8am
Camera 2A
John Goddin Team
Arie
Steve
Randall
Eric

SP= still photo



INTERIOR PIER

Expansion or Interior Pier No. 89

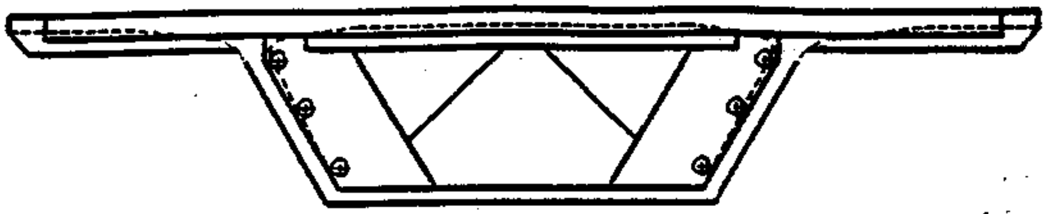
Direction North or South

Span Supported 89

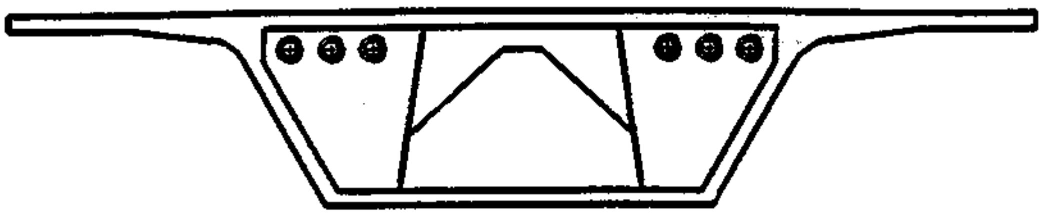
All Holes Videoed

Tendon	Condition
SP 49 1	SP 50 Light red corr on trumpet tan grout 6" penetr.
SP 51 2	SP 52 Solid white grout 1½" penetr.
SP 53 3	SP 54 Tan grout; Light red corr on trumpet 6" penetr.
SP 55 4	SP 56 Light red corr on trumpet; void in grout tan grout 8" penetr.
SP 57 5	SP 58 Light red corr on trumpet small void (tan grout) 6" penetr.
SP 59 6	SP 60 Light red corr on trumpet tan grout void @ end of hole 8" penetr.

10-24 _ chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 89

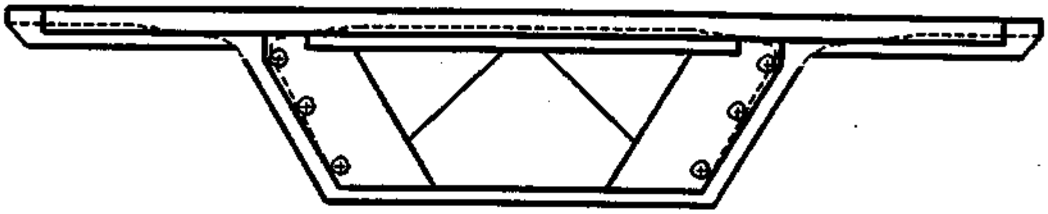
Span Supported 89 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	6" Drill Hole
TIME	3	
TIME	4	
TIME	5	
TIME	6	

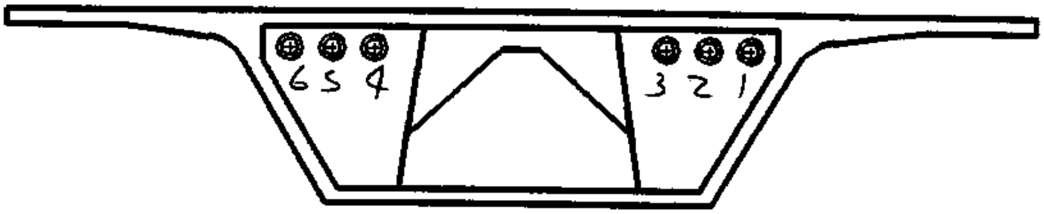
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 __ chip 2A

10/7/00 8pm
10/8 8am
Camera 2A
John Godd'in Team
Huie
Steve
Randall
Eric



EXPANSION PIER



INTERIOR PIER

SP = still photo

Expansion or Interior Pier No. 90

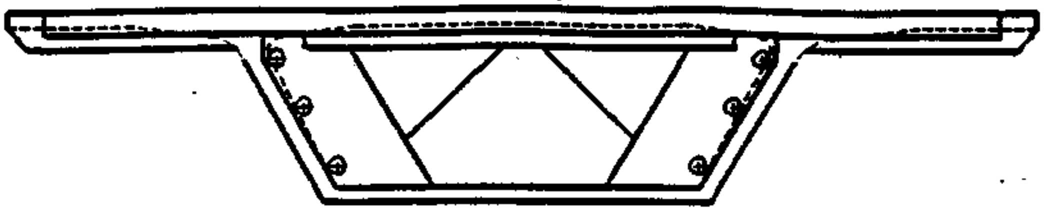
Direction North or South

Span Supported 89

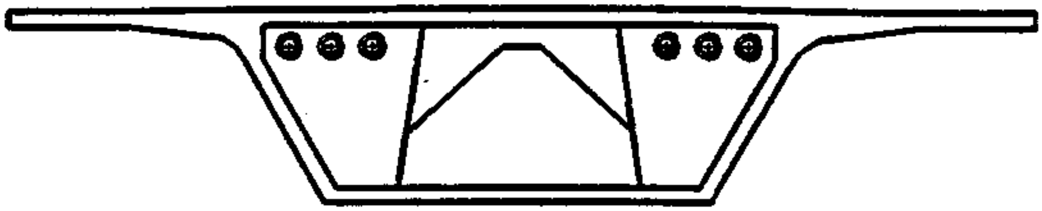
All Holes Videoed

Tendon	Condition
SP 85 1	SP 86 Tan grout Live red, yellow, black corr. on trumpet 8" penetr.
SP 87 2	SP 88 dark red corr. on trumpet/anchor plate Tan Grout 1½" penetr.
SP 89 3	SP 90 Tan grout w/rubble small void 4" penetr
SP 91 4	SP 92 solid white grout 4" penetr
SP 93 5	SP 94 solid white grout 4" penetr
* shallow hole SP 95 6	SP 96 solid white grout 1/2" penetr

10-24 - chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
LONZO, Jeff, ED
DAVID, Bill, AHo

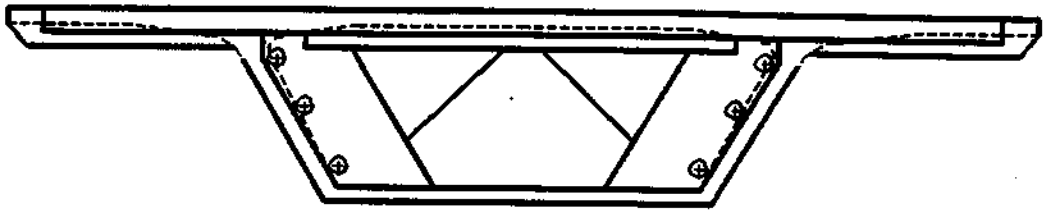
Expansion or Interior Pier No. 90

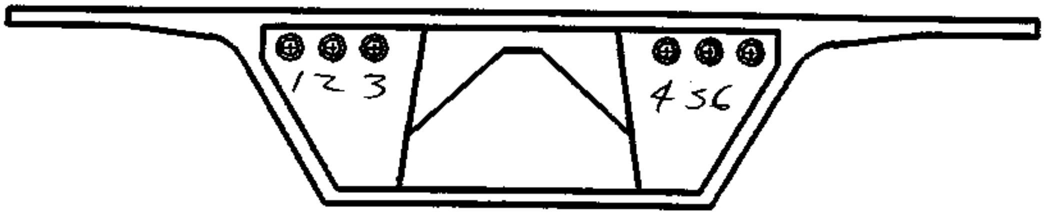
Span Supported 89 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	4" Drill Hole
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole - anchor block

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 chip 2A





10/7/00 8pm
10/8 8am
Camera 2 A
John Goddin Team
Hai
Steve
Randall
Eric

SP = still photo

Expansion or Interior Pier No. 90

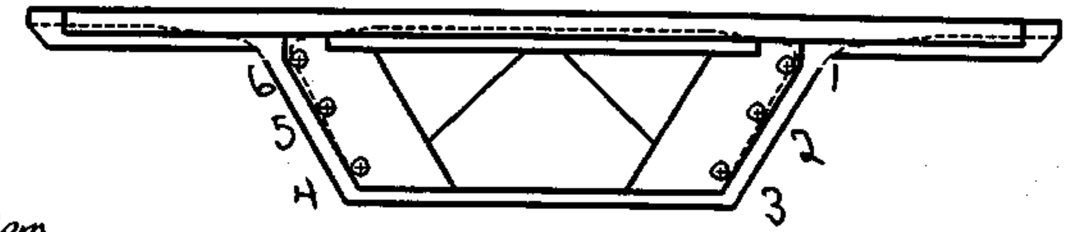
Direction North or South

Span Supported 90

All Holes Videoed

Tendon	Condition
SP 73 1	SP 74 Light red active corr on trumpet small void in grout; tan grout 12" Penetr
SP 75 2	SP 76 small void in tan grout Light red corr on trumpet 8" penetr
SP 77 3	SP 78 Small void in tan grout live red corr on trumpet 8" Penetr
SP 79 4	SP 80 white grout w/rubble 6" Penetr
SP 81 5	SP 82 solid white grout 6" penetr
SP 83 6	SP 84 Tan grout Live red & yellow corr on trumpet 8" penetr

10-8 — chip 2A



EXPANSION PIER

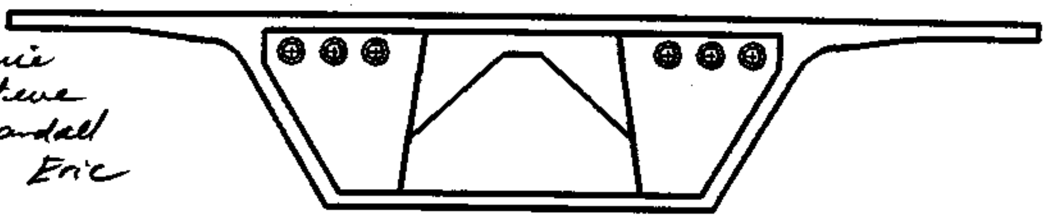
Camera 2A

10/7/2000 8pm
1018 8am

John Goddin
Team

Hui
Steve
Randall
Eric

sp = still Photo



INTERIOR PIER

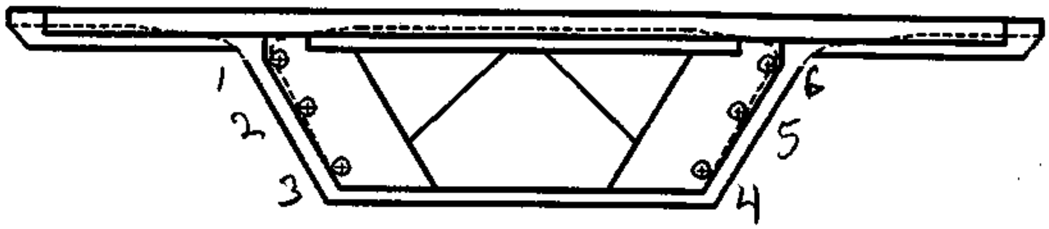
Expansion or Interior Pier No. 91

Direction North or South

Span Supported 90

Tendon	Condition
SP 97 1	SP 98 small void Tan grout 8" pentr
SP99 2	SP100 solid white grout 4" pentr
SP101 3	SP 102 solid white grout 4" pentr.
SP103 4	SP104 solid white grout 6" pentr
SP 105 5	sp 106 small void solid white grout 6" pentr
SP107 6	sp 108 small void Tan grout light Red corr. Trumpet 6" pentr

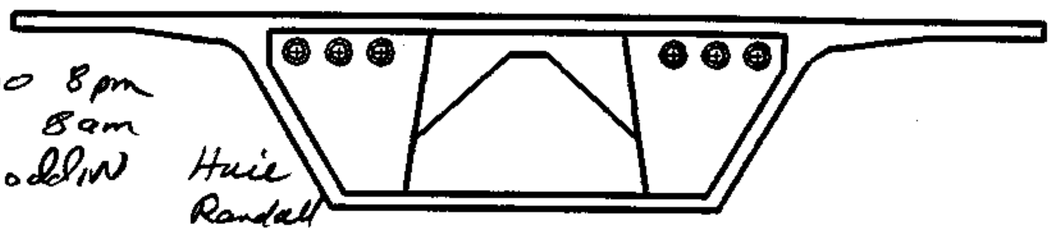
10-8 — chip 2A



EXPANSION PIER

Camera 2 A
10/7/2000 8pm
10/8 8am
John Goddin Team
sp = still Photo

Huie
Randall
Steve
Eric



INTERIOR PIER

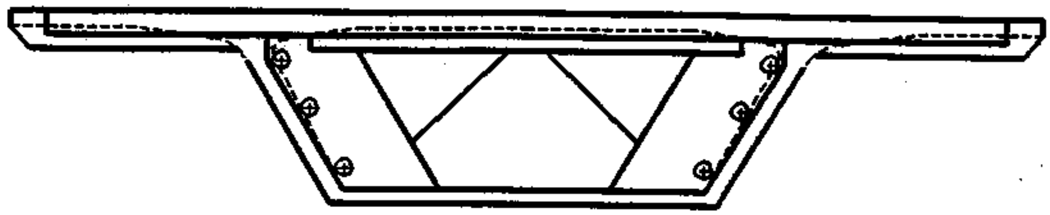
Expansion or Interior Pier No. 91

Direction North or South

Span Supported 91

Tendon	Condition
sp 109 1	SP 110 live Red corr, on trumpet TAN Grout with voids 10" pentr
sp 111 2	sp 112 solid white grout 3" pentr
sp 113 3	sp 114 solid white grout 4" pentr.
sp 115 4	sp 116 TAN grout 6" pentr
sp 117 5	sp 118 solid white grout 3" pentr.
sp 119 6	sp 120 live Red corr, ON Trumpet 2 small voids 10" pentr.

10-8 — chip 2A



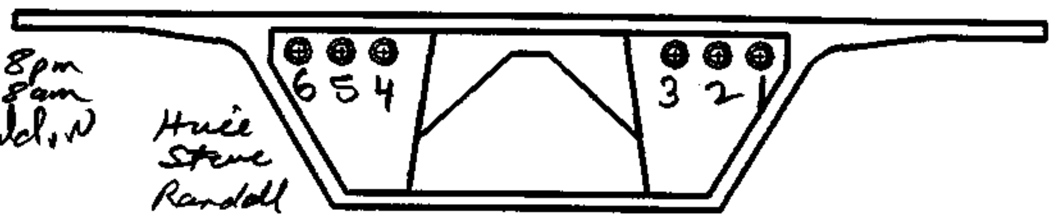
EXPANSION PIER

Camera 2A

10/17/2000 8pm
1018 8am
JOHN Goodlin
Team

Huie
Steve
Randall
Eric

SP = still photo



INTERIOR PIER

Expansion or Interior Pier No. 92

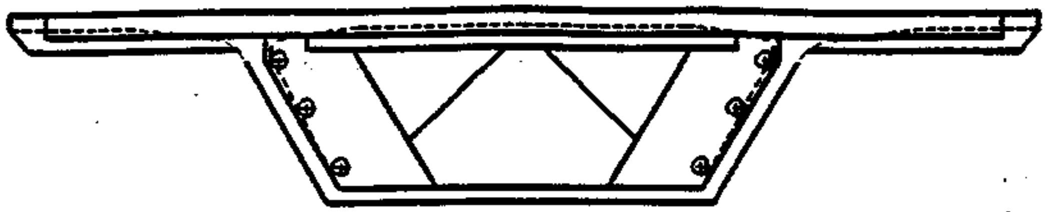
Direction North or South

Span Supported 91

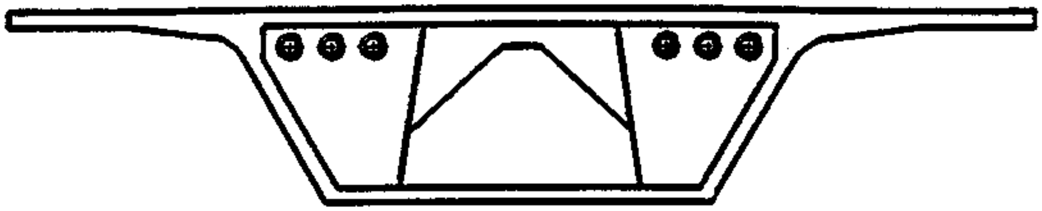
Tendon	Condition
SP133 1	SP134 light Red corr on Trupet TAN grout with void 8" pent.
SP135 2	SP136 solid white grout 3" pent.
SP137 3	SP138 white grout with rubble 3" pent.
SP139 4	SP140 TAN grout with void 6" pent.
SP141 5	SP142 light Red corrosion on Trumpet TAN grout with void 6" pent.
SP143 6	SP144 Solid white grout 1" pent.

Short
Hole

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

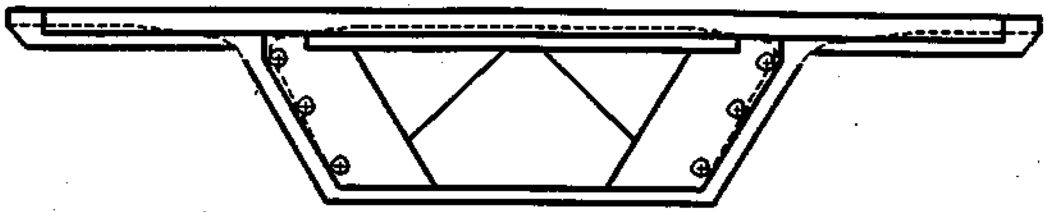
Expansion or Interior Pier No. 92

Span Supported 91 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

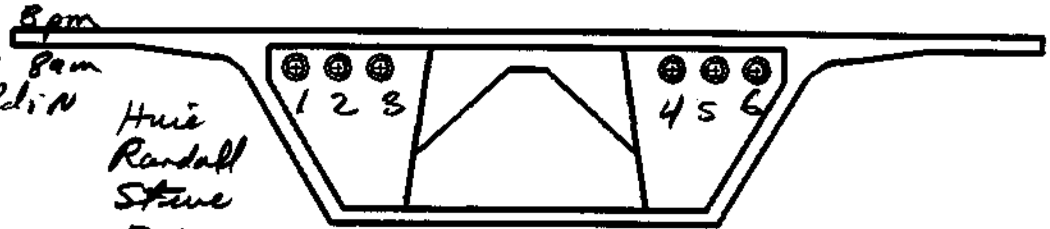
10-8 _ chip 2A



EXPANSION PIER

Camera 2A

10/7/2000 8pm
10/8 8am
John Goldin
Team



Huie
Randall
Steve
Eric

INTERIOR PIER

SP = still photo

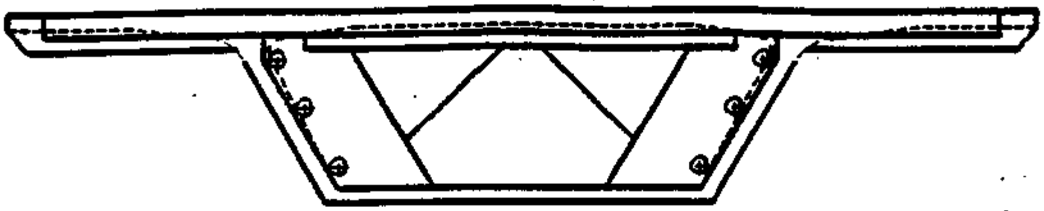
Expansion or Interior Pier No. 92

Direction North or South

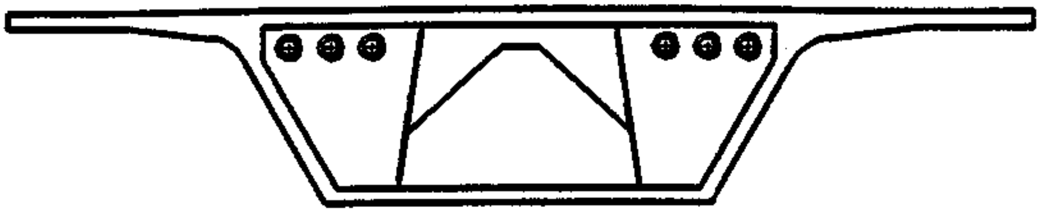
Span Supported 92

Tendon	Condition
sp 121 1	sp 122 TAN grout with voids 8" pentr.
sp 123 2	sp 124 live Red, Yellow corr. on trumpet TAN grout with void 10" pentr.
sp 125 3	sp 126 solid TAN grout 1" pentr.
sp 127 4	sp 128 1 strand with grout cover TAN grout with voids 10" pentr.
sp 129 5	sp 130 light Red erossion on Trumpet TAN grout with void 14" pentr.
sp 131 6	sp 132 live Red, Yellow, Black. Corr. on Trupet and strands TAN grout 4 exposed strands 5'+ pentr.

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

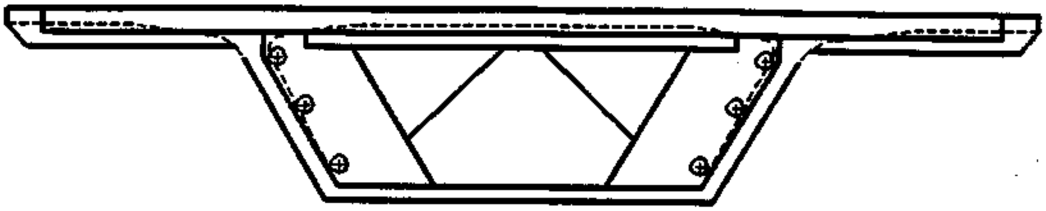
Expansion or Interior Pier No. 92

Span Supported 92 NEAR END or FAR END ANCHOR

	Tendon	Condition
IME	1	
TIME	2	
TIME	3	4" Drill Hole
TIME	4	
TIME	5	
TIME	6	

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 _ chip2A



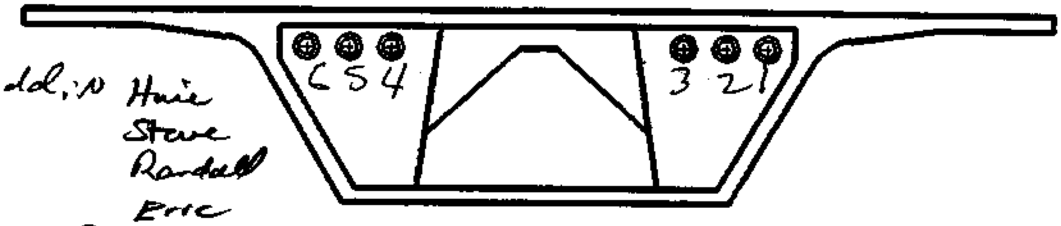
EXPANSION PIER

Camera 2A

John Goddin Team

Huie
Steve
Randall
Eric

10/7/2000 8pm
10/8 8am



INTERIOR PIER

Sp = still Photo

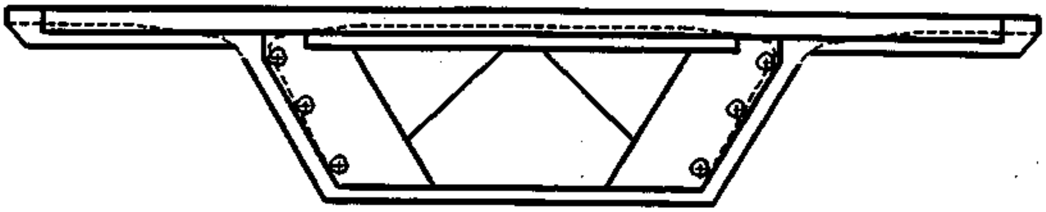
Expansion or Interior Pier No. 93

Direction North or South

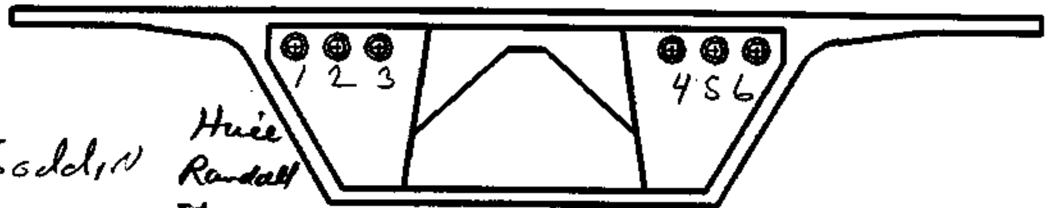
Span Supported 92

Tendon	Condition
Sp 157 1	Sp 158 Tan grout with void 6" pentra
Sp 159 2	Sp 160 Heavy, Red yellow Black corrosion Tan grout with void 6" pentra
Sp 161 3	Sp 162 Tan grout with Rubble 4" pentra
Sp 163 4	Sp 164 Red live corr. on Trumpet Tan grout with void 15" Pentra
Sp 165 5	Sp 166 light Red corrosion on Trumpet Tan grout with void 5" Pentra
Sp 167 6	Sp 168 light red & yellow crossion on Trumpet white grout with void 26" Pentra

10-8 — dip 2A



EXPANSION PIER



INTERIOR PIER

Camera 2A

JOHN Goddin Team

Huie
Randall
Steve
Eric

10/7/2000 8pm
10/8 8am

sp - still photo

Expansion or Interior Pier No. 93

Direction North or South

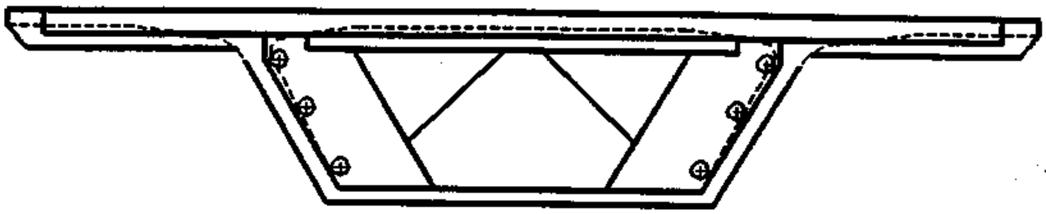
Span Supported 93

Tendon	Condition
sp 145 1	sp 146 light Red corr. on Trumpet TAN grout with void 10" pentr.
sp 147 2	sp 148 Red, yellow, crossion on Trumpet TAN grout with void 10" pentr.
sp 149 3	sp 150 light red crossion on strans TAN grout 2 strans visable, void 14" pentr.
sp 151 4	sp 152 Solid white grout 6" pentr.
sp 153 5	sp 154 light Red Corrosion Trumpet TAN grout with void 7" pentr.
sp 155 6	sp 156 light Red corri. on Trumpet TAN grout void 8" pentr.

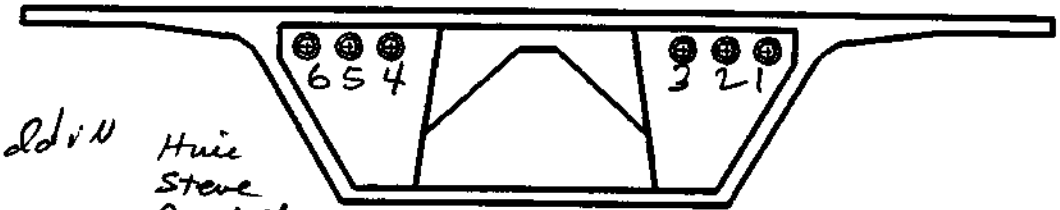
Review
✕

(✕ Review) There is a mass of someting that looks like the end of a broken strand at 1 angle; at a different angle it loses that appearance.

10-8 — chip 2A



EXPANSION PIER



INTERIOR PIER

Camera 2A

John Goddin Team

Huie
Steve
Randall
Eric

10-7-2000 8pm
10/8 8am

SP = Still Photo

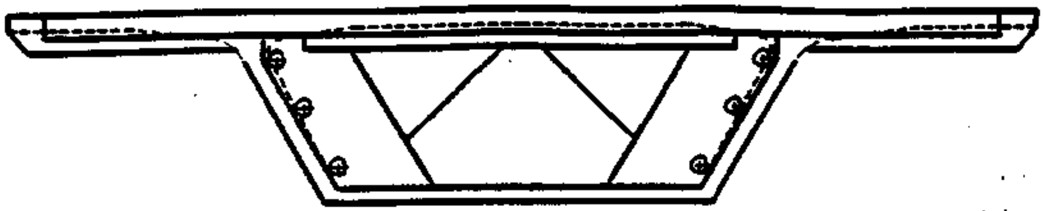
Expansion or Interior Pier No. 94

Direction North or South

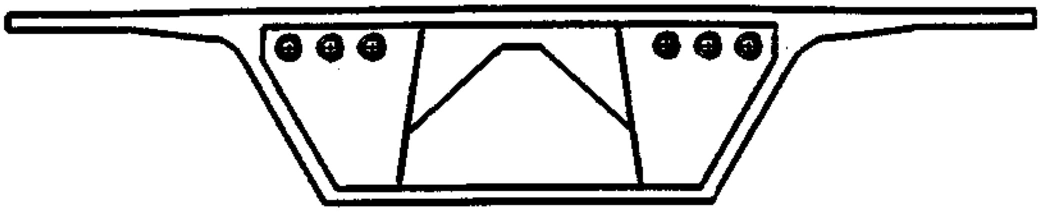
Span Supported 93

Tendon	Condition
SP 181 1	SP 182 Tan grout 3" penetrat
SP 183 2	SP 184 TAN grout 8" penetratio
SP 185 3	SP 186 Heavy Red Corrosion on Trumpet TAN grout 2" penetra.
SP 187 4	SP 188 solid white grout 3" penetra
SP 189 5	SP 190 light Red e rosion on trumpet TAN grout 5" penetra
Short Hole SP 191 6	SP 192 1/2" penetra

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
LONZO, Jeff, ED
DAVID, Bill, Alto

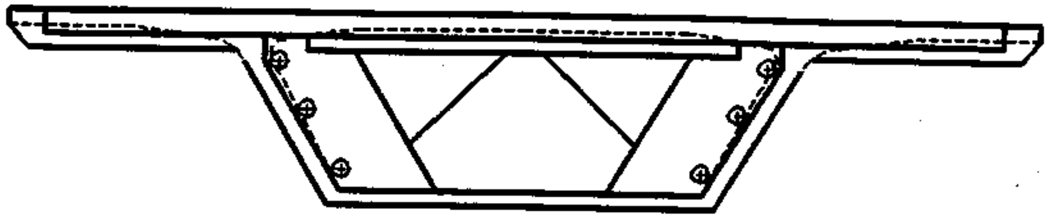
Expansion or Interior Pier No. 94

Span Supported 93 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 2A

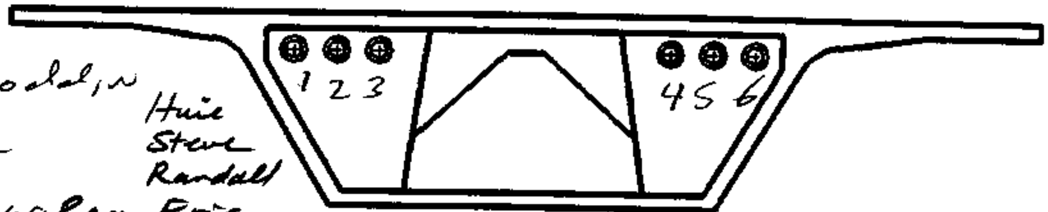


EXPANSION PIER

Camera 2A

John Godwin
Team
Huie
Steve
Randall
10/17/2000 8pm Eric
10/18 8am

SP = still Photo



INTERIOR PIER

Expansion or Interior Pier No. 94

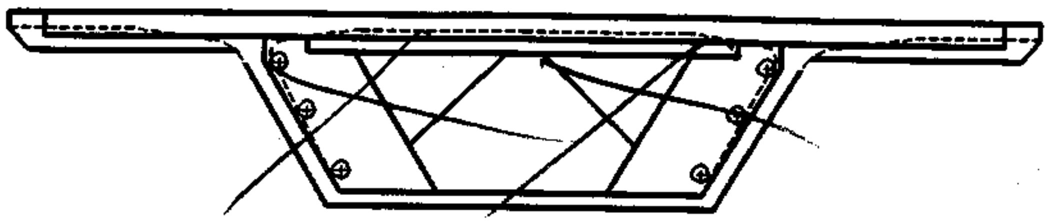
Direction North or South

Span Supported 94

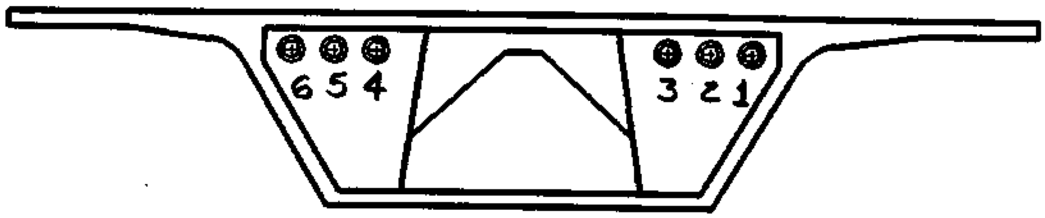
Tendon	Condition
sp169 1	sp170 1 strand covered with grout light red erossion on trumpet TAN grout with Void 8" pentr.
sp171 2	sp172 light Red Crossion on Trumpet TAN grout 5" pentr.
sp173 3	sp174 solid white grout 2" pentr
sp175 4	sp176 light Red corrison on Trumpet TAN grout with void 5" pentr
sp177 5	sp178 light Red crossion on Trumpet TAN grout with void 8" pentr
sp179 6	sp180 TAN grout with void 6" pentr.

10-8_ chip 1B

Lonzo
Todd
Jerry
Ronnie
Maggie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 95

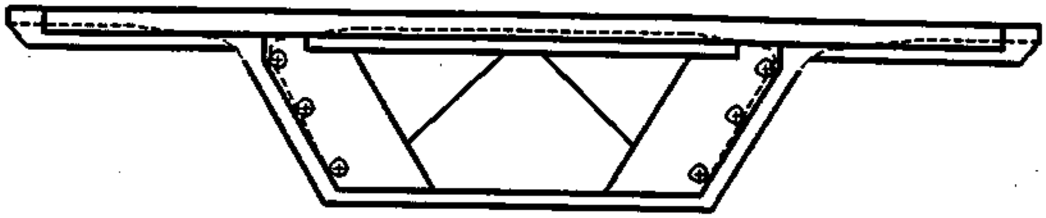
Looking ~~Direction~~ ~~North~~ or South

Span Supported 94

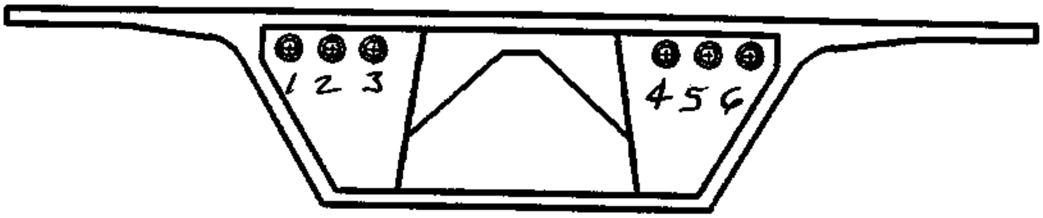
Tendon	Condition
1	Location Photo 23 @ 8:46 AM, No corrosion, No strands visible, White Grout, 10" penetration, Photo 24 @ 8:48 AM
2	Location Photo 21 @ 8:43 AM, Lt. spotty corrosion to Trumpet, No strands visible, White Grout, Hole 7" deep, Photo 22 @ 8:44 AM.
3	Location Photo 19 @ 8:39 AM, Lt. spotty corrosion to Trumpet, No strands visible, White Grout, Hole 7" deep, Photo 20 @ 8:41 AM.
4	Location Photo 17 @ 8:36 AM, Lt. Spotty Corrosion to Trumpet, No strands visible, White Grout, Hole 7" deep, Photo 18 @ 8:37 AM.
5	Location Photo 15 @ 8:32 AM, Spotty Lt. Orange Corrosion to Trumpet, No strands visible, White Grout, Hole 5" deep, Photo 16 @ 8:33 AM.
6	Location Photo 13 @ 8:27 AM, spotty Lt. Orange corrosion to Trumpet, No strands visible, White Grout, Hole 4" deep, Photo 14 @ 8:28 AM.

10-8 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

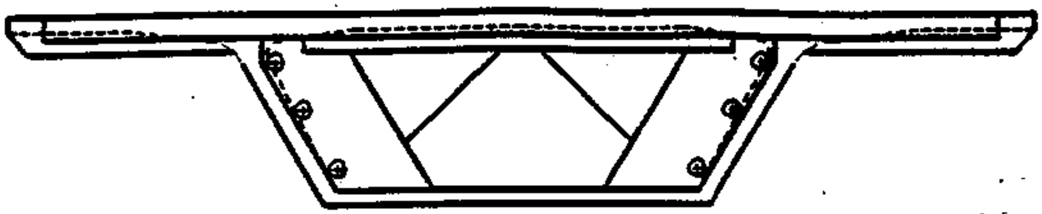
~~Expansion~~ or Interior Pier No. 95

Looking ~~Direction~~ North or ~~South~~

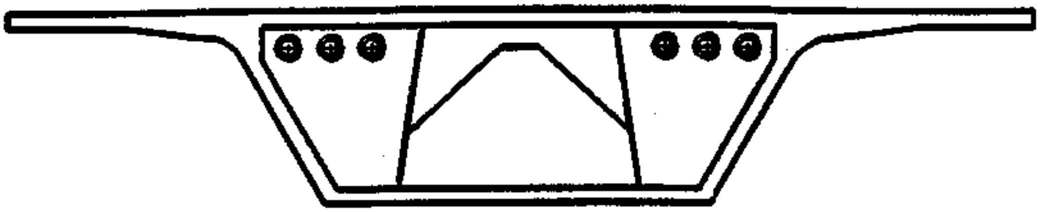
Span Supported 95

Tendon	Condition
1	Location Photo 1 @ 8:02 AM, No Corrosion, No Voids, White Grout, Photo 2 @ 8:02 AM. Hole only 1" deep
2	Location Photo 3 @ 8:06 AM, very Lt. orange Corrosion to Trumpet, No Strands visible, White Grout. Hole 4" deep, Photo 4 @ 8:07 AM.
3	Location Photo 5 @ 8:10 AM, No Corrosion, No Voids, White Grout, Hole 4" deep, Photo 6 @ 8:10 AM
4	Location Photo 7 @ 8:13 AM, No corrosion, No Voids, White Grout, Hole 4" deep, Photo 8 @ 8:14 AM.
5	Location Photo 9 @ 8:17 AM, No corrosion, No Voids, White Grout, Hole 4" deep, Photo 10 @ 8:17 AM.
6	Location Photo 11 @ 8:19 AM, very Lt. Orange Corrosion to Trumpet, No Strands visible, White Grout, Hole 4" deep, Photo 12 @ 8:20 AM.

10-24-chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 95

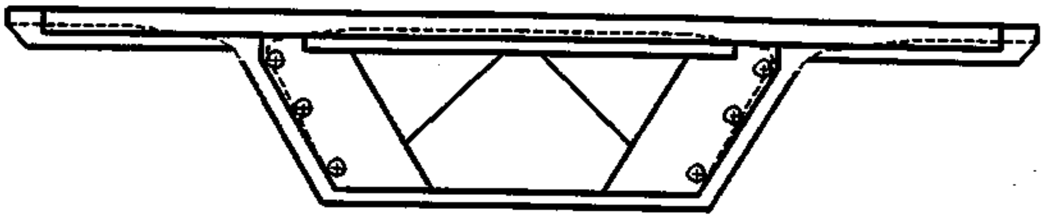
Span Supported 95 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	4" Drill Hole
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	

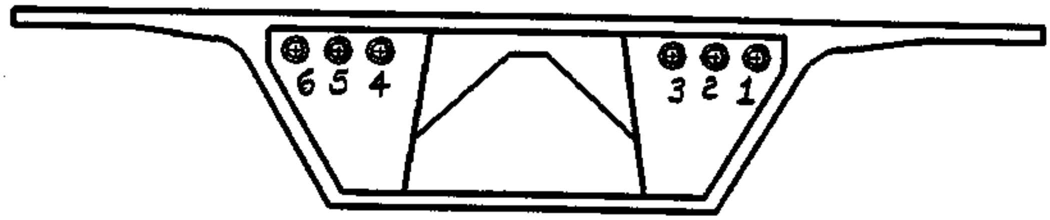
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

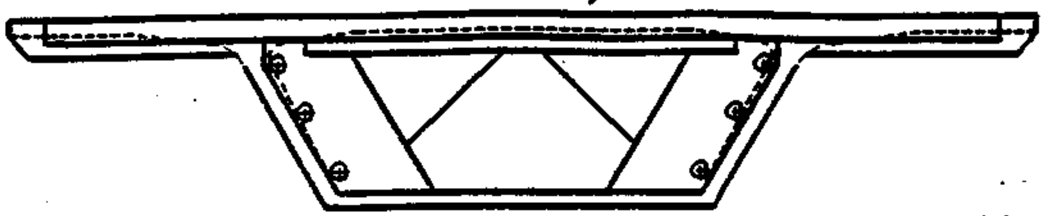
Expansion or Interior Pier No. 96

Looking ~~Direction~~ ~~North~~ or South

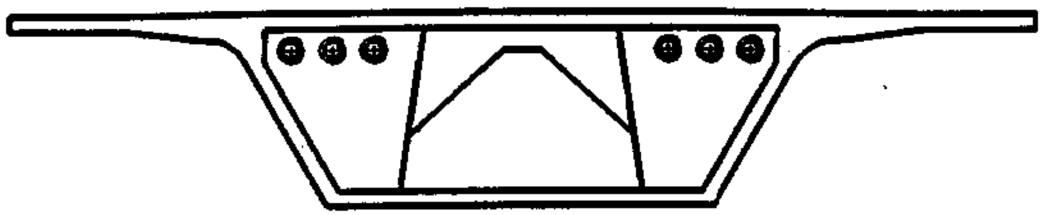
Span Supported 95

Tendon	Condition
1	Location Photo 37 @ 9:29 AM, Spotty Orange corrosion to Trumpet, 2 Strands visible with Spotty Lt. Orange Corrosion, White Grout, 2.5' penetration, Photo 38 @ 9:34 AM
2	Location Photo 39 @ 9:37 AM, No Corrosion, No Strands Visible, White Grout, Hole only 1" deep, Photo 40 @ 9:38 AM
3	Location Photo 41 @ 9:40 AM, No Corrosion, No Strands Visible, White Grout, Hole only 2" deep, Photo 42 @ 9:41 AM.
4	Location Photo 43 @ 9:44 AM, No Corrosion, No Strands Visible, White Grout, Hole only 1" deep, Photo 44 @ 9:44 AM.
5	Location Photo 45 @ 9:47 AM, No Corrosion, No Strands Visible, White Grout, Hole only 2" deep, Photo 46 @ 9:47 AM
6	Location Photo 47 @ 9:49 AM, No Corrosion, No Strands Visible, White Grout, 3" penetration, Photo 48 @ 9:50 AM

10-24—chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 96

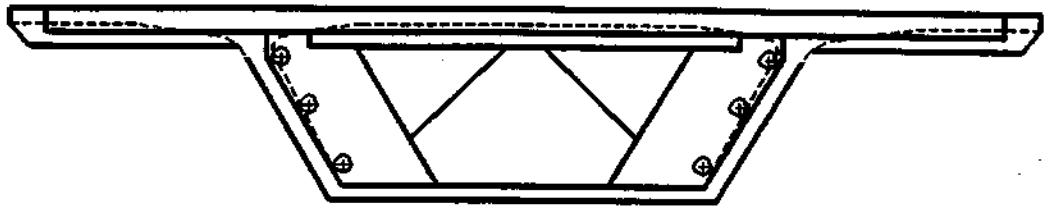
Span Supported 95 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	~~1~~	
TIME	2	4" Drill Hole
TIME	3	4" Drill Hole
TIME	4	2½" Drill Hole
TIME	5	3" Drill Hole
TIME	6	3" Drill Hole

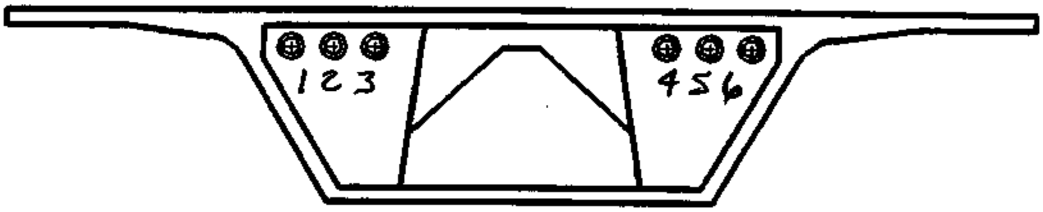
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8_ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

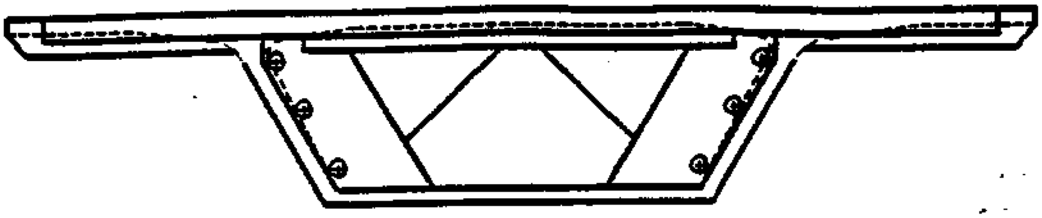
~~Expansion~~ or Interior Pier No. 96

Looking ~~Direction~~ North or ~~South~~

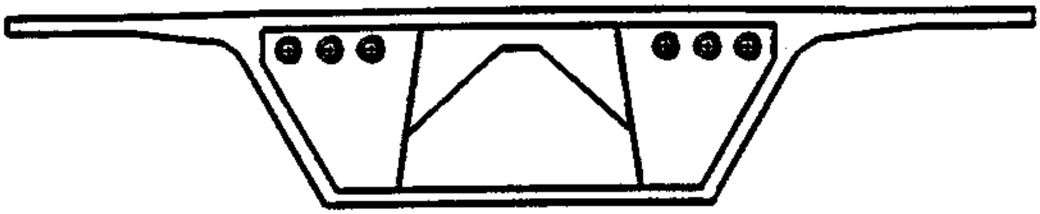
Span Supported 96

Tendon	Condition
1	Location Photo 25 @ 9:09 AM, No Corrosion, No Strands Visible, White Grout, 6" penetration, Photo 26 @ 9:07 AM
2	Location Photo 27 @ 9:10 AM, Very Lt. Orange Corrosion to Trumpet, No Strands visible, White Grout, 7" penetration, Photo 28 @ 9:11 AM
3	Location Photo 29 @ 9:13 AM, No Corrosion, No Strands visible, White Grout, 7" penetration, Photo 30 @ 9:14 AM.
4	Location Photo 31 @ 9:17 AM, Spotty orange Corrosion to Trumpet, No strands visible, White Grout, 7" penetration, Photo 32 @ 9:17 AM.
5	Location Photo 33 @ 9:21 AM, No Corrosion, No Strands visible, White Grout, 4" penetration, Photo 34 @ 9:21 AM
6	Location Photo 35 @ 9:23 AM, No Corrosion, No strands visible, White Grout, only 1" Hole, Photo 36 @ 9:24 AM.

10-24 – chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
LONZO, Jeff, ED
DAVID, Bill, Alto

Expansion or Interior Pier No. 26

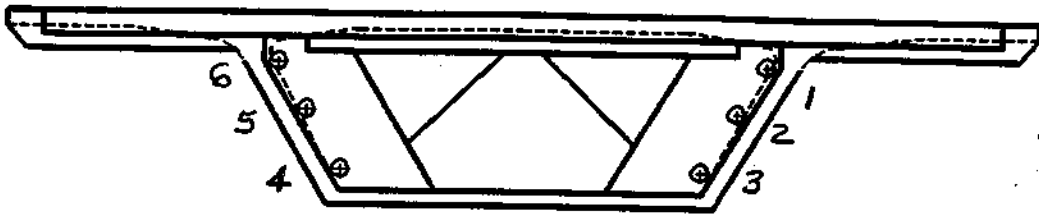
Span Supported 96 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole - anchor block

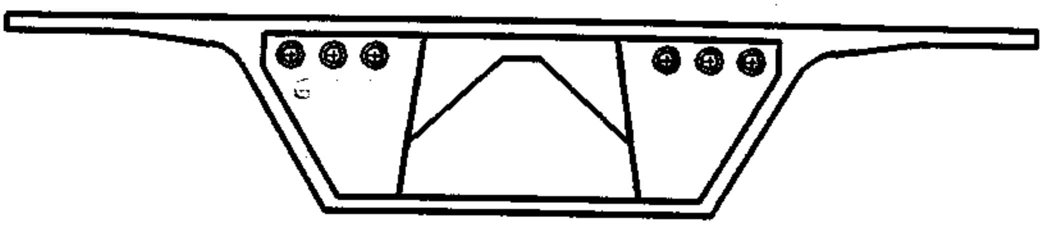
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am–8pm
Photochip 1B



EXPANSION PIER



INTERIOR PIER

Expansion or ~~Interior~~ Pier No. 97

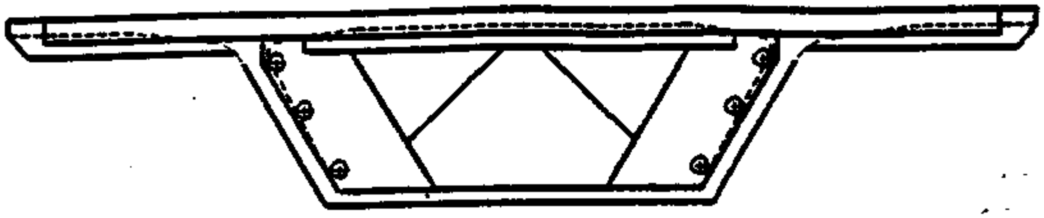
~~Direction~~ ~~North~~ or South

Span Supported 96

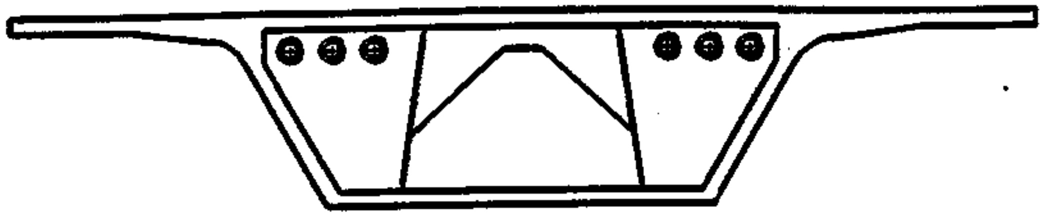
Tendon	Condition
1	Location Photo 49@ 10:01 AM, Spotty Orange Corrosion to Trumpet, No strands visible, White Grout, 7" penetration, Photo 50@ 10:02 AM
2	Location Photo 51@ 10:05 AM, No corrosion, No Strands Visible, White Grout, 6" penetration, Photo 52@ 10:06 AM
3	Location Photo 53@ 10:09 AM, Spotty Orange Corrosion to Trumpet, No strands visible, White Grout, 6" penetration, Photo 54@ 10:09 AM
* 4	Location Photo 71 @ 11:03 AM, No Hole found, Photo 72 @ 11:04 AM.
5	Location Photo 69@ 11:00 AM, No Corrosion, No strands visible, White Grout, 3" penetration, Photo 70@ 11:01 AM
6	Location Photo 67@ 10:51 AM, Spotty Orange/Black Corrosion to Trumpet, 4 strands visible with Spotty Lt. to Mod. Orange Corrosion, White Grout, 3" penetration, Photo 68@ 10:56 AM

* No Hole Found

10-24—chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 27

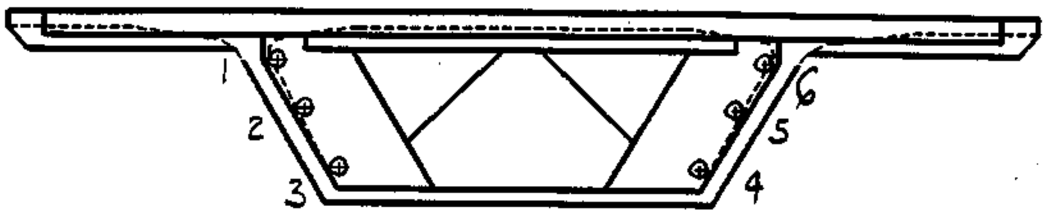
Span Supported 96 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	5" Drill Hole - anchor block
TIME	5	
TIME	6	

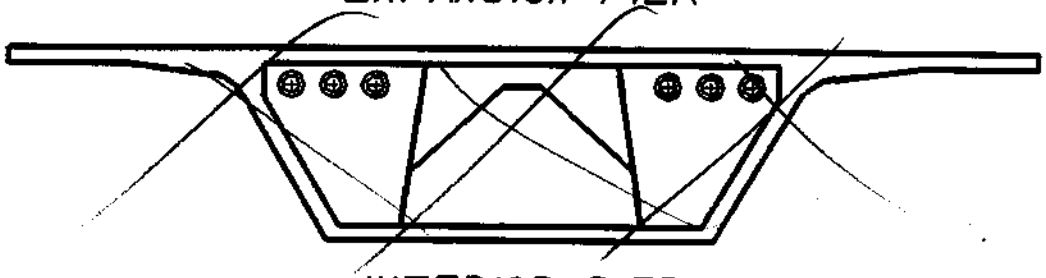
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

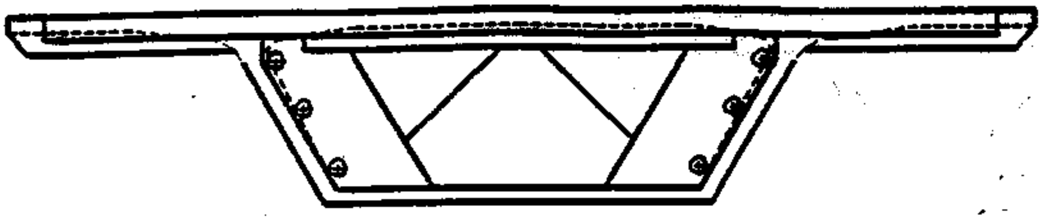
Expansion or ~~Interior~~ Pier No. 97

Looking ~~Direction~~ North or ~~South~~

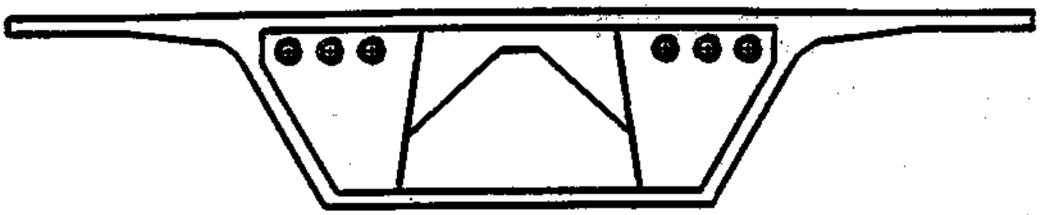
Span Supported 97

Tendon	Condition
1	Location Photo 55@ 10:14 AM, Spotty Orange Corrosion to Trumpet, 1 Strand visible with spotty Orange Corrosion, White Grout, 2.5' penetration, Photo 56@ 10:18 AM
2	Location Photo 57@ 10:21 AM, No corrosion, No Strands visible, White Grout, 3" penetration, Photo 58@ 10:22 AM
3	Location Photo 59@ 10:25 AM, No Corrosion, No Strands visible, White Grout, 3" penetration, Photo 60@ 10:27 AM
4	Location Photo 61@ 10:30 AM, No corrosion, No Strands visible, White Grout, 3" penetration, Photo 62@ 10:31 AM
5	Location Photo 63@ 10:38 AM, No Corrosion, No Strands Visible, White Grout, 4" penetration, Photo 64@ 10:39AM
6	Location Photo 65@ 10:47 AM, No corrosion, No Strands Visible, White Grout, 2" Penetration, Photo 66@ 10:48 AM

10-24-chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, ED
David, Bill, Alto

Expansion or Interior Pier No. 27

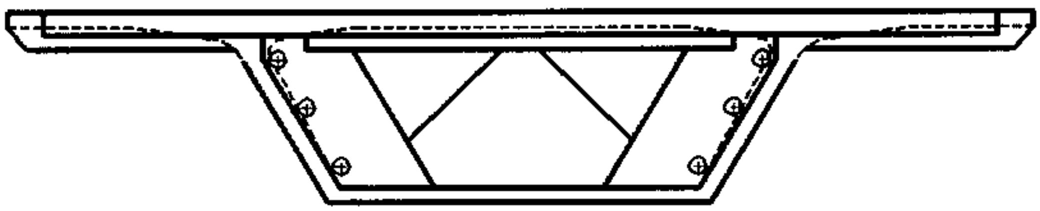
Span Supported 27 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME	6	4" Drill Hole

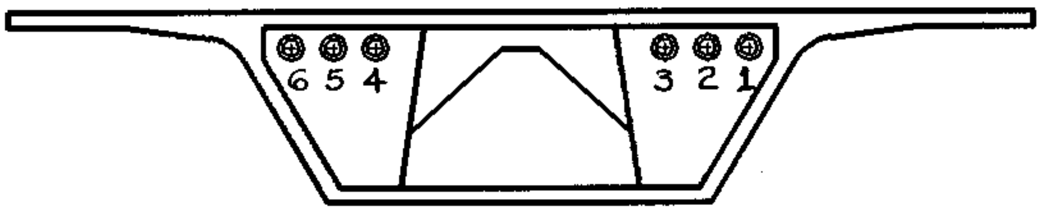
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

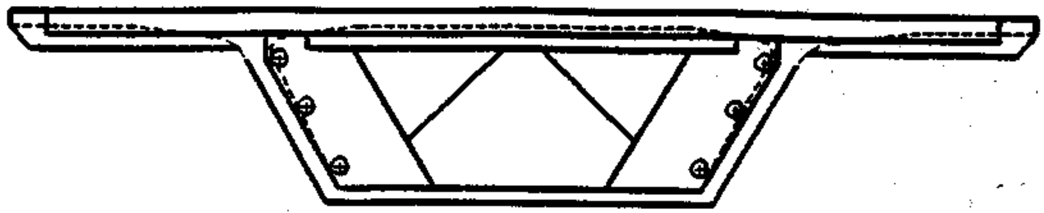
~~Expansion~~ or Interior Pier No. 98

Looking ~~Direction~~ ~~North~~ or South

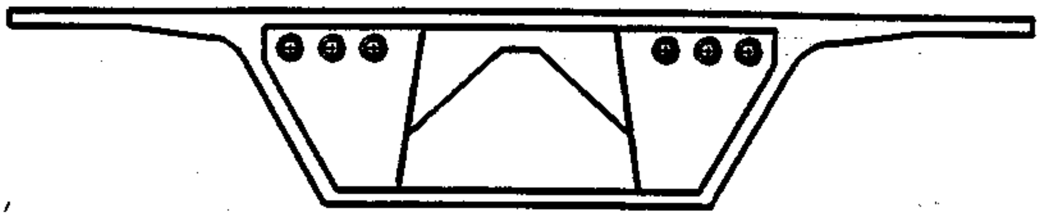
Span Supported 97

Tendon	Condition
1	Location Photo 85@2:21 PM, No corrosion, No Voids, White Grout, 5" penetration, Photo 86@ 2:22 PM.
2	Location Photo 87@ 2:24 PM, No corrosion, No Voids, White Grout, 2" penetration, Photo 88@ 2:25 PM.
3	Location Photo 89@ 2:27 PM, No corrosion, No Voids, White Grout, 1" Penetration, Photo 90@ 2:27 PM
4	Location Photo 91@ (2:29) No Corrosion, No Voids, White Grout, 1" penetration, Photo 92 @ 2:30 PM.
5	Location Photo 93@ 2:34 PM, No corrosion, No strands visible, White Grout, 3" penetration, Photo 94@ 2:58 PM
6	Location Photo 95@ 3:00 PM; Lt. Orange Spotty Corrosion to Trumpet, No strands visible, White Ground, 7" penetration, Photo 96@ 3:02 PM.

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 98

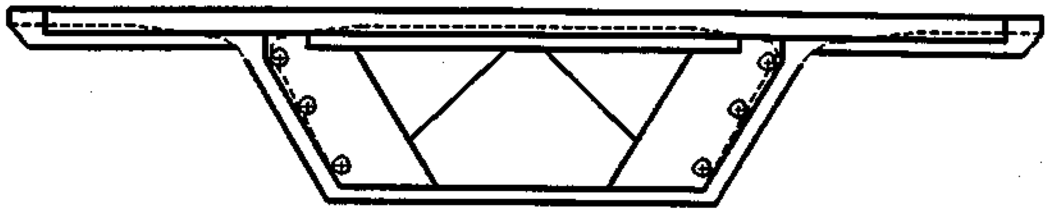
Span Supported 97 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	4" Drill Hole - anchor block
TIME	3	4" Drill Hole - anchor block
TIME	4	4" Drill Hole
TIME	5	
TIME	6	

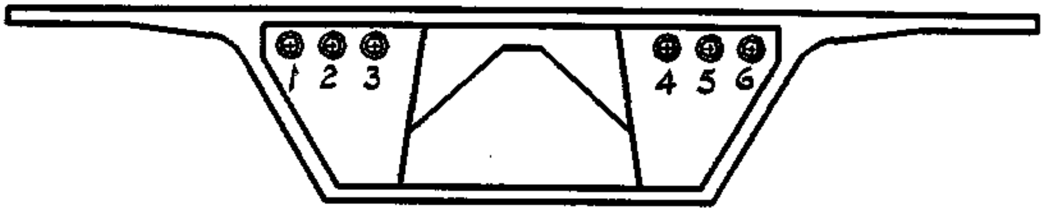
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 98

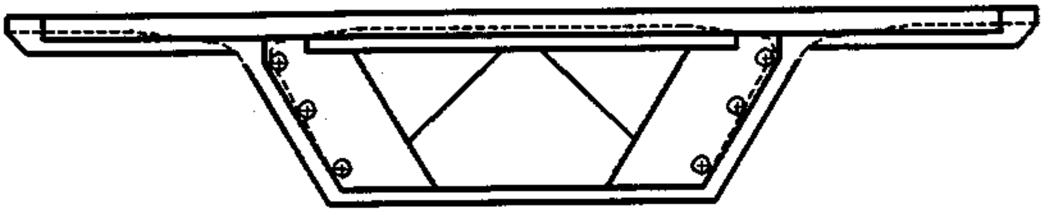
Looking ~~Direction~~ North or ~~South~~

Span Supported 98

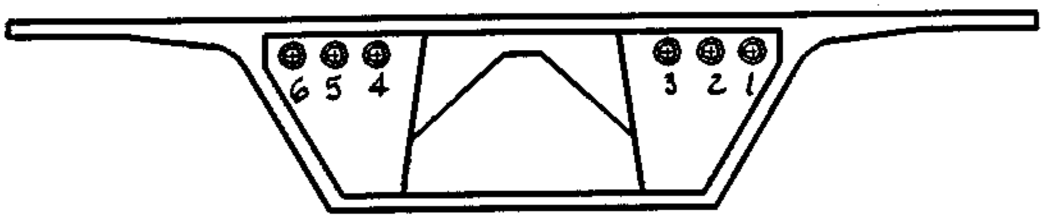
Tendon	Condition
1	Location Photo 73@ 11:17 AM, Very Spotty Orange Corrosion to Trumpet, No Strands Visible, White Grout, 1' penetration, Photo 74@ 11:19 AM
2	Location Photo 75@ 11:22 AM, No corrosion, No Strands visible, White Grout, 6" penetration, Photo 76@ 11:24 AM
3	Location Photo 77@ 11:26 AM, Spotty Orange Corrosion to Trumpet, No Strands Visible, White Grout, 6" penetration, Photo 78@ 11:27 AM
4	Location Photo 79 @ 2:06 PM, No corrosion, No Strands visible, White Grout, 3" penetration, Photo 80@ 2:08 PM
5	Location Photo 81@ 2:11 PM, Spotty Lt. orange corrosion to Trumpet, No strands visible, White Grout, 9" penetration, Photo 82@ 2:12 PM
6	Location Photo 83@ 2:14 PM, very Minor Light orange corrosion to Trumpet, No Strands visible, White Grout, 9" penetration, Photo 84@ 2:15 PM

10-8 – chip 1B

Lonzo
Todd
Jerry
Rennie
10/08/00
Photochip
1B



EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 99

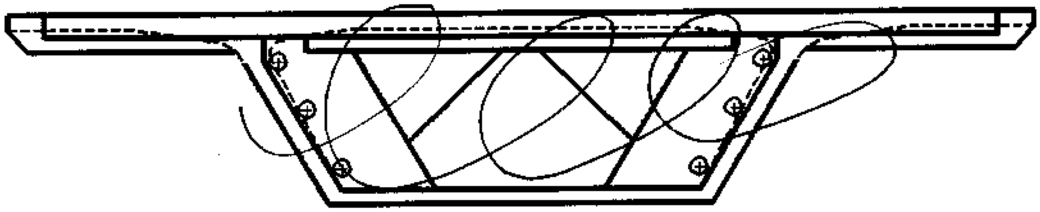
~~Looking Direction~~ ~~North~~ or South

Span Supported 98

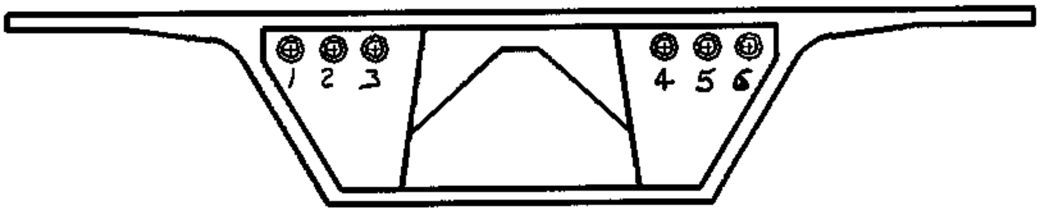
Tendon	Condition
1	Location Photo 109 @ 3:36 PM. Very Spotty Orange Corrosion to Trumpet, No strands visible, White Grout, 1' penetration, Photo 110 @ 3:38 PM.
2	Location Photo 111 @ 3:40 PM, No corrosion, No strands visible, White Grout, 2" penetration, Photo 112 @ 3:41 PM
3	Location Photo 113 @ 3:43 PM, Lt. Spotty Orange Corrosion to Trumpet, No strands visible, White Grout, 5" penetration, Photo 114 @ 3:44 PM.
4 5	Location Photo 115 @ 3:47 PM, No corrosion, No strands visible, White Grout, 5" penetration, Photo 116 @ 3:48 PM
5 3	Location Photo 117 @ 3:50 PM, No corrosion, No strands visible, White Grout, 3" penetration, Photo 118 @ 3:50 PM
6 7	Location Photo 119 @ 3:53 PM, No corrosion, No strands visible, White Grout, 7" penetration, Photo 120 @ 3:56 PM

10-8 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

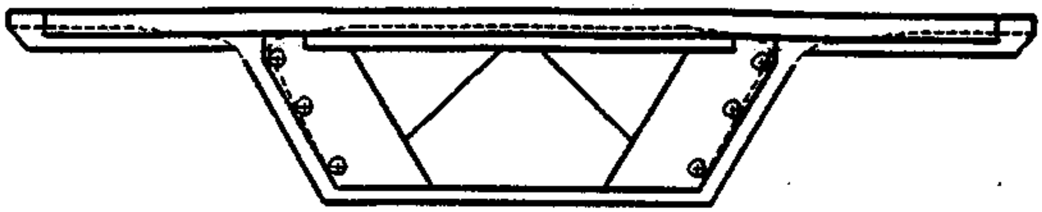
~~Expansion~~ or Interior Pier No. 99

~~Direction~~ North or ~~South~~

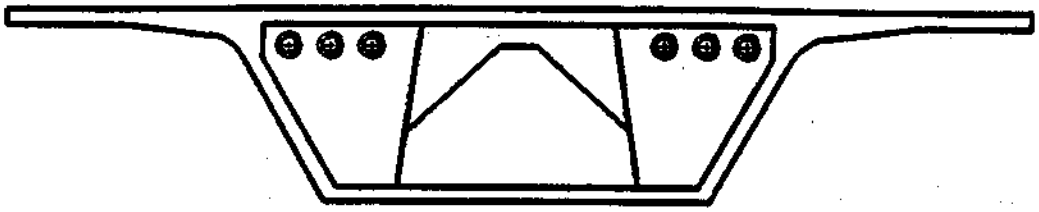
Span Supported 99

Tendon	Condition
1	Location Photo 97 @ 3:10 PM, No corrosion, No strands visible, White Grout, 6" penetration, Photo 98 @ 3:12 PM
2	Location Photo 99 @ 3:15 PM, No Corrosion, No Strands visible, White Grout, 2" penetration, Photo 100 @ 3:15 PM
3	Location Photo 101 @ 3:17 PM, No Corrosion, No Strands Visible, White Grout, 2" penetration, Photo 102 @ 3:19 PM
5 4	Location Photo 103 @ 3:21 PM, No corrosion, No strands Visible, White Grout, 5" penetration, Photo 104 @ 3:22 PM
5	Location Photo 105 @ 3:24 PM, Lt. Yellow/Orange Corrosion to Trumpet, No strands Visible, White Grout, 7" penetration, Photo 106 @ 3:26 PM
6	Location Photo 107 @ 3:28 PM, No corrosion, No strands visible, White Grout, 6" penetration, photo 108 @ 3:30 PM

10-24 - chip 1B



EXPANSION PIER



INTERIOR PIER

DATE:
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 99

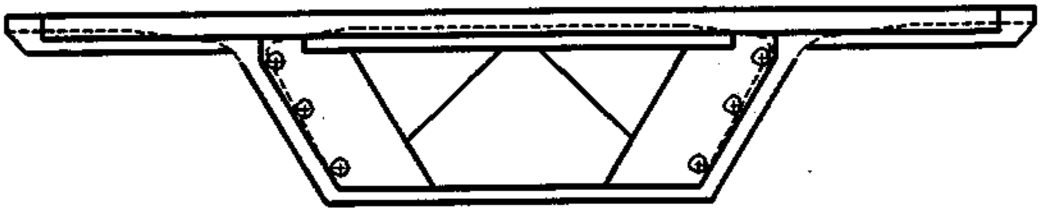
Span Supported 99 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	4" Drill Hole
TIME	3	4" Drill Hole
TIME	4	
TIME	5	
TIME	6	

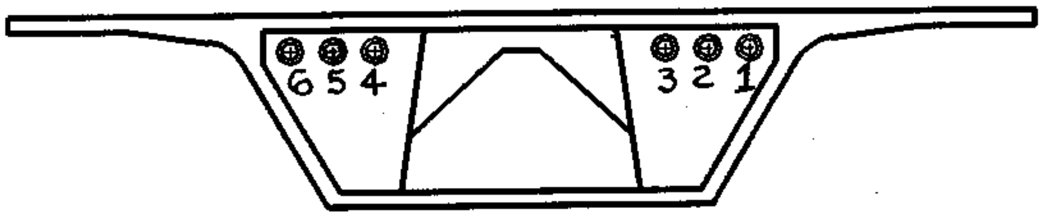
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 _ chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-5pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

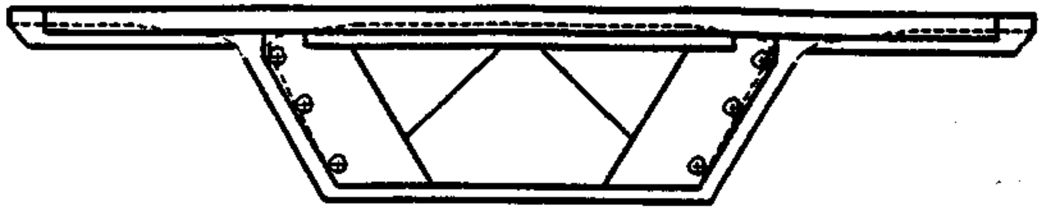
~~Expansion~~ or Interior Pier No. 100

Looking Direction ~~North~~ or South

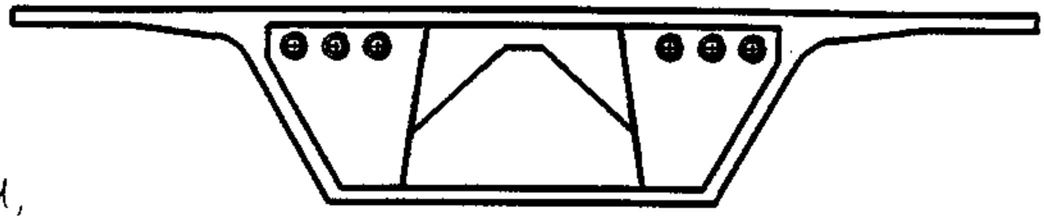
Span Supported 99

Tendon	Condition
1"	Location Photo 133@ 4:25 PM, No corrosion, No strands visible, White Grout, 1" penetration, Photo 134@4:26 PM
2"	Location Photo 135@ 4:28 PM, No corrosion, No Strands Visible, White Grout, 2" penetration, Photo 136@4:29 PM
3 2½	Location Photo 137@ 4:31 PM, No corrosion, No Strands visible, White Grout, 2.5" penetration, Photo 138@4:32 PM.
4 1½	Location Photo 139@ 4:36 PM, No corrosion, No Strands visible, White Grout, 1.5" penetration, Photo 140@4:37 PM
5 2	Location Photo 141@ 4:39 PM, No corrosion, No Strands Visible, White Grout, 2"penetration, Photo 142@4:39 PM
6 1	Location Photo 143@ 4:41 PM, No corrosion, No Strands Visible, White Grout, 1" penetration, Photo 144@4:42 PM

10-24 _ chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS: Lonzo, Jeff, Ed, Dave, Bill, Alto

Expansion or Interior Pier No. 100

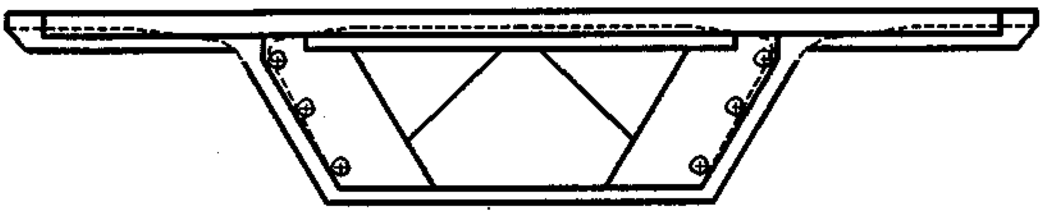
Span Supported 99 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	6" Drill Hole - anchor block
TIME	2	4" Drill Hole
TIME	3	3" Drill Hole
TIME	4	5" Drill Hole
TIME	5	2½" Drill Hole
TIME	6	5" Drill Hole - anchor block

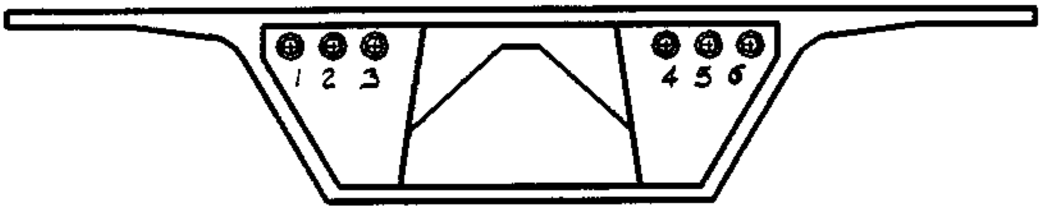
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-5pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

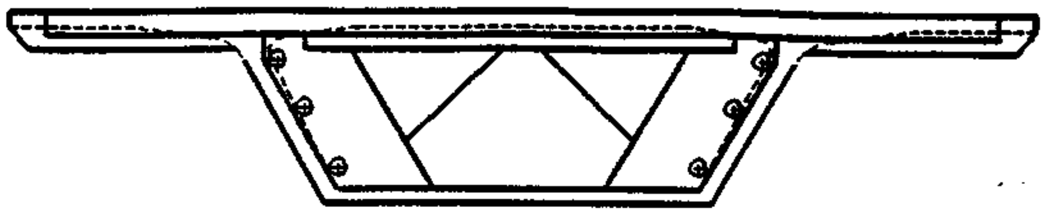
~~Expansion~~ or Interior Pier No. 100

Direction North or ~~South~~

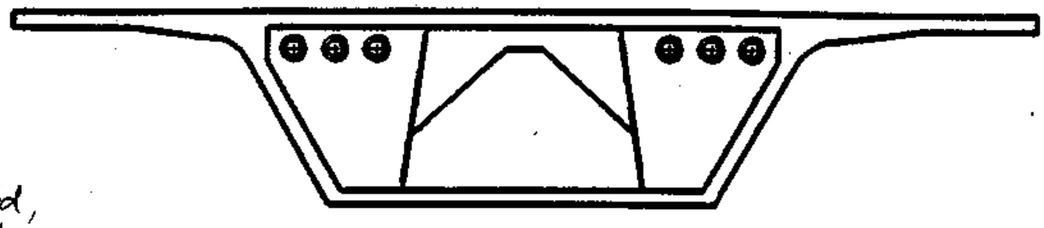
Span Supported 100

Tendon	Condition
1 7	Location Photo 121@ 4:06 PM, No corrosion, No Strands visible, White Grout, 7" penetration, Photo 122@ 4:07 PM
2	Location Photo 123@4:08PM, No corrosion, No Strands visible, White Grout, 1.5" penetration, Photo 124@4:10 PM
3	Location Photo 125@ 4:12 PM, No Corrosion, No Strands visible, White Grout, 4" penetration, Photo 126@4:13 PM
4 3	Location Photo 127@ 4:15 PM, No corrosion, No Strands visible, White Grout, 3" penetration, Photo 128@4:16 PM
5 2	Location Photo 129@ 4:18 PM, No Corrosion, No strands visible, White Grout, 2" penetration, Photo 130@ 19 PM.
6 1"	Location Photo 131@ 4:20 PM, No Corrosion, No strands visible, White Grout, 1" penetration, Photo 132@4:21 PM

10-24- chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 100

Span Supported 100 NEAR END or FAR END ANCHOR

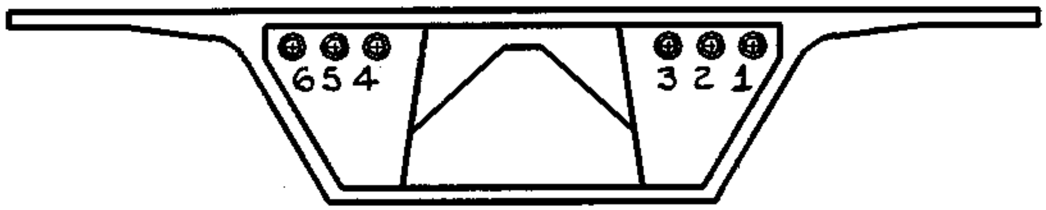
	Tendon	Condition
TIME	~~1~~	
TIME	2	5" Drill Hole
TIME	3	5" Drill Hole
TIME	4	4" Drill Hole
TIME	5	3" Drill Hole
TIME	6	1½" Drill Hole

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/8/00
8am-8pm
Photo chip 1B

EXPANSION PIER



INTERIOR PIER

~~Expansion~~ or Interior Pier No. 101

Looking ~~Direction~~ ~~North~~ or South

Span Supported 100

Tendon	Condition
1"	Location Photo 157@5:30 PM, No corrosion, No Strands Visible, White Grout, 1" penetration, Photo 158@5:31 PM
2 3	Location Photo 159@5:33 PM, No Corrosion, No Strands Visible, White Grout, 3" penetration, Photo 160@5:33PM
3 6	Location Photo 161@5:35 PM, No corrosion, No Strands Visible, White Grout, 6" penetration, Photo 162@5:36PM
4 3	Location Photo 163@5:38, Isolated Orange Corrosion to Trumpet, No strands Visible, White Grout, 3" penetration, Photo 164@5:39 PM
5 2	Location Photo 165@5:41 PM, No Corrosion, No Strands Visible, White Grout 2" penetration, Photo 166@5:42 PM
6 1	Location Photo 167@5:45PM, No corrosion, No strands Visible, White Grout, 1" penetration, Photo 168@5:45 PM

(over for Note)

upon returning from lunch on 10/08/00, enroute from the access ladder at 110 to Pier 98, Omar from the vibration Team informed us they had earlier heard a loud bang in a span close to where they were working.

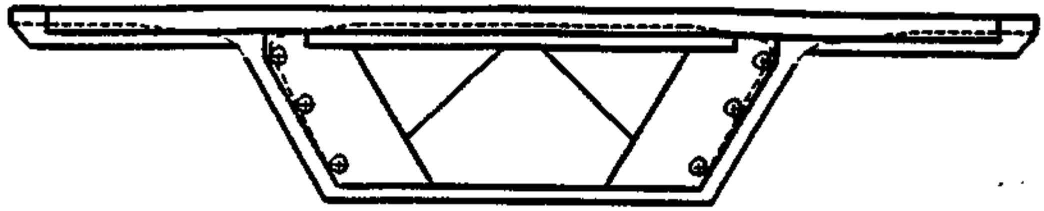
He investigated and discovered dust floating over a split in the conduit around Tendon 3, section C in span 100.

We called Ed Gassman on the radio and he and Ron Bryson came and removed part of the suspect conduit

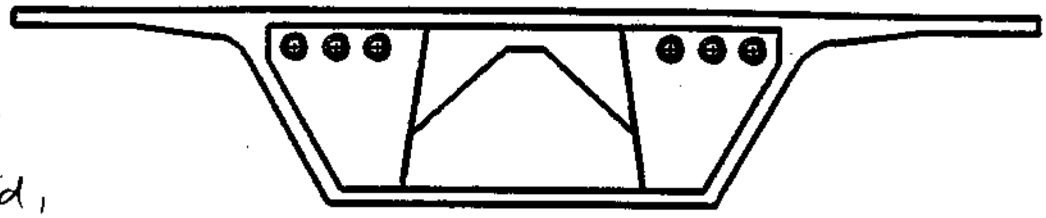
We found exposed strands with light corrosion and some voids in the grout, but no broken wires. This was about 1:30 P.M. and the ambient temperature was 57°.

Casper R Vaughn

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 101

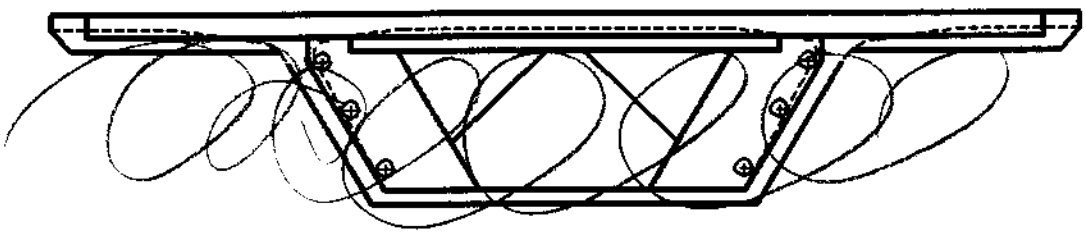
Span Supported 100 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	1" Drill Hole
TIME	2	3½" Drill Hole
TIME	~~3~~	
TIME	4	8" void - w/ light corrosion in Trumpet No Photos!
TIME	5	4" Drill Hole
TIME	6	2" Drill Hole

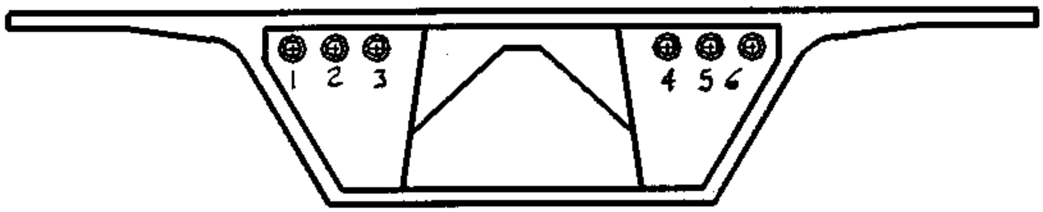
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

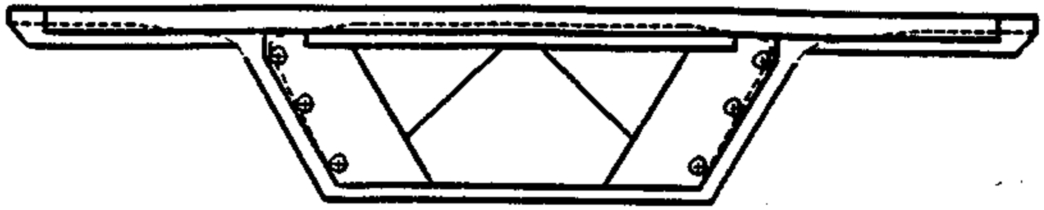
Expansion or Interior Pier No. 101

~~Direction~~ Looking North or South

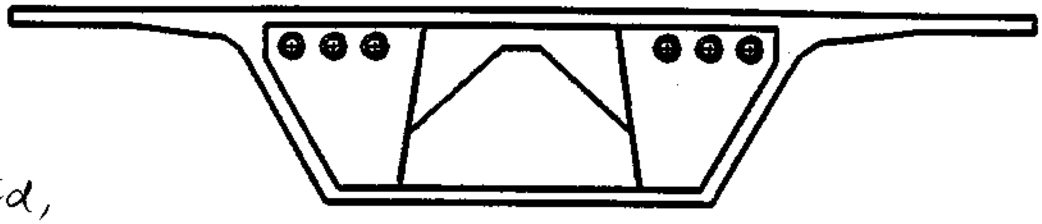
Span Supported 101

Tendon	Condition
1"	Location Photo 145@5:09 PM, No corrosion, No Strands visible, White Grout, 1" penetration, Photo 146@5:09 PM
2 5	Location Photo 147@5:11 PM, No corrosion, No strands visible, White Grout, 5" penetration, Photo 148@5:13 PM
3 5	Location Photo 149@5:15 PM, No corrosion, No Strands visible, White Grout, 5" penetration, Photo 150@5:16 PM
4 2	Location Photo 151@5:18 PM, No corrosion, No Strands Visible, White Grout, 2" penetration, Photo 152@5:19 PM
5"	Location Photo 153@5:21 PM, No corrosion, No strands Visible, White Grout, 5" penetration, Photo 154@5:22 PM
6 3	Location Photo 155@5:24 PM, No corrosion, No strands Visible, White Grout, 3" penetration, Photo 156@5:25 PM

10-24 – chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 101

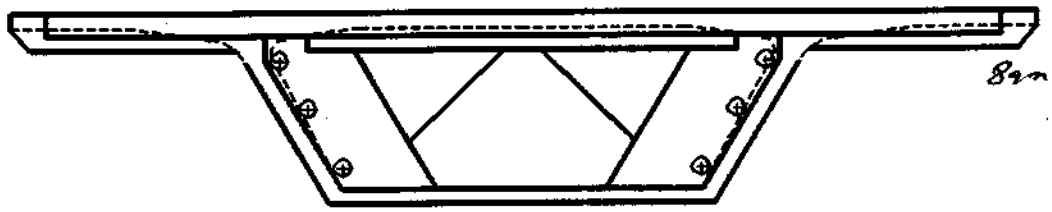
Span Supported 101 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	3½" Drill Hole
TIME	2	
TIME	3	
TIME	4	4" Drill Hole
TIME	5	
TIME	6	4" Drill Hole

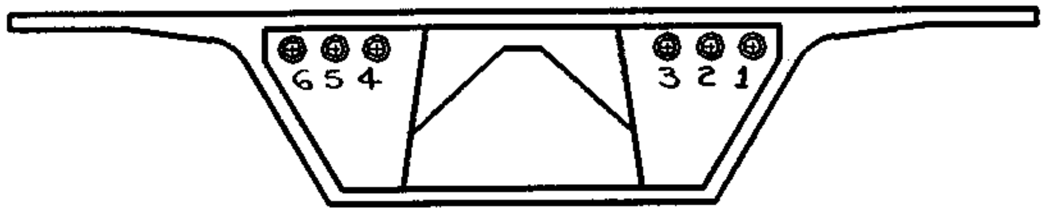
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Ronnie
Mike
10/08/00
8am-8pm Photochip
1B



EXPANSION PIER



INTERIOR PIER

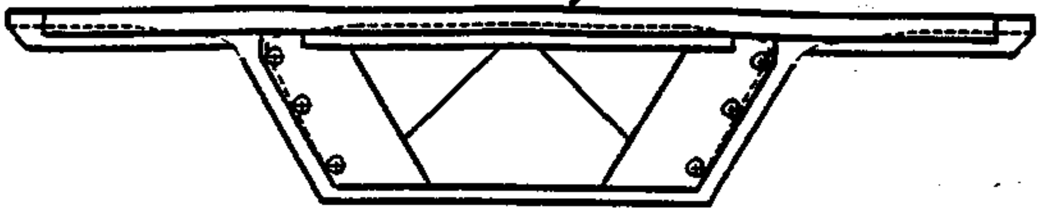
~~Expansion~~ or Interior Pier No. 102

Looking ~~Direction~~ ~~North~~ or South

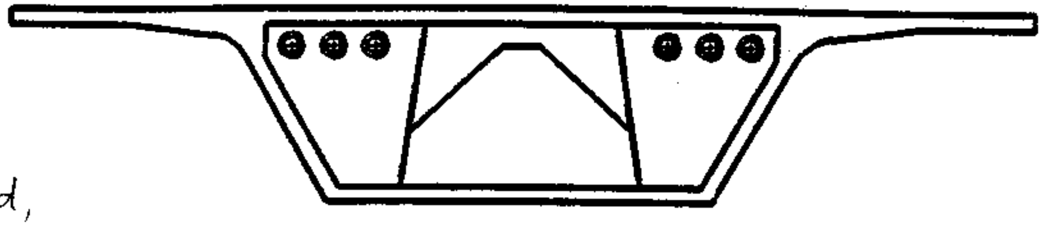
Span Supported 101

Tendon	Condition
1 ½	Location Photo 181 @ 6:29 PM, No corrosion, No strands visible, White Grout, ½" penetration, Photo 182 @ 6:30
2"	Location Photo 183 @ 6:31 PM, No corrosion, No strands visible, White Grout, 2" penetration, Photo 184 @ 6:32
3	Location Photo 185 @ 6:33 PM, No corrosion, No Strands Visible, White Grout, 6" penetration, Photo 186 @ 6:34 pM,
4 3	Location Photo 187 @ 6:36 PM, No corrosion, No Strands visible, White Grout, 3" penetration, Photo 188 @ 6:37 pm
5 1½	Location Photo 189 @ 6:38 PM, No corrosion, No Strands Visible, White Grout, 1½" penetration, Photo 190 @ 6:39 pm
6 ½	Location Photo 191 @ 6:40 PM, No Corrosion, No Strands Visible, White Grout, ½" penetration, Photo 192 @ 6:41 PM

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 102

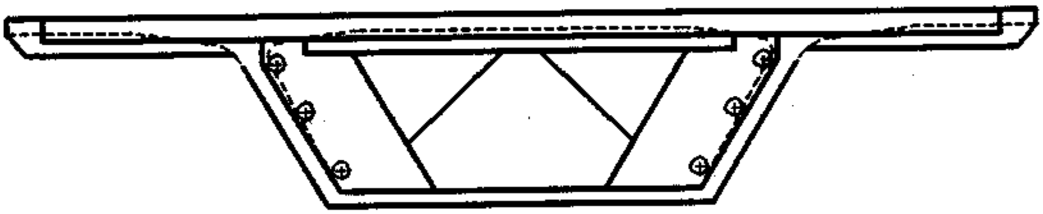
Span Supported 101 NEAR END or FAR END ANCHOR

	Tendon	Condition
ME	1	5" Drill Hole - anchor block
TIME	2	4" Drill Hole
TIME	~~3~~	
TIME	4	5" Drill Hole
TIME	5	4" Drill Hole
TIME	6	2½" Drill Hole

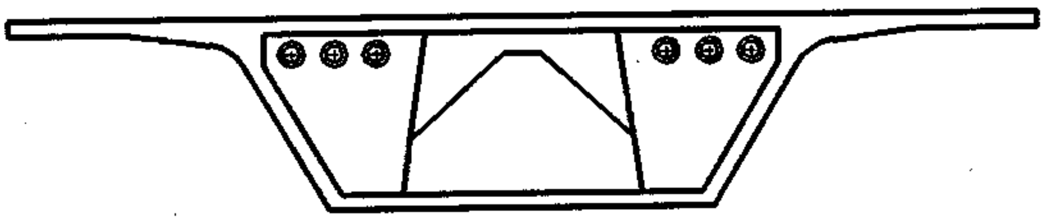
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8-chip 1B

Lonzo
Todd
Jerry
Ronnie
10/08/00
8am-8pm
Photochip
1B



EXPANSION PIER



INTERIOR PIER

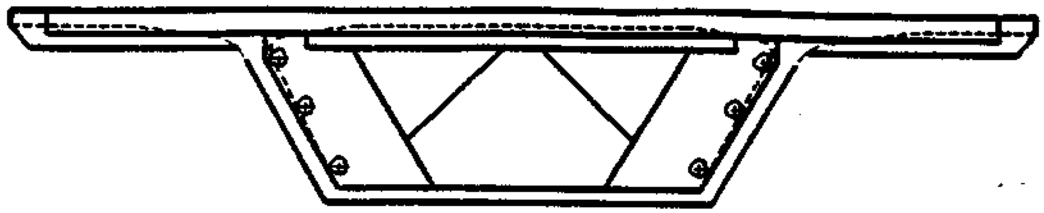
~~Expansion~~ or Interior Pier No. 102

Looking ~~Direction~~ North or ~~South~~

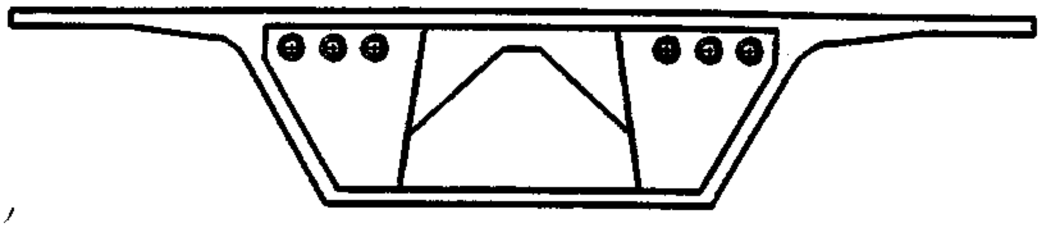
Span Supported 102

Tendon	Condition
1	Location Photo 169@6:08 PM, No corrosion, No strands visible, White Grout, 2" penetration. Photo 170@6:09pm
2	Location Photo 171@6:11 PM, Isolated Orange Corrosion to Trumpet, No Strands Visible, White Grout, 8" penetration, Photo 172 @ 6:12 PM.
3	Location Photo 173 @ 6:15 PM, No Corrosion, No Strands visible, White Grout, 5" penetration, Photo 174@6:16 PM
4 2	Location Photo 175@ 6:18 PM, No corrosion, No Strands visible, White Grout, 2" penetration, Photo 176@ 6:19 PM
5 2	Location Photo 177 @ 6:21 PM, No corrosion, No Strands visible, White Grout, 2" penetration, Photo 178@ 6:22 PM
6"	Location Photo 179@ 6:23 PM, No corrosion, No Strands Visible, White Grout, 6" penetration, Photo 180@ 6:24 PM

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 162

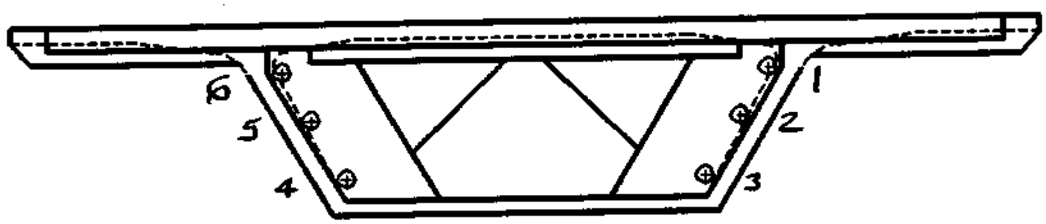
Span Supported 102 NEAR END or FAR END ANCHOR

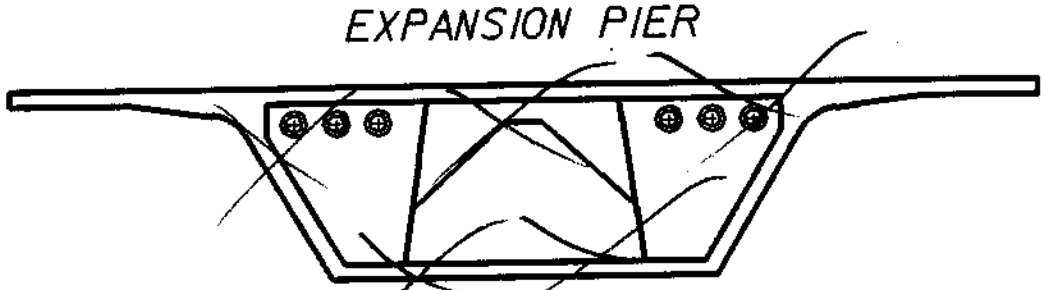
	Tendon	Condition
TIME	1	2" Drill Hole
TIME	2	
TIME	3	
TIME	4	4" Drill Hole
TIME	5	3½" Drill Hole
TIME	6	

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-8 — chip 1B

Lonzo
Todd
Jerry
Mike
Ronnie
10/08/00
3pm-8pm
Photochip
1B





Expansion or ~~Interior~~ Pier No. 103

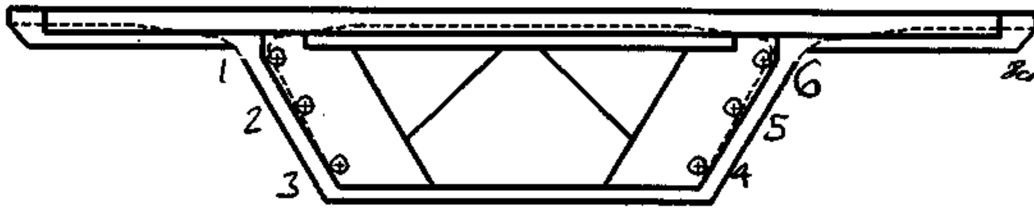
Looking ~~Direction~~ ~~North~~ or South

Span Supported 102

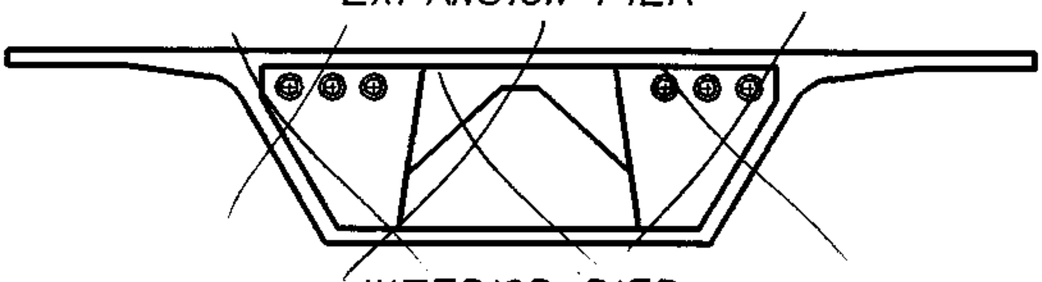
Tendon	Condition
1	Location Photo 193 @ 6:49 PM, Isolated Orange Corrosion to Trumpet, No Strands visible, White Grout, 3" penetration, Photo 194 @ 6:50 PM
2	Location Photo 195 @ 6:52 PM, Spotty Orange Corrosion to Trumpet, No Strands Visible, White Grout, 6" penetration, Photo 196 @ 6:53 PM.
3	Location Photo 197 @ 6:55 PM, 3" penetration, White Grout, Photo 198 @ 6:55 PM
4	Location Photo 211 @ 7:10 PM, 3" penetration, White Grout, Photo 212 @ 7:13 PM
5	Location Photo 213 @ 7:13 PM, 3" penetration, White Grout, Photo 214 @ 7:15 PM
6	Location Photo 215 @ 7:15 PM, Isolated spotty Orange corrosion to Trumpet, White Grout, No Strands Visible, 4" Penetration, Photo 216 @ 7:16 PM.

10-8 — chip 1B

Lonzo
Todd
Jerry
Mike
Ronnie
10/08/00
3am-8pm Photochip
1B



EXPANSION PIER



INTERIOR PIER

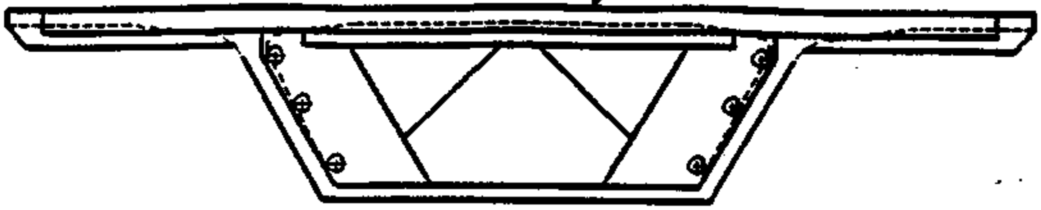
Expansion or ~~Interior~~ Pier No. 103

Looking ~~Direction~~ North or ~~South~~

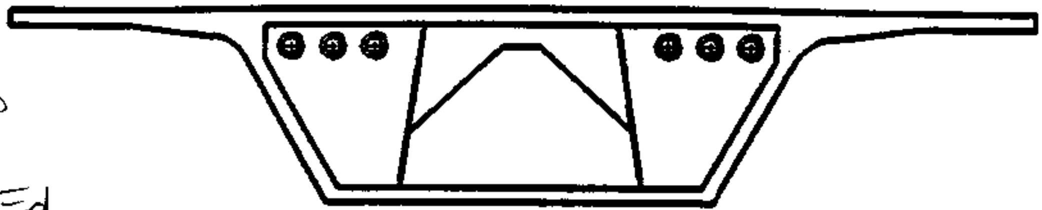
Span Supported 103

Tendon	Condition
1	Location Photo 199 @ 6:58 PM, 2" penetration, White Grout, Photo 200 @ 6:59 PM.
2	Location Photo 201 @ 7:00 PM. 3" penetration, White Grout, Photo 202 @ 7:00 PM.
3	Location Photo 203 @ 7:01 PM, 1 1/2" Penetration, Gray Grout, Photo 204 @ 7:02 PM.
4	Location Photo 205 @ 7:02 PM, 2" penetration, white Grout, Photo 206 @ 7:03 PM.
5	Location Photo 207 @ 7:04 PM, 3 1/2" penetration, white Grout, Photo 208 @ 7:05 PM
6	Location Photo 209 @ 7:05 PM, spotty Red/Orange corrosion to Trumpet, 2 strands visible with no apparent corrosion, White Grout, 14" Penetration, Photo 210 @ 7:07 PM

10-24 — chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

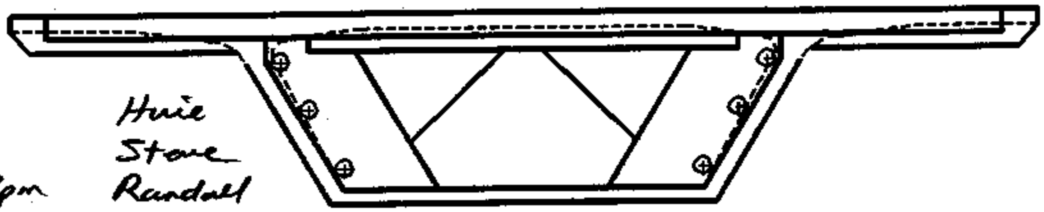
Expansion or Interior Pier No. 103

Span Supported 103 NEAR END or FAR END ANCHOR

	Tendon	Condition
ME	1	
TIME	2	
TIME	3	5" Drill Hole
TIME	4	
TIME	5	
TIME	6	

Team Member: ~~Lonzo Hornsby~~, Jeff Loflin, Bill Duke, ~~Ed Pho...~~, ~~David Riley~~, ~~Alto Carroll~~
Shift/Date: 10/24/00 Picture Chip 1B

10-9_chip2A



Huie
Steve
Randall
Eric

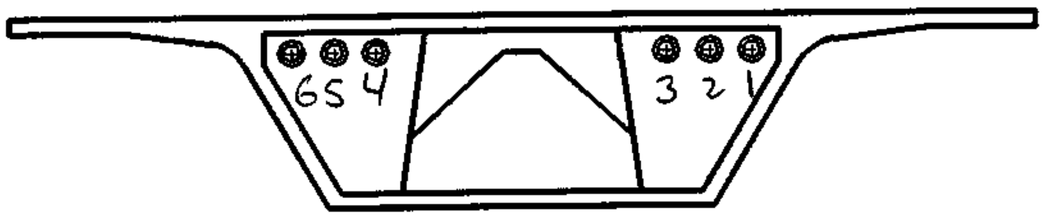
10/8/2000 8pm
1019 8am
John Goddin

Team

Camra 2A

sp = still Photo

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 104

Direction North or South

Span Supported 103

all Holes Videoed

Tendon	Condition
sp 13 1	sp 14 light Red corrison TAN Grout with void 10" pentr.
sp 15 2	sp 16 solid white grout 4" pentr.
sp 17 3	sp 18 Solid white grout 6" pentr.
sp 19 4	sp 20 Solid white grout 4" pentr
sp 21 5	sp 22 Tan grout light crossion on Trumpet 6" pentr.
sp 23 6	sp 24 Red yellow Black live corrison 7 strans visable TAN grout 5'+ pentr

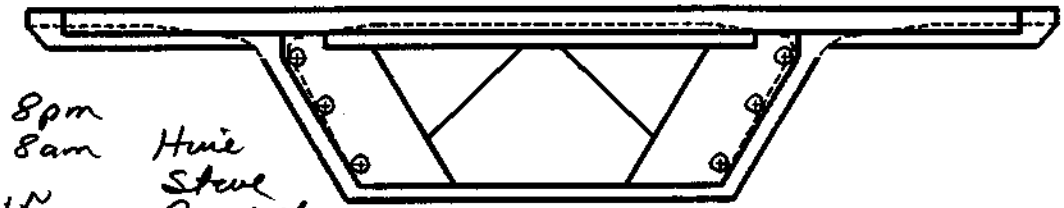
10-9_chip2A

10/8/2000 8pm
1019 8am
John Goddin
Team

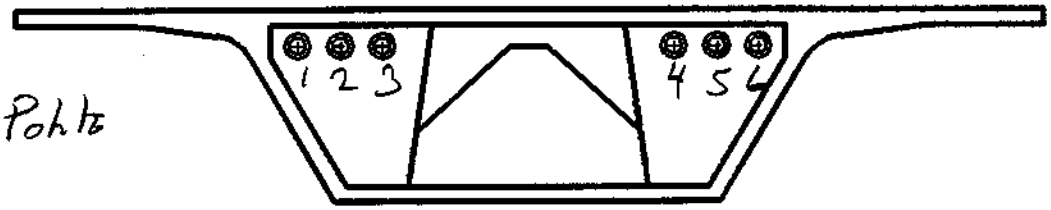
Huie
Steve
Randall
Eric

Carmac 2 A

SP = still Points



EXPANSION PIER



INTERIOR PIER

Expansion or ~~Interior~~ Pier No. 104

Direction North or South

Span Supported 104

All Holes Videoed

Tendon	Condition	
SP 1 1	SP2 Solid white grout	2" pentra
SP 3 2	SP4 TAN grout with void	6" pentr
SP 5 3	SP6 O TAN grout with rubble	2" pentr
SP 7 4	SP8 Solid white grout	3" pent
SP 9 5	SP10 Solid TAN grout	3" pent
SP 11 6	SP12 Solid white grout	3" pent

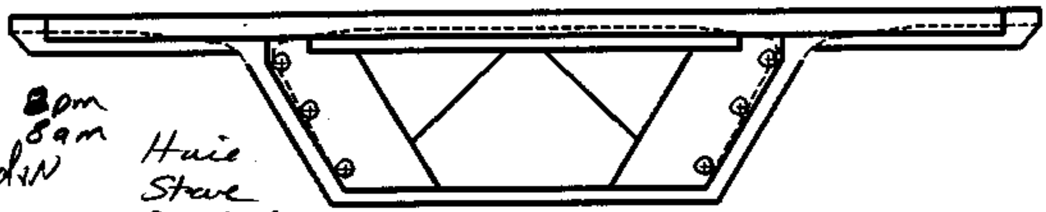
10-9—chip 2A

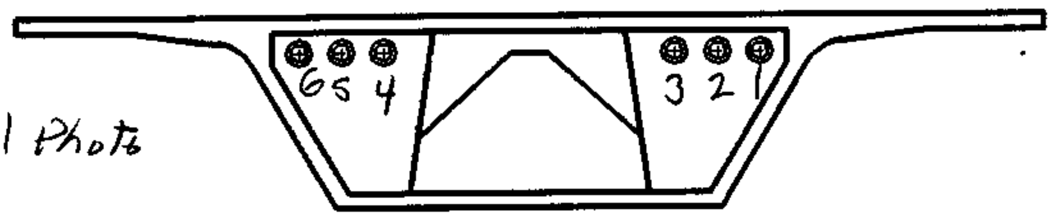
10/8/2000 8pm
1019 8am
John Goddin
Team

Huie
Steve
Randall
Eric

Camrx 2A

sp = still Photo





Expansion or Interior Pier No. 105

Direction North or South

Span Supported 104

All Holes Viedeoed

Tendon	Condition
sp 37 1	sp38 1" pent.
sp 39 2	sp 40 solid white grout 3" pent.
sp 41 3	sp 42 solid white grout 3" pentr
sp 43 4	sp 44 solid white grout 6" pentr
sp 45 5	sp 46 solid white grout 3" pentr
sp 47 6	sp 48 solid white grout 1" pentr

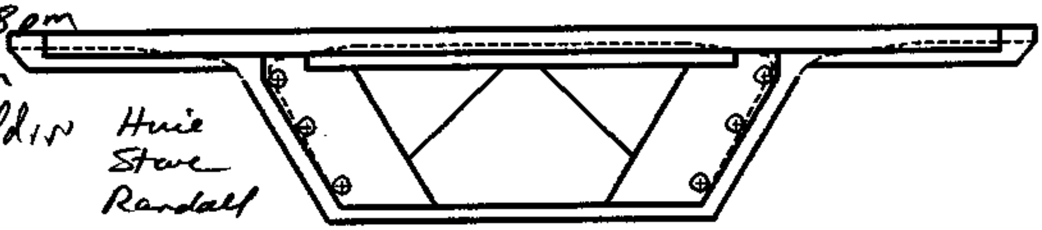
Short hole

Short Hole

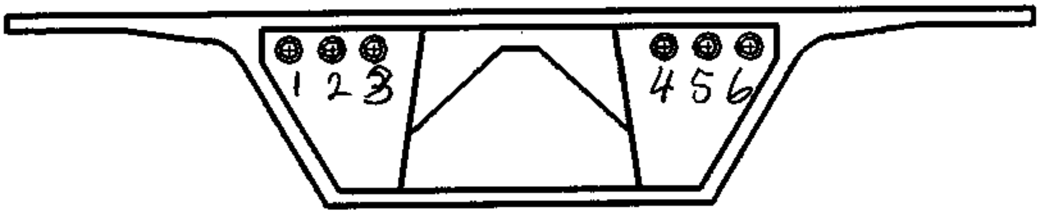
10-9— chip 2A

12/8/2000 8pm
10/9 8am
John Goldin
Team
CAMRA 2A

Huie
Steve
Randall
Eric



EXPANSION PIER



INTERIOR PIER

sp=2A

Expansion or Interior Pier No. 105

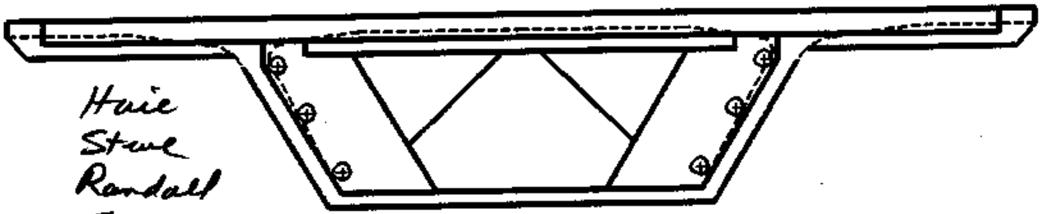
Direction North or South

Span Supported 105

All Holes Viedeoed

Tendon	Condition
sp25 1	sp26 light Red corrsion on Trmpet TAN grout with voids 6" pentr.
sp27 2	sp28 light Red crossion on Trumpet Tan grout with void 8" pentr
sp29 3	sp30 small void white grout 2 strands grout coverd 6" pentr
sp31 4	sp32 white grout with rubble 4" pentr
sp33 5	sp34 solid white grout 3" pentr
sp35 6	sp36 TAN grout small void 6" pentr

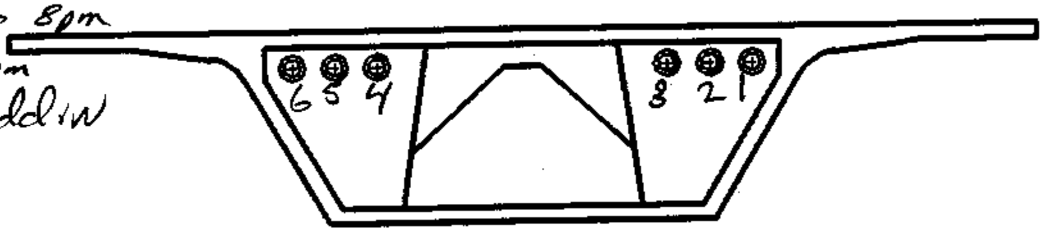
10-9 — chip 2A



Haie
Steve
Randall
Eric

EXPANSION PIER

10/8/2000 8pm
10/9 8am
John Goddin
Team
Camra — 2A
sp = still photo



INTERIOR PIER

Expansion or Interior Pier No. 106

Direction North or South

Span Supported 105

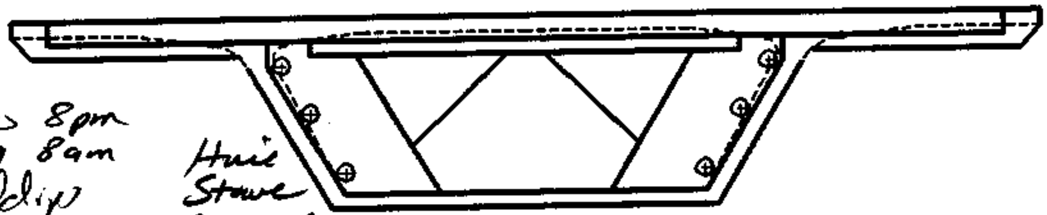
All Holes Videoed

	Tendon	Condition	
Short Hole	sp 61 1	solid white grout	1' pent
	sp 63 2	sp 64 4 strans with light red crassion on strans and Trumpet TAN grout	24' pentr
	sp 65 3	sp 66 live red corrsion on Trumpet TAN grout with void	5' pent
	sp 67 4	sp 68 Solid white grout	5' pent
	sp 69 5	sp 70 solid white grout	6' pent
Short Hole	sp 71 6	sp 72 solid whie grout	1' pent

10-9 chip 2A

10/8/2000 8pm
1019 8am
John Godding
Team

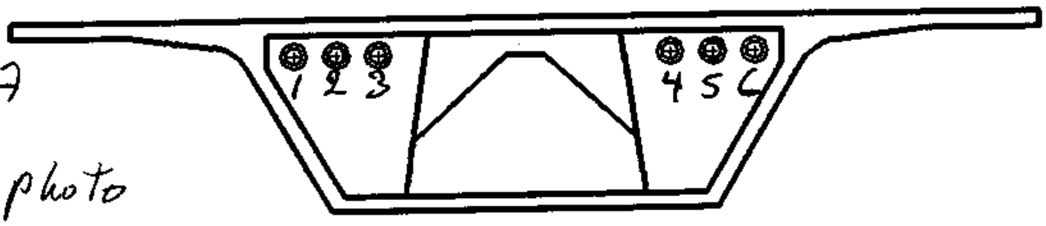
Huie
Steve
Randall
Eric



EXPANSION PIER

Camera 2A

SP = still photo



INTERIOR PIER

Expansion or Interior Pier No. 106

Direction (North) or South

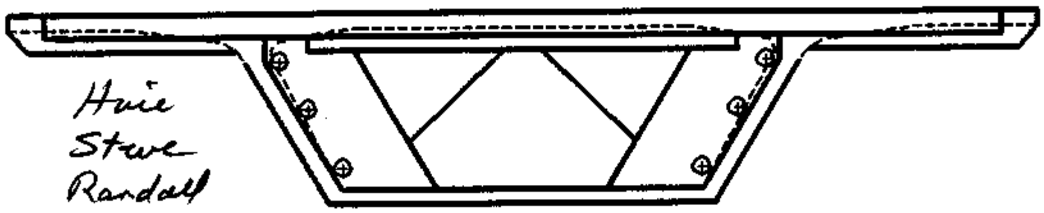
Span Supported 106

All Holes Viedeoed

Tendon	Condition
sp 49 1	sp 50 Solid white grout 3" pent
sp 51 2	sp 52 Solid white grout 5" pent
sp 53 3	sp 54 Solid white grout 6" pent
sp 55 4	sp 56 TAN grout small void 7" pent
sp 57 5	sp 58 Solid white grout 6" pent
sp 59 6	sp 60 solid white grout 1" pent

Short Hole

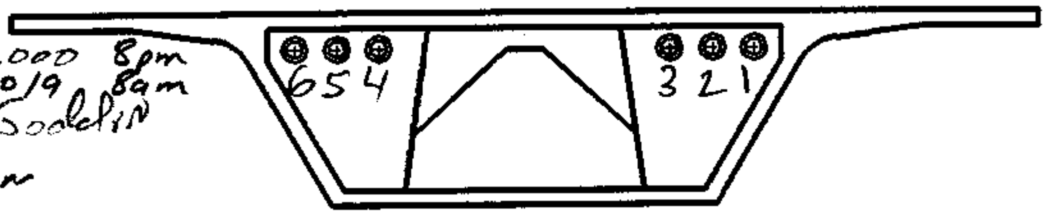
10-9 — chip 2A



Huie
Steve
Randall
Eric

EXPANSION PIER

10-8-2000 8pm
10/9 8am
John Goodlin
Team



INTERIOR PIER

Camra-2A

SP = still Photo

Expansion or Interior Pier No. 107

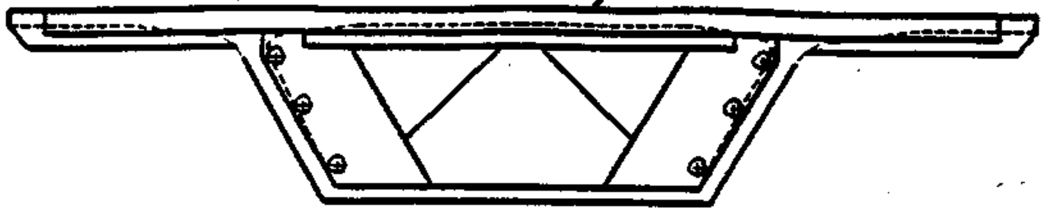
Direction North or South

Span Supported 106

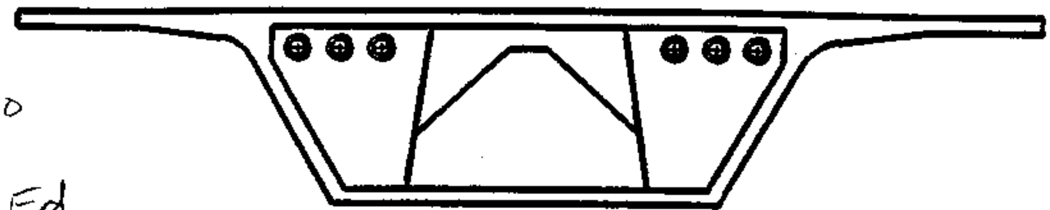
All Holes videoed

	Tendon	Condition
Short Hole	SP85 1	SP86 metal 1" pentr
Short Hole	SP87 2	SP88 metal 1" pentr
Short Hole	SP89 3	SP 90 metal 1" pentr
	SP 91 4	SP92 Solid white grout [illegible] metal 3" pentr
*	SP93 5	SP94 Solid white grout with appers to be metal 5" pentr
	SP95 6	SP 96 TAN grout with void 6" pentr

10-24- chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

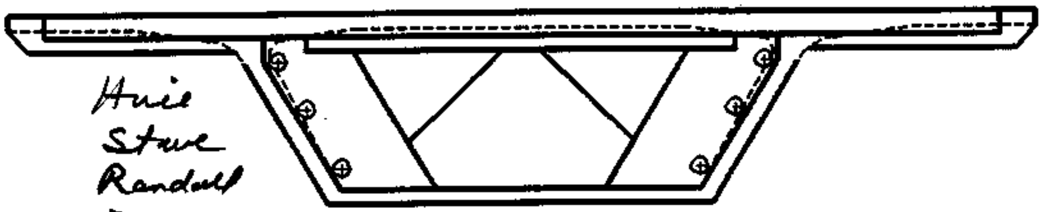
Expansion or Interior Pier No. 107

Span Supported 106 NEAR END or FAR END ANCHOR

	Tendon	Condition
ME	1	4" Drill Hole - anchor block
TIME	2	4" Drill Hole
TIME	3	1" Drill Hole
TIME	4	
TIME	5	
TIME	6	

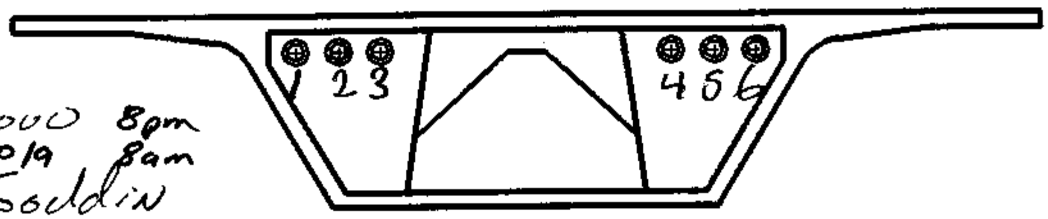
Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

10-9 _ chip 2A



Anie
Steve
Randall
Eric

EXPANSION PIER



INTERIOR PIER

10-8-2000 8pm
10/9 8am
John Goddin
Team

Camra - 2 A
sp = still photo

Expansion or Interior Pier No. 107

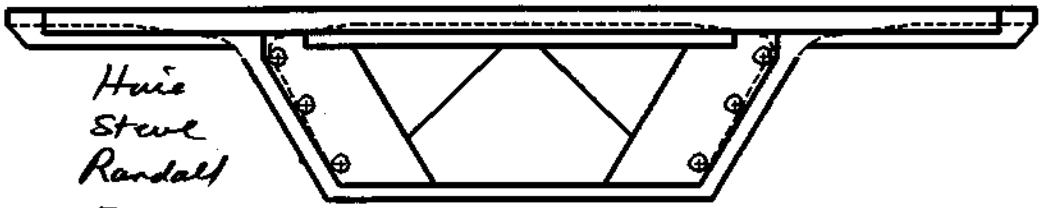
Direction North or South

Span Supported 107

All Holes Videoed

Tendon	Condition
sp 73 1	sp 74 TAN grout small void 8" pentr
sp 75 2	sp 76 solid white grout with rubble 3" pentr
sp 77 3	sp 78 solid white grout 3" pentr
sp 79 4	sp 80 Solid white grout 6" pentr
sp 81 5	sp 82 TAN grout with rubble and void 6" pentr
sp 83 6	sp 840 solid white grout 3" pentr

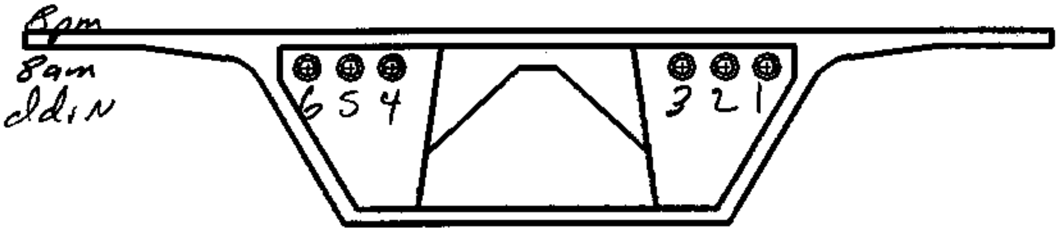
10-9 — chip 2A



Huie
Steve
Randall
Eric

EXPANSION PIER

10/8/2000 8pm
10/9 8am
John Goddin
Team
Camra 2-A



INTERIOR PIER

SP = still Photo

Expansion or Interior Pier No. 108

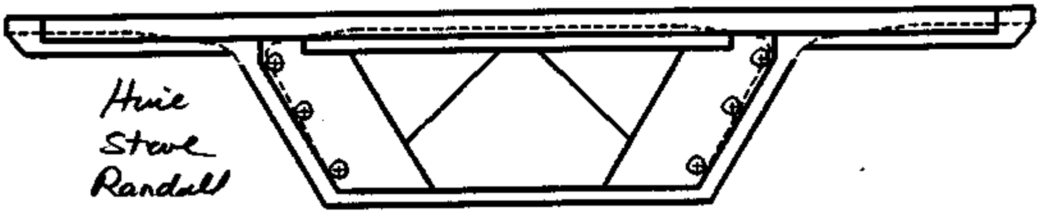
Direction North or South

Span Supported 107

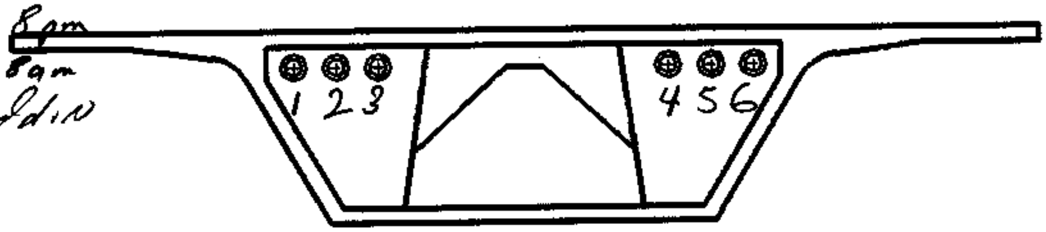
all Holes Vidaoed

Tendon	Condition
sp 109 1	sp 110 solid white grout 2" pentr
sp 111 2	sp 112 solid white grout 4" pentr
sp 113 3	sp 114 Solid white grout 4" pentr
sp 115 4	sp 116 solid TAN grout 3" pentr
sp 117 5	sp 118 white grout with rubble 5" pent
sp 119 6	sp 120 light red corrison on Trupmt TAN grout with void 10" pentr

10-9 — chip 2A



Huie
Steve
Randall
Eric



10/8/2000 8pm
1019 8am
John Goddin
Team

CAMRA 2-A

sp = still photo

Expansion or Interior Pier No. 108

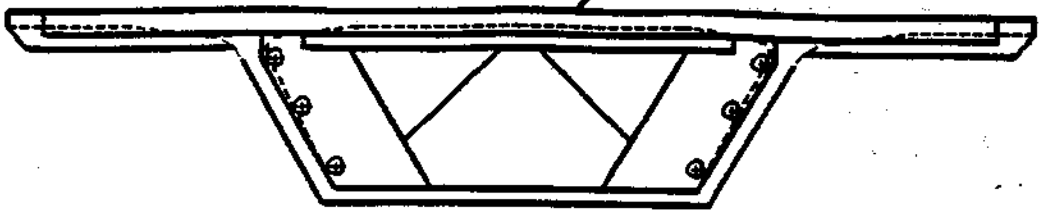
Direction North or South

Span Supported 108

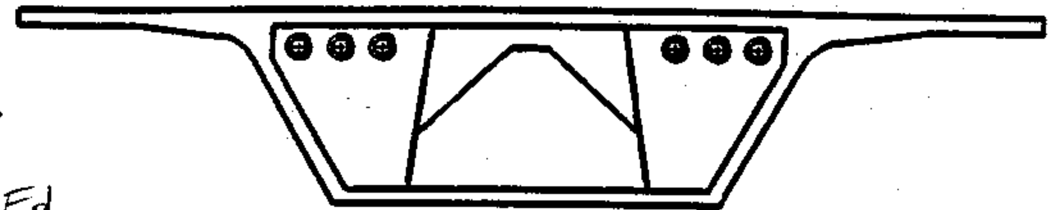
All Holes Videoed

	Tendon	Condition
	sp97 1	sp98 Solid white grout 3" penetrate
Short Hole	sp99 2	sp100 1/2" penetrate
	sp101 3	sp102 UNKnow object TAN grout with void 10" penetrate
	sp103 4	sp104 TAN grout small void 5" pentr
	sp105 5	sp106 Solid white grout 4" pentr
	sp107 6	sp108 light Red corrosion on Trumpet TAN grout with void 6" pentr

10-24 – chip 1B



EXPANSION PIER



INTERIOR PIER

DATE: 10/24/00
TEAM MEMBERS:
Lonzo, Jeff, Ed,
Dave, Bill, Alto

Expansion or Interior Pier No. 108

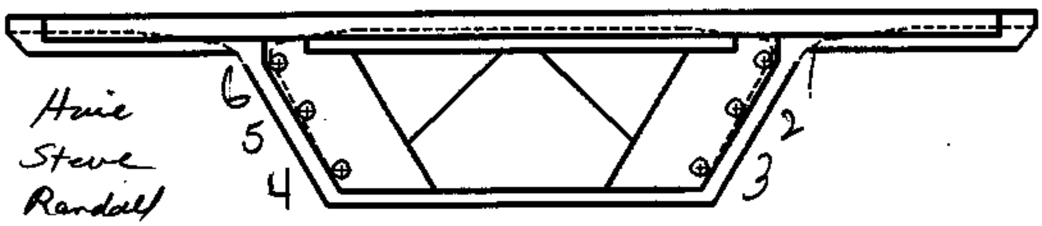
Span Supported 108 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	4" Drill Hole
TIME	3	
TIME	4	
TIME	5	
TIME	6	

Team Member: Lonzo Hornsby, Jeff Loflin, Bill Duke, Ed Phoenix, David Riley, Alto Carroll
Shift/Date: 10/24/00 **Picture Chip:** 1B

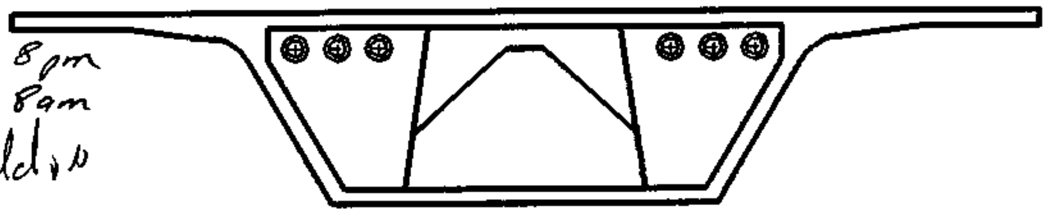
10-9 — chip 2A

Hanie
Steve
Randall
Erne



EXPANSION PIER

10/8/2000 8pm
1019 8am
John Goddin
Team



INTERIOR PIER

Camra 2-A
sp = still photo

~~Expansion~~ or Interior Pier No. 109

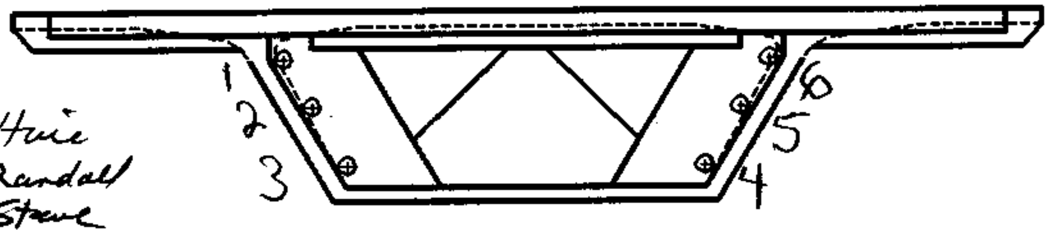
Direction North or South

Span Supported 108

All Holes videoed

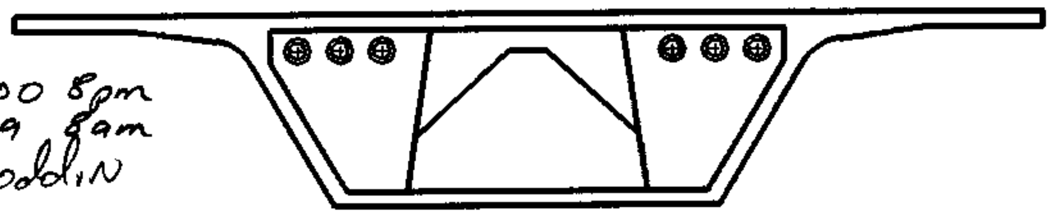
Tendon	Condition
Sp121 1	Sp122 solid white grout 3" pent
sp123 2	sp124 Solid white grout 4" pent
sp125 3	sp126 solid white grout 2" pent
sp127 4	sp128 solid white grout 3" pent
sp129 5	sp130 Red corrosion on Trumpet TAN grout with void 7" pent
sp131 6	sp132 TAN grout with void 7" pent

10-9 — chip 2A



Huie
Randall
Steve
Eric

EXPANSION PIER



10/8/2000 8pm
10/9 8am
John Goddin
Team
Camra 2-A

INTERIOR PIER

SP = still photo

Expansion or Interior Pier No. 109

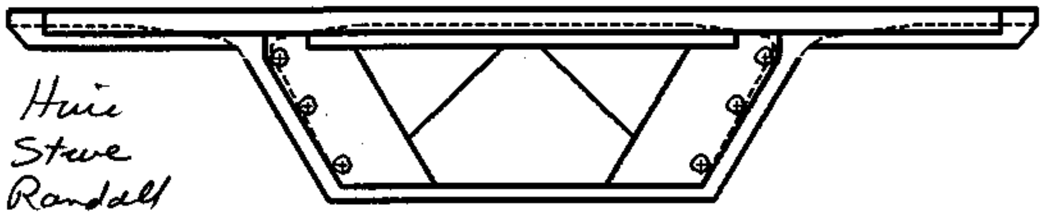
Direction North or South

Span Supported 109

All Holes videoed

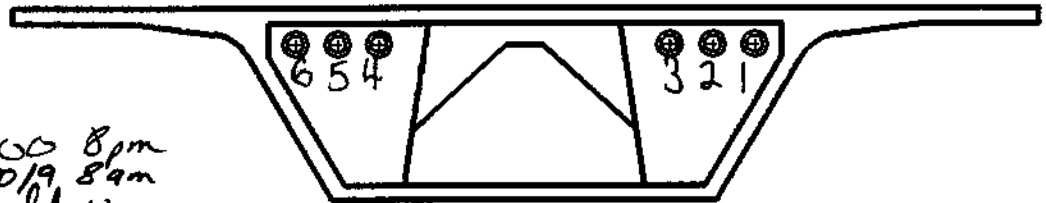
Tendon	Condition
sp 133 1	sp 134 solid white grout 3" pentr.
sp 135 2	sp 136 light Red corrsion on Trupment, TAN grout with void 7" pentr
sp 137 3	sp 138 solid white grout 3" pentr
sp 139 4	sp 140 solid white grout 3" pentr
sp 141 5	sp 142 solid white grout 5" pentr
sp 143 6	sp 144 TAN grout with void 6" pentr

10-9 — chip 2A



Huie
Steve
Randall
Eric

EXPANSION PIER



INTERIOR PIER

10/8/2000 8pm
10/19 8am
John Goddin
Team

Camra 2-A

sp = still Photo

Expansion or Interior Pier No. 110

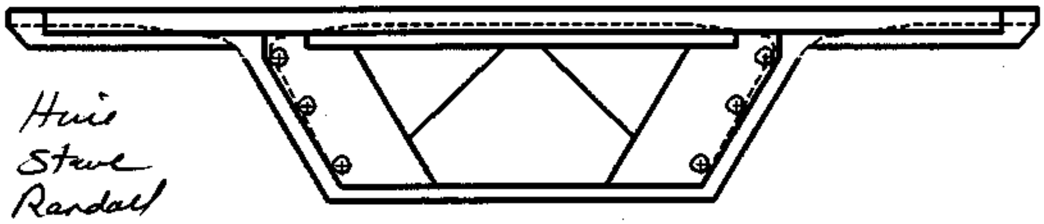
Direction North or South

Span Supported 109

All Holes viedeoed

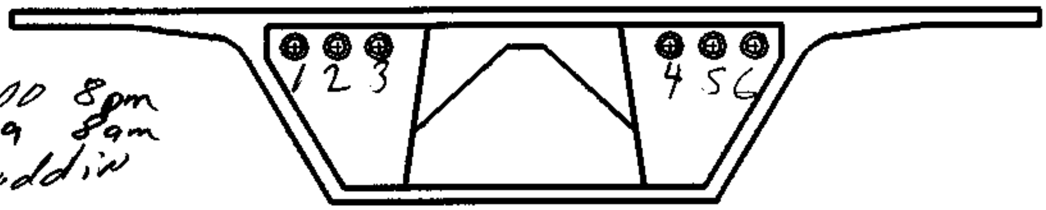
Tendon	Condition	
SP 157 1	sp 158 Solid white grout	3" pent.
SP 159 2	sp 160 Solid white grout	3" pent.
sp 161 3	sp 162 3 strands grout coated TAN grout with void	10" pent.
sp 163 4	sp 164 Solid white grout	3" pent.
sp 165 5	sp 166 TAN grout	5" pent.
Short Hole sp 167 6	sp 168 TAN grout	1" pent.

10-9 — chip 2A



Huie
Steve
Randall
Eric

EXPANSION PIER



10/8/2000 8pm
10/9 8am
John Goddin
Team
Camera 2-A
sp = still Photo

INTERIOR PIER

Expansion or Interior Pier No. 110

Direction North or South

Span Supported 110

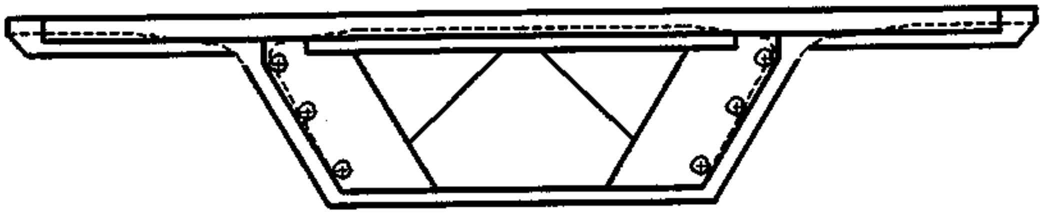
all Holes videoed

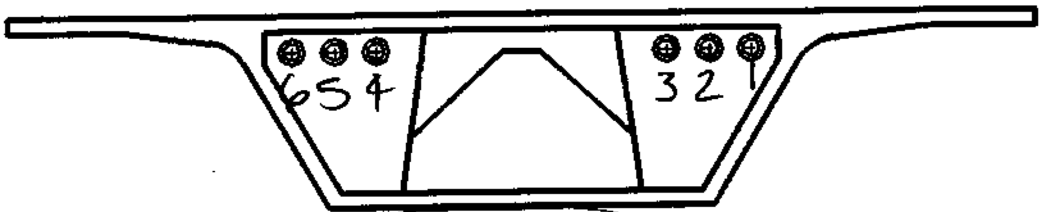
Tendon	Condition
sp145 1	sp146 Solid white grout 3" pentr
sp147 2	sp148 Solid white grout 4" pentr
sp149 3	sp150 Solid white grout 4" pentr.
sp151 4	sp152 Solid white grout 6" pentr
sp153 5	sp154 Solid white grout 4" pentr
sp155 6	sp156 TAN grout with void 12" pentr

Doug
Laura
Russ
ALTO

10-7 - chip 2B

10-6 8pm
10-7-00 8am





2-B

Expansion or Interior Pier No. 111

Looking Direction North or South

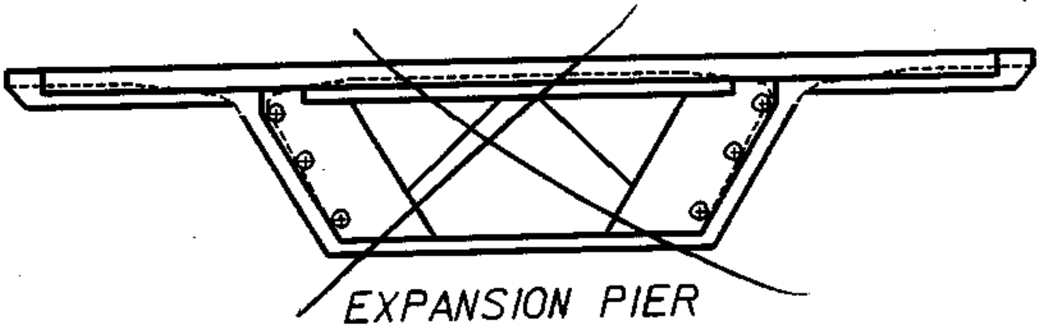
Span Supported 110

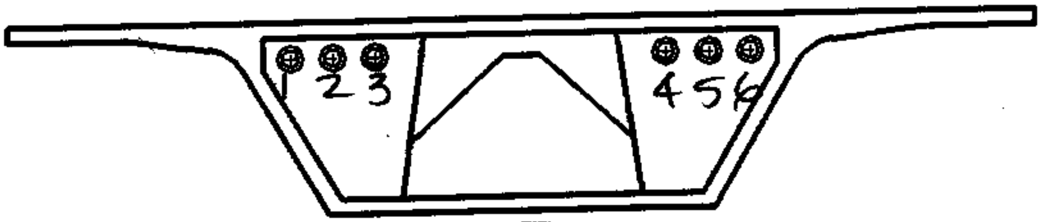
Tendon	Condition	
1	Hole only 1/2" Deep	Photo 13 8:26 Photo 14 Hole
2	4" Drill Hole, white Grout depth 4"	Photo 15 8:29 Photo 16 Drill Hole
3	6" Drill Hole, white Grout	Photo 17 8:32 Photo 18 Drill Hole
4	6" Drill Hole, white Grout	Photo 19 8:34 Photo 20 Drill Hole
5	4" Drill Hole, white Grout	Photo 21 8:36 Photo 22 Drill Hole
6	4" Drill Hole, white Grout with Moon Rocks	Photo 23 8:38 Photo 24 Drill Hole

10-7 chip 2B

10-6 8pm
10-7-00 8am

Doug
Laura
Kuss
ALTO





2-B

Expansion or Interior Pier No. 111

Looking Direction North or South

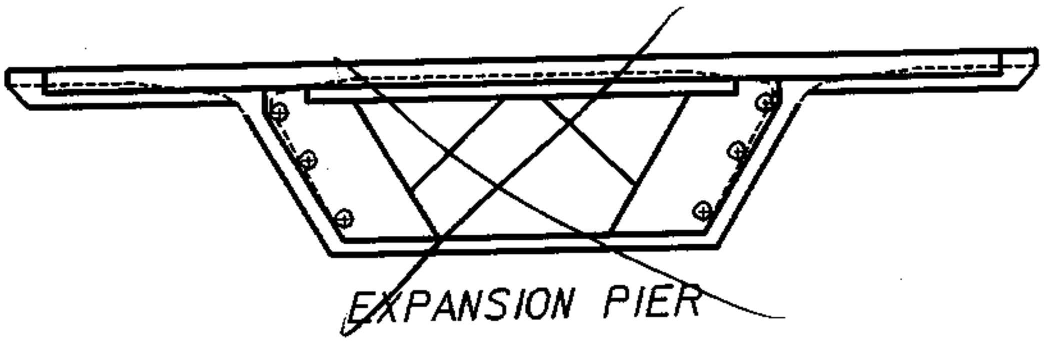
Span Supported 111

Tendon	Condition	
1	5" Drill Hole, white Grout Depth 4"	Photo 1 8:07 Photo 2 Drill Hole
2	5" Drill Hole, white Grout Depth 4"	Photo 3 8:15 Photo 4 Drill Hole
3	5" Drill Hole, white Grout Depth 4"	Photo 5 8:16 photo 6 Drill Hole
4	5" Drill Hole, white Grout Depth 4"	Photo 7 8:18 Photo 8 Drill Hole
5	5" Drill Hole, white Grout Depth 4"	Photo 9 8:21 Photo 10 Drill Hole
6	5" Drill Hole, white Grout Depth 4"	Photo 11 8:23 Photo 12 Drill Hole

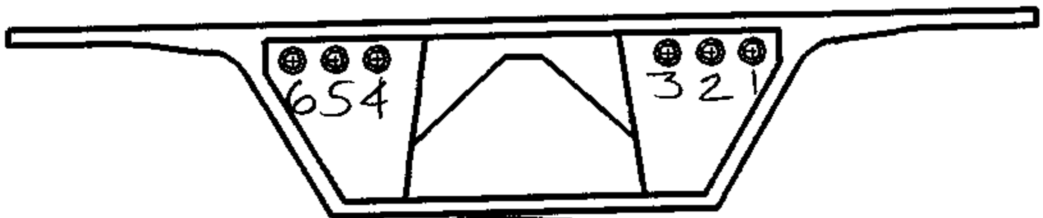
10-16 8pm
10-7-00 8am

10-7— chip 2B

Doug
Laura
Russ
ALTO



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 112

Looking Direction North or South

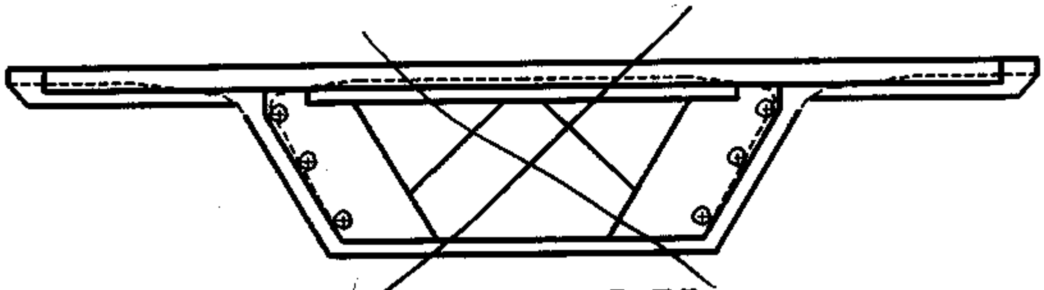
Span Supported 111

Tendon	Condition	
1	5" Drill Hole, White Grout	Photo 37 9:24 Photo 38 Drill Hole
2	4" Drill Hole, White Grout	Photo 39 9:30 Photo 40 Drill Hole
3	5" Drill Hole, white Grout Slight Corrsion to the Trumpet	Photo 41 9:32 Photo 42 Drill Hole
4	4" Drill Hole, White Grout	Photo 43 9:37 Photo 44 Drill Hole
5	4" Drill Hole, White Grout	Photo 45 9:42 Photo 46 Drill Hole
6	1/2" Deep Hole	Photo 47 9:45 Photo 48 Hole

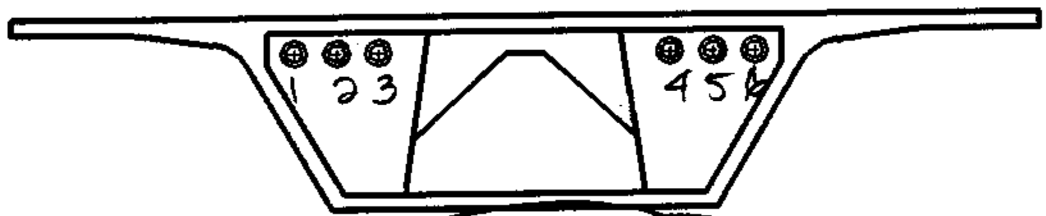
Doug
Laura
Russ
Alto

10-7 chip 2B

10-6 8pm
10-7-00 8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 112

Looking Direction North or South

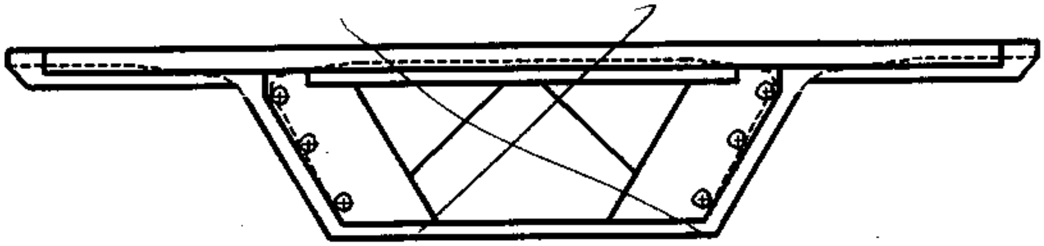
Span Supported 112

Tendon	Condition	
1	10" VOID, White Grout No Exposed strands	Photo 25 8:49 Photo 26 Void
2	4" Drill Hole, White Grout	Photo 27 8:53 Photo 28 Drill Hole
3	4" Drill Hole, White Grout	Photo 29 9:00 Photo 30 Drill Hole
4	4" Drill Hole, White Grout	Photo 31 9:03 Photo 32 Drill Hole
5	4" Drill Hole, White Grout	Photo 33 9:12 Photo 34 Drill Hole
6	5" Drill Hole, White Grout	Photo 35 9:20 Photo 36 Drill Hole

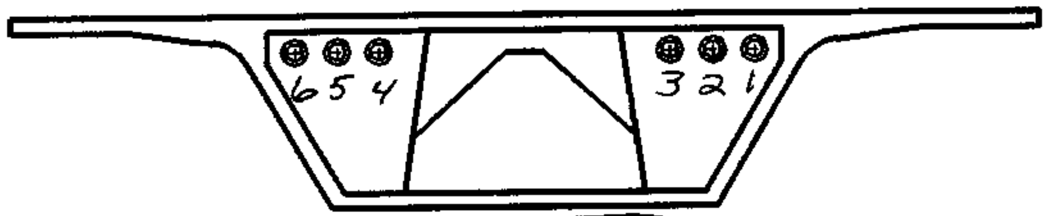
Doug
LAURA
Russ
ALTD

10-7 chip 2B

10-6 8pm 10-7-00 8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 113

Looking Direction North or South

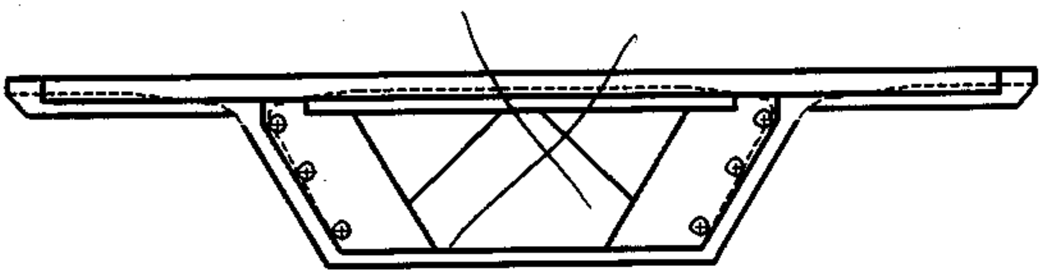
Span Supported 112

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 61 10:26 Photo 62 Drill Hole
2.	6" Drill Hole, White Grout Slight Corrsion on Trumpet	Photo 63 10:28 Photo 64 Drill Hole
3	4" Drill Hole, White Grout	Photo 65 10:32 Photo 66 Drill Hole
4	5" Drill Hole, White Grout	Photo 67 10:35 Photo 68 Drill Hole
5	4" Drill Hole, White Grout	Photo 69 10:38 Photo 70 Drill Hole
6	1" Deep Hole	Photo 71 10:40 Photo 72 Hole

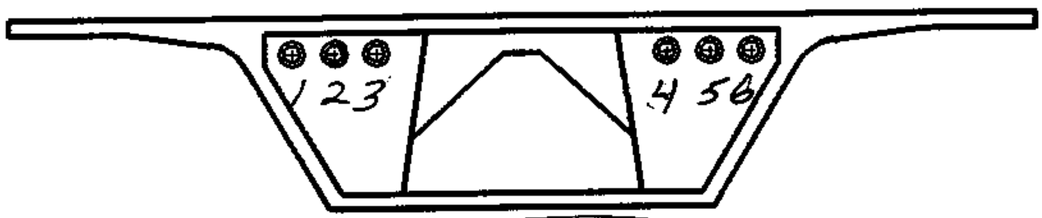
Doug
LAURA
Russ

10-7 — chip 2B

10/6 8pm 10-7-00 8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 113

Looking Direction North or South

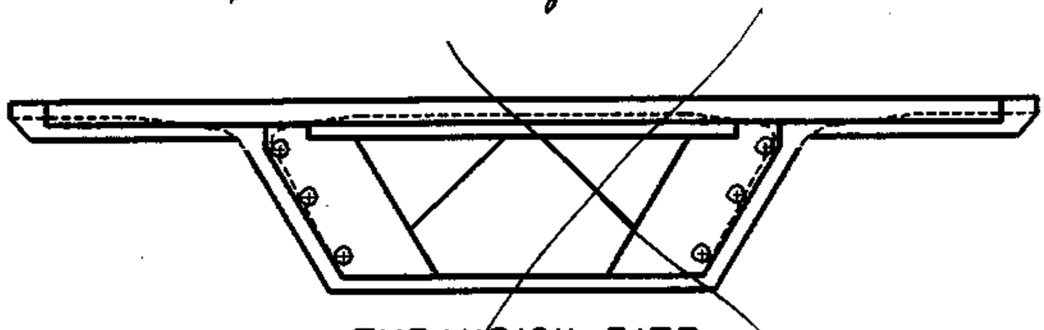
Span Supported 113

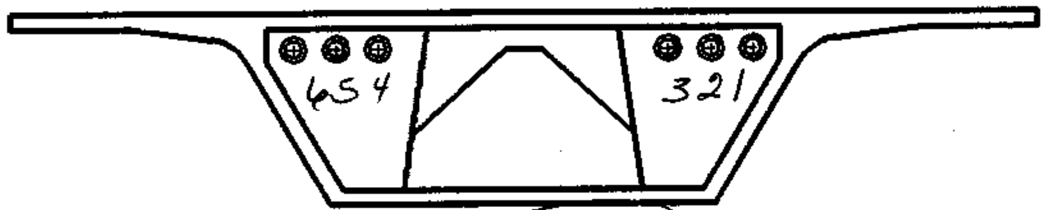
Tendon	Condition
1	6" VOID with White Grout — Photo 49 10:02 Photo 50 VOID
2.	14" White Grout, No Visible Strands — Photo 51 10:06 Photo 52 Void
3	6" Hole, White Grout, Moon Rock — Photo 53 10:10 Photo 54 Drill Hole
4	5" Drill Hole, White Grout — Photo 55 10:14 Photo 56 Drill Hole
5	4" Drill Hole, White Grout — Photo 57 10:20 Photo 58 Drill Hole
6	5" Drill Hole, White Grout — Photo 59 10:23 Photo 60 Drill Hole

DOUG
LAURA
RUSS
ALIO

10-7 chip 2B

10-6 8pm
10-7 ~~00~~
8am





2-B

Expansion or Interior Pier No. 114

Looking Direction North or South

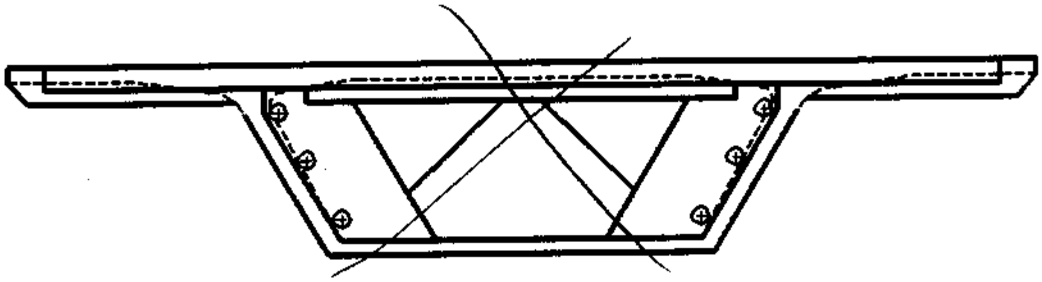
Span Supported 113

Tendon	Condition	
1	1" Drill Hole	Photo 85 11:07 Photo 86 Drill Hole
2	4" Drill Hole, White Grout	Photo 87 11:09 Photo 88 Drill Hole
3	7" VOID, White Grout	Photo 89 11:11 Photo 90 Void
4	7" VOID, White Grout	Photo 91 11:12 Photo 92 VOID
5	7" VOID, White Grout	Photo 93 11:23 Photo 94 VOID
6	1" Deep Hole	Photo 95 11:25 Photo 96 Hole

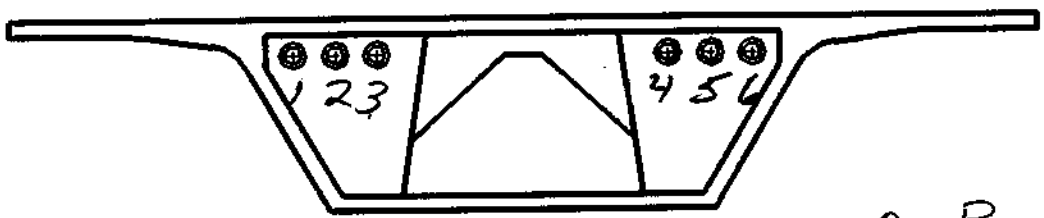
Doug
LAURA
Russ
ALTO

10-7 — chip 2B

10/6 8pm 10-7-00 8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 114

Looking Direction North or South

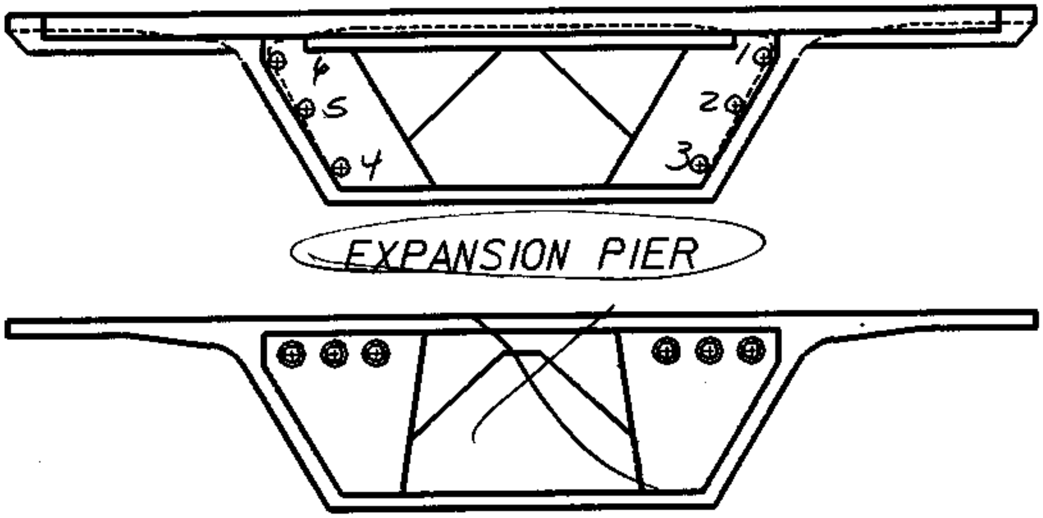
Span Supported 114

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 73 10:50 Photo 74 Drill Hole
2	4" Drill Hole, White Grout	Photo 75 10:54 Photo 76 Drill Hole
3	7" VOID, White Grout	Photo 77 10:56 Photo 78 VOID
4	4" Drill Hole, White Grout	Photo 79 10:58 Photo 80 Drill Hole
5	6" VOID, White Grout	Photo 81 11:02 Photo 82 VOID
6	½" Drill Hole	Photo 83 11:04 Photo 84 Drill Hole

Doug
LAURA
Russ
AL

10-7 — chip 2B

10/6 8pm 10-7-00 8am



2-B

Expansion or Interior Pier No. 115

Looking Direction North or South

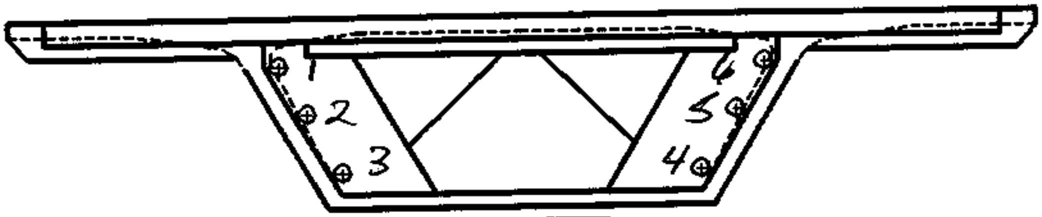
Span Supported 114

Tendon	Condition
1	1' VOID, White Grout Light Corrsion on Trumpet — Photo 97 11:53 / Photo 98 VOID
2	8" VOID, White Grout Light Corrsion on Trumpet — Photo 99 11:56 / Photo 100 Corrsion
3	4" Drill Hole, White Grout — Photo 101 11:59 / Photo 102 Drill Hole
4	No Hole — Photo 103 12:03 / Photo 104 No Hole
5	1" Deep Hole — Photo 105 12:04 / Photo 106 Hole
6	4" Drill Hole, White Grout — Photo 107 12:05 / Photo 108 Drill Hole

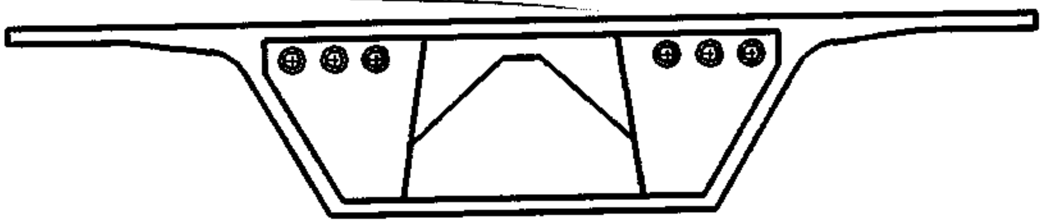
Doug
LAURA
RUSS
[illegible]

10-7 — chip 2B

10/6 5pm 10-7-00
8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 115

Looking Direction North or South

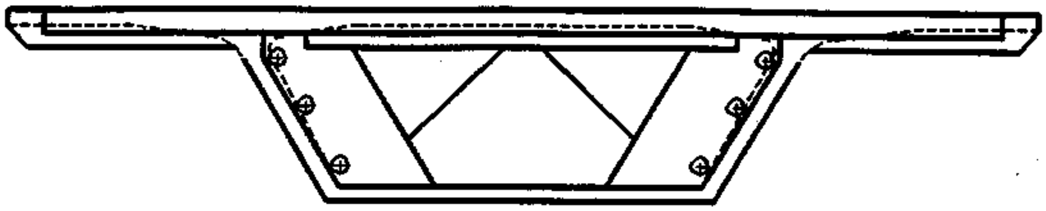
Span Supported 115

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 119 12:26 Photo 120 Drill Hole
2	4" Drill Hole, White Grout	Photo 117 12:25 Photo 118 Drill Hole
3	4" Drill Hole, White Grout	Photo 115 12:22 Photo 116 Drill Hole
4	4" Drill Hole, White Grout	Photo 113 12:19 Photo 114 Drill Hole
5	6" VOID, White Grout	Photo 111 12:15 Photo 112 VOID
6	3' VOID, 3 Exposed Strands with random Light to Moderate Corrsion, White Grout	Photo 109 12:07 Photo 110 Corrsion on Strand

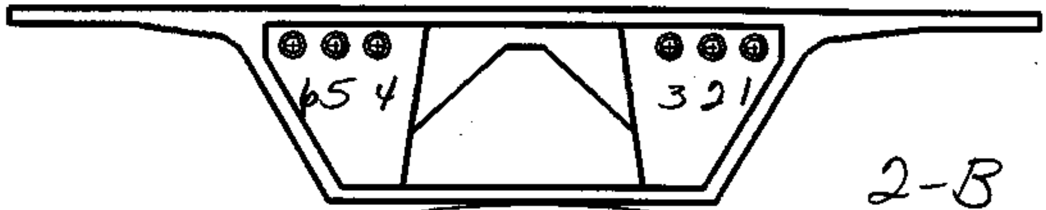
Doug
LAURA
RUSS
ATO

10-7 — chip 2B

10/6 8pm 10-7-00 8am



EXPANSION PIER



2-B

INTERIOR PIER

Expansion or Interior Pier No. 116

Looking Direction North or South

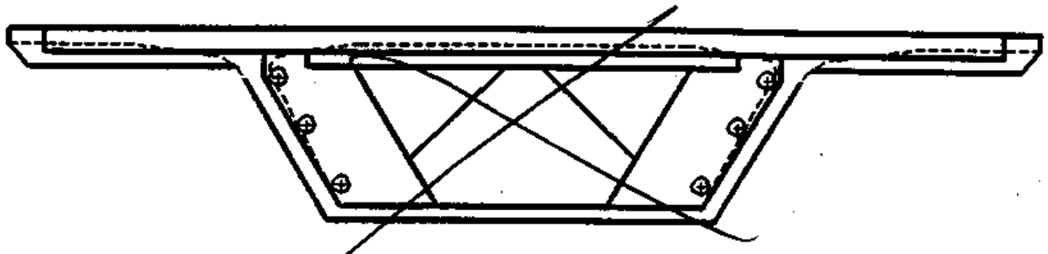
Span Supported 115

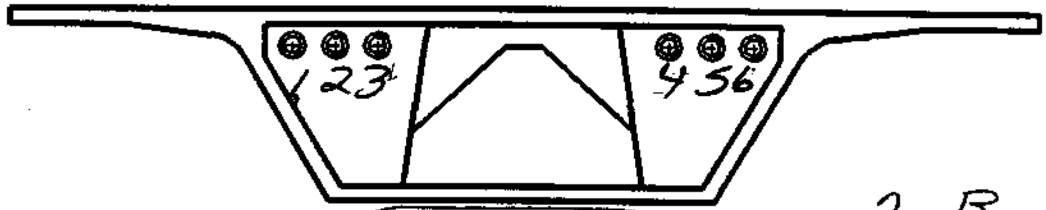
Tendon	Condition
1	4" Drill Hole, White Grout — Photo 133 12:58 — Photo 134 Drill Hole
2	4" Drill Hole, White Grout — Photo 135 1:00 — Photo 136 Drill Hole
3	4" Drill Hole, White Grout — Photo 137 1:02 — Photo 138 Drill Hole
4	5" Drill Hole, White Grout — Photo 139 1:04 — Photo 140 Drill Hole
5	2" Drill Hole — Photo 141 1:06 — Photo 142 Drill Hole
6	5" Drill Hole, White Grout Moon Rocks — Photo 143 1:07 — Photo 144 Drill Hole

Doug
LAURA
Russ
ALDO

10-7 — chip 2B

10/6 8pm 10-7-00 8am





2-B

Expansion or Interior Pier No. 116

Looking Direction North or South

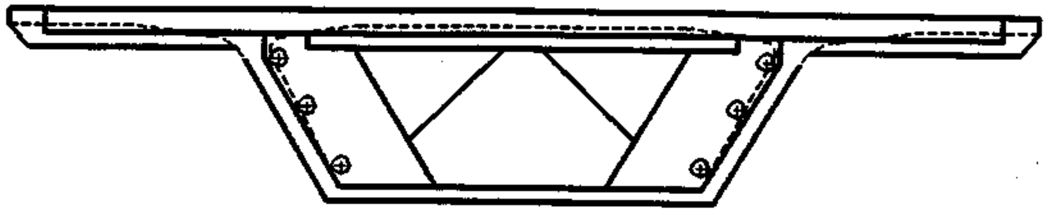
Span Supported 116

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 121. 12:42 - Photo 122 Drill Hole
2	1' VOID, White Grout No Exposed Strands	Photo 123 12:44 Photo 124 VOID
3	4" Drill Hole, White Grout	Photo 125 12:48 Photo 126 Drill Hole
4	14" VOID, White Grout No Strands Exposed	Photo 127 12:50 Photo 128 VOID
5	5" VOID, White Grout	Photo 129 12:52 Photo 130 VOID
6	4" Drill Hole, White Grout	Photo 131 12:53 Photo 132 Drill Hole

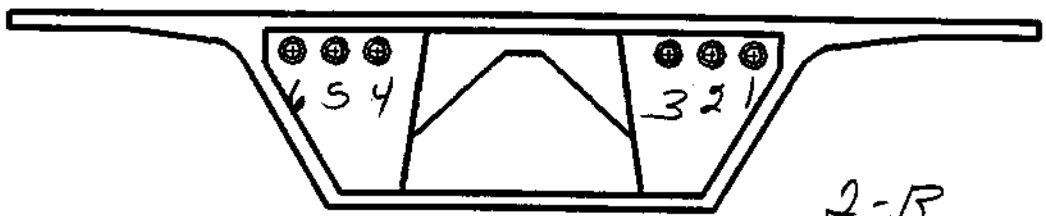
Doug
LAURA
Russ
A. O

10 - 7 chip 2B

10-6 8pm
10-7-00
8am



EXPANSION PIER



2-B

INTERIOR PIER

Expansion or Interior Pier No. 117

Looking Direction North or South

Span Supported 116

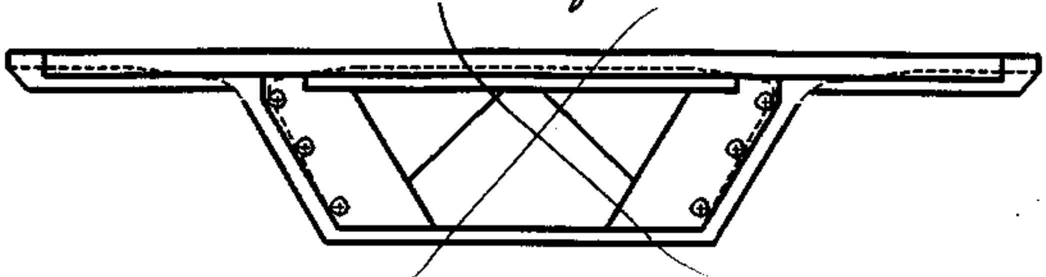
Tendon	Condition
1	10" VOID, White Grout — Photo 157 2:44 — Photo 158 VOID
2	4' VOID, 3 Exposed Strands with light corrison on Strands, white Grout, light Corrsion on trumpet — Photo 159 2:46 — Photo 160 Corrsion on strands
3	4" Drill Hole, White Grout — Photo 161 3:00 — Photo 162 Drill Hole
4	2½' VOID, 1 Visible Strand with random light Corrison, light Corrsion to trumpet, White Grout — Photo 163 3:09 — Photo 164 corrsion on strand
5	4" Drill Hole, White Grout — Photo 165 3:15 — Photo 166 Drill Hole
6	½" Hole — Photo 167 3:17 — Photo 168 Hole

Change Tape

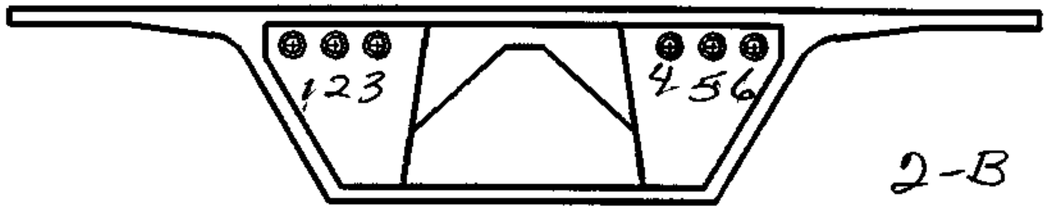
Doug
LAURA
Russ
R O

10-7 chip 2B

10-6 8pm
10-7-00
8am



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 117

Looking Direction North or South

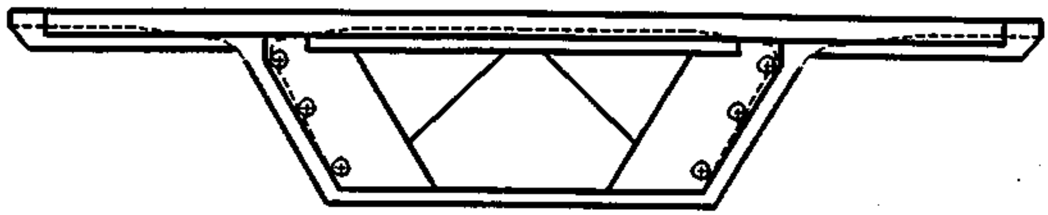
Span Supported 117

Tendon	Condition
1	7" VOID, White Grout Photo 145 2:30 Photo 146 VOID
2	4" Drill Hole, White Grout Photo 147 2:32 Photo 148 Drill Hole
3	4" Drill Hole, White Grout Photo 149 2:34 Photo 150 Drill Hole
4	4" Drill Hole, White Grout Photo 151 2:36 Photo 152 Drill Hole
5	4" Drill Hole, White Grout Moon Rocks Photo 153 2:38 Photo 154 Drill Hole
6	4" Drill Hole, White Grout Photo 155 2:40 Photo 156 Drill Hole

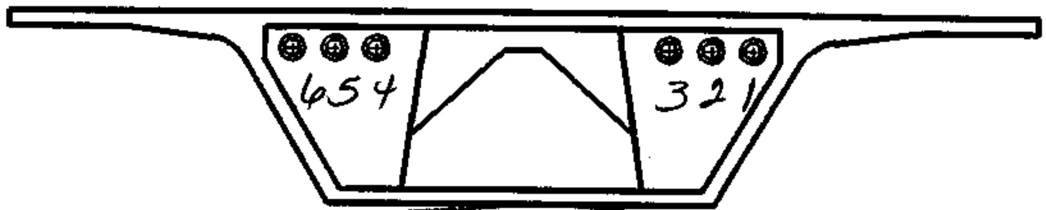
Doug
LAURA
RUSS
ALTO

10-7 chip 2B

10-6-8pm
10-7-00
8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 118

Looking Direction North or South

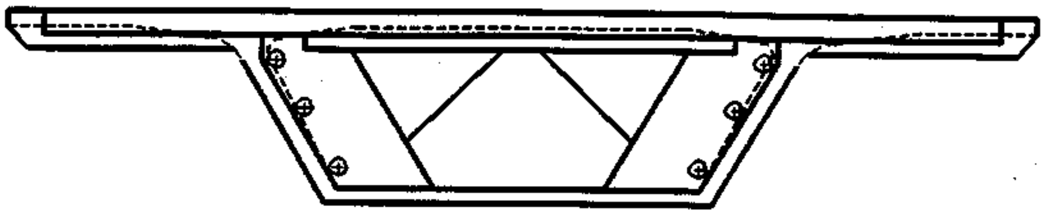
Span Supported 117

Tendon	Condition
1	1" Hole Photo 181 3:51 Photo 182 Hole
2	4" Drill Hole, White Grout Photo 183 3:52 Photo 184 Drill Hole
3	4" Drill Hole, White Grout Photo 185 3:53 Photo 186 Drill Hole
4	4" Drill Hole, White Grout Photo 187 3:56 Photo 188 Drill Hole
5	4" Drill Hole, White Grout Photo 189 3:57 Photo 190 Drill Hole
6	1/2" Hole Photo 191 3:59 Photo 192 Hole

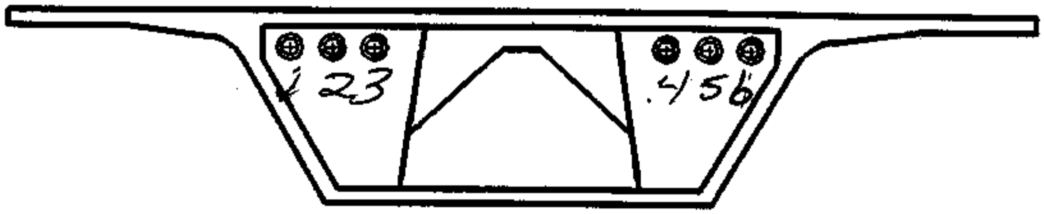
Doug
LAURA
Russ
A. ?O

10-7 — chip 2B

10-6 8pm
10-7-00
8am



EXPANSION PIER



INTERIOR PIER

2 -B

Expansion or Interior Pier No. 118

Looking Direction North or South

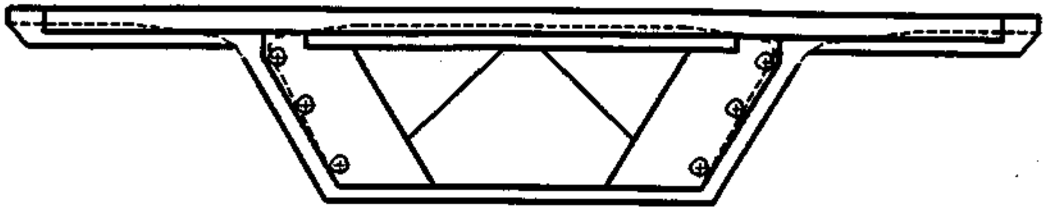
Span Supported 118

Tendon	Condition	
1	2" Hole	Photo 169 3:31 Photo 170 Hole
2	1' VOID, white Grout No strands Visible	Photo 171 3:32 Photo 172 VOID
3	1' VOID, White Grout No Strands Visible	Photo 173 3:35 Photo 174 VOID
4	6" VOID, White Grout	Photo 175 3:42 Photo 176 VOID
5	12" VOID, White Grout, No Strands Visible, Slight to moderate corrsion to Trumpet	Photo 177 3:45 Photo 178 corrsion to trumpet
6	1" Hole	Photo 179 3:47 Photo 180 Hole

10-7 — dip 2B

10-6 8pm
10-7-00
8am

DOUG
LAURA
Kris
ALTO



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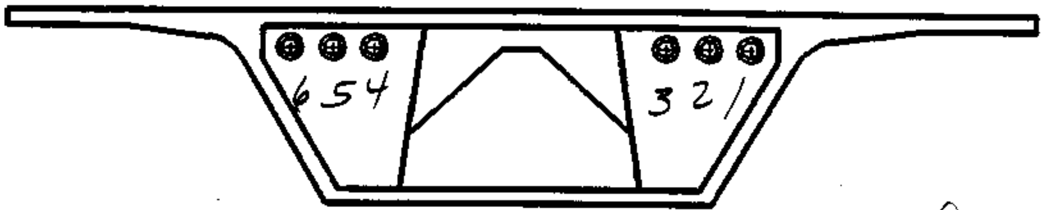


INTERIOR PIER

2-B

Expansion or Interior Pier No. 119

Looking Direction North or South

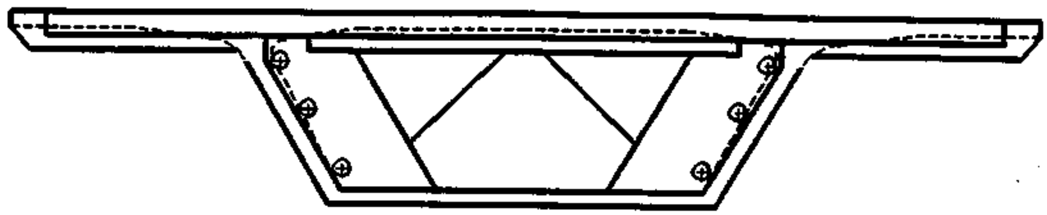
Span Supported 118

Tendon	Condition	
1	5" Drill Hole, White Grout Moon Rocks	Photo 205 4:34 Photo 206 Drill Hole
2	1' VOID, White Grout No Strands Visible light Corrsion on trumpet	Photo 207 4:36 Photo 208 VOID
3	4' VOID, 3 Visible strands Exposed, White Grout light Corrsion to trumpet	Photo 209 4:39 Photo 210 Exposed Strands
4	4" Drill Hole, White Grout	Photo 211 4:56 Photo 212 Drill Hole
5	5" Drill Hole, White Grout	Photo 213 4:58 Photo 214 Drill Hole
6	1/2" Hole	Photo 215 5:00 Photo 216 Hole

Doug
LAURA
Russ
F. TO

10-7 — chip 2B

10-6 8pm
10-7-00 8am



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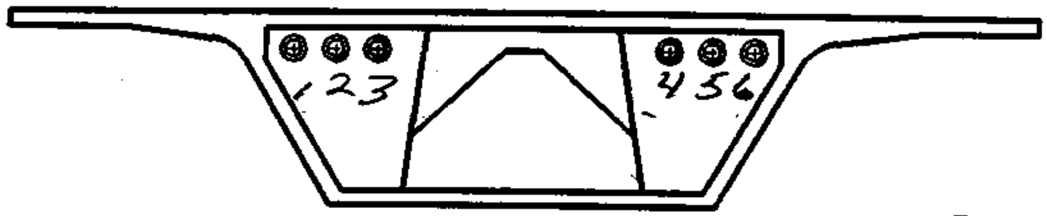


INTERIOR PIER

2-B

Expansion or Interior Pier No. 119

Looking Direction North or South

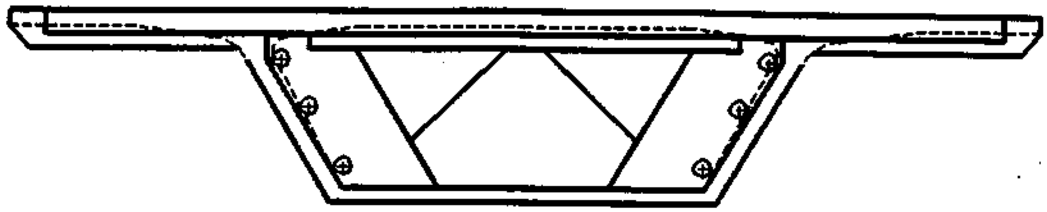
Span Supported 119

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 193 4:11 Photo 194 Drill Hole
2	4" Drill Hole, White Grout	Photo 195 4:13 Photo 196 Drill Hole
3	5" Drill Hole, White Grout Moon Rocks, Light Corrsion on Trumpet	Photo 197 4:15 Photo 198 Corrsion on Trumpet
4	4" Drill Hole, White Grout	Photo 199 4:19 Photo 200 Drill Hole
5	4' VOID, 3 Strands Exposed, Random slight Corrsion on Strands, Moderate Corrsion to trumpet (Below)	Photo 201 4:21 Photo 202 moderate corrsion to Trumpet
6	2" Hole	Photo 203 4:31 Photo 204 Hole

5. 3½' into VOID, White Grout

10-7 — chip 2B   10/6 8pm   10-7-00 8am

Doug
Laura
Russ
ALTO



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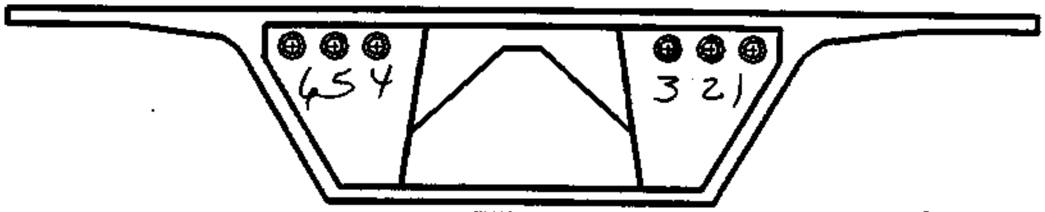


INTERIOR PIER   2-B

Expansion or Interior Pier No. 120

Looking Direction North or South

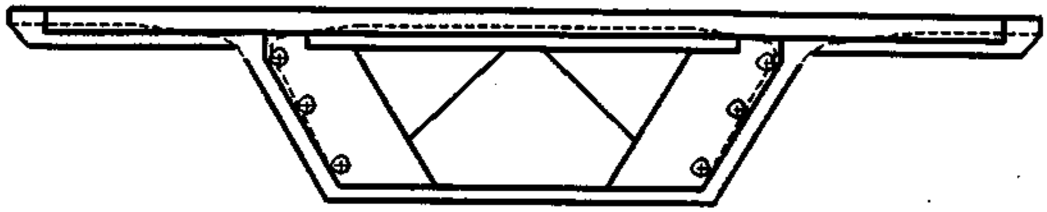
Span Supported 119

Tendon	Condition	
1	10" VOID, White Grout, No Exposed Strands	Photo 229 5:47 Photo 230 VOID
2	5" VOID, White Grout	Photo 231 5:52 Photo 232 VOID
3	4" Drill Hole, white Grout	Photo 233 5:54 Photo 234 Drill Hole
4	12" VOID, White Grout No Exposed Strands	Photo 235 6:01 Photo 236 VOID
5	4" Drill Hole, White Grout	Photo 237 6:09 Photo 238 Drill Hole
6	4" Drill Hole, White Grout	Photo 239 6:12 Photo 240 Drill Hole

10-7 — chip 2B

10/6 8pm 10-7-00 8am

DOUG
LUCA
RUSS
ALTO



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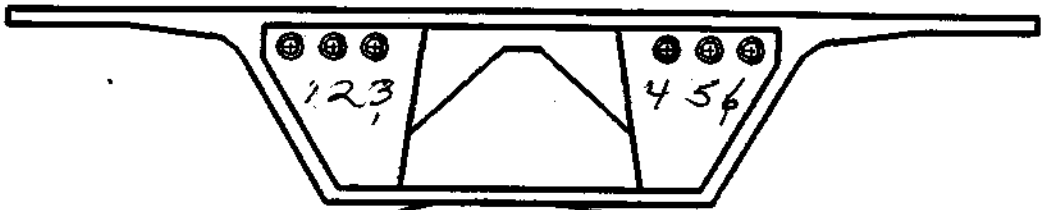


INTERIOR PIER

2-B

Expansion or Interior Pier No. 120

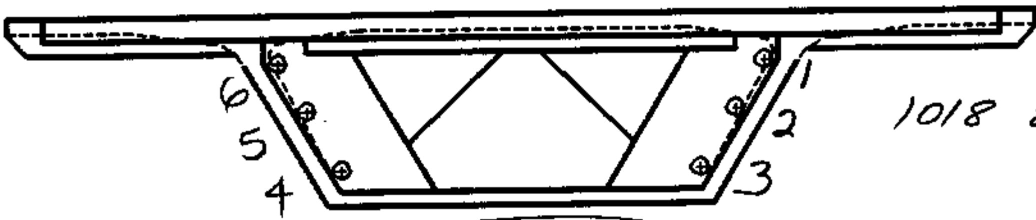
Looking Direction North or South

Span Supported 120

Tendon	Condition
1	12" VOID, White Grout No Exposed Strands — Photo 217 5:09 Photo 218 VOID
2	4" Drill Hole, White Grout — Photo 219 5:12 Photo 220 Drill Hole
3	4" Drill Hole, White Grout — Photo 221 5:13 Photo 222 Drill Hole
4	4" Drill Hole, White Grout — Photo 223 5:15 Photo 224 Drill Hole
5	4" Drill Hole, White Grout — Photo 225 5:17 Photo 226 Drill Hole
6	1' VOID, No Exposed Strands White Grout — Photo 227 5:18 Photo 228 VOID

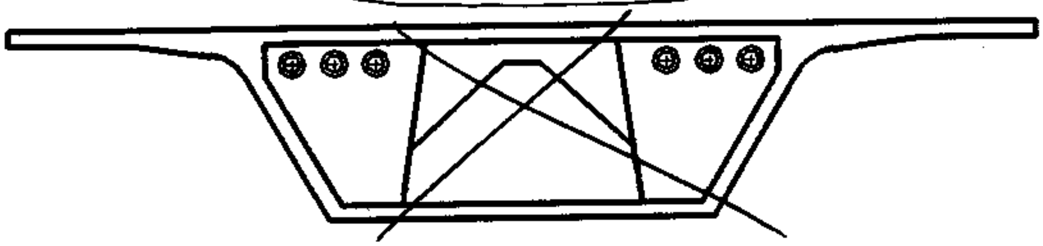
Jeff
Julie
Ed V.
Greg

10-8 - chip 1A



1018 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 121 1-A

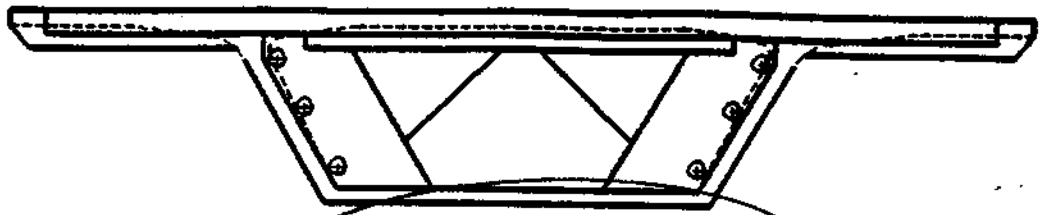
Looking Direction North or South

Span Supported 120

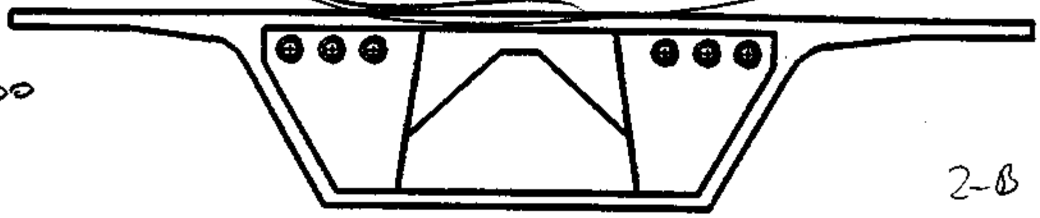
* None of the holes had plugs.

Tendon	Condition
1	Grout has apx. a 12" void, white grout present. Picture 1+2 8:22 1-A
2	Grout has apx. a 4" drill hole, white grout present. Picture 3+4 8:31 1-A
3	Grout has apx a 4" drill hole, white grout present. Picture 5+6 8:32 1-A
4	Grout has apx a 5" void, white grout present. Picture 13+14 8:38 1-A
5	Grout has apx. a 4" drill hole, white grout present. Picture 15+16 8:40 1-A
6	Grout has apx. a 5'+ void, white grout present. Trumpet has light red corrosion present. Picture 17+18 1-A 8:41 Apx. 6-17-strands visible with light red corrosion.

✓



EXPANSION PIER



2-B

INTERIOR PIER

DATE: 11/15/2000
TEAM MEMBERS:
LONZO
Jeff
Randall
Todd
Huie

~~Expansion or Interior Pier No.~~

Span [redacted] 120-6 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME 950AM 1 picture of STRAND.	6	Approximately (6) exposed STRANDS 1.5' VOID. white grout NO corrison on Trupent, ORANGE, Red. Light corrison to several STRANDS.

Jeff

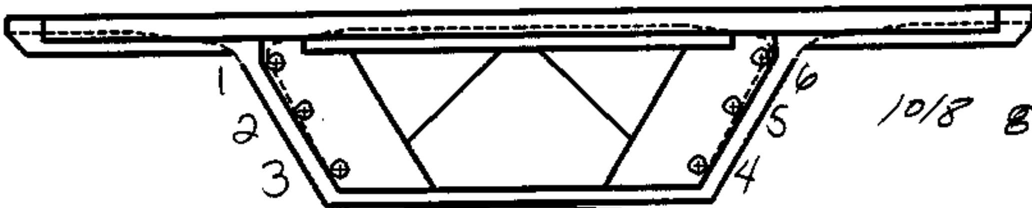
Julie

Ed V.

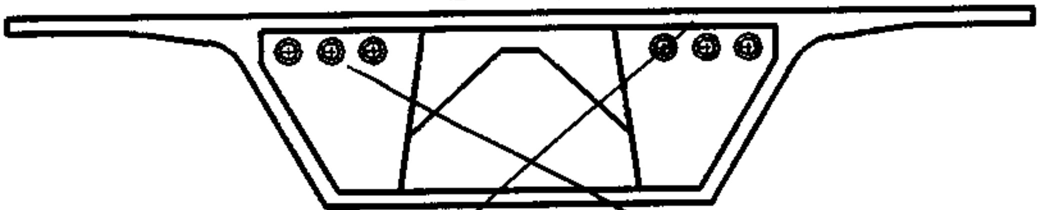
Greg

10-8 – chip 1A

10/8 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 121

Looking Direction North or South

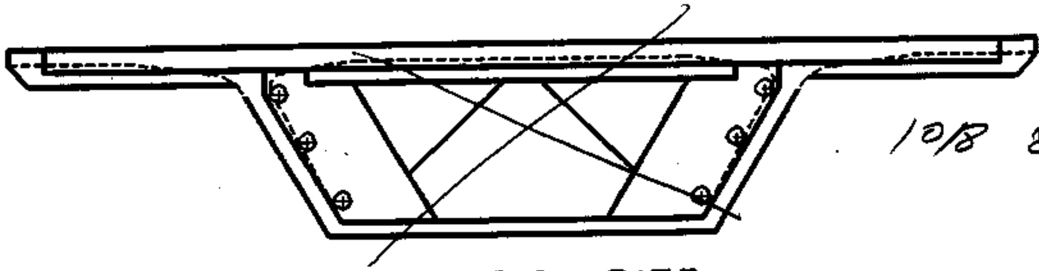
Span Supported 121

* None of these holes had plugs.

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout present. Picture 7+8 8:34 1-A
2	Grout has apx. a 4" drill hole, white grout present. Picture 9+10 8:35 1-A
3	Grout has apx. a 5" void, white grout present. Picture 11+12 8:36 1-A
4	Grout has apx. a 6" void, white grout present. Picture 19+20 9:16 1-A
5	Grout has apx 4" drill hole, white grout present. Picture 21+22 9:17 1-A
6	Grout has apx. a 4" drill hole, white grout present. Picture 23+24 9:18 1-A

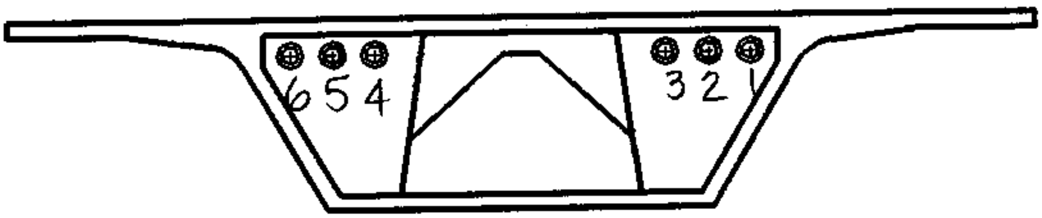
Jeff
Julie
Ed ✓
Greg

10-8 – chip 1A



10/8 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 122

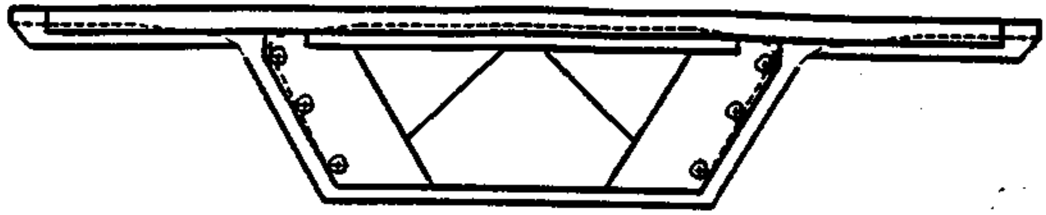
1-A

Looking Direction North or South

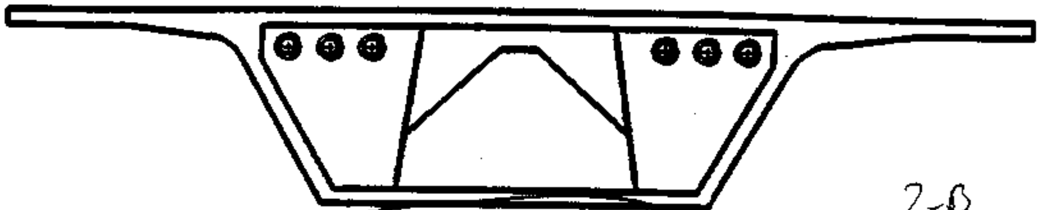
Span Supported 121

Tendon	Condition
1	Grout has apx a 4" drill hole, white grout. Picture 33+34 9:47 1-A
2.	Grout has apx. a 8" void, white grout. Picture 35+ 36 9:48 1-A
3	
4	Grout has apx. a 4" drill hole, white grout. Picture 37+38 9:52
5	Grout has apx. a 4" drill hole, white grout. Picture 39+40 9:52
6	Grout has apx. a 2" drill hole, white grout. Picture 41+42 9:53

✓



EXPANSION PIER



DATE: 11/15/2000
TEAM MEMBERS:
Lonzo
Jeff
Randall
Huie
Todd

2-B

INTERIOR PIER

Expa[redacted]o. ______

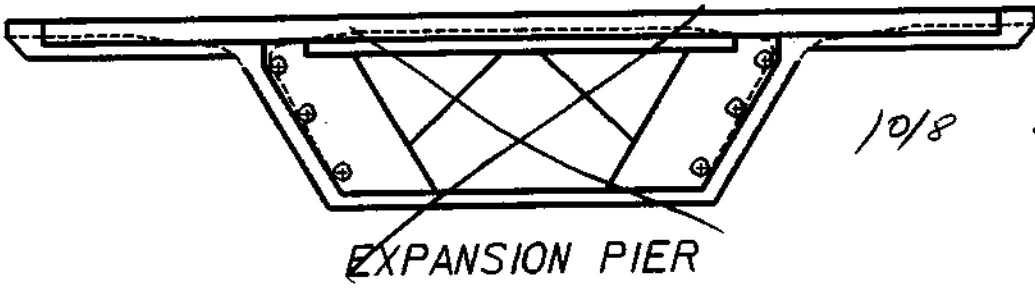
SPAN 121 -3
[redacted]ed ______ NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME 10:10 AM Picture of Strand	3	Appox 1' Foot void while Grout 1 exposed strand No corrision on strand Trumpet Has Light Red corrision,
TIME	4	
TIME	5	
TIME	6	

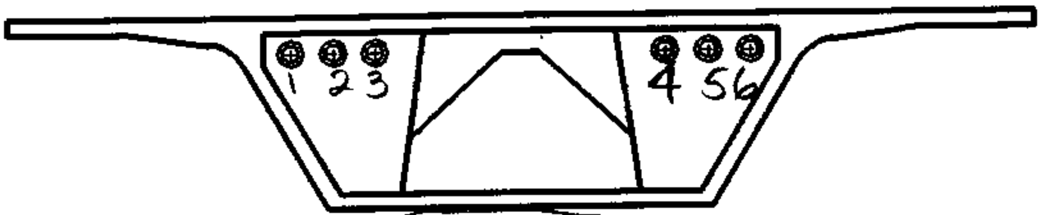
Jeff
Julie
Ed V
Greg

10-8 – chip 1A

10/8 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 122

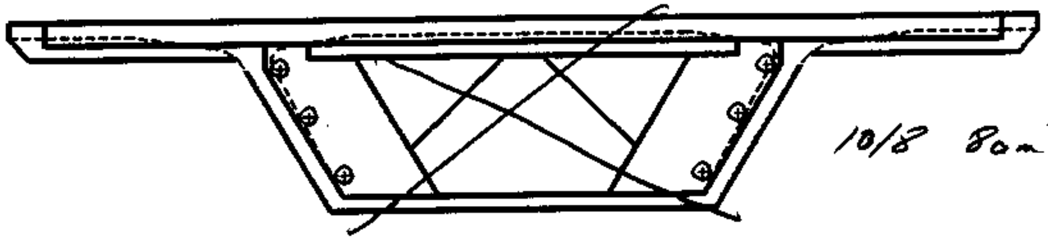
Looking Direction North or South

Span Supported 122

Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout. Picture 25+26 9:26 1-A
2	Grout has apx. a 4" drill hole, white grout. Trumpet has light red corrosion present. Picture 27+28 9:27 1-A
3	Grout has apx. a 18" void. One strand partially visible light red corrosion. White Grout. Picture 29+30 9:29 1-A
4	Grout has apx. a 4" drill hole, white grout. Picture 31+32 9:30 1-A
5	
6	

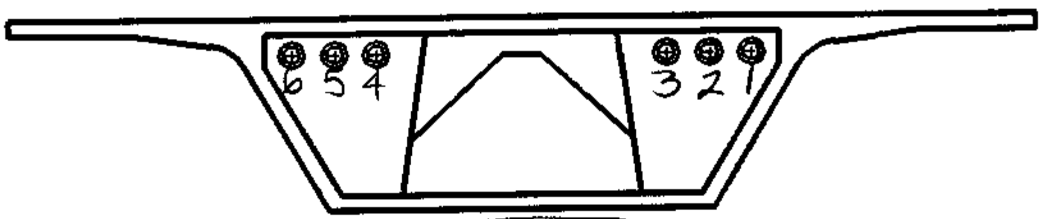
Jeff
Julie
E V1
Greg

10-8 — chip 1A



EXPANSION PIER

10/8 8am - 8pm



INTERIOR PIER

1-A

Expansion or Interior Pier No. 123

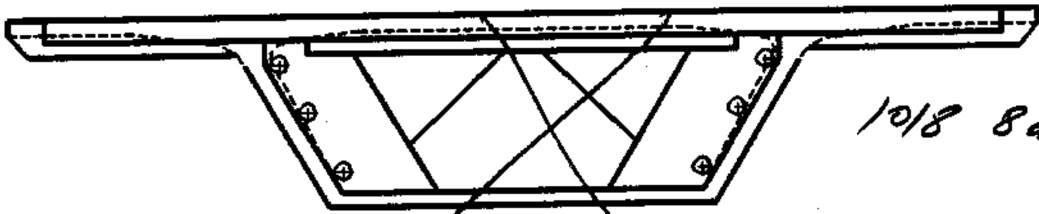
Looking Direction North or South

Span Supported 122

Tendon	Condition
1	Grout has apx. a 10" void, white grout. Picture 55+56 10:19 1-A
2.	Grout has apx a. 12" void, white grout. Trumpet has spotted light red corrosion present. Picture 57+58 10:20 1-A
3	Grout has apx. a 10" void, white grout. Trumpet has spotted light red corrosion present. Picture 59+60 10:21 1-A
4	Grout has apx. a 10" void, white grout. Picture 61+62 10:24
5	Grout has apx. a 4" void, white grout. Picture 63+64 10:25
6	Grout has apx. a 2" drill hole, white grout. Picture 65+66 10:26

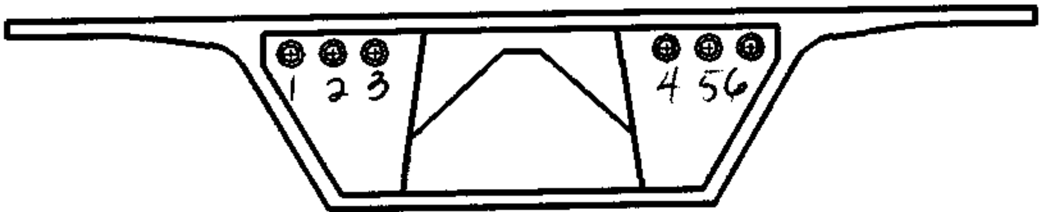
Jeff
Julie
?d V.
Greg

10-8 — chip 1A



EXPANSION PIER

10/8 8am-8pm



INTERIOR PIER

Expansion or Interior Pier No. 123

Looking Direction North or South

1-A

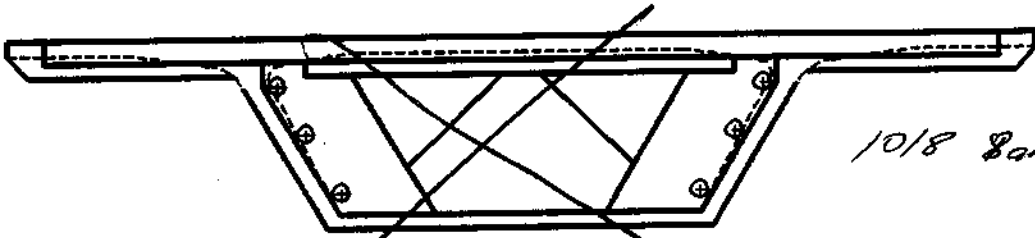
Span Supported 123

Tendon	Condition
1	Grout has apx. a 2" drill hole, white grout. Picture 43+44 10:08 1-A
2	Grout has apx. a 4" drill hole, white grout. Picture 45+46 10:09
3	Grout has apx. a 4" drill hole, white grout. Picture 47+48 10:10
4	Grout has apx. a 6" void, white grout. Picture 49+50 10:12
5	Grout has apx. a 6" void, white grout. Picture 51+52 10:14
6	Grout has apx. a 12" void, white grout. One strand partially visible. Picture 53+54 10:15

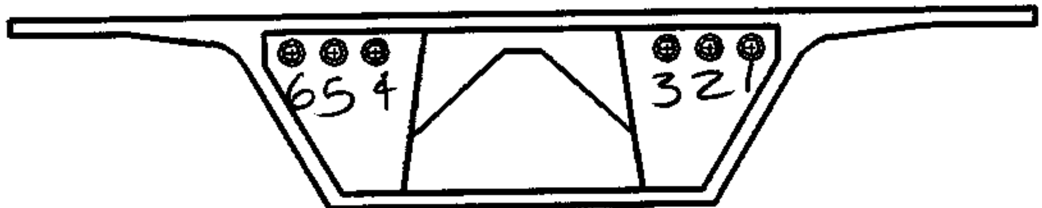
Jeff
Julie
Ed V.
Greg

10-8 — chip 1A

10/8 8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 124

Loding Direction North or South

1-A

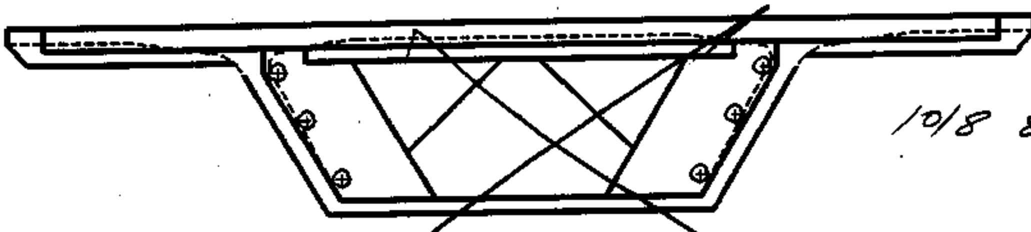
Span Supported 123

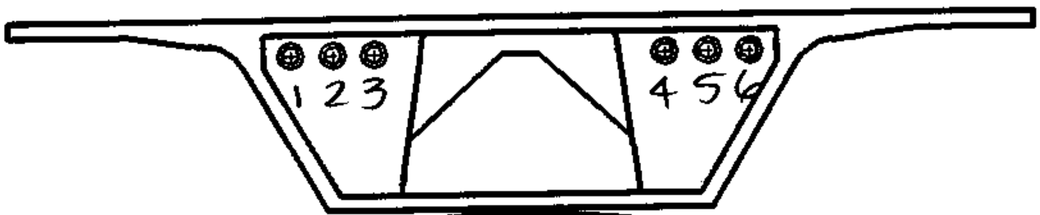
Tendon	Condition
1	Grout has apx. a 1" drill hole, white grout. Picture 79+80 10:45
2.	Grout has apx. a 3" drill hole, white grout. Picture 81+82 10:46
3	Grout has apx. a 4" drill hole, white grout. Picture 83+84 10:47
4	Grout has apx. a 4" drill hole, white grout. Picture 85+86 10:48
5	Grout has apx. a 10" void, white grout. Trumpet has light red corrosion present. Picture 87+88 10:49
6	Grout has apx. a 4" drill hole, white grout. Picture 89+90 10:50

10-8 — chip 1A

Jeff
Julie
Ed V.
Greg

10/8 8am-8pm





Expansion or Interior Pier No. 124

Looking Direction North or South 1-A

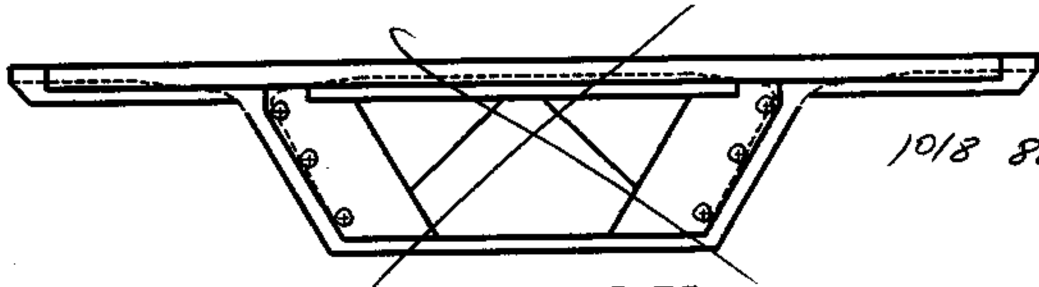
Span Supported 124

Tendon	Condition
1	Grout has apx. a 5" void, white grout. Picture 67+68 10:38
2	grout has apx. a 4" drill hole, white grout. Picture 69+70 10:39
3	Grout has apx. a 4" drill hole, white grout. Picture 71+72 10:40
4	Grout has apx. a 4" drill hole, white grout. Picture 73+74 10:41
5	Grout has apx. a 4" drill hole, white grout. Picture 75+76 10:42
6	Grout has apx. a 4" drill hole, white grout Picture 77+78 10:43

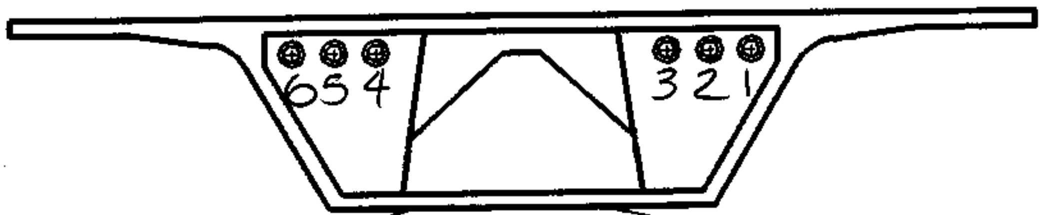
Jeff
Julie
Ed V1
Greg

10-8 — chip 1A

10/8 8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 125

Looking **Direction North or South**

1-1A

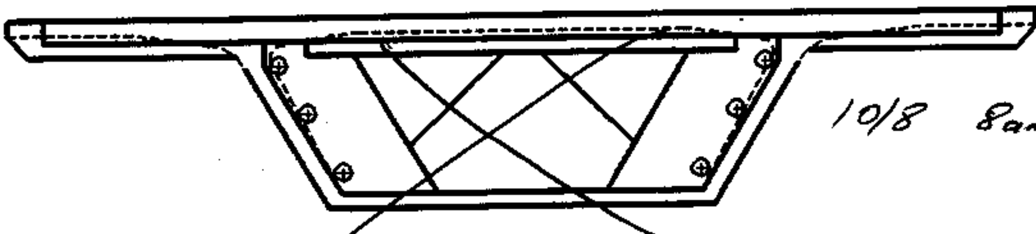
Span Supported 124

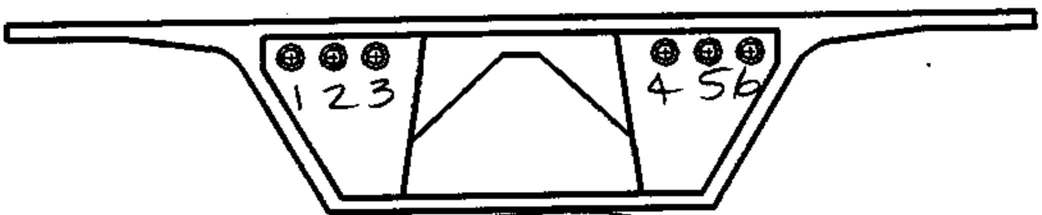
Tendon	Condition
1	Grout has apx. a 1" drill hole, white grout. Picture 103+104 11:03
2	Grout has apx. a 4" drill hole, white grout. Picture 105+106 11:04
3	Grout has apx. a 4" drill hole, white grout. Picture 107+108 11:05
4	Grout has apx. a 6" void, white grout. Picture 109+110 11:06
5	Grout has apx. a 4" drill hole, white grout. Picture 111+112 11:07
6	Grout has apx. a 2" drill hole, white grout. Picture 113+114 11:08

10-8 — chip 1A

Jeff
Julie
Ed V.
Greg

10/8 8am-8pm





1-A

Expansion or Interior Pier No. 125

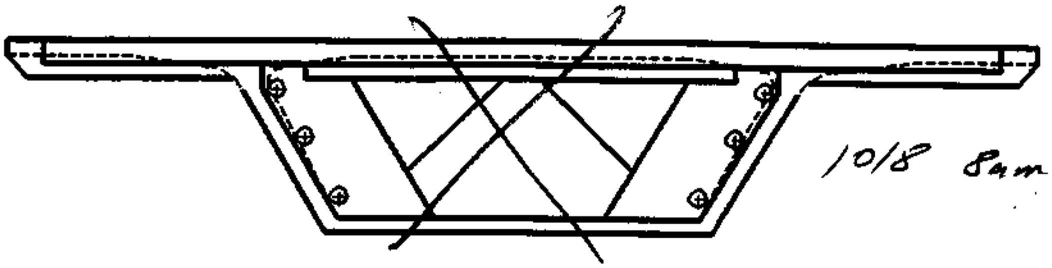
Looking Direction North or South

Span Supported 125

Tendon	Condition
1	Grout has apx. 10" void, white grout. Picture 91+92 10:57.
2	Grout has apx. a 4" drill hole, white grout. Picture 93+94 10:58
3	Grout has apx. a 4" drill hole, white grout. Picture 95+96 10:59
4	Grout has apx. a 4" drill hole, white grout. Picture 97+98 11:00
5	Grout has apx. a 4" drill hole, white grout. Picture 99+100 11:01
6	Grout has apx. a 2" drill hole, white grout. Picture 101+102 11:01.

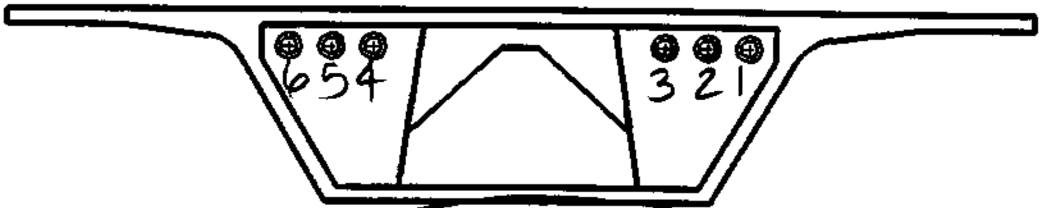
10-8—chip 1A

Jeff
Julie
Ed V.
Greg



10/8 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 126 1-A

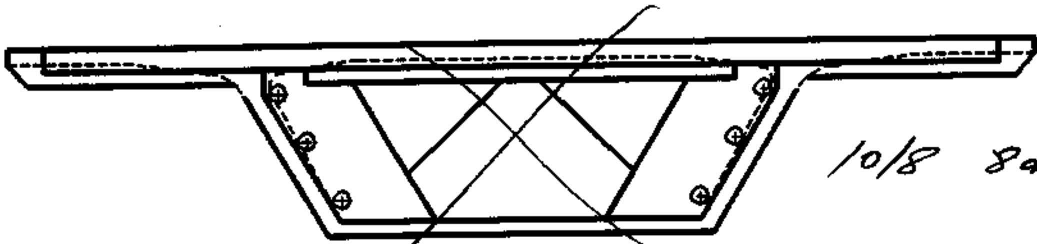
Looking Direction North or South

Span Supported 125

Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout. Picture 127+128 11:30 1-A
2	Grout has apx. a 4" drill hole, white grout. Picture 129+130 11:30 1-A
3	Grout has apx. a 4" drill hole, white grout. Picture 131+132 11:31 1-A
4	Grout has apx. a 4" drill hole, white grout Picture 133+134 11:33 1-A
5	Grout has apx. a 4" drill hole, white grout. Picture 135+136 11:34 1-A
6	Grout has apx. a 1" drill hole, white grout. Picture 137+138 11:35 1-A

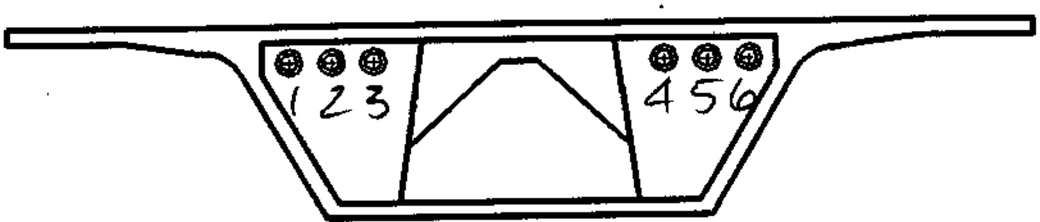
Jeff
Julie
Ed V
Greg

10-8 — chip 1A



10/8 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 126 1-A

Looking Direction North or South

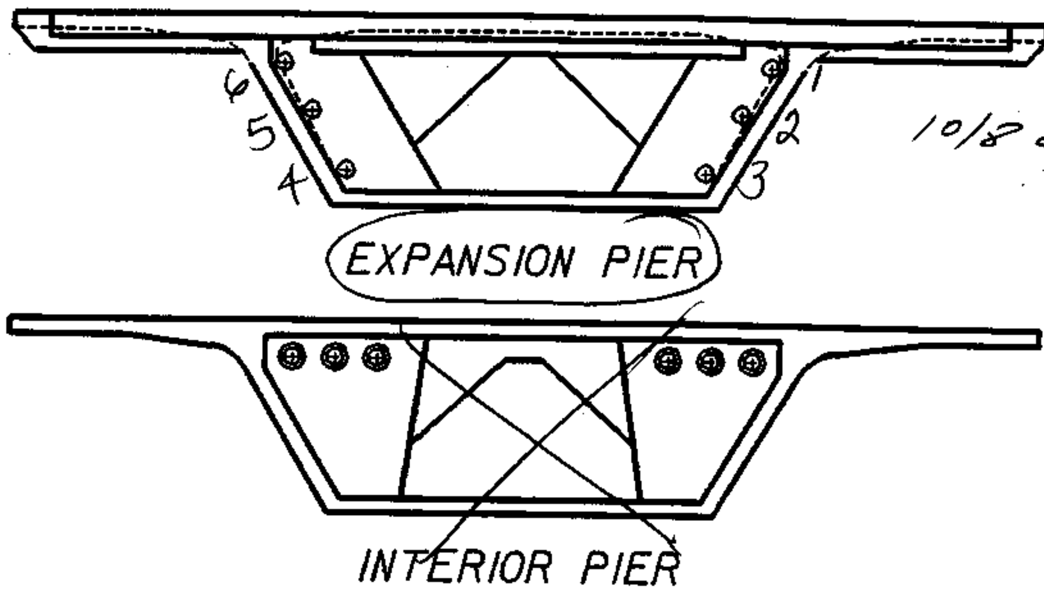
Span Supported 126

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 115+116 11:19
2.	Grout has apx. a 4" drill hole, white grout. Picture 117+118 11:20
3	Grout has apx. a 4" drill hole, white grout. Picture 119+120 11:22
4	Grout has apx. a 4" drill hole, white grout. Picture 121+122 11:23
5	Grout has apx. a 10" void, white grout. One strand partially visible. Picture 123+124 11:25
6	Grout has apx. a 2" drill hole, white grout. Picture 125+126 11:26

10-8 — chip 1A

Jeff
Julie
Ed V.
Greg

10/8 8am-8pm



Expansion or Interior Pier No. 127

Looking Direction North or South

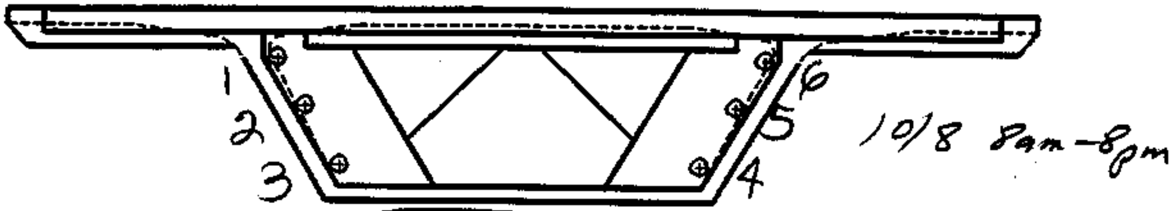
1-A

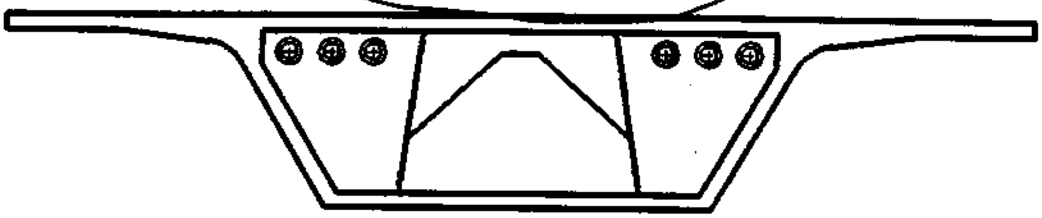
Span Supported 126

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 139+140 3:16
2	Grout has apx. a 4" drill hole, white grout. Picture 141+142 3:18
3	Grout has apx. a 4" drill hole, white grout. Picture 143+144 3:25
4	Grout has apx. a 4" drill hole, white grout. Picture 151+152 3:55
5	Grout has apx. a 4" drill hole, white grout. Picture 153+154 4:07
6	Grout has apx. a 4" drill hole, white grout. Picture 155+156 4:09

10-8 — chip 1A

Jeff
Julie
Ed V.
Greg





INTERIOR PIER

Expansion or Interior Pier No. 127

1-A

Looking Direction North or South

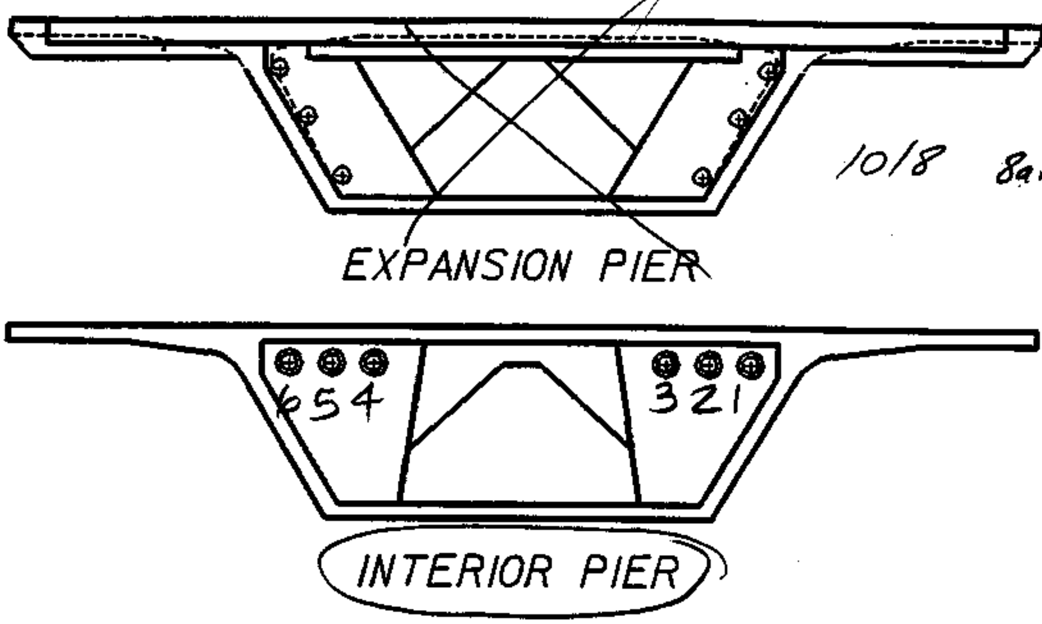
Span Supported 127

Tendon	Condition
1	Grout has apx. a 4" drill hole white grout. Picture 145+146 3:37
2	Grout has apx. a 4" drill hole, white grout. Picture 147+148 3:35
3	Grout has apx. a 4" drill hole, white grout. Picture 149+150 3:41
4	Grout has apx. a 5" void, white grout. Picture 157+158 4:14
5	Grout has apx. a 4" drill hole, white grout. Picture 159+160 4:16
6	Grout has apx. a 4" drill hole, white grout. Picture 161+162 4:17

Jeff
Julie
Ed V,
Greg

10-8 — chip 1A

10/8 8am-8pm



Expansion or Interior Pier No. 128   1-A

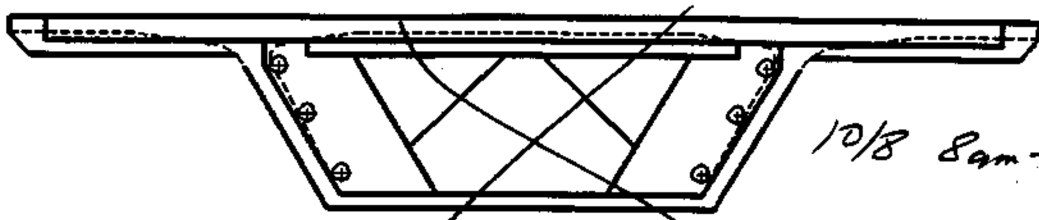
Looking Direction North or South

Span Supported 127

Tendon	Condition
1	Grout has apx. a 6" void, white grout. Picture 175+176 4:36
2	Grout has apx. a 4" drill hole, white grout. Picture 177+178 4:40
3	Grout has apx. a 5" void, white grout Picture 179+180 4:41
4	Grout has apx. a 3" drill hole, white grout. Picture 181+182 4:43
5	Grout has apx. a 3" drill hole, white grout. Picture 183+184 4:45
6	Grout has apx. a 1" drill hole, white grout. Picture 185+186 4:47

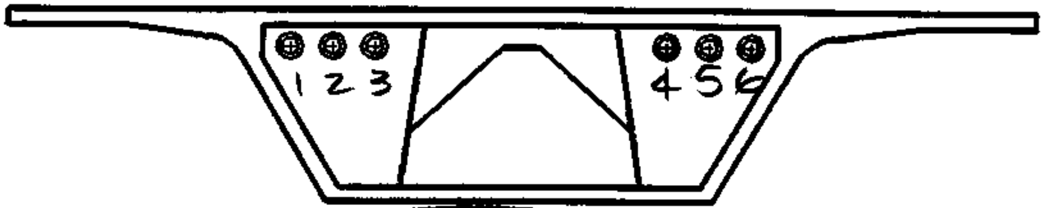
Jeff
Julie
Ed V,
Greg

10-8 — chip 1A



10/8 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 128 1-A

Looking Direction North or South

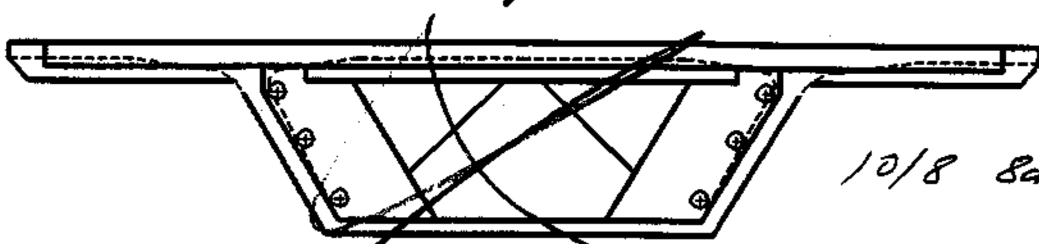
Span Supported 128

Tendon	Condition
1	Grout has apx. a 6" void, white grout. Picture 163+164 4:23 1-A
2	Grout has apx. a 4" drill hole, white grout. Picture 165+166 4:25 1-A
3	Grout has apx. a 5" void, white grout. Picture 167+168 4:28 1-A
4	Grout has apx. a 5" void, white grout. Picture 169+170 4:29 1-A
5	Grout has apx. a 4" drill hole, white grout. Picture 171+172 4:32 1-A
6	Grout has apx. a 2" drill hole, white grout. Picture 173+174 4:33 1-A

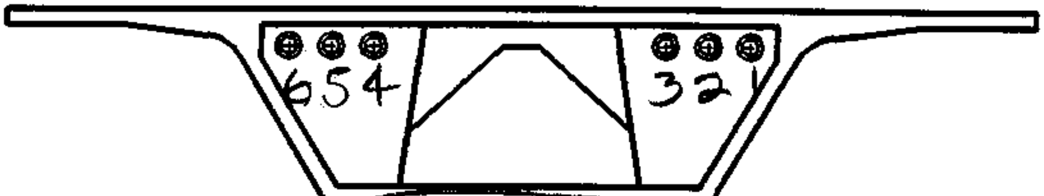
Jeff
Julie
Ed V.
Greg

10-8 — dip 1A

10/8 8am-8pm



EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 129   1-A

Looking Direction North or South

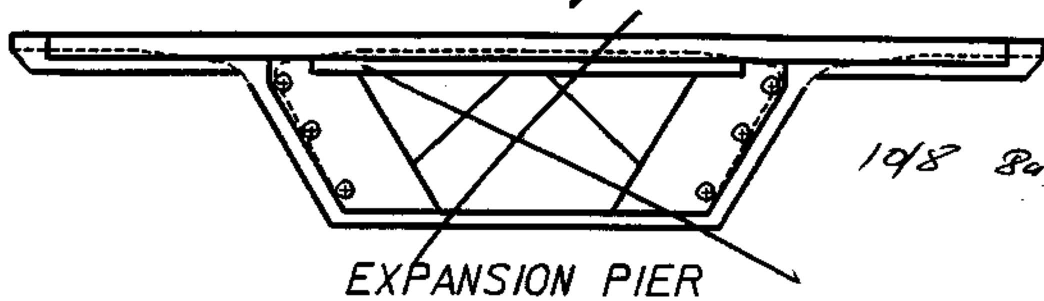
Span Supported 128

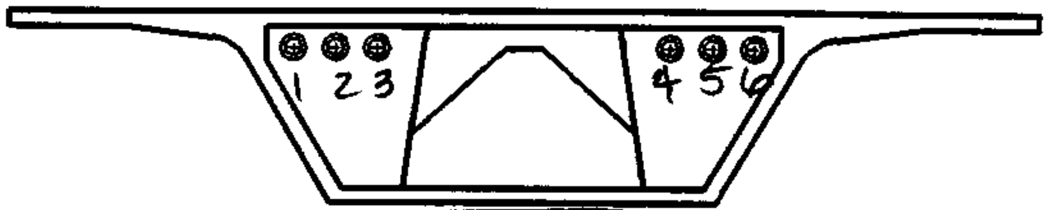
Tendon	Condition
1	Grout has apx.a 2" drill hole, white grout Picture 199+200 5:10
2	Grout has apx.a 3" drill hole, white grout. Picture 201+201 5:11
3	—
4	Grout has apx.a 4" drill hole, white grout Picture 202+203 5:14
5	Grout has apx.a 3" drill hole, white grout. Picture 204+205 5:16
6	Grout has apx.a 1" drill hole, white grout. Picture 206+207 5:17

Jeff
Julie
Ed V.
Greg

10 - 8 - day 1A

1/8 8am - 8pm





Expansion or Interior Pier No. 129 1-A

Looking Direction North or South

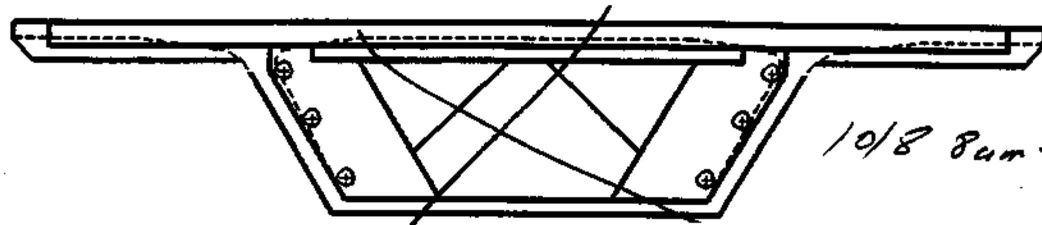
Span Supported 129

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 187 + 188 4:55
2	Grout has apx a. 6" void, white grout. Picture 189+190 4:57
3	Grout has apx. a 5" void, white grout. Picture 191+192 4:59
4	Grout has apx. a 4" drill hole, white grout. Picture 193+194 5:03
5	Grout has apx. a 3" drill hole, white grout Picture 195+196 5:04
6	Grout has apx. a 2" drill hole, white grout Picture 197+198 5:06

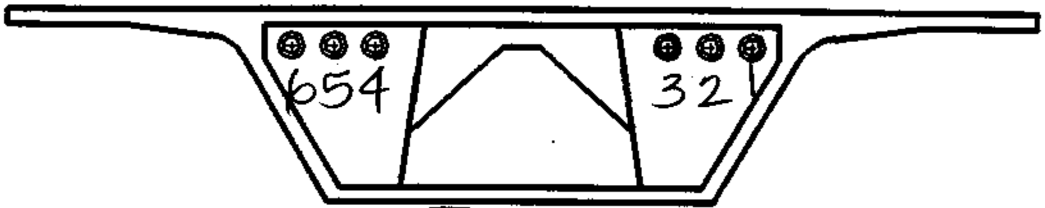
Jeff
Julie
Ed V.
Greg

10-8 — chip 1A

10/8 8am-8pm



EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 130

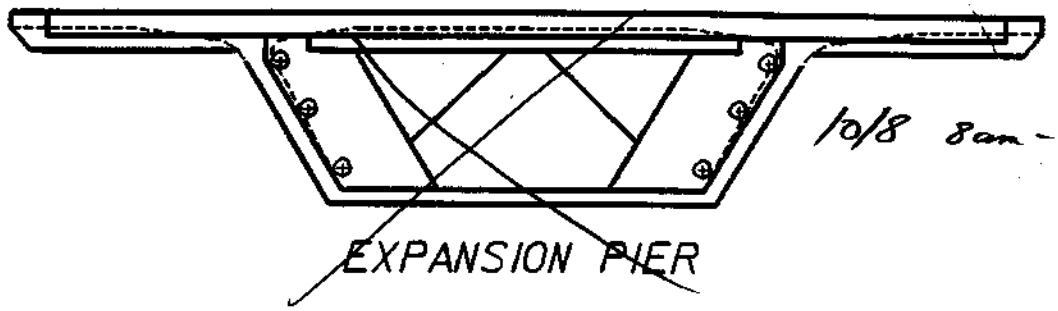
Looking **Direction North or South**

Span Supported 129

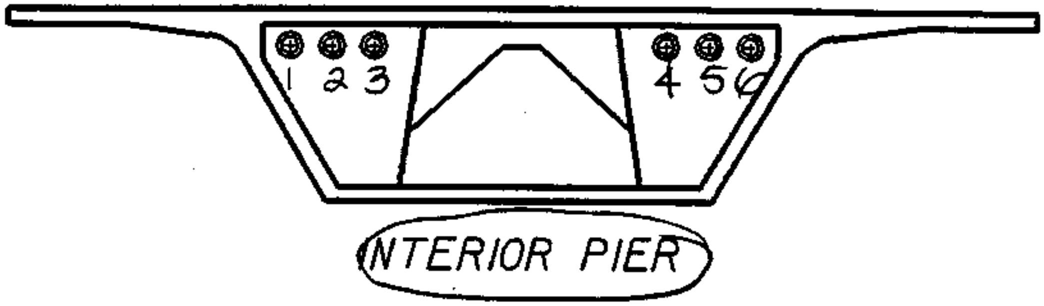
Tendon	Condition
1	Grout has apx 1" drill hole, white grout. Picture 220+221 5:42
2	Grout has apx. a 4" drill hole, white grout. Picture 222+223 5:44
3	Grout has apx. a 8" drill hole, white grout. Picture 224+225 5:45
4	Grout has apx. a 4" drill hole, white grout. Picture 226+227 5:46
5	Grout has apx. a 3" drill hole, white grout. Picture 228+229 5:47
6	Grout has apx. a 1" drill hole, white grout. Picture 230+231 5:48

Jeff
Julie
Ed V.
Greg

10-8 — chip 1A



10/8 8am - 8pm



Expansion or Interior Pier No. 130 1-A

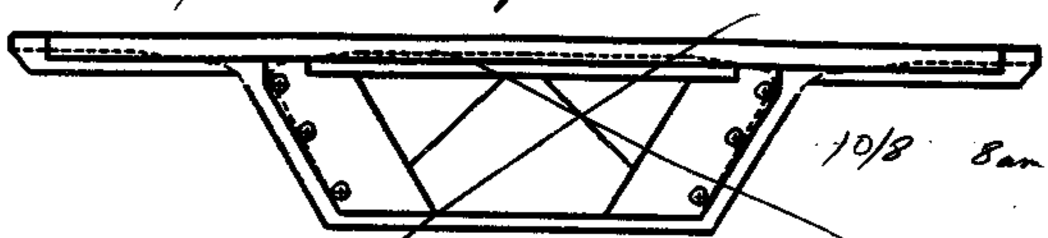
Looking Direction North or South

Span Supported 130

Tendon	Condition
1	Grout has apx. a 2" drill hole, white grout. Picture 208+209 5:31
2	Grout has apx. a 4" drill hole, white grout. Picture 210+211 5:35
3	Grout has apx. a 4" drill hole, white grout. Picture 212+213 5:36
4	Grout has apx a 3" drill hole, white grout. Picture 214+215 5:37
5	Grout has apx. a 4" drill hole, white grout. Picture 216+217 5:39
6	Grout has apx. a 2" drill hole, white grout. Picture 218+219 5:40

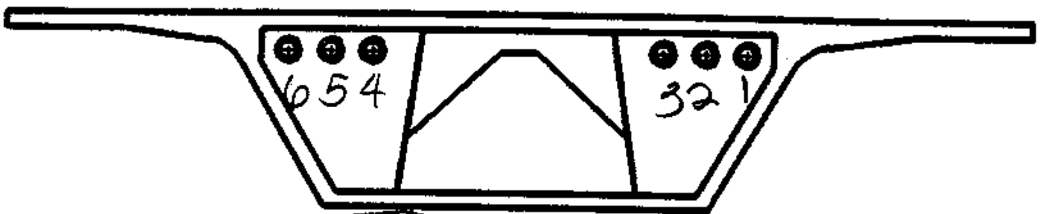
Jeff
Julie
Ed V.
Greg

10 – 8 – chip 1A



10/8 8am – 8pm

EXPANSION PIER



INTERIOR PIER

1-A

Expansion or Interior Pier No. 131

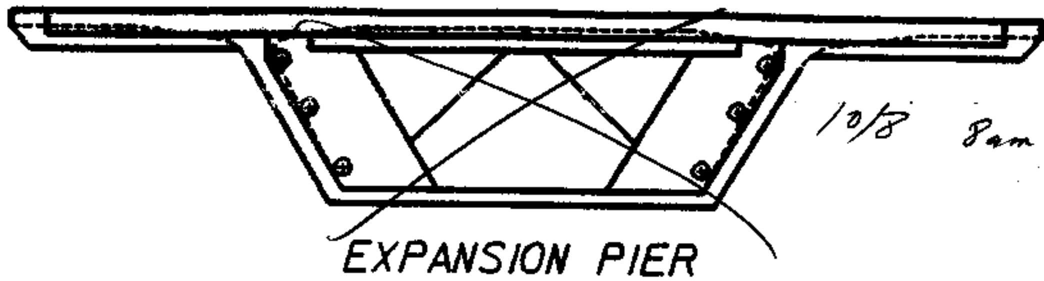
Looking Direction North or South

Span Supported 130

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 244+245 6:14
2	Grout has apx. a 4" drill hole, white grout. Picture 246+247 6:17
3	Grout has apx. a 4" drill hole, white grout. Picture 248+249 6:22
4	Grout has apx. a 4" drill hole, white grout. Picture 250+251 6:25
5	Grout has apx. a 4" drill hole, white grout. Picture 252+253 6:27
6	Grout has apx. a 1" drill hole, white grout. Picture 254+255 6:28

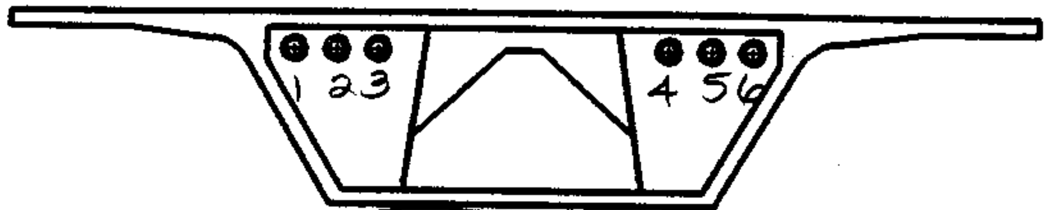
Jeff
Julie
Ed V.
Greg

10-8 — chip 1A



10/8 8am-8pm

EXPANSION PIER



INTERIOR PIER

Expansion or Interior Pier No. 131 1-A

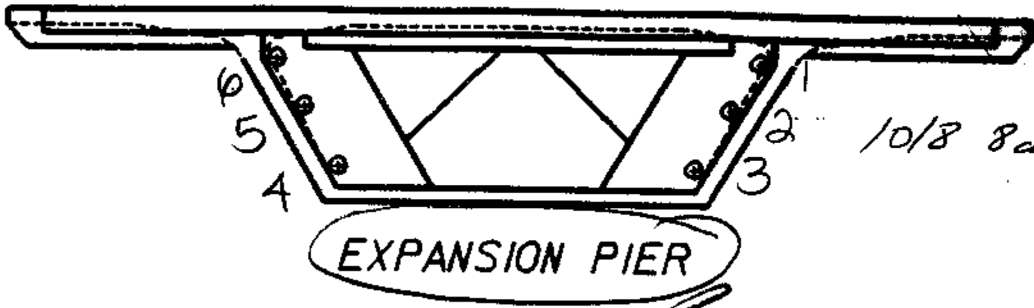
Looking Direction North or South

Span Supported 131

Tendon	Condition
1	Grout has apx. a 3" drill hole, white grout. Picture 232+233 6:00
2	Grout has apx. a 3" drill hole, white grout. Picture 234+235 6:02
3	Grout has apx. a 4" drill hole, white grout. Picture 236+237 6:02
4	Grout has apx. a 3" drill hole, white grout. Picture 238+239 6:03
5	Grout has apx. a 4" drill hole, white grout. Picture 240+241 6:06
6	Grout has apx. a 3" drill hole, white grout. Picture 242+243 6:11

Jeff
Julie
Ed V.
Greg

10-8 – dig 1A



10/8 8am-8pm

1-A

Expansion or Interior Pier No. 132

Looking Direction North or South

Span Supported 131

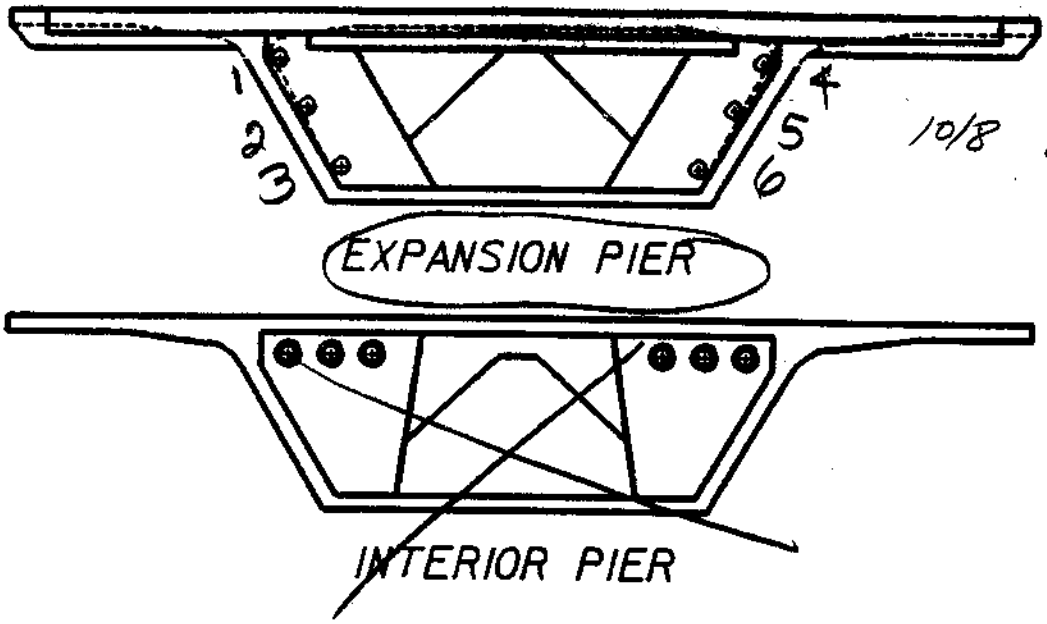
* No plugs in holes.

Tendon	Condition
1	Grout has apx. a 4" drill hole, white grout. Picture 256+257 6:38
2	Grout has apx. a 8" void, white grout. Picture 258+259 6:39
3	Grout has apx. a 4" drill hole, white grout. Picture 260+261 6:40
4	Grout has apx. a 4" drill hole, white grout. Picture 268+269 6:50
5	Grout has apx. a 4" drill hole, white grout. Picture 270+271 6:52
6	Grout has apx. a 10" void, white grout. Trumpet has light red corrosion present. Picture 272+273 6:53

10-8 - chip 1A

Jeff
Julie
Ed V.
Greg

10/8 8am-8pm



Expansion or Interior Pier No. 132

Looking Direction North or South

Span Supported 132

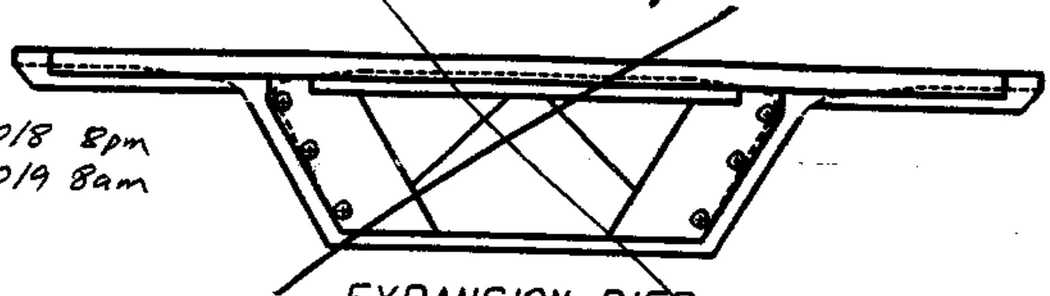
* No plugs in holes.

Tendon	Condition
1	Grout has apx. a 10" void, white grout. Picture 262+263 6:42
2	Grout has apx. a 4" drill hole, white grout. Picture 264+265 6:44
3	Grout has apx a 4" drill hole, white grout. Picture 266+267 6:48
4	Grout has apx. a 4" drill hole, white grout. Picture 274+275 6:57
5	Grout has apx. a 4" drill hole, white grout. Picture 276+277 6:59
6	Grout has apx. a 3" drill hole, white grout. Picture 278+279 7:00

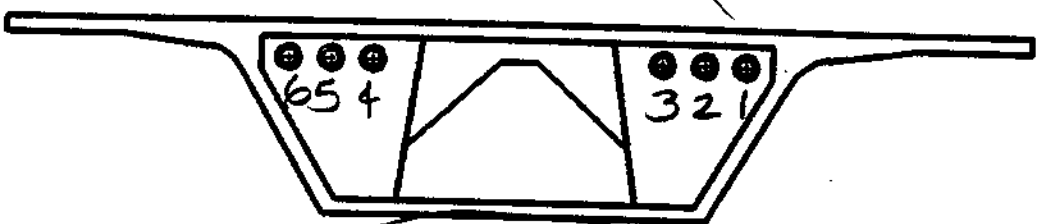
10-9_ Chip 2B

Doug
Russ
Laura
Alto

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 133

Looking Direction North or South

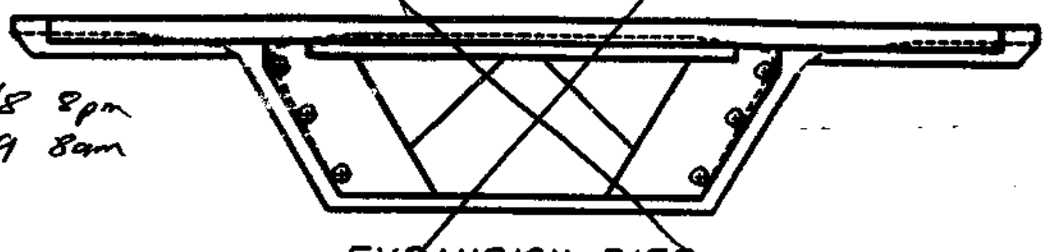
Span Supported 132

Tendon	Condition	
1	6" Drill Hole, White Grout Moon Rocks	Photo 13 8:41 Photo 14 Drill Hole
2	4" Drill Hole, White Grout	Photo 15 8:42 Photo 16 Drill Hole
3	4" Drill Hole, White Grout	Photo 17 8:46 Photo 18 Drill Hole
4	4" Drill Hole, White Grout	Photo 19 8:47 Photo 20 Drill Hole
5	4" Drill Hole, White Grout	Photo 21 8:48 Photo 22 Drill Hole
6	4" Drill Hole, White Grout	Photo 23 8:49 Photo 24 Drill Hole

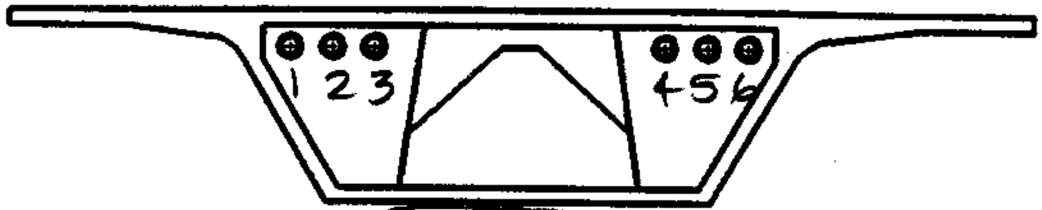
Doug
Russ
L..ura
ALTO

10/8 8pm
10/9 8am

10-9— chip 2B



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 133

Looking Direction North or South

Span Supported 133

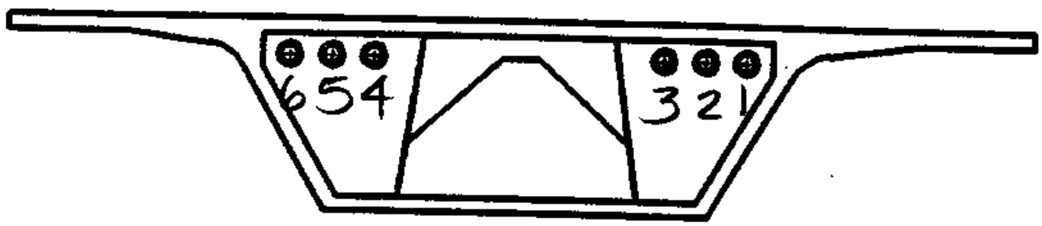
Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 1 8:30 Photo 2 Drill Hole
2	4" Drill Hole, White Grout	Photo 3 8:32 Photo 4 Drill Hole
3	5" Drill Hole, White Grout	Photo 5 8:33 Photo 6 Drill Hole
4	4" Drill Hole, White Grout	Photo 7 8:35 Photo 8 Drill Hole
5	4" Drill Hole, White Grout	Photo 9 8:38 Photo 10 Drill Hole
6	5" Drill Hole, White Grout Moon Rocks	Photo 11 8:39 Photo 12 Drill Hole

Doug Russo

LAURA ALTO

10-9 — chip 2B

10/8 8pm
1019 8am



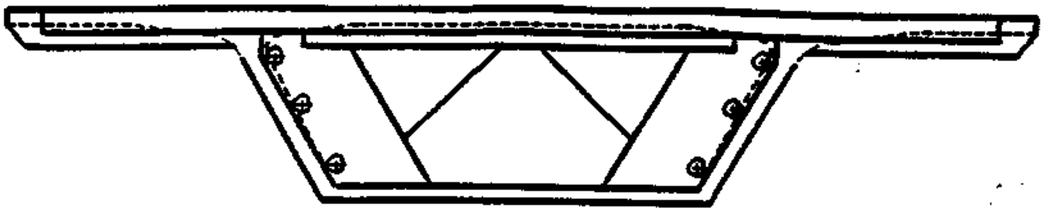
Expansion or Interior Pier No. 134 2-B

Looking Direction North or South

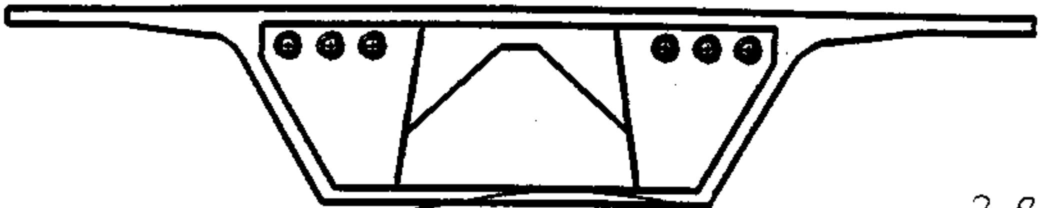
Span Supported 133

Tendon	Condition	
1	1" Hole	Photo 37 9:10 Photo 38 Hole
2	4" Drill Hole, White Grout	Photo 39 9:11 Photo 40 Drill Hole
* 3	3'+ VOID, 3 Exposed Strands, white Grout, Slight Corrsion at Trumpet	Photo 41 9:12 Photo 42 Strands
4	8" VOID, White Grout, Light Corrsion TO Trumpet No Exposed Strands	Photo 43 9:17 Photo 44 VOID
* 5	4 Exposed Strands, 4' VOID, Light Corrsion on Trumpet,	Photo 45 9:20 Photo 46 Exposed Strands
6	1/2" Hole	Photo 47 9:24 Photo 48 Hole

* Needs Review



EXPANSION PIER



INTERIOR PIER

2-B

DATE: 11/15/2000
TEAM MEMBERS:
Lonzo
Jeff
Randall
Huie
Todd

[redacted] ______

Span S[redacted] 133-6 NEAR END ~~or~~ FAR END ANCHOR

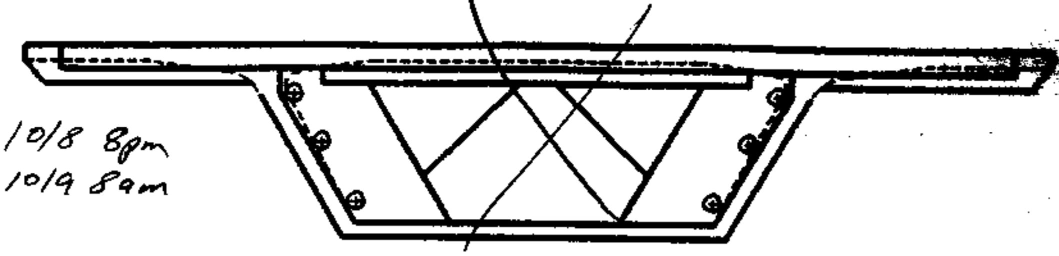
	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME	5	
TIME 1030 picture of WATER ON STRAND	6	Approx 5 Exposed STRANDS WITH LIGHT CORRISON Approx 5'+ Foot void with white grout. Trupert has red & Black corrison with Black granle corrison on Bottom of trupert

STRANDS exhibit water spots,

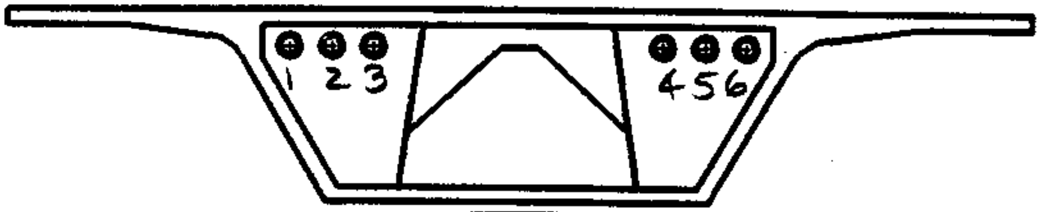
10-9 — chip 2B

Doug
Russ
LAURA
ALTO

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2-B

Expansion or Interior Pier No. 134

Looking Direction North or South

Span Supported 134

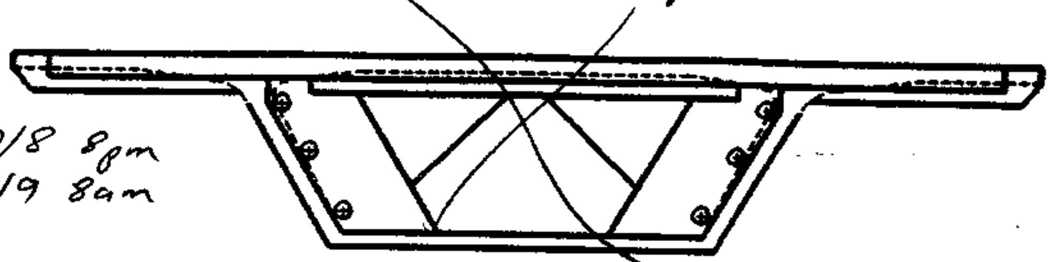
Tendon	Condition	
1	2" Drill Hole	Photo 25 8:54 Photo 26 Hole
2	4" Drill Hole, White Grout	Photo 27 8:55 Photo 28 Drill Hole
3	4" Drill Hole, White Grout	Photo 29 8:56 Photo 30 Drill Hole
4	4" Drill Hole, White Grout	Photo 31 8:57 Photo 32 Drill Hole
5	10" VOID, No Exposed Strands White Grout, Light Corrsion on Trumpet	Photo 33 9:00 Photo 34 VOID
* 6	3 Exposed Strands, 4'+ VOID slight to Moderate Corrsion to Trumpet	Photo 35 9:02 Photo 36 Strands

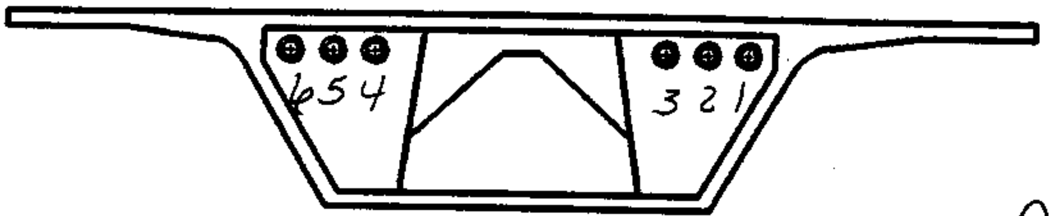
* Needs Review

Doug
LAURA
Russ
A_D

10-9_ chip 2B

10/8 8pm
10/9 8am





2B

Expansion or Interior Pier No. 135

Looking Direction North or South

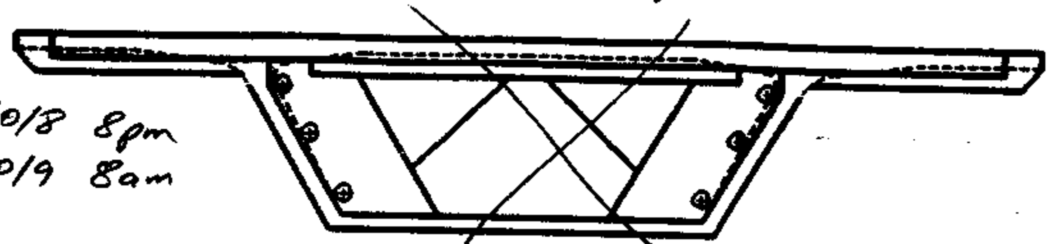
Span Supported 134

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 61 9:42 Photo 62 Drill Hole
2	5" Drill Hole, White Grout Slight Corrsion to Trumpet	Photo 63 9:43 Photo 64 Drill Hole
3	4" Drill Hole, White Grout	Photo 65 9:45 Photo 66 Drill Hole
4	4" Drill Hole, White Grout	Photo 67 9:46 Photo 68 Drill Hole
5	8" VOID, No Exposed Strands White Grout, Light Corrsion on Trumpet	Photo 69 9:47 Photo 70 VOID
6	12" VOID, No Exposed Strands White, Grout, Light Corrsion To Trumpet	Photo 71 9:50 Photo 72 VOID

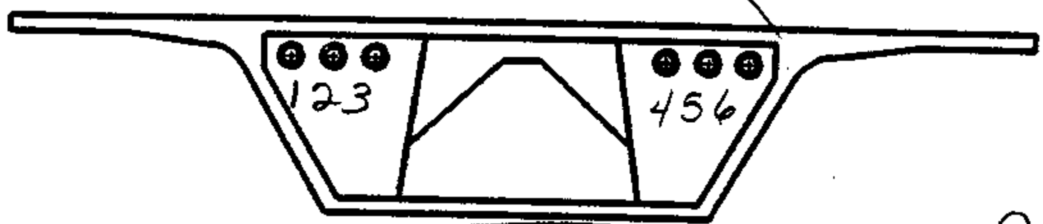
Doug
Laura
Russ
Alto

10-9 - chip 2B

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 135

Looking Direction North or South

Span Supported 135

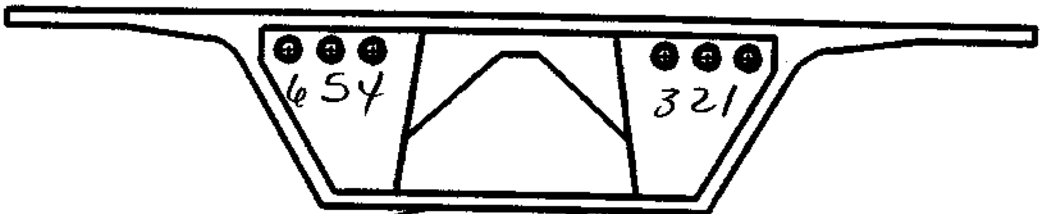
Tendon	Condition	
1	1/2" Hole	Photo 49 9:30 Photo 50 Hole
2	4" Drill Hole, White Grout	Photo 51 9:33 Photo 52 Drill Hole
3	4" Drill Hole, White Grout	Photo 53 9:34 Photo 54 Drill Hole
4	6" VOID, Light Corrsion to Trumpet, White Grout, No Exposed Strands	Photo 55 9:35 Photo 56 VOID
5	4" Drill Hole, White Grout	Photo 57 9:39 Photo 58 Drill Hole
6	4" Drill Hole, White Grout	Photo 59 9:40 Photo 60 Drill Hole

Doug
LAURA
Russ
AL[illegible]

10-9 chip 2B

10/8 8pm
10/9 8am

EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 136

Looking Direction North or South

Span Supported 135

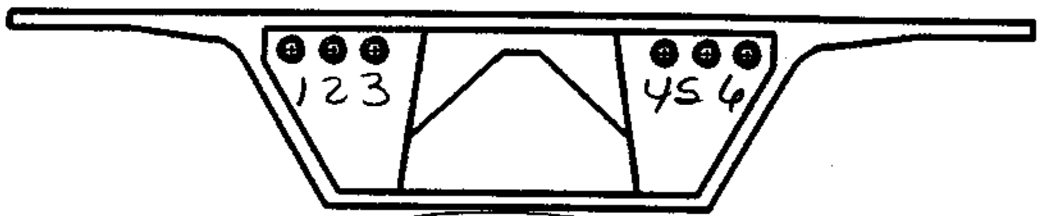
Tendon	Condition
1	4" Drill Hole, White Grout Photo 85 10:12 Photo 86 Drill Hole
2	4" Drill Hole, White Grout Photo 87 10:13 Photo 88 Drill Hole
3	6" VOID, Light to Moderate Corrsion to Trumpet, White Grout No Exposed Strands Photo 89 10:15 Photo 90 Corrsion To Trumpet
4	4" Drill Hole, White Grout Moon Rock Photo 91 10:18 Photo 92 Drill Hole
5	4" Drill Hole, White Grout Moon Rock Photo 93 10:19 Photo 94 Drill Hole
6	4" Drill Hole, White Grout Light to Moderate Corrsion to Trumpet Photo 95 10:20 Photo 96 Corrsion to Trumpet

Doug
LAURA
RUSS
ART

10-9 — dip 2B

10/8 8pm
10/9 8am

EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 136

Looking Direction North or South

Span Supported 136

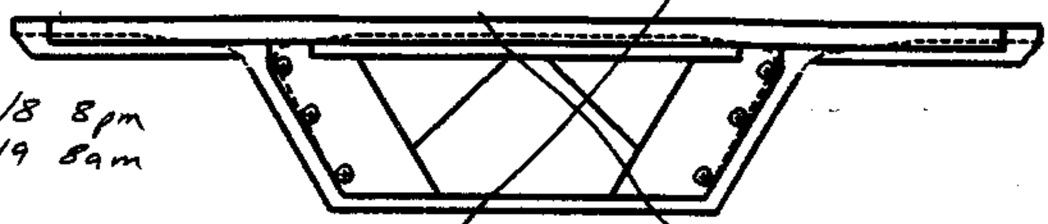
Tendon	Condition	
1	1/2" Hole	Photo 73 9:55 Photo 74 Hole
* 2	Slight Corrsion In Trumpet, 3' VOID, 2 Exposed Strands, White Grout	Photo 75 9:57 Photo 76 Exposed Strands
3	4" Drill Hole, White Grout	Photo 77 10:00 Photo 78 Drill Hole
* 4	3 Exposed Strands, 5'+ VOID Slight to Moderate Corrsion Blistering on Trumpet, White Grout	Photo 79 10:03 Photo 80 Exposed Strands
5	Slightly to Moderate Corrsion In Trumpet, White Grout 1' VOID, No Exposed Strands	Photo 81 10:08 Photo 82 VOID
6	1/2" Hole	Photo 83 10:10 Photo 84 Hole

* Needs Review

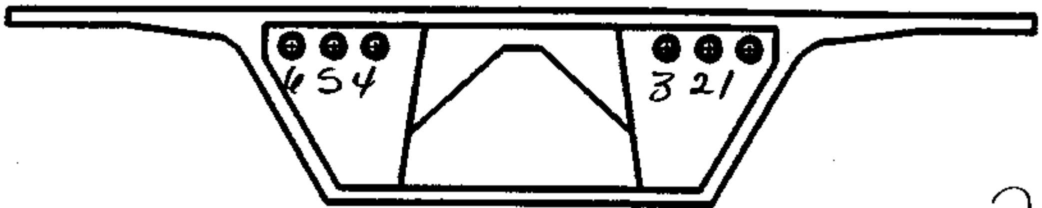
Doug
LAURA
RUSS
A[illegible]

10-9 — chip 2B

10/8 8pm
10/9 8am



EXPANSION PIER



2B

INTERIOR PIER

Expansion or Interior Pier No. 137

Looking Direction North or South

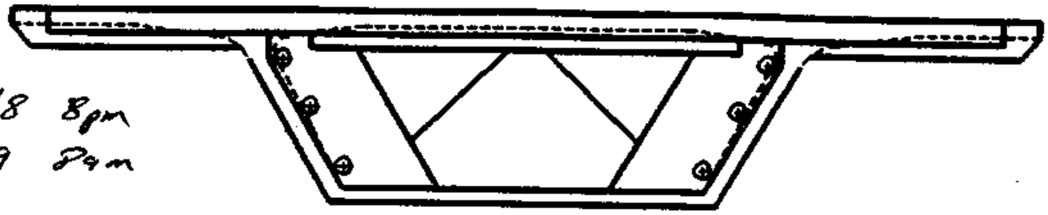
Span Supported 136

Tendon	Condition	
1	1/2" Hole	Photo 109 11:09 Photo 110 Hole
2	4" Drill Hole, White Grout	Photo 111 11:10 Photo 112 Drill Hole
3	4" Drill Hole, White Grout	Photo 113 11:14 Photo 114 Drill Hole
4	4" Drill Hole, White Grout	Photo 115 11:16 Photo 116 Drill Hole
5	4" Drill Hole, White Grout	Photo 117 11:17 Photo 118 Drill Hole
6	7" VOID, White Grout, No Exposed Strands, Light Corrsion To Trumpet	Photo 119 11:18 Photo 120 VOID

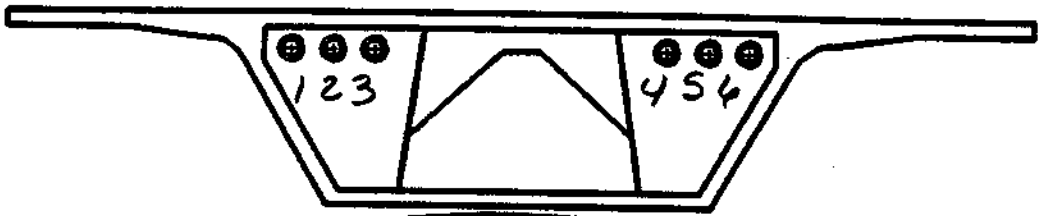
Doug
LAURA
Russ
ALTO

10-9 — ship 2B

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 137

Looking Direction North or South

Span Supported 137

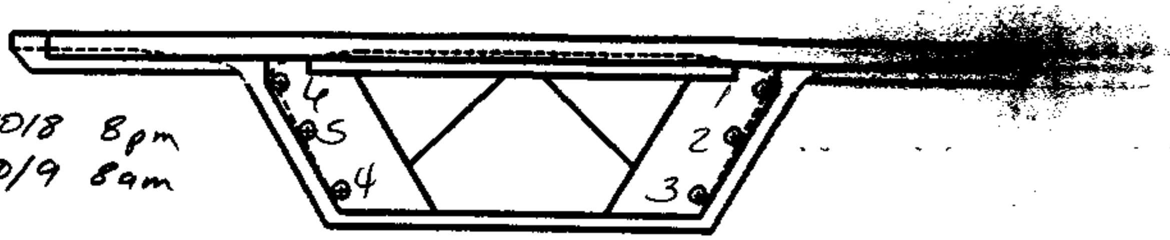
Tendon	Condition	
1	7" VOID, White Grout, No Visible Strands	Photo 97 10:49 Photo 98 VOID
2	10" VOID, White Grout, No Visible Strands, Light Corrsion to Trumpet	Photo 99 10:51 Photo 100 VOID
3	10" VOID, White Grout, No Visible Strands	Photo 101 10:52 Photo 102 VOID
* 4	3 Exposed Strands, White Grout 18" VOID	Photo 103 10:55 Photo 104 Exposed Strands
5	10" VOID, White Grout, No Exposed Strands, Light Corrsion To Trumpet	Photo 105 10:59 Photo 106 VOID
6	8" VOID, White Grout, No Exposed Strands, Light Corrsion To Trumpet	Photo 107 11:01 Photo 108 VOID

* Needs Review

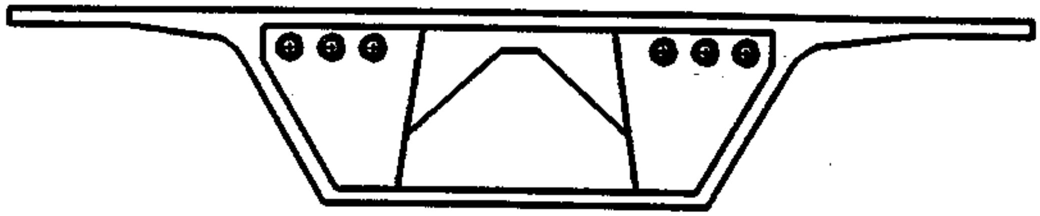
10 - 9 — chip 2B

Doug
LAURA
Russ
A. O

1018 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 138

Looking Direction North or South

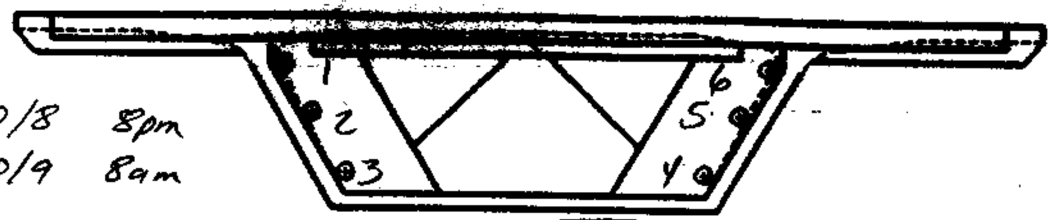
Span Supported 137

Tendon	Condition	
1	4" Drill Hole, White Grout Moon Rock	Photo 121 11:25 Photo 122 Drill Hole
2	6" VOID, White Grout Moon Rocks, No Exposed Strands	Photo 123 11:28 Photo 124 VOID
3	5" Drill Hole, White Grout	Photo 125 11:29 Photo 126 Drill Hole
4	4" Drill Hole, White Grout	Photo 133 11:36 Photo 134 Drill Hole
5	5" Drill Hole, White Grout	Photo 135 11:37 Photo 136 Drill Hole
6	5" Drill Hole, White Grout Slight Corrsion To Trumpet	Photo 137 11:38 Photo 138 Corrsion to Trumpet

Doug
LAURA
Russ
ALTO

10-9 — chip 2B

10/8 8pm
10/9 8am



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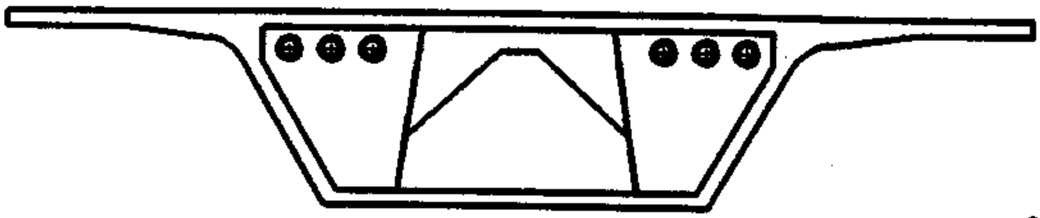


INTERIOR PIER

2B

Expansion or Interior Pier No. 138

Looking Direction North or South

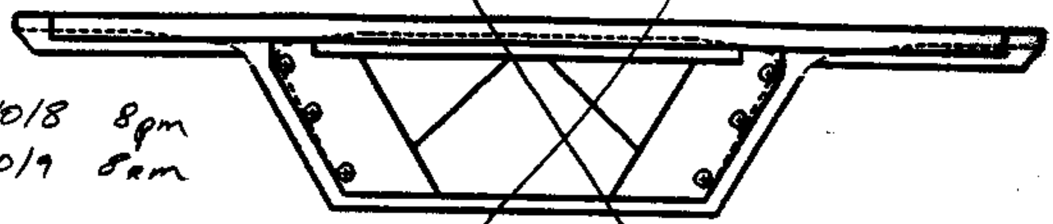
Span Supported 138

Tendon	Condition	
1	4" Drill Hole, White Grout	Photo 127 11:31 Photo 128 Drill Hole
2	4" Drill Hole, White Grout	Photo 129 11:32 Photo 130 Drill Hole
3	5" Drill Hole, White Grout	Photo 131 11:33 Photo 132 Drill Hole
4	4" Drill Hole, White Grout	Photo 139 11:40 Photo 140 Drill Hole
5	4" Drill Hole, White Grout	Photo 141 11:41 Photo 142 Drill Hole
6	11" VOID, White Grout No Exposed Strands, Light Corrsion to Trumpet	Photo 143 11:42 Photo 144 VOID

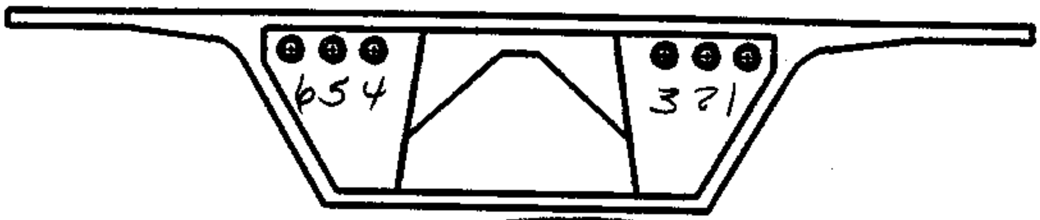
Doug
LAURA
Russ
ALTO

10-9 chip 2B

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

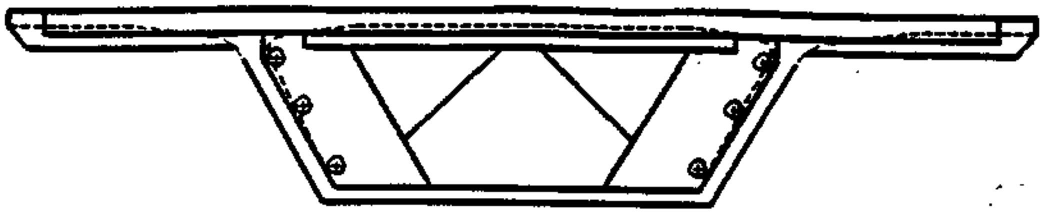
Expansion or Interior Pier No. 139

Looking Direction North or South

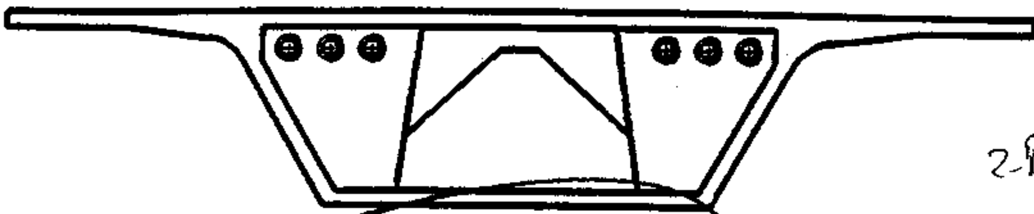
Span Supported 138

	Tendon	Condition
*	1	Slight to Moderate Corrsion on Trumpet Photo 157 12:16 2' VOID, 1 Exposed Strand White Grout Photo 158 Strand
*	2	2 Exposed Strands, 2'+ VOID Photo 159 12:22 White Grout, Light Corrsion To Trumpet Photo 160 Exposed Strands
	3	Photo 161 12:25 4" Drill Hole, White Grout Photo 162 Drill Hole
? *	4	2'+ VOID, White Grout Photo 163 12:28 Maybe 1 Exposed Strand Photo 164 VOID
*	5	3 Exposed Strands, 3'+ VOID Photo 165 12:32 White Grout, Slight Corrsion Photo 166 Exposed Strand to Trumpet
	6	Photo 167 12:35 1/2" Hole Photo 168 Hole

* Needs Review



EXPANSION PIER



INTERIOR PIER

DATE: 11/15/2000
TEAM MEMBERS:
Lonzo
Jeff
Randall
Huie
Todd

[redacted]

2-B

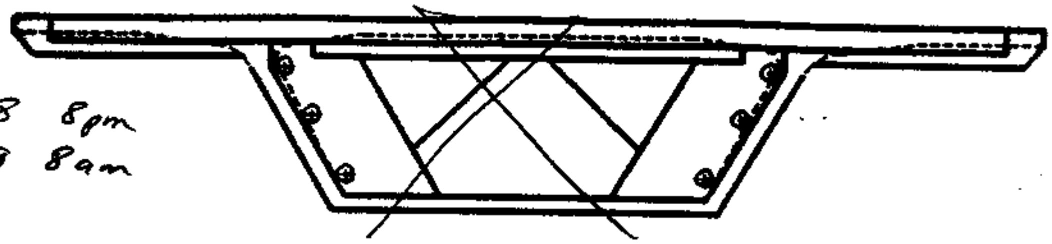
Span [redacted] 138 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME 10:55 Am Picture of Strand	4	Approx a 2 Foot VOID with white grout. Approx 3 exposed strands with spotted orange corrison. Trumpet Has Light Red corrison.
TIME 11:00 Am Picture of Trumpet	5	approx 8" Hole with Light orange corrison on Trumpet No strands exposed white grout.
TIME 11:05 Picture of Trumpert	6	Approx 7" Hole with Light orange corrison on Trumpet No strands exposed white grout

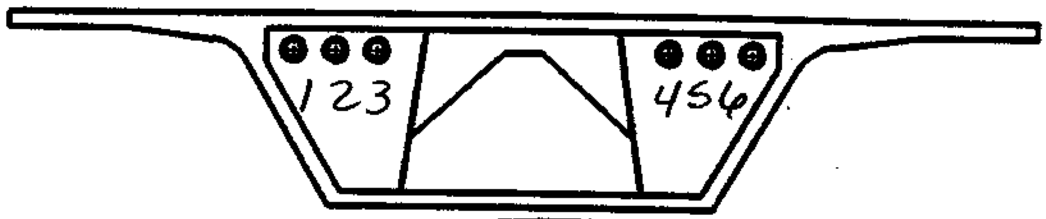
10-9 — chip 2B

Doug
LAURA
R[illegible]S
ALTO

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

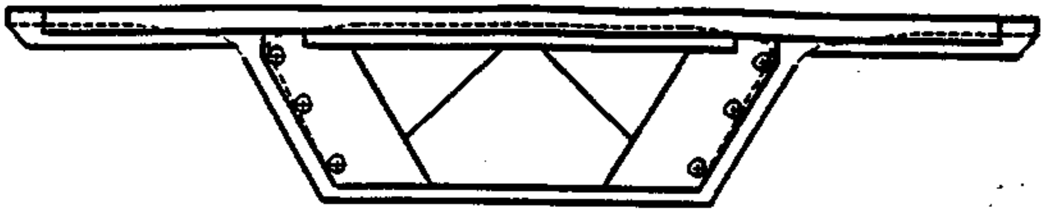
Expansion or Interior Pier No. 139

Looking Direction North or South

Span Supported 139

Tendon	Condition	
* 1	4" Drill Hole, White Grout	Photo 145 11:58 Photo 146 Drill Hole
2	10" VOID, No Exposed Strands White Grout	Photo 147 11:59 Photo 148 VOID
* 3	4' VOID, 2 Exposed Strands, Slight to Moderate Corrsion with Blistering to Trumpet, White Grout	Photo 149 12:00 Photo 150 Corrsion
* 4	Slight to Moderate Corrsion on Trumpet 2 to 3 Exposed Strands, 2'+ VOID White Grout	Photo 151 12:06 Photo 152 Exposed Strands
* 5	2'+ VOID, 1 Exposed Strand, Light to Moderate Corrsion to Trumpet, White Grout	Photo 153 12:10 Photo 154 Exposed Strand
6	1' VOID, No Exposed Strands, Light to Moderate Corrsion on Trumpet, White Grout	Photo 155 12:12 Photo 156 VOID

* Needs Review



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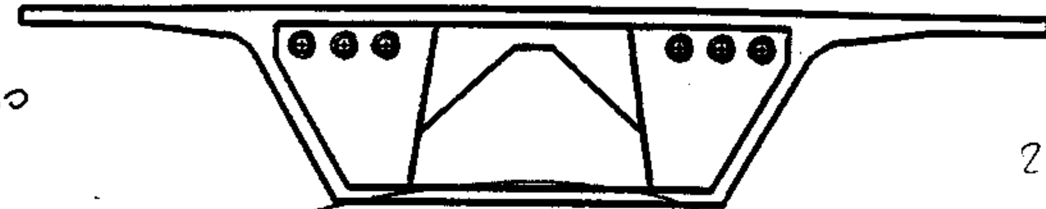


INTERIOR PIER

DATE: 11/15/2000
TEAM MEMBERS:
Lonzo
Jeff
Randall
Huie
Todd

2-0

[redacted] ____

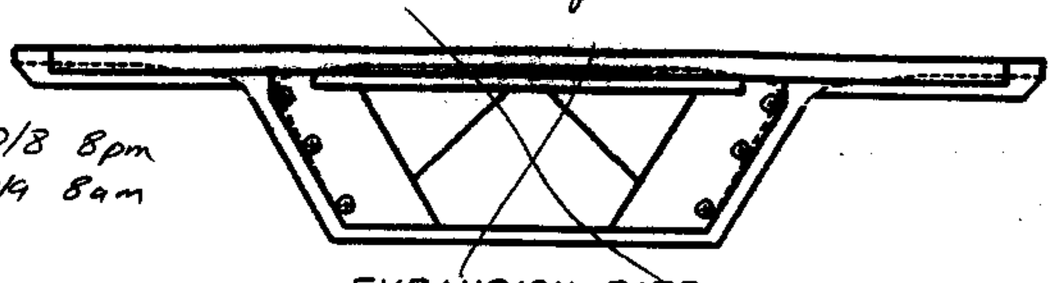
Span [redacted] 139-5 NEAR END or FAR END ANCHOR

	Tendon	Condition
TIME	1	
TIME	2	
TIME	3	
TIME	4	
TIME 11:10 Picture of Strand	5	Approx 5'+ VOID with 6 STRANDS exposed with Light spotted corrosion. The part has light corrosion with white grout.
TIME	6	

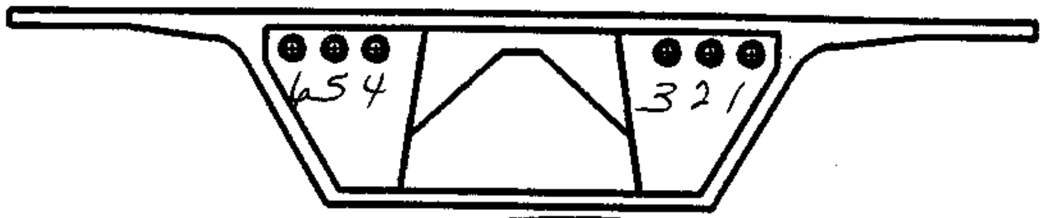
Doug
LAURA
Russ
R O

10-9-chip 2B

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 140

Looking Direction North or South

Span Supported 139

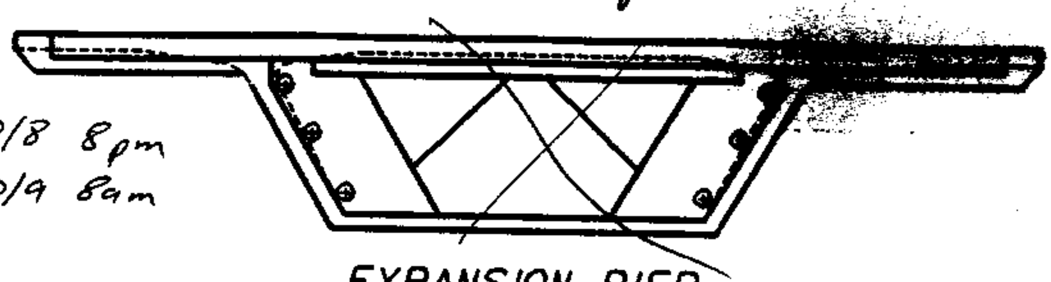
	Tendon	Condition	
	1	4" Drill Hole, White Grout	Photo 181 12:58 Photo 182 Drill Hole
	2	Slight to Moderate Corrsion To Trumpet, 8" VOID, No Exposed Strand, White Grout	Photo 183 1:02 Photo 184 VOID
*	3	Slight to Moderate Corrsion with BListering to Trumpet, 3' VOID, 2 Exposed Strands White Grout	Photo 185 1:04 Photo 186 Exposed Strand
*	4	Slight to Moderate Corrsion ON Trumpet, 2 Exposed Strands, 3' VOID, White Grout	Photo 187 1:08 Photo 188 Exposed Strand
*	5	Slight to Moderate In Trumpet 2 Exposed Strands, 3' VOID White Grout	Photo 189 1:11 Photo 190 Exposed Strand
	6	12" VOID, Slight To Moderate Corrsion on Trumpet, No Exposed Strands, White Grout	Photo 191 1:13 Photo 192 VOID

* Need Review

Doug
LAURA
Russ
A[illegible]

10-9 — chip 2B

10/8 8pm
10/9 8am



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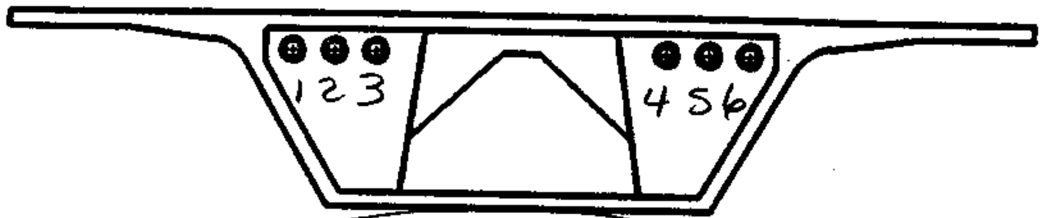


INTERIOR PIER

2B

Expansion or Interior Pier No. 140

Looking Direction North or South

Span Supported 140

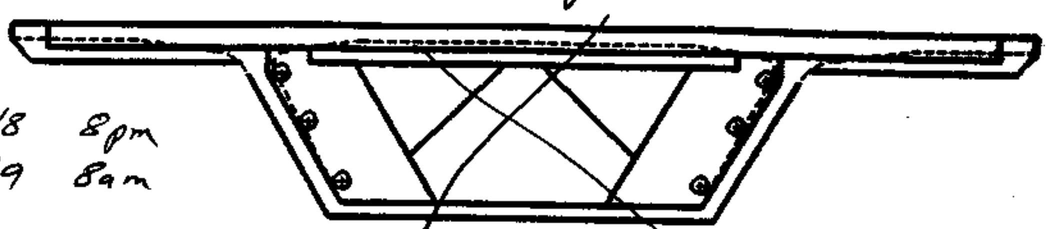
Chase Tape ←

Tendon	Condition
1	4" Drill Hole, White Grout — Photo 169 12:42 Photo 170 Drill Hole
2	4" Drill Hole, White Grout — Photo 171 12:49 Photo 172 Drill Hole
3	4" Drill Hole, White Grout — Photo 173 12:50 Photo 174 Drill Hole
4	5" Drill Hole, White Grout moon rock — Photo 175 12:53 Photo 176 Drill Hole
5	4" Drill Hole, White Grout — Photo 177 12:55 Photo 178 Drill Hole
6	4" Drill Hole, White Grout — Photo 179 12:56 Photo 180 Drill Hole

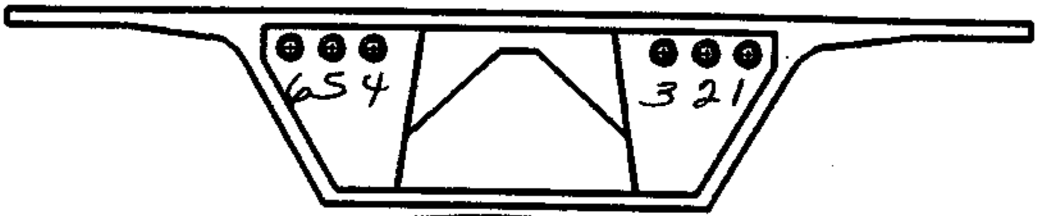
Doug
LAURA
Russ
A-D

10-9- chip 2B

10/8 8pm
10/9 8am



EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 141

Looking Direction North or South

Span Supported 140

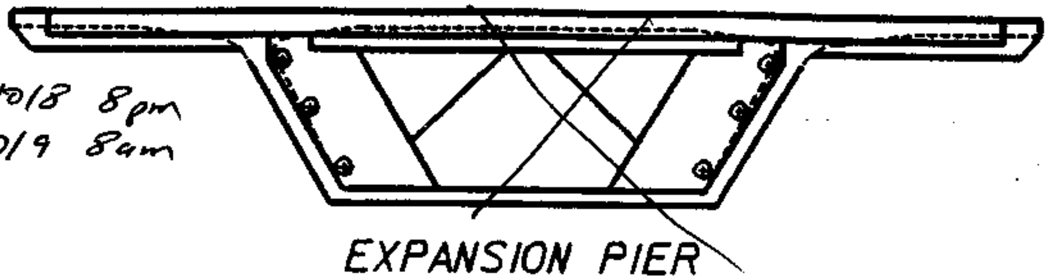
Tendon	Condition	
* 1	3 Exposed Strands, 3' VOID Light to Moderate Corrsion on Trumpet, White Grout	Photo 205 1:36 Photo 206 Strands
2	4" Drill Hole, White Grout	Photo 207 1:38 Photo 208 Drill Hole
3	4" Drill Hole, White Grout	Photo 209 1:40 Photo 210 Drill Hole
4	4" Drill Hole, White Grout	Photo 211 1:41 Photo 212 Drill Hole
5	4" Drill Hole, white Grout	Photo 213 1:42 Photo 214 Drill Hole
6	No Hole	Photo 215 1:44 Photo 216 No Hole

* Need Review

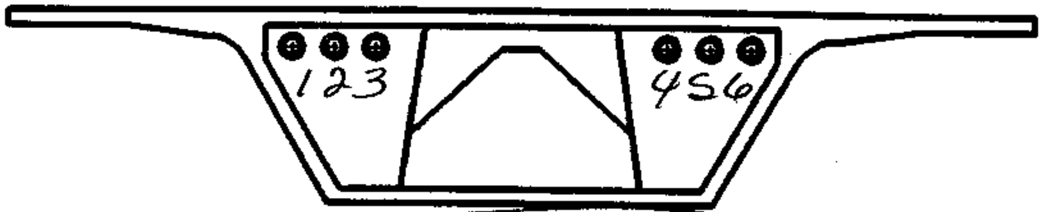
10-9_ chip 2B

Doug
LAURA
Ross
ALTO

1018 8pm
1019 8am



EXPANSION PIER



INTERIOR PIER

2B

Expansion or Interior Pier No. 141

Looking Direction North or South

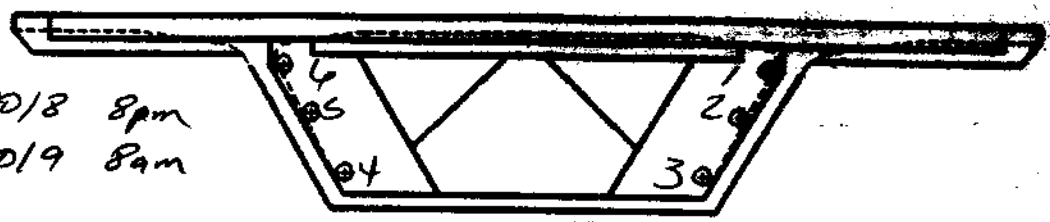
Span Supported 141

Tendon	Condition
1	4" Drill Hole, White Grout Photo 193 1:25 Photo 194 Drill Hole
2	5" Drill Hole, White Grout Moon Rocks Photo 195 1:26 Photo 196 Drill Hole
3	4" Drill Hole, White Grout Photo 197 1:28 Photo 198 Drill Hole
4	4" Drill Hole, White Grout Photo 199 1:31 Photo 200 Drill Hole
5	4" Drill Hole, White Grout Photo 201 1:32 Photo 202 Drill Hole
6	4" Drill Hole, White Grout Photo 203 1:33 Photo 204 Drill Hole

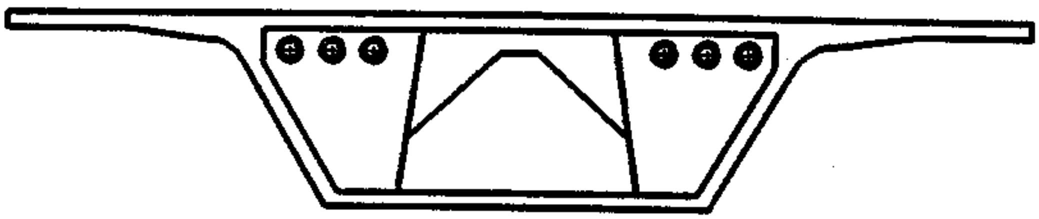
10-9 — chip 2B

Doug
LAURA
Russ
ALID

10/18 8pm
10/19 8am



EXPANSION PIER



INTERIOR PIER

2B

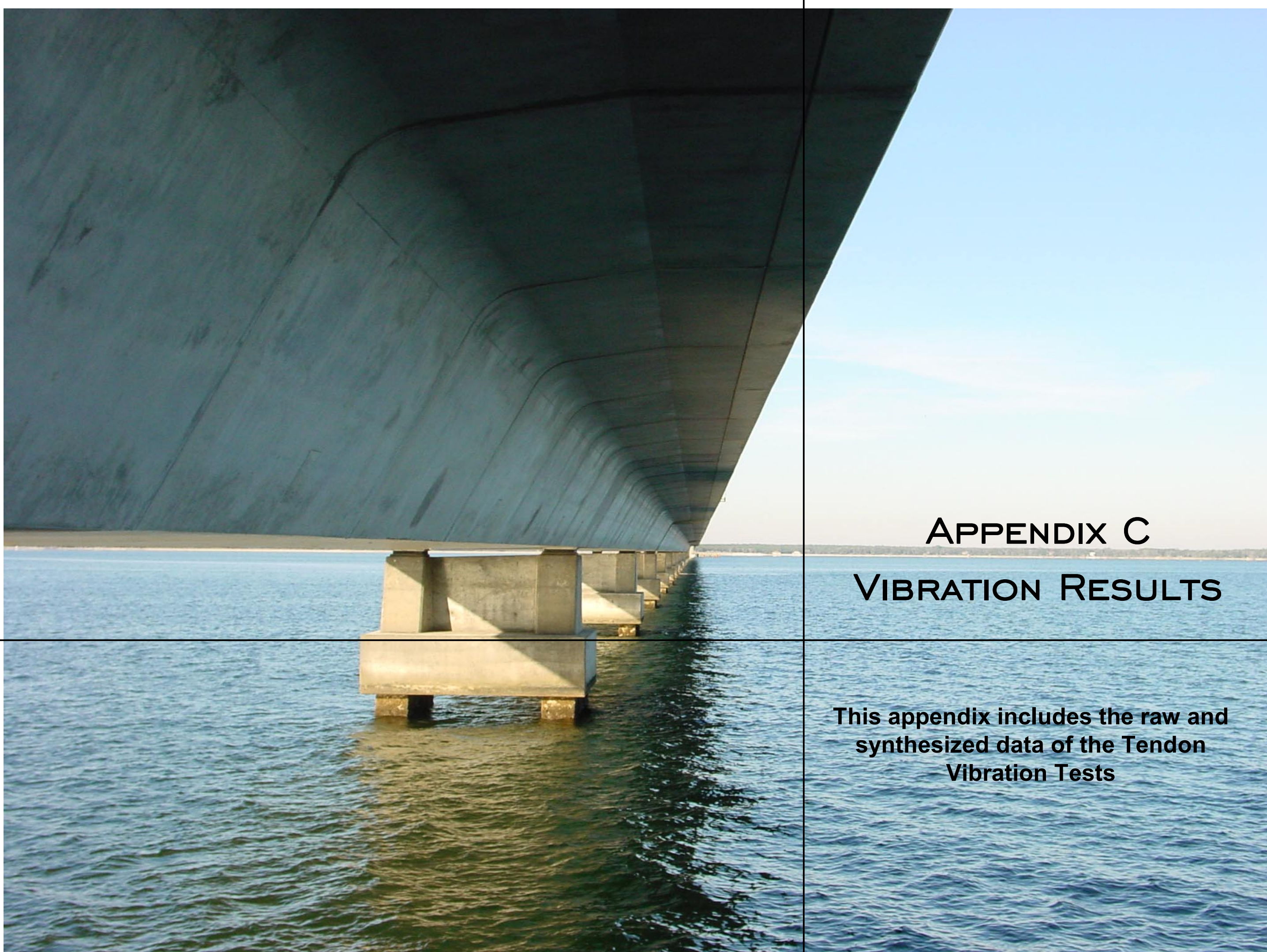
Expansion or Interior Pier No. 142

Looking Direction North or South

Span Supported 141

Tendon	Condition
1	No Hole Photo 217 1:49
2	No Hole Photo 218 1:50
3	No Hole Photo 219 1:51
4	No Hole Photo 220 1:52
5	4" Drill Hole, White Grout Photo 221 1:52 Photo 222 Drill Hole
6	1" Drill Hole, White Grout Photo 223 1:55 Photo 224 Drill Hole

Florida Department of Transportation
District 3



Appendix C

Vibration Results

This appendix includes the raw and synthesized data of the Tendon Vibration Tests

Corven Engineering, Inc.
1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix C – Vibration Results

Contents

Vibration Report

Report Prepared by :

A. A. Sagüés
S.C. Kranc
F. Presuel-Moreno

TEST PREPARATION AND DATA ANALYSIS FOR VIBRATIONAL TESTING OF MID BAY BRIDGE TENDONS

Contract No. BC353 RPWO#17

Interim Report to Florida Department of Transportation

A. A. Sagüés and S. C. Kranc
Principal Investigators
Department of Civil and Environmental Engineering

University of South Florida
Tampa, FL, 33620
July 16, 2001

Statement of Activities and Findings

Background

The objective of this project was to plan, prepare for, and analyze vibrational data to be acquired from the external tendons in the Mid Bay Bridge (MBB) by a separate contractor.

The University of South Florida (USF) prepared in cooperation with FDOT a vibrational test plan for the MBB tendons. USF prepared test equipment based on that used for a previous investigation conducted for FDOT and reported in the Final Report "Initial Development Of Methods For Assessing Condition Of Post-Tensioned Tendons Of Segmental Bridges" Contract # BC374, A. A. Sagüés and S. C. Kranc, May 17, 2000, available from the FDOT Research Office which was produced to report on the tests performed at the Niles Channel bridge in 1999. In addition, USF trained both in Tampa and at the MBB the separate contract operators on the operation of the test equipment.

The data were acquired over a period of about 2 weeks during October, 2000 and delivered to USF as data forms containing tendon segment lengths, and frequencies for the Mode 1 and 2 peaks for each tendon segment tested. Each tendon was tested in duplicate. The data were analyzed using a simplified procedure that took into account the tendon stiffness by assuming approximate values of 262,400 Nm^2 and 155,000 Nm^2 for 19-strand tendons (the largest majority) and 12-strand tendons respectively. Those values were obtained by custom analysis of the results of selected tendons using the techniques developed in the Niles Channel investigation. The mass per unit length was estimated to be 32.9 kg/m and 26.78 kg/m for 19 and 12 strand tendons respectively, based on standard 0.6-inch diameter strand mass per unit length, and assuming densities of 1.65 g/cm^3 and 1.0 g/cm^3 for the grout and duct polymer respectively, and assuming that the polymer duct in 19-strand and 12-strand tendons had an inner diameter of 10.4 cm and a wall thickness of 0.635 cm. Tendons that had been wrapped with additional polymeric material during earlier repairs were estimated to have 3% additional unit length mass than tendons still present in their original condition.

Results

The tendon forces (reported in kN/strand; 1 kN = 225 lb)) were calculated using as input the measured frequencies for Mode 1 (fundamental) and Mode 2 (2^{nd} overtone), the measured tendon segment length (reduced by 21 cm to account for the presence of metal ducts emerging ~10.5 cm from the concrete at each end of the segment), and the assumed tendon stiffness and estimated mass per unit length. The calculation was made using the approximation for a vibrating stretched stiff string (P.M Morse, "Vibration and Sound", Mc.Graw Hill, N.Y., 1948). The results for both modes were averaged with equal weight and are reported in the enclosed Excel workbooks file "*mbpercentages6.xls*" for Spans No. 1 to 81 and 85-141, and in a subsequent section for Center Spans 82, 83 and 84.

Comments on Spans 1-81 and 85-141

The tendon segment nomenclature used for these spans is the same as that used for the other MBB inspections. Tendons are numbered 1 through 6 from West to East and segments are labeled A through C from South to North. Sheet 1 in *mbpercentages6.xls* lists in columns K-M the estimated tensions for the tendon segments for which results are available (nearly all of the 2208 tendon segments in these spans).

The tests at the Niles Channel bridge indicated that tendon distress may be manifested by a significant difference between estimated tension of both ends of the tendon (the difference is divided by the average for both ends and expressed as a percentage). In the Mid Bay bridge, a tendon known to be distressed (No.1 in Span 009) had been vibrationally tested before removal. Preliminary analysis of the data showed a dramatic difference of 27% between the estimated A (south) and C (north) end tensions of that tendon. This observation supported the validity of the method to detect tendon distress. Consequently, the available results were examined using the end-to-end estimated tendon tension difference as a possible indicator of distress. The results of that analysis are shown in Columns Z to AE of Sheet 1 in *mbpercentages6.xls*. The observation for tendon No.1 in Span 009 turned out to be the largest end-to-end difference observed for any of the other tendons analyzed to date.

Figure 1 (from Chart 1 in *mbpercentages6.xls*) gives an idea of the range of tension differences between the A and C ends of each tendon. The average (absolute) observed A-C difference was about 2%. The results were screened for differences exceeding ~6%, flagged by a red background in Columns Z to AE of Sheet 1 in *mbpercentages6.xls*. The 6% deviation lines in Figure 1 show that only a few of the nearly 828 tendons tested in these spans met that condition. Those tendons have been listed in Table 1. As shown in Figure 1, virtually all tendons exhibited less than 10% A-C difference in estimated tension. These observations suggest that no tendon examined (other than No. 1 in Span 009) was in a seriously detensioned condition. It is recommended however, that routine inspections in the future include vibrational testing and that these observations be compared with the present baseline results as a means of indicating changes in condition. It is important to note also that the tension estimates are obtained for the freely vibrating portion of the tendon and would not reveal, for example, strand breaks in the anchorage for which full force redevelopment took place at the intervening grout.

The average value of the estimated tension was ~170 kN/strand (~38.3 kips/strand), which corresponds to ~65% of 270 ksi on a 0.6 inch nominal diameter strand. That value is within reasonable expectation for a structure of this type. It must be cautioned however that absolute tensions estimated with the vibrational method depend not only on the model assumptions but also on the values assumed for the input parameters, notably the mass per unit length for which some uncertainty exists.

Results and Comments on Center Span Group, 82 to 84

The Center Span Group has a complicated arrangement of tendons and segments. Spans 82 and 84 had a configuration similar to that of the MBB approaches, but with different segment lengths, both 12- and 19-strand tendons, and tendons continuing into Span 83. Figure 2 illustrates the arrangement in Span 83. Tendons 1,2 and 3 of Span 82 continue into the South end of Span 83 as L1, L2 and L3 respectively. Tendons 4, 5 and 6 of Span 82 continue into the South end of Span 83 as R3, R2 and R1 respectively. An analogous arrangement exists at the North end of Span 83 with respect to Span 84. Note that with the exception of L7 and R7 all other external tendons in Span 83 terminate at the centerline. Based on the information available to us, we have assumed in the calculations that Tendons 1 and 6 in Spans 82 and 84 as well as their respective continuations and L7 and R7 in Span 83, are 12-strand tendons. All other tendons were assumed to be 19-strand. Span 83 has 4-fold peer groups for each tendon segment.

A number of the tendon segments in these spans were physically obstructed from vibrating and produced no usable data. Figure 3 shows the estimated tension results for all the segments that could be tested in Spans 82 to 84. The results are arranged in a manner comparable to that of Figure 2, but including all three Center Spans.

These spans included many tendons segments that were unusually short or may have undetected partial vibration obstruction with consequent uncertainty in the tension estimates. Taking that into consideration, estimated tension levels for 19-strand tendons were on average somewhat smaller than those observed in the MBB approaches. The estimated tensions for all the 12-strand tendon segments were in turn fractionally lower than those of the 19-strand tendons. Estimated tensions on segments of continuing tendons at either size of the transition between Spans 83 and 84 were with one exception (R1H to A6) quite close to each other. In contrast, there was a small but noticeable general difference (lower average tension on the Span 82 side) at the 82-83 transition. Those global differences are unlikely to be indicative of individual tendon distress.

An unusually high estimated tension above 200 kN/strand was encountered in L7A , but no tendon segment in its peer group (L7B, R7A and R7B) produced useable results for comparison. A combination of unusually high and low estimated tension (211 kN/strand and 109 kN/strand) was found in consecutive segments R5E and R5D respectively. However, much of the peer groups for R5E and R5D failed to produce useable results. The next segments in line in the same tendon (R5C through R5A) yielded results that appear to be normal, when compared to peer segments in Span 83. Because of uncertainty in absolute tension estimates in these spans, in the absence of peer segment information the result for R5D is not necessarily an indication of mechanical distress. Other seemingly low values in other tendon segments in Span 83 tend to be reflected in the corresponding pear groups and therefore are not considered to be indicative of individual distress. Repeat test of this group is desirable for confirmation purposes in a future bridge inspection. In addition, detailed analysis of the vibration data files (see next section), may help in resolving some of the unusual tension indications.

Applicability of findings and expanded analysis

The estimated tensions reported here were obtained using simplified calculations that provide enough accuracy for comparative evaluation of peer groups. As such, the findings reported here have flagged suspect tendons and provided a massive record of the state of relative tendon tension along the bridge. Therefore, the contents of this interim report fulfill the basic requirements of the project.

Because of the very large tendon inventory in the MBB, detailed mathematical analysis of the vibration data files cannot be conducted on a semi manual basis as is has been done in the past for, for example, the Niles Channel bridge. Such detailed analysis is highly desirable for refining absolute tension estimates, and for establishing an accurate data base of tendon behavior to reveal otherwise undetectable changes in individual tendons during future inspections. It is anticipated that detailed analysis of the MBB vibrational data will be conducted within the present project, as methodology developed in a concurrent investigation of this test method becomes available.

Conclusions

1. Vibrational analysis was promptly and successfully conducted in October, 2000, for virtually the entire tendon segment inventory of the Mid Bay Bridge.

2. Average estimated tension values agreed with those expected from design.

3. In spans (1-81 and 85-141) other than the Center Span Group, the average absolute difference between estimated tensions at opposite ends of each tendon was about 2%. One tendon known to be distressed (No. 1 in Span 9) and later removed showed a difference of 27%. Of the remaining tendons at the time of inspection, only 12 out of more than 800 showed estimated forces differences exceeding ~6%. Of those, only one showed a force difference above 10%.

4. Analysis of the Center Span Group (82-84) was subject to greater uncertainty than elsewhere because of complex geometry, shorter tendon lengths, and obstructions to vibration. Nevertheless, the estimated tension values agreed generally with those expected from design. There was no conclusive indication of tendon distress in any of the tendon segments that produced useable data in this Span group.

Table 1. Tendons with end-to-end estimated force differences exceeding ~6%.

Span	Tendon No.	End With Lower Tension	A-C % Difference	Observations
037	4	A	6.3	
042	4	A	7.2	
043	5	A	6.4	
058	3	C	6.5	
064	1	C	8.6	Unusual vibration response on side A. End A is at expansion joint.
071	6	A	6.0	
103	4	C	10.6	End A is at expansion joint.
103	5	C	7.9	End A is at expansion joint.
108	1	C	6.5	End C is at expansion joint.
117	5	C	6.7	
126	3	A	7.2	End C is at expansion joint.
129	5	C	7.0	

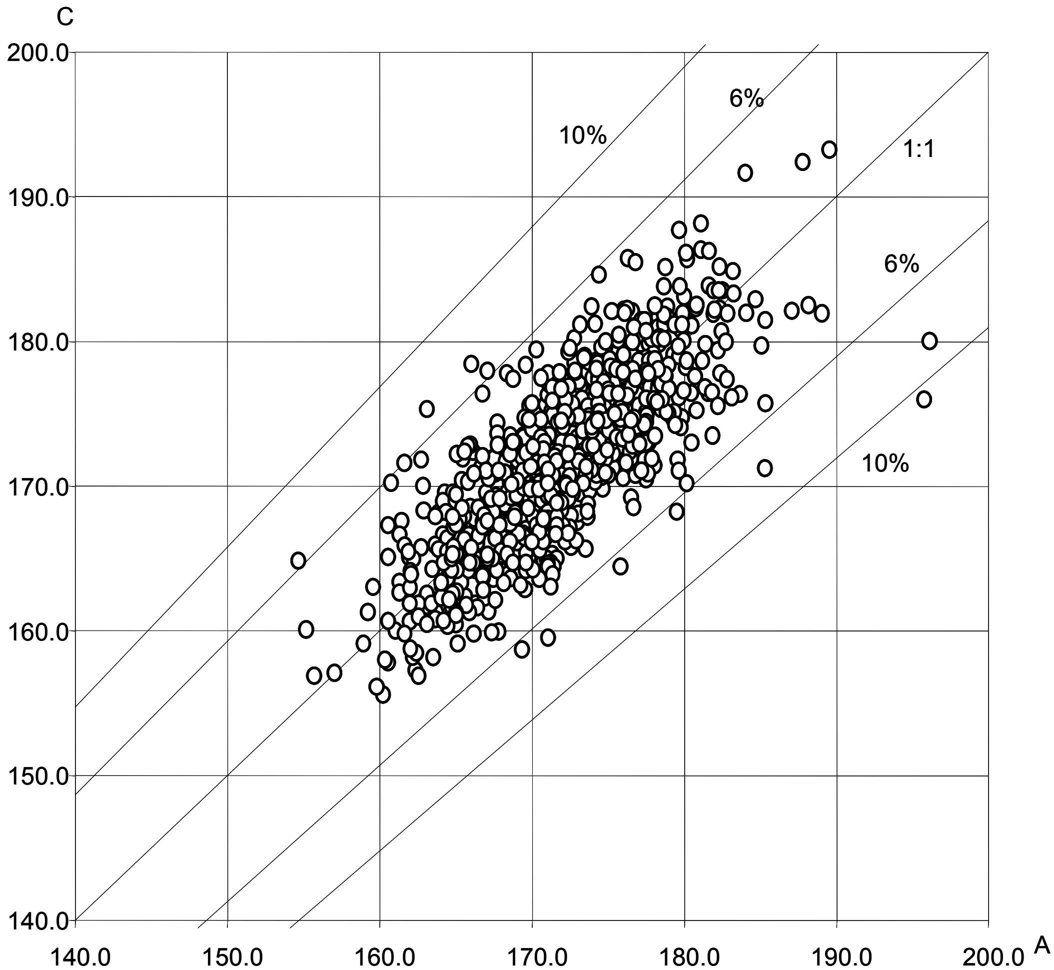
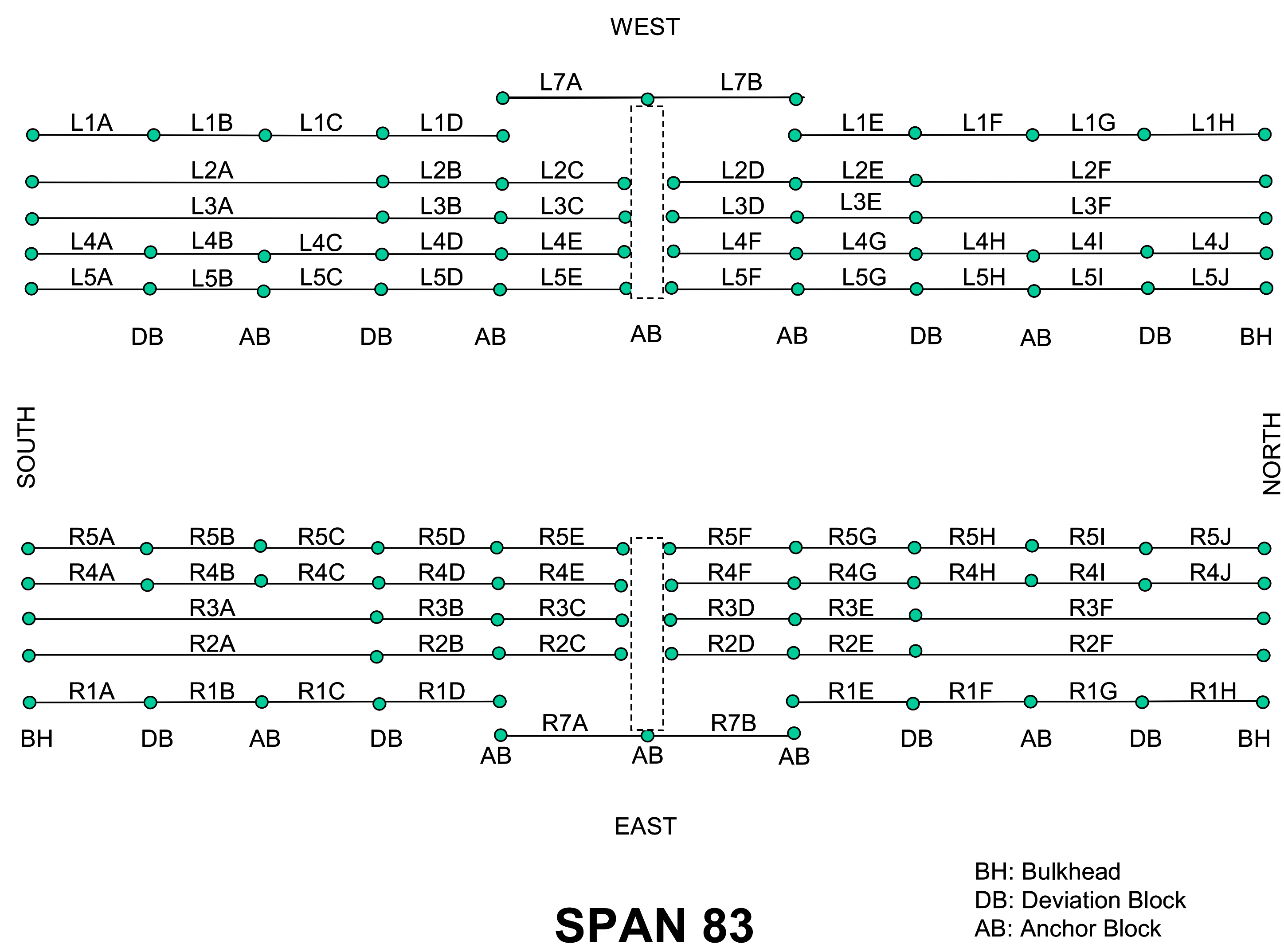


Figure 1. Estimated tensions (kN/strand) of the North (C) segment compared with that of the South (A) segment of each tendon measured in Spans 1-81 and 84-141.



SPAN 83

Figure 2. Arrangement of tendons and tendon segments in Span 83

SPAN 82

A	B	C
		151
154		157
161		154

A	B	C
158		156
154		155
		154

SPAN 83

				219					
SW						NW			
148	148	137	133			139	158	138	153
165					163		168		
167				161			167		
168	139	156		154			145	144	165
160	144	154		166			151	147	164

161	158	153	109	211	169		143	144	163
167	144	153		167			143	144	161
164				166			168		
164				172			170		
156	155	152	153			132	141		154
SE						NE			

SPAN 84

A	B	C
151		
160		163
162		163

A	B	C
162		165
164		163
147		

Segment designation key

A1	B1	C1
A2	B2	C2
A3	B3	C3

				L7A	L7B				
SW						NW			
L1A	L1B	L1C	L1D			L1E	L1F	LIG	L1H
L2A			L2B	L2C	L2D	L2E	L2F		
L3A			L3B	L3C	L3D	L3E	L3F		
L4A	L4B	L4C	L4D	L4E	L4F	L4G	L4H	L4I	L4J
L5A	L5B	L5C	L5D	L5E	L5F	L5G	L5H	L5I	L5J

R5A	R5B	R5C	R5D	R5E	R5F	R5G	R5H	R5I	R5J
R4A	R4B	R4C	R4D	R4E	R4F	R4G	R4H	R4I	R4J
R3A			R3B	R3C	R3D	R3E	R3F		
R2A			R2B	R2C	R2D	R2E	R2F		
R1A	R1B	R1C	R1D			R1E	R1F	R1G	R1H
SE				R7A	R7B	NE			

A1	B1	C1
A2	B2	C2
A3	B3	C3

A4	B4	C4
A5	B5	C5
A6	B6	C6

A4	B4	C4
A5	B5	C5
A6	B6	C6

Figure 3. Top: Estimated tension results (kN/strand) for Spans 82, 83 and 84. Bottom: Segment designation key.

Synthesized Vibration Results

WRAP ADJ.
0.025

NOMINAL TENSION WRAP : W NO WRAP : BLANK

SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.
1	1		162.7	168.1			
	2	172.8	168.0	171.2			
	3	180.5	173.3	173.0			
	4	162.3	158.1	157.3			
	5	158.9	156.5	159.1			
	6	160.6	155.8	157.8			
2	1	161.5	161.5	167.6			
	2	166.1	165.1	167.6			
	3	169.3	168.8	171.3			
	4	161.9	162.0	165.1			
	5	157.0	154.7	157.1			
	6	155.2	156.5	160.1			
3	1	167.3	163.8	167.5			
	2	168.0	164.9	167.9			
	3	171.6	169.1	171.2			
	4	165.8	163.8	167.6			
	5	169.0	165.0	169.7			
	6	166.1	163.4	167.9			
4	1	171.3	169.8	177.6			
	2	172.4	171.3	176.8			
	3	175.7	175.9	180.1			
	4	173.0	174.2	178.2			
	5	166.1	164.8	167.4			
	6	172.2	171.6	175.3			
5	1	170.3	165.0	170.6			
	2	168.8	163.2	168.8			
	3	170.2	168.0	168.2			
	4	169.3	166.1	165.8			
	5	167.5	160.9	163.6			
	6	163.1	159.6	161.7			
6	1	159.6	157.6	163.1			
	2	163.9	161.6	168.2			
	3	166.7	163.4	168.2			
	4	163.5	161.2	164.3			
	5	162.7	161.0	165.8			
	6	164.2	161.4	166.7			
7	1	162.9	164.8	168.3			
	2	169.2	166.8	171.2			
	3	171.2	170.0	173.0			
	4	165.4	166.6	170.4			
	5	162.2	159.9	165.0			
	6	163.6	162.7	165.9			
8	1	164.4	163.2	166.4			
	2	165.8	162.8	170.3			
	3	158.8	165.8	171.8	W		
	4	161.3	162.2	166.7			
	5	161.3	160.7	163.4			
	6	161.3	160.4	162.7			

TENSION ADJ. FOR WRAP

SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF %	A-C DIFF %
		YELLOW IS LESS THAN 160 KN				
1	1		162.7	168.1	3.26	
	2	172.8	168.0	171.2	2.83	0.98
	3	180.5	173.3	173.0	4.22	4.22
	4	162.3	158.1	157.3	3.16	3.16
	5	158.9	156.5	159.1	1.68	0.13
	6	160.6	155.8	157.8	3.00	1.71
2	1	161.5	161.5	167.6	3.73	3.73
	2	166.1	165.1	167.6	1.52	0.91
	3	169.3	168.8	171.3	1.46	1.18
	4	161.9	162.0	165.1	1.97	1.97
	5	157.0	154.7	157.1	1.56	0.04
	6	155.2	156.5	160.1	3.12	3.12
3	1	167.3	163.8	167.5	2.21	0.14
	2	168.0	164.9	167.9	1.90	0.07
	3	171.6	169.1	171.2	1.46	0.22
	4	165.8	163.8	167.6	2.26	1.05
	5	169.0	165.0	169.7	2.86	0.43
	6	166.1	163.4	167.9	2.67	1.05
4	1	171.3	169.8	177.6	4.50	3.64
	2	172.4	171.3	176.8	3.16	2.55
	3	175.7	175.9	180.1	2.50	2.50
	4	173.0	174.2	178.2	2.96	2.96
	5	166.1	164.8	167.4	1.54	0.74
	6	172.2	171.6	175.3	2.15	1.80
5	1	170.3	165.0	170.6	3.30	0.17
	2	168.8	163.2	168.8	3.36	0.01
	3	170.2	168.0	168.2	1.30	1.22
	4	169.3	166.1	165.8	2.08	2.08
	5	167.5	160.9	163.6	4.00	2.34
	6	163.1	159.6	161.7	2.11	0.82
6	1	159.6	157.6	163.1	3.40	2.16
	2	163.9	161.6	168.2	3.97	2.58
	3	166.7	163.4	168.2	2.87	0.88
	4	163.5	161.2	164.3	1.88	0.48
	5	162.7	161.0	165.8	2.94	1.86
	6	164.2	161.4	166.7	3.23	1.53
7	1	162.9	164.8	168.3	3.27	3.27
	2	169.2	166.8	171.2	2.58	1.17
	3	171.2	170.0	173.0	1.75	1.01
	4	165.4	166.6	170.4	2.99	2.99
	5	162.2	159.9	165.0	3.14	1.68
	6	163.6	162.7	165.9	1.95	1.39
8	1	164.4	163.2	166.4	1.94	1.19
	2	165.8	162.8	170.3	4.50	2.69
	3	162.7	165.8	171.8	5.45	5.45
	4	161.3	162.2	166.7	3.28	3.28
	5	161.3	160.7	163.4	1.69	1.29
	6	161.3	160.4	162.7	1.39	0.84

WRAP ADJ.														
0.025		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
9	1	175.3	162.8	133.9				9	1	175.3	162.8	133.9	26.76	26.76
	2	175.4	173.9	177.1					2	175.4	173.9	177.1	1.81	0.99
	3	178.3	180.4	182.2					3	178.3	180.4	182.2	2.15	2.15
	4	173.4	173.3	176.7					4	173.4	173.3	176.7	1.92	1.88
	5	169.0	168.0	169.8					5	169.0	168.0	169.8	1.09	0.50
	6	169.0	165.7	172.1					6	169.0	165.7	172.1	3.82	1.84
10	1	173.6	170.7	174.7				10	1	173.6	170.7	174.7	2.34	0.67
	2	172.5	168.3	172.2					2	172.5	168.3	172.2	2.44	0.20
	3	175.4	173.6	171.9					3	175.4	173.6	171.9	2.05	2.05
	4	176.3	170.0	171.6					4	176.3	170.0	171.6	3.64	2.73
	5	166.2	164.7	167.8					5	166.2	164.7	167.8	1.87	0.96
	6	168.3	162.0	165.1					6	168.3	162.0	165.1	3.82	1.93
11	1	172.6	169.6	174.3				11	1	172.6	169.6	174.3	2.76	0.97
	2	170.6	167.9	163.2			W		2	170.6	167.9	167.3	1.95	1.95
	3	171.0	166.1	171.6					3	171.0	166.1	171.6	3.24	0.33
	4	166.8	165.0	168.6					4	166.8	165.0	168.6	2.18	1.09
	5	162.0	160.0	164.2					5	162.0	160.0	164.2	2.53	1.31
	6	163.9	162.3	165.7					6	163.9	162.3	165.7	2.02	1.08
12	1	172.0	170.4	172.7				12	1	172.0	170.4	172.7	1.33	0.45
	2	178.3	174.1	176.8					2	178.3	174.1	176.8	2.38	0.83
	3	175.0	173.6	176.1					3	175.0	173.6	176.1	1.43	0.64
	4	165.0	164.4	168.2					4	165.0	164.4	168.2	2.25	1.88
	5	166.4	162.3	168.5					5	166.4	162.3	168.5	3.72	1.25
	6	159.2	155.7	161.3					6	159.2	155.7	161.3	3.56	1.29
13	1	169.4	168.8	172.7				13	1	169.4	168.8	172.7	2.29	1.92
	2	170.9	170.8	175.7					2	170.9	170.8	175.7	2.83	2.75
	3	174.5	173.2	176.8					3	174.5	173.2	176.8	2.07	1.31
	4	172.8	171.8	177.4					4	172.8	171.8	177.4	3.21	2.65
	5	172.7	170.5	177.0					5	172.7	170.5	177.0	3.74	2.46
	6	164.3	164.8	169.6					6	164.3	164.8	169.6	3.17	3.17
14	1	169.8	170.5	175.5				14	1	169.8	170.5	175.5	3.31	3.31
	2	173.1	169.8	175.1					2	173.1	169.8	175.1	3.08	1.15
	3	175.7	172.6	175.8					3	175.7	172.6	175.8	1.83	0.03
	4	172.6	167.9	172.2					4	172.6	167.9	172.2	2.73	0.19
	5	172.5	166.1	172.2					5	172.5	166.1	172.2	3.81	0.18
	6	164.8	161.9	169.6					6	164.8	161.9	169.6	4.60	2.84
15	1	178.6	176.3	182.1				15	1	178.6	176.3	182.1	3.27	1.95
	2	173.1	172.2	178.8					2	173.1	172.2	178.8	3.71	3.22
	3	178.3	181.2	177.3			W		3	178.3	181.2	181.7	1.87	1.87
	4	181.1	180.8	188.2					4	181.1	180.8	188.2	4.02	3.82
	5	180.0	177.0	183.1					5	180.0	177.0	183.1	3.39	1.71
	6	176.6	173.7	182.1					6	176.6	173.7	182.1	4.72	3.07
16	1	171.4	169.4	172.7				16	1	171.4	169.4	172.7	1.92	0.76
	2	172.0	167.5	170.9					2	172.0	167.5	170.9	2.61	0.63
	3	177.7	171.0	173.0					3	177.7	171.0	173.0	3.83	2.66
	4	177.1	172.1	172.4					4	177.1	172.1	172.4	2.85	2.67
	5	171.3	167.6	170.6					5	171.3	167.6	170.6	2.17	0.41
	6	171.6	167.6	170.1					6	171.6	167.6	170.1	2.33	0.85

WRAP ADJ.
0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF %	A-C DIFF %
										YELLOW IS LESS THAN 160 KN				
17	1	164.2	164.6	169.0				17	1	164.2	164.6	169.0	2.89	2.89
	2	168.1	167.5	171.5					2	168.1	167.5	171.5	2.33	1.98
	3	172.1	169.1	173.2					3	172.1	169.1	173.2	2.36	0.61
	4	166.1	166.2	172.4					4	166.1	166.2	172.4	3.69	3.69
	5	165.0	163.5	169.0					5	165.0	163.5	169.0	3.29	2.41
	6	165.0	162.4	163.9					6	165.0	162.4	163.9	1.57	0.67
18	1	170.6	166.8	171.6				18	1	170.6	166.8	171.6	2.85	0.60
	2	172.7	173.2	176.0					2	172.7	173.2	176.0	1.85	1.85
	3	175.5	175.3	177.4					3	175.5	175.3	177.4	1.20	1.11
	4	171.5	171.9	173.6					4	171.5	171.9	173.6	1.19	1.19
	5	167.0	164.3	169.6					5	167.0	164.3	169.6	3.16	1.53
	6	162.0	158.7	163.0					6	162.0	158.7	163.0	2.66	0.61
19	1	171.8	170.6	174.3				19	1	171.8	170.6	174.3	2.14	1.41
	2	170.8	167.9	172.7					2	170.8	167.9	172.7	2.80	1.12
	3	171.9	171.1	174.2					3	171.9	171.1	174.2	1.78	1.31
	4	169.0	168.3	171.7					4	169.0	168.3	171.7	2.00	1.60
	5	167.6	165.7	172.0					5	167.6	165.7	172.0	3.75	2.63
	6	173.0	166.7	167.5					6	173.0	166.7	167.5	3.67	3.20
20	1	171.8	169.0	172.4				20	1	171.8	169.0	172.4	2.00	0.31
	2	174.1	171.0	178.6					2	174.1	171.0	178.6	4.36	2.57
	3	178.8	173.7	177.6					3	178.8	173.7	177.6	2.92	0.67
	4	166.7	166.7	171.3					4	166.7	166.7	171.3	2.75	2.75
	5	172.0	168.8	171.3					5	172.0	168.8	171.3	1.88	0.45
	6	169.2	168.8	170.2					6	169.2	168.8	170.2	0.80	0.59
21	1	181.6	182.0	183.9				21	1	181.6	182.0	183.9	1.23	1.23
	2	175.7	178.3	180.5					2	175.7	178.3	180.5	2.65	2.65
	3	182.3	181.8	185.2					3	182.3	181.8	185.2	1.84	1.55
	4	176.1	178.3	182.2					4	176.1	178.3	182.2	3.42	3.42
	5	173.1	173.4	176.8					5	173.1	173.4	176.8	2.11	2.11
	6	173.5	174.1	179.0					6	173.5	174.1	179.0	3.15	3.15
22	1	171.1	168.1	171.6				22	1	171.1	168.1	171.6	2.04	0.27
	2	170.1	168.6	171.3					2	170.1	168.6	171.3	1.59	0.71
	3	176.9	171.2	172.2					3	176.9	171.2	172.2	3.30	2.67
	4	176.6	174.9	172.2					4	176.6	174.9	172.2	2.50	2.50
	5	169.8	166.6	170.9					5	169.8	166.6	170.9	2.51	0.65
	6	169.7	166.8	169.6					6	169.7	166.8	169.6	1.74	0.06
23	1	170.0	169.0	175.7				23	1	170.0	169.0	175.7	3.92	3.31
	2	171.9	170.0	176.1					2	171.9	170.0	176.1	3.53	2.41
	3	173.2	174.0	176.8					3	173.2	174.0	176.8	2.09	2.09
	4	172.2	171.5	173.9					4	172.2	171.5	173.9	1.39	0.97
	5	169.4	167.1	173.5					5	169.4	167.1	173.5	3.74	2.37
	6	165.0	165.0	169.4					6	165.0	165.0	169.4	2.65	2.65
24	1	172.6	170.0	176.1				24	1	172.6	170.0	176.1	3.57	2.03
	2	178.9	174.9	175.8					2	178.9	174.9	175.8	2.24	1.73
	3	177.1	177.3	178.8					3	177.1	177.3	178.8	0.94	0.94
	4	177.7	174.5	176.8					4	177.7	174.5	176.8	1.82	0.50
	5	174.7	170.0	174.2					5	174.7	170.0	174.2	2.73	0.32
	6	168.6	165.3	168.2					6	168.6	165.3	168.2	2.01	0.26

WRAP ADJ.
0.025

		NOMINAL TENSION			WRAP : W			NO WRAP : BLANK		TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
25	1	172.2	170.8	174.2				25	1	172.2	170.8	174.2	1.94	1.15
	2	175.6	173.5	177.2					2	175.6	173.5	177.2	2.09	0.90
	3	180.1	179.0	182.0					3	180.1	179.0	182.0	1.70	1.06
	4	176.2	176.3	178.8					4	176.2	176.3	178.8	1.45	1.45
	5	174.9	174.2	176.1					5	174.9	174.2	176.1	1.13	0.68
	6	169.6	164.5	169.8					6	169.6	164.5	169.8	3.18	0.08
26	1	173.1	172.4	174.8				26	1	173.1	172.4	174.8	1.37	0.97
	2	180.5	178.2	181.1					2	180.5	178.2	181.1	1.61	0.33
	3	179.8	178.2	180.8					3	179.8	178.2	180.8	1.44	0.56
	4	175.7	173.6	177.0					4	175.7	173.6	177.0	1.95	0.74
	5	178.3	172.4	177.0					5	178.3	172.4	177.0	3.39	0.73
	6	170.3	164.8	168.1					6	170.3	164.8	168.1	3.28	1.32
27	1	181.9	180.8	181.9				27	1	181.9	180.8	181.9	0.64	0.00
	2	182.3	177.8	182.3					2	182.3	177.8	182.3	2.54	0.03
	3	184.7	183.8	178.5			W		3	184.7	183.8	182.9	0.96	0.96
	4	173.3	171.6	175.5	W	W	W		4	177.7	175.9	179.8	2.23	1.21
	5	180.1	176.8	178.2					5	180.1	176.8	178.2	1.84	1.04
	6	174.9	174.4	178.8					6	174.9	174.4	178.8	2.44	2.18
28	1	179.2	174.1	176.0				28	1	179.2	174.1	176.0	2.85	1.76
	2	180.5	172.3	176.4					2	180.5	172.3	176.4	4.61	2.25
	3	181.6	175.4	176.4					3	181.6	175.4	176.4	3.48	2.87
	4	176.8	175.4	173.8					4	176.8	175.4	173.8	1.67	1.67
	5	175.3	170.3	171.3					5	175.3	170.3	171.3	2.93	2.34
	6	160.2		155.6					6	160.2		155.6	2.93	2.93
29	1	173.1	170.9	177.2				29	1	173.1	170.9	177.2	3.63	2.38
	2	178.3	178.3	181.0					2	178.3	178.3	181.0	1.50	1.50
	3	168.1	175.4	169.1	W		W		3	172.3	175.4	173.3	1.76	0.60
	4	164.5	164.0	169.3	W	W	W		4	168.6	168.1	173.5	3.17	2.88
	5	172.8	170.7	178.5					5	172.8	170.7	178.5	4.48	3.26
	6	172.8	168.2	180.2					6	172.8	168.2	180.2	6.87	4.21
30	1	176.1	174.5	178.5				30	1	176.1	174.5	178.5	2.27	1.38
	2	175.7	174.5	176.7					2	175.7	174.5	176.7	1.22	0.53
	3	182.4	178.2	180.7					3	182.4	178.2	180.7	2.38	0.95
	4	172.9	172.8	177.9					4	172.9	172.8	177.9	2.92	2.87
	5	170.6	167.5	173.0					5	170.6	167.5	173.0	3.22	1.42
	6	168.0		171.1					6	168.0		171.1	1.79	1.79
31	1	172.7	171.3	174.7				31	1	172.7	171.3	174.7	1.94	1.14
	2	176.8	173.2	177.7					2	176.8	173.2	177.7	2.57	0.50
	3	177.2	175.4	181.5					3	177.2	175.4	181.5	3.43	2.39
	4	173.9	171.3	178.0					4	173.9	171.3	178.0	3.83	2.35
	5	171.7	168.1	170.7					5	171.7	168.1	170.7	2.14	0.60
	6	167.0	164.7	171.0					6	167.0	164.7	171.0	3.73	2.38
32	1	172.4	170.5	173.7				32	1	172.4	170.5	173.7	1.83	0.72
	2	171.4	170.3	174.0					2	171.4	170.3	174.0	2.13	1.49
	3	176.9	172.5	175.9					3	176.9	172.5	175.9	2.54	0.59
	4	176.4	172.0	176.9					4	176.4	172.0	176.9	2.85	0.29
	5	173.7	170.9	175.1					5	173.7	170.9	175.1	2.41	0.81
	6	167.4	164.8	168.3					6	167.4	164.8	168.3	2.08	0.54

WRAP ADJ.
0.025

		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
33	1	176.3		185.8				33	1	176.3		185.8	5.23	5.23
	2	178.9	177.3	182.4					2	178.9	177.3	182.4	2.84	1.93
	3	181.1	184.2	186.4					3	181.1	184.2	186.4	2.85	2.85
	4	173.1	175.7	181.5	W	W			4	177.4	180.1	181.5	2.28	2.28
	5	173.8	174.5	180.1	W				5	178.2	174.5	180.1	3.15	1.07
	6	174.1	176.0	173.6			W		6	174.1	176.0	177.9	2.14	2.14
34	1	175.3	169.9	172.8				34	1	175.3	169.9	172.8	3.13	1.42
	2	174.5	161.8	170.4		W			2	174.5	165.9	170.4	5.09	2.42
	3	175.8	175.1	172.5					3	175.8	175.1	172.5	1.91	1.91
	4	179.7	177.4	176.1					4	179.7	177.4	176.1	1.98	1.98
	5	167.1	163.7	168.8					5	167.1	163.7	168.8	3.03	1.02
	6	170.2	169.2	173.1					6	170.2	169.2	173.1	2.28	1.67
35	1	169.8	168.1	169.3				35	1	169.8	168.1	169.3	0.99	0.27
	2	170.2	169.2	173.4					2	170.2	169.2	173.4	2.45	1.85
	3	174.9	172.9	178.3					3	174.9	172.9	178.3	3.06	1.91
	4	173.3	171.6	176.1					4	173.3	171.6	176.1	2.58	1.60
	5	171.1	170.9	174.1					5	171.1	170.9	174.1	1.89	1.77
	6	171.4	168.8	173.4					6	171.4	168.8	173.4	2.73	1.20
36	1	165.5	164.6	171.9				36	1	165.5	164.6	171.9	4.35	3.83
	2	171.3	169.2	175.2					2	171.3	169.2	175.2	3.50	2.25
	3	171.3	172.9	168.3			W		3	171.3	172.9	172.5	0.93	0.69
	4	165.1	166.4	172.2					4	165.1	166.4	172.2	4.24	4.24
	5	162.8	155.7	170.0		W			5	162.8	159.6	170.0	6.35	4.31
	6	167.5	166.7	171.9					6	167.5	166.7	171.9	3.06	2.58
37	1	174.6	173.4	179.0				37	1	174.6	173.4	179.0	3.18	2.50
	2	165.5	175.3	178.4	W				2	169.6	175.3	178.4	5.05	5.05
	3	170.5	170.9	173.8					3	170.5	170.9	173.8	1.91	1.91
	4	167.1	170.9	178.0					4	167.1	170.9	178.0	6.31	6.31
	5	174.8	171.7	176.1					5	174.8	171.7	176.1	2.52	0.73
	6	171.4	169.0	173.1					6	171.4	169.0	173.1	2.38	0.99
38	1	178.3	175.1	176.7				38	1	178.3	175.1	176.7	1.82	0.88
	2	181.2	175.1	178.7					2	181.2	175.1	178.7	3.43	1.39
	3	180.8	181.5	182.3					3	180.8	181.5	182.3	0.84	0.84
	4	176.5	172.5	169.7			W		4	176.5	172.5	173.9	2.27	1.46
	5	179.3	174.7	179.1					5	179.3	174.7	179.1	2.58	0.11
	6	172.6	169.5	171.1					6	172.6	169.5	171.1	1.83	0.91
39	1	181.4	179.7	179.8				39	1	181.4	179.7	179.8	0.96	0.86
	2	178.8	178.7	181.4					2	178.8	178.7	181.4	1.49	1.43
	3	178.4	173.8	177.5	W	W	W		3	182.8	178.2	181.9	2.60	0.49
	4	169.9	179.2	176.8	W	W	W		4	174.2	183.6	181.2	5.30	3.99
	5	172.4	169.5	172.9	W	W	W		5	176.7	173.7	177.2	1.98	0.28
	6	172.0	167.5	169.2	W	W	W		6	176.3	171.7	173.4	2.66	1.67
40	1	182.4	177.2	177.8				40	1	182.4	177.2	177.8	2.91	2.56
	2	185.3	179.3	181.5					2	185.3	179.3	181.5	3.30	2.10
	3	184.1	179.8	182.0					3	184.1	179.8	182.0	2.35	1.16
	4	180.8	175.9	178.1		W	W		4	180.8	180.3	182.5	1.21	0.95
	5	172.9	164.9	165.0		W	W		5	172.9	169.0	169.1	2.29	2.23
	6	174.7	170.1	165.7			W		6	174.7	170.1	169.9	2.79	2.79

WRAP ADJ.
0.025

		NOMINAL TENSION			WRAP : W	NO WRAP : BLANK				TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
41	1	171.0	169.6	176.3				41	1	171.0	169.6	176.3	3.89	3.03
	2	173.7	173.8	177.9					2	173.7	173.8	177.9	2.39	2.39
	3	176.5	174.3	179.3					3	176.5	174.3	179.3	2.82	1.54
	4	172.0	173.3	169.5			W		4	172.0	173.3	173.7	1.00	1.00
	5	167.6	159.2	170.9		W			5	167.6	163.2	170.9	4.58	1.94
	6	170.5	169.1	170.6					6	170.5	169.1	170.6	0.88	0.07
42	1	156.8	153.2	166.1	W	W	W	42	1	160.8	157.0	170.2	8.07	5.73
	2	170.5	167.9	172.9					2	170.5	167.9	172.9	2.95	1.42
	3	172.7	172.1	173.6					3	172.7	172.1	173.6	0.87	0.52
	4	163.1	167.4	175.3					4	163.1	167.4	175.3	7.22	7.22
	5	173.3	167.9	170.6					5	173.3	167.9	170.6	3.15	1.56
	6	167.2	166.8	170.9					6	167.2	166.8	170.9	2.38	2.18
43	1	157.7	162.5	165.9	W			43	1	161.6	162.5	165.9	2.60	2.60
	2	160.8	155.4	163.1	W	W	W		2	164.8	159.2	167.2	4.87	1.41
	3	174.9	170.9	168.1			W		3	174.9	170.9	172.3	2.34	1.50
	4	161.3	156.5	161.9	W	W	W		4	165.3	160.4	165.9	3.37	0.37
	5	150.9	147.8	160.8	W	W	W		5	154.6	151.5	164.8	8.42	6.38
	6	160.6	157.7	163.2			W		6	160.6	157.7	167.3	5.90	4.12
44	1	163.6	169.8	174.4	W			44	1	167.7	169.8	174.4	3.91	3.91
	2	175.9	172.9	175.5					2	175.9	172.9	175.5	1.73	0.24
	3	166.4	170.9	166.9	W		W		3	170.6	170.9	171.1	0.30	0.30
	4	167.7	165.8	164.7			W		4	167.7	165.8	168.9	1.82	0.71
	5	160.6	162.9	161.1			W		5	160.6	162.9	165.1	2.80	2.80
	6	165.1	162.1	166.0					6	165.1	162.1	166.0	2.41	0.57
45	1	174.609	175.022	173.39			W	45	1	174.6	175.0	177.7	1.77	1.77
	2	176.901	177.073	172.04			W		2	176.9	177.1	176.3	0.42	0.32
	3	174.316	178.851	176.77	W		W		3	178.7	178.9	181.2	1.40	1.40
	4	176.953	173.385	172.51	W	W	W		4	181.4	177.7	176.8	2.54	2.54
	5	163.036	158.623	166.68	W		W		5	167.1	158.6	170.8	7.42	2.21
	6	163.633	169.892	169.43	W		W		6	167.7	169.9	173.7	3.48	3.48
46	1	171.203	163.262	169.79	W	W	W	46	1	175.5	167.3	174.0	4.75	0.83
	2	170.728	173.735	171.64	W		W		2	175.0	173.7	175.9	1.26	0.53
	3	175.54	173.735	177.49	W	W	W		3	179.9	178.1	181.9	2.14	1.11
	4	173.069	166.849	167.65	W	W	W		4	177.4	171.0	171.8	3.66	3.18
	5	164.294	158.146	163.39	W	W	W		5	168.4	162.1	167.5	3.81	0.55
	6	167.81	161.441	173.31	W	W	W		6	172.0	165.5	177.6	7.09	3.22
47	1	176.797	175.909	185.47				47	1	176.8	175.9	185.5	5.29	4.79
	2	178.375	174.844	179.87					2	178.4	174.8	179.9	2.83	0.83
	3	177.986	173.033	174.79			W		3	178.0	173.0	179.2	3.48	0.66
	4	166.137	172.898	175.08	W		W		4	170.3	172.9	179.5	5.24	5.24
	5	166.249	171.271	168.16	W		W		5	170.4	171.3	172.4	1.14	1.14
	6	173.441	171.443	173.08					6	173.4	171.4	173.1	1.16	0.21
48	1	172.671	174.294	175.69				48	1	172.7	174.3	175.7	1.73	1.73
	2	172.381	169.339	173.08					2	172.4	169.3	173.1	2.19	0.40
	3	171.066	162.001	168.04	W	W	W		3	175.3	166.1	172.2	5.44	1.79
	4	175.232	171.686	177.93					4	175.2	171.7	177.9	3.57	1.53
	5	173.733	173.385	178.57					5	173.7	173.4	178.6	2.95	2.75
	6	170.438	169.651	169.63					6	170.4	169.7	169.6	0.48	0.48

WRAP ADJ.
0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
49	1	162.688	161.284	167.88	W	W	W	49	1	166.8	165.3	172.1	4.00	3.14
	2	174.316	173.316	178.49					2	174.3	173.3	178.5	2.94	2.37
	3	164.243	164.134	177.79	W	W			3	168.3	168.2	177.8	5.52	5.46
	4	164.519	163.93	165.41	W	W	W		4	168.6	168.0	169.5	0.90	0.54
	5	173.149	168.449	165.35			W		5	173.1	168.4	169.5	2.75	2.14
	6	169.51	167.884	174.74					6	169.5	167.9	174.7	4.00	3.04
50	1	168.497	161.441	166.47	W	W	W	50	1	172.7	165.5	170.6	4.28	1.21
	2	174.793	171.129	175.43					2	174.8	171.1	175.4	2.48	0.37
	3	172.828	174.225	177.99					3	172.8	174.2	178.0	2.94	2.94
	4	170.875	166.923	171.35					4	170.9	166.9	171.4	2.62	0.28
	5	167.3	160.6	170.5	W	W	W		5	171.4	164.6	174.8	6.00	1.92
	6	161.9	168.5	164.5	W		W		6	165.9	168.5	168.6	1.57	1.57
51	1	161.902	160.406	168.66	W	W	W	51	1	165.9	164.4	172.9	5.02	4.09
	2	166.976	175.292	172.71	W		W		2	171.2	175.3	177.0	3.37	3.37
	3	179.675	180.923	187.7					3	179.7	180.9	187.7	4.37	4.37
	4	175.248	180.089	182.09					4	175.2	180.1	182.1	3.83	3.83
	5	164.46	170.57	166.12	W		W		5	168.6	170.6	170.3	1.18	1.00
	6	164.992	165.808	168.77	W	W	W		6	169.1	170.0	173.0	2.26	2.26
52	1	164.7425	157.61	161.43	W	W	W	52	1	168.9	161.6	165.5	4.43	2.03
	2	179.9568	175.333	176.61					2	180.0	175.3	176.6	2.60	1.88
	3	182.8001	175.866	177.39					3	182.8	175.9	177.4	3.87	3.01
	4	176.2616	172.966	171.93					4	176.3	173.0	171.9	2.49	2.49
	5	160.3423	164.283	168.22	W				5	164.4	164.3	168.2	2.37	2.32
	6	164.4643	160.542	163.72	W	W	W		6	168.6	164.6	167.8	2.41	0.45
53	1	172.407	170.474	179.28				53	1	172.4	170.5	179.3	5.03	3.91
	2	174.555	169.224	177.28	W		W		2	178.9	169.2	181.7	7.12	1.55
	3	173.918	173.805	177.98			W		3	173.9	173.8	182.4	4.84	4.78
	4	169.907	169.17	172.5					4	169.9	169.2	172.5	1.95	1.52
	5	170.685	159.958	165.9		W	W		5	170.7	164.0	170.1	4.02	0.37
	6	166.753	168.124	162.99			W		6	166.8	168.1	167.1	0.82	0.19
54	1	169.907	169.098	173.46				54	1	169.9	169.1	173.5	2.55	2.07
	2	173.971	171.201	177.49					2	174.0	171.2	177.5	3.61	2.00
	3	171.066	173.316	177.79					3	171.1	173.3	177.8	3.86	3.86
	4	169.622	168.124	172.5					4	169.6	168.1	172.5	2.57	1.68
	5	161.751	164.683	172.79	W				5	165.8	164.7	172.8	4.81	4.13
	6	171.011	168.124	173.08	W				6	175.3	168.1	173.1	4.17	1.27
55	1	171.928	169.5	172.6				55	1	171.9	169.5	172.6	1.82	0.40
	2	174.847	175.4	179.7					2	174.8	175.4	179.7	2.72	2.72
	3	174.39	179.7	184.6					3	174.4	179.7	184.6	5.71	5.71
	4	172.023	170.9	176.5					4	172.0	170.9	176.5	3.23	2.57
	5	169.622	168.9	172.8					5	169.6	168.9	172.8	2.26	1.86
	6	169.907	166.9	173.9					6	169.9	166.9	173.9	4.07	2.30
56	1	171.4	170.5	173.0				56	1	171.4	170.5	173.0	1.47	0.90
	2	174.4	172.6	177.5					2	174.4	172.6	177.5	2.80	1.78
	3	174.4	170.5	174.3					3	174.4	170.5	174.3	2.26	0.06
	4	171.0	169.3	171.2					4	171.0	169.3	171.2	1.06	0.07
	5	175.4	170.9	175.1					5	175.4	170.9	175.1	2.63	0.21
	6	168.2	166.2	168.6					6	168.2	166.2	168.6	1.40	0.24

WRAP ADJ.
0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TENDON	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
57	1	161.9	156.0	165.5				57	1	161.9	156.0	165.5	5.90	2.18
	2	178.7	178.4	183.8					2	178.7	178.4	183.8	3.01	2.83
	3	175.3	176.9	179.3	W	W	W		3	179.7	181.3	183.8	2.25	2.25
	4	174.6	176.7	179.6					4	174.6	176.7	179.6	2.85	2.85
	5	171.7	170.9	176.4					5	171.7	170.9	176.4	3.16	2.71
	6	172.0	174.9	177.5					6	172.0	174.9	177.5	3.15	3.15
58	1	175.6973	170.304	173.83				58	1	175.7	170.3	173.8	3.12	1.07
	2	173.1616	166.206	171.05					2	173.2	166.2	171.0	4.10	1.23
	3	179.5159	163.339	164.12		W	W		3	179.5	167.4	168.2	6.97	6.50
	4	166.6678	162.472	172.85	W	W			4	170.8	166.5	172.8	3.72	1.17
	5	188.1713	180.902	182.51					5	188.2	180.9	182.5	3.94	3.06
	6	170.3642	169.821	173.43					6	170.4	169.8	173.4	2.10	1.78
59	1	170.5	172.6	173.7				59	1	170.5	172.6	173.7	1.89	1.89
	2	170.2	167.9	174.2					2	170.2	167.9	174.2	3.68	2.34
	3	172.4	172.6	176.9					3	172.4	172.6	176.9	2.57	2.57
	4	169.4	167.3	173.4					4	169.4	167.3	173.4	3.56	2.29
	5	166.2	161.8	166.1					5	166.2	161.8	166.1	2.74	0.08
	6	166.2	166.9	169.7	W				6	170.4	166.9	169.7	2.08	0.42
60	1	171.4	161.0	172.4		W		60	1	171.4	165.1	172.4	4.34	0.61
	2	171.4	170.7	174.9					2	171.4	170.7	174.9	2.42	2.05
	3	174.6	173.7	177.8					3	174.6	173.7	177.8	2.31	1.84
	4	168.3	168.3	171.7					4	168.3	168.3	171.7	2.04	2.04
	5	164.7	159.9	163.4	W	W	W		5	168.9	163.9	167.5	2.96	0.82
	6	168.215	166.3	168.7					6	168.2	166.3	168.7	1.45	0.30
61	1	171.334	169.651	172.5			W	61	1	171.3	169.7	176.8	4.14	3.15
	2	172.504	173.873	179.57					2	172.5	173.9	179.6	4.01	4.01
	3	174.366	175.512	177.31					3	174.4	175.5	177.3	1.67	1.67
	4	170.383	168.459	171.05					4	170.4	168.5	171.0	1.53	0.39
	5	170.097	168.532	171.74					5	170.1	168.5	171.7	1.88	0.96
	6	167.147	164.531	170.54					6	167.1	164.5	170.5	3.58	2.01
62	1	173.7	172.7	175.5				62	1	173.7	172.7	175.5	1.60	1.06
	2	173.0	169.7	173.4					2	173.0	169.7	173.4	2.17	0.22
	3	173.8	171.8	174.8					3	173.8	171.8	174.8	1.78	0.62
	4	170.0	168.7	173.9					4	170.0	168.7	173.9	3.07	2.28
	5	169.1	167.7	171.8					5	169.1	167.7	171.8	2.40	1.61
	6	168.4	165.2	169.6					6	168.4	165.2	169.6	2.63	0.70
63	1	180.2	182.1	185.7				63	1	180.2	182.1	185.7	3.02	3.02
	2	180.0	179.7	180.1					2	180.0	179.7	180.1	0.20	0.04
	3	172.0	174.9	177.8	W	W	W		3	176.3	179.3	182.2	3.34	3.34
	4	164.8	167.6	168.8	W	W	W		4	168.9	171.8	173.0	2.40	2.40
	5	173.7	170.8	174.6					5	173.7	170.8	174.6	2.22	0.52
	6	174.4	176.4	175.7					6	174.4	176.4	175.7	1.16	0.77
64	1	196.1	177.7	180.0				64	1	196.1	177.7	180.0	9.85	8.57
	2	169.6	164.9	165.6	W	W	W		2	173.8	169.0	169.7	2.79	2.39
	3	183.7	166.9	172.1		W	W		3	183.7	171.1	176.4	7.12	4.07
	4	170.0	174.9	167.8	W		W		4	174.3	174.9	171.9	1.72	1.33
	5	160.1	164.4	159.1	W		W		5	164.1	164.4	163.1	0.81	0.64
	6	177.3	170.4	173.0					6	177.3	170.4	173.0	3.96	2.46

WRAP ADJ.

0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TENDON	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
65	1	176.6	175.3	179.0				65	1	176.6	175.3	179.0	2.10	1.34
	2	177.0	175.0	170.9			W		2	177.0	175.0	175.2	1.13	1.02
	3	173.1	175.1	181.2					3	173.1	175.1	181.2	4.53	4.53
	4	171.8	170.5	173.5			W		4	171.8	170.5	177.9	4.26	3.47
	5	171.1	169.9	173.5					5	171.1	169.9	173.5	2.12	1.40
	6	169.3	166.4	172.0					6	169.3	166.4	172.0	3.30	1.57
66	1	177.0	175.4	175.5				66	1	177.0	175.4	175.5	0.88	0.83
	2	178.5	174.3	177.1					2	178.5	174.3	177.1	2.37	0.78
	3	171.1	177.9	177.1	W				3	175.4	177.9	177.1	1.43	0.96
	4	173.3	171.0	173.8					4	173.3	171.0	173.8	1.63	0.29
	5	174.4	171.8	175.1					5	174.4	171.8	175.1	1.95	0.44
	6	170.3	169.9	171.0					6	170.3	169.9	171.0	0.68	0.44
67	1	171.8	171.8	177.5	W		W	67	1	176.1	171.8	182.0	5.74	3.28
	2	176.6	173.5	180.0					2	176.6	173.5	180.0	3.65	1.89
	3	178.8	177.9	180.6			W		3	178.8	177.9	185.1	4.01	3.50
	4	174.8	170.9	175.6			W		4	174.8	170.9	180.0	5.17	2.90
	5	165.6	167.5	172.4					5	165.6	167.5	172.4	4.04	4.04
	6	168.8	169.1	173.1			W		6	168.8	169.1	177.4	4.99	4.99
68	1	174.5008	172.613	174.64				68	1	174.5	172.6	174.6	1.17	0.08
	2	177.4941	173.033	175.13					2	177.5	173.0	175.1	2.55	1.34
	3	177.4941	174.909	178.87					3	177.5	174.9	178.9	2.24	0.77
	4	175.1939	172.129	173.77					4	175.2	172.1	173.8	1.76	0.81
	5	171.9834	170.443	173.08					5	172.0	170.4	173.1	1.54	0.64
	6	170.8755	166.665	172.29					6	170.9	166.7	172.3	3.32	0.83
69	1	178.674	175.729	181.85				69	1	178.7	175.7	181.8	3.42	1.76
	2	178.375	179.929	175.91			W		2	178.4	179.9	180.3	1.08	1.08
	3	189.539	190.559	193.25					3	189.5	190.6	193.2	1.94	1.94
	4	172.216	180.054	172.53	W		W		4	176.5	180.1	176.8	1.98	0.18
	5	165.349	164.283	166.3	W	W	W		5	169.5	168.4	170.5	1.22	0.58
	6	168.837	168.52	170.59	W	W	W		6	173.1	172.7	174.9	1.22	1.03
70	1	171.696	163.81	166.4	W	W	W	70	1	176.0	167.9	170.6	4.70	3.13
	2	168.329	164.927	166.12	W	W	W		2	172.5	169.1	170.3	2.04	1.32
	3	176.304	172.898	173.27	W	W	W		3	180.7	177.2	177.6	1.95	1.74
	4	169.427	169.749	163.81	W	W	W		4	173.7	174.0	167.9	3.56	3.37
	5	166.196	161.754	164.76	W	W	W		5	170.4	165.8	168.9	2.71	0.87
	6	167.351	166.646	164.76	W	W	W		6	171.5	170.8	168.9	1.56	1.56
71	1	182.505	178.359	183.52				71	1	182.5	178.4	183.5	2.85	0.56
	2	175.1	173.033	178.79					2	175.1	173.0	178.8	3.27	2.09
	3	179.871	164.927	174.75		W			3	179.9	169.1	174.8	6.20	2.89
	4	175.194	172.48	167.65	W		W		4	179.6	172.5	171.8	4.40	4.40
	5	173.74	170.615	172.79					5	173.7	170.6	172.8	1.81	0.55
	6	161.631	168.364	171.62					6	161.6	168.4	171.6	6.00	6.00
72	1	170.763	168.929	169.62	W	W	W	72	1	175.0	173.2	173.9	1.08	0.67
	2	171.528	165.328	170.4	W	W	W		2	175.8	169.5	174.7	3.68	0.66
	3	183.266	181.97	183.32					3	183.3	182.0	183.3	0.74	0.03
	4	176.262	173.385	176.26					4	176.3	173.4	176.3	1.65	0.00
	5	174.459	171.271	175.14					5	174.5	171.3	175.1	2.23	0.39
	6	168.555	167.884	172.21					6	168.6	167.9	172.2	2.55	2.15

WRAP ADJ.
0.025

		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
73	1	175.194	175.154	178.28				73	1	175.2	175.2	178.3	1.77	1.74
	2	179.675	177.865	178.98					2	179.7	177.9	179.0	1.01	0.39
	3	181.948	181.593	183.52					3	181.9	181.6	183.5	1.06	0.86
	4	179.374	178.296	181.18					4	179.4	178.3	181.2	1.60	1.00
	5	177.198	175.333	178.28					5	177.2	175.3	178.3	1.66	0.61
	6	170.589	171.34	173.37					6	170.6	171.3	173.4	1.62	1.62
74	1	182.275	184.74	183.52				74	1	182.3	184.7	183.5	1.34	0.68
	2	177.543	177.887	174.89					2	177.5	177.9	174.9	1.70	1.50
	3	177.838	178.925	180.17					3	177.8	178.9	180.2	1.30	1.30
	4	170.819	175.137	173.08					4	170.8	175.1	173.1	2.50	1.32
	5	175.573	174.715	173.37					5	175.6	174.7	173.4	1.26	1.26
	6	165.773	166.124	172.19	W				6	169.9	166.1	172.2	3.59	1.33
75	1	183.216	181.97	184.86				75	1	183.2	182.0	184.9	1.58	0.89
	2	187.079	182.409	182.13					2	187.1	182.4	182.1	2.68	2.68
	3	187.799	190.919	192.41					3	187.8	190.9	192.4	2.42	2.42
	4	181.998	180.987	182.21					4	182.0	181.0	182.2	0.67	0.12
	5	174.369	174.539	174.62					5	174.4	174.5	174.6	0.15	0.15
	6	178.295	176.855	180.18					6	178.3	176.9	180.2	1.86	1.05
76	1	177.003	175.456	178.68				76	1	177.0	175.5	178.7	1.82	0.94
	2	174.244	169.481	174.6					2	174.2	169.5	174.6	2.98	0.21
	3	182.212	180.054	179.39					3	182.2	180.1	179.4	1.56	1.56
	4	177.506	167.998	176.07		W			4	177.5	172.2	176.1	3.04	0.81
	5	179.014	175.333	176.72					5	179.0	175.3	176.7	2.08	1.29
	6	171.701	169.481	174.43					6	171.7	169.5	174.4	2.88	1.58
77	1	179.871	176.898	181.18				77	1	179.9	176.9	181.2	2.39	0.72
	2	177.684	175.445	178.68					2	177.7	175.4	178.7	1.83	0.56
	3	172.388	170.304	174.74					3	172.4	170.3	174.7	2.57	1.35
	4	171.735	169.821	172.33					4	171.7	169.8	172.3	1.46	0.34
	5	172.56	170.304	173.04					5	172.6	170.3	173.0	1.59	0.28
	6	172.504	168.532	171.54					6	172.5	168.5	171.5	2.33	0.56
78	1	170.763	172.101	172.52				78	1	170.8	172.1	172.5	1.02	1.02
	2	175.541	176.361	178.08					2	175.5	176.4	178.1	1.43	1.43
	3	178.088	179.524	178.78					3	178.1	179.5	178.8	0.80	0.39
	4	170.648	169.507	170.3					4	170.6	169.5	170.3	0.67	0.20
	5	166.999	167.328	171.07					5	167.0	167.3	171.1	2.41	2.41
	6	165.843	165.808	166.64					6	165.8	165.8	166.6	0.50	0.48
79	1	172.216	173.385	176.02				79	1	172.2	173.4	176.0	2.18	2.18
	2	177.494	176.581	177.98					2	177.5	176.6	178.0	0.79	0.27
	3	178.674	177.567	180.17					3	178.7	177.6	180.2	1.46	0.83
	4	170.303	169.651	171.33					4	170.3	169.7	171.3	0.99	0.60
	5	169.622	169.651	172.31					5	169.6	169.7	172.3	1.57	1.57
	6	166.416	163.178	166.12					6	166.4	163.2	166.1	1.96	0.18
80	1	179.278	175.445	174.66				80	1	179.3	175.4	174.7	2.61	2.61
	2	175.962	171.201	173.28					2	176.0	171.2	173.3	2.74	1.53
	3	176.716	179.158	180.99					3	176.7	179.2	181.0	2.39	2.39
	4	173.08	171.686	172.04					4	173.1	171.7	172.0	0.81	0.60
	5	165.843	164.608	166.05					5	165.8	164.6	166.1	0.87	0.13
	6	163.662	163.736	167.93					6	163.7	163.7	167.9	2.58	2.58

WRAP ADJ.
0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
81	1	181.645	180.239	186.24				81	1	181.6	180.2	186.2	3.27	2.50
	2	178.077	177.434	182.49					2	178.1	177.4	182.5	2.81	2.45
	3	184.024	183.855	191.67					3	184.0	183.9	191.7	4.16	4.07
	4	180.13	180.923	186.12					4	180.1	180.9	186.1	3.27	3.27
	5	174.259	174.715	178.1					5	174.3	174.7	178.1	2.18	2.18
	6	176.014	174.715	179.07					6	176.0	174.7	179.1	2.46	1.72
82	1							82	1					
	2								2					
	3								3					
	4								4					
	5								5					
	6								6					
83	1							83	1					
	2								2					
	3								3					
	4								4					
	5								5					
	6								6					
84	1							84	1					
	2								2					
	3								3					
	4								4					
	5								5					
	6								6					
85	1	179.374	176.514	175.14				85	1	179.4	176.5	175.1	2.39	2.39
	2	176.885	175.022	174.15					2	176.9	175.0	174.2	1.56	1.56
	3	189.045	183.645	181.95					3	189.0	183.6	181.9	3.83	3.83
	4	180.565	177.073	175.33	W	W	W		4	185.1	181.5	179.7	2.94	2.94
	5	173.572	168.124	169.11	W	W	W		5	177.9	172.3	173.3	3.19	2.60
	6	185.353	169.17	171.45		W	W		6	185.4	173.4	175.7	6.66	5.33
86	1	171.162	168.124	167.88				86	1	171.2	168.1	167.9	1.94	1.94
	2	170.875	168.124	167.54					2	170.9	168.1	167.5	1.97	1.97
	3	174.847	171.756	172.22					3	174.8	171.8	172.2	1.78	1.52
	4	175.928	176.334	175.14					4	175.9	176.3	175.1	0.68	0.45
	5	173.864	170.857	171.05					5	173.9	170.9	171.0	1.74	1.63
	6	174.555	169.24	170.65					6	174.6	169.2	170.6	3.09	2.26
87	1	174.847	170.402	171.91				87	1	174.8	170.4	171.9	2.58	1.70
	2	170.192	167.657	169.06					2	170.2	167.7	169.1	1.50	0.67
	3	173.864	171.299	171.62					3	173.9	171.3	171.6	1.49	1.30
	4	178.973	176.293	178.39					4	179.0	176.3	178.4	1.51	0.33
	5	178.973	174.645	175.03					5	179.0	174.6	175.0	2.45	2.23
	6	171.928	166.849	167.34					6	171.9	166.8	167.3	3.00	2.71
88	1	177.494	170.063	170.48				88	1	177.5	170.1	170.5	4.28	4.03
	2	171.64	167.645	169.03					2	171.6	167.6	169.0	2.36	1.53
	3	174.847	172.813	174.56					3	174.8	172.8	174.6	1.17	0.17
	4	177.494	172.588	172.99					4	177.5	172.6	173.0	2.80	2.57
	5	176.797	172.172	170.78					5	176.8	172.2	170.8	3.46	3.46
	6	174.155	168.532	170.3					6	174.2	168.5	170.3	3.28	2.24

WRAP ADJ.														
0.025		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
89	1	170.763	164.77	164.88				89	1	170.8	164.8	164.9	3.57	3.50
	2	167.595	165.406	166.4					2	167.6	165.4	166.4	1.31	0.72
	3	169.033	167.567	166.12					3	169.0	167.6	166.1	1.74	1.74
	4	172.216	169.58	170.93					4	172.2	169.6	170.9	1.54	0.75
	5	170.763	166.923	169					5	170.8	166.9	169.0	2.27	1.04
	6	172.504	164.846	166.12					6	172.5	164.8	166.1	4.54	3.77
90	1	170.363	168.532	171.65				90	1	170.4	168.5	171.6	1.83	0.75
	2	161.034	168.532	161.92	W		W		2	165.1	168.5	166.0	2.08	0.55
	3	171.334	174.294	175.92					3	171.3	174.3	175.9	2.64	2.64
	4	174.737	175.937	177.21					4	174.7	175.9	177.2	1.40	1.40
	5	173.965	171.201	173.83					5	174.0	171.2	173.8	1.60	0.08
	6	172.504	169.58	171.25					6	172.5	169.6	171.3	1.71	0.73
91	1	178.476	175.022	175.32				91	1	178.5	175.0	175.3	1.95	1.78
	2	166.681	172.241	165.29	W		W		2	170.8	172.2	169.4	1.65	0.84
	3	183.138	177.073	176.13					3	183.1	177.1	176.1	3.90	3.90
	4	182.744	180.302	179.97					4	182.7	180.3	180.0	1.53	1.53
	5	178.829	177.073	175.14					5	178.8	177.1	175.1	2.08	2.08
	6	177.494	173.873	174.45					6	177.5	173.9	174.4	2.06	1.73
92	1	171.735	167.309	168.47				92	1	171.7	167.3	168.5	2.61	1.92
	2	172.984	169.721	170.75					2	173.0	169.7	170.7	1.90	1.30
	3	171.448	169.24	169.05					3	171.4	169.2	169.1	1.41	1.41
	4	177.388	173.385	174.26					4	177.4	173.4	174.3	2.28	1.78
	5	178.789	172.744	173.4			W		5	178.8	172.7	177.7	3.44	0.59
	6	174.155	168.532	168.27			W		6	174.2	168.5	172.5	3.28	0.97
93	1	171.218	168.532	168.38				93	1	171.2	168.5	168.4	1.67	1.67
	2	171.62	167.401	168.38					2	171.6	167.4	168.4	2.49	1.91
	3	175.029	171.686	176.68					3	175.0	171.7	176.7	2.87	0.94
	4	180.171	176.514	178.67					4	180.2	176.5	178.7	2.05	0.83
	5	174.255	170.787	171.64					5	174.3	170.8	171.6	2.01	1.51
	6	173.08	169.17	171.74					6	173.1	169.2	171.7	2.29	0.78
94	1	167.934	164.209	165.01				94	1	167.9	164.2	165.0	2.24	1.75
	2	170.42	166.518	168.16					2	170.4	166.5	168.2	2.32	1.34
	3	170.899	168.124	168.16					3	170.9	168.1	168.2	1.64	1.62
	4	174.263	169.58	171.53					4	174.3	169.6	171.5	2.72	1.58
	5	178.284	171.686	178.09					5	178.3	171.7	178.1	3.77	0.11
	6	174.263	167.487	170.76					6	174.3	167.5	170.8	3.97	2.03
95	1	166.302	163.736	161.9				95	1	166.3	163.7	161.9	2.68	2.68
	2	160.433	165.008	165.49	W				2	164.4	165.0	165.5	0.63	0.63
	3	168.837	166.849	166.92					3	168.8	166.8	166.9	1.18	1.14
	4	170.648	166.849	169.05					4	170.6	166.8	169.1	2.25	0.94
	5	171.048	165.722	166.72					5	171.0	165.7	166.7	3.16	2.56
	6	171.334	165.484	165.29					6	171.3	165.5	165.3	3.59	3.59
96	1	168.837	169.061	169.63				96	1	168.8	169.1	169.6	0.47	0.47
	2	165.349	164.049	166.42					2	165.3	164.0	166.4	1.44	0.65
	3	168.215	169.736	166.79			W		3	168.2	169.7	171.0	1.62	1.62
	4	175.085	175.691	176.43					4	175.1	175.7	176.4	0.77	0.77
	5	162.174	166.206	163.68	W		W		5	166.2	166.2	167.8	0.94	0.93
	6	172.159	168.772	175.13					6	172.2	168.8	175.1	3.70	1.71

WRAP ADJ.

0.025

		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
97	1	173.918	169.721	171.16				97	1	173.9	169.7	171.2	2.44	1.60
	2	180.178	169.721	170.19					2	180.2	169.7	170.2	5.98	5.70
	3	176.433	171.34	171.64					3	176.4	171.3	171.6	2.93	2.75
	4	172.327	178.359	178.09	W				4	176.6	178.4	178.1	0.97	0.82
	5	176.706	173.033	174.74					5	176.7	173.0	174.7	2.10	1.12
	6	178.088	173.033	173.48					6	178.1	173.0	173.5	2.88	2.62
98	1	172.193	168.59	170.4				98	1	172.2	168.6	170.4	2.11	1.05
	2	163.264	167.464	168.38	W				2	167.3	167.5	168.4	0.61	0.61
	3	170.874	168.898	171.86					3	170.9	168.9	171.9	1.74	0.57
	4	171.907	168.898	170.78					4	171.9	168.9	170.8	1.77	0.66
	5	174.489	168.898	172.04					5	174.5	168.9	172.0	3.26	1.41
	6	169.626	165.308	167.03					6	169.6	165.3	167.0	2.58	1.54
99	1	172.779	170.717	170.19				99	1	172.8	170.7	170.2	1.51	1.51
	2	164.912	161.754	162.3					2	164.9	161.8	162.3	1.93	1.60
	3	163.074	158.226	157.43	W	W	W		3	167.2	162.2	161.4	3.52	3.52
	4	176.501	171.271	171.93					4	176.5	171.3	171.9	3.01	2.63
	5	173.519	167.884	170.76					5	173.5	167.9	170.8	3.30	1.60
	6	173.04	166.518	168.1					6	173.0	166.5	168.1	3.84	2.90
100	1	169.794	165.321	165.13				100	1	169.8	165.3	165.1	2.78	2.78
	2	173.519	166.445	161.63			W		2	173.5	166.4	165.7	4.63	4.63
	3	164.519	169.41	169.23	W				3	168.6	169.4	169.2	0.46	0.35
	4	164.796	170.857	164.07	W		W		4	168.9	170.9	168.2	1.59	0.44
	5	161.53	164.283	162.25	W		W		5	165.6	164.3	166.3	1.23	0.45
	6	170.477	166.114	159.63			W		6	170.5	166.1	163.6	4.11	4.11
101	1	165.349	163.575	164.18				101	1	165.3	163.6	164.2	1.08	0.71
	2	166.302	163.178	164.18					2	166.3	163.2	164.2	1.90	1.28
	3	170.763	174.513	166.75					3	170.8	174.5	166.8	4.55	2.38
	4	170.079	166.518	167.88					4	170.1	166.5	167.9	2.12	1.30
	5	172.159	170.254	169.12					5	172.2	170.3	169.1	1.78	1.78
	6	171.334	167.477	168.61					6	171.3	167.5	168.6	2.28	1.60
102	1	170.763	168.364	172.57				102	1	170.8	168.4	172.6	2.47	1.05
	2	167.652	166.518	169.35					2	167.7	166.5	169.3	1.68	1.01
	3	177.494	176.495	180.74					3	177.5	176.5	180.7	2.38	1.81
	4	172.044	170.304	174.13					4	172.0	170.3	174.1	2.22	1.21
	5	171.928	169.41	174.54					5	171.9	169.4	174.5	2.98	1.51
	6	170.477	168.364	170.21					6	170.5	168.4	170.2	1.25	0.16
103	1	170.025	169.59	169.91				103	1	170.0	169.6	169.9	0.26	0.07
	2	158.117	163.973	163.91	W				2	162.1	164.0	163.9	1.17	1.13
	3	172.476	171.858	170.68					3	172.5	171.9	170.7	1.04	1.04
	4	195.748	177.93	175.98					4	195.7	177.9	176.0	10.63	10.63
	5	185.307	172.588	171.26					5	185.3	172.6	171.3	7.88	7.88
	6	179.78		174.08					6	179.8	#VALUE!	174.1	#VALUE!	3.22
104	1	164.635	163.973	163.24				104	1	164.6	164.0	163.2	0.85	0.85
	2	159.747	161.754	157.33	W		W		2	163.7	161.8	161.3	1.53	1.53
	3	167.147	162.781	164.74					3	167.1	162.8	164.7	2.65	1.45
	4	170.303	166.53	167.31					4	170.3	166.5	167.3	2.24	1.77
	5	169.622	165.083	165.41					5	169.6	165.1	165.4	2.71	2.52
	6	170.971	164.608	165.01					6	171.0	164.6	165.0	3.79	3.55

WRAP ADJ.

0.025		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
105	1	168.659	165.484	167.2				105	1	168.7	165.5	167.2	1.90	0.87
	2	171.516	170.546	172.04					2	171.5	170.5	172.0	0.87	0.30
	3	170.833	173.39	171.64					3	170.8	173.4	171.6	1.49	0.47
	4	169.432	165.722	166.72					4	169.4	165.7	166.7	2.21	1.61
	5	170.018	169.267	166.12					5	170.0	169.3	166.1	2.32	2.32
	6	166.81	164.049	163.94					6	166.8	164.0	163.9	1.74	1.74
106	1	163.115	159.872	162.57				106	1	163.1	159.9	162.6	2.01	0.34
	2	165.072	165.956	165.33					2	165.1	166.0	165.3	0.53	0.15
	3	165.349	163.339	162.57		W			3	165.3	167.4	162.6	2.94	1.70
	4	165.745	161.989	164.74					4	165.7	162.0	164.7	2.29	0.61
	5	160.826	156.284	160.18	W	W	W		5	164.8	160.2	164.2	2.86	0.40
	6	166.183	161.83	155.92			W		6	166.2	161.8	159.8	3.91	3.91
107	1	165.626	161.756	162.41				107	1	165.6	161.8	162.4	2.36	1.96
	2	162.174	157.735	154.35			W		2	162.2	157.7	158.2	2.78	2.48
	3	165.349	162.941	159.36			W		3	165.3	162.9	163.3	1.47	1.22
	4	171.048	167.238	169.34					4	171.0	167.2	169.3	2.25	1.01
	5	171.048	165.237	167.09					5	171.0	165.2	167.1	3.46	2.34
	6	166.302	163.412	164.52					6	166.3	163.4	164.5	1.75	1.08
108	1	169.338	164.846	154.86			W	108	1	169.3	164.8	158.7	6.47	6.47
	2	166.81	163.253	163.68					2	166.8	163.3	163.7	2.16	1.89
	3	174.024	174.294	174.31					3	174.0	174.3	174.3	0.16	0.16
	4	170.589	170.959	174.6					4	170.6	171.0	174.6	2.33	2.33
	5	167.371	163.736	167.92					5	167.4	163.7	167.9	2.52	0.33
	6	171.258	166.445	169.35					6	171.3	166.4	169.3	2.85	1.12
109	1	172.567	169.061	167.99				109	1	172.6	169.1	168.0	2.69	2.69
	2	171.116	166.934	167.31					2	171.1	166.9	167.3	2.47	2.25
	3	176.431	170.644	172.41					3	176.4	170.6	172.4	3.33	2.31
	4	178.064	173.076	171.43					4	178.1	173.1	171.4	3.80	3.80
	5	169.4	167.567	171.05					5	169.4	167.6	171.0	2.06	0.97
	6	172.569	167.328	165.84					6	172.6	167.3	165.8	3.98	3.98
110	1	157.097	158.777	160.02	W			110	1	161.0	158.8	160.0	1.41	0.63
	2	156.442	159.443	154.14	W		W		2	160.4	159.4	158.0	1.48	1.48
	3	160.971	164.24	156.54	W		W		3	165.0	164.2	160.4	2.79	2.79
	4	171.334	171.493	167.99					4	171.3	171.5	168.0	2.06	1.97
	5	167.817	165	156.04			W		5	167.8	165.0	159.9	4.80	4.80
	6	171.334	167.238	167.54					6	171.3	167.2	167.5	2.42	2.24
111	1	162.5685	162.619	161.9				111	1	162.6	162.6	161.9	0.44	0.41
	2	164.6278	163.339	162.3					2	164.6	163.3	162.3	1.43	1.43
	3	166.8958	164.049	162.3					3	166.9	164.0	162.3	2.79	2.79
	4	170.8755	168.929	166.44					4	170.9	168.9	166.4	2.63	2.63
	5	167.9337	165.566	164.2					5	167.9	165.6	164.2	2.25	2.25
	6	165.0723	164.209	162.72					6	165.1	164.2	162.7	1.44	1.44
112	1	163.388	161.284	161.9				112	1	163.4	161.3	161.9	1.30	0.91
	2	164.059	161.676	162.3					2	164.1	161.7	162.3	1.46	1.08
	3	166.411	162.619	161.63					3	166.4	162.6	161.6	2.91	2.91
	4	165.088	162.619	161.63					4	165.1	162.6	161.6	2.12	2.12
	5	171.62	168.334	167.93					5	171.6	168.3	167.9	2.17	2.17
	6	171.62	165.083	165.01					6	171.6	165.1	165.0	3.93	3.93

WRAP ADJ.
0.025

			NOMINAL TENSION		WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
113	1	158.434	162.151	158.49	W			113	1	162.4	162.2	158.5	2.43	2.43
	2	167.991	165.711	165.52					2	168.0	165.7	165.5	1.48	1.48
	3	169.51	166.186	166.47					3	169.5	166.2	166.5	1.98	1.81
	4	171.928	169.197	167.31					4	171.9	169.2	167.3	2.72	2.72
	5	171.242	167.309	164.74					5	171.2	167.3	164.7	3.87	3.87
	6	164.736	160.736	161.7					6	164.7	160.7	161.7	2.46	1.86
114	1	169.001	164.608	169.35				114	1	169.0	164.6	169.3	2.84	0.20
	2	165.566	164.608	167.92					2	165.6	164.6	167.9	1.99	1.41
	3	167.758	160.956	172.87		W			3	167.8	165.0	172.9	4.67	3.00
	4	171.048	169.917	166.32			W		4	171.0	169.9	170.5	0.66	0.33
	5	167.477	163.014	168.21					5	167.5	163.0	168.2	3.14	0.43
	6	171.048	167.167	168.2					6	171.0	167.2	168.2	2.30	1.68
115	1	173.381	169.17	170.19				115	1	173.4	169.2	170.2	2.46	1.86
	2	162.417	165.481	168.55	W				2	166.5	165.5	168.5	1.84	1.24
	3	176.518	170.546	169.23					3	176.5	170.5	169.2	4.22	4.22
	4	181.863	174.294	173.49					4	181.9	174.3	173.5	4.71	4.71
	5	177.628	170.956	170.88					5	177.6	171.0	170.9	3.88	3.88
	6	177.878	175.022	171.93					6	177.9	175.0	171.9	3.40	3.40
116	1	168.438	165.639	163.91				116	1	168.4	165.6	163.9	2.73	2.73
	2	167.817	168.195	171.07					2	167.8	168.2	171.1	1.92	1.92
	3	172.504	167.716	167.15					3	172.5	167.7	167.1	3.15	3.15
	4	172.193	168.76	170.21					4	172.2	168.8	170.2	2.01	1.16
	5	172.193	167.716	166.19					5	172.2	167.7	166.2	3.55	3.55
	6	169.565	163.648	162.89					6	169.6	163.6	162.9	4.02	4.02
117	1	162.568	158.226	156.9				117	1	162.6	158.2	156.9	3.55	3.55
	2	151.92	156.284	156.9	W				2	155.7	156.3	156.9	0.76	0.76
	3	162.023	157.841	158.76					3	162.0	157.8	158.8	2.61	2.03
	4	170.477	165.639	166.36					4	170.5	165.6	166.4	2.88	2.45
	5	175.834	164.519	164.46					5	175.8	164.5	164.5	6.68	6.68
	6	171.448	163.176	164.46					6	171.4	163.2	164.5	4.94	4.16
118	1	166.753	162.782	163.78				118	1	166.8	162.8	163.8	2.41	1.80
	2	166.753	163.973	165.01					2	166.8	164.0	165.0	1.68	1.05
	3	166.753	166.849	167.54					3	166.8	166.8	167.5	0.47	0.47
	4	175.028	169.507	170.76					4	175.0	169.5	170.8	3.20	2.47
	5	172.702	168.532	169.52					5	172.7	168.5	169.5	2.44	1.86
	6	166.866	163.973	168					6	166.9	164.0	168.0	2.42	0.67
119	1	165.843	163.339	164.18				119	1	165.8	163.3	164.2	1.52	1.01
	2	169.599	164.327	164.18					2	169.6	164.3	164.2	3.24	3.24
	3	169.12	171.428	166.75					3	169.1	171.4	166.8	2.76	1.41
	4	171.414	172.966	170.78					4	171.4	173.0	170.8	1.27	0.37
	5	171.414	169.326	170.78					5	171.4	169.3	170.8	1.23	0.37
	6	165.088	163.574	164.18					6	165.1	163.6	164.2	0.92	0.55
120	1	166.473	165.008	166.59				120	1	166.5	165.0	166.6	0.95	0.07
	2	165.244	164.447	167.74					2	165.2	164.4	167.7	1.98	1.50
	3	166.193	165.808	170.87					3	166.2	165.8	170.9	3.01	2.78
	4	168.769	169.917	173.07					4	168.8	169.9	173.1	2.52	2.52
	5	169.92	167.328	171.36					5	169.9	167.3	171.4	2.38	0.84
	6	172.412	168.94	169.16					6	172.4	168.9	169.2	2.03	1.90

WRAP ADJ.
0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
121	1	172.909	170.063	166.24				121	1	172.9	170.1	166.2	3.93	3.93
	2	170.488	168.532	165.57					2	170.5	168.5	165.6	2.93	2.93
	3	179.434	174.294	174.26					3	179.4	174.3	174.3	2.93	2.93
	4	176.604	174.715	172.79					4	176.6	174.7	172.8	2.18	2.18
	5	170.537	166.849	165.57					5	170.5	166.8	165.6	2.96	2.96
	6	174.833	172.588	170.93					6	174.8	172.6	170.9	2.26	2.26
122	1	168.596	164.209	163.63				122	1	168.6	164.2	163.6	2.99	2.99
	2	171.048	166.518	164.63					2	171.0	166.5	164.6	3.82	3.82
	3	170.763	168.124	166.19					3	170.8	168.1	166.2	2.71	2.71
	4	173.675	170.857	168.77					4	173.7	170.9	168.8	2.86	2.86
	5	171.928	167.716	168.38					5	171.9	167.7	168.4	2.48	2.09
	6	167.595	163.574	162.14					6	167.6	163.6	162.1	3.31	3.31
123	1	164.46	163.329	163.63				123	1	164.5	163.3	163.6	0.69	0.50
	2	166.359	160.709	164.97					2	166.4	160.7	165.0	3.45	0.84
	3	164.854	164.928	165.8					3	164.9	164.9	165.8	0.57	0.57
	4	173.573	170.577	171.35					4	173.6	170.6	171.4	1.74	1.29
	5	176.206	171.637	171.64					5	176.2	171.6	171.6	2.63	2.63
	6	172.038	167.253	167.31					6	172.0	167.3	167.3	2.82	2.78
124	1	163.51	165.819	154.32			W	124	1	163.5	165.8	158.2	4.71	3.31
	2	164.46	165.267	160.37					2	164.5	165.3	160.4	3.01	2.52
	3	165.884	162.781	161.3					3	165.9	162.8	161.3	2.80	2.80
	4	171.066	169.098	167.76					4	171.1	169.1	167.8	1.95	1.95
	5	166.592	164.846	167.56	W				5	170.8	164.8	167.6	3.52	1.89
	6	160.717	164.446	164.21	W				6	164.7	164.4	164.2	0.32	0.32
125	1	163.662	159.321	160.82				125	1	163.7	159.3	160.8	2.69	1.75
	2	164.059	162.943	163.36					2	164.1	162.9	163.4	0.68	0.43
	3	170.487	166.518	166.87					3	170.5	166.5	166.9	2.36	2.15
	4	168.157	165.079	159.34			W		4	168.2	165.1	163.3	2.92	2.92
	5	168.555	164.519	167.43					5	168.6	164.5	167.4	2.42	0.67
	6	155.917	158.429	152.32	W		W		6	159.8	158.4	156.1	2.33	2.33
126	1	166.023	164.119	165.74				126	1	166.0	164.1	165.7	1.15	0.17
	2	158.026	162.151	156.74	W		W		2	162.0	162.2	160.7	0.92	0.82
	3	161.963	167.787	174.08	W		W		3	166.0	167.8	178.4	7.21	7.21
	4	176.797	175.729	177.42					4	176.8	175.7	177.4	0.96	0.35
	5	171.64	168.351	171.75					5	171.6	168.4	171.7	2.00	0.06
	6	171.928	167.942	168.88					6	171.9	167.9	168.9	2.35	1.79
127	1	169.447	169.24	169.91				127	1	169.4	169.2	169.9	0.39	0.27
	2	167.687	164.046	164.18					2	167.7	164.0	164.2	2.20	2.11
	3	176.34	173.385	173.57					3	176.3	173.4	173.6	1.69	1.58
	4	178.019	175.758	176.02					4	178.0	175.8	176.0	1.28	1.13
	5	176.684	175.022	164.46			W		5	176.7	175.0	168.6	4.70	4.70
	6	177.083	175.445	172.9					6	177.1	175.4	172.9	2.39	2.39
128	1	166.162	163.618	164.74				128	1	166.2	163.6	164.7	1.54	0.86
	2	164.184	163.339	164.74					2	164.2	163.3	164.7	0.85	0.34
	3	169.907	169.58	169.79					3	169.9	169.6	169.8	0.19	0.07
	4	169.732	168.532	168.5					4	169.7	168.5	168.5	0.73	0.73
	5	169.053	168.94	170.36					5	169.1	168.9	170.4	0.84	0.77
	6	156.638	154.026	156.77	W	W	W		6	160.6	157.9	160.7	1.77	0.08

WRAP ADJ.
0.025

		NOMINAL TENSION			WRAP : W		NO WRAP : BLANK			TENSION ADJ. FOR WRAP				
SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
129	1	165.686	162.147	161.8				129	1	165.7	162.1	161.8	2.37	2.37
	2	157.697	154.947	155.92	W	W	W		2	161.6	158.8	159.8	1.76	1.14
	3	167.314	165.169	165.01			W		3	167.3	165.2	169.1	2.37	1.08
	4	171.066	167.253	164.46					4	171.1	167.3	164.5	3.94	3.94
	5	171.066	164.133	155.66			W		5	171.1	164.1	159.5	6.97	6.97
	6	166.753	164.133	167.23					6	166.8	164.1	167.2	1.87	0.29
130	1	165.013	162.151	161.26				130	1	165.0	162.2	161.3	2.30	2.30
	2	162.568	160.501	160.99					2	162.6	160.5	161.0	1.28	0.98
	3	165.013	159.397	161.09					3	165.0	159.4	161.1	3.46	2.41
	4	168.555	168.124	166.19					4	168.6	168.1	166.2	1.41	1.41
	5	161.096	162.547	155.26	W		W		5	165.1	162.5	159.1	3.69	3.69
	6	170.079	163.574	164.24					6	170.1	163.6	164.2	3.90	3.49
131	1	167.876	165.083	169.16				131	1	167.9	165.1	169.2	2.44	0.76
	2	165.409	164.846	168.49					2	165.4	164.8	168.5	2.19	1.85
	3	171.928	174.294	176.73					3	171.9	174.3	176.7	2.75	2.75
	4	169.794	168.604	174.6					4	169.8	168.6	174.6	3.50	2.79
	5	165.013	163.178	167.35					5	165.0	163.2	167.4	2.53	1.41
	6	167.876	164.209	167.35					6	167.9	164.2	167.4	2.21	0.31
132	1	177.183	172.966	171.07				132	1	177.2	173.0	171.1	3.51	3.51
	2	171.356	165.639	163.91					2	171.4	165.6	163.9	4.44	4.44
	3	179.653	172.966	171.07					3	179.7	173.0	171.1	4.90	4.90
	4	181.821	179.038	176.5					4	181.8	179.0	176.5	2.97	2.97
	5	166.293	170.443	169.79	W				5	170.4	170.4	169.8	0.39	0.39
	6	171.066	170.357	171.16					6	171.1	170.4	171.2	0.47	0.06
133	1	164.736	160.893	165.01				133	1	164.7	160.9	165.0	2.53	0.17
	2	164.796	159.321	167.91					2	164.8	159.3	167.9	5.25	1.87
	3	164.796	160.893	162.57					3	164.8	160.9	162.6	2.40	1.36
	4	171.64	166.518	167.88					4	171.6	166.5	167.9	3.03	2.22
	5	171.64	166.042	168.84					5	171.6	166.0	168.8	3.32	1.65
	6	164.796	161.83	165.29					6	164.8	161.8	165.3	2.11	0.30
134	1	167.428	165.603	165.01				134	1	167.4	165.6	165.0	1.45	1.45
	2	169.622	164.134	164.74					2	169.6	164.1	164.7	3.29	2.92
	3	170.018	165.008	166.16					3	170.0	165.0	166.2	2.99	2.29
	4	166.81	161.754	162.84					4	166.8	161.8	162.8	3.08	2.41
	5	168.376	163.736	165.29					5	168.4	163.7	165.3	2.79	1.85
	6	174.024	169.41	172.79					6	174.0	169.4	172.8	2.69	0.71
135	1	165.904	163.338	164.74				135	1	165.9	163.3	164.7	1.56	0.71
	2	163.115	159.724	160.49					2	163.1	159.7	160.5	2.10	1.62
	3	171.048	168.929	170.19					3	171.0	168.9	170.2	1.25	0.50
	4	172.271	167.645	170.08					4	172.3	167.6	170.1	2.72	1.28
	5	160.556	157.378	158.23	W	W	W		5	164.6	161.3	162.2	2.00	1.46
	6	170.763	166.518	167.76					6	170.8	166.5	167.8	2.52	1.78
136	1	158.026	159.942	161.9	W			136	1	162.0	159.9	161.9	1.26	0.05
	2	168.75	165.083	164.74					2	168.8	165.1	164.7	2.41	2.41
	3	171.64	166.445	167.31					3	171.6	166.4	167.3	3.07	2.55
	4	172.381	167.328	166.75					4	172.4	167.3	166.8	3.32	3.32
	5	171.558	166.445	166.7					5	171.6	166.4	166.7	3.03	2.88
	6	176.501	172.588	174.56					6	176.5	172.6	174.6	2.24	1.11

WRAP ADJ.

0.025 NOMINAL TENSION WRAP : W NO WRAP : BLANK TENSION ADJ. FOR WRAP

SPAN	TEND(	SEG. A	SEG. B	SEG. C	SEG.	SEG.	SEG.	SPAN	TENDON	SEG. A	SEG. B	SEG. C	MAX DIFF	A-C DIFF
										YELLOW IS LESS THAN 160 KN			%	%
137	1	164.546	163.339	165.97	W	W	W	137	1	168.7	167.4	170.1	1.60	0.86
	2	171.159	175.691	175.02	W				2	175.4	175.7	175.0	0.38	0.24
	3	166.459	174.539	177.51	W				3	170.6	174.5	177.5	3.96	3.96
	4	173.426	176.183	178.88					4	173.4	176.2	178.9	3.10	3.10
	5	175.669	171.686	176.39					5	175.7	171.7	176.4	2.70	0.41
	6	178.574	171.686	176.01					6	178.6	171.7	176.0	3.93	1.44
138	1	177.579	174.844	177.79				138	1	177.6	174.8	177.8	1.67	0.12
	2	173.95	169.721	174.15					2	174.0	169.7	174.2	2.58	0.12
	3	182.212	180.116	175.54					3	182.2	180.1	175.5	3.73	3.73
	4	180.819	179.371	170.97			W		4	180.8	179.4	175.2	3.13	3.13
	5	177.674	176.892	177.79					5	177.7	176.9	177.8	0.51	0.07
	6	178.225	179.186	171.54			W		6	178.2	179.2	175.8	1.89	1.35
139	1	167.091	164.608	165.01				139	1	167.1	164.6	165.0	1.50	1.25
	2	167.091	165.401	167.59					2	167.1	165.4	167.6	1.32	0.30
	3	168.863	166.319	167.88		W			3	168.9	170.5	167.9	1.54	0.59
	4	172.671	174.225	165.69			W		4	172.7	174.2	169.8	2.56	1.66
	5	172.381	168.772	172.22					5	172.4	168.8	172.2	2.12	0.10
	6	174.955	173.805	172.5					6	175.0	173.8	172.5	1.41	1.41
140	1	164.1842	162.147	160.72				140	1	164.2	162.1	160.7	2.13	2.13
	2	167.0905	164.049	165.27					2	167.1	164.0	165.3	1.84	1.10
	3	171.2326	173.32	159.1			W		3	171.2	173.3	163.1	6.09	4.88
	4	174.3164	175.445	174.54					4	174.3	175.4	174.5	0.65	0.13
	5	173.6269	168.532	168.27					5	173.6	168.5	168.3	3.13	3.13
	6	167.3714	161.284	159.9					6	167.4	161.3	159.9	4.57	4.57
141	1	179.619	176.219	179.67				141	1	179.6	176.2	179.7	1.94	0.03
	2	175.994	175.643	177.88					2	176.0	175.6	177.9	1.26	1.06
	3	174.244	170.925	176.68					3	174.2	170.9	176.7	3.31	1.39
	4	162.7	174.184	176.39	W				4	166.8	174.2	176.4	5.61	5.61
	5	170.077	168.435	172.74					5	170.1	168.4	172.7	2.52	1.55
	6	165.131	167.716	159.19	W		W		6	169.3	167.7	163.2	3.66	3.66

YELLOW: 4 %TO 5.99 RED: >5.99%

MAXIMUM DIFFERENCE (%) BETWEEN A, B OR C

SPAN	TENDON					
	1	2	3	4	5	6
1	3.26	2.83	4.22	3.16	1.68	3.00
2	3.73	1.52	1.46	1.97	1.56	3.12
3	2.21	1.90	1.46	2.26	2.86	2.67
4	4.50	3.16	2.50	2.96	1.54	2.15
5	3.30	3.36	1.30	2.08	4.00	2.11
6	3.40	3.97	2.87	1.88	2.94	3.23
7	3.27	2.58	1.75	2.99	3.14	1.95
8	1.94	4.50	5.45	3.28	1.69	1.39
9	26.76	1.81	2.15	1.92	1.09	3.82
10	2.34	2.44	2.05	3.64	1.87	3.82
11	2.76	1.95	3.24	2.18	2.53	2.02
12	1.33	2.38	1.43	2.25	3.72	3.56
13	2.29	2.83	2.07	3.21	3.74	3.17
14	3.31	3.08	1.83	2.73	3.81	4.60
15	3.27	3.71	1.87	4.02	3.39	4.72
16	1.92	2.61	3.83	2.85	2.17	2.33
17	2.89	2.33	2.36	3.69	3.29	1.57
18	2.85	1.85	1.20	1.19	3.16	2.66
19	2.14	2.80	1.78	2.00	3.75	3.67
20	2.00	4.36	2.92	2.75	1.88	0.80
21	1.23	2.65	1.84	3.42	2.11	3.15
22	2.04	1.59	3.30	2.50	2.51	1.74
23	3.92	3.53	2.09	1.39	3.74	2.65
24	3.57	2.24	0.94	1.82	2.73	2.01
25	1.94	2.09	1.70	1.45	1.13	3.18
26	1.37	1.61	1.44	1.95	3.39	3.28
27	0.64	2.54	0.96	2.23	1.84	2.44
28	2.85	4.61	3.48	1.67	2.93	2.93
29	3.63	1.50	1.76	3.17	4.48	6.87
30	2.27	1.22	2.38	2.92	3.22	1.79
31	1.94	2.57	3.43	3.83	2.14	3.73
32	1.83	2.13	2.54	2.85	2.41	2.08
33	5.23	2.84	2.85	2.28	3.15	2.14
34	3.13	5.09	1.91	1.98	3.03	2.28
35	0.99	2.45	3.06	2.58	1.89	2.73
36	4.35	3.50	0.93	4.24	6.35	3.06
37	3.18	5.05	1.91	6.31	2.52	2.38
38	1.82	3.43	0.84	2.27	2.58	1.83
39	0.96	1.49	2.60	5.30	1.98	2.66
40	2.91	3.30	2.35	1.21	2.29	2.79
41	3.89	2.39	2.82	1.00	4.58	0.88
42	8.07	2.95	0.87	7.22	3.15	2.38
43	2.60	4.87	2.34	3.37	8.42	5.90
44	3.91	1.73	0.30	1.82	2.80	2.41
45	1.77	0.42	1.40	2.54	7.42	3.48
46	4.75	1.26	2.14	3.66	3.81	7.09
47	5.29	2.83	3.48	5.24	1.14	1.16
48	1.73	2.19	5.44	3.57	2.95	0.48

YELLOW: 4 %TO 5.99 RED: >5.99%

DIFFERENCE (%) BETWEEN A AND C

SPAN	TENDON					
	1	2	3	4	5	6
1		0.98	4.22	3.16	0.13	1.71
2	3.73	0.91	1.18	1.97	0.04	3.12
3	0.14	0.07	0.22	1.05	0.43	1.05
4	3.64	2.55	2.50	2.96	0.74	1.80
5	0.17	0.01	1.22	2.08	2.34	0.82
6	2.16	2.58	0.88	0.48	1.86	1.53
7	3.27	1.17	1.01	2.99	1.68	1.39
8	1.19	2.69	5.45	3.28	1.29	0.84
9	26.76	0.99	2.15	1.88	0.50	1.84
10	0.67	0.20	2.05	2.73	0.96	1.93
11	0.97	1.95	0.33	1.09	1.31	1.08
12	0.45	0.83	0.64	1.88	1.25	1.29
13	1.92	2.75	1.31	2.65	2.46	3.17
14	3.31	1.15	0.03	0.19	0.18	2.84
15	1.95	3.22	1.87	3.82	1.71	3.07
16	0.76	0.63	2.66	2.67	0.41	0.85
17	2.89	1.98	0.61	3.69	2.41	0.67
18	0.60	1.85	1.11	1.19	1.53	0.61
19	1.41	1.12	1.31	1.60	2.63	3.20
20	0.31	2.57	0.67	2.75	0.45	0.59
21	1.23	2.65	1.55	3.42	2.11	3.15
22	0.27	0.71	2.67	2.50	0.65	0.06
23	3.31	2.41	2.09	0.97	2.37	2.65
24	2.03	1.73	0.94	0.50	0.32	0.26
25	1.15	0.90	1.06	1.45	0.68	0.08
26	0.97	0.33	0.56	0.74	0.73	1.32
27	0.00	0.03	0.96	1.21	1.04	2.18
28	1.76	2.25	2.87	1.67	2.34	2.93
29	2.38	1.50	0.60	2.88	3.26	4.21
30	1.38	0.53	0.95	2.87	1.42	1.79
31	1.14	0.50	2.39	2.35	0.60	2.38
32	0.72	1.49	0.59	0.29	0.81	0.54
33	5.23	1.93	2.85	2.28	1.07	2.14
34	1.42	2.42	1.91	1.98	1.02	1.67
35	0.27	1.85	1.91	1.60	1.77	1.20
36	3.83	2.25	0.69	4.24	4.31	2.58
37	2.50	5.05	1.91	6.31	0.73	0.99
38	0.88	1.39	0.84	1.46	0.11	0.91
39	0.86	1.43	0.49	3.99	0.28	1.67
40	2.56	2.10	1.16	0.95	2.23	2.79
41	3.03	2.39	1.54	1.00	1.94	0.07
42	5.73	1.42	0.52	7.22	1.56	2.18
43	2.60	1.41	1.50	0.37	6.38	4.12
44	3.91	0.24	0.30	0.71	2.80	0.57
45	1.77	0.32	1.40	2.54	2.21	3.48
46	0.83	0.53	1.11	3.18	0.55	3.22
47	4.79	0.83	0.66	5.24	1.14	0.21
48	1.73	0.40	1.79	1.53	2.75	0.48

YELLOW: 4 %TO 5.99 RED: >5.99%
MAXIMUM DIFFERENCE (%) BETWEEN A, B OR C

SPAN	TENDON 1	2	3	4	5	6
49	4.00	2.94	5.52	0.90	2.75	4.00
50	4.28	2.48	2.94	2.62	6.00	1.57
51	5.02	3.37	4.37	3.83	1.18	2.26
52	4.43	2.60	3.87	2.49	2.37	2.41
53	5.03	7.12	4.84	1.95	4.02	0.82
54	2.55	3.61	3.86	2.57	4.81	4.17
55	1.82	2.72	5.71	3.23	2.26	4.07
56	1.47	2.80	2.26	1.06	2.63	1.40
57	5.90	3.01	2.25	2.85	3.16	3.15
58	3.12	4.10	6.97	3.72	3.94	2.10
59	1.89	3.68	2.57	3.56	2.74	2.08
60	4.34	2.42	2.31	2.04	2.96	1.45
61	4.14	4.01	1.67	1.53	1.88	3.58
62	1.60	2.17	1.78	3.07	2.40	2.63
63	3.02	0.20	3.34	2.40	2.22	1.16
64	9.85	2.79	7.12	1.72	0.81	3.96
65	2.10	1.13	4.53	4.26	2.12	3.30
66	0.88	2.37	1.43	1.63	1.95	0.68
67	5.74	3.65	4.01	5.17	4.04	4.99
68	1.17	2.55	2.24	1.76	1.54	3.32
69	3.42	1.08	1.94	1.98	1.22	1.22
70	4.70	2.04	1.95	3.56	2.71	1.56
71	2.85	3.27	6.20	4.40	1.81	6.00
72	1.08	3.68	0.74	1.65	2.23	2.55
73	1.77	1.01	1.06	1.60	1.66	1.62
74	1.34	1.70	1.30	2.50	1.26	3.59
75	1.58	2.68	2.42	0.67	0.15	1.86
76	1.82	2.98	1.56	3.04	2.08	2.88
77	2.39	1.83	2.57	1.46	1.59	2.33
78	1.02	1.43	0.80	0.67	2.41	0.50
79	2.18	0.79	1.46	0.99	1.57	1.96
80	2.61	2.74	2.39	0.81	0.87	2.58
81	3.27	2.81	4.16	3.27	2.18	2.46
82						
83						
84						
85	2.39	1.56	3.83	2.94	3.19	6.66
86	1.94	1.97	1.78	0.68	1.74	3.09
87	2.58	1.50	1.49	1.51	2.45	3.00
88	4.28	2.36	1.17	2.80	3.46	3.28
89	3.57	1.31	1.74	1.54	2.27	4.54
90	1.83	2.08	2.64	1.40	1.60	1.71
91	1.95	1.65	3.90	1.53	2.08	2.06
92	2.61	1.90	1.41	2.28	3.44	3.28
93	1.67	2.49	2.87	2.05	2.01	2.29
94	2.24	2.32	1.64	2.72	3.77	3.97
95	2.68	0.63	1.18	2.25	3.16	3.59
96	0.47	1.44	1.62	0.77	0.94	3.70

YELLOW: 4 %TO 5.99 RED: >5.99%
DIFFERENCE (%) BETWEEN A AND C

SPAN	TENDON 1	2	3	4	5	6
49	3.14	2.37	5.46	0.54	2.14	3.04
50	1.21	0.37	2.94	0.28	1.92	1.57
51	4.09	3.37	4.37	3.83	1.00	2.26
52	2.03	1.88	3.01	2.49	2.32	0.45
53	3.91	1.55	4.78	1.52	0.37	0.19
54	2.07	2.00	3.86	1.68	4.13	1.27
55	0.40	2.72	5.71	2.57	1.86	2.30
56	0.90	1.78	0.06	0.07	0.21	0.24
57	2.18	2.83	2.25	2.85	2.71	3.15
58	1.07	1.23	6.50	1.17	3.06	1.78
59	1.89	2.34	2.57	2.29	0.08	0.42
60	0.61	2.05	1.84	2.04	0.82	0.30
61	3.15	4.01	1.67	0.39	0.96	2.01
62	1.06	0.22	0.62	2.28	1.61	0.70
63	3.02	0.04	3.34	2.40	0.52	0.77
64	8.57	2.39	4.07	1.33	0.64	2.46
65	1.34	1.02	4.53	3.47	1.40	1.57
66	0.83	0.78	0.96	0.29	0.44	0.44
67	3.28	1.89	3.50	2.90	4.04	4.99
68	0.08	1.34	0.77	0.81	0.64	0.83
69	1.76	1.08	1.94	0.18	0.58	1.03
70	3.13	1.32	1.74	3.37	0.87	1.56
71	0.56	2.09	2.89	4.40	0.55	6.00
72	0.67	0.66	0.03	0.00	0.39	2.15
73	1.74	0.39	0.86	1.00	0.61	1.62
74	0.68	1.50	1.30	1.32	1.26	1.33
75	0.89	2.68	2.42	0.12	0.15	1.05
76	0.94	0.21	1.56	0.81	1.29	1.58
77	0.72	0.56	1.35	0.34	0.28	0.56
78	1.02	1.43	0.39	0.20	2.41	0.48
79	2.18	0.27	0.83	0.60	1.57	0.18
80	2.61	1.53	2.39	0.60	0.13	2.58
81	2.50	2.45	4.07	3.27	2.18	1.72
82						
83						
84						
85	2.39	1.56	3.83	2.94	2.60	5.33
86	1.94	1.97	1.52	0.45	1.63	2.26
87	1.70	0.67	1.30	0.33	2.23	2.71
88	4.03	1.53	0.17	2.57	3.46	2.24
89	3.50	0.72	1.74	0.75	1.04	3.77
90	0.75	0.55	2.64	1.40	0.08	0.73
91	1.78	0.84	3.90	1.53	2.08	1.73
92	1.92	1.30	1.41	1.78	0.59	0.97
93	1.67	1.91	0.94	0.83	1.51	0.78
94	1.75	1.34	1.62	1.58	0.11	2.03
95	2.68	0.63	1.14	0.94	2.56	3.59
96	0.47	0.65	1.62	0.77	0.93	1.71

YELLOW: 4 %TO 5.99 RED: >5.99%

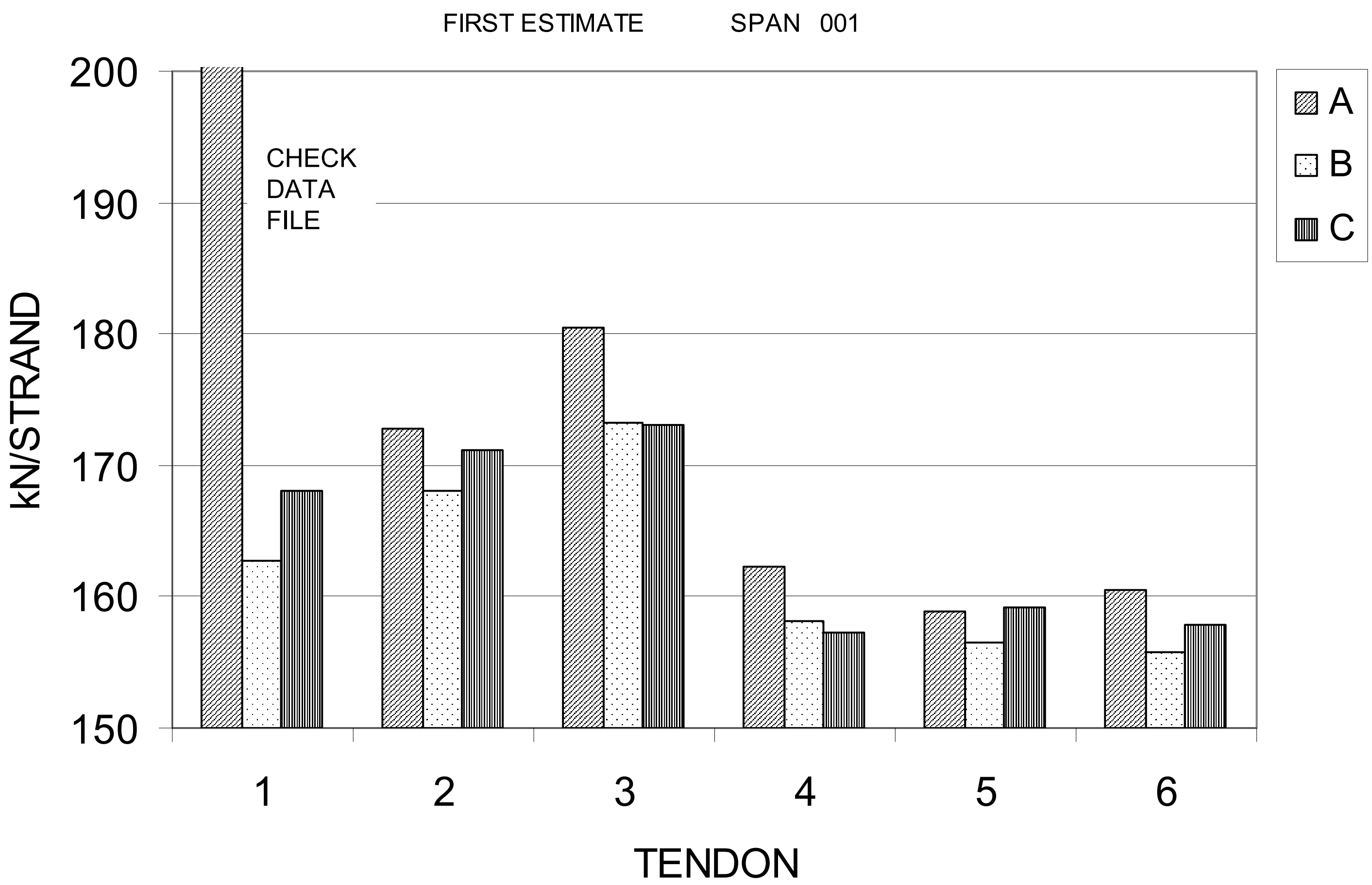
MAXIMUM DIFFERENCE (%) BETWEEN A, B OR C

SPAN	TENDON					
	1	2	3	4	5	6
97	2.44	5.98	2.93	0.97	2.10	2.88
98	2.11	0.61	1.74	1.77	3.26	2.58
99	1.51	1.93	3.52	3.01	3.30	3.84
100	2.78	4.63	0.46	1.59	1.23	4.11
101	1.08	1.90	4.55	2.12	1.78	2.28
102	2.47	1.68	2.38	2.22	2.98	1.25
103	0.26	1.17	1.04	10.63	7.88	#VALUE!
104	0.85	1.53	2.65	2.24	2.71	3.79
105	1.90	0.87	1.49	2.21	2.32	1.74
106	2.01	0.53	2.94	2.29	2.86	3.91
107	2.36	2.78	1.47	2.25	3.46	1.75
108	6.47	2.16	0.16	2.33	2.52	2.85
109	2.69	2.47	3.33	3.80	2.06	3.98
110	1.41	1.48	2.79	2.06	4.80	2.42
111	0.44	1.43	2.79	2.63	2.25	1.44
112	1.30	1.46	2.91	2.12	2.17	3.93
113	2.43	1.48	1.98	2.72	3.87	2.46
114	2.84	1.99	4.67	0.66	3.14	2.30
115	2.46	1.84	4.22	4.71	3.88	3.40
116	2.73	1.92	3.15	2.01	3.55	4.02
117	3.55	0.76	2.61	2.88	6.68	4.94
118	2.41	1.68	0.47	3.20	2.44	2.42
119	1.52	3.24	2.76	1.27	1.23	0.92
120	0.95	1.98	3.01	2.52	2.38	2.03
121	3.93	2.93	2.93	2.18	2.96	2.26
122	2.99	3.82	2.71	2.86	2.48	3.31
123	0.69	3.45	0.57	1.74	2.63	2.82
124	4.71	3.01	2.80	1.95	3.52	0.32
125	2.69	0.68	2.36	2.92	2.42	2.33
126	1.15	0.92	7.21	0.96	2.00	2.35
127	0.39	2.20	1.69	1.28	4.70	2.39
128	1.54	0.85	0.19	0.73	0.84	1.77
129	2.37	1.76	2.37	3.94	6.97	1.87
130	2.30	1.28	3.46	1.41	3.69	3.90
131	2.44	2.19	2.75	3.50	2.53	2.21
132	3.51	4.44	4.90	2.97	0.39	0.47
133	2.53	5.25	2.40	3.03	3.32	2.11
134	1.45	3.29	2.99	3.08	2.79	2.69
135	1.56	2.10	1.25	2.72	2.00	2.52
136	1.26	2.41	3.07	3.32	3.03	2.24
137	1.60	0.38	3.96	3.10	2.70	3.93
138	1.67	2.58	3.73	3.13	0.51	1.89
139	1.50	1.32	1.54	2.56	2.12	1.41
140	2.13	1.84	6.09	0.65	3.13	4.57
141	1.94	1.26	3.31	5.61	2.52	3.66

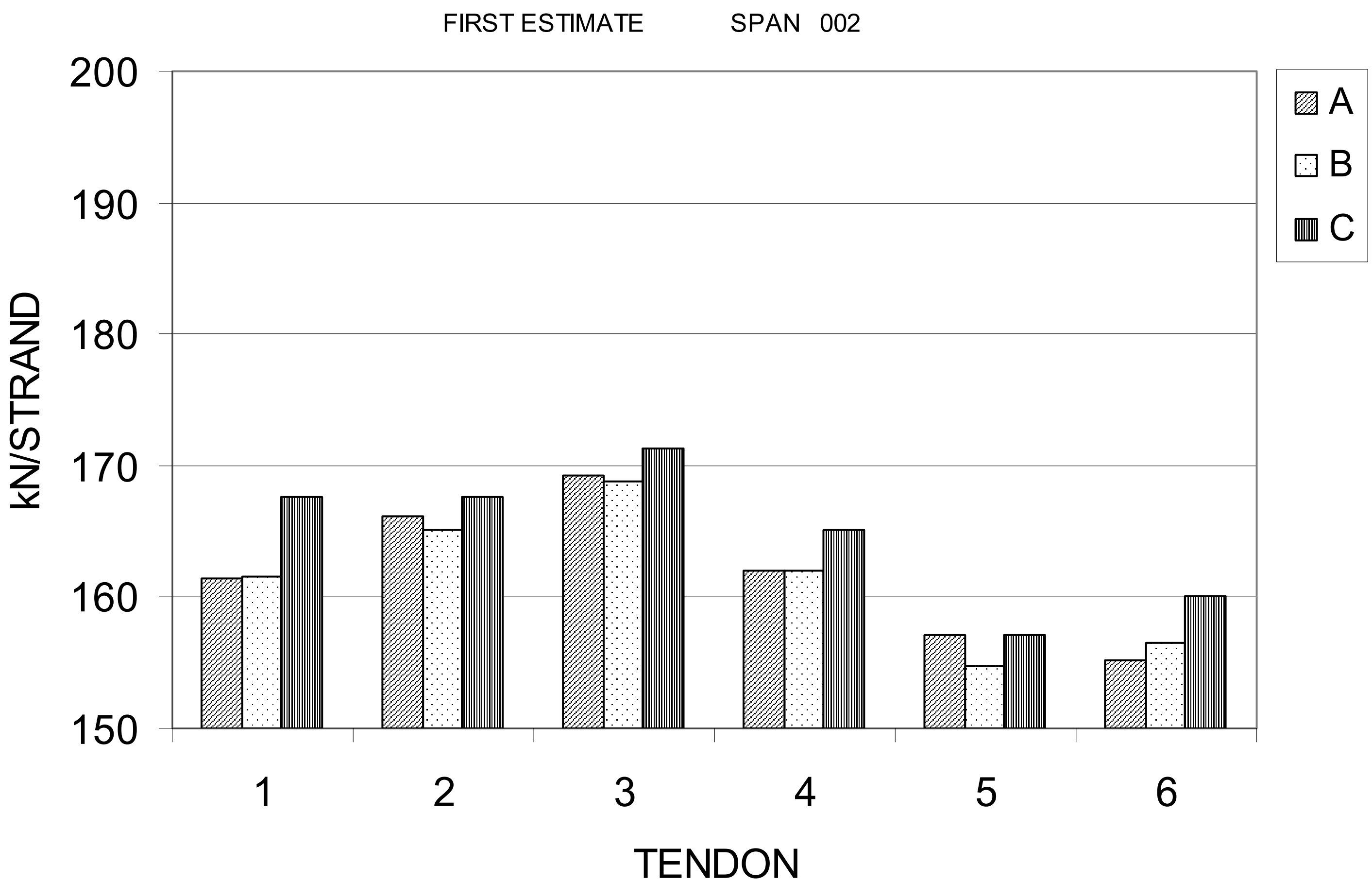
YELLOW: 4 %TO 5.99 RED: >5.99%

DIFFERENCE (%) BETWEEN A AND C

SPAN	TENDON					
	1	2	3	4	5	6
97	1.60	5.70	2.75	0.82	1.12	2.62
98	1.05	0.61	0.57	0.66	1.41	1.54
99	1.51	1.60	3.52	2.63	1.60	2.90
100	2.78	4.63	0.35	0.44	0.45	4.11
101	0.71	1.28	2.38	1.30	1.78	1.60
102	1.05	1.01	1.81	1.21	1.51	0.16
103	0.07	1.13	1.04	10.63	7.88	3.22
104	0.85	1.53	1.45	1.77	2.52	3.55
105	0.87	0.30	0.47	1.61	2.32	1.74
106	0.34	0.15	1.70	0.61	0.40	3.91
107	1.96	2.48	1.22	1.01	2.34	1.08
108	6.47	1.89	0.16	2.33	0.33	1.12
109	2.69	2.25	2.31	3.80	0.97	3.98
110	0.63	1.48	2.79	1.97	4.80	2.24
111	0.41	1.43	2.79	2.63	2.25	1.44
112	0.91	1.08	2.91	2.12	2.17	3.93
113	2.43	1.48	1.81	2.72	3.87	1.86
114	0.20	1.41	3.00	0.33	0.43	1.68
115	1.86	1.24	4.22	4.71	3.88	3.40
116	2.73	1.92	3.15	1.16	3.55	4.02
117	3.55	0.76	2.03	2.45	6.68	4.16
118	1.80	1.05	0.47	2.47	1.86	0.67
119	1.01	3.24	1.41	0.37	0.37	0.55
120	0.07	1.50	2.78	2.52	0.84	1.90
121	3.93	2.93	2.93	2.18	2.96	2.26
122	2.99	3.82	2.71	2.86	2.09	3.31
123	0.50	0.84	0.57	1.29	2.63	2.78
124	3.31	2.52	2.80	1.95	1.89	0.32
125	1.75	0.43	2.15	2.92	0.67	2.33
126	0.17	0.82	7.21	0.35	0.06	1.79
127	0.27	2.11	1.58	1.13	4.70	2.39
128	0.86	0.34	0.07	0.73	0.77	0.08
129	2.37	1.14	1.08	3.94	6.97	0.29
130	2.30	0.98	2.41	1.41	3.69	3.49
131	0.76	1.85	2.75	2.79	1.41	0.31
132	3.51	4.44	4.90	2.97	0.39	0.06
133	0.17	1.87	1.36	2.22	1.65	0.30
134	1.45	2.92	2.29	2.41	1.85	0.71
135	0.71	1.62	0.50	1.28	1.46	1.78
136	0.05	2.41	2.55	3.32	2.88	1.11
137	0.86	0.24	3.96	3.10	0.41	1.44
138	0.12	0.12	3.73	3.13	0.07	1.35
139	1.25	0.30	0.59	1.66	0.10	1.41
140	2.13	1.10	4.88	0.13	3.13	4.57
141	0.03	1.06	1.39	5.61	1.55	3.66



Based on assumed parameteres
and log form data.
Update pending.



Based on assumed parameteres
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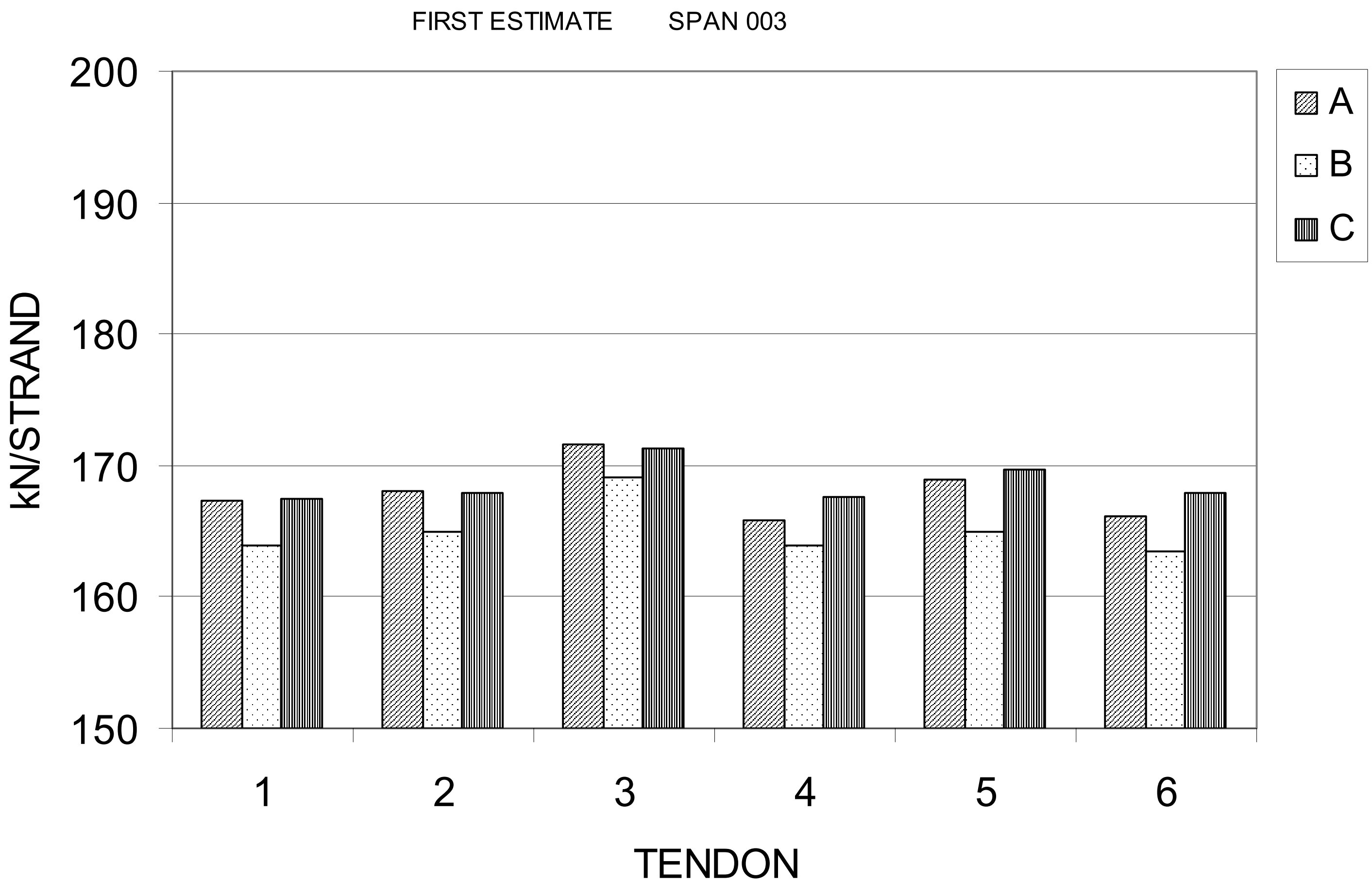
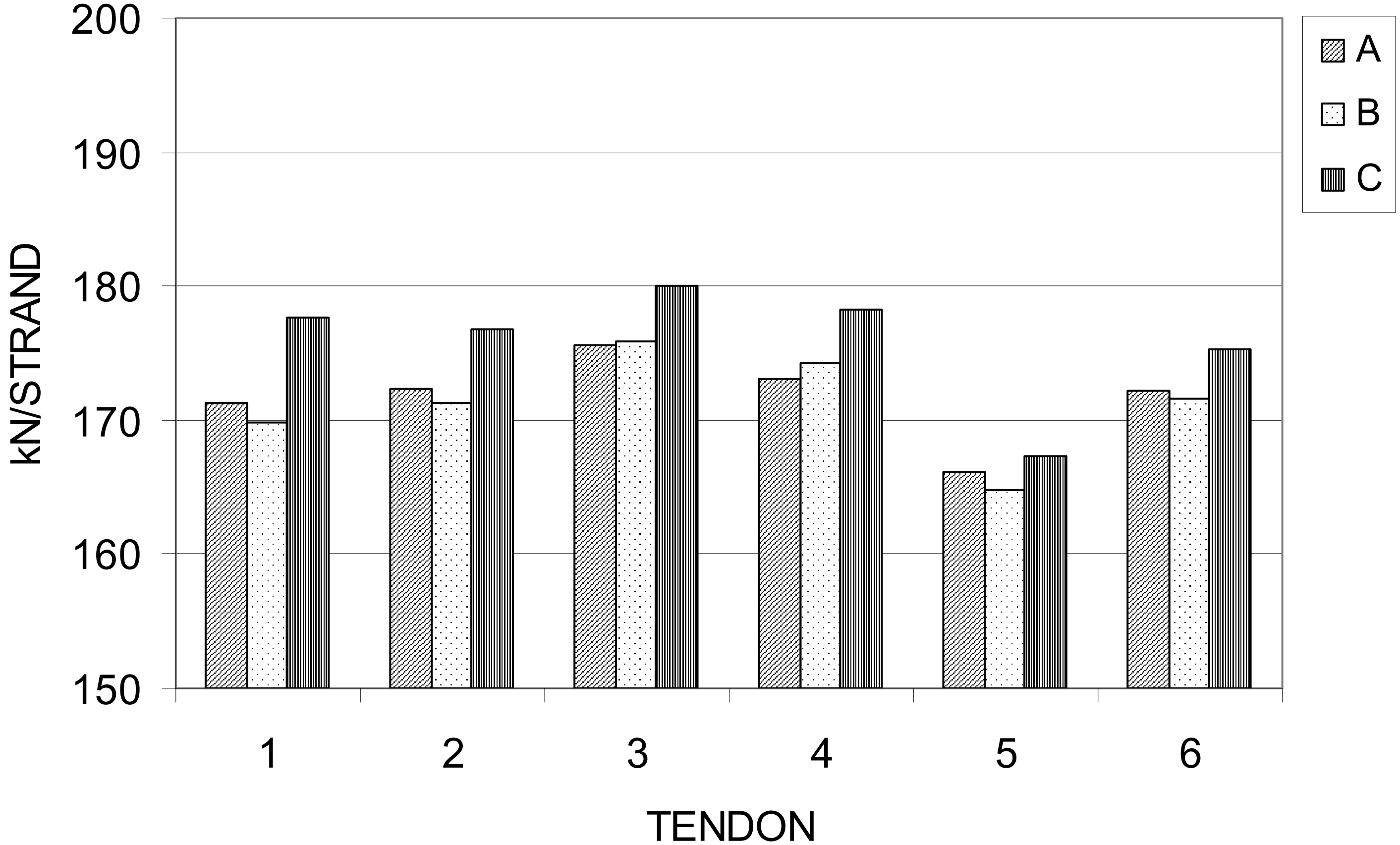


Based on assumed parameteres and
log form data.
Update pending.

FIRST ESTIMATE SPAN 004



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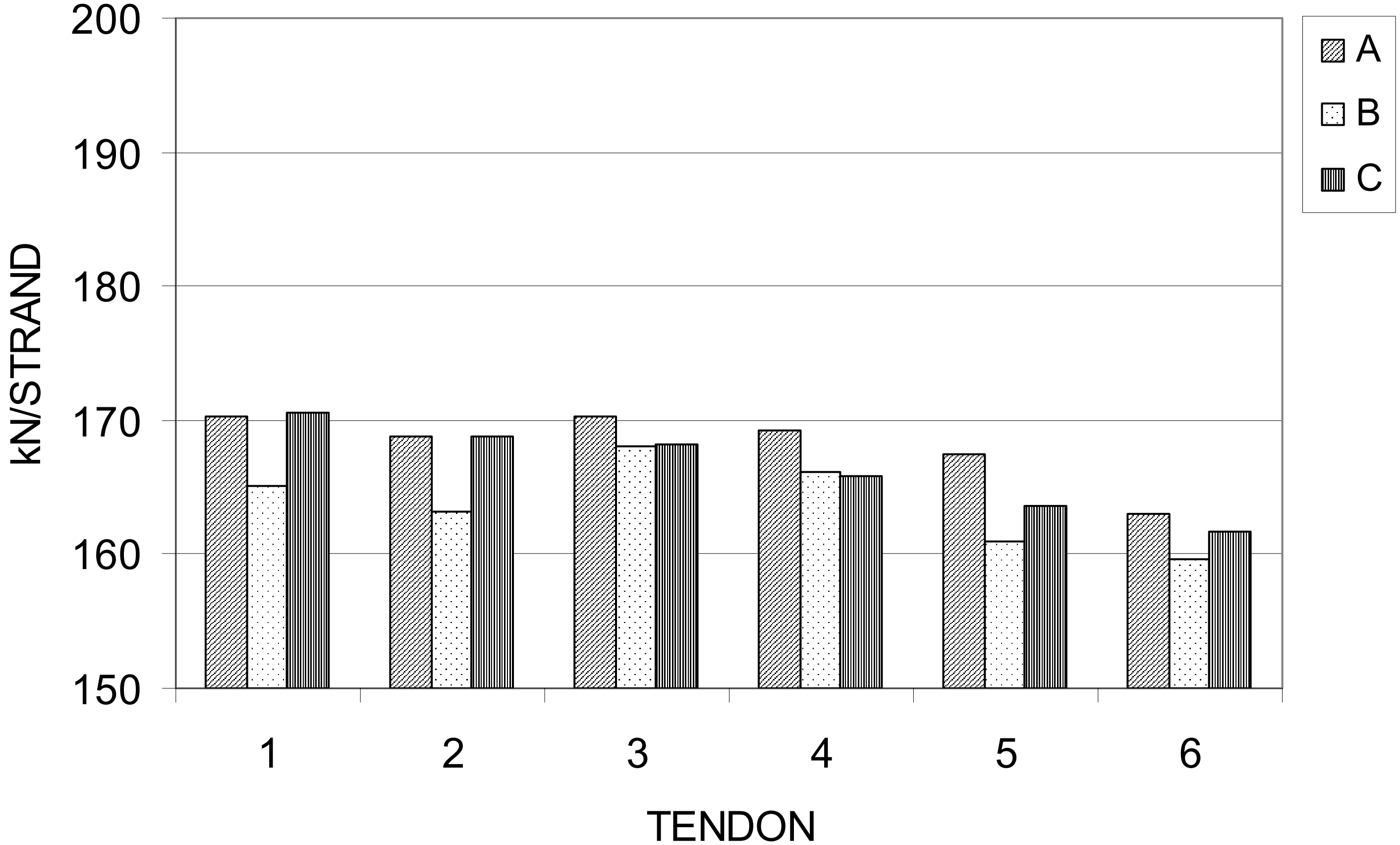

Based on assumed parameteres and log form data.
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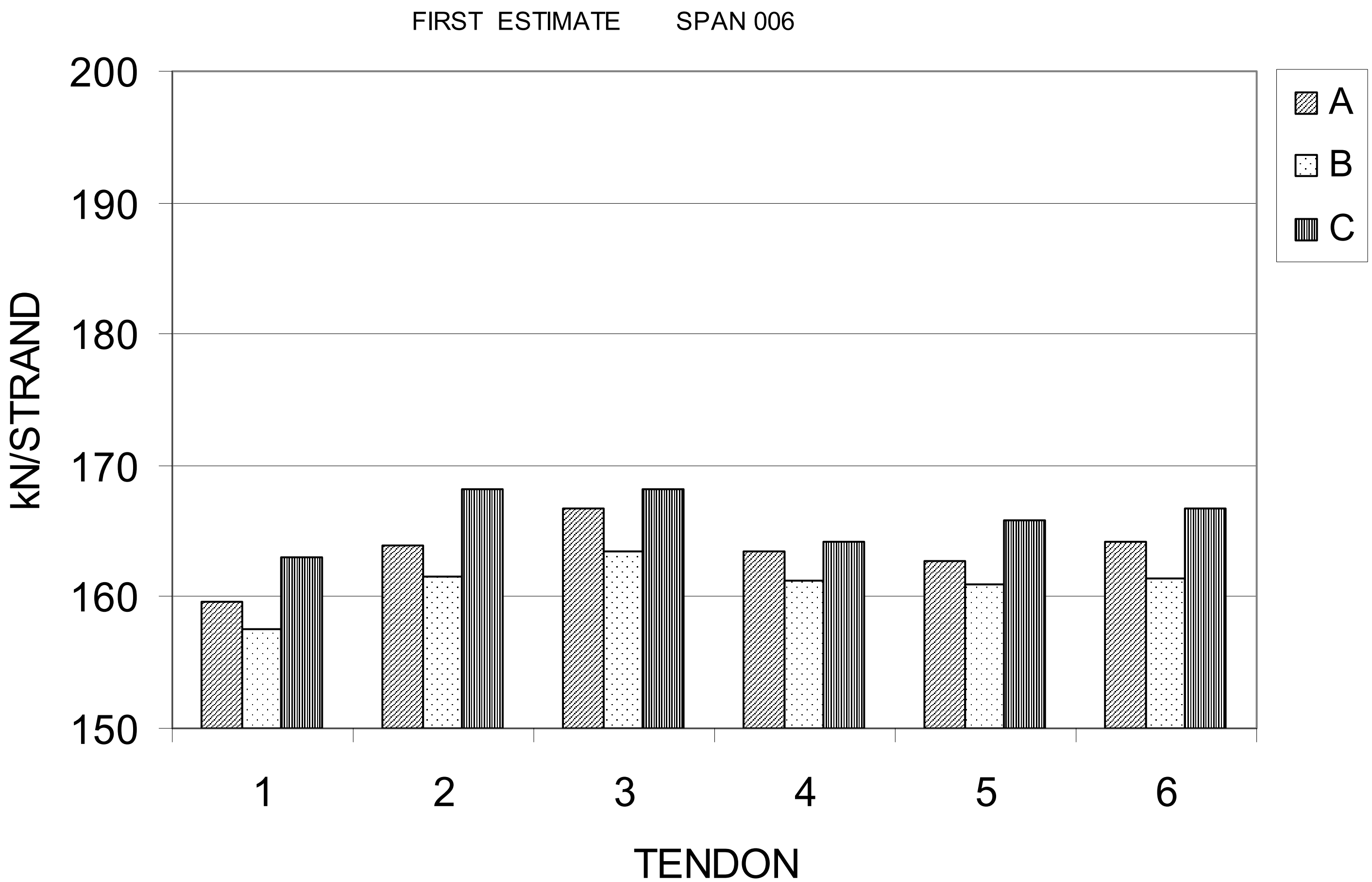
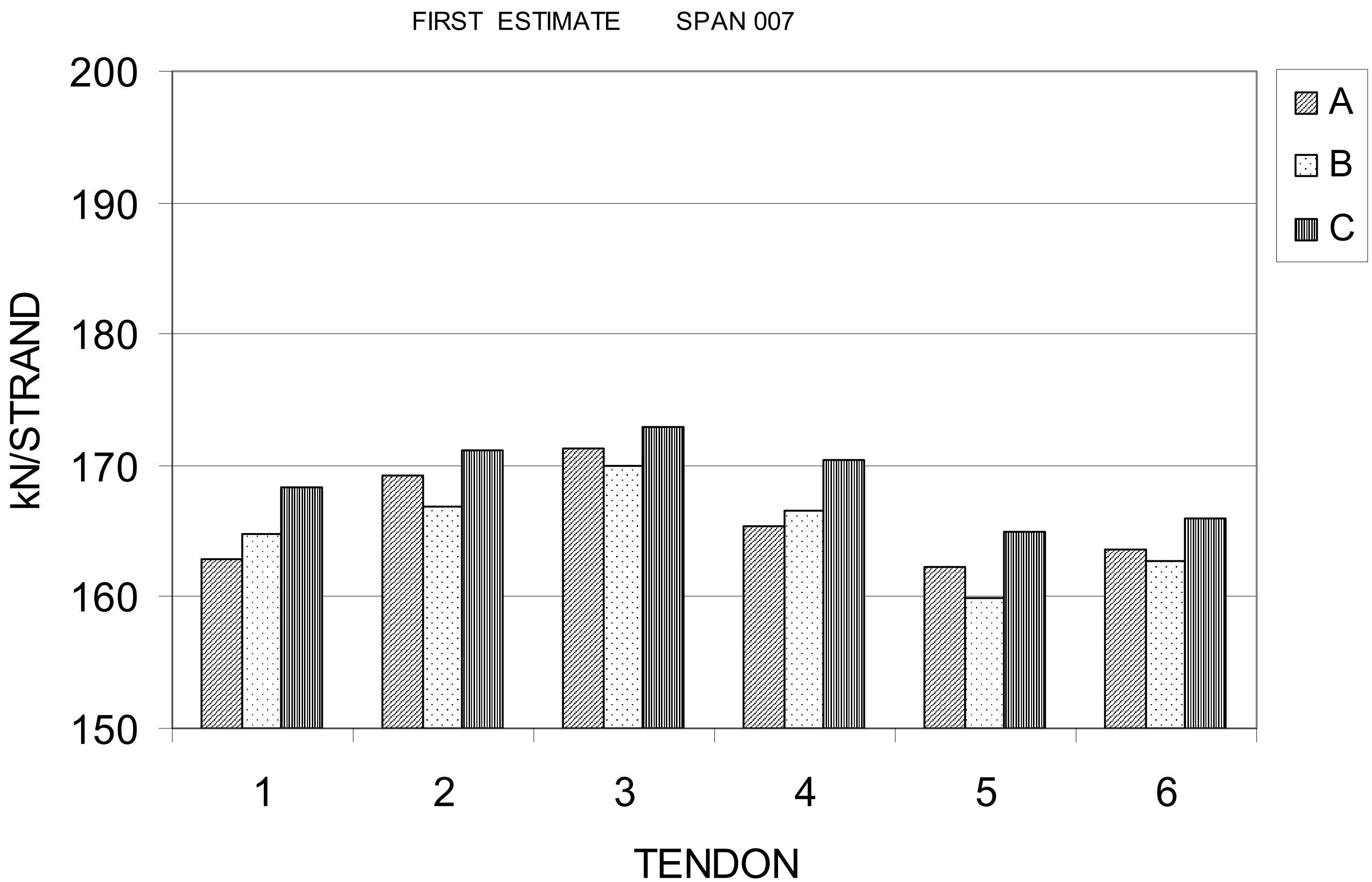
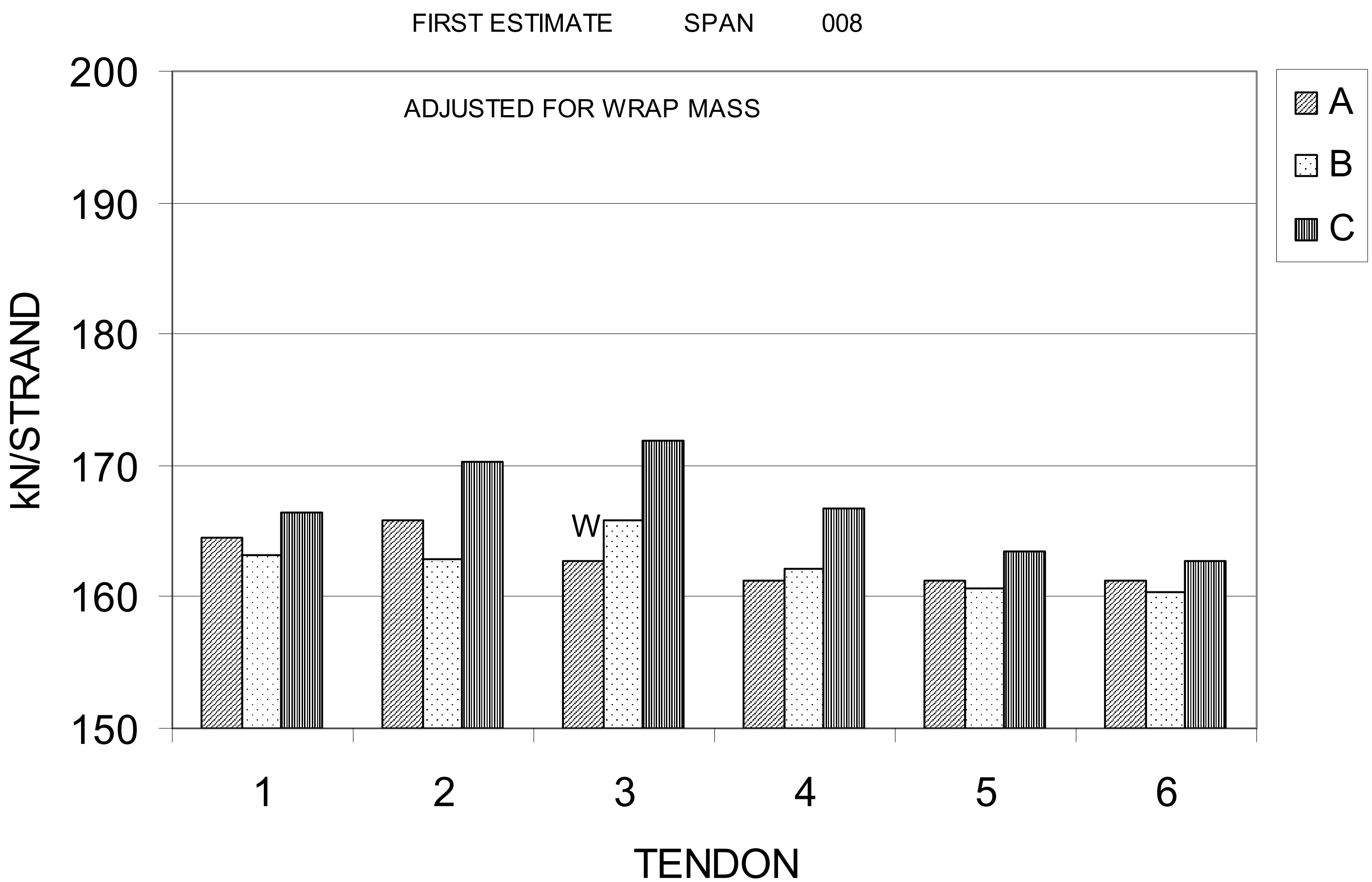


Based on assumed parameteres and
log form data.
Update pending.

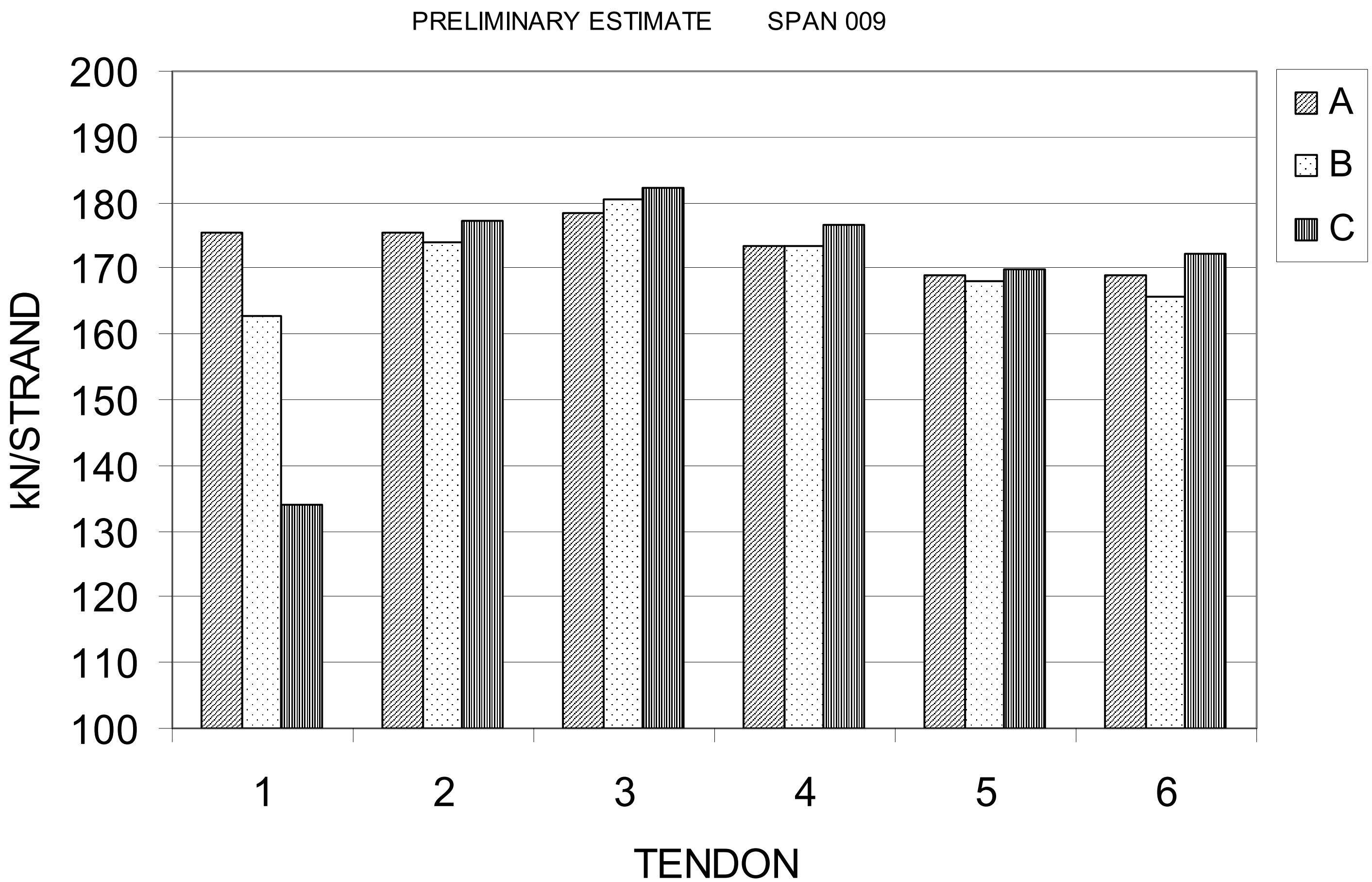


Based on assumed parameteres and
log form data.
Update pending.

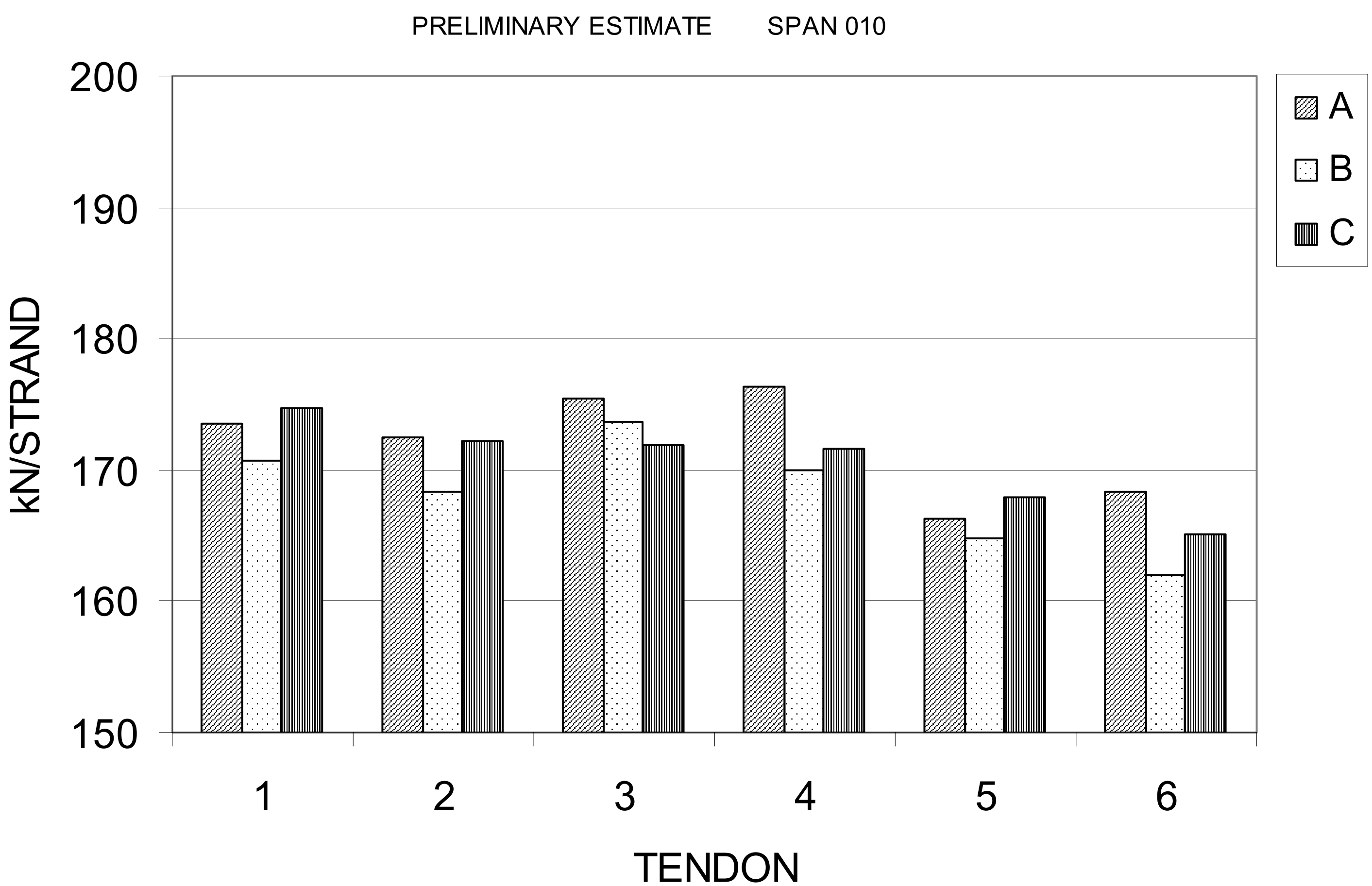


MAX DIFF	1.94%	4.50%	5.45%	3.28%	1.69%	1.39%

Based on assumed parameteres
and log form data.
Update pending.

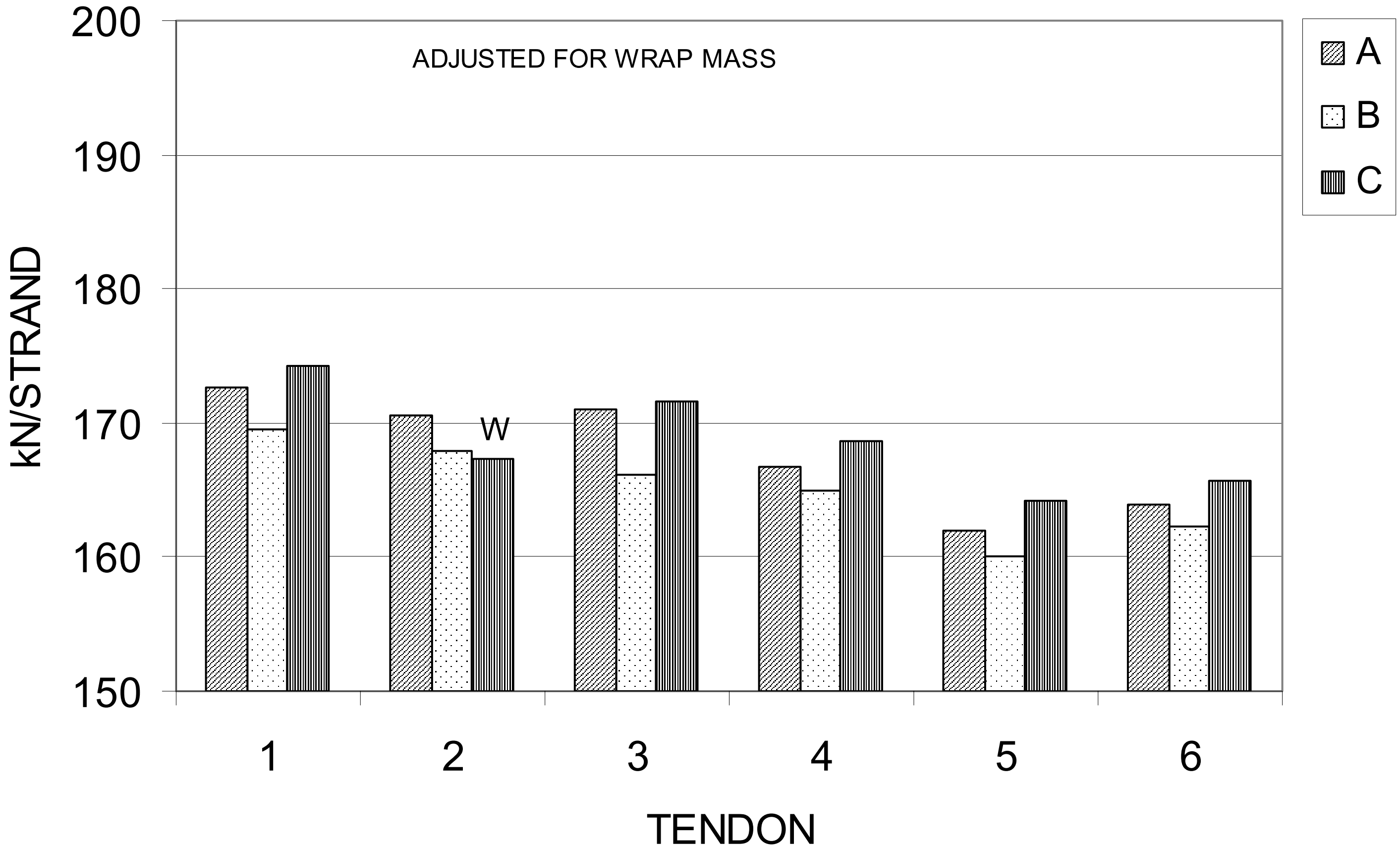


Based on assumed parameteres and log form data.
Update pending.



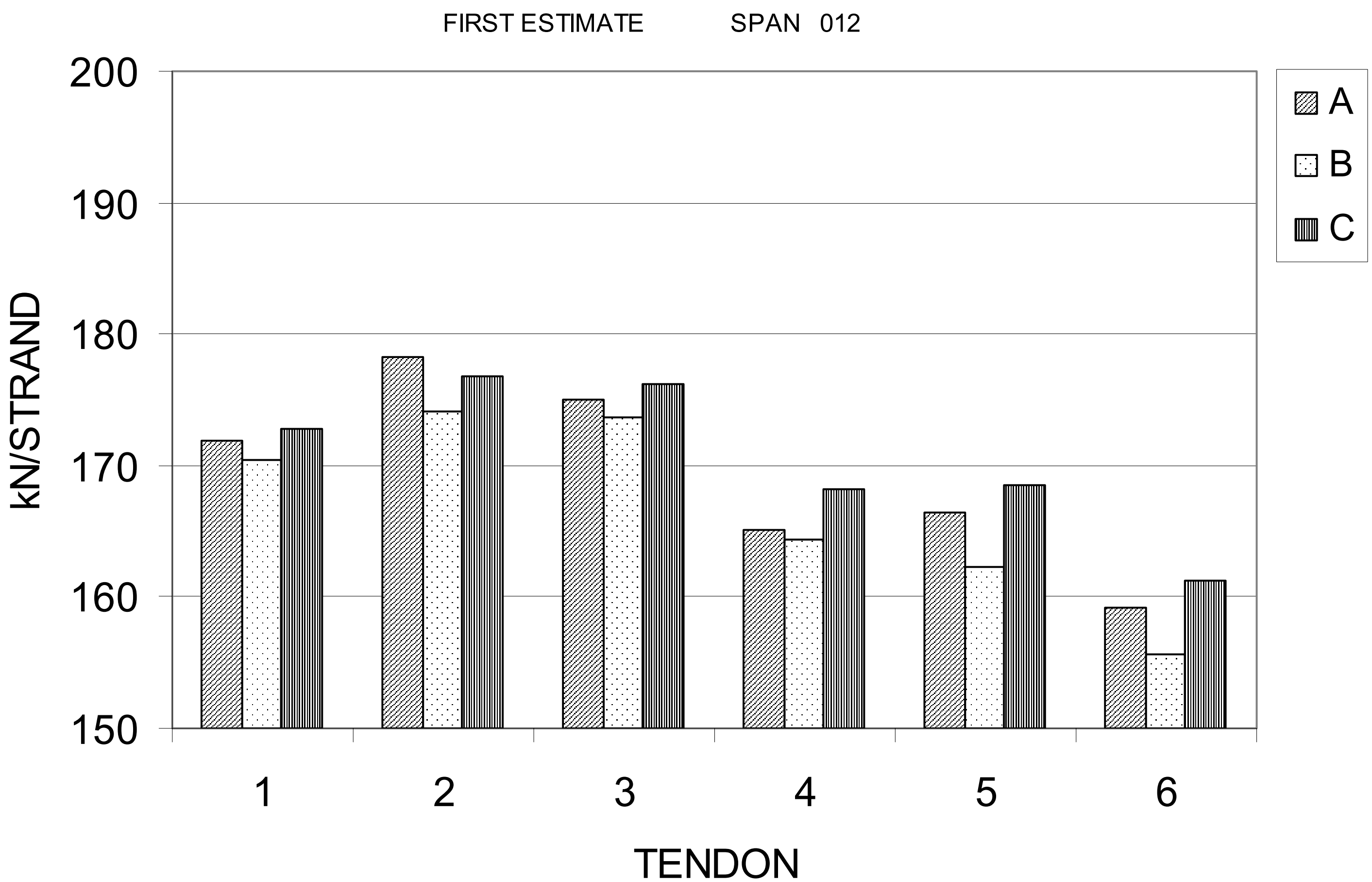
Based on assumed parameteres and log form data.
Update pending.

FIRST ESTIMATE SPAN 011

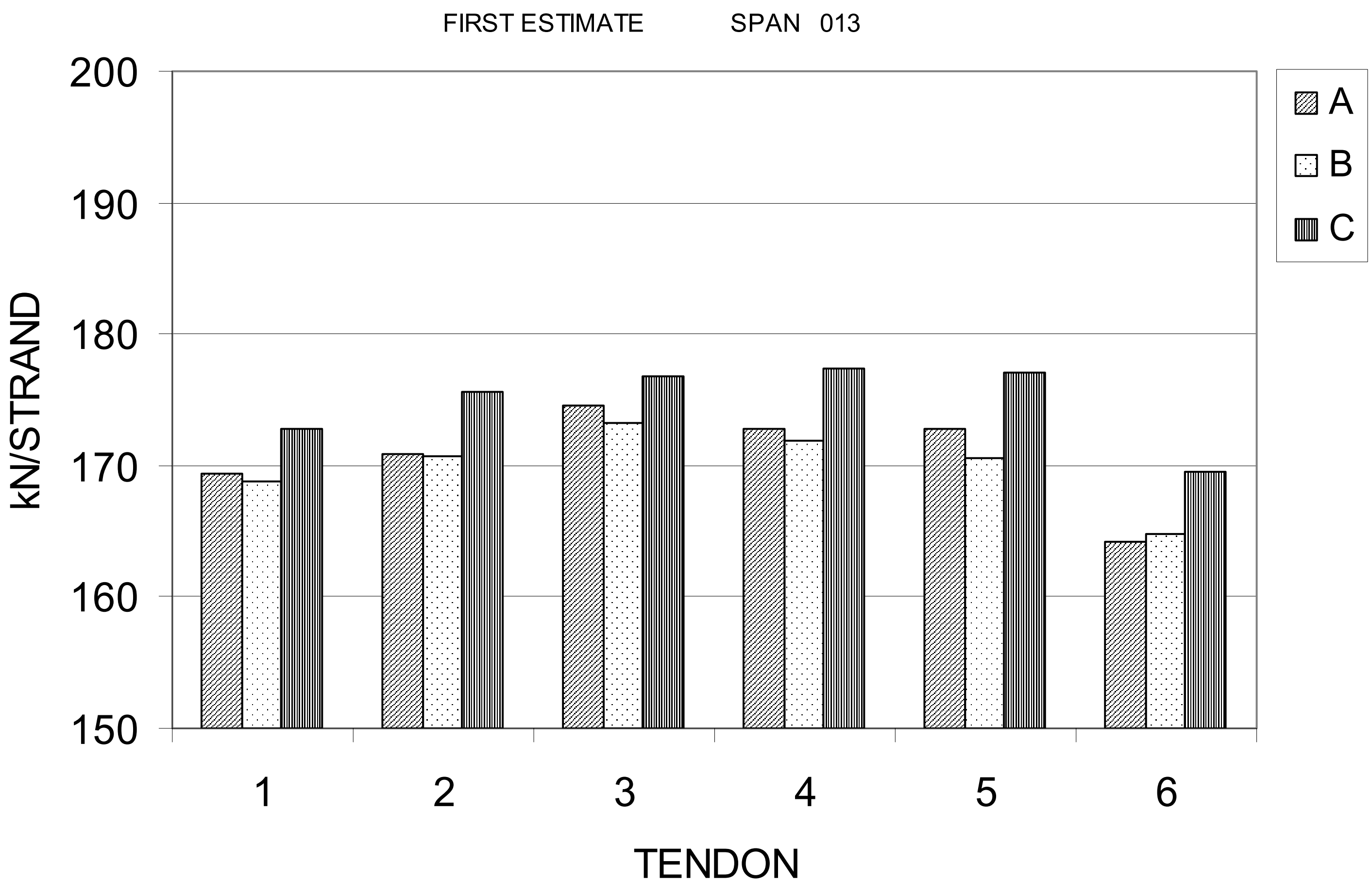


MAX DIFF 2.76% 1.95% 3.24% 2.18% 2.53% 2.02%

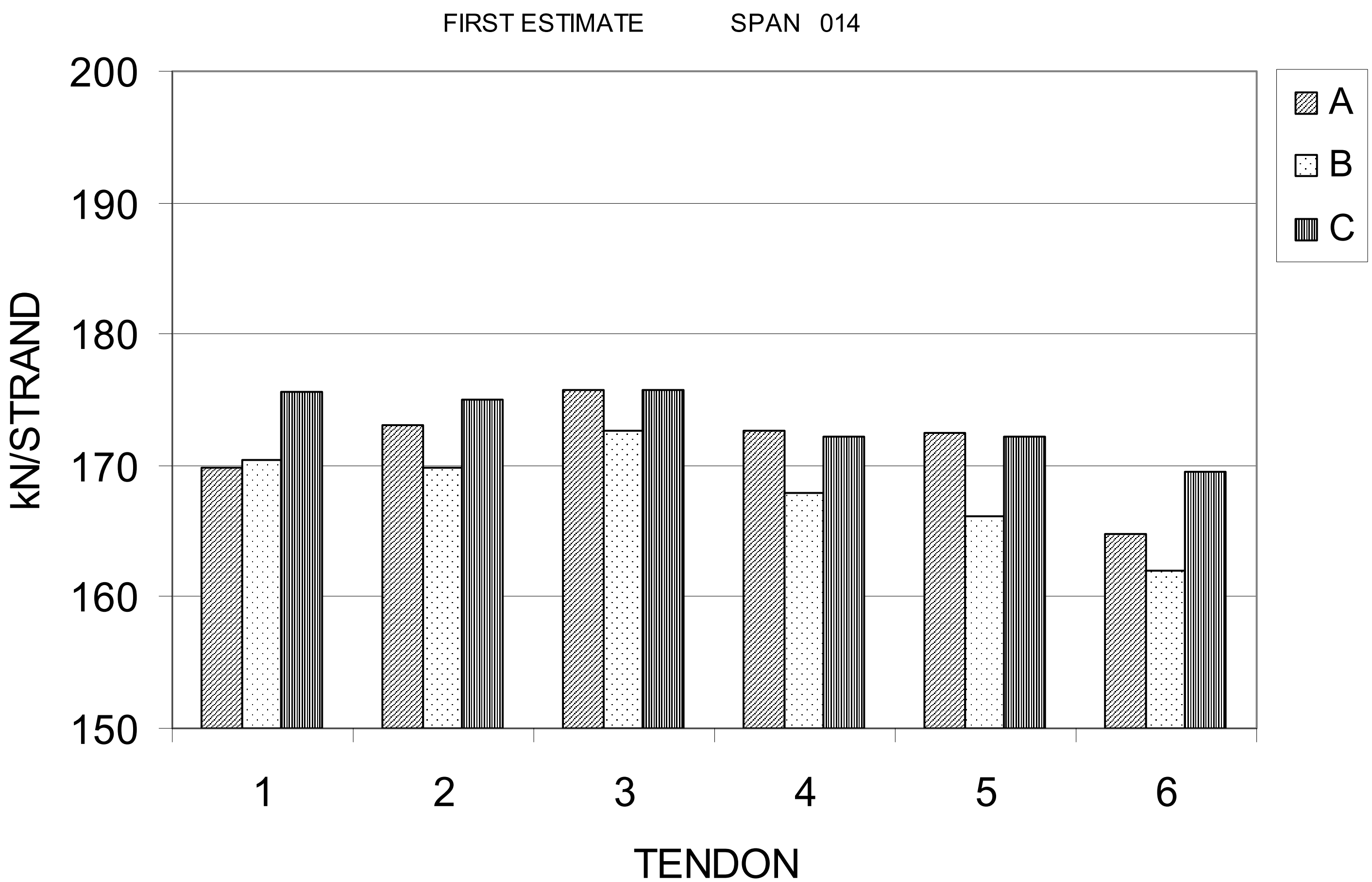
Based on assumed parameteres
and log form data.
Update pending.



Based on assumed parameteres
and log form data.
Update pending.

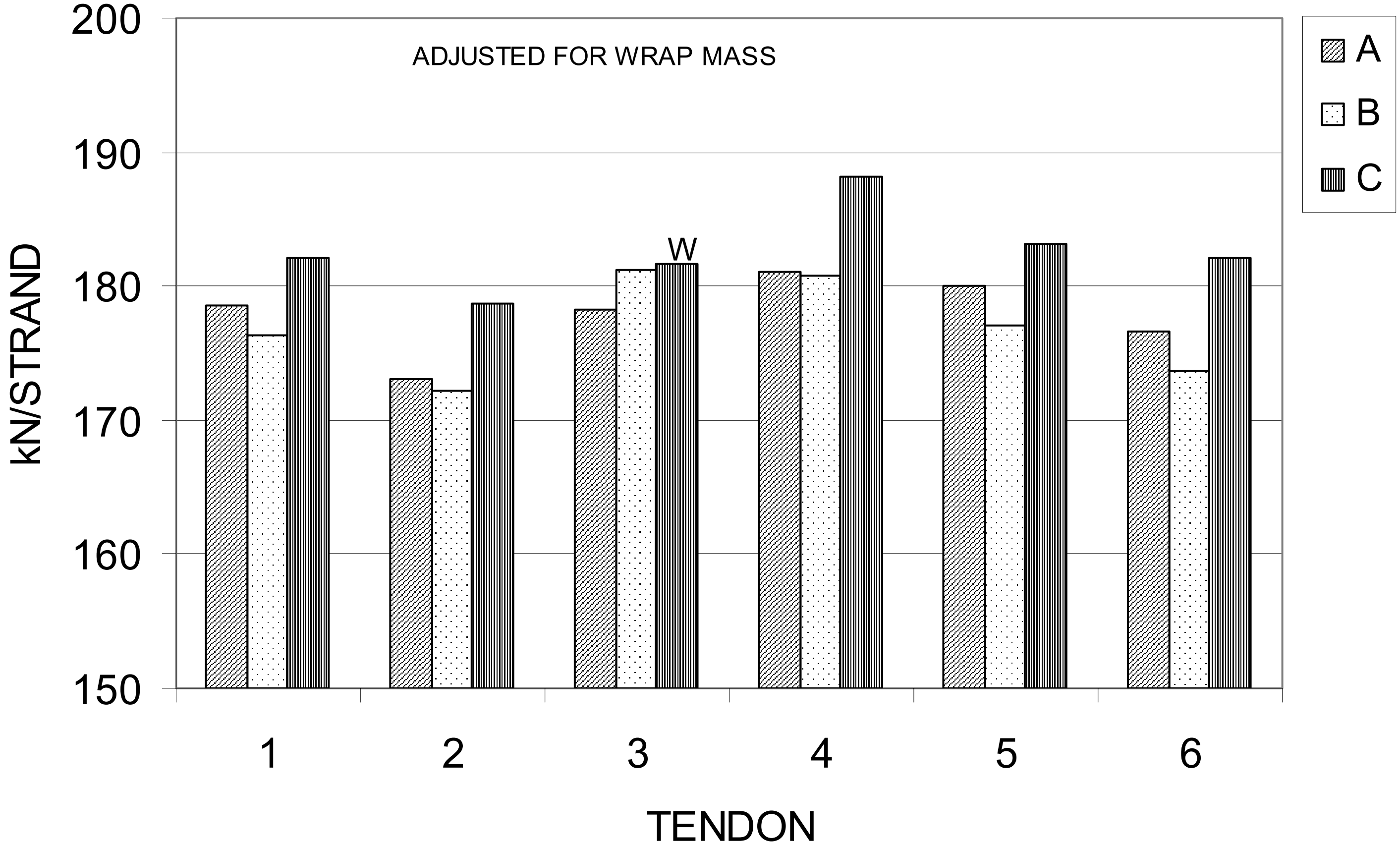


Based on assumed parameteres
and log form data.
Update pending.



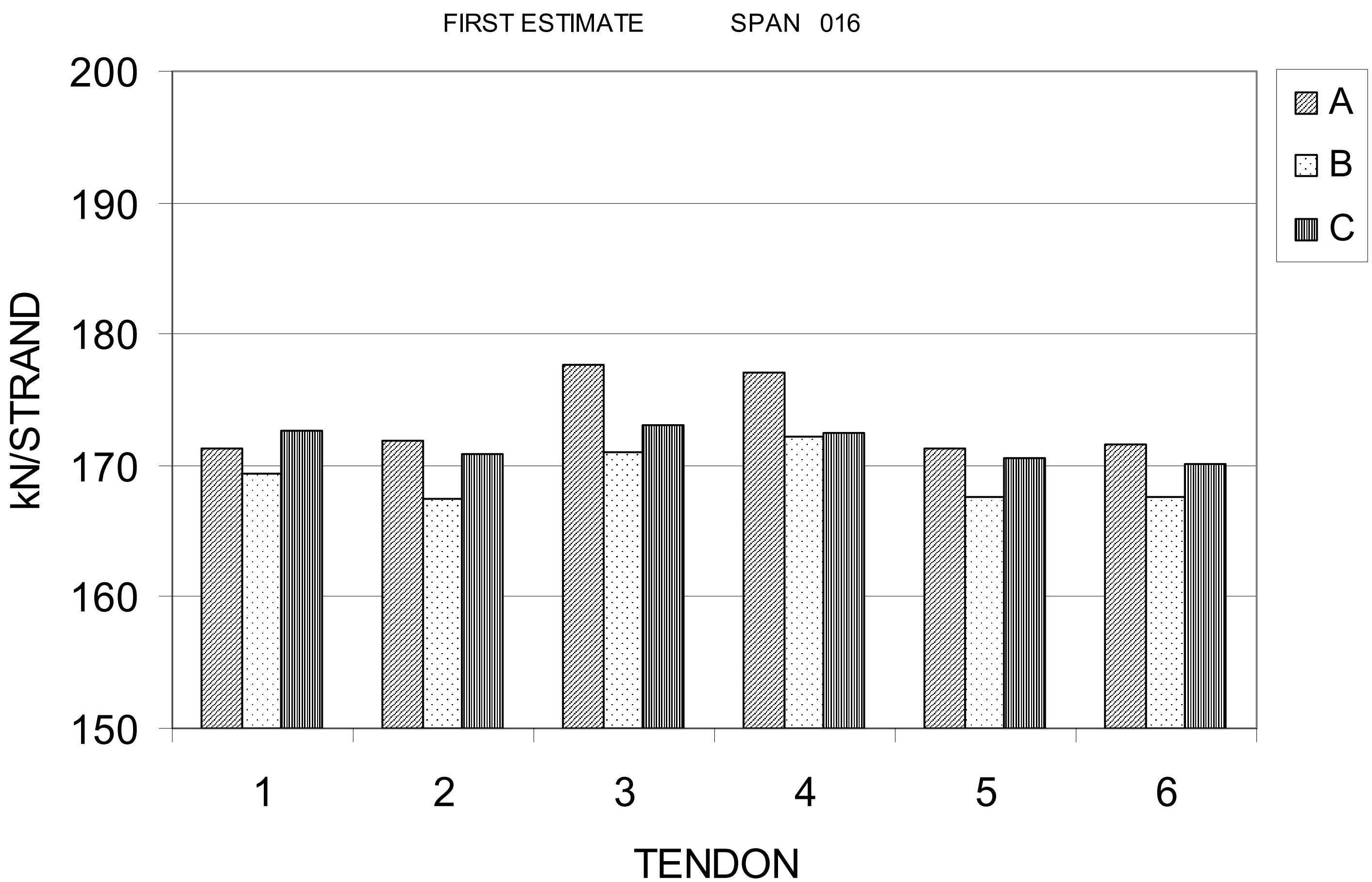
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 015



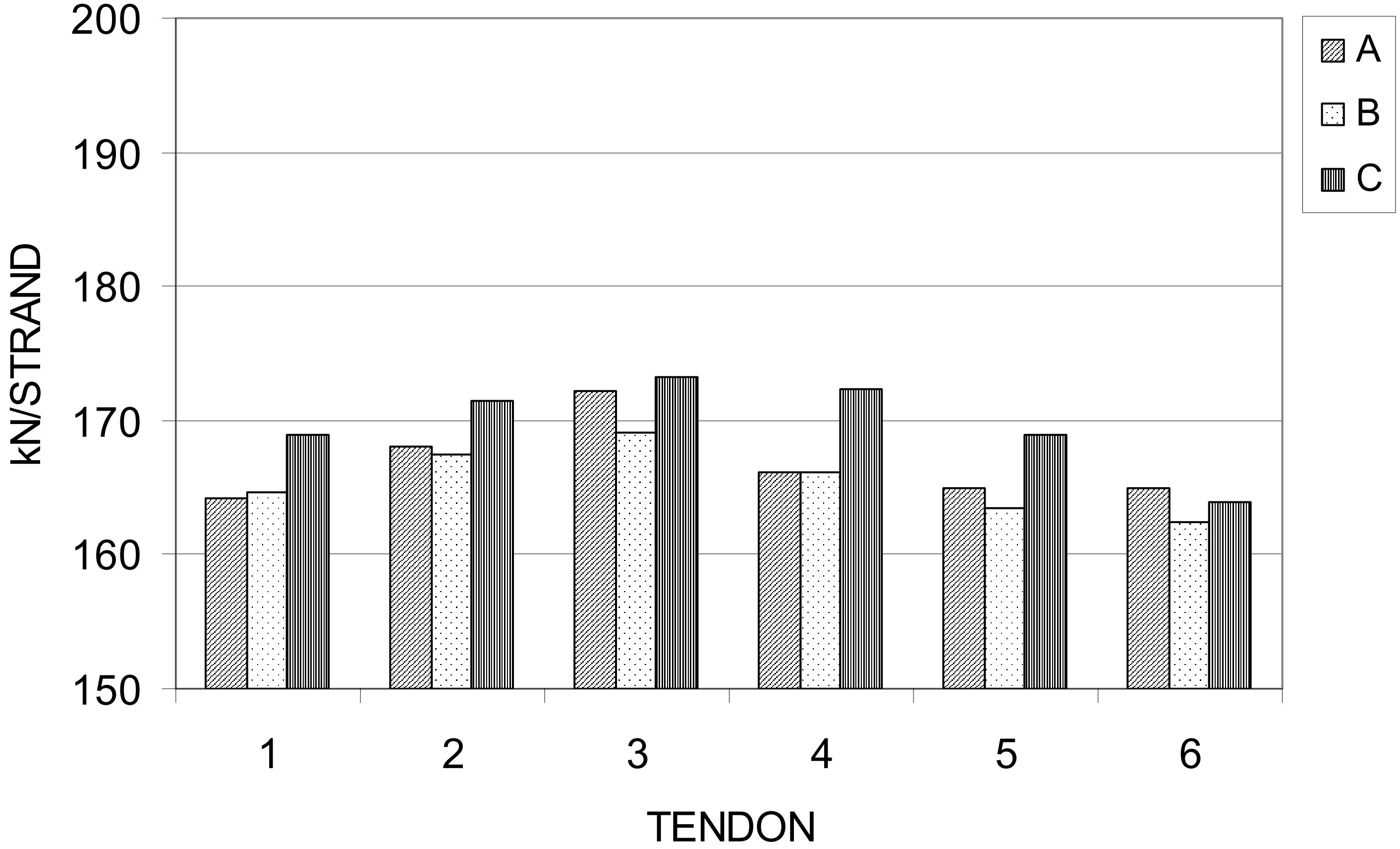
MAX DIFF	3.27%	3.71%	1.87%	4.02%	3.39%	4.72%

Based on assumed parameteres
and log form data.
Update pending.



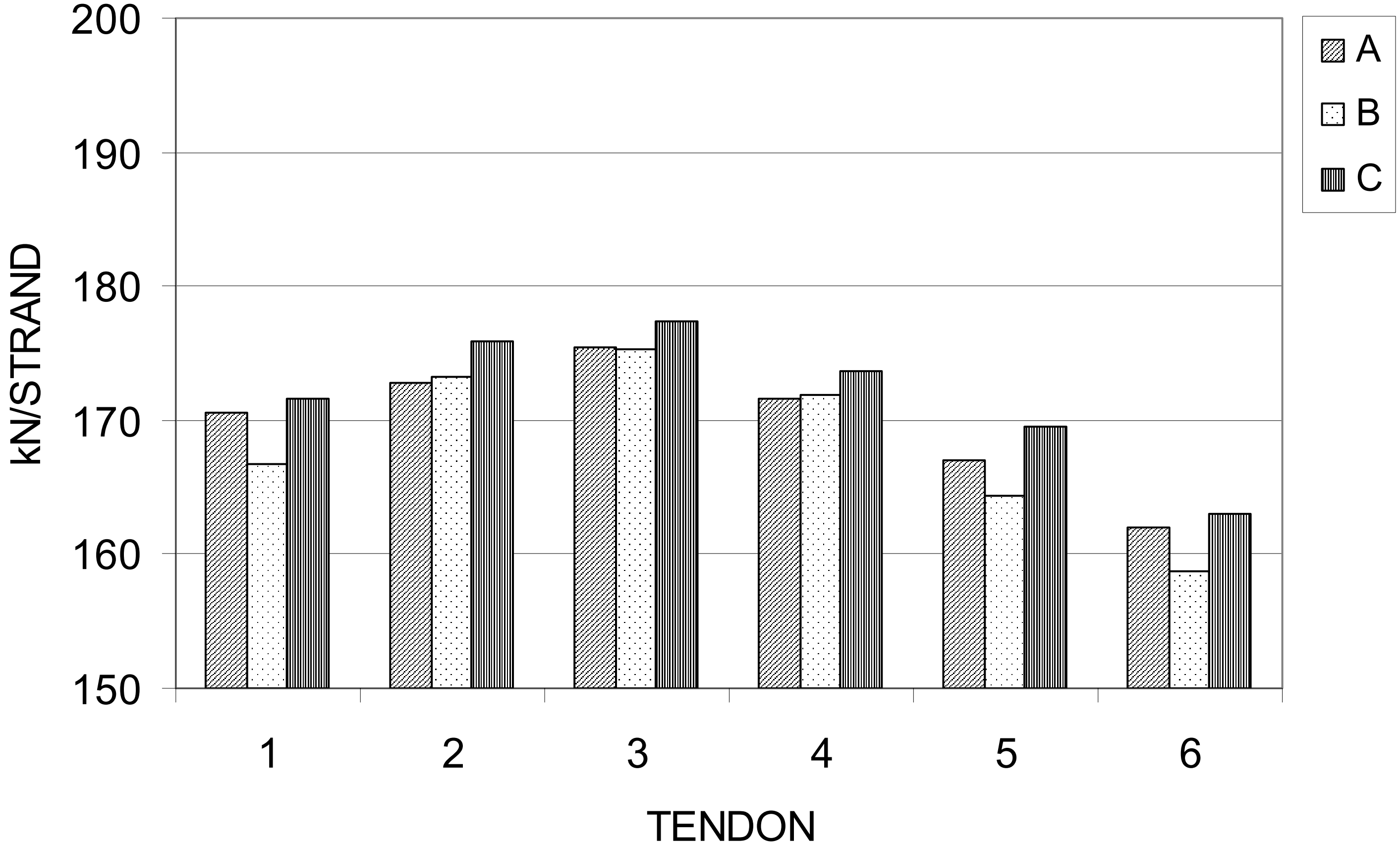
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 017

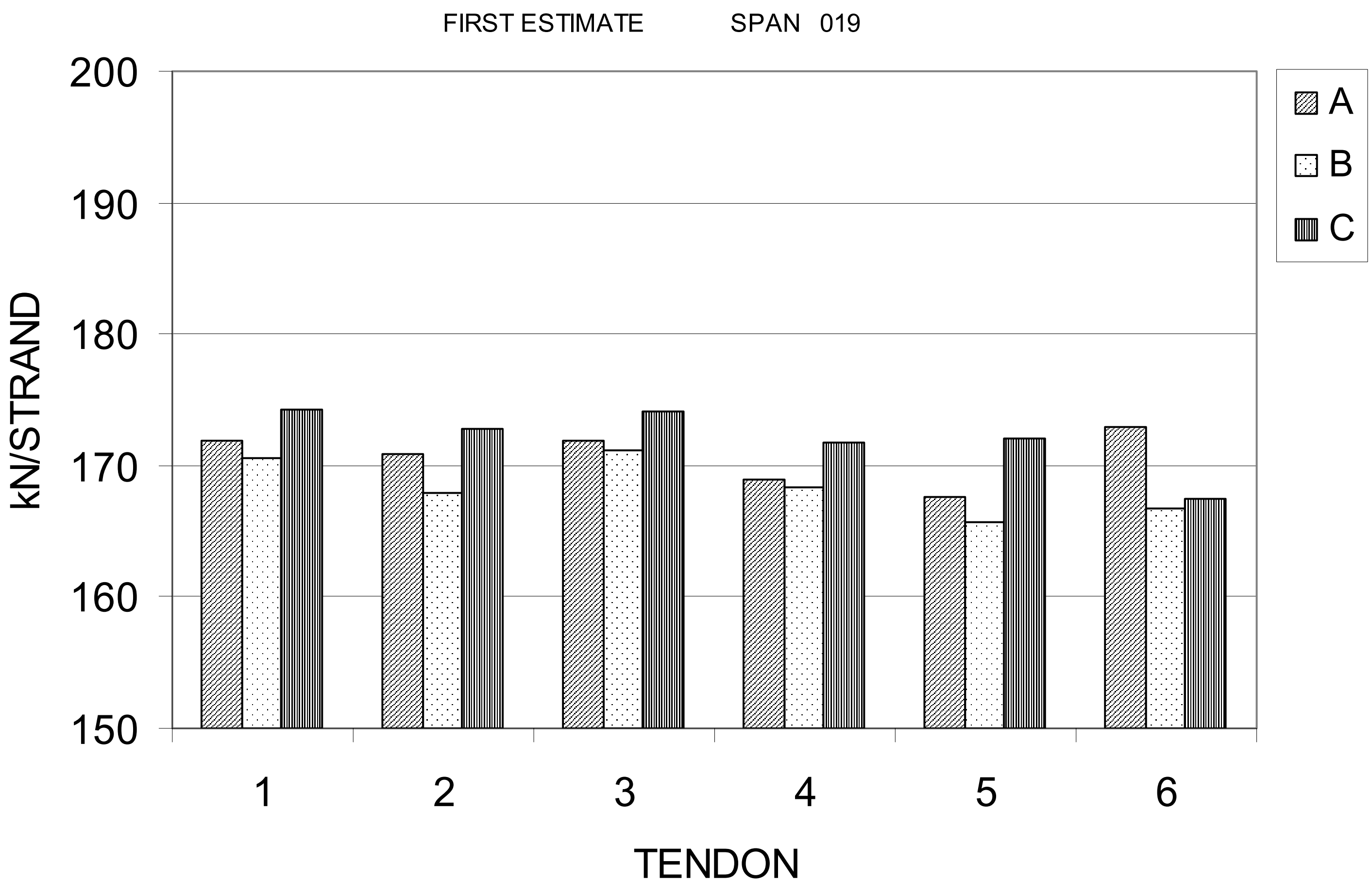


Based on assumed parameteres
and log form data.
Update pending.

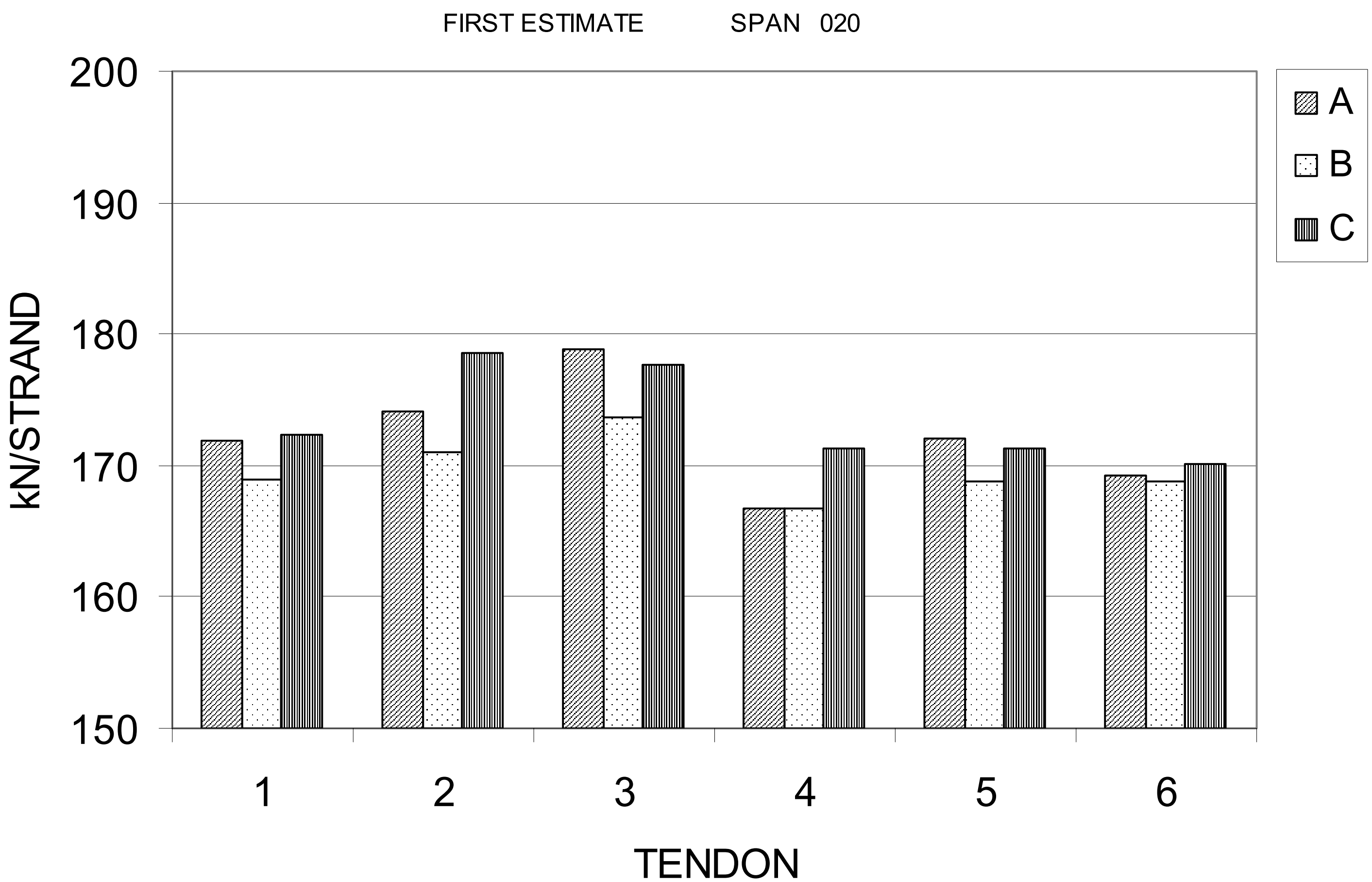
FIRST ESTIMATE SPAN 018



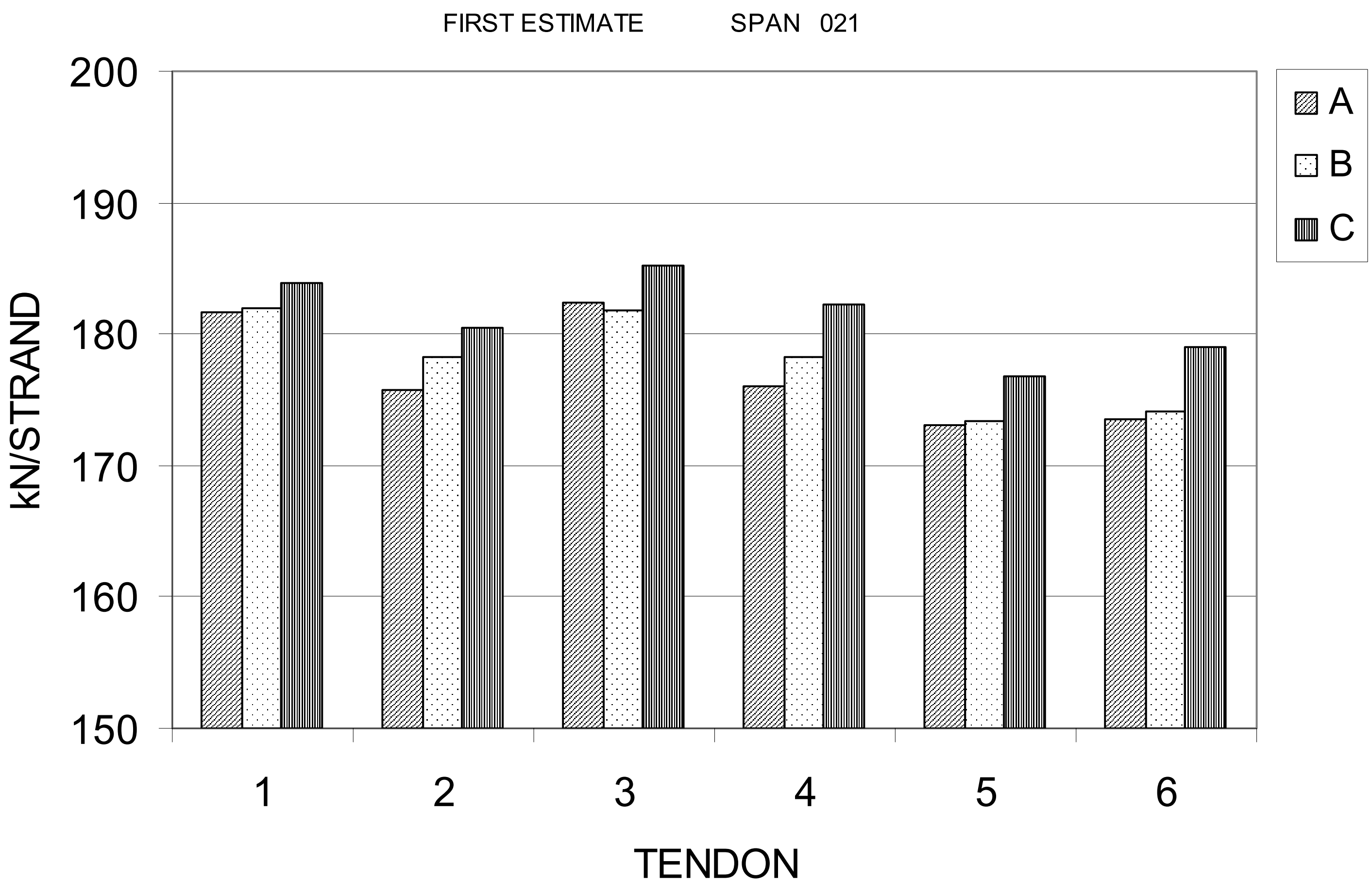
Based on assumed parameteres
and log form data.
Update pending.



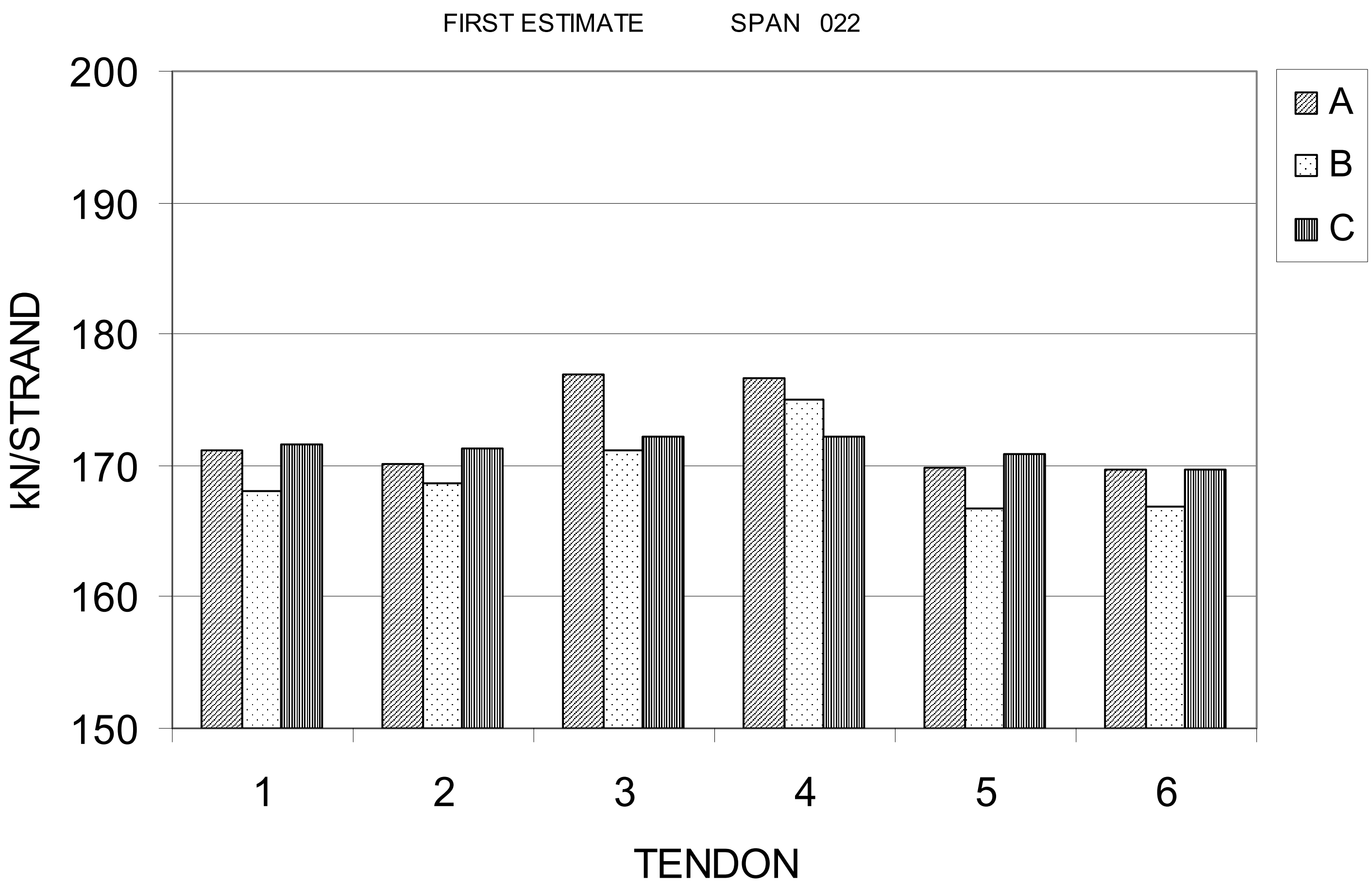
Based on assumed parameteres
and log form data.
Update pending.



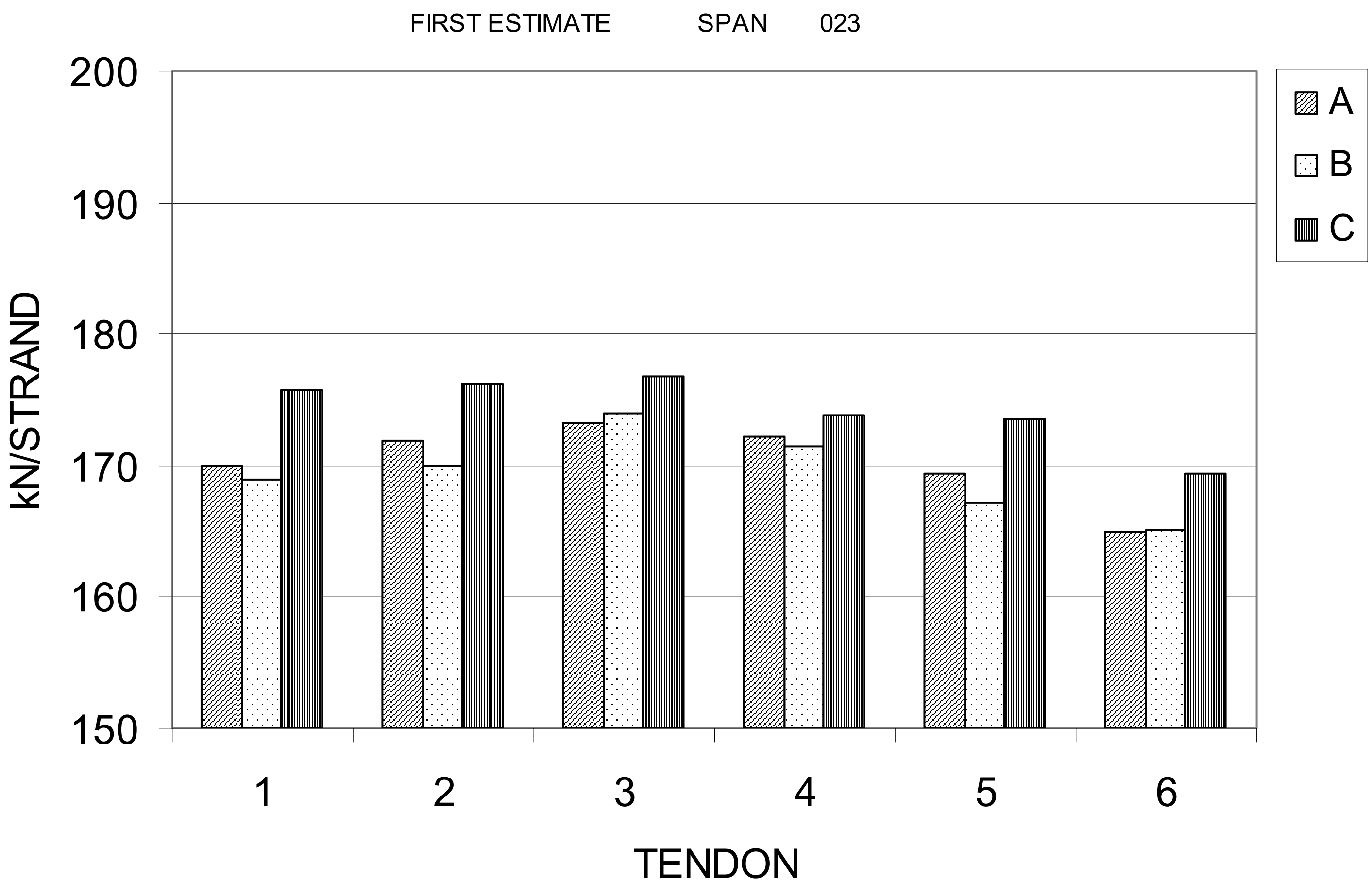
Based on assumed parameteres
and log form data.
Update pending.



Based on assumed parameteres
and log form data.
Update pending.



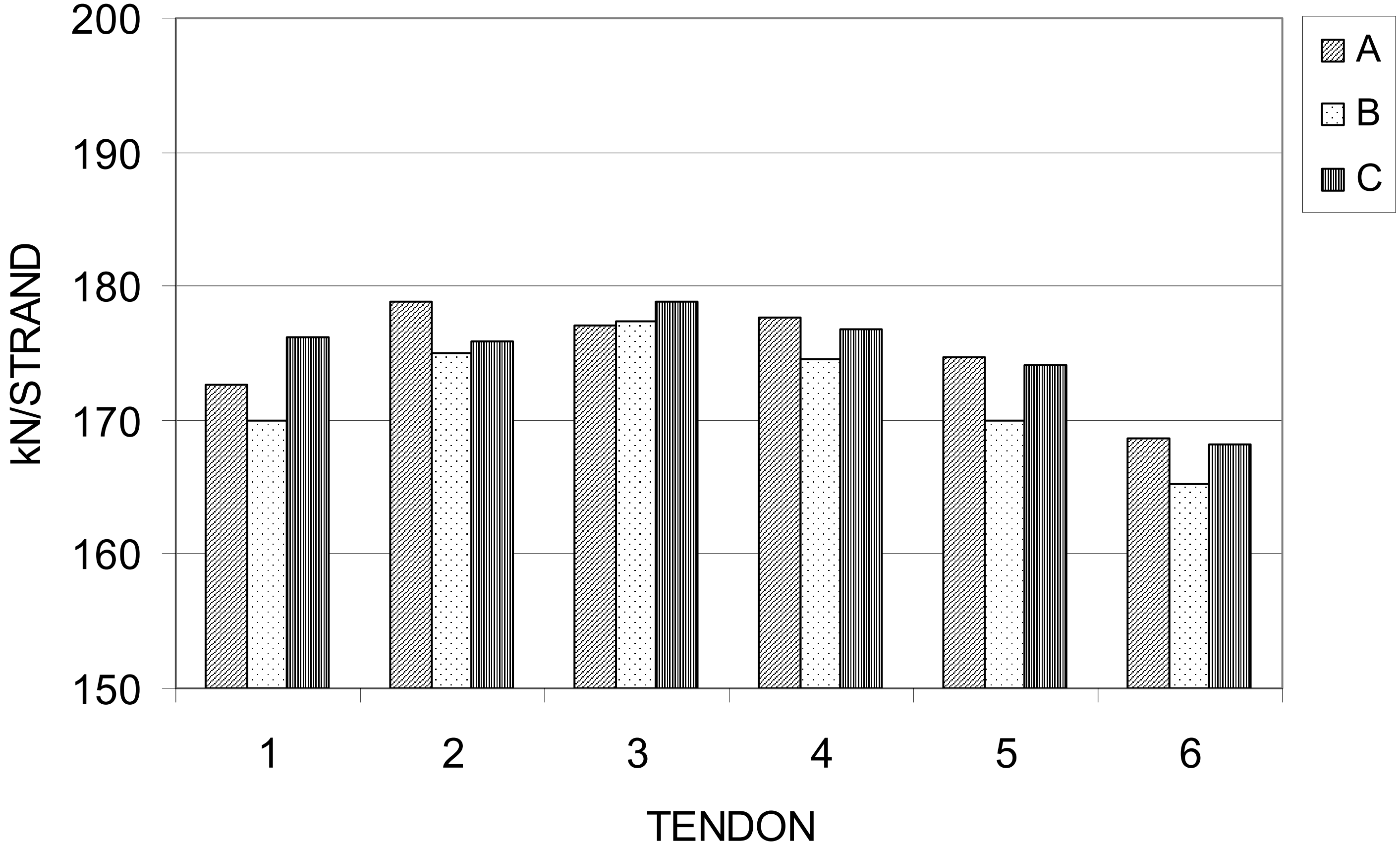
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	3.92%	3.53%	2.09%	1.39%	3.74%	2.65%

Based on assumed parameteres
and log form data.
Update pending.

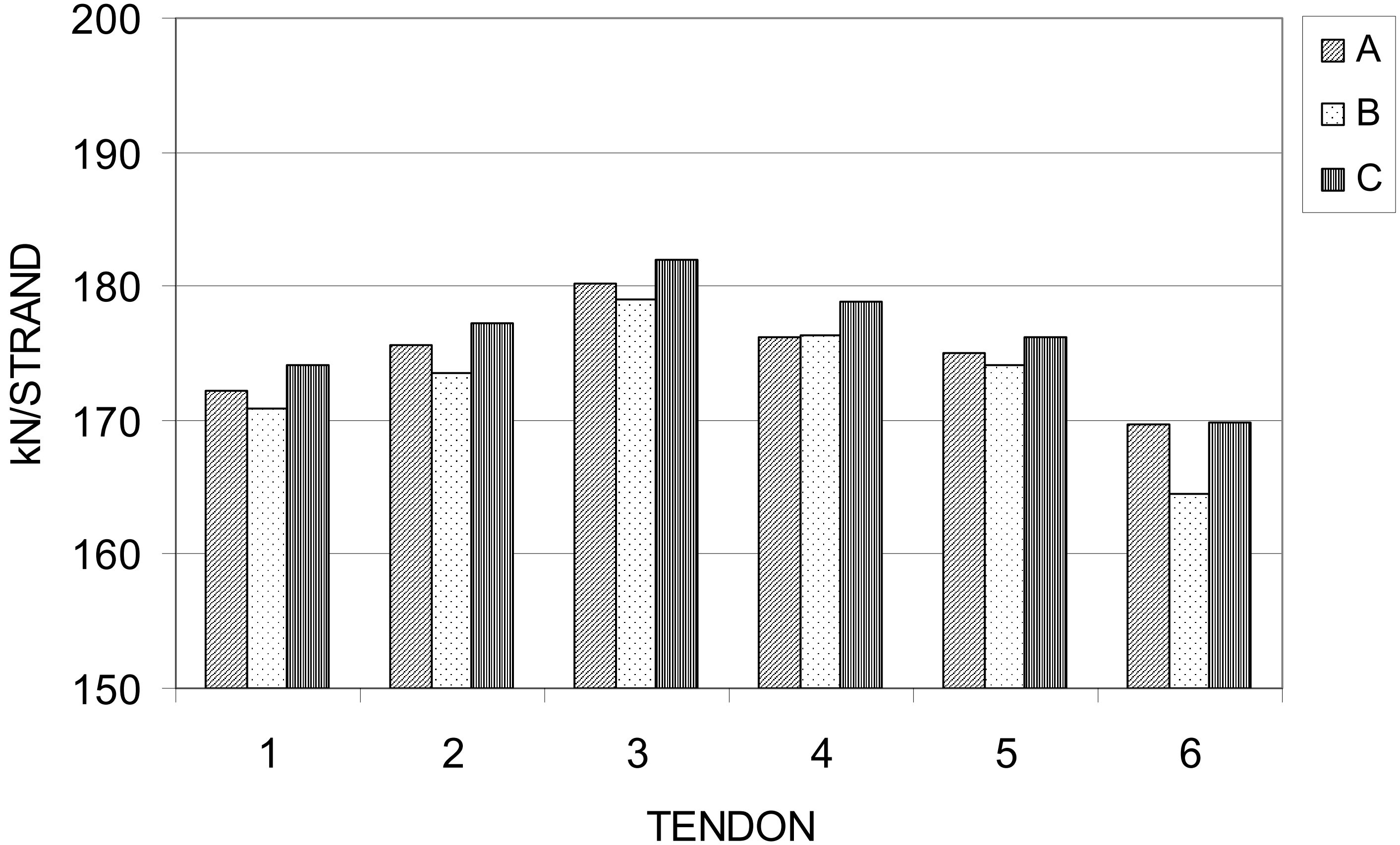
FIRST ESTIMATE SPAN 024



MAX DIFF 3.57% 2.24% 0.94% 1.82% 2.73% 2.01%

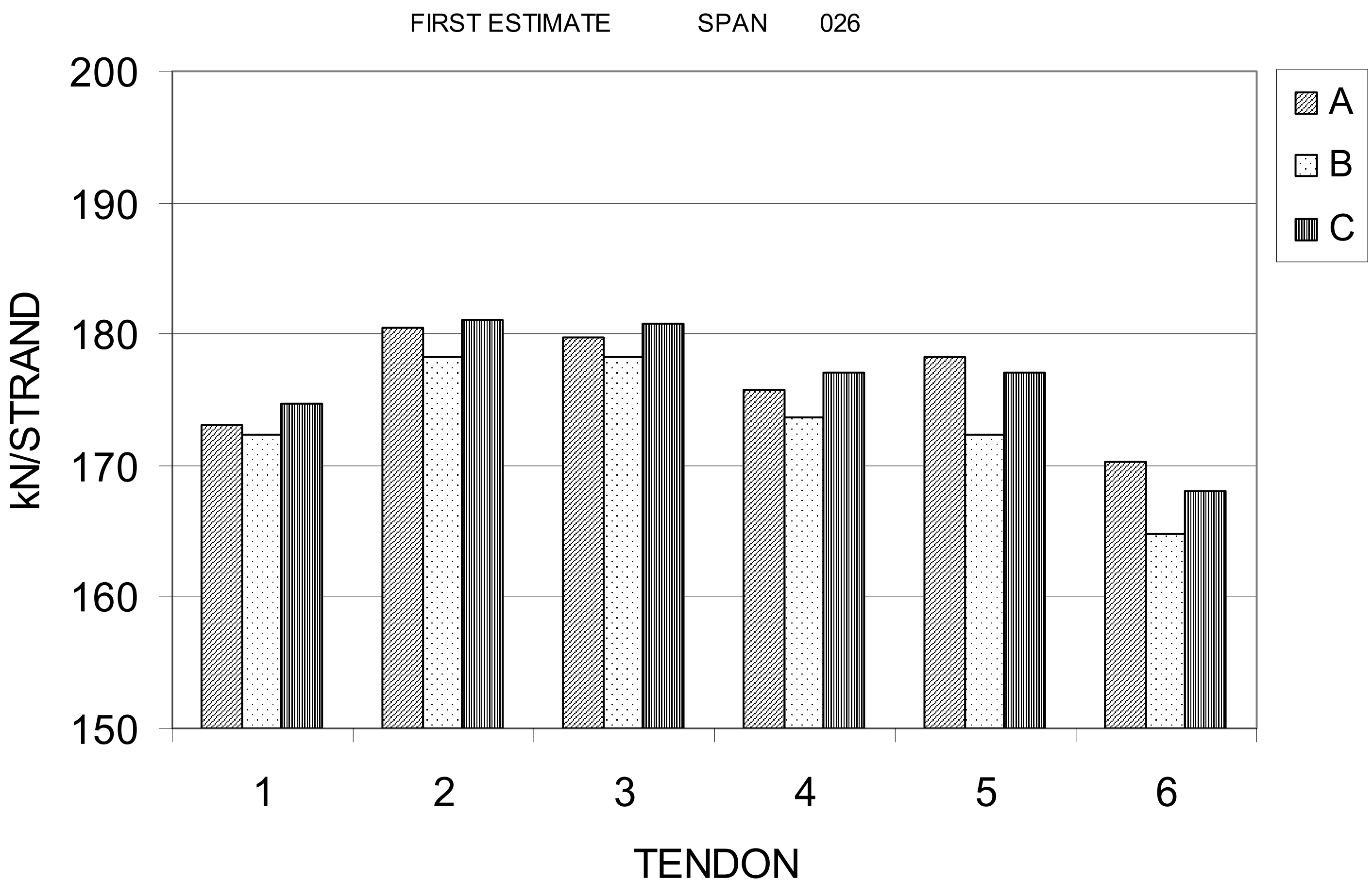
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 025



MAX DIFF	1.94%	2.09%	1.70%	1.45%	1.13%	3.18%

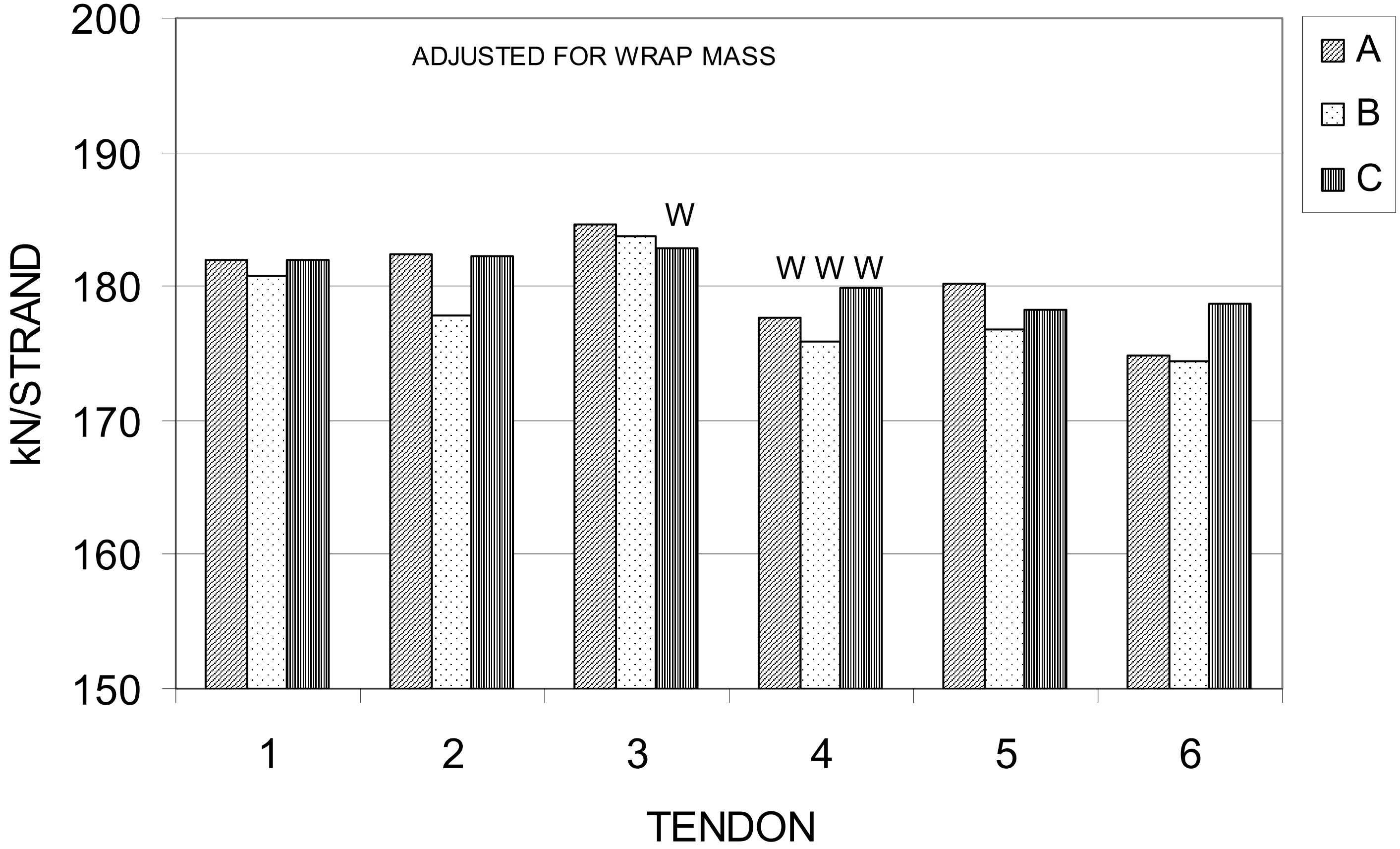
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.37%	1.61%	1.44%	1.95%	3.39%	3.28%

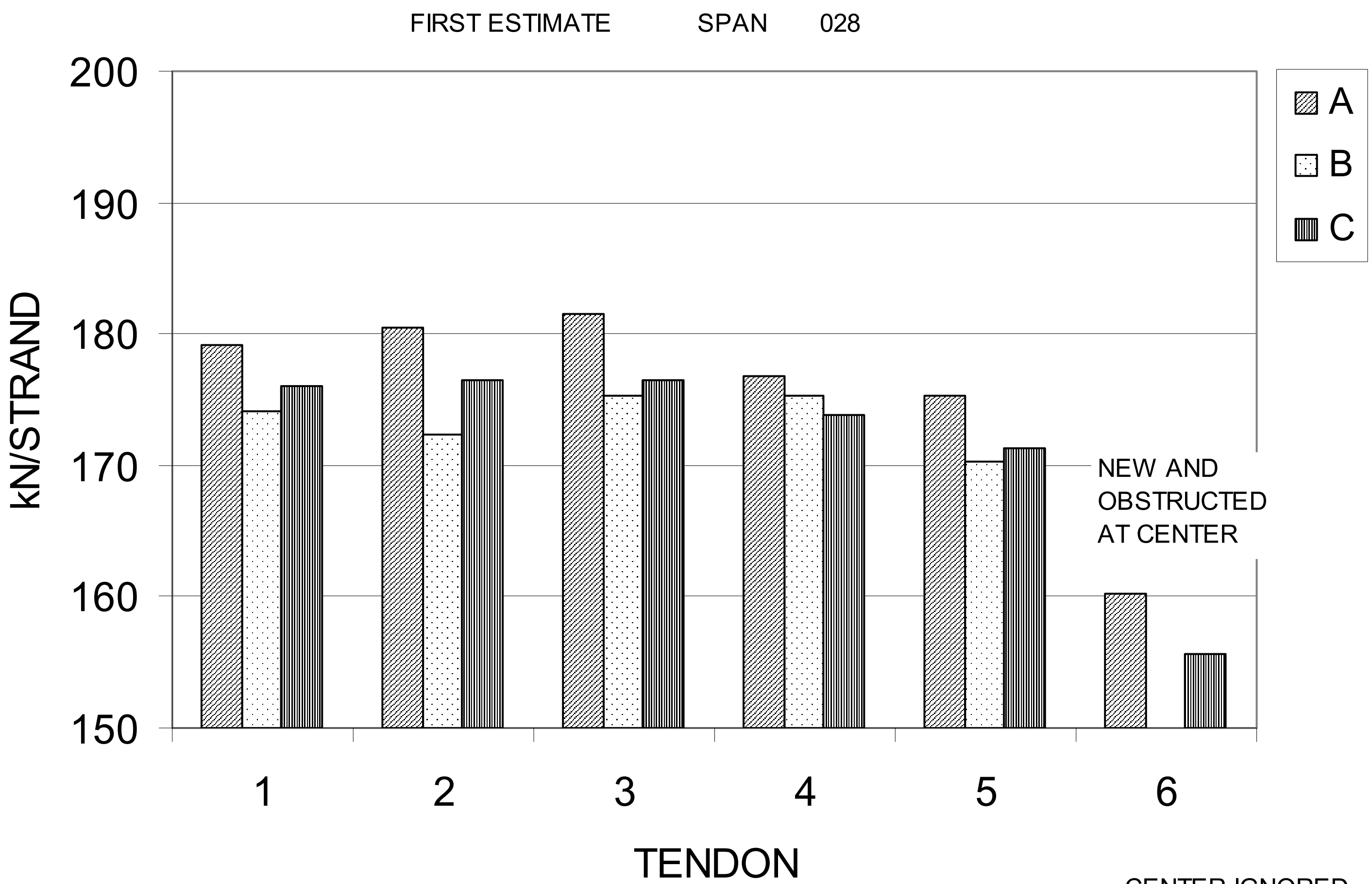
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 027



MAX DIFF 0.64% 2.54% 0.96% 2.23% 1.84% 2.44%

Based on assumed parameteres
and log form data.
Update pending.

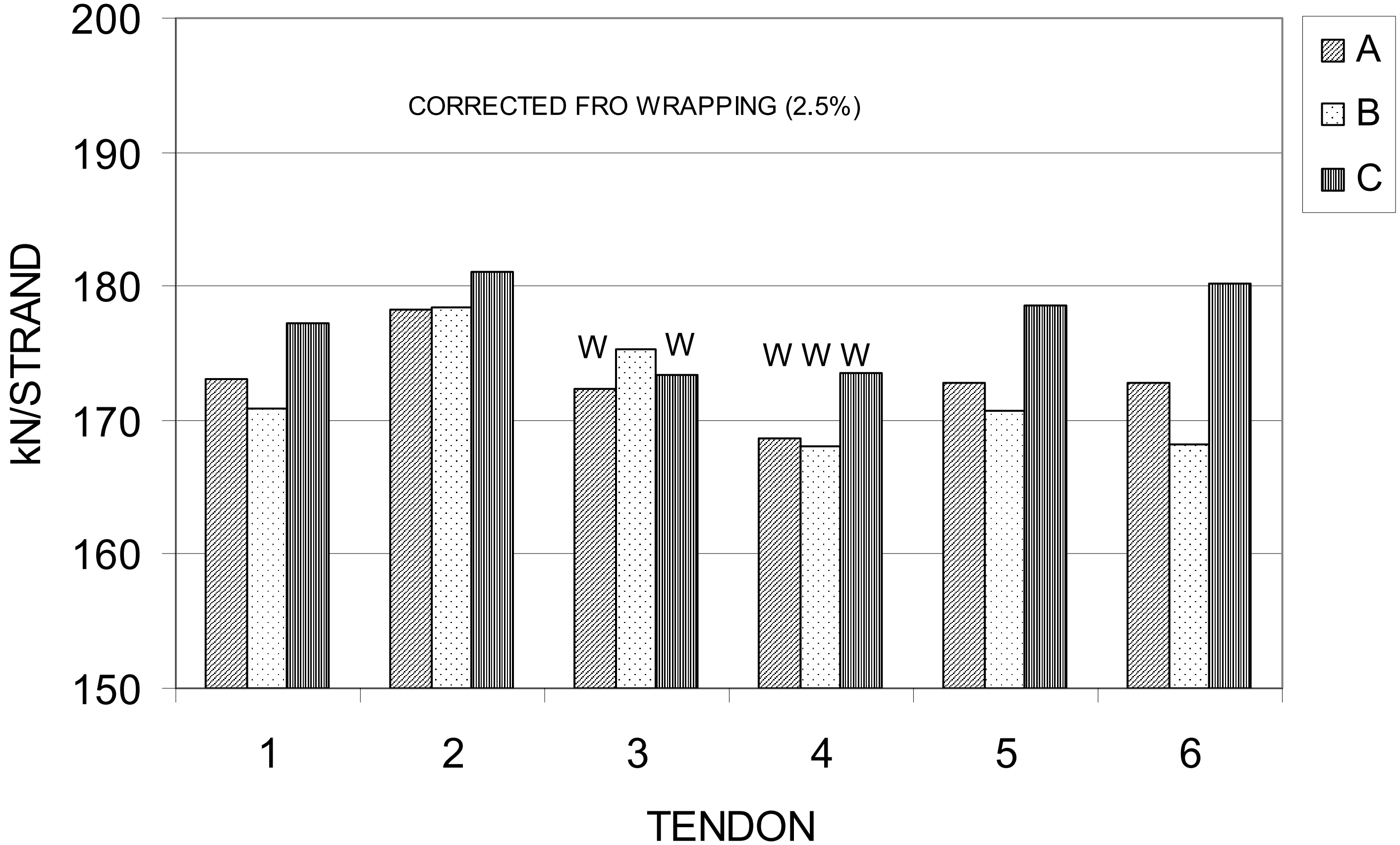


CENTER IGNORED

MAX DIFF	2.85%	4.61%	3.48%	1.67%	2.93%	2.93%

Based on assumed parameteres
and log form data.
Update pending.

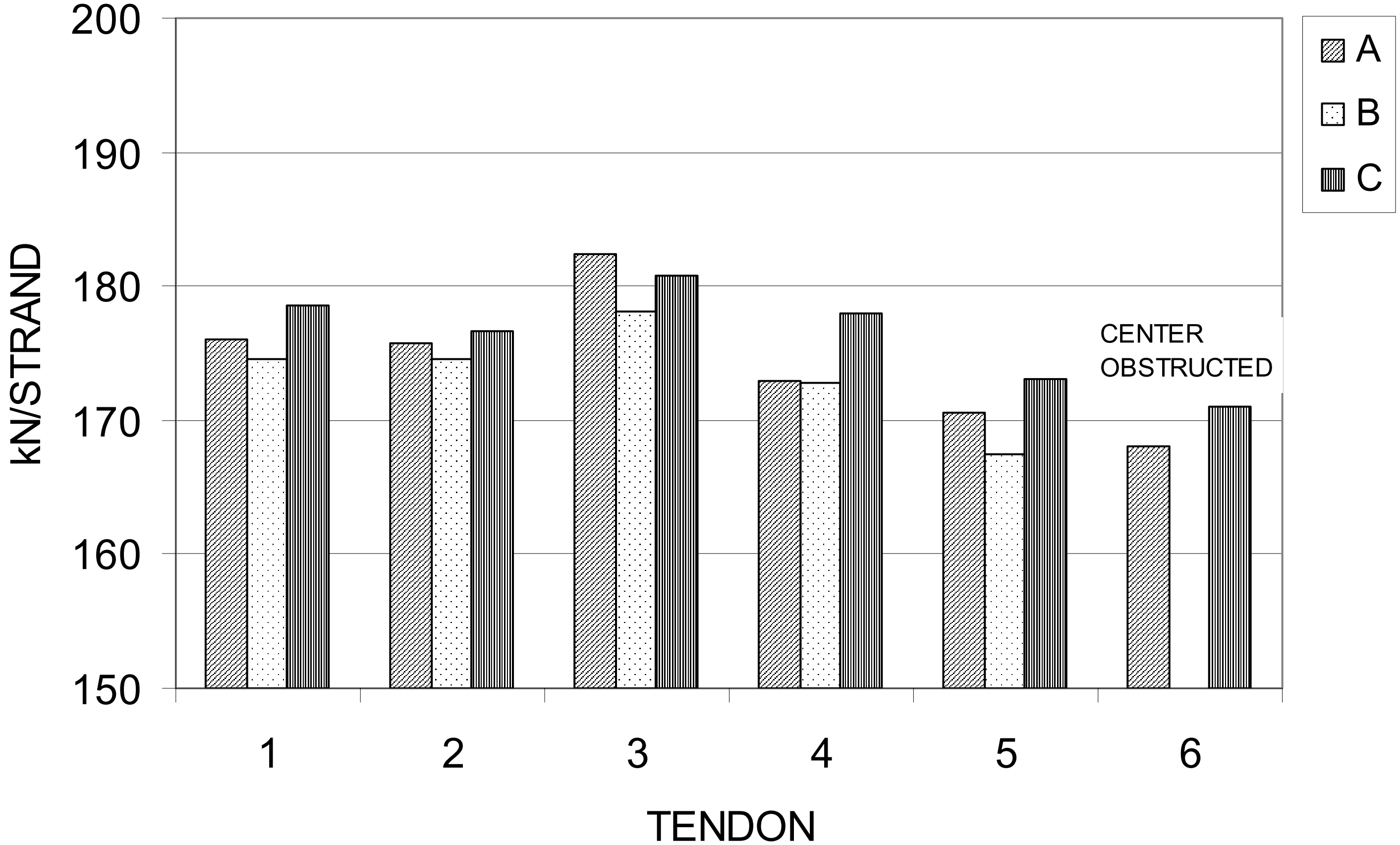
FIRST ESTIMATE SPAN 029



MAX DIFF	3.63%	1.50%	1.76%	3.17%	4.48%	6.87%

Based on assumed parameteres
and log form data.
Update pending.

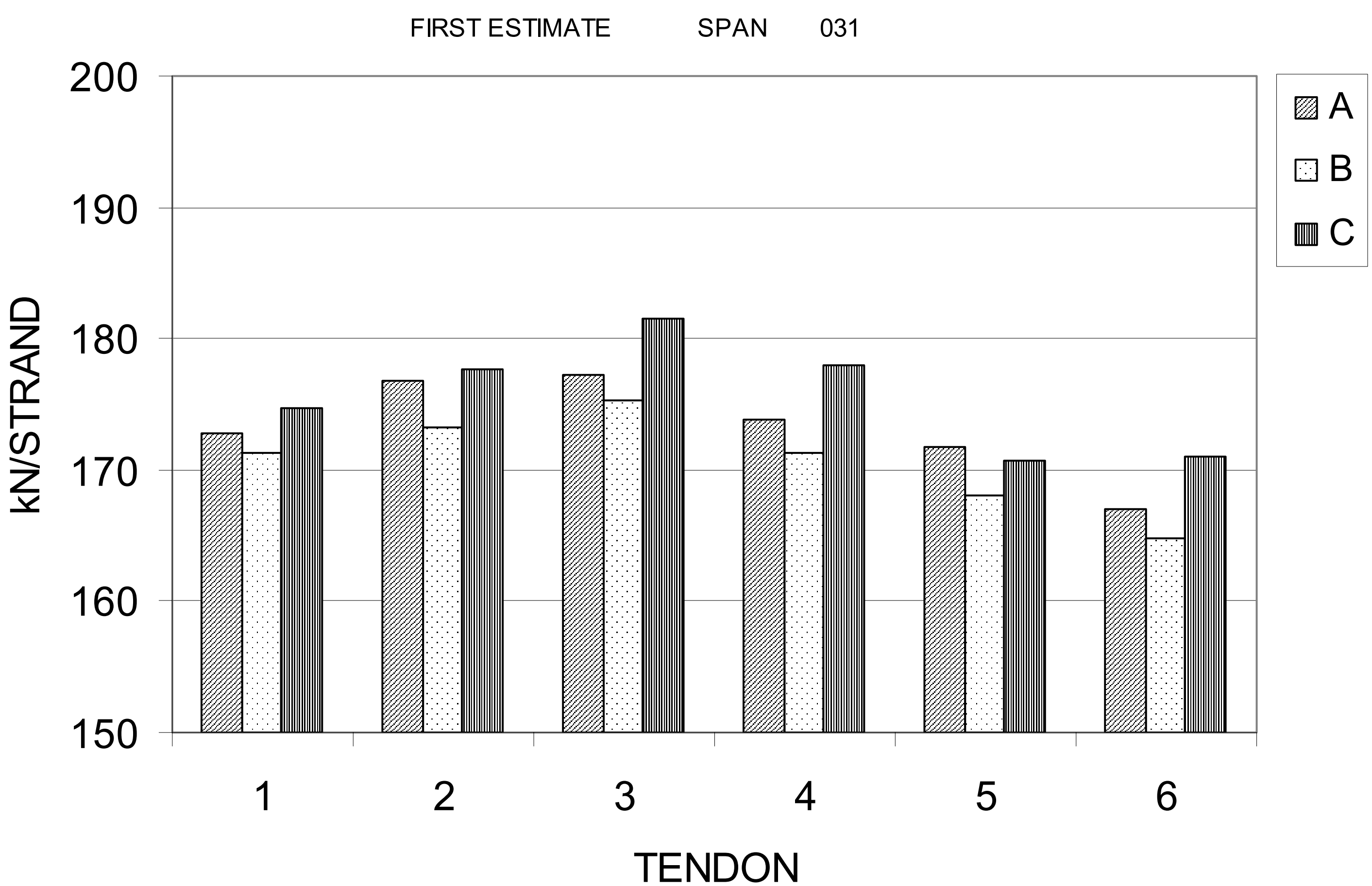
FIRST ESTIMATE SPAN 030



CENTER IGNORED

MAX DIFF 2.27% 1.22% 2.38% 2.92% 3.22% 1.79%

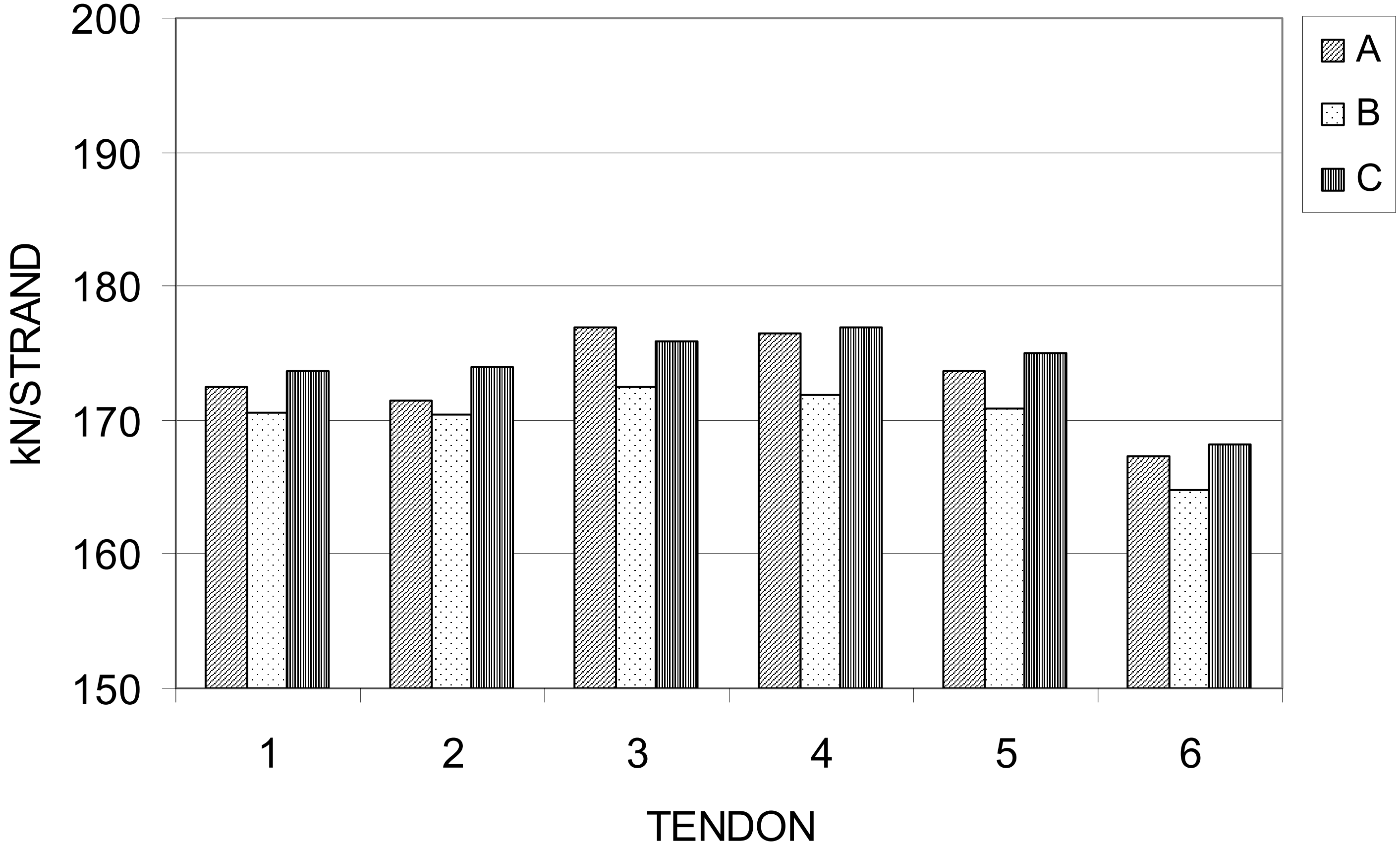
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.94%	2.57%	3.43%	3.83%	2.14%	3.73%

Based on assumed parameteres
and log form data.
Update pending.

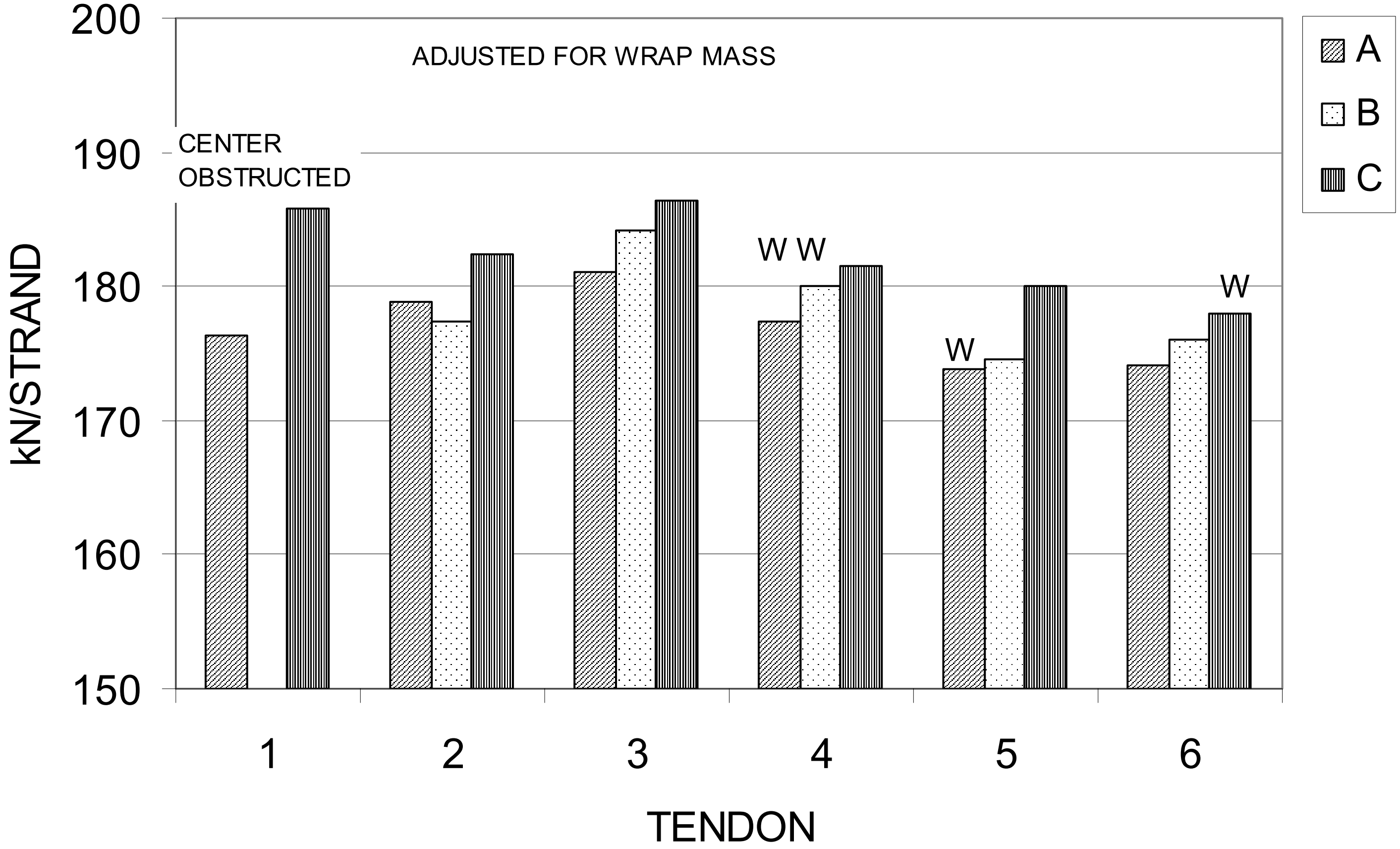
FIRST ESTIMATE SPAN 032



MAX DIFF	1.83%	2.13%	2.54%	2.85%	2.41%	2.08%

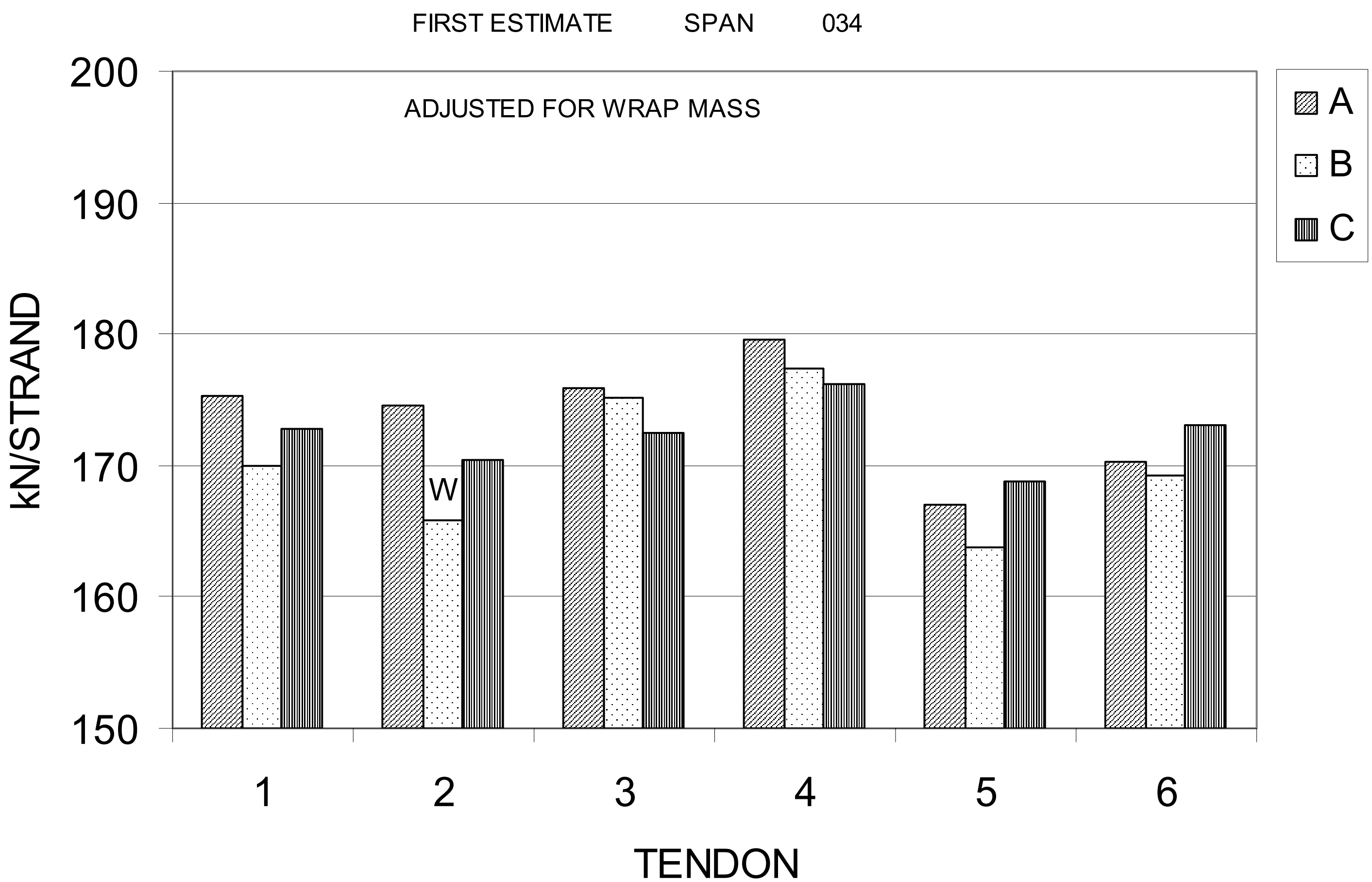
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 033



MAX DIFF 5.23% 2.84% 2.85% 2.28% 3.54% 2.14%

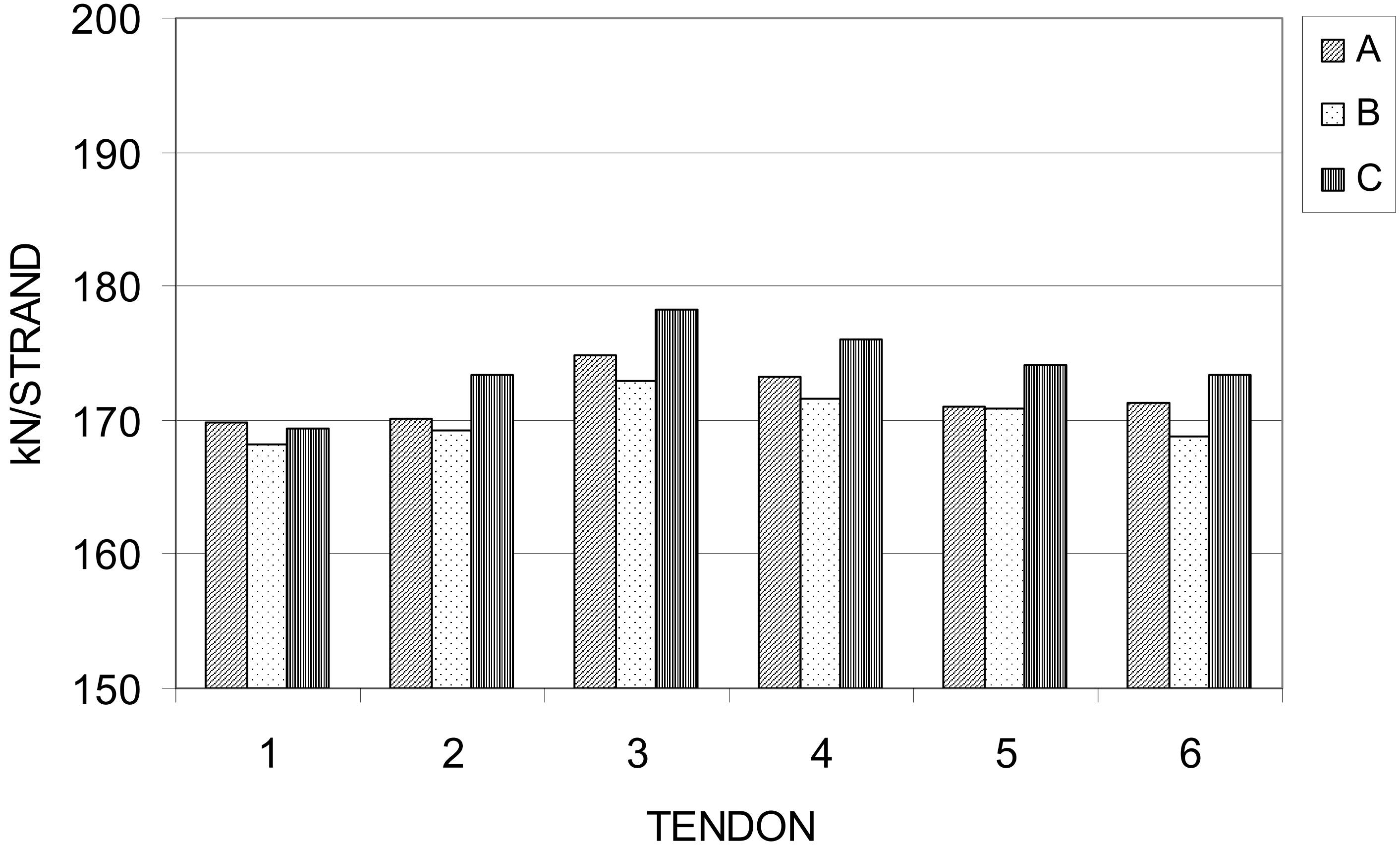
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	3.13%	5.09%	1.91%	1.98%	3.03%	2.28%

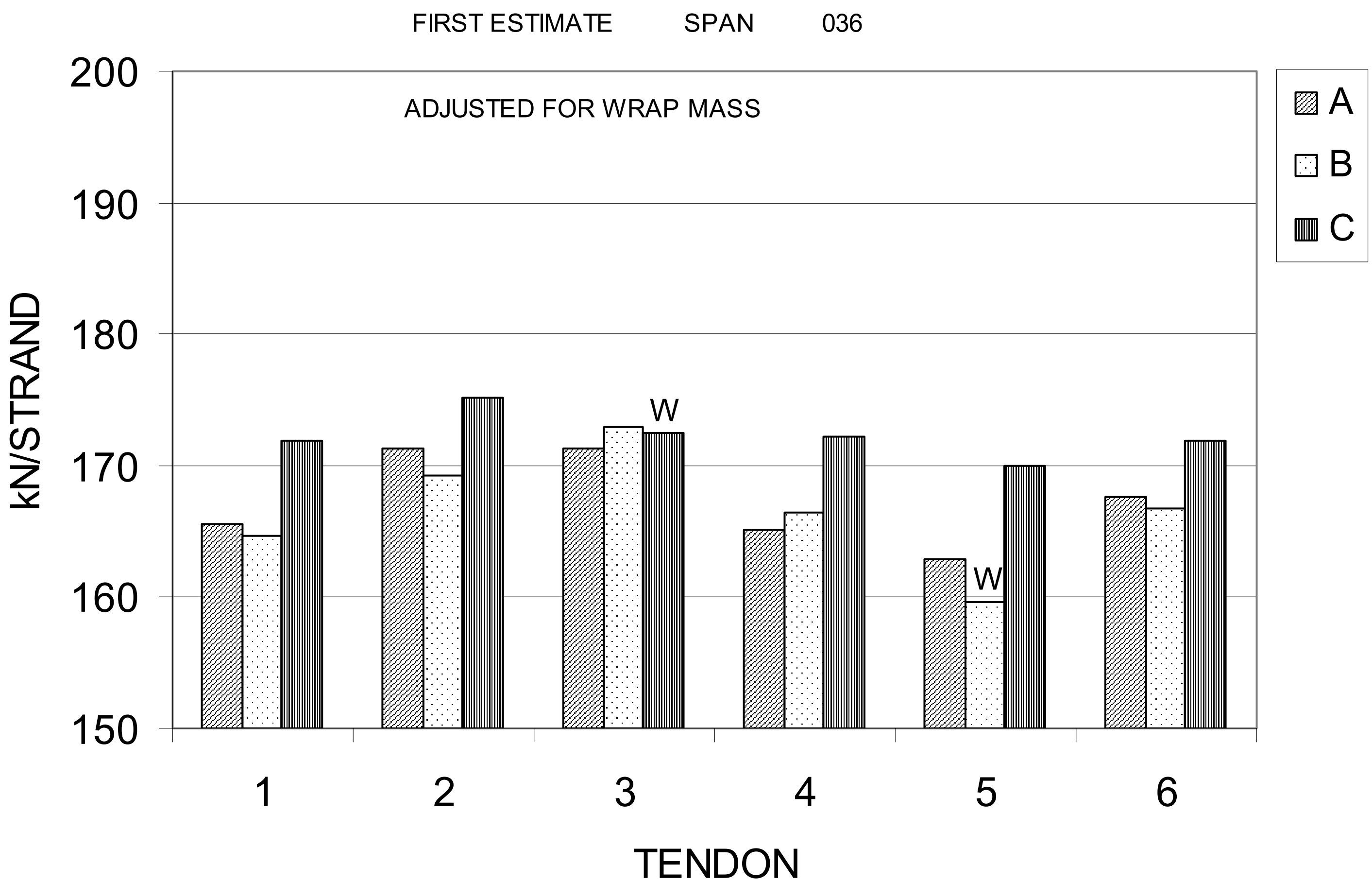
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 035



MAX DIFF	0.99%	2.45%	3.06%	2.58%	1.89%	2.73%

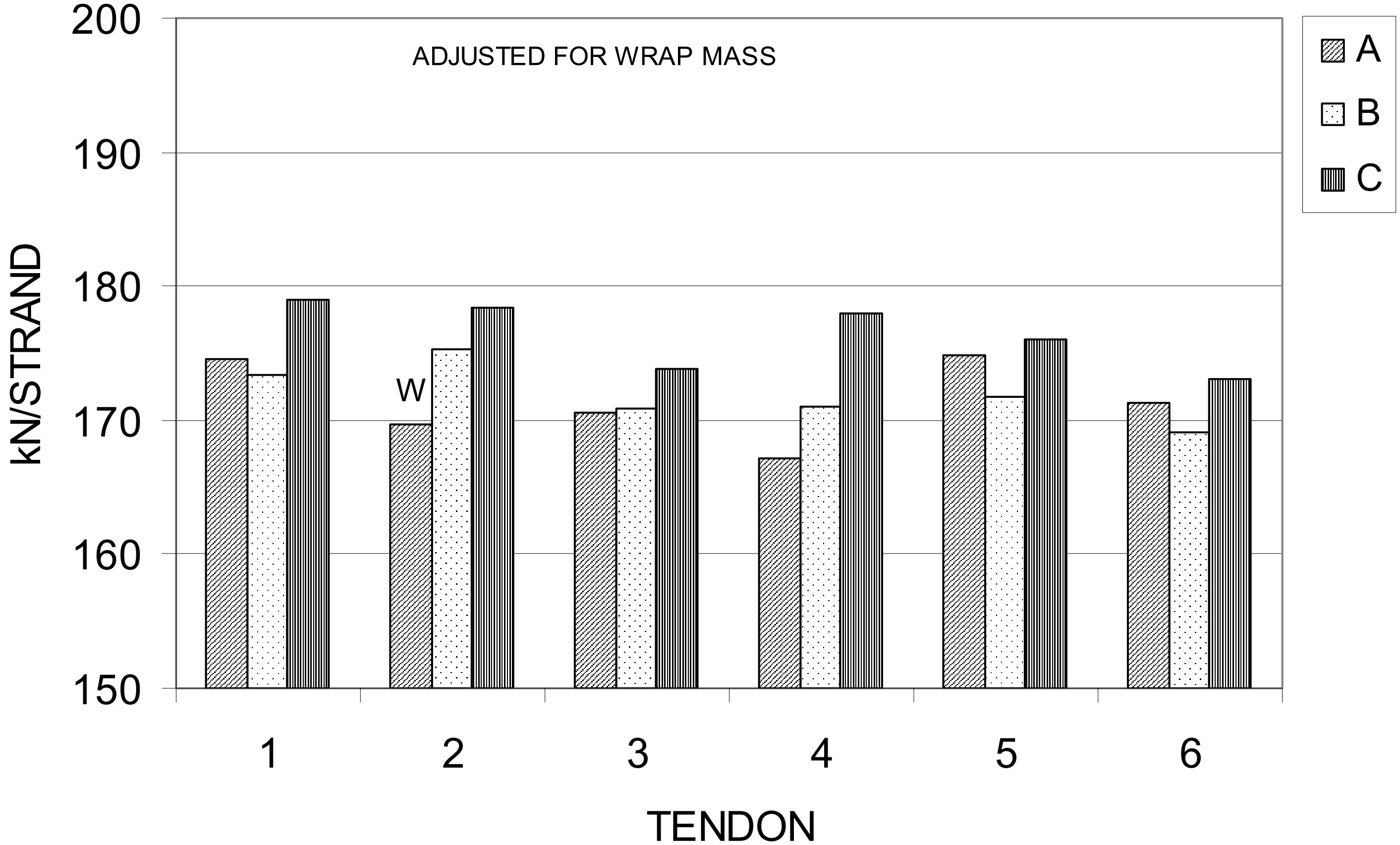
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	4.35%	3.50%	0.93%	4.24%	6.35%	3.06%

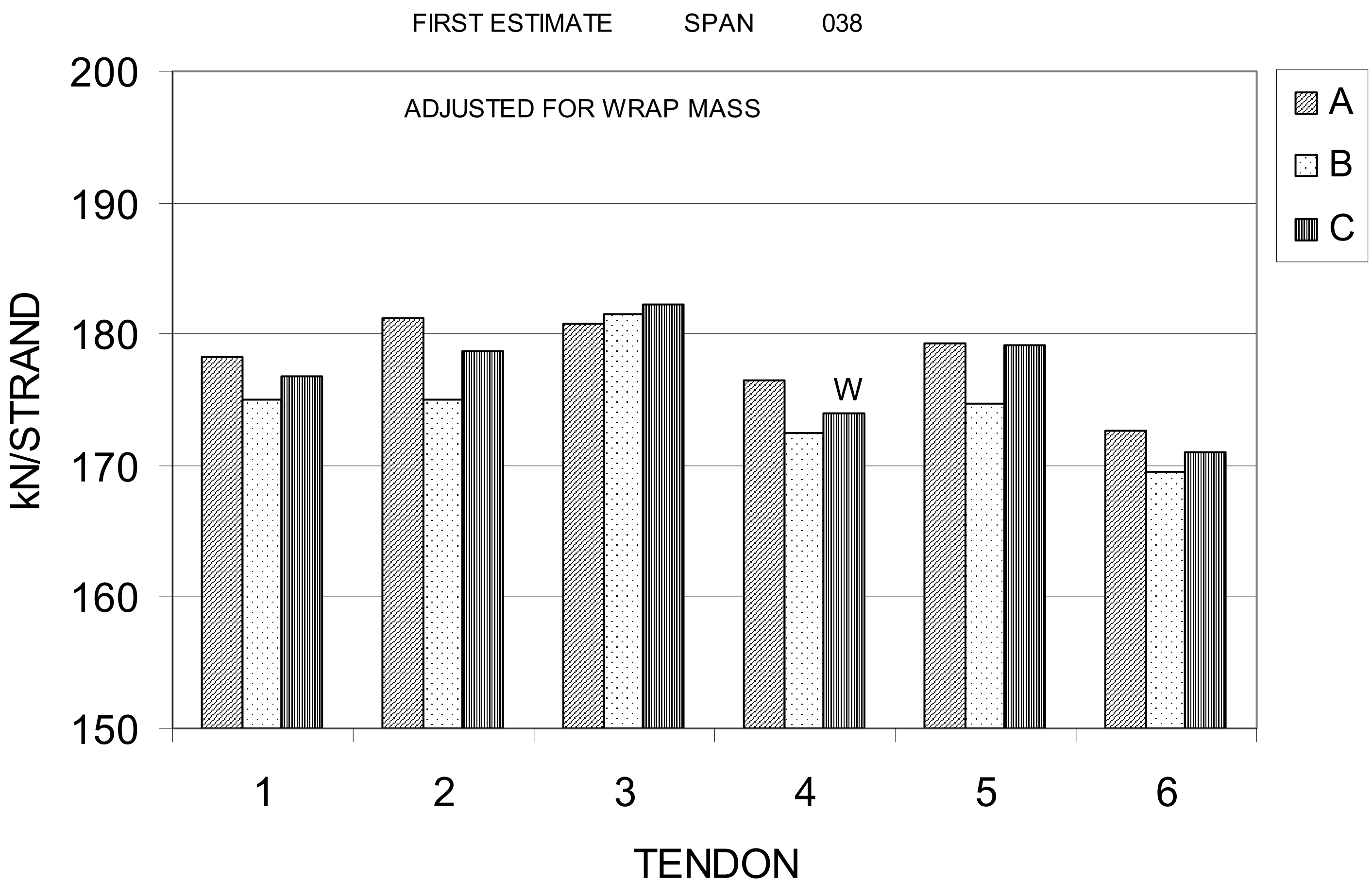
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 037



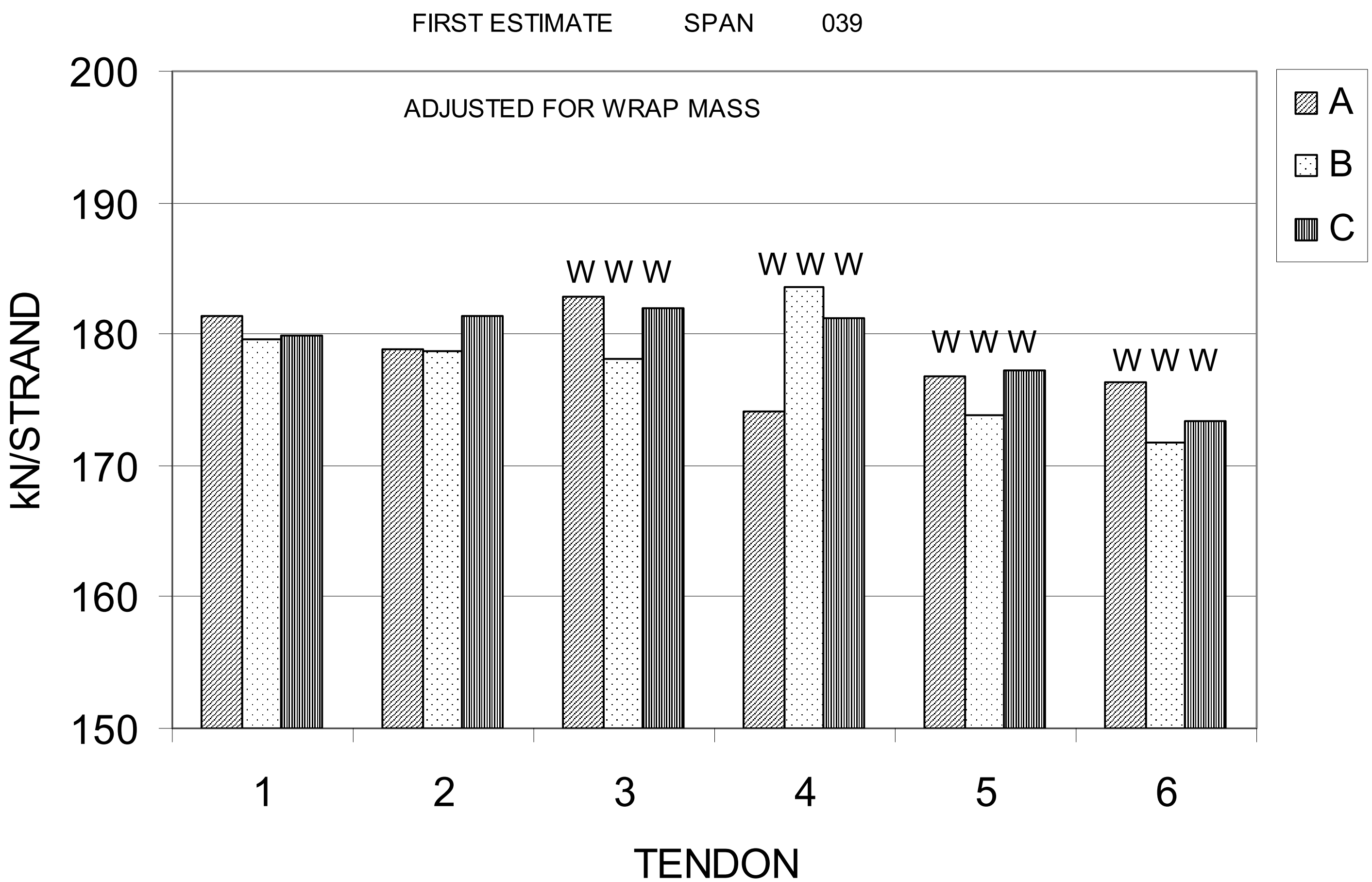
MAX DIFF	3.18%	5.05%	1.91%	6.31%	2.52%	2.38%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.82%	3.43%	0.84%	2.27%	2.58%	1.83%

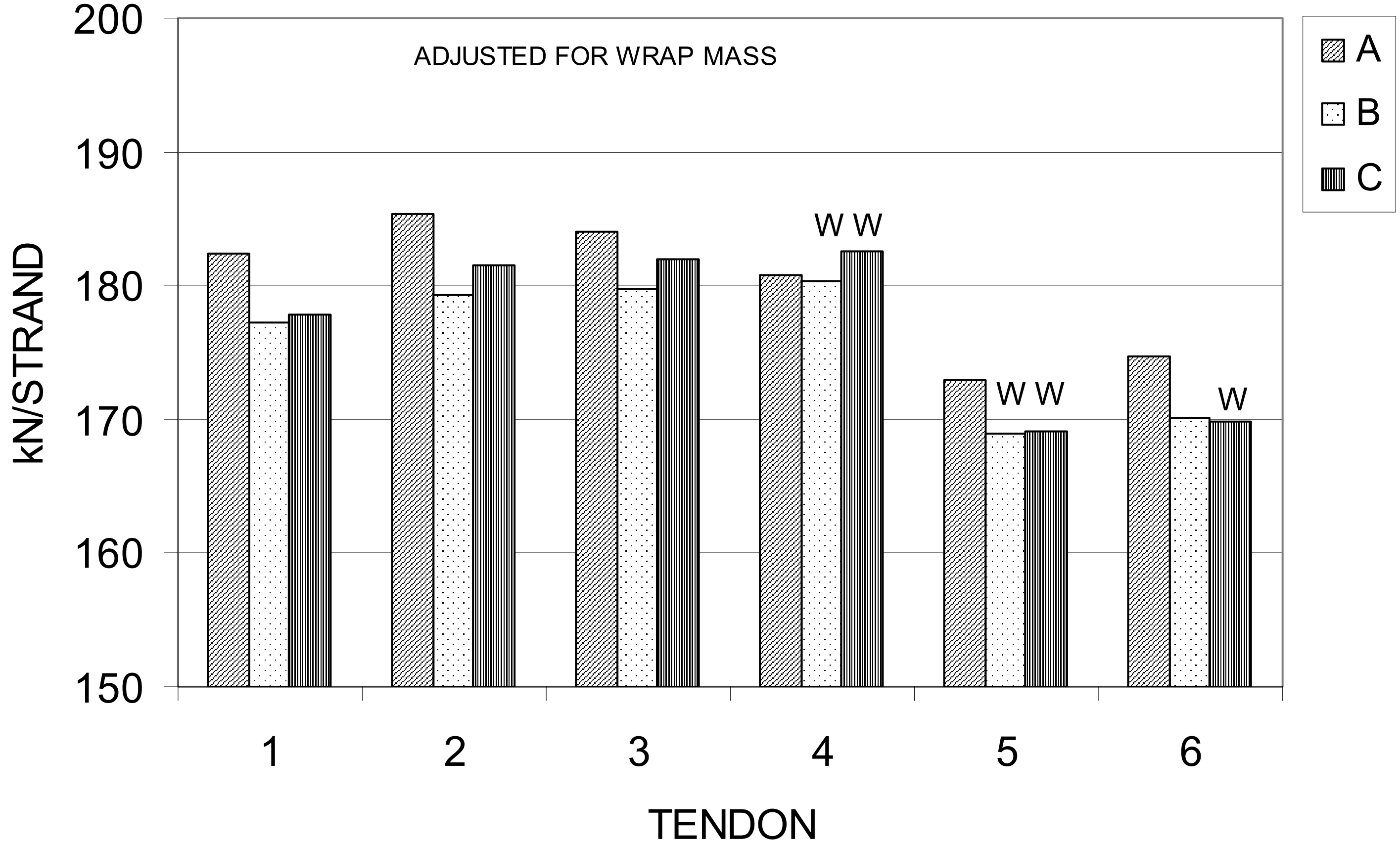
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 0.96% 1.49% 2.60% 5.30% 1.98% 2.66%

Based on assumed parameteres
and log form data.
Update pending.

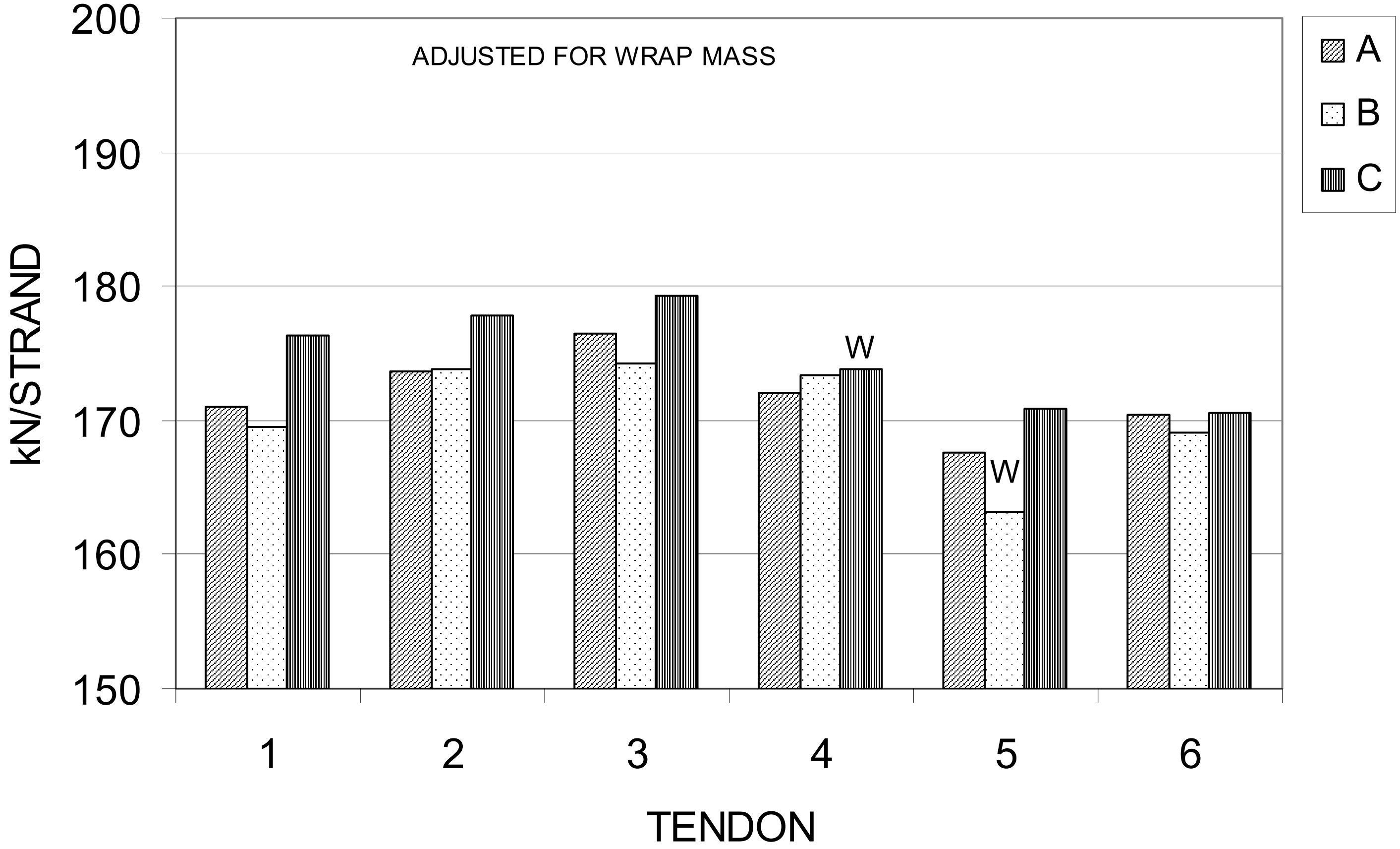
FIRST ESTIMATE SPAN 040



MAX DIFF	2.91%	3.30%	2.35%	1.21%	2.29%	2.79%

Based on assumed parameteres
and log form data.
Update pending.

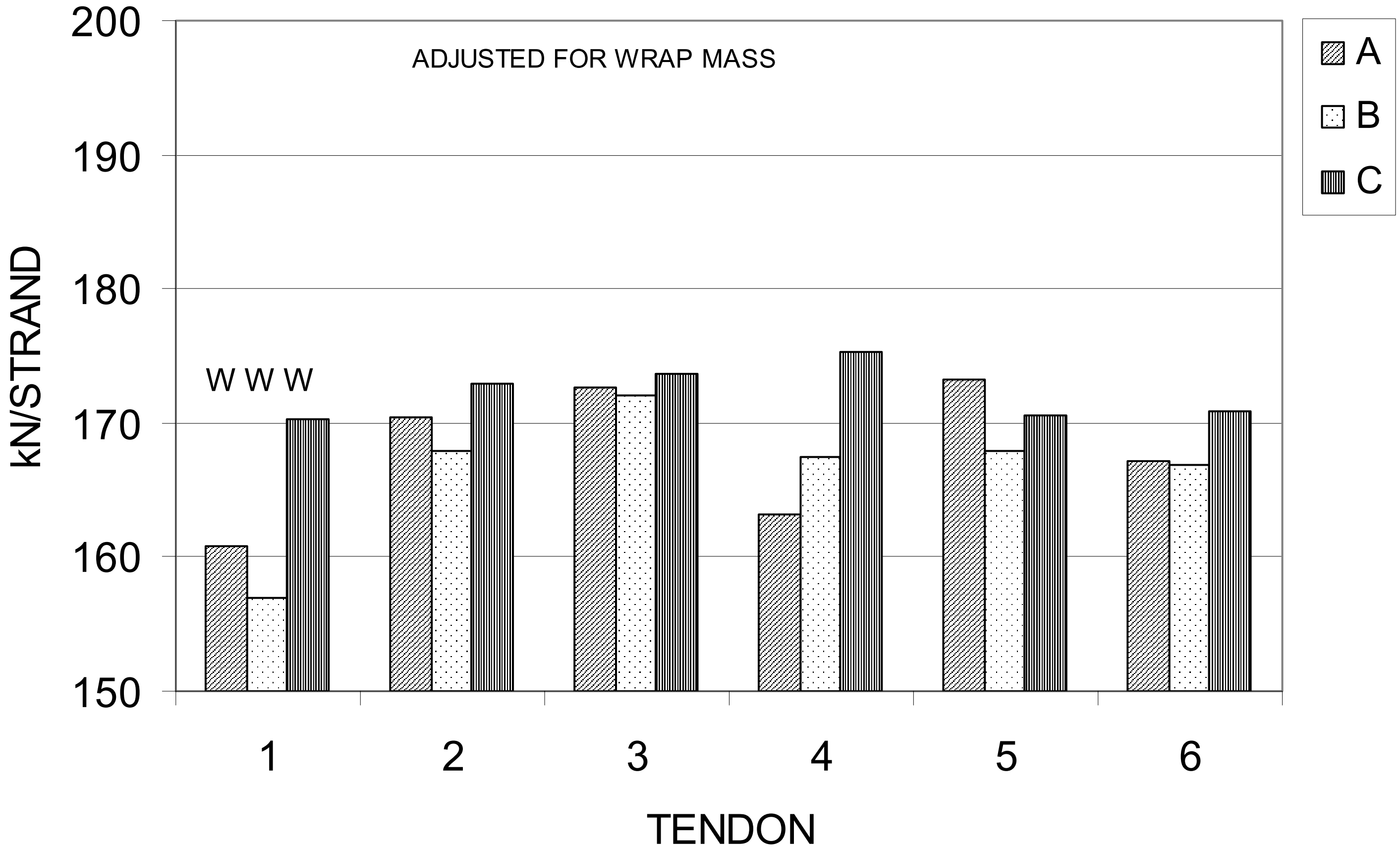
FIRST ESTIMATE SPAN 41



MAX DIFF	3.89%	2.39%	2.82%	1.00%	4.58%	0.88%

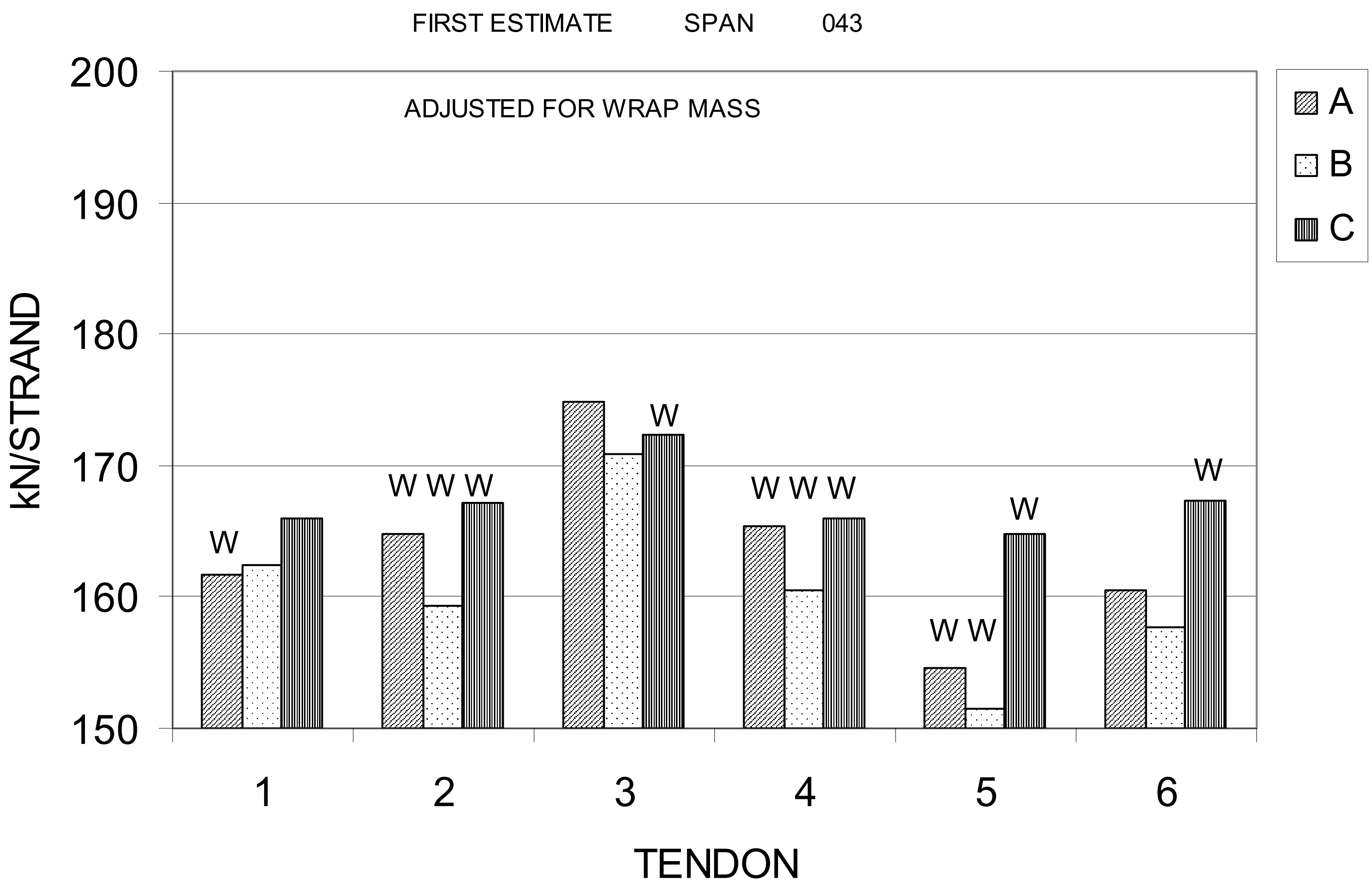
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 042



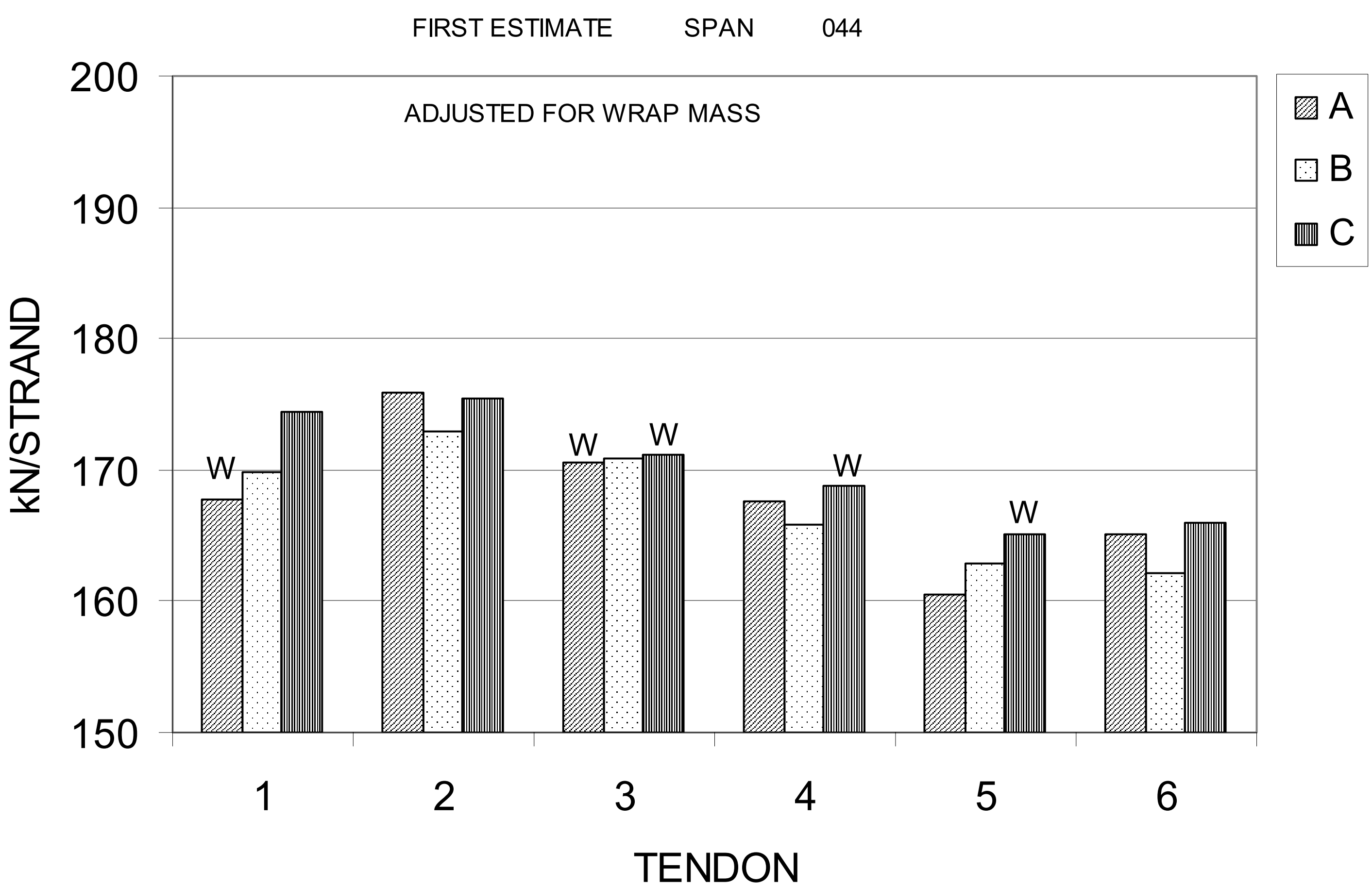
MAX DIFF	8.07%	2.95%	0.87%	7.22%	3.15%	2.38%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.60%	4.87%	2.34%	3.37%	8.42%	5.90%

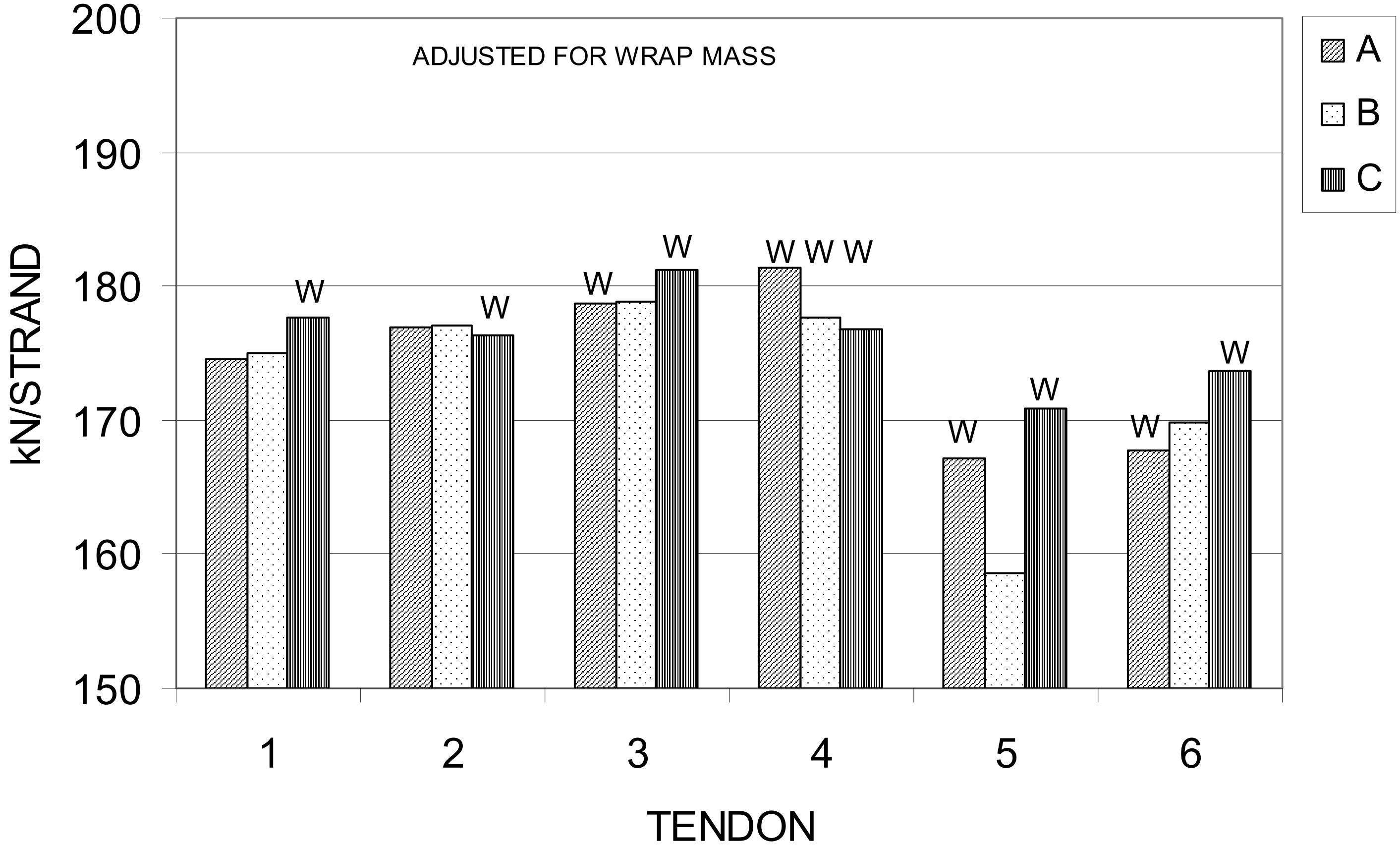
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	3.91%	1.73%	0.30%	1.82%	2.80%	2.41%

Based on assumed parameteres
and log form data.
Update pending.

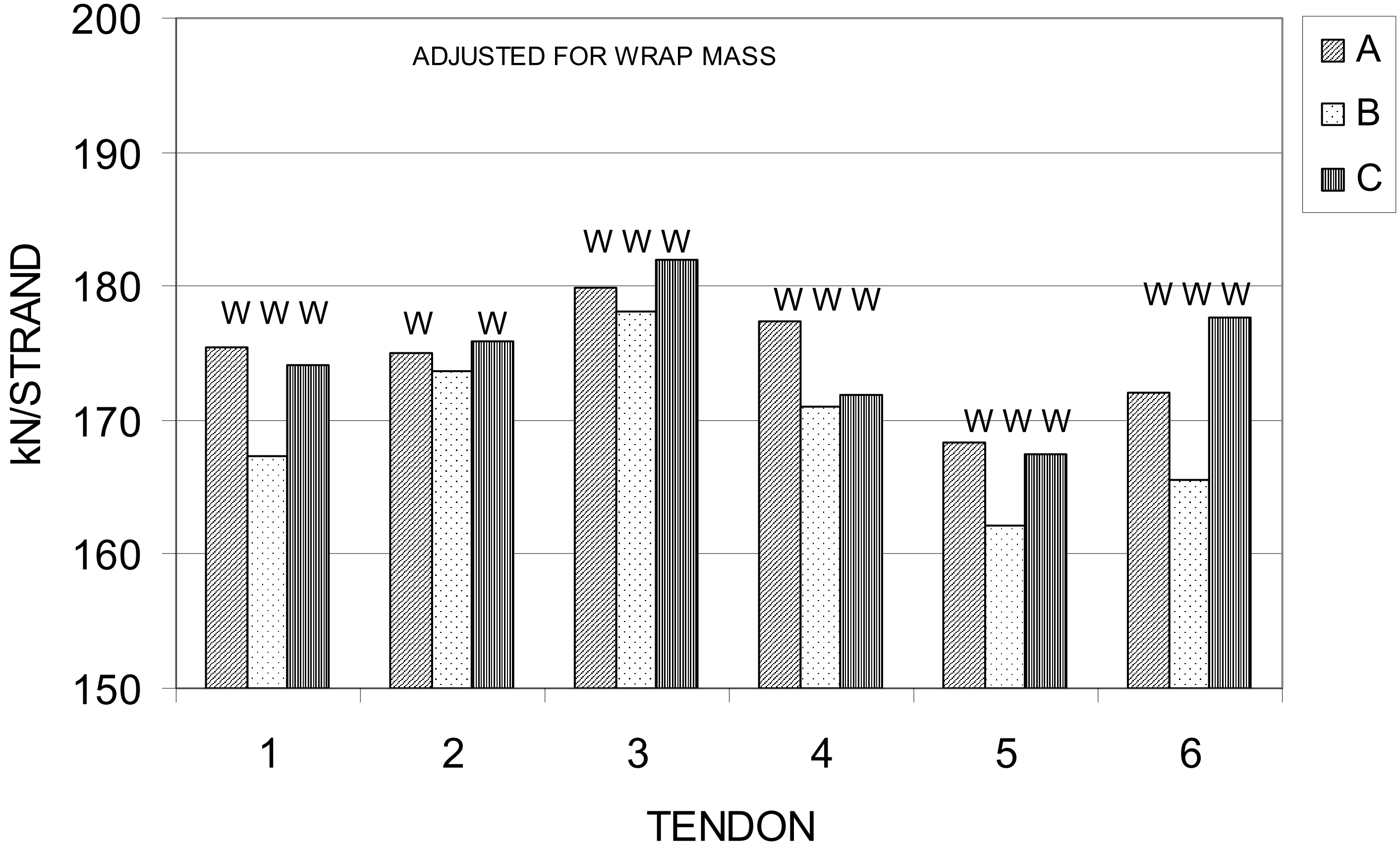
FIRST ESTIMATE SPAN 045



MAX DIFF	1.77%	0.42%	1.40%	2.54%	7.42%	3.48%

Based on assumed parameteres
and log form data.
Update pending.

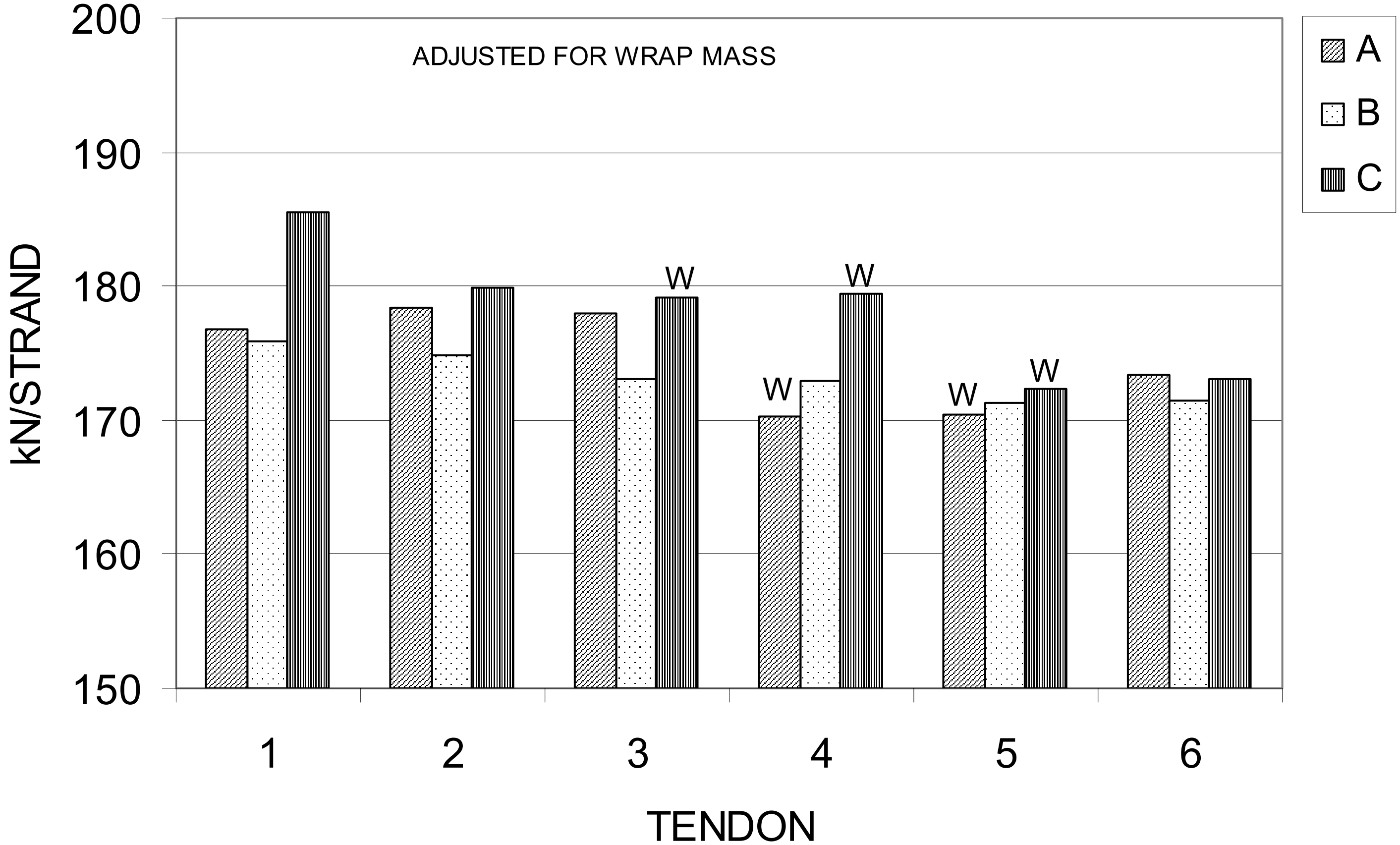
FIRST ESTIMATE SPAN 046



MAX DIFF	4.75%	1.26%	2.14%	3.66%	3.81%	7.09%

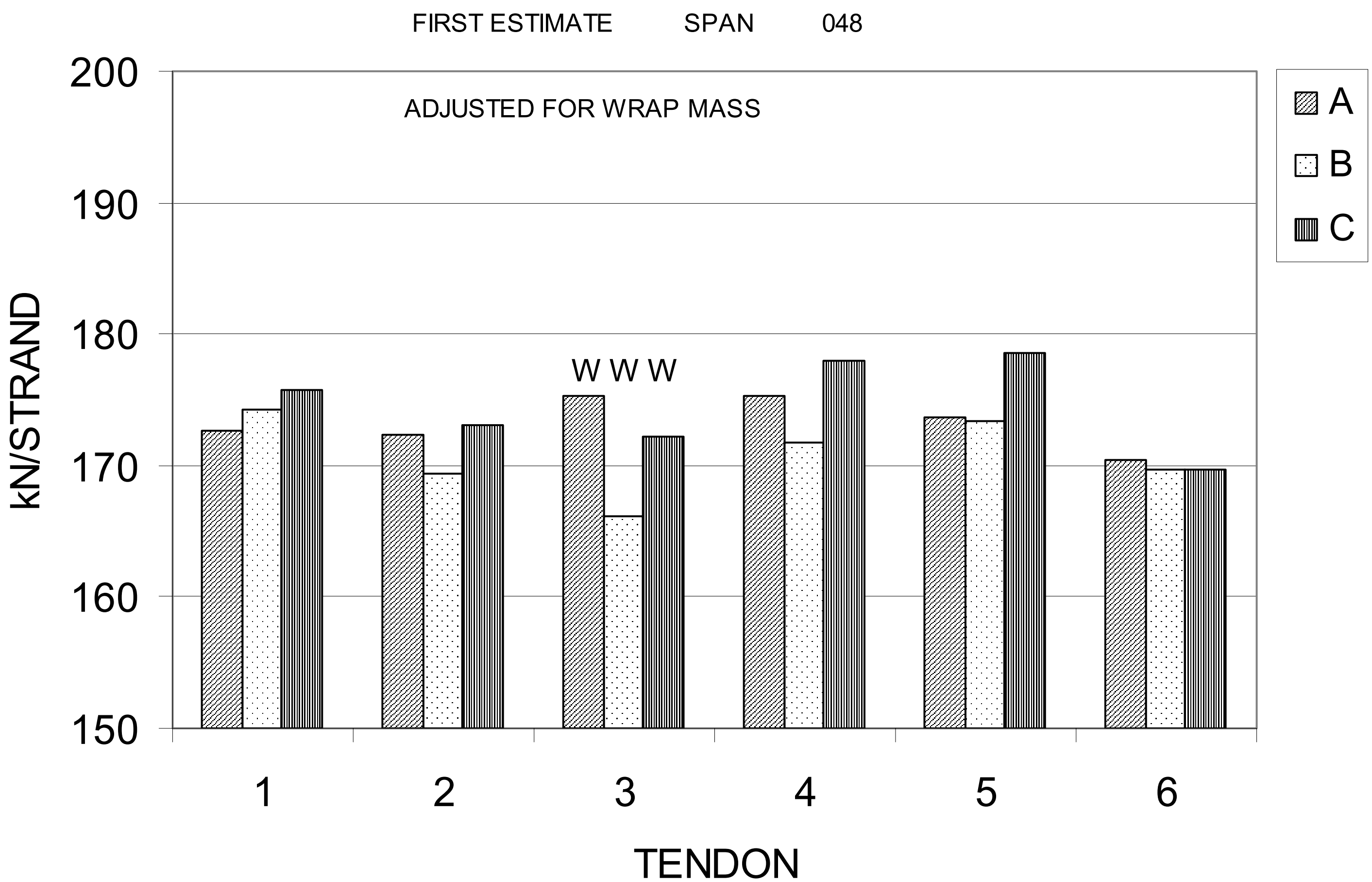
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 047



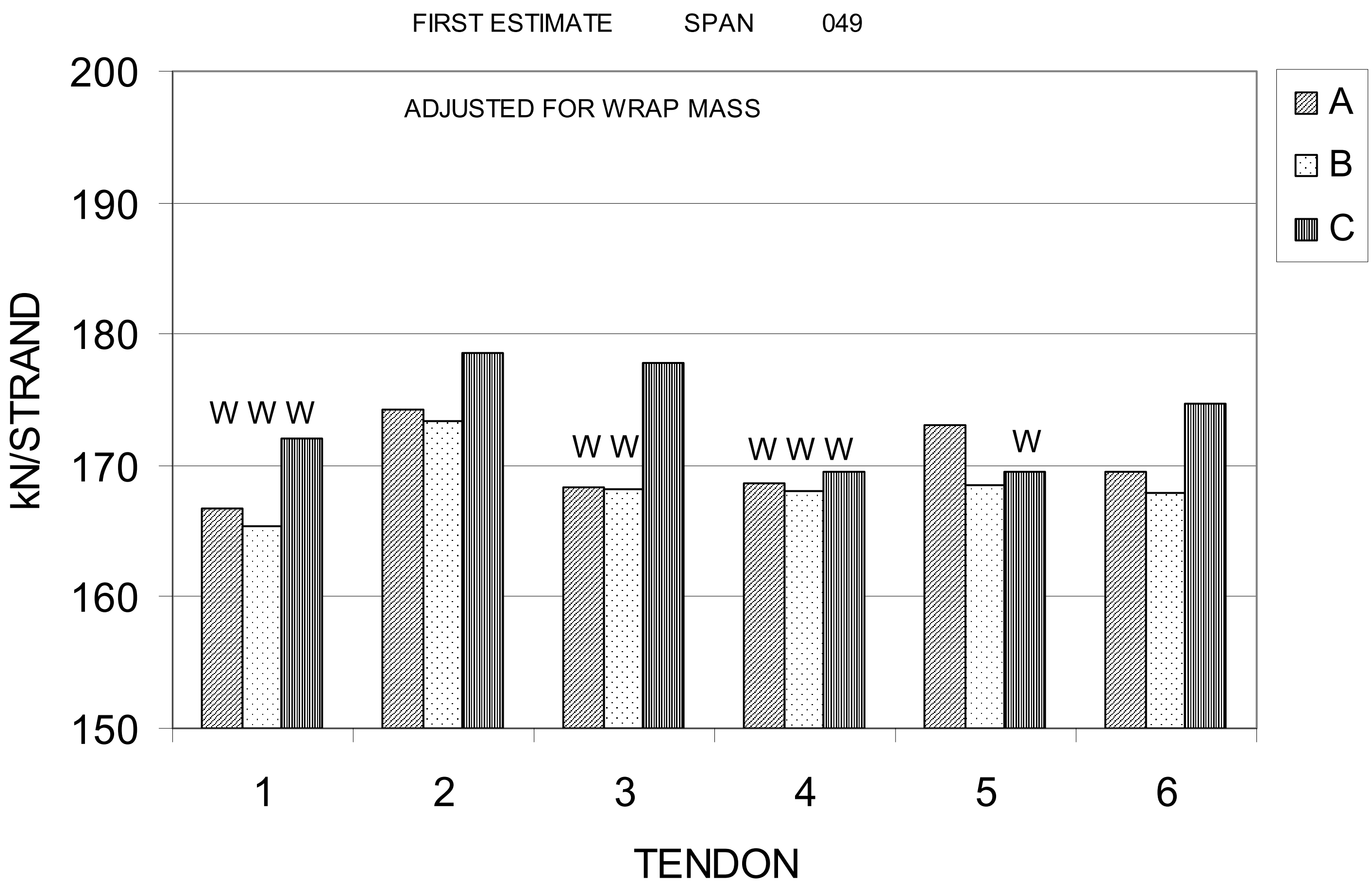
MAX DIFF	5.29%	2.83%	3.48%	5.24%	1.14%	1.16%

Based on assumed parameteres
and log form data.
Update pending.



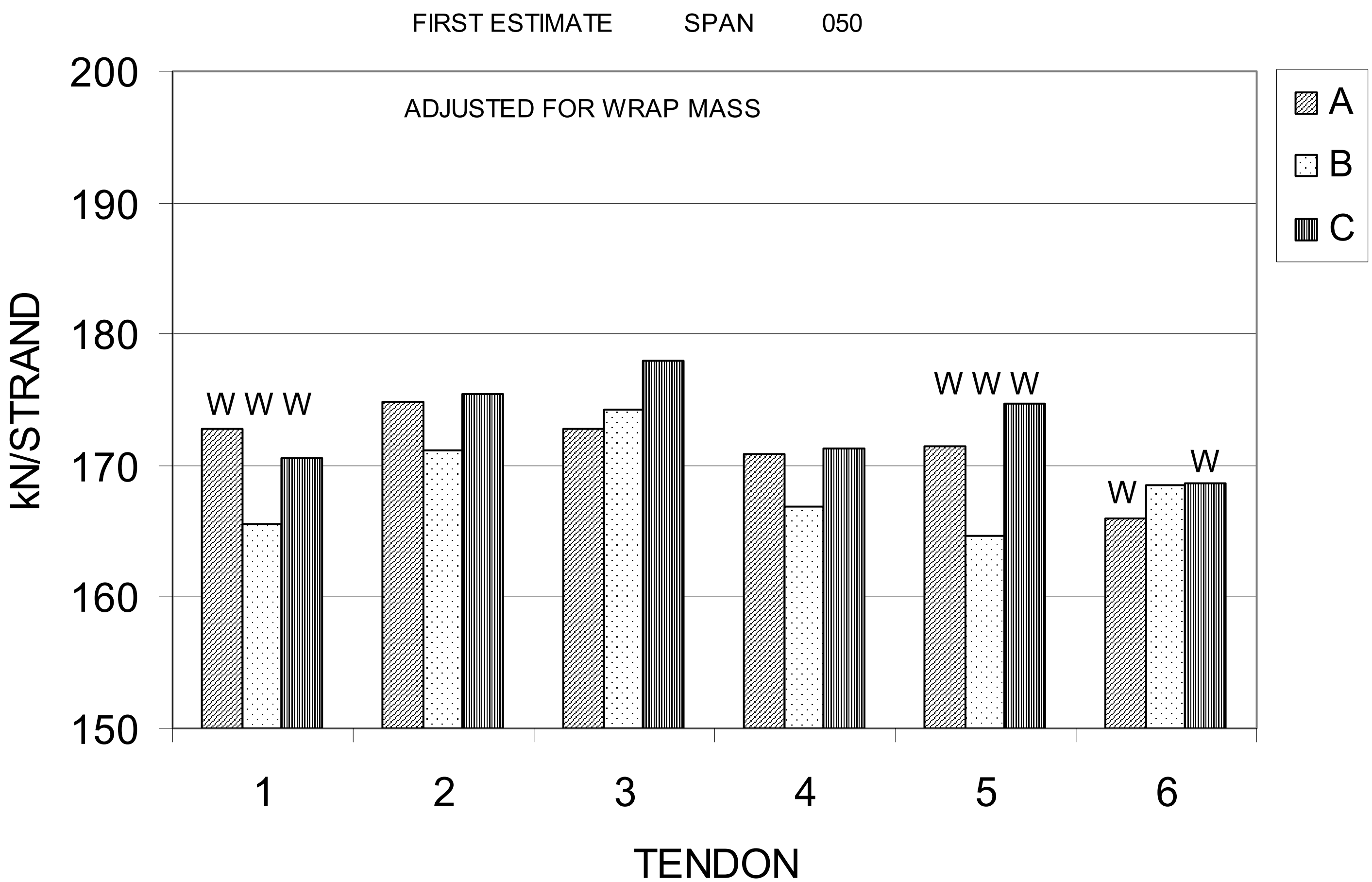
MAX DIFF	1.73%	2.19%	5.44%	3.57%	2.95%	0.48%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	4.00%	2.94%	5.52%	0.90%	2.75%	4.00%

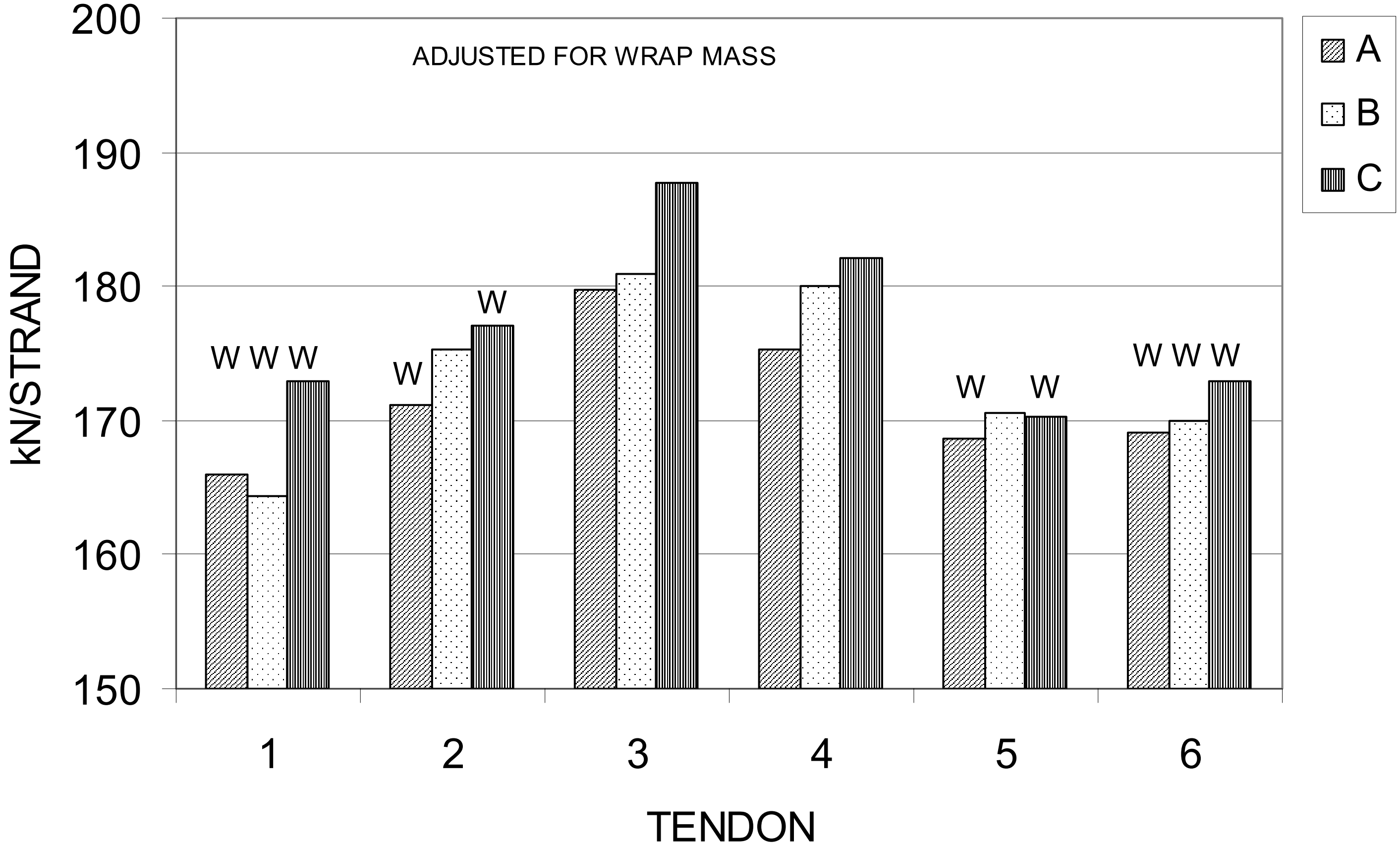
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	4.28%	2.48%	2.94%	2.62%	6.00%	1.57%

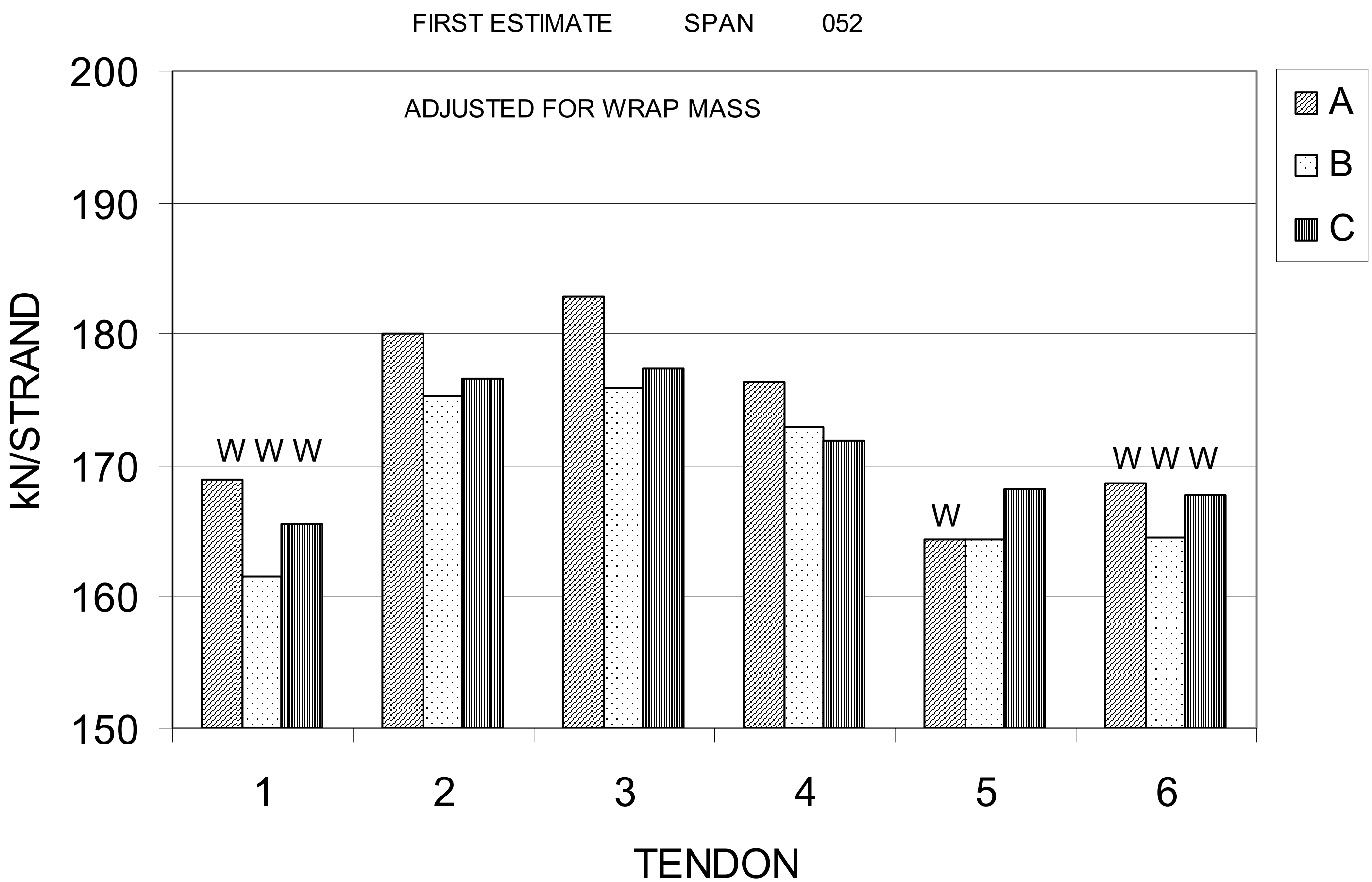
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 051



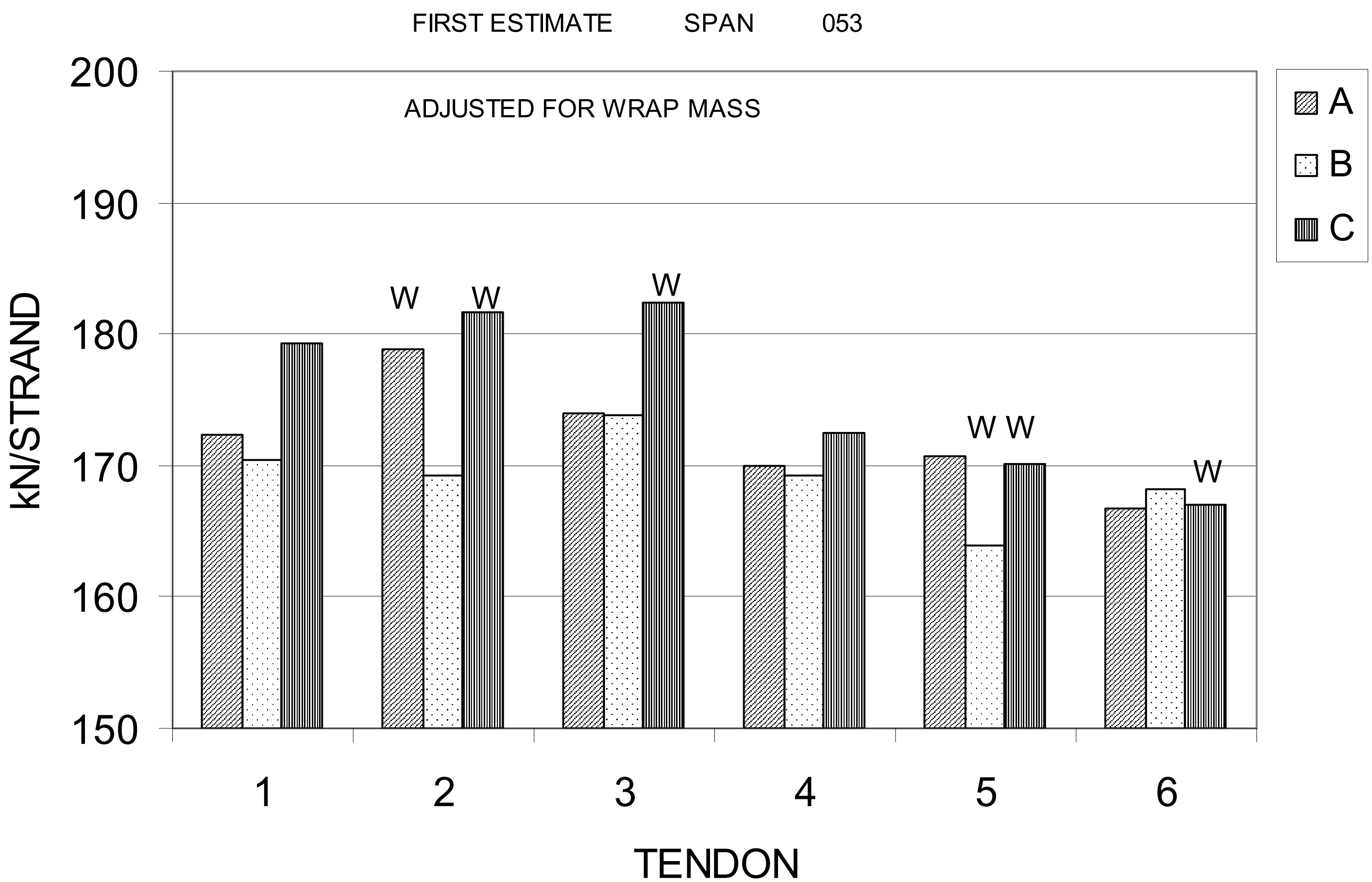
MAX DIFF	5.02%	3.37%	4.37%	3.83%	1.18%	2.26%

Based on assumed parameteres
and log form data.
Update pending.



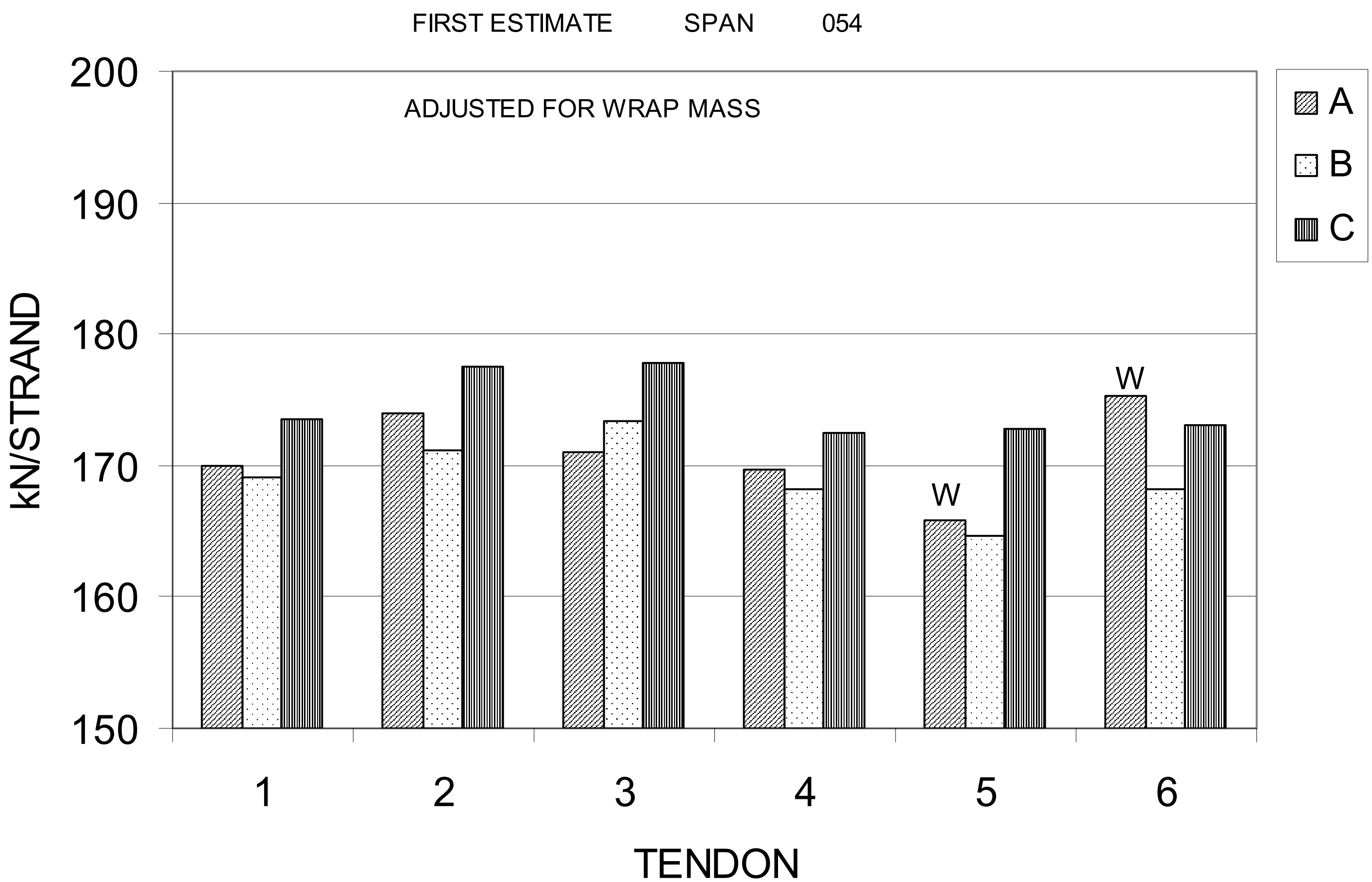
MAX DIFF	4.43%	2.60%	3.87%	2.49%	2.37%	2.41%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	5.03%	7.12%	4.84%	1.95%	4.02%	0.82%

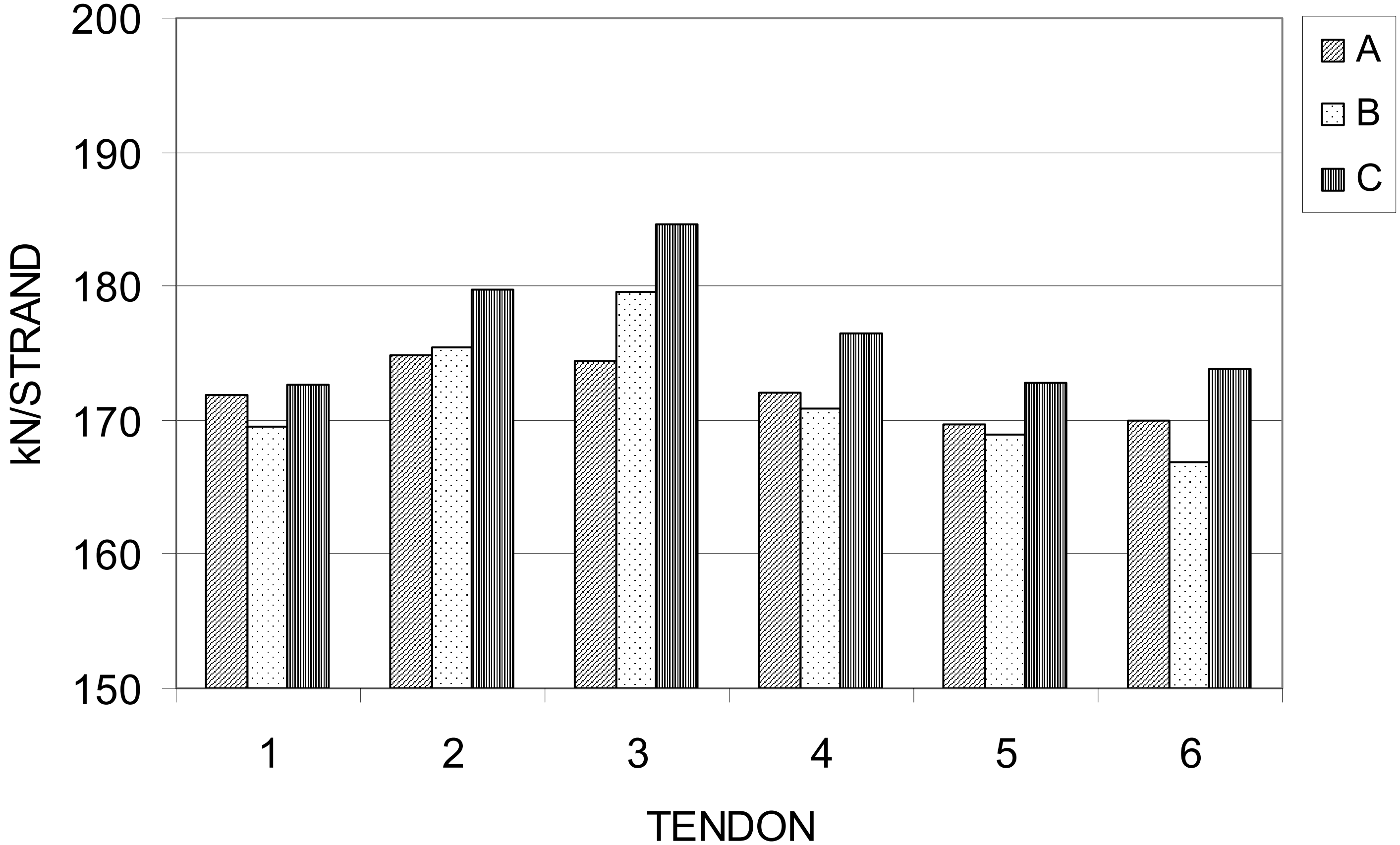
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.55%	3.61%	3.86%	2.57%	4.81%	4.17%

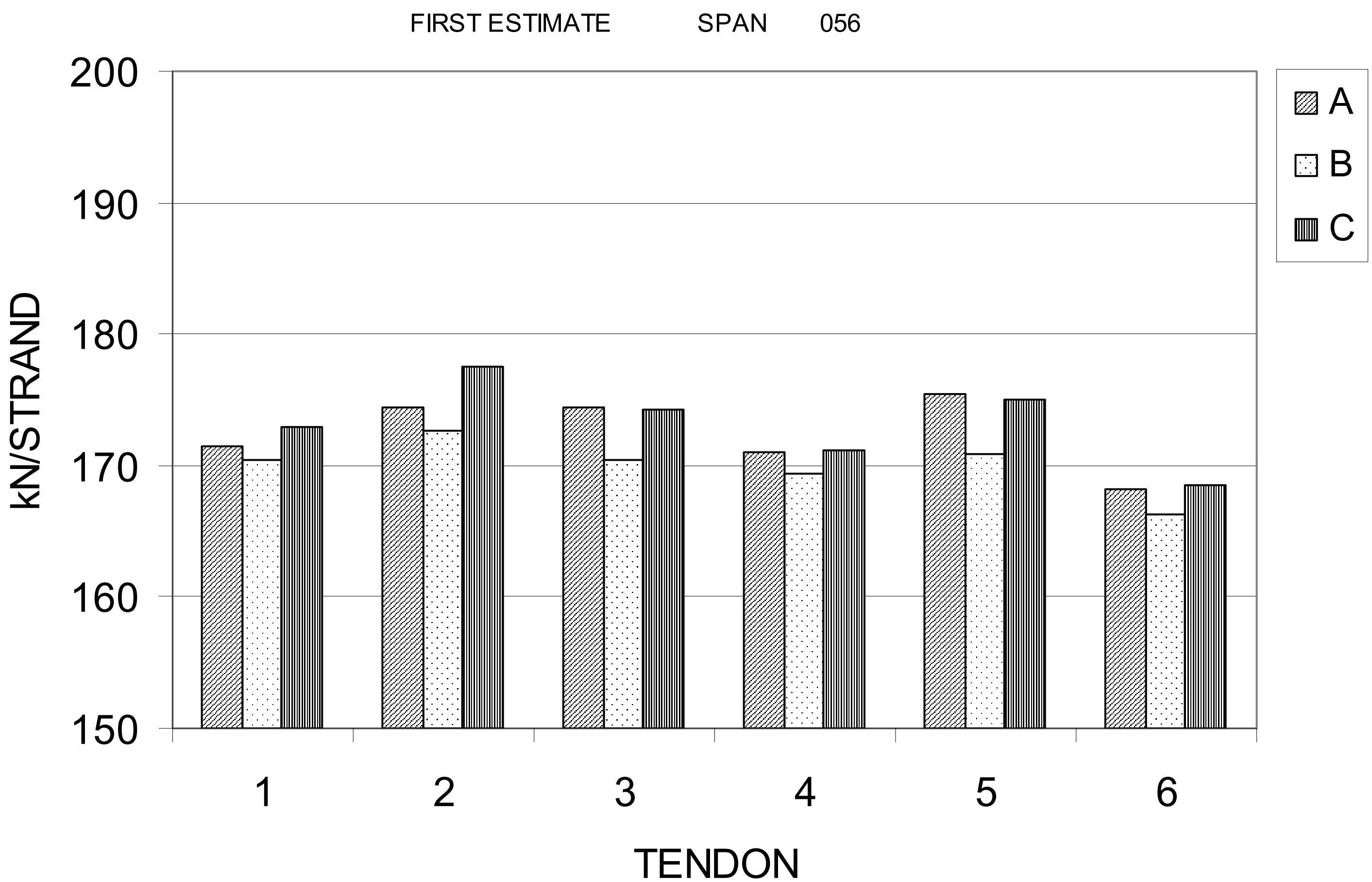
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 055



MAX DIFF	1.82%	2.72%	5.71%	3.23%	2.26%	4.07%

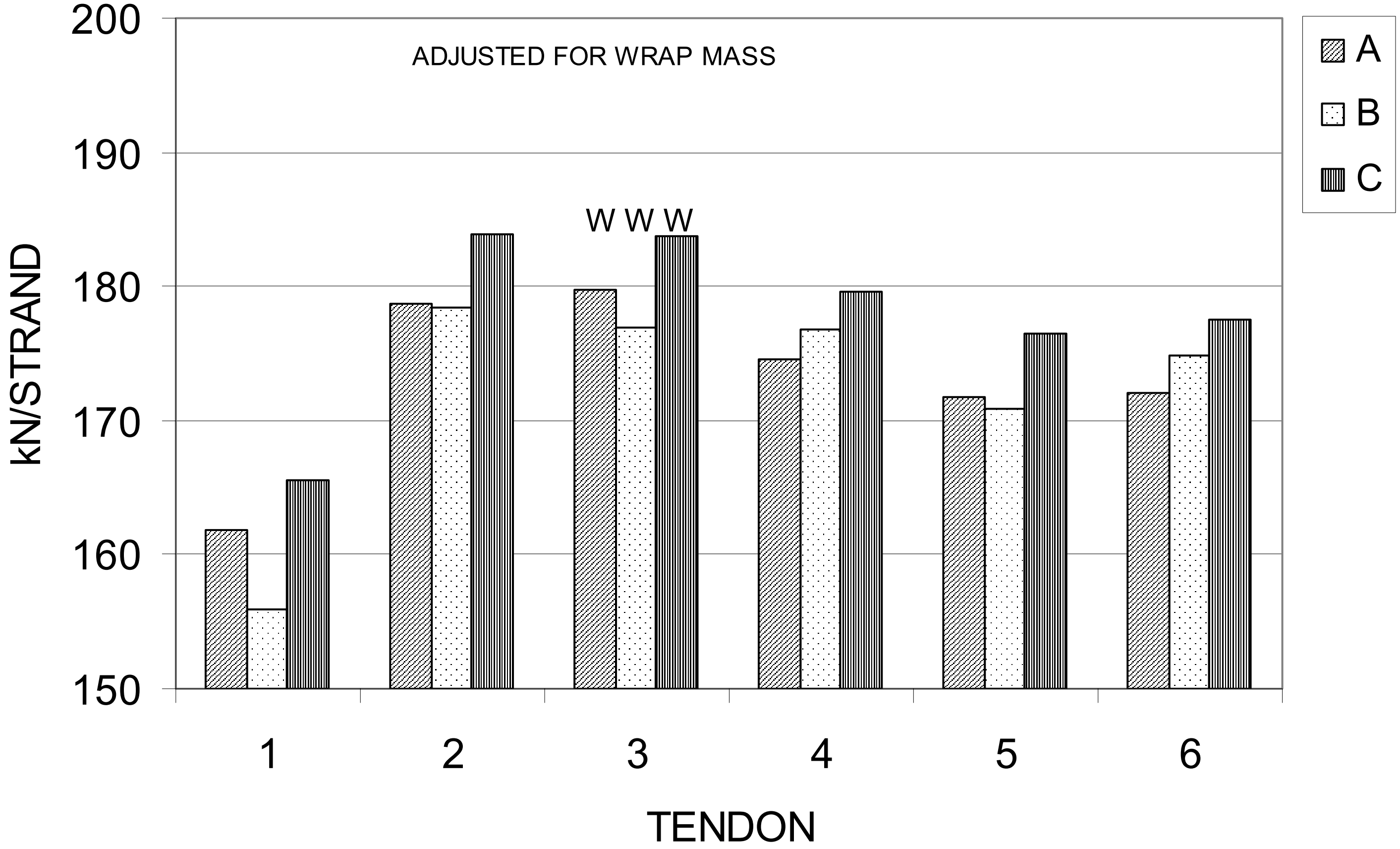
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 1.47% 2.80% 2.26% 1.06% 2.63% 1.40%

Based on assumed parameteres
and log form data.
Update pending.

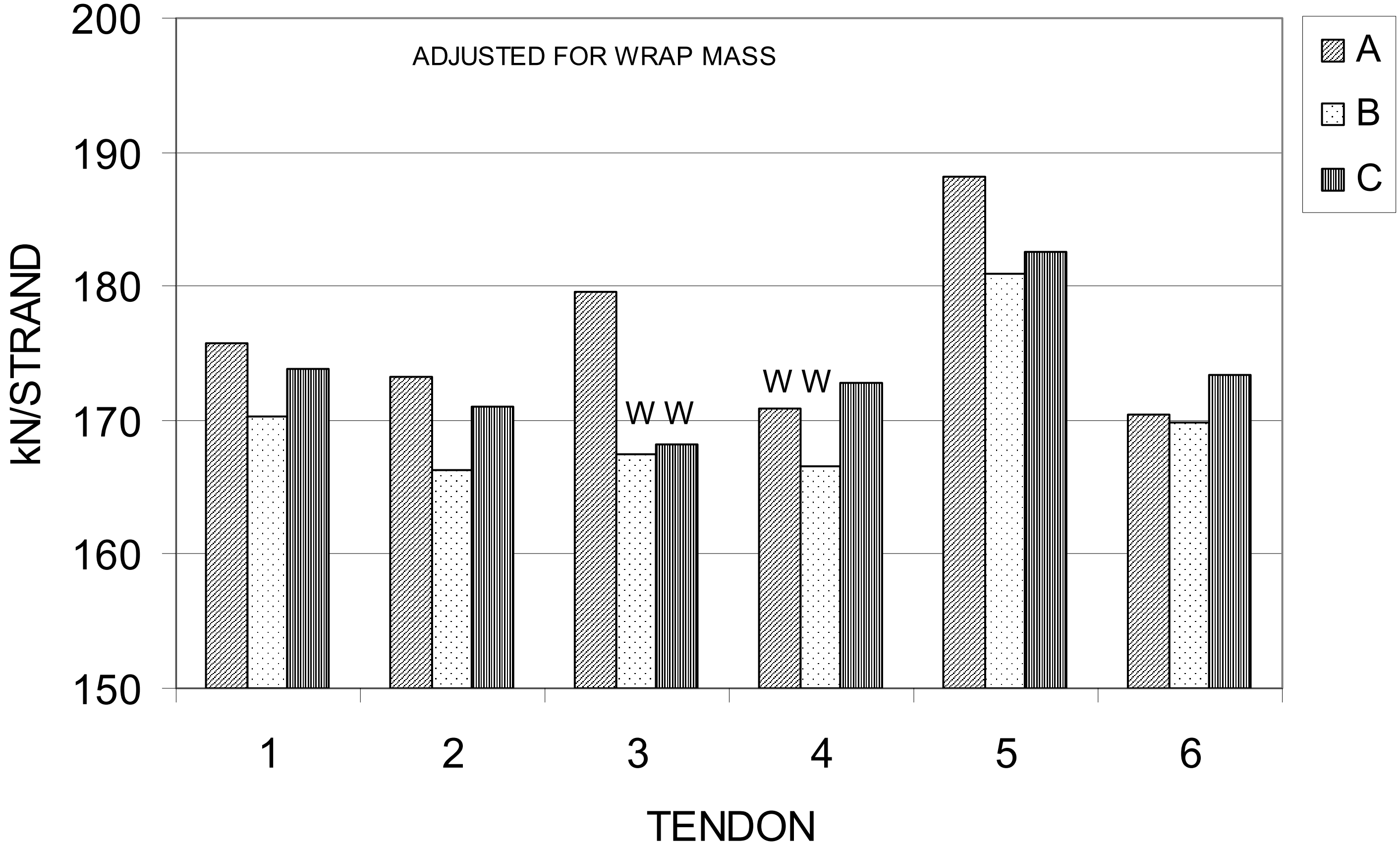
FIRST ESTIMATE SPAN 057



MAX DIFF	5.90%	3.01%	3.84%	2.85%	3.16%	3.15%

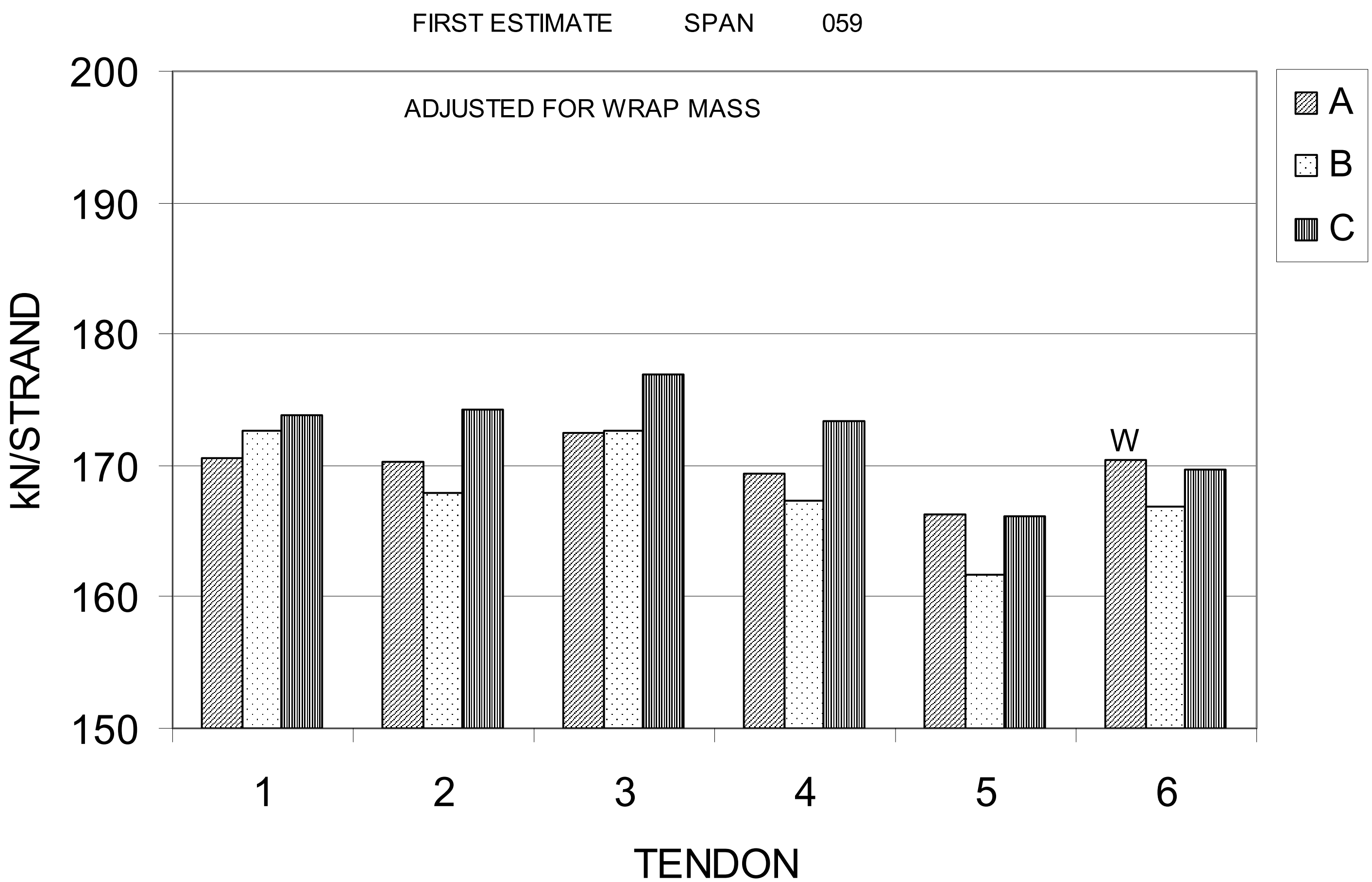
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 058



MAX DIFF 3.12% 4.10% 6.97% 3.72% 3.94% 2.10%

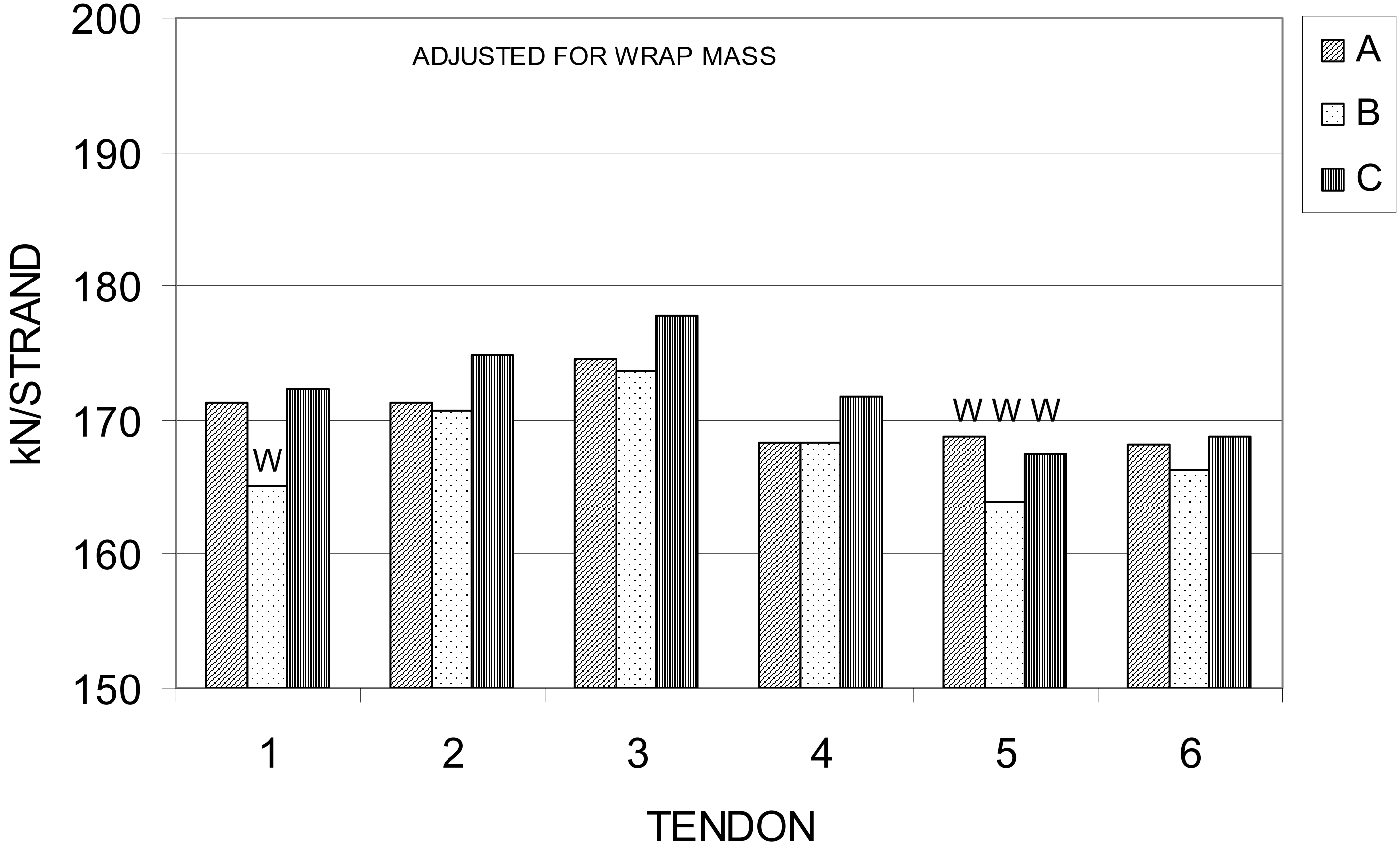
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 1.89% 3.68% 2.57% 3.56% 2.74% 2.08%

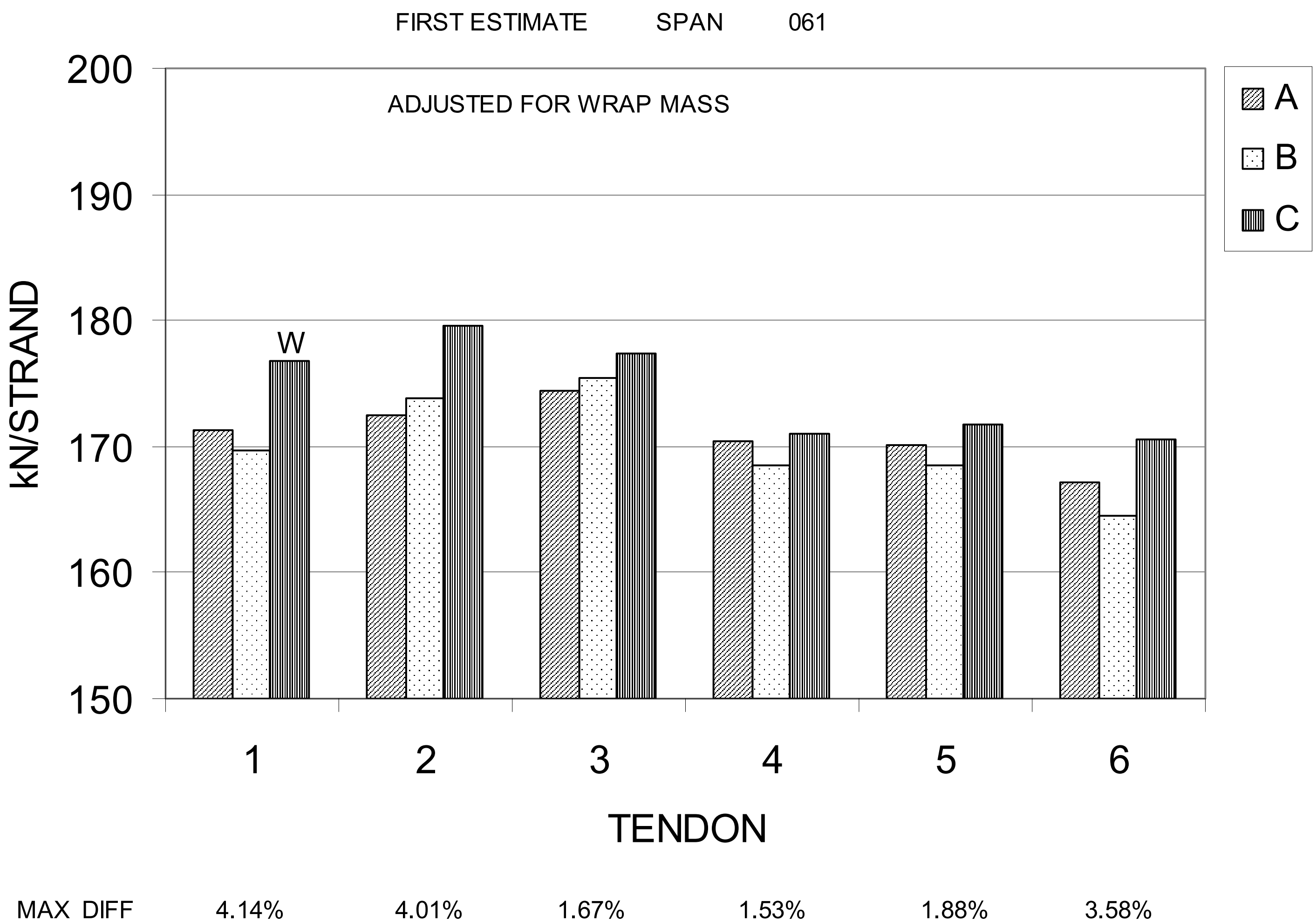
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 060

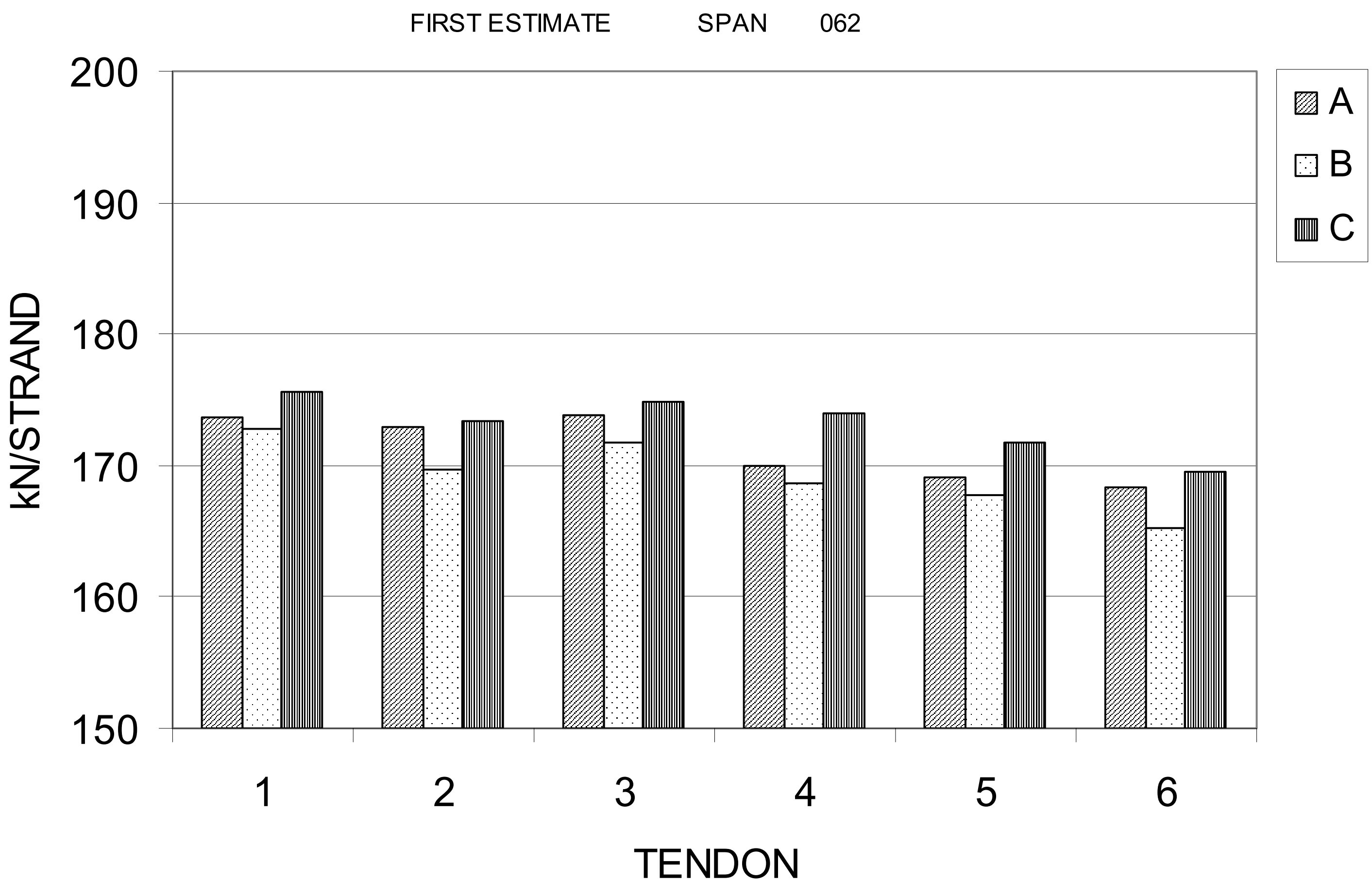


MAX DIFF	4.34%	2.42%	2.31%	2.04%	2.96%	1.45%

Based on assumed parameteres
and log form data.
Update pending.

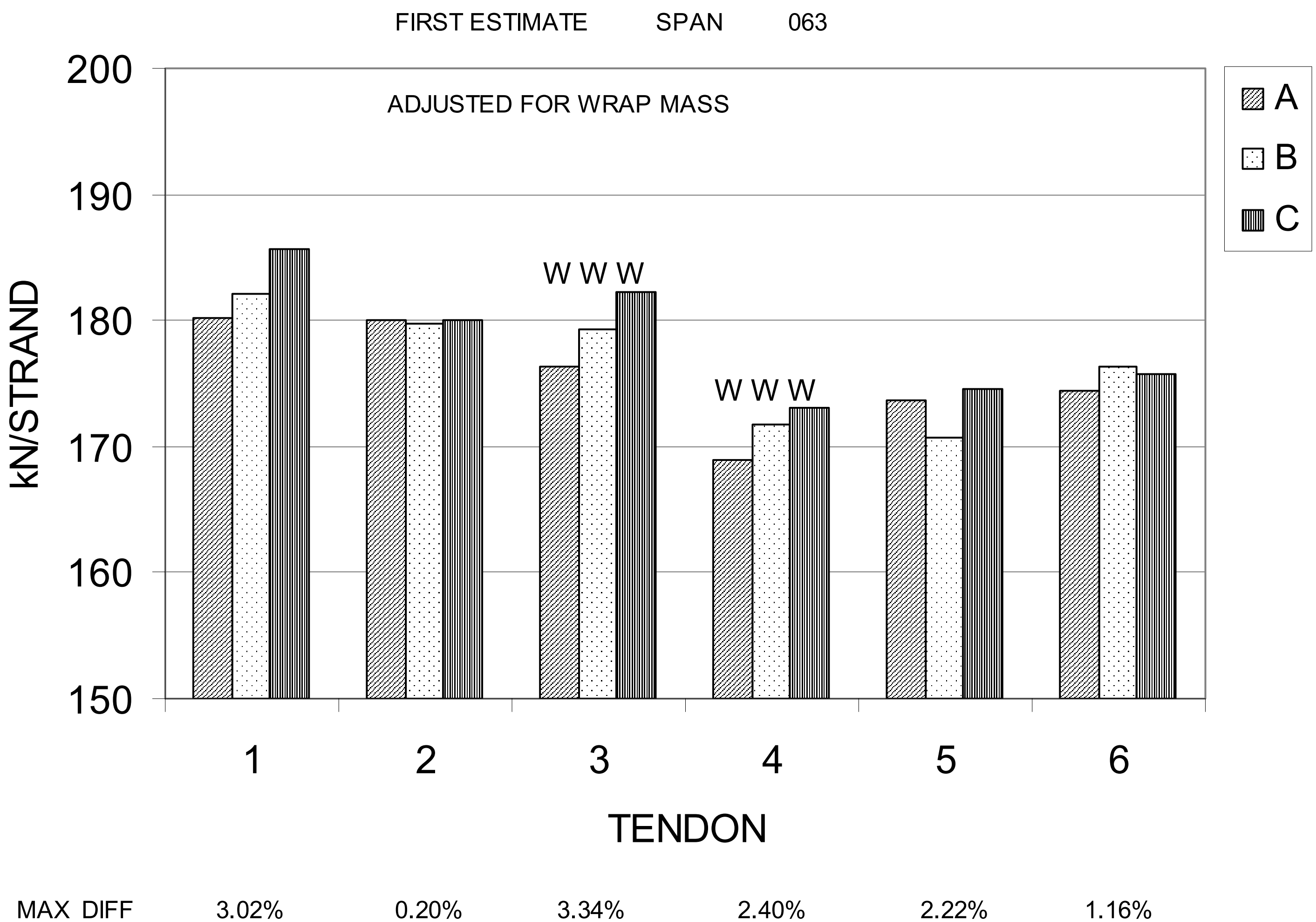


Based on assumed parameteres
and log form data.
Update pending.

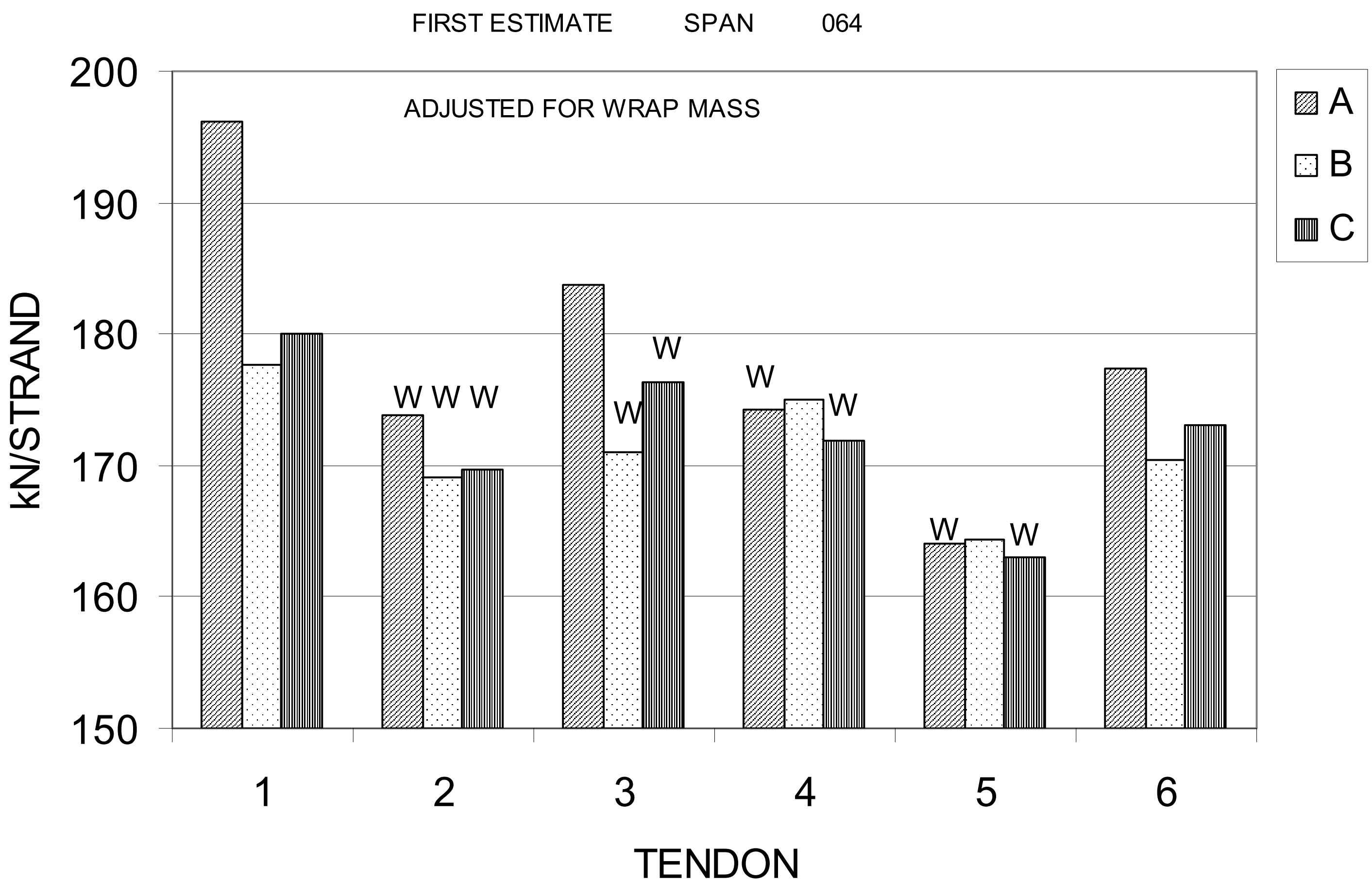


MAX DIFF 1.60% 2.17% 1.78% 3.07% 2.40% 2.63%

Based on assumed parameteres
and log form data.
Update pending.



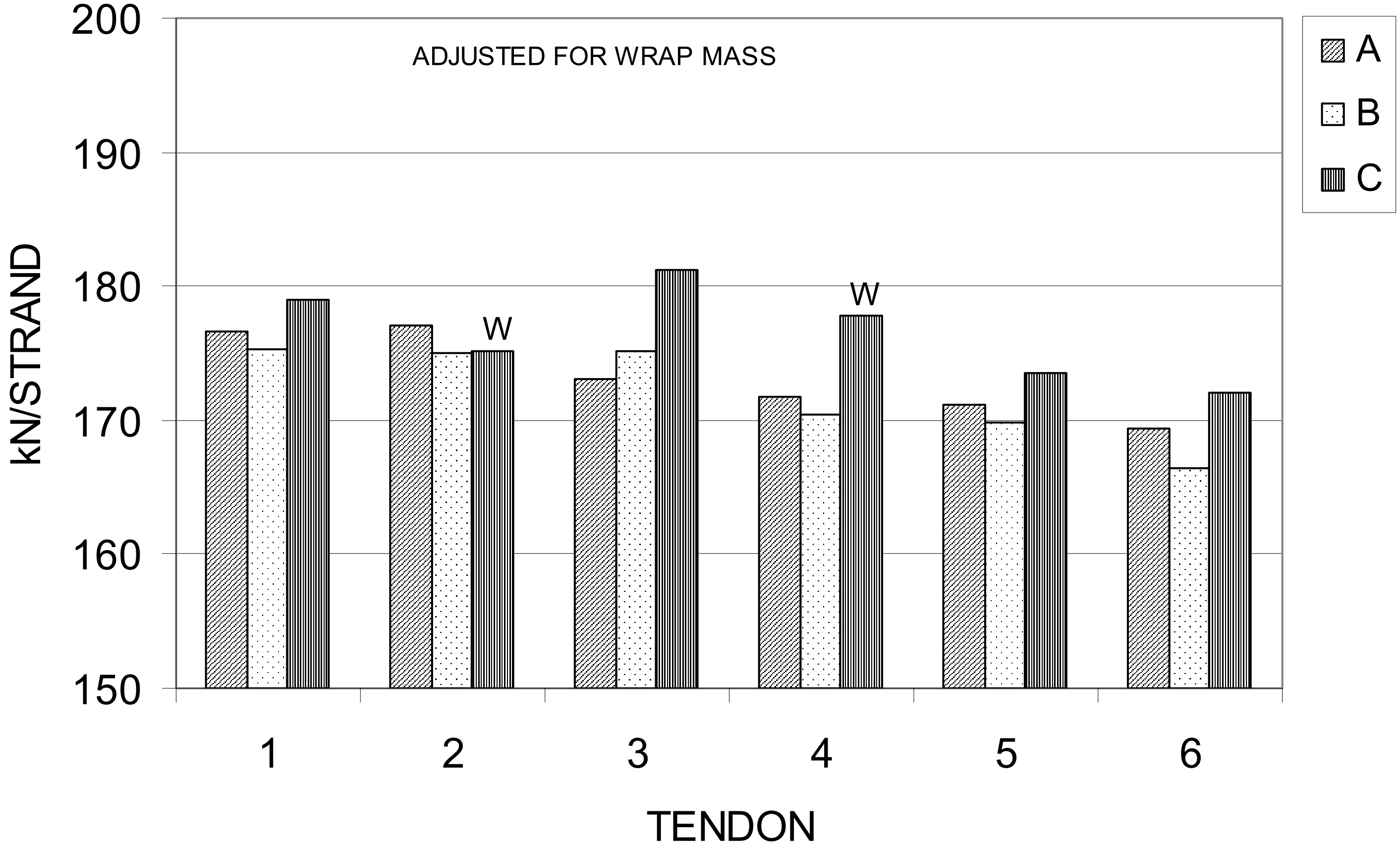
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 9.85% 2.79% 7.12% 1.72% 0.81% 3.96%

Based on assumed parameteres
and log form data.
Update pending.

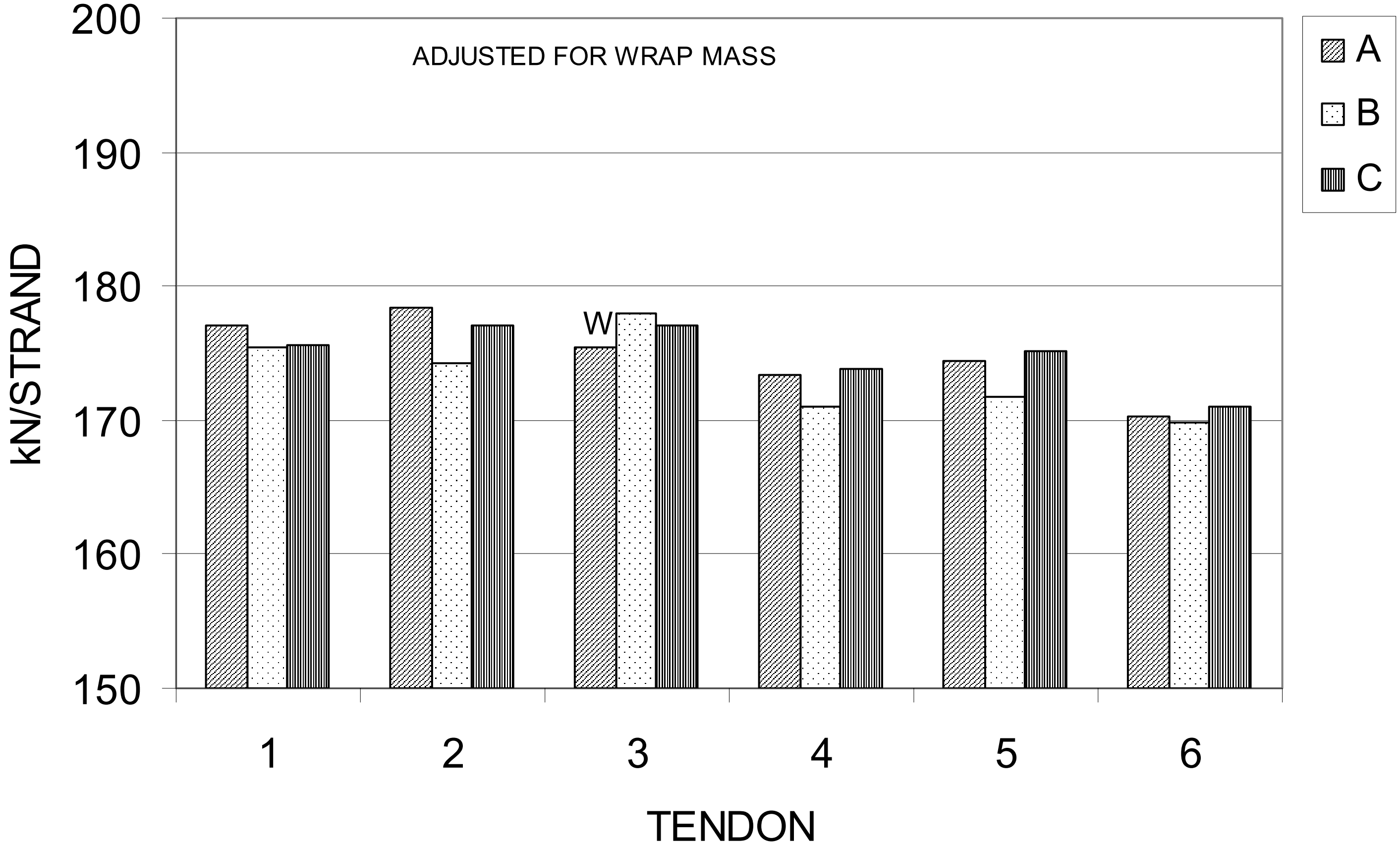
FIRST ESTIMATE SPAN 065



MAX DIFF	2.10%	1.13%	4.53%	4.26%	2.12%	3.30%

Based on assumed parameteres
and log form data.
Update pending.

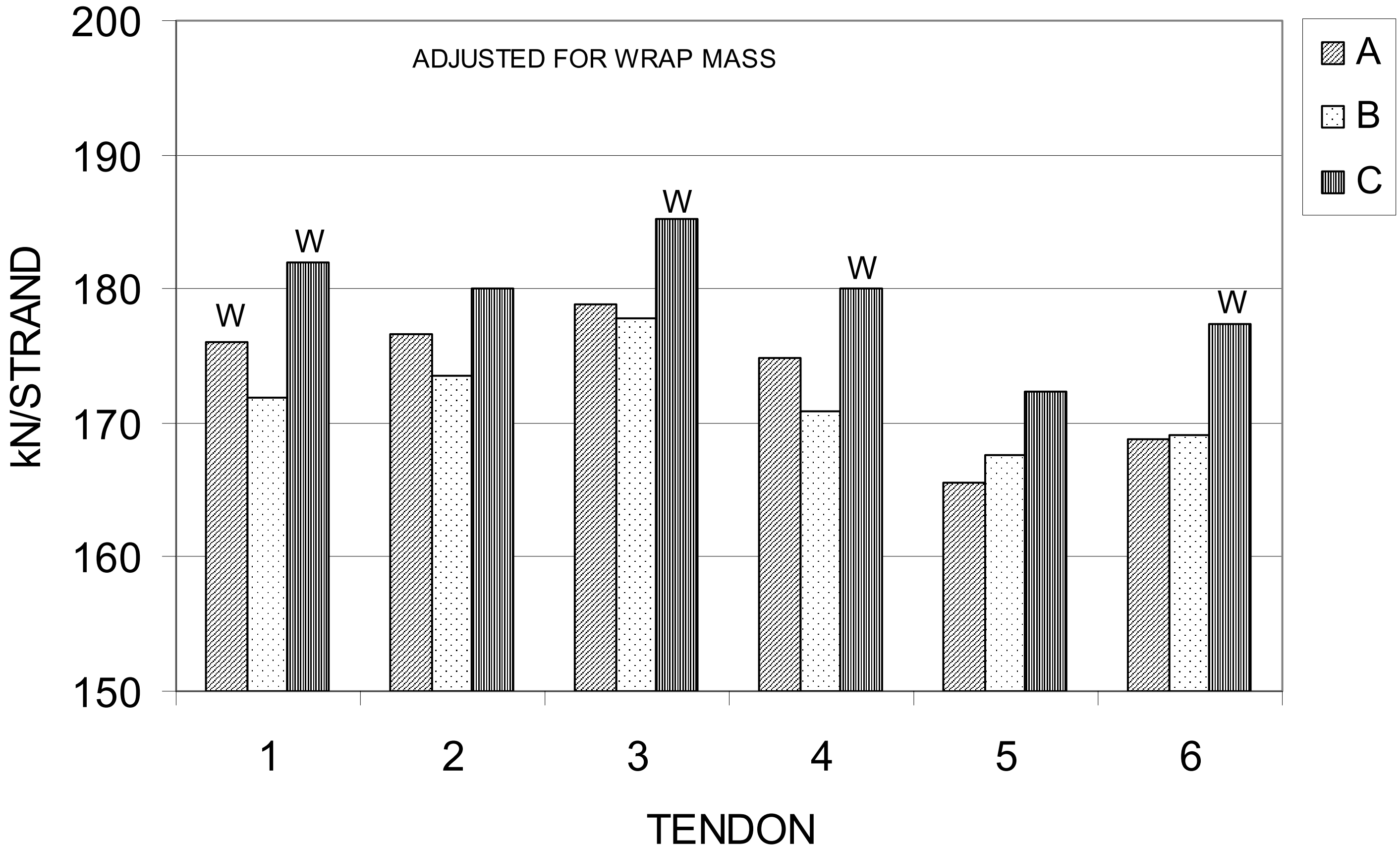
FIRST ESTIMATE SPAN 066



MAX DIFF	0.88%	2.37%	1.43%	1.63%	1.95%	0.68%

Based on assumed parameteres
and log form data.
Update pending.

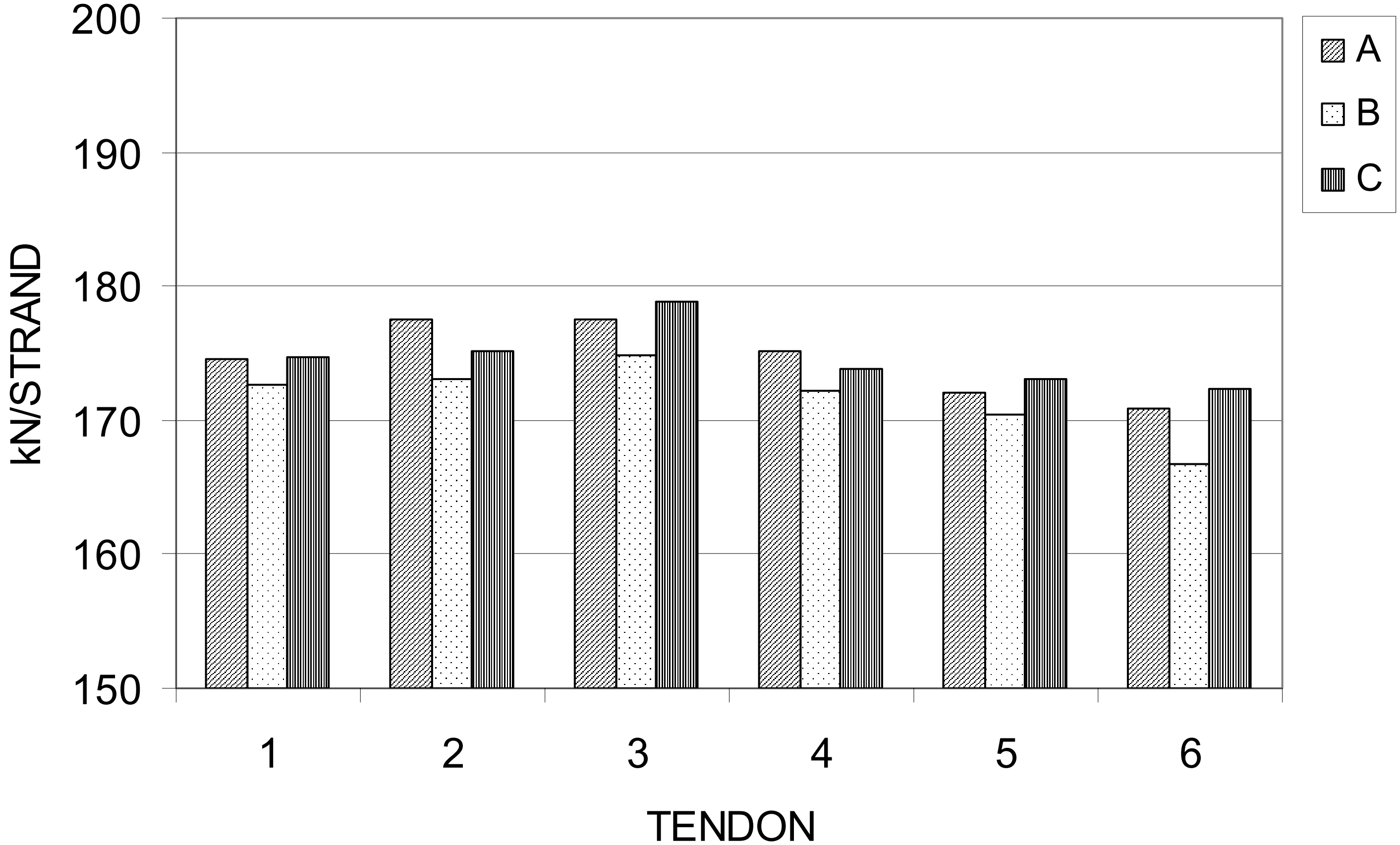
FIRST ESTIMATE SPAN 067



MAX DIFF	5.74%	3.65%	4.01%	5.17%	4.04%	4.99%

Based on assumed parameteres
and log form data.
Update pending.

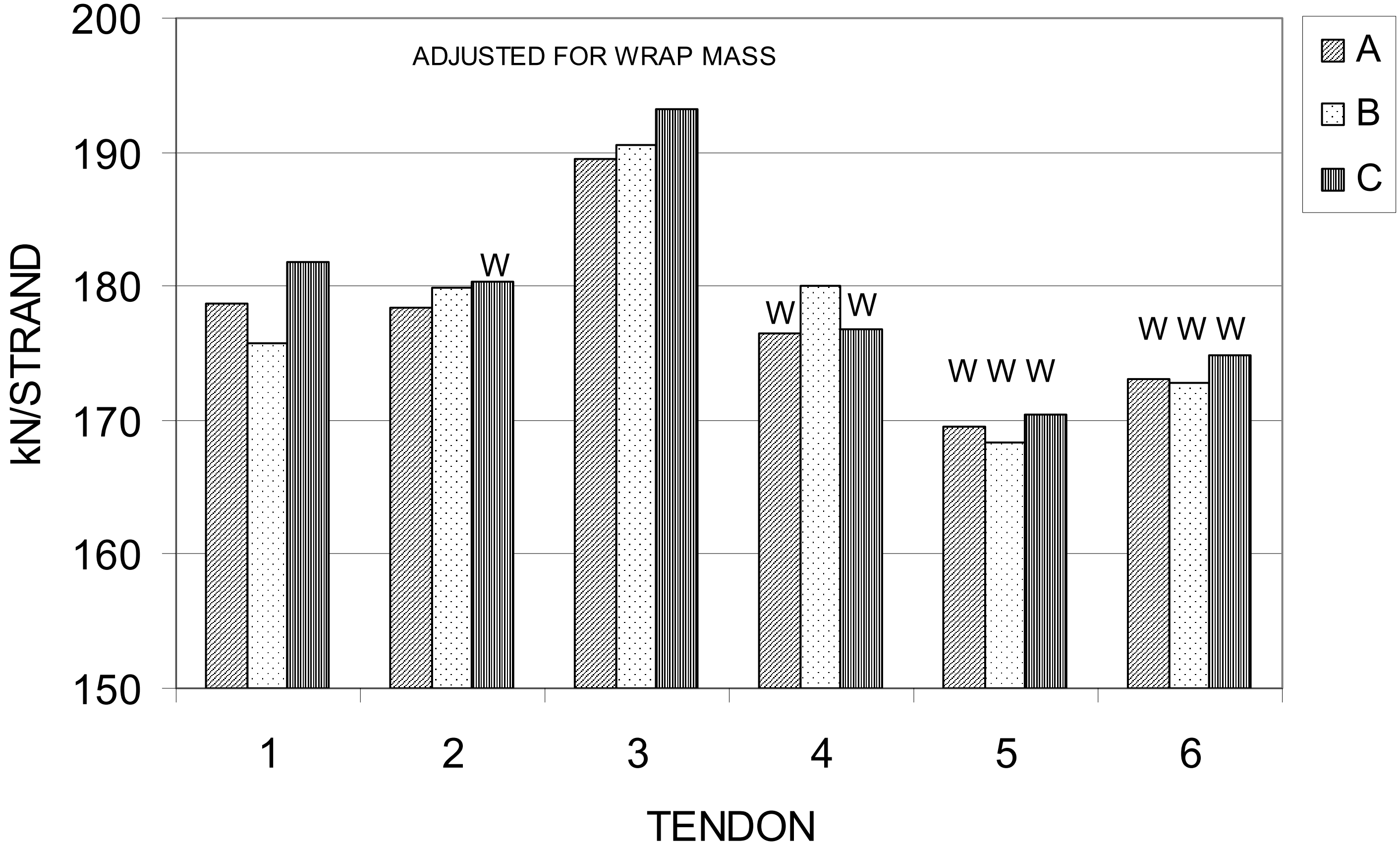
FIRST ESTIMATE SPAN 068



MAX DIFF 1.17% 2.55% 2.24% 1.76% 1.54% 3.32%

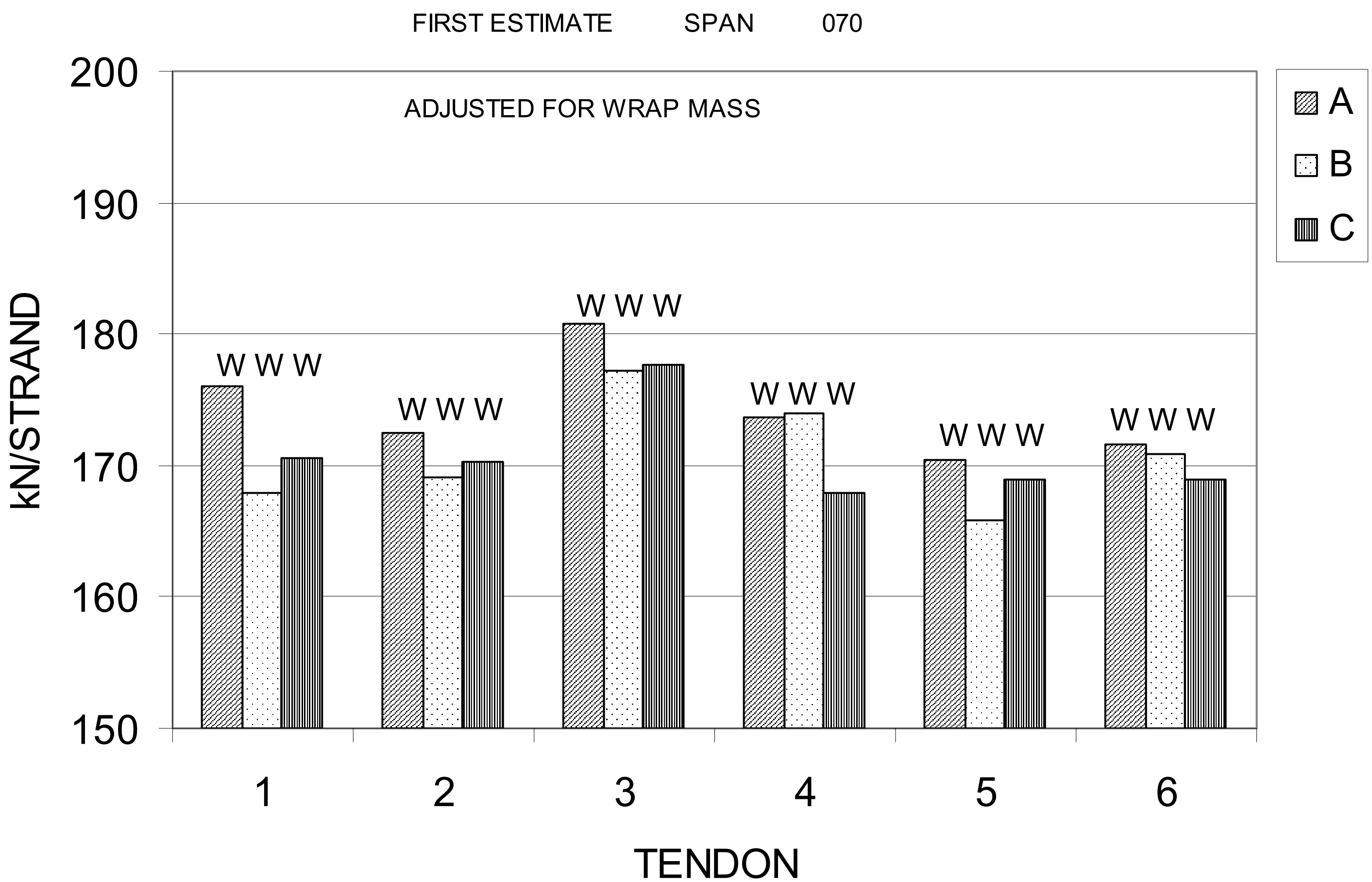
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 069



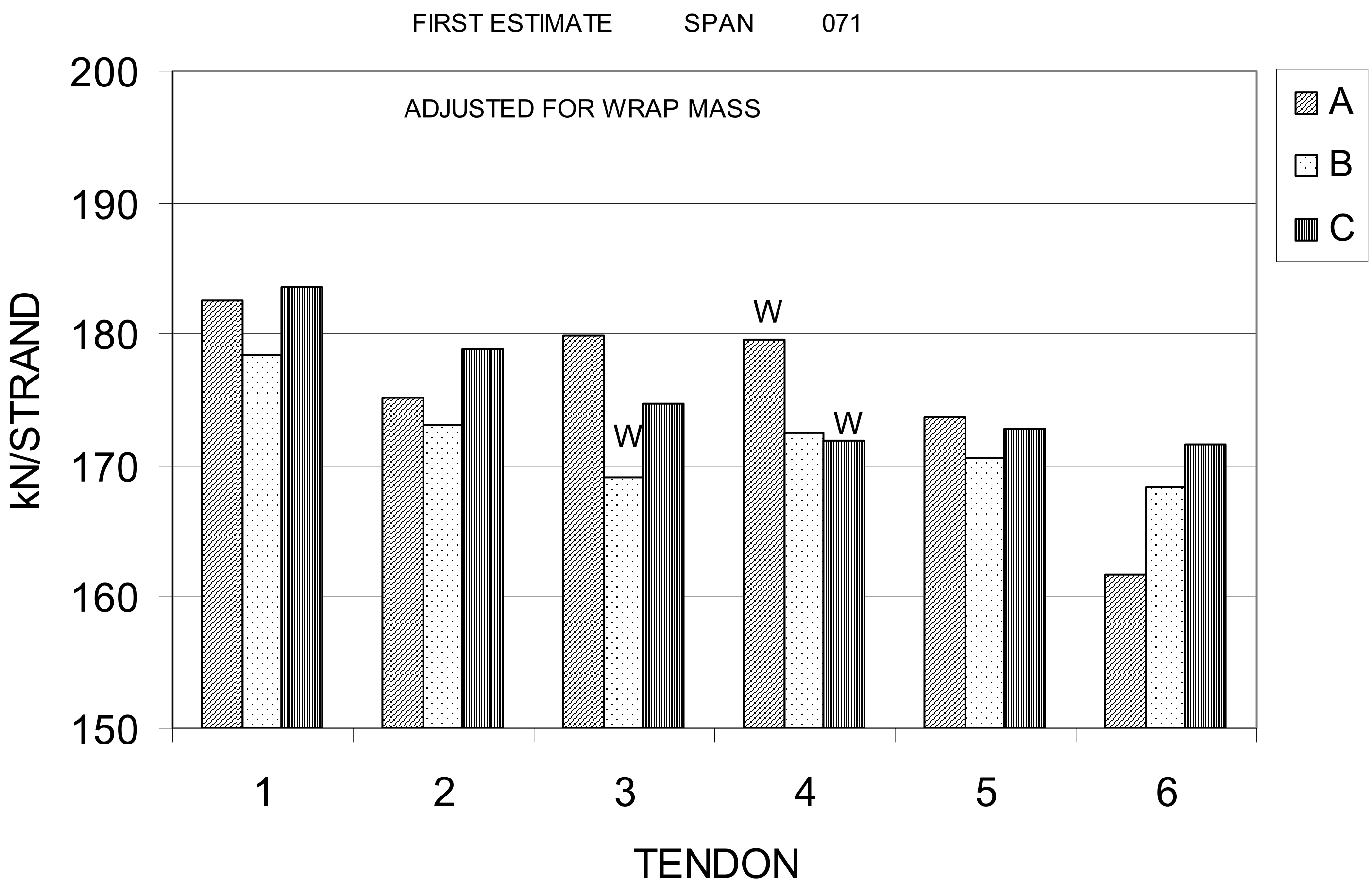
MAX DIFF	3.42%	1.08%	1.94%	1.98%	1.22%	1.22%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	4.70%	2.04%	1.95%	3.56%	2.71%	1.56%

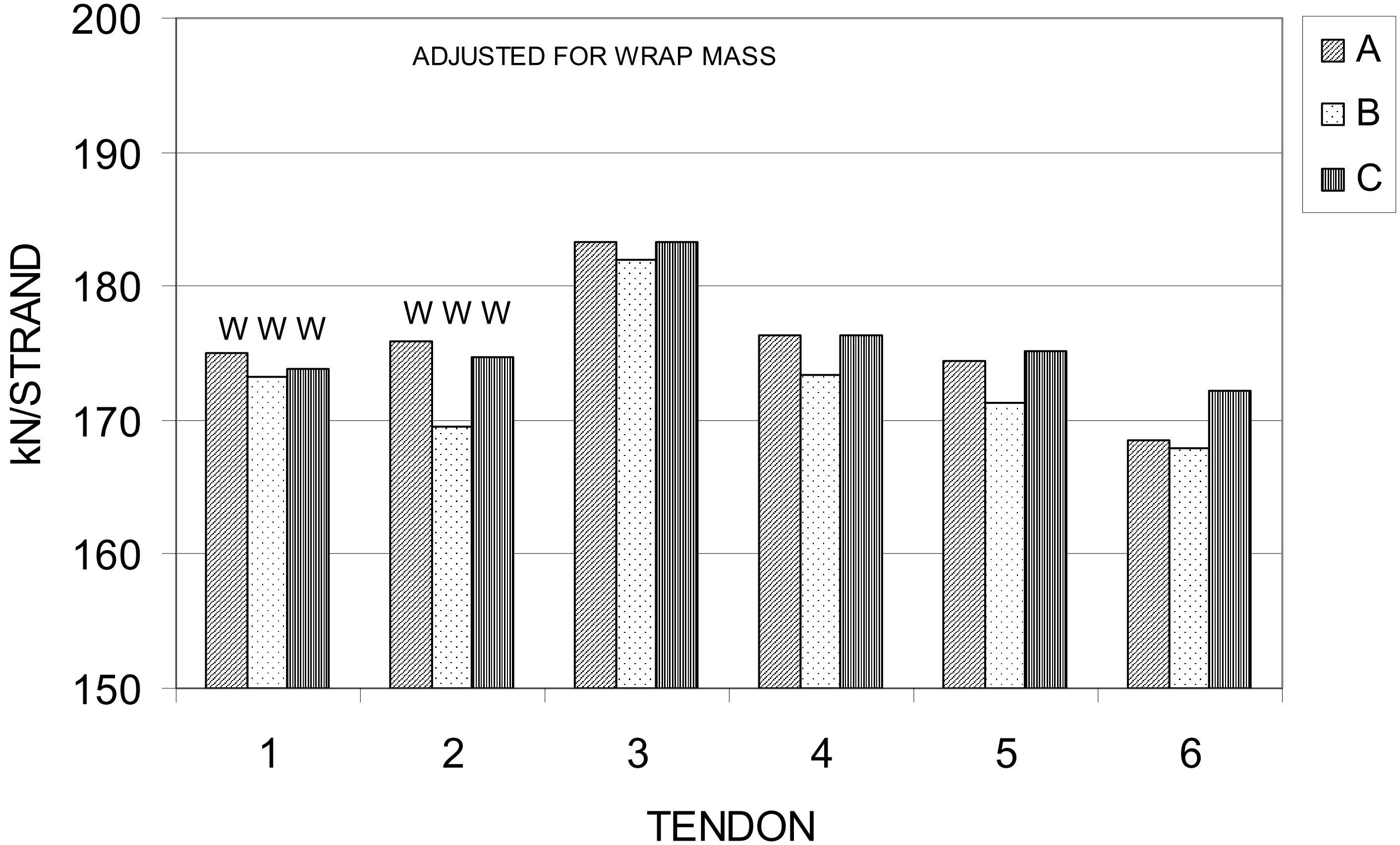
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.85%	3.27%	6.20%	4.40%	1.81%	6.00%

Based on assumed parameteres
and log form data.
Update pending.

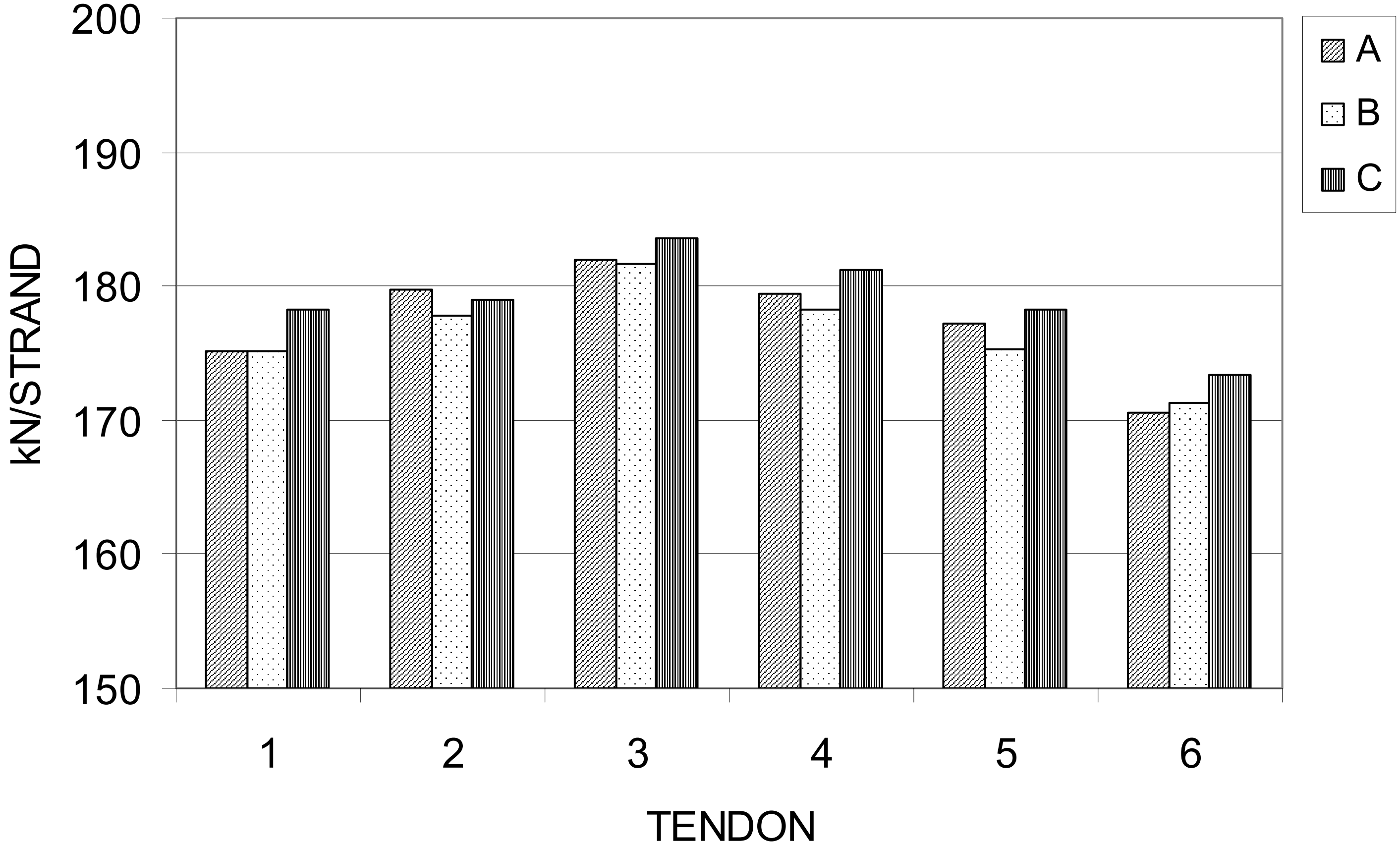
FIRST ESTIMATE SPAN 072



MAX DIFF 1.08% 3.68% 0.74% 1.65% 2.23% 2.55%

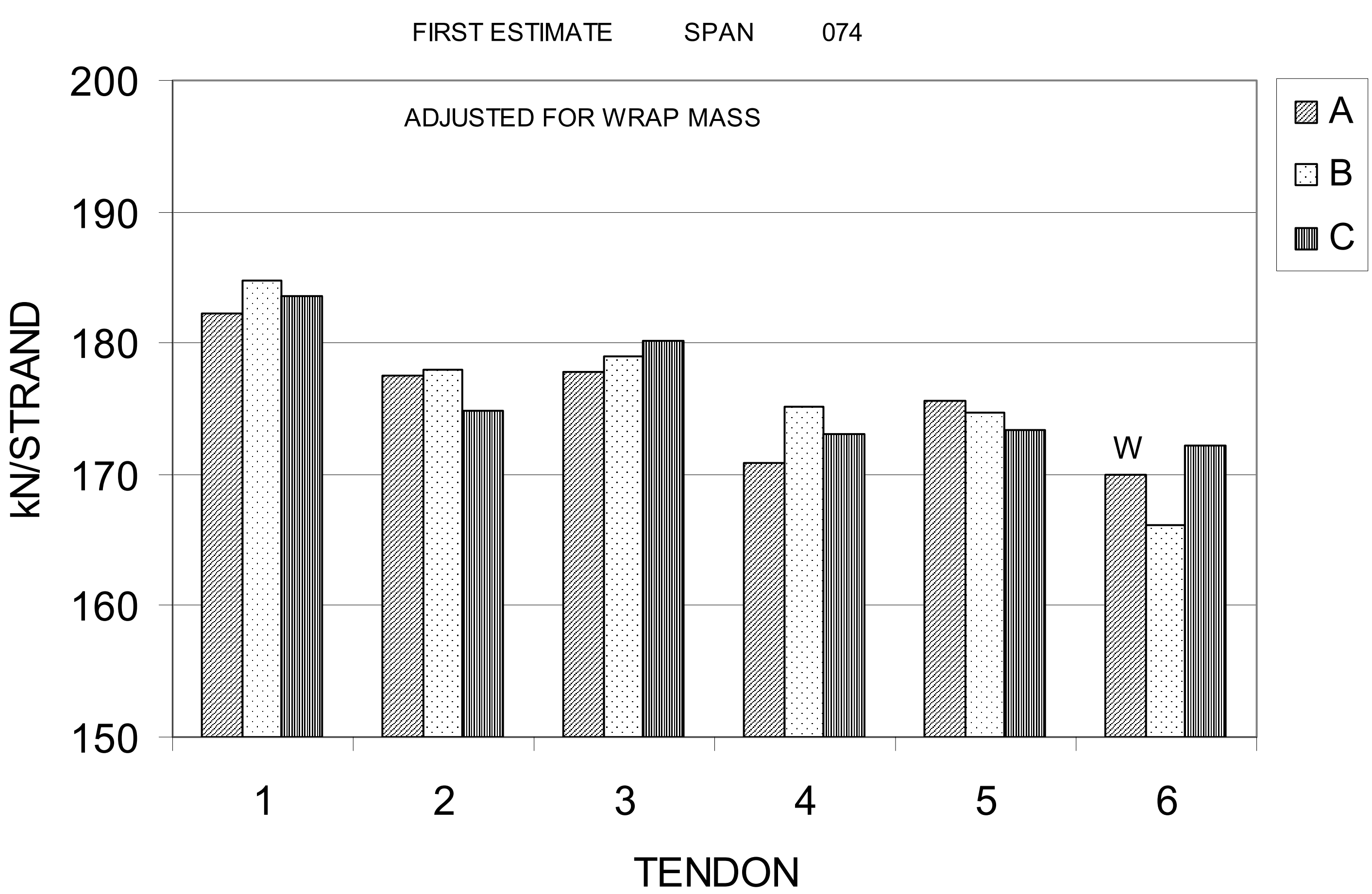
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 073



MAX DIFF	1.77%	1.01%	1.06%	1.60%	1.66%	1.62%

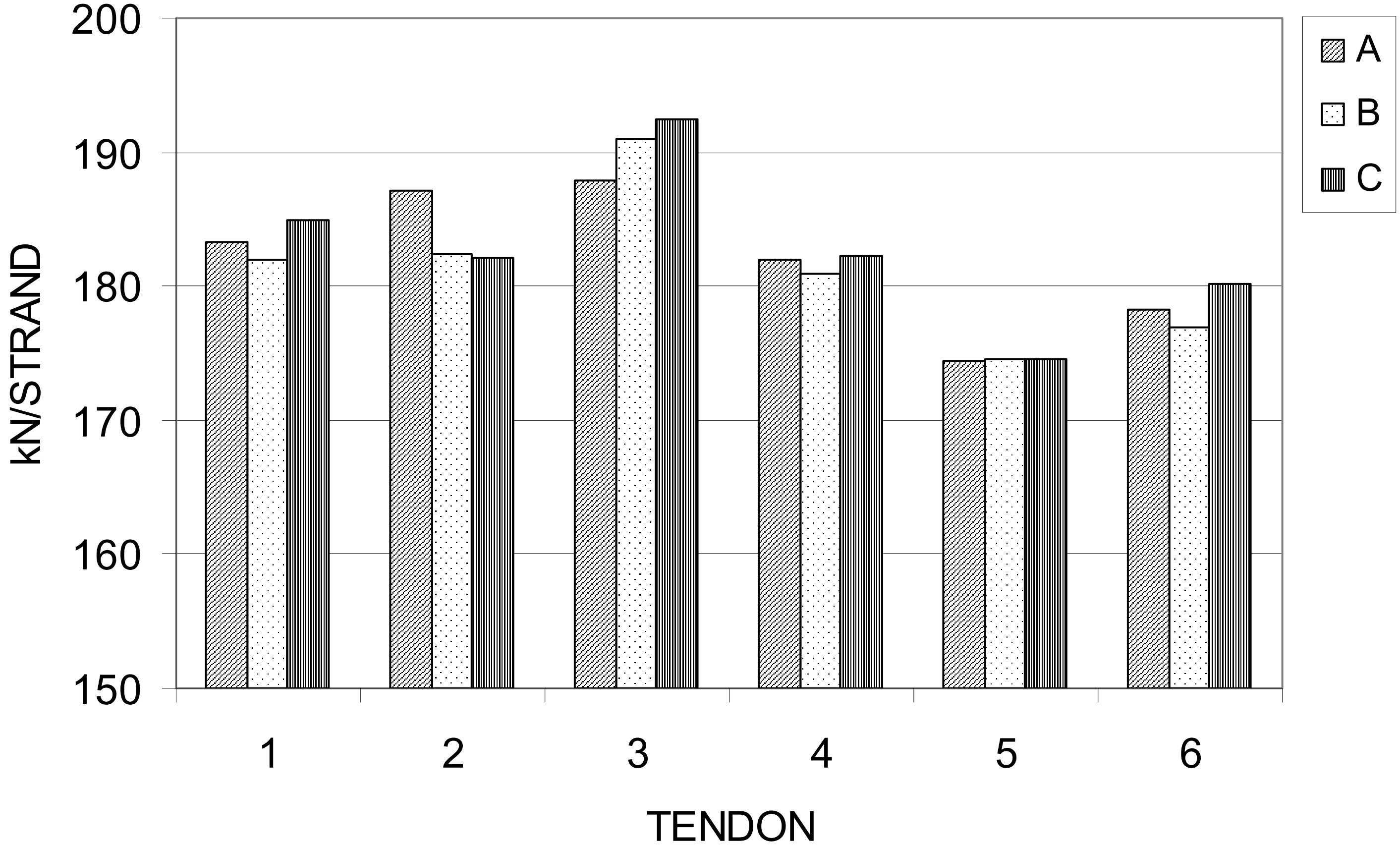
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.34%	1.70%	1.30%	2.50%	1.26%	3.59%

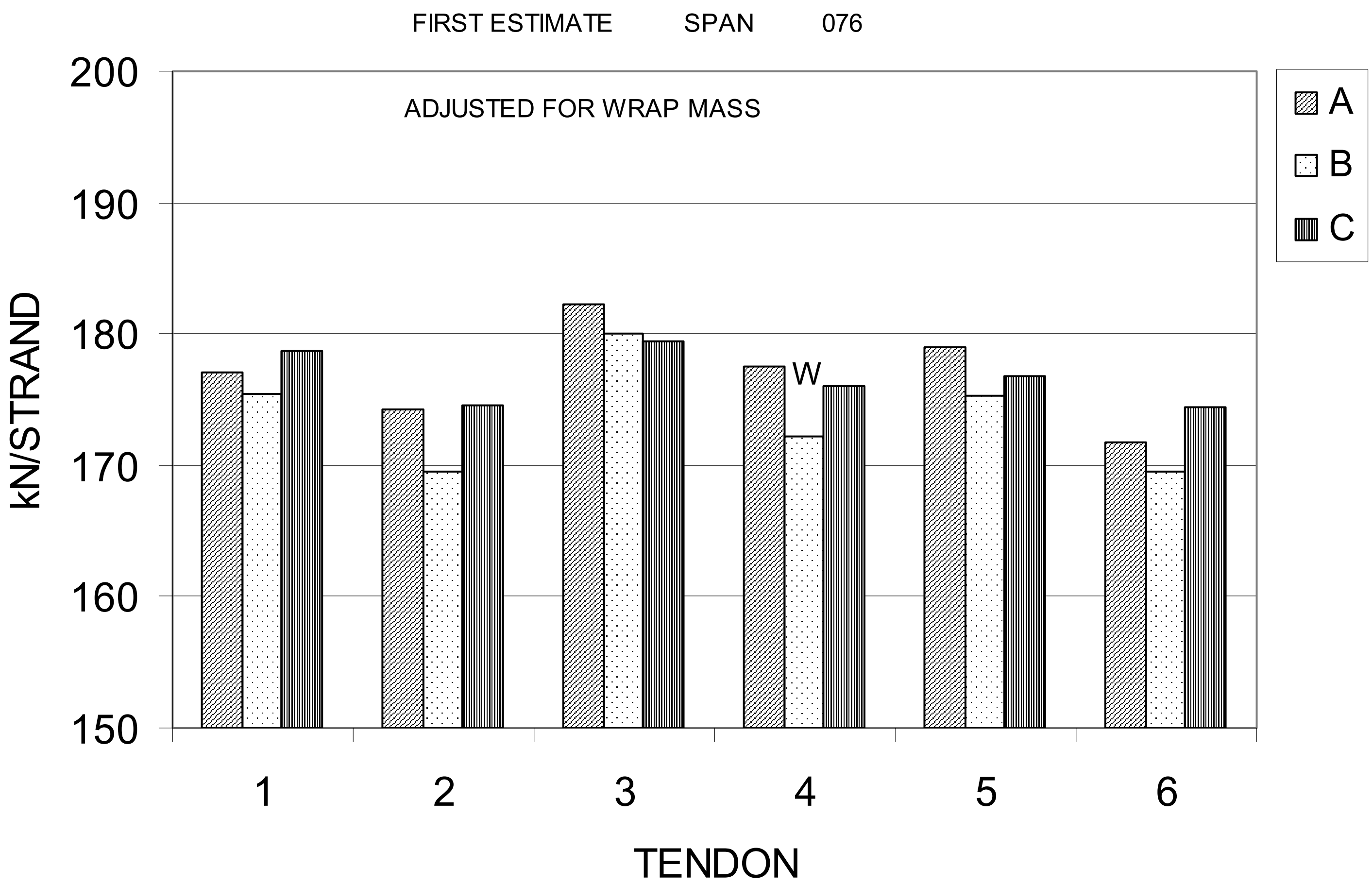
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 075



MAX DIFF	1.58%	2.68%	2.42%	0.67%	0.15%	1.86%

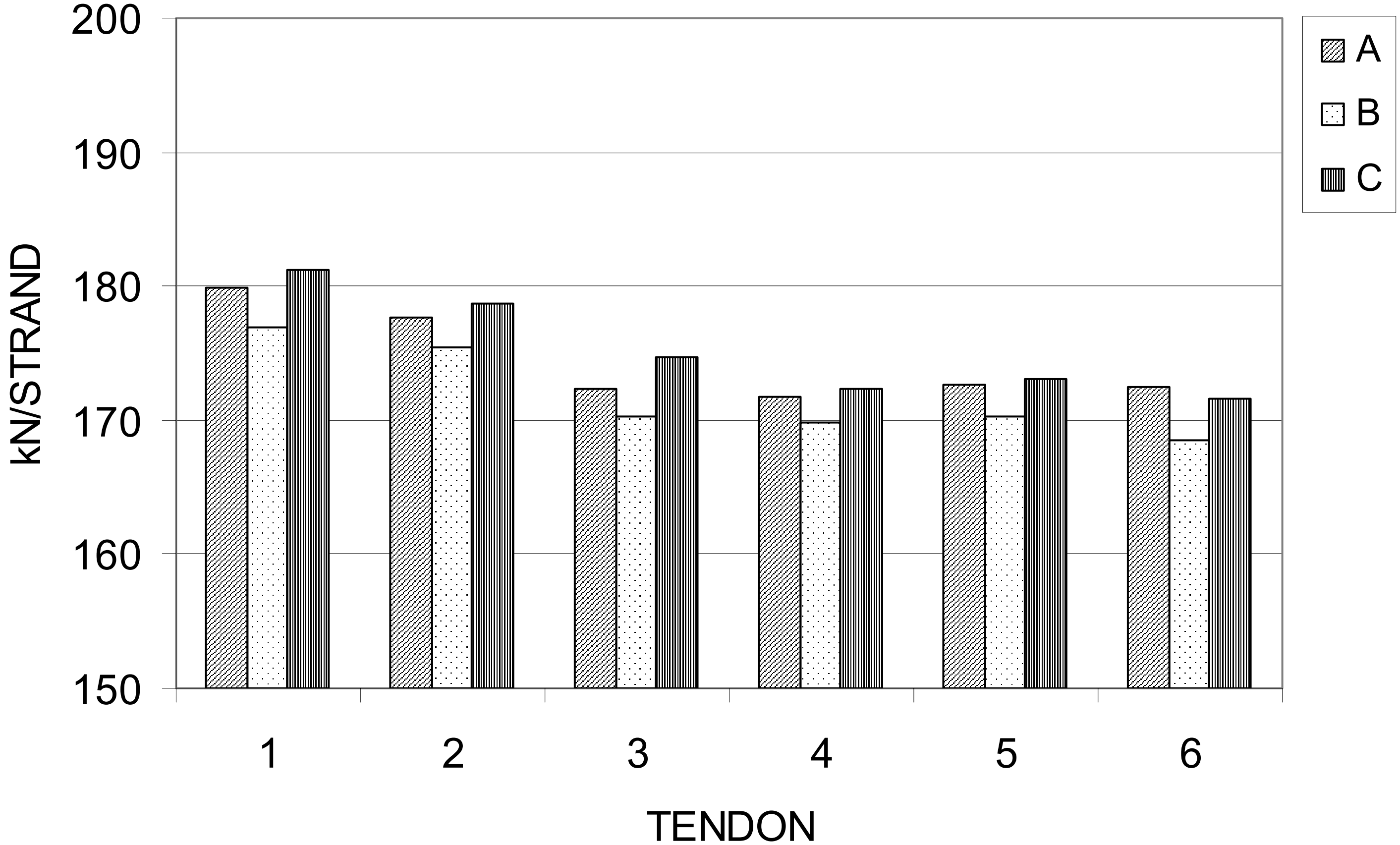
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 1.82% 2.98% 1.56% 3.04% 2.08% 2.88%

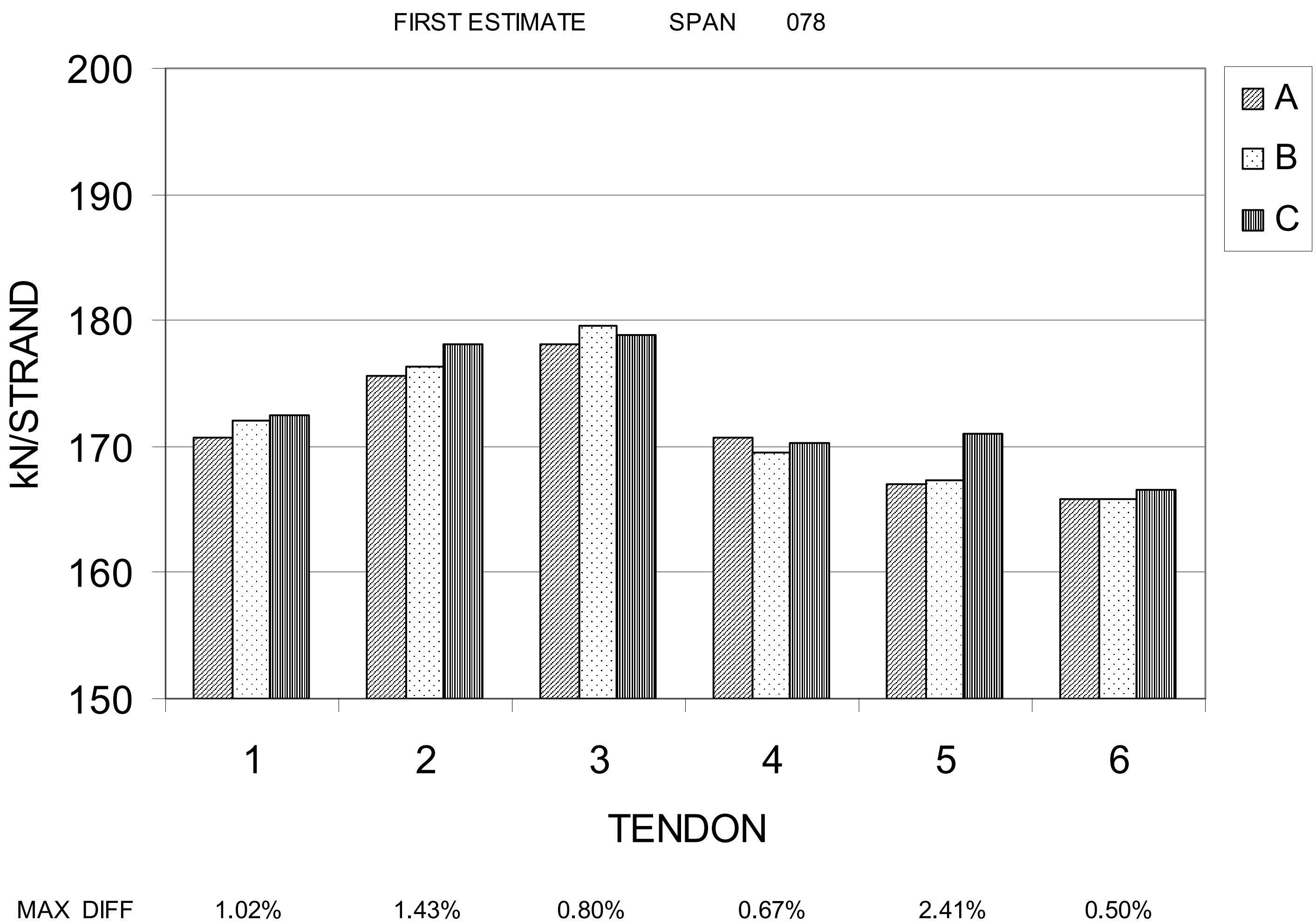
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 077



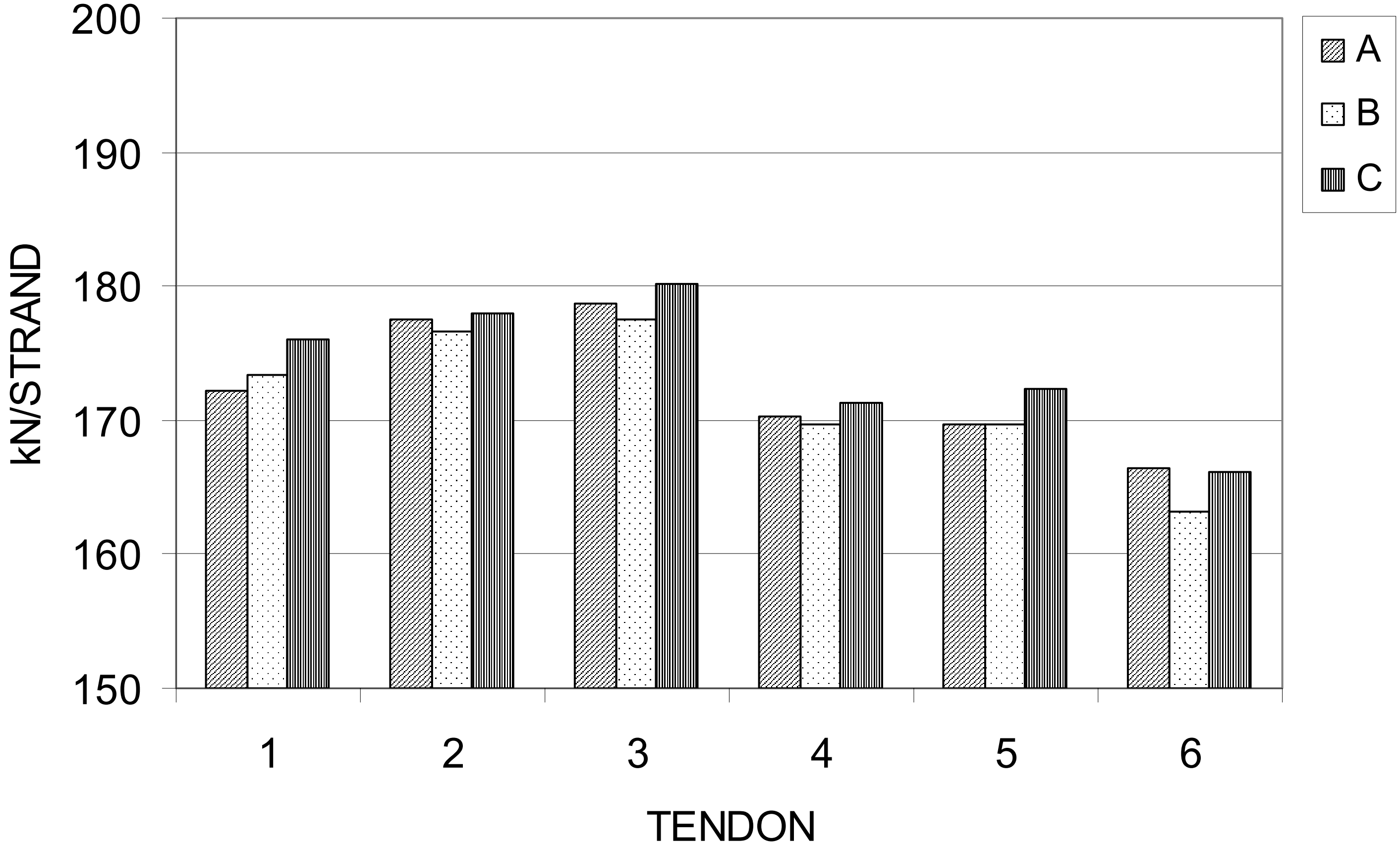
MAX DIFF 2.39% 1.83% 2.57% 1.46% 1.59% 2.33%

Based on assumed parameteres
and log form data.
Update pending.



Based on assumed parameteres
and log form data.
Update pending.

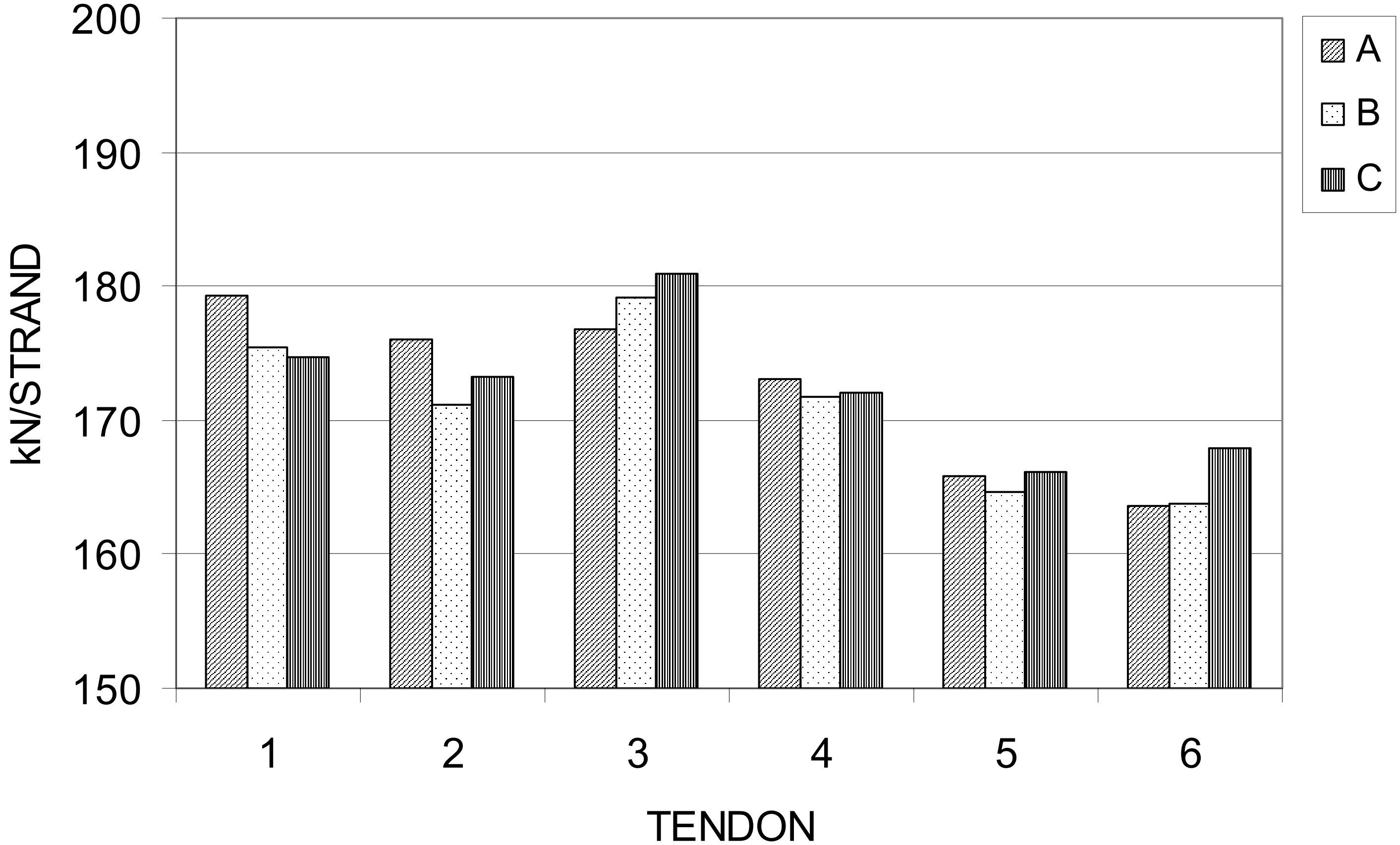
FIRST ESTIMATE SPAN 079



MAX DIFF 2.18% 0.79% 1.46% 0.99% 1.57% 1.96%

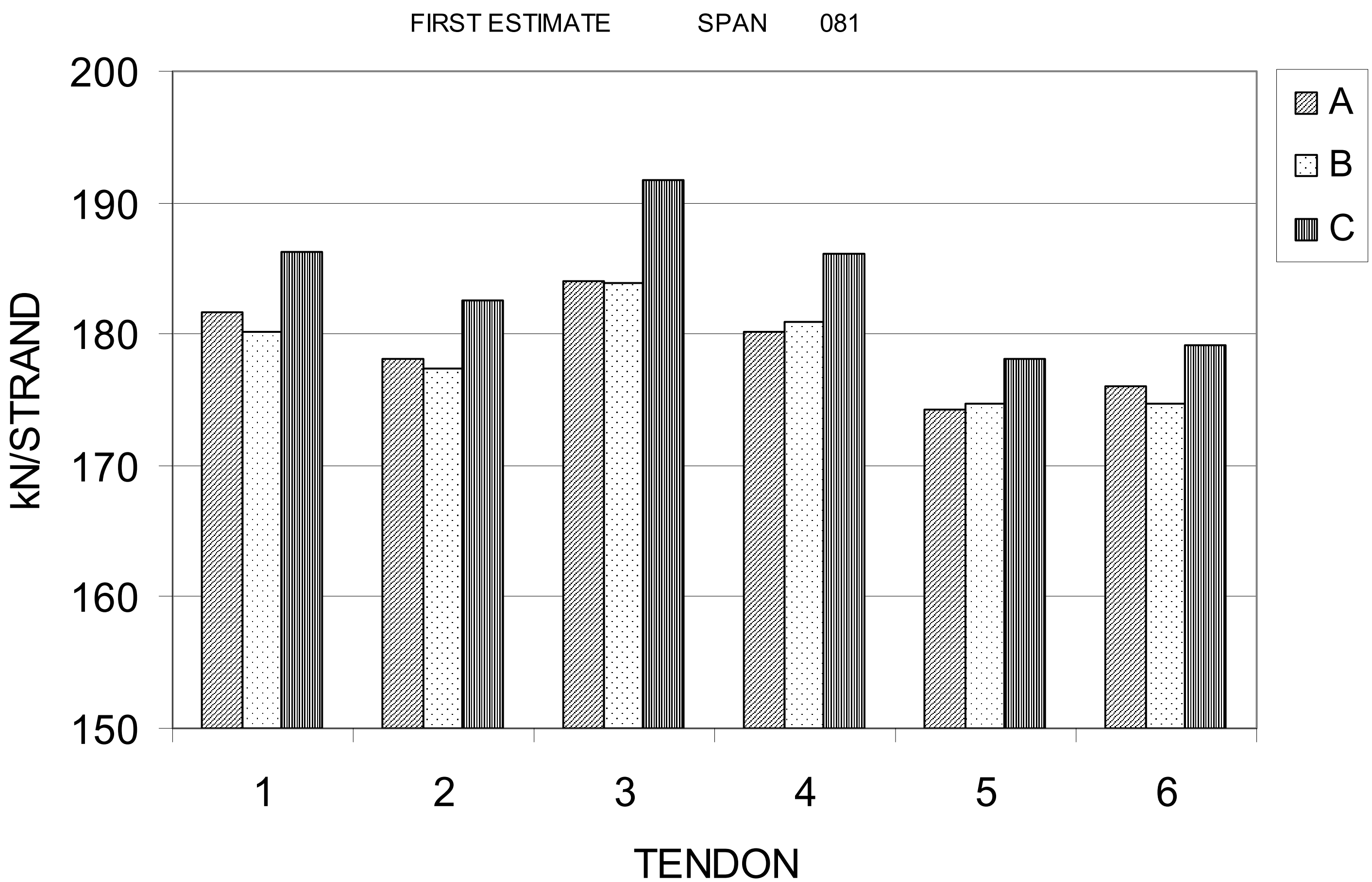
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 080



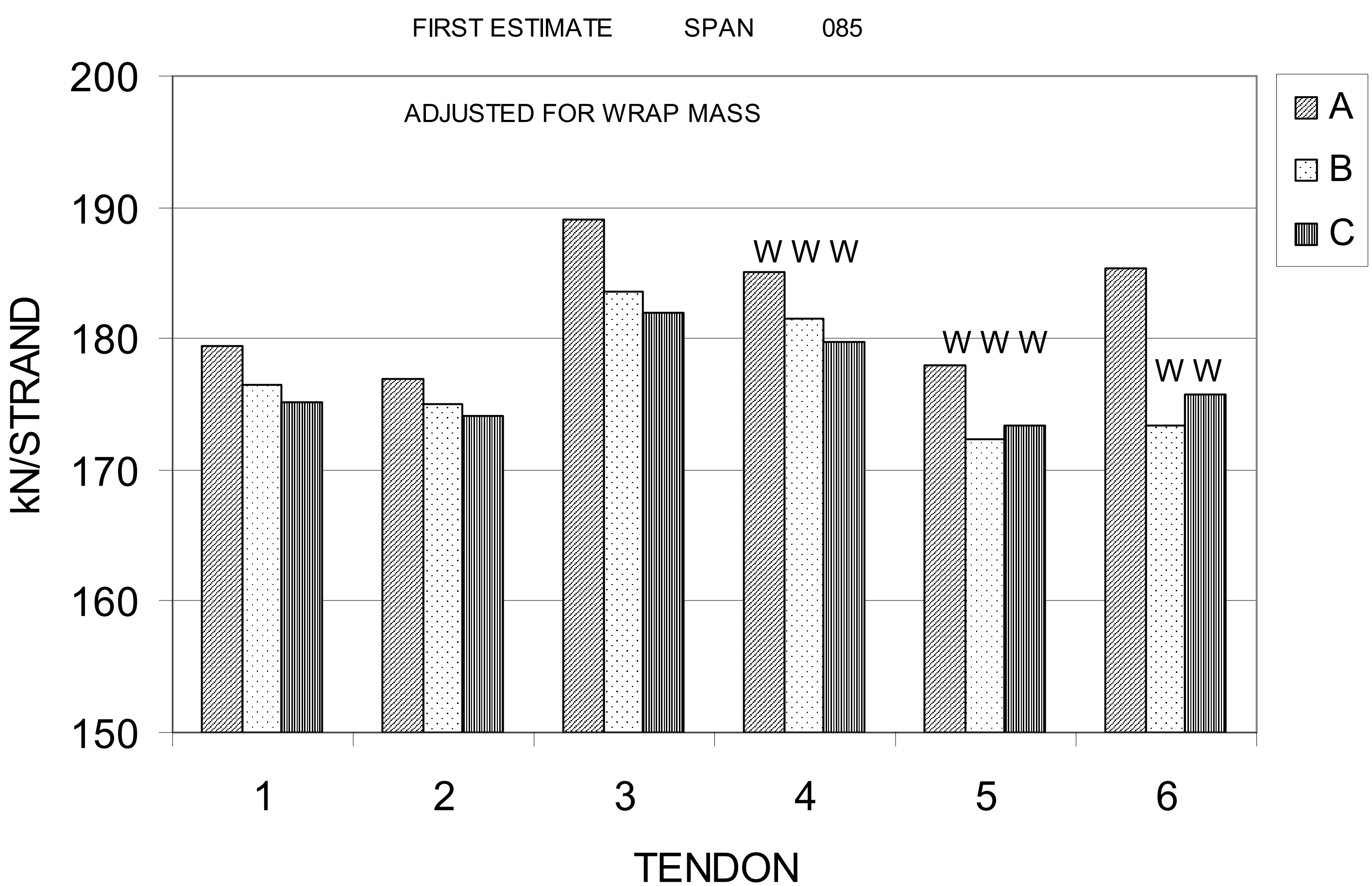
MAX DIFF	2.61%	2.74%	2.39%	0.81%	0.87%	2.58%

Based on assumed parameteres
and log form data.
Update pending.



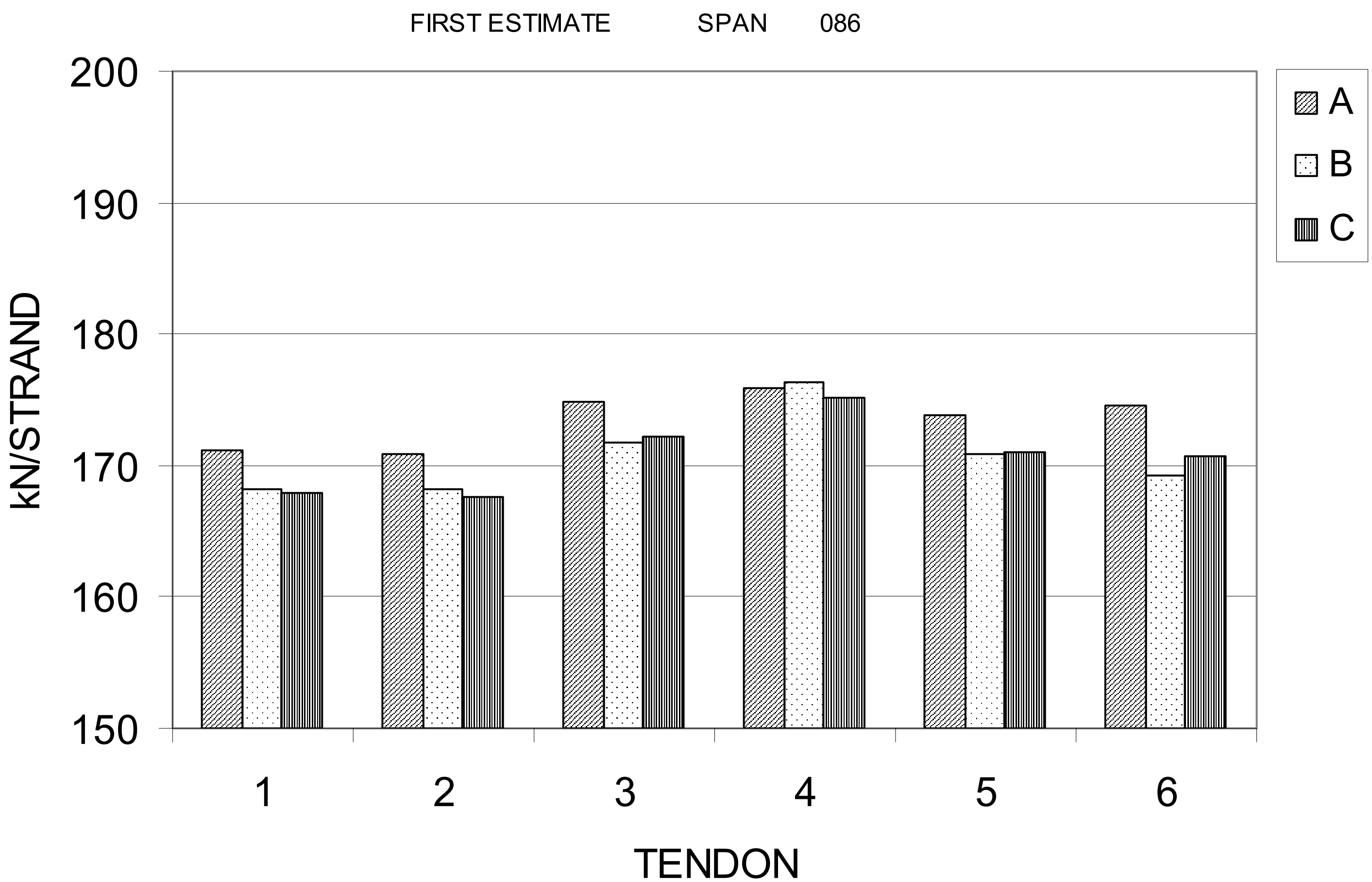
MAX DIFF	3.27%	2.81%	4.16%	3.27%	2.18%	2.46%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.39%	1.56%	3.83%	2.94%	3.19%	6.66%

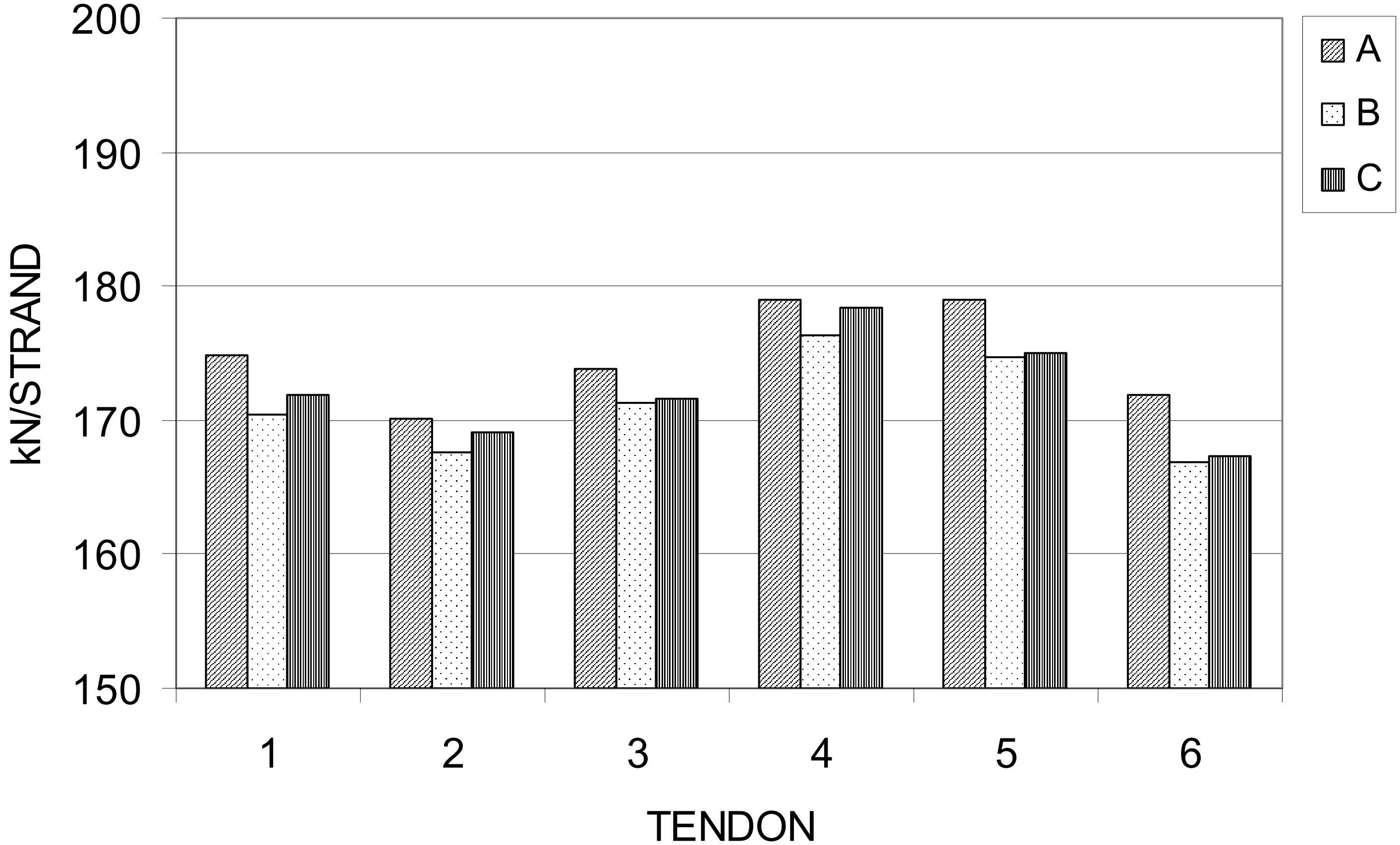
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 1.94% 1.97% 1.78% 0.68% 1.74% 3.09%

Based on assumed parameteres
and log form data.
Update pending.

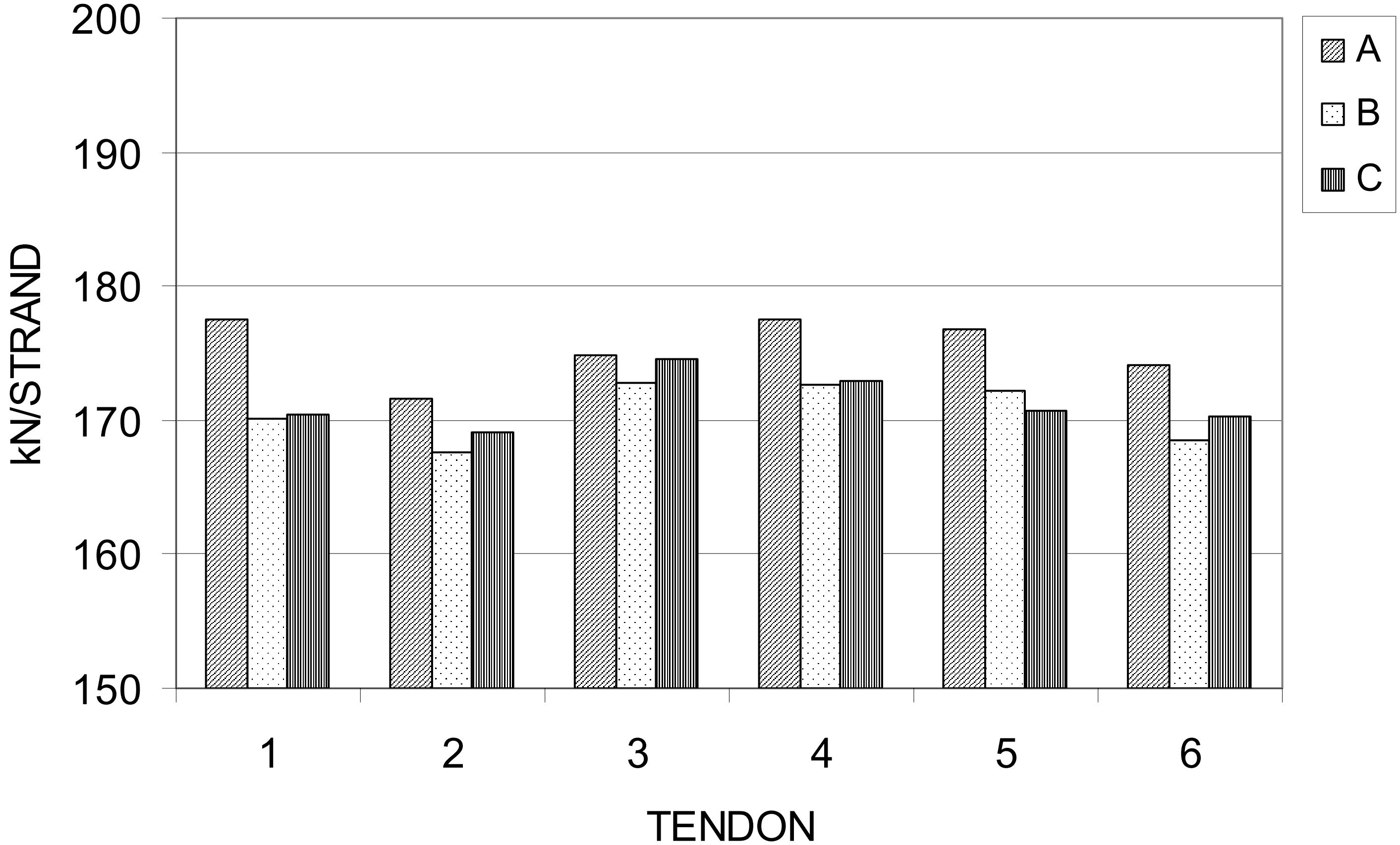
FIRST ESTIMATE SPAN 087



MAX DIFF	2.58%	1.50%	1.49%	1.51%	2.45%	3.00%

Based on assumed parameteres
and log form data.
Update pending.

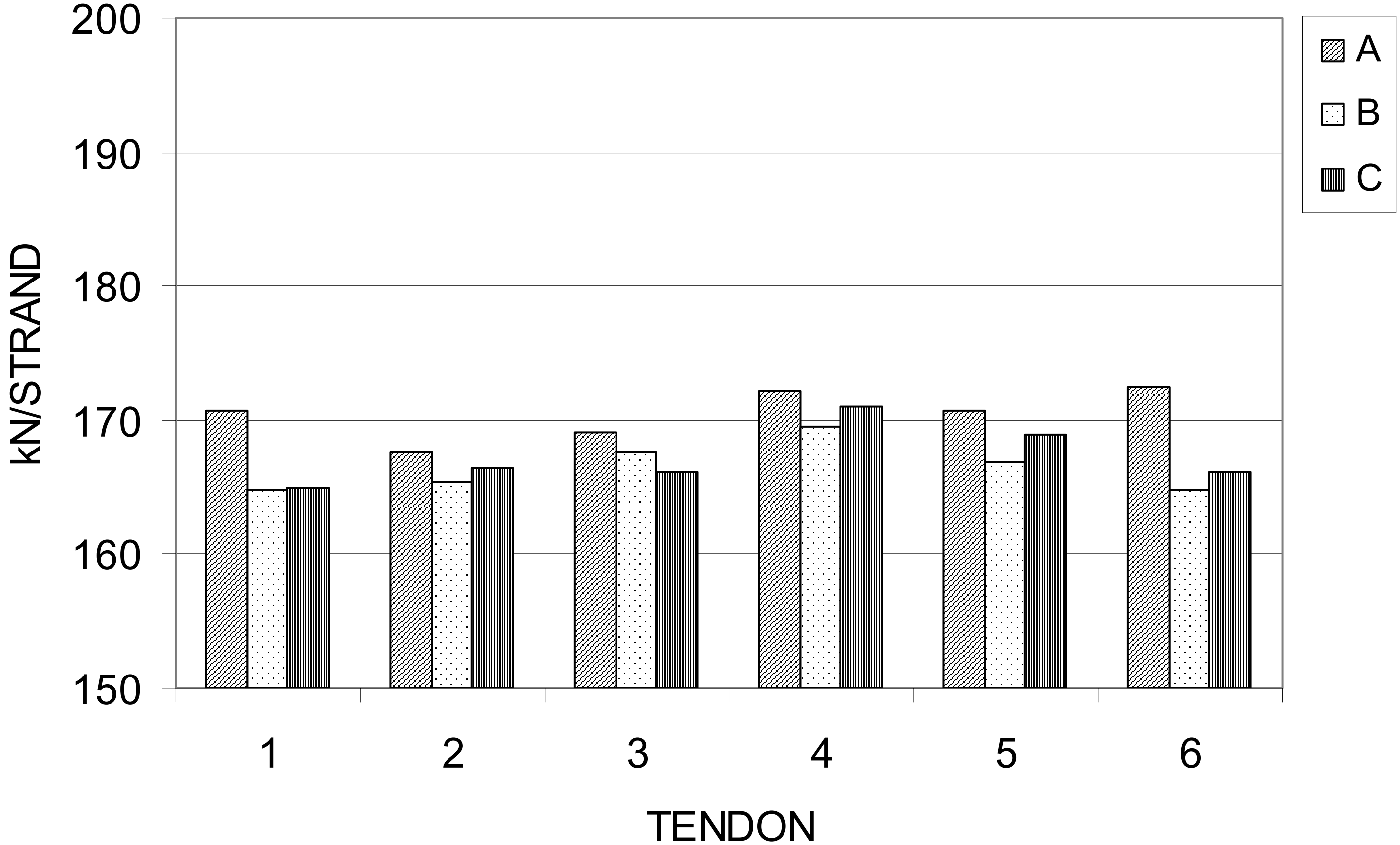
FIRST ESTIMATE SPAN 088



MAX DIFF	4.28%	2.36%	1.17%	2.80%	3.46%	3.28%

Based on assumed parameteres
and log form data.
Update pending.

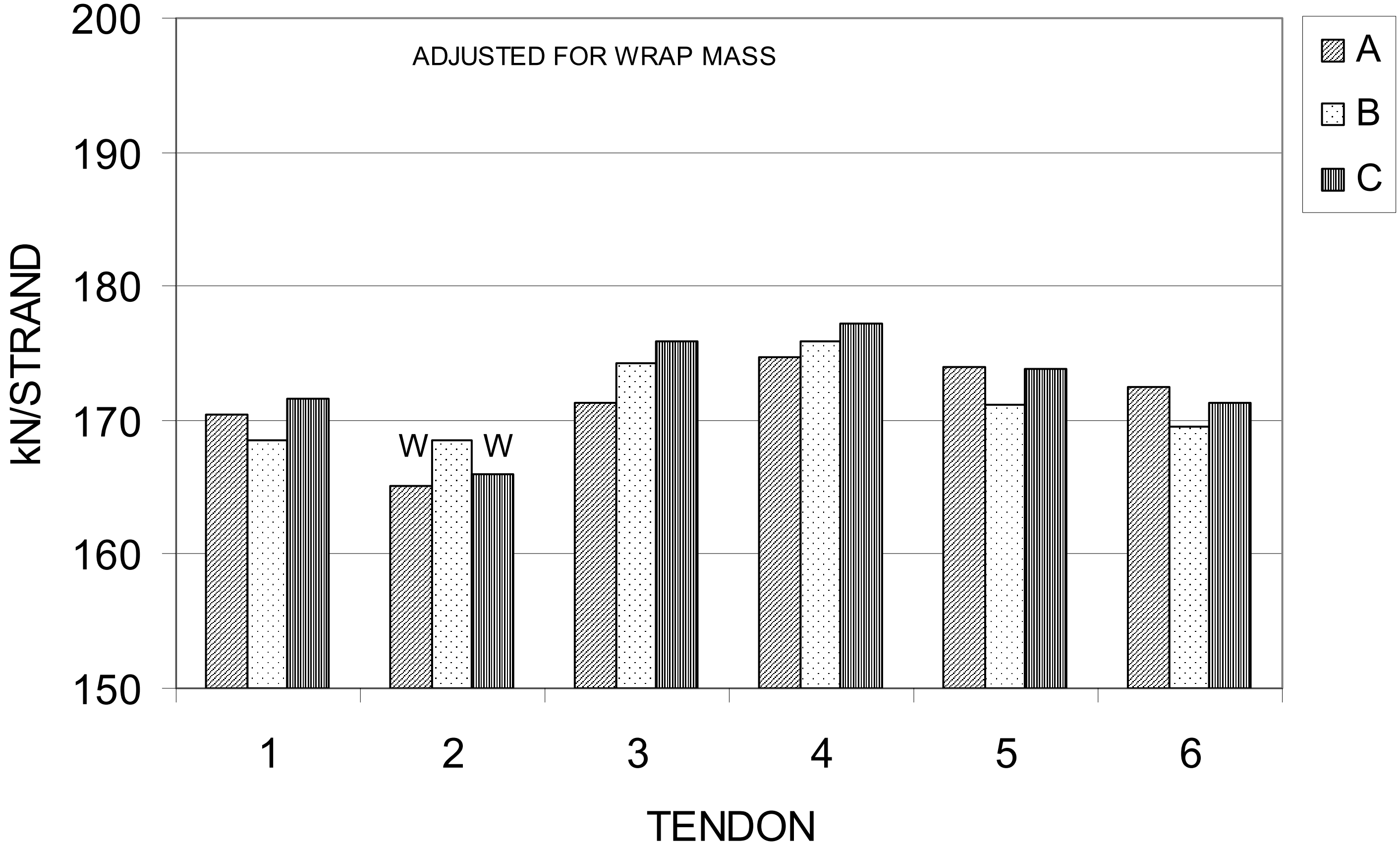
FIRST ESTIMATE SPAN 089



MAX DIFF	3.57%	1.31%	1.74%	1.54%	2.27%	4.54%

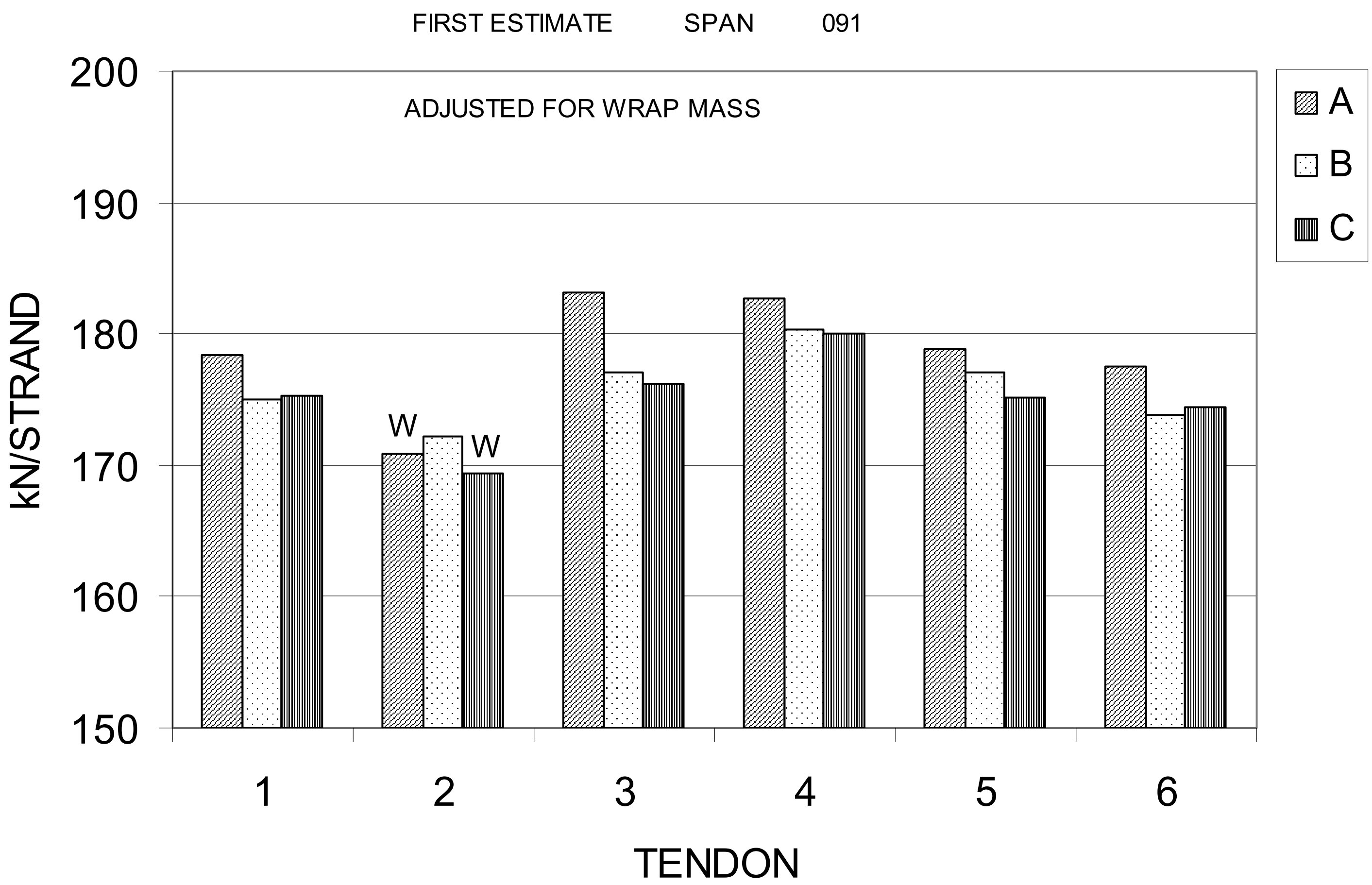
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 090



MAX DIFF	1.83%	2.08%	2.64%	1.40%	1.60%	1.71%

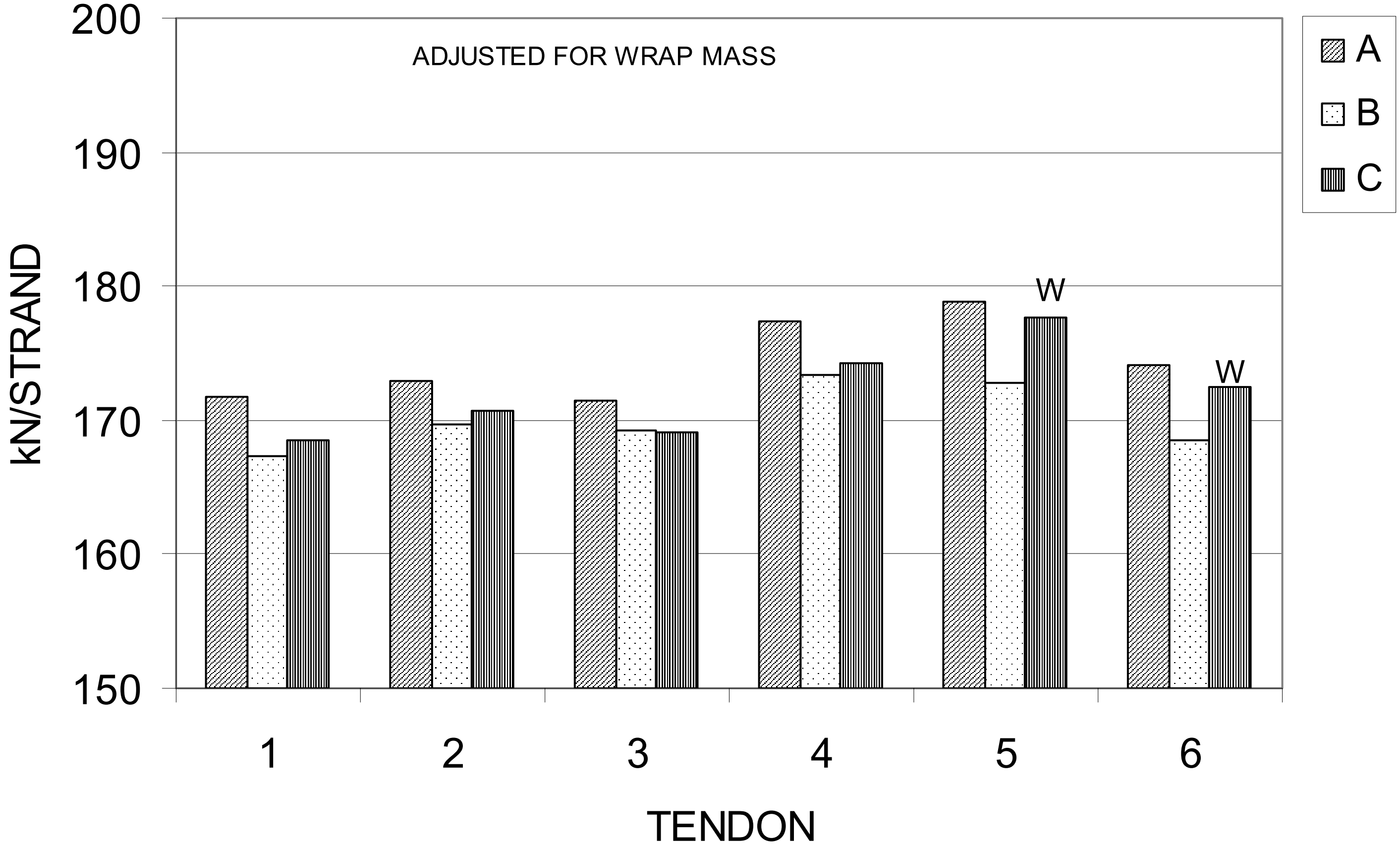
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.95%	1.65%	3.90%	1.53%	2.08%	2.06%

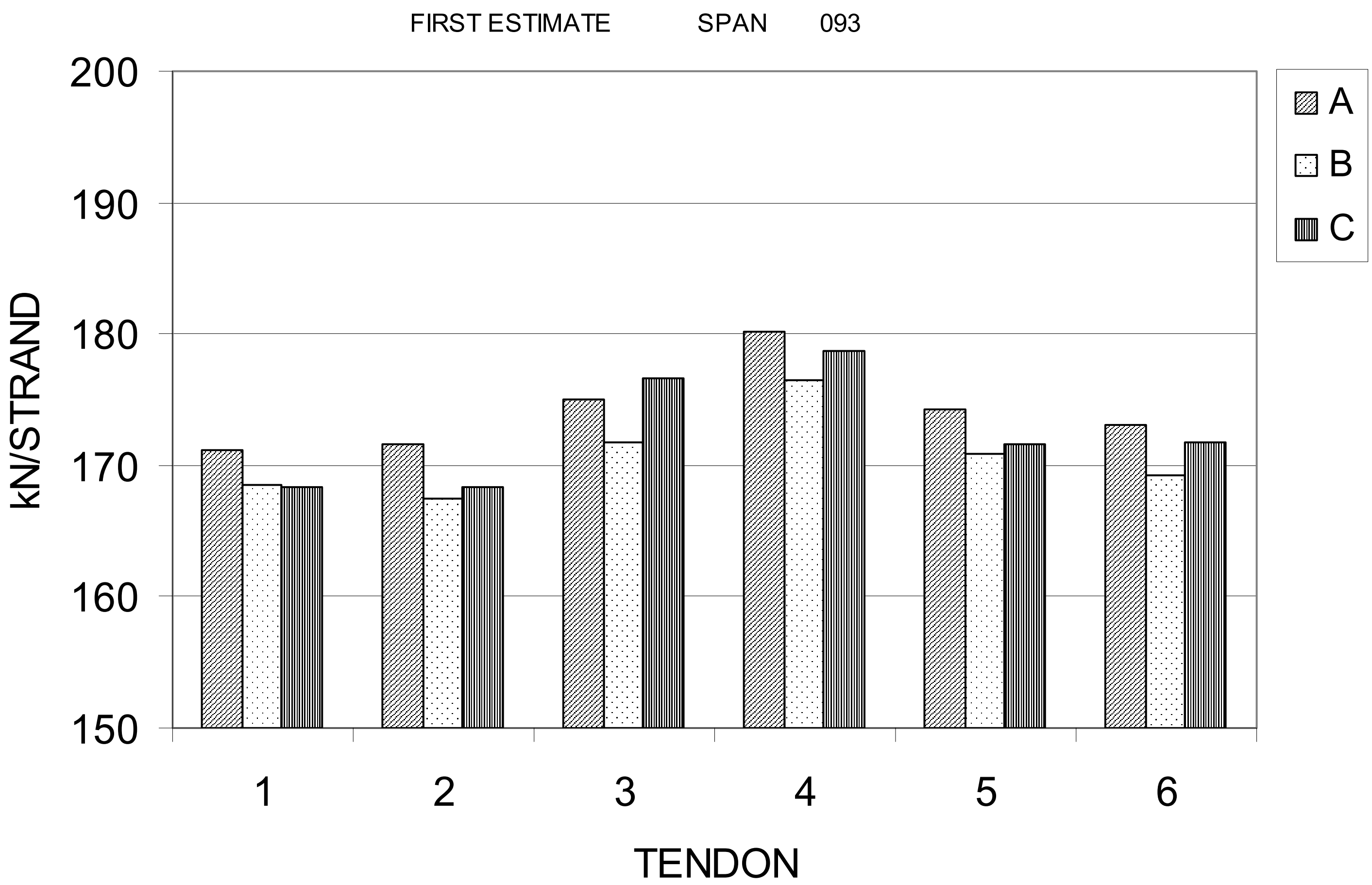
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 092



MAX DIFF	2.61%	1.90%	1.41%	2.28%	3.44%	3.28%

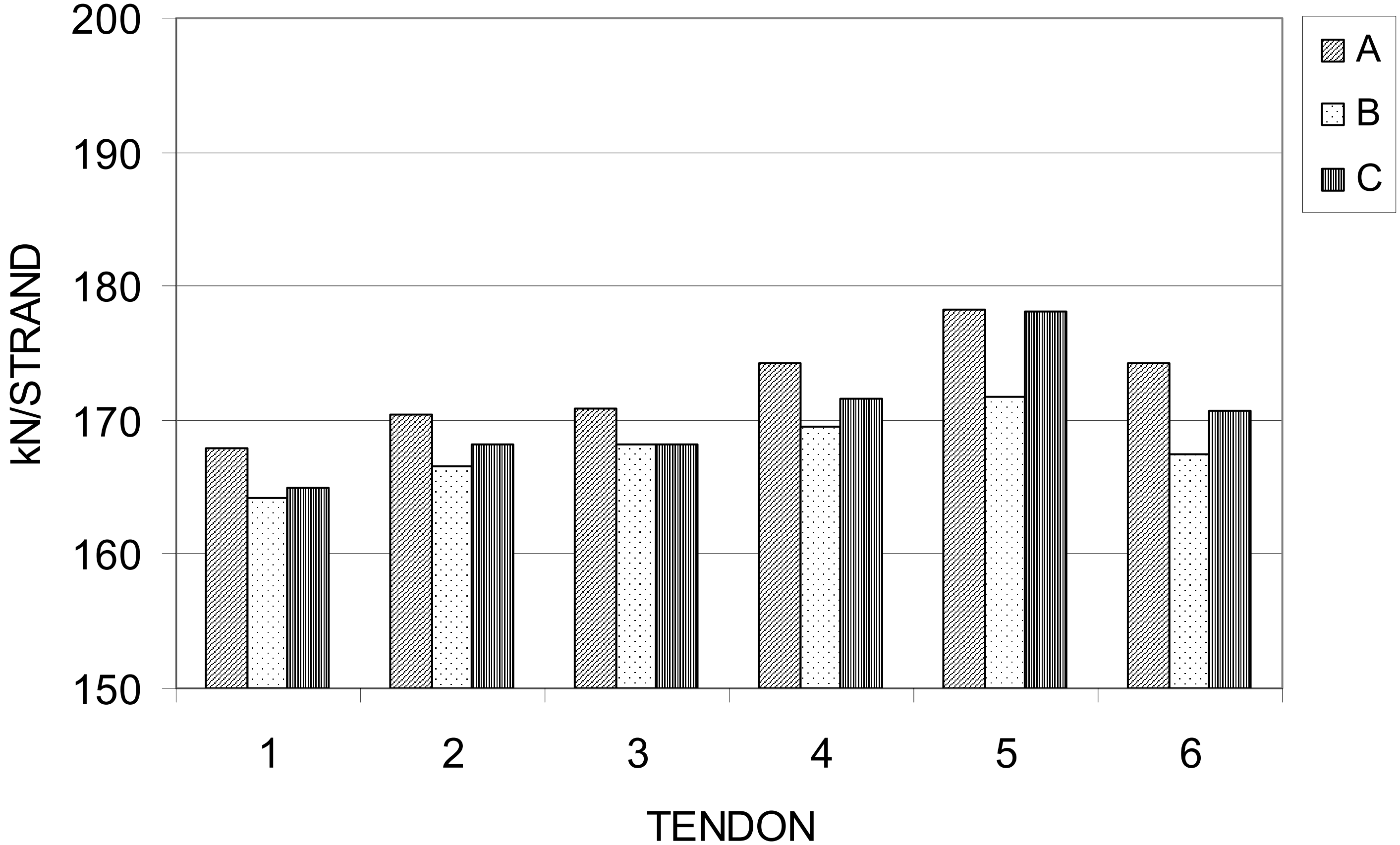
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.67%	2.49%	2.87%	2.05%	2.01%	2.29%

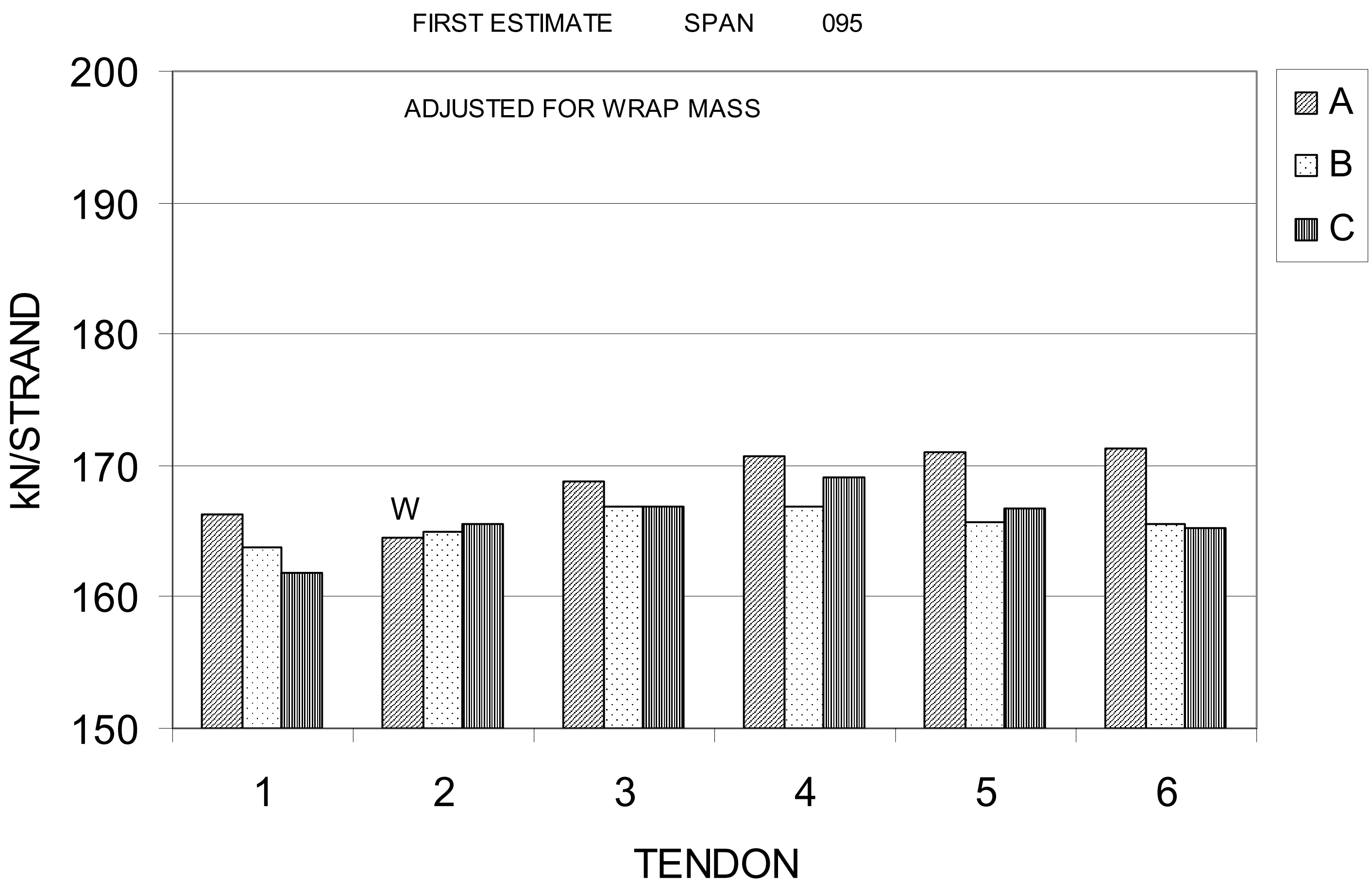
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 094



MAX DIFF	2.24%	2.32%	1.64%	2.72%	3.77%	3.97%

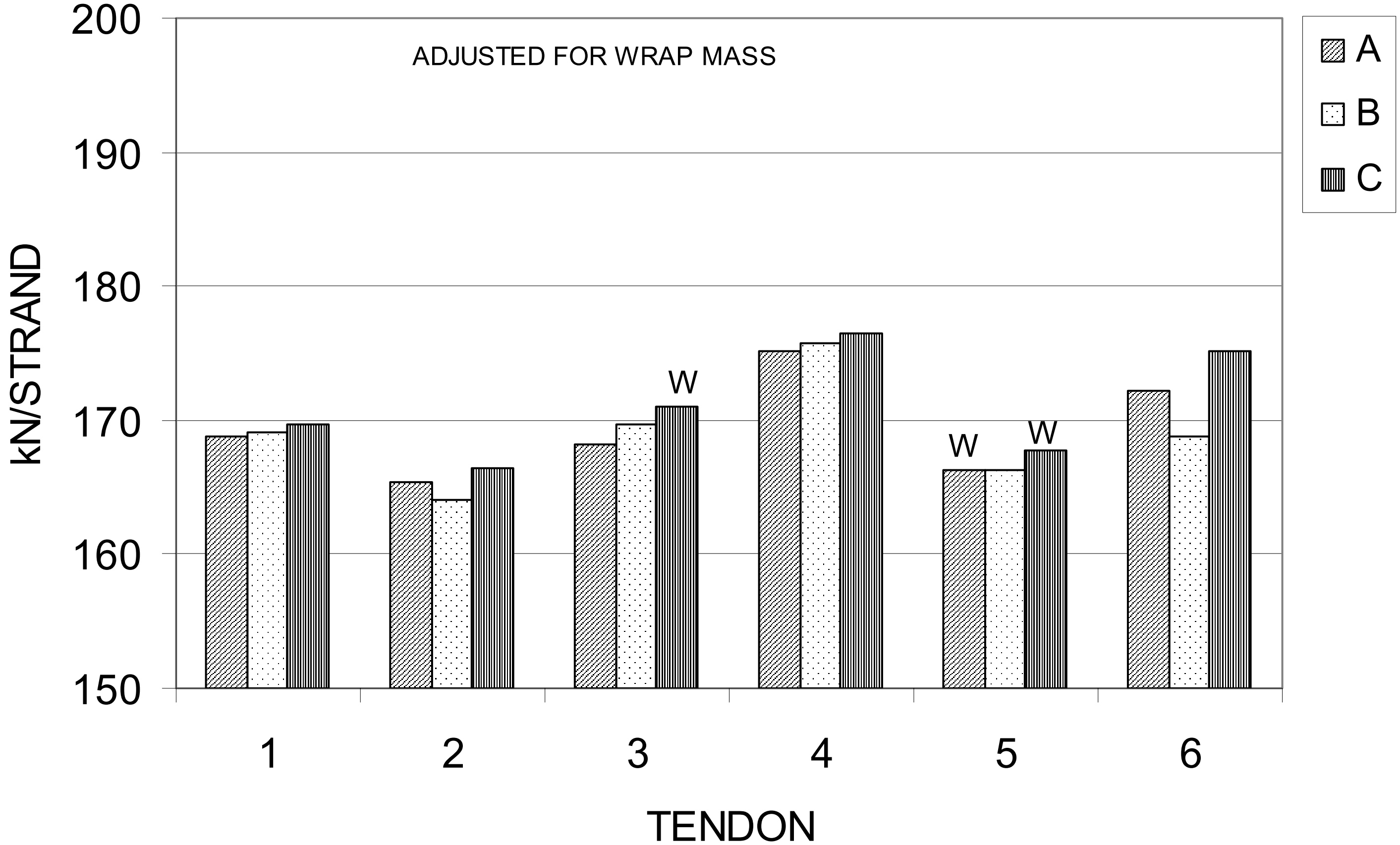
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.68%	0.63%	1.18%	2.25%	3.16%	3.59%

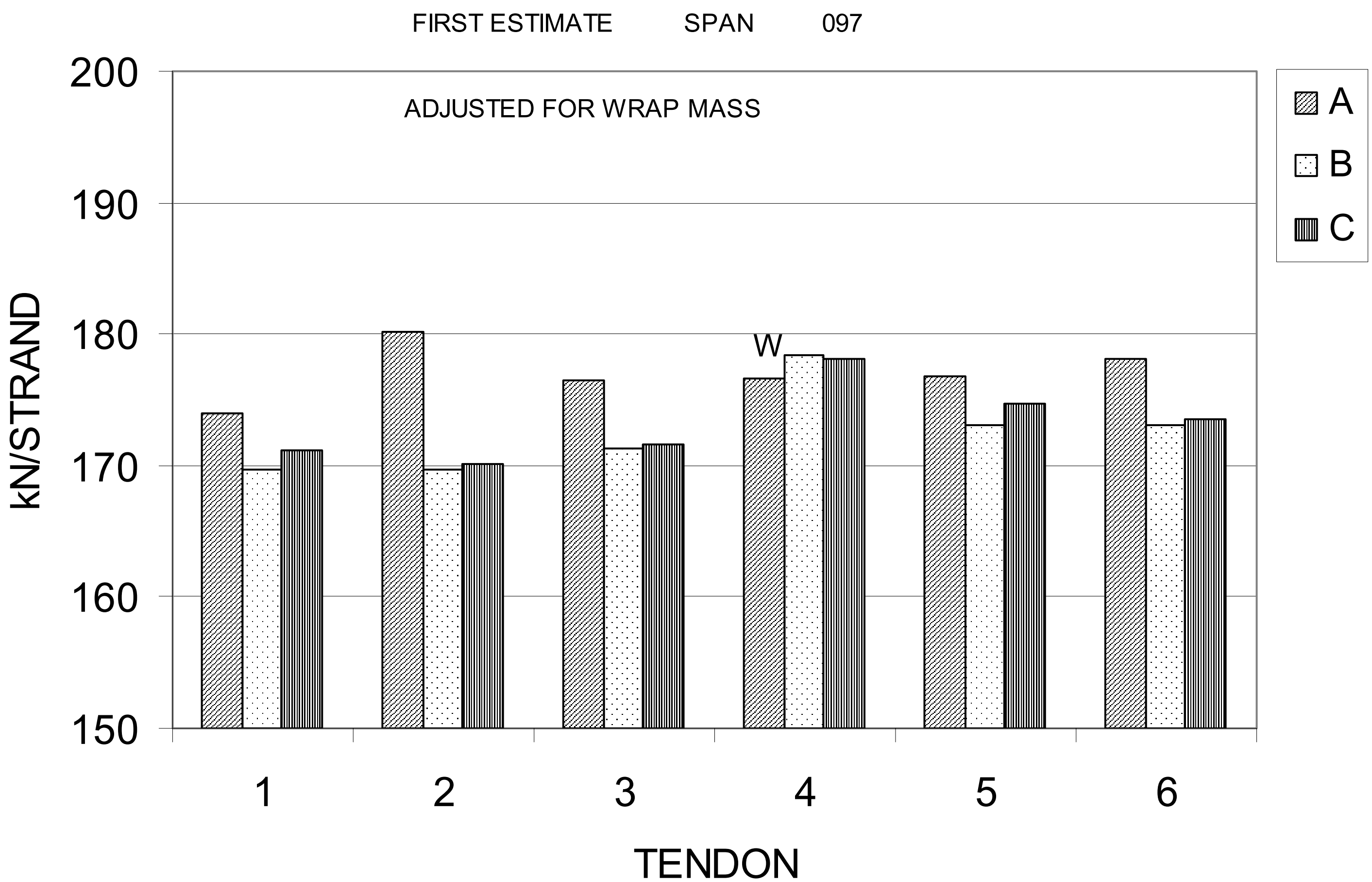
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 096



MAX DIFF	0.47%	1.44%	1.62%	0.77%	0.94%	3.70%

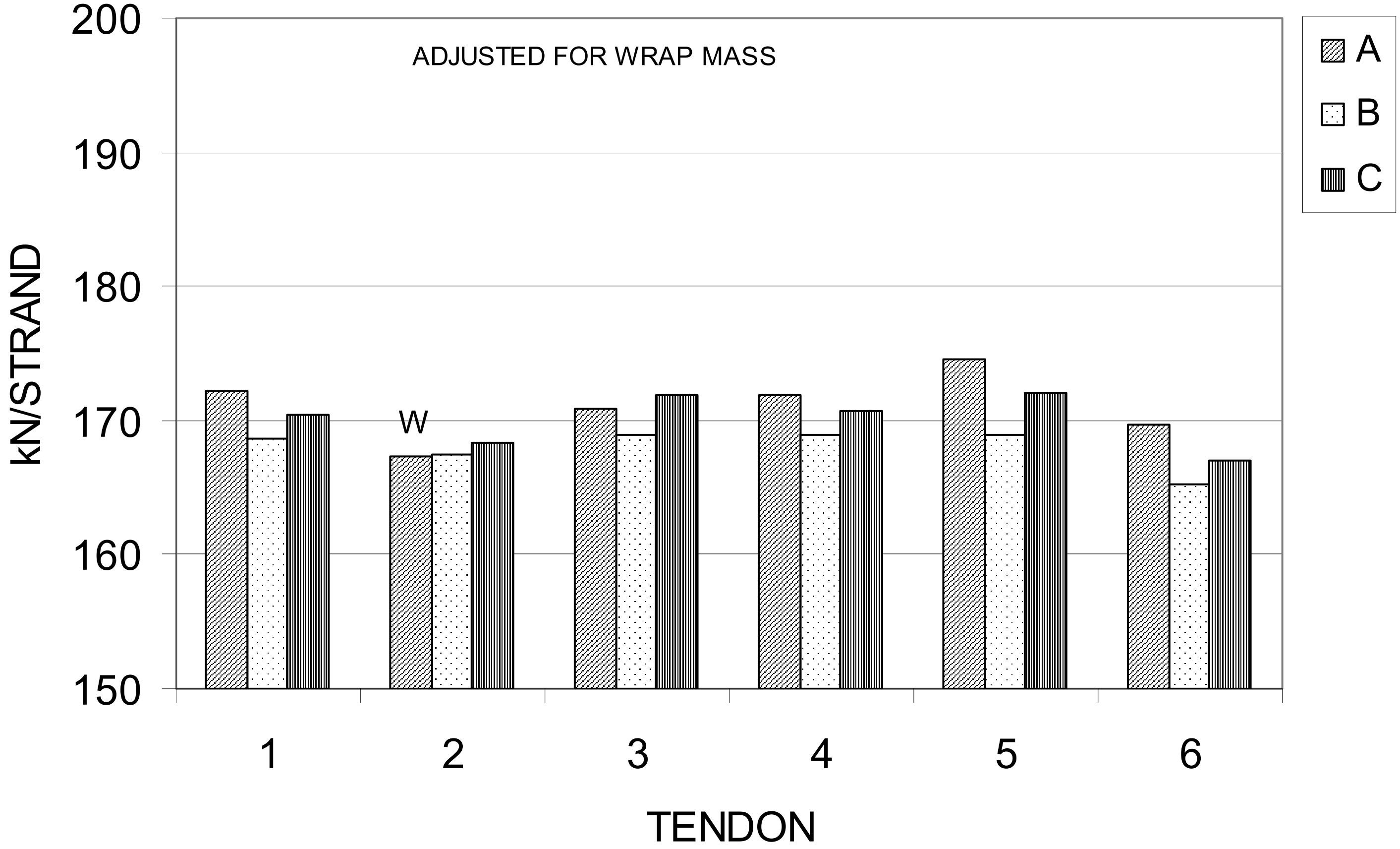
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.44%	5.98%	2.93%	0.97%	2.10%	2.88%

Based on assumed parameteres
and log form data.
Update pending.

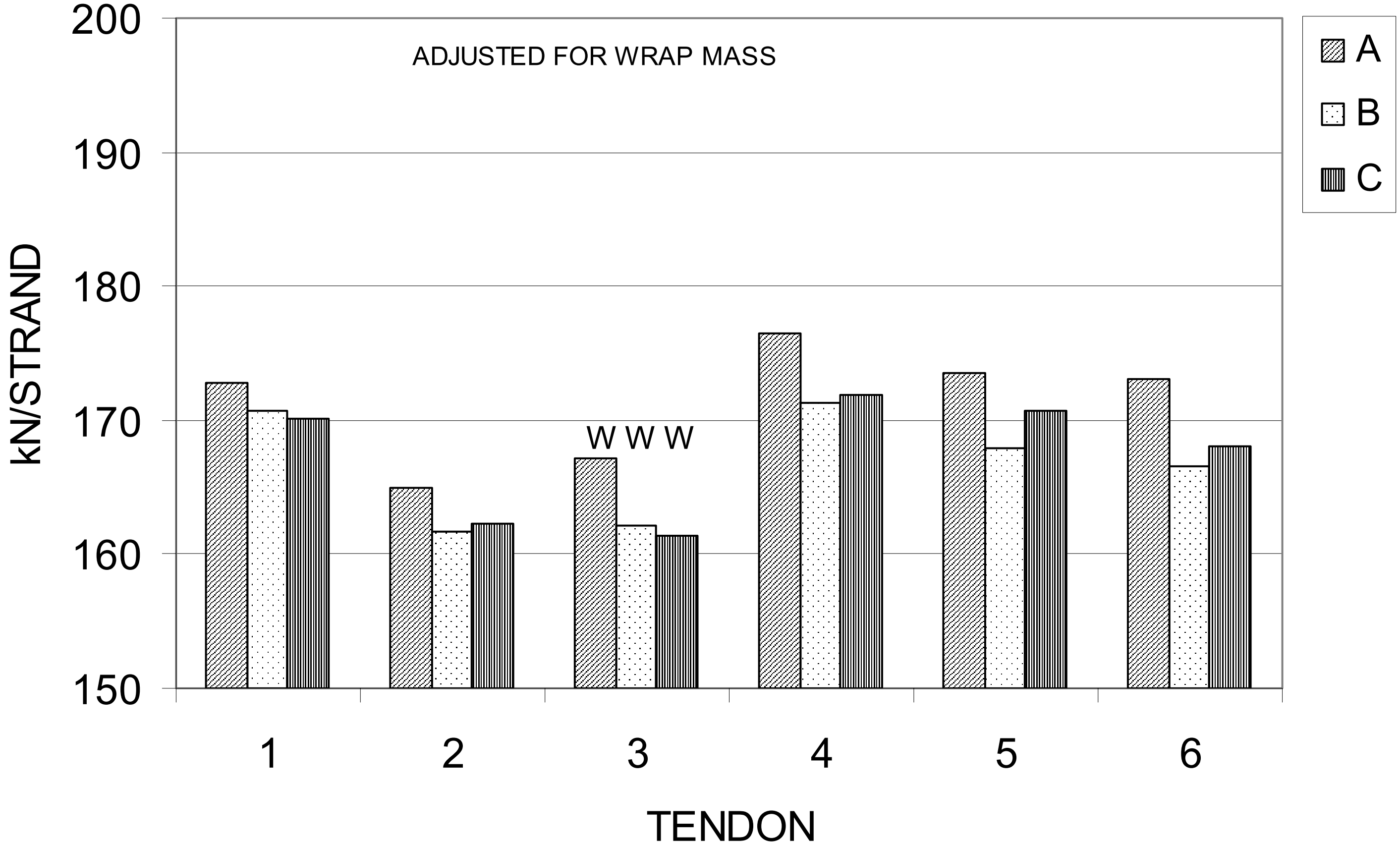
FIRST ESTIMATE SPAN 098



MAX DIFF 2.11% 0.61% 1.74% 1.77% 3.26% 2.58%

Based on assumed parameteres
and log form data.
Update pending.

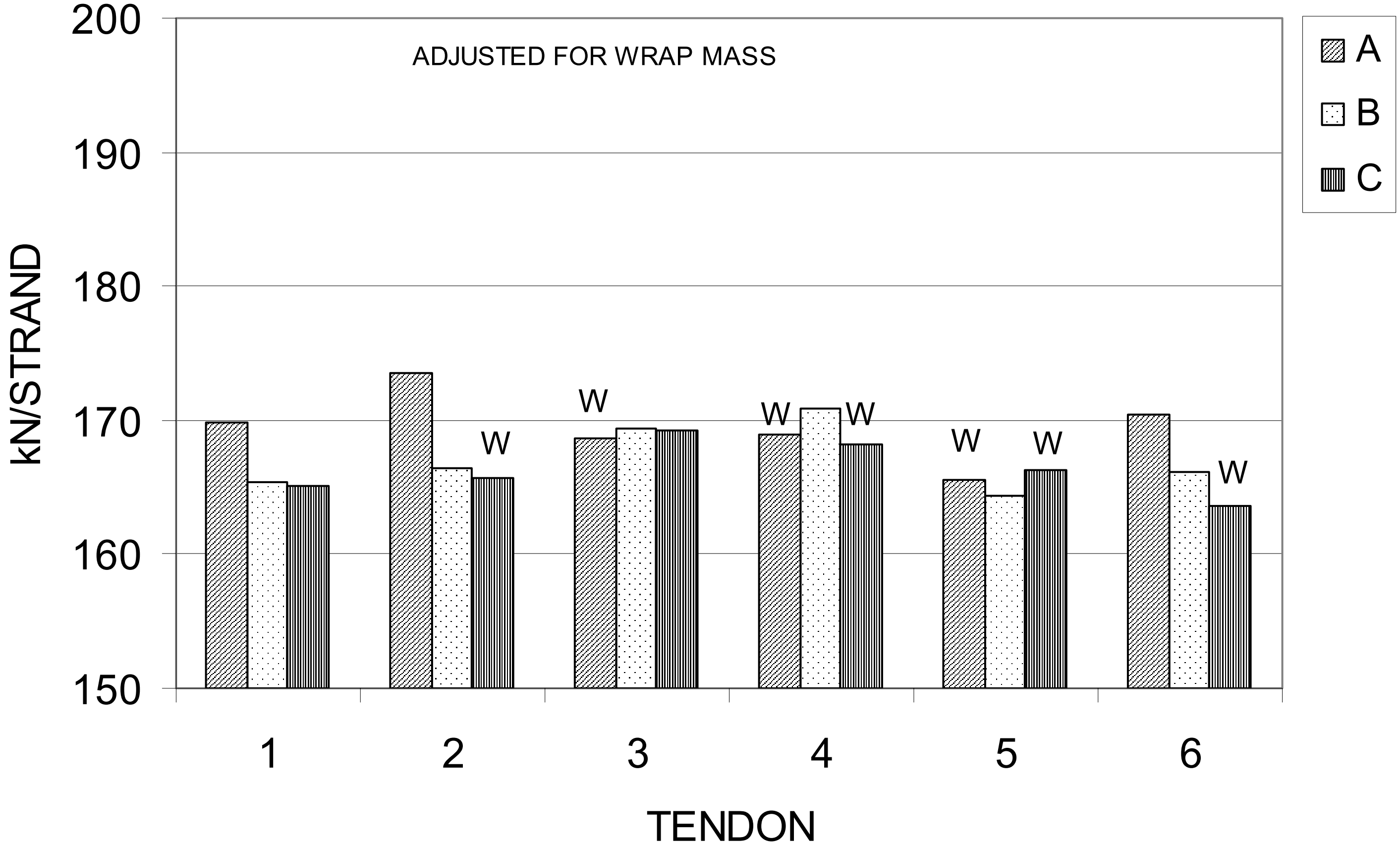
FIRST ESTIMATE SPAN 099



MAX DIFF	1.51%	1.93%	3.52%	3.01%	3.30%	3.84%

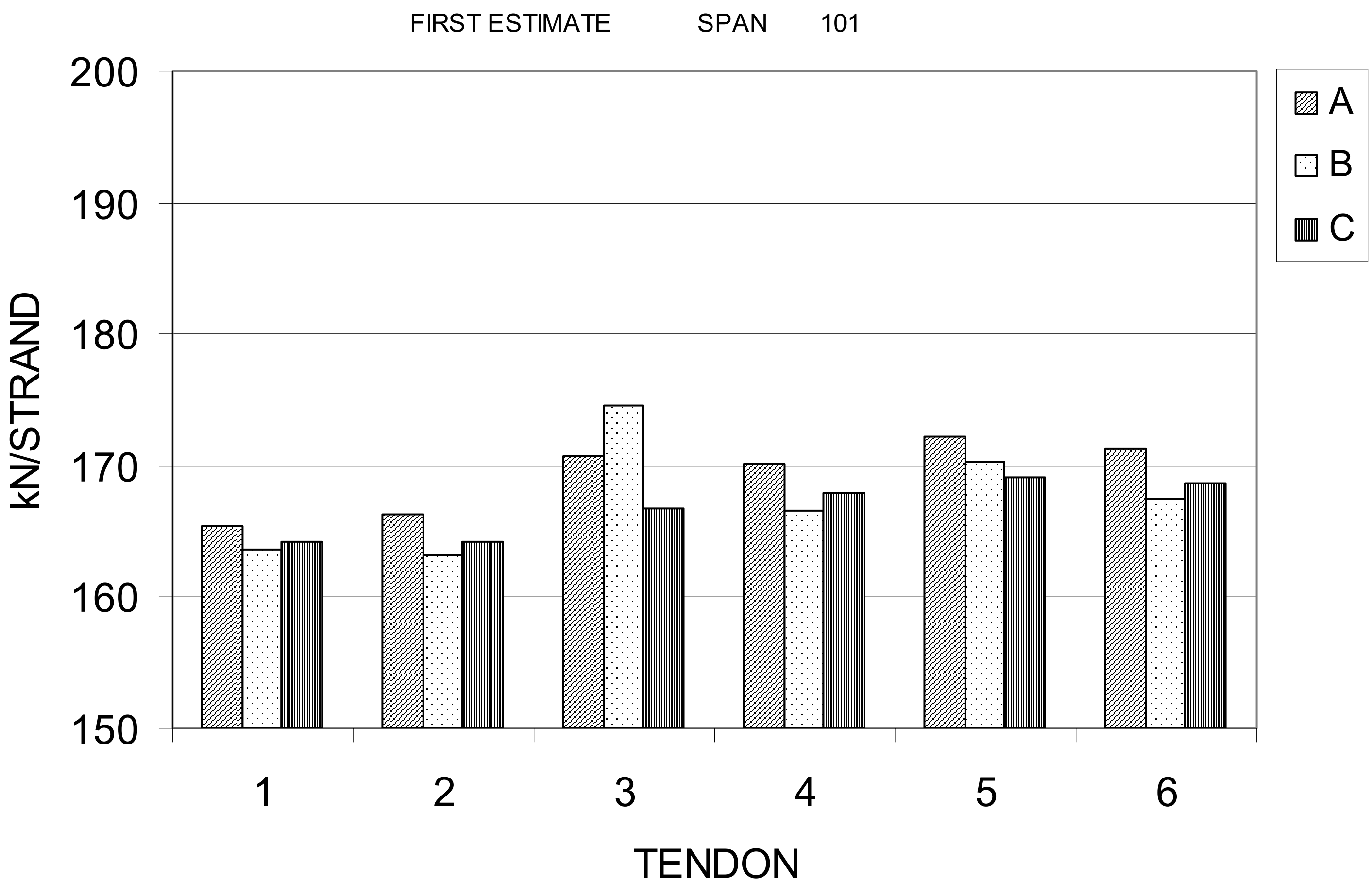
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 100



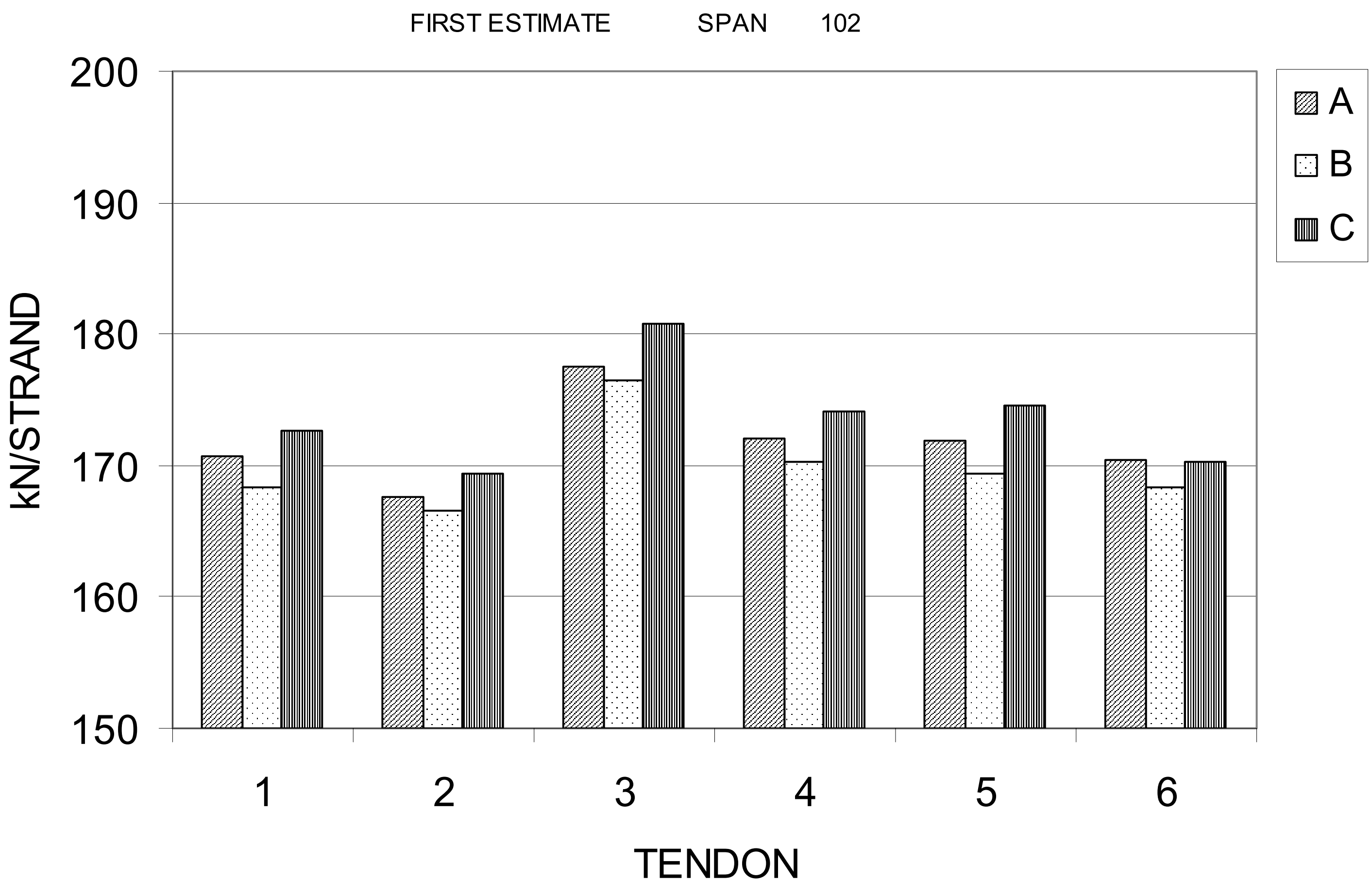
MAX DIFF	2.78%	4.63%	0.46%	1.59%	1.23%	4.11%

Based on assumed parameteres
and log form data.
Update pending.



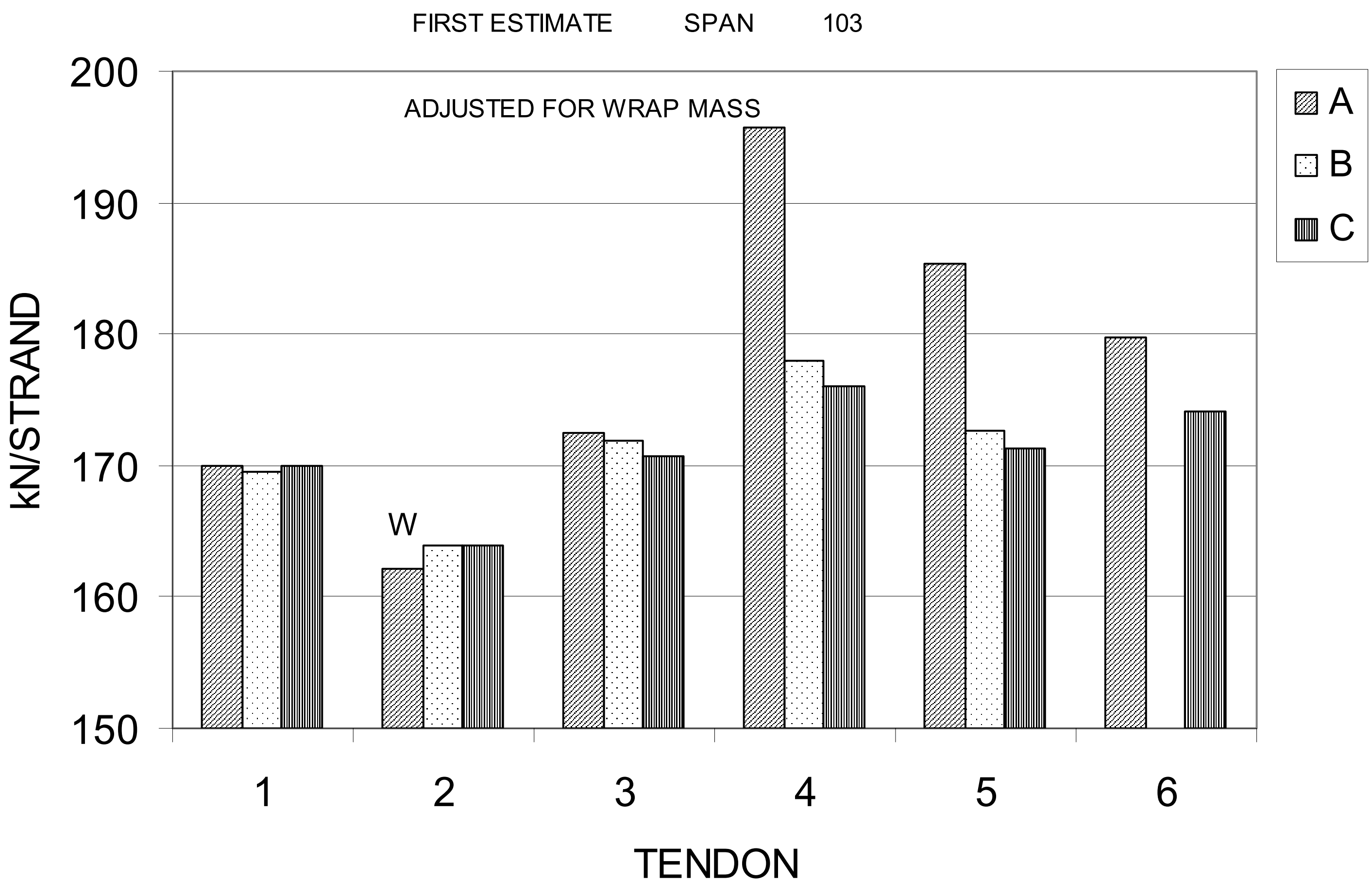
MAX DIFF 1.08% 1.90% 4.55% 2.12% 1.78% 2.28%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.47%	1.68%	2.38%	2.22%	2.98%	1.25%

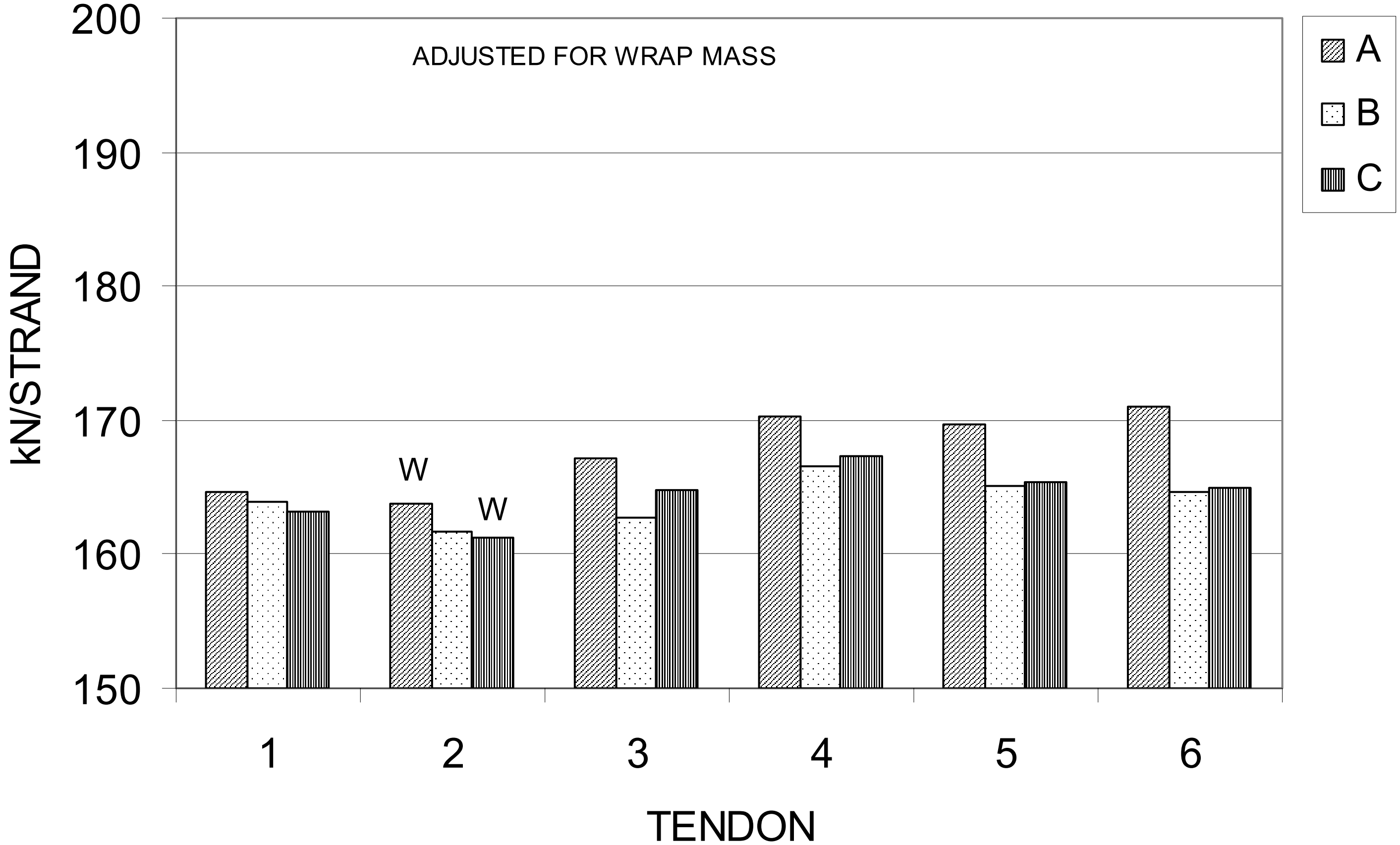
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	0.26%	1.17%	1.04%	10.63%	7.88%	3.22%

Based on assumed parameteres
and log form data.
Update pending.

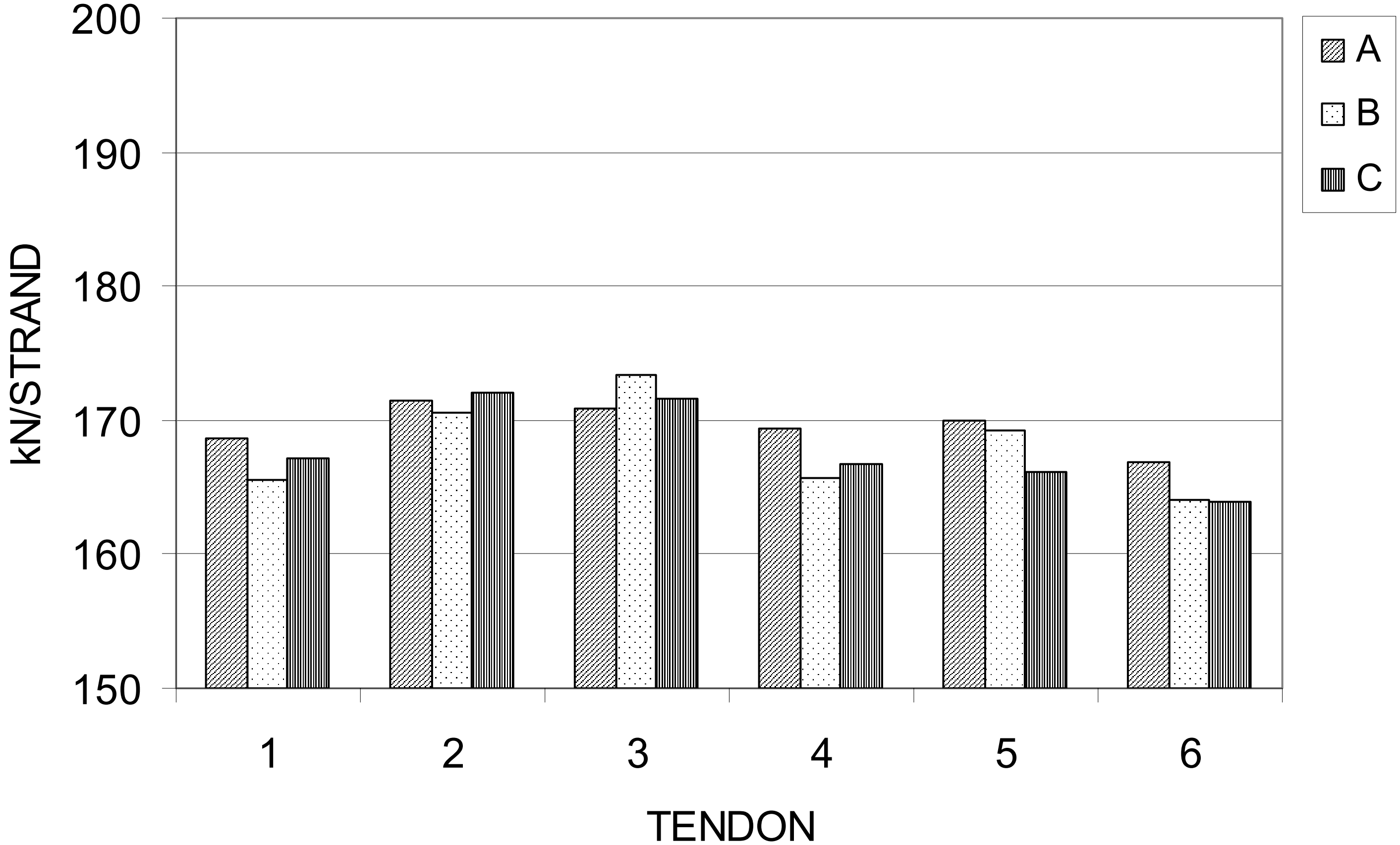
FIRST ESTIMATE SPAN 104



MAX DIFF	0.85%	1.53%	2.65%	2.24%	2.71%	3.79%

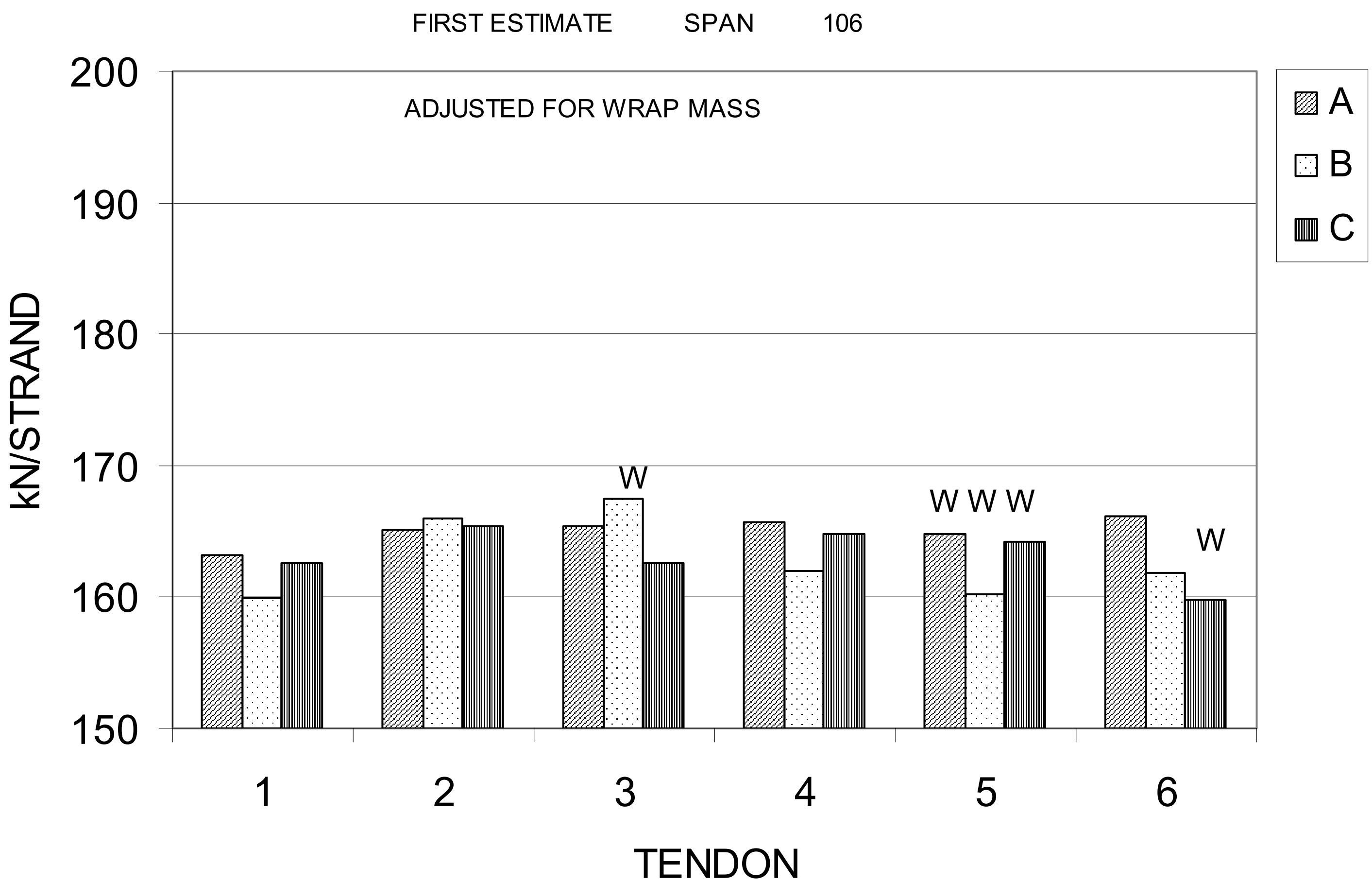
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 105



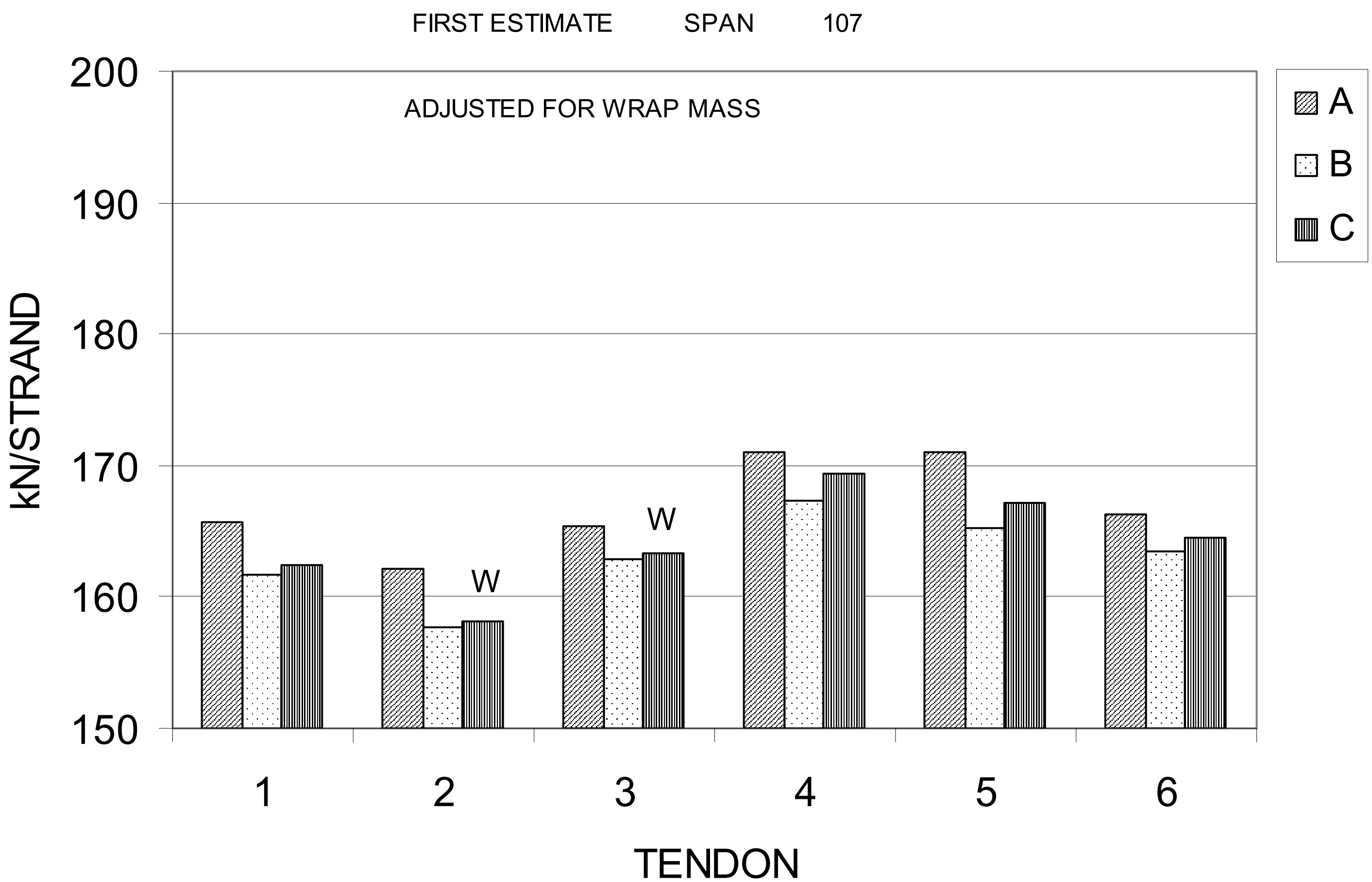
MAX DIFF	1.90%	0.87%	1.49%	2.21%	2.32%	1.74%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 2.01% 0.53% 2.94% 2.29% 2.86% 3.91%

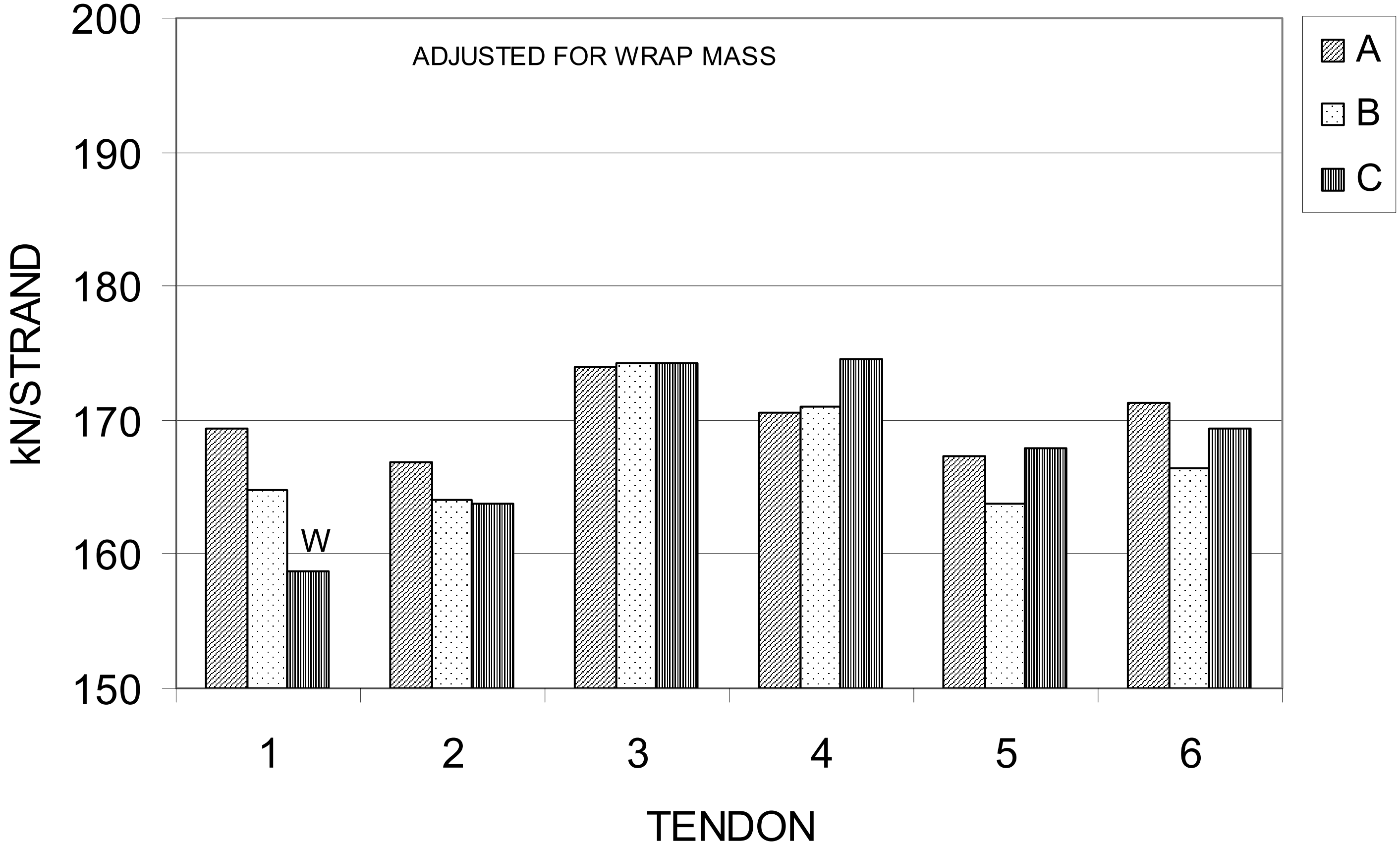
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.36%	2.78%	1.47%	2.25%	3.46%	1.75%

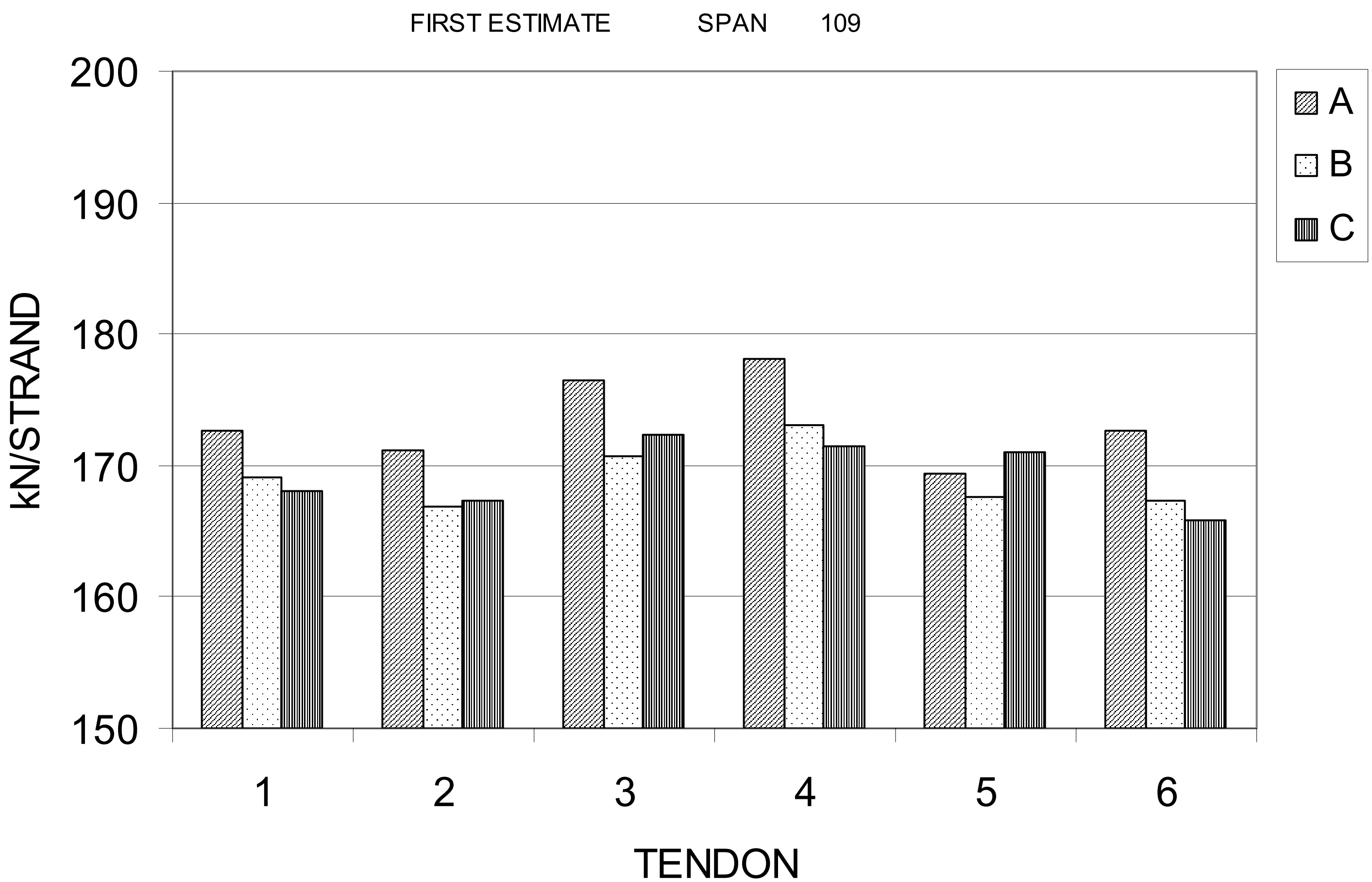
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 108



MAX DIFF	6.47%	1.89%	0.16%	2.33%	2.52%	2.85%

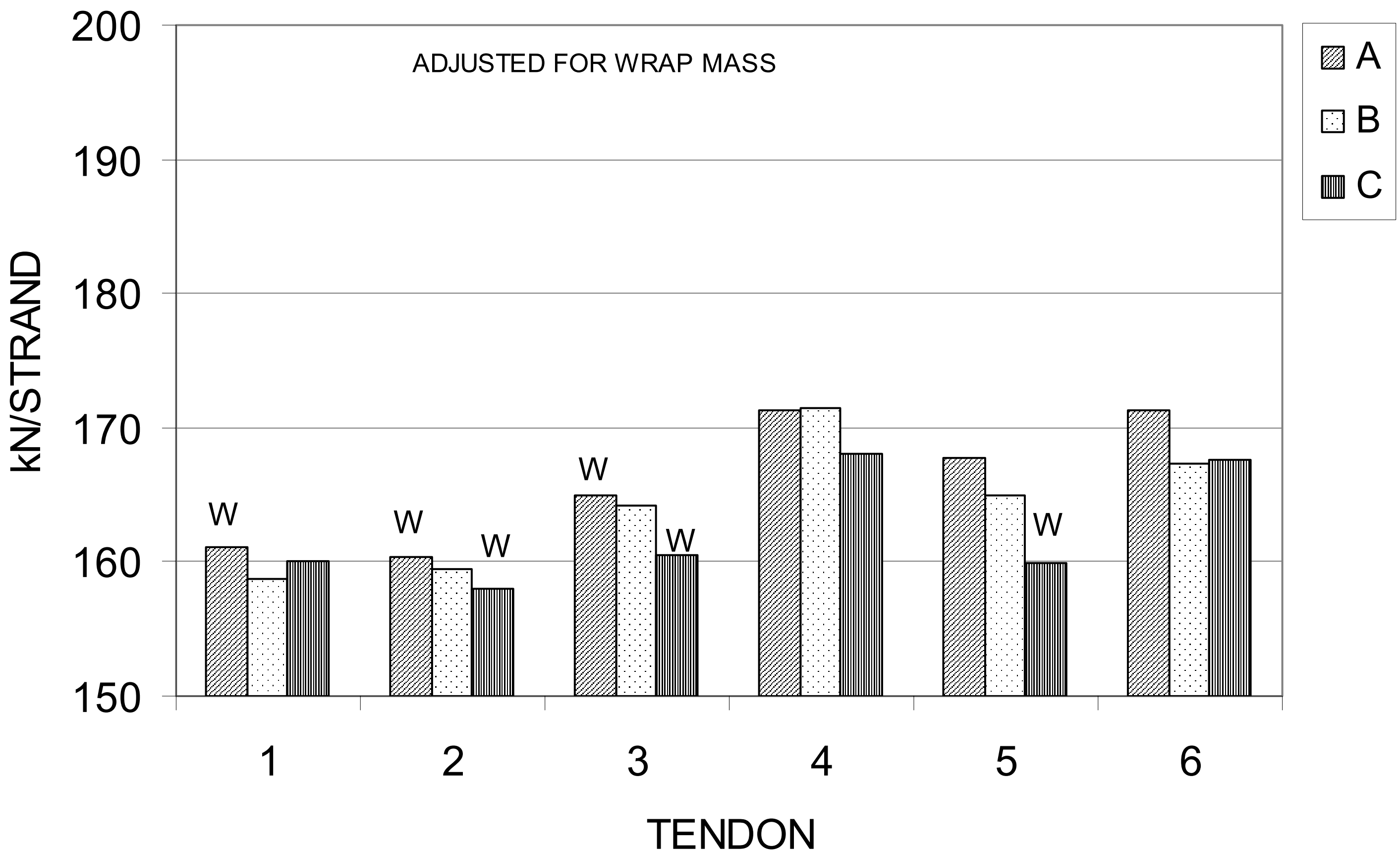
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.69%	2.47%	3.33%	3.80%	2.06%	3.98%

Based on assumed parameteres
and log form data.
Update pending.

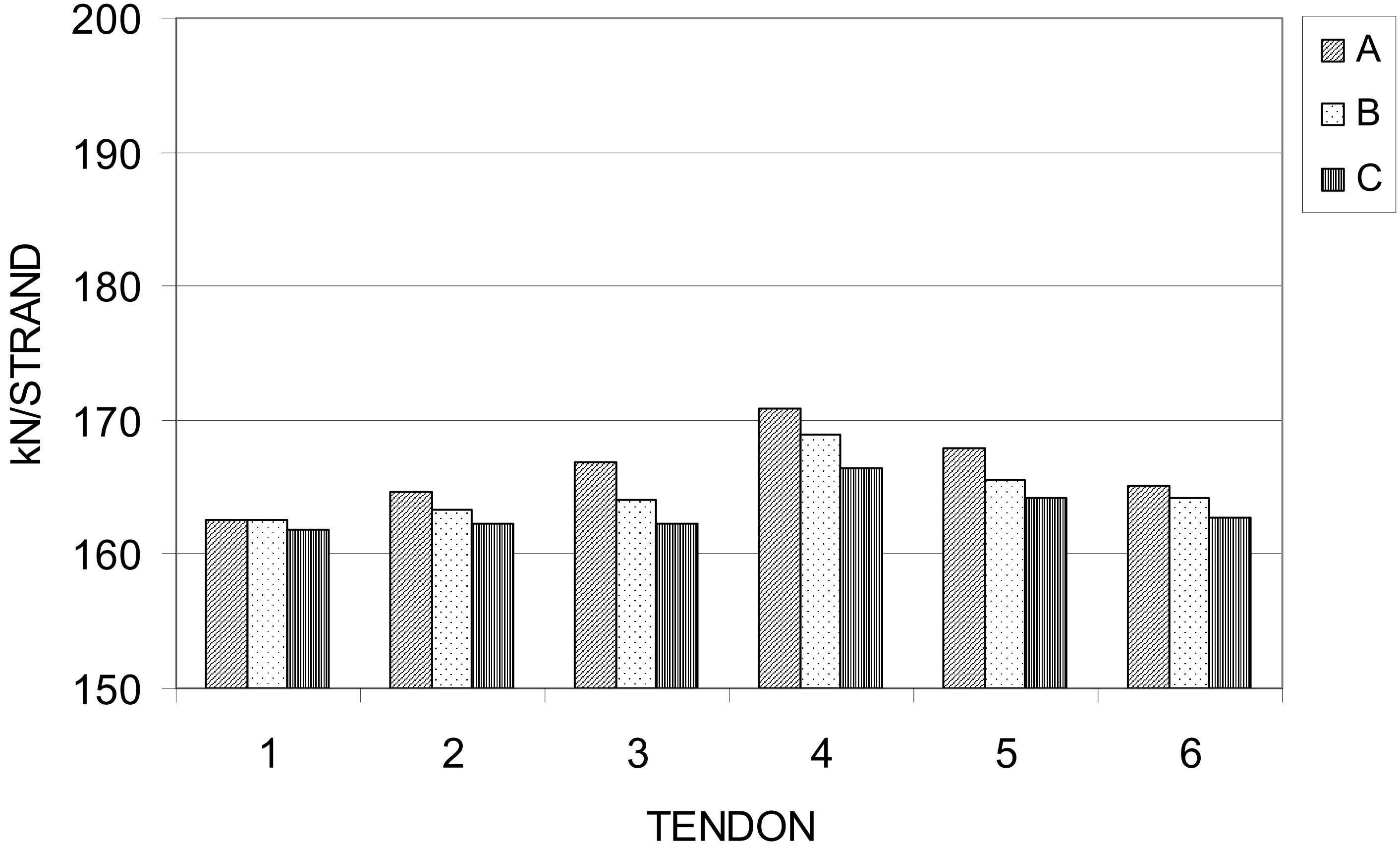
FIRST ESTIMATE SPAN 110



MAX DIFF	1.41%	1.48%	2.79%	2.06%	4.80%	2.42%

Based on assumed parameteres
and log form data.
Update pending.

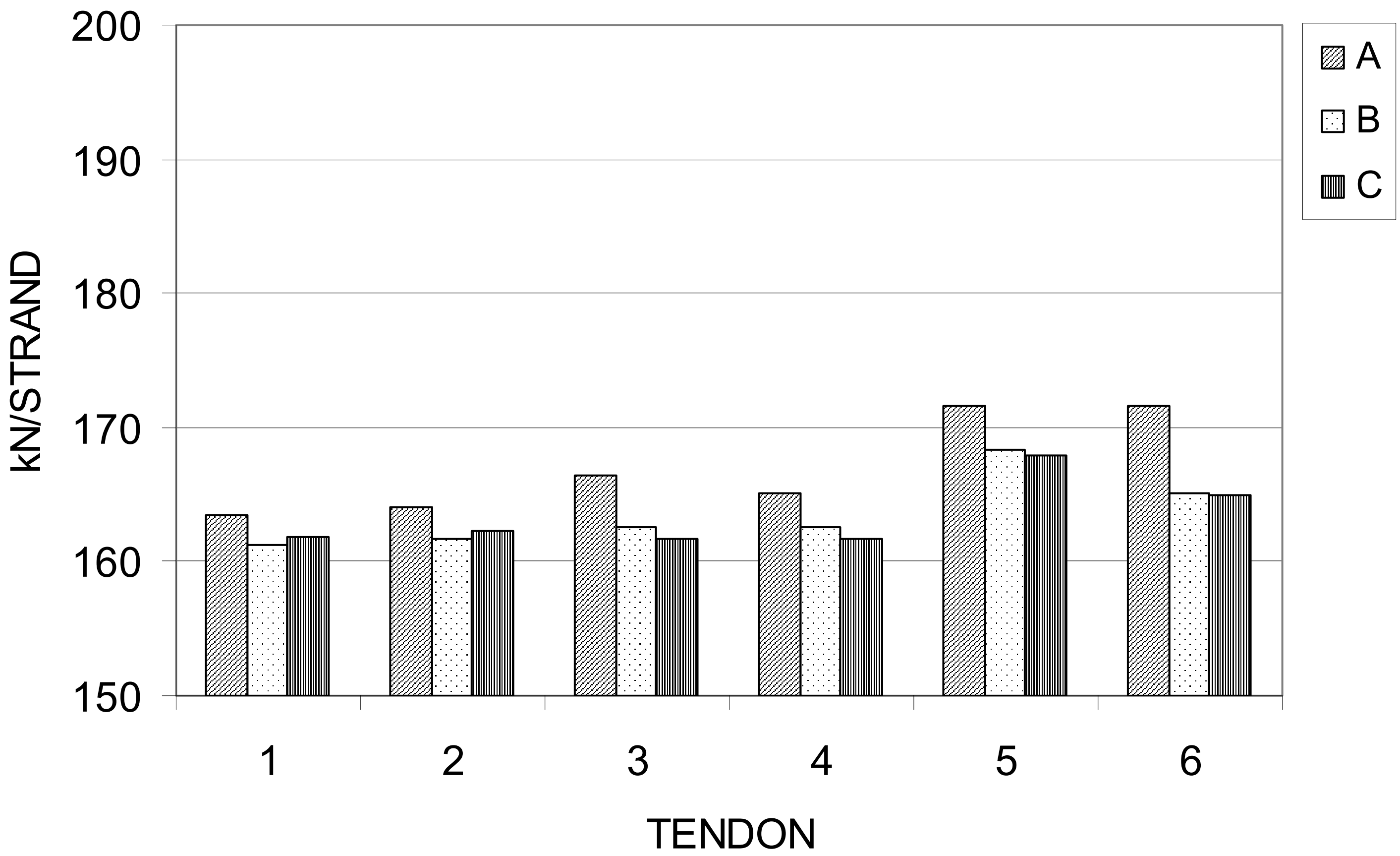
FIRST ESTIMATE SPAN 111



MAX DIFF	0.44%	1.43%	2.79%	2.63%	2.25%	1.44%

Based on assumed parameteres
and log form data.
Update pending.

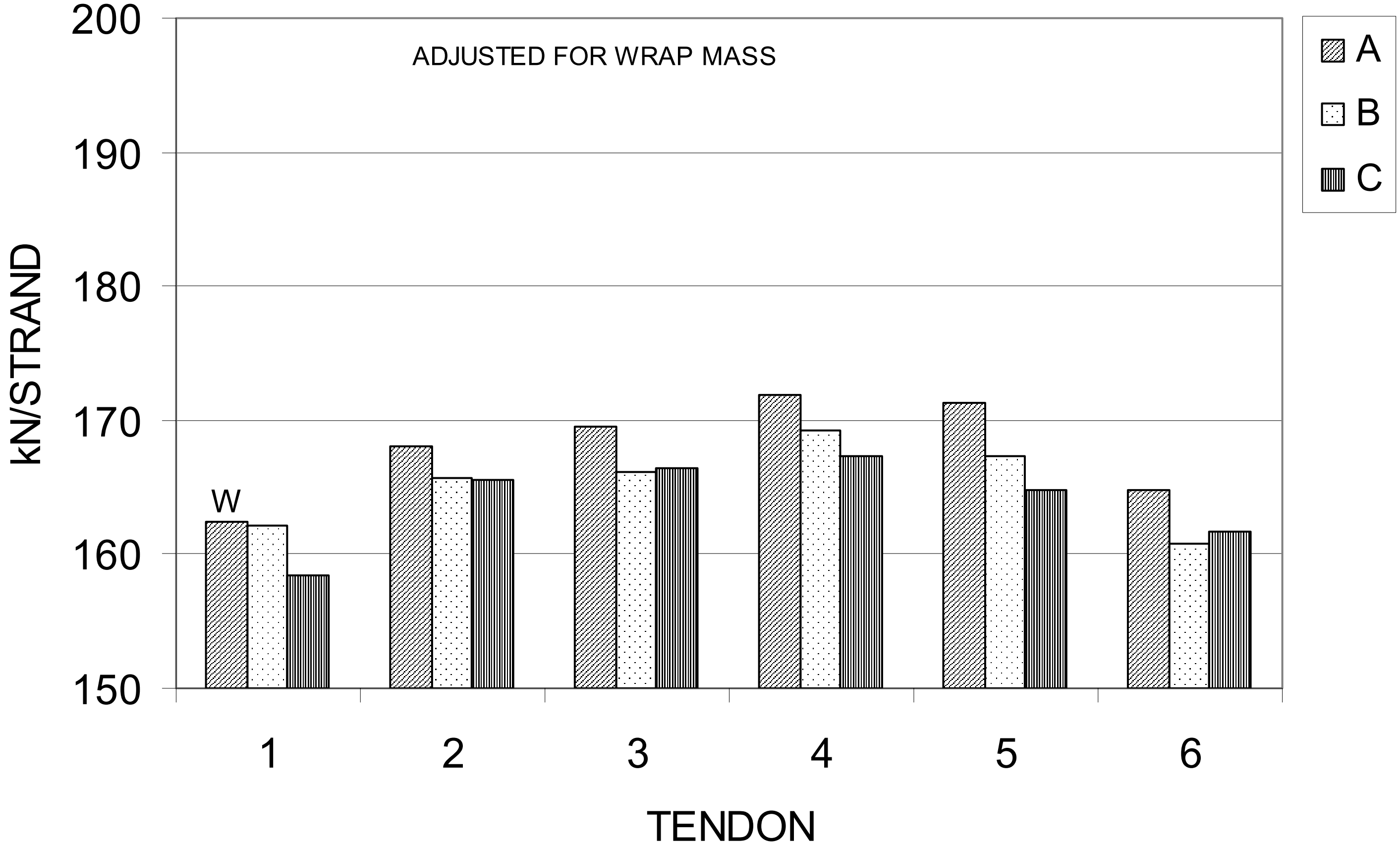
FIRST ESTIMATE SPAN 112



MAX DIFF 1.30% 1.46% 2.91% 2.12% 2.17% 3.93%

Based on assumed parameteres
and log form data.
Update pending.

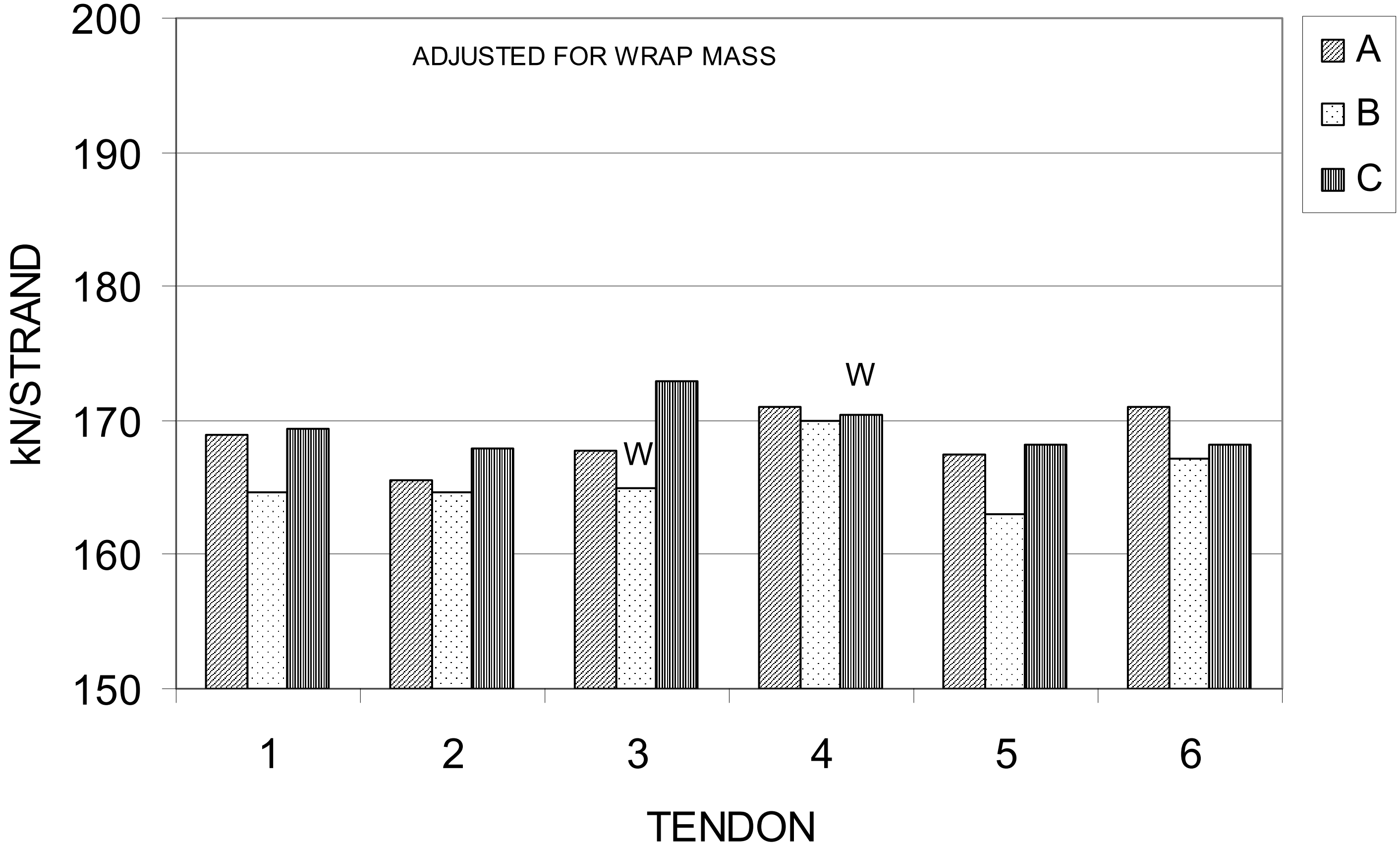
FIRST ESTIMATE SPAN 113



MAX DIFF 2.43% 1.48% 1.98% 2.72% 3.87% 2.46%

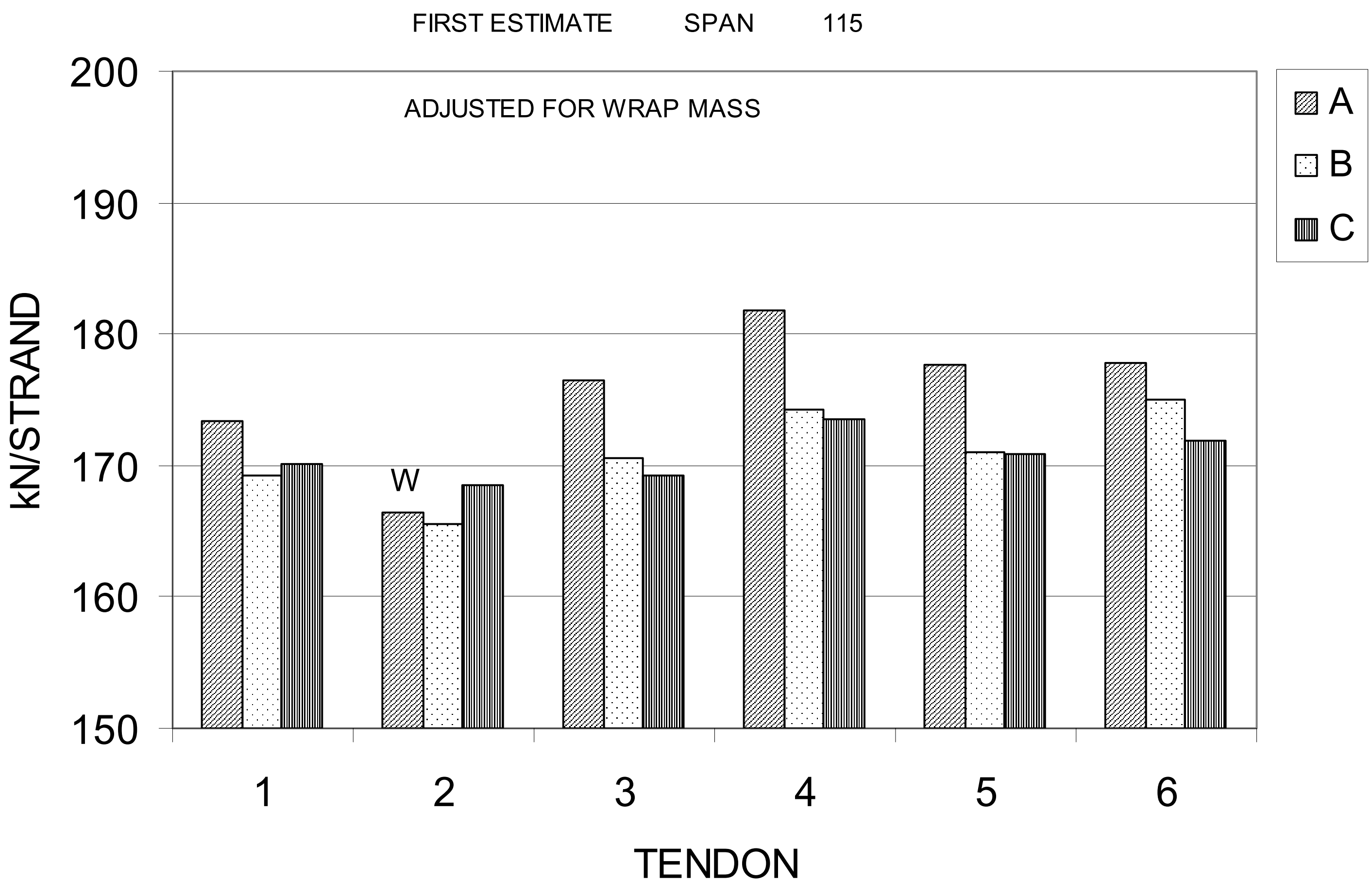
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 114



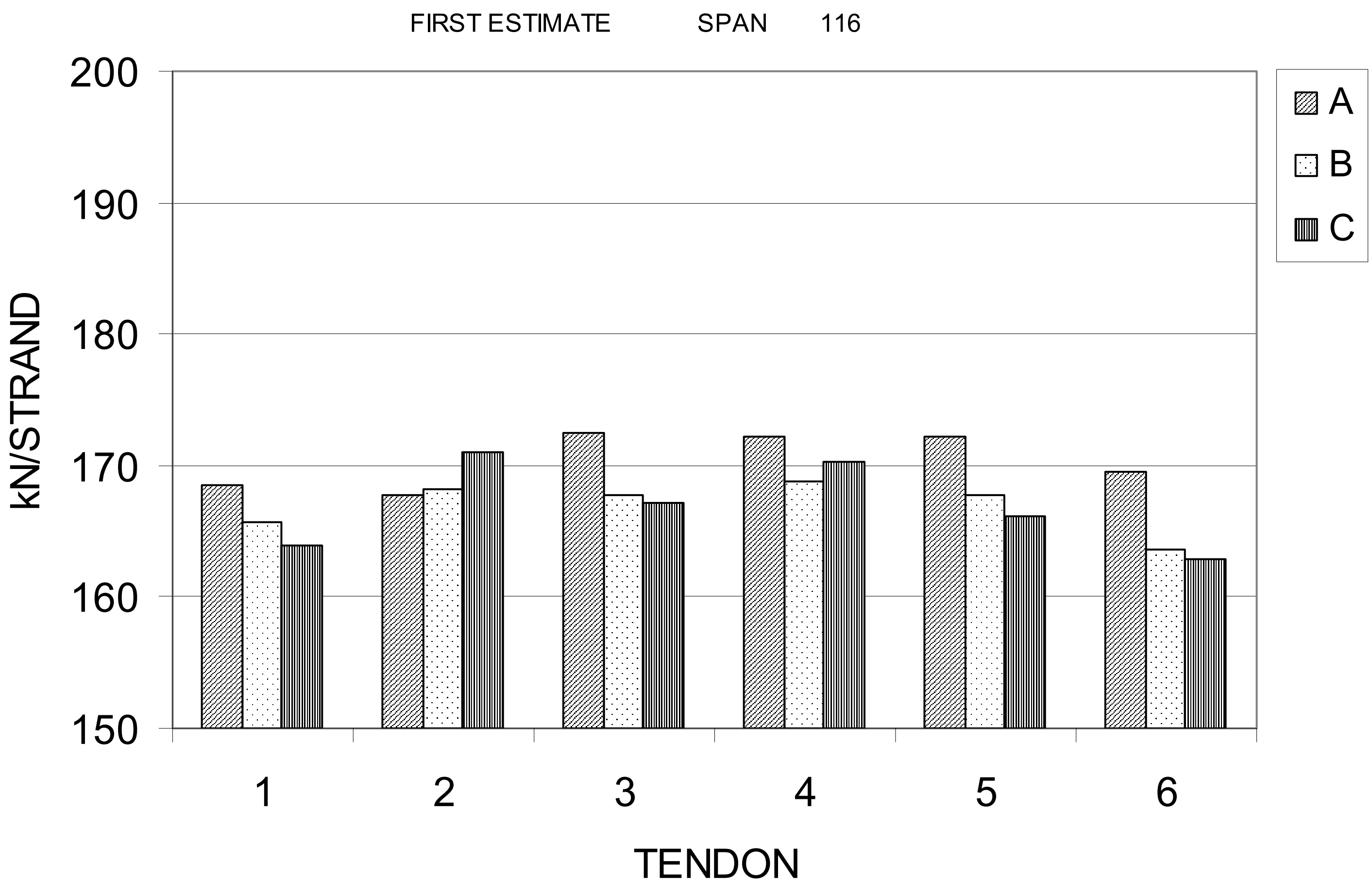
MAX DIFF 2.84% 1.99% 4.67% 0.66% 3.14% 2.30%

Based on assumed parameteres
and log form data.
Update pending.



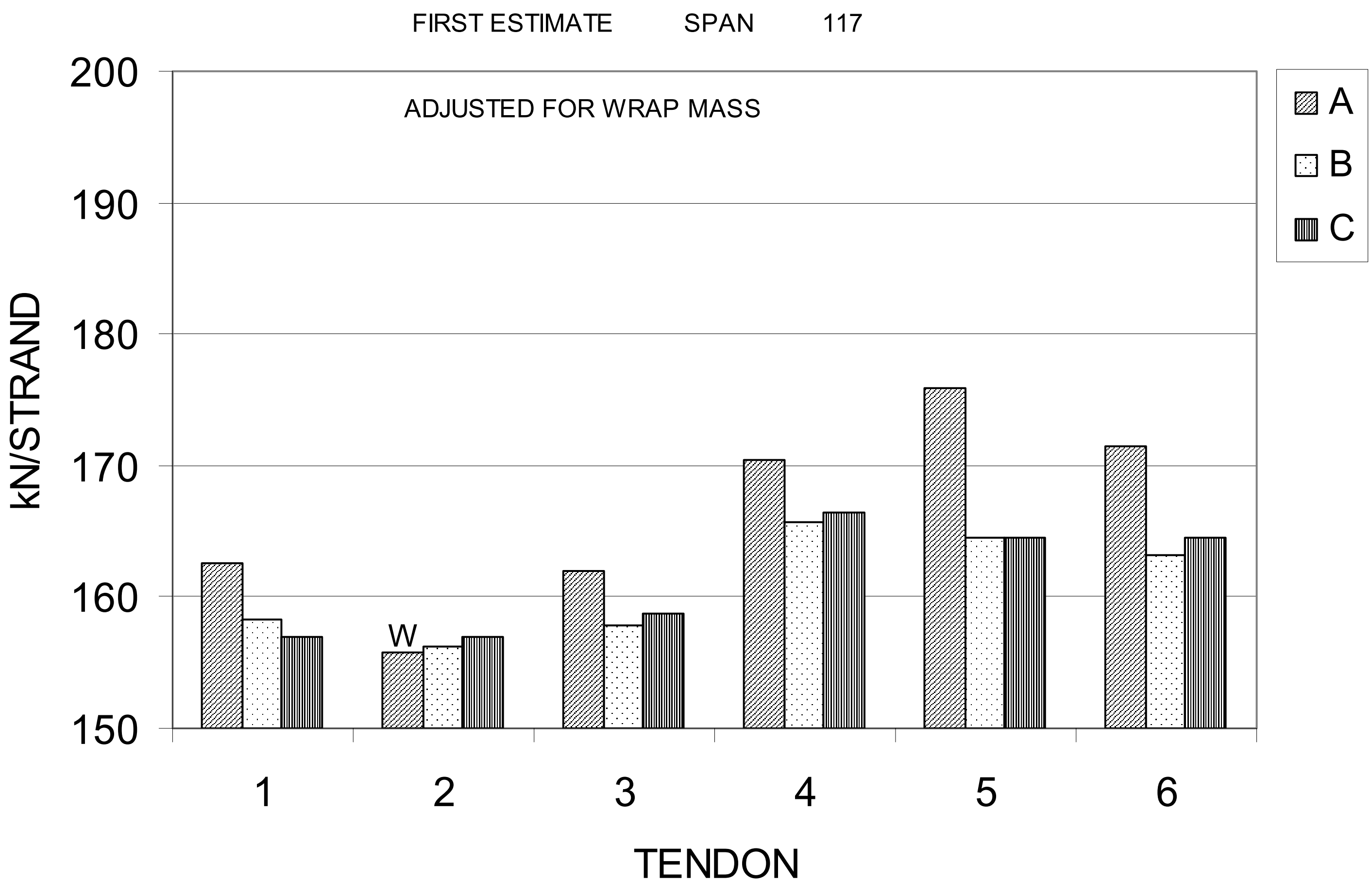
MAX DIFF	2.46%	1.84%	4.22%	4.71%	3.88%	3.40%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.73%	1.92%	3.15%	2.01%	3.55%	4.02%

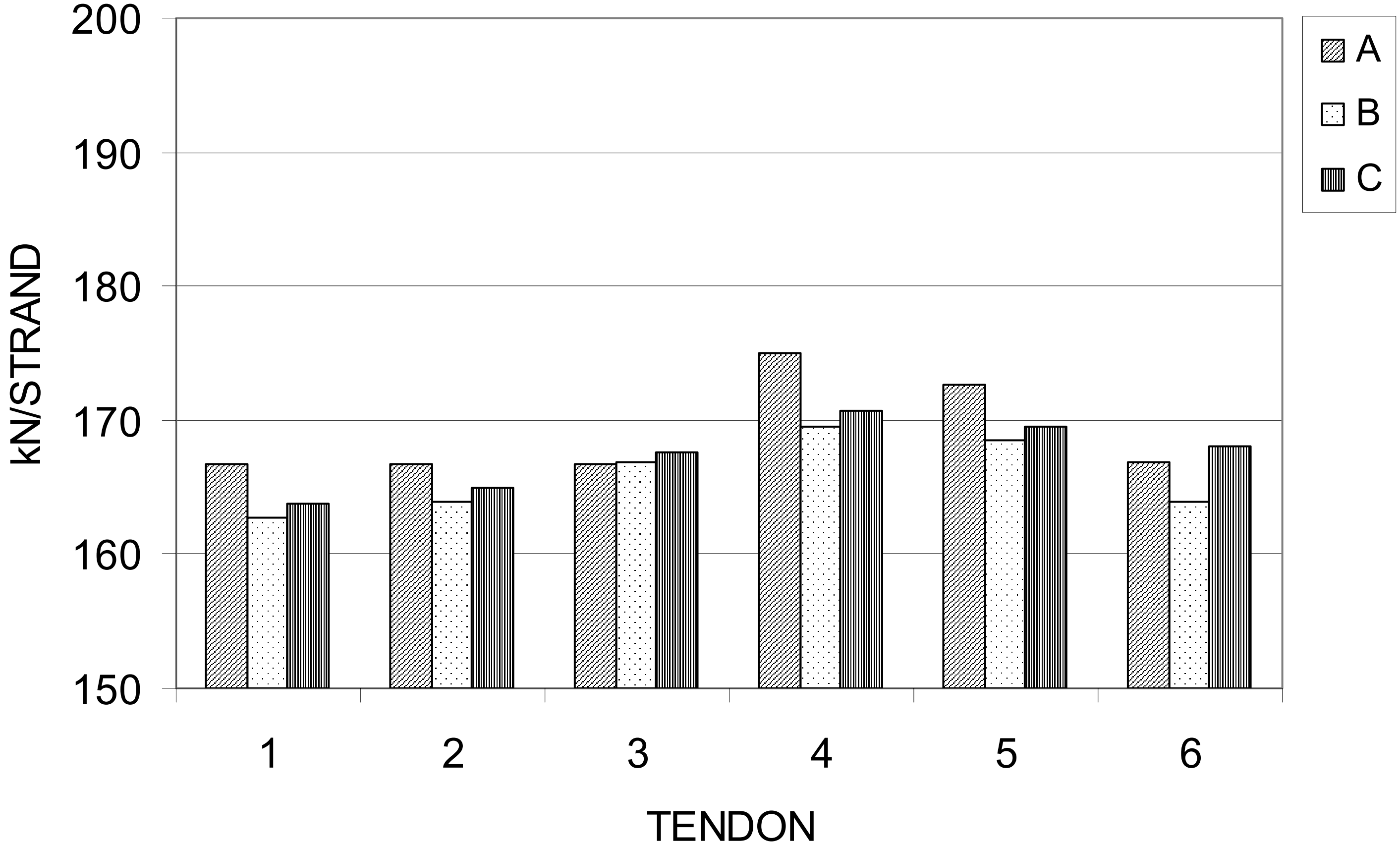
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	3.55%	0.76%	2.61%	2.88%	6.68%	4.94%

Based on assumed parameteres
and log form data.
Update pending.

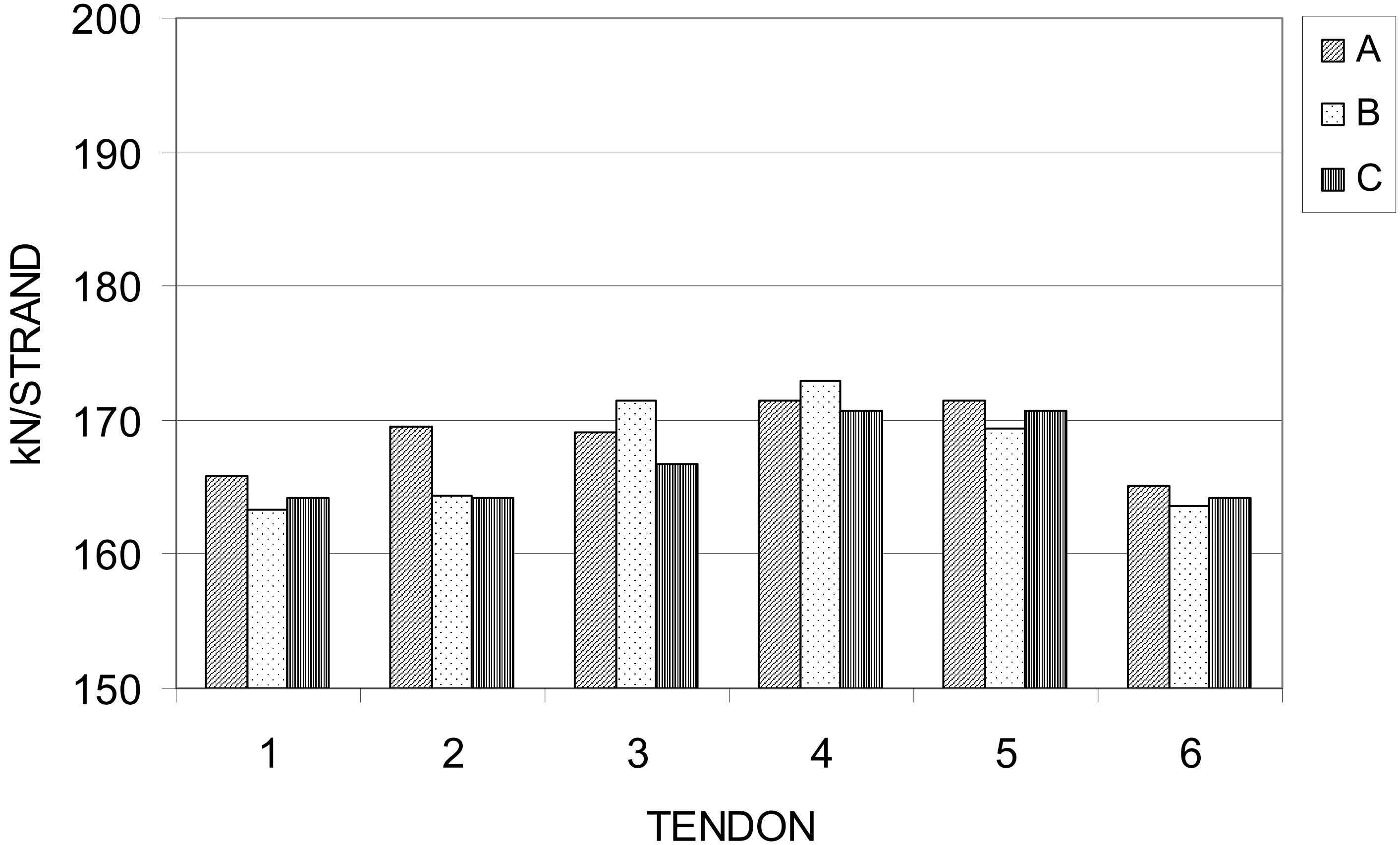
FIRST ESTIMATE SPAN 118



MAX DIFF	2.41%	1.68%	0.47%	3.20%	2.44%	2.42%

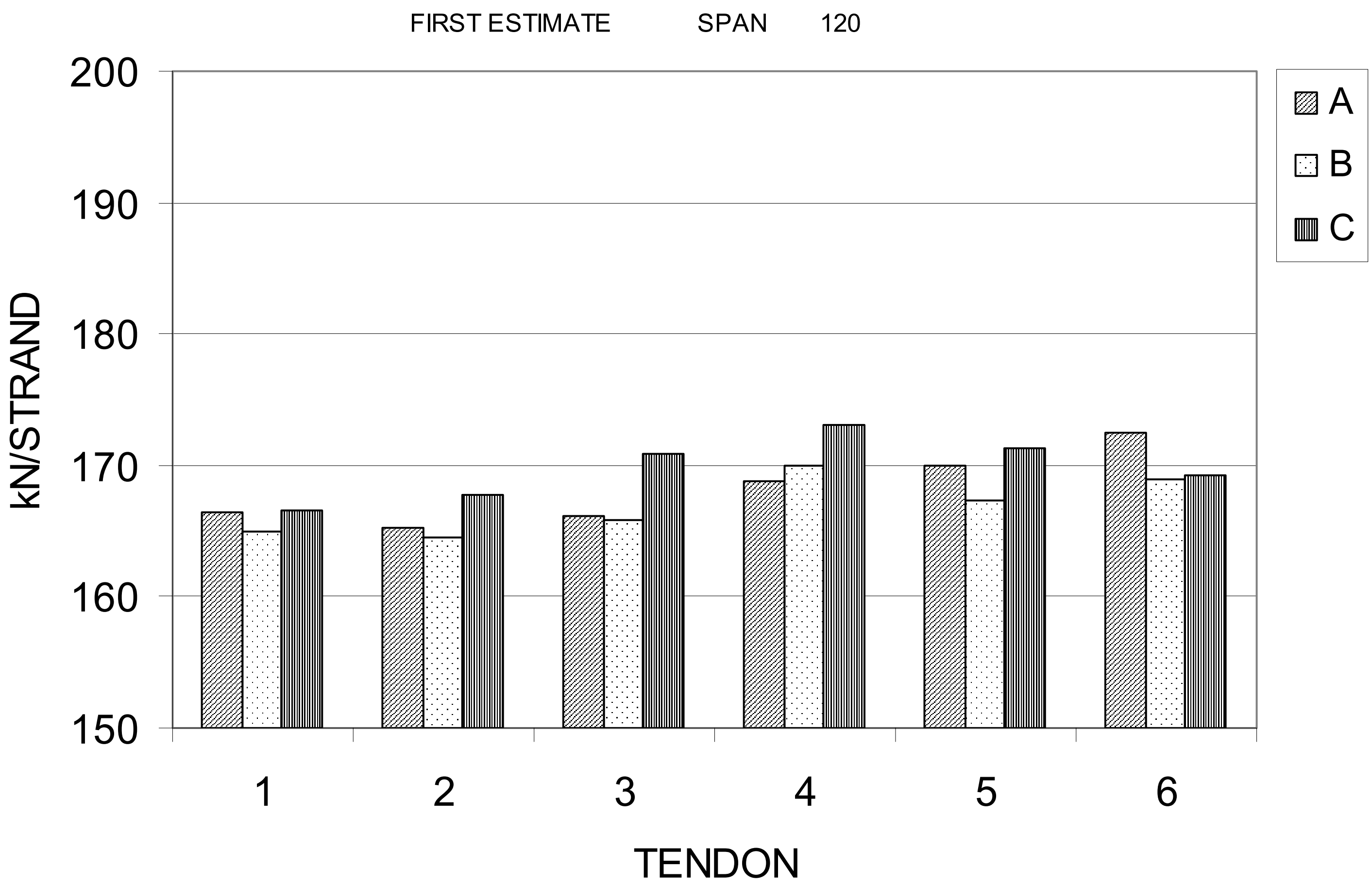
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 119



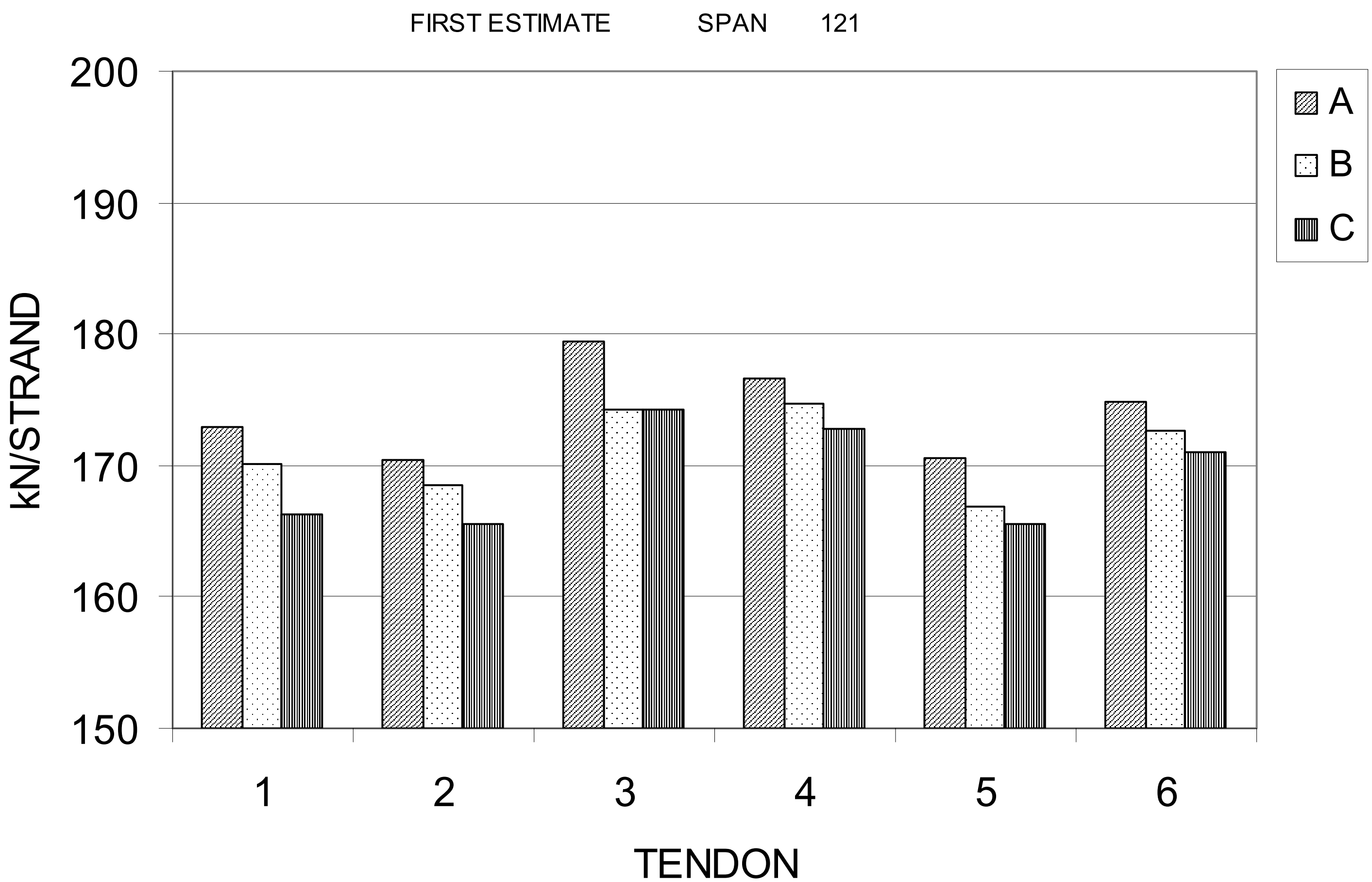
MAX DIFF	1.52%	3.24%	2.76%	1.27%	1.23%	0.92%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	0.95%	1.98%	3.01%	2.52%	2.38%	2.03%

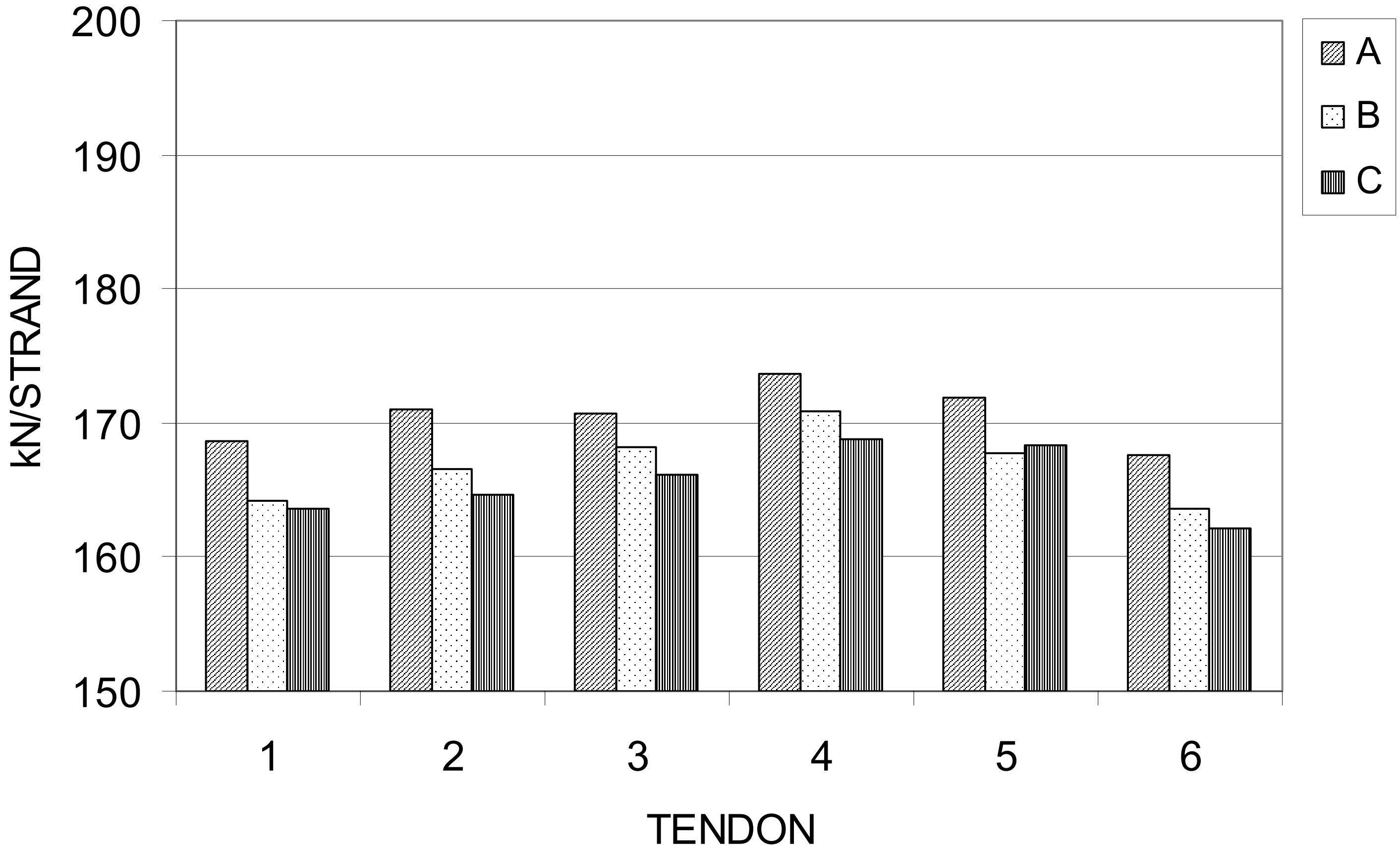
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	3.93%	2.93%	2.93%	2.18%	2.96%	2.26%

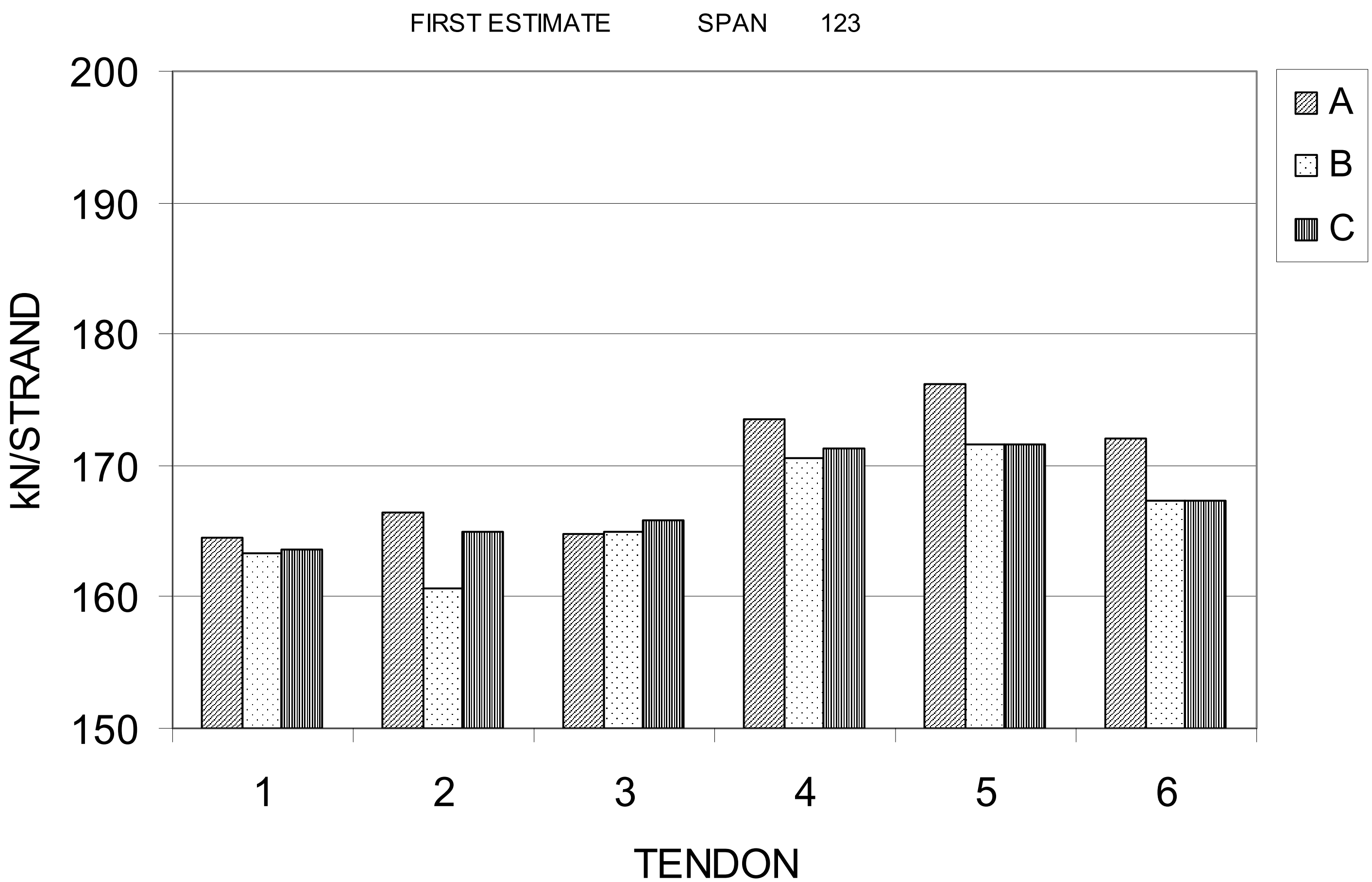
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 122



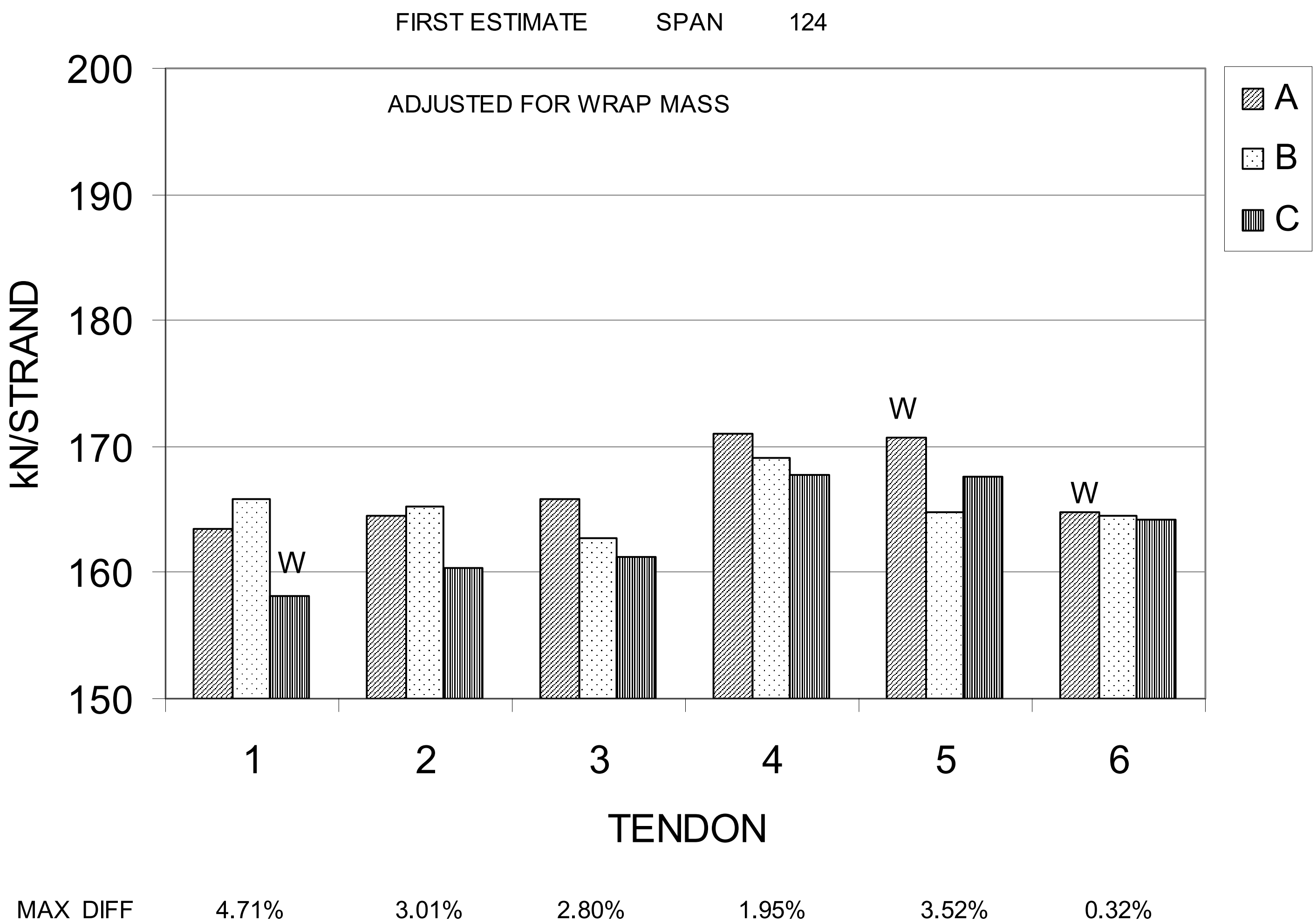
MAX DIFF	2.99%	3.82%	2.71%	2.86%	2.48%	3.31%

Based on assumed parameteres
and log form data.
Update pending.

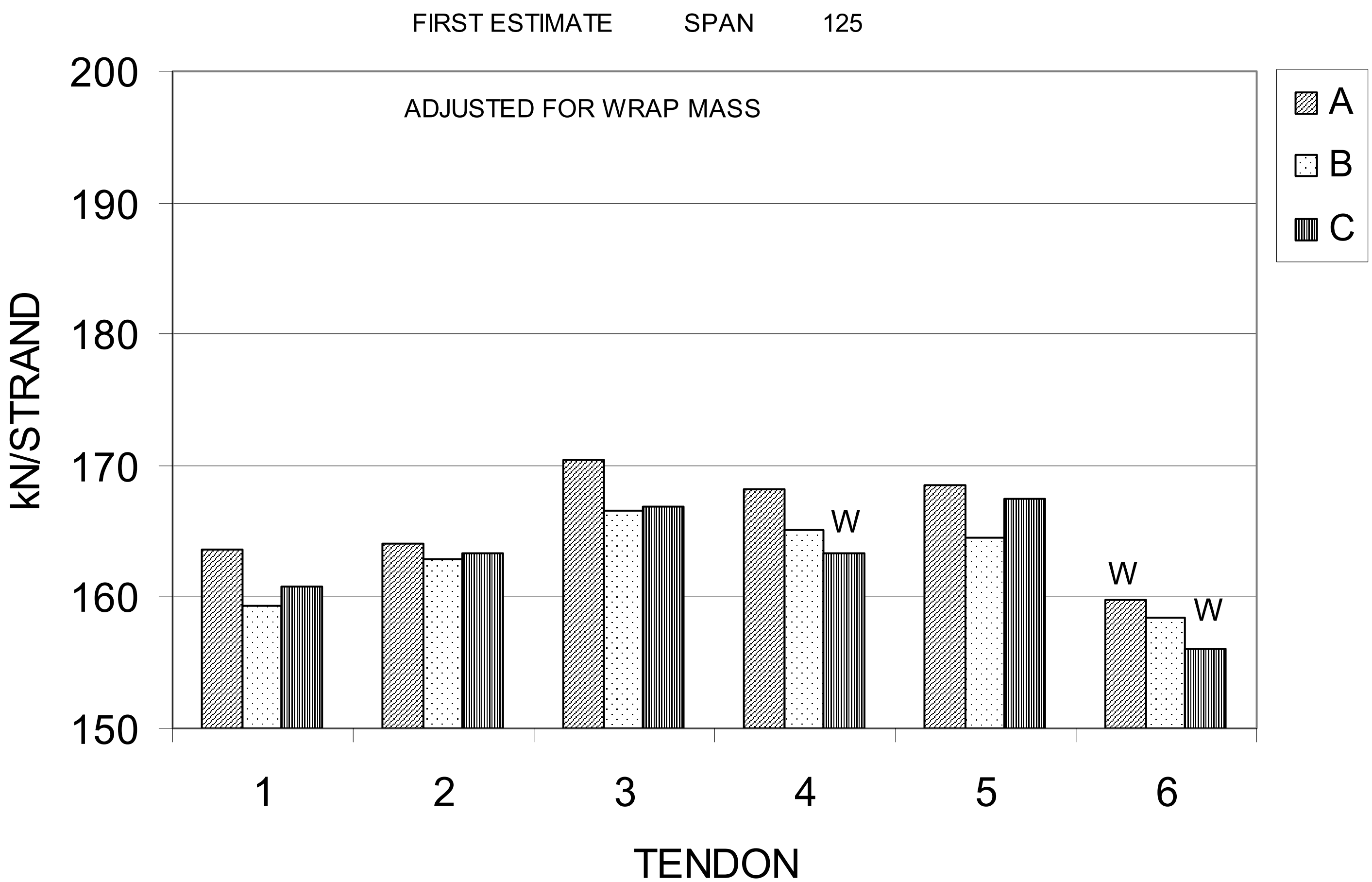


MAX DIFF	0.69%	3.45%	0.57%	1.74%	2.63%	2.82%

Based on assumed parameteres
and log form data.
Update pending.

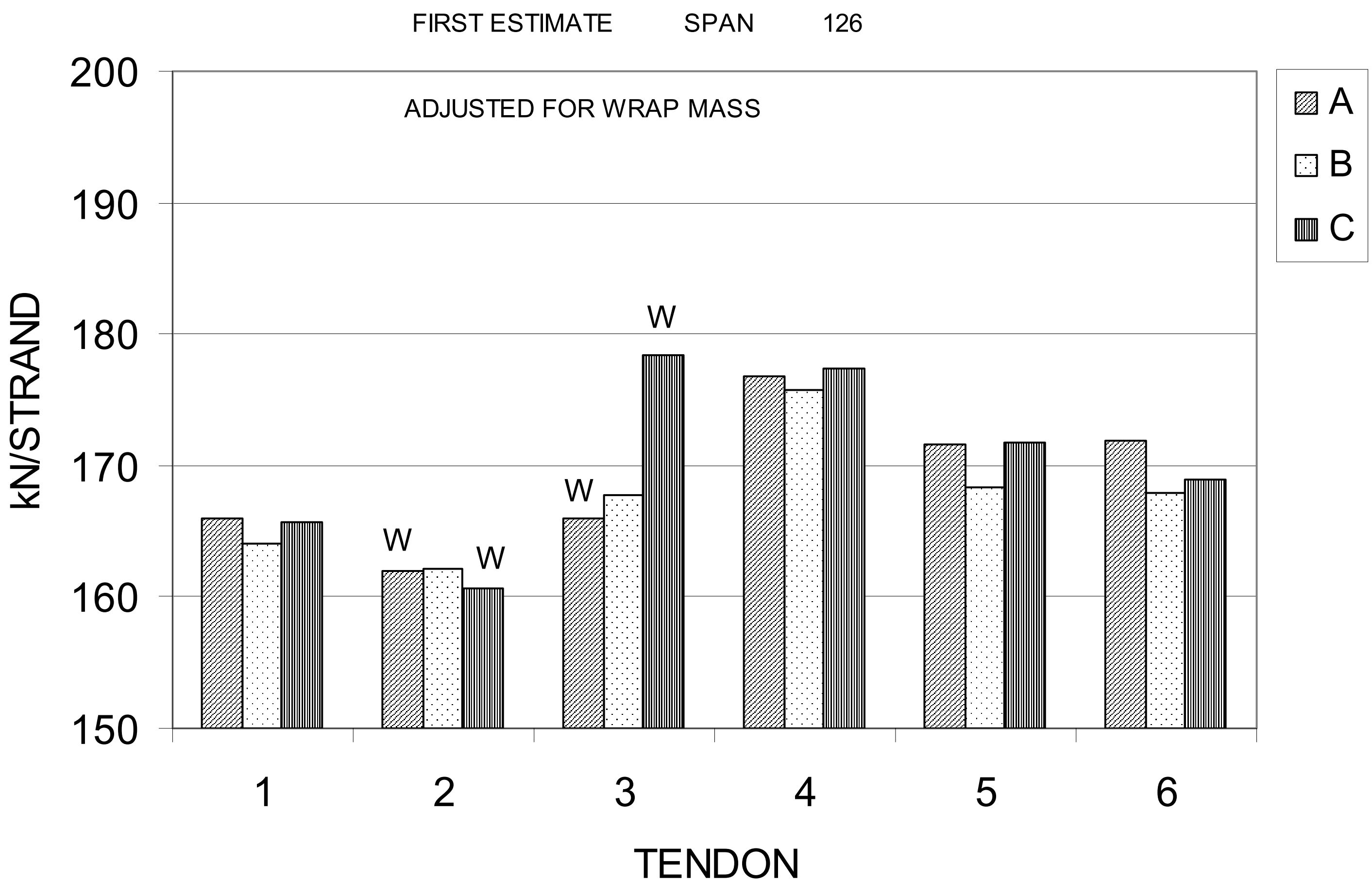


Based on assumed parameteres
and log form data.
Update pending.



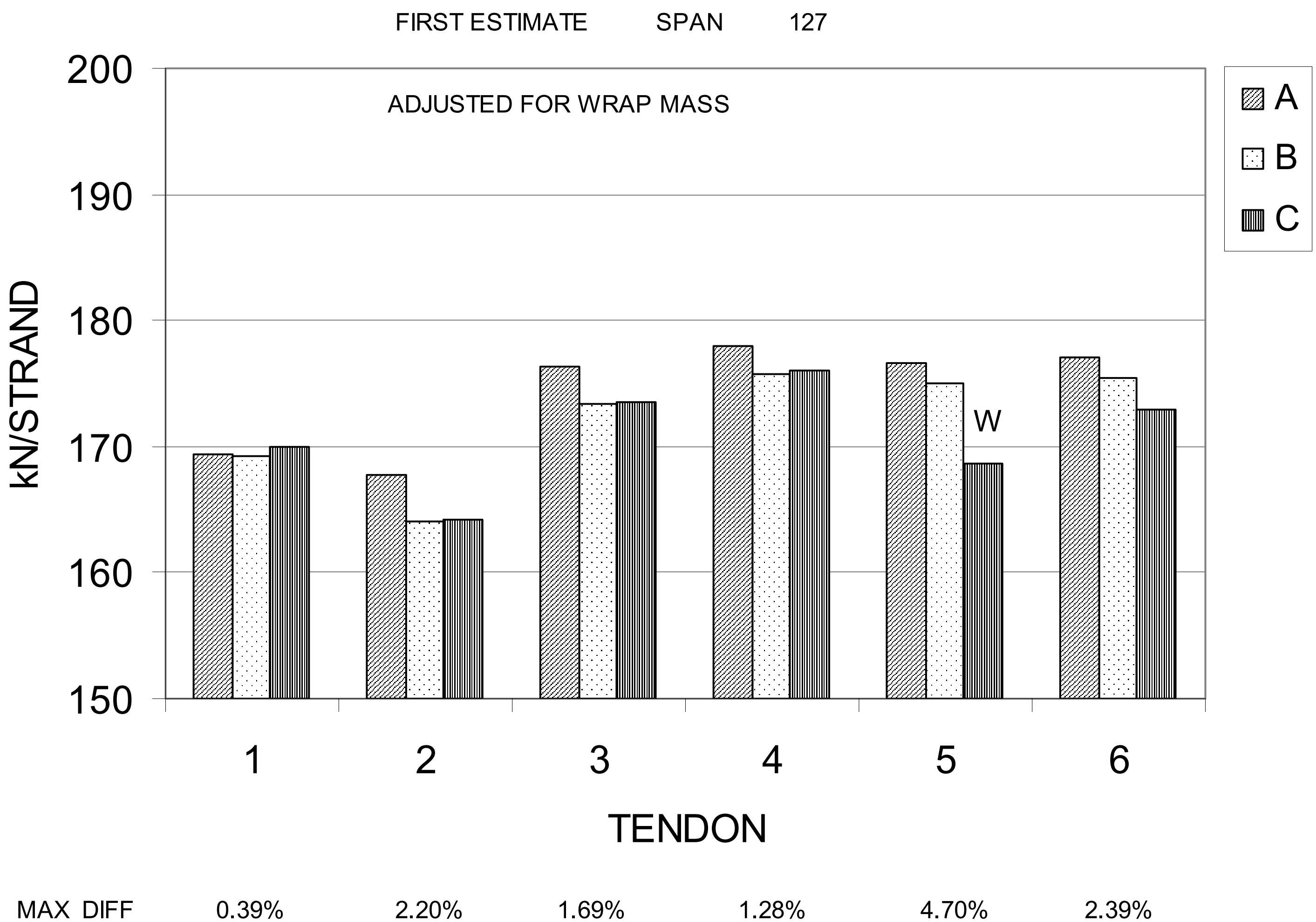
MAX DIFF	2.69%	0.68%	2.36%	2.92%	2.42%	2.33%

Based on assumed parameteres
and log form data.
Update pending.

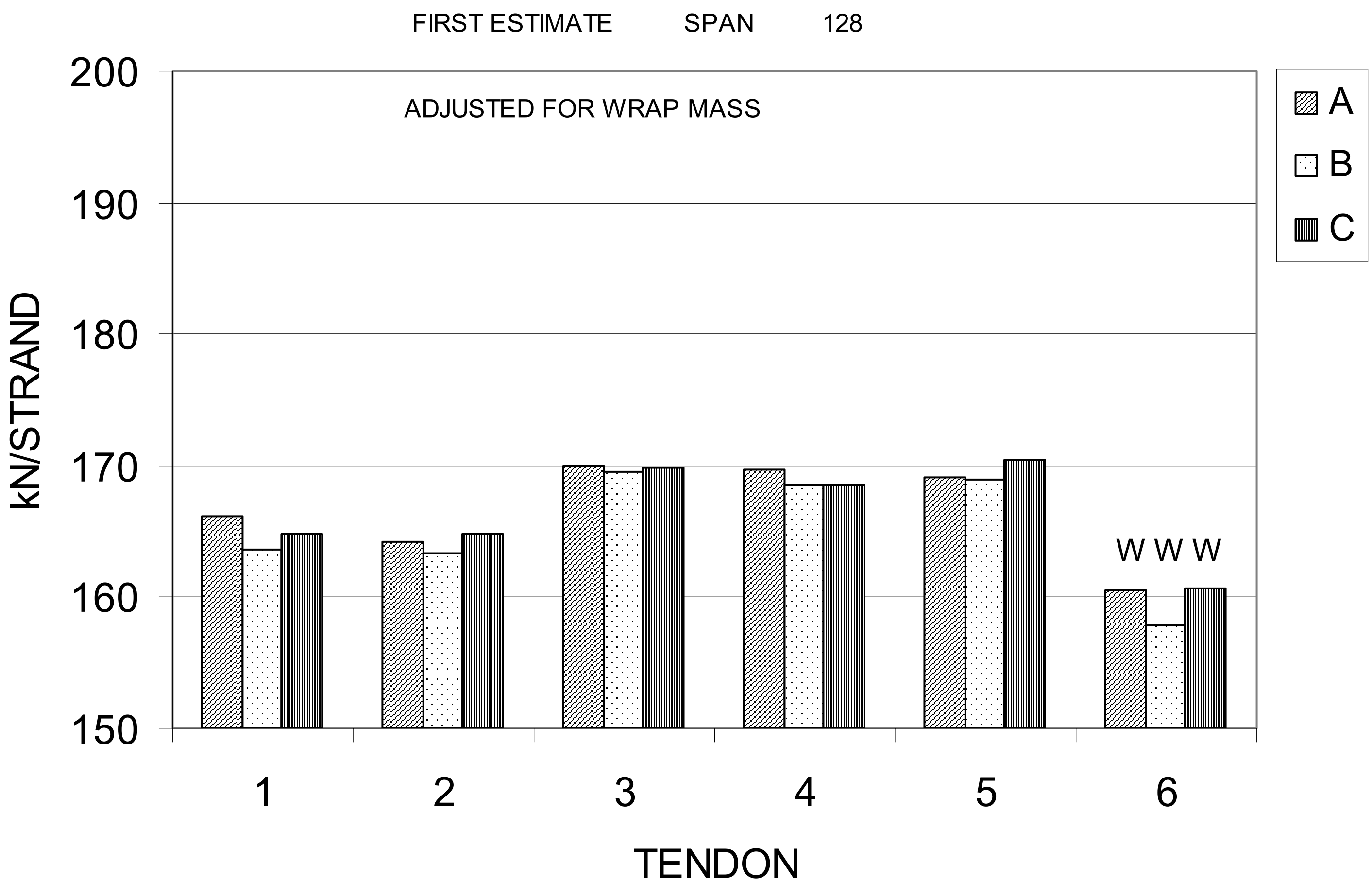


MAX DIFF	1.15%	0.92%	7.21%	0.96%	2.00%	2.35%

Based on assumed parameteres
and log form data.
Update pending.

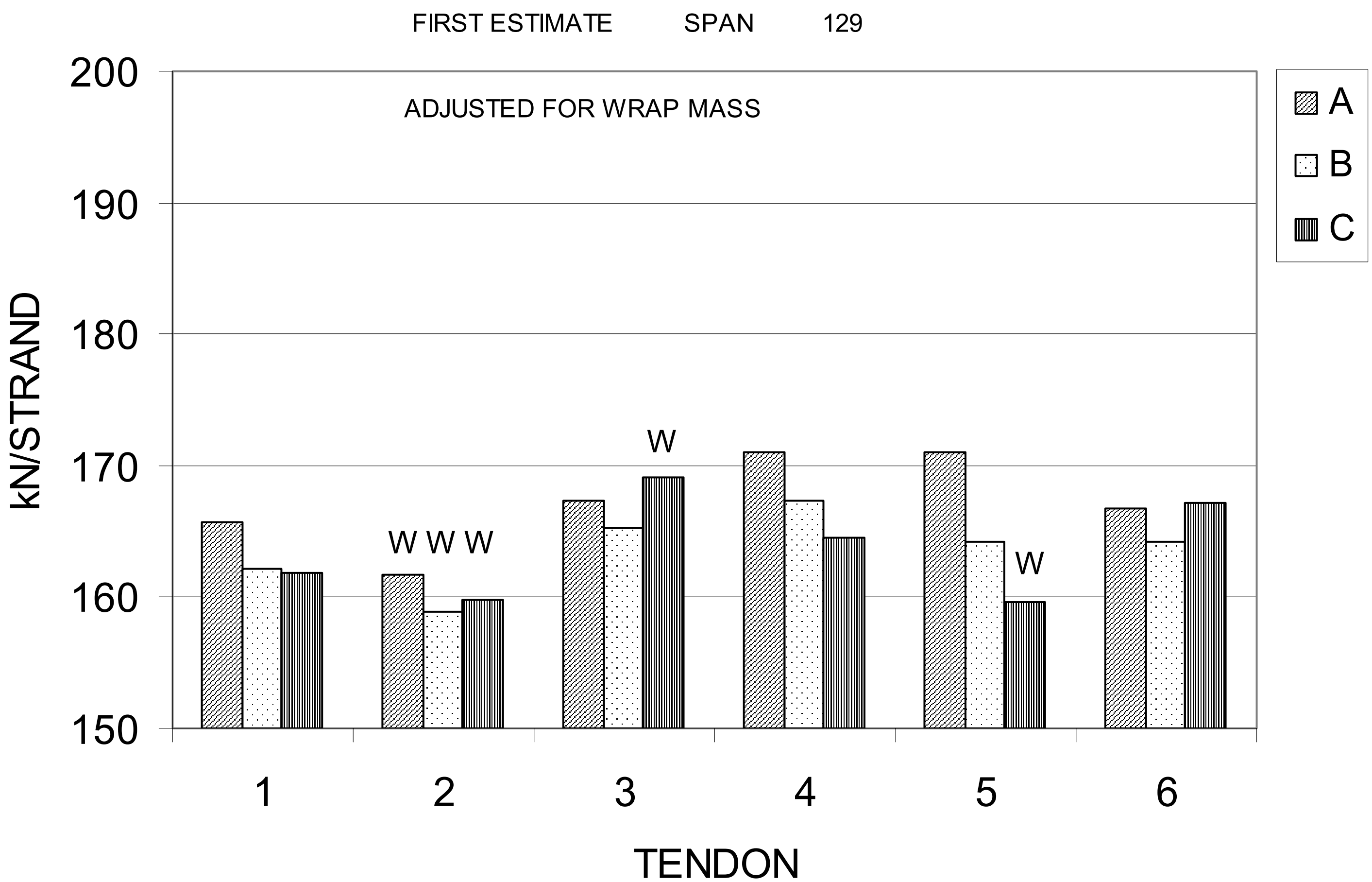


Based on assumed parameteres
and log form data.
Update pending.



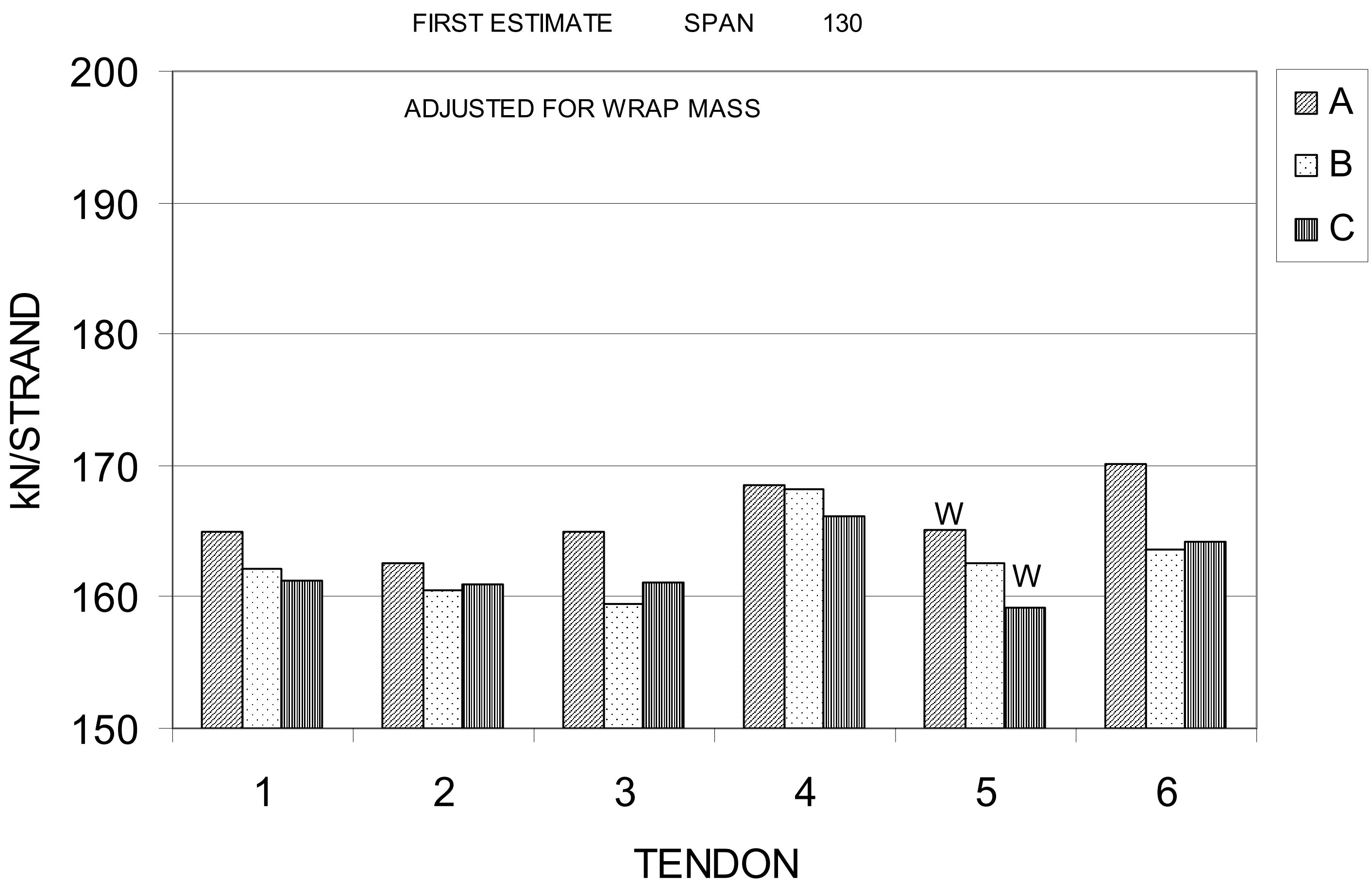
MAX DIFF	1.54%	0.85%	0.19%	0.73%	0.84%	1.77%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	2.37%	1.76%	2.37%	3.94%	6.97%	1.87%

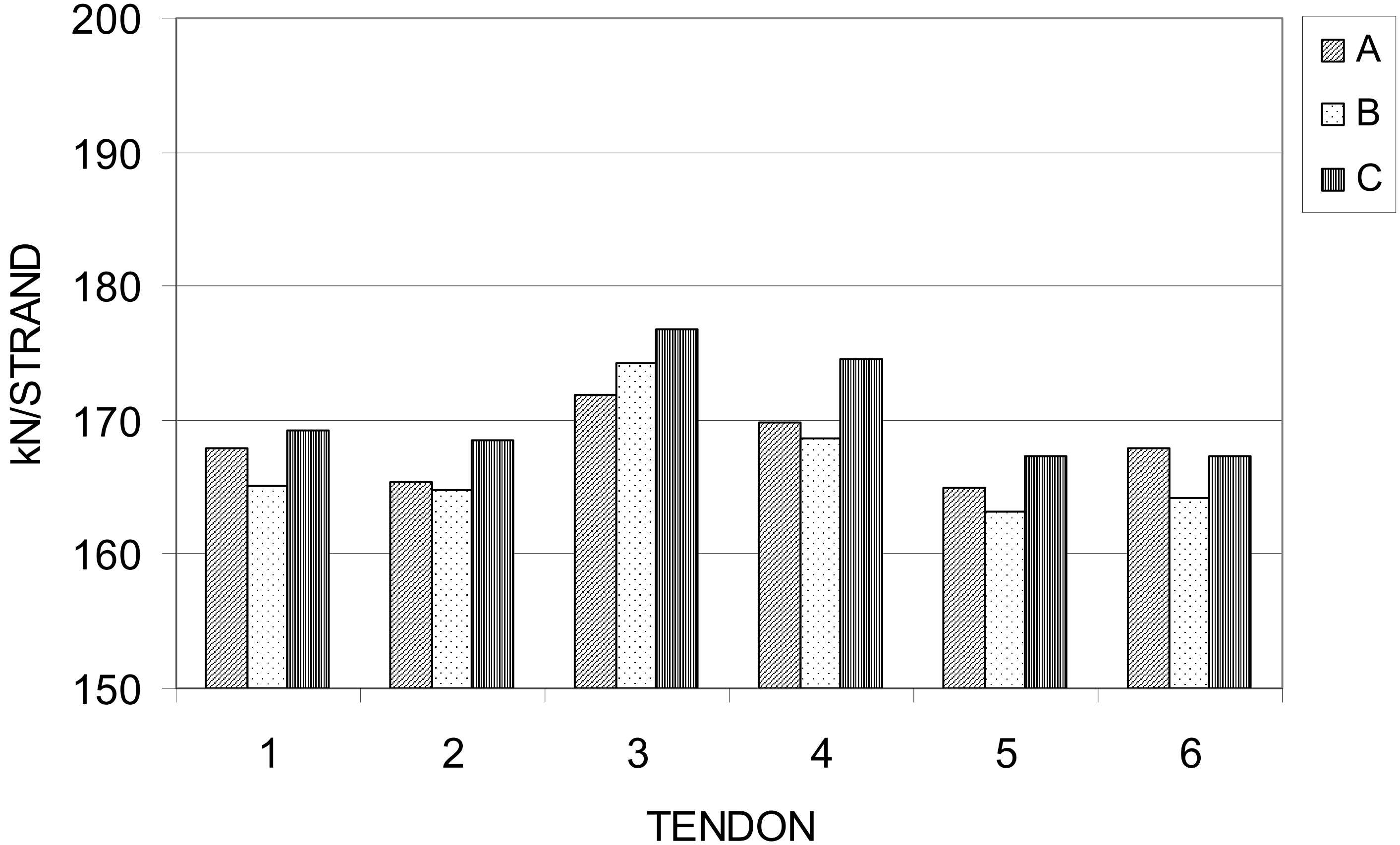
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 2.30% 1.28% 3.46% 1.41% 3.69% 3.90%

Based on assumed parameteres
and log form data.
Update pending.

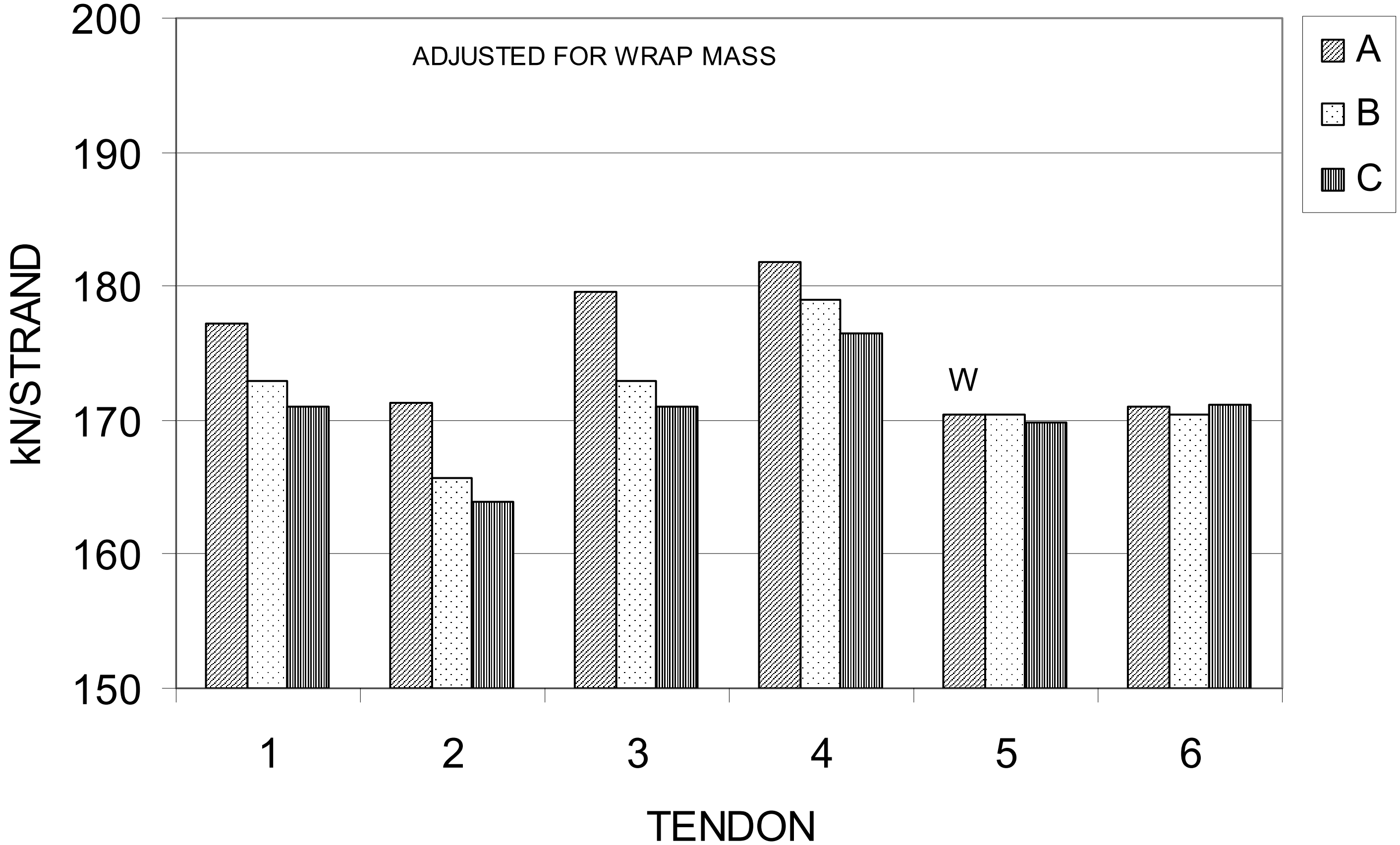
FIRST ESTIMATE SPAN 131



MAX DIFF	2.44%	2.19%	2.75%	3.50%	2.53%	2.21%

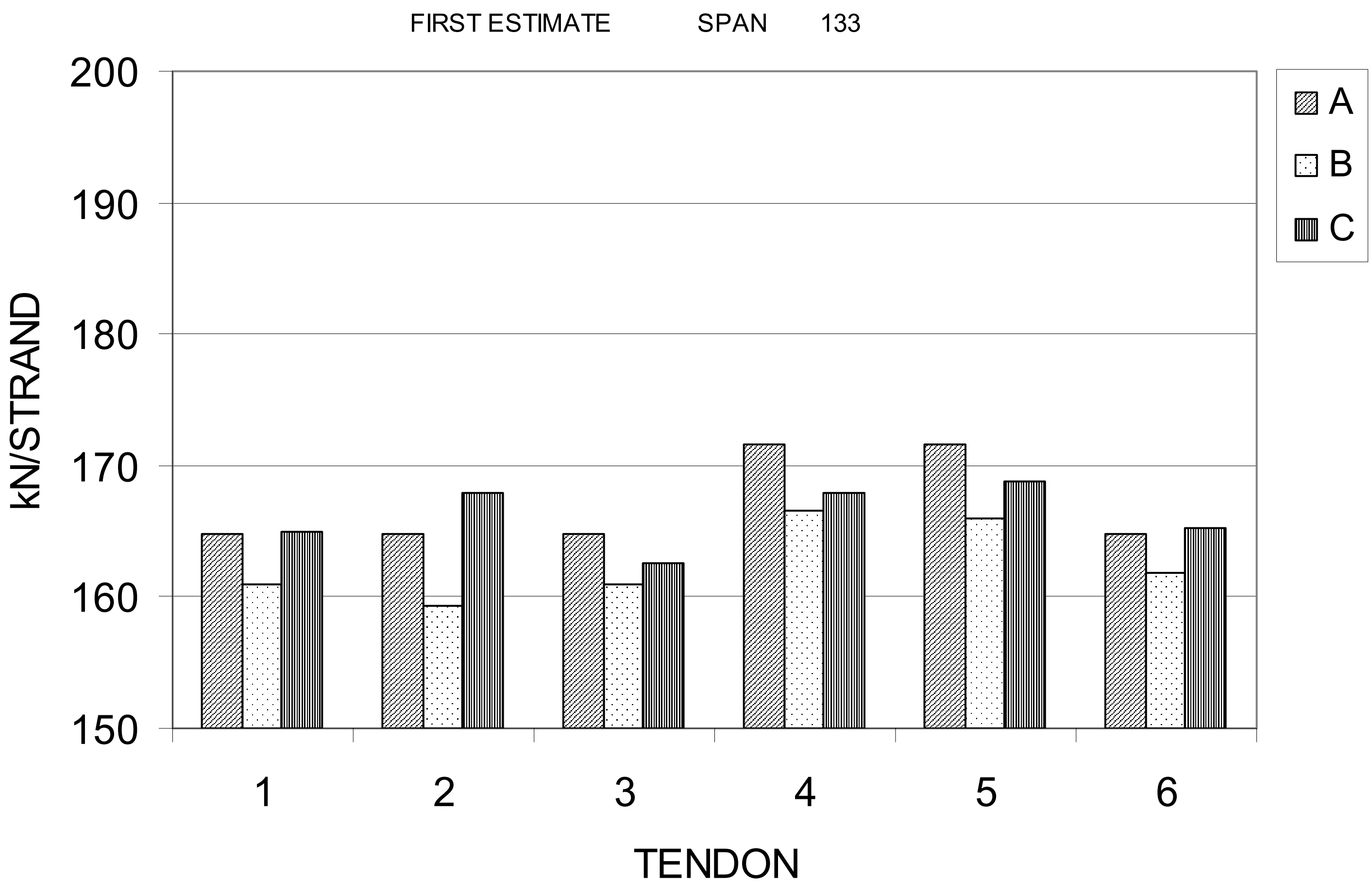
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 132



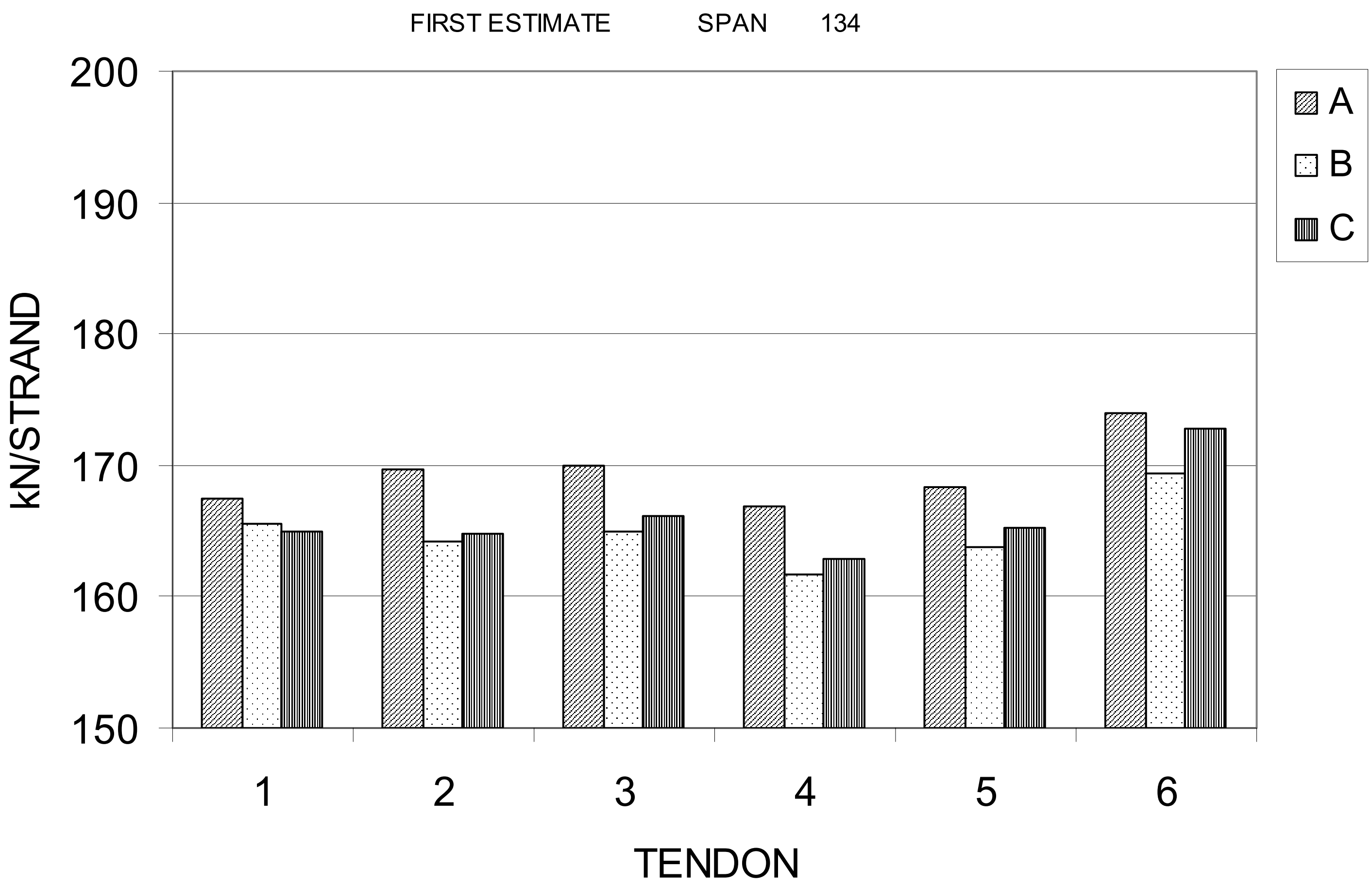
MAX DIFF	3.51%	4.44%	4.90%	2.97%	0.39%	0.47%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 2.53% 5.25% 2.40% 3.03% 3.32% 2.11%

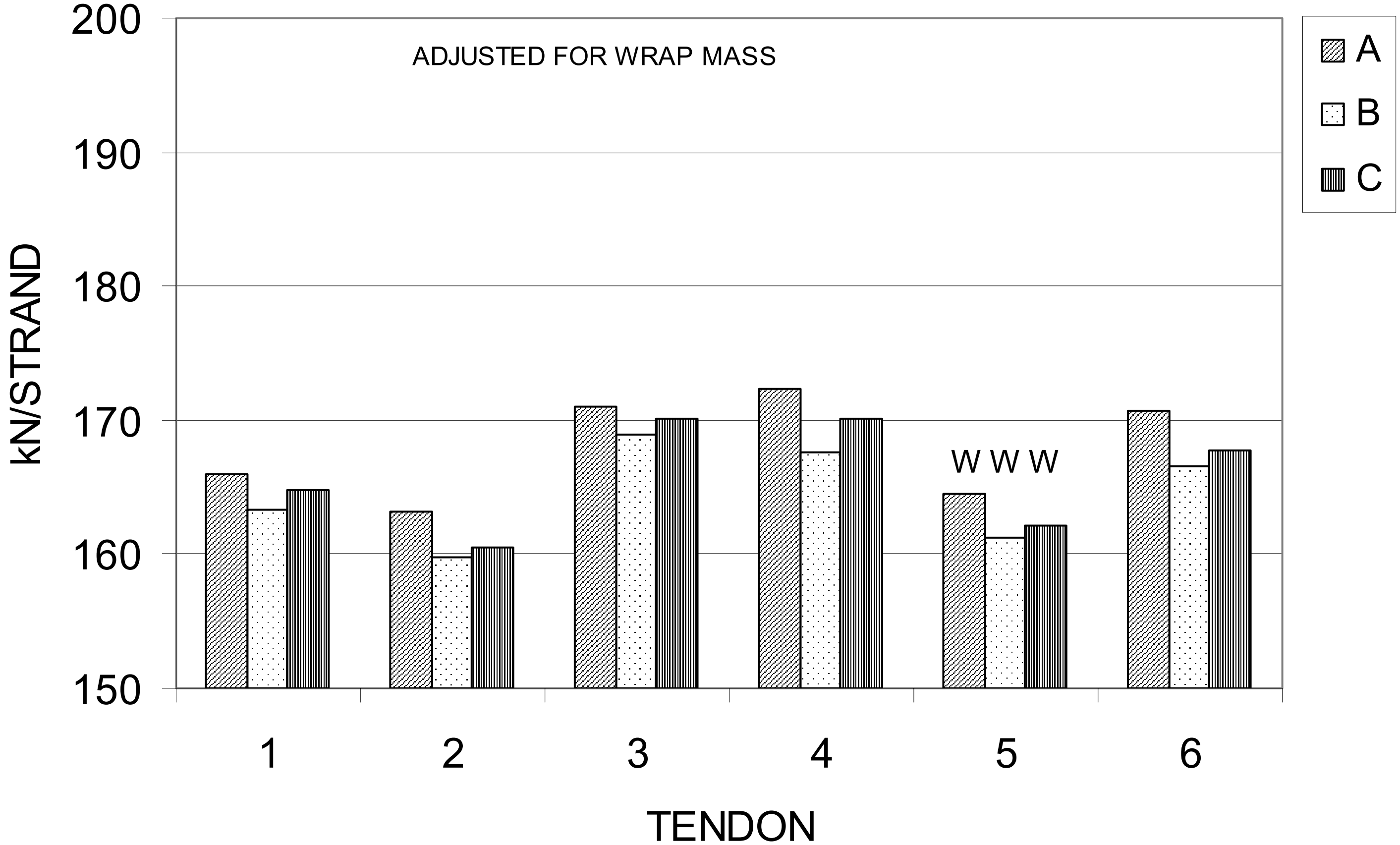
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF	1.45%	3.29%	2.99%	3.08%	2.79%	2.69%

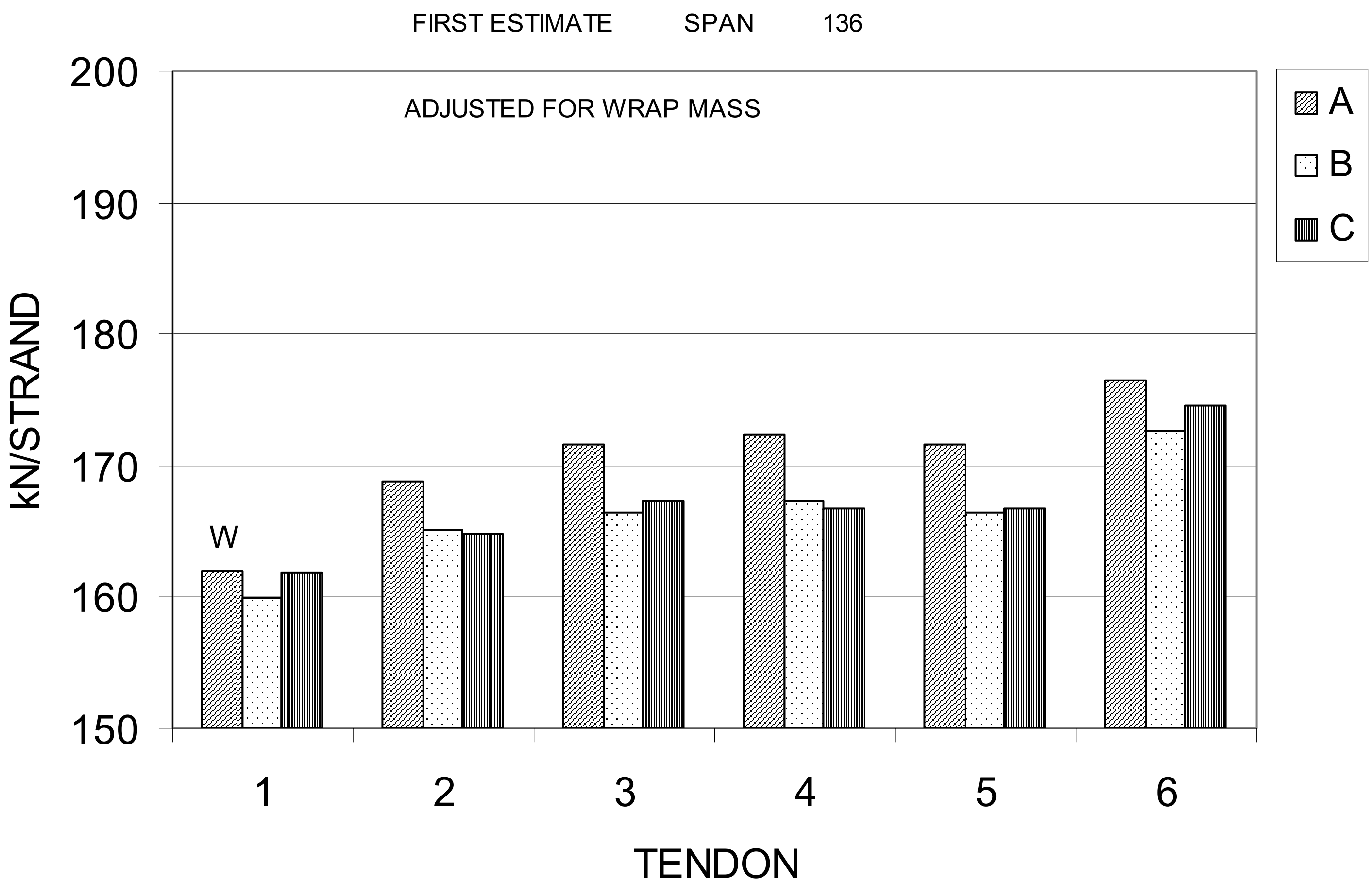
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 135



MAX DIFF	1.56%	2.10%	1.25%	2.72%	2.00%	2.52%

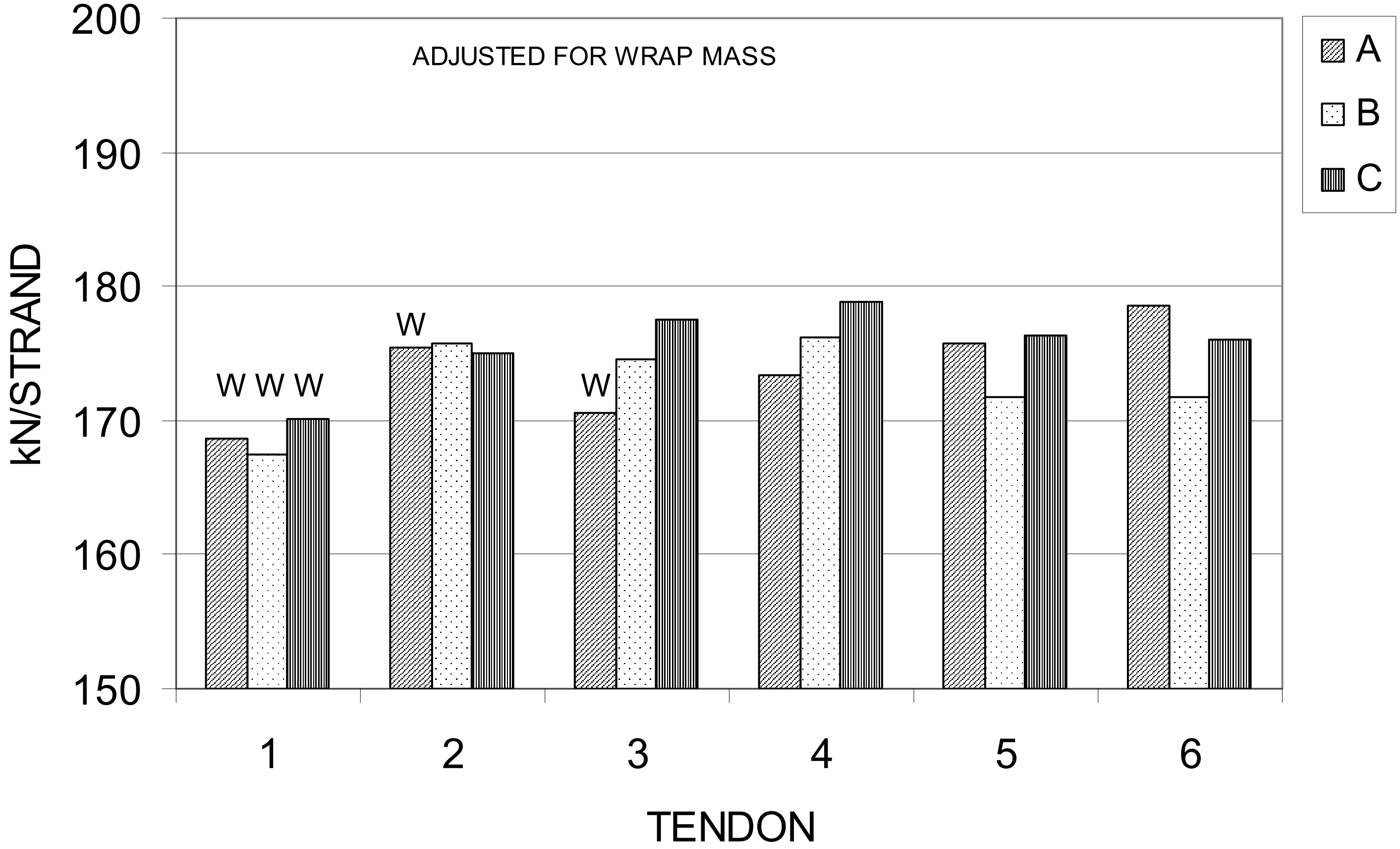
Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 1.26% 2.41% 3.07% 3.32% 3.03% 2.24%

Based on assumed parameteres
and log form data.
Update pending.

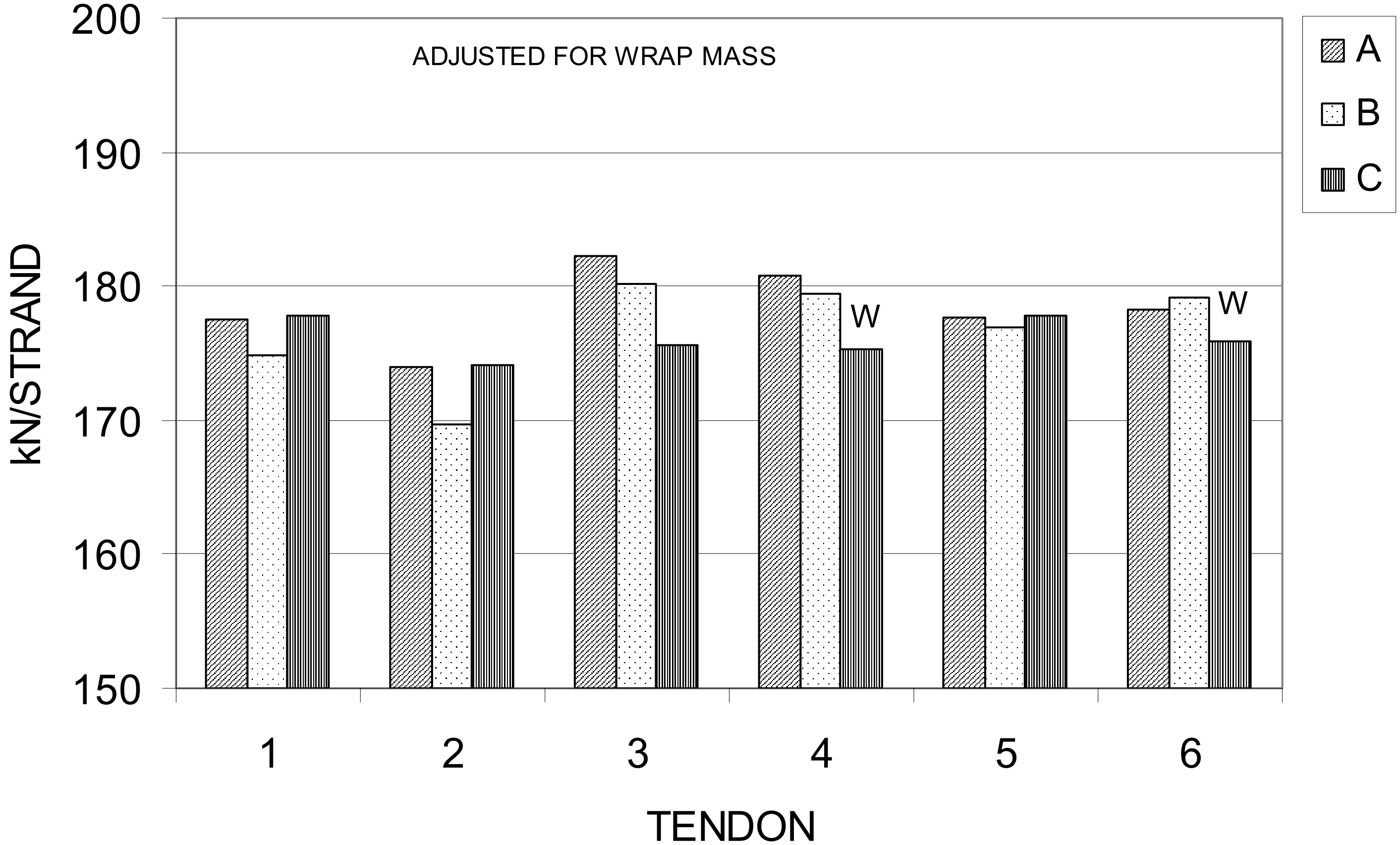
FIRST ESTIMATE SPAN 137



MAX DIFF 1.60% 0.38% 3.96% 3.10% 2.70% 3.93%

Based on assumed parameteres
and log form data.
Update pending.

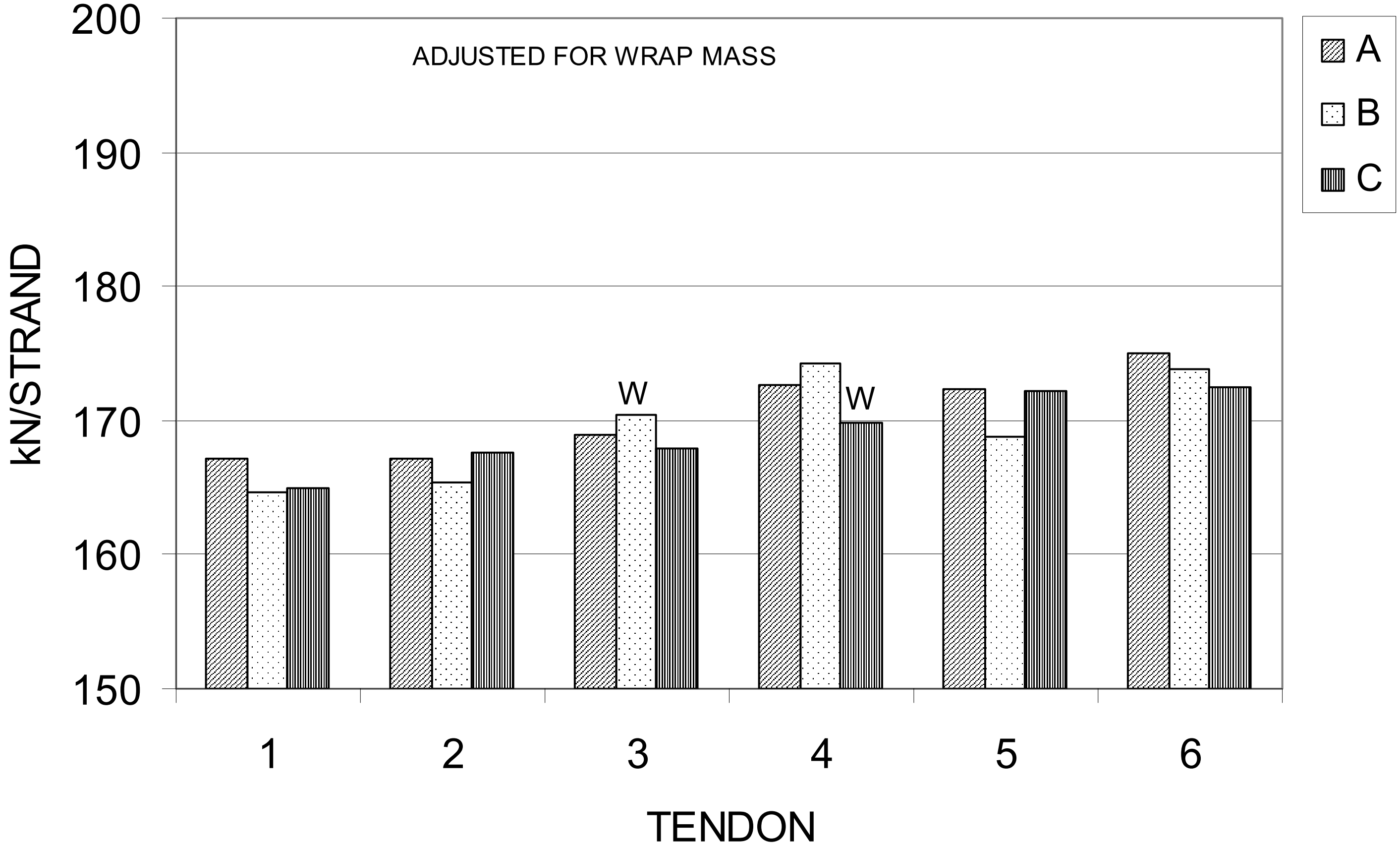
FIRST ESTIMATE SPAN 138



MAX DIFF	1.67%	2.58%	3.73%	3.13%	0.51%	1.89%

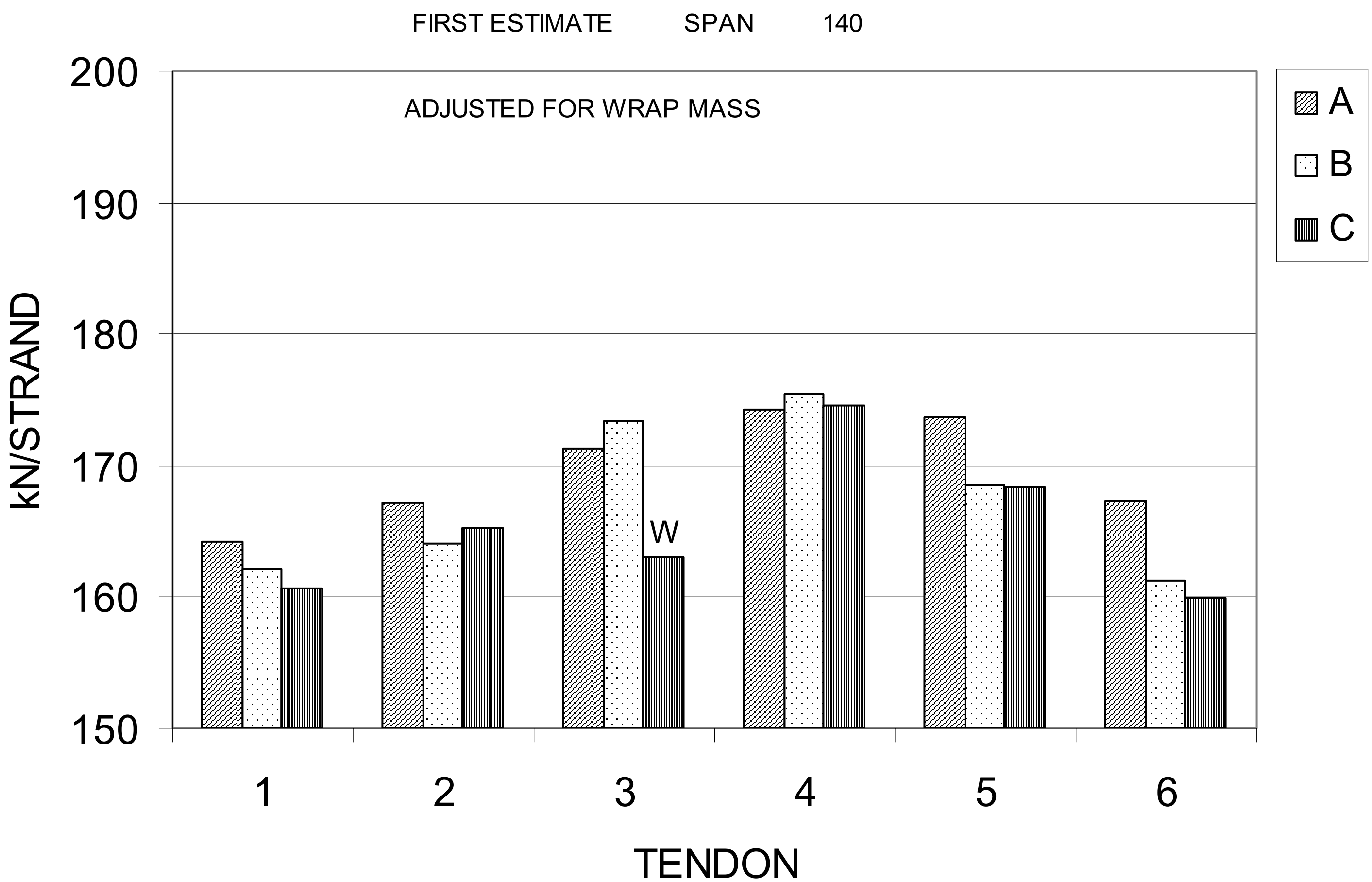
Based on assumed parameteres
and log form data.
Update pending.

FIRST ESTIMATE SPAN 139



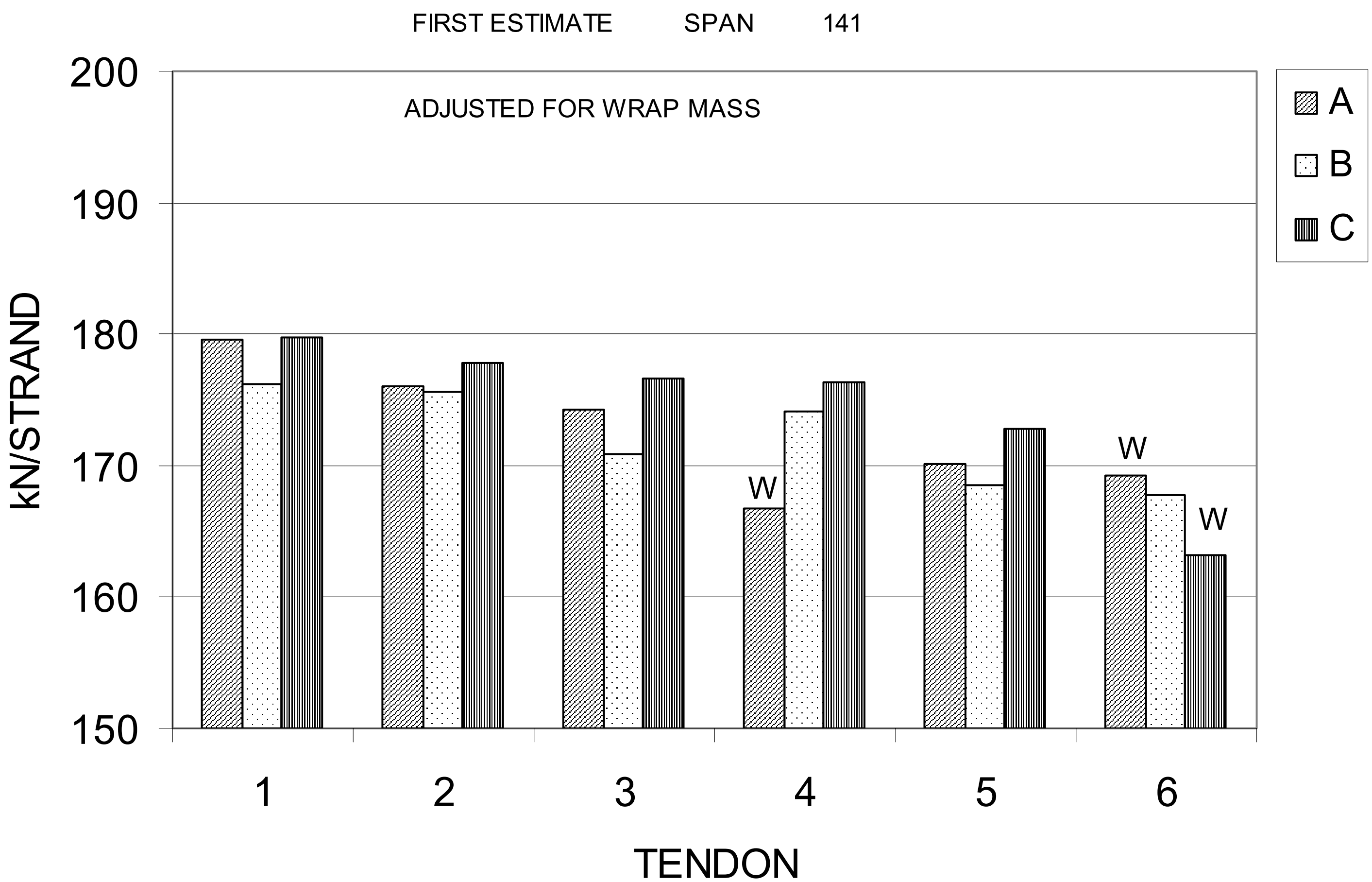
MAX DIFF	1.50%	1.32%	1.54%	2.56%	2.12%	1.41%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 2.13% 1.84% 6.09% 0.65% 3.13% 4.57%

Based on assumed parameteres
and log form data.
Update pending.



MAX DIFF 1.94% 1.26% 3.31% 5.61% 2.52% 3.66%

Based on assumed parameteres
and log form data.
Update pending.

Vibration Field Notes

COMPUTER SPARE
DATE 10-4-00
OPERATOR BL

LOG FORM
START TIME 10:35 AM/PM
END TIME 11:35 AM/PM

T 76 C/F
T 78 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN ~~00~~1 OBSERVATIONS
A1	13,39	1	15.0	30.85	11m void
		2	15.0	29.85	
A2	13,34	1	12.55	25.3	all void
		2	12.55	25.3	
A3	13,30	1	12.9	25.8	all void
		2	12.9	25.8	
A4	13,31	1	12.2	24.65	12m void
		2	12.2	24.65	
A5	13,35	1	12.05	24.3	12m void
		2	12.05	24.3	
A6	13,41	1	12.05	24.3	all void
		2	12.05	24.3	
B1	9,83	1	17.0	34.3	1m void
		2	17.0	34.3	
B2	9,82	1	17.25	34.9	7m void
		2	17.25	34.9	
B3	9,82	1	17.5	35.4	all void
		2	17.5	35.4	
B4	9,83	1	16.75	33.9	4m void
		2	16.75	33.9	
B5	9,83	1	16.65	33.7	6m void
		2	16.75	33.65	
B6	9,83	1	16.65	33.65	9m void
		2	16.65	33.65	
C1	13,49	1	12.3	24.55	9m void
		2	12.2	24.75	
C2	13,48	1	12.4	24.8	12m void
		2	12.4	24.8	
C3	13,47	1	12.45	25.0	10m void
		2	12.45	25.0	
C4	13,47	1	11.9	23.9	6m void
		2	11.9	23.9	
C5	13,48	1	11.95	24.05	all void
		2	11.95	24.0	
C6	13,49	1	11.9	23.9	all void
		2	11.9	23.9	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10 - 4 - 00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 220.0

SPAN 001

001A1Z - SEVERAL WAVES ON BASE OF LINE

ACCELOROMETER HAS SOME PAINT ON END.
PAINT WAS PICKED UP OFF OF TENDON DUCT.

001A4Z - WAVES HAVE SHOWN UP IN BASE LINE

001B5Z - WAVES HAVE SHOWN UP IN BASE LINE.

AT 11:10 AM COMPUTER (SPARE) GAVE THE ILLEGAL OPERATION
WINDOW. COMPUTER WAS REBUTED.

COMPUTER SPARE
DATE 10-4-00
OPERATOR BL

LOG FORM
START TIME 9:35 AM/PM
END TIME 10:20 AM/PM

T 78 C/F
T 77 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 002 OBSERVATIONS
A1	13.48	1	12.05	24.15	2m void
		2	12.05	24.15	
A2	13.47	1	12.2	24.55	1m void
		2	12.2	24.55	
A3	13.48	1	12.3	24.75	
		2	12.3	24.75	
A4	13.46	1	12.05	24.3	3m void
		2	12.05	24.3	
A5	13.46	1	11.9	23.9	All void
		2	11.9	~~23.~~ 23.9	
A6	13.47	1	11.8	23.8	Full void
		2	11.8	23.8	
B1	9.80	1	17.0	34.3	all void
		2	17.0	34.3	
B2	9.80	1	17.15	34.75	1m void
		2	17.15	34.65	
B3	9.80	1	17.35	35.0	1m void
		2	17.35	35.0	
B4	9.80	1	17.0	34.4	1m void
		2	17.0	34.4	
B5	9.80	1	16.65	33.65	all void
		2	16.65	33.65	
B6	9.80	1	16.75	33.8	all void
		2	16.75	33.8	
C1	13.42	1	12.3	24.75	5m void
		2	12.3	24.75	
C2	13.41	1	12.3	24.8	3m void
		2	12.3	24.8	
C3	13.41	1	12.45	25.0	6m void
		2	12.45	25.0	
C4	13.41	1	12.2	24.65	5m void
		2	12.2	24.65	
C5	13.41	1	11.95	24.0	[illegible] all void
		2	11.95	24.0	
C6	13.43	1	12.05	24.15	all void
		2	12.05	24.15	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-4-00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 262.2

SPAN 002

COMPUTER SPARE
DATE 10-4-2000
OPERATOR HAH

LOG FORM
START TIME 6:20 AM/PM
END TIME 7:10 AM/PM

T 77°C/F
T 75°C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 003 OBSERVATIONS
A1	13.46	1	12.2	24.65	7m void
		2	12.3	24.65	
A2	13.46	1	12.3	24.65	3m void
		2	12.3	24.65	
A3	13.46	1	12.4	24.95	8m void
		2	12.4	24.95	
A4	13.46	1	12.2	24.55	12m void
		2	12.2	24.55	
A5	13.47	1	12.3	24.75	9m void
		2	12.3	24.75	
A6	13.47	1	12.2	24.55	12m void
		2	12.2	24.55	
B1	9.80	1	17.1	34.55	2m void
		2	17.1	34.55	
B2	9.80	1	17.15	34.65	6m void
		2	17.15	34.65	
B3	9.80	1	17.4	34.95	1m void
		2	17.4	34.95	
B4	9.80	1	17.1	34.55	
		2	17.1	34.55	
B5	9.79	1	17.15	34.75	All void
		2	17.15	34.75	
B6	9.79	1	17.1	34.55	All void
		2	17.1	34.55	
C1	13.42	1	12.3	24.90	11m void
		2	12.2	24.8	
C2	13.42	1	12.3	24.8	
		2	12.3	24.8	
C3	13.42	1	12.45	24.95	3m void
		2	12.45	24.95	
C4	13.42	1	12.3	24.75	3m void
		2	12.3	24.75	
C5	13.43	1	12.4	24.8	all void
		2	12.4	24.8	
C6	13.43	1	12.3	24.75	12m void
		2	12.3	24.75	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-4-00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 251.7

SPAN 003

COMPUTER SPARE

DATE 10-4-2000

OPERATOR GOOD CROW / M DUNCAN

LOG FORM

START TIME 4:25 AM/PM

END TIME 5:55 AM/PM

T 79 C/F

T 79 C/F

SPAN 004

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13,46	1	12,4	24,9	9m void
		2	12,4	24,9	
A2	13,46	1	12,45	24,95	6m void
		2	12,45	24,95	
A3	13,46	1	12,55	25,2	10m void
		2	12,55	25,2	
A4	13,47	1	12,45	25,0	12m void
		2	12,45	25,0	
A5	13,47	1	12,2	24,55	9m void
		2	12,2	24,55	
A6	13,48	1	12,4	24,95	9m void
		2	12,4	24,95	
B1	9,83	1	17,35	34,95	3m void
		2	17,35	34,95	
B2	9,83	1	17,4	35,1	4m void
		2	17,4	35,2	
B3	9,83	1	17,6	35,5	
		2	17,7	35,5	
B4	9,83	1	17,5	35,5	
		2	17,5	35,5	
B5	9,83	1	17,1	34,5	4m void
		2	17,1	34,5	
B6	9,83	1	17,1	34,5	all void
		2	17,4	35,2	
C1	13,45	1	17,4	35,2	all void
		2	12,65	25,3	
C2	13,40	1	12,65	25,3	11m void
		2	12,65	25,4	
C3	13,35	1	12,65	25,4	4m void
		2	12,8	25,75	
C4	13,47	1	12,8	25,75	1m void
		2	12,65	25,3	
C5	13,40	1	~~12,65~~	~~25,3~~	all void 12.3 24,8
		2	12,3	24,8	
C6	13,46	1	12,55	25,15	all void
		2	12,55	25,15	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/4/00

Tuning Fork Test:
Peak Freq. 33.65 Hz
Peak Height 237.4

SPAN 004

ACCELEROMETER WAS DROPPED, SEEMS TO CHECK OUT OK. ON TUNING FORK TEST.

COMPUTER SPARE
DATE 10-4-00
OPERATOR HAH

LOG FORM
START TIME 3:20 AM/PM
END TIME 4:11 AM/PM

T 79° C/F
T 74 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 005 OBSERVATIONS
A1	13.42	1	12.4	24.95	5m void
		2	12.4	24.9	
A2	13.36	1	12.4	24.95	6m voids
		2	12.4	24.95	
A3	13.32	1	12.55	25.0	9m voids
		2	12.55	25.0	
A4	13.34	1	12.45	25.0	all void
		2	12.45	25.0	
A5	13.38	1	12.3	24.9	7m voids
		2	12.3	24.9	
A6	13.45	1	12.1	24.4	1m void
		2	12.1	24.4	
B1	9.83	1	17.1	34.55	1m void
		2	17.1	34.55	
B2	9.83	1	17.0	34.4	
		2	17.0	34.4	
B3	9.82	1	17.25	34.9	5m void
		2	17.25	34.9	
B4	9.83	1	17.15	34.65	all void
		2	17.15	34.65	
B5	9.83	1	16.9	34.15	all void
		2	16.9	34.15	
B6	9.83	1	16.85	34.0	5m void
		2	16.85	34.0	
C1	13.46	1	12.4	24.8	4m void
		2	12.4	24.8	
C2	13.45	1	12.3	24.8	4m void
		2	12.3	24.8	
C3	13.44	1	12.3	24.75	5m void
		2	12.3	24.75	
C4	13.47	1	12.2	24.5	5m void
		2	12.2	24.5	
C5	13.47	1	12.1	24.4	2m void
		2	12.1	24.4	
C6	13.49	1	12.05	~~24.5~~ 24.15	
		2	12.05	24.15	

LOG FORM
SUPPLEMENTARY SHEET

DATE 16/4/00

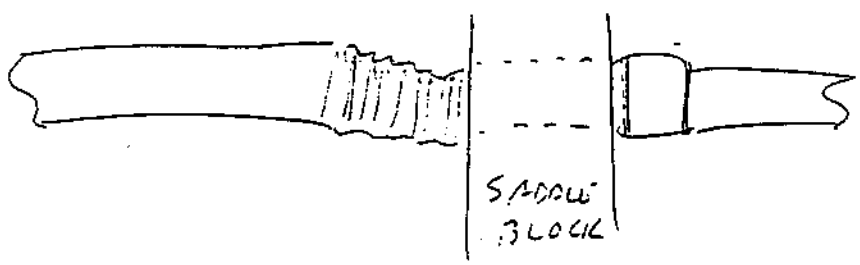
Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 263.7

SPAN 005

005T 33.7

(3.51m)

ON TEST B3, ACCELEROMETER WAS MOVED 21 cm NORTH ℄ TENDON B4, SOUTH END (@ SADDLE BLOCK); THERE IS A SLIGHT "JOG" IN THE CENTERLINE OF HDPE CASING AND SPIRAL WRAP INSTEAD RUBBER BOOT AND HOSE CLAMPS



4.4 2.2
3.3 1.65

COMPUTER SPARE
DATE 10-3-2000
OPERATOR HAH

LOG FORM
START TIME 12:00 AM/PM
END TIME 3:10 AM/PM

T 84° C/F
T 80° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 006 OBSERVATIONS
A1	13.49	1	11.95	24.05	5 meter voids
		2	11.95	24.05	
A2	13.48	1	12.1	24.4	2m. voids
		2	12.1	24.4	
A3	13.49	1	12.2	24.55	
		2	12.2	24.55	
A4	13.49	1	12.1	24.3	3m voids
		2	12.1	24.3	
A5	13.49	1	12.05	24.3	3m void
		2	12.05	24.3	
A6	13.49	1	12.1	24.4	3m voids
		2	12.1	24.4	
B1	9.83	1	16.75	33.8	
		2	16.75	33.8	
B2	9.83	1	16.9	34.3	
		2	16.9	34.3	
B3	9.82	1	17.0	34.5	
		2	17.0	34.55	
B4	9.82	1	16.9	34.3	1m voids
		2	16.9	34.3	
B5	9.82	1	16.9	34.25	1m voids
		2	16.9	34.25	
B6	9.83	1	16.9	34.25	2m voids
		2	16.9	34.25	
C1	13.45	1	12.1	24.4	8m voids
		2	12.1	24.4	
C2	13.44	1	12.3	24.75	
		2	12.3	24.75	
C3	13.44	1	12.3	24.75	5m voids
		2	12.3	24.75	
C4	13.47	1	12.1	24.5	3m voids
		2	12.1	24.5	
C5	13.47	1	12.2	24.5	2m voids
		2	12.2	24.5	
C6	13.49	1	12.2	24.55	8m voids
		2	12.2	24.55	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-804-2000

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 259.8

SPAN 006

3.3 → 1.65
4.4 2.2L

COMPUTER Spare
DATE 10/3/2000
OPERATOR HAH

LOG FORM
START TIME 10:35 AM/PM
END TIME 11:45 AM/PM

T 84° C/F
T 84° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 007 OBSERVATIONS
A1	13.42	1	12.1	24.5	5 ft of Void
		2	12.1	24.5	
A2	13.41	1	12.4	24.8	35 ft of Void
		2	12.4	24.8	
A3	13.42	1	12.45	24.95	14 ft of Void
		2	12.45	24.95	
A4	13.42	1	12.2	24.65	5 ft of Void
		2	12.2	24.65	
A5	13.42	1	12.1	24.4	10 ft of Void
		2	12.1	24.4	
A6	13.42	1	12.2	24.5	Complete Voids
		2	12.1	24.5	
B1	9.83	1	17.1	34.5	
		2	17.1	34.5	
B2	9.83	1	17.15	34.8	
		2	17.15	34.8	
B3	9.83	1	17.35	34.95	
		2	17.4	34.9	
B4	9.83	1	17.15	34.75	
		2	17.15	34.75	
B5	9.83	1	16.85	34.05	3 ft of Void
		2	16.85	34.05	
B6	9.83	1	17.0	34.3	8 ft of Void
		2	17.0	34.3	
C1	13.47	1	12.3	24.65	1.0 m of Void
		2	12.3	24.65	
C2	13.48	1	12.4	24.8	
		2	12.4	24.8	
C3	13.48	1	12.45	24.95	
		2	12.45	24.95	
C4	13.52	1	12.3	24.75	
		2	12.3	24.75	
C5	13.52	1	12.1	24.4	11 ft of Void
		2	12.1	24.4	
C6	13.53	1	12.1	24.5	
		2	12.1	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/~~09~~ 03/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 257.5

SPAN 007

COMPUTER SPARE
DATE 10-[illegible]-2000
OPERATOR HAH

LOG FORM
START TIME 9:00 AM/PM
END TIME 10,18 AM/PM

T 86° C/F
T 83 C/F

SPAN 008

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13,50	1	12.1	24.4	
		2	12.1	24.4	
A2	13.47	1	12.2	24.5	
		2	12.2	24.5	
A3	13.46	1	11,95	24.05	
		2	11,95	24,05	
A4	13.45	1	12,05	24,25	
		2	12,05	24,25	
A5	13.45	1	12,05	24,25	
		2	12,05	24,25	
A6	13,45	1	12,05	24.25	
		2	12,05	24,25	
B1	9,83	1	17.0	34,4	
		2	17,0	34,4	
B2	9,82	1	17,0	34,4	
		2	17.0	34,4	
B3	9,83	1	17,15	34,55	
		2	17,15	34,65	
B4	9,85	1	16,9	34,25	
		2	16,9	34,25	
B5	9,85	1	16,85	34,05	
		2	16,85	34,05	
B6	9,85	1	16,85	34,00	
		2	16,85	34,00	
C1	13,48	1	12,2	24,55	
		2	12,2	24,55	
C2	13,48	1	12,3	24,9	
		2	12,3	24.9	
C3	13,47	1	12,4	24,9	
		2	12,4	24,9	
C4	13,49	1	12,2	24,55	
		2	12,2	24,55	
C5	13.49	1	12,05	24,4	
		2	12,05	24.4	
C6	13,50	1	12,05	24.25	
		2	12,05	24.25	

COMPUTER SOARE
DATE 10/3/00
OPERATOR BL

LOG FORM
START TIME 5:50 AM/PM
END TIME 7:00 AM/PM

T 86 C/F
T 88 C/F

SPAN 009

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.55	25.15	VOIDS 2' (2 BROKEWIRE'S VISIBLE WITH BORESCOPE)
		2	12.55	25.15	
A2	13.45	1	12.55	25.25	VOIDS 19'
		2	12.55	25.15	
A3	13.45	1	12.65	25.4	VOIDS 5'
		2	12.65	25.4	
A4	13.47	1	12.45	25.05	VOIDS <5'
		2	12.45	25.05	
A5	13.47	1	12.3	24.75	
		2	12.3	24.75	
A6	13.47	1	12.3	24.75	VOIDS 28'
		2	12.3	24.75	
B1	9.82	1	17.0	34.4	
		2	17.0	34.4	
B2	9.81	1	17.5	35.5	VOIDS 1'
		2	17.6	35.5	
B3	9.81	1	17.85	36.1	VOIDS 1'
		2	17.85	36.1	
B4	9.82	1	17.5	35.4	
		2	17.5	35.4	
B5	9.82	1	17.25	34.9	
		2	17.25	34.9	
B6	9.82	1	17.15	34.65	
		2	17.15	34.65	
C1	13.42	1	11.05	22.30	PORTION (±3') PEELED BACK
		2	11.05	22.30	@ N. END FOR OBSERVATION
C2	13.36	1	12.70	25.50	VOIDS 5'
		2	12.70	25.50	
C3	13.31	1	12.90	26.00	VOIDS 4'
		2	12.90	26.00	
C4	13.31	1	12.70	25.65	VOIDS 4'
		2	12.70	25.65	
C5	13.36	~~1~~ 2	12.45	25.00	VOIDS 5' SEE NOTES
		~~2~~ 3	12.45	25.00	
C6	13.41	1	12.55	24.90	VOIDS 12'
		2	12.55	24.90	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/3/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 199.3

SPAN 09

6:25 P.M. COMPUTER LOCKED UP. POWER WAS SHUT OFF TO REBOOT. BACK ON @ 6:26 P.M.

009b61.MB DID NOT SAVE WAS RERUN, THIS WAS A RESULT OF THE PROBLEM MENTIONED ABOVE.

009C51.MB SHOWED IRREGULAR READINGS, ~~THIS WAS SAVED.~~ NEW READINGS WILL BE SHOWN AS 009C51.MB & 009C52.MB THE IRREGULAR READINGS WAS DUE TO THE ACCELAROMETER BEING LOOSE.

COMPLETED @ 7:00 P.M.

COMPUTER spare
DATE 10/3/00
OPERATOR BL

LOG FORM
START TIME 4:37 AM/PM
END TIME 5:42 AM/PM

T 88 C/F
T 84 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø1Ø OBSERVATIONS
A1	13.4Ø	1	12.55	25.15	6' VOID
		2	12.55	25.15	
A2	13.34	1	12.55	25.25	VOID ENTIRE LENGTH
		2	12.55	25.25	
A3	13.28	1	12.7	25.6	
		2	12.7	25.6	
A4	13.31	1	~~12.7~~ 12.7	~~25.~~ 25.6	VOID ENTIRE LENGTH
		2	12.7	~~25.5~~ 25.6	
A5	13.36	1	12.3	24.8	VOID MAJORITY / LENGTH
		2	12.3	24.8	
A6	13.41	1	12.3	24.9	VOID MAJORITY/LENGTH
		2	12.3	24.9	
B1	9.84	1	17.35	35.05	VOID AREA 3'
		2	17.35	35.05	
B2	9.84	1	17.25	34.8	VOID ~~[illegible]~~ ENTIRE LENGTH
		2	17.25	34.8	
B3	9.84	1	17.5	35.3	
		2	17.5	35.3	
B4	9.84	1	17.25	35.05	
		2	17.35	35.0	
B5	9.84	1	17.1	34.4	5' VOID AREA
		2	17.1	34.4	
B6	9.84	1	16.9	34.3	10' VOID AREA
		2	16.9	34.3	
C1	13.44	1	12.55	25.15	MINIMAL VOID
		2	12.55	25.15	
C2	13.44	1	12.45	25.0	33% VOID.
		2	12.45	25.0	
C3	13.43	1	12.45	25.0	
		2	12.45	25.0	
C4	13.47	1	12.4	24.9	1' MINIMAL VOID
		2	12.4	24.9	
C5	13.48	1	12.3	24.65	VOIDS ON 75%
		2	12.2	24.65	
C6	13.50	1	12.1	24.5	
		2	12.1	24.5	

COMPUTER SPARE
DATE 10-4-00
OPERATOR BL / OP

LOG FORM
START TIME ~~12:05~~ 12:45 AM/PM
END TIME 1:45 AM/PM

T 80° C/F
T 84° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 011 OBSERVATIONS
A1	13.48	1	12.45	24.9	VOIDS
		2	12.45	24.9	
A2	13.46	1	12.4	24.8	CRACKS
		2	12.4	24.8	
A3	13.45	1	12.4	24.9	VOIDS
		2	12.4	24.9	
A4	13.46	1	~~12.2~~ 12.3	24.5	VOIDS
		2	~~12.3~~ 12.2	~~24.5~~ 24.65	
A5	13.47	1	12.05	24.25	VOIDS
		2	12.05	24.3	
A6	13.48	1	12.1	~~24~~ 24.4	VOIDS
		2	12.1	24.4	
B1	9.83	1	17.35	34.9	VOIDS
		2	17.35	34.9	
B2	9.83	1	17.25	34.8	VOIDS
		2	17.25	34.8	
B3	9.83	1	17.15	34.65	
		2	17.15	34.65	
B4	9.82	1	17.15	34.5	VOIDS
		2	17.15	34.5	
B5	9.82	1	16.9	34.05	VOIDS
		2	16.9	34.05	
B6	9.82 [illegible]	1	17.0	34.3	
		2	17.0	34.3	
C1	13.49	1	12.45	25.1	
		2	12.45	25.1	
C2	13.48	1	12.1	24.3	FULL WRAP
		2	12.1	24.3	
C3	13.47	1	12.4	24.9	FULL WRAP VOIDED FL
		2	12.4	24.9	
C4	13.48	1	12.3	24.65	VOIDS
		2	12.3	24.65	
C5	13.49	1	12.1	24.4	VOIDS
		2	12.1	24.4	
C6	13.52	1	12.1	24.5	VOIDS
		2	12.1	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/4/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 179.5

SPAN Ø11

COMPUTER SPARE
DATE 10-4-00
OPERATOR BL

LOG FORM
START TIME 2:23 AM/PM
END TIME 3:20 AM/PM

T 84 C/F
T 86 C/F

SPAN 012

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.4	25.0	VOIDS
		2	12.4	25.0	
A2	13.45	1	12.65	25.4	VOIDS FULL LENGTH
		2	12.65	25.4	
A3	13.45	1	12.55	25.15	MINOR VOID
		2	12.55	25.15	
A4	13.47	1	12.2	24.5	VOIDS MINOR KINK OR
		2	12.1	24.5	DEVIATION IN TENDON DUCT
A5	13.48	1	12.2	24.55	
		2	12.2	24.55	VOIDS
A6	13.44	1	11.95	24.0	
		2	11.95	24.0	VOIDS
B1	9.84	1	17.35	35.0	VOIDS FULL LENGTH
		2	17.35	35.0	
B2	9.84	1	17.5	35.4	VOIDS
		2	17.5	35.4	
B3	9.84	1	17.5	35.3	VOIDS
		2	17.5	35.3	
B4	9.82	1	17.1	34.5	
		2	17.1	34.5	
B5	9.82	1	17.0	34.3	VOIDS
		2	17.0	34.3	
B6	9.82	1	16.65	33.7	
		2	16.65	33.7	
C1	13.46	1	12.45	25.0	VOIDS FULL LENGTH
		2	12.45	25.0	
C2	13.45	1	12.65	25.3	VOIDS
		2	12.55	25.3	
C3	13.45	1	12.65	25.2	
		2	12.55	25.2	
C4	13.44	1	12.3	24.75	
		2	12.3	24.75	
C5	13.44	1	12.3	24.8	
		2	12.3	24.8	
C6	13.45	1	12.05	24.25	VOIDS DUCT HAS BEEN CUT B.
		2	12.05	24.25	@ DEVIATION BLOCK 8" ON TOP

COMPUTER SPARE
DATE 10-4-00
OPERATOR BL

LOG FORM
START TIME 3:45 AM/PM
END TIME 4:35 AM/PM

T 87° C/F
T 88 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 013 OBSERVATIONS
A1	13.42	1	12.4	24.8	VOID FULL LENGTH
		2	12.4	24.8	
A2	13.41	1	12.45	25.0	
		2	12.4	25.0	
A3	13.41	1	12.55	25.25	
		2	12.55	25.25	
A4	13.45	1	12.45	25.05	VOID 75%
		2	12.45	25.05	
A5	13.46	1	12.45	25.0	
		2	12.45	25.0	
A6	13.47	1	12.1	24.5	
		2	12.1	24.5	
B1	9.84	1	17.25	34.9	VOIDED FULL LENGTH
		2	17.25	34.9	
B2	9.83	1	17.35	35.15	
		2	17.35	35.15	
B3	9.83	1	17.5	35.3	
		2	17.5	35.3	
B4	9.83	1	17.4	35.25	VOIDED FULL LENGTH
		2	17.4	35.25	
B5	9.83	1	17.35	35.15	VOID
		2	17.35	35.05	
B6	9.83	1	17.1	34.5	
		2	17.1	34.5	
C1	13.46	1	12.45	25.0	VOID
		2	12.45	25.0	
C2	13.46	1	12.55	25.2	VOID
		2	12.55	25.2	
C3	13.45	1	12.55	25.3	
		2	12.65	25.3	
C4	13.47	1	12.55	25.3	VOID FULL LENGTH
		2	12.65	25.3	
C5	13.48	1	12.65	25.2	
		2	12.55	25.2	VOID
C6	13.49	1	12.3	24.75	VOID
		2	12.3	24.75	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/4/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 227.5

SPAN 013

013A21.m HAD ERROR MESSAGE: FAILURE: "image C". line 10859
(LABVIEW VERSION 5.1) @ 3:46 p.m.

WHEN TRYING TO SAVE FILE 004A42 or 004A51 ERROR MESSAGE
APPEARED: MID-BAY BRIDGE CAUSED A GENERAL PROTECTION FAULT IN
MODULE KRNL386.EXE @ 0001:0000 1499. @ 4:00 p.m.

COMPUTER spare
DATE 10/4/00
OPERATOR BL

LOG FORM
START TIME 4:57 AM/PM
END TIME 5:50 AM/PM

T 88 C/F
T 88 C/F

SPAN Ø14

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.3	24.8	VOID FULL-LENGTH RUBBER SLEEVE
		2	12.4	24.8	@ SOUTH END HAS SUNKEN LOOK
A2	13.46	1	12.45	25.05	VOID FULL LENGTH - RUBBER SLEEVE
		2	12.45	25.05	ALSO HAS ACCORDIAN LOOK
A3	13.45	1	12.55	25.25	VOID FULL LENGTH
		2	12.55	25.25	
A4	13.48	1	12.45	24.90	VOID 75%
		2	12.4	25.0	
A5	13.48	1	12.4	25.0	VOID
		2	12.4	25.0	
A6	13.49	1	12.1	24.5	VOID
		2	12.1	24.5	
B1	9.86	1	17.35	35.0	VOID 40%
		2	17.25	34.9	
B2	9.86	1	17.25	34.95	VOID FULL LENGTH
		2	17.25	34.9	
B3	9.86	1	17.4	35.15	
		2	17.4	35.15	
B4	9.83	1	17.25	34.8	
		2	17.25	34.8	
B5	9.83	1	17.15	34.65	
		2	17.15	34.65	
B6	9.83	1	17.0	34.25	
		2	16.9	34.25	
C1	13.45	1	12.55	25.25	VOID FULL LENGTH DOUBLE PEAK
		2	12.55	25.2	
C2	13.44	1	12.55	25.2	VOID FULL LENGTH
		2	12.55	25.2	
C3	13.44	1	12.55	25.3	
		2	12.55	25.3	
C4	13.47	1	12.4	25.0	
		2	12.4	25.0	
C5	13.48	1	12.4	24.9	
		2	12.45	24.9	
C6	13.49	1	12.3	24.75	
		2	12.3	24.75	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/4/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 259.2

SPAN 014

014A51 - COMPUTER LOCKED UP

COMPUTER SPARE
DATE 10/4/00
OPERATOR BL

LOG FORM
START TIME 6:12 AM/PM
END TIME 7:00 AM/PM

T 88 C/F
T 87 C/F

SPAN Ø15

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.65	25.4	VOID FULL LENGTH
		2	12.65	25.4	
A2	13.45	1	12.4	25.15	VOID FULL LENGTH
		2	12.45	25.15	
A3	13.45	1	12.65	25.4	
		2	12.65	25.4	
A4	13.47	1	12.7	25.6	VOID FULL LENGTH
		2	12.7	25.6	
A5	13.48	1	12.7	25.4	" " "
		2	12.7	25.4	
A6	13.48	1	12.55	25.25	" " "
		2	12.55	25.25	
B1	9.84	1	17.6	35.6	VOID 25%
		2	17.6	35.6	
B2	9.84	1	17.4	35.25	VOID 50%
		2	17.4	35.25	
B3	9.84	1	17.85	36.0	VOID FULL LENGTH
		2	17.85	36.0	
B4	9.83	1	17.85	36.0	" " "
		2	17.85	36.0	
B5	9.83	1	17.7	35.6	" " "
		2	17.7	35.6	
B6	9.83	1	17.5	35.4	" " "
		2	17.5	35.4	
C1	13.44	1	12.8	25.65	GLOB OF GROUT ON TENDON (KINK END)
		2	12.8	25.65	NEAR TRUMPET 1' LENGTH (VOID)
C2	13.38	1	12.7	25.65	
		2	12.7	25.65	VOID FULL LENGTH
C3	13.33	1	12.7	25.65	WRAPPED FULL LENGTH
		2	12.7	25.65	
C4	13.31	1	13.05	26.4	VOID FULL LENGTH
		2	13.15	26.4	
C5	13.35	1	12.9	25.9	
		2	12.95	25.9	
C6	13.39	1	12.9	25.75	@ END HAS 6 CLAMPS TAPE (8")
		2	12.8	25.75	

COMPUTER SPARE
DATE 10/4/00
OPERATOR HAH

LOG FORM
START TIME 9:00 AM/PM
END TIME 10:10 AM/PM

T 90° C/F
T 86° C/F

SPAN 016

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.36	1	12.55	25.0	1m void
		2	12.55	25.0	
A2	13.31	1	12.55	25.3	2m void
		2	12.55	25.3	
A3	13.27	1	12.8	25.75	
		2	12.8	25.75	
A4	13.36	1	12.7	25.5	
		2	12.7	25.5	
A5	13.41	1	12.45	25.0	1m void
		2	12.45	25.0	
A6	13.47	1	12.4	24.9	5m void
		2	12.4	24.9	
B1	9.82	1	17.35	34.95	
		2	17.35	34.95	
B2	9.82	1	17.25	34.8	3m void
		2	17.25	34.8	
B3	9.81	1	17.4	35.25	
		2	17.4	35.25	
B4	9.81	1	17.5	35.25	
		2	17.5	35.25	
B5	9.81	1	17.25	34.9	
		2	17.25	34.9	
B6	9.81	1	17.25	34.9	1m void
		2	17.25	34.9	
C1	13.47	1	12.45	24.95	5m void
		2	12.45	24.95	
C2	13.47	1	12.4	24.8	1m void
		2	12.4	24.8	
C3	13.47	1	12.45	25.0	1m void
		2	12.45	25.0	
C4	13.45	1	12.45	25.0	
		2	12.45	25.0	
C5	13.46	1	12.4	24.8	
		2	12.4	24.8	
C6	13.47	1	12.4	24.8	
		2	12.3	24.8	

COMPUTER SPARE
DATE 10-4-00
OPERATOR HAH

LOG FORM
START TIME 10:20 AM/PM
END TIME 11:30 AM/PM

T 86°C/F
T 86°C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 017 OBSERVATIONS
A1	13.49	1	12.1	24.4	2m void
		2	12.1	24.4	
A2	13.49	1	12.2	24.65	4m void
		2	12.3	24.65	
A3	13.49	1	12.4	24.9	10m void
		2	12.4	24.9	
A4	13.51	1	12.1	24.5	
		2	12.2	24.5	
A5	13.52	1	12.1	24.4	
		2	12.1	24.4	
A6	13.52	1	12.1	24.4	
		2	12.1	24.4	
B1	9.82	1	17.1	34.55	10m void
		2	17.1	34.55	
B2	9.82	1	17.25	34.8	1m void
		2	17.25	34.8	
B3	9.82	1	17.35	34.9	3m void
		2	17.35	34.9	
B4	9.82	1	17.15	34.75	
		2	17.15	34.75	
B5	9.81	1	17.1	34.4	
		2	17.1	34.4	
B6	9.81	1	17.0	34.4	
		2	17.0	34.4	
C1	13.43	1	12.4	24.8	9m void
		2	12.3	24.8	
C2	13.43	1	12.45	25.0	2m void
		2	12.4	25.0	
C3	13.44	1	12.45	25.15	
		2	12.45	25.15	5m void
C4	13.46	1	12.45	24.95	
		2	12.45	24.95	
C5	13.47	1	12.3	24.75	2m void
		2	12.3	24.75	
C6	13.48	1	12.1	24.4	1m void
		2	12.1	24.4	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-4-00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 254.0

SPAN 017

COMPUTER SPARE
DATE 10-4-00
OPERATOR HAH

LOG FORM
START TIME 11:45 AM/PM
END TIME 1:00 AM/PM

T 86° C/F
T 85° C/F

SPAN 018

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.4	24.8	
		2	12.4	24.8	
A2	13.46	1	12.45	25.0	
		2	12.45	25.0	
A3	13.46	1	12.65	25.1	
		2	12.56	25.0	
A4	13.45	1	12.4	24.95	1m void
		2	12.45	24.9	
A5	13.45	1	12.2	24.65	1m void
		2	12.3	24.65	
A6	13.45	1	12.1	24.3	
		2	12.05	24.3	
B1	9.79	1	17.25	34.9	
		2	17.25	34.9	
B2	9.79	1	17.60	35.4	1m void
		2	17.60	35.4	
B3	9.79	1	17.70	35.6	
		2	17.70	35.6	
B4	9.80	1	17.35	34.95	
		2	17.6	35.75	
B5	9.80	1	17.15	34.5	
		2	17.15	34.55	
B6	9.80	1	16.85	34.05	
		2	16.85	34.05	
C1	13.46	1	12.4	24.95	1m void
		2	12.4	24.95	
C2	13.47	1	12.55	25.2	
		2	12.55	25.2	
C3	13.47	1	12.65	25.3	
		2	12.55	25.3	
C4	13.49	1	12.45	25.0	
		2	12.45	25.0	
C5	13.49	1	12.3	24.75	
		2	12.3	24.75	
C6	13.50	1	12.05	24.3	
		2	12.05	24.3	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-4-00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height ~~33.7~~ 254.5

SPAN 018

Segmen C-6 Has Crackes in Sheathing

COMPUTER SPARE
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 2:10 AM/PM
END TIME 3:00 AM/PM

T 85°C/F
T 85°C/F

SPAN 019

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.48	1	12.4	24.9	
		2	12.4	24.9	
A2	13.47	1	12.3	24.9	4m void
		2	12.4	24.9	
A3	13.47	1	12.4	24.95	7m void
		2	12.4	24.95	
A4	13.47	1	12.3	24.75	3m void
		2	12.3	24.75	
A5	13.47	1	12.3	24.65	2m void
		2	12.2	24.65	
A6	13.48	1	12.45	24.95	
		2	12.45	24.95	
B1	9.83	1	17.4	35.0	
		2	17.4	35.0	
B2	9.83	1	17.25	34.8	3m void
		2	17.25	34.8	
B3	9.83	1	17.4	35.1	1m void
		2	17.4	35.1	
B4	9.82	1	17.25	34.8	2m void
		2	17.35	34.9	
B5	9.82	1	17.15	34.65	
		2	17.15	34.65	
B6	9.82	1	17.25	34.75	2m void
		2	17.15	34.75	
C1	13.52	1	12.45	25.0	10m void
		2	12.45	24.95	
C2	13.51	1	12.4	24.9	1m void
		2	12.4	24.9	
C3	13.51	1	12.45	25.0	2m void
		2	12.45	25.0	
C4	13.50	1	12.4	24.8	4m void
		2	12.4	24.8	
C5	13.51	1	12.4	24.8	2m void
		2	12.4	24.8	
C6	13.52	1	12.2	24.55	1m void
		2	12.2	24.55	

COMPUTER SPARE
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 3:15 AM/PM
END TIME 4:15 AM/PM

T 84° C/F
T 83° C/F

SPAN 020

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.48	1	12.4	24.9	3m void
		2	12.4	24.9	
A2	13.48	1	12.55	25.0	
		2	12.45	25.0	
A3	13.49	1	12.65	25.3	2m void
		2	12.65	25.3	
A4	13.49	1	12.2	24.55	2m void
		2	12.2	24.55	
A5	13.51	1	12.4	24.8	
		2	12.4	24.8	
A6	13.50	1	12.3	24.65	2m void
		2	12.~~3~~3	24.65	
B1	9.81	1	17.35	34.95	
		2	17.35	34.95	
B2	9.80	1	17.5	35.1	2m void
		2	17.5	35.1	
B3	9.79	1	~~[illegible]~~ 17.6	~~[illegible]~~ 35.5	
		2	17.6	35.5	
B4	9.80	1	17.25	34.8	
		2	17.25	34.8	
B5	9.80	1	17.35	35.0	
		2	17.35	35.0	1m void
B6	9.80	1	17.35	35.0	
		2	17.35	35.0	
C1	13.46	1	12.45	24.95	
		2	12.45	24.95	
C2	13.46	1	12.65	25.4	4m void
		2	12.65	25.4	
C3	13.45	1	12.65	25.3	
		2	12.65	25.3	
C4	13.45	1	12.4	24.95	
		2	12.4	24.95	
C5	13.44	1	12.4	24.95	
		2	12.45	24.9	
C6	13.46	1	12.4	24.9	
		2	12.3	24.8	

COMPUTER SPARE
DATE 10/5/00
OPERATOR M DUNCAN

LOG FORM
START TIME 4:25 AM/PM
END TIME 5:30 AM/PM

T 82 C/F
T 81 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 021 OBSERVATIONS
A1	13.51	1	12.7	25.5	5m void
		2	12.7	25.8	
A2	13.51	1	12.55	25.0	4m void
		2	12.55	25.0	
A3	13.51	1	12.7	25.6	9m void
		2	12.7	25.6	
A4	13.50	1	12.5	25.2	all void
		2	12.5	25.2	
A5	13.50	1	12.4	25.0	all void
		2	12.4	25.0	
A6	13.50	1	12.4	25.0	2m void
		2	12.4	25.1	
B1	9.81	1	17.9	36.3	all void
		2	17.9	36.3	
B2	9.81	1	17.8	35.8	all void
		2	17.8	35.8	
B3	9.80	1	17.9	36.3	all void
		2	17.9	36.4	
B4	9.81	1	17.8	35.8	6m void
		2	17.8	35.8	
B5	9.81	1	17.5	35.5	all void
		2	17.5	35.5	
B6	9.80	1	17.6	35.5	
		2	17.6	35.5	
C1	13.41	1	12.9	25.8	8m void
		2	12.9	25.8	
C2	13.35	1	12.8	25.8	all void
		2	12.8	25.8	
C3	13.31	1	13.0	26.2	10m void
		2	13.0	26.2	
C4	13.31	1	12.9	26.0	11m void
		2	12.9	26.0	
C5	13.35	1	12.7	25.5	all void
		2	12.7	25.5	
C6	13.40	1	12.7	25.6	all void
		2	12.7	25.6	

COMPUTER SPARE
DATE 10/5/00
OPERATOR M DUNCAN

LOG FORM
START TIME 5:45 AM/PM
END TIME 6:45 AM/PM

T 81° C/F
T 80° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 822 OBSERVATIONS
A1	13.43	1	12.4	25.0	8m void
		2	12.4	25.0	
A2	13.37	1	12.4	25.1	17 m void
		2	12.4	25.1	~~11 void~~
A3	13.33	1	12.7	25.6	
		2	12.7	25.6	8m void
A4	13.32	1	12.7	25.6	~~7~~
		2	12.7	25.6	7m. void
A5	13.36	1	12.4	25.1	
		2	12.4	25.1	all void
A6	13.43	1	12.4	24.8	
		2	12.4	24.8	~~all void~~ 10m void
B1	9.82	1	17.3	34.8	
		2	17.3	34.8	
B2	9.82	1	17.3	34.9	all void
		2	17.3	34.9	
B3	9.82	1	17.4	35.2	all void
		2	17.4	35.2	
B4	9.82	1	17.6	35.5	3m void
		2	17.6	35.5	
B5	9.82	1	17.3	34.7	3m void
		2	17.2	34.7	
B6	9.82	1	17.2	34.6	all void
		2	17.3	34.7	
C1	13.47	1	12.4	24.9	1m void
		2	12.4	24.9	
C2	13.46	1	12.4	24.9	9m void
		2	12.4	24.9	
C3	13.47	1	12.4	25.0	7m. void
		2	12.4	25.0	
C4	13.47	1	12.4	25.0	all void
		2	12.4	25.0	
C5	13.47	1	12.4	24.8	all void
		2	12.4	24.8	
C6	13.48	1	12.3	24.8	10m void
		2	12.3	24.8	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 210.3

SPAN 022

COMPUTER SPARE
DATE 10/5/00
OPERATOR BL

LOG FORM
START TIME 9:00 AM/PM
END TIME 9:50 AM/PM

T 80 C/F
T 80 C/F

SPAN 023

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.44	1	12.4	24.8	5m void
		2	12.4	24.8	
A2	13.44	1	12.45	25.05	3m void
		2	12.4	25.0	
A3	13.44	1	12.45	25.15	7m void
		2	12.45	25.15	
A4	13.43	1	12.45	25.05	10m void
		2	12.45	25.05	
A5	13.42	1	12.4	24.8	12m void
		2	12.4	24.8	
A6	13.43	1	12.2	24.55	2m void
		2	12.2	24.55	
B1	9.81	1	17.35	34.9	1m void
		2	17.35	35.0	
B2	9.81	1	17.4	35.05	
		2	17.4	35.05	
B3	9.81	1	17.6	35.4	all void
		2	17.6	35.4	
B4	9.81	1	17.4	35.05	5m void
		2	17.4	35.65	
B5	9.81	1	17.25	34.8	7m void
		2	17.25	34.8	
B6	9.81	1	17.15	34.55	1m void
		2	17.15	34.65	
C1	13.51	1	12.55	25.0	all void
		2	12.55	25.0	
C2	13.50	1	12.55	25.1	8m void
		2	12.55	25.1	
C3	13.50	1	12.55	25.2	all void
		2	12.55	25.2	
C4	13.50	1	12.45	25.0	all void
		2	12.45	25.0	
C5	13.50	1	12.4	25.0	8m void
		2	12.45	25.0	
C6	13.51	1	12.3	24.65	10m void
		2	12.3	24.65	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 262.9

SPAN Ø23

SPARE COMPUTER LOCKED UP AT 9:30 A.M. WE SHUT DOWN, REMOVED ALL POWER SOURCES, + RESTORED POWER AND CONTINUED WORK BY 9:40 A.M.

COMPUTER SPARE
DATE 10/5/00
OPERATOR BL

LOG FORM
START TIME 10:10 AM/PM
END TIME 10:50 AM/PM

T 80 C/F
T 81 C/F

SPAN 024

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.42	1	12.45	25.15	VOID FULL LENGTH
		2	12.45	25.15	
A2	13.42	1	12.7	25.5	TAPE WRAPS (6") EVERY 6'
		2	12.7	25.5	VOIDS
A3	13.41	1	12.65	25.4	VOID FULL LENGTH
		2	12.65	25.4	
A4	13.43	1	12.65	25.4	VOID FULL LENGTH
		2	12.65	25.4	
A5	13.44	1	12.55	25.15	VOID FULL LENGTH
		2	~~12.45~~ 12.55	25.15	
A6	13.43	1	12.3	24.75	
		2	12.4	24.75	
B1	9.82	1	17.4	34.95	VOID FULL LENGTH
		2	17.4	34.95	
B2	9.82	1	17.6	35.5	VOID 75%
		2	17.6	35.5	
B3	9.82	1	17.7	35.75	VOID 80%
		2	17.7	35.75	
B4	9.81	1	17.6	35.5	VOID 80%
		2	17.6	35.5	
B5	9.81	1	17.4	35.05	
		2	17.4	35.05	
B6	9.81	1	17.15	34.65	
		2	17.15	34.65	
C1	13.50	1	12.55	25.1	VOID FULL LENGTH
		2	12.55	25.1	
C2	13.49	1	12.55	25.1	VOID FULL LENGTH
		2	12.55	25.1	
C3	13.49	1	12.65	25.3	VOID FULL LENGTH
		2	12.65	25.3	
C4	13.50	1	12.55	25.2	VOID 80%
		2	12.55	25.2	
C5	13.51	1	12.45	25.0	VOID 50%
		2	12.45	25.0	
C6	13.52	1	12.2	24.65	VOID 6'
		2	12.2	24.65	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 209.9

SPAN 024

COMPUTER SPARE
DATE 10-5-00
OPERATOR RL / AG / OP

LOG FORM
START TIME 11:05 AM/PM
END TIME 11:49 AM/PM

T 82° C/F
T 83 C/F

SPAN 025

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.48	1	12.4	24.95	
		2	12.4	24.95	VOIDS 80%
A2	13.47	1	12.55	25.15	
		2	12.55	25.15	VOIDS 80%
A3	13.46	1	12.7	25.5	
		2	12.7	25.5	VOID 5'
A4	13.45	1	12.55	25.5	
		2	12.55	25.15	VOIDS 50%
A5	13.45	1	12.45	25.25	
		2	12.55	25.25	CRACKS VOID 4'
A6	13.46	1	~~12.3~~ 12.4	24.75	
		2	~~12.4~~ 12.3	~~24.75~~ 24.8	VOID 5'
B1	9.80	1	17.4	35.3	
		2	17.4	35.3	VOID FULL LENGTH
B2	9.80	1	17.5	35.5	
		2	17.6	35.5	VOID 60%
B3	9.80	1	17.85	35.9	
		2	17.85	35.9	
B4	9.79	1	17.7	35.8	
		2	17.7	35.8	VOID 10'
B5	9.79	1	17.6	35.6	
		2	17.6	35.6	VOID 50%
B6	9.79	1	17.15	34.65	
		2	17.15	34.65	VOID FULL LENGTH
C1	13.51	1	12.45	25.0	
		2	12.45	25.0	" " "
C2	13.50	1	12.55	25.25	
		2	12.55	25.25	" " "
C3	13.50	1	12.7	25.6	
		2	12.7	25.6	CRACKS VOIDS 75%
C4	13.49	1	12.65	25.3	
		2	12.65	25.3	VOID FULL LENGTH
C5	13.50	1	12.55	25.1	
		2	12.55	25.1	" " "
C6	13.51	1	12.3	24.7	
		2	12.3	24.7	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 247.1

SPAN 025

COMPUTER SPARE
DATE 10/5/00
OPERATOR BL / AG / OP
A B C

LOG FORM
START TIME 12:12 AM/PM
END TIME 12:52 AM/PM

T 83 C/F
T 84° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø26 OBSERVATIONS
A1	13.46	1	12.45	25.05	VOID 75%
		2	12.45	25.05	
A2	13.45	1	12.7	25.6	VOID 75%
		2	12.7	25.6	
A3	13.45	1	12.7	25.5	VOID 75%
		2	12.7	25.5	
A4	13.45	1	12.55	25.25	VOID FULL LENGTH
		2	12.55	25.25	
A5	13.45	1	12.65	25.4	" " "
		2	12.65	25.4	
A6	13.45	1	12.4	24.8	" " "
		2	12.4	24.8	
B1	9.81	1	17.5	35.3	VOID FULL LENGTH
		2	17.5	35.3	
B2	9.81	1	17.75	35.9	VOID " "
		2	17.75	35.9	
B3	9.81	1	17.75	35.9	VOID 5'
		2	17.75	35.9	
B4	9.80	1	17.6	35.4	VOID FULL LENGTH
		2	17.6.	35.4	
B5	9.81	1	17.5	35.3	VOID 30%
		2	17.5	35.3	
B6	9.81	1	17.15	34.55	
		2	17.15	34.55	
C1	13.53	1	12.45	25.0	VOID 40%
		2	12.45	25.0	
C2	13.53	1	12.65	25.4	
		2	12.7	25.4	
C3	13.52	1	12.7	25.4	VOID 5'
		2	12.65	25.4	
C4	13.53	1	12.55	25.1	
		2	12.55	25.1	
C5	13.53	1	12.55	25.1	
		2	12.55	25.1	
C6	13.54	1	12.2	24.55	
		2	12.2	24.55	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 256.4

SPAN Ø26

COMPUTER SPARE
DATE 10/5/...
OPERATOR AL/AG/DP

LOG FORM
START TIME 1:10 AM/PM
END TIME 1:49 AM/PM

T 84 C/F
T 86 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 027 OBSERVATIONS
A1	13.52	1	12.7	25.5	
		2	12.7	25.5	
A2	13.51	1	~~12.7~~ 12.7	~~25.5~~ 25.6	VOIDS 75%
		2	12.7	25.6	
A3	13.50	1	12.8	25.75	CRACKS
		2	12.8	25.75	
A4	13.52	1	12.4	24.95	WRAPPED FULL LENGTH
		2	12.4	24.95	
A5	13.51	1	12.65	25.4	
		2	12.65	25.4	
A6	13.52	1	12.45	24.95	
		2	12.55	24.95	
B1	9.83	1	17.85	36.0	VOID 50%
		2	17.85	36.0	
B2	9.83	1	17.7	35.75	3' VOID
		2	17.7	35.75	
B3	9.83	1	18.0	36.25	CRACK
		2	18.0	36.25	
B4	9.83	1	17.4	35.25	WRAPPED FULL LENGTH
		2	17.4	35.15	
B5	9.82	1	17.7	35.65	
		2	17.7	35.65	
B6	9.82	1	17.6	35.4	
		2	17.6	35.4	
C1	13.38	1	12.95	26.1	VOID FULL LENGTH
		2	12.95	26.1	
C2	13.31	1	12.95	25.9	VOID
		2	12.95	25.9	
C3	13.27	1	12.8	25.8	WRAPPED FULL LENGTH
		2	12.9	25.7	
C4	13.27	1	12.7	25.65	WRAPPED FULL LENGTH
		2	12.7	25.65	
C5	13.32	1	12.8	25.7	
		2	12.7	25.75	
C6	13.38	1	12.7	25.65	VOID FULL LENGTH
		2	12.7	25.65	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 235.3

SPAN Ø27

COMPUTER SPARE
DATE 1/5/00
OPERATOR BL/HG/OP

LOG FORM
START TIME 2:09 AM/PM
END TIME 2:55 AM/PM

T 88 C/F
T 88 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø28 OBSERVATIONS
A1	13.43	1	12.7	25.5	
		2	12.65	25.6	
A2	13.35	1	12.8	25.8	VOID 10'
		2	12.8	25.8	
A3	13.30	1	12.95	25.9	VOID 10'
		2	12.9	25.9	
A4	13.30	1	12.7	25.6	VOID 2'
		2	12.8	25.6	
A5	13.35	1	12.65	25.4	
		2	12.65	25.4	
A6	13.41	1	12.05	24.25	NEW REPLACED TENDON
		2	12.05	24.25	
B1	9.84	1	17.5	35.4	
		2	17.5	35.4	
B2	9.84	1	17.5	35.05	
		2	17.4	35.25	
B3	9.83	1	17.6	35.5	
		2	17.6	35.5	
B4	9.83	1	17.6	35.5	CRACK
		2	17.6	35.5	
B5	9.83	1	17.35	35.05	
		2	17.35	35.05	
B6	9.84	1	* SEE	33.5	NEW TENDON @ CENTER * SEE NOTE
		2	NOTE *	33.5	THERE IS A GROUT PORT (SPALL @ DEVIATOR BLOCK
C1	13.42	1	12.65	25.2	
		2	12.65	25.2	
C2	13.41	1	12.65	25.3	
		2	12.65	25.3	
C3	13.41	1	12.65	25.3	
		2	12.65	25.3	
C4	13.41	1	12.55	25.15	
		2	12.55	25.15	
C5	13.41	1	12.45	25.0	
		2	12.45	25.0	
C6	13.43	1	11.9	23.8	SPALL @ deviator block
		2	11.9	23.8	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 250.5

SPAN Ø28

028b61 – THIS IS THE NEW TENDON @ THE CENTER OF THIS SEGMENT THERE IS A GROUT PORT. AN EXCESSIVE AMOUNT OF GROUT ON THE FLOOR IS BONDED TO THE TENDON. THE FIRST MODE IS NOT BEING PICKED UP IN THE PROGRAM. 4.87 M FROM DEVIATION BLOCK.

COMPUTER SPARE
DATE 10/5/00
OPERATOR BL/AG/OP

LOG FORM
START TIME 3:20 AM/PM
END TIME 3:50 AM/PM

T 88° C/F
T 88 C/F

SPAN Ø29

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.45	25.05	
		2	12.45	25.05	
A2	13.45	1	12.65	25.4	
		2	12.65	25.4	
A3	13.45	1	12.3	24.75	WRAPPED FULL LENGTH
		2	12.3	24.65	
A4	13.45	1	12.2	24.5	WRAPPED FULL LENGTH
		2	12.1	24.5	
A5	13.45	1	12.45	25.05	
		2	12.45	25.05	
A6	13.45	1	12.45	25.05	CRACKED
		2	12.45	25.05	
B1	9.82	1	17.4	35.15	
		2	17.4	35.15	
B2	9.83	1	17.75	35.75	CRACKED
		2	17.75	35.75	
B3	9.83	1	17.6	35.5	CRACKED CASING HAS SPLIT
		2	17.6	35.5	OFF IN CENTER
B4	9.82	1	17.0	~~34.15~~ 34.15	WRAPPED FULL LENGTH
		2	17.0	35.15	
B5	9.82	1	17.4	35.05	
		2	17.4	35.15	
B6	9.82	1	17.25	34.9	
		2	17.25	35.0	
C1	13.49	1	12.55	25.3	VOIDS
		2	12.55	25.3	
C2	13.49	1	12.7	25.5	VOIDS
		2	~~12.7~~ 12.7	25.5	
C3	13.48	1	12.3	24.7	WRAPPED FULL LENGTH
		2	12.3	24.75	BULGE @ TRIMACT
C4	13.48	1	12.3	24.75	FULL WRAP
		2	12.3	24.75	
C5	13.48	1	12.65	25.3	
		2	12.65	25.3	
C6	13.49	1	12.65	25.5	CRACKS - VOIDS
		2	12.65	25.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 236.8

SPAN 029

COMPUTER Space
DATE 10/5/00
OPERATOR BL/AG/OP

LOG FORM
START TIME 4:07 AM/PM
END TIME 4:43 AM/PM

T 90 C/F
T 89 C/F

SPAN Ø3Ø

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.45	1	12.55	25.35	VOID FULL LENGTH
		2	12.55	25.25	
A2	13.45	1	12.55	25.25	VOID FULL LENGTH
		2	12.55	25.25	
A3	13.45	1	12.8	25.65	
		2	12.8	25.65	
A4	13.48	1	12.4	25.05	VOID FULL LENGTH
		2	12.4	25.05	
A5	13.46	1	12.4	24.8	
		2	12.4	24.8	
A6	13.46	1	12.3	24.65	VOID FULL LENGTH
		2	12.3	24.65	
B1	9.81	1	17.6	35.5	VOID 20%
		2	17.6	35.5	
B2	9.81	1	17.6	35.5	VOID 20%
		2	17.6	35.5	
B3	9.82	1	17.75	35.8	
		2	17.75	35.8	
B4	9.82	1	17.5	35.3	VOID FULL LENGTH
		2	17.5	35.3	
B5	9.82	1	17.25	34.8	
		2	17.25	34.8	
B6	9.81	1	17.7	35.8	VOID FULL LENGTH
		2	17.75	35.8	GROUT ON BOTTOM OF FLOOR ATTACHED TO END
C1	13.48	1	12.65	25.3	
		2	12.65	25.3	
C2	13.47	1	12.55	25.3	
		2	12.55	25.3	
C3	13.48	1	12.7	25.5	~~VOID FULL LENGTH~~
		2	12.7	25.5	
C4	13.46	1	12.65	25.3	~~CRACK~~ VOID FULL LENGTH
		2	12.65	25.3	
C5	13.47	1	12.45	25.0	CRACK
		2	12.45	25.0	
C6	13.46	1	12.3	24.9	VOID FULL LENGTH
		2	12.4	24.9	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

SPAN 030

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 223.5

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 222.8

SPAN 031

COMPUTER Spare
DATE 10/5/00
OPERATOR JL/AG/OP

LOG FORM
START TIME 5:55 AM/PM
END TIME 6:25 AM/PM

T 90° C/F
T 90° C/F

SPAN Ø32

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.50	1	12.4	24.9	VOID
		2	12.4	24.9	
A2	13.49	1	12.4	24.8	VOID
		2	12.4	24.8	
A3	13.49	1	12.55	25.25	
		2	12.55	25.25	
A4	13.48	1	12.45	25.05	VOID All
		2	12.65	25.40	
A5	13.48	1	12.45	25.05	VOID
		2	12.45	25.05	
A6	13.49	1	12.20	24.65	VOID
		2	12.20	24.65	
B1	9.81	1	17.4	35.15	
		2	17.4	35.15	
B2	9.80	1	17.4	35.25	VOID 75%
		2	17.4	35.15	
B3	9.80	1	17.5	35.4	
		2	17.5	35.4	
B4	9.80	1	17.5	35.3	VOID ALL
		2	17.5	35.3	
B5	9.80	1	17.4	35.25	" "
		2	17.5	35.15	
B6	9.81	1	17.15	34.55	50% VOID
		2	17.15	34.55	
C1	13.43	1	12.5	25.2	
		2	12.5	25.1	
C2	13.43	1	12.5	25.2	VOID 50%
		2	12.5	25.2	
C3	13.43	1	12.6	25.3	
		2	12.55	25.3	
C4	13.44	1	12.65	25.3	VOID ALL
		2	12.6	25.3	
C5	13.44	1	12.55	25.2	
		2	12.55	25.2	
C6	13.45	1	12.3	24.7	VOID
		2	12.3	24.75	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 214.3

SPAN 032

COMPUTER Space
DATE 10/5/00
OPERATOR BL/AG/DP

LOG FORM
START TIME 6:42 AM/PM
END TIME 7:15 AM/PM

T 92 C/F
T 90 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 033 OBSERVATIONS
A1	13.47	1	12.55	25.25	
		2	12.55	25.25	
A2	13.47	1	12.65	25.4	
		2	12.65	25.4	
A3	13.47	1	12.7	25.6	
		2	12.7	25.6	
A4	13.46	1	12.45	25.05	FULLY WRAPPED
		2	12.45	25.05	
A5.	13.46	1	12.45	25.05	
		2	12.55	25.05	
A6	13.47	1	12.45	25.05	
		2	~~12.45~~ 12.55	25.05	
B1	9.80	1	* SEE NOTE	*	2' PIECE OF A 4X4 JAMMED
		2	* SEE NOTE	*	~~BEHIND~~ BETWEEN WALL AND TENDON
B2	9.80	1	17.75	35.8	
		2	17.75	35.8	
B3	9.81	1	18.0	36.5	
		2	18.0	36.5	
B4	9.81	1	17.7	35.5	FULLY WRAPPED
		2	17.7	35.5	
B5	9.81	1	17.6	35.5	
		2	17.6	35.5	
B6	9.80	1	17.7	35.65	
		2	17.7	35.65	
C1	13.40	1	12.95	26.0	CRACKED VOIDED
		2	12.95	26.0	
C2	13.34	1	12.9	25.9	VOIDED
		2	12.9	25.9	
C3	13.30	1	13.05	26.3	VOID
		2	13.05	26.3	
C4	13.31	1	12.9	25.9	VOID
		2	12.9	25.9	
C5	13.35	1	12.8	25.75	Cracks + void area
		2	12.8	25.75	
C6	13.40	1	12.55	25.15	full wrap
		2	12.55	25.15	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/5/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 170.7

SPAN Ø33

*033611.MB - DUE TO THE PIECE OF LUMBER THAT COULD NOT
& BE MOVED, BOTH MODES WERE DAMPENED
*033612.MB - AND DID NOT READ OUT ON SCREEN.

COMPUTER No. 1
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 8:45 AM/PM
END TIME 9 30 AM/PM

T 90° C/F
T 88° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 034 OBSERVATIONS
A1	13,41	1	12.65	25.3	
		2	12.65	25.3	2 m void
A2	13,36	1	12.65	25.4	
		2	12.65	25.4	
A3	13,32	1	12.7	25.65	
		2	12.7	25.65	
A4	13,31	1	12.9	25.8	1m void
		2	12.9	25.8	
A5	13,35	1	12.4	24.9	
		2	12.4	24.9	
A6	13,41	1	12.45	25.0	
		2	12.45	25.0	
B1	9,84	1	17.4	35.0	1m void
		2	17.4	35.0	
B2	9,84	1	17.0	34.2	
		2	17.0	34.3	
B3	9,84	1	17.6	35.6	1m void
		2			
B4	9,83	1	17.75	35.8	1m void
		2			
B5	9,83	1	17.1	34.5	
		2			
B6	9,83	1	17.35	35.05	
		2			
C1	13,49	1	12.45	25.05	1m void
		2			
C2	13,49	1	12.4	24.8	
		2			
C3	13,49	1	12.45	25.0	3m void
		2			
C4	13,49	1	12.55	25.3	4.1m void
		2			
C5	13,50	1	12.3	24.75	1m void
		2			
C6	13,51	1	12.45	25.0	7.1m void
		2			

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-5-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 218.5

SPAN 034

Using Computer No. 1 for the first time

COMPUTER No 1
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 9:45 AM/PM
END TIME 10:20 AM/PM

T 88° C/F
T 88° C/F

SPAN 035

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13,47	1	12.4	24.8	
		2	12.4	24.8	
A2	13,46	1	12.4	24.9	
		2	12.4	24.9	
A3	13,46	1	12.55	25.25	
		2	12.55	25.25	
A4	13,44	1	12.45	25.1	2m void
		2	12.65	25.1	
A5	13,44	1	12.45	25.0	10m void
		2	12.45	25.0	
A6	13,45	1	12.45	25.0	4m void
		2	12.45	25.0	
B1	9.81	1	17.35	35.0	2m void
		2	17.35	35.0	
B2	9,81	1	17.4	35.1	3m void
		2	17.4	35.1	
B3	9,81	1	17.6	35.4	8m void
		2	17.6	35.4	
B4	9,80	1	17.5	35.4	
		2	17.5	35.5	
B5	9,80	1	17.5	35.3	
		2	17.5	35.3	
B6	13,53	1	17.4	35.1	
		2	17.4	35.1	
C1	13,52	1	12.3	24.75	
		2	12.3	24.75	
C2	13,52	1	12.45	25.0	
		2	12.45	25.0	
C3	13,51	1	12.65	25.3	
		2	12.65	25.3	
C4	13,50	1	12.55	25.25	
		2	12.55	25.25	
C5	13,51	1	12.45	25.15	3m void
		2	12.45	25.15	
C6	13,51	1	12.45	25.05	
		2	12.45	25.05	

COMPUTER No 1
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 10:35 AM(PM)
END TIME 11:20 AM(PM)

T 88° C(F)
T 88° C(F)

SPAN 036

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.2	24.65	
		2	12.2	24.65	
A2	13.46	1	12.45	24.95	
		2	12.45	24.95	
A3	13.46	1	12.45	24.95	
		2	12.45	24.95	
A4	13.47	1	12.20	24.55	
		2	12.20	24.55	
A5	13.48	1	12.10	24.40	
		2	12.10	24.40	
A6	13.48	1	12.30	24.65	12m void
		2	12.30	24.65	
B1	9.82	1	17.15	34.65	
		2	17.15	34.65	
B2	9.81	1	17.40	35.10	1m void
		2	17.40	35.10	
B3	9.81	1	17.60	35.40	1m Void
		2	17.60	35.40	
B4	9.82	1	17.25	34.80	1m Void
		2	17.25	34.80	
B5	9.83	1	16.75	33.55	wrapped completely
		2	16.75	33.65	
B6	9.83	1	17.25	34.75	
		2	17.25	34.80	
C1	13.47	1	12.45	25.00	3m void
		2	12.45	25.00	
C2	13.47	1	12.55	25.25	
		2	12.55	25.25	
C3	13.47	1	12.30	24.80	
		2	12.30	24.80	
C4	13.48	1	12.45	25.00	4m void
		2	12.45	25.00	
C5	13.49	1	12.40	24.75	
		2	12.40	24.75	
C6	13.52	1	12.40	24.90	4m void
		2	12.40	24.90	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-5-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 237.3

SPAN 036

COMPUTER #1
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 11:25 AM/PM
END TIME 12:00 AM/PM

T 88 C/F
T 88 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 037 OBSERVATIONS
A1	13,46	1	12.55	25.20	
		2	12.55	25-20	
A2	13,46	1	12.20	24.65	wrapped completly.
		2	12.20	24.65	
A3	13,46	1	12.40	24.95	All void
		2	12.40	24.95	
A4	13,44	1	12.30	24.75	
		2	12.30	24.75	
A5	13,43	1	12.55	25.25	3m void
		2	12.65	25.25	
A6	13,43	1	12.55	25.00	3m void
		2	12.45	24.95	
B1	9,81	1	17.60	35.50	All void.
		2	17.60	35.50	
B2	9,81	1	17.70	35.65	3m void
		2	17.70	35.65	
B3	9,82	1	17.50	35.25	4m void
		2	17.40	35.25	
B4	9,82	1	17.35	35.50	2m void
		2	17.35	35.50	
B5	9,82	1	17.50	35.30	3m void
		2	17.50	35.30	
B6	9,82	1	17.35	35.15	2m void
		2	17.35	35.05	
C1	13,51	1	12.65	25.40	
		2	12.65	25.40	
C2	13,49	1	12.65	25.40	
		2	12.65	25.40	
C3	13,50	1	12.45	25.20	
		2	12.45	25.10	
C4	13,50	1	12.65	25.30	3m void
		2	12.65	25.30	
C5	13,50	1	12.55	25.25	
		2	12.55	25.25	
C6	13,51	1	12.45	25.00	
		2	12.45	25.00	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-5-00

Tuning Fork Test:
Peak Freq. 338 Hz
Peak Height 228.6

SPAN 037

COMPUTER No 1
DATE 10-6-00
OPERATOR HAH

LOG FORM
START TIME 12:10 AM/PM
END TIME 1:20 AM/PM

T 87° C/F
T 86 C/F

SPAN 038

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13,51	1	12.65	25.3	
		2	12.65	25.3	
A2	13,51	1	12.7	25.6	Plastic Sleeve is Cracked SEVE
		2	12.7	25.6	FEET IN BOTH DIRECTIONS
A3	13,52	1	12.7	25.5	
		2	12.7	25.5	
A4	13,52	1	12.55	25.2	4m void
		2	12.55	25.25	
A5	13,52	1	12.65	25.4	3m void
		2	12.65	25.4	
A6	13,52	1	12.45	24.95	5m void
		2	12.4	24.95	
B1	9,85	1	17.6	35.5	4m void
		2	17.6	35.5	
B2	9,85	1	17.6	35.5	8m void
		2	17.6	35.5	
B3	9,85	1	17.9	36.1	3 m void
		2	17.9	36.1	
B4	9,84	1	17.5	35.3	2m void
		2	17.5	35.3	
B5	9,83	1	17.6	35.6	4m void
		2	17.6	35.6	
B6	9,83	1	17.4	35.0	3m void
		2	17.4	35.0	
C1	13,46	1	12.6	25.4	3m void
		2	12.6	25.4	
C2	13,45	1	12.7	25.5	10m void
		2	12.7	25.5	
C3	13,46	1	12.8	25.8	
		2	12.8	25.7	
C4	13,43	1	12.4	25.0	SHRINK WRAP (REPAIR) ENTIRE
		2	12.4	24.9	LENGTH
C5	13,44	1	12.7	25.6	3 m void
		2	12.7	25.6	
C6	13,44	1	12.45	25.0	4m void
		2	12.45	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-5-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 235.0

SPAN 038

12V BATT CHANGE

4X9V BATT. CHANGE - AMP BOX.

COMPUTER Computer #1
DATE 10/6/00
OPERATOR M DUNYCAN

LOG FORM
START TIME 2:50 AM/PM
END TIME 3:40 AM/PM

T 85 C/F
T 84 C/F

SPAN 039

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.43	1	12.8	25.7	1m void
		2	12.8	25.8	
A2	13.43	1	12.7	25.6	3m void
		2	12.7	25.6	
A3	13.44	1	12.7	25.5	WRAP-REPAIR - SPIRAL, FULL
		2	12.7	25.5	LENGTH
A4	13.45	1	12.4	24.9	HEAT SHRINK REPAIR - FULL
		2	12.4	24.9	LENGTH
A5	13.46	1	12.5	25.0	SPIRAL WRAP REPAIR - FULL
		2	12.5	25.0	LENGTH
A6	13.47	1	12.5	24.9	HEAT SHRINK REPAIR -
		2	12.5	24.9	
B1	9.82	1	17.9	36.1	
		2	17.8	36.1	
B2	9.82	1	17.8	35.9	
		2	17.9	35.9	
B3	9.82	1	17.6	35.5	HEAT SHRINK REPAIR - FULL
		2	17.6	35.5	LENGTH
B4	9.82	1	17.9	36.0	SPIRAL WRAP REPAIR FULL
		2	17.8	36.0	
B5	9.83	1	17.4	35.0	SPIRAL WRAP REPAIR - FULL
		2	17.4	35.0	
B6	9.82	1	17.3	34.9	HEAT SHRINK REPAIR - FULL
		2	17.3	34.9	LENGTH
C1	13.39	1	12.8	25.7	
		2	12.8	25.7	
C2	13.32	1	12.9	26.0	1m void
		2	12.9	26.0	
C3	13.29	1	12.8	25.8	HEAT SHRINK REPAIR - FULL LENGTH
		2	12.8	25.8	
C4	13.29	1	12.8	25.7	HEAT " " " "
		2	12.8	25.7	
C5	13.33	1	12.6	25.4	HEAT " "
		2	12.6	25.4	
C6	13.40	1	12.4	25.0	HEAT " " "
		2	12.4	25.0	

COMPUTER #1
DATE 10-5-00
OPERATOR M DWHCAIS

LOG FORM
START TIME 3:57 AM/PM
END TIME 4:45 AM/PM

T 84 C/F
T 64 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 040 OBSERVATIONS
A1	13.40	1	12.9	25.8	
		2	12.9	25.8	
A2	13.33	1	13.0	26.3	3m Voids Casing Split
		2	13.0	26.3	And Grout Exposed
A3	13.29	1	13.0	26.3	4m Voids
		2	13.0	26.3	
A4	13.28	1	12.9	26.1	2m ~~3m~~ voids
		2	12.9	26.1	
A5	13.33	1	12.6	25.4	~~[illegible]~~
		2	12.6	25.4	
A6	13.39	1	12.6	25.4	2m Voids
		2	12.6	25.4	
B1	9.81	1	17.8	35.8	
		2	17.8	35.8	
B2	9.81	1	17.9	36.0	
		2	17.9	36.0	
B3	9.81	1	17.9	36.1	5m voids
		2	17.9	36.1	
B4	9.82	1	17.7	35.7	Wrapped - HEAT SHRINK
		2	17.7	35.7	
B5	9.83	1	17.2	34.5	Wrapped HEAT SHRINK
		2	17.2	34.5	
B6	9.82	1	17.4	35.2	1m Voids
		2	17.4	35.2	
C1	13.52	1	12.6	25.3	1m Void
		2	12.6	25.3	
C2	13.52	1	12.7	25.6	1m Void
		2	12.7	25.6	
C3	13.51	1	12.7	25.6	2m Voids
		2	12.7	25.6	
C4	13.53	1	12.6	25.3	Wrapped - HEAT SHRINK w2?
		2	12.6	25.3	
C5	13.53	1	12.1	24.4	Wrapped - " " "
		2	12.2	24.4	
C6	13.56	1	12.1	24.5	Wrapped - " " "
		2	12.1	24.5	

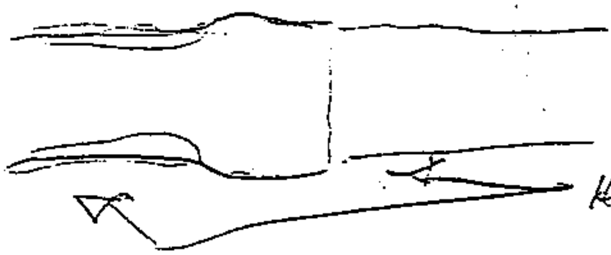
LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

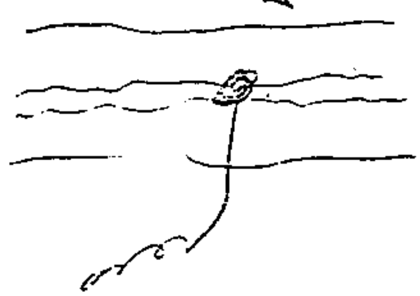
Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 253.2

SPAN 040

040B4 – ACCELEROMETER PLACED ON HEAT SHRINK WRAP ~~JOINT~~ COUPLER



040C4 – ACCEL, ON SEAM



COMPUTER #1
DATE 10-5-00
OPERATOR M DUNCAN
R SKIPPER D RILEY

LOG FORM
START TIME 4:54 AM/PM
END TIME 6:03 AM/PM

T 84 C/F 100% Humidity
T 84 C/F

SPAN 041

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.49	1	12.4	24.9	
		2	12.4	24.9	
A2	13.48	1	12.5	25.1	
		2	12.5	25.1	
A3	13.48	1	12.5	25.4	
		2	12.6	25.4	
A4	13.50	1	12.4	25.0	
		2	12.4	25.0	
A5	13.47	1	12.3	24.7	
		2	12.3	24.7	
A6	13.47	1	12.4	24.9	
		2	12.4	24.9	
B1	9.82	1	17.4	35.1	2m Void
		2	17.4	35.1	
B2	9.82	1	17.6	35.5	3m Void
		2	17.6	35.5	
B3	9.82	1	17.6	35.6	
		2	17.6	35.6	
B4	9.82	1	17.6	35.4	
		2	17.6	35.4	
B5	9.82	1	16.9	34.1	Wrapped — HEAT SHRINK
		2	16.9	34.1	FULL LENGTH
B6	9.82	1	17.4	35.0	
		2	17.4	35.0	
C1	13.47	1	12.6	25.1	
		2	12.6	~~25.1~~ 25.5	
C2	13.47	1	12.7	25.3	1m Void
		2	12.7	25.3	
C3	13.47	1	12.7	25.5	2m Void
		2	~~12.7~~ 12.7	25.5	
C4	13.46	1	12.4	24.8	Wrapped — HEAT SHRINK
		2	12.4	24.8	"
C5	13.46	1	12.4	25.0	
		2	12.4	25.0	
C6	13.45	1	12.4	25.0	2m Void
		2	12.4	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 204.7

SPAN 041

ACCELEROMETER DROPPED - 33.8 Hz

183.8

COMPUTER #1
DATE 10-5-00
OPERATOR M DUNCAN

LOG FORM
START TIME 6:16 AM/PM
END TIME 7:10 AM/PM

T 83° C/F
T 83° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 042 OBSERVATIONS
A1	13.49	1	11.9	23.9	Wrapped - HEAT SHRINK
		2	11.9	23.9	
A2	13.47	1	12.4	24.9	1m Void
		2	12.4	24.9	
A3	13.47	1	12.5	25.0	
		2	12.5	25.0	
A4	13.49	1	12.1	24.4	3m Void
		2	12.1	24.4	
A5	13.49	1	12.5	25.0	
		2	12.5	25.0	
A6	13.48	1	12.3	24.6	
		2	12.3	24.6	
B1	9.82	1	16.6	33.5	Wrapped
		2	16.6	33.5	
B2	9.83	1	17.3	34.9	
		2	17.3	34.9	
B3	9.83	1	17.5	35.3	
		2	17.5	35.3	
B4	9.83	1	17.3	34.8	1m Void
		2	17.3	34.8	
B5	9.83	1	17.3	34.9	
		2	17.3	34.9	
B6	9.83	1	17.3	34.8	
		2	17.2	34.8	
C1	13.44	1	12.3	24.6	Wrapped
		2	12.3	24.6	
C2	13.43	1	12.5	25.2	
		2	12.5	25.2	
C3	13.43	1	12.5	25.3	4m Void
		2	12.5	25.3	
C4	13.46	1	12.6	25.2	
		2	12.6	25.2	
C5	13.45	1	12.4	25.0	
		2	12.4	25.0	
C6	13.46	1	12.4	25.0	
		2	12.4	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height ~~119.1~~
274.5

SPAN 042

(UNDER THE WRAP)

042 A1 - HAS A "BULGE" IN THE PROXIMITY OF THE ACCELEROMETER LOCATION.

COMPUTER # 1
DATE 10-6-00
* OPERATOR AG

LOG FORM
* START TIME 9:00 AM PM
END TIME 9:47 AM PM

T 83 C F
T 84 C F

SPAN 043

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	11.95	~~36.3~~ 24.0	Wrapped
		2	11.95	24.0	"
A2	13.47	1	12.05	24.25	Wrapped
		2	12.05	* SEE NOTE	* NEED TO OPEN FILE TO RETRIEVE INFO ON MODE 2.
A3	13.46	1	12.55	25.25	
		2	12.55	25.25	
A4	13.46	1	12.1	24.25	Wrapped
		2	12.1	24.25	"
A5	13.46	1	11.7	23.55	Wrapped
		2	11.7	23.55	"
A6	13.46	1	12.05	24.25	
		2	12.05	24.25	
B1	9.81	1	17.1	34.4	
		2	17.1	34.4	
B2	9.81	1	16.75	33.7	Wrapped
		2	16.75	33.7	"
B3	9.80	1	17.5	35.3	1M Voids
		2	17.5	35.3	
B4	9.80	1	16.85	33.8	Wrapped
		2	16.85	33.8	"
B5	9.80	1	16.4	32.95	Wrapped
		2	16.4	32.95	
B6	9.80	1	16.85	34.0	
		2	16.9	34.0	
C1	13.50	1	12.2	24.55	1M Void
		2	12.2	24.55	
C2	13.49	1	12.1	24.4	Wrapped
		2	12.1	24.4	"
C3	13.50	1	12.3	24.65	Wrapped
		2	12.3	24.65	"
C4	13.47	1	12.1	24.3	Wrapped
		2	12.1	24.3	"
C5	13.47	1	12.05	24.25	Wrapped
		2	12.05	24.25	"
C6	13.47	1	12.1	24.5	1M Wrapped
		2	12.1	24.5	

COMPUTER #1
DATE 10/6/00
OPERATOR AG

LOG FORM
START TIME 10:00 AM/PM
END TIME 10:47 AM/PM

T 84 C/F
T 84 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø44 OBSERVATIONS
A1	13.43	1	12.2	24.5	New WRAP.
		2	12.2	24.5	
A2	13.43	1	12.65	25.3	
		2	12.65	25.3	
A3	13.44	1	12.3	24.65	NEW WRAP.
		2	12.3	24.65	
A4	13.46	1	12.3	24.75	
		2	12.3	24.75	
A5	13.46	1	12.05	24.25	
		2	12.05	24.25	
A6	13.47	1	12.2	24.55	
		2	12.2	24.55	
B1	9.81	1	17.4	35.2	
		2	17.4	35.25	
B2	9.81	1	17.6	35.4	
		2	17.6	35.4	
B3	9.8	1	17.5	35.3	
		2	17.5	35.3	
B4	9.81	1	17.25	34.75	
		2	17.25	34.75	
B5	9.81	1	17.1	34.5	
		2	17.1	34.5	
B6	9.8	1	17.1	34.4	
		2	17.1	34.4	
C1	13.48	1	12.5	25.15	
		2	12.55	25.15	
C2	13.48	1	12.55	25.25	
		2	12.55	25.25	
C3	13.47	1	12.3	24.6	New Wrap.
		2	12.3	24.6	
C4	13.47	1	12.2	24.5	New Wrap.
		2	12.2	24.5	
C5	13.48	1	12.05	24.25	New Wrap.
		2	12.05	24.25	
C6	13.48	1	12.2	24.65	
		2	12.2	24.65	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 266.2

SPAN ~~0~~44

COMPUTER #1
DATE 10/6/00
OPERATOR AG / BL / OP
A / B / C

LOG FORM
START TIME 11:00 AM/PM
END TIME 11:45 AM/PM

T 84 CF
T 88 CF

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø45 OBSERVATIONS
A1	13.45	1	12.55	25.25	Void
		2	12.55	25.25	
A2	13.44	1	12.65	25.4	
		2	12.65	25.4	
A3	13.44	1	12.55	25.25	Tape Wrap.
		2	12.55	25.25	
A4	13.43	1	12.65	25.5	Tape Wrap
		2	12.65	25.4	
A5	13.43	1	12.12	24.5	New Wrap
		2	12.2	24.5	
A6	13.43	1	12.2	24.5	New Wrap
		2	12.2	24.5	
B1	9.81	1	17.7	35.6	
		2	17.7	35.6	
B2	9.81	1	17.75	35.9	Void
		2	17.75	35.9	
B3	9.81	1	17.85	36.15	
		2	17.85	35.9	
B4	9.81	1	17.6	35.5	Tape Wrap
		2	17.6	35.5	
B5	9.81	1	16.9	34.05	
		2	16.9	34.05	
B6	9.81	1	17.4	35.25	
		2	17.4	35.25	
C1	13.42	1	12.55	25.2	New Wrap
		2	12.55	25.2	
C2	13.3.5	1	12.55	25.3	New wrap
		2	12.55	25.3	
C3	13.3	1	12.8	25.65	New wrap
		2	12.8	25.65	
C4	13.32	1	12.65	25.4	New Wrap
		2	12.65	25.15	
C5	13.36	1	12.4	24.8	New Wrap
		2	12.4	24.8	
C6	13.42	1	12.4	24.9	New Wrap
		2	12.45	24.9	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 264.0

SPAN 045

COMPUTER #1
DATE 10/6/00
OPERATOR AG/BL/DP

LOG FORM
START TIME 12:16 AM/PM
END TIME 12:50 AM/PM

T 87 C/F
T 87 C/F

SPAN ~~0~~46

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.38	1	~~13.38~~ 12.55	25.05	New Wrap
		2	12.55	25.05	
A2	13.34	1	12.45	25.15	New wrap
		2	12.55	25.15	
A3	13.31	1	12.7	25.65	New Wrap
		2	12.7	25.65	
A4	13.31	1	12.65	25.4	New Wrap
		2	12.65	25.4	
A5	13.34	1	12.3	24.75	New Wrap
		2	12.3	24.75	
A6	13.4	1	12.4	24.8	Tape wrap~~ed~~
		2	12.4	24.8	
B1	9.83	1	17.1	34.4	New wrap
		2	17.1	34.4	
B2	9.83	1	17.6	35.4	
		2	17.6	35.4	
B3	9.83	1	17.6	35.4	New Wrap ~~Cracked~~
		2	17.6	35.4	
B4	9.83	1	17.25	34.8	New Wrap
		2	17.25	34.8	
B5	9.83	1	16.85	33.9	New Wrap
		2	16.85	33.9	
B6	9.83	1	17.0	34.25	Tape Wrap
		2	17.0	34.25	
C1	13.47	1	12.4	24.8	New Wrap
		2	12.4	24.8	
C2	13.46	1	12.45	25.0	New Wrap
		2	12.45	25.0	
C3	13.46	1	12.65	25.4	New Wrap
		2	12.65	25.4	
C4	13.49	1	12.3	24.6	New Wrap
		2	12.3	24.65	
C5	13.50	1	12.1	24.4	New Wrap
		2	12.1	24.4	
C6	13.52	1	12.2	24.55	Tape Wrap ~~Cracked~~
		2	12.2	24.55	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 229.3

SPAN Ø46

COMPUTER 1
DATE 10/6/00
OPERATOR [illegible]

LOG FORM
START TIME 12:56 AM/PM
END TIME 1:34 AM/PM

T 84 C/F
T 84 C/F

SPAN 047

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.65	25.3	
		2	12.65	25.3	
A2	13.44	1	12.7	25.5	
		2	12.7	25.5	
A3	13.44	1	12.65	25.5	
		2	12.7	25.5	
A4	13.43	1	12.3	24.65	New ~~Wrap~~ Wrap
		2	12.3	24.65	
A5	13.41	1	12.3	24.75	New Wrap
		2	12.3	24.75	
A6	13.41	1	12.55	25.25	
		2	12.55	25.25	
B1	9.80	1	17.75	35.75	
		2	17.75	35.75	
B2	9.80	1	17.7	35.65	
		2	17.7	35.65	
B3	9.79	1	17.6	35.6	Cracked *
		2	17.6	35.6	
B4	9.81	1	17.6	35.4	CRACKED UNDERSIDE
		2	17.6	35.4	
B5	9.81	1	17.5	35.3	
		2	17.5	35.3	
B6	9.82	1	17.5	35.25	
		2	17.5	35.25	
C1	13.50	1	12.9	25.8	
		2	12.9	25.8	
C2	13.49	1	12.7	25.5	
		2	12.7	25.5	
C3	13.48	1	12.55	25.15	New Wrap
		2	12.55	25.15	
C4	13.49	1	12.55	25.15	New Wrap
		2	12.55	25.15	
C5	13.49	1	12.3	24.7	New Wrap
		2	12.3	24.7	
C6	13.51	1	12.45	25.0	Cracked *
		2	12.45	25.0	

COMPUTER #1
DATE 10/6/00
OPERATOR [illegible]

LOG FORM
START TIME 1:50 AM/PM
END TIME 2:29 AM/PM

T 84 C/F
T 84 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 048 OBSERVATIONS
A1	13.46	1	12.45	25.15	Void
		2	12.45	25.15	
A2	13.45	1	12.45	25.15	
		2	12.45	25.15	
A3	13.44	1	12.45	25.0	New Wrap
		2	12.45	25.0	
A4	13.43	1	12.55	25.5	Void
		2	12.55	25.35	
A5	13.42	1	12.55	25.25	Void
		2	12.55	25.25	
A6	13.43	1	12.45	24.95	
		2	12.45	24.95	
B1	9.82	1	17.6	35.6	Void
		2	17.6	35.6	
B2	9.82	1	17.4	35.0	
		2	17.4	35.1	
B3	9.81	1	17.1	34.3	New Wrap
		2	17.1	34.3	
B4	9.82	1	17.5	35.3	Void
		2	17.5	35.3	
B5	9.81	1	17.6	35.5	
		2	17.6	35.5	
B6	981	1	17.4	35.2	Void
		2	17.4	35.2	
C1	13.53	1	12.5	25.1	
		2	12.55	25.15	
C2	13.51	1	12.45	25.0	
		2	12.45	25.0	
C3	13.51	1	12.3	24.6	New Wrap
		2	12.3	24.6	
C4	13.51	1	12.65	25.25	
		2	12.65	25.25	
C5	13.52	1	12.65	25.3	
		2	12.65	25.3	
C6	13.53	1	12.3	24.75	
		2	12.3	24.75	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 268.6

SPAN Ø48

COMPUTER # 1
DATE 10/6/00
OPERATOR Ac./BL/OP
A' Hb

LOG FORM
START TIME 2:40 AM/PM
END TIME 3:14 AM/PM

T 84 C/F
T 83 C/F

SPAN Ø49

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.45	1	12.1	24.5	New Wrap
		2	12.1	24.5	
A2	13.44	1	12.55	25.25	Void
		2	12.55	25.25	
A3	13.44	1	12.2	24.55	New Wrap
		2	12.2	24.55	
A4	13.45	1	12.2	24.55	New Wrap
		2	12.2	24.55	
A5	13.45	1	12.45	25.15	Void
		2	12.55	25.15	
A6	13.46	1	12.4	24.8	Cracked *
		2	12.4	24.8	
B1	9.82	1	17.0	34.3	New Wrap
		2	17.0	34.3	
B2	9.82	1	17.6	35.4	
		2	17.6	35.4	
B3	9.82	1	17.15	34.55	New Wrap
		2	17.15	34.55	
B4	9.81	1	17.1	34.55	New Wrap
		2	17.15	34.75	
B5	9.81	1	17.4	34.95	Void
		2	17.4	34.95	
B6	9.81	1	17.35	34.95	
		2	17.35	34.95	
C1	13.48	1	~~12.2~~	~~24.9~~	New Wrap
		2	12.4	24.5	
C2	13.47	1	12.65	25.5	Void
		2	12.65	25.5	
C3	13.47	1	12.65	25.4	
		2	12.65	25.4	
C4	13.47	1	12.2	24.6	New Wrap
		2	12.2	24.6	
C5	13.48	1	12.2	24.6	New Wrap
		2	12.2	24.5	
C6	13.49	1	12.55	25.1	
		2	12.55	25.1	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 267.9

SPAN 049

COMPUTER #1
DATE 10/6/00
OPERATOR AG/BZ/OP

LOG FORM
START TIME 3:29 AM/PM
END TIME 4:03 AM/PM

T 83 C/F
T 83 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 050 OBSERVATIONS
A1	13.49	1	12.3	24.75	
		2	12.3	24.75	wrap
A2	13.48	1	12.55	25.15	
		2	12.55	25.15	crack
A3	13.47	1	12.55	25.15	
		2	12.4	25.0	void
A4	13.46	1	12.4	25.0	
		2	~~12.3~~ 12.4	~~24.65~~ 25.0	void
A5	13.47	1	12.3	24.65	
		2	12.3	24.65	wrap
A6	13.47	1	12.1	24.3	
		2	12.1	24.3	wrap
B1	9.83	1	17.0	34.25	
		2	17.0	34.25	wrap
B2	9.84	1	17.4	35.25	
		2	17.4	35.25	crack
B3	9.83	1	17.6	35.5	
		2	17.6	35.5	void/crack
B4	9.82	1	17.25	34.9	
		2	17.25	34.9	good
B5	9.82	1	17.0	34.15	
		2	17.0	34.15	wrap
B6	9.82	1	17.35	35.0	
		2	17.35	35.0	crack
C1	13.43	1	12.3	24.7	
		2	12.3	24.7	wrap
C2	13.44	1	12.5	25.3	
		2	12.7	25.3	void
C3	13.45	1	12.65	25.5	
		2	12.7	25.5	void
C4	13.45	1	12.45	25.0	
		2	12.45	25.0	void
C5	13.46	1	12.6	24.5	
		2	12.6	24.5	wrap
C6	13.46	1	12.2	24.5	
		2	12.2	24.5	wrap

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 263.2

SPAN 050

COMPUTER # 1
DATE 10/6/00
OPERATOR AG/BL/DP

LOG FORM
START TIME 4:20 AM/PM
END TIME 4:51 AM/PM

T 82 C/F
T 82 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 051 OBSERVATIONS
A1	13.47	1	12.1	24.3	
		2	12.1	24.3	WRAP
A2	13.46	1	12.3	24.65	
		2	12.3	24.65	WRAP
A3	13.46	1	12.7	25.6	
		2	12.7	25.6	good
A4	13.46	1	12.55	25.3	
		2	12.55	25.3	CRACKS
A5	13.46	1	12.2	24.5	
		2	12.2	24.5	WRAP
A6	13.44	1	12.2	24.55	
		2	12.3	24.55	WRAP
B1	9.85	1	16.9	34.05	
		2	16.9	34.15	WRAP
B2	9.83	1	17.7	35.6	
		2	17.6	35.6	good
B3	9.83	1	17.9	36.15	
		2	17.9	36.15	good
B4	9.83	1	17.85	36.1	
		2	17.85	36.1	VOID
B5	9.85	1	17.4	35.05	
		2	17.4	35.05	CRACKS
B6	9.85	1	17.15	34.65	
		2	17.15	34.65	WRAP
C1	13.43	1	12.4	24.8	
		2	12.4	24.8	WRAP
C2	13.36	1	12.65	25.3	
		2	12.5	25.3	WRAP
C3	13.31	1	13.1	26.5	
		2	13.1	26.5	VOID
C4	13.31	1	12.9	26.15	
		2	12.9	26.15	VOID
C5	13.34	1	12.4	24.8	
		2	12.4	24.8	WRAP
C6	13.41	1	12.4	24.9	
		2	12.4	24.9	WRAP

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/6/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 283.4

SPAN ø51

UTER No 1
ATE 10-6-00
OPERATOR HAH

LOG FORM
START TIME 8:30 AM/PM
END TIME 9:05 AM/PM

T 78° C/F
T 78° C/F

SPAN 052

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.38	1	12.30	24.65	
		2	12.30	24.65	
A2	13.32	1	12.90	25.80	WRAP
		2	12.90	25.80	
A3	13.26	1	12.95	26.25	VOID
		2	13.05	26.25	
A4	13.26	1	12.80	25.75	VOID
		2	12.80	25.75	
A5	13.31	1	12.20	24.50	CRACK
		2	12.20	24.50	
A6	13.37	1	12.30	24.65	WRAP
		2	12.30	24.65	
B1	9.81	1	16.85	34.00	WRAP
		2	16.85	33.90	
B2	9.80	1	17.70	35.75	WRAP
		2	17.70	35.75	
B3	9.80	1	17.70	35.80	VOID
		2	17.75	35.80	
B4	9.80	1	17.60	35.50	Good
		2	17.60	35.50	
B5	9.80	1	17.15	34.75	VOID
		2	17.15	34.75	
B6	9.81	1	17.00	34.20	Good
		2	17.00	34.25	
C1	13.48	1	12.05	24.30	WRAP
		2	12.05	24.30	
C2	13.48	1	12.55	25.30	WRAP
		2	12.65	25.30	
C3	13.48	1	12.65	25.30	VOID
		2	12.65	25.30	
C4	13.47	1	12.45	25.00	CRACK
		2	12.45	25.00	
	13.48	1	12.30	24.75	VOID
		2	12.30	24.75	
C6	13.50	1	12.10	24.40	Good
		2	12.10	24.50	
					WRAP

10-6-00

LOG FORM
SUPPLEMENTARY SHEET

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 303.6

SPAN 052

COMPUTER No 1
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 9:10 AM/PM
END TIME 9:45 AM/PM

T 78° C/F
T 78° C/F

SPAN 053

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.45	25.00	
		2	12.55	25.00	good
A2	13.46	1	12.55	25.20	
		2	12.55	25.20	Small Patch
A3	13.45	1	12.55	25.15	
		2	12.55	25.15	good
A4	13.45	1	12.40	24.90	
		2	12.40	24.90	good
A5	13.44	1	12.45	25.00	
		2	12.40	25.00	cracking
A6	13.44	1	12.30	24.70	
		2	12.30	24.70	good
B1	9.83	1	17.40	35.20	
		2	17.40	35.20	good
B2	9.83	1	17.35	35.00	
		2	17.40	35.00	good
B3	9.82	1	17.60	35.50	
		2	17.60	35.50	good
B4	9.81	1	17.40	35.10	
		2	17.40	35.10	Cracking
B5	9.81	1	17.00	34.10	
		2	17.00	34.10	wrap
B6	9.81	1	17.35	35.00	
		2	17.35	35.00	good
C1	13.52	1	12.65	25.40	
		2	12.65	25.40	VOIDS
C2	13.50	1	12.65	25.20	
		2	12.65	25.20	Void / small Patch
C3	13.50	1	12.45	25.30	
		2	12.65	25.30	Small patch / VOIDS
C4	13.49	1	12.45	25.00	
		2	12.45	25.00	VOIDS
C5	13.50	1	12.20	24.55	
		2	12.20	24.55	wraps
C6	13.51	1	12.10	24.30	
		2	12.10	24.30	wraps

DATE 10-6-00

LOG FORM
SUPPLEMENTARY SHEET

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 324.1

SPAN 053

COMPUTER No 1
DATE 10-5-00
OPERATOR HAH

LOG FORM
START TIME 10:15 AM/PM
END TIME 10:45 AM/PM

T 78° C/F
T 78° C/F

SPAN 054

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.45	1	12.4	24.9	
		2	12.4	24.9	voids
A2	13.44	1	12.55	25.2	
		2	12.55	25.2	voids
A3	13.44	1	12.45	25.0	
		2	12.45	25.0	good
A4	13.44	1	~~12.45~~ 12.4	~~25.0~~ 24.9	
		2	12.4	24.9	void
A5	13.44	1	12.1	24.4	
		2	12.1	24.4	wrap
A6	13.45	1	12.45	24.95	
		2	12.45	24.95	wrap / voids
B1	9.82	1	17.4	35.0	
		2	17.4	35.0	cracking
B2	9.82	1	17.5	35.2	
		2	17.5	35.2	good
B3	9.82	1	17.6	35.4	
		2	17.6	35.4	good
B4	9.81	1	17.35	35.0	
		2	17.35	35.0	good
B5	9.81	1	17.15	34.75	
		2	17.15	34.75	good
B6	9.81	1	17.35	35.0	
		2	17.35	35.0	voids
C1	13.47	1	12.55	25.0	
		2	12.55	25.0	cracking
C2	13.46	1	12.65	25.4	
		2	12.65	25.4	voids
C3	13.47	1	12.65	25.4	
		2	12.65	25.4	good
C4	13.49	1	12.45	25.0	
		2	12.45	25.0	good
C5	13.50	1	12.45	25.0	
		2	12.45	25.0	good
C6	13.51	1	12.45	25.0	
		2	12.45	25.0	void

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-6-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 322.3

SPAN 054

COMPUTER No 1
DATE 10-6-00
OPERATOR HAH

LOG FORM
START TIME 10:55 AM/PM
END TIME 11:40 AM/PM

T 78°C/F
T 78°C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 055 OBSERVATIONS
A1	13.47	1	12.45	25.0	
		2	12.45	25.0	VOIDS
A2	13.47	1	12.55	25.2	
		2	12.55	25.2	VOIDS
A3	13.47	1	12.7	24.9	
		2	12.7	24.7	VOIDS
A4	13.46	1	12.55	25.0	
		2	12.40	25.0	VOIDS
A5	13.44	1	12.4	24.9	
		2	12.4	24.9	good
A6	13.45	1	12.4	24.9	
		2	12.4	24.9	VOIDS
B1	9.83	1	17.4	35.0	
		2	17.4	35.0	VOIDS
B2	9.82	1	17.7	35.6	
		2	17.7	35.6	VOIDS
B3	9.82	1	17.85	36.1	
		2	17.85	36.1	VOIDS
B4	9.84	1	17.4	35.2	
		2	17.4	35.2	VOIDS
B5	9.83	1	17.35	35.0	
		2	17.35	35.0	VOIDS
B6	9.82	1	17.25	34.9	
		2	17.25	34.9	VOIDS
C1	13.47	1	12.45	25.1	
		2	12.45	25.1	VOIDS
C2	13.46	1	12.7	25.6	
		2	12.7	25.6	VOIDS
C3	13.45	1	12.9	25.9	
		2	12.9	25.9	VOIDS
C4	13.45	1	12.65	25.3	
		2	12.65	25.3	VOIDS
C5	13.45	1	12.5	25.1	
		2	12.5	25.1	VOIDS
C6	13.46	1	12.55	25.1	
		2	12.55	25.1	VOIDS

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-6-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 283.6

SPAN 055

COMPUTER No 1
DATE 10-15-00
OPERATOR HAH

LOG FORM
START TIME 12:00 AM/PM
END TIME 12:35 AM/PM

T 79° C/F
T 28° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	**SPAN** 056 OBSERVATIONS
A1	13.48	1	12.4	25.0	
		2	12.4	25.0	o.k.
A2	13.48	1	12.5	25.2	
		2	12.5	25.2	VOIDS
A3	13.48	1	12.5	25.2	
		2	12.5	25.2	VOIDS
A4	13.49	1	12.4	24.9	
		2	12.4	24.9	ok
A5	13.49	1	12.55	25.2	
		2	12.55	25.2	VOIDS
A6	13.49	1	12.3	24.7	
		2	12.3	24.7	VOIDS
B1	9.83	1	17.4	35.2	
		2	17.4	35.2	VOIDS
B2	9.83	1	17.5	35.4	
		2	17.5	35.4	VOIDS
B3	9.83	1	17.4	35.2	
		2	17.4	35.2	ok
B4	9.84	1	17.35	35.0	
		2	17.35	35.0	ok
B5	9.84	1	17.4	35.2	
		2	17.4	35.2	VOIDS
B6	9.84	1	17.2	34.7	
		2	17.2	34.7	VOIDS
C1	13.51	1	12.4	25.1	
		2	12.4	25.1	VOIDS
C2	13.51	1	12.6	25.3	
		2	12.6	25.3	VOIDS
C3	13.50	1	12.5	25.1	
		2	12.5	25.1	ok.
C4	13.47	1	12.4	25.0	
		2	12.4	25.0	ok
C5	13.48	1	12.5	25.3	
		2	12.5	25.3	VOIDS
C6	13.48	1	12.3	24.8	
		2	12.3	24.8	VOIDS

LOG FORM
SUPPLEMENTARY SHEET

DATE ~~10-6-00~~ 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 301.3

SPAN 056

COMPUTER #1
DATE 10/2/00
OPERATOR AAS

LOG FORM
START TIME 11 53 AM/PM
END TIME 12:13 AM/PM
10-3-00

T 82 C/F
T 78 C/F

SPAN 057

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13,47	1	12.1	24.3	New Tendon
		2	12.1	24.3	
A2	13,45	1	12.7	25.5	
		2	12.7	25.5	
A3	13,46	1	12.6	25.2	Wraps
		2	12.6	25.2	
A4	13.45	1	12.5	25.3	
		2	12.55	25.3	
A5	13.45	1	12.45	25.05	Void Length of Tendon
		2	12.45	25.05	" " "
A6	13.46	1	12.45	25.05	East side VOID LENGTH OF TENDON
		2	12.45	25.05	GROUT PORT IN MID SECTION (NEWLY REPLACED TENDON)
B1	9.79	1	16.75	34.0	VENT IN MID. NEW TENDON.
		2	16.75	34.0	
B2	9.79	1	17.85	36.1	VOID Length of TENDON
		2	17.85	36.1	
B3	9.79	1	17.85	35.8	REPAIR WRAP Full Length of Tendon
		2	17.75	35.8	
B4	9.79	1	17.75	36.0	CRACKS Along Length of Tendon
		2	17.75	36.0	
B5	9.79	1	17.5	35.4	VOID Length of Tendon
		2	17.5	35.4	
B6	9.79	1	17.7	35.75	VOID LENGTH OF TENDON
		2	17.7	35.75	CRACK
C1	13,46	1	12.2	24.65	NEW TENDON
		2	12.2	24.65	
C2	13,40	1	12.9	26.0	VOID FULL LENGTH
		2	12.9	26.0	LOOSE BANDS @ RUBBER BOOT
C3	13,35	1	12.8	25.8	WRAPPED FULL LENGTH
		2	12.8	25.8	
C4	13,36	1	12.8	25.8	CRACKS FULL LENGTH
		2	12.8	25.8	
C5	13,40	1	~~12.8~~ 12.65	~~25.8~~ 25.5	VOID FULL LENGTH
		2	12.65	25.5	
C6	13,46	1	12.65	25.4	VOID FULL LENGTH
		2	12.7	25.4	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/02/00

Tuning Fork Test:
Peak Freq. 33.0 Hz
Peak Height 281

SPAN057

10/2/00 lengths measured w/plastic tape
KL61 Accel.
Stopped 02:00 10/3/00
Started again 08:43 10/3/00
09:32 AM T = 72 °F
STOPPED 12:13 P.M. T = 78°F

COMPUTER #1
DATE - 10-10-00
OPERATOR BL/HAH

LOG FORM
START TIME 2:00 AM/PM
END TIME 2:45 AM/PM

T 62 C/F
T ______ C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 058 OBSERVATIONS
A1	13.35	1	12.7	25.5	6 M VOID
		2	12.7	25.5	
A2	13.29	1	12.65	25.5	
		2	12.65	25.5	
A3	13.26	1	12.9	26.0	FULL LENGTH VOID
		2	12.9	26.0	
A4	13.28	1	12.45	25.0	SHRINK WRAP
		2	12.45	25.05	
A5	13.32	1	13.2	26.3	IN PREPARATION FOR
		2	13.2	26.3	REMOVAL (NO duct.)
A6	13.38	1	12.45	25.15	
		2	12.45	25.15	
B1	9.82	1	17.4	35.25	
		2	17.4	35.25	
B2	9.82	1	17.25	34.75	
		2	17.25	34.75	
B3	9.82	1	17.1	34.5	
		2	17.1	34.5	
B4	9.81	1	17.1	34.4	
		2	17.1	34.4	
B5	9.82	1	17.85	36.4	IN PREPARATION FOR
		2	17.85	36.3	REMOVAL (NO DUCT) →
B6	9.82	1	17.4	35.15	
		2	17.4	35.15	
C1	13.50	1	12.45	25.15	
		2	12.45	25.15	VOID
C2	13.49	1	12.4	24.9	
		2	12.4	24.9	
C3	13.49	1	12.2	24.55	WRAP
		2	12.0	24.55	
C4	13.49	1	12.45	25.05	CRACKS
		2	12.45	25.05	
C5	13.49	1	12.08	25.65	IN PREPARATION FOR
		2	12.08	25.65	REMOVAL (READING FROM CLAMP)
C6	13.51	1	12.45	25.05	VOID
		2	12.45	25.05	

LOG FORM
SUPPLEMENTARY SHEET

DATE__________________

Tuning Fork Test:
Peak Freq.__________Hz
Peak Height__________

SPAN 058

COMPUTER No I
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 3:30 AM/PM
END TIME 4:00 AM/PM

T 76° C/F
T 75° C/F

SPAN 059

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.42	1	12.45	25.0	3m VOID
		2	12.45	25.0	
A2	13.41	1	12.45	25.0	–
		2	12.45	25.0	
A3	13.41	1	12.55	25.1	–
		2	12.55	25.1	
A4	13.41	1	12.4	25.0	1m VOID
		2	12.4	25.0	
A5	13.41	1	12.3	24.75	1m VOID
		2	12.3	24.75	
A6	13.41	1	12.3	24.75	ALL VOID, SMALL AMOUNT OF
		2	12.3	24.75	PATCH WRAP
B1	9.78	1	17.6	35.6	8m VOID
		2	17.6	35.6	
B2	9.78	1	17.4	35.1	–
		2	17.4	35.1	
B3	9.78	1	17.6	35.6	2m VOID
		2	17.6	35.6	
B4	9.79	1	17.35	35.0	4m VOID
		2	17.35	35.0	
B5	9.78	1	17.1	34.5	3m VOID
		2	17.1	34.5	
B6	9.78	1	17.35	35.0	ALL VOID
		2	17.35	35.0	
C1	13.56	1	12.4	25.0	FULL VOID
		2	12.4	25.0	
C2	13.55	1	12.45	25.0	FULL VOID
		2	12.45	25.0	
C3	13.54	1	12.55	25.2	FULL VOID
		2	12.55	25.2	
C4	13.52	1	12.45	25.0	ALL VOID
		2	12.45	25.0	
C5	13.52	1	12.2	24.5	12m VOID
		2	12.2	24.5	
C6	13.52	1	12.3	24.8	ALL VOID
		2	12.3	24.8	

COMPUTER No 1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 4:10 AM/PM
END TIME 4:40 AM/PM

T 75° C/F
T 74° C/F

SPAN 060

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13,45	1	12.45	25.0	5m VOID
		2	12.45	25.0	
A2	13,45	1	12.45	25.0	4m VOID
		2	12.45	25.0	
A3	13.46	1	12.55	25.2	FULL LENTH VOID
		2	12.55	25.2	
A4	13.47	1	12.3	24.8	2m VOID
		2	12.3	24.8	
A5	13,47	1	12.2	24.5	WRAPPED HEAT SHRINK
		2	12.2	24.5	
A6	13,48	1	12.3	24.75	—
		2	12.3	24.75	
B1	9.82	1	17.0	34.25	WRAPPED — HS
		2	17.0	34.25	
B2	9.83	1	17.4	35.25	6m VOID
		2	17.4	35.25	
B3	9.83	1	17.6	35.4	3m VOID
		2	17.6	35.4	
B4	9.84	1	17.3	34.9	—
		2	17.3	34.9	
B5	9.85	1	16.9	34.0	H.S. WRAP
		2	16.9	34.0	
B6	9.85	1	17.15	34.75	—
		2	17.15	34.75	
C1	13.46	1	12.5	25.0	1m VOID
		2	12.5	25.0	
C2	13.46	1	12.55	25.25	—
		2	12.55	25.25	
C3	13.47	1	12.65	25.4	—
		2	12.65	25.4	
C4	13.49	1	12.4	25.0	—
		2	12.4	25.0	
C5	13.50	1	12.1	24.4	H.S. WRAP
		2	12.1	24.4	
C6	13.51	1	12.3	24.7	—
		2	12.3	24.7	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 287.8

SPAN 060

COMPUTER No 1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 4:50 AM/PM
END TIME 5:30 AM/PM

T 75 C/F
T 72 C/F

SPAN 61

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	1350	1	12.4	24.9	5.0 M VOID
		2	12.4	24.9	
A2	1349	1	12.45	25.0	GOOD
		2	12.45	25.0	
A3	1348	1	12.5	25.2	GOOD
		2	12.5	25.2	
A4	1344	1	12.45	24.9	GOOD
		2	12.45	24.9	
A5	1344	1	12.45	24.9	~~5.0 M VOID~~ GOOD
		2	12.45	24.9	
A6	1343	1	12.3	24.8	5.0 m VOID
		2	12.3	24.8	
B1	981	1	17.4	35.2	GOOD
		2	17.4	35.2	
B2	981	1	17.6	35.4	2.0 M VOID
		2	17.6	35.6	
B3	981	1	17.7	35.7	GOOD
		2	17.7	35.7	
B4	983	1	17.35	34.9	GOOD
		2	17.35	34.9	
B5	982	1	17.35	35.0	GOOD
		2	17.35	35.0	
B6	981	1	17.20	34.6	GOOD
		2	17.20	34.6	
C1	1349	1	12.45	25.0	12.0M VOID
		2	12.45	25.0	BATCH MARK
C2	1348	1	12.70	25.5	FULL VOID
		2	12.70	25.5	
C3	1348	1	12.6	25.4	3.0 M VOID
		2	12.6	25.4	
C4	1349	1	12.4	24.9	GOOD
		2	12.4	24.9	
C5	1349	1	12.4	25.0	GOOD
		2	12.4	25.0	
C6	13.55	1	12.3	24.8	FULL VOID
		2	12.3	24.8	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 294.1

SPAN 061 ~~058~~

COMPUTER No 1
DATE 10-7-00
OPERATOR CAE

LOG FORM
START TIME 5:35 AM/PM
END TIME 6:10 AM/PM

T 72° C/F
T 71° C/F

SPAN 62

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	1343	1	12.55	25.2	6.0 M VOID DUCT
		2	12.55	25.2	
A2	1343	1	12.55	25.1	9.0 M VOID
		2	12.55	25.1	
A3	1343	1	12.6	25.1	1.0 M VOID
		2	12.6	25.1	
A4	1343	1	12.4	25.0	FULL VOID
		2	12.4	25.0	
A5	1342	1	12.4	24.9	10.0 M VOID
		2	12.4	24.9	
A6	1342	1	12.4	24.8	12.0 M VOID
		2	12.4	24.8	
B1	982	1	17.6	35.4	1.0 M VOID
		2	17.5	35.4	
B2	981	1	17.4	35.2	2.0 M VOID
		2	17.4	35.2	
B3	981	1	17.5	35.4	5.0 M VOID
		2	17.5	35.4	
B4	981	1	17.4	35.0	GOOD
		2	17.4	35.0	
B5	980	1	17.35	35.0	GOOD
		2	17.35	35.0	
B6	980	1	17.25	34.7	8.0 M VOID
		2	17.25	34.7	
C1	1352	1	12.5	25.2	4.0 M VOID
		2	12.5	25.2	
C2	1352	1	12.45	25.0	1.0 M VOID
		2	12.45	25.0	
C3	1352	1	12.5	25.1	GOOD
		2	12.5	25.1	
C4	1354	1	12.45	25.0	2.0 M VOID
		2	12.45	25.0	
C5	1354	1	12.4	24.8	GOOD
		2	12.4	24.8	
C6	1354	1	12.3	24.7	6.0 M VOID
		2	12.3	24.7	

COMPUTER #1 A1-A5 + SPARE A6-C6 LOG FORM
DATE Oct. 3, 2000
OPERATOR R.H.

START TIME 12:50 AM/PM
END TIME 2:10 AM/PM

T 78 C/F
T 82 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 063 OBSERVATIONS
A1	13.47	1	12.7	25.61	VOID FULL LENGTH
		2	12.7	25.65	
A2	13.47	1	12.7	25.6	
		2	12.7	25.6	
A3	13.47	1	~~24.95~~ 12.5	24.95	Full wrap
		2	12.45	24.95	
A4	13.46	1	12.2	24.55	FULL WRAP
		2	12.2	24.55	
A5	13.46	1	12.55	25.0	VOID FULL LENGTH
		2	12.55	25.15	CRACK
A6	13.46	1	12.55	~~25.3~~ 25.15	CRACK → COMPUTER CHANGED #2 SPARE
		2	12.45	~~25.0~~ 25.1	
B1	9.90	1	17.75	35.9	VOID FULL LENGTH
		2	17.75	35.9	
B2	9.80	1	17.85	36.0	
		2	17.85	36.1	
B3	9.78	1	17.7	35.6	WRAPPED FULL LENGTH
		2	17.7	35.6	
B4	9.81	1	17.25	34.9	WRAPPED FULL LENGTH
		2	17.25	34.9	
B5	9.81	1	17.4	35.25	5' VOIDED
		2	17.4	35.15	
B6	9.81	1	17.7	35.65	12' VOIDED
		2	17.7	~~35.75~~ 35.65	
C1	13.47	1	12.9	25.8	25' VOIDED
		2	12.9	25.8	
C2	13.40	1	12.7	25.75	Void Full Length
		2	12.7	25.75	
C3	13.36	1	12.7	25.6	Full wrap
		2	12.7	25.6	
C4	13.35	1	12.4	25.0	Full wrap
		2	12.4	25.0	
C5	13.40	1	12.55	25.3	5' VOID
		2	12.55	25.3	
C6	13.45	1	12.55	25.25	12' void
		2	12.55	25.25	

LOG FORM
SUPPLEMENTARY SHEET

DATE Oct 3, 2000.

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 302.6

SPAN 063

SEE NOTE ON COMPUTER CHANGE

COMPUTER SPARE
DATE 10/3/00
OPERATOR A. G. + O.P.

LOG FORM
START TIME 2:20 AM/PM
END TIME 3:17 AM/PM

T 80 C/F
T 80 C/F

SPAN 064

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.41	1	13.3	26.5	VOID FULL LENGTH
		2	13.4	26.5	
A2	13.35	1	12.45	25.0	WRAPPED FULL LENGTH
		2	12.45	25.0	
A3	13.31	1	12.95	26.1	CRACK
		2	~~13.05~~ 12.95	26.1	
A4	13.33	1	12.45	25.15	WRAPPED FULL LENGTH
		2	12.45	25.15	
A5	13.38	1	12.1	24.3	WRAPPED FULL LENGTH
		2	12.05	24.3	
A6	13.44	1	12.65	25.3	VOID FULL LENGTH
		2	12.65	25.3	
B1	9.81	1	17.75	35.8	
		2	17.75	35.8	
B2	9.82	1	17.5	34.25	WRAPPED FULL LENGTH
		2	17.5	34.25	
B3	9.81	1	17.25	34.75	WRAPPED FULL LENGTH
		2	17.25	34.75	
B4	9.82	1	17.6	35.5	
		2	17.6	35.5	
B5	9.82	1	17.1	34.5	CRACKED
		2	17.1	34.5	
B6	9.82	1	17.4	35.05	
		2	17.4	35.05	
C1	13.47	1	12.65	25.5	
		2	12.7	25.5	
C2	13.45	1	12.2	24.55	WRAPPED FULL LENGTH
		2	12.2	24.55	
C3	13.45	1	12.4	25.0	WRAPPED FULL LENGTH
		2	12.45	25.0	
C4	13.45	1	12.3	24.65	WRAPPED FULL LENGTH
		2	12.3	24.65	
C5	13.46	1	11.95	24.1	WRAPPED FULL LENGTH
		2	11.95	24.1	
C6	13.47	1	12.45	25.0	
		2	12.45	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/3/00

Tuning Fork Test:
Peak Freq. 33.7 Hz
Peak Height 251

SPAN 064

COMPUTER # 1
DATE 10/7/00
OPERATOR AG/BL/OP
A B C

LOG FORM
START TIME 8:45 AM/PM
END TIME 9:47 AM/PM

T 71 C/F
T 71 C/F

SPAN 65

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.43	1	12.65	25.4	8.0 m VOID
		2	12.65	25.4	
A2	13.42	1	12.65	25.5	NO VOIDS
		2	12.65	25.5	
A3	13.43	1	12.65	25.4~~0~~	NO VOIDS
		2	12.65	24.4	
A4	13.43	1	12.45	25.15	1.0 m VOIDS
		2	12.45	25.15	
A5	13.43	1	12.45	25.05	NO VOIDS
		2	12.45	25.05	
A6	13.43	1	12.4	24.9	1.0 m VOIDS
		2	12.4	24.9	
B1	9.81	1	17.7	35.65	NO VOIDS
		2	17.7	35.65	
B2	9.81	1	17.7	35.6	10.0 m VOIDS
		2	17.7	35.6	
B3	9.81	1	17.7	35.6~~8~~	3.0 m VOIDS
		2	17.7	35.65	
B4	9.81	1	17.4	35.25	1.0 m VOIDS
		2	17.5	35.25	
B5	9.81	1	17.4	35.25	1.0 m VOIDS
		2	17.4	35.25	
B6	9.82	1	17.25	34.8	1.0 m VOIDS
		2	17.25	34.8	
C1	13.51	1	12.65	25.4	FULL VOIDS
		2	12.65	25.4	
C2	13.51	1	12.4	24.8	COMPLETELY RECOVERED
		2	12.4	24.8	
C3	13.51	1	12.7	25.6	NO VOIDS
		2	12.7	25.6	
C4	13.49	1	12.45	25.15	3.0 VOIDS
		2	12.45	25.15	PATCH WRAP
C5	13.49	1	12.45	25.15	FULL VOIDS
		2	12.45	25.15	
C6	13.50	1	12.4	25.0	8.0 m VOIDS
		2	12.4	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 122.4

SPAN ∅65

COMPUTER # 1
DATE 10/5/00
OPERATOR AC/BK/OP (A B C)

LOG FORM
START TIME 9:27 AM/PM
END TIME 9:57 AM/PM

T 71 C/F
T 71 C/F

SPAN 066

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.42	1	12.65	25.5	11.0 M VOIDS
		2	12.65	25.5	
A2	13.42	1	12.7	25.6	NO VOIDS
		2	12.7	25.6	
A3	13.43	1	12.45	25.05	COMPLETELY REWRAPED
		2	12.45	25.05	
A4	13.43	1	12.55	25.15	FULL VOIDS
		2	12.55	25.15	
A5	13.43	1	12.55	25.3	FULL VOIDS
		2	12.55	25.3	
A6	13.44	1	12.4	25.0	FULL VOIDS
		2	12.4	25.0	
B1	9.82	1	17.7	35.6	NO VOIDS
		2	17.7	35.6	
B2	9.82	1	17.6	35.6	2.0 M VOIDS
		2	17.6	35.6	
B3	9.83	1	17.75	35.9	1.0 M VOIDS
		2	17.75	35.9	
B4	9.81	1	17.5	35.25	3.0 VOIDS
		2	17.5	35.25	
B5	9.81	1	17.5	35.4	NO VOIDS
		2	17.5	35.4	
B6	9.81	1	17.4	35.25	NO VOIDS
		2	17.4	35.25	
C1	13.47	1	12.55	25.3	3.0 M VOIDS
		2	12.55	25.3	
C2	13.47	1	12.65	25.3	1.0 M VOIDS
		2	12.65	25.3	
C3	13.47	1	12.65	25.3	NO VOIDS
		2	12.65	25.3	
C4	13.48	1	12.45	25.15	NO VOIDS
		2	12.55	25.1	
C5	13.48	1	12.55	25.2	1.0 M VOID
		2	12.55	25.2	
C6	13.49	1	12.4	24.9	2.0 M VOIDS
		2	12.4	24.9	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 243.2

SPAN ∅66

COMPUTER #1
DATE 10/7/00
OPERATOR 10/30/00

LOG FORM
START TIME 10:12 AM/PM
END TIME 10:45 AM/PM

T 70 C/F
T 71 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 067 OBSERVATIONS
A1	13.43	1	12.45	* SEE NOTE	12.0 m VOID
		2	12.45	25.15	PARTIAL TAPED REPAIRS
A2	13.43	1	12.65	25.4	5.0 m VOID
		2	12.65	25.4	
A3	13.43	1	12.7	25.6	3.0 m VOID
		2	12.7	25.6	
A4	13.42	1	12.65	25.3	NO VOIDS
		2	12.55	25.3	
A5	13.41	1	12.3	24.65	5.0 m VOIDS
		2	12.3	24.65	
A6	13.41	1	12.4	24.9	1.0 m VOIDS
		2	12.4	24.9	
B1	9.80	1	17.5	35.5	10.0 m VOIDS
		2	17.5	35.5	
B2	9.79	1	17.5	35.75	NO VOIDS
		2	17.7	35.65	
B3	9.79	1	17.85	36.0	NO VOIDS
		2	17.85	36.0	
B4	9.78	1	17.6	35.0	NO VOIDS
		2	17.6	35.~~05~~	
B5	9.79	1	17.35	35.05	2.0 m VOIDS &
		2	17.35	35.05	CASING SPLIT
B6	9.79	1	17.4	35.25	2.0 m VOIDS
		2	17.4	35.25	~~2.0 m~~
C1	13.48	1	12.5	25.6	10.0 m VOIDS
		2	12.55	25.6	PARTIAL TAPED REPAIRS
C2	13.47	1	12.7	25.6	4.0 m VOIDS
		2	12.7	25.6	
C3	13.48	1	12.7	25.65	2.0 m VOIDS
		2	12.7	25.65	PARTIAL TAPED REPAIRS
C4	13.49	1	12.55	25.2	1.0 m VOIDS
		2	12.55	25.25	PARTIAL WRAPPED REPAIRS
C5	13.50	1	12.45	25.0	1.0 m VOIDS
		2	12.4	25.0	
C6	13.51	1	12.45	25.0	PARTIAL WRAPPED REPAIRS
		2	12.45	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 248.7

SPAN 067

067A1Z.m - SAVED FILE PRIOR TO NOTING MODE LEVEL,

COMPUTER #1
DATE 10/7/00
OPERATOR AG/AL/OP

LOG FORM
START TIME 10:55 AM
END TIME 11:15 AM/PM

T 71 C/F
T 73 C/F.

SPAN Ø68

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	1347	1	12.55	25.15	1.0 m VOIDS
		2	12.55	25.15	
A2	1346	1	12.65	25.4	NO VOIDS
		2	12.65	25.4	
A3	1346	1	12.65	25.4	1.0 VOIDS
		2	12.65	25.4	
A4	1347	1	12.55	25.25	5.0 VOIDS
		2	12.55	25.25	
A5	1346	1	12.45	25.05	4.0 VOIDS
		2	12.45	25.05	
A6	1346	1	12.4	25.0	8.0 VOIDS
		2	12.4	25.0	
B1	978	1	17.6	35.6	NO VOIDS
		2	17.6	35.6	
B2	979	1	17.6	35.6	2.0 VOIDS
		2	17.6	35.6	
B3	979	1	17.7	35.75	NO VOIDS
		2	17.7	35.75	
B4	978	1	17.6	35.5	NO VOIDS
		2	17.6	35.5	
B5	979	1	17.5	35.3	VOIDS AT BOOT
		2	17.5	35.3	
B6	978	1	17.35	34.95	NO VOIDS
		2	17.35	34.95	
C1	1354	1	12.45	25.1	1.0 M VOIDS
		2	12.45	25.1	
C2	1353	1	12.55	25.1	3.0 m VOIDS
		2	12.45	25.1	
C3	1353	1	12.65	25.3	NO VOIDS
		2	12.65	25.3	
C4	1351	1	12.45	25.1	NO VOIDS
		2	12.45	25.1	
C5	1351	1	12.45	25.0	4.0 VOIDS
		2	12.45	25.0	
C6	1352	1	12.45	24.9	NO VOIDS
		2	12.4	24.9	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 280.2

SPAN 068

COMPUTER # 1
DATE 10/7/00
OPERATOR AG/AL/OP

LOG FORM
START TIME 11:41 AM/PM
END TIME 12:13 AM/PM

T 72 C/F
T 73 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø69 OBSERVATIONS
A1	13.45	1	12.7	25.5	
		2	12.7	25.5	Voids
A2	13.44	1	12.7	25.5	
		2	12.7	25.5	Cracks
A3	13.45	1	13.05	26.25	
		2	13.05	26.25	Voids
A4	13.48	1	12.45	25.0	
		2	12.45	25.0	Wrap
A5	13.48	1	12.2	24.55	
		2	12.2	24.55	Wrap
A6	13.49	1	12.3	24.8	
		2	12.3	24.8	Wrap
B1	9.79	1	17.75	35.8	
		2	17.75	35.8	Voids
B2	9.79	1	17.9	36.3	
		2	17.9	36.3	Cracks
B3	9.80	1	18.4	37.15	
		2	18.4	37.15	Voids
B4	9.81	1	17.9	36.15	
		2	17.9	36.15	Cracks & Voids
B5	9.80	1	17.15	34.75	
		2	17.15	34.75	Wrap
B6	9.80	1	17.4	35.05	
		2	17.4	35.05	Wrap
C1	13.48	1	12.8	25.6	
		2	12.8	25.6	Cracks & Voids
C2	13.43	1	12.65	25.3	
		2	12.65	25.3	Wrap
C3	13.40	1	13.2	26.65	
		2	13.2	26.65	Voids
C4	13.38	1	12.5	25.3	
		2	12.55	25.3	Wrap
C5	13.40	1	12.3	24.8	
		2	12.3	24.8	Wrap
C6	13.45	1	12.4	25.0	
		2	12.4	25.0	Wrap

orange Crack blue Void Wrap

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 300.1

SPAN ø69

COMPUTER #1
DATE 10/7/00
OPERATOR AG/BL/DP

LOG FORM
START TIME 12:18 AM/PM
END TIME 12:55 AM/PM

T 74 C/F
T 74 C/F

SPAN 070

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.35	1	12.55	25.25	
		2	12.55	25.25	Wrap
A2	13.28	1	12.55	25.05	
		2	12.55	25.05	Wrap
A3	13.25	1	12.8	25.8	
		2	12.8	25.8	Wrap
A4	13.26	1	12.55	25.3	
		2	12.55	25.3	Wrap
A5	13.30	1	12.4	24.95	
		2	12.45	24.9	Wrap
A6	13.36	1	12.4	24.9	
		2	12.4	24.9	Wrap
B1	9.80	1	17.15	34.65	
		2	17.15	34.65	Wrap
B2	9.80	1	17.25	34.65	
		2	17.25	34.65	Wrap
B3	9.81	1	17.6	35.4	
		2	17.6	35.4	Wrap
B4	9.82	1	17.5	34.9	
		2	17.5	34.9	Wrap
B5	9.82	1	17.0	34.4	
		2	17.0	34.4	Wrap
B6	9.81	1	17.5	34.75	
		2	17.15	34.75	Wrap
C1	13.53	1	12.2	24.5	
		2	12.2	24.5	Wrap
C2	13.52	1	12.2	24.5	
		2	12.2	24.5	Wrap
C3	13.53	1	12.4	25.0	
		2	12.45	25.0	Wrap
C4	13.54	1	12.1	24.3	
		2	12.1	24.3	Wrap
C5	13.55	1	12.1	24.3	
		2	12.1	24.5	Wrap
C6	13.55	1	12.1	24.4	
		2	12.1	24.4	Wrap

orange-cracks blue-voids Wrap

COMPUTER # 1
DATE 10/7/00
OPERATOR AG/BL/OP
A B C

LOG FORM
START TIME 1:03 AM/PM
END TIME 1:37 AM/PM

T 74 C/F
T 76 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø74 OBSERVATIONS
A1	13.49	1	12.8	25.65	
		2	12.8	25.65	Voids
A2	13.48	1	12.55	25.25	
		2	12.5	25.25	
A3	13.49	1	12.7	25.5	
		2	12.7	25.5	Cracks
A4	13.47	1	12.55	25.25	
		2	12.55	25.25	Wrap
A5	13.47	1	12.55	25.04	
		2	12.55	25.04	Cracks
A6	13.46	1	12.1	24.3	
		2	12.1	24.3	Cracks & Voids
B1	9.79	1	17.85	36.1	
		2	17.85	36.1	Voids
B2	9.79	1	17.6	35.6	
		2	17.6	35.6	
B3	9.80	1	17.25	34.65	
		2	17.25	34.65	Wrap
B4	9.80	1	17.6	35.4	
		2	17.6	35.4	
B5	9.80	1	17.5	35.25	
		2	17.5	35.25	
B6	9.81	1	17.35	35.05	Cr
		2	17.35	35.05	Cracks
C1	13.50	1	12.8	25.75	
		2	12.8	25.75	Voids
C2	13.48	1	12.65	25.5	
		2	12.65	25.5	Voids
C3	13.48	1	12.5	25.2	
		2	12.55	25.2	Cracks
C4	13.49	1	12.3	24.6	
		2	12.3	24.65	Wrap
C5	13.50	1	12.45	25.0	
		2	12.45	25.0	Cracks
C6	13.51	1	12.4	24.9	
		2	12.4	24.9	Voids & Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 32.7

SPAN Ø71

COMPUTER #1
DATE 10-7-00
OPERATOR AG/OP/BL

LOG FORM
START TIME 1:46 AM/PM
END TIME 2:22 AM/PM

T 76 C/F
T 77 C/F

A

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 072 OBSERVATIONS
A1	13.48	1	12.4	24.9	
		2	12.4	24.9	Wrap
A2	13.48	1	12.45	24.9	
		2	12.45	24.9	Wrap
A3	13.48	1	12.8	25.8	
		2	12.8	25.8	Cracks
A4	13.48	1	12.55	25.25	
		2	12.65	25.25	Voids
A5	13.48	1	12.45	25.5	
		2	12.45	25.15	Cracks
A6	13.48	1	12.3	24.8	
		2	12.3	248	Cracks
B1	9.81	1	17.4	35.05	
		2	17.4	35.05	Wrap
B2	9.81	1	17.25	34.65	
		2	17.25	34.65	Wrap
B3	9.81	1	18	36.3	
		2	18	36.3	Voids
B4	9.81	1	17.6	35.5	
		2	17.6	35.5	Voids
B5	9.81	1	17.5	35.3	
		2	17.5	35.3	
B6	9.81	1	17.35	34.95	
		2	17.35	34.95	Cracks
C1	13.44	1	12.4	24.9	
		2	12.4	24.9	Wrap
C2	13.43	1	12.45	25.0	
		2	12.4	25.0	Wrap
C3	13.43	1	12.9	25.8	
		2	12.9	25.8	Cracks
C4	13.43	1	12.65	25.3	
		2	12.65	25.4	Voids
C5	13.43	1	12.55	25.3	
		2	12.65	25.3	Voids
C6	13.44	1	12.4	25.0	
		2	12.4	25.0	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 216.9

SPAN 072

COMPUTER #1
DATE 10/7/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 2:31 AM/PM
END TIME 2:59 AM/PM

T 77° C/F
T 78 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN ∅73 OBSERVATIONS
A1	13.47	1	12.55	25.25	
		2	12.55	25.25	Voids
A2	13.46	1	12.7	25.6	
		2	12.7	25.6	Voids
A3	13.46	1	12.8	25.7	
		2	12.8	25.7	Voids
A4	13.45	1	12.7	25.6	
		2	12.7	25.6	Voids
A5	13.45	1	12.65	25.4	
		2	12.65	25.4	Voids
A6	13.45	1	12.4	25.0	
		2	12.4	25.0	Voids
B1	9.79	1	17.7	35.8	
		2	17.7	35.8	
B2	9.79	1	17.85	36.0	
		2	17.85	36.0	Voids
B3	9.79	1	18.0	36.4	
		2	18.0	36.4	
B4	9.80	1	17.85	36.0	
		2	17.85	36.0	Voids
B5	9.80	1	17.7	35.75	
		2	17.7	35.75	Voids
B6	9.80	1	17.5	35.4	
		2	17.5	35.4	Voids
C1	13.51	1	12.65	25.3	
		2	12.65	25.3	Voids
C2	13.51	1	12.65	25.4	
		2	12.65	25.4	Voids
C3	13.50	1	12.8	25.75	
		2	12.8	25.75	Voids
C4	13.51	1	12.7	25.6	
		2	12.7	25.6	
C5	13.51	1	12.65	25.3	
		2	12.65	25.3	Voids
C6	13.52	1	12.45	25.0	
		2	12.45	25.0	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 276.5

SPAN Ø73

COMPUTER #1
DATE [illegible]
OPERATOR AG/BL/OP.

LOG FORM
START TIME [illegible] AM/PM
END TIME 3:31 AM/PM

T 72 C/F
T 78 C/F

SPAN Ø74

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.57	1	12.7	25.5	
		2	12.7	25.5	Voids
A2	13.55	1	12.55	25.25	
		2	12.55	25.25	Voids
A3	13.56	1	12.55	25.25	
		2	12.55	25.25	Voids
A4	13.56	1	12.3	24.8	
		2	12.3	24.8	Voids
A5	13.56	1	12.45	25.15	
		2	12.45	25.15	Voids
A6	13.55	1	12.1	24.55	
		2	12.1	24.55	Voids
B1	9.85	1	18.0	36.5	
		2	18.0	36.5	Voids
B2	9.86	1	17.7	35.75	
		2	17.7	35.75	Voids
B3	9.86	1	17.7	35.9	
		2	17.75	35.9	Voids
B4	9.84	1	17.6	35.6	
		2	17.6	35.6	Voids
B5	9.83	1	17.6	35.6	
		2	17.6	35.6	Voids
B6	9.84	1	17.15	34.8	
		2	17.15	34.8	Voids
C1	13.50	1	12.8	25.75	Pier 75 15mm Bulge
		2	12.8	25.75	Next To Backwall Voids
C2	13.49	1	12.65	24.4	
		2	12.65	25.4	Voids
C3	13.50	1	12.7	25.5	
		2	12.7	25.5	Voids
C4	13.51	1	12.45	25.0	
		2	12.45	25.0	Voids
C5	13.52	1	12.45	25.0	
		2	12.45	25.0	Voids
C6	13.53	1	12.4	24.9	
		2	12.4	24.9	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 270.6

SPAN ϕ74

COMPUTER #1
DATE 10/7/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 3:40 AM/PM
END TIME 4:06 AM/PM

T 78 C/F
T 78 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 075 OBSERVATIONS
A1	13.49	1	12.8	25.75	
		2	12.8	25.75	Voids
A2	13.48	1	12.95	26.0	
		2	12.95	26.0	Voids, Cracks
A3	13.48	1	12.95	26.1	
		2	12.95	26.1	
A4	13.45	1	12.8	25.75	
		2	12.8	25.75	Voids
A5	13.43	1	12.55	25.3	
		2	12.55	25.3	Voids
A6	13.44	1	12.65	25.6	
		2	12.65	25.6	Voids
B1	9.81	1	18.0	36.3	
		2	18.0	36.3	Voids
B2	9.82	1	18.0	36.1	
		2	18.0	36.5	Voids
B3	9.82	1	18.4	37.1	
		2	18.35	37.1	Voids
B4	9.82	1	17.9	36.25	
		2	17.9	36.25	Voids
B5	9.82	1	17.6	35.65	
		2	17.6	35.65	Voids
B6	9.83	1	17.7	35.8	
		2	17.7	35.8	Voids
C1	13.38	1	12.95	26.1	
		2	12.95	26.15	Voids
C2	13.32	1	12.95	26.0	
		2	12.95	26.0	Voids
C3	13.28	1	13.3	26.85	
		2	13.3	26.85	Voids
C4	13.30	1	12.95	26.1	
		2	12.95	26.1	
C5	13.33	1	12.7	25.26	
		2	12.7	25.6	Voids
C6	13.39	1	12.8	25.75	
		2	12.8	25.75	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 12/7/00

Tuning Fork Test:
Peak Freq. 338 Hz
Peak Height 268.8

SPAN 075

COMPUTER # 1
DATE 10/7/00
OPERATOR AG/BC/OP

LOG FORM
START TIME 4:21 AM/PM
END TIME 4:46 AM/PM

T 78 C/F
T 80 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø76 OBSERVATIONS
A1	13.42	1	12.65	25.5	
		2	12.65	25.5	
A2	13.35	1	12.65	25.4	
		2	12.65	25.4	Voids
A3	13.30	1	12.95	26.1	
		2	12.95	26.1	Cracks
A4	13.29	1	12.8	25.8	
		2	12.8	25.8	Voids, Cracks
A5	13.34	1	12.8	25.8	
		2	12.8	25.8	Voids
A6	13.40	1	12.55	25.15	
		2	12.45	25.15	Voids
B1	9.80	1	17.7	35.8	
		2	17.7	35.75	Cracks
B2	9.80	1	17.4	35.25	
		2	17.4	35.25	
B3	9.81	1	17.9	36.15	
		2	17.9	36.15	Cracks
B4	9.80	1	17.5	35.0	
		2	17.25	35.0	Wrap
B5	9.80	1	17.7	35.75	
		2	17.7	35.75	
B6	9.80	1	17.4	35.25	
		2	17.4	35.25	
C1	13.50	1	12.65	25.4	
		2	12.65	25.4	
C2	13.50	1	12.55	25.15	
		2	12.45	25.15	
C3	13.50	1	12.65	25.5	
		2	12.65	25.5	Voids, Cracks
C4	13.50	1	12.55	25.25	
		2	12.55	25.25	Cracks, Voids
C5	13.51	1	12.55	25.3	
		2	12.55	25.3	
C6	13.53	1	12.55	25.0	
		2	12.45	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 3,14.6

SPAN ϕ76

COMPUTER # 1
DATE 10/7/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 4:49 AM/PM
END TIME 5:21 AM/PM

T 80 C/F
T 80 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø77 OBSERVATIONS
A1	13.49	1	12.7	25.5	
		2	12.7	25.5	Voids
A2	13.49	1	12.65	25.3	
		2	12.65	25.3	Voids
A3	13.48	1	12.45	25.05	
		2	12.45	25.0	
A4	13.49	1	12.4	25.0	
		2	12.4	25.0	Voids
A5	13.48	1	12.45	25.05	
		2	12.45	25.05	Voids, Cracks
A6	13.49	1	12.45	25.0	
		2	12.45	25.0	
B1	9.83	1	17.75	35.75	
		2	17.7	35.75	
B2	9.82	1	17.7	35.6	
		2	17.7	35.6	
B3	9.82	1	17.4	35.25	
		2	17.4	35.25	
B4	9.82	1	17.4	35.15	
		2	17.4	35.15	
B5	9.82	1	17.4	35.25	
		2	17.4	35.25	
B6	9.82	1	17.35	35.0	
		2	17.35	35.0	
C1	13.51	1	12.7	25.6	
		2	12.7	25.6	Voids
C2	13.50	1	12.65	25.4	
		2	12.65	25.4	
C3	13.49	1	12.55	25.1	
		2	12.55	25.1	
C4	13.46	1	12.45	25.1	
		2	12.45	25.1	
C5	13.47	1	12.55	25.1	
		2	12.45	25.0	
C6	13.47	1	12.4	25.0	
		2	12.45	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/7/00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 291.0

SPAN ∅77

COMPUTER No. 1
DATE 10-7-00
OPERATOR CJT.

LOG FORM
START TIME 8:15 AM/PM
END TIME 8:48 AM/PM

T 78 C/F
T 78 C/F

SPAN 078

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.48	1	12.4	24.9	
		2	12.4	24.9	Voids
A2	13.47	1	12.55	25.3	
		2	12.55	25.3	
A3	13.48	1	12.65	25.4	
		2	12.65	25.4	Voids
A4	13.50	1	12.4	24.8	
		2	12.4	24.8	Voids
A5	13.50	1	12.2	24.6	
		2	12.3	24.6	Voids
A6	13.51	1	12.2	24.5	
		2	12.2	24.5	Voids
B1	9.83	1	17.5	35.3	
		2	17.5	35.3	Voids
B2	9.83	1	17.7	35.7	
		2	17.7	35.7	Voids
B3	9.84	1	17.85	35.9	
		2	17.85	35.9	Voids
B4	9.83	1	17.4	35.0	
		2	17.4	35.0	Voids
B5	9.83	1	17.25	34.9	
		2	17.25	34.9	Voids
B6	9.83	1	17.2	34.7	
		2	17.2	34.7	Voids
C1	13.44	1	12.5	25.1	
		2	12.5	25.1	Voids
C2	13.43	1	12.7	25.5	
		2	12.7	25.5	Voids
C3	13.43	1	12.7	25.6	
		2	12.7	25.6	Voids
C4	13.44	1	12.4	25.0	
		2	12.4	25.0	
C5	13.44	1	12.45	25.0	Voids
		2	12.45	25.0	
C6	13.46	1	12.3	24.6	V
		2	12.3	24.6	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 297.2

SPAN 78

COMPUTER No 1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME ~~[illegible]~~ 7:10 AM/PM
END TIME 9:30 AM/PM

T 78°C/F
T 78°C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 079 OBSERVATIONS
A1	13.48	1	12.45	25.0	
		2	12.45	25.0	Voids
A2	13.46	1	12.65	25.4	
		2	12.65	25.4	Voids
A3	13.45	1	12.7	25.5	
		2	12.7	25.5	Voids
A4	13.44	1	12.4	25.0	
		2	12.4	25.0	Voids
A5	13.44	1	12.4	24.9	
		2	12.4	24.9	Voids
A6	13.44	1	12.3	24.65	
		2	12.3	24.65	Voids
B1	9.81	1	17.6	35.5	
		2	17.6	35.5	Voids
B2	9.81	1	17.75	35.8	
		2	17.75	35.8	Voids
B3	9.81	1	17.75	36.0	
		2	17.75	36.0	
B4	9.81	1	~~[illegible]~~ 17.4	35.2	
		2	17.4	35.2	
B5	9.81	1	17.4	35.2	
		2	17.4	35.2	
B6	9.81	1	17.1	34.55	
		2	17.1	34.55	
C1	13.51	1	12.55	25.2	
		2	12.55	25.2	Voids
C2	13.50	1	12.65	25.3	
		2	12.65	25.3	Voids
C3	13.50	1	12.7	25.5	
		2	12.7	25.5	Voids
C4	13.50	1	12.4	24.9	
		2	12.4	24.9	
C5	13.51	1	12.4	25.0	
		2	12.4	25.0	
C6	13.52	1	12.2	24.5	
		2	12.2	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 321.0

SPAN 079

Do not ilo 83

COMPUTER No I
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 9:35 AM/PM
END TIME 10:05 AM/PM

T 78° C/F
T ~~78°~~ 74° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 080 OBSERVATIONS
A1	13.52	1	12.65	25.4	
		2	12.65	25.4	Voids
A2	13.52	1	12.55	25.15	
		2	12.55	25.15	Voids
A3	13.51	1	12.55	25.3	
		2	12.55	25.3	Voids
A4	13.51	1	12.45	25.0	
		2	12.45	25.0	Voids
A5	13.51	1	12.2	24.5	
		2	12.2	24.5	Voids
A6	13.51	1	12.1	24.4	
		2	12.1	24.4	Voids
B1	9.82	1	17.7	35.6	
		2	17.7	35.6	Voids
B2	9.82	1	17.5	35.2	
		2	17.5	35.2	
B3	9.82	1	17.85	36.0	
		2	17.85	36.0	Voids
B4	9.82	1	17.5	35.3	
		2	17.5	35.3	Voids
B5	9.82	1	17.15	34.65	
		2	17.15	34.65	
B6	9.83	1	17.1	34.5	
		2	17.1	34.5	
C1	13.44	1	12.55	25.3	Voids
		2	12.55	25.3	
C2	13.44	1	12.55	25.1	
		2	12.55	25.1	
C3	13.44	1	12.8	25.65	
		2	12.8	25.65	Voids
C4	13.45	1	12.45	25.1	
		2	12.45	25.1	Voids
C5	13.46	1	12.2	24.65	
		2	12.3	24.6	
C6	13.47	1	12.3	24.75	
		2	12.3	24.75	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 312.3

SPAN 080

COMPUTER N-1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 10:10 AM PM
END TIME 10:37 AM PM

T 74° C F
T 74° C F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 081 OBSERVATIONS
A1	13.45	1	12.80	25.70	
		2	12.80	25.70	
A2	13.43	1	12.70	25.50	
		2	12.70	25.50	
A3	13.43	1	12.90	25.90	
		2	12.90	25.90	
A4	13.40	1	12.80	25.70	
		2	12.80	25.70	
A5	13.40	1	12.65	25.30	
		2	12.55	25.30	
A6	13.41	1	12.65	25.40	
		2	12.65	25.40	
B1	9.82	1	17.90	36.10	
		2	17.90	36.10	
B2	9.83	1	17.75	35.80	
		2	17.75	35.80	
B3	9.83	1	18.00	36.50	
		2	18.00	36.50	
B4	9.83	1	17.90	36.15	
		2	17.90	36.15	
B5	9.83	1	17.60	35.60	
		2	17.60	35.60	
B6	9.83	1	17.60	35.60	
		2	17.60	35.60	
C1	13.43	1	12.95	26.10	
		2	12.95	26.10	voids
C2	13.38	1	12.90	25.90	
		2	12.90	25.90	
C3	13.34	1	13.20	26.70	
		2	13.20	26.70	Voids
C4	13.33	1	13.05	26.30	
		2	13.05	26.30	
C5	13.37	1	12.40	25.65	
		2	12.70	25.65	
C6	13.44	1	12.70	25.60	
		2	12.70	25.60	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 326.3

SPAN 081

COMPUTER No 1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 10:44 AM/PM
END TIME 11:07 AM/PM

T 74° C/F
T 74° C/F

SPAN 082

	SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
6.00	A1	18.25	1	14.9	22.45	
3.00			2	14.9	22.45	~~Voids~~
6.00	A2	18.21	1	8.6	17.2	
3.00			2	8.6	17.2	Voids
6.00	A3	18.20	1	8.8	17.6	
3.00			2	8.8	17.6	
6.00	A4	18.20	1	8.7	17.4	
3.00			2	8.7	17.4	Voids
6.00	A5	18.22	1	8.6	17.2	
3.00			2	8.6	17.2	Cracks
6.00	A6	18.26	1	~~TEST NOT VALID DUE TO TENDON TOUCHING WALL~~		
3.00			2			
1.1	B1	3.37	1			
.55			2			
1.1	B2	3.37	1			
.55			2			
1.1	B3	3.37	1			
.55			2			
1.1	B4	3.36	1			
.55			2			Grout
1.1	B5	3.36	1			
.55			2			Grout
1.1	B6	3.35	1			
.55			2			Grout
5.0	C1	15.10	1	9.1	18.3	
2.5			2	9.1	18.3	\
5.0	C2	15.00	1	10.6	21.4	
2.5			2	10.6	21.4	Voids
5.0	C3	14.90	1	10.6	21.3	
2.5			2	10.6	21.3	Voids
5.0	C4	14.99	1	10.6	21.35	Voids
2.5			2	10.6	21.35	
5.0	C5	15.00	1	10.6	21.2	
2.5			2	10.6	21.2	Voids
5.0	C6	15.10	1	9.2	18.5	
2.5			2	9.2	18.5	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

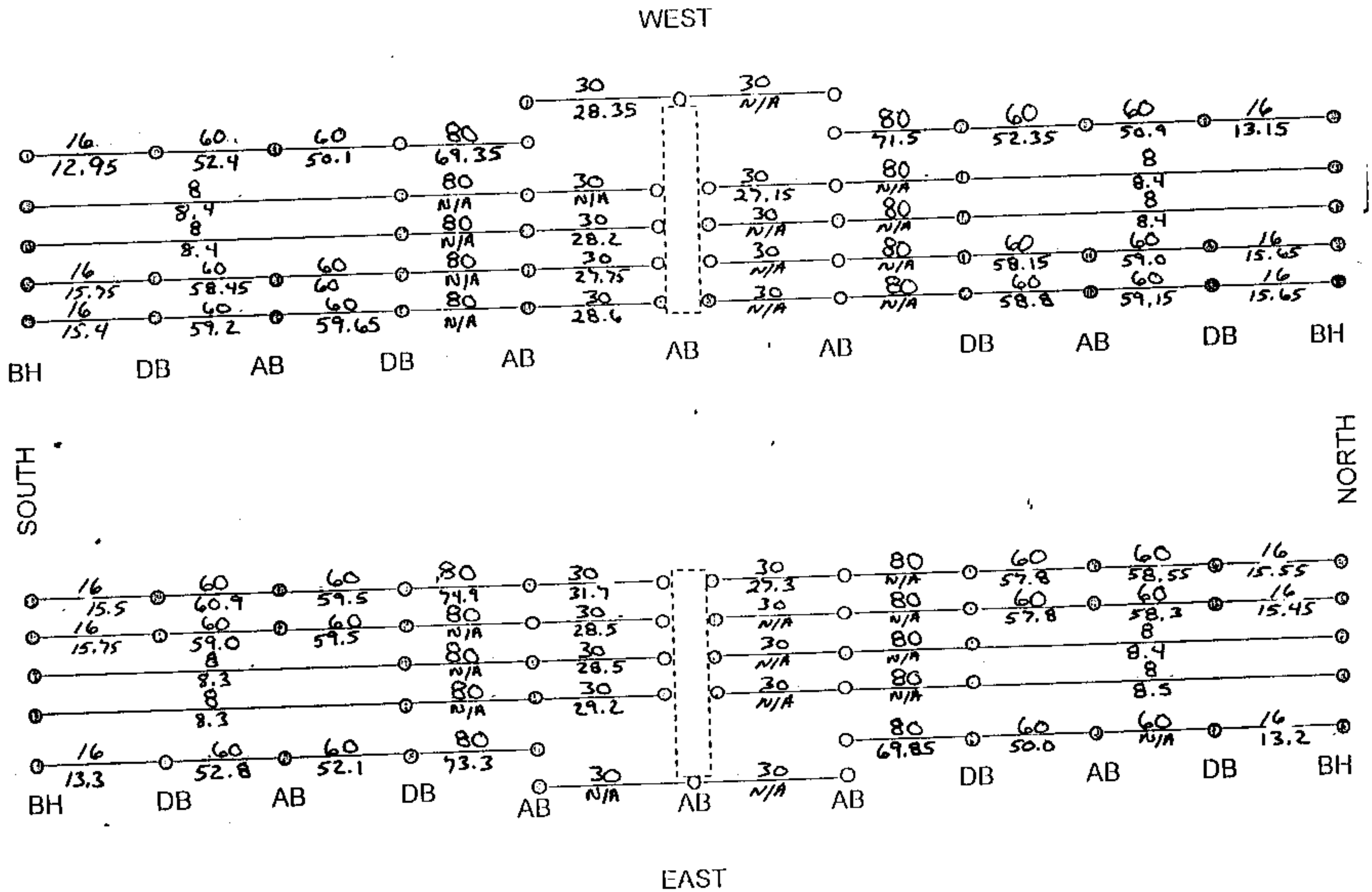
Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 305.2

SPAN 082

SPAN 082 IS PART OF MAIN SPAN
TENDONS CARRY THRU FROM SPAN 082 to SPAN 084 CONTINUOUSLY

SEGMENT A6 IS TOUCHING THE WAll.

TEST DATA NOT WELL DEFINED FOR ALL SEGMENT "B" IN SPAN082



BH: Bulkhead
DB: Deviation Block
AB: Anchor Block

SPAN 83

LOG FORM

COMPUTER No 1 DATE 10-19-00 START TIME 9:05 AM/PM T= 72° C/F

OPERATOR HAH END TIME 9:35 AM/PM T= 72° C/F

SPAN 083 (NE)

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
R1H	10.75	1	13.2	26.75	
		2	13.2	26.75	
R2F	19.37	1	~~15.5~~ 8.5	~~31.2~~ 17.0	
		2	~~15.4~~ 8.4	~~31.2~~ 17.0	
R3F	19.33	1	8.4	16.9	
		2	8.4	16.9	
R4J	10.70	1	15.5	31.2	
		2	15.4	31.2	
R5J	10.69	1	15.6	31.4	
		2	15.5	31.4	
R1G	3.39	1			GROUT ALL OVER DUCT. NOT OBSTRUCTED
		2			NO DEFINED PEAK
R4I	3.38	1	58.3	–	
		2	58.3	–	
R5I	3.37	1	58.5	–	GROUT ALL OVER DUCT.
		2	58.6	–	
R1F	3.40	1	50.0	–	
		2	50.0	–	
R4H	3.39	1	57.8	–	
		2	57.8	–	
R5H	3.39	1	57.8	–	
		2	57.8	–	
R1E	2.65	1	69.9	–	
		2	69.8	–	
R2E	2.65	1			NO DEFINED PEAK
		2			
R3E	2.65	1			OBSTRUCTED
		2			
R4G	2.64	1			OBSTRUCTED
		2			
R5G	2.64	1			OBSTRUCTED
		2			
R2D	6.47	1			OBSTRUCTED
		2			
R3D	6.50	1			OBSTRUCTED
		2			
R4F	6.49	1			OBSTRUCTED
		2			
R5F	6.50	1	27.5	57.5	OBSTRUCTIONS AROUND TENDON
		2	27.2	56.6	
R7B	6.49	1			OBSTRUCTED
		2			

LOG FORM

COMPUTER #1 DATE START TIME 8:15 AM/PM T= 72° C/F

OPERATOR BPL 10-19-00 END TIME 9:00 AM/PM T= 72° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 083 (NW) OBSERVATIONS
L1H	10.75	1	13.15	26.65	
		2	13.2	26.65	
L2F	19.34	1	~~15.65~~ 8.4	~~31.6~~ 16.85	
		2	~~15.65~~ 8.4	~~31.6~~ 16.85	
L3F	19.33	1	~~15.65~~ 8.4	~~31.45~~ 16.75	
		2	~~15.6~~ 8.4	~~31.45~~ 16.75	
L4J	10.70	1	15.65	31.6	
		2	15.65	31.6	
L5J	10.68	1	15.65	31.45	
		2	15.6	31.45	
L1G	3.34	1	50.9	–	
		2	50.9	–	
L4I	3.35	1	59.0	–	
		2	59.0	–	
L5I	3.36	1	59.15	–	
		2	59.15	–	
L1F	3.39	1	52.4	–	
		2	52.35	–	
L4H	3.39	1	58.15	–	
		2	58.15	–	
L5H	3.40	1	58.8	–	
		2	58.8	–	
L1E	2.64	1	~~54.4~~ ← 71.5		
		2	71.5		
L2E	2.65	1	–	–	NO CLEAR PEAK
		2	–	–	" " "
L3E	2.65	1	–	–	" " "
		2	–	–	" " "
L4G	2.65	1	–	–	DUCT CUT BACK 1.0 ft
		2	–	–	NO CLEAR PEAK
L5G	2.67	1	–	–	" " "
		2	–	–	" " "
L2D	6.47	1	27.15	56.35	
		2	27.1	56.35	
L3D	6.48	1			GROUT IS BONDED TO TENDONS AND
		2			FLOOR WHERE EXCESS GROUT WAS NOT REMOVED
L4F	6.49	1			DURING INITIAL CONSTRUCTION
		2			
L5F	6.51	1			
		2			
L7B	6.48	1			
		2			

LOG FORM

COMPUTER #1 DATE 10-18-00 START TIME 10:15 AM/PM T= 72° C/F

OPERATOR BL END TIME 1:30 AM/PM T= 76° C/F

SPAN 083 (SW)

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
L1A	10.77	1	12.95	26.25	ALL DATA TAKEN WHILE TRAFFIC
		2	12.95	26.25	IS ON BRIDGE
L2A	19.35	1	8.4	16.6	
		2	8.3	16.65	
L3A	19.35	1	8.4	16.75	
		2	8.4	16.75	
L4A	10.72	1	15.75	31.8	
		2	15.75	31.8	
L5A	10.70	1	15.4	31.2	
		2	15.4	31.2	
L1B	3.33	1	~~84~~ 52.4	~~16~~ —	
		2	52.4	—	
L4B	3.34	1	58.45	—	
		2	58.45	—	
L5B	3.34	1	59.25	—	
		2	59.1	—	
L1C	3.37	1	50.1	—	
		2	50.1	—	
L4C	3.38	1	60.0	—	
		2	60.0	—	
L5C	3.38	1	59.65	—	
		2	59.65		
L1D	2.67	1	69.4		
		2	69.3		
L2B	2.67	1	—	—	READING ON SCREEN NOT CLEAR
		2	—	—	
L3B	2.68	1	—	—	" " " " "
		2	—	—	
L4D	2.68	1	—	—	" " " " "
		2	—	—	
L5D	2.68	1	—	—	" " " " "
		2	—	—	
L2C	6.27	1	—	—	GROUT BONDED TO TENDON & FLOOR
		2	—	—	
L3C	6.27	1	28.2	57.95	
		2	28.2	57.95	
L4E	6.25	1	27.75	56.95	
		2	27.75	56.95	
L5E	6.25	1	28.6	58.8	
		2	28.6	58.8	
L7A	6.25	1	28.35	58.2	
		2	28.35	58.2	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-18-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 213.4

SPAN 083

10-19-00 33.8 HZ ← (083t2)
181.0 peak height

COMPUTER N-1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 11:15 AM/PM
END TIME 11:35 AM/PM

T 74° C/F
T 74° C/F

SPAN 084

	SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
5.00	A1	15.00	1	9.2	18.4	
2.50			2	9.2	18.4	Voids
5.00	A2	15.00	1	10.7	21.6	
2.50			2	10.7	21.6	Voids
5.00	A3	15.~~40~~01	1	10.8	21.6	
2.50			2	10.8	21.6	Voids
5.00	A4	15.01	1	10.8	21.6	
2.50			2	10.8	21.6	Rubber patch
5.00	A5	15.01	1	10.85	21.8	
2.50			2	10.85	21.8	Voids, Rubber Patch
.00	A6	15.03	1	9.0	18.2	
2.50			2	9.0	18.2	Voids, Rubber Patch
1.10	B1	3.41	1			
.55			2			Voids
.10	B2	3.39	1			
.55			2			Voids
.10	B3	3.39	1			
.55			2			Voids
1.10	B4	3.36	1			
.55			2			
.10	B5	3.37	1			
0.55			2			
1.10	B6	3.37	1			
.55			2			Voids
.60	C1	18.31	1			
3.00			2			Voids, Rubber Patch
6.00	C2	18.26	1	8.8	17.6	
3.00			2	8.8	17.6	Rubber Patch
6.00	C3	18.22	1	8.8	17.7	
3.00			2	8.8	17.7	Voids, Rubber Patch
6.00	C4	18.23	1	8.9	17.7	
3.00			2	8.9	17.7	Rubber Patch
.00	C5	18.24	1	8.8	17.7	
.00			2	8.8	17.7	Rubber Patch
6.60	C6	18.28	1			
3.00			2			Rubber Patch

COMPUTER N-1
DATE 10-7-00
OPERATOR HAH

LOG FORM
START TIME 11:45 AM/PM
END TIME 12:15 AM/PM

T 74° C/F
T 73° C/F

SPAN 085

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.45	1	12.70	25.60	
		2	12.70	25.40	
A2	13.39	1	12.70	25.50	
		2	12.70	25.50	
A3	13.35	1	13.15	26.40	
		2	13.15	26.40	
A4	13.34	1	12.90	25.80	
		2	12.90	25.80	Wrap
A5	13.40	1	12.60	25.20	
		2	12.40	25.20	Wrap
A6	13.45	1	12.90	26.00	
		2	12.90	26.00	Voids
B1	9.82	1	17.75	35.70	
		2	17.75	35.70	Rubber Patch (coupling?)
B2	9.81	1	17.70	35.60	
		2	17.70	35.60	Rubber Patch
B3	9.81	1	18.10	36.40	
		2	18.10	36.40	Rubber Patch
B4	9.81	1	17.75	35.90	
		2	17.75	35.90	Wrap, Rubber Patch
B5	9.81	1	17.35	35.00	
		2	17.35	35.00	Wrap, Rubber Patch
B6	9.81	1	17.40	35.10	
		2	17.40	35.10	Wrap, Rubber Patch
C1	13.48	1	12.55	25.20	
		2	12.55	25.20	Voids, Rubber
C2	13.47	1	12.55	25.10	
		2	12.55	25.10	Voids, cracks, Rubber
C3	13.46	1	12.80	25.70	
		2	12.80	25.70	Voids, Rubber
C4	13.46	1	12.65	25.20	
		2	12.55	25.20	Wraps, Rubber
C5	13.47	1	12.40	24.70	
		2	12.40	24.70	Wraps, Rubber
C6	13.48	1	12.40	25.00	
		2	12.40	25.00	Wraps, Rubber

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 274.3

SPAN 085

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 12:25 AM/PM
END TIME 12:50 AM/PM

T 73° C/F
T 72° C/F

SPAN 086

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	12.4	25.0	
		2	12.4	25.0	Voids
A2	13.46	1	12.4	25.0	
		2	12.4	25.0	Voids
A3	13.47	1	12.55	25.2	
		2	12.55	25.2	Voids
A4	13.47	1	12.55	25.3	
		2	12.6	25.3	Voids
A5	13.46	1	12.55	25.1	
		2	12.55	25.1	Voids
A6	13.46	1	12.55	25.2	
		2	12.55	25.2	Cracks
B1	9.81	1	17.35	35.0	
		2	17.35	35.0	Voids, Rubber
B2	9.81	1	17.35	35.0	
		2	17.35	35.0	Voids, Rubber
B3	9.81	1	17.5	35.4	
		2	17.5	35.4	Voids, Rubber
B4	9.81	1	17.75	35.75	
		2	17.75	35.75	Voids, Rubber
B5	9.80	1	17.5	35.3	
		2	17.5	35.3	Voids, Rubber
B6	9.80	1	17.4	35.2	
		2	17.4	35.2	Cracks, Rubber
C1	13.48	1	12.3	24.7	
		2	12.3	24.7	Voids, Rubber
C2	13.48	1	12.3	24.65	
		2	12.3	24.65	Voids, Rubber
C3	13.48	1	12.45	25.0	
		2	12.45	25.0	Voids, Rubber
C4	13.48	1	12.55	25.2	
		2	12.55	25.2	Voids, Rubber
C5	13.49	1	12.4	24.9	
		2	12.4	24.9	Voids, Rubber
C6	13.50	1	12.4	24.8	
		2	12.4	24.8	Voids, Rubber

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 278.3

SPAN 086

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 1:00 AM/PM
END TIME 1:27 AM/PM

T 72° C/F
T 70° C/F

SPAN 087

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	12.55	25.2	
		2	12.55	25.2	~~Voids~~, Rubber, Voids
A2	13.46	1	12.4	24.9	
		2	12.4	24.9	Rub, ~~Voids~~
A3	13.46	1	12.55	25.1	
		2	12.55	25.1	Voids, Rub
A4	13.46	1	12.7	25.5	
		2	12.7	25.5	Rub
A5	13.46	1	12.7	25.5	
		2	12.7	25.5	Voids, Rub
A6	13.47	1	12.45	25.0	
		2	12.45	25.0	Voids, Rub
B1	9.84	1	17.4	35.1	V
		2	17.4	35.1	Voids, Rubber
B2	9.85	1	17.25	34.8	
		2	17.25	34.8	Voids, Rub
B3	9.85	1	17.4	35.2	
		2	17.4	35.2	Voids, Rub
B4	9.84	1	17.7	35.6	
		2	17.7	35.6	Voids, Rub
B5	9.84	1	17.6	35.5	
		2	17.6	35.5	Voids, Rub
B6	9.83	1	17.25	34.8	
		2	17.25	34.8	Voids, Rub
C1	13.52	1	12.4	24.9	
		2	12.4	24.9	V , Rub
C2	13.51	1	12.3	24.75	
		2	12.3	24.75	Voids, Rub
C3	13.51	1	12.4	24.9	
		2	12.4	24.9	Voids, Rub
C4	13.49	1	12.65	25.4	
		2	12.65	25.4	Voids, Rub
C5	13.50	1	12.55	25.1	
		2	12.55	25.1	Voids, Rub
C6	13.50	1	12.2	24.65	
		2	12.3	24.65	Voids, Rub

DATE 10-8-00

LOG FORM
SUPPLEMENTARY SHEET

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 261.1

SPAN 087

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 1:40 AM/PM
END TIME 2:05 AM/PM

T 70° C/F
T 70° C/F

SPAN 088

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.65	25.4	
		2	12.65	25.4	Voids, R
A2	13.46	1	12.45	25.0	
		2	12.45	25.0	R
A3	13.47	1	12.55	25.2	
		2	12.55	25.2	Voids, R
A4	13.46	1	12.65	25.4	
		2	12.65	25.4	R
A5	13.46	1	12.65	25.3	
		2	12.65	25.3	Voids, R
A6	13.47	1	12.55	25.1	
		2	12.55	25.1	Voids, R
B1	9.82	1	17.4	35.2	
		2	17.4	35.2	R
B2	9.81	1	17.35	34.9	
		2	17.35	34.9	Voids, R
B3	9.81	1	17.5	35.5	
		2	17.6	35.5	Voids, R
B4	9.83	1	17.5	35.4	
		2	17.5	35.4	R
B5	9.82	1	17.5	35.4	Voids, R
		2	17.5	35.4	
B6	9.82	1	17.35	35.0	Voids, R
		2	17.35	35.0	
C1	13.47	1	12.4	24.9	
		2	12.4	24.9	R
C2	13.47	1	12.4	24.8	
		2	12.3	24.8	Voids, R
C3	13.46	1	12.55	25.2	
		2	12.55	25.2	R
C4	13.43	1	12.55	25.1	
		2	12.55	25.1	R
C5	13.43	1	12.45	25.0	
		2	12.45	25.0	R
C6	13.44	1	12.4	25.0	
		2	12.4	25.0	Voids, R

LOG FORM
SUPPLEMENTARY SHEET

DATE 10 - 8 - 00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 264.0

SPAN 088

COMPUTER No 1
DATE 10-8-00
OPERATOR CHI

LOG FORM
START TIME 2:10 AM/PM
END TIME 2:40 AM/PM

T 70° C/F
T 70° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 089 OBSERVATIONS
A1	13.48	1	12.4	24.9	V , R
		2	12.4	24.9	
A2	13.47	1	12.3	24.7	V , R
		2	12.3	24.7	
A3	13.47	1	12.35	24.8	V , R
		2	12.35	24.8	
A4	13.48	1	12.45	25.0	
		2	12.45	25.0	V , R
A5	13.48	1	12.4	24.9	
		2	12.4	24.9	C , R
A6	13.49	1	12.45	25.0	
		2	12.45	25.0	V , R
B1	9.83	1	17.15	34.6	
		2	17.15	34.6	R
B2	9.82	1	17.25	34.7	
		2	17.15	34.7	R
B3	9.83	1	17.25	35.0	
		2	17.25	34.9	V , R
B4	9.82	1	17.4	35.1	
		2	17.4	35.1	R , V
B5	9.82	1	17.25	34.9	
		2	17.25	34.9	R
B6	9.82	1	17.15	34.7	
		2	17.15	34.7	R , V
C1	13.53	1	12.1	24.5	
		2	12.1	24.5	V , R
C2	13.53	1	12.2	24.5	
		2	12.2	24.5	R
C3	13.52	1	12.2	24.5	
		2	12.2	24.5	V , R
C4	13.51	1	12.4	24.8	
		2	12.4	24.8	V , R
C5	13.52	1	12.3	24.7	
		2	12.3	24.7	C , R
C6	13.52	1	12.2	24.5	
		2	12.2	24.5	C , R

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 296.9

SPAN 089

COMPUTER No 1
DATE 10-8-00
OPERATOR CAT

LOG FORM
START TIME 2:50 AM/PM
END TIME 3:15 AM/PM

T 70° C/F
T 69° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 090 OBSERVATIONS
A1	13.49	1	12.4	24.8	R
		2	12.4	24.8	
A2	13.49	1	12.05	24.2	
		2	12.05	24.2	Wrap, R
A3	13.50	1	12.4	24.9	
		2	12.4	24.9	V , R
A4	13.49	1	12.55	25.1	
		2	12.55	25.1	V , R
A5	13.49	1	12.45	25.1	
		2	12.55	25.1	R
A6	13.49	1	12.45	25.0	
		2	12.45	25.0	R
B1	9.82	1	17.35	35.0	
		2	17.35	35.0	
B2	9.82	1	17.35	35.0	
		2	12.35	35.0	V
B3	9.82	1	17.60	35.6	
		2	17.60	35.6	V
B4	9.82	1	17.7	35.7	
		2	17.7	35.7	V
B5	9.82	1	17.5	35.2	
		2	17.5	35.2	
B6	9.82	1	17.4	35.1	
		2	17.4	35.1	V
C1	13.36	1	12.55	25.2	
		2	12.55	25.2	V
C2	13.29	1	12.3	24.6	
		2	12.3	24.6	W
C3	13.26	1	12.8	25.7	
		2	12.8	25.7	V
C4	13.28	1	12.8	25.8	
		2	12.8	25.8	V
C5	13.31	1	12.7	25.4	
		2	12.7	25.4	V
C6	13.37	1	12.55	25.1	
		2	12.55	25.1	V

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 248.3

SPAN 090

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 249.3

SPAN 091

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 4:05 AM/PM
END TIME 4:37 AM/PM

T 68° C/F
T 68° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 092 OBSERVATIONS
A1	1349	1	12.40	25.00	NO VOIDS
		2	12.40	25.00	
A2	1348	1	12.45	25.00	6.0 m VOIDS
		2	12.55	25.00	
A3	1348	1	12.40	25.00	NO VOIDS
		2	12.40	25.00	
A4	1348	1	12.65	25.30	NO VOID
		2	12.65	25.30	
A5	1348	1	12.65	25.50	9.0 m VOID
		2	12.65	25.50	
A6	1347	1	12.55	25.10	3.0 m VOIDS
		2	12.55	25.10	
B1	979	1	17.35	35.00	NO VOIDS
		2	17.35	35.00	
B2	980	1	17.40	35.30	8.0 m VOID
		2	17.40	35.30	
B3	980	1	17.40	35.20	2.0 m VOIDS
		2	17.40	35.20	
B4	981	1	17.60	35.50	3.0 m VOIDS
		2	17.60	35.50	
B5	982	1	17.60	35.40	3.0 m VOIDS
		2	17.50	35.40	
B6	982	1	17.35	35.00	2.0 m VOIDS
		2	17.35	35.00	
C1	13.45	1	12.40	24.80	3.0 m VOID
		2	12.30	24.80	
C2	13.45	1	12.50	24.80	2.0 m VOIDS
		2	12.50	24.80	
C3	13.42	1	12.40	24.90	NO VOIDS, SPLITS IN
		2	12.40	24.90	DUCTS
C4	13.45	1	12.55	25.20	NO VOIDS
		2	12.55	25.20	
C5	13.46	1	12.45	25.20	2.0 m VOIDS, WRAPS.
		2	12.50	25.20	
C6	13.47	1	12.30	24.80	5.0 m VOIDS, WRAPS
		2	12.30	24.80	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 217.6

SPAN 092

COMPUTER No 1
DATE 10-7-00
OPERATOR ~~[illegible]~~ HAH

LOG FORM 5:10
START TIME ~~[illegible]~~ AM/PM
END TIME 5:34 AM/PM

T 68° C/F
T 68° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 093 OBSERVATIONS
A1	1352	1	12.4	24.8	10.m VOIDS
		2	12.4	24.8	
A2	1351	1	12.4	24.9	NO VOIDS
		2	12.4	24.9	
A3	1350	1	12.55	25.1	14.0m VOID
		2	12.55	25.1	
A4	1350	1	12.7	25.5	NO VOIDS
		2	12.7	25.5	
A5	1350	1	12.45	25.1	NO VOIDS
		2	12.55	25.1	
A6	1351	1	12.45	25.0	10.0 m VOIDS
		2	12.45	25.0	
B1	982	1	17.35	35.0	NO VOIDS
		2	17.35	35.0	
B2	982	1	17.25	35.0	FULL VOIDS
		2	17.25	35.0	
B3	982	1	17.5	35.3	FULL VOIDS
		2	17.5	35.3	
B4	982	1	17.75	35.7	NO VOIDS
		2	17.75	35.7	
B5	981	1	17.5	35.2	1.0 m VOIDS
		2	17.5	35.2	
B6	981	1	17.4	35.1	FULL VOIDS
		2	17.4	35.1	
C1	1342	1	12.4	24.8	NO VOIDS, CRACK
		2	12.4	24.8	
C2	1342	1	12.4	24.8	NO VOIDS
		2	12.4	24.8	
C3	1343	1	12.7	25.3	8.0 m VOID
		2	12.7	25.3	
C4	1345	1	12.7	25.5	NO VOIDS
		2	12.7	25.5	
C5	1346	1	12.45	25.0	4.0m VOIDS, ROLLER BOOT
		2	12.45	25.0	
C6	1349	1	12.4	25.0	6.0m VOIDS
		2	12.4	25.0	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 253.7

SPAN 093

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 5:42 AM/PM
END TIME 6:08 AM/PM

T 68° C/F
T 66° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 094 OBSERVATIONS
A1	1347	1	12.30	24.75	NO VOIDS
		2	12.30	24.75	
A2	1348	1	12.40	24.90	NO VOIDS
		2	12.40	24.80	
A3	1347	1	12.45	24.90	NO VOIDS
		2	12.45	24.90	
A4	1345	1	12.55	25.20	NO VOIDS
		2	12.55	25.20	
A5	1345	1	12.65	25.50	3.0 m VOIDS
		2	12.70	25.50	
A6	1345	1	12.55	25.20	NO VOIDS
		2	12.55	25.20	
B1	981	1	17.15	34.65	ALL VOIDS BUT 1.0 M
		2	17.15	34.65	
B2	981	1	17.25	34.90	NO VOIDS
		2	17.25	34.90	
B3	981	1	17.35	35.00	3.0 m VOIDS
		2	17.35	35.00	
B4	982	1	17.40	35.10	2.0 m VOIDS
		2	17.40	35.10	
B5	982	1	17.50	35.30	2.0 m VOID
		2	17.50	35.30	
B6	982	1	17.35	34.90	4.0 m VOID
		2	17.25	34.90	
C1	1348	1	12.20	24.50	ALL VOIDS BUT 1.0 m
		2	12.20	24.50	
C2	1349	1	12.30	24.70	NO VOIDS
		2	12.30	24.70	
C3	1349	1	12.30	24.70	FULL VOID
		2	12.30	24.70	
C4	1348	1	12.45	24.90	4.0 m VOIDS
		2	12.45	24.90	
C5	1348	1	12.65	25.40	3.0 m VOIDS
		2	12.65	25.40	
C6	1348	1	12.40	24.90	NO VOIDS, CRACKS
		2	12.40	24.90	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.8 Hz
Peak Height 260.3

SPAN 094

COMPUTER #1
DATE 10-8-00
OPERATOR [illegible]/OP

LOG FORM
START TIME 8:28 AM/PM
END TIME 8:55 AM/PM

T 64 C/F
T 64 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø95 OBSERVATIONS
A1	13.49	1	12.2	24.65	NO VOIDS
		2	12.2	24.65	
A2	13.48	1	12.05	24.15	COMPLETELY REWRAPPED, NO VOIDS
		2	12.05	24.15	
A3	13.49	1	12.3	24.8	6.0m VOID
		2	12.3	24.8	
A4	13.50	1	12.4	24.8	3.0 m VOID
		2	12.4	24.8	
A5	13.49	1	12.4	24.9	2.0 m VOID
		2	12.4	24.9	
A6	13.50	1	12.4	24.9	NO VOID
		2	12.4	24.9	
B1	9.83	1	17.1	34.5	NO VOID
		2	17.1	34.5	
B2	9.83	1	17.15	34.65	NO VOID
		2	17.15	34.65	
B3	9.83	1	17.25	34.8	NO VOID
		2	17.25	34.8	
B4	9.83	1	17.25	34.8	
		2	17.25	34.8	NO VOID
B5	9.83	1	17.15	34.8	NO VOID
		2	17.15	34.8	
B6	9.83	1	17.15	34.75	NO VOID
		2	17.15	34.75	
C1	13.47	1	12.1	24.3	1.0m VOID
		2	12.1	24.3	
C2	13.47	1	12.2	24.5	NO VOID
		2	~~12.4~~ 12.3	24.5	
C3	13.47	1	12.3	24.6	1.0 VOID
		2	12.3	24.6	
C4	13.48	1	12.3	24.65	1.0 VOID
		2	12.5	24.65	
C5	13.49	1	12.3	24.6	NO VOID
		2	12.2	24.6	
C6	13.49	1	12.2	24.5	3.0m VOID
		2	12.2	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

SPAN Ø95

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 30.1

COMPUTER #1
DATE 10-8-00
OPERATOR AG/BL/OP

LOG FORM
START TIME 9:06 AM/PM
END TIME 9:34 AM/PM

T 64 C/F
T 63 C/F

SPAN Ø96

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.49	1	12.3	24.8	30 m VOIDS
		2	12.3	24.8	
A2	13.48	1	12.2	24.55	40 m VOIDS
		2	12.2	24.55	
A3	13.48	1	12.3	24.75	FULL VOIDS
		2	12.3	24.75	
A4	13.49	1	12.55	25.15	60 m VOIDS
		2	12.55	25.15	
A5	13.42	1	12.1	24.3	COMPLETELY REWRAPPED
		2	12.1	24.3	
A6	13.49	1	12.45	24.95	NO VOIDS
		2	12.45	24.95	
B1	9.83	1	17.35	35.05	8.0 m VOIDS
		2	17.35	35.0	
B2	9.82	1	17.1	34.65	50 m VOIDS
		2	17.1	34.65	
B3	9.82	1	17.35	35.25	60 m VOIDS
		2	17.35	35.25	
B4	9.82	1	17.7	35.65	NO VOIDS
		2	17.7	35.65	
B5	9.82	1	17.25	34.75	NO VOIDS
		2	17.25	34.75	
B6	9.82	1	17.35	35.05	NO VOIDS
		2	17.35	35.05	
C1	13.39	1	12.45	25.0	100 m VOIDS
		2	12.45	25.0	
C2	13.33	1	12.3	25.0	FULL VOIDS
		2	12.4	25.0	
C3	13.20	1	12.45	25.0	COMPLETELY REWRAPPED
		2	12.45	25.0	
C4	13.30	1	12.8	25.6	NO VOIDS
		2	12.8	25.6	
C5	13.33	1	12.3	24.7	COMPLETELY REWRAPPED
		2	12.3	24.7	
C6	13.38	1	12.65	25.4	NO VOIDS
		2	12.65	25.4	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 297.7

SPAN Ø96

COMPUTER #1
DATE 10/5/00
OPERATOR AG/BL/CP

LOG FORM
START TIME 9:41 AM/PM
END TIME 10:03 AM/PM

T 63 C/F
T 63 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	**SPAN 097** OBSERVATIONS
A1	13.45	1	12.55	25.15	
		2	12.55	25.15	Voids
A2	13.39	1	12.8	25.75	
		2	12.8	25.75	Voids
A3	13.34	1	12.7	25.65	
		2	12.7	25.65	Voids
A4	13.36	1	12.55	25.3	
		2	12.55	25.3	Warp
A5	13.41	1	12.65	25.5	
		2	12.65	25.5	Cracks
A6	13.48	1	12.65	25.4	
		2	12.65	25.4	Voids
B1	9.80	1	17.4	35.3	
		2	17.4	35.3	Voids
B2	9.80	1	17.4	35.3	
		2	17.4	35.3	Voids
B3	9.80	1	17.5	35.4	
		2	17.5	35.4	Voids
B4	9.79	1	17.85	36.1	
		2	17.85	36.1	Voids
B5	9.79	1	17.6	~~8~~ 35.6	
		2	17.6	35.6	Voids
B6	9.79	1	17.6	35.6	
		2	17.6	35.6	Voids
C1	13.47	1	12.4	25.0	
		2	12.4	25.0	Voids
C2	13.46	1	12.4	24.9	
		2	12.4	24.9	Voids
C3	13.46	1	12.45	25.0	
		2	12.45	25.0	N
C4	13.48	1	12.65	25.4	
		2	12.65	25.4	Voids
C5	13.49	1	12.55	25.1	
		2	12.55	25.1	Cracks
C6	13.50	1	12.45	25.1	
		2	12.45	25.1	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 282.8

SPAN 097

COMPUTER #1
DATE 10/9/00
OPERATOR [illegible]

LOG FORM
START TIME 10:12 AM/PM
END TIME 10:39 AM/PM

T 63 C/F
T 64 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø98 OBSERVATIONS
A1	13.53	1	12.4	24.9	
		2	12.4	24.9	Voids
A2	13.52	1	12.1	24.3	
		2	12.1	24.3	Warp
A3	13.52	1	12.4	24.75	
		2	12.4	24.75	Cracks
A4	13.52	1	12.4	24.9	
		2	12.4	24.9	Voids
A5	13.52	1	12.45	25.05	
		2	12.55	25.05	Voids
A6	13.53	1	12.3	24.75	
		2	12.3	24.75	Voids
B1	9.79	1	17.4	35.15	
		2	17.4	35.15	Voids
B2	9.78	1	17.4	35.0	
		2	17.4	35.0	Cracks
B3	9.78	1	17.4	35.3	
		2	17.4	35.3	Voids
B4	9.78	1	17.4	35.3	
		2	17.4	35.3	Voids
B5	9.78	1	17.4	35.3	
		2	17.4	35.3	Voids
B6	9.78	1	17.25	34.9	
		2	17.25	34.9	Voids
C1	13.43	1	12.45	25.0	
		2	12.4	25.0	Voids
C2	13.42	1	12.4	24.8	
		2	12.4	24.8	
C3	13.42	1	12.45	25.2	* SEE NOTE
		2	12.45	25.2	Cracks
C4	13.43	1	12.45	25.0	
		2	12.45	25.0	Voids
C5	13.45	1	12.45	25.1	
		2	12.45	25.1	Voids
C6	13.45	1	12.3	24.7	
		2	12.3	24.7	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE _/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 304.5

SPAN 098

*098C3 - ACCELOROMETER MOVED 1-ft TO LEFT
DUE TO TENDON DUCT REMOVED (3 ft SECTION).
TENDONS WERE RUSTED

COMPUTER #1
DATE 10/8/00
OPERATOR [illegible]

LOG FORM
START TIME 11:05 AM/PM
END TIME 11:35 AM/PM

T 66 C/F
T 62 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN Ø99 OBSERVATIONS
A1	13.44	1	12.45	25.25	
		2	12.45	25.25	Voids
A2	13.44	1	12.2	24.65	
		2	12.2	24.65	Voids
A3	13.44	1	12.2	24.5	
		2	12.2	24.25	Wrap
A4	13.45	1	12.65	25.3	
		2	12.65	25.3	
A5	13.46	1	12.55	25.05	
		2	12.55	25.05	Voids
A6	13.47	1	12.45	25.05	
		2	12.55	25.05	Voids
B1	9.83	1	17.4	35.25	
		2	17.4	35.25	Voids
B2	9.82	1	17.0	34.4	
		2	17.0	34.4	Voids
B3	9.82	1	16.85	34.0	
		2	16.85	34.0	Wrap
B4	9.81	1	17.5	35.3	
		2	17.5	35.3	
B5	9.81	1	17.35	34.95	
		2	17.35	34.95	Voids
B6	9.81	1	17.25	34.9	
		2	17.25	34.9	Voids
C1	13.46	1	12.40	24.90	
		2	12.40	24.90	Voids
C2	13.46	1	12.10	24.40	
		2	12.10	24.40	Voids
C3	13.46	1	11.95	24.00	
		2	11.95	24.00	Voids Wrap
C4	13.47	1	12.45	25.00	
		2	12.45	25.00	Wrap Cracks
C5	13.47	1	12.40	24.90	
		2	12.40	24.90	Voids
C6	13.50	1	12.30	24.65	
		2	12.30	24.65	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 201.9

SPAN Ø99

- SPARE AMPLIFIER IS BEING USED FOR THIS TEST
- AMPLIFIER #1 BATTERY CONNECTOR CAME LOOSE.

COMPUTER #1
DATE 10/8/00
OPERATOR [illegible]

LOG FORM
START TIME 11:44 AM
END TIME 12:10 PM

T 62 F
T 63 F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 100 OBSERVATIONS
A1	13.47	1	12.4	24.8	Voids
		2	12.4	24.8	
A2	13.46	1	12.55	25.05	
		2	12.55	25.05	Cracks
A3	13.45	1	12.2	~~25.05~~ 24.55	
		2	12.2	24.55	Wrap
A4	13.46	1	12.2	24.55	
		2	12.2	24.55	Wrap
A5	13.47	1	12.1	24.3	
		2	12.05	24.3	Wrap
A6	13.47	1	12.4	24.9	
		2	12.4	24.9	Cracks
B1	9.82	1	17.15	34.8	
		2	17.15	34.8	~~Voids~~
B2	9.82	1	17.25	30.8	
		2	17.25	34.8	
B3	9.81	1	17.4	35.15	
		2	17.4	35.15	
B4	9.80	1	17.5	35.3	
		2	17.5	35.3	Voids
B5	9.80	1	17.15	34.75	
		2	17.15	34.75	
B6	9.80	1	17.25	34.9	
		2	17.25	34.9	
C1	13.46	1	12.2	24.6	
		2	12.2	24.6	Voids
C2	13.46	1	12.1	24.3	
		2	12.1	24.3	Wrap
C3	13.45	1	12.4	24.8	
		2	12.4	24.8	Cracks
C4	13.47	1	12.2	24.4	
		2	12.2	24.4	Wrap
C5	13.48	1	12.15	24.2	
		2	[illegible]	[illegible]	Wrap
C6	13.49	1	12.0	24.7	
		2	12.0	24.1	Wrap

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 325.9

SPAN 100

COMPUTER #1
DATE 10/18/00
OPERATOR 46/18/00

LOG FORM
START TIME 12:30 AM/PM
END TIME 17:55 AM/PM

T 63 C/F
T 62 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 101 OBSERVATIONS
A1	13.48	1	12.2	24.55	
		2	12.2	24.55	Voids
A2	13.49	1	12.2	24.65	
		2	12.2	24.65	Voids
A3	13.48	1	12.4	24.9	
		2	12.4	24.9	Voids
A4	13.48	1	12.4	24.8	
		2	12.4	24.8	Voids
A5	13.49	1	12.45	24.95	
		2	12.45	24.95	Voids
A6	13.50	1	12.4	24.9	
		2	12.4	24.9	Voids
B1	9.82	1	17.1	34.55	
		2	17.1	34.55	
B2	9.81	1	17.1	34.55	
		2	17.1	34.55	Voids
B3	9.91	1	17.25	35.65	
		2	17.25	35.75	Voids
B4	9.81	1	17.25	34.9	
		2	17.25	34.9	
B5	9.81	1	17.4	35.5	
		2	17.4	35.15	Voids
B6	9.80	1	17.35	34.95	
		2	17.35	34.95	
C1	13.45	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.45	1	12.2	24.5	
		2	12.2	24.5	Voids
C3	13.44	1	12.3	24.7	
		2	12.3	24.7	Voids
C4	13.48	1	12.3	24.7	
		2	12.3	24.7	~~Voids~~
C5	13.50	1	12.3	24.8	
		2	12.3	24.8	Voids
C6	13.50	1	12.3	24.75	
		2	12.3	24.7	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 296.3

SPAN 1∅1

DATE 10-8-00 START TIME 1:15 AM/PM T 64 C/F

OPERATOR BL / OP END TIME 1555 AM/PM T 64 C/F

A,B / C

SPAN 102

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.48	1	12.4	24.9	
		2	12.4	24.9	
A2	13.46	1	12.3	24.75	
		2	12.3	24.75	Voids
A3	13.46	1	12.65	25.4	
		2	12.65	25.4	Voids
A4	13.48	1	12.45	24.95	
		2	12.45	25.0	Voids
A5	13.47	1	12.45	25.0	
		2	12.45	25.0	Voids
A6	13.47	1	12.4	24.9	
		2	12.4	24.9	Voids
B1	9.81	1	17.35	35.05	
		2	17.35	35.05	
B2	9.81	1	17.25	34.9	
		2	17.25	34.9	
B3	9.81	1	17.7	35.9	
		2	17.7	35.9	Voids
B4	9.82	1	17.4	35.25	
		2	17.4	35.25	
B5	9.81	1	17.4	35.15	
		2	17.4	35.15	Voids
B6	9.81	1	17.35	35.05	
		2	17.35	35.05	Voids
C1	13.38	1	17.55	25.25	
		2	12.55	25.25	
C2	13.33	1	12.5	25.1	
		2	12.5	25.1	Voids
C3	13.30	1	12.9	26.0	
		2	12.9	[illegible].0	Voids
C4	13.31	1	12.7	25.5	
		2	12.65	25.5	
C5	13.36	1	12.65	25.4	
		2	12.65	25.4	Voids
C6	13.41	1	12.45	25.0	
		2	12.45	25.0	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 178.5

SPAN 102

COMPUTER ______
DATE 10/8/00
OPERATOR RG/BC/CP

LOG FORM
START TIME 2:02 AM/PM
END TIME 2:32 AM/PM

T 66 C/F
T 66 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 103 OBSERVATIONS
A1	13.38	1	12.45	25.05	
		2	12.45	25.15	Cracks
A2	13.33	1	12.1	24.3	
		2	12.1	24.3	Wrap
A3	13.30	1	12.65	25.3	
		2	12.7	25.3	
A4	13.30	1	13.4	27.0	
		2	13.4	27.0	Voids, Grout
A5	13.40	1	12.95	26.1	
		2	12.95	26.1	Voids, Grout
A6	13.40	1	12.8	25.65	
		2	12.8	25.65	Voids, Grout
B1	9.84	1	17.35	35.05	
		2	17.35	35.05	Voids
B2	9.83	1	17.1	34.55	
		2	17.1	34.55	
B3	9.83	1	17.5	35.25	
		2	17.5	35.25	
B4	9.83	1	17.75	35.9	
		2	17.75	35.9	
B5	9.83	1	17.5	35.4	
		2	17.5	35.4	
B6	9.84	1	* SEE	NOTE	GROUT BONDED TO TENDON & FLOOR
		2			Voids, big piece of Concrete
C1	13.45	1	12.4	24.9	
		2	12.4	24.9	Voids
C2	13.44	1	12.2	24.5	
		2	12.2	24.5	Cracks
C3	13.44	1	12.4	25.0	
		2	12.45	25.0	
C4	13.46	1	12.5	25.4	
		2	12.65	25.3	Voids
C5	13.46	1	12.45	25.0	
		2	12.4	25.0	
C6	13.47	1	12.55	25.2	
		2	12.45	25.2	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 296.9

SPAN 1Ø3

* GROUT BONDED TO FLOOR & TENDON GIVING OFF BAD READINGS

COMPUTER #1
DATE 10/18/00
OPERATOR [illegible]

LOG FORM
START TIME 2:45 AM/PM
END TIME 3:10 AM/PM

T 68 C/F
T 67 C/F

SPAN 104

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.43	1	12.2	24.65	
		2	12.2	24.65	Voids
A2	13.43	1	12.05	24.25	
		2	12.05	24.25	Wrap
A3	13.43	1	12.3	24.8	
		2	12.3	24.8	
A4	13.44	1	12.4	25.0	
		2	12.4	25.0	Voids
A5	13.44	1	12.4	24.9	
		2	12.4	24.9	Crack
A6	13.45	1	12.4	25.0	
		2	12.45	25.0	Crack
B1	9.83	1	17.1	34.55	
		2	17.1	34.55	
B2	9.82	1	17.0	34.4	
		2	17.0	34.4	
B3	9.82	1	17.0	34.5	
		2	17.1	34.5	
B4	9.82	1	17.25	34.5	
		2	17.35	34.9	
B5	9.82	1	17.15	34.75	
		2	17.15	34.75	Cracks
B6	9.82	1	17.15	34.65	
		2	17.15	34.65	
C1	13.47	1	12.1	24.5	
		2	12.1	24.5	
C2	13.47	1	11.95	24.0	
		2	11.9	24.0	Wrap
C3	13.47	1	12.2	24.5	
		2	12.2	24.5	Voids
C4	13.46	1	12.3	24.7	
		2	12.3	24.7	Cracks
C5	13.47	1	12.2	24.6	
		2	12.2	24.6	Cracks
C6	13.48	1	12.2	24.5	
		2	12.2	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 246.3

SPAN 104

COMPUTER [illegible] #1
DATE 10/8/00
OPERATOR AG/GL/OP
A

LOG FORM
START TIME 3:22 AM/PM
END TIME 3:53 AM/PM

T 68 C/F
T ____ C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 105 OBSERVATIONS
A1	13.43	1	12.4	24.8	
		2	12.4	24.8	Voids
A2	13.42	1	12.45	25.15	
		2	12.45	25.15	Voids
A3	13.42	1	12.45	25.05	
		2	12.45	25.05	Voids
A4	13.42	1	12.4	24.9	
		2	12.45	24.9	
A5	13.43	1	12.4	25.0	
		2	12.4	25.0	Voids
A6	13.43	1	12.3	24.75	
		2	12.3	24.75	
B1	9.83	1	17.15	34.75	
		2	17.15	34.75	
B2	9.82	1	17.4	35.3	
		2	17.4	35.3	Voids
B3	9.82	1	17.4	35.65	
		2	17.6	35.65	
B4	9.83	1	17.15	34.8	
		2	17.15	34.8	
B5	9.82	1	17.15	34.8	
		2	17.15	34.8	
B6	9.82	1	17.1	34.65	
		2	17.1	34.65	
C1	13.45	1	12.3	24.75	
		2	12.3	24.7	Voids
C2	13.45	1	12.45	25.1	
		2	12.45	25.1	Voids
C3	13.46	1	12.45	25.0	
		2	12.45	25.0	Voids
C4	13.49	1	12.2	24.6	
		2	12.3	24.6	
C5	13.52	1	12.2	24.5	
		2	12.2	24.5	
C6	13.52	1	12.1	24.4	
		2	12.1	24.4	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 305.6

SPAN 1Ø5

COMPUTER #1
DATE 10/8/00
OPERATOR KG/AW/OP

LOG FORM
START TIME 4:00 AM/PM
END TIME 4:29 AM/PM

T 68 C/F
T 68 C/F

SPAN 106

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.49	1	12.1	24.4	
		2	12.1	24.4	Voids
A2	13.47	1	12.2	24.55	
		2	12.2	24.55	Voids
A3	13.48	1	12.2	24.55	
		2	12.2	24.55	Cracks
A4	13.47	1	12.2	24.65	
		2	12.2	24.65	Voids
A5	13.47	1	12.05	24.25	
		2	12.05	24.25	Wrap
A6	13.48	1	12.3	24.25	
		2	12.3	24.65	Cracks
B1	9.81	1	17.0	34.25	
		2	16.9	34.15	
B2	9.81	1	17.15	34.9	
		2	17.25	34.9	
B3	9.82	1	17.1	34.5	
		2	17.1	34.5	Cracks
B4	9.82	1	17.0	34.4	
		2	17.0	34.5	
B5	9.81	1	16.75	33.9	
		2	16.75	33.9	Wrap
B6	9.81	1	17.0	34.5	
		2	17.0	34.5	Cracks.
C1	13.47	1	12.1	24.4	
		2	12.1	24.4	
C2	13.47	1	12.3	24.7	
		2	12.0	24.7	Voids
C3	13.47	1	12.1	24.4	
		2	12.1	24.4	Crack
C4	13.47	1	12.2	24.5	
		2	12.2	24.5	
C5	13.48	1	12.1	24.0	
		2	12.1	24.0	Wrap
C6	13.48	1	11.9	23.8	
		2	11.9	23.8	Wrap

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 240.2

SPAN 106

COMPUTER #1
DATE 10/8/00
OPERATOR AG/JH/00

LOG FORM
START TIME 4:38 AM/PM
END TIME 5:02 AM/PM

T 68 C/F
T 68 C/F

SPAN 07

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.49	1	12.2	24.55	
		2	12.2	24.55	Voids, Cracks
A2	13.48	1	12.1	24.3	
		2	12.1	24.3	Cracks
A3	13.48	1	12.2	24.55	
		2	12.2	24.55	Cracks
A4	13.49	1	12.4	24.9	
		2	12.4	24.9	Voids
A5	13.49	1	12.4	24.9	
		2	12.4	24.9	Voids
A6	13.49	1	12.2	24.65	
		2	12.2	24.65	Cracks
B1	9.78	1	17.1	34.5	
		2	17.1	34.5	
B2	9.79	1	16.9	34.0	
		2	16.9	34.05	Cracks
B3	9.79	1	17.15	34.55	
		2	17.15	34.55	Voids
B4	9.80	1	17.35	34.9	
		2	17.35	34.9	Voids
B5	9.79	1	17.25	34.8	
		2	17.25	34.8	
B6	9.79	1	17.15	34.65	
		2	17.15	34.65	
C1	13.44	1	12.1	24.5	
		2	12.1	24.5	Voids
C2	13.42	1	11.9	23.8	
		2	11.9	23.8	Warp
C3	13.44	1	12.05	24.15	
		2	12.05	24.15	Warp
C4	13.43	1	12.4	24.9	
		2	12.4	24.9	Voids
C5	13.44	1	12.3	24.75	
		2	12.3	24.75	Voids
C6	13.45	1	12.2	24.55	
		2	12.2	24.55	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 246.9

SPAN 107

COMPUTER #1
DATE 10|8|00
OPERATOR AG|BL|DD
A

LOG FORM
START TIME 5:20 AM/PM
END TIME 5:32 AM/PM

T 68 C/F
T 68 C/F

SPAN 1~~0~~8

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.43	1	12.4	24.9	
		2	12.4	24.9	Voids
A2	13.43	1	12.3	24.75	
		2	12.3	24.75	Voids
A3	13.43	1	12.45	25.25	2' Crack Rubber Boot
		2	12.65	25.25	Voids
A4	13.45	1	12.4	25.0	
		2	12.4	25.0	Voids
A5	13.45	1	12.3	24.75	
		2	12.3	24.75	Voids
A6	13.46	1	12.4	25.0	
		2	12.45	25.0	Voids
B1	9.83	1	17.15	34.7	
		2	17.15	34.7	
B2	9.83	1	17.1	34.65	
		2	17.1	34.65	Voids
B3	9.83	1	17.6	35.6	
		2	17.6	35.6	
B4	9.83	1	~~24.~~ 17.4	35.3	
		2	17.4	35.3	Voids
B5	9.83	1	17.1	34.5	
		2	17.1	34.5	
B6	9.82	1	17.25	34.8	
		2	17.25	34.8	
C1	13.39	1	11.9	24.0	
		2	11.9	24.0	Wrap
C2	13.33	1	12.3	24.7	
		2	12.3	24.7	Voids
C3	13.29	1	12.7	25.6	
		2	12.7	25.6	
C4	13.29	1	12.7	25.6	
		2	12.7	25.6	Voids
C5	13.33	1	12.45	25.0	
		2	12.45	25.0	Voids
C6	13.38	1	12.45	25.0	
		2	12.45	25.0	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 230.7

SPAN 108

Accelerometer dropped @ 5:32 pm. Looks ok.

COMPUTER #1
DATE [illegible]
OPERATOR [illegible]
A' B' C

START TIME 5:46 AM/PM
END TIME 6:13 AM/PM

T 68 C/F
T 69 C/F

SPAN 109

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.38	1	12.55	25.25	
		2	12.55	25.25	Voids
A2	13.33	1	12.55	25.25	
		2	12.55	25.25	Voids
A3	13.30	1	12.8	25.6	
		2	12.8	25.6	Voids
A4	13.32	1	12.8	25.75	
		2	12.8	25.75	Voids
A5	13.37	1	12.45	25.05	
		2	12.45	25.05	
A6	13.43	1	12.5	25.15	
		2	12.5	25.15	Voids
B1	9.83	1	17.35	35.05	
		2	17.35	35.00	
B2	9.82	1	17.45	34.65	
		2	17.15	34.75	Voids
B3	9.84	1	17.4	35.15	
		2	17.4	35.15	Voids
B4	9.83	1	17.5	35.5	
		2	17.5	35.5	
B5	9.83	1	17.25	34.95	
		2	17.25	34.95	Voids
B6	9.83	1	17.25	34.9	
		2	17.25	34.9	Voids
C1	13.46	1	12.3	24.8	
		2	12.3	24.8	
C2	13.46	1	12.3	24.7	
		2	12.3	24.7	Voids
C3	13.46	1	12.5	25.0	
		2	12.5	25.0	Voids
C4	13.49	1	12.45	24.9	
		2	12.4	24.9	Voids
C5	13.49	1	12.4	24.9	
		2	12.4	24.9	
C6	13.51	1	12.2	24.5	
		2	12.2	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 248.2

SPAN ~~10~~9

To Bob.
Hi Bob :)

COMPUTER #1
DATE 10/8/00
OPERATOR AG/BL

LOG FORM
START TIME 6:20 AM/PM
END TIME 6:48 AM/PM

T 68 C/F
T 70 C/F

SPAN 11

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.50	1	11.9	23.9	
		2	11.9	23.9	Wrap
A2	13.50	1	11.9	23.8	
		2	11.9	23.8	Wrap
A3	13.50	1	12.05	24.15	
		2	12.05	24.15	Wrap
A4	13.50	1	12.4	24.9	
		2	12.4	24.9	Cracks
A5	13.49	1	12.3	24.65	
		2	12.3	24.65	Cracks
A6	13.50	1	12.4	24.9	
		2	12.4	24.9	Cracks
B1	9.79	1	16.9	34.25	
		2	16.9	34.25	
B2	9.79	1	16.9	34.25	
		2	17.0	34.30	Voids
B3	9.80	1	17.0	34.8	
		2	17.25	34.8	UX, X
B4	9.79	1	17.5	35.4	
		2	17.6	35.4	Voids
B5	9.79	1	17.25	34.75	
		2	17.25	34.75	Voids
B6	9.80	1	17.35	34.9	
		2	17.35	34.9	Voids
C1	13.44	1	12.05	24.25	
		2	12.05	24.25	Cracks, Voids
C2	13.44	1	11.9	23.8	
		2	11.9	23.8	Wrap
C3	13.47	1	11.9	24.0	
		2	11.95	24.0	Wrap
C4	13.46	1	12.3	24.8	
		2	12.3	24.8	Voids
C5	13.46	1	11.9	23.9	
		2	11.9	23.9	Wrap
C6	13.48	1	12.3	24.65	
		2	12.3	24.65	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 241.8

SPAN 110

COMPUTER #1
DATE 10/18/00
OPERATOR [illegible]
A B

LOG FORM
START TIME 6:55 AM/PM
END TIME 7:23 AM/PM

T 70 C/F
T 60 C/F

SPAN 111

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	12.1	24.4	
		2	12.1	24.4	
A2	13.46	1	12.2	24.55	
		2	12.2	24.5	
A3	13.46	1	12.3	24.75	
		2	12.2	24.75	
A4	13.46	1	12.4	25.0	
		2	12.4	25.0	
A5	13.47	1	12.3	24.75	
		2	12.3	24.75	
A6	13.47	1	12.2	24.55	
		2	12.2	24.55	Cracks
B1	9.83	1	17.0	34.5	
		2	17.0	34.5	
B2	9.82	1	17.1	34.5	
		2	17.1	34.5	
B3	9.82	1	17.51	34.65	
		2	17.1	34.65	
B4	9.81	1	17.4	35.05	
		2	17.4	35.05	
B5	9.81	1	17.25	34.9	
		2	17.25	34.5	
B6	9.81	1	17.15	34.65	
		2	17.15	34.65	
C1	13.47	1	12.1	24.3	
		2	12.1	24.3	Voids
C2	13.46	1	12.1	24.4	
		2	12.1	24.4	Voids
C3	13.46	1	12.1	24.4	
		2	12.1	24.4	Voids
C4	13.48	1	12.2	24.6	
		2	12.3	24.6	Voids
C5	13.49	1	12.2	24.5	
		2	12.1	24.4	Cracks
C6	13.50	1	12.1	24.3	
		2	12.1	24.3	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 247.5

SPAN 111

COMPUTER #1
DATE 10/8/00
OPERATOR AG/OZ.

LOG FORM
START TIME 7:27 AM/PM
END TIME 7:44 AM/PM

T 68 C/F
T 68 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 112 OBSERVATIONS
A1	13.50	1	12.1	24.4	
		2	12.1	24.4	
A2	13.50	1	12.1	24.5	
		2	12.1	24.5	Voids
A3	13.50	1	12.1	24.75	
		2	12.3	24.5	Voids
A4	13.51	1	12.1	24.5	
		2	12.2	24.5	Voids
A5	13.51	1	12.4	24.9	
		2	12.4	24.9	
A6	13.51	1	12.4	24.9	
		2	12.4	24.9	Voids
B1	9.82	1	17.0	34.3	
		2	17.0	34.3	
B2	9.83	1	17.0	34.3	
		2	17.0	34.3	
B3	9.83	1	17.0	34.5	
		2	17.0	34.5	
B4	9.83	1	17.0	34.5	
		2	17.0	34.5	
B5	9.82	1	17.5	34.9	
		2	17.25	34.9	
B6	9.82	1	17.15	34.75	
		2	17.15	34.75	Voids
C1	13.47	1	12.1	24.3	
		2	12.1	24.3	Voids
C2	13.46	1	12.1	24.4	
		2	12.1	24.4	Cracks
C3	[illegible]	1	12.1	24.3	
		2	12.1	24.3	
C4	13.46	1	12.1	24.3	
		2	12.1	24.3	Cracks
C5	13.47	1	12.3	24.75	
		2	12.3	24.75	
C6	13.48	1	12.2	24.5	
		2	12.2	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/8/06

Tuning Fork Test:
Peak Freq. 339 Hz
Peak Height 254.2

SPAN 112

COMPUTER No 1
DATE 10-8-00
OPERATOR CAI

LOG FORM
START TIME 8:00 AM/PM
END TIME 8:25 AM/PM

T 67° C/F
T 67° C/F

SPAN 113

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	12.0	24.0	
		2	12.0	24.0	Wraps
A2	13.46	1	12.3	24.8	
		2	12.3	24.8	Voids
A3	13.46	1	12.4	24.8	
		2	12.4	24.8	
A4	13.47	1	12.45	25.0	
		2	12.45	25.0	Voids
A5	13.47	1	12.45	24.9	
		2	12.45	24.9	
A6	13.47	1	12.2	24.5	
		2	12.2	24.5	
B1	9.79	1	17.1	34.5	
		2	17.1	34.5	Cracks
B2	9.79	1	17.25	34.9	
		2	17.25	34.9	
B3	9.79	1	17.25	35.0	
		2	17.25	35.0	
B4	9.79	1	17.55	35.1	
		2	17.50	35.1	Voids
B5	9.79	1	17.35	35.0	
		2	17.35	35.0	
B6	9.78	1	17.1	34.4	
		2	17.0	34.4	Cracks
C1	13.42	1	12.05	24.1	
		2	12.05	24.1	Cracks
C2	13.42	1	12.3	24.6	
		2	12.3	24.6	Voids
C3	13.43	1	12.3	24.7	
		2	12.3	24.7	Voids
C4	13.46	1	12.3	24.7	
		2	12.3	24.7	
C5	13.47	1	12.2	24.5	
		2	12.2	24.5	Voids
C6	13.47	1	12.05	24.3	
		2	12.05	24.3	Cracks

DATE 10-8-00

LOG FORM
SUPPLEMENTARY SHEET

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 247.3

SPAN 113

COMPUTER No 1
DATE 10-8-00
OPERATOR CAT

LOG FORM
START TIME 8:35 AM/PM
END TIME 9:00 AM/PM

T 67° C/F
T 66° C/F

SPAN 114

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.52	1	12.3	24.7	
		2	12.3	24.7	Voids
A2	13.50	1	12.2	24.5	
		2	12.2	24.5	Voids
A3	13.50	1	12.3	24.6	
		2	12.3	24.6	Cracks
A4	13.49	1	12.4	24.9	
		2	12.4	24.9	
A5	13.49	1	12.3	24.6	
		2	12.3	24.6	Voids
A6	13.49	1	12.4	24.9	
		2	12.4	24.9	Voids
B1	9.84	1	17.1	34.6	
		2	17.1	34.6	
B2	9.84	1	17.1	34.6	
		2	17.1	34.6	
B3	9.84	1	16.9	34.3	
		2	16.9	34.3	Wrap
B4	9.84	1	17.4	35.Ø	
		2	17.4	35.Ø	
B5	9.84	1	17.Ø	34.5	
		2	17.Ø	34.5	
B6	9.84	1	17.2	34.9	
		2	17.2	34.9	Cracks
C1	13.38	1	12.45	25.Ø	
		2	12.45	25.Ø	Voids
C2	13.33	1	12.45	25.Ø	
		2	12.45	25.Ø	Voids
C3	13.28	1	12.65	25.5	
		2	12.65	25.5	Cracks
C4	13.30	1	12.4	25.Ø	
		2	12.4	25.Ø	Wrap
C5	13.34	1	12.45	25.Ø	
		2	12.45	25.Ø	
C6	13.32	1	12.4	24.9	
		2	12.4	24.9	Cracks

COMPUTER No 1
DATE 10-8-00
OPERATOR CH

LOG FORM
START TIME 9:05 AM/PM
END TIME 9:27 AM/PM

T 66° C/F
T 65 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 115 OBSERVATIONS
A1	13.37	1	12.6	25.3	
		2	12.6	25.3	Voids
A2	13.32	1	12.3	24.6	
		2	12.3	24.5	Wrap
A3	13.28	1	12.8	25.7	
		2	12.8	25.7	Voids
A4	13.30	1	12.95	26.1	
		2	12.95	26.0	
A5	13.34	1	12.8	25.6	
		2	12.8	25.6	Cracks
A6	13.40	1	12.7	25.6	
		2	12.7	25.6	
B1	9.81	1	17.4	35.1	
		2	17.4	35.1	Cracks
B2	9.81	1	17.2	34.8	
		2	17.2	34.8	Cracks
B3	9.82	1	17.4	35.3	
		2	17.4	35.3	Cracks
B4	9.82	1	17.6	35.6	
		2	17.6	35.6	
B5	9.81	1	17.6	35.0	
		2	17.6	35.0	Voids
B6	9.81	1	17.7	35.6	
		2	17.7	35.6	
C1	13.46	1	12.4	24.9	
		2	12.4	24.9	Voids
C2	13.45	1	12.4	24.7	
		2	12.4	24.7	Cracks
C3	13.45	1	12.4	24.8	
		2	12.4	24.8	Cracks
C4	13.45	1	12.5	25.2	
		2	12.5	25.2	
C5	13.46	1	12.4	25.0	
		2	12.4	25.0	Cracks
C6	13.47	1	12.45	25.0	
		2	12.45	25.0	

COMPUTER No 1
DATE 10-8-00
OPERATOR [illegible]

LOG FORM
START TIME 9:32 AM/PM
END TIME 9:52 AM/PM

T 65° C/F
T 65° C/F.

SPAN 116

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.50	1	12.3	24.7	
		2	12.3	24.7	Voids
A2	13.49	1	12.3	24.7	
		2	12.3	24.6	Voids
A3	13.49	1	12.4	25.0	
		2	12.5	25.0	Voids
A4	13.53	1	12.4	24.9	
		2	12.4	24.9	Voids
A5	13.53	1	12.4	24.9	
		2	12.4	24.9	
A6	13.54	1	12.3	24.7	
		2	12.3	24.7	Voids
B1	~~13~~ 9.80	1	17.25	34.8	
		2	17.25	34.8	Voids
B2	~~13~~ 9.80	1	17.35	35.1	
		2	17.35	35.1	Voids
B3	~~13~~ 9.80	1	17.35	35.0	
		2	17.35	35.0	Voids
B4	~~13~~ 9.80	1	17.4	35.1	
		2	17.4	35.1	Voids
B5	9.80	1	17.35	35.0	
		2	17.35	35.0	
B6	9.79	1	17.15	34.7	
		2	17.15	34.7	
C1	13.44	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.44	1	12.45	25.0	
		2	12.45	25.0	Voids
C3	13.43	1	12.3	24.8	
		2	12.3	24.8	Voids
C4	13.41	1	12.45	25.0	
		2	12.45	25.0	Voids
C5	13.42	1	12.3	24.7	
		2	12.3	24.7	Voids
C6	13.43	1	12.2	24.5	
		2	12.1	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 260.3

SPAN 116

COMPUTER No1
DATE 10-8-00
OPERATOR CAT

LOG FORM
START TIME 10:05 AM/PM
END TIME 10:30 AM/PM

T 65 °C/F
T 65° C/F

SPAN 117

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	12.1	24.4	
		2	12.1	24.4	Voids.
A2	13.46	1	11.8	23.6	
		2	11.7	23.6	Warp
A3	13.45	1	12.1	24.4	
		2	12.1	24.4	Voids
A4	13.47	1	12.4	24.9	
		2	12.4	24.9	Voids
A5	13.48	1	12.55	25.3	HIT 2 FT NOT OF DESIGNATION
		2	12.55	25.3	Voids
A6	13.48	1	12.4	25.0	
		2	12.4	25.0	Cracks
B1	9.82	1	16.85	34.0	
		2	16.85	34.0	Voids
B2	9.81	1	16.75	33.9	
		2	16.75	33.9	
B3	9.81	1	16.85	34.0	
		2	16.85	34.0	
B4	9.80	1	17.25	34.8	
		2	17.25	34.8	Voids
B5	9.80	1	17.15	34.8	
		2	17.15	34.8	Voids
B6	9.79	1	17.15	34.6	
		2	17.15	34.6	Voids
C1	13.44	1	11.95	24.0	
		2	11.95	24.0	Voids
C2	13.44	1	11.95	24.0	
		2	11.95	24.0	
C3	13.43	1	12.05	24.1	
		2	12.05	24.1	Cracks
C4	13.45	1	12.3	24.6	
		2	12.3	24.6	Voids
C5	13.46	1	12.2	24.5	
		2	12.2	24.5	
C6	13.46	1	12.2	24.5	
		2	12.2	24.5	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 247.8

SPAN 117

COMPUTER No. 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 10:35 AM/PM
END TIME 11:00 AM/PM

T 68° C/F
T 67° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 118 OBSERVATIONS
A1	13.44	1	12.30	24.70	
		2	12.30	24.70	Voids
A2	13.44	1	12.30	24.70	
		2	12.30	24.70	Voids
A3	13.44	1	12.30	24.70	
		2	12.30	24.70	Voids
A4	13.40	1	12.65	25.30	
		2	12.65	25.30	Voids
A5	13.42	1	12.55	25.10	
		2	12.55	25.10	Voids
A6	13.42	1	12.30	24.80	
		2	12.30	24.80	Voids
B1	9.82	1	17.10	34.55	
		2	17.10	34.55	Voids
B2	9.83	1	17.10	34.55	
		2	17.10	34.55	Voids
B3	9.83	1	17.25	34.80	
		2	17.25	34.80	Voids
B4	9.83	1	17.40	35.00	
		2	17.40	35.00	Voids
B5	9.82	1	17.35	35.00	
		2	17.35	35.00	Voids
B6	9.83	1	17.10	34.55	
		2	17.10	34.55	
C1	13.47	1	12.10	24.50	
		2	12.10	24.50	Voids
C2	13.48	1	12.20	24.50	
		2	12.20	24.50	Voids
C3	13.48	1	12.30	24.65	
		2	12.30	24.65	Voids
C4	13.48	1	12.40	24.90	
		2	12.40	24.90	Voids
C5	13.49	1	12.30	24.90	
		2	12.30	24.90	Voids
C6	13.49	1	12.20	24.90	
		2	12.20	24.90	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 242.5

SPAN 118

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 11:05 AM/PM
END TIME 11:27 AM/PM

T 67° C/F
T 66 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 119 OBSERVATIONS
A1	13.51	1	12.20	24.50	
		2	12.20	24.50	Voids
A2	13.49	1	12.30	24.80	
		2	12.40	24.80	Crack
A3	13.50	1	12.30	24.80	
		2	12.30	24.80	Crack
A4	13.50	1	12.45	25.80	
		2	12.45	25.80	Voids
A5	13.50	1	12.45	25.80	
		2	12.45	25.80	Voids
A6	13.51	1	12.20	24.50	
		2	12.10	24.50	Voids
B1	9.82	1	17.10	34.50	
		2	17.10	34.50	Cracks
B2	9.81	1	17.15	34.65	
		2	17.15	34.70	
B3	9.82	1	17.35	35.60	
		2	17.35	35.60	
B4	9.80	1	17.60	35.50	
		2	17.60	35.50	
B5	9.80	1	17.40	35.10	
		2	17.50	35.10	
B6	9.80	1	17.15	34.60	
		2	17.15	34.60	
C1	13.45	1	12.20	24.50	
		2	12.20	24.50	Voids
C2	13.45	1	12.20	24.50	
		2	12.20	24.50	
C3	13.44	1	12.30	24.70	
		2	12.30	24.70	
C4	13.43	1	12.45	25.00	
		2	12.45	25.00	
C5	13.43	1	12.45	25.00	
		2	12.45	25.00	
C6	13.45	1	12.20	24.50	
		2	12.20	24.50	Voids

COMPUTER No 1
DATE 10-8-00
OPERATOR HAH

LOG FORM
START TIME 11:35 AM/PM
END TIME 11:57 AM/PM

T 66° C/F
T 65° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 120 OBSERVATIONS
A1	13.43	1	12.3	24.7	
		2	12.3	24.7	Voids
A2	13.41	1	12.3	24.6	
		2	12.3	24.6	
A3	13.42	1	12.3	24.7	
		2	12.3	24.7	
A4	13.41	1	12.4	24.9	
		2	12.4	24.9	
A5	13.40	1	12.45	25.0	
		2	12.45	25.0	
A6	13.41	1	12.55	25.1	
		2	12.55	25.1	Voids
B1	9.83	1	17.15	34.65	
		2	17.15	34.65	
B2	9.83	1	17.1	34.6	
		2	17.1	34.7	
B3	9.83	1	17.15	34.7	
		2	17.25	34.7	
B4	9.84	1	17.4	35.0	
		2	17.4	35.0	
B5	9.83	1	17.25	34.9	
		2	17.25	34.9	
B6	9.83	1	17.35	35.0	
		2	17.35	35.0	Voids
C1	13.41	1	12.3	24.8	
		2	12.3	24.8	
C2	13.35	1	12.4	25.0	
		2	12.4	25.0	
C3	13.31	1	12.55	25.3	
		2	12.55	25.3	
C4	13.31	1	12.65	25.4	
		2	12.65	25.4	
C5	13.35	1	12.55	25.2	
		2	12.55	25.2	
C6	13.40	1	12.4	25.0	
		2	12.4	25.0	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-8-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 273.1

SPAN 120

COMPUTER No 1
DATE 10-9-00
OPERATOR HAH

LOG FORM
START TIME 12:05 AM/PM
END TIME 12:32 AM/PM

T 64° C/F
T 64° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 121 OBSERVATIONS
A1	13.38	1	12.55	25.3	
		2	12.55	25.3	Voids
A2	13.32	1	12.55	25.2	
		2	12.55	25.2	Voids
A3	13.28	1	12.9	25.9	Voids
		2	12.9	25.9	
A4	13.26	1	12.8	25.8	
		2	12.8	25.8	
A5	13.31	1	12.55	25.3	
		2	12.55	25.2	
A6	13.37	1	12.65	25.4	
		2	12.65	25.4	
B1	9.82	1	17.4	35.2	
		2	17.4	35.2	Voids
B2	9.82	1	17.35	35.0	
		2	17.35	35.0	Voids
B3	9.82	1	17.6	35.6	
		2	17.6	35.6	Voids
B4	9.83	1	17.6	35.6	
		2	17.6	35.6	
B5	9.83	1	17.25	34.8	
		2	17.25	34.8	
B6	9.83	1	17.5	35.4	
		2	17.5	35.4	
C1	13.50	1	12.2	24.6	
		2	12.2	24.6	Voids
C2	13.50	1	12.2	24.5	
		2	12.2	24.5	Voids
C3	13.50	1	12.55	25.1	
		2	12.45	25.1	Voids
C4	13.50	1	12.45	25.0	
		2	12.45	25.0	
C5	13.50	1	12.2	24.5	
		2	12.2	24.5	
C6	13.51	1	12.4	24.8	
		2	12.4	24.8	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 274.0

SPAN 121

COMPUTER No 1
DATE 10-9-00
OPERATOR HAH

LOG FORM
START TIME 12:37 AM/PM
END TIME 1:05 AM/PM

T 63° C/F
T 64° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 122 OBSERVATIONS
A1	13.50	1	12.2	24.5	
		2	12.1	24.5	VOIDS
A2	13.49	1	12.4	24.9	
		2	12.4	24.9	Voids
A3	13.48	1	12.4	24.9	
		2	12.4	24.9	Voids
A4	13.48	1	12.45	25.1	
		2	12.55	25.1	
A5	13.47	1	12.45	25.0	
		2	12.45	25.0	
A6	13.47	1	12.3	24.7	
		2	12.3	24.7	
B1	9.81	1	17.15	34.65	
		2	17.15	34.65	
B2	9.81	1	17.25	34.9	
		2	17.25	34.9	Voids
B3	9.81	1	17.35	35.0	
		2	17.35	35.0	Voids
B4	9.80	1	17.5	35.3	
		2	17.5	35.3	
B5	9.80	1	17.35	35.0	
		2	17.35	35.0	
B6	9.80	1	17.15	34.6	
		2	17.15	34.6	
C1	13.43	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.43	1	12.2	24.65	
		2	12.2	24.65	Voids
C3	13.42	1	12.3	24.7	
		2	12.3	24.7	Voids
C4	13.41	1	12.4	24.9	
		2	12.4	24.9	
C5	13.42	1	12.4	24.8	
		2	12.4	24.8	
C6	13.43	1	12.1	24.5	
		2	12.1	24.5	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 286.8

SPAN 122

COMPUTER No. 1
DATE 10-9-00
OPERATOR CAT

LOG FORM
START TIME 1:10 AM/PM
END TIME 1:40 AM/PM

T 66° C/F
T 63 C/F

SPAN 123

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.46	1	12.2	24.5	
		2	12.2	24.5	
A2	13.45	1	12.3	24.6	
		2	12.3	24.6	
A3	13.45	1	12.2	24.6	
		2	12.2	24.6	Cracks
A4	13.45	1	12.55	25.1	
		2	12.55	25.1	Voids
A5	13.44	1	12.65	25.3	
		2	12.65	25.3	Voids
A6	13.45	1	12.45	25.1	
		2	12.45	25.1	Voids
B1	9.86	1	17.0	34.4	
		2	17.0	34.4	Voids
B2	9.86	1	16.9	34.2	
		2	17.0	34.2	Voids
B3	9.86	1	17.1	34.5	
		2	17.1	34.5	Voids
B4	9.87	1	17.35	35.0	
		2	17.35	35.0	
B5	9.87	1	17.4	35.1	
		2	17.4	35.1	Voids, Grout Torching
B6	9.88	1	17.15	34.7	
		2	17.15	34.7	Voids, Grout Torching
C1	13.43	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.43	1	12.2	24.7	
		2	12.2	24.7	Voids, Cracks
C3	13.45	1	12.3	24.6	
		2	12.3	24.6	Voids
C4	13.45	1	12.45	25.0	
		2	12.45	25.0	
C5	[illegible]	1	12.45	25.0	
		2	12.45	25.0	Voids
C6	13.46	1	12.3	24.7	
		2	12.3	24.7	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 293.6

SPAN 123

COMPUTER No. 1
DATE 10-4-00
OPERATOR CLT

LOG FORM
START TIME 1:45 AM/PM
END TIME 2:45 AM/PM

T 62° C/F
T 60° C/F

SPAN 124

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.48	1	12.1	24.5	
		2	12.1	24.5	Cracks
A2	13.46	1	12.2	24.5	
		2	12.2	24.5	Voids
A3	13.46	1	12.2	24.6	
		2	12.3	24.6	Crack
A4	13.44	1	12.45	25.Ø	
		2	12.45	25.Ø	Voids
A5	13.44	1	12.2	24.4	
		2	12.2	24.9	Warp
A6	13.44	1	12.05	24.3	
		2	12.1	24.3	Warp
B1	9.81	1	17.Ø	34.4	
		2	17.Ø	34.4	Voids
B2	9.82	1	17.Ø	34.2	
		2	17.Ø	34.2	
B3	9.82	1	17.Ø	34.5	
		2	17.1	34.5	
B4	9.82	1	17.4	35.Ø	
		2	17.4	35.Ø	
B5	9.82	1	17.15	34.7	
		2	17.15	34.7	
B6	9.81	1	17.15	34.7	
		2	17.15	34.7	Cracks
C1	13.50	1	11.8	23.7	
		2	11.8	23.7	Warp
C2	13.49	1	12.05	24.1	
		2	12.05	24.1	
C3	13.5[illegible]	1	12.05	24.2	
		2	[illegible]	24.2	Voids
C4	13.50	1	12.3	24.6	
		2	12.3	24.6	Voids
C5	13.52	1	12.25	24.6	
		2	12.25	24.6	
C6	13.53	1	12.1	24.9	
		2	12.1	24.4	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.4 Hz
Peak Height 327.5

SPAN '24

COMPUTER No 1
DATE 10-9-00
OPERATOR HAH

LOG FORM
START TIME 2:30 AM/PM
END TIME 2:55 AM/PM

T 61° C/F
T 59° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 125 OBSERVATIONS
A1	13.51	1	12.1	24.4	
		2	12.1	24.4	Voids
A2	13.50	1	12.1	24.5	
		2	12.1	24.5	Voids
A3	13.50	1	12.3	25.0	
		2	12.3	25.0	
A4	13.49	1	12.3	24.7	
		2	12.3	24.7	Voids
A5	13.48	1	12.3	24.8	
		2	12.3	24.8	
A6	13.48	1	11.9	23.8	
		2	11.9	23.8	Warp
B1	9.81	1	11.9	34.2	
		2	11.9	34.2	Voids
B2	9.81	1	17.1	34.5	
		2	17.1	34.5	Voids
B3	9.81	1	17.25	34.9	
		2	17.25	34.9	
B4	9.80	1	17.2	34.8	
		2	17.2	34.8	
B5	9.80	1	17.15	34.8	
		2	17.15	34.8	
B6	9.79	1	16.9	34.1	
		2	16.9	34.25	Cracks
C1	13.43	1	12.1	24.3	
		2	12.1	24.3	Voids
C2	13.42	1	12.2	24.5	
		2	12.2	24.5	Voids
C3	13.42	1	12.3	24.9	
		2	12.3	24.9	[illegible]
C4	13.43	1	12.0	24.3	
		2	12.0	24.3	Warp
C5	13.44	1	12.3	24.8	
		2	12.3	24.8	
C6	13.46	1	11.8	23.55	
		2	11.8	23.55	Warp

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 333.2

SPAN 125

COMPUTER N-1
DATE 10-4-00
OPERATOR HAH

LOG FORM
START TIME 3:05 AM/PM
END TIME 3:27 AM/PM

T 57° C/F
T 60° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 126 OBSERVATIONS
A1	13.48	1	12.2	24.65	
		2	12.2	24.65	Cracks
A2	13.47	1	11.95	24.05	
		2	11.95	24.05	Warp
A3	13.46	1	12.1	24.4	
		2	12.1	24.3	Warp
A4	13.46	1	12.65	25.3	
		2	12.65	25.3	Cracks
A5	13.46	1	12.45	25.0	
		2	12.45	25.0	
A6	13.47	1	12.45	25.0	
		2	12.45	25.0	Cracks
B1	9.79	1	17.15	34.8	
		2	17.15	34.8	Voids
B2	9.79	1	17.1	34.5	
		2	17.1	34.5	Cracks
B3	9.79	1	17.35	35.1	
		2	17.35	35.1	
B4	9.79	1	17.75	35.8	
		2	17.75	35.8	
B5	9.79	1	17.4	35.1	
		2	17.4	35.1	
B6	9.78	1	17.4	35.1	
		2	17.4	35.1	
C1	13.38	1	12.3	24.8	
		2	12.3	24.8	Voids
C2	13.33	1	12.05	24.2	
		2	12.05	24.2	Warp
C3	[illegible]	1	12.8	25.3	
		2	12.8	25.3	Crack, Warp
C4	13.31	1	12.8	25.7	
		2	12.8	25.7	
C5	13.34	1	12.55	25.3	
		2	12.55	25.3	
C6	13.39	1	12.4	25.0	
		2	12.4	25.0	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 338.5

SPAN 126

COMPUTER "1
DATE 10-4-00
OPERATOR CHT

LOG FORM
START TIME 3:35 AM/PM
END TIME 4:00 AM/PM

T 59° C/F
T 59° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 127 OBSERVATIONS
A1	13.41	1	12.4	25.0	
		2	12.4	25.0	Voids
A2	13.36	1	12.4	24.9	
		2	12.4	25.0	Cracks
A3	13.32	1	12.8	25.5	
		2	12.8	25.5	Cracks
A4	13.33	1	12.8	25.6	
		2	12.8	25.6	Voids
A5	13.36	1	12.7	25.6	
		2	12.7	25.6	
A6	13.42	1	12.7	25.4	
		2	12.7	25.4	
B1	9.80	1	17.4	35.2	
		2	~~17.4~~ 17.4	~~34.7~~ 35.7	
B2	9.80	1	17.15	34.7	
		2	17.15	34.7	
B3	9.81	1	17.6	35.5	
		2	17.6	35.5	
B4	9.81	1	17.7	35.7	
		2	17.7	35.8	
B5	9.81	1	17.7	35.6	
		2	17.7	35.6	
B6	9.81	1	17.7	35.6	
		2	17.7	35.6	
C1	13.45	1	12.4	24.9	
		2	12.4	24.9	
C2	13.45	1	12.2	24.5	
		2	12.2	24.5	
C3	13.215	1	12.6	25.1	
		2	12.5	25.1	Cracks
C4	13.46	1	12.6	25.3	
		2	12.6	25.3	Cracks
C5	13.46	1	12.2	24.5	
		2	12.2	24.5	Cracks Top
C6	13.48	1	12.45	25.1	
		2	12.45	25.1	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33 9 Hz
Peak Height 320.4

SPAN 127

COMPUTER N 1
DATE 10-9-00
OPERATOR CHT

LOG FORM
START TIME 4.05 AM/PM
END TIME 4:30 AM/PM

T 59 C/F
T 58 C/F

SPAN 128

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.47	1	12.3	24.6	
		2	12.2	24.6	
A2	13.45	1	12.2	24.5	
		2	12.2	24.5	
A3	13.45	1	12.4	24.9	
		2	12.4	24.9	
A4	13.42	1	12.4	25.0	
		2	12.4	25.4	
A5	13.42	1	12.4	24.9	
		2	12.4	24.9	
A6	13.43	1	11.95	24.0	
		2	11.95	24.4	Wrap
B1	~~13~~ 9.82	1	17.15	34.5	
		2	17.1	34.5	
B2	9.82	1	17.1	34.5	
		2	17.1	34.5	
B3	9.82	1	17.4	35.1	
		2	17.4	35.1	
B4	9.82	1	17.35	35.0	
		2	17.35	35.0	
B5	9.83	1	17.35	35.0	
		2	17.35	35.0	
B6	9.83	1	~~17~~ 16.6	~~33~~ 33.6	
		2	16.6	33.6	Wrap
C1	13.47	1	12.2	24.5	
		2	12.2	24.5	
C2	13.47	1	12.2	24.5	
		2	12.2	24.5	
C3	13.47	1	12.4	24.8	
		2	12.4	24.8	Voids
C4	13.49	1	12.3	24.8	
		2	12.3	24.7	Voids
C5	13.49	1	12.4	24.8	
		2	12.4	24.8	Voids
C6	13.50	1	~~12~~ 11.9	~~24~~ 23.9	
		2	11.9	23.8	Wrap

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 302.8

SPAN 128

LOG FORM

C[illegible] [illegible]
DATE [illegible]
OPERATOR CAT

START TIME 4:35 AM/PM
END TIME 5:06 AM/PM

T 5[illegible] C/F
T 58 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 129 OBSERVATIONS
A1	13.48	1	12.2	24.6	
		2	12.2	24.6	Voids
A2	13.47	1	11.95	24.0	
		2	11.95	24.0	Wrap
A3	13.46	1	12.3	24.7	
		2	12.3	24.7	Cracks
A4	13.44	1	12.45	25.0	
		2	12.45	25.0	~~Cracks~~
A5	13.44	1	12.45	25.0	
		2	12.45	25.0	Cracks
A6	13.44	1	12.3	24.7	
		2	12.3	24.7	Cracks
B1	9.83	1	17.0	34.4	
		2	17.0	34.4	
B2	9.84	1	16.65	33.6	
		2	16.65	33.6	Wraps
B3	9.84	1	17.15	34.6	
		2	17.15	34.6	
B4	9.84	1	17.25	34.8	
		2	17.25	34.8	[illegible]
B5	9.84	1	17.1	34.5	
		2	17.1	34.5	Cracks
B6	9.84	1	17.1	34.5	
		2	17.1	34.5	Cracks
C1	13.48	1	12.1	24.3	
		2	12.05	24.3	
C2	13.48	1	11.9	23.8	
		2	11.9	23.8	Wrap
C3	13.48	1	12.2	24.5	
		2	12.2	24.5	
C4	13.46	1	12.2	24.5	
		2	12.2	24.5	
C5	13.47	1	11.9	23.8	
		2	11.9	23.8	Wrap
C6	13.47	1	12.05	24.2	
		2	12.05	24.2	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 295.2

SPAN 129

COMPUTER A1 1
DATE 10-9-00
OPERATOR HAH

LOG FORM
START TIME 5:10 AM/PM
END TIME 5:37 AM/PM

T 58 C/F
T 57° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 130 OBSERVATIONS
A1	13.48	1	12.2	24.5	
		2	12.2	24.5	Voids
A2	13.47	1	12.1	24.4	
		2	12.1	24.4	Cracks
A3	13.48	1	12.2	24.5	
		2	12.2	24.5	Voids
A4	13.48	1	12.3	24.8	
		2	12.3	24.8	Cracks
A5	13.48	1	12.05	24.25	
		2	12.05	24.25	Warp
A6	13.48	1	12.4	24.8	
		2	12.4	24.8	Voids
B1	9.79	1	17.1	34.5	
		2	17.1	34.5	
B2	9.80	1	17.0	34.3	
		2	17.0	34.3	Voids
B3	9.80	1	16.9	34.3	
		2	16.9	34.3	Cracks
B4	9.81	1	17.35	35.0	
		2	17.35	35.0	
B5	9.80	1	17.1	34.5	
		2	17.1	34.5	Cracks
B6	9.80	1	17.15	34.6	
		2	17.15	34.6	Voids
C1	13.46	1	12.05	24.3	
		2	12.1	24.3	
C2	13.45	1	12.05	24.3	
		2	12.1	24.3	Cracks
C3	13.44	1	12.1	24.3	
		2	12.1	24.3	Cracks
C4	13.42	1	12.3	24.7	
		2	12.3	24.7	Cracks
C5	13.43	1	11.9	23.9	
		2	11.9	23.9	Warp
C6	13.44	1	12.2	24.55	
		2	12.2	24.55	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-7-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 327.0

SPAN 130

COMPUTER No 1
DATE 10-9-00
OPERATOR HAH

LOG FORM
START TIME 5:45 AM/PM
END TIME 6:07 AM/PM

T 57° C/F
T 55° C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 131 OBSERVATIONS
A1	13.48	1	12.3	24.7	
		2	12.3	24.7	
A2	13.47	1	12.2	24.6	
		2	12.2	24.6	Cracks
A3	13.47	1	12.45	25.0	
		2	12.45	25.0	Cracks
A4	13.47	1	12.4	24.8	
		2	12.4	24.8	Cracks
A5	13.48	1	12.2	24.5	
		2	12.2	24.5	Cracks
A6	13.48	1	12.3	24.7	
		2	12.3	24.7	~~Cracks~~
B1	9.82	1	17.15	34.75	
		2	17.15	34.75	
B2	9.82	1	17.15	34.65	
		2	17.15	34.75	
B3	9.82	1	17.6	35.6	
		2	17.6	35.6	Voids
B4	9.81	1	17.35	35.1	
		2	17.35	35.1	
B5	9.81	1	17.1	34.55	
		2	17.1	34.55	
B6	9.81	1	17.15	34.65	
		2	17.15	34.65	
C1	13.40	1	12.4	25.0	
		2	12.4	25.0	Voids
C2	13.35	1	12.45	25.0	
		2	12.45	25.0	Voids
C3	13.32	1	12.8	25.6	
		2	12.8	25.6	Voids
C4	13.29	1	12.7	25.6	
		2	12.7	25.6	Voids
C5	13.31	1	12.45	25.0	
		2	12.45	25.0	
C6	13.36	1	12.4	24.9	
		2	12.4	24.9	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 309.4

SPAN 131

COMPUTER No 1
DATE 10-4-00
OPERATOR HAH

LOG FORM
START TIME 6:15 AM/PM
END TIME 6:44 AM/PM

T 55° C/F
T 55° C/F

SPAN 32

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.40	1	12.7	25.5	
		2	12.7	25.5	Voids
A2	13.35	1	12.55	25.2	
		2	12.55	25.2	
A3	13.31	1	12.9	25.8	
		2	12.9	25.8	
A4	13.31	1	12.95	26.0	
		2	12.95	26.0	Cracks
A5	13.37	1	12.4	24.7	
		2	12.4	24.7	Voids
A6	13.44	1	12.45	25.0	
		2	12.45	25.0	Voids
B1	9.80	1	17.6	35.5	
		2	17.6	35.5	
B2	9.80	1	17.25	34.8	
		2	17.25	34.8	Cracks
B3	9.80	1	17.6	35.5	
		2	17.6	35.5	Cracks
B4	9.80	1	17.8	36.15	
		2	17.9	36.15	Voids
B5	9.79	1	17.5	35.3	
		2	17.5	35.3	
B6	9.79	1	17.4	35.3	
		2	17.5	35.5	Cracks
C1	13.44	1	12.45	25.0	
		2	12.45	25.0	
C2	13.44	1	12.2	24.15	
		2	12.2	24.5	Cracks
C3	13.44	1	12.45	25.0	
		2	12.45	25.0	Cracks
C4	13.45	1	12.65	25.3	
		2	12.65	25.3	Cracks
C5	13.47	1	12.4	24.8	
		2	12.4	24.8	
C6	13.47	1	12.4	25.0	
		2	12.4	25.0	Cracks

LOG FORM
SUPPLEMENTARY SHEET

DATE 10-9-00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 341.1

SPAN 132

COMPUTER #1
DATE 10/9/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 9:40 AM/PM
END TIME 9:12 AM/PM

T 64 C/F
T 58 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 133 OBSERVATIONS
A1	13.47	1	12.2	24.5	
		2	12.2	24.5	
A2	13.46	1	12.2	24.55	
		2	12.2	24.55	Void
A3	13.46	1	12.2	24.55	
		2	12.2	24.55	
A4	13.46	1	12.45	25.0	
		2	12.45	25.0	Voids
A5	13.46	1	12.45	25.0	
		2	12.45	25.0	Voids
A6	13.46	1	12.2	24.55	
		2	12.2	24.55	
B1	9.81	1	17.0	34.3	
		2	17.0	34.3	Cracks, Voids
B2	9.81	1	16.9	34.25	
		2	16.9	34.15	Voids
B3	9.81	1	17.0	34.3	
		2	17.0	34.3	Voids
B4	9.81	1	17.25	34.9	
		2	17.25	34.9	Voids
B5	9.81	1	17.25	34.8	
		2	17.25	34.8	Voids
B6	9.81	1	17.0	34.5	
		2	17.0	34.5	Voids
C1	13.48	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.47	1	12.3	24.3	
		2	12.3	24.3	Voids
C3	13.47	1	12.1	24.4	
		2	12.1	24.4	Voids
C4	13.48	1	12.3	24.7	
		2	12.3	24.7	Voids
C5	13.48	1	12.3	24.8	
		2	12.3	24.8	Voids
C6	13.47	1	12.2	24.5	
		2	12.2	24.5	Voids

DATE 10/9/00

LOG FORM
SUPPLEMENTARY SHEET

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 282.2

SPAN 133

COMPUTER #1
DATE 10/9/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 9:25 AM/PM
END TIME 10:50 AM/PM

T 58 C/F
T 58 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 134 OBSERVATIONS
A1	13.44	1	12.3	24.8	
		2	12.3	24.8	Voids
A2	13.44	1	12.4	24.9	
		2	12.4	24.9	Voids
A3	13.43	1	12.4	25.0	
		2	12.4	25.0	Voids
A4	13.43	1	12.3	24.75	
		2	12.3	24.75	Cracks
A5	13.42	1	12.4	24.8	
		2	12.4	24.8	Voids
A6	13.43	1	12.55	25.25	
		2	12.55	25.25	Voids
B1	9.83	1	17.15	34.75	
		2	17.15	34.8	Voids
B2	9.82	1	17.15	34.55	
		2	17.15	34.55	
B3	9.83	1	17.15	34.65	
		2	17.15	34.65	Voids
B4	9.82	1	17.0	34.4	
		2	17.0	34.4	Voids
B5	9.81	1	17.15	34.55	
		2	17.15	34.55	
B6	9.81	1	17.4	35.15	
		2	17.4	35.15	
C1	13.48	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.47	1	12.2	24.5	
		2	12.2	24.5	
C3	13.47	1	12.2	24.6	
		2	12.3	24.6	Voids
C4	13.48	1	12.1	24.4	
		2	12.1	24.4	
C5	13.49	1	12.2	24.5	
		2	12.2	24.5	Voids
C6	13.50	1	12.45	25.0	
		2	12.45	25.0	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 321.8

SPAN 134

COMPUTER #1
DATE 10/9/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 10:05 AM/PM
END TIME 10:31 AM/PM

T 58 C/F
T 56 C/F

SPAN 135

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.50	1	12.2	24.55	
		2	12.2	24.55	Cracks
A2	13.49	1	12.1	24.4	
		2	12.1	24.4	Cracks
A3	13.49	1	12.4	24.9	
		2	12.4	24.9	Voids
A4	13.47	1	12.45	25.05	
		2	12.45	25.05	Cracks.
A5	13.46	1	12.05	24.25	
		2	12.05	24.25	Wrap
A6	13.48	1	12.4	24.9	
		2	12.4	24.9	Voids
B1	9.80	1	17.15	34.55	
		2	17.15	34.55	
B2	9.81	1	17.0	34.05	
		2	17.0	34.05	Cracks
B3	9.81	1	17.4	35.05	
		2	17.4	35.05	Voids
B4	9.81	1	17.35	34.9	
		2	17.35	34.9	Cracks
B5	9.81	1	16.85	33.9	
		2	16.85	33.9	Wrap
B6	9.81	1	17.25	34.9	
		2	17.25	34.9	
C1	13.47	1	12.2	24.5	
		2	12.2	24.5	
C2	13.47	1	12.1	24.2	
		2	12.0	24.2	Cracks
C3	13.46	1	12.4	24.9	
		2	12.4	24.9	Cracks
C4	13.48	1	12.4	24.8	
		2	12.4	24.8	Cracks
C5	13.49	1	11.95	24.0	
		2	11.95	24.0	Wrap
C6	13.50	1	12.3	24.6	
		2	12.3	24.6	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 301.1

SPAN 135

COMPUTER #1
DATE 10/9/00
OPERATOR 16/04/00

LOG FORM
START TIME 10:40 AM/PM
END TIME 11:05 AM/PM

T 56 C/F
T 57 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 136 OBSERVATIONS
A1	13.47	1	11.95	24.05	
		2	11.95	24.05	Wrap
A2	13.46	1	12.4	24.8	
		2	12.3	24.8	Void
A3	13.46	1	12.45	25.0	
		2	12.45	25.0	Void
A4	13.45	1	12.45	25.15	
		2	12.45	25.15	
A5	13.45	1	12.45	25.05	
		2	12.45	25.01	
A6	13.45	1	12.65	25.3	
		2	12.65	25.3	Voids
B1	9.82	1	16.9	34.25	
		2	16.9	34.25	
B2	9.82	1	17.15	34.75	
		2	17.15	34.75	Voids
B3	9.82	1	17.25	34.8	
		2	17.25	34.8	
B4	9.83	1	17.25	34.9	
		2	17.25	34.9	
B5	9.82	1	17.25	34.8	
		2	17.25	34.8	
B6	9.83	1	17.5	35.4	
		2	17.5	35.4	
C1	13.47	1	12.1	24.3	
		2	12.1	24.3	Voids
C2	13.47	1	12.2	24.5	
		2	12.2	24.5	
C3	13.46	1	12.3	24.7	
		2	12.3	24.7	
C4	13.44	1	12.3	24.7	
		2	12.3	24.7	
C5	13.45	1	12.3	24.7	
		2	12.3	24.6	
C6	13.46	1	12.35	25.2	
		2	12.55	25.2	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 323.3

SPAN 136

COMPUTER #1
DATE 10/9/00
OPERATOR Ae/ai/op A

LOG FORM
START TIME 11:13 AM/PM
END TIME 11:45 AM/PM

T 57 C/F
T 56 C/F

SPAN 137

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.53	1	12.1	24.5	
		2	12.1	24.4	Wraps
A2	13.53	1	12.4	24.75	
		2	12.4	24.75	Wraps
A3	13.52	1	12.2	24.55	
		2	12.2	24.55	Wraps
A4	13.51	1	12.45	25.05	
		2	12.45	25.05	Voids
A5	13.51	1	12.55	25.15	
		2	12.55	25.15	
A6	13.52	1	12.65	25.3	
		2	12.65	25.3	Cracks
B1	9.82	1	17.1	34.5	
		2	17.1	34.5	Wrap
B2	9.82	1	17.7	35.65	
		2	17.7	35.65	Crack
B3	9.82	1	17.6	35.65	
		2	17.6	35.65	Crack
B4	9.82	1	17.7	35.75	
		2	17.7	35.75	
B5	9.82	1	17.5	35.3	
		2	17.5	35.3	Voids
B6	9.82	1	17.5	35.3	
		2	17.5	35.3	
C1	13.40	1	12.3	24.75	
		2	12.3	24.75	Wrap
C2	13.34	1	12.7	25.5	
		2	12.65	25.5	CrackT
C3	13.29	1	12.8	25.8	
		2	12.8	25.8	Cracks
C4	13.31	1	12.8	25.8	
		2	12.9	25.8	
C5	13.35	1	12.7	25.6	
		2	12.7	25.6	
C6	13.41	1	12.65	25.4	
		2	12.65	25.4	Voids

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 338.0

SPAN 137

COMPUTER #1
DATE 10/9/00
OPERATOR AG/BL/OP

LOG FORM
START TIME 11:47 AM/PM
END TIME 12:18 AM/PM

T 57 C/F
T 58 C/F

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	SPAN 138 OBSERVATIONS
A1	13.39	1	12.7	25.6	
		2	12.7	25.6	Voids
A2	13.34	1	12.65	25.4	
		2	12.65	25.4	
A3	13.30	1	12.95	26.1	
		2	12.95	26.1	
A4	13.29	1	12.95	26.0	* AMPLIFIER WAS DROPPED
		2	12.9	26.0	Cracks
A5	13.33	1	12.8	25.65	
		2	12.8	25.65	Voids
A6	13.40	1	12.7	25.65	
		2	12.7	25.65	Cracks
B1	~~13~~ 9.80	1	17.7	35.65	
		2	17.7	35.65	
B2	9.80	1	17.4	35.3	
		2	17.4	35.3	
B3	9.80	1	17.9	36.25	
		2	17.9	36.25	
B4	9.80	1	17.9	36.1	
		2	17.9	36.1	Cracks
B5	9.80	1	17.75	35.9	
		2	17.75	36.0	
B6	9.79	1	17.9	36.15	
		2	17.9	36.15	Cracks
C1	13.47	1	12.65	25.4	
		2	12.65	25.4	Voids
C2	13.47	1	12.55	25.1	
		2	12.55	25.1	
C3	13.47	1	12.55	25.3	
		2	12.55	25.3	Voids
C4	13.45	1	12.4	25.0	
		2	12.45	25.0	Wrap
C5	13.47	1	12.65	25.4	
		2	12.65	25.4	Voids
C6	13.47	1	12.45	25.0	
		2	~~14~~ 12.4	25.0	[illegible]

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 246.0

SPAN 138

COMPUTER #1
DATE 10/9/00
OPERATOR AG/ay/op
A B

LOG FORM
START TIME 12:28 AM/PM
END TIME 12:48 AM/PM

T 58 C/F
T 58 C/F

SPAN 139

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.44	1	12.3	24.75	
		2	12.3	24.75	
A2	13.44	1	12.3	24.75	
		2	12.3	24.75	
A3	13.44	1	12.4	24.9	
		2	12.3	24.9	Cracks
A4	13.46	1	12.45	25.15	
		2	12.45	25.15	Cracks
A5	13.45	1	12.45	25.15	
		2	12.45	25.15	Cracks
A6	13.45	1	12.55	25.3	
		2	12.55	25.3	Cracks
B1	9.82	1	17.15	34.65	
		2	17.15	34.65	
B2	9.80	1	17.25	34.75	
		2	17.25	34.75	
B3	9.83	1	17.15	34.55	
		2	17.15	~~34~~ 35.3	Wrap
B4	9.83	1	17.6	35.5	
		2	17.6	35.5	Voids
B5	9.82	1	17.35	35.05	
		2	17.35	35.05	Voids
B6	9.82	1	17.6	35.5	
		2	17.6	35.5	Voids
C1	13.48	1	12.2	24.5	
		2	12.2	24.5	Voids
C2	13.47	1	12.3	24.7	
		2	12.3	24.7	Voids
C3	13.48	1	12.3	24.7	
		2	12.3	24.7	Cracks
C4	13.48	1	12.2	24.6	
		2	12.2	24.6	Wrap
C5	13.48	1	12.45	25.0	
		2	12.45	25.0	Cracks
C6	13.49	1	12.45	25.0	
		2	[illegible]	[illegible]	

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 281.7

SPAN 139

COMPUTER #1
DATE 10/9/00
OPERATOR [illegible]

LOG FORM
START TIME 12:59 AM/PM
END TIME 1:20 AM/PM

T 58 C/F
T 60 C/F

SPAN 140

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.45	1	12.2	24.5	
		2	12.2	24.5	
A2	13.44	1	12.3	24.75	
		2	12.3	24.75	
A3	13.45	1	12.3	25.15	
		2	12.45	25.15	
A4	13.44	1	12.55	25.25	
		2	12.55	25.25	
A5	13.44	1	12.55	25.15	
		2	12.55	25.15	Cracks
A6	13.45	1	12.3	24.75	
		2	12.3	24.75	Cracks
B1	9.83	1	17.0	34.4	
		2	17.0	34.4	
B2	9.82	1	17.1	34.15	
		2	17.1	34.15	
B3	9.83	1	17.5	35.6	
		2	17.5	35.5	
B4	9.82	1	17.7	35.6	
		2	17.7	35.6	
B5	9.82	1	17.35	35.0	
		2	17.35	35.0	
B6	9.82	1	17.0	34.3	
		2	17.0	34.3	
C1	13.49	1	12.05	24.02	
		2	12.05	24.02	Voids
C2	13.48	1	12.02	24.05	
		2	12.02	24.05	Voids
C3	13.48	1	11.09	24.01	
		2	11.09	24.01	Warp
C4	13.46	1	12.55	25.02	
		2	12.55	25.02	Voids
C5	13.47	1	12.03	24.08	
		2	12.03	24.08	Voids
C6	13.47	1	12.05	24.02	
		2	12.05	24.02	Cracks

LOG FORM

COMPUTER #1
DATE 10/9/00
OPERATOR [illegible]
A B C

START TIME 1:27 AM/PM
END TIME ______ AM/PM

T 60 C/F
T ______ C/F "

THE END
FINALLY

SPAN 141

SEGMENT	LENGTH (m)	TEST	MODE 1 f(Hz)	MODE 2 f(Hz)	OBSERVATIONS
A1	13.36	1	12.8	25.8	
		2	12.8	25.8	Cracks
A2	13.36	1	12.7	25.5	
		2	12.7	25.5	Voids
A3	13.35	1	12.65	25.4	
		2	12.63	25.4	Voids
A4	13.36	1	12.2	24.65	
		2	12.2	24.65	Wrap
A5	13.37	1	12.45	25.15	
		2	12.45	25.15	Voids
A6	13.37	1	12.3	24.75	
		2	12.3	24.75	Wrap
B1	9.79	1	17.75	35.9	
		2	17.75	35.9	Voids
B2	9.79	1	17.7	35.9	
		2	17.7	35.9	X
B3	9.79	1	17.5	35.4	
		2	17.5	35.4	
B4	9.80	1	17.6	35.75	
		2	17.6	35.75	Cracks
B5	9.80	1	17.35	35.15	
		2	17.35	35.15	
B6	9.80	1	17.35	35.0	
		2	17.35	35.0	Cracks
C1	13.46	1	12.7	25.6	
		2	12.7	25.6	
C2	13.40	1	12.7	25.6	
		2	12.7	25.6	
C3	13.36	1	12.7	25.6	
		2	12.7	25.6	
C4	13.35	1	12.7	25.6	
		2	12.7	25.6	Voids, Cracks
C5	13.39	1	12.45	25.4	
		2	12.5	25.4	
C6	13.44	1	12.05	24.1	
		2	12.05	24.15	Wrap

LOG FORM
SUPPLEMENTARY SHEET

DATE 10/9/00

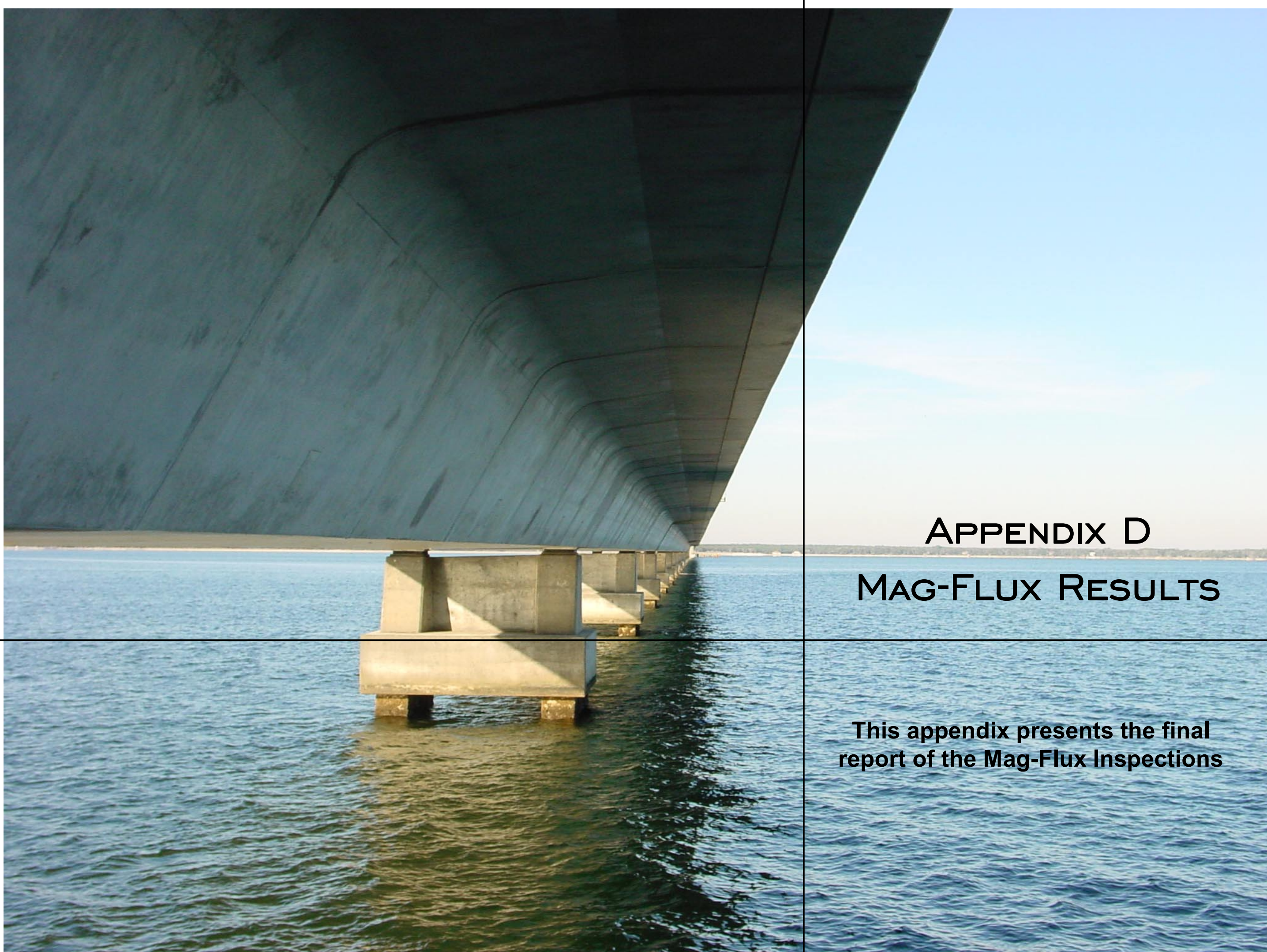
Tuning Fork Test:
Peak Freq. 33.9 Hz
Peak Height 323.4

SPAN 141

GOODBYE! PROFESSOR + BOB!

THE END.

Florida Department of Transportation
District 3



Appendix D

Mag-Flux Results

This appendix presents the final report of the Mag-Flux Inspections

Corven Engineering, Inc.
1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge

Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

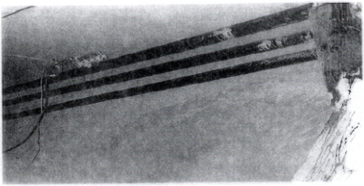
The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix D – Mag-Flux Results

Contents

Final Report

Condition Assessment of External P-T Tendons in the Mid Bay Bridge



by

Al Ghorbanpoor, Ph.D., P.E.
University of Wisconsin-Milwaukee

November 14, 2000

Final Report

Condition Assessment of External P-T Tendons in the Mid Bay Bridge

by

Al Ghorbanpoor, Ph.D., P.E.
University of Wisconsin-Milwaukee

Introduction:

Under a contract from Granite Construction Company, a non-destructive evaluation (NDE) of post-tensioning (P-T) tendons of the Mid Bay bridge, in Destin, Florida, was made over the period of October 27 to November 2, 2000. This work was conducted in cooperation with the Florida Department of Transportation personnel. The NDE method used in this work was based on the concept of magnetic flux leakage (MFL). The equipment used to evaluate the Mid Bay bridge is a system developed by the author at the University of Wisconsin-Milwaukee and is called the Magnetic tendon-testing Device (MTTD). The Mid Bay bridge spans the Choctawhatchee Bay on State Route 293 in Destin, Florida. The bridge consists of 141 spans and is constructed of concrete segmental boxes. Each typical span is approximately 110 feet long, except one span, span 83, which is approximately twice as long as the other spans. The segmental boxes are externally post-tensioned with three tendons along each web. Two deviation blocks anchor the P-T tendons to the bottom flanges of the segmental boxes in each typical span. Additional tendons and deviation blocks are present in span 83.

A MFL test of a P-T tendon consists of measuring changes in an induced magnetic field in the close vicinity of the P-T tendon due to the presence of corrosion or fracture in the tendon. Prior to the field testing operation at the Mid Bay bridge, a laboratory study was performed, as a part of a separate study, to verify the accuracy, resolution, and reliability of the MTTD and to develop calibration data relevant to evaluating external P-T tendons. The calibration data was acquired to achieve a more reliable and accurate data interpretation capability during the field test.

Equipment Description:

The equipment used for field-testing of P-T tendons in the Mid Bay bridge consists of a mechanical frame that supports a pair of strong permanent magnets and a series of Hall-Effect sensors. The equipment is called the Magnetic tendon-testing Device (MTTD). During a test, the device is moved along the length of the tendons by an operator. A steady motion of the MTTD along the length of a P-T tendon is made possible through the use of a set of contact wheels that are installed on the frame of the equipment. These wheels maintain a constant distance of 0.25 inch between the face of the magnets/sensors assembly of the device and the surface of the polyethylene duct of the P-T tendon.

Maintaining this constant distance is important since the amplitude of MFL data is proportioned to the distance between the magnets/sensors assembly and the steel tendon. Data from four sensors is recorded and analyzed for the purpose of testing external P-T tendons. The signal outputs from these four sensors are displayed in the form of graphs of amplitude vs. longitudinal travel path of the magnets/sensors assembly along the length of the tendon. These data outputs are termed as channels 3, 4, 5, and 9. Sensor, or channel No. 4 is located along the centerline of the tendon, and sensors No. 3 and 5 are located 1.0 inch on either side of sensor No. 4. Sensor No. 9 is placed one inch above the center sensor No. 4. A contact-wheeled encoder device is installed on the frame of the MTTD to indicate the distance traveled as the equipment is moved along the length of a P-T tendon under test. In conjunction with the MTTD, specific data acquisition and analysis software are developed and used to facilitate data recording, displaying, and interpretation.

It has been shown that the amplitude of the MFL data from a flaw is proportioned to the amount of section loss in a steel component that is subjected to a MFL test. MFL data from tests conducted along the length of P-T tendons occasionally show a gradual decrease or increase, or shift, in the signal amplitude. This gradual shift in the data amplitude is normally caused by a gradual change in the position of the steel strands inside the polyethylene duct of the P-T tendon along its length.

Figure 1 shows a photograph of the magnetic tendon-testing device (MTTD) that is designed and developed to allow testing of external P-T tendons. As shown in the figure, the MTTD is installed on a laboratory sample that consists of a grouted P-T tendon.

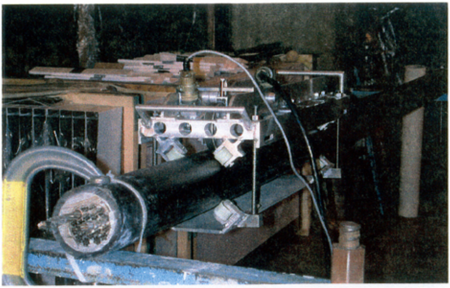


Figure 1. Photograph of the Magnetic Tendon-Testing Device (MTTD) installed on a laboratory sample consisting of a grouted P-T tendon

Laboratory Study:

A 12-foot long grouted post-tensioning tendon with 22 seven-wire strands was constructed in the laboratory to be used for the purpose of evaluating the capability of the magnetic tendon-testing device (MTTD) for its accuracy, resolution, and reliability in testing external P-T tendons. Two strands in the tendon (one at the center and one at the edge of the strand bundle) were replaced with 5/8-inch diameter copper tubes to allow insertion of undisturbed strands or those with various amounts of section losses. Due to the non-ferrous properties of copper, no magnetic influence is expected from the presence of the tubes in the tendon. The use of this laboratory specimen allowed for a verification of the system performance in detecting flaws with varying amounts of section losses in strands that were inserted inside of the copper tubes of the laboratory P-T tendon. Figure 2 shows a graphic display of MFL data from the four channels of the system for the laboratory sample when only a single fractured strand (seven wires cut with a gap of 0.25 inch) was inserted in the copper tube within the tendon. The fracture in the strand was located at 4.25 feet from the start of the test, and the tube was positioned at the edge of the strand bundle in the tendon. A distinct change in the MFL signal amplitude can be seen in the graph for each sensor or channel at the location of the fracture. The signal amplitude level is smaller in the graph for channel 9 since the physical position of the corresponding sensor inside the sensor assembly unit is one inch farther from the flaw compared with the positions of the other sensors. A complete fracture of a single strand out of the 22 strands that form the tendon is equivalent to a 4.5 percent loss of cross section of steel within the tendon. An examination of Figure 2 can indicate that the presence of fracture in a single strand within the tendon can be easily detected.

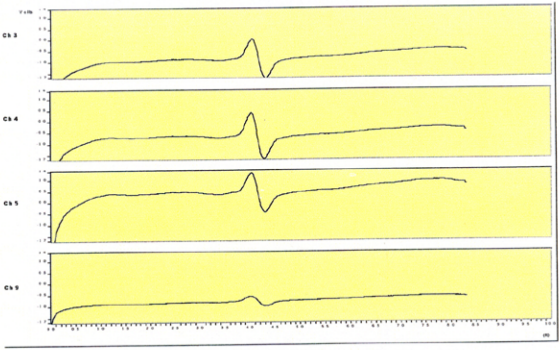


Figure 2 - MFL signals indicating fracture of a strand at 4.25 feet from the start of the test (seven wires cut in a single strand located at the edge of the strand bundle)

The amplitude of MFL signals normally decreases with increasing distance between the magnets/sensors assembly of the MTTD and the flawed steel. The signal amplitude also decreases by the masking effect of the steel surrounding the flawed strand. This effect may be observed as shown in Figure 3 where a fractured strand is located at the center of the strand bundle of the laboratory sample. An indication is shown for the fractured strand at 4.25 feet from the start of the test in the graph of data for each sensor. The decrease in the data amplitude is apparent in the figure when it is compared with Figure 2 where it shows the MFL data plots for the same flaw except when the flaw was located at the edge of the strand bundle.

The amplitude of MFL signals is further decreased with a decreasing amount of loss of section. Figure 4 shows graphs of MFL data when only three wires of a seven-wire strand are cut and the flawed strand is positioned at the center of the strand bundle of the laboratory sample. A comparison of the results with those shown in Figure 3 can indicate additional amplitude reduction due to smaller loss of section.

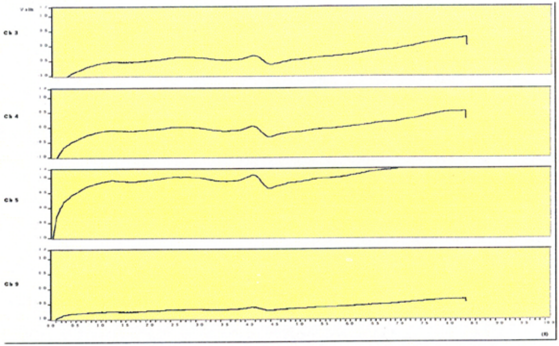


Figure 3 - MFL signals indicating fracture of a strand at 4.25 feet from the start of the test (seven wires cut in a single strand located at the center of the strand bundle)

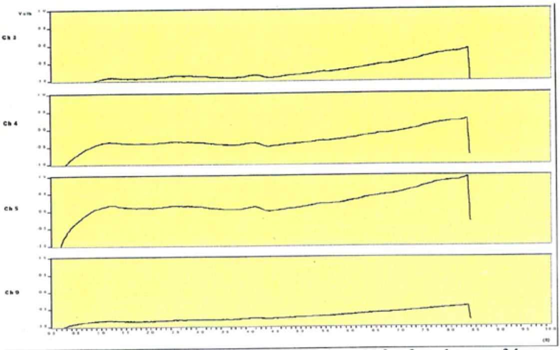


Figure 4 - MFL signals indicating fracture of a strand at 4.25 feet from the start of the test (three wires cut in a single strand located at the center of the strand bundle)

Based on the laboratory investigation, as well as field-testing performed under other projects, the MTTD system showed excellent detection capability for small flaws within external P-T tendons. During the laboratory experiment, it was found that flaws as small as 0.5 percent loss of cross sectional area of the tendon could be detected by the MTTD system. Figure 5 shows this capability of detection for a strand that has only a single wire broken when the strand was positioned at the edge of the strand bundle of the laboratory sample. An indication of loss of cross section can be observed in the figure at the location of 4.5 feet from the start of the test.

By an examination of the graphs shown in Figure 5 one can easily determine the presence of a flaw through observing the visual indications. However, it is also possible to use additional data analysis methods to achieve a more reliable determination for the presence of flaws. These data analysis methods would allow even smaller flaws (flaws smaller than the previously stated 0.5 percent loss of section) to be detected by the MTTD system. One such method is known as the *correlation analysis.* In the *correlation analysis,* a reliability index or value (called the *correlation factor*) is normally computed. The *correlation factor* is computed based on the extent of matching that exists between a MFL signal from a real flaw, and a mathematical signal that is constructed from the results of laboratory studies and calibrations. For example, a 100 percent (or perfect) match will result in a *correlation factor* of 1.00. Figure 6 shows the results of the *correlation analysis* for MFL data from sensor No. 4 from Figure 5. A correlation value of 0.975 is computed and shown in the lower part of the graph. Figure 6 also shows the graph of data from sensor No. 4.

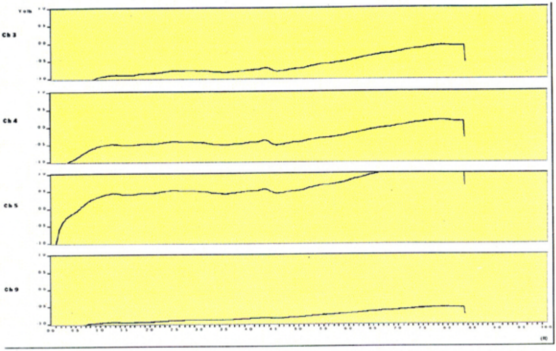


Figure 5 - MFL signals indicating fracture of a strand at 4.5 feet from the start of the test
(one wire cut in a single strand located at the edge of the strand bundle)

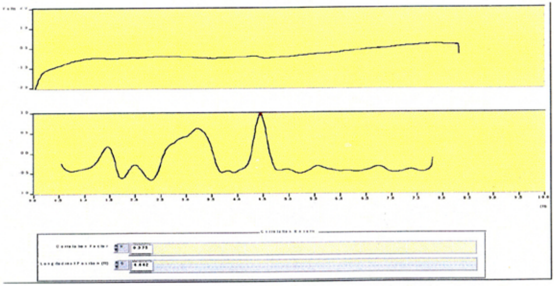


Figure 6 - MFL signals correlation results indicating fracture of a strand at 4.5 feet from the start of the test
(one wire cut in a single strand located at the edge of the strand bundle)

Field Tests:
The primary objective of the field-testing under this work was to determine if there was fracture or corrosion of prestressing steel in the tendons of the Mid Bay bridge. The results of the laboratory investigation, and previous relevant experience of the author, indicated that the application of the magnetic tendon-testing device (MTTD) is an appropriate non-destructive approach for detecting fracture or corrosion of P-T tendons.

The MTTD system was transported to the site of the Mid Bay bridge to perform field evaluations of its P-T tendons. The Mid Bay bridge is a concrete segmental box structure that is post-tensioned with external tendons. As a design requirement three P-T tendons are placed along each web of the box segments in all spans except span 83. Span 83 is approximately twice as long and contains additional tendons beyond those present in other spans. Each tendon consists of either 19 or 27 half-inch diameter seven-wire strands placed inside of a 4-inch diameter polyethylene duct. During the initial construction, strands in each tendon were stressed and a grouting operation was conducted with the objective of completely filling the voids inside of the polyethylene ducts. The grouting of the tendons were done with a cement grout and with the intention of providing protection for the tendons against corrosion.

The field test for each P-T tendon consisted of placing the magnets/sensors assembly of the MTTD on the tendon and moving it on its wheels along the length of the tendon. Figure 7 shows a photograph of the MTTD system during testing of an external P-T tendon inside of a concrete segmental box of the Mid Bay bridge.

Figure 7 – Photograph of the MTTD system during a test of an external P-T tendon in the Mid Bay Bridge

MFL data from testing each tendon was transmitted to a computer and recorded. The data was also plotted and displayed on the computer screen in real time during each test. Figure 8 shows a photograph of a typical computer screen display for real time plots of MFL data.

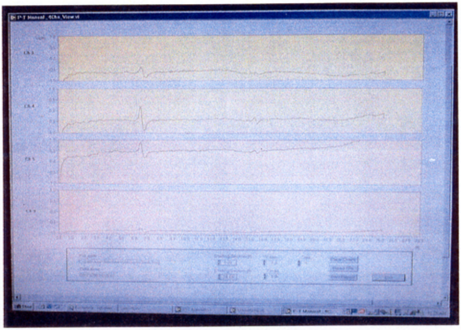


Figure 8 – Photograph of typical computer screen display for real time plots of MFL data

The real time data plots were monitored carefully, during each test, to identify signal features that were indicative of loss of cross sectional area of steel in the tendon under test. Tests on some tendons were repeated under same conditions to verify the reproducibility of the test results. In all such cases, the repeated tests produced the same results as those from previously conducted tests.

P-T tendons in all spans were subjected to the MFL test during the field-testing phase of this work. The total number of tendons that were tested during this field evaluation was approximately 870. A few tendons were being replaced at the time of this MFL field-testing and could not be subjected to tests by the MTTD system.

A majority of the tendons that were subjected to the MFL field-testing showed no indications of corrosion or fracture. Figures 9 and 10 show plots of typical MFL data in the Mid Bay bridge where no corrosion or fracture indications, in terms of signal amplitude changes, are observed in the plots. Where the distance between the strand bundle within the duct and the surface of the duct does not remain constant along its length, a change in the amplitude of the MFL data will result. This MFL amplitude variation can be seen in Figure 10 for the first 26 feet of the length of the graphs.

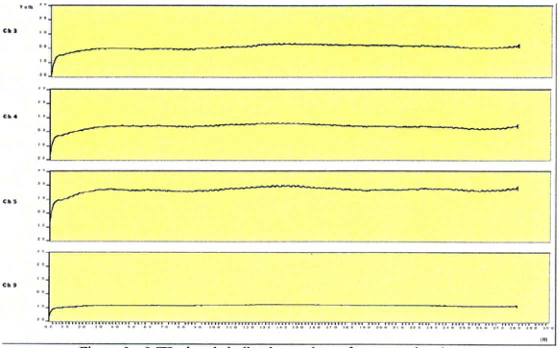


Figure 9 – MFL signals indicating no loss of cross sectional area
(span 25, tendon 25-3b)

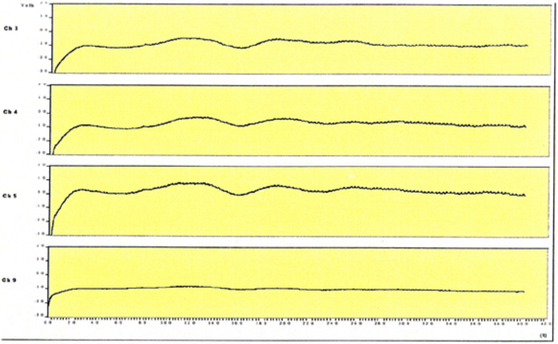


Figure 10 – MFL signals indicating no loss of cross sectional area
(span 132, tendon 132-2c)

During the MFL testing of the tendons of the Mid Bay bridge, indications of corrosion of prestressing steel were observed at two locations along the length of two tendons. The corrosion indications were recorded for tendons located in spans 71 and 98. The tendon with corrosion in span 71 is designated by FL DOT as tendon 71-1a and that in span 98 is identified as tendon 98-5c. The MFL data indicated that both tendon corrosion cases, particularly in span 71, were concentrated in a relatively localized length of each tendon.

In span 71, a corrosion indication was recorded during the MFL testing of tendon 71-1a. The location of the corrosion indication was at a distance of 30 feet from the start of the test. The starting point of this test was at the edge of the rubber boot at the first deviation block. The magnets/sensors assembly of the MTTD was moved along the tendon in the direction of the tendon's end-anchorage area. With the addition of a fixed distance of 1 foot and six inches, or the distance between the end wheels and the center of the magnets/sensors enclosures, to the measurement from the MFL data, the detected corrosion spot was identified to be located at an actual distance of 31 feet and six inches from the edge of the rubber boot at the first deviation block. The MFL corrosion indication can be easily seen in the data plots from channels 3 and 4 in Figure 11. Flaw indications from the graphs of channels 5 and 9 are not prominent in the figure due to the graphs' scale factor and farther distance of the flaw to these sensors. Considering the output and corresponding position for each sensor (or channel), as well as the short signal duration, one can conclude that the flaw consists of limited surface corrosion in a local area. Upon a physical examination of the P-T duct at the suspected spot, it was found that a small hole was present in the polyethylene duct. The indication of a small corrosion and its location for this tendon were reported to the FL DOT personnel as the MFL testing was underway for the tendon. The indicated location was marked with yellow paint for subsequent verification. The FL DOT personnel opted to cut a small window, or opening, in the polyethylene duct at the indicated location to verify the MFL corrosion indication. After an opening was made in the tendon, it was observed that localized corrosion was present in the tendon. The corrosion was limited to four wires of a seven-wire strand in the prestressing bundle. Figure 12 shows the opening in the tendon at this location and a general view of the corroded tendon. The corroded area of the tendon was cleaned with a wire brush to observe the extent of the corrosion. Figures 13 and 14 show close up views of the corroded tendon.

It is apparent that the cause of the corrosion at this location is due to the penetration of moisture and oxygen inside the tendon from the presence of the hole found on the polyethylene duct. The hole could have been made either to check the status of grout inside the duct during or after the grouting operation, or for other unknown reasons.

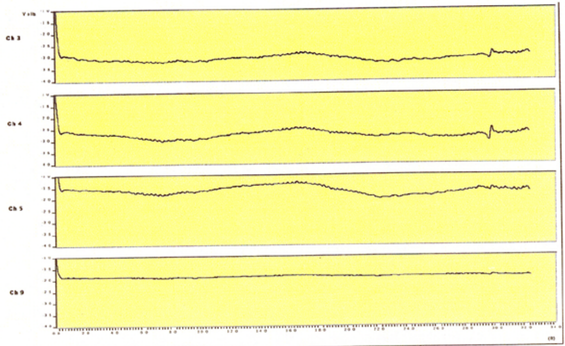


Figure 11 – MFL signals indicating localized corrosion at 30 feet from the start of the test (span 71, tendon 71-1a)

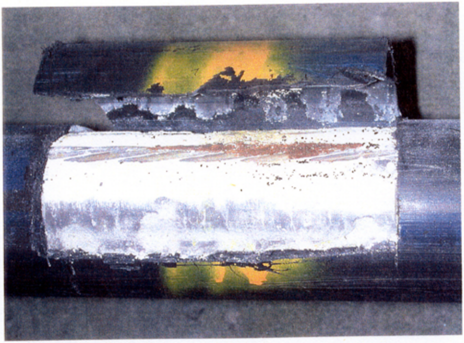


Figure 12 - Photograph of the opening in the P-T duct for MFL test verification (span 71, tendon 71-1a)

Figure 13 – Close up photograph of the corroded tendon
(span 71, tendon 71-1a)

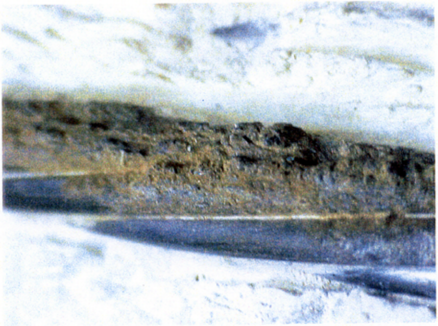


Figure 14 – Close up photograph of the corroded tendon
(span 71, tendon 71-1a)

In span 98, indications of corrosion were recorded during the MFL testing of tendon 98-5c at locations from 9.0 to 10.5 feet from the start of the test. The starting point of this test was at the edge of the rubber boot at the end-anchorage-block of the span in section "C" of the span. The span section designations are given by FL DOT. The magnets/sensors assembly of the MTTD system was moved along the length of the tendon in the direction of the first deviation block. The MFL corrosion indication can be easily seen in the data plots from channels 3, 4, and 5 in Figure 15. Flaw indications in the graph of data from channel 9 are not as strong as those shown for the other channels due to the graphs' scale factor and farther distance of the flaw to this sensor. Although the primary flaw indication is at the location of 10.5 feet, one can also see signal amplitude changes in the plots starting approximately at 9.0 feet from the start of the test. This indicates that the corrosion in the tendon is not limited to only a localized point but it also exists at locations in advance of the 10.5 feet location. In addition, a change in the shape of the MFL flaw signal in terms of a longer peak-to-peak duration can indicate a more gradual corrosion of the tendon than a localized one. This can be easily observed by comparing the MFL flaw signals for the corroded tendons in spans 71 and 98 (Figures 11 and 15, respectively). Upon a physical examination of the P-T duct at the corrosion suspected area, it was found that a small hole was also present in the polyethylene duct. The indication of the corrosion and its location for this tendon were reported to the FL DOT personnel as the MFL testing was underway for the tendon. The indicated location was marked with yellow paint for subsequent verification. The FL DOT personnel decided to cut a window, or opening, in the polyethylene duct at the indicated location to verify the MFL corrosion indications. After an opening was made in the tendon, it was observed that corrosion was present in the tendon in the region indicated. It was verified that a more extensive corrosion was present at the 10.5 feet location and less extensive surface corrosion existed for a two-foot distance in advance of this location. The corrosion was limited to four wires of four seven-wire strands in the prestressing bundle. Figure 16 shows the opening in the tendon at this location and a general view of the corroded tendon. The corroded area of the tendon was cleaned with a wire brush to observe the extent of the corrosion. Figures 17 and 18 show close up views of the corroded tendon.

The cause of the corrosion at this location can also be associated with the presence of a small hole on the wall of the polyethylene duct that allowed penetration of moisture and oxygen inside the tendon. Again the hole could have been made either to check the status of grout inside the duct during or after the grouting operation or for other unknown reasons.

MFL test data for all P-T tendons of the Mid Bay bridge have been recorded and is available on a CD media for reference.

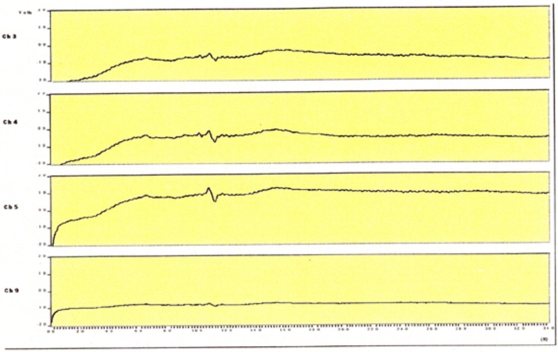


Figure 15 – MFL signals indicating corrosion at locations 9.0 to 10.5 feet
(span 98, tendon 98-5c)

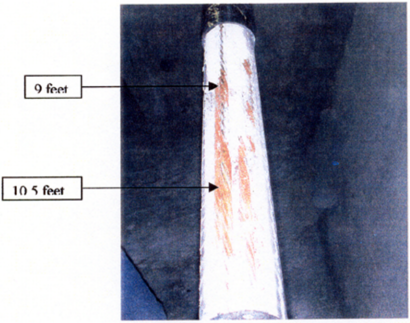


Figure 16 - Photograph of the opening in the P-T duct for MFL test verification
(span 98, tendon 98-5c)

Figure 17 – Close up photograph of the corroded tendon at the 10.5 feet location (span 98, tendon 98-5c)

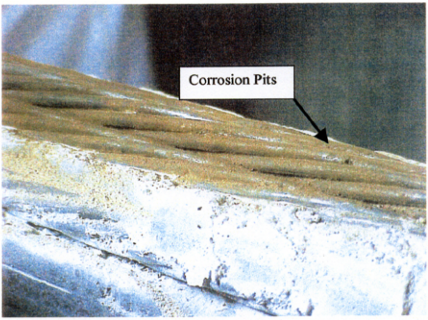


Figure 18 – Close up photograph of the corroded tendon cleaned with a wire brush (span 98, tendon 98-5c)

Florida Department of Transportation
District 3

Appendix E
Visual Tendon Inspection Results

This appendix includes findings of the visual inspection of tendons at sections where polyethylene ducts were removed.

Corven Engineering, Inc.
1415 E. Piedmont Drive,
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Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix E – Visual Tendon Inspection Results

Contents

Mid-Bay Bridge (570091) Tendon Grout Samples

Samples taken October 9 - 10, 2000 by duct removal teams

Span	Tendon	Segment	
008	1	C	
008	2	C	
013	1	A	
013	5	C	
014	3	A	
015	5	A	
016	2	A	
017	1	B	
017	3	C	
019	3	A	
021	3	B	
054	6	B	
055	1	C	
059	6	A	
074	1	B	
074	4	A	
075	1	C	
083	4	H	
084	6	A	
089	4	A	
091	1	C	
134	1	C	

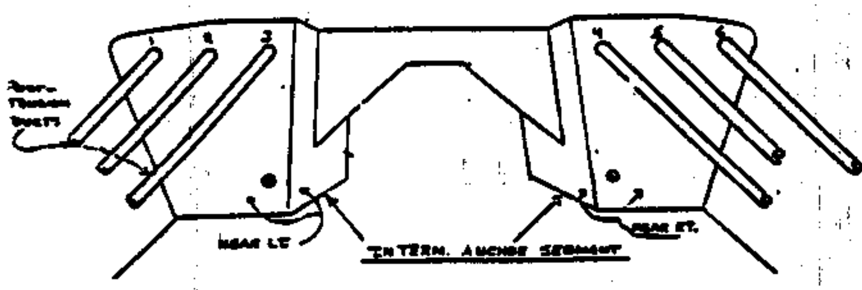
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

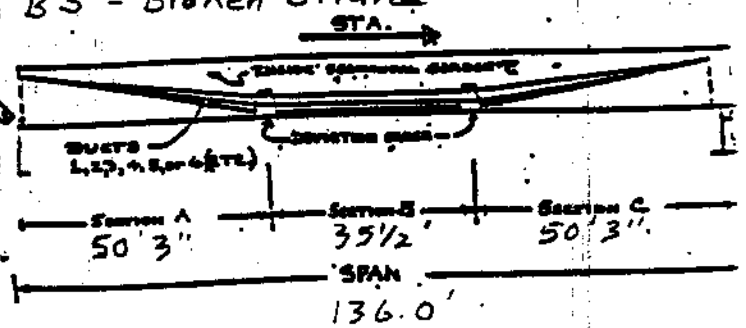
Team Leader Jeff Loflin

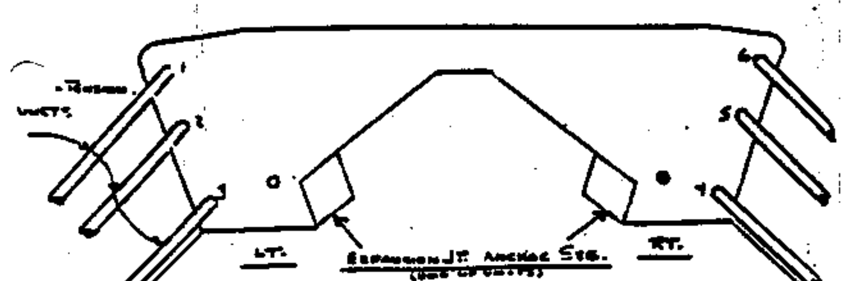
Date: 10-9-00

SPAN 1	Covering Removal
SEG A LEFT visible strands in trumpet	**RIGHT**
1 Cut apprx ft of tube. no strand O.K. - 1"x4" void @ back of trumpet	4
2 Full Length of LC on 2 Strands (Red) intermittent 2 strands visible (partially)	5 Cut apx. 4' 1 strand visible partially = OK
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3 2' cut, 1 strand visible (partially) = O.K	6
SEG C LEFT	**RIGHT**
1	4
2	5
3 Cut apx 10' = O.K.	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

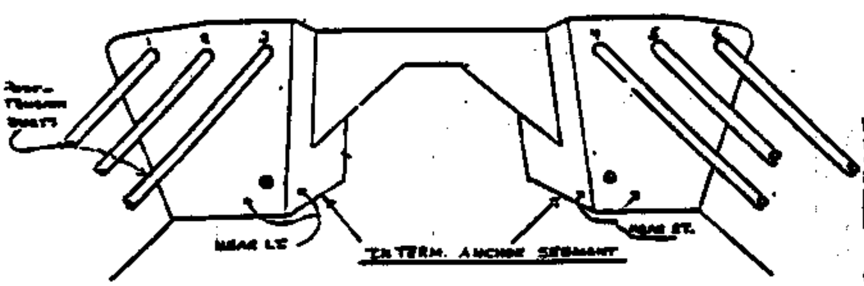
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

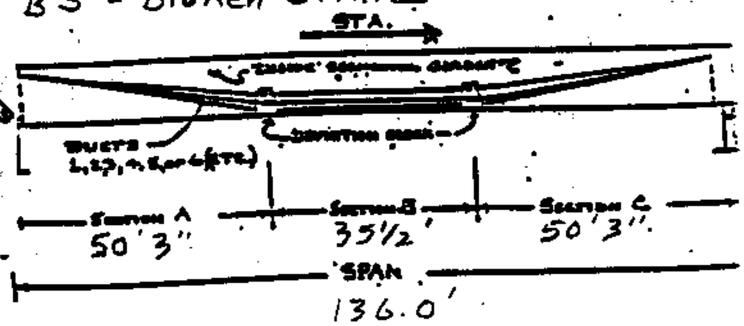
Team Leader
Jeff

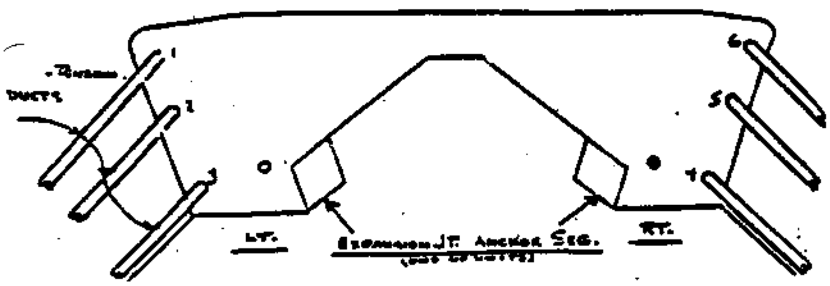
Date: 10-9-00

SPAN 2	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1 Apx 5' cut - O.K	4 apx 5' cut, moisture inside, 1 strand — partially visible O.K.
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

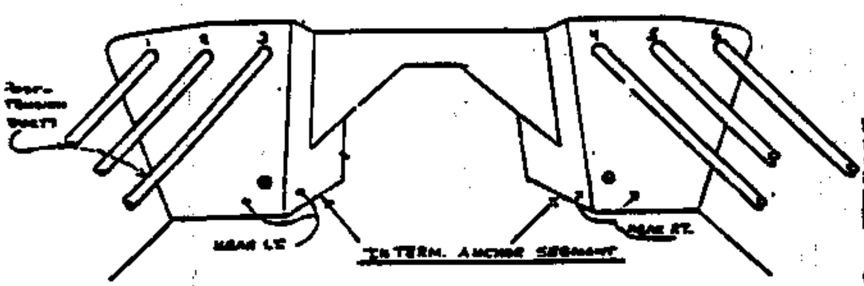
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

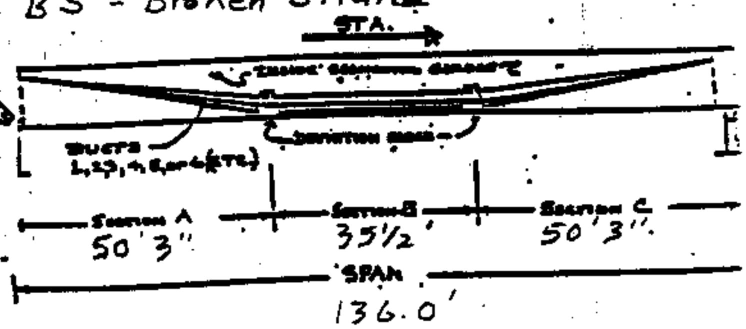
Team Leader
Jeff

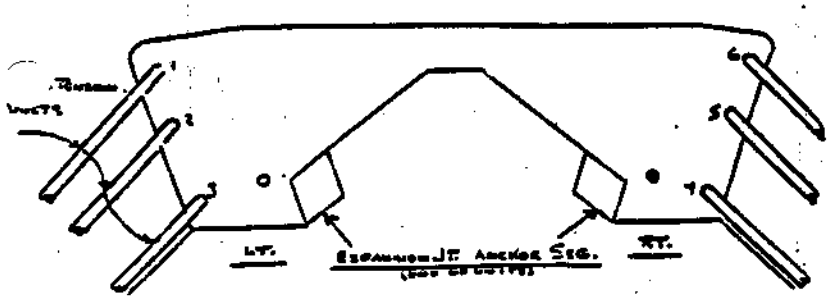
Date: 10-9-00

SPAN 3	Covering Removal
SEG A LEFT	**RIGHT**
1	4 apx. 4' cut, 2 strands exposed (partially) 1 strand intermitten LC, damp, porus grout
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6 apx 20' Cut, 4 exposed Strands (partial) LC. Grout appears wet like mud

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

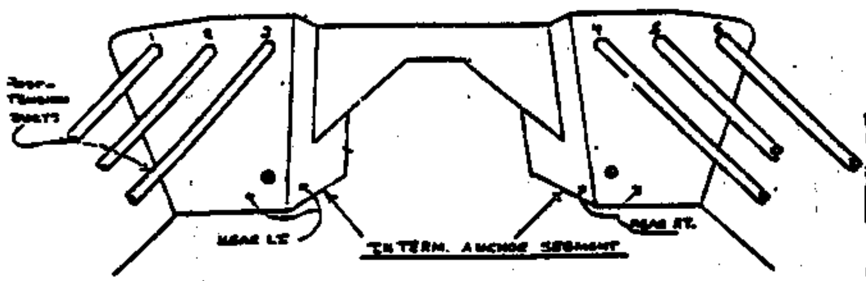
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

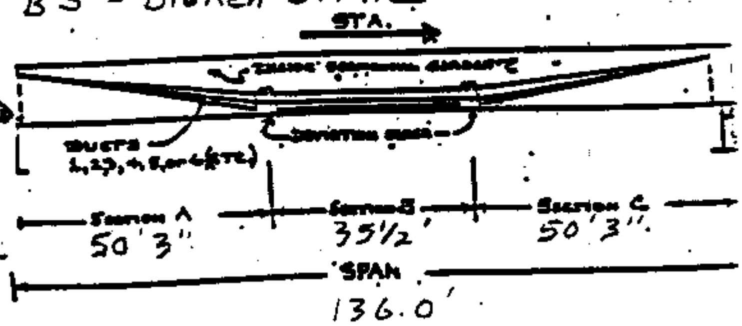
Team Leader
Jeff

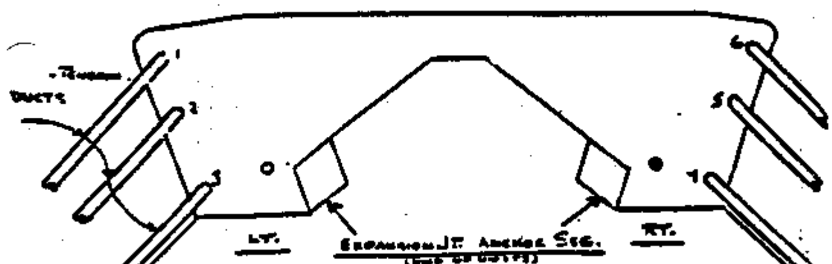
Date: 10-9-00

SPAN 4	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6 apx 8' cut, 3 partial strands expose LC - intermitten, damp grout

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

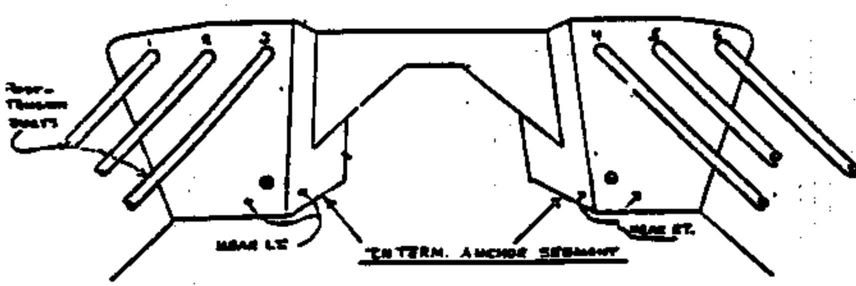
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

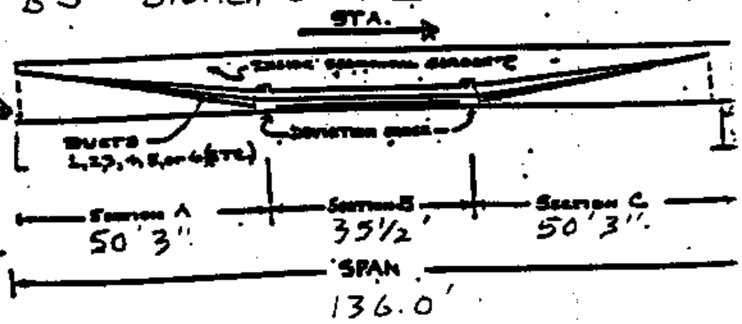
Team Leader
Jeff

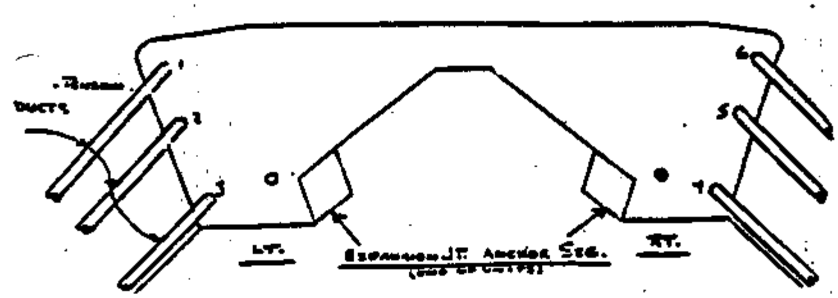
Date: 10-9-00

SPAN 5	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5 apx 20' cut apx 9 xposed strand no grout intermitten L.C.
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 Aprox 4' cut 1 part. of strand exposed . OK	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







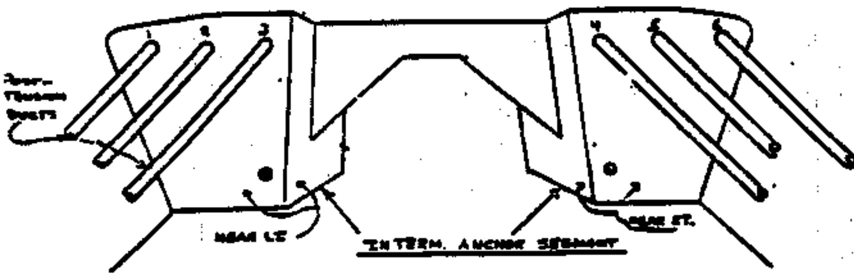
Measurements are in feet

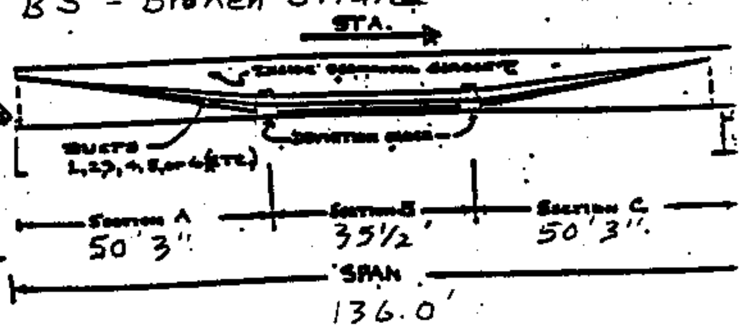
Jeff Loflin, **Team Leader**; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

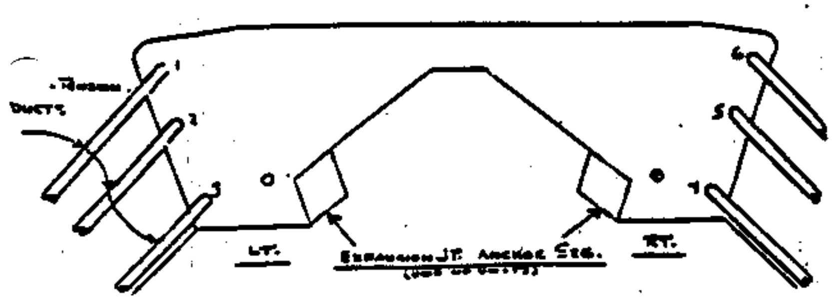
Date: 10-9-00 Jeff

SPAN 6	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3 CUT appr 2' OK	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







Measurements are in feet

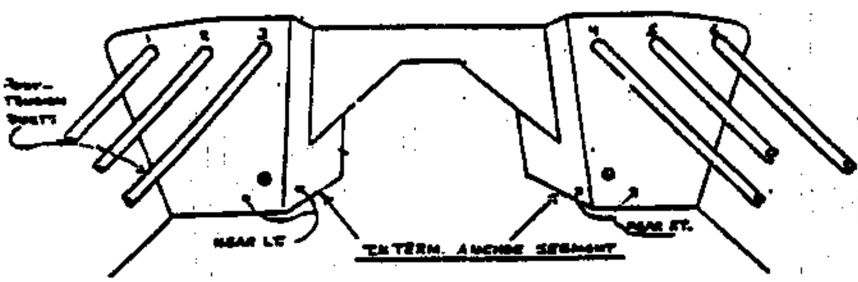
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

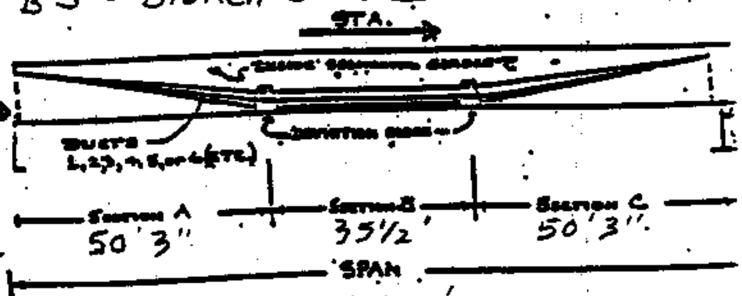
JCH

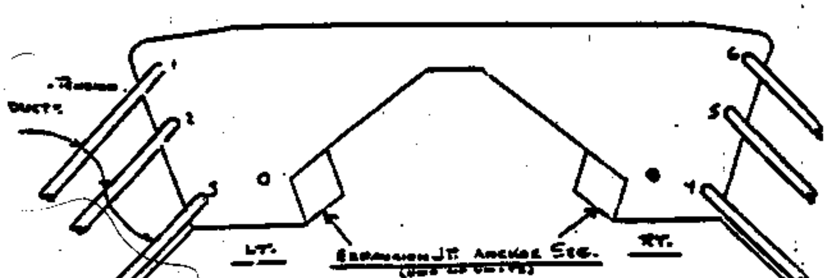
Date: 10-09-2000

SPAN 7	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6 CUT 3' 2 PARTIAL STRANDS OK
SEG B LEFT	**RIGHT**
1	4
2	5 CUT 2' 2 PARTIAL STRANDS OK
3	6
SEG C LEFT	**RIGHT**
1	4
2	5 CUT PRIOR 2' 1 PARTIAL STRANDS OK
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

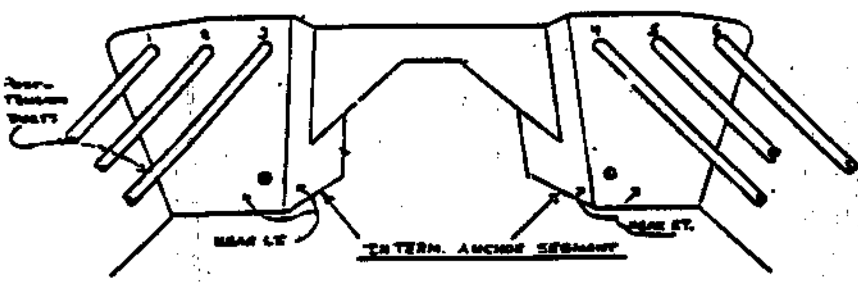
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

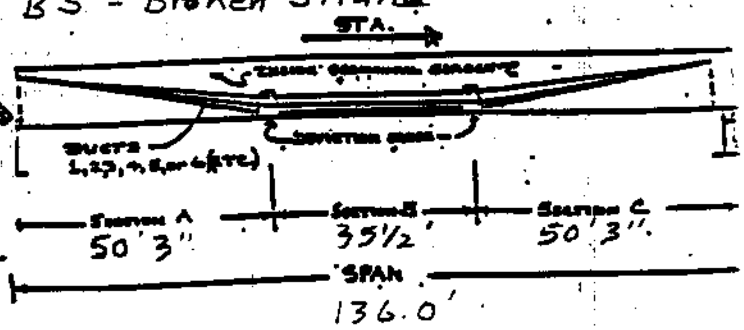
Date: 10-09|2000

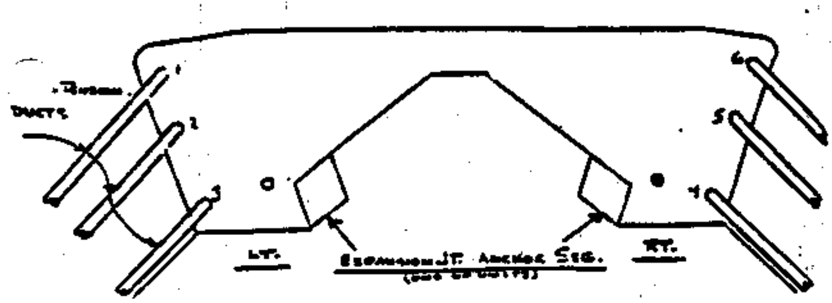
Jeff

SPAN 8	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
S-6 1 Removed Aprox 2' - Cpipe, Large void into Transport 2 partial Strand	4
Pict 80, 81 82 S-6 2 Removed Aprox 6 feet of pipe Has a Large Void WITH 3 partical strands Exposed void into Transport ⊖	5 CUT Appx 2' There are 9 strand Exposed ½ duct Has grout L.C Intermittent
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

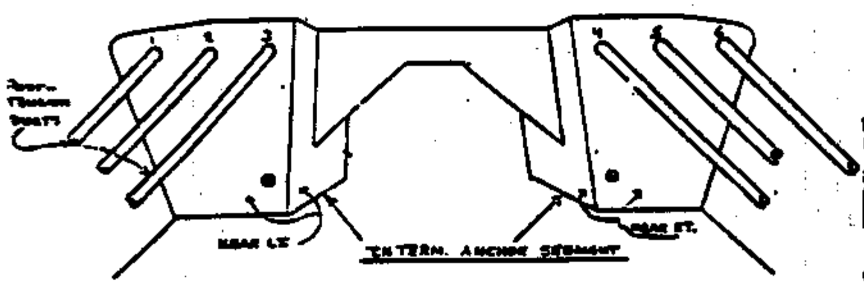
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

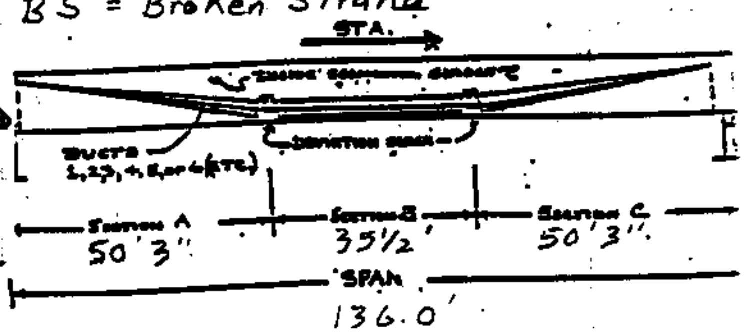
Jeff

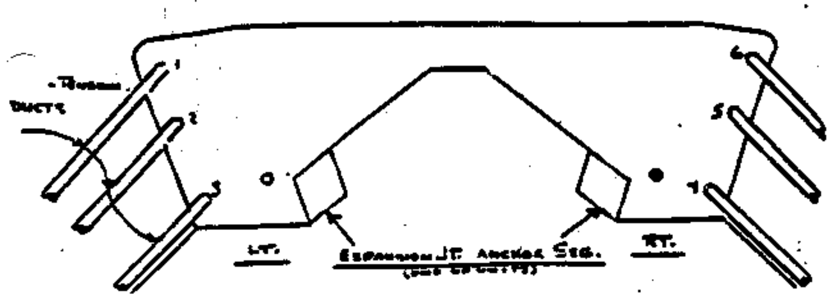
Date: 10/09/2000

SPAN 9 — ALL OK Covering Removal	
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 Tendon Removed	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

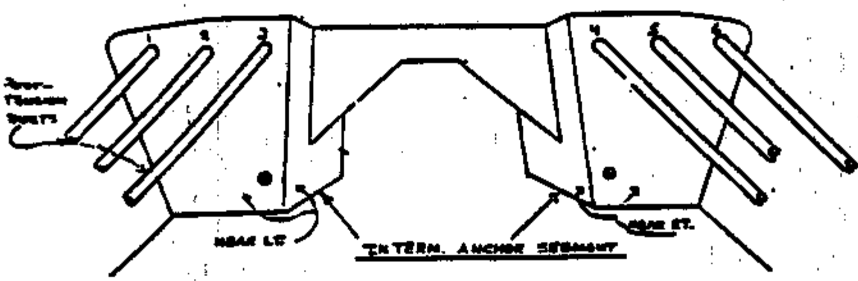
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

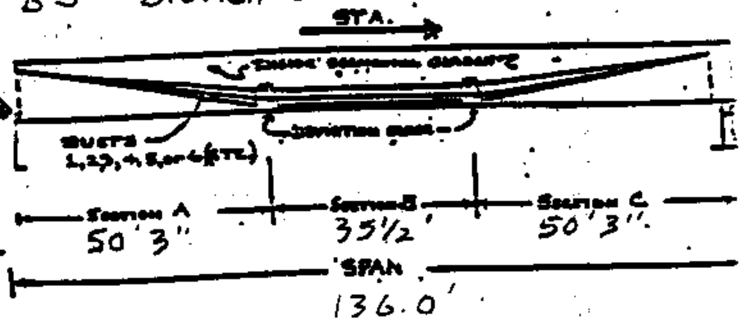
Date: 10-09/2000 Jeff

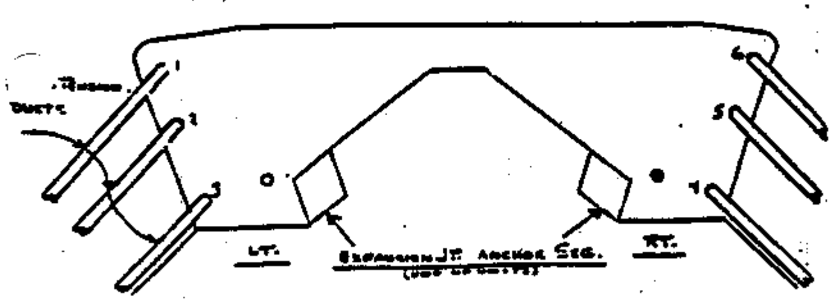
SPAN 10	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2 CUT 4' partial strand OK	5 Aprox 3' pipe Removed 1 strand partial Exposed LC Intermit
3	6 CUT Aprox 12' of pipe 9 to 10 strand, Exposed with Intermit moderate corrosion very little grout
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

Pict 83, 79 78

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

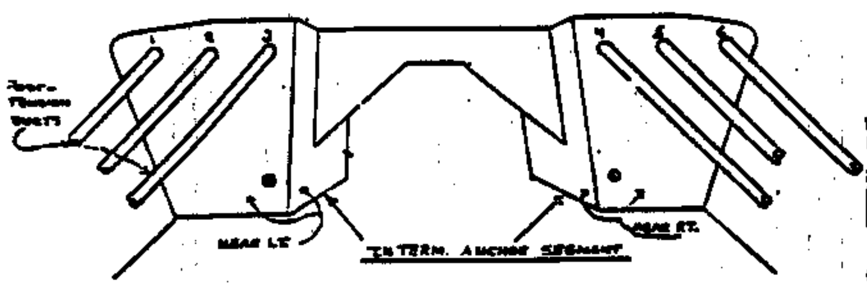
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

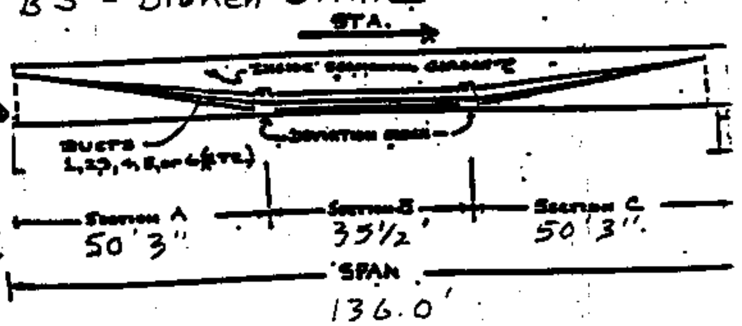
Jeff

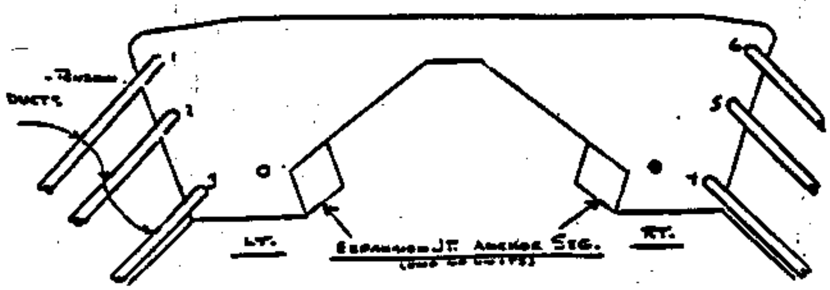
Date: 10/09/2000

SPAN 11	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2 CUT Appox 4' Light Rust Stain on grout, 1 partial strand exposed OK	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







Measurements are in feet

Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

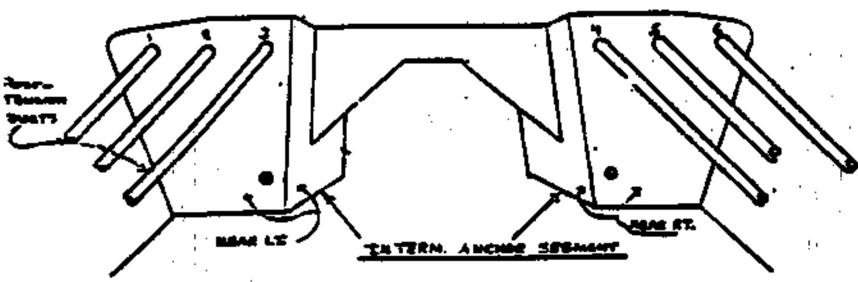
Jeff

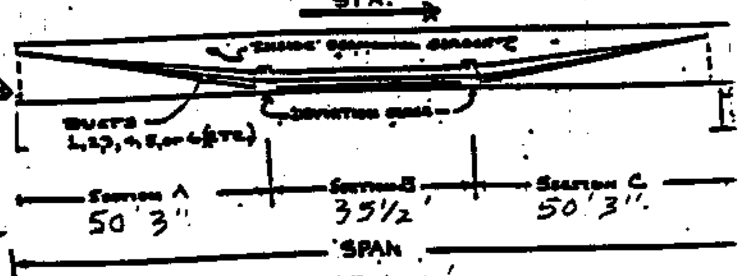
Date: 10/9/2000

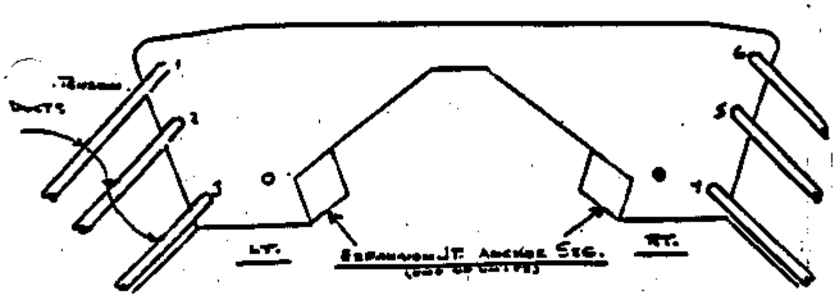
SPAN 12	Covering Removal
SEG A LEFT	RIGHT
1	4 CUT 2' pipe VOID IN trumpet Ө Little grout, 2 partial strand OK
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Pict 85
84

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

Jeff

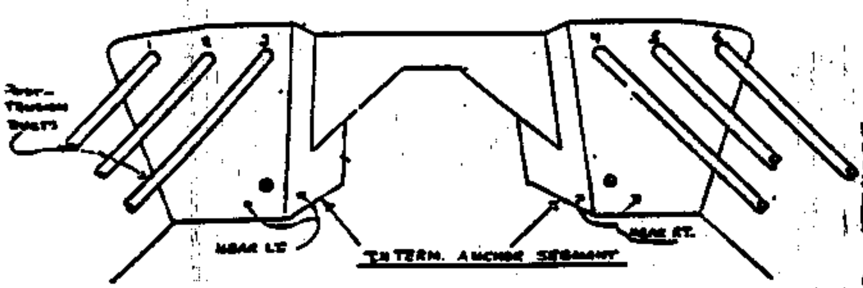
Date: 10/09/2000

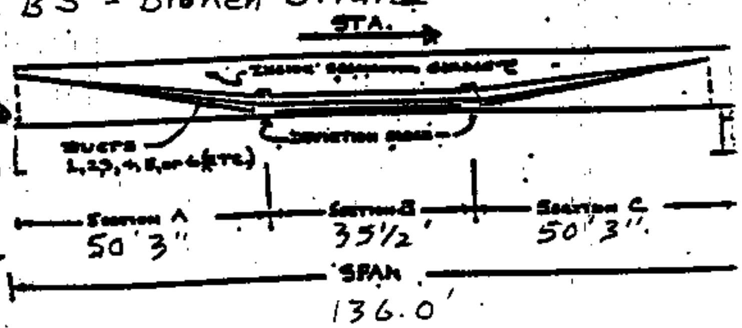
SPAN 13	Covering Removal
SEG A LEFT	RIGHT
1 CUT Appor 3' 2 partil strands exposed OK	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2 CUT 2' of Pipe Small Void OK	5 Removed aprox 6 Feet. Green ? on 1 STRAND; MC on another STRAND all STRANDS Exhibit H2O on them
3	6

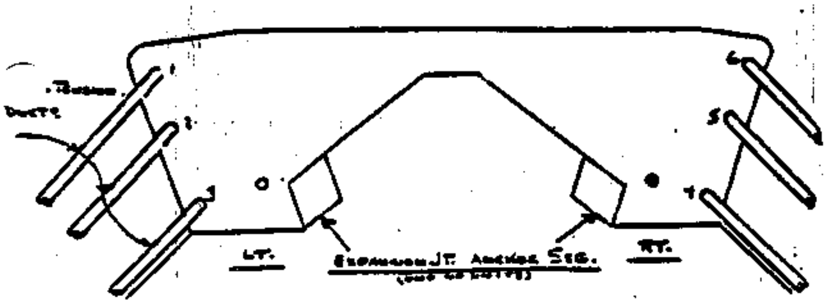
grout sample

PICT 86, 87 green sample

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

P. = Photo NO   Randall Skipper
L.C. = Light Corrosion   Team

G.S. = Grout Sample NO.

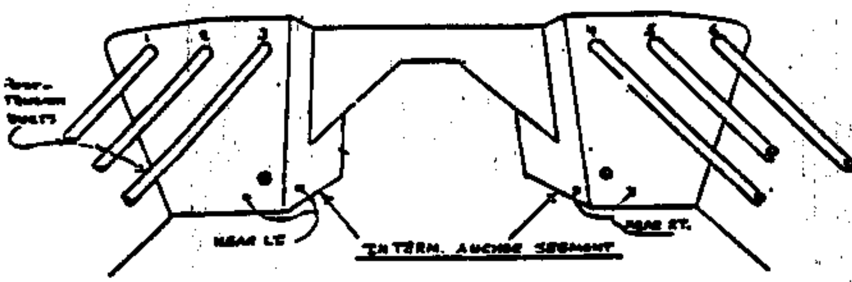
Date: 10/19/2000

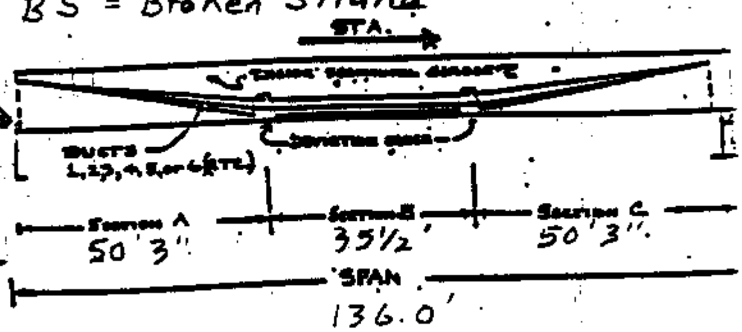
SPAN 14	Covering Removal Yes
SEG A LEFT	**RIGHT**
1 open near Trumpet OK P.1	4
2	5
3 P.2 L.C. open exposed strands G.S.1	6 open OK P. 3
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

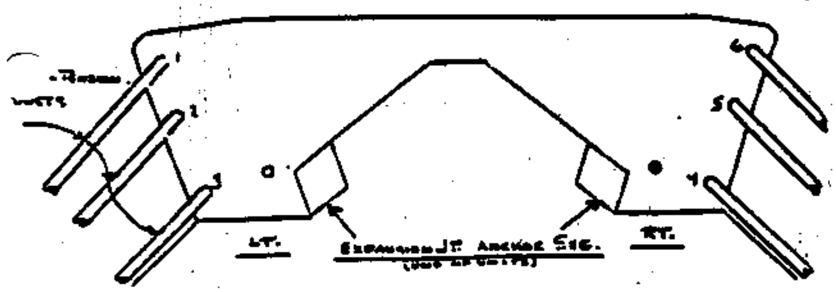
Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

L.C. = Light Corrosion
G.S. = Grout Sample

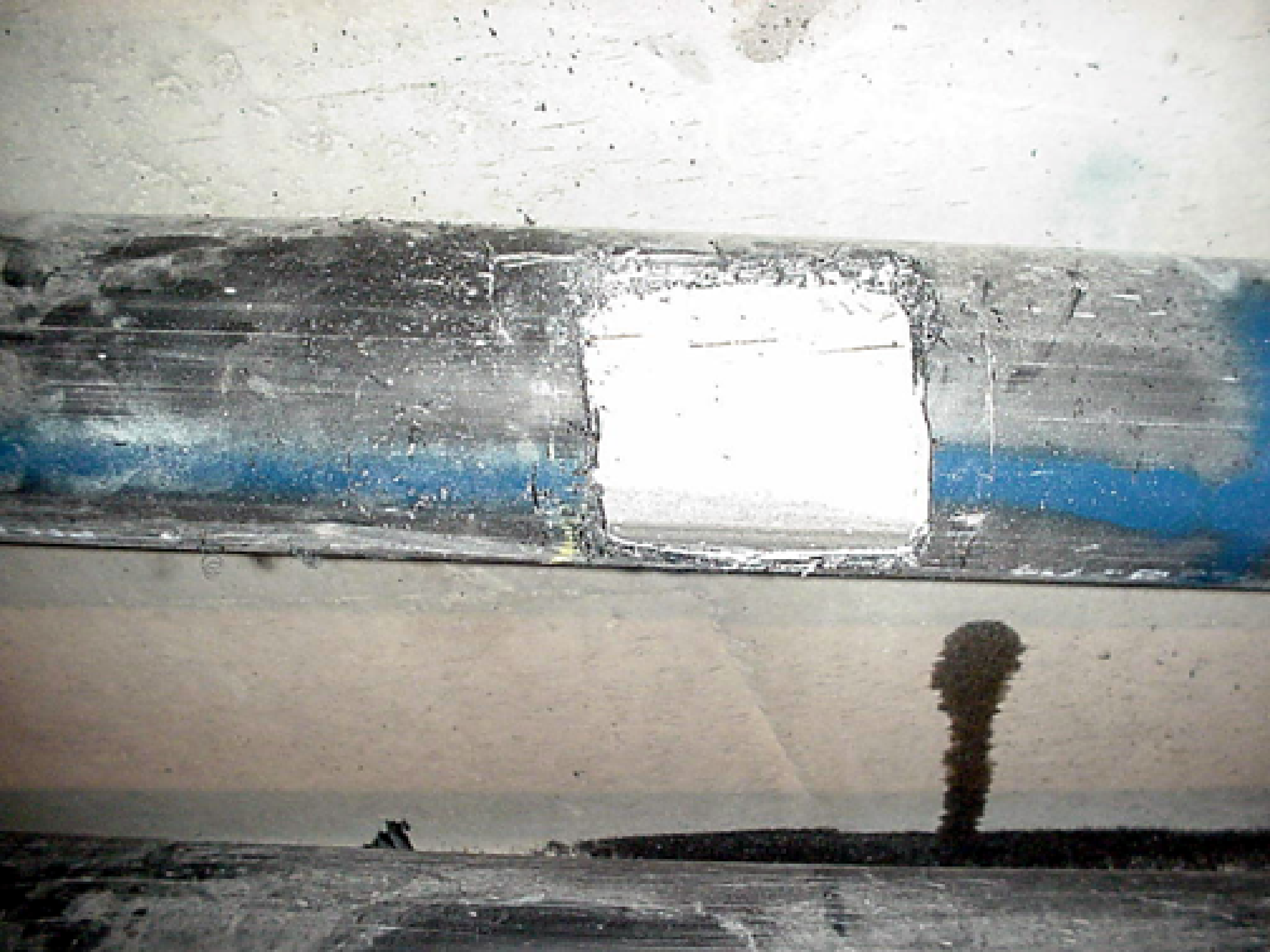
OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet



P= Photo
G.S. = Grout Sample No.
LC, Light Corrison

Randall Skipper Team

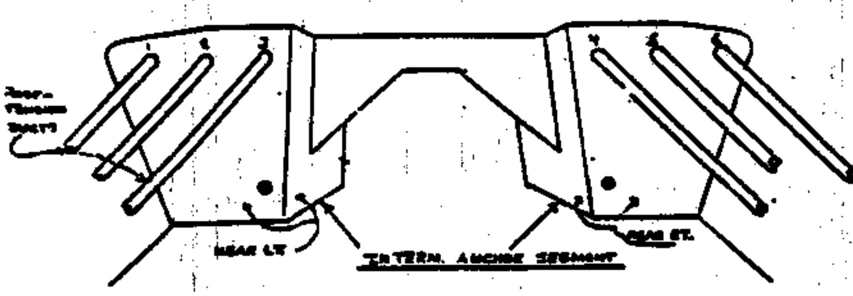
Date: 10-19-2000

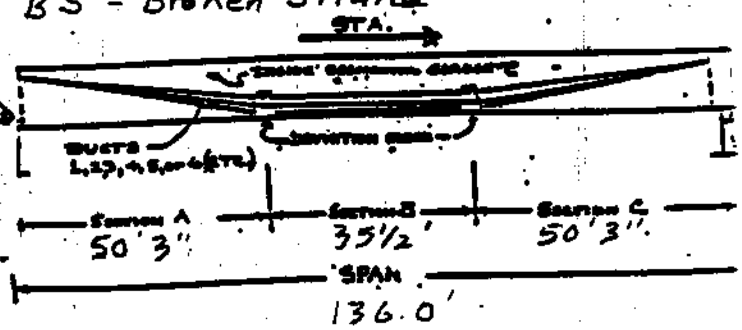
SPAN 15	Covering Removal Yes
SEG A LEFT	**RIGHT**
1	4
2	5 G.S. 2 2 Strans exposed LC P.4
3	6
SEG B LEFT	**RIGHT**
1	4
2	5 2 Strans Exposed Open L.C.
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6 OK OPEN P.5

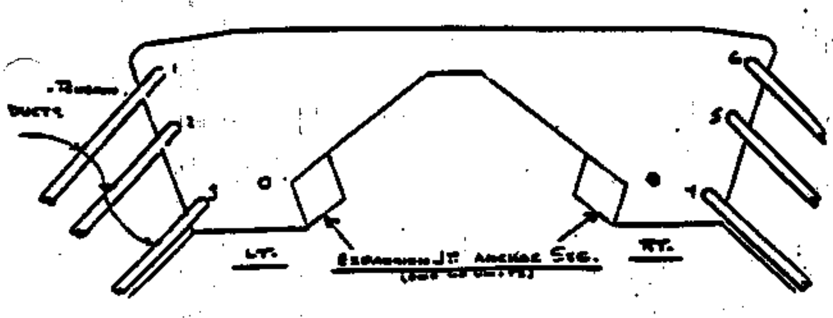
Same

Randall Skipper, Team Leader; Hine Brown; Steve Scott; Eric Mann

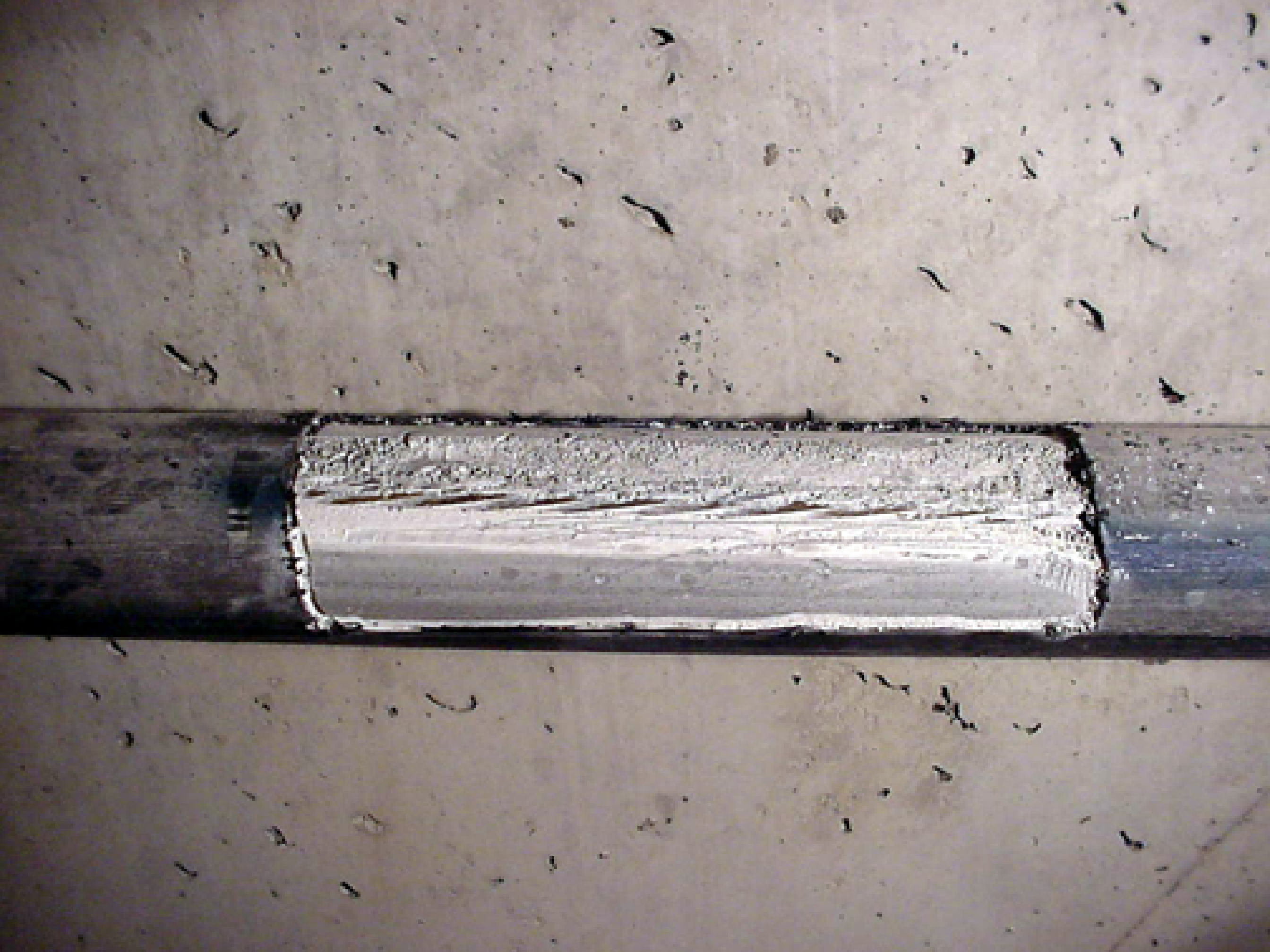
OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet




M F714

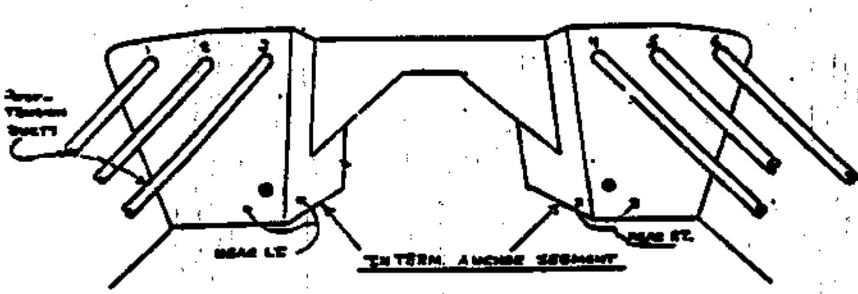
P= Photo NO   Randall Skipper Team
G.S. = Grout Sample
L.C. = Light Corrosion
Date: 10/9/2000

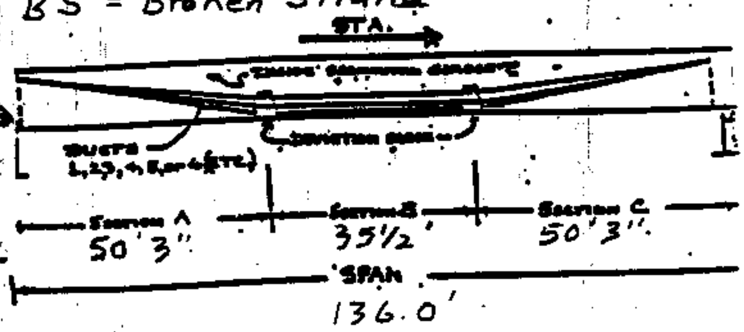
SPAN 16	Covering Removal Yes
SEG A LEFT	RIGHT
1	4
2 P.5 2 exposed strans OK	5
3	6
SEG B LEFT	RIGHT
1	4
2	5 O.K. P.7 1 exposed str
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

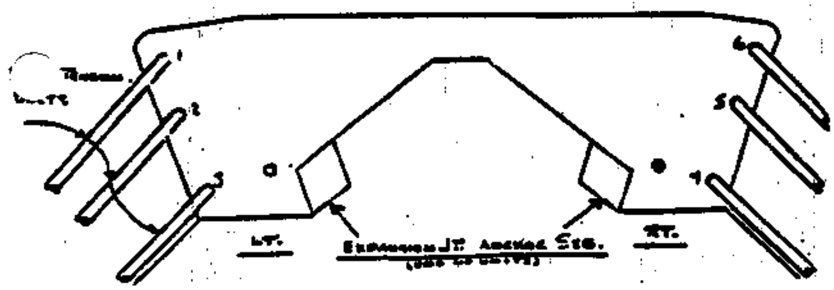
GS-3

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

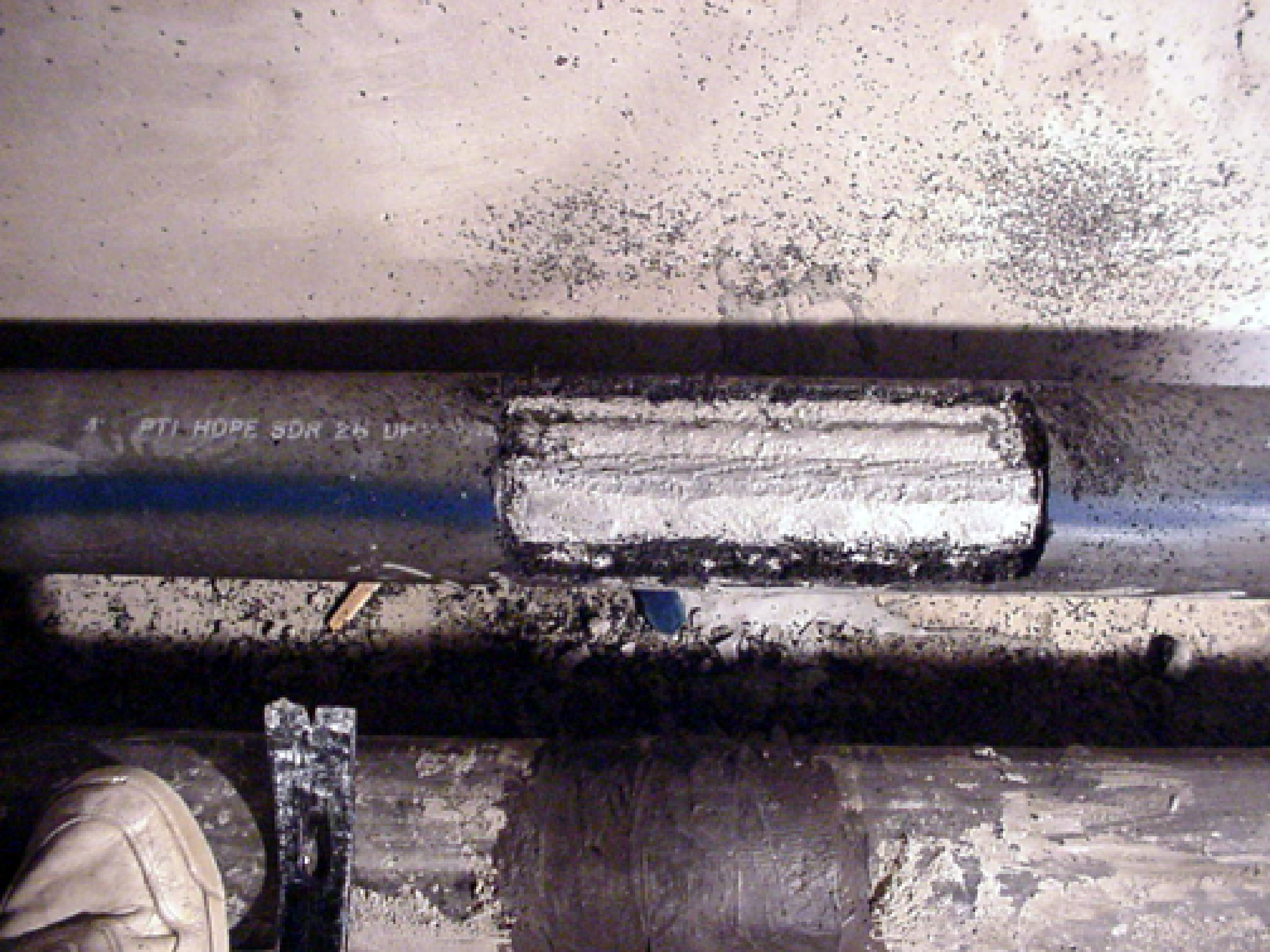
OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand

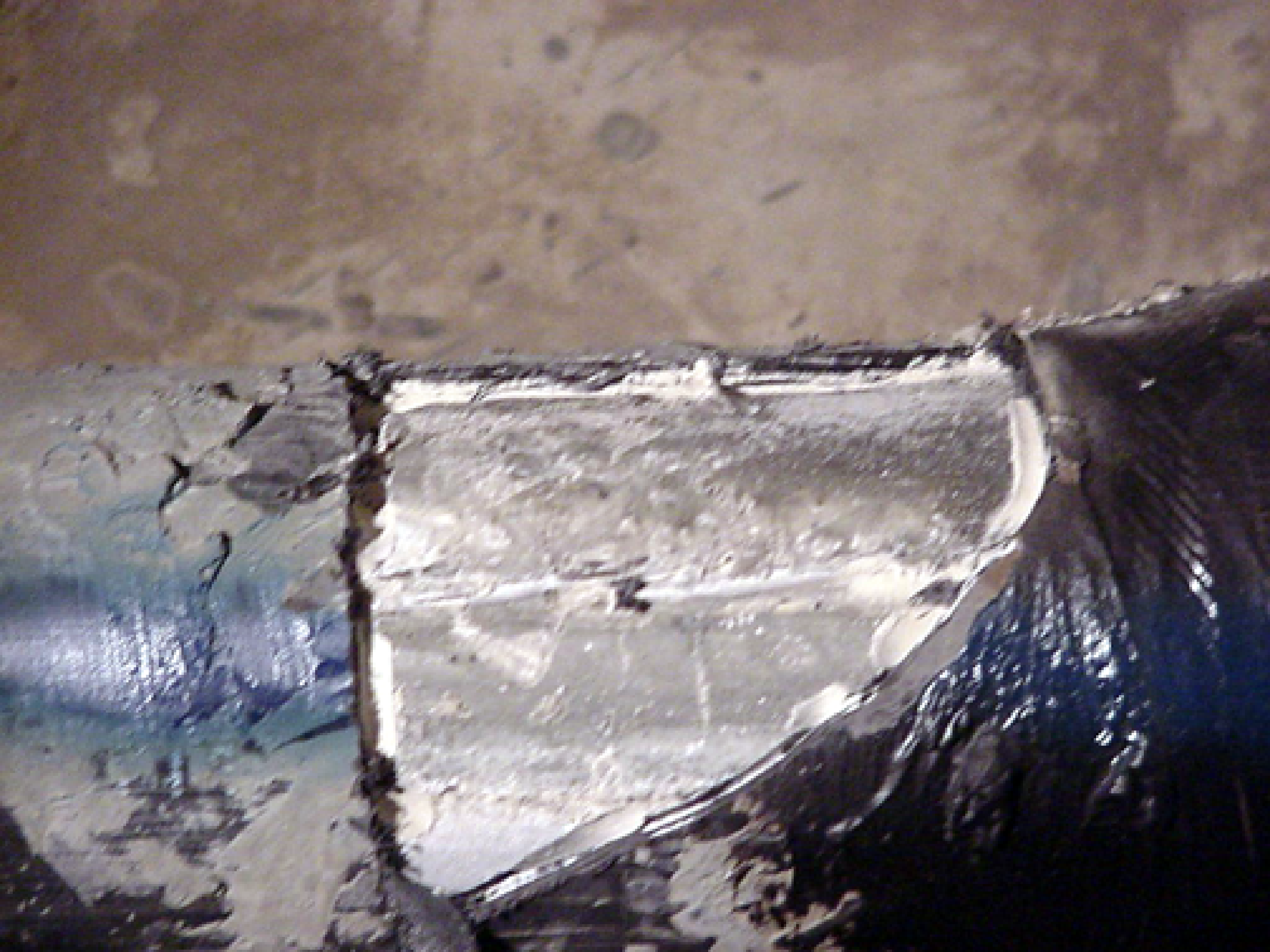






Measurements are infeet


PTI HDPE SDR 26



P= Photo NO.
GS= Grout sample NO.
LC= Light Corrosion

Randall Skipper Team

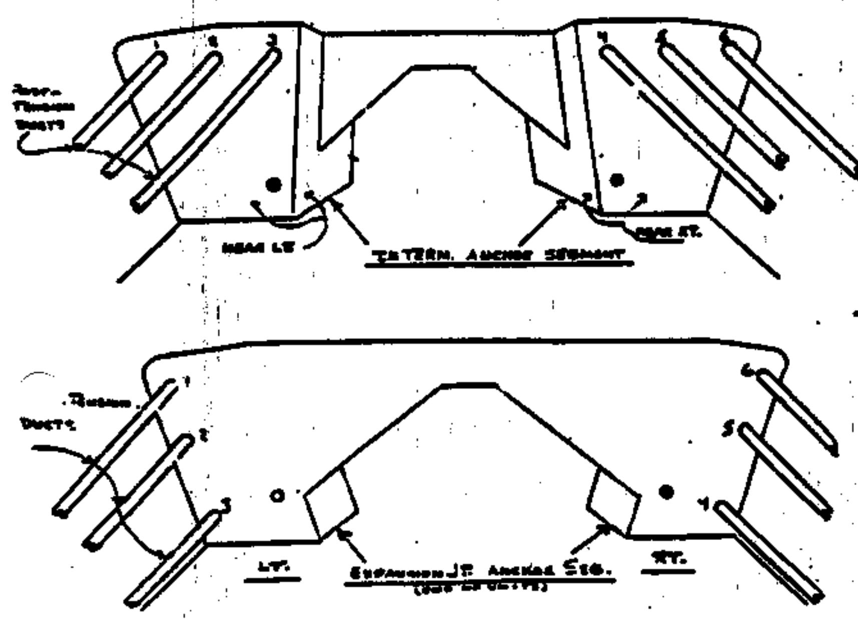
Date: 10-9-2000

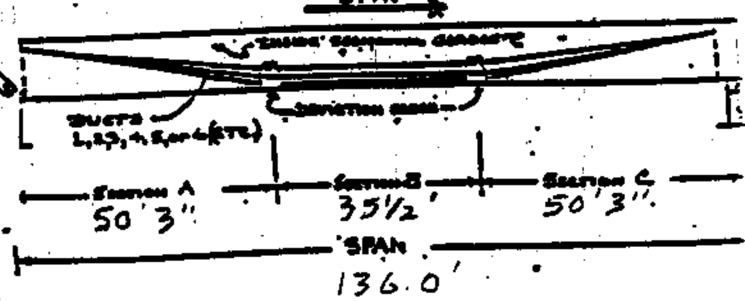
SPAN 17	Covering Removal Yes
SEG A LEFT	**RIGHT**
1 P.8 OK	4
2	5
3	6
SEG B LEFT	**RIGHT**
GS4 — 1 P.9 OK 5 exposed str wet grout	4
2	5
3	6
SEG C LEFT	**RIGHT**
Disc #2 — 1 P.11	4
2	5
GS-5 — 3 P10 2 exp. stran OK	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

Note: Chang Disc in Camra Disc #2

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand





Measurements are in feet

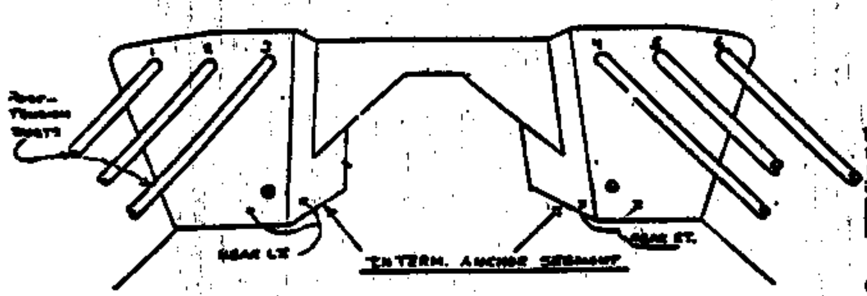
Randall Skipper
Team

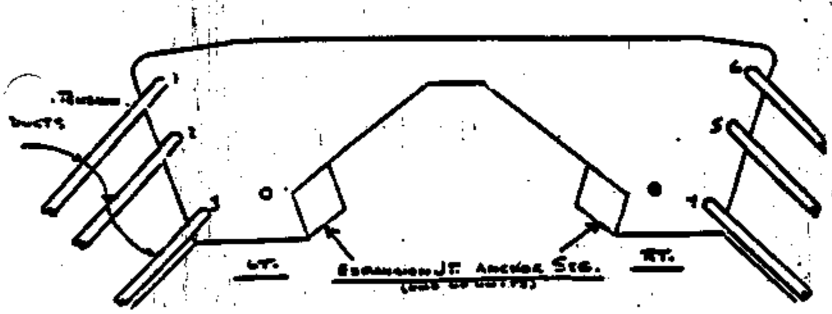
Date: 10/9/2000

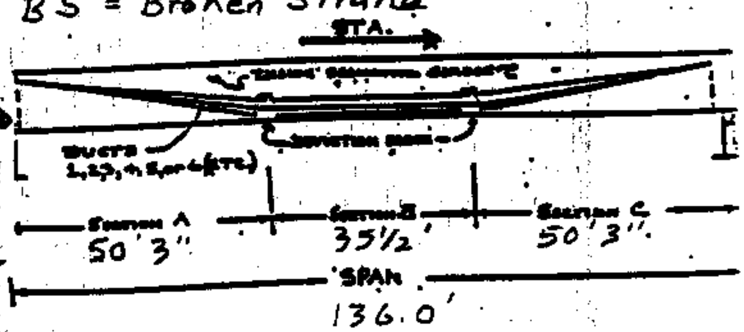
SPAN 18	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

P= Photo NO
GS= Grout Sample No.
LC= Light Corrosion

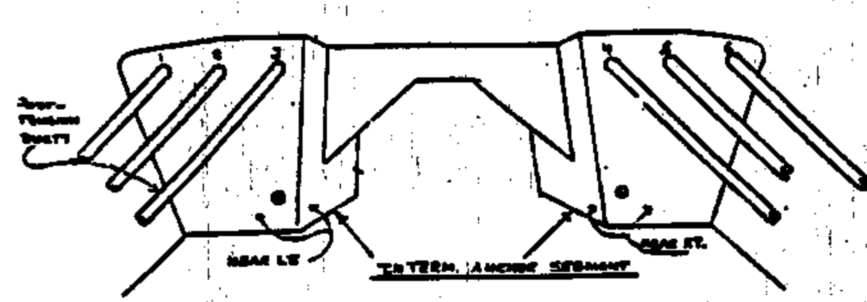
Randall Skipper
Team

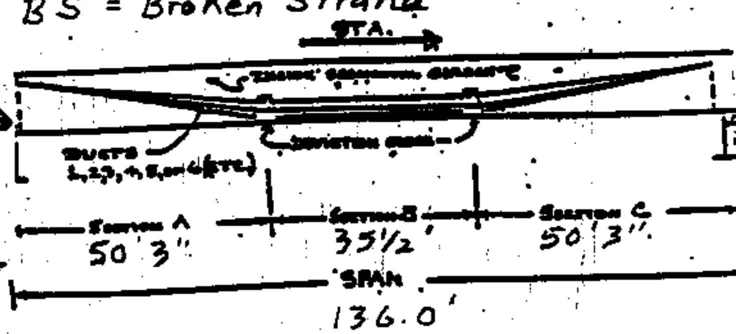
Date: 10/9/2000

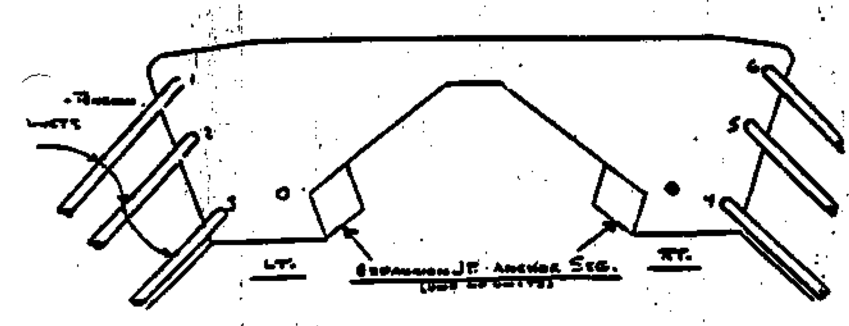
SPAN 19	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
GS6 3 P2 OK	6
SEG B LEFT	RIGHT
1 OK	4
2	5
3	6
SEG C LEFT	RIGHT
1 OK	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

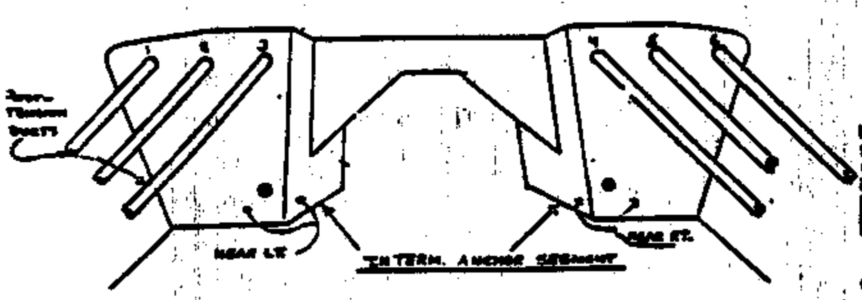
Randall Skipper
Team

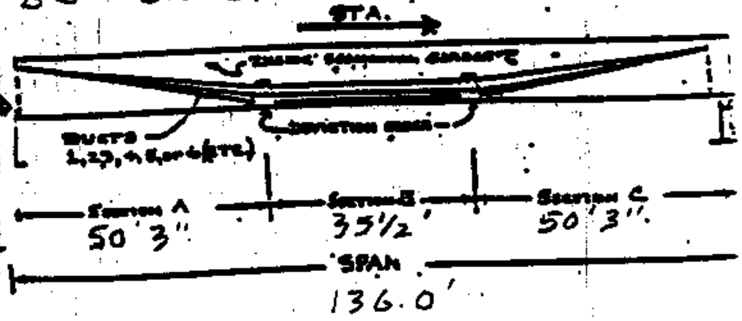
Date: 10/19/2000

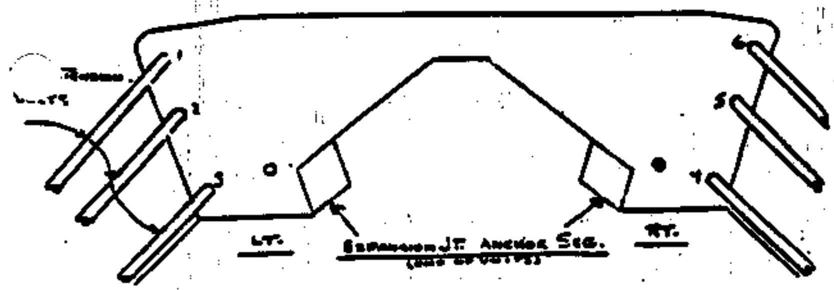
SPAN 20	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







Measurements are infeet

P= Photo NO,
GS= Grout sample
LC = Light Corrosion

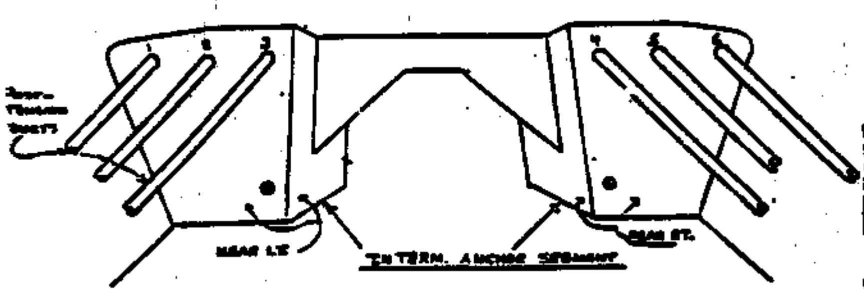
Randall Skipper Team

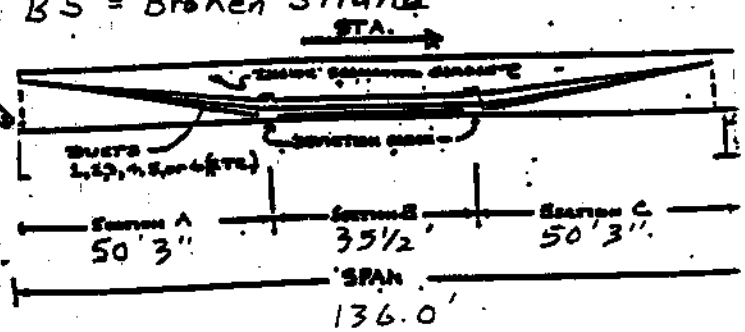
Date: 10/9/2000

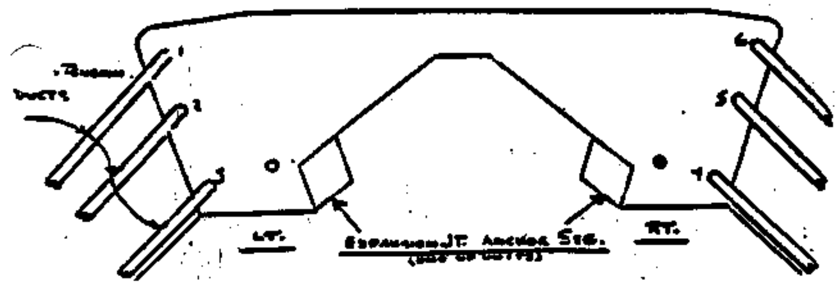
SPAN 21	Covering Removal Yes
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
GS 7 3 P.3 4 strans Exposed OK	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







Measurements are infeet

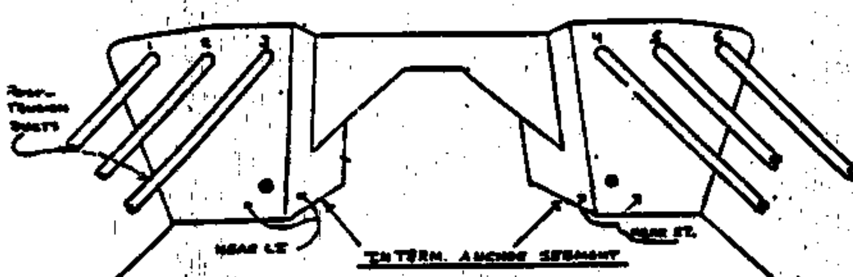
Randall Skipper
Texan

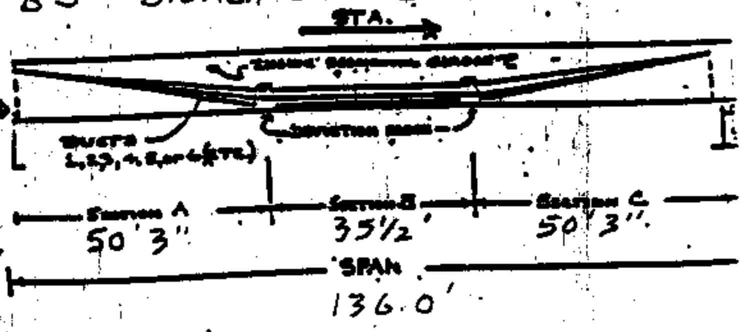
Date: 10/9/2000

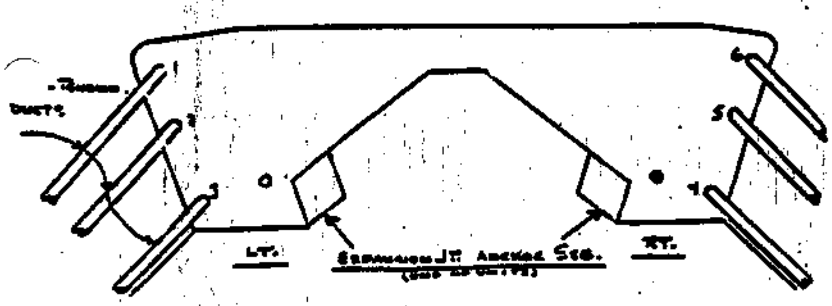
SPAN 22	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







Measurements are infeet

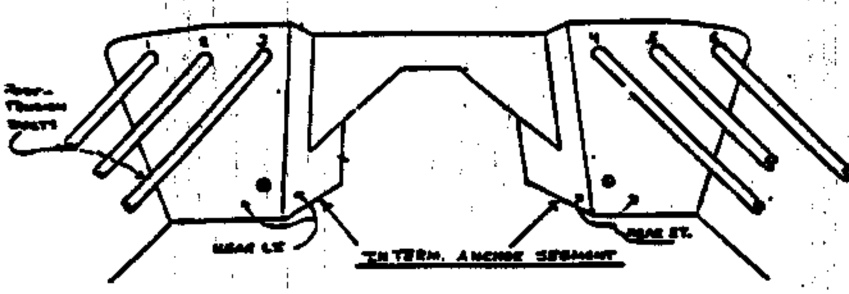
Randall Skipper
TEAM

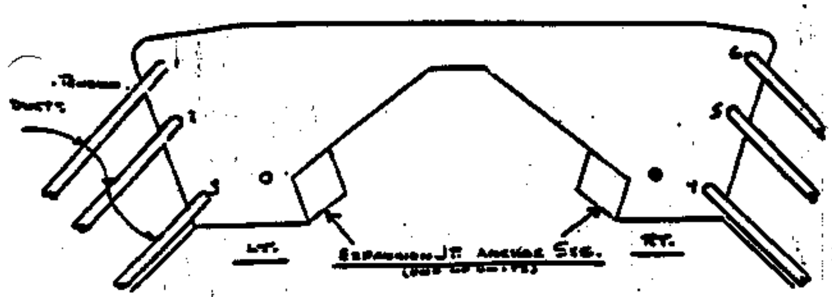
Date: 10/9/2000

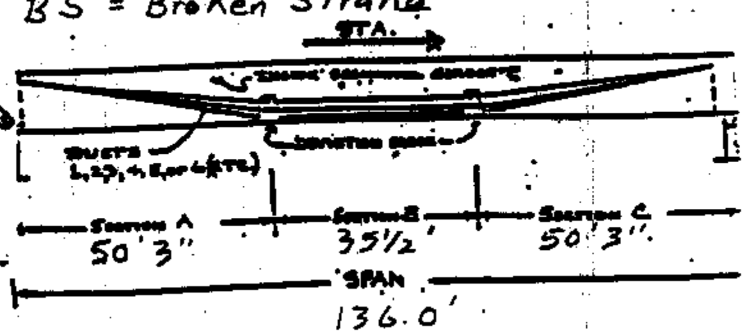
SPAN 23	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet


4" FTI HDPE SDR 26

P= Photo #
GS = Grout sample #
LC = Light Corrosion

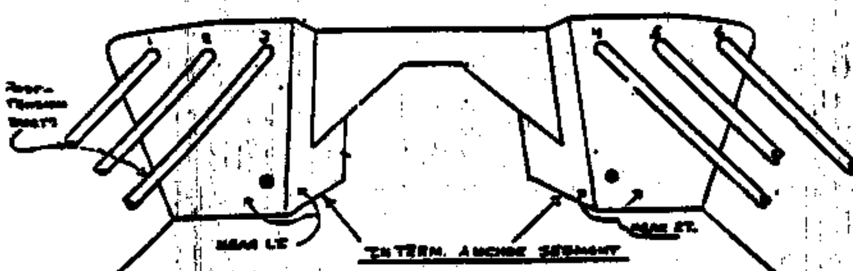
Randall Skipper
Team

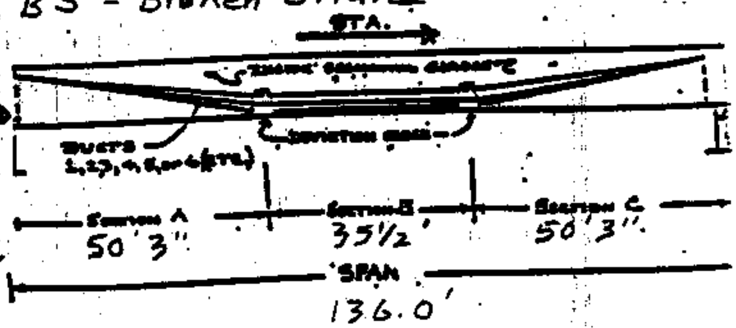
Date: 10/9/200

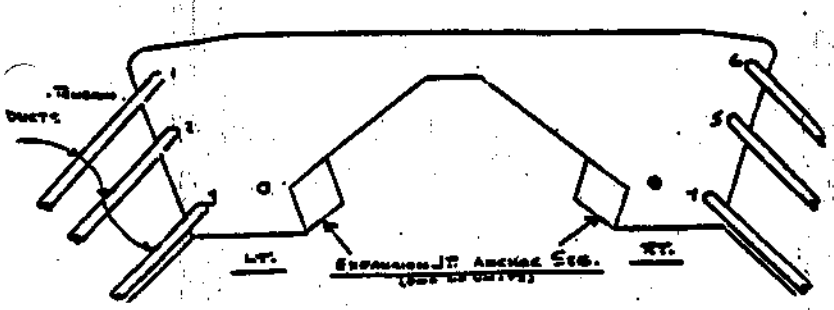
SPAN 24	Covering Removal Yes
SEG A LEFT	RIGHT
1	4
2 P4 5 strand OK Exposed	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

P = Photo No.
GS = Grout Sample
LC = Light Corrosion

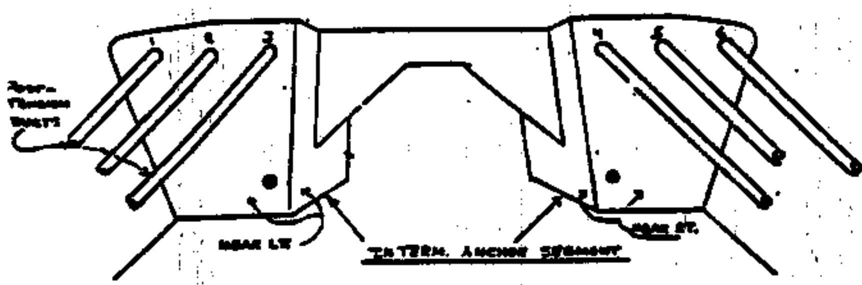
Randall Skipper Team

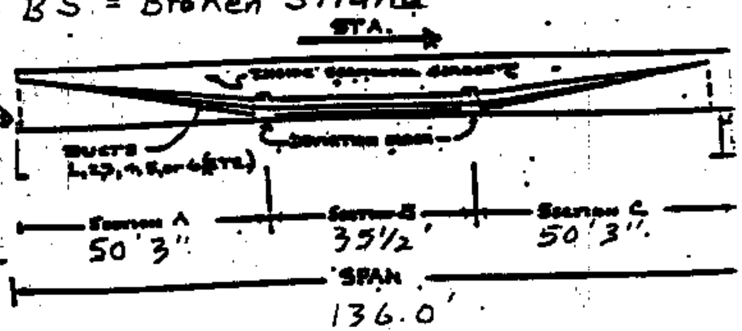
Date: 10/9/2000

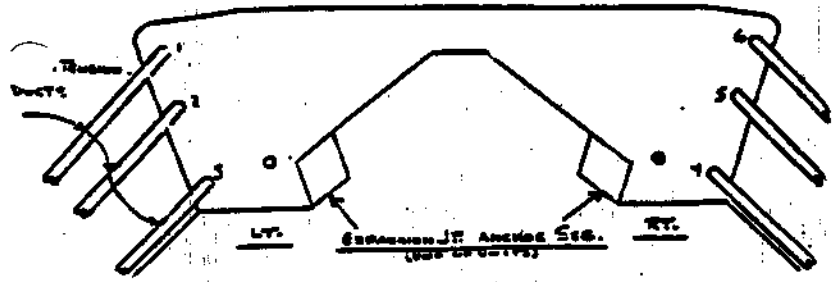
SPAN 25	Covering Removal Yes
SEG A LEFT	RIGHT
1 P5 OK	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

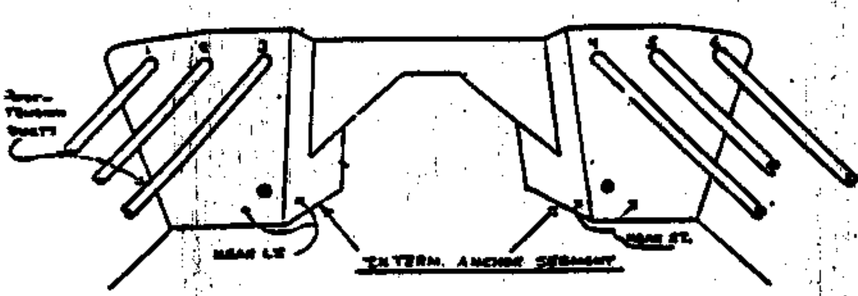
Randall Skipper
Team

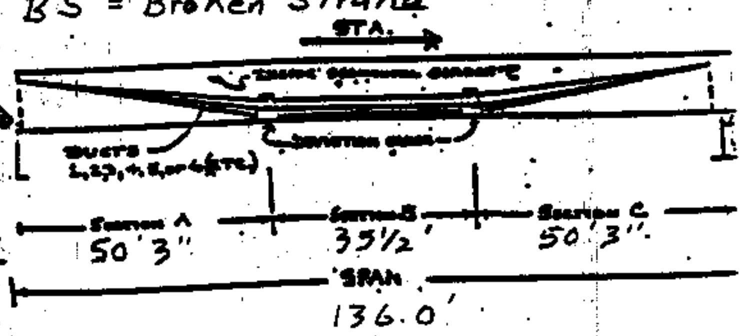
Date: 10/9/2000

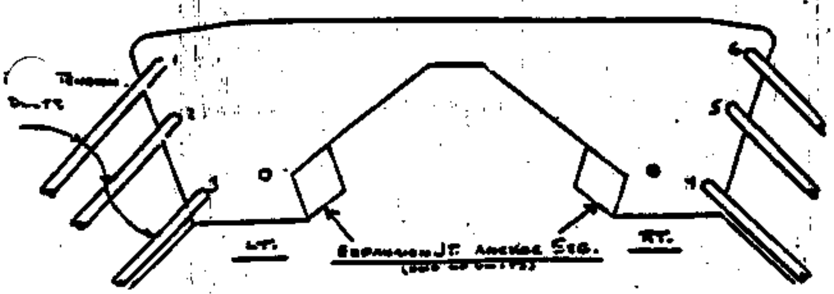
SPAN 26	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric MannP

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







Measurements are in feet

Randall Skipper
Team

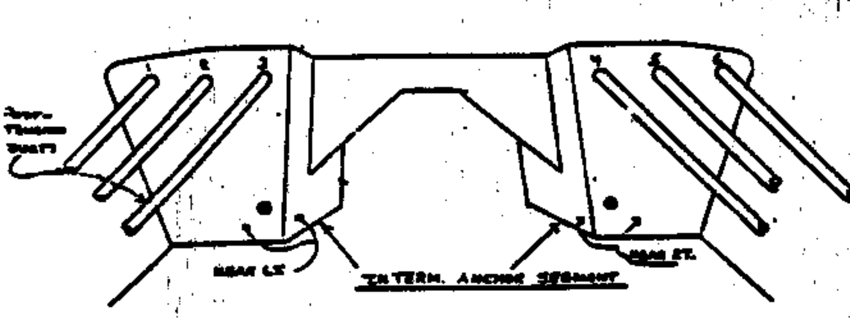
Date: 10/19/2000

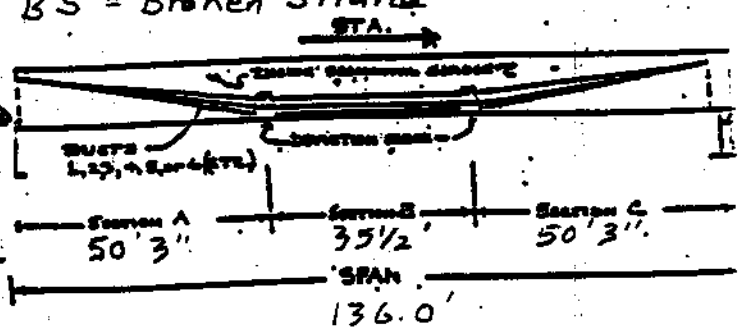
SPAN 27	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

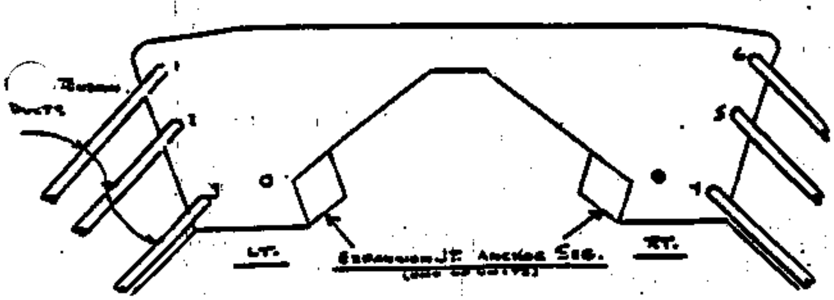
OK

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric MannP

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

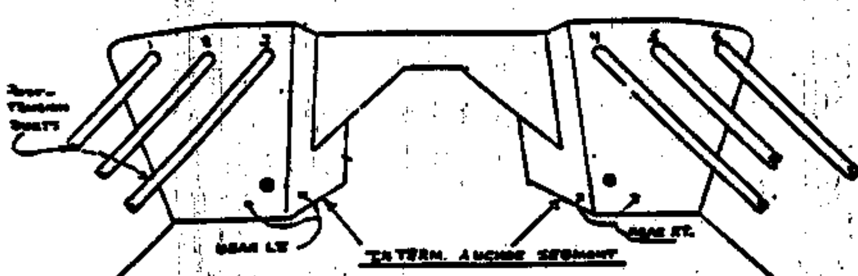
Randall Skipper
Team

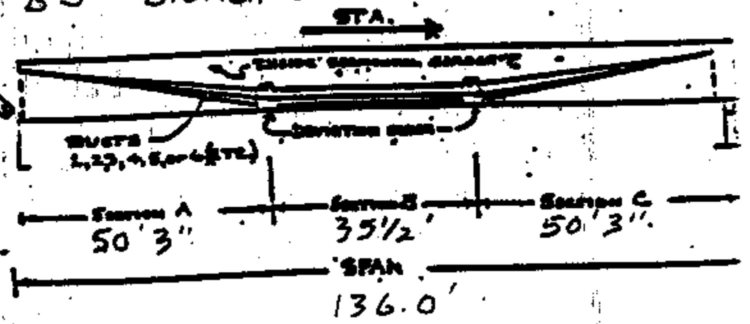
Date: 10/9/2000

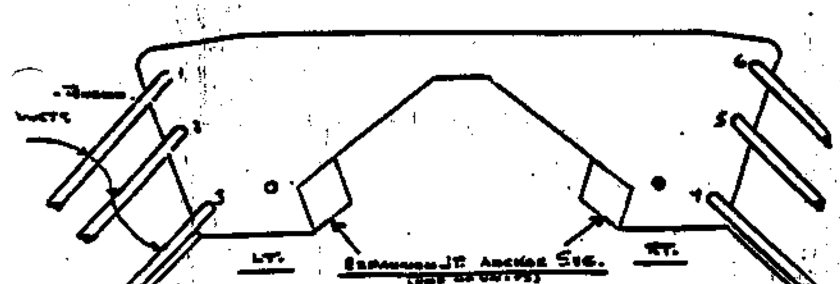
SPAN 28	Covering Removal NO
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric MannP

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

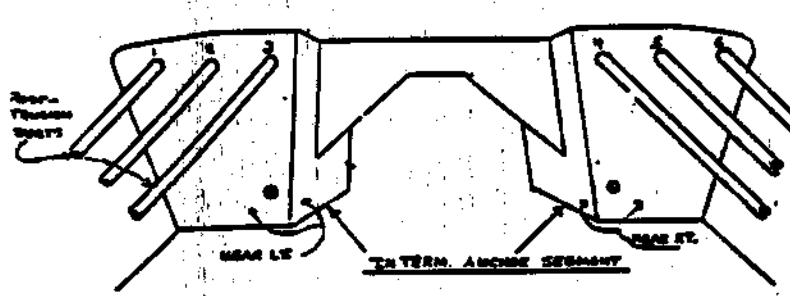
P= Photo NO
GS= Grout sample # Randall Skipper Team
LC = light Corrosion

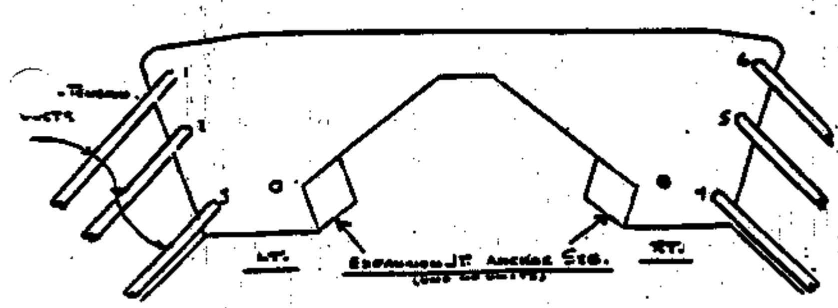
Date: 10/19/2000

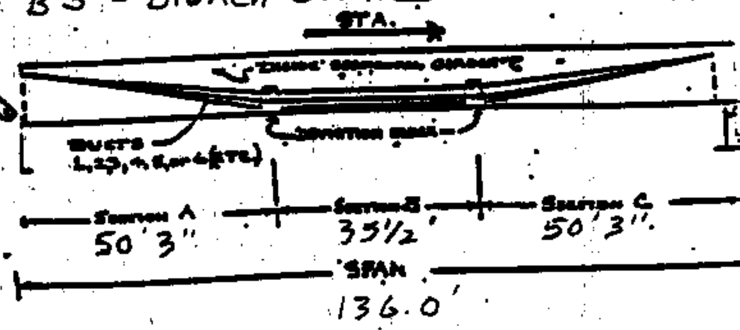
SPAN 29	Covering Removal Yes
SEG A LEFT	RIGHT
1	4
2	5
3	6 P6 L.C. OK
SEG B LEFT	RIGHT
1	4
2	5
3 P.7 OK Strand Cap This was already open	6
SEG C LEFT	RIGHT 6#
1	This Tendon had No
2	Blue Paint But was Cracked
3	6 P.8 P.9 M.C.

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric MannP

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

P = Photo No.
GS = Grout Sample
LC = Light Corrosion

Randall Skipper
Team

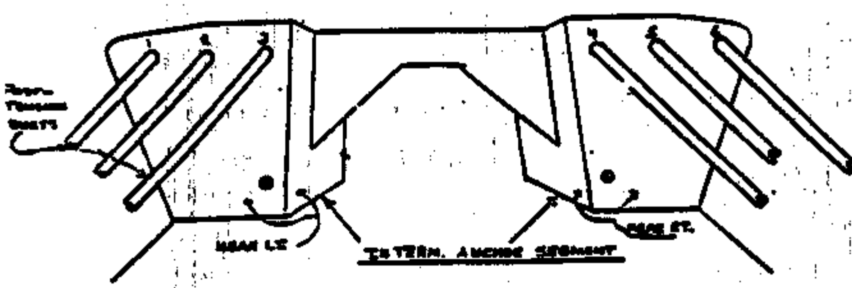
Date: 10/9/2000 Disc #2 and #3

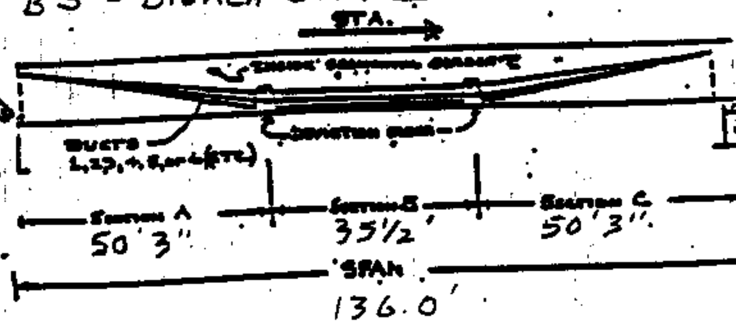
SPAN 30	Covering Removal yes
SEG A LEFT	**RIGHT**
1	4 P1 L.R. Disc 3
2	5
3	6
SEG B LEFT	**RIGHT**
1 P11 OK	4
2	5
3	6 P.10 OK
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

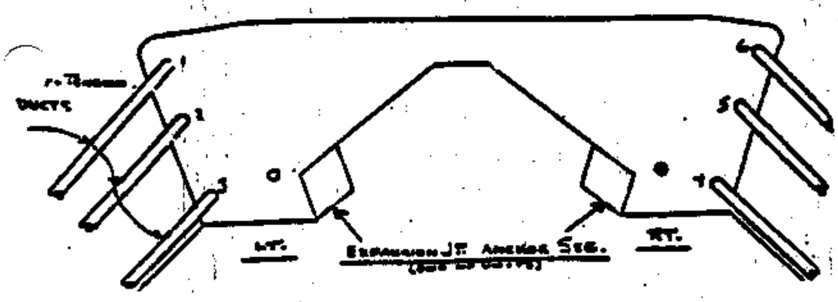
Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

Note Changed Disc in Camera 3#

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Disc # 3
P = Photo No.
GS = grout sample #

Randall Skipper
Team

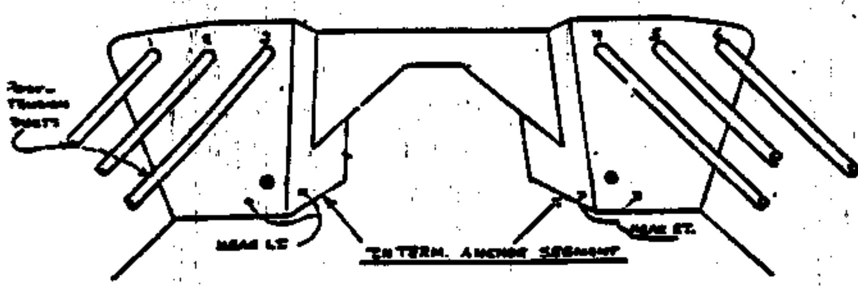
Date: 10/9/2000

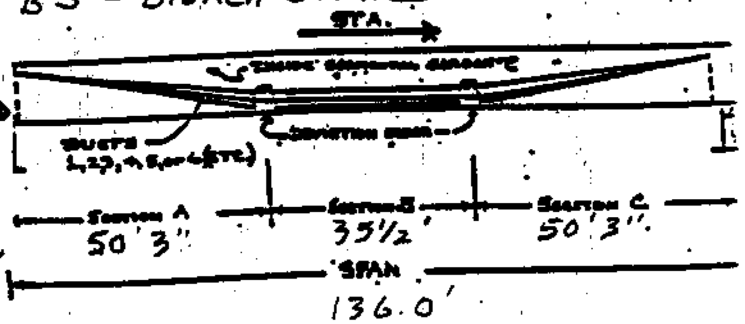
SPAN 31	Covering Removal: Yes
SEG A LEFT	RIGHT
1	4
2 P. 2 OK	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

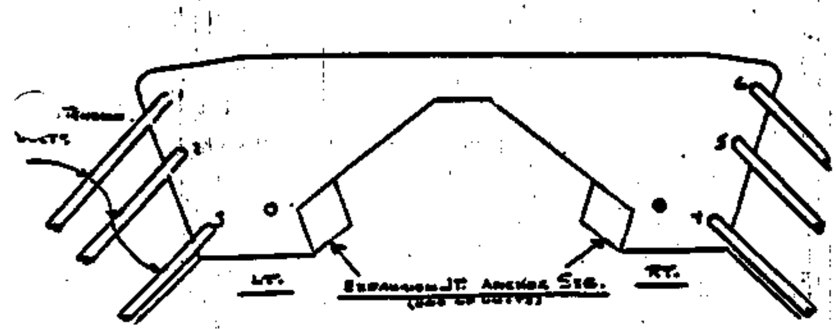
Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric MannP

LC = Light Corrosion

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Randall Skipper
Team

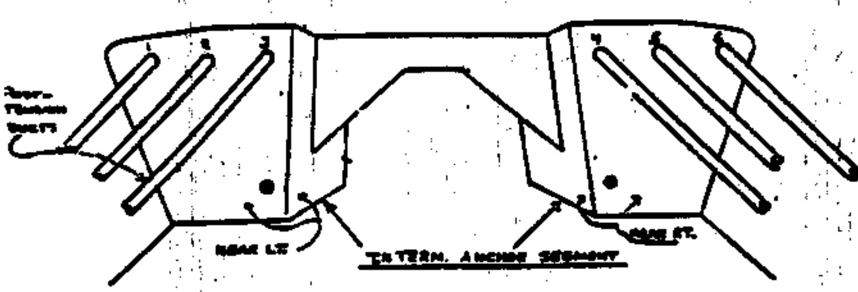
Date: 10-9-2000

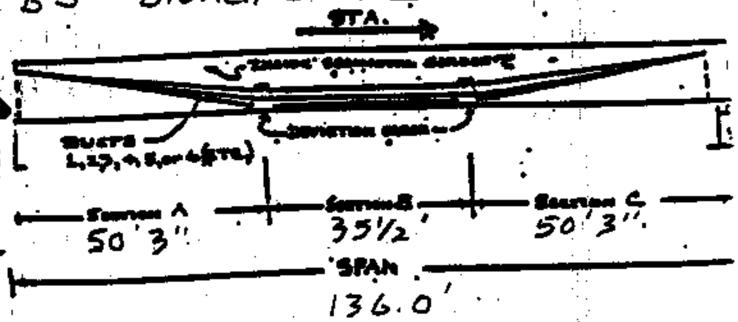
SPAN 32	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

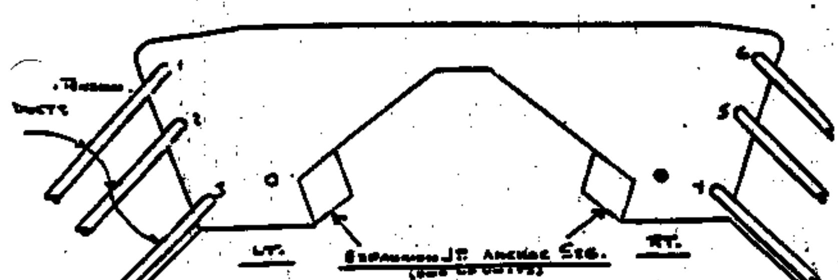
OK

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric MannP

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







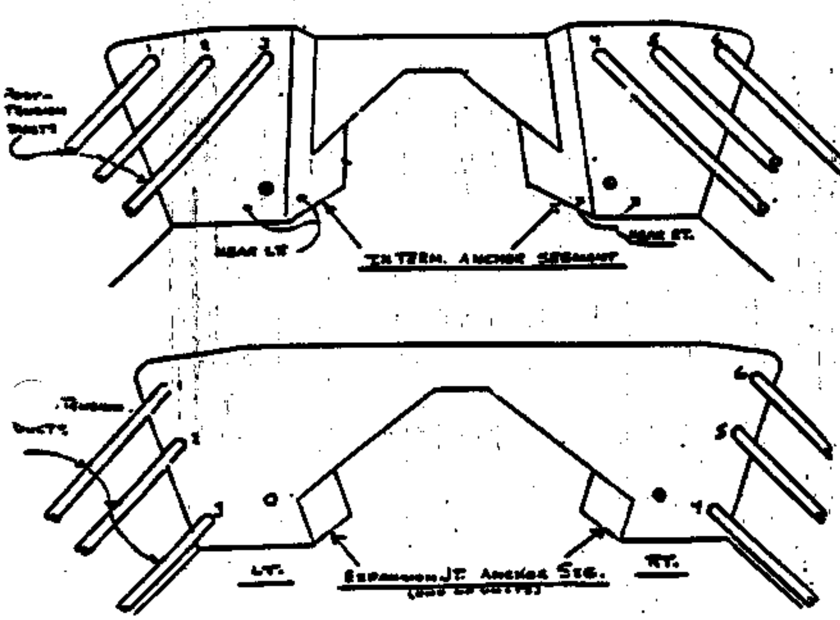
Measurements are infeet

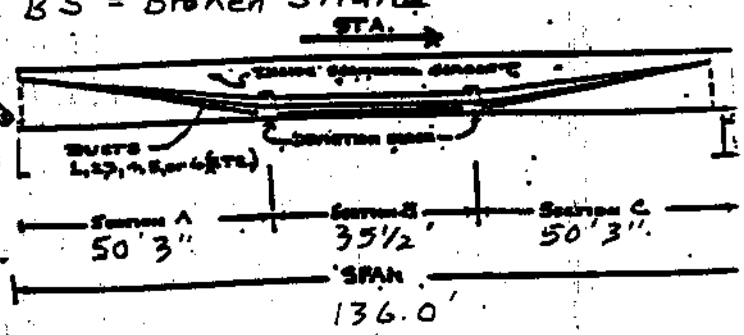
P=Photo Disc #3 Randall Skipper Team

Date: 10/9/2000

SPAN 33	Covering Removal Yes
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 P.3 MC	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand





Measurements are infeet

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

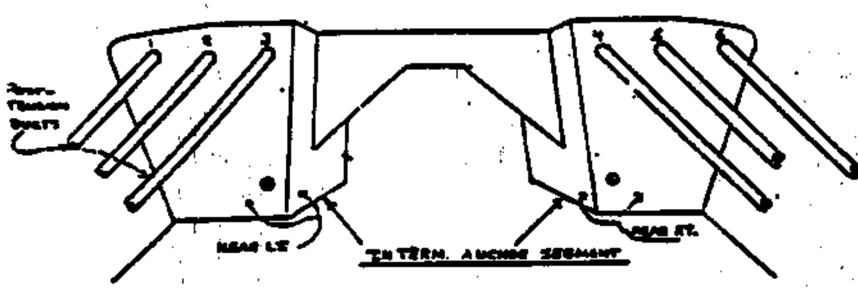
Randall Skipper

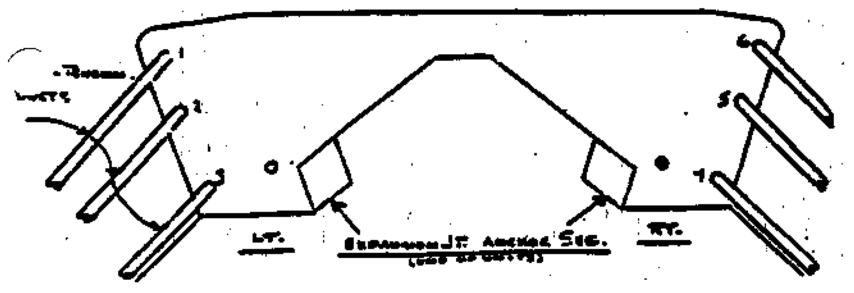
Date: 10/9/2000

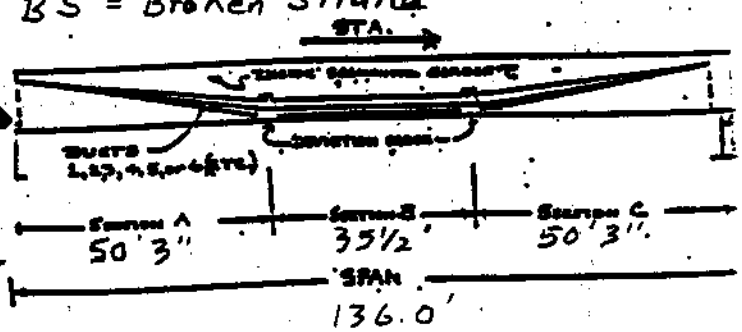
SPAN 34	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

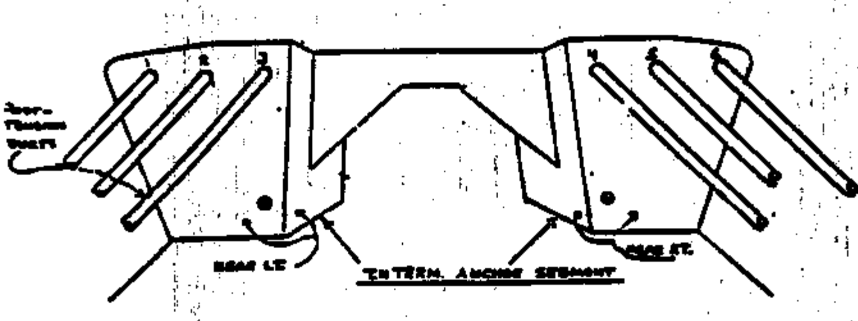
Randall Skipper
Team

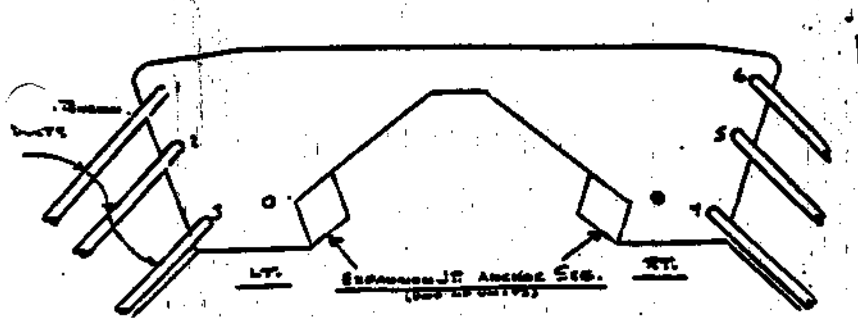
Date: 10/9/2000

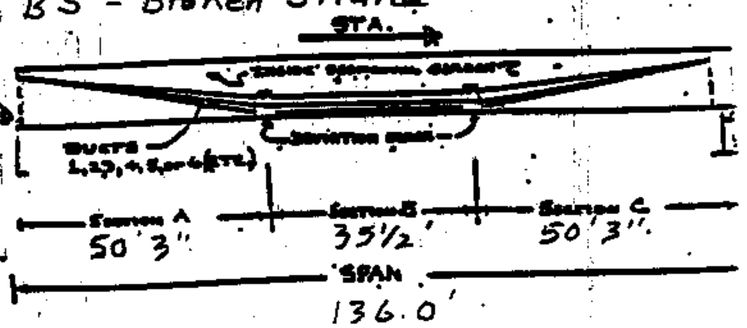
SPAN 35	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







Measurements are infeet

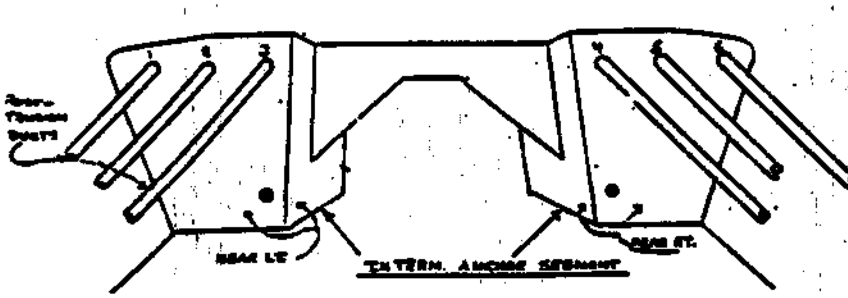
Randall Skipper
Team

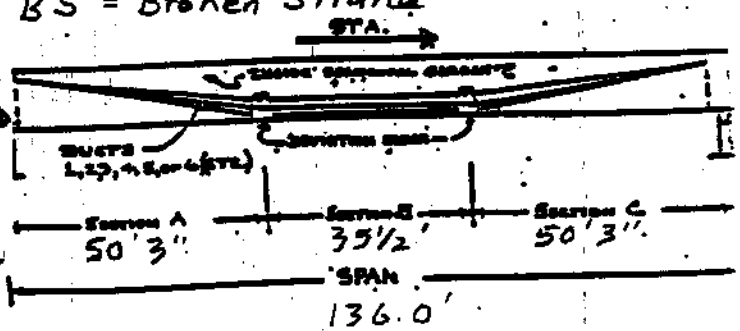
Date: 10/9/2000

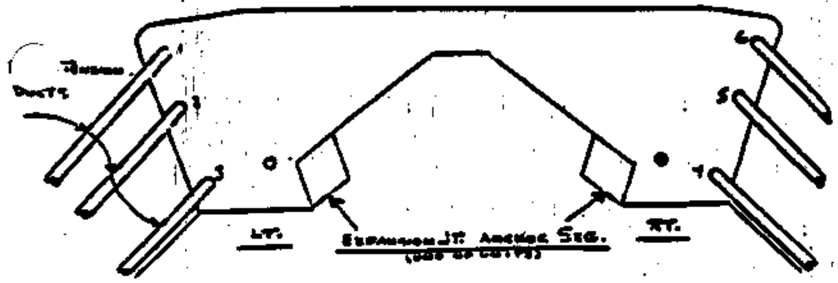
SPAN 36	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

P = Photo No#
LC = Light Corrosion

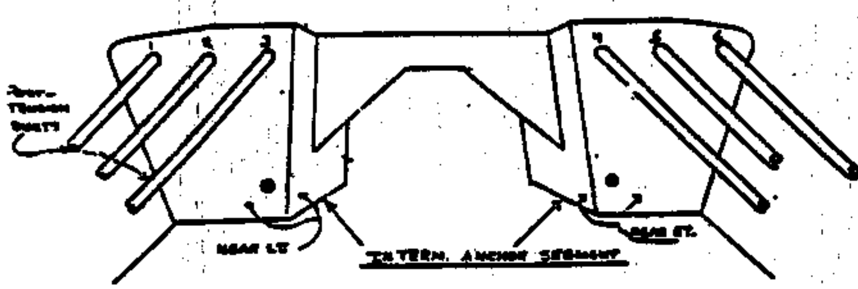
Randall Skipper
Team

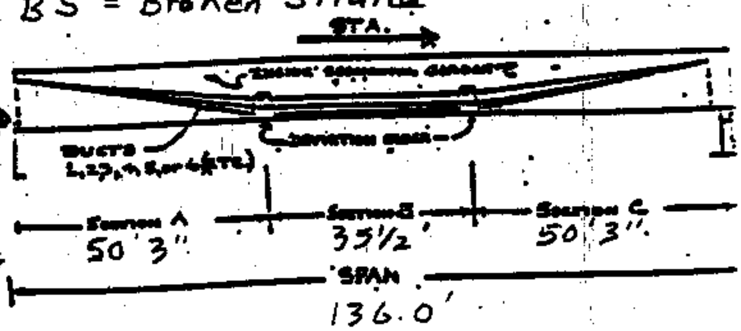
Date: 10/19/2000

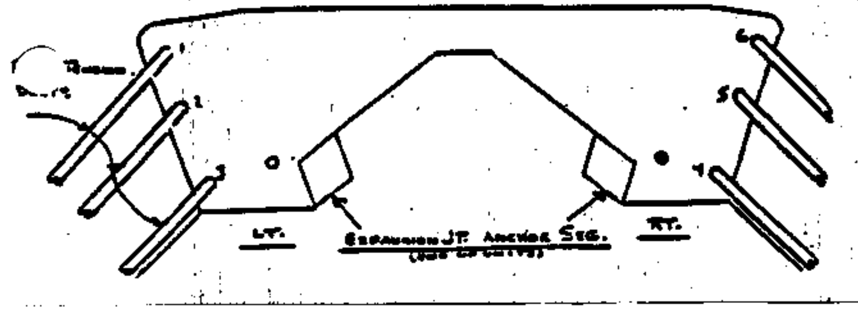
SPAN 37	Covering Removal/Crack opened
SEG A LEFT	RIGHT
1	4
2	5 Crack was opend Light Corrsion
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4 P. 4 L.C.
2	This had already been
3	opend

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

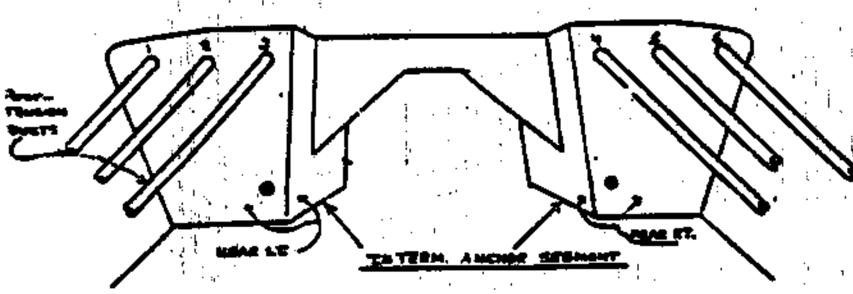
Randall Skipper
Team

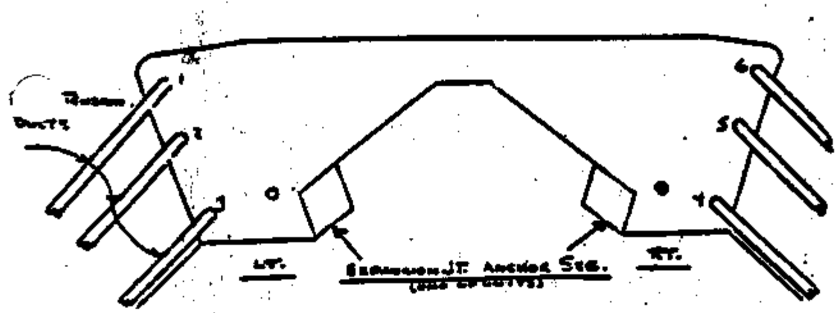
Date: 10/19/2000

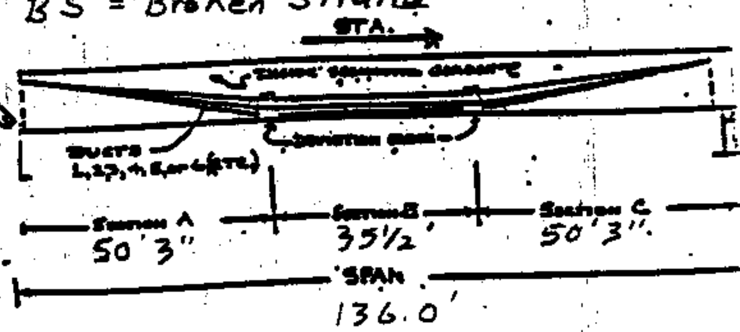
SPAN 38	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

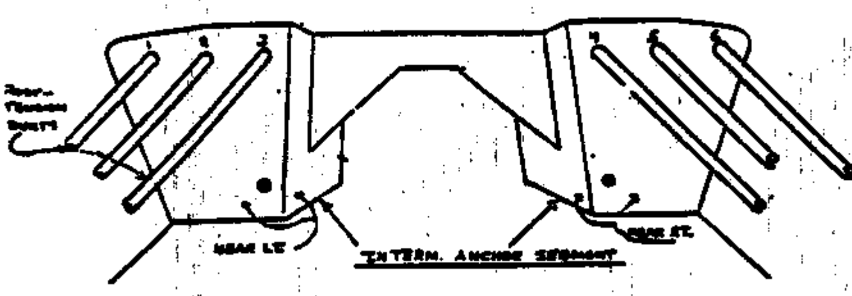
Randall Skipper
Team

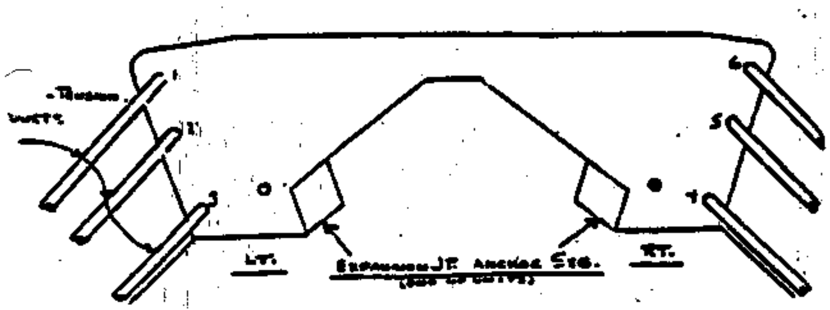
Date: 10/9/2000

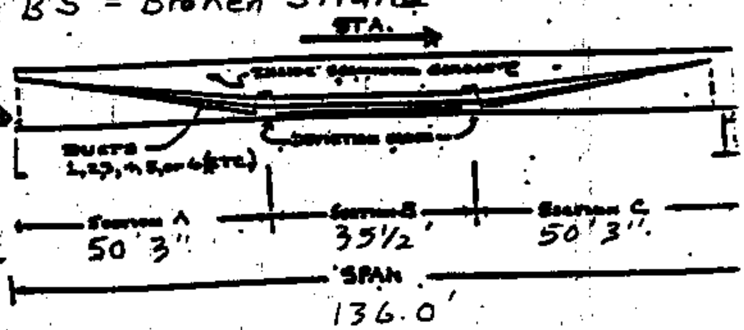
SPAN 39	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

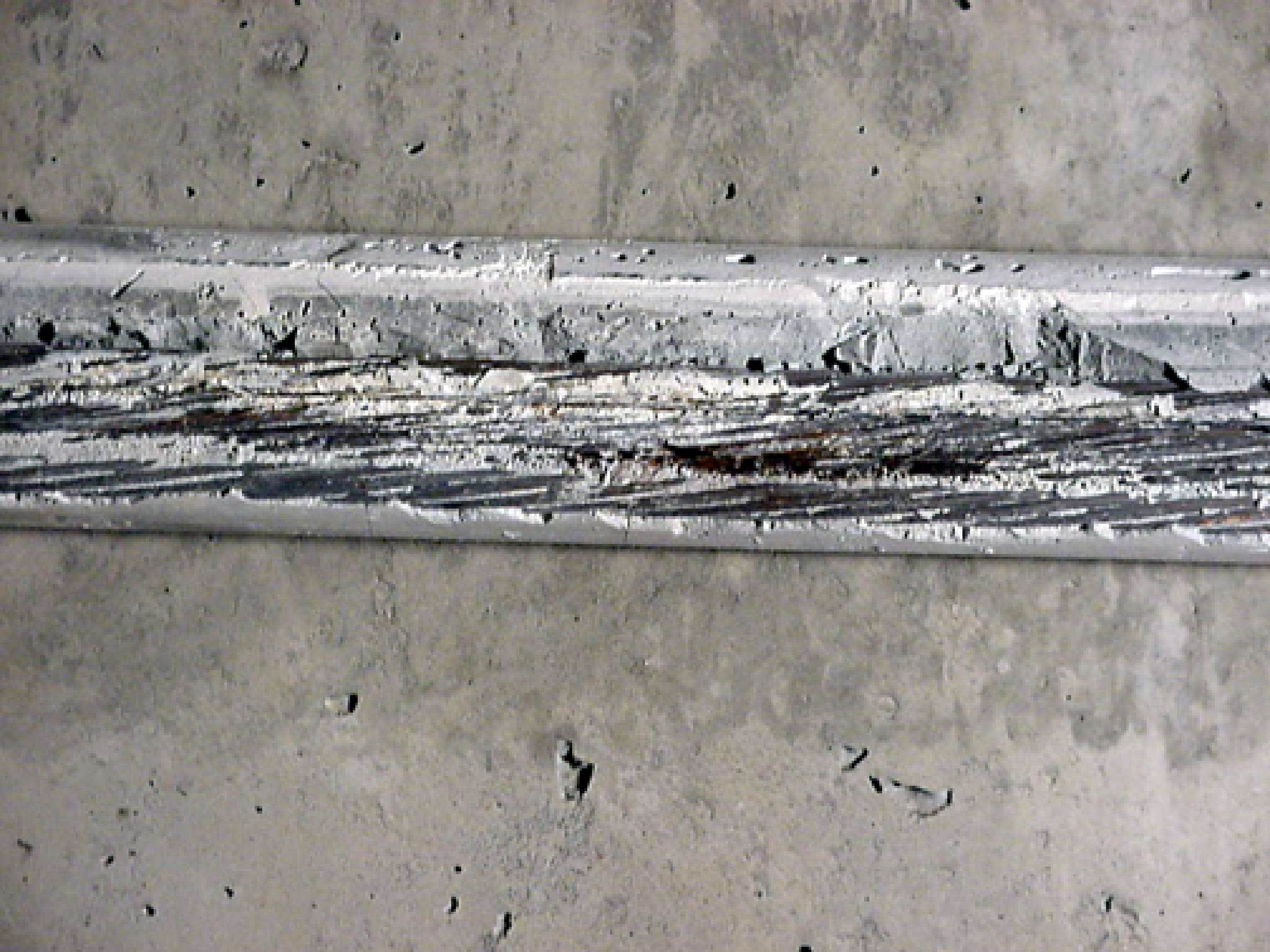
OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet



P = Photo NO

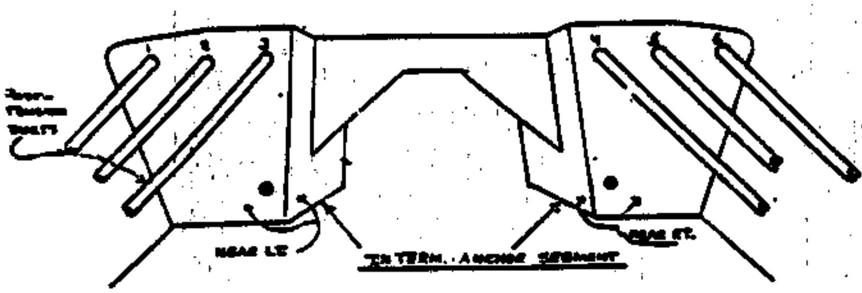
Randall Skipper Team

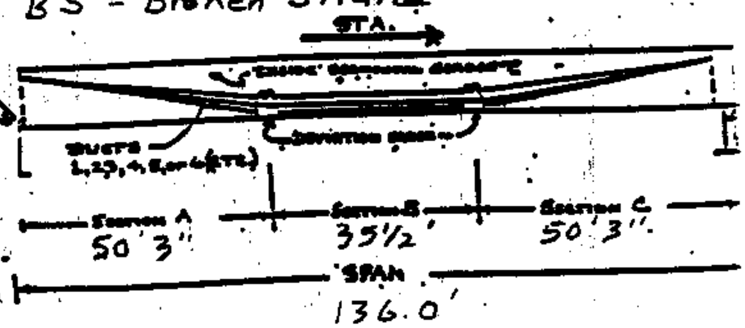
Date: 10-9-2000

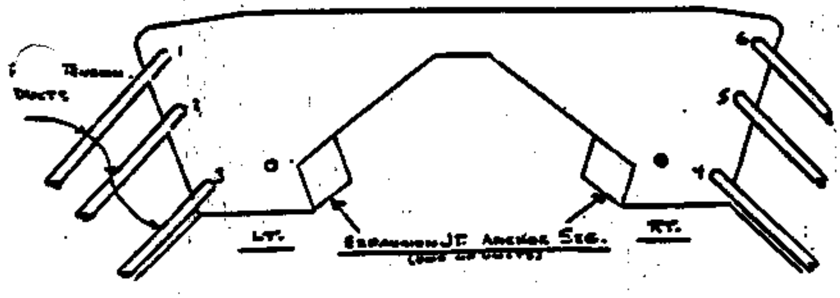
SPAN 40	Covering Removal yes
SEG A LEFT	**RIGHT**
1	4
2 P.5 BW MC	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







Measurements are infeet

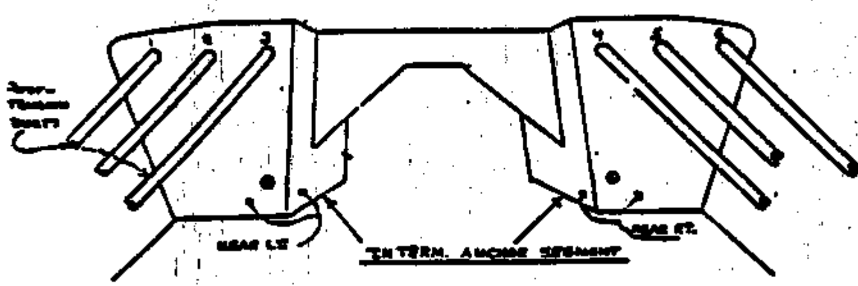
P = Photo

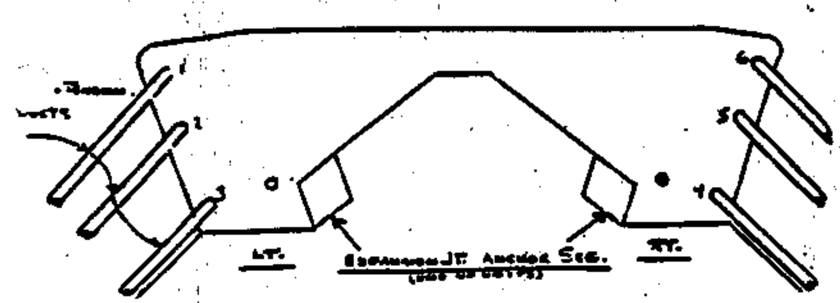
Piece # 6 Randall Skipper

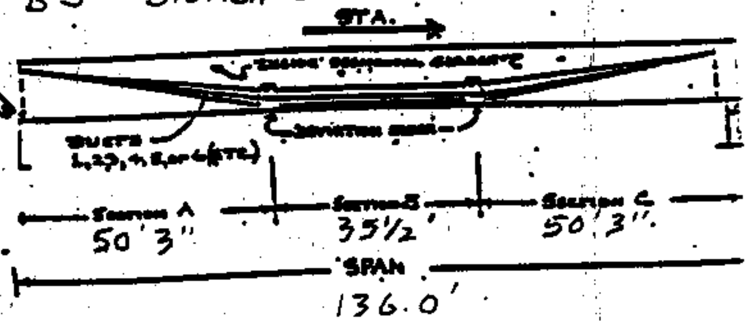
Date: 10/19/2000

SPAN 41	Covering Removal Yes
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5 P6 MC OK
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

Randall Skipper
Team

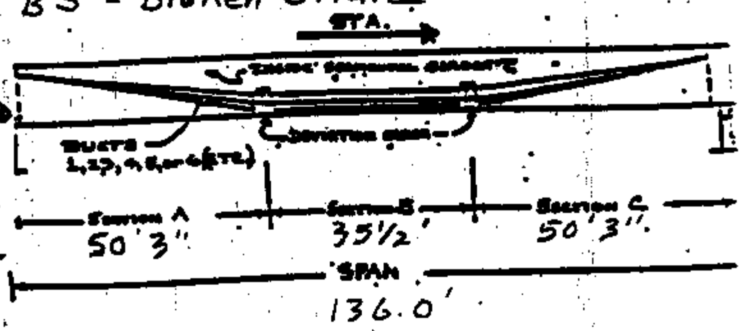
Date: 10/19/2000

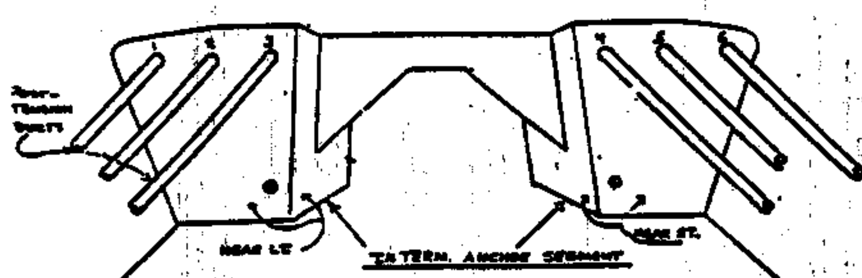
SPAN 42	Covering Removal N/C
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

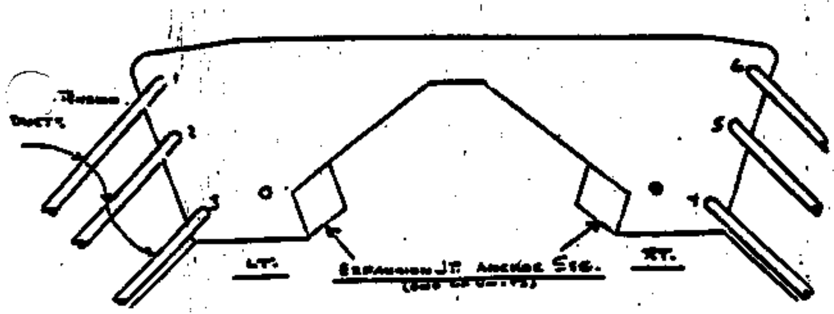
OK

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Randall Skipper
Team

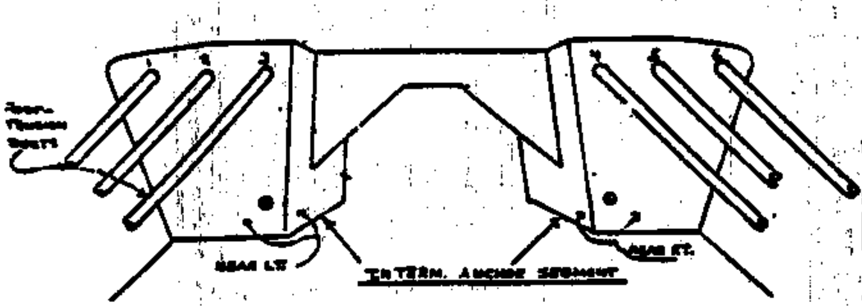
Date: 10/19/2000

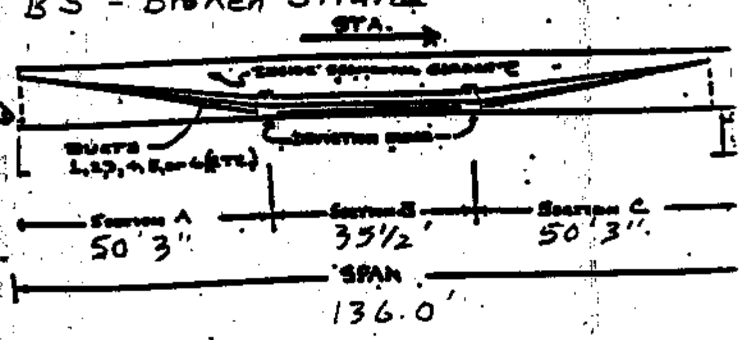
SPAN 43	Covering Removal NO
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

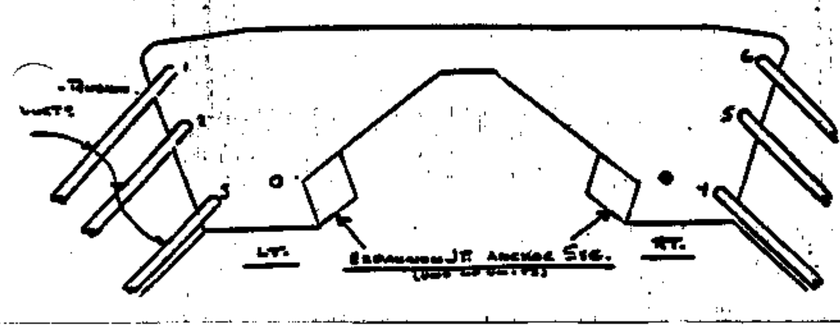
OK

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

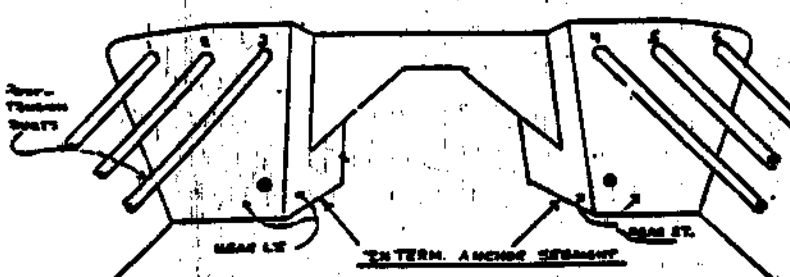
Note span 44 45 46
Missing from Book Randall Skipper Team

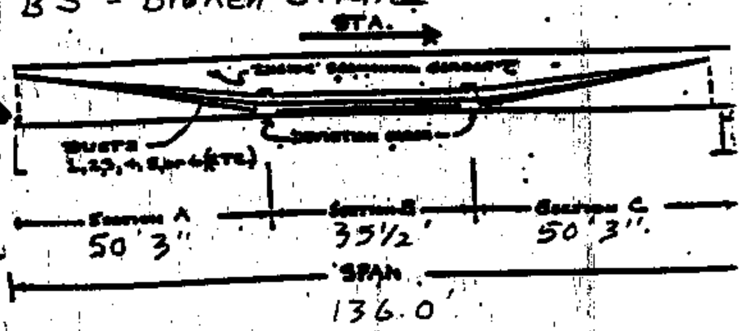
Date: 10/19/2000

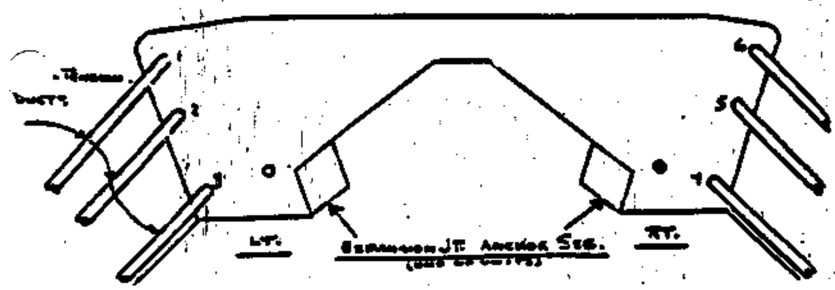
SPAN 44	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

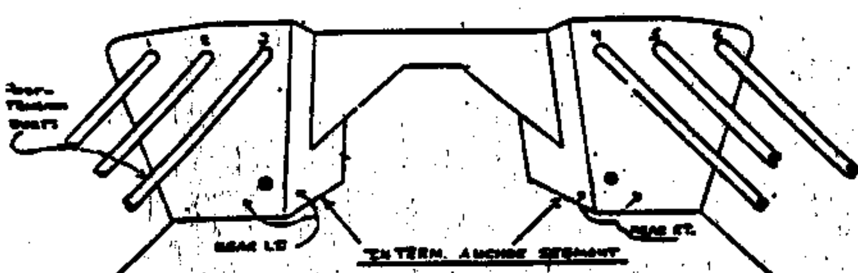
Randall Skipper Team

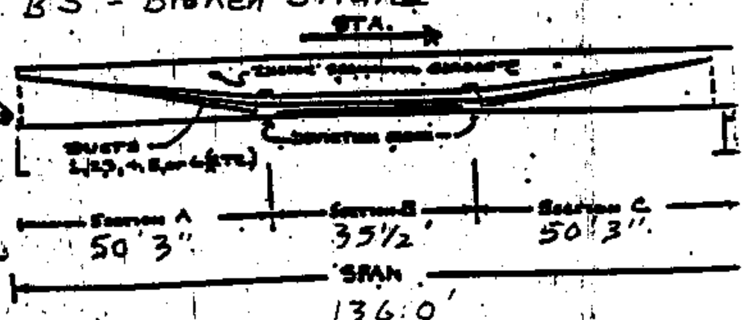
Date: 10/9/2000

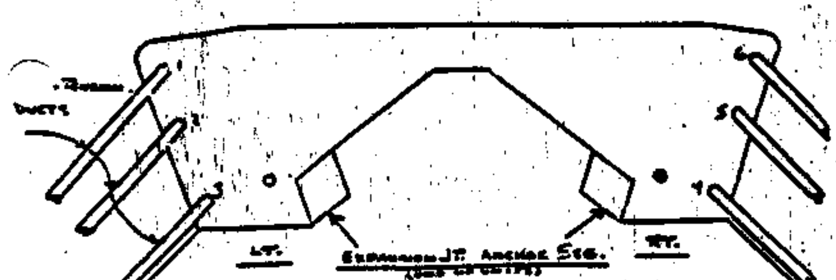
SPAN 4S	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

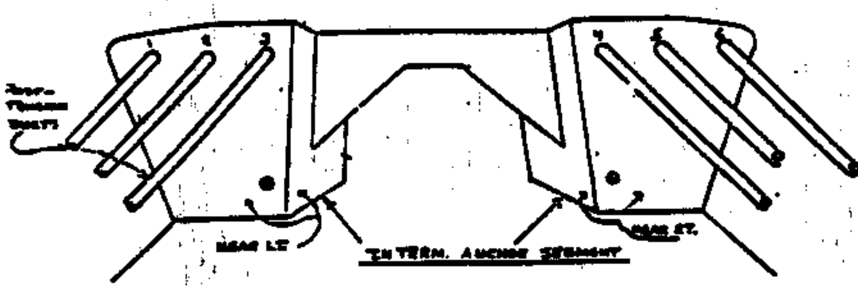
Randall Skipper Team

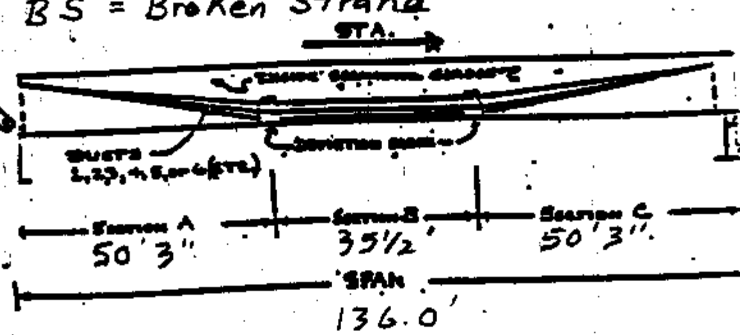
Date: 10/19/2000

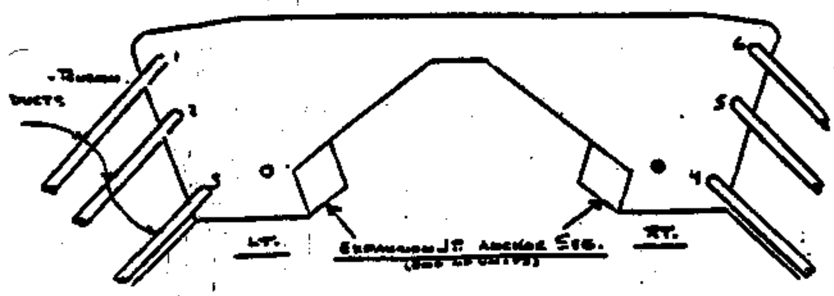
SPAN 46	Covering Removal 1/0
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







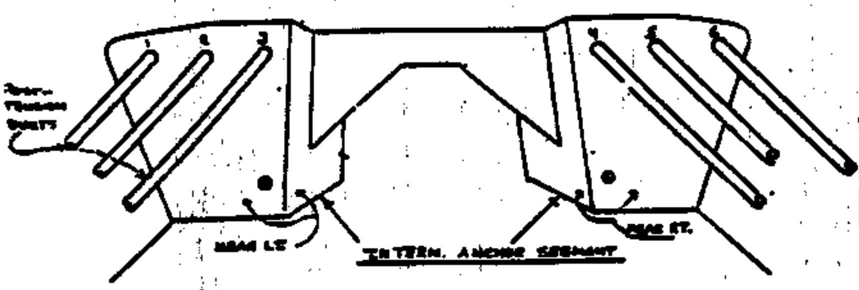
Measurements are infeet

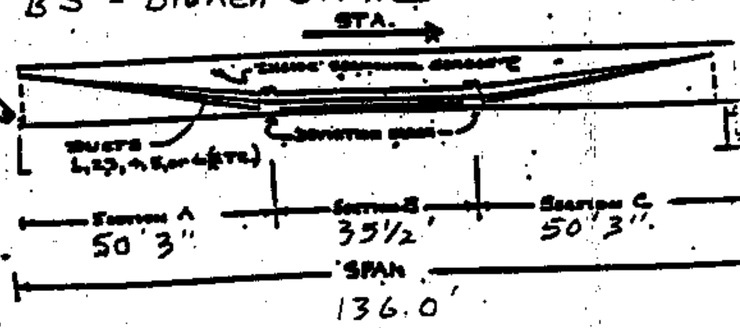
Randall Skipper
Team

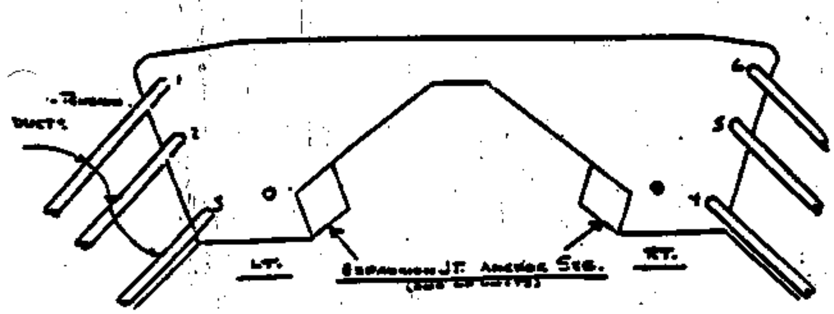
Date: 10/19/2000

SPAN 47	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

Randall Skipper
Team

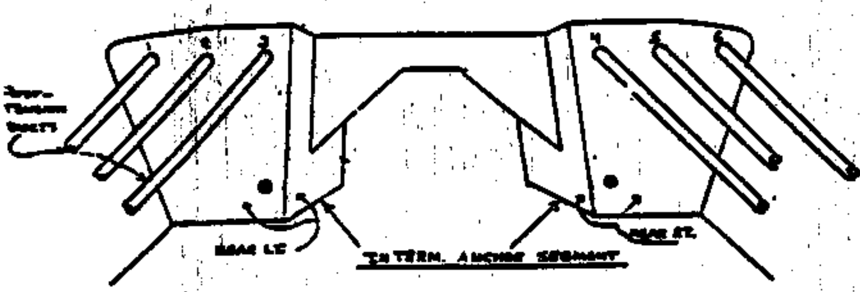
Date: 10/9/2000

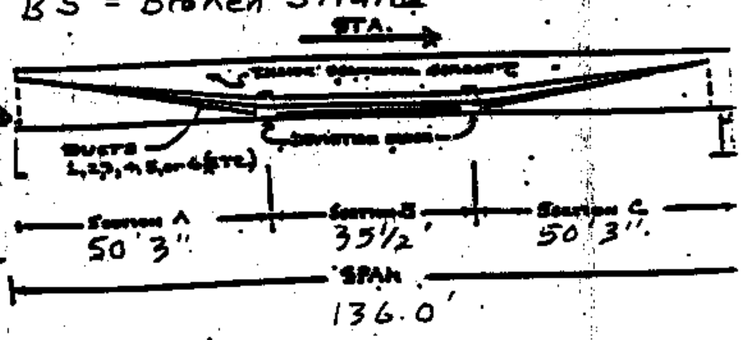
SPAN 48	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

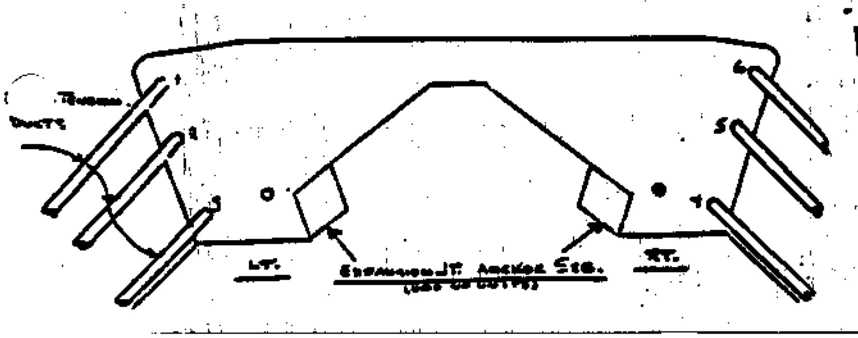
OK

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

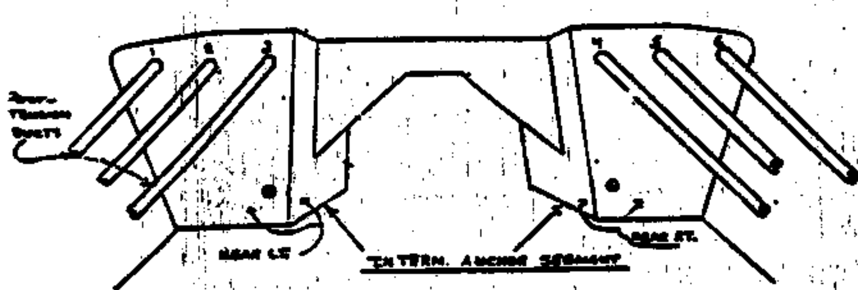
Randall Skipper
Team

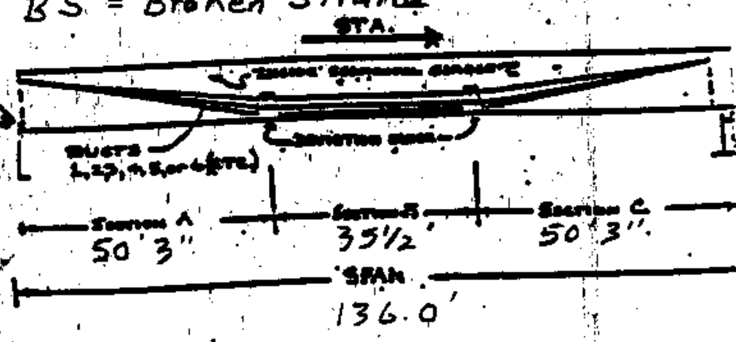
Date: 10/9/2000

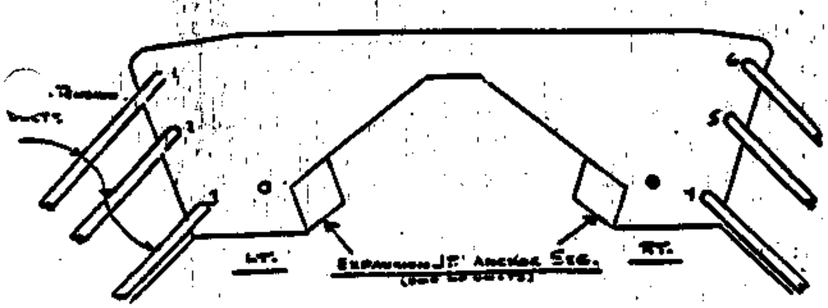
SPAN 49	Covering Removal NB
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

Randall Skipper
Team

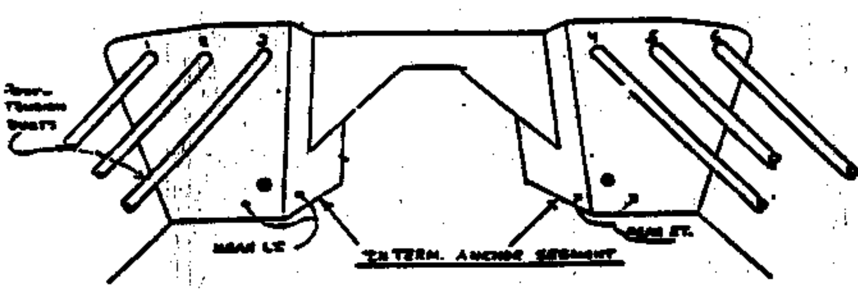
Date: 10/9/2000

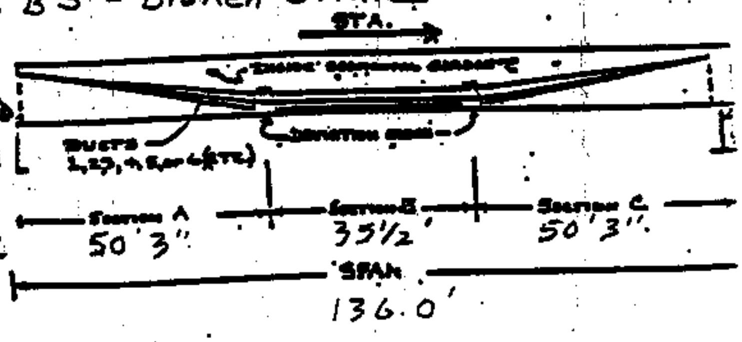
SPAN 50	Covering Removal NO
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

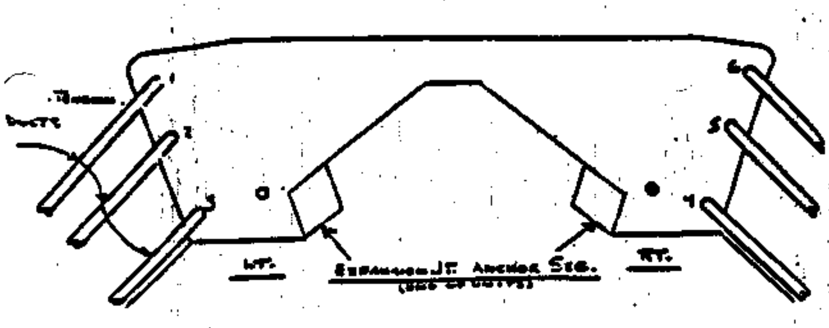
OK

Randall Skipper, Team Leader; Huie Brown; Steve Scott; Eric Mann

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







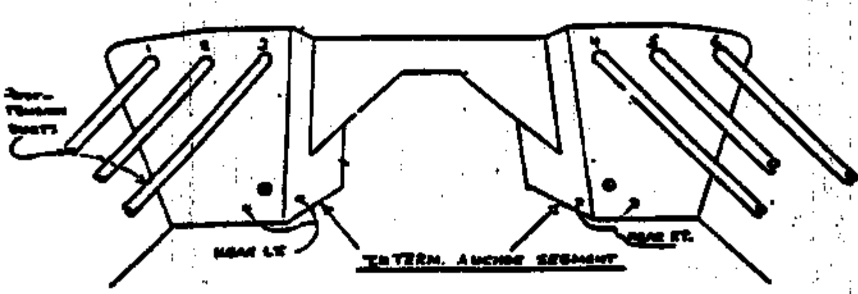
Measurements are in feet

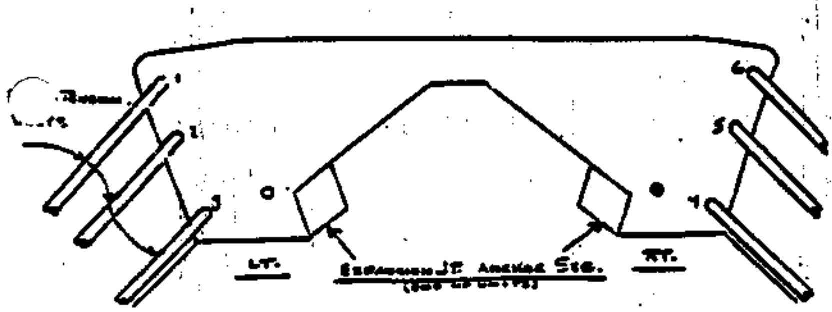
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

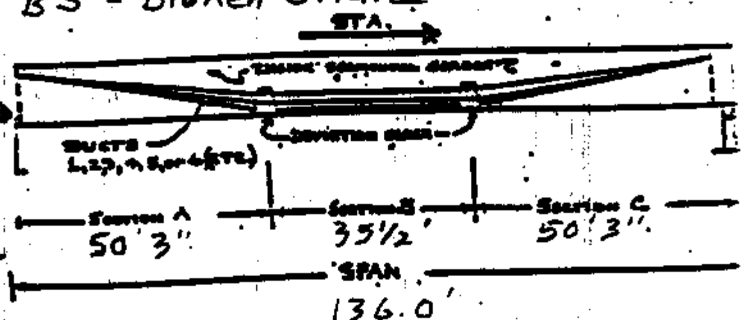
Date: 10/10/2000

SPAN S1	Covering Removal
SEG A LEFT	**RIGHT**
1	4 CUT 1" Pipe OK
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3 CUT 1' pipe OK	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







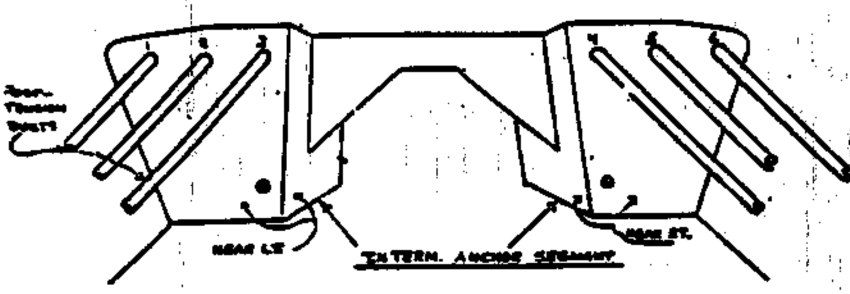
Measurements are in feet

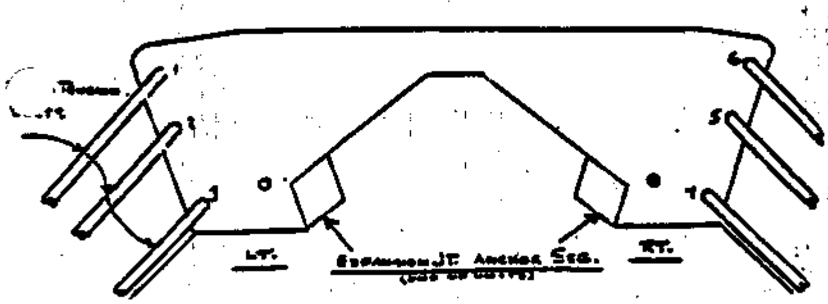
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

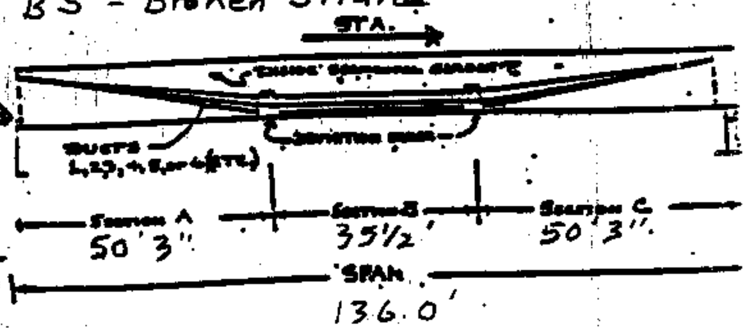
Date: 10/10/2000

SPAN 50	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4 CUT 1' 1 STRAND partial Exposed L.C
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







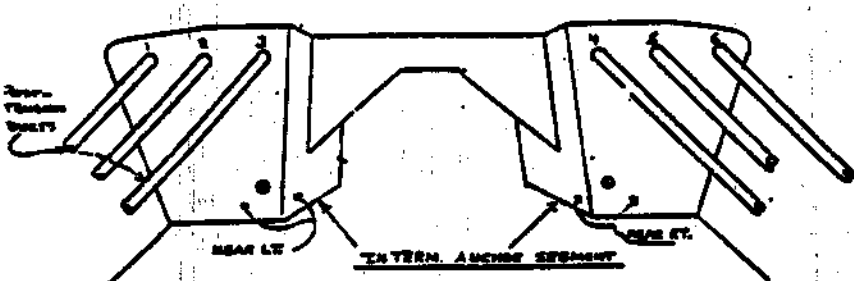
Measurements are infeet

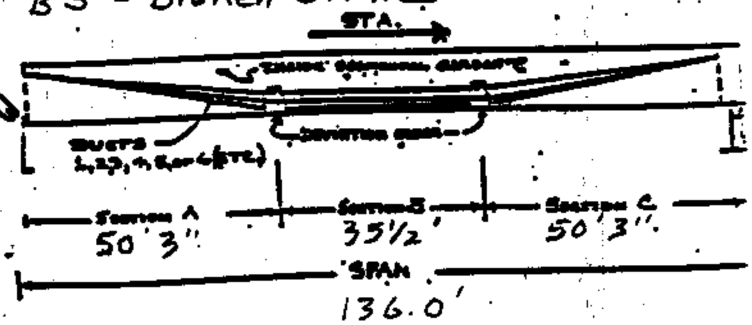
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

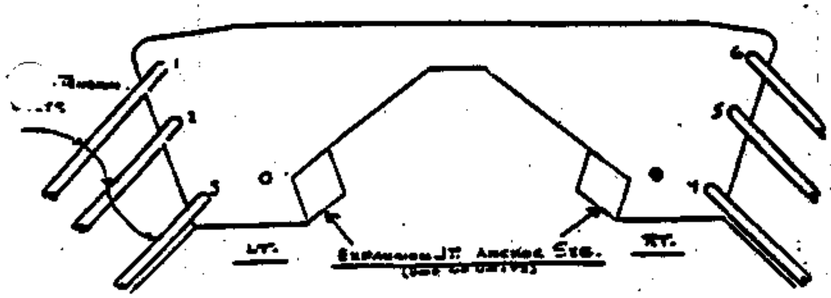
Date: 10/10/00

SPAN 53	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5 CUT 2' OK
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2 CUT 2' OK	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

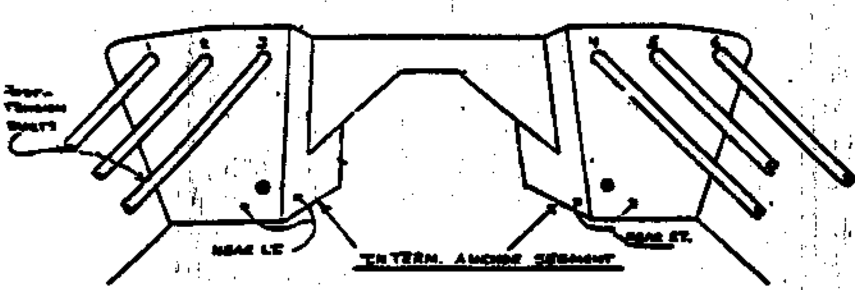
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

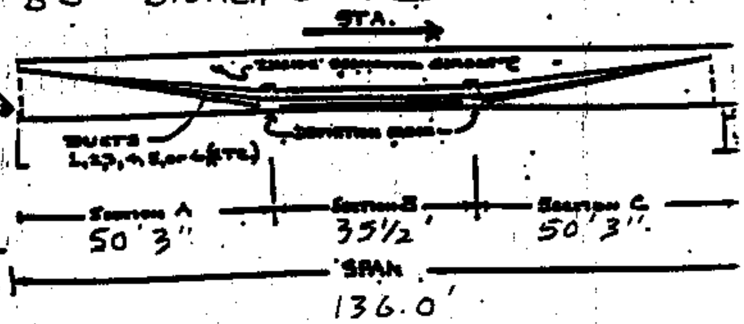
Date: 10/10/00

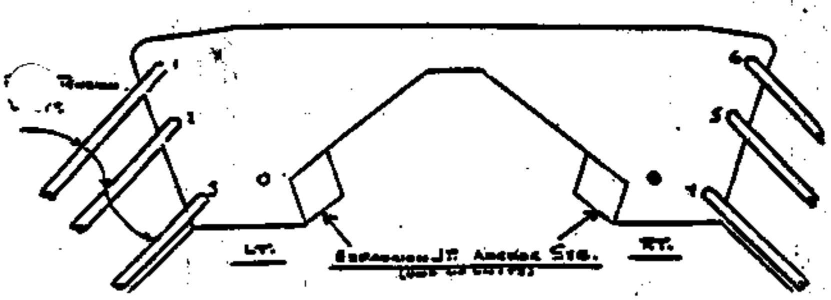
SPAN 54	Covering Removal
SEG A LEFT	**RIGHT**
1	**4**
2	**5**
3	**6**
SEG B LEFT	**RIGHT**
1 CUT 1' appox 1 STRAND Exposed WITH LC	**4**
2	**5**
3	**6** CUT appox 1' 3 partial STRANDS exposed grout wet OK
SEG C LEFT	**RIGHT**
1	**4**
2	**5**
3	**6**

Sample

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







Measurements are in feet

10/10/2000 Jeff

SPAN	Seg	Tendon		
55	A	1	CUT Appro 1' 1 partial STRAND Exposed	OK
55	B	1	CUT Appro 1' Small void in grout	OK
55	C	1	Removed Appro 1' Very wet grout (sample)	OK
56	Ø	Ø	Ø Ø	OK
57	A	4	Removed Approx 1' 1 partial STRAND Exposed	OK
57	B	4	Approx 2' CUT 1 STRAND partial Exposed LC	OK
57	B	6	Approx 1' CUT 1 STRAND Exposed LC	OK
57	C	4	Approx 1' CUT 1 partial STRAND exposed	OK
57	C	5	Approx 1' CUT 1 partial STRAND exposed	OK
58	C	4	Approx 1' CUT 1 partial STRAND exposed	OK
59	A	6	Approx 1' CUT 4 partial STRANDS exposed wet grout (Sample)	OK

Covering Removal
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

Joff

DATE 10/1?/200

Span	Seg	Tendon		
60	A	3	Approx 2' Removed 4 STRANDs exposed Little grout on Top of STRand	OK
61	A	6	Approx 2' Removed 4 STRands partial exposed	OK
61	C	3	Approx 2' CUT 2 partial STRANDs exposed wet grout	OK
61	C	2	Approx 2' cut 2 partial strands exposed Dry grout	OK
62	A	4	Approx 1' CUT 3 partial STRANDs exposed L.C on surface of STRANDs	OK
63	A	5	Approx 1' Removed Voiding grout Very wet grout	OK
63	C	2	Approx 1' Removed 2 partial STRands Dry grout	OK
64	A	3	Approx 3' Removed 2 partial STRANDs L.C on STRANDs	OK
64	B	5	Approx 5' CUT 1 partial STRAND LC.	OK
65	C	3	Approx 2' CUT 2 partial STRANDs exposed with LC.	OK
65	C	1	Approx 1' CUT 1 STRAND partial exposed	OK
65	C	6	Approx 1' CUT 2 STRANDs partial exposed L.C	OK

Covering Removal
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

DATE 10/10/2000 Jeff

SPAN	Seg	Tendon		
66	A	2	Approx 1' Removed 1 partial strand exposed	OK
67	A	2	Approx 1' Removed Small void	OK
67	C	3	Approx 1' Removed 1 exposed strand	OK
68	O	O	O	OK
69	B	4	Approx 2' Removed partial exposed strand	OK
69	C	3	Approx 1' Removed 2 partial exposed strands	OK
70	O	O		OK
71	A	1	Approx 4' Removed 2 strands exposed 1 green, 1 M.C Approx 1" Also Removed Boot + Anchor 2" void of grout in Anchor	MC
71	A	5	Approx 2' cut 1 partial strand	OK
72	A	3	Approx 2' Removed 2 partial strands L.C to M.C Intermint	OK
72	A	5	Approx 2' cut 2 partial strands exposed	OK

Covering Removal
Jeff Loflin, Team Leader; Tim Howell; Mike Rausch, Eduardo Vazquez, Greg Johnson

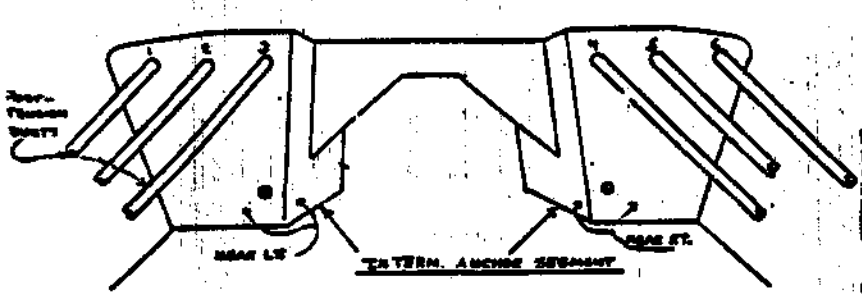
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

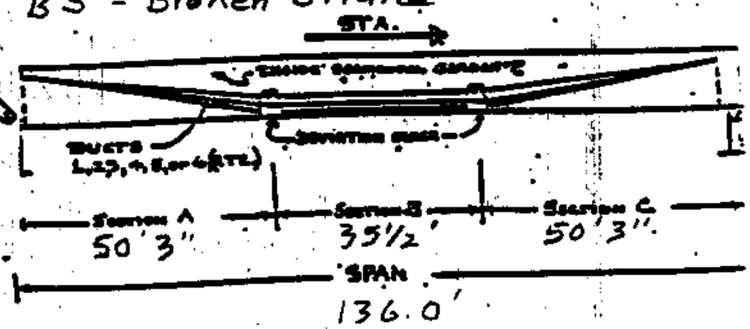
Team Leader
Lonzo H.

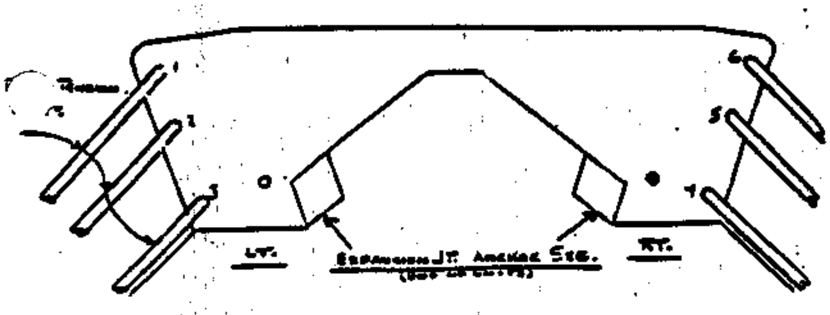
Date: 10-10-00

SPAN 13	Covering Removal
SEG A LEFT	RIGHT
1	4
2 apx 1/16" cut, shallow void - O.K. grout is white hard	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Lonzo Hornsby, Team Leader; ~~Ronnie Vaughan~~; Todd Powell; Shannon Foor; Jerry Foxworth

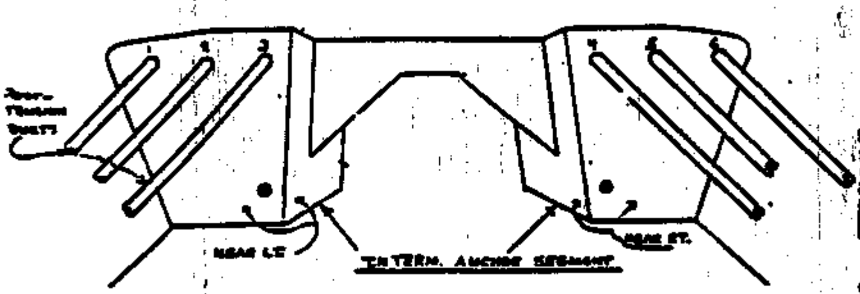
Team Leader

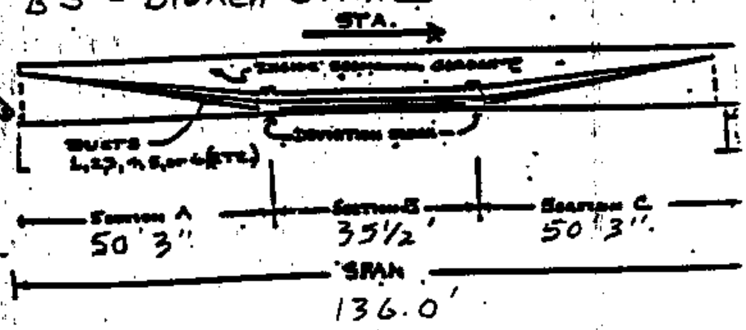
Lonzo H

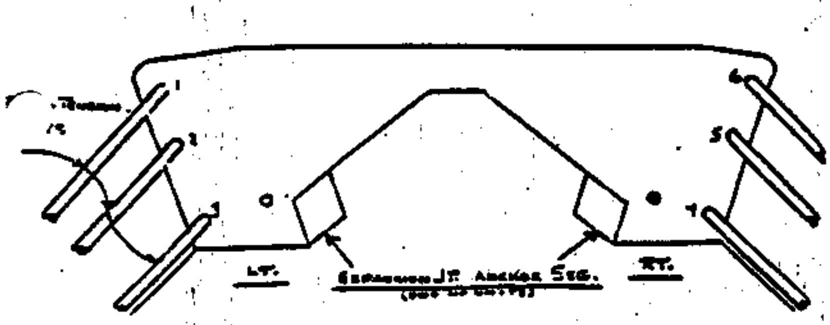
Date: 10-10-00

SPAN 74	Covering Removal
SEG A LEFT	**RIGHT**
1	4 apt. 14" cut. Soft, watery grout (grey + white) 1 strand partially exposed = OK + took sample
2	5
3	6 apx. 14" cut soft + watery grout white grout w/ areas of grey 1 strand partially exposed = O.K.
SEG B LEFT	**RIGHT**
1 apx 2' cut grout is soft + watery sample of grout taken 2 strands partially exposed = O.K.	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

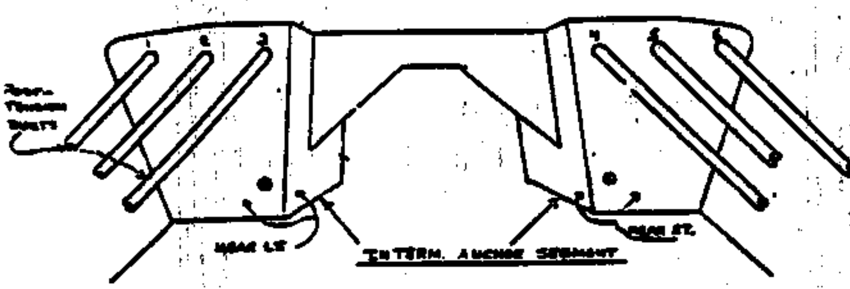
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

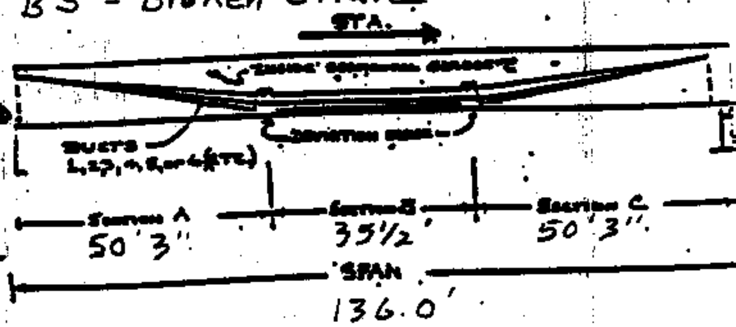
Team Leader
Lonzo H.

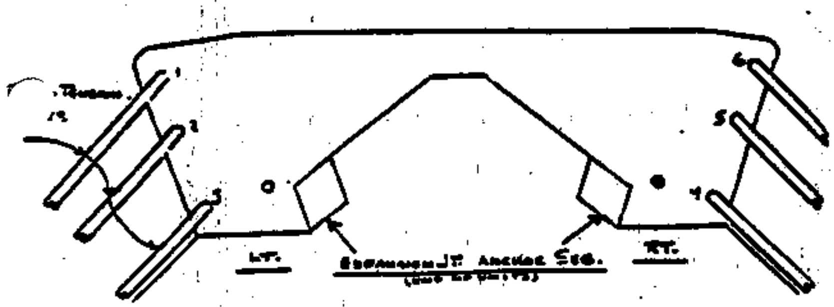
Date: 10-10-06

SPAN 75	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5 apx 14" cut soft grout No strands visible = O.K.
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 apx 14" cut grout soft & chalky 1 strand partially exposed = O.K. (sample of grout)	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosian
BW • Broken Wire
BS = Broken Strand







Measurements are in feet

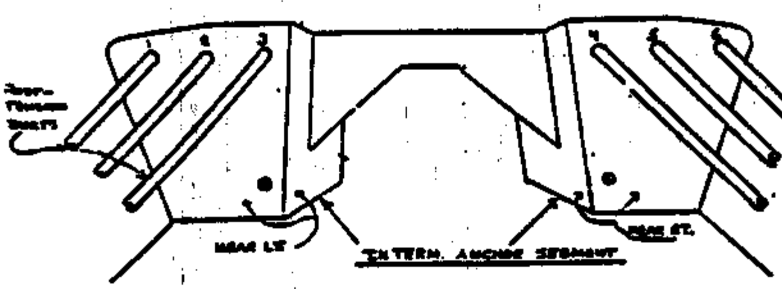
Lonzo Hornsby, Team Leader; ~~Ronnie Vaughan;~~ Team Leader Todd Powell; Shannon Foor; Jerry Foxworth

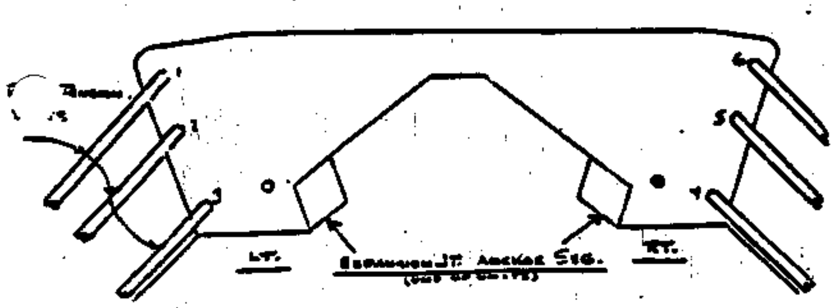
Lonzo H.

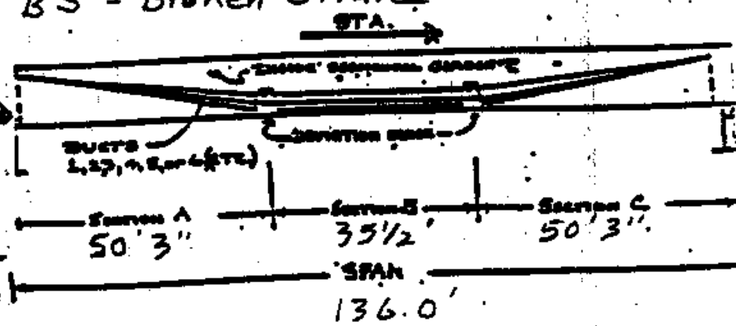
Date: 10-10-00

SPAN 7L	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

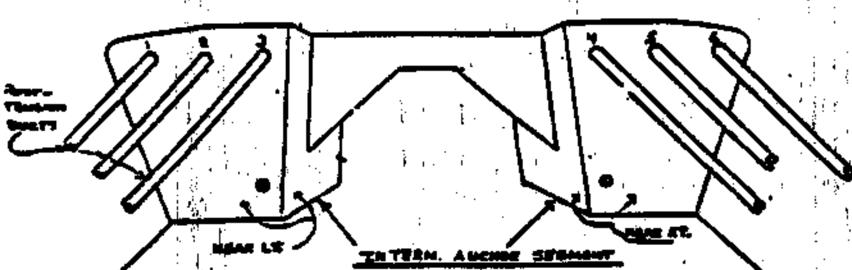
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

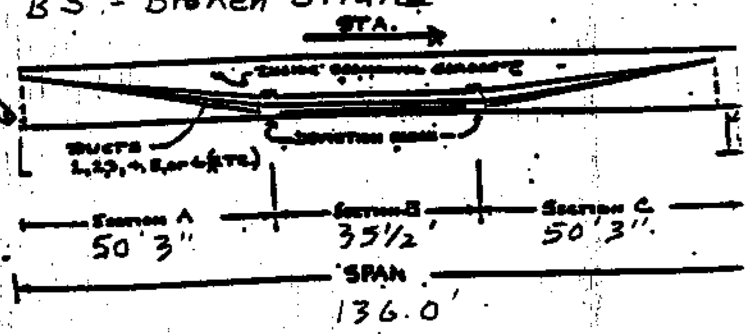
Team Leader
Lonzo H.

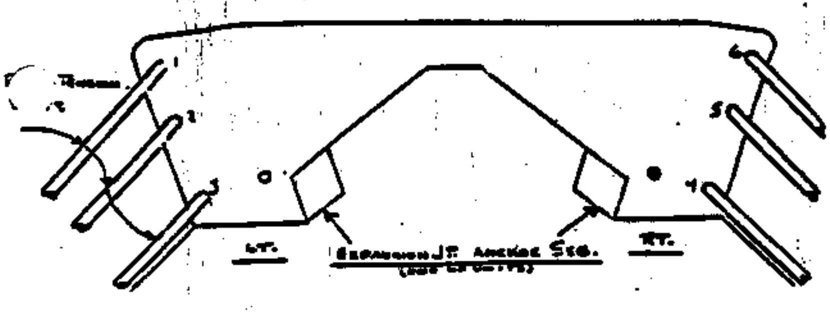
Date: 10-10-00

SPAN 77	Covering Removal
SEG A LEFT	RIGHT
1	4 8" cut 1 strand partially exposed = O.K.
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

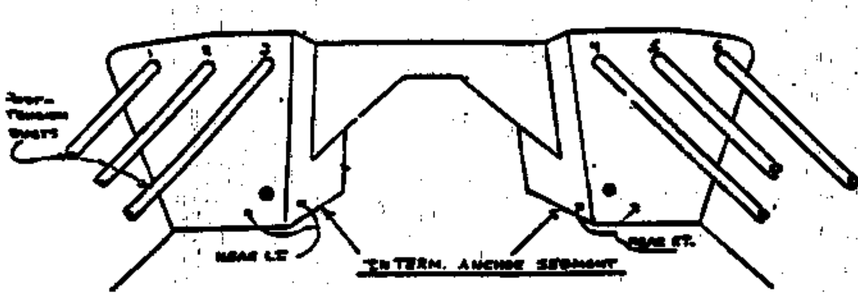
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

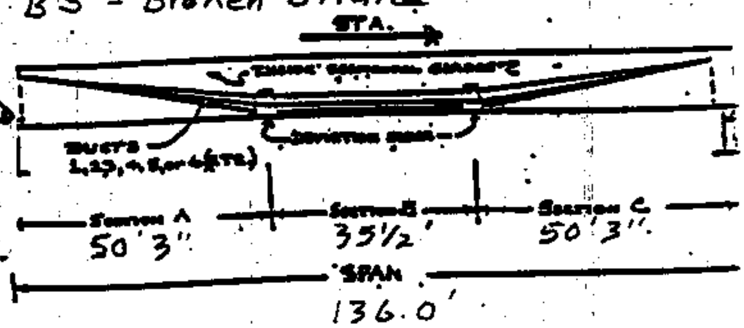
Team Leader

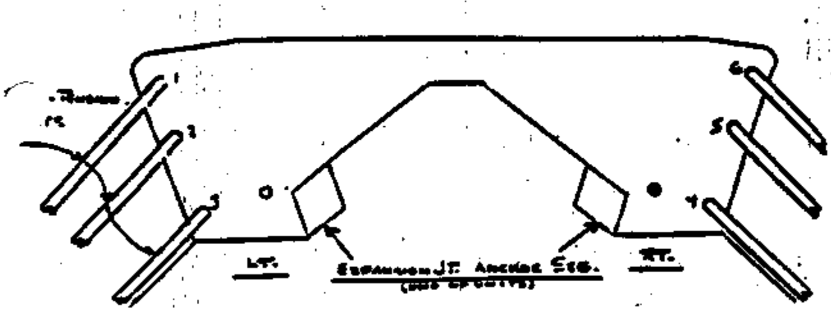
Date: 10-10-00 Lonzo H.

SPAN 78	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

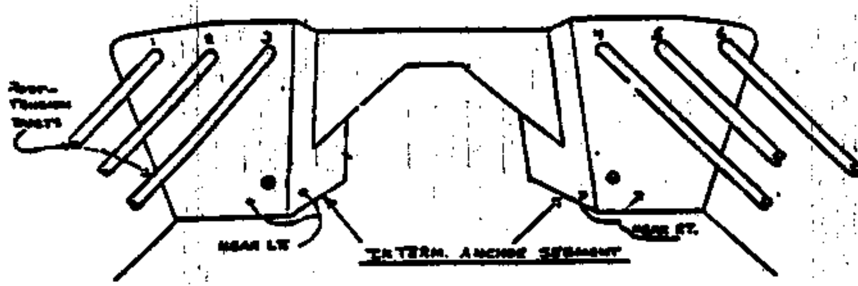
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

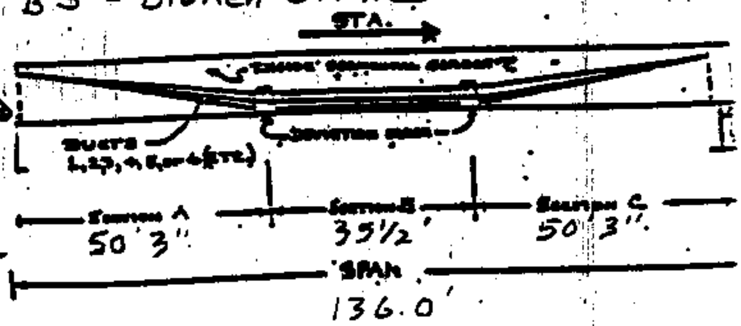
Team Leader
Lonzo H.

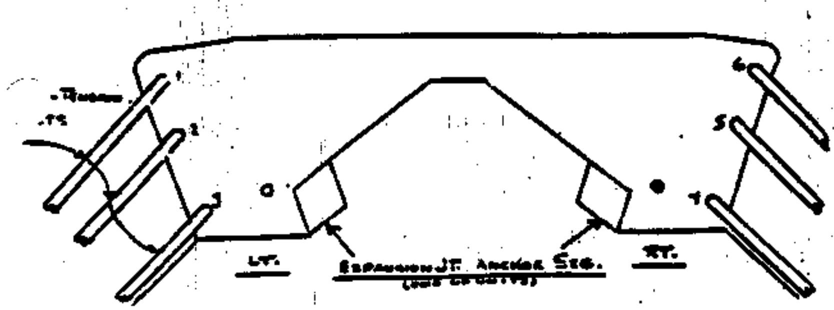
Date: 10-10-00

SPAN 79	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

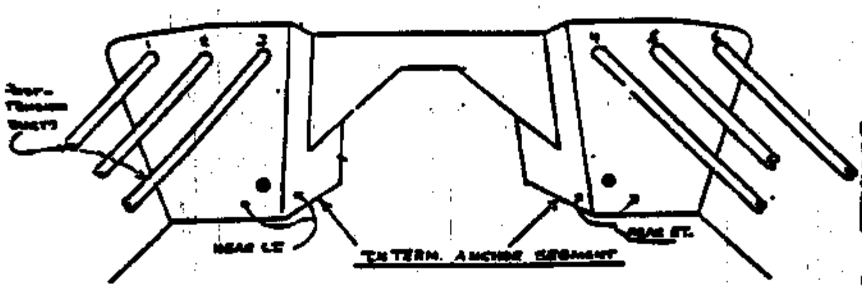
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

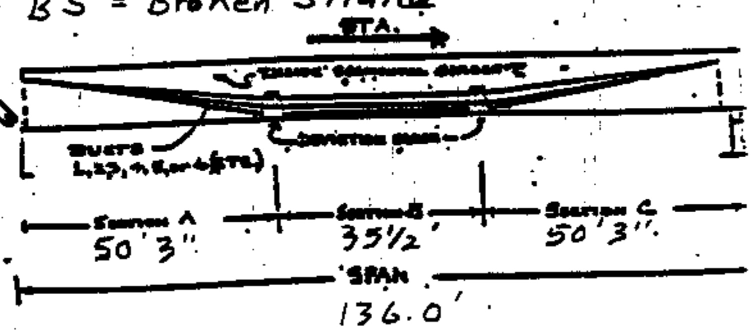
Team Leader

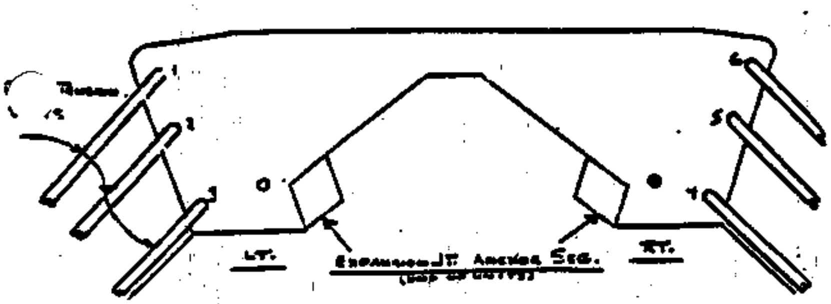
Date: 10-10-00 Lonzo H.

SPAN 80	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







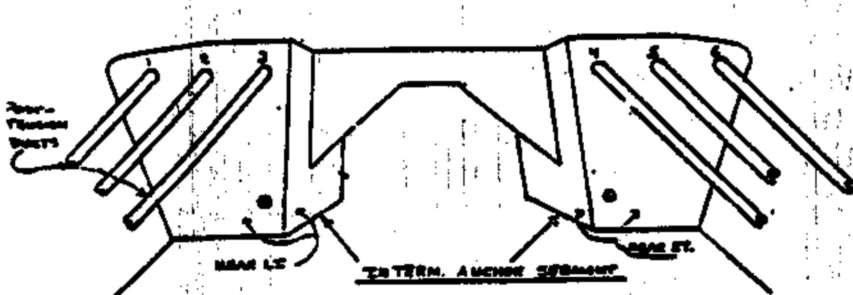
Measurements are in feet

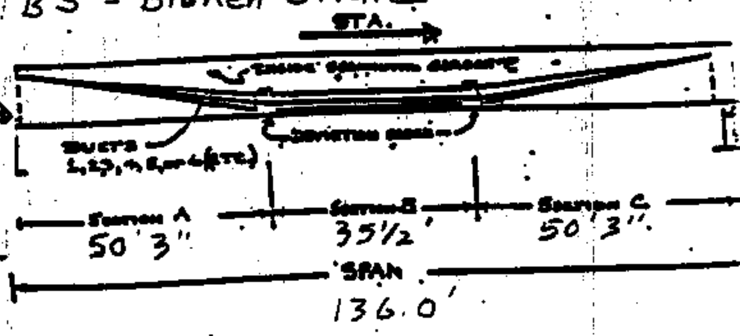
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

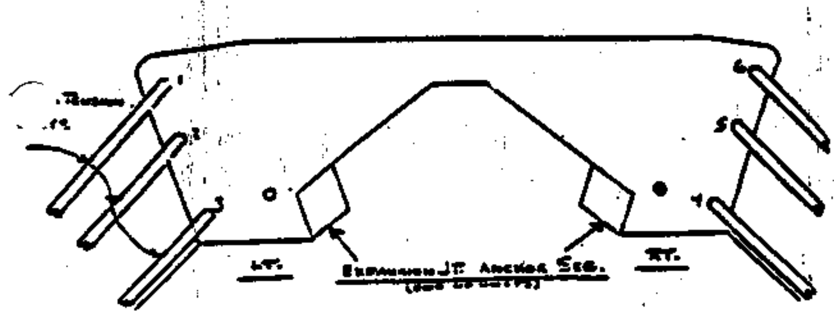
Team Leader
Date: 10-10-05 Lonzo H

SPAN 81	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

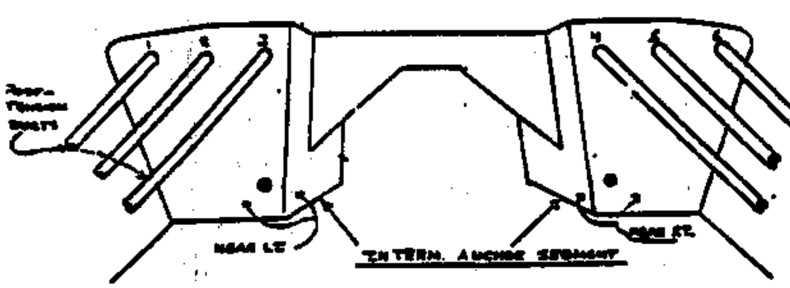
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

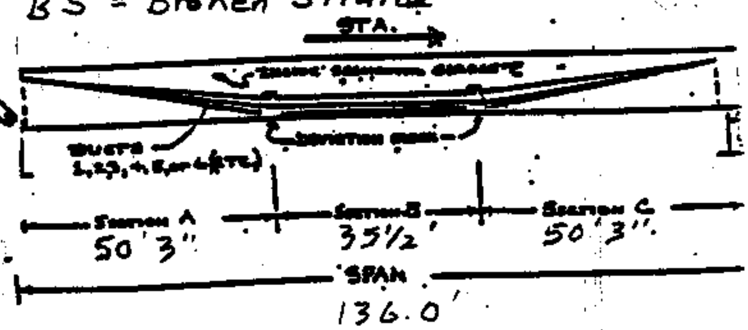
Team Leader
Lonzo H.

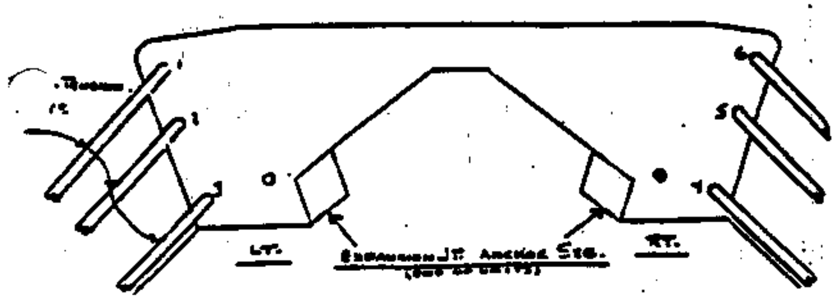
Date: 10-10-00

SPAN 82	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5 ~~apx. 14" cut ½" deep void no strands visible~~
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5 apx. 14" cut ½" deep void no strands visible = O.K
3 apx. 2' cut 4 strands partially exposed – LC	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Covering Removal - Channel Span 83
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

Channel Span Span 83

J. Left ~~Right~~ ~~Left~~ Right

1 H	1 H
2 F	2 F
3 F	3 F
4 J	4 J
5 J	5 J

G. Left ~~Right~~ ~~Left~~ Right

1 E	1 E
2 E	2 E
3 E	3 E
4 G apx 8" cut grout is moist & crystalizing no strands visible = O.K.	4 G
5 G	5 G

H. Left Right

1 F	1 F
2 F	2 F
3 F	3 F
4 H, apx. 12" cut took sample grout is moist & crystalizing. no strands exposed = OK.	4 H
5 H	5 H

Covering Removal - Channel Span 83
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

	Left	Right
D.		
	1D	1D
	2B	2B
	3B	3B
	4D	4D
	5D	5D
C.		
	1C	1C
	2A	2A
	3A	3A
	4C	4C
	5C	5C
B.		
	1B	1B
	2A	2A
	3A	3A
	4B	4B
	5B	5B
A.	Left	Right
	1A	1A apx. 15" cut ½" deep wid no strands visible O.K.
	2A	2A
	3A	3A
	4A	4A
	5A	5A

Covering Removal - Channel Span 83
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

I

Left	Right
1G	1G
2F	2F
3F	3F
4I	4I
5I	5I

F.

Left	Right
apx 18" cut moist grout ½" deep void	
7B 2 strands partially exposed = O.K.	7B
2D	2D
3D	3D
4F	4F
5F	5F

E.

Left	Right
7A	7A
2C	2C
3C	3C
4E	4E
5E	5E

Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

Team Leader
Lonzo H.

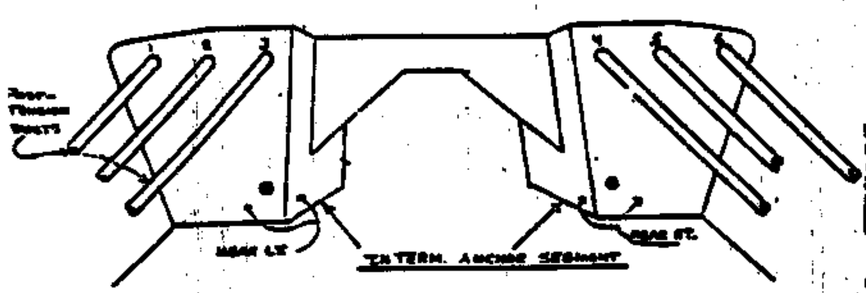
~~Channel Span~~

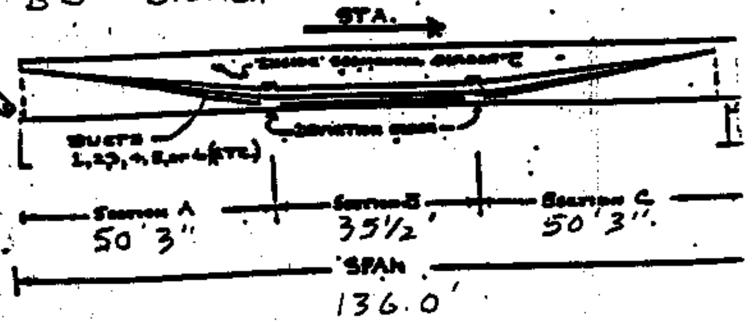
Date: 10-10-00

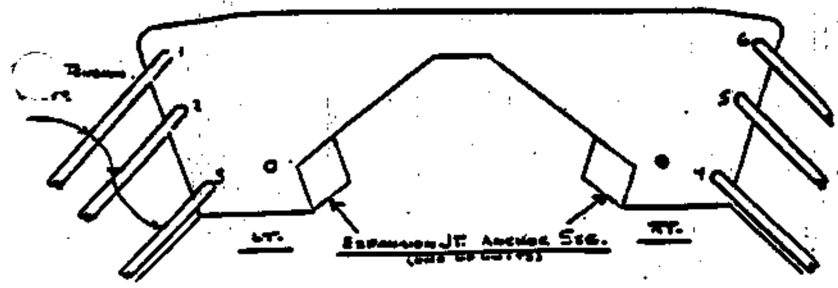
SPAN 84	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5 apx. 16" cut 1 strand partially exposed = LC
3	6 apx. 16" cut Sample of grout 3/4" deep void 2' from pier going into pier 84 no strands visible. *
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

* May need to be reviewed

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

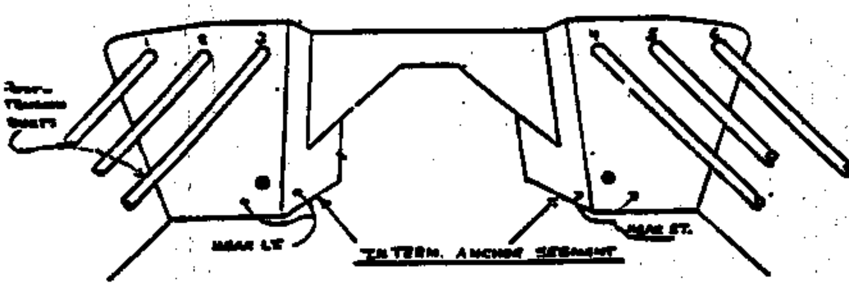
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

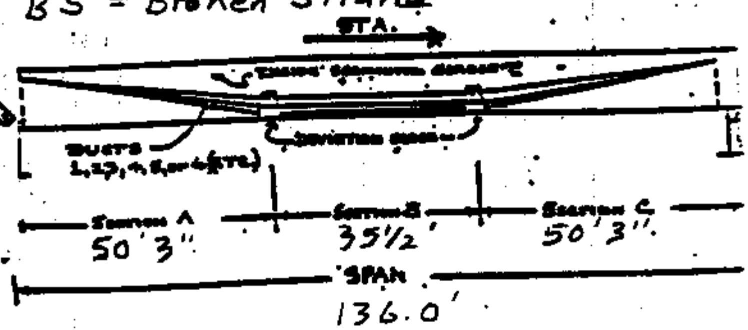
Team Leader
Date: 10-10-00 Lonzo H.

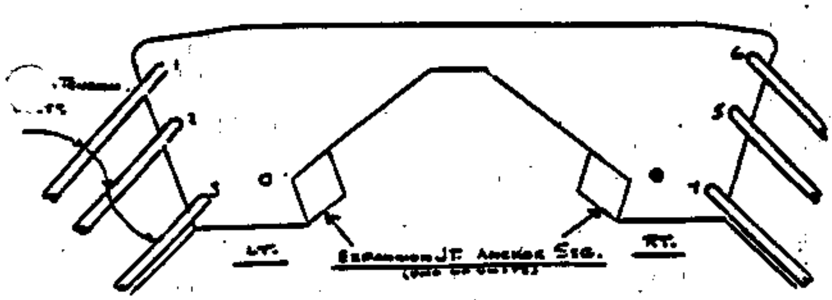
SPAN 85	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







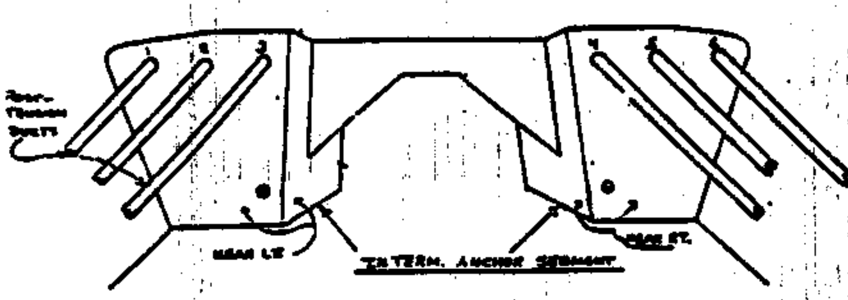
Measurements are infeet

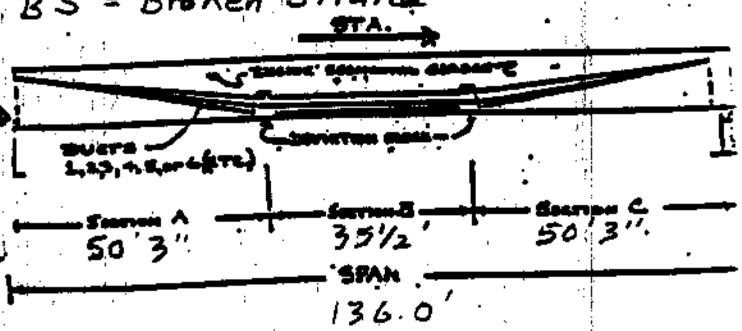
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

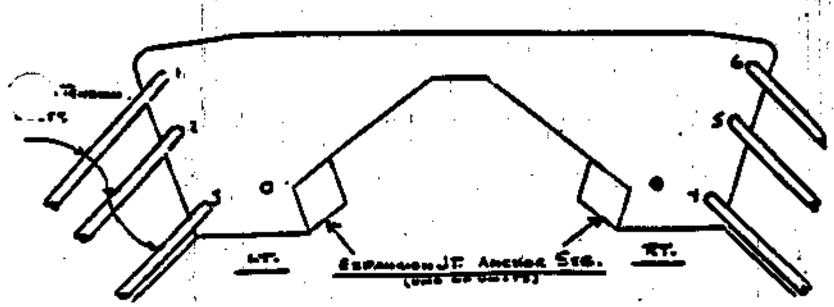
Date: 10-10-00

SPAN 86	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

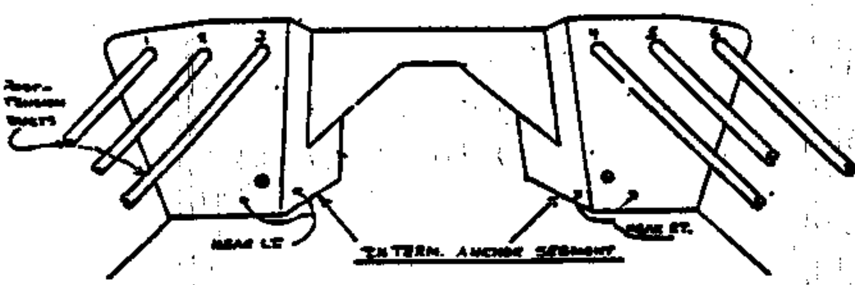
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

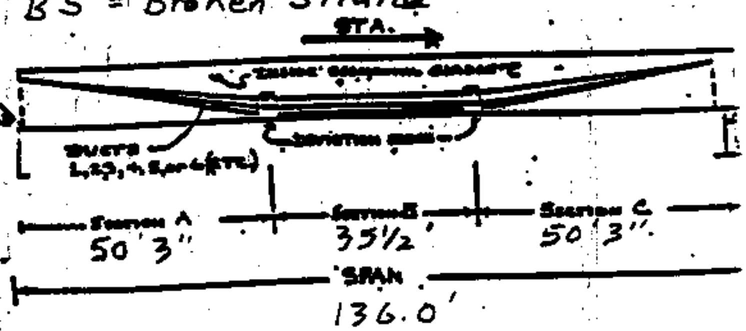
Team Leader
Lonza H.

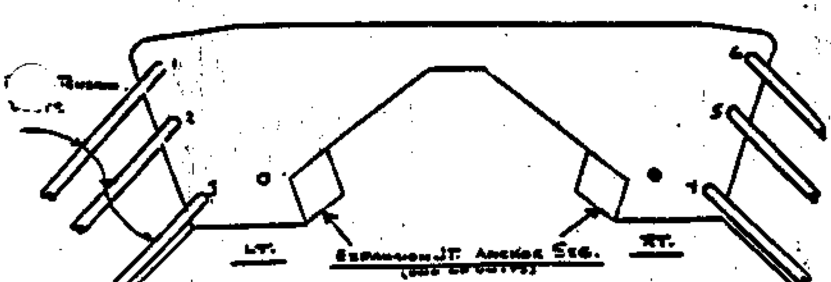
Date: 10-10-01

SPAN 87	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6 apx 12" cut top portion of 1 strand exposed. O.K.

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

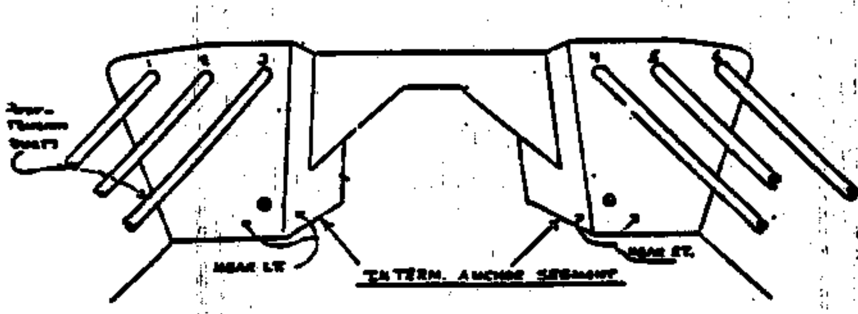
Team Leader
Lonzo H.

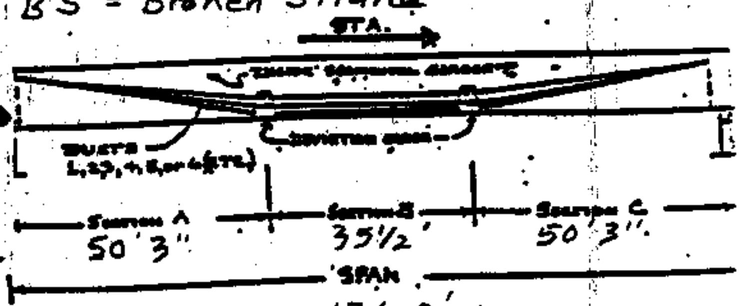
Date: 10-10-00

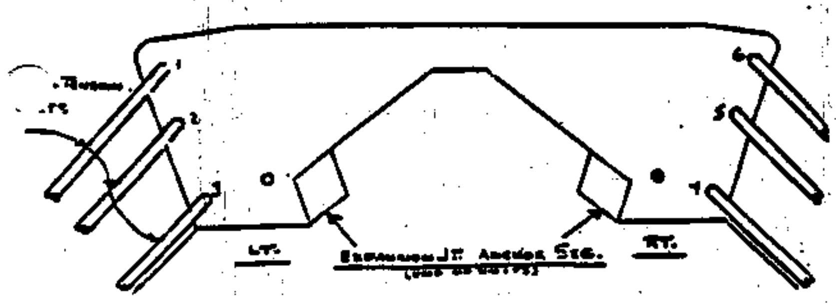
SPAN 88	Covering Removal
SEG A LEFT	**RIGHT**
1 apx. 14" cut 2 strands partially exposed = O.K.	4
2	5
3	6 apx. 12" cut 1 strand partially exposed = O.K.
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2 apx. 16" cut 1 strand partially exposed = O.K.	5
3	6

* 2nd cut apx. 15"
3 strands partially exposed = O.K.

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

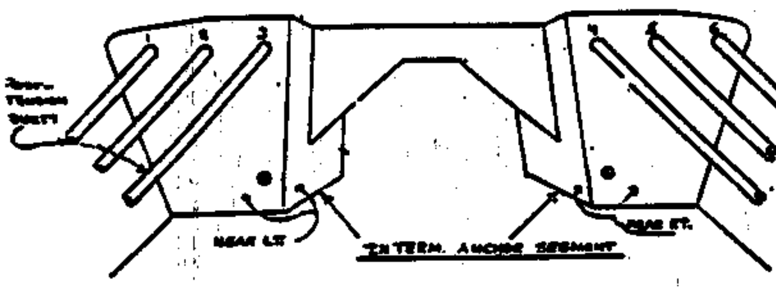
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

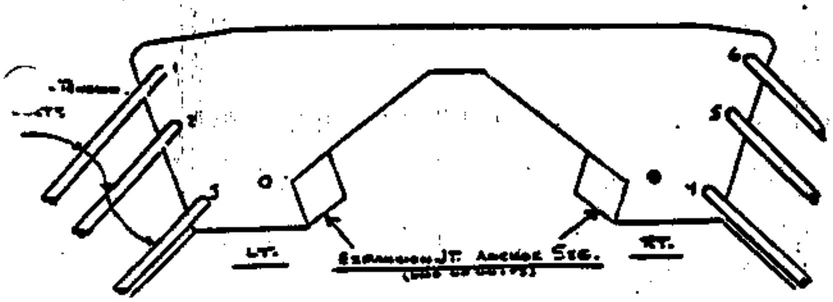
Date: 10-10-00

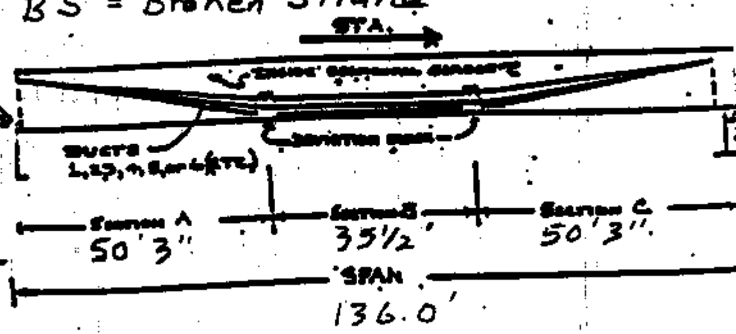
SPAN 89	Covering Removal
SEG A LEFT	**RIGHT**
1	4 apx 18" cut = O.K. shallow void took sample of grout ✱
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

✱ 2nd cut apx 18" cut shallow void O.K.

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

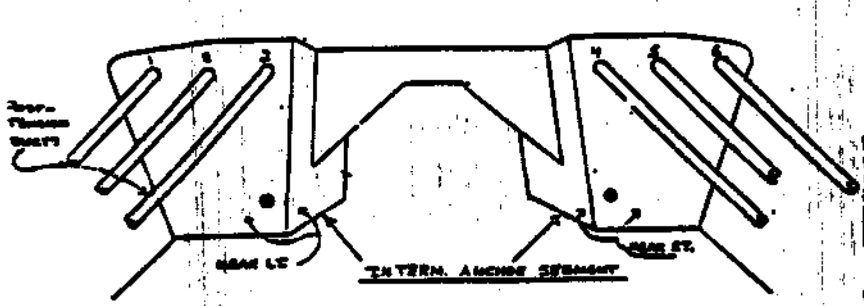
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

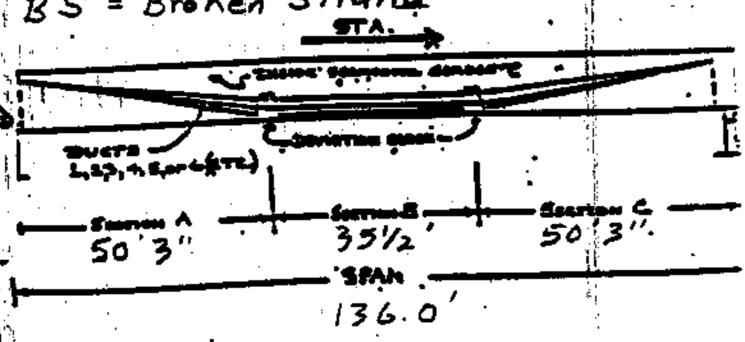
Team Leader
Lonzo H.

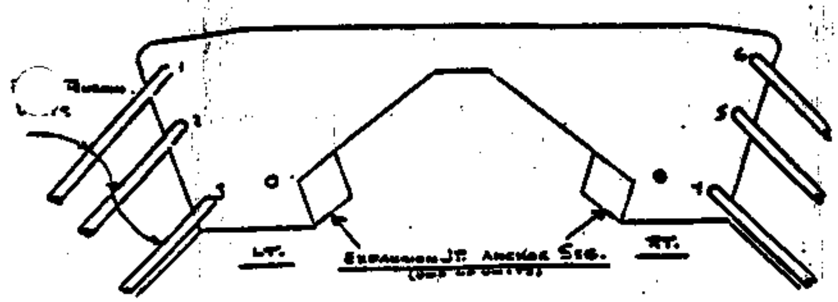
Date: 10-10-00

SPAN 90	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4 apx 12" cut = O.K.
2	5
3 apx. 12" cut = O.K.	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

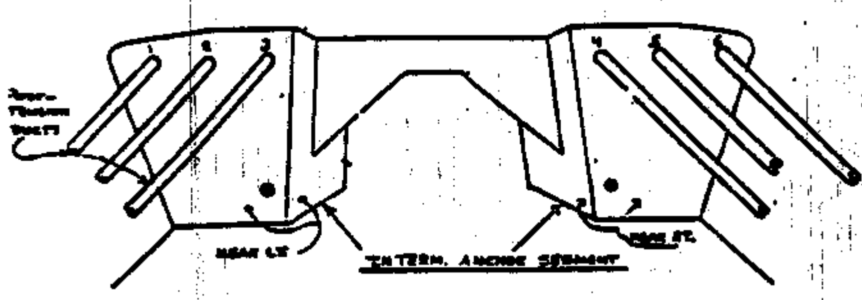
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

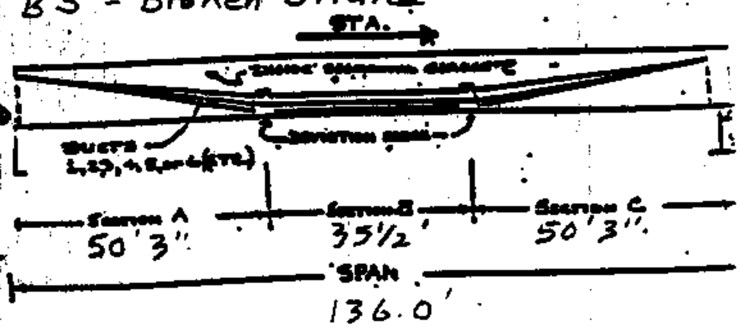
John
LAURA
Russ
ALTO

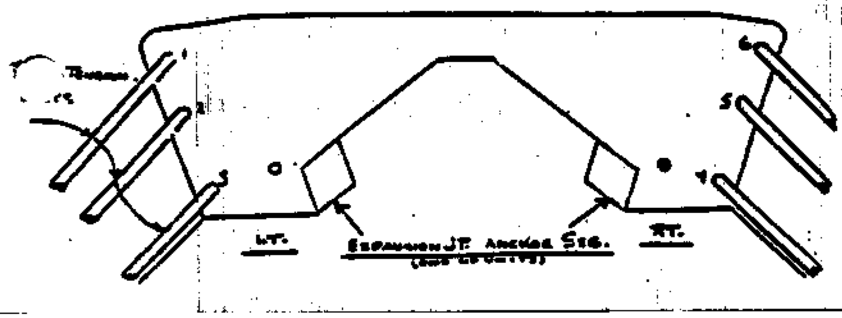
Date: 10-9-00

SPAN 91	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 1" CUT, Exposed Wire with Very Light Corrsion 9" Long grout sample	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







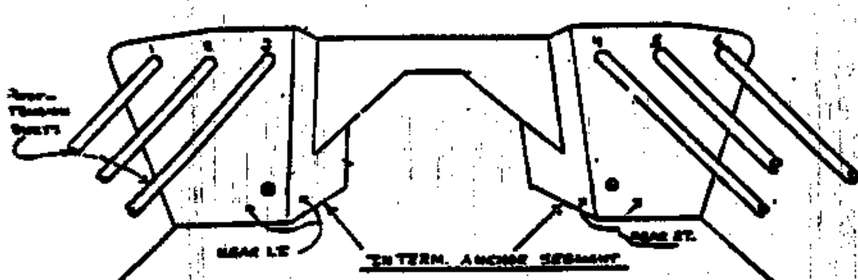
Measurements are infeet

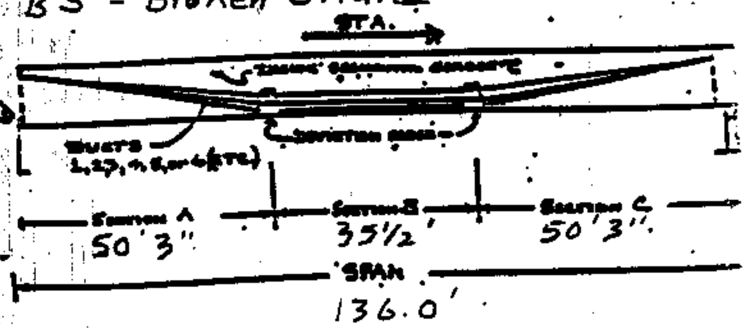
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

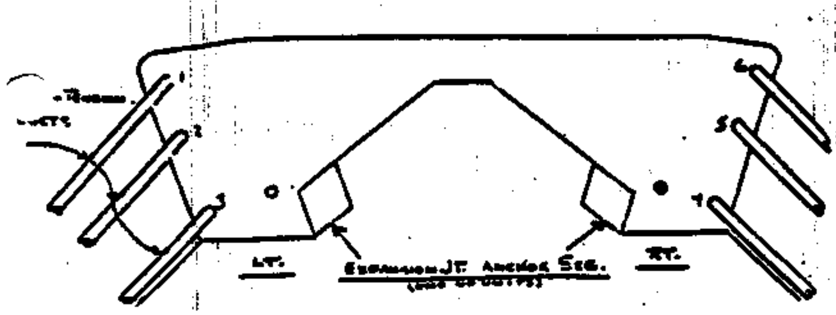
Date: 10/9/00

SPAN 93 & 92	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3 OK	6
SEG B LEFT	RIGHT
1	4
2 OK	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







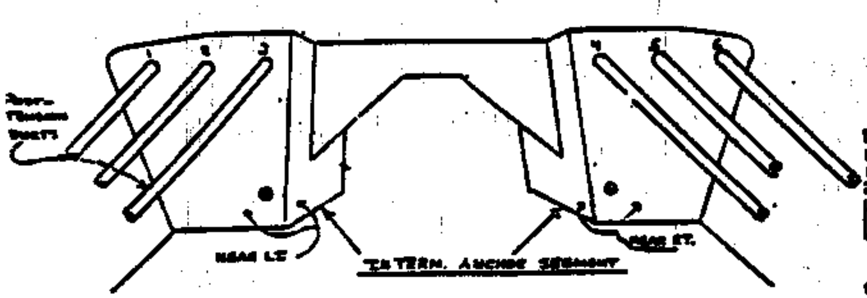
Measurements are infeet

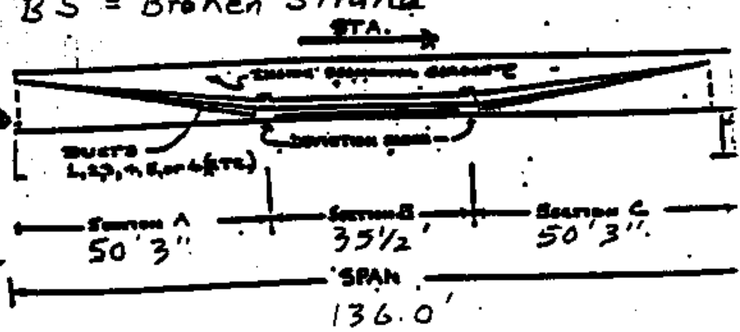
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

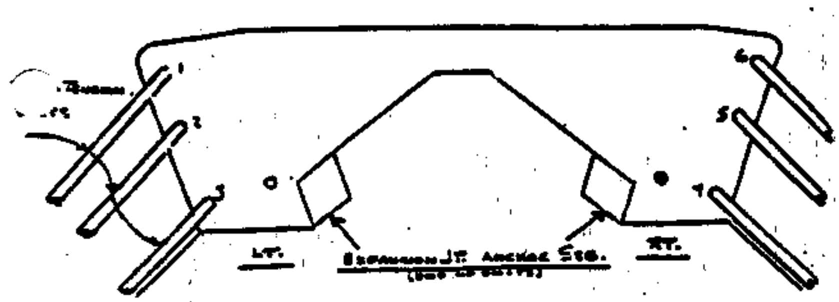
Date: 10/9/00

SPAN 94	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







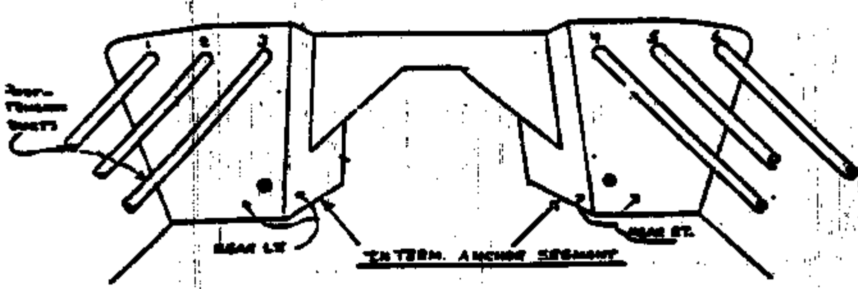
Measurements are in feet

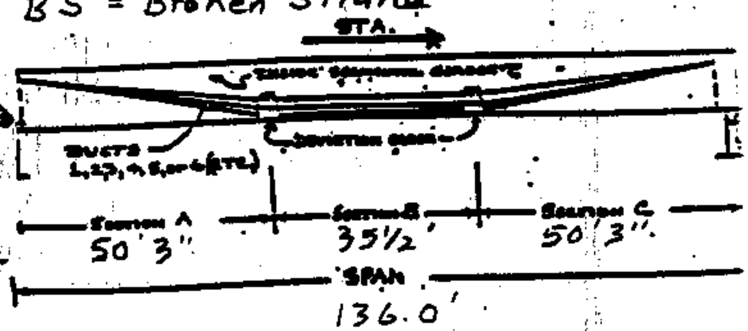
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

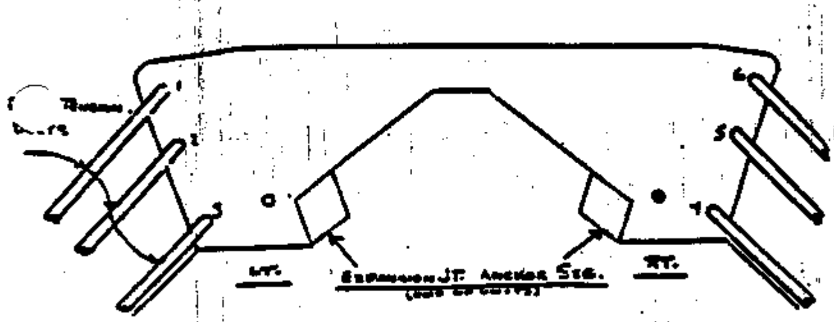
Date: 10/9/00

SPAN 95	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

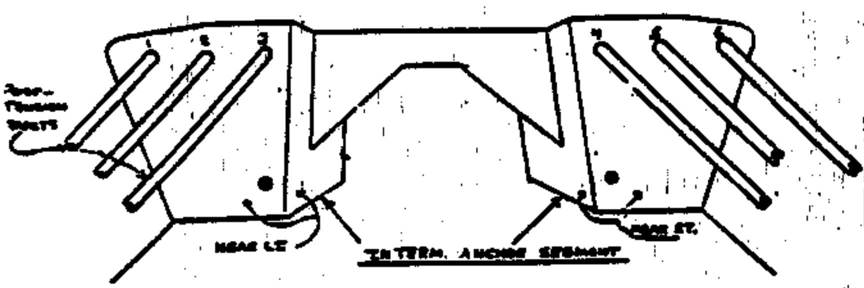
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

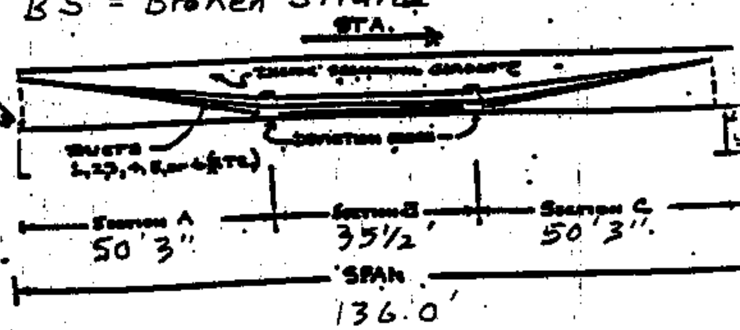
Date: 10/9/06

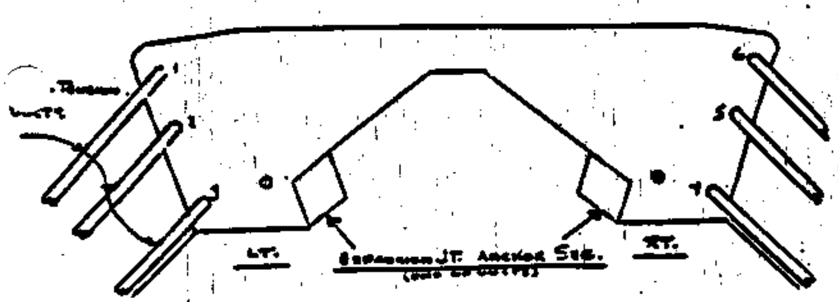
SPAN 96	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

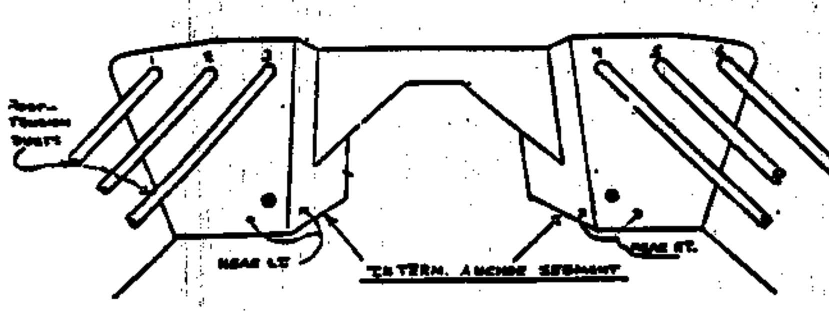
John
Laura
Russ
ALTO

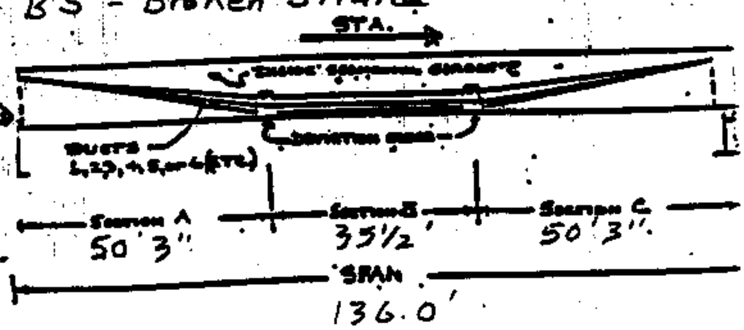
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

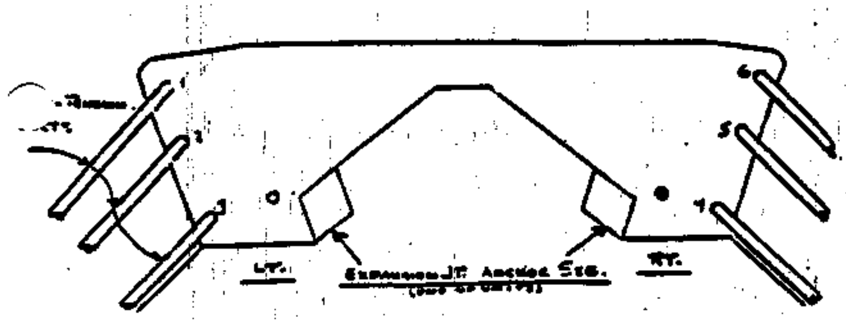
Date: 10-9-00

SPAN 97	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2 1' CUT, Exposed STRANDS, No Coresion, 20' VOID, No Grout IN TOP OF Tendon	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







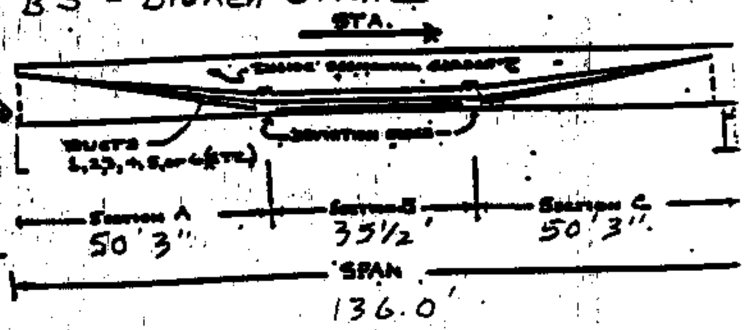
Measurements are in feet

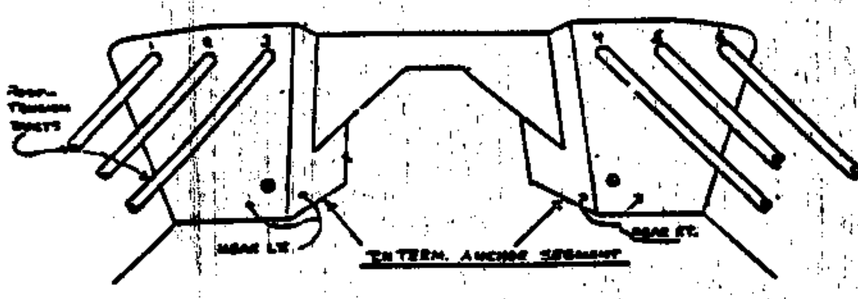
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

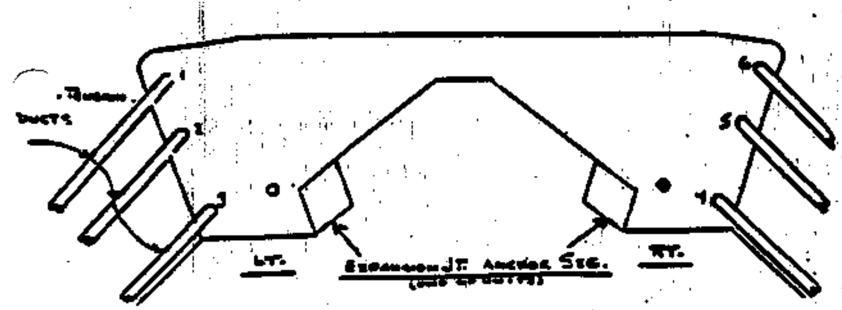
Date: 10/9/00

SPAN 98	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

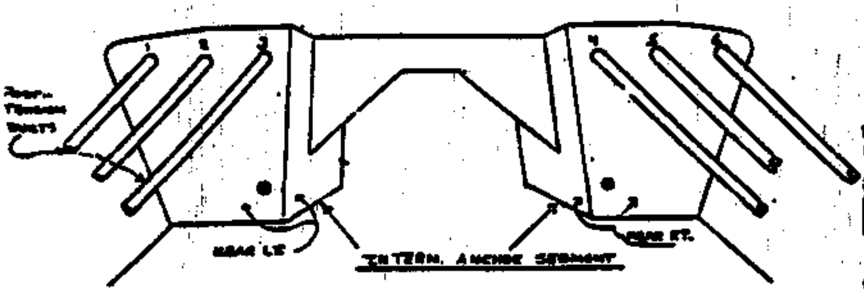
John
LAURA
Russ
[illegible]

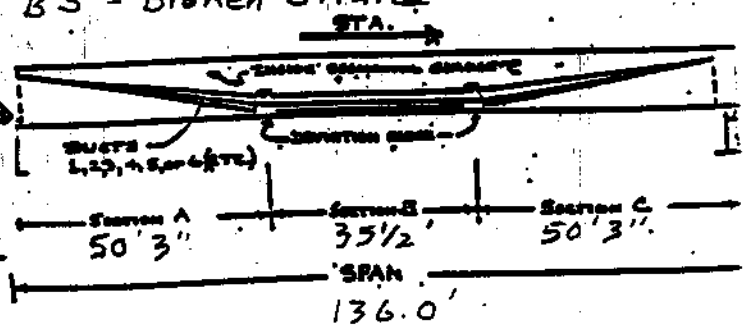
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

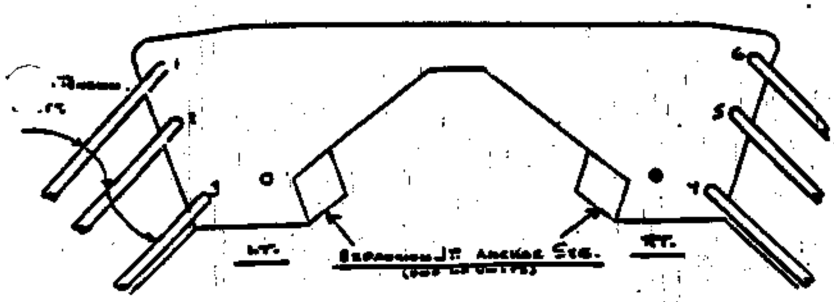
Date: 10-9-00

SPAN 99	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6 1' CUT, Exposed STRANDS, No Corrsion, Soft Grout, 10' Long VOID
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 1' CUT, STRANDS ARE GROUT Coated, VOID 7' Long	4
2 1' CUT, Sound Grout, No Exposed STRANDS	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







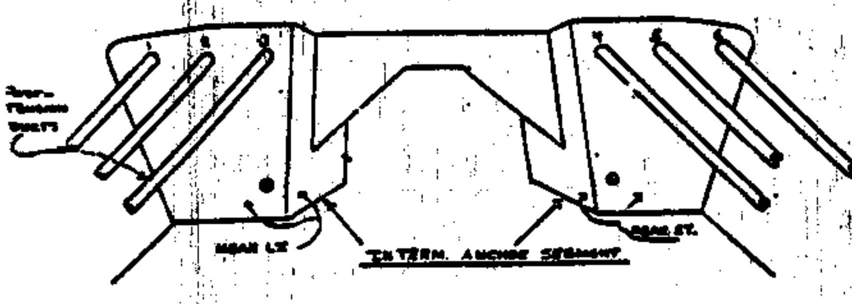
Measurements are infeet

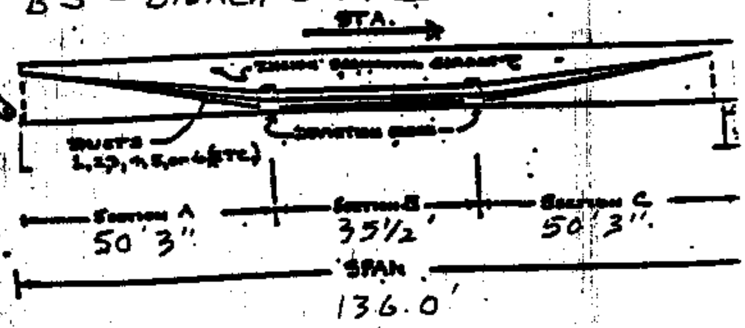
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

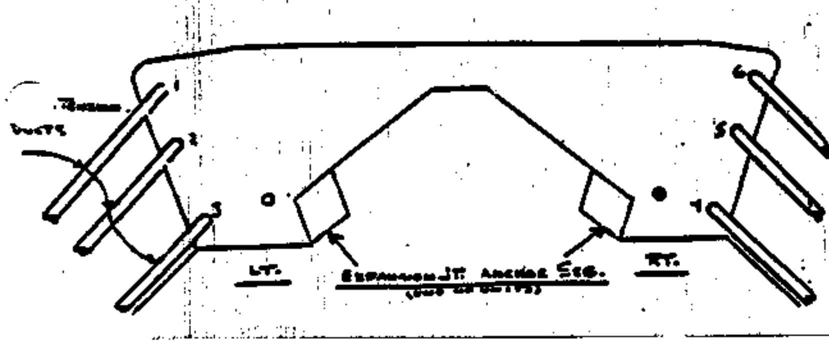
Date: 10/9/00

SPAN 100	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







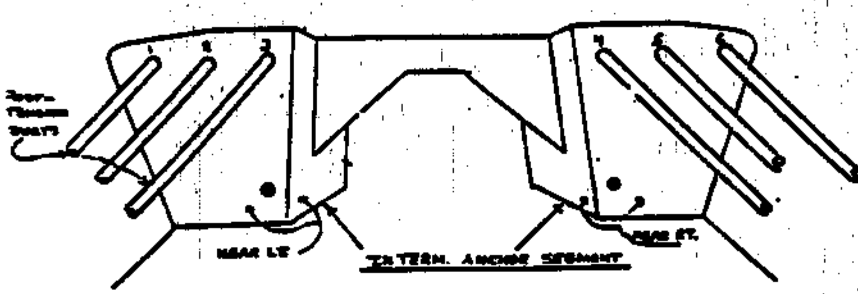
Measurements are in feet

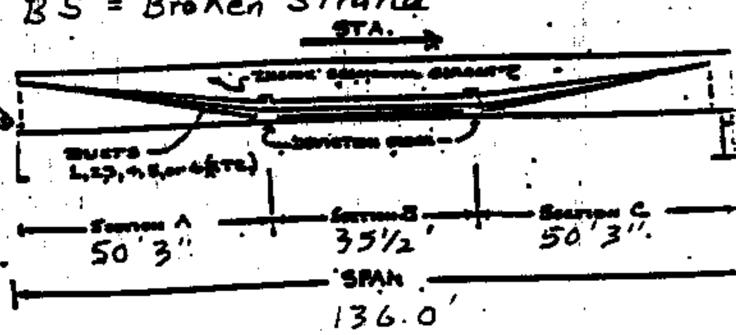
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

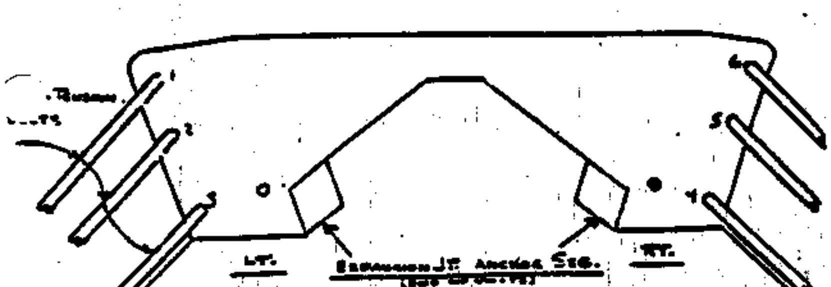
Date: 10/9

SPAN 101	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

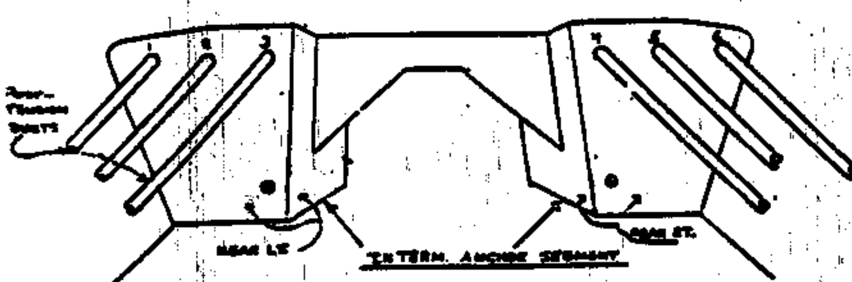
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

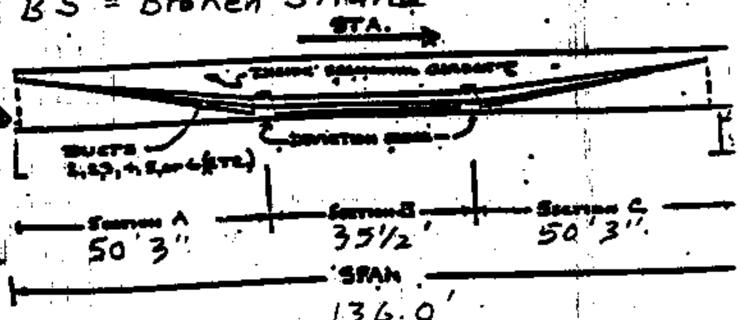
Date: 10/9

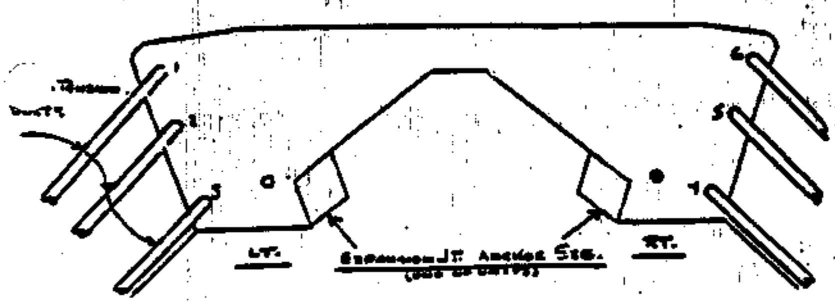
SPAN 102	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

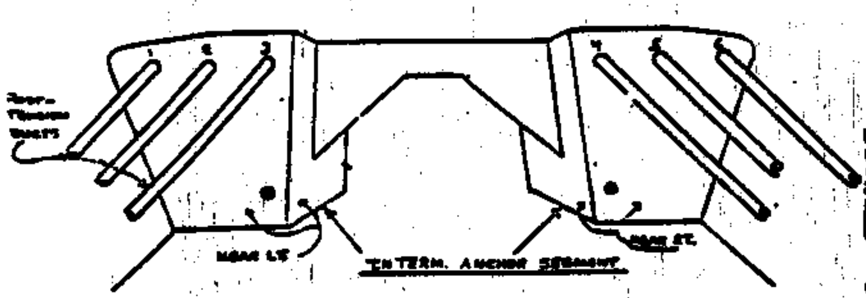
John
LAURA
RUSS
A. O

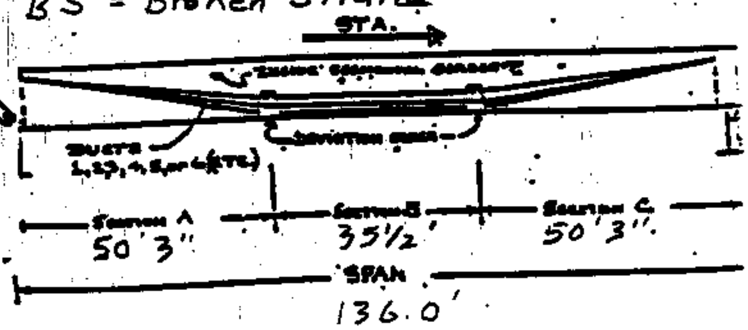
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

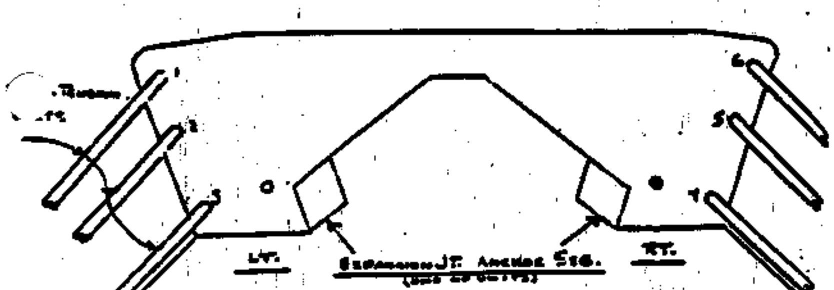
Date: 10-9-00

SPAN 103	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6 1'Cut, Sound Grout, No Exposed STRANDS
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







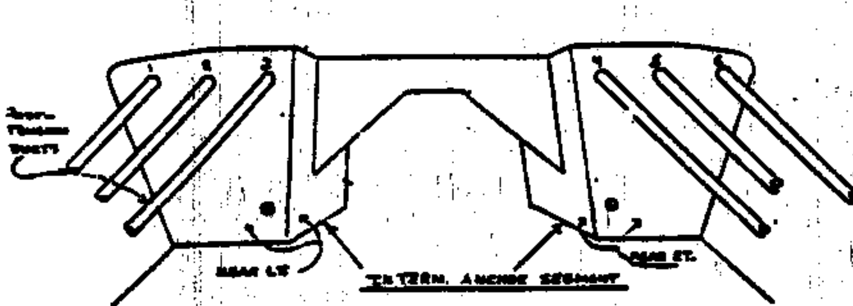
Measurements are in feet

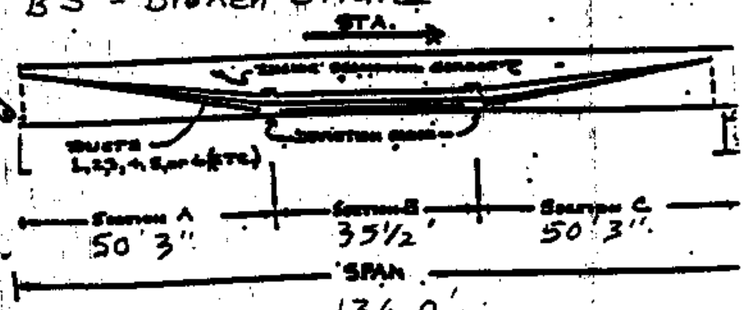
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

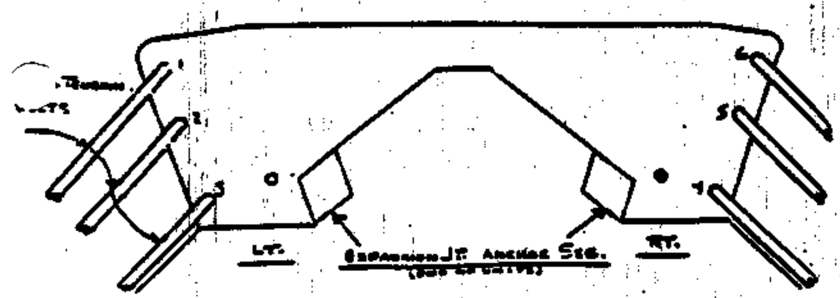
Date: 10/9/00

SPAN 104	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2 OK	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







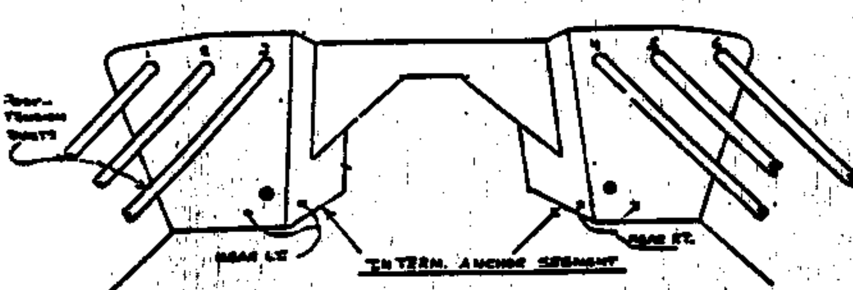
Measurements are infeet

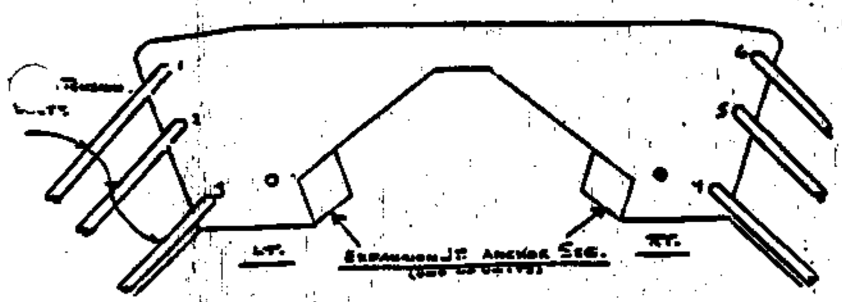
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

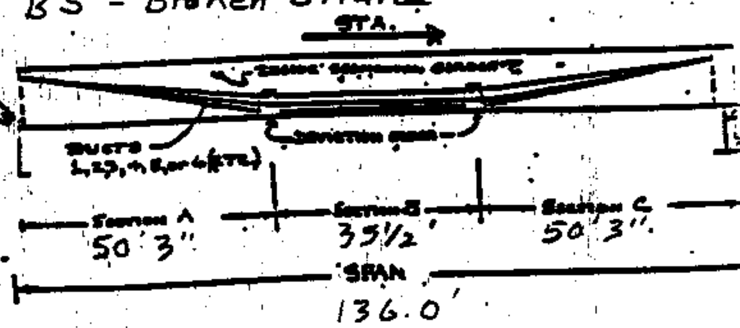
Date: 10/9/00

SPAN 105	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







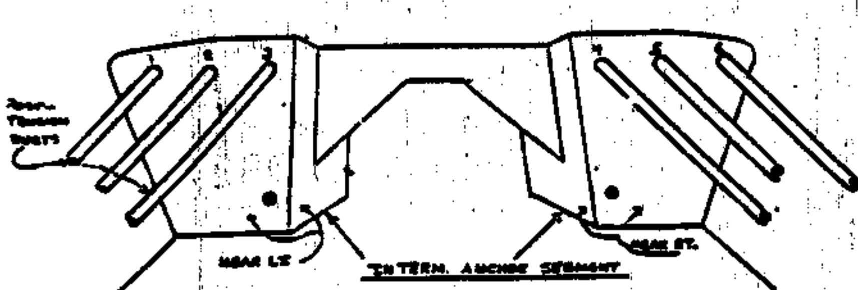
Measurements are in feet

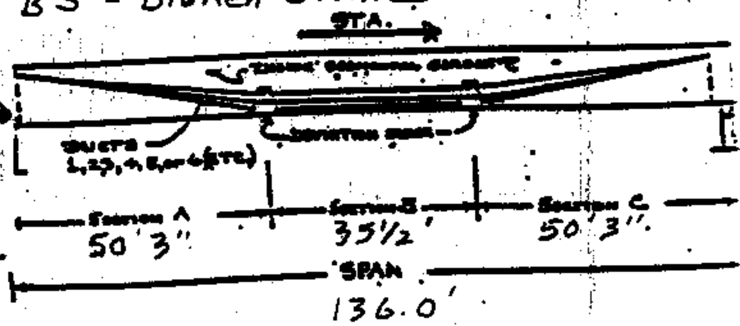
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

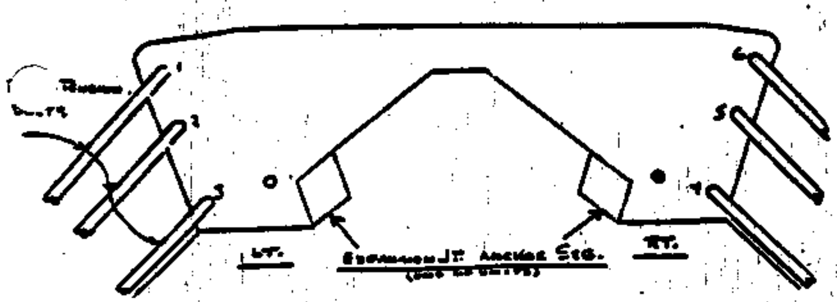
Date: 10/9/02

SPAN 106	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







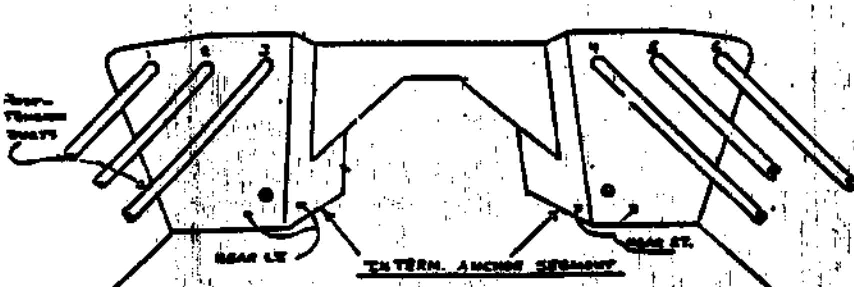
Measurements are in feet

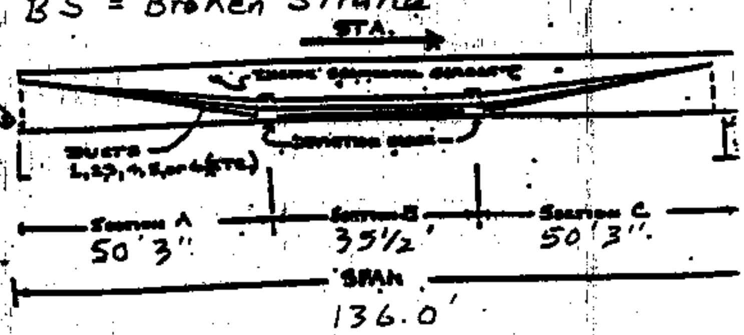
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

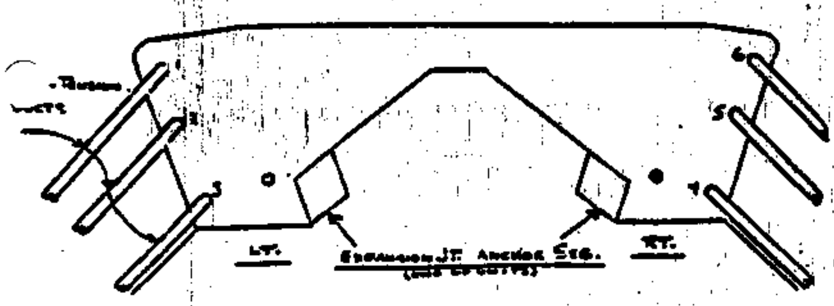
Date: 10/9/00

SPAN 107	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







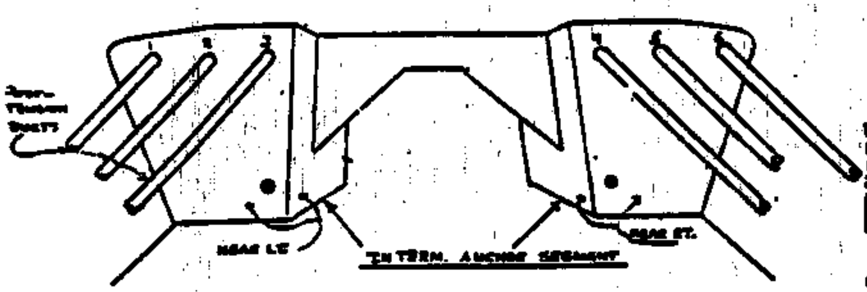
Measurements are in feet

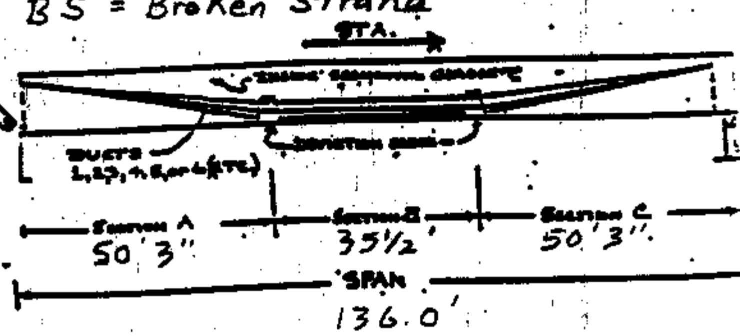
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

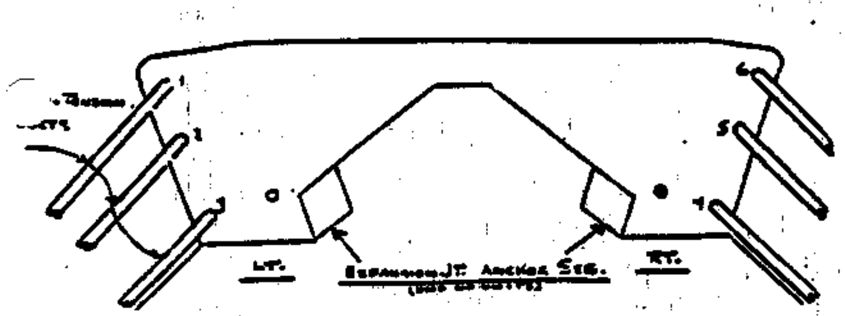
Date: 10/9/00

SPAN 108	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

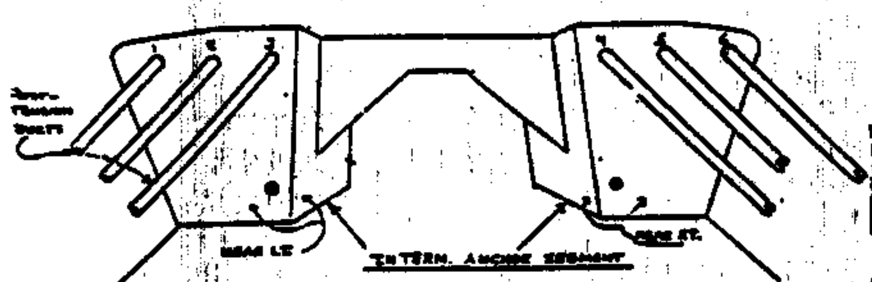
John
LAURA
RUSS
AL. O

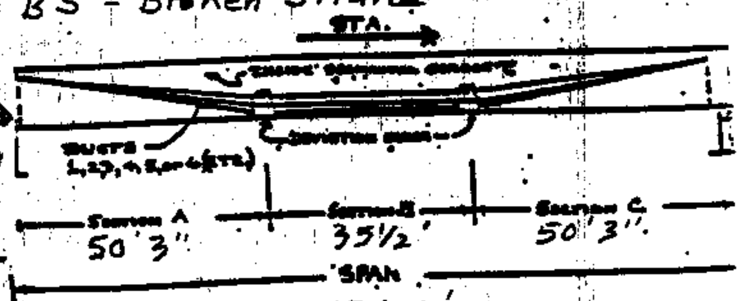
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

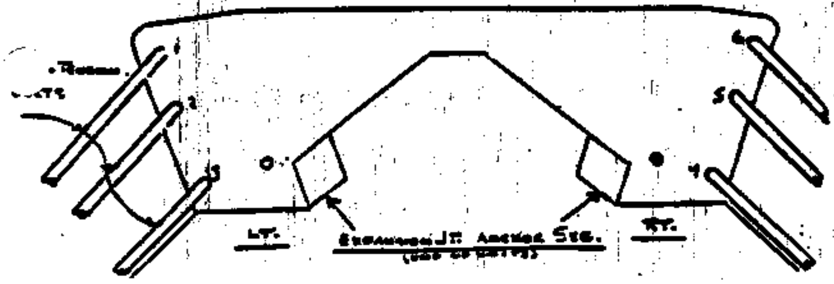
Date: 10-9-00

SPAN 109	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2 1" CUT Sound Grout, No Exposed Strands	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







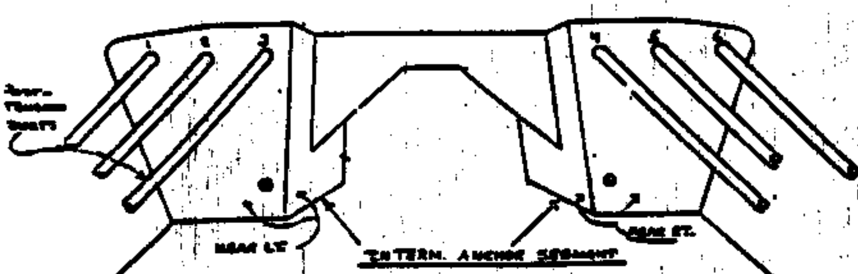
Measurements are in feet

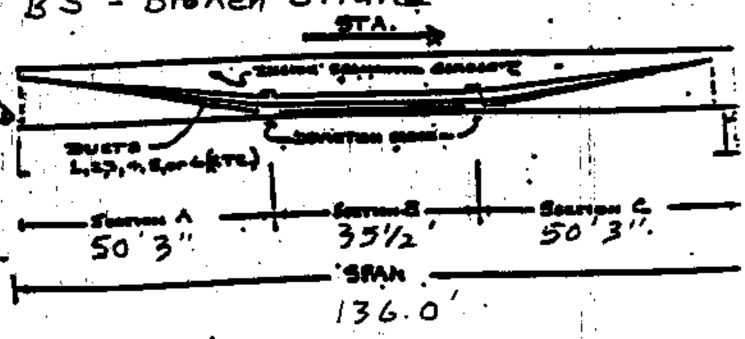
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

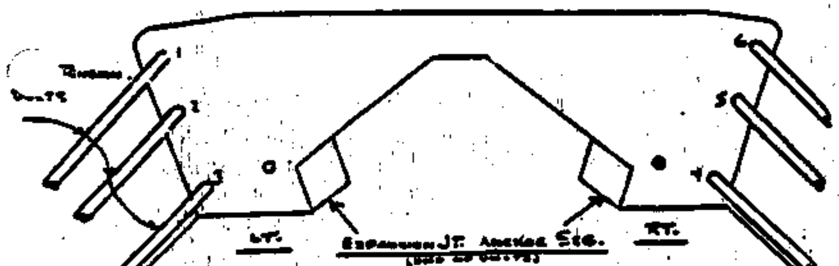
Date: 11/9/00

SPAN 110	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

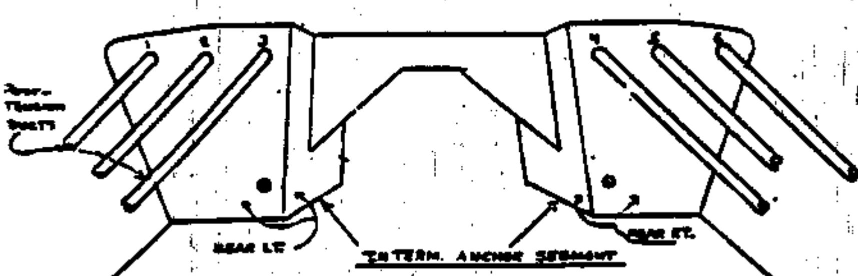
John
LAURA
Russ
ALIO

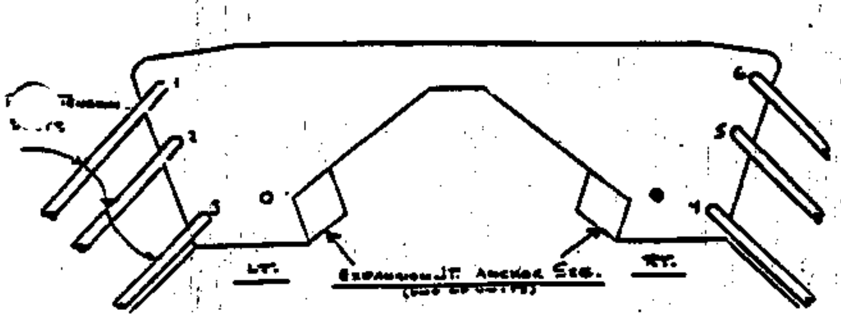
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

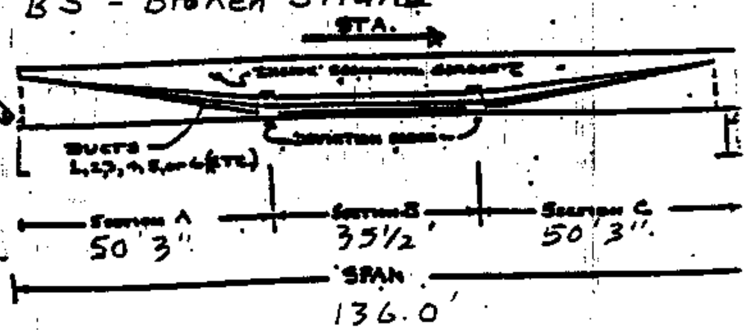
Date: 10-9-00

SPAN 111	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3 1'Cut, No Grout in Top 1/4 Of Tendon Exposed Strands with Light Corrsion. 30" Long	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







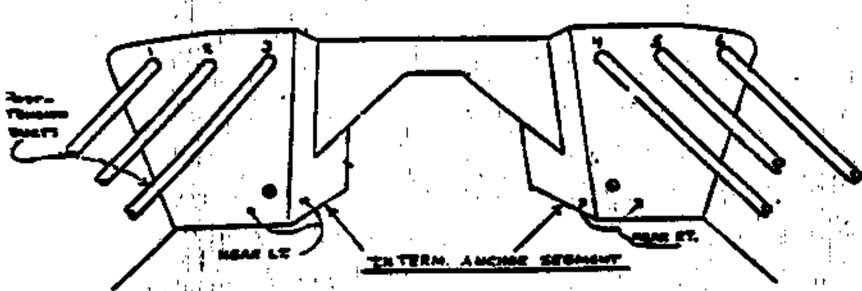
Measurements are infeet

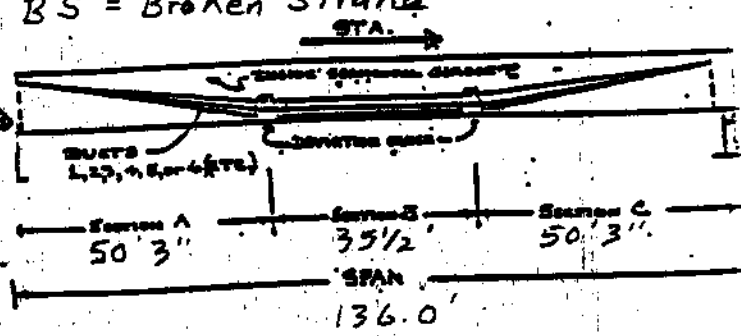
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

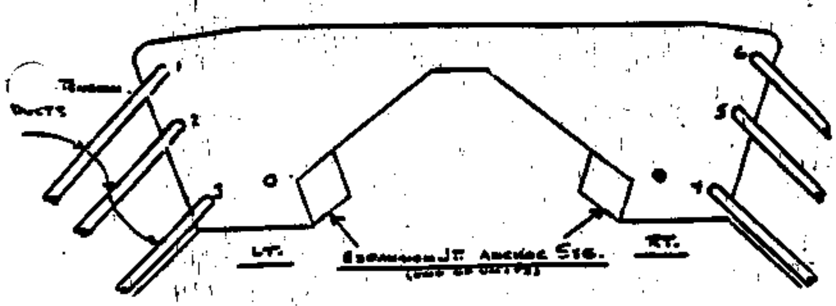
Date: 10/9/00

SPAN 1/2	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1 OK	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







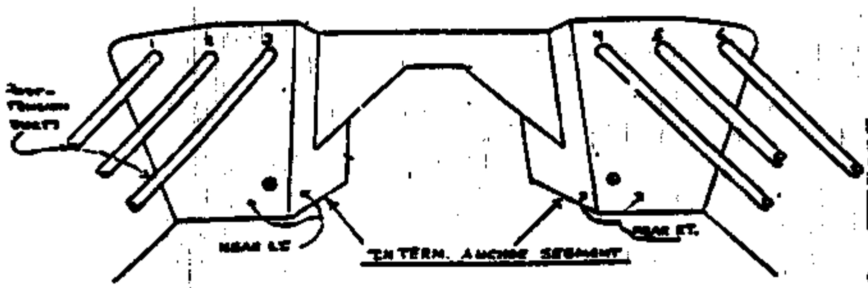
Measurements are in feet

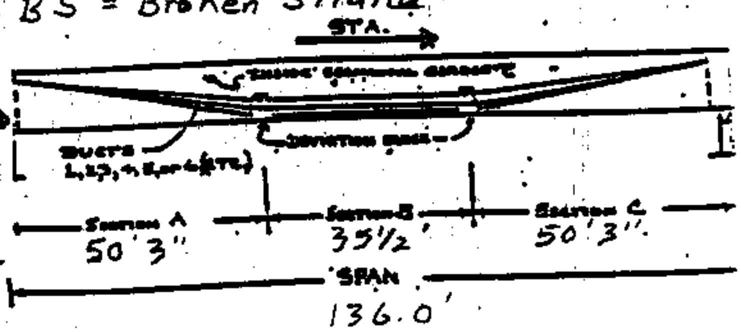
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

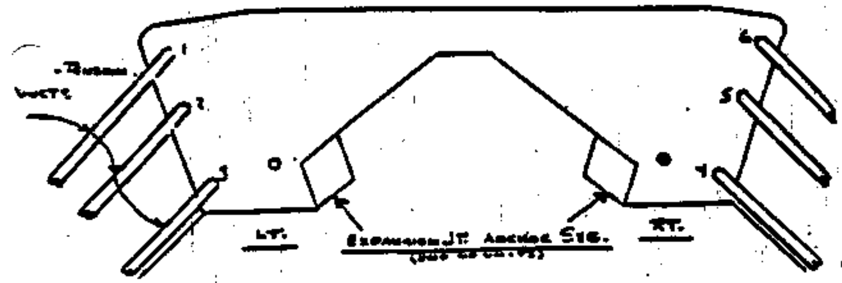
Date: 10/9/02

SPAN 113	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







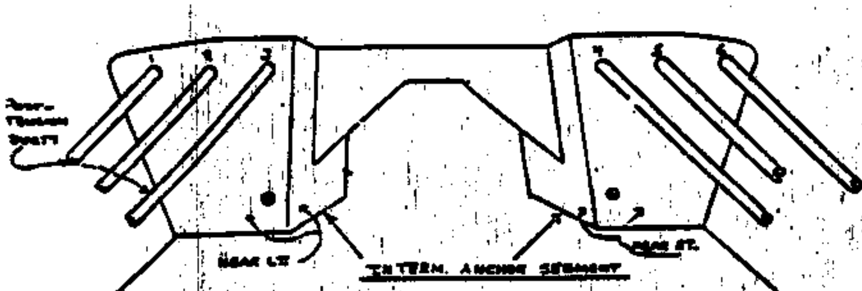
Measurements are infeet

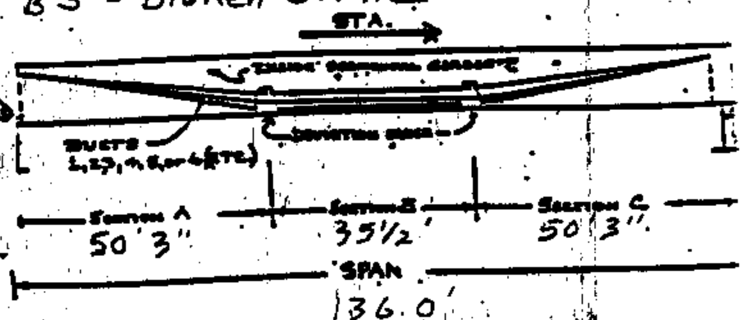
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

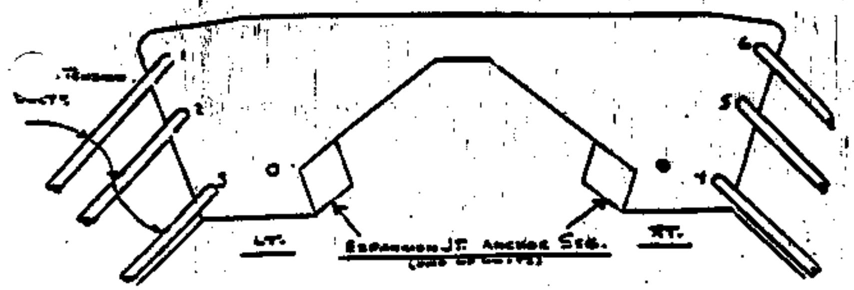
Date: 10/9/07

SPAN 114	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







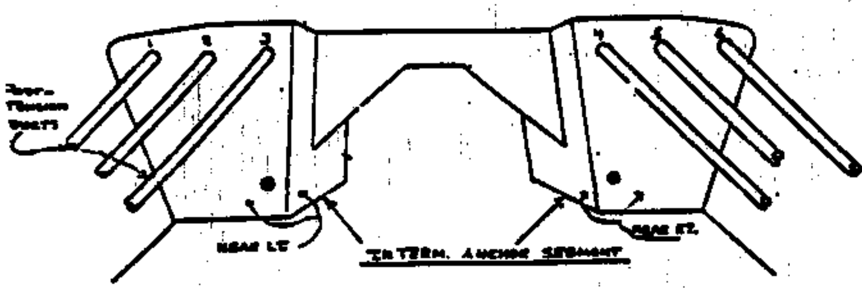
Measurements are in feet

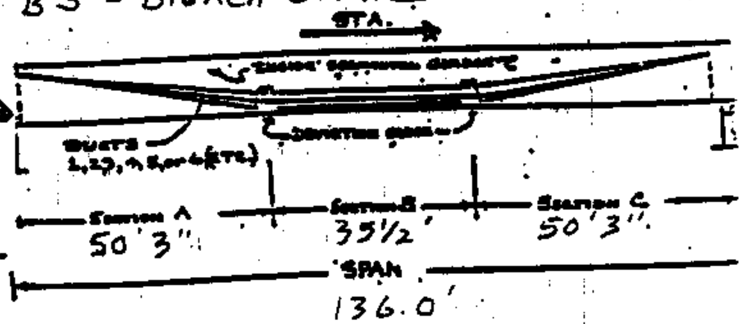
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

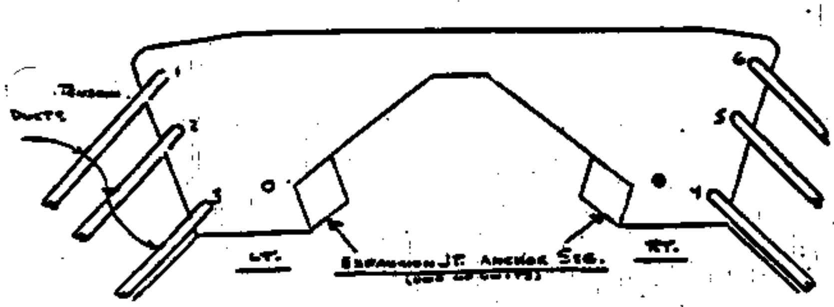
Date: 10/9/01

SPAN 115	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT OK	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







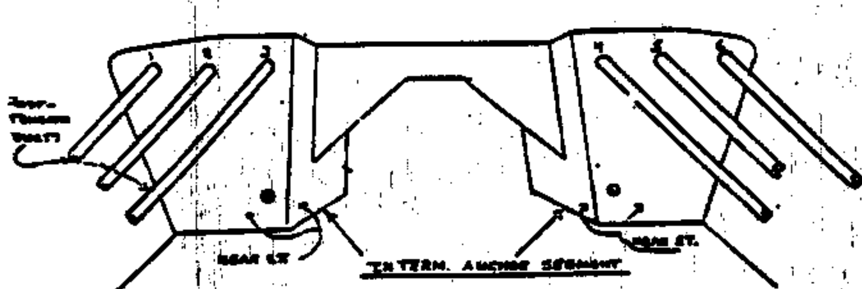
Measurements are infeet

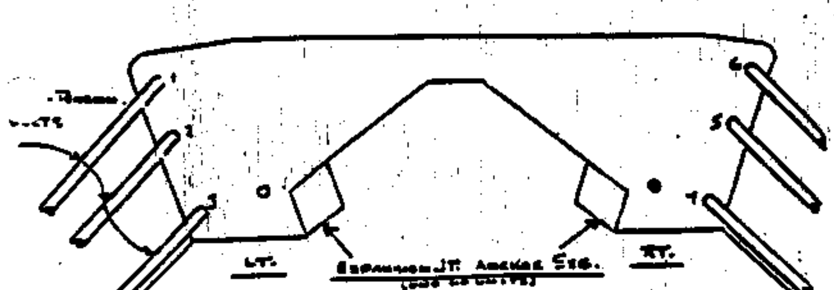
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

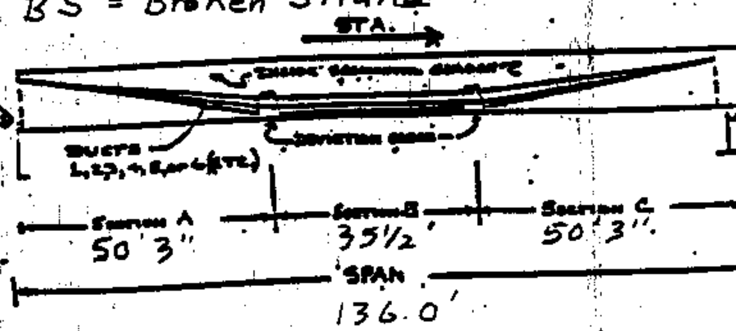
Date: 10/9/00

SPAN 116	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

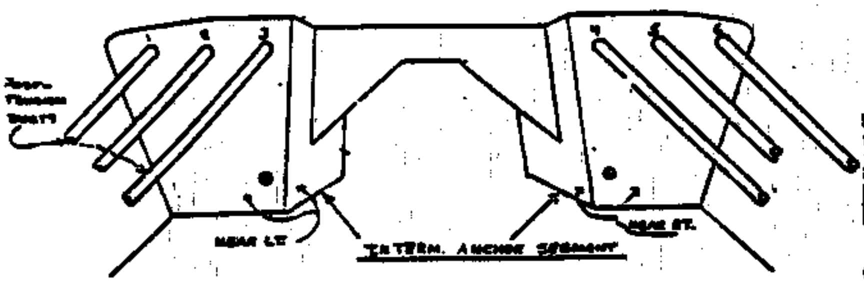
John
LAURA
Russ
[illegible]

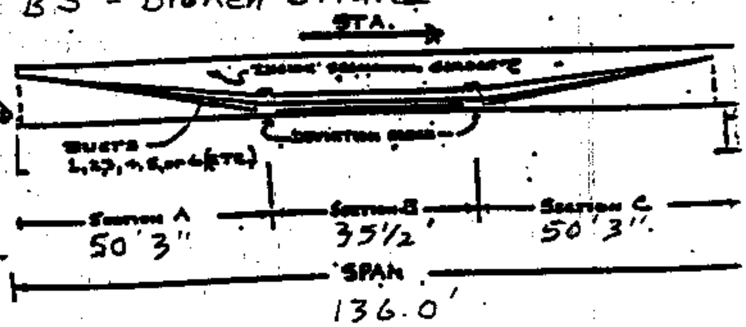
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

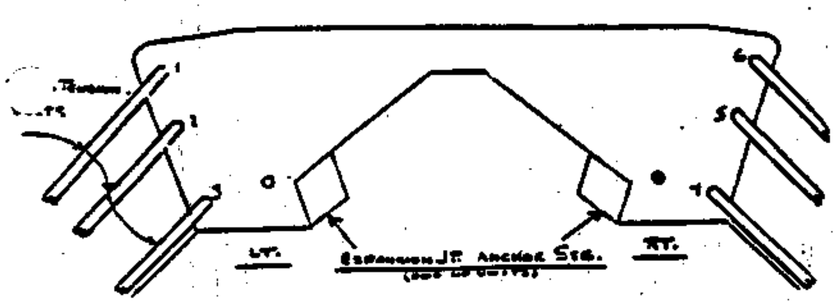
Date: 10-9-00

SPAN 117	Covering Removal
SEG A LEFT	**RIGHT**
1	4 1' Cut, No Grout IN TOP 1/3 Tendon, 7' Long, No Corrsion
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

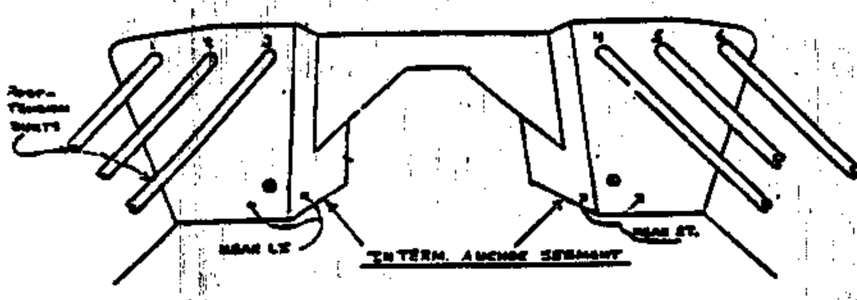
John
LAURA
Russ
ALTO

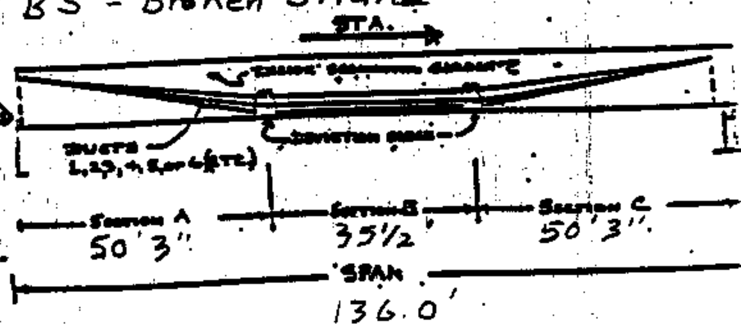
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

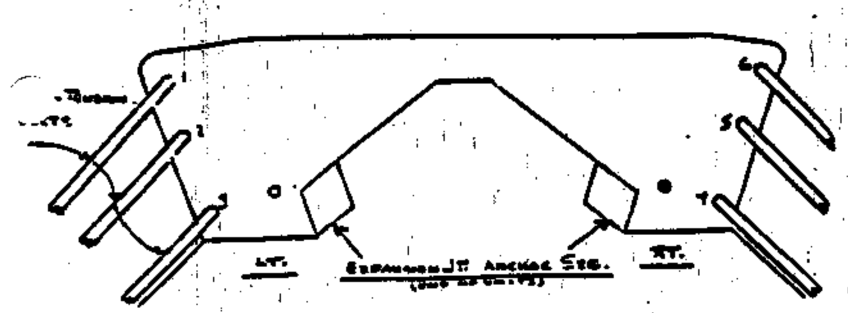
Date: 10-9-00

SPAN 118	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4 2' Cut, VOID on Top of Tendon, No Exposed Strands
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







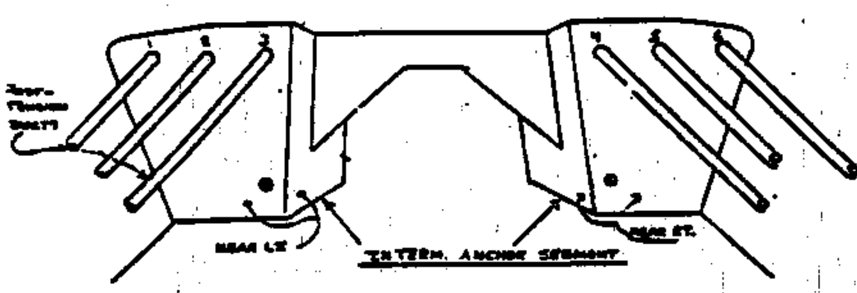
Measurements are in feet

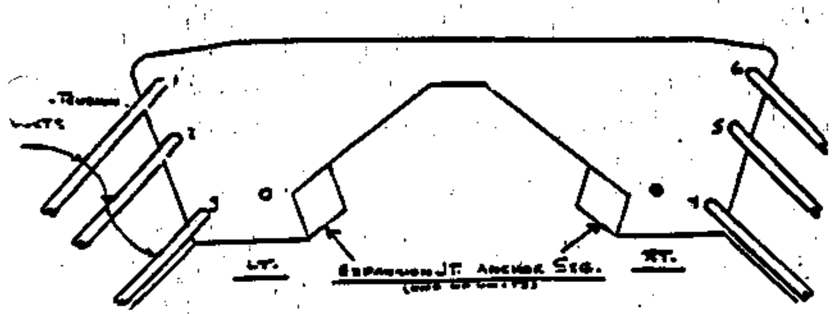
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

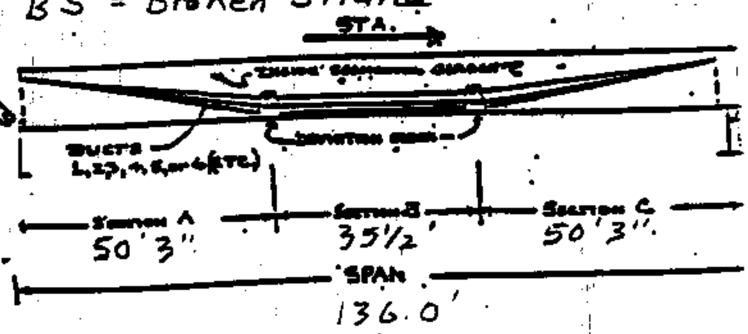
Date: 10/9/00

SPAN 119	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

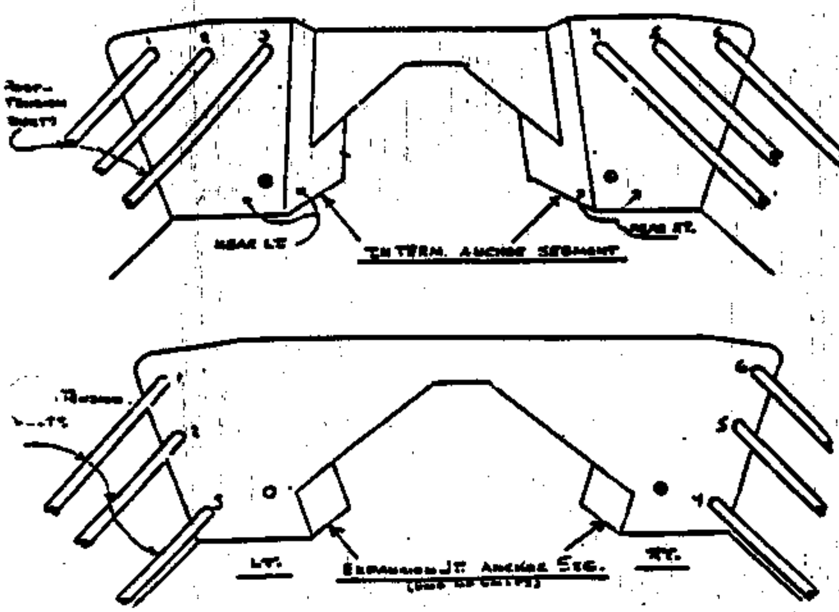
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

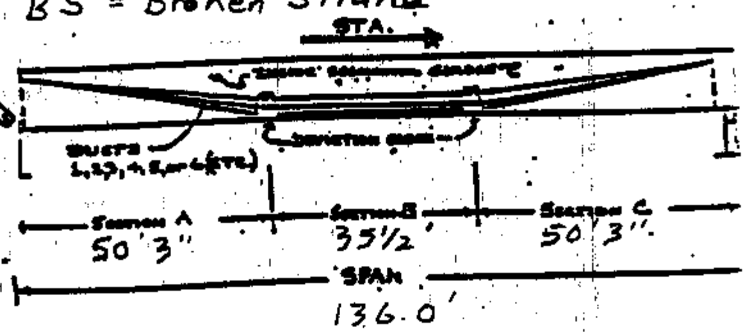
Date: 10/9/00

SPAN 120	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand





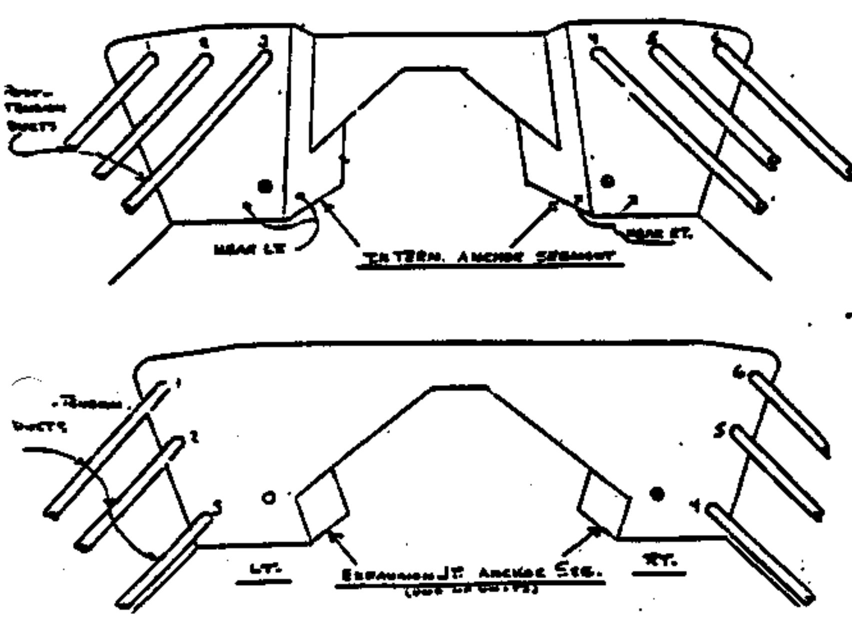
Measurements are in feet

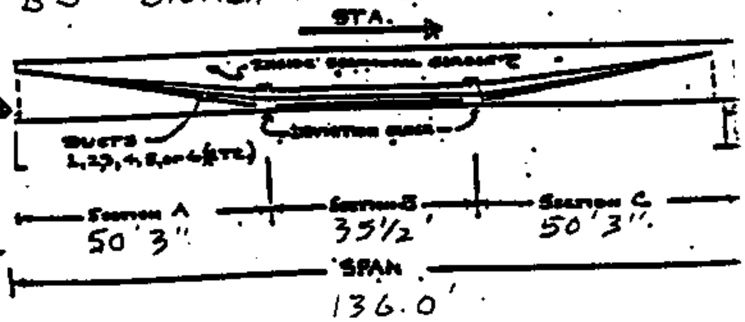
John Geddis, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

Date: 10/9/00

SPAN 121		Covering Removal
SEG A	LEFT	RIGHT
1		4
2		5
3		6
SEG B	LEFT	RIGHT
1		4
2		5
3		6
SEG C	LEFT	RIGHT
1		4
2		5
3		6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand





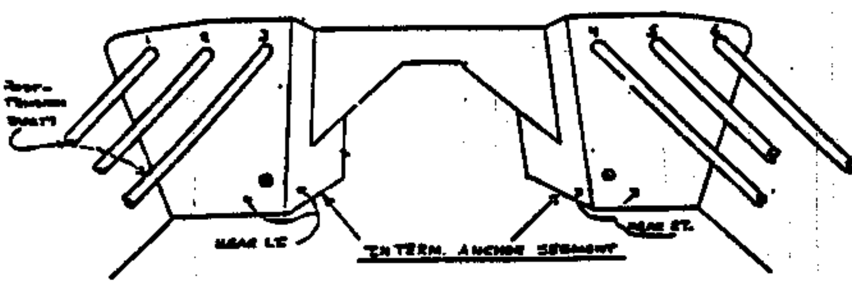
Measurements are in feet

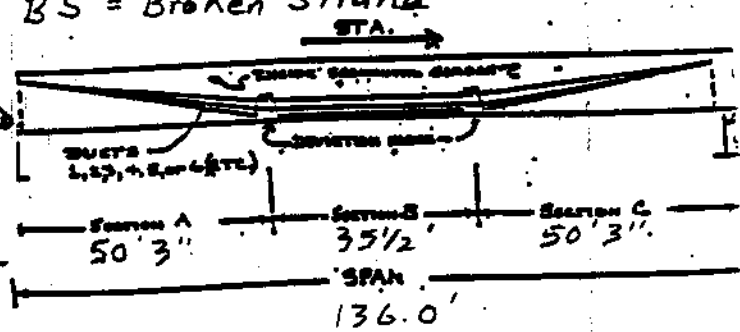
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

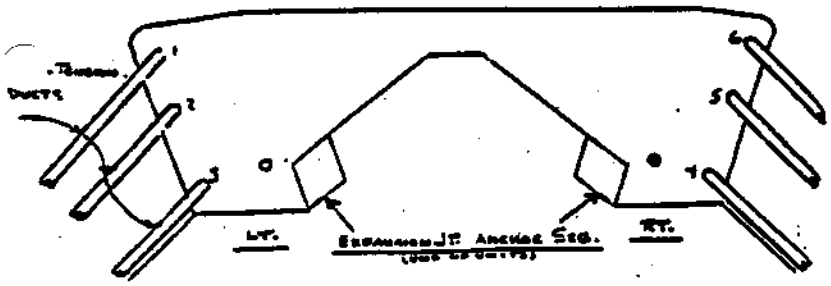
Date: 10/9/00

SPAN 122	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

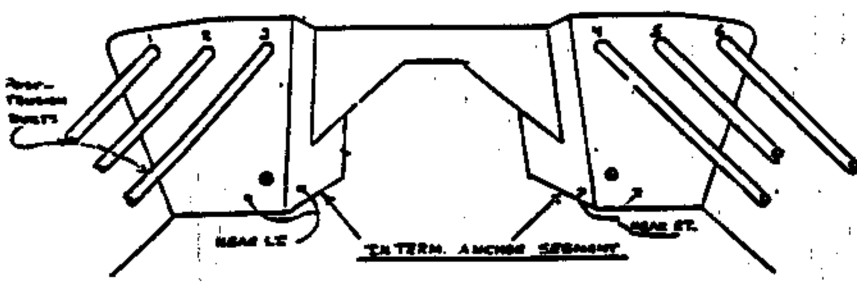
John
LAURA
Russ
ALTO

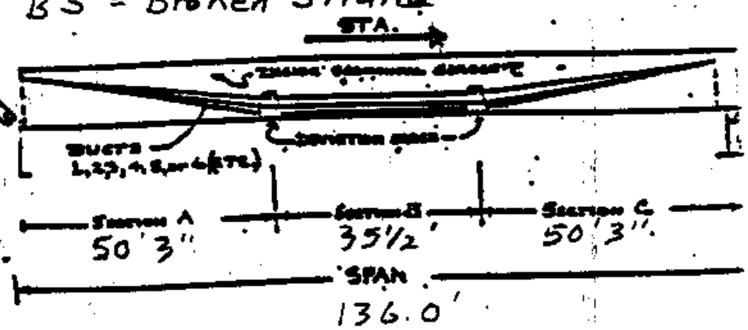
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

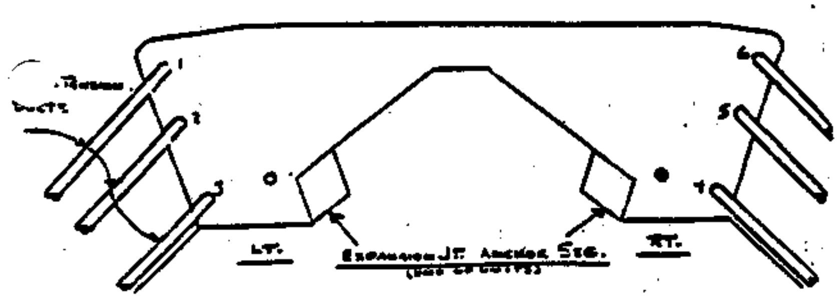
Date: 10-9-00

SPAN 123	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5 3' Cut, Exposed Strands on side, No Corrosion
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







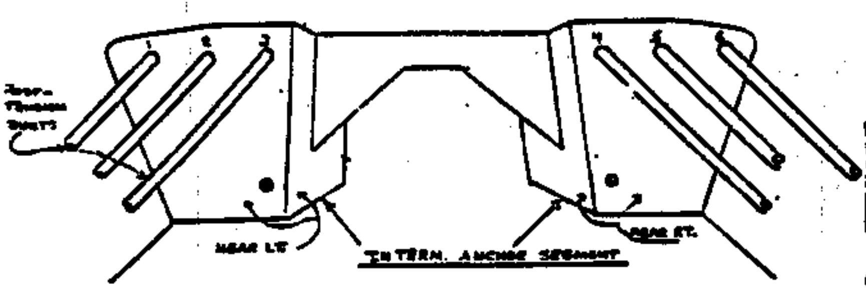
Measurements are in feet

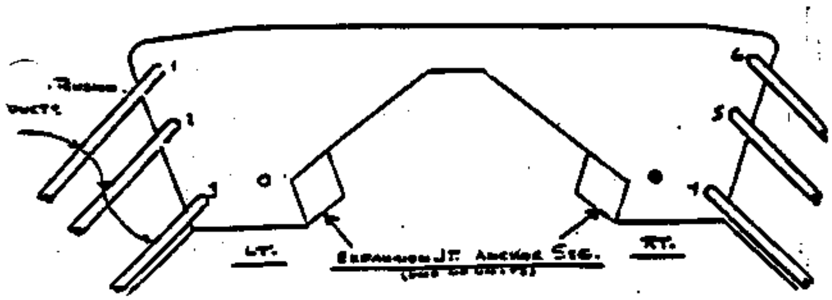
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

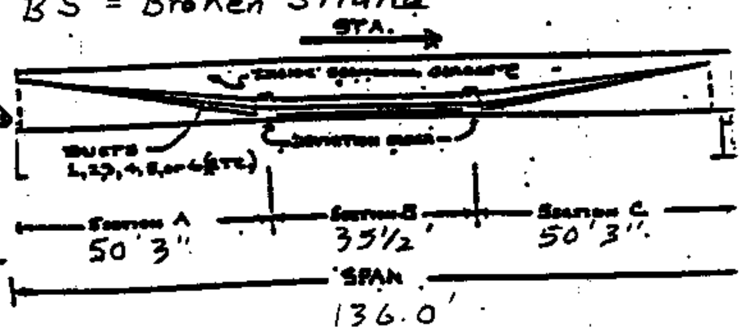
Date: 10/5/00

SPAN 128	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







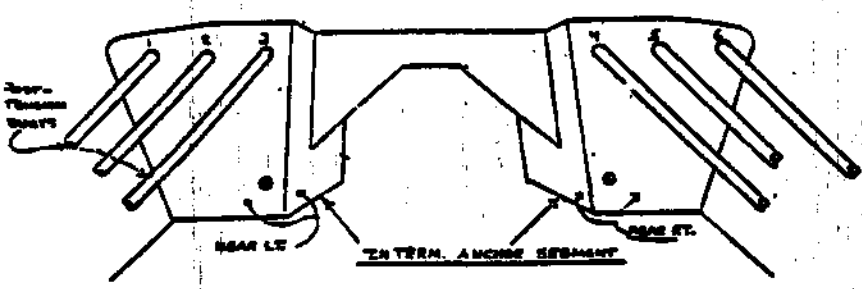
Measurements are in feet

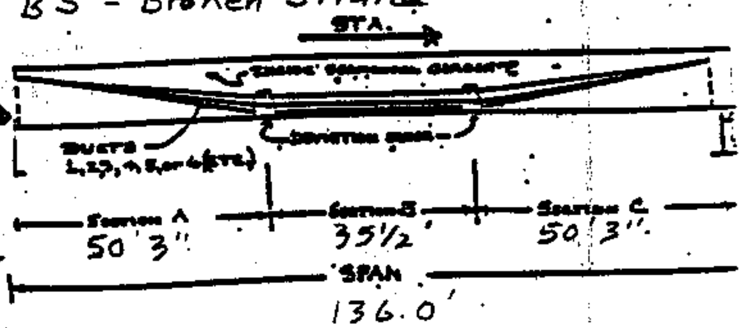
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

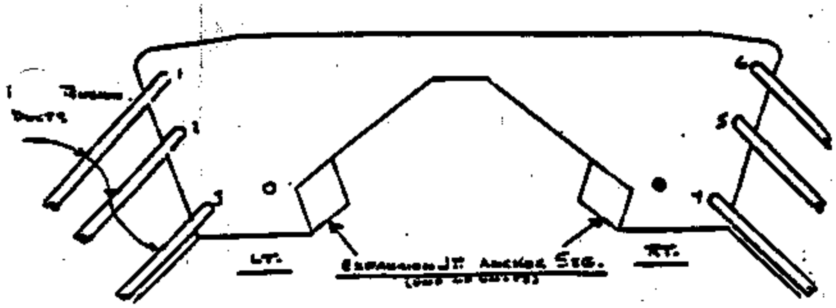
Date: 10/9/00

SPAN 125	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







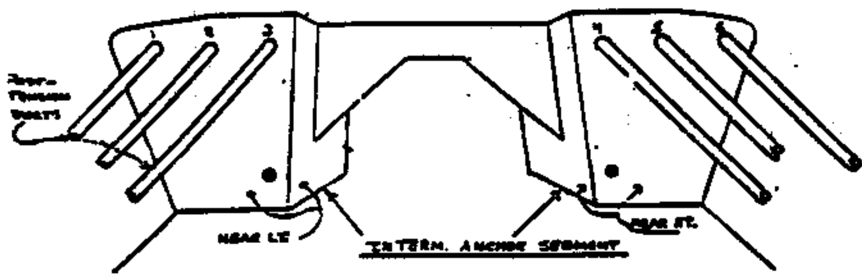
Measurements are infeet

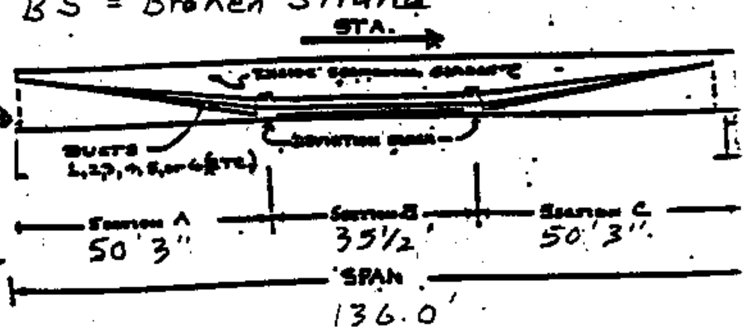
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

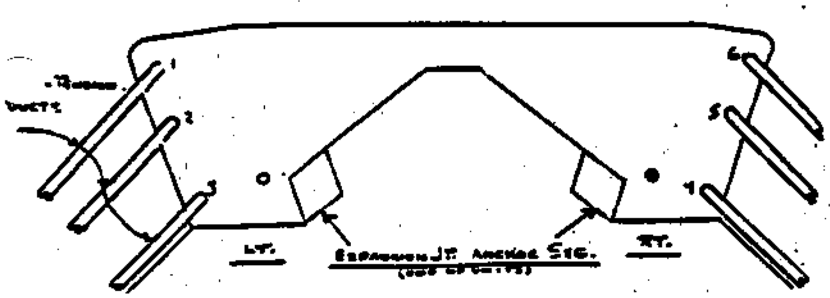
Date: 10/9/00

SPAN 126	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







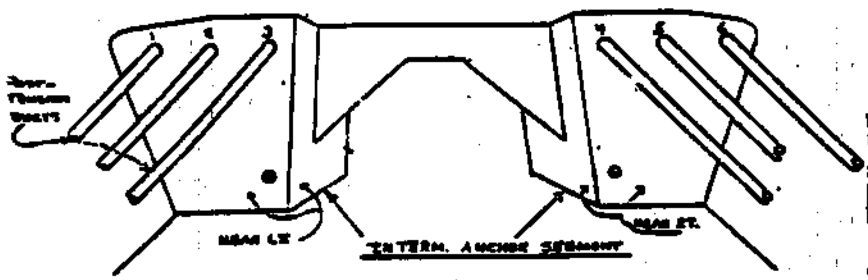
Measurements are in feet

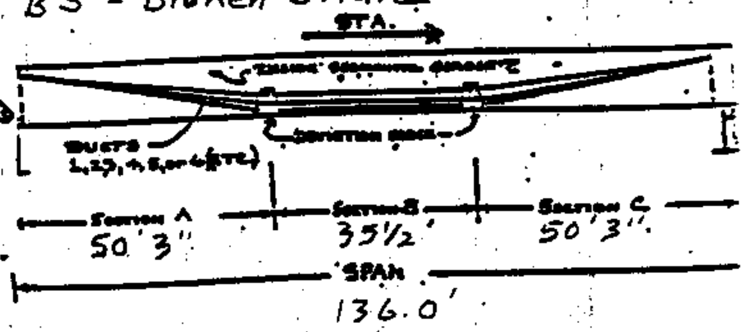
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

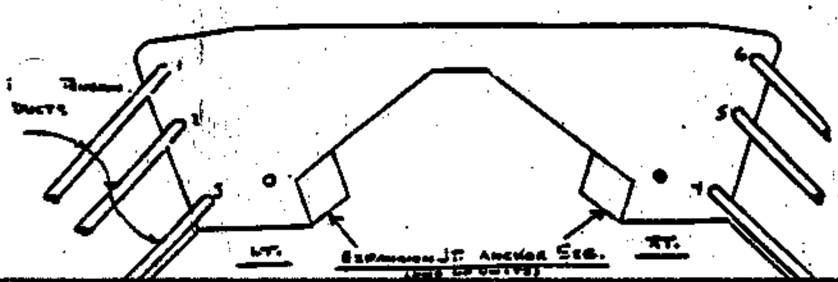
Date: 10/9/00

SPAN SPAN 127	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







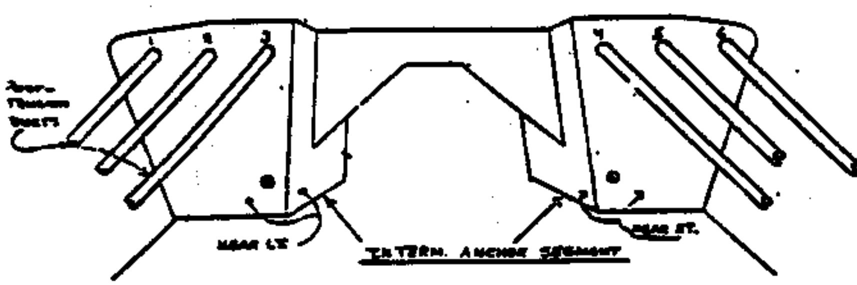
Measurements are in feet

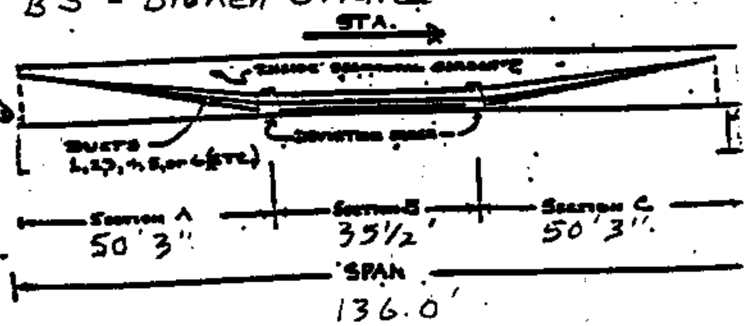
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

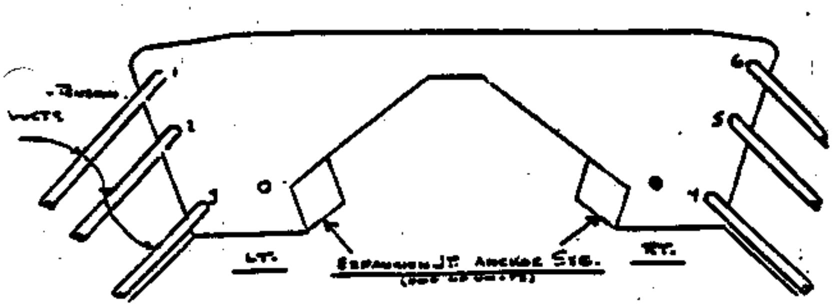
Date: 10/9/00

SPAN 128	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







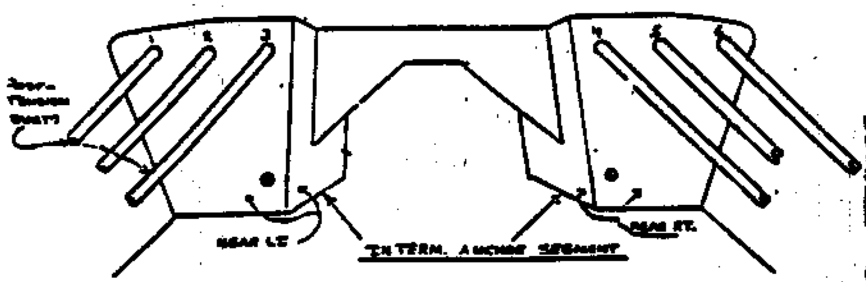
Measurements are in feet

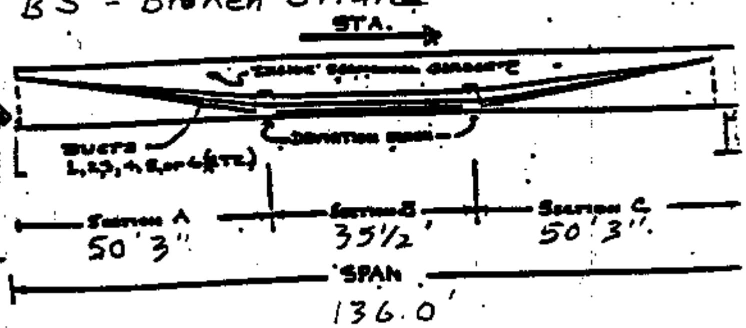
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

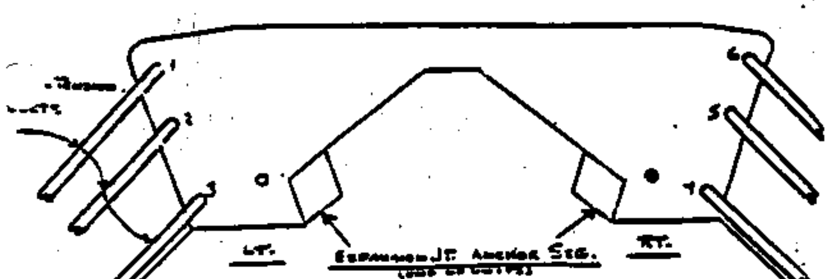
Date: 10/9/00

SPAN 129	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

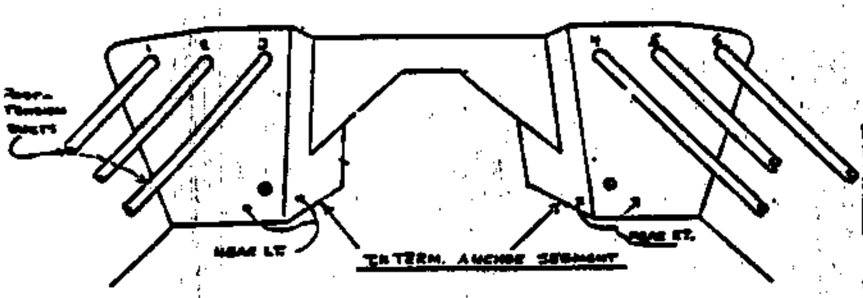
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

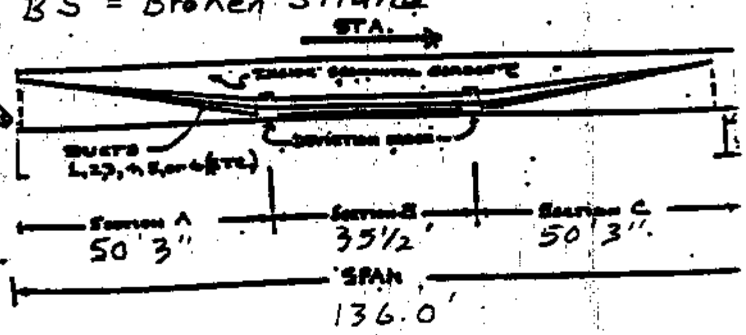
Date: 10/9/01

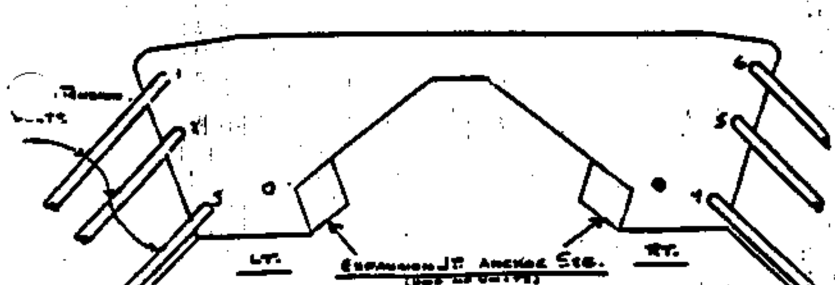
SPAN 130	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
H.C = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

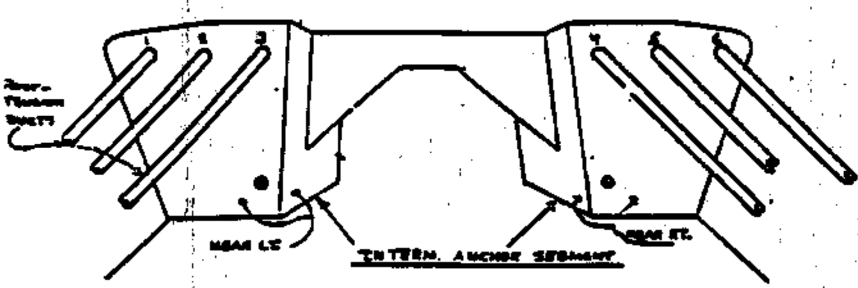
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

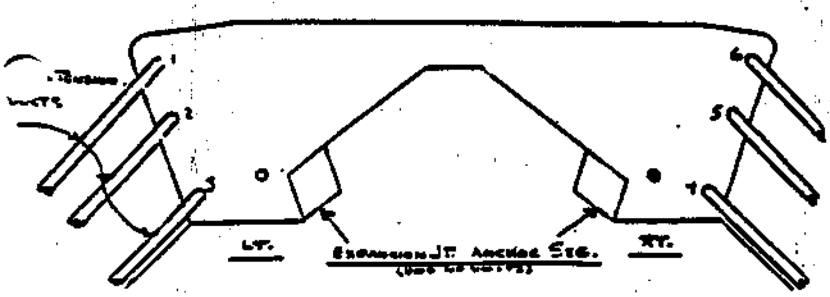
Date: 10/9/00

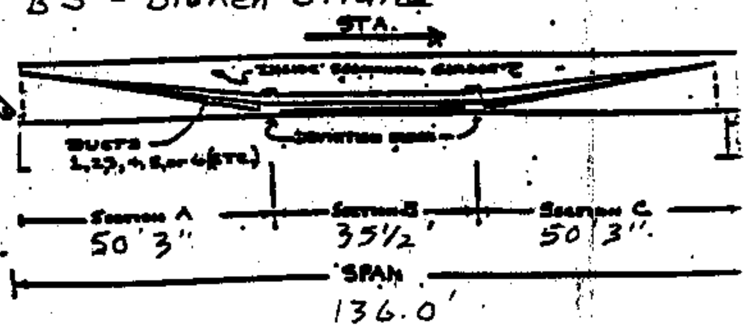
SPAN 131	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







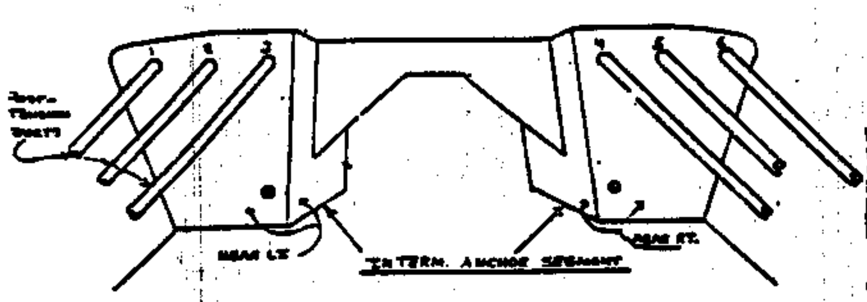
Measurements are in feet

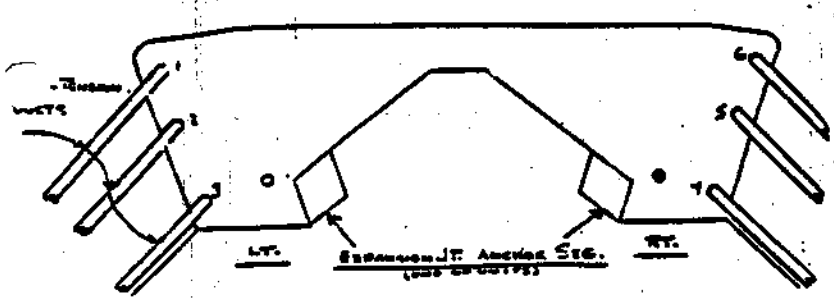
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

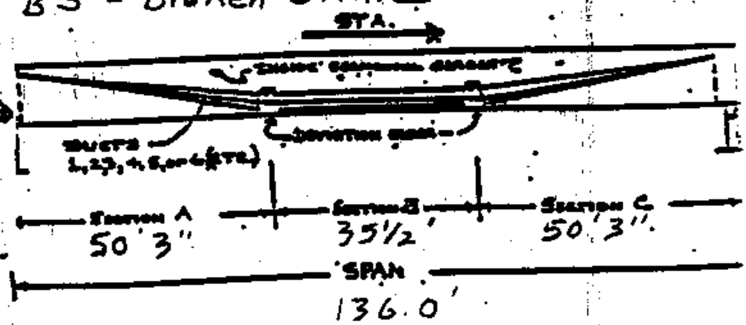
Date: 10/9/00

SPAN 132	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW - Broken Wire
BS = Broken Strand







Measurements are in feet

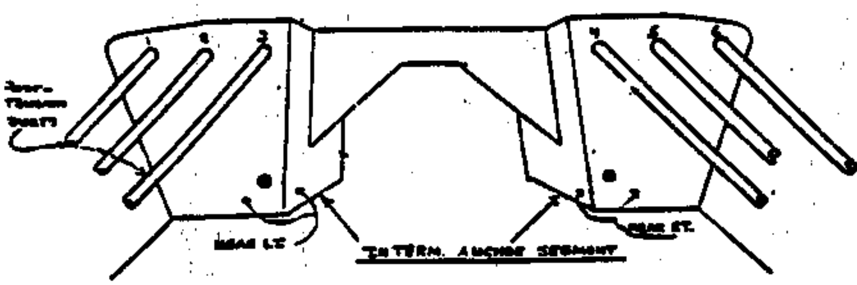
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

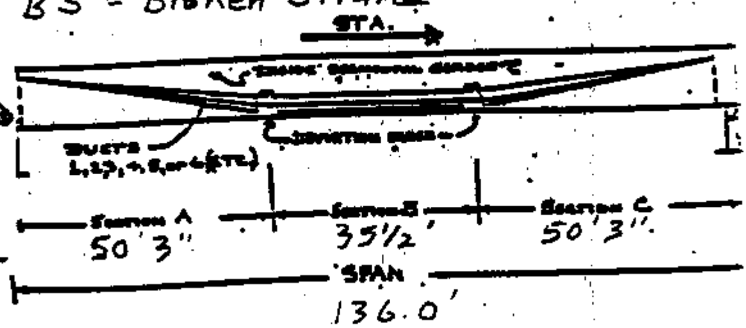
Date: 10/9/00

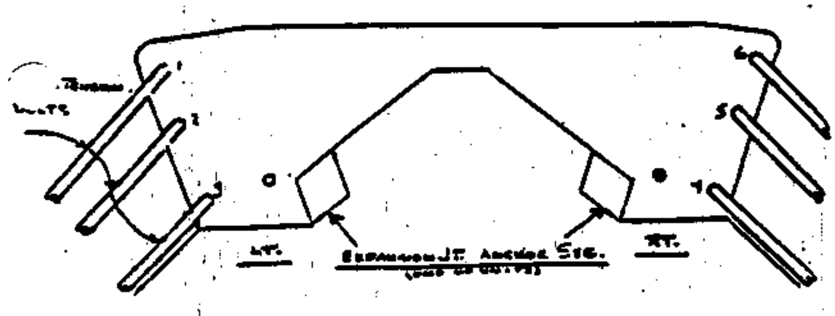
SPAN 133	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

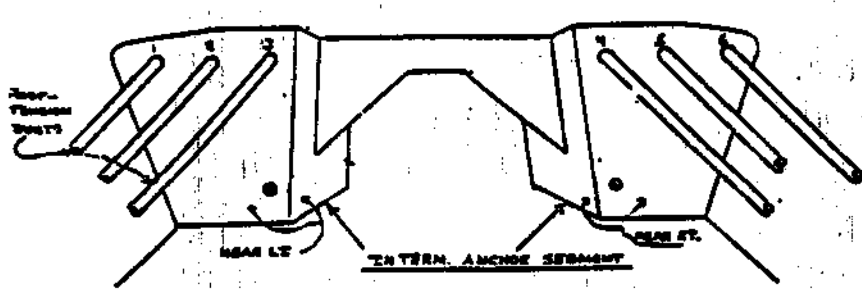
John
LAURA
Russ
A

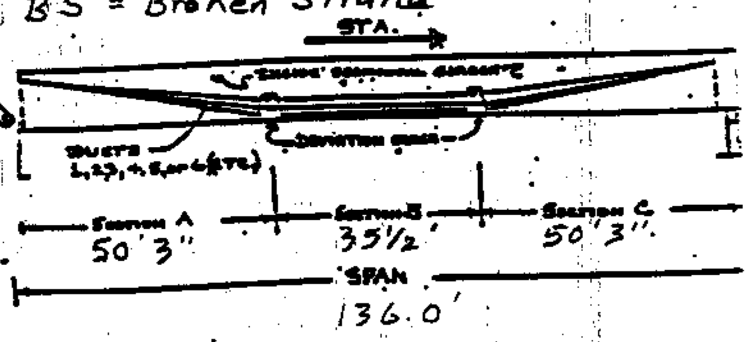
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

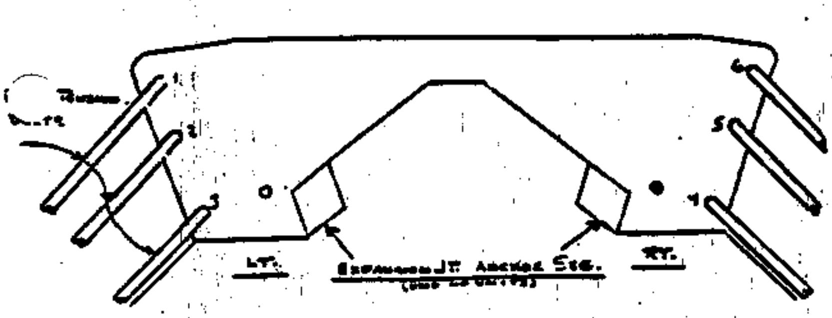
Date: 10-9-00

SPAN 134	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
* 1 9' Cut, Exposed wire IN Top. No wire nicked During Cutting. Corrsion, Grout Sample taken	4
2	5
3	6 Cut 1¼', 1" Long Exposed Wire No Corrsion, 6" Strand Exposed

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

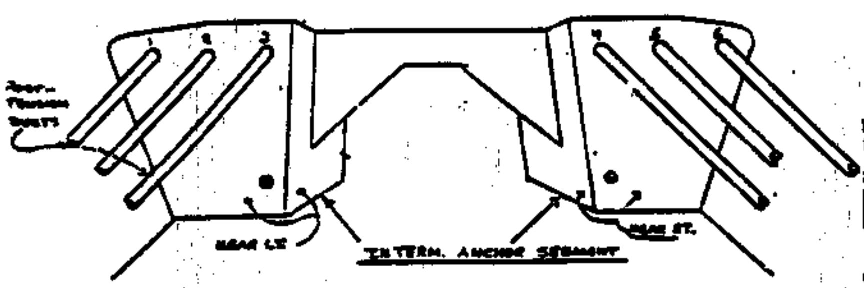
John
LAURA
Russ
ALTO

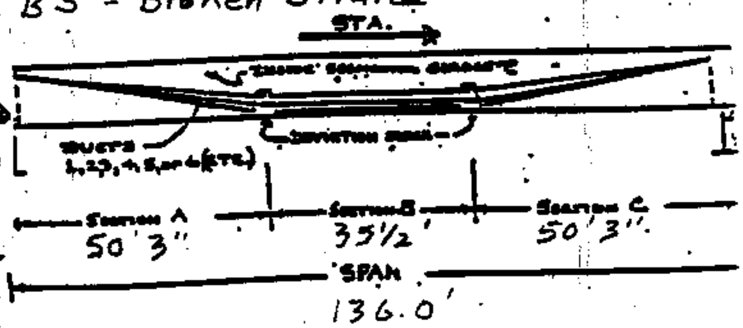
John Goddin, Team Leader; Russ Coffee, Laura Joiner, Alto Carroll

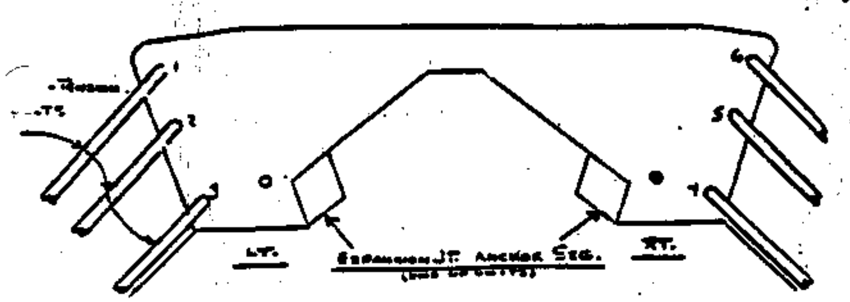
Date: 10-9-00

SPAN 135	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3 Cut 1' Section, Small air VOID'S IN TOP. No Exposed Strands	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

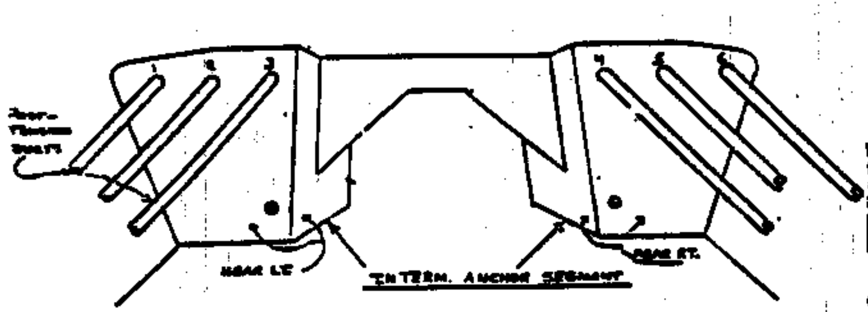
Team Leader
LONZO H.

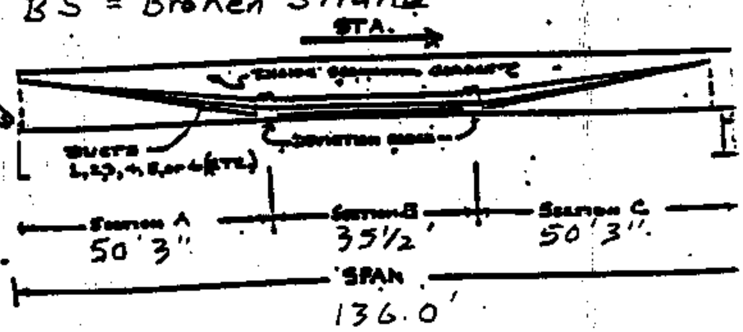
Date: 10-9-00

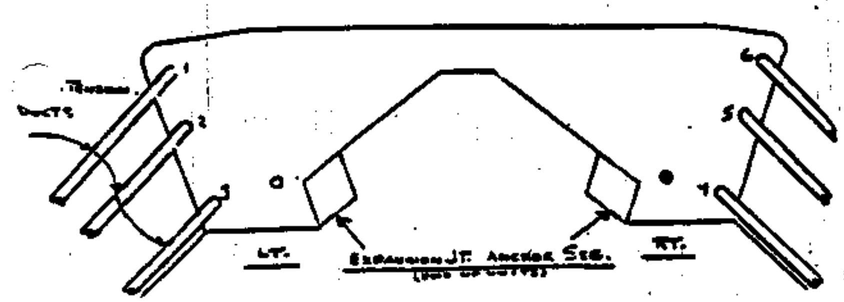
SPAN 136	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
* 3 apx. 8" cut O.K. Small void 1 strand partially exposed	6 apx. 10" cut Shallow void O.K.
SEG B LEFT	**RIGHT**
1 apx. 1' cut. Small void - O.K.	4
2	5
3	6
SEG C LEFT	**RIGHT**
1 apx 1' cut 1 strand partially exposed, 1 wire = LC	4
2	5
3	6

* 2nd cut apx 1' cut 1 strand partially exposed O.K

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

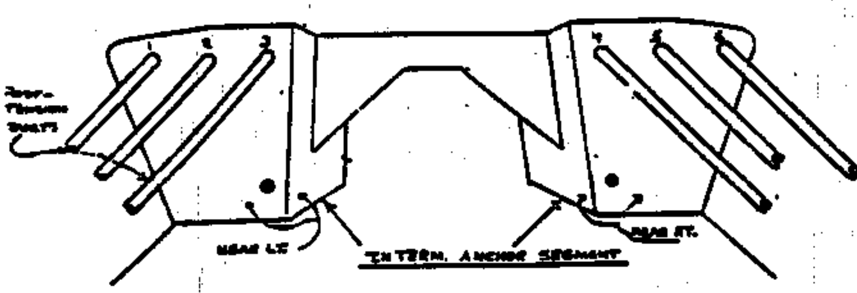
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

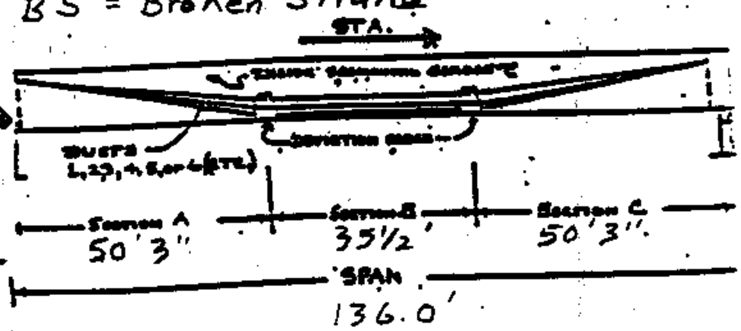
Team Leader
Lonzo H.

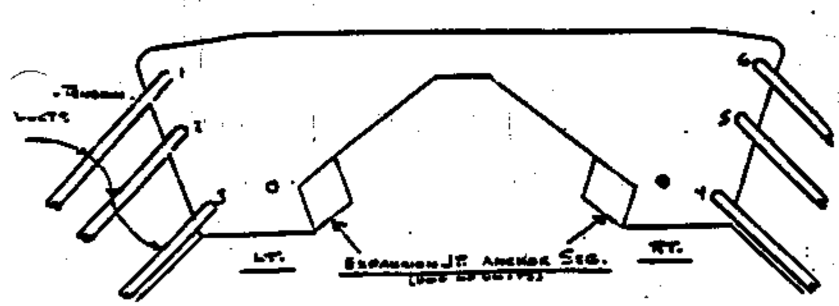
Date: 10-9-00

SPAN 137	Covering Removal
SEG A LEFT	**RIGHT**
1	4 apx 1' cut minor void =O.K.
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5 apx 1' cut 2 wires of 1 strand exposed (partially) - LC
3	6
SEG C LEFT	**RIGHT**
1	4
2	5
3	6 apx 1' cut no void = OK

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

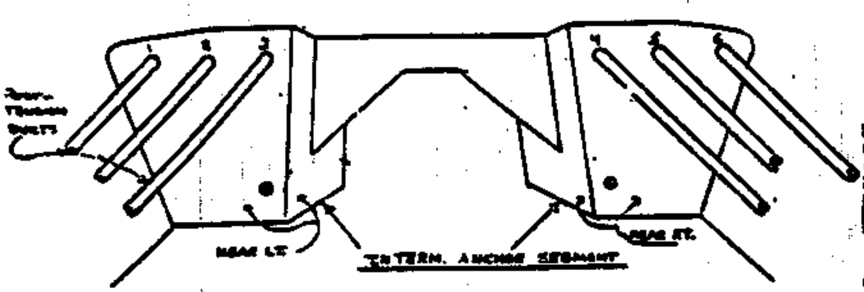
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

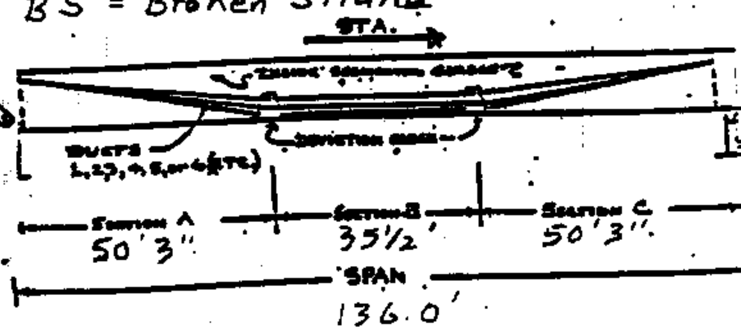
Team Leader
Lonzo H.

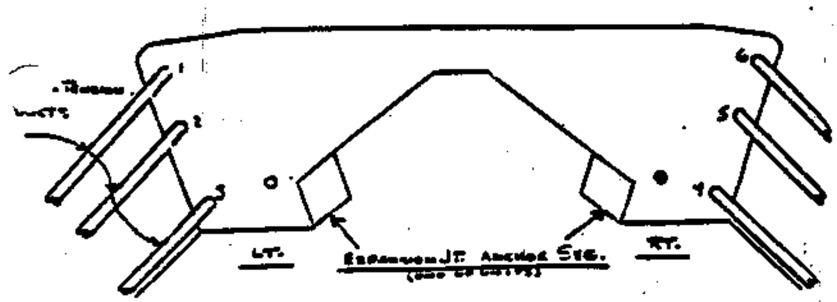
Date: 10-9-00

SPAN 138	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3	6
SEG B LEFT	**RIGHT**
1	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4
2	5 apx. 3' cut small void 1 strand partially exposed = O.K.
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW • Broken Wire
BS = Broken Strand







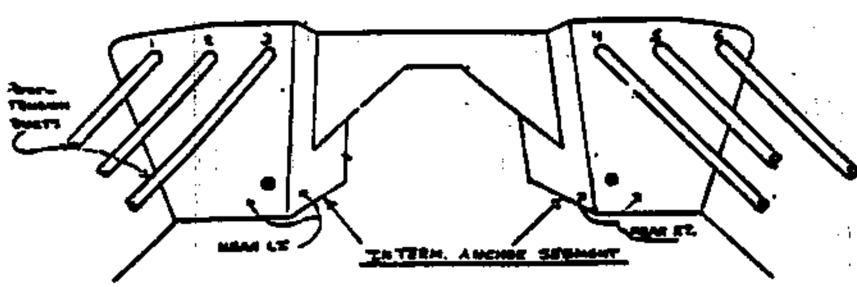
Measurements are in feet

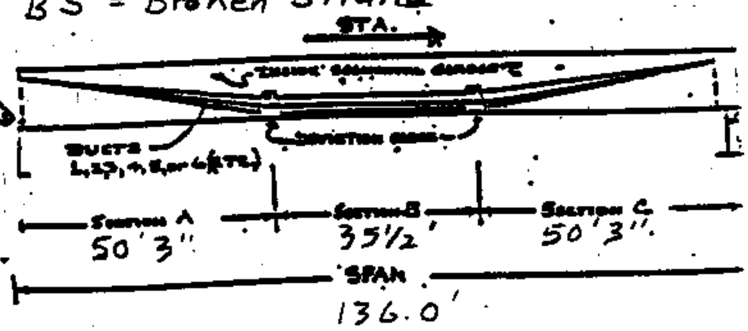
Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

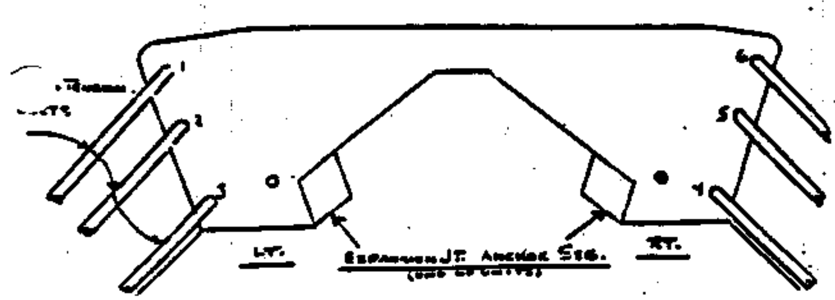
Date: 10-9-00

SPAN 139	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4 apx 2' cut O.K.
2	5
3	6
SEG C LEFT	RIGHT
1 apx. 1' cut = O.K.	4
2	5
3	6

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

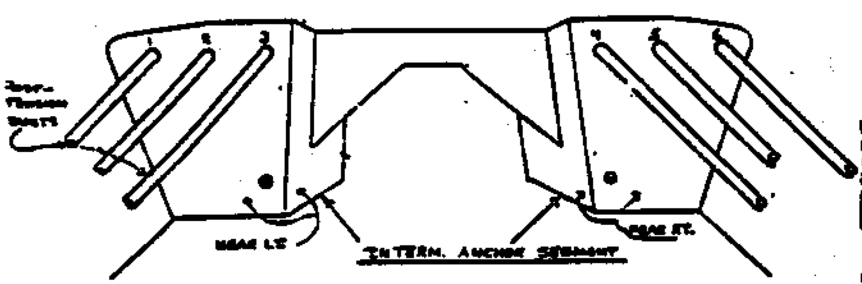
Team Leader
Lonzo Hornsby

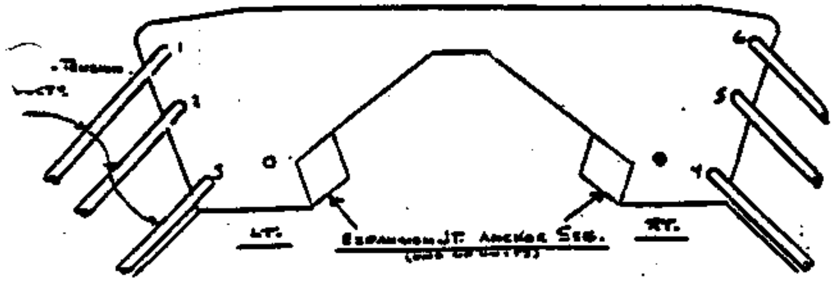
Date: 10-9-00

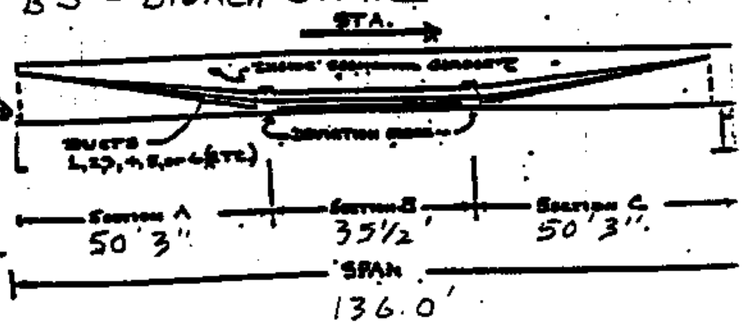
SPAN 140	Covering Removal
SEG A LEFT	RIGHT
1	4
2	5
3	6
SEG B LEFT	RIGHT
1	4
2	5
3	6
SEG C LEFT	RIGHT
1	4
2	5 Sheeting was cracked 1' cut - no void, grout is good = O.K.
3	6

Lonzo Hornsby
Ronnie Vaughan
Todd Powell
Shannon Foor
Jerry Foxworth

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are infeet

Lonzo Hornsby, Team Leader; Ronnie Vaughan; Todd Powell; Shannon Foor; Jerry Foxworth

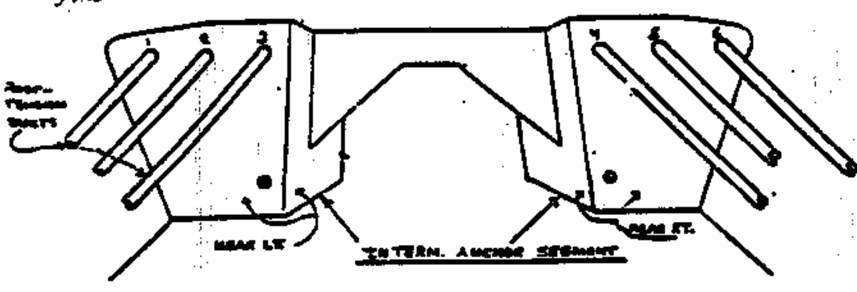
Team Leader
Lonzo Hornsby

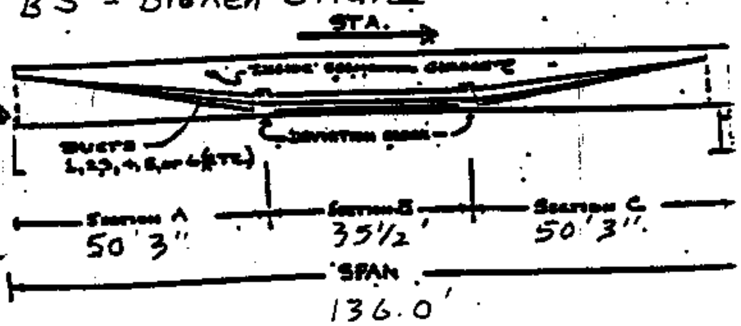
Date: 10-9-00

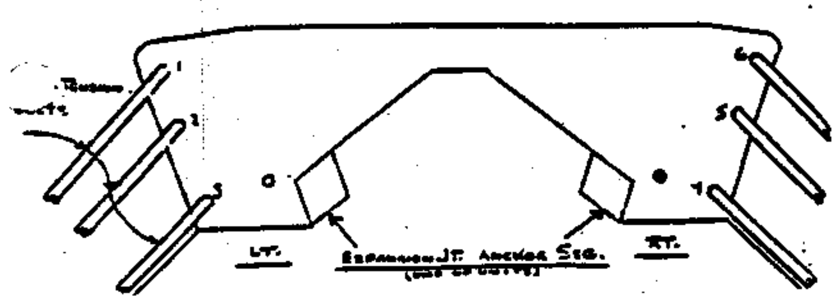
SPAN 141	Covering Removal
SEG A LEFT	**RIGHT**
1	4
2	5
3 apx. ½" wide void apx. 3' cut = O.K.	6
SEG B LEFT	**RIGHT**
1 apx 12" cut ½"-1" wide. O.K.	4
2	5
3	6
SEG C LEFT	**RIGHT**
1	4 O.K. apx 18" cut
2	5
3	6

Lonzo Hornsby
Ronnie Vaughan
Todd Powell
Shannon Foor
Jerry Foxworth

OK = No Corrosion
MC = Moderate Corrosion
HC = Heavy Corrosion
BW = Broken Wire
BS = Broken Strand







Measurements are in feet

Florida Department of Transportation
District 3

Appendix F
Other Studies

This appendix includes the results of additional testing associated with the Mid-Bay Bridge

Corven Engineering, Inc.
1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix F – Other Studies

Contents

Preface

Disclaimer

Contents

F.1 Hancor Report on PE Duct

William

Hancor

October 2, 2000

Florida Department of Transportation
2006 NE Waldo Rd
Gainesville, Florida
Attn: Mr. Rod Powers

Dear Rod:

Hancor's' Central Lab received a sample of 4" Post Tensioning Duct from you several weeks ago. You requested that we test the sample for material properties and to verify that those properties meet ASTM D 3350 cell class 345433C. The table below summarizes those tests and the results of the material evaluation.

Test	**Cell**	**Requirements**	**Results**	
Density	3	0.945 - 0.955 g/cc	0.957 g/cc	OK
Melt Index	4	< 0.15 g/10 min. flow	0.65 g/10 min. flow	OK
Flex Modulus	5	110,000 - <160,000 psi	132,537 psi	
Tensile Strength	4	3,000 - <3500 psi	4360 psi	OK
ESCR	3	192 hrs, 100% Igepal, 50C, $F_{20\%}$	100% Failed <24hrs	
HDB	3	We do not have that capability		
% Carbon Black	C	2 - 5%	0.8%	

The material properties of this pipe sample did not meet the minimum requirements for melt index, ESCR and % carbon black. AASHTO M252 allows for the material requirements to meet or exceed the cell class requirements of ASTM D3350, therefore the Density, Flex Modulus, and Tensile Strength results can show the material to be in a higher cell class.

Any questions please feel free to cal me.

Dave Gonso

Dave Gonso
Quality Assurance Manager
Hancor, Inc.

00 OCT 20 PM 3:16

F.2 Atofina Petrochemicals Report on PE Duct

CSR PolyPipe™

Laboratory Test Request Report

LTR Number: 147 **Status:** Complete

Type of Test: Ash Test, Melt Index, Density, Tensile @ Break and Yield and Elongation.

Purpose: Customer Request.

Test Requirement: ASTM D1603, D1238, D1505, D638

Number of Specimens: 1 **Size:** 0

Material Specification: PE3408 **SDR:** 0

Pipe Specification:

Printline:

William
1. Carbon
2. Resin type
3. Density

Comments: This test is per Customer Request.

Results: The ash content on the sample pipe submitted was 1.208%, the Melt Index at 2.16kg was .6631, the HLMI at 21.6kg was 61.71 and the Density is .9565. The Tensile Properties for this product are: at yield we had an average psi of 3735 and at break, we had an average psi of 141.4 and 60.167% Elongation. See the supplemental data file for more detailed information.

Conclusions: This material does not exhibit the typical properties for PE3408 product. Samples have been sent to Fina Labs for further testing.

Tested By: Terry L. Bryant **Date:** 10/18/00

Approved By: Allison Crabtree **Date:** 10/18/00

Signature: Allison Crabtree

Post-it® Fax Note 7671	Date 12/22 # of pages ▶ 5
To Larry Sessions	From Tom Hewd
Co./Dept. FL. DOT	Co.
Phone #	Phone #
Fax # 850-488-1352	Fax #

Received: 12/22/00 4:08PM; 6517306848 -> FDOT - Structures Design; P.3
DEC.-22'00(FRI) 15:06 VALLEY CREEK PLASTIC TEL:6517306848 P.002
10/20/00 16:08 ☎940 368 8612 CSR-POLY GAINESV ☑003/003

LTR 147 2000

TENSILE PROPERTY

At Yield

Sample #	Width	Thickness	Load	PSI	Lo	Ln	Elongation (%)
1	0.243	0.195	170.5	3,598	2.75	0.19	6.95
2	0.261	0.197	184.8	3,594	2.75	0.21	7.60
3	0.248	0.200	185.4	3,738	2.75	0.22	8.00
4	0.251	0.192	176.3	3,668	2.75	0.20	7.27
5	0.248	0.180	182.2	4,082	2.75	0.20	7.27
6							
7							
8							
9							
10							
Average	0.2502	0.1927	179.84	3735.9			7.418
Std. Dev.	0.00598	0.00693	5.672	180.65			0.3570

TENSILE PROPERTY

At Break

Sample #	Width	Thickness	Load	PSI	Lo	Ln	Elongation (%)
1	0.243	0.195	5.4	114	2.75	1.70	61.82
2	0.261	0.197	6.4	124	2.75	1.57	57.20
3	0.248	0.200	7.5	151	2.75	1.74	63.27
4	0.251	0.192	7.5	156	2.75	1.74	63.27
5	0.248	0.180	7.2	161	2.75	1.52	55.27
6							
7							
8							
9							
10							
Average	0.2502	0.1927	6.80	141.4			60.167
Std. Dev.	0.00598	0.00693	0.807	18.68			3.3098

Crosshead speed is 2" per minute.
Lo is original gage length
Ln is extended gage length
Elongation is calculated by (Ln / Lo)*100

Crabtree, Allison

From: COLE Brian[SMTP:Brian.Cole@FINA.com]
Sent: Tuesday, November 14, 2000 10:48 PM
To: Allison Crabtree (E-mail)
Subject: Report on Cable Jacketing -- DRAFT

00 11 14 Letter (Crabtree, cable jacketin

Allison.

Attached is a draft (unofficial) summary report on our testing of the cable jacketing sample you sent us. It's only unofficial because it hasn't been reviewed here.

To me, it looks like it was made with MMW blow molding resin, which may have a higher tendency to become embrittled than pressure pipe resins or even conduit resins.

An official copy will follow by mail. Please let me know if you have any questions or need additional information.

Sorry for the delay.

Brian Cole
ATOFINA Petrochemicals, Inc.
High Density Polyethylene Technical Service
ph. (281) 884-0520
FAX (281) 884-0584
e-mail: brian.cole@fina.com

MMW = Medium Molecular Weight

ATOFINA

ATOFINA Petrochemicals, Inc.

September 29, 2000

Allison Crabtree
CSR PolyPipe
P.O. Box 390
Gainesville, Texas

Dear Allison:

Following is a brief summary report of our evaluation of the failed cable jacketing sample you recently sent us.

Basic Resin Characteristics

Carbon black*	1.21%
Density	0.9582
Est. Base Resin Density∘	0.953
Melting Point	132°C
Melt Flow Rates: MI_2 / MI_5 / HLMI	0.44 / 2.0 / 43.6

Should be 290

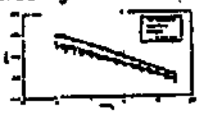
** measured by CSR PolyPipe*
∘ predicted based on compound density and carbon black content

Based on the measured 1.2% carbon black level, the base resin density would be approximately 0.953. However, there is always a degree of uncertainty in measuring carbon black level and applying this level to calculate polymer density. The melting point also suggests that the density is at least higher than 0.950. Based on melt flow rates, the resin appears to be a medium molecular weight grade.

OIT (Oxidative Induction Temperature)
To rule out possible effects of degradation (through processing history or environmental exposure), we measured OIT on the sample. OIT was 8 minutes, which, although not substantially high, demonstrated that the resin still contained an adequate quantity of antioxidant.

Research and Technology Center
P. O. Box 1200
Deer Park, Texas 77536
Phone: 281.884.0500 Fax: 281.884.0623

Rheology
When properly applied, rheology can be a very useful tool in identifying and comparing resins. The figure below compares rheology (viscosity vs. shear rate) for the black sample with two pressure pipes produced with different reactor technologies, HP401N (Loop Slurry) and Chevron 9348 (gas phase). This comparison suggests that the cable jacketing material is not very similar to pressure pipe resins, although flow properties can be influenced by thermal and extrusion history, as well as the contribution of concentrate carrier resin and any other polymer components. However, the sample does match more closely to 5302, a medium molecular weight resin used in blow molding and corrugated pipe.



* we should specify only pipe resin

Conclusions
Although it is difficult to draw definitive conclusions based on a black sample such as the one in question, the following general statements can be made:

- The cable jacketing base resin appears to have a >0.950 density, possibly as high as 0.953
- Rheology and melt index suggest that the unidentified resin is not a modern pressure pipe resin
- The base resin appears similar to a medium molecular weight blow molding or corrugated pipe grade, based on rheology, density and melt index

Regardless of the resin's origin, in its current form it does not resemble any modern pressure pipe resin and would be expected to exhibit much lower physical properties. The higher density and lower molecular weight (inferred from MI) of this resin indicate that it would be much more brittle and potentially subject to cracking problems.

Please let me know if you have any questions or need additional information.

Sincerely,

Research and Technology Center
P. O. Box 1285
Deer Park, Texas 77536
Phone: 281 884.0500 Fax: 281.884.0623

F.3 SKW/MBT Report on Grout

William

Robert J. Gulyas
SKWMBT, Inc
23700 Chagrin Blvd
Cleveland, OH 44122
216-831-5500, Ext 2144
216-831-6910 (FAX)
rgulyas@MBT.com

SKW/MBT, Inc

December 1, 2000

00 DEC 11 AM 8:45

Larry Sessions, PE (2)
Florida Department of Transportation
605 Suwannee St
Mail Station 33
Tallahassee, FL 32399-0450

Dear Larry:

Subject: MidBay Bridge Duct Grout Petro Examination

As agreed with you previously, MBT undertook an examination of fragments of grout sent to us from the Midbay Bridge job. We recently completed the petrographic examination of the grout fragments, which were forwarded to my attention from the above job in the Destin, FL area. Two copies of the Technical Center Report with color photocopies are enclosed for your review as completed by our Petrographic and Chemical Analytic departments at MBT.

As indicated our lab simply reported their observations of these grout samples. In as much as the samples were not specifically identified, nor the sources known, or orientation of the samples known beforehand, we could not provide as complete an interpretation of the observations, but we did make some interesting findings.

The lab was asked to see if they could determine reasons which the grout could have caused the splitting of the plastic ducts on the above 7-year-old project. To that end, they were asked to see if 1) expansion due to corrosion, 2) sulfate expansion from aluminate reactions with sea water, or 3) some other expansive reaction might have caused the splits in the ducts that have observed.

1) As soon as the specimens were received in our Tech Center, they were taken to the Petrographic lab, and the hardened grout was freshly broken and was examined for carbonation of the paste and some other basic properties. It was noted that paste carbonation had occurred on the interface of the strand imprint on the grout to a penetration almost 1/8 to 3/16 inch deep as evidenced by a color change of the phenolthaline indicator. There was no carbonation noticed on the outer perimeter zone of the grout where it had abutted the duct wall. This observation is puzzling as usually a whole face of most grouts and concrete will carbonate from the exterior surface to the interior as a front from all sides.

Important Follow Up Information

This did not seem to be the case here. Other than the significant differences in water cement ratio, we can not account for this difference.

What was significant is that the surface of the strand imprint did show some rust stains as imprinted on the grout. This might lead one to suspect that the strands might have been exposed to salt remaining on the surface and that would cause the rust staining noted in the photographs. If there was a breach in the ducts, the exterior perimeter of the grout should have shown a significant level of carbonation. Perhaps this carbonation would not be as high as the higher water cement ratio near strand paste section-- but it would have surely exhibited some degree of carbonation. This significant perimeter carbonation was not observed on any of the samples.

On the other hand, if the grout surface adjacent to the strand did display a carbonated zone, the pH of the paste at that point is low enough to de-passivate the steel and lead to corrosion due to carbonation—rather than chloride induced corrosion. Since the exterior duct perimeter surface did not display the carbonation similar to the interior, the carbonation may have somehow been related to an interior duct strand phenomenon. We can not understand how this is happening—but it has indeed occurred as evidenced in the petrographic report in several cases of examined grout fragments—but not all cases according to the petrographic report.

What is comforting to know is that Dr Ghorbanpoor also has seen this exact type of corrosion at the grout interface along the strands as he showed me some photos very similar to those in our Petrographic report. He obviously did not look into the cause of these oxidization sites or stains.

2) We also attempted to see if chloride might have caused the oxidation of the strands thereby, causing the expansion forces that could have split the plastic duct. On the one sample of grout analyzed for chloride content, we could not find any appreciable chloride present in enough quantity to cause this corrosion condition.

3) To further evaluated other sources, we did check to see if ettringite was present which may have caused expansion forces in the grout which may have split the duct. Only ettringite was found in the voids of the grout formed by the aluminum reaction producing Hydrogen gas to cause pre-hardening expansion. The grout was examined in petrographic thin section, and no ettringite was observed in the paste. Further the SO(3) level of the paste was not abnormally high. Since we do not know if any other filler was used to carry the small amount of aluminum powder needed for the expansive reaction, we had to assume the SO (3) present largely came from the portland cement used in the grout and not from an external source. If, however, a significant quantity of filler were used, then it might indicated that the ettringite in the voids was formed by some externals sources of sulfates, likely generally found in a marine environments.

4) The void content of the grout was determined by point count. It was about 11% by grout volume. The nature of the voids were also agglomerated and interconnected as one can note in the color photocopies. This is rather typical of aluminum gas forming expansive agents. You may have a color photo of similar

sample of material, which we had forwarded to you during our initial screening studies of different duct grouts, which we conducted jointly with the Mike Sprinkel of the VA Transportation Research Council.

What is interesting is we determined the alkali content of the grout and compared it to the expansive percentage anticipated in ASTM C 939 Table 1 which we have also included for you review. The expansion level suggested by the 0.77% level of alkalis found in the grout indicated that a 5% to 12 % expansion could be anticipated. We observed 11% void content, which closely tracks with the determined level, suggested in the ASTM Specification. For that reason, it does not appear that the aluminum powder dosage was exceeded, but with the cement used on the job site, the expansion level was within the range likely anticipated.

The level of expansion of 11% is somewhat high for a grout within a plastic duct. While this expansion process is developing, some pressure may be placed on the duct wall itself. In effect, it is like blowing up a balloon with hydrogen gas rather than air. Further, the level of voids content formed certainly will have an effect on the porosity and chloride impermeability of the grout in the long run.

It is for this reason, that the most recent version of the PTI Duct Grouting Guide now requires a maximum limit of 2% expansion of grout as measured by the ASTM C 940 1,000 ML graduate test within the 3 hrs. There is also a limit on the post hardening expansion as measured by the ASTM C 1090 Test method. Previous version of this document did not have these upset fail-safe limits. This is exactly why those limits were employed. With you current FL DOT grouting spec, those values are well covered to prevent excessive strain developing on the duct.

With a prepackaged and pretested grout system meeting those requirements, this type of condition will be avoided in the future. Your production Quality Control mill test reports from the manufacturer will be proof positive of that fact prior to your installing any prepackaged grout in a duct. It is essentially the same techniques used in a sealed silo of cement sampled at the cement producing plant. As you know this can not be assured with, job site formulated grout mixtures.

We are sorry that we can not come up with more definitive answers, but at least we have found some unusual observations. Give me a call if you have any question regarding this petrographic report.

Sincerely,

Robert J. Gulyas
Manager--Technical Services,
Construction Products

CC: W/attachments to
William N. Nickas, PE (2)

Designation: C 937 – 97

Standard Specification for Grout Fluidifier for Preplaced-Aggregate Concrete[1]

This standard is issued under the fixed designation C 937; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This specification covers fluidifier for grout used for preplaced-aggregate (PA) concrete.

1.2 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information purposes only.

1.3 The following precautionary caveat pertains only to the test method portion, Section 8, of this standard: *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*

C 33 Specification for Concrete Aggregates[2]

C 150 Specification for Portland Cement[3]

C 618 Specification for Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Portland Cement Concrete[2]

C 637 Specification for Aggregates for Radiation-Shielding Concrete[2]

C 938 Practice for Proportioning Grout Mixtures for Preplaced-Aggregate Concrete[2]

C 939 Test Method for Flow of Grout for Preplaced-Aggregate Concrete (Flow Cone Method)[2]

C 940 Test Method for Expansion and Bleeding of Freshly Mixed Grouts for Preplaced-Aggregate Concrete in the Laboratory[2]

C 941 Test Method for Water Retentivity of Grout Mixtures for Preplaced-Aggregate Concrete in the Laboratory[2]

C 942 Test Method for Compressive Strength of Grouts for Preplaced-Aggregate Concrete in the Laboratory[2]

C 943 Practice for Making Test Cylinders and Prisms for Determining Strength and Density of Preplaced-Aggregate Concrete in the Laboratory[2]

C 953 Test Method for Time of Setting of Grouts for Preplaced-Aggregate Concrete in the Laboratory[2]

3. Ordering Information

3.1 The purchaser shall specify the material desired as "grout fluidifier for preplaced-aggregate concrete". The material shall meet the requirements of this specification.

4. Materials

4.1 Grout ingredients shall conform to the following requirements:

4.1.1 Portland cement shall meet the requirements of Specification C 150 for the type to be used.

4.1.2 Pozzolan shall meet the requirements of Specification C 618.

4.1.3 Fine aggregate shall meet the requirements of Specification C 33 except that grading shall conform to Specification C 637, Table 2, Grading 1 for Fine Aggregate.

5. Physical Requirements

5.1 The fluidifier, when tested in grout as specified herein, shall conform to the following requirements:

Reduction in mixing water, min, % of control (Test Method C 941)	3
Expansion, 3 h after mixing, (Test Method C 940)	See Table 1
Bleeding, 3 h after mixing, (Test Method C 940), max, %	2
Increase in water retentivity (Test Method C 941), min, % of control	60
Initial setting time, min, h (Test Method C 953)	4
Final setting time, max, h (Test Method C 953)	24
Compressive strength at 7 days and 28 days, (Test Method C 942), min, % of control	90

6. Composition

6.1 The fluidifier shall be composed of materials that will yield a product having the properties stipulated under Physical Requirements when tested in accordance with this specification.

7. Sampling

7.1 The test sample of fluidifier shall have a mass of at least 225 g (½ lb) and shall be representative of the material supplied. When feasible, the test sample shall be composited from grab samples taken from not fewer than four packages selected at random.

8. Test Method

8.1 *Summary of Method*—Physical properties of grout containing fluidifier are determined and compared with corresponding properties of grout made without fluidifier.

TABLE 1 Expansion Limits

Alkali Content of Cement, % Expressed as Na_2O	Expansion Limits, %
0.80 or more	7 to 14
0.40 to 0.79	5 to 12
0.39 or less	3 to 9

[1] This specification is under the jurisdiction of ASTM Committee C-9 on Concrete and Concrete Aggregates and is the direct responsibility of Subcommittee C9.41 on Concrete for Radiation Shielding.

Current edition approved Aug. 10, 1997. Published June 1998. Originally published as C 937 – 80. Last previous edition C 937 – 80 (1991)$^{\epsilon 1}$.

[2] *Annual Book of ASTM Standards*, Vol 04.02.

[3] *Annual Book of ASTM Standards*, Vol 14.01.

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Compressive strength at 7 days and 28 days, (Test Method C 942), min, % of control	90

6. Composition

6.1 The fluidifier shall be composed of materials that will yield a product having the properties stipulated under Physical Requirements when tested in accordance with this specification.

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[2] *Annual Book of ASTM Standards*, Vol 04.02.

[3] *Annual Book of ASTM Standards*, Vol 14.01.

A report by
Master Builders Technical Services

FL DOT

Evaluation of Duct Grout

Destin, Florida

Master Builders Technologies

REPORT SUMMARY

NATURE OF THE PROBLEM OR NEED

A plastic duct containing grout cracked, exposing grout and steel strands to the sea water environment.

APPROACH TAKEN TO ANSWER REQUEST

A petrographic examination and chemical analysis were performed to characterize grout fragments.

FINDINGS

An elevated water-cement ratio, presence of abundant air voids in the grout adjacent to the strands, and carbonation of the grout adjacent to the strands most likely reduced the bond between the strands and the grout.

FL DOT

Evaluation of Duct Grout

Destin, Florida

INTRODUCTION

A plastic duct containing grout cracked, exposing grout and steel strands to the sea water environment. It was requested that the cause of failure be determined. Eight unlabeled pieces of grout were submitted to the Technical Services Laboratories of Master Builders for an examination. The largest grout fragment is 1-1/2 x 4 x 6 inches.

SAMPLE PREPARATION AND METHODS

A flat surface was cut parallel to the long formed surface of one of the fragments. The cut surfaces was prepared for examination by lapping with water and progressively finer abrasives according to our standard procedures. The paste content and air-void content of one fragment were determined according to ASTM C 457, Standard Test Method for Microscopical Determination of Air-Void Content and Parameters of the Air-Void System in Hardened Concrete. The point-count method was used at a magnification of 100 diameters. One inch thick sections were cut from two other fragments. The cuts were made perpendicular to the formed surface. These surfaces were prepared as described previously. The prepared slabs and other fragments were microscopically examined according to the guidelines in ASTM C 856, Standard Practice for Petrographic Examination of Hardened Concrete.

An aqueous solution of phenolphthalein was used to determine the pH of the grout.

A petrographic thin section was made from one of the fragments.

The acid-soluble chloride ion content of the grout was determined in accordance with the methods described in ASTM C1152/C1152M-97, Standard Test Method for Acid-Soluble Chloride in Mortar and Concrete and ASTM C 114, Standard Methods of Chemical Analysis of Hydraulic Cement. The sulfur trioxide (sulfate) and total alkali contents of the grout were determined in accordance with the method described in ASTM C 114, Standard Methods of Chemical Analysis of Hydraulic Cement.

RESULTS OF PETROGRAPHIC EXAMINATION

GENERAL CONDITION: The grout fragments have smooth arched formed surfaces. The inside surfaces have impressions of strands, Plates 1 and 2. Two fragments show rusting in the strand impressions, Plate 3. These fragments and others show carbonated cement paste near the strand impressions, Plate 5. Abundant air-voids are in the strand impressions, Plate 4.

CEMENTITIOUS PASTE: The characteristics of the grout cement paste varies from the formed surfaces to the central strand area. The cement paste of the outer 1/4 inch adjacent to the formed surface is medium gray, moderately hard, and moderately water absorptive. The paste color lightens, becomes softer, and more water absorptive towards the strand area. The cement paste near the strand area is light gray to very light gray in some fragments, soft, and highly water absorptive, Plate 6. The frequency of unhydrated cement particles decreases from the formed surfaces to the strand impressions. No fly ash or other pozzolans are observable. The mineral ettringite is not present in the cement paste.

AIR-VOID CONTENT: The grout sample examined for the air-void content and paste content is air entrained (contains more than 3% air). The air-void content is 10.8%. The remaining 89.2% is cement paste. The air voids are predominantly small and spherically shaped. Clustering of the air-voids is present in the strand area. The mineral ettringite lines the walls of most air voids, Plate 7.

RESULTS OF CHEMICAL ANALYSIS

The chemical test results for the duct grout are listed in Table 1.

Table 1 - Acid Soluble Chloride, Sulfate and Total Alkali Content Results

Acid Soluble Chloride (%)	Sulfur Trioxide (%)	Total Alkalis as Na_2O (%)
0.0053	2.34	0.77

DISCUSSION

Most of the grout fragments show an abrupt change in cement paste features near the strand area, Plate 1, 2, and 6. The cement paste becomes lighter in color, softer, and more water absorptive from the formed edges to the strand area. Unhydrated cement particles become less frequent away from the formed surfaces and towards the strand area. These features indicate that the water-cement ratio of the grout fragments increases from the formed surfaces to the central strand region. This also suggests that bleed water was migrating upward through the grout near the cables. This will decrease the bond strength between the strands and the grout.

Abundant air voids are present in the strand impressions, Plate 3. These air-voids will also decrease the bond strength between the strands and the grout. The mineral ettringite is present in most of the air voids throughout the grout fragments, Plate 6. This is a normal secondary deposit occurring in air voids of portland cement based materials older than 2 years of age. The presence of ettringite in the cement paste of hardened portland cement materials suggests sulfate attack, which deteriorates concrete; however, ettringite was not present in the cement paste and cracking was not observed. The sulfur trioxide content is usually elevated when external sulfate attack occurs. The determined sulfate content is 2.34%, a concentration that is not elevated and should not contribute to ettringite formation.

At least three fragments shows carbonation of the grout near the strands, Plate 5. It appears that at least some of the carbonation occurred while attached to the strands, because two of the three fragments that show carbonation have rust in the strand impressions, Plate 4. The pH was reduced by the carbonation process and rusting occurred.

The determined acid-soluble chloride ion content of the grout is relatively low and would not contribute to potential corrosive conditions. ASTM C937-97, Standard Specification for Grout Fluidifier for Preplaced-Aggregate , Table 1 page 483, lists the expansion limits for alkali contents. For the determined alkali content of 0.77%, the listed expansion limit is 5 to 12 percent.

CONCLUSION

An elevated water-cement ratio, presence of abundant air voids in the grout adjacent to the strands, and carbonation of the grout adjacent to the strands most likely reduced the bond between the strands and the grout.

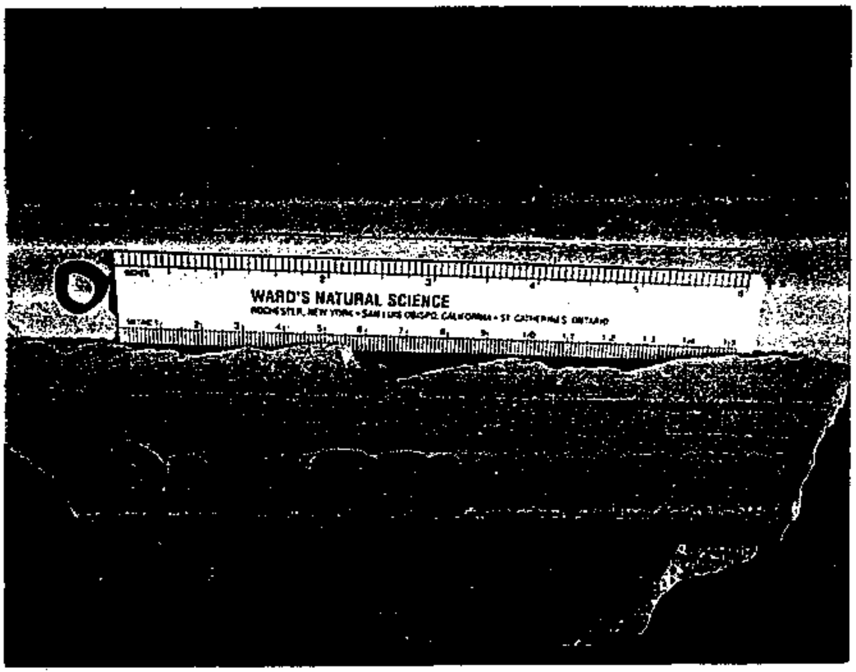


Plate 1 shows the formed surfaces of two of the grout fragments.

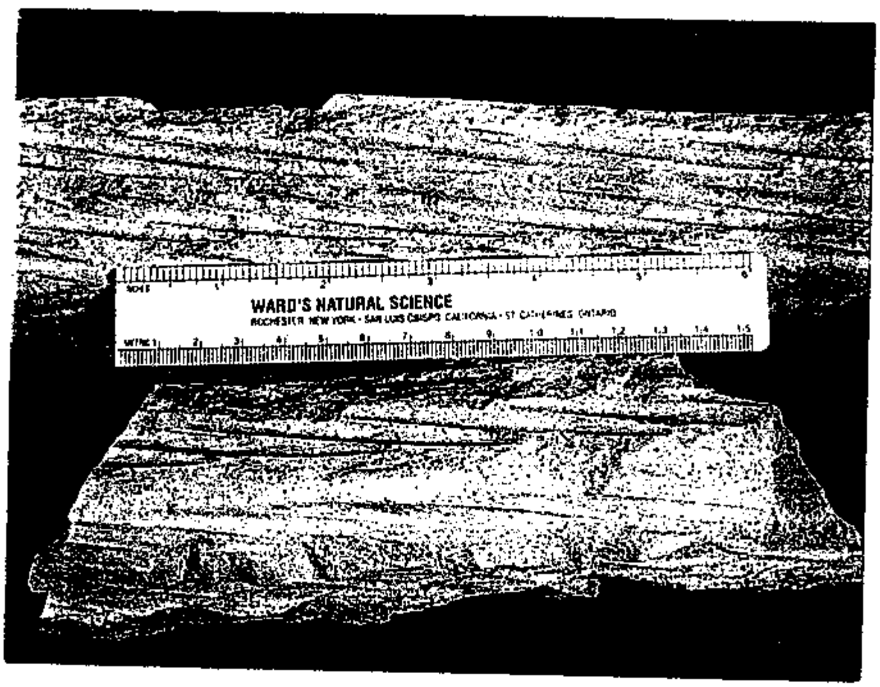


Plate 2 shows the interior fracture surfaces, adjacent to the cables, of two grout fragments.

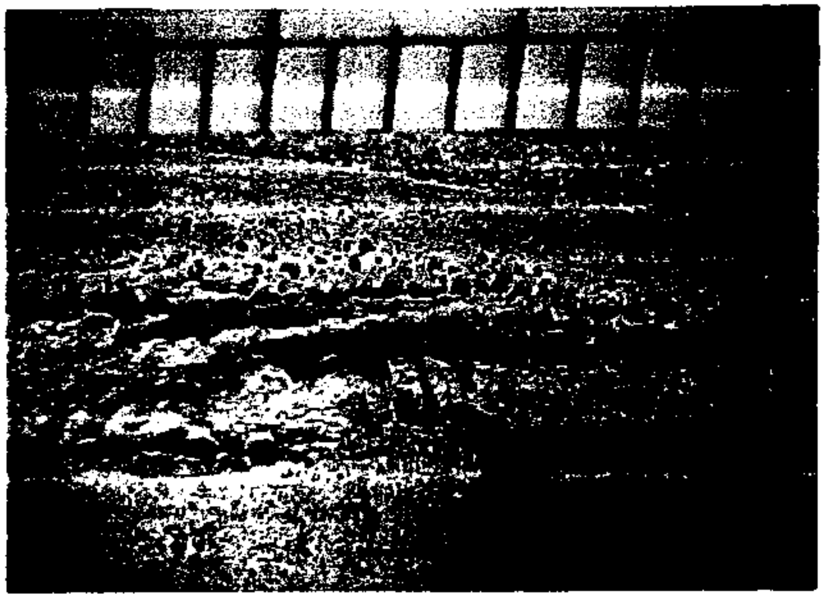


Plate 3 shows the clustered air voids, which are commonly observed within the cable impressions (cable/grout bond). Scale in 1/16 inch increments.

Plate 4 shows rust within the cable impressions, scale in 1/16 inch increments.

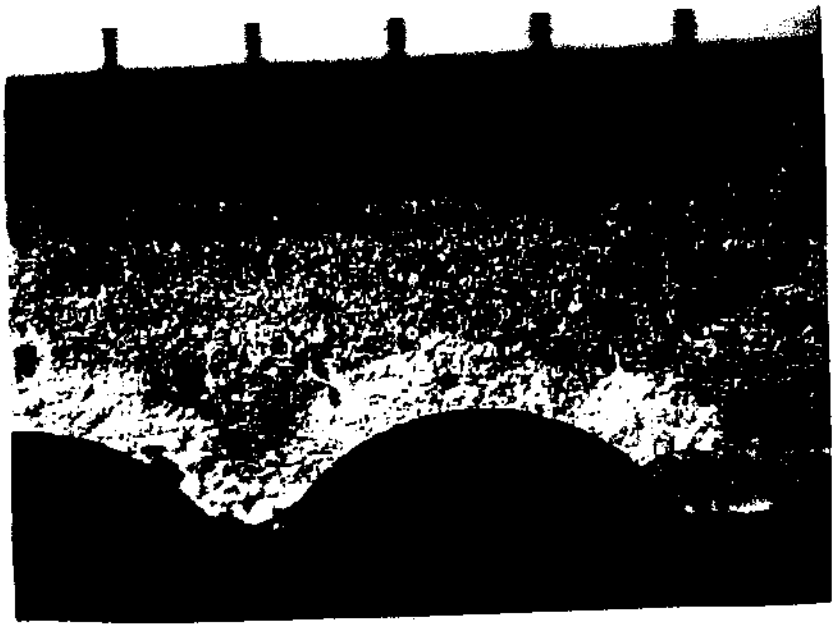
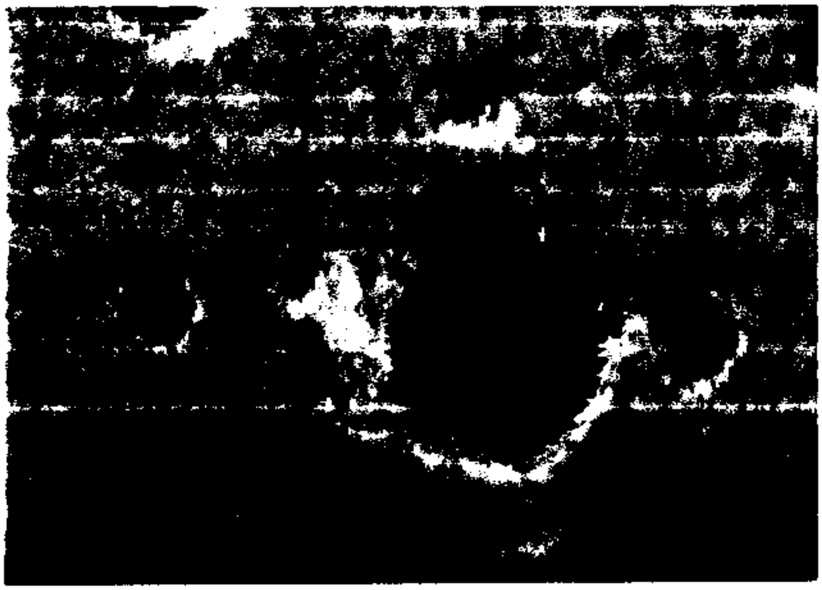


Plate 5 shows carbonation of the cement paste in the cable area. The pink color indicates a pH greater than 8.3. The white color indicates a pH less than 8.3, scale in 1/16 inch increments.

Plate 6 shows the white (elevated water-cementitious ratio) cement paste at the cable/grout bond surface. Scale in 1/16 inch increments.



1/16 in.

Plate 7 shows ettringite in an air-void.'

F.4 FDOT Report on Tensile Strength of Strand

Tensile Test Results of Post Tensioning Cables From the Midbay Bridge

Background

The Midbay bridge, located on State Road 293 between State Road 20 and U.S. 98 in Niceville, Florida is a concrete segmental box bridge with approximately 140 spans. The bridge uses a total of six external post-tensioning cables as the primary live load resistance system, with three of the six cables on either side of the boxes. Each cable is composed of 19 – 0.6" diameter steel cables that are stressed to 31,000 pounds each at the time of construction. The cables are held in place between steel anchors and surrounded by a protective sleeve. The primary anchorage system consists of end steel blocks with post-tensioning wedges, while the secondary anchorage system relies on a grout that is pumped into the casing surrounding the strands.

An inspection of the post-tensioning system during the year 2000 revealed that a significant number of these cables were exhibiting signs of corrosion and possibly, improper grout. The corrosion has been speculated to have been caused by trapped moisture in voids where grout should have existed. Inspection using a borescope inserted into a hole drilled through the anchorage assembly revealed that several wires in various individual strands have ruptured and others have had some level of corrosion.

Objective

A request was made to the Florida Department of Transportation Structural Research Center to test the strands from one of the corroded cables to determine the tensile capacity remaining for the reinforcement.

Test Method

The AASHTO Standard Method of Test for "Mechanical Testing of Steel Products", designation T 244-92 (ASTM Designation A 370-92) was followed to determine the tensile properties of the strands. More specifically, section A7 of the procedure "Method of Testing Uncoated Seven-Wire Stress-Relieved Strand For Prestressed Concrete" was referenced directly for the test procedure.

Specimens

Two portions of cables were removed from the bridge and transported to the Structural Research Center in Tallahassee. The first portion was reported to be a damaged cable with significant corrosion on various strands. The cable was cut approximately 15' from the anchorage end and removed from the bridge. The second portion consisted of strands that were reported to be in acceptable condition with no sign of corrosion and chosen to be used as control specimens.

Visual inspection of the anchorage assembly revealed corrosion of the anchor wedges, both inside the grip area and between the anchorage plate and the wedges (See Photos 1 – 3). No sign of slip was apparent in the wedges. The strands that were still connected to the anchorage assembly had enough corrosion to cause pitting of the steel surface for approximately the first 8" of length outside the anchor region (See Photos 4 – 7). The strands were removed from the anchor plate preserving the entire length of the cable that was provided to the Structures Research Center.

Each corroded cable was cleaned using an abrasive pad to determine the extent of the pitting. In all cases the deepest pitting reached a maximum average depth of 0.0015".

Test procedure

The strands were cut to a length of 60" and gripped using a post tensioning anchor with a universal chucking device. Steel sleeves were inserted between the chucks and inserted in the V-Grip assembly of the load frame. This sleeve insures that hydraulic gripping pressure from the load frame is not directly applied to the specimen. The combination of steel sleeve and chucks leaves a 36" gauge length exceeding the minimum requirement of 24" stipulated by AASHTO (See Photos 8 - 12). Several individual wires were instrumented with electrical resistance strain gauges at the center of the gauge length. The steel assembly was placed in the gripping portion of an MTS-550 universal material testing system load frame. This load frame is capable of applying a force of 550 kips in tension or compression and is fully controllable in terms of load rate, whether through displacement or load control to satisfy the requirements of the testing procedure.

Following the AASHTO test procedure, each strand was loaded to approximately 10 percent of the expected minimum breaking strength of the specimen, which was assumed at 5 kips, prior to beginning the test. The load rate was set at 125$\mu\varepsilon$/second and proceeded until rupture of the specimen. The load, stress and strain were all monitored using a high speed data acquisition system with readings being taken twice every second throughout the duration of the test.

The instrumentation used was as follows:

1 – A minimum of two electrical resistance strain gauges with an accuracy of ±5 $\mu\varepsilon$ and a maximum elongation of 20,000 $\mu\varepsilon$.

2 – The load frame load cell with an accuracy of ±50 lbs with the most recent calibration occurring in June 2000.

All instruments used in the test are standard instruments used by the Structural Research Center on a regular basis and have proven to be highly accurate and reliable.

Test Results

The following table summarizes the results observed during the test:

Specimen Number	Initial Condition	Yield Strength f_y (ksi)	Ultimate Strength f_u (ksi)
CONT-1	OK – Control Specimen	246.6	279.4
CONT-2	OK – Control Specimen	244.7	278.8
CORR-1	light pitting, corrosion	245.9	248.0
CORR-2	light pitting, corrosion	Not achieved	240.7
CORR-3	light pitting, corrosion	Not achieved	240.4
CORR-4	mild corrosion	253.1	264.4
CORR-5	light pitting, corrosion	240.1	250.7
CORR-6	light pitting, corrosion	246.1	246.8
CORR-7	light pitting, corrosion	245.0	245.0

TABLE 1 – Test Result Summary

F_y, according to the AASHTO test procedure is achieved at a 1% extension of strain or 10,000 $\mu\varepsilon$. For specimens CORR-2 and CORR-3, this extension is not achieved until after rupture of the first wire, which is defined as failure for the specimen.

The average results are as follows:

Specimen Type	Yield Strength f_y (ksi)	Ultimate Strength f_u (ksi)
Control	245.65	279.1
Corroded	246.04*	248.0

TABLE 2 – Test Result Averages

* Note: The value reported in this table of yield strength for the corroded strands does not include specimens CORR-2 and CORR-3 since they did not achieve the requirements of the AASHTO test procedure. Additionally, note should be made that specimen CORR-7 fails at the yield point (See Figure 9).

For the corroded specimens, failure always occurred within the pitted portion of the strand, with the exception of Specimen CORR-4, which failed in a manner similar to that of the control specimens. Photos 13 – 18 show the condition of the strands at failure for all corroded specimens except CORR-4.

Figures 1 – 9 show the stress vs. strain relationship for each of the strands tested. Note that the ultimate strength for the control specimens can not be shown on the plot since it occurs at an elongation far beyond the capacity of the measurement device.

Photo 1 *– End View of Anchor Plate*

Photo 2 *– Side View of Anchor Plate*

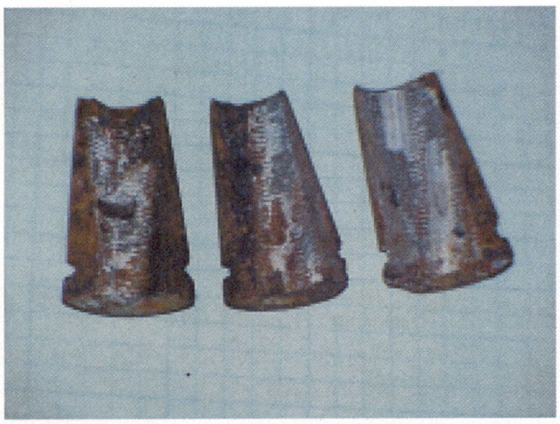


Photo 3 *– Anchor Wedges With Corrosion*

Photo 4 *– Close-up Of Pitting Corrosion*

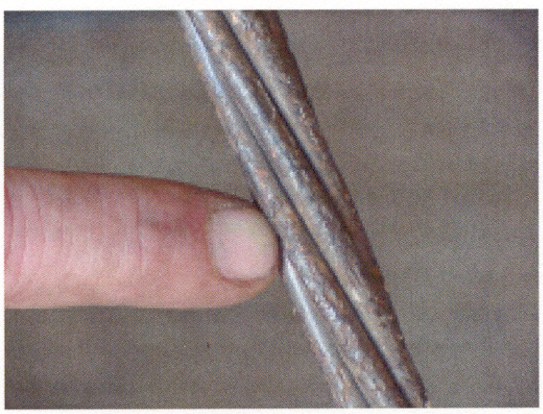


Photo 5 *– Pitting Corrosion*

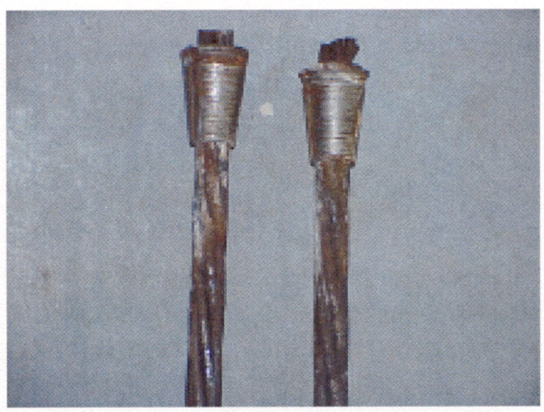


Photo 6 *– Strand Ends After Removal From Anchor*

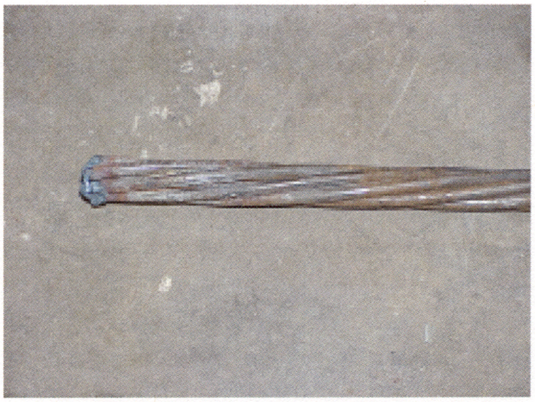


Photo 7 *– Strand After Removal From Wedge*

Photo 8 *– Insertion of Specimen in Chucks*

Photo 9 *– View of Chucked Specimen*

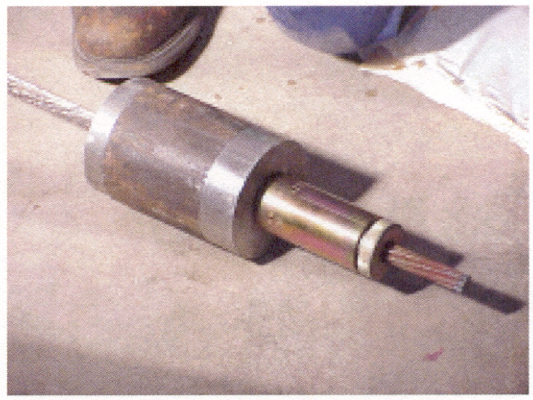


Photo 10 *– Chucked Specimen With Blocking Sleeve Installed*

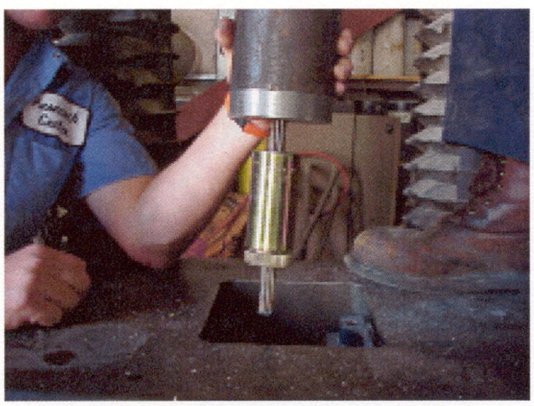


Photo 11 *– Blocking Sleeve Being Placed Into V-Grips*

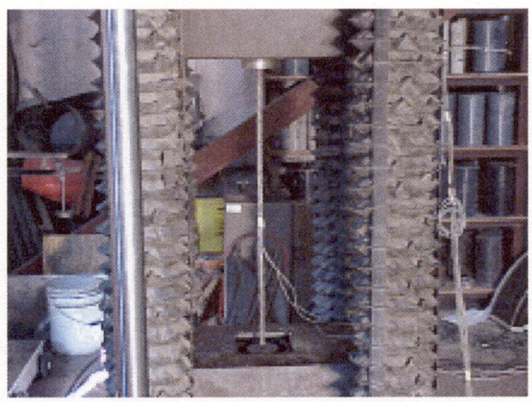


Photo 12 *– Specimen in Load Frame*

Photo 13 *– Failure of Corroded Specimen # 1*

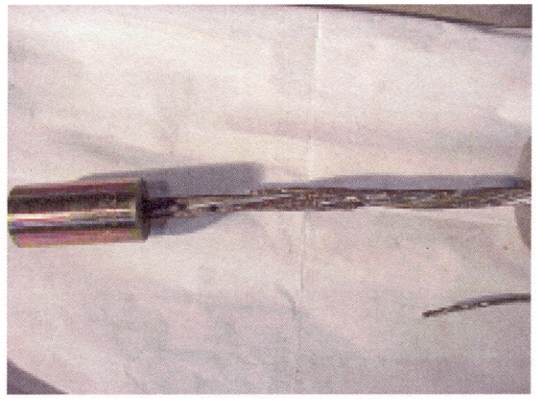


Photo 14 *– Failure of Corroded Specimen #2*

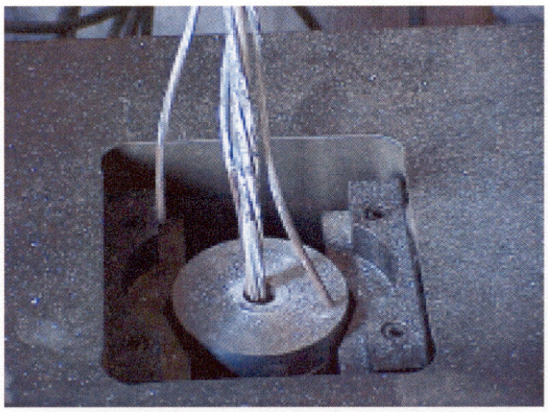


Photo 15 *– Failure of Corroded Specimen #3*

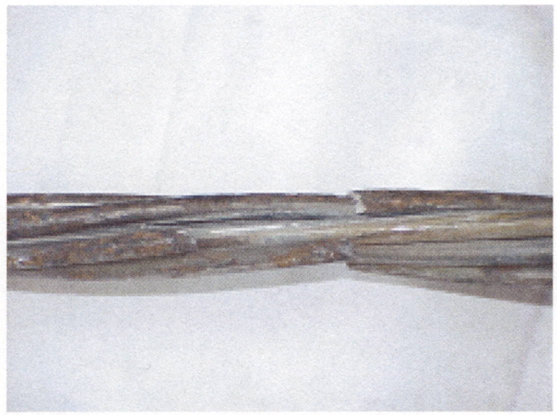


Photo 16 *– Failure of Corroded Specimen #5*

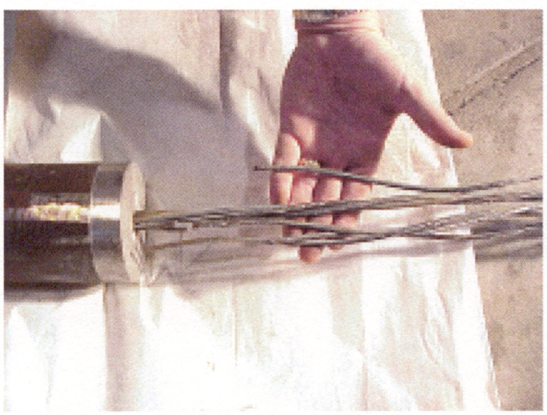


Photo 17 *– Failure of Corroded Specimen #6*

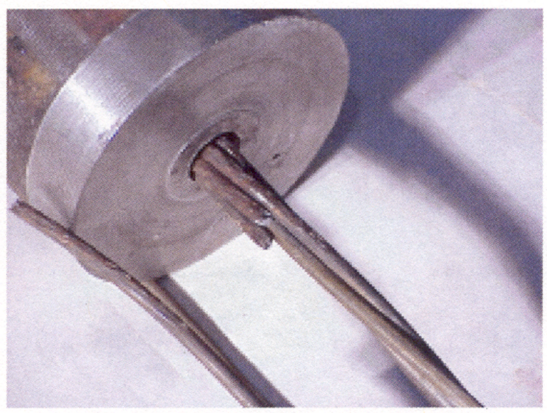


Photo 18 *– Failure of Corroded Specimen #7*

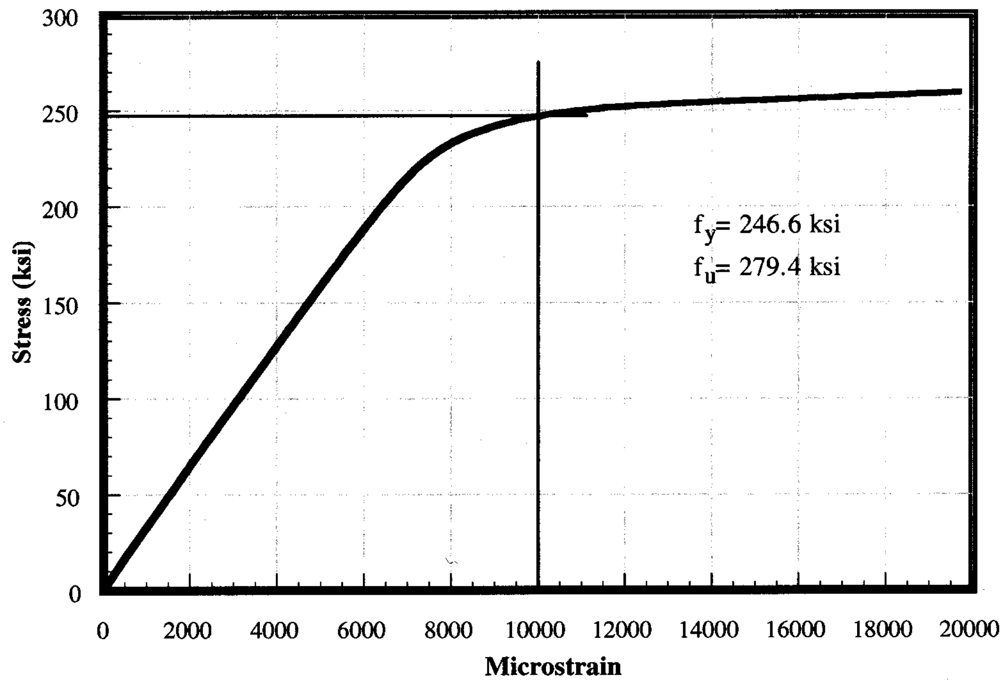


Figure 1 - Stress vs. Strain
Specimen CONT-1

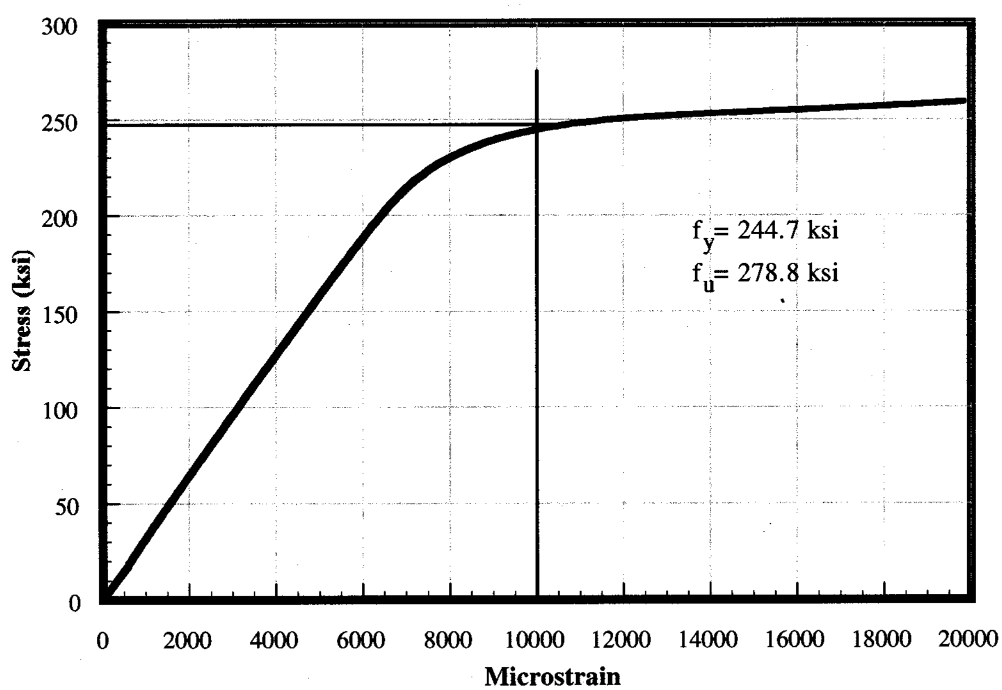


Figure 2 - Stress vs. Strain
Specimen CONT-2

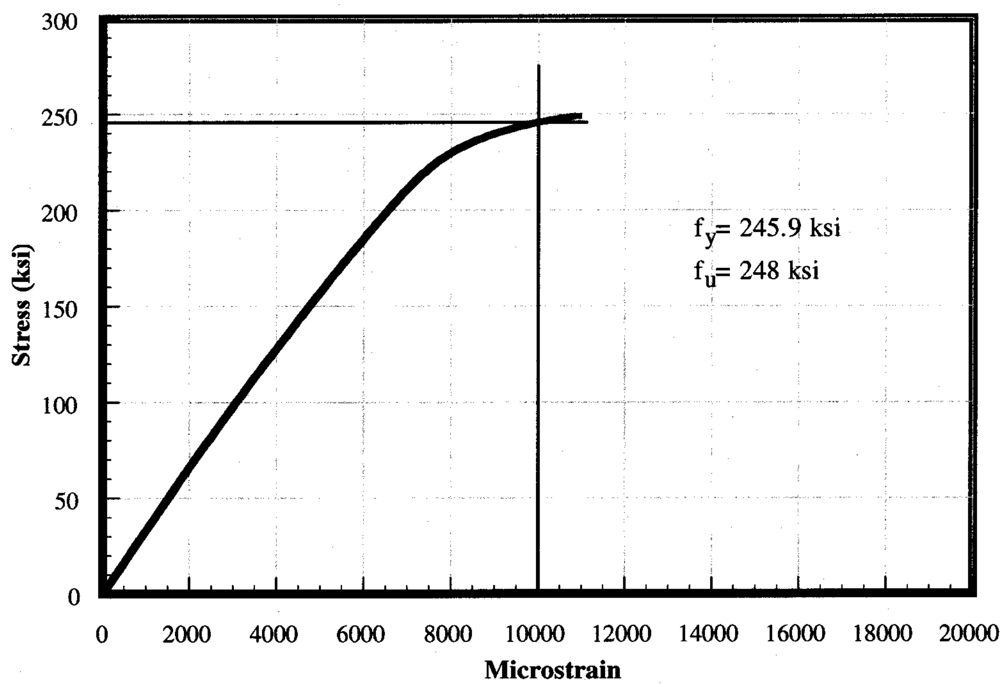


Figure 3- Stress vs. Strain
Specimen CORR-1

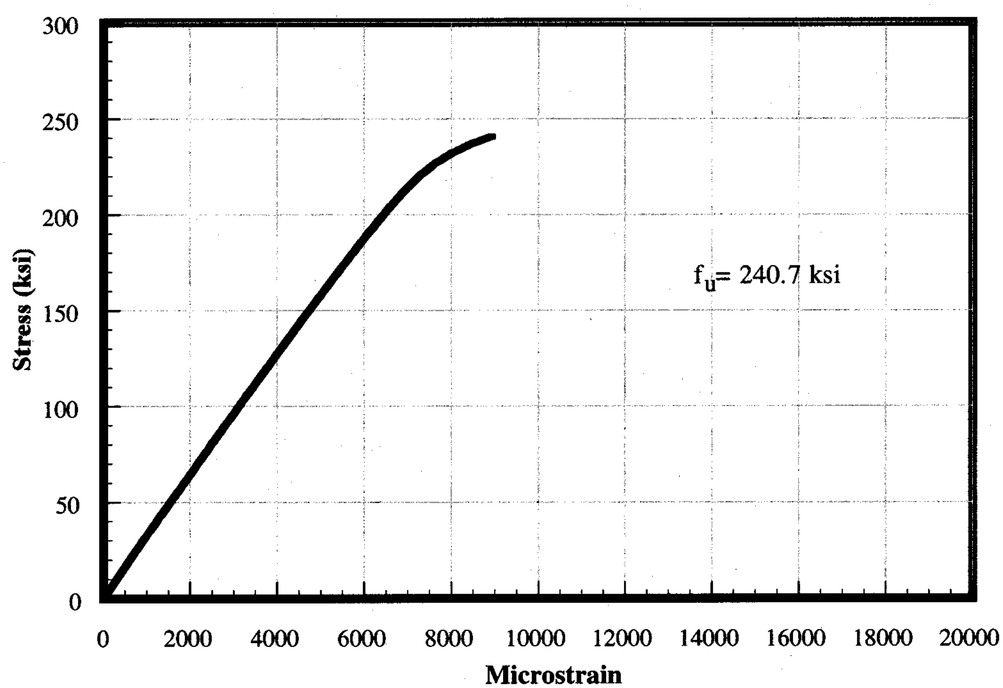


Figure 4 - Stress vs. Strain
Specimen CORR-2

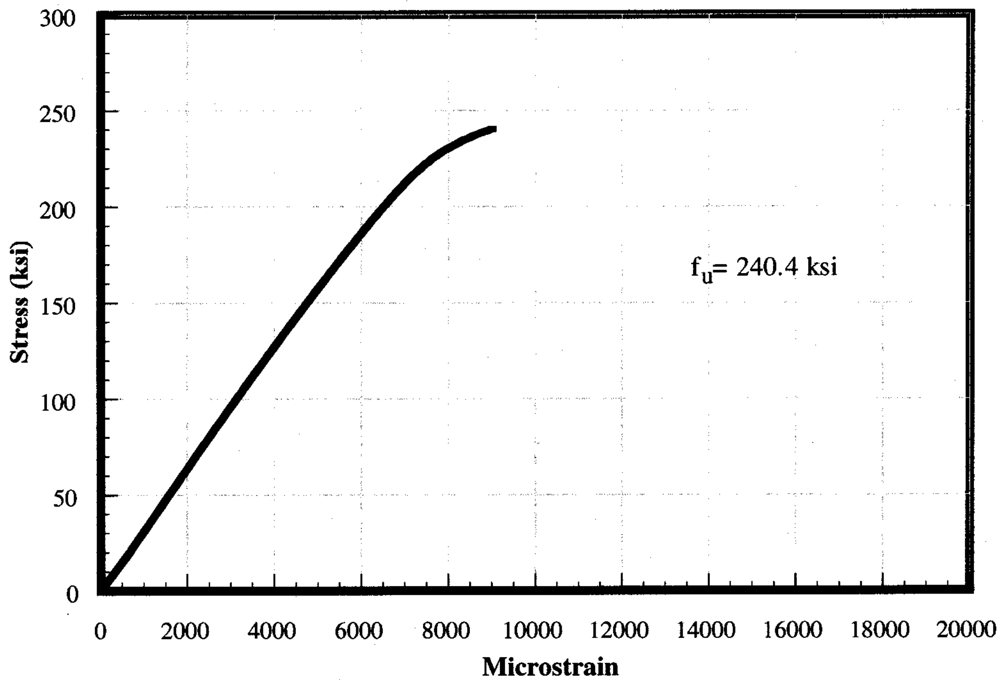


Figure 5 - Stress vs. Strain
Specimen CORR-3

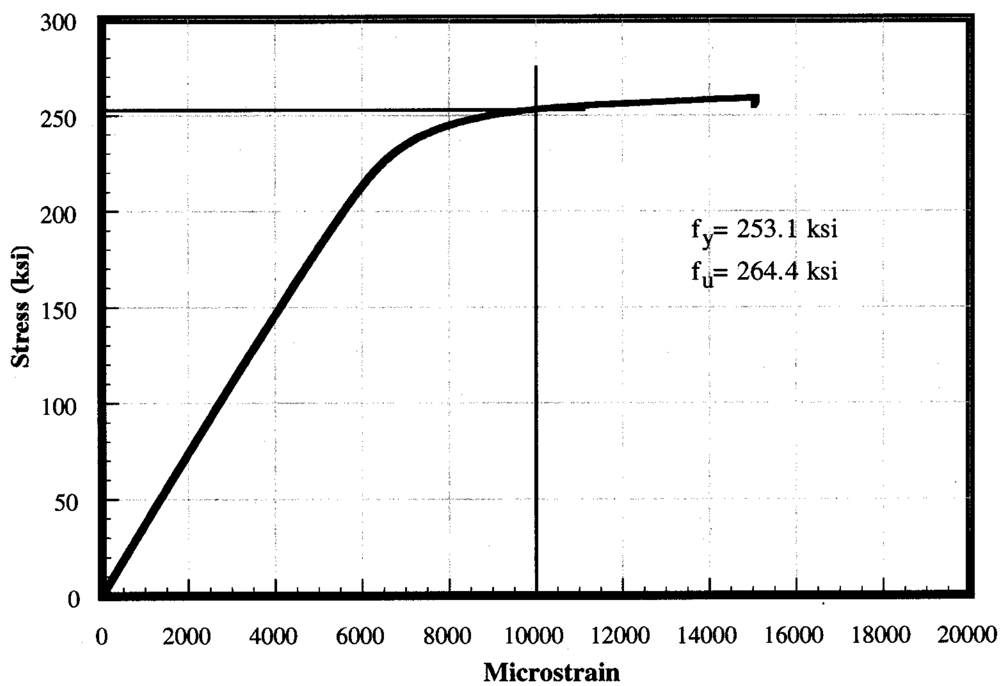


Figure 6 - Stress vs. Strain
Specimen CORR-4

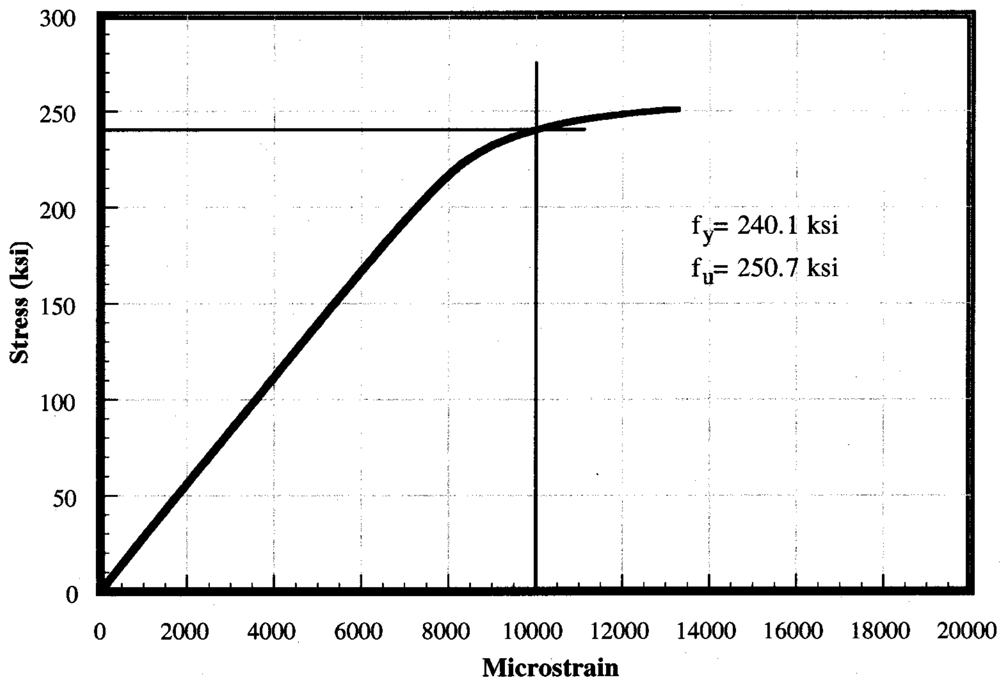


Figure 7 - Stress vs. Strain
Specimen CORR-5

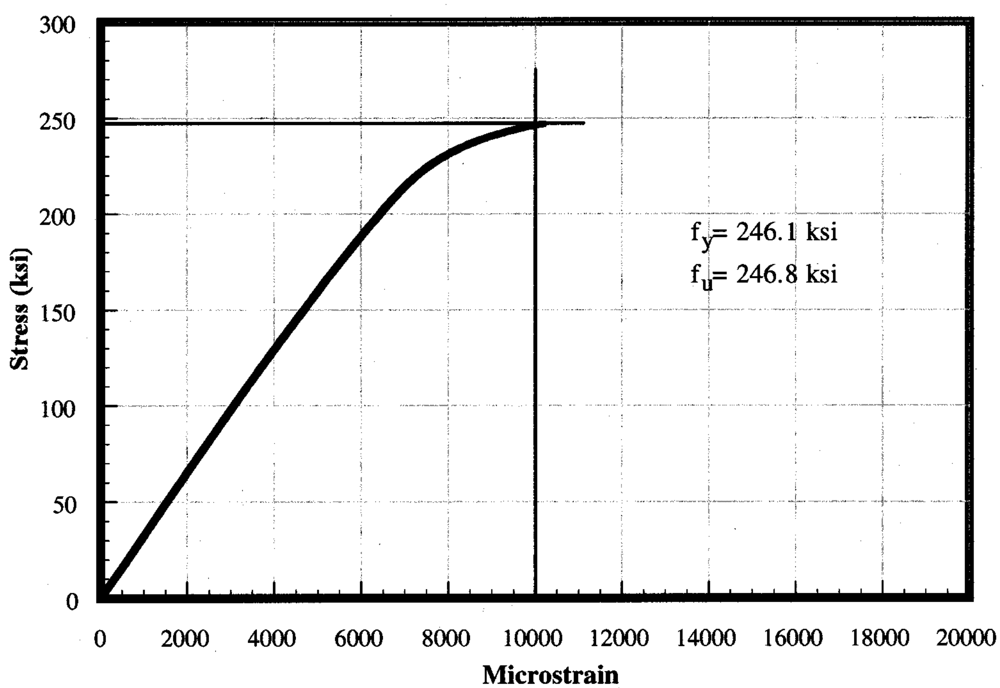


Figure 8 - Stress vs. Strain
Specimen CORR-6

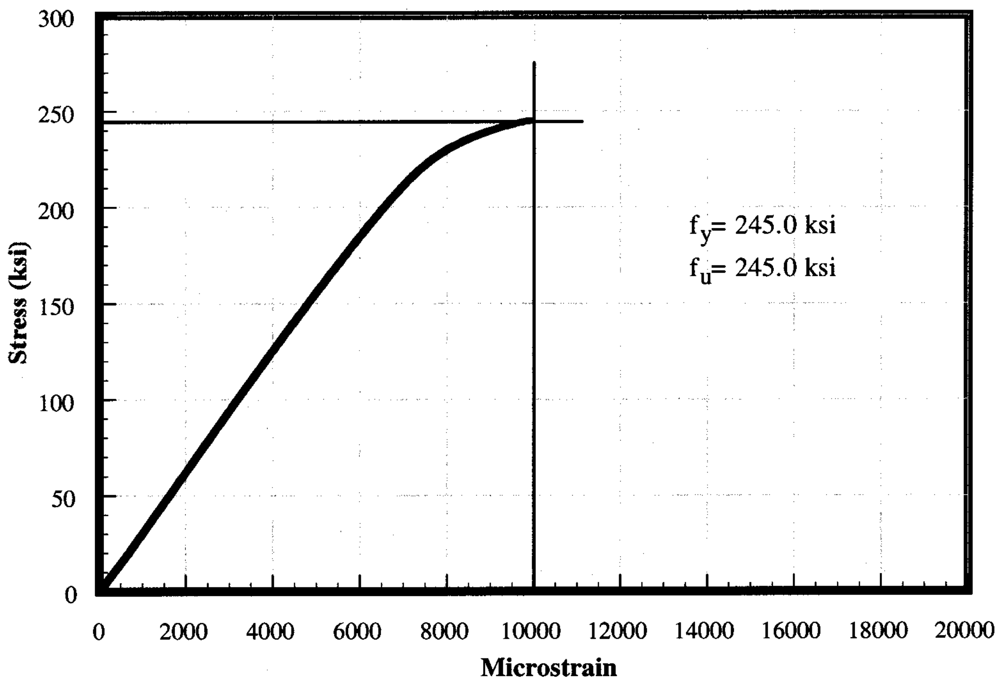


Figure 9 - Stress vs. Strain
Specimen CORR-7

F.5 FDOT Report on Grout

Rodney Powers

12/28/00 07:02 AM

To: William N Nickas/CO/FDOT@FDOT, Larry M Sessions/CO/FDOT@FDOT
cc: Edward T Gassman/D3/FDOT@FDOT, John B Locke/D3/FDOT@FDOT
Subject: Mid-Bay Bridge Test Results - Span 40, Tendon 2 Grout

Gentlemen,

See attached file for chloride, pH and carbonation test results on grout from Tendon 2, Span 40. All of the test results are within the expected values.

Regards,
Rod

Rodney G. Powers
Assistant State Corrosion Engineer
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2006 N.E. Waldo Road
Gainesville, Florida 32609
Tel. 352-337-3134; SunCom 642-3134
FAX 352-334-1649
E-Mail rodney.powers@dot.state.fl.us

----- Forwarded by Rodney Powers/SM/FDOT on 12/28/00 08:02 AM -----

William D Cerlanek

12/27/00 04:00 PM

To: Rodney Powers/SM/FDOT@FDOT
cc:
Subject: Mid-Bay Bridge Test Results - Span 40, Tendon 2 Grout

grout-cl.jpg

FLORIDA DEPARTMENT OF TRANSPORTATION
Corrosion Research Laboratory
2006 NE Waldo Road
Gainesville, FL 32609

Chloride Analysis Test Results

Sample ID: Span 40 Tendon 2
Date: December 27, 2000
LabTechnician: Tommy Poore

Normality of silver nitrate: 0.010

Unit weight of Concrete: 1661 kg/m^3 (2800 lb/yd^3)
Chloride concentration in A: 0.146 kg/m^3 (0.246 lb/yd^3)
Chloride concentration in B: 0.147 kg/m^3 (0.248 lb/yd^3)
Chloride concentration in C: 0.160 kg/m^3 (0.270 lb/yd^3)

Average chloride conentration: 0.151 kg/m^3 (0.255 lb/yd^3)
Range of chloride concentrations: 0.014 kg/m^3 (0.023 lb/yd^3)

	Blank		A		B		C	
End Points:	0.0011 mL		0.7456 mL		0.7500 mL		0.8158 mL	
Trial 1:	1.0 mL	321.7 mV	2.0 mL	326.6 mV	2.0 mL	326.4 mV	2.0 mL	324.7 mV
Trial 2:	1.5 mL	331.8 mV	2.5 mL	334.7 mV	2.5 mL	334.6 mV	2.5 mL	333.4 mV
Trial 3:	2.0 mL	338.9 mV	3.0 mL	341.0 mV	3.0 mL	340.8 mV	3.0 mL	339.8 mV
Trial 4:	2.5 mL	344.4 mV	3.5 mL	346.0 mV	3.5 mL	345.8 mV	3.5 mL	344.9 mV
Trial 5:	3.0 mL	348.9 mV	4.0 mL	350.0 mV	4.0 mL	349.9 mV	4.0 mL	349.1 mV

Carbonation depth as received -- 0.15 inch (MAX)
pH=12.3

F.6 Mid-Bay Bridge Tendon Potential Test

Mid_Bay Bridge Tendon Potential Test

Scope

The voltage potentials of seven tendons were measured at the MidBay Bridge. Voltage potential are an indication of the corrosion condition of the steel as established by ASTM C876. Although no established corrosion values exist for high strength steel under tensioning, it is considered that the corrosion values of the high strength steel do not significantly differ from those of standard rebar as referred to in C876. In addition, the pattern of change of consecutive potential measurements are an indication of the development of corrosion activity as dictated by the basics of the corrosion process.

The measurements were obtained from one new tendon that has been fully grouted and from six existing tendons where voids at the trumpet area had been re-grouted. The tests were conducted to monitor the corrosion effect of the grout on the tendons following the grouting process.

No existing data was found in the literature regarding the time required for the tendons to achieve the steady-state potential condition. However, it is known that this would be factor of the curing time of the grout. It was estimated that steady-state would be reached at around seven days.

Measurements and visual observation were conducted by personnel from Metric Engineering. The voltage potential measurements were obtained using a Fluke electrical multimeter.

Testing Procedure

Prior to commencing the re-grouting of the tendons, a visual inspection of the tendons inside the anchor trumpet was conducted using a bore scope. Apparent corrosion condition and size of voids were recorded (Table 1).

TABLE 1: General Condition of Tendons

Tendon	Corrosion Condition	General Information
47-3N	Moderate to heavy corrosion	Trumpet1/2 full. Approx 4 ft deep void.
48-1S	Light to moderate corrosion	Trumpet 2/3 full. Approx 3 ft deep void.
55-3N	No corrosion	Trumpet 1/3 full. Approx 5 ft deep void
55-4N	No corrosion	Trumpet 1/3 full. Approx 5 ft deep void
69-5N	Light to moderate corrosion	Trumpet 2/3 full. Approx 2 ft deep void
71-1S	No corrosion	Trumpet 1/2 full. Approx 4 ft deep void
48-5S	New tendon	Newly grouted

For purposes of this study, it was assumed that once the potential of the tendons reached the steady state condition, changes of the potentials in a more negative direction would be a clear indication of corrosion development. Since the tendons and the anchorage components are in electrical continuity, it was determined that a measurement on the outside of the wedge plate would not represent the conditions present at the tendons. For this reason, it was necessary to obtain the measurements from inside the trumpet, as close to the tendons as possible. Close proximity to the tendons ensured that the measurements obtained were representative of the tendons condition.

To accommodate the test requirements, a 3/8 inch diameter hole was drilled through the new grout to a depth of one inch beyond the interior face of the anchorage wedge plate. The hole was drilled to coincide with the grout bleed hole in the wedge plate such that no drilling through the wedge plate would be necessary (Figure 2). To obtain the measurement a wooden dowel saturated in a 3 percent sodium chloride solution was inserted through the drilled hole to contact the grout at the end of the hole. The dowel was insulated along its length such that no contact with the wedge plate was made. The potential measurement was then achieved with a copper-copper sulfate electrode placed in contact with the dowel.

Measurements were obtained as soon as possible after the grout had sufficiently hardened. Afterwards, a daily monitoring schedule was established.

Discussion

The initial potential measured on the new tendon was in the range indicative of active corrosion (-0.667v). However, it is believed that this was an effect of the large amount of still wet grout in contact with the tendon at the time of the measurement. As the grout cured, the voltage potential measurements gradually changed into less negative, more passive values.

TABLE 2: Tabulation of Voltage Potentials Measured After Grouting.

Days	47-3N	48-1S	55-3N	55-4N	69-5N	71-1S	48-5S
1	-0.360v	-0.265v	-0.363v	-0.259v	-0.189v	-0.337v	-0.667v
2	-0.313	-0.243					-0.394
3			-0.279	-0.235	-0.110	-0.272	-0.295
4	-0.289	-0.235	-0.272	0.228	-0.104	-0.265	-0.285
5	-0.277	-0.231	-0.263	-0.223	-0.104	-0.265	
6	-0.273	-0.231					-0.260
7			-0.260			-0.252	
8	-0.267		-0.259	-0.223	-0.113	-0.251	
9	-0.257	-0.236					
10			-0.259	-0.222	-0.111	-0.251	
11	-0.256	-0.234					
14			-0.245	-0.210	-0.150	-0.241	
15	-0.256	-0.220					
26							-0.206
30							-0.210

Of the six re-grouted tendons, five had initial voltage potentials ranging from –0.259 to –0.363 volts. The sixth tendon had an initial potential of –0.189v. All of the follow-up measurements indicated a gradual change to more positive (more passive) values. The five tendons with the more negative initial potentials appeared to reach the steady-state condition after 9 to 10 days (Figure 1). The steady-state potentials ranged from –0.222v to –0.259v. The tendon with the most positive initial potential stabilized at around 4 to 5 days with a voltage potential of –0.104v, followed by a slight move of 0.010v in the negative direction.

Summary
The data collected after 15 days (for re-grouted) suggest that the potentials reached a passive state after a short activity period following the grouting and re-grouting process. Even though on the low side of the ASTM probability range, the values indicate the uncertainty of corrosion activity (Table 3) when compared to the values for standard rebar. However, since the range of the passive potentials of the re-grouted tendons coincides with that of the new (no corrosion) tendon, it is apparent that these values represent a low probability of corrosion for this type of steel. It is known that several stages of corrosion were observed on the tendons prior to grouting. Considering that the potentials of the previously corroding and non corroding tendons falls within the same range suggests that the alkaline composition of the grout is passivating both, previously corroding and non corroding (new) tendons.

It is recommended that the re-grouting of the tendons continue at this time. However, due to the lack of information regarding the corrosion behavior of these structural components, it is advisable that further measurements be obtained at a reduced frequency of once or twice a week until completion of the project.

TABLE 3: ASTM C876 (APPENDIX)
X1. NOTES ON THE HALF-CELL POTENTIAL TEST X1.1 *Numeric Magnitude Technique*—Laboratory testing (partial immersion in chloride solutions) and outdoor exposure (including chloride exposure) of various reinforced concretes above-ground in an area in which the precipitation rate exceeded the evaporation rate, indicate the following regarding the significance of the numerical value of the potentials measured. Voltages listed are referenced to the copper-copper sulfate half cell. X1.1.1 If potentials over an area are more positive than -0.200 V CSE, there is a greater than 90 % probability that no reinforcing steel corrosion is occurring in that area at the time of measurement. X1.1.2 If potentials over an area are in the range of -0.20 to -0.35 V CSE, corrosion activity of the reinforcing steel in that area is uncertain. X1.1.3 If potentials over an area are more negative than -0.35 V CSE, there is a greater than 90 % probability that reinforcing steel corrosion is occurring in that area at the time of measurement.

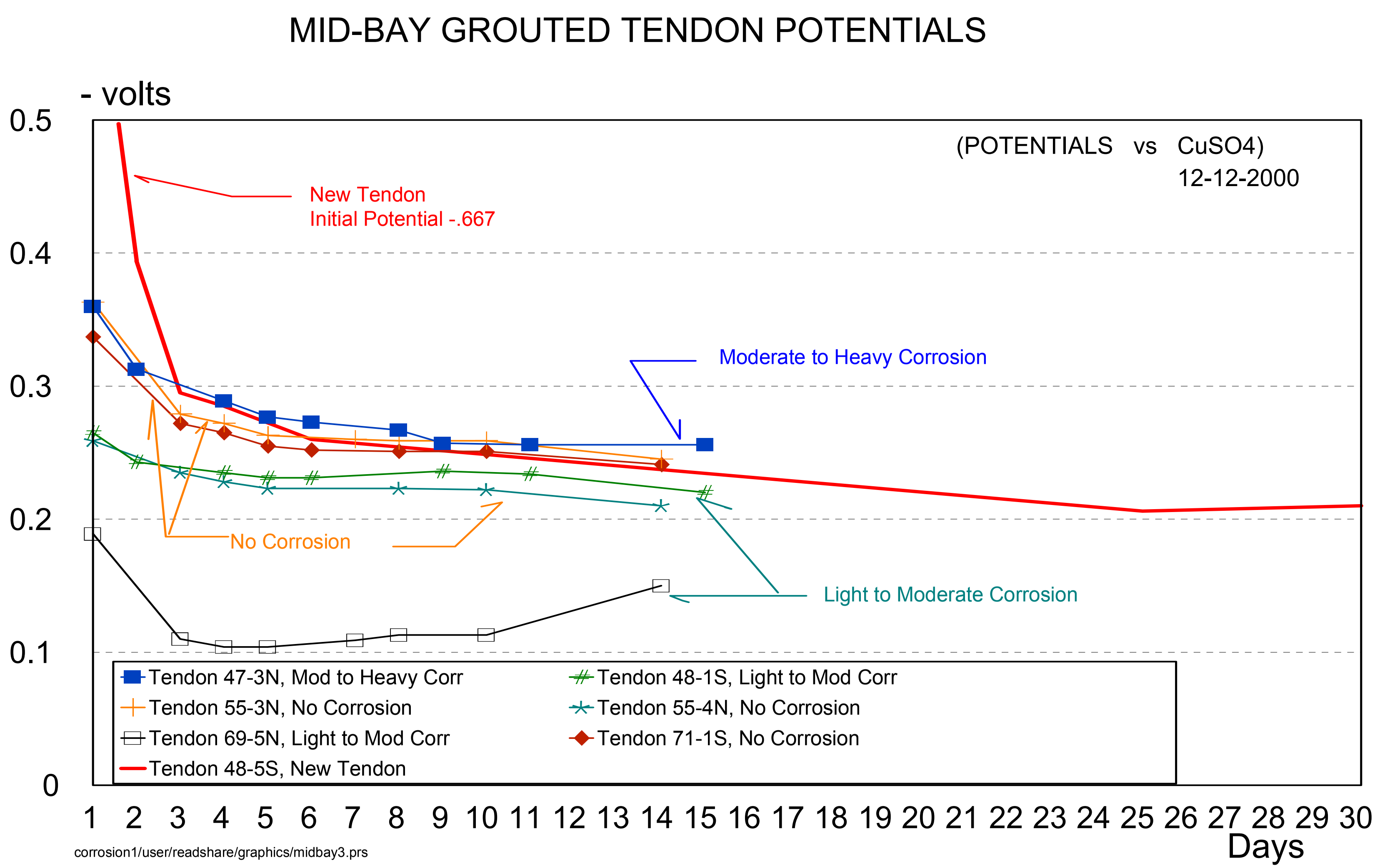


FIGURE 1: Graph of voltage potential behavior after re-grouting of anchor trumpets.

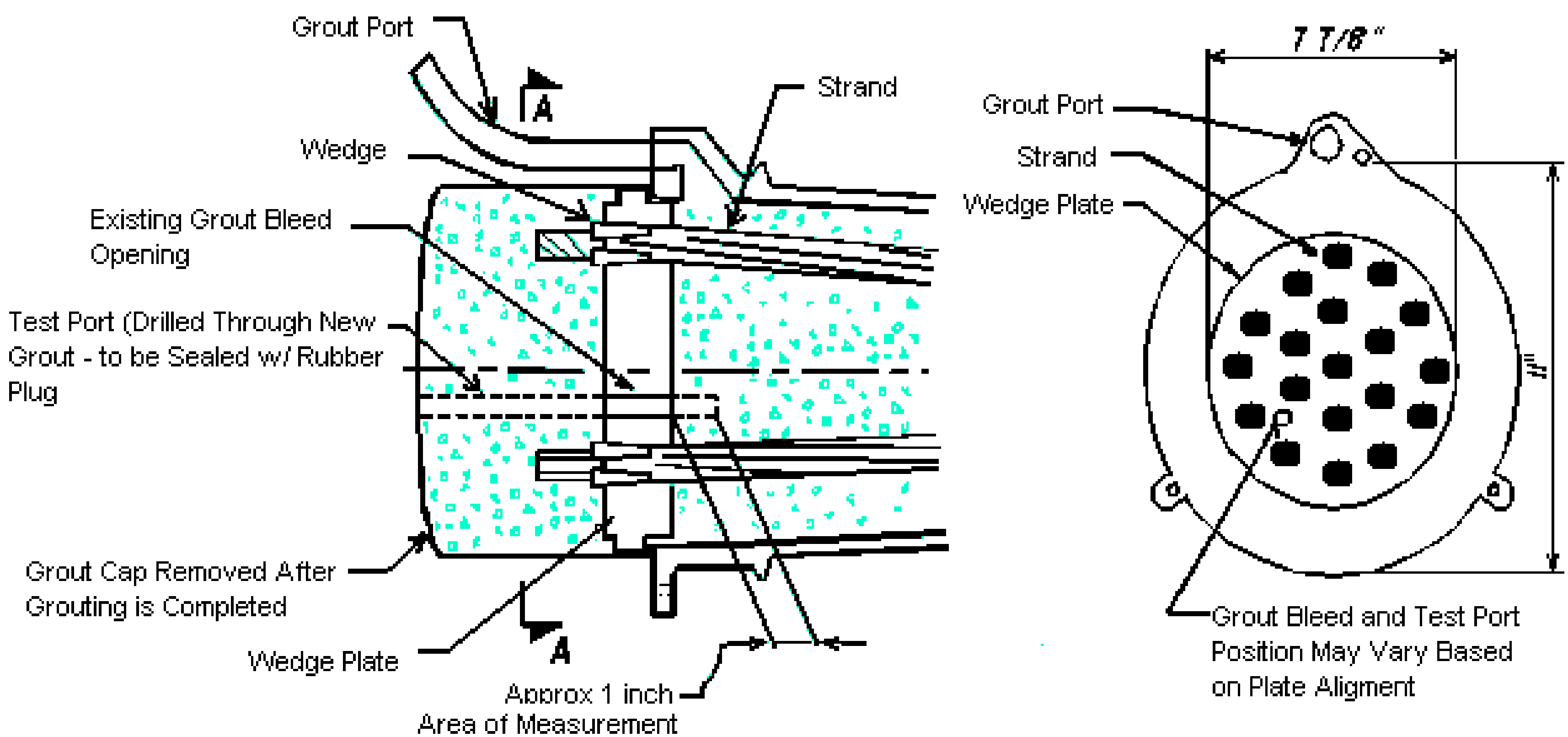


Figure 2: General configuration of test ports for voltage potential measurements.

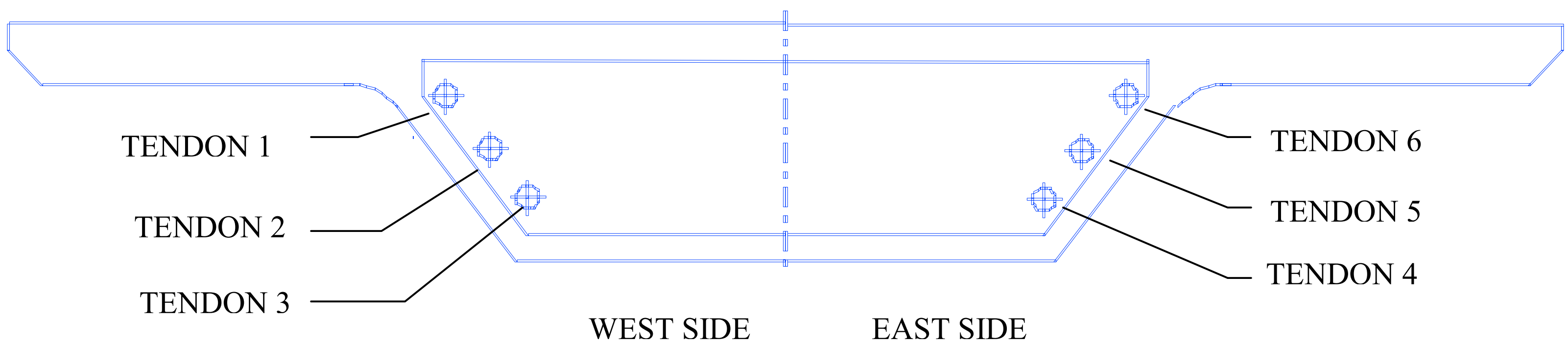
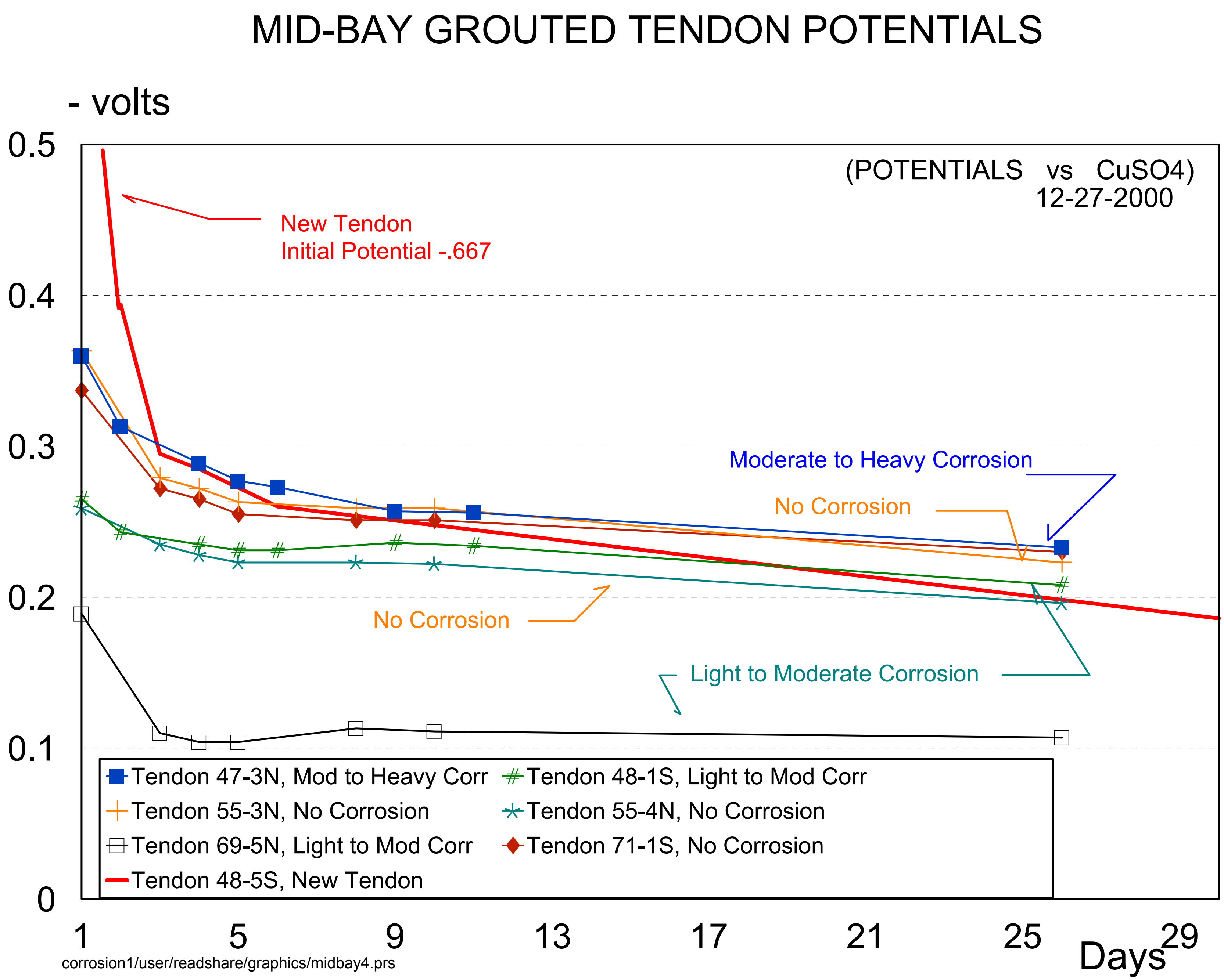
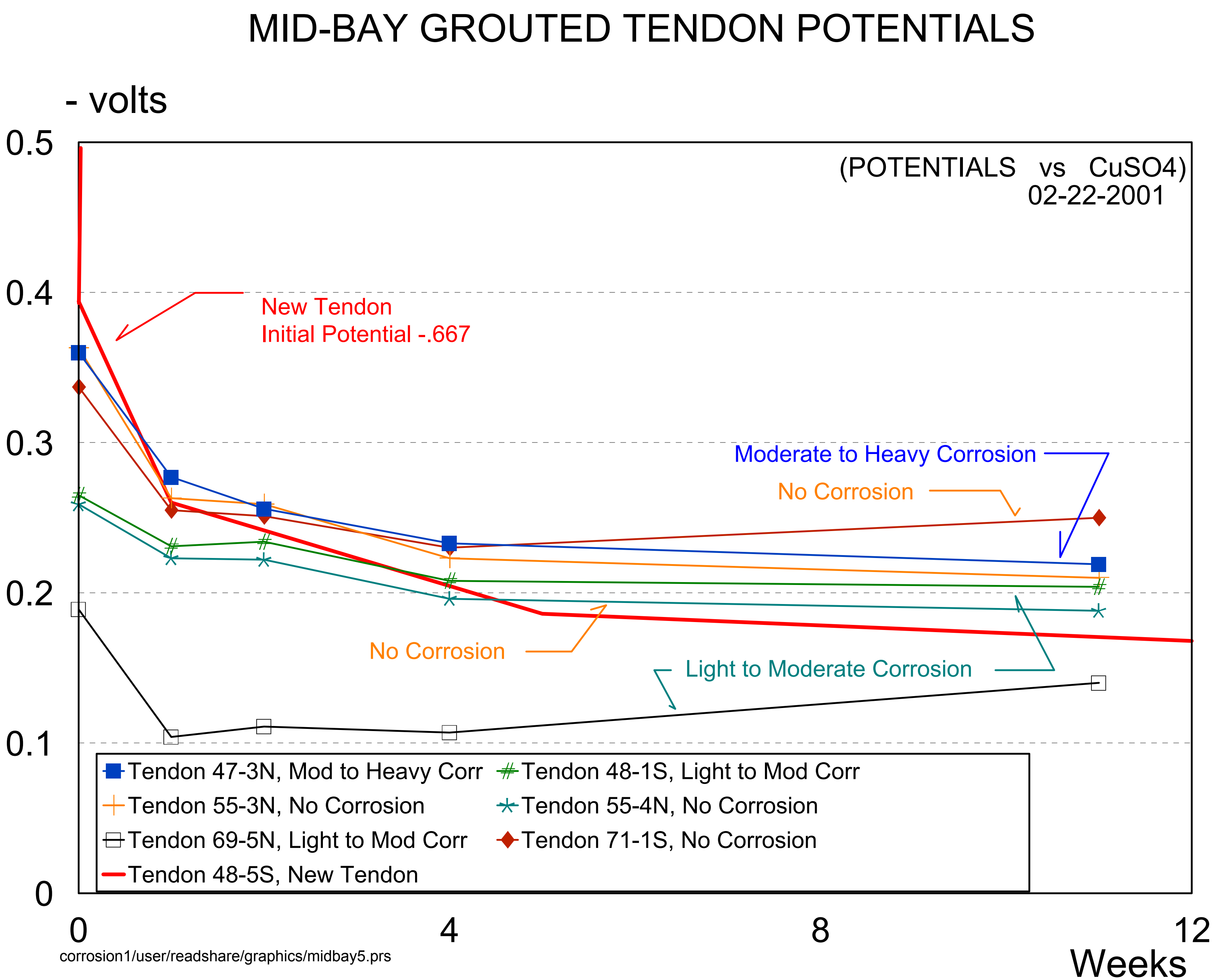


Figure 3: Alignment of tendons inside segments at Mid Bay Bridge.



MID-BAY GROUTED TENDON POTENTIALS
- volts
0.5
0.4
0.3
0.2
0.1
0
(POTENTIALS vs CuSO4)
12-27-2000
New Tendon
Initial Potential -.667
Moderate to Heavy Corrosion
No Corrosion
No Corrosion
Light to Moderate Corrosion
Tendon 47-3N, Mod to Heavy Corr
Tendon 48-1S, Light to Mod Corr
Tendon 55-3N, No Corrosion
Tendon 55-4N, No Corrosion
Tendon 69-5N, Light to Mod Corr
Tendon 71-1S, No Corrosion
Tendon 48-5S, New Tendon
1
5
9
13
17
21
25
29
Days
corrosion1/user/readshare/graphics/midbay4.prs


MID-BAY GROUTED TENDON POTENTIALS
- volts
(POTENTIALS vs CuSO4)
02-22-2001
0.5
0.4
0.3
0.2
0.1
0
0
4
8
12
Weeks
New Tendon
Initial Potential -.667
Moderate to Heavy Corrosion
No Corrosion
No Corrosion
Light to Moderate Corrosion
Tendon 47-3N, Mod to Heavy Corr
Tendon 48-1S, Light to Mod Corr
Tendon 55-3N, No Corrosion
Tendon 55-4N, No Corrosion
Tendon 69-5N, Light to Mod Corr
Tendon 71-1S, No Corrosion
Tendon 48-5S, New Tendon
corrosion1/user/readshare/graphics/midbay5.prs

F.7 FDOT Paper on Tendon Removal

DETENSIONING AN EXTERNAL PRESTRESSING TENDON

By: Jack O. Evans, P.E., Assistant State Structures Design Engineer, and
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On August 28, 2000 a routine inspection of the seven year old, Mid - Bay Bridge over the Choctawhatchee Bay located in Okaloosa County, Florida revealed severe corrosion of two prestressing tendons. In order to replace one tendon it became necessary to detension its remaining force, estimated to be 500 kips. This report provides information relative to the detensioning operation and how it was safely carried out on September 12, 2000.

BRIDGE DESCRIPTION

This bridge is a 19,265 foot long precast segmental box girder bridge, built by the span by span method of construction with 6-136 foot spans per typical continuous superstructure unit. There are six external prestressing tendons, each composed of 19 - .6" diameter 270 ksi strands. These are anchored at each end of each 136 foot span. The box superstructure, designed for three AASHTO HS20-44 live load lanes, is 42.75 ft. wide by 8.0 ft. deep.

The bridge was designed in 1989 for the Mid - Bay Bridge Toll Authority and construction was completed in1993. The average daily traffic is approximately 11,400 vehicles with 4% trucks. The bridge is located in what the Florida Department of Transportation (FDOT) terms a severely aggressive environment, in that it spans a body of tidally influenced salt water.

THE CORROSION PROBLEM FOUND AND IMMEDIATE ACTIONS TAKEN

PHOTO 1

The routine maintenance inspection of the Mid - Bay Bridge revealed that one tendon in span 57 was completely slack, as evidenced by its geometry, which allowed it to drape, making contact with the floor of the box superstructure (See Photo 1). It was later found that corrosion had taken place in the top tendon anchor at the expansion joint end of this span. At this time it is presumed that the existence of a void space within the anchor region and 'grout bleed water' created the corrosive condition.

PHOTO 3

PHOTO 2

(See photo 2) Photo 3 shows that all strands broke in the trumpet region or at the trumpet to steel pipe transition.

The toll bridge was immediately closed to all traffic, resulting in a 30 mile detour for those who normally used the bridge. A further detailed inspection revealed that in span 28, 6 of 19 strands in one tendon were severed due to corrosion. This was detected because several ruptured strands had split the protective grout and polyethelene pipe and were thus partially protruding at a location 13 feet from the anchor head at the expansion end of the span. (See photo 4) The original bridge designer performed an analysis utilizing the original design file, but modified it to account for the loss of prestress encountered. Reviewing these calculations the FDOT determined it was safe to allow 2 axle vehicles on the bridge and the bridge was again opened to traffic after 12 hours of closure.

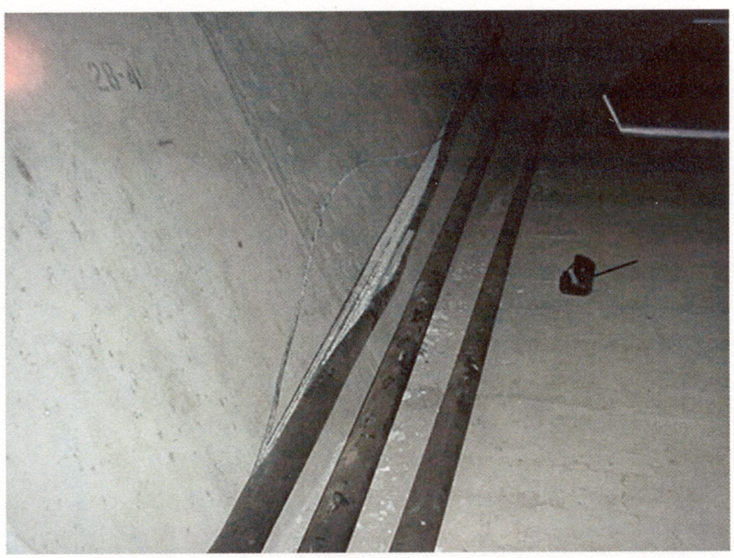


PHOTO 4

A contractor was hired, under an emergency contract, within 2 days after initial disclosure of the corrosion problem, to make the necessary repairs to restore the bridge to full design capacity.

A consulting engineering firm was also hired to oversee the repair work as well as perform a more detailed inspection which included a vibration testing technique developed by Dr. Sagues, University of South Florida. An extensive inspection was begun by removing the pour-back cover from all post-tensioning anchorages, drilling into the post-tensioning anchorage trumpet areas through the grout ports and utilizing a flexible borescope to check for voids behind anchorages.

The FDOT Materials and Testing Office gathered samples of grout and prestressing strand for chemical testing to help determine the cause of the corrosion and to help evaluate the current condition with respect to possible future corrosion.

BASIC CONSIDERATIONS FOR TENDON REMOVAL

Significant corrosion of the tendon in span 28 was observed once the PE pipe and visible grout were removed (see photo 5). Although only 6 of 19 strands were ruptured the degree of corrosion on other strands indicated that other strands in this tendon might rupture. It was thus decided to proceed quickly with slackening and removal of this partially corroded tendon in span 28, the removal of the slack tendon in span 57 and then to replace both tendons during the same contract.

PHOTO 5

There are two tendon deviators per web located at about the third points of each span (see figure 1). These deviation blocks, located at the box floor, are designed to carry the vertical component of the deviated tendons. We knew from observations at this bridge and another similar occurrence that a sudden rupture of a tendon would cause unbalanced forces at the nearest deviation block, causing cracking in the block and sliding of the embedded deviation pipe within the deviation block. Damage to the deviation blocks had to be avoided so as not to compromise the integrity of the bridge.

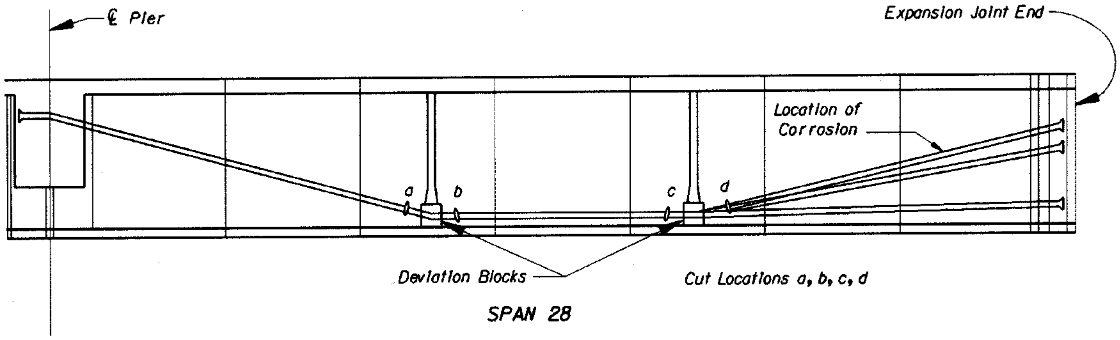


FIGURE 1

The tendon force would have to be gradually slackened along it's length so as to keep sudden shock loading and unbalanced forces at the deviation blocks to a minimum.

The safety of workers was a primary concern in deciding how to slacken the tendon, which still held an estimated tension force of 500 kips!

SOME METHODS CONSIDERED FOR TENDON SLACKENING

The possibility of removing the PE pipe and grout and then heating the tendon along it's entire length to relieve it's force and then 'burning through' was a consideration. Although at first this seemed reasonable this method was dismissed for various reasons. The heat required to significantly change the steel modulus and to relax the tendon force through elongation is above 900 deg Fahrenheit. It was estimated that at 900 degrees the steel yield strength would be reduced to about 60 ksi and the remaining stress in the tendon would be about 20 ksi. Although the entire tendon would be heated to 900 degrees it would not be fully slackened.

For this reason, the practicality of heating the tendon inside the enclosed space of the box girder, ventilation concerns and other unknowns surrounding this method, it was dropped from further consideration.

Consideration was given to removing the P.E. pipe and grout over a one foot length between each anchorage/deviation point. One strand would be cut at each location until all the strands were cut (see figure 2). However due to bond transfer within the P.E.

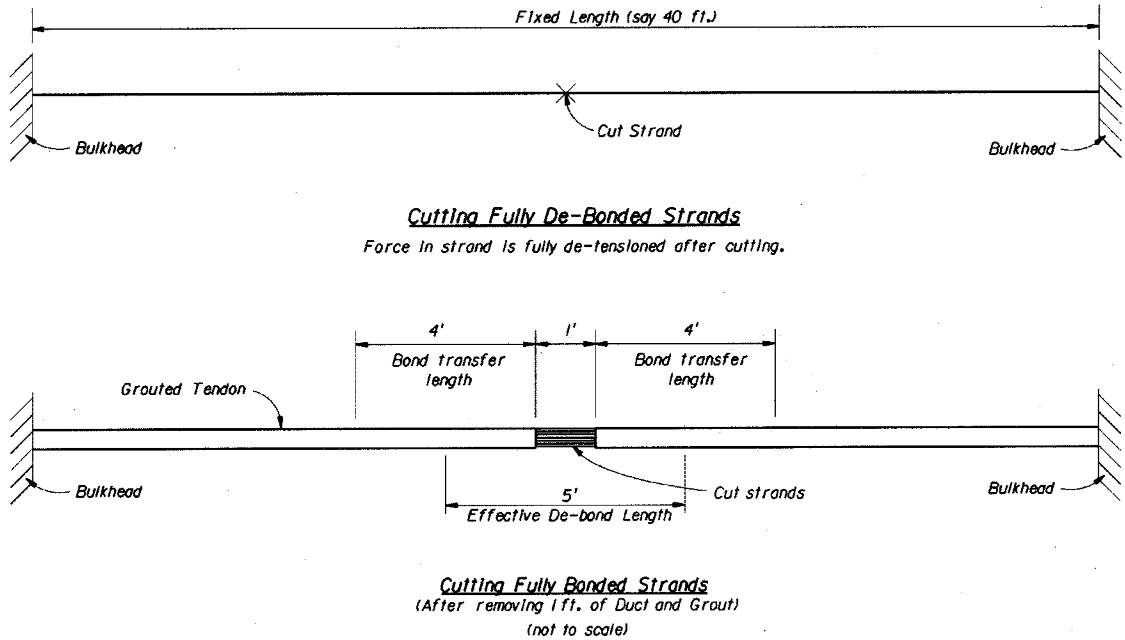


FIGURE 2

pipe/grout system, the tendon force from each cut strand would be transferred to the remaining strands. These strands will elongate, due to the increase stress and corresponding strain, over approximately 5 feet of tendon. This elongation will be distributed over the remaining tendon length (~35 feet) resulting in a reduced tendon force. However this reduction will only be about 1/7 (5 feet/35 feet) of the increase stress in the cut area. Since the increase to ultimate stress in the cut area will be approximately (1.0-0.63)f's, the reduction in stress for the over all tendon will only be (0.37/7) = 0.053 f's; which is about 8% of the initial tendon force. After cutting just 7 of the 19 strands, the stress in the remaining 12 strands would begin yielding. This yielding would continue until 15 strands had been cut, at which time the strain in the remaining 4 strands would exceed the 3.5% elongation guaranteed by the ASTM Specifications. The force in these remaining strands would be at their ultimate (58.6 kips/strand). Any further cutting could result in sudden rupture of the remaining strands, which was deemed to be unsafe for the workers.

Based upon this theory, but with more cut locations it was felt that the tendon could be removed with minimum risk of sudden rupture. However this method was dropped from further consideration in favor of the method selected and presented later.

The contractor proposed removing the anchorages by burning out the wedges, but this was considered to be entirely too dangerous for several reasons. The condition of bond within the trumpet areas was unknown. If through load transfer from one strand to another a partially corroded strand suddenly fractured, the released energy could propel the strand and wedge directly out the back of the anchor where the worker is positioned. This phenomenon has actually been observed in pretensioning operations where a strand is cut and the cut strand is actually propelled, through the released energy, back out through the stressing bulkhead.

If the grout in the steel pipe and trumpet area, embedded in the pier diaphragms, was in good condition, the tendon force might not release, even with the wedges cut. This would then require entering the critical span and cutting the tendons a second time. As the strands adjacent to the anchorage area would be cut, the release of energy and resulting vibrations would damage the good grout in the embedded steel pipe and trumpet which could result in a sudden slippage of the tendon causing an unsafe condition. Also a sudden release of force at the anchorage could damage or fail a deviation block.

SLAKENING AND REMOVAL OF THE TENDON

It was reported to us that simply grinding through a stressed tendon had been successfully accomplished on a project, where during construction, the tendon had been mislocated and had to be removed. Although few details were available we confirmed that it was indeed practical and feasible to cut the prestressing strand with standard hand held tools. This was a big plus considering that access to this area was difficult with only a 3 ft by 3 ft opening in the bottom of the box girder located 2700 ft from span 28.

After reviewing our options we recommended the following method to slacken the tendon in span 28, which the contractor seemed to like and accept:

a) Remove the PE pipe from the entire length of the tendon.
b) Remove as much grout as practical throughout the entire length of the tendon.
c) Install, on the tendon, 4-inch diameter heavy-duty U – bolt clamps (see photo 6) every 4 ft. to control the possible strand 'whip-lash' as each strand is cut.
d) Attempt to cut a path through the grout in the lower section of the deviation pipe by means of a high-pressure waterpower sprayer (to decrease bond at the deviation blocks). If not successful the subsequent steps will continue as outlined.
e) The cutting of strands will be performed with an electric powered cut-off saw using metal abrasive blades (see photo 6). Torch cutting will not be allowed.
f) For the purposes of this procedure, the tendon sections to be cut are labeled a,b,c and d in figure 1.
g) Cut one strand at location a. (leaving enough strand length so that a mono-strand jack can be used to grip the strands and remove them later)
h) Cut one strand at location b.
i) Steps g and h continue sequentially until the same number of strands have been cut as are currently broken at the opposite end. (to equalize the forces in the tendon with respect to the deviation saddles).
j) Check that cut strands are shortening by the appropriate amount to relieve their stress (see photo 7). If not, loosen U-bolt clamps to allow cut strands to slide along their length.
k) Now it is required to cut the tendon in an alternating pattern at locations a, b, c and d, with never more than one cut strand out of balance on any side of a deviation block until all strands are cut.

PHOTO 6

PHOTO 7

This procedure was followed with the exception of step d). The pressure sprayer available, on short notice, did not deliver the required pressure. However it was found that even with full bond at the deviation blocks the slackening procedure worked very well, and as intended. The contractor did complete step d) on other tendons that were removed and found the release of the force was better controlled as the strands were cut. The contractor commented on the fact that the U - bolt clamps obviously restrained the strands as they were cut and their energy was released.

To remove the tendon sections now still embedded in the anchor blocks and at the deviation blocks a 20,000 psi water jet was used to remove grout as needed to then allow the final removal with a mono-strand jack. As strand sections are removed the remaining grout simply crumbles allowing relatively easy removal of the remaining strands. The individual strands were carried out by hand.

F.8 FDOT Plans and Specs for Tendon Maintenance

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

November 8, 2000

MEMORANDUM

TO: John Locke, District Structures and Facilities Engineer

FROM: Larry Sessions Larry

COPIES: William Nickas, Ed Gassman, Ron Bryson, Phillip Gainer

SUBJECT: Repairs of Tendon Anchorages of Mid-Bay Bridge

As previously agreed, the scope of work, method, procedures and specifications for anchorage repair is attached for execution with Granite Construction. The grout injection method will not be determined until the results of the mock-up tests comparing the grout tube and vacuum grouting techniques is completed.

At present, the grouting repair methods are written around the grout tube method. If the grout tube method is determined to be inferior the grout quantity and grouting methods will require revision. Assuming the grout tube method will be used, then a rough idea of quantities of grout and grout caps is provided below:

657 to 980 DSO 68197210 grout caps; 446 $ft.^3$ Master Builders 816 Cable Grout.

Since I intend to be on-site for the mock-up test, please keep me posted with the information about the mock-up testing.

LMS/h

Attachments

MID-BAY BRIDGE (Bridge # 570091)
ANCHORAGE REPAIR
Cost Estimate
(Tube Method)

Basis: Production - 2 Spans Per Day

Processes: Cleaning, grouting, pour-back and coating

A. Cleaning

1. Labor

1.5 hr per tendon anchor
18 hrs. per span
6 men @ 75% efficient
Cost - $40 hr.

Cost - $40/hr. (6 men) (8 hrs.)/2 spans= $960/span

2. Equipment

Trucks 2 @ $20/day	= $ 40
Air Compressor and tools	= $ 50
Vacuum	= $ 25
Hand Tools 8 @ $3	= $ 25
Power Generator	= $ 25
Lights and Fans	= $ 10
MOT	= $ 150
	= $ 300

$300/2 spans = $150/span

3. Expendables and Fuel = $ 150

$150/2 spans = $75 span

4. Debris Removal

2 men 2 hrs. = $ 160

$160/2 spans = $80/span

TOTAL CLEANING COST = $1265/span

B. Grouting

1. Labor

2 men mixing and supplying grout
3 men preparing and grouting
5 men 75% efficient

Cost - \$40/hr. (5 men) (8 hrs.)/2 spans = \$800/span

2. Materials

Caps 12 @ \$30 ea. = \$360
Grout (12 ft^3) 1/.45 ft^3 yield (\$15/bag) = <u>\$400</u>
\$760/span

3. Equipment

Grout pump \$10/day
Mixer \$10/day = \$20/day

\$10/span

TOTAL GROUTING COST = \$1570/span

C. Pour-Backs

Premium of \$200 ea.
For Pour-Back (labor and materials)
(12 pour-backs) @ \$200 ea. (25/141 E.J.) = \$425/span

D. Coating

2 hr. and 2 gal. Epoxy
2 hr. (\$40/hr.) = \$ 80
2 gal. (\$25/gal.) = <u>\$ 50</u>
= \$ 130/span

E. Supervision

\$100/hr. (8 hrs.)/2 spans = \$ 400/span

F. Total Cost

30% of the anchorages will not require repair

(A + B).7 = ($1265 + $1570) .7	= $1984.5
C	= $ 425
D	= $ 130
E	= $ 400
	= $2939.5/span

TOTAL COST

$2939.5/span (141 spans)	**=**	**$414,469.5**
20% margin		**$ 82,893.9**
		$497,363.4

Add Per-Diem cost
71days 12 men @ $100 day **$85,200.0**

SAY--------------------------------$585,000

November 22, 2000

REPAIR OF TENDON ANCHORAGES
MID-BAY BRIDGE

A. See the attached plan sheets for location and specification of anchorage repair methods.

For all new tendons, use anchorage repair method number 4.

B. Anchorage Repair Methods

1. Anchorages at Expansion Joint Pier Segments

Remove all coal tar epoxy from pier segments by abrasive blasting. Remove grout cap material and any scaling corrosion products to bare metal by a combination of abrasive blasting and mechanical cleaning with power tools. Immediately after cleaning, pressure grout duct voids as directed by use of one of the approved methods. Cure grout with grout cap-in-place for 72 hours. After curing is complete, remove standard grout cap which seats on the wedge plate and cast pour-back over each anchorage on both sides of the box using an approved pour-back method. Coat entire area with two coats of coal tar epoxy using approved method.

2. Anchorages at Pier Segments Requiring Grouting with Strands Visable

Remove grout cap material and any scaling corrosion products to bare metal by mechanical cleaning with power tools. Immediately after cleaning, pressure grout duct voids as directed by use of one of the approved methods. Cure grout with grout cap-in-place for 24 hours. Leave the grout cap permanently in place. Apply two coats of coal tar epoxy using approved method to the grout cap to anchorage interface.

3. Anchorages at Pier Segments Requiring Grouting without Strands Visable

Sound grout cap with hammer for solid or hollow response. Visually inspect anchorage for signs of corrosion. If either a hollow response or corrosion is observed, remove the grout cap otherwise leave the existing grout cap in place.

If required, remove grout cap material and any scaling corrosion products to bare metal by mechanical cleaning with power tools. Immediately after cleaning, pressure grout duct voids as directed by use of one of the approved methods. Cure grout with grout cap-in-place for 24 hours. Leave the grout cap permanently in place. Apply two coats of coal tar epoxy, using approved method, to the grout cap and anchorage interface.

4. Anchorages Requiring Only the Removal of the Pour Back (Grout Cap)

Remove grout cap material and any scaling corrosion products to bare metal by mechanical cleaning with power tools. Install specified grout cap and fill group cap with grout using a ½ inch grout straw. Cure grout with grout cap-in-place for 24 hours. Apply two coats of coal tar epoxy using approved method to the grout cap to anchorage interface.

5. All Remaining Anchorages

If no void was detected and no grout repair was required, pack approved grout into anchorage grout port until full. After waiting 72 hours coat entire anchorage with coal tar epoxy using approved method.

C. Approved Methods

1. Continuous Void From Anchorage to Boot

This type of void will be repaired by use of an approved cement grout. Clean wedges, wedge plate and multiplane anchor of all loose rust and grout by using mechanical power tools. Restore grout bleed hole in wedge plate by drilling. Be sure to open bleed hole into trumpet void. Drill and tap all three grout cap bolt holes. Restore (tap) the threads of the grout port. Install grout injection inlet on the duct on back side of diaphragm. Vacuum ungrouted void to remove debris. Blow high velocity compressed air through the duct to remove debris the vacumming left behind. Install specified grout cap and gasket. Install grout pipes and valves on injection and outlet pipes. Inject cement grout from duct injection inlet. Continue grouting until both grout cap vent and grout vent in multiplane anchor eject good quality grout. Expel an additional five gallons of grout before grouting operation is terminated. Do not pressurize the tendon upon completing of the grouting operation unless required to fill the grout cap. Close all grout valves.

2 Small Void Behind Wedge Plate

This type of void will be repaired by use of an approved cement grout injected through a ± ½ inch flexible tube. Clean wedges, wedge plate and multi-plane anchor of all loose rust and grout by using mechanical power tools. Drill and tap all three grout cap bolt holes. Vacuum ungrouted void to remove debris. Blow high velocity compressed air into void to further the debris removal. Install specified grout cap. Inset the grout tube to the extreme end of the void before beginning the grouting operation. Keep the tube at the extreme end of the void, pressure grout until grout is extruded from the grout port in the anchorage assembly. If the depth of the void is 13 inches or greater extrude five gallons of grout and 2.5 gallons of grout if less than 13 inches deep. Slowly remove the grout tube while extruding grout. Inset the grout tube into grout cap and grout until full using a similar technique as stated above. Discharge enough grout to insure the cap is filled with grout. Install grout tubes to both the cap and the anchorage. Fill grout tubes with grout. Support the grout tubes to maintain maximum head on grout. Cover grout tubes but do not seal.

3. Replace Pour-Back

For those cases where only the pour-back is replaced, use the following procedure. Clean wedges, wedge plate and multi-place anchor of all loose rust and grout by using mechanical power tools. After cleaning the multiplane anchorage and wedge plate surfaces, install the specified grout cap and fill the cap with an approved grout. Inject the grout through a ± 1/2 inch flexible tube. Push the grout tube to the bottom of the cap and fill the cap with grout. Continue grouting while extracting the grout straw. Discharge enough grout to insure the cap is filled with grout.

4. Application of Coal Tar Epoxy

Clean exposed portions of the anchorage assembly of corrosion products by use of sand blasting to a SSPC-SP-6 commercial blast standard. Clean surfaces in accordance with the manufacturers recommendations. Apply two coats of coal tar epoxy with a film thickness of 10 mils each. Tint the first coat red and tint the second coat black. Use small thick nap rollers to apply the coating. Coatings shall cover grout cap, pour-back if applicable, and a 3 inch lap onto the diaphragm vertical surface.

5. Pour-Back

See attached sketch for pour-back details and methods.

D Approved Materials (See Attached Product Data Sheets)

All materials shall be used in strict accordance with the manufacturers instructions.

1. Cement Grout
   Master Flow 816 Cable Grout

2. Coat Tar Epoxy
   Bitumastic 300M

3. Grout Cap

DSI Grout Cap 68197210 and "o" ring gasket.
Use this grout cap at all locations except at expansion joints.
Use standard grout cap at expansion joint segments.

E. Sketch of Anchorage

CEILCOTE® 648 CP PLUS

Master Builders Technologies

High strength, high temperature, high flow epoxy grout

DESCRIPTION:

CEILCOTE 648 CP PLUS represents the continued evolution and improvement of the CEILCOTE series since the original introduction of CEILCOTE 648 in 1956. Through the advancement of polymer and aggregate technology, CEILCOTE 648 CP PLUS combines the high temperature performance and crack resistance of CEILCOTE 648 CP with the excellent flow characteristics of CEILCOTE 648-I and CEILCOTE 650.

RECOMMENDED FOR:

- Precision alignment of machinery, compressors and prime movers in the gas transmission and other industries
- Foundations under crusher ball mills, slab tables and other equipment in the steel industry
- The pulp and paper, chemical processing, mining and power industries for a wide variety of applications
- Applications requiring fast turnaround with high early and seven day compressive strengths

FEATURES/BENEFITS:

- High early and seven day strengths
- Superior physical properties at high temperatures
- Excellent bearing area and flow
- Variable fill ratio for the optimum mix of flowability, bearing area and economics on a project by project basis
- Good chemical resistance

PACKAGING/ESTIMATING:

CEILCOTE 648 CP PLUS is available in two unitized package sizes for convenience. Due to installation variables etc., it is best to order an additional 10 to 20% as a safety precaution.

216 lb Full Unit (1.73 ft³, 0.05 m³)
CEILCOTE 648 CP PLUS Liquid 1 - 20.2 lb pail (10.06 kg)
CEILCOTE 648 CP PLUS Hardener 1 - 7.6 lb bottle (3.4 kg)
CEILCOTE 648 CP PLUS Aggregate 4 - 47 lb bags (21.3 kg)

54.4 lb Unit (0.43 ft³, .012 m³)
CEILCOTE 648 CP PLUS Liquid 1 - 5.1 lb pail (2.3 kg)
CEILCOTE 648 CP PLUS Hardener 1 - 1.9 lb bottle (.9 kg)
CEILCOTE 648 CP PLUS Aggregate 1 - 47 lb bag (21.3 kg)
(54 lb unit is shipped in a 5 gallon pail over-pack)

PERFORMANCE DATA[1]:

Fill Ratio
The fill ratio is the weight of aggregate to combined resin and hardener components. CEILCOTE 648 CP PLUS is designed to be utilized at a variable fill ratio from the **standard** 6.75:1 ratio to as low as 5.06:1 **(hi-flow version).**

The standard 1.73 ft³ unit of CEILCOTE 648 CP PLUS includes 188 lbs/85.2 kg (four 47 lb bags) of aggregate. This 6.75:1 fill ratio can be reduced to as low as three bags or a 5.06:1 fill ratio yielding 1.44 ft³. For projects requiring a fill ratio different than the standard four bag mix, simply determine how many bags of aggregate will be used (number of bags per unit x number of units) and purchase the components (liquid-hardener-aggregate) separately.

Unlike most epoxy grouts, CEILCOTE 648 CP PLUS maintains high bearing area when fill ratios are decreased. In addition, physical properties including high temperature performance are maintained at high levels.

By determining the proper fill ratio for a particular project and purchasing accordingly, the cost per ft³, flow and physical properties are optimized. A guideline for suggested fill ratios is shown below. In using this guide the temperature of the foundation and plate is the critical concern, however, grout and ambient temperature are also important.

Fill ratio guideline:

Temperature	1.73 ft³ Unit Very Thin Pours or Very Long Distances	Standard Pours
>90°F (>32°C)	-	-
70°F-90°F (21°-32°C)	up to 1/2 bag	-
50°F-70°F (10°-21°C)	1/2 to 1 bag	1/2 bag

The chart above provides guidelines showing the amount of aggregate that can be removed from a 1.73 ft³ unit in order to optimize both flow and cost per ft³. A maximum of 12 lbs of aggregate can be removed from a 0.43 ft³ unit.

Chemical Resistance
CEILCOTE 648 CP PLUS resists non-oxidizing mineral acids and salts, caustics, dilute oxidizing acids and salts, plus some organic acids and solvents. For more specific information, contact your Master Builders Representative.

Cure Time vs. Temperature
Cure time of the grout will depend upon the temperature of the base and foundation rather than the ambient air temperature. Unless the ambient air temperature has been constant for several days the base/foundation temperature will generally be lower than air temperature. A surface thermometer and field judgement should be used to determine actual cure rates. Cured grout should have a solid, almost metallic ring when struck close to the base with a hammer.

Working Time
The following chart is a guide for the working time of CEILCOTE 648 CP PLUS grout at various ambient temperatures. The working time of CEILCOTE 648 CP PLUS grout begins when the hardener is added to the liquid.

50 to 60 minutes @ 90°F (32° C)
90 to 120 minutes @ 70°F (21° C)
120 to 150 minutes @ 50°F (10° C)

Compressive Strength
(ASTM C579-96 Method B, Modified 1-1/2" Cubes)

Fill Ratio	7 Day Ambient psi	(MPa)	Post Cured* psi	(MPa)
(standard)	14,000	(96)	15,000	(110)
(hi-flow)	11,500	(79)	12,500	(86)

Elevated Temperature - Compressive Strength*
(ASTM C-580)

	73°F psi	(23°C) (MPa)	140°F psi	(60°C) (MPa)	170°F psi	(77°C) (MPa)
(standard)	15,000	(110)	12,300	(85)	10,000	(69)
(hi-flow)	12,500	(86)	9,000	(62)	7,000	(48)

Elevated Temperature - Flexural Modulus*

	73°F psi x10[6]	(23°C) (GPa)	140°F psi x10[6]	(60°C) (GPa)	170°F psi x10[6]	(77°C) (GPa)
(standard)	2.1	(15 .0)	1.7	(11.6)	0.8	(6.0)
(hi-flow)	1.6	(11.0)	1.3	(8.9)	0.5	(3.0)

Elevated Temperature - Flexural Strength*

	73°F psi	(23°C) (MPa)	140°F psi	(60°C) (MPa)	170°F psi	(77°C) (MPa)
(standard)	4,500	(31)	4,000	(28)	3,500	(24)
(hi-flow)	4,000	(28)	3,500	(24)	3,000	(21)

Creep
(ASTM C 1181-91, 600 psi 140° F)

(standard) 4.0×10^{-3} in/in (cm/cm)

(hi-flow) 6.0×10^{-3} in/in (cm/cm)

*Cured 24 hours at room temperature, post cured 16 hours at 140°, and conditioned 24 hours at test temperature.

Cure Rates

Hours	50°F psi	(10°C) (MPa)	75°F psi	(24°C) (MPa)	90°F psi	(32°C) (MPa)
8	—	—	—	—	—	—
16	—	—	9,500	(66)	10,000	(69)
24	—	—	1,000	(76)	13,000	(90)
48	4,500	(31)	13,000	(90)	14,000	(110)
72	6,500	(45)	13,500	(93)	15,000	(110)
96	8,000	(55)	14,000	(96)	15,000	(110)

Tensile Strength
(ASTM C 307-83)
(standard) 2,200 psi
(hi-flow) 2,000 psi

Coefficient of Thermal Expansion
(ASTM C531-81) 73 to 210°F (23° to 99°C)

(standard) 19.0×10^{-6} in/in/°F
34.0×10^{-6} cm/cm/°C

(hi-flow) 23.0×10^{-6} in/in/°F
41.0×10^{-6} cm/cm/°C

Shrinkage, Unrestrained - Linear
(ASTM C531-85)
(standard) .0005 in/in (cm/cm)
(hi-flow) .00065 in/in (cm/cm)

Bond Strength to Steel - Tension 73°F (23°C) 3000 psi (21 MPa)

Bond Strength to Steel - Shear 73°F (23°C) 4000 psi (28 MPa)

Density
(ASTM C905-79)

(standard)	124 lb/ft³	(1986 kg/m³)
(hi-flow)	117 lb/ft³	(1874 kg/m³)

Volume Per Unit

(standard)	1.73 ft³	(.049 m³)
(hi-flow)	1.44 ft³	(.041 m³)

Impact Strength Better Than Concrete

Abrasion Resistance Better Than Concrete

Color Dark Grey

Flash Points
(Pensky-Martens Closed Cup)

CEILCOTE 648 CP PLUS Grout Liquid	400°F (204°C)
CEILCOTE 648 CP PLUS Hardener	240°F (116°C)

[1]The above data is typical and representative properties of actual production runs. Individual test results may vary by approximately 10% due to lab testing variations and batch to batch variations.

APPLICATION:

Consult the CEILCOTE 648 CP PLUS Installaiton Bulletin or the product bag for details on the installation of CEILCOTE 648 CP PLUS grout.

CEILCOTE 648 CP PLUS can be used for deep pours. When pour thickness exceeds 6 inches, use of steel rebar is recommended. See Installation Bulletin on expansion joint and reinforcement bar suggestions.

With CEILCOTE 648 CP PLUS' unique variable fill ratio minimum pour thickness can be as low as 1/2" in many applications. When utilizing only three bags of aggregate, CEILCOTE 648 CP PLUS achieves flow rates better than many hi-flow epoxy grouts while maintaining excellent bearing area.

Master Builders recommends that the user request the services of the local representative for a pre-job conference to plan the installation.

MASTERFLOW® 816 CABLE GROUT

Master Builders Technologies

DESCRIPTION:

MASTERFLOW 816 cable grout is specially formulated to produce a fluid, extended working time, pumpable, nonshrink, nonbleeding, high strength product for grouting. It provides corrosion protection for highly stressed steel cables, anchorages and rods, plus a wide range of other applications.

RECOMMENDED FOR:

- Pumping into areas around pretensioned or post-tensioned cables and rods to encapsulate the steel and protect it against corrosion, and to provide maximum anchorage
- Placing around end sections of unanchored cables and rods to provide anchorage for subsequent tensioning
- Nonshrink grouting in restricted spaces between precast wall panels, beams and columns where grout will be in contact with highly stressed steel
- Grouting cable anchor plates or other types of plates where grout will be in contact with highly stressed anchorages
- Repair to concrete and filling of small voids
- Conventional grouting applications where clearances are over 1/4" (6.4 mm) but under 1" (25 mm)

FEATURES/BENEFITS:

- A formulation of specially-selected, hydraulic, cementitious, shrinkage-compensating materials that enhance flow and protects stressed tendons, bolts or bars from the threat of corrosion.
- An easy to pump or pour grout that hardens without bleeding or settlement shrinkage and formation of voids.
- A grout free of fine aggregate that provides maximum penetration into small spaces and between wires.
- A grout that can be pumped and/or recirculated for relatively long periods of time.
- A grout that hardens without shrinkage within the sheath or hole ensuring maximum bond and protection against ingress of water while in service.
- A grout which meets the compressive strength and nonshrink requirements of CRD-C 621 and ASTM C-1107 at a fluid consistency.

  Note: Time of final set may exceed the 8-hour maximum specified in CRD-C 621 or ASTM C 1090 when placed at low temperature.

PACKAGING/ESTIMATING:

MASTERFLOW 816 cable grout is packaged in 55 lb (25 kg) moisture-resistant bags.

One 55 lb (25 kg) bag of MASTERFLOW 816 cable grout mixed at 72°F (22°C) with 18 lbs or 2.17 U.S. gallons (8.17 kg or litres) of water produces approximately 0.60 ft³ (0.017 m³) of fluid grout at a 20 to 30 second flow (Corps of Engineers Flow Cone Method, CRD-C-611 or ASTM C-939).

PERFORMANCE DATA:

Typical Compressive Strengths

[2" (50 mm) cubes cured at 72°F (22°C), 25 second flow, high fluidity per CRD-C 621 or ASTM C 1090]

Age (days)	psi	MPa
1	3,300	22
3	6,000	41
7	7,000	48
28	8,500	58

Note: The data shown are based on controlled laboratory tests. Compressive strength cubes were cured in sealed molds until tested. Reasonable variations from the results shown above can be expected. Field and laboratory tests should be controlled on the basis of the desired placing consistency rather than strictly on water content.

APPLICATION:

Consult the MASTERFLOW 816 product bag for details on the installation of th MASTERFLOW 816 cable grout.

Master Builders recommends that the user request the services of the local representative for a prejob conference to plan the installation.

CURING:

Cure all exposed grout shoulders by wet curing for 24 hours and by applying a Master Builders recommended curing compound, such as MASTERKURE®.

LIMITATIONS:

- The walls of the space being grouted should be between 40°F and 100°F (4°C and 38°C) and should be saturated for optimum results. **Do not** use mixing water in an amount or at a temperature that will produce a flow of less than 20 seconds (CRD-C-611 or ASTM C-939) or cause **the mixed grout to bleed or segregate.** For use at temperatures outside the above range, consult your local Master Builders representative.
- Master Builders is not responsible for stress corrosion caused by ingredients in the flushout, saturation or mixing water or for contaminants either in the space being grouted or from other materials used in the system.
- This product contains portland cement. Portland cement, in combination with water, may cause skin irritation, rash and alkali burns. Do not wear contact lenses when working with this product. Remove soiled clothing and wash before reuse.

RELATED BULLETINS:

Material Safety Data Sheet - MASTERFLOW 816 Cable Grout

Compressive Strength
(ASTM C579-96 Method B, Modified 1-1/2" Cubes)

Fill Ratio	7 Day Ambient psi	(MPa)	Post Cured* psi	(MPa)
(standard)	14,000	(96)	15,000	(110)
(hi-flow)	11,500	(79)	12,500	(86)

Elevated Temperature - Compressive Strength*
(ASTM C-580)

	73°F psi	(23°C) (MPa)	140°F psi	(60°C) (MPa)	170°F psi	(77°C) (MPa)
(standard)	15,000	(110)	12,300	(85)	10,000	(69)
(hi-flow)	12,500	(86)	9,000	(62)	7,000	(48)

Elevated Temperature - Flexural Modulus*

	73°F psi x10⁶	(23°C) (GPa)	140°F psi x10⁶	(60°C) (GPa)	170°F psi x10⁶	(77°C) (GPa)
(standard)	2.1	(15 .0)	1.7	(11.6)	0.8	(6.0)
(hi-flow)	1.6	(11.0)	1.3	(8.9)	0.5	(3.0)

Elevated Temperature - Flexural Strength*

	73°F psi	(23°C) (MPa)	140°F psi	(60°C) (MPa)	170°F psi	(77°C) (MPa)
(standard)	4,500	(31)	4,000	(28)	3,500	(24)
(hi-flow)	4,000	(28)	3,500	(24)	3,000	(21)

Creep
(ASTM C 1181-91, 600 psi 140° F)

(standard) 4.0×10^{-3} in/in (cm/cm)

(hi-flow) 6.0×10^{-3} in/in (cm/cm)

*Cured 24 hours at room temperature, post cured 16 hours at 140°, and conditioned 24 hours at test temperature.

Cure Rates

Hours	50°F psi	(10°C) (MPa)	75°F psi	(24°C) (MPa)	90°F psi	(32°C) (MPa)
8	—	—	—	—	—	—
16	—	—	9,500	(66)	10,000	(69)
24	—	—	1,000	(76)	13,000	(90)
48	4,500	(31)	13,000	(90)	14,000	(110)
72	6,500	(45)	13,500	(93)	15,000	(110)
96	8,000	(55)	14,000	(96)	15,000	(110)

Tensile Strength
(ASTM C 307-83)

(standard) 2,200 psi

(hi-flow) 2,000 psi

Coefficient of Thermal Expansion
(ASTM C531-81) 73 to 210°F (23° to 99°C)

(standard) 19.0×10^{-6} in/in/°F
34.0×10^{-6} cm/cm/°C

(hi-flow) 23.0×10^{-6} in/in/°F
41.0×10^{-6} cm/cm/°C

Shrinkage, Unrestrained - Linear
(ASTM C531-85)

(standard) .0005 in/in (cm/cm)

(hi-flow) .00065 in/in (cm/cm)

Bond Strength to Steel - Tension 73°F (23°C) 3000 psi (21 MPa)

Bond Strength to Steel - Shear 73°F (23°C) 4000 psi (28 MPa)

Density
(ASTM C905-79)

(standard) 124 lb/ft³ (1986 kg/m³)

(hi-flow) 117 lb/ft³ (1874 kg/m³)

Volume Per Unit

(standard) 1.73 ft³ (.049 m³)

(hi-flow) 1.44 ft³ (.041 m³)

Impact Strength Better Than Concrete

Abrasion Resistance Better Than Concrete

Color Dark Grey

Flash Points
(Pensky-Martens Closed Cup)

CEILCOTE 648 CP PLUS Grout Liquid 400°F (204°C)

CEILCOTE 648 CP PLUS Hardener 240°F (116°C)

[1]The above data is typical and representative properties of actual production runs. Individual test results may vary by approximately 10% due to lab testing variations and batch to batch variations.

APPLICATION:

Consult the CEILCOTE 648 CP PLUS Installaiton Bulletin or the product bag for details on the installation of CEILCOTE 648 CP PLUS grout.

CEILCOTE 648 CP PLUS can be used for deep pours. When pour thickness exceeds 6 inches, use of steel rebar is recommended. See Installation Bulletin on expansion joint and reinforcement bar suggestions.

With CEILCOTE 648 CP PLUS' unique variable fill ratio minimum pour thickness can be as low as 1/2" in many applications. When utilizing only three bags of aggregate, CEILCOTE 648 CP PLUS achieves flow rates better than many hi-flow epoxy grouts while maintaining excellent bearing area.

Master Builders recommends that the user request the services of the local representative for a pre-job conference to plan the installation.

TECHNICAL DATA SHEET

KOP-COAT®
CARBOLINE COMPANY

PRODUCT: **BITUMASTIC 300M**

DESCRIPTION: Bitumastic 300M is a two component, chemically cured coal tar epoxy polyamide. By applying technology previously available only in high-build versions of this product we have formulated a product which can build up to 30 to 35 dry mils in one coat. One coat of Bitumastic 300M will do the work of two or more coats of conventional coal tar epoxies with significant savings of material and labor costs.

USE: *FOR INDUSTRIAL USE ONLY.*

Bitumastic 300M combines outstanding corrosion and chemical resistance with excellent abrasion resistance. This is achieved by blending select coal tar pitch with chemically resistant epoxy.

Bitumastic 300M is designed to be applied in relatively high build films for the economical protection of steel, concrete and other suitable surfaces of structures exposed to a variety of heavy duty service conditions. Environments such as chemical plants, flood gates, locks and dams, sewage plants, bridge and piling structures, pipeline interiors and exteriors, also immersion and atmospheric conditions where abrasion and chemical resistance are needed. Industries such as sewage and water treatment, chemical processing, marine, offshore exploration, oil and gas distribution, and public utilities all utilize this economical heavy duty product.

Not Recommended For: Strong acids, immersion in ketones or aromatic solvents. When applied to the interior of potable water pipe, fresh applications of coal tar products may impart an odor or taste in areas of low flow or stagnant water.

Chemical Resistance Chart:

EXPOSURE	IMMERSION	SPLASH AND SPILLAGE
Acids	Very Good	Excellent
Alkalies	Very Good	Excellent
Solvents	Fair - Poor	Good - Fair
Salt	Excellent	Excellent
Water	Excellent	Excellent

It meets or exceeds all the requirements of Corps of Engineers Specification C-200, C-200a, Steel Structures Painting Council Specification SSPC-Paint 16, Steel Tank Institute Corrosion Control System STI-P3 and AWWA specification C-210-84.

Volatile Organic Compound (VOC) as supplied is 252 g/l (2.1 lbs/gal). When thinned 33%, VOC is 406 g/l (3.4 lbs/gal).

TECHNICAL DATA:

Number of Coats: Usually one or two. A single application of multiple passes is acceptable to easily achieve a dry film thickness of 16-20 mils. The material can also be applied in 2 coats (each 8-10 mils) with a short recoat interval. If higher film thicknesses are desired, 300M can be

Technical Data (con't): applied at a dry film thickness up to 30 to 35 mils in one coat. Consult our technical service department for information on the high-build characteristics of 300M.

Note: Previously available HB (High Build) is now special order. This product is recommendedas a direct replacement.*

Volume Solids: 74% ± 2%.

Theoretical Coverage: 1184 mil sq. ft./gal.

		Minimum	Recommended	Maximum
Coverage at Recommended Thickness: Dry Film Thickness, Mils:		8 (one coat)	16 (one or two coats)	35 (one or two coats)
Coverage to Achieve Recommended Thickness: (Sq. ft./Gal.)		148	74	34
Drying Time at 50% Relative Humidity:		**50°F**	**70°F**	**90°F**
To Touch:	Min.	6-8 Hrs.	3-4 Hrs.	1-2 Hrs.
*Between Coats:	Max.	24 Hrs.	24 Hrs.	24 Hrs.
Immersion:		14 Days	7 Days	5 Days

RECOAT CAUTION: **If recoat time is exceeded, surfaces must be brush blasted per SSPC-SP-7 or treated with Bitumastic 2 CB or Surface Prep #1.*

Colors: Black and Red (very dark) –which is special order.

Thinner: Kop-Coat Thinner 2000.

Clean-Up Thinner: Kop-Coat Thinner 2300 or Thinner #2.

Surface Preparation: **Steel:** For Immersion Service - Abrasive blast clean per SSPC-SP-10 (Near White) with 2-3 mil profile.

For Non-Immersion Service - Abrasive clean per SSPC-SP-6 Commercial Blast with 2-3 mil profile preferred. SSPC-SP-2 or SP-3 are acceptable.

Concrete: All concrete/cementitious surfaces must be fully cured. This is 28 days at 75°F and 50% relative humidity or equivalent.

In immersion, a surface equivalent to medium grit sandpaper is required. This is normally achieved by abrasive cleaning or acid etching. For non-immersion, a surface free of laitance and other contaminants is suitable.

Primers: Self-priming for most applications.

Steel: Epoxies, inorganic and organic zinc rich primers are suitable. Kop-Coat 340 Gold, Carbo Zinc 11 and 11 H.S., and Carboline 858 are suitable and recommended.

Concrete: Normally none. Surface should be fee of incompatible curing compounds and hardeners. First coat of 300M is thinned up to 33% and applied at a coverage rate of 200-300 sq. ft./gal.

Galvanized and Non-Ferrous Metals: Degrease and coat with Kop-Coat 40 Passivator. Brush off blast per SSPC-SP-7 with a 1 mil profile (min.) is also suitable.

Mixing: Mechanically agitate Component A thoroughly. Continue mixing Component A and slowly add Component B to Component A. Mechanically agitate vigorously for two minutes. Pour some of the mixed material back into the Component B can and stir to ensure that all of Component B is in solution, then return material to Component

Mixing (con't):	A can. Mechanically agitate vigorously for at least two minutes. If proportioning equipment is used, agitate Component A as above. (Note: Both Components A & B will thicken in viscosity when cold. The material should be warmed to room temperature before mixing for best results).
Mix Ratio:	4 Parts Component A, 1 Part Component B by volume.
Pot Life:	70-75°F 3 Hours 90-100°F 1 Hour Approximations based on small lab batches. Quantities mixed, thinning amounts and other variables may cause different times under field conditions.
Methods of Application:	Conventional or airless spray preferred. Brush or roller acceptable. **Conventional Spray:** Pressure pot with dual regulator, minimum 3/8" I.D. material line with .086" I.D. fluid tip and appropriate air cap. **Airless Spray:** 30:1 pump, minimum with .023-.035 reversible tip, min. 2.5 gallon per min. output. No filter or 30 mesh are suitable. Hose lengths over 50' should be 1/2" I.D. Plural component or spraying with heated lines may be suitable but should be discussed with a technical representative or reputable equipment supplier. Brush and/or roller for small touch-up repairs or where spraying is restricted. Lower production rates and less uniform appearance will normally result.
Holiday Detection:	Holiday detection (testing for pinholes or other discontinuities) is recommended, especially for all immersion services. Either wet sponge or high voltage are suitable, but procedures should be in accordance with NACE Std. RP 0188-88.
Cathodic Protection:	Bitumastic 300M is compatible with controlled cathodic protection.
Topcoats:	Normally none. May be topcoated with emulsions (water base). Solvent base are not recommended due to discoloration (bleed-through).
Temperature Limitations:	Immersion: Depends on service. Not to exceed 120°F. Non-Immersion: 350°F.
Storage Life:	24 Months - both components.
Packaging:	1 Gallon Part A — 4 Gallons Part A (in 5 gallon can) 1 Quart Part B — 1 Gallon Part B
CAUTIONS:	Prior to product usage, please see Material Safety Data Sheet for this product. **WARNING!** Part A contains: Coal Tar, Xylene, Talc, Polyamide, Methanol, Clay, Phenol. Part B contains: Epoxy resin. HARMFUL OR FATAL IF SWALLOWED. HARMFUL IF INHALED.

CAUTION! Contains Flammable solvents. Keep away from sparks and open flames. In confined areas workmen must wear fresh airline respirators. Hypersensitive persons should wear gloves or use protective cream. All electric equipment and installations should be made and grounded in accordance with the National Electrical Code. In areas where explosion hazards exist, workmen should be required to use nonferrous tools and to wear conductive and nonsparking shoes.

MAY AFFECT THE BRAIN OR NERVOUS SYSTEM, CAUSING DIZZINESS, HEADACHE OR NAUSEA.

MAY CAUSE EYE, NOSE, THROAT AND SKIN IRRITATION.
Information regarding safe handling and use is contained in Material Safety Data Sheet (Section VIII).

Health Hazard Data and Emergency and First Aid Procedures are referenced in the Material Safety Data Sheet (Section V).

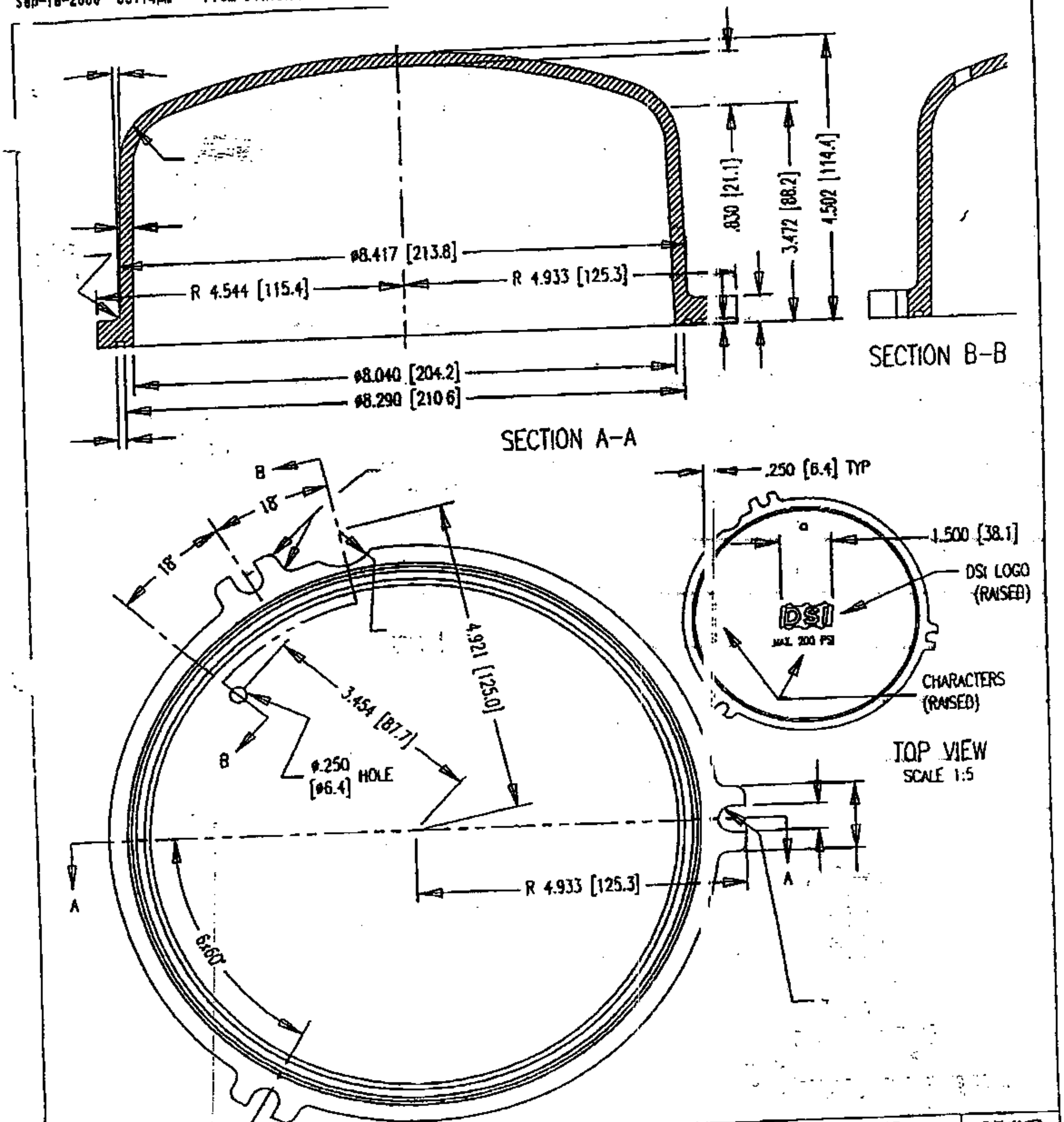
PRODUCT EMERGENCIES: 1 800 424 9300

In Case of Spillage: See information in the Material Safety Data Sheet (Section VII).

Kop-Coat (Division of Carboline Company)
St. Louis, MO 63144

MADE IN THE U.S.A.

November, 1992



DYWIDAG POST-TENSIONING SYSTEMS

19–0.6" GROUT CAP (6819 7210)

DATE 01-13-00 | DWG: G. MALECKI | CHK: | APP:

This drawing, the pertinent enclosures, descriptions, calculations etc. and their contents are the property of DYWIDAG SYSTEMS INTERNATIONAL, USA, INC. They are not allowed to be duplicated without our permission. They are also not to be shown or explained for any reason to a third party other than for reasons expressly intended by the original receiver. They have to be returned on request.

DIMENSIONS: INCH [mm]
mm FOR REFERENCE ONLY

TOLERANCES: ±.030 UNLESS NOTED

MATERIAL: GLASS FIBER (30%) REINFORCED NYLON

WEIGHT 1.70 LBS.

SCALE 1:2 1:5

QUALITY PLAN NUMBER:

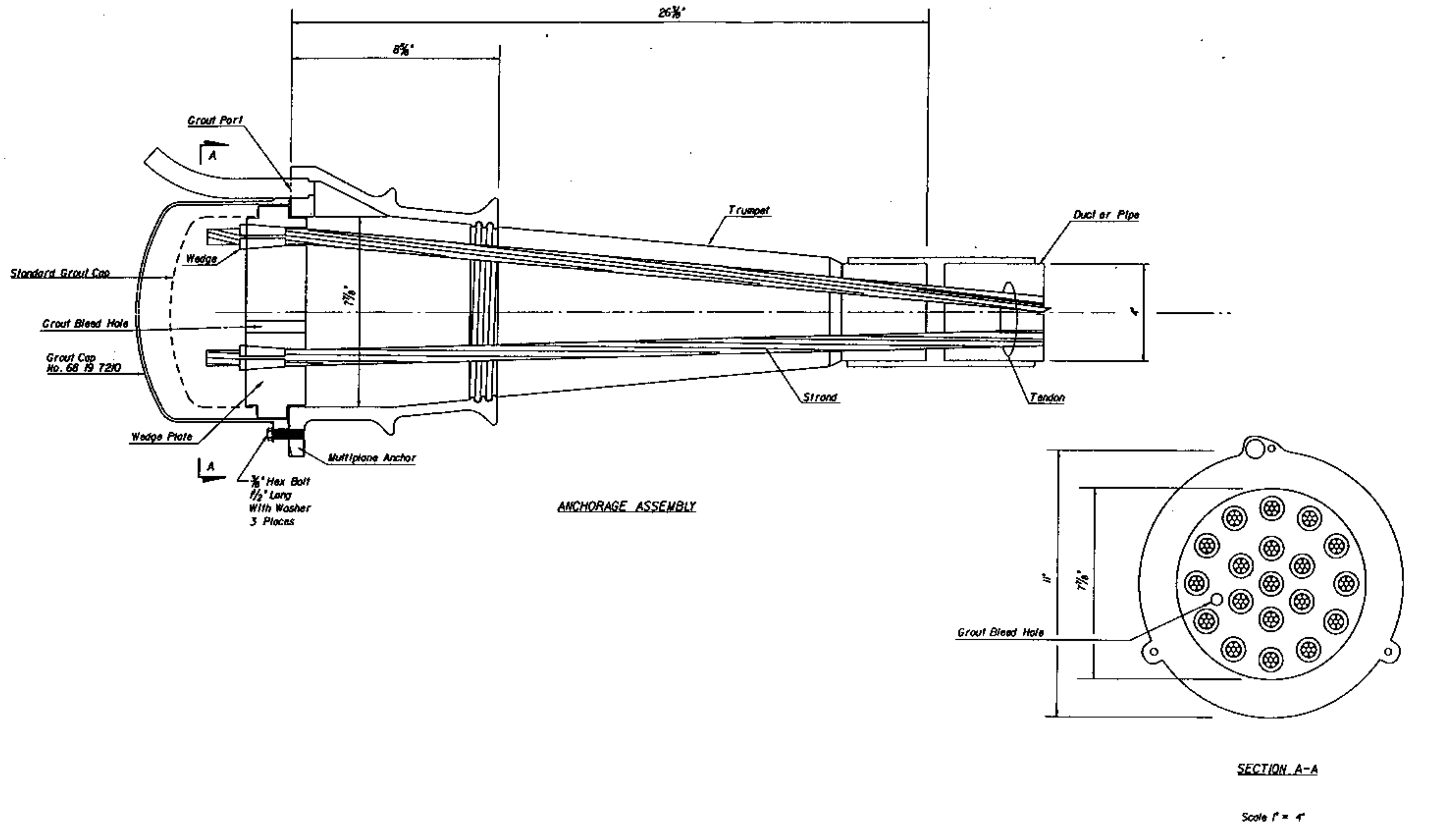
REV.	DATE	NAME

PART NUMBER

CONTROL COPY

DRAWING NUMBER

DYWIDAG–SYSTEMS INTERNATIONAL, USA, INC. DSI



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Date	By	Description	Date	By	Description	Drawn by	MC	9/2000		ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	PROJECT NAME:
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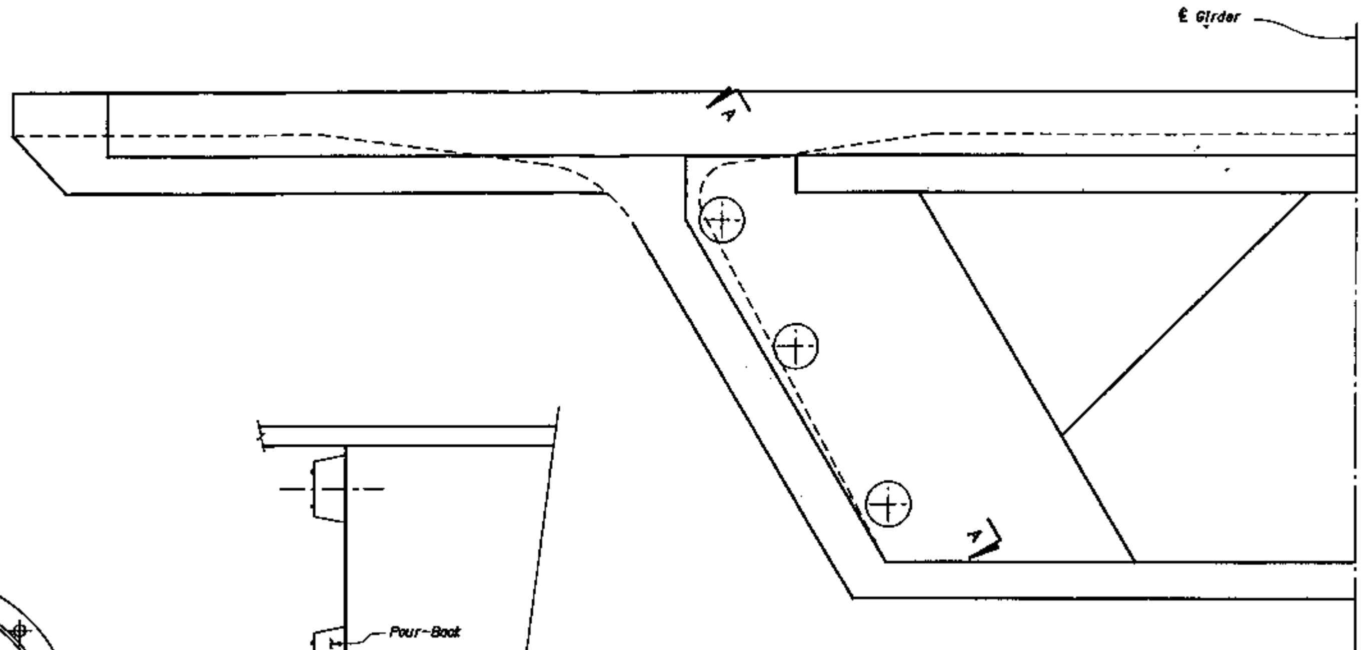
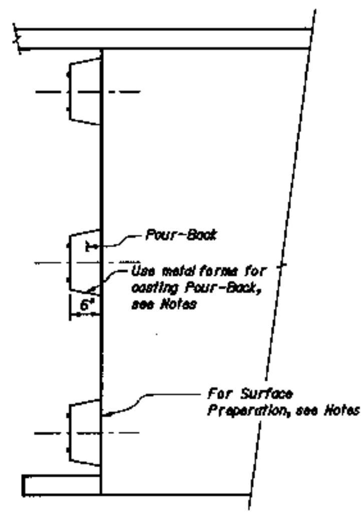
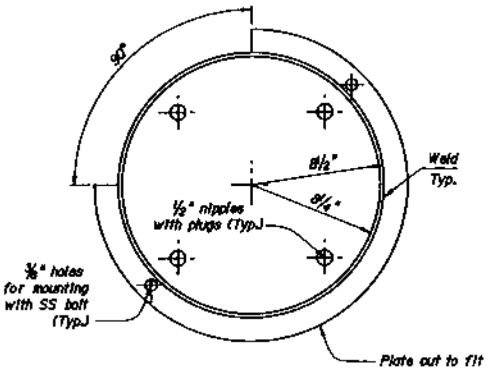


HALF CROSS SECTION



VIEW A–A



PLAN VIEW
Suggested Metal Form)

Pour-Back Notes

1. Use approved grout to cast pour-back.

2. Prepare concrete surface by removing all coal tar epoxy. Bush hammer to achieve roughened surface. Clean with compressed air.

3. Construct at least 24 re-usable metal forms with tapered sides for casting pour-back. Use ¼" adhesive bonded 316 S.S. bolts to secure form to diaphragm. Install three ⅜" hex head bolts, 3" long, into anchorage to facilitate bond.

4. Use expandable foam to seal form to concrete. Do not seal the top of the form with foam so that entrapped air can escape. Pressure inject grout from bottom hole and eject from top hole in metal form.

5. Cure pour-back in the form for a minimum of 48 hours. Cure for an additional 10 days with tightly fitting plastic sheeting sealed to the diaphragm. Air dry for a minimum of 3 days before applying coal tar epoxy.

6. After concrete has cured for 15 days, coat with coal tar epoxy. Coat entire pour-back and an additional 3" perimeter on the diaphragm face. Apply coal tar epoxy using approved method.

7. Alternately, epoxy grouts may be used with gravity filled forms, (different than shown). Epoxy grout requires only a 2 day cure instead of a 15 day cure before applying coal tar epoxy. Use Master Builders Ceilcote 648 cp plus epoxy grout or other grouts meeting API specification 610 Appendix L. Training by company technical representative is required. Coat entire pour-back and an additional 3" perimeter on the diaphragm face. Apply coal tar epoxy using approved method. The 6 inch thickness dimension of the pour-back can be reduced to 5 inches when epoxy grout is used.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
		'			

	NAMES	DATES
DRAWN BY		
CHECKED BY		
DESIGNED BY		
CHECKED BY		
APPROVED BY		

ENGINEER OF RECORD:

FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

SHEET TITLE:

PROJECT NAME:

SHEET NO.

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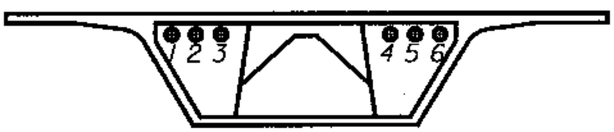
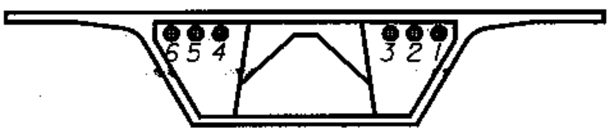
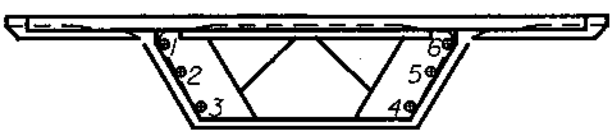
ANCHORAGE REPAIR MATRIX

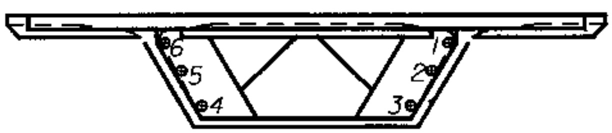
Legend and Viewing Perspective





Looking North *INTERMEDIATE PIERS* *Looking South*

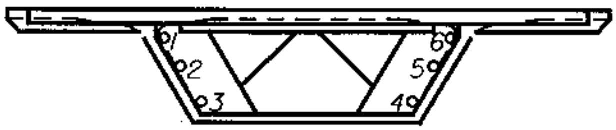




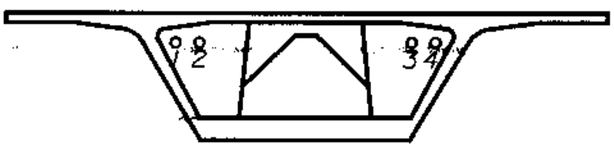
Looking North *EXPANSION JOINT PIERS* *Looking South*

Note: Work these sheets with the written procedure titled "Repair of Tendon Anchorages Mid-Bay Bridge.

LEGEND AND VIEWING PERSPECTIVE
Spans 82, 83, & 84



Pier 82 Span 82
Looking North

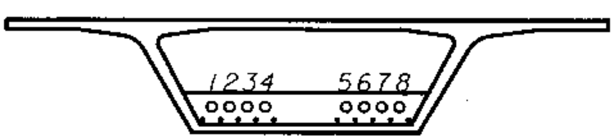


Pier 83 Span 83
Looking North

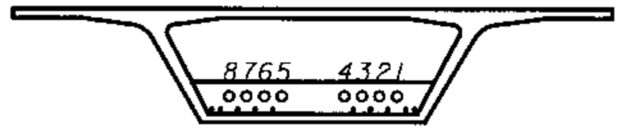
Span 83
Block 1
Looking North

Span 83
Block 2
Looking North

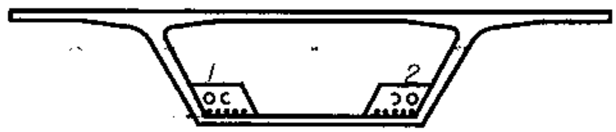
Span 83
Block 2
Looking South



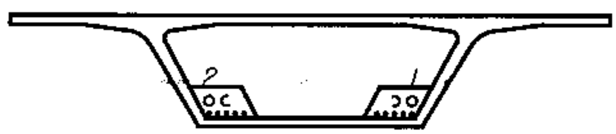
℄ Span 83
Block 3
Looking North



℄ Span 83
Block 3
Looking South

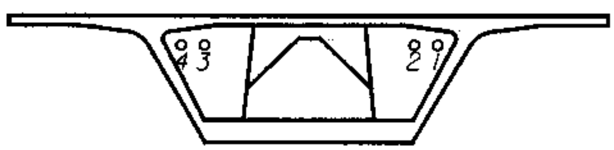


Span 83
Block 4
Looking North

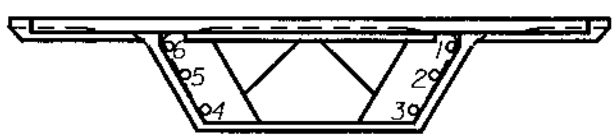


Span 83
Block 4
Looking South

Span 83
Block 5
Looking South



Pier 84 Span 83
Looking North



Pier 84 Span 84
Looking South

Note: Work these sheets with the written procedure titled "Repair of Tendon Anchorages Mid-Bay Bridge.

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
1	1 EJ	N	1	1	27
			2	1	14
			3	1	7
			4	4	
			5	4	
			6	4	
1	2	S	1	3	8
			2	3	8
			3	4	
			4	3	8
			5	3	10
			6	3	6
2	2	N	1	3	8
			2	3	10
			3	4	
			4	4	
			5	4	
			6	3	10
2	3	S	1	4	
			2	3	9
			3	3	11
			4	4	
			5	4	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
3	3	N	1	4	
			2	3	12
			3	3	12
			4	4	
			5	3	8
			6	4	
3	4	S	1	4	
			2	3	8
			3	4	
			4	3	8
			5	2	*
			6	4	
4	4	N	1	3	18
			2	3	24
			3	3	8
			4	4	
			5	4	
			6	4	
4	5 E.J.	S	1	1	18
			2	4	
			3	4	
			4	4	
			5	1	16
			6	1	*

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
5	5 EJ	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	*
5	6	S	1	3	*
			2	5	
			3	5	
			4	5	
			5	5	
			6	3	*
6	6	N	1	3	*
			2	3	*
			3	3	*
			4	3	*
			5	3	*
			6	3	*
6	7	S	1	2	*
			2	2	60
			3	2	48
			4	2	36
			5	5	
			6	2	60+

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
7	7	N	1	5	
			2	5	
			3	5	
			4	3	*
			5	5	
			6	3	*
7	8	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
8	8	N	1	5	
			2	5	
			3	5	
			4	5	
			5	3	7
			6	5	
8	9	S	1	5	
			2	5	
			3	5	
			4	5	
			5	3	60+
			6	2	60+

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
9	9	N	1	NEW TENDON	
			2	3	12
			3	5	
			4	3	7
			5	5	
			6	4	
9	10 E.J.	S	1	NEW TENDON	
			2	1	30
			3	4	
			4	4	
			5	4	
			6	4	
10	10 E.J.	N	1	1	28
			2	1	12
			3	4	
			4	4	
			5	1	36
			6	1	30*
10	11	S	1	5	
			2	3	10
			3	3	8
			4	3	8
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
11	11	N	1	5	
			2	3	8
			3	5	
			4	3	8
			5	3	8
			6	5	
11	12	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
12	12	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
12	13	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
13	13	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
13	14	S	1	2	60+
			2	3	6
			3	2	30
			4	5	
			5	5	
			6	5	
14	14	N	1	5	
			2	4	
			3	2	30
			4	3	10
			5	2	60
			6	2	14
14	15	S	1	3	8
			2	3	
			3	5	
			4	5	
			5	4	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
15	15	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	2	*
15	16 E.J.	S	1	1	8
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
16	16 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	8
16	17	S	1	3	6
			2	3	8
			3	5	
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
17	17	N	1	5	
			2	5	
			3	3	8
			4	5	
			5	3	10
			6	5	
17	18	S	1	3	7
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
18	18	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
18	19	S	1	5	
			2	5	
			3	3	8
			4	3	6
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
19	19	N	1	5	
			2	3	8
			3	5	
			4	5	
			5	3	12
			6	3	6
19	20	S	1	2	60+
			2	2	18
			3	5	
			4	5	
			5	2	18
			6	2	60+
20	20	N	1	5	
			2	2	26
			3	5	
			4	5	
			5	2	60+
			6	2	60+
20	21	S	1	3	12
			2	3	12
			3	2	12
			4	5	
			5	2	12
			6	2	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
21	21	N	1	2	*
			2	3	10
			3	3	12
			4	3	10
			5	2	12
			6	3	4
21	22 E.J.	S	1	1	12
			2	1	8
			3	1	6
			4	1	6
			5	1	6
			6	1	48+
22	22 E.J.	N	1	1	6
			2	1	6
			3	1	6
			4	4	
			5	4	
			6	1	12
22	23	S	1	3	10
			2	5	
			3	5	
			4	3	10
			5	3	10
			6	3	12

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
23	23	N	1	3	6
			2	3	6
			3	3	12
			4	3	6
			5	2	12
			6	5	
23	24	S	1	5	
			2	3	10
			3	3	10
			4	5	
			5	4	
			6	3	10
24	24	N	1	2	60+
			2	5	
			3	5	
			4	2	60+
			5	3	12
			6	3	6
24	25	S	1	3	12
			2	3	10
			3	3	12
			4	3	12
			5	3	6
			6	3	6

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
25	25	N	1	3	10
			2	3	10
			3	3	12
			4	3	10
			5	3	*
			6	5	
25	26	S	1	2	**60 +**
			2	2	**60 +**
			3	5	
			4	3	**12**
			5	2	**60 +**
			6	5	
26	26	N	1	2	42
			2	2	60+
			3	2	24
			4	2	24
			5	2	60 +
			6	5	
26	27	S	1	3	8
			2	3	8
			3	3	6
			4	3	6
			5	3	12
			6	3	12

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
27	27	N	1	5	
			2	3	12
			3	3	5
			4	3	4
			5	3	5
			6	5	
27	28 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	1	
			6	4	**26**
28	28 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	New Tendon	
28	29	S	1	5	
			2	5	
			3	5	
			4	4	
			5	4	
			6	New Tendon	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
29	29	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
29	30	S	1	2	**60 +**
			2	2	**60 +**
			3	5	
			4	5	
			5	2	
			6	5	**8**
30	30	N	1	2	60+
			2	2	60+
			3	2	60+
			4	2	60+
			5	2	60+
			6	2	60+
30	31	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
31	31	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
31	32	S	1	2	24
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
32	32	N	1	5	
			2	5	
			3	2	27
			4	2	24
			5	5	
			6	2	60+
32	33	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
33	33	N	1	2	60+
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
33	34 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
34	34 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
34	35	S	1	2	36
			2	2	36
			3	2	12
			4	4	
			5	5	
			6	2	24

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
35	35	N	1	5	
			2	2	20
			3	2	28
			4	5	
			5	5	
			6	5	
35	36	S	1	3	5
			2	4	
			3	3	5
			4	5	
			5	3	
			6	5	8
36	36	N	1	5	
			2	3	12
			3	3	6
			4	5	
			5	3	
			6	5	5
36	37	S	1	5	
			2	5	
			3	2	
			4	5	
			5	5	60+
			6	2	24

*Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
37	37	N	1	4	
			2	5	
			3	3	5
			4	2	60+
			5	3	6
			6	5	
37	38	S	1	5	
			2	3	12
			3	3	8
			4	3	8
			5	3	12
			6	5	
38	38	N	1	5	
			2	5	
			3	5	
			4	2	60+
			5	5	
			6	5	
38	39	S	1	3	6
			2	2	12
			3	3	12
			4	3	4
			5	3	12
			6	2	18

*Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
39	39	N	1	5	
			2	5	
			3	5	
			4	5	
			5	3	8
			6	3	6
39	40 E.J.	S	1	4	
			2	1	5
			3	1	5
			4	1	5
			5	1	6
			6	4	
40	40 E.J.	N	1	4	
			2	1	6
			3	1	5
			4	1	5
			5	4	
			6	4	
40	41	S	1	3	12
			2	3	5
			3	3	6
			4	2	12
			5	3	8
			6	3	6

*Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
41	41	N	1	5	
			2	2	12
			3	5	
			4	3	5
			5	2	12
			6	3	12
41	42	S	1	2	**12**
			2	2	**24**
			3	2	**30**
			4	5	
			5	2	
			6	5	**60 +**
42	42	N	1	3	6
			2	3	12
			3	2	24
			4	2	48
			5	2	48
			6	2	60+
42	43	S	1	5	
			2	5	
			3	5	
			4	5	
			5	3	
			6	5	7

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
43	43	N	1	5	
			2	5	
			3	3	6
			4	5	
			5	5	
			6	5	
43	44	S	1	2	**48**
			2	5	
			3	3	**24**
			4	2	**60+**
			5	2	**48**
			6	5	
44	44	N	1	2	42
			2	2	60+
			3	2	60+
			4	2	60+
			5	2	60+
			6	3	14
44	45	S	1	3	8
			2	3	6
			3	3	6
			4	5	
			5	3	7
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
45	45	N	1	5	
			2	2	18
			3	5	
			4	5	
			5	5	
			6	5	
45	46 E.J.	S	1	1	**6**
			2	1	**6**
			3	4	
			4	4	
			5	4	
			6	1	**14**
46	46 E.J.	N	1	1	10
			2	1	30
			3	4	
			4	4	
			5	1	30
			6	4	
46	47	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
47	47	N	1	5	
			2	5	
			3	5	
			4	5	
			5	New Tendon	
			6	5	
47	48	S	1	2	36
			2	2	48
			3	3	60+
			4	2	60+
			5	New Tendon	
			6	2	60
48	48	N	1	3	60+
			2	2	48
			3	2	48
			4	4	
			5	2	*
			6	2	*
48	49	S	1	2	36
			2	2	36
			3	2	12
			4	3	12
			5	3	12
			6	3	12

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
49	49	N	1	3	8
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
49	50	S	1	2	**30**
			2	2	**36**
			3	3	**8**
			4	2	**24**
			5	2	**60+**
			6	2	**24**
50	50	N	1	3	12
			2	2	54
			3	2	36
			4	5	
			5	2	60+
			6	2	42
50	51	S	1	3	**5**
			2	2	48
			3	3	5
			4	3	5
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
51	51	N	1	5	
			2	5	
			3	5	
			4	2	24
			5	2	12
			6	3	6
51	52 E.J.	S	1	1	**6**
			2	1	**6**
			3	1	**6**
			4	1	**10**
			5	1	**20**
			6	1	**36**
52	52 E.J.	N	1	1	8
			2	1	6
			3	1	8
			4	1	6
			5	1	12
			6	1	5
52	53	S	1	4	
			2	5	
			3	3	5
			4	3	6
			5	3	6
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
53	53	N	1	4	
			2	2	24
			3	5	
			4	5	
			5	3	8
			6	2	12
53	54	S	1	2	**60+**
			2	4	
			3	2	**60+**
			4	2	**30**
			5	2	**24**
			6	2	**36**
54	54	N	1	2	60+
			2	2	60+
			3	2	48
			4	2	60+
			5	4	
			6	4	
54	55	S	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
55	55	N	1	3	8
			2	2	60+
			3	5	
			4	3	5
			5	5	
			6	3	6
55	56	S	1	5	
			2	3	6
			3	2	26
			4	2	60+
			5	2	48
			6	2	36
56	56	N	1	2	36
			2	2	24
			3	2	60+
			4	2	60+
			5	2	24
			6	2	20
56	57	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
57	57	N	1	New Tendon	
			2	New Tendon	
			3	5	
			4	5	
			5	5	
			6	3	16
57	58 E.J.	S	1	New Tendon	
			2	New Tendon	
			3	4	
			4	4	
			5	1	14
			6	1	12
58	58 E.J.	N	1	4	
			2	1	6
			3	1	9
			4	4	
			5	New Tendon	
			6	New Tendon	
58	59	S	1	5	
			2	5	
			3	5	
			4	5	
			5	New Tendon	
			6	New Tendon	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
59	59	N	1	5	
			2	5	
			3	3	8
			4	5	
			5	5	
			6	2	60+
59	60	S	1	2	*
			2	2	*
			3	2	*
			4	2	*
			5	2	*
			6	2	*
60	60	N	1	5	
			2	5	
			3	2	*
			4	2	24
			5	5	
			6	2	*
60	61	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
61	61	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
61	62	S	1	5	
			2	2	*
			3	2	*
			4	2	*
			5	5	
			6	2	*
62	62	N	1	2	*
			2	2	*
			3	2	*
			4	2	*
			5	2	*
			6	2	48
62	63	S	1	3	12
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
63	63	N	1	2	60+
			2	5	
			3	2	54
			4	5	
			5	2	24
			6	New Tendon	
63	64E.J.	S	1	4	
			2	1	48
			3	4	
			4	4	
			5	4	
			6	New Tendon	
64	64 E.J.	N	1	New Tendon	
			2	4	
			3	4	
			4	4	
			5	1	8
			6	1	*
64	65	S	1	New Tendon	
			2	5	
			3	5	
			4	2	12
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
65	65	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
65	66	S	1	2	60+
			2	2	60+
			3	2	60+
			4	2	60+
			5	2	60+
			6	2	60+
66	66	N	1	2	15
			2	2	28
			3	2	28
			4	2	32
			5	2	22
			6	2	48
66	67	S	1	2	12
			2	5	
			3	5	
			4	3	14
			5	3	5
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
67	67	N	1	2	30
			2	2	18
			3	5	
			4	5	
			5	5	
			6	3	18
67	68	S	1	2	28
			2	2	28
			3	2	30
			4	2	25
			5	2	11
			6	2	12
68	68	N	1	2	36
			2	3	7
			3	3	12
			4	5	
			5	3	20
			6	5	
68	69	S	1	5	
			2	2	20
			3	5	
			4	2	24
			5	3	8
			6	2	33

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
69	69	N	1	5	
			2	New Tendon	
			3	New Tendon	
			4	5	
			5	5	
			6	5	
69	70 E.J.	S	1	1	8
			2	New Tendon	
			3	New Tendon	
			4	4	
			5	1	13
			6	1	8
70	70 E.J.	N	1	1	24
			2	1	18
			3	4	
			4	4	
			5	4	
			6	1	8
70	71	S	1	5	
			2	2	18
			3	3	8
			4	5	
			5	2	24
			6	2	36

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
71	71	N	1	2	48
			2	2	36
			3	5	
			4	3	10
			5	2	48
			6	2	36
72	72	S	1	2	30
			2	2	24
			3	5	
			4	3	18
			5	5	
			6	5	
72	72	N	1	2	36
			2	3	12
			3	5	
			4	5	
			5	5	
			6	2	36
72	73	S	1	2	60+
			2	5	
			3	2	60+
			4	2	48
			5	5	
			6	2	60+

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
73	73	N	1	2	42
			2	2	18
			3	3	12
			4	5	
			5	5	
			6	3	12
73	74	S	1	5	
			2	2	24
			3	2	24
			4	2	36
			5	2	48
			6	2	36
74	74	N	1	2	18
			2	2	24
			3	2	60
			4	2	60
			5	3	24
			6	2	36
74	75	S	1	2	24
			2	2	18
			3	2	18
			4	2	12
			5	2	18
			6	2	24

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
75	75	N	1	2	18
			2	2	48
			3	2	24
			4	5	
			5	3	12
			6	2	18
75	76 E.J.	S	1	4	
			2	1	30
			3	1	24
			4	1	12
			5	4	
			6	4	
76	76 E.J.	N	1	4	
			2	1	4
			3	4	
			4	4	
			5	1	60+
			6	1	4
76	77	S	1	4	
			2	5	
			3	5	
			4	3	6
			5	3	4
			6	3	8

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
77	77	N	1	3	4
			2	5	
			3	5	
			4	5	24
			5	2	
			6	5	
77	78	S	1	2	30
			2	2	24
			3	5	
			4	3	8
			5	5	
			6	4	
78	78	N	1	2	60+
			2	5	
			3	5	36
			4	2	
			5	5	
			6	5	
78	79	S	1	3	3
			2	5	
			3	2	36
			4	4	
			5	2	18
			6	3	6

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
79	79	N	1	5	
			2	2	24
			3	2	12
			4	3	4
			5	2	30
			6	2	60+
79	80 E.J.	S	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
80	80	N	1	3	6
			2	4	
			3	3	10
			4	3	6
			5	5	
			6	2	60+
80	81	S	1	4	
			2	3	8
			3	2	60+
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
81	81	N	1	3	5
			2	5	
			3	5	8
			4	3	
			5	5	
			6	3	3
81	82 E.J.	S	1	1	12
			2	4	
			3	1	8
			4	4	
			5	4	
			6	4	
82	82 E.J.	N	1 (1R)	4	
			2 (2R)	1	12
			3(3R)	1	12
			4(3L)	4	
			5(2L)	1	12
			6(1L)	4	
83	83	S	1(4L)	2	36
			2(5L)	3	18
			3(5R)	3	18
			4(4R)	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
83	Anchor	N	1	4	
	Block 1		2	4	
83	Anchor	N	1(7L)	2	18
	Block 2		2(7R)	4	
83	Anchor	S	1(1L)	5	
	Block 2		2(1R)	5	
83	℄ Span	N	1(T2L)	2	18
	Anchor		2(T3L)	5	
	Block 3		3(T4L)	3	6
			4(T5L)	4	
			5(T5R)	4	
			6(T4R)	5	
			7(T3R)	2	12
			8(T2R)	3	18
83	℄ Span	S	1(2L)	5	
	Anchor		2(3L)	3	8
	Block 3		3(4L)	5	
			4(5L)	5	
			5(5R)	4	
			6(4R)	4	
			7(3R)	5	
			8(2R)	5	
83	Anchor	N	1(T1L)	4	
	Block 4		2(T1R)	5	
83	Anchor	S	1(T7L)	2	24
	Block 4		2(T7R)	2	12
83	Anchor	S	1	4	
	Block 5		2	4	
84	84	N	1(4L)	3	12
			2(5L)	3	12
			3(5R)	5	
			4(4R)	5	

84	85 E.J.	S	1	4	
			2	1	6
			3	1	6
			4	1	12
			5	4	
			6	1	12

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
85	85 E.J.	N	1	4	
			2	1	6
			3	1	6
			4	1	12
			5	4	
			6	1	12
85	86	S	1	2	12
			2	3	6
			3	3	12
			4	3	18
			5	3	7
			6	5	
86	86	N	1	3	18
			2	3	18
			3	3	8
			4	2	12
			5	2	60+
			6	5	
86	87	S	1	5	
			2	3	8
			3	3	8
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
87	87	N	1	2	60+
			2	5	
			3	2	8
			4	5	
			5	2	8
			6	3	8
87	88	S	1	2	24
			2	2	8
			3	3	6
			4	3	4
			5	5	
			6	4	
88	88	N	1	2	10
			2	5	
			3	2	16
			4	3	24
			5	3	6
			6	3	8
88	89	S	1	5	
			2	3	24
			3	2	8
			4	5	
			5	2	6
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
89	89	N	1	5	
			2	5	
			3	5	
			4	3	8
			5	3	6
			6	3	8
89	90	S	1	3	8
			2	5	
			3	3	4
			4	5	
			5	5	
			6	4	
90	90	N	1	3	12
			2	3	8
			3	3	8
			4	5	
			5	5	
			6	3	8
90	91 E.J.	S	1	1	8
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	6

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
91	91 E.J.	N	1	1	10
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	10
91	92	S	1	3	8
			2	5	
			3	5	
			4	3	6
			5	3	6
			6	4	
92	92	N	1	3	8
			2	3	10
			3	5	
			4	2	10
			5	3	14
			6	2	60+
92	93	S	1	3	6
			2	3	6
			3	5	
			4	3	15
			5	3	5
			6	3	26

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
93	93	N	1	3	10
			2	3	10
			3	2	14
			4	5	
			5	3	7
			6	3	8
93	94	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
94	94	N	1	2	8
			2	5	
			3	5	
			4	3	5
			5	3	8
			6	3	6
94	95	S	1	3	10
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
95	95	N	1	4	
			2	5	
			3	5	
			4	3	12
			5	5	
			6	5	
95	96	S	1	2	30
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
96	96	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
96	97 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	36

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
97	97 E.J.	N	1	1	30
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
97	98	S	1	5	
			2	4	
			3	4	
			4	5	
			5	5	
			6	5	
98	98	N	1	3	12
			2	5	
			3	5	
			4	5	
			5	3	9
			6	3	9
98	99	S	1	3	12
			2	5	
			3	5	
			4	5	
			5	5	
			6	3	7

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
99	99	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
99	100	S	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
100	100	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
100	101	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
101	101	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
101	102	S	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
102	102	N	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
102	103 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
103	103 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	14
103	104	S	1	3	10
			2	5	
			3	5	
			4	5	
			5	5	
			6	2	60+
104	104	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
104	105	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
105	105	N	1	3	6
			2	3	8
			3	2	6
			4	5	
			5	5	
			6	3	6
105	106	S	1	4	
			2	2	24
			3	3	5
			4	5	
			5	5	
			6	5	
106	106	N	1	5	
			2	5	
			3	5	
			4	3	7
			5	5	
			6	5	
106	107	S	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	3	6

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
107	107	N	1	3	8
			2	5	
			3	4	
			4	5	
			5	3	6
			6	5	
107	108	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	3	10
108	108	N	1	5	
			2	5	
			3	3	10
			4	3	5
			5	5	
			6	3	6
108	109 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
109	109 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
109	110	S	1	5	
			2	5	
			3	2	10
			4	5	
			5	5	
			6	4	
110	110	N	1	5	
			2	5	
			3	5	
			4	4	
			5	4	
			6	3	12
110	111	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
111	111	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
111	112	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
112	112	N	1	3	10
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
112	113	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
113	113	N	1	3	6
			2	3	14
			3	3	6
			4	5	
			5	5	
			6	5	
113	114	S	1	5	
			2	5	
			3	3	7
			4	3	7
			5	3	7
			6	5	
114	114	N	1	5	
			2	5	
			3	3	7
			4	5	
			5	3	6
			6	4	
114	115 E.J.	S	1	4	
			2	1	8
			3	4	
			4	4	
			5	4	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
115	115 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	1	6
			6	1	36
115	116	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
116	116	N	1	5	
			2	3	12
			3	5	
			4	3	14
			5	3	15
			6	5	
116	117	S	1	3	10
			2	2	48
			3	5	
			4	2	30
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
117	117	N	1	3	7
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
117	118	S	1	4	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	
118	118	N	1	5	
			2	3	12
			3	3	12
			4	3	6
			5	3	12
			6	4	
118	119	S	1	5	
			2	3	12
			3	2	48
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
119	119	N	1	5	
			2	5	
			3	5	
			4	5	
			5	2	48
			6	5	
119	120	S	1	3	10
			2	3	5
			3	5	
			4	3	12
			5	5	
			6	5	
120	120	N	1	3	12
			2	5	
			3	5	
			4	5	
			5	5	
			6	3	12
120	121 E.J.	S	1	1	12
			2	4	
			3	4	
			4	1	5
			5	4	
			6	1	*

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
121	121 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
121	122	S	1	5	
			2	3	8
			3	5	
			4	5	
			5	5	
			6	5	
122	122	N	1	5	
			2	5	
			3	2	20
			4	5	
			5	5	
			6	4	
122	123	S	1	3	10
			2	3	12
			3	3	10
			4	3	10
			5	3	4
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
123	123	N	1	5	
			2	5	
			3	5	
			4	3	6
			5	3	6
			6	3	12
123	124	S	1	5	
			2	5	
			3	5	
			4	5	
			5	3	10
			6	5	
124	124	N	1	3	5
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
124	125	S	1	5	
			2	5	
			3	5	
			4	3	6
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
125	125	N	1	3	10
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
125	126	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
126	126	N	1	5	
			2	5	
			3	5	
			4	5	
			5	2	10
			6	5	
126	127 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
127	127 E.J.	N	1	4	
			2	4	
			3	4	
			4	1	5
			5	4	
			6	4	
127	128	S	1	3	6
			2	5	
			3	3	5
			4	5	
			5	5	
			6	5	
128	128	N	1	3	6
			2	5	
			3	3	5
			4	3	5
			5	5	
			6	5	
128	129	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
129	129	N	1	5	
			2	3	6
			3	3	5
			4	5	
			5	5	
			6	5	
129	130	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
130	130	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
130	131	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
131	131	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
131	132	S	1	5	
			2	3	8
			3	5	
			4	5	
			5	5	
			6	3	10
132	132	N	1	3	10
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
132	133 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
133	133 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	
133	134	S	1	4	
			2	5	
			3	2	36
			4	3	8
			5	2	48
			6	5	
134	134	N	1	5	
			2	5	
			3	5	
			4	5	
			5	3	10
			6	2	48
134	135	S	1	5	
			2	5	
			3	5	
			4	5	
			5	3	8
			6	3	12

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
135	135	N	1	5	
			2	5	
			3	5	
			4	3	6
			5	5	
			6	5	
135	136	S	1	5	
			2	5	
			3	3	6
			4	5	
			5	5	
			6	5	
136	136	N	1	5	
			2	2	36
			3	5	60+
			4	2	12
			5	3	
			6	5	
136	137	S	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	3	7

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
137	137	N	1	3	7
			2	3	10
			3	3	10
			4	2	18
			5	3	10
			6	3	8
137	138 E.J.	S	1	4	
			2	1	6
			3	4	
			4	4	
			5	4	
			6	4	
138	138 E.J.	N	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	1	11
138	139	S	1	2	24
			2	2	24
			3	5	
			4	2	24
			5	2	36
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
139	139	N	1	5	
			2	3	10
			3	2	48
			4	2	24
			5	2	24
			6	3	12
139	140	S	1	5	
			2	3	8
			3	2	36
			4	2	36
			5	2	36
			6	3	12
140	140	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
140	141	S	1	2	36
			2	5	
			3	5	
			4	5	
			5	5	
			6	4	

* Field Measure

SPAN #	PIER #	VIEWING DIRECTION	TENDON #	REPAIR METHOD	LENGTH OF VOID INCHES
141	141	N	1	5	
			2	5	
			3	5	
			4	5	
			5	5	
			6	5	
141	142 E.J.	S	1	4	
			2	4	
			3	4	
			4	4	
			5	4	
			6	4	

* Field Measure

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

December 18, 2000

RECEIVED
DEC 19 2000
FDOT DISTRICT 3
STRUCTURES MAINTENANCE

MEMORANDUM

TO: Ed Gassman

FROM: Larry Sessions Larry

COPIES: William Nickas, John Locke, Phillip Gainer, Rod Powers

SUBJECT: Mid-Bay Bridge Repairs
Bridge #570091

Our on-site testing concerning the appropriate type of grout to be used for tendon anchorage repair (voids) and appropriate repair technique has born fruit. From the information we have gathered, the following conclusions can be drawn.

According to Mr Bryson, the mock-up test demonstrated the inability of the tube method to fill the voids in the tendon anchorage and duct. The vacuum method was successful and generally filled the voids. Based on the results of the mock-up test and our field trials the vacuum method is the best repair technique. A production rate of one span per crew per day could be expected as long as another crew performed all preparation work.

Long term tendon corrosion was a concern with the use of cementitious grouts. Half-cell potentials for both new and repaired tendons have been taken to explore this concern. Both new and repaired tendons show a negative potential of approximately -250 millivolts at an age of 5 days. The half-cell potential of the new tendon at an age of 26 days was -200 millivolts. The half-cell potential for the repaired anchorages at an age of 17 to 18 days was -240 millivolts to -204 millivolts. A potential of -200 millivolts or less indicates a 90% probability of no corrosion activity. Even though the half-cell potentials have not fallen below the -200 millivolt threshold, the current potentials are low, reducing with time and indicate no new significant corrosion. After discussions with Mr. Powers, the use of cementitious grout for repair of the tendon voids is the correct choice. See attached chart for graphic view of data.

Based on the above discussion the project can go forward. Current repair specifications and process coordination should be revised to conform with the following provisions.

1. Utilize Master Builders 816 Cable Grout (cementitious) for anchorage void repair.

2. Use the vacuum grout or vacuum assisted grout technique to repair the voids in the tendon anchorage.

3. Remove any restrictions from the contractor for the installation of the 5000 LF of shrink wrap material currently in stock. Continue development of a more cost efficient solution for duct repair.

4. Eliminate the option to use cementitious grout for the construction of the pour-backs at the expansion joints. Use only epoxy grout for the construction of the pour-backs.

5. Anchorage assemblies must be cleaned to a SSPC-SP-2, SSPC-SP-3 or SSPC-SP-6 standard. Commercial blast SSPC-SP-6 is the preferred method of cleaning. Cleaning to any standard less than SSPC-SP-6 requires approval by the FDOT.

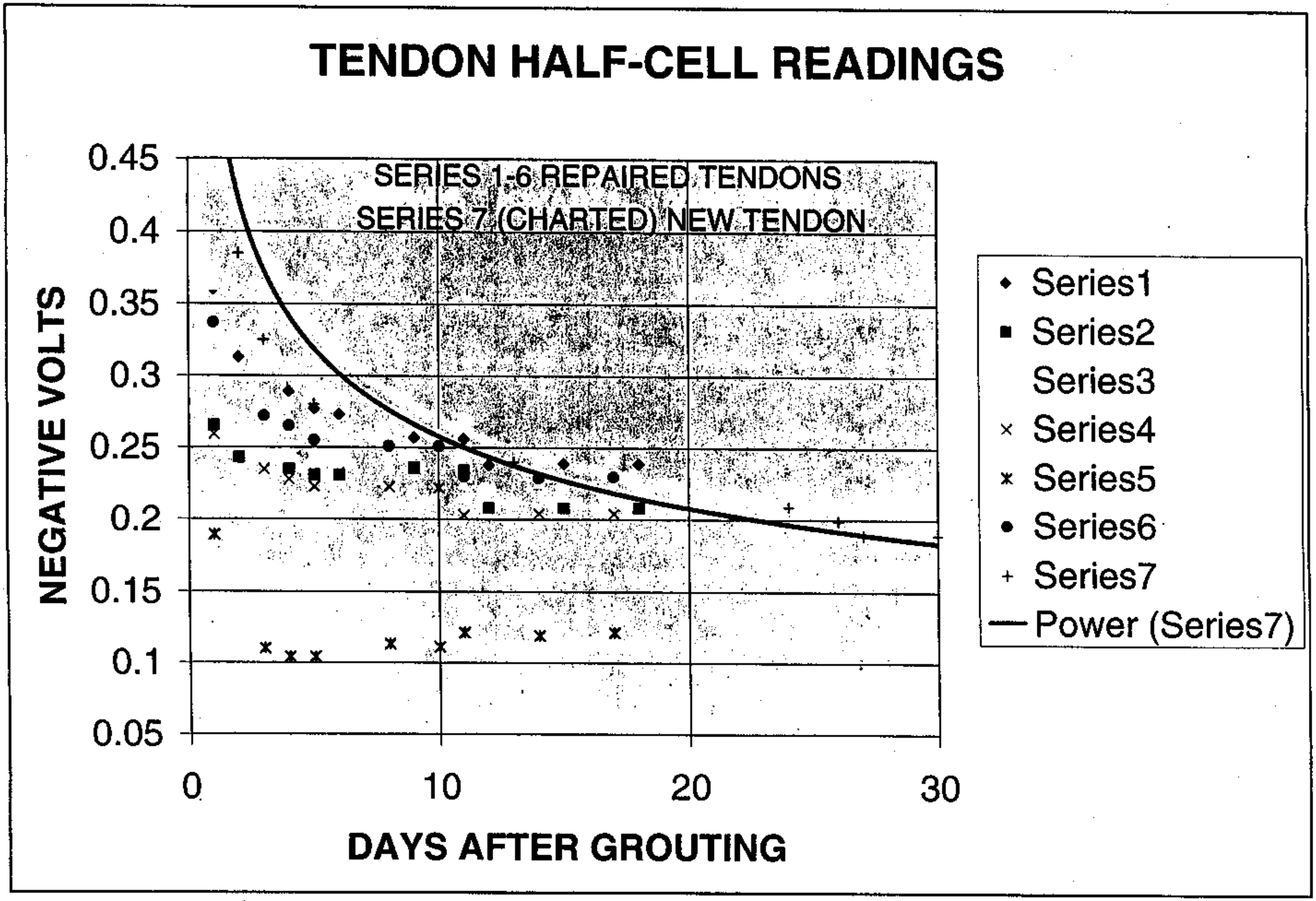
6. Use 3/8"⌀ x 3/4" 316 SS bolts to secure the permanent grout caps.

7. Anchorages must be cleaned by injecting high pressure air before vacuum grout repair.

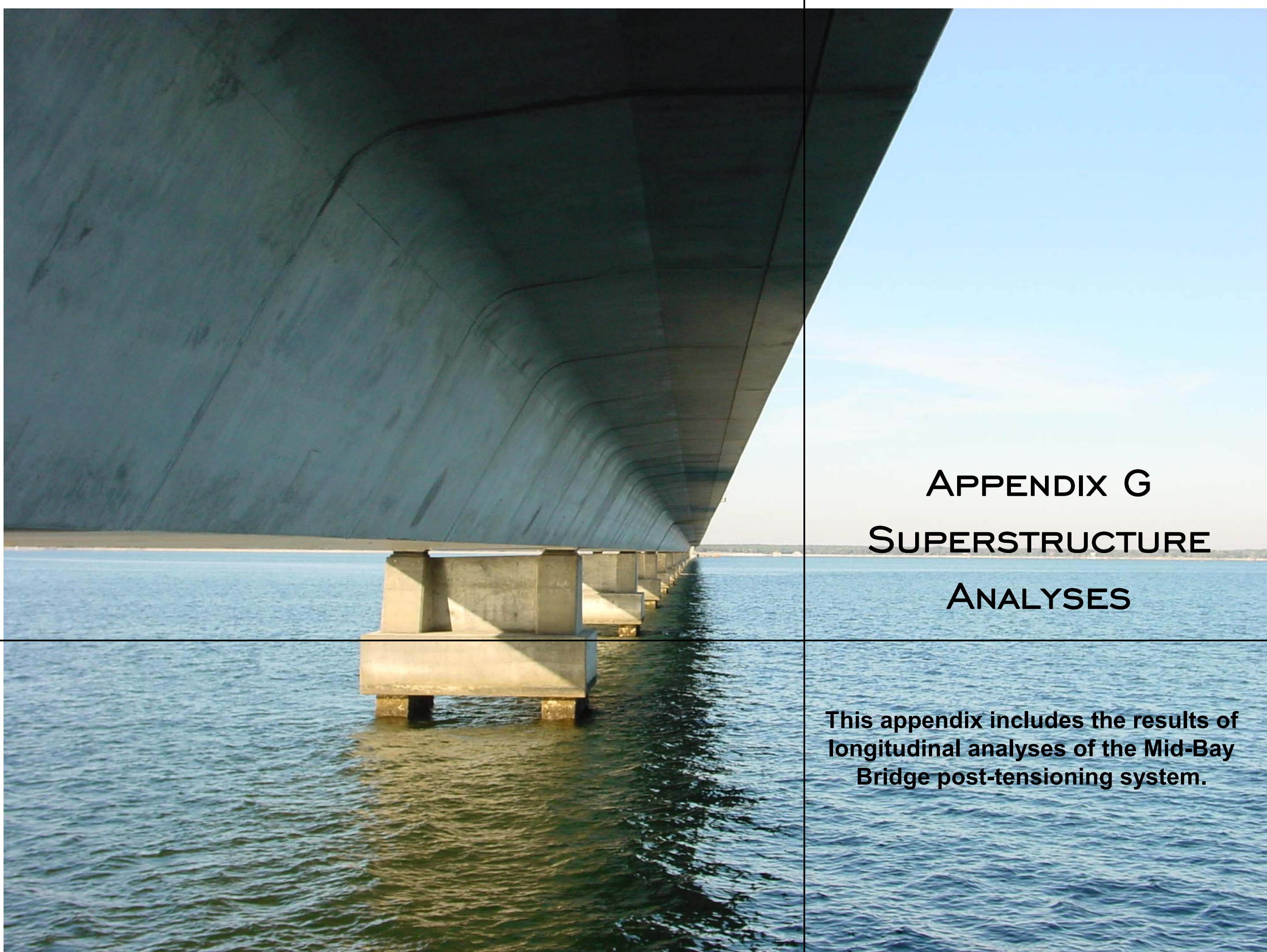
8. Grout is highly susceptible to shrinkage cracking; therefore, grout caps must be kept in-place at all times. Removal of grout caps for inspection is acceptable, if immediately replaced.

In order to maintain a reasonable production schedule 2 vacuum grouting and 2 preparation crews will be required. It is strongly recommended that 3 complete vacuum grout equipment units be utilized with one unit kept in standby to facilitate equipment repair and minimal interruption to vacuum grouting production.

LMS/h


TENDON HALF-CELL READINGS
SERIES 1-6 REPAIRED TENDONS
SERIES 7 (CHARTED) NEW TENDON
NEGATIVE VOLTS
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
10
20
30
DAYS AFTER GROUTING
Series1
Series2
Series3
Series4
Series5
Series6
Series7
Power (Series7)

Florida Department of Transportation
District 3



Appendix G
Superstructure Analyses

This appendix includes the results of longitudinal analyses of the Mid-Bay Bridge post-tensioning system.

Corven Engineering, Inc.
1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix G – Superstructure Analyses

Contents

Six Span Unit – All Tendons

Six Span Unit – All Tendons

Load Combinations

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-41.5	-42.3	-63.2	-68.9	-70.9	-69.7	-75.7	-87.2	-83.7	-83.4	-174.7
	Bottom	0.0	-170.8	-159.9	-158.1	-111.6	-98.7	-97.0	-99.8	-78.0	-52.2	-60.1	-60.8	-103.0
DL + Grad	Top	0.0	-36.6	-42.0	-42.8	-66.5	-75.0	-79.8	-81.4	-90.1	-104.4	-103.7	-103.5	-195.6
	Bottom	0.0	-170.8	-158.9	-156.9	-104.2	-85.1	-77.2	-73.8	-45.7	-13.7	-15.4	-15.9	-56.3
HS20 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.1	-77.0	-71.8	-71.4	-159.1
	Max Bottom	0.0	-170.8	-153.4	-150.5	-68.2	-34.9	-24.8	-29.1	-18.1	-10.1	-38.9	-31.2	-72.2
	Min Top	0.0	-36.6	-44.5	-45.7	-82.6	-97.5	-103.3	-101.4	-102.5	-106.0	-93.2	-96.6	-188.5
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.7	-108.8	-115.3	-97.1	-75.1	-86.7	-87.5	-138.0
HS20 Lane	Max Top	0.0	-36.6	-41.2	-41.9	-60.5	-64.1	-63.9	-60.5	-64.3	-73.3	-60.0	-59.3	-144.4
	Max Bottom	0.0	-170.8	-153.7	-150.8	-72.4	-38.8	-27.3	-30.6	-19.0	-11.7	-29.7	-30.4	-71.7
	Min Top	0.0	-36.6	-44.3	-45.6	-80.7	-95.8	-102.2	-100.7	-102.1	-105.4	-97.3	-97.0	-188.7
	Min Bottom	0.0	-170.8	-160.7	-159.1	-117.4	-109.4	-112.6	-120.3	-103.4	-83.3	-113.0	-114.6	-170.7
SU2 Truck	Max Top	0.0	-36.6	-41.4	-42.2	-62.2	-67.2	-68.4	-66.3	-71.6	-82.3	-78.0	-77.7	-167.2
	Max Bottom	0.0	-170.8	-156.3	-153.8	-88.0	-63.0	-55.8	-57.7	-39.4	-20.5	-36.6	-35.0	-76.1
	Min Top	0.0	-36.6	-43.2	-44.2	-73.7	-84.9	-89.4	-88.5	-92.9	-101.4	-94.2	-94.9	-186.8
	Min Bottom	0.0	-170.8	-160.2	-158.5	-113.7	-102.5	-102.6	-107.2	-87.2	-63.2	-72.8	-73.6	-119.7
SU3 Truck	Max Top	0.0	-36.6	-41.3	-42.0	-61.3	-65.6	-66.0	-63.2	-67.7	-77.7	-72.6	-72.3	-160.2
	Max Bottom	0.0	-170.8	-153.3	-150.3	-70.2	-37.3	-27.0	-31.3	-19.5	-9.9	-36.4	-31.8	-72.7
	Min Top	0.0	-36.6	-44.5	-45.8	-81.7	-96.4	-102.3	-100.4	-101.8	-106.1	-94.3	-96.4	-188.2
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.7	-106.2	-107.9	-114.2	-95.8	-73.5	-84.8	-85.6	-135.4
SU4 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.4	-65.7	-62.8	-67.2	-77.1	-72.0	-71.6	-159.3
	Max Bottom	0.0	-170.8	-153.0	-150.1	-68.1	-33.6	-23.1	-27.6	-16.6	-8.2	-36.1	-31.4	-72.3
	Min Top	0.0	-36.6	-44.6	-45.9	-82.6	-98.0	-104.0	-102.0	-103.1	-106.9	-94.4	-96.6	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.9	-106.6	-108.6	-115.1	-96.9	-74.8	-86.3	-87.1	-137.4
C3 Truck	Max Top	0.0	-36.6	-41.3	-42.1	-61.6	-66.2	-66.9	-64.4	-69.1	-79.4	-74.6	-74.2	-162.7
	Max Bottom	0.0	-170.8	-154.6	-151.9	-78.9	-49.4	-40.7	-43.8	-29.5	-16.8	-40.1	-32.9	-73.9
	Min Top	0.0	-36.6	-43.9	-45.1	-77.8	-91.0	-96.1	-94.8	-97.4	-103.1	-92.6	-95.8	-187.7
	Min Bottom	0.0	-170.8	-160.4	-158.7	-114.9	-104.8	-106.0	-111.6	-92.6	-69.7	-80.4	-81.2	-129.8
C4 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.7	-62.8	-67.2	-77.0	-71.9	-71.5	-159.1
	Max Bottom	0.0	-170.8	-153.6	-150.8	-72.2	-36.3	-27.2	-31.1	-19.5	-11.7	-45.3	-31.3	-72.2
	Min Top	0.0	-36.6	-44.4	-45.6	-80.8	-96.8	-102.2	-100.5	-101.8	-105.3	-90.3	-96.6	-188.5
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.9	-106.7	-108.7	-115.2	-97.0	-74.9	-86.5	-87.3	-137.8
C5 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.1	-77.0	-71.8	-71.4	-159.0
	Max Bottom	0.0	-170.8	-153.4	-150.5	-70.6	-37.6	-27.7	-31.9	-20.9	-13.1	-42.3	-31.3	-72.2
	Min Top	0.0	-36.6	-44.5	-45.7	-81.5	-96.3	-101.9	-100.1	-101.2	-104.7	-91.6	-96.6	-188.5
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.7	-108.8	-115.3	-97.1	-75.1	-86.6	-87.5	-138.0
ST5 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.1	-65.3	-65.5	-62.6	-66.9	-76.8	-71.6	-71.2	-158.6
	Max Bottom	0.0	-170.8	-154.2	-156.6	-70.9	-37.3	-26.8	-31.0	-20.4	-13.8	-44.6	-31.1	-72.1
	Min Top	0.0	-36.6	-44.1	-43.0	-81.3	-96.4	-102.3	-100.5	-101.4	-104.4	-90.6	-96.7	-188.5
	Min Bottom	0.0	-170.8	-160.6	-158.9	-116.1	-106.9	-109.0	-115.6	-97.5	-75.5	-87.2	-88.0	-139.0

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.7	-84.1	-84.4	-86.2	-73.0	-65.8	-66.0	-73.4	-86.4	-84.3	-84.0	-175.8
	Bottom	-103.0	-62.4	-61.8	-57.6	-87.2	-108.8	-108.5	-83.5	-54.6	-59.2	-59.8	-101.0
DL + Grad	Top	-195.6	-104.8	-105.1	-106.1	-92.2	-84.3	-83.7	-90.4	-102.6	-99.8	-99.5	-191.1
	Bottom	-56.3	-16.2	-15.6	-13.1	-44.3	-67.6	-68.9	-45.6	-18.3	-24.6	-25.2	-66.9
HS20 Truck	Max Top	-159.1	-69.2	-69.6	-74.0	-63.4	-58.8	-60.0	-65.2	-76.0	-71.8	-71.5	-162.4
	Max Bottom	-72.2	-41.1	-39.9	-11.0	-23.4	-36.8	-37.7	-23.2	-13.3	-42.2	-34.9	-74.6
	Min Top	-188.5	-93.6	-94.2	-107.0	-101.5	-98.1	-97.6	-100.4	-104.8	-91.9	-95.2	-187.7
	Min Bottom	-138.0	-95.6	-94.8	-84.9	-108.6	-124.5	-121.9	-101.8	-77.6	-87.1	-87.8	-131.0
HS20 Lane	Max Top	-144.4	-58.3	-59.0	-70.3	-59.2	-53.7	-54.6	-61.2	-72.5	-61.4	-60.7	-148.1
	Max Bottom	-71.7	-32.1	-31.3	-16.7	-28.1	-40.0	-39.8	-24.8	-13.3	-27.6	-28.1	-67.8
	Min Top	-188.7	-97.6	-98.0	-104.5	-99.4	-96.7	-96.7	-99.7	-104.8	-98.4	-98.2	-190.7
	Min Bottom	-170.7	-119.9	-118.4	-93.2	-117.9	-136.0	-133.9	-110.8	-85.5	-110.4	-111.8	-163.0
SU2 Truck	Max Top	-167.2	-77.0	-77.3	-80.4	-68.4	-62.5	-63.1	-69.5	-81.4	-78.3	-78.0	-169.4
	Max Bottom	-76.1	-37.8	-36.8	-22.2	-43.9	-62.1	-62.8	-43.3	-23.8	-40.9	-38.9	-79.5
	Min Top	-186.8	-95.1	-95.5	-102.1	-92.3	-86.8	-86.4	-91.4	-100.1	-92.5	-93.4	-185.5
	Min Bottom	-119.7	-78.2	-77.6	-70.7	-97.4	-116.3	-114.9	-92.3	-65.6	-72.5	-73.2	-115.3
SU3 Truck	Max Top	-160.2	-70.3	-70.6	-74.9	-64.1	-59.3	-60.4	-65.8	-76.8	-72.7	-72.4	-163.4
	Max Bottom	-72.7	-37.5	-36.2	-11.0	-24.6	-38.4	-39.3	-24.4	-13.1	-40.4	-35.5	-75.3
	Min Top	-188.2	-95.2	-95.8	-107.1	-101.0	-97.4	-96.9	-99.9	-104.9	-92.7	-94.9	-187.4
	Min Bottom	-135.4	-93.2	-92.4	-82.9	-107.1	-123.3	-121.0	-100.5	-75.9	-85.1	-85.8	-128.8
SU4 Truck	Max Top	-159.3	-69.4	-69.8	-74.2	-63.5	-58.9	-60.0	-65.3	-76.2	-72.0	-71.7	-162.6
	Max Bottom	-72.3	-37.1	-35.8	-9.2	-21.8	-35.1	-36.0	-21.6	-11.4	-40.1	-35.0	-74.7
	Min Top	-188.4	-95.4	-96.0	-107.9	-102.2	-98.8	-98.4	-101.1	-105.7	-92.8	-95.1	-187.6
	Min Bottom	-137.4	-95.1	-94.3	-84.5	-108.3	-124.2	-121.7	-101.5	-77.3	-86.7	-87.4	-130.5
C3 Truck	Max Top	-162.7	-72.7	-73.0	-76.8	-65.6	-60.5	-61.4	-67.2	-78.5	-74.7	-74.4	-165.6
	Max Bottom	-73.9	-42.3	-41.2	-18.0	-34.5	-50.1	-50.9	-34.1	-19.9	-43.6	-36.7	-76.8
	Min Top	-187.7	-93.1	-93.6	-103.9	-96.6	-92.1	-91.7	-95.5	-101.8	-91.3	-94.4	-186.7
	Min Bottom	-129.8	-87.8	-87.1	-78.5	-103.6	-120.8	-118.8	-97.5	-72.2	-80.5	-81.2	-123.9
C4 Truck	Max Top	-159.1	-69.3	-69.6	-74.0	-63.4	-58.8	-60.0	-65.3	-76.1	-71.9	-71.6	-162.5
	Max Bottom	-72.2	-41.5	-40.1	-12.5	-25.0	-39.0	-39.8	-24.8	-14.7	-48.0	-35.0	-74.6
	Min Top	-188.5	-93.5	-94.1	-106.4	-100.8	-97.1	-96.7	-99.7	-104.2	-89.3	-95.1	-187.7
	Min Bottom	-137.8	-95.4	-94.7	-84.8	-108.5	-124.4	-121.8	-101.6	-77.4	-86.9	-87.6	-130.8
C5 Truck	Max Top	-159.0	-69.2	-69.5	-74.0	-63.3	-58.8	-60.0	-65.2	-76.0	-71.8	-71.5	-162.4
	Max Bottom	-72.2	-44.8	-43.5	-13.8	-26.2	-39.7	-40.6	-26.0	-16.2	-45.5	-34.9	-74.6
	Min Top	-188.5	-92.0	-92.5	-105.8	-100.3	-96.8	-96.3	-99.2	-103.5	-90.4	-95.2	-187.7
	Min Bottom	-138.0	-95.7	-94.9	-85.0	-108.7	-124.5	-121.9	-101.8	-77.6	-87.0	-87.8	-130.9
ST5 Truck	Max Top	-158.6	-68.8	-69.1	-73.6	-63.1	-58.6	-59.8	-65.1	-75.9	-71.6	-71.2	-162.2
	Max Bottom	-72.1	-47.2	-45.9	-14.7	-25.9	-39.1	-39.9	-25.8	-16.8	-47.6	-34.7	-74.3
	Min Top	-188.5	-90.9	-91.5	-105.4	-100.4	-97.1	-96.6	-99.3	-103.2	-89.5	-95.3	-187.8
	Min Bottom	-139.0	-96.5	-95.8	-85.7	-109.3	-124.9	-122.2	-102.1	-78.0	-87.6	-88.3	-131.5

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-175.8	-85.0	-85.3	-86.9	-73.6	-66.3	-66.2	-73.5	-86.4	-84.2	-83.9	-175.6
	Bottom	-101.0	-60.4	-59.9	-56.1	-86.0	-107.9	-108.0	-83.3	-54.6	-59.6	-60.2	-101.4
DL + Grad	Top	-191.1	-100.3	-100.6	-102.5	-89.4	-82.4	-82.5	-90.1	-103.2	-101.3	-101.0	-192.7
	Bottom	-66.9	-26.2	-25.6	-21.3	-50.6	-72.0	-71.5	-46.3	-17.0	-21.5	-22.1	-63.1
HS20 Truck	Max Top	-162.4	-72.3	-72.6	-76.5	-65.3	-60.2	-60.3	-65.4	-76.0	-71.7	-71.3	-162.4
	Max Bottom	-74.6	-34.4	-33.8	-15.4	-27.0	-39.4	-39.2	-23.6	-12.6	-40.8	-33.5	-74.2
	Min Top	-187.7	-96.6	-96.9	-105.1	-99.9	-97.0	-97.0	-100.3	-105.2	-92.6	-95.9	-187.8
	Min Bottom	-131.0	-88.9	-88.2	-79.5	-104.4	-121.4	-121.3	-101.5	-77.7	-87.5	-88.3	-131.0
HS20 Lane	Max Top	-148.1	-61.7	-62.3	-73.3	-61.8	-55.5	-55.4	-61.5	-72.2	-60.5	-59.8	-147.1
	Max Bottom	-67.8	-28.5	-27.9	-15.1	-27.4	-39.5	-39.4	-24.6	-13.2	-27.5	-28.0	-68.0
	Min Top	-190.7	-99.3	-99.5	-105.3	-99.8	-96.9	-96.9	-99.8	-104.9	-98.6	-98.3	-190.6
	Min Bottom	-163.0	-112.5	-111.0	-86.5	-112.2	-131.9	-132.2	-110.2	-86.2	-112.4	-113.9	-165.2
SU2 Truck	Max Top	-169.4	-78.9	-79.2	-81.9	-69.6	-63.4	-63.4	-69.6	-81.4	-78.2	-77.9	-169.3
	Max Bottom	-79.5	-39.1	-38.5	-26.0	-47.0	-64.3	-64.0	-43.6	-23.2	-39.4	-37.5	-78.4
	Min Top	-185.5	-94.5	-94.8	-100.4	-91.0	-85.8	-85.9	-91.3	-100.4	-93.2	-94.1	-185.9
	Min Bottom	-115.3	-74.1	-73.4	-67.3	-94.8	-114.4	-114.4	-92.0	-65.7	-72.9	-73.6	-115.6
SU3 Truck	Max Top	-163.4	-73.2	-73.5	-77.2	-65.9	-60.7	-60.7	-66.0	-76.8	-72.6	-72.2	-163.3
	Max Bottom	-75.3	-35.1	-34.5	-15.3	-28.1	-40.9	-40.7	-24.7	-12.5	-39.0	-34.1	-74.8
	Min Top	-187.4	-96.3	-96.6	-105.2	-99.4	-96.3	-96.3	-99.8	-105.2	-93.4	-95.6	-187.5
	Min Bottom	-128.8	-86.9	-86.1	-77.8	-103.1	-120.4	-120.3	-100.2	-76.0	-85.5	-86.3	-128.9
SU4 Truck	Max Top	-162.6	-72.4	-72.8	-76.6	-65.4	-60.3	-60.4	-65.5	-76.2	-71.8	-71.5	-162.6
	Max Bottom	-74.7	-34.6	-34.0	-13.6	-25.4	-37.7	-37.5	-22.0	-10.7	-38.7	-33.6	-74.4
	Min Top	-187.6	-96.6	-96.8	-106.0	-100.7	-97.7	-97.8	-101.0	-106.0	-93.5	-95.8	-187.7
	Min Bottom	-130.5	-88.5	-87.7	-79.1	-104.1	-121.2	-121.1	-101.2	-77.4	-87.1	-87.9	-130.6
C3 Truck	Max Top	-165.6	-75.3	-75.6	-78.9	-67.3	-61.7	-61.7	-67.3	-78.5	-74.6	-74.3	-165.5
	Max Bottom	-76.8	-36.5	-35.9	-22.1	-37.9	-52.5	-52.3	-34.4	-19.3	-42.2	-35.3	-76.1
	Min Top	-186.7	-95.7	-95.9	-102.1	-95.1	-91.1	-91.2	-95.4	-102.2	-92.0	-95.0	-186.9
	Min Bottom	-123.9	-82.2	-81.5	-74.0	-100.0	-118.2	-118.2	-97.2	-72.3	-80.9	-81.7	-124.0
C4 Truck	Max Top	-162.5	-72.3	-72.7	-76.5	-65.4	-60.3	-60.3	-65.5	-76.1	-71.7	-71.4	-162.5
	Max Bottom	-74.6	-34.5	-33.9	-16.9	-28.6	-41.5	-41.3	-25.2	-14.1	-46.5	-33.6	-74.3
	Min Top	-187.7	-96.6	-96.8	-104.5	-99.2	-96.0	-96.1	-99.6	-104.5	-90.0	-95.8	-187.8
	Min Bottom	-130.8	-88.7	-88.0	-79.3	-104.3	-121.3	-121.2	-101.4	-77.5	-87.3	-88.1	-130.8
C5 Truck	Max Top	-162.4	-72.3	-72.6	-76.5	-65.3	-60.2	-60.3	-65.4	-76.1	-71.7	-71.3	-162.4
	Max Bottom	-74.6	-34.4	-33.8	-18.3	-29.8	-42.3	-42.1	-26.4	-15.5	-44.0	-33.5	-74.2
	Min Top	-187.7	-96.6	-96.9	-103.9	-98.7	-95.7	-95.7	-99.0	-103.9	-91.1	-95.9	-187.8
	Min Bottom	-130.9	-88.9	-88.2	-79.5	-104.4	-121.4	-121.3	-101.5	-77.7	-87.5	-88.3	-131.0
ST5 Truck	Max Top	-162.2	-72.0	-72.3	-76.3	-65.2	-60.1	-60.2	-65.2	-75.9	-71.4	-71.1	-162.2
	Max Bottom	-74.3	-34.2	-33.6	-19.0	-29.5	-41.7	-41.4	-26.1	-16.2	-46.1	-33.4	-74.1
	Min Top	-187.8	-96.7	-97.0	-103.5	-98.8	-95.9	-96.0	-99.1	-103.6	-90.2	-95.9	-187.9
	Min Bottom	-131.5	-89.5	-88.7	-79.9	-104.7	-121.7	-121.5	-101.8	-78.1	-88.0	-88.8	-131.5

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Without Wearing Surface

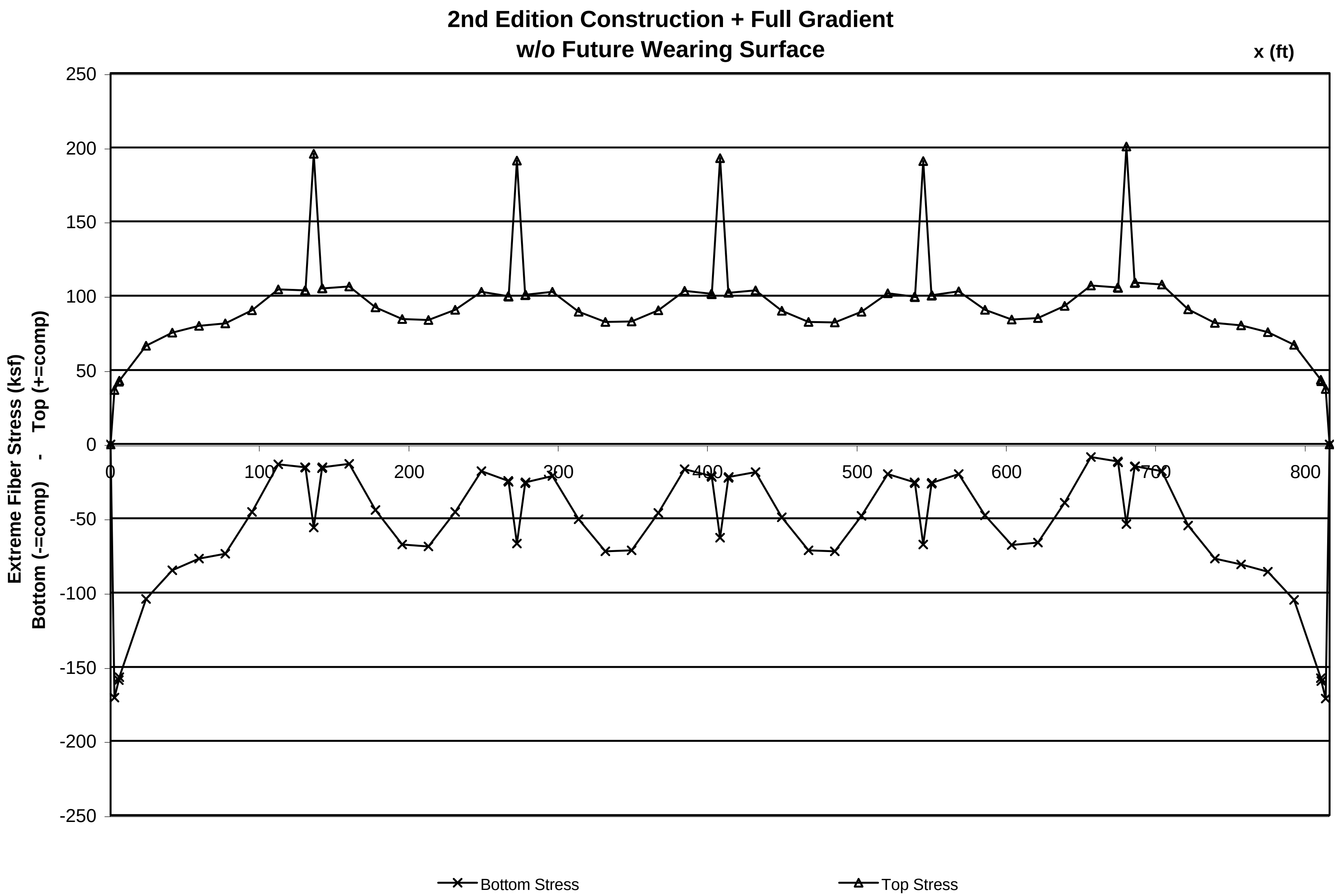
		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	**Top**	-175.6	-84.8	-85.0	-86.7	-73.4	-66.1	-66.1	-73.3	-86.2	-83.9	-83.6	-175.4
	Bottom	-101.4	-60.8	-60.2	-56.4	-86.3	-108.2	-108.3	-83.6	-55.0	-60.0	-60.6	-101.9
DL + Grad	**Top**	-192.7	-101.9	-102.1	-103.5	-90.0	-82.4	-82.2	-89.1	-101.8	-99.2	-98.9	-190.7
	Bottom	-63.1	-22.7	-22.1	-18.8	-49.3	-71.7	-72.4	-48.2	-20.2	-25.7	-26.4	-67.8
HS20 Truck	**Max Top**	-162.4	-72.2	-72.4	-76.4	-65.2	-60.1	-60.0	-65.1	-75.7	-71.3	-70.9	-162.0
	Max Bottom	-74.2	-34.2	-33.6	-14.4	-26.5	-39.4	-39.7	-24.6	-14.3	-34.0	-34.6	-75.4
	Min Top	-187.8	-96.7	-97.0	-105.5	-100.1	-96.9	-96.8	-99.7	-104.4	-95.5	-95.3	-187.3
	Min Bottom	-131.0	-88.9	-88.3	-79.5	-104.4	-121.5	-121.7	-102.0	-78.3	-88.3	-89.0	-131.8
HS20 Lane	**Max Top**	-147.1	-60.7	-61.4	-72.6	-61.3	-55.3	-55.3	-61.6	-72.5	-61.0	-60.4	-147.7
	Max Bottom	-68.0	-28.7	-28.1	-15.0	-27.5	-39.6	-39.8	-25.0	-13.9	-28.0	-28.6	-68.6
	Min Top	-190.6	-99.2	-99.4	-105.2	-99.7	-96.8	-96.7	-99.5	-104.5	-98.2	-97.9	-190.3
	Min Bottom	-165.2	-114.6	-113.1	-88.0	-113.2	-132.4	-132.2	-109.9	-85.4	-111.2	-112.6	-163.8
SU2 Truck	**Max Top**	-169.3	-78.7	-79.0	-81.8	-69.5	-63.2	-63.2	-69.4	-81.2	-77.9	-77.6	-169.0
	Max Bottom	-78.4	-38.1	-39.7	-25.0	-46.5	-64.2	-64.6	-44.6	-24.9	-38.6	-39.2	-80.3
	Min Top	-185.9	-94.9	-94.2	-100.8	-91.2	-85.7	-85.6	-90.8	-99.6	-93.5	-93.2	-185.1
	Min Bottom	-115.6	-74.3	-73.6	-67.5	-95.0	-114.6	-114.7	-92.4	-66.1	-73.5	-74.2	-116.2
SU3 Truck	**Max Top**	-163.3	-73.1	-73.4	-77.1	-65.8	-60.6	-60.5	-65.7	-76.5	-72.2	-71.8	-163.0
	Max Bottom	-74.8	-34.7	-39.2	-14.3	-27.7	-40.9	-41.2	-25.7	-14.2	-34.6	-35.2	-76.1
	Min Top	-187.5	-96.5	-94.4	-105.6	-99.6	-96.2	-96.1	-99.2	-104.4	-95.3	-95.0	-187.0
	Min Bottom	-128.9	-86.9	-86.2	-77.9	-103.1	-120.5	-120.7	-100.7	-76.7	-86.2	-87.0	-129.7
SU4 Truck	**Max Top**	-162.6	-72.4	-72.7	-76.5	-65.4	-60.2	-60.1	-65.2	-75.9	-71.4	-71.1	-162.2
	Max Bottom	-74.4	-34.3	-38.9	-12.6	-24.9	-37.6	-38.0	-23.0	-12.4	-34.1	-34.7	-75.6
	Min Top	-187.7	-96.7	-94.6	-106.3	-100.8	-97.6	-97.5	-100.4	-105.2	-95.5	-95.2	-187.2
	Min Bottom	-130.6	-88.5	-87.8	-79.2	-104.2	-121.3	-121.5	-101.7	-78.0	-87.9	-88.6	-131.4
C3 Truck	**Max Top**	-165.5	-75.1	-75.5	-78.8	-67.2	-61.5	-61.5	-67.0	-78.2	-74.2	-73.9	-165.2
	Max Bottom	-76.1	-35.9	-43.6	-21.1	-37.4	-52.5	-52.8	-35.5	-21.0	-36.0	-36.7	-77.6
	Min Top	-186.9	-95.9	-92.5	-102.5	-95.3	-91.0	-90.9	-94.9	-101.4	-94.6	-94.3	-186.3
	Min Bottom	-124.0	-82.3	-81.6	-74.1	-100.2	-118.4	-118.5	-97.7	-72.8	-81.6	-82.3	-124.8
C4 Truck	**Max Top**	-162.5	-72.3	-72.6	-76.5	-65.3	-60.2	-60.1	-65.2	-75.8	-71.3	-71.0	-162.1
	Max Bottom	-74.3	-34.2	-43.4	-15.9	-28.1	-41.5	-41.9	-26.2	-15.8	-34.0	-34.6	-75.5
	Min Top	-187.8	-96.7	-92.6	-104.8	-99.4	-95.9	-95.8	-99.0	-103.7	-95.5	-95.3	-187.3
	Min Bottom	-130.8	-88.7	-88.0	-79.3	-104.3	-121.4	-121.6	-101.9	-78.2	-88.1	-88.8	-131.6
C5 Truck	**Max Top**	-162.4	-72.2	-72.5	-76.4	-65.2	-60.1	-60.0	-65.1	-75.7	-71.3	-70.9	-162.0
	Max Bottom	-74.2	-34.2	-45.8	-17.3	-29.3	-42.3	-42.6	-27.4	-17.2	-33.9	-34.6	-75.4
	Min Top	-187.8	-96.7	-91.5	-104.2	-98.9	-95.6	-95.5	-98.5	-103.1	-95.5	-95.3	-187.3
	Min Bottom	-131.0	-88.9	-88.2	-79.5	-104.4	-121.5	-121.7	-102.0	-78.3	-88.3	-89.0	-131.8
ST5 Truck	**Max Top**	-162.2	-71.9	-72.3	-76.2	-65.1	-60.0	-59.9	-64.9	-75.5	-71.0	-70.7	-161.8
	Max Bottom	-74.1	-34.0	-48.0	-18.0	-29.1	-41.6	-42.0	-27.2	-17.9	-33.7	-34.3	-75.2
	Min Top	-187.9	-96.8	-90.5	-103.9	-99.0	-95.9	-95.7	-98.6	-102.8	-95.7	-95.4	-187.4
	Min Bottom	-131.5	-89.5	-88.7	-79.9	-104.8	-121.7	-122.0	-102.4	-78.8	-88.8	-89.6	-132.4

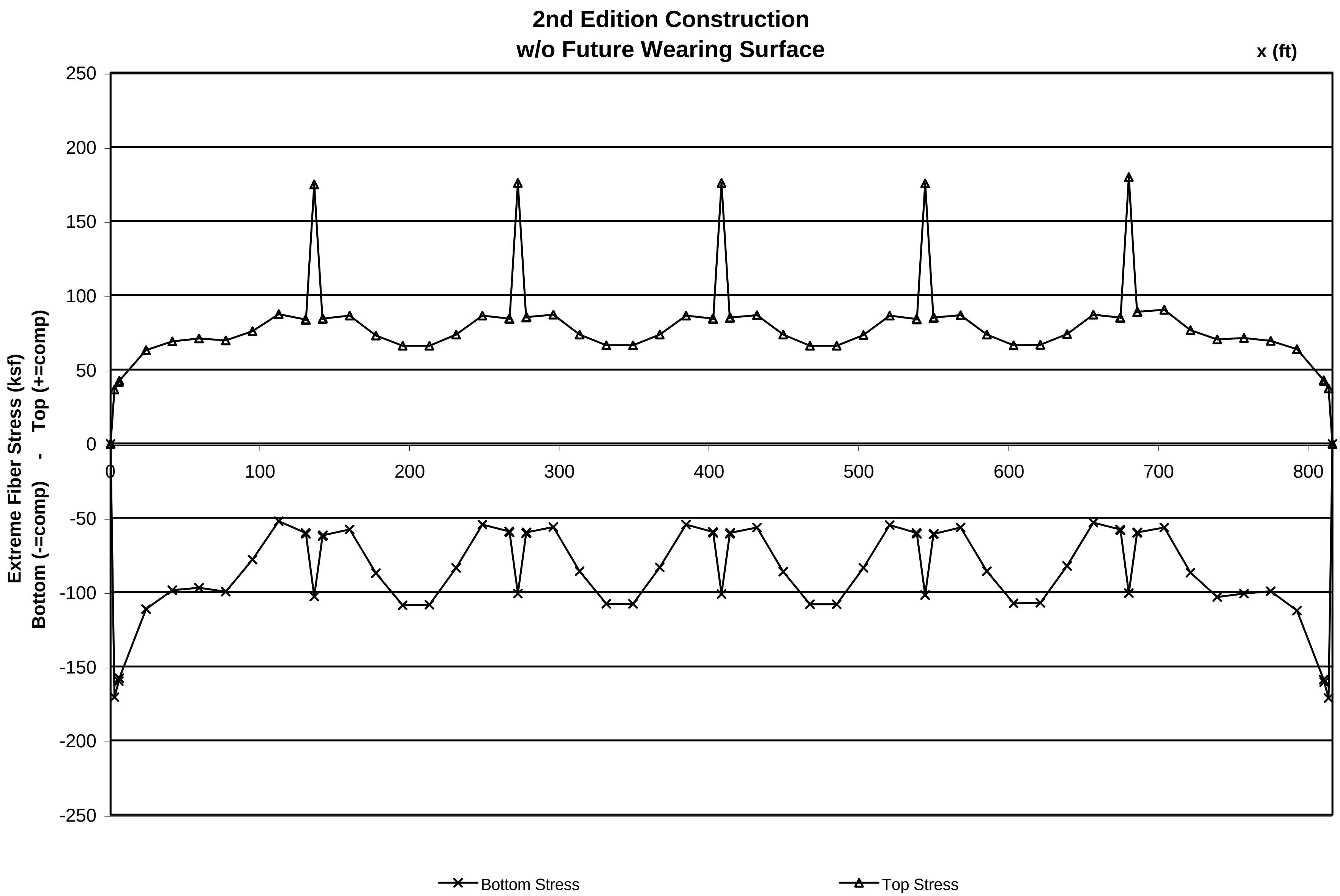
Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-175.4	-84.7	-84.9	-86.8	-73.5	-66.4	-66.5	-74.0	-87.0	-84.9	-84.7	-179.6
	Bottom	-101.9	-61.2	-60.6	-56.5	-86.0	-107.6	-107.3	-82.3	-53.3	-57.8	-58.4	-100.6
DL + Grad	Top	-190.7	-100.2	-100.4	-103.0	-90.5	-84.1	-85.0	-93.2	-106.9	-105.6	-105.4	-200.5
	Bottom	-67.8	-26.6	-26.0	-20.2	-48.1	-68.0	-66.1	-39.4	-8.8	-11.6	-12.2	-53.9
HS20 Truck	Max Top	-162.0	-72.1	-72.5	-76.4	-65.4	-60.4	-59.5	-64.4	-74.8	-70.1	-69.8	-163.9
	Max Bottom	-75.4	-36.3	-44.5	-15.2	-25.7	-36.8	-35.4	-18.5	-6.7	-34.4	-35.7	-69.8
	Min Top	-187.3	-95.8	-92.1	-105.2	-100.6	-98.1	-98.8	-102.5	-107.8	-95.5	-94.9	-193.4
	Min Bottom	-131.8	-89.2	-88.4	-79.5	-104.3	-121.1	-123.0	-103.8	-80.5	-90.9	-91.7	-135.7
HS20 Lane	Max Top	-147.7	-61.4	-62.0	-72.9	-61.3	-55.0	-54.4	-60.2	-71.1	-59.6	-58.9	-149.2
	Max Bottom	-68.6	-29.5	-29.0	-15.2	-27.3	-38.9	-38.5	-23.3	-12.3	-27.4	-28.2	-69.3
	Min Top	-190.3	-98.9	-99.1	-105.2	-99.9	-97.2	-97.4	-100.4	-105.3	-98.6	-98.2	-193.6
	Min Bottom	-163.8	-113.2	-111.7	-87.5	-113.3	-133.1	-134.6	-113.1	-88.9	-114.5	-116.0	-168.4
SU2 Truck	Max Top	-169.0	-78.7	-79.0	-81.8	-69.6	-63.5	-63.2	-69.4	-81.2	-77.9	-77.6	-172.1
	Max Bottom	-80.3	-40.3	-41.8	-25.7	-45.8	-61.9	-60.7	-39.1	-17.8	-33.7	-34.6	-73.7
	Min Top	-185.1	-94.0	-93.3	-100.5	-91.6	-86.9	-87.5	-93.3	-102.9	-95.8	-95.4	-191.6
	Min Bottom	-116.2	-74.6	-73.9	-67.5	-94.7	-114.1	-114.8	-92.6	-66.3	-73.6	-74.3	-117.4
SU3 Truck	Max Top	-163.0	-73.0	-73.4	-77.2	-66.0	-60.8	-60.0	-65.1	-75.7	-71.2	-70.9	-165.0
	Max Bottom	-76.1	-36.8	-41.4	-15.0	-26.9	-38.4	-37.0	-19.7	-6.6	-33.0	-34.2	-70.4
	Min Top	-187.0	-95.6	-93.5	-105.3	-100.0	-97.4	-98.1	-102.0	-107.8	-96.1	-95.5	-193.1
	Min Bottom	-129.7	-87.2	-86.4	-77.9	-102.9	-120.1	-121.9	-102.2	-78.6	-88.5	-89.3	-133.1
SU4 Truck	Max Top	-162.2	-72.3	-72.6	-76.6	-65.5	-60.5	-59.6	-64.5	-75.0	-70.4	-70.0	-164.1
	Max Bottom	-75.6	-36.4	-41.0	-13.3	-24.1	-35.1	-33.7	-16.9	-4.8	-32.5	-33.8	-69.9
	Min Top	-187.2	-95.8	-93.7	-106.1	-101.3	-98.8	-99.5	-103.2	-108.7	-96.3	-95.7	-193.3
	Min Bottom	-131.4	-88.8	-88.0	-79.2	-104.0	-120.9	-122.8	-103.5	-80.1	-90.4	-91.2	-135.1
C3 Truck	Max Top	-165.2	-75.1	-75.4	-78.9	-67.3	-61.8	-61.2	-66.6	-77.6	-73.6	-73.3	-167.6
	Max Bottom	-77.6	-38.1	-45.8	-21.9	-36.6	-50.0	-48.7	-29.6	-13.6	-35.9	-37.1	-71.6
	Min Top	-186.3	-95.0	-91.6	-102.2	-95.7	-92.2	-92.8	-97.6	-104.7	-94.8	-94.2	-192.6
	Min Bottom	-124.8	-82.6	-81.9	-74.1	-99.9	-117.9	-119.4	-98.8	-74.2	-83.2	-83.9	-127.5
C4 Truck	Max Top	-162.1	-72.2	-72.6	-76.5	-65.4	-60.4	-59.5	-64.4	-74.8	-70.2	-69.9	-164.0
	Max Bottom	-75.5	-36.3	-45.6	-16.7	-27.3	-39.0	-37.6	-20.1	-8.1	-39.7	-41.1	-69.9
	Min Top	-187.3	-95.8	-91.6	-104.6	-99.8	-97.1	-97.8	-101.8	-107.2	-93.1	-92.4	-193.3
	Min Bottom	-131.6	-89.0	-88.2	-79.4	-104.1	-121.0	-123.0	-103.7	-80.4	-90.7	-91.5	-135.5
C5 Truck	Max Top	-162.0	-72.1	-72.5	-76.5	-65.4	-60.4	-59.5	-64.3	-74.8	-70.1	-69.8	-163.9
	Max Bottom	-75.4	-36.3	-48.0	-18.1	-28.5	-39.7	-38.3	-21.3	-9.4	-37.6	-39.0	-69.8
	Min Top	-187.3	-95.8	-90.6	-103.9	-99.3	-96.8	-97.5	-101.3	-106.6	-94.0	-93.4	-193.4
	Min Bottom	-131.8	-89.2	-88.4	-79.5	-104.2	-121.0	-123.1	-103.8	-80.6	-91.0	-91.7	-135.7
ST5 Truck	Max Top	-161.8	-71.9	-72.2	-76.3	-65.2	-60.3	-59.3	-64.1	-74.4	-69.7	-69.4	-163.4
	Max Bottom	-75.2	-36.1	-50.2	-18.8	-28.2	-39.1	-37.6	-21.1	-10.3	-39.7	-41.1	-69.7
	Min Top	-187.4	-95.9	-89.6	-103.6	-99.4	-97.1	-97.8	-101.4	-106.2	-93.1	-92.4	-193.4
	Min Bottom	-132.4	-89.7	-89.0	-80.0	-104.6	-121.3	-123.5	-104.4	-81.3	-91.9	-92.6	-136.7

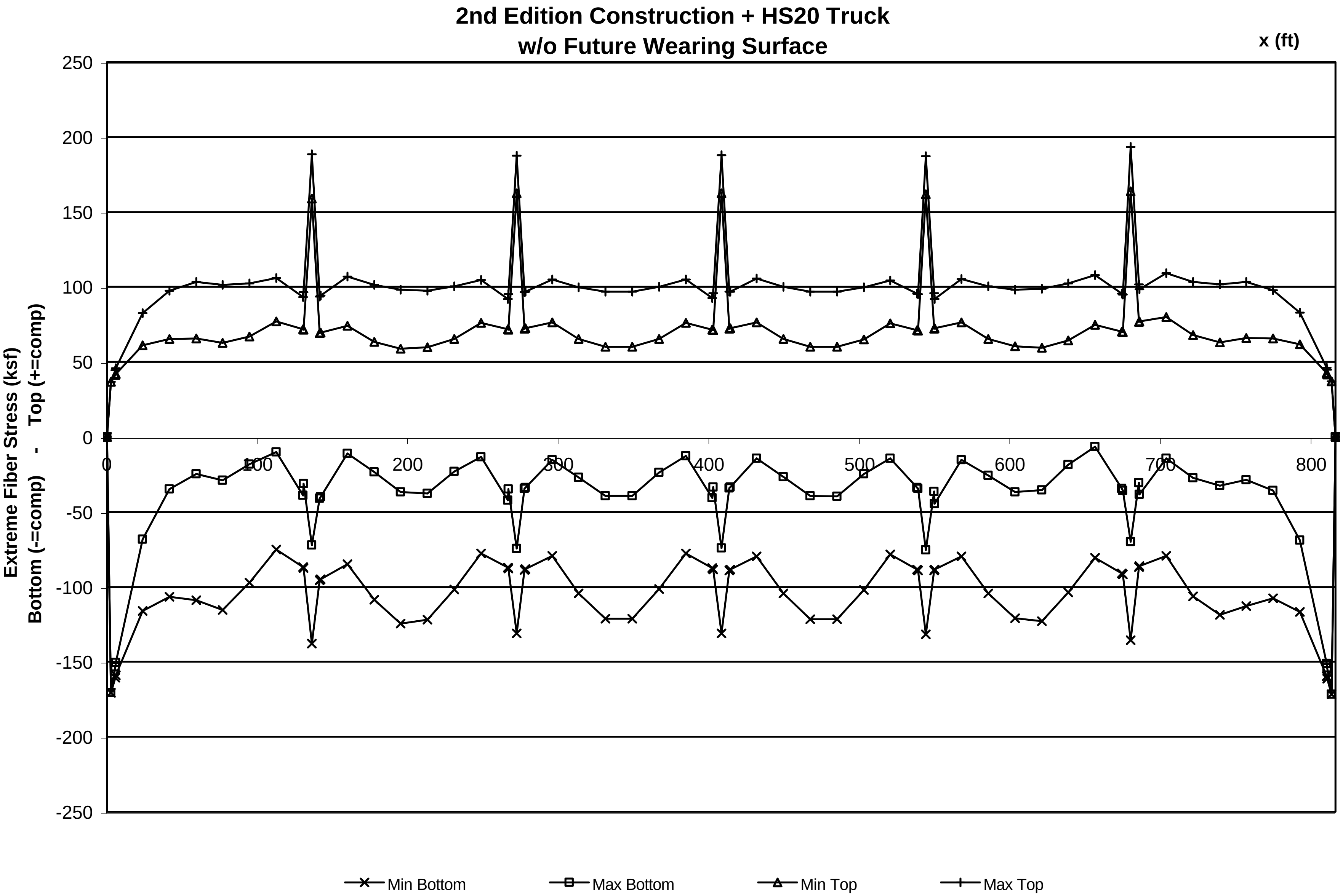
Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-179.6	-88.6	-88.9	-90.2	-76.6	-70.1	-71.2	-69.4	-63.6	-42.8	-42.0	-37.1	0.0
	Bottom	-100.6	-60.2	-59.6	-56.5	-87.1	-103.2	-100.9	-99.5	-112.4	-158.9	-160.7	-171.6	0.0
DL + Grad	Top	-200.5	-108.7	-108.9	-107.4	-91.0	-81.8	-80.1	-75.5	-66.9	-43.3	-42.5	-37.1	0.0
	Bottom	-53.9	-15.3	-14.9	-18.0	-54.8	-77.2	-81.1	-85.9	-105.0	-157.7	-159.7	-171.6	0.0
HS20 Truck	Max Top	-163.9	-76.7	-77.0	-80.0	-68.0	-63.2	-65.9	-65.7	-61.6	-42.5	-41.7	-37.1	0.0
	Max Bottom	-69.8	-30.6	-38.3	-14.4	-27.2	-32.5	-28.6	-35.7	-69.0	-151.3	-154.2	-171.6	0.0
	Min Top	-193.4	-101.9	-98.4	-109.1	-103.4	-101.8	-103.5	-97.9	-83.0	-46.2	-44.9	-37.1	0.0
	Min Bottom	-135.7	-86.8	-86.2	-79.4	-106.2	-118.7	-112.6	-107.6	-116.8	-159.6	-161.3	-171.6	0.0
HS20 Lane	Max Top	-149.2	-64.5	-65.2	-76.4	-65.2	-60.9	-64.2	-64.6	-61.0	-42.4	-41.6	-37.1	0.0
	Max Bottom	-69.3	-29.8	-29.2	-15.9	-28.0	-34.0	-31.1	-39.6	-73.2	-151.6	-154.4	-171.6	0.0
	Min Top	-193.6	-102.2	-102.5	-108.4	-103.0	-101.1	-102.4	-96.2	-81.1	-46.0	-44.8	-37.1	0.0
	Min Bottom	-168.4	-114.0	-112.5	-87.6	-112.5	-123.7	-116.5	-110.2	-118.2	-159.8	-161.5	-171.6	0.0
SU2 Truck	Max Top	-172.1	-82.9	-83.2	-85.4	-72.5	-66.8	-68.6	-67.6	-62.7	-42.6	-41.8	-37.1	0.0
	Max Bottom	-73.7	-34.3	-36.1	-24.8	-48.5	-61.1	-59.6	-63.9	-88.8	-154.6	-157.0	-171.6	0.0
	Min Top	-191.6	-100.2	-99.4	-104.4	-93.8	-89.0	-89.6	-85.3	-74.1	-44.7	-43.6	-37.1	0.0
	Min Bottom	-117.4	-72.9	-72.3	-67.5	-96.2	-110.6	-106.5	-103.4	-114.5	-159.2	-161.0	-171.6	0.0
SU3 Truck	Max Top	-165.0	-77.5	-77.8	-80.8	-68.6	-63.7	-66.3	-66.0	-61.8	-42.5	-41.7	-37.1	0.0
	Max Bottom	-70.4	-31.1	-35.9	-14.2	-28.6	-34.7	-30.9	-38.1	-71.0	-151.1	-154.0	-171.6	0.0
	Min Top	-193.1	-101.6	-99.5	-109.2	-102.7	-100.8	-102.5	-96.8	-82.1	-46.2	-45.0	-37.1	0.0
	Min Bottom	-133.1	-84.9	-84.3	-77.7	-104.9	-117.6	-111.8	-107.0	-116.5	-159.6	-161.3	-171.6	0.0
SU4 Truck	Max Top	-164.1	-76.9	-77.2	-80.2	-68.1	-63.3	-66.0	-65.8	-61.7	-42.5	-41.7	-37.1	0.0
	Max Bottom	-69.9	-30.7	-35.6	-12.5	-25.7	-31.0	-27.0	-34.5	-68.9	-150.8	-153.8	-171.6	0.0
	Min Top	-193.3	-101.8	-99.6	-109.9	-104.0	-102.4	-104.3	-98.5	-83.1	-46.4	-45.1	-37.1	0.0
	Min Bottom	-135.1	-86.5	-85.8	-79.0	-105.9	-118.5	-112.5	-107.5	-116.7	-159.6	-161.3	-171.6	0.0
C3 Truck	Max Top	-167.6	-79.5	-79.8	-82.4	-70.0	-64.8	-67.1	-66.6	-62.1	-42.5	-41.8	-37.1	0.0
	Max Bottom	-71.6	-32.3	-39.6	-21.1	-38.6	-47.2	-44.5	-50.2	-79.7	-152.6	-155.4	-171.6	0.0
	Min Top	-192.6	-101.1	-97.8	-106.1	-98.3	-95.2	-96.4	-91.4	-78.2	-45.6	-44.4	-37.1	0.0
	Min Bottom	-127.5	-80.6	-79.9	-74.0	-101.7	-115.1	-109.9	-105.7	-115.7	-159.4	-161.2	-171.6	0.0
C4 Truck	Max Top	-164.0	-76.8	-77.1	-80.1	-68.1	-63.2	-65.9	-65.8	-61.6	-42.5	-41.7	-37.1	0.0
	Max Bottom	-69.9	-30.7	-44.8	-16.0	-28.6	-34.5	-31.0	-37.2	-73.0	-151.5	-154.4	-171.6	0.0
	Min Top	-193.3	-101.8	-95.5	-108.4	-102.7	-100.9	-102.4	-97.3	-81.2	-46.1	-44.8	-37.1	0.0
	Min Bottom	-135.5	-86.6	-86.0	-79.2	-106.1	-118.6	-112.6	-107.5	-116.8	-159.6	-161.3	-171.6	0.0
C5 Truck	Max Top	-163.9	-76.7	-77.0	-80.0	-68.0	-63.2	-65.9	-65.8	-61.6	-42.5	-41.7	-37.1	0.0
	Max Bottom	-69.8	-30.6	-41.8	-17.4	-30.0	-35.3	-31.6	-38.5	-71.4	-151.3	-154.2	-171.6	0.0
	Min Top	-193.4	-101.9	-96.8	-107.7	-102.1	-100.5	-102.2	-96.7	-82.0	-46.2	-44.9	-37.1	0.0
	Min Bottom	-135.7	-86.8	-86.1	-79.4	-106.2	-118.7	-112.6	-107.6	-116.8	-159.6	-161.3	-171.6	0.0
ST5 Truck	Max Top	-163.4	-76.5	-76.8	-79.8	-67.8	-63.0	-65.8	-65.7	-61.6	-42.5	-41.7	-37.1	0.0
	Max Bottom	-69.7	-30.5	-44.1	-18.1	-29.5	-34.4	-30.7	-38.1	-71.7	-152.2	-155.0	-171.6	0.0
	Min Top	-193.4	-101.9	-95.8	-107.4	-102.3	-100.9	-102.6	-96.8	-81.8	-45.8	-44.6	-37.1	0.0
	Min Bottom	-136.7	-87.3	-86.7	-79.8	-106.6	-119.0	-112.9	-107.7	-116.9	-159.6	-161.3	-171.6	0.0


2nd Edition Construction + Full Gradient
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress

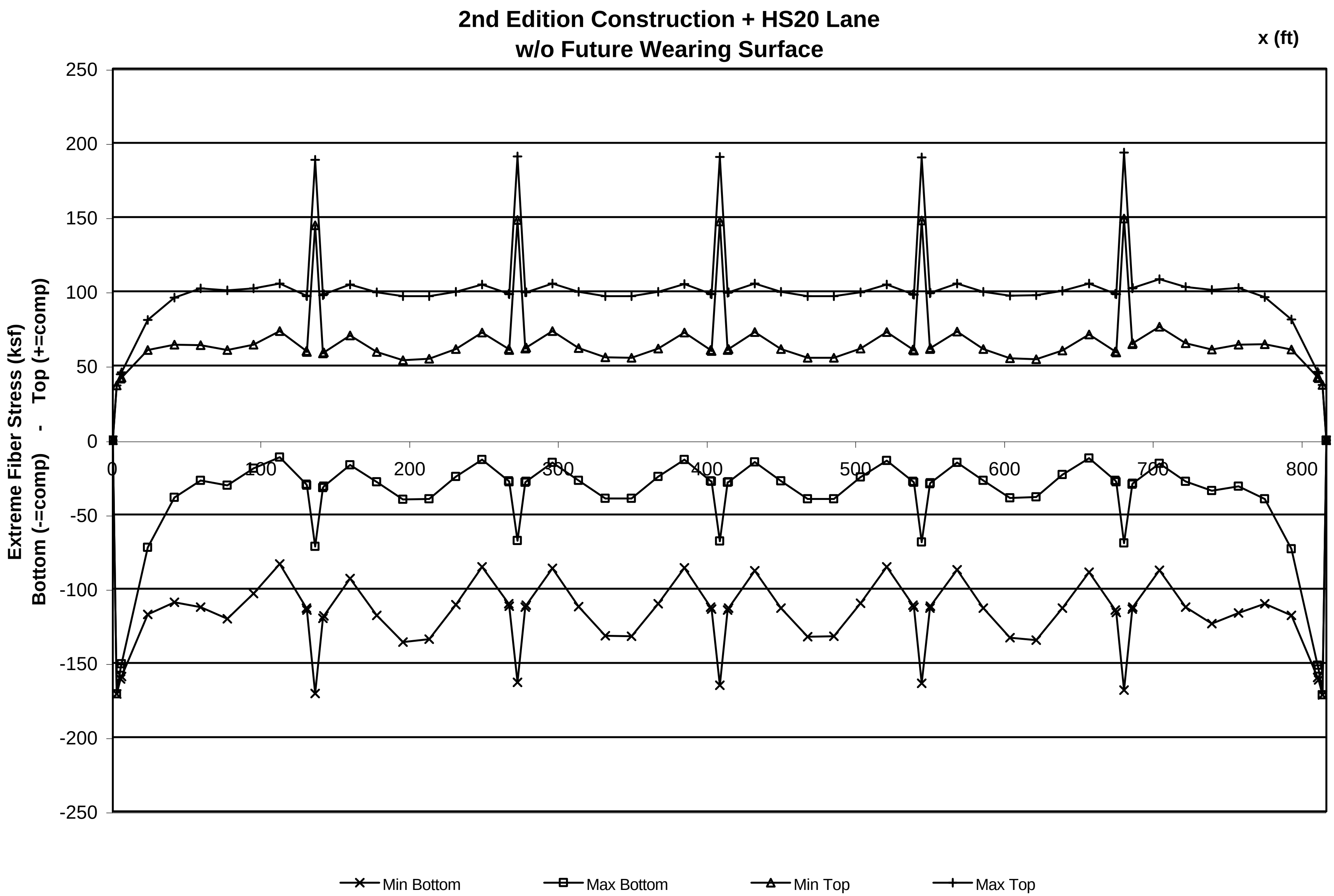


2nd Edition Construction
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress

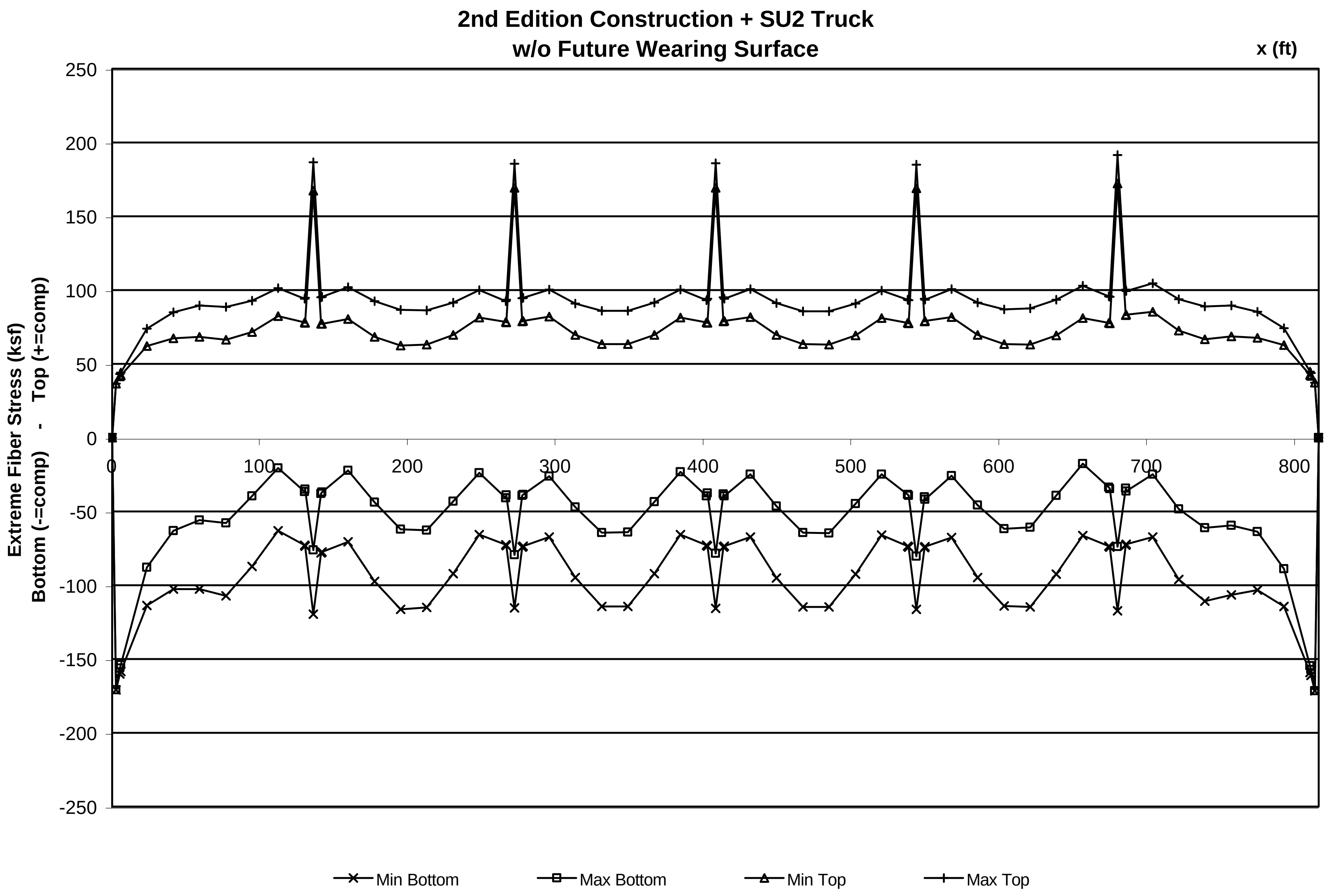


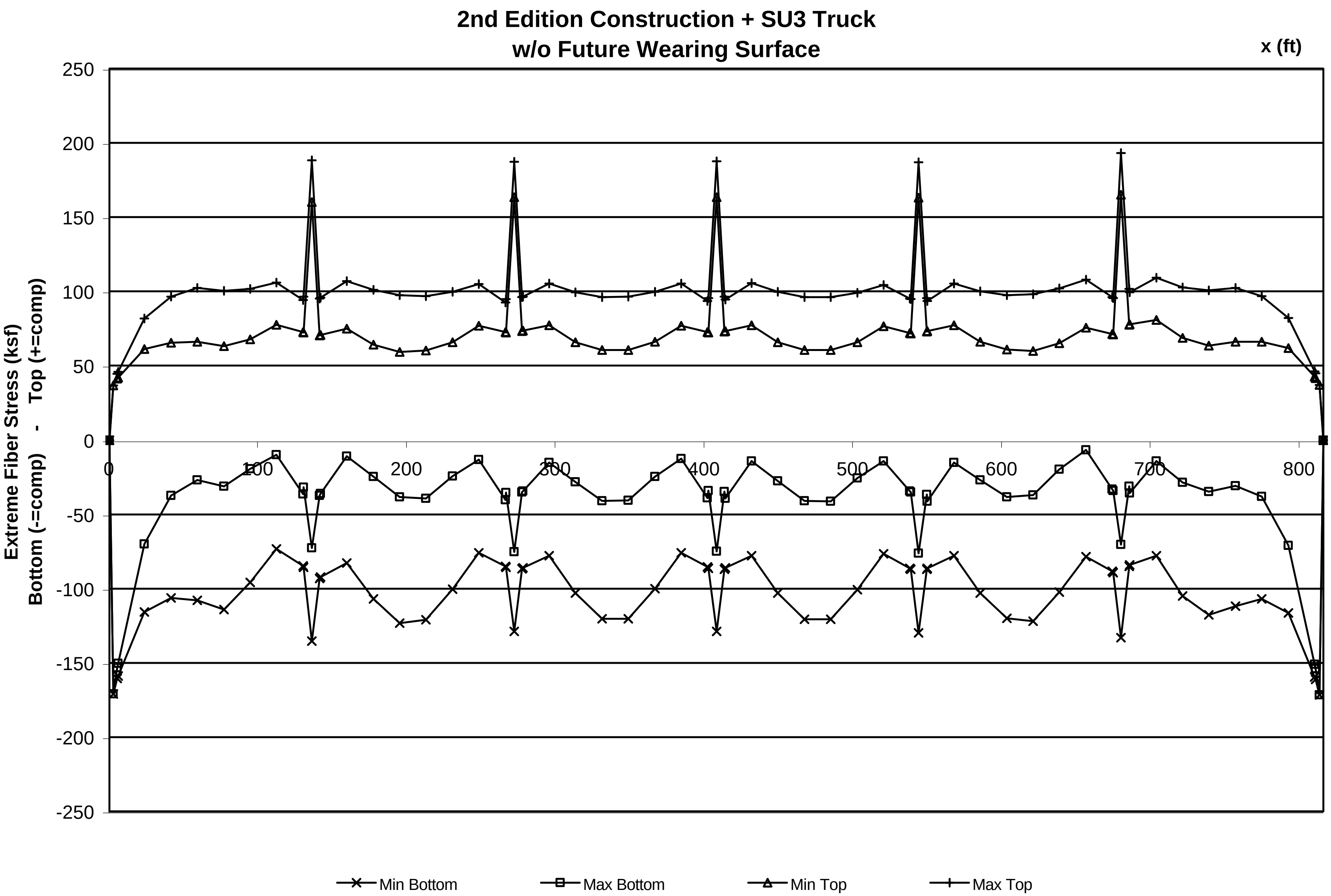
Mid-Bay Bridge
Post-Tensioning Review

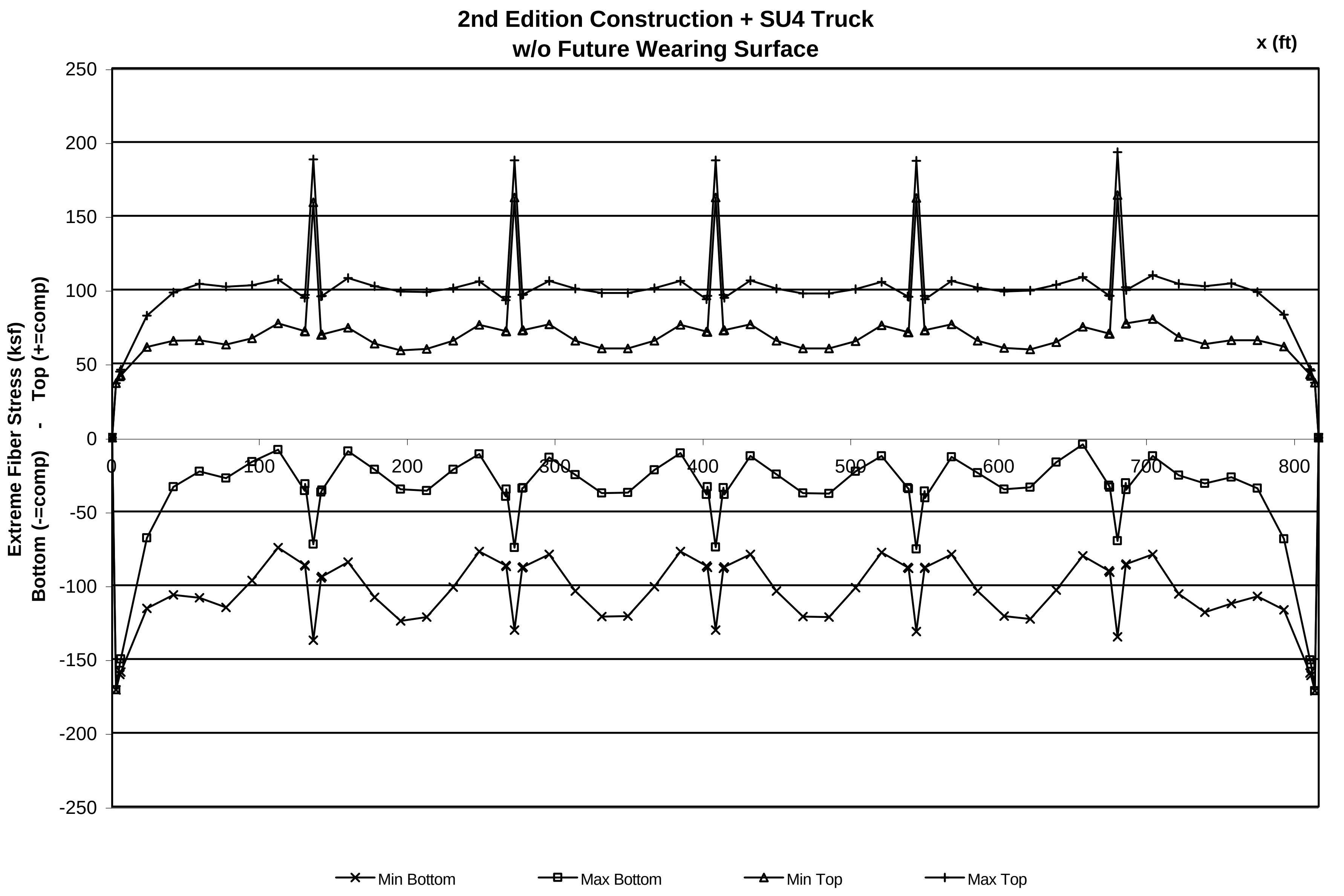
12/14/2001



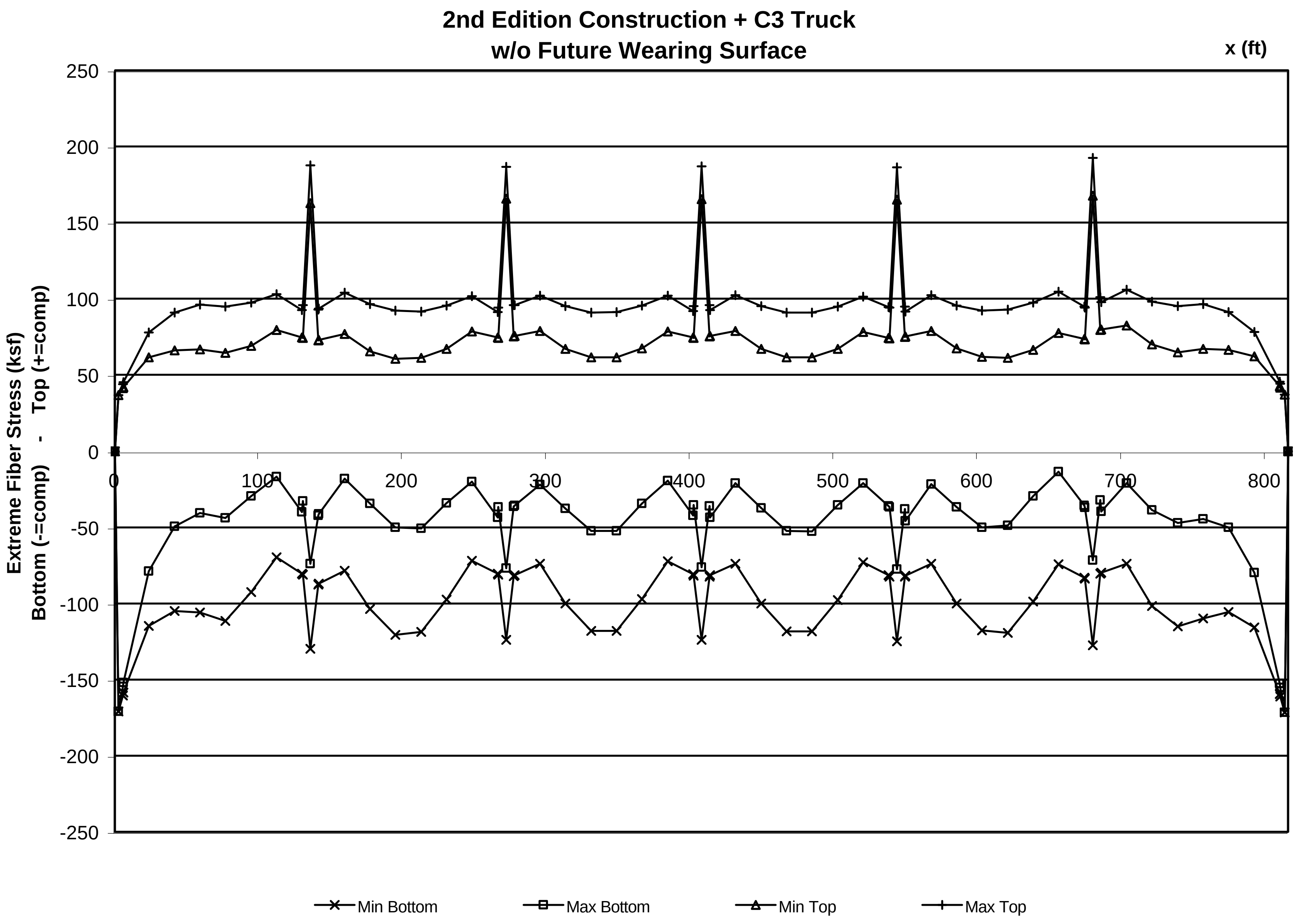
2nd Edition Construction + HS20 Lane
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

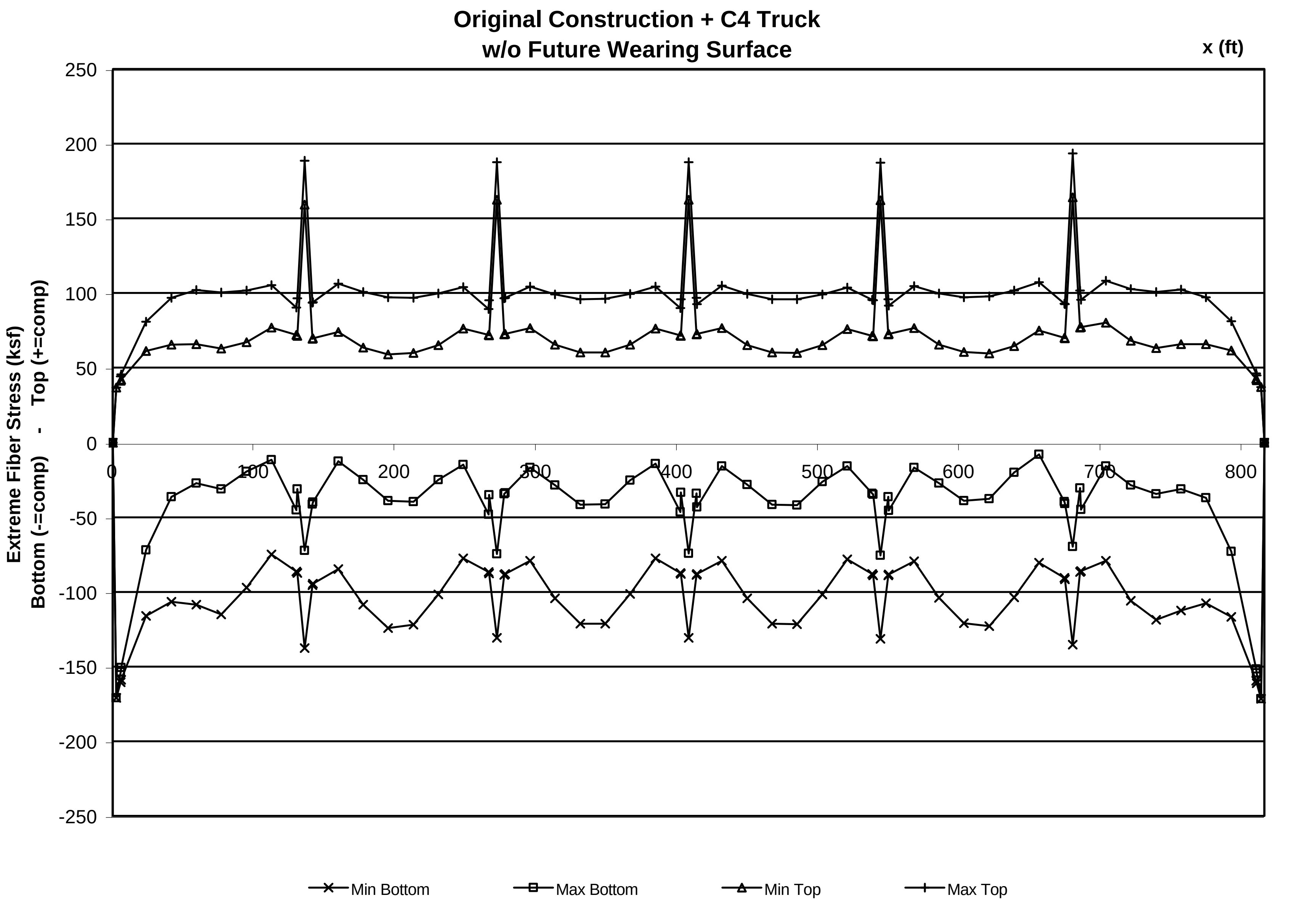

2nd Edition Construction + SU2 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

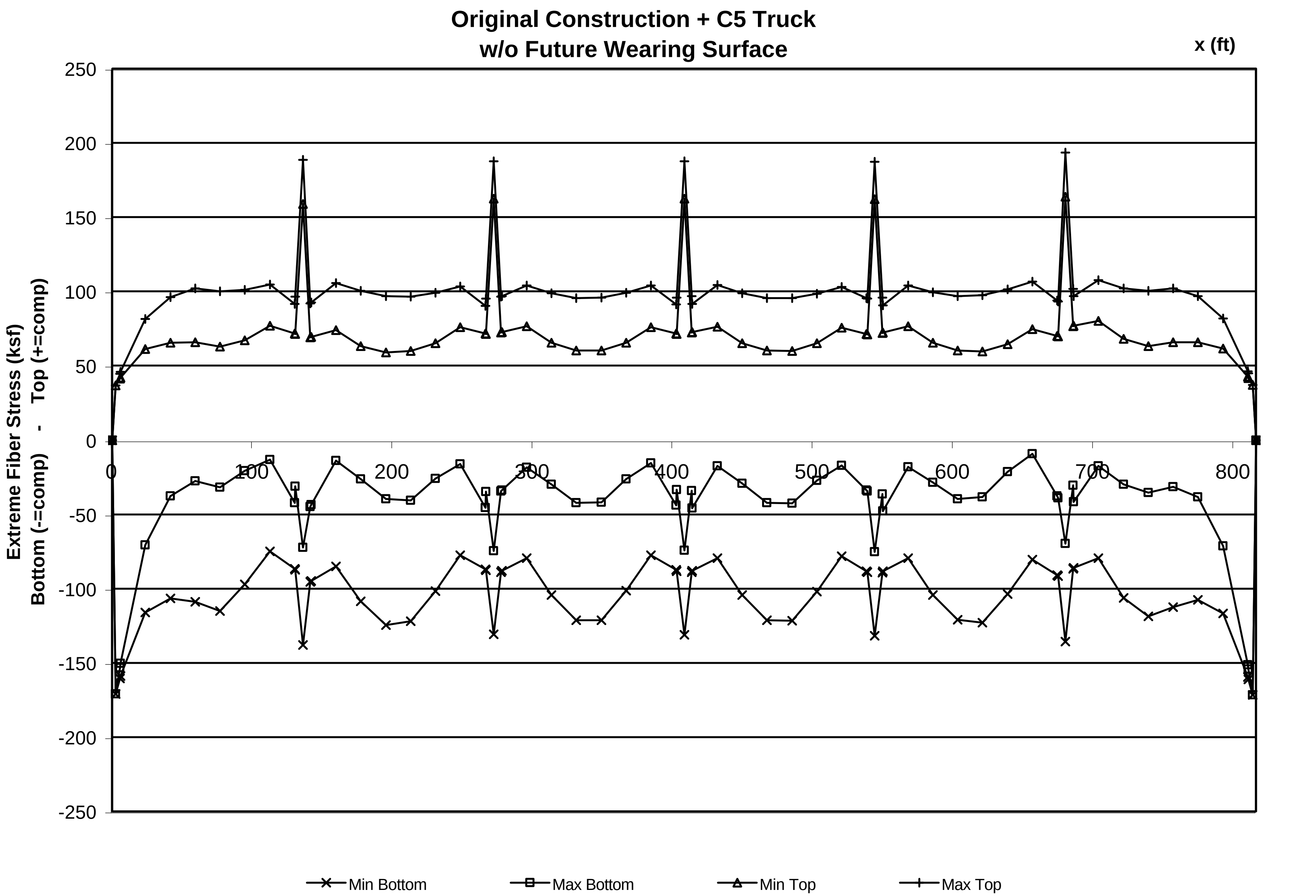

2nd Edition Construction + SU3 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

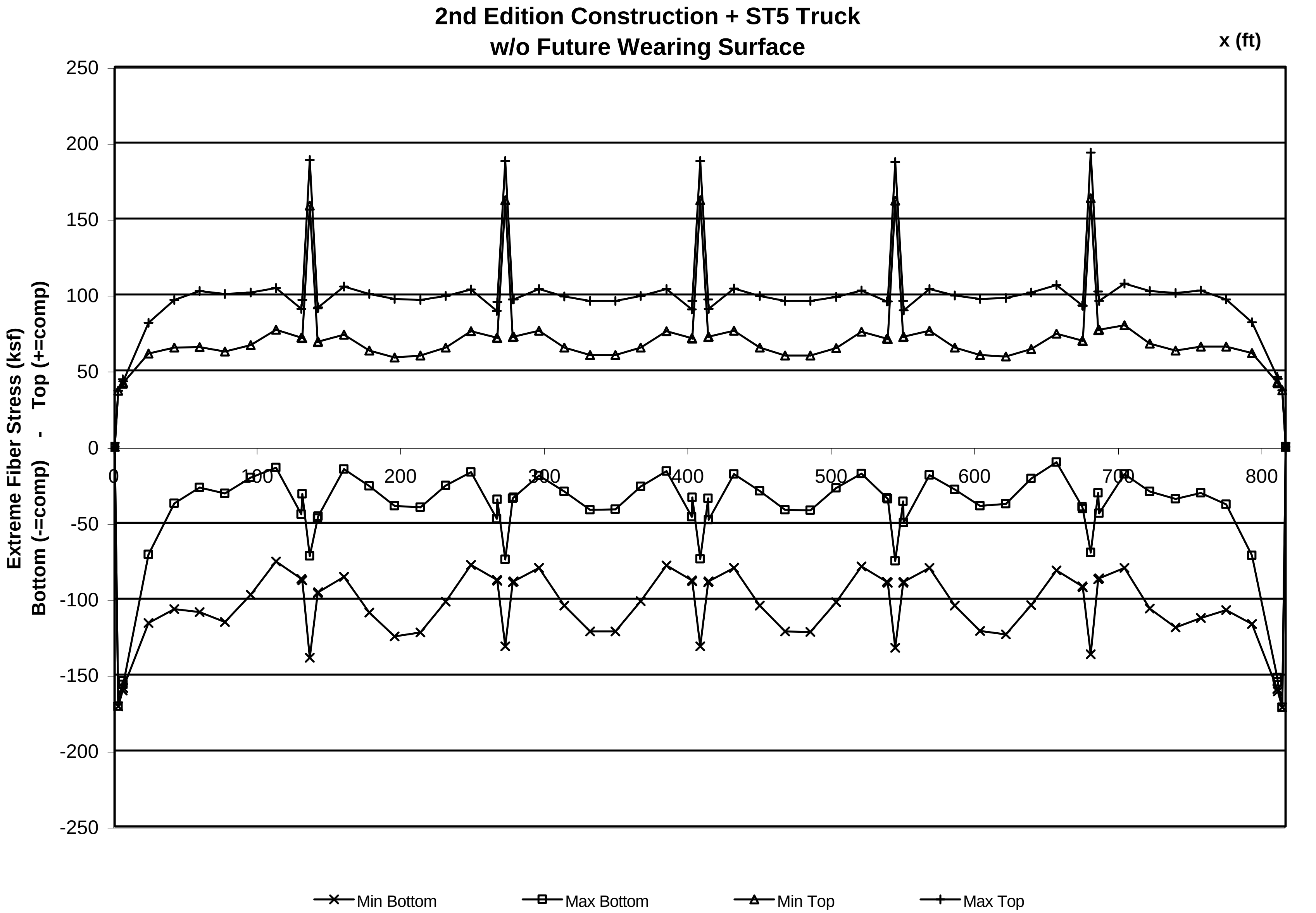


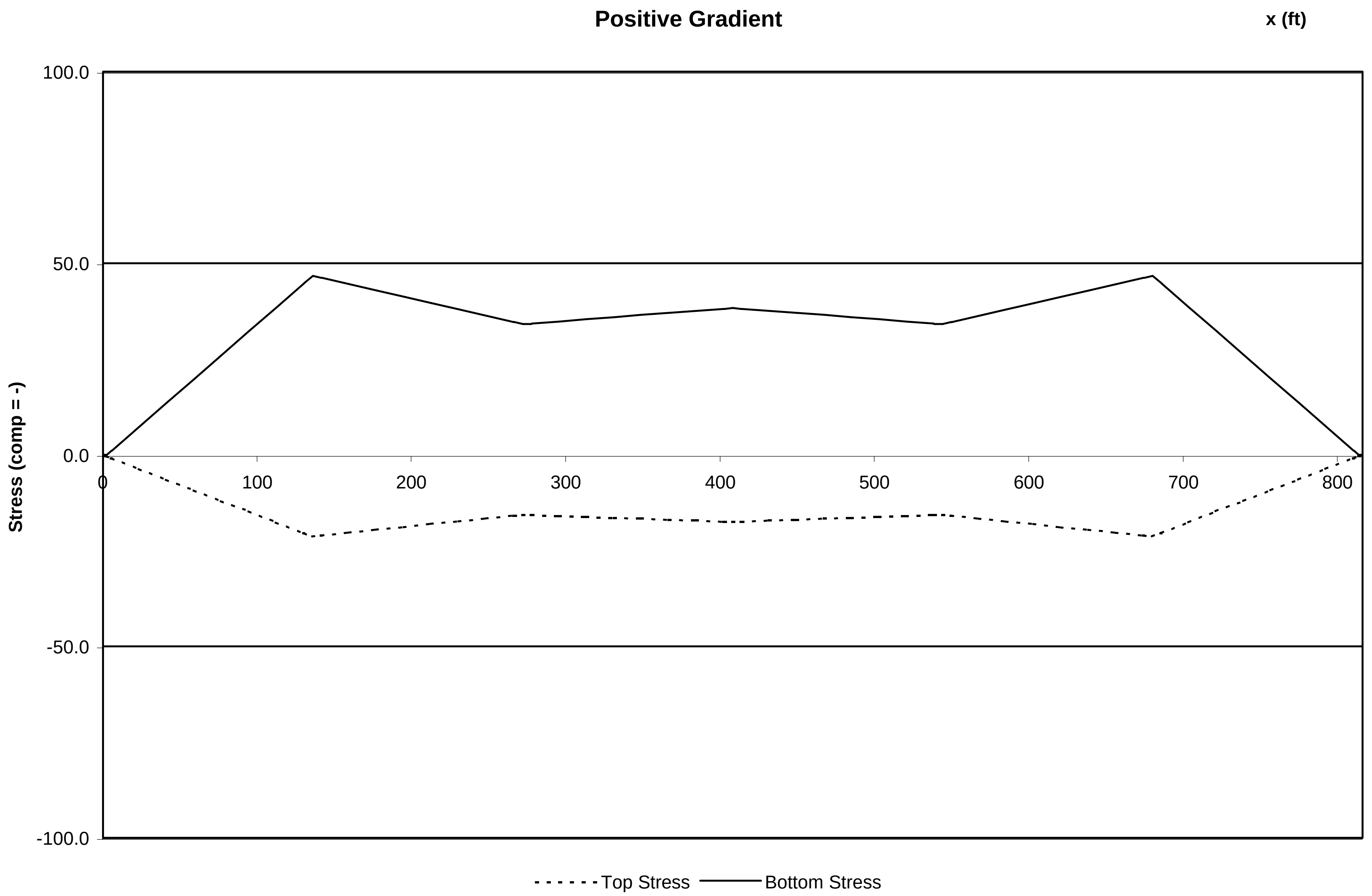
2nd Edition Construction + SU4 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


2nd Edition Construction + C3 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Original Construction + C4 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Original Construction + C5 Truck
w/o Future Wearing Surface
x (ft)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
Min Bottom
Max Bottom
Min Top
Max Top


2nd Edition Construction + ST5 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Positive Gradient
x (ft)
100.0
50.0
0.0
-50.0
-100.0
Stress (comp = -)
0
100
200
300
400
500
600
700
800
Top Stress
Bottom Stress

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 1												
	Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
	Abscissa	**0.125**	**2.500**	**5.375**	**5.875**	**23.625**	**41.375**	**59.125**	**76.875**	**94.625**	**112.375**	**130.125**	**130.625**	**136.000**
DL	**Top**	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.5	-74.3	-78.1	-86.1	-77.8	-77.3	-167.0
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.0	-84.6	-89.5	-72.7	-54.7	-73.3	-74.3	-120.3
DL + Grad	**Top**	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.4	-86.0	-92.5	-103.3	-97.8	-97.4	-187.9
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.4	-64.8	-63.5	-40.4	-16.2	-28.6	-29.4	-73.6
HS20 Truck	**Max Top**	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.3	-69.5	-75.9	-65.9	-65.4	-151.3
	Max Bottom	0.0	-170.8	-152.1	-149.0	-60.2	-23.3	-12.4	-18.8	-12.8	-12.6	-52.0	-44.7	-89.5
	Min Top	0.0	-36.6	-45.0	-46.4	-86.2	-102.7	-108.8	-106.0	-104.8	-104.9	-87.3	-90.6	-180.8
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.1	-96.4	-105.0	-91.8	-77.6	-99.8	-101.0	-155.2
HS20 Lane	**Max Top**	0.0	-36.6	-41.7	-42.6	-64.1	-69.3	-69.5	-65.1	-66.7	-72.2	-54.1	-53.3	-136.7
	Max Bottom	0.0	-170.8	-152.4	-149.3	-64.4	-27.1	-14.9	-20.3	-13.6	-14.1	-42.9	-43.9	-89.0
	Min Top	0.0	-36.6	-44.9	-46.3	-84.3	-101.0	-107.7	-105.3	-104.5	-104.2	-91.4	-90.9	-181.0
	Min Bottom	0.0	-170.8	-159.4	-157.5	-109.4	-97.8	-100.2	-110.0	-98.0	-85.7	-126.1	-128.1	-188.0
SU2 Truck	**Max Top**	0.0	-36.6	-42.0	-42.9	-65.8	-72.4	-73.9	-71.0	-74.0	-81.2	-72.1	-71.6	-159.5
	Max Bottom	0.0	-170.8	-155.0	-152.3	-80.0	-51.4	-43.4	-47.4	-34.1	-23.0	-49.8	-48.4	-93.4
	Min Top	0.0	-36.6	-43.8	-44.9	-77.3	-90.1	-94.9	-93.1	-95.3	-100.3	-88.3	-88.9	-179.0
	Min Bottom	0.0	-170.8	-158.9	-156.9	-105.7	-90.9	-90.3	-96.9	-81.8	-65.6	-85.9	-87.0	-137.0
SU3 Truck	**Max Top**	0.0	-36.6	-41.8	-42.7	-64.9	-70.8	-71.6	-67.8	-70.1	-76.6	-66.8	-66.3	-152.5
	Max Bottom	0.0	-170.8	-152.0	-148.8	-62.2	-25.7	-14.6	-21.0	-14.2	-12.4	-49.5	-45.2	-90.0
	Min Top	0.0	-36.6	-45.1	-46.5	-85.3	-101.6	-107.8	-105.0	-104.2	-105.0	-88.4	-90.3	-180.5
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.7	-94.5	-95.6	-103.9	-90.4	-75.9	-97.9	-99.0	-152.7
SU4 Truck	**Max Top**	0.0	-36.6	-41.8	-42.7	-64.8	-70.6	-71.3	-67.4	-69.6	-76.0	-66.1	-65.6	-151.6
	Max Bottom	0.0	-170.8	-151.7	-148.5	-60.1	-22.0	-10.7	-17.3	-11.3	-10.7	-49.2	-44.8	-89.6
	Min Top	0.0	-36.6	-45.2	-46.6	-86.2	-103.2	-109.5	-106.6	-105.5	-105.8	-88.6	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.9	-95.0	-96.2	-104.8	-91.5	-77.2	-99.4	-100.6	-154.7
C3 Truck	**Max Top**	0.0	-36.6	-41.9	-42.8	-65.2	-71.4	-72.4	-69.0	-71.5	-78.3	-68.7	-68.2	-155.0
	Max Bottom	0.0	-170.8	-153.3	-150.4	-70.9	-37.8	-28.3	-33.5	-24.2	-19.2	-53.3	-46.4	-91.2
	Min Top	0.0	-36.6	-44.5	-45.8	-81.3	-96.2	-101.7	-99.4	-99.7	-102.0	-86.7	-89.8	-180.0
	Min Bottom	0.0	-170.8	-159.1	-157.1	-106.9	-93.2	-93.6	-101.3	-87.3	-72.2	-93.5	-94.7	-147.1
C4 Truck	**Max Top**	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.4	-69.6	-75.9	-66.0	-65.5	-151.4
	Max Bottom	0.0	-170.8	-152.3	-149.2	-64.2	-24.7	-14.8	-20.8	-14.2	-14.1	-58.5	-44.8	-89.5
	Min Top	0.0	-36.6	-44.9	-46.3	-84.4	-102.0	-107.7	-105.1	-104.2	-104.2	-84.4	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.9	-95.1	-96.3	-104.9	-91.7	-77.4	-99.6	-100.8	-155.1
C5 Truck	**Max Top**	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.3	-69.5	-75.9	-65.9	-65.4	-151.3
	Max Bottom	0.0	-170.8	-152.1	-149.0	-62.6	-26.0	-15.4	-21.6	-15.6	-15.6	-55.4	-44.7	-89.5
	Min Top	0.0	-36.6	-45.0	-46.4	-85.1	-101.5	-107.5	-104.7	-103.6	-103.6	-85.8	-90.6	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.1	-96.4	-105.0	-91.8	-77.5	-99.8	-100.9	-155.3
ST5 Truck	**Max Top**	0.0	-36.6	-41.8	-42.7	-64.7	-70.5	-71.1	-67.2	-69.3	-75.7	-65.7	-65.2	-150.9
	Max Bottom	0.0	-170.8	-152.9	-155.1	-62.9	-25.7	-14.5	-20.7	-15.1	-16.3	-57.7	-44.6	-89.3
	Min Top	0.0	-36.6	-44.7	-43.7	-84.9	-101.6	-107.9	-105.1	-103.8	-103.3	-84.8	-90.6	-180.8
	Min Bottom	0.0	-170.8	-159.3	-157.3	-108.1	-95.3	-96.6	-105.3	-92.2	-78.0	-100.3	-101.4	-156.2

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-167.0	-77.8	-78.3	-84.2	-73.8	-68.2	-68.5	-74.9	-85.6	-79.9	-79.5	-170.0
	Bottom	-120.3	-76.3	-75.4	-62.2	-85.4	-103.6	-102.8	-80.1	-56.3	-69.0	-69.8	-114.0
DL + Grad	Top	-187.9	-98.5	-99.0	-104.1	-93.0	-86.7	-86.2	-91.9	-101.8	-95.4	-95.0	-185.3
	Bottom	-73.6	-30.1	-29.2	-17.7	-42.5	-62.4	-63.2	-42.2	-20.0	-34.4	-35.2	-79.9
HS20 Truck	Max Top	-151.3	-63.0	-63.5	-72.0	-64.2	-61.1	-62.5	-66.8	-75.3	-67.4	-67.0	-156.6
	Max Bottom	-89.5	-55.1	-53.5	-15.6	-21.6	-31.7	-32.0	-19.8	-15.0	-52.0	-44.9	-87.6
	Min Top	-180.8	-87.4	-88.1	-105.0	-102.3	-100.4	-100.2	-101.9	-104.0	-87.5	-90.7	-181.9
	Min Bottom	-155.2	-109.5	-108.5	-89.4	-106.9	-119.3	-116.2	-98.3	-79.3	-96.8	-97.8	-144.0
HS20 Lane	Max Top	-136.7	-52.1	-52.9	-68.2	-60.0	-56.0	-57.1	-62.7	-71.7	-57.0	-56.3	-142.3
	Max Bottom	-89.0	-46.0	-45.0	-21.2	-26.4	-34.8	-34.0	-21.3	-15.0	-37.3	-38.1	-80.8
	Min Top	-181.0	-91.4	-91.9	-102.5	-100.2	-99.0	-99.3	-101.2	-104.0	-94.1	-93.7	-184.9
	Min Bottom	-188.0	-133.8	-132.0	-97.8	-116.2	-130.8	-128.2	-107.4	-87.3	-120.1	-121.8	-176.0
SU2 Truck	Max Top	-159.5	-70.7	-71.2	-78.3	-69.2	-64.8	-65.6	-71.0	-80.6	-74.0	-73.5	-163.6
	Max Bottom	-93.4	-51.7	-50.5	-26.7	-42.2	-56.9	-57.1	-39.8	-25.5	-50.6	-48.9	-92.5
	Min Top	-179.0	-88.9	-89.4	-100.0	-93.1	-89.1	-89.0	-93.0	-99.3	-88.1	-88.9	-179.7
	Min Bottom	-137.0	-92.2	-91.2	-75.2	-95.7	-111.1	-109.2	-88.8	-67.3	-82.3	-83.2	-128.4
SU3 Truck	Max Top	-152.5	-64.1	-64.5	-72.9	-64.9	-61.6	-62.9	-67.3	-76.0	-68.3	-67.9	-157.6
	Max Bottom	-90.0	-51.4	-49.8	-15.5	-22.8	-33.2	-33.5	-20.9	-14.8	-50.1	-45.5	-88.3
	Min Top	-180.5	-89.0	-89.7	-105.0	-101.8	-99.7	-99.5	-101.4	-104.1	-88.3	-90.4	-181.5
	Min Bottom	-152.7	-107.1	-106.1	-87.5	-105.3	-118.2	-115.2	-97.0	-77.7	-94.8	-95.8	-141.8
SU4 Truck	Max Top	-151.6	-63.2	-63.7	-72.2	-64.3	-61.2	-62.6	-66.9	-75.4	-67.6	-67.2	-156.8
	Max Bottom	-89.6	-51.0	-49.4	-13.7	-20.0	-30.0	-30.3	-18.2	-13.1	-49.9	-45.0	-87.8
	Min Top	-180.7	-89.2	-89.9	-105.8	-103.0	-101.1	-101.0	-102.6	-104.9	-88.5	-90.6	-181.8
	Min Bottom	-154.7	-109.0	-107.9	-89.0	-106.6	-119.1	-116.0	-98.1	-79.0	-96.4	-97.4	-143.5
C3 Truck	Max Top	-155.0	-66.5	-66.9	-74.8	-66.4	-62.8	-63.9	-68.7	-77.7	-70.4	-69.9	-159.8
	Max Bottom	-91.2	-56.2	-54.8	-22.5	-32.7	-45.0	-45.2	-30.7	-21.7	-53.4	-46.7	-89.8
	Min Top	-180.0	-86.8	-87.5	-101.9	-97.3	-94.4	-94.3	-97.1	-101.1	-86.9	-89.9	-180.9
	Min Bottom	-147.1	-101.8	-100.7	-83.1	-101.9	-115.6	-113.0	-94.0	-73.9	-90.2	-91.2	-136.9
C4 Truck	Max Top	-151.4	-63.0	-63.5	-72.0	-64.2	-61.2	-62.6	-66.8	-75.3	-67.5	-67.1	-156.7
	Max Bottom	-89.5	-55.4	-53.7	-17.0	-23.2	-33.8	-34.1	-21.4	-16.5	-57.8	-45.0	-87.7
	Min Top	-180.7	-87.2	-87.9	-104.4	-101.6	-99.4	-99.2	-101.2	-103.4	-84.9	-90.7	-181.8
	Min Bottom	-155.1	-109.4	-108.3	-89.3	-106.8	-119.2	-116.1	-98.2	-79.2	-96.6	-97.6	-143.8
C5 Truck	Max Top	-151.3	-62.9	-63.4	-71.9	-64.1	-61.1	-62.5	-66.8	-75.3	-67.5	-67.0	-156.6
	Max Bottom	-89.5	-58.7	-57.1	-18.3	-24.4	-34.6	-34.9	-22.6	-17.9	-55.3	-44.9	-87.6
	Min Top	-180.7	-85.7	-86.4	-103.8	-101.1	-99.1	-98.9	-100.7	-102.7	-86.0	-90.7	-181.9
	Min Bottom	-155.3	-109.6	-108.5	-89.5	-106.9	-119.3	-116.2	-98.3	-79.3	-96.8	-97.8	-144.0
ST5 Truck	Max Top	-150.9	-62.5	-63.0	-71.6	-63.9	-60.9	-62.4	-66.6	-75.1	-67.2	-66.8	-156.3
	Max Bottom	-89.3	-61.1	-59.6	-19.2	-24.1	-33.9	-34.2	-22.3	-18.6	-57.3	-44.7	-87.3
	Min Top	-180.8	-84.6	-85.4	-103.4	-101.2	-99.4	-99.2	-100.8	-102.4	-85.1	-90.8	-182.0
	Min Bottom	-156.2	-110.5	-109.4	-90.2	-107.5	-119.8	-116.5	-98.7	-79.8	-97.3	-98.4	-144.6

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.0	-80.6	-80.9	-86.4	-75.5	-69.4	-69.3	-75.2	-85.4	-79.3	-78.9	-169.2
	Bottom	-114.0	-70.3	-69.5	-57.3	-81.7	-101.0	-101.2	-79.6	-56.8	-70.5	-71.4	-115.9
DL + Grad	Top	-185.3	-95.9	-96.2	-102.0	-91.3	-85.5	-85.6	-91.8	-102.2	-96.4	-96.0	-186.3
	Bottom	-79.9	-36.1	-35.2	-22.5	-46.3	-65.1	-64.7	-42.6	-19.2	-32.4	-33.3	-77.6
HS20 Truck	Max Top	-156.6	-67.8	-68.3	-75.9	-67.2	-63.4	-63.3	-67.1	-75.1	-66.8	-66.3	-155.9
	Max Bottom	-87.6	-44.3	-43.5	-16.7	-22.7	-32.4	-32.4	-19.9	-14.8	-51.7	-44.7	-88.7
	Min Top	-181.9	-92.2	-92.6	-104.6	-101.9	-100.1	-100.1	-102.0	-104.2	-87.7	-90.8	-181.3
	Min Bottom	-144.0	-98.8	-97.8	-80.7	-100.1	-114.4	-114.5	-97.8	-79.9	-98.4	-99.5	-145.4
HS20 Lane	Max Top	-142.3	-57.3	-58.0	-72.8	-63.7	-58.6	-58.5	-63.2	-71.3	-55.6	-54.8	-140.6
	Max Bottom	-80.8	-38.4	-37.6	-16.3	-23.1	-32.5	-32.7	-20.9	-15.4	-38.4	-39.3	-82.4
	Min Top	-184.9	-94.9	-95.2	-104.8	-101.7	-100.0	-99.9	-101.5	-103.9	-93.7	-93.3	-184.1
	Min Bottom	-176.0	-122.4	-120.7	-87.8	-107.9	-125.0	-125.4	-106.5	-88.4	-123.3	-125.1	-179.7
SU2 Truck	Max Top	-163.6	-74.5	-74.9	-81.4	-71.5	-66.5	-66.4	-71.3	-80.5	-73.3	-72.9	-162.8
	Max Bottom	-92.5	-49.0	-48.1	-27.2	-42.7	-57.3	-57.3	-39.8	-25.3	-50.4	-48.7	-92.9
	Min Top	-179.7	-90.1	-90.5	-99.9	-92.9	-88.9	-88.9	-93.0	-99.5	-88.3	-89.1	-179.4
	Min Bottom	-128.4	-83.9	-83.0	-68.5	-90.5	-107.4	-107.6	-88.3	-67.8	-83.8	-84.8	-130.0
SU3 Truck	Max Top	-157.6	-68.7	-69.2	-76.7	-67.8	-63.8	-63.7	-67.6	-75.8	-67.7	-67.2	-156.9
	Max Bottom	-88.3	-45.0	-44.1	-16.5	-23.8	-33.9	-33.9	-21.0	-14.6	-49.9	-45.3	-89.3
	Min Top	-181.5	-91.9	-92.3	-104.7	-101.4	-99.4	-99.4	-101.5	-104.3	-88.5	-90.6	-181.1
	Min Bottom	-141.8	-96.8	-95.8	-79.0	-98.8	-113.5	-113.6	-96.5	-78.2	-96.4	-97.5	-143.3
SU4 Truck	Max Top	-156.8	-68.0	-68.5	-76.1	-67.4	-63.4	-63.4	-67.2	-75.2	-67.0	-66.5	-156.1
	Max Bottom	-87.8	-44.5	-43.6	-14.8	-21.1	-30.7	-30.7	-18.2	-12.9	-49.6	-44.8	-88.8
	Min Top	-181.8	-92.1	-92.5	-105.4	-102.6	-100.8	-100.8	-102.7	-105.0	-88.6	-90.8	-181.3
	Min Bottom	-143.5	-98.4	-97.4	-80.4	-99.8	-114.2	-114.3	-97.5	-79.5	-98.0	-99.1	-145.0
C3 Truck	Max Top	-159.8	-70.8	-71.3	-78.4	-69.2	-64.8	-64.7	-69.0	-77.5	-69.7	-69.3	-159.1
	Max Bottom	-89.8	-46.4	-45.5	-23.4	-33.6	-45.6	-45.5	-30.7	-21.5	-53.1	-46.5	-90.6
	Min Top	-180.9	-91.3	-91.6	-101.6	-97.0	-94.2	-94.2	-97.1	-101.2	-87.1	-90.0	-180.5
	Min Bottom	-136.9	-92.1	-91.1	-75.2	-95.8	-111.3	-111.4	-93.5	-74.4	-91.8	-92.9	-138.5
C4 Truck	Max Top	-156.7	-67.9	-68.4	-76.0	-67.3	-63.4	-63.4	-67.1	-75.2	-66.9	-66.4	-156.0
	Max Bottom	-87.7	-44.4	-43.5	-18.1	-24.3	-34.6	-34.5	-21.5	-16.3	-57.4	-44.8	-88.7
	Min Top	-181.8	-92.2	-92.5	-103.9	-101.1	-99.1	-99.1	-101.2	-103.5	-85.2	-90.8	-181.3
	Min Bottom	-143.8	-98.6	-97.6	-80.5	-100.0	-114.3	-114.4	-97.6	-79.7	-98.2	-99.3	-145.2
C5 Truck	Max Top	-156.6	-67.8	-68.3	-75.9	-67.2	-63.4	-63.3	-67.1	-75.1	-66.8	-66.3	-155.9
	Max Bottom	-87.6	-44.3	-43.5	-19.5	-25.5	-35.3	-35.3	-22.7	-17.7	-55.0	-44.7	-88.7
	Min Top	-181.9	-92.2	-92.6	-103.3	-100.6	-98.8	-98.8	-100.7	-102.9	-86.2	-90.8	-181.3
	Min Bottom	-144.0	-98.8	-97.8	-80.7	-100.1	-114.4	-114.5	-97.8	-79.9	-98.4	-99.5	-145.4
ST5 Truck	Max Top	-156.3	-67.6	-68.0	-75.7	-67.1	-63.2	-63.2	-66.9	-74.9	-66.5	-66.1	-155.7
	Max Bottom	-87.3	-44.1	-43.2	-20.2	-25.2	-34.7	-34.7	-22.4	-18.4	-57.0	-44.6	-88.5
	Min Top	-182.0	-92.3	-92.7	-103.0	-100.7	-99.1	-99.0	-100.8	-102.6	-85.3	-90.9	-181.4
	Min Bottom	-144.6	-99.4	-98.3	-81.2	-100.5	-114.7	-114.8	-98.1	-80.3	-99.0	-100.0	-146.0

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Including Wearing Surface

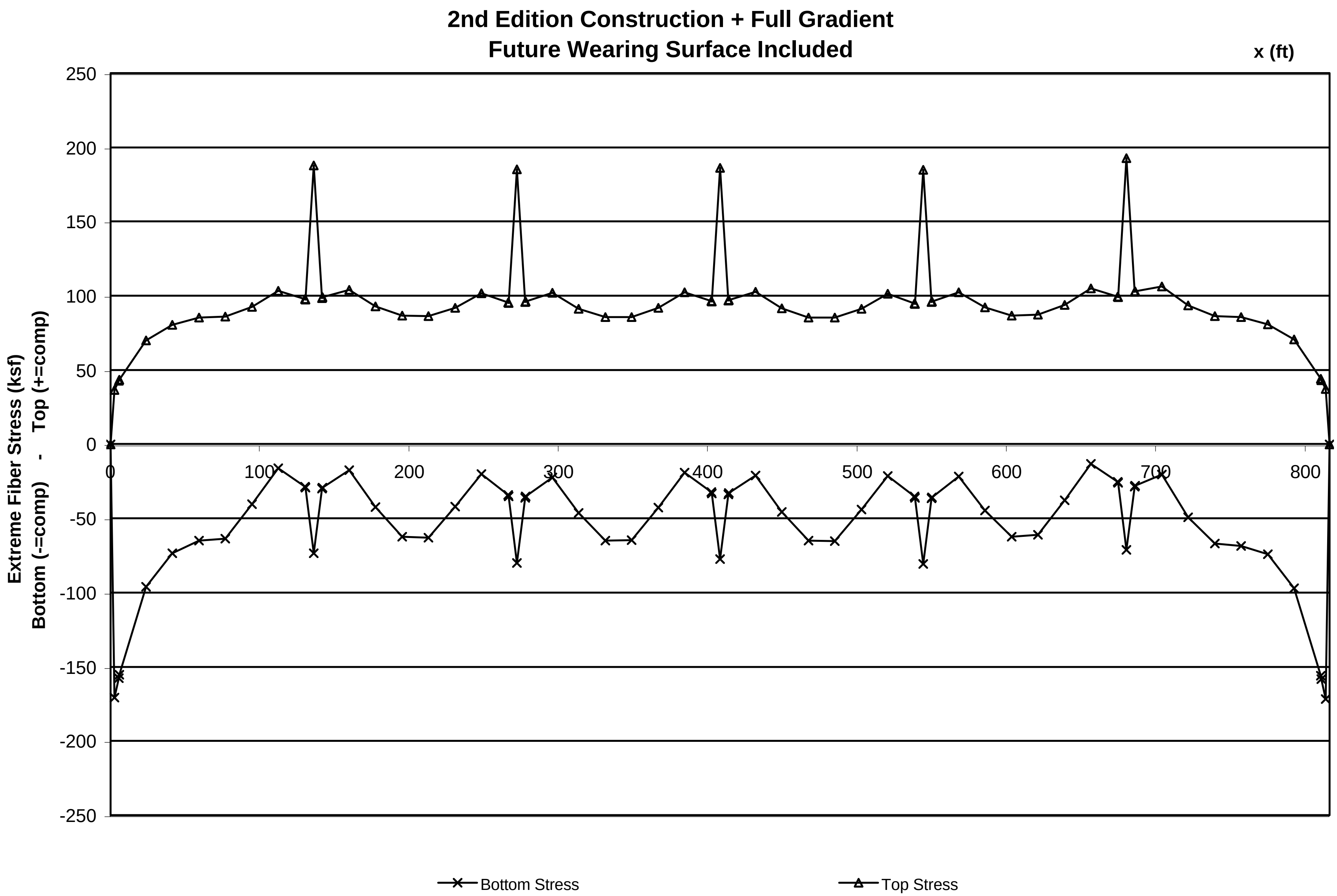
		Span 4											
	Node	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**44**	**45**	**46**
	Abscissa	**408.000**	**413.375**	**413.875**	**431.625**	**449.375**	**467.125**	**484.875**	**502.625**	**520.375**	**538.125**	**538.625**	**544.000**
DL	**Top**	-169.2	-79.7	-80.1	-85.8	-75.0	-69.1	-69.2	-75.3	-85.6	-79.6	-79.2	-169.6
	Bottom	-115.9	-72.0	-71.1	-58.6	-82.5	-101.4	-101.3	-79.3	-56.2	-69.6	-70.5	-114.9
DL + Grad	**Top**	-186.3	-96.8	-97.2	-102.6	-91.6	-85.4	-85.3	-91.1	-101.2	-94.9	-94.5	-184.9
	Bottom	-77.6	-33.9	-33.0	-21.0	-45.5	-64.9	-65.4	-43.9	-21.4	-35.3	-36.3	-80.8
HS20 Truck	**Max Top**	-155.9	-67.2	-67.6	-75.4	-66.9	-63.2	-63.2	-67.0	-75.1	-66.9	-66.5	-156.2
	Max Bottom	-88.7	-45.4	-44.5	-16.6	-22.8	-32.6	-32.8	-20.3	-15.5	-43.6	-44.5	-88.5
	Min Top	-181.3	-91.7	-92.1	-104.5	-101.8	-99.9	-99.9	-101.6	-103.8	-91.2	-90.8	-181.5
	Min Bottom	-145.4	-100.1	-99.3	-81.7	-100.7	-114.7	-114.7	-97.7	-79.6	-97.9	-98.9	-144.8
HS20 Lane	**Max Top**	-140.6	-55.7	-56.5	-71.6	-63.0	-58.3	-58.4	-63.5	-72.0	-56.7	-55.9	-141.9
	Max Bottom	-82.4	-39.9	-39.1	-17.2	-23.8	-32.8	-32.8	-20.8	-15.2	-37.7	-38.5	-81.6
	Min Top	-184.1	-94.1	-94.5	-104.3	-101.3	-99.8	-99.8	-101.4	-104.0	-93.9	-93.5	-184.5
	Min Bottom	-179.7	-125.8	-124.0	-90.2	-109.4	-125.6	-125.3	-105.6	-86.6	-120.8	-122.5	-176.9
SU2 Truck	**Max Top**	-162.8	-73.7	-74.2	-80.8	-71.2	-66.3	-66.3	-71.3	-80.6	-73.6	-73.1	-163.2
	Max Bottom	-92.9	-49.3	-50.6	-27.1	-42.8	-57.5	-57.6	-40.3	-26.1	-48.2	-49.1	-93.4
	Min Top	-179.4	-89.9	-89.4	-99.8	-92.9	-88.8	-88.7	-92.7	-99.1	-89.2	-88.8	-179.3
	Min Bottom	-130.0	-85.5	-84.5	-69.6	-91.2	-107.8	-107.7	-88.1	-67.4	-83.1	-84.1	-129.2
SU3 Truck	**Max Top**	-156.9	-68.1	-68.5	-76.2	-67.5	-63.6	-63.6	-67.6	-75.9	-67.9	-67.4	-157.2
	Max Bottom	-89.3	-45.9	-50.1	-16.5	-23.9	-34.1	-34.3	-21.5	-15.4	-44.2	-45.1	-89.1
	Min Top	-181.1	-91.5	-89.6	-104.6	-101.3	-99.2	-99.2	-101.1	-103.9	-90.9	-90.6	-181.2
	Min Bottom	-143.3	-98.1	-97.1	-80.0	-99.4	-113.8	-113.8	-96.4	-77.9	-95.9	-96.9	-142.7
SU4 Truck	**Max Top**	-156.1	-67.3	-67.8	-75.6	-67.0	-63.3	-63.2	-67.1	-75.3	-67.1	-66.7	-156.4
	Max Bottom	-88.8	-45.5	-49.8	-14.7	-21.2	-30.9	-31.0	-18.7	-13.7	-43.7	-44.6	-88.6
	Min Top	-181.3	-91.7	-89.7	-105.4	-102.5	-100.7	-100.6	-102.4	-104.7	-91.2	-90.8	-181.4
	Min Bottom	-145.0	-99.7	-98.7	-81.3	-100.4	-114.5	-114.5	-97.5	-79.2	-97.5	-98.5	-144.4
C3 Truck	**Max Top**	-159.1	-70.1	-70.6	-77.9	-68.8	-64.6	-64.6	-69.0	-77.6	-69.9	-69.5	-159.4
	Max Bottom	-90.6	-47.2	-54.6	-23.3	-33.6	-45.7	-45.9	-31.2	-22.2	-45.6	-46.6	-90.7
	Min Top	-180.5	-90.9	-87.6	-101.5	-96.9	-94.0	-94.0	-96.8	-100.8	-90.3	-89.9	-180.5
	Min Bottom	-138.5	-93.5	-92.5	-76.2	-96.4	-111.6	-111.6	-93.4	-74.1	-91.2	-92.2	-137.8
C4 Truck	**Max Top**	-156.0	-67.3	-67.7	-75.5	-67.0	-63.2	-63.2	-67.1	-75.2	-67.0	-66.6	-156.3
	Max Bottom	-88.7	-45.4	-54.3	-18.1	-24.4	-34.7	-34.9	-21.9	-17.0	-43.6	-44.5	-88.5
	Min Top	-181.3	-91.7	-87.7	-103.9	-101.1	-98.9	-98.9	-100.9	-103.2	-91.2	-90.8	-181.4
	Min Bottom	-145.2	-99.9	-98.9	-81.5	-100.6	-114.6	-114.7	-97.6	-79.4	-97.7	-98.7	-144.6
C5 Truck	**Max Top**	-155.9	-67.2	-67.6	-75.4	-66.9	-63.2	-63.2	-67.0	-75.2	-67.0	-66.5	-156.2
	Max Bottom	-88.7	-45.4	-56.8	-19.5	-25.6	-35.5	-35.7	-23.1	-18.4	-43.6	-44.5	-88.4
	Min Top	-181.3	-91.7	-86.6	-103.2	-100.5	-98.6	-98.6	-100.4	-102.5	-91.2	-90.9	-181.5
	Min Bottom	-145.4	-100.1	-99.1	-81.7	-100.7	-114.7	-114.7	-97.7	-79.6	-97.9	-98.9	-144.8
ST5 Truck	**Max Top**	-155.7	-66.9	-67.4	-75.2	-66.8	-63.1	-63.0	-66.9	-74.9	-66.7	-66.2	-155.9
	Max Bottom	-88.5	-45.2	-59.0	-20.2	-25.3	-34.9	-35.0	-22.9	-19.1	-43.3	-44.2	-88.2
	Min Top	-181.4	-91.8	-85.6	-102.9	-100.7	-98.9	-98.9	-100.5	-102.2	-91.3	-91.0	-181.6
	Min Bottom	-146.0	-100.7	-99.6	-82.1	-101.0	-115.0	-115.0	-98.1	-80.0	-98.5	-99.5	-145.4

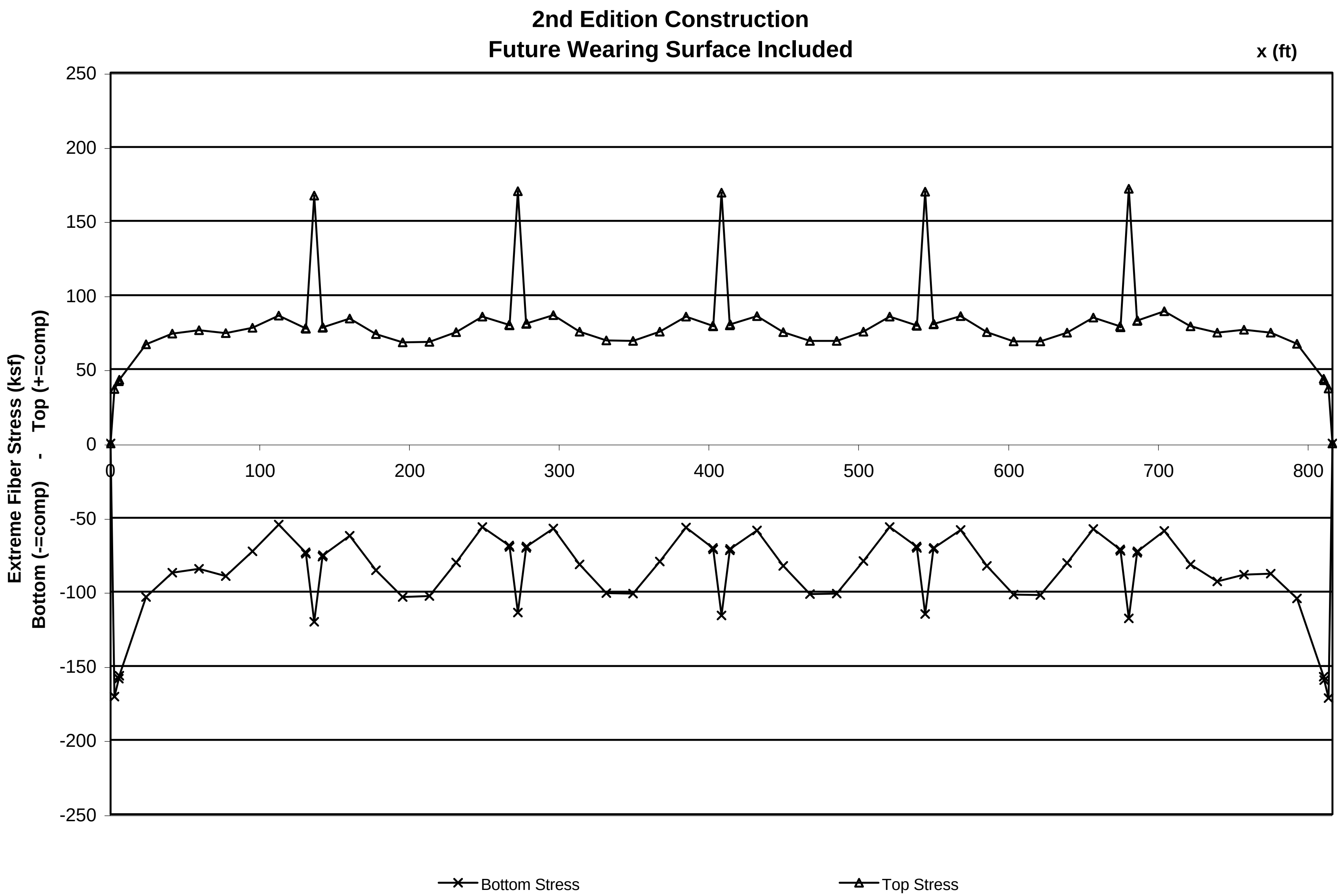
Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Including Wearing Surface

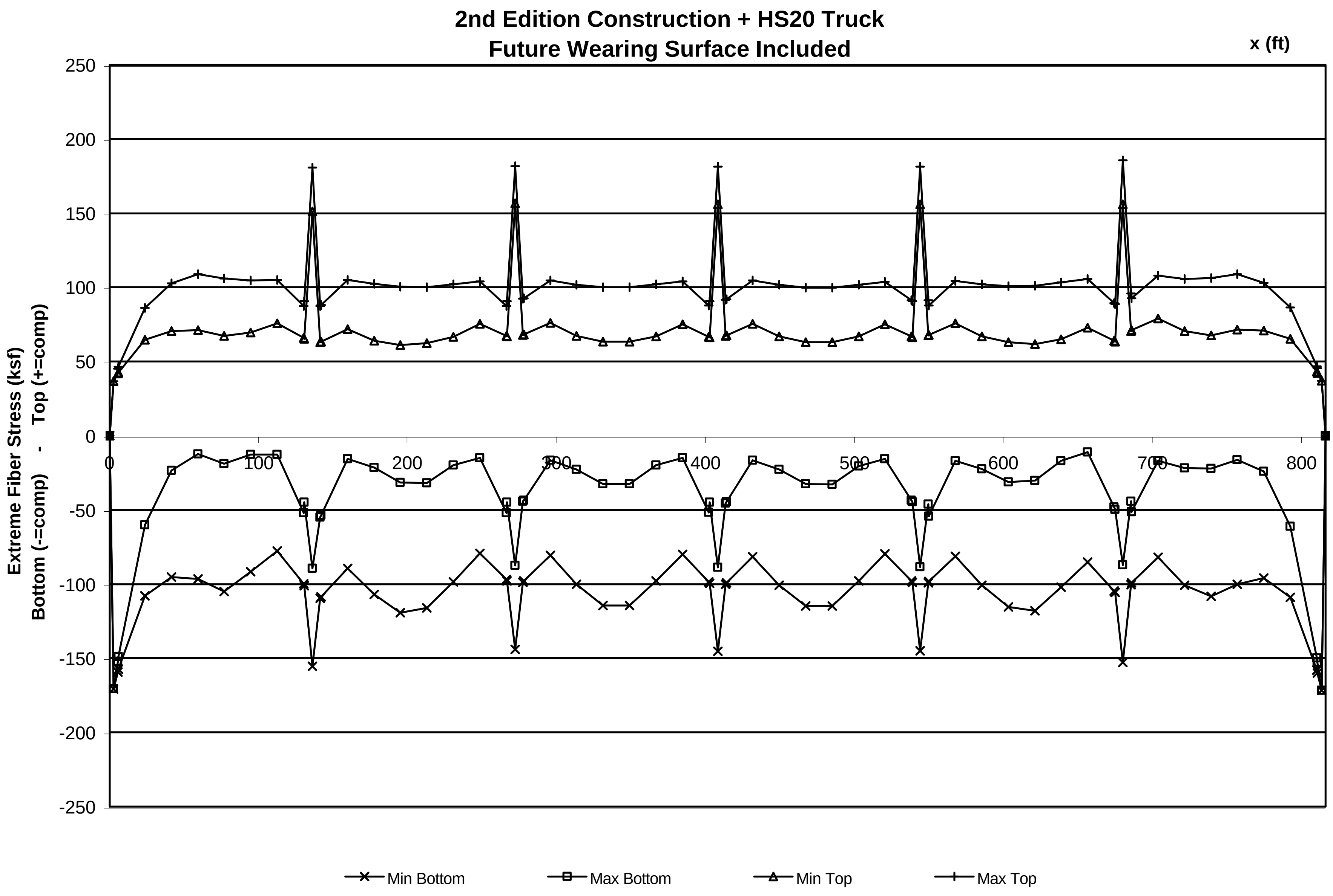
		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-169.6	-80.2	-80.6	-86.0	-75.1	-69.0	-68.8	-74.8	-85.0	-78.8	-78.4	-171.8
	Bottom	-114.9	-71.2	-70.3	-58.2	-82.6	-101.9	-102.2	-80.6	-57.8	-71.5	-72.4	-117.9
DL + Grad	Top	-184.9	-95.7	-96.1	-102.2	-92.1	-86.7	-87.3	-94.0	-104.9	-99.5	-99.1	-192.7
	Bottom	-80.8	-36.6	-35.7	-21.9	-44.7	-62.3	-61.0	-37.7	-13.3	-25.3	-26.2	-71.2
HS20 Truck	Max Top	-156.2	-67.6	-68.1	-75.7	-66.9	-63.0	-61.8	-65.2	-72.8	-64.0	-63.6	-156.2
	Max Bottom	-88.5	-46.3	-54.3	-16.9	-22.3	-31.1	-30.2	-16.8	-11.2	-48.0	-49.6	-87.1
	Min Top	-181.5	-91.3	-87.8	-104.4	-102.1	-100.6	-101.1	-103.3	-105.8	-89.4	-88.6	-185.6
	Min Bottom	-144.8	-99.2	-98.2	-81.3	-100.8	-115.3	-117.9	-102.1	-85.1	-104.5	-105.6	-152.9
HS20 Lane	Max Top	-141.9	-56.9	-57.7	-72.1	-62.9	-57.6	-56.7	-61.0	-69.0	-53.5	-52.7	-141.5
	Max Bottom	-81.6	-39.5	-38.7	-17.0	-23.8	-33.2	-33.4	-21.5	-16.8	-41.0	-42.1	-86.6
	Min Top	-184.5	-94.4	-94.7	-104.4	-101.4	-99.7	-99.7	-101.2	-103.3	-92.5	-92.0	-185.9
	Min Bottom	-176.9	-123.2	-121.5	-89.2	-109.9	-127.3	-129.4	-111.3	-93.4	-128.1	-129.9	-185.7
SU2 Truck	Max Top	-163.2	-74.2	-74.6	-81.1	-71.2	-66.1	-65.5	-70.2	-79.1	-71.8	-71.3	-164.4
	Max Bottom	-93.4	-50.3	-51.6	-27.4	-42.3	-56.2	-55.5	-37.3	-22.3	-47.3	-48.5	-91.0
	Min Top	-179.3	-89.6	-89.0	-99.7	-93.1	-89.4	-89.8	-94.1	-100.8	-89.7	-89.1	-183.9
	Min Bottom	-129.2	-84.6	-83.7	-69.2	-91.3	-108.3	-109.7	-90.8	-70.8	-87.3	-88.3	-134.6
SU3 Truck	Max Top	-157.2	-68.5	-69.0	-76.4	-67.5	-63.4	-62.3	-65.9	-73.6	-65.1	-64.6	-157.3
	Max Bottom	-89.1	-46.8	-51.1	-16.8	-23.4	-32.7	-31.8	-18.0	-11.1	-46.6	-48.2	-87.6
	Min Top	-181.2	-91.1	-89.2	-104.5	-101.6	-99.9	-100.4	-102.8	-105.8	-90.0	-89.3	-185.4
	Min Bottom	-142.7	-97.2	-96.2	-79.6	-99.5	-114.4	-116.7	-100.5	-83.1	-102.1	-103.2	-150.4
SU4 Truck	Max Top	-156.4	-67.8	-68.3	-75.8	-67.0	-63.0	-61.9	-65.3	-72.9	-64.3	-63.8	-156.4
	Max Bottom	-88.6	-46.4	-50.8	-15.0	-20.7	-29.4	-28.5	-15.2	-9.3	-46.1	-47.7	-87.2
	Min Top	-181.4	-91.3	-89.3	-105.3	-102.8	-101.4	-101.8	-104.0	-106.6	-90.2	-89.5	-185.6
	Min Bottom	-144.4	-98.8	-97.8	-80.9	-100.6	-115.1	-117.6	-101.7	-84.6	-104.0	-105.1	-152.4
C3 Truck	Max Top	-159.4	-70.6	-71.0	-78.1	-68.8	-64.4	-63.5	-67.4	-75.6	-67.5	-67.0	-159.8
	Max Bottom	-90.7	-48.1	-55.5	-23.6	-33.2	-44.3	-43.5	-27.9	-18.1	-49.5	-51.0	-88.9
	Min Top	-180.5	-90.5	-87.2	-101.5	-97.2	-94.7	-95.1	-98.3	-102.7	-88.7	-88.0	-184.8
	Min Bottom	-137.8	-92.6	-91.6	-75.8	-96.5	-112.2	-114.2	-97.0	-78.7	-96.8	-97.8	-144.7
C4 Truck	Max Top	-156.3	-67.7	-68.2	-75.7	-67.0	-63.0	-61.9	-65.2	-72.8	-64.1	-63.6	-156.2
	Max Bottom	-88.5	-46.3	-55.4	-18.4	-23.9	-33.2	-32.4	-18.4	-12.6	-53.3	-55.0	-87.2
	Min Top	-181.4	-91.3	-87.3	-103.8	-101.4	-99.7	-100.1	-102.6	-105.2	-87.0	-86.2	-185.6
	Min Bottom	-144.6	-99.0	-98.0	-81.1	-100.7	-115.2	-117.8	-101.9	-84.9	-104.4	-105.5	-152.8
C5 Truck	Max Top	-156.2	-67.7	-68.1	-75.7	-66.9	-63.0	-61.8	-65.1	-72.7	-64.0	-63.5	-156.1
	Max Bottom	-88.4	-46.3	-57.7	-19.8	-25.1	-34.0	-33.1	-19.6	-13.9	-51.3	-52.9	-87.1
	Min Top	-181.5	-91.3	-86.2	-103.2	-100.8	-99.3	-99.8	-102.1	-104.6	-87.9	-87.2	-185.6
	Min Bottom	-144.8	-99.2	-98.2	-81.3	-100.8	-115.3	-117.9	-102.1	-85.1	-104.6	-105.7	-153.0
ST5 Truck	Max Top	-155.9	-67.4	-67.9	-75.5	-66.8	-62.8	-61.6	-64.9	-72.4	-63.6	-63.1	-155.7
	Max Bottom	-88.2	-46.1	-59.9	-20.5	-24.8	-33.3	-32.5	-19.3	-14.8	-53.4	-55.1	-87.0
	Min Top	-181.6	-91.4	-85.2	-102.8	-101.0	-99.6	-100.1	-102.2	-104.2	-87.0	-86.2	-185.7
	Min Bottom	-145.4	-99.7	-98.7	-81.7	-101.2	-115.6	-118.3	-102.7	-85.8	-105.5	-106.6	-153.9

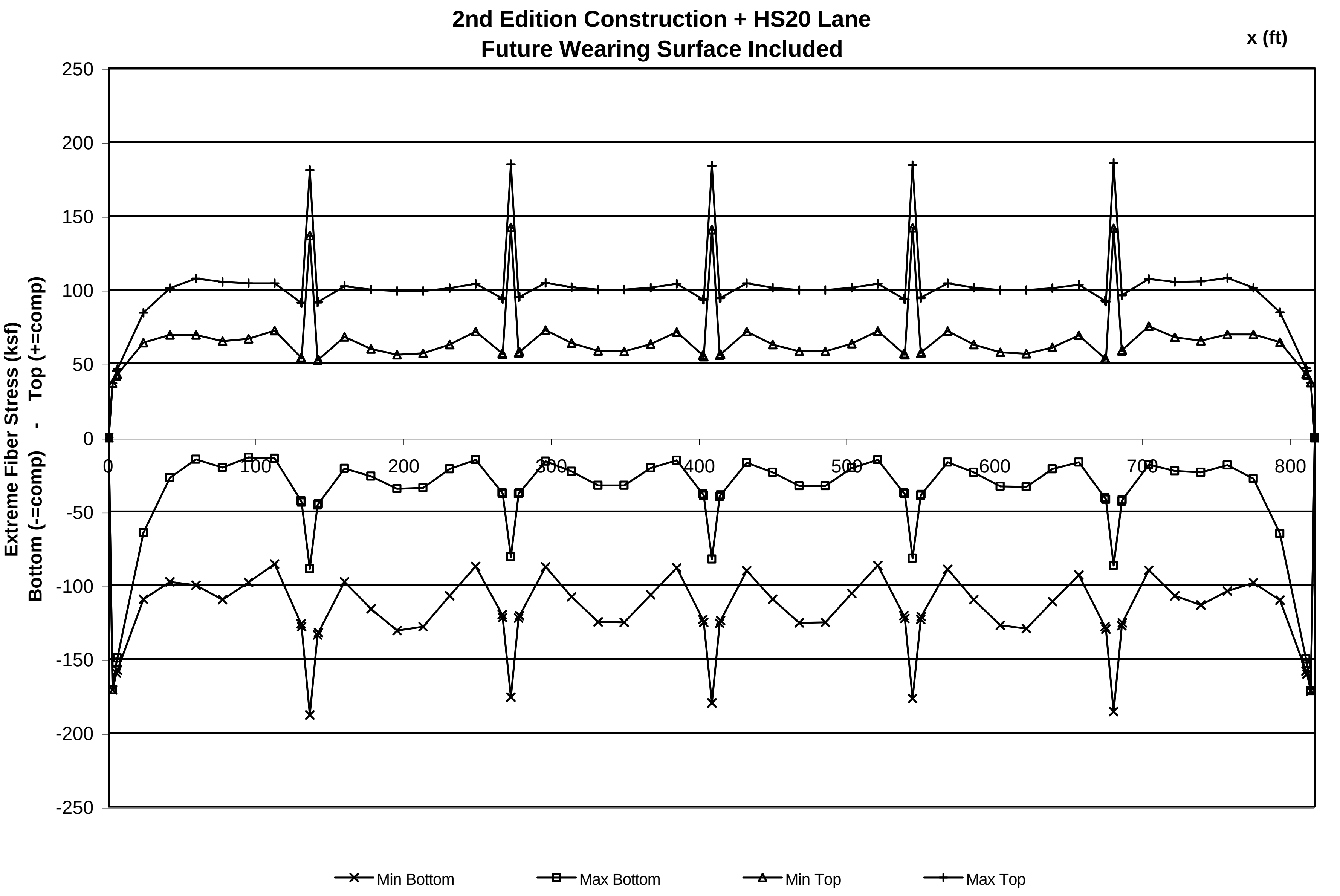
Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Original Construction
Results Including Wearing Surface

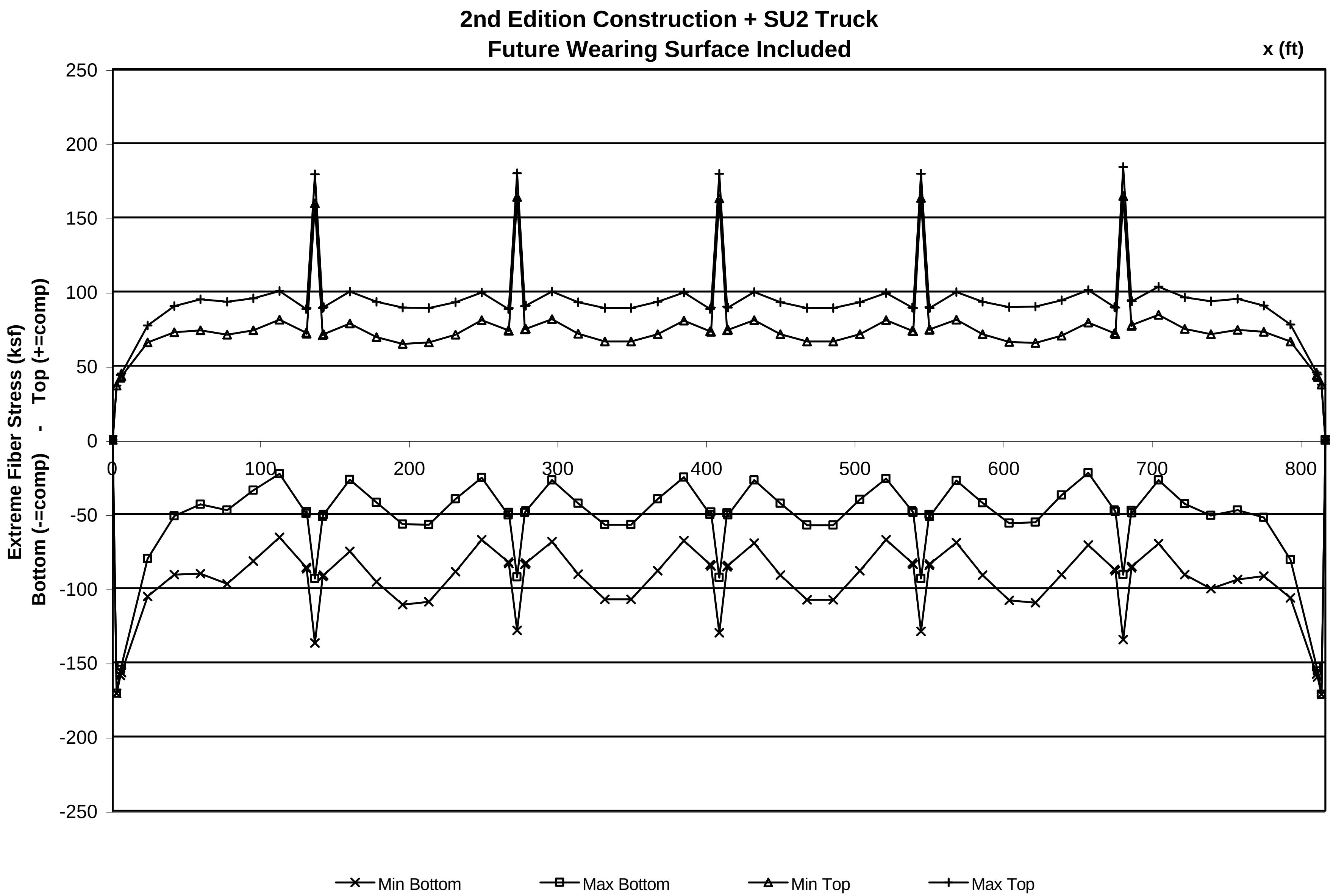
		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-171.8	-82.6	-83.0	-89.1	-79.0	-74.7	-76.7	-74.6	-67.2	-43.5	-42.6	-37.1	0.0
	Bottom	-117.9	-73.7	-72.7	-59.0	-81.7	-93.0	-88.5	-87.9	-104.4	-157.4	-159.4	-171.6	0.0
DL + Grad	Top	-192.7	-102.7	-103.0	-106.3	-93.4	-86.4	-85.6	-80.7	-70.5	-44.0	-43.1	-37.1	0.0
	Bottom	-71.2	-28.8	-28.0	-20.5	-49.4	-67.0	-68.7	-74.3	-97.0	-156.2	-158.4	-171.6	0.0
HS20 Truck	Max Top	-156.2	-70.7	-71.1	-78.9	-70.4	-67.8	-71.4	-70.9	-65.2	-43.1	-42.3	-37.1	0.0
	Max Bottom	-87.1	-44.1	-51.5	-16.9	-21.8	-22.2	-16.3	-24.1	-61.0	-149.8	-152.9	-171.6	0.0
	Min Top	-185.6	-95.8	-92.5	-108.0	-105.7	-106.4	-109.0	-103.1	-86.6	-46.9	-45.5	-37.1	0.0
	Min Bottom	-152.9	-100.3	-99.3	-81.9	-100.9	-108.4	-100.3	-96.0	-108.8	-158.1	-160.0	-171.6	0.0
HS20 Lane	Max Top	-141.5	-58.5	-59.3	-75.3	-67.6	-65.5	-69.7	-69.8	-64.6	-43.0	-42.2	-37.1	0.0
	Max Bottom	-86.6	-43.3	-42.4	-18.4	-22.7	-23.7	-18.7	-28.0	-65.2	-150.0	-153.1	-171.6	0.0
	Min Top	-185.9	-96.2	-96.6	-107.3	-105.4	-105.7	-107.9	-101.4	-84.7	-46.7	-45.4	-37.1	0.0
	Min Bottom	-185.7	-127.4	-125.6	-90.0	-107.1	-113.4	-104.1	-98.6	-110.2	-158.3	-160.2	-171.6	0.0
SU2 Truck	Max Top	-164.4	-76.9	-77.3	-84.3	-74.9	-71.4	-74.2	-72.8	-66.2	-43.3	-42.4	-37.1	0.0
	Max Bottom	-91.0	-47.8	-49.3	-27.2	-43.1	-50.8	-47.2	-52.2	-80.8	-153.1	-155.7	-171.6	0.0
	Min Top	-183.9	-94.2	-93.5	-103.3	-96.2	-93.6	-95.2	-90.5	-77.7	-45.4	-44.2	-37.1	0.0
	Min Bottom	-134.6	-86.4	-85.4	-69.9	-90.9	-100.3	-94.1	-91.7	-106.5	-157.7	-159.7	-171.6	0.0
SU3 Truck	Max Top	-157.3	-71.5	-72.0	-79.7	-71.0	-68.3	-71.8	-71.2	-65.3	-43.2	-42.3	-37.1	0.0
	Max Bottom	-87.6	-44.6	-49.0	-16.7	-23.3	-24.4	-18.5	-26.5	-63.0	-149.6	-152.7	-171.6	0.0
	Min Top	-185.4	-95.6	-93.6	-108.1	-105.1	-105.4	-108.1	-102.0	-85.7	-46.9	-45.6	-37.1	0.0
	Min Bottom	-150.4	-98.4	-97.4	-80.2	-99.5	-107.3	-99.4	-95.4	-108.5	-158.0	-160.0	-171.6	0.0
SU4 Truck	Max Top	-156.4	-70.8	-71.3	-79.1	-70.5	-67.9	-71.5	-71.0	-65.2	-43.1	-42.3	-37.1	0.0
	Max Bottom	-87.2	-44.2	-48.7	-15.0	-20.4	-20.7	-14.6	-22.8	-60.9	-149.3	-152.5	-171.6	0.0
	Min Top	-185.6	-95.8	-93.8	-108.8	-106.4	-107.0	-109.8	-103.7	-86.6	-47.1	-45.7	-37.1	0.0
	Min Bottom	-152.4	-99.9	-98.9	-81.5	-100.6	-108.2	-100.1	-95.8	-108.7	-158.1	-160.0	-171.6	0.0
C3 Truck	Max Top	-159.8	-73.5	-73.9	-81.3	-72.4	-69.4	-72.7	-71.8	-65.7	-43.2	-42.3	-37.1	0.0
	Max Bottom	-88.9	-45.8	-52.8	-23.5	-33.2	-36.9	-32.1	-38.6	-71.7	-151.1	-154.1	-171.6	0.0
	Min Top	-184.8	-95.1	-91.9	-105.0	-100.6	-99.8	-101.9	-96.6	-81.8	-46.2	-45.0	-37.1	0.0
	Min Bottom	-144.7	-94.0	-93.0	-76.5	-96.4	-104.8	-97.5	-94.1	-107.7	-157.9	-159.9	-171.6	0.0
C4 Truck	Max Top	-156.2	-70.7	-71.2	-79.0	-70.5	-67.8	-71.5	-71.0	-65.2	-43.1	-42.3	-37.1	0.0
	Max Bottom	-87.2	-44.1	-58.0	-18.4	-23.3	-24.2	-18.7	-25.6	-65.0	-150.0	-153.1	-171.6	0.0
	Min Top	-185.6	-95.8	-89.6	-107.3	-105.1	-105.5	-108.0	-102.5	-84.8	-46.7	-45.4	-37.1	0.0
	Min Bottom	-152.8	-100.1	-99.1	-81.7	-100.8	-108.3	-100.2	-95.9	-108.8	-158.1	-160.0	-171.6	0.0
C5 Truck	Max Top	-156.1	-70.7	-71.1	-78.9	-70.4	-67.8	-71.4	-70.9	-65.2	-43.1	-42.3	-37.1	0.0
	Max Bottom	-87.1	-44.1	-54.9	-19.9	-24.6	-25.0	-19.2	-26.8	-63.4	-149.7	-152.9	-171.6	0.0
	Min Top	-185.6	-95.8	-91.0	-106.6	-104.5	-105.1	-107.7	-101.9	-85.5	-46.9	-45.5	-37.1	0.0
	Min Bottom	-153.0	-100.3	-99.3	-81.8	-100.9	-108.4	-100.3	-96.0	-108.8	-158.1	-160.0	-171.6	0.0
ST5 Truck	Max Top	-155.7	-70.4	-70.9	-78.7	-70.2	-67.7	-71.3	-70.9	-65.2	-43.1	-42.3	-37.1	0.0
	Max Bottom	-87.0	-43.9	-57.2	-20.6	-24.2	-24.1	-18.3	-26.5	-63.7	-150.7	-153.6	-171.6	0.0
	Min Top	-185.7	-95.9	-90.0	-106.3	-104.7	-105.5	-108.1	-102.0	-85.4	-46.5	-45.2	-37.1	0.0
	Min Bottom	-153.9	-100.8	-99.8	-82.3	-101.2	-108.7	-100.5	-96.1	-108.9	-158.1	-160.0	-171.6	0.0


2nd Edition Construction + Full Gradient
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress


2nd Edition Construction
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress

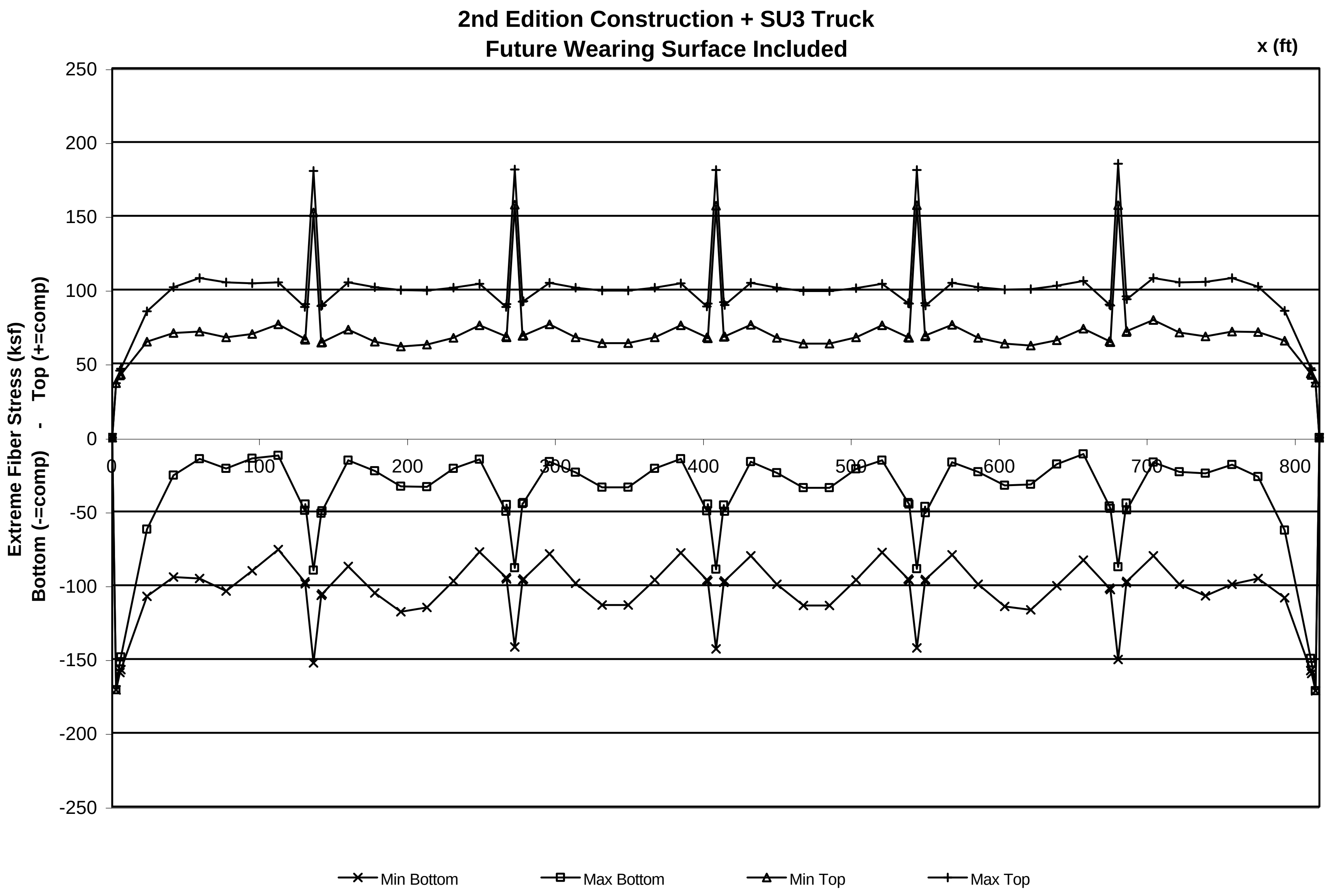

2nd Edition Construction + HS20 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

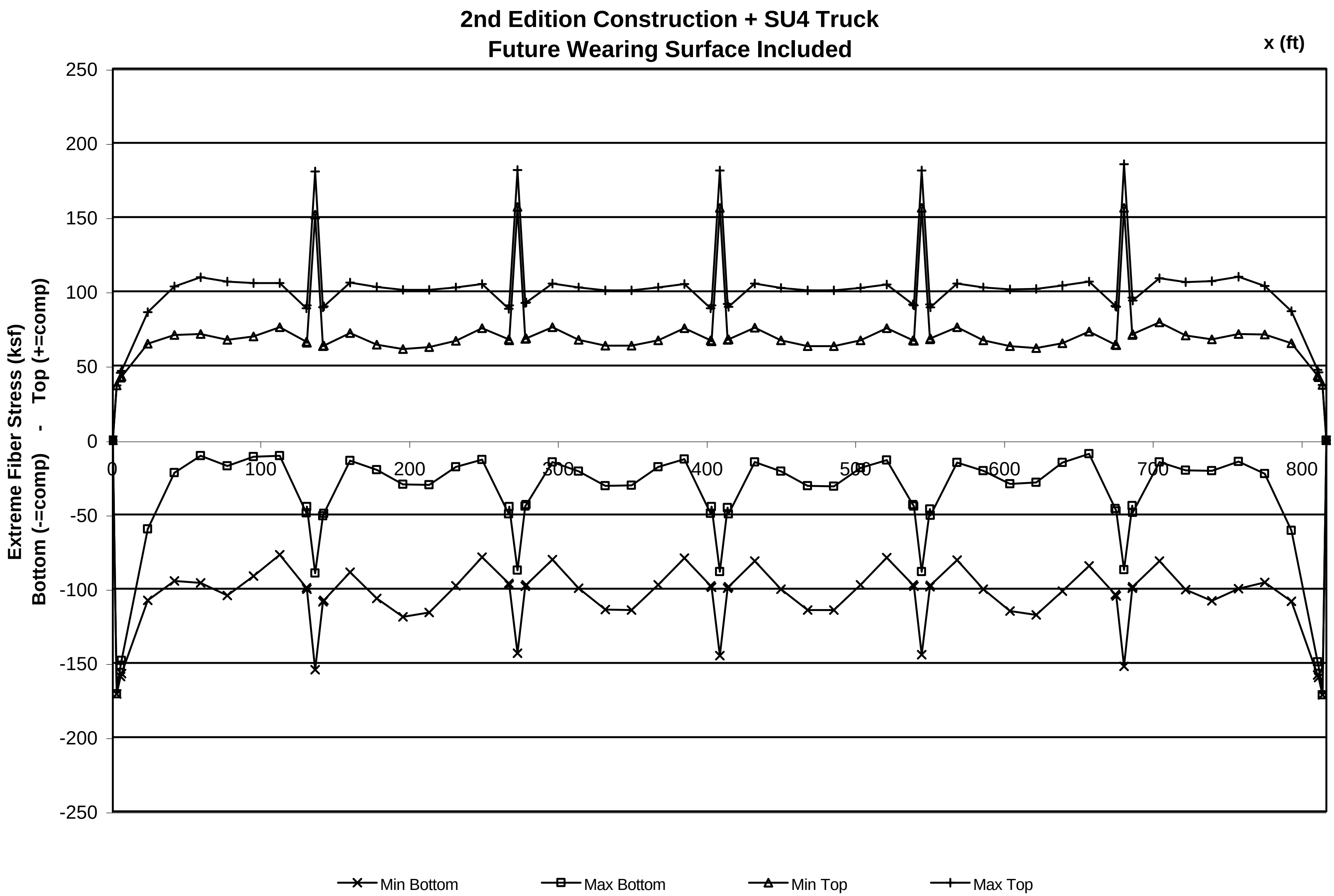

2nd Edition Construction + HS20 Lane
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Mid-Bay Bridge
Post-Tensioning Review

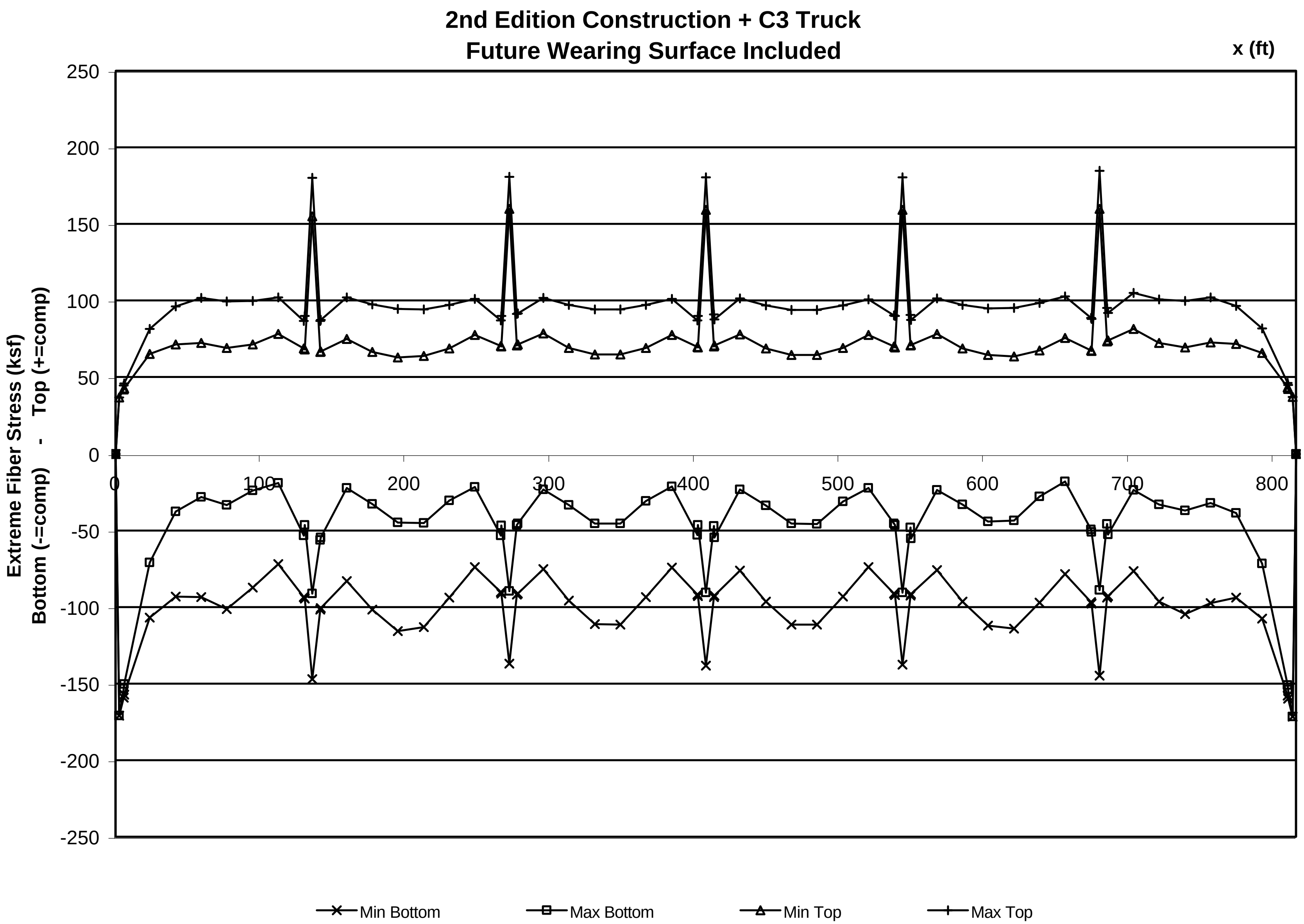
12/14/2001


2nd Edition Construction + SU3 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

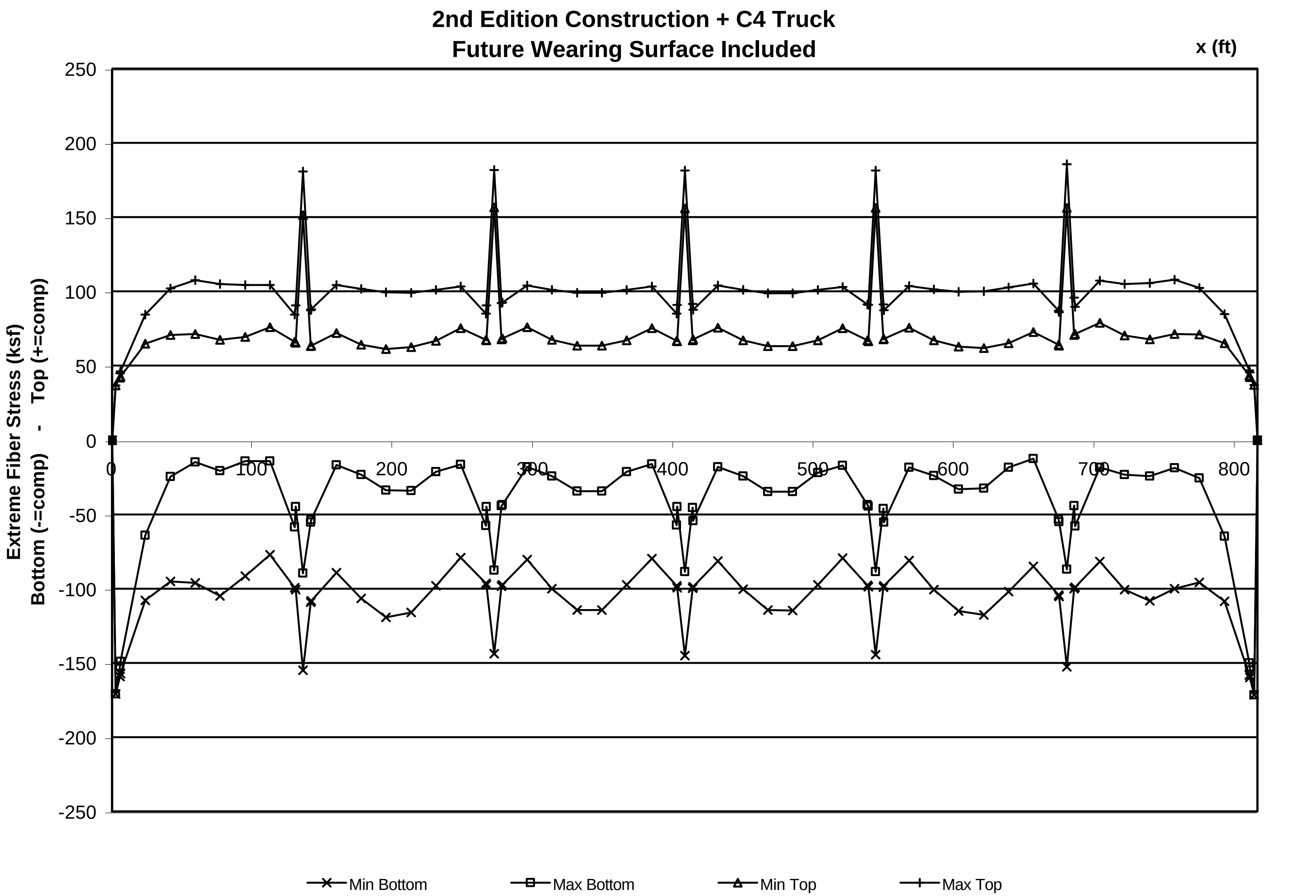


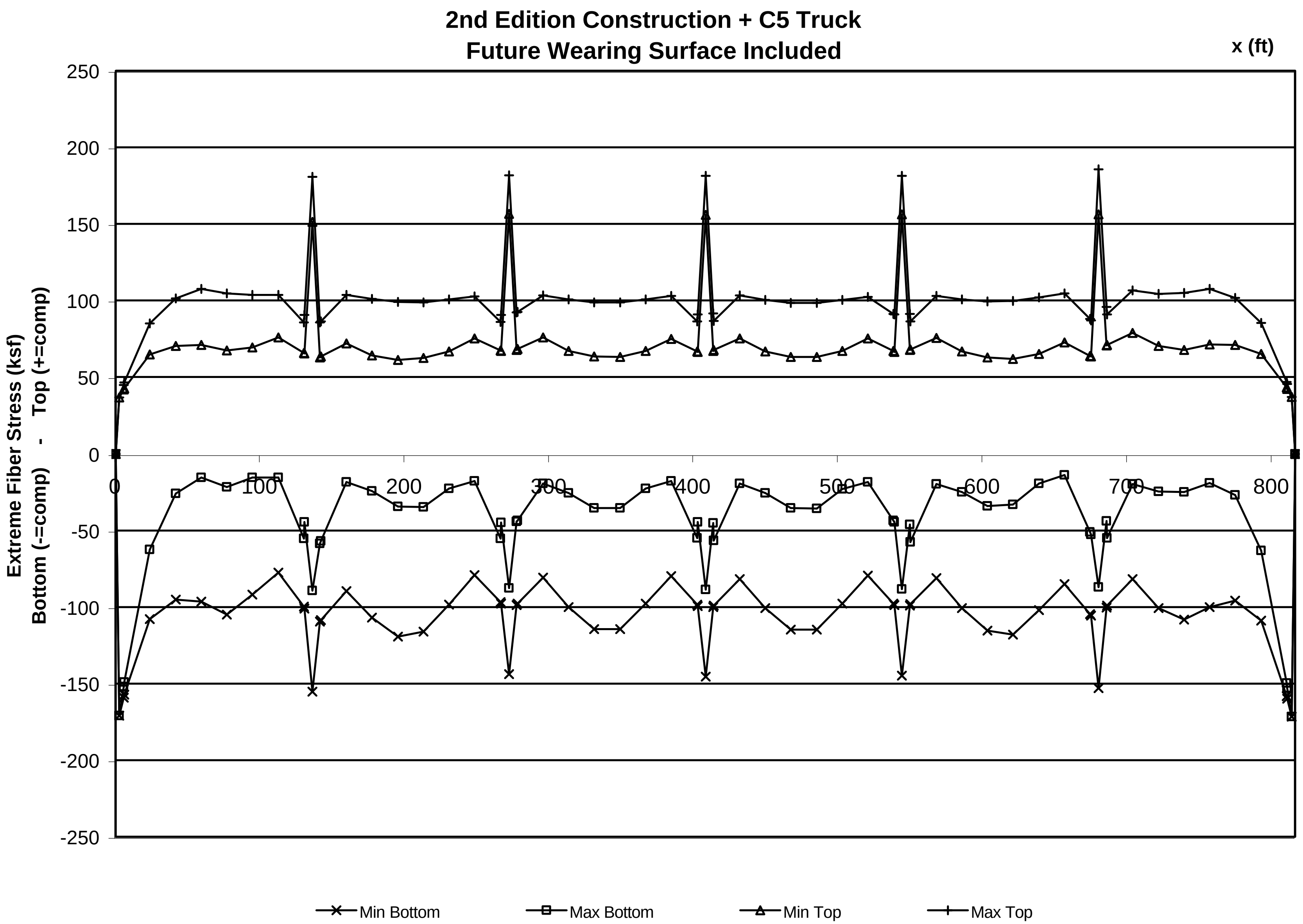
Mid-Bay Bridge
Post-Tensioning Review

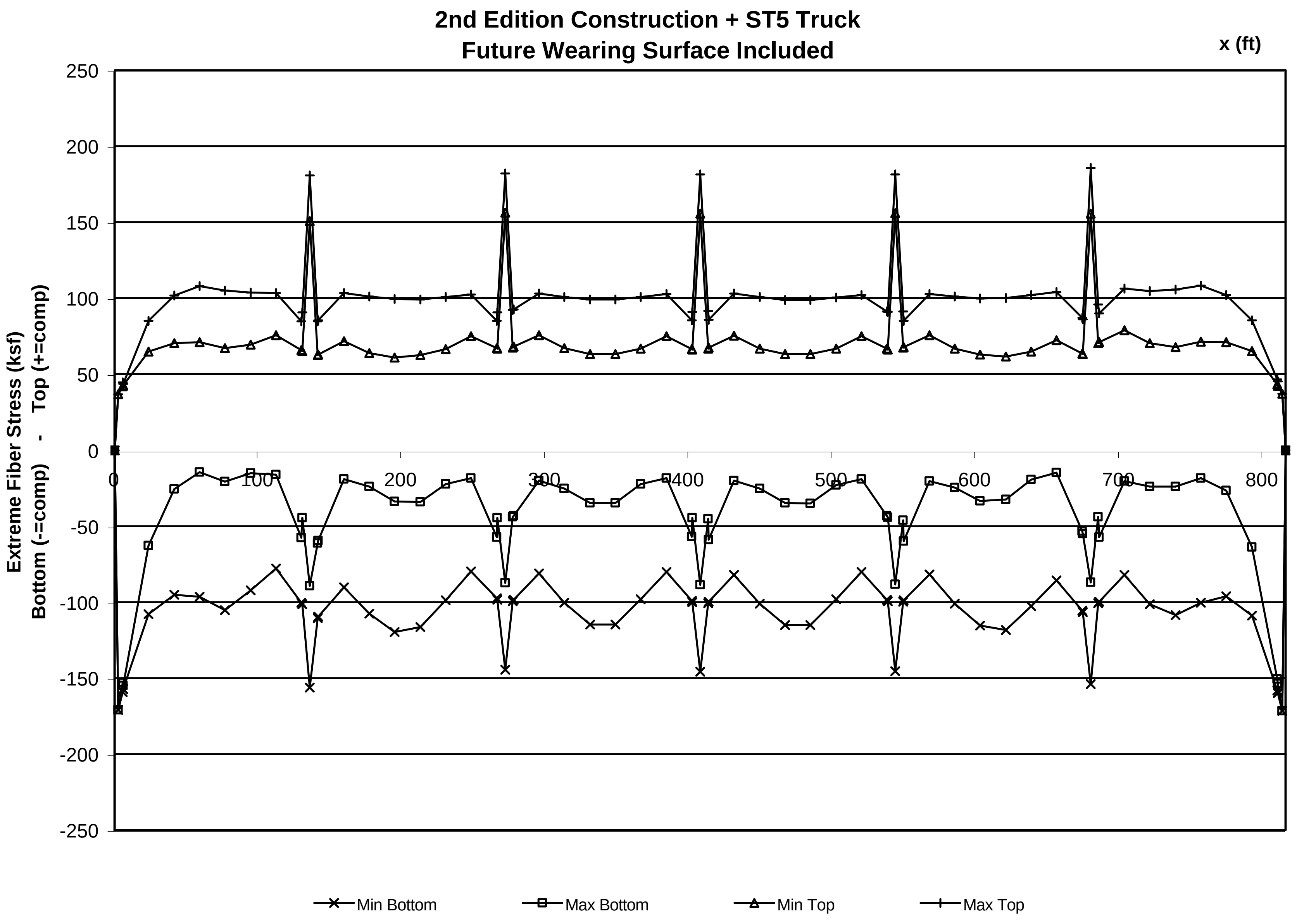
12/14/2001



2nd Edition Construction + C3 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

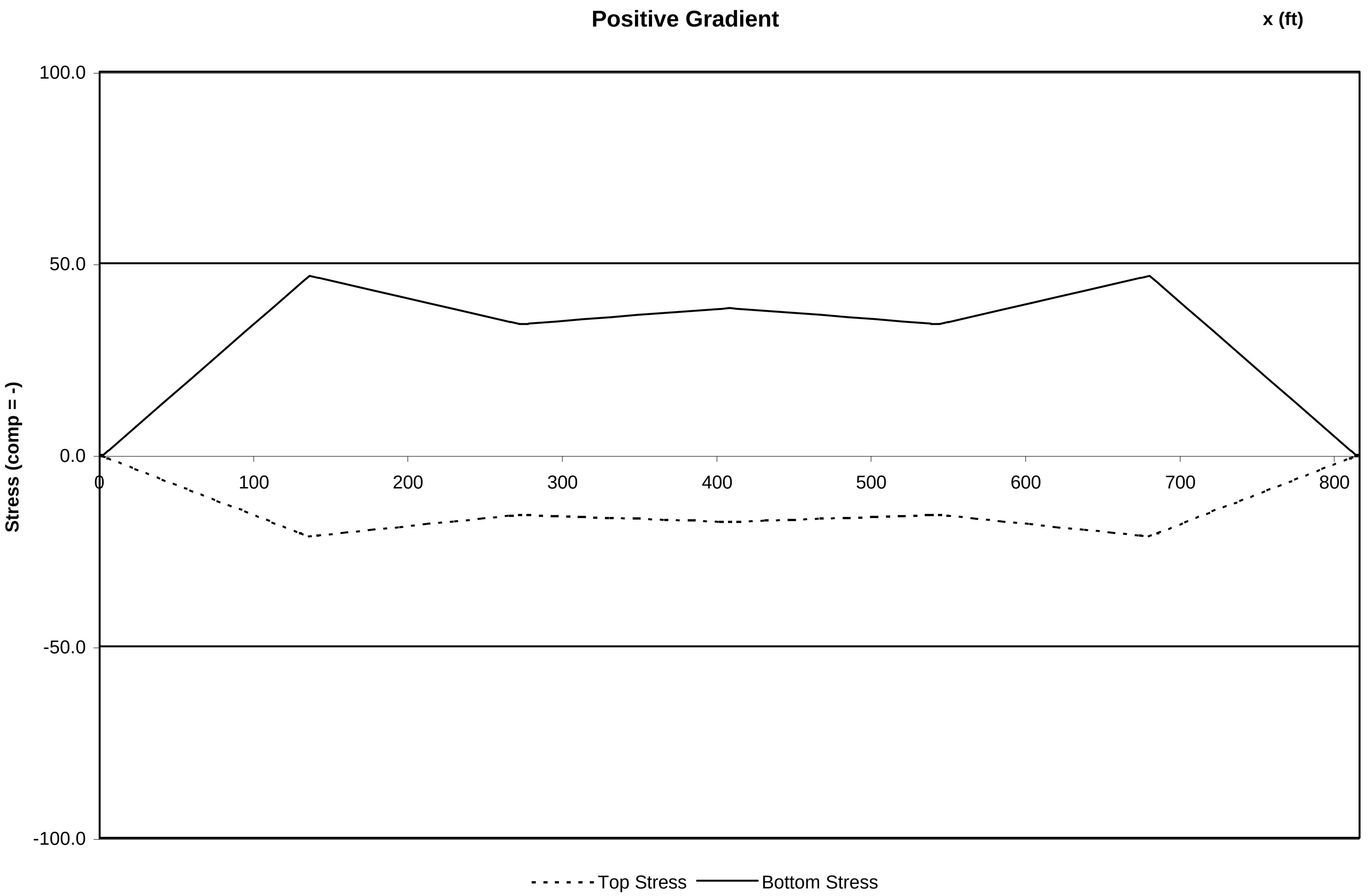

2nd Edition Construction + C4 Truck
Future Wearing Surface Included
x (ft)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
Min Bottom
Max Bottom
Min Top
Max Top


2nd Edition Construction + C5 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Mid-Bay Bridge
Post-Tensioning Review

12/14/2001



Positive Gradient
x (ft)
100.0
50.0
0.0
-50.0
-100.0
Stress (comp = -)
0
100
200
300
400
500
600
700
800
Top Stress
Bottom Stress

Six Span Unit – All Tendons

Flexural Inventory Ratings

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Without Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-41.5	-42.3	-63.2	-68.9	-70.9	-69.7	-75.7	-87.2	-83.7	-83.4	-174.7
	Bottom	0.0	-170.8	-159.9	-158.1	-111.6	-98.7	-97.0	-99.8	-78.0	-52.2	-60.1	-60.8	-103.0
DL + Grad	Top	0.0	-36.6	-42.0	-42.8	-66.5	-75.0	-79.8	-81.4	-90.1	-104.4	-103.7	-103.5	-195.6
	Bottom	0.0	-170.8	-158.9	-156.9	-104.2	-85.1	-77.2	-73.8	-45.7	-13.7	-15.4	-15.9	-56.3
HS20 Truck	Max Top	0.0	0.0	1674.97	1432.18	241.61	133.27	91.96	69.78	57.21	49.38	42.14	41.94	39.23
	Max Bottom	0.0	0.0	33.11	28.04	3.42	2.05	1.79	1.94	1.86	2.02	-69.72	7.51	14.18
	Min Top	0.0	0.0	19.25	16.82	4.44	3.38	3.18	3.37	4.83	10.66	-237.50	32.60	65.69
	Min Bottom	0.0	0.0	997.41	847.69	121.92	64.24	43.93	33.67	25.76	20.19	17.75	17.71	15.00
HS20 Lane	Max Top	0.0	0.0	1264.14	1080.91	182.36	100.59	69.41	52.67	43.18	36.36	21.15	20.79	20.27
	Max Bottom	0.0	0.0	34.58	29.25	3.83	2.19	1.86	1.99	1.90	2.16	6.56	6.74	13.29
	Min Top	0.0	0.0	20.10	17.54	4.97	3.63	3.31	3.46	4.93	11.41	29.04	29.27	61.53
	Min Bottom	0.0	0.0	752.77	639.78	92.02	48.49	33.15	25.41	19.44	14.87	8.91	8.78	7.75
SU2 Truck	Max Top	0.0	0.0	3504.08	2995.17	505.36	278.75	192.34	145.96	119.67	103.28	88.14	87.72	82.10
	Max Bottom	0.0	0.0	62.58	52.97	6.83	4.04	3.55	3.84	3.62	3.68	46.44	15.70	29.67
	Min Top	0.0	0.0	36.38	31.77	8.87	6.68	6.32	6.68	9.41	19.46	205.48	68.19	137.39
	Min Bottom	0.0	0.0	2086.61	1772.81	255.00	134.36	91.87	70.42	53.87	42.22	37.13	37.05	31.38
SU3 Truck	Max Top	0.0	0.0	1805.02	1543.27	260.36	143.61	99.09	75.20	61.65	53.21	45.41	45.19	42.31
	Max Bottom	0.0	0.0	32.34	27.38	3.60	2.14	1.85	2.01	1.92	2.00	37.53	8.09	15.28
	Min Top	0.0	0.0	18.80	16.42	4.68	3.53	3.29	3.50	5.00	10.56	166.09	35.13	70.78
	Min Bottom	0.0	0.0	1074.86	913.44	131.38	69.22	47.33	36.28	27.75	21.75	19.13	19.09	16.17
SU4 Truck	Max Top	0.0	0.0	1700.44	1453.81	245.26	135.28	93.34	70.84	58.08	50.12	42.78	42.57	39.85
	Max Bottom	0.0	0.0	31.14	26.37	3.41	2.00	1.74	1.89	1.80	1.86	30.73	7.62	14.40
	Min Top	0.0	0.0	18.10	15.81	4.43	3.31	3.09	3.29	4.68	9.83	135.97	33.10	66.68
	Min Bottom	0.0	0.0	1012.58	860.50	123.76	65.21	44.59	34.18	26.15	20.49	18.02	17.98	15.23
C3 Truck	Max Top	0.0	0.0	2192.55	1874.60	316.25	174.44	120.37	91.34	74.89	64.63	55.16	54.89	51.22
	Max Bottom	0.0	0.0	41.13	34.83	4.69	2.74	2.40	2.60	2.52	2.84	-31.78	9.82	18.56
	Min Top	0.0	0.0	23.91	20.89	6.09	4.54	4.26	4.52	6.54	15.00	-108.26	42.68	85.98
	Min Bottom	0.0	0.0	1305.62	1109.55	159.58	84.09	57.50	44.07	33.71	26.42	23.23	23.19	19.58
C4 Truck	Max Top	0.0	0.0	1687.45	1442.91	243.42	134.27	92.64	70.30	57.64	49.75	42.45	42.25	39.43
	Max Bottom	0.0	0.0	34.36	29.12	3.80	2.10	1.86	2.00	1.92	2.16	-9.93	7.56	14.29
	Min Top	0.0	0.0	19.98	17.46	4.94	3.47	3.30	3.49	5.00	11.42	-33.84	32.85	66.18
	Min Bottom	0.0	0.0	1004.84	854.05	122.83	64.72	44.25	33.92	25.95	20.34	17.88	17.85	15.07
C5 Truck	Max Top	0.0	0.0	1676.56	1433.34	241.83	133.39	92.04	69.84	57.26	49.42	42.18	41.98	39.16
	Max Bottom	0.0	0.0	32.97	27.93	3.64	2.15	1.88	2.03	1.99	2.32	-16.62	7.51	14.20
	Min Top	0.0	0.0	19.17	16.75	4.72	3.55	3.34	3.54	5.16	12.25	-56.62	32.63	65.75
	Min Bottom	0.0	0.0	998.36	848.38	122.03	64.30	43.97	33.70	25.78	20.21	17.77	17.73	14.97
ST5 Truck	Max Top	0.0	0.0	1644.72	1406.25	237.23	130.85	90.29	68.52	56.18	48.48	41.38	41.18	38.14
	Max Bottom	0.0	0.0	37.91	206.58	3.67	2.14	1.85	2.00	1.96	2.40	-11.07	7.37	13.93
	Min Top	0.0	0.0	22.04	123.89	4.77	3.53	3.29	3.48	5.10	12.68	-37.71	32.01	64.50
	Min Bottom	0.0	0.0	979.40	832.34	119.70	63.07	43.13	33.06	25.29	19.82	17.43	17.39	14.58

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.71	-84.08	-84.35	-86.19	-72.98	-65.84	-65.96	-73.38	-86.35	-84.27	-83.99	-175.83
	Bottom	-102.97	-62.36	-61.75	-57.64	-87.16	-108.78	-108.52	-83.54	-54.57	-59.22	-59.84	-101.01
DL + Grad	Top	-195.61	-104.78	-105.05	-106.09	-92.18	-84.34	-83.66	-90.38	-102.55	-99.77	-99.49	-191.13
	Bottom	-56.27	-16.16	-15.55	-13.14	-44.26	-67.58	-68.92	-45.64	-18.27	-24.62	-25.24	-66.91
HS20 Truck	Max Top	39.23	33.69	33.88	41.26	50.66	68.07	79.71	59.80	48.88	40.22	40.00	45.93
	Max Bottom	14.18	-41.87	-64.05	2.05	2.07	2.25	2.27	2.07	2.16	-227.60	7.54	11.65
	Min Top	65.69	-138.58	-214.66	9.89	4.81	3.58	3.61	4.95	10.42	-776.89	30.78	52.39
	Min Bottom	15.00	14.26	14.31	17.16	23.50	33.88	39.64	27.46	20.15	16.88	16.82	17.43
HS20 Lane	Max Top	20.27	19.47	19.78	31.61	35.40	39.27	42.07	39.96	36.37	21.91	21.54	22.20
	Max Bottom	13.29	7.65	7.39	2.66	2.33	2.39	2.37	2.15	2.17	3.95	3.99	6.75
	Min Top	61.53	32.76	32.17	12.86	5.42	3.81	3.76	5.15	10.44	16.41	16.26	30.34
	Min Bottom	7.75	8.24	8.35	13.15	16.42	19.55	20.92	18.35	14.99	9.19	9.06	8.43
SU2 Truck	Max Top	82.10	70.49	70.89	86.33	106.00	142.43	166.72	125.08	102.24	84.13	83.66	96.09
	Max Bottom	29.67	37.15	29.75	3.76	4.02	4.42	4.47	4.01	3.96	54.04	15.79	24.38
	Min Top	137.39	159.06	129.57	18.19	9.35	7.05	7.11	9.61	19.06	224.22	64.41	109.62
	Min Bottom	31.38	29.84	29.94	35.90	49.16	70.90	82.91	57.43	42.15	35.30	35.19	36.47
SU3 Truck	Max Top	42.31	36.33	36.54	44.50	54.63	73.41	85.89	64.44	52.67	43.34	43.10	49.49
	Max Bottom	15.28	30.63	22.15	2.04	2.13	2.32	2.34	2.13	2.15	37.42	8.14	12.56
	Min Top	70.78	131.15	96.48	9.88	4.96	3.69	3.72	5.10	10.35	155.25	33.20	56.50
	Min Bottom	16.17	15.38	15.43	18.50	25.34	36.54	42.71	29.59	21.71	18.19	18.13	18.79
SU4 Truck	Max Top	39.85	34.22	34.42	41.91	51.46	69.14	80.91	60.70	49.62	40.83	40.60	46.63
	Max Bottom	14.40	25.25	18.87	1.90	1.99	2.17	2.20	1.99	2.00	32.03	7.66	11.83
	Min Top	66.68	108.12	82.18	9.19	4.64	3.47	3.49	4.77	9.63	132.92	31.27	53.22
	Min Bottom	15.23	14.49	14.53	17.43	23.87	34.42	40.24	27.87	20.46	17.13	17.08	17.70
C3 Truck	Max Top	51.22	43.98	44.23	53.86	66.13	88.86	104.33	78.27	63.98	52.65	52.36	60.10
	Max Bottom	18.56	-25.48	-30.23	2.86	2.80	3.03	3.06	2.80	3.04	-43.42	9.85	15.21
	Min Top	85.98	-84.35	-101.32	13.83	6.53	4.83	4.87	6.72	14.63	-148.22	40.18	68.39
	Min Bottom	19.58	18.61	18.68	22.40	30.67	44.23	51.88	35.94	26.38	22.09	22.02	22.81
C4 Truck	Max Top	39.43	33.85	34.04	41.46	50.90	68.40	80.30	60.24	49.24	40.52	40.30	46.26
	Max Bottom	14.29	-35.47	-53.06	2.17	2.15	2.35	2.37	2.15	2.31	-12.13	7.58	11.71
	Min Top	66.18	-117.38	-177.84	10.50	5.00	3.74	3.77	5.15	11.13	-41.39	30.93	52.64
	Min Bottom	15.07	14.33	14.38	17.24	23.61	34.05	39.93	27.66	20.30	17.00	16.95	17.56
C5 Truck	Max Top	39.16	33.63	33.82	41.18	50.56	67.94	79.78	59.85	48.92	40.26	40.04	45.96
	Max Bottom	14.20	-14.17	-15.95	2.31	2.21	2.38	2.41	2.22	2.47	-20.48	7.53	11.63
	Min Top	65.75	-46.89	-53.44	11.16	5.15	3.80	3.83	5.31	11.90	-69.89	30.72	52.29
	Min Bottom	14.97	14.23	14.28	17.12	23.45	33.82	39.67	27.48	20.17	16.89	16.84	17.44
ST5 Truck	Max Top	38.14	32.75	32.94	40.11	49.25	66.17	78.26	58.71	47.99	39.49	39.27	45.07
	Max Bottom	13.93	-9.80	-10.63	2.41	2.20	2.35	2.37	2.20	2.56	-13.06	7.33	11.33
	Min Top	64.50	-32.42	-35.63	11.64	5.12	3.75	3.78	5.28	12.32	-44.57	29.92	50.93
	Min Bottom	14.58	13.86	13.91	16.68	22.84	32.94	38.92	26.96	19.79	16.57	16.52	17.11

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Without Wearing Surface

		Span 3											
	Node	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	**Top**	-175.83	-84.99	-85.25	-86.93	-73.56	-66.26	-66.24	-73.53	-86.38	-84.17	-83.89	-175.64
	Bottom	-101.01	-60.45	-59.86	-56.11	-85.98	-107.95	-108.00	-83.32	-54.63	-59.55	-60.18	-101.41
DL + Grad	**Top**	-191.13	-100.29	-100.55	-102.53	-89.36	-82.36	-82.54	-90.13	-103.18	-101.27	-100.99	-192.74
	Bottom	-66.91	-26.25	-25.56	-21.31	-50.58	-72.05	-71.50	-46.32	-17.03	-21.45	-22.08	-63.11
HS20 Truck	**Max Top**	45.93	39.43	39.66	48.27	59.25	79.58	80.48	59.95	48.79	40.04	39.81	46.48
	Max Bottom	11.65	6.57	6.51	2.27	2.17	2.31	2.31	2.08	2.13	-278.42	7.37	13.41
	Min Top	52.39	26.66	26.87	10.43	4.97	3.66	3.66	4.98	10.40	-950.77	30.74	61.13
	Min Bottom	17.43	16.57	16.63	19.96	27.36	39.49	39.94	27.50	20.12	16.82	16.76	17.67
HS20 Lane	**Max Top**	22.20	21.56	21.94	37.08	41.54	44.60	44.27	40.52	35.65	21.18	20.83	21.55
	Max Bottom	6.75	3.94	3.90	2.23	2.20	2.31	2.32	2.13	2.19	4.25	4.29	7.55
	Min Top	30.34	15.98	16.11	10.27	5.03	3.66	3.68	5.11	10.67	18.02	17.91	34.41
	Min Bottom	8.43	9.06	9.20	15.33	19.18	22.13	21.97	18.59	14.70	8.90	8.77	8.19
SU2 Truck	**Max Top**	96.09	82.50	82.97	101.00	123.96	166.49	168.33	125.39	102.06	83.75	83.27	97.22
	Max Bottom	24.38	13.74	13.62	4.15	4.22	4.55	4.54	4.03	3.90	52.57	15.42	28.06
	Min Top	109.62	55.78	56.23	19.10	9.65	7.20	7.20	9.66	19.03	223.14	64.31	127.90
	Min Bottom	36.47	34.67	34.79	41.75	57.24	82.62	83.55	57.52	42.08	35.18	35.06	36.95
SU3 Truck	**Max Top**	49.49	42.49	42.73	52.02	63.85	85.75	86.72	64.60	52.58	43.14	42.90	50.08
	Max Bottom	12.56	7.08	7.02	2.25	2.24	2.38	2.38	2.14	2.12	36.10	7.94	14.45
	Min Top	56.50	28.75	28.98	10.37	5.12	3.77	3.77	5.12	10.33	153.23	33.12	65.88
	Min Bottom	18.79	17.86	17.92	21.50	29.48	42.55	43.04	29.64	21.68	18.12	18.06	19.04
SU4 Truck	**Max Top**	46.63	40.03	40.26	49.01	60.15	80.79	81.69	60.85	49.53	40.64	40.41	47.18
	Max Bottom	11.83	6.67	6.61	2.10	2.09	2.24	2.23	2.00	1.97	30.61	7.48	13.61
	Min Top	53.22	27.08	27.30	9.65	4.79	3.54	3.54	4.79	9.62	129.93	31.20	62.06
	Min Bottom	17.70	16.82	16.88	20.26	27.78	40.09	40.55	27.92	20.42	17.07	17.02	17.93
C3 Truck	**Max Top**	60.10	51.60	51.89	63.17	77.53	104.13	105.34	78.47	63.87	52.41	52.11	60.84
	Max Bottom	15.21	8.57	8.50	3.18	2.95	3.12	3.12	2.82	3.00	-45.00	9.64	17.55
	Min Top	68.39	34.80	35.08	14.65	6.75	4.94	4.94	6.76	14.61	-153.66	40.22	79.99
	Min Bottom	22.81	21.68	21.76	26.11	35.80	51.67	52.28	36.00	26.33	22.01	21.94	23.12
C4 Truck	**Max Top**	46.26	39.72	39.94	48.62	59.67	80.15	81.08	60.39	49.16	40.34	40.11	46.82
	Max Bottom	11.71	6.60	6.54	2.42	2.26	2.41	2.41	2.16	2.28	-12.42	7.42	13.51
	Min Top	52.64	26.79	27.00	11.14	5.18	3.82	3.82	5.18	11.11	-42.41	30.96	61.57
	Min Bottom	17.56	16.69	16.75	20.10	27.56	39.77	40.24	27.71	20.27	16.94	16.89	17.80
C5 Truck	**Max Top**	45.96	39.46	39.68	48.30	59.29	79.63	80.55	60.00	48.84	40.07	39.85	46.52
	Max Bottom	11.63	6.55	6.50	2.58	2.33	2.45	2.45	2.23	2.44	-20.99	7.37	13.42
	Min Top	52.29	26.61	26.82	11.90	5.34	3.88	3.88	5.34	11.87	-71.68	30.76	61.17
	Min Bottom	17.44	16.58	16.64	19.97	27.38	39.52	39.98	27.53	20.14	16.83	16.78	17.68
ST5 Truck	**Max Top**	45.07	38.68	38.90	47.35	58.11	78.06	79.01	58.86	47.90	39.31	39.09	45.65
	Max Bottom	11.33	6.38	6.33	2.68	2.32	2.42	2.42	2.21	2.52	-13.33	7.23	13.15
	Min Top	50.93	25.91	26.12	12.32	5.30	3.83	3.83	5.31	12.30	-45.52	30.15	59.96
	Min Bottom	17.11	16.25	16.31	19.57	26.84	38.73	39.22	27.00	19.75	16.51	16.46	17.35

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		Span 4											
	Node	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**44**	**45**	**46**
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-175.64	-84.76	-85.02	-86.72	-73.37	-66.09	-66.06	-73.34	-86.15	-83.92	-83.64	-175.44
	Bottom	-101.41	-60.83	-60.23	-56.43	-86.26	-108.20	-108.26	-83.61	-54.98	-59.96	-60.59	-101.86
DL + Grad	Top	-192.74	-101.86	-102.12	-103.52	-89.97	-82.39	-82.16	-89.14	-101.75	-99.22	-98.94	-190.74
	Bottom	-63.11	-22.73	-22.13	-18.83	-49.26	-71.70	-72.36	-48.21	-20.18	-25.66	-26.39	-67.76
HS20 Truck	Max Top	46.48	39.90	39.92	48.84	59.92	80.45	79.54	59.21	48.18	39.53	39.30	45.89
	Max Bottom	13.41	7.48	7.38	2.23	2.17	2.31	2.32	2.10	2.20	6.52	6.58	11.76
	Min Top	61.13	31.05	31.15	10.44	4.97	3.65	3.65	4.96	10.34	26.45	26.23	52.27
	Min Bottom	17.67	16.79	16.77	20.22	27.70	39.96	39.52	27.20	19.89	16.63	16.58	17.47
HS20 Lane	Max Top	21.55	20.87	21.23	35.69	40.50	44.25	44.57	41.52	37.01	21.86	21.49	22.18
	Max Bottom	7.55	4.36	4.31	2.29	2.22	2.32	2.32	2.12	2.17	3.91	3.95	6.81
	Min Top	34.41	18.10	18.20	10.71	5.09	3.67	3.65	5.01	10.17	15.86	15.73	30.28
	Min Bottom	8.19	8.79	8.91	14.77	18.72	21.98	22.15	19.07	15.28	9.20	9.06	8.44
SU2 Truck	Max Top	97.22	83.45	83.92	102.15	125.34	168.27	166.40	123.89	100.80	82.69	82.23	96.01
	Max Bottom	28.06	15.64	37.47	4.08	4.20	4.55	4.56	4.08	4.04	13.65	13.78	24.61
	Min Top	127.90	64.97	158.22	19.11	9.64	7.18	7.17	9.62	18.93	55.35	54.89	109.37
	Min Bottom	36.95	35.12	35.24	42.28	57.95	83.59	82.68	56.91	41.62	34.80	34.68	36.55
SU3 Truck	Max Top	50.08	42.99	43.24	52.62	64.57	86.69	85.71	63.81	51.92	42.59	42.35	49.45
	Max Bottom	14.45	8.06	28.75	2.22	2.23	2.38	2.39	2.16	2.19	7.04	7.10	12.69
	Min Top	65.88	33.46	121.40	10.38	5.11	3.76	3.76	5.10	10.28	28.53	28.29	56.37
	Min Bottom	19.04	18.09	18.16	21.78	29.85	43.06	42.59	29.31	21.44	17.92	17.86	18.82
SU4 Truck	Max Top	47.18	40.50	40.73	49.57	60.83	81.66	80.74	60.11	48.91	40.13	39.90	46.59
	Max Bottom	13.61	7.59	24.17	2.06	2.08	2.24	2.24	2.02	2.04	6.63	6.69	11.95
	Min Top	62.06	31.53	102.06	9.66	4.78	3.53	3.53	4.77	9.57	26.87	26.65	53.10
	Min Bottom	17.93	17.05	17.10	20.52	28.12	40.57	40.12	27.61	20.20	16.88	16.83	17.73
C3 Truck	Max Top	60.84	52.22	52.52	63.92	78.43	105.30	104.08	77.48	63.05	51.72	51.43	60.05
	Max Bottom	17.55	9.78	-30.66	3.13	2.94	3.12	3.13	2.85	3.10	8.52	8.60	15.36
	Min Top	79.99	40.64	-104.47	14.67	6.75	4.93	4.92	6.73	14.52	34.53	34.25	68.23
	Min Bottom	23.12	21.98	22.05	26.46	36.26	52.31	51.71	35.59	26.03	21.76	21.69	22.86
C4 Truck	Max Top	46.82	40.19	40.42	49.20	60.37	81.05	80.10	59.64	48.52	39.81	39.58	46.22
	Max Bottom	13.51	7.53	-33.62	2.38	2.25	2.42	2.42	2.19	2.35	6.56	6.62	11.82
	Min Top	61.57	31.28	-114.58	11.15	5.17	3.81	3.81	5.16	11.04	26.58	26.36	52.52
	Min Bottom	17.80	16.92	16.97	20.37	27.91	40.26	39.80	27.39	20.04	16.75	16.69	17.59
C5 Truck	Max Top	46.52	39.93	40.16	48.88	59.98	80.52	79.59	59.25	48.21	39.55	39.33	45.92
	Max Bottom	13.42	7.48	-16.13	2.55	2.32	2.45	2.46	2.25	2.52	6.51	6.57	11.74
	Min Top	61.17	31.08	-54.98	11.92	5.33	3.87	3.87	5.32	11.79	26.40	26.19	52.17
	Min Bottom	17.68	16.81	16.86	20.23	27.73	40.00	39.54	27.22	19.91	16.64	16.59	17.48
ST5 Truck	Max Top	45.65	39.17	39.39	47.95	58.83	78.98	78.01	58.08	47.26	38.77	38.55	45.04
	Max Bottom	13.15	7.33	-10.97	2.64	2.31	2.42	2.43	2.24	2.61	6.34	6.40	11.44
	Min Top	59.96	30.46	-37.39	12.34	5.30	3.82	3.82	5.29	12.21	25.72	25.50	50.81
	Min Bottom	17.35	16.49	16.54	19.85	27.20	39.24	38.76	26.68	19.51	16.31	16.26	17.14

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		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-175.44	-84.65	-84.92	-86.75	-73.54	-66.40	-66.53	-73.99	-86.99	-84.94	-84.67	-179.58
DL	Bottom	-101.86	-61.20	-60.60	-56.50	-86.03	-107.64	-107.34	-82.31	-53.26	-57.83	-58.45	-100.61
DL + Grad	Top	-190.74	-100.15	-100.42	-102.95	-90.54	-84.10	-85.03	-93.19	-106.89	-105.64	-105.37	-200.48
DL + Grad	Bottom	-67.76	-26.60	-26.00	-20.20	-48.13	-68.04	-66.14	-39.41	-8.76	-11.63	-12.25	-53.91
HS20 Truck	Max Top	45.89	40.07	40.29	48.93	59.82	79.80	68.19	50.79	41.34	33.93	33.74	39.56
HS20 Truck	Max Bottom	11.76	7.77	-62.03	2.27	2.14	2.25	2.21	1.92	1.82	135.10	-206.97	13.76
HS20 Truck	Min Top	52.27	31.02	-208.42	10.46	4.97	3.64	3.62	4.88	9.98	651.57	-735.40	67.41
HS20 Truck	Min Bottom	17.47	16.88	16.94	20.26	27.63	39.56	33.77	23.21	16.96	14.16	14.11	14.89
HS20 Lane	Max Top	22.18	21.58	21.94	36.40	39.97	42.12	39.34	35.49	31.68	19.81	19.49	20.44
HS20 Lane	Max Bottom	6.81	4.10	4.07	2.27	2.22	2.34	2.36	2.17	2.37	6.72	6.97	12.89
HS20 Lane	Min Top	30.28	16.39	16.53	10.49	5.16	3.79	3.85	5.50	12.98	32.39	32.99	63.15
HS20 Lane	Min Bottom	8.44	9.09	9.23	15.07	18.46	20.88	19.48	16.22	12.99	8.27	8.15	7.69
SU2 Truck	Max Top	96.01	83.80	84.27	102.34	125.12	166.91	142.69	106.27	86.50	71.00	70.59	82.78
SU2 Truck	Max Bottom	24.61	16.25	39.63	4.15	4.15	4.43	4.36	3.74	3.35	45.48	65.01	28.79
SU2 Truck	Min Top	109.37	64.91	160.84	19.15	9.63	7.16	7.13	9.48	18.36	219.35	307.69	141.00
SU2 Truck	Min Bottom	36.55	35.31	35.43	42.37	57.79	82.74	70.66	48.57	35.48	29.63	29.53	31.15
SU3 Truck	Max Top	49.45	43.17	43.41	52.72	64.46	85.99	73.54	54.77	44.58	36.59	36.38	42.67
SU3 Truck	Max Bottom	12.69	8.38	30.50	2.25	2.20	2.32	2.28	1.98	1.82	28.25	44.83	14.83
SU3 Truck	Min Top	56.37	33.46	123.75	10.39	5.11	3.75	3.73	5.02	9.97	136.23	212.17	72.64
SU3 Truck	Min Bottom	18.82	18.19	18.25	21.83	29.77	42.63	36.42	25.04	18.29	15.27	15.22	16.06
SU4 Truck	Max Top	46.59	40.67	40.90	49.67	60.73	81.00	69.27	51.59	41.99	34.47	34.27	40.19
SU4 Truck	Max Bottom	11.95	7.89	25.60	2.10	2.06	2.18	2.14	1.85	1.69	21.59	31.43	13.97
SU4 Truck	Min Top	53.10	31.51	103.90	9.68	4.78	3.52	3.50	4.70	9.28	104.10	148.75	68.43
SU4 Truck	Min Bottom	17.73	17.14	17.20	20.56	28.05	40.15	34.30	23.58	17.22	14.38	14.34	15.12
C3 Truck	Max Top	60.05	52.44	52.74	64.04	78.30	104.45	89.01	66.30	53.96	44.29	44.04	51.64
C3 Truck	Max Bottom	15.36	10.14	-30.77	3.18	2.91	3.03	2.98	2.61	2.55	-62.66	-42.58	18.02
C3 Truck	Min Top	68.23	40.50	-103.37	14.70	6.74	4.91	4.88	6.62	13.96	-225.68	-151.30	88.24
C3 Truck	Min Bottom	22.86	22.10	22.17	26.51	36.17	51.78	44.08	30.30	22.13	18.48	18.42	19.44
C4 Truck	Max Top	46.22	40.36	40.59	49.29	60.27	80.39	68.52	51.03	41.54	34.09	33.90	39.75
C4 Truck	Max Bottom	11.82	7.81	-32.64	2.42	2.23	2.35	2.31	2.00	1.93	-14.53	-12.73	13.87
C4 Truck	Min Top	52.52	31.17	-109.67	11.18	5.16	3.79	3.78	5.07	10.59	-52.34	-45.24	67.92
C4 Truck	Min Bottom	17.59	17.01	17.07	20.41	27.84	39.85	33.93	23.33	17.04	14.23	14.18	14.96
C5 Truck	Max Top	45.92	40.10	40.33	48.97	59.88	79.87	68.06	50.69	41.26	33.87	33.67	39.49
C5 Truck	Max Bottom	11.74	7.75	-16.21	2.59	2.30	2.38	2.34	2.06	2.05	-25.06	-20.19	13.78
C5 Truck	Min Top	52.17	30.96	-54.45	11.95	5.32	3.85	3.84	5.22	11.26	-90.25	-71.74	67.47
C5 Truck	Min Bottom	17.48	16.90	16.95	20.27	27.65	39.59	33.70	23.17	16.92	14.13	14.09	14.86
ST5 Truck	Max Top	45.04	39.34	39.56	48.04	58.74	78.35	66.29	49.37	40.19	32.98	32.80	38.46
ST5 Truck	Max Bottom	11.44	7.55	-11.02	2.68	2.28	2.35	2.31	2.05	2.14	-14.46	-12.63	13.51
ST5 Truck	Min Top	50.81	30.16	-37.02	12.38	5.29	3.80	3.78	5.19	11.75	-52.08	-44.89	66.19
ST5 Truck	Min Bottom	17.14	16.58	16.63	19.89	27.13	38.84	32.83	22.57	16.48	13.77	13.72	14.47

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		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-179.58	-88.61	-88.87	-90.25	-76.58	-70.10	-71.16	-69.37	-63.59	-42.78	-41.97	-37.1	0.0
	Bottom	-100.61	-60.20	-59.62	-56.54	-87.07	-103.24	-100.87	-99.49	-112.39	-158.91	-160.71	-171.6	0.0
DL + Grad	Top	-200.48	-108.71	-108.87	-107.45	-90.98	-81.80	-80.06	-75.47	-66.89	-43.28	-42.47	-37.1	0.0
	Bottom	-53.91	-15.30	-14.92	-18.04	-54.77	-77.24	-81.07	-85.89	-104.99	-157.71	-159.71	-171.6	0.0
HS20 Truck	Max Top	39.56	42.49	42.69	49.75	57.35	69.86	92.01	133.41	241.88	1433.31	1676.16	0.0	0.0
	Max Bottom	13.76	7.39	-69.14	2.25	2.12	2.01	1.86	2.06	3.44	28.18	33.26	0.0	0.0
	Min Top	67.41	34.66	-250.99	11.03	4.89	3.39	3.19	3.40	4.47	17.00	19.46	0.0	0.0
	Min Bottom	14.89	17.68	17.73	20.42	26.35	33.94	44.33	64.37	122.14	848.65	998.45	0.0	0.0
HS20 Lane	Max Top	20.44	21.06	21.42	36.64	43.28	52.73	69.45	100.69	182.56	1081.76	1265.03	0.0	0.0
	Max Bottom	12.89	6.64	6.48	2.41	2.16	2.06	1.94	2.21	3.85	29.39	34.74	0.0	0.0
	Min Top	63.15	31.12	30.85	11.81	4.99	3.48	3.32	3.65	5.00	17.73	20.32	0.0	0.0
	Min Bottom	7.69	8.76	8.90	15.04	19.89	25.62	33.46	48.58	92.18	640.50	753.55	0.0	0.0
SU2 Truck	Max Top	82.78	88.87	89.28	104.06	119.94	146.12	192.45	279.05	505.89	2997.97	3505.78	0.0	0.0
	Max Bottom	28.79	15.46	45.88	4.11	4.13	3.98	3.71	4.08	6.88	53.22	62.88	0.0	0.0
	Min Top	141.00	72.49	218.24	20.14	9.53	6.72	6.34	6.72	8.93	32.11	36.78	0.0	0.0
	Min Bottom	31.15	36.99	37.08	42.71	55.11	71.00	92.73	134.63	255.45	1775.07	2088.31	0.0	0.0
SU3 Truck	Max Top	42.67	45.78	46.00	53.61	61.79	75.28	99.15	143.76	260.63	1544.43	1806.22	0.0	0.0
	Max Bottom	14.83	7.97	37.08	2.23	2.19	2.09	1.93	2.16	3.63	27.51	32.50	0.0	0.0
	Min Top	72.64	37.35	176.39	10.93	5.06	3.52	3.31	3.55	4.71	16.60	19.01	0.0	0.0
	Min Bottom	16.06	19.05	19.10	22.01	28.39	36.58	47.77	69.36	131.61	914.44	1075.93	0.0	0.0
SU4 Truck	Max Top	40.19	43.13	43.33	50.50	58.21	70.92	93.40	135.43	245.52	1454.95	1701.30	0.0	0.0
	Max Bottom	13.97	7.51	30.36	2.08	2.05	1.96	1.82	2.02	3.43	26.49	31.29	0.0	0.0
	Min Top	68.43	35.18	144.42	10.17	4.73	3.31	3.10	3.33	4.46	15.98	18.30	0.0	0.0
	Min Bottom	15.12	17.95	17.99	20.73	26.75	34.46	45.00	65.34	123.98	861.46	1013.43	0.0	0.0
C3 Truck	Max Top	51.64	55.62	55.87	65.12	75.06	91.44	120.44	174.63	316.60	1875.80	2193.72	0.0	0.0
	Max Bottom	18.02	9.68	-31.51	3.17	2.87	2.70	2.50	2.77	4.72	34.99	41.32	0.0	0.0
	Min Top	88.24	45.37	-114.39	15.53	6.61	4.55	4.28	4.56	6.13	21.11	24.17	0.0	0.0
	Min Bottom	19.44	23.15	23.20	26.73	34.49	44.43	58.03	84.25	159.87	1110.64	1306.75	0.0	0.0
C4 Truck	Max Top	39.75	42.81	43.00	50.12	57.77	70.38	92.70	134.41	243.68	1443.81	1688.64	0.0	0.0
	Max Bottom	13.87	7.45	-9.85	2.41	2.19	2.08	1.94	2.12	3.83	29.25	34.52	0.0	0.0
	Min Top	67.92	34.92	-35.76	11.82	5.06	3.51	3.32	3.49	4.97	17.65	20.19	0.0	0.0
	Min Bottom	14.96	17.82	17.86	20.57	26.55	34.20	44.66	64.85	123.05	854.87	1005.88	0.0	0.0
C5 Truck	Max Top	39.49	42.53	42.72	49.80	57.40	69.92	92.09	133.53	242.09	1434.47	1677.75	0.0	0.0
	Max Bottom	13.78	7.40	-16.48	2.59	2.26	2.11	1.96	2.17	3.66	28.06	33.12	0.0	0.0
	Min Top	67.47	34.69	-59.83	12.68	5.22	3.56	3.35	3.57	4.76	16.93	19.37	0.0	0.0
	Min Bottom	14.86	17.70	17.74	20.44	26.37	33.97	44.37	64.42	122.24	849.33	999.39	0.0	0.0
ST5 Truck	Max Top	38.46	41.72	41.91	48.85	56.30	68.59	90.34	130.99	237.48	1407.14	1645.60	0.0	0.0
	Max Bottom	13.51	7.26	-10.98	2.68	2.24	2.08	1.93	2.16	3.70	32.30	38.08	0.0	0.0
	Min Top	66.19	34.03	-39.85	13.13	5.16	3.51	3.30	3.55	4.80	19.49	22.27	0.0	0.0
	Min Bottom	14.47	17.36	17.41	20.05	25.87	33.33	43.53	63.20	119.92	833.16	980.24	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.5	-74.3	-78.1	-86.1	-77.8	-77.3	-167.0
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.0	-84.6	-89.5	-72.7	-54.7	-73.3	-74.3	-120.3
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.4	-86.0	-92.5	-103.3	-97.8	-97.4	-187.9
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.4	-64.8	-63.5	-40.4	-16.2	-28.6	-29.4	-73.6
HS20 Truck	Max Top	0.0	0.0	1677.70	1434.90	243.89	135.07	93.27	70.61	57.56	49.24	41.52	41.31	38.62
	Max Bottom	0.0	0.0	32.84	27.77	3.17	1.79	1.54	1.71	1.71	2.15	-84.94	9.86	17.09
	Min Top	0.0	0.0	19.52	17.09	4.69	3.63	3.43	3.59	4.99	10.52	-222.28	30.25	62.78
	Min Bottom	0.0	0.0	994.68	844.96	119.64	62.44	42.61	32.84	25.41	20.32	18.37	18.35	15.61
HS20 Lane	Max Top	0.0	0.0	1266.20	1082.97	184.08	101.94	70.40	53.30	43.45	36.26	20.84	20.47	19.95
	Max Bottom	0.0	0.0	34.30	28.97	3.54	1.92	1.60	1.76	1.74	2.30	8.60	8.86	16.01
	Min Top	0.0	0.0	20.38	17.83	5.25	3.90	3.57	3.69	5.08	11.26	27.00	27.15	58.81
	Min Bottom	0.0	0.0	750.71	637.72	90.30	47.13	32.16	24.78	19.18	14.97	9.22	9.09	8.07
SU2 Truck	Max Top	0.0	0.0	3509.79	3000.87	510.12	282.51	195.08	147.70	120.40	103.00	86.85	86.40	80.81
	Max Bottom	0.0	0.0	62.07	52.46	6.33	3.54	3.06	3.40	3.33	3.93	60.86	20.63	35.75
	Min Top	0.0	0.0	36.89	32.28	9.37	7.18	6.81	7.12	9.71	19.21	191.05	63.26	131.31
	Min Bottom	0.0	0.0	2080.91	1767.11	250.24	130.61	89.13	68.68	53.14	42.51	38.42	38.37	32.67
SU3 Truck	Max Top	0.0	0.0	1807.96	1546.20	262.81	145.54	100.51	76.09	62.03	53.06	44.74	44.51	41.65
	Max Bottom	0.0	0.0	32.08	27.11	3.33	1.87	1.60	1.78	1.77	2.13	49.20	10.63	18.42
	Min Top	0.0	0.0	19.07	16.68	4.94	3.80	3.55	3.73	5.15	10.43	154.43	32.59	67.65
	Min Bottom	0.0	0.0	1071.92	910.51	128.92	67.29	45.92	35.38	27.38	21.90	19.79	19.77	16.84
SU4 Truck	Max Top	0.0	0.0	1703.21	1456.58	247.57	137.11	94.68	71.68	58.43	49.99	42.15	41.93	39.23
	Max Bottom	0.0	0.0	30.89	26.11	3.16	1.75	1.50	1.67	1.65	1.98	40.28	10.01	17.35
	Min Top	0.0	0.0	18.36	16.07	4.68	3.56	3.34	3.50	4.82	9.71	126.42	30.70	63.73
	Min Bottom	0.0	0.0	1009.81	857.73	121.45	63.39	43.26	33.33	25.79	20.63	18.65	18.62	15.86
C3 Truck	Max Top	0.0	0.0	2196.12	1878.16	319.23	176.79	122.09	92.43	75.34	64.46	54.35	54.07	50.41
	Max Bottom	0.0	0.0	40.79	34.49	4.34	2.40	2.06	2.30	2.31	3.03	-38.72	12.91	22.37
	Min Top	0.0	0.0	24.24	21.22	6.43	4.88	4.60	4.82	6.74	14.81	-101.32	39.59	82.17
	Min Bottom	0.0	0.0	1302.05	1105.99	156.60	81.73	55.78	42.98	33.26	26.60	24.04	24.01	20.38
C4 Truck	Max Top	0.0	0.0	1690.20	1445.66	245.71	136.08	93.97	71.14	57.99	49.61	41.83	41.62	38.81
	Max Bottom	0.0	0.0	34.08	28.83	3.52	1.84	1.60	1.77	1.77	2.31	-12.10	9.94	17.22
	Min Top	0.0	0.0	20.26	17.74	5.22	3.73	3.56	3.72	5.15	11.28	-31.67	30.47	63.25
	Min Bottom	0.0	0.0	1002.09	851.30	120.53	62.91	42.93	33.08	25.60	20.47	18.51	18.48	15.69
C5 Truck	Max Top	0.0	0.0	1679.29	1436.06	244.10	135.19	93.36	70.68	57.61	49.29	41.56	41.34	38.54
	Max Bottom	0.0	0.0	32.70	27.66	3.37	1.88	1.61	1.80	1.82	2.47	-20.25	9.87	17.11
	Min Top	0.0	0.0	19.43	17.02	4.99	3.82	3.60	3.78	5.32	12.09	-52.99	30.27	62.84
	Min Bottom	0.0	0.0	995.63	845.65	119.75	62.50	42.65	32.87	25.43	20.34	18.39	18.36	15.58
ST5 Truck	Max Top	0.0	0.0	1647.40	1408.92	239.46	132.62	91.58	69.33	56.52	48.35	40.77	40.56	37.54
	Max Bottom	0.0	0.0	37.60	204.58	3.40	1.87	1.59	1.77	1.80	2.56	-13.49	9.68	16.78
	Min Top	0.0	0.0	22.35	125.89	5.04	3.80	3.54	3.71	5.26	12.52	-35.30	29.70	61.64
	Min Bottom	0.0	0.0	976.72	829.67	117.47	61.31	41.84	32.24	24.95	19.95	18.04	18.01	15.18

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.98	-77.85	-78.25	-84.17	-73.77	-68.15	-68.52	-74.92	-85.57	-79.91	-79.51	-170.01
DL	Bottom	-120.25	-76.29	-75.39	-62.16	-85.40	-103.62	-102.80	-80.12	-56.30	-68.96	-69.85	-114.03
DL + Grad	Top	-187.88	-98.55	-98.95	-104.07	-92.97	-86.65	-86.22	-91.92	-101.77	-95.41	-95.01	-185.31
DL + Grad	Bottom	-73.55	-30.09	-29.19	-17.66	-42.50	-62.42	-63.20	-42.22	-20.00	-34.36	-35.25	-79.93
HS20 Truck	Max Top	38.62	33.16	33.36	41.05	50.76	68.48	80.24	60.03	48.79	39.79	39.55	45.38
HS20 Truck	Max Bottom	17.09	-51.23	-78.19	2.28	2.01	2.12	2.13	1.96	2.26	-265.04	9.19	13.39
HS20 Truck	Min Top	62.78	-129.22	-200.52	9.65	4.87	3.71	3.75	5.06	10.32	-739.45	29.14	50.65
HS20 Truck	Min Bottom	15.61	14.78	14.82	17.36	23.39	33.47	39.11	27.22	20.25	17.32	17.27	17.98
HS20 Lane	Max Top	19.95	19.16	19.48	31.46	35.47	39.51	42.35	40.11	36.30	21.67	21.30	21.93
HS20 Lane	Max Bottom	16.01	10.08	9.71	2.96	2.27	2.26	2.22	2.04	2.26	4.80	4.85	7.75
HS20 Lane	Min Top	58.81	30.33	29.84	12.56	5.48	3.95	3.91	5.25	10.34	15.56	15.40	29.34
HS20 Lane	Min Bottom	8.07	8.54	8.65	13.30	16.35	19.31	20.64	18.19	15.06	9.43	9.30	8.69
SU2 Truck	Max Top	80.81	69.40	69.81	85.90	106.21	143.29	167.83	125.57	102.04	83.22	82.73	94.95
SU2 Truck	Max Bottom	35.75	48.94	39.12	4.19	3.91	4.18	4.19	3.81	4.13	65.64	19.22	28.01
SU2 Truck	Min Top	131.31	147.26	120.20	17.76	9.45	7.30	7.38	9.81	18.89	212.62	60.97	105.99
SU2 Truck	Min Bottom	32.67	30.94	31.02	36.33	48.95	70.04	81.79	56.94	42.34	36.22	36.12	37.61
SU3 Truck	Max Top	41.65	35.77	35.98	44.27	54.74	73.85	86.46	64.69	52.57	42.87	42.62	48.91
SU3 Truck	Max Bottom	18.42	40.35	29.13	2.27	2.07	2.19	2.20	2.02	2.24	45.45	9.91	14.44
SU3 Truck	Min Top	67.65	121.42	89.50	9.64	5.01	3.82	3.87	5.20	10.25	147.22	31.43	54.63
SU3 Truck	Min Bottom	16.84	15.94	15.99	18.73	25.23	36.10	42.14	29.34	21.82	18.66	18.61	19.37
SU4 Truck	Max Top	39.23	33.69	33.89	41.70	51.56	69.56	81.45	60.94	49.52	40.39	40.15	46.07
SU4 Truck	Max Bottom	17.35	33.27	24.81	2.12	1.94	2.05	2.06	1.89	2.09	38.91	9.33	13.60
SU4 Truck	Min Top	63.73	100.10	76.23	8.98	4.69	3.59	3.63	4.87	9.54	126.04	29.60	51.45
SU4 Truck	Min Bottom	15.86	15.02	15.06	17.64	23.76	34.00	39.70	27.64	20.55	17.58	17.53	18.25
C3 Truck	Max Top	50.41	43.29	43.55	53.59	66.26	89.39	105.03	78.58	63.86	52.08	51.77	59.39
C3 Truck	Max Bottom	22.37	-31.18	-36.90	3.19	2.73	2.86	2.87	2.66	3.17	-50.57	11.99	17.47
C3 Truck	Min Top	82.17	-78.65	-94.64	13.51	6.60	5.00	5.06	6.86	14.50	-141.08	38.04	66.12
C3 Truck	Min Bottom	20.38	19.30	19.35	22.67	30.54	43.69	51.19	35.64	26.50	22.66	22.60	23.52
C4 Truck	Max Top	38.81	33.33	33.53	41.25	51.01	68.81	80.84	60.48	49.15	40.08	39.85	45.71
C4 Truck	Max Bottom	17.22	-43.39	-64.77	2.42	2.09	2.21	2.22	2.04	2.41	-14.12	9.23	13.45
C4 Truck	Min Top	63.25	-109.46	-166.12	10.25	5.06	3.87	3.91	5.26	11.03	-39.40	29.28	50.90
C4 Truck	Min Bottom	15.69	14.86	14.90	17.45	23.51	33.63	39.40	27.43	20.40	17.44	17.40	18.10
C5 Truck	Max Top	38.54	33.10	33.30	40.97	50.66	68.35	80.31	60.09	48.83	39.82	39.59	45.41
C5 Truck	Max Bottom	17.11	-17.33	-19.47	2.57	2.16	2.25	2.26	2.10	2.58	-23.84	9.17	13.36
C5 Truck	Min Top	62.84	-43.73	-49.92	10.89	5.21	3.93	3.98	5.42	11.79	-66.53	29.09	50.56
C5 Truck	Min Bottom	15.58	14.76	14.80	17.33	23.35	33.41	39.14	27.25	20.26	17.33	17.29	17.99
ST5 Truck	Max Top	37.54	32.24	32.44	39.91	49.35	66.57	78.78	58.94	47.90	39.07	38.83	44.54
ST5 Truck	Max Bottom	16.78	-11.99	-12.98	2.68	2.14	2.22	2.23	2.09	2.67	-15.21	8.93	13.01
ST5 Truck	Min Top	61.64	-30.24	-33.28	11.37	5.18	3.88	3.92	5.39	12.21	-42.43	28.33	49.24
ST5 Truck	Min Bottom	15.18	14.37	14.41	16.88	22.74	32.54	38.40	26.73	19.88	17.00	16.96	17.64

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.01	-80.56	-80.95	-86.37	-75.48	-69.38	-69.27	-75.20	-85.41	-79.29	-78.88	-169.18
	Bottom	-114.03	-70.35	-69.48	-57.35	-81.70	-100.99	-101.23	-79.59	-56.79	-70.47	-71.38	-115.85
DL + Grad	Top	-185.31	-95.86	-96.25	-101.97	-91.28	-85.48	-85.57	-91.80	-102.21	-96.39	-95.98	-186.28
	Bottom	-79.93	-36.15	-35.18	-22.55	-46.30	-65.09	-64.73	-42.59	-19.19	-32.37	-33.28	-77.55
HS20 Truck	Max Top	45.38	39.00	39.23	48.21	59.54	80.22	81.12	60.20	48.68	39.55	39.31	45.87
	Max Bottom	13.39	7.95	7.87	2.33	2.04	2.14	2.14	1.96	2.25	-329.47	9.21	15.66
	Min Top	50.65	25.27	25.52	10.36	5.10	3.83	3.83	5.09	10.28	-899.72	28.90	58.88
	Min Bottom	17.98	17.01	17.05	20.02	27.07	38.84	39.31	27.25	20.24	17.31	17.26	18.28
HS20 Lane	Max Top	21.93	21.33	21.70	37.03	41.75	44.96	44.62	40.69	35.57	20.93	20.57	21.27
	Max Bottom	7.75	4.77	4.72	2.30	2.07	2.14	2.15	2.01	2.31	5.29	5.37	8.81
	Min Top	29.34	15.15	15.30	10.20	5.16	3.83	3.84	5.22	10.55	16.98	16.84	33.14
	Min Bottom	8.69	9.30	9.43	15.38	18.98	21.77	21.62	18.41	14.79	9.16	9.03	8.47
SU2 Truck	Max Top	94.95	81.59	82.08	100.86	124.57	167.84	169.66	125.92	101.81	82.73	82.23	95.94
	Max Bottom	28.01	16.64	16.46	4.27	3.96	4.21	4.21	3.81	4.12	65.53	19.26	32.76
	Min Top	105.99	52.87	53.39	18.98	9.90	7.53	7.53	9.88	18.82	210.18	60.47	123.19
	Min Bottom	37.61	35.58	35.68	41.89	56.63	81.27	82.22	56.99	42.32	36.20	36.10	38.23
SU3 Truck	Max Top	48.91	42.03	42.28	51.95	64.16	86.45	87.41	64.87	52.45	42.62	42.36	49.43
	Max Bottom	14.44	8.58	8.48	2.32	2.10	2.21	2.21	2.02	2.24	45.00	9.92	16.88
	Min Top	54.63	27.25	27.52	10.30	5.25	3.95	3.94	5.24	10.22	144.33	31.14	63.45
	Min Bottom	19.37	18.32	18.37	21.57	29.17	41.86	42.36	29.36	21.80	18.65	18.60	19.69
SU4 Truck	Max Top	46.07	39.59	39.83	48.94	60.44	81.44	82.34	61.11	49.41	40.15	39.91	46.56
	Max Bottom	13.60	8.08	7.99	2.16	1.97	2.07	2.07	1.89	2.08	38.16	9.35	15.90
	Min Top	51.45	25.67	25.92	9.59	4.91	3.70	3.70	4.90	9.51	122.39	29.34	59.78
	Min Bottom	18.25	17.26	17.31	20.33	27.48	39.43	39.90	27.66	20.54	17.57	17.52	18.55
C3 Truck	Max Top	59.39	51.03	51.34	63.08	77.91	104.98	106.17	78.80	63.71	51.77	51.46	60.04
	Max Bottom	17.47	10.38	10.27	3.28	2.77	2.89	2.89	2.67	3.16	-53.25	12.05	20.49
	Min Top	66.12	32.98	33.31	14.56	6.93	5.17	5.16	6.91	14.45	-145.41	37.82	77.05
	Min Bottom	23.52	22.25	22.31	26.20	35.42	50.83	51.45	35.66	26.49	22.65	22.59	23.92
C4 Truck	Max Top	45.71	39.28	39.51	48.55	59.96	80.80	81.72	60.65	49.04	39.84	39.61	46.21
	Max Bottom	13.45	7.99	7.90	2.49	2.13	2.23	2.24	2.04	2.40	-14.70	9.27	15.77
	Min Top	50.90	25.39	25.64	11.06	5.31	4.00	3.99	5.30	10.98	-40.14	29.11	59.30
	Min Bottom	18.10	17.13	17.17	20.16	27.26	39.12	39.60	27.45	20.39	17.44	17.39	18.41
C5 Truck	Max Top	45.41	39.02	39.26	48.24	59.58	80.28	81.19	60.26	48.72	39.59	39.35	45.91
	Max Bottom	13.36	7.94	7.85	2.66	2.19	2.27	2.27	2.11	2.57	-24.84	9.21	15.67
	Min Top	50.56	25.22	25.47	11.82	5.47	4.06	4.06	5.46	11.74	-67.83	28.92	58.92
	Min Bottom	17.99	17.02	17.06	20.03	27.09	38.87	39.34	27.27	20.25	17.32	17.28	18.29
ST5 Truck	Max Top	44.54	38.25	38.48	47.28	58.40	78.69	79.64	59.11	47.79	38.83	38.60	45.05
	Max Bottom	13.01	7.73	7.65	2.76	2.18	2.24	2.24	2.09	2.66	-15.77	9.03	15.36
	Min Top	49.24	24.56	24.81	12.25	5.44	4.01	4.00	5.43	12.16	-43.08	28.35	57.76
	Min Bottom	17.64	16.68	16.73	19.64	26.55	38.10	38.59	26.75	19.87	16.99	16.95	17.95

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Including Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-169.18	-79.74	-80.14	-85.75	-75.04	-69.12	-69.17	-75.26	-85.60	-79.62	-79.21	-169.61
	Bottom	-115.85	-72.03	-71.15	-58.60	-82.53	-101.43	-101.30	-79.33	-56.22	-69.58	-70.49	-114.88
DL + Grad	Top	-186.28	-96.84	-97.24	-102.55	-91.64	-85.42	-85.27	-91.06	-101.20	-94.92	-94.51	-184.91
	Bottom	-77.55	-33.93	-33.05	-21.00	-45.53	-64.93	-65.40	-43.93	-21.42	-35.28	-36.29	-80.78
HS20 Truck	Max Top	45.87	39.40	39.44	48.72	60.18	81.08	80.18	59.51	48.11	39.10	38.87	45.35
	Max Bottom	15.66	9.31	9.17	2.35	2.05	2.15	2.15	1.97	2.27	7.88	7.97	13.50
	Min Top	58.88	29.22	29.36	10.33	5.08	3.82	3.82	5.09	10.27	25.10	24.84	50.53
	Min Bottom	18.28	17.29	17.25	20.33	27.45	39.33	38.87	26.91	19.96	17.06	17.01	18.01
HS20 Lane	Max Top	21.27	20.61	20.97	35.60	40.67	44.60	44.94	41.72	36.96	21.63	21.25	21.92
	Max Bottom	8.81	5.43	5.36	2.41	2.10	2.16	2.15	1.99	2.24	4.73	4.78	7.82
	Min Top	33.14	17.03	17.16	10.59	5.21	3.84	3.82	5.14	10.11	15.05	14.89	29.27
	Min Bottom	8.47	9.05	9.17	14.86	18.55	21.63	21.79	18.87	15.33	9.43	9.30	8.71
SU2 Truck	Max Top	95.94	82.41	82.90	101.90	125.88	169.60	167.76	124.50	100.66	81.81	81.32	94.87
	Max Bottom	32.76	19.48	46.56	4.30	3.98	4.22	4.23	3.83	4.16	16.49	16.69	28.25
	Min Top	123.19	61.13	149.13	18.90	9.86	7.51	7.51	9.87	18.81	52.51	51.99	105.74
	Min Bottom	38.23	36.17	36.26	42.53	57.41	82.26	81.33	56.30	41.76	35.68	35.59	37.68
SU3 Truck	Max Top	49.43	42.46	42.71	52.50	64.85	87.37	86.40	64.12	51.85	42.13	41.88	48.87
	Max Bottom	16.88	10.04	35.73	2.33	2.11	2.21	2.21	2.03	2.26	8.50	8.60	14.56
	Min Top	63.45	31.48	114.42	10.26	5.23	3.93	3.94	5.23	10.21	27.07	26.79	54.50
	Min Bottom	19.69	18.63	18.68	21.91	29.58	42.38	41.89	29.00	21.51	18.38	18.33	19.41
SU4 Truck	Max Top	46.56	39.99	40.23	49.45	61.09	82.31	81.40	60.41	48.85	39.70	39.46	46.04
	Max Bottom	15.90	9.45	30.04	2.17	1.98	2.08	2.08	1.90	2.10	8.01	8.10	13.71
	Min Top	59.78	29.66	96.20	9.55	4.89	3.69	3.69	4.90	9.50	25.49	25.24	51.33
	Min Bottom	18.55	17.55	17.60	20.64	27.86	39.92	39.46	27.32	20.26	17.32	17.27	18.29
C3 Truck	Max Top	60.04	51.57	51.88	63.77	78.77	106.13	104.92	77.87	62.96	51.17	50.86	59.34
	Max Bottom	20.49	12.19	-36.21	3.30	2.79	2.90	2.90	2.68	3.19	10.29	10.41	17.62
	Min Top	77.05	38.23	-98.91	14.51	6.90	5.15	5.15	6.91	14.43	32.76	32.43	65.97
	Min Bottom	23.92	22.63	22.69	26.61	35.93	51.47	50.87	35.21	26.12	22.32	22.26	23.57
C4 Truck	Max Top	46.21	39.69	39.93	49.08	60.63	81.69	80.75	59.93	48.46	39.38	39.14	45.67
	Max Bottom	15.77	9.38	-39.72	2.51	2.14	2.24	2.24	2.05	2.42	7.92	8.01	13.57
	Min Top	59.30	29.43	-108.49	11.03	5.29	3.99	3.99	5.30	10.97	25.22	24.97	50.78
	Min Bottom	18.41	17.42	17.47	20.48	27.65	39.62	39.15	27.10	20.10	17.18	17.13	18.14
C5 Truck	Max Top	45.91	39.43	39.67	48.76	60.23	81.15	80.23	59.54	48.15	39.13	38.89	45.38
	Max Bottom	15.67	9.32	-19.06	2.68	2.20	2.28	2.28	2.12	2.59	7.87	7.96	13.47
	Min Top	58.92	29.24	-52.05	11.79	5.45	4.05	4.05	5.46	11.72	25.05	24.80	50.44
	Min Bottom	18.29	17.31	17.35	20.35	27.47	39.36	38.90	26.93	19.97	17.07	17.02	18.02
ST5 Truck	Max Top	45.05	38.68	38.91	47.83	59.08	79.61	78.65	58.37	47.19	38.35	38.12	44.50
	Max Bottom	15.36	9.13	-12.96	2.78	2.19	2.25	2.25	2.10	2.68	7.66	7.75	13.12
	Min Top	57.76	28.66	-35.40	12.21	5.42	4.00	4.00	5.42	12.14	24.40	24.15	49.13
	Min Bottom	17.95	16.98	17.02	19.96	26.95	38.61	38.13	26.39	19.58	16.73	16.69	17.68

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-169.61	-80.17	-80.56	-85.98	-75.07	-68.96	-68.85	-74.77	-84.97	-78.84	-78.43	-171.85
	Bottom	-114.88	-71.21	-70.34	-58.24	-82.60	-101.92	-102.18	-80.56	-57.78	-71.47	-72.38	-117.89
DL + Grad	Top	-184.91	-95.67	-96.06	-102.18	-92.07	-86.66	-87.35	-93.97	-104.87	-99.54	-99.13	-192.75
	Bottom	-80.78	-36.61	-35.74	-21.94	-44.70	-62.32	-60.98	-37.66	-13.28	-25.27	-26.18	-71.19
HS20 Truck	Max Top	45.35	39.62	39.85	48.83	60.06	80.33	68.60	50.89	41.13	33.41	33.21	38.94
	Max Bottom	13.50	9.41	-72.00	2.36	2.04	2.11	2.09	1.87	2.05	181.91	-256.31	16.67
	Min Top	50.53	29.38	-198.44	10.37	5.07	3.78	3.75	4.93	9.74	604.76	-686.06	64.51
	Min Bottom	18.01	17.33	17.38	20.35	27.40	39.02	33.35	23.11	17.16	14.68	14.64	15.50
HS20 Lane	Max Top	21.92	21.34	21.70	36.33	40.13	42.40	39.58	35.56	31.52	19.51	19.19	20.12
	Max Bottom	7.82	4.97	4.92	2.36	2.12	2.20	2.22	2.11	2.67	9.04	9.40	15.61
	Min Top	29.27	15.52	15.69	10.39	5.27	3.93	3.99	5.56	12.68	30.07	30.56	60.43
	Min Bottom	8.71	9.33	9.46	15.14	18.30	20.60	19.24	16.15	13.15	8.57	8.46	8.01
SU2 Truck	Max Top	94.87	82.86	83.35	102.14	125.61	168.02	143.55	106.48	86.07	69.92	69.50	81.49
	Max Bottom	28.25	19.69	47.89	4.32	3.95	4.15	4.11	3.64	3.78	61.24	87.67	34.86
	Min Top	105.74	61.48	152.58	18.97	9.83	7.43	7.37	9.58	17.93	203.59	285.03	134.93
	Min Bottom	37.68	36.25	36.35	42.56	57.30	81.62	69.80	48.36	35.91	30.71	30.63	32.44
SU3 Truck	Max Top	48.87	42.69	42.94	52.62	64.72	86.56	73.98	54.88	44.36	36.04	35.82	42.00
	Max Bottom	14.56	10.15	36.85	2.34	2.10	2.18	2.15	1.93	2.05	38.03	60.45	17.96
	Min Top	54.50	31.69	117.40	10.30	5.21	3.89	3.86	5.08	9.74	126.44	196.55	69.51
	Min Bottom	19.41	18.67	18.72	21.93	29.52	42.05	35.97	24.93	18.51	15.83	15.79	16.72
SU4 Truck	Max Top	46.04	40.22	40.45	49.57	60.96	81.55	69.69	51.69	41.78	33.94	33.74	39.56
	Max Bottom	13.71	9.56	30.94	2.18	1.96	2.04	2.02	1.80	1.91	29.06	42.38	16.92
	Min Top	51.33	29.85	98.56	9.59	4.88	3.65	3.62	4.75	9.06	96.62	137.79	65.48
	Min Bottom	18.29	17.59	17.64	20.66	27.81	39.61	33.88	23.48	17.43	14.91	14.87	15.75
C3 Truck	Max Top	59.34	51.86	52.16	63.92	78.61	105.15	89.55	66.43	53.69	43.62	43.36	50.84
	Max Bottom	17.62	12.28	-35.71	3.32	2.77	2.85	2.82	2.54	2.87	-77.43	-52.73	21.82
	Min Top	65.97	38.35	-98.43	14.57	6.88	5.09	5.05	6.69	13.63	-210.90	-141.15	84.44
	Min Bottom	23.57	22.68	22.75	26.64	35.86	51.08	43.54	30.17	22.40	19.16	19.11	20.24
C4 Truck	Max Top	45.67	39.91	40.15	49.20	60.51	80.93	68.94	51.14	41.33	33.58	33.38	39.14
	Max Bottom	13.57	9.46	-37.89	2.52	2.12	2.20	2.18	1.95	2.18	-17.96	-15.77	16.79
	Min Top	50.78	29.52	-104.42	11.08	5.27	3.94	3.91	5.13	10.35	-48.91	-42.21	64.99
	Min Bottom	18.14	17.46	17.51	20.50	27.60	39.32	33.52	23.22	17.25	14.75	14.71	15.58
C5 Truck	Max Top	45.38	39.65	39.89	48.88	60.11	80.40	68.47	50.79	41.06	33.35	33.15	38.87
	Max Bottom	13.47	9.39	-18.81	2.70	2.19	2.24	2.21	2.00	2.32	-30.96	-25.00	16.68
	Min Top	50.44	29.33	-51.85	11.85	5.43	4.00	3.97	5.28	11.00	-84.34	-66.92	64.57
	Min Bottom	18.02	17.35	17.39	20.37	27.42	39.06	33.29	23.07	17.13	14.65	14.61	15.48
ST5 Truck	Max Top	44.50	38.90	39.13	47.95	58.97	78.88	66.69	49.47	39.99	32.48	32.29	37.86
	Max Bottom	13.12	9.15	-12.79	2.79	2.17	2.21	2.18	1.99	2.42	-17.87	-15.65	16.37
	Min Top	49.13	28.56	-35.25	12.27	5.40	3.95	3.92	5.25	11.48	-48.67	-41.88	63.34
	Min Bottom	17.68	17.02	17.06	19.98	26.90	38.32	32.43	22.47	16.68	14.27	14.23	15.07

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Original Construction
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-171.85	-82.58	-82.99	-89.14	-78.97	-74.70	-76.70	-74.56	-67.17	-43.46	-42.55	-37.1	0.0
	Bottom	-117.89	-73.67	-72.75	-59.00	-81.73	-92.95	-88.49	-87.88	-104.39	-157.38	-159.41	-171.6	0.0
DL + Grad	Top	-192.75	-102.68	-102.99	-106.34	-93.37	-86.40	-85.60	-80.66	-70.47	-43.96	-43.05	-37.1	0.0
	Bottom	-71.19	-28.77	-28.05	-20.50	-49.43	-66.95	-68.69	-74.28	-96.99	-156.18	-158.41	-171.6	0.0
HS20 Truck	Max Top	38.94	41.86	42.07	49.62	57.69	70.69	93.33	135.21	244.15	1436.03	1678.88	0.0	0.0
	Max Bottom	16.67	9.75	-84.36	2.39	1.97	1.79	1.62	1.81	3.19	27.90	32.99	0.0	0.0
	Min Top	64.51	32.30	-235.77	10.90	5.04	3.61	3.44	3.66	4.72	17.27	19.73	0.0	0.0
	Min Bottom	15.50	18.32	18.34	20.56	26.00	33.11	43.02	62.57	119.86	845.92	995.72	0.0	0.0
HS20 Lane	Max Top	20.12	20.75	21.11	36.54	43.54	53.35	70.44	102.05	184.27	1083.81	1267.09	0.0	0.0
	Max Bottom	15.61	8.75	8.52	2.55	2.01	1.83	1.68	1.94	3.57	29.11	34.46	0.0	0.0
	Min Top	60.43	29.00	28.81	11.66	5.14	3.71	3.58	3.92	5.29	18.01	20.60	0.0	0.0
	Min Bottom	8.01	9.08	9.21	15.14	19.62	24.99	32.47	47.23	90.46	638.44	751.49	0.0	0.0
SU2 Truck	Max Top	81.49	87.55	87.99	103.78	120.67	147.86	195.20	282.81	510.66	3003.67	3511.48	0.0	0.0
	Max Bottom	34.86	20.40	60.31	4.35	3.83	3.54	3.21	3.57	6.38	52.71	62.37	0.0	0.0
	Min Top	134.93	67.56	203.81	19.89	9.82	7.16	6.83	7.22	9.44	32.62	37.29	0.0	0.0
	Min Bottom	32.44	38.31	38.37	43.00	54.38	69.26	89.98	130.87	250.69	1769.37	2082.61	0.0	0.0
SU3 Truck	Max Top	42.00	45.10	45.33	53.46	62.17	76.18	100.57	145.70	263.08	1547.36	1809.16	0.0	0.0
	Max Bottom	17.96	10.51	48.74	2.36	2.03	1.86	1.68	1.89	3.36	27.24	32.23	0.0	0.0
	Min Top	69.51	34.81	164.73	10.79	5.21	3.76	3.56	3.82	4.97	16.86	19.27	0.0	0.0
	Min Bottom	16.72	19.74	19.77	22.15	28.02	35.68	46.36	67.42	129.15	911.50	1072.99	0.0	0.0
SU4 Truck	Max Top	39.56	42.49	42.70	50.36	58.56	71.76	94.74	137.25	247.83	1457.72	1704.07	0.0	0.0
	Max Bottom	16.92	9.90	39.91	2.20	1.90	1.74	1.57	1.77	3.18	26.24	31.04	0.0	0.0
	Min Top	65.48	32.79	134.87	10.05	4.88	3.52	3.35	3.58	4.71	16.24	18.56	0.0	0.0
	Min Bottom	15.75	18.59	18.62	20.87	26.39	33.61	43.67	63.52	121.67	858.69	1010.66	0.0	0.0
C3 Truck	Max Top	50.84	54.79	55.06	64.94	75.52	92.53	122.16	176.98	319.58	1879.36	2197.29	0.0	0.0
	Max Bottom	21.82	12.76	-38.45	3.36	2.66	2.40	2.17	2.43	4.38	34.65	40.98	0.0	0.0
	Min Top	84.44	42.28	-107.45	15.34	6.82	4.85	4.61	4.91	6.48	21.45	24.50	0.0	0.0
	Min Bottom	20.24	23.97	24.01	26.91	34.03	43.34	56.31	81.90	156.89	1107.07	1303.18	0.0	0.0
C4 Truck	Max Top	39.14	42.17	42.38	49.99	58.12	71.22	94.02	136.22	245.97	1446.56	1691.38	0.0	0.0
	Max Bottom	16.79	9.82	-12.02	2.56	2.03	1.85	1.68	1.86	3.55	28.97	34.24	0.0	0.0
	Min Top	64.99	32.54	-33.59	11.68	5.21	3.74	3.57	3.75	5.25	17.93	20.47	0.0	0.0
	Min Bottom	15.58	18.45	18.48	20.71	26.19	33.36	43.34	63.04	120.75	852.12	1003.13	0.0	0.0
C5 Truck	Max Top	38.87	41.89	42.11	49.66	57.74	70.76	93.41	135.33	244.37	1437.19	1680.48	0.0	0.0
	Max Bottom	16.68	9.76	-20.11	2.74	2.10	1.88	1.70	1.90	3.40	27.79	32.85	0.0	0.0
	Min Top	64.57	32.33	-56.21	12.52	5.39	3.80	3.61	3.84	5.03	17.20	19.64	0.0	0.0
	Min Bottom	15.48	18.33	18.36	20.57	26.02	33.14	43.06	62.63	119.97	846.61	996.66	0.0	0.0
ST5 Truck	Max Top	37.86	41.10	41.30	48.72	56.65	69.41	91.63	132.76	239.72	1409.82	1648.27	0.0	0.0
	Max Bottom	16.37	9.57	-13.40	2.84	2.08	1.85	1.67	1.89	3.43	31.99	37.77	0.0	0.0
	Min Top	63.34	31.72	-37.44	12.97	5.32	3.74	3.55	3.82	5.07	19.80	22.58	0.0	0.0
	Min Bottom	15.07	17.98	18.01	20.18	25.53	32.51	42.24	61.44	117.68	830.48	977.57	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 1												
	Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
	Abscissa	**0.125**	**2.500**	**5.375**	**5.875**	**23.625**	**41.375**	**59.125**	**76.875**	**94.625**	**112.375**	**130.125**	**130.625**	**136.000**
DL	**Top**	0.0	-36.6	-41.5	-42.3	-63.2	-68.9	-70.9	-69.7	-75.7	-87.2	-83.7	-83.4	-174.7
	Bottom	0.0	-170.8	-159.9	-158.1	-111.6	-98.7	-97.0	-99.8	-78.0	-52.2	-60.1	-60.8	-103.0
DL + Grad	**Top**	0.0	-36.6	-42.0	-42.8	-66.5	-75.0	-79.8	-81.4	-90.1	-104.4	-103.7	-103.5	-195.6
	Bottom	0.0	-170.8	-158.9	-156.9	-104.2	-85.1	-77.2	-73.8	-45.7	-13.7	-15.4	-15.9	-56.3
HS20 Truck	**Max Top**	0.0	0.0	1339.98	1145.74	193.29	106.62	73.57	55.83	45.77	39.50	33.71	33.55	31.39
	Max Bottom	0.0	0.0	24.08	20.37	2.35	1.36	1.17	1.25	1.08	0.81	-42.42	3.36	8.78
	Min Top	0.0	0.0	10.06	8.88	2.74	2.14	2.03	2.14	3.13	7.12	-164.30	21.58	48.22
	Min Bottom	0.0	0.0	797.93	678.15	97.53	51.39	35.14	26.93	20.61	16.15	14.20	14.17	12.00
HS20 Lane	**Max Top**	0.0	0.0	1011.31	864.73	145.89	80.47	55.52	42.14	34.55	29.09	16.92	16.63	16.22
	Max Bottom	0.0	0.0	25.15	21.25	2.63	1.46	1.21	1.29	1.11	0.87	2.91	3.02	8.22
	Min Top	0.0	0.0	10.50	9.26	3.07	2.29	2.11	2.20	3.19	7.62	19.24	19.37	45.17
	Min Bottom	0.0	0.0	602.22	511.82	73.61	38.79	26.52	20.33	15.55	11.89	7.13	7.02	6.20
SU2 Truck	**Max Top**	0.0	0.0	2803.27	2396.14	404.29	223.00	153.87	116.77	95.73	82.62	70.51	70.17	65.68
	Max Bottom	0.0	0.0	45.52	38.47	4.70	2.69	2.32	2.49	2.11	1.49	20.56	7.03	18.36
	Min Top	0.0	0.0	19.01	16.77	5.48	4.23	4.03	4.24	6.10	13.00	136.09	45.13	100.85
	Min Bottom	0.0	0.0	1669.29	1418.25	204.00	107.49	73.50	56.34	43.10	33.78	29.70	29.64	25.10
SU3 Truck	**Max Top**	0.0	0.0	1444.02	1234.61	208.29	114.89	79.27	60.16	49.32	42.57	36.33	36.15	33.85
	Max Bottom	0.0	0.0	23.52	19.88	2.48	1.42	1.21	1.30	1.12	0.81	16.62	3.62	9.46
	Min Top	0.0	0.0	9.82	8.67	2.89	2.23	2.10	2.22	3.24	7.05	110.00	23.25	51.96
	Min Bottom	0.0	0.0	859.89	730.75	105.10	55.38	37.87	29.02	22.20	17.40	15.30	15.27	12.94
SU4 Truck	**Max Top**	0.0	0.0	1360.35	1163.05	196.21	108.23	74.68	56.67	46.46	40.10	34.22	34.06	31.88
	Max Bottom	0.0	0.0	22.65	19.15	2.35	1.33	1.14	1.22	1.05	0.75	13.60	3.41	8.91
	Min Top	0.0	0.0	9.46	8.35	2.74	2.09	1.97	2.09	3.03	6.57	90.06	21.90	48.95
	Min Bottom	0.0	0.0	810.06	688.40	99.01	52.17	35.67	27.34	20.92	16.39	14.41	14.38	12.19
C3 Truck	**Max Top**	0.0	0.0	1754.04	1499.68	253.00	139.55	96.29	73.07	59.91	51.71	44.13	43.92	40.97
	Max Bottom	0.0	0.0	29.91	25.29	3.23	1.82	1.57	1.68	1.47	1.15	-19.33	4.40	11.49
	Min Top	0.0	0.0	12.49	11.02	3.76	2.87	2.72	2.87	4.23	10.02	-74.89	28.24	63.12
	Min Bottom	0.0	0.0	1044.50	887.64	127.66	67.27	46.00	35.26	26.97	21.14	18.59	18.55	15.66
C4 Truck	**Max Top**	0.0	0.0	1349.96	1154.33	194.73	107.41	74.11	56.24	46.11	39.80	33.96	33.80	31.54
	Max Bottom	0.0	0.0	24.99	21.15	2.62	1.40	1.21	1.30	1.12	0.87	-6.04	3.38	8.84
	Min Top	0.0	0.0	10.44	9.22	3.05	2.20	2.11	2.21	3.24	7.63	-23.41	21.74	48.58
	Min Bottom	0.0	0.0	803.87	683.24	98.26	51.78	35.40	27.14	20.76	16.27	14.31	14.28	12.06
C5 Truck	**Max Top**	0.0	0.0	1341.25	1146.67	193.46	106.71	73.63	55.88	45.81	39.54	33.74	33.58	31.33
	Max Bottom	0.0	0.0	23.98	20.28	2.50	1.43	1.22	1.32	1.16	0.94	-10.11	3.36	8.79
	Min Top	0.0	0.0	10.01	8.84	2.92	2.25	2.13	2.25	3.34	8.18	-39.17	21.60	48.26
	Min Bottom	0.0	0.0	798.69	678.70	97.62	51.44	35.17	26.96	20.62	16.16	14.21	14.18	11.97
ST5 Truck	**Max Top**	0.0	0.0	1315.78	1125.00	189.78	104.68	72.23	54.81	44.94	38.79	33.10	32.94	30.51
	Max Bottom	0.0	0.0	27.57	150.04	2.53	1.42	1.21	1.30	1.15	0.97	-6.74	3.30	8.62
	Min Top	0.0	0.0	11.51	65.39	2.95	2.23	2.09	2.21	3.30	8.47	-26.09	21.19	47.34
	Min Bottom	0.0	0.0	783.52	665.87	95.76	50.46	34.50	26.45	20.23	15.86	13.94	13.91	11.66

Mid-Bay Bridge Post-Tensioning Review
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		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.71	-84.08	-84.35	-86.19	-72.98	-65.84	-65.96	-73.38	-86.35	-84.27	-83.99	-175.83
DL	Bottom	-102.97	-62.36	-61.75	-57.64	-87.16	-108.78	-108.52	-83.54	-54.57	-59.22	-59.84	-101.01
DL + Grad	Top	-195.61	-104.78	-105.05	-106.09	-92.18	-84.34	-83.66	-90.38	-102.55	-99.77	-99.49	-191.13
DL + Grad	Bottom	-56.27	-16.16	-15.55	-13.14	-44.26	-67.58	-68.92	-45.64	-18.27	-24.62	-25.24	-66.91
HS20 Truck	Max Top	31.39	26.95	27.10	33.01	40.53	54.45	63.77	47.84	39.10	32.18	32.00	36.74
HS20 Truck	Max Bottom	8.78	-25.76	-39.29	0.86	1.21	1.44	1.46	1.21	0.95	-137.80	3.69	7.42
HS20 Truck	Min Top	48.22	-96.06	-148.87	6.59	3.09	2.24	2.26	3.19	6.94	-533.24	20.40	38.48
HS20 Truck	Min Bottom	12.00	11.41	11.45	13.73	18.80	27.10	31.71	21.97	16.12	13.50	13.46	13.95
HS20 Lane	Max Top	16.22	15.57	15.82	25.29	28.32	31.42	33.66	31.97	29.09	17.53	17.23	17.76
HS20 Lane	Max Bottom	8.22	3.47	3.31	1.12	1.37	1.53	1.52	1.26	0.95	1.92	1.95	4.30
HS20 Lane	Min Top	45.17	21.72	21.34	8.57	3.48	2.38	2.35	3.31	6.96	10.88	10.78	22.29
HS20 Lane	Min Bottom	6.20	6.59	6.68	10.52	13.14	15.64	16.74	14.68	11.99	7.35	7.25	6.74
SU2 Truck	Max Top	65.68	56.39	56.71	69.07	84.80	113.94	133.37	100.06	81.79	67.31	66.93	76.87
SU2 Truck	Max Bottom	18.36	16.84	13.34	1.59	2.35	2.83	2.87	2.35	1.74	26.22	7.73	15.53
SU2 Truck	Min Top	100.85	105.45	85.96	12.12	6.01	4.41	4.45	6.18	12.70	148.72	42.69	80.51
SU2 Truck	Min Bottom	25.10	23.87	23.95	28.72	39.33	56.72	66.33	45.95	33.72	28.24	28.15	29.18
SU3 Truck	Max Top	33.85	29.07	29.23	35.60	43.71	58.73	68.71	51.55	42.14	34.68	34.48	39.59
SU3 Truck	Max Bottom	9.46	13.88	9.93	0.86	1.25	1.48	1.50	1.25	0.94	18.15	3.98	8.00
SU3 Truck	Min Top	51.96	86.95	64.01	6.58	3.18	2.31	2.33	3.28	6.90	102.98	22.00	41.50
SU3 Truck	Min Bottom	12.94	12.30	12.35	14.80	20.27	29.23	34.17	23.67	17.37	14.55	14.50	15.03
SU4 Truck	Max Top	31.88	27.38	27.53	33.53	41.17	55.31	64.73	48.56	39.69	32.67	32.48	37.30
SU4 Truck	Max Bottom	8.91	11.44	8.46	0.80	1.17	1.39	1.41	1.17	0.88	15.54	3.75	7.54
SU4 Truck	Min Top	48.95	71.68	54.52	6.13	2.98	2.17	2.19	3.07	6.42	88.16	20.73	39.09
SU4 Truck	Min Bottom	12.19	11.59	11.63	13.94	19.09	27.53	32.19	22.30	16.36	13.71	13.66	14.16
C3 Truck	Max Top	40.97	35.18	35.38	43.09	52.90	71.08	83.47	62.62	51.18	42.12	41.89	48.08
C3 Truck	Max Bottom	11.49	-15.68	-18.54	1.21	1.64	1.94	1.97	1.65	1.34	-26.29	4.82	9.69
C3 Truck	Min Top	63.12	-58.47	-70.27	9.22	4.19	3.02	3.05	4.32	9.76	-101.74	26.63	50.23
C3 Truck	Min Bottom	15.66	14.89	14.94	17.92	24.54	35.38	41.51	28.75	21.10	17.67	17.62	18.25
C4 Truck	Max Top	31.54	27.08	27.24	33.17	40.72	54.72	64.24	48.20	39.40	32.42	32.24	37.00
C4 Truck	Max Bottom	8.84	-21.82	-32.55	0.92	1.26	1.50	1.52	1.26	1.02	-7.34	3.71	7.46
C4 Truck	Min Top	48.58	-81.37	-123.33	6.99	3.21	2.34	2.36	3.31	7.42	-28.41	20.50	38.67
C4 Truck	Min Bottom	12.06	11.46	11.50	13.79	18.89	27.24	31.95	22.13	16.24	13.60	13.56	14.05
C5 Truck	Max Top	31.33	26.90	27.05	32.94	40.45	54.35	63.82	47.88	39.14	32.21	32.03	36.77
C5 Truck	Max Bottom	8.79	-8.72	-9.78	0.97	1.30	1.52	1.54	1.30	1.09	-12.40	3.69	7.41
C5 Truck	Min Top	48.26	-32.51	-37.06	7.43	3.31	2.37	2.39	3.42	7.93	-47.97	20.37	38.41
C5 Truck	Min Bottom	11.97	11.39	11.43	13.70	18.76	27.05	31.74	21.99	16.14	13.51	13.47	13.96
ST5 Truck	Max Top	30.51	26.20	26.35	32.09	39.40	52.94	62.61	46.97	38.39	31.60	31.42	36.06
ST5 Truck	Max Bottom	8.62	-6.03	-6.52	1.02	1.29	1.50	1.52	1.29	1.13	-7.91	3.59	7.21
ST5 Truck	Min Top	47.34	-22.48	-24.71	7.76	3.29	2.34	2.36	3.39	8.21	-30.59	19.84	37.41
ST5 Truck	Min Bottom	11.66	11.09	11.13	13.34	18.27	26.35	31.14	21.57	15.83	13.26	13.21	13.69

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
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		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-175.83	-84.99	-85.25	-86.93	-73.56	-66.26	-66.24	-73.53	-86.38	-84.17	-83.89	-175.64
	Bottom	-101.01	-60.45	-59.86	-56.11	-85.98	-107.95	-108.00	-83.32	-54.63	-59.55	-60.18	-101.41
DL + Grad	Top	-191.13	-100.29	-100.55	-102.53	-89.36	-82.36	-82.54	-90.13	-103.18	-101.27	-100.99	-192.74
	Bottom	-66.91	-26.25	-25.56	-21.31	-50.58	-72.05	-71.50	-46.32	-17.03	-21.45	-22.08	-63.11
HS20 Truck	Max Top	36.74	31.55	31.73	38.62	47.40	63.66	64.38	47.96	39.03	32.03	31.85	37.18
	Max Bottom	7.42	3.25	3.19	1.04	1.30	1.49	1.49	1.22	0.92	-168.88	3.51	8.46
	Min Top	38.48	17.71	17.87	6.96	3.20	2.29	2.29	3.20	6.93	-654.56	20.37	44.90
	Min Bottom	13.95	13.26	13.30	15.96	21.89	31.59	31.96	22.00	16.09	13.46	13.41	14.13
HS20 Lane	Max Top	17.76	17.25	17.55	29.66	33.23	35.68	35.42	32.41	28.52	16.95	16.66	17.24
	Max Bottom	4.30	1.95	1.92	1.03	1.32	1.50	1.50	1.25	0.95	2.00	2.04	4.76
	Min Top	22.29	10.62	10.71	6.85	3.23	2.29	2.30	3.28	7.11	11.95	11.87	25.27
	Min Bottom	6.74	7.25	7.36	12.26	15.35	17.71	17.58	14.87	11.76	7.12	7.02	6.55
SU2 Truck	Max Top	76.87	66.00	66.38	80.80	99.17	133.19	134.67	100.31	81.65	67.00	66.62	77.77
	Max Bottom	15.53	6.80	6.68	1.91	2.53	2.94	2.93	2.37	1.69	24.77	7.34	17.69
	Min Top	80.51	37.06	37.39	12.75	6.21	4.51	4.51	6.21	12.69	147.97	42.62	93.93
	Min Bottom	29.18	27.73	27.83	33.40	45.79	66.10	66.84	46.02	33.66	28.14	28.05	29.56
SU3 Truck	Max Top	39.59	33.99	34.19	41.62	51.08	68.60	69.38	51.68	42.06	34.52	34.32	40.07
	Max Bottom	8.00	3.51	3.45	1.04	1.34	1.54	1.54	1.26	0.92	17.01	3.78	9.11
	Min Top	41.50	19.10	19.27	6.92	3.29	2.36	2.36	3.29	6.89	101.61	21.95	48.38
	Min Bottom	15.03	14.29	14.33	17.20	23.59	34.04	34.43	23.71	17.34	14.50	14.45	15.23
SU4 Truck	Max Top	37.30	32.03	32.21	39.21	48.12	64.63	65.36	48.68	39.62	32.51	32.33	37.74
	Max Bottom	7.54	3.30	3.25	0.97	1.26	1.44	1.44	1.18	0.85	14.43	3.56	8.59
	Min Top	39.09	17.99	18.15	6.44	3.08	2.21	2.21	3.08	6.41	86.16	20.68	45.58
	Min Bottom	14.16	13.46	13.50	16.21	22.22	32.07	32.44	22.33	16.34	13.66	13.61	14.35
C3 Truck	Max Top	48.08	41.28	41.51	50.53	62.02	83.31	84.27	62.77	51.09	41.92	41.69	48.67
	Max Bottom	9.69	4.24	4.17	1.47	1.77	2.02	2.01	1.66	1.30	-27.29	4.59	11.07
	Min Top	50.23	23.12	23.32	9.78	4.34	3.09	3.09	4.35	9.74	-105.79	26.65	58.75
	Min Bottom	18.25	17.35	17.41	20.89	28.64	41.34	41.83	28.80	21.07	17.61	17.55	18.50
C4 Truck	Max Top	37.00	31.77	31.95	38.89	47.74	64.12	64.86	48.31	39.32	32.27	32.09	37.46
	Max Bottom	7.46	3.27	3.21	1.11	1.36	1.56	1.56	1.27	0.99	-7.53	3.53	8.52
	Min Top	38.67	17.80	17.95	7.43	3.33	2.39	2.39	3.33	7.40	-29.20	20.51	45.22
	Min Bottom	14.05	13.35	13.40	16.08	22.04	31.82	32.19	22.17	16.21	13.56	13.51	14.24
C5 Truck	Max Top	36.77	31.57	31.75	38.64	47.43	63.70	64.44	48.00	39.07	32.06	31.88	37.21
	Max Bottom	7.41	3.24	3.19	1.19	1.40	1.58	1.58	1.31	1.05	-12.73	3.51	8.46
	Min Top	38.41	17.68	17.83	7.94	3.43	2.43	2.43	3.44	7.92	-49.35	20.38	44.93
	Min Bottom	13.96	13.27	13.31	15.97	21.90	31.61	31.98	22.02	16.11	13.47	13.42	14.14
ST5 Truck	Max Top	36.06	30.94	31.12	37.88	46.49	62.44	63.21	47.08	38.32	31.45	31.27	36.52
	Max Bottom	7.21	3.16	3.11	1.23	1.39	1.56	1.56	1.30	1.09	-8.09	3.44	8.29
	Min Top	37.41	17.22	17.37	8.23	3.41	2.40	2.40	3.42	8.20	-31.34	19.98	44.04
	Min Bottom	13.69	13.00	13.05	15.66	21.47	30.99	31.37	21.60	15.80	13.21	13.17	13.88

Mid-Bay Bridge Post-Tensioning Review
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		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-175.64	-84.76	-85.02	-86.72	-73.37	-66.09	-66.06	-73.34	-86.15	-83.92	-83.64	-175.44
	Bottom	-101.41	-60.83	-60.23	-56.43	-86.26	-108.20	-108.26	-83.61	-54.98	-59.96	-60.59	-101.86
DL + Grad	Top	-192.74	-101.86	-102.12	-103.52	-89.97	-82.39	-82.16	-89.14	-101.75	-99.22	-98.94	-190.74
	Bottom	-63.11	-22.73	-22.13	-18.83	-49.26	-71.70	-72.36	-48.21	-20.18	-25.66	-26.39	-67.76
HS20 Truck	Max Top	37.18	31.92	31.94	39.07	47.94	64.36	63.63	47.37	38.54	31.62	31.44	36.71
	Max Bottom	8.46	3.59	3.51	1.00	1.29	1.49	1.50	1.25	1.00	3.21	3.27	7.51
	Min Top	44.90	20.62	20.70	6.97	3.20	2.28	2.28	3.19	6.89	17.53	17.37	38.38
	Min Bottom	14.13	13.43	13.41	16.17	22.16	31.97	31.62	21.76	15.92	13.31	13.26	13.97
HS20 Lane	Max Top	17.24	16.70	16.98	28.55	32.40	35.40	35.66	33.21	29.61	17.49	17.19	17.74
	Max Bottom	4.76	2.09	2.05	1.03	1.33	1.50	1.50	1.26	0.98	1.92	1.96	4.35
	Min Top	25.27	12.02	12.10	7.15	3.28	2.29	2.28	3.22	6.78	10.51	10.41	22.23
	Min Bottom	6.55	7.03	7.13	11.82	14.98	17.59	17.72	15.26	12.23	7.36	7.25	6.75
SU2 Truck	Max Top	77.77	66.76	67.14	81.72	100.27	134.61	133.12	99.11	80.64	66.16	65.78	76.81
	Max Bottom	17.69	7.51	17.84	1.83	2.51	2.94	2.95	2.42	1.82	6.71	6.84	15.72
	Min Top	93.93	43.15	105.14	12.75	6.20	4.49	4.49	6.18	12.61	36.68	36.35	80.32
	Min Bottom	29.56	28.10	28.19	33.83	46.36	66.87	66.15	45.52	33.30	27.84	27.74	29.24
SU3 Truck	Max Top	40.07	34.39	34.59	42.10	51.66	69.35	68.57	51.05	41.54	34.07	33.88	39.56
	Max Bottom	9.11	3.87	13.69	1.00	1.33	1.54	1.55	1.28	0.99	3.46	3.52	8.10
	Min Top	48.38	22.22	80.67	6.92	3.29	2.35	2.35	3.28	6.85	18.91	18.74	41.40
	Min Bottom	15.23	14.48	14.52	17.43	23.88	34.45	34.07	23.45	17.15	14.34	14.29	15.06
SU4 Truck	Max Top	37.74	32.40	32.58	39.66	48.66	65.33	64.60	48.09	39.13	32.10	31.92	37.27
	Max Bottom	8.59	3.65	11.51	0.93	1.25	1.44	1.45	1.20	0.92	3.26	3.32	7.63
	Min Top	45.58	20.94	67.82	6.44	3.08	2.21	2.21	3.07	6.37	17.81	17.65	38.99
	Min Bottom	14.35	13.64	13.68	16.42	22.50	32.45	32.10	22.09	16.16	13.51	13.46	14.19
C3 Truck	Max Top	48.67	41.78	42.01	51.14	62.75	84.24	83.26	61.99	50.44	41.38	41.14	48.04
	Max Bottom	11.07	4.70	-18.66	1.41	1.76	2.02	2.02	1.69	1.40	4.19	4.26	9.80
	Min Top	58.75	26.99	-72.03	9.79	4.34	3.08	3.08	4.33	9.67	22.89	22.68	50.11
	Min Bottom	18.50	17.58	17.64	21.17	29.01	41.85	41.37	28.47	20.83	17.41	17.35	18.29
C4 Truck	Max Top	37.46	32.16	32.34	39.36	48.30	64.84	64.08	47.71	38.82	31.85	31.67	36.97
	Max Bottom	8.52	3.62	-20.47	1.07	1.35	1.56	1.57	1.30	1.06	3.22	3.28	7.55
	Min Top	45.22	20.77	-79.00	7.44	3.33	2.38	2.38	3.32	7.35	17.62	17.46	38.57
	Min Bottom	14.24	13.53	13.58	16.29	22.33	32.21	31.84	21.91	16.03	13.40	13.36	14.07
C5 Truck	Max Top	37.21	31.95	32.13	39.10	47.98	64.41	63.67	47.40	38.57	31.64	31.46	36.74
	Max Bottom	8.46	3.59	-9.82	1.14	1.39	1.58	1.59	1.34	1.14	3.20	3.26	7.50
	Min Top	44.93	20.64	-37.91	7.95	3.43	2.42	2.42	3.42	7.86	17.50	17.34	38.31
	Min Bottom	14.14	13.45	13.49	16.19	22.18	32.00	31.64	21.77	15.93	13.31	13.27	13.98
ST5 Truck	Max Top	36.52	31.34	31.51	38.36	47.07	63.19	62.41	46.47	37.81	31.02	30.84	36.03
	Max Bottom	8.29	3.52	-6.68	1.18	1.38	1.56	1.57	1.33	1.18	3.12	3.18	7.30
	Min Top	44.04	20.23	-25.78	8.24	3.41	2.39	2.39	3.40	8.14	17.04	16.89	37.31
	Min Bottom	13.88	13.19	13.23	15.88	21.76	31.39	31.01	21.34	15.61	13.05	13.01	13.71

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-175.44	-84.65	-84.92	-86.75	-73.54	-66.40	-66.53	-73.99	-86.99	-84.94	-84.67	-179.58
	Bottom	-101.86	-61.20	-60.60	-56.50	-86.03	-107.64	-107.34	-82.31	-53.26	-57.83	-58.45	-100.61
DL + Grad	Top	-190.74	-100.15	-100.42	-102.95	-90.54	-84.10	-85.03	-93.19	-106.89	-105.64	-105.37	-200.48
	Bottom	-67.76	-26.60	-26.00	-20.20	-48.13	-68.04	-66.14	-39.41	-8.76	-11.63	-12.25	-53.91
HS20 Truck	Max Top	36.71	32.05	32.23	39.14	47.86	63.84	54.55	40.63	33.07	27.14	26.99	31.65
	Max Bottom	7.51	3.87	-37.83	1.03	1.27	1.44	1.41	1.10	0.68	55.84	-124.78	8.45
	Min Top	38.38	20.60	-143.22	6.98	3.19	2.28	2.27	3.14	6.66	432.89	-510.27	49.61
	Min Bottom	13.97	13.51	13.55	16.20	22.10	31.65	27.01	18.57	13.56	11.33	11.29	11.91
HS20 Lane	Max Top	17.74	17.26	17.55	29.12	31.98	33.70	31.47	28.39	25.34	15.85	15.60	16.35
	Max Bottom	4.35	2.05	2.01	1.04	1.32	1.50	1.50	1.24	0.89	2.78	2.92	7.91
	Min Top	22.23	10.88	10.98	7.00	3.32	2.37	2.42	3.54	8.67	21.52	21.90	46.47
	Min Bottom	6.75	7.27	7.38	12.06	14.77	16.70	15.58	12.98	10.39	6.61	6.52	6.15
SU2 Truck	Max Top	76.81	67.04	67.42	81.87	100.10	133.53	114.15	85.02	69.20	56.80	56.48	66.23
	Max Bottom	15.72	8.10	19.60	1.89	2.47	2.83	2.77	2.13	1.26	18.80	27.26	17.67
	Min Top	80.32	43.10	106.85	12.77	6.20	4.48	4.47	6.11	12.25	145.73	204.29	103.76
	Min Bottom	29.24	28.25	28.34	33.89	46.23	66.19	56.53	38.86	28.38	23.70	23.62	24.92
SU3 Truck	Max Top	39.56	34.54	34.73	42.18	51.57	68.79	58.83	43.82	35.67	29.27	29.11	34.13
	Max Bottom	8.10	4.17	15.08	1.03	1.31	1.48	1.45	1.13	0.68	11.68	18.80	9.10
	Min Top	41.40	22.21	82.22	6.94	3.29	2.35	2.34	3.24	6.65	90.51	140.87	53.45
	Min Bottom	15.06	14.55	14.60	17.46	23.82	34.10	29.13	20.03	14.63	12.22	12.18	12.85
SU4 Truck	Max Top	37.27	32.54	32.72	39.73	48.58	64.80	55.41	41.27	33.59	27.57	27.42	32.15
	Max Bottom	7.63	3.93	12.66	0.96	1.23	1.39	1.36	1.06	0.63	8.92	13.18	8.58
	Min Top	38.99	20.92	69.02	6.46	3.08	2.20	2.20	3.03	6.19	69.16	98.76	50.36
	Min Bottom	14.19	13.71	13.76	16.45	22.44	32.12	27.44	18.86	13.78	11.51	11.47	12.10
C3 Truck	Max Top	48.04	41.95	42.19	51.23	62.64	83.56	71.21	53.04	43.17	35.43	35.23	41.32
	Max Bottom	9.80	5.05	-18.76	1.45	1.73	1.94	1.90	1.49	0.95	-37.65	-25.67	11.06
	Min Top	50.11	26.89	-71.04	9.81	4.33	3.07	3.06	4.26	9.32	-156.66	-104.99	64.93
	Min Bottom	18.29	17.68	17.74	21.21	28.93	41.42	35.26	24.24	17.71	14.79	14.74	15.55
C4 Truck	Max Top	36.97	32.29	32.47	39.43	48.21	64.32	54.82	40.83	33.23	27.28	27.12	31.80
	Max Bottom	7.55	3.89	-19.91	1.11	1.32	1.50	1.47	1.14	0.72	-8.73	-7.68	8.51
	Min Top	38.57	20.70	-75.36	7.46	3.32	2.38	2.37	3.27	7.07	-36.33	-31.39	49.98
	Min Bottom	14.07	13.61	13.65	16.33	22.27	31.88	27.15	18.66	13.63	11.38	11.35	11.97
C5 Truck	Max Top	36.74	32.08	32.26	39.18	47.90	63.90	54.45	40.55	33.01	27.09	26.94	31.59
	Max Bottom	7.50	3.86	-9.88	1.18	1.37	1.53	1.49	1.17	0.77	-15.05	-12.17	8.46
	Min Top	38.31	20.56	-37.42	7.98	3.43	2.41	2.40	3.37	7.52	-62.65	-49.78	49.65
	Min Bottom	13.98	13.52	13.56	16.22	22.12	31.67	26.96	18.54	13.54	11.31	11.27	11.89
ST5 Truck	Max Top	36.03	31.47	31.65	38.43	46.99	62.68	53.03	39.50	32.15	26.39	26.24	30.77
	Max Bottom	7.30	3.76	-6.72	1.22	1.36	1.51	1.47	1.17	0.80	-8.69	-7.62	8.30
	Min Top	37.31	20.02	-25.44	8.26	3.40	2.38	2.37	3.34	7.84	-36.15	-31.15	48.71
	Min Bottom	13.71	13.26	13.31	15.91	21.70	31.07	26.26	18.05	13.19	11.01	10.98	11.58

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-179.58	-88.61	-88.87	-90.25	-76.58	-70.10	-71.16	-69.37	-63.59	-42.78	-41.97	-37.1	0.0
	Bottom	-100.61	-60.20	-59.62	-56.54	-87.07	-103.24	-100.87	-99.49	-112.39	-158.91	-160.71	-171.6	0.0
DL + Grad	Top	-200.48	-108.71	-108.87	-107.45	-90.98	-81.80	-80.06	-75.47	-66.89	-43.28	-42.47	-37.1	0.0
	Bottom	-53.91	-15.30	-14.92	-18.04	-54.77	-77.24	-81.07	-85.89	-104.99	-157.71	-159.71	-171.6	0.0
HS20 Truck	Max Top	31.65	33.99	34.15	39.80	45.88	55.89	73.61	106.73	193.50	1146.65	1340.93	0.0	0.0
	Max Bottom	8.45	3.27	-41.95	1.00	1.29	1.31	1.23	1.37	2.37	20.48	24.20	0.0	0.0
	Min Top	49.61	23.22	-175.09	7.42	3.18	2.16	2.03	2.16	2.77	9.02	10.22	0.0	0.0
	Min Bottom	11.91	14.15	14.18	16.34	21.08	27.16	35.47	51.49	97.71	678.92	798.76	0.0	0.0
HS20 Lane	Max Top	16.35	16.85	17.14	29.31	34.63	42.18	55.56	80.56	146.04	865.41	1012.02	0.0	0.0
	Max Bottom	7.91	2.94	2.84	1.07	1.32	1.35	1.28	1.47	2.66	21.36	25.28	0.0	0.0
	Min Top	46.47	20.85	20.68	7.94	3.24	2.21	2.12	2.31	3.10	9.41	10.68	0.0	0.0
	Min Bottom	6.15	7.01	7.12	12.03	15.91	20.50	26.77	38.87	73.75	512.40	602.84	0.0	0.0
SU2 Truck	Max Top	66.23	71.10	71.42	83.25	95.95	116.90	153.96	223.24	404.72	2398.38	2804.62	0.0	0.0
	Max Bottom	17.67	6.84	20.11	1.83	2.52	2.60	2.44	2.72	4.74	38.68	45.75	0.0	0.0
	Min Top	103.76	48.57	146.30	13.54	6.19	4.27	4.05	4.26	5.53	17.04	19.33	0.0	0.0
	Min Bottom	24.92	29.59	29.66	34.17	44.09	56.80	74.18	107.70	204.36	1420.06	1670.65	0.0	0.0
SU3 Truck	Max Top	34.13	36.63	36.80	42.89	49.43	60.22	79.32	115.01	208.50	1235.54	1444.98	0.0	0.0
	Max Bottom	9.10	3.52	16.25	0.99	1.34	1.37	1.27	1.44	2.50	19.99	23.65	0.0	0.0
	Min Top	53.45	25.02	118.25	7.35	3.28	2.24	2.11	2.25	2.91	8.81	9.99	0.0	0.0
	Min Bottom	12.85	15.24	15.28	17.60	22.71	29.26	38.22	55.49	105.29	731.55	860.74	0.0	0.0
SU4 Truck	Max Top	32.15	34.50	34.66	40.40	46.57	56.73	74.72	108.34	196.42	1163.96	1361.04	0.0	0.0
	Max Bottom	8.58	3.32	13.31	0.92	1.25	1.28	1.20	1.34	2.37	19.25	22.77	0.0	0.0
	Min Top	50.36	23.57	96.81	6.84	3.07	2.10	1.98	2.11	2.76	8.48	9.62	0.0	0.0
	Min Bottom	12.10	14.36	14.40	16.58	21.40	27.56	36.00	52.27	99.18	689.17	810.74	0.0	0.0
C3 Truck	Max Top	41.32	44.49	44.70	52.10	60.05	73.15	96.35	139.70	253.28	1500.64	1754.98	0.0	0.0
	Max Bottom	11.06	4.28	-19.12	1.41	1.75	1.76	1.65	1.84	3.25	25.43	30.07	0.0	0.0
	Min Top	64.93	30.39	-79.80	10.44	4.30	2.89	2.73	2.89	3.79	11.20	12.70	0.0	0.0
	Min Bottom	15.55	18.52	18.56	21.38	27.59	35.54	46.42	67.40	127.89	888.51	1045.40	0.0	0.0
C4 Truck	Max Top	31.80	34.24	34.40	40.10	46.22	56.31	74.16	107.53	194.94	1155.05	1350.91	0.0	0.0
	Max Bottom	8.51	3.29	-5.98	1.07	1.34	1.36	1.28	1.41	2.64	21.26	25.12	0.0	0.0
	Min Top	49.98	23.39	-24.95	7.95	3.28	2.23	2.12	2.21	3.08	9.37	10.61	0.0	0.0
	Min Bottom	11.97	14.25	14.29	16.46	21.24	27.36	35.73	51.88	98.44	683.89	804.71	0.0	0.0
C5 Truck	Max Top	31.59	34.02	34.18	39.84	45.92	55.94	73.68	106.83	193.67	1147.57	1342.20	0.0	0.0
	Max Bottom	8.46	3.27	-10.00	1.15	1.38	1.38	1.29	1.44	2.53	20.39	24.10	0.0	0.0
	Min Top	49.65	23.24	-41.74	8.52	3.39	2.27	2.14	2.26	2.94	8.98	10.18	0.0	0.0
	Min Bottom	11.89	14.16	14.19	16.35	21.10	27.18	35.50	51.54	97.80	679.47	799.52	0.0	0.0
ST5 Truck	Max Top	30.77	33.37	33.53	39.08	45.04	54.87	72.28	104.79	189.99	1125.72	1316.48	0.0	0.0
	Max Bottom	8.30	3.21	-6.66	1.19	1.36	1.36	1.27	1.44	2.55	23.47	27.71	0.0	0.0
	Min Top	48.71	22.80	-27.80	8.83	3.35	2.23	2.10	2.25	2.97	10.34	11.70	0.0	0.0
	Min Bottom	11.58	13.89	13.92	16.04	20.70	26.66	34.82	50.56	95.94	666.52	784.20	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.5	-74.3	-78.1	-86.1	-77.8	-77.3	-167.0
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.0	-84.6	-89.5	-72.7	-54.7	-73.3	-74.3	-120.3
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.4	-86.0	-92.5	-103.3	-97.8	-97.4	-187.9
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.4	-64.8	-63.5	-40.4	-16.2	-28.6	-29.4	-73.6
HS20 Truck	Max Top	0.0	0.0	1342.16	1147.92	195.11	108.05	74.62	56.49	46.05	39.40	33.22	33.05	30.89
	Max Bottom	0.0	0.0	23.86	20.15	2.15	1.16	0.97	1.08	0.96	0.92	-54.60	5.25	11.11
	Min Top	0.0	0.0	10.27	9.09	2.94	2.34	2.22	2.32	3.25	7.01	-152.12	19.69	45.89
	Min Bottom	0.0	0.0	795.75	675.97	95.71	49.96	34.09	26.27	20.33	16.26	14.70	14.68	12.49
HS20 Lane	Max Top	0.0	0.0	1012.96	866.37	147.26	81.55	56.32	42.64	34.76	29.01	16.67	16.38	15.96
	Max Bottom	0.0	0.0	24.92	21.02	2.41	1.24	1.01	1.10	0.98	0.99	4.54	4.71	10.40
	Min Top	0.0	0.0	10.73	9.49	3.29	2.51	2.32	2.38	3.32	7.50	17.60	17.68	42.99
	Min Bottom	0.0	0.0	600.57	510.18	72.24	37.70	25.73	19.83	15.34	11.97	7.38	7.27	6.45
SU2 Truck	Max Top	0.0	0.0	2807.83	2400.70	408.10	226.00	156.07	118.16	96.32	82.40	69.48	69.12	64.64
	Max Bottom	0.0	0.0	45.11	38.06	4.30	2.28	1.92	2.13	1.88	1.68	32.10	10.97	23.23
	Min Top	0.0	0.0	19.42	17.18	5.88	4.63	4.42	4.59	6.34	12.80	124.55	41.18	95.99
	Min Bottom	0.0	0.0	1664.73	1413.69	200.19	104.49	71.30	54.95	42.52	34.00	30.74	30.70	26.14
SU3 Truck	Max Top	0.0	0.0	1446.37	1236.96	210.25	116.44	80.40	60.87	49.62	42.45	35.79	35.61	33.32
	Max Bottom	0.0	0.0	23.31	19.67	2.27	1.21	1.00	1.12	1.00	0.91	25.95	5.65	11.97
	Min Top	0.0	0.0	10.04	8.88	3.10	2.45	2.31	2.41	3.36	6.95	100.67	21.22	49.45
	Min Bottom	0.0	0.0	857.53	728.40	103.14	53.83	36.73	28.31	21.90	17.52	15.83	15.81	13.47
SU4 Truck	Max Top	0.0	0.0	1362.57	1165.26	198.06	109.68	75.74	57.34	46.74	39.99	33.72	33.54	31.38
	Max Bottom	0.0	0.0	22.45	18.95	2.15	1.13	0.94	1.05	0.93	0.85	21.24	5.32	11.27
	Min Top	0.0	0.0	9.66	8.55	2.94	2.29	2.17	2.26	3.15	6.47	82.42	19.99	46.59
	Min Bottom	0.0	0.0	807.85	686.18	97.16	50.71	34.60	26.67	20.63	16.50	14.92	14.90	12.69
C3 Truck	Max Top	0.0	0.0	1756.90	1502.53	255.39	141.43	97.67	73.94	60.28	51.57	43.48	43.25	40.33
	Max Bottom	0.0	0.0	29.64	25.02	2.95	1.55	1.30	1.44	1.30	1.30	-24.89	6.87	14.54
	Min Top	0.0	0.0	12.76	11.29	4.04	3.14	2.99	3.11	4.40	9.87	-69.34	25.77	60.07
	Min Bottom	0.0	0.0	1041.64	884.79	125.28	65.39	44.62	34.38	26.61	21.28	19.23	19.21	16.31
C4 Truck	Max Top	0.0	0.0	1352.16	1156.53	196.57	108.86	75.17	56.91	46.39	39.69	33.46	33.29	31.04
	Max Bottom	0.0	0.0	24.77	20.92	2.39	1.19	1.01	1.11	1.00	0.99	-7.78	5.28	11.19
	Min Top	0.0	0.0	10.66	9.44	3.27	2.40	2.31	2.40	3.36	7.51	-21.68	19.84	46.23
	Min Bottom	0.0	0.0	801.68	681.04	96.43	50.33	34.34	26.47	20.48	16.38	14.80	14.79	12.55
C5 Truck	Max Top	0.0	0.0	1343.43	1148.85	195.28	108.15	74.68	56.54	46.09	39.43	33.25	33.08	30.84
	Max Bottom	0.0	0.0	23.76	20.07	2.29	1.21	1.02	1.13	1.03	1.06	-13.02	5.25	11.12
	Min Top	0.0	0.0	10.23	9.06	3.13	2.46	2.33	2.43	3.47	8.06	-36.27	19.71	45.93
	Min Bottom	0.0	0.0	796.50	676.52	95.80	50.00	34.12	26.29	20.34	16.27	14.71	14.69	12.47
ST5 Truck	Max Top	0.0	0.0	1317.92	1127.14	191.57	106.09	73.26	55.47	45.21	38.68	32.61	32.45	30.03
	Max Bottom	0.0	0.0	27.32	148.44	2.31	1.21	1.00	1.11	1.02	1.10	-8.67	5.15	10.90
	Min Top	0.0	0.0	11.76	66.99	3.16	2.45	2.30	2.39	3.43	8.34	-24.16	19.33	45.06
	Min Bottom	0.0	0.0	781.38	663.73	93.98	49.05	33.47	25.79	19.96	15.96	14.43	14.41	12.14

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.98	-77.85	-78.25	-84.17	-73.77	-68.15	-68.52	-74.92	-85.57	-79.91	-79.51	-170.01
	Bottom	-120.25	-76.29	-75.39	-62.16	-85.40	-103.62	-102.80	-80.12	-56.30	-68.96	-69.85	-114.03
DL + Grad	Top	-187.88	-98.55	-98.95	-104.07	-92.97	-86.65	-86.22	-91.92	-101.77	-95.41	-95.01	-185.31
	Bottom	-73.55	-30.09	-29.19	-17.66	-42.50	-62.42	-63.20	-42.22	-20.00	-34.36	-35.25	-79.93
HS20 Truck	Max Top	30.89	26.53	26.69	32.84	40.61	54.78	64.19	48.03	39.03	31.83	31.64	36.31
	Max Bottom	11.11	-33.25	-50.60	1.05	1.17	1.34	1.34	1.13	1.03	-167.76	5.01	8.81
	Min Top	45.89	-88.58	-137.56	6.40	3.13	2.34	2.37	3.27	6.87	-503.28	19.09	37.09
	Min Bottom	12.49	11.83	11.86	13.89	18.71	26.78	31.28	21.78	16.20	13.85	13.82	14.38
HS20 Lane	Max Top	15.96	15.33	15.58	25.16	28.38	31.61	33.88	32.09	29.04	17.33	17.04	17.55
	Max Bottom	10.40	5.41	5.17	1.36	1.32	1.42	1.40	1.17	1.03	2.60	2.64	5.10
	Min Top	42.99	19.78	19.48	8.33	3.53	2.49	2.47	3.40	6.88	10.20	10.09	21.48
	Min Bottom	6.45	6.83	6.92	10.64	13.08	15.45	16.51	14.55	12.05	7.54	7.44	6.95
SU2 Truck	Max Top	64.64	55.52	55.85	68.72	84.97	114.63	134.26	100.45	81.63	66.57	66.18	75.96
	Max Bottom	23.23	26.27	20.84	1.93	2.27	2.63	2.65	2.19	1.88	35.50	10.47	18.43
	Min Top	95.99	96.02	78.46	11.78	6.09	4.61	4.67	6.34	12.57	139.44	39.95	77.61
	Min Bottom	26.14	24.75	24.81	29.07	39.16	56.03	65.43	45.55	33.88	28.97	28.90	30.09
SU3 Truck	Max Top	33.32	28.61	28.79	35.42	43.79	59.08	69.17	51.75	42.06	34.30	34.10	39.12
	Max Bottom	11.97	21.66	15.52	1.05	1.20	1.38	1.39	1.16	1.02	24.58	5.40	9.50
	Min Top	49.45	79.17	58.43	6.40	3.23	2.41	2.44	3.36	6.82	96.55	20.59	40.00
	Min Bottom	13.47	12.76	12.79	14.98	20.18	28.88	33.71	23.47	17.45	14.93	14.89	15.50
SU4 Truck	Max Top	31.38	26.95	27.11	33.36	41.25	55.65	65.16	48.75	39.62	32.31	32.12	36.86
	Max Bottom	11.27	17.86	13.22	0.97	1.13	1.29	1.30	1.09	0.95	21.04	5.08	8.95
	Min Top	46.59	65.27	49.76	5.95	3.02	2.26	2.29	3.15	6.35	82.66	19.39	37.67
	Min Bottom	12.69	12.01	12.05	14.11	19.01	27.20	31.76	22.11	16.44	14.06	14.02	14.60
C3 Truck	Max Top	40.33	34.63	34.84	42.87	53.01	71.51	84.02	62.86	51.09	41.66	41.42	47.51
	Max Bottom	14.54	-20.24	-23.88	1.47	1.59	1.80	1.81	1.53	1.44	-32.01	6.53	11.50
	Min Top	60.07	-53.91	-64.93	8.96	4.25	3.16	3.20	4.44	9.65	-96.02	24.92	48.42
	Min Bottom	16.31	15.44	15.48	18.13	24.43	34.95	40.95	28.51	21.20	18.13	18.08	18.82
C4 Truck	Max Top	31.04	26.66	26.82	33.00	40.81	55.05	64.67	48.39	39.32	32.07	31.88	36.57
	Max Bottom	11.19	-28.16	-41.92	1.11	1.22	1.40	1.40	1.18	1.10	-8.94	5.03	8.85
	Min Top	46.23	-75.03	-113.96	6.80	3.26	2.44	2.47	3.40	7.34	-26.82	19.18	37.27
	Min Bottom	12.55	11.88	11.92	13.96	18.81	26.91	31.52	21.94	16.32	13.96	13.92	14.48
C5 Truck	Max Top	30.84	26.48	26.64	32.78	40.53	54.68	64.25	48.07	39.06	31.86	31.67	36.33
	Max Bottom	11.12	-11.25	-12.60	1.18	1.25	1.42	1.43	1.21	1.17	-15.09	5.00	8.79
	Min Top	45.93	-29.97	-34.25	7.22	3.35	2.48	2.51	3.50	7.85	-45.28	19.05	37.02
	Min Bottom	12.47	11.81	11.84	13.86	18.68	26.73	31.31	21.80	16.21	13.86	13.83	14.39
ST5 Truck	Max Top	30.03	25.79	25.95	31.93	39.48	53.26	63.03	47.16	38.32	31.25	31.07	35.63
	Max Bottom	10.90	-7.78	-8.40	1.23	1.24	1.40	1.41	1.20	1.21	-9.63	4.87	8.56
	Min Top	45.06	-20.73	-22.83	7.54	3.33	2.45	2.48	3.48	8.12	-28.88	18.56	36.06
	Min Bottom	12.14	11.50	11.53	13.50	18.19	26.03	30.72	21.38	15.90	13.60	13.57	14.11

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.01	-80.56	-80.95	-86.37	-75.48	-69.38	-69.27	-75.20	-85.41	-79.29	-78.88	-169.18
	Bottom	-114.03	-70.35	-69.48	-57.35	-81.70	-100.99	-101.23	-79.59	-56.79	-70.47	-71.38	-115.85
DL + Grad	Top	-185.31	-95.86	-96.25	-101.97	-91.28	-85.48	-85.57	-91.80	-102.21	-96.39	-95.98	-186.28
	Bottom	-79.93	-36.15	-35.18	-22.55	-46.30	-65.09	-64.73	-42.59	-19.19	-32.37	-33.28	-77.55
HS20 Truck	Max Top	36.31	31.20	31.39	38.57	47.63	64.18	64.89	48.16	38.94	31.64	31.45	36.69
	Max Bottom	8.81	4.36	4.28	1.10	1.20	1.36	1.36	1.13	1.02	-209.71	4.98	10.26
	Min Top	37.09	16.60	16.78	6.91	3.30	2.43	2.42	3.29	6.84	-613.72	18.90	43.10
	Min Bottom	14.38	13.60	13.64	16.02	21.66	31.07	31.45	21.80	16.19	13.85	13.81	14.62
HS20 Lane	Max Top	17.55	17.06	17.36	29.62	33.40	35.97	35.70	32.55	28.45	16.74	16.45	17.02
	Max Bottom	5.10	2.62	2.57	1.08	1.21	1.36	1.36	1.16	1.04	2.84	2.90	5.77
	Min Top	21.48	9.95	10.06	6.80	3.34	2.43	2.44	3.38	7.02	11.11	11.01	24.26
	Min Bottom	6.95	7.44	7.55	12.30	15.18	17.42	17.30	14.73	11.83	7.33	7.22	6.78
SU2 Truck	Max Top	75.96	65.27	65.66	80.69	99.65	134.28	135.73	100.74	81.45	66.18	65.78	76.75
	Max Bottom	18.43	9.13	8.96	2.01	2.33	2.67	2.67	2.20	1.86	35.14	10.41	21.46
	Min Top	77.61	34.74	35.11	12.65	6.41	4.78	4.77	6.39	12.52	137.61	39.54	90.17
	Min Bottom	30.09	28.46	28.54	33.51	45.31	65.01	65.77	45.59	33.86	28.96	28.88	30.58
SU3 Truck	Max Top	39.12	33.62	33.82	41.56	51.33	69.16	69.93	51.90	41.96	34.09	33.89	39.54
	Max Bottom	9.50	4.70	4.62	1.09	1.23	1.40	1.40	1.16	1.01	24.13	5.36	11.05
	Min Top	40.00	17.90	18.10	6.87	3.40	2.50	2.50	3.39	6.80	94.50	20.37	46.44
	Min Bottom	15.50	14.66	14.70	17.26	23.34	33.49	33.89	23.49	17.44	14.92	14.88	15.75
SU4 Truck	Max Top	36.86	31.67	31.86	39.15	48.36	65.16	65.87	48.89	39.53	32.12	31.93	37.25
	Max Bottom	8.95	4.43	4.35	1.02	1.16	1.31	1.31	1.09	0.94	20.46	5.05	10.41
	Min Top	37.67	16.86	17.05	6.39	3.18	2.35	2.34	3.17	6.33	80.13	19.19	43.75
	Min Bottom	14.60	13.81	13.85	16.26	21.98	31.55	31.92	22.13	16.43	14.05	14.02	14.84
C3 Truck	Max Top	47.51	40.83	41.07	50.46	62.33	83.98	84.94	63.04	50.97	41.41	41.17	48.03
	Max Bottom	11.50	5.69	5.59	1.54	1.63	1.83	1.83	1.54	1.43	-33.89	6.51	13.42
	Min Top	48.42	21.67	21.91	9.70	4.48	3.28	3.27	4.47	9.61	-99.19	24.73	56.39
	Min Bottom	18.82	17.80	17.85	20.96	28.34	40.66	41.16	28.53	21.19	18.12	18.07	19.14
C4 Truck	Max Top	36.57	31.42	31.61	38.84	47.97	64.64	65.38	48.52	39.23	31.88	31.68	36.97
	Max Bottom	8.85	4.38	4.30	1.17	1.25	1.42	1.42	1.18	1.09	-9.36	5.01	10.33
	Min Top	37.27	16.68	16.86	7.38	3.44	2.54	2.53	3.43	7.30	-27.38	19.03	43.40
	Min Bottom	14.48	13.70	13.74	16.13	21.81	31.30	31.68	21.96	16.31	13.95	13.91	14.73
C5 Truck	Max Top	36.33	31.22	31.41	38.59	47.66	64.22	64.95	48.21	38.97	31.67	31.48	36.73
	Max Bottom	8.79	4.35	4.27	1.25	1.29	1.44	1.44	1.21	1.16	-15.81	4.98	10.26
	Min Top	37.02	16.57	16.75	7.88	3.54	2.58	2.57	3.53	7.81	-46.27	18.91	43.12
	Min Bottom	14.39	13.61	13.65	16.03	21.67	31.10	31.47	21.82	16.20	13.86	13.82	14.63
ST5 Truck	Max Top	35.63	30.60	30.79	37.83	46.72	62.95	63.71	47.29	38.23	31.06	30.88	36.04
	Max Bottom	8.56	4.24	4.16	1.30	1.28	1.42	1.42	1.21	1.20	-10.04	4.88	10.06
	Min Top	36.06	16.14	16.31	8.16	3.52	2.54	2.54	3.51	8.09	-29.38	18.54	42.27
	Min Bottom	14.11	13.34	13.38	15.71	21.24	30.48	30.87	21.40	15.89	13.59	13.56	14.36

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-169.18	-79.74	-80.14	-85.75	-75.04	-69.12	-69.17	-75.26	-85.60	-79.62	-79.21	-169.61
	Bottom	-115.85	-72.03	-71.15	-58.60	-82.53	-101.43	-101.30	-79.33	-56.22	-69.58	-70.49	-114.88
DL + Grad	Top	-186.28	-96.84	-97.24	-102.55	-91.64	-85.42	-85.27	-91.06	-101.20	-94.92	-94.51	-184.91
	Bottom	-77.55	-33.93	-33.05	-21.00	-45.53	-64.93	-65.40	-43.93	-21.42	-35.28	-36.29	-80.78
HS20 Truck	Max Top	36.69	31.52	31.55	38.97	48.14	64.87	64.15	47.60	38.49	31.28	31.09	36.28
	Max Bottom	10.26	5.06	4.95	1.10	1.20	1.36	1.36	1.14	1.05	4.29	4.38	8.90
	Min Top	43.10	19.15	19.27	6.87	3.29	2.42	2.42	3.29	6.84	16.45	16.26	36.99
	Min Bottom	14.62	13.83	13.80	16.27	21.96	31.46	31.10	21.53	15.97	13.65	13.61	14.41
HS20 Lane	Max Top	17.02	16.49	16.78	28.48	32.54	35.68	35.95	33.38	29.57	17.30	17.00	17.53
	Max Bottom	5.77	2.95	2.89	1.12	1.23	1.37	1.36	1.16	1.03	2.57	2.62	5.16
	Min Top	24.26	11.16	11.26	7.05	3.37	2.43	2.42	3.33	6.73	9.86	9.75	21.43
	Min Bottom	6.78	7.24	7.34	11.89	14.84	17.31	17.43	15.09	12.27	7.55	7.44	6.96
SU2 Truck	Max Top	76.75	65.93	66.32	81.52	100.70	135.68	134.21	99.60	80.53	65.44	65.05	75.90
	Max Bottom	21.46	10.59	25.12	2.00	2.33	2.68	2.68	2.22	1.92	8.98	9.16	18.62
	Min Top	90.17	40.07	97.87	12.58	6.37	4.76	4.76	6.39	12.51	34.41	34.03	77.41
	Min Bottom	30.58	28.93	29.01	34.02	45.93	65.81	65.06	45.04	33.41	28.55	28.47	30.15
SU3 Truck	Max Top	39.54	33.96	34.17	42.00	51.88	69.90	69.12	51.30	41.48	33.71	33.51	39.09
	Max Bottom	11.05	5.45	19.27	1.09	1.24	1.40	1.40	1.18	1.04	4.63	4.72	9.60
	Min Top	46.44	20.64	75.09	6.83	3.38	2.49	2.49	3.39	6.79	17.74	17.54	39.90
	Min Bottom	15.75	14.91	14.95	17.53	23.66	33.90	33.51	23.20	17.21	14.70	14.67	15.53
SU4 Truck	Max Top	37.25	32.00	32.19	39.56	48.87	65.85	65.12	48.33	39.08	31.76	31.57	36.83
	Max Bottom	10.41	5.14	16.20	1.01	1.16	1.32	1.32	1.10	0.97	4.36	4.45	9.04
	Min Top	43.75	19.44	63.13	6.36	3.16	2.34	2.34	3.17	6.32	16.71	16.52	37.58
	Min Bottom	14.84	14.04	14.08	16.51	22.29	31.94	31.57	21.85	16.21	13.85	13.82	14.63
C3 Truck	Max Top	48.03	41.26	41.50	51.01	63.02	84.90	83.94	62.29	50.37	40.93	40.69	47.47
	Max Bottom	13.42	6.62	-23.11	1.54	1.63	1.84	1.84	1.55	1.47	5.60	5.72	11.62
	Min Top	56.39	25.06	-67.58	9.66	4.46	3.26	3.26	4.47	9.60	21.47	21.23	48.29
	Min Bottom	19.14	18.10	18.15	21.29	28.74	41.18	40.69	28.17	20.90	17.86	17.81	18.85
C4 Truck	Max Top	36.97	31.75	31.94	39.26	48.50	65.35	64.60	47.94	38.77	31.50	31.32	36.54
	Max Bottom	10.33	5.10	-25.34	1.17	1.25	1.42	1.42	1.19	1.12	4.31	4.40	8.94
	Min Top	43.40	19.29	-74.13	7.34	3.42	2.52	2.53	3.43	7.30	16.53	16.34	37.17
	Min Bottom	14.73	13.94	13.97	16.39	22.12	31.70	31.32	21.68	16.08	13.74	13.71	14.51
C5 Truck	Max Top	36.73	31.55	31.74	39.01	48.19	64.92	64.19	47.64	38.52	31.30	31.11	36.30
	Max Bottom	10.26	5.06	-12.16	1.25	1.29	1.44	1.45	1.23	1.20	4.28	4.37	8.88
	Min Top	43.12	19.17	-35.57	7.85	3.52	2.56	2.57	3.53	7.80	16.42	16.23	36.92
	Min Bottom	14.63	13.84	13.88	16.28	21.98	31.49	31.12	21.54	15.98	13.65	13.62	14.42
ST5 Truck	Max Top	36.04	30.95	31.13	38.26	47.27	63.69	62.92	46.69	37.75	30.68	30.50	35.60
	Max Bottom	10.06	4.96	-8.27	1.29	1.28	1.42	1.43	1.22	1.24	4.17	4.26	8.65
	Min Top	42.27	18.79	-24.19	8.13	3.50	2.53	2.53	3.51	8.08	15.99	15.81	35.96
	Min Bottom	14.36	13.58	13.62	15.97	21.56	30.89	30.50	21.11	15.66	13.38	13.35	14.14

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-169.61	-80.17	-80.56	-85.98	-75.07	-68.96	-68.85	-74.77	-84.97	-78.84	-78.43	-171.85
	Bottom	-114.88	-71.21	-70.34	-58.24	-82.60	-101.92	-102.18	-80.56	-57.78	-71.47	-72.38	-117.89
DL + Grad	Top	-184.91	-95.67	-96.06	-102.18	-92.07	-86.66	-87.35	-93.97	-104.87	-99.54	-99.13	-192.75
	Bottom	-80.78	-36.61	-35.74	-21.94	-44.70	-62.32	-60.98	-37.66	-13.28	-25.27	-26.18	-71.19
HS20 Truck	Max Top	36.28	31.69	31.88	39.07	48.05	64.27	54.88	40.71	32.91	26.73	26.57	31.16
	Max Bottom	8.90	5.18	-45.81	1.11	1.19	1.33	1.31	1.06	0.87	93.29	-164.25	10.77
	Min Top	36.99	19.28	-135.24	6.91	3.28	2.39	2.37	3.19	6.47	395.44	-470.80	47.28
	Min Bottom	14.41	13.86	13.90	16.28	21.92	31.22	26.68	18.49	13.73	11.74	11.71	12.40
HS20 Lane	Max Top	17.53	17.07	17.36	29.07	32.10	33.92	31.66	28.45	25.21	15.61	15.35	16.10
	Max Bottom	5.16	2.74	2.69	1.11	1.24	1.38	1.39	1.19	1.13	4.64	4.87	10.09
	Min Top	21.43	10.19	10.31	6.92	3.40	2.49	2.52	3.59	8.43	19.66	19.96	44.29
	Min Bottom	6.96	7.47	7.57	12.11	14.64	16.48	15.39	12.92	10.52	6.85	6.77	6.41
SU2 Truck	Max Top	75.90	66.29	66.68	81.71	100.49	134.42	114.84	85.19	68.85	55.93	55.60	65.19
	Max Bottom	18.62	10.85	26.20	2.03	2.31	2.61	2.58	2.05	1.60	31.41	45.39	22.53
	Min Top	77.41	40.35	100.25	12.64	6.36	4.70	4.67	6.19	11.91	133.12	186.16	98.90
	Min Bottom	30.15	29.00	29.08	34.05	45.84	65.30	55.84	38.69	28.73	24.57	24.50	25.96
SU3 Truck	Max Top	39.09	34.15	34.35	42.10	51.77	69.25	59.19	43.91	35.49	28.83	28.66	33.60
	Max Bottom	9.60	5.59	20.16	1.10	1.22	1.37	1.35	1.09	0.87	19.51	31.30	11.61
	Min Top	39.90	20.80	77.13	6.86	3.37	2.46	2.44	3.28	6.47	82.68	128.37	50.95
	Min Bottom	15.53	14.94	14.98	17.54	23.62	33.64	28.78	19.94	14.81	12.66	12.63	13.38
SU4 Truck	Max Top	36.83	32.17	32.36	39.66	48.77	65.24	55.75	41.35	33.43	27.15	26.99	31.65
	Max Bottom	9.04	5.27	16.93	1.03	1.15	1.28	1.27	1.02	0.81	14.91	21.94	10.93
	Min Top	37.58	19.59	64.76	6.39	3.15	2.31	2.29	3.07	6.02	63.18	89.99	48.00
	Min Bottom	14.63	14.07	14.11	16.53	22.25	31.69	27.11	18.78	13.95	11.93	11.89	12.60
C3 Truck	Max Top	47.47	41.49	41.73	51.14	62.89	84.12	71.64	53.14	42.96	34.89	34.68	40.67
	Max Bottom	11.62	6.77	-22.72	1.56	1.62	1.79	1.77	1.43	1.21	-49.46	-33.79	14.10
	Min Top	48.29	25.17	-67.08	9.71	4.45	3.22	3.20	4.32	9.06	-144.84	-96.86	61.89
	Min Bottom	18.85	18.15	18.20	21.31	28.69	40.86	34.83	24.14	17.92	15.33	15.29	16.19
C4 Truck	Max Top	36.54	31.93	32.12	39.36	48.40	64.75	55.15	40.91	33.07	26.86	26.70	31.31
	Max Bottom	8.94	5.21	-24.11	1.19	1.24	1.39	1.37	1.10	0.92	-11.47	-10.10	10.85
	Min Top	37.17	19.38	-71.16	7.38	3.41	2.49	2.47	3.31	6.87	-33.59	-28.96	47.64
	Min Bottom	14.51	13.97	14.01	16.40	22.08	31.45	26.81	18.58	13.80	11.80	11.77	12.46
C5 Truck	Max Top	36.30	31.72	31.91	39.10	48.09	64.32	54.78	40.63	32.84	26.68	26.52	31.10
	Max Bottom	8.88	5.17	-11.97	1.27	1.28	1.41	1.39	1.13	0.98	-19.78	-16.02	10.78
	Min Top	36.92	19.25	-35.33	7.89	3.51	2.53	2.51	3.41	7.31	-57.92	-45.93	47.33
	Min Bottom	14.42	13.88	13.91	16.29	21.94	31.25	26.63	18.45	13.70	11.72	11.69	12.38
ST5 Truck	Max Top	35.60	31.12	31.30	38.36	47.17	63.10	53.35	39.58	31.99	25.99	25.83	30.29
	Max Bottom	8.65	5.04	-8.14	1.31	1.27	1.39	1.37	1.12	1.02	-11.41	-10.03	10.58
	Min Top	35.96	18.75	-24.02	8.17	3.49	2.50	2.48	3.39	7.62	-33.42	-28.74	46.43
	Min Bottom	14.14	13.61	13.65	15.98	21.52	30.65	25.94	17.97	13.35	11.41	11.38	12.06

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Original Construction
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-171.85	-82.58	-82.99	-89.14	-78.97	-74.70	-76.70	-74.56	-67.17	-43.46	-42.55	-37.1	0.0
	Bottom	-117.89	-73.67	-72.75	-59.00	-81.73	-92.95	-88.49	-87.88	-104.39	-157.38	-159.41	-171.6	0.0
DL + Grad	Top	-192.75	-102.68	-102.99	-106.34	-93.37	-86.40	-85.60	-80.66	-70.47	-43.96	-43.05	-37.1	0.0
	Bottom	-71.19	-28.77	-28.05	-20.50	-49.43	-66.95	-68.69	-74.28	-96.99	-156.18	-158.41	-171.6	0.0
HS20 Truck	Max Top	31.16	33.49	33.65	39.69	46.15	56.55	74.66	108.17	195.32	1148.83	1343.11	0.0	0.0
	Max Bottom	10.77	5.16	-54.13	1.11	1.17	1.14	1.03	1.17	2.17	20.26	23.99	0.0	0.0
	Min Top	47.28	21.34	-162.91	7.31	3.30	2.33	2.23	2.36	2.97	9.24	10.44	0.0	0.0
	Min Bottom	12.40	14.65	14.68	16.45	20.80	26.49	34.42	50.06	95.89	676.74	796.58	0.0	0.0
HS20 Lane	Max Top	16.10	16.60	16.89	29.23	34.84	42.68	56.35	81.64	147.42	867.05	1013.67	0.0	0.0
	Max Bottom	10.09	4.63	4.47	1.19	1.19	1.17	1.07	1.26	2.43	21.13	25.05	0.0	0.0
	Min Top	44.29	19.15	19.05	7.82	3.36	2.40	2.33	2.53	3.32	9.64	10.90	0.0	0.0
	Min Bottom	6.41	7.26	7.37	12.11	15.70	19.99	25.98	37.78	72.37	510.75	601.19	0.0	0.0
SU2 Truck	Max Top	65.19	70.04	70.39	83.02	96.54	118.29	156.16	226.24	408.52	2402.94	2809.19	0.0	0.0
	Max Bottom	22.53	10.78	31.65	2.03	2.28	2.25	2.05	2.31	4.34	38.27	45.34	0.0	0.0
	Min Top	98.90	44.62	134.76	13.34	6.43	4.63	4.44	4.66	5.93	17.45	19.74	0.0	0.0
	Min Bottom	25.96	30.65	30.70	34.40	43.51	55.41	71.98	104.70	200.55	1415.50	1666.09	0.0	0.0
SU3 Truck	Max Top	33.60	36.08	36.26	42.77	49.73	60.94	80.45	116.56	210.47	1237.89	1447.33	0.0	0.0
	Max Bottom	11.61	5.56	25.58	1.10	1.21	1.18	1.07	1.22	2.29	19.78	23.44	0.0	0.0
	Min Top	50.95	22.99	108.92	7.24	3.41	2.43	2.32	2.46	3.13	9.02	10.20	0.0	0.0
	Min Bottom	13.38	15.79	15.81	17.72	22.41	28.54	37.09	53.94	103.32	729.20	858.39	0.0	0.0
SU4 Truck	Max Top	31.65	33.99	34.16	40.29	46.85	57.41	75.79	109.80	198.27	1166.17	1363.26	0.0	0.0
	Max Bottom	10.93	5.23	20.95	1.02	1.13	1.11	1.00	1.15	2.17	19.05	22.56	0.0	0.0
	Min Top	48.00	21.66	89.17	6.74	3.19	2.28	2.17	2.31	2.96	8.69	9.82	0.0	0.0
	Min Bottom	12.60	14.87	14.90	16.69	21.11	26.89	34.94	50.81	97.33	686.96	808.53	0.0	0.0
C3 Truck	Max Top	40.67	43.83	44.05	51.95	60.41	74.02	97.73	141.58	255.66	1503.49	1757.83	0.0	0.0
	Max Bottom	14.10	6.75	-24.67	1.56	1.58	1.52	1.38	1.57	2.98	25.16	29.80	0.0	0.0
	Min Top	61.89	27.93	-74.25	10.29	4.46	3.13	3.00	3.17	4.07	11.47	12.97	0.0	0.0
	Min Bottom	16.19	19.18	19.21	21.53	27.23	34.67	45.05	65.52	125.51	885.66	1042.54	0.0	0.0
C4 Truck	Max Top	31.31	33.74	33.91	39.99	46.50	56.98	75.22	108.97	196.78	1157.25	1353.11	0.0	0.0
	Max Bottom	10.85	5.19	-7.71	1.19	1.21	1.18	1.07	1.20	2.41	21.03	24.90	0.0	0.0
	Min Top	47.64	21.49	-23.21	7.83	3.41	2.42	2.32	2.42	3.30	9.59	10.84	0.0	0.0
	Min Bottom	12.46	14.76	14.79	16.57	20.96	26.69	34.67	50.43	96.60	681.70	802.51	0.0	0.0
C5 Truck	Max Top	31.10	33.52	33.68	39.73	46.20	56.60	74.73	108.26	195.49	1149.76	1344.38	0.0	0.0
	Max Bottom	10.78	5.16	-12.90	1.28	1.25	1.19	1.08	1.23	2.31	20.17	23.89	0.0	0.0
	Min Top	47.33	21.35	-38.84	8.40	3.52	2.45	2.34	2.48	3.16	9.20	10.40	0.0	0.0
	Min Bottom	12.38	14.66	14.69	16.46	20.82	26.51	34.45	50.10	95.97	677.29	797.33	0.0	0.0
ST5 Truck	Max Top	30.29	32.88	33.04	38.97	45.32	55.53	73.31	106.21	191.78	1127.86	1318.62	0.0	0.0
	Max Bottom	10.58	5.06	-8.60	1.32	1.24	1.17	1.06	1.22	2.33	23.22	27.46	0.0	0.0
	Min Top	46.43	20.95	-25.87	8.70	3.48	2.41	2.31	2.46	3.19	10.59	11.95	0.0	0.0
	Min Bottom	12.06	14.39	14.41	16.15	20.42	26.01	33.79	49.15	94.15	664.38	782.05	0.0	0.0

Six Span Unit – All Tendons

Flexural Operating Ratings

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			26.92	22.76	2.53	1.30	1.03	1.10	1.13	1.69			
	Min											8.68	8.60	12.82
LANE LD	Max			28.12	23.75	2.83	1.40	1.07	1.13	1.15	1.81			
	Min											4.36	4.26	6.62
SU2	Max			50.88	43.00	5.05	2.57	2.04	2.19	2.20	3.09			
	Min											18.17	18.00	26.83
SU3	Max			26.30	22.22	2.66	1.36	1.06	1.15	1.17	1.68			
	Min											9.36	9.27	13.83
SU4	Max			25.32	21.40	2.52	1.27	1.00	1.08	1.09	1.56			
	Min											8.82	8.73	13.03
C3	Max			33.44	28.27	3.46	1.75	1.38	1.48	1.53	2.39			
	Min											11.37	11.26	16.74
C4	Max			27.94	23.64	2.81	1.34	1.07	1.14	1.17	1.82			
	Min											8.75	8.67	12.89
C5	Max			26.81	22.67	2.69	1.37	1.08	1.16	1.21	1.95			
	Min											8.69	8.61	12.80
ST5	Max			30.82	167.70	2.71	1.36	1.06	1.14	1.19	2.02			
	Min											8.53	8.45	12.47

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				1.68	1.25	1.27	1.28	1.26	1.82			
	Min	12.82	6.95	7.02							8.53	8.45	15.79
LANE LD	Max				2.19	1.41	1.35	1.34	1.31	1.82			
	Min	6.62	4.02	4.10							4.65	4.55	7.63
SU2	Max				3.09	2.42	2.49	2.53	2.44	3.33			
	Min	26.83	14.55	14.70							17.85	17.67	33.04
SU3	Max				1.68	1.28	1.31	1.33	1.29	1.81			
	Min	13.83	7.50	7.57							9.19	9.11	17.02
SU4	Max				1.56	1.20	1.22	1.24	1.21	1.68			
	Min	13.03	7.06	7.13							8.66	8.58	16.03
C3	Max				2.35	1.69	1.71	1.73	1.71	2.56			
	Min	16.74	9.08	9.17							11.17	11.06	20.66
C4	Max				1.79	1.30	1.32	1.34	1.31	1.94			
	Min	12.89	6.99	7.06							8.60	8.51	15.90
C5	Max				1.90	1.34	1.34	1.36	1.35	2.08			
	Min	12.80	6.94	7.01							8.54	8.46	15.80
ST5	Max				1.98	1.33	1.32	1.34	1.34	2.15			
	Min	12.47	6.76	6.83							8.38	8.30	15.50

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				1.90	1.34	1.32	1.32	1.27	1.79			
	Min	15.79	8.40	8.48							8.49	8.41	15.97
LANE LD	Max				1.87	1.36	1.32	1.32	1.30	1.84			
	Min	7.63	4.59	4.69							4.49	4.40	7.41
SU2	Max				3.48	2.60	2.60	2.59	2.46	3.28			
	Min	33.04	17.57	17.74							17.75	17.58	33.41
SU3	Max				1.89	1.38	1.36	1.36	1.30	1.78			
	Min	17.02	9.05	9.14							9.15	9.06	17.21
SU4	Max				1.76	1.29	1.28	1.27	1.22	1.66			
	Min	16.03	8.53	8.61							8.62	8.53	16.21
C3	Max				2.67	1.82	1.78	1.78	1.72	2.52			
	Min	20.66	10.99	11.10							11.11	11.00	20.91
C4	Max				2.03	1.40	1.38	1.37	1.32	1.91			
	Min	15.90	8.46	8.54							8.55	8.47	16.09
C5	Max				2.17	1.44	1.40	1.40	1.36	2.04			
	Min	15.80	8.40	8.49							8.50	8.41	15.99
ST5	Max				2.25	1.43	1.38	1.38	1.35	2.12			
	Min	15.50	8.24	8.32							8.33	8.25	15.69

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				1.86	1.33	1.32	1.33	1.29	1.86			
	Min	15.97	8.48	8.52							8.36	8.28	15.76
LANE LD	Max				1.91	1.36	1.33	1.33	1.31	1.83			
	Min	7.41	4.44	4.53							4.63	4.53	7.62
SU2	Max				3.41	2.58	2.60	2.61	2.51	3.40			
	Min	33.41	17.75	17.92							17.50	17.33	32.98
SU3	Max				1.85	1.37	1.36	1.37	1.33	1.85			
	Min	17.21	9.14	9.23							9.01	8.93	16.99
SU4	Max				1.72	1.28	1.28	1.28	1.25	1.72			
	Min	16.21	8.61	8.70							8.49	8.41	16.00
C3	Max				2.62	1.81	1.78	1.79	1.76	2.61			
	Min	20.91	11.10	11.21							10.95	10.84	20.63
C4	Max				1.99	1.38	1.38	1.39	1.35	1.98			
	Min	16.09	8.55	8.63							8.42	8.34	15.87
C5	Max				2.13	1.43	1.40	1.41	1.39	2.12			
	Min	15.99	8.49	8.57							8.37	8.29	15.77
ST5	Max				2.20	1.42	1.38	1.39	1.38	2.20			
	Min	15.69	8.33	8.41							8.20	8.12	15.47

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				1.90	1.31	1.27	1.24	1.14	1.51			
	Min	15.76	8.51	8.60							7.23	7.16	13.75
LANE LD	Max				1.90	1.36	1.32	1.32	1.29	1.96			
	Min	7.62	4.59	4.68							4.22	4.14	7.11
SU2	Max				3.47	2.54	2.49	2.44	2.22	2.77			
	Min	32.98	17.81	17.98							15.13	14.98	28.78
SU3	Max				1.88	1.35	1.31	1.28	1.18	1.50			
	Min	16.99	9.17	9.26							7.80	7.72	14.83
SU4	Max				1.75	1.26	1.23	1.20	1.10	1.40			
	Min	16.00	8.64	8.73							7.35	7.27	13.97
C3	Max				2.67	1.78	1.71	1.67	1.55	2.11			
	Min	20.63	11.14	11.25							9.44	9.35	17.95
C4	Max				2.03	1.36	1.32	1.29	1.19	1.60			
	Min	15.87	8.58	8.66							7.27	7.20	13.82
C5	Max				2.17	1.40	1.34	1.31	1.22	1.70			
	Min	15.77	8.52	8.60							7.22	7.15	13.73
ST5	Max				2.24	1.39	1.33	1.29	1.21	1.77			
	Min	15.47	8.36	8.44							7.03	6.96	13.37

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				1.86	1.30	1.15	1.08	1.31	2.54	22.86	27.03	0	0
	Min	13.75	9.31	9.38									0	0
LANE LD	Max				1.99	1.33	1.18	1.12	1.41	2.84	23.84	28.23	0	0
	Min	7.11	4.61	4.71									0	0
SU2	Max				3.40	2.54	2.28	2.14	2.59	5.08	43.17	51.09	0	0
	Min	28.78	19.46	19.63									0	0
SU3	Max				1.84	1.35	1.19	1.11	1.37	2.68	22.31	26.41	0	0
	Min	14.83	10.03	10.11									0	0
SU4	Max				1.72	1.26	1.12	1.05	1.28	2.53	21.49	25.43	0	0
	Min	13.97	9.45	9.53									0	0
C3	Max				2.62	1.76	1.54	1.44	1.76	3.48	28.38	33.57	0	0
	Min	17.95	12.18	12.28									0	0
C4	Max				2.00	1.35	1.19	1.12	1.35	2.82	23.73	28.05	0	0
	Min	13.82	9.37	9.45									0	0
C5	Max				2.14	1.39	1.21	1.13	1.38	2.70	22.76	26.91	0	0
	Min	13.73	9.31	9.39									0	0
ST5	Max				2.22	1.37	1.19	1.11	1.37	2.73	26.20	30.94	0	0
	Min	13.37	9.14	9.21									0	0

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			26.70	22.55	2.32	1.10	0.83	0.92	1.01	1.80			
	Min											8.19	8.10	12.33
LANE LD	Max			27.89	23.52	2.60	1.18	0.86	0.95	1.03	1.93			
	Min											4.11	4.01	6.37
SU2	Max			50.48	42.59	4.64	2.17	1.65	1.83	1.96	3.29			
	Min											17.13	16.94	25.80
SU3	Max			26.09	22.01	2.45	1.15	0.86	0.96	1.04	1.79			
	Min											8.83	8.73	13.30
SU4	Max			25.12	21.20	2.32	1.08	0.81	0.90	0.98	1.66			
	Min											8.31	8.22	12.52
C3	Max			33.17	28.00	3.19	1.48	1.11	1.24	1.36	2.54			
	Min											10.72	10.60	16.09
C4	Max			27.72	23.41	2.58	1.13	0.86	0.96	1.04	1.93			
	Min											8.25	8.16	12.39
C5	Max			26.59	22.45	2.47	1.15	0.87	0.97	1.08	2.07			
	Min											8.20	8.11	12.31
ST5	Max			30.57	166.10	2.50	1.15	0.86	0.96	1.06	2.15			
	Min											8.04	7.95	11.99

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				1.87	1.21	1.17	1.17	1.18	1.89			
	Min	12.33	6.54	6.61							8.18	8.09	15.36
LANE LD	Max				2.43	1.36	1.24	1.22	1.22	1.90			
	Min	6.37	3.78	3.86							4.46	4.36	7.42
SU2	Max				3.44	2.34	2.29	2.31	2.28	3.47			
	Min	25.80	13.68	13.83							17.12	16.93	32.13
SU3	Max				1.87	1.24	1.20	1.21	1.21	1.88			
	Min	13.30	7.05	7.13							8.82	8.72	16.55
SU4	Max				1.74	1.16	1.13	1.13	1.13	1.75			
	Min	12.52	6.64	6.72							8.31	8.21	15.59
C3	Max				2.61	1.64	1.57	1.58	1.60	2.66			
	Min	16.09	8.53	8.63							10.71	10.59	20.10
C4	Max				1.98	1.25	1.22	1.22	1.22	2.02			
	Min	12.39	6.57	6.64							8.24	8.15	15.47
C5	Max				2.11	1.29	1.23	1.24	1.26	2.16			
	Min	12.31	6.52	6.60							8.19	8.10	15.37
ST5	Max				2.20	1.28	1.22	1.23	1.25	2.24			
	Min	11.99	6.35	6.43							8.03	7.95	15.07

Mid-Bay Bridge
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Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				1.96	1.24	1.18	1.18	1.18	1.88			
	Min	15.36	8.05	8.14							8.10	8.01	15.48
LANE LD	Max				1.92	1.25	1.18	1.19	1.21	1.93			
	Min	7.42	4.40	4.50							4.28	4.19	7.18
SU2	Max				3.58	2.40	2.33	2.33	2.28	3.45			
	Min	32.13	16.85	17.03							16.94	16.75	32.39
SU3	Max				1.94	1.27	1.22	1.22	1.21	1.87			
	Min	16.55	8.68	8.77							8.73	8.63	16.69
SU4	Max				1.81	1.19	1.14	1.14	1.13	1.74			
	Min	15.59	8.17	8.26							8.22	8.13	15.72
C3	Max				2.75	1.68	1.60	1.60	1.60	2.65			
	Min	20.10	10.54	10.65							10.60	10.48	20.27
C4	Max				2.09	1.29	1.23	1.23	1.23	2.01			
	Min	15.47	8.11	8.20							8.16	8.07	15.60
C5	Max				2.23	1.33	1.25	1.25	1.26	2.15			
	Min	15.37	8.06	8.15							8.10	8.01	15.50
ST5	Max				2.31	1.32	1.24	1.24	1.26	2.23			
	Min	15.07	7.90	7.99							7.95	7.86	15.21

Mid-Bay Bridge
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Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				1.96	1.24	1.19	1.19	1.19	1.91			
	Min	15.48	8.09	8.14							8.02	7.93	15.33
LANE LD	Max				2.01	1.27	1.19	1.19	1.20	1.88			
	Min	7.18	4.23	4.33							4.44	4.34	7.41
SU2	Max				3.58	2.41	2.33	2.34	2.31	3.50			
	Min	32.39	16.91	17.10							16.79	16.60	32.07
SU3	Max				1.94	1.28	1.22	1.23	1.22	1.90			
	Min	16.69	8.71	8.81							8.65	8.55	16.52
SU4	Max				1.81	1.19	1.15	1.15	1.15	1.77			
	Min	15.72	8.21	8.30							8.15	8.06	15.56
C3	Max				2.75	1.68	1.60	1.60	1.62	2.69			
	Min	20.27	10.58	10.70							10.50	10.38	20.06
C4	Max				2.09	1.29	1.24	1.24	1.24	2.04			
	Min	15.60	8.15	8.24							8.08	7.99	15.44
C5	Max				2.23	1.33	1.26	1.26	1.28	2.18			
	Min	15.50	8.09	8.18							8.03	7.94	15.34
ST5	Max				2.31	1.32	1.24	1.24	1.27	2.26			
	Min	15.21	7.94	8.03							7.87	7.78	15.04

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				1.97	1.23	1.16	1.14	1.10	1.69			
	Min	15.33	8.16	8.25							6.82	6.74	13.26
LANE LD	Max				1.98	1.27	1.20	1.21	1.24	2.20			
	Min	7.41	4.39	4.49							3.98	3.90	6.85
SU2	Max				3.61	2.38	2.27	2.24	2.14	3.11			
	Min	32.07	17.06	17.25							14.27	14.11	27.74
SU3	Max				1.96	1.26	1.19	1.17	1.13	1.69			
	Min	16.52	8.79	8.89							7.35	7.27	14.30
SU4	Max				1.82	1.18	1.12	1.10	1.06	1.57			
	Min	15.56	8.28	8.37							6.93	6.85	13.47
C3	Max				2.77	1.66	1.56	1.53	1.49	2.37			
	Min	20.06	10.68	10.79							8.90	8.80	17.31
C4	Max				2.11	1.28	1.21	1.19	1.14	1.80			
	Min	15.44	8.22	8.31							6.85	6.77	13.32
C5	Max				2.25	1.32	1.22	1.20	1.18	1.91			
	Min	15.34	8.16	8.25							6.81	6.73	13.23
ST5	Max				2.33	1.31	1.21	1.19	1.17	1.99			
	Min	15.04	8.01	8.10							6.63	6.55	12.89

Mid-Bay Bridge
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Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 6

Node Service Section Abscissa		57 56 680	58 57 685.375	59 58 685.875	60 59 703.625	61 60 721.375	62 61 739.125	63 62 756.875	64 63 774.625	65 64 792.375	66 65 810.125	67 66 810.625	68 67 813.5	69 n/a 815.875
TRUCK	Max				1.97	1.18	0.97	0.88	1.11	2.34	22.64	26.81	0	0
	Min	13.26	8.80	8.89									0	0
LANE LD	Max				2.11	1.20	1.00	0.91	1.19	2.62	23.61	28.00	0	0
	Min	6.85	4.36	4.46									0	0
SU2	Max				3.60	2.30	1.92	1.74	2.19	4.67	42.76	50.68	0	0
	Min	27.74	18.41	18.59									0	0
SU3	Max				1.95	1.22	1.01	0.91	1.16	2.46	22.10	26.19	0	0
	Min	14.30	9.48	9.58									0	0
SU4	Max				1.82	1.14	0.95	0.85	1.08	2.33	21.29	25.22	0	0
	Min	13.47	8.93	9.02									0	0
C3	Max				2.77	1.60	1.30	1.18	1.49	3.21	28.11	33.30	0	0
	Min	17.31	11.52	11.64									0	0
C4	Max				2.11	1.22	1.00	0.91	1.14	2.60	23.50	27.83	0	0
	Min	13.32	8.87	8.96									0	0
C5	Max				2.26	1.26	1.02	0.92	1.16	2.49	22.55	26.70	0	0
	Min	13.23	8.81	8.90									0	0
ST5	Max				2.34	1.25	1.00	0.91	1.16	2.51	25.95	30.69	0	0
	Min	12.89	8.64	8.73									0	0

Mid-Bay Bridge
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Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			33.55	28.50	3.86	2.46	2.16	2.38	2.87	4.29			
	Min											10.83	10.76	16.34
LANE LD	Max			35.04	29.73	4.32	2.64	2.25	2.45	2.92	4.60			
	Min											5.43	5.33	8.44
SU2	Max			63.41	53.83	7.71	4.86	4.30	4.72	5.58	7.84			
	Min											22.64	22.50	34.20
SU3	Max			32.78	27.82	4.06	2.57	2.24	2.48	2.96	4.25			
	Min											11.66	11.59	17.63
SU4	Max			31.56	26.79	3.85	2.40	2.11	2.32	2.77	3.96			
	Min											10.99	10.92	16.60
C3	Max			41.67	35.39	5.29	3.30	2.90	3.20	3.88	6.05			
	Min											14.17	14.08	21.33
C4	Max			34.82	29.59	4.29	2.52	2.25	2.47	2.96	4.60			
	Min											10.91	10.84	16.42
C5	Max			33.41	28.38	4.11	2.58	2.27	2.50	3.06	4.93			
	Min											10.83	10.77	16.31
ST5	Max			38.41	209.93	4.15	2.57	2.24	2.46	3.03	5.11			
	Min											10.63	10.56	15.89

Mid-Bay Bridge
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Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				4.17	3.10	2.84	2.86	3.15	4.33			
	Min	16.34	8.60	8.66							10.61	10.54	20.07
LANE LD	Max				5.42	3.49	3.03	2.98	3.28	4.33			
	Min	8.44	4.97	5.06							5.78	5.67	9.70
SU2	Max				7.67	6.02	5.60	5.62	6.12	7.91			
	Min	34.20	17.99	18.12							22.19	22.04	41.99
SU3	Max				4.16	3.19	2.93	2.95	3.24	4.30			
	Min	17.63	9.27	9.34							11.43	11.36	21.63
SU4	Max				3.88	2.99	2.75	2.76	3.04	4.00			
	Min	16.60	8.73	8.80							10.77	10.70	20.38
C3	Max				5.83	4.20	3.84	3.85	4.28	6.08			
	Min	21.33	11.22	11.30							13.89	13.79	26.26
C4	Max				4.42	3.22	2.97	2.98	3.28	4.62			
	Min	16.42	8.64	8.70							10.69	10.62	20.21
C5	Max				4.70	3.32	3.01	3.03	3.38	4.94			
	Min	16.31	8.58	8.64							10.62	10.55	20.08
ST5	Max				4.91	3.30	2.97	2.99	3.36	5.12			
	Min	15.89	8.36	8.42							10.42	10.35	19.70

Mid-Bay Bridge
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Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				4.29	3.15	2.87	2.87	3.16	4.32			
	Min	20.07	10.36	10.44							10.55	10.48	20.31
LANE LD	Max				4.22	3.18	2.87	2.88	3.23	4.43			
	Min	9.70	5.67	5.77							5.58	5.48	9.42
SU2	Max				7.86	6.10	5.64	5.64	6.12	7.90			
	Min	41.99	21.68	21.84							22.07	21.92	42.47
SU3	Max				4.27	3.24	2.95	2.96	3.24	4.29			
	Min	21.63	11.17	11.25							11.37	11.29	21.88
SU4	Max				3.97	3.03	2.77	2.77	3.04	3.99			
	Min	20.38	10.52	10.60							10.71	10.64	20.61
C3	Max				6.03	4.27	3.87	3.87	4.28	6.07			
	Min	26.26	13.56	13.66							13.81	13.72	26.58
C4	Max				4.58	3.27	2.99	3.00	3.28	4.61			
	Min	20.21	10.44	10.51							10.63	10.56	20.46
C5	Max				4.89	3.37	3.04	3.04	3.38	4.93			
	Min	20.08	10.37	10.44							10.56	10.49	20.32
ST5	Max				5.07	3.35	3.00	3.00	3.36	5.10			
	Min	19.70	10.17	10.24							10.36	10.29	19.94

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				4.32	3.16	2.88	2.88	3.16	4.32			
	Min	20.31	10.48	10.50							10.41	10.34	20.04
LANE LD	Max				4.43	3.24	2.89	2.88	3.19	4.25			
	Min	9.42	5.48	5.58							5.76	5.65	9.69
SU2	Max				7.91	6.13	5.66	5.66	6.13	7.91			
	Min	42.47	21.92	22.07							21.78	21.63	41.93
SU3	Max				4.30	3.25	2.96	2.96	3.25	4.30			
	Min	21.88	11.29	11.37							11.22	11.14	21.60
SU4	Max				4.00	3.04	2.78	2.78	3.04	4.00			
	Min	20.61	10.64	10.71							10.57	10.49	20.35
C3	Max				6.07	4.29	3.88	3.88	4.29	6.07			
	Min	26.58	13.71	13.81							13.62	13.53	26.22
C4	Max				4.62	3.29	3.00	3.00	3.29	4.61			
	Min	20.46	10.56	10.63							10.48	10.41	20.18
C5	Max				4.94	3.39	3.05	3.05	3.39	4.93			
	Min	20.32	10.49	10.56							10.42	10.34	20.05
ST5	Max				5.11	3.37	3.01	3.01	3.37	5.11			
	Min	19.94	10.29	10.36							10.21	10.14	19.67

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				4.33	3.14	2.84	2.81	3.05	4.06			
	Min	20.04	10.51	10.59							8.98	8.92	17.19
LANE LD	Max				4.34	3.26	2.96	2.99	3.44	5.28			
	Min	9.69	5.66	5.76							5.24	5.15	8.88
SU2	Max				7.92	6.10	5.58	5.54	5.92	7.46			
	Min	41.93	21.99	22.14							18.79	18.66	35.97
SU3	Max				4.30	3.23	2.93	2.90	3.14	4.05			
	Min	21.60	11.33	11.41							9.68	9.62	18.54
SU4	Max				4.00	3.02	2.75	2.72	2.94	3.77			
	Min	20.35	10.67	10.74							9.12	9.06	17.46
C3	Max				6.08	4.26	3.83	3.80	4.13	5.68			
	Min	26.22	13.76	13.86							11.72	11.64	22.44
C4	Max				4.63	3.27	2.96	2.94	3.17	4.31			
	Min	20.18	10.59	10.66							9.02	8.96	17.27
C5	Max				4.95	3.37	3.01	2.98	3.26	4.58			
	Min	20.05	10.52	10.59							8.96	8.90	17.16
ST5	Max				5.12	3.35	2.97	2.94	3.24	4.78			
	Min	19.67	10.32	10.39							8.73	8.67	16.71

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				4.17	2.81	2.35	2.14	2.44	3.84	28.42	33.46	0	0
	Min	17.19	11.14	11.21									0	0
LANE LD	Max				4.46	2.87	2.41	2.22	2.61	4.30	29.65	34.95	0	0
	Min	8.88	5.52	5.63									0	0
SU2	Max				7.61	5.47	4.65	4.25	4.81	7.67	53.69	63.26	0	0
	Min	35.97	23.31	23.45									0	0
SU3	Max				4.13	2.91	2.44	2.22	2.54	4.04	27.75	32.69	0	0
	Min	18.54	12.01	12.08									0	0
SU4	Max				3.84	2.72	2.29	2.08	2.38	3.83	26.72	31.48	0	0
	Min	17.46	11.31	11.38									0	0
C3	Max				5.87	3.80	3.15	2.87	3.27	5.26	35.30	41.57	0	0
	Min	22.44	14.59	14.68									0	0
C4	Max				4.47	2.91	2.43	2.22	2.50	4.27	29.51	34.73	0	0
	Min	17.27	11.23	11.30									0	0
C5	Max				4.79	3.00	2.47	2.24	2.56	4.08	28.30	33.32	0	0
	Min	17.16	11.15	11.22									0	0
ST5	Max				4.96	2.97	2.43	2.21	2.55	4.12	32.58	38.31	0	0
	Min	16.71	10.94	11.01									0	0

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 1

Node / Service Section / Abscissa		1 / n/a / 0.125	2 / 1 / 2.500	3 / 2 / 5.375	4 / 3 / 5.875	5 / 4 / 23.625	6 / 5 / 41.375	7 / 6 / 59.125	8 / 7 / 76.875	9 / 8 / 94.625	10 / 9 / 112.375	11 / 10 / 130.125	12 / 11 / 130.625	13 / 12 / 136.000
TRUCK	Max			33.25	28.20	3.57	2.13	1.80	1.98	2.38	3.56			
	Min											10.33	10.25	15.85
LANE LD	Max			34.73	29.41	3.99	2.29	1.88	2.03	2.42	3.81			
	Min											5.18	5.08	8.19
SU2	Max			62.85	53.26	7.12	4.22	3.59	3.92	4.63	6.50			
	Min											21.61	21.44	33.16
SU3	Max			32.48	27.53	3.75	2.23	1.87	2.06	2.46	3.53			
	Min											11.13	11.05	17.09
SU4	Max			31.28	26.51	3.56	2.09	1.76	1.93	2.30	3.28			
	Min											10.49	10.41	16.10
C3	Max			41.30	35.02	4.89	2.86	2.42	2.66	3.21	5.01			
	Min											13.52	13.42	20.69
C4	Max			34.51	29.27	3.96	2.19	1.88	2.05	2.46	3.82			
	Min											10.41	10.33	15.93
C5	Max			33.11	28.08	3.79	2.24	1.89	2.08	2.54	4.09			
	Min											10.34	10.26	15.82
ST5	Max			38.07	207.71	3.83	2.23	1.87	2.05	2.51	4.24			
	Min											10.14	10.07	15.41

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				3.44	2.55	2.34	2.36	2.61	3.62			
	Min	15.85	8.18	8.25							10.26	10.18	19.64
LANE LD	Max				4.47	2.88	2.49	2.46	2.71	3.63			
	Min	8.19	4.73	4.81							5.59	5.48	9.49
SU2	Max				6.33	4.96	4.61	4.64	5.07	6.62			
	Min	33.16	17.12	17.26							21.46	21.29	41.08
SU3	Max				3.43	2.63	2.41	2.43	2.69	3.59			
	Min	17.09	8.82	8.89							11.06	10.97	21.16
SU4	Max				3.20	2.46	2.27	2.28	2.51	3.35			
	Min	16.10	8.31	8.38							10.42	10.33	19.93
C3	Max				4.81	3.46	3.16	3.18	3.54	5.08			
	Min	20.69	10.68	10.77							13.43	13.32	25.69
C4	Max				3.65	2.65	2.44	2.46	2.72	3.86			
	Min	15.93	8.22	8.29							10.34	10.26	19.78
C5	Max				3.88	2.73	2.48	2.50	2.80	4.13			
	Min	15.82	8.16	8.23							10.27	10.19	19.65
ST5	Max				4.05	2.71	2.45	2.46	2.78	4.28			
	Min	15.41	7.95	8.02							10.07	10.00	19.27

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				3.60	2.61	2.37	2.37	2.62	3.60			
	Min	19.64	10.02	10.10							10.16	10.08	19.82
LANE LD	Max				3.54	2.64	2.38	2.39	2.68	3.69			
	Min	9.49	5.48	5.59							5.38	5.27	9.19
SU2	Max				6.58	5.07	4.67	4.67	5.07	6.59			
	Min	41.08	20.96	21.12							21.26	21.09	41.45
SU3	Max				3.57	2.69	2.45	2.45	2.69	3.58			
	Min	21.16	10.79	10.88							10.95	10.86	21.35
SU4	Max				3.33	2.52	2.30	2.30	2.52	3.33			
	Min	19.93	10.17	10.25							10.32	10.23	20.12
C3	Max				5.05	3.55	3.20	3.20	3.55	5.06			
	Min	25.69	13.11	13.21							13.30	13.20	25.94
C4	Max				3.84	2.72	2.48	2.48	2.72	3.85			
	Min	19.78	10.09	10.17							10.24	10.16	19.96
C5	Max				4.10	2.80	2.52	2.52	2.81	4.11			
	Min	19.65	10.02	10.10							10.17	10.09	19.83
ST5	Max				4.25	2.79	2.48	2.49	2.79	4.26			
	Min	19.27	9.82	9.90							9.98	9.90	19.47

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				3.61	2.62	2.38	2.38	2.63	3.63			
	Min	19.82	10.08	10.11							10.07	9.99	19.61
LANE LD	Max				3.70	2.69	2.39	2.39	2.66	3.57			
	Min	9.19	5.27	5.38							5.57	5.46	9.48
SU2	Max				6.60	5.09	4.69	4.69	5.10	6.64			
	Min	41.45	21.08	21.25							21.07	20.90	41.02
SU3	Max				3.58	2.70	2.45	2.46	2.70	3.61			
	Min	21.35	10.86	10.95							10.85	10.76	21.13
SU4	Max				3.34	2.52	2.30	2.30	2.53	3.36			
	Min	20.12	10.23	10.31							10.22	10.14	19.90
C3	Max				5.07	3.56	3.21	3.22	3.57	5.09			
	Min	25.94	13.19	13.30							13.18	13.07	25.66
C4	Max				3.85	2.73	2.49	2.49	2.74	3.87			
	Min	19.96	10.15	10.24							10.14	10.06	19.75
C5	Max				4.12	2.81	2.53	2.53	2.82	4.14			
	Min	19.83	10.09	10.17							10.08	9.99	19.62
ST5	Max				4.26	2.80	2.49	2.49	2.80	4.29			
	Min	19.47	9.90	9.98							9.88	9.80	19.24

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				3.62	2.60	2.34	2.31	2.50	3.33			
	Min	19.61	10.15	10.24							8.57	8.50	16.70
LANE LD	Max				3.63	2.70	2.43	2.46	2.82	4.33			
	Min	9.48	5.47	5.57							5.00	4.91	8.63
SU2	Max				6.63	5.05	4.60	4.55	4.86	6.12			
	Min	41.02	21.24	21.41							17.92	17.78	34.94
SU3	Max				3.60	2.68	2.41	2.38	2.58	3.32			
	Min	21.13	10.94	11.03							9.24	9.16	18.01
SU4	Max				3.35	2.50	2.26	2.24	2.41	3.09			
	Min	19.90	10.31	10.39							8.70	8.63	16.96
C3	Max				5.09	3.53	3.15	3.12	3.39	4.66			
	Min	25.66	13.29	13.40							11.18	11.09	21.80
C4	Max				3.87	2.71	2.44	2.41	2.60	3.53			
	Min	19.75	10.23	10.31							8.61	8.54	16.78
C5	Max				4.14	2.79	2.48	2.45	2.68	3.76			
	Min	19.62	10.16	10.24							8.55	8.48	16.67
ST5	Max				4.28	2.77	2.44	2.42	2.66	3.92			
	Min	19.24	9.97	10.05							8.33	8.26	16.23

Mid-Bay Bridge
Typical 6 Span Unit
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				3.43	2.32	1.94	1.78	2.11	3.55	28.12	33.16	0	0
	Min	16.70	10.64	10.72									0	0
LANE LD	Max				3.68	2.37	2.00	1.85	2.27	3.97	29.33	34.63	0	0
	Min	8.63	5.27	5.38									0	0
SU2	Max				6.27	4.52	3.85	3.54	4.18	7.08	53.12	62.69	0	0
	Min	34.94	22.25	22.42									0	0
SU3	Max				3.40	2.40	2.02	1.84	2.21	3.73	27.46	32.40	0	0
	Min	18.01	11.46	11.55									0	0
SU4	Max				3.17	2.24	1.90	1.73	2.07	3.54	26.44	31.20	0	0
	Min	16.96	10.80	10.88									0	0
C3	Max				4.83	3.14	2.61	2.39	2.84	4.86	34.92	41.19	0	0
	Min	21.80	13.92	14.03									0	0
C4	Max				3.68	2.40	2.01	1.85	2.17	3.94	29.20	34.42	0	0
	Min	16.78	10.72	10.80									0	0
C5	Max				3.95	2.48	2.04	1.87	2.22	3.77	28.00	33.02	0	0
	Min	16.67	10.65	10.73									0	0
ST5	Max				4.09	2.45	2.01	1.84	2.21	3.81	32.24	37.96	0	0
	Min	16.23	10.45	10.52									0	0

Six Span Unit – All Tendons

Shear Ratings

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 1 (Nodes 3 and 12)
Results Without Future Wearing Surface

h = 8	f'c = 5500		
A = 58.1308	c1 = 2.4734	bw = 2.049	Av = 1.64
I = 487.8362	c2 = 5.5266	d' = 0.9809	l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 3	T1	2.4342	-0.0392	756.93	76.94	-29.67
	T2	4.2613	1.7879	756.93	46.43	1353.32
	T3	6.5448	4.0714	756.93	8.00	3081.78
	T4	6.5448	4.0714	756.93	8.00	3081.78
	T5	4.2613	1.7879	756.93	46.43	1353.32
	T6	2.4342	-0.0392	756.93	76.94	-29.67
	dave =	4.4134			262.73	8810.86

		d	e	F	Fsin(a)	Fe
Node 12	T1	5.8523	-0.3257	740.12	79.87	-241.06
	T2	5.8523	-0.3257	740.12	79.87	-241.06
	T3	5.8523	-0.3257	740.12	79.87	-241.06
	T4	5.8523	-0.3257	740.12	79.87	-241.06
	T5	5.8523	-0.3257	740.12	79.87	-241.06
	T6	5.8523	-0.3257	740.12	79.87	-241.06
					479.25	-1446.35

M2(58) = -36.58 M2(67) = -5896.83 V2 = 46.79

		Node 3			Node 12		
		A	V	M	A	V	M
Original Construction	SW	0.00	501.70	-1453.27	0.00	-601.91	4822.24
	SI	0.00	34.73	-100.73	0.00	-52.95	1040.17
	PT init	4962.17	-231.20	9573.85	4846.62	580.72	-8574.29
	PT loss	-420.57	15.43	-799.57	-405.88	-52.51	1231.11
	CR	0.00	-0.85	2.11	0.00	-0.85	107.82
	PT1	4541.60	-262.56	8810.86	4440.74	481.42	-1446.35
	PT2	0.00	46.79	-36.58	0.00	46.79	-5896.83
	FWS	0.00	0.00	0.00	0.00	0.00	0.00

		Node 3 (Section 2)			Node 12 (Section 11)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-184.96	72.09	0.00	205.99	-998.29
	HS20 L	0.00	-199.32	572.91	0.00	241.77	-3316.23
	SU2	0.00	-97.85	108.13	0.00	103.17	-103.41
	SU3	0.00	-189.33	198.25	0.00	199.94	-224.77
	SU4	0.00	-196.63	125.26	0.00	209.98	-414.17
	C3	0.00	-148.92	295.83	0.00	162.67	-557.93
	C4	0.00	-178.23	257.61	0.00	202.74	-1231.40
	C5	0.00	-185.77	354.38	0.00	207.86	-1049.35
	ST5	0.00	-161.59	72.09	0.00	196.54	-1897.71

	Node 3		Node 12	
Vd	480.74		-323.96	
Vd (unfactored)	319.81		-127.50	
fpc	78.13		76.39	
K	2.16		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	3	12	3	12	3	12	3	12	3	12	3	12	3	12	3	12	3	12
Inventory Rating (2nd)	1.32	1.54	1.23	1.31	2.50	3.08	1.29	1.59	1.25	1.51	1.64	1.95	1.37	1.57	1.32	1.53	1.52	1.61
Operating Rating (2nd)	2.37	3.06	2.20	2.61	4.48	6.12	2.32	3.16	2.23	3.01	2.95	3.88	2.46	3.11	2.36	3.04	2.72	3.21
Inventory Rating (1st)	1.84	2.09	1.71	1.78	3.48	4.18	1.80	2.16	1.73	2.05	2.29	2.65	1.91	2.13	1.83	2.07	2.11	2.19
Operating Rating (1st)	3.27	4.10	3.03	3.49	6.18	8.19	3.19	4.22	3.07	4.02	4.06	5.19	3.39	4.17	3.25	4.06	3.74	4.30

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 2 (Nodes 14 and 23)
Results Without Future Wearing Surface

h =	8	f'c =	5500				
A =	58.1308	c1 =	2.4734	bw =	2.049	Av =	1.64
I =	487.8362	c2 =	5.5266	d' =	0.9809	l' =	44.875

Node 14		d	e	F	Fsin(a)	Fe
	T1	5.8523	-0.3257	749.56	80.89	-244.13
	T2	5.8523	-0.3257	749.56	80.89	-244.13
	T3	5.8523	-0.3257	749.56	80.89	-244.13
	T4	5.8523	-0.3257	749.56	80.89	-244.13
	T5	5.8523	-0.3257	749.56	80.89	-244.13
	T6	5.8523	-0.3257	749.56	80.89	-244.13
					485.36	-1464.79

Node 23		d	e	F	Fsin(a)	Fe
	T1	5.8523	-0.3257	741.41	80.01	-241.48
	T2	5.8523	-0.3257	741.41	80.01	-241.48
	T3	5.8523	-0.3257	741.41	80.01	-241.48
	T4	5.8523	-0.3257	741.41	80.01	-241.48
	T5	5.8523	-0.3257	741.41	80.01	-241.48
	T6	5.8523	-0.3257	741.41	80.01	-241.48
					480.08	-1448.87

M2(58) = -6170.70 M2(67) = -6747.73 V2 = 4.61

		Node 14			Node 23		
		A	V	M	A	V	M
Original Construction	SW	0.00	548.88	5107.13	0.00	-554.74	5474.29
	SI	0.00	46.26	1076.11	0.00	-41.42	772.94
	PT init	4902.93	-529.76	-8899.17	4846.48	528.59	-9190.86
	PT loss	-405.56	46.16	1263.68	-398.01	-41.07	994.26
	CR	0.00	-2.79	127.36	0.00	-2.79	476.44
	PT1	4497.37	-488.21	-1464.79	4448.47	482.91	-1448.87
	PT2	0.00	4.61	-6170.70	0.00	4.61	-6747.73
	FWS	0.00	0.00	0.00	0.00	0.00	0.00

		Node 14 (Section 13)			Node 23 (Section 22)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-196.67	-1548.25	0.00	198.31	-836.95
	HS20 L	0.00	-236.88	-3309.15	0.00	231.18	-3083.38
	SU2	0.00	-100.62	-137.57	0.00	101.11	-61.97
	SU3	0.00	-194.88	-295.49	0.00	195.85	-142.34
	SU4	0.00	-203.89	-518.96	0.00	205.05	-313.55
	C3	0.00	-156.30	-696.35	0.00	157.41	-448.52
	C4	0.00	-191.52	-1514.59	0.00	193.38	-1033.37
	C5	0.00	-197.79	-1291.48	0.00	199.51	-873.43
	ST5	0.00	-179.41	-2380.63	0.00	181.95	-1585.13

	Node 14		Node 23	
Vd	287.29		-290.28	
Vd (unfactored)	108.75		-111.43	
fpc	77.37		76.53	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	14	23	14	23	14	23	14	23	14	23	14	23	14	23	14	23	14	23
Inventory Rating (2nd)	1.70	1.68	1.41	1.44	3.32	3.29	1.72	1.70	1.64	1.62	2.14	2.11	1.75	1.72	1.69	1.67	1.86	1.83
Operating Rating (2nd)	3.30	3.26	2.74	2.80	6.46	6.40	3.33	3.30	3.19	3.16	4.16	4.11	3.39	3.35	3.29	3.24	3.62	3.56
Inventory Rating (1st)	2.30	2.27	1.91	1.95	4.49	4.45	2.32	2.30	2.22	2.20	2.89	2.86	2.36	2.33	2.29	2.26	2.52	2.48
Operating Rating (1st)	4.41	4.36	3.66	3.74	8.63	8.55	4.45	4.42	4.26	4.22	5.55	5.49	4.53	4.47	4.39	4.33	4.84	4.75

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 3 (Nodes 25 and 34)
Results Without Future Wearing Surface

h =	8	f'c =	5500				
A =	58.1308	c1 =	2.4734	bw =	2.049	Av =	1.64
I =	487.8362	c2 =	5.5266	d' =	0.9809	l' =	44.875

		d	e	F	Fsin(a)	Fe
Node 25	T1	5.8523	-0.3257	749.89	80.93	-244.24
	T2	5.8523	-0.3257	749.89	80.93	-244.24
	T3	5.8523	-0.3257	749.89	80.93	-244.24
	T4	5.8523	-0.3257	749.89	80.93	-244.24
	T5	5.8523	-0.3257	749.89	80.93	-244.24
	T6	5.8523	-0.3257	749.89	80.93	-244.24
					485.57	-1465.44

		d	e	F	Fsin(a)	Fe
Node 34	T1	5.8523	-0.3257	741.74	80.05	-241.59
	T2	5.8523	-0.3257	741.74	80.05	-241.59
	T3	5.8523	-0.3257	741.74	80.05	-241.59
	T4	5.8523	-0.3257	741.74	80.05	-241.59
	T5	5.8523	-0.3257	741.74	80.05	-241.59
	T6	5.8523	-0.3257	741.74	80.05	-241.59
					480.30	-1449.51

M2(58) = -6781.40 M2(67) = -6961.69 V2 = 1.44

		Node 25			Node 34		
		A	V	M	A	V	M
Original Construction	SW	0.00	550.09	5499.26	0.00	-553.52	5714.19
	SI	0.00	43.03	764.28	0.00	-44.65	865.55
	PT init	4902.93	-529.99	-9234.55	4846.48	528.35	-9496.62
	PT loss	-403.58	43.01	987.71	-396.03	-43.79	1085.42
	CR	0.00	0.81	487.05	0.00	0.81	385.35
	PT1	4499.35	-488.42	-1465.44	4450.45	483.12	-1449.51
	PT2	0.00	1.44	-6781.40	0.00	1.44	-6961.69
	FWS	0.00	0.00	0.00	0.00	0.00	0.00

		Node 25 (Section 24)			Node 34 (Section 33)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-197.69	-1385.96	0.00	197.80	-824.71
	HS20 L	0.00	-234.22	-3065.17	0.00	236.64	-3232.27
	SU2	0.00	-100.95	-126.43	0.00	100.98	-58.78
	SU3	0.00	-195.53	-271.83	0.00	195.59	-136.01
	SU4	0.00	-204.65	-480.55	0.00	204.73	-305.85
	C3	0.00	-157.00	-633.40	0.00	157.07	-440.20
	C4	0.00	-192.64	-1369.54	0.00	192.76	-1018.37
	C5	0.00	-198.84	-1171.98	0.00	198.96	-860.08
	ST5	0.00	-180.79	-2098.99	0.00	180.96	-1561.35

	Node 25		Node 34	
Vd	284.89		-292.25	
Vd (unfactored)	106.95		-112.80	
fpc	77.40		76.56	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	25	34	25	34	25	34	25	34	25	34	25	34	25	34	25	34	25	34
Inventory Rating (2nd)	1.70	1.68	1.43	1.40	3.32	3.29	1.72	1.70	1.64	1.62	2.14	2.11	1.74	1.72	1.69	1.67	1.85	1.83
Operating Rating (2nd)	3.30	3.26	2.78	2.73	6.46	6.40	3.33	3.30	3.18	3.15	4.15	4.11	3.38	3.35	3.28	3.25	3.60	3.57
Inventory Rating (1st)	2.29	2.27	1.94	1.90	4.49	4.45	2.32	2.30	2.22	2.19	2.89	2.86	2.35	2.33	2.28	2.26	2.51	2.48
Operating Rating (1st)	4.40	4.36	3.72	3.65	8.62	8.55	4.45	4.41	4.25	4.22	5.54	5.49	4.52	4.48	4.38	4.34	4.81	4.77

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 4 (Nodes 36 and 45)
Results Without Future Wearing Surface

h =	8	f'c =	5500				
A =	58.1308	c1 =	2.4734	bw =	2.049	Av =	1.64
I =	487.8362	c2 =	5.5266	d' =	0.9809	l' =	44.875

		d	e	F	Fsin(a)	Fe
Node 36	T1	5.8523	-0.3257	749.47	80.88	-244.10
	T2	5.8523	-0.3257	749.47	80.88	-244.10
	T3	5.8523	-0.3257	749.47	80.88	-244.10
	T4	5.8523	-0.3257	749.47	80.88	-244.10
	T5	5.8523	-0.3257	749.47	80.88	-244.10
	T6	5.8523	-0.3257	749.47	80.88	-244.10
					485.30	-1464.61

		d	e	F	Fsin(a)	Fe
Node 45	T1	5.8523	-0.3257	741.32	80.00	-241.45
	T2	5.8523	-0.3257	741.32	80.00	-241.45
	T3	5.8523	-0.3257	741.32	80.00	-241.45
	T4	5.8523	-0.3257	741.32	80.00	-241.45
	T5	5.8523	-0.3257	741.32	80.00	-241.45
	T6	5.8523	-0.3257	741.32	80.00	-241.45
					480.02	-1448.68

M2(58) = -6939.58 M2(67) = -6216.80 V2 = -5.77

		Node 36			Node 45		
		A	V	M	A	V	M
Original Construction	SW	0.00	556.50	5698.19	0.00	-547.11	5110.08
	SI	0.00	44.64	865.57	0.00	-43.03	764.73
	PT init	4902.93	-538.94	-9490.97	4846.48	519.40	-8632.42
	PT loss	-406.11	45.02	1086.78	-398.57	-42.33	966.94
	CR	0.00	-0.03	381.15	0.00	-0.03	384.90
	PT1	4496.82	-488.15	-1464.61	4447.91	482.84	-1448.68
	PT2	0.00	-5.77	-6939.58	0.00	-5.77	-6216.80
	FWS	0.00	0.00	0.00	0.00	0.00	0.00

		Node 36 (Section 35)			Node 45 (Section 44)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-197.80	-1373.86	0.00	197.69	-816.39
	HS20 L	0.00	-236.64	-3232.27	0.00	234.22	-3065.17
	SU2	0.00	-100.98	-125.60	0.00	100.95	-56.18
	SU3	0.00	-195.59	-270.06	0.00	195.53	-130.88
	SU4	0.00	-204.73	-477.67	0.00	204.65	-299.76
	C3	0.00	-157.07	-628.70	0.00	157.00	-434.55
	C4	0.00	-192.76	-1358.72	0.00	192.64	-1009.20
	C5	0.00	-198.96	-1163.06	0.00	198.84	-851.52
	ST5	0.00	-180.96	-2077.91	0.00	180.79	-1549.66

	Node 36		Node 45	
Vd	287.53		-290.14	
Vd (unfactored)	107.19		-113.10	
fpc	77.36		76.52	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	36	45	36	45	36	45	36	45	36	45	36	45	36	45	36	45	36	45
Inventory Rating (2nd)	1.69	1.68	1.41	1.42	3.31	3.30	1.71	1.70	1.63	1.63	2.13	2.12	1.73	1.73	1.68	1.67	1.85	1.84
Operating Rating (2nd)	3.29	3.27	2.75	2.76	6.45	6.39	3.33	3.30	3.18	3.15	4.15	4.11	3.38	3.35	3.27	3.25	3.60	3.57
Inventory Rating (1st)	2.28	2.28	1.91	1.92	4.48	4.46	2.31	2.30	2.21	2.20	2.88	2.87	2.34	2.34	2.27	2.27	2.50	2.49
Operating Rating (1st)	4.40	4.36	3.68	3.68	8.62	8.55	4.45	4.41	4.25	4.22	5.54	5.49	4.51	4.48	4.37	4.34	4.81	4.77

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 5 (Nodes 47 and 56)
Results Without Future Wearing Surface

h = 8 | f'c = 5500
A = 58.1308 | c1 = 2.4734 | bw = 2.049 | Av = 1.64
I = 487.8362 | c2 = 5.5266 | d' = 0.9809 | l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 47	T1	5.8523	-0.3257	749.90	80.93	-244.24
	T2	5.8523	-0.3257	749.90	80.93	-244.24
	T3	5.8523	-0.3257	749.90	80.93	-244.24
	T4	5.8523	-0.3257	749.90	80.93	-244.24
	T5	5.8523	-0.3257	749.90	80.93	-244.24
	T6	5.8523	-0.3257	749.90	80.93	-244.24
					485.58	-1465.46

		d	e	F	Fsin(a)	Fe
Node 56	T1	5.8523	-0.3257	741.75	80.05	-241.59
	T2	5.8523	-0.3257	741.75	80.05	-241.59
	T3	5.8523	-0.3257	741.75	80.05	-241.59
	T4	5.8523	-0.3257	741.75	80.05	-241.59
	T5	5.8523	-0.3257	741.75	80.05	-241.59
	T6	5.8523	-0.3257	741.75	80.05	-241.59
					480.30	-1449.53

M2(58) = -6303.05 M2(67) = -9007.00 V2 = 21.59

	Node 47			Node 56		
	A	V	M	A	V	M
SW	0.00	534.80	5176.36	0.00	-568.81	7306.56
SI	0.00	41.42	773.41	0.00	-46.26	1076.55
PT init	4902.93	-507.67	-8746.84	4846.48	550.69	-11805.66
PT loss	-403.52	40.83	978.33	-395.98	-45.97	1349.13
CR	0.00	-0.69	388.75	0.00	-0.69	474.65
PT1	4499.41	-488.43	-1465.46	4450.50	483.13	-1449.53
PT2	0.00	21.59	-6303.05	0.00	21.59	-9007.00
FWS	0.00	0.00	0.00	0.00	0.00	0.00

		Node 47 (Section 46)			Node 56 (Section 55)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-198.31	-1368.12	0.00	196.67	-712.25
	HS20 L	0.00	-231.18	-3083.38	0.00	236.88	-3309.16
	SU2	0.00	-101.11	-125.09	0.00	100.62	-23.00
	SU3	0.00	-195.85	-268.98	0.00	194.88	-65.38
	SU4	0.00	-205.05	-475.77	0.00	203.89	-222.18
	C3	0.00	-157.41	-626.41	0.00	156.30	-363.69
	C4	0.00	-193.38	-1353.13	0.00	191.52	-895.87
	C5	0.00	-199.51	-1158.30	0.00	197.79	-745.08
	ST5	0.00	-181.95	-2069.05	0.00	179.41	-1409.88

	Node 47		Node 56	
Vd	281.56		-295.56	
Vd (unfactored)	108.69		-111.04	
fpc	77.40		76.56	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	47	56	47	56	47	56	47	56	47	56	47	56	47	56	47	56	47	56
Inventory Rating (2nd)	1.70	1.68	1.46	1.39	3.33	3.28	1.72	1.70	1.64	1.62	2.14	2.11	1.74	1.73	1.69	1.67	1.85	1.84
Operating Rating (2nd)	3.28	3.29	2.81	2.73	6.43	6.44	3.32	3.32	3.17	3.18	4.13	4.14	3.36	3.38	3.26	3.27	3.57	3.61
Inventory Rating (1st)	2.30	2.27	1.97	1.89	4.50	4.45	2.33	2.30	2.22	2.19	2.89	2.86	2.36	2.34	2.28	2.26	2.50	2.49
Operating Rating (1st)	4.38	4.40	3.76	3.65	8.59	8.60	4.43	4.44	4.23	4.24	5.52	5.54	4.49	4.52	4.35	4.37	4.77	4.82

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 6 (Nodes 58 and 67)
Results Without Future Wearing Surface

h = 8	f'c = 5500		
A = 58.1308	c1 = 2.4734	bw = 2.049	Av = 1.64
I = 487.8362	c2 = 5.5266	d' = 0.9809	l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 58	T1	5.8523	-0.3257	773.39	83.46	-251.89
	T2	5.8523	-0.3257	773.39	83.46	-251.89
	T3	5.8523	-0.3257	773.39	83.46	-251.89
	T4	5.8523	-0.3257	773.39	83.46	-251.89
	T5	5.8523	-0.3257	773.39	83.46	-251.89
	T6	5.8523	-0.3257	773.39	83.46	-251.89
					500.79	-1511.35

		d	e	F	Fsin(a)	Fe
Node 67	T1	2.4342	-0.0392	762.29	77.48	-29.88
	T2	4.2613	1.7879	762.29	46.76	1362.90
	T3	6.5448	4.0714	762.29	8.06	3103.60
	T4	6.5448	4.0714	762.29	8.06	3103.60
	T5	4.2613	1.7879	762.29	46.76	1362.90
	T6	2.4342	-0.0392	762.29	77.48	-29.88
	dave = 4.4134				264.59	8873.25

M2(58) = -8756.71   M2(67) = -137.51   V2 = -68.82

		Node 58			Node 67		
		A	V	M	A	V	M
Original Construction	SW	0.00	619.19	7035.82	0.00	-484.42	-1404.01
	SI	0.00	52.95	1040.58	0.00	-34.73	-100.74
	PT init	5071.36	-628.11	-11593.96	4991.66	210.49	9540.00
	PT loss	-431.05	56.05	1325.90	-417.90	-14.56	-804.26
	CR	0.00	3.59	495.06	0.00	3.59	10.20
	PT1	4640.31	-503.24	-1511.35	4573.76	264.75	8873.25
	PT2	0.00	-68.82	-8756.71	0.00	-68.82	-137.51
	FWS	0.00	0.00	0.00	0.00	0.00	0.00

		Node 58 (Section 57)			Node 58 (Section 57)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-205.99	-1302.79	0.00	184.98	531.78
	HS20 L	0.00	-241.77	-3316.26	0.00	199.32	573.01
	SU2	0.00	-103.17	-119.10	0.00	97.85	281.32
	SU3	0.00	-199.94	-256.11	0.00	189.33	544.31
	SU4	0.00	-209.98	-453.04	0.00	196.63	565.30
	C3	0.00	-162.67	-596.23	0.00	148.92	428.11
	C4	0.00	-202.74	-1288.52	0.00	178.23	512.38
	C5	0.00	-207.86	-1102.99	0.00	185.77	534.05
	ST5	0.00	-196.54	-1970.24	0.00	161.59	464.53

	Node 58		Node 67	
Vd	305.31		-475.38	
Vd (unfactored)	103.67		-319.63	
fpc	79.83		78.68	
K	2.18		2.16	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	58	67	58	67	58	67	58	67	58	67	58	67	58	67	58	67	58	67
Inventory Rating (2nd)	1.58	1.34	1.35	1.24	3.16	2.53	1.63	1.31	1.55	1.26	2.00	1.66	1.61	1.39	1.57	1.33	1.66	1.53
Operating Rating (2nd)	3.18	2.37	2.71	2.20	6.35	4.49	3.28	2.32	3.12	2.23	4.03	2.95	3.23	2.46	3.15	2.36	3.33	2.72
Inventory Rating (1st)	2.14	1.86	1.83	1.72	4.28	3.51	2.21	1.81	2.10	1.75	2.72	2.31	2.18	1.93	2.13	1.85	2.25	2.13
Operating Rating (1st)	4.24	3.27	3.62	3.03	8.48	6.18	4.37	3.19	4.16	3.07	5.38	4.06	4.31	3.39	4.21	3.25	4.45	3.74

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 1 (Nodes 3 and 12)
Results Including Future Wearing Surface

h = 8	f'c = 5500		
A = 58.1308	c1 = 2.4734	bw = 2.049	Av = 1.64
I = 487.8362	c2 = 5.5266	d' = 0.9809	l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 3	T1	2.4342	-0.0392	756.93	76.94	-29.67
	T2	4.2613	1.7879	756.93	46.43	1353.32
	T3	6.5448	4.0714	756.93	8.00	3081.78
	T4	6.5448	4.0714	756.93	8.00	3081.78
	T5	4.2613	1.7879	756.93	46.43	1353.32
	T6	2.4342	-0.0392	756.93	76.94	-29.67
	dave =	4.4134			262.73	8810.86

		d	e	F	Fsin(a)	Fe
Node 12	T1	5.8523	-0.3257	740.12	79.87	-241.06
	T2	5.8523	-0.3257	740.12	79.87	-241.06
	T3	5.8523	-0.3257	740.12	79.87	-241.06
	T4	5.8523	-0.3257	740.12	79.87	-241.06
	T5	5.8523	-0.3257	740.12	79.87	-241.06
	T6	5.8523	-0.3257	740.12	79.87	-241.06
					479.25	-1446.35

M2(58) = -36.58 M2(67) = -5896.83 V2 = 46.79

		Node 3			Node 12		
		A	V	M	A	V	M
Original Construction	SW	0.00	501.70	-1453.27	0.00	-601.91	4822.24
	SI	0.00	34.73	-100.73	0.00	-52.95	1040.17
	PT init	4962.17	-231.20	9573.85	4846.62	580.72	-8574.29
	PT loss	-420.57	15.43	-799.57	-405.88	-52.51	1231.11
	CR	0.00	-0.85	2.11	0.00	-0.85	107.82
	PT1	4541.60	-262.56	8810.86	4440.74	481.42	-1446.35
	PT2	0.00	46.79	-36.58	0.00	46.79	-5896.83
	FWS	0.00	39.69	-115.12	0.00	-60.51	118.91

		Node 3 (Section 2)			Node 12 (Section 11)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-184.96	72.09	0.00	205.99	-998.29
	HS20 L	0.00	-199.32	572.91	0.00	241.77	-3316.23
	SU2	0.00	-97.85	108.13	0.00	103.17	-103.41
	SU3	0.00	-189.33	198.25	0.00	199.94	-224.77
	SU4	0.00	-196.63	125.26	0.00	209.98	-414.17
	C3	0.00	-148.92	295.83	0.00	162.67	-557.93
	C4	0.00	-178.23	257.61	0.00	202.74	-1231.40
	C5	0.00	-185.77	354.38	0.00	207.86	-1049.35
	ST5	0.00	-161.59	72.09	0.00	196.54	-1897.71

	Node 3		Node 12	
Vd	532.34		-402.62	
Vd (unfactored)	359.50		-188.01	
fpc	78.13		76.39	
K	2.16		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	3	12	3	12	3	12	3	12	3	12	3	12	3	12	3	12	3	12
Inventory Rating (2nd)	1.20	1.36	1.11	1.16	2.26	2.72	1.17	1.41	1.12	1.34	1.48	1.73	1.24	1.39	1.19	1.35	1.37	1.43
Operating Rating (2nd)	2.16	2.77	2.00	2.36	4.08	5.53	2.11	2.85	2.03	2.72	2.68	3.51	2.24	2.81	2.15	2.74	2.47	2.90
Inventory Rating (1st)	1.68	1.87	1.56	1.59	3.18	3.74	1.64	1.93	1.58	1.84	2.09	2.37	1.74	1.90	1.67	1.85	1.92	1.96
Operating Rating (1st)	3.00	3.73	2.78	3.18	5.67	7.45	2.93	3.85	2.82	3.66	3.72	4.73	3.11	3.79	2.99	3.70	3.43	3.91

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 2 (Nodes 14 and 23)
Results Including Future Wearing Surface

h = 8	f'c = 5500		
A = 58.1308	c1 = 2.4734	bw = 2.049	Av = 1.64
I = 487.8362	c2 = 5.5266	d' = 0.9809	l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 14	T1	5.8523	-0.3257	749.56	80.89	-244.13
	T2	5.8523	-0.3257	749.56	80.89	-244.13
	T3	5.8523	-0.3257	749.56	80.89	-244.13
	T4	5.8523	-0.3257	749.56	80.89	-244.13
	T5	5.8523	-0.3257	749.56	80.89	-244.13
	T6	5.8523	-0.3257	749.56	80.89	-244.13
					485.36	-1464.79

		d	e	F	Fsin(a)	Fe
Node 23	T1	5.8523	-0.3257	741.41	80.01	-241.48
	T2	5.8523	-0.3257	741.41	80.01	-241.48
	T3	5.8523	-0.3257	741.41	80.01	-241.48
	T4	5.8523	-0.3257	741.41	80.01	-241.48
	T5	5.8523	-0.3257	741.41	80.01	-241.48
	T6	5.8523	-0.3257	741.41	80.01	-241.48
					480.08	-1448.87

M2(58) = -6170.70 M2(67) = -6747.73 V2 = 4.61

		Node 14			Node 23		
		A	V	M	A	V	M
Original Construction	SW	0.00	548.88	5107.13	0.00	-554.74	5474.29
	SI	0.00	46.26	1076.11	0.00	-41.42	772.94
	PT init	4902.93	-529.76	-8899.17	4846.48	528.59	-9190.86
	PT loss	-405.56	46.16	1263.68	-398.01	-41.07	994.26
	CR	0.00	-2.79	127.36	0.00	-2.79	476.44
	PT1	4497.37	-488.21	-1464.79	4448.47	482.91	-1448.87
	PT2	0.00	4.61	-6170.70	0.00	4.61	-6747.73
	FWS	0.00	52.86	1230.00	0.00	-47.33	883.59

		Node 14 (Section 13)			Node 23 (Section 22)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-196.67	-1548.25	0.00	198.31	-836.95
	HS20 L	0.00	-236.88	-3309.15	0.00	231.18	-3083.38
	SU2	0.00	-100.62	-137.57	0.00	101.11	-61.97
	SU3	0.00	-194.88	-295.49	0.00	195.85	-142.34
	SU4	0.00	-203.89	-518.96	0.00	205.05	-313.55
	C3	0.00	-156.30	-696.35	0.00	157.41	-448.52
	C4	0.00	-191.52	-1514.59	0.00	193.38	-1033.37
	C5	0.00	-197.79	-1291.48	0.00	199.51	-873.43
	ST5	0.00	-179.41	-2380.63	0.00	181.95	-1585.13

	Node 14		Node 23	
Vd	356.01		-351.81	
Vd (unfactored)	161.61		-158.76	
fpc	77.37		76.53	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	14	23	14	23	14	23	14	23	14	23	14	23	14	23	14	23	14	23
Inventory Rating (2nd)	1.54	1.54	1.28	1.32	3.01	3.01	1.55	1.55	1.48	1.48	1.94	1.93	1.58	1.57	1.53	1.53	1.69	1.67
Operating Rating (2nd)	3.04	3.02	2.52	2.59	5.93	5.93	3.06	3.06	2.93	2.93	3.82	3.81	3.12	3.10	3.02	3.01	3.33	3.30
Inventory Rating (1st)	2.10	2.09	1.74	1.79	4.10	4.10	2.12	2.12	2.02	2.02	2.64	2.64	2.15	2.15	2.09	2.08	2.30	2.28
Operating Rating (1st)	4.08	4.06	3.39	3.48	7.97	7.97	4.12	4.11	3.93	3.93	5.13	5.12	4.19	4.17	4.05	4.04	4.47	4.43

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 3 (Nodes 25 and 34)
Results Including Future Wearing Surface

h =	8	f'c =	5500				
A =	58.1308	c1 =	2.4734	bw =	2.049	Av =	1.64
I =	487.8362	c2 =	5.5266	d' =	0.9809	l' =	44.875

		d	e	F	Fsin(a)	Fe
Node 25	T1	5.8523	-0.3257	749.89	80.93	-244.24
	T2	5.8523	-0.3257	749.89	80.93	-244.24
	T3	5.8523	-0.3257	749.89	80.93	-244.24
	T4	5.8523	-0.3257	749.89	80.93	-244.24
	T5	5.8523	-0.3257	749.89	80.93	-244.24
	T6	5.8523	-0.3257	749.89	80.93	-244.24
					485.57	-1465.44

		d	e	F	Fsin(a)	Fe
Node 34	T1	5.8523	-0.3257	741.74	80.05	-241.59
	T2	5.8523	-0.3257	741.74	80.05	-241.59
	T3	5.8523	-0.3257	741.74	80.05	-241.59
	T4	5.8523	-0.3257	741.74	80.05	-241.59
	T5	5.8523	-0.3257	741.74	80.05	-241.59
	T6	5.8523	-0.3257	741.74	80.05	-241.59
					480.30	-1449.51

M2(58) = -6781.40 M2(67) = -6961.69 V2 = 1.44

		Node 25			Node 34		
		A	V	M	A	V	M
Original Construction	SW	0.00	550.09	5499.26	0.00	-553.52	5714.19
	SI	0.00	43.03	764.28	0.00	-44.65	865.55
	PT init	4902.93	-529.99	-9234.55	4846.48	528.35	-9496.62
	PT loss	-403.58	43.01	987.71	-396.03	-43.79	1085.42
	CR	0.00	0.81	487.05	0.00	0.81	385.35
	PT1	4499.35	-488.42	-1465.44	4450.45	483.12	-1449.51
	PT2	0.00	1.44	-6781.40	0.00	1.44	-6961.69
	FWS	0.00	49.18	873.66	0.00	-51.02	989.15

		Node 25 (Section 24)			Node 34 (Section 33)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-197.69	-1385.96	0.00	197.80	-824.71
	HS20 L	0.00	-234.22	-3065.17	0.00	236.64	-3232.27
	SU2	0.00	-100.95	-126.43	0.00	100.98	-58.78
	SU3	0.00	-195.53	-271.83	0.00	195.59	-136.01
	SU4	0.00	-204.65	-480.55	0.00	204.73	-305.85
	C3	0.00	-157.00	-633.40	0.00	157.07	-440.20
	C4	0.00	-192.64	-1369.54	0.00	192.76	-1018.37
	C5	0.00	-198.84	-1171.98	0.00	198.96	-860.08
	ST5	0.00	-180.79	-2098.99	0.00	180.96	-1561.35

	Node 25		Node 34	
Vd	348.82		-358.58	
Vd (unfactored)	156.13		-163.82	
fpc	77.40		76.56	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	25	34	25	34	25	34	25	34	25	34	25	34	25	34	25	34	25	34
Inventory Rating (2nd)	1.55	1.52	1.31	1.27	3.03	2.98	1.56	1.54	1.49	1.47	1.95	1.92	1.59	1.56	1.54	1.51	1.69	1.67
Operating Rating (2nd)	3.05	3.01	2.57	2.51	5.97	5.89	3.08	3.04	2.94	2.91	3.84	3.79	3.13	3.09	3.03	2.99	3.33	3.29
Inventory Rating (1st)	2.11	2.08	1.78	1.74	4.13	4.07	2.13	2.10	2.04	2.01	2.65	2.62	2.16	2.13	2.10	2.07	2.30	2.27
Operating Rating (1st)	4.09	4.04	3.45	3.38	8.01	7.91	4.14	4.09	3.95	3.90	5.15	5.09	4.20	4.15	4.07	4.02	4.47	4.42

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 4 (Nodes 36 and 45)
Results Including Future Wearing Surface

h =	8	f'c =	5500				
A =	58.1308	c1 =	2.4734	bw =	2.049	Av =	1.64
I =	487.8362	c2 =	5.5266	d' =	0.9809	l' =	44.875

		d	e	F	Fsin(a)	Fe
Node 36	T1	5.8523	-0.3257	749.47	80.88	-244.10
	T2	5.8523	-0.3257	749.47	80.88	-244.10
	T3	5.8523	-0.3257	749.47	80.88	-244.10
	T4	5.8523	-0.3257	749.47	80.88	-244.10
	T5	5.8523	-0.3257	749.47	80.88	-244.10
	T6	5.8523	-0.3257	749.47	80.88	-244.10
					485.30	-1464.61

		d	e	F	Fsin(a)	Fe
Node 45	T1	5.8523	-0.3257	741.32	80.00	-241.45
	T2	5.8523	-0.3257	741.32	80.00	-241.45
	T3	5.8523	-0.3257	741.32	80.00	-241.45
	T4	5.8523	-0.3257	741.32	80.00	-241.45
	T5	5.8523	-0.3257	741.32	80.00	-241.45
	T6	5.8523	-0.3257	741.32	80.00	-241.45
					480.02	-1448.68

M2(58) = -6939.58 M2(67) = -6216.80 V2 = -5.77

		Node 36			Node 45		
		A	V	M	A	V	M
Original Construction	SW	0.00	556.50	5698.19	0.00	-547.11	5110.08
	SI	0.00	44.64	865.57	0.00	-43.03	764.73
	PT init	4902.93	-538.94	-9490.97	4846.48	519.40	-8632.42
	PT loss	-406.11	45.02	1086.78	-398.57	-42.33	966.94
	CR	0.00	-0.03	381.15	0.00	-0.03	384.90
	PT1	4496.82	-488.15	-1464.61	4447.91	482.84	-1448.68
	PT2	0.00	-5.77	-6939.58	0.00	-5.77	-6216.80
	FWS	0.00	51.02	989.15	0.00	-49.18	873.68

		Node 36 (Section 35)			Node 45 (Section 44)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-197.80	-1373.86	0.00	197.69	-816.39
	HS20 L	0.00	-236.64	-3232.27	0.00	234.22	-3065.17
	SU2	0.00	-100.98	-125.60	0.00	100.95	-56.18
	SU3	0.00	-195.59	-270.06	0.00	195.53	-130.88
	SU4	0.00	-204.73	-477.67	0.00	204.65	-299.76
	C3	0.00	-157.07	-628.70	0.00	157.00	-434.55
	C4	0.00	-192.76	-1358.72	0.00	192.64	-1009.20
	C5	0.00	-198.96	-1163.06	0.00	198.84	-851.52
	ST5	0.00	-180.96	-2077.91	0.00	180.79	-1549.66

	Node 36		Node 45	
Vd	353.86		-354.08	
Vd (unfactored)	158.21		-162.28	
fpc	77.36		76.52	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	36	45	36	45	36	45	36	45	36	45	36	45	36	45	36	45	36	45
Inventory Rating (2nd)	1.53	1.53	1.28	1.30	3.01	3.01	1.55	1.55	1.48	1.48	1.93	1.93	1.57	1.57	1.53	1.53	1.68	1.68
Operating Rating (2nd)	3.04	3.02	2.54	2.55	5.95	5.91	3.07	3.05	2.93	2.91	3.82	3.80	3.11	3.10	3.02	3.00	3.32	3.30
Inventory Rating (1st)	2.09	2.09	1.75	1.77	4.10	4.10	2.12	2.12	2.02	2.02	2.63	2.63	2.15	2.15	2.08	2.08	2.29	2.29
Operating Rating (1st)	4.08	4.05	3.41	3.42	7.98	7.94	4.12	4.10	3.94	3.91	5.13	5.10	4.18	4.16	4.05	4.03	4.46	4.43

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 5 (Nodes 47 and 56)
Results Including Future Wearing Surface

h = 8 | f'c = 5500
A = 58.1308 | c1 = 2.4734 | bw = 2.049 | Av = 1.64
I = 487.8362 | c2 = 5.5266 | d' = 0.9809 | l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 47	T1	5.8523	-0.3257	749.90	80.93	-244.24
	T2	5.8523	-0.3257	749.90	80.93	-244.24
	T3	5.8523	-0.3257	749.90	80.93	-244.24
	T4	5.8523	-0.3257	749.90	80.93	-244.24
	T5	5.8523	-0.3257	749.90	80.93	-244.24
	T6	5.8523	-0.3257	749.90	80.93	-244.24
					485.58	-1465.46

		d	e	F	Fsin(a)	Fe
Node 56	T1	5.8523	-0.3257	741.75	80.05	-241.59
	T2	5.8523	-0.3257	741.75	80.05	-241.59
	T3	5.8523	-0.3257	741.75	80.05	-241.59
	T4	5.8523	-0.3257	741.75	80.05	-241.59
	T5	5.8523	-0.3257	741.75	80.05	-241.59
	T6	5.8523	-0.3257	741.75	80.05	-241.59
					480.30	-1449.53

M2(58) = -6303.05 M2(67) = -9007.00 V2 = 21.59

	Node 47			Node 56		
	A	V	M	A	V	M
SW	0.00	534.80	5176.36	0.00	-568.81	7306.56
SI	0.00	41.42	773.41	0.00	-46.26	1076.55
PT init	4902.93	-507.67	-8746.84	4846.48	550.69	-11805.66
PT loss	-403.52	40.83	978.33	-395.98	-45.97	1349.13
CR	0.00	-0.69	388.75	0.00	-0.69	474.65
PT1	4499.41	-488.43	-1465.46	4450.50	483.13	-1449.53
PT2	0.00	21.59	-6303.05	0.00	21.59	-9007.00
FWS	0.00	47.33	883.60	0.00	-52.86	1230.01

		Node 47 (Section 46)			Node 56 (Section 55)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-198.31	-1368.12	0.00	196.67	-712.25
	HS20 L	0.00	-231.18	-3083.38	0.00	236.88	-3309.16
	SU2	0.00	-101.11	-125.09	0.00	100.62	-23.00
	SU3	0.00	-195.85	-268.98	0.00	194.88	-65.38
	SU4	0.00	-205.05	-475.77	0.00	203.89	-222.18
	C3	0.00	-157.41	-626.41	0.00	156.30	-363.69
	C4	0.00	-193.38	-1353.13	0.00	191.52	-895.87
	C5	0.00	-199.51	-1158.30	0.00	197.79	-745.08
	ST5	0.00	-181.95	-2069.05	0.00	179.41	-1409.88

	Node 47		Node 56	
Vd	343.09		-364.28	
Vd (unfactored)	156.02		-163.90	
fpc	77.40		76.56	
K	2.15		2.14	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	47	56	47	56	47	56	47	56	47	56	47	56	47	56	47	56	47	56
Inventory Rating (2nd)	1.56	1.52	1.33	1.26	3.05	2.97	1.58	1.53	1.50	1.46	1.96	1.91	1.60	1.56	1.55	1.51	1.70	1.66
Operating Rating (2nd)	3.04	3.02	2.61	2.51	5.96	5.91	3.08	3.05	2.94	2.92	3.83	3.80	3.12	3.11	3.02	3.01	3.31	3.31
Inventory Rating (1st)	2.12	2.07	1.82	1.72	4.15	4.05	2.14	2.09	2.05	2.00	2.67	2.61	2.17	2.13	2.10	2.06	2.31	2.27
Operating Rating (1st)	4.08	4.06	3.50	3.37	8.00	7.94	4.13	4.10	3.95	3.92	5.14	5.11	4.18	4.17	4.05	4.04	4.45	4.45

Mid-Bay Bridge
Six Span Unit
Shear Load Rating - Span 6 (Nodes 58 and 67)
Results Including Future Wearing Surface

h = 8 f'c = 5500

A = 58.1308 c1 = 2.4734 bw = 2.049 Av = 1.64

I = 487.8362 c2 = 5.5266 d' = 0.9809 l' = 44.875

		d	e	F	Fsin(a)	Fe
Node 58	T1	5.8523	-0.3257	773.39	83.46	-251.89
	T2	5.8523	-0.3257	773.39	83.46	-251.89
	T3	5.8523	-0.3257	773.39	83.46	-251.89
	T4	5.8523	-0.3257	773.39	83.46	-251.89
	T5	5.8523	-0.3257	773.39	83.46	-251.89
	T6	5.8523	-0.3257	773.39	83.46	-251.89
					500.79	-1511.35

		d	e	F	Fsin(a)	Fe
Node 67	T1	2.4342	-0.0392	762.29	77.48	-29.88
	T2	4.2613	1.7879	762.29	46.76	1362.90
	T3	6.5448	4.0714	762.29	8.06	3103.60
	T4	6.5448	4.0714	762.29	8.06	3103.60
	T5	4.2613	1.7879	762.29	46.76	1362.90
	T6	2.4342	-0.0392	762.29	77.48	-29.88
	dave = 4.4134				264.59	8873.25

M2(58) = -8756.71 M2(67) = -137.51 V2 = -68.82

		Node 58			Node 67		
		A	V	M	A	V	M
Original Construction	SW	0.00	619.19	7035.82	0.00	-484.42	-1404.01
	SI	0.00	52.95	1040.58	0.00	-34.73	-100.74
	PT init	5071.36	-628.11	-11593.96	4991.66	210.49	9540.00
	PT loss	-431.05	56.05	1325.90	-417.90	-14.56	-804.26
	CR	0.00	3.59	495.06	0.00	3.59	10.20
	PT1	4640.31	-503.24	-1511.35	4573.76	264.75	8873.25
	PT2	0.00	-68.82	-8756.71	0.00	-68.82	-137.51
	FWS	0.00	60.51	1188.92	0.00	-39.68	-115.15

		Node 58 (Section 57)			Node 58 (Section 57)		
		A	V	M	A	V	M
Live Loads (Service Sign Convention)	HS20 T	0.00	-205.99	-1302.79	0.00	184.98	531.78
	HS20 L	0.00	-241.77	-3316.26	0.00	199.32	573.01
	SU2	0.00	-103.17	-119.10	0.00	97.85	281.32
	SU3	0.00	-199.94	-256.11	0.00	189.33	544.31
	SU4	0.00	-209.98	-453.04	0.00	196.63	565.30
	C3	0.00	-162.67	-596.23	0.00	148.92	428.11
	C4	0.00	-202.74	-1288.52	0.00	178.23	512.38
	C5	0.00	-207.86	-1102.99	0.00	185.77	534.05
	ST5	0.00	-196.54	-1970.24	0.00	161.59	464.53

	Node 58		Node 67	
Vd	383.98		-526.96	
Vd (unfactored)	164.18		-359.31	
fpc	79.83		78.68	
K	2.18		2.16	
K (used)	2		2	
d	6.4		6.4	
Vc	560.18		560.18	
Vs	629.76		629.76	
phi	0.90	0.85	0.90	0.85
phi x Vn	1070.94	1011.45	1070.94	1011.45

	HS20 T		HS20 L		SU2		SU3		SU4		C3		C4		C5		ST5	
	58	67	58	67	58	67	58	67	58	67	58	67	58	67	58	67	58	67
Inventory Rating (2nd)	1.41	1.21	1.20	1.12	2.81	2.29	1.45	1.18	1.38	1.14	1.78	1.50	1.43	1.25	1.39	1.20	1.47	1.38
Operating Rating (2nd)	2.89	2.16	2.46	2.00	5.76	4.08	2.97	2.11	2.83	2.03	3.65	2.68	2.93	2.24	2.86	2.15	3.02	2.47
Inventory Rating (1st)	1.92	1.70	1.64	1.57	3.84	3.21	1.98	1.66	1.89	1.60	2.44	2.11	1.95	1.76	1.91	1.69	2.02	1.94
Operating Rating (1st)	3.88	3.00	3.30	2.78	7.74	5.67	4.00	2.93	3.80	2.82	4.91	3.73	3.94	3.11	3.84	2.99	4.06	3.43

Six Span Unit – All Tendons

Construction Analysis

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0068364	-.0028785
2	.0000000	.0000000	-.0028785
3	.0000000	-.0082685	-.0028709
4	.0000000	-.0097030	-.0028668
5	.0000000	-.0580089	-.0024931
6	.0000000	-.0957301	-.0017009
7	.0000000	-.1168598	-.0006509
8	.0000000	-.1182856	.0004920
9	.0000000	-.0997998	.0015653
10	.0000000	-.0641081	.0024033
11	.0000000	-.0168351	.0028433
12	.0000000	-.0154117	.0028503
13	.0000000	.0000000	.0028753
14	.0000000	.0154518	.0028746

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	607.84	.00
13	13	.00	635.29	.00
		------------	------------	------------
TOTAL REACTIONS		.00	1243.13	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE #   1   AT DAY :   53.0

LOAD CASE #   1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.78
2	.00	.00	587.13	-562.06	24.78	1626.64
3	.00	.00	562.06	-557.70	-1626.64	1905.47
4	.00	.00	557.70	-402.93	-1905.47	10430.98
5	.00	.00	402.93	-248.15	-10430.98	16209.33
6	.00	.00	248.15	-87.64	-16209.33	19189.46
7	.00	.00	87.64	67.13	-19189.46	19371.43
8	.00	.00	-67.13	227.65	-19371.43	16755.21
9	.00	.00	-227.65	382.42	-16755.21	11340.83
10	.00	.00	-382.42	537.19	-11340.83	3179.17
11	.00	.00	-537.19	541.55	-3179.17	2910.58
12	.00	.00	-541.55	588.42	-2910.58	-126.09
13	.00	.00	46.87	.00	126.09	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	18.4	.0	.0	.1	-8.2	43.3	41.4
3	18.4	21.6	.0	.0	-8.2	-9.7	41.4	41.1
4	21.6	118.2	.0	.0	-9.7	-52.9	41.1	29.7
5	118.2	183.6	.0	.0	-52.9	-82.2	29.7	18.3
6	183.6	217.4	.0	.0	-82.2	-97.3	18.3	6.5
7	217.4	219.5	.0	.0	-97.3	-98.2	6.5	-4.9
8	219.5	189.8	.0	.0	-98.2	-85.0	-4.9	-16.8
9	189.8	128.5	.0	.0	-85.0	-57.5	-16.8	-28.2
10	128.5	36.0	.0	.0	-57.5	-16.1	-28.2	-39.6
11	36.0	33.0	.0	.0	-16.1	-14.8	-39.6	-39.9
12	33.0	-1.4	.0	.0	-14.8	.6	-39.9	-43.4
13	-1.4	.0	.0	.0	.6	.0	3.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0089695	.0037880
2	.0000000	.0000000	.0037486
3	-.0003936	.0106524	.0036605
4	-.0004896	.0124770	.0036379
5	-.0029220	.0710551	.0029131
6	-.0053567	.1141304	.0018910
7	-.0078085	.1364935	.0006002
8	-.0102758	.1352873	-.0007361
9	-.0127051	.1106468	-.0019832
10	-.0150921	.0680250	-.0027280
11	-.0174815	.0170449	-.0029248
12	-.0175753	.0155833	-.0029215
13	-.0182937	.0000000	-.0028687
14	-.0189109	-.0152123	-.0027996

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.70
2	4962.17	-4962.17	-285.80	285.80	8909.70	-9730.67
3	4962.17	-4962.17	-285.80	285.80	9730.67	-9872.16
4	4962.17	-4962.17	-285.80	285.80	9872.16	-14944.99
5	4962.17	-4962.17	-285.80	285.80	14944.99	-20017.91
6	4962.17	-5019.05	-285.80	.00	20017.92	-22813.54
7	5019.05	-5019.05	.00	.00	22813.54	-22813.59
8	5019.05	-4846.62	.00	-526.12	22813.59	-17359.80
9	4846.62	-4846.62	526.12	-526.12	17359.80	-8021.09
10	4846.62	-4846.62	526.12	-526.12	8021.09	1317.67
11	4846.62	-4846.62	526.12	-526.12	-1317.67	1579.61
12	4846.62	-4801.43	526.12	-293.13	-1579.61	4258.47
13	4801.43	.00	293.13	.00	-4258.47	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-195.6	-85.4	-85.4	-40.2	-36.0	-21.1	-21.1
3	-195.6	-197.2	-85.4	-85.4	-36.0	-35.3	-21.1	-21.1
4	-197.2	-254.7	-85.4	-85.4	-35.3	-9.6	-21.1	-21.1
5	-254.7	-312.1	-85.4	-85.4	-9.6	16.1	-21.1	-21.1
6	-312.1	-344.8	-85.4	-86.3	16.1	29.3	-21.1	.0
7	-344.8	-344.8	-86.3	-86.3	29.3	29.3	.0	.0
8	-344.8	-280.0	-86.3	-83.4	29.3	4.6	.0	38.8
9	-280.0	-174.2	-83.4	-83.4	4.6	-42.7	38.8	38.8
10	-174.2	-68.4	-83.4	-83.4	-42.7	-90.1	38.8	38.8
11	-68.4	-65.5	-83.4	-83.4	-90.1	-91.4	38.8	38.8
12	-65.5	-34.4	-83.4	-82.6	-91.4	-104.2	38.8	21.6
13	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.70
2	4962.17	-4962.17	-285.80	285.80	8909.70	-9730.67
3	4962.17	-4962.17	-285.80	285.80	9730.67	-9872.16
4	4962.17	-4962.17	-285.80	285.80	9872.16	-14944.99
5	4962.17	-4962.17	-285.80	285.80	14944.99	-20017.91
6	4962.17	-5019.05	-285.80	.00	20017.92	-22813.54
7	5019.05	-5019.05	.00	.00	22813.54	-22813.59
8	5019.05	-4846.62	.00	-526.12	22813.59	-17359.80
9	4846.62	-4846.62	526.12	-526.12	17359.80	-8021.09
10	4846.62	-4846.62	526.12	-526.12	8021.09	1317.67
11	4846.62	-4846.62	526.12	-526.12	-1317.67	1579.61
12	4846.62	-4801.43	526.12	-293.13	-1579.61	4258.47
13	4801.43	.00	293.13	.00	-4258.47	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-195.6	-85.4	-85.4	-40.2	-36.0	-21.1	-21.1
3	-195.6	-197.2	-85.4	-85.4	-36.0	-35.3	-21.1	-21.1
4	-197.2	-254.7	-85.4	-85.4	-35.3	-9.6	-21.1	-21.1
5	-254.7	-312.1	-85.4	-85.4	-9.6	16.1	-21.1	-21.1
6	-312.1	-344.8	-85.4	-86.3	16.1	29.3	-21.1	.0
7	-344.8	-344.8	-86.3	-86.3	29.3	29.3	.0	.0
8	-344.8	-280.0	-86.3	-83.4	29.3	4.6	.0	38.8
9	-280.0	-174.2	-83.4	-83.4	4.6	-42.7	38.8	38.8
10	-174.2	-68.4	-83.4	-83.4	-42.7	-90.1	38.8	38.8
11	-68.4	-65.5	-83.4	-83.4	-90.1	-91.4	38.8	38.8
12	-65.5	-34.4	-83.4	-82.6	-91.4	-104.2	38.8	21.6
13	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0021332	.0009095
2	.0000000	.0000000	.0008701
3	-.0003936	.0023839	.0007896
4	-.0004896	.0027740	.0007711
5	-.0029220	.0130462	.0004200
6	-.0053567	.0184003	.0001902
7	-.0078085	.0196337	-.0000507
8	-.0102758	.0170017	-.0002441
9	-.0127051	.0108470	-.0004178
10	-.0150921	.0039169	-.0003246
11	-.0174815	.0002098	-.0000815
12	-.0175753	.0001716	-.0000712
13	-.0182937	.0000000	.0000066
14	-.0189109	.0002395	.0000750

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	607.83	.00
13	13	.00	635.29	.00
TOTAL REACTIONS		.00	1243.13	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	306.50	.00	-8934.48
2	4962.17	-4962.17	301.33	-276.26	8934.48	-8104.03
3	4962.17	-4962.17	276.26	-271.90	8104.03	-7966.69
4	4962.17	-4962.17	271.90	-117.13	7966.69	-4514.02
5	4962.17	-4962.17	117.13	37.64	4514.02	-3808.58
6	4962.17	-5019.05	-37.64	-87.64	3808.58	-3624.08
7	5019.05	-5019.05	87.64	67.14	3624.08	-3442.16
8	5019.05	-4846.62	-67.14	-298.48	3442.16	-604.59
9	4846.62	-4846.62	298.48	-143.70	604.59	3319.74
10	4846.62	-4846.62	143.70	11.07	-3319.74	4496.84
11	4846.62	-4846.62	-11.07	15.43	-4496.84	4490.19
12	4846.62	-4801.43	-15.43	295.29	-4490.19	4132.38
13	4801.43	.00	340.00	.00	-4132.38	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 1 AT DAY : 53.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.6	.0	-85.4	.0	-40.1	.0	-22.6
2	-186.6	-177.2	-85.4	-85.4	-40.1	-44.3	22.2	20.4
3	-177.2	-175.6	-85.4	-85.4	-44.3	-45.0	20.4	20.0
4	-175.6	-136.5	-85.4	-85.4	-45.0	-62.5	20.0	8.6
5	-136.5	-128.5	-85.4	-85.4	-62.5	-66.1	8.6	-2.8
6	-128.5	-127.4	-85.4	-86.3	-66.1	-68.0	-2.8	6.5
7	-127.4	-125.3	-86.3	-86.3	-68.0	-68.9	6.5	-4.9
8	-125.3	-90.2	-86.3	-83.4	-68.9	-80.3	-4.9	22.0
9	-90.2	-45.8	-83.4	-83.4	-80.3	-100.2	22.0	10.6
10	-45.8	-32.4	-83.4	-83.4	-100.2	-106.2	10.6	-.8
11	-32.4	-32.5	-83.4	-83.4	-106.2	-106.1	-.8	-1.1
12	-32.5	-35.8	-83.4	-82.6	-106.1	-103.5	-1.1	-21.8
13	-35.8	.0	-82.6	.0	-103.5	.0	25.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E   D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE #   2   AT DAY :   55.0

LOAD CASE #   1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0050627	-.0021316
2	.0000000	.0000000	-.0021317
3	.0000000	-.0061224	-.0021251
4	.0000000	-.0071841	-.0021215
5	.0000000	-.0426277	-.0018023
6	.0000000	-.0691553	-.0011436
7	.0000000	-.0821653	-.0003064
8	.0000000	-.0799532	.0005443
9	.0000000	-.0637219	.0012458
10	.0000000	-.0375903	.0016324
11	.0000000	-.0085991	.0015411
12	.0000000	-.0078319	.0015276
13	.0000000	.0000000	.0013765
14	.0000000	.0069660	.0012258
15	.0000000	-.0093141	-.0016642
16	.0000000	-.0404326	-.0017482
17	.0000000	-.0685079	-.0013479
18	.0000000	-.0863627	-.0006237
19	.0000000	-.0897060	.0002600
20	.0000000	-.0771439	.0011412
21	.0000000	-.0501882	.0018545
22	.0000000	-.0132615	.0022377
23	.0000000	-.0121411	.0022439
24	.0000000	.0000000	.0022658
25	.0000000	.0121756	.0022651

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	531.53	.00
13	13	.00	1338.31	.00
24	24	.00	570.64	.00
TOTAL REACTIONS		.00	2440.47	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.73
2	.00	.00	510.82	-485.75	24.73	1407.43
3	.00	.00	485.75	-481.39	-1407.43	1648.43
4	.00	.00	481.39	-326.62	-1648.43	8819.44
5	.00	.00	326.62	-171.84	-8819.44	13243.28
6	.00	.00	171.84	-11.33	-13243.28	14868.91
7	.00	.00	11.33	143.44	-14868.91	13696.38
8	.00	.00	-143.44	303.96	-13696.38	9725.67
9	.00	.00	-303.96	458.73	-9725.67	2956.79
10	.00	.00	-458.73	613.50	-2956.79	-6559.34
11	.00	.00	-613.50	617.86	6559.34	-6866.64
12	.00	.00	-617.86	664.73	6866.64	-10313.55
13	.00	.00	673.58	-626.71	10313.55	-6818.95
14	.00	.00	626.71	-622.35	6818.95	-6507.32
15	.00	.00	622.35	-467.58	6507.32	3165.81
16	.00	.00	467.58	-312.81	-3165.81	10091.75
17	.00	.00	312.81	-152.29	-10091.75	14219.51
18	.00	.00	152.29	2.48	-14219.50	15549.11
19	.00	.00	-2.48	162.99	-15549.11	14080.55
20	.00	.00	-162.99	317.77	-14080.55	9813.81
21	.00	.00	-317.77	472.54	-9813.81	2799.82
22	.00	.00	-472.54	476.90	-2799.82	2563.32
23	.00	.00	-476.90	523.77	-2563.32	-125.97
24	.00	.00	46.87	.00	125.97	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	15.9	.0	.0	.1	-7.1	37.6	35.8
3	15.9	18.7	.0	.0	-7.1	-8.4	35.8	35.5
4	18.7	99.9	.0	.0	-8.4	-44.7	35.5	24.1
5	99.9	150.0	.0	.0	-44.7	-67.1	24.1	12.7
6	150.0	168.4	.0	.0	-67.1	-75.4	12.7	.8
7	168.4	155.2	.0	.0	-75.4	-69.4	.8	-10.6
8	155.2	110.2	.0	.0	-69.4	-49.3	-10.6	-22.4
9	110.2	33.5	.0	.0	-49.3	-15.0	-22.4	-33.8
10	33.5	-74.3	.0	.0	-15.0	33.3	-33.8	-45.2
11	-74.3	-77.8	.0	.0	33.3	34.8	-45.2	-45.5
12	-77.8	-116.8	.0	.0	34.8	52.3	-45.5	-49.0
13	-116.8	-77.3	.0	.0	52.3	34.6	49.6	46.2
14	-77.3	-73.7	.0	.0	34.6	33.0	46.2	45.9
15	-73.7	35.9	.0	.0	33.0	-16.1	45.9	34.5
16	35.9	114.3	.0	.0	-16.1	-51.2	34.5	23.1
17	114.3	161.1	.0	.0	-51.2	-72.1	23.1	11.2
18	161.1	176.2	.0	.0	-72.1	-78.8	11.2	-.2
19	176.2	159.5	.0	.0	-78.8	-71.4	-.2	-12.0
20	159.5	111.2	.0	.0	-71.4	-49.8	-12.0	-23.4
21	111.2	31.7	.0	.0	-49.8	-14.2	-23.4	-34.8
22	31.7	29.0	.0	.0	-14.2	-13.0	-34.8	-35.1
23	29.0	-1.4	.0	.0	-13.0	.6	-35.1	-38.6
24	-1.4	.0	.0	.0	.6	.0	3.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0073625	.0031113
2	.0000000	.0000000	.0030719
3	-.0003936	.0087079	.0029848
4	-.0004896	.0101948	.0029626
5	-.0029220	.0571187	.0022871
6	-.0053567	.0900487	.0013858
7	-.0078085	.1050465	.0002875
8	-.0102758	.1005282	-.0007846
9	-.0127051	.0779044	-.0016955
10	-.0150921	.0439063	-.0020320
11	-.0174815	.0094373	-.0017484
12	-.0175753	.0085685	-.0017265
13	-.0189185	.0000000	-.0014445
14	-.0202609	-.0069608	-.0011628
15	-.0014449	.0090759	.0016605
16	-.0038436	.0419636	.0019417
17	-.0062447	.0743297	.0016016
18	-.0086781	.0952676	.0006921
19	-.0111406	.0982098	-.0003723
20	-.0135652	.0819207	-.0014178
21	-.0159476	.0505969	-.0020322
22	-.0183323	.0125951	-.0021702
23	-.0184261	.0115110	-.0021660
24	-.0191432	.0000000	-.0021101
25	-.0197592	-.0111350	-.0020411

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	69.01	.00
13	13	.00	-136.75	.00
24	24	.00	67.74	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.74
2	4962.17	-4962.17	-216.78	216.78	8909.74	-9532.43
3	4962.17	-4962.17	-216.78	216.78	9532.43	-9639.70
4	4962.17	-4962.17	-216.78	216.78	9639.70	-13487.59
5	4962.17	-4962.17	-216.78	216.78	13487.59	-17335.54
6	4962.17	-5019.05	-216.78	-69.01	17335.54	-18906.22
7	5019.05	-5019.05	69.01	-69.01	18906.22	-17681.32
8	5019.05	-4846.62	69.01	-595.13	17681.32	-11002.58
9	4846.62	-4846.62	595.13	-595.13	11002.58	-438.92
10	4846.62	-4846.62	595.13	-595.13	438.92	10124.77
11	4846.62	-4846.62	595.13	-595.13	-10124.77	10421.71
12	4846.62	-9665.15	595.13	-65.21	-10421.71	17785.11
13	9665.15	-4902.93	-71.54	599.98	-17785.11	10446.70
14	4902.93	-4902.93	-599.98	599.98	-10446.71	10147.35
15	4902.93	-4902.93	-599.98	599.98	-10147.35	-502.20
16	4902.93	-4902.93	-599.98	599.98	502.20	-11151.78
17	4902.93	-5018.92	-599.98	67.74	11151.78	-17605.99
18	5018.92	-5018.92	-67.74	67.74	17605.99	-18808.38
19	5018.92	-4846.49	-67.74	-458.37	18808.38	-14557.11
20	4846.49	-4846.49	458.37	-458.37	14557.11	-6421.04
21	4846.49	-4846.49	458.37	-458.37	6421.04	1715.06
22	4846.49	-4846.49	458.37	-458.37	-1715.06	1943.41
23	4846.48	-4801.30	458.37	-225.38	-1943.41	4258.24
24	4801.30	.00	293.12	.00	-4258.24	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.4	-85.4	-85.4	-40.2	-37.0	-16.0	-16.0
3	-193.4	-194.6	-85.4	-85.4	-37.0	-36.5	-16.0	-16.0
4	-194.6	-238.2	-85.4	-85.4	-36.5	-17.0	-16.0	-16.0
5	-238.2	-281.8	-85.4	-85.4	-17.0	2.5	-16.0	-16.0
6	-281.8	-300.5	-85.4	-86.3	2.5	9.5	-16.0	5.1
7	-300.5	-286.6	-86.3	-86.3	9.5	3.3	5.1	5.1
8	-286.6	-208.0	-86.3	-83.4	3.3	-27.6	5.1	43.9
9	-208.0	-88.3	-83.4	-83.4	-27.6	-81.1	43.9	43.9
10	-88.3	31.3	-83.4	-83.4	-81.1	-134.7	43.9	43.9
11	31.3	34.7	-83.4	-83.4	-134.7	-136.2	43.9	43.9
12	34.7	35.2	-83.4	-166.3	-136.2	-256.4	43.9	4.8
13	35.2	34.0	-166.3	-84.3	-256.4	-137.3	-5.3	-44.2
14	34.0	30.6	-84.3	-84.3	-137.3	-135.8	-44.2	-44.2
15	30.6	-90.0	-84.3	-84.3	-135.8	-81.8	-44.2	-44.2
16	-90.0	-210.7	-84.3	-84.3	-81.8	-27.8	-44.2	-44.2
17	-210.7	-285.8	-84.3	-86.3	-27.8	2.9	-44.2	-5.0
18	-285.8	-299.4	-86.3	-86.3	2.9	9.0	-5.0	-5.0
19	-299.4	-248.3	-86.3	-83.4	9.0	-9.6	-5.0	33.8
20	-248.3	-156.1	-83.4	-83.4	-9.6	-50.8	33.8	33.8
21	-156.1	-63.9	-83.4	-83.4	-50.8	-92.1	33.8	33.8
22	-63.9	-61.4	-83.4	-83.4	-92.1	-93.2	33.8	33.8
23	-61.4	-34.4	-83.4	-82.6	-93.2	-104.2	33.8	16.6
24	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.74
2	4962.17	-4962.17	-216.78	216.78	8909.74	-9532.43
3	4962.17	-4962.17	-216.78	216.78	9532.43	-9639.70
4	4962.17	-4962.17	-216.78	216.78	9639.70	-13487.59
5	4962.17	-4962.17	-216.78	216.78	13487.59	-17335.54
6	4962.17	-5019.05	-216.78	-69.01	17335.54	-18906.22
7	5019.05	-5019.05	69.01	-69.01	18906.22	-17681.32
8	5019.05	-4846.62	69.01	-595.13	17681.32	-11002.58
9	4846.62	-4846.62	595.13	-595.13	11002.58	-438.92
10	4846.62	-4846.62	595.13	-595.13	438.92	10124.77
11	4846.62	-4846.62	595.13	-595.13	-10124.77	10421.71
12	4846.62	-9665.15	595.13	-65.21	-10421.71	17785.11
13	9665.15	-4902.93	-71.54	599.98	-17785.11	10446.70
14	4902.93	-4902.93	-599.98	599.98	-10446.71	10147.35
15	4902.93	-4902.93	-599.98	599.98	-10147.35	-502.20
16	4902.93	-4902.93	-599.98	599.98	502.20	-11151.78
17	4902.93	-5018.92	-599.98	67.74	11151.78	-17605.99
18	5018.92	-5018.92	-67.74	67.74	17605.99	-18808.38
19	5018.92	-4846.49	-67.74	-458.37	18808.38	-14557.11
20	4846.49	-4846.49	458.37	-458.37	14557.11	-6421.04
21	4846.49	-4846.49	458.37	-458.37	6421.04	1715.06
22	4846.49	-4846.49	458.37	-458.37	-1715.06	1943.41
23	4846.48	-4801.30	458.37	-225.38	-1943.41	4258.24
24	4801.30	.00	293.12	.00	-4258.24	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.4	-85.4	-85.4	-40.2	-37.0	-16.0	-16.0
3	-193.4	-194.6	-85.4	-85.4	-37.0	-36.5	-16.0	-16.0
4	-194.6	-238.2	-85.4	-85.4	-36.5	-17.0	-16.0	-16.0
5	-238.2	-281.8	-85.4	-85.4	-17.0	2.5	-16.0	-16.0
6	-281.8	-300.5	-85.4	-86.3	2.5	9.5	-16.0	5.1
7	-300.5	-286.6	-86.3	-86.3	9.5	3.3	5.1	5.1
8	-286.6	-208.0	-86.3	-83.4	3.3	-27.6	5.1	43.9
9	-208.0	-88.3	-83.4	-83.4	-27.6	-81.1	43.9	43.9
10	-88.3	31.3	-83.4	-83.4	-81.1	-134.7	43.9	43.9
11	31.3	34.7	-83.4	-83.4	-134.7	-136.2	43.9	43.9
12	34.7	35.2	-83.4	-166.3	-136.2	-256.4	43.9	4.8
13	35.2	34.0	-166.3	-84.3	-256.4	-137.3	-5.3	-44.2
14	34.0	30.6	-84.3	-84.3	-137.3	-135.8	-44.2	-44.2
15	30.6	-90.0	-84.3	-84.3	-135.8	-81.8	-44.2	-44.2
16	-90.0	-210.7	-84.3	-84.3	-81.8	-27.8	-44.2	-44.2
17	-210.7	-285.8	-84.3	-86.3	-27.8	2.9	-44.2	-5.0
18	-285.8	-299.4	-86.3	-86.3	2.9	9.0	-5.0	-5.0
19	-299.4	-248.3	-86.3	-83.4	9.0	-9.6	-5.0	33.8
20	-248.3	-156.1	-83.4	-83.4	-9.6	-50.8	33.8	33.8
21	-156.1	-63.9	-83.4	-83.4	-50.8	-92.1	33.8	33.8
22	-63.9	-61.4	-83.4	-83.4	-92.1	-93.2	33.8	33.8
23	-61.4	-34.4	-83.4	-82.6	-93.2	-104.2	33.8	16.6
24	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000017	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0000021	.0000000	.0000000
4	-.0000033	.0000000	.0000000
5	-.0000162	.0000000	.0000000
6	-.0000292	.0000000	.0000000
7	-.0000421	.0000000	.0000000
8	-.0000550	.0000000	.0000000
9	-.0000679	.0000000	.0000000
10	-.0000808	.0000000	.0000000
11	-.0000938	.0000000	.0000000
12	-.0000950	.0000000	.0000000
13	-.0000989	.0000000	.0000000
14	-.0001028	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE #   2   AT DAY :   55.0

LOAD CASE #   4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000044	.0002120	-.0000895
2	.0000000	.0000000	-.0000886
3	.0000094	-.0002516	-.0000864
4	.0000115	-.0002947	-.0000859
5	.0000697	-.0016751	-.0000685
6	.0001280	-.0026863	-.0000443
7	.0001877	-.0032072	-.0000134
8	.0002488	-.0031578	.0000190
9	.0003057	-.0025486	.0000475
10	.0003583	-.0015506	.0000630
11	.0004109	-.0003854	.0000663
12	.0004128	-.0003523	.0000662
13	.0004281	.0000000	.0000647
14	.0004411	.0003425	.0000629
15	.0000358	.0000149	.0000023
16	.0000358	.0000473	.0000014
17	.0000358	.0000646	.0000006
18	.0000358	.0000692	-.0000001
19	.0000358	.0000634	-.0000006
20	.0000358	.0000496	-.0000010
21	.0000358	.0000303	-.0000012
22	.0000358	.0000078	-.0000013
23	.0000358	.0000071	-.0000013
24	.0000358	.0000000	-.0000013
25	.0000358	-.0000071	-.0000013

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.10	.00
13	13	.00	.23	.00
24	24	.00	-.13	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	118.97	.00	-6.63	.00	218.64
2	-118.97	118.97	6.53	-6.53	-218.64	237.40
3	-118.97	118.97	6.53	-6.53	-237.40	240.63
4	-118.97	118.97	6.53	-6.53	-240.63	356.55
5	-118.97	118.97	6.53	-6.53	-356.55	472.47
6	-118.97	124.63	6.53	.10	-472.47	555.32
7	-124.63	124.63	-.10	.10	-555.32	553.62
8	-124.63	106.94	-.10	11.70	-553.62	368.45
9	-106.94	106.94	-11.70	11.70	-368.45	160.69
10	-106.94	106.94	-11.70	11.70	-160.69	-47.07
11	-106.94	106.94	-11.70	11.70	47.07	-52.89
12	-106.94	99.99	-11.70	6.20	52.89	-107.24
13	-99.99	.00	-5.97	-.13	107.24	-16.96
14	.00	.00	.13	-.13	16.96	-16.90
15	.00	.00	.13	-.13	16.90	-14.59
16	.00	.00	.13	-.13	14.59	-12.29
17	.00	.00	.13	-.13	12.29	-9.98
18	.00	.00	.13	-.13	9.98	-7.68
19	.00	.00	.13	-.13	7.68	-5.37
20	.00	.00	.13	-.13	5.37	-3.07
21	.00	.00	.13	-.13	3.07	-.76
22	.00	.00	.13	-.13	.76	-.70
23	.00	.00	.13	-.13	.70	.00
24	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.5	.0	2.0	.0	.9	.0	.5
2	4.5	4.7	2.0	2.0	.9	.8	.5	.5
3	4.7	4.8	2.0	2.0	.8	.8	.5	.5
4	4.8	6.1	2.0	2.0	.8	.2	.5	.5
5	6.1	7.4	2.0	2.0	.2	-.3	.5	.5
6	7.4	8.4	2.0	2.1	-.3	-.7	.5	.0
7	8.4	8.4	2.1	2.1	-.7	-.7	.0	.0
8	8.4	6.0	2.1	1.8	-.7	.0	.0	-.9
9	6.0	3.7	1.8	1.8	.0	1.0	-.9	-.9
10	3.7	1.3	1.8	1.8	1.0	2.1	-.9	-.9
11	1.3	1.2	1.8	1.8	2.1	2.1	-.9	-.9
12	1.2	.5	1.8	1.7	2.1	2.3	-.9	-.5
13	.5	-.2	1.7	.0	2.3	.1	-.4	.0
14	-.2	-.2	.0	.0	.1	.1	.0	.0
15	-.2	-.2	.0	.0	.1	.1	.0	.0
16	-.2	-.1	.0	.0	.1	.1	.0	.0
17	-.1	-.1	.0	.0	.1	.1	.0	.0
18	-.1	-.1	.0	.0	.1	.0	.0	.0
19	-.1	-.1	.0	.0	.0	.0	.0	.0
20	-.1	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	118.97	.00	-6.63	.00	218.64
2	-118.97	118.97	6.53	-6.53	-218.64	237.40
3	-118.97	118.97	6.53	-6.53	-237.40	240.63
4	-118.97	118.97	6.53	-6.53	-240.63	356.55
5	-118.97	118.97	6.53	-6.53	-356.55	472.47
6	-118.97	124.63	6.53	.10	-472.47	555.32
7	-124.63	124.63	-.10	.10	-555.32	553.62
8	-124.63	106.94	-.10	11.70	-553.62	368.45
9	-106.94	106.94	-11.70	11.70	-368.45	160.69
10	-106.94	106.94	-11.70	11.70	-160.69	-47.07
11	-106.94	106.94	-11.70	11.70	47.07	-52.89
12	-106.94	99.99	-11.70	6.20	52.89	-107.24
13	-99.99	.00	-5.97	-.13	107.24	-16.96
14	.00	.00	.13	-.13	16.96	-16.90
15	.00	.00	.13	-.13	16.90	-14.59
16	.00	.00	.13	-.13	14.59	-12.29
17	.00	.00	.13	-.13	12.29	-9.98
18	.00	.00	.13	-.13	9.98	-7.68
19	.00	.00	.13	-.13	7.68	-5.37
20	.00	.00	.13	-.13	5.37	-3.07
21	.00	.00	.13	-.13	3.07	-.76
22	.00	.00	.13	-.13	.76	-.70
23	.00	.00	.13	-.13	.70	.00
24	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.5	.0	2.0	.0	.9	.0	.5
2	4.5	4.7	2.0	2.0	.9	.8	.5	.5
3	4.7	4.8	2.0	2.0	.8	.8	.5	.5
4	4.8	6.1	2.0	2.0	.8	.2	.5	.5
5	6.1	7.4	2.0	2.0	.2	-.3	.5	.5
6	7.4	8.4	2.0	2.1	-.3	-.7	.5	.0
7	8.4	8.4	2.1	2.1	-.7	-.7	.0	.0
8	8.4	6.0	2.1	1.8	-.7	.0	.0	-.9
9	6.0	3.7	1.8	1.8	.0	1.0	-.9	-.9
10	3.7	1.3	1.8	1.8	1.0	2.1	-.9	-.9
11	1.3	1.2	1.8	1.8	2.1	2.1	-.9	-.9
12	1.2	.5	1.8	1.7	2.1	2.3	-.9	-.5
13	.5	-.2	1.7	.0	2.3	.1	-.4	.0
14	-.2	-.2	.0	.0	.1	.1	.0	.0
15	-.2	-.2	.0	.0	.1	.1	.0	.0
16	-.2	-.1	.0	.0	.1	.1	.0	.0
17	-.1	-.1	.0	.0	.1	.1	.0	.0
18	-.1	-.1	.0	.0	.1	.0	.0	.0
19	-.1	-.1	.0	.0	.0	.0	.0	.0
20	-.1	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000350	-.0004685	.0002010
2	.0000000	.0000000	.0001935
3	-.0000848	.0005309	.0001761
4	-.0001309	.0006167	.0001672
5	-.0006576	.0028199	.0000883
6	-.0011875	.0039041	.0000354
7	-.0017236	.0041011	-.0000122
8	-.0022715	.0034730	-.0000582
9	-.0028186	.0021630	-.0000849
10	-.0033645	.0007398	-.0000667
11	-.0039189	.0000053	-.0000134
12	-.0039639	-.0000002	-.0000084
13	-.0041180	.0000000	.0000080
14	-.0041947	.0000625	.0000158

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.01
2	.00	.00	.00	.00	-.01	.05
3	.00	.00	.00	.00	-.04	.12
4	.00	.00	.00	.00	-.12	.10
5	.00	.00	.00	.00	-.10	.09
6	.00	.00	.00	.00	-.09	.07
7	.00	.00	.00	.00	-.07	.05
8	.00	.00	.00	.00	-.05	.04
9	.00	.00	.00	.00	-.04	.02
10	.00	.00	.00	.00	-.02	.01
11	.00	.00	.00	.00	-.01	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002206	-.0025564	.0010911
2	.0000000	.0000000	.0010451
3	-.0004711	.0028648	.0009494
4	-.0006123	.0033327	.0009224
5	-.0035261	.0156358	.0005046
6	-.0064453	.0221112	.0002332
7	-.0093865	.0237751	-.0000446
8	-.0123535	.0208901	-.0002796
9	-.0152859	.0137970	-.0004871
10	-.0181792	.0055052	-.0004033
11	-.0210832	.0004581	-.0001544
12	-.0212214	.0003842	-.0001412
13	-.0227073	.0000000	.0000047
14	-.0241173	.0004101	.0001417
15	-.0014091	-.0002234	-.0000014
16	-.0038079	.0015783	.0001949
17	-.0062089	.0058864	.0002543
18	-.0086423	.0089741	.0000684
19	-.0111048	.0085673	-.0001130
20	-.0135294	.0048264	-.0002776
21	-.0159118	.0004390	-.0001790
22	-.0182965	-.0006587	.0000662
23	-.0183903	-.0006230	.0000767
24	-.0191074	.0000000	.0001544
25	-.0197234	.0010336	.0002227

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	600.44	.00
13	13	.00	1201.79	.00
24	24	.00	638.24	.00
TOTAL REACTIONS		.00	2440.47	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 2 AT DAY : 55.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4843.20	.00	299.87	.00	-8715.82
2	4843.20	-4843.20	300.56	-275.49	8715.82	-7887.55
3	4843.20	-4843.20	275.49	-271.13	7887.55	-7750.53
4	4843.20	-4843.20	271.13	-116.36	7750.53	-4311.50
5	4843.20	-4843.20	116.36	38.41	4311.50	-3619.71
6	4843.20	-4894.42	-38.41	-80.24	3619.71	-3481.92
7	4894.42	-4894.42	80.24	74.53	3481.92	-3431.26
8	4894.42	-4739.68	-74.53	-279.47	3431.26	-908.43
9	4739.68	-4739.68	279.47	-124.70	908.43	2678.58
10	4739.68	-4739.68	124.70	30.08	-2678.58	3518.37
11	4739.68	-4739.68	-30.08	34.44	-3518.37	3502.18
12	4739.68	-9565.17	-34.44	605.73	-3502.18	7364.32
13	9565.17	-4902.93	596.07	-26.87	-7364.32	3610.79
14	4902.93	-4902.93	26.87	-22.51	-3610.79	3623.13
15	4902.93	-4902.93	22.51	132.27	-3623.13	2649.02
16	4902.93	-4902.93	-132.27	287.04	-2649.02	-1072.32
17	4902.93	-5018.92	-287.04	-84.68	1072.32	-3396.47
18	5018.92	-5018.92	84.68	70.09	3396.47	-3266.94
19	5018.92	-4846.49	-70.09	-295.51	3266.94	-481.93
20	4846.49	-4846.49	295.51	-140.73	481.93	3389.70
21	4846.49	-4846.49	140.73	14.04	-3389.70	4514.12
22	4846.49	-4846.49	-14.04	18.40	-4514.12	4506.03
23	4846.48	-4801.30	-18.40	298.25	-4506.03	4132.27
24	4801.30	.00	339.99	.00	-4132.27	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   2   AT DAY :   55.0

LOAD CASE #   0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-182.1	.0	-83.3	.0	-39.1	.0	-22.1
2	-182.1	-172.7	-83.3	-83.3	-39.1	-43.3	22.2	20.3
3	-172.7	-171.1	-83.3	-83.3	-43.3	-44.0	20.3	20.0
4	-171.1	-132.2	-83.3	-83.3	-44.0	-61.5	20.0	8.6
5	-132.2	-124.3	-83.3	-83.3	-61.5	-65.0	8.6	-2.8
6	-124.3	-123.6	-83.3	-84.2	-65.0	-66.5	-2.8	5.9
7	-123.6	-123.1	-84.2	-84.2	-66.5	-66.8	5.9	-5.5
8	-123.1	-91.8	-84.2	-81.5	-66.8	-76.9	-5.5	20.6
9	-91.8	-51.2	-81.5	-81.5	-76.9	-95.1	20.6	9.2
10	-51.2	-41.7	-81.5	-81.5	-95.1	-99.4	9.2	-2.2
11	-41.7	-41.9	-81.5	-81.5	-99.4	-99.3	-2.2	-2.5
12	-41.9	-81.1	-81.5	-164.5	-99.3	-201.9	-2.5	-44.6
13	-81.1	-43.4	-164.5	-84.3	-201.9	-102.7	43.9	2.0
14	-43.4	-43.3	-84.3	-84.3	-102.7	-102.7	2.0	1.7
15	-43.3	-54.3	-84.3	-84.3	-102.7	-97.8	1.7	-9.7
16	-54.3	-96.5	-84.3	-84.3	-97.8	-78.9	-9.7	-21.2
17	-96.5	-124.8	-84.3	-86.3	-78.9	-69.1	-21.2	6.2
18	-124.8	-123.3	-86.3	-86.3	-69.1	-69.8	6.2	-5.2
19	-123.3	-88.8	-86.3	-83.4	-69.8	-80.9	-5.2	21.8
20	-88.8	-45.0	-83.4	-83.4	-80.9	-100.6	21.8	10.4
21	-45.0	-32.2	-83.4	-83.4	-100.6	-106.3	10.4	-1.0
22	-32.2	-32.3	-83.4	-83.4	-106.3	-106.2	-1.0	-1.4
23	-32.3	-35.8	-83.4	-82.6	-106.2	-103.5	-1.4	-22.0
24	-35.8	.0	-82.6	.0	-103.5	.0	25.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0055342	-.0023302
2	.0000000	.0000000	-.0023302
3	.0000000	-.0066929	-.0023233
4	.0000000	-.0078537	-.0023197
5	.0000000	-.0467164	-.0019859
6	.0000000	-.0762196	-.0012917
7	.0000000	-.0913879	-.0003980
8	.0000000	-.0901426	.0005304
9	.0000000	-.0733116	.0013308
10	.0000000	-.0446381	.0018373
11	.0000000	-.0107864	.0018873
12	.0000000	-.0098448	.0018788
13	.0000000	.0000000	.0017745
14	.0000000	.0092255	.0016669
15	.0000000	-.0068329	-.0012185
16	.0000000	-.0292430	-.0012297
17	.0000000	-.0482264	-.0008590
18	.0000000	-.0584256	-.0002671
19	.0000000	-.0573729	.0003815
20	.0000000	-.0455013	.0009247
21	.0000000	-.0261525	.0011967
22	.0000000	-.0055834	.0010353
23	.0000000	-.0050695	.0010200
24	.0000000	.0000000	.0008569
25	.0000000	.0041469	.0006964
26	.0000000	-.0088173	-.0015853
27	.0000000	-.0388076	-.0016994
28	.0000000	-.0662583	-.0013257
29	.0000000	-.0839271	-.0006243
30	.0000000	-.0874530	.0002407
31	.0000000	-.0753664	.0011076
32	.0000000	-.0490974	.0018114
33	.0000000	-.0129816	.0021903
34	.0000000	-.0118849	.0021964
35	.0000000	.0000000	.0022180
36	.0000000	.0119190	.0022173

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	551.85	.00
13	13	.00	1218.84	.00
24	24	.00	1300.78	.00
35	35	.00	566.35	.00
TOTAL REACTIONS		.00	3637.82	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	531.14	-506.07	24.74	1465.82
3	.00	.00	506.07	-501.71	-1465.82	1716.89
4	.00	.00	501.71	-346.94	-1716.89	9248.68
5	.00	.00	346.94	-192.17	-9248.68	14033.31
6	.00	.00	192.17	-31.65	-14033.31	16019.72
7	.00	.00	31.65	123.12	-16019.73	15207.98
8	.00	.00	-123.12	283.63	-15207.98	11598.05
9	.00	.00	-283.63	438.41	-11598.05	5189.96
10	.00	.00	-438.41	593.18	-5189.96	-3965.40
11	.00	.00	-593.18	597.54	3965.40	-4262.38
12	.00	.00	-597.54	644.41	4262.38	-7600.01
13	.00	.00	574.44	-527.57	7600.01	-4638.29
14	.00	.00	527.57	-523.21	4638.29	-4376.05
15	.00	.00	523.21	-368.44	4376.05	3537.27
16	.00	.00	368.44	-213.66	-3537.27	8703.38
17	.00	.00	213.66	-53.15	-8703.38	11071.32
18	.00	.00	53.15	101.62	-11071.32	10641.10
19	.00	.00	-101.62	262.14	-10641.10	7412.72
20	.00	.00	-262.14	416.91	-7412.72	1386.16
21	.00	.00	-416.91	571.68	-1386.16	-7387.64
22	.00	.00	-571.68	576.04	7387.64	-7674.23
23	.00	.00	-576.04	622.91	7674.23	-10896.42
24	.00	.00	677.87	-631.00	10896.42	-7378.84
25	.00	.00	631.00	-626.64	7378.84	-7065.03
26	.00	.00	626.64	-471.87	7065.03	2684.22
27	.00	.00	471.87	-317.09	-2684.22	9686.23
28	.00	.00	317.09	-156.58	-9686.23	13890.06
29	.00	.00	156.58	-1.81	-13890.06	15295.73
30	.00	.00	1.81	158.71	-15295.73	13903.25
31	.00	.00	-158.71	313.48	-13903.25	9712.55
32	.00	.00	-313.48	468.25	-9712.55	2774.68
33	.00	.00	-468.25	472.61	-2774.68	2540.31
34	.00	.00	-472.61	519.48	-2540.31	-125.95
35	.00	.00	46.87	.00	125.95	.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.6	.0	.0	.1	-7.4	39.1	37.3
3	16.6	19.5	.0	.0	-7.4	-8.7	37.3	37.0
4	19.5	104.8	.0	.0	-8.7	-46.9	37.0	25.6
5	104.8	159.0	.0	.0	-46.9	-71.2	25.6	14.2
6	159.0	181.5	.0	.0	-71.2	-81.2	14.2	2.3
7	181.5	172.3	.0	.0	-81.2	-77.1	2.3	-9.1
8	172.3	131.4	.0	.0	-77.1	-58.8	-9.1	-20.9
9	131.4	58.8	.0	.0	-58.8	-26.3	-20.9	-32.3
10	58.8	-44.9	.0	.0	-26.3	20.1	-32.3	-43.7
11	-44.9	-48.3	.0	.0	20.1	21.6	-43.7	-44.0
12	-48.3	-86.1	.0	.0	21.6	38.5	-44.0	-47.5
13	-86.1	-52.5	.0	.0	38.5	23.5	42.3	38.9
14	-52.5	-49.6	.0	.0	23.5	22.2	38.9	38.6
15	-49.6	40.1	.0	.0	22.2	-17.9	38.6	27.2
16	40.1	98.6	.0	.0	-17.9	-44.1	27.2	15.7
17	98.6	125.4	.0	.0	-44.1	-56.1	15.7	3.9
18	125.4	120.6	.0	.0	-56.1	-54.0	3.9	-7.5
19	120.6	84.0	.0	.0	-54.0	-37.6	-7.5	-19.3
20	84.0	15.7	.0	.0	-37.6	-7.0	-19.3	-30.7
21	15.7	-83.7	.0	.0	-7.0	37.5	-30.7	-42.1
22	-83.7	-86.9	.0	.0	37.5	38.9	-42.1	-42.5
23	-86.9	-123.4	.0	.0	38.9	55.2	-42.5	-45.9
24	-123.4	-83.6	.0	.0	55.2	37.4	50.0	46.5
25	-83.6	-80.0	.0	.0	37.4	35.8	46.5	46.2
26	-80.0	30.4	.0	.0	35.8	-13.6	46.2	34.8
27	30.4	109.7	.0	.0	-13.6	-49.1	34.8	23.4
28	109.7	157.4	.0	.0	-49.1	-70.4	23.4	11.5
29	157.4	173.3	.0	.0	-70.4	-77.6	11.5	.1
30	173.3	157.5	.0	.0	-77.6	-70.5	.1	-11.7
31	157.5	110.0	.0	.0	-70.5	-49.2	-11.7	-23.1
32	110.0	31.4	.0	.0	-49.2	-14.1	-23.1	-34.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	31.4	28.8	.0	.0	-14.1	-12.9	-34.5	-34.8
34	28.8	-1.4	.0	.0	-12.9	.6	-34.8	-38.3
35	-1.4	.0	.0	.0	.6	.0	3.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0077897	.0032912
2	.0000000	.0000000	.0032518
3	-.0003936	.0092248	.0031644
4	-.0004896	.0108014	.0031421
5	-.0029220	.0608229	.0024535
6	-.0053567	.0964487	.0015200
7	-.0078085	.1134019	.0003704
8	-.0102758	.1097595	-.0007721
9	-.0127051	.0865925	-.0017724
10	-.0150921	.0502914	-.0022177
11	-.0174815	.0114189	-.0020621
12	-.0175753	.0103922	-.0020447
13	-.0189185	.0000000	-.0018051
14	-.0202609	-.0090079	-.0015625
15	-.0014449	.0068279	.0012567
16	-.0038436	.0318253	.0014718
17	-.0062447	.0559506	.0011584
18	-.0086781	.0699438	.0003684
19	-.0111406	.0688870	-.0004837
20	-.0135652	.0531974	-.0012234
21	-.0159476	.0287276	-.0014388
22	-.0183323	.0054932	-.0010841
23	-.0184261	.0049570	-.0010605
24	-.0197668	.0000000	-.0007675
25	-.0211066	-.0032987	-.0004772
26	-.0014423	.0086245	.0015888
27	-.0038365	.0404813	.0018968
28	-.0062330	.0722682	.0015808
29	-.0086618	.0930286	.0006924
30	-.0111197	.0961365	-.0003546
31	-.0135396	.0802874	-.0013867
32	-.0159175	.0495989	-.0019926
33	-.0182977	.0123402	-.0021269
34	-.0183915	.0112778	-.0021226
35	-.0191072	.0000000	-.0020667
36	-.0197221	-.0109021	-.0019978

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	50.59	.00
13	13	.00	-28.63	.00
24	24	.00	-93.58	.00
35	35	.00	71.62	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-235.20	235.20	8909.73	-9585.33
3	4962.17	-4962.17	-235.20	235.20	9585.33	-9701.72
4	4962.17	-4962.17	-235.20	235.20	9701.72	-13876.47
5	4962.17	-4962.17	-235.20	235.20	13876.47	-18051.29
6	4962.17	-5019.05	-235.20	-50.59	18051.29	-19948.83
7	5019.05	-5019.05	50.59	-50.59	19948.83	-19050.78
8	5019.05	-4846.62	50.59	-576.72	19050.78	-12698.90
9	4846.62	-4846.62	576.72	-576.72	12698.90	-2462.10
10	4846.62	-4846.62	576.72	-576.72	2462.10	7774.73
11	4846.62	-4846.62	576.72	-576.72	-7774.73	8062.33
12	4846.62	-9665.15	576.72	-46.79	-8062.33	15326.73
13	9665.15	-4902.93	18.16	510.27	-15326.73	8470.45
14	4902.93	-4902.93	-510.27	510.27	-8470.45	8215.78
15	4902.93	-4902.93	-510.27	510.27	-8215.78	-841.58
16	4902.93	-4902.93	-510.27	510.27	841.58	-9898.95
17	4902.93	-5018.92	-510.27	-21.96	9898.95	-14760.97
18	5018.92	-5018.92	21.96	-21.96	14760.97	-14371.14
19	5018.92	-4846.49	21.96	-548.07	14371.14	-8527.68
20	4846.49	-4846.49	548.07	-548.07	8527.68	1200.60
21	4846.49	-4846.49	548.07	-548.07	-1200.60	10928.89
22	4846.49	-4846.49	548.07	-548.07	-10928.89	11202.55
23	4846.48	-9665.02	548.07	-18.15	-11202.55	18313.06
24	9665.02	-4902.93	-75.44	603.86	-18313.06	10953.95
25	4902.93	-4902.93	-603.86	603.86	-10953.95	10652.63
26	4902.93	-4902.93	-603.86	603.86	-10652.63	-65.89
27	4902.93	-4902.93	-603.86	603.86	65.89	-10784.40
28	4902.93	-5018.92	-603.86	71.62	10784.40	-17307.53
29	5018.92	-5018.92	-71.62	71.62	17307.53	-18578.83
30	5018.92	-4846.49	-71.62	-454.49	18578.83	-14396.48
31	4846.49	-4846.49	454.49	-454.49	14396.48	-6329.29
32	4846.49	-4846.49	454.49	-454.49	6329.29	1737.83
33	4846.49	-4846.49	454.49	-454.49	-1737.83	1964.26
34	4846.48	-4801.30	454.49	-221.50	-1964.26	4258.22
35	4801.30	.00	293.12	.00	-4258.22	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-194.0	-85.4	-85.4	-40.2	-36.8	-17.3	-17.3
3	-194.0	-195.3	-85.4	-85.4	-36.8	-36.2	-17.3	-17.3
4	-195.3	-242.6	-85.4	-85.4	-36.2	-15.0	-17.3	-17.3
5	-242.6	-289.9	-85.4	-85.4	-15.0	6.2	-17.3	-17.3
6	-289.9	-312.3	-85.4	-86.3	6.2	14.8	-17.3	3.7
7	-312.3	-302.2	-86.3	-86.3	14.8	10.2	3.7	3.7
8	-302.2	-227.2	-86.3	-83.4	10.2	-19.0	3.7	42.5
9	-227.2	-111.3	-83.4	-83.4	-19.0	-70.9	42.5	42.5
10	-111.3	4.7	-83.4	-83.4	-70.9	-122.8	42.5	42.5
11	4.7	8.0	-83.4	-83.4	-122.8	-124.3	42.5	42.5
12	8.0	7.4	-83.4	-166.3	-124.3	-244.0	42.5	3.4
13	7.4	11.6	-166.3	-84.3	-244.0	-127.3	1.3	-37.6
14	11.6	8.7	-84.3	-84.3	-127.3	-126.0	-37.6	-37.6
15	8.7	-93.9	-84.3	-84.3	-126.0	-80.1	-37.6	-37.6
16	-93.9	-196.5	-84.3	-84.3	-80.1	-34.2	-37.6	-37.6
17	-196.5	-253.6	-84.3	-86.3	-34.2	-11.5	-37.6	1.6
18	-253.6	-249.1	-86.3	-86.3	-11.5	-13.5	1.6	1.6
19	-249.1	-180.0	-86.3	-83.4	-13.5	-40.1	1.6	40.4
20	-180.0	-69.8	-83.4	-83.4	-40.1	-89.5	40.4	40.4
21	-69.8	40.4	-83.4	-83.4	-89.5	-138.8	40.4	40.4
22	40.4	43.5	-83.4	-83.4	-138.8	-140.2	40.4	40.4
23	43.5	41.2	-83.4	-166.3	-140.2	-259.1	40.4	1.3
24	41.2	39.8	-166.3	-84.3	-259.1	-139.9	-5.6	-44.5
25	39.8	36.3	-84.3	-84.3	-139.9	-138.4	-44.5	-44.5
26	36.3	-85.1	-84.3	-84.3	-138.4	-84.0	-44.5	-44.5
27	-85.1	-206.5	-84.3	-84.3	-84.0	-29.7	-44.5	-44.5
28	-206.5	-282.4	-84.3	-86.3	-29.7	1.4	-44.5	-5.3
29	-282.4	-296.8	-86.3	-86.3	1.4	7.9	-5.3	-5.3
30	-296.8	-246.5	-86.3	-83.4	7.9	-10.4	-5.3	33.5
31	-246.5	-155.1	-83.4	-83.4	-10.4	-51.3	33.5	33.5
32	-155.1	-63.7	-83.4	-83.4	-51.3	-92.2	33.5	33.5

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-63.7	-61.1	-83.4	-83.4	-92.2	-93.3	33.5	33.5
34	-61.1	-34.4	-83.4	-82.6	-93.3	-104.2	33.5	16.3
35	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-235.20	235.20	8909.73	-9585.33
3	4962.17	-4962.17	-235.20	235.20	9585.33	-9701.72
4	4962.17	-4962.17	-235.20	235.20	9701.72	-13876.47
5	4962.17	-4962.17	-235.20	235.20	13876.47	-18051.29
6	4962.17	-5019.05	-235.20	-50.59	18051.29	-19948.83
7	5019.05	-5019.05	50.59	-50.59	19948.83	-19050.78
8	5019.05	-4846.62	50.59	-576.72	19050.78	-12698.90
9	4846.62	-4846.62	576.72	-576.72	12698.90	-2462.10
10	4846.62	-4846.62	576.72	-576.72	2462.10	7774.73
11	4846.62	-4846.62	576.72	-576.72	-7774.73	8062.33
12	4846.62	-9665.15	576.72	-46.79	-8062.33	15326.73
13	9665.15	-4902.93	18.16	510.27	-15326.73	8470.45
14	4902.93	-4902.93	-510.27	510.27	-8470.45	8215.78
15	4902.93	-4902.93	-510.27	510.27	-8215.78	-841.58
16	4902.93	-4902.93	-510.27	510.27	841.58	-9898.95
17	4902.93	-5018.92	-510.27	-21.96	9898.95	-14760.97
18	5018.92	-5018.92	21.96	-21.96	14760.97	-14371.14
19	5018.92	-4846.49	21.96	-548.07	14371.14	-8527.68
20	4846.49	-4846.49	548.07	-548.07	8527.68	1200.60
21	4846.49	-4846.49	548.07	-548.07	-1200.60	10928.89
22	4846.49	-4846.49	548.07	-548.07	-10928.89	11202.55
23	4846.48	-9665.02	548.07	-18.15	-11202.55	18313.06
24	9665.02	-4902.93	-75.44	603.86	-18313.06	10953.95
25	4902.93	-4902.93	-603.86	603.86	-10953.95	10652.63
26	4902.93	-4902.93	-603.86	603.86	-10652.63	-65.89
27	4902.93	-4902.93	-603.86	603.86	65.89	-10784.40
28	4902.93	-5018.92	-603.86	71.62	10784.40	-17307.53
29	5018.92	-5018.92	-71.62	71.62	17307.53	-18578.83
30	5018.92	-4846.49	-71.62	-454.49	18578.83	-14396.48
31	4846.49	-4846.49	454.49	-454.49	14396.48	-6329.29
32	4846.49	-4846.49	454.49	-454.49	6329.29	1737.83
33	4846.49	-4846.49	454.49	-454.49	-1737.83	1964.26
34	4846.48	-4801.30	454.49	-221.50	-1964.26	4258.22
35	4801.30	.00	293.12	.00	-4258.22	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-194.0	-85.4	-85.4	-40.2	-36.8	-17.3	-17.3
3	-194.0	-195.3	-85.4	-85.4	-36.8	-36.2	-17.3	-17.3
4	-195.3	-242.6	-85.4	-85.4	-36.2	-15.0	-17.3	-17.3
5	-242.6	-289.9	-85.4	-85.4	-15.0	6.2	-17.3	-17.3
6	-289.9	-312.3	-85.4	-86.3	6.2	14.8	-17.3	3.7
7	-312.3	-302.2	-86.3	-86.3	14.8	10.2	3.7	3.7
8	-302.2	-227.2	-86.3	-83.4	10.2	-19.0	3.7	42.5
9	-227.2	-111.3	-83.4	-83.4	-19.0	-70.9	42.5	42.5
10	-111.3	4.7	-83.4	-83.4	-70.9	-122.8	42.5	42.5
11	4.7	8.0	-83.4	-83.4	-122.8	-124.3	42.5	42.5
12	8.0	7.4	-83.4	-166.3	-124.3	-244.0	42.5	3.4
13	7.4	11.6	-166.3	-84.3	-244.0	-127.3	1.3	-37.6
14	11.6	8.7	-84.3	-84.3	-127.3	-126.0	-37.6	-37.6
15	8.7	-93.9	-84.3	-84.3	-126.0	-80.1	-37.6	-37.6
16	-93.9	-196.5	-84.3	-84.3	-80.1	-34.2	-37.6	-37.6
17	-196.5	-253.6	-84.3	-86.3	-34.2	-11.5	-37.6	1.6
18	-253.6	-249.1	-86.3	-86.3	-11.5	-13.5	1.6	1.6
19	-249.1	-180.0	-86.3	-83.4	-13.5	-40.1	1.6	40.4
20	-180.0	-69.8	-83.4	-83.4	-40.1	-89.5	40.4	40.4
21	-69.8	40.4	-83.4	-83.4	-89.5	-138.8	40.4	40.4
22	40.4	43.5	-83.4	-83.4	-138.8	-140.2	40.4	40.4
23	43.5	41.2	-83.4	-166.3	-140.2	-259.1	40.4	1.3
24	41.2	39.8	-166.3	-84.3	-259.1	-139.9	-5.6	-44.5
25	39.8	36.3	-84.3	-84.3	-139.9	-138.4	-44.5	-44.5
26	36.3	-85.1	-84.3	-84.3	-138.4	-84.0	-44.5	-44.5
27	-85.1	-206.5	-84.3	-84.3	-84.0	-29.7	-44.5	-44.5
28	-206.5	-282.4	-84.3	-86.3	-29.7	1.4	-44.5	-5.3
29	-282.4	-296.8	-86.3	-86.3	1.4	7.9	-5.3	-5.3
30	-296.8	-246.5	-86.3	-83.4	7.9	-10.4	-5.3	33.5
31	-246.5	-155.1	-83.4	-83.4	-10.4	-51.3	33.5	33.5
32	-155.1	-63.7	-83.4	-83.4	-51.3	-92.2	33.5	33.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-63.7	-61.1	-83.4	-83.4	-92.2	-93.3	33.5	33.5
34	-61.1	-34.4	-83.4	-82.6	-93.3	-104.2	33.5	16.3
35	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000035	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0000042	.0000000	.0000000
4	-.0000066	.0000000	.0000000
5	-.0000325	.0000000	.0000000
6	-.0000583	.0000000	.0000000
7	-.0000842	.0000000	.0000000
8	-.0001100	.0000000	.0000000
9	-.0001358	.0000000	.0000000
10	-.0001617	.0000000	.0000000
11	-.0001875	.0000000	.0000000
12	-.0001900	.0000000	.0000000
13	-.0001978	.0000000	.0000000
14	-.0002056	.0000000	.0000000
15	-.0001040	.0000000	.0000000
16	-.0001169	.0000000	.0000000
17	-.0001299	.0000000	.0000000
18	-.0001428	.0000000	.0000000
19	-.0001557	.0000000	.0000000
20	-.0001686	.0000000	.0000000
21	-.0001816	.0000000	.0000000
22	-.0001945	.0000000	.0000000
23	-.0001957	.0000000	.0000000
24	-.0001996	.0000000	.0000000
25	-.0002035	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000045	.0001797	-.0000759
2	.0000000	.0000000	-.0000750
3	.0000096	-.0002124	-.0000728
4	.0000118	-.0002487	-.0000723
5	.0000714	-.0013916	-.0000556
6	.0001310	-.0021918	-.0000337
7	.0001920	-.0025544	-.0000065
8	.0002546	-.0024279	.0000205
9	.0003128	-.0018520	.0000419
10	.0003667	-.0010302	.0000483
11	.0004207	-.0002194	.0000407
12	.0004226	-.0001992	.0000401
13	.0004506	.0000000	.0000335
14	.0004796	.0001611	.0000268
15	.0000762	-.0001847	-.0000343
16	.0001297	-.0008831	-.0000421
17	.0001832	-.0015952	-.0000359
18	.0002395	-.0020712	-.0000157
19	.0002985	-.0021332	.0000090
20	.0003533	-.0017546	.0000317
21	.0004037	-.0010709	.0000436
22	.0004542	-.0002639	.0000456
23	.0004561	-.0002412	.0000455
24	.0004707	.0000000	.0000441
25	.0004832	.0002321	.0000424
26	.0000312	.0000107	.0000016
27	.0000312	.0000340	.0000010
28	.0000312	.0000464	.0000004
29	.0000312	.0000496	.0000000
30	.0000312	.0000455	-.0000004
31	.0000312	.0000356	-.0000007
32	.0000312	.0000217	-.0000009
33	.0000312	.0000056	-.0000009
34	.0000312	.0000051	-.0000009
35	.0000312	.0000000	-.0000009
36	.0000312	-.0000051	-.0000009

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-1.70	.00
13	13	.00	3.31	.00
24	24	.00	-1.52	.00
35	35	.00	-.09	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	121.76	.00	-6.79	.00	223.59
2	-121.76	121.76	5.09	-5.09	-223.59	238.20
3	-121.76	121.76	5.09	-5.09	-238.20	240.72
4	-121.76	121.76	5.09	-5.09	-240.72	331.04
5	-121.76	121.76	5.09	-5.09	-331.04	421.36
6	-121.76	127.43	5.09	1.70	-421.36	477.22
7	-127.43	127.43	-1.70	1.70	-477.22	447.07
8	-127.43	109.72	-1.70	13.61	-447.07	230.70
9	-109.72	109.72	-13.61	13.61	-230.70	-10.85
10	-109.72	109.72	-13.61	13.61	10.85	-252.41
11	-109.72	109.72	-13.61	13.61	252.41	-259.20
12	-109.72	205.80	-13.61	1.68	259.20	-415.84
13	-205.80	109.46	1.62	-13.49	415.84	-259.41
14	-109.46	109.46	13.49	-13.49	259.41	-252.68
15	-109.46	109.46	13.49	-13.49	252.68	-13.21
16	-109.46	109.46	13.49	-13.49	13.21	226.27
17	-109.46	120.55	13.49	-1.61	-226.27	410.71
18	-120.55	120.55	1.61	-1.61	-410.71	439.27
19	-120.55	102.86	1.61	9.56	-439.27	288.31
20	-102.86	102.86	-9.56	9.56	-288.31	118.68
21	-102.86	102.86	-9.56	9.56	-118.68	-50.96
22	-102.86	102.86	-9.56	9.56	50.96	-55.71
23	-102.86	95.88	-9.56	4.24	55.71	-98.59
24	-95.88	.00	-5.76	-.09	98.59	-12.19
25	.00	.00	.09	-.09	12.19	-12.14
26	.00	.00	.09	-.09	12.14	-10.48
27	.00	.00	.09	-.09	10.48	-8.83
28	.00	.00	.09	-.09	8.83	-7.17
29	.00	.00	.09	-.09	7.17	-5.52
30	.00	.00	.09	-.09	5.52	-3.86
31	.00	.00	.09	-.09	3.86	-2.20
32	.00	.00	.09	-.09	2.20	-.55
33	.00	.00	.09	-.09	.55	-.50
34	.00	.00	.09	-.09	.50	.00
35	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.6	.0	2.1	.0	1.0	.0	.5
2	4.6	4.8	2.1	2.1	1.0	.9	.4	.4
3	4.8	4.8	2.1	2.1	.9	.9	.4	.4
4	4.8	5.8	2.1	2.1	.9	.4	.4	.4
5	5.8	6.9	2.1	2.1	.4	.0	.4	.4
6	6.9	7.6	2.1	2.2	.0	-.2	.4	-.1
7	7.6	7.3	2.2	2.2	-.2	-.1	-.1	-.1
8	7.3	4.5	2.2	1.9	-.1	.7	-.1	-1.0
9	4.5	1.8	1.9	1.9	.7	1.9	-1.0	-1.0
10	1.8	-1.0	1.9	1.9	1.9	3.2	-1.0	-1.0
11	-1.0	-1.0	1.9	1.9	3.2	3.2	-1.0	-1.0
12	-1.0	-1.2	1.9	3.5	3.2	5.6	-1.0	-.1
13	-1.2	-1.1	3.5	1.9	5.6	3.2	.1	1.0
14	-1.1	-1.0	1.9	1.9	3.2	3.2	1.0	1.0
15	-1.0	1.7	1.9	1.9	3.2	1.9	1.0	1.0
16	1.7	4.4	1.9	1.9	1.9	.7	1.0	1.0
17	4.4	6.7	1.9	2.1	.7	.0	1.0	.1
18	6.7	7.1	2.1	2.1	.0	-.2	.1	.1
19	7.1	5.0	2.1	1.8	-.2	.3	.1	-.7
20	5.0	3.1	1.8	1.8	.3	1.2	-.7	-.7
21	3.1	1.2	1.8	1.8	1.2	2.0	-.7	-.7
22	1.2	1.1	1.8	1.8	2.0	2.1	-.7	-.7
23	1.1	.5	1.8	1.6	2.1	2.1	-.7	-.3
24	.5	-.1	1.6	.0	2.1	.1	-.4	.0
25	-.1	-.1	.0	.0	.1	.1	.0	.0
26	-.1	-.1	.0	.0	.1	.1	.0	.0
27	-.1	-.1	.0	.0	.1	.0	.0	.0
28	-.1	-.1	.0	.0	.0	.0	.0	.0
29	-.1	-.1	.0	.0	.0	.0	.0	.0
30	-.1	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
1	.00	121.76	.00	-6.79	.00	223.59
2	-121.76	121.76	5.09	-5.09	-223.59	238.20
3	-121.76	121.76	5.09	-5.09	-238.20	240.72
4	-121.76	121.76	5.09	-5.09	-240.72	331.04
5	-121.76	121.76	5.09	-5.09	-331.04	421.36
6	-121.76	127.43	5.09	1.70	-421.36	477.22
7	-127.43	127.43	-1.70	1.70	-477.22	447.07
8	-127.43	109.72	-1.70	13.61	-447.07	230.70
9	-109.72	109.72	-13.61	13.61	-230.70	-10.85
10	-109.72	109.72	-13.61	13.61	10.85	-252.41
11	-109.72	109.72	-13.61	13.61	252.41	-259.20
12	-109.72	205.80	-13.61	1.68	259.20	-415.84
13	-205.80	109.46	1.62	-13.49	415.84	-259.41
14	-109.46	109.46	13.49	-13.49	259.41	-252.68
15	-109.46	109.46	13.49	-13.49	252.68	-13.21
16	-109.46	109.46	13.49	-13.49	13.21	226.27
17	-109.46	120.55	13.49	-1.61	-226.27	410.71
18	-120.55	120.55	1.61	-1.61	-410.71	439.27
19	-120.55	102.86	1.61	9.56	-439.27	288.31
20	-102.86	102.86	-9.56	9.56	-288.31	118.68
21	-102.86	102.86	-9.56	9.56	-118.68	-50.96
22	-102.86	102.86	-9.56	9.56	50.96	-55.71
23	-102.86	95.88	-9.56	4.24	55.71	-98.59
24	-95.88	.00	-5.76	-.09	98.59	-12.19
25	.00	.00	.09	-.09	12.19	-12.14
26	.00	.00	.09	-.09	12.14	-10.48
27	.00	.00	.09	-.09	10.48	-8.83
28	.00	.00	.09	-.09	8.83	-7.17
29	.00	.00	.09	-.09	7.17	-5.52
30	.00	.00	.09	-.09	5.52	-3.86
31	.00	.00	.09	-.09	3.86	-2.20
32	.00	.00	.09	-.09	2.20	-.55
33	.00	.00	.09	-.09	.55	-.50
34	.00	.00	.09	-.09	.50	.00
35	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.6	.0	2.1	.0	1.0	.0	.5
2	4.6	4.8	2.1	2.1	1.0	.9	.4	.4
3	4.8	4.8	2.1	2.1	.9	.9	.4	.4
4	4.8	5.8	2.1	2.1	.9	.4	.4	.4
5	5.8	6.9	2.1	2.1	.4	.0	.4	.4
6	6.9	7.6	2.1	2.2	.0	-.2	.4	-.1
7	7.6	7.3	2.2	2.2	-.2	-.1	-.1	-.1
8	7.3	4.5	2.2	1.9	-.1	.7	-.1	-1.0
9	4.5	1.8	1.9	1.9	.7	1.9	-1.0	-1.0
10	1.8	-1.0	1.9	1.9	1.9	3.2	-1.0	-1.0
11	-1.0	-1.0	1.9	1.9	3.2	3.2	-1.0	-1.0
12	-1.0	-1.2	1.9	3.5	3.2	5.6	-1.0	-.1
13	-1.2	-1.1	3.5	1.9	5.6	3.2	.1	1.0
14	-1.1	-1.0	1.9	1.9	3.2	3.2	1.0	1.0
15	-1.0	1.7	1.9	1.9	3.2	1.9	1.0	1.0
16	1.7	4.4	1.9	1.9	1.9	.7	1.0	1.0
17	4.4	6.7	1.9	2.1	.7	.0	1.0	.1
18	6.7	7.1	2.1	2.1	.0	-.2	.1	.1
19	7.1	5.0	2.1	1.8	-.2	.3	.1	-.7
20	5.0	3.1	1.8	1.8	.3	1.2	-.7	-.7
21	3.1	1.2	1.8	1.8	1.2	2.0	-.7	-.7
22	1.2	1.1	1.8	1.8	2.0	2.1	-.7	-.7
23	1.1	.5	1.8	1.6	2.1	2.1	-.7	-.3
24	.5	-.1	1.6	.0	2.1	.1	-.4	.0
25	-.1	-.1	.0	.0	.1	.1	.0	.0
26	-.1	-.1	.0	.0	.1	.1	.0	.0
27	-.1	-.1	.0	.0	.1	.0	.0	.0
28	-.1	-.1	.0	.0	.0	.0	.0	.0
29	-.1	-.1	.0	.0	.0	.0	.0	.0
30	-.1	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E   S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE #   3   AT DAY :   57.0

LOAD CASE #   5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000373	-.0005089	.0002182
2	.0000000	.0000000	.0002102
3	-.0000903	.0005774	.0001918
4	-.0001405	.0006709	.0001821
5	-.0007014	.0030923	.0000986
6	-.0012653	.0043339	.0000429
7	-.0018354	.0046392	-.0000077
8	-.0024172	.0040573	-.0000578
9	-.0029982	.0027045	-.0000903
10	-.0035780	.0011289	-.0000786
11	-.0041660	.0001129	-.0000338
12	-.0042151	.0000971	-.0000293
13	-.0044565	.0000000	-.0000080
14	-.0046925	.0000098	.0000127
15	-.0005434	-.0000532	.0000008
16	-.0010575	.0003067	.0000378
17	-.0015747	.0011170	.0000458
18	-.0021013	.0016980	.0000159
19	-.0026372	.0015908	-.0000277
20	-.0031671	.0008397	-.0000526
21	-.0036962	-.0000066	-.0000343
22	-.0042337	-.0001768	.0000177
23	-.0042787	-.0001667	.0000226
24	-.0044310	.0000000	.0000389
25	-.0045067	.0002283	.0000466

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.32	.00
13	13	.00	.64	.00
24	24	.00	-.31	.00
		------------	------------	------------
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.01
2	.00	.00	-.32	.32	-.01	-.87
3	.00	.00	-.32	.32	.87	-.95
4	.00	.00	-.32	.32	.95	-6.66
5	.00	.00	-.32	.32	6.66	-12.37
6	.00	.00	-.32	.32	12.37	-18.08
7	.00	.00	-.32	.32	18.08	-23.79
8	.00	.00	-.32	.32	23.79	-29.49
9	.00	.00	-.32	.32	29.49	-35.20
10	.00	.00	-.32	.32	35.20	-40.91
11	.00	.00	-.32	.32	40.91	-41.08
12	.00	.00	-.32	.32	41.08	-42.81
13	.00	.00	.31	-.31	42.81	-41.12
14	.00	.00	.31	-.31	41.12	-40.96
15	.00	.00	.31	-.31	40.96	-35.38
16	.00	.00	.31	-.31	35.38	-29.79
17	.00	.00	.31	-.31	29.79	-24.20
18	.00	.00	.31	-.31	24.20	-18.62
19	.00	.00	.31	-.31	18.62	-13.03
20	.00	.00	.31	-.31	13.03	-7.44
21	.00	.00	.31	-.31	7.44	-1.86
22	.00	.00	.31	-.31	1.86	-1.69
23	.00	.00	.31	-.31	1.69	.00
24	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	-.1	.0	.0	.0	.0	.0	.0
5	-.1	-.1	.0	.0	.0	.1	.0	.0
6	-.1	-.2	.0	.0	.1	.1	.0	.0
7	-.2	-.3	.0	.0	.1	.1	.0	.0
8	-.3	-.3	.0	.0	.1	.1	.0	.0
9	-.3	-.4	.0	.0	.1	.2	.0	.0
10	-.4	-.5	.0	.0	.2	.2	.0	.0
11	-.5	-.5	.0	.0	.2	.2	.0	.0
12	-.5	-.5	.0	.0	.2	.2	.0	.0
13	-.5	-.5	.0	.0	.2	.2	.0	.0
14	-.5	-.5	.0	.0	.2	.2	.0	.0
15	-.5	-.4	.0	.0	.2	.2	.0	.0
16	-.4	-.3	.0	.0	.2	.2	.0	.0
17	-.3	-.3	.0	.0	.2	.1	.0	.0
18	-.3	-.2	.0	.0	.1	.1	.0	.0
19	-.2	-.1	.0	.0	.1	.1	.0	.0
20	-.1	-.1	.0	.0	.1	.0	.0	.0
21	-.1	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002245	-.0025847	.0011033
2	.0000000	.0000000	.0010568
3	-.0004785	.0028969	.0009600
4	-.0006250	.0033699	.0009323
5	-.0035845	.0158071	.0005105
6	-.0065494	.0223713	.0002375
7	-.0095361	.0240987	-.0000418
8	-.0125484	.0212463	-.0002790
9	-.0155263	.0141334	-.0004900
10	-.0184651	.0057520	-.0004106
11	-.0214143	.0005260	-.0001680
12	-.0215577	.0004453	-.0001551
13	-.0231222	.0000000	-.0000050
14	-.0246794	.0003885	.0001440
15	-.0020160	-.0002428	.0000047
16	-.0048884	.0020059	.0002379
17	-.0077661	.0072459	.0003093
18	-.0106827	.0111449	.0001015
19	-.0136350	.0109718	-.0001208
20	-.0165477	.0067813	-.0003196
21	-.0194216	.0014976	-.0002328
22	-.0223063	-.0005309	.0000144
23	-.0224445	-.0005204	.0000276
24	-.0239266	.0000000	.0001724
25	-.0253337	.0013085	.0003083
26	-.0014112	-.0001821	.0000051
27	-.0038054	.0017076	.0001984
28	-.0062019	.0060563	.0002555
29	-.0086307	.0091512	.0000681
30	-.0110885	.0087290	-.0001143
31	-.0135085	.0049566	-.0002798
32	-.0158864	.0005232	-.0001820
33	-.0182666	-.0006358	.0000624
34	-.0183604	-.0006020	.0000728
35	-.0190760	.0000000	.0001504
36	-.0196909	.0010117	.0002186

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	600.43	.00
13	13	.00	1194.16	.00
24	24	.00	1205.36	.00
35	35	.00	637.88	.00
TOTAL REACTIONS		.00	3637.82	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4840.41	.00	299.71	.00	-8710.87
2	4840.41	-4840.41	300.71	-275.64	8710.87	-7882.18
3	4840.41	-4840.41	275.64	-271.28	7882.18	-7745.07
4	4840.41	-4840.41	271.28	-116.51	7745.07	-4303.41
5	4840.41	-4840.41	116.51	38.26	4303.41	-3608.99
6	4840.41	-4891.63	-38.26	-80.23	3608.99	-3469.96
7	4891.63	-4891.63	80.23	74.54	3469.96	-3419.51
8	4891.62	-4736.90	-74.54	-279.16	3419.51	-899.64
9	4736.90	-4736.90	279.16	-124.38	899.64	2681.80
10	4736.90	-4736.90	124.38	30.39	-2681.80	3516.02
11	4736.90	-4736.90	-30.39	34.75	-3516.02	3499.67
12	4736.90	-9459.35	-34.75	599.62	-3499.67	7268.06
13	9459.35	-4793.47	594.54	-31.10	-7268.06	3531.63
14	4793.47	-4793.47	31.10	-26.74	-3531.63	3546.09
15	4793.47	-4793.47	26.74	128.03	-3546.09	2647.11
16	4793.47	-4793.47	-128.03	282.81	-2647.11	-999.10
17	4793.47	-4898.37	-282.81	-77.03	999.10	-3303.14
18	4898.37	-4898.37	77.03	77.74	3303.14	-3309.39
19	4898.37	-4743.63	-77.74	-276.69	3309.39	-839.68
20	4743.63	-4743.63	276.69	-121.92	839.68	2697.99
21	4743.63	-4743.63	121.92	32.85	-2697.99	3488.43
22	4743.63	-4743.63	-32.85	37.21	-3488.43	3470.92
23	4743.63	-9569.13	-37.21	608.69	-3470.92	7318.05
24	9569.13	-4902.93	596.67	-27.23	-7318.05	3562.93
25	4902.93	-4902.93	27.23	-22.87	-3562.93	3575.45
26	4902.93	-4902.93	22.87	131.90	-3575.45	2607.84
27	4902.93	-4902.93	-131.90	286.67	-2607.84	-1106.99
28	4902.93	-5018.92	-286.67	-85.05	1106.99	-3424.64
29	5018.92	-5018.92	85.05	69.72	3424.64	-3288.61
30	5018.92	-4846.49	-69.72	-295.87	3288.61	-497.09
31	4846.49	-4846.49	295.87	-141.10	497.09	3381.05
32	4846.49	-4846.49	141.10	13.67	-3381.05	4511.96
33	4846.49	-4846.49	-13.67	18.03	-4511.96	4504.06
34	4846.48	-4801.30	-18.03	297.89	-4504.06	4132.27
35	4801.30	.00	339.99	.00	-4132.27	.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-182.0	.0	-83.3	.0	-39.1	.0	-22.1
2	-182.0	-172.6	-83.3	-83.3	-39.1	-43.3	22.2	20.3
3	-172.6	-171.0	-83.3	-83.3	-43.3	-44.0	20.3	20.0
4	-171.0	-132.0	-83.3	-83.3	-44.0	-61.4	20.0	8.6
5	-132.0	-124.2	-83.3	-83.3	-61.4	-65.0	8.6	-2.8
6	-124.2	-123.5	-83.3	-84.1	-65.0	-66.6	-2.8	5.9
7	-123.5	-122.9	-84.1	-84.1	-66.6	-66.8	5.9	-5.5
8	-122.9	-91.7	-84.1	-81.5	-66.8	-76.9	-5.5	20.6
9	-91.7	-51.1	-81.5	-81.5	-76.9	-95.1	20.6	9.2
10	-51.1	-41.7	-81.5	-81.5	-95.1	-99.3	9.2	-2.2
11	-41.7	-41.8	-81.5	-81.5	-99.3	-99.2	-2.2	-2.6
12	-41.8	-80.4	-81.5	-162.7	-99.2	-199.6	-2.6	-44.2
13	-80.4	-42.5	-162.7	-82.5	-199.6	-100.4	43.8	2.3
14	-42.5	-42.3	-82.5	-82.5	-100.4	-100.4	2.3	2.0
15	-42.3	-52.5	-82.5	-82.5	-100.4	-95.9	2.0	-9.4
16	-52.5	-93.8	-82.5	-82.5	-95.9	-77.4	-9.4	-20.8
17	-93.8	-121.7	-82.5	-84.3	-77.4	-67.5	-20.8	5.7
18	-121.7	-121.8	-84.3	-84.3	-67.5	-67.5	5.7	-5.7
19	-121.8	-91.1	-84.3	-81.6	-67.5	-77.3	-5.7	20.4
20	-91.1	-51.0	-81.6	-81.6	-77.3	-95.3	20.4	9.0
21	-51.0	-42.1	-81.6	-81.6	-95.3	-99.3	9.0	-2.4
22	-42.1	-42.3	-81.6	-81.6	-99.3	-99.2	-2.4	-2.7
23	-42.3	-81.7	-81.6	-164.6	-99.2	-201.7	-2.7	-44.9
24	-81.7	-44.0	-164.6	-84.3	-201.7	-102.4	44.0	2.0
25	-44.0	-43.8	-84.3	-84.3	-102.4	-102.5	2.0	1.7
26	-43.8	-54.8	-84.3	-84.3	-102.5	-97.6	1.7	-9.7
27	-54.8	-96.9	-84.3	-84.3	-97.6	-78.7	-9.7	-21.1
28	-96.9	-125.1	-84.3	-86.3	-78.7	-69.0	-21.1	6.3
29	-125.1	-123.6	-86.3	-86.3	-69.0	-69.7	6.3	-5.1
30	-123.6	-89.0	-86.3	-83.4	-69.7	-80.9	-5.1	21.8
31	-89.0	-45.1	-83.4	-83.4	-80.9	-100.5	21.8	10.4
32	-45.1	-32.3	-83.4	-83.4	-100.5	-106.2	10.4	-1.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 3 AT DAY : 57.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-32.3	-32.3	-83.4	-83.4	-106.2	-106.2	-1.0	-1.3
34	-32.3	-35.8	-83.4	-82.6	-106.2	-103.5	-1.3	-22.0
35	-35.8	.0	-82.6	.0	-103.5	.0	25.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0054078	-.0022770
2	.0000000	.0000000	-.0022770
3	.0000000	-.0065400	-.0022702
4	.0000000	-.0076742	-.0022666
5	.0000000	-.0456209	-.0019367
6	.0000000	-.0743267	-.0012521
7	.0000000	-.0889168	-.0003734
8	.0000000	-.0874124	.0005341
9	.0000000	-.0707422	.0013080
10	.0000000	-.0427498	.0017824
11	.0000000	-.0102005	.0017945
12	.0000000	-.0093056	.0017847
13	.0000000	.0000000	.0016679
14	.0000000	.0086202	.0015487
15	.0000000	-.0074975	-.0013378
16	.0000000	-.0322389	-.0013685
17	.0000000	-.0536567	-.0009899
18	.0000000	-.0659057	-.0003626
19	.0000000	-.0660301	.0003490
20	.0000000	-.0539734	.0009826
21	.0000000	-.0325873	.0013729
22	.0000000	-.0076372	.0013573
23	.0000000	-.0069610	.0013473
24	.0000000	.0000000	.0012338
25	.0000000	.0063005	.0011193
26	.0000000	-.0064510	-.0011575
27	.0000000	-.0279725	-.0011903
28	.0000000	-.0464353	-.0008395
29	.0000000	-.0564478	-.0002653
30	.0000000	-.0555032	.0003680
31	.0000000	-.0439897	.0008984
32	.0000000	-.0251984	.0011607
33	.0000000	-.0053299	.0009929
34	.0000000	-.0048373	.0009774
35	.0000000	.0000000	.0008131
36	.0000000	.0039088	.0006516

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E   D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0087973	-.0015825
38	.0000000	-.0387849	-.0017013
39	.0000000	-.0662884	-.0013293
40	.0000000	-.0840205	-.0006275
41	.0000000	-.0875887	.0002393
42	.0000000	-.0755054	.0011087
43	.0000000	-.0491968	.0018147
44	.0000000	-.0130085	.0021949
45	.0000000	-.0119095	.0022010
46	.0000000	.0000000	.0022226
47	.0000000	.0119435	.0022219

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	546.40	.00
13	13	.00	1250.91	.00
24	24	.00	1173.15	.00
35	35	.00	1298.95	.00
46	46	.00	565.77	.00
TOTAL REACTIONS		.00	4835.17	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	525.69	-500.62	24.74	1450.15
3	.00	.00	500.62	-496.26	-1450.15	1698.51
4	.00	.00	496.26	-341.48	-1698.51	9133.45
5	.00	.00	341.48	-186.71	-9133.45	13821.22
6	.00	.00	186.71	-26.20	-13821.22	15710.78
7	.00	.00	26.20	128.58	-15710.78	14802.18
8	.00	.00	-128.58	289.09	-14802.18	11095.40
9	.00	.00	-289.09	443.86	-11095.40	4590.44
10	.00	.00	-443.86	598.64	-4590.44	-4661.76
11	.00	.00	-598.64	602.99	4661.76	-4961.51
12	.00	.00	-602.99	649.86	4961.51	-8328.48
13	.00	.00	601.04	-554.17	8328.48	-5223.76
14	.00	.00	554.17	-549.82	5223.76	-4948.27
15	.00	.00	549.82	-395.04	4948.27	3437.31
16	.00	.00	395.04	-240.27	-3437.31	9075.69
17	.00	.00	240.27	-79.76	-9075.69	11915.90
18	.00	.00	79.76	75.02	-11915.89	11957.94
19	.00	.00	-75.02	235.53	-11957.94	9201.82
20	.00	.00	-235.53	390.30	-9201.82	3647.53
21	.00	.00	-390.30	545.08	-3647.53	-4654.02
22	.00	.00	-545.08	549.44	4654.02	-4927.15
23	.00	.00	-549.44	596.31	4927.15	-8006.33
24	.00	.00	576.84	-529.98	8006.33	-5031.74
25	.00	.00	529.98	-525.62	5031.74	-4768.27
26	.00	.00	525.62	-370.84	4768.27	3187.82
27	.00	.00	370.84	-216.07	-3187.82	8396.67
28	.00	.00	216.07	-55.56	-8396.67	10807.34
29	.00	.00	55.56	99.22	-10807.34	10419.86
30	.00	.00	-99.22	259.73	-10419.86	7234.21
31	.00	.00	-259.73	414.50	-7234.21	1250.36
32	.00	.00	-414.50	569.28	-1250.36	-7480.67
33	.00	.00	-569.28	573.64	7480.67	-7766.07
34	.00	.00	-573.64	620.50	7766.07	-10975.32
35	.00	.00	678.45	-631.58	10975.32	-7454.62
36	.00	.00	631.58	-627.22	7454.62	-7140.53

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	627.22	-472.45	7140.53	2619.07
38	.00	.00	472.45	-317.67	-2619.07	9631.38
39	.00	.00	317.67	-157.16	-9631.38	13845.55
40	.00	.00	157.16	-2.39	-13845.55	15261.55
41	.00	.00	2.39	158.13	-15261.55	13879.37
42	.00	.00	-158.13	312.90	-13879.37	9698.99
43	.00	.00	-312.90	467.67	-9698.99	2771.46
44	.00	.00	-467.67	472.03	-2771.46	2537.38
45	.00	.00	-472.03	518.90	-2537.38	-125.85
46	.00	.00	46.87	.00	125.85	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.4	.0	.0	.1	-7.4	38.7	36.9
3	16.4	19.2	.0	.0	-7.4	-8.6	36.9	36.6
4	19.2	103.5	.0	.0	-8.6	-46.3	36.6	25.2
5	103.5	156.6	.0	.0	-46.3	-70.1	25.2	13.8
6	156.6	178.0	.0	.0	-70.1	-79.7	13.8	1.9
7	178.0	167.7	.0	.0	-79.7	-75.0	1.9	-9.5
8	167.7	125.7	.0	.0	-75.0	-56.3	-9.5	-21.3
9	125.7	52.0	.0	.0	-56.3	-23.3	-21.3	-32.7
10	52.0	-52.8	.0	.0	-23.3	23.6	-32.7	-44.1
11	-52.8	-56.2	.0	.0	23.6	25.2	-44.1	-44.4
12	-56.2	-94.4	.0	.0	25.2	42.2	-44.4	-47.9
13	-94.4	-59.2	.0	.0	42.2	26.5	44.3	40.8
14	-59.2	-56.1	.0	.0	26.5	25.1	40.8	40.5
15	-56.1	38.9	.0	.0	25.1	-17.4	40.5	29.1
16	38.9	102.8	.0	.0	-17.4	-46.0	29.1	17.7
17	102.8	135.0	.0	.0	-46.0	-60.4	17.7	5.9
18	135.0	135.5	.0	.0	-60.4	-60.6	5.9	-5.5
19	135.5	104.2	.0	.0	-60.6	-46.7	-5.5	-17.4
20	104.2	41.3	.0	.0	-46.7	-18.5	-17.4	-28.8
21	41.3	-52.7	.0	.0	-18.5	23.6	-28.8	-40.2
22	-52.7	-55.8	.0	.0	23.6	25.0	-40.2	-40.5
23	-55.8	-90.7	.0	.0	25.0	40.6	-40.5	-43.9
24	-90.7	-57.0	.0	.0	40.6	25.5	42.5	39.1
25	-57.0	-54.0	.0	.0	25.5	24.2	39.1	38.7
26	-54.0	36.1	.0	.0	24.2	-16.2	38.7	27.3
27	36.1	95.1	.0	.0	-16.2	-42.6	27.3	15.9
28	95.1	122.4	.0	.0	-42.6	-54.8	15.9	4.1
29	122.4	118.0	.0	.0	-54.8	-52.8	4.1	-7.3
30	118.0	82.0	.0	.0	-52.8	-36.7	-7.3	-19.1
31	82.0	14.2	.0	.0	-36.7	-6.3	-19.1	-30.5
32	14.2	-84.7	.0	.0	-6.3	37.9	-30.5	-42.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-84.7	-88.0	.0	.0	37.9	39.4	-42.0	-42.3
34	-88.0	-124.3	.0	.0	39.4	55.6	-42.3	-45.7
35	-124.3	-84.5	.0	.0	55.6	37.8	50.0	46.5
36	-84.5	-80.9	.0	.0	37.8	36.2	46.5	46.2
37	-80.9	29.7	.0	.0	36.2	-13.3	46.2	34.8
38	29.7	109.1	.0	.0	-13.3	-48.8	34.8	23.4
39	109.1	156.9	.0	.0	-48.8	-70.2	23.4	11.6
40	156.9	172.9	.0	.0	-70.2	-77.4	11.6	.2
41	172.9	157.2	.0	.0	-77.4	-70.4	.2	-11.7
42	157.2	109.9	.0	.0	-70.4	-49.2	-11.7	-23.1
43	109.9	31.4	.0	.0	-49.2	-14.1	-23.1	-34.5
44	31.4	28.7	.0	.0	-14.1	-12.9	-34.5	-34.8
45	28.7	-1.4	.0	.0	-12.9	.6	-34.8	-38.2
46	-1.4	.0	.0	.0	.6	.0	3.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0076752	.0032430
2	.0000000	.0000000	.0032036
3	-.0003936	.0090862	.0031162
4	-.0004896	.0106388	.0030940
5	-.0029220	.0598300	.0024089
6	-.0053567	.0947333	.0014840
7	-.0078085	.1111623	.0003482
8	-.0102758	.1072852	-.0007754
9	-.0127051	.0842638	-.0017518
10	-.0150921	.0485800	-.0021679
11	-.0174815	.0108879	-.0019780
12	-.0175753	.0099035	-.0019595
13	-.0189185	.0000000	-.0017085
14	-.0202609	-.0084593	-.0014554
15	-.0014449	.0074303	.0013649
16	-.0038436	.0345406	.0015976
17	-.0062447	.0608720	.0012770
18	-.0086781	.0767230	.0004549
19	-.0111406	.0767331	-.0004542
20	-.0135652	.0608757	-.0012760
21	-.0159476	.0345594	-.0015985
22	-.0183323	.0073546	-.0013760
23	-.0184261	.0066713	-.0013572
24	-.0197668	.0000000	-.0011091
25	-.0211066	-.0052506	-.0008605
26	-.0014423	.0064799	.0012011
27	-.0038365	.0306605	.0014353
28	-.0062330	.0542980	.0011398
29	-.0086618	.0681105	.0003664
30	-.0111197	.0671505	-.0004711
31	-.0135396	.0517948	-.0011988
32	-.0159175	.0278456	-.0014053
33	-.0182977	.0052601	-.0010451
34	-.0183915	.0047435	-.0010212
35	-.0197296	.0000000	-.0007274
36	-.0210669	-.0030811	-.0004363

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014398	.0086081	.0015865
38	-.0038454	.0404782	.0018999
39	-.0062533	.0723425	.0015858
40	-.0086936	.0931820	.0006960
41	-.0111632	.0963289	-.0003539
42	-.0135947	.0804622	-.0013893
43	-.0159840	.0497088	-.0019970
44	-.0183755	.0123674	-.0021315
45	-.0184693	.0113027	-.0021272
46	-.0191837	.0000000	-.0020714
47	-.0197974	-.0109277	-.0020026

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	55.54	.00
13	13	.00	-57.69	.00
24	24	.00	21.97	.00
35	35	.00	-91.99	.00
46	46	.00	72.17	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-230.25	230.25	8909.73	-9571.12
3	4962.17	-4962.17	-230.25	230.25	9571.12	-9685.07
4	4962.17	-4962.17	-230.25	230.25	9685.07	-13772.03
5	4962.17	-4962.17	-230.25	230.25	13772.03	-17859.07
6	4962.17	-5019.05	-230.25	-55.54	17859.07	-19668.83
7	5019.05	-5019.05	55.54	-55.54	19668.83	-18683.00
8	5019.05	-4846.62	55.54	-581.67	18683.00	-12243.35
9	4846.62	-4846.62	581.67	-581.67	12243.35	-1918.76
10	4846.62	-4846.62	581.67	-581.67	1918.76	8405.85
11	4846.62	-4846.62	581.67	-581.67	-8405.85	8695.95
12	4846.62	-9665.15	581.67	-51.74	-8695.95	15986.94
13	9665.15	-4902.93	-5.95	534.39	-15986.94	9001.06
14	4902.93	-4902.93	-534.39	534.39	-9001.06	8734.38
15	4902.93	-4902.93	-534.39	534.39	-8734.38	-750.99
16	4902.93	-4902.93	-534.39	534.39	750.99	-10236.38
17	4902.93	-5018.92	-534.39	2.15	10236.38	-15526.40
18	5018.92	-5018.92	-2.15	2.15	15526.40	-15564.59
19	5018.92	-4846.48	-2.15	-523.96	15564.59	-10149.14
20	4846.48	-4846.48	523.96	-523.96	10149.14	-848.88
21	4846.48	-4846.48	523.96	-523.96	848.88	8451.40
22	4846.48	-4846.48	523.96	-523.96	-8451.40	8712.88
23	4846.48	-9665.02	523.96	5.96	-8712.88	15693.78
24	9665.02	-4902.93	16.00	512.42	-15693.78	8826.13
25	4902.93	-4902.93	-512.42	512.42	-8826.13	8570.37
26	4902.93	-4902.93	-512.42	512.42	-8570.37	-525.15
27	4902.93	-4902.93	-512.42	512.42	525.15	-9620.66
28	4902.93	-5018.92	-512.42	-19.81	9620.66	-14520.80
29	5018.92	-5018.92	19.81	-19.81	14520.80	-14169.10
30	5018.92	-4846.48	19.81	-545.92	14169.10	-8363.75
31	4846.48	-4846.48	545.92	-545.92	8363.75	1326.42
32	4846.48	-4846.48	545.92	-545.92	-1326.42	11016.55
33	4846.48	-4846.48	545.92	-545.92	-11016.55	11289.16
34	4846.48	-9665.02	545.92	-16.00	-11289.15	18388.13
35	9665.02	-4902.93	-75.99	604.41	-18388.13	11026.05
36	4902.93	-4902.93	-604.41	604.41	-11026.05	10724.44

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-604.41	604.41	-10724.44	-3.92
38	4902.93	-4902.93	-604.41	604.41	3.92	-10732.22
39	4902.93	-5018.92	-604.41	72.18	10732.22	-17265.19
40	5018.92	-5018.92	-72.18	72.18	17265.19	-18546.31
41	5018.92	-4846.48	-72.18	-453.93	18546.31	-14373.77
42	4846.48	-4846.48	453.93	-453.93	14373.77	-6316.40
43	4846.48	-4846.48	453.93	-453.93	6316.40	1740.88
44	4846.48	-4846.48	453.93	-453.93	-1740.88	1967.03
45	4846.48	-4801.30	453.93	-220.94	-1967.03	4258.12
46	4801.30	.00	293.11	.00	-4258.12	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.3	-17.0	-17.0
4	-195.1	-241.4	-85.4	-85.4	-36.3	-15.5	-17.0	-17.0
5	-241.4	-287.7	-85.4	-85.4	-15.5	5.2	-17.0	-17.0
6	-287.7	-309.2	-85.4	-86.3	5.2	13.4	-17.0	4.1
7	-309.2	-298.0	-86.3	-86.3	13.4	8.4	4.1	4.1
8	-298.0	-222.1	-86.3	-83.4	8.4	-21.3	4.1	42.9
9	-222.1	-105.1	-83.4	-83.4	-21.3	-73.6	42.9	42.9
10	-105.1	11.9	-83.4	-83.4	-73.6	-126.0	42.9	42.9
11	11.9	15.1	-83.4	-83.4	-126.0	-127.5	42.9	42.9
12	15.1	14.8	-83.4	-166.3	-127.5	-247.3	42.9	3.8
13	14.8	17.6	-166.3	-84.3	-247.3	-130.0	-.4	-39.4
14	17.6	14.6	-84.3	-84.3	-130.0	-128.6	-39.4	-39.4
15	14.6	-92.9	-84.3	-84.3	-128.6	-80.5	-39.4	-39.4
16	-92.9	-200.3	-84.3	-84.3	-80.5	-32.4	-39.4	-39.4
17	-200.3	-262.2	-84.3	-86.3	-32.4	-7.6	-39.4	-.2
18	-262.2	-262.7	-86.3	-86.3	-7.6	-7.4	-.2	-.2
19	-262.7	-198.3	-86.3	-83.4	-7.4	-31.9	-.2	38.6
20	-198.3	-93.0	-83.4	-83.4	-31.9	-79.1	38.6	38.6
21	-93.0	12.4	-83.4	-83.4	-79.1	-126.2	38.6	38.6
22	12.4	15.3	-83.4	-83.4	-126.2	-127.5	38.6	38.6
23	15.3	11.5	-83.4	-166.3	-127.5	-245.8	38.6	-.4
24	11.5	15.6	-166.3	-84.3	-245.8	-129.1	1.2	-37.8
25	15.6	12.7	-84.3	-84.3	-129.1	-127.8	-37.8	-37.8
26	12.7	-90.3	-84.3	-84.3	-127.8	-81.7	-37.8	-37.8
27	-90.3	-193.3	-84.3	-84.3	-81.7	-35.6	-37.8	-37.8
28	-193.3	-250.8	-84.3	-86.3	-35.6	-12.7	-37.8	1.5
29	-250.8	-246.9	-86.3	-86.3	-12.7	-14.5	1.5	1.5
30	-246.9	-178.1	-86.3	-83.4	-14.5	-41.0	1.5	40.2
31	-178.1	-68.3	-83.4	-83.4	-41.0	-90.1	40.2	40.2
32	-68.3	41.4	-83.4	-83.4	-90.1	-139.2	40.2	40.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	41.4	44.5	-83.4	-83.4	-139.2	-140.6	40.2	40.2
34	44.5	42.1	-83.4	-166.3	-140.6	-259.5	40.2	1.2
35	42.1	40.6	-166.3	-84.3	-259.5	-140.2	-5.6	-44.5
36	40.6	37.2	-84.3	-84.3	-140.2	-138.7	-44.5	-44.5
37	37.2	-84.4	-84.3	-84.3	-138.7	-84.3	-44.5	-44.5
38	-84.4	-205.9	-84.3	-84.3	-84.3	-29.9	-44.5	-44.5
39	-205.9	-281.9	-84.3	-86.3	-29.9	1.2	-44.5	-5.3
40	-281.9	-296.4	-86.3	-86.3	1.2	7.7	-5.3	-5.3
41	-296.4	-246.2	-86.3	-83.4	7.7	-10.5	-5.3	33.5
42	-246.2	-154.9	-83.4	-83.4	-10.5	-51.3	33.5	33.5
43	-154.9	-63.6	-83.4	-83.4	-51.3	-92.2	33.5	33.5
44	-63.6	-61.1	-83.4	-83.4	-92.2	-93.3	33.5	33.5
45	-61.1	-34.4	-83.4	-82.6	-93.3	-104.2	33.5	16.3
46	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-230.25	230.25	8909.73	-9571.12
3	4962.17	-4962.17	-230.25	230.25	9571.12	-9685.07
4	4962.17	-4962.17	-230.25	230.25	9685.07	-13772.03
5	4962.17	-4962.17	-230.25	230.25	13772.03	-17859.07
6	4962.17	-5019.05	-230.25	-55.54	17859.07	-19668.83
7	5019.05	-5019.05	55.54	-55.54	19668.83	-18683.00
8	5019.05	-4846.62	55.54	-581.67	18683.00	-12243.35
9	4846.62	-4846.62	581.67	-581.67	12243.35	-1918.76
10	4846.62	-4846.62	581.67	-581.67	1918.76	8405.85
11	4846.62	-4846.62	581.67	-581.67	-8405.85	8695.95
12	4846.62	-9665.15	581.67	-51.74	-8695.95	15986.94
13	9665.15	-4902.93	-5.95	534.39	-15986.94	9001.06
14	4902.93	-4902.93	-534.39	534.39	-9001.06	8734.38
15	4902.93	-4902.93	-534.39	534.39	-8734.38	-750.99
16	4902.93	-4902.93	-534.39	534.39	750.99	-10236.38
17	4902.93	-5018.92	-534.39	2.15	10236.38	-15526.40
18	5018.92	-5018.92	-2.15	2.15	15526.40	-15564.59
19	5018.92	-4846.48	-2.15	-523.96	15564.59	-10149.14
20	4846.48	-4846.48	523.96	-523.96	10149.14	-848.88
21	4846.48	-4846.48	523.96	-523.96	848.88	8451.40
22	4846.48	-4846.48	523.96	-523.96	-8451.40	8712.88
23	4846.48	-9665.02	523.96	5.96	-8712.88	15693.78
24	9665.02	-4902.93	16.00	512.42	-15693.78	8826.13
25	4902.93	-4902.93	-512.42	512.42	-8826.13	8570.37
26	4902.93	-4902.93	-512.42	512.42	-8570.37	-525.15
27	4902.93	-4902.93	-512.42	512.42	525.15	-9620.66
28	4902.93	-5018.92	-512.42	-19.81	9620.66	-14520.80
29	5018.92	-5018.92	19.81	-19.81	14520.80	-14169.10
30	5018.92	-4846.48	19.81	-545.92	14169.10	-8363.75
31	4846.48	-4846.48	545.92	-545.92	8363.75	1326.42
32	4846.48	-4846.48	545.92	-545.92	-1326.42	11016.55
33	4846.48	-4846.48	545.92	-545.92	-11016.55	11289.16
34	4846.48	-9665.02	545.92	-16.00	-11289.15	18388.13
35	9665.02	-4902.93	-75.99	604.41	-18388.13	11026.05
36	4902.93	-4902.93	-604.41	604.41	-11026.05	10724.44

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-604.41	604.41	-10724.44	-3.92
38	4902.93	-4902.93	-604.41	604.41	3.92	-10732.22
39	4902.93	-5018.92	-604.41	72.18	10732.22	-17265.19
40	5018.92	-5018.92	-72.18	72.18	17265.19	-18546.31
41	5018.92	-4846.48	-72.18	-453.93	18546.31	-14373.77
42	4846.48	-4846.48	453.93	-453.93	14373.77	-6316.40
43	4846.48	-4846.48	453.93	-453.93	6316.40	1740.88
44	4846.48	-4846.48	453.93	-453.93	-1740.88	1967.03
45	4846.48	-4801.30	453.93	-220.94	-1967.03	4258.12
46	4801.30	.00	293.11	.00	-4258.12	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.3	-17.0	-17.0
4	-195.1	-241.4	-85.4	-85.4	-36.3	-15.5	-17.0	-17.0
5	-241.4	-287.7	-85.4	-85.4	-15.5	5.2	-17.0	-17.0
6	-287.7	-309.2	-85.4	-86.3	5.2	13.4	-17.0	4.1
7	-309.2	-298.0	-86.3	-86.3	13.4	8.4	4.1	4.1
8	-298.0	-222.1	-86.3	-83.4	8.4	-21.3	4.1	42.9
9	-222.1	-105.1	-83.4	-83.4	-21.3	-73.6	42.9	42.9
10	-105.1	11.9	-83.4	-83.4	-73.6	-126.0	42.9	42.9
11	11.9	15.1	-83.4	-83.4	-126.0	-127.5	42.9	42.9
12	15.1	14.8	-83.4	-166.3	-127.5	-247.3	42.9	3.8
13	14.8	17.6	-166.3	-84.3	-247.3	-130.0	-.4	-39.4
14	17.6	14.6	-84.3	-84.3	-130.0	-128.6	-39.4	-39.4
15	14.6	-92.9	-84.3	-84.3	-128.6	-80.5	-39.4	-39.4
16	-92.9	-200.3	-84.3	-84.3	-80.5	-32.4	-39.4	-39.4
17	-200.3	-262.2	-84.3	-86.3	-32.4	-7.6	-39.4	-.2
18	-262.2	-262.7	-86.3	-86.3	-7.6	-7.4	-.2	-.2
19	-262.7	-198.3	-86.3	-83.4	-7.4	-31.9	-.2	38.6
20	-198.3	-93.0	-83.4	-83.4	-31.9	-79.1	38.6	38.6
21	-93.0	12.4	-83.4	-83.4	-79.1	-126.2	38.6	38.6
22	12.4	15.3	-83.4	-83.4	-126.2	-127.5	38.6	38.6
23	15.3	11.5	-83.4	-166.3	-127.5	-245.8	38.6	-.4
24	11.5	15.6	-166.3	-84.3	-245.8	-129.1	1.2	-37.8
25	15.6	12.7	-84.3	-84.3	-129.1	-127.8	-37.8	-37.8
26	12.7	-90.3	-84.3	-84.3	-127.8	-81.7	-37.8	-37.8
27	-90.3	-193.3	-84.3	-84.3	-81.7	-35.6	-37.8	-37.8
28	-193.3	-250.8	-84.3	-86.3	-35.6	-12.7	-37.8	1.5
29	-250.8	-246.9	-86.3	-86.3	-12.7	-14.5	1.5	1.5
30	-246.9	-178.1	-86.3	-83.4	-14.5	-41.0	1.5	40.2
31	-178.1	-68.3	-83.4	-83.4	-41.0	-90.1	40.2	40.2
32	-68.3	41.4	-83.4	-83.4	-90.1	-139.2	40.2	40.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	41.4	44.5	-83.4	-83.4	-139.2	-140.6	40.2	40.2
34	44.5	42.1	-83.4	-166.3	-140.6	-259.5	40.2	1.2
35	42.1	40.6	-166.3	-84.3	-259.5	-140.2	-5.6	-44.5
36	40.6	37.2	-84.3	-84.3	-140.2	-138.7	-44.5	-44.5
37	37.2	-84.4	-84.3	-84.3	-138.7	-84.3	-44.5	-44.5
38	-84.4	-205.9	-84.3	-84.3	-84.3	-29.9	-44.5	-44.5
39	-205.9	-281.9	-84.3	-86.3	-29.9	1.2	-44.5	-5.3
40	-281.9	-296.4	-86.3	-86.3	1.2	7.7	-5.3	-5.3
41	-296.4	-246.2	-86.3	-83.4	7.7	-10.5	-5.3	33.5
42	-246.2	-154.9	-83.4	-83.4	-10.5	-51.3	33.5	33.5
43	-154.9	-63.6	-83.4	-83.4	-51.3	-92.2	33.5	33.5
44	-63.6	-61.1	-83.4	-83.4	-92.2	-93.3	33.5	33.5
45	-61.1	-34.4	-83.4	-82.6	-93.3	-104.2	33.5	16.3
46	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000052	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0000063	.0000000	.0000000
4	-.0000099	.0000000	.0000000
5	-.0000487	.0000000	.0000000
6	-.0000875	.0000000	.0000000
7	-.0001262	.0000000	.0000000
8	-.0001650	.0000000	.0000000
9	-.0002038	.0000000	.0000000
10	-.0002425	.0000000	.0000000
11	-.0002813	.0000000	.0000000
12	-.0002849	.0000000	.0000000
13	-.0002967	.0000000	.0000000
14	-.0003084	.0000000	.0000000
15	-.0002080	.0000000	.0000000
16	-.0002339	.0000000	.0000000
17	-.0002597	.0000000	.0000000
18	-.0002856	.0000000	.0000000
19	-.0003114	.0000000	.0000000
20	-.0003373	.0000000	.0000000
21	-.0003631	.0000000	.0000000
22	-.0003890	.0000000	.0000000
23	-.0003914	.0000000	.0000000
24	-.0003992	.0000000	.0000000
25	-.0004070	.0000000	.0000000
26	-.0002047	.0000000	.0000000
27	-.0002177	.0000000	.0000000
28	-.0002306	.0000000	.0000000
29	-.0002435	.0000000	.0000000
30	-.0002564	.0000000	.0000000
31	-.0002693	.0000000	.0000000
32	-.0002823	.0000000	.0000000
33	-.0002952	.0000000	.0000000
34	-.0002964	.0000000	.0000000
35	-.0003003	.0000000	.0000000
36	-.0003042	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000046	.0001934	-.0000817
2	.0000000	.0000000	-.0000807
3	.0000099	-.0002289	-.0000785
4	.0000121	-.0002680	-.0000780
5	.0000733	-.0015059	-.0000606
6	.0001345	-.0023834	-.0000373
7	.0001972	-.0027963	-.0000084
8	.0002613	-.0026849	.0000207
9	.0003212	-.0020831	.0000446
10	.0003767	-.0011913	.0000535
11	.0004323	-.0002666	.0000483
12	.0004343	-.0002426	.0000479
13	.0004630	.0000000	.0000420
14	.0004929	.0002081	.0000358
15	.0000896	-.0001332	-.0000252
16	.0001444	-.0006585	-.0000319
17	.0001992	-.0011944	-.0000264
18	.0002568	-.0015219	-.0000088
19	.0003172	-.0014964	.0000116
20	.0003734	-.0011275	.0000278
21	.0004252	-.0005897	.0000308
22	.0004771	-.0001069	.0000216
23	.0004789	-.0000962	.0000210
24	.0005062	.0000000	.0000144
25	.0005346	.0000581	.0000076
26	.0000845	-.0001808	-.0000337
27	.0001378	-.0008697	-.0000416
28	.0001911	-.0015757	-.0000356
29	.0002472	-.0020494	-.0000157
30	.0003061	-.0021126	.0000089
31	.0003607	-.0017384	.0000314
32	.0004110	-.0010611	.0000432
33	.0004613	-.0002615	.0000452
34	.0004631	-.0002390	.0000451
35	.0004777	.0000000	.0000437
36	.0004901	.0002299	.0000420

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000317	.0000104	.0000016
38	.0000317	.0000331	.0000010
39	.0000317	.0000452	.0000004
40	.0000317	.0000484	.0000000
41	.0000317	.0000443	-.0000004
42	.0000317	.0000347	-.0000007
43	.0000317	.0000212	-.0000008
44	.0000317	.0000054	-.0000009
45	.0000317	.0000050	-.0000009
46	.0000317	.0000000	-.0000009
47	.0000317	-.0000050	-.0000009

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-1.36	.00
13	13	.00	1.00	.00
24	24	.00	2.00	.00
35	35	.00	-1.55	.00
46	46	.00	-.09	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	125.06	.00	-6.97	.00	229.57
2	-125.06	125.06	5.61	-5.61	-229.57	245.69
3	-125.06	125.06	5.61	-5.61	-245.69	248.47
4	-125.06	125.06	5.61	-5.61	-248.47	348.08
5	-125.06	125.06	5.61	-5.61	-348.08	447.69
6	-125.06	130.74	5.61	1.36	-447.69	511.21
7	-130.74	130.74	-1.36	1.36	-511.21	487.03
8	-130.74	113.01	-1.36	13.63	-487.03	273.37
9	-113.01	113.01	-13.63	13.63	-273.37	31.43
10	-113.01	113.01	-13.63	13.63	-31.43	-210.50
11	-113.01	113.01	-13.63	13.63	210.50	-217.30
12	-113.01	211.89	-13.63	1.38	217.30	-376.47
13	-211.89	112.24	-.38	-11.82	376.47	-226.09
14	-112.24	112.24	11.82	-11.82	226.09	-220.19
15	-112.24	112.24	11.82	-11.82	220.19	-10.31
16	-112.24	112.24	11.82	-11.82	10.31	199.57
17	-112.24	123.35	11.82	.36	-199.57	351.82
18	-123.35	123.35	-.36	.36	-351.82	345.43
19	-123.35	105.64	-.36	11.83	-345.43	156.78
20	-105.64	105.64	-11.83	11.83	-156.78	-53.15
21	-105.64	105.64	-11.83	11.83	53.15	-263.08
22	-105.64	105.64	-11.83	11.83	263.08	-268.98
23	-105.64	201.54	-11.83	.10	268.98	-415.98
24	-201.54	109.31	1.90	-13.51	415.98	-263.14
25	-109.31	109.31	13.51	-13.51	263.14	-256.40
26	-109.31	109.31	13.51	-13.51	256.40	-16.65
27	-109.31	109.31	13.51	-13.51	16.65	223.10
28	-109.31	120.40	13.51	-1.64	-223.10	407.96
29	-120.40	120.40	1.64	-1.64	-407.96	437.09
30	-120.40	102.71	1.64	9.51	-437.09	286.84
31	-102.71	102.71	-9.51	9.51	-286.84	118.06
32	-102.71	102.71	-9.51	9.51	-118.06	-50.72
33	-102.71	102.71	-9.51	9.51	50.72	-55.45
34	-102.71	95.73	-9.51	4.20	55.45	-98.07
35	-95.73	.00	-5.75	-.09	98.07	-11.82
36	.00	.00	.09	-.09	11.82	-11.77

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.09	-.09	11.77	-10.17
38	.00	.00	.09	-.09	10.17	-8.56
39	.00	.00	.09	-.09	8.56	-6.96
40	.00	.00	.09	-.09	6.96	-5.35
41	.00	.00	.09	-.09	5.35	-3.74
42	.00	.00	.09	-.09	3.74	-2.14
43	.00	.00	.09	-.09	2.14	-.53
44	.00	.00	.09	-.09	.53	-.49
45	.00	.00	.09	-.09	.49	.00
46	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.8	.0	2.2	.0	1.0	.0	.5
2	4.8	4.9	2.2	2.2	1.0	.9	.4	.4
3	4.9	5.0	2.2	2.2	.9	.9	.4	.4
4	5.0	6.1	2.2	2.2	.9	.4	.4	.4
5	6.1	7.2	2.2	2.2	.4	-.1	.4	.4
6	7.2	8.0	2.2	2.2	-.1	-.3	.4	-.1
7	8.0	7.8	2.2	2.2	-.3	-.2	-.1	-.1
8	7.8	5.0	2.2	1.9	-.2	.6	-.1	-1.0
9	5.0	2.3	1.9	1.9	.6	1.8	-1.0	-1.0
10	2.3	-.4	1.9	1.9	1.8	3.0	-1.0	-1.0
11	-.4	-.5	1.9	1.9	3.0	3.0	-1.0	-1.0
12	-.5	-.6	1.9	3.6	3.0	5.6	-1.0	-.1
13	-.6	-.6	3.6	1.9	5.6	3.1	.0	.9
14	-.6	-.6	1.9	1.9	3.1	3.0	.9	.9
15	-.6	1.8	1.9	1.9	3.0	2.0	.9	.9
16	1.8	4.2	1.9	1.9	2.0	.9	.9	.9
17	4.2	6.1	1.9	2.1	.9	.3	.9	.0
18	6.1	6.0	2.1	2.1	.3	.4	.0	.0
19	6.0	3.6	2.1	1.8	.4	1.0	.0	-.9
20	3.6	1.2	1.8	1.8	1.0	2.1	-.9	-.9
21	1.2	-1.2	1.8	1.8	2.1	3.2	-.9	-.9
22	-1.2	-1.2	1.8	1.8	3.2	3.2	-.9	-.9
23	-1.2	-1.2	1.8	3.5	3.2	5.6	-.9	.0
24	-1.2	-1.1	3.5	1.9	5.6	3.2	.1	1.0
25	-1.1	-1.0	1.9	1.9	3.2	3.2	1.0	1.0
26	-1.0	1.7	1.9	1.9	3.2	2.0	1.0	1.0
27	1.7	4.4	1.9	1.9	2.0	.7	1.0	1.0
28	4.4	6.7	1.9	2.1	.7	.0	1.0	.1
29	6.7	7.0	2.1	2.1	.0	-.1	.1	.1
30	7.0	5.0	2.1	1.8	-.1	.3	.1	-.7
31	5.0	3.1	1.8	1.8	.3	1.2	-.7	-.7
32	3.1	1.2	1.8	1.8	1.2	2.0	-.7	-.7

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	1.2	1.1	1.8	1.8	2.0	2.0	-.7	-.7
34	1.1	.5	1.8	1.6	2.0	2.1	-.7	-.3
35	.5	-.1	1.6	.0	2.1	.1	-.4	.0
36	-.1	-.1	.0	.0	.1	.1	.0	.0
37	-.1	-.1	.0	.0	.1	.1	.0	.0
38	-.1	-.1	.0	.0	.1	.0	.0	.0
39	-.1	-.1	.0	.0	.0	.0	.0	.0
40	-.1	-.1	.0	.0	.0	.0	.0	.0
41	-.1	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	125.06	.00	-6.97	.00	229.57
2	-125.06	125.06	5.61	-5.61	-229.57	245.69
3	-125.06	125.06	5.61	-5.61	-245.69	248.47
4	-125.06	125.06	5.61	-5.61	-248.47	348.08
5	-125.06	125.06	5.61	-5.61	-348.08	447.69
6	-125.06	130.74	5.61	1.36	-447.69	511.21
7	-130.74	130.74	-1.36	1.36	-511.21	487.03
8	-130.74	113.01	-1.36	13.63	-487.03	273.37
9	-113.01	113.01	-13.63	13.63	-273.37	31.43
10	-113.01	113.01	-13.63	13.63	-31.43	-210.50
11	-113.01	113.01	-13.63	13.63	210.50	-217.30
12	-113.01	211.89	-13.63	1.38	217.30	-376.47
13	-211.89	112.24	-.38	-11.82	376.47	-226.09
14	-112.24	112.24	11.82	-11.82	226.09	-220.19
15	-112.24	112.24	11.82	-11.82	220.19	-10.31
16	-112.24	112.24	11.82	-11.82	10.31	199.57
17	-112.24	123.35	11.82	.36	-199.57	351.82
18	-123.35	123.35	-.36	.36	-351.82	345.43
19	-123.35	105.64	-.36	11.83	-345.43	156.78
20	-105.64	105.64	-11.83	11.83	-156.78	-53.15
21	-105.64	105.64	-11.83	11.83	53.15	-263.08
22	-105.64	105.64	-11.83	11.83	263.08	-268.98
23	-105.64	201.54	-11.83	.10	268.98	-415.98
24	-201.54	109.31	1.90	-13.51	415.98	-263.14
25	-109.31	109.31	13.51	-13.51	263.14	-256.40
26	-109.31	109.31	13.51	-13.51	256.40	-16.65
27	-109.31	109.31	13.51	-13.51	16.65	223.10
28	-109.31	120.40	13.51	-1.64	-223.10	407.96
29	-120.40	120.40	1.64	-1.64	-407.96	437.09
30	-120.40	102.71	1.64	9.51	-437.09	286.84
31	-102.71	102.71	-9.51	9.51	-286.84	118.06
32	-102.71	102.71	-9.51	9.51	-118.06	-50.72
33	-102.71	102.71	-9.51	9.51	50.72	-55.45
34	-102.71	95.73	-9.51	4.20	55.45	-98.07
35	-95.73	.00	-5.75	-.09	98.07	-11.82
36	.00	.00	.09	-.09	11.82	-11.77

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.09	-.09	11.77	-10.17
38	.00	.00	.09	-.09	10.17	-8.56
39	.00	.00	.09	-.09	8.56	-6.96
40	.00	.00	.09	-.09	6.96	-5.35
41	.00	.00	.09	-.09	5.35	-3.74
42	.00	.00	.09	-.09	3.74	-2.14
43	.00	.00	.09	-.09	2.14	-.53
44	.00	.00	.09	-.09	.53	-.49
45	.00	.00	.09	-.09	.49	.00
46	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.8	.0	2.2	.0	1.0	.0	.5
2	4.8	4.9	2.2	2.2	1.0	.9	.4	.4
3	4.9	5.0	2.2	2.2	.9	.9	.4	.4
4	5.0	6.1	2.2	2.2	.9	.4	.4	.4
5	6.1	7.2	2.2	2.2	.4	-.1	.4	.4
6	7.2	8.0	2.2	2.2	-.1	-.3	.4	-.1
7	8.0	7.8	2.2	2.2	-.3	-.2	-.1	-.1
8	7.8	5.0	2.2	1.9	-.2	.6	-.1	-1.0
9	5.0	2.3	1.9	1.9	.6	1.8	-1.0	-1.0
10	2.3	-.4	1.9	1.9	1.8	3.0	-1.0	-1.0
11	-.4	-.5	1.9	1.9	3.0	3.0	-1.0	-1.0
12	-.5	-.6	1.9	3.6	3.0	5.6	-1.0	-.1
13	-.6	-.6	3.6	1.9	5.6	3.1	.0	.9
14	-.6	-.6	1.9	1.9	3.1	3.0	.9	.9
15	-.6	1.8	1.9	1.9	3.0	2.0	.9	.9
16	1.8	4.2	1.9	1.9	2.0	.9	.9	.9
17	4.2	6.1	1.9	2.1	.9	.3	.9	.0
18	6.1	6.0	2.1	2.1	.3	.4	.0	.0
19	6.0	3.6	2.1	1.8	.4	1.0	.0	-.9
20	3.6	1.2	1.8	1.8	1.0	2.1	-.9	-.9
21	1.2	-1.2	1.8	1.8	2.1	3.2	-.9	-.9
22	-1.2	-1.2	1.8	1.8	3.2	3.2	-.9	-.9
23	-1.2	-1.2	1.8	3.5	3.2	5.6	-.9	.0
24	-1.2	-1.1	3.5	1.9	5.6	3.2	.1	1.0
25	-1.1	-1.0	1.9	1.9	3.2	3.2	1.0	1.0
26	-1.0	1.7	1.9	1.9	3.2	2.0	1.0	1.0
27	1.7	4.4	1.9	1.9	2.0	.7	1.0	1.0
28	4.4	6.7	1.9	2.1	.7	.0	1.0	.1
29	6.7	7.0	2.1	2.1	.0	-.1	.1	.1
30	7.0	5.0	2.1	1.8	-.1	.3	.1	-.7
31	5.0	3.1	1.8	1.8	.3	1.2	-.7	-.7
32	3.1	1.2	1.8	1.8	1.2	2.0	-.7	-.7

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E   S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE #   4   AT DAY :   59.0

LOAD CASE #   5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	1.2	1.1	1.8	1.8	2.0	2.0	-.7	-.7
34	1.1	.5	1.8	1.6	2.0	2.1	-.7	-.3
35	.5	-.1	1.6	.0	2.1	.1	-.4	.0
36	-.1	-.1	.0	.0	.1	.1	.0	.0
37	-.1	-.1	.0	.0	.1	.1	.0	.0
38	-.1	-.1	.0	.0	.1	.0	.0	.0
39	-.1	-.1	.0	.0	.0	.0	.0	.0
40	-.1	-.1	.0	.0	.0	.0	.0	.0
41	-.1	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000411	-.0005566	.0002387
2	.0000000	.0000000	.0002299
3	-.0000995	.0006312	.0002096
4	-.0001549	.0007333	.0001989
5	-.0007724	.0033716	.0001070
6	-.0013929	.0047148	.0000460
7	-.0020199	.0050344	-.0000091
8	-.0026589	.0043878	-.0000636
9	-.0032961	.0029066	-.0000985
10	-.0039313	.0011946	-.0000848
11	-.0045747	.0001107	-.0000350
12	-.0046289	.0000945	-.0000300
13	-.0048922	.0000000	-.0000064
14	-.0051472	.0000230	.0000162
15	-.0010022	-.0000383	.0000046
16	-.0015510	.0004203	.0000450
17	-.0021029	.0013750	.0000543
18	-.0026640	.0020938	.0000225
19	-.0032344	.0020689	-.0000253
20	-.0037988	.0013094	-.0000561
21	-.0043624	.0003426	-.0000444
22	-.0049344	-.0000786	-.0000011
23	-.0049836	-.0000780	.0000034
24	-.0052222	.0000000	.0000244
25	-.0054555	.0001830	.0000448
26	-.0009944	-.0000452	.0000020
27	-.0015022	.0003278	.0000381
28	-.0020131	.0011388	.0000457
29	-.0025333	.0017176	.0000159
30	-.0030628	.0016117	-.0000275
31	-.0035864	.0008659	-.0000523
32	-.0041039	.0000225	-.0000345
33	-.0046246	-.0001653	.0000158
34	-.0046696	-.0001561	.0000208
35	-.0048200	.0000000	.0000368
36	-.0048948	.0002169	.0000445

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.24	.00
13	13	.00	.17	.00
24	24	.00	.36	.00
35	35	.00	-.29	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.02
2	.00	.00	-.24	.24	-.02	-.62
3	.00	.00	-.24	.24	.62	-.65
4	.00	.00	-.24	.24	.65	-4.82
5	.00	.00	-.24	.24	4.82	-9.00
6	.00	.00	-.24	.24	9.00	-13.17
7	.00	.00	-.24	.24	13.17	-17.35
8	.00	.00	-.24	.24	17.35	-21.52
9	.00	.00	-.24	.24	21.52	-25.69
10	.00	.00	-.24	.24	25.69	-29.86
11	.00	.00	-.24	.24	29.86	-30.00
12	.00	.00	-.24	.24	30.00	-31.26
13	.00	.00	-.06	.06	31.26	-31.60
14	.00	.00	-.06	.06	31.60	-31.63
15	.00	.00	-.06	.06	31.63	-32.74
16	.00	.00	-.06	.06	32.74	-33.85
17	.00	.00	-.06	.06	33.85	-34.96
18	.00	.00	-.06	.06	34.96	-36.08
19	.00	.00	-.06	.06	36.08	-37.19
20	.00	.00	-.06	.06	37.19	-38.30
21	.00	.00	-.06	.06	38.30	-39.41
22	.00	.00	-.06	.06	39.41	-39.44
23	.00	.00	-.06	.06	39.44	-39.78
24	.00	.00	.29	-.29	39.78	-38.21
25	.00	.00	.29	-.29	38.21	-38.06
26	.00	.00	.29	-.29	38.06	-32.87
27	.00	.00	.29	-.29	32.87	-27.68
28	.00	.00	.29	-.29	27.68	-22.49
29	.00	.00	.29	-.29	22.49	-17.30
30	.00	.00	.29	-.29	17.30	-12.11
31	.00	.00	.29	-.29	12.11	-6.92
32	.00	.00	.29	-.29	6.92	-1.73
33	.00	.00	.29	-.29	1.73	-1.57
34	.00	.00	.29	-.29	1.57	.00
35	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	-.1	.0	.0	.0	.0	.0	.0
5	-.1	-.1	.0	.0	.0	.0	.0	.0
6	-.1	-.1	.0	.0	.0	.1	.0	.0
7	-.1	-.2	.0	.0	.1	.1	.0	.0
8	-.2	-.2	.0	.0	.1	.1	.0	.0
9	-.2	-.3	.0	.0	.1	.1	.0	.0
10	-.3	-.3	.0	.0	.1	.2	.0	.0
11	-.3	-.3	.0	.0	.2	.2	.0	.0
12	-.3	-.4	.0	.0	.2	.2	.0	.0
13	-.4	-.4	.0	.0	.2	.2	.0	.0
14	-.4	-.4	.0	.0	.2	.2	.0	.0
15	-.4	-.4	.0	.0	.2	.2	.0	.0
16	-.4	-.4	.0	.0	.2	.2	.0	.0
17	-.4	-.4	.0	.0	.2	.2	.0	.0
18	-.4	-.4	.0	.0	.2	.2	.0	.0
19	-.4	-.4	.0	.0	.2	.2	.0	.0
20	-.4	-.4	.0	.0	.2	.2	.0	.0
21	-.4	-.4	.0	.0	.2	.2	.0	.0
22	-.4	-.4	.0	.0	.2	.2	.0	.0
23	-.4	-.5	.0	.0	.2	.2	.0	.0
24	-.5	-.4	.0	.0	.2	.2	.0	.0
25	-.4	-.4	.0	.0	.2	.2	.0	.0
26	-.4	-.4	.0	.0	.2	.2	.0	.0
27	-.4	-.3	.0	.0	.2	.1	.0	.0
28	-.3	-.3	.0	.0	.1	.1	.0	.0
29	-.3	-.2	.0	.0	.1	.1	.0	.0
30	-.2	-.1	.0	.0	.1	.1	.0	.0
31	-.1	-.1	.0	.0	.1	.0	.0	.0
32	-.1	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002299	-.0026305	.0011230
2	.0000000	.0000000	.0010757
3	-.0004895	.0029485	.0009771
4	-.0006424	.0034299	.0009484
5	-.0036698	.0160748	.0005186
6	-.0067026	.0227380	.0002407
7	-.0097575	.0244836	-.0000428
8	-.0128384	.0215756	-.0002842
9	-.0158838	.0143451	-.0004977
10	-.0188892	.0058335	-.0004168
11	-.0219051	.0005315	-.0001702
12	-.0220548	.0004498	-.0001568
13	-.0236444	.0000000	-.0000050
14	-.0252236	.0003919	.0001454
15	-.0025655	-.0002387	.0000065
16	-.0054842	.0020634	.0002422
17	-.0084081	.0073960	.0003149
18	-.0113709	.0113892	.0001061
19	-.0143692	.0112755	-.0001189
20	-.0173279	.0070843	-.0003217
21	-.0202480	.0017250	-.0002392
22	-.0231786	-.0004681	.0000018
23	-.0233222	-.0004640	.0000146
24	-.0248820	.0000000	.0001635
25	-.0264346	.0012911	.0003112
26	-.0025569	-.0001971	.0000119
27	-.0054186	.0021461	.0002415
28	-.0082856	.0074258	.0003104
29	-.0111914	.0113308	.0001012
30	-.0141329	.0111463	-.0001218
31	-.0170347	.0069326	-.0003213
32	-.0198928	.0016086	-.0002358
33	-.0227562	-.0004966	.0000088
34	-.0228944	-.0004889	.0000220
35	-.0243721	.0000000	.0001663
36	-.0257758	.0012745	.0003018

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014081	-.0001788	.0000056
38	-.0038137	.0017264	.0001996
39	-.0062216	.0060992	.0002569
40	-.0086619	.0092098	.0000684
41	-.0111315	.0087845	-.0001150
42	-.0135630	.0049915	-.0002813
43	-.0159523	.0005332	-.0001831
44	-.0183438	-.0006357	.0000625
45	-.0184376	-.0006018	.0000729
46	-.0191520	.0000000	.0001503
47	-.0197657	.0010108	.0002183

Data-Base: RDMS
Project : TEST
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- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	600.34	.00
13	13	.00	1194.39	.00
24	24	.00	1197.47	.00
35	35	.00	1205.12	.00
46	46	.00	637.85	.00
TOTAL REACTIONS		.00	4835.17	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4837.11	.00	299.53	.00	-8704.89
2	4837.11	-4837.11	300.81	-275.74	8704.88	-7875.90
3	4837.11	-4837.11	275.74	-271.38	7875.90	-7738.74
4	4837.11	-4837.11	271.38	-116.61	7738.74	-4295.33
5	4837.11	-4837.11	116.61	38.17	4295.33	-3599.16
6	4837.11	-4888.31	-38.17	-80.14	3599.16	-3460.01
7	4888.31	-4888.31	80.14	74.63	3460.01	-3411.14
8	4888.31	-4733.61	-74.63	-278.71	3411.14	-896.10
9	4733.61	-4733.61	278.71	-123.94	896.10	2677.42
10	4733.61	-4733.61	123.94	30.83	-2677.42	3503.72
11	4733.61	-4733.61	-30.83	35.19	-3503.72	3487.15
12	4733.61	-9453.26	-35.19	599.74	-3487.15	7250.73
13	9453.26	-4790.69	594.65	-31.55	-7250.73	3519.61
14	4790.69	-4790.69	31.55	-27.19	-3519.61	3534.29
15	4790.69	-4790.69	27.19	127.58	-3534.29	2643.27
16	4790.69	-4790.69	-127.58	282.36	-2643.27	-994.97
17	4790.69	-4895.57	-282.36	-77.18	994.97	-3293.66
18	4895.57	-4895.57	77.18	77.59	3293.66	-3297.30
19	4895.57	-4740.85	-77.59	-276.54	3297.30	-827.73
20	4740.85	-4740.85	276.54	-121.76	827.73	2707.20
21	4740.85	-4740.85	121.76	33.01	-2707.20	3494.90
22	4740.85	-4740.85	-33.01	37.37	-3494.90	3477.30
23	4740.85	-9463.47	-37.37	602.44	-3477.30	7231.68
24	9463.47	-4793.62	595.03	-31.35	-7231.68	3493.04
25	4793.62	-4793.62	31.35	-26.99	-3493.04	3507.63
26	4793.62	-4793.62	26.99	127.78	-3507.63	2613.14
27	4793.62	-4793.62	-127.78	282.55	-2613.14	-1028.57
28	4793.62	-4898.51	-282.55	-77.30	1028.57	-3327.98
29	4898.51	-4898.51	77.30	77.47	3327.98	-3329.45
30	4898.51	-4743.77	-77.47	-276.98	3329.45	-854.81
31	4743.77	-4743.77	276.98	-122.20	854.81	2687.93
32	4743.77	-4743.77	122.20	32.57	-2687.93	3483.44
33	4743.77	-4743.77	-32.57	36.93	-3483.44	3466.07
34	4743.77	-9569.28	-36.93	608.41	-3466.06	7314.73
35	9569.28	-4902.93	596.71	-27.26	-7314.73	3559.61
36	4902.93	-4902.93	27.26	-22.90	-3559.60	3572.15

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
37	4902.93	-4902.93	22.90	131.87	-3572.15	2604.98
38	4902.93	-4902.93	-131.87	286.65	-2604.98	-1109.40
39	4902.93	-5018.92	-286.65	-85.08	1109.40	-3426.60
40	5018.92	-5018.92	85.08	69.70	3426.60	-3290.11
41	5018.92	-4846.48	-69.70	-295.90	3290.11	-498.14
42	4846.48	-4846.48	295.90	-141.13	498.14	3380.45
43	4846.48	-4846.48	141.13	13.65	-3380.45	4511.81
44	4846.48	-4846.48	-13.65	18.01	-4511.81	4503.93
45	4846.48	-4801.30	-18.01	297.87	-4503.93	4132.27
46	4801.30	.00	339.98	.00	-4132.27	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-181.8	.0	-83.2	.0	-39.1	.0	-22.1
2	-181.8	-172.4	-83.2	-83.2	-39.1	-43.3	22.2	20.3
3	-172.4	-170.9	-83.2	-83.2	-43.3	-44.0	20.3	20.0
4	-170.9	-131.9	-83.2	-83.2	-44.0	-61.4	20.0	8.6
5	-131.9	-124.0	-83.2	-83.2	-61.4	-65.0	8.6	-2.8
6	-124.0	-123.3	-83.2	-84.1	-65.0	-66.5	-2.8	5.9
7	-123.3	-122.7	-84.1	-84.1	-66.5	-66.8	5.9	-5.5
8	-122.7	-91.6	-84.1	-81.4	-66.8	-76.9	-5.5	20.5
9	-91.6	-51.1	-81.4	-81.4	-76.9	-95.0	20.5	9.1
10	-51.1	-41.7	-81.4	-81.4	-95.0	-99.2	9.1	-2.3
11	-41.7	-41.9	-81.4	-81.4	-99.2	-99.1	-2.3	-2.6
12	-41.9	-80.5	-81.4	-162.6	-99.1	-199.4	-2.6	-44.2
13	-80.5	-42.5	-162.6	-82.4	-199.4	-100.3	43.8	2.3
14	-42.5	-42.4	-82.4	-82.4	-100.3	-100.3	2.3	2.0
15	-42.4	-52.5	-82.4	-82.4	-100.3	-95.8	2.0	-9.4
16	-52.5	-93.7	-82.4	-82.4	-95.8	-77.4	-9.4	-20.8
17	-93.7	-121.5	-82.4	-84.2	-77.4	-67.5	-20.8	5.7
18	-121.5	-121.6	-84.2	-84.2	-67.5	-67.5	5.7	-5.7
19	-121.6	-90.9	-84.2	-81.6	-67.5	-77.4	-5.7	20.4
20	-90.9	-50.9	-81.6	-81.6	-77.4	-95.3	20.4	9.0
21	-50.9	-42.0	-81.6	-81.6	-95.3	-99.3	9.0	-2.4
22	-42.0	-42.2	-81.6	-81.6	-99.3	-99.2	-2.4	-2.8
23	-42.2	-80.9	-81.6	-162.8	-99.2	-199.5	-2.8	-44.4
24	-80.9	-42.9	-162.8	-82.5	-199.5	-100.2	43.9	2.3
25	-42.9	-42.7	-82.5	-82.5	-100.2	-100.2	2.3	2.0
26	-42.7	-52.9	-82.5	-82.5	-100.2	-95.7	2.0	-9.4
27	-52.9	-94.1	-82.5	-82.5	-95.7	-77.2	-9.4	-20.8
28	-94.1	-122.0	-82.5	-84.3	-77.2	-67.4	-20.8	5.7
29	-122.0	-122.0	-84.3	-84.3	-67.4	-67.4	5.7	-5.7
30	-122.0	-91.3	-84.3	-81.6	-67.4	-77.3	-5.7	20.4
31	-91.3	-51.2	-81.6	-81.6	-77.3	-95.2	20.4	9.0
32	-51.2	-42.1	-81.6	-81.6	-95.2	-99.3	9.0	-2.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 4 AT DAY : 59.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-42.1	-42.3	-81.6	-81.6	-99.3	-99.2	-2.4	-2.7
34	-42.3	-81.7	-81.6	-164.6	-99.2	-201.7	-2.7	-44.8
35	-81.7	-44.0	-164.6	-84.3	-201.7	-102.4	44.0	2.0
36	-44.0	-43.9	-84.3	-84.3	-102.4	-102.5	2.0	1.7
37	-43.9	-54.8	-84.3	-84.3	-102.5	-97.6	1.7	-9.7
38	-54.8	-96.9	-84.3	-84.3	-97.6	-78.7	-9.7	-21.1
39	-96.9	-125.2	-84.3	-86.3	-78.7	-69.0	-21.1	6.3
40	-125.2	-123.6	-86.3	-86.3	-69.0	-69.7	6.3	-5.1
41	-123.6	-89.0	-86.3	-83.4	-69.7	-80.8	-5.1	21.8
42	-89.0	-45.1	-83.4	-83.4	-80.8	-100.5	21.8	10.4
43	-45.1	-32.3	-83.4	-83.4	-100.5	-106.2	10.4	-1.0
44	-32.3	-32.3	-83.4	-83.4	-106.2	-106.2	-1.0	-1.3
45	-32.3	-35.8	-83.4	-82.6	-106.2	-103.5	-1.3	-22.0
46	-35.8	.0	-82.6	.0	-103.5	.0	25.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0054416	-.0022912
2	.0000000	.0000000	-.0022913
3	.0000000	-.0065809	-.0022844
4	.0000000	-.0077222	-.0022808
5	.0000000	-.0459139	-.0019499
6	.0000000	-.0748329	-.0012627
7	.0000000	-.0895776	-.0003800
8	.0000000	-.0881426	.0005331
9	.0000000	-.0714293	.0013141
10	.0000000	-.0432548	.0017971
11	.0000000	-.0103571	.0018193
12	.0000000	-.0094498	.0018099
13	.0000000	.0000000	.0016964
14	.0000000	.0087820	.0015803
15	.0000000	-.0073198	-.0013059
16	.0000000	-.0314380	-.0013314
17	.0000000	-.0522049	-.0009549
18	.0000000	-.0639058	-.0003370
19	.0000000	-.0637155	.0003577
20	.0000000	-.0517083	.0009671
21	.0000000	-.0308669	.0013257
22	.0000000	-.0070882	.0012712
23	.0000000	-.0064554	.0012598
24	.0000000	.0000000	.0011330
25	.0000000	.0057248	.0010063
26	.0000000	-.0070835	-.0012718
27	.0000000	-.0308672	-.0013263
28	.0000000	-.0517311	-.0009694
29	.0000000	-.0637893	-.0003612
30	.0000000	-.0640392	.0003340
31	.0000000	-.0523724	.0009543
32	.0000000	-.0315827	.0013346
33	.0000000	-.0073722	.0013129
34	.0000000	-.0067183	.0013027
35	.0000000	.0000000	.0011881
36	.0000000	.0060528	.0010728

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0064415	-.0011564
38	.0000000	-.0279777	-.0011925
39	.0000000	-.0464913	-.0008426
40	.0000000	-.0565533	-.0002675
41	.0000000	-.0556330	.0003676
42	.0000000	-.0441085	.0009000
43	.0000000	-.0252746	.0011637
44	.0000000	-.0053498	.0009959
45	.0000000	-.0048557	.0009805
46	.0000000	.0000000	.0008169
47	.0000000	.0039310	.0006561
48	.0000000	-.0087996	-.0015826
49	.0000000	-.0387731	-.0016998
50	.0000000	-.0662471	-.0013276
51	.0000000	-.0839515	-.0006262
52	.0000000	-.0875052	.0002396
53	.0000000	-.0754268	.0011078
54	.0000000	-.0491428	.0018129
55	.0000000	-.0129939	.0021925
56	.0000000	-.0118961	.0021986
57	.0000000	.0000000	.0022201
58	.0000000	.0119301	.0022194

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	547.86	.00
13	13	.00	1242.32	.00
24	24	.00	1207.33	.00
35	35	.00	1170.94	.00
46	46	.00	1298.14	.00
57	57	.00	565.94	.00
TOTAL REACTIONS		.00	6032.52	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	527.15	-502.08	24.74	1454.35
3	.00	.00	502.08	-497.72	-1454.35	1703.43
4	.00	.00	497.72	-342.95	-1703.43	9164.33
5	.00	.00	342.95	-188.17	-9164.33	13878.05
6	.00	.00	188.17	-27.66	-13878.05	15793.56
7	.00	.00	27.66	127.11	-15793.56	14910.91
8	.00	.00	-127.11	287.63	-14910.91	11230.08
9	.00	.00	-287.63	442.40	-11230.08	4751.08
10	.00	.00	-442.40	597.17	-4751.08	-4475.17
11	.00	.00	-597.17	601.53	4475.17	-4774.18
12	.00	.00	-601.53	648.40	4774.18	-8133.29
13	.00	.00	593.91	-547.05	8133.29	-5066.88
14	.00	.00	547.05	-542.69	5066.88	-4794.94
15	.00	.00	542.69	-387.91	4794.94	3464.12
16	.00	.00	387.91	-233.14	-3464.12	8975.98
17	.00	.00	233.14	-72.63	-8975.98	11689.66
18	.00	.00	72.63	82.15	-11689.66	11605.18
19	.00	.00	-82.15	242.66	-11605.18	8722.55
20	.00	.00	-242.66	397.43	-8722.55	3041.73
21	.00	.00	-397.43	552.21	-3041.73	-5386.33
22	.00	.00	-552.21	556.57	5386.33	-5663.07
23	.00	.00	-556.57	603.43	5663.07	-8780.56
24	.00	.00	603.90	-557.03	8780.56	-5660.57
25	.00	.00	557.03	-552.67	5660.57	-5383.63
26	.00	.00	552.67	-397.90	5383.63	3052.65
27	.00	.00	397.90	-243.12	-3052.65	8741.68
28	.00	.00	243.12	-82.61	-8741.68	11632.54
29	.00	.00	82.61	72.16	-11632.54	11725.23
30	.00	.00	-72.16	232.68	-11725.23	9019.77
31	.00	.00	-232.68	387.45	-9019.77	3516.10
32	.00	.00	-387.45	542.22	-3516.10	-4734.75
33	.00	.00	-542.22	546.58	4734.75	-5006.47
34	.00	.00	-546.58	593.45	5006.47	-8070.32
35	.00	.00	577.49	-530.62	8070.32	-5092.28
36	.00	.00	530.62	-526.26	5092.28	-4828.49

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
37	.00	.00	526.26	-371.49	4828.49	3139.03
38	.00	.00	371.49	-216.71	-3139.03	8359.29
39	.00	.00	216.71	-56.20	-8359.29	10781.39
40	.00	.00	56.20	98.57	-10781.39	10405.32
41	.00	.00	-98.57	259.09	-10405.32	7231.08
42	.00	.00	-259.09	413.86	-7231.08	1258.65
43	.00	.00	-413.86	568.63	-1258.65	-7460.96
44	.00	.00	-568.63	572.99	7460.96	-7746.03
45	.00	.00	-572.99	619.86	7746.03	-10951.87
46	.00	.00	678.28	-631.41	10951.87	-7432.13
47	.00	.00	631.41	-627.05	7432.13	-7118.12
48	.00	.00	627.05	-472.27	7118.12	2638.37
49	.00	.00	472.27	-317.50	-2638.37	9647.62
50	.00	.00	317.50	-156.99	-9647.62	13858.74
51	.00	.00	156.99	-2.21	-13858.74	15271.66
52	.00	.00	2.21	158.30	-15271.66	13886.42
53	.00	.00	-158.30	313.07	-13886.42	9702.98
54	.00	.00	-313.07	467.84	-9702.98	2772.33
55	.00	.00	-467.84	472.20	-2772.33	2538.16
56	.00	.00	-472.20	519.07	-2538.16	-125.93
57	.00	.00	46.87	.00	125.93	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.5	.0	.0	.1	-7.4	38.9	37.0
3	16.5	19.3	.0	.0	-7.4	-8.6	37.0	36.7
4	19.3	103.8	.0	.0	-8.6	-46.5	36.7	25.3
5	103.8	157.2	.0	.0	-46.5	-70.4	25.3	13.9
6	157.2	178.9	.0	.0	-70.4	-80.1	13.9	2.0
7	178.9	168.9	.0	.0	-80.1	-75.6	2.0	-9.4
8	168.9	127.2	.0	.0	-75.6	-56.9	-9.4	-21.2
9	127.2	53.8	.0	.0	-56.9	-24.1	-21.2	-32.6
10	53.8	-50.7	.0	.0	-24.1	22.7	-32.6	-44.0
11	-50.7	-54.1	.0	.0	22.7	24.2	-44.0	-44.3
12	-54.1	-92.1	.0	.0	24.2	41.2	-44.3	-47.8
13	-92.1	-57.4	.0	.0	41.2	25.7	43.8	40.3
14	-57.4	-54.3	.0	.0	25.7	24.3	40.3	40.0
15	-54.3	39.2	.0	.0	24.3	-17.6	40.0	28.6
16	39.2	101.7	.0	.0	-17.6	-45.5	28.6	17.2
17	101.7	132.4	.0	.0	-45.5	-59.3	17.2	5.4
18	132.4	131.5	.0	.0	-59.3	-58.8	5.4	-6.1
19	131.5	98.8	.0	.0	-58.8	-44.2	-6.1	-17.9
20	98.8	34.5	.0	.0	-44.2	-15.4	-17.9	-29.3
21	34.5	-61.0	.0	.0	-15.4	27.3	-29.3	-40.7
22	-61.0	-64.2	.0	.0	27.3	28.7	-40.7	-41.0
23	-64.2	-99.5	.0	.0	28.7	44.5	-41.0	-44.5
24	-99.5	-64.1	.0	.0	44.5	28.7	44.5	41.1
25	-64.1	-61.0	.0	.0	28.7	27.3	41.1	40.7
26	-61.0	34.6	.0	.0	27.3	-15.5	40.7	29.3
27	34.6	99.0	.0	.0	-15.5	-44.3	29.3	17.9
28	99.0	131.8	.0	.0	-44.3	-59.0	17.9	6.1
29	131.8	132.8	.0	.0	-59.0	-59.4	6.1	-5.3
30	132.8	102.2	.0	.0	-59.4	-45.7	-5.3	-17.1
31	102.2	39.8	.0	.0	-45.7	-17.8	-17.1	-28.6
32	39.8	-53.6	.0	.0	-17.8	24.0	-28.6	-40.0

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-53.6	-56.7	.0	.0	24.0	25.4	-40.0	-40.3
34	-56.7	-91.4	.0	.0	25.4	40.9	-40.3	-43.7
35	-91.4	-57.7	.0	.0	40.9	25.8	42.6	39.1
36	-57.7	-54.7	.0	.0	25.8	24.5	39.1	38.8
37	-54.7	35.6	.0	.0	24.5	-15.9	38.8	27.4
38	35.6	94.7	.0	.0	-15.9	-42.4	27.4	16.0
39	94.7	122.1	.0	.0	-42.4	-54.7	16.0	4.1
40	122.1	117.9	.0	.0	-54.7	-52.8	4.1	-7.3
41	117.9	81.9	.0	.0	-52.8	-36.7	-7.3	-19.1
42	81.9	14.3	.0	.0	-36.7	-6.4	-19.1	-30.5
43	14.3	-84.5	.0	.0	-6.4	37.8	-30.5	-41.9
44	-84.5	-87.8	.0	.0	37.8	39.3	-41.9	-42.2
45	-87.8	-124.1	.0	.0	39.3	55.5	-42.2	-45.7
46	-124.1	-84.2	.0	.0	55.5	37.7	50.0	46.5
47	-84.2	-80.6	.0	.0	37.7	36.1	46.5	46.2
48	-80.6	29.9	.0	.0	36.1	-13.4	46.2	34.8
49	29.9	109.3	.0	.0	-13.4	-48.9	34.8	23.4
50	109.3	157.0	.0	.0	-48.9	-70.3	23.4	11.6
51	157.0	173.0	.0	.0	-70.3	-77.4	11.6	.2
52	173.0	157.3	.0	.0	-77.4	-70.4	.2	-11.7
53	157.3	109.9	.0	.0	-70.4	-49.2	-11.7	-23.1
54	109.9	31.4	.0	.0	-49.2	-14.1	-23.1	-34.5
55	31.4	28.8	.0	.0	-14.1	-12.9	-34.5	-34.8
56	28.8	-1.4	.0	.0	-12.9	.6	-34.8	-38.3
57	-1.4	.0	.0	.0	.6	.0	3.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0077058	.0032559
2	.0000000	.0000000	.0032165
3	-.0003936	.0091233	.0031291
4	-.0004896	.0106823	.0031069
5	-.0029220	.0600956	.0024208
6	-.0053567	.0951920	.0014937
7	-.0078085	.1117613	.0003541
8	-.0102758	.1079469	-.0007745
9	-.0127051	.0848865	-.0017573
10	-.0150921	.0490376	-.0021812
11	-.0174815	.0110298	-.0020005
12	-.0175753	.0100341	-.0019823
13	-.0189185	.0000000	-.0017343
14	-.0202609	-.0086060	-.0014840
15	-.0014449	.0072693	.0013360
16	-.0038436	.0338146	.0015640
17	-.0062447	.0595563	.0012453
18	-.0086781	.0749105	.0004318
19	-.0111406	.0746353	-.0004620
20	-.0135652	.0588228	-.0012619
21	-.0159476	.0330002	-.0015558
22	-.0183323	.0068570	-.0012980
23	-.0184261	.0062130	-.0012779
24	-.0197668	.0000000	-.0010178
25	-.0211066	-.0047288	-.0007580
26	-.0014423	.0070531	.0013046
27	-.0038365	.0332840	.0015585
28	-.0062330	.0590976	.0012575
29	-.0086618	.0747642	.0004533
30	-.0111197	.0748867	-.0004403
31	-.0135396	.0593921	-.0012495
32	-.0159175	.0336318	-.0015629
33	-.0182977	.0071111	-.0013351
34	-.0183915	.0064482	-.0013161
35	-.0197296	.0000000	-.0010672
36	-.0210669	-.0050242	-.0008181

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014398	.0064729	.0012003
38	-.0038454	.0306827	.0014387
39	-.0062533	.0543956	.0011443
40	-.0086936	.0682747	.0003690
41	-.0111632	.0673374	-.0004713
42	-.0135947	.0519512	-.0012019
43	-.0159840	.0279346	-.0014095
44	-.0183755	.0052811	-.0010482
45	-.0184693	.0047630	-.0010244
46	-.0198049	.0000000	-.0007315
47	-.0211397	-.0031056	-.0004413
48	-.0014372	.0086090	.0015863
49	-.0038383	.0404580	.0018980
50	-.0062416	.0722831	.0015835
51	-.0086773	.0930887	.0006946
52	-.0111422	.0962228	-.0003539
53	-.0135690	.0803695	-.0013878
54	-.0159538	.0496511	-.0019947
55	-.0183407	.0123533	-.0021291
56	-.0184346	.0112898	-.0021248
57	-.0191475	.0000000	-.0020690
58	-.0197601	-.0109155	-.0020004

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	54.21	.00
13	13	.00	-49.90	.00
24	24	.00	-9.01	.00
35	35	.00	23.91	.00
46	46	.00	-91.23	.00
57	57	.00	72.03	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.58	231.58	8909.73	-9574.93
3	4962.17	-4962.17	-231.58	231.58	9574.93	-9689.53
4	4962.17	-4962.17	-231.58	231.58	9689.53	-13800.01
5	4962.17	-4962.17	-231.58	231.58	13800.01	-17910.57
6	4962.17	-5019.05	-231.58	-54.21	17910.58	-19743.85
7	5019.05	-5019.05	54.21	-54.21	19743.85	-18781.55
8	5019.05	-4846.62	54.21	-580.34	18781.55	-12365.41
9	4846.62	-4846.62	580.34	-580.34	12365.41	-2064.35
10	4846.62	-4846.62	580.34	-580.34	2064.35	8236.74
11	4846.62	-4846.62	580.34	-580.34	-8236.74	8526.17
12	4846.62	-9665.15	580.34	-50.41	-8526.17	15810.04
13	9665.15	-4902.93	.51	527.93	-15810.04	8858.88
14	4902.93	-4902.93	-527.93	527.93	-8858.88	8595.41
15	4902.93	-4902.93	-527.93	527.93	-8595.41	-775.29
16	4902.93	-4902.93	-527.93	527.93	775.29	-10146.01
17	4902.93	-5018.92	-527.93	-4.31	10146.01	-15321.37
18	5018.92	-5018.92	4.31	-4.31	15321.37	-15244.89
19	5018.92	-4846.48	4.31	-530.42	15244.89	-9714.77
20	4846.48	-4846.48	530.42	-530.42	9714.77	-299.84
21	4846.48	-4846.48	530.42	-530.42	299.84	9115.11
22	4846.48	-4846.48	530.42	-530.42	-9115.11	9379.85
23	4846.48	-9665.02	530.42	-.50	-9379.85	16395.47
24	9665.02	-4902.93	-8.52	536.94	-16395.47	9396.04
25	4902.93	-4902.93	-536.94	536.94	-9396.04	9128.06
26	4902.93	-4902.93	-536.94	536.94	-9128.06	-402.65
27	4902.93	-4902.93	-536.94	536.94	402.65	-9933.35
28	4902.93	-5018.92	-536.94	4.70	9933.35	-15268.67
29	5018.92	-5018.92	-4.70	4.70	15268.68	-15352.17
30	5018.92	-4846.48	-4.70	-521.41	15352.17	-9982.02
31	4846.48	-4846.48	521.41	-521.41	9982.02	-727.03
32	4846.48	-4846.48	521.41	-521.41	727.03	8527.90
33	4846.48	-4846.48	521.41	-521.41	-8527.90	8788.12
34	4846.48	-9665.02	521.41	8.52	-8788.12	15755.30
35	9665.02	-4902.93	15.39	513.03	-15755.30	8884.40
36	4902.93	-4902.93	-513.03	513.03	-8884.40	8628.33

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-513.03	513.03	-8628.33	-477.99
38	4902.93	-4902.93	-513.03	513.03	477.99	-9584.27
39	4902.93	-5018.92	-513.03	-19.21	9584.27	-14495.21
40	5018.92	-5018.92	19.21	-19.21	14495.22	-14154.30
41	5018.92	-4846.48	19.21	-545.32	14154.30	-8359.73
42	4846.48	-4846.48	545.32	-545.32	8359.73	1319.65
43	4846.48	-4846.48	545.32	-545.32	-1319.65	10998.98
44	4846.48	-4846.48	545.32	-545.32	-10998.98	11271.28
45	4846.48	-9665.01	545.32	-15.39	-11271.28	18367.02
46	9665.01	-4902.93	-75.84	604.26	-18367.02	11005.76
47	4902.93	-4902.93	-604.26	604.26	-11005.76	10704.23
48	4902.93	-4902.93	-604.26	604.26	-10704.23	-21.46
49	4902.93	-4902.93	-604.26	604.26	21.46	-10747.14
50	4902.93	-5018.91	-604.26	72.02	10747.14	-17277.45
51	5018.91	-5018.91	-72.02	72.02	17277.45	-18555.81
52	5018.91	-4846.48	-72.02	-454.10	18555.81	-14380.44
53	4846.48	-4846.48	454.10	-454.10	14380.44	-6320.20
54	4846.48	-4846.48	454.10	-454.10	6320.20	1740.02
55	4846.48	-4846.48	454.10	-454.10	-1740.02	1966.25
56	4846.48	-4801.29	454.10	-221.10	-1966.25	4258.15
57	4801.29	.00	293.13	.00	-4258.15	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.1	-17.1
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.1	-17.1
4	-195.1	-241.7	-85.4	-85.4	-36.2	-15.4	-17.1	-17.1
5	-241.7	-288.3	-85.4	-85.4	-15.4	5.4	-17.1	-17.1
6	-288.3	-310.0	-85.4	-86.3	5.4	13.8	-17.1	4.0
7	-310.0	-299.1	-86.3	-86.3	13.8	8.9	4.0	4.0
8	-299.1	-223.5	-86.3	-83.4	8.9	-20.7	4.0	42.8
9	-223.5	-106.8	-83.4	-83.4	-20.7	-72.9	42.8	42.8
10	-106.8	9.9	-83.4	-83.4	-72.9	-125.1	42.8	42.8
11	9.9	13.2	-83.4	-83.4	-125.1	-126.6	42.8	42.8
12	13.2	12.8	-83.4	-166.3	-126.6	-246.4	42.8	3.7
13	12.8	16.0	-166.3	-84.3	-246.4	-129.3	.0	-38.9
14	16.0	13.0	-84.3	-84.3	-129.3	-127.9	-38.9	-38.9
15	13.0	-93.1	-84.3	-84.3	-127.9	-80.4	-38.9	-38.9
16	-93.1	-199.3	-84.3	-84.3	-80.4	-32.9	-38.9	-38.9
17	-199.3	-259.9	-84.3	-86.3	-32.9	-8.7	-38.9	.3
18	-259.9	-259.0	-86.3	-86.3	-8.7	-9.0	.3	.3
19	-259.0	-193.4	-86.3	-83.4	-9.0	-34.1	.3	39.1
20	-193.4	-86.8	-83.4	-83.4	-34.1	-81.9	39.1	39.1
21	-86.8	19.9	-83.4	-83.4	-81.9	-129.6	39.1	39.1
22	19.9	22.9	-83.4	-83.4	-129.6	-130.9	39.1	39.1
23	22.9	19.5	-83.4	-166.3	-130.9	-249.4	39.1	.0
24	19.5	22.1	-166.3	-84.3	-249.4	-132.0	-.6	-39.6
25	22.1	19.1	-84.3	-84.3	-132.0	-130.6	-39.6	-39.6
26	19.1	-88.9	-84.3	-84.3	-130.6	-82.3	-39.6	-39.6
27	-88.9	-196.9	-84.3	-84.3	-82.3	-34.0	-39.6	-39.6
28	-196.9	-259.3	-84.3	-86.3	-34.0	-8.9	-39.6	-.3
29	-259.3	-260.3	-86.3	-86.3	-8.9	-8.5	-.3	-.3
30	-260.3	-196.5	-86.3	-83.4	-8.5	-32.8	-.3	38.4
31	-196.5	-91.6	-83.4	-83.4	-32.8	-79.7	38.4	38.4
32	-91.6	13.2	-83.4	-83.4	-79.7	-126.6	38.4	38.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	13.2	16.2	-83.4	-83.4	-126.6	-127.9	38.4	38.4
34	16.2	12.2	-83.4	-166.3	-127.9	-246.1	38.4	-.6
35	12.2	16.3	-166.3	-84.3	-246.1	-129.4	1.1	-37.8
36	16.3	13.4	-84.3	-84.3	-129.4	-128.1	-37.8	-37.8
37	13.4	-89.8	-84.3	-84.3	-128.1	-81.9	-37.8	-37.8
38	-89.8	-192.9	-84.3	-84.3	-81.9	-35.7	-37.8	-37.8
39	-192.9	-250.6	-84.3	-86.3	-35.7	-12.8	-37.8	1.4
40	-250.6	-246.7	-86.3	-86.3	-12.8	-14.6	1.4	1.4
41	-246.7	-178.1	-86.3	-83.4	-14.6	-41.0	1.4	40.2
42	-178.1	-68.4	-83.4	-83.4	-41.0	-90.1	40.2	40.2
43	-68.4	41.2	-83.4	-83.4	-90.1	-139.1	40.2	40.2
44	41.2	44.3	-83.4	-83.4	-139.1	-140.5	40.2	40.2
45	44.3	41.8	-83.4	-166.3	-140.5	-259.4	40.2	1.1
46	41.8	40.3	-166.3	-84.3	-259.4	-140.1	-5.6	-44.5
47	40.3	36.9	-84.3	-84.3	-140.1	-138.6	-44.5	-44.5
48	36.9	-84.6	-84.3	-84.3	-138.6	-84.2	-44.5	-44.5
49	-84.6	-206.1	-84.3	-84.3	-84.2	-29.9	-44.5	-44.5
50	-206.1	-282.1	-84.3	-86.3	-29.9	1.3	-44.5	-5.3
51	-282.1	-296.6	-86.3	-86.3	1.3	7.7	-5.3	-5.3
52	-296.6	-246.3	-86.3	-83.4	7.7	-10.5	-5.3	33.5
53	-246.3	-155.0	-83.4	-83.4	-10.5	-51.3	33.5	33.5
54	-155.0	-63.7	-83.4	-83.4	-51.3	-92.2	33.5	33.5
55	-63.7	-61.1	-83.4	-83.4	-92.2	-93.3	33.5	33.5
56	-61.1	-34.4	-83.4	-82.6	-93.3	-104.2	33.5	16.3
57	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.58	231.58	8909.73	-9574.93
3	4962.17	-4962.17	-231.58	231.58	9574.93	-9689.53
4	4962.17	-4962.17	-231.58	231.58	9689.53	-13800.01
5	4962.17	-4962.17	-231.58	231.58	13800.01	-17910.57
6	4962.17	-5019.05	-231.58	-54.21	17910.58	-19743.85
7	5019.05	-5019.05	54.21	-54.21	19743.85	-18781.55
8	5019.05	-4846.62	54.21	-580.34	18781.55	-12365.41
9	4846.62	-4846.62	580.34	-580.34	12365.41	-2064.35
10	4846.62	-4846.62	580.34	-580.34	2064.35	8236.74
11	4846.62	-4846.62	580.34	-580.34	-8236.74	8526.17
12	4846.62	-9665.15	580.34	-50.41	-8526.17	15810.04
13	9665.15	-4902.93	.51	527.93	-15810.04	8858.88
14	4902.93	-4902.93	-527.93	527.93	-8858.88	8595.41
15	4902.93	-4902.93	-527.93	527.93	-8595.41	-775.29
16	4902.93	-4902.93	-527.93	527.93	775.29	-10146.01
17	4902.93	-5018.92	-527.93	-4.31	10146.01	-15321.37
18	5018.92	-5018.92	4.31	-4.31	15321.37	-15244.89
19	5018.92	-4846.48	4.31	-530.42	15244.89	-9714.77
20	4846.48	-4846.48	530.42	-530.42	9714.77	-299.84
21	4846.48	-4846.48	530.42	-530.42	299.84	9115.11
22	4846.48	-4846.48	530.42	-530.42	-9115.11	9379.85
23	4846.48	-9665.02	530.42	-.50	-9379.85	16395.47
24	9665.02	-4902.93	-8.52	536.94	-16395.47	9396.04
25	4902.93	-4902.93	-536.94	536.94	-9396.04	9128.06
26	4902.93	-4902.93	-536.94	536.94	-9128.06	-402.65
27	4902.93	-4902.93	-536.94	536.94	402.65	-9933.35
28	4902.93	-5018.92	-536.94	4.70	9933.35	-15268.67
29	5018.92	-5018.92	-4.70	4.70	15268.68	-15352.17
30	5018.92	-4846.48	-4.70	-521.41	15352.17	-9982.02
31	4846.48	-4846.48	521.41	-521.41	9982.02	-727.03
32	4846.48	-4846.48	521.41	-521.41	727.03	8527.90
33	4846.48	-4846.48	521.41	-521.41	-8527.90	8788.12
34	4846.48	-9665.02	521.41	8.52	-8788.12	15755.30
35	9665.02	-4902.93	15.39	513.03	-15755.30	8884.40
36	4902.93	-4902.93	-513.03	513.03	-8884.40	8628.33

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-513.03	513.03	-8628.33	-477.99
38	4902.93	-4902.93	-513.03	513.03	477.99	-9584.27
39	4902.93	-5018.92	-513.03	-19.21	9584.27	-14495.21
40	5018.92	-5018.92	19.21	-19.21	14495.22	-14154.30
41	5018.92	-4846.48	19.21	-545.32	14154.30	-8359.73
42	4846.48	-4846.48	545.32	-545.32	8359.73	1319.65
43	4846.48	-4846.48	545.32	-545.32	-1319.65	10998.98
44	4846.48	-4846.48	545.32	-545.32	-10998.98	11271.28
45	4846.48	-9665.01	545.32	-15.39	-11271.28	18367.02
46	9665.01	-4902.93	-75.84	604.26	-18367.02	11005.76
47	4902.93	-4902.93	-604.26	604.26	-11005.76	10704.23
48	4902.93	-4902.93	-604.26	604.26	-10704.23	-21.46
49	4902.93	-4902.93	-604.26	604.26	21.46	-10747.14
50	4902.93	-5018.91	-604.26	72.02	10747.14	-17277.45
51	5018.91	-5018.91	-72.02	72.02	17277.45	-18555.81
52	5018.91	-4846.48	-72.02	-454.10	18555.81	-14380.44
53	4846.48	-4846.48	454.10	-454.10	14380.44	-6320.20
54	4846.48	-4846.48	454.10	-454.10	6320.20	1740.02
55	4846.48	-4846.48	454.10	-454.10	-1740.02	1966.25
56	4846.48	-4801.29	454.10	-221.10	-1966.25	4258.15
57	4801.29	.00	293.13	.00	-4258.15	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.1	-17.1
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.1	-17.1
4	-195.1	-241.7	-85.4	-85.4	-36.2	-15.4	-17.1	-17.1
5	-241.7	-288.3	-85.4	-85.4	-15.4	5.4	-17.1	-17.1
6	-288.3	-310.0	-85.4	-86.3	5.4	13.8	-17.1	4.0
7	-310.0	-299.1	-86.3	-86.3	13.8	8.9	4.0	4.0
8	-299.1	-223.5	-86.3	-83.4	8.9	-20.7	4.0	42.8
9	-223.5	-106.8	-83.4	-83.4	-20.7	-72.9	42.8	42.8
10	-106.8	9.9	-83.4	-83.4	-72.9	-125.1	42.8	42.8
11	9.9	13.2	-83.4	-83.4	-125.1	-126.6	42.8	42.8
12	13.2	12.8	-83.4	-166.3	-126.6	-246.4	42.8	3.7
13	12.8	16.0	-166.3	-84.3	-246.4	-129.3	.0	-38.9
14	16.0	13.0	-84.3	-84.3	-129.3	-127.9	-38.9	-38.9
15	13.0	-93.1	-84.3	-84.3	-127.9	-80.4	-38.9	-38.9
16	-93.1	-199.3	-84.3	-84.3	-80.4	-32.9	-38.9	-38.9
17	-199.3	-259.9	-84.3	-86.3	-32.9	-8.7	-38.9	.3
18	-259.9	-259.0	-86.3	-86.3	-8.7	-9.0	.3	.3
19	-259.0	-193.4	-86.3	-83.4	-9.0	-34.1	.3	39.1
20	-193.4	-86.8	-83.4	-83.4	-34.1	-81.9	39.1	39.1
21	-86.8	19.9	-83.4	-83.4	-81.9	-129.6	39.1	39.1
22	19.9	22.9	-83.4	-83.4	-129.6	-130.9	39.1	39.1
23	22.9	19.5	-83.4	-166.3	-130.9	-249.4	39.1	.0
24	19.5	22.1	-166.3	-84.3	-249.4	-132.0	-.6	-39.6
25	22.1	19.1	-84.3	-84.3	-132.0	-130.6	-39.6	-39.6
26	19.1	-88.9	-84.3	-84.3	-130.6	-82.3	-39.6	-39.6
27	-88.9	-196.9	-84.3	-84.3	-82.3	-34.0	-39.6	-39.6
28	-196.9	-259.3	-84.3	-86.3	-34.0	-8.9	-39.6	-.3
29	-259.3	-260.3	-86.3	-86.3	-8.9	-8.5	-.3	-.3
30	-260.3	-196.5	-86.3	-83.4	-8.5	-32.8	-.3	38.4
31	-196.5	-91.6	-83.4	-83.4	-32.8	-79.7	38.4	38.4
32	-91.6	13.2	-83.4	-83.4	-79.7	-126.6	38.4	38.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	13.2	16.2	-83.4	-83.4	-126.6	-127.9	38.4	38.4
34	16.2	12.2	-83.4	-166.3	-127.9	-246.1	38.4	-.6
35	12.2	16.3	-166.3	-84.3	-246.1	-129.4	1.1	-37.8
36	16.3	13.4	-84.3	-84.3	-129.4	-128.1	-37.8	-37.8
37	13.4	-89.8	-84.3	-84.3	-128.1	-81.9	-37.8	-37.8
38	-89.8	-192.9	-84.3	-84.3	-81.9	-35.7	-37.8	-37.8
39	-192.9	-250.6	-84.3	-86.3	-35.7	-12.8	-37.8	1.4
40	-250.6	-246.7	-86.3	-86.3	-12.8	-14.6	1.4	1.4
41	-246.7	-178.1	-86.3	-83.4	-14.6	-41.0	1.4	40.2
42	-178.1	-68.4	-83.4	-83.4	-41.0	-90.1	40.2	40.2
43	-68.4	41.2	-83.4	-83.4	-90.1	-139.1	40.2	40.2
44	41.2	44.3	-83.4	-83.4	-139.1	-140.5	40.2	40.2
45	44.3	41.8	-83.4	-166.3	-140.5	-259.4	40.2	1.1
46	41.8	40.3	-166.3	-84.3	-259.4	-140.1	-5.6	-44.5
47	40.3	36.9	-84.3	-84.3	-140.1	-138.6	-44.5	-44.5
48	36.9	-84.6	-84.3	-84.3	-138.6	-84.2	-44.5	-44.5
49	-84.6	-206.1	-84.3	-84.3	-84.2	-29.9	-44.5	-44.5
50	-206.1	-282.1	-84.3	-86.3	-29.9	1.3	-44.5	-5.3
51	-282.1	-296.6	-86.3	-86.3	1.3	7.7	-5.3	-5.3
52	-296.6	-246.3	-86.3	-83.4	7.7	-10.5	-5.3	33.5
53	-246.3	-155.0	-83.4	-83.4	-10.5	-51.3	33.5	33.5
54	-155.0	-63.7	-83.4	-83.4	-51.3	-92.2	33.5	33.5
55	-63.7	-61.1	-83.4	-83.4	-92.2	-93.3	33.5	33.5
56	-61.1	-34.4	-83.4	-82.6	-93.3	-104.2	33.5	16.3
57	-34.4	.0	-82.6	.0	-104.2	.0	21.6	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000067	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0000082	.0000000	.0000000
4	-.0000127	.0000000	.0000000
5	-.0000644	.0000000	.0000000
6	-.0001161	.0000000	.0000000
7	-.0001678	.0000000	.0000000
8	-.0002195	.0000000	.0000000
9	-.0002712	.0000000	.0000000
10	-.0003229	.0000000	.0000000
11	-.0003746	.0000000	.0000000
12	-.0003792	.0000000	.0000000
13	-.0003944	.0000000	.0000000
14	-.0004097	.0000000	.0000000
15	-.0003105	.0000000	.0000000
16	-.0003493	.0000000	.0000000
17	-.0003880	.0000000	.0000000
18	-.0004268	.0000000	.0000000
19	-.0004656	.0000000	.0000000
20	-.0005043	.0000000	.0000000
21	-.0005431	.0000000	.0000000
22	-.0005819	.0000000	.0000000
23	-.0005855	.0000000	.0000000
24	-.0005969	.0000000	.0000000
25	-.0006082	.0000000	.0000000
26	-.0004071	.0000000	.0000000
27	-.0004330	.0000000	.0000000
28	-.0004588	.0000000	.0000000
29	-.0004847	.0000000	.0000000
30	-.0005105	.0000000	.0000000
31	-.0005364	.0000000	.0000000
32	-.0005622	.0000000	.0000000
33	-.0005880	.0000000	.0000000
34	-.0005905	.0000000	.0000000
35	-.0005979	.0000000	.0000000
36	-.0006053	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0003023	.0000000	.0000000
38	-.0003153	.0000000	.0000000
39	-.0003282	.0000000	.0000000
40	-.0003411	.0000000	.0000000
41	-.0003540	.0000000	.0000000
42	-.0003669	.0000000	.0000000
43	-.0003799	.0000000	.0000000
44	-.0003928	.0000000	.0000000
45	-.0003940	.0000000	.0000000
46	-.0003975	.0000000	.0000000
47	-.0004010	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000047	.0001947	-.0000823
2	.0000000	.0000000	-.0000812
3	.0000101	-.0002303	-.0000789
4	.0000124	-.0002696	-.0000784
5	.0000751	-.0015128	-.0000607
6	.0001379	-.0023899	-.0000372
7	.0002021	-.0027969	-.0000080
8	.0002678	-.0026760	.0000213
9	.0003291	-.0020644	.0000451
10	.0003862	-.0011692	.0000534
11	.0004433	-.0002572	.0000470
12	.0004454	-.0002338	.0000465
13	.0004748	.0000000	.0000401
14	.0005056	.0001965	.0000334
15	.0001023	-.0001459	-.0000276
16	.0001587	-.0007232	-.0000352
17	.0002152	-.0013176	-.0000296
18	.0002744	-.0016936	-.0000109
19	.0003363	-.0016929	.0000110
20	.0003940	-.0013149	.0000294
21	.0004474	-.0007270	.0000349
22	.0005009	-.0001490	.0000283
23	.0005028	-.0001349	.0000278
24	.0005308	.0000000	.0000220
25	.0005601	.0001010	.0000160
26	.0001101	-.0001337	-.0000253
27	.0001647	-.0006587	-.0000318
28	.0002195	-.0011925	-.0000263
29	.0002769	-.0015176	-.0000086
30	.0003372	-.0014902	.0000117
31	.0003932	-.0011209	.0000277
32	.0004449	-.0005846	.0000307
33	.0004966	-.0001052	.0000213
34	.0004985	-.0000947	.0000208
35	.0005257	.0000000	.0000141
36	.0005541	.0000563	.0000073

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000976	-.0001807	-.0000337
38	.0001514	-.0008715	-.0000418
39	.0002051	-.0015814	-.0000358
40	.0002617	-.0020585	-.0000159
41	.0003210	-.0021231	.0000089
42	.0003760	-.0017476	.0000316
43	.0004267	-.0010669	.0000435
44	.0004775	-.0002630	.0000455
45	.0004793	-.0002403	.0000453
46	.0004940	.0000000	.0000439
47	.0005064	.0002313	.0000423
48	.0000317	.0000102	.0000016
49	.0000317	.0000323	.0000009
50	.0000317	.0000441	.0000004
51	.0000317	.0000472	.0000000
52	.0000317	.0000433	-.0000004
53	.0000317	.0000339	-.0000007
54	.0000317	.0000207	-.0000008
55	.0000317	.0000053	-.0000009
56	.0000317	.0000048	-.0000009
57	.0000317	.0000000	-.0000009
58	.0000317	-.0000049	-.0000009

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-1.55	.00
13	13	.00	1.75	.00
24	24	.00	-.61	.00
35	35	.00	2.07	.00
46	46	.00	-1.58	.00
57	57	.00	-.09	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	128.20	.00	-7.15	.00	235.26
2	-128.20	128.20	5.60	-5.60	-235.26	251.36
3	-128.20	128.20	5.60	-5.60	-251.36	254.12
4	-128.20	128.20	5.60	-5.60	-254.12	353.58
5	-128.20	128.20	5.60	-5.60	-353.58	453.04
6	-128.20	133.89	5.60	1.55	-453.04	514.86
7	-133.89	133.89	-1.55	1.55	-514.86	487.36
8	-133.89	116.14	-1.55	14.16	-487.36	267.29
9	-116.14	116.14	-14.16	14.16	-267.29	16.01
10	-116.14	116.14	-14.16	14.16	-16.01	-235.27
11	-116.14	116.14	-14.16	14.16	235.27	-242.33
12	-116.14	218.28	-14.16	1.56	242.33	-407.17
13	-218.28	115.47	.19	-12.74	407.17	-249.13
14	-115.47	115.47	12.74	-12.74	249.13	-242.77
15	-115.47	115.47	12.74	-12.74	242.77	-16.68
16	-115.47	115.47	12.74	-12.74	16.68	209.42
17	-115.47	126.59	12.74	-.20	-209.42	374.85
18	-126.59	126.59	.20	-.20	-374.85	378.46
19	-126.59	108.87	.20	11.61	-378.46	196.60
20	-108.87	108.87	-11.61	11.61	-196.60	-9.56
21	-108.87	108.87	-11.61	11.61	9.56	-215.72
22	-108.87	108.87	-11.61	11.61	215.72	-221.51
23	-108.87	207.66	-11.61	-.44	221.51	-369.87
24	-207.66	112.17	-.17	-11.77	369.87	-223.49
25	-112.17	112.17	11.77	-11.77	223.49	-217.62
26	-112.17	112.17	11.77	-11.77	217.62	-8.62
27	-112.17	112.17	11.77	-11.77	8.62	200.38
28	-112.17	123.28	11.77	.40	-200.38	351.81
29	-123.28	123.28	-.40	.40	-351.81	344.66
30	-123.28	105.57	-.40	11.86	-344.66	155.31
31	-105.57	105.57	-11.86	11.86	-155.31	-55.25
32	-105.57	105.57	-11.86	11.86	55.25	-265.81
33	-105.57	105.57	-11.86	11.86	265.81	-271.74
34	-105.57	201.86	-11.86	.12	271.74	-419.27
35	-201.86	109.69	1.95	-13.57	419.27	-266.14
36	-109.69	109.69	13.57	-13.57	266.14	-259.37

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-109.69	109.69	13.57	-13.57	259.37	-18.46
38	-109.69	109.69	13.57	-13.57	18.46	222.45
39	-109.69	120.78	13.57	-1.67	-222.45	408.10
40	-120.78	120.78	1.67	-1.67	-408.10	437.66
41	-120.78	103.09	1.67	9.53	-437.66	287.47
42	-103.09	103.09	-9.53	9.53	-287.47	118.38
43	-103.09	103.09	-9.53	9.53	-118.38	-50.70
44	-103.09	103.09	-9.53	9.53	50.70	-55.45
45	-103.09	96.12	-9.53	4.20	55.45	-98.16
46	-96.12	.00	-5.78	-.09	98.16	-11.57
47	.00	.00	.09	-.09	11.57	-11.53
48	.00	.00	.09	-.09	11.53	-9.95
49	.00	.00	.09	-.09	9.95	-8.38
50	.00	.00	.09	-.09	8.38	-6.81
51	.00	.00	.09	-.09	6.81	-5.24
52	.00	.00	.09	-.09	5.24	-3.66
53	.00	.00	.09	-.09	3.66	-2.09
54	.00	.00	.09	-.09	2.09	-.52
55	.00	.00	.09	-.09	.52	-.48
56	.00	.00	.09	-.09	.48	.00
57	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	4.9	.0	2.2	.0	1.0	.0	.5
2	4.9	5.1	2.2	2.2	1.0	.9	.4	.4
3	5.1	5.1	2.2	2.2	.9	.9	.4	.4
4	5.1	6.2	2.2	2.2	.9	.4	.4	.4
5	6.2	7.3	2.2	2.2	.4	-.1	.4	.4
6	7.3	8.1	2.2	2.3	-.1	-.3	.4	-.1
7	8.1	7.8	2.3	2.3	-.3	-.2	-.1	-.1
8	7.8	5.0	2.3	2.0	-.2	.6	-.1	-1.0
9	5.0	2.2	2.0	2.0	.6	1.9	-1.0	-1.0
10	2.2	-.7	2.0	2.0	1.9	3.2	-1.0	-1.0
11	-.7	-.7	2.0	2.0	3.2	3.2	-1.0	-1.0
12	-.7	-.9	2.0	3.8	3.2	5.8	-1.0	-.1
13	-.9	-.8	3.8	2.0	5.8	3.2	.0	.9
14	-.8	-.8	2.0	2.0	3.2	3.2	.9	.9
15	-.8	1.8	2.0	2.0	3.2	2.1	.9	.9
16	1.8	4.4	2.0	2.0	2.1	.9	.9	.9
17	4.4	6.4	2.0	2.2	.9	.3	.9	.0
18	6.4	6.5	2.2	2.2	.3	.3	.0	.0
19	6.5	4.1	2.2	1.9	.3	.9	.0	-.9
20	4.1	1.8	1.9	1.9	.9	1.9	-.9	-.9
21	1.8	-.6	1.9	1.9	1.9	3.0	-.9	-.9
22	-.6	-.6	1.9	1.9	3.0	3.0	-.9	-.9
23	-.6	-.6	1.9	3.6	3.0	5.4	-.9	.0
24	-.6	-.6	3.6	1.9	5.4	3.1	.0	.9
25	-.6	-.5	1.9	1.9	3.1	3.0	.9	.9
26	-.5	1.8	1.9	1.9	3.0	2.0	.9	.9
27	1.8	4.2	1.9	1.9	2.0	.9	.9	.9
28	4.2	6.1	1.9	2.1	.9	.3	.9	.0
29	6.1	6.0	2.1	2.1	.3	.4	.0	.0
30	6.0	3.6	2.1	1.8	.4	1.0	.0	-.9
31	3.6	1.2	1.8	1.8	1.0	2.1	-.9	-.9
32	1.2	-1.2	1.8	1.8	2.1	3.2	-.9	-.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-1.2	-1.3	1.8	1.8	3.2	3.2	-.9	-.9
34	-1.3	-1.3	1.8	3.5	3.2	5.6	-.9	.0
35	-1.3	-1.1	3.5	1.9	5.6	3.2	.1	1.0
36	-1.1	-1.1	1.9	1.9	3.2	3.2	1.0	1.0
37	-1.1	1.7	1.9	1.9	3.2	2.0	1.0	1.0
38	1.7	4.4	1.9	1.9	2.0	.8	1.0	1.0
39	4.4	6.7	1.9	2.1	.8	.0	1.0	.1
40	6.7	7.0	2.1	2.1	.0	-.1	.1	.1
41	7.0	5.0	2.1	1.8	-.1	.3	.1	-.7
42	5.0	3.1	1.8	1.8	.3	1.2	-.7	-.7
43	3.1	1.2	1.8	1.8	1.2	2.0	-.7	-.7
44	1.2	1.1	1.8	1.8	2.0	2.1	-.7	-.7
45	1.1	.5	1.8	1.7	2.1	2.2	-.7	-.3
46	.5	-.1	1.7	.0	2.2	.1	-.4	.0
47	-.1	-.1	.0	.0	.1	.1	.0	.0
48	-.1	-.1	.0	.0	.1	.1	.0	.0
49	-.1	-.1	.0	.0	.1	.0	.0	.0
50	-.1	-.1	.0	.0	.0	.0	.0	.0
51	-.1	-.1	.0	.0	.0	.0	.0	.0
52	-.1	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	128.20	.00	-7.15	.00	235.26
2	-128.20	128.20	5.60	-5.60	-235.26	251.36
3	-128.20	128.20	5.60	-5.60	-251.36	254.12
4	-128.20	128.20	5.60	-5.60	-254.12	353.58
5	-128.20	128.20	5.60	-5.60	-353.58	453.04
6	-128.20	133.89	5.60	1.55	-453.04	514.86
7	-133.89	133.89	-1.55	1.55	-514.86	487.36
8	-133.89	116.14	-1.55	14.16	-487.36	267.29
9	-116.14	116.14	-14.16	14.16	-267.29	16.01
10	-116.14	116.14	-14.16	14.16	-16.01	-235.27
11	-116.14	116.14	-14.16	14.16	235.27	-242.33
12	-116.14	218.28	-14.16	1.56	242.33	-407.17
13	-218.28	115.47	.19	-12.74	407.17	-249.13
14	-115.47	115.47	12.74	-12.74	249.13	-242.77
15	-115.47	115.47	12.74	-12.74	242.77	-16.68
16	-115.47	115.47	12.74	-12.74	16.68	209.42
17	-115.47	126.59	12.74	-.20	-209.42	374.85
18	-126.59	126.59	.20	-.20	-374.85	378.46
19	-126.59	108.87	.20	11.61	-378.46	196.60
20	-108.87	108.87	-11.61	11.61	-196.60	-9.56
21	-108.87	108.87	-11.61	11.61	9.56	-215.72
22	-108.87	108.87	-11.61	11.61	215.72	-221.51
23	-108.87	207.66	-11.61	-.44	221.51	-369.87
24	-207.66	112.17	-.17	-11.77	369.87	-223.49
25	-112.17	112.17	11.77	-11.77	223.49	-217.62
26	-112.17	112.17	11.77	-11.77	217.62	-8.62
27	-112.17	112.17	11.77	-11.77	8.62	200.38
28	-112.17	123.28	11.77	.40	-200.38	351.81
29	-123.28	123.28	-.40	.40	-351.81	344.66
30	-123.28	105.57	-.40	11.86	-344.66	155.31
31	-105.57	105.57	-11.86	11.86	-155.31	-55.25
32	-105.57	105.57	-11.86	11.86	55.25	-265.81
33	-105.57	105.57	-11.86	11.86	265.81	-271.74
34	-105.57	201.86	-11.86	.12	271.74	-419.27
35	-201.86	109.69	1.95	-13.57	419.27	-266.14
36	-109.69	109.69	13.57	-13.57	266.14	-259.37

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-109.69	109.69	13.57	-13.57	259.37	-18.46
38	-109.69	109.69	13.57	-13.57	18.46	222.45
39	-109.69	120.78	13.57	-1.67	-222.45	408.10
40	-120.78	120.78	1.67	-1.67	-408.10	437.66
41	-120.78	103.09	1.67	9.53	-437.66	287.47
42	-103.09	103.09	-9.53	9.53	-287.47	118.38
43	-103.09	103.09	-9.53	9.53	-118.38	-50.70
44	-103.09	103.09	-9.53	9.53	50.70	-55.45
45	-103.09	96.12	-9.53	4.20	55.45	-98.16
46	-96.12	.00	-5.78	-.09	98.16	-11.57
47	.00	.00	.09	-.09	11.57	-11.53
48	.00	.00	.09	-.09	11.53	-9.95
49	.00	.00	.09	-.09	9.95	-8.38
50	.00	.00	.09	-.09	8.38	-6.81
51	.00	.00	.09	-.09	6.81	-5.24
52	.00	.00	.09	-.09	5.24	-3.66
53	.00	.00	.09	-.09	3.66	-2.09
54	.00	.00	.09	-.09	2.09	-.52
55	.00	.00	.09	-.09	.52	-.48
56	.00	.00	.09	-.09	.48	.00
57	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SEG#-	AXIAL BOTTOM -I-	AXIAL BOTTOM -J-	AXIAL C-0-G -I-	AXIAL C-0-G -J-	AXIAL TOP -I-	AXIAL TOP -J-	SHEAR STRESS -I-	SHEAR STRESS -J-
1	.0	4.9	.0	2.2	.0	1.0	.0	.5
2	4.9	5.1	2.2	2.2	1.0	.9	.4	.4
3	5.1	5.1	2.2	2.2	.9	.9	.4	.4
4	5.1	6.2	2.2	2.2	.9	.4	.4	.4
5	6.2	7.3	2.2	2.2	.4	-.1	.4	.4
6	7.3	8.1	2.2	2.3	-.1	-.3	.4	-.1
7	8.1	7.8	2.3	2.3	-.3	-.2	-.1	-.1
8	7.8	5.0	2.3	2.0	-.2	.6	-.1	-1.0
9	5.0	2.2	2.0	2.0	.6	1.9	-1.0	-1.0
10	2.2	-.7	2.0	2.0	1.9	3.2	-1.0	-1.0
11	-.7	-.7	2.0	2.0	3.2	3.2	-1.0	-1.0
12	-.7	-.9	2.0	3.8	3.2	5.8	-1.0	-.1
13	-.9	-.8	3.8	2.0	5.8	3.2	.0	.9
14	-.8	-.8	2.0	2.0	3.2	3.2	.9	.9
15	-.8	1.8	2.0	2.0	3.2	2.1	.9	.9
16	1.8	4.4	2.0	2.0	2.1	.9	.9	.9
17	4.4	6.4	2.0	2.2	.9	.3	.9	.0
18	6.4	6.5	2.2	2.2	.3	.3	.0	.0
19	6.5	4.1	2.2	1.9	.3	.9	.0	-.9
20	4.1	1.8	1.9	1.9	.9	1.9	-.9	-.9
21	1.8	-.6	1.9	1.9	1.9	3.0	-.9	-.9
22	-.6	-.6	1.9	1.9	3.0	3.0	-.9	-.9
23	-.6	-.6	1.9	3.6	3.0	5.4	-.9	.0
24	-.6	-.6	3.6	1.9	5.4	3.1	.0	.9
25	-.6	-.5	1.9	1.9	3.1	3.0	.9	.9
26	-.5	1.8	1.9	1.9	3.0	2.0	.9	.9
27	1.8	4.2	1.9	1.9	2.0	.9	.9	.9
28	4.2	6.1	1.9	2.1	.9	.3	.9	.0
29	6.1	6.0	2.1	2.1	.3	.4	.0	.0
30	6.0	3.6	2.1	1.8	.4	1.0	.0	-.9
31	3.6	1.2	1.8	1.8	1.0	2.1	-.9	-.9
32	1.2	-1.2	1.8	1.8	2.1	3.2	-.9	-.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-1.2	-1.3	1.8	1.8	3.2	3.2	-.9	-.9
34	-1.3	-1.3	1.8	3.5	3.2	5.6	-.9	.0
35	-1.3	-1.1	3.5	1.9	5.6	3.2	.1	1.0
36	-1.1	-1.1	1.9	1.9	3.2	3.2	1.0	1.0
37	-1.1	1.7	1.9	1.9	3.2	2.0	1.0	1.0
38	1.7	4.4	1.9	1.9	2.0	.8	1.0	1.0
39	4.4	6.7	1.9	2.1	.8	.0	1.0	.1
40	6.7	7.0	2.1	2.1	.0	-.1	.1	.1
41	7.0	5.0	2.1	1.8	-.1	.3	.1	-.7
42	5.0	3.1	1.8	1.8	.3	1.2	-.7	-.7
43	3.1	1.2	1.8	1.8	1.2	2.0	-.7	-.7
44	1.2	1.1	1.8	1.8	2.0	2.1	-.7	-.7
45	1.1	.5	1.8	1.7	2.1	2.2	-.7	-.3
46	.5	-.1	1.7	.0	2.2	.1	-.4	.0
47	-.1	-.1	.0	.0	.1	.1	.0	.0
48	-.1	-.1	.0	.0	.1	.1	.0	.0
49	-.1	-.1	.0	.0	.1	.0	.0	.0
50	-.1	-.1	.0	.0	.0	.0	.0	.0
51	-.1	-.1	.0	.0	.0	.0	.0	.0
52	-.1	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000444	-.0006060	.0002598
2	.0000000	.0000000	.0002503
3	-.0001074	.0006876	.0002284
4	-.0001665	.0007990	.0002170
5	-.0008402	.0036778	.0001168
6	-.0015170	.0051445	.0000503
7	-.0022006	.0054955	-.0000098
8	-.0028964	.0047939	-.0000692
9	-.0035895	.0031823	-.0001072
10	-.0042797	.0013165	-.0000926
11	-.0049782	.0001271	-.0000389
12	-.0050360	.0001089	-.0000336
13	-.0053210	.0000000	-.0000083
14	-.0055977	.0000176	.0000161
15	-.0014578	-.0000435	.0000050
16	-.0020627	.0004583	.0000492
17	-.0026706	.0015039	.0000594
18	-.0032883	.0022892	.0000245
19	-.0039159	.0022576	-.0000280
20	-.0045367	.0014215	-.0000616
21	-.0051557	.0003629	-.0000484
22	-.0057830	-.0000898	-.0000004
23	-.0058373	-.0000888	.0000045
24	-.0060946	.0000000	.0000273
25	-.0063435	.0002019	.0000490
26	-.0018864	-.0000241	.0000066
27	-.0024291	.0004576	.0000456
28	-.0029749	.0014159	.0000541
29	-.0035298	.0021299	.0000222
30	-.0040939	.0021003	-.0000255
31	-.0046521	.0013393	-.0000561
32	-.0052044	.0003707	-.0000448
33	-.0057596	-.0000677	-.0000027
34	-.0058088	-.0000679	.0000018
35	-.0060413	.0000000	.0000224
36	-.0062683	.0001706	.0000422

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014190	-.0000464	.0000016
38	-.0019426	.0003337	.0000392
39	-.0024693	.0011713	.0000473
40	-.0030109	.0017722	.0000166
41	-.0035675	.0016608	-.0000288
42	-.0041231	.0008777	-.0000549
43	-.0046775	-.0000056	-.0000357
44	-.0052403	-.0001808	.0000186
45	-.0052853	-.0001703	.0000236
46	-.0054315	.0000000	.0000392
47	-.0055042	.0002294	.0000467

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.29	.00
13	13	.00	.28	.00
24	24	.00	.05	.00
35	35	.00	.20	.00
46	46	.00	-.24	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.02
2	.00	.00	-.29	.29	-.02	-.76
3	.00	.00	-.29	.29	.76	-.81
4	.00	.00	-.29	.29	.81	-5.89
5	.00	.00	-.29	.29	5.89	-10.97
6	.00	.00	-.29	.29	10.97	-16.06
7	.00	.00	-.29	.29	16.06	-21.14
8	.00	.00	-.29	.29	21.14	-26.22
9	.00	.00	-.29	.29	26.22	-31.30
10	.00	.00	-.29	.29	31.30	-36.38
11	.00	.00	-.29	.29	36.38	-36.54
12	.00	.00	-.29	.29	36.54	-38.08
13	.00	.00	-.01	.01	38.08	-38.12
14	.00	.00	-.01	.01	38.12	-38.12
15	.00	.00	-.01	.01	38.12	-38.26
16	.00	.00	-.01	.01	38.26	-38.39
17	.00	.00	-.01	.01	38.39	-38.52
18	.00	.00	-.01	.01	38.52	-38.66
19	.00	.00	-.01	.01	38.66	-38.79
20	.00	.00	-.01	.01	38.79	-38.92
21	.00	.00	-.01	.01	38.92	-39.06
22	.00	.00	-.01	.01	39.06	-39.06
23	.00	.00	-.01	.01	39.06	-39.10
24	.00	.00	.04	-.04	39.10	-38.87
25	.00	.00	.04	-.04	38.87	-38.84
26	.00	.00	.04	-.04	38.84	-38.07
27	.00	.00	.04	-.04	38.07	-37.29
28	.00	.00	.04	-.04	37.29	-36.51
29	.00	.00	.04	-.04	36.51	-35.74
30	.00	.00	.04	-.04	35.74	-34.96
31	.00	.00	.04	-.04	34.96	-34.18
32	.00	.00	.04	-.04	34.18	-33.41
33	.00	.00	.04	-.04	33.41	-33.38
34	.00	.00	.04	-.04	33.38	-33.15
35	.00	.00	.24	-.24	33.15	-31.84
36	.00	.00	.24	-.24	31.84	-31.72

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.24	-.24	31.72	-27.39
38	.00	.00	.24	-.24	27.39	-23.07
39	.00	.00	.24	-.24	23.07	-18.74
40	.00	.00	.24	-.24	18.74	-14.42
41	.00	.00	.24	-.24	14.42	-10.09
42	.00	.00	.24	-.24	10.09	-5.76
43	.00	.00	.24	-.24	5.76	-1.44
44	.00	.00	.24	-.24	1.44	-1.31
45	.00	.00	.24	-.24	1.31	.00
46	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	-.1	.0	.0	.0	.0	.0	.0
5	-.1	-.1	.0	.0	.0	.1	.0	.0
6	-.1	-.2	.0	.0	.1	.1	.0	.0
7	-.2	-.2	.0	.0	.1	.1	.0	.0
8	-.2	-.3	.0	.0	.1	.1	.0	.0
9	-.3	-.4	.0	.0	.1	.2	.0	.0
10	-.4	-.4	.0	.0	.2	.2	.0	.0
11	-.4	-.4	.0	.0	.2	.2	.0	.0
12	-.4	-.4	.0	.0	.2	.2	.0	.0
13	-.4	-.4	.0	.0	.2	.2	.0	.0
14	-.4	-.4	.0	.0	.2	.2	.0	.0
15	-.4	-.4	.0	.0	.2	.2	.0	.0
16	-.4	-.4	.0	.0	.2	.2	.0	.0
17	-.4	-.4	.0	.0	.2	.2	.0	.0
18	-.4	-.4	.0	.0	.2	.2	.0	.0
19	-.4	-.4	.0	.0	.2	.2	.0	.0
20	-.4	-.4	.0	.0	.2	.2	.0	.0
21	-.4	-.4	.0	.0	.2	.2	.0	.0
22	-.4	-.4	.0	.0	.2	.2	.0	.0
23	-.4	-.4	.0	.0	.2	.2	.0	.0
24	-.4	-.4	.0	.0	.2	.2	.0	.0
25	-.4	-.4	.0	.0	.2	.2	.0	.0
26	-.4	-.4	.0	.0	.2	.2	.0	.0
27	-.4	-.4	.0	.0	.2	.2	.0	.0
28	-.4	-.4	.0	.0	.2	.2	.0	.0
29	-.4	-.4	.0	.0	.2	.2	.0	.0
30	-.4	-.4	.0	.0	.2	.2	.0	.0
31	-.4	-.4	.0	.0	.2	.2	.0	.0
32	-.4	-.4	.0	.0	.2	.2	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-.4	-.4	.0	.0	.2	.2	.0	.0
34	-.4	-.4	.0	.0	.2	.2	.0	.0
35	-.4	-.4	.0	.0	.2	.2	.0	.0
36	-.4	-.4	.0	.0	.2	.2	.0	.0
37	-.4	-.3	.0	.0	.2	.1	.0	.0
38	-.3	-.3	.0	.0	.1	.1	.0	.0
39	-.3	-.2	.0	.0	.1	.1	.0	.0
40	-.2	-.2	.0	.0	.1	.1	.0	.0
41	-.2	-.1	.0	.0	.1	.1	.0	.0
42	-.1	-.1	.0	.0	.1	.0	.0	.0
43	-.1	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E   D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002346	-.0026755	.0011423
2	.0000000	.0000000	.0010943
3	-.0004990	.0029997	.0009941
4	-.0006565	.0034894	.0009647
5	-.0037516	.0163467	.0005271
6	-.0068520	.0231137	.0002442
7	-.0099748	.0248822	-.0000436
8	-.0131239	.0219221	-.0002893
9	-.0162367	.0145752	-.0005054
10	-.0193085	.0059302	-.0004234
11	-.0223908	.0005426	-.0001731
12	-.0225451	.0004594	-.0001595
13	-.0241590	.0000000	-.0000061
14	-.0257626	.0003902	.0001459
15	-.0031109	-.0002400	.0000074
16	-.0060969	.0021118	.0002467
17	-.0090882	.0075377	.0003202
18	-.0121189	.0116003	.0001083
19	-.0151858	.0114846	-.0001213
20	-.0182121	.0072212	-.0003270
21	-.0211989	.0017692	-.0002436
22	-.0241963	-.0004700	.0000011
23	-.0243461	-.0004662	.0000143
24	-.0259274	.0000000	.0001646
25	-.0274982	.0012989	.0003132
26	-.0036258	-.0001882	.0000142
27	-.0065339	.0022157	.0002461
28	-.0094473	.0075899	.0003160
29	-.0123994	.0115872	.0001057
30	-.0153869	.0114576	-.0001202
31	-.0183349	.0072381	-.0003236
32	-.0212392	.0018352	-.0002424
33	-.0241488	-.0004340	-.0000036
34	-.0242923	-.0004326	.0000092
35	-.0258431	.0000000	.0001573
36	-.0273864	.0012555	.0003042

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0030635	-.0001956	.0000118
38	-.0059519	.0021672	.0002436
39	-.0088456	.0074942	.0003132
40	-.0117839	.0114350	.0001022
41	-.0147637	.0112421	-.0001237
42	-.0177088	.0069728	-.0003253
43	-.0206146	.0015875	-.0002380
44	-.0235311	-.0005125	.0000118
45	-.0236693	-.0005033	.0000250
46	-.0251399	.0000000	.0001686
47	-.0265386	.0012860	.0003037
48	-.0014055	-.0001804	.0000053
49	-.0038065	.0017173	.0001991
50	-.0062098	.0060801	.0002563
51	-.0086456	.0091844	.0000683
52	-.0111104	.0087608	-.0001147
53	-.0135373	.0049766	-.0002806
54	-.0159220	.0005290	-.0001826
55	-.0183090	-.0006354	.0000625
56	-.0184028	-.0006015	.0000729
57	-.0191158	.0000000	.0001502
58	-.0197283	.0010097	.0002181

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	600.24	.00
13	13	.00	1194.44	.00
24	24	.00	1197.76	.00
35	35	.00	1197.12	.00
46	46	.00	1205.08	.00
57	57	.00	637.88	.00
TOTAL REACTIONS		.00	6032.52	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
1	.00	-4833.97	.00	299.35	.00	-8699.20
2	4833.97	-4833.97	300.89	-275.82	8699.20	-7869.99
3	4833.97	-4833.97	275.82	-271.46	7869.99	-7732.78
4	4833.97	-4833.97	271.46	-116.69	7732.78	-4288.00
5	4833.97	-4833.97	116.69	38.09	4288.00	-3590.46
6	4833.97	-4885.17	-38.09	-80.04	3590.46	-3451.48
7	4885.17	-4885.17	80.04	74.73	3451.48	-3404.41
8	4885.16	-4730.48	-74.73	-278.27	3404.41	-894.26
9	4730.48	-4730.48	278.27	-123.50	894.26	2671.44
10	4730.48	-4730.48	123.50	31.28	-2671.44	3489.92
11	4730.48	-4730.48	-31.28	35.64	-3489.92	3473.12
12	4730.48	-9446.88	-35.64	599.84	-3473.12	7231.50
13	9446.88	-4787.46	594.61	-31.85	-7231.50	3504.75
14	4787.46	-4787.46	31.85	-27.49	-3504.75	3519.58
15	4787.46	-4787.46	27.49	127.28	-3519.58	2633.90
16	4787.46	-4787.46	-127.28	282.06	-2633.90	-999.00
17	4787.46	-4892.32	-282.06	-77.13	999.00	-3295.38
18	4892.32	-4892.32	77.13	77.64	3295.38	-3299.90
19	4892.32	-4737.62	-77.64	-276.14	3299.90	-834.41
20	4737.62	-4737.62	276.14	-121.36	834.41	2693.40
21	4737.62	-4737.62	121.36	33.41	-2693.40	3474.00
22	4737.62	-4737.62	-33.41	37.77	-3474.00	3456.20
23	4737.62	-9457.36	-37.77	602.51	-3456.20	7205.93
24	9457.36	-4790.76	595.25	-31.91	-7205.93	3473.11
25	4790.76	-4790.76	31.91	-27.55	-3473.11	3487.98
26	4790.76	-4790.76	27.55	127.23	-3487.98	2603.31
27	4790.76	-4790.76	-127.23	282.00	-2603.31	-1028.57
28	4790.76	-4895.64	-282.00	-77.55	1028.57	-3320.85
29	4895.64	-4895.64	77.55	77.23	3320.85	-3318.01
30	4895.64	-4740.91	-77.23	-276.91	3318.01	-841.89
31	4740.91	-4740.91	276.91	-122.14	841.89	2699.64
32	4740.91	-4740.91	122.14	32.64	-2699.64	3493.94
33	4740.91	-4740.91	-32.64	37.00	-3493.94	3476.53
34	4740.91	-9463.15	-37.00	602.04	-3476.53	7232.57
35	9463.15	-4793.24	595.07	-31.40	-7232.57	3494.14
36	4793.24	-4793.24	31.40	-27.04	-3494.14	3508.75

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4793.24	-4793.24	27.04	127.73	-3508.75	2615.18
38	4793.24	-4793.24	-127.73	282.50	-2615.18	-1025.60
39	4793.24	-4898.13	-282.50	-77.31	1025.60	-3324.46
40	4898.13	-4898.13	77.31	77.46	3324.46	-3325.74
41	4898.13	-4743.39	-77.46	-276.95	3325.74	-851.27
42	4743.39	-4743.39	276.95	-122.17	851.27	2690.92
43	4743.39	-4743.39	122.17	32.60	-2690.92	3485.89
44	4743.39	-4743.39	-32.60	36.96	-3485.89	3468.50
45	4743.39	-9568.89	-36.96	608.43	-3468.50	7317.00
46	9568.89	-4902.93	596.66	-27.23	-7317.00	3562.06
47	4902.93	-4902.93	27.23	-22.87	-3562.06	3574.59
48	4902.93	-4902.93	22.87	131.90	-3574.59	2606.95
49	4902.93	-4902.93	-131.90	286.67	-2606.95	-1107.90
50	4902.93	-5018.91	-286.67	-85.06	1107.90	-3425.53
51	5018.91	-5018.91	85.06	69.72	3425.53	-3289.39
52	5018.91	-4846.48	-69.72	-295.89	3289.38	-497.68
53	4846.48	-4846.48	295.89	-141.11	497.68	3380.69
54	4846.48	-4846.48	141.11	13.66	-3380.69	4511.83
55	4846.48	-4846.48	-13.66	18.02	-4511.83	4503.94
56	4846.48	-4801.29	-18.02	297.88	-4503.94	4132.22
57	4801.29	.00	340.00	.00	-4132.22	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-181.7	.0	-83.2	.0	-39.1	.0	-22.1
2	-181.7	-172.3	-83.2	-83.2	-39.1	-43.3	22.2	20.3
3	-172.3	-170.8	-83.2	-83.2	-43.3	-44.0	20.3	20.0
4	-170.8	-131.7	-83.2	-83.2	-44.0	-61.4	20.0	8.6
5	-131.7	-123.8	-83.2	-83.2	-61.4	-65.0	8.6	-2.8
6	-123.8	-123.1	-83.2	-84.0	-65.0	-66.5	-2.8	5.9
7	-123.1	-122.6	-84.0	-84.0	-66.5	-66.8	5.9	-5.5
8	-122.6	-91.5	-84.0	-81.4	-66.8	-76.8	-5.5	20.5
9	-91.5	-51.1	-81.4	-81.4	-76.8	-94.9	20.5	9.1
10	-51.1	-41.8	-81.4	-81.4	-94.9	-99.1	9.1	-2.3
11	-41.8	-42.0	-81.4	-81.4	-99.1	-99.0	-2.3	-2.6
12	-42.0	-80.6	-81.4	-162.5	-99.0	-199.2	-2.6	-44.2
13	-80.6	-42.7	-162.5	-82.4	-199.2	-100.1	43.8	2.3
14	-42.7	-42.5	-82.4	-82.4	-100.1	-100.2	2.3	2.0
15	-42.5	-52.5	-82.4	-82.4	-100.2	-95.7	2.0	-9.4
16	-52.5	-93.7	-82.4	-82.4	-95.7	-77.3	-9.4	-20.8
17	-93.7	-121.5	-82.4	-84.2	-77.3	-67.5	-20.8	5.7
18	-121.5	-121.5	-84.2	-84.2	-67.5	-67.4	5.7	-5.7
19	-121.5	-91.0	-84.2	-81.5	-67.4	-77.3	-5.7	20.4
20	-91.0	-51.0	-81.5	-81.5	-77.3	-95.2	20.4	8.9
21	-51.0	-42.1	-81.5	-81.5	-95.2	-99.1	8.9	-2.5
22	-42.1	-42.3	-81.5	-81.5	-99.1	-99.0	-2.5	-2.8
23	-42.3	-81.1	-81.5	-162.7	-99.0	-199.2	-2.8	-44.4
24	-81.1	-43.1	-162.7	-82.4	-199.2	-100.0	43.9	2.4
25	-43.1	-42.9	-82.4	-82.4	-100.0	-100.1	2.4	2.0
26	-42.9	-52.9	-82.4	-82.4	-100.1	-95.6	2.0	-9.4
27	-52.9	-94.1	-82.4	-82.4	-95.6	-77.2	-9.4	-20.8
28	-94.1	-121.8	-82.4	-84.2	-77.2	-67.4	-20.8	5.7
29	-121.8	-121.8	-84.2	-84.2	-67.4	-67.4	5.7	-5.7
30	-121.8	-91.1	-84.2	-81.6	-67.4	-77.3	-5.7	20.4
31	-91.1	-51.0	-81.6	-81.6	-77.3	-95.2	20.4	9.0
32	-51.0	-42.0	-81.6	-81.6	-95.2	-99.3	9.0	-2.4

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 5 AT DAY : 61.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-42.0	-42.2	-81.6	-81.6	-99.3	-99.2	-2.4	-2.7
34	-42.2	-80.9	-81.6	-162.8	-99.2	-199.5	-2.7	-44.4
35	-80.9	-42.9	-162.8	-82.5	-199.5	-100.2	43.9	2.3
36	-42.9	-42.7	-82.5	-82.5	-100.2	-100.2	2.3	2.0
37	-42.7	-52.8	-82.5	-82.5	-100.2	-95.7	2.0	-9.4
38	-52.8	-94.1	-82.5	-82.5	-95.7	-77.3	-9.4	-20.8
39	-94.1	-121.9	-82.5	-84.3	-77.3	-67.4	-20.8	5.7
40	-121.9	-121.9	-84.3	-84.3	-67.4	-67.4	5.7	-5.7
41	-121.9	-91.2	-84.3	-81.6	-67.4	-77.3	-5.7	20.4
42	-91.2	-51.1	-81.6	-81.6	-77.3	-95.2	20.4	9.0
43	-51.1	-42.1	-81.6	-81.6	-95.2	-99.3	9.0	-2.4
44	-42.1	-42.3	-81.6	-81.6	-99.3	-99.2	-2.4	-2.7
45	-42.3	-81.7	-81.6	-164.6	-99.2	-201.7	-2.7	-44.8
46	-81.7	-44.0	-164.6	-84.3	-201.7	-102.4	44.0	2.0
47	-44.0	-43.8	-84.3	-84.3	-102.4	-102.5	2.0	1.7
48	-43.8	-54.8	-84.3	-84.3	-102.5	-97.6	1.7	-9.7
49	-54.8	-96.9	-84.3	-84.3	-97.6	-78.7	-9.7	-21.1
50	-96.9	-125.1	-84.3	-86.3	-78.7	-69.0	-21.1	6.3
51	-125.1	-123.6	-86.3	-86.3	-69.0	-69.7	6.3	-5.1
52	-123.6	-89.0	-86.3	-83.4	-69.7	-80.8	-5.1	21.8
53	-89.0	-45.1	-83.4	-83.4	-80.8	-100.5	21.8	10.4
54	-45.1	-32.3	-83.4	-83.4	-100.5	-106.2	10.4	-1.0
55	-32.3	-32.3	-83.4	-83.4	-106.2	-106.2	-1.0	-1.3
56	-32.3	-35.8	-83.4	-82.6	-106.2	-103.5	-1.3	-22.0
57	-35.8	.0	-82.6	.0	-103.5	.0	25.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0054330	-.0022875
2	.0000000	.0000000	-.0022876
3	.0000000	-.0065704	-.0022808
4	.0000000	-.0077099	-.0022771
5	.0000000	-.0458388	-.0019465
6	.0000000	-.0747033	-.0012600
7	.0000000	-.0894084	-.0003783
8	.0000000	-.0879556	.0005334
9	.0000000	-.0712534	.0013126
10	.0000000	-.0431255	.0017933
11	.0000000	-.0103170	.0018130
12	.0000000	-.0094129	.0018034
13	.0000000	.0000000	.0016891
14	.0000000	.0087406	.0015722
15	.0000000	-.0073653	-.0013141
16	.0000000	-.0316430	-.0013409
17	.0000000	-.0525765	-.0009639
18	.0000000	-.0644178	-.0003436
19	.0000000	-.0643080	.0003555
20	.0000000	-.0522882	.0009711
21	.0000000	-.0313073	.0013378
22	.0000000	-.0072287	.0012933
23	.0000000	-.0065848	.0012822
24	.0000000	.0000000	.0011588
25	.0000000	.0058722	.0010352
26	.0000000	-.0069216	-.0012425
27	.0000000	-.0301263	-.0012915
28	.0000000	-.0503757	-.0009361
29	.0000000	-.0619103	-.0003366
30	.0000000	-.0618544	.0003427
31	.0000000	-.0502268	.0009400
32	.0000000	-.0299487	.0012901
33	.0000000	-.0068496	.0012310
34	.0000000	-.0062370	.0012195
35	.0000000	.0000000	.0010922
36	.0000000	.0055041	.0009650

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0070443	-.0012654
38	.0000000	-.0307417	-.0013226
39	.0000000	-.0515545	-.0009671
40	.0000000	-.0635784	-.0003596
41	.0000000	-.0638062	.0003347
42	.0000000	-.0521385	.0009534
43	.0000000	-.0313924	.0013303
44	.0000000	-.0073067	.0013027
45	.0000000	-.0066580	.0012923
46	.0000000	.0000000	.0011761
47	.0000000	.0059841	.0010593
48	.0000000	-.0065437	-.0011746
49	.0000000	-.0284309	-.0012133
50	.0000000	-.0473092	-.0008623
51	.0000000	-.0576832	-.0002823
52	.0000000	-.0569502	.0003620
53	.0000000	-.0454102	.0009081
54	.0000000	-.0262749	.0011904
55	.0000000	-.0056732	.0010464
56	.0000000	-.0051536	.0010318
57	.0000000	.0000000	.0008765
58	.0000000	.0042728	.0007235
59	.0000000	-.0084092	-.0015118
60	.0000000	-.0369583	-.0016124
61	.0000000	-.0628334	-.0012371
62	.0000000	-.0790026	-.0005459
63	.0000000	-.0813179	.0002967
64	.0000000	-.0685260	.0011290
65	.0000000	-.0422764	.0017858
66	.0000000	-.0071276	.0021049
67	.0000000	-.0060742	.0021084
68	.0000000	.0000000	.0021149
69	.0000000	.0050228	.0021149

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	547.48	.00
13	13	.00	1244.52	.00
24	24	.00	1198.56	.00
35	35	.00	1203.76	.00
46	46	.00	1175.65	.00
57	57	.00	1281.74	.00
68	68	.00	530.20	.00
TOTAL REACTIONS		.00	7181.91	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	526.77	-501.70	24.74	1453.27
3	.00	.00	501.70	-497.34	-1453.27	1702.17
4	.00	.00	497.34	-342.57	-1702.17	9156.40
5	.00	.00	342.57	-187.80	-9156.40	13863.47
6	.00	.00	187.80	-27.28	-13863.47	15772.32
7	.00	.00	27.28	127.49	-15772.32	14883.02
8	.00	.00	-127.49	288.00	-14883.02	11195.52
9	.00	.00	-288.00	442.77	-11195.53	4709.87
10	.00	.00	-442.77	597.55	-4709.87	-4523.04
11	.00	.00	-597.55	601.91	4523.04	-4822.24
12	.00	.00	-601.91	648.78	4822.24	-8183.37
13	.00	.00	595.74	-548.88	8183.37	-5107.13
14	.00	.00	548.88	-544.52	5107.13	-4834.28
15	.00	.00	544.52	-389.74	4834.28	3457.24
16	.00	.00	389.74	-234.97	-3457.24	9001.55
17	.00	.00	234.97	-74.46	-9001.55	11747.69
18	.00	.00	74.46	80.32	-11747.69	11695.67
19	.00	.00	-80.32	240.83	-11695.67	8845.49
20	.00	.00	-240.83	395.60	-8845.49	3197.12
21	.00	.00	-395.60	550.38	-3197.12	-5198.48
22	.00	.00	-550.38	554.74	5198.48	-5474.29
23	.00	.00	-554.74	601.60	5474.29	-8581.96
24	.00	.00	596.96	-550.09	8581.96	-5499.26
25	.00	.00	550.09	-545.73	5499.26	-5225.77
26	.00	.00	545.73	-390.96	5225.77	3087.35
27	.00	.00	390.96	-236.18	-3087.35	8653.23
28	.00	.00	236.18	-75.67	-8653.23	11420.93
29	.00	.00	75.67	79.10	-11420.93	11390.47
30	.00	.00	-79.10	239.62	-11390.47	8561.86
31	.00	.00	-239.62	394.39	-8561.86	2935.04
32	.00	.00	-394.39	549.16	-2935.04	-5438.97
33	.00	.00	-549.16	553.52	5438.97	-5714.19
34	.00	.00	-553.52	600.39	5714.19	-8815.34
35	.00	.00	603.37	-556.50	8815.34	-5698.19
36	.00	.00	556.50	-552.14	5698.19	-5421.50

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
37	.00	.00	552.14	-397.37	5421.50	3005.43
38	.00	.00	397.37	-242.60	-3005.43	8685.10
39	.00	.00	242.60	-82.08	-8685.10	11566.61
40	.00	.00	82.08	72.69	-11566.61	11649.96
41	.00	.00	-72.69	233.20	-11649.96	8935.12
42	.00	.00	-233.20	387.98	-8935.12	3422.10
43	.00	.00	-387.98	542.75	-3422.10	-4838.09
44	.00	.00	-542.75	547.11	4838.09	-5110.08
45	.00	.00	-547.11	593.98	5110.08	-8176.82
46	.00	.00	581.67	-534.80	8176.82	-5176.36
47	.00	.00	534.80	-530.44	5176.36	-4910.49
48	.00	.00	530.44	-375.67	4910.49	3131.20
49	.00	.00	375.67	-220.89	-3131.20	8425.66
50	.00	.00	220.89	-60.38	-8425.66	10921.97
51	.00	.00	60.38	94.39	-10921.97	10620.10
52	.00	.00	-94.39	254.91	-10620.10	7520.06
53	.00	.00	-254.91	409.68	-7520.06	1621.84
54	.00	.00	-409.68	564.45	-1621.84	-7023.60
55	.00	.00	-564.45	568.81	7023.61	-7306.56
56	.00	.00	-568.81	615.68	7306.56	-10489.91
57	.00	.00	666.06	-619.19	10489.91	-7035.82
58	.00	.00	619.19	-614.83	7035.82	-6727.89
59	.00	.00	614.83	-460.06	6727.89	2811.71
60	.00	.00	460.06	-305.28	-2811.71	9604.05
61	.00	.00	305.28	-144.77	-9604.05	13598.25
62	.00	.00	144.77	10.00	-13598.25	14794.29
63	.00	.00	-10.00	170.52	-14794.29	13192.14
64	.00	.00	-170.52	325.29	-13192.14	8791.85
65	.00	.00	-325.29	480.06	-8791.85	1644.32
66	.00	.00	-480.06	484.42	-1644.32	1404.01
67	.00	.00	-484.42	509.49	-1404.01	-24.89
68	.00	.00	20.71	.00	24.89	.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.5	.0	.0	.1	-7.4	38.8	37.0
3	16.5	19.3	.0	.0	-7.4	-8.6	37.0	36.7
4	19.3	103.7	.0	.0	-8.6	-46.4	36.7	25.2
5	103.7	157.1	.0	.0	-46.4	-70.3	25.2	13.8
6	157.1	178.7	.0	.0	-70.3	-80.0	13.8	2.0
7	178.7	168.6	.0	.0	-80.0	-75.5	2.0	-9.4
8	168.6	126.8	.0	.0	-75.5	-56.8	-9.4	-21.2
9	126.8	53.4	.0	.0	-56.8	-23.9	-21.2	-32.6
10	53.4	-51.2	.0	.0	-23.9	22.9	-32.6	-44.0
11	-51.2	-54.6	.0	.0	22.9	24.4	-44.0	-44.4
12	-54.6	-92.7	.0	.0	24.4	41.5	-44.4	-47.8
13	-92.7	-57.9	.0	.0	41.5	25.9	43.9	40.5
14	-57.9	-54.8	.0	.0	25.9	24.5	40.5	40.1
15	-54.8	39.2	.0	.0	24.5	-17.5	40.1	28.7
16	39.2	102.0	.0	.0	-17.5	-45.6	28.7	17.3
17	102.0	133.1	.0	.0	-45.6	-59.6	17.3	5.5
18	133.1	132.5	.0	.0	-59.6	-59.3	5.5	-5.9
19	132.5	100.2	.0	.0	-59.3	-44.8	-5.9	-17.7
20	100.2	36.2	.0	.0	-44.8	-16.2	-17.7	-29.2
21	36.2	-58.9	.0	.0	-16.2	26.4	-29.2	-40.6
22	-58.9	-62.0	.0	.0	26.4	27.8	-40.6	-40.9
23	-62.0	-97.2	.0	.0	27.8	43.5	-40.9	-44.3
24	-97.2	-62.3	.0	.0	43.5	27.9	44.0	40.5
25	-62.3	-59.2	.0	.0	27.9	26.5	40.5	40.2
26	-59.2	35.0	.0	.0	26.5	-15.7	40.2	28.8
27	35.0	98.0	.0	.0	-15.7	-43.9	28.8	17.4
28	98.0	129.4	.0	.0	-43.9	-57.9	17.4	5.6
29	129.4	129.0	.0	.0	-57.9	-57.8	5.6	-5.8
30	129.0	97.0	.0	.0	-57.8	-43.4	-5.8	-17.7
31	97.0	33.3	.0	.0	-43.4	-14.9	-17.7	-29.1
32	33.3	-61.6	.0	.0	-14.9	27.6	-29.1	-40.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-61.6	-64.7	.0	.0	27.6	29.0	-40.5	-40.8
34	-64.7	-99.9	.0	.0	29.0	44.7	-40.8	-44.2
35	-99.9	-64.6	.0	.0	44.7	28.9	44.5	41.0
36	-64.6	-61.4	.0	.0	28.9	27.5	41.0	40.7
37	-61.4	34.0	.0	.0	27.5	-15.2	40.7	29.3
38	34.0	98.4	.0	.0	-15.2	-44.0	29.3	17.9
39	98.4	131.0	.0	.0	-44.0	-58.6	17.9	6.0
40	131.0	132.0	.0	.0	-58.6	-59.1	6.0	-5.4
41	132.0	101.2	.0	.0	-59.1	-45.3	-5.4	-17.2
42	101.2	38.8	.0	.0	-45.3	-17.4	-17.2	-28.6
43	38.8	-54.8	.0	.0	-17.4	24.5	-28.6	-40.0
44	-54.8	-57.9	.0	.0	24.5	25.9	-40.0	-40.3
45	-57.9	-92.6	.0	.0	25.9	41.5	-40.3	-43.8
46	-92.6	-58.6	.0	.0	41.5	26.2	42.9	39.4
47	-58.6	-55.6	.0	.0	26.2	24.9	39.4	39.1
48	-55.6	35.5	.0	.0	24.9	-15.9	39.1	27.7
49	35.5	95.5	.0	.0	-15.9	-42.7	27.7	16.3
50	95.5	123.7	.0	.0	-42.7	-55.4	16.3	4.4
51	123.7	120.3	.0	.0	-55.4	-53.8	4.4	-7.0
52	120.3	85.2	.0	.0	-53.8	-38.1	-7.0	-18.8
53	85.2	18.4	.0	.0	-38.1	-8.2	-18.8	-30.2
54	18.4	-79.6	.0	.0	-8.2	35.6	-30.2	-41.6
55	-79.6	-82.8	.0	.0	35.6	37.0	-41.6	-41.9
56	-82.8	-118.8	.0	.0	37.0	53.2	-41.9	-45.4
57	-118.8	-79.7	.0	.0	53.2	35.7	49.1	45.6
58	-79.7	-76.2	.0	.0	35.7	34.1	45.6	45.3
59	-76.2	31.9	.0	.0	34.1	-14.3	45.3	33.9
60	31.9	108.8	.0	.0	-14.3	-48.7	33.9	22.5
61	108.8	154.1	.0	.0	-48.7	-68.9	22.5	10.7
62	154.1	167.6	.0	.0	-68.9	-75.0	10.7	-.7
63	167.6	149.5	.0	.0	-75.0	-66.9	-.7	-12.6
64	149.5	99.6	.0	.0	-66.9	-44.6	-12.6	-24.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	99.6	18.6	.0	.0	-44.6	-8.3	-24.0	-35.4
66	18.6	15.9	.0	.0	-8.3	-7.1	-35.4	-35.7
67	15.9	-.3	.0	.0	-7.1	.1	-35.7	-37.5
68	-.3	.0	.0	.0	.1	.0	1.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0076971	.0032522
2	.0000000	.0000000	.0032128
3	-.0003936	.0091128	.0031255
4	-.0004896	.0106700	.0031032
5	-.0029220	.0600205	.0024174
6	-.0053567	.0950623	.0014909
7	-.0078085	.1115919	.0003524
8	-.0102758	.1077597	-.0007748
9	-.0127051	.0847104	-.0017558
10	-.0150921	.0489082	-.0021775
11	-.0174815	.0109897	-.0019941
12	-.0175753	.0099972	-.0019758
13	-.0189185	.0000000	-.0017270
14	-.0202609	-.0085645	-.0014759
15	-.0014449	.0073148	.0013441
16	-.0038436	.0340199	.0015735
17	-.0062447	.0599283	.0012543
18	-.0086781	.0754231	.0004383
19	-.0111406	.0752285	-.0004598
20	-.0135652	.0594034	-.0012659
21	-.0159476	.0334411	-.0015678
22	-.0183323	.0069977	-.0013200
23	-.0184261	.0063426	-.0013003
24	-.0197668	.0000000	-.0010436
25	-.0211066	-.0048763	-.0007870
26	-.0014423	.0068910	.0012753
27	-.0038365	.0325423	.0015237
28	-.0062330	.0577407	.0012242
29	-.0086618	.0728831	.0004287
30	-.0111197	.0726995	-.0004490
31	-.0135396	.0572442	-.0012352
32	-.0159175	.0319959	-.0015183
33	-.0182977	.0065879	-.0012531
34	-.0183915	.0059664	-.0012327
35	-.0197296	.0000000	-.0009712
36	-.0210669	-.0044750	-.0007102

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014398	.0070764	.0013094
38	-.0038454	.0334497	.0015690
39	-.0062533	.0594644	.0012689
40	-.0086936	.0753075	.0004612
41	-.0111632	.0755196	-.0004385
42	-.0135947	.0599901	-.0012554
43	-.0159840	.0340591	-.0015762
44	-.0183755	.0072402	-.0013553
45	-.0184693	.0065672	-.0013366
46	-.0198049	.0000000	-.0010910
47	-.0211397	-.0051610	-.0008450
48	-.0014372	.0063506	.0011779
49	-.0038383	.0301036	.0014108
50	-.0062416	.0533194	.0011173
51	-.0086773	.0667774	.0003495
52	-.0111422	.0656031	-.0004776
53	-.0135691	.0502622	-.0011897
54	-.0159538	.0266615	-.0013741
55	-.0183408	.0048746	-.0009852
56	-.0184346	.0043883	-.0009603
57	-.0197889	.0000000	-.0006559
58	-.0211459	-.0026692	-.0003549
59	-.0014840	.0090757	.0016719
60	-.0039628	.0426621	.0020042
61	-.0064440	.0763826	.0016869
62	-.0089389	.0988730	.0007841
63	-.0114406	.1035176	-.0002742
64	-.0139184	.0888272	-.0013622
65	-.0163699	.0564058	-.0022545
66	-.0188237	.0100797	-.0029289
67	-.0189203	.0086098	-.0029510
68	-.0193125	.0000000	-.0030375
69	-.0195001	-.0072802	-.0030766

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	54.59	.00
13	13	.00	-52.11	.00
24	24	.00	-.24	.00
35	35	.00	-8.95	.00
46	46	.00	31.27	.00
57	57	.00	-102.16	.00
68	68	.00	77.59	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.20	231.20	8909.73	-9573.85
3	4962.17	-4962.17	-231.20	231.20	9573.85	-9688.27
4	4962.17	-4962.17	-231.20	231.20	9688.27	-13792.08
5	4962.17	-4962.17	-231.20	231.20	13792.08	-17895.98
6	4962.17	-5019.05	-231.20	-54.59	17895.98	-19722.59
7	5019.05	-5019.05	54.59	-54.59	19722.59	-18753.62
8	5019.05	-4846.62	54.59	-580.72	18753.62	-12330.82
9	4846.62	-4846.62	580.72	-580.72	12330.82	-2023.09
10	4846.62	-4846.62	580.72	-580.72	2023.09	8284.67
11	4846.62	-4846.62	580.72	-580.72	-8284.67	8574.29
12	4846.62	-9665.15	580.72	-50.79	-8574.29	15860.17
13	9665.15	-4902.93	-1.32	529.76	-15860.17	8899.17
14	4902.93	-4902.93	-529.76	529.76	-8899.17	8634.80
15	4902.93	-4902.93	-529.76	529.76	-8634.80	-768.39
16	4902.93	-4902.93	-529.76	529.76	768.39	-10171.61
17	4902.93	-5018.92	-529.76	-2.48	10171.61	-15379.46
18	5018.92	-5018.92	2.48	-2.48	15379.46	-15335.47
19	5018.92	-4846.48	2.48	-528.59	15335.47	-9837.84
20	4846.48	-4846.48	528.59	-528.59	9837.84	-455.41
21	4846.48	-4846.48	528.59	-528.59	455.41	8927.05
22	4846.48	-4846.48	528.59	-528.59	-8927.05	9190.86
23	4846.48	-9665.02	528.59	1.33	-9190.86	16196.64
24	9665.02	-4902.93	-1.57	529.99	-16196.64	9234.55
25	4902.93	-4902.93	-529.99	529.99	-9234.55	8970.03
26	4902.93	-4902.93	-529.99	529.99	-8970.03	-437.39
27	4902.93	-4902.93	-529.99	529.99	437.39	-9844.80
28	4902.93	-5018.92	-529.99	-2.24	9844.80	-15056.84
29	5018.92	-5018.92	2.24	-2.24	15056.84	-15017.04
30	5018.92	-4846.48	2.24	-528.35	15017.04	-9523.60
31	4846.48	-4846.48	528.35	-528.35	9523.60	-145.32
32	4846.48	-4846.48	528.35	-528.35	145.32	9232.90
33	4846.48	-4846.48	528.35	-528.35	-9232.90	9496.63
34	4846.48	-9665.02	528.35	1.57	-9496.62	16501.15
35	9665.02	-4902.93	-10.52	538.94	-16501.15	9490.97
36	4902.93	-4902.93	-538.94	538.94	-9490.97	9222.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-538.94	538.94	-9222.00	-344.25
38	4902.93	-4902.93	-538.94	538.94	344.25	-9910.44
39	4902.93	-5018.92	-538.94	6.70	9910.44	-15281.30
40	5018.92	-5018.92	-6.70	6.70	15281.30	-15400.31
41	5018.92	-4846.48	-6.70	-519.40	15400.31	-10065.66
42	4846.48	-4846.48	519.40	-519.40	10065.66	-846.19
43	4846.48	-4846.48	519.40	-519.40	846.19	8373.22
44	4846.48	-4846.48	519.40	-519.40	-8373.22	8632.42
45	4846.48	-9665.01	519.40	10.52	-8632.42	15588.90
46	9665.01	-4902.93	20.75	507.67	-15588.90	8746.84
47	4902.93	-4902.93	-507.67	507.67	-8746.84	8493.44
48	4902.93	-4902.93	-507.67	507.67	-8493.44	-517.77
49	4902.93	-4902.93	-507.67	507.67	517.77	-9528.96
50	4902.93	-5018.92	-507.67	-24.57	9528.96	-14344.77
51	5018.92	-5018.92	24.57	-24.57	14344.77	-13908.64
52	5018.92	-4846.48	24.57	-550.69	13908.64	-8018.78
53	4846.48	-4846.48	550.69	-550.69	8018.78	1755.94
54	4846.48	-4846.48	550.69	-550.69	-1755.94	11530.64
55	4846.48	-4846.48	550.69	-550.69	-11530.64	11805.66
56	4846.48	-9832.10	550.69	-10.56	-11805.66	19078.42
57	9832.10	-5071.36	-91.59	628.11	-19078.42	11593.96
58	5071.36	-5071.36	-628.11	628.11	-11593.96	11280.54
59	5071.36	-5071.36	-628.11	628.11	-11280.54	131.50
60	5071.36	-5071.36	-628.11	628.11	-131.50	-11017.50
61	5071.36	-5103.79	-628.11	77.59	11017.50	-17428.83
62	5103.79	-5103.79	-77.59	77.59	17428.83	-18805.98
63	5103.79	-4991.66	-77.59	-210.49	18805.98	-17116.35
64	4991.66	-4991.66	210.49	-210.49	17116.35	-13380.25
65	4991.66	-4991.66	210.49	-210.49	13380.25	-9644.11
66	4991.66	-4991.66	210.49	-210.49	9644.11	-9540.00
67	4991.66	-4991.66	210.49	-210.49	9540.00	-8934.65
68	4991.66	.00	288.08	.00	8934.65	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.1	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.1	-309.8	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.8	-298.8	-86.3	-86.3	13.7	8.7	4.0	4.0
8	-298.8	-223.1	-86.3	-83.4	8.7	-20.9	4.0	42.8
9	-223.1	-106.3	-83.4	-83.4	-20.9	-73.1	42.8	42.8
10	-106.3	10.5	-83.4	-83.4	-73.1	-125.4	42.8	42.8
11	10.5	13.8	-83.4	-83.4	-125.4	-126.8	42.8	42.8
12	13.8	13.4	-83.4	-166.3	-126.8	-246.7	42.8	3.7
13	13.4	16.5	-166.3	-84.3	-246.7	-129.5	-.1	-39.0
14	16.5	13.5	-84.3	-84.3	-129.5	-128.1	-39.0	-39.0
15	13.5	-93.0	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.0	-199.6	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.6	-260.6	-84.3	-86.3	-32.8	-8.4	-39.0	.2
18	-260.6	-260.1	-86.3	-86.3	-8.4	-8.6	.2	.2
19	-260.1	-194.8	-86.3	-83.4	-8.6	-33.5	.2	39.0
20	-194.8	-88.5	-83.4	-83.4	-33.5	-81.1	39.0	39.0
21	-88.5	17.8	-83.4	-83.4	-81.1	-128.6	39.0	39.0
22	17.8	20.7	-83.4	-83.4	-128.6	-130.0	39.0	39.0
23	20.7	17.2	-83.4	-166.3	-130.0	-248.4	39.0	-.1
24	17.2	20.3	-166.3	-84.3	-248.4	-131.2	-.1	-39.1
25	20.3	17.3	-84.3	-84.3	-131.2	-129.8	-39.1	-39.1
26	17.3	-89.3	-84.3	-84.3	-129.8	-82.1	-39.1	-39.1
27	-89.3	-195.9	-84.3	-84.3	-82.1	-34.4	-39.1	-39.1
28	-195.9	-256.9	-84.3	-86.3	-34.4	-10.0	-39.1	.2
29	-256.9	-256.5	-86.3	-86.3	-10.0	-10.2	.2	.2
30	-256.5	-191.3	-86.3	-83.4	-10.2	-35.1	.2	38.9
31	-191.3	-85.0	-83.4	-83.4	-35.1	-82.6	38.9	38.9
32	-85.0	21.2	-83.4	-83.4	-82.6	-130.2	38.9	38.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
34	24.2	20.7	-83.4	-166.3	-131.5	-249.9	38.9	-.1
35	20.7	23.2	-166.3	-84.3	-249.9	-132.5	-.8	-39.7
36	23.2	20.1	-84.3	-84.3	-132.5	-131.1	-39.7	-39.7
37	20.1	-88.2	-84.3	-84.3	-131.1	-82.6	-39.7	-39.7
38	-88.2	-196.6	-84.3	-84.3	-82.6	-34.1	-39.7	-39.7
39	-196.6	-259.5	-84.3	-86.3	-34.1	-8.9	-39.7	-.5
40	-259.5	-260.8	-86.3	-86.3	-8.9	-8.3	-.5	-.5
41	-260.8	-197.4	-86.3	-83.4	-8.3	-32.3	-.5	38.3
42	-197.4	-93.0	-83.4	-83.4	-32.3	-79.1	38.3	38.3
43	-93.0	11.5	-83.4	-83.4	-79.1	-125.8	38.3	38.3
44	11.5	14.4	-83.4	-83.4	-125.8	-127.1	38.3	38.3
45	14.4	10.3	-83.4	-166.3	-127.1	-245.3	38.3	-.8
46	10.3	14.7	-166.3	-84.3	-245.3	-128.7	1.5	-37.4
47	14.7	11.9	-84.3	-84.3	-128.7	-127.4	-37.4	-37.4
48	11.9	-90.2	-84.3	-84.3	-127.4	-81.7	-37.4	-37.4
49	-90.2	-192.3	-84.3	-84.3	-81.7	-36.0	-37.4	-37.4
50	-192.3	-248.8	-84.3	-86.3	-36.0	-13.6	-37.4	1.8
51	-248.8	-243.9	-86.3	-86.3	-13.6	-15.8	1.8	1.8
52	-243.9	-174.2	-86.3	-83.4	-15.8	-42.7	1.8	40.6
53	-174.2	-63.5	-83.4	-83.4	-42.7	-92.3	40.6	40.6
54	-63.5	47.3	-83.4	-83.4	-92.3	-141.8	40.6	40.6
55	47.3	50.4	-83.4	-83.4	-141.8	-143.2	40.6	40.6
56	50.4	47.0	-83.4	-169.1	-143.2	-265.9	40.6	.8
57	47.0	44.1	-169.1	-87.2	-265.9	-146.0	-6.8	-46.3
58	44.1	40.6	-87.2	-87.2	-146.0	-144.4	-46.3	-46.3
59	40.6	-85.8	-87.2	-87.2	-144.4	-87.9	-46.3	-46.3
60	-85.8	-212.1	-87.2	-87.2	-87.9	-31.4	-46.3	-46.3
61	-212.1	-285.2	-87.2	-87.8	-31.4	.6	-46.3	-5.7
62	-285.2	-300.8	-87.8	-87.8	.6	7.6	-5.7	-5.7
63	-300.8	-279.8	-87.8	-85.9	7.6	.9	-5.7	15.5
64	-279.8	-237.5	-85.9	-85.9	.9	-18.0	15.5	15.5

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-237.5	-195.1	-85.9	-85.9	-18.0	-37.0	15.5	15.5
66	-195.1	-193.9	-85.9	-85.9	-37.0	-37.5	15.5	15.5
67	-193.9	-187.1	-85.9	-85.9	-37.5	-40.6	15.5	15.5
68	-187.1	.0	-85.9	.0	-40.6	.0	21.2	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.20	231.20	8909.73	-9573.85
3	4962.17	-4962.17	-231.20	231.20	9573.85	-9688.27
4	4962.17	-4962.17	-231.20	231.20	9688.27	-13792.08
5	4962.17	-4962.17	-231.20	231.20	13792.08	-17895.98
6	4962.17	-5019.05	-231.20	-54.59	17895.98	-19722.59
7	5019.05	-5019.05	54.59	-54.59	19722.59	-18753.62
8	5019.05	-4846.62	54.59	-580.72	18753.62	-12330.82
9	4846.62	-4846.62	580.72	-580.72	12330.82	-2023.09
10	4846.62	-4846.62	580.72	-580.72	2023.09	8284.67
11	4846.62	-4846.62	580.72	-580.72	-8284.67	8574.29
12	4846.62	-9665.15	580.72	-50.79	-8574.29	15860.17
13	9665.15	-4902.93	-1.32	529.76	-15860.17	8899.17
14	4902.93	-4902.93	-529.76	529.76	-8899.17	8634.80
15	4902.93	-4902.93	-529.76	529.76	-8634.80	-768.39
16	4902.93	-4902.93	-529.76	529.76	768.39	-10171.61
17	4902.93	-5018.92	-529.76	-2.48	10171.61	-15379.46
18	5018.92	-5018.92	2.48	-2.48	15379.46	-15335.47
19	5018.92	-4846.48	2.48	-528.59	15335.47	-9837.84
20	4846.48	-4846.48	528.59	-528.59	9837.84	-455.41
21	4846.48	-4846.48	528.59	-528.59	455.41	8927.05
22	4846.48	-4846.48	528.59	-528.59	-8927.05	9190.86
23	4846.48	-9665.02	528.59	1.33	-9190.86	16196.64
24	9665.02	-4902.93	-1.57	529.99	-16196.64	9234.55
25	4902.93	-4902.93	-529.99	529.99	-9234.55	8970.03
26	4902.93	-4902.93	-529.99	529.99	-8970.03	-437.39
27	4902.93	-4902.93	-529.99	529.99	437.39	-9844.80
28	4902.93	-5018.92	-529.99	-2.24	9844.80	-15056.84
29	5018.92	-5018.92	2.24	-2.24	15056.84	-15017.04
30	5018.92	-4846.48	2.24	-528.35	15017.04	-9523.60
31	4846.48	-4846.48	528.35	-528.35	9523.60	-145.32
32	4846.48	-4846.48	528.35	-528.35	145.32	9232.90
33	4846.48	-4846.48	528.35	-528.35	-9232.90	9496.63
34	4846.48	-9665.02	528.35	1.57	-9496.62	16501.15
35	9665.02	-4902.93	-10.52	538.94	-16501.15	9490.97
36	4902.93	-4902.93	-538.94	538.94	-9490.97	9222.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE #   6   AT DAY :   63.0

LOAD CASE #   3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
37	4902.93	-4902.93	-538.94	538.94	-9222.00	-344.25
38	4902.93	-4902.93	-538.94	538.94	344.25	-9910.44
39	4902.93	-5018.92	-538.94	6.70	9910.44	-15281.30
40	5018.92	-5018.92	-6.70	6.70	15281.30	-15400.31
41	5018.92	-4846.48	-6.70	-519.40	15400.31	-10065.66
42	4846.48	-4846.48	519.40	-519.40	10065.66	-846.19
43	4846.48	-4846.48	519.40	-519.40	846.19	8373.22
44	4846.48	-4846.48	519.40	-519.40	-8373.22	8632.42
45	4846.48	-9665.01	519.40	10.52	-8632.42	15588.90
46	9665.01	-4902.93	20.75	507.67	-15588.90	8746.84
47	4902.93	-4902.93	-507.67	507.67	-8746.84	8493.44
48	4902.93	-4902.93	-507.67	507.67	-8493.44	-517.77
49	4902.93	-4902.93	-507.67	507.67	517.77	-9528.96
50	4902.93	-5018.92	-507.67	-24.57	9528.96	-14344.77
51	5018.92	-5018.92	24.57	-24.57	14344.77	-13908.64
52	5018.92	-4846.48	24.57	-550.69	13908.64	-8018.78
53	4846.48	-4846.48	550.69	-550.69	8018.78	1755.94
54	4846.48	-4846.48	550.69	-550.69	-1755.94	11530.64
55	4846.48	-4846.48	550.69	-550.69	-11530.64	11805.66
56	4846.48	-9832.10	550.69	-10.56	-11805.66	19078.42
57	9832.10	-5071.36	-91.59	628.11	-19078.42	11593.96
58	5071.36	-5071.36	-628.11	628.11	-11593.96	11280.54
59	5071.36	-5071.36	-628.11	628.11	-11280.54	131.50
60	5071.36	-5071.36	-628.11	628.11	-131.50	-11017.50
61	5071.36	-5103.79	-628.11	77.59	11017.50	-17428.83
62	5103.79	-5103.79	-77.59	77.59	17428.83	-18805.98
63	5103.79	-4991.66	-77.59	-210.49	18805.98	-17116.35
64	4991.66	-4991.66	210.49	-210.49	17116.35	-13380.25
65	4991.66	-4991.66	210.49	-210.49	13380.25	-9644.11
66	4991.66	-4991.66	210.49	-210.49	9644.11	-9540.00
67	4991.66	-4991.66	210.49	-210.49	9540.00	-8934.65
68	4991.66	.00	288.08	.00	8934.65	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.1	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.1	-309.8	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.8	-298.8	-86.3	-86.3	13.7	8.7	4.0	4.0
8	-298.8	-223.1	-86.3	-83.4	8.7	-20.9	4.0	42.8
9	-223.1	-106.3	-83.4	-83.4	-20.9	-73.1	42.8	42.8
10	-106.3	10.5	-83.4	-83.4	-73.1	-125.4	42.8	42.8
11	10.5	13.8	-83.4	-83.4	-125.4	-126.8	42.8	42.8
12	13.8	13.4	-83.4	-166.3	-126.8	-246.7	42.8	3.7
13	13.4	16.5	-166.3	-84.3	-246.7	-129.5	-.1	-39.0
14	16.5	13.5	-84.3	-84.3	-129.5	-128.1	-39.0	-39.0
15	13.5	-93.0	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.0	-199.6	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.6	-260.6	-84.3	-86.3	-32.8	-8.4	-39.0	.2
18	-260.6	-260.1	-86.3	-86.3	-8.4	-8.6	.2	.2
19	-260.1	-194.8	-86.3	-83.4	-8.6	-33.5	.2	39.0
20	-194.8	-88.5	-83.4	-83.4	-33.5	-81.1	39.0	39.0
21	-88.5	17.8	-83.4	-83.4	-81.1	-128.6	39.0	39.0
22	17.8	20.7	-83.4	-83.4	-128.6	-130.0	39.0	39.0
23	20.7	17.2	-83.4	-166.3	-130.0	-248.4	39.0	-.1
24	17.2	20.3	-166.3	-84.3	-248.4	-131.2	-.1	-39.1
25	20.3	17.3	-84.3	-84.3	-131.2	-129.8	-39.1	-39.1
26	17.3	-89.3	-84.3	-84.3	-129.8	-82.1	-39.1	-39.1
27	-89.3	-195.9	-84.3	-84.3	-82.1	-34.4	-39.1	-39.1
28	-195.9	-256.9	-84.3	-86.3	-34.4	-10.0	-39.1	.2
29	-256.9	-256.5	-86.3	-86.3	-10.0	-10.2	.2	.2
30	-256.5	-191.3	-86.3	-83.4	-10.2	-35.1	.2	38.9
31	-191.3	-85.0	-83.4	-83.4	-35.1	-82.6	38.9	38.9
32	-85.0	21.2	-83.4	-83.4	-82.6	-130.2	38.9	38.9

Data-Base: RDMS
Project : TEST
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-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
34	24.2	20.7	-83.4	-166.3	-131.5	-249.9	38.9	-.1
35	20.7	23.2	-166.3	-84.3	-249.9	-132.5	-.8	-39.7
36	23.2	20.1	-84.3	-84.3	-132.5	-131.1	-39.7	-39.7
37	20.1	-88.2	-84.3	-84.3	-131.1	-82.6	-39.7	-39.7
38	-88.2	-196.6	-84.3	-84.3	-82.6	-34.1	-39.7	-39.7
39	-196.6	-259.5	-84.3	-86.3	-34.1	-8.9	-39.7	-.5
40	-259.5	-260.8	-86.3	-86.3	-8.9	-8.3	-.5	-.5
41	-260.8	-197.4	-86.3	-83.4	-8.3	-32.3	-.5	38.3
42	-197.4	-93.0	-83.4	-83.4	-32.3	-79.1	38.3	38.3
43	-93.0	11.5	-83.4	-83.4	-79.1	-125.8	38.3	38.3
44	11.5	14.4	-83.4	-83.4	-125.8	-127.1	38.3	38.3
45	14.4	10.3	-83.4	-166.3	-127.1	-245.3	38.3	-.8
46	10.3	14.7	-166.3	-84.3	-245.3	-128.7	1.5	-37.4
47	14.7	11.9	-84.3	-84.3	-128.7	-127.4	-37.4	-37.4
48	11.9	-90.2	-84.3	-84.3	-127.4	-81.7	-37.4	-37.4
49	-90.2	-192.3	-84.3	-84.3	-81.7	-36.0	-37.4	-37.4
50	-192.3	-248.8	-84.3	-86.3	-36.0	-13.6	-37.4	1.8
51	-248.8	-243.9	-86.3	-86.3	-13.6	-15.8	1.8	1.8
52	-243.9	-174.2	-86.3	-83.4	-15.8	-42.7	1.8	40.6
53	-174.2	-63.5	-83.4	-83.4	-42.7	-92.3	40.6	40.6
54	-63.5	47.3	-83.4	-83.4	-92.3	-141.8	40.6	40.6
55	47.3	50.4	-83.4	-83.4	-141.8	-143.2	40.6	40.6
56	50.4	47.0	-83.4	-169.1	-143.2	-265.9	40.6	.8
57	47.0	44.1	-169.1	-87.2	-265.9	-146.0	-6.8	-46.3
58	44.1	40.6	-87.2	-87.2	-146.0	-144.4	-46.3	-46.3
59	40.6	-85.8	-87.2	-87.2	-144.4	-87.9	-46.3	-46.3
60	-85.8	-212.1	-87.2	-87.2	-87.9	-31.4	-46.3	-46.3
61	-212.1	-285.2	-87.2	-87.8	-31.4	.6	-46.3	-5.7
62	-285.2	-300.8	-87.8	-87.8	.6	7.6	-5.7	-5.7
63	-300.8	-279.8	-87.8	-85.9	7.6	.9	-5.7	15.5
64	-279.8	-237.5	-85.9	-85.9	.9	-18.0	15.5	15.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-237.5	-195.1	-85.9	-85.9	-18.0	-37.0	15.5	15.5
66	-195.1	-193.9	-85.9	-85.9	-37.0	-37.5	15.5	15.5
67	-193.9	-187.1	-85.9	-85.9	-37.5	-40.6	15.5	15.5
68	-187.1	.0	-85.9	.0	-40.6	.0	21.2	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000081	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0000098	.0000000	.0000000
4	-.0000151	.0000000	.0000000
5	-.0000771	.0000000	.0000000
6	-.0001404	.0000000	.0000000
7	-.0002050	.0000000	.0000000
8	-.0002696	.0000000	.0000000
9	-.0003343	.0000000	.0000000
10	-.0003989	.0000000	.0000000
11	-.0004635	.0000000	.0000000
12	-.0004687	.0000000	.0000000
13	-.0004871	.0000000	.0000000
14	-.0005055	.0000000	.0000000
15	-.0004073	.0000000	.0000000
16	-.0004564	.0000000	.0000000
17	-.0005068	.0000000	.0000000
18	-.0005585	.0000000	.0000000
19	-.0006102	.0000000	.0000000
20	-.0006618	.0000000	.0000000
21	-.0007135	.0000000	.0000000
22	-.0007652	.0000000	.0000000
23	-.0007698	.0000000	.0000000
24	-.0007843	.0000000	.0000000
25	-.0007988	.0000000	.0000000
26	-.0005989	.0000000	.0000000
27	-.0006351	.0000000	.0000000
28	-.0006725	.0000000	.0000000
29	-.0007113	.0000000	.0000000
30	-.0007501	.0000000	.0000000
31	-.0007888	.0000000	.0000000
32	-.0008276	.0000000	.0000000
33	-.0008664	.0000000	.0000000
34	-.0008700	.0000000	.0000000
35	-.0008806	.0000000	.0000000
36	-.0008912	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0005894	.0000000	.0000000
38	-.0006152	.0000000	.0000000
39	-.0006410	.0000000	.0000000
40	-.0006669	.0000000	.0000000
41	-.0006927	.0000000	.0000000
42	-.0007186	.0000000	.0000000
43	-.0007444	.0000000	.0000000
44	-.0007703	.0000000	.0000000
45	-.0007727	.0000000	.0000000
46	-.0007793	.0000000	.0000000
47	-.0007860	.0000000	.0000000
48	-.0003862	.0000000	.0000000
49	-.0003991	.0000000	.0000000
50	-.0004120	.0000000	.0000000
51	-.0004249	.0000000	.0000000
52	-.0004379	.0000000	.0000000
53	-.0004508	.0000000	.0000000
54	-.0004637	.0000000	.0000000
55	-.0004766	.0000000	.0000000
56	-.0004778	.0000000	.0000000
57	-.0004810	.0000000	.0000000
58	-.0004841	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
57	57	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00
47	.00	.00	.00	.00	.00	.00
48	.00	.00	.00	.00	.00	.00
49	.00	.00	.00	.00	.00	.00
50	.00	.00	.00	.00	.00	.00
51	.00	.00	.00	.00	.00	.00
52	.00	.00	.00	.00	.00	.00
53	.00	.00	.00	.00	.00	.00
54	.00	.00	.00	.00	.00	.00
55	.00	.00	.00	.00	.00	.00
56	.00	.00	.00	.00	.00	.00
57	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000049	.0001990	-.0000841
2	.0000000	.0000000	-.0000831
3	.0000104	-.0002354	-.0000807
4	.0000127	-.0002757	-.0000802
5	.0000768	-.0015467	-.0000621
6	.0001410	-.0024434	-.0000380
7	.0002067	-.0028594	-.0000081
8	.0002739	-.0027359	.0000218
9	.0003367	-.0021110	.0000461
10	.0003952	-.0011956	.0000546
11	.0004538	-.0002629	.0000480
12	.0004559	-.0002390	.0000475
13	.0004861	.0000000	.0000410
14	.0005176	.0002008	.0000342
15	.0001144	-.0001413	-.0000270
16	.0001721	-.0007092	-.0000348
17	.0002299	-.0012980	-.0000293
18	.0002905	-.0016689	-.0000106
19	.0003538	-.0016629	.0000113
20	.0004129	-.0012817	.0000294
21	.0004676	-.0006977	.0000343
22	.0005225	-.0001382	.0000267
23	.0005244	-.0001250	.0000262
24	.0005531	.0000000	.0000199
25	.0005831	.0000886	.0000135
26	.0001332	-.0001474	-.0000278
27	.0001892	-.0007248	-.0000351
28	.0002452	-.0013157	-.0000293
29	.0003041	-.0016872	-.0000107
30	.0003657	-.0016833	.0000112
31	.0004230	-.0013047	.0000293
32	.0004760	-.0007193	.0000346
33	.0005291	-.0001466	.0000279
34	.0005310	-.0001327	.0000274
35	.0005590	.0000000	.0000215
36	.0005882	.0000985	.0000155

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0001317	-.0001344	-.0000254
38	.0001868	-.0006637	-.0000322
39	.0002420	-.0012038	-.0000266
40	.0002999	-.0015342	-.0000089
41	.0003607	-.0015092	.0000116
42	.0004171	-.0011383	.0000279
43	.0004692	-.0005965	.0000311
44	.0005214	-.0001087	.0000219
45	.0005232	-.0000979	.0000213
46	.0005503	.0000000	.0000147
47	.0005784	.0000601	.0000080
48	.0001057	-.0001783	-.0000332
49	.0001584	-.0008589	-.0000412
50	.0002111	-.0015581	-.0000353
51	.0002667	-.0020283	-.0000156
52	.0003249	-.0020922	.0000087
53	.0003790	-.0017225	.0000311
54	.0004287	-.0010523	.0000428
55	.0004784	-.0002597	.0000449
56	.0004802	-.0002373	.0000448
57	.0004946	.0000000	.0000434
58	.0005067	.0002287	.0000418
59	.0000272	.0000082	.0000013
60	.0000272	.0000259	.0000007
61	.0000272	.0000351	.0000003
62	.0000272	.0000373	-.0000001
63	.0000272	.0000337	-.0000003
64	.0000272	.0000258	-.0000005
65	.0000272	.0000150	-.0000007
66	.0000272	.0000024	-.0000007
67	.0000272	.0000021	-.0000007
68	.0000272	.0000000	-.0000007
69	.0000272	-.0000017	-.0000007

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-1.59	.00
13	13	.00	1.67	.00
24	24	.00	.05	.00
35	35	.00	-.48	.00
46	46	.00	2.00	.00
57	57	.00	-1.58	.00
68	68	.00	-.07	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	131.19	.00	-7.32	.00	240.62
2	-131.19	131.19	5.73	-5.73	-240.62	257.09
3	-131.19	131.19	5.73	-5.73	-257.09	259.92
4	-131.19	131.19	5.73	-5.73	-259.92	361.68
5	-131.19	131.19	5.73	-5.73	-361.68	463.44
6	-131.19	136.88	5.73	1.59	-463.44	526.09
7	-136.88	136.88	-1.59	1.59	-526.09	497.88
8	-136.88	119.11	-1.59	14.52	-497.88	274.16
9	-119.11	119.11	-14.52	14.52	-274.16	16.45
10	-119.11	119.11	-14.52	14.52	-16.45	-241.27
11	-119.11	119.11	-14.52	14.52	241.27	-248.51
12	-119.11	224.05	-14.52	1.61	248.51	-417.72
13	-224.05	118.24	.06	-12.92	417.72	-256.08
14	-118.24	118.24	12.92	-12.92	256.08	-249.63
15	-118.24	118.24	12.92	-12.92	249.63	-20.30
16	-118.24	118.24	12.92	-12.92	20.30	209.02
17	-118.24	129.39	12.92	-.08	-209.02	375.09
18	-129.39	129.39	.08	-.08	-375.09	376.58
19	-129.39	111.65	.08	12.04	-376.58	189.86
20	-111.65	111.65	-12.04	12.04	-189.86	-23.77
21	-111.65	111.65	-12.04	12.04	23.77	-237.39
22	-111.65	111.65	-12.04	12.04	237.39	-243.40
23	-111.65	213.22	-12.04	-.32	243.40	-396.43
24	-213.22	114.93	.36	-12.61	396.43	-243.14
25	-114.93	114.93	12.61	-12.61	243.14	-236.85
26	-114.93	114.93	12.61	-12.61	236.85	-13.08
27	-114.93	114.93	12.61	-12.61	13.08	210.69
28	-114.93	126.06	12.61	-.13	-210.69	374.31
29	-126.06	126.06	.13	-.13	-374.31	376.63
30	-126.06	108.33	.13	11.63	-376.63	194.00
31	-108.33	108.33	-11.63	11.63	-194.00	-12.41
32	-108.33	108.33	-11.63	11.63	12.41	-218.83
33	-108.33	108.33	-11.63	11.63	218.83	-224.63
34	-108.33	207.49	-11.63	-.42	224.63	-373.40
35	-207.49	112.54	-.06	-11.87	373.40	-227.00
36	-112.54	112.54	11.87	-11.87	227.00	-221.08

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-112.54	112.54	11.87	-11.87	221.08	-10.38
38	-112.54	112.54	11.87	-11.87	10.38	200.31
39	-112.54	123.65	11.87	.35	-200.31	353.08
40	-123.65	123.65	-.35	.35	-353.08	346.93
41	-123.65	105.94	-.35	11.85	-346.93	158.22
42	-105.94	105.94	-11.85	11.85	-158.22	-52.05
43	-105.94	105.94	-11.85	11.85	52.05	-262.33
44	-105.94	105.94	-11.85	11.85	262.33	-268.24
45	-105.94	200.36	-11.85	.20	268.24	-414.02
46	-200.36	107.83	1.80	-13.36	414.02	-261.68
47	-107.83	107.83	13.36	-13.36	261.68	-255.02
48	-107.83	107.83	13.36	-13.36	255.02	-17.92
49	-107.83	107.83	13.36	-13.36	17.92	219.17
50	-107.83	118.91	13.36	-1.65	-219.17	402.76
51	-118.91	118.91	1.65	-1.65	-402.76	432.08
52	-118.91	101.23	1.65	9.34	-432.08	283.50
53	-101.23	101.23	-9.34	9.34	-283.50	117.78
54	-101.23	101.23	-9.34	9.34	-117.78	-47.95
55	-101.23	101.23	-9.34	9.34	47.95	-52.60
56	-101.23	94.24	-9.34	4.10	52.60	-94.32
57	-94.24	.00	-5.68	-.07	94.32	-9.49
58	.00	.00	.07	-.07	9.49	-9.46
59	.00	.00	.07	-.07	9.46	-8.14
60	.00	.00	.07	-.07	8.14	-6.83
61	.00	.00	.07	-.07	6.83	-5.51
62	.00	.00	.07	-.07	5.51	-4.20
63	.00	.00	.07	-.07	4.20	-2.88
64	.00	.00	.07	-.07	2.88	-1.56
65	.00	.00	.07	-.07	1.56	-.25
66	.00	.00	.07	-.07	.25	-.21
67	.00	.00	.07	-.07	.21	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	5.0	.0	2.3	.0	1.0	.0	.5
2	5.0	5.2	2.3	2.3	1.0	1.0	.4	.4
3	5.2	5.2	2.3	2.3	1.0	.9	.4	.4
4	5.2	6.4	2.3	2.3	.9	.4	.4	.4
5	6.4	7.5	2.3	2.3	.4	-.1	.4	.4
6	7.5	8.3	2.3	2.4	-.1	-.3	.4	-.1
7	8.3	8.0	2.4	2.4	-.3	-.2	-.1	-.1
8	8.0	5.2	2.4	2.0	-.2	.7	-.1	-1.1
9	5.2	2.2	2.0	2.0	.7	2.0	-1.1	-1.1
10	2.2	-.7	2.0	2.0	2.0	3.3	-1.1	-1.1
11	-.7	-.8	2.0	2.0	3.3	3.3	-1.1	-1.1
12	-.8	-.9	2.0	3.9	3.3	6.0	-1.1	-.1
13	-.9	-.9	3.9	2.0	6.0	3.3	.0	1.0
14	-.9	-.8	2.0	2.0	3.3	3.3	1.0	1.0
15	-.8	1.8	2.0	2.0	3.3	2.1	1.0	1.0
16	1.8	4.4	2.0	2.0	2.1	1.0	1.0	1.0
17	4.4	6.5	2.0	2.2	1.0	.3	1.0	.0
18	6.5	6.5	2.2	2.2	.3	.3	.0	.0
19	6.5	4.1	2.2	1.9	.3	1.0	.0	-.9
20	4.1	1.7	1.9	1.9	1.0	2.0	-.9	-.9
21	1.7	-.8	1.9	1.9	2.0	3.1	-.9	-.9
22	-.8	-.8	1.9	1.9	3.1	3.2	-.9	-.9
23	-.8	-.8	1.9	3.7	3.2	5.7	-.9	.0
24	-.8	-.8	3.7	2.0	5.7	3.2	.0	.9
25	-.8	-.7	2.0	2.0	3.2	3.2	.9	.9
26	-.7	1.8	2.0	2.0	3.2	2.0	.9	.9
27	1.8	4.4	2.0	2.0	2.0	.9	.9	.9
28	4.4	6.4	2.0	2.2	.9	.3	.9	.0
29	6.4	6.4	2.2	2.2	.3	.3	.0	.0
30	6.4	4.1	2.2	1.9	.3	.9	.0	-.9
31	4.1	1.7	1.9	1.9	.9	1.9	-.9	-.9
32	1.7	-.6	1.9	1.9	1.9	3.0	-.9	-.9

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-.6	-.7	1.9	1.9	3.0	3.0	-.9	-.9
34	-.7	-.7	1.9	3.6	3.0	5.5	-.9	.0
35	-.7	-.6	3.6	1.9	5.5	3.1	.0	.9
36	-.6	-.6	1.9	1.9	3.1	3.1	.9	.9
37	-.6	1.8	1.9	1.9	3.1	2.0	.9	.9
38	1.8	4.2	1.9	1.9	2.0	.9	.9	.9
39	4.2	6.1	1.9	2.1	.9	.3	.9	.0
40	6.1	6.1	2.1	2.1	.3	.4	.0	.0
41	6.1	3.6	2.1	1.8	.4	1.0	.0	-.9
42	3.6	1.2	1.8	1.8	1.0	2.1	-.9	-.9
43	1.2	-1.1	1.8	1.8	2.1	3.2	-.9	-.9
44	-1.1	-1.2	1.8	1.8	3.2	3.2	-.9	-.9
45	-1.2	-1.2	1.8	3.4	3.2	5.5	-.9	.0
46	-1.2	-1.1	3.4	1.9	5.5	3.2	.1	1.0
47	-1.1	-1.0	1.9	1.9	3.2	3.1	1.0	1.0
48	-1.0	1.7	1.9	1.9	3.1	1.9	1.0	1.0
49	1.7	4.3	1.9	1.9	1.9	.7	1.0	1.0
50	4.3	6.6	1.9	2.0	.7	.0	1.0	.1
51	6.6	6.9	2.0	2.0	.0	-.1	.1	.1
52	6.9	5.0	2.0	1.7	-.1	.3	.1	-.7
53	5.0	3.1	1.7	1.7	.3	1.1	-.7	-.7
54	3.1	1.2	1.7	1.7	1.1	2.0	-.7	-.7
55	1.2	1.1	1.7	1.7	2.0	2.0	-.7	-.7
56	1.1	.6	1.7	1.6	2.0	2.1	-.7	-.3
57	.6	-.1	1.6	.0	2.1	.0	-.4	.0
58	-.1	-.1	.0	.0	.0	.0	.0	.0
59	-.1	-.1	.0	.0	.0	.0	.0	.0
60	-.1	-.1	.0	.0	.0	.0	.0	.0
61	-.1	-.1	.0	.0	.0	.0	.0	.0
62	-.1	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
1	.00	131.19	.00	-7.32	.00	240.62
2	-131.19	131.19	5.73	-5.73	-240.62	257.09
3	-131.19	131.19	5.73	-5.73	-257.09	259.92
4	-131.19	131.19	5.73	-5.73	-259.92	361.68
5	-131.19	131.19	5.73	-5.73	-361.68	463.44
6	-131.19	136.88	5.73	1.59	-463.44	526.09
7	-136.88	136.88	-1.59	1.59	-526.09	497.88
8	-136.88	119.11	-1.59	14.52	-497.88	274.16
9	-119.11	119.11	-14.52	14.52	-274.16	16.45
10	-119.11	119.11	-14.52	14.52	-16.45	-241.27
11	-119.11	119.11	-14.52	14.52	241.27	-248.51
12	-119.11	224.05	-14.52	1.61	248.51	-417.72
13	-224.05	118.24	.06	-12.92	417.72	-256.08
14	-118.24	118.24	12.92	-12.92	256.08	-249.63
15	-118.24	118.24	12.92	-12.92	249.63	-20.30
16	-118.24	118.24	12.92	-12.92	20.30	209.02
17	-118.24	129.39	12.92	-.08	-209.02	375.09
18	-129.39	129.39	.08	-.08	-375.09	376.58
19	-129.39	111.65	.08	12.04	-376.58	189.86
20	-111.65	111.65	-12.04	12.04	-189.86	-23.77
21	-111.65	111.65	-12.04	12.04	23.77	-237.39
22	-111.65	111.65	-12.04	12.04	237.39	-243.40
23	-111.65	213.22	-12.04	-.32	243.40	-396.43
24	-213.22	114.93	.36	-12.61	396.43	-243.14
25	-114.93	114.93	12.61	-12.61	243.14	-236.85
26	-114.93	114.93	12.61	-12.61	236.85	-13.08
27	-114.93	114.93	12.61	-12.61	13.08	210.69
28	-114.93	126.06	12.61	-.13	-210.69	374.31
29	-126.06	126.06	.13	-.13	-374.31	376.63
30	-126.06	108.33	.13	11.63	-376.63	194.00
31	-108.33	108.33	-11.63	11.63	-194.00	-12.41
32	-108.33	108.33	-11.63	11.63	12.41	-218.83
33	-108.33	108.33	-11.63	11.63	218.83	-224.63
34	-108.33	207.49	-11.63	-.42	224.63	-373.40
35	-207.49	112.54	-.06	-11.87	373.40	-227.00
36	-112.54	112.54	11.87	-11.87	227.00	-221.08

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
37	-112.54	112.54	11.87	-11.87	221.08	-10.38
38	-112.54	112.54	11.87	-11.87	10.38	200.31
39	-112.54	123.65	11.87	.35	-200.31	353.08
40	-123.65	123.65	-.35	.35	-353.08	346.93
41	-123.65	105.94	-.35	11.85	-346.93	158.22
42	-105.94	105.94	-11.85	11.85	-158.22	-52.05
43	-105.94	105.94	-11.85	11.85	52.05	-262.33
44	-105.94	105.94	-11.85	11.85	262.33	-268.24
45	-105.94	200.36	-11.85	.20	268.24	-414.02
46	-200.36	107.83	1.80	-13.36	414.02	-261.68
47	-107.83	107.83	13.36	-13.36	261.68	-255.02
48	-107.83	107.83	13.36	-13.36	255.02	-17.92
49	-107.83	107.83	13.36	-13.36	17.92	219.17
50	-107.83	118.91	13.36	-1.65	-219.17	402.76
51	-118.91	118.91	1.65	-1.65	-402.76	432.08
52	-118.91	101.23	1.65	9.34	-432.08	283.50
53	-101.23	101.23	-9.34	9.34	-283.50	117.78
54	-101.23	101.23	-9.34	9.34	-117.78	-47.95
55	-101.23	101.23	-9.34	9.34	47.95	-52.60
56	-101.23	94.24	-9.34	4.10	52.60	-94.32
57	-94.24	.00	-5.68	-.07	94.32	-9.49
58	.00	.00	.07	-.07	9.49	-9.46
59	.00	.00	.07	-.07	9.46	-8.14
60	.00	.00	.07	-.07	8.14	-6.83
61	.00	.00	.07	-.07	6.83	-5.51
62	.00	.00	.07	-.07	5.51	-4.20
63	.00	.00	.07	-.07	4.20	-2.88
64	.00	.00	.07	-.07	2.88	-1.56
65	.00	.00	.07	-.07	1.56	-.25
66	.00	.00	.07	-.07	.25	-.21
67	.00	.00	.07	-.07	.21	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	5.0	.0	2.3	.0	1.0	.0	.5
2	5.0	5.2	2.3	2.3	1.0	1.0	.4	.4
3	5.2	5.2	2.3	2.3	1.0	.9	.4	.4
4	5.2	6.4	2.3	2.3	.9	.4	.4	.4
5	6.4	7.5	2.3	2.3	.4	-.1	.4	.4
6	7.5	8.3	2.3	2.4	-.1	-.3	.4	-.1
7	8.3	8.0	2.4	2.4	-.3	-.2	-.1	-.1
8	8.0	5.2	2.4	2.0	-.2	.7	-.1	-1.1
9	5.2	2.2	2.0	2.0	.7	2.0	-1.1	-1.1
10	2.2	-.7	2.0	2.0	2.0	3.3	-1.1	-1.1
11	-.7	-.8	2.0	2.0	3.3	3.3	-1.1	-1.1
12	-.8	-.9	2.0	3.9	3.3	6.0	-1.1	-.1
13	-.9	-.9	3.9	2.0	6.0	3.3	.0	1.0
14	-.9	-.8	2.0	2.0	3.3	3.3	1.0	1.0
15	-.8	1.8	2.0	2.0	3.3	2.1	1.0	1.0
16	1.8	4.4	2.0	2.0	2.1	1.0	1.0	1.0
17	4.4	6.5	2.0	2.2	1.0	.3	1.0	.0
18	6.5	6.5	2.2	2.2	.3	.3	.0	.0
19	6.5	4.1	2.2	1.9	.3	1.0	.0	-.9
20	4.1	1.7	1.9	1.9	1.0	2.0	-.9	-.9
21	1.7	-.8	1.9	1.9	2.0	3.1	-.9	-.9
22	-.8	-.8	1.9	1.9	3.1	3.2	-.9	-.9
23	-.8	-.8	1.9	3.7	3.2	5.7	-.9	.0
24	-.8	-.8	3.7	2.0	5.7	3.2	.0	.9
25	-.8	-.7	2.0	2.0	3.2	3.2	.9	.9
26	-.7	1.8	2.0	2.0	3.2	2.0	.9	.9
27	1.8	4.4	2.0	2.0	2.0	.9	.9	.9
28	4.4	6.4	2.0	2.2	.9	.3	.9	.0
29	6.4	6.4	2.2	2.2	.3	.3	.0	.0
30	6.4	4.1	2.2	1.9	.3	.9	.0	-.9
31	4.1	1.7	1.9	1.9	.9	1.9	-.9	-.9
32	1.7	-.6	1.9	1.9	1.9	3.0	-.9	-.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-.6	-.7	1.9	1.9	3.0	3.0	-.9	-.9
34	-.7	-.7	1.9	3.6	3.0	5.5	-.9	.0
35	-.7	-.6	3.6	1.9	5.5	3.1	.0	.9
36	-.6	-.6	1.9	1.9	3.1	3.1	.9	.9
37	-.6	1.8	1.9	1.9	3.1	2.0	.9	.9
38	1.8	4.2	1.9	1.9	2.0	.9	.9	.9
39	4.2	6.1	1.9	2.1	.9	.3	.9	.0
40	6.1	6.1	2.1	2.1	.3	.4	.0	.0
41	6.1	3.6	2.1	1.8	.4	1.0	.0	-.9
42	3.6	1.2	1.8	1.8	1.0	2.1	-.9	-.9
43	1.2	-1.1	1.8	1.8	2.1	3.2	-.9	-.9
44	-1.1	-1.2	1.8	1.8	3.2	3.2	-.9	-.9
45	-1.2	-1.2	1.8	3.4	3.2	5.5	-.9	.0
46	-1.2	-1.1	3.4	1.9	5.5	3.2	.1	1.0
47	-1.1	-1.0	1.9	1.9	3.2	3.1	1.0	1.0
48	-1.0	1.7	1.9	1.9	3.1	1.9	1.0	1.0
49	1.7	4.3	1.9	1.9	1.9	.7	1.0	1.0
50	4.3	6.6	1.9	2.0	.7	.0	1.0	.1
51	6.6	6.9	2.0	2.0	.0	-.1	.1	.1
52	6.9	5.0	2.0	1.7	-.1	.3	.1	-.7
53	5.0	3.1	1.7	1.7	.3	1.1	-.7	-.7
54	3.1	1.2	1.7	1.7	1.1	2.0	-.7	-.7
55	1.2	1.1	1.7	1.7	2.0	2.0	-.7	-.7
56	1.1	.6	1.7	1.6	2.0	2.1	-.7	-.3
57	.6	-.1	1.6	.0	2.1	.0	-.4	.0
58	-.1	-.1	.0	.0	.0	.0	.0	.0
59	-.1	-.1	.0	.0	.0	.0	.0	.0
60	-.1	-.1	.0	.0	.0	.0	.0	.0
61	-.1	-.1	.0	.0	.0	.0	.0	.0
62	-.1	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E   D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000471	-.0006459	.0002770
2	.0000000	.0000000	.0002669
3	-.0001140	.0007332	.0002436
4	-.0001754	.0008520	.0002318
5	-.0008901	.0039340	.0001256
6	-.0016154	.0055134	.0000544
7	-.0023555	.0058946	-.0000104
8	-.0031081	.0051411	-.0000744
9	-.0038572	.0034084	-.0001152
10	-.0046024	.0014050	-.0000993
11	-.0053559	.0001347	-.0000412
12	-.0054159	.0001155	-.0000357
13	-.0057191	.0000000	-.0000087
14	-.0060140	.0000196	.0000174
15	-.0018778	-.0000409	.0000066
16	-.0025233	.0005175	.0000539
17	-.0031793	.0016607	.0000650
18	-.0038533	.0025214	.0000270
19	-.0045378	.0024908	-.0000304
20	-.0052145	.0015804	-.0000672
21	-.0058886	.0004216	-.0000533
22	-.0065711	-.0000876	-.0000017
23	-.0066290	-.0000872	.0000035
24	-.0069046	.0000000	.0000276
25	-.0071718	.0002072	.0000508
26	-.0027199	-.0000178	.0000088
27	-.0033035	.0005244	.0000502
28	-.0038977	.0015736	.0000591
29	-.0045092	.0023501	.0000239
30	-.0051306	.0023077	-.0000286
31	-.0057451	.0014632	-.0000620
32	-.0063527	.0003966	-.0000491
33	-.0069634	-.0000774	-.0000022
34	-.0070176	-.0000773	.0000028
35	-.0072654	.0000000	.0000248
36	-.0075046	.0001869	.0000459

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0026594	-.0000282	.0000057
38	-.0032175	.0004519	.0000464
39	-.0037786	.0014320	.0000556
40	-.0043545	.0021678	.0000230
41	-.0049453	.0021368	-.0000265
42	-.0055351	.0013455	-.0000583
43	-.0061235	.0003438	-.0000458
44	-.0067202	-.0000811	-.0000001
45	-.0067694	-.0000800	.0000045
46	-.0069933	.0000000	.0000242
47	-.0072129	.0001792	.0000435
48	-.0017543	-.0000507	.0000007
49	-.0022715	.0003097	.0000379
50	-.0027919	.0011241	.0000460
51	-.0033217	.0017085	.0000161
52	-.0038608	.0016011	-.0000278
53	-.0043993	.0008437	-.0000531
54	-.0049368	-.0000103	-.0000345
55	-.0054827	-.0001773	.0000183
56	-.0055278	-.0001670	.0000232
57	-.0056698	.0000000	.0000384
58	-.0057404	.0002243	.0000456

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.26	.00
13	13	.00	.14	.00
24	24	.00	.27	.00
35	35	.00	-.16	.00
46	46	.00	.24	.00
57	57	.00	-.23	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	.00	.00	.00	.00	.02
2	.00	.00	-.26	.26	-.02	-.68
3	.00	.00	-.26	.26	.68	-.71
4	.00	.00	-.26	.26	.70	-5.30
5	.00	.00	-.26	.26	5.30	-9.90
6	.00	.00	-.26	.26	9.90	-14.50
7	.00	.00	-.26	.26	14.50	-19.10
8	.00	.00	-.26	.26	19.10	-23.69
9	.00	.00	-.26	.26	23.69	-28.29
10	.00	.00	-.26	.26	28.29	-32.88
11	.00	.00	-.26	.26	32.88	-33.03
12	.00	.00	-.26	.26	33.03	-34.42
13	.00	.00	-.12	.12	34.42	-35.04
14	.00	.00	-.12	.12	35.04	-35.10
15	.00	.00	-.12	.12	35.10	-37.14
16	.00	.00	-.12	.12	37.14	-39.19
17	.00	.00	-.12	.12	39.19	-41.24
18	.00	.00	-.12	.12	41.24	-43.28
19	.00	.00	-.12	.12	43.28	-45.33
20	.00	.00	-.12	.12	45.33	-47.37
21	.00	.00	-.12	.12	47.37	-49.42
22	.00	.00	-.12	.12	49.42	-49.48
23	.00	.00	-.12	.12	49.48	-50.10
24	.00	.00	.15	-.15	50.10	-49.28
25	.00	.00	.15	-.15	49.28	-49.20
26	.00	.00	.15	-.15	49.20	-46.50
27	.00	.00	.15	-.15	46.50	-43.81
28	.00	.00	.15	-.15	43.81	-41.11
29	.00	.00	.15	-.15	41.11	-38.41
30	.00	.00	.15	-.15	38.41	-35.72
31	.00	.00	.15	-.15	35.71	-33.02
32	.00	.00	.15	-.15	33.02	-30.32
33	.00	.00	.15	-.15	30.32	-30.24
34	.00	.00	.15	-.15	30.24	-29.43
35	.00	.00	-.01	.01	29.43	-29.49
36	.00	.00	-.01	.01	29.49	-29.49

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
37	.00	.00	-.01	.01	29.49	-29.70
38	.00	.00	-.01	.01	29.70	-29.90
39	.00	.00	-.01	.01	29.90	-30.10
40	.00	.00	-.01	.01	30.10	-30.31
41	.00	.00	-.01	.01	30.31	-30.51
42	.00	.00	-.01	.01	30.51	-30.71
43	.00	.00	-.01	.01	30.71	-30.92
44	.00	.00	-.01	.01	30.92	-30.92
45	.00	.00	-.01	.01	30.92	-30.98
46	.00	.00	.23	-.23	30.98	-29.76
47	.00	.00	.23	-.23	29.76	-29.65
48	.00	.00	.23	-.23	29.65	-25.60
49	.00	.00	.23	-.23	25.60	-21.56
50	.00	.00	.23	-.23	21.56	-17.52
51	.00	.00	.23	-.23	17.52	-13.48
52	.00	.00	.23	-.23	13.48	-9.43
53	.00	.00	.23	-.23	9.43	-5.39
54	.00	.00	.23	-.23	5.39	-1.35
55	.00	.00	.23	-.23	1.35	-1.22
56	.00	.00	.23	-.23	1.22	.00
57	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	-.1	.0	.0	.0	.0	.0	.0
5	-.1	-.1	.0	.0	.0	.1	.0	.0
6	-.1	-.2	.0	.0	.1	.1	.0	.0
7	-.2	-.2	.0	.0	.1	.1	.0	.0
8	-.2	-.3	.0	.0	.1	.1	.0	.0
9	-.3	-.3	.0	.0	.1	.1	.0	.0
10	-.3	-.4	.0	.0	.1	.2	.0	.0
11	-.4	-.4	.0	.0	.2	.2	.0	.0
12	-.4	-.4	.0	.0	.2	.2	.0	.0
13	-.4	-.4	.0	.0	.2	.2	.0	.0
14	-.4	-.4	.0	.0	.2	.2	.0	.0
15	-.4	-.4	.0	.0	.2	.2	.0	.0
16	-.4	-.4	.0	.0	.2	.2	.0	.0
17	-.4	-.5	.0	.0	.2	.2	.0	.0
18	-.5	-.5	.0	.0	.2	.2	.0	.0
19	-.5	-.5	.0	.0	.2	.2	.0	.0
20	-.5	-.5	.0	.0	.2	.2	.0	.0
21	-.5	-.6	.0	.0	.2	.3	.0	.0
22	-.6	-.6	.0	.0	.3	.3	.0	.0
23	-.6	-.6	.0	.0	.3	.3	.0	.0
24	-.6	-.6	.0	.0	.3	.2	.0	.0
25	-.6	-.6	.0	.0	.2	.2	.0	.0
26	-.6	-.5	.0	.0	.2	.2	.0	.0
27	-.5	-.5	.0	.0	.2	.2	.0	.0
28	-.5	-.5	.0	.0	.2	.2	.0	.0
29	-.5	-.4	.0	.0	.2	.2	.0	.0
30	-.4	-.4	.0	.0	.2	.2	.0	.0
31	-.4	-.4	.0	.0	.2	.2	.0	.0
32	-.4	-.3	.0	.0	.2	.2	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 100 TOTAL CREEP
===============

-SEG#-	AXIAL BOTTOM -I-	AXIAL BOTTOM -J-	AXIAL C-0-G -I-	AXIAL C-0-G -J-	AXIAL TOP -I-	AXIAL TOP -J-	SHEAR STRESS -I-	SHEAR STRESS -J-
33	-.3	-.3	.0	.0	.2	.2	.0	.0
34	-.3	-.3	.0	.0	.2	.1	.0	.0
35	-.3	-.3	.0	.0	.1	.1	.0	.0
36	-.3	-.3	.0	.0	.1	.1	.0	.0
37	-.3	-.3	.0	.0	.1	.2	.0	.0
38	-.3	-.3	.0	.0	.2	.2	.0	.0
39	-.3	-.3	.0	.0	.2	.2	.0	.0
40	-.3	-.3	.0	.0	.2	.2	.0	.0
41	-.3	-.3	.0	.0	.2	.2	.0	.0
42	-.3	-.3	.0	.0	.2	.2	.0	.0
43	-.3	-.4	.0	.0	.2	.2	.0	.0
44	-.4	-.4	.0	.0	.2	.2	.0	.0
45	-.4	-.4	.0	.0	.2	.2	.0	.0
46	-.4	-.3	.0	.0	.2	.2	.0	.0
47	-.3	-.3	.0	.0	.2	.2	.0	.0
48	-.3	-.3	.0	.0	.2	.1	.0	.0
49	-.3	-.2	.0	.0	.1	.1	.0	.0
50	-.2	-.2	.0	.0	.1	.1	.0	.0
51	-.2	-.2	.0	.0	.1	.1	.0	.0
52	-.2	-.1	.0	.0	.1	.0	.0	.0
53	-.1	-.1	.0	.0	.0	.0	.0	.0
54	-.1	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002386	-.0027111	.0011575
2	.0000000	.0000000	.0011090
3	-.0005071	.0030401	.0010075
4	-.0006674	.0035364	.0009777
5	-.0038123	.0165689	.0005344
6	-.0069715	.0234290	.0002474
7	-.0101624	.0252187	-.0000444
8	-.0133797	.0222093	-.0002940
9	-.0165599	.0147544	-.0005124
10	-.0196982	.0059921	-.0004288
11	-.0228470	.0005444	-.0001743
12	-.0230040	.0004607	-.0001605
13	-.0246386	.0000000	-.0000056
14	-.0262628	.0003964	.0001479
15	-.0036156	-.0002327	.0000097
16	-.0066511	.0021852	.0002518
17	-.0097008	.0077145	.0003261
18	-.0127994	.0118578	.0001111
19	-.0159348	.0117485	-.0001234
20	-.0190287	.0074139	-.0003326
21	-.0220821	.0018577	-.0002491
22	-.0251462	-.0004568	-.0000019
23	-.0253005	-.0004544	.0000116
24	-.0269025	.0000000	.0001628
25	-.0284940	.0012917	.0003124
26	-.0046280	-.0001957	.0000138
27	-.0075859	.0022156	.0002473
28	-.0105580	.0076230	.0003179
29	-.0135783	.0116357	.0001052
30	-.0166346	.0114694	-.0001238
31	-.0196506	.0071758	-.0003279
32	-.0226218	.0017246	-.0002427
33	-.0255983	-.0004857	.0000036
34	-.0257481	-.0004806	.0000170
35	-.0273166	.0000000	.0001674
36	-.0288745	.0013146	.0003162

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0045569	-.0001305	.0000243
38	-.0074913	.0024962	.0002605
39	-.0104310	.0081381	.0003308
40	-.0134151	.0123627	.0001157
41	-.0164406	.0123410	-.0001186
42	-.0194313	.0080588	-.0003324
43	-.0223827	.0024140	-.0002606
44	-.0253446	-.0002563	-.0000308
45	-.0254882	-.0002686	-.0000185
46	-.0270273	.0000000	.0001240
47	-.0285602	.0010624	.0002658
48	-.0034720	-.0004221	-.0000292
49	-.0063505	.0011234	.0001943
50	-.0092344	.0055762	.0002658
51	-.0121573	.0087744	.0000677
52	-.0151159	.0081619	-.0001348
53	-.0180402	.0039732	-.0003036
54	-.0209256	-.0006760	-.0001754
55	-.0238217	-.0012356	.0001243
56	-.0239600	-.0011697	.0001396
57	-.0254451	.0000000	.0003024
58	-.0268638	.0020566	.0004561
59	-.0014568	.0006747	.0001614
60	-.0039356	.0057296	.0003926
61	-.0064168	.0135843	.0004501
62	-.0089117	.0199077	.0002381
63	-.0114134	.0222334	.0000222
64	-.0138912	.0203271	-.0002337
65	-.0163427	.0141444	-.0004694
66	-.0187965	.0029546	-.0008247
67	-.0188931	.0025376	-.0008433
68	-.0192853	.0000000	-.0009233
69	-.0194729	-.0022591	-.0009625

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE #   6   AT DAY :   63.0

LOAD CASE #   0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	600.22	.00
13	13	.00	1194.23	.00
24	24	.00	1198.64	.00
35	35	.00	1194.17	.00
46	46	.00	1209.15	.00
57	57	.00	1177.77	.00
68	68	.00	607.72	.00
		------------	------------	------------
TOTAL REACTIONS		.00	7181.91	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4830.99	.00	299.18	.00	-8693.84
2	4830.98	-4830.98	301.04	-275.98	8693.84	-7864.17
3	4830.98	-4830.98	275.98	-271.62	7864.17	-7726.88
4	4830.98	-4830.98	271.62	-116.84	7726.88	-4279.31
5	4830.98	-4830.98	116.84	37.93	4279.31	-3578.97
6	4830.98	-4882.17	-37.93	-80.03	3578.97	-3438.68
7	4882.17	-4882.17	80.03	74.75	3438.68	-3391.82
8	4882.17	-4727.50	-74.75	-277.94	3391.82	-884.83
9	4727.50	-4727.50	277.94	-123.16	884.83	2674.93
10	4727.50	-4727.50	123.16	31.61	-2674.93	3487.47
11	4727.50	-4727.50	-31.61	35.97	-3487.47	3470.51
12	4727.50	-9441.10	-35.97	599.86	-3470.51	7224.66
13	9441.10	-4784.68	594.37	-31.92	-7224.66	3500.92
14	4784.68	-4784.68	31.92	-27.56	-3500.92	3515.79
15	4784.68	-4784.68	27.56	127.21	-3515.79	2631.40
16	4784.68	-4784.68	-127.21	281.99	-2631.40	-1000.22
17	4784.68	-4889.53	-281.99	-76.90	1000.22	-3297.91
18	4889.53	-4889.53	76.90	77.87	3297.92	-3306.50
19	4889.53	-4734.84	-77.87	-275.61	3306.50	-847.83
20	4734.84	-4734.84	275.61	-120.83	847.83	2670.57
21	4734.84	-4734.84	120.83	33.94	-2670.57	3441.75
22	4734.84	-4734.84	-33.94	38.30	-3441.75	3423.69
23	4734.84	-9451.80	-38.30	602.74	-3423.69	7168.16
24	9451.80	-4788.00	595.90	-32.85	-7168.16	3442.88
25	4788.00	-4788.00	32.85	-28.49	-3442.87	3458.22
26	4788.00	-4788.00	28.49	126.28	-3458.22	2590.38
27	4788.00	-4788.00	-126.28	281.05	-2590.38	-1024.68
28	4788.00	-4892.86	-281.05	-78.20	1024.68	-3302.71
29	4892.86	-4892.86	78.20	76.58	3302.71	-3288.35
30	4892.86	-4738.15	-76.58	-277.26	3288.35	-803.45
31	4738.15	-4738.15	277.26	-122.49	803.45	2744.28
32	4738.15	-4738.15	122.49	32.29	-2744.28	3544.79
33	4738.15	-4738.15	-32.29	36.65	-3544.79	3527.56
34	4738.15	-9457.52	-36.65	601.39	-3527.56	7282.98
35	9457.52	-4790.39	592.78	-29.42	-7282.98	3536.30
36	4790.39	-4790.39	29.42	-25.06	-3536.30	3549.92

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4790.39	-4790.39	25.06	129.71	-3549.92	2621.10
38	4790.39	-4790.39	-129.71	284.49	-2621.10	-1054.93
39	4790.39	-4895.27	-284.49	-75.02	1054.93	-3391.71
40	4895.27	-4895.27	75.02	79.75	3391.72	-3433.73
41	4895.27	-4740.54	-79.75	-274.34	3433.73	-1002.82
42	4740.54	-4740.54	274.34	-119.57	1002.82	2493.15
43	4740.54	-4740.54	119.57	35.20	-2493.15	3241.88
44	4740.54	-4740.54	-35.20	39.56	-3241.88	3223.18
45	4740.54	-9464.65	-39.56	604.71	-3223.18	6967.09
46	9464.65	-4795.10	604.44	-40.71	-6967.09	3279.03
47	4795.10	-4795.10	40.71	-36.35	-3279.03	3298.28
48	4795.10	-4795.10	36.35	118.42	-3298.28	2569.91
49	4795.10	-4795.10	-118.42	273.20	-2569.91	-905.70
50	4795.10	-4900.01	-273.20	-86.83	905.70	-3037.57
51	4900.01	-4900.01	86.83	67.94	3037.57	-2869.94
52	4900.01	-4745.25	-67.94	-286.67	2869.94	-224.65
53	4745.25	-4745.25	286.67	-131.90	224.65	3490.16
54	4745.25	-4745.25	131.90	22.88	-3490.16	4457.74
55	4745.25	-4745.25	-22.88	27.23	-4457.74	4445.27
56	4745.25	-9737.85	-27.23	608.99	-4445.27	8494.19
57	9737.85	-5071.36	568.78	8.85	-8494.19	4548.65
58	5071.36	-5071.36	-8.85	13.21	-4548.65	4543.19
59	5071.36	-5071.36	-13.21	167.99	-4543.19	2935.07
60	5071.36	-5071.36	-167.99	322.76	-2935.07	-1420.27
61	5071.36	-5103.79	-322.76	-67.26	1420.27	-3836.08
62	5103.79	-5103.79	67.26	87.52	3836.08	-4015.89
63	5103.79	-4991.66	-87.52	-40.04	4015.89	-3927.09
64	4991.66	-4991.66	40.04	114.73	3927.09	-4589.96
65	4991.66	-4991.66	-114.73	269.50	4589.96	-8000.04
66	4991.66	-4991.66	-269.50	273.86	8000.04	-8136.20
67	4991.66	-4991.66	-273.86	298.93	8136.20	-8959.54
68	4991.66	.00	308.79	.00	8959.54	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-181.6	.0	-83.1	.0	-39.0	.0	-22.0
2	-181.6	-172.2	-83.1	-83.1	-39.0	-43.2	22.2	20.3
3	-172.2	-170.6	-83.1	-83.1	-43.2	-43.9	20.3	20.0
4	-170.6	-131.6	-83.1	-83.1	-43.9	-61.4	20.0	8.6
5	-131.6	-123.7	-83.1	-83.1	-61.4	-65.0	8.6	-2.8
6	-123.7	-122.9	-83.1	-84.0	-65.0	-66.6	-2.8	5.9
7	-122.9	-122.4	-84.0	-84.0	-66.6	-66.8	5.9	-5.5
8	-122.4	-91.3	-84.0	-81.3	-66.8	-76.8	-5.5	20.5
9	-91.3	-51.0	-81.3	-81.3	-76.8	-94.9	20.5	9.1
10	-51.0	-41.8	-81.3	-81.3	-94.9	-99.0	9.1	-2.3
11	-41.8	-42.0	-81.3	-81.3	-99.0	-98.9	-2.3	-2.7
12	-42.0	-80.6	-81.3	-162.4	-98.9	-199.0	-2.7	-44.2
13	-80.6	-42.6	-162.4	-82.3	-199.0	-100.1	43.8	2.4
14	-42.6	-42.5	-82.3	-82.3	-100.1	-100.1	2.4	2.0
15	-42.5	-52.5	-82.3	-82.3	-100.1	-95.7	2.0	-9.4
16	-52.5	-93.6	-82.3	-82.3	-95.7	-77.2	-9.4	-20.8
17	-93.6	-121.5	-82.3	-84.1	-77.2	-67.4	-20.8	5.7
18	-121.5	-121.6	-84.1	-84.1	-67.4	-67.3	5.7	-5.7
19	-121.6	-91.1	-84.1	-81.5	-67.3	-77.2	-5.7	20.3
20	-91.1	-51.2	-81.5	-81.5	-77.2	-95.0	20.3	8.9
21	-51.2	-42.5	-81.5	-81.5	-95.0	-98.9	8.9	-2.5
22	-42.5	-42.7	-81.5	-81.5	-98.9	-98.8	-2.5	-2.8
23	-42.7	-81.4	-81.5	-162.6	-98.8	-198.9	-2.8	-44.4
24	-81.4	-43.4	-162.6	-82.4	-198.9	-99.8	43.9	2.4
25	-43.4	-43.2	-82.4	-82.4	-99.8	-99.9	2.4	2.1
26	-43.2	-53.0	-82.4	-82.4	-99.9	-95.5	2.1	-9.3
27	-53.0	-94.0	-82.4	-82.4	-95.5	-77.2	-9.3	-20.7
28	-94.0	-121.6	-82.4	-84.2	-77.2	-67.4	-20.7	5.8
29	-121.6	-121.4	-84.2	-84.2	-67.4	-67.5	5.8	-5.6
30	-121.4	-90.6	-84.2	-81.5	-67.5	-77.4	-5.6	20.4
31	-90.6	-50.4	-81.5	-81.5	-77.4	-95.4	20.4	9.0
32	-50.4	-41.4	-81.5	-81.5	-95.4	-99.5	9.0	-2.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-41.4	-41.5	-81.5	-81.5	-99.5	-99.4	-2.4	-2.7
34	-41.5	-80.2	-81.5	-162.7	-99.4	-199.6	-2.7	-44.3
35	-80.2	-42.3	-162.7	-82.4	-199.6	-100.3	43.7	2.2
36	-42.3	-42.2	-82.4	-82.4	-100.3	-100.4	2.2	1.8
37	-42.2	-52.7	-82.4	-82.4	-100.4	-95.7	1.8	-9.6
38	-52.7	-94.4	-82.4	-82.4	-95.7	-77.1	-9.6	-21.0
39	-94.4	-122.6	-82.4	-84.2	-77.1	-67.0	-21.0	5.5
40	-122.6	-123.1	-84.2	-84.2	-67.0	-66.8	5.5	-5.9
41	-123.1	-92.9	-84.2	-81.5	-66.8	-76.5	-5.9	20.2
42	-92.9	-53.3	-81.5	-81.5	-76.5	-94.2	20.2	8.8
43	-53.3	-44.8	-81.5	-81.5	-94.2	-98.0	8.8	-2.6
44	-44.8	-45.0	-81.5	-81.5	-98.0	-97.9	-2.6	-2.9
45	-45.0	-83.9	-81.5	-162.8	-97.9	-198.1	-2.9	-44.6
46	-83.9	-45.3	-162.8	-82.5	-198.1	-99.1	44.5	3.0
47	-45.3	-45.1	-82.5	-82.5	-99.1	-99.2	3.0	2.7
48	-45.1	-53.4	-82.5	-82.5	-99.2	-95.5	2.7	-8.7
49	-53.4	-92.7	-82.5	-82.5	-95.5	-77.9	-8.7	-20.1
50	-92.7	-118.7	-82.5	-84.3	-77.9	-68.9	-20.1	6.4
51	-118.7	-116.8	-84.3	-84.3	-68.9	-69.7	6.4	-5.0
52	-116.8	-84.2	-84.3	-81.6	-69.7	-80.5	-5.0	21.1
53	-84.2	-42.1	-81.6	-81.6	-80.5	-99.3	21.1	9.7
54	-42.1	-31.1	-81.6	-81.6	-99.3	-104.2	9.7	-1.7
55	-31.1	-31.3	-81.6	-81.6	-104.2	-104.2	-1.7	-2.0
56	-31.3	-71.3	-81.6	-167.5	-104.2	-210.6	-2.0	-44.9
57	-71.3	-35.7	-167.5	-87.2	-210.6	-110.3	41.9	-.7
58	-35.7	-35.8	-87.2	-87.2	-110.3	-110.3	-.7	-1.0
59	-35.8	-54.0	-87.2	-87.2	-110.3	-102.1	-1.0	-12.4
60	-54.0	-103.3	-87.2	-87.2	-102.1	-80.0	-12.4	-23.8
61	-103.3	-131.3	-87.2	-87.8	-80.0	-68.3	-23.8	5.0
62	-131.3	-133.3	-87.8	-87.8	-68.3	-67.4	5.0	-6.4
63	-133.3	-130.4	-87.8	-85.9	-67.4	-66.0	-6.4	3.0
64	-130.4	-137.9	-85.9	-85.9	-66.0	-62.6	3.0	-8.5

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 6 AT DAY : 63.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-137.9	-176.5	-85.9	-85.9	-62.6	-45.3	-8.5	-19.9
66	-176.5	-178.0	-85.9	-85.9	-45.3	-44.6	-19.9	-20.2
67	-178.0	-187.4	-85.9	-85.9	-44.6	-40.4	-20.2	-22.0
68	-187.4	.0	-85.9	.0	-40.4	.0	22.8	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0054330	-.0022875
2	.0000000	.0000000	-.0022876
3	.0000000	-.0065704	-.0022808
4	.0000000	-.0077099	-.0022771
5	.0000000	-.0458388	-.0019465
6	.0000000	-.0747033	-.0012600
7	.0000000	-.0894084	-.0003783
8	.0000000	-.0879556	.0005334
9	.0000000	-.0712534	.0013126
10	.0000000	-.0431255	.0017933
11	.0000000	-.0103170	.0018130
12	.0000000	-.0094129	.0018034
13	.0000000	.0000000	.0016891
14	.0000000	.0087406	.0015722
15	.0000000	-.0073653	-.0013141
16	.0000000	-.0316430	-.0013409
17	.0000000	-.0525765	-.0009639
18	.0000000	-.0644178	-.0003436
19	.0000000	-.0643080	.0003555
20	.0000000	-.0522882	.0009711
21	.0000000	-.0313073	.0013378
22	.0000000	-.0072287	.0012933
23	.0000000	-.0065848	.0012822
24	.0000000	.0000000	.0011588
25	.0000000	.0058722	.0010352
26	.0000000	-.0069216	-.0012425
27	.0000000	-.0301263	-.0012915
28	.0000000	-.0503757	-.0009361
29	.0000000	-.0619103	-.0003366
30	.0000000	-.0618544	.0003427
31	.0000000	-.0502268	.0009400
32	.0000000	-.0299487	.0012901
33	.0000000	-.0068496	.0012310
34	.0000000	-.0062370	.0012195
35	.0000000	.0000000	.0010922
36	.0000000	.0055041	.0009650

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0070443	-.0012654
38	.0000000	-.0307417	-.0013226
39	.0000000	-.0515545	-.0009671
40	.0000000	-.0635784	-.0003596
41	.0000000	-.0638062	.0003347
42	.0000000	-.0521385	.0009534
43	.0000000	-.0313924	.0013303
44	.0000000	-.0073067	.0013027
45	.0000000	-.0066580	.0012923
46	.0000000	.0000000	.0011761
47	.0000000	.0059841	.0010593
48	.0000000	-.0065437	-.0011746
49	.0000000	-.0284309	-.0012133
50	.0000000	-.0473092	-.0008623
51	.0000000	-.0576832	-.0002823
52	.0000000	-.0569502	.0003620
53	.0000000	-.0454102	.0009081
54	.0000000	-.0262749	.0011904
55	.0000000	-.0056732	.0010464
56	.0000000	-.0051536	.0010318
57	.0000000	.0000000	.0008765
58	.0000000	.0042728	.0007235
59	.0000000	-.0084092	-.0015118
60	.0000000	-.0369583	-.0016124
61	.0000000	-.0628334	-.0012371
62	.0000000	-.0790026	-.0005459
63	.0000000	-.0813179	.0002967
64	.0000000	-.0685260	.0011290
65	.0000000	-.0422764	.0017858
66	.0000000	-.0071276	.0021049
67	.0000000	-.0060742	.0021084
68	.0000000	.0000000	.0021149
69	.0000000	.0050228	.0021149

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	547.48	.00
13	13	.00	1244.52	.00
24	24	.00	1198.56	.00
35	35	.00	1203.76	.00
46	46	.00	1175.65	.00
57	57	.00	1281.74	.00
68	68	.00	530.20	.00
		------------	------------	------------
TOTAL REACTIONS		.00	7181.91	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	526.77	-501.70	24.74	1453.27
3	.00	.00	501.70	-497.34	-1453.27	1702.17
4	.00	.00	497.34	-342.57	-1702.17	9156.40
5	.00	.00	342.57	-187.80	-9156.40	13863.47
6	.00	.00	187.80	-27.28	-13863.47	15772.32
7	.00	.00	27.28	127.49	-15772.32	14883.02
8	.00	.00	-127.49	288.00	-14883.02	11195.52
9	.00	.00	-288.00	442.77	-11195.53	4709.87
10	.00	.00	-442.77	597.55	-4709.87	-4523.04
11	.00	.00	-597.55	601.91	4523.04	-4822.24
12	.00	.00	-601.91	648.78	4822.24	-8183.37
13	.00	.00	595.74	-548.88	8183.37	-5107.13
14	.00	.00	548.88	-544.52	5107.13	-4834.28
15	.00	.00	544.52	-389.74	4834.28	3457.24
16	.00	.00	389.74	-234.97	-3457.24	9001.55
17	.00	.00	234.97	-74.46	-9001.55	11747.69
18	.00	.00	74.46	80.32	-11747.69	11695.67
19	.00	.00	-80.32	240.83	-11695.67	8845.49
20	.00	.00	-240.83	395.60	-8845.49	3197.12
21	.00	.00	-395.60	550.38	-3197.12	-5198.48
22	.00	.00	-550.38	554.74	5198.48	-5474.29
23	.00	.00	-554.74	601.60	5474.29	-8581.96
24	.00	.00	596.96	-550.09	8581.96	-5499.26
25	.00	.00	550.09	-545.73	5499.26	-5225.77
26	.00	.00	545.73	-390.96	5225.77	3087.35
27	.00	.00	390.96	-236.18	-3087.35	8653.23
28	.00	.00	236.18	-75.67	-8653.23	11420.93
29	.00	.00	75.67	79.10	-11420.93	11390.47
30	.00	.00	-79.10	239.62	-11390.47	8561.86
31	.00	.00	-239.62	394.39	-8561.86	2935.04
32	.00	.00	-394.39	549.16	-2935.04	-5438.97
33	.00	.00	-549.16	553.52	5438.97	-5714.19
34	.00	.00	-553.52	600.39	5714.19	-8815.34
35	.00	.00	603.37	-556.50	8815.34	-5698.19
36	.00	.00	556.50	-552.14	5698.19	-5421.50

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	552.14	-397.37	5421.50	3005.43
38	.00	.00	397.37	-242.60	-3005.43	8685.10
39	.00	.00	242.60	-82.08	-8685.10	11566.61
40	.00	.00	82.08	72.69	-11566.61	11649.96
41	.00	.00	-72.69	233.20	-11649.96	8935.12
42	.00	.00	-233.20	387.98	-8935.12	3422.10
43	.00	.00	-387.98	542.75	-3422.10	-4838.09
44	.00	.00	-542.75	547.11	4838.09	-5110.08
45	.00	.00	-547.11	593.98	5110.08	-8176.82
46	.00	.00	581.67	-534.80	8176.82	-5176.36
47	.00	.00	534.80	-530.44	5176.36	-4910.49
48	.00	.00	530.44	-375.67	4910.49	3131.20
49	.00	.00	375.67	-220.89	-3131.20	8425.66
50	.00	.00	220.89	-60.38	-8425.66	10921.97
51	.00	.00	60.38	94.39	-10921.97	10620.10
52	.00	.00	-94.39	254.91	-10620.10	7520.06
53	.00	.00	-254.91	409.68	-7520.06	1621.84
54	.00	.00	-409.68	564.45	-1621.84	-7023.60
55	.00	.00	-564.45	568.81	7023.61	-7306.56
56	.00	.00	-568.81	615.68	7306.56	-10489.91
57	.00	.00	666.06	-619.19	10489.91	-7035.82
58	.00	.00	619.19	-614.83	7035.82	-6727.89
59	.00	.00	614.83	-460.06	6727.89	2811.71
60	.00	.00	460.06	-305.28	-2811.71	9604.05
61	.00	.00	305.28	-144.77	-9604.05	13598.25
62	.00	.00	144.77	10.00	-13598.25	14794.29
63	.00	.00	-10.00	170.52	-14794.29	13192.14
64	.00	.00	-170.52	325.29	-13192.14	8791.85
65	.00	.00	-325.29	480.06	-8791.85	1644.32
66	.00	.00	-480.06	484.42	-1644.32	1404.01
67	.00	.00	-484.42	509.49	-1404.01	-24.89
68	.00	.00	20.71	.00	24.89	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.5	.0	.0	.1	-7.4	38.8	37.0
3	16.5	19.3	.0	.0	-7.4	-8.6	37.0	36.7
4	19.3	103.7	.0	.0	-8.6	-46.4	36.7	25.2
5	103.7	157.1	.0	.0	-46.4	-70.3	25.2	13.8
6	157.1	178.7	.0	.0	-70.3	-80.0	13.8	2.0
7	178.7	168.6	.0	.0	-80.0	-75.5	2.0	-9.4
8	168.6	126.8	.0	.0	-75.5	-56.8	-9.4	-21.2
9	126.8	53.4	.0	.0	-56.8	-23.9	-21.2	-32.6
10	53.4	-51.2	.0	.0	-23.9	22.9	-32.6	-44.0
11	-51.2	-54.6	.0	.0	22.9	24.4	-44.0	-44.4
12	-54.6	-92.7	.0	.0	24.4	41.5	-44.4	-47.8
13	-92.7	-57.9	.0	.0	41.5	25.9	43.9	40.5
14	-57.9	-54.8	.0	.0	25.9	24.5	40.5	40.1
15	-54.8	39.2	.0	.0	24.5	-17.5	40.1	28.7
16	39.2	102.0	.0	.0	-17.5	-45.6	28.7	17.3
17	102.0	133.1	.0	.0	-45.6	-59.6	17.3	5.5
18	133.1	132.5	.0	.0	-59.6	-59.3	5.5	-5.9
19	132.5	100.2	.0	.0	-59.3	-44.8	-5.9	-17.7
20	100.2	36.2	.0	.0	-44.8	-16.2	-17.7	-29.2
21	36.2	-58.9	.0	.0	-16.2	26.4	-29.2	-40.6
22	-58.9	-62.0	.0	.0	26.4	27.8	-40.6	-40.9
23	-62.0	-97.2	.0	.0	27.8	43.5	-40.9	-44.3
24	-97.2	-62.3	.0	.0	43.5	27.9	44.0	40.5
25	-62.3	-59.2	.0	.0	27.9	26.5	40.5	40.2
26	-59.2	35.0	.0	.0	26.5	-15.7	40.2	28.8
27	35.0	98.0	.0	.0	-15.7	-43.9	28.8	17.4
28	98.0	129.4	.0	.0	-43.9	-57.9	17.4	5.6
29	129.4	129.0	.0	.0	-57.9	-57.8	5.6	-5.8
30	129.0	97.0	.0	.0	-57.8	-43.4	-5.8	-17.7
31	97.0	33.3	.0	.0	-43.4	-14.9	-17.7	-29.1
32	33.3	-61.6	.0	.0	-14.9	27.6	-29.1	-40.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-61.6	-64.7	.0	.0	27.6	29.0	-40.5	-40.8
34	-64.7	-99.9	.0	.0	29.0	44.7	-40.8	-44.2
35	-99.9	-64.6	.0	.0	44.7	28.9	44.5	41.0
36	-64.6	-61.4	.0	.0	28.9	27.5	41.0	40.7
37	-61.4	34.0	.0	.0	27.5	-15.2	40.7	29.3
38	34.0	98.4	.0	.0	-15.2	-44.0	29.3	17.9
39	98.4	131.0	.0	.0	-44.0	-58.6	17.9	6.0
40	131.0	132.0	.0	.0	-58.6	-59.1	6.0	-5.4
41	132.0	101.2	.0	.0	-59.1	-45.3	-5.4	-17.2
42	101.2	38.8	.0	.0	-45.3	-17.4	-17.2	-28.6
43	38.8	-54.8	.0	.0	-17.4	24.5	-28.6	-40.0
44	-54.8	-57.9	.0	.0	24.5	25.9	-40.0	-40.3
45	-57.9	-92.6	.0	.0	25.9	41.5	-40.3	-43.8
46	-92.6	-58.6	.0	.0	41.5	26.2	42.9	39.4
47	-58.6	-55.6	.0	.0	26.2	24.9	39.4	39.1
48	-55.6	35.5	.0	.0	24.9	-15.9	39.1	27.7
49	35.5	95.5	.0	.0	-15.9	-42.7	27.7	16.3
50	95.5	123.7	.0	.0	-42.7	-55.4	16.3	4.4
51	123.7	120.3	.0	.0	-55.4	-53.8	4.4	-7.0
52	120.3	85.2	.0	.0	-53.8	-38.1	-7.0	-18.8
53	85.2	18.4	.0	.0	-38.1	-8.2	-18.8	-30.2
54	18.4	-79.6	.0	.0	-8.2	35.6	-30.2	-41.6
55	-79.6	-82.8	.0	.0	35.6	37.0	-41.6	-41.9
56	-82.8	-118.8	.0	.0	37.0	53.2	-41.9	-45.4
57	-118.8	-79.7	.0	.0	53.2	35.7	49.1	45.6
58	-79.7	-76.2	.0	.0	35.7	34.1	45.6	45.3
59	-76.2	31.9	.0	.0	34.1	-14.3	45.3	33.9
60	31.9	108.8	.0	.0	-14.3	-48.7	33.9	22.5
61	108.8	154.1	.0	.0	-48.7	-68.9	22.5	10.7
62	154.1	167.6	.0	.0	-68.9	-75.0	10.7	-.7
63	167.6	149.5	.0	.0	-75.0	-66.9	-.7	-12.6
64	149.5	99.6	.0	.0	-66.9	-44.6	-12.6	-24.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	99.6	18.6	.0	.0	-44.6	-8.3	-24.0	-35.4
66	18.6	15.9	.0	.0	-8.3	-7.1	-35.4	-35.7
67	15.9	-.3	.0	.0	-7.1	.1	-35.7	-37.5
68	-.3	.0	.0	.0	.1	.0	1.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0003040	-.0001280
2	.0000000	.0000000	-.0001280
3	.0000000	-.0003676	-.0001275
4	.0000000	-.0004313	-.0001274
5	.0000000	-.0025379	-.0001052
6	.0000000	-.0040347	-.0000607
7	.0000000	-.0046366	-.0000065
8	.0000000	-.0042830	.0000448
9	.0000000	-.0031378	.0000806
10	.0000000	-.0015905	.0000880
11	.0000000	-.0002567	.0000544
12	.0000000	-.0002299	.0000526
13	.0000000	.0000000	.0000321
14	.0000000	.0001144	.0000112
15	.0000000	.0001195	.0000094
16	.0000000	-.0001203	-.0000297
17	.0000000	-.0007330	-.0000347
18	.0000000	-.0012263	-.0000183
19	.0000000	-.0013316	.0000069
20	.0000000	-.0010047	.0000282
21	.0000000	-.0004266	.0000331
22	.0000000	-.0000038	.0000086
23	.0000000	.0000002	.0000073
24	.0000000	.0000000	-.0000081
25	.0000000	-.0000864	-.0000234
26	.0000000	-.0000984	-.0000247
27	.0000000	-.0007951	-.0000476
28	.0000000	-.0016075	-.0000398
29	.0000000	-.0021014	-.0000139
30	.0000000	-.0020664	.0000177
31	.0000000	-.0015167	.0000420
32	.0000000	-.0006917	.0000466
33	.0000000	-.0000564	.0000185
34	.0000000	-.0000475	.0000170
35	.0000000	.0000000	-.0000001
36	.0000000	-.0000485	-.0000172

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0000575	-.0000187
38	.0000000	-.0006967	-.0000468
39	.0000000	-.0015259	-.0000423
40	.0000000	-.0020788	-.0000178
41	.0000000	-.0021143	.0000139
42	.0000000	-.0016172	.0000401
43	.0000000	-.0007990	.0000480
44	.0000000	-.0000985	.0000247
45	.0000000	-.0000864	.0000234
46	.0000000	.0000000	.0000081
47	.0000000	.0000003	-.0000073
48	.0000000	-.0000037	-.0000087
49	.0000000	-.0004277	-.0000332
50	.0000000	-.0010076	-.0000284
51	.0000000	-.0013357	-.0000069
52	.0000000	-.0012297	.0000184
53	.0000000	-.0007332	.0000350
54	.0000000	-.0001168	.0000298
55	.0000000	.0001219	-.0000097
56	.0000000	.0001166	-.0000116
57	.0000000	.0000000	-.0000325
58	.0000000	-.0002322	-.0000531
59	.0000000	-.0002592	-.0000549
60	.0000000	-.0016025	-.0000886
61	.0000000	-.0031598	-.0000811
62	.0000000	-.0043137	-.0000452
63	.0000000	-.0046716	.0000064
64	.0000000	-.0040670	.0000611
65	.0000000	-.0025593	.0001061
66	.0000000	-.0004351	.0001285
67	.0000000	-.0003708	.0001287
68	.0000000	.0000000	.0001291
69	.0000000	.0003066	.0001291

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	38.40	.00
13	13	.00	106.73	.00
24	24	.00	91.97	.00
35	35	.00	96.81	.00
46	46	.00	91.97	.00
57	57	.00	106.73	.00
68	68	.00	38.40	.00
		------------	------------	------------
TOTAL REACTIONS		.00	571.03	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	.00	.00	1.66	.00	-1.98
2	.00	.00	36.74	-34.73	1.98	100.73
3	.00	.00	34.73	-34.38	-100.73	117.94
4	.00	.00	34.38	-21.95	-117.94	617.89
5	.00	.00	21.95	-9.53	-617.89	897.31
6	.00	.00	9.53	2.90	-897.31	956.17
7	.00	.00	-2.90	15.32	-956.17	794.49
8	.00	.00	-15.32	27.75	-794.49	412.27
9	.00	.00	-27.75	40.17	-412.27	-190.50
10	.00	.00	-40.17	52.60	190.50	-1013.81
11	.00	.00	-52.60	52.95	1013.81	-1040.17
12	.00	.00	-52.95	56.71	1040.17	-1334.86
13	.00	.00	50.02	-46.26	1334.86	-1076.11
14	.00	.00	46.26	-45.91	1076.11	-1053.07
15	.00	.00	45.91	-33.48	1053.07	-348.47
16	.00	.00	33.48	-21.06	348.47	135.58
17	.00	.00	21.06	-8.63	-135.58	399.09
18	.00	.00	8.63	3.79	-399.09	442.05
19	.00	.00	-3.79	16.22	-442.05	264.47
20	.00	.00	-16.22	28.64	-264.47	-133.66
21	.00	.00	-28.64	41.07	133.66	-752.32
22	.00	.00	-41.07	41.42	752.32	-772.94
23	.00	.00	-41.42	45.18	772.94	-1005.67
24	.00	.00	46.79	-43.03	1005.67	-764.28
25	.00	.00	43.03	-42.68	764.28	-742.86
26	.00	.00	42.68	-30.25	742.86	-95.58
27	.00	.00	30.25	-17.83	95.58	331.15
28	.00	.00	17.83	-5.40	-331.15	537.34
29	.00	.00	5.40	7.02	-537.34	522.99
30	.00	.00	-7.02	19.45	-522.99	288.10
31	.00	.00	-19.45	31.87	-288.10	-167.34
32	.00	.00	-31.87	44.30	167.34	-843.33
33	.00	.00	-44.30	44.65	843.33	-865.55
34	.00	.00	-44.65	48.41	865.55	-1115.64
35	.00	.00	48.41	-44.64	1115.64	-865.57
36	.00	.00	44.64	-44.29	865.57	-843.35

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	44.29	-31.87	843.35	-167.43
38	.00	.00	31.87	-19.44	167.43	287.95
39	.00	.00	19.44	-7.02	-287.95	522.79
40	.00	.00	7.02	5.41	-522.79	537.08
41	.00	.00	-5.41	17.83	-537.08	330.82
42	.00	.00	-17.83	30.26	-330.82	-95.97
43	.00	.00	-30.26	42.68	95.97	-743.31
44	.00	.00	-42.68	43.03	743.31	-764.73
45	.00	.00	-43.03	46.79	764.73	-1006.14
46	.00	.00	45.18	-41.42	1006.14	-773.41
47	.00	.00	41.42	-41.07	773.41	-752.80
48	.00	.00	41.07	-28.64	752.80	-134.12
49	.00	.00	28.64	-16.22	134.12	264.01
50	.00	.00	16.22	-3.79	-264.01	441.59
51	.00	.00	3.79	8.63	-441.59	398.63
52	.00	.00	-8.63	21.06	-398.63	135.13
53	.00	.00	-21.06	33.48	-135.13	-348.92
54	.00	.00	-33.48	45.91	348.92	-1053.51
55	.00	.00	-45.91	46.26	1053.51	-1076.55
56	.00	.00	-46.26	50.02	1076.55	-1335.30
57	.00	.00	56.71	-52.95	1335.30	-1040.58
58	.00	.00	52.95	-52.60	1040.58	-1014.22
59	.00	.00	52.60	-40.17	1014.22	-190.85
60	.00	.00	40.17	-27.75	190.85	411.98
61	.00	.00	27.75	-15.32	-411.98	794.26
62	.00	.00	15.32	-2.90	-794.26	956.00
63	.00	.00	2.90	9.53	-956.00	897.19
64	.00	.00	-9.53	21.95	-897.19	617.85
65	.00	.00	-21.95	34.38	-617.85	117.96
66	.00	.00	-34.38	34.73	-117.96	100.74
67	.00	.00	-34.73	36.74	-100.74	-1.99
68	.00	.00	1.66	.00	1.99	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	-.1
2	.0	1.1	.0	.0	.0	-.5	2.7	2.6
3	1.1	1.3	.0	.0	-.5	-.6	2.6	2.5
4	1.3	7.0	.0	.0	-.6	-3.1	2.5	1.6
5	7.0	10.2	.0	.0	-3.1	-4.5	1.6	.7
6	10.2	10.8	.0	.0	-4.5	-4.8	.7	-.2
7	10.8	9.0	.0	.0	-4.8	-4.0	-.2	-1.1
8	9.0	4.7	.0	.0	-4.0	-2.1	-1.1	-2.0
9	4.7	-2.2	.0	.0	-2.1	1.0	-2.0	-3.0
10	-2.2	-11.5	.0	.0	1.0	5.1	-3.0	-3.9
11	-11.5	-11.8	.0	.0	5.1	5.3	-3.9	-3.9
12	-11.8	-15.1	.0	.0	5.3	6.8	-3.9	-4.2
13	-15.1	-12.2	.0	.0	6.8	5.5	3.7	3.4
14	-12.2	-11.9	.0	.0	5.5	5.3	3.4	3.4
15	-11.9	-3.9	.0	.0	5.3	1.8	3.4	2.5
16	-3.9	1.5	.0	.0	1.8	-.7	2.5	1.6
17	1.5	4.5	.0	.0	-.7	-2.0	1.6	.6
18	4.5	5.0	.0	.0	-2.0	-2.2	.6	-.3
19	5.0	3.0	.0	.0	-2.2	-1.3	-.3	-1.2
20	3.0	-1.5	.0	.0	-1.3	.7	-1.2	-2.1
21	-1.5	-8.5	.0	.0	.7	3.8	-2.1	-3.0
22	-8.5	-8.8	.0	.0	3.8	3.9	-3.0	-3.1
23	-8.8	-11.4	.0	.0	3.9	5.1	-3.1	-3.3
24	-11.4	-8.7	.0	.0	5.1	3.9	3.4	3.2
25	-8.7	-8.4	.0	.0	3.9	3.8	3.2	3.1
26	-8.4	-1.1	.0	.0	3.8	.5	3.1	2.2
27	-1.1	3.8	.0	.0	.5	-1.7	2.2	1.3
28	3.8	6.1	.0	.0	-1.7	-2.7	1.3	.4
29	6.1	5.9	.0	.0	-2.7	-2.7	.4	-.5
30	5.9	3.3	.0	.0	-2.7	-1.5	-.5	-1.4
31	3.3	-1.9	.0	.0	-1.5	.8	-1.4	-2.3
32	-1.9	-9.6	.0	.0	.8	4.3	-2.3	-3.3

Data-Base: RDMS
Project : TEST
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- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   7   AT DAY :   74.0

LOAD CASE #   2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-9.6	-9.8	.0	.0	4.3	4.4	-3.3	-3.3
34	-9.8	-12.6	.0	.0	4.4	5.7	-3.3	-3.6
35	-12.6	-9.8	.0	.0	5.7	4.4	3.6	3.3
36	-9.8	-9.6	.0	.0	4.4	4.3	3.3	3.3
37	-9.6	-1.9	.0	.0	4.3	.8	3.3	2.3
38	-1.9	3.3	.0	.0	.8	-1.5	2.3	1.4
39	3.3	5.9	.0	.0	-1.5	-2.7	1.4	.5
40	5.9	6.1	.0	.0	-2.7	-2.7	.5	-.4
41	6.1	3.7	.0	.0	-2.7	-1.7	-.4	-1.3
42	3.7	-1.1	.0	.0	-1.7	.5	-1.3	-2.2
43	-1.1	-8.4	.0	.0	.5	3.8	-2.2	-3.1
44	-8.4	-8.7	.0	.0	3.8	3.9	-3.1	-3.2
45	-8.7	-11.4	.0	.0	3.9	5.1	-3.2	-3.4
46	-11.4	-8.8	.0	.0	5.1	3.9	3.3	3.1
47	-8.8	-8.5	.0	.0	3.9	3.8	3.1	3.0
48	-8.5	-1.5	.0	.0	3.8	.7	3.0	2.1
49	-1.5	3.0	.0	.0	.7	-1.3	2.1	1.2
50	3.0	5.0	.0	.0	-1.3	-2.2	1.2	.3
51	5.0	4.5	.0	.0	-2.2	-2.0	.3	-.6
52	4.5	1.5	.0	.0	-2.0	-.7	-.6	-1.6
53	1.5	-4.0	.0	.0	-.7	1.8	-1.6	-2.5
54	-4.0	-11.9	.0	.0	1.8	5.3	-2.5	-3.4
55	-11.9	-12.2	.0	.0	5.3	5.5	-3.4	-3.4
56	-12.2	-15.1	.0	.0	5.5	6.8	-3.4	-3.7
57	-15.1	-11.8	.0	.0	6.8	5.3	4.2	3.9
58	-11.8	-11.5	.0	.0	5.3	5.1	3.9	3.9
59	-11.5	-2.2	.0	.0	5.1	1.0	3.9	3.0
60	-2.2	4.7	.0	.0	1.0	-2.1	3.0	2.0
61	4.7	9.0	.0	.0	-2.1	-4.0	2.0	1.1
62	9.0	10.8	.0	.0	-4.0	-4.8	1.1	.2
63	10.8	10.2	.0	.0	-4.8	-4.5	.2	-.7
64	10.2	7.0	.0	.0	-4.5	-3.1	-.7	-1.6

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	7.0	1.3	.0	.0	-3.1	-.6	-1.6	-2.5
66	1.3	1.1	.0	.0	-.6	-.5	-2.5	-2.6
67	1.1	.0	.0	.0	-.5	.0	-2.6	-2.7
68	.0	.0	.0	.0	.0	.0	.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0076971	.0032522
2	.0000000	.0000000	.0032128
3	-.0003936	.0091128	.0031255
4	-.0004896	.0106700	.0031032
5	-.0029220	.0600205	.0024174
6	-.0053567	.0950623	.0014909
7	-.0078085	.1115919	.0003524
8	-.0102758	.1077597	-.0007748
9	-.0127051	.0847104	-.0017558
10	-.0150921	.0489082	-.0021775
11	-.0174815	.0109897	-.0019941
12	-.0175753	.0099972	-.0019758
13	-.0189185	.0000000	-.0017270
14	-.0202609	-.0085645	-.0014759
15	-.0014449	.0073148	.0013441
16	-.0038436	.0340199	.0015735
17	-.0062447	.0599283	.0012543
18	-.0086781	.0754231	.0004383
19	-.0111406	.0752285	-.0004598
20	-.0135652	.0594034	-.0012659
21	-.0159476	.0334411	-.0015678
22	-.0183323	.0069977	-.0013200
23	-.0184261	.0063426	-.0013003
24	-.0197668	.0000000	-.0010436
25	-.0211066	-.0048763	-.0007870
26	-.0014423	.0068910	.0012753
27	-.0038365	.0325423	.0015237
28	-.0062330	.0577407	.0012242
29	-.0086618	.0728831	.0004287
30	-.0111197	.0726995	-.0004490
31	-.0135396	.0572442	-.0012352
32	-.0159175	.0319959	-.0015183
33	-.0182977	.0065879	-.0012531
34	-.0183915	.0059664	-.0012327
35	-.0197296	.0000000	-.0009712
36	-.0210669	-.0044750	-.0007102

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014398	.0070764	.0013094
38	-.0038454	.0334497	.0015690
39	-.0062533	.0594644	.0012689
40	-.0086936	.0753075	.0004612
41	-.0111632	.0755196	-.0004385
42	-.0135947	.0599901	-.0012554
43	-.0159840	.0340591	-.0015762
44	-.0183755	.0072402	-.0013553
45	-.0184693	.0065672	-.0013366
46	-.0198049	.0000000	-.0010910
47	-.0211397	-.0051610	-.0008450
48	-.0014372	.0063506	.0011779
49	-.0038383	.0301036	.0014108
50	-.0062416	.0533194	.0011173
51	-.0086773	.0667774	.0003495
52	-.0111422	.0656031	-.0004776
53	-.0135691	.0502622	-.0011897
54	-.0159538	.0266615	-.0013741
55	-.0183408	.0048746	-.0009852
56	-.0184346	.0043883	-.0009603
57	-.0197889	.0000000	-.0006559
58	-.0211459	-.0026692	-.0003549
59	-.0014840	.0090757	.0016719
60	-.0039628	.0426621	.0020042
61	-.0064440	.0763826	.0016869
62	-.0089389	.0988730	.0007841
63	-.0114406	.1035176	-.0002742
64	-.0139184	.0888272	-.0013622
65	-.0163699	.0564058	-.0022545
66	-.0188237	.0100797	-.0029289
67	-.0189203	.0086098	-.0029510
68	-.0193125	.0000000	-.0030375
69	-.0195001	-.0072802	-.0030766

Data-Base: RDMS
Project : TEST
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- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	54.59	.00
13	13	.00	-52.11	.00
24	24	.00	-.24	.00
35	35	.00	-8.95	.00
46	46	.00	31.27	.00
57	57	.00	-102.16	.00
68	68	.00	77.59	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.20	231.20	8909.73	-9573.85
3	4962.17	-4962.17	-231.20	231.20	9573.85	-9688.27
4	4962.17	-4962.17	-231.20	231.20	9688.27	-13792.08
5	4962.17	-4962.17	-231.20	231.20	13792.08	-17895.98
6	4962.17	-5019.05	-231.20	-54.59	17895.98	-19722.59
7	5019.05	-5019.05	54.59	-54.59	19722.59	-18753.62
8	5019.05	-4846.62	54.59	-580.72	18753.62	-12330.82
9	4846.62	-4846.62	580.72	-580.72	12330.82	-2023.09
10	4846.62	-4846.62	580.72	-580.72	2023.09	8284.67
11	4846.62	-4846.62	580.72	-580.72	-8284.67	8574.29
12	4846.62	-9665.15	580.72	-50.79	-8574.29	15860.17
13	9665.15	-4902.93	-1.32	529.76	-15860.17	8899.17
14	4902.93	-4902.93	-529.76	529.76	-8899.17	8634.80
15	4902.93	-4902.93	-529.76	529.76	-8634.80	-768.39
16	4902.93	-4902.93	-529.76	529.76	768.39	-10171.61
17	4902.93	-5018.92	-529.76	-2.48	10171.61	-15379.46
18	5018.92	-5018.92	2.48	-2.48	15379.46	-15335.47
19	5018.92	-4846.48	2.48	-528.59	15335.47	-9837.84
20	4846.48	-4846.48	528.59	-528.59	9837.84	-455.41
21	4846.48	-4846.48	528.59	-528.59	455.41	8927.05
22	4846.48	-4846.48	528.59	-528.59	-8927.05	9190.86
23	4846.48	-9665.02	528.59	1.33	-9190.86	16196.64
24	9665.02	-4902.93	-1.57	529.99	-16196.64	9234.55
25	4902.93	-4902.93	-529.99	529.99	-9234.55	8970.03
26	4902.93	-4902.93	-529.99	529.99	-8970.03	-437.39
27	4902.93	-4902.93	-529.99	529.99	437.39	-9844.80
28	4902.93	-5018.92	-529.99	-2.24	9844.80	-15056.84
29	5018.92	-5018.92	2.24	-2.24	15056.84	-15017.04
30	5018.92	-4846.48	2.24	-528.35	15017.04	-9523.60
31	4846.48	-4846.48	528.35	-528.35	9523.60	-145.32
32	4846.48	-4846.48	528.35	-528.35	145.32	9232.90
33	4846.48	-4846.48	528.35	-528.35	-9232.90	9496.63
34	4846.48	-9665.02	528.35	1.57	-9496.62	16501.15
35	9665.02	-4902.93	-10.52	538.94	-16501.15	9490.97
36	4902.93	-4902.93	-538.94	538.94	-9490.97	9222.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-538.94	538.94	-9222.00	-344.25
38	4902.93	-4902.93	-538.94	538.94	344.25	-9910.44
39	4902.93	-5018.92	-538.94	6.70	9910.44	-15281.30
40	5018.92	-5018.92	-6.70	6.70	15281.30	-15400.31
41	5018.92	-4846.48	-6.70	-519.40	15400.31	-10065.66
42	4846.48	-4846.48	519.40	-519.40	10065.66	-846.19
43	4846.48	-4846.48	519.40	-519.40	846.19	8373.22
44	4846.48	-4846.48	519.40	-519.40	-8373.22	8632.42
45	4846.48	-9665.01	519.40	10.52	-8632.42	15588.90
46	9665.01	-4902.93	20.75	507.67	-15588.90	8746.84
47	4902.93	-4902.93	-507.67	507.67	-8746.84	8493.44
48	4902.93	-4902.93	-507.67	507.67	-8493.44	-517.77
49	4902.93	-4902.93	-507.67	507.67	517.77	-9528.96
50	4902.93	-5018.92	-507.67	-24.57	9528.96	-14344.77
51	5018.92	-5018.92	24.57	-24.57	14344.77	-13908.64
52	5018.92	-4846.48	24.57	-550.69	13908.64	-8018.78
53	4846.48	-4846.48	550.69	-550.69	8018.78	1755.94
54	4846.48	-4846.48	550.69	-550.69	-1755.94	11530.64
55	4846.48	-4846.48	550.69	-550.69	-11530.64	11805.66
56	4846.48	-9832.10	550.69	-10.56	-11805.66	19078.42
57	9832.10	-5071.36	-91.59	628.11	-19078.42	11593.96
58	5071.36	-5071.36	-628.11	628.11	-11593.96	11280.54
59	5071.36	-5071.36	-628.11	628.11	-11280.54	131.50
60	5071.36	-5071.36	-628.11	628.11	-131.50	-11017.50
61	5071.36	-5103.79	-628.11	77.59	11017.50	-17428.83
62	5103.79	-5103.79	-77.59	77.59	17428.83	-18805.98
63	5103.79	-4991.66	-77.59	-210.49	18805.98	-17116.35
64	4991.66	-4991.66	210.49	-210.49	17116.35	-13380.25
65	4991.66	-4991.66	210.49	-210.49	13380.25	-9644.11
66	4991.66	-4991.66	210.49	-210.49	9644.11	-9540.00
67	4991.66	-4991.66	210.49	-210.49	9540.00	-8934.65
68	4991.66	.00	288.08	.00	8934.65	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.1	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.1	-309.8	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.8	-298.8	-86.3	-86.3	13.7	8.7	4.0	4.0
8	-298.8	-223.1	-86.3	-83.4	8.7	-20.9	4.0	42.8
9	-223.1	-106.3	-83.4	-83.4	-20.9	-73.1	42.8	42.8
10	-106.3	10.5	-83.4	-83.4	-73.1	-125.4	42.8	42.8
11	10.5	13.8	-83.4	-83.4	-125.4	-126.8	42.8	42.8
12	13.8	13.4	-83.4	-166.3	-126.8	-246.7	42.8	3.7
13	13.4	16.5	-166.3	-84.3	-246.7	-129.5	-.1	-39.0
14	16.5	13.5	-84.3	-84.3	-129.5	-128.1	-39.0	-39.0
15	13.5	-93.0	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.0	-199.6	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.6	-260.6	-84.3	-86.3	-32.8	-8.4	-39.0	.2
18	-260.6	-260.1	-86.3	-86.3	-8.4	-8.6	.2	.2
19	-260.1	-194.8	-86.3	-83.4	-8.6	-33.5	.2	39.0
20	-194.8	-88.5	-83.4	-83.4	-33.5	-81.1	39.0	39.0
21	-88.5	17.8	-83.4	-83.4	-81.1	-128.6	39.0	39.0
22	17.8	20.7	-83.4	-83.4	-128.6	-130.0	39.0	39.0
23	20.7	17.2	-83.4	-166.3	-130.0	-248.4	39.0	-.1
24	17.2	20.3	-166.3	-84.3	-248.4	-131.2	-.1	-39.1
25	20.3	17.3	-84.3	-84.3	-131.2	-129.8	-39.1	-39.1
26	17.3	-89.3	-84.3	-84.3	-129.8	-82.1	-39.1	-39.1
27	-89.3	-195.9	-84.3	-84.3	-82.1	-34.4	-39.1	-39.1
28	-195.9	-256.9	-84.3	-86.3	-34.4	-10.0	-39.1	.2
29	-256.9	-256.5	-86.3	-86.3	-10.0	-10.2	.2	.2
30	-256.5	-191.3	-86.3	-83.4	-10.2	-35.1	.2	38.9
31	-191.3	-85.0	-83.4	-83.4	-35.1	-82.6	38.9	38.9
32	-85.0	21.2	-83.4	-83.4	-82.6	-130.2	38.9	38.9

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
34	24.2	20.7	-83.4	-166.3	-131.5	-249.9	38.9	-.1
35	20.7	23.2	-166.3	-84.3	-249.9	-132.5	-.8	-39.7
36	23.2	20.1	-84.3	-84.3	-132.5	-131.1	-39.7	-39.7
37	20.1	-88.2	-84.3	-84.3	-131.1	-82.6	-39.7	-39.7
38	-88.2	-196.6	-84.3	-84.3	-82.6	-34.1	-39.7	-39.7
39	-196.6	-259.5	-84.3	-86.3	-34.1	-8.9	-39.7	-.5
40	-259.5	-260.8	-86.3	-86.3	-8.9	-8.3	-.5	-.5
41	-260.8	-197.4	-86.3	-83.4	-8.3	-32.3	-.5	38.3
42	-197.4	-93.0	-83.4	-83.4	-32.3	-79.1	38.3	38.3
43	-93.0	11.5	-83.4	-83.4	-79.1	-125.8	38.3	38.3
44	11.5	14.4	-83.4	-83.4	-125.8	-127.1	38.3	38.3
45	14.4	10.3	-83.4	-166.3	-127.1	-245.3	38.3	-.8
46	10.3	14.7	-166.3	-84.3	-245.3	-128.7	1.5	-37.4
47	14.7	11.9	-84.3	-84.3	-128.7	-127.4	-37.4	-37.4
48	11.9	-90.2	-84.3	-84.3	-127.4	-81.7	-37.4	-37.4
49	-90.2	-192.3	-84.3	-84.3	-81.7	-36.0	-37.4	-37.4
50	-192.3	-248.8	-84.3	-86.3	-36.0	-13.6	-37.4	1.8
51	-248.8	-243.9	-86.3	-86.3	-13.6	-15.8	1.8	1.8
52	-243.9	-174.2	-86.3	-83.4	-15.8	-42.7	1.8	40.6
53	-174.2	-63.5	-83.4	-83.4	-42.7	-92.3	40.6	40.6
54	-63.5	47.3	-83.4	-83.4	-92.3	-141.8	40.6	40.6
55	47.3	50.4	-83.4	-83.4	-141.8	-143.2	40.6	40.6
56	50.4	47.0	-83.4	-169.1	-143.2	-265.9	40.6	.8
57	47.0	44.1	-169.1	-87.2	-265.9	-146.0	-6.8	-46.3
58	44.1	40.6	-87.2	-87.2	-146.0	-144.4	-46.3	-46.3
59	40.6	-85.8	-87.2	-87.2	-144.4	-87.9	-46.3	-46.3
60	-85.8	-212.1	-87.2	-87.2	-87.9	-31.4	-46.3	-46.3
61	-212.1	-285.2	-87.2	-87.8	-31.4	.6	-46.3	-5.7
62	-285.2	-300.8	-87.8	-87.8	.6	7.6	-5.7	-5.7
63	-300.8	-279.8	-87.8	-85.9	7.6	.9	-5.7	15.5
64	-279.8	-237.5	-85.9	-85.9	.9	-18.0	15.5	15.5

Data-Base: RDMS
Project : TEST
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- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-237.5	-195.1	-85.9	-85.9	-18.0	-37.0	15.5	15.5
66	-195.1	-193.9	-85.9	-85.9	-37.0	-37.5	15.5	15.5
67	-193.9	-187.1	-85.9	-85.9	-37.5	-40.6	15.5	15.5
68	-187.1	.0	-85.9	.0	-40.6	.0	21.2	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.20	231.20	8909.73	-9573.85
3	4962.17	-4962.17	-231.20	231.20	9573.85	-9688.27
4	4962.17	-4962.17	-231.20	231.20	9688.27	-13792.08
5	4962.17	-4962.17	-231.20	231.20	13792.08	-17895.98
6	4962.17	-5019.05	-231.20	-54.59	17895.98	-19722.59
7	5019.05	-5019.05	54.59	-54.59	19722.59	-18753.62
8	5019.05	-4846.62	54.59	-580.72	18753.62	-12330.82
9	4846.62	-4846.62	580.72	-580.72	12330.82	-2023.09
10	4846.62	-4846.62	580.72	-580.72	2023.09	8284.67
11	4846.62	-4846.62	580.72	-580.72	-8284.67	8574.29
12	4846.62	-9665.15	580.72	-50.79	-8574.29	15860.17
13	9665.15	-4902.93	-1.32	529.76	-15860.17	8899.17
14	4902.93	-4902.93	-529.76	529.76	-8899.17	8634.80
15	4902.93	-4902.93	-529.76	529.76	-8634.80	-768.39
16	4902.93	-4902.93	-529.76	529.76	768.39	-10171.61
17	4902.93	-5018.92	-529.76	-2.48	10171.61	-15379.46
18	5018.92	-5018.92	2.48	-2.48	15379.46	-15335.47
19	5018.92	-4846.48	2.48	-528.59	15335.47	-9837.84
20	4846.48	-4846.48	528.59	-528.59	9837.84	-455.41
21	4846.48	-4846.48	528.59	-528.59	455.41	8927.05
22	4846.48	-4846.48	528.59	-528.59	-8927.05	9190.86
23	4846.48	-9665.02	528.59	1.33	-9190.86	16196.64
24	9665.02	-4902.93	-1.57	529.99	-16196.64	9234.55
25	4902.93	-4902.93	-529.99	529.99	-9234.55	8970.03
26	4902.93	-4902.93	-529.99	529.99	-8970.03	-437.39
27	4902.93	-4902.93	-529.99	529.99	437.39	-9844.80
28	4902.93	-5018.92	-529.99	-2.24	9844.80	-15056.84
29	5018.92	-5018.92	2.24	-2.24	15056.84	-15017.04
30	5018.92	-4846.48	2.24	-528.35	15017.04	-9523.60
31	4846.48	-4846.48	528.35	-528.35	9523.60	-145.32
32	4846.48	-4846.48	528.35	-528.35	145.32	9232.90
33	4846.48	-4846.48	528.35	-528.35	-9232.90	9496.63
34	4846.48	-9665.02	528.35	1.57	-9496.62	16501.15
35	9665.02	-4902.93	-10.52	538.94	-16501.15	9490.97
36	4902.93	-4902.93	-538.94	538.94	-9490.97	9222.00

Data-Base: RDMS
Project : TEST
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- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-538.94	538.94	-9222.00	-344.25
38	4902.93	-4902.93	-538.94	538.94	344.25	-9910.44
39	4902.93	-5018.92	-538.94	6.70	9910.44	-15281.30
40	5018.92	-5018.92	-6.70	6.70	15281.30	-15400.31
41	5018.92	-4846.48	-6.70	-519.40	15400.31	-10065.66
42	4846.48	-4846.48	519.40	-519.40	10065.66	-846.19
43	4846.48	-4846.48	519.40	-519.40	846.19	8373.22
44	4846.48	-4846.48	519.40	-519.40	-8373.22	8632.42
45	4846.48	-9665.01	519.40	10.52	-8632.42	15588.90
46	9665.01	-4902.93	20.75	507.67	-15588.90	8746.84
47	4902.93	-4902.93	-507.67	507.67	-8746.84	8493.44
48	4902.93	-4902.93	-507.67	507.67	-8493.44	-517.77
49	4902.93	-4902.93	-507.67	507.67	517.77	-9528.96
50	4902.93	-5018.92	-507.67	-24.57	9528.96	-14344.77
51	5018.92	-5018.92	24.57	-24.57	14344.77	-13908.64
52	5018.92	-4846.48	24.57	-550.69	13908.64	-8018.78
53	4846.48	-4846.48	550.69	-550.69	8018.78	1755.94
54	4846.48	-4846.48	550.69	-550.69	-1755.94	11530.64
55	4846.48	-4846.48	550.69	-550.69	-11530.64	11805.66
56	4846.48	-9832.10	550.69	-10.56	-11805.66	19078.42
57	9832.10	-5071.36	-91.59	628.11	-19078.42	11593.96
58	5071.36	-5071.36	-628.11	628.11	-11593.96	11280.54
59	5071.36	-5071.36	-628.11	628.11	-11280.54	131.50
60	5071.36	-5071.36	-628.11	628.11	-131.50	-11017.50
61	5071.36	-5103.79	-628.11	77.59	11017.50	-17428.83
62	5103.79	-5103.79	-77.59	77.59	17428.83	-18805.98
63	5103.79	-4991.66	-77.59	-210.49	18805.98	-17116.35
64	4991.66	-4991.66	210.49	-210.49	17116.35	-13380.25
65	4991.66	-4991.66	210.49	-210.49	13380.25	-9644.11
66	4991.66	-4991.66	210.49	-210.49	9644.11	-9540.00
67	4991.66	-4991.66	210.49	-210.49	9540.00	-8934.65
68	4991.66	.00	288.08	.00	8934.65	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SEG#-	AXIAL BOTTOM -I-	AXIAL BOTTOM -J-	AXIAL C-0-G -I-	AXIAL C-0-G -J-	AXIAL TOP -I-	AXIAL TOP -J-	SHEAR STRESS -I-	SHEAR STRESS -J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.1	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.1	-309.8	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.8	-298.8	-86.3	-86.3	13.7	8.7	4.0	4.0
8	-298.8	-223.1	-86.3	-83.4	8.7	-20.9	4.0	42.8
9	-223.1	-106.3	-83.4	-83.4	-20.9	-73.1	42.8	42.8
10	-106.3	10.5	-83.4	-83.4	-73.1	-125.4	42.8	42.8
11	10.5	13.8	-83.4	-83.4	-125.4	-126.8	42.8	42.8
12	13.8	13.4	-83.4	-166.3	-126.8	-246.7	42.8	3.7
13	13.4	16.5	-166.3	-84.3	-246.7	-129.5	-.1	-39.0
14	16.5	13.5	-84.3	-84.3	-129.5	-128.1	-39.0	-39.0
15	13.5	-93.0	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.0	-199.6	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.6	-260.6	-84.3	-86.3	-32.8	-8.4	-39.0	.2
18	-260.6	-260.1	-86.3	-86.3	-8.4	-8.6	.2	.2
19	-260.1	-194.8	-86.3	-83.4	-8.6	-33.5	.2	39.0
20	-194.8	-88.5	-83.4	-83.4	-33.5	-81.1	39.0	39.0
21	-88.5	17.8	-83.4	-83.4	-81.1	-128.6	39.0	39.0
22	17.8	20.7	-83.4	-83.4	-128.6	-130.0	39.0	39.0
23	20.7	17.2	-83.4	-166.3	-130.0	-248.4	39.0	-.1
24	17.2	20.3	-166.3	-84.3	-248.4	-131.2	-.1	-39.1
25	20.3	17.3	-84.3	-84.3	-131.2	-129.8	-39.1	-39.1
26	17.3	-89.3	-84.3	-84.3	-129.8	-82.1	-39.1	-39.1
27	-89.3	-195.9	-84.3	-84.3	-82.1	-34.4	-39.1	-39.1
28	-195.9	-256.9	-84.3	-86.3	-34.4	-10.0	-39.1	.2
29	-256.9	-256.5	-86.3	-86.3	-10.0	-10.2	.2	.2
30	-256.5	-191.3	-86.3	-83.4	-10.2	-35.1	.2	38.9
31	-191.3	-85.0	-83.4	-83.4	-35.1	-82.6	38.9	38.9
32	-85.0	21.2	-83.4	-83.4	-82.6	-130.2	38.9	38.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
34	24.2	20.7	-83.4	-166.3	-131.5	-249.9	38.9	-.1
35	20.7	23.2	-166.3	-84.3	-249.9	-132.5	-.8	-39.7
36	23.2	20.1	-84.3	-84.3	-132.5	-131.1	-39.7	-39.7
37	20.1	-88.2	-84.3	-84.3	-131.1	-82.6	-39.7	-39.7
38	-88.2	-196.6	-84.3	-84.3	-82.6	-34.1	-39.7	-39.7
39	-196.6	-259.5	-84.3	-86.3	-34.1	-8.9	-39.7	-.5
40	-259.5	-260.8	-86.3	-86.3	-8.9	-8.3	-.5	-.5
41	-260.8	-197.4	-86.3	-83.4	-8.3	-32.3	-.5	38.3
42	-197.4	-93.0	-83.4	-83.4	-32.3	-79.1	38.3	38.3
43	-93.0	11.5	-83.4	-83.4	-79.1	-125.8	38.3	38.3
44	11.5	14.4	-83.4	-83.4	-125.8	-127.1	38.3	38.3
45	14.4	10.3	-83.4	-166.3	-127.1	-245.3	38.3	-.8
46	10.3	14.7	-166.3	-84.3	-245.3	-128.7	1.5	-37.4
47	14.7	11.9	-84.3	-84.3	-128.7	-127.4	-37.4	-37.4
48	11.9	-90.2	-84.3	-84.3	-127.4	-81.7	-37.4	-37.4
49	-90.2	-192.3	-84.3	-84.3	-81.7	-36.0	-37.4	-37.4
50	-192.3	-248.8	-84.3	-86.3	-36.0	-13.6	-37.4	1.8
51	-248.8	-243.9	-86.3	-86.3	-13.6	-15.8	1.8	1.8
52	-243.9	-174.2	-86.3	-83.4	-15.8	-42.7	1.8	40.6
53	-174.2	-63.5	-83.4	-83.4	-42.7	-92.3	40.6	40.6
54	-63.5	47.3	-83.4	-83.4	-92.3	-141.8	40.6	40.6
55	47.3	50.4	-83.4	-83.4	-141.8	-143.2	40.6	40.6
56	50.4	47.0	-83.4	-169.1	-143.2	-265.9	40.6	.8
57	47.0	44.1	-169.1	-87.2	-265.9	-146.0	-6.8	-46.3
58	44.1	40.6	-87.2	-87.2	-146.0	-144.4	-46.3	-46.3
59	40.6	-85.8	-87.2	-87.2	-144.4	-87.9	-46.3	-46.3
60	-85.8	-212.1	-87.2	-87.2	-87.9	-31.4	-46.3	-46.3
61	-212.1	-285.2	-87.2	-87.8	-31.4	.6	-46.3	-5.7
62	-285.2	-300.8	-87.8	-87.8	.6	7.6	-5.7	-5.7
63	-300.8	-279.8	-87.8	-85.9	7.6	.9	-5.7	15.5
64	-279.8	-237.5	-85.9	-85.9	.9	-18.0	15.5	15.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-237.5	-195.1	-85.9	-85.9	-18.0	-37.0	15.5	15.5
66	-195.1	-193.9	-85.9	-85.9	-37.0	-37.5	15.5	15.5
67	-193.9	-187.1	-85.9	-85.9	-37.5	-40.6	15.5	15.5
68	-187.1	.0	-85.9	.0	-40.6	.0	21.2	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000157	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0000190	.0000000	.0000000
4	-.0000279	.0000000	.0000000
5	-.0001468	.0000000	.0000000
6	-.0002669	.0000000	.0000000
7	-.0003884	.0000000	.0000000
8	-.0005112	.0000000	.0000000
9	-.0006352	.0000000	.0000000
10	-.0007606	.0000000	.0000000
11	-.0008872	.0000000	.0000000
12	-.0008960	.0000000	.0000000
13	-.0009317	.0000000	.0000000
14	-.0009673	.0000000	.0000000
15	-.0008726	.0000000	.0000000
16	-.0009786	.0000000	.0000000
17	-.0010859	.0000000	.0000000
18	-.0011944	.0000000	.0000000
19	-.0013042	.0000000	.0000000
20	-.0014154	.0000000	.0000000
21	-.0015278	.0000000	.0000000
22	-.0016415	.0000000	.0000000
23	-.0016497	.0000000	.0000000
24	-.0016814	.0000000	.0000000
25	-.0017131	.0000000	.0000000
26	-.0015171	.0000000	.0000000
27	-.0016101	.0000000	.0000000
28	-.0017045	.0000000	.0000000
29	-.0018001	.0000000	.0000000
30	-.0018970	.0000000	.0000000
31	-.0019952	.0000000	.0000000
32	-.0020947	.0000000	.0000000
33	-.0021955	.0000000	.0000000
34	-.0022030	.0000000	.0000000
35	-.0022308	.0000000	.0000000
36	-.0022586	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0019613	.0000000	.0000000
38	-.0020504	.0000000	.0000000
39	-.0021409	.0000000	.0000000
40	-.0022326	.0000000	.0000000
41	-.0023257	.0000000	.0000000
42	-.0024200	.0000000	.0000000
43	-.0025156	.0000000	.0000000
44	-.0026125	.0000000	.0000000
45	-.0026194	.0000000	.0000000
46	-.0026433	.0000000	.0000000
47	-.0026671	.0000000	.0000000
48	-.0022723	.0000000	.0000000
49	-.0023486	.0000000	.0000000
50	-.0024261	.0000000	.0000000
51	-.0025049	.0000000	.0000000
52	-.0025850	.0000000	.0000000
53	-.0026664	.0000000	.0000000
54	-.0027491	.0000000	.0000000
55	-.0028331	.0000000	.0000000
56	-.0028394	.0000000	.0000000
57	-.0028597	.0000000	.0000000
58	-.0028801	.0000000	.0000000
59	-.0024015	.0000000	.0000000
60	-.0024648	.0000000	.0000000
61	-.0025294	.0000000	.0000000
62	-.0025954	.0000000	.0000000
63	-.0026625	.0000000	.0000000
64	-.0027310	.0000000	.0000000
65	-.0028008	.0000000	.0000000
66	-.0028719	.0000000	.0000000
67	-.0028775	.0000000	.0000000
68	-.0028867	.0000000	.0000000
69	-.0028943	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE #   7   AT DAY :   74.0

LOAD CASE #   4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
57	57	.00	.00	.00
68	68	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00
47	.00	.00	.00	.00	.00	.00
48	.00	.00	.00	.00	.00	.00
49	.00	.00	.00	.00	.00	.00
50	.00	.00	.00	.00	.00	.00
51	.00	.00	.00	.00	.00	.00
52	.00	.00	.00	.00	.00	.00
53	.00	.00	.00	.00	.00	.00
54	.00	.00	.00	.00	.00	.00
55	.00	.00	.00	.00	.00	.00
56	.00	.00	.00	.00	.00	.00
57	.00	.00	.00	.00	.00	.00
58	.00	.00	.00	.00	.00	.00
59	.00	.00	.00	.00	.00	.00
60	.00	.00	.00	.00	.00	.00
61	.00	.00	.00	.00	.00	.00
62	.00	.00	.00	.00	.00	.00
63	.00	.00	.00	.00	.00	.00
64	.00	.00	.00	.00	.00	.00
65	.00	.00	.00	.00	.00	.00
66	.00	.00	.00	.00	.00	.00
67	.00	.00	.00	.00	.00	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000051	.0002060	-.0000870
2	.0000000	.0000000	-.0000860
3	.0000109	-.0002436	-.0000835
4	.0000133	-.0002852	-.0000829
5	.0000805	-.0015989	-.0000641
6	.0001478	-.0025228	-.0000390
7	.0002165	-.0029474	-.0000081
8	.0002868	-.0028139	.0000228
9	.0003527	-.0021638	.0000478
10	.0004143	-.0012177	.0000562
11	.0004759	-.0002645	.0000486
12	.0004781	-.0002404	.0000480
13	.0005102	.0000000	.0000409
14	.0005438	.0001986	.0000335
15	.0001408	-.0001439	-.0000277
16	.0002028	-.0007355	-.0000366
17	.0002650	-.0013567	-.0000310
18	.0003299	-.0017502	-.0000114
19	.0003976	-.0017469	.0000118
20	.0004611	-.0013472	.0000310
21	.0005202	-.0007316	.0000361
22	.0005794	-.0001437	.0000279
23	.0005815	-.0001299	.0000273
24	.0006124	.0000000	.0000205
25	.0006450	.0000906	.0000136
26	.0001951	-.0001453	-.0000277
27	.0002556	-.0007293	-.0000358
28	.0003162	-.0013330	-.0000300
29	.0003795	-.0017094	-.0000106
30	.0004456	-.0016966	.0000120
31	.0005075	-.0012991	.0000305
32	.0005650	-.0006979	.0000350
33	.0006226	-.0001341	.0000263
34	.0006246	-.0001211	.0000258
35	.0006551	.0000000	.0000188
36	.0006872	.0000812	.0000118

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0002310	-.0001536	-.0000292
38	.0002919	-.0007671	-.0000375
39	.0003528	-.0014022	-.0000316
40	.0004165	-.0018046	-.0000117
41	.0004831	-.0018057	.0000117
42	.0005453	-.0014042	.0000313
43	.0006032	-.0007762	.0000373
44	.0006612	-.0001587	.0000301
45	.0006632	-.0001438	.0000297
46	.0006933	.0000000	.0000234
47	.0007248	.0001072	.0000169
48	.0002523	-.0001267	-.0000243
49	.0003111	-.0006423	-.0000317
50	.0003701	-.0011745	-.0000262
51	.0004318	-.0014942	-.0000081
52	.0004963	-.0014539	.0000125
53	.0005565	-.0010698	.0000284
54	.0006124	-.0005306	.0000301
55	.0006683	-.0000828	.0000181
56	.0006703	-.0000739	.0000175
57	.0007014	.0000000	.0000095
58	.0007340	.0000283	.0000015
59	.0002567	-.0002125	-.0000397
60	.0003211	-.0010299	-.0000495
61	.0003857	-.0018703	-.0000423
62	.0004505	-.0024352	-.0000197
63	.0005157	-.0025486	.0000073
64	.0005779	-.0021736	.0000339
65	.0006370	-.0013763	.0000551
66	.0006962	-.0002458	.0000715
67	.0006982	-.0002100	.0000719
68	.0007077	.0000000	.0000741
69	.0007122	.0001777	.0000751

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-1.77	.00
13	13	.00	1.92	.00
24	24	.00	-.22	.00
35	35	.00	.32	.00
46	46	.00	-.94	.00
57	57	.00	2.89	.00
68	68	.00	-2.20	.00
		------------	------------	------------
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	137.56	.00	-7.69	.00	251.72
2	-137.56	137.56	5.92	-5.92	-251.72	268.72
3	-137.56	137.56	5.92	-5.92	-268.72	271.64
4	-137.56	137.56	5.92	-5.92	-271.64	376.70
5	-137.56	137.56	5.92	-5.92	-376.70	481.75
6	-137.56	143.27	5.92	1.77	-481.75	544.48
7	-143.27	143.27	-1.77	1.77	-544.48	513.00
8	-143.27	125.46	-1.77	15.39	-513.00	279.72
9	-125.46	125.46	-15.39	15.39	-279.72	6.51
10	-125.46	125.46	-15.39	15.39	-6.51	-266.71
11	-125.46	125.46	-15.39	15.39	266.71	-274.38
12	-125.46	239.48	-15.39	1.63	274.38	-456.25
13	-239.48	127.27	.28	-13.96	456.25	-283.48
14	-127.27	127.27	13.96	-13.96	283.48	-276.51
15	-127.27	127.27	13.96	-13.96	276.51	-28.76
16	-127.27	127.27	13.96	-13.96	28.76	219.00
17	-127.27	138.46	13.96	-.14	-219.00	395.05
18	-138.46	138.46	.14	-.14	-395.05	397.59
19	-138.46	120.67	.14	12.96	-397.59	202.98
20	-120.67	120.67	-12.96	12.96	-202.98	-26.97
21	-120.67	120.67	-12.96	12.96	26.97	-256.93
22	-120.67	120.67	-12.96	12.96	256.93	-263.40
23	-120.67	231.60	-12.96	-.39	263.40	-429.52
24	-231.60	124.22	.18	-13.41	429.52	-263.95
25	-124.22	124.22	13.41	-13.41	263.95	-257.26
26	-124.22	124.22	13.41	-13.41	257.26	-19.19
27	-124.22	124.22	13.41	-13.41	19.19	218.87
28	-124.22	135.40	13.41	.07	-218.87	388.09
29	-135.40	135.40	-.07	.07	-388.09	386.81
30	-135.40	117.62	-.07	12.84	-386.81	191.40
31	-117.62	117.62	-12.84	12.84	-191.40	-36.49
32	-117.62	117.62	-12.84	12.84	36.49	-264.39
33	-117.62	117.62	-12.84	12.84	264.39	-270.80
34	-117.62	228.74	-12.84	-.38	270.80	-436.54
35	-228.74	124.42	.69	-13.75	436.54	-271.90
36	-124.42	124.42	13.75	-13.75	271.90	-265.04

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-124.42	124.42	13.75	-13.75	265.04	-20.96
38	-124.42	124.42	13.75	-13.75	20.96	223.11
39	-124.42	135.60	13.75	-.24	-223.11	398.13
40	-135.60	135.60	.24	-.24	-398.13	402.47
41	-135.60	117.82	.24	12.55	-402.47	212.49
42	-117.82	117.82	-12.55	12.55	-212.49	-10.20
43	-117.82	117.82	-12.55	12.55	10.20	-232.88
44	-117.82	117.82	-12.55	12.55	232.88	-239.14
45	-117.82	225.04	-12.55	-.44	239.14	-399.82
46	-225.04	120.53	-.50	-12.39	399.82	-242.23
47	-120.53	120.53	12.39	-12.39	242.23	-236.04
48	-120.53	120.53	12.39	-12.39	236.04	-16.11
49	-120.53	120.53	12.39	-12.39	16.11	203.83
50	-120.53	131.69	12.39	.69	-203.83	358.36
51	-131.69	131.69	-.69	.69	-358.36	346.05
52	-131.69	113.93	-.69	13.06	-346.05	143.26
53	-113.93	113.93	-13.06	13.06	-143.26	-88.58
54	-113.93	113.93	-13.06	13.06	88.58	-320.41
55	-113.93	113.93	-13.06	13.06	320.41	-326.94
56	-113.93	232.45	-13.06	-.43	326.94	-500.63
57	-232.45	132.44	3.32	-16.58	500.63	-324.84
58	-132.44	132.44	16.58	-16.58	324.84	-316.57
59	-132.44	132.44	16.58	-16.58	316.57	-22.35
60	-132.44	132.44	16.58	-16.58	22.35	271.87
61	-132.44	133.51	16.58	-2.20	-271.87	443.36
62	-133.51	133.51	2.20	-2.20	-443.36	482.38
63	-133.51	120.93	2.20	4.61	-482.38	403.78
64	-120.93	120.93	-4.61	4.61	-403.78	321.91
65	-120.93	120.93	-4.61	4.61	-321.91	240.04
66	-120.93	120.93	-4.61	4.61	-240.04	237.77
67	-120.93	120.93	-4.61	4.61	-237.77	224.50
68	-120.93	.00	-6.81	.00	-224.50	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	5.2	.0	2.4	.0	1.1	.0	.6
2	5.2	5.4	2.4	2.4	1.1	1.0	.4	.4
3	5.4	5.4	2.4	2.4	1.0	1.0	.4	.4
4	5.4	6.6	2.4	2.4	1.0	.5	.4	.4
5	6.6	7.8	2.4	2.4	.5	-.1	.4	.4
6	7.8	8.6	2.4	2.5	-.1	-.3	.4	-.1
7	8.6	8.3	2.5	2.5	-.3	-.1	-.1	-.1
8	8.3	5.3	2.5	2.2	-.1	.7	-.1	-1.1
9	5.3	2.2	2.2	2.2	.7	2.1	-1.1	-1.1
10	2.2	-.9	2.2	2.2	2.1	3.5	-1.1	-1.1
11	-.9	-1.0	2.2	2.2	3.5	3.5	-1.1	-1.1
12	-1.0	-1.0	2.2	4.1	3.5	6.4	-1.1	-.1
13	-1.0	-1.0	4.1	2.2	6.4	3.6	.0	1.0
14	-1.0	-.9	2.2	2.2	3.6	3.6	1.0	1.0
15	-.9	1.9	2.2	2.2	3.6	2.3	1.0	1.0
16	1.9	4.7	2.2	2.2	2.3	1.1	1.0	1.0
17	4.7	6.9	2.2	2.4	1.1	.4	1.0	.0
18	6.9	6.9	2.4	2.4	.4	.4	.0	.0
19	6.9	4.4	2.4	2.1	.4	1.0	.0	-1.0
20	4.4	1.8	2.1	2.1	1.0	2.2	-1.0	-1.0
21	1.8	-.8	2.1	2.1	2.2	3.4	-1.0	-1.0
22	-.8	-.9	2.1	2.1	3.4	3.4	-1.0	-1.0
23	-.9	-.9	2.1	4.0	3.4	6.2	-1.0	.0
24	-.9	-.9	4.0	2.1	6.2	3.5	.0	1.0
25	-.9	-.8	2.1	2.1	3.5	3.4	1.0	1.0
26	-.8	1.9	2.1	2.1	3.4	2.2	1.0	1.0
27	1.9	4.6	2.1	2.1	2.2	1.0	1.0	1.0
28	4.6	6.7	2.1	2.3	1.0	.4	1.0	.0
29	6.7	6.7	2.3	2.3	.4	.4	.0	.0
30	6.7	4.2	2.3	2.0	.4	1.1	.0	-.9
31	4.2	1.6	2.0	2.0	1.1	2.2	-.9	-.9
32	1.6	-1.0	2.0	2.0	2.2	3.4	-.9	-.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-1.0	-1.0	2.0	2.0	3.4	3.4	-.9	-.9
34	-1.0	-1.0	2.0	3.9	3.4	6.1	-.9	.0
35	-1.0	-.9	3.9	2.1	6.1	3.5	.1	1.0
36	-.9	-.9	2.1	2.1	3.5	3.5	1.0	1.0
37	-.9	1.9	2.1	2.1	3.5	2.2	1.0	1.0
38	1.9	4.7	2.1	2.1	2.2	1.0	1.0	1.0
39	4.7	6.8	2.1	2.3	1.0	.3	1.0	.0
40	6.8	6.9	2.3	2.3	.3	.3	.0	.0
41	6.9	4.4	2.3	2.0	.3	.9	.0	-.9
42	4.4	1.9	2.0	2.0	.9	2.1	-.9	-.9
43	1.9	-.6	2.0	2.0	2.1	3.2	-.9	-.9
44	-.6	-.7	2.0	2.0	3.2	3.2	-.9	-.9
45	-.7	-.7	2.0	3.9	3.2	5.9	-.9	.0
46	-.7	-.7	3.9	2.1	5.9	3.3	.0	.9
47	-.7	-.6	2.1	2.1	3.3	3.3	.9	.9
48	-.6	1.9	2.1	2.1	3.3	2.2	.9	.9
49	1.9	4.4	2.1	2.1	2.2	1.0	.9	.9
50	4.4	6.3	2.1	2.3	1.0	.4	.9	-.1
51	6.3	6.2	2.3	2.3	.4	.5	-.1	-.1
52	6.2	3.6	2.3	2.0	.5	1.2	-.1	-1.0
53	3.6	1.0	2.0	2.0	1.2	2.4	-1.0	-1.0
54	1.0	-1.7	2.0	2.0	2.4	3.6	-1.0	-1.0
55	-1.7	-1.7	2.0	2.0	3.6	3.6	-1.0	-1.0
56	-1.7	-1.7	2.0	4.0	3.6	6.5	-1.0	.0
57	-1.7	-1.4	4.0	2.3	6.5	3.9	.2	1.2
58	-1.4	-1.3	2.3	2.3	3.9	3.9	1.2	1.2
59	-1.3	2.0	2.3	2.3	3.9	2.4	1.2	1.2
60	2.0	5.4	2.3	2.3	2.4	.9	1.2	1.2
61	5.4	7.3	2.3	2.3	.9	.0	1.2	.2
62	7.3	7.8	2.3	2.3	.0	-.1	.2	.2
63	7.8	6.7	2.3	2.1	-.1	.0	.2	-.3
64	6.7	5.7	2.1	2.1	.0	.4	-.3	-.3

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	5.7	4.8	2.1	2.1	.4	.9	-.3	-.3
66	4.8	4.8	2.1	2.1	.9	.9	-.3	-.3
67	4.8	4.6	2.1	2.1	.9	.9	-.3	-.3
68	4.6	.0	2.1	.0	.9	.0	-.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	137.56	.00	-7.69	.00	251.72
2	-137.56	137.56	5.92	-5.92	-251.72	268.72
3	-137.56	137.56	5.92	-5.92	-268.72	271.64
4	-137.56	137.56	5.92	-5.92	-271.64	376.70
5	-137.56	137.56	5.92	-5.92	-376.70	481.75
6	-137.56	143.27	5.92	1.77	-481.75	544.48
7	-143.27	143.27	-1.77	1.77	-544.48	513.00
8	-143.27	125.46	-1.77	15.39	-513.00	279.72
9	-125.46	125.46	-15.39	15.39	-279.72	6.51
10	-125.46	125.46	-15.39	15.39	-6.51	-266.71
11	-125.46	125.46	-15.39	15.39	266.71	-274.38
12	-125.46	239.48	-15.39	1.63	274.38	-456.25
13	-239.48	127.27	.28	-13.96	456.25	-283.48
14	-127.27	127.27	13.96	-13.96	283.48	-276.51
15	-127.27	127.27	13.96	-13.96	276.51	-28.76
16	-127.27	127.27	13.96	-13.96	28.76	219.00
17	-127.27	138.46	13.96	-.14	-219.00	395.05
18	-138.46	138.46	.14	-.14	-395.05	397.59
19	-138.46	120.67	.14	12.96	-397.59	202.98
20	-120.67	120.67	-12.96	12.96	-202.98	-26.97
21	-120.67	120.67	-12.96	12.96	26.97	-256.93
22	-120.67	120.67	-12.96	12.96	256.93	-263.40
23	-120.67	231.60	-12.96	-.39	263.40	-429.52
24	-231.60	124.22	.18	-13.41	429.52	-263.95
25	-124.22	124.22	13.41	-13.41	263.95	-257.26
26	-124.22	124.22	13.41	-13.41	257.26	-19.19
27	-124.22	124.22	13.41	-13.41	19.19	218.87
28	-124.22	135.40	13.41	.07	-218.87	388.09
29	-135.40	135.40	-.07	.07	-388.09	386.81
30	-135.40	117.62	-.07	12.84	-386.81	191.40
31	-117.62	117.62	-12.84	12.84	-191.40	-36.49
32	-117.62	117.62	-12.84	12.84	36.49	-264.39
33	-117.62	117.62	-12.84	12.84	264.39	-270.80
34	-117.62	228.74	-12.84	-.38	270.80	-436.54
35	-228.74	124.42	.69	-13.75	436.54	-271.90
36	-124.42	124.42	13.75	-13.75	271.90	-265.04

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-124.42	124.42	13.75	-13.75	265.04	-20.96
38	-124.42	124.42	13.75	-13.75	20.96	223.11
39	-124.42	135.60	13.75	-.24	-223.11	398.13
40	-135.60	135.60	.24	-.24	-398.13	402.47
41	-135.60	117.82	.24	12.55	-402.47	212.49
42	-117.82	117.82	-12.55	12.55	-212.49	-10.20
43	-117.82	117.82	-12.55	12.55	10.20	-232.88
44	-117.82	117.82	-12.55	12.55	232.88	-239.14
45	-117.82	225.04	-12.55	-.44	239.14	-399.82
46	-225.04	120.53	-.50	-12.39	399.82	-242.23
47	-120.53	120.53	12.39	-12.39	242.23	-236.04
48	-120.53	120.53	12.39	-12.39	236.04	-16.11
49	-120.53	120.53	12.39	-12.39	16.11	203.83
50	-120.53	131.69	12.39	.69	-203.83	358.36
51	-131.69	131.69	-.69	.69	-358.36	346.05
52	-131.69	113.93	-.69	13.06	-346.05	143.26
53	-113.93	113.93	-13.06	13.06	-143.26	-88.58
54	-113.93	113.93	-13.06	13.06	88.58	-320.41
55	-113.93	113.93	-13.06	13.06	320.41	-326.94
56	-113.93	232.45	-13.06	-.43	326.94	-500.63
57	-232.45	132.44	3.32	-16.58	500.63	-324.84
58	-132.44	132.44	16.58	-16.58	324.84	-316.57
59	-132.44	132.44	16.58	-16.58	316.57	-22.35
60	-132.44	132.44	16.58	-16.58	22.35	271.87
61	-132.44	133.51	16.58	-2.20	-271.87	443.36
62	-133.51	133.51	2.20	-2.20	-443.36	482.38
63	-133.51	120.93	2.20	4.61	-482.38	403.78
64	-120.93	120.93	-4.61	4.61	-403.78	321.91
65	-120.93	120.93	-4.61	4.61	-321.91	240.04
66	-120.93	120.93	-4.61	4.61	-240.04	237.77
67	-120.93	120.93	-4.61	4.61	-237.77	224.50
68	-120.93	.00	-6.81	.00	-224.50	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	5.2	.0	2.4	.0	1.1	.0	.6
2	5.2	5.4	2.4	2.4	1.1	1.0	.4	.4
3	5.4	5.4	2.4	2.4	1.0	1.0	.4	.4
4	5.4	6.6	2.4	2.4	1.0	.5	.4	.4
5	6.6	7.8	2.4	2.4	.5	-.1	.4	.4
6	7.8	8.6	2.4	2.5	-.1	-.3	.4	-.1
7	8.6	8.3	2.5	2.5	-.3	-.1	-.1	-.1
8	8.3	5.3	2.5	2.2	-.1	.7	-.1	-1.1
9	5.3	2.2	2.2	2.2	.7	2.1	-1.1	-1.1
10	2.2	-.9	2.2	2.2	2.1	3.5	-1.1	-1.1
11	-.9	-1.0	2.2	2.2	3.5	3.5	-1.1	-1.1
12	-1.0	-1.0	2.2	4.1	3.5	6.4	-1.1	-.1
13	-1.0	-1.0	4.1	2.2	6.4	3.6	.0	1.0
14	-1.0	-.9	2.2	2.2	3.6	3.6	1.0	1.0
15	-.9	1.9	2.2	2.2	3.6	2.3	1.0	1.0
16	1.9	4.7	2.2	2.2	2.3	1.1	1.0	1.0
17	4.7	6.9	2.2	2.4	1.1	.4	1.0	.0
18	6.9	6.9	2.4	2.4	.4	.4	.0	.0
19	6.9	4.4	2.4	2.1	.4	1.0	.0	-1.0
20	4.4	1.8	2.1	2.1	1.0	2.2	-1.0	-1.0
21	1.8	-.8	2.1	2.1	2.2	3.4	-1.0	-1.0
22	-.8	-.9	2.1	2.1	3.4	3.4	-1.0	-1.0
23	-.9	-.9	2.1	4.0	3.4	6.2	-1.0	.0
24	-.9	-.9	4.0	2.1	6.2	3.5	.0	1.0
25	-.9	-.8	2.1	2.1	3.5	3.4	1.0	1.0
26	-.8	1.9	2.1	2.1	3.4	2.2	1.0	1.0
27	1.9	4.6	2.1	2.1	2.2	1.0	1.0	1.0
28	4.6	6.7	2.1	2.3	1.0	.4	1.0	.0
29	6.7	6.7	2.3	2.3	.4	.4	.0	.0
30	6.7	4.2	2.3	2.0	.4	1.1	.0	-.9
31	4.2	1.6	2.0	2.0	1.1	2.2	-.9	-.9
32	1.6	-1.0	2.0	2.0	2.2	3.4	-.9	-.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-1.0	-1.0	2.0	2.0	3.4	3.4	-.9	-.9
34	-1.0	-1.0	2.0	3.9	3.4	6.1	-.9	.0
35	-1.0	-.9	3.9	2.1	6.1	3.5	.1	1.0
36	-.9	-.9	2.1	2.1	3.5	3.5	1.0	1.0
37	-.9	1.9	2.1	2.1	3.5	2.2	1.0	1.0
38	1.9	4.7	2.1	2.1	2.2	1.0	1.0	1.0
39	4.7	6.8	2.1	2.3	1.0	.3	1.0	.0
40	6.8	6.9	2.3	2.3	.3	.3	.0	.0
41	6.9	4.4	2.3	2.0	.3	.9	.0	-.9
42	4.4	1.9	2.0	2.0	.9	2.1	-.9	-.9
43	1.9	-.6	2.0	2.0	2.1	3.2	-.9	-.9
44	-.6	-.7	2.0	2.0	3.2	3.2	-.9	-.9
45	-.7	-.7	2.0	3.9	3.2	5.9	-.9	.0
46	-.7	-.7	3.9	2.1	5.9	3.3	.0	.9
47	-.7	-.6	2.1	2.1	3.3	3.3	.9	.9
48	-.6	1.9	2.1	2.1	3.3	2.2	.9	.9
49	1.9	4.4	2.1	2.1	2.2	1.0	.9	.9
50	4.4	6.3	2.1	2.3	1.0	.4	.9	-.1
51	6.3	6.2	2.3	2.3	.4	.5	-.1	-.1
52	6.2	3.6	2.3	2.0	.5	1.2	-.1	-1.0
53	3.6	1.0	2.0	2.0	1.2	2.4	-1.0	-1.0
54	1.0	-1.7	2.0	2.0	2.4	3.6	-1.0	-1.0
55	-1.7	-1.7	2.0	2.0	3.6	3.6	-1.0	-1.0
56	-1.7	-1.7	2.0	4.0	3.6	6.5	-1.0	.0
57	-1.7	-1.4	4.0	2.3	6.5	3.9	.2	1.2
58	-1.4	-1.3	2.3	2.3	3.9	3.9	1.2	1.2
59	-1.3	2.0	2.3	2.3	3.9	2.4	1.2	1.2
60	2.0	5.4	2.3	2.3	2.4	.9	1.2	1.2
61	5.4	7.3	2.3	2.3	.9	.0	1.2	.2
62	7.3	7.8	2.3	2.3	.0	-.1	.2	.2
63	7.8	6.7	2.3	2.1	-.1	.0	.2	-.3
64	6.7	5.7	2.1	2.1	.0	.4	-.3	-.3

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	5.7	4.8	2.1	2.1	.4	.9	-.3	-.3
66	4.8	4.8	2.1	2.1	.9	.9	-.3	-.3
67	4.8	4.6	2.1	2.1	.9	.9	-.3	-.3
68	4.6	.0	2.1	.0	.9	.0	-.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000580	-.0007897	.0003387
2	.0000000	.0000000	.0003262
3	-.0001403	.0008960	.0002976
4	-.0002122	.0010413	.0002837
5	-.0010892	.0048126	.0001535
6	-.0019770	.0067453	.0000667
7	-.0028803	.0072176	-.0000122
8	-.0038047	.0063034	-.0000907
9	-.0047305	.0041834	-.0001413
10	-.0056570	.0017236	-.0001220
11	-.0065991	.0001658	-.0000503
12	-.0066694	.0001422	-.0000440
13	-.0070464	.0000000	-.0000107
14	-.0074172	.0000250	.0000218
15	-.0032917	-.0000329	.0000119
16	-.0041094	.0007317	.0000712
17	-.0049377	.0022243	.0000844
18	-.0057859	.0033470	.0000357
19	-.0066541	.0033248	-.0000383
20	-.0075192	.0021586	-.0000869
21	-.0083862	.0006427	-.0000711
22	-.0092690	-.0000775	-.0000072
23	-.0093375	-.0000796	-.0000011
24	-.0096921	.0000000	.0000290
25	-.0100404	.0002306	.0000584
26	-.0056010	.0000096	.0000174
27	-.0063683	.0008074	.0000698
28	-.0071462	.0022368	.0000797
29	-.0079434	.0032808	.0000321
30	-.0087602	.0032251	-.0000383
31	-.0095747	.0020852	-.0000841
32	-.0103866	.0006236	-.0000685
33	-.0112089	-.0000733	-.0000072
34	-.0112755	-.0000754	-.0000012
35	-.0116075	.0000000	.0000277
36	-.0119330	.0002205	.0000559

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E   D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE #   7   AT DAY :   74.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0071036	.0000107	.0000170
38	-.0078948	.0008383	.0000733
39	-.0086967	.0023492	.0000848
40	-.0095235	.0034761	.0000359
41	-.0103757	.0034573	-.0000381
42	-.0112303	.0022873	-.0000876
43	-.0120868	.0007462	-.0000734
44	-.0129591	-.0000356	-.0000118
45	-.0130238	-.0000401	-.0000062
46	-.0133342	.0000000	.0000197
47	-.0136392	.0001699	.0000450
48	-.0081986	-.0000590	.0000035
49	-.0089397	.0004733	.0000541
50	-.0096915	.0016322	.0000655
51	-.0104622	.0024673	.0000232
52	-.0112523	.0023223	-.0000392
53	-.0120458	.0012458	-.0000759
54	-.0128424	.0000166	-.0000503
55	-.0136548	-.0002545	.0000230
56	-.0137177	-.0002414	.0000296
57	-.0140132	.0000000	.0000588
58	-.0143077	.0003901	.0000876
59	-.0086311	.0001884	.0000485
60	-.0093455	.0016010	.0001069
61	-.0100709	.0037097	.0001189
62	-.0108096	.0054865	.0000751
63	-.0115617	.0062405	.0000095
64	-.0123171	.0058239	-.0000577
65	-.0130755	.0041617	-.0001318
66	-.0138502	.0008999	-.0002466
67	-.0139132	.0007736	-.0002587
68	-.0140169	.0000000	-.0002798
69	-.0140597	-.0006755	-.0002889

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.36	.00
13	13	.00	.03	.00
24	24	.00	.53	.00
35	35	.00	-.20	.00
46	46	.00	.03	.00
57	57	.00	.44	.00
68	68	.00	-.46	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.02
2	.00	.00	-.36	.36	-.02	-.96
3	.00	.00	-.36	.36	.96	-1.00
4	.00	.00	-.36	.36	1.00	-7.40
5	.00	.00	-.36	.36	7.40	-13.79
6	.00	.00	-.36	.36	13.79	-20.19
7	.00	.00	-.36	.36	20.19	-26.58
8	.00	.00	-.36	.36	26.58	-32.97
9	.00	.00	-.36	.36	32.97	-39.37
10	.00	.00	-.36	.36	39.37	-45.76
11	.00	.00	-.36	.36	45.76	-45.96
12	.00	.00	-.36	.36	45.96	-47.90
13	.00	.00	-.33	.33	47.90	-49.65
14	.00	.00	-.33	.33	49.65	-49.81
15	.00	.00	-.33	.33	49.81	-55.61
16	.00	.00	-.33	.33	55.61	-61.40
17	.00	.00	-.33	.33	61.40	-67.20
18	.00	.00	-.33	.33	67.20	-72.99
19	.00	.00	-.33	.33	72.99	-78.79
20	.00	.00	-.33	.33	78.79	-84.58
21	.00	.00	-.33	.33	84.58	-90.38
22	.00	.00	-.33	.33	90.38	-90.54
23	.00	.00	-.33	.33	90.54	-92.30
24	.00	.00	.20	-.20	92.30	-91.20
25	.00	.00	.20	-.20	91.20	-91.09
26	.00	.00	.20	-.20	91.09	-87.48
27	.00	.00	.20	-.20	87.48	-83.87
28	.00	.00	.20	-.20	83.87	-80.25
29	.00	.00	.20	-.20	80.25	-76.64
30	.00	.00	.20	-.20	76.64	-73.03
31	.00	.00	.20	-.20	73.03	-69.42
32	.00	.00	.20	-.20	69.42	-65.80
33	.00	.00	.20	-.20	65.80	-65.70
34	.00	.00	.20	-.20	65.70	-64.61
35	.00	.00	.00	.00	64.61	-64.62
36	.00	.00	.00	.00	64.62	-64.61

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	64.61	-64.63
38	.00	.00	.00	.00	64.63	-64.65
39	.00	.00	.00	.00	64.65	-64.67
40	.00	.00	.00	.00	64.67	-64.69
41	.00	.00	.00	.00	64.69	-64.71
42	.00	.00	.00	.00	64.71	-64.73
43	.00	.00	.00	.00	64.73	-64.75
44	.00	.00	.00	.00	64.75	-64.75
45	.00	.00	.00	.00	64.75	-64.76
46	.00	.00	.02	-.02	64.76	-64.63
47	.00	.00	.02	-.02	64.63	-64.62
48	.00	.00	.02	-.02	64.62	-64.19
49	.00	.00	.02	-.02	64.19	-63.77
50	.00	.00	.02	-.02	63.77	-63.34
51	.00	.00	.02	-.02	63.34	-62.92
52	.00	.00	.02	-.02	62.92	-62.49
53	.00	.00	.02	-.02	62.49	-62.06
54	.00	.00	.02	-.02	62.06	-61.64
55	.00	.00	.02	-.02	61.64	-61.61
56	.00	.00	.02	-.02	61.61	-61.48
57	.00	.00	.46	-.46	61.48	-59.00
58	.00	.00	.46	-.46	59.01	-58.75
59	.00	.00	.46	-.46	58.75	-50.56
60	.00	.00	.46	-.46	50.56	-42.37
61	.00	.00	.46	-.46	42.37	-34.18
62	.00	.00	.46	-.46	34.18	-25.99
63	.00	.00	.46	-.46	25.99	-17.80
64	.00	.00	.46	-.46	17.80	-9.61
65	.00	.00	.46	-.46	9.61	-1.42
66	.00	.00	.46	-.46	1.42	-1.30
67	.00	.00	.46	-.46	1.30	.04
68	.00	.00	.00	.00	-.04	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	-.1	.0	.0	.0	.0	.0	.0
5	-.1	-.2	.0	.0	.0	.1	.0	.0
6	-.2	-.2	.0	.0	.1	.1	.0	.0
7	-.2	-.3	.0	.0	.1	.1	.0	.0
8	-.3	-.4	.0	.0	.1	.2	.0	.0
9	-.4	-.4	.0	.0	.2	.2	.0	.0
10	-.4	-.5	.0	.0	.2	.2	.0	.0
11	-.5	-.5	.0	.0	.2	.2	.0	.0
12	-.5	-.5	.0	.0	.2	.2	.0	.0
13	-.5	-.6	.0	.0	.2	.3	.0	.0
14	-.6	-.6	.0	.0	.3	.3	.0	.0
15	-.6	-.6	.0	.0	.3	.3	.0	.0
16	-.6	-.7	.0	.0	.3	.3	.0	.0
17	-.7	-.8	.0	.0	.3	.3	.0	.0
18	-.8	-.8	.0	.0	.3	.4	.0	.0
19	-.8	-.9	.0	.0	.4	.4	.0	.0
20	-.9	-1.0	.0	.0	.4	.4	.0	.0
21	-1.0	-1.0	.0	.0	.4	.5	.0	.0
22	-1.0	-1.0	.0	.0	.5	.5	.0	.0
23	-1.0	-1.0	.0	.0	.5	.5	.0	.0
24	-1.0	-1.0	.0	.0	.5	.5	.0	.0
25	-1.0	-1.0	.0	.0	.5	.5	.0	.0
26	-1.0	-1.0	.0	.0	.5	.4	.0	.0
27	-1.0	-1.0	.0	.0	.4	.4	.0	.0
28	-1.0	-.9	.0	.0	.4	.4	.0	.0
29	-.9	-.9	.0	.0	.4	.4	.0	.0
30	-.9	-.8	.0	.0	.4	.4	.0	.0
31	-.8	-.8	.0	.0	.4	.4	.0	.0
32	-.8	-.7	.0	.0	.4	.3	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-.7	-.7	.0	.0	.3	.3	.0	.0
34	-.7	-.7	.0	.0	.3	.3	.0	.0
35	-.7	-.7	.0	.0	.3	.3	.0	.0
36	-.7	-.7	.0	.0	.3	.3	.0	.0
37	-.7	-.7	.0	.0	.3	.3	.0	.0
38	-.7	-.7	.0	.0	.3	.3	.0	.0
39	-.7	-.7	.0	.0	.3	.3	.0	.0
40	-.7	-.7	.0	.0	.3	.3	.0	.0
41	-.7	-.7	.0	.0	.3	.3	.0	.0
42	-.7	-.7	.0	.0	.3	.3	.0	.0
43	-.7	-.7	.0	.0	.3	.3	.0	.0
44	-.7	-.7	.0	.0	.3	.3	.0	.0
45	-.7	-.7	.0	.0	.3	.3	.0	.0
46	-.7	-.7	.0	.0	.3	.3	.0	.0
47	-.7	-.7	.0	.0	.3	.3	.0	.0
48	-.7	-.7	.0	.0	.3	.3	.0	.0
49	-.7	-.7	.0	.0	.3	.3	.0	.0
50	-.7	-.7	.0	.0	.3	.3	.0	.0
51	-.7	-.7	.0	.0	.3	.3	.0	.0
52	-.7	-.7	.0	.0	.3	.3	.0	.0
53	-.7	-.7	.0	.0	.3	.3	.0	.0
54	-.7	-.7	.0	.0	.3	.3	.0	.0
55	-.7	-.7	.0	.0	.3	.3	.0	.0
56	-.7	-.7	.0	.0	.3	.3	.0	.0
57	-.7	-.7	.0	.0	.3	.3	.0	.0
58	-.7	-.7	.0	.0	.3	.3	.0	.0
59	-.7	-.6	.0	.0	.3	.3	.0	.0
60	-.6	-.5	.0	.0	.3	.2	.0	.0
61	-.5	-.4	.0	.0	.2	.2	.0	.0
62	-.4	-.3	.0	.0	.2	.1	.0	.0
63	-.3	-.2	.0	.0	.1	.1	.0	.0
64	-.2	-.1	.0	.0	.1	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-.1	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002569	-.0025439	.0010883
2	.0000000	.0000000	.0010375
3	-.0005421	.0028272	.0009312
4	-.0007164	.0032848	.0008995
5	-.0040775	.0148574	.0004552
6	-.0074528	.0205468	.0001979
7	-.0108607	.0218170	-.0000527
8	-.0143049	.0190106	-.0002645
9	-.0177181	.0123387	-.0004562
10	-.0210954	.0046981	-.0003619
11	-.0244919	.0003172	-.0001285
12	-.0246626	.0002562	-.0001157
13	-.0263864	.0000000	.0000243
14	-.0281015	.0005142	.0001628
15	-.0054685	-.0001078	.0000236
16	-.0087288	.0022528	.0002376
17	-.0120033	.0074864	.0003091
18	-.0153285	.0113758	.0001007
19	-.0187013	.0111669	-.0001240
20	-.0220387	.0069219	-.0003225
21	-.0253414	.0016184	-.0002319
22	-.0286635	-.0004561	.0000025
23	-.0288318	-.0004516	.0000155
24	-.0305278	.0000000	.0001568
25	-.0322151	.0012306	.0002968
26	-.0083653	-.0002647	-.0000022
27	-.0115593	.0016989	.0002186
28	-.0147675	.0066613	.0002980
29	-.0180259	.0104429	.0000998
30	-.0213313	.0103072	-.0001150
31	-.0246021	.0062868	-.0003068
32	-.0278338	.0012814	-.0002151
33	-.0310795	-.0005254	.0000155
34	-.0312455	-.0005145	.0000283
35	-.0329128	.0000000	.0001675
36	-.0345712	.0012823	.0003052

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0102737	-.0001682	.0000131
38	-.0134988	.0020825	.0002353
39	-.0167380	.0073310	.0003128
40	-.0200332	.0113218	.0001080
41	-.0233815	.0112507	-.0001162
42	-.0266997	.0071175	-.0003181
43	-.0299832	.0018377	-.0002341
44	-.0332859	-.0003593	-.0000096
45	-.0334493	-.0003610	.0000025
46	-.0350891	.0000000	.0001362
47	-.0367213	.0011005	.0002689
48	-.0116559	-.0003825	-.0000262
49	-.0148154	.0010759	.0001868
50	-.0179891	.0054602	.0002660
51	-.0212127	.0087316	.0000755
52	-.0244832	.0082915	-.0001239
53	-.0277249	.0042948	-.0002941
54	-.0309330	-.0002442	-.0001741
55	-.0341603	-.0010139	.0000925
56	-.0343213	-.0009640	.0001071
57	-.0359604	.0000000	.0002565
58	-.0375996	.0017898	.0004046
59	-.0122600	.0003832	.0001140
60	-.0154521	.0046723	.0003606
61	-.0186587	.0122288	.0004453
62	-.0218933	.0186081	.0002484
63	-.0251492	.0212200	.0000457
64	-.0283886	.0198846	-.0001957
65	-.0316091	.0143555	-.0004394
66	-.0348495	.0031711	-.0008706
67	-.0350128	.0027283	-.0009007
68	-.0355084	.0000000	-.0009991
69	-.0357419	-.0024486	-.0010465

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	638.34	.00
13	13	.00	1301.09	.00
24	24	.00	1290.61	.00
35	35	.00	1291.74	.00
46	46	.00	1297.98	.00
57	57	.00	1289.64	.00
68	68	.00	643.53	.00
TOTAL REACTIONS		.00	7752.93	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4824.62	.00	300.47	.00	-8684.72
2	4824.61	-4824.61	337.87	-310.79	8684.71	-7752.08
3	4824.61	-4824.61	310.79	-306.08	7752.08	-7597.52
4	4824.61	-4824.61	306.08	-138.88	7597.52	-3648.49
5	4824.61	-4824.61	138.88	28.32	3648.49	-2667.25
6	4824.61	-4875.79	-28.32	-76.84	2667.25	-2469.81
7	4875.79	-4875.79	76.84	90.35	2469.81	-2589.69
8	4875.79	-4721.16	-90.35	-249.22	2589.69	-476.28
9	4721.16	-4721.16	249.22	-82.02	476.28	2463.42
10	4721.16	-4721.16	82.02	85.18	-2463.42	2435.35
11	4721.16	-4721.16	-85.18	89.89	-2435.35	2391.53
12	4721.16	-9425.67	-89.89	656.69	-2391.53	5837.80
13	9425.67	-4775.66	644.40	-79.01	-5837.80	2382.79
14	4775.66	-4775.66	79.01	-74.30	-2382.79	2421.13
15	4775.66	-4775.66	74.30	92.90	-2421.13	2256.01
16	4775.66	-4775.66	-92.90	260.10	-2256.01	-876.88
17	4775.66	-4880.45	-260.10	-85.38	876.88	-2904.83
18	4880.45	-4880.45	85.38	81.81	2904.83	-2873.16
19	4880.45	-4725.82	-81.81	-258.26	2873.16	-603.69
20	4725.82	-4725.82	258.26	-91.06	603.69	2496.50
21	4725.82	-4725.82	91.06	76.14	-2496.50	2628.93
22	4725.82	-4725.82	-76.14	80.85	-2628.93	2589.69
23	4725.82	-9433.42	-80.85	648.05	-2589.69	6087.21
24	9433.42	-4778.71	642.56	-76.74	-6087.21	2615.86
25	4778.71	-4778.71	76.74	-72.03	-2615.86	2653.05
26	4778.71	-4778.71	72.03	95.17	-2653.05	2447.70
27	4778.71	-4778.71	-95.17	262.37	-2447.70	-725.41
28	4778.71	-4883.52	-262.37	-83.45	725.41	-2790.73
29	4883.52	-4883.52	83.45	83.75	2790.73	-2793.40
30	4883.52	-4728.87	-83.75	-256.65	2793.40	-555.27
31	4728.87	-4728.87	256.65	-89.46	555.27	2516.46
32	4728.87	-4728.87	89.46	77.74	-2516.46	2620.41
33	4728.87	-4728.87	-77.74	82.45	-2620.41	2580.37
34	4728.87	-9436.27	-82.45	649.79	-2580.37	6069.02
35	9436.27	-4778.51	641.95	-75.95	-6069.02	2590.70
36	4778.51	-4778.51	75.95	-71.24	-2590.70	2627.50

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4778.51	-4778.51	71.24	95.96	-2627.50	2408.17
38	4778.51	-4778.51	-95.96	263.15	-2408.17	-778.93
39	4778.51	-4883.32	-263.15	-82.64	778.93	-2858.44
40	4883.32	-4883.32	82.64	84.56	2858.44	-2875.50
41	4883.32	-4728.66	-84.56	-255.82	2875.50	-651.93
42	4728.66	-4728.66	255.82	-88.62	651.93	2405.01
43	4728.66	-4728.66	88.62	78.58	-2405.01	2494.18
44	4728.66	-4728.66	-78.58	83.29	-2494.18	2453.72
45	4728.66	-9439.97	-83.29	650.85	-2453.72	5941.37
46	9439.97	-4782.40	647.13	-80.96	-5941.37	2490.20
47	4782.40	-4782.40	80.96	-76.25	-2490.20	2529.49
48	4782.40	-4782.40	76.25	90.95	-2529.49	2399.01
49	4782.40	-4782.40	-90.95	258.15	-2399.01	-699.24
50	4782.40	-4887.23	-258.15	-88.07	699.24	-2686.19
51	4887.23	-4887.23	88.07	79.12	2686.19	-2606.78
52	4887.23	-4732.55	-79.12	-261.69	2606.77	-282.81
53	4732.55	-4732.55	261.69	-94.49	282.82	2878.22
54	4732.55	-4732.55	94.49	72.71	-2878.22	3071.48
55	4732.55	-4732.55	-72.71	77.42	-3071.48	3033.99
56	4732.55	-9599.65	-77.42	654.68	-3033.99	6691.11
57	9599.65	-4938.92	634.96	-61.06	-6691.11	3133.72
58	4938.92	-4938.92	61.06	-56.35	-3133.72	3163.11
59	4938.92	-4938.92	56.35	110.85	-3163.10	2679.45
60	4938.92	-4938.92	-110.85	278.05	-2679.45	-771.97
61	4938.92	-4970.28	-278.05	-85.17	771.97	-2627.14
62	4970.28	-4970.28	85.17	82.03	2627.14	-2599.31
63	4970.28	-4870.73	-82.03	-26.29	2599.31	-2641.03
64	4870.73	-4870.73	26.29	140.91	2641.03	-3658.24
65	4870.73	-4870.73	-140.91	308.10	3658.24	-7643.21
66	4870.73	-4870.73	-308.10	312.81	7643.21	-7798.79
67	4870.73	-4870.73	-312.81	339.90	7798.79	-8736.99
68	4870.73	.00	303.64	.00	8736.99	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-181.4	.0	-83.0	.0	-39.0	.0	-22.1
2	-181.4	-170.8	-83.0	-83.0	-39.0	-43.7	24.9	22.9
3	-170.8	-169.1	-83.0	-83.0	-43.7	-44.5	22.9	22.6
4	-169.1	-124.3	-83.0	-83.0	-44.5	-64.5	22.6	10.2
5	-124.3	-113.2	-83.0	-83.0	-64.5	-69.5	10.2	-2.1
6	-113.2	-111.9	-83.0	-83.9	-69.5	-71.4	-2.1	5.7
7	-111.9	-113.2	-83.9	-83.9	-71.4	-70.7	5.7	-6.7
8	-113.2	-86.6	-83.9	-81.2	-70.7	-78.8	-6.7	18.4
9	-86.6	-53.3	-81.2	-81.2	-78.8	-93.7	18.4	6.0
10	-53.3	-53.6	-81.2	-81.2	-93.7	-93.6	6.0	-6.3
11	-53.6	-54.1	-81.2	-81.2	-93.6	-93.3	-6.3	-6.6
12	-54.1	-96.0	-81.2	-162.1	-93.3	-191.7	-6.6	-48.4
13	-96.0	-55.2	-162.1	-82.2	-191.7	-94.2	47.5	5.8
14	-55.2	-54.7	-82.2	-82.2	-94.2	-94.4	5.8	5.5
15	-54.7	-56.6	-82.2	-82.2	-94.4	-93.6	5.5	-6.8
16	-56.6	-92.1	-82.2	-82.2	-93.6	-77.7	-6.8	-19.2
17	-92.1	-116.9	-82.2	-84.0	-77.7	-69.2	-19.2	6.3
18	-116.9	-116.5	-84.0	-84.0	-69.2	-69.4	6.3	-6.0
19	-116.5	-88.1	-84.0	-81.3	-69.4	-78.2	-6.0	19.0
20	-88.1	-53.0	-81.3	-81.3	-78.2	-94.0	19.0	6.7
21	-53.0	-51.5	-81.3	-81.3	-94.0	-94.6	6.7	-5.6
22	-51.5	-52.0	-81.3	-81.3	-94.6	-94.4	-5.6	-6.0
23	-52.0	-93.3	-81.3	-162.3	-94.4	-193.1	-6.0	-47.8
24	-93.3	-52.6	-162.3	-82.2	-193.1	-95.5	47.4	5.7
25	-52.6	-52.2	-82.2	-82.2	-95.5	-95.7	5.7	5.3
26	-52.2	-54.5	-82.2	-82.2	-95.7	-94.6	5.3	-7.0
27	-54.5	-90.4	-82.2	-82.2	-94.6	-78.5	-7.0	-19.3
28	-90.4	-115.6	-82.2	-84.0	-78.5	-69.9	-19.3	6.2
29	-115.6	-115.7	-84.0	-84.0	-69.9	-69.8	6.2	-6.2
30	-115.7	-87.6	-84.0	-81.3	-69.8	-78.5	-6.2	18.9
31	-87.6	-52.8	-81.3	-81.3	-78.5	-94.1	18.9	6.6
32	-52.8	-51.7	-81.3	-81.3	-94.1	-94.6	6.6	-5.7

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-51.7	-52.1	-81.3	-81.3	-94.6	-94.4	-5.7	-6.1
34	-52.1	-93.6	-81.3	-162.3	-94.4	-193.1	-6.1	-47.9
35	-93.6	-52.9	-162.3	-82.2	-193.1	-95.3	47.3	5.6
36	-52.9	-52.4	-82.2	-82.2	-95.3	-95.5	5.6	5.3
37	-52.4	-54.9	-82.2	-82.2	-95.5	-94.4	5.3	-7.1
38	-54.9	-91.0	-82.2	-82.2	-94.4	-78.3	-7.1	-19.4
39	-91.0	-116.4	-82.2	-84.0	-78.3	-69.5	-19.4	6.1
40	-116.4	-116.6	-84.0	-84.0	-69.5	-69.4	6.1	-6.2
41	-116.6	-88.7	-84.0	-81.3	-69.4	-78.0	-6.2	18.9
42	-88.7	-54.1	-81.3	-81.3	-78.0	-93.5	18.9	6.5
43	-54.1	-53.1	-81.3	-81.3	-93.5	-94.0	6.5	-5.8
44	-53.1	-53.5	-81.3	-81.3	-94.0	-93.8	-5.8	-6.1
45	-53.5	-95.1	-81.3	-162.4	-93.8	-192.5	-6.1	-48.0
46	-95.1	-54.1	-162.4	-82.3	-192.5	-94.9	47.7	6.0
47	-54.1	-53.6	-82.3	-82.3	-94.9	-95.1	6.0	5.6
48	-53.6	-55.1	-82.3	-82.3	-95.1	-94.4	5.6	-6.7
49	-55.1	-90.2	-82.3	-82.3	-94.4	-78.7	-6.7	-19.0
50	-90.2	-114.5	-82.3	-84.1	-78.7	-70.5	-19.0	6.5
51	-114.5	-113.6	-84.1	-84.1	-70.5	-70.9	6.5	-5.8
52	-113.6	-84.6	-84.1	-81.4	-70.9	-80.0	-5.8	19.3
53	-84.6	-48.8	-81.4	-81.4	-80.0	-96.0	19.3	7.0
54	-48.8	-46.6	-81.4	-81.4	-96.0	-97.0	7.0	-5.4
55	-46.6	-47.0	-81.4	-81.4	-97.0	-96.8	-5.4	-5.7
56	-47.0	-89.3	-81.4	-165.1	-96.8	-199.1	-5.7	-48.2
57	-89.3	-49.5	-165.1	-85.0	-199.1	-100.9	46.8	4.5
58	-49.5	-49.1	-85.0	-85.0	-100.9	-101.0	4.5	4.2
59	-49.1	-54.6	-85.0	-85.0	-101.0	-98.5	4.2	-8.2
60	-54.6	-93.7	-85.0	-85.0	-98.5	-81.0	-8.2	-20.5
61	-93.7	-115.3	-85.0	-85.5	-81.0	-72.2	-20.5	6.3
62	-115.3	-114.9	-85.5	-85.5	-72.2	-72.3	6.3	-6.0
63	-114.9	-113.7	-85.5	-83.8	-72.3	-70.4	-6.0	1.9
64	-113.7	-125.2	-83.8	-83.8	-70.4	-65.2	1.9	-10.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 74.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-125.2	-170.4	-83.8	-83.8	-65.2	-45.0	-10.4	-22.7
66	-170.4	-172.1	-83.8	-83.8	-45.0	-44.2	-22.7	-23.1
67	-172.1	-182.8	-83.8	-83.8	-44.2	-39.5	-23.1	-25.1
68	-182.8	.0	-83.8	.0	-39.5	.0	22.4	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0054330	-.0022875
2	.0000000	.0000000	-.0022876
3	.0000000	-.0065704	-.0022808
4	.0000000	-.0077099	-.0022771
5	.0000000	-.0458388	-.0019465
6	.0000000	-.0747033	-.0012600
7	.0000000	-.0894084	-.0003783
8	.0000000	-.0879556	.0005334
9	.0000000	-.0712534	.0013126
10	.0000000	-.0431255	.0017933
11	.0000000	-.0103170	.0018130
12	.0000000	-.0094129	.0018034
13	.0000000	.0000000	.0016891
14	.0000000	.0087406	.0015722
15	.0000000	-.0073653	-.0013141
16	.0000000	-.0316430	-.0013409
17	.0000000	-.0525765	-.0009639
18	.0000000	-.0644178	-.0003436
19	.0000000	-.0643080	.0003555
20	.0000000	-.0522882	.0009711
21	.0000000	-.0313073	.0013378
22	.0000000	-.0072287	.0012933
23	.0000000	-.0065848	.0012822
24	.0000000	.0000000	.0011588
25	.0000000	.0058722	.0010352
26	.0000000	-.0069216	-.0012425
27	.0000000	-.0301263	-.0012915
28	.0000000	-.0503757	-.0009361
29	.0000000	-.0619103	-.0003366
30	.0000000	-.0618544	.0003427
31	.0000000	-.0502268	.0009400
32	.0000000	-.0299487	.0012901
33	.0000000	-.0068496	.0012310
34	.0000000	-.0062370	.0012195
35	.0000000	.0000000	.0010922
36	.0000000	.0055041	.0009650

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0070443	-.0012654
38	.0000000	-.0307417	-.0013226
39	.0000000	-.0515545	-.0009671
40	.0000000	-.0635784	-.0003596
41	.0000000	-.0638062	.0003347
42	.0000000	-.0521385	.0009534
43	.0000000	-.0313924	.0013303
44	.0000000	-.0073067	.0013027
45	.0000000	-.0066580	.0012923
46	.0000000	.0000000	.0011761
47	.0000000	.0059841	.0010593
48	.0000000	-.0065437	-.0011746
49	.0000000	-.0284309	-.0012133
50	.0000000	-.0473092	-.0008623
51	.0000000	-.0576832	-.0002823
52	.0000000	-.0569502	.0003620
53	.0000000	-.0454102	.0009081
54	.0000000	-.0262749	.0011904
55	.0000000	-.0056732	.0010464
56	.0000000	-.0051536	.0010318
57	.0000000	.0000000	.0008765
58	.0000000	.0042728	.0007235
59	.0000000	-.0084092	-.0015118
60	.0000000	-.0369583	-.0016124
61	.0000000	-.0628334	-.0012371
62	.0000000	-.0790026	-.0005459
63	.0000000	-.0813179	.0002967
64	.0000000	-.0685260	.0011290
65	.0000000	-.0422764	.0017858
66	.0000000	-.0071276	.0021049
67	.0000000	-.0060742	.0021084
68	.0000000	.0000000	.0021149
69	.0000000	.0050228	.0021149

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	547.48	.00
13	13	.00	1244.52	.00
24	24	.00	1198.56	.00
35	35	.00	1203.76	.00
46	46	.00	1175.65	.00
57	57	.00	1281.74	.00
68	68	.00	530.20	.00
TOTAL REACTIONS		.00	7181.91	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE #   7   AT DAY : 4000.0

LOAD CASE #   1 SELF WEIGHT
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	526.77	-501.70	24.74	1453.27
3	.00	.00	501.70	-497.34	-1453.27	1702.17
4	.00	.00	497.34	-342.57	-1702.17	9156.40
5	.00	.00	342.57	-187.80	-9156.40	13863.47
6	.00	.00	187.80	-27.28	-13863.47	15772.32
7	.00	.00	27.28	127.49	-15772.32	14883.02
8	.00	.00	-127.49	288.00	-14883.02	11195.52
9	.00	.00	-288.00	442.77	-11195.53	4709.87
10	.00	.00	-442.77	597.55	-4709.87	-4523.04
11	.00	.00	-597.55	601.91	4523.04	-4822.24
12	.00	.00	-601.91	648.78	4822.24	-8183.37
13	.00	.00	595.74	-548.88	8183.37	-5107.13
14	.00	.00	548.88	-544.52	5107.13	-4834.28
15	.00	.00	544.52	-389.74	4834.28	3457.24
16	.00	.00	389.74	-234.97	-3457.24	9001.55
17	.00	.00	234.97	-74.46	-9001.55	11747.69
18	.00	.00	74.46	80.32	-11747.69	11695.67
19	.00	.00	-80.32	240.83	-11695.67	8845.49
20	.00	.00	-240.83	395.60	-8845.49	3197.12
21	.00	.00	-395.60	550.38	-3197.12	-5198.48
22	.00	.00	-550.38	554.74	5198.48	-5474.29
23	.00	.00	-554.74	601.60	5474.29	-8581.96
24	.00	.00	596.96	-550.09	8581.96	-5499.26
25	.00	.00	550.09	-545.73	5499.26	-5225.77
26	.00	.00	545.73	-390.96	5225.77	3087.35
27	.00	.00	390.96	-236.18	-3087.35	8653.23
28	.00	.00	236.18	-75.67	-8653.23	11420.93
29	.00	.00	75.67	79.10	-11420.93	11390.47
30	.00	.00	-79.10	239.62	-11390.47	8561.86
31	.00	.00	-239.62	394.39	-8561.86	2935.04
32	.00	.00	-394.39	549.16	-2935.04	-5438.97
33	.00	.00	-549.16	553.52	5438.97	-5714.19
34	.00	.00	-553.52	600.39	5714.19	-8815.34
35	.00	.00	603.37	-556.50	8815.34	-5698.19
36	.00	.00	556.50	-552.14	5698.19	-5421.50

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	552.14	-397.37	5421.50	3005.43
38	.00	.00	397.37	-242.60	-3005.43	8685.10
39	.00	.00	242.60	-82.08	-8685.10	11566.61
40	.00	.00	82.08	72.69	-11566.61	11649.96
41	.00	.00	-72.69	233.20	-11649.96	8935.12
42	.00	.00	-233.20	387.98	-8935.12	3422.10
43	.00	.00	-387.98	542.75	-3422.10	-4838.09
44	.00	.00	-542.75	547.11	4838.09	-5110.08
45	.00	.00	-547.11	593.98	5110.08	-8176.82
46	.00	.00	581.67	-534.80	8176.82	-5176.36
47	.00	.00	534.80	-530.44	5176.36	-4910.49
48	.00	.00	530.44	-375.67	4910.49	3131.20
49	.00	.00	375.67	-220.89	-3131.20	8425.66
50	.00	.00	220.89	-60.38	-8425.66	10921.97
51	.00	.00	60.38	94.39	-10921.97	10620.10
52	.00	.00	-94.39	254.91	-10620.10	7520.06
53	.00	.00	-254.91	409.68	-7520.06	1621.84
54	.00	.00	-409.68	564.45	-1621.84	-7023.60
55	.00	.00	-564.45	568.81	7023.61	-7306.56
56	.00	.00	-568.81	615.68	7306.56	-10489.91
57	.00	.00	666.06	-619.19	10489.91	-7035.82
58	.00	.00	619.19	-614.83	7035.82	-6727.89
59	.00	.00	614.83	-460.06	6727.89	2811.71
60	.00	.00	460.06	-305.28	-2811.71	9604.05
61	.00	.00	305.28	-144.77	-9604.05	13598.25
62	.00	.00	144.77	10.00	-13598.25	14794.29
63	.00	.00	-10.00	170.52	-14794.29	13192.14
64	.00	.00	-170.52	325.29	-13192.14	8791.85
65	.00	.00	-325.29	480.06	-8791.85	1644.32
66	.00	.00	-480.06	484.42	-1644.32	1404.01
67	.00	.00	-484.42	509.49	-1404.01	-24.89
68	.00	.00	20.71	.00	24.89	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.5	.0	.0	.1	-7.4	38.8	37.0
3	16.5	19.3	.0	.0	-7.4	-8.6	37.0	36.7
4	19.3	103.7	.0	.0	-8.6	-46.4	36.7	25.2
5	103.7	157.1	.0	.0	-46.4	-70.3	25.2	13.8
6	157.1	178.7	.0	.0	-70.3	-80.0	13.8	2.0
7	178.7	168.6	.0	.0	-80.0	-75.5	2.0	-9.4
8	168.6	126.8	.0	.0	-75.5	-56.8	-9.4	-21.2
9	126.8	53.4	.0	.0	-56.8	-23.9	-21.2	-32.6
10	53.4	-51.2	.0	.0	-23.9	22.9	-32.6	-44.0
11	-51.2	-54.6	.0	.0	22.9	24.4	-44.0	-44.4
12	-54.6	-92.7	.0	.0	24.4	41.5	-44.4	-47.8
13	-92.7	-57.9	.0	.0	41.5	25.9	43.9	40.5
14	-57.9	-54.8	.0	.0	25.9	24.5	40.5	40.1
15	-54.8	39.2	.0	.0	24.5	-17.5	40.1	28.7
16	39.2	102.0	.0	.0	-17.5	-45.6	28.7	17.3
17	102.0	133.1	.0	.0	-45.6	-59.6	17.3	5.5
18	133.1	132.5	.0	.0	-59.6	-59.3	5.5	-5.9
19	132.5	100.2	.0	.0	-59.3	-44.8	-5.9	-17.7
20	100.2	36.2	.0	.0	-44.8	-16.2	-17.7	-29.2
21	36.2	-58.9	.0	.0	-16.2	26.4	-29.2	-40.6
22	-58.9	-62.0	.0	.0	26.4	27.8	-40.6	-40.9
23	-62.0	-97.2	.0	.0	27.8	43.5	-40.9	-44.3
24	-97.2	-62.3	.0	.0	43.5	27.9	44.0	40.5
25	-62.3	-59.2	.0	.0	27.9	26.5	40.5	40.2
26	-59.2	35.0	.0	.0	26.5	-15.7	40.2	28.8
27	35.0	98.0	.0	.0	-15.7	-43.9	28.8	17.4
28	98.0	129.4	.0	.0	-43.9	-57.9	17.4	5.6
29	129.4	129.0	.0	.0	-57.9	-57.8	5.6	-5.8
30	129.0	97.0	.0	.0	-57.8	-43.4	-5.8	-17.7
31	97.0	33.3	.0	.0	-43.4	-14.9	-17.7	-29.1
32	33.3	-61.6	.0	.0	-14.9	27.6	-29.1	-40.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-61.6	-64.7	.0	.0	27.6	29.0	-40.5	-40.8
34	-64.7	-99.9	.0	.0	29.0	44.7	-40.8	-44.2
35	-99.9	-64.6	.0	.0	44.7	28.9	44.5	41.0
36	-64.6	-61.4	.0	.0	28.9	27.5	41.0	40.7
37	-61.4	34.0	.0	.0	27.5	-15.2	40.7	29.3
38	34.0	98.4	.0	.0	-15.2	-44.0	29.3	17.9
39	98.4	131.0	.0	.0	-44.0	-58.6	17.9	6.0
40	131.0	132.0	.0	.0	-58.6	-59.1	6.0	-5.4
41	132.0	101.2	.0	.0	-59.1	-45.3	-5.4	-17.2
42	101.2	38.8	.0	.0	-45.3	-17.4	-17.2	-28.6
43	38.8	-54.8	.0	.0	-17.4	24.5	-28.6	-40.0
44	-54.8	-57.9	.0	.0	24.5	25.9	-40.0	-40.3
45	-57.9	-92.6	.0	.0	25.9	41.5	-40.3	-43.8
46	-92.6	-58.6	.0	.0	41.5	26.2	42.9	39.4
47	-58.6	-55.6	.0	.0	26.2	24.9	39.4	39.1
48	-55.6	35.5	.0	.0	24.9	-15.9	39.1	27.7
49	35.5	95.5	.0	.0	-15.9	-42.7	27.7	16.3
50	95.5	123.7	.0	.0	-42.7	-55.4	16.3	4.4
51	123.7	120.3	.0	.0	-55.4	-53.8	4.4	-7.0
52	120.3	85.2	.0	.0	-53.8	-38.1	-7.0	-18.8
53	85.2	18.4	.0	.0	-38.1	-8.2	-18.8	-30.2
54	18.4	-79.6	.0	.0	-8.2	35.6	-30.2	-41.6
55	-79.6	-82.8	.0	.0	35.6	37.0	-41.6	-41.9
56	-82.8	-118.8	.0	.0	37.0	53.2	-41.9	-45.4
57	-118.8	-79.7	.0	.0	53.2	35.7	49.1	45.6
58	-79.7	-76.2	.0	.0	35.7	34.1	45.6	45.3
59	-76.2	31.9	.0	.0	34.1	-14.3	45.3	33.9
60	31.9	108.8	.0	.0	-14.3	-48.7	33.9	22.5
61	108.8	154.1	.0	.0	-48.7	-68.9	22.5	10.7
62	154.1	167.6	.0	.0	-68.9	-75.0	10.7	-.7
63	167.6	149.5	.0	.0	-75.0	-66.9	-.7	-12.6
64	149.5	99.6	.0	.0	-66.9	-44.6	-12.6	-24.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	99.6	18.6	.0	.0	-44.6	-8.3	-24.0	-35.4
66	18.6	15.9	.0	.0	-8.3	-7.1	-35.4	-35.7
67	15.9	-.3	.0	.0	-7.1	.1	-35.7	-37.5
68	-.3	.0	.0	.0	.1	.0	1.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0003040	-.0001280
2	.0000000	.0000000	-.0001280
3	.0000000	-.0003676	-.0001275
4	.0000000	-.0004313	-.0001274
5	.0000000	-.0025379	-.0001052
6	.0000000	-.0040347	-.0000607
7	.0000000	-.0046366	-.0000065
8	.0000000	-.0042830	.0000448
9	.0000000	-.0031378	.0000806
10	.0000000	-.0015905	.0000880
11	.0000000	-.0002567	.0000544
12	.0000000	-.0002299	.0000526
13	.0000000	.0000000	.0000321
14	.0000000	.0001144	.0000112
15	.0000000	.0001195	.0000094
16	.0000000	-.0001203	-.0000297
17	.0000000	-.0007330	-.0000347
18	.0000000	-.0012263	-.0000183
19	.0000000	-.0013316	.0000069
20	.0000000	-.0010047	.0000282
21	.0000000	-.0004266	.0000331
22	.0000000	-.0000038	.0000086
23	.0000000	.0000002	.0000073
24	.0000000	.0000000	-.0000081
25	.0000000	-.0000864	-.0000234
26	.0000000	-.0000984	-.0000247
27	.0000000	-.0007951	-.0000476
28	.0000000	-.0016075	-.0000398
29	.0000000	-.0021014	-.0000139
30	.0000000	-.0020664	.0000177
31	.0000000	-.0015167	.0000420
32	.0000000	-.0006917	.0000466
33	.0000000	-.0000564	.0000185
34	.0000000	-.0000475	.0000170
35	.0000000	.0000000	-.0000001
36	.0000000	-.0000485	-.0000172

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0000575	-.0000187
38	.0000000	-.0006967	-.0000468
39	.0000000	-.0015259	-.0000423
40	.0000000	-.0020788	-.0000178
41	.0000000	-.0021143	.0000139
42	.0000000	-.0016172	.0000401
43	.0000000	-.0007990	.0000480
44	.0000000	-.0000985	.0000247
45	.0000000	-.0000864	.0000234
46	.0000000	.0000000	.0000081
47	.0000000	.0000003	-.0000073
48	.0000000	-.0000037	-.0000087
49	.0000000	-.0004277	-.0000332
50	.0000000	-.0010076	-.0000284
51	.0000000	-.0013357	-.0000069
52	.0000000	-.0012297	.0000184
53	.0000000	-.0007332	.0000350
54	.0000000	-.0001168	.0000298
55	.0000000	.0001219	-.0000097
56	.0000000	.0001166	-.0000116
57	.0000000	.0000000	-.0000325
58	.0000000	-.0002322	-.0000531
59	.0000000	-.0002592	-.0000549
60	.0000000	-.0016025	-.0000886
61	.0000000	-.0031598	-.0000811
62	.0000000	-.0043137	-.0000452
63	.0000000	-.0046716	.0000064
64	.0000000	-.0040670	.0000611
65	.0000000	-.0025593	.0001061
66	.0000000	-.0004351	.0001285
67	.0000000	-.0003708	.0001287
68	.0000000	.0000000	.0001291
69	.0000000	.0003066	.0001291

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	38.40	.00
13	13	.00	106.73	.00
24	24	.00	91.97	.00
35	35	.00	96.81	.00
46	46	.00	91.97	.00
57	57	.00	106.73	.00
68	68	.00	38.40	.00
TOTAL REACTIONS		.00	571.03	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	1.66	.00	-1.98
2	.00	.00	36.74	-34.73	1.98	100.73
3	.00	.00	34.73	-34.38	-100.73	117.94
4	.00	.00	34.38	-21.95	-117.94	617.89
5	.00	.00	21.95	-9.53	-617.89	897.31
6	.00	.00	9.53	2.90	-897.31	956.17
7	.00	.00	-2.90	15.32	-956.17	794.49
8	.00	.00	-15.32	27.75	-794.49	412.27
9	.00	.00	-27.75	40.17	-412.27	-190.50
10	.00	.00	-40.17	52.60	190.50	-1013.81
11	.00	.00	-52.60	52.95	1013.81	-1040.17
12	.00	.00	-52.95	56.71	1040.17	-1334.86
13	.00	.00	50.02	-46.26	1334.86	-1076.11
14	.00	.00	46.26	-45.91	1076.11	-1053.07
15	.00	.00	45.91	-33.48	1053.07	-348.47
16	.00	.00	33.48	-21.06	348.47	135.58
17	.00	.00	21.06	-8.63	-135.58	399.09
18	.00	.00	8.63	3.79	-399.09	442.05
19	.00	.00	-3.79	16.22	-442.05	264.47
20	.00	.00	-16.22	28.64	-264.47	-133.66
21	.00	.00	-28.64	41.07	133.66	-752.32
22	.00	.00	-41.07	41.42	752.32	-772.94
23	.00	.00	-41.42	45.18	772.94	-1005.67
24	.00	.00	46.79	-43.03	1005.67	-764.28
25	.00	.00	43.03	-42.68	764.28	-742.86
26	.00	.00	42.68	-30.25	742.86	-95.58
27	.00	.00	30.25	-17.83	95.58	331.15
28	.00	.00	17.83	-5.40	-331.15	537.34
29	.00	.00	5.40	7.02	-537.34	522.99
30	.00	.00	-7.02	19.45	-522.99	288.10
31	.00	.00	-19.45	31.87	-288.10	-167.34
32	.00	.00	-31.87	44.30	167.34	-843.33
33	.00	.00	-44.30	44.65	843.33	-865.55
34	.00	.00	-44.65	48.41	865.55	-1115.64
35	.00	.00	48.41	-44.64	1115.64	-865.57
36	.00	.00	44.64	-44.29	865.57	-843.35

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	44.29	-31.87	843.35	-167.43
38	.00	.00	31.87	-19.44	167.43	287.95
39	.00	.00	19.44	-7.02	-287.95	522.79
40	.00	.00	7.02	5.41	-522.79	537.08
41	.00	.00	-5.41	17.83	-537.08	330.82
42	.00	.00	-17.83	30.26	-330.82	-95.97
43	.00	.00	-30.26	42.68	95.97	-743.31
44	.00	.00	-42.68	43.03	743.31	-764.73
45	.00	.00	-43.03	46.79	764.73	-1006.14
46	.00	.00	45.18	-41.42	1006.14	-773.41
47	.00	.00	41.42	-41.07	773.41	-752.80
48	.00	.00	41.07	-28.64	752.80	-134.12
49	.00	.00	28.64	-16.22	134.12	264.01
50	.00	.00	16.22	-3.79	-264.01	441.59
51	.00	.00	3.79	8.63	-441.59	398.63
52	.00	.00	-8.63	21.06	-398.63	135.13
53	.00	.00	-21.06	33.48	-135.13	-348.92
54	.00	.00	-33.48	45.91	348.92	-1053.51
55	.00	.00	-45.91	46.26	1053.51	-1076.55
56	.00	.00	-46.26	50.02	1076.55	-1335.30
57	.00	.00	56.71	-52.95	1335.30	-1040.58
58	.00	.00	52.95	-52.60	1040.58	-1014.22
59	.00	.00	52.60	-40.17	1014.22	-190.85
60	.00	.00	40.17	-27.75	190.85	411.98
61	.00	.00	27.75	-15.32	-411.98	794.26
62	.00	.00	15.32	-2.90	-794.26	956.00
63	.00	.00	2.90	9.53	-956.00	897.19
64	.00	.00	-9.53	21.95	-897.19	617.85
65	.00	.00	-21.95	34.38	-617.85	117.96
66	.00	.00	-34.38	34.73	-117.96	100.74
67	.00	.00	-34.73	36.74	-100.74	-1.99
68	.00	.00	1.66	.00	1.99	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	-.1
2	.0	1.1	.0	.0	.0	-.5	2.7	2.6
3	1.1	1.3	.0	.0	-.5	-.6	2.6	2.5
4	1.3	7.0	.0	.0	-.6	-3.1	2.5	1.6
5	7.0	10.2	.0	.0	-3.1	-4.5	1.6	.7
6	10.2	10.8	.0	.0	-4.5	-4.8	.7	-.2
7	10.8	9.0	.0	.0	-4.8	-4.0	-.2	-1.1
8	9.0	4.7	.0	.0	-4.0	-2.1	-1.1	-2.0
9	4.7	-2.2	.0	.0	-2.1	1.0	-2.0	-3.0
10	-2.2	-11.5	.0	.0	1.0	5.1	-3.0	-3.9
11	-11.5	-11.8	.0	.0	5.1	5.3	-3.9	-3.9
12	-11.8	-15.1	.0	.0	5.3	6.8	-3.9	-4.2
13	-15.1	-12.2	.0	.0	6.8	5.5	3.7	3.4
14	-12.2	-11.9	.0	.0	5.5	5.3	3.4	3.4
15	-11.9	-3.9	.0	.0	5.3	1.8	3.4	2.5
16	-3.9	1.5	.0	.0	1.8	-.7	2.5	1.6
17	1.5	4.5	.0	.0	-.7	-2.0	1.6	.6
18	4.5	5.0	.0	.0	-2.0	-2.2	.6	-.3
19	5.0	3.0	.0	.0	-2.2	-1.3	-.3	-1.2
20	3.0	-1.5	.0	.0	-1.3	.7	-1.2	-2.1
21	-1.5	-8.5	.0	.0	.7	3.8	-2.1	-3.0
22	-8.5	-8.8	.0	.0	3.8	3.9	-3.0	-3.1
23	-8.8	-11.4	.0	.0	3.9	5.1	-3.1	-3.3
24	-11.4	-8.7	.0	.0	5.1	3.9	3.4	3.2
25	-8.7	-8.4	.0	.0	3.9	3.8	3.2	3.1
26	-8.4	-1.1	.0	.0	3.8	.5	3.1	2.2
27	-1.1	3.8	.0	.0	.5	-1.7	2.2	1.3
28	3.8	6.1	.0	.0	-1.7	-2.7	1.3	.4
29	6.1	5.9	.0	.0	-2.7	-2.7	.4	-.5
30	5.9	3.3	.0	.0	-2.7	-1.5	-.5	-1.4
31	3.3	-1.9	.0	.0	-1.5	.8	-1.4	-2.3
32	-1.9	-9.6	.0	.0	.8	4.3	-2.3	-3.3

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-9.6	-9.8	.0	.0	4.3	4.4	-3.3	-3.3
34	-9.8	-12.6	.0	.0	4.4	5.7	-3.3	-3.6
35	-12.6	-9.8	.0	.0	5.7	4.4	3.6	3.3
36	-9.8	-9.6	.0	.0	4.4	4.3	3.3	3.3
37	-9.6	-1.9	.0	.0	4.3	.8	3.3	2.3
38	-1.9	3.3	.0	.0	.8	-1.5	2.3	1.4
39	3.3	5.9	.0	.0	-1.5	-2.7	1.4	.5
40	5.9	6.1	.0	.0	-2.7	-2.7	.5	-.4
41	6.1	3.7	.0	.0	-2.7	-1.7	-.4	-1.3
42	3.7	-1.1	.0	.0	-1.7	.5	-1.3	-2.2
43	-1.1	-8.4	.0	.0	.5	3.8	-2.2	-3.1
44	-8.4	-8.7	.0	.0	3.8	3.9	-3.1	-3.2
45	-8.7	-11.4	.0	.0	3.9	5.1	-3.2	-3.4
46	-11.4	-8.8	.0	.0	5.1	3.9	3.3	3.1
47	-8.8	-8.5	.0	.0	3.9	3.8	3.1	3.0
48	-8.5	-1.5	.0	.0	3.8	.7	3.0	2.1
49	-1.5	3.0	.0	.0	.7	-1.3	2.1	1.2
50	3.0	5.0	.0	.0	-1.3	-2.2	1.2	.3
51	5.0	4.5	.0	.0	-2.2	-2.0	.3	-.6
52	4.5	1.5	.0	.0	-2.0	-.7	-.6	-1.6
53	1.5	-4.0	.0	.0	-.7	1.8	-1.6	-2.5
54	-4.0	-11.9	.0	.0	1.8	5.3	-2.5	-3.4
55	-11.9	-12.2	.0	.0	5.3	5.5	-3.4	-3.4
56	-12.2	-15.1	.0	.0	5.5	6.8	-3.4	-3.7
57	-15.1	-11.8	.0	.0	6.8	5.3	4.2	3.9
58	-11.8	-11.5	.0	.0	5.3	5.1	3.9	3.9
59	-11.5	-2.2	.0	.0	5.1	1.0	3.9	3.0
60	-2.2	4.7	.0	.0	1.0	-2.1	3.0	2.0
61	4.7	9.0	.0	.0	-2.1	-4.0	2.0	1.1
62	9.0	10.8	.0	.0	-4.0	-4.8	1.1	.2
63	10.8	10.2	.0	.0	-4.8	-4.5	.2	-.7
64	10.2	7.0	.0	.0	-4.5	-3.1	-.7	-1.6

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	7.0	1.3	.0	.0	-3.1	-.6	-1.6	-2.5
66	1.3	1.1	.0	.0	-.6	-.5	-2.5	-2.6
67	1.1	.0	.0	.0	-.5	.0	-2.6	-2.7
68	.0	.0	.0	.0	.0	.0	.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0076971	.0032522
2	.0000000	.0000000	.0032128
3	-.0003936	.0091128	.0031255
4	-.0004896	.0106700	.0031032
5	-.0029220	.0600205	.0024174
6	-.0053567	.0950623	.0014909
7	-.0078085	.1115919	.0003524
8	-.0102758	.1077597	-.0007748
9	-.0127051	.0847104	-.0017558
10	-.0150921	.0489082	-.0021775
11	-.0174815	.0109897	-.0019941
12	-.0175753	.0099972	-.0019758
13	-.0189185	.0000000	-.0017270
14	-.0202609	-.0085645	-.0014759
15	-.0014449	.0073148	.0013441
16	-.0038436	.0340199	.0015735
17	-.0062447	.0599283	.0012543
18	-.0086781	.0754231	.0004383
19	-.0111406	.0752285	-.0004598
20	-.0135652	.0594034	-.0012659
21	-.0159476	.0334411	-.0015678
22	-.0183323	.0069977	-.0013200
23	-.0184261	.0063426	-.0013003
24	-.0197668	.0000000	-.0010436
25	-.0211066	-.0048763	-.0007870
26	-.0014423	.0068910	.0012753
27	-.0038365	.0325423	.0015237
28	-.0062330	.0577407	.0012242
29	-.0086618	.0728831	.0004287
30	-.0111197	.0726995	-.0004490
31	-.0135396	.0572442	-.0012352
32	-.0159175	.0319959	-.0015183
33	-.0182977	.0065879	-.0012531
34	-.0183915	.0059664	-.0012327
35	-.0197296	.0000000	-.0009712
36	-.0210669	-.0044750	-.0007102

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014398	.0070764	.0013094
38	-.0038454	.0334497	.0015690
39	-.0062533	.0594644	.0012689
40	-.0086936	.0753075	.0004612
41	-.0111632	.0755196	-.0004385
42	-.0135947	.0599901	-.0012554
43	-.0159840	.0340591	-.0015762
44	-.0183755	.0072402	-.0013553
45	-.0184693	.0065672	-.0013366
46	-.0198049	.0000000	-.0010910
47	-.0211397	-.0051610	-.0008450
48	-.0014372	.0063506	.0011779
49	-.0038383	.0301036	.0014108
50	-.0062416	.0533194	.0011173
51	-.0086773	.0667774	.0003495
52	-.0111422	.0656031	-.0004776
53	-.0135691	.0502622	-.0011897
54	-.0159538	.0266615	-.0013741
55	-.0183408	.0048746	-.0009852
56	-.0184346	.0043883	-.0009603
57	-.0197889	.0000000	-.0006559
58	-.0211459	-.0026692	-.0003549
59	-.0014840	.0090757	.0016719
60	-.0039628	.0426621	.0020042
61	-.0064440	.0763826	.0016869
62	-.0089389	.0988730	.0007841
63	-.0114406	.1035176	-.0002742
64	-.0139184	.0888272	-.0013622
65	-.0163699	.0564058	-.0022545
66	-.0188237	.0100797	-.0029289
67	-.0189203	.0086098	-.0029510
68	-.0193125	.0000000	-.0030375
69	-.0195001	-.0072802	-.0030766

Data-Base: RDMS
Project : TEST
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- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	54.59	.00
13	13	.00	-52.11	.00
24	24	.00	-.24	.00
35	35	.00	-8.95	.00
46	46	.00	31.27	.00
57	57	.00	-102.16	.00
68	68	.00	77.59	.00
		------------	------------	------------
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.20	231.20	8909.73	-9573.85
3	4962.17	-4962.17	-231.20	231.20	9573.85	-9688.27
4	4962.17	-4962.17	-231.20	231.20	9688.27	-13792.08
5	4962.17	-4962.17	-231.20	231.20	13792.08	-17895.98
6	4962.17	-5019.05	-231.20	-54.59	17895.98	-19722.59
7	5019.05	-5019.05	54.59	-54.59	19722.59	-18753.62
8	5019.05	-4846.62	54.59	-580.72	18753.62	-12330.82
9	4846.62	-4846.62	580.72	-580.72	12330.82	-2023.09
10	4846.62	-4846.62	580.72	-580.72	2023.09	8284.67
11	4846.62	-4846.62	580.72	-580.72	-8284.67	8574.29
12	4846.62	-9665.15	580.72	-50.79	-8574.29	15860.17
13	9665.15	-4902.93	-1.32	529.76	-15860.17	8899.17
14	4902.93	-4902.93	-529.76	529.76	-8899.17	8634.80
15	4902.93	-4902.93	-529.76	529.76	-8634.80	-768.39
16	4902.93	-4902.93	-529.76	529.76	768.39	-10171.61
17	4902.93	-5018.92	-529.76	-2.48	10171.61	-15379.46
18	5018.92	-5018.92	2.48	-2.48	15379.46	-15335.47
19	5018.92	-4846.48	2.48	-528.59	15335.47	-9837.84
20	4846.48	-4846.48	528.59	-528.59	9837.84	-455.41
21	4846.48	-4846.48	528.59	-528.59	455.41	8927.05
22	4846.48	-4846.48	528.59	-528.59	-8927.05	9190.86
23	4846.48	-9665.02	528.59	1.33	-9190.86	16196.64
24	9665.02	-4902.93	-1.57	529.99	-16196.64	9234.55
25	4902.93	-4902.93	-529.99	529.99	-9234.55	8970.03
26	4902.93	-4902.93	-529.99	529.99	-8970.03	-437.39
27	4902.93	-4902.93	-529.99	529.99	437.39	-9844.80
28	4902.93	-5018.92	-529.99	-2.24	9844.80	-15056.84
29	5018.92	-5018.92	2.24	-2.24	15056.84	-15017.04
30	5018.92	-4846.48	2.24	-528.35	15017.04	-9523.60
31	4846.48	-4846.48	528.35	-528.35	9523.60	-145.32
32	4846.48	-4846.48	528.35	-528.35	145.32	9232.90
33	4846.48	-4846.48	528.35	-528.35	-9232.90	9496.63
34	4846.48	-9665.02	528.35	1.57	-9496.62	16501.15
35	9665.02	-4902.93	-10.52	538.94	-16501.15	9490.97
36	4902.93	-4902.93	-538.94	538.94	-9490.97	9222.00

Data-Base: RDMS
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-538.94	538.94	-9222.00	-344.25
38	4902.93	-4902.93	-538.94	538.94	344.25	-9910.44
39	4902.93	-5018.92	-538.94	6.70	9910.44	-15281.30
40	5018.92	-5018.92	-6.70	6.70	15281.30	-15400.31
41	5018.92	-4846.48	-6.70	-519.40	15400.31	-10065.66
42	4846.48	-4846.48	519.40	-519.40	10065.66	-846.19
43	4846.48	-4846.48	519.40	-519.40	846.19	8373.22
44	4846.48	-4846.48	519.40	-519.40	-8373.22	8632.42
45	4846.48	-9665.01	519.40	10.52	-8632.42	15588.90
46	9665.01	-4902.93	20.75	507.67	-15588.90	8746.84
47	4902.93	-4902.93	-507.67	507.67	-8746.84	8493.44
48	4902.93	-4902.93	-507.67	507.67	-8493.44	-517.77
49	4902.93	-4902.93	-507.67	507.67	517.77	-9528.96
50	4902.93	-5018.92	-507.67	-24.57	9528.96	-14344.77
51	5018.92	-5018.92	24.57	-24.57	14344.77	-13908.64
52	5018.92	-4846.48	24.57	-550.69	13908.64	-8018.78
53	4846.48	-4846.48	550.69	-550.69	8018.78	1755.94
54	4846.48	-4846.48	550.69	-550.69	-1755.94	11530.64
55	4846.48	-4846.48	550.69	-550.69	-11530.64	11805.66
56	4846.48	-9832.10	550.69	-10.56	-11805.66	19078.42
57	9832.10	-5071.36	-91.59	628.11	-19078.42	11593.96
58	5071.36	-5071.36	-628.11	628.11	-11593.96	11280.54
59	5071.36	-5071.36	-628.11	628.11	-11280.54	131.50
60	5071.36	-5071.36	-628.11	628.11	-131.50	-11017.50
61	5071.36	-5103.79	-628.11	77.59	11017.50	-17428.83
62	5103.79	-5103.79	-77.59	77.59	17428.83	-18805.98
63	5103.79	-4991.66	-77.59	-210.49	18805.98	-17116.35
64	4991.66	-4991.66	210.49	-210.49	17116.35	-13380.25
65	4991.66	-4991.66	210.49	-210.49	13380.25	-9644.11
66	4991.66	-4991.66	210.49	-210.49	9644.11	-9540.00
67	4991.66	-4991.66	210.49	-210.49	9540.00	-8934.65
68	4991.66	.00	288.08	.00	8934.65	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.1	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.1	-309.8	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.8	-298.8	-86.3	-86.3	13.7	8.7	4.0	4.0
8	-298.8	-223.1	-86.3	-83.4	8.7	-20.9	4.0	42.8
9	-223.1	-106.3	-83.4	-83.4	-20.9	-73.1	42.8	42.8
10	-106.3	10.5	-83.4	-83.4	-73.1	-125.4	42.8	42.8
11	10.5	13.8	-83.4	-83.4	-125.4	-126.8	42.8	42.8
12	13.8	13.4	-83.4	-166.3	-126.8	-246.7	42.8	3.7
13	13.4	16.5	-166.3	-84.3	-246.7	-129.5	-.1	-39.0
14	16.5	13.5	-84.3	-84.3	-129.5	-128.1	-39.0	-39.0
15	13.5	-93.0	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.0	-199.6	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.6	-260.6	-84.3	-86.3	-32.8	-8.4	-39.0	.2
18	-260.6	-260.1	-86.3	-86.3	-8.4	-8.6	.2	.2
19	-260.1	-194.8	-86.3	-83.4	-8.6	-33.5	.2	39.0
20	-194.8	-88.5	-83.4	-83.4	-33.5	-81.1	39.0	39.0
21	-88.5	17.8	-83.4	-83.4	-81.1	-128.6	39.0	39.0
22	17.8	20.7	-83.4	-83.4	-128.6	-130.0	39.0	39.0
23	20.7	17.2	-83.4	-166.3	-130.0	-248.4	39.0	-.1
24	17.2	20.3	-166.3	-84.3	-248.4	-131.2	-.1	-39.1
25	20.3	17.3	-84.3	-84.3	-131.2	-129.8	-39.1	-39.1
26	17.3	-89.3	-84.3	-84.3	-129.8	-82.1	-39.1	-39.1
27	-89.3	-195.9	-84.3	-84.3	-82.1	-34.4	-39.1	-39.1
28	-195.9	-256.9	-84.3	-86.3	-34.4	-10.0	-39.1	.2
29	-256.9	-256.5	-86.3	-86.3	-10.0	-10.2	.2	.2
30	-256.5	-191.3	-86.3	-83.4	-10.2	-35.1	.2	38.9
31	-191.3	-85.0	-83.4	-83.4	-35.1	-82.6	38.9	38.9
32	-85.0	21.2	-83.4	-83.4	-82.6	-130.2	38.9	38.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
34	24.2	20.7	-83.4	-166.3	-131.5	-249.9	38.9	-.1
35	20.7	23.2	-166.3	-84.3	-249.9	-132.5	-.8	-39.7
36	23.2	20.1	-84.3	-84.3	-132.5	-131.1	-39.7	-39.7
37	20.1	-88.2	-84.3	-84.3	-131.1	-82.6	-39.7	-39.7
38	-88.2	-196.6	-84.3	-84.3	-82.6	-34.1	-39.7	-39.7
39	-196.6	-259.5	-84.3	-86.3	-34.1	-8.9	-39.7	-.5
40	-259.5	-260.8	-86.3	-86.3	-8.9	-8.3	-.5	-.5
41	-260.8	-197.4	-86.3	-83.4	-8.3	-32.3	-.5	38.3
42	-197.4	-93.0	-83.4	-83.4	-32.3	-79.1	38.3	38.3
43	-93.0	11.5	-83.4	-83.4	-79.1	-125.8	38.3	38.3
44	11.5	14.4	-83.4	-83.4	-125.8	-127.1	38.3	38.3
45	14.4	10.3	-83.4	-166.3	-127.1	-245.3	38.3	-.8
46	10.3	14.7	-166.3	-84.3	-245.3	-128.7	1.5	-37.4
47	14.7	11.9	-84.3	-84.3	-128.7	-127.4	-37.4	-37.4
48	11.9	-90.2	-84.3	-84.3	-127.4	-81.7	-37.4	-37.4
49	-90.2	-192.3	-84.3	-84.3	-81.7	-36.0	-37.4	-37.4
50	-192.3	-248.8	-84.3	-86.3	-36.0	-13.6	-37.4	1.8
51	-248.8	-243.9	-86.3	-86.3	-13.6	-15.8	1.8	1.8
52	-243.9	-174.2	-86.3	-83.4	-15.8	-42.7	1.8	40.6
53	-174.2	-63.5	-83.4	-83.4	-42.7	-92.3	40.6	40.6
54	-63.5	47.3	-83.4	-83.4	-92.3	-141.8	40.6	40.6
55	47.3	50.4	-83.4	-83.4	-141.8	-143.2	40.6	40.6
56	50.4	47.0	-83.4	-169.1	-143.2	-265.9	40.6	.8
57	47.0	44.1	-169.1	-87.2	-265.9	-146.0	-6.8	-46.3
58	44.1	40.6	-87.2	-87.2	-146.0	-144.4	-46.3	-46.3
59	40.6	-85.8	-87.2	-87.2	-144.4	-87.9	-46.3	-46.3
60	-85.8	-212.1	-87.2	-87.2	-87.9	-31.4	-46.3	-46.3
61	-212.1	-285.2	-87.2	-87.8	-31.4	.6	-46.3	-5.7
62	-285.2	-300.8	-87.8	-87.8	.6	7.6	-5.7	-5.7
63	-300.8	-279.8	-87.8	-85.9	7.6	.9	-5.7	15.5
64	-279.8	-237.5	-85.9	-85.9	.9	-18.0	15.5	15.5

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-237.5	-195.1	-85.9	-85.9	-18.0	-37.0	15.5	15.5
66	-195.1	-193.9	-85.9	-85.9	-37.0	-37.5	15.5	15.5
67	-193.9	-187.1	-85.9	-85.9	-37.5	-40.6	15.5	15.5
68	-187.1	.0	-85.9	.0	-40.6	.0	21.2	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.20	231.20	8909.73	-9573.85
3	4962.17	-4962.17	-231.20	231.20	9573.85	-9688.27
4	4962.17	-4962.17	-231.20	231.20	9688.27	-13792.08
5	4962.17	-4962.17	-231.20	231.20	13792.08	-17895.98
6	4962.17	-5019.05	-231.20	-54.59	17895.98	-19722.59
7	5019.05	-5019.05	54.59	-54.59	19722.59	-18753.62
8	5019.05	-4846.62	54.59	-580.72	18753.62	-12330.82
9	4846.62	-4846.62	580.72	-580.72	12330.82	-2023.09
10	4846.62	-4846.62	580.72	-580.72	2023.09	8284.67
11	4846.62	-4846.62	580.72	-580.72	-8284.67	8574.29
12	4846.62	-9665.15	580.72	-50.79	-8574.29	15860.17
13	9665.15	-4902.93	-1.32	529.76	-15860.17	8899.17
14	4902.93	-4902.93	-529.76	529.76	-8899.17	8634.80
15	4902.93	-4902.93	-529.76	529.76	-8634.80	-768.39
16	4902.93	-4902.93	-529.76	529.76	768.39	-10171.61
17	4902.93	-5018.92	-529.76	-2.48	10171.61	-15379.46
18	5018.92	-5018.92	2.48	-2.48	15379.46	-15335.47
19	5018.92	-4846.48	2.48	-528.59	15335.47	-9837.84
20	4846.48	-4846.48	528.59	-528.59	9837.84	-455.41
21	4846.48	-4846.48	528.59	-528.59	455.41	8927.05
22	4846.48	-4846.48	528.59	-528.59	-8927.05	9190.86
23	4846.48	-9665.02	528.59	1.33	-9190.86	16196.64
24	9665.02	-4902.93	-1.57	529.99	-16196.64	9234.55
25	4902.93	-4902.93	-529.99	529.99	-9234.55	8970.03
26	4902.93	-4902.93	-529.99	529.99	-8970.03	-437.39
27	4902.93	-4902.93	-529.99	529.99	437.39	-9844.80
28	4902.93	-5018.92	-529.99	-2.24	9844.80	-15056.84
29	5018.92	-5018.92	2.24	-2.24	15056.84	-15017.04
30	5018.92	-4846.48	2.24	-528.35	15017.04	-9523.60
31	4846.48	-4846.48	528.35	-528.35	9523.60	-145.32
32	4846.48	-4846.48	528.35	-528.35	145.32	9232.90
33	4846.48	-4846.48	528.35	-528.35	-9232.90	9496.63
34	4846.48	-9665.02	528.35	1.57	-9496.62	16501.15
35	9665.02	-4902.93	-10.52	538.94	-16501.15	9490.97
36	4902.93	-4902.93	-538.94	538.94	-9490.97	9222.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-538.94	538.94	-9222.00	-344.25
38	4902.93	-4902.93	-538.94	538.94	344.25	-9910.44
39	4902.93	-5018.92	-538.94	6.70	9910.44	-15281.30
40	5018.92	-5018.92	-6.70	6.70	15281.30	-15400.31
41	5018.92	-4846.48	-6.70	-519.40	15400.31	-10065.66
42	4846.48	-4846.48	519.40	-519.40	10065.66	-846.19
43	4846.48	-4846.48	519.40	-519.40	846.19	8373.22
44	4846.48	-4846.48	519.40	-519.40	-8373.22	8632.42
45	4846.48	-9665.01	519.40	10.52	-8632.42	15588.90
46	9665.01	-4902.93	20.75	507.67	-15588.90	8746.84
47	4902.93	-4902.93	-507.67	507.67	-8746.84	8493.44
48	4902.93	-4902.93	-507.67	507.67	-8493.44	-517.77
49	4902.93	-4902.93	-507.67	507.67	517.77	-9528.96
50	4902.93	-5018.92	-507.67	-24.57	9528.96	-14344.77
51	5018.92	-5018.92	24.57	-24.57	14344.77	-13908.64
52	5018.92	-4846.48	24.57	-550.69	13908.64	-8018.78
53	4846.48	-4846.48	550.69	-550.69	8018.78	1755.94
54	4846.48	-4846.48	550.69	-550.69	-1755.94	11530.64
55	4846.48	-4846.48	550.69	-550.69	-11530.64	11805.66
56	4846.48	-9832.10	550.69	-10.56	-11805.66	19078.42
57	9832.10	-5071.36	-91.59	628.11	-19078.42	11593.96
58	5071.36	-5071.36	-628.11	628.11	-11593.96	11280.54
59	5071.36	-5071.36	-628.11	628.11	-11280.54	131.50
60	5071.36	-5071.36	-628.11	628.11	-131.50	-11017.50
61	5071.36	-5103.79	-628.11	77.59	11017.50	-17428.83
62	5103.79	-5103.79	-77.59	77.59	17428.83	-18805.98
63	5103.79	-4991.66	-77.59	-210.49	18805.98	-17116.35
64	4991.66	-4991.66	210.49	-210.49	17116.35	-13380.25
65	4991.66	-4991.66	210.49	-210.49	13380.25	-9644.11
66	4991.66	-4991.66	210.49	-210.49	9644.11	-9540.00
67	4991.66	-4991.66	210.49	-210.49	9540.00	-8934.65
68	4991.66	.00	288.08	.00	8934.65	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.1	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.1	-309.8	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.8	-298.8	-86.3	-86.3	13.7	8.7	4.0	4.0
8	-298.8	-223.1	-86.3	-83.4	8.7	-20.9	4.0	42.8
9	-223.1	-106.3	-83.4	-83.4	-20.9	-73.1	42.8	42.8
10	-106.3	10.5	-83.4	-83.4	-73.1	-125.4	42.8	42.8
11	10.5	13.8	-83.4	-83.4	-125.4	-126.8	42.8	42.8
12	13.8	13.4	-83.4	-166.3	-126.8	-246.7	42.8	3.7
13	13.4	16.5	-166.3	-84.3	-246.7	-129.5	-.1	-39.0
14	16.5	13.5	-84.3	-84.3	-129.5	-128.1	-39.0	-39.0
15	13.5	-93.0	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.0	-199.6	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.6	-260.6	-84.3	-86.3	-32.8	-8.4	-39.0	.2
18	-260.6	-260.1	-86.3	-86.3	-8.4	-8.6	.2	.2
19	-260.1	-194.8	-86.3	-83.4	-8.6	-33.5	.2	39.0
20	-194.8	-88.5	-83.4	-83.4	-33.5	-81.1	39.0	39.0
21	-88.5	17.8	-83.4	-83.4	-81.1	-128.6	39.0	39.0
22	17.8	20.7	-83.4	-83.4	-128.6	-130.0	39.0	39.0
23	20.7	17.2	-83.4	-166.3	-130.0	-248.4	39.0	-.1
24	17.2	20.3	-166.3	-84.3	-248.4	-131.2	-.1	-39.1
25	20.3	17.3	-84.3	-84.3	-131.2	-129.8	-39.1	-39.1
26	17.3	-89.3	-84.3	-84.3	-129.8	-82.1	-39.1	-39.1
27	-89.3	-195.9	-84.3	-84.3	-82.1	-34.4	-39.1	-39.1
28	-195.9	-256.9	-84.3	-86.3	-34.4	-10.0	-39.1	.2
29	-256.9	-256.5	-86.3	-86.3	-10.0	-10.2	.2	.2
30	-256.5	-191.3	-86.3	-83.4	-10.2	-35.1	.2	38.9
31	-191.3	-85.0	-83.4	-83.4	-35.1	-82.6	38.9	38.9
32	-85.0	21.2	-83.4	-83.4	-82.6	-130.2	38.9	38.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
34	24.2	20.7	-83.4	-166.3	-131.5	-249.9	38.9	-.1
35	20.7	23.2	-166.3	-84.3	-249.9	-132.5	-.8	-39.7
36	23.2	20.1	-84.3	-84.3	-132.5	-131.1	-39.7	-39.7
37	20.1	-88.2	-84.3	-84.3	-131.1	-82.6	-39.7	-39.7
38	-88.2	-196.6	-84.3	-84.3	-82.6	-34.1	-39.7	-39.7
39	-196.6	-259.5	-84.3	-86.3	-34.1	-8.9	-39.7	-.5
40	-259.5	-260.8	-86.3	-86.3	-8.9	-8.3	-.5	-.5
41	-260.8	-197.4	-86.3	-83.4	-8.3	-32.3	-.5	38.3
42	-197.4	-93.0	-83.4	-83.4	-32.3	-79.1	38.3	38.3
43	-93.0	11.5	-83.4	-83.4	-79.1	-125.8	38.3	38.3
44	11.5	14.4	-83.4	-83.4	-125.8	-127.1	38.3	38.3
45	14.4	10.3	-83.4	-166.3	-127.1	-245.3	38.3	-.8
46	10.3	14.7	-166.3	-84.3	-245.3	-128.7	1.5	-37.4
47	14.7	11.9	-84.3	-84.3	-128.7	-127.4	-37.4	-37.4
48	11.9	-90.2	-84.3	-84.3	-127.4	-81.7	-37.4	-37.4
49	-90.2	-192.3	-84.3	-84.3	-81.7	-36.0	-37.4	-37.4
50	-192.3	-248.8	-84.3	-86.3	-36.0	-13.6	-37.4	1.8
51	-248.8	-243.9	-86.3	-86.3	-13.6	-15.8	1.8	1.8
52	-243.9	-174.2	-86.3	-83.4	-15.8	-42.7	1.8	40.6
53	-174.2	-63.5	-83.4	-83.4	-42.7	-92.3	40.6	40.6
54	-63.5	47.3	-83.4	-83.4	-92.3	-141.8	40.6	40.6
55	47.3	50.4	-83.4	-83.4	-141.8	-143.2	40.6	40.6
56	50.4	47.0	-83.4	-169.1	-143.2	-265.9	40.6	.8
57	47.0	44.1	-169.1	-87.2	-265.9	-146.0	-6.8	-46.3
58	44.1	40.6	-87.2	-87.2	-146.0	-144.4	-46.3	-46.3
59	40.6	-85.8	-87.2	-87.2	-144.4	-87.9	-46.3	-46.3
60	-85.8	-212.1	-87.2	-87.2	-87.9	-31.4	-46.3	-46.3
61	-212.1	-285.2	-87.2	-87.8	-31.4	.6	-46.3	-5.7
62	-285.2	-300.8	-87.8	-87.8	.6	7.6	-5.7	-5.7
63	-300.8	-279.8	-87.8	-85.9	7.6	.9	-5.7	15.5
64	-279.8	-237.5	-85.9	-85.9	.9	-18.0	15.5	15.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-237.5	-195.1	-85.9	-85.9	-18.0	-37.0	15.5	15.5
66	-195.1	-193.9	-85.9	-85.9	-37.0	-37.5	15.5	15.5
67	-193.9	-187.1	-85.9	-85.9	-37.5	-40.6	15.5	15.5
68	-187.1	.0	-85.9	.0	-40.6	.0	21.2	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0003608	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0004368	.0000000	.0000000
4	-.0005275	.0000000	.0000000
5	-.0032305	.0000000	.0000000
6	-.0059398	.0000000	.0000000
7	-.0086553	.0000000	.0000000
8	-.0113771	.0000000	.0000000
9	-.0141051	.0000000	.0000000
10	-.0168393	.0000000	.0000000
11	-.0195798	.0000000	.0000000
12	-.0196705	.0000000	.0000000
13	-.0204871	.0000000	.0000000
14	-.0213038	.0000000	.0000000
15	-.0212916	.0000000	.0000000
16	-.0239817	.0000000	.0000000
17	-.0266781	.0000000	.0000000
18	-.0293807	.0000000	.0000000
19	-.0320895	.0000000	.0000000
20	-.0348046	.0000000	.0000000
21	-.0375259	.0000000	.0000000
22	-.0402535	.0000000	.0000000
23	-.0403441	.0000000	.0000000
24	-.0411569	.0000000	.0000000
25	-.0419696	.0000000	.0000000
26	-.0418567	.0000000	.0000000
27	-.0445339	.0000000	.0000000
28	-.0472174	.0000000	.0000000
29	-.0499070	.0000000	.0000000
30	-.0526030	.0000000	.0000000
31	-.0553051	.0000000	.0000000
32	-.0580135	.0000000	.0000000
33	-.0607281	.0000000	.0000000
34	-.0608188	.0000000	.0000000
35	-.0616276	.0000000	.0000000
36	-.0624364	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0622228	.0000000	.0000000
38	-.0649307	.0000000	.0000000
39	-.0676449	.0000000	.0000000
40	-.0703653	.0000000	.0000000
41	-.0730920	.0000000	.0000000
42	-.0758249	.0000000	.0000000
43	-.0785640	.0000000	.0000000
44	-.0813093	.0000000	.0000000
45	-.0814000	.0000000	.0000000
46	-.0822049	.0000000	.0000000
47	-.0830098	.0000000	.0000000
48	-.0826993	.0000000	.0000000
49	-.0853943	.0000000	.0000000
50	-.0880956	.0000000	.0000000
51	-.0908031	.0000000	.0000000
52	-.0935168	.0000000	.0000000
53	-.0962368	.0000000	.0000000
54	-.0989630	.0000000	.0000000
55	-.1016954	.0000000	.0000000
56	-.1017860	.0000000	.0000000
57	-.1025874	.0000000	.0000000
58	-.1033888	.0000000	.0000000
59	-.1029953	.0000000	.0000000
60	-.1056774	.0000000	.0000000
61	-.1083657	.0000000	.0000000
62	-.1110603	.0000000	.0000000
63	-.1137611	.0000000	.0000000
64	-.1164681	.0000000	.0000000
65	-.1191814	.0000000	.0000000
66	-.1219010	.0000000	.0000000
67	-.1219915	.0000000	.0000000
68	-.1224185	.0000000	.0000000
69	-.1227712	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
57	57	.00	.00	.00
68	68	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00
47	.00	.00	.00	.00	.00	.00
48	.00	.00	.00	.00	.00	.00
49	.00	.00	.00	.00	.00	.00
50	.00	.00	.00	.00	.00	.00
51	.00	.00	.00	.00	.00	.00
52	.00	.00	.00	.00	.00	.00
53	.00	.00	.00	.00	.00	.00
54	.00	.00	.00	.00	.00	.00
55	.00	.00	.00	.00	.00	.00
56	.00	.00	.00	.00	.00	.00
57	.00	.00	.00	.00	.00	.00
58	.00	.00	.00	.00	.00	.00
59	.00	.00	.00	.00	.00	.00
60	.00	.00	.00	.00	.00	.00
61	.00	.00	.00	.00	.00	.00
62	.00	.00	.00	.00	.00	.00
63	.00	.00	.00	.00	.00	.00
64	.00	.00	.00	.00	.00	.00
65	.00	.00	.00	.00	.00	.00
66	.00	.00	.00	.00	.00	.00
67	.00	.00	.00	.00	.00	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000145	.0005280	-.0002232
2	.0000000	.0000000	-.0002201
3	.0000316	-.0006230	-.0002132
4	.0000376	-.0007292	-.0002118
5	.0002325	-.0040478	-.0001596
6	.0004275	-.0063043	-.0000921
7	.0006244	-.0072328	-.0000114
8	.0008230	-.0067458	.0000649
9	.0010164	-.0050042	.0001249
10	.0012047	-.0026129	.0001360
11	.0013930	-.0004812	.0000956
12	.0013987	-.0004339	.0000937
13	.0014968	.0000000	.0000660
14	.0016021	.0002737	.0000372
15	.0012026	-.0000673	-.0000254
16	.0013902	-.0009876	-.0000708
17	.0015780	-.0023122	-.0000710
18	.0017692	-.0032473	-.0000295
19	.0019640	-.0033241	.0000212
20	.0021535	-.0025097	.0000659
21	.0023379	-.0012190	.0000728
22	.0025224	-.0001640	.0000394
23	.0025280	-.0001447	.0000378
24	.0026246	.0000000	.0000145
25	.0027286	.0000100	-.0000095
26	.0022824	-.0002378	-.0000519
27	.0024689	-.0015051	-.0000839
28	.0026556	-.0029674	-.0000738
29	.0028457	-.0038851	-.0000252
30	.0030394	-.0038417	.0000300
31	.0032278	-.0028544	.0000762
32	.0034111	-.0013856	.0000821
33	.0035945	-.0001928	.0000451
34	.0036001	-.0001707	.0000434
35	.0036966	.0000000	.0000185
36	.0038006	.0000269	-.0000072

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0033480	-.0002177	-.0000494
38	.0035361	-.0014825	-.0000858
39	.0037243	-.0030022	-.0000781
40	.0039161	-.0040012	-.0000298
41	.0041113	-.0040296	.0000267
42	.0043013	-.0030748	.0000760
43	.0044862	-.0015728	.0000863
44	.0046711	-.0002574	.0000550
45	.0046768	-.0002303	.0000534
46	.0047733	.0000000	.0000306
47	.0048772	.0000975	.0000069
48	.0044083	-.0001416	-.0000354
49	.0045950	-.0011184	-.0000680
50	.0047818	-.0023194	-.0000606
51	.0049721	-.0030422	-.0000168
52	.0051659	-.0029077	.0000315
53	.0053545	-.0019708	.0000687
54	.0055379	-.0007325	.0000633
55	.0057214	.0000112	.0000130
56	.0057270	.0000171	.0000108
57	.0058264	.0000000	-.0000189
58	.0059336	-.0001863	-.0000489
59	.0054601	-.0004526	-.0000916
60	.0056596	-.0025491	-.0001354
61	.0058591	-.0049368	-.0001245
62	.0060592	-.0066584	-.0000641
63	.0062599	-.0071389	.0000114
64	.0064570	-.0062171	.0000910
65	.0066505	-.0039930	.0001572
66	.0068440	-.0007202	.0002092
67	.0068498	-.0006153	.0002105
68	.0068809	.0000000	.0002175
69	.0068959	.0005219	.0002206

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-8.45	.00
13	13	.00	10.58	.00
24	24	.00	-2.93	.00
35	35	.00	1.74	.00
46	46	.00	-3.92	.00
57	57	.00	12.23	.00
68	68	.00	-9.25	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	420.57	.00	-23.88	.00	755.25
2	-420.57	420.57	15.43	-15.43	-755.25	799.57
3	-420.57	420.57	15.43	-15.43	-799.57	807.17
4	-420.57	420.57	15.43	-15.43	-807.17	1081.07
5	-420.57	420.57	15.43	-15.43	-1081.07	1354.98
6	-420.57	427.69	15.43	8.45	-1354.98	1449.29
7	-427.69	427.69	-8.45	8.45	-1449.29	1299.32
8	-427.69	405.88	-8.45	52.51	-1299.32	659.17
9	-405.88	405.88	-52.51	52.51	-659.17	-272.86
10	-405.88	405.88	-52.51	52.51	272.86	-1204.90
11	-405.88	405.88	-52.51	52.51	1204.90	-1231.11
12	-405.88	798.37	-52.51	8.43	1231.11	-1854.66
13	-798.37	405.56	2.15	-46.16	1854.66	-1263.68
14	-405.56	405.56	46.16	-46.16	1263.68	-1240.61
15	-405.56	405.56	46.16	-46.16	1240.61	-421.34
16	-405.56	405.56	46.16	-46.16	421.34	397.94
17	-405.56	419.82	46.16	-2.13	-397.94	891.34
18	-419.82	419.82	2.13	-2.13	-891.34	929.17
19	-419.82	398.01	2.13	41.07	-929.17	484.41
20	-398.01	398.01	-41.07	41.07	-484.41	-244.67
21	-398.01	398.01	-41.07	41.07	244.67	-973.74
22	-398.01	398.01	-41.07	41.07	973.74	-994.26
23	-398.01	788.46	-41.07	-2.51	994.26	-1554.71
24	-788.46	403.58	-.42	-43.01	1554.71	-987.71
25	-403.58	403.58	43.01	-43.01	987.71	-966.23
26	-403.58	403.58	43.01	-43.01	966.23	-202.79
27	-403.58	403.58	43.01	-43.01	202.79	560.65
28	-403.58	417.84	43.01	.80	-560.65	1000.09
29	-417.84	417.84	-.80	.80	-1000.09	985.90
30	-417.84	396.03	-.80	43.79	-985.90	491.03
31	-396.03	396.03	-43.79	43.79	-491.03	-286.26
32	-396.03	396.03	-43.79	43.79	286.26	-1063.54
33	-396.03	396.03	-43.79	43.79	1063.54	-1085.42
34	-396.03	789.01	-43.79	.14	1085.42	-1662.77
35	-789.01	406.11	1.59	-45.02	1662.77	-1086.78
36	-406.11	406.11	45.02	-45.02	1086.78	-1064.29

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-406.11	406.11	45.02	-45.02	1064.29	-265.16
38	-406.11	406.11	45.02	-45.02	265.16	533.98
39	-406.11	420.37	45.02	-.94	-533.98	1006.70
40	-420.37	420.37	.94	-.94	-1006.70	1023.33
41	-420.37	398.57	.94	42.33	-1023.33	556.87
42	-398.57	398.57	-42.33	42.33	-556.87	-194.47
43	-398.57	398.57	-42.33	42.33	194.47	-945.81
44	-398.57	398.57	-42.33	42.33	945.81	-966.94
45	-398.57	788.97	-42.33	-1.28	966.94	-1534.09
46	-788.97	403.52	-2.64	-40.83	1534.09	-978.33
47	-403.52	403.52	40.83	-40.83	978.33	-957.93
48	-403.52	403.52	40.83	-40.83	957.93	-233.29
49	-403.52	403.52	40.83	-40.83	233.29	491.36
50	-403.52	417.78	40.83	2.98	-491.36	892.04
51	-417.78	417.78	-2.98	2.98	-892.04	839.15
52	-417.78	395.98	-2.98	45.97	-839.15	305.65
53	-395.98	395.98	-45.97	45.97	-305.65	-510.25
54	-395.98	395.98	-45.97	45.97	510.25	-1326.15
55	-395.98	395.98	-45.97	45.97	1326.15	-1349.13
56	-395.98	812.19	-45.97	.90	1349.13	-1959.01
57	-812.19	431.05	11.33	-56.05	1959.01	-1325.90
58	-431.05	431.05	56.05	-56.05	1325.90	-1297.92
59	-431.05	431.05	56.05	-56.05	1297.92	-303.12
60	-431.05	431.05	56.05	-56.05	303.12	691.69
61	-431.05	433.36	56.05	-9.25	-691.69	1281.69
62	-433.36	433.36	9.25	-9.25	-1281.69	1445.91
63	-433.36	417.90	9.25	14.56	-1445.91	1328.48
64	-417.90	417.90	-14.56	14.56	-1328.48	1069.96
65	-417.90	417.90	-14.56	14.56	-1069.96	811.43
66	-417.90	417.90	-14.56	14.56	-811.43	804.26
67	-417.90	417.90	-14.56	14.56	-804.26	762.37
68	-417.90	.00	-23.82	.00	-762.37	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	15.8	.0	7.2	.0	3.4	.0	1.8
2	15.8	16.3	7.2	7.2	3.4	3.2	1.1	1.1
3	16.3	16.4	7.2	7.2	3.2	3.1	1.1	1.1
4	16.4	19.5	7.2	7.2	3.1	1.8	1.1	1.1
5	19.5	22.6	7.2	7.2	1.8	.4	1.1	1.1
6	22.6	23.8	7.2	7.4	.4	.0	1.1	-.6
7	23.8	22.1	7.4	7.4	.0	.8	-.6	-.6
8	22.1	14.4	7.4	7.0	.8	3.6	-.6	-3.9
9	14.4	3.9	7.0	7.0	3.6	8.4	-3.9	-3.9
10	3.9	-6.7	7.0	7.0	8.4	13.1	-3.9	-3.9
11	-6.7	-7.0	7.0	7.0	13.1	13.2	-3.9	-3.9
12	-7.0	-7.3	7.0	13.7	13.2	23.1	-3.9	-.6
13	-7.3	-7.3	13.7	7.0	23.1	13.4	.2	3.4
14	-7.3	-7.1	7.0	7.0	13.4	13.3	3.4	3.4
15	-7.1	2.2	7.0	7.0	13.3	9.1	3.4	3.4
16	2.2	11.5	7.0	7.0	9.1	5.0	3.4	3.4
17	11.5	17.3	7.0	7.2	5.0	2.7	3.4	.2
18	17.3	17.7	7.2	7.2	2.7	2.5	.2	.2
19	17.7	12.3	7.2	6.8	2.5	4.4	.2	-3.0
20	12.3	4.1	6.8	6.8	4.4	8.1	-3.0	-3.0
21	4.1	-4.2	6.8	6.8	8.1	11.8	-3.0	-3.0
22	-4.2	-4.4	6.8	6.8	11.8	11.9	-3.0	-3.0
23	-4.4	-4.0	6.8	13.6	11.9	21.4	-3.0	.2
24	-4.0	-4.2	13.6	6.9	21.4	12.0	.0	3.2
25	-4.2	-4.0	6.9	6.9	12.0	11.8	3.2	3.2
26	-4.0	4.6	6.9	6.9	11.8	8.0	3.2	3.2
27	4.6	13.3	6.9	6.9	8.0	4.1	3.2	3.2
28	13.3	18.5	6.9	7.2	4.1	2.1	3.2	-.1
29	18.5	18.4	7.2	7.2	2.1	2.2	-.1	-.1
30	18.4	12.4	7.2	6.8	2.2	4.3	-.1	-3.2
31	12.4	3.6	6.8	6.8	4.3	8.3	-3.2	-3.2
32	3.6	-5.2	6.8	6.8	8.3	12.2	-3.2	-3.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-5.2	-5.5	6.8	6.8	12.2	12.3	-3.2	-3.2
34	-5.5	-5.3	6.8	13.6	12.3	22.0	-3.2	.0
35	-5.3	-5.3	13.6	7.0	22.0	12.5	.1	3.3
36	-5.3	-5.1	7.0	7.0	12.5	12.4	3.3	3.3
37	-5.1	4.0	7.0	7.0	12.4	8.3	3.3	3.3
38	4.0	13.0	7.0	7.0	8.3	4.3	3.3	3.3
39	13.0	18.6	7.0	7.2	4.3	2.1	3.3	.1
40	18.6	18.8	7.2	7.2	2.1	2.0	.1	.1
41	18.8	13.2	7.2	6.9	2.0	4.0	.1	-3.1
42	13.2	4.7	6.9	6.9	4.0	7.8	-3.1	-3.1
43	4.7	-3.9	6.9	6.9	7.8	11.7	-3.1	-3.1
44	-3.9	-4.1	6.9	6.9	11.7	11.8	-3.1	-3.1
45	-4.1	-3.8	6.9	13.6	11.8	21.4	-3.1	.1
46	-3.8	-4.1	13.6	6.9	21.4	11.9	-.2	3.0
47	-4.1	-3.9	6.9	6.9	11.9	11.8	3.0	3.0
48	-3.9	4.3	6.9	6.9	11.8	8.1	3.0	3.0
49	4.3	12.5	6.9	6.9	8.1	4.5	3.0	3.0
50	12.5	17.3	6.9	7.2	4.5	2.7	3.0	-.2
51	17.3	16.7	7.2	7.2	2.7	2.9	-.2	-.2
52	16.7	10.3	7.2	6.8	2.9	5.3	-.2	-3.4
53	10.3	1.0	6.8	6.8	5.3	9.4	-3.4	-3.4
54	1.0	-8.2	6.8	6.8	9.4	13.5	-3.4	-3.4
55	-8.2	-8.5	6.8	6.8	13.5	13.7	-3.4	-3.4
56	-8.5	-8.2	6.8	14.0	13.7	23.9	-3.4	-.1
57	-8.2	-7.6	14.0	7.4	23.9	14.1	.8	4.1
58	-7.6	-7.3	7.4	7.4	14.1	14.0	4.1	4.1
59	-7.3	4.0	7.4	7.4	14.0	9.0	4.1	4.1
60	4.0	15.3	7.4	7.4	9.0	3.9	4.1	4.1
61	15.3	22.0	7.4	7.5	3.9	1.0	4.1	.7
62	22.0	23.8	7.5	7.5	1.0	.1	.7	.7
63	23.8	22.2	7.5	7.2	.1	.5	.7	-1.1
64	22.2	19.3	7.2	7.2	.5	1.8	-1.1	-1.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	19.3	16.4	7.2	7.2	1.8	3.1	-1.1	-1.1
66	16.4	16.3	7.2	7.2	3.1	3.1	-1.1	-1.1
67	16.3	15.8	7.2	7.2	3.1	3.3	-1.1	-1.1
68	15.8	.0	7.2	.0	3.3	.0	-1.8	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	420.57	.00	-23.88	.00	755.25
2	-420.57	420.57	15.43	-15.43	-755.25	799.57
3	-420.57	420.57	15.43	-15.43	-799.57	807.17
4	-420.57	420.57	15.43	-15.43	-807.17	1081.07
5	-420.57	420.57	15.43	-15.43	-1081.07	1354.98
6	-420.57	427.69	15.43	8.45	-1354.98	1449.29
7	-427.69	427.69	-8.45	8.45	-1449.29	1299.32
8	-427.69	405.88	-8.45	52.51	-1299.32	659.17
9	-405.88	405.88	-52.51	52.51	-659.17	-272.86
10	-405.88	405.88	-52.51	52.51	272.86	-1204.90
11	-405.88	405.88	-52.51	52.51	1204.90	-1231.11
12	-405.88	798.37	-52.51	8.43	1231.11	-1854.66
13	-798.37	405.56	2.15	-46.16	1854.66	-1263.68
14	-405.56	405.56	46.16	-46.16	1263.68	-1240.61
15	-405.56	405.56	46.16	-46.16	1240.61	-421.34
16	-405.56	405.56	46.16	-46.16	421.34	397.94
17	-405.56	419.82	46.16	-2.13	-397.94	891.34
18	-419.82	419.82	2.13	-2.13	-891.34	929.17
19	-419.82	398.01	2.13	41.07	-929.17	484.41
20	-398.01	398.01	-41.07	41.07	-484.41	-244.67
21	-398.01	398.01	-41.07	41.07	244.67	-973.74
22	-398.01	398.01	-41.07	41.07	973.74	-994.26
23	-398.01	788.46	-41.07	-2.51	994.26	-1554.71
24	-788.46	403.58	-.42	-43.01	1554.71	-987.71
25	-403.58	403.58	43.01	-43.01	987.71	-966.23
26	-403.58	403.58	43.01	-43.01	966.23	-202.79
27	-403.58	403.58	43.01	-43.01	202.79	560.65
28	-403.58	417.84	43.01	.80	-560.65	1000.09
29	-417.84	417.84	-.80	.80	-1000.09	985.90
30	-417.84	396.03	-.80	43.79	-985.90	491.03
31	-396.03	396.03	-43.79	43.79	-491.03	-286.26
32	-396.03	396.03	-43.79	43.79	286.26	-1063.54
33	-396.03	396.03	-43.79	43.79	1063.54	-1085.42
34	-396.03	789.01	-43.79	.14	1085.42	-1662.77
35	-789.01	406.11	1.59	-45.02	1662.77	-1086.78
36	-406.11	406.11	45.02	-45.02	1086.78	-1064.29

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-406.11	406.11	45.02	-45.02	1064.29	-265.16
38	-406.11	406.11	45.02	-45.02	265.16	533.98
39	-406.11	420.37	45.02	-.94	-533.98	1006.70
40	-420.37	420.37	.94	-.94	-1006.70	1023.33
41	-420.37	398.57	.94	42.33	-1023.33	556.87
42	-398.57	398.57	-42.33	42.33	-556.87	-194.47
43	-398.57	398.57	-42.33	42.33	194.47	-945.81
44	-398.57	398.57	-42.33	42.33	945.81	-966.94
45	-398.57	788.97	-42.33	-1.28	966.94	-1534.09
46	-788.97	403.52	-2.64	-40.83	1534.09	-978.33
47	-403.52	403.52	40.83	-40.83	978.33	-957.93
48	-403.52	403.52	40.83	-40.83	957.93	-233.29
49	-403.52	403.52	40.83	-40.83	233.29	491.36
50	-403.52	417.78	40.83	2.98	-491.36	892.04
51	-417.78	417.78	-2.98	2.98	-892.04	839.15
52	-417.78	395.98	-2.98	45.97	-839.15	305.65
53	-395.98	395.98	-45.97	45.97	-305.65	-510.25
54	-395.98	395.98	-45.97	45.97	510.25	-1326.15
55	-395.98	395.98	-45.97	45.97	1326.15	-1349.13
56	-395.98	812.19	-45.97	.90	1349.13	-1959.01
57	-812.19	431.05	11.33	-56.05	1959.01	-1325.90
58	-431.05	431.05	56.05	-56.05	1325.90	-1297.92
59	-431.05	431.05	56.05	-56.05	1297.92	-303.12
60	-431.05	431.05	56.05	-56.05	303.12	691.69
61	-431.05	433.36	56.05	-9.25	-691.69	1281.69
62	-433.36	433.36	9.25	-9.25	-1281.69	1445.91
63	-433.36	417.90	9.25	14.56	-1445.91	1328.48
64	-417.90	417.90	-14.56	14.56	-1328.48	1069.96
65	-417.90	417.90	-14.56	14.56	-1069.96	811.43
66	-417.90	417.90	-14.56	14.56	-811.43	804.26
67	-417.90	417.90	-14.56	14.56	-804.26	762.37
68	-417.90	.00	-23.82	.00	-762.37	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	15.8	.0	7.2	.0	3.4	.0	1.8
2	15.8	16.3	7.2	7.2	3.4	3.2	1.1	1.1
3	16.3	16.4	7.2	7.2	3.2	3.1	1.1	1.1
4	16.4	19.5	7.2	7.2	3.1	1.8	1.1	1.1
5	19.5	22.6	7.2	7.2	1.8	.4	1.1	1.1
6	22.6	23.8	7.2	7.4	.4	.0	1.1	-.6
7	23.8	22.1	7.4	7.4	.0	.8	-.6	-.6
8	22.1	14.4	7.4	7.0	.8	3.6	-.6	-3.9
9	14.4	3.9	7.0	7.0	3.6	8.4	-3.9	-3.9
10	3.9	-6.7	7.0	7.0	8.4	13.1	-3.9	-3.9
11	-6.7	-7.0	7.0	7.0	13.1	13.2	-3.9	-3.9
12	-7.0	-7.3	7.0	13.7	13.2	23.1	-3.9	-.6
13	-7.3	-7.3	13.7	7.0	23.1	13.4	.2	3.4
14	-7.3	-7.1	7.0	7.0	13.4	13.3	3.4	3.4
15	-7.1	2.2	7.0	7.0	13.3	9.1	3.4	3.4
16	2.2	11.5	7.0	7.0	9.1	5.0	3.4	3.4
17	11.5	17.3	7.0	7.2	5.0	2.7	3.4	.2
18	17.3	17.7	7.2	7.2	2.7	2.5	.2	.2
19	17.7	12.3	7.2	6.8	2.5	4.4	.2	-3.0
20	12.3	4.1	6.8	6.8	4.4	8.1	-3.0	-3.0
21	4.1	-4.2	6.8	6.8	8.1	11.8	-3.0	-3.0
22	-4.2	-4.4	6.8	6.8	11.8	11.9	-3.0	-3.0
23	-4.4	-4.0	6.8	13.6	11.9	21.4	-3.0	.2
24	-4.0	-4.2	13.6	6.9	21.4	12.0	.0	3.2
25	-4.2	-4.0	6.9	6.9	12.0	11.8	3.2	3.2
26	-4.0	4.6	6.9	6.9	11.8	8.0	3.2	3.2
27	4.6	13.3	6.9	6.9	8.0	4.1	3.2	3.2
28	13.3	18.5	6.9	7.2	4.1	2.1	3.2	-.1
29	18.5	18.4	7.2	7.2	2.1	2.2	-.1	-.1
30	18.4	12.4	7.2	6.8	2.2	4.3	-.1	-3.2
31	12.4	3.6	6.8	6.8	4.3	8.3	-3.2	-3.2
32	3.6	-5.2	6.8	6.8	8.3	12.2	-3.2	-3.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-5.2	-5.5	6.8	6.8	12.2	12.3	-3.2	-3.2
34	-5.5	-5.3	6.8	13.6	12.3	22.0	-3.2	.0
35	-5.3	-5.3	13.6	7.0	22.0	12.5	.1	3.3
36	-5.3	-5.1	7.0	7.0	12.5	12.4	3.3	3.3
37	-5.1	4.0	7.0	7.0	12.4	8.3	3.3	3.3
38	4.0	13.0	7.0	7.0	8.3	4.3	3.3	3.3
39	13.0	18.6	7.0	7.2	4.3	2.1	3.3	.1
40	18.6	18.8	7.2	7.2	2.1	2.0	.1	.1
41	18.8	13.2	7.2	6.9	2.0	4.0	.1	-3.1
42	13.2	4.7	6.9	6.9	4.0	7.8	-3.1	-3.1
43	4.7	-3.9	6.9	6.9	7.8	11.7	-3.1	-3.1
44	-3.9	-4.1	6.9	6.9	11.7	11.8	-3.1	-3.1
45	-4.1	-3.8	6.9	13.6	11.8	21.4	-3.1	.1
46	-3.8	-4.1	13.6	6.9	21.4	11.9	-.2	3.0
47	-4.1	-3.9	6.9	6.9	11.9	11.8	3.0	3.0
48	-3.9	4.3	6.9	6.9	11.8	8.1	3.0	3.0
49	4.3	12.5	6.9	6.9	8.1	4.5	3.0	3.0
50	12.5	17.3	6.9	7.2	4.5	2.7	3.0	-.2
51	17.3	16.7	7.2	7.2	2.7	2.9	-.2	-.2
52	16.7	10.3	7.2	6.8	2.9	5.3	-.2	-3.4
53	10.3	1.0	6.8	6.8	5.3	9.4	-3.4	-3.4
54	1.0	-8.2	6.8	6.8	9.4	13.5	-3.4	-3.4
55	-8.2	-8.5	6.8	6.8	13.5	13.7	-3.4	-3.4
56	-8.5	-8.2	6.8	14.0	13.7	23.9	-3.4	-.1
57	-8.2	-7.6	14.0	7.4	23.9	14.1	.8	4.1
58	-7.6	-7.3	7.4	7.4	14.1	14.0	4.1	4.1
59	-7.3	4.0	7.4	7.4	14.0	9.0	4.1	4.1
60	4.0	15.3	7.4	7.4	9.0	3.9	4.1	4.1
61	15.3	22.0	7.4	7.5	3.9	1.0	4.1	.7
62	22.0	23.8	7.5	7.5	1.0	.1	.7	.7
63	23.8	22.2	7.5	7.2	.1	.5	.7	-1.1
64	22.2	19.3	7.2	7.2	.5	1.8	-1.1	-1.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	19.3	16.4	7.2	7.2	1.8	3.1	-1.1	-1.1
66	16.4	16.3	7.2	7.2	3.1	3.1	-1.1	-1.1
67	16.3	15.8	7.2	7.2	3.1	3.3	-1.1	-1.1
68	15.8	.0	7.2	.0	3.3	.0	-1.8	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002913	-.0031286	.0013481
2	.0000000	.0000000	.0012856
3	-.0007053	.0034867	.0011426
4	-.0008982	.0040488	.0011061
5	-.0052731	.0177185	.0005073
6	-.0096681	.0236730	.0001824
7	-.0141068	.0245398	-.0000768
8	-.0185952	.0209002	-.0003363
9	-.0230363	.0133071	-.0004952
10	-.0274294	.0050113	-.0003880
11	-.0318472	.0003857	-.0001374
12	-.0320359	.0003200	-.0001257
13	-.0339622	.0000000	-.0000046
14	-.0358903	.0002684	.0001153
15	-.0318865	.0002584	.0001106
16	-.0361776	.0041540	.0003277
17	-.0404887	.0109202	.0003799
18	-.0448676	.0159417	.0001584
19	-.0493150	.0158064	-.0001737
20	-.0537106	.0105846	-.0003879
21	-.0580591	.0038133	-.0003210
22	-.0624327	.0001418	-.0000938
23	-.0626215	.0000977	-.0000824
24	-.0645318	.0000000	.0000351
25	-.0664432	.0004749	.0001523
26	-.0621275	.0003022	.0001168
27	-.0663805	.0042472	.0003274
28	-.0706534	.0109698	.0003760
29	-.0749938	.0159206	.0001547
30	-.0794021	.0157405	-.0001749
31	-.0837594	.0105191	-.0003867
32	-.0880649	.0037791	-.0003191
33	-.0923902	.0001350	-.0000925
34	-.0925791	.0000916	-.0000811
35	-.0944716	.0000000	.0000362
36	-.0963647	.0004798	.0001530

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0916608	.0003199	.0001197
38	-.0960112	.0043995	.0003393
39	-.1003814	.0113757	.0003911
40	-.1048257	.0165558	.0001645
41	-.1093445	.0164589	-.0001756
42	-.1138158	.0111346	-.0003972
43	-.1182386	.0041601	-.0003339
44	-.1226863	.0002451	-.0001086
45	-.1228751	.0001935	-.0000977
46	-.1247506	.0000000	.0000149
47	-.1266284	.0003540	.0001274
48	-.1213152	.0001677	.0000915
49	-.1256284	.0036599	.0003026
50	-.1299616	.0099704	.0003545
51	-.1343628	.0145773	.0001379
52	-.1388327	.0141670	-.0001832
53	-.1432559	.0089213	-.0003799
54	-.1476317	.0025084	-.0002873
55	-.1520324	-.0002806	-.0000271
56	-.1522214	-.0002908	-.0000140
57	-.1541042	.0000000	.0001115
58	-.1560101	.0009132	.0002386
59	-.1504670	.0007887	.0002064
60	-.1548768	.0066751	.0004538
61	-.1593071	.0158419	.0005219
62	-.1637722	.0236286	.0003280
63	-.1682720	.0269586	.0000497
64	-.1727469	.0254996	-.0002223
65	-.1771964	.0187964	-.0005519
66	-.1816715	.0042344	-.0011631
67	-.1818661	.0036437	-.0011999
68	-.1825477	.0000000	-.0013375
69	-.1828293	-.0032490	-.0013977

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.85	.00
13	13	.00	-1.94	.00
24	24	.00	3.60	.00
35	35	.00	-.84	.00
46	46	.00	-.66	.00
57	57	.00	4.27	.00
68	68	.00	-3.59	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.09
2	.00	.00	-.85	.85	-.09	-2.11
3	.00	.00	-.85	.85	2.11	-1.92
4	.00	.00	-.85	.85	1.92	-16.97
5	.00	.00	-.85	.85	16.97	-32.04
6	.00	.00	-.85	.85	32.04	-47.10
7	.00	.00	-.85	.85	47.10	-62.16
8	.00	.00	-.85	.85	62.16	-77.21
9	.00	.00	-.85	.85	77.21	-92.27
10	.00	.00	-.85	.85	92.27	-107.33
11	.00	.00	-.85	.85	107.33	-107.82
12	.00	.00	-.85	.85	107.82	-112.38
13	.00	.00	-2.79	2.79	112.38	-127.36
14	.00	.00	-2.79	2.79	127.36	-128.70
15	.00	.00	-2.79	2.79	128.70	-178.16
16	.00	.00	-2.79	2.79	178.16	-227.64
17	.00	.00	-2.79	2.79	227.64	-277.10
18	.00	.00	-2.79	2.79	277.11	-326.58
19	.00	.00	-2.79	2.79	326.58	-376.05
20	.00	.00	-2.79	2.79	376.05	-425.52
21	.00	.00	-2.79	2.79	425.52	-474.99
22	.00	.00	-2.79	2.79	474.99	-476.44
23	.00	.00	-2.79	2.79	476.44	-491.42
24	.00	.00	.81	-.81	491.42	-487.05
25	.00	.00	.81	-.81	487.05	-486.58
26	.00	.00	.81	-.81	486.58	-472.18
27	.00	.00	.81	-.81	472.18	-457.77
28	.00	.00	.81	-.81	457.77	-443.35
29	.00	.00	.81	-.81	443.35	-428.94
30	.00	.00	.81	-.81	428.94	-414.53
31	.00	.00	.81	-.81	414.53	-400.11
32	.00	.00	.81	-.81	400.11	-385.70
33	.00	.00	.81	-.81	385.70	-385.35
34	.00	.00	.81	-.81	385.35	-380.98
35	.00	.00	-.03	.03	380.98	-381.15
36	.00	.00	-.03	.03	381.15	-381.10

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	-.03	.03	381.10	-381.63
38	.00	.00	-.03	.03	381.64	-382.16
39	.00	.00	-.03	.03	382.16	-382.70
40	.00	.00	-.03	.03	382.70	-383.23
41	.00	.00	-.03	.03	383.23	-383.76
42	.00	.00	-.03	.03	383.76	-384.28
43	.00	.00	-.03	.03	384.28	-384.82
44	.00	.00	-.03	.03	384.82	-384.90
45	.00	.00	-.03	.03	384.90	-385.06
46	.00	.00	-.69	.69	385.06	-388.75
47	.00	.00	-.69	.69	388.75	-389.04
48	.00	.00	-.69	.69	389.04	-401.22
49	.00	.00	-.69	.69	401.22	-413.40
50	.00	.00	-.69	.69	413.40	-425.58
51	.00	.00	-.69	.69	425.58	-437.76
52	.00	.00	-.69	.69	437.76	-449.94
53	.00	.00	-.69	.69	449.94	-462.11
54	.00	.00	-.69	.69	462.11	-474.29
55	.00	.00	-.69	.69	474.29	-474.65
56	.00	.00	-.69	.69	474.65	-478.34
57	.00	.00	3.59	-3.59	478.34	-459.06
58	.00	.00	3.59	-3.59	459.06	-457.15
59	.00	.00	3.59	-3.59	457.15	-393.47
60	.00	.00	3.59	-3.59	393.47	-329.77
61	.00	.00	3.59	-3.59	329.77	-266.09
62	.00	.00	3.59	-3.59	266.09	-202.40
63	.00	.00	3.59	-3.59	202.40	-138.71
64	.00	.00	3.59	-3.59	138.71	-75.03
65	.00	.00	3.59	-3.59	75.03	-11.34
66	.00	.00	3.59	-3.59	11.34	-10.20
67	.00	.00	3.59	-3.59	10.20	.20
68	.00	.00	.00	.00	-.20	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	-.1	-.1
3	.0	.0	.0	.0	.0	.0	-.1	-.1
4	.0	-.2	.0	.0	.0	.1	-.1	-.1
5	-.2	-.4	.0	.0	.1	.2	-.1	-.1
6	-.4	-.5	.0	.0	.2	.2	-.1	-.1
7	-.5	-.7	.0	.0	.2	.3	-.1	-.1
8	-.7	-.9	.0	.0	.3	.4	-.1	-.1
9	-.9	-1.0	.0	.0	.4	.5	-.1	-.1
10	-1.0	-1.2	.0	.0	.5	.5	-.1	-.1
11	-1.2	-1.2	.0	.0	.5	.5	-.1	-.1
12	-1.2	-1.3	.0	.0	.5	.6	-.1	-.1
13	-1.3	-1.4	.0	.0	.6	.6	-.2	-.2
14	-1.4	-1.5	.0	.0	.6	.7	-.2	-.2
15	-1.5	-2.0	.0	.0	.7	.9	-.2	-.2
16	-2.0	-2.6	.0	.0	.9	1.2	-.2	-.2
17	-2.6	-3.1	.0	.0	1.2	1.4	-.2	-.2
18	-3.1	-3.7	.0	.0	1.4	1.7	-.2	-.2
19	-3.7	-4.3	.0	.0	1.7	1.9	-.2	-.2
20	-4.3	-4.8	.0	.0	1.9	2.2	-.2	-.2
21	-4.8	-5.4	.0	.0	2.2	2.4	-.2	-.2
22	-5.4	-5.4	.0	.0	2.4	2.4	-.2	-.2
23	-5.4	-5.6	.0	.0	2.4	2.5	-.2	-.2
24	-5.6	-5.5	.0	.0	2.5	2.5	.1	.1
25	-5.5	-5.5	.0	.0	2.5	2.5	.1	.1
26	-5.5	-5.3	.0	.0	2.5	2.4	.1	.1
27	-5.3	-5.2	.0	.0	2.4	2.3	.1	.1
28	-5.2	-5.0	.0	.0	2.3	2.2	.1	.1
29	-5.0	-4.9	.0	.0	2.2	2.2	.1	.1
30	-4.9	-4.7	.0	.0	2.2	2.1	.1	.1
31	-4.7	-4.5	.0	.0	2.1	2.0	.1	.1
32	-4.5	-4.4	.0	.0	2.0	2.0	.1	.1

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-4.4	-4.4	.0	.0	2.0	2.0	.1	.1
34	-4.4	-4.3	.0	.0	2.0	1.9	.1	.1
35	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
36	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
37	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
38	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
39	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
40	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
41	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
42	-4.3	-4.4	.0	.0	1.9	1.9	.0	.0
43	-4.4	-4.4	.0	.0	1.9	2.0	.0	.0
44	-4.4	-4.4	.0	.0	2.0	2.0	.0	.0
45	-4.4	-4.4	.0	.0	2.0	2.0	.0	.0
46	-4.4	-4.4	.0	.0	2.0	2.0	-.1	-.1
47	-4.4	-4.4	.0	.0	2.0	2.0	-.1	-.1
48	-4.4	-4.5	.0	.0	2.0	2.0	-.1	-.1
49	-4.5	-4.7	.0	.0	2.0	2.1	-.1	-.1
50	-4.7	-4.8	.0	.0	2.1	2.2	-.1	-.1
51	-4.8	-5.0	.0	.0	2.2	2.2	-.1	-.1
52	-5.0	-5.1	.0	.0	2.2	2.3	-.1	-.1
53	-5.1	-5.2	.0	.0	2.3	2.3	-.1	-.1
54	-5.2	-5.4	.0	.0	2.3	2.4	-.1	-.1
55	-5.4	-5.4	.0	.0	2.4	2.4	-.1	-.1
56	-5.4	-5.4	.0	.0	2.4	2.4	-.1	-.1
57	-5.4	-5.2	.0	.0	2.4	2.3	.3	.3
58	-5.2	-5.2	.0	.0	2.3	2.3	.3	.3
59	-5.2	-4.5	.0	.0	2.3	2.0	.3	.3
60	-4.5	-3.7	.0	.0	2.0	1.7	.3	.3
61	-3.7	-3.0	.0	.0	1.7	1.3	.3	.3
62	-3.0	-2.3	.0	.0	1.3	1.0	.3	.3
63	-2.3	-1.6	.0	.0	1.0	.7	.3	.3
64	-1.6	-.9	.0	.0	.7	.4	.3	.3

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   7   AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-.9	-.1	.0	.0	.4	.1	.3	.3
66	-.1	-.1	.0	.0	.1	.1	.3	.3
67	-.1	.0	.0	.0	.1	.0	.3	.3
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0008260	-.0045607	.0019616
2	.0000000	.0000000	.0018627
3	-.0015042	.0050385	.0016466
4	-.0018778	.0058483	.0015930
5	-.0111931	.0253144	.0007134
6	-.0205370	.0336930	.0002605
7	-.0299464	.0348538	-.0001207
8	-.0394251	.0296755	-.0004680
9	-.0488301	.0186221	-.0007329
10	-.0581562	.0065907	-.0005482
11	-.0675156	.0003205	-.0001685
12	-.0678829	.0002405	-.0001518
13	-.0718710	.0000000	.0000556
14	-.0758528	.0008325	.0002600
15	-.0534203	.0002602	.0001247
16	-.0626127	.0054230	.0004599
17	-.0718335	.0152268	.0005646
18	-.0811572	.0224733	.0002052
19	-.0905812	.0220713	-.0002499
20	-.0999269	.0141854	-.0005885
21	-.1091948	.0043015	-.0004452
22	-.1184961	-.0002571	-.0000726
23	-.1188638	-.0002890	-.0000554
24	-.1228307	.0000000	.0001568
25	-.1267908	.0013943	.0003676
26	-.1031441	-.0000645	.0000730
27	-.1122820	.0043630	.0004281
28	-.1214482	.0137600	.0005504
29	-.1307169	.0209069	.0002078
30	-.1400854	.0206775	-.0002337
31	-.1493763	.0131654	-.0005636
32	-.1585849	.0037492	-.0004187
33	-.1678216	-.0003759	-.0000510
34	-.1681893	-.0003971	-.0000339
35	-.1721322	.0000000	.0001756
36	-.1760674	.0014873	.0003834

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.1519754	.0000769	.0000956
38	-.1612511	.0049284	.0004531
39	-.1705553	.0147575	.0005726
40	-.1799686	.0222049	.0002185
41	-.1894884	.0220284	-.0002387
42	-.1989340	.0142941	-.0005831
43	-.2083004	.0044551	-.0004455
44	-.2177001	-.0001772	-.0000815
45	-.2180677	-.0002139	-.0000651
46	-.2219871	.0000000	.0001387
47	-.2259007	.0012749	.0003413
48	-.2010435	-.0001708	.0000507
49	-.2102660	.0037863	.0003989
50	-.2195170	.0126535	.0005205
51	-.2288711	.0192934	.0001815
52	-.2383258	.0186826	-.0002490
53	-.2477072	.0110692	-.0005578
54	-.2570105	.0020457	-.0003778
55	-.2663471	-.0009460	.0000373
56	-.2667149	-.0009225	.0000567
57	-.2706541	.0000000	.0002808
58	-.2746112	.0020984	.0005052
59	-.2494862	.0007434	.0002200
60	-.2588575	.0082273	.0006216
61	-.2682578	.0212944	.0007662
62	-.2777122	.0325270	.0004568
63	-.2872138	.0373478	.0000901
64	-.2966764	.0355168	-.0003033
65	-.3060972	.0263735	-.0007573
66	-.3155521	.0060313	-.0016495
67	-.3159282	.0051932	-.0017033
68	-.3173978	.0000000	-.0019135
69	-.3182046	-.0046779	-.0020097

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	631.18	.00
13	13	.00	1307.78	.00
24	24	.00	1290.97	.00
35	35	.00	1292.52	.00
46	46	.00	1294.32	.00
57	57	.00	1302.82	.00
68	68	.00	633.35	.00
TOTAL REACTIONS		.00	7752.93	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4541.60	.00	284.28	.00	-8181.12
2	4541.60	-4541.60	346.89	-319.81	8181.12	-7222.39
3	4541.60	-4541.60	319.81	-315.10	7222.39	-7062.90
4	4541.60	-4541.60	315.10	-147.91	7062.90	-2953.68
5	4541.60	-4541.60	147.91	19.29	2953.68	-1812.26
6	4541.60	-4591.36	-19.29	-69.68	1812.26	-1591.90
7	4591.36	-4591.36	69.68	97.52	1591.90	-1838.95
8	4591.36	-4440.74	-97.52	-211.61	1838.95	-141.06
9	4440.74	-4440.74	211.61	-44.41	141.06	2131.15
10	4440.74	-4440.74	44.41	122.79	-2131.15	1435.59
11	4440.74	-4440.74	-122.79	127.50	-1435.59	1372.95
12	4440.74	-8866.78	-127.50	663.98	-1372.95	4374.90
13	8866.78	-4497.37	643.80	-108.74	-4374.90	1324.88
14	4497.37	-4497.37	108.74	-104.03	-1324.88	1378.14
15	4497.37	-4497.37	104.03	63.16	-1378.14	1740.87
16	4497.37	-4497.37	-63.16	230.36	-1740.87	-864.18
17	4497.37	-4599.09	-230.36	-84.91	864.18	-2618.45
18	4599.09	-4599.09	84.91	82.29	2618.45	-2595.16
19	4599.09	-4448.47	-82.29	-227.68	2595.16	-619.53
20	4448.47	-4448.47	227.68	-60.48	619.54	1937.87
21	4448.47	-4448.47	60.48	106.72	-1937.87	1527.51
22	4448.47	-4448.47	-106.72	111.43	-1527.51	1472.93
23	4448.47	-8876.55	-111.43	648.40	-1472.93	4562.89
24	8876.55	-4499.35	642.57	-106.95	-4562.89	1496.25
25	4499.35	-4499.35	106.95	-102.24	-1496.25	1548.59
26	4499.35	-4499.35	102.24	64.96	-1548.59	1879.41
27	4499.35	-4499.35	-64.96	232.16	-1879.41	-757.53
28	4499.35	-4601.08	-232.16	-83.33	757.53	-2541.82
29	4601.08	-4601.08	83.33	83.87	2541.82	-2546.61
30	4601.08	-4450.45	-83.87	-226.31	2546.61	-597.15
31	4450.45	-4450.45	226.31	-59.11	597.15	1936.00
32	4450.45	-4450.45	59.11	108.09	-1936.00	1501.36
33	4450.45	-4450.45	-108.09	112.80	-1501.36	1446.12
34	4450.45	-8876.00	-112.80	649.70	-1446.11	4526.42
35	8876.00	-4496.82	642.82	-107.19	-4526.42	1459.29
36	4496.82	-4496.82	107.19	-102.48	-1459.29	1511.76

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4496.82	-4496.82	102.48	64.71	-1511.76	1846.97
38	4496.82	-4496.82	-64.71	231.91	-1846.97	-785.58
39	4496.82	-4598.55	-231.91	-83.30	785.58	-2567.90
40	4598.55	-4598.55	83.30	83.90	2567.90	-2573.18
41	4598.55	-4447.92	-83.90	-226.01	2573.18	-626.61
42	4447.92	-4447.92	226.01	-58.81	626.61	1901.18
43	4447.92	-4447.92	58.81	108.39	-1901.18	1461.19
44	4447.92	-4447.92	-108.39	113.10	-1461.19	1405.77
45	4447.92	-8876.04	-113.10	650.04	-1405.77	4486.80
46	8876.04	-4499.40	644.27	-108.68	-4486.80	1429.99
47	4499.40	-4499.40	108.68	-103.97	-1429.99	1483.18
48	4499.40	-4499.40	103.97	63.23	-1483.18	1844.81
49	4499.40	-4499.40	-63.23	230.42	-1844.81	-761.34
50	4499.40	-4601.13	-230.42	-85.08	761.33	-2514.75
51	4601.13	-4601.13	85.08	82.12	2514.75	-2488.53
52	4601.13	-4450.50	-82.12	-228.07	2488.52	-507.88
53	4450.50	-4450.50	228.07	-60.87	507.88	2056.50
54	4450.50	-4450.50	60.87	106.33	-2056.50	1653.09
55	4450.50	-4450.50	-106.33	111.04	-1653.09	1598.76
56	4450.50	-9019.91	-111.04	656.73	-1598.76	4815.87
57	9019.91	-4640.31	646.09	-103.66	-4815.87	1732.61
58	4640.31	-4640.31	103.66	-98.95	-1732.61	1783.35
59	4640.31	-4640.31	98.95	68.25	-1783.35	2055.78
60	4640.31	-4640.31	-68.25	235.45	-2055.77	-639.56
61	4640.31	-4670.43	-235.45	-95.35	639.56	-2020.71
62	4670.43	-4670.43	95.35	71.85	2020.71	-1812.18
63	4670.43	-4573.76	-71.85	-19.47	1812.18	-1837.24
64	4573.76	-4573.76	19.47	147.73	1837.25	-2975.62
65	4573.76	-4573.76	-147.73	314.93	2975.62	-7081.75
66	4573.76	-4573.76	-314.93	319.64	7081.75	-7241.19
67	4573.76	-4573.76	-319.64	346.72	7241.19	-8198.96
68	4573.76	.00	286.63	.00	8198.95	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-170.8	.0	-78.1	.0	-36.6	.0	-21.0
2	-170.8	-159.9	-78.1	-78.1	-36.6	-41.5	25.6	23.6
3	-159.9	-158.1	-78.1	-78.1	-41.5	-42.3	23.6	23.2
4	-158.1	-111.6	-78.1	-78.1	-42.3	-63.2	23.2	10.9
5	-111.6	-98.7	-78.1	-78.1	-63.2	-68.9	10.9	-1.4
6	-98.7	-97.0	-78.1	-79.0	-68.9	-70.9	-1.4	5.1
7	-97.0	-99.8	-79.0	-79.0	-70.9	-69.7	5.1	-7.2
8	-99.8	-78.0	-79.0	-76.4	-69.7	-75.7	-7.2	15.6
9	-78.0	-52.2	-76.4	-76.4	-75.7	-87.2	15.6	3.3
10	-52.2	-60.1	-76.4	-76.4	-87.2	-83.7	3.3	-9.0
11	-60.1	-60.8	-76.4	-76.4	-83.7	-83.4	-9.0	-9.4
12	-60.8	-103.0	-76.4	-152.5	-83.4	-174.7	-9.4	-48.9
13	-103.0	-62.4	-152.5	-77.4	-174.7	-84.1	47.4	8.0
14	-62.4	-61.8	-77.4	-77.4	-84.1	-84.4	8.0	7.7
15	-61.8	-57.6	-77.4	-77.4	-84.4	-86.2	7.7	-4.7
16	-57.6	-87.2	-77.4	-77.4	-86.2	-73.0	-4.7	-17.0
17	-87.2	-108.8	-77.4	-79.1	-73.0	-65.8	-17.0	6.3
18	-108.8	-108.5	-79.1	-79.1	-65.8	-66.0	6.3	-6.1
19	-108.5	-83.5	-79.1	-76.5	-66.0	-73.4	-6.1	16.8
20	-83.5	-54.6	-76.5	-76.5	-73.4	-86.4	16.8	4.5
21	-54.6	-59.2	-76.5	-76.5	-86.4	-84.3	4.5	-7.9
22	-59.2	-59.8	-76.5	-76.5	-84.3	-84.0	-7.9	-8.2
23	-59.8	-101.0	-76.5	-152.7	-84.0	-175.8	-8.2	-47.8
24	-101.0	-60.4	-152.7	-77.4	-175.8	-85.0	47.4	7.9
25	-60.4	-59.9	-77.4	-77.4	-85.0	-85.3	7.9	7.5
26	-59.9	-56.1	-77.4	-77.4	-85.3	-86.9	7.5	-4.8
27	-56.1	-86.0	-77.4	-77.4	-86.9	-73.6	-4.8	-17.1
28	-86.0	-107.9	-77.4	-79.2	-73.6	-66.3	-17.1	6.1
29	-107.9	-108.0	-79.2	-79.2	-66.3	-66.2	6.1	-6.2
30	-108.0	-83.3	-79.2	-76.6	-66.2	-73.5	-6.2	16.7
31	-83.3	-54.6	-76.6	-76.6	-73.5	-86.4	16.7	4.4
32	-54.6	-59.6	-76.6	-76.6	-86.4	-84.2	4.4	-8.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 7 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-59.6	-60.2	-76.6	-76.6	-84.2	-83.9	-8.0	-8.3
34	-60.2	-101.4	-76.6	-152.7	-83.9	-175.6	-8.3	-47.9
35	-101.4	-60.8	-152.7	-77.4	-175.6	-84.8	47.4	7.9
36	-60.8	-60.2	-77.4	-77.4	-84.8	-85.0	7.9	7.6
37	-60.2	-56.4	-77.4	-77.4	-85.0	-86.7	7.6	-4.8
38	-56.4	-86.3	-77.4	-77.4	-86.7	-73.4	-4.8	-17.1
39	-86.3	-108.2	-77.4	-79.1	-73.4	-66.1	-17.1	6.1
40	-108.2	-108.3	-79.1	-79.1	-66.1	-66.1	6.1	-6.2
41	-108.3	-83.6	-79.1	-76.5	-66.1	-73.3	-6.2	16.7
42	-83.6	-55.0	-76.5	-76.5	-73.3	-86.2	16.7	4.3
43	-55.0	-60.0	-76.5	-76.5	-86.2	-83.9	4.3	-8.0
44	-60.0	-60.6	-76.5	-76.5	-83.9	-83.6	-8.0	-8.3
45	-60.6	-101.9	-76.5	-152.7	-83.6	-175.4	-8.3	-47.9
46	-101.9	-61.2	-152.7	-77.4	-175.4	-84.7	47.5	8.0
47	-61.2	-60.6	-77.4	-77.4	-84.7	-84.9	8.0	7.7
48	-60.6	-56.5	-77.4	-77.4	-84.9	-86.8	7.7	-4.7
49	-56.5	-86.0	-77.4	-77.4	-86.8	-73.5	-4.7	-17.0
50	-86.0	-107.6	-77.4	-79.2	-73.5	-66.4	-17.0	6.3
51	-107.6	-107.3	-79.2	-79.2	-66.4	-66.5	6.3	-6.1
52	-107.3	-82.3	-79.2	-76.6	-66.5	-74.0	-6.1	16.8
53	-82.3	-53.3	-76.6	-76.6	-74.0	-87.0	16.8	4.5
54	-53.3	-57.8	-76.6	-76.6	-87.0	-84.9	4.5	-7.8
55	-57.8	-58.4	-76.6	-76.6	-84.9	-84.7	-7.8	-8.2
56	-58.4	-100.6	-76.6	-155.2	-84.7	-179.6	-8.2	-48.4
57	-100.6	-60.2	-155.2	-79.8	-179.6	-88.6	47.6	7.6
58	-60.2	-59.6	-79.8	-79.8	-88.6	-88.9	7.6	7.3
59	-59.6	-56.5	-79.8	-79.8	-88.9	-90.2	7.3	-5.0
60	-56.5	-87.1	-79.8	-79.8	-90.2	-76.6	-5.0	-17.4
61	-87.1	-103.2	-79.8	-80.3	-76.6	-70.1	-17.4	7.0
62	-103.2	-100.9	-80.3	-80.3	-70.1	-71.2	7.0	-5.3
63	-100.9	-99.5	-80.3	-78.7	-71.2	-69.4	-5.3	1.4
64	-99.5	-112.4	-78.7	-78.7	-69.4	-63.6	1.4	-10.9

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   7   AT DAY : 4000.0

LOAD CASE #   0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-112.4	-158.9	-78.7	-78.7	-63.6	-42.8	-10.9	-23.2
66	-158.9	-160.7	-78.7	-78.7	-42.8	-42.0	-23.2	-23.6
67	-160.7	-171.6	-78.7	-78.7	-42.0	-37.1	-23.6	-25.6
68	-171.6	.0	-78.7	.0	-37.1	.0	21.1	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000351	-.0009133	.0003960
2	.0000000	.0000000	.0003730
3	.0000425	.0010329	.0003456
4	.0000498	.0012045	.0003409
5	.0003120	.0058661	.0001892
6	.0005742	.0080908	.0000663
7	.0008363	.0083920	-.0000276
8	.0010985	.0072832	-.0000925
9	.0013607	.0052778	-.0001286
10	.0016228	.0028892	-.0001357
11	.0018850	.0006309	-.0001139
12	.0018924	.0005742	-.0001129
13	.0019718	.0000000	-.0001003
14	.0020512	-.0005026	-.0000868
15	.0020585	-.0005457	-.0000856
16	.0023207	-.0017034	-.0000461
17	.0025829	-.0022292	-.0000144
18	.0028450	-.0022598	.0000097
19	.0031072	-.0019316	.0000260
20	.0033694	-.0013811	.0000347
21	.0036315	-.0007448	.0000357
22	.0038937	-.0001593	.0000290
23	.0039011	-.0001448	.0000287
24	.0039805	.0000000	.0000251
25	.0040599	.0001244	.0000212
26	.0040672	.0001349	.0000209
27	.0043294	.0004046	.0000099
28	.0045916	.0005024	.0000015
29	.0048537	.0004738	-.0000043
30	.0051159	.0003644	-.0000076
31	.0053781	.0002197	-.0000083
32	.0056402	.0000851	-.0000064
33	.0059024	.0000061	-.0000020
34	.0059098	.0000051	-.0000019
35	.0059892	.0000000	.0000000
36	.0060686	.0000051	.0000019

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0060759	.0000061	.0000020
38	.0063381	.0000850	.0000064
39	.0066003	.0002196	.0000083
40	.0068624	.0003644	.0000076
41	.0071246	.0004738	.0000043
42	.0073868	.0005024	-.0000015
43	.0076489	.0004045	-.0000099
44	.0079111	.0001349	-.0000209
45	.0079185	.0001244	-.0000212
46	.0079979	.0000000	-.0000251
47	.0080773	-.0001448	-.0000287
48	.0080846	-.0001593	-.0000290
49	.0083468	-.0007448	-.0000357
50	.0086090	-.0013811	-.0000347
51	.0088711	-.0019316	-.0000260
52	.0091333	-.0022599	-.0000097
53	.0093955	-.0022293	.0000144
54	.0096576	-.0017034	.0000461
55	.0099198	-.0005457	.0000856
56	.0099272	-.0005026	.0000868
57	.0100066	.0000000	.0001003
58	.0100860	.0005742	.0001129
59	.0100933	.0006309	.0001139
60	.0103555	.0028893	.0001357
61	.0106177	.0052779	.0001286
62	.0108798	.0072834	.0000925
63	.0111420	.0083922	.0000276
64	.0114042	.0080909	-.0000663
65	.0116663	.0058662	-.0001892
66	.0119285	.0012045	-.0003409
67	.0119359	.0010329	-.0003456
68	.0119784	.0000000	-.0003730
69	.0120134	-.0009133	-.0003960

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	30.90	.00
13	13	.00	-39.11	.00
24	24	.00	10.95	.00
35	35	.00	-5.48	.00
46	46	.00	10.95	.00
57	57	.00	-39.11	.00
68	68	.00	30.90	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.03
2	.00	.00	30.90	-30.90	-.03	88.93
3	.00	.00	30.90	-30.90	-88.93	104.59
4	.00	.00	30.90	-30.90	-104.59	653.04
5	.00	.00	30.90	-30.90	-653.04	1201.48
6	.00	.00	30.90	-30.90	-1201.48	1749.92
7	.00	.00	30.90	-30.90	-1749.92	2298.37
8	.00	.00	30.90	-30.90	-2298.37	2846.81
9	.00	.00	30.90	-30.90	-2846.81	3395.26
10	.00	.00	30.90	-30.90	-3395.26	3943.71
11	.00	.00	30.90	-30.90	-3943.71	3959.09
12	.00	.00	30.90	-30.90	-3959.09	4125.16
13	.00	.00	-8.22	8.22	-4125.16	4081.00
14	.00	.00	-8.22	8.22	-4081.00	4076.84
15	.00	.00	-8.22	8.22	-4076.84	3931.02
16	.00	.00	-8.22	8.22	-3931.02	3785.20
17	.00	.00	-8.22	8.22	-3785.20	3639.38
18	.00	.00	-8.22	8.22	-3639.38	3493.55
19	.00	.00	-8.22	8.22	-3493.55	3347.73
20	.00	.00	-8.22	8.22	-3347.73	3201.91
21	.00	.00	-8.22	8.22	-3201.91	3056.09
22	.00	.00	-8.22	8.22	-3056.09	3052.00
23	.00	.00	-8.22	8.22	-3052.00	3007.84
24	.00	.00	2.74	-2.74	-3007.84	3022.56
25	.00	.00	2.74	-2.74	-3022.56	3023.94
26	.00	.00	2.74	-2.74	-3023.94	3072.54
27	.00	.00	2.74	-2.74	-3072.54	3121.14
28	.00	.00	2.74	-2.74	-3121.14	3169.75
29	.00	.00	2.74	-2.74	-3169.75	3218.35
30	.00	.00	2.74	-2.74	-3218.35	3266.95
31	.00	.00	2.74	-2.74	-3266.95	3315.55
32	.00	.00	2.74	-2.74	-3315.55	3364.16
33	.00	.00	2.74	-2.74	-3364.16	3365.52
34	.00	.00	2.74	-2.74	-3365.52	3380.24
35	.00	.00	-2.74	2.74	-3380.24	3365.52
36	.00	.00	-2.74	2.74	-3365.52	3364.15

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	-2.74	2.74	-3364.15	3315.55
38	.00	.00	-2.74	2.74	-3315.55	3266.94
39	.00	.00	-2.74	2.74	-3266.94	3218.33
40	.00	.00	-2.74	2.74	-3218.33	3169.73
41	.00	.00	-2.74	2.74	-3169.73	3121.12
42	.00	.00	-2.74	2.74	-3121.12	3072.52
43	.00	.00	-2.74	2.74	-3072.52	3023.91
44	.00	.00	-2.74	2.74	-3023.91	3022.53
45	.00	.00	-2.74	2.74	-3022.53	3007.81
46	.00	.00	8.22	-8.22	-3007.81	3051.97
47	.00	.00	8.22	-8.22	-3051.97	3056.06
48	.00	.00	8.22	-8.22	-3056.06	3201.89
49	.00	.00	8.22	-8.22	-3201.89	3347.71
50	.00	.00	8.22	-8.22	-3347.71	3493.54
51	.00	.00	8.22	-8.22	-3493.54	3639.36
52	.00	.00	8.22	-8.22	-3639.36	3785.19
53	.00	.00	8.22	-8.22	-3785.19	3931.01
54	.00	.00	8.22	-8.22	-3931.01	4076.84
55	.00	.00	8.22	-8.22	-4076.84	4081.00
56	.00	.00	8.22	-8.22	-4081.00	4125.16
57	.00	.00	-30.90	30.90	-4125.16	3959.07
58	.00	.00	-30.90	30.90	-3959.07	3943.69
59	.00	.00	-30.90	30.90	-3943.69	3395.24
60	.00	.00	-30.90	30.90	-3395.24	2846.79
61	.00	.00	-30.90	30.90	-2846.79	2298.33
62	.00	.00	-30.90	30.90	-2298.33	1749.88
63	.00	.00	-30.90	30.90	-1749.88	1201.43
64	.00	.00	-30.90	30.90	-1201.43	652.97
65	.00	.00	-30.90	30.90	-652.97	104.52
66	.00	.00	-30.90	30.90	-104.52	88.87
67	.00	.00	-30.90	30.90	-88.87	.06
68	.00	.00	.00	.00	-.06	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	1.0	.0	.0	.0	-.5	2.3	2.3
3	1.0	1.2	.0	.0	-.5	-.5	2.3	2.3
4	1.2	7.4	.0	.0	-.5	-3.3	2.3	2.3
5	7.4	13.6	.0	.0	-3.3	-6.1	2.3	2.3
6	13.6	19.8	.0	.0	-6.1	-8.9	2.3	2.3
7	19.8	26.0	.0	.0	-8.9	-11.7	2.3	2.3
8	26.0	32.3	.0	.0	-11.7	-14.4	2.3	2.3
9	32.3	38.5	.0	.0	-14.4	-17.2	2.3	2.3
10	38.5	44.7	.0	.0	-17.2	-20.0	2.3	2.3
11	44.7	44.9	.0	.0	-20.0	-20.1	2.3	2.3
12	44.9	46.7	.0	.0	-20.1	-20.9	2.3	2.3
13	46.7	46.2	.0	.0	-20.9	-20.7	-.6	-.6
14	46.2	46.2	.0	.0	-20.7	-20.7	-.6	-.6
15	46.2	44.5	.0	.0	-20.7	-19.9	-.6	-.6
16	44.5	42.9	.0	.0	-19.9	-19.2	-.6	-.6
17	42.9	41.2	.0	.0	-19.2	-18.5	-.6	-.6
18	41.2	39.6	.0	.0	-18.5	-17.7	-.6	-.6
19	39.6	37.9	.0	.0	-17.7	-17.0	-.6	-.6
20	37.9	36.3	.0	.0	-17.0	-16.2	-.6	-.6
21	36.3	34.6	.0	.0	-16.2	-15.5	-.6	-.6
22	34.6	34.6	.0	.0	-15.5	-15.5	-.6	-.6
23	34.6	34.1	.0	.0	-15.5	-15.3	-.6	-.6
24	34.1	34.2	.0	.0	-15.3	-15.3	.2	.2
25	34.2	34.3	.0	.0	-15.3	-15.3	.2	.2
26	34.3	34.8	.0	.0	-15.3	-15.6	.2	.2
27	34.8	35.4	.0	.0	-15.6	-15.8	.2	.2
28	35.4	35.9	.0	.0	-15.8	-16.1	.2	.2
29	35.9	36.5	.0	.0	-16.1	-16.3	.2	.2
30	36.5	37.0	.0	.0	-16.3	-16.6	.2	.2
31	37.0	37.6	.0	.0	-16.6	-16.8	.2	.2
32	37.6	38.1	.0	.0	-16.8	-17.1	.2	.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	38.1	38.1	.0	.0	-17.1	-17.1	.2	.2
34	38.1	38.3	.0	.0	-17.1	-17.1	.2	.2
35	38.3	38.1	.0	.0	-17.1	-17.1	-.2	-.2
36	38.1	38.1	.0	.0	-17.1	-17.1	-.2	-.2
37	38.1	37.6	.0	.0	-17.1	-16.8	-.2	-.2
38	37.6	37.0	.0	.0	-16.8	-16.6	-.2	-.2
39	37.0	36.5	.0	.0	-16.6	-16.3	-.2	-.2
40	36.5	35.9	.0	.0	-16.3	-16.1	-.2	-.2
41	35.9	35.4	.0	.0	-16.1	-15.8	-.2	-.2
42	35.4	34.8	.0	.0	-15.8	-15.6	-.2	-.2
43	34.8	34.3	.0	.0	-15.6	-15.3	-.2	-.2
44	34.3	34.2	.0	.0	-15.3	-15.3	-.2	-.2
45	34.2	34.1	.0	.0	-15.3	-15.3	-.2	-.2
46	34.1	34.6	.0	.0	-15.3	-15.5	.6	.6
47	34.6	34.6	.0	.0	-15.5	-15.5	.6	.6
48	34.6	36.3	.0	.0	-15.5	-16.2	.6	.6
49	36.3	37.9	.0	.0	-16.2	-17.0	.6	.6
50	37.9	39.6	.0	.0	-17.0	-17.7	.6	.6
51	39.6	41.2	.0	.0	-17.7	-18.5	.6	.6
52	41.2	42.9	.0	.0	-18.5	-19.2	.6	.6
53	42.9	44.5	.0	.0	-19.2	-19.9	.6	.6
54	44.5	46.2	.0	.0	-19.9	-20.7	.6	.6
55	46.2	46.2	.0	.0	-20.7	-20.7	.6	.6
56	46.2	46.7	.0	.0	-20.7	-20.9	.6	.6
57	46.7	44.9	.0	.0	-20.9	-20.1	-2.3	-2.3
58	44.9	44.7	.0	.0	-20.1	-20.0	-2.3	-2.3
59	44.7	38.5	.0	.0	-20.0	-17.2	-2.3	-2.3
60	38.5	32.3	.0	.0	-17.2	-14.4	-2.3	-2.3
61	32.3	26.0	.0	.0	-14.4	-11.7	-2.3	-2.3
62	26.0	19.8	.0	.0	-11.7	-8.9	-2.3	-2.3
63	19.8	13.6	.0	.0	-8.9	-6.1	-2.3	-2.3
64	13.6	7.4	.0	.0	-6.1	-3.3	-2.3	-2.3

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	7.4	1.2	.0	.0	-3.3	-.5	-2.3	-2.3
66	1.2	1.0	.0	.0	-.5	-.5	-2.3	-2.3
67	1.0	.0	.0	.0	-.5	.0	-2.3	-2.3
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000284	.0004566	-.0001980
2	.0000000	.0000000	-.0001865
3	.0000344	-.0005164	-.0001728
4	.0000404	-.0006022	-.0001705
5	.0002528	-.0029330	-.0000946
6	.0004651	-.0040454	-.0000332
7	.0006775	-.0041960	.0000138
8	.0008899	-.0036416	.0000463
9	.0011023	-.0026389	.0000643
10	.0013147	-.0014446	.0000679
11	.0015270	-.0003155	.0000570
12	.0015330	-.0002871	.0000564
13	.0015973	.0000000	.0000502
14	.0016616	.0002513	.0000434
15	.0016676	.0002729	.0000428
16	.0018800	.0008517	.0000231
17	.0020924	.0011146	.0000072
18	.0023048	.0011299	-.0000048
19	.0025172	.0009658	-.0000130
20	.0027295	.0006905	-.0000174
21	.0029419	.0003724	-.0000178
22	.0031543	.0000796	-.0000145
23	.0031603	.0000724	-.0000143
24	.0032246	.0000000	-.0000125
25	.0032889	-.0000622	-.0000106
26	.0032949	-.0000675	-.0000104
27	.0035073	-.0002023	-.0000050
28	.0037196	-.0002512	-.0000008
29	.0039320	-.0002369	.0000022
30	.0041444	-.0001822	.0000038
31	.0043568	-.0001098	.0000041
32	.0045692	-.0000425	.0000032
33	.0047815	-.0000030	.0000010
34	.0047875	-.0000026	.0000009
35	.0048518	.0000000	.0000000
36	.0049161	-.0000026	-.0000009

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0049221	-.0000030	-.0000010
38	.0051345	-.0000425	-.0000032
39	.0053469	-.0001098	-.0000041
40	.0055593	-.0001822	-.0000038
41	.0057717	-.0002369	-.0000022
42	.0059840	-.0002512	.0000008
43	.0061964	-.0002023	.0000050
44	.0064088	-.0000674	.0000104
45	.0064148	-.0000622	.0000106
46	.0064791	.0000000	.0000125
47	.0065434	.0000724	.0000143
48	.0065494	.0000796	.0000145
49	.0067618	.0003724	.0000178
50	.0069741	.0006905	.0000174
51	.0071865	.0009658	.0000130
52	.0073989	.0011299	.0000048
53	.0076113	.0011147	-.0000072
54	.0078237	.0008517	-.0000231
55	.0080360	.0002729	-.0000428
56	.0080420	.0002513	-.0000434
57	.0081063	.0000000	-.0000502
58	.0081706	-.0002871	-.0000564
59	.0081766	-.0003155	-.0000570
60	.0083890	-.0014446	-.0000679
61	.0086014	-.0026390	-.0000643
62	.0088138	-.0036417	-.0000463
63	.0090262	-.0041961	-.0000138
64	.0092385	-.0040455	.0000332
65	.0094509	-.0029331	.0000946
66	.0096633	-.0006023	.0001705
67	.0096693	-.0005164	.0001728
68	.0097037	.0000000	.0001865
69	.0097321	.0004566	.0001980

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-15.45	.00
13	13	.00	19.56	.00
24	24	.00	-5.48	.00
35	35	.00	2.74	.00
46	46	.00	-5.48	.00
57	57	.00	19.56	.00
68	68	.00	-15.45	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	-.01
2	.00	.00	-15.45	15.45	.01	-44.47
3	.00	.00	-15.45	15.45	44.47	-52.29
4	.00	.00	-15.45	15.45	52.29	-326.52
5	.00	.00	-15.45	15.45	326.52	-600.74
6	.00	.00	-15.45	15.45	600.74	-874.96
7	.00	.00	-15.45	15.45	874.96	-1149.18
8	.00	.00	-15.45	15.45	1149.18	-1423.41
9	.00	.00	-15.45	15.45	1423.41	-1697.63
10	.00	.00	-15.45	15.45	1697.63	-1971.85
11	.00	.00	-15.45	15.45	1971.85	-1979.55
12	.00	.00	-15.45	15.45	1979.55	-2062.58
13	.00	.00	4.11	-4.11	2062.58	-2040.50
14	.00	.00	4.11	-4.11	2040.50	-2038.42
15	.00	.00	4.11	-4.11	2038.42	-1965.51
16	.00	.00	4.11	-4.11	1965.51	-1892.60
17	.00	.00	4.11	-4.11	1892.60	-1819.69
18	.00	.00	4.11	-4.11	1819.69	-1746.78
19	.00	.00	4.11	-4.11	1746.78	-1673.87
20	.00	.00	4.11	-4.11	1673.87	-1600.96
21	.00	.00	4.11	-4.11	1600.96	-1528.04
22	.00	.00	4.11	-4.11	1528.04	-1526.00
23	.00	.00	4.11	-4.11	1526.00	-1503.92
24	.00	.00	-1.37	1.37	1503.92	-1511.28
25	.00	.00	-1.37	1.37	1511.28	-1511.97
26	.00	.00	-1.37	1.37	1511.97	-1536.27
27	.00	.00	-1.37	1.37	1536.27	-1560.57
28	.00	.00	-1.37	1.37	1560.57	-1584.87
29	.00	.00	-1.37	1.37	1584.87	-1609.17
30	.00	.00	-1.37	1.37	1609.17	-1633.48
31	.00	.00	-1.37	1.37	1633.48	-1657.78
32	.00	.00	-1.37	1.37	1657.78	-1682.08
33	.00	.00	-1.37	1.37	1682.08	-1682.76
34	.00	.00	-1.37	1.37	1682.76	-1690.12
35	.00	.00	1.37	-1.37	1690.12	-1682.76
36	.00	.00	1.37	-1.37	1682.76	-1682.08

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	1.37	-1.37	1682.08	-1657.77
38	.00	.00	1.37	-1.37	1657.77	-1633.47
39	.00	.00	1.37	-1.37	1633.47	-1609.17
40	.00	.00	1.37	-1.37	1609.17	-1584.86
41	.00	.00	1.37	-1.37	1584.86	-1560.56
42	.00	.00	1.37	-1.37	1560.56	-1536.26
43	.00	.00	1.37	-1.37	1536.26	-1511.95
44	.00	.00	1.37	-1.37	1511.95	-1511.26
45	.00	.00	1.37	-1.37	1511.26	-1503.90
46	.00	.00	-4.11	4.11	1503.90	-1525.98
47	.00	.00	-4.11	4.11	1525.98	-1528.03
48	.00	.00	-4.11	4.11	1528.03	-1600.94
49	.00	.00	-4.11	4.11	1600.94	-1673.86
50	.00	.00	-4.11	4.11	1673.86	-1746.77
51	.00	.00	-4.11	4.11	1746.77	-1819.68
52	.00	.00	-4.11	4.11	1819.68	-1892.59
53	.00	.00	-4.11	4.11	1892.59	-1965.51
54	.00	.00	-4.11	4.11	1965.51	-2038.42
55	.00	.00	-4.11	4.11	2038.42	-2040.50
56	.00	.00	-4.11	4.11	2040.50	-2062.58
57	.00	.00	15.45	-15.45	2062.58	-1979.54
58	.00	.00	15.45	-15.45	1979.54	-1971.85
59	.00	.00	15.45	-15.45	1971.85	-1697.62
60	.00	.00	15.45	-15.45	1697.62	-1423.39
61	.00	.00	15.45	-15.45	1423.39	-1149.17
62	.00	.00	15.45	-15.45	1149.17	-874.94
63	.00	.00	15.45	-15.45	874.94	-600.71
64	.00	.00	15.45	-15.45	600.71	-326.49
65	.00	.00	15.45	-15.45	326.49	-52.26
66	.00	.00	15.45	-15.45	52.26	-44.43
67	.00	.00	15.45	-15.45	44.43	-.03
68	.00	.00	.00	.00	.03	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	-.5	.0	.0	.0	.2	-1.1	-1.1
3	-.5	-.6	.0	.0	.2	.3	-1.1	-1.1
4	-.6	-3.7	.0	.0	.3	1.7	-1.1	-1.1
5	-3.7	-6.8	.0	.0	1.7	3.0	-1.1	-1.1
6	-6.8	-9.9	.0	.0	3.0	4.4	-1.1	-1.1
7	-9.9	-13.0	.0	.0	4.4	5.8	-1.1	-1.1
8	-13.0	-16.1	.0	.0	5.8	7.2	-1.1	-1.1
9	-16.1	-19.2	.0	.0	7.2	8.6	-1.1	-1.1
10	-19.2	-22.3	.0	.0	8.6	10.0	-1.1	-1.1
11	-22.3	-22.4	.0	.0	10.0	10.0	-1.1	-1.1
12	-22.4	-23.4	.0	.0	10.0	10.5	-1.1	-1.1
13	-23.4	-23.1	.0	.0	10.5	10.3	.3	.3
14	-23.1	-23.1	.0	.0	10.3	10.3	.3	.3
15	-23.1	-22.3	.0	.0	10.3	10.0	.3	.3
16	-22.3	-21.4	.0	.0	10.0	9.6	.3	.3
17	-21.4	-20.6	.0	.0	9.6	9.2	.3	.3
18	-20.6	-19.8	.0	.0	9.2	8.9	.3	.3
19	-19.8	-19.0	.0	.0	8.9	8.5	.3	.3
20	-19.0	-18.1	.0	.0	8.5	8.1	.3	.3
21	-18.1	-17.3	.0	.0	8.1	7.7	.3	.3
22	-17.3	-17.3	.0	.0	7.7	7.7	.3	.3
23	-17.3	-17.0	.0	.0	7.7	7.6	.3	.3
24	-17.0	-17.1	.0	.0	7.6	7.7	-.1	-.1
25	-17.1	-17.1	.0	.0	7.7	7.7	-.1	-.1
26	-17.1	-17.4	.0	.0	7.7	7.8	-.1	-.1
27	-17.4	-17.7	.0	.0	7.8	7.9	-.1	-.1
28	-17.7	-18.0	.0	.0	7.9	8.0	-.1	-.1
29	-18.0	-18.2	.0	.0	8.0	8.2	-.1	-.1
30	-18.2	-18.5	.0	.0	8.2	8.3	-.1	-.1
31	-18.5	-18.8	.0	.0	8.3	8.4	-.1	-.1
32	-18.8	-19.1	.0	.0	8.4	8.5	-.1	-.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-19.1	-19.1	.0	.0	8.5	8.5	-.1	-.1
34	-19.1	-19.1	.0	.0	8.5	8.6	-.1	-.1
35	-19.1	-19.1	.0	.0	8.6	8.5	.1	.1
36	-19.1	-19.1	.0	.0	8.5	8.5	.1	.1
37	-19.1	-18.8	.0	.0	8.5	8.4	.1	.1
38	-18.8	-18.5	.0	.0	8.4	8.3	.1	.1
39	-18.5	-18.2	.0	.0	8.3	8.2	.1	.1
40	-18.2	-18.0	.0	.0	8.2	8.0	.1	.1
41	-18.0	-17.7	.0	.0	8.0	7.9	.1	.1
42	-17.7	-17.4	.0	.0	7.9	7.8	.1	.1
43	-17.4	-17.1	.0	.0	7.8	7.7	.1	.1
44	-17.1	-17.1	.0	.0	7.7	7.7	.1	.1
45	-17.1	-17.0	.0	.0	7.7	7.6	.1	.1
46	-17.0	-17.3	.0	.0	7.6	7.7	-.3	-.3
47	-17.3	-17.3	.0	.0	7.7	7.7	-.3	-.3
48	-17.3	-18.1	.0	.0	7.7	8.1	-.3	-.3
49	-18.1	-19.0	.0	.0	8.1	8.5	-.3	-.3
50	-19.0	-19.8	.0	.0	8.5	8.9	-.3	-.3
51	-19.8	-20.6	.0	.0	8.9	9.2	-.3	-.3
52	-20.6	-21.4	.0	.0	9.2	9.6	-.3	-.3
53	-21.4	-22.3	.0	.0	9.6	10.0	-.3	-.3
54	-22.3	-23.1	.0	.0	10.0	10.3	-.3	-.3
55	-23.1	-23.1	.0	.0	10.3	10.3	-.3	-.3
56	-23.1	-23.4	.0	.0	10.3	10.5	-.3	-.3
57	-23.4	-22.4	.0	.0	10.5	10.0	1.1	1.1
58	-22.4	-22.3	.0	.0	10.0	10.0	1.1	1.1
59	-22.3	-19.2	.0	.0	10.0	8.6	1.1	1.1
60	-19.2	-16.1	.0	.0	8.6	7.2	1.1	1.1
61	-16.1	-13.0	.0	.0	7.2	5.8	1.1	1.1
62	-13.0	-9.9	.0	.0	5.8	4.4	1.1	1.1
63	-9.9	-6.8	.0	.0	4.4	3.0	1.1	1.1
64	-6.8	-3.7	.0	.0	3.0	1.7	1.1	1.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-3.7	-.6	.0	.0	1.7	.3	1.1	1.1
66	-.6	-.5	.0	.0	.3	.2	1.1	1.1
67	-.5	.0	.0	.0	.2	.0	1.1	1.1
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000919	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	.0001113	.0000000	.0000000
4	.0001306	.0000000	.0000000
5	.0008175	.0000000	.0000000
6	.0015045	.0000000	.0000000
7	.0021914	.0000000	.0000000
8	.0028783	.0000000	.0000000
9	.0035652	.0000000	.0000000
10	.0042522	.0000000	.0000000
11	.0049391	.0000000	.0000000
12	.0049584	.0000000	.0000000
13	.0051665	.0000000	.0000000
14	.0053745	.0000000	.0000000
15	.0053938	.0000000	.0000000
16	.0060807	.0000000	.0000000
17	.0067677	.0000000	.0000000
18	.0074546	.0000000	.0000000
19	.0081415	.0000000	.0000000
20	.0088284	.0000000	.0000000
21	.0095154	.0000000	.0000000
22	.0102023	.0000000	.0000000
23	.0102216	.0000000	.0000000
24	.0104296	.0000000	.0000000
25	.0106377	.0000000	.0000000
26	.0106570	.0000000	.0000000
27	.0113439	.0000000	.0000000
28	.0120309	.0000000	.0000000
29	.0127178	.0000000	.0000000
30	.0134047	.0000000	.0000000
31	.0140916	.0000000	.0000000
32	.0147786	.0000000	.0000000
33	.0154655	.0000000	.0000000
34	.0154848	.0000000	.0000000
35	.0156929	.0000000	.0000000
36	.0159009	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0159202	.0000000	.0000000
38	.0166071	.0000000	.0000000
39	.0172941	.0000000	.0000000
40	.0179810	.0000000	.0000000
41	.0186679	.0000000	.0000000
42	.0193548	.0000000	.0000000
43	.0200418	.0000000	.0000000
44	.0207287	.0000000	.0000000
45	.0207480	.0000000	.0000000
46	.0209561	.0000000	.0000000
47	.0211641	.0000000	.0000000
48	.0211834	.0000000	.0000000
49	.0218703	.0000000	.0000000
50	.0225573	.0000000	.0000000
51	.0232442	.0000000	.0000000
52	.0239311	.0000000	.0000000
53	.0246180	.0000000	.0000000
54	.0253050	.0000000	.0000000
55	.0259919	.0000000	.0000000
56	.0260112	.0000000	.0000000
57	.0262193	.0000000	.0000000
58	.0264273	.0000000	.0000000
59	.0264466	.0000000	.0000000
60	.0271335	.0000000	.0000000
61	.0278205	.0000000	.0000000
62	.0285074	.0000000	.0000000
63	.0291943	.0000000	.0000000
64	.0298812	.0000000	.0000000
65	.0305682	.0000000	.0000000
66	.0312551	.0000000	.0000000
67	.0312744	.0000000	.0000000
68	.0313857	.0000000	.0000000
69	.0314776	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
57	57	.00	.00	.00
68	68	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00
47	.00	.00	.00	.00	.00	.00
48	.00	.00	.00	.00	.00	.00
49	.00	.00	.00	.00	.00	.00
50	.00	.00	.00	.00	.00	.00
51	.00	.00	.00	.00	.00	.00
52	.00	.00	.00	.00	.00	.00
53	.00	.00	.00	.00	.00	.00
54	.00	.00	.00	.00	.00	.00
55	.00	.00	.00	.00	.00	.00
56	.00	.00	.00	.00	.00	.00
57	.00	.00	.00	.00	.00	.00
58	.00	.00	.00	.00	.00	.00
59	.00	.00	.00	.00	.00	.00
60	.00	.00	.00	.00	.00	.00
61	.00	.00	.00	.00	.00	.00
62	.00	.00	.00	.00	.00	.00
63	.00	.00	.00	.00	.00	.00
64	.00	.00	.00	.00	.00	.00
65	.00	.00	.00	.00	.00	.00
66	.00	.00	.00	.00	.00	.00
67	.00	.00	.00	.00	.00	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 8 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0006234	-.0002625
2	.0000000	.0000000	-.0002625
3	.0000000	-.0007538	-.0002615
4	.0000000	-.0008845	-.0002612
5	.0000000	-.0052042	-.0002158
6	.0000000	-.0082726	-.0001245
7	.0000000	-.0095058	-.0000133
8	.0000000	-.0087801	.0000919
9	.0000000	-.0064324	.0001651
10	.0000000	-.0032612	.0001804
11	.0000000	-.0005270	.0001116
12	.0000000	-.0004721	.0001081
13	.0000000	.0000000	.0000659
14	.0000000	.0002348	.0000230
15	.0000000	.0002454	.0000194
16	.0000000	-.0002450	-.0000608
17	.0000000	-.0015008	-.0000712
18	.0000000	-.0025118	-.0000376
19	.0000000	-.0027276	.0000141
20	.0000000	-.0020580	.0000579
21	.0000000	-.0008740	.0000677
22	.0000000	-.0000080	.0000177
23	.0000000	.0000002	.0000151
24	.0000000	.0000000	-.0000165
25	.0000000	-.0001771	-.0000479
26	.0000000	-.0002017	-.0000505
27	.0000000	-.0016294	-.0000977
28	.0000000	-.0032948	-.0000816
29	.0000000	-.0043071	-.0000284
30	.0000000	-.0042353	.0000362
31	.0000000	-.0031088	.0000861
32	.0000000	-.0014184	.0000954
33	.0000000	-.0001163	.0000380
34	.0000000	-.0000980	.0000351
35	.0000000	.0000000	-.0000001
36	.0000000	-.0000991	-.0000353

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0001174	-.0000382
38	.0000000	-.0014235	-.0000956
39	.0000000	-.0031181	-.0000863
40	.0000000	-.0042477	-.0000363
41	.0000000	-.0043200	.0000285
42	.0000000	-.0033045	.0000819
43	.0000000	-.0016333	.0000980
44	.0000000	-.0002018	.0000506
45	.0000000	-.0001771	.0000480
46	.0000000	.0000000	.0000165
47	.0000000	.0000002	-.0000151
48	.0000000	-.0000080	-.0000177
49	.0000000	-.0008751	-.0000678
50	.0000000	-.0020609	-.0000580
51	.0000000	-.0027317	-.0000141
52	.0000000	-.0025151	.0000377
53	.0000000	-.0015009	.0000714
54	.0000000	-.0002414	.0000610
55	.0000000	.0002478	-.0000197
56	.0000000	.0002370	-.0000234
57	.0000000	.0000000	-.0000663
58	.0000000	-.0004743	-.0001085
59	.0000000	-.0005295	-.0001121
60	.0000000	-.0032732	-.0001809
61	.0000000	-.0064545	-.0001657
62	.0000000	-.0088108	-.0000923
63	.0000000	-.0095409	.0000132
64	.0000000	-.0083051	.0001249
65	.0000000	-.0052257	.0002166
66	.0000000	-.0008882	.0002623
67	.0000000	-.0007570	.0002627
68	.0000000	.0000000	.0002636
69	.0000000	.0006261	.0002636

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	82.29	.00
13	13	.00	228.71	.00
24	24	.00	197.08	.00
35	35	.00	207.46	.00
46	46	.00	197.09	.00
57	57	.00	228.71	.00
68	68	.00	82.29	.00
TOTAL REACTIONS		.00	1223.63	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	3.56	.00	-4.25
2	.00	.00	78.73	-74.42	4.25	215.85
3	.00	.00	74.42	-73.67	-215.85	252.73
4	.00	.00	73.67	-47.04	-252.73	1324.03
5	.00	.00	47.04	-20.42	-1324.03	1922.75
6	.00	.00	20.42	6.21	-1922.75	2048.87
7	.00	.00	-6.21	32.83	-2048.87	1702.39
8	.00	.00	-32.83	59.46	-1702.39	883.32
9	.00	.00	-59.46	86.08	-883.32	-408.34
10	.00	.00	-86.08	112.71	408.34	-2172.60
11	.00	.00	-112.71	113.46	2172.60	-2229.08
12	.00	.00	-113.46	121.52	2229.08	-2860.57
13	.00	.00	107.19	-99.12	2860.57	-2306.11
14	.00	.00	99.12	-98.37	2306.11	-2256.73
15	.00	.00	98.37	-71.75	2256.73	-746.89
16	.00	.00	71.75	-45.12	746.89	290.35
17	.00	.00	45.12	-18.50	-290.35	854.99
18	.00	.00	18.50	8.13	-854.99	947.05
19	.00	.00	-8.13	34.75	-947.05	566.51
20	.00	.00	-34.75	61.38	-566.51	-286.63
21	.00	.00	-61.38	88.00	286.63	-1612.36
22	.00	.00	-88.00	88.75	1612.36	-1656.53
23	.00	.00	-88.75	96.81	1656.53	-2155.24
24	.00	.00	100.27	-92.21	2155.24	-1637.96
25	.00	.00	92.21	-91.46	1637.96	-1592.07
26	.00	.00	91.46	-64.83	1592.07	-205.00
27	.00	.00	64.83	-38.21	205.00	709.47
28	.00	.00	38.21	-11.58	-709.47	1151.35
29	.00	.00	11.58	15.04	-1151.35	1120.63
30	.00	.00	-15.04	41.67	-1120.63	617.33
31	.00	.00	-41.67	68.29	-617.33	-358.58
32	.00	.00	-68.29	94.92	358.58	-1807.07
33	.00	.00	-94.92	95.67	1807.07	-1854.70
34	.00	.00	-95.67	103.73	1854.70	-2390.58
35	.00	.00	103.73	-95.66	2390.58	-1854.72
36	.00	.00	95.66	-94.91	1854.72	-1807.09

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	94.91	-68.29	1807.09	-358.66
38	.00	.00	68.29	-41.66	358.66	617.18
39	.00	.00	41.66	-15.04	-617.18	1120.43
40	.00	.00	15.04	11.59	-1120.43	1151.08
41	.00	.00	-11.59	38.21	-1151.08	709.14
42	.00	.00	-38.21	64.84	-709.14	-205.40
43	.00	.00	-64.84	91.46	205.40	-1592.52
44	.00	.00	-91.46	92.21	1592.52	-1638.41
45	.00	.00	-92.21	100.27	1638.41	-2155.71
46	.00	.00	96.81	-88.75	2155.71	-1657.01
47	.00	.00	88.75	-88.00	1657.01	-1612.83
48	.00	.00	88.00	-61.38	1612.83	-287.10
49	.00	.00	61.38	-34.75	287.10	566.04
50	.00	.00	34.75	-8.13	-566.04	946.59
51	.00	.00	8.13	18.50	-946.59	854.54
52	.00	.00	-18.50	45.12	-854.54	289.89
53	.00	.00	-45.12	71.75	-289.89	-747.34
54	.00	.00	-71.75	98.37	747.34	-2257.18
55	.00	.00	-98.37	99.12	2257.18	-2306.56
56	.00	.00	-99.12	107.19	2306.56	-2861.02
57	.00	.00	121.52	-113.46	2861.02	-2229.50
58	.00	.00	113.46	-112.71	2229.50	-2173.01
59	.00	.00	112.71	-86.09	2173.01	-408.69
60	.00	.00	86.09	-59.46	408.69	883.03
61	.00	.00	59.46	-32.84	-883.03	1702.17
62	.00	.00	32.84	-6.21	-1702.17	2048.71
63	.00	.00	6.21	20.41	-2048.71	1922.65
64	.00	.00	-20.41	47.04	-1922.65	1324.01
65	.00	.00	-47.04	73.66	-1324.01	252.77
66	.00	.00	-73.66	74.41	-252.77	215.89
67	.00	.00	-74.41	78.73	-215.89	-4.27
68	.00	.00	3.56	.00	4.27	.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	-.3
2	.0	2.4	.0	.0	.0	-1.1	5.8	5.5
3	2.4	2.9	.0	.0	-1.1	-1.3	5.5	5.4
4	2.9	15.0	.0	.0	-1.3	-6.7	5.4	3.5
5	15.0	21.8	.0	.0	-6.7	-9.7	3.5	1.5
6	21.8	23.2	.0	.0	-9.7	-10.4	1.5	-.5
7	23.2	19.3	.0	.0	-10.4	-8.6	-.5	-2.4
8	19.3	10.0	.0	.0	-8.6	-4.5	-2.4	-4.4
9	10.0	-4.6	.0	.0	-4.5	2.1	-4.4	-6.3
10	-4.6	-24.6	.0	.0	2.1	11.0	-6.3	-8.3
11	-24.6	-25.3	.0	.0	11.0	11.3	-8.3	-8.4
12	-25.3	-32.4	.0	.0	11.3	14.5	-8.4	-9.0
13	-32.4	-26.1	.0	.0	14.5	11.7	7.9	7.3
14	-26.1	-25.6	.0	.0	11.7	11.4	7.3	7.3
15	-25.6	-8.5	.0	.0	11.4	3.8	7.3	5.3
16	-8.5	3.3	.0	.0	3.8	-1.5	5.3	3.3
17	3.3	9.7	.0	.0	-1.5	-4.3	3.3	1.4
18	9.7	10.7	.0	.0	-4.3	-4.8	1.4	-.6
19	10.7	6.4	.0	.0	-4.8	-2.9	-.6	-2.6
20	6.4	-3.2	.0	.0	-2.9	1.5	-2.6	-4.5
21	-3.2	-18.3	.0	.0	1.5	8.2	-4.5	-6.5
22	-18.3	-18.8	.0	.0	8.2	8.4	-6.5	-6.5
23	-18.8	-24.4	.0	.0	8.4	10.9	-6.5	-7.1
24	-24.4	-18.6	.0	.0	10.9	8.3	7.4	6.8
25	-18.6	-18.0	.0	.0	8.3	8.1	6.8	6.7
26	-18.0	-2.3	.0	.0	8.1	1.0	6.7	4.8
27	-2.3	8.0	.0	.0	1.0	-3.6	4.8	2.8
28	8.0	13.0	.0	.0	-3.6	-5.8	2.8	.9
29	13.0	12.7	.0	.0	-5.8	-5.7	.9	-1.1
30	12.7	7.0	.0	.0	-5.7	-3.1	-1.1	-3.1
31	7.0	-4.1	.0	.0	-3.1	1.8	-3.1	-5.0
32	-4.1	-20.5	.0	.0	1.8	9.2	-5.0	-7.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-20.5	-21.0	.0	.0	9.2	9.4	-7.0	-7.1
34	-21.0	-27.1	.0	.0	9.4	12.1	-7.1	-7.6
35	-27.1	-21.0	.0	.0	12.1	9.4	7.6	7.1
36	-21.0	-20.5	.0	.0	9.4	9.2	7.1	7.0
37	-20.5	-4.1	.0	.0	9.2	1.8	7.0	5.0
38	-4.1	7.0	.0	.0	1.8	-3.1	5.0	3.1
39	7.0	12.7	.0	.0	-3.1	-5.7	3.1	1.1
40	12.7	13.0	.0	.0	-5.7	-5.8	1.1	-.9
41	13.0	8.0	.0	.0	-5.8	-3.6	-.9	-2.8
42	8.0	-2.3	.0	.0	-3.6	1.0	-2.8	-4.8
43	-2.3	-18.0	.0	.0	1.0	8.1	-4.8	-6.7
44	-18.0	-18.6	.0	.0	8.1	8.3	-6.7	-6.8
45	-18.6	-24.4	.0	.0	8.3	10.9	-6.8	-7.4
46	-24.4	-18.8	.0	.0	10.9	8.4	7.1	6.5
47	-18.8	-18.3	.0	.0	8.4	8.2	6.5	6.5
48	-18.3	-3.3	.0	.0	8.2	1.5	6.5	4.5
49	-3.3	6.4	.0	.0	1.5	-2.9	4.5	2.6
50	6.4	10.7	.0	.0	-2.9	-4.8	2.6	.6
51	10.7	9.7	.0	.0	-4.8	-4.3	.6	-1.4
52	9.7	3.3	.0	.0	-4.3	-1.5	-1.4	-3.3
53	3.3	-8.5	.0	.0	-1.5	3.8	-3.3	-5.3
54	-8.5	-25.6	.0	.0	3.8	11.4	-5.3	-7.3
55	-25.6	-26.1	.0	.0	11.4	11.7	-7.3	-7.3
56	-26.1	-32.4	.0	.0	11.7	14.5	-7.3	-7.9
57	-32.4	-25.3	.0	.0	14.5	11.3	9.0	8.4
58	-25.3	-24.6	.0	.0	11.3	11.0	8.4	8.3
59	-24.6	-4.6	.0	.0	11.0	2.1	8.3	6.3
60	-4.6	10.0	.0	.0	2.1	-4.5	6.3	4.4
61	10.0	19.3	.0	.0	-4.5	-8.6	4.4	2.4
62	19.3	23.2	.0	.0	-8.6	-10.4	2.4	.5
63	23.2	21.8	.0	.0	-10.4	-9.7	.5	-1.5
64	21.8	15.0	.0	.0	-9.7	-6.7	-1.5	-3.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:12:33

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 9 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	15.0	2.9	.0	.0	-6.7	-1.3	-3.5	-5.4
66	2.9	2.4	.0	.0	-1.3	-1.1	-5.4	-5.5
67	2.4	.0	.0	.0	-1.1	.0	-5.5	-5.8
68	.0	.0	.0	.0	.0	.0	.3	.0

Six Span Unit – All Tendons

Live Loads

Mid-Bay Bridge
Typical 6 Span Unit
Live Load Moments for Load Rating Vehicles
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max	0	0	531.71	620.33	3505.09	5028.58	5502.34	5097.13	3860.69	2017.05	-95.16	630.3	655.73
	Min	0	0	-52.74	-61.82	-387.7	-713.58	-1039.46	-1365.34	-1691.22	-2017.1	-2342.97	-2352.32	-3088.62
LANE LD	Max	0	0	509.11	594.72	3133.15	4687.64	5284.2	4964.35	3784.98	1884.35	710.28	702.07	700.02
	Min	0	0	-69.88	-81.91	-513.68	-945.46	-1377.23	-1809	-2240.77	-2739.15	-4668.54	-4746.19	-5977.98
SU2	Max	0	0	281.3	328.41	1755.1	2545.17	2766.87	2571.35	1981.81	1104.77	100.39	301.35	313.51
	Min	0	0	-25.21	-29.56	-185.36	-341.17	-496.98	-652.78	-808.59	-964.39	-1120.2	-1124.67	-1476.03
SU3	Max	0	0	544.27	635.42	3329.89	4815.34	5306.57	4903.14	3734.13	2035.92	124.2	584.93	608.53
	Min	0	0	-48.94	-57.37	-359.79	-662.22	-964.65	-1267.07	-1569.5	-1871.92	-2174.34	-2183.01	-2863.79
SU4	Max	0	0	565.24	659.81	3515.22	5139.91	5650.02	5226.13	3989.69	2186.88	151.71	620.93	645.98
	Min	0	0	-51.95	-60.9	-381.94	-702.98	-1024.02	-1345.05	-1666.09	-1987.13	-2308.16	-2317.37	-3040.48
C3	Max	0	0	428.06	499.52	2556.97	3747.41	4099.83	3796.43	2854.71	1432.77	-208.77	481.54	500.97
	Min	0	0	-40.29	-47.23	-296.2	-545.17	-794.14	-1043.11	-1292.08	-1541.04	-1790.01	-1797.15	-2365.98
C4	Max	0	0	512.3	597.49	3154.43	4900.38	5289.87	4922.5	3733.62	1881.69	-667.8	625.64	650.88
	Min	0	0	-52.35	-61.36	-384.83	-708.3	-1031.77	-1355.24	-1678.71	-2002.18	-2325.64	-2334.92	-3073.55
C5	Max	0	0	533.97	622.91	3295.65	4787.64	5242.07	4850	3614.69	1755.17	-399.14	629.74	655.15
	Min	0	0	-52.69	-61.77	-387.36	-712.95	-1038.54	-1364.14	-1689.73	-2015.32	-2340.9	-2350.25	-3094.34
ST5	Max	0	0	464.42	84.21	3263.27	4814.65	5321.12	4929.84	3657.12	1695.06	-599.26	641.95	667.85
	Min	0	0	-53.71	-62.96	-394.87	-726.77	-1058.67	-1390.58	-1722.48	-2054.38	-2386.28	-2395.8	-3177.01

Mid-Bay Bridge
Typical 6 Span Unit
Live Load Moments for Load Rating Vehicles
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max	655.73	-164.32	-106.39	2149.63	3737.32	4531.56	4502.65	3651.67	2043.94	-28.71	672.75	827.51
	Min	-3088.62	-2933.84	-2919.25	-2408.15	-1897.06	-1385.97	-1183.89	-1608.66	-2033.43	-2458.19	-2470.32	-2644.49
LANE LD	Max	700.02	632.8	646.48	1651.88	3316.86	4256.67	4321.66	3515.35	2039.69	1266.25	1273.19	1428.6
	Min	-5977.98	-5077.28	-5000.33	-3142.77	-2714.51	-2402.28	-2243.04	-2407.5	-2733.07	-4513.72	-4587.2	-5471.54
SU2	Max	313.51	130.33	160.5	1168.26	1923.6	2301.62	2287.7	1882.41	1117.16	92.66	321.5	395.46
	Min	-1476.03	-1402.06	-1395.09	-1150.84	-906.59	-662.34	-566.03	-769.11	-972.2	-1175.28	-1181.08	-1263.99
SU3	Max	608.53	158.07	215.55	2151.75	3630.16	4394.87	4365.95	3550.55	2057.74	133.82	623.78	767.28
	Min	-2863.79	-2720.28	-2706.75	-2232.86	-1758.97	-1285.08	-1098.68	-1492.87	-1887.07	-2281.27	-2292.52	-2454.08
SU4	Max	645.98	191.73	253.07	2311.15	3877.78	4683.78	4653.45	3793.2	2210.38	156.31	662.26	814.62
	Min	-3040.48	-2888.11	-2873.75	-2370.62	-1867.49	-1364.36	-1166.29	-1584.75	-2003.21	-2421.67	-2433.61	-2604.9
C3	Max	500.97	-269.98	-225.41	1536.43	2756.51	3359.03	3337.43	2691.03	1454.66	-150.48	515.34	633.9
	Min	-2365.98	-2247.41	-2236.24	-1844.72	-1453.21	-1061.69	-904.48	-1229	-1553.52	-1878.04	-1887.3	-2020.95
C4	Max	650.88	-193.99	-128.42	2024.62	3595.48	4341.03	4315.16	3510.43	1913.19	-538.84	669.46	823.48
	Min	-3073.55	-2919.52	-2905.01	-2396.41	-1887.81	-1379.2	-1175.13	-1596.76	-2018.39	-2440.01	-2452.05	-2625.75
C5	Max	655.15	-485.6	-427.33	1904.75	3491.04	4275.53	4247.63	3405.54	1789.25	-319.12	673.99	829.05
	Min	-3094.34	-2939.27	-2924.66	-2412.62	-1900.57	-1388.53	-1182.84	-1607.24	-2031.64	-2456.03	-2468.14	-2642.77
ST5	Max	667.85	-702.29	-640.97	1825.47	3514.07	4334.07	4306.06	3428.04	1727.84	-500.39	692	851.19
	Min	-3177.01	-3017.79	-3002.79	-2477.07	-1951.35	-1425.63	-1205.78	-1638.4	-2071.02	-2503.64	-2515.99	-2694.73

Mid-Bay Bridge
Typical 6 Span Unit
Live Load Moments for Load Rating Vehicles
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max	827.51	786.05	782.14	2054.51	3645.53	4466.12	4464.19	3639.82	2047.46	-23.6	672.88	708.34
	Min	-2644.49	-2511.99	-2499.5	-2061.93	-1624.35	-1186.77	-1173.41	-1605.27	-2037.14	-2469	-2481.33	-2612.1
LANE LD	Max	1428.6	1311.28	1304.28	2087.74	3607.75	4461.58	4442.54	3550.87	1996.15	1151.48	1154.59	1258.45
	Min	-5471.54	-4593.79	-4518.69	-2684.31	-2316.73	-2117.59	-2133.18	-2375.16	-2787.86	-4666.65	-4742.92	-5632.97
SU2	Max	395.46	375.65	373.78	1122.23	1879.55	2270.32	2269.39	1876.8	1118.83	93	321.61	338.56
	Min	-1263.99	-1200.66	-1194.69	-985.54	-776.39	-567.24	-561	-767.48	-973.95	-1180.43	-1186.32	-1248.84
SU3	Max	767.28	728.83	725.21	2066.96	3545.53	4333.3	4331.37	3540.22	2060.69	135.43	624.42	657.33
	Min	-2454.08	-2331.11	-2319.52	-1913.46	-1507.38	-1101.31	-1088.95	-1489.73	-1890.51	-2291.3	-2302.73	-2424.1
SU4	Max	814.62	773.8	769.95	2220.3	3787.78	4618.57	4616.57	3782.15	2213.58	159.71	662.8	697.73
	Min	-2604.9	-2474.38	-2462.08	-2031.06	-1600.03	-1169	-1155.96	-1581.41	-2006.86	-2432.31	-2444.44	-2573.28
C3	Max	633.9	602.14	599.15	1462.93	2686.07	3309.07	3307.63	2681.71	1457.48	-146.02	514.22	541.32
	Min	-2020.95	-1919.69	-1910.15	-1575.75	-1241.34	-906.94	-896.49	-1226.44	-1556.39	-1886.34	-1895.75	-1995.67
C4	Max	823.48	782.22	778.33	1924.63	3503.33	4277.24	4275.52	3497.66	1917.2	-529.03	668.11	703.32
	Min	-2625.75	-2494.18	-2481.78	-2047.31	-1612.83	-1178.35	-1164.75	-1593.44	-2022.12	-2450.8	-2463.03	-2592.84
C5	Max	829.05	787.51	783.59	1801.22	3398.92	4210.32	4208.47	3393.23	1793.52	-313.02	672.44	707.88
	Min	-2642.77	-2510.35	-2497.87	-2060.58	-1623.29	-1185.99	-1172.39	-1603.89	-2035.38	-2466.87	-2479.19	-2609.85
ST5	Max	851.19	808.54	804.53	1739.01	3420.59	4267.04	4265.17	3414.85	1731.94	-492.93	686	722.16
	Min	-2694.73	-2560.98	-2548.26	-2102.14	-1656.03	-1209.92	-1195.18	-1635.06	-2074.94	-2514.82	-2527.37	-2659.3

Mid-Bay Bridge
Typical 6 Span Unit
Live Load Moments for Load Rating Vehicles
Span 4

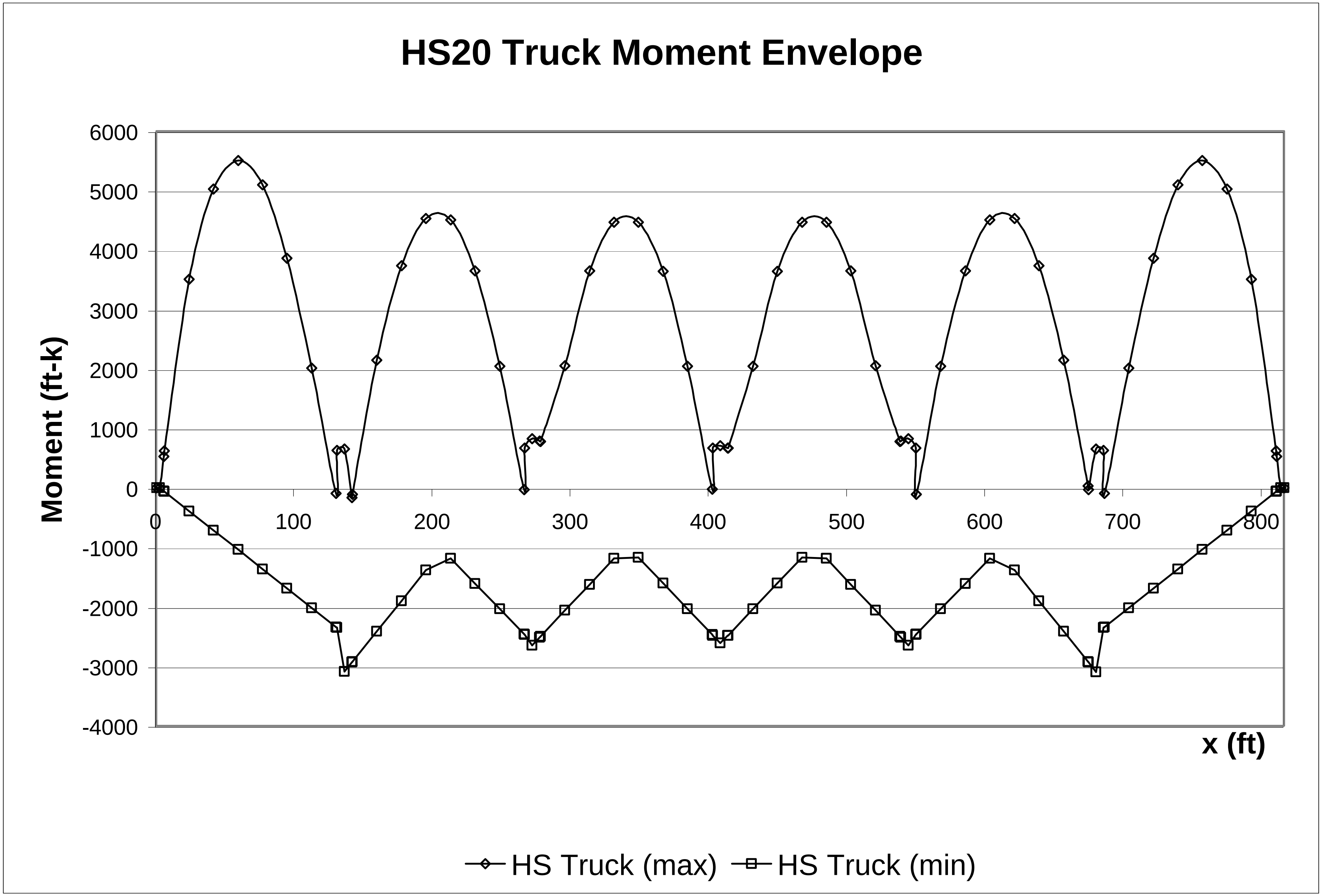
Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max	708.34	672.87	672.87	2047.46	3639.81	4464.19	4466.12	3645.53	2054.51	782.16	786.07	827.53
	Min	-2612.1	-2481.31	-2481.31	-2037.13	-1605.26	-1173.4	-1186.77	-1624.36	-2061.94	-2499.52	-2512.01	-2644.5
LANE LD	Max	1258.45	1154.58	1151.48	1996.15	3550.86	4442.54	4461.58	3607.76	2087.75	1304.3	1311.3	1428.61
	Min	-5632.97	-4742.91	-4666.63	-2787.84	-2375.14	-2133.17	-2117.6	-2316.75	-2684.33	-4518.7	-4593.8	-5471.55
SU2	Max	338.56	321.61	132.48	1118.83	1876.8	2269.39	2270.32	1879.55	1122.23	373.79	375.66	395.47
	Min	-1248.84	-1186.31	-1180.42	-973.95	-767.47	-561	-567.24	-776.39	-985.54	-1194.7	-1200.67	-1263.99
SU3	Max	657.33	624.42	172.67	2060.69	3540.22	4331.37	4333.3	3545.53	2066.96	725.23	728.85	767.29
	Min	-2424.1	-2302.72	-2291.28	-1890.51	-1489.73	-1088.95	-1101.32	-1507.39	-1913.47	-2319.54	-2331.13	-2454.08
SU4	Max	697.73	662.79	205.38	2213.58	3782.14	4616.57	4618.6	3787.79	2220.3	769.97	773.82	814.63
	Min	-2573.28	-2444.42	-2432.29	-2006.85	-1581.4	-1155.96	-1169.01	-1600.04	-2031.07	-2462.1	-2474.4	-2604.91
C3	Max	541.32	514.21	-216.79	1457.48	2681.7	3307.63	3309.07	2686.08	1462.93	599.16	602.15	633.91
	Min	-1995.67	-1895.74	-1886.32	-1556.38	-1226.43	-896.49	-906.95	-1241.35	-1575.75	-1910.16	-1919.7	-2020.96
C4	Max	703.32	668.1	-197.65	1917.2	3497.65	4275.52	4277.25	3503.33	1924.63	778.35	782.23	823.49
	Min	-2592.84	-2463.01	-2450.78	-2022.11	-1593.43	-1164.75	-1178.36	-1612.84	-2047.32	-2481.8	-2494.2	-2625.75
C5	Max	707.88	672.43	-411.94	1793.52	3393.22	4208.47	4210.33	3398.93	1801.22	783.61	787.52	829.06
	Min	-2609.85	-2479.16	-2466.85	-2035.37	-1603.88	-1172.39	-1186	-1623.3	-2060.59	-2497.89	-2510.37	-2642.78
ST5	Max	722.16	685.99	-605.75	1731.94	3414.84	4265.17	4267.04	3420.59	1739.01	804.54	808.56	851.21
	Min	-2659.3	-2527.35	-2514.8	-2074.93	-1635.05	-1195.18	-1209.92	-1656.04	-2102.16	-2548.28	-2561.01	-2694.73

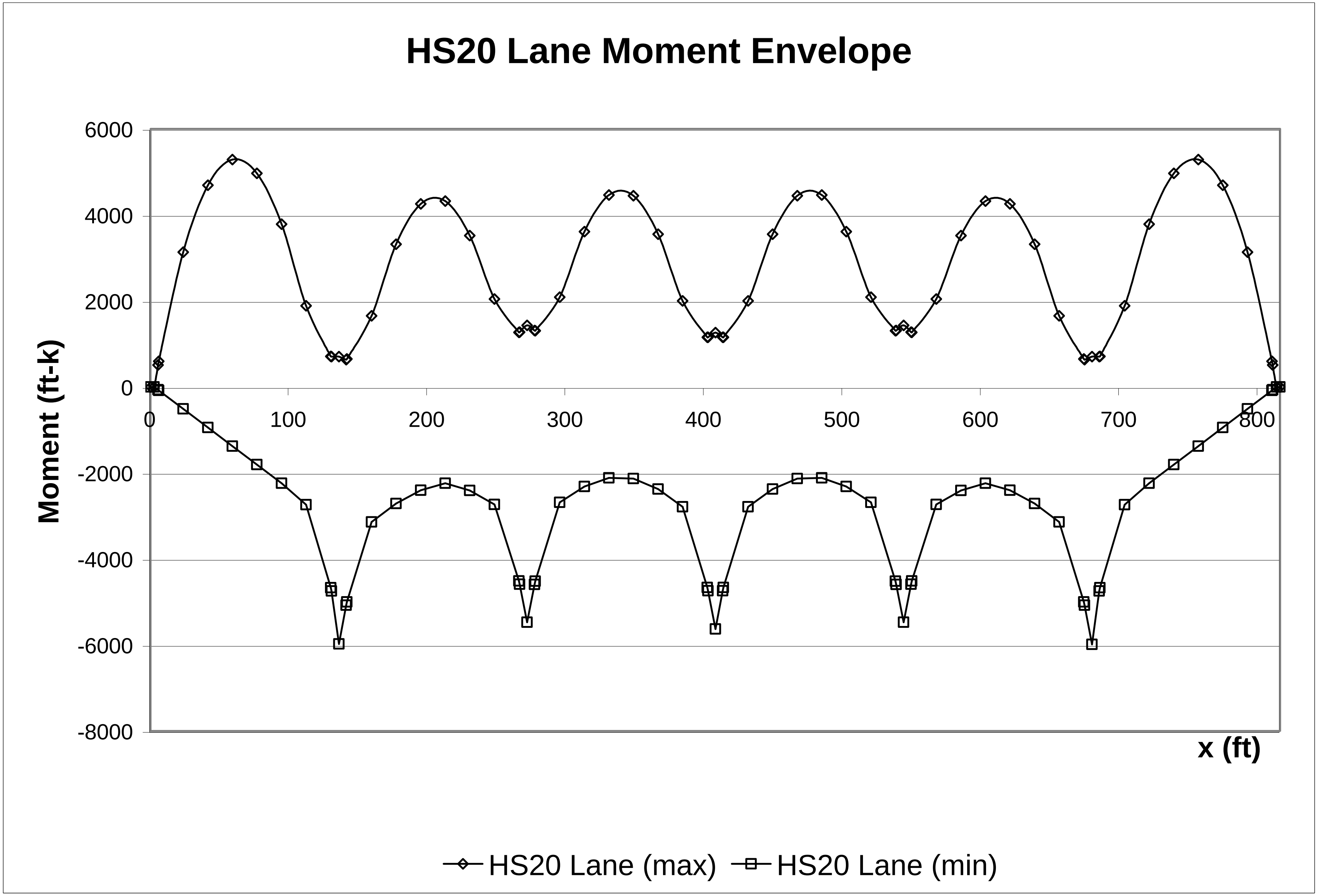
Mid-Bay Bridge
Typical 6 Span Unit
Live Load Moments for Load Rating Vehicles
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max	827.53	672.75	-107.79	2043.94	3651.67	4502.67	4531.58	3737.34	2149.64	32.14	-31.16	656.75
	Min	-2644.5	-2470.34	-2458.21	-2033.44	-1608.67	-1183.9	-1385.99	-1897.09	-2408.19	-2919.29	-2933.87	-3093.44
LANE LD	Max	1428.61	1273.2	1266.25	2039.69	3515.36	4321.68	4256.69	3316.88	1651.89	646.48	632.8	701.11
	Min	-5471.55	-4587.21	-4513.73	-2733.08	-2407.52	-2243.06	-2402.32	-2714.56	-3142.82	-5000.36	-5077.32	-5987.31
SU2	Max	395.47	321.5	130.17	1117.17	1882.41	2287.71	2301.63	1923.61	1168.26	95.47	67.84	314
	Min	-1263.99	-1181.09	-1175.29	-972.2	-769.12	-566.03	-662.35	-906.6	-1150.85	-1395.1	-1402.07	-1478.33
SU3	Max	767.29	623.78	169.18	2057.75	3550.55	4365.97	4394.89	3630.18	2151.76	153.72	98.38	609.48
	Min	-2454.08	-2292.53	-2281.28	-1887.08	-1492.88	-1098.69	-1285.1	-1759	-2232.89	-2706.79	-2720.31	-2868.26
SU4	Max	814.63	662.27	201.51	2210.41	3793.21	4653.46	4683.82	3877.8	2311.17	201.16	140.33	646.99
	Min	-2604.91	-2433.63	-2421.69	-2003.22	-1584.76	-1166.3	-1364.39	-1867.52	-2370.66	-2873.79	-2888.14	-3045.22
C3	Max	633.91	515.35	-217.32	1454.66	2691.03	3337.44	3359.04	2756.53	1536.44	-101.84	-151.45	501.75
	Min	-2020.96	-1887.31	-1878.05	-1553.53	-1229.01	-904.49	-1061.71	-1453.23	-1844.75	-2236.27	-2247.44	-2369.67
C4	Max	823.49	669.47	-204.85	1913.19	3510.44	4315.18	4341.05	3595.51	2024.64	-439.14	-506.5	651.89
	Min	-2625.75	-2452.06	-2440.03	-2018.4	-1596.77	-1175.14	-1379.23	-1887.84	-2396.44	-2905.05	-2919.56	-3078.35
C5	Max	829.06	674	-412.56	1789.26	3405.55	4247.65	4275.55	3491.07	1904.77	-254.67	-319.43	656.17
	Min	-2642.78	-2468.16	-2456.05	-2031.65	-1607.25	-1182.85	-1388.56	-1900.61	-2412.65	-2924.7	-2939.31	-3099.17
ST5	Max	851.21	692	-606.85	1727.85	3428.04	4306.08	4334.09	3514.09	1825.49	-441.32	-510.42	668.89
	Min	-2694.73	-2516.01	-2503.66	-2071.04	-1638.41	-1205.78	-1425.65	-1951.38	-2477.11	-3002.83	-3017.83	-3181.97

Mid-Bay Bridge
Typical 6 Span Unit
Live Load Moments for Load Rating Vehicles
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max	656.75	630.31	-95.15	2017.07	3860.71	5097.16	5502.39	5028.65	3505.18	620.4	531.78	0	0
	Min	-3093.44	-2352.35	-2343	-2017.13	-1691.24	-1365.37	-1039.49	-713.61	-387.73	-61.85	-52.77	0	0
LANE LD	Max	701.11	702.08	710.29	1884.37	3785.01	4964.39	5284.27	4687.71	3133.25	594.81	509.21	0	0
	Min	-5987.31	-4746.22	-4668.57	-2739.18	-2240.81	-1809.04	-1377.27	-945.49	-513.72	-81.95	-69.92	0	0
SU2	Max	314	301.36	100.39	1104.78	1981.82	2571.37	2766.89	2545.2	1755.14	328.44	281.32	0	0
	Min	-1478.33	-1124.68	-1120.21	-964.4	-808.6	-652.79	-496.99	-341.18	-185.38	-29.57	-25.23	0	0
SU3	Max	609.48	584.94	124.21	2035.94	3734.15	4903.17	5306.62	4815.4	3329.96	635.46	544.31	0	0
	Min	-2868.26	-2183.04	-2174.36	-1871.94	-1569.52	-1267.09	-964.67	-662.25	-359.83	-57.4	-48.97	0	0
SU4	Max	646.99	620.94	151.71	2186.89	3989.72	5226.16	5650.08	5139.98	3515.3	659.87	565.3	0	0
	Min	-3045.22	-2317.4	-2308.19	-1987.15	-1666.11	-1345.08	-1024.04	-703	-381.97	-60.93	-51.99	0	0
C3	Max	501.75	481.55	-208.77	1432.78	2854.73	3796.45	4099.87	3747.46	2557.04	499.58	428.11	0	0
	Min	-2369.67	-1797.17	-1790.03	-1541.06	-1292.09	-1043.13	-794.16	-545.19	-296.22	-47.26	-40.32	0	0
C4	Max	651.89	625.65	-667.79	1881.71	3733.64	4922.54	5289.93	4900.44	3154.52	597.57	512.38	0	0
	Min	-3078.35	-2334.95	-2325.67	-2002.2	-1678.73	-1355.27	-1031.8	-708.33	-384.86	-61.4	-52.38	0	0
C5	Max	656.17	629.75	-399.13	1755.18	3614.72	4850.04	5242.12	4787.71	3295.74	622.99	534.05	0	0
	Min	-3099.17	-2350.28	-2340.93	-2015.34	-1689.75	-1364.16	-1038.57	-712.98	-387.39	-61.8	-52.72	0	0
ST5	Max	668.89	641.96	-599.25	1695.08	3657.14	4929.88	5321.17	4814.72	3263.36	541.17	464.53	0	0
	Min	-3181.97	-2395.83	-2386.31	-2054.41	-1722.51	-1390.6	-1058.7	-726.8	-394.9	-63	-53.75	0	0


HS20 Truck Moment Envelope
Moment (ft-k)
6000
5000
4000
3000
2000
1000
0
-1000
-2000
-3000
-4000
0
100
200
300
400
500
600
700
800
x (ft)
HS Truck (max)
HS Truck (min)


HS20 Lane Moment Envelope
6000
4000
2000
0
-2000
-4000
-6000
-8000
Moment (ft-k)
0
100
200
300
400
500
600
700
800
x (ft)
HS20 Lane (max)
HS20 Lane (min)

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-191.16	.00	1.193	L	2.50	14.03	.00
		Shear Max	.00	18.36	.01	1.193	R	207.12	14.00	.00
		Moment Min	.00	-121.86	-.04	1.193	R	73.05	14.00	.00
		Moment Max	.00	18.36	.01	1.193	R	207.12	14.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-184.96	72.09	1.193	L	5.38	14.02	.00
		Shear Max	.00	18.36	-52.74	1.193	R	207.12	14.00	.00
		Moment Min	.00	18.36	-52.74	1.193	R	207.12	14.00	.00
		Moment Max	.00	-25.08	531.71	1.193	L	5.38	14.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-183.89	84.21	1.193	L	5.88	14.02	.00
		Shear Max	.00	18.36	-61.82	1.193	R	207.12	14.00	.00
		Moment Min	.00	18.36	-61.82	1.193	R	207.13	14.00	.00
		Moment Max	.00	-24.95	620.33	1.193	L	5.88	14.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-146.33	1023.66	1.193	L	23.63	14.00	.00
		Shear Max	.00	12.09	1023.66	1.193	R	23.63	14.50	.00
		Moment Min	.00	18.36	-387.70	1.193	R	207.12	14.00	.00
		Moment Max	.00	-62.83	3505.09	1.193	R	51.62	14.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-110.71	2266.19	1.193	L	41.38	14.01	.00
		Shear Max	.00	44.06	2975.04	1.193	R	41.38	14.00	.00
		Moment Min	.00	18.36	-713.58	1.193	R	207.12	14.00	.00
		Moment Max	.00	-26.08	5028.58	1.193	L	27.38	14.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-77.90	3397.11	1.193	L	59.14	14.00	.00
		Shear Max	.00	81.77	4175.93	1.193	R	59.13	14.00	.00
		Moment Min	.00	18.36	-1039.46	1.193	R	207.12	14.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   1   TRUCK HS20 Truck   □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	-18.62	5502.34	1.193	L	45.13	14.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-48.79	3627.85	1.193	L	76.88	14.03	.00
		Shear Max	.00	117.62	4175.56	1.193	R	76.88	14.00	.00
		Moment Min	.00	18.36	-1365.34	1.193	R	207.12	14.00	.00
		Moment Max	.00	118.28	5097.13	1.193	R	90.88	14.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-24.23	2783.40	1.193	L	94.63	14.06	.00
		Shear Max	.00	150.76	3153.51	1.193	R	94.63	14.00	.00
		Moment Min	.00	18.36	-1691.22	1.193	R	207.12	14.00	.00
		Moment Max	.00	148.64	3860.69	1.193	R	108.63	14.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-5.14	1086.84	1.193	L	112.38	14.00	.00
		Shear Max	.00	180.29	1350.52	1.193	R	112.38	14.00	.00
		Moment Min	.00	18.36	-2017.10	1.193	R	207.12	14.00	.00
		Moment Max	.00	174.73	2017.05	1.193	R	126.38	14.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	7.96	-1177.90	1.193	L	130.13	14.00	.00
		Shear Max	.00	205.36	-930.97	1.193	R	130.13	14.00	.00
		Moment Min	.00	18.36	-2342.97	1.193	R	207.12	14.00	.00
		Moment Max	.00	195.66	-95.16	1.193	R	144.13	14.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-4.92	630.30	1.193	R	343.12	14.00	.00
		Shear Max	.00	205.99	-998.29	1.193	R	130.63	14.00	.00
		Moment Min	.00	18.36	-2352.32	1.193	R	207.12	14.00	.00
		Moment Max	.00	-4.92	630.30	1.193	R	343.13	14.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-205.20	-1991.62	1.192	L	136.00	14.00	.00
		Shear Max	.00	23.93	655.73	1.192	R	343.12	14.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   1   TRUCK HS20 Truck   □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-28.76	-3088.62	1.192	L	60.78	14.00	.00
		Moment Max	.00	23.93	655.73	1.192	R	343.12	14.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-196.67	-1548.25	1.192	L	141.38	14.00	.00
		Shear Max	.00	23.93	527.10	1.192	R	343.12	14.00	.00
		Moment Min	.00	-28.76	-2933.84	1.192	L	60.76	14.00	.00
		Moment Max	.00	-23.83	-164.32	1.192	R	343.12	14.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-195.85	-1505.47	1.192	L	141.88	14.01	.00
		Shear Max	.00	23.93	515.20	1.192	R	343.12	14.00	.00
		Moment Min	.00	-28.76	-2919.25	1.192	L	60.78	14.00	.00
		Moment Max	.00	-23.26	-106.39	1.192	R	343.12	14.01	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-164.43	89.37	1.192	L	159.63	14.00	.00
		Shear Max	.00	7.00	590.68	1.192	R	159.63	14.00	.00
		Moment Min	.00	-28.76	-2408.15	1.192	L	60.78	14.00	.00
		Moment Max	.00	-78.60	2149.63	1.192	L	145.63	14.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-130.04	1597.85	1.192	L	177.38	14.02	.00
		Shear Max	.00	32.61	2198.01	1.192	R	177.38	14.00	.00
		Moment Min	.00	-28.76	-1897.06	1.192	L	60.77	14.00	.00
		Moment Max	.00	-45.52	3737.32	1.192	L	163.38	14.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-94.91	2676.25	1.192	L	195.13	14.01	.00
		Shear Max	.00	63.56	3267.23	1.192	R	195.13	14.00	.00
		Moment Min	.00	-28.76	-1385.97	1.192	L	60.78	14.00	.00
		Moment Max	.00	64.67	4531.56	1.192	L	181.13	14.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-61.16	3035.97	1.192	L	212.88	14.01	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   1   TRUCK HS20 Truck   □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	97.72	3536.06	1.192	R	212.88	14.00	.00
		Moment Min	.00	23.93	-1183.89	1.192	R	343.12	14.00	.00
		Moment Max	.00	99.81	4502.65	1.192	R	226.88	14.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-31.02	2522.33	1.192	L	230.64	14.00	.00
		Shear Max	.00	132.88	2895.98	1.192	R	230.63	14.00	.00
		Moment Min	.00	23.93	-1608.66	1.192	R	343.12	14.00	.00
		Moment Max	.00	134.23	3651.67	1.192	R	244.63	14.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-6.64	1135.34	1.192	L	248.38	14.00	.00
		Shear Max	.00	166.87	1393.64	1.192	R	248.38	14.00	.00
		Moment Min	.00	23.93	-2033.43	1.192	R	343.13	14.00	.00
		Moment Max	.00	165.75	2043.94	1.192	R	262.38	14.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.79	657.56	1.192	L	60.78	14.00	.00
		Shear Max	.00	197.52	-770.05	1.192	R	266.13	14.00	.00
		Moment Min	.00	23.93	-2458.19	1.192	R	343.12	14.00	.00
		Moment Max	.00	192.23	-28.71	1.192	L	60.78	14.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.79	671.87	1.192	L	60.78	14.00	.00
		Shear Max	.00	198.31	-836.95	1.192	R	266.63	14.00	.00
		Moment Min	.00	23.93	-2470.32	1.192	R	343.12	14.00	.00
		Moment Max	.00	-28.76	672.75	1.192	L	60.78	14.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-206.05	-1776.76	1.192	L	272.00	14.00	.00
		Shear Max	.00	24.33	696.95	1.192	R	479.13	14.00	.00
		Moment Min	.00	-24.58	-2644.49	1.192	L	200.50	14.00	.00
		Moment Max	.00	7.70	827.51	1.192	L	60.77	14.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   1   TRUCK HS20 Truck   □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-197.69	-1385.96	1.192	L	277.38	14.00	.00
		Shear Max	.00	24.33	566.17	1.192	R	479.13	14.00	.00
		Moment Min	.00	-24.58	-2511.99	1.192	L	200.50	14.00	.00
		Moment Max	.00	7.70	786.05	1.192	L	60.77	14.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-196.89	-1347.80	1.192	L	277.88	14.00	.00
		Shear Max	.00	24.33	554.06	1.192	R	479.13	14.00	.00
		Moment Min	.00	-24.58	-2499.50	1.192	L	200.50	14.00	.00
		Moment Max	.00	7.70	782.14	1.192	L	60.77	14.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-165.80	116.63	1.192	L	295.63	14.00	.00
		Shear Max	.00	6.77	571.71	1.192	R	295.63	14.00	.00
		Moment Min	.00	-24.58	-2061.93	1.192	L	200.50	14.00	.00
		Moment Max	.00	-79.85	2054.51	1.192	L	281.63	14.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-131.45	1558.18	1.192	L	313.38	14.01	.00
		Shear Max	.00	31.61	2132.90	1.192	R	313.38	14.00	.00
		Moment Min	.00	-24.58	-1624.35	1.192	L	200.50	14.00	.00
		Moment Max	.00	-46.93	3645.53	1.192	L	299.38	14.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-96.12	2621.58	1.192	L	331.13	14.00	.00
		Shear Max	.00	62.20	3202.16	1.192	R	331.13	14.00	.00
		Moment Min	.00	-24.58	-1186.77	1.192	L	200.50	14.00	.00
		Moment Max	.00	-39.70	4466.12	1.192	L	317.13	14.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-62.04	2995.69	1.192	L	348.88	14.00	.00
		Shear Max	.00	96.31	3493.65	1.192	R	348.88	14.00	.00
		Moment Min	.00	24.33	-1173.41	1.192	R	479.13	14.00	.00
		Moment Max	.00	98.52	4464.19	1.192	R	362.88	14.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   1   TRUCK HS20 Truck   □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-31.51	2506.81	1.192	L	366.63	14.00	.00
		Shear Max	.00	131.65	2880.96	1.192	R	366.63	14.00	.00
		Moment Min	.00	24.33	-1605.27	1.192	R	479.13	14.00	.00
		Moment Max	.00	133.24	3639.82	1.192	R	380.63	14.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-6.75	1141.09	1.192	L	384.38	14.00	.00
		Shear Max	.00	165.97	1398.83	1.192	R	384.38	14.00	.00
		Moment Min	.00	24.33	-2037.14	1.192	R	479.13	14.00	.00
		Moment Max	.00	165.15	2047.46	1.192	R	398.38	14.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.65	561.92	1.192	L	200.50	14.00	.00
		Shear Max	.00	197.00	-757.80	1.192	R	402.13	14.00	.00
		Moment Min	.00	24.33	-2469.00	1.192	R	479.13	14.00	.00
		Moment Max	.00	192.01	-23.60	1.192	L	200.50	14.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.65	574.16	1.192	L	200.50	14.00	.00
		Shear Max	.00	197.80	-824.71	1.192	R	402.63	14.00	.00
		Moment Min	.00	24.33	-2481.33	1.192	R	479.13	14.00	.00
		Moment Max	.00	-6.60	672.88	1.192	R	615.52	14.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-206.14	-1760.63	1.192	L	408.00	14.00	.00
		Shear Max	.00	24.65	708.34	1.192	R	615.53	14.00	.00
		Moment Min	.00	-146.66	-2612.10	1.192	R	479.13	14.00	.00
		Moment Max	.00	24.65	708.34	1.192	R	615.52	14.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-197.80	-1373.86	1.192	L	413.38	14.00	.00
		Shear Max	.00	24.65	575.83	1.192	R	615.53	14.00	.00
		Moment Min	.00	-24.26	-2481.31	1.192	L	336.89	14.00	.00
		Moment Max	.00	6.58	672.87	1.192	L	200.50	14.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-197.00	-1336.04	1.192	L	413.88	14.00	.00
		Shear Max	.00	24.65	563.56	1.192	R	615.53	14.00	.00
		Moment Min	.00	-24.26	-2468.98	1.192	L	336.89	14.00	.00
		Moment Max	.00	-23.26	-106.93	1.192	R	615.53	14.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-165.96	118.60	1.192	L	431.63	14.01	.00
		Shear Max	.00	6.75	570.31	1.192	R	431.63	14.00	.00
		Moment Min	.00	-24.26	-2037.13	1.192	L	336.88	14.00	.00
		Moment Max	.00	-79.99	2047.46	1.192	L	417.63	14.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-131.65	1555.80	1.192	L	449.38	14.00	.00
		Shear Max	.00	31.51	2128.63	1.192	R	449.38	14.00	.00
		Moment Min	.00	-24.26	-1605.26	1.192	L	336.91	14.00	.00
		Moment Max	.00	-47.11	3639.81	1.192	L	435.38	14.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-96.31	2619.15	1.192	L	467.13	14.00	.00
		Shear Max	.00	62.04	3199.34	1.192	R	467.13	14.00	.00
		Moment Min	.00	-24.26	-1173.40	1.192	L	336.89	14.00	.00
		Moment Max	.00	63.07	4464.19	1.192	L	453.13	14.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-62.18	2996.36	1.192	L	484.88	14.01	.00
		Shear Max	.00	96.12	3494.70	1.192	R	484.88	14.00	.00
		Moment Min	.00	24.65	-1186.77	1.192	R	615.52	14.00	.00
		Moment Max	.00	98.33	4466.12	1.192	R	498.88	14.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-31.60	2511.68	1.192	L	502.63	14.02	.00
		Shear Max	.00	131.46	2886.41	1.192	R	502.63	14.00	.00
		Moment Min	.00	24.65	-1624.36	1.192	R	615.51	14.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	133.07	3645.53	1.192	R	516.63	14.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-6.77	1149.41	1.192	L	520.38	14.01	.00
		Shear Max	.00	165.80	1407.36	1.192	R	520.38	14.00	.00
		Moment Min	.00	24.65	-2061.94	1.192	R	615.52	14.00	.00
		Moment Max	.00	165.03	2054.51	1.192	R	534.38	14.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.33	552.46	1.192	L	336.89	14.00	.00
		Shear Max	.00	196.89	-749.42	1.192	R	538.13	14.00	.00
		Moment Min	.00	24.65	-2499.52	1.192	R	615.52	14.00	.00
		Moment Max	.00	-7.71	782.16	1.192	R	755.13	14.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.33	564.54	1.192	L	336.89	14.00	.00
		Shear Max	.00	197.69	-816.39	1.192	R	538.63	14.00	.00
		Moment Min	.00	24.65	-2512.01	1.192	R	615.52	14.00	.00
		Moment Max	.00	-7.71	786.07	1.192	R	755.13	14.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-206.53	-1752.18	1.192	L	544.00	14.00	.00
		Shear Max	.00	28.79	827.53	1.192	R	755.13	14.00	.00
		Moment Min	.00	-146.98	-2644.50	1.192	R	615.53	14.00	.00
		Moment Max	.00	28.79	827.53	1.192	R	755.13	14.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-198.31	-1368.12	1.192	L	549.38	14.00	.00
		Shear Max	.00	28.79	672.75	1.192	R	755.13	14.00	.00
		Moment Min	.00	-23.86	-2470.34	1.192	L	472.93	14.00	.00
		Moment Max	.00	28.79	672.75	1.192	R	755.13	14.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-197.52	-1330.55	1.192	L	549.88	14.00	.00
		Shear Max	.00	28.79	658.42	1.192	R	755.13	14.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-23.86	-2458.21	1.192	L	472.92	14.00	.00
		Moment Max	.00	-23.30	-107.79	1.192	R	755.13	14.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-166.87	118.69	1.192	L	567.63	14.01	.00
		Shear Max	.00	6.65	569.69	1.192	R	567.63	14.00	.00
		Moment Min	.00	-23.86	-2033.44	1.192	L	472.92	14.00	.00
		Moment Max	.00	-80.69	2043.94	1.192	L	553.63	14.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-132.88	1559.75	1.192	L	585.38	14.00	.00
		Shear Max	.00	31.04	2134.16	1.192	R	585.38	14.00	.00
		Moment Min	.00	-23.86	-1608.67	1.192	L	472.92	14.00	.00
		Moment Max	.00	-48.18	3651.67	1.192	L	571.38	14.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-97.69	2639.90	1.192	L	603.13	14.02	.00
		Shear Max	.00	61.18	3224.94	1.192	R	603.13	14.00	.00
		Moment Min	.00	-23.86	-1183.90	1.192	L	472.93	14.00	.00
		Moment Max	.00	61.93	4502.67	1.192	L	589.13	14.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-63.54	3045.98	1.192	L	620.88	14.01	.00
		Shear Max	.00	94.93	3551.75	1.192	R	620.88	14.00	.00
		Moment Min	.00	28.79	-1385.99	1.192	R	755.13	14.00	.00
		Moment Max	.00	96.96	4531.58	1.192	R	634.88	14.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-32.61	2595.45	1.192	L	638.63	14.00	.00
		Shear Max	.00	130.07	2977.77	1.192	R	638.63	14.00	.00
		Moment Min	.00	28.79	-1897.09	1.192	R	755.13	14.00	.00
		Moment Max	.00	131.67	3737.34	1.192	R	652.63	14.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-7.00	1260.03	1.192	L	656.38	14.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	164.44	1521.49	1.192	R	656.38	14.00	.00
		Moment Min	.00	28.79	-2408.19	1.192	R	755.13	14.00	.00
		Moment Max	.00	163.89	2149.64	1.192	R	670.38	14.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.93	513.72	1.192	L	472.93	14.00	.00
		Shear Max	.00	195.85	-644.30	1.192	R	674.13	14.00	.00
		Moment Min	.00	28.79	-2919.29	1.192	R	755.13	14.00	.00
		Moment Max	.00	191.45	32.14	1.192	L	472.93	14.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.93	525.59	1.192	L	472.93	14.00	.00
		Shear Max	.00	196.67	-712.25	1.192	R	674.63	14.00	.00
		Moment Min	.00	28.79	-2933.87	1.192	R	755.13	14.00	.00
		Moment Max	.00	192.13	-31.16	1.192	L	472.93	14.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-212.51	-1652.48	1.193	L	680.00	14.00	.00
		Shear Max	.00	4.92	654.87	1.193	L	472.94	14.00	.00
		Moment Min	.00	-157.06	-3093.44	1.193	R	755.13	14.00	.00
		Moment Max	.00	4.91	656.75	1.193	L	472.92	14.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-205.99	-1302.79	1.193	L	685.38	14.00	.00
		Shear Max	.00	4.92	628.50	1.193	L	472.94	14.00	.00
		Moment Min	.00	-18.31	-2352.35	1.193	L	608.93	14.00	.00
		Moment Max	.00	4.91	630.31	1.193	L	472.92	14.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-205.36	-1268.20	1.193	L	685.88	14.00	.00
		Shear Max	.00	-7.96	-1015.64	1.193	R	685.88	14.00	.00
		Moment Min	.00	-18.31	-2343.00	1.193	L	608.93	14.00	.00
		Moment Max	.00	-23.89	-95.15	1.193	L	671.88	14.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-180.29	117.98	1.193	L	703.63	14.00	.00
		Shear Max	.00	5.15	565.36	1.193	R	703.63	14.00	.00
		Moment Min	.00	-18.31	-2017.13	1.193	L	608.93	14.00	.00
		Moment Max	.00	-91.01	2017.07	1.193	L	689.63	14.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-150.75	1631.98	1.193	L	721.38	14.00	.00
		Shear Max	.00	24.26	2235.10	1.193	R	721.38	14.00	.00
		Moment Min	.00	-18.31	-1691.24	1.193	L	608.93	14.00	.00
		Moment Max	.00	-63.72	3860.71	1.193	L	707.38	14.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-117.62	2969.08	1.193	L	739.13	14.01	.00
		Shear Max	.00	48.81	3629.70	1.193	R	739.13	14.00	.00
		Moment Min	.00	-18.31	-1365.37	1.193	L	608.93	14.00	.00
		Moment Max	.00	45.68	5097.16	1.193	L	725.13	14.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-81.75	3795.31	1.193	L	756.88	14.01	.00
		Shear Max	.00	77.92	4411.88	1.193	R	756.88	14.00	.00
		Moment Min	.00	-18.31	-1039.49	1.193	L	608.92	14.00	.00
		Moment Max	.00	77.77	5502.39	1.193	R	770.88	14.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-44.06	3816.70	1.193	L	774.63	14.00	.00
		Shear Max	.00	110.72	4303.87	1.193	R	774.63	14.00	.00
		Moment Min	.00	-18.31	-713.61	1.193	L	608.93	14.00	.00
		Moment Max	.00	112.87	5028.65	1.193	R	788.63	14.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-12.09	2798.92	1.193	L	792.38	14.33	.00
		Shear Max	.00	146.34	3091.02	1.193	R	792.38	14.00	.00
		Moment Min	.00	-18.31	-387.73	1.193	L	608.93	14.00	.00
		Moment Max	.00	150.09	3505.18	1.193	L	764.38	14.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 1 TRUCK HS20 Truck □□àA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.36	-61.68	1.193	L	608.92	14.00	.00
		Shear Max	.00	183.90	620.40	1.193	R	810.13	14.00	.00
		Moment Min	.00	-18.31	-61.85	1.193	L	608.93	14.00	.00
		Moment Max	.00	183.90	620.40	1.193	R	810.13	14.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.36	-52.62	1.193	L	608.92	14.00	.00
		Shear Max	.00	184.98	531.78	1.193	R	810.63	14.00	.00
		Moment Min	.00	-18.31	-52.77	1.193	L	608.93	14.00	.00
		Moment Max	.00	184.98	531.78	1.193	R	810.63	14.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.36	.03	1.193	L	608.92	14.00	.00
		Shear Max	.00	191.18	-.06	1.193	R	813.50	14.00	.00
		Moment Min	.00	122.97	-.09	1.193	L	743.05	14.00	.00
		Moment Max	.00	-18.31	.03	1.193	L	608.93	14.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   2 LANE LD HS20 Lane Load   ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-207.45	-.03	1.193	L	2.50	.00	.00
		Shear Max	.00	21.74	.01	1.193	L	194.13	.00	.00
		Moment Min	.00	-176.59	-.05	1.193	L	58.13	58.13	.00
		Moment Max	.00	17.81	.01	1.193	L	194.13	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-199.32	572.91	1.193	L	5.38	.00	.00
		Shear Max	.00	21.82	-54.16	1.193	L	194.13	.00	.00
		Moment Min	.00	24.33	-69.88	1.193	L	194.13	194.13	.00
		Moment Max	.00	-174.17	509.11	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-197.92	667.56	1.193	L	5.88	.00	.00
		Shear Max	.00	21.85	-61.83	1.193	L	194.13	.00	.00
		Moment Min	.00	24.33	-81.91	1.193	L	194.13	194.13	.00
		Moment Max	.00	-172.86	594.72	1.193	L	5.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-151.54	3200.81	1.193	L	23.63	.00	.00
		Shear Max	.00	36.05	1468.40	1.193	L	23.63	.00	.00
		Moment Min	.00	24.33	-513.68	1.193	L	194.13	194.13	.00
		Moment Max	.00	-126.56	3133.15	1.193	L	23.63	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-111.57	4336.88	1.193	L	41.38	.00	.00
		Shear Max	.00	59.96	2484.23	1.193	L	41.38	.00	.00
		Moment Min	.00	24.33	-945.46	1.193	L	194.13	194.13	.00
		Moment Max	.00	-22.51	4687.64	1.193	L	41.38	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-78.10	4421.84	1.193	L	59.13	.00	.00
		Shear Max	.00	88.98	3011.13	1.193	L	59.13	.00	.00
		Moment Min	.00	24.33	-1377.23	1.193	L	194.13	194.13	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	-34.94	5284.20	1.193	L	59.13	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-51.06	3797.45	1.193	L	76.88	.00	.00
		Shear Max	.00	122.45	2827.20	1.193	L	76.88	.00	.00
		Moment Min	.00	24.33	-1809.00	1.193	L	194.13	194.13	.00
		Moment Max	.00	67.94	4964.35	1.193	L	76.87	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-30.28	2788.94	1.193	L	94.63	.00	.00
		Shear Max	.00	159.54	1771.64	1.193	L	94.63	.00	.00
		Moment Min	.00	24.33	-2240.77	1.193	L	194.13	194.13	.00
		Moment Max	.00	111.90	3784.98	1.193	L	94.62	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-15.41	1692.86	1.193	L	112.38	.00	.00
		Shear Max	.00	199.28	-243.05	1.193	L	112.37	.00	.00
		Moment Min	.00	56.24	-2739.15	1.193	L	194.13	194.13	.00
		Moment Max	.00	122.84	1884.35	1.193	L	112.38	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-5.99	764.86	1.193	L	130.13	.00	.00
		Shear Max	.00	240.59	-3218.94	1.193	L	130.13	.00	.00
		Moment Min	.00	153.80	-4668.54	1.193	L	194.13	194.13	.00
		Moment Max	.00	66.81	710.28	1.193	L	130.13	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-5.92	758.20	1.193	L	330.13	.00	.00
		Shear Max	.00	241.77	-3316.23	1.193	L	130.63	.00	.00
		Moment Min	.00	156.15	-4746.19	1.193	L	194.13	194.13	.00
		Moment Max	.00	7.53	702.07	1.193	L	330.13	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-250.15	-4398.82	1.192	L	136.00	.00	.00
		Shear Max	.00	28.24	773.91	1.192	L	330.13	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-181.22	-5977.98	1.192	L	77.87	77.87	.00
		Moment Max	.00	25.55	700.02	1.192	L	330.13	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-236.88	-3309.15	1.192	L	141.38	.00	.00
		Shear Max	.00	28.40	638.00	1.192	L	330.13	.00	.00
		Moment Min	.00	-154.17	-5077.28	1.192	L	77.87	77.87	.00
		Moment Max	.00	5.08	632.80	1.192	L	330.13	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-235.65	-3212.33	1.192	L	141.88	.00	.00
		Shear Max	.00	28.43	626.96	1.192	L	330.13	.00	.00
		Moment Min	.00	-151.65	-5000.33	1.192	L	77.87	77.87	.00
		Moment Max	.00	3.75	646.48	1.192	L	141.88	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-192.82	-303.53	1.192	L	159.63	.00	.00
		Shear Max	.00	34.95	1382.74	1.192	L	159.63	.00	.00
		Moment Min	.00	-55.84	-3142.77	1.192	L	77.87	77.87	.00
		Moment Max	.00	-48.87	1651.88	1.192	L	159.63	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-152.65	1585.58	1.192	L	177.38	.00	.00
		Shear Max	.00	54.09	2096.09	1.192	L	177.38	.00	.00
		Moment Min	.00	-17.59	-2714.51	1.192	L	77.87	77.87	.00
		Moment Max	.00	-42.72	3316.86	1.192	L	177.38	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-116.60	2534.27	1.192	L	195.13	.00	.00
		Shear Max	.00	79.55	2549.19	1.192	L	195.13	.00	.00
		Moment Min	.00	-17.59	-2402.28	1.192	L	77.87	77.87	.00
		Moment Max	.00	-55.44	4256.67	1.192	L	195.13	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-85.75	2720.38	1.192	L	212.88	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	110.85	2463.00	1.192	L	212.88	.00	.00
		Moment Min	.00	9.27	-2243.04	1.192	L	330.13	330.13	.00
		Moment Max	.00	47.88	4321.66	1.192	L	212.88	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-60.85	2389.86	1.192	L	230.63	.00	.00
		Shear Max	.00	147.18	1601.73	1.192	L	230.63	.00	.00
		Moment Min	.00	9.27	-2407.50	1.192	L	330.13	330.13	.00
		Moment Max	.00	92.97	3515.35	1.192	L	230.63	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-42.32	1826.39	1.192	L	248.38	.00	.00
		Shear Max	.00	187.39	-196.73	1.192	L	248.38	.00	.00
		Moment Min	.00	52.59	-2733.07	1.192	L	330.13	330.13	.00
		Moment Max	.00	93.85	2039.69	1.192	L	248.38	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-38.45	1315.67	1.192	L	77.87	.00	.00
		Shear Max	.00	229.96	-2990.39	1.192	L	266.13	.00	.00
		Moment Min	.00	145.05	-4513.72	1.192	L	330.13	330.13	.00
		Moment Max	.00	44.29	1266.25	1.192	L	77.87	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-38.42	1331.92	1.192	L	77.87	.00	.00
		Shear Max	.00	231.18	-3083.38	1.192	L	266.63	.00	.00
		Moment Min	.00	147.48	-4587.20	1.192	L	330.13	330.13	.00
		Moment Max	.00	-20.71	1273.19	1.192	L	77.87	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-247.38	-4129.16	1.192	L	272.00	.00	.00
		Shear Max	.00	34.96	1472.30	1.192	L	466.13	.00	.00
		Moment Min	.00	-176.25	-5471.54	1.192	L	213.87	213.87	.00
		Moment Max	.00	28.02	1428.60	1.192	L	466.13	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-234.22	-3065.17	1.192	L	277.38	.00	.00
		Shear Max	.00	35.11	1299.51	1.192	L	466.13	.00	.00
		Moment Min	.00	-150.70	-4593.79	1.192	L	213.88	213.88	.00
		Moment Max	.00	13.49	1311.28	1.192	L	77.87	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-232.99	-2970.54	1.192	L	277.88	.00	.00
		Shear Max	.00	35.14	1284.92	1.192	L	466.13	.00	.00
		Moment Min	.00	-148.26	-4518.69	1.192	L	213.87	213.87	.00
		Moment Max	.00	12.08	1304.28	1.192	L	77.87	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-190.31	-121.52	1.192	L	295.63	.00	.00
		Shear Max	.00	41.01	1868.39	1.192	L	295.63	.00	.00
		Moment Min	.00	-55.57	-2684.31	1.192	L	213.88	213.87	.00
		Moment Max	.00	-37.86	2087.74	1.192	L	295.63	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-150.08	1728.05	1.192	L	313.38	.00	.00
		Shear Max	.00	59.84	2453.28	1.192	L	313.38	.00	.00
		Moment Min	.00	-11.22	-2316.73	1.192	L	213.88	213.87	.00
		Moment Max	.00	-37.89	3607.75	1.192	L	313.38	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-113.81	2641.29	1.192	L	331.13	.00	.00
		Shear Max	.00	85.06	2793.20	1.192	L	331.13	.00	.00
		Moment Min	.00	-11.22	-2117.59	1.192	L	213.87	213.87	.00
		Moment Max	.00	7.29	4461.58	1.192	L	331.13	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-82.67	2786.38	1.192	L	348.88	.00	.00
		Shear Max	.00	116.23	2605.03	1.192	L	348.88	.00	.00
		Moment Min	.00	13.63	-2133.18	1.192	L	466.13	466.13	.00
		Moment Max	.00	52.75	4442.54	1.192	L	348.88	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-57.49	2404.89	1.192	L	366.63	.00	.00
		Shear Max	.00	152.52	1647.87	1.192	L	366.63	.00	.00
		Moment Min	.00	13.63	-2375.16	1.192	L	466.13	466.13	.00
		Moment Max	.00	97.93	3550.87	1.192	L	366.63	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-38.70	1780.24	1.192	L	384.38	.00	.00
		Shear Max	.00	192.75	-245.40	1.192	L	384.38	.00	.00
		Moment Min	.00	58.27	-2787.86	1.192	L	466.13	466.13	.00
		Moment Max	.00	97.60	1996.15	1.192	L	384.38	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-33.01	1163.43	1.192	L	213.87	.00	.00
		Shear Max	.00	235.42	-3136.49	1.192	L	402.13	.00	.00
		Moment Min	.00	150.62	-4666.65	1.192	L	466.13	466.13	.00
		Moment Max	.00	48.24	1151.48	1.192	L	213.87	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-32.98	1176.96	1.192	L	213.87	.00	.00
		Shear Max	.00	236.64	-3232.27	1.192	L	402.63	.00	.00
		Moment Min	.00	153.05	-4742.92	1.192	L	466.13	466.13	.00
		Moment Max	.00	-11.05	1154.59	1.192	L	213.87	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-249.79	-4308.40	1.192	L	408.00	.00	.00
		Shear Max	.00	32.83	1338.36	1.192	L	602.13	.00	.00
		Moment Min	.00	-234.00	-5632.97	1.192	L	466.13	466.13	.00
		Moment Max	.00	30.05	1258.45	1.192	L	602.13	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-236.64	-3232.27	1.192	L	413.38	.00	.00
		Shear Max	.00	32.98	1176.96	1.192	L	602.13	.00	.00
		Moment Min	.00	-153.05	-4742.91	1.192	L	349.87	349.87	.00
		Moment Max	.00	11.05	1154.58	1.192	L	602.13	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   2 LANE LD HS20 Lane Load   ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-235.42	-3136.49	1.192	L	413.88	.00	.00
		Shear Max	.00	33.01	1163.43	1.192	L	602.13	.00	.00
		Moment Min	.00	-150.62	-4666.63	1.192	L	349.87	349.87	.00
		Moment Max	.00	9.67	1151.48	1.192	L	602.13	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-192.75	-245.40	1.192	L	431.63	.00	.00
		Shear Max	.00	38.70	1780.24	1.192	L	431.63	.00	.00
		Moment Min	.00	-58.27	-2787.84	1.192	L	349.87	349.87	.00
		Moment Max	.00	-39.68	1996.15	1.192	L	431.63	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-152.52	1647.86	1.192	L	449.38	.00	.00
		Shear Max	.00	57.49	2404.89	1.192	L	449.38	.00	.00
		Moment Min	.00	-13.63	-2375.14	1.192	L	349.88	349.87	.00
		Moment Max	.00	-40.02	3550.86	1.192	L	449.38	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-116.23	2605.03	1.192	L	467.13	.00	.00
		Shear Max	.00	82.67	2786.38	1.192	L	467.13	.00	.00
		Moment Min	.00	-13.63	-2133.17	1.192	L	349.87	349.87	.00
		Moment Max	.00	5.16	4442.54	1.192	L	467.13	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-85.06	2793.21	1.192	L	484.88	.00	.00
		Shear Max	.00	113.81	2641.29	1.192	L	484.88	.00	.00
		Moment Min	.00	11.22	-2117.60	1.192	L	602.13	602.13	.00
		Moment Max	.00	50.62	4461.58	1.192	L	484.88	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-59.84	2453.29	1.192	L	502.63	.00	.00
		Shear Max	.00	150.08	1728.04	1.192	L	502.63	.00	.00
		Moment Min	.00	11.22	-2316.75	1.192	L	602.13	602.13	.00

Data-Base: RDMS
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	95.80	3607.76	1.192	L	502.63	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-41.01	1868.39	1.192	L	520.38	.00	.00
		Shear Max	.00	190.31	-121.52	1.192	L	520.38	.00	.00
		Moment Min	.00	55.57	-2684.33	1.192	L	602.13	602.13	.00
		Moment Max	.00	95.77	2087.75	1.192	L	520.38	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-35.14	1284.92	1.192	L	349.87	.00	.00
		Shear Max	.00	232.99	-2970.54	1.192	L	538.13	.00	.00
		Moment Min	.00	148.26	-4518.70	1.192	L	602.13	602.13	.00
		Moment Max	.00	-12.08	1304.30	1.192	L	738.13	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-35.11	1299.51	1.192	L	349.87	.00	.00
		Shear Max	.00	234.22	-3065.17	1.192	L	538.63	.00	.00
		Moment Min	.00	150.70	-4593.80	1.192	L	602.13	602.13	.00
		Moment Max	.00	-13.49	1311.30	1.192	L	738.13	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-244.30	-4129.16	1.192	L	544.00	.00	.00
		Shear Max	.00	38.27	1522.63	1.192	L	738.13	.00	.00
		Moment Min	.00	-229.12	-5471.55	1.192	L	602.13	602.13	.00
		Moment Max	.00	35.00	1428.61	1.192	L	738.13	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-231.18	-3083.38	1.192	L	549.38	.00	.00
		Shear Max	.00	38.42	1331.93	1.192	L	738.13	.00	.00
		Moment Min	.00	-147.48	-4587.21	1.192	L	485.87	485.87	.00
		Moment Max	.00	20.71	1273.20	1.192	L	738.13	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-229.96	-2990.40	1.192	L	549.88	.00	.00
		Shear Max	.00	38.45	1315.68	1.192	L	738.13	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-145.05	-4513.73	1.192	L	485.87	485.87	.00
		Moment Max	.00	13.63	1266.25	1.192	L	738.13	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-187.39	-196.74	1.192	L	567.63	.00	.00
		Shear Max	.00	42.32	1826.39	1.192	L	567.63	.00	.00
		Moment Min	.00	-52.59	-2733.08	1.192	L	485.88	485.87	.00
		Moment Max	.00	-35.94	2039.69	1.192	L	567.63	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-147.18	1601.73	1.192	L	585.38	.00	.00
		Shear Max	.00	60.85	2389.86	1.192	L	585.38	.00	.00
		Moment Min	.00	-9.27	-2407.52	1.192	L	485.88	485.87	.00
		Moment Max	.00	-35.06	3515.36	1.192	L	585.38	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-110.85	2463.01	1.192	L	603.13	.00	.00
		Shear Max	.00	85.75	2720.38	1.192	L	603.13	.00	.00
		Moment Min	.00	-9.27	-2243.06	1.192	L	485.87	485.87	.00
		Moment Max	.00	10.03	4321.68	1.192	L	603.13	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-79.55	2549.19	1.192	L	620.88	.00	.00
		Shear Max	.00	116.60	2534.27	1.192	L	620.88	.00	.00
		Moment Min	.00	17.59	-2402.32	1.192	L	738.13	738.13	.00
		Moment Max	.00	55.44	4256.69	1.192	L	620.88	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-54.09	2096.08	1.192	L	638.63	.00	.00
		Shear Max	.00	152.65	1585.57	1.192	L	638.63	.00	.00
		Moment Min	.00	17.59	-2714.56	1.192	L	738.13	738.13	.00
		Moment Max	.00	100.63	3316.88	1.192	L	638.63	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-34.95	1382.74	1.192	L	656.38	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	192.82	-303.54	1.192	L	656.38	.00	.00
		Moment Min	.00	55.84	-3142.82	1.192	L	738.13	738.13	.00
		Moment Max	.00	106.78	1651.89	1.192	L	656.38	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.43	626.96	1.192	L	485.88	.00	.00
		Shear Max	.00	235.65	-3212.35	1.192	L	674.13	.00	.00
		Moment Min	.00	151.65	-5000.36	1.192	L	738.13	738.13	.00
		Moment Max	.00	54.16	646.48	1.192	L	674.13	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.40	638.00	1.192	L	485.88	.00	.00
		Shear Max	.00	236.88	-3309.16	1.192	L	674.63	.00	.00
		Moment Min	.00	154.17	-5077.32	1.192	L	738.13	738.13	.00
		Moment Max	.00	52.83	632.80	1.192	L	485.88	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-254.43	-4405.69	1.193	L	680.00	.00	.00
		Shear Max	.00	5.81	775.11	1.193	L	485.87	.00	.00
		Moment Min	.00	-248.00	-5987.31	1.193	L	738.13	738.13	.00
		Moment Max	.00	5.25	701.11	1.193	L	485.87	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-241.77	-3316.26	1.193	L	685.38	.00	.00
		Shear Max	.00	5.92	758.21	1.193	L	485.87	.00	.00
		Moment Min	.00	-156.15	-4746.22	1.193	L	621.87	621.87	.00
		Moment Max	.00	-7.53	702.08	1.193	L	485.87	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-240.60	-3218.96	1.193	L	685.88	.00	.00
		Shear Max	.00	5.99	764.88	1.193	L	685.88	.00	.00
		Moment Min	.00	-153.80	-4668.57	1.193	L	621.87	621.87	.00
		Moment Max	.00	-8.81	710.29	1.193	L	685.88	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-199.28	-243.07	1.193	L	703.63	.00	.00
		Shear Max	.00	15.41	1692.88	1.193	L	703.63	.00	.00
		Moment Min	.00	-56.23	-2739.18	1.193	L	621.88	621.88	.00
		Moment Max	.00	-64.84	1884.37	1.193	L	703.63	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-159.54	1771.64	1.193	L	721.38	.00	.00
		Shear Max	.00	30.28	2788.96	1.193	L	721.38	.00	.00
		Moment Min	.00	-24.33	-2240.81	1.193	L	621.88	621.88	.00
		Moment Max	.00	-53.90	3785.01	1.193	L	721.38	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-122.45	2827.20	1.193	L	739.13	.00	.00
		Shear Max	.00	51.06	3797.48	1.193	L	739.13	.00	.00
		Moment Min	.00	-24.33	-1809.04	1.193	L	621.88	621.88	.00
		Moment Max	.00	-9.94	4964.39	1.193	L	739.13	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-88.98	3011.14	1.193	L	756.88	.00	.00
		Shear Max	.00	78.10	4421.89	1.193	L	756.88	.00	.00
		Moment Min	.00	-24.33	-1377.27	1.193	L	621.88	621.88	.00
		Moment Max	.00	34.94	5284.27	1.193	L	756.88	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-59.96	2484.23	1.193	L	774.63	.00	.00
		Shear Max	.00	111.57	4336.95	1.193	L	774.63	.00	.00
		Moment Min	.00	-24.33	-945.49	1.193	L	621.88	621.87	.00
		Moment Max	.00	80.51	4687.71	1.193	L	774.63	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-36.05	1468.39	1.193	L	792.38	.00	.00
		Shear Max	.00	151.54	3200.92	1.193	L	792.38	.00	.00
		Moment Min	.00	-24.33	-513.72	1.193	L	621.88	621.87	.00
		Moment Max	.00	126.56	3133.25	1.193	L	792.38	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 2 LANE LD HS20 Lane Load ÿ×□D

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-21.85	-61.87	1.193	L	621.87	.00	.00
		Shear Max	.00	197.92	667.66	1.193	L	810.13	.00	.00
		Moment Min	.00	-24.33	-81.95	1.193	L	621.87	621.88	.00
		Moment Max	.00	172.86	594.81	1.193	L	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-21.82	-54.19	1.193	L	621.88	.00	.00
		Shear Max	.00	199.32	573.01	1.193	L	810.63	.00	.00
		Moment Min	.00	-24.33	-69.92	1.193	L	621.88	621.87	.00
		Moment Max	.00	174.17	509.21	1.193	L	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-21.74	.03	1.193	L	621.88	.00	.00
		Shear Max	.00	207.45	-.07	1.193	L	813.50	.00	.00
		Moment Min	.00	176.61	-.11	1.193	L	757.87	757.87	.00
		Moment Max	.00	-15.55	.02	1.193	L	621.88	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-100.82	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	8.78	.01	1.193	R	195.59	.00	.00
		Moment Min	.00	-58.48	-.02	1.193	L	46.13	.00	.00
		Moment Max	.00	8.78	.01	1.193	R	195.59	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-97.85	108.13	1.193	L	5.38	.00	.00
		Shear Max	.00	8.78	-25.21	1.193	R	195.59	.00	.00
		Moment Min	.00	8.78	-25.21	1.193	R	195.59	.00	.00
		Moment Max	.00	-37.61	281.30	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-97.34	126.31	1.193	L	5.88	.00	.00
		Shear Max	.00	8.78	-29.56	1.193	R	195.59	.00	.00
		Moment Min	.00	8.78	-29.56	1.193	R	195.59	.00	.00
		Moment Max	.00	-37.43	328.41	1.193	L	5.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-79.22	1114.78	1.193	L	23.63	.00	.00
		Shear Max	.00	13.16	1114.78	1.193	R	23.63	.00	.00
		Moment Min	.00	8.78	-185.36	1.193	R	195.59	.00	.00
		Moment Max	.00	-12.20	1755.10	1.193	R	36.63	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-61.79	2122.89	1.193	L	41.38	.00	.00
		Shear Max	.00	31.24	2122.89	1.193	R	41.38	.00	.00
		Moment Min	.00	8.78	-341.17	1.193	R	195.59	.00	.00
		Moment Max	.00	5.41	2545.17	1.193	R	54.38	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-45.45	2528.56	1.193	L	59.13	.00	.00
		Shear Max	.00	48.62	2528.56	1.193	R	59.13	.00	.00
		Moment Min	.00	8.78	-496.98	1.193	R	195.59	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	22.02	2766.87	1.193	R	72.13	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-30.62	2399.97	1.193	L	76.88	.00	.00
		Shear Max	.00	64.89	2399.97	1.193	R	76.88	.00	.00
		Moment Min	.00	8.78	-652.78	1.193	R	195.59	.00	.00
		Moment Max	.00	37.22	2571.35	1.193	L	63.88	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-17.69	1834.28	1.193	L	94.63	.00	.00
		Shear Max	.00	79.64	1834.28	1.193	R	94.63	.00	.00
		Moment Min	.00	8.78	-808.59	1.193	R	195.59	.00	.00
		Moment Max	.00	40.97	1981.81	1.193	L	81.63	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-7.11	957.81	1.193	L	112.38	.00	.00
		Shear Max	.00	92.45	957.81	1.193	R	112.38	.00	.00
		Moment Min	.00	8.78	-964.39	1.193	R	195.59	.00	.00
		Moment Max	.00	53.78	1104.77	1.193	L	99.38	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	.75	-74.00	1.193	L	130.13	.00	.00
		Shear Max	.00	102.91	-74.00	1.193	R	130.13	.00	.00
		Moment Min	.00	8.78	-1120.20	1.193	R	195.58	.00	.00
		Moment Max	.00	70.20	100.39	1.193	L	117.13	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-2.35	301.35	1.193	R	331.59	.00	.00
		Shear Max	.00	103.17	-103.41	1.193	R	130.63	.00	.00
		Moment Min	.00	8.78	-1124.67	1.193	R	195.57	.00	.00
		Moment Max	.00	-2.35	301.35	1.193	R	331.59	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-104.16	-417.49	1.192	L	136.00	.00	.00
		Shear Max	.00	11.44	313.51	1.192	R	331.59	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   3   SU2 sINGLE UNIT 2 AXLES   □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-13.76	-1476.03	1.192	R	88.47	.00	.00
		Moment Max	.00	11.44	313.51	1.192	R	331.59	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-100.62	-137.57	1.192	L	141.38	.00	.00
		Shear Max	.00	11.44	252.01	1.192	R	331.59	.00	.00
		Moment Min	.00	-13.76	-1402.06	1.192	R	88.47	.00	.00
		Moment Max	.00	-32.42	130.33	1.192	R	331.59	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-100.28	-111.33	1.192	L	141.88	.00	.00
		Shear Max	.00	11.44	246.32	1.192	R	331.59	.00	.00
		Moment Min	.00	-13.76	-1395.09	1.192	R	88.48	.00	.00
		Moment Max	.00	-32.10	160.50	1.192	R	331.59	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-86.63	819.45	1.192	L	159.63	.00	.00
		Shear Max	.00	9.71	819.45	1.192	R	159.63	.00	.00
		Moment Min	.00	-13.76	-1150.84	1.192	R	88.48	.00	.00
		Moment Max	.00	-19.02	1168.26	1.192	R	172.63	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-71.00	1596.83	1.192	L	177.38	.00	.00
		Shear Max	.00	23.47	1596.83	1.192	R	177.38	.00	.00
		Moment Min	.00	-13.76	-906.59	1.192	R	88.47	.00	.00
		Moment Max	.00	-3.73	1923.60	1.192	R	190.38	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-54.42	2057.03	1.192	L	195.13	.00	.00
		Shear Max	.00	39.17	2057.02	1.192	R	195.13	.00	.00
		Moment Min	.00	-13.76	-662.34	1.192	R	88.47	.00	.00
		Moment Max	.00	12.74	2301.62	1.192	R	208.12	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-37.90	2107.06	1.192	L	212.88	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   3   SU2 sINGLE UNIT 2 AXLES   □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	55.78	2107.06	1.192	R	212.88	.00	.00
		Moment Min	.00	11.44	-566.03	1.192	R	331.59	.00	.00
		Moment Max	.00	29.36	2287.70	1.192	L	199.88	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.47	1727.69	1.192	L	230.63	.00	.00
		Shear Max	.00	72.27	1727.69	1.192	R	230.63	.00	.00
		Moment Min	.00	11.44	-769.11	1.192	R	331.59	.00	.00
		Moment Max	.00	45.11	1882.41	1.192	L	217.63	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.18	972.51	1.192	L	248.38	.00	.00
		Shear Max	.00	87.61	972.51	1.192	R	248.38	.00	.00
		Moment Min	.00	11.44	-972.20	1.192	R	331.59	.00	.00
		Moment Max	.00	49.00	1117.16	1.192	L	235.38	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-13.76	314.65	1.192	R	88.48	.00	.00
		Shear Max	.00	100.78	-32.03	1.192	R	266.13	.00	.00
		Moment Min	.00	11.44	-1175.28	1.192	R	331.58	.00	.00
		Moment Max	.00	69.88	92.66	1.192	R	88.48	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-13.76	321.50	1.192	R	88.48	.00	.00
		Shear Max	.00	101.11	-61.97	1.192	R	266.63	.00	.00
		Moment Min	.00	11.44	-1181.08	1.192	R	331.59	.00	.00
		Moment Max	.00	-13.76	321.50	1.192	R	88.48	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-104.37	-386.36	1.192	L	272.00	.00	.00
		Shear Max	.00	11.63	333.21	1.192	R	467.61	.00	.00
		Moment Min	.00	-11.78	-1263.99	1.192	L	211.94	.00	.00
		Moment Max	.00	3.69	395.46	1.192	R	88.47	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-100.95	-126.43	1.192	L	277.38	.00	.00
		Shear Max	.00	11.63	270.68	1.192	R	467.61	.00	.00
		Moment Min	.00	-11.78	-1200.66	1.192	L	211.89	.00	.00
		Moment Max	.00	3.69	375.65	1.192	R	88.48	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-100.61	-101.90	1.192	L	277.88	.00	.00
		Shear Max	.00	11.63	264.89	1.192	R	467.61	.00	.00
		Moment Min	.00	-11.78	-1194.69	1.192	L	211.89	.00	.00
		Moment Max	.00	3.69	373.78	1.192	R	88.48	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-87.22	789.75	1.192	L	295.63	.00	.00
		Shear Max	.00	9.36	789.75	1.192	R	295.63	.00	.00
		Moment Min	.00	-11.78	-985.54	1.192	L	211.89	.00	.00
		Moment Max	.00	-19.57	1122.23	1.192	R	308.63	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-71.68	1557.38	1.192	L	313.38	.00	.00
		Shear Max	.00	22.86	1557.37	1.192	R	313.38	.00	.00
		Moment Min	.00	-11.78	-776.39	1.192	L	211.89	.00	.00
		Moment Max	.00	-4.40	1879.55	1.192	R	326.38	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-55.05	2024.48	1.192	L	331.13	.00	.00
		Shear Max	.00	38.49	2024.47	1.192	R	331.13	.00	.00
		Moment Min	.00	-11.78	-567.24	1.192	L	211.94	.00	.00
		Moment Max	.00	12.08	2270.32	1.192	R	344.13	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-38.40	2088.03	1.192	L	348.88	.00	.00
		Shear Max	.00	55.14	2088.03	1.192	R	348.88	.00	.00
		Moment Min	.00	11.63	-561.00	1.192	R	467.61	.00	.00
		Moment Max	.00	28.82	2269.39	1.192	L	335.88	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.80	1721.62	1.192	L	366.63	.00	.00
		Shear Max	.00	71.77	1721.62	1.192	R	366.63	.00	.00
		Moment Min	.00	11.63	-767.48	1.192	R	467.61	.00	.00
		Moment Max	.00	44.74	1876.80	1.192	L	353.63	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.32	974.40	1.192	L	384.38	.00	.00
		Shear Max	.00	87.29	974.41	1.192	R	384.38	.00	.00
		Moment Min	.00	11.63	-973.95	1.192	R	467.59	.00	.00
		Moment Max	.00	87.29	1118.83	1.192	L	371.38	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-11.78	269.34	1.192	L	211.89	.00	.00
		Shear Max	.00	100.65	-28.80	1.192	R	402.13	.00	.00
		Moment Min	.00	11.63	-1180.43	1.192	R	467.59	.00	.00
		Moment Max	.00	69.86	93.00	1.192	L	211.89	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-11.78	275.20	1.192	L	211.89	.00	.00
		Shear Max	.00	100.98	-58.78	1.192	R	402.63	.00	.00
		Moment Min	.00	11.63	-1186.32	1.192	R	467.61	.00	.00
		Moment Max	.00	-3.15	321.61	1.192	R	604.10	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-104.39	-384.01	1.192	L	408.00	.00	.00
		Shear Max	.00	11.78	338.56	1.192	R	604.11	.00	.00
		Moment Min	.00	-70.46	-1248.84	1.192	R	467.61	.00	.00
		Moment Max	.00	11.78	338.56	1.192	R	604.11	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-100.98	-125.60	1.192	L	413.38	.00	.00
		Shear Max	.00	11.78	275.23	1.192	R	604.11	.00	.00
		Moment Min	.00	-11.62	-1186.31	1.192	L	348.39	.00	.00
		Moment Max	.00	3.15	321.61	1.192	L	211.89	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   3   SU2 sINGLE UNIT 2 AXLES   □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-100.65	-101.20	1.192	L	413.88	.00	.00
		Shear Max	.00	11.78	269.37	1.192	R	604.11	.00	.00
		Moment Min	.00	-11.62	-1180.42	1.192	L	348.39	.00	.00
		Moment Max	.00	-32.38	132.48	1.192	R	604.11	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-87.29	787.56	1.192	L	431.63	.00	.00
		Shear Max	.00	9.32	787.56	1.192	R	431.63	.00	.00
		Moment Min	.00	-11.62	-973.95	1.192	L	348.41	.00	.00
		Moment Max	.00	-19.63	1118.83	1.192	R	444.63	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-71.77	1554.84	1.192	L	449.38	.00	.00
		Shear Max	.00	22.80	1554.84	1.192	R	449.38	.00	.00
		Moment Min	.00	-11.62	-767.47	1.192	L	348.38	.00	.00
		Moment Max	.00	-4.48	1876.80	1.192	R	462.38	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-55.14	2023.23	1.192	L	467.13	.00	.00
		Shear Max	.00	38.40	2023.23	1.192	R	467.13	.00	.00
		Moment Min	.00	-11.62	-561.00	1.192	L	348.41	.00	.00
		Moment Max	.00	11.99	2269.39	1.192	R	480.13	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-38.49	2088.85	1.192	L	484.88	.00	.00
		Shear Max	.00	55.05	2088.85	1.192	R	484.88	.00	.00
		Moment Min	.00	11.78	-567.24	1.192	R	604.11	.00	.00
		Moment Max	.00	28.73	2270.32	1.192	L	471.88	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.86	1724.36	1.192	L	502.63	.00	.00
		Shear Max	.00	71.68	1724.36	1.192	R	502.63	.00	.00
		Moment Min	.00	11.78	-776.39	1.192	R	604.10	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	44.67	1879.55	1.192	L	489.63	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.36	978.06	1.192	L	520.38	.00	.00
		Shear Max	.00	87.22	978.06	1.192	R	520.38	.00	.00
		Moment Min	.00	11.78	-985.54	1.192	R	604.11	.00	.00
		Moment Max	.00	87.22	1122.23	1.192	L	507.38	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-11.63	264.71	1.192	L	348.39	.00	.00
		Shear Max	.00	100.61	-26.14	1.192	R	538.13	.00	.00
		Moment Min	.00	11.78	-1194.70	1.192	R	604.11	.00	.00
		Moment Max	.00	-3.69	373.79	1.192	L	727.53	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-11.63	270.49	1.192	L	348.39	.00	.00
		Shear Max	.00	100.95	-56.18	1.192	R	538.63	.00	.00
		Moment Min	.00	11.78	-1200.67	1.192	R	604.10	.00	.00
		Moment Max	.00	-3.69	375.66	1.192	L	727.52	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-104.47	-382.25	1.192	L	544.00	.00	.00
		Shear Max	.00	13.76	395.35	1.192	L	727.51	.00	.00
		Moment Min	.00	-70.52	-1263.99	1.192	R	604.11	.00	.00
		Moment Max	.00	13.76	395.47	1.192	L	727.51	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-101.11	-125.09	1.192	L	549.38	.00	.00
		Shear Max	.00	13.76	321.41	1.192	L	727.51	.00	.00
		Moment Min	.00	-11.43	-1181.09	1.192	L	484.42	.00	.00
		Moment Max	.00	13.76	321.50	1.192	L	727.52	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-100.78	-100.79	1.192	L	549.88	.00	.00
		Shear Max	.00	13.76	314.56	1.192	L	727.51	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-11.43	-1175.29	1.192	L	484.42	.00	.00
		Moment Max	.00	-32.48	130.17	1.192	L	727.51	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-87.61	786.69	1.192	L	567.63	.00	.00
		Shear Max	.00	9.18	786.69	1.192	R	567.63	.00	.00
		Moment Min	.00	-11.43	-972.20	1.192	L	484.41	.00	.00
		Moment Max	.00	-19.91	1117.17	1.192	R	580.63	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-72.27	1558.78	1.192	L	585.38	.00	.00
		Shear Max	.00	22.47	1558.77	1.192	R	585.38	.00	.00
		Moment Min	.00	-11.43	-769.12	1.192	L	484.41	.00	.00
		Moment Max	.00	-4.95	1882.41	1.192	R	598.38	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-55.78	2038.42	1.192	L	603.13	.00	.00
		Shear Max	.00	37.90	2038.41	1.192	R	603.13	.00	.00
		Moment Min	.00	-11.43	-566.03	1.192	L	484.42	.00	.00
		Moment Max	.00	11.38	2287.71	1.192	R	616.13	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-39.17	2119.27	1.192	L	620.88	.00	.00
		Shear Max	.00	54.42	2119.27	1.192	R	620.88	.00	.00
		Moment Min	.00	13.76	-662.35	1.192	L	727.51	.00	.00
		Moment Max	.00	28.05	2301.63	1.192	L	607.88	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.47	1768.79	1.192	L	638.63	.00	.00
		Shear Max	.00	71.00	1768.79	1.192	R	638.63	.00	.00
		Moment Min	.00	13.76	-906.60	1.192	L	727.52	.00	.00
		Moment Max	.00	44.04	1923.61	1.192	L	625.63	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.71	1027.29	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	86.63	1027.29	1.192	R	656.38	.00	.00
		Moment Min	.00	13.76	-1150.85	1.192	L	727.52	.00	.00
		Moment Max	.00	86.63	1168.26	1.192	L	643.38	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-11.44	246.14	1.192	L	484.41	.00	.00
		Shear Max	.00	100.28	7.90	1.192	R	674.13	.00	.00
		Moment Min	.00	13.76	-1395.10	1.192	L	727.52	.00	.00
		Moment Max	.00	69.84	95.47	1.192	L	484.41	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-11.44	251.83	1.192	L	484.41	.00	.00
		Shear Max	.00	100.62	-23.00	1.192	R	674.63	.00	.00
		Moment Min	.00	13.76	-1402.07	1.192	L	727.52	.00	.00
		Moment Max	.00	70.11	67.84	1.192	L	484.41	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-105.79	-360.50	1.193	L	680.00	.00	.00
		Shear Max	.00	2.35	313.77	1.193	L	484.41	.00	.00
		Moment Min	.00	-73.96	-1478.33	1.193	L	727.52	.00	.00
		Moment Max	.00	2.35	314.00	1.193	L	484.41	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-103.17	-119.10	1.193	L	685.38	.00	.00
		Shear Max	.00	2.35	301.13	1.193	L	484.41	.00	.00
		Moment Min	.00	-8.77	-1124.68	1.193	L	620.42	.00	.00
		Moment Max	.00	2.35	301.36	1.193	L	484.41	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-102.91	-96.05	1.193	L	685.88	.00	.00
		Shear Max	.00	-.75	-96.05	1.193	R	685.88	.00	.00
		Moment Min	.00	-8.77	-1120.21	1.193	L	620.41	.00	.00
		Moment Max	.00	-33.94	100.39	1.193	R	698.88	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-92.45	780.70	1.193	L	703.63	.00	.00
		Shear Max	.00	7.11	780.70	1.193	R	703.63	.00	.00
		Moment Min	.00	-8.77	-964.40	1.193	L	620.41	.00	.00
		Moment Max	.00	-24.04	1104.78	1.193	R	716.63	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-79.64	1629.97	1.193	L	721.38	.00	.00
		Shear Max	.00	17.69	1629.97	1.193	R	721.38	.00	.00
		Moment Min	.00	-8.77	-808.60	1.193	L	620.41	.00	.00
		Moment Max	.00	-11.70	1981.82	1.193	R	734.38	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-64.89	2276.89	1.193	L	739.13	.00	.00
		Shear Max	.00	30.62	2276.89	1.193	R	739.13	.00	.00
		Moment Min	.00	-8.77	-652.79	1.193	L	620.41	.00	.00
		Moment Max	.00	2.67	2571.37	1.193	R	752.13	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-48.62	2573.51	1.193	L	756.88	.00	.00
		Shear Max	.00	45.45	2573.51	1.193	R	756.88	.00	.00
		Moment Min	.00	-8.77	-496.99	1.193	L	620.41	.00	.00
		Moment Max	.00	18.64	2766.89	1.193	L	743.88	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-31.24	2401.93	1.193	L	774.63	.00	.00
		Shear Max	.00	61.79	2401.93	1.193	R	774.63	.00	.00
		Moment Min	.00	-8.77	-341.18	1.193	L	620.41	.00	.00
		Moment Max	.00	61.79	2545.20	1.193	L	761.63	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-13.16	1673.43	1.193	L	792.38	.00	.00
		Shear Max	.00	79.22	1673.44	1.193	R	792.38	.00	.00
		Moment Min	.00	-8.77	-185.38	1.193	L	620.41	.00	.00
		Moment Max	.00	79.22	1755.14	1.193	L	779.38	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 3 SU2 sINGLE UNIT 2 AXLES □□PA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-8.78	-29.55	1.193	L	620.41	.00	.00
		Shear Max	.00	97.34	328.44	1.193	R	810.13	.00	.00
		Moment Min	.00	-8.77	-29.57	1.193	L	620.42	.00	.00
		Moment Max	.00	97.34	328.44	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-8.78	-25.21	1.193	L	620.41	.00	.00
		Shear Max	.00	97.85	281.32	1.193	R	810.63	.00	.00
		Moment Min	.00	-8.77	-25.23	1.193	L	620.42	.00	.00
		Moment Max	.00	97.85	281.32	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-8.78	.01	1.193	L	620.41	.00	.00
		Shear Max	.00	100.82	-.01	1.193	R	813.50	.00	.00
		Moment Min	.00	57.30	-.04	1.193	R	769.87	.00	.00
		Moment Max	.00	-8.77	.01	1.193	L	620.41	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àª rA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-195.09	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	17.04	.01	1.193	L	179.96	.00	.00
		Moment Min	.00	-113.37	-.04	1.193	L	44.33	.00	.00
		Moment Max	.00	17.03	.01	1.193	L	179.96	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-189.33	198.25	1.193	L	5.38	.00	.00
		Shear Max	.00	17.04	-48.91	1.193	L	179.96	.00	.00
		Moment Min	.00	17.03	-48.94	1.193	L	179.96	.00	.00
		Moment Max	.00	-68.96	544.27	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-188.33	231.58	1.193	L	5.88	.00	.00
		Shear Max	.00	17.04	-57.33	1.193	L	179.96	.00	.00
		Moment Min	.00	17.03	-57.37	1.193	L	179.96	.00	.00
		Moment Max	.00	-68.62	635.42	1.193	L	5.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-153.19	2111.13	1.193	L	23.63	.00	.00
		Shear Max	.00	24.91	2111.13	1.193	R	23.62	.00	.00
		Moment Min	.00	17.03	-359.79	1.193	L	179.96	.00	.00
		Moment Max	.00	-157.65	3329.89	1.193	R	38.79	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-119.38	4078.53	1.193	L	41.38	.00	.00
		Shear Max	.00	60.03	4078.53	1.193	R	41.38	.00	.00
		Moment Min	.00	17.03	-662.22	1.193	L	179.96	.00	.00
		Moment Max	.00	-60.59	4815.34	1.193	R	52.38	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-87.71	4875.24	1.193	L	59.13	.00	.00
		Shear Max	.00	93.80	4875.24	1.193	R	59.13	.00	.00
		Moment Min	.00	17.03	-964.65	1.193	L	179.96	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àª rA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	-28.05	5306.57	1.193	R	70.13	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-58.97	4632.84	1.193	L	76.88	.00	.00
		Shear Max	.00	125.43	4632.84	1.193	R	76.88	.00	.00
		Moment Min	.00	17.03	-1267.07	1.193	L	179.96	.00	.00
		Moment Max	.00	72.73	4903.14	1.193	L	65.87	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-33.96	3539.18	1.193	L	94.63	.00	.00
		Shear Max	.00	154.11	3539.18	1.193	R	94.63	.00	.00
		Moment Min	.00	17.03	-1569.50	1.193	L	179.96	.00	.00
		Moment Max	.00	99.19	3734.13	1.193	L	83.62	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-13.50	1838.72	1.193	L	112.38	.00	.00
		Shear Max	.00	179.05	1838.72	1.193	R	112.37	.00	.00
		Moment Min	.00	17.03	-1871.92	1.193	L	179.96	.00	.00
		Moment Max	.00	121.40	2035.92	1.193	L	101.37	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	1.65	-167.52	1.193	L	130.13	.00	.00
		Shear Max	.00	199.45	-167.53	1.193	R	130.13	.00	.00
		Moment Min	.00	17.03	-2174.34	1.193	L	179.96	.00	.00
		Moment Max	.00	138.58	124.20	1.193	L	119.13	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-4.57	584.55	1.193	L	315.96	.00	.00
		Shear Max	.00	199.94	-224.77	1.193	R	130.63	.00	.00
		Moment Min	.00	17.03	-2183.01	1.193	L	179.96	.00	.00
		Moment Max	.00	-4.56	584.93	1.193	L	315.96	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-201.80	-836.47	1.192	L	136.00	.00	.00
		Shear Max	.00	22.21	608.13	1.192	L	315.96	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àªr A

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-26.70	-2863.79	1.192	R	88.06	.00	.00
		Moment Max	.00	22.19	608.53	1.192	L	315.96	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-194.88	-295.49	1.192	L	141.38	.00	.00
		Shear Max	.00	22.21	488.85	1.192	L	315.96	.00	.00
		Moment Min	.00	-26.70	-2720.28	1.192	R	88.03	.00	.00
		Moment Max	.00	-61.61	158.07	1.192	L	315.96	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-194.22	-244.44	1.192	L	141.88	.00	.00
		Shear Max	.00	22.21	477.80	1.192	L	315.96	.00	.00
		Moment Min	.00	-26.70	-2706.75	1.192	R	88.06	.00	.00
		Moment Max	.00	-61.00	215.55	1.192	L	315.96	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-167.65	1556.84	1.192	L	159.63	.00	.00
		Shear Max	.00	18.46	1556.84	1.192	R	159.63	.00	.00
		Moment Min	.00	-26.70	-2232.86	1.192	R	88.06	.00	.00
		Moment Max	.00	-107.11	2151.75	1.192	R	170.63	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-137.27	3065.44	1.192	L	177.38	.00	.00
		Shear Max	.00	45.06	3065.44	1.192	R	177.38	.00	.00
		Moment Min	.00	-26.70	-1758.97	1.192	R	88.02	.00	.00
		Moment Max	.00	-7.13	3630.16	1.192	R	188.38	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-105.07	3961.71	1.192	L	195.13	.00	.00
		Shear Max	.00	75.49	3961.71	1.192	R	195.13	.00	.00
		Moment Min	.00	-26.70	-1285.08	1.192	R	88.06	.00	.00
		Moment Max	.00	-46.13	4394.87	1.192	R	206.13	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-73.02	4063.40	1.192	L	212.88	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àª rA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	107.71	4063.40	1.192	R	212.88	.00	.00
		Moment Min	.00	22.19	-1098.68	1.192	L	315.96	.00	.00
		Moment Max	.00	56.98	4365.95	1.192	L	201.88	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-43.14	3331.31	1.192	L	230.63	.00	.00
		Shear Max	.00	139.73	3331.30	1.192	R	230.63	.00	.00
		Moment Min	.00	22.19	-1492.87	1.192	L	315.96	.00	.00
		Moment Max	.00	87.88	3550.55	1.192	L	219.62	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-17.44	1867.61	1.192	L	248.38	.00	.00
		Shear Max	.00	169.56	1867.61	1.192	R	248.38	.00	.00
		Moment Min	.00	22.19	-1887.07	1.192	L	315.96	.00	.00
		Moment Max	.00	115.33	2057.74	1.192	L	237.38	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-26.70	610.49	1.192	R	88.06	.00	.00
		Shear Max	.00	195.21	-84.11	1.192	R	266.13	.00	.00
		Moment Min	.00	22.19	-2281.27	1.192	L	315.96	.00	.00
		Moment Max	.00	137.38	133.82	1.192	R	88.06	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-26.70	623.78	1.192	R	88.06	.00	.00
		Shear Max	.00	195.85	-142.34	1.192	R	266.63	.00	.00
		Moment Min	.00	22.19	-2292.52	1.192	L	315.96	.00	.00
		Moment Max	.00	-26.70	623.78	1.192	R	88.02	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-202.21	-773.76	1.192	L	272.00	.00	.00
		Shear Max	.00	22.58	646.35	1.192	L	451.96	.00	.00
		Moment Min	.00	-22.88	-2454.08	1.192	R	228.04	.00	.00
		Moment Max	.00	7.15	767.28	1.192	R	88.06	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àª rA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-195.53	-271.83	1.192	L	277.38	.00	.00
		Shear Max	.00	22.58	525.07	1.192	L	451.96	.00	.00
		Moment Min	.00	-22.88	-2331.11	1.192	R	228.04	.00	.00
		Moment Max	.00	7.15	728.83	1.192	R	88.02	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-194.88	-224.03	1.192	L	277.88	.00	.00
		Shear Max	.00	22.58	513.84	1.192	L	451.96	.00	.00
		Moment Min	.00	-22.88	-2319.52	1.192	R	228.04	.00	.00
		Moment Max	.00	7.15	725.21	1.192	R	88.02	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-168.80	1500.28	1.192	L	295.63	.00	.00
		Shear Max	.00	17.78	1500.28	1.192	R	295.63	.00	.00
		Moment Min	.00	-22.88	-1913.46	1.192	R	228.04	.00	.00
		Moment Max	.00	-37.35	2066.96	1.192	R	306.63	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-138.59	2989.29	1.192	L	313.38	.00	.00
		Shear Max	.00	43.90	2989.29	1.192	R	313.38	.00	.00
		Moment Min	.00	-22.88	-1507.38	1.192	R	228.04	.00	.00
		Moment Max	.00	-8.42	3545.53	1.192	R	324.38	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-106.30	3898.59	1.192	L	331.13	.00	.00
		Shear Max	.00	74.17	3898.59	1.192	R	331.13	.00	.00
		Moment Min	.00	-22.88	-1101.31	1.192	R	228.04	.00	.00
		Moment Max	.00	23.36	4333.30	1.192	R	342.13	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-74.01	4026.39	1.192	L	348.88	.00	.00
		Shear Max	.00	106.48	4026.39	1.192	R	348.88	.00	.00
		Moment Min	.00	22.56	-1088.95	1.192	L	451.96	.00	.00
		Moment Max	.00	55.89	4331.37	1.192	L	337.88	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àª rA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-43.77	3319.45	1.192	L	366.63	.00	.00
		Shear Max	.00	138.75	3319.45	1.192	R	366.63	.00	.00
		Moment Min	.00	22.56	-1489.73	1.192	L	451.96	.00	.00
		Moment Max	.00	87.11	3540.22	1.192	L	355.63	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-17.71	1871.31	1.192	L	384.38	.00	.00
		Shear Max	.00	168.93	1871.31	1.192	R	384.38	.00	.00
		Moment Min	.00	22.56	-1890.51	1.192	L	451.96	.00	.00
		Moment Max	.00	114.92	2060.69	1.192	L	373.38	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.88	522.97	1.192	R	228.04	.00	.00
		Shear Max	.00	194.95	-77.68	1.192	R	402.13	.00	.00
		Moment Min	.00	22.56	-2291.30	1.192	L	451.96	.00	.00
		Moment Max	.00	137.31	135.43	1.192	R	228.04	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.88	534.36	1.192	R	228.04	.00	.00
		Shear Max	.00	195.59	-136.01	1.192	R	402.63	.00	.00
		Moment Min	.00	22.56	-2302.73	1.192	L	451.96	.00	.00
		Moment Max	.00	-6.12	624.42	1.192	L	587.96	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-202.26	-769.02	1.192	L	408.00	.00	.00
		Shear Max	.00	22.88	656.76	1.192	L	587.96	.00	.00
		Moment Min	.00	-136.55	-2424.10	1.192	L	451.96	.00	.00
		Moment Max	.00	22.86	657.33	1.192	L	587.96	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-195.59	-270.06	1.192	L	413.38	.00	.00
		Shear Max	.00	22.88	533.90	1.192	L	587.96	.00	.00
		Moment Min	.00	-22.58	-2302.72	1.192	R	364.04	.00	.00
		Moment Max	.00	6.12	624.42	1.192	R	228.04	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES ÀªrA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-194.95	-222.51	1.192	L	413.88	.00	.00
		Shear Max	.00	22.88	522.52	1.192	L	587.96	.00	.00
		Moment Min	.00	-22.58	-2291.28	1.192	R	364.04	.00	.00
		Moment Max	.00	-61.43	172.67	1.192	L	587.96	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-168.93	1496.12	1.192	L	431.63	.00	.00
		Shear Max	.00	17.71	1496.11	1.192	R	431.63	.00	.00
		Moment Min	.00	-22.58	-1890.51	1.192	R	364.04	.00	.00
		Moment Max	.00	-37.46	2060.69	1.192	R	442.63	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-138.75	2984.39	1.192	L	449.38	.00	.00
		Shear Max	.00	43.77	2984.39	1.192	R	449.38	.00	.00
		Moment Min	.00	-22.58	-1489.73	1.192	R	364.04	.00	.00
		Moment Max	.00	-8.57	3540.22	1.192	R	460.38	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-106.48	3896.18	1.192	L	467.13	.00	.00
		Shear Max	.00	74.01	3896.17	1.192	R	467.13	.00	.00
		Moment Min	.00	-22.58	-1088.95	1.192	R	364.04	.00	.00
		Moment Max	.00	23.18	4331.37	1.192	R	478.13	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-74.17	4027.95	1.192	L	484.88	.00	.00
		Shear Max	.00	106.30	4027.95	1.192	R	484.88	.00	.00
		Moment Min	.00	22.86	-1101.32	1.192	L	587.96	.00	.00
		Moment Max	.00	55.72	4333.30	1.192	L	473.88	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-43.90	3324.76	1.192	L	502.63	.00	.00
		Shear Max	.00	138.59	3324.76	1.192	R	502.63	.00	.00
		Moment Min	.00	22.86	-1507.39	1.192	L	587.96	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES Àª rA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	86.96	3545.53	1.192	L	491.63	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-17.78	1878.43	1.192	L	520.38	.00	.00
		Shear Max	.00	168.80	1878.43	1.192	R	520.38	.00	.00
		Moment Min	.00	22.86	-1913.47	1.192	L	587.96	.00	.00
		Moment Max	.00	114.83	2066.96	1.192	L	509.38	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.58	514.17	1.192	R	364.04	.00	.00
		Shear Max	.00	194.88	-72.43	1.192	R	538.13	.00	.00
		Moment Min	.00	22.86	-2319.54	1.192	L	587.96	.00	.00
		Moment Max	.00	-7.15	725.23	1.192	L	727.98	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.58	525.41	1.192	R	364.04	.00	.00
		Shear Max	.00	195.53	-130.88	1.192	R	538.63	.00	.00
		Moment Min	.00	22.86	-2331.13	1.192	L	587.96	.00	.00
		Moment Max	.00	-7.15	728.85	1.192	L	727.98	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-202.41	-765.50	1.192	L	544.00	.00	.00
		Shear Max	.00	26.70	767.04	1.192	L	727.94	.00	.00
		Moment Min	.00	-136.68	-2454.08	1.192	L	587.96	.00	.00
		Moment Max	.00	26.69	767.29	1.192	L	727.98	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-195.85	-268.98	1.192	L	549.38	.00	.00
		Shear Max	.00	26.70	623.58	1.192	L	727.94	.00	.00
		Moment Min	.00	-22.21	-2292.53	1.192	R	500.04	.00	.00
		Moment Max	.00	26.69	623.78	1.192	L	727.94	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-195.21	-221.62	1.192	L	549.88	.00	.00
		Shear Max	.00	26.70	610.29	1.192	L	727.94	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES ÀªrA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-22.21	-2281.28	1.192	R	500.04	.00	.00
		Moment Max	.00	-61.58	169.18	1.192	L	727.94	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-169.56	1494.46	1.192	L	567.63	.00	.00
		Shear Max	.00	17.44	1494.46	1.192	R	567.63	.00	.00
		Moment Min	.00	-22.21	-1887.08	1.192	R	500.04	.00	.00
		Moment Max	.00	-37.95	2057.75	1.192	R	578.63	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-139.73	2991.95	1.192	L	585.38	.00	.00
		Shear Max	.00	43.14	2991.95	1.192	R	585.38	.00	.00
		Moment Min	.00	-22.21	-1492.88	1.192	R	500.04	.00	.00
		Moment Max	.00	-9.43	3550.55	1.192	R	596.38	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-107.71	3925.47	1.192	L	603.13	.00	.00
		Shear Max	.00	73.02	3925.47	1.192	R	603.13	.00	.00
		Moment Min	.00	-22.21	-1098.69	1.192	R	500.04	.00	.00
		Moment Max	.00	22.03	4365.97	1.192	R	614.13	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-75.49	4086.83	1.192	L	620.88	.00	.00
		Shear Max	.00	105.07	4086.82	1.192	R	620.88	.00	.00
		Moment Min	.00	26.69	-1285.10	1.192	L	727.98	.00	.00
		Moment Max	.00	54.41	4394.89	1.192	L	609.88	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-45.06	3411.00	1.192	L	638.63	.00	.00
		Shear Max	.00	137.27	3411.00	1.192	R	638.63	.00	.00
		Moment Min	.00	26.69	-1759.00	1.192	L	727.94	.00	.00
		Moment Max	.00	85.72	3630.18	1.192	L	627.63	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.46	1974.36	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES ÀªrA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	167.65	1974.36	1.192	R	656.38	.00	.00
		Moment Min	.00	26.69	-2232.89	1.192	L	727.98	.00	.00
		Moment Max	.00	167.65	2151.76	1.192	L	645.38	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.21	478.11	1.192	R	500.04	.00	.00
		Shear Max	.00	194.22	-5.31	1.192	R	674.13	.00	.00
		Moment Min	.00	26.69	-2706.79	1.192	L	727.98	.00	.00
		Moment Max	.00	137.13	153.72	1.192	R	500.04	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.21	489.16	1.192	R	500.04	.00	.00
		Shear Max	.00	194.88	-65.38	1.192	R	674.63	.00	.00
		Moment Min	.00	26.69	-2720.31	1.192	L	727.98	.00	.00
		Moment Max	.00	137.69	98.38	1.192	R	500.04	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-205.05	-721.95	1.193	L	680.00	.00	.00
		Shear Max	.00	4.57	609.48	1.193	R	500.04	.00	.00
		Moment Min	.00	-143.55	-2868.26	1.193	L	727.94	.00	.00
		Moment Max	.00	4.57	609.48	1.193	R	500.04	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-199.94	-256.11	1.193	L	685.38	.00	.00
		Shear Max	.00	4.57	584.94	1.193	R	500.04	.00	.00
		Moment Min	.00	-17.04	-2183.04	1.193	R	636.04	.00	.00
		Moment Max	.00	4.57	584.94	1.193	R	500.04	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-199.45	-211.20	1.193	L	685.88	.00	.00
		Shear Max	.00	-1.65	-211.20	1.193	R	685.88	.00	.00
		Moment Min	.00	-17.04	-2174.36	1.193	R	636.04	.00	.00
		Moment Max	.00	-63.81	124.21	1.193	R	696.88	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES ÀªrA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-179.05	1483.08	1.193	L	703.63	.00	.00
		Shear Max	.00	13.50	1483.08	1.193	R	703.63	.00	.00
		Moment Min	.00	-17.04	-1871.94	1.193	R	636.04	.00	.00
		Moment Max	.00	-45.26	2035.94	1.193	R	714.63	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-154.11	3128.79	1.193	L	721.38	.00	.00
		Shear Max	.00	33.96	3128.78	1.193	R	721.38	.00	.00
		Moment Min	.00	-17.04	-1569.52	1.193	R	636.04	.00	.00
		Moment Max	.00	-21.89	3734.15	1.193	R	732.38	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-125.43	4385.79	1.193	L	739.13	.00	.00
		Shear Max	.00	58.97	4385.78	1.193	R	739.13	.00	.00
		Moment Min	.00	-17.04	-1267.09	1.193	R	636.04	.00	.00
		Moment Max	.00	5.52	4903.17	1.193	R	750.13	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-93.81	4966.24	1.193	L	756.88	.00	.00
		Shear Max	.00	87.71	4966.23	1.193	R	756.88	.00	.00
		Moment Min	.00	-17.04	-964.67	1.193	R	636.04	.00	.00
		Moment Max	.00	36.17	5306.62	1.193	L	745.88	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-60.03	4640.55	1.193	L	774.63	.00	.00
		Shear Max	.00	119.38	4640.55	1.193	R	774.63	.00	.00
		Moment Min	.00	-17.04	-662.25	1.193	R	636.04	.00	.00
		Moment Max	.00	69.26	4815.40	1.193	L	763.63	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-24.92	3235.77	1.193	L	792.38	.00	.00
		Shear Max	.00	153.19	3235.77	1.193	R	792.38	.00	.00
		Moment Min	.00	-17.04	-359.83	1.193	R	636.04	.00	.00
		Moment Max	.00	153.19	3329.96	1.193	L	777.21	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 4 SU3 sINGLE UNIT 3 AXLES ÀªrA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-17.04	-57.40	1.193	R	636.04	.00	.00
		Shear Max	.00	188.33	635.46	1.193	R	810.13	.00	.00
		Moment Min	.00	-17.04	-57.40	1.193	R	636.04	.00	.00
		Moment Max	.00	188.33	635.46	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-17.04	-48.97	1.193	R	636.04	.00	.00
		Shear Max	.00	189.33	544.31	1.193	R	810.63	.00	.00
		Moment Min	.00	-17.04	-48.97	1.193	R	636.04	.00	.00
		Moment Max	.00	189.33	544.31	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-17.04	.02	1.193	R	636.04	.00	.00
		Shear Max	.00	195.09	-.03	1.193	R	813.50	.00	.00
		Moment Min	.00	113.94	-.08	1.193	R	771.67	.00	.00
		Moment Max	.00	-17.04	.02	1.193	R	636.04	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-202.73	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	18.09	.01	1.193	L	177.63	.00	.00
		Moment Min	.00	-119.31	-.04	1.193	L	42.63	.00	.00
		Moment Max	.00	18.07	.01	1.193	L	177.63	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-196.63	125.26	1.193	L	5.38	.00	.00
		Shear Max	.00	18.09	-51.91	1.193	L	177.63	.00	.00
		Moment Min	.00	18.07	-51.95	1.193	L	177.63	.00	.00
		Moment Max	.00	-43.57	565.24	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-195.57	146.31	1.193	L	5.88	.00	.00
		Shear Max	.00	18.09	-60.85	1.193	L	177.63	.00	.00
		Moment Min	.00	18.07	-60.90	1.193	L	177.63	.00	.00
		Moment Max	.00	-43.36	659.81	1.193	L	5.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-158.41	1884.36	1.193	L	23.63	.00	.00
		Shear Max	.00	22.25	1884.36	1.193	R	23.63	.00	.00
		Moment Min	.00	18.07	-381.94	1.193	L	177.62	.00	.00
		Moment Max	.00	-106.16	3515.22	1.193	R	41.13	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-122.76	4040.72	1.193	L	41.38	.00	.00
		Shear Max	.00	59.61	4040.72	1.193	R	41.38	.00	.00
		Moment Min	.00	18.07	-702.98	1.193	L	177.63	.00	.00
		Moment Max	.00	-78.43	5139.91	1.193	R	54.71	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-89.47	4946.19	1.193	L	59.13	.00	.00
		Shear Max	.00	95.63	4946.19	1.193	R	59.12	.00	.00
		Moment Min	.00	18.07	-1024.02	1.193	L	177.63	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES □ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	16.29	5650.02	1.193	R	72.46	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-59.38	4735.36	1.193	L	76.88	.00	.00
		Shear Max	.00	129.48	4735.35	1.193	R	76.88	.00	.00
		Moment Min	.00	18.07	-1345.05	1.193	L	177.63	.00	.00
		Moment Max	.00	40.78	5226.13	1.193	L	63.54	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-33.34	3602.47	1.193	L	94.63	.00	.00
		Shear Max	.00	160.29	3602.47	1.193	R	94.63	.00	.00
		Moment Min	.00	18.07	-1666.09	1.193	L	177.62	.00	.00
		Moment Max	.00	69.69	3989.69	1.193	L	81.29	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-12.21	1801.82	1.193	L	112.38	.00	.00
		Shear Max	.00	187.22	1801.82	1.193	R	112.37	.00	.00
		Moment Min	.00	18.07	-1987.13	1.193	L	177.62	.00	.00
		Moment Max	.00	94.29	2186.88	1.193	L	99.04	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	3.19	-352.29	1.193	L	130.13	.00	.00
		Shear Max	.00	209.43	-352.29	1.193	R	130.12	.00	.00
		Moment Min	.00	18.07	-2308.16	1.193	L	177.63	.00	.00
		Moment Max	.00	117.47	151.71	1.193	L	116.79	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-4.85	620.35	1.193	L	313.62	.00	.00
		Shear Max	.00	209.98	-414.17	1.193	R	130.63	.00	.00
		Moment Min	.00	18.07	-2317.37	1.193	L	177.63	.00	.00
		Moment Max	.00	-4.84	620.93	1.193	L	313.63	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-211.44	-1077.29	1.192	L	136.00	.00	.00
		Shear Max	.00	23.58	645.38	1.192	L	313.63	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-28.34	-3040.48	1.192	L	68.24	.00	.00
		Moment Max	.00	23.55	645.98	1.192	L	313.62	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-203.89	-518.96	1.192	L	141.38	.00	.00
		Shear Max	.00	23.58	518.78	1.192	L	313.63	.00	.00
		Moment Min	.00	-28.34	-2888.11	1.192	L	68.23	.00	.00
		Moment Max	.00	-94.71	191.73	1.192	L	313.63	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-203.16	-466.26	1.192	L	141.88	.00	.00
		Shear Max	.00	23.58	507.06	1.192	L	313.63	.00	.00
		Moment Min	.00	-28.34	-2873.75	1.192	L	68.24	.00	.00
		Moment Max	.00	-94.06	253.07	1.192	L	313.63	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-174.43	1411.06	1.192	L	159.63	.00	.00
		Shear Max	.00	16.75	1411.06	1.192	R	159.63	.00	.00
		Moment Min	.00	-28.34	-2370.62	1.192	L	68.23	.00	.00
		Moment Max	.00	-67.76	2311.15	1.192	R	172.96	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-141.88	3011.49	1.192	L	177.38	.00	.00
		Shear Max	.00	44.40	3011.49	1.192	R	177.38	.00	.00
		Moment Min	.00	-28.34	-1867.49	1.192	L	68.23	.00	.00
		Moment Max	.00	-96.85	3877.78	1.192	R	190.71	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-107.62	3984.14	1.192	L	195.13	.00	.00
		Shear Max	.00	76.35	3984.13	1.192	R	195.13	.00	.00
		Moment Min	.00	-28.34	-1364.36	1.192	L	68.24	.00	.00
		Moment Max	.00	-63.11	4683.78	1.192	R	208.46	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-73.77	4123.26	1.192	L	212.88	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	110.43	4123.26	1.192	R	212.88	.00	.00
		Moment Min	.00	23.55	-1166.29	1.192	L	313.63	.00	.00
		Moment Max	.00	23.30	4653.45	1.192	L	199.54	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-42.45	3374.86	1.192	L	230.63	.00	.00
		Shear Max	.00	144.53	3374.86	1.192	R	230.63	.00	.00
		Moment Min	.00	23.55	-1584.75	1.192	L	313.63	.00	.00
		Moment Max	.00	116.75	3793.20	1.192	L	217.29	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-15.80	1834.84	1.192	L	248.38	.00	.00
		Shear Max	.00	176.54	1834.84	1.192	R	248.38	.00	.00
		Moment Min	.00	23.55	-2003.21	1.192	L	313.63	.00	.00
		Moment Max	.00	146.84	2210.38	1.192	L	235.04	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.35	648.11	1.192	L	68.24	.00	.00
		Shear Max	.00	204.35	-250.87	1.192	R	266.13	.00	.00
		Moment Min	.00	23.55	-2421.67	1.192	L	313.63	.00	.00
		Moment Max	.00	171.65	156.31	1.192	L	68.24	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.35	662.22	1.192	L	68.24	.00	.00
		Shear Max	.00	205.05	-313.55	1.192	R	266.63	.00	.00
		Moment Min	.00	23.55	-2433.61	1.192	L	313.63	.00	.00
		Moment Max	.00	-28.34	662.26	1.192	L	68.23	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-211.97	-995.62	1.192	L	272.00	.00	.00
		Shear Max	.00	23.97	685.94	1.192	L	449.63	.00	.00
		Moment Min	.00	-24.28	-2604.90	1.192	R	230.37	.00	.00
		Moment Max	.00	7.59	814.62	1.192	L	68.23	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-204.65	-480.55	1.192	L	277.38	.00	.00
		Shear Max	.00	23.97	557.23	1.192	L	449.63	.00	.00
		Moment Min	.00	-24.28	-2474.38	1.192	R	230.37	.00	.00
		Moment Max	.00	7.59	773.80	1.192	L	68.23	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-203.94	-431.52	1.192	L	277.88	.00	.00
		Shear Max	.00	23.97	545.31	1.192	L	449.63	.00	.00
		Moment Min	.00	-24.28	-2462.08	1.192	R	230.37	.00	.00
		Moment Max	.00	7.59	769.95	1.192	L	68.23	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-175.68	1357.61	1.192	L	295.63	.00	.00
		Shear Max	.00	16.11	1357.60	1.192	R	295.63	.00	.00
		Moment Min	.00	-24.28	-2031.06	1.192	R	230.38	.00	.00
		Moment Max	.00	-68.85	2220.30	1.192	R	308.96	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-143.27	2933.09	1.192	L	313.38	.00	.00
		Shear Max	.00	43.21	2933.08	1.192	R	313.38	.00	.00
		Moment Min	.00	-24.28	-1600.03	1.192	R	230.37	.00	.00
		Moment Max	.00	-38.06	3787.78	1.192	R	326.71	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-108.91	3917.32	1.192	L	331.13	.00	.00
		Shear Max	.00	74.95	3917.31	1.192	R	331.13	.00	.00
		Moment Min	.00	-24.28	-1169.00	1.192	R	230.37	.00	.00
		Moment Max	.00	-64.47	4618.57	1.192	R	344.46	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-74.78	4083.36	1.192	L	348.88	.00	.00
		Shear Max	.00	109.09	4083.35	1.192	R	348.88	.00	.00
		Moment Min	.00	23.95	-1155.96	1.192	L	449.63	.00	.00
		Moment Max	.00	22.09	4616.57	1.192	L	335.54	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES □ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-43.08	3361.83	1.192	L	366.63	.00	.00
		Shear Max	.00	143.45	3361.82	1.192	R	366.63	.00	.00
		Moment Min	.00	23.95	-1581.41	1.192	L	449.63	.00	.00
		Moment Max	.00	115.85	3782.15	1.192	L	353.29	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-16.04	1839.01	1.192	L	384.38	.00	.00
		Shear Max	.00	175.82	1839.01	1.192	R	384.38	.00	.00
		Moment Min	.00	23.95	-2006.86	1.192	L	449.63	.00	.00
		Moment Max	.00	146.33	2213.58	1.192	L	371.04	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.28	555.11	1.192	R	230.37	.00	.00
		Shear Max	.00	204.02	-243.08	1.192	R	402.13	.00	.00
		Moment Min	.00	23.95	-2432.31	1.192	L	449.62	.00	.00
		Moment Max	.00	171.50	159.71	1.192	R	230.37	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.28	567.20	1.192	R	230.37	.00	.00
		Shear Max	.00	204.73	-305.85	1.192	R	402.63	.00	.00
		Moment Min	.00	23.95	-2444.44	1.192	L	449.63	.00	.00
		Moment Max	.00	-6.49	662.80	1.192	L	585.63	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-212.03	-989.46	1.192	L	408.00	.00	.00
		Shear Max	.00	24.28	697.07	1.192	L	585.63	.00	.00
		Moment Min	.00	-143.71	-2573.28	1.192	L	449.63	.00	.00
		Moment Max	.00	24.26	697.73	1.192	L	585.63	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-204.73	-477.67	1.192	L	413.38	.00	.00
		Shear Max	.00	24.28	566.67	1.192	L	585.63	.00	.00
		Moment Min	.00	-23.97	-2444.42	1.192	R	366.37	.00	.00
		Moment Max	.00	6.50	662.79	1.192	R	230.37	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   5   SU4 sINGLE UNIT 4 AXLES   ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-204.02	-428.91	1.192	L	413.88	.00	.00
		Shear Max	.00	24.28	554.59	1.192	L	585.63	.00	.00
		Moment Min	.00	-23.97	-2432.29	1.192	R	366.37	.00	.00
		Moment Max	.00	-94.54	205.38	1.192	L	585.63	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-175.82	1353.68	1.192	L	431.63	.00	.00
		Shear Max	.00	16.04	1353.67	1.192	R	431.63	.00	.00
		Moment Min	.00	-23.97	-2006.85	1.192	R	366.38	.00	.00
		Moment Max	.00	-68.96	2213.58	1.192	R	444.96	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-143.45	2928.02	1.192	L	449.38	.00	.00
		Shear Max	.00	43.08	2928.01	1.192	R	449.38	.00	.00
		Moment Min	.00	-23.97	-1581.40	1.192	R	366.38	.00	.00
		Moment Max	.00	-38.23	3782.14	1.192	R	462.71	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-109.09	3914.68	1.192	L	467.13	.00	.00
		Shear Max	.00	74.78	3914.68	1.192	R	467.13	.00	.00
		Moment Min	.00	-23.97	-1155.96	1.192	R	366.37	.00	.00
		Moment Max	.00	-4.50	4616.57	1.192	R	480.46	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-74.95	4084.89	1.192	L	484.88	.00	.00
		Shear Max	.00	108.91	4084.89	1.192	R	484.88	.00	.00
		Moment Min	.00	24.26	-1169.01	1.192	L	585.63	.00	.00
		Moment Max	.00	21.90	4618.60	1.192	L	471.54	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-43.21	3367.44	1.192	L	502.63	.00	.00
		Shear Max	.00	143.27	3367.44	1.192	R	502.63	.00	.00
		Moment Min	.00	24.26	-1600.04	1.192	L	585.62	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	115.69	3787.79	1.192	L	489.29	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-16.11	1846.80	1.192	L	520.38	.00	.00
		Shear Max	.00	175.68	1846.79	1.192	R	520.38	.00	.00
		Moment Min	.00	24.26	-2031.07	1.192	L	585.63	.00	.00
		Moment Max	.00	86.05	2220.30	1.192	L	507.04	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.97	545.82	1.192	R	366.38	.00	.00
		Shear Max	.00	203.94	-236.87	1.192	R	538.13	.00	.00
		Moment Min	.00	24.26	-2462.10	1.192	L	585.63	.00	.00
		Moment Max	.00	-7.59	769.97	1.192	R	747.75	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.97	557.75	1.192	R	366.38	.00	.00
		Shear Max	.00	204.65	-299.76	1.192	R	538.63	.00	.00
		Moment Min	.00	24.26	-2474.40	1.192	L	585.63	.00	.00
		Moment Max	.00	-7.59	773.82	1.192	R	747.77	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-212.23	-984.91	1.192	L	544.00	.00	.00
		Shear Max	.00	28.35	814.63	1.192	R	747.76	.00	.00
		Moment Min	.00	-143.96	-2604.91	1.192	L	585.63	.00	.00
		Moment Max	.00	28.35	814.63	1.192	R	747.76	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-205.05	-475.77	1.192	L	549.38	.00	.00
		Shear Max	.00	28.35	662.27	1.192	R	747.76	.00	.00
		Moment Min	.00	-23.58	-2433.63	1.192	R	502.38	.00	.00
		Moment Max	.00	28.35	662.27	1.192	R	747.76	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-204.35	-427.23	1.192	L	549.88	.00	.00
		Shear Max	.00	28.35	648.16	1.192	R	747.76	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-23.58	-2421.69	1.192	R	502.37	.00	.00
		Moment Max	.00	-94.70	201.51	1.192	R	747.76	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-176.54	1352.16	1.192	L	567.63	.00	.00
		Shear Max	.00	15.80	1352.15	1.192	R	567.63	.00	.00
		Moment Min	.00	-23.58	-2003.22	1.192	R	502.37	.00	.00
		Moment Max	.00	-69.50	2210.41	1.192	R	580.96	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-144.53	2935.51	1.192	L	585.38	.00	.00
		Shear Max	.00	42.45	2935.50	1.192	R	585.38	.00	.00
		Moment Min	.00	-23.58	-1584.76	1.192	R	502.37	.00	.00
		Moment Max	.00	-39.15	3793.21	1.192	R	598.71	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-110.43	3944.64	1.192	L	603.13	.00	.00
		Shear Max	.00	73.77	3944.63	1.192	R	603.13	.00	.00
		Moment Min	.00	-23.58	-1166.30	1.192	R	502.37	.00	.00
		Moment Max	.00	-5.73	4653.46	1.192	R	616.46	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-76.35	4146.30	1.192	L	620.88	.00	.00
		Shear Max	.00	107.62	4146.29	1.192	R	620.88	.00	.00
		Moment Min	.00	28.35	-1364.39	1.192	R	747.74	.00	.00
		Moment Max	.00	20.53	4683.82	1.192	L	607.54	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-44.40	3459.08	1.192	L	638.63	.00	.00
		Shear Max	.00	141.88	3459.08	1.192	R	638.63	.00	.00
		Moment Min	.00	28.35	-1867.52	1.192	R	747.77	.00	.00
		Moment Max	.00	54.17	3877.80	1.192	L	625.29	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-16.75	1951.56	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	174.43	1951.55	1.192	R	656.38	.00	.00
		Moment Min	.00	28.35	-2370.66	1.192	R	747.77	.00	.00
		Moment Max	.00	145.16	2311.17	1.192	L	643.04	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.58	507.54	1.192	R	502.37	.00	.00
		Shear Max	.00	203.16	-157.75	1.192	R	674.13	.00	.00
		Moment Min	.00	28.35	-2873.79	1.192	R	747.77	.00	.00
		Moment Max	.00	110.92	201.16	1.192	R	502.37	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.58	519.27	1.192	R	502.37	.00	.00
		Shear Max	.00	203.89	-222.18	1.192	R	674.63	.00	.00
		Moment Min	.00	28.35	-2888.14	1.192	R	747.76	.00	.00
		Moment Max	.00	111.57	140.33	1.192	R	502.37	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-215.58	-928.89	1.193	L	680.00	.00	.00
		Shear Max	.00	4.85	646.99	1.193	R	502.37	.00	.00
		Moment Min	.00	-151.93	-3045.22	1.193	R	747.77	.00	.00
		Moment Max	.00	4.85	646.99	1.193	R	502.37	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-209.98	-453.04	1.193	L	685.38	.00	.00
		Shear Max	.00	4.85	620.94	1.193	R	502.37	.00	.00
		Moment Min	.00	-18.09	-2317.40	1.193	R	638.37	.00	.00
		Moment Max	.00	4.85	620.94	1.193	R	502.37	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-209.43	-407.20	1.193	L	685.88	.00	.00
		Shear Max	.00	-3.19	-407.20	1.193	R	685.88	.00	.00
		Moment Min	.00	-18.09	-2308.19	1.193	R	638.38	.00	.00
		Moment Max	.00	-97.21	151.71	1.193	R	699.21	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES □ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-187.22	1341.80	1.193	L	703.63	.00	.00
		Shear Max	.00	12.21	1341.79	1.193	R	703.63	.00	.00
		Moment Min	.00	-18.09	-1987.15	1.193	R	638.38	.00	.00
		Moment Max	.00	-77.42	2186.89	1.193	R	716.96	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-160.29	3071.29	1.193	L	721.38	.00	.00
		Shear Max	.00	33.34	3071.28	1.193	R	721.38	.00	.00
		Moment Min	.00	-18.09	-1666.11	1.193	R	638.37	.00	.00
		Moment Max	.00	-52.53	3989.72	1.193	R	734.71	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-129.48	4416.02	1.193	L	739.13	.00	.00
		Shear Max	.00	59.38	4416.01	1.193	R	739.13	.00	.00
		Moment Min	.00	-18.09	-1345.08	1.193	R	638.37	.00	.00
		Moment Max	.00	-23.37	5226.16	1.193	R	752.46	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-95.63	5065.70	1.193	L	756.88	.00	.00
		Shear Max	.00	89.47	5065.69	1.193	R	756.88	.00	.00
		Moment Min	.00	-18.09	-1024.04	1.193	R	638.38	.00	.00
		Moment Max	.00	9.21	5650.08	1.193	L	743.54	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-59.61	4771.86	1.193	L	774.63	.00	.00
		Shear Max	.00	122.76	4771.85	1.193	R	774.63	.00	.00
		Moment Min	.00	-18.09	-703.00	1.193	R	638.37	.00	.00
		Moment Max	.00	96.15	5139.98	1.193	L	761.29	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-22.25	3346.06	1.193	L	792.38	.00	.00
		Shear Max	.00	158.41	3346.06	1.193	R	792.38	.00	.00
		Moment Min	.00	-18.09	-381.97	1.193	R	638.38	.00	.00
		Moment Max	.00	158.41	3515.30	1.193	L	774.88	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 5 SU4 sINGLE UNIT 4 AXLES ŒA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.09	-60.93	1.193	R	638.38	.00	.00
		Shear Max	.00	195.57	659.87	1.193	R	810.13	.00	.00
		Moment Min	.00	-18.09	-60.93	1.193	R	638.37	.00	.00
		Moment Max	.00	195.57	659.87	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.09	-51.99	1.193	R	638.38	.00	.00
		Shear Max	.00	196.63	565.30	1.193	R	810.63	.00	.00
		Moment Min	.00	-18.09	-51.99	1.193	R	638.38	.00	.00
		Moment Max	.00	196.63	565.30	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.09	.02	1.193	R	638.38	.00	.00
		Shear Max	.00	202.73	-.04	1.193	R	813.50	.00	.00
		Moment Min	.00	120.29	-.09	1.193	R	773.36	.00	.00
		Moment Max	.00	-18.09	.02	1.193	R	638.38	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-153.75	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	14.03	.01	1.193	R	205.13	.00	.00
		Moment Min	.00	-94.64	-.03	1.193	R	70.30	.00	.00
		Moment Max	.00	14.03	.01	1.193	R	205.13	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-148.92	295.83	1.193	L	5.38	.00	.00
		Shear Max	.00	14.03	-40.29	1.193	R	205.13	.00	.00
		Moment Min	.00	14.03	-40.29	1.193	R	205.12	.00	.00
		Moment Max	.00	-37.61	428.06	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-148.08	345.49	1.193	L	5.88	.00	.00
		Shear Max	.00	14.03	-47.23	1.193	R	205.13	.00	.00
		Moment Min	.00	14.03	-47.23	1.193	R	205.13	.00	.00
		Moment Max	.00	-37.43	499.52	1.193	L	5.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-118.74	1285.03	1.193	L	23.63	.00	.00
		Shear Max	.00	15.16	1285.03	1.193	R	23.63	.00	.00
		Moment Min	.00	14.03	-296.20	1.193	R	205.13	.00	.00
		Moment Max	.00	-50.17	2556.97	1.193	R	53.62	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-90.80	2657.00	1.193	L	41.38	.00	.00
		Shear Max	.00	39.15	2657.00	1.193	R	41.38	.00	.00
		Moment Min	.00	14.03	-545.17	1.193	R	205.12	.00	.00
		Moment Max	.00	-22.09	3747.41	1.193	L	31.38	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-64.94	3518.82	1.193	L	59.13	.00	.00
		Shear Max	.00	68.22	3518.82	1.193	R	59.13	.00	.00
		Moment Min	.00	14.03	-794.14	1.193	R	205.12	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	-25.57	4099.83	1.193	L	49.12	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-41.83	3463.91	1.193	L	76.88	.00	.00
		Shear Max	.00	95.74	3463.91	1.193	R	76.88	.00	.00
		Moment Min	.00	14.03	-1043.11	1.193	R	205.13	.00	.00
		Moment Max	.00	71.67	3796.43	1.193	R	86.88	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-22.17	2637.81	1.193	L	94.63	.00	.00
		Shear Max	.00	121.03	2637.81	1.193	R	94.63	.00	.00
		Moment Min	.00	14.03	-1292.08	1.193	R	205.13	.00	.00
		Moment Max	.00	95.40	2854.71	1.193	R	104.63	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-6.61	1233.76	1.193	L	112.38	.00	.00
		Shear Max	.00	143.41	1233.76	1.193	R	112.37	.00	.00
		Moment Min	.00	14.03	-1541.04	1.193	R	205.12	.00	.00
		Moment Max	.00	115.83	1432.77	1.193	R	122.38	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	4.41	-507.01	1.193	L	130.13	.00	.00
		Shear Max	.00	162.20	-507.01	1.193	R	130.13	.00	.00
		Moment Min	.00	14.03	-1790.01	1.193	R	205.13	.00	.00
		Moment Max	.00	132.30	-208.77	1.193	R	140.13	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-3.76	481.54	1.193	R	341.12	.00	.00
		Shear Max	.00	162.67	-557.93	1.193	R	130.63	.00	.00
		Moment Min	.00	14.03	-1797.15	1.193	R	205.12	.00	.00
		Moment Max	.00	-3.76	481.54	1.193	R	341.12	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-162.68	-1107.05	1.192	L	136.00	.00	.00
		Shear Max	.00	18.28	500.97	1.192	R	341.12	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-22.06	-2365.98	1.192	R	94.30	.00	.00
		Moment Max	.00	18.28	500.97	1.192	R	341.13	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-156.30	-696.35	1.192	L	141.38	.00	.00
		Shear Max	.00	18.28	402.70	1.192	R	341.12	.00	.00
		Moment Min	.00	-22.06	-2247.41	1.192	R	94.29	.00	.00
		Moment Max	.00	-37.48	-269.98	1.192	R	341.12	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-155.69	-657.29	1.192	L	141.88	.00	.00
		Shear Max	.00	18.28	393.61	1.192	R	341.12	.00	.00
		Moment Min	.00	-22.06	-2236.24	1.192	R	94.29	.00	.00
		Moment Max	.00	-37.03	-225.41	1.192	R	341.12	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-131.95	756.50	1.192	L	159.63	.00	.00
		Shear Max	.00	8.95	756.50	1.192	R	159.63	.00	.00
		Moment Min	.00	-22.06	-1844.72	1.192	R	94.30	.00	.00
		Moment Max	.00	-89.38	1536.43	1.192	L	149.63	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-105.65	2003.75	1.192	L	177.38	.00	.00
		Shear Max	.00	29.51	2003.75	1.192	R	177.38	.00	.00
		Moment Min	.00	-22.06	-1453.21	1.192	R	94.30	.00	.00
		Moment Max	.00	4.38	2756.51	1.192	L	167.38	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-78.45	2807.35	1.192	L	195.13	.00	.00
		Shear Max	.00	53.96	2807.35	1.192	R	195.13	.00	.00
		Moment Min	.00	-22.06	-1061.69	1.192	R	94.30	.00	.00
		Moment Max	.00	-40.50	3359.03	1.192	L	185.13	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-52.07	2978.08	1.192	L	212.88	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	80.62	2978.07	1.192	R	212.88	.00	.00
		Moment Min	.00	18.28	-904.48	1.192	R	341.13	.00	.00
		Moment Max	.00	57.43	3337.43	1.192	R	222.88	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.20	2446.65	1.192	L	230.63	.00	.00
		Shear Max	.00	107.78	2446.65	1.192	R	230.63	.00	.00
		Moment Min	.00	18.28	-1229.00	1.192	R	341.12	.00	.00
		Moment Max	.00	84.12	2691.03	1.192	R	240.62	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-8.52	1264.34	1.192	L	248.38	.00	.00
		Shear Max	.00	133.74	1264.34	1.192	R	248.37	.00	.00
		Moment Min	.00	18.28	-1553.52	1.192	R	341.13	.00	.00
		Moment Max	.00	108.66	1454.66	1.192	R	258.38	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.06	504.37	1.192	R	94.29	.00	.00
		Shear Max	.00	156.83	-397.64	1.192	R	266.13	.00	.00
		Moment Min	.00	18.28	-1878.04	1.192	R	341.13	.00	.00
		Moment Max	.00	129.37	-150.48	1.192	R	94.29	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-22.06	515.34	1.192	R	94.29	.00	.00
		Shear Max	.00	157.41	-448.52	1.192	R	266.63	.00	.00
		Moment Min	.00	18.28	-1887.30	1.192	R	341.12	.00	.00
		Moment Max	.00	-22.06	515.34	1.192	R	94.29	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-163.22	-1006.45	1.192	L	272.00	.00	.00
		Shear Max	.00	18.59	532.47	1.192	R	477.13	.00	.00
		Moment Min	.00	-18.82	-2020.95	1.192	L	202.87	.00	.00
		Moment Max	.00	5.91	633.90	1.192	R	94.30	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-157.00	-633.40	1.192	L	277.38	.00	.00
		Shear Max	.00	18.59	432.56	1.192	R	477.13	.00	.00
		Moment Min	.00	-18.82	-1919.69	1.192	L	202.87	.00	.00
		Moment Max	.00	5.91	602.14	1.192	R	94.29	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-156.40	-597.57	1.192	L	277.88	.00	.00
		Shear Max	.00	18.59	423.31	1.192	R	477.13	.00	.00
		Moment Min	.00	-18.82	-1910.15	1.192	L	202.87	.00	.00
		Moment Max	.00	5.91	599.15	1.192	R	94.30	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-132.97	734.43	1.192	L	295.63	.00	.00
		Shear Max	.00	8.68	734.42	1.192	R	295.63	.00	.00
		Moment Min	.00	-18.82	-1575.75	1.192	L	202.87	.00	.00
		Moment Max	.00	-19.21	1462.93	1.192	L	285.63	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-106.73	1950.60	1.192	L	313.38	.00	.00
		Shear Max	.00	28.70	1950.60	1.192	R	313.38	.00	.00
		Moment Min	.00	-18.82	-1241.34	1.192	L	202.87	.00	.00
		Moment Max	.00	3.40	2686.07	1.192	L	303.38	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-79.41	2756.81	1.192	L	331.13	.00	.00
		Shear Max	.00	52.91	2756.80	1.192	R	331.13	.00	.00
		Moment Min	.00	-18.82	-906.94	1.192	L	202.87	.00	.00
		Moment Max	.00	29.20	3309.07	1.192	L	321.13	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-52.78	2945.99	1.192	L	348.88	.00	.00
		Shear Max	.00	79.55	2945.99	1.192	R	348.88	.00	.00
		Moment Min	.00	18.59	-896.49	1.192	R	477.12	.00	.00
		Moment Max	.00	56.44	3307.63	1.192	R	358.88	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES ððA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.62	2435.56	1.192	L	366.63	.00	.00
		Shear Max	.00	106.87	2435.56	1.192	R	366.63	.00	.00
		Moment Min	.00	18.59	-1226.44	1.192	R	477.12	.00	.00
		Moment Max	.00	83.35	2681.71	1.192	R	376.63	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-8.65	1268.09	1.192	L	384.38	.00	.00
		Shear Max	.00	133.09	1268.09	1.192	R	384.38	.00	.00
		Moment Min	.00	18.59	-1556.39	1.192	R	477.12	.00	.00
		Moment Max	.00	108.18	1457.48	1.192	R	394.38	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.84	430.14	1.192	L	202.87	.00	.00
		Shear Max	.00	156.47	-389.30	1.192	R	402.13	.00	.00
		Moment Min	.00	18.59	-1886.34	1.192	R	477.13	.00	.00
		Moment Max	.00	129.18	-146.02	1.192	L	202.87	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.84	439.50	1.192	L	202.87	.00	.00
		Shear Max	.00	157.07	-440.20	1.192	R	402.63	.00	.00
		Moment Min	.00	18.59	-1895.75	1.192	R	477.12	.00	.00
		Moment Max	.00	-5.04	514.22	1.192	R	613.13	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-163.28	-998.89	1.192	L	408.00	.00	.00
		Shear Max	.00	18.84	541.32	1.192	R	613.13	.00	.00
		Moment Min	.00	-112.46	-1995.67	1.192	R	477.13	.00	.00
		Moment Max	.00	18.84	541.32	1.192	R	613.13	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-157.07	-628.70	1.192	L	413.38	.00	.00
		Shear Max	.00	18.84	440.06	1.192	R	613.13	.00	.00
		Moment Min	.00	-18.56	-1895.74	1.192	L	338.88	.00	.00
		Moment Max	.00	5.04	514.21	1.192	L	202.87	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   6   C3 COMBINATION 3 AXLES   □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-156.47	-593.12	1.192	L	413.88	.00	.00
		Shear Max	.00	18.84	430.68	1.192	R	613.13	.00	.00
		Moment Min	.00	-18.56	-1886.32	1.192	L	338.88	.00	.00
		Moment Max	.00	-36.95	-216.79	1.192	R	613.13	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-133.09	732.79	1.192	L	431.63	.00	.00
		Shear Max	.00	8.65	732.79	1.192	R	431.63	.00	.00
		Moment Min	.00	-18.56	-1556.38	1.192	L	338.88	.00	.00
		Moment Max	.00	-19.27	1457.48	1.192	L	421.63	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-106.87	1947.15	1.192	L	449.38	.00	.00
		Shear Max	.00	28.62	1947.15	1.192	R	449.38	.00	.00
		Moment Min	.00	-18.56	-1226.43	1.192	L	338.88	.00	.00
		Moment Max	.00	3.29	2681.70	1.192	L	439.38	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-79.55	2754.71	1.192	L	467.13	.00	.00
		Shear Max	.00	52.78	2754.71	1.192	R	467.13	.00	.00
		Moment Min	.00	-18.56	-896.49	1.192	L	338.88	.00	.00
		Moment Max	.00	29.06	3307.63	1.192	L	457.13	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-52.91	2946.96	1.192	L	484.88	.00	.00
		Shear Max	.00	79.41	2946.95	1.192	R	484.88	.00	.00
		Moment Min	.00	18.84	-906.95	1.192	R	613.13	.00	.00
		Moment Max	.00	56.29	3309.07	1.192	R	494.88	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.70	2439.82	1.192	L	502.63	.00	.00
		Shear Max	.00	106.73	2439.82	1.192	R	502.63	.00	.00
		Moment Min	.00	18.84	-1241.35	1.192	R	613.13	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	83.22	2686.08	1.192	R	512.63	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-8.68	1274.42	1.192	L	520.38	.00	.00
		Shear Max	.00	132.97	1274.42	1.192	R	520.38	.00	.00
		Moment Min	.00	18.84	-1575.75	1.192	R	613.13	.00	.00
		Moment Max	.00	108.08	1462.93	1.192	R	530.38	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.59	422.76	1.192	L	338.88	.00	.00
		Shear Max	.00	156.40	-383.57	1.192	R	538.13	.00	.00
		Moment Min	.00	18.84	-1910.16	1.192	R	613.13	.00	.00
		Moment Max	.00	-5.91	599.16	1.192	L	721.71	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.59	432.00	1.192	L	338.88	.00	.00
		Shear Max	.00	157.00	-434.55	1.192	R	538.63	.00	.00
		Moment Min	.00	18.84	-1919.70	1.192	R	613.13	.00	.00
		Moment Max	.00	-5.91	602.15	1.192	L	721.70	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-163.53	-994.21	1.192	L	544.00	.00	.00
		Shear Max	.00	22.06	633.68	1.192	L	721.71	.00	.00
		Moment Min	.00	-113.33	-2020.96	1.192	R	613.13	.00	.00
		Moment Max	.00	22.05	633.91	1.192	L	721.70	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-157.41	-626.14	1.192	L	549.38	.00	.00
		Shear Max	.00	22.06	515.16	1.192	L	721.71	.00	.00
		Moment Min	.00	-18.26	-1887.31	1.192	L	474.88	.00	.00
		Moment Max	.00	22.05	515.35	1.192	L	721.69	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-156.83	-590.73	1.192	L	549.88	.00	.00
		Shear Max	.00	22.06	504.19	1.192	L	721.71	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-18.26	-1878.05	1.192	L	474.88	.00	.00
		Moment Max	.00	-36.97	-217.32	1.192	L	721.71	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-133.74	732.02	1.192	L	567.63	.00	.00
		Shear Max	.00	8.52	732.01	1.192	R	567.63	.00	.00
		Moment Min	.00	-18.26	-1553.53	1.192	L	474.88	.00	.00
		Moment Max	.00	-19.56	1454.66	1.192	L	557.63	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-107.78	1952.11	1.192	L	585.38	.00	.00
		Shear Max	.00	28.20	1952.11	1.192	R	585.38	.00	.00
		Moment Min	.00	-18.26	-1229.01	1.192	L	474.88	.00	.00
		Moment Max	.00	2.70	2691.03	1.192	L	575.38	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-80.62	2775.98	1.192	L	603.13	.00	.00
		Shear Max	.00	52.07	2775.97	1.192	R	603.13	.00	.00
		Moment Min	.00	-18.26	-904.49	1.192	L	474.88	.00	.00
		Moment Max	.00	28.20	3337.44	1.192	L	593.13	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-53.96	2992.54	1.192	L	620.88	.00	.00
		Shear Max	.00	78.45	2992.53	1.192	R	620.88	.00	.00
		Moment Min	.00	22.05	-1061.71	1.192	L	721.70	.00	.00
		Moment Max	.00	55.24	3359.04	1.192	R	630.88	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-29.51	2510.54	1.192	L	638.63	.00	.00
		Shear Max	.00	105.65	2510.53	1.192	R	638.63	.00	.00
		Moment Min	.00	22.05	-1453.23	1.192	L	721.72	.00	.00
		Moment Max	.00	82.15	2756.53	1.192	R	648.63	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-8.95	1359.33	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	131.95	1359.33	1.192	R	656.38	.00	.00
		Moment Min	.00	22.05	-1844.75	1.192	L	721.71	.00	.00
		Moment Max	.00	107.20	1536.44	1.192	R	666.38	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.28	393.10	1.192	L	474.88	.00	.00
		Shear Max	.00	155.69	-311.75	1.192	R	674.13	.00	.00
		Moment Min	.00	22.05	-2236.27	1.192	L	721.71	.00	.00
		Moment Max	.00	128.73	-101.84	1.192	L	474.88	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-18.28	402.19	1.192	L	474.88	.00	.00
		Shear Max	.00	156.30	-363.69	1.192	R	674.63	.00	.00
		Moment Min	.00	22.05	-2247.44	1.192	L	721.72	.00	.00
		Moment Max	.00	129.27	-151.45	1.192	L	474.88	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-167.51	-937.65	1.193	L	680.00	.00	.00
		Shear Max	.00	3.76	501.11	1.193	L	474.88	.00	.00
		Moment Min	.00	-121.41	-2369.67	1.193	L	721.71	.00	.00
		Moment Max	.00	3.75	501.75	1.193	L	474.88	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-162.67	-596.23	1.193	L	685.38	.00	.00
		Shear Max	.00	3.76	480.94	1.193	L	474.88	.00	.00
		Moment Min	.00	-14.01	-1797.17	1.193	L	610.88	.00	.00
		Moment Max	.00	3.75	481.55	1.193	L	474.88	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-162.20	-563.04	1.193	L	685.88	.00	.00
		Shear Max	.00	-4.41	-563.04	1.193	R	685.88	.00	.00
		Moment Min	.00	-14.01	-1790.03	1.193	L	610.88	.00	.00
		Moment Max	.00	-37.40	-208.77	1.193	L	675.88	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 6 C3 COMBINATION 3 AXLES □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-143.41	726.52	1.193	L	703.63	.00	.00
		Shear Max	.00	6.61	726.52	1.193	R	703.63	.00	.00
		Moment Min	.00	-14.01	-1541.06	1.193	L	610.88	.00	.00
		Moment Max	.00	-23.81	1432.78	1.193	L	693.63	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-121.03	2042.03	1.193	L	721.38	.00	.00
		Shear Max	.00	22.17	2042.03	1.193	R	721.38	.00	.00
		Moment Min	.00	-14.01	-1292.09	1.193	L	610.88	.00	.00
		Moment Max	.00	-5.85	2854.73	1.193	L	711.38	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-95.74	3111.05	1.193	L	739.13	.00	.00
		Shear Max	.00	41.83	3111.04	1.193	R	739.13	.00	.00
		Moment Min	.00	-14.01	-1043.13	1.193	L	610.88	.00	.00
		Moment Max	.00	15.83	3796.45	1.193	L	729.13	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-68.22	3676.79	1.193	L	756.88	.00	.00
		Shear Max	.00	64.94	3676.78	1.193	R	756.88	.00	.00
		Moment Min	.00	-14.01	-794.16	1.193	L	610.88	.00	.00
		Moment Max	.00	40.57	4099.87	1.193	R	766.88	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-39.15	3529.42	1.193	L	774.63	.00	.00
		Shear Max	.00	90.80	3529.42	1.193	R	774.63	.00	.00
		Moment Min	.00	-14.01	-545.19	1.193	L	610.87	.00	.00
		Moment Max	.00	67.68	3747.46	1.193	R	784.63	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-15.16	2508.00	1.193	L	792.38	.00	.00
		Shear Max	.00	118.74	2508.00	1.193	R	792.38	.00	.00
		Moment Min	.00	-14.01	-296.22	1.193	L	610.88	.00	.00
		Moment Max	.00	118.74	2557.04	1.193	L	762.38	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   6   C3 COMBINATION 3 AXLES   □□ðA

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-14.03	-47.20	1.193	L	610.88	.00	.00
		Shear Max	.00	148.08	499.58	1.193	R	810.13	.00	.00
		Moment Min	.00	-14.01	-47.26	1.193	L	610.88	.00	.00
		Moment Max	.00	148.08	499.58	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-14.03	-40.26	1.193	L	610.88	.00	.00
		Shear Max	.00	148.91	428.11	1.193	R	810.63	.00	.00
		Moment Min	.00	-14.01	-40.32	1.193	L	610.88	.00	.00
		Moment Max	.00	148.91	428.11	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-14.03	.02	1.193	L	610.88	.00	.00
		Shear Max	.00	153.75	-.04	1.193	R	813.50	.00	.00
		Moment Min	.00	93.75	-.07	1.193	L	745.70	.00	.00
		Moment Max	.00	-14.01	.02	1.193	L	610.88	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-184.48	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	18.22	.01	1.193	R	212.84	.00	.00
		Moment Min	.00	-125.08	-.04	1.193	R	77.42	.00	.00
		Moment Max	.00	18.22	.01	1.193	R	212.87	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-178.23	257.61	1.193	L	5.38	.00	.00
		Shear Max	.00	18.22	-52.35	1.193	R	212.84	.00	.00
		Moment Min	.00	18.22	-52.35	1.193	R	212.86	.00	.00
		Moment Max	.00	-22.88	512.30	1.193	L	5.37	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-177.15	300.88	1.193	L	5.88	.00	.00
		Shear Max	.00	18.22	-61.36	1.193	R	212.84	.00	.00
		Moment Min	.00	18.22	-61.36	1.193	R	212.85	.00	.00
		Moment Max	.00	-22.77	597.49	1.193	L	5.87	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-139.47	1028.86	1.193	L	23.63	.00	.00
		Shear Max	.00	12.15	1028.86	1.193	R	23.63	.00	.00
		Moment Min	.00	18.22	-384.83	1.193	R	212.84	.00	.00
		Moment Max	.00	-2.53	3154.43	1.193	L	13.63	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-104.01	2327.86	1.193	L	41.38	.00	.00
		Shear Max	.00	34.37	2327.86	1.193	R	41.38	.00	.00
		Moment Min	.00	18.22	-708.30	1.193	R	212.86	.00	.00
		Moment Max	.00	-62.78	4900.38	1.193	R	73.21	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-71.65	3723.37	1.193	L	59.13	.00	.00
		Shear Max	.00	72.99	3723.37	1.193	R	59.12	.00	.00
		Moment Min	.00	18.22	-1031.77	1.193	R	212.86	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	43.13	5289.87	1.193	R	90.96	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-43.28	3870.91	1.193	L	76.88	.00	.00
		Shear Max	.00	109.95	3870.91	1.193	R	76.88	.00	.00
		Moment Min	.00	18.22	-1355.24	1.193	R	212.87	.00	.00
		Moment Max	.00	35.30	4922.50	1.193	L	45.04	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-19.78	2940.38	1.193	L	94.63	.00	.00
		Shear Max	.00	144.38	2940.38	1.193	R	94.63	.00	.00
		Moment Min	.00	18.22	-1678.71	1.193	R	212.84	.00	.00
		Moment Max	.00	138.80	3733.62	1.193	L	62.79	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-2.04	1164.48	1.193	L	112.38	.00	.00
		Shear Max	.00	175.37	1164.48	1.193	R	112.37	.00	.00
		Moment Min	.00	18.22	-2002.18	1.193	R	212.84	.00	.00
		Moment Max	.00	167.47	1881.69	1.193	L	80.54	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	9.81	-1161.35	1.193	L	130.13	.00	.00
		Shear Max	.00	202.06	-1161.35	1.193	R	130.13	.00	.00
		Moment Min	.00	18.22	-2325.64	1.193	R	212.86	.00	.00
		Moment Max	.00	191.33	-667.80	1.193	R	140.13	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-4.88	625.64	1.193	R	348.86	.00	.00
		Shear Max	.00	202.74	-1231.40	1.193	R	130.63	.00	.00
		Moment Min	.00	18.22	-2334.92	1.193	R	212.84	.00	.00
		Moment Max	.00	-4.88	625.64	1.193	R	348.86	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-200.52	-1987.34	1.192	L	136.00	.00	.00
		Shear Max	.00	23.75	650.88	1.192	R	348.86	.00	.00

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Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-28.58	-3073.55	1.192	L	55.16	.00	.00
		Moment Max	.00	23.75	650.88	1.192	R	348.86	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-191.52	-1514.59	1.192	L	141.38	.00	.00
		Shear Max	.00	23.75	523.21	1.192	R	348.86	.00	.00
		Moment Min	.00	-28.58	-2919.52	1.192	L	55.16	.00	.00
		Moment Max	.00	-144.72	-193.99	1.192	R	348.86	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-190.66	-1469.24	1.192	L	141.88	.00	.00
		Shear Max	.00	23.75	511.39	1.192	R	348.86	.00	.00
		Moment Min	.00	-28.58	-2905.01	1.192	L	55.16	.00	.00
		Moment Max	.00	-143.99	-128.42	1.192	R	348.86	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-157.98	214.99	1.192	L	159.63	.00	.00
		Shear Max	.00	2.50	214.99	1.192	R	159.63	.00	.00
		Moment Min	.00	-28.58	-2396.41	1.192	L	55.16	.00	.00
		Moment Max	.00	-115.06	2024.62	1.192	R	191.46	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-122.88	1791.82	1.192	L	177.38	.00	.00
		Shear Max	.00	26.49	1791.82	1.192	R	177.38	.00	.00
		Moment Min	.00	-28.58	-1887.81	1.192	L	55.17	.00	.00
		Moment Max	.00	-11.08	3595.48	1.192	R	209.21	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-87.58	2898.89	1.192	L	195.13	.00	.00
		Shear Max	.00	56.48	2898.89	1.192	R	195.13	.00	.00
		Moment Min	.00	-28.58	-1379.20	1.192	L	55.16	.00	.00
		Moment Max	.00	24.19	4341.03	1.192	R	226.96	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-54.29	3239.27	1.192	L	212.88	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	90.30	3239.26	1.192	R	212.88	.00	.00
		Moment Min	.00	23.75	-1175.13	1.192	R	348.84	.00	.00
		Moment Max	.00	59.32	4315.16	1.192	L	181.04	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-25.24	2671.76	1.192	L	230.63	.00	.00
		Shear Max	.00	125.73	2671.75	1.192	R	230.63	.00	.00
		Moment Min	.00	23.75	-1596.76	1.192	R	348.84	.00	.00
		Moment Max	.00	122.08	3510.43	1.192	L	198.79	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-2.59	1212.69	1.192	L	248.38	.00	.00
		Shear Max	.00	160.54	1212.69	1.192	R	248.38	.00	.00
		Moment Min	.00	23.75	-2018.39	1.192	R	348.87	.00	.00
		Moment Max	.00	155.57	1913.19	1.192	L	216.54	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.65	653.42	1.192	L	55.16	.00	.00
		Shear Max	.00	192.54	-964.53	1.192	R	266.13	.00	.00
		Moment Min	.00	23.75	-2440.01	1.192	R	348.86	.00	.00
		Moment Max	.00	185.00	-538.84	1.192	L	55.16	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.65	667.64	1.192	L	55.16	.00	.00
		Shear Max	.00	193.38	-1033.37	1.192	R	266.63	.00	.00
		Moment Min	.00	23.75	-2452.05	1.192	R	348.86	.00	.00
		Moment Max	.00	-28.58	669.46	1.192	L	55.17	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-201.48	-1788.32	1.192	L	272.00	.00	.00
		Shear Max	.00	24.15	691.81	1.192	R	484.87	.00	.00
		Moment Min	.00	-24.37	-2625.75	1.192	L	195.05	.00	.00
		Moment Max	.00	7.66	823.48	1.192	L	55.17	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-192.64	-1369.54	1.192	L	277.38	.00	.00
		Shear Max	.00	24.15	562.00	1.192	R	484.87	.00	.00
		Moment Min	.00	-24.37	-2494.18	1.192	L	195.05	.00	.00
		Moment Max	.00	7.66	782.22	1.192	L	55.17	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-191.78	-1328.93	1.192	L	277.88	.00	.00
		Shear Max	.00	24.15	549.97	1.192	R	484.87	.00	.00
		Moment Min	.00	-24.37	-2481.78	1.192	L	195.05	.00	.00
		Moment Max	.00	7.66	778.33	1.192	L	55.17	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-159.36	225.38	1.192	L	295.63	.00	.00
		Shear Max	.00	2.62	225.38	1.192	R	295.63	.00	.00
		Moment Min	.00	-24.37	-2047.31	1.192	L	195.05	.00	.00
		Moment Max	.00	-45.48	1924.63	1.192	R	327.46	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-124.24	1740.11	1.192	L	313.38	.00	.00
		Shear Max	.00	25.70	1740.11	1.192	R	313.38	.00	.00
		Moment Min	.00	-24.37	-1612.83	1.192	L	195.05	.00	.00
		Moment Max	.00	-12.49	3503.33	1.192	R	345.21	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-88.70	2838.00	1.192	L	331.13	.00	.00
		Shear Max	.00	55.21	2838.00	1.192	R	331.13	.00	.00
		Moment Min	.00	-24.37	-1178.35	1.192	L	195.05	.00	.00
		Moment Max	.00	22.86	4277.24	1.192	R	362.96	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-55.06	3196.77	1.192	L	348.88	.00	.00
		Shear Max	.00	88.89	3196.77	1.192	R	348.88	.00	.00
		Moment Min	.00	24.15	-1164.75	1.192	R	484.87	.00	.00
		Moment Max	.00	-12.54	4275.52	1.192	L	317.04	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-25.62	2655.90	1.192	L	366.63	.00	.00
		Shear Max	.00	124.43	2655.90	1.192	R	366.63	.00	.00
		Moment Min	.00	24.15	-1593.44	1.192	R	484.87	.00	.00
		Moment Max	.00	120.92	3497.66	1.192	L	334.79	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-2.63	1218.42	1.192	L	384.38	.00	.00
		Shear Max	.00	159.53	1218.42	1.192	R	384.38	.00	.00
		Moment Min	.00	24.15	-2022.12	1.192	R	484.87	.00	.00
		Moment Max	.00	154.76	1917.20	1.192	L	352.54	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.48	557.02	1.192	L	195.05	.00	.00
		Shear Max	.00	191.91	-949.58	1.192	R	402.13	.00	.00
		Moment Min	.00	24.15	-2450.80	1.192	R	484.87	.00	.00
		Moment Max	.00	184.59	-529.03	1.192	L	195.05	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.48	569.15	1.192	L	195.05	.00	.00
		Shear Max	.00	192.76	-1018.37	1.192	R	402.63	.00	.00
		Moment Min	.00	24.15	-2463.03	1.192	R	484.87	.00	.00
		Moment Max	.00	-6.55	668.11	1.192	R	620.95	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-201.59	-1773.40	1.192	L	408.00	.00	.00
		Shear Max	.00	24.48	703.32	1.192	R	620.95	.00	.00
		Moment Min	.00	-146.98	-2592.84	1.192	R	484.87	.00	.00
		Moment Max	.00	24.48	703.32	1.192	R	620.94	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-192.76	-1358.72	1.192	L	413.38	.00	.00
		Shear Max	.00	24.48	571.75	1.192	R	620.95	.00	.00
		Moment Min	.00	-24.04	-2463.01	1.192	L	331.13	.00	.00
		Moment Max	.00	6.52	668.10	1.192	L	195.05	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-191.91	-1318.47	1.192	L	413.88	.00	.00
		Shear Max	.00	24.48	559.57	1.192	R	620.95	.00	.00
		Moment Min	.00	-24.04	-2450.78	1.192	L	331.13	.00	.00
		Moment Max	.00	-73.91	-197.65	1.192	R	620.95	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-159.53	226.12	1.192	L	431.63	.00	.00
		Shear Max	.00	2.63	226.11	1.192	R	431.63	.00	.00
		Moment Min	.00	-24.04	-2022.11	1.192	L	331.13	.00	.00
		Moment Max	.00	-45.62	1917.20	1.192	R	463.46	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-124.43	1736.73	1.192	L	449.38	.00	.00
		Shear Max	.00	25.62	1736.73	1.192	R	449.38	.00	.00
		Moment Min	.00	-24.04	-1593.43	1.192	L	331.13	.00	.00
		Moment Max	.00	-12.67	3497.65	1.192	R	481.21	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-88.89	2835.28	1.192	L	467.13	.00	.00
		Shear Max	.00	55.06	2835.27	1.192	R	467.13	.00	.00
		Moment Min	.00	-24.04	-1164.75	1.192	L	331.13	.00	.00
		Moment Max	.00	22.67	4275.52	1.192	R	498.96	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-55.21	3197.55	1.192	L	484.88	.00	.00
		Shear Max	.00	88.70	3197.54	1.192	R	484.88	.00	.00
		Moment Min	.00	24.48	-1178.36	1.192	R	620.95	.00	.00
		Moment Max	.00	58.06	4277.25	1.192	L	453.04	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-25.70	2661.11	1.192	L	502.63	.00	.00
		Shear Max	.00	124.24	2661.10	1.192	R	502.63	.00	.00
		Moment Min	.00	24.48	-1612.84	1.192	R	620.95	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	120.74	3503.33	1.192	L	470.79	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-2.62	1227.08	1.192	L	520.38	.00	.00
		Shear Max	.00	159.36	1227.07	1.192	R	520.38	.00	.00
		Moment Min	.00	24.48	-2047.32	1.192	R	620.95	.00	.00
		Moment Max	.00	154.62	1924.63	1.192	L	488.54	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.15	547.41	1.192	L	331.13	.00	.00
		Shear Max	.00	191.78	-940.36	1.192	R	538.13	.00	.00
		Moment Min	.00	24.48	-2481.80	1.192	R	620.95	.00	.00
		Moment Max	.00	-7.68	778.35	1.192	R	760.84	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.15	559.38	1.192	L	331.13	.00	.00
		Shear Max	.00	192.64	-1009.20	1.192	R	538.63	.00	.00
		Moment Min	.00	24.48	-2494.20	1.192	R	620.95	.00	.00
		Moment Max	.00	-7.68	782.23	1.192	R	760.83	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-202.09	-1764.98	1.192	L	544.00	.00	.00
		Shear Max	.00	28.65	823.49	1.192	R	760.83	.00	.00
		Moment Min	.00	-147.94	-2625.75	1.192	R	620.95	.00	.00
		Moment Max	.00	28.65	823.49	1.192	R	760.83	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-193.38	-1353.13	1.192	L	549.38	.00	.00
		Shear Max	.00	28.65	669.47	1.192	R	760.83	.00	.00
		Moment Min	.00	-23.64	-2452.06	1.192	L	467.16	.00	.00
		Moment Max	.00	28.65	669.47	1.192	R	760.83	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-192.54	-1313.13	1.192	L	549.88	.00	.00
		Shear Max	.00	28.65	655.21	1.192	R	760.83	.00	.00

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Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-23.64	-2440.03	1.192	L	467.14	.00	.00
		Moment Max	.00	-145.00	-204.85	1.192	R	760.83	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-160.54	225.98	1.192	L	567.63	.00	.00
		Shear Max	.00	2.59	225.97	1.192	R	567.63	.00	.00
		Moment Min	.00	-23.64	-2018.40	1.192	L	467.14	.00	.00
		Moment Max	.00	-117.08	1913.19	1.192	R	599.46	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-125.73	1741.20	1.192	L	585.38	.00	.00
		Shear Max	.00	25.24	1741.19	1.192	R	585.38	.00	.00
		Moment Min	.00	-23.64	-1596.77	1.192	L	467.16	.00	.00
		Moment Max	.00	-84.50	3510.44	1.192	R	617.21	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-90.30	2858.06	1.192	L	603.13	.00	.00
		Shear Max	.00	54.29	2858.05	1.192	R	603.13	.00	.00
		Moment Min	.00	-23.64	-1175.14	1.192	L	467.14	.00	.00
		Moment Max	.00	-49.44	4315.18	1.192	R	634.96	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-56.48	3250.90	1.192	L	620.88	.00	.00
		Shear Max	.00	87.58	3250.89	1.192	R	620.88	.00	.00
		Moment Min	.00	28.65	-1379.23	1.192	R	760.84	.00	.00
		Moment Max	.00	56.66	4341.05	1.192	L	589.04	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-26.49	2749.82	1.192	L	638.63	.00	.00
		Shear Max	.00	122.88	2749.82	1.192	R	638.63	.00	.00
		Moment Min	.00	28.65	-1887.84	1.192	R	760.84	.00	.00
		Moment Max	.00	119.34	3595.51	1.192	L	606.79	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-2.50	1342.49	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	157.98	1342.49	1.192	R	656.38	.00	.00
		Moment Min	.00	28.65	-2396.44	1.192	R	760.83	.00	.00
		Moment Max	.00	153.34	2024.64	1.192	L	624.54	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.75	509.00	1.192	L	467.14	.00	.00
		Shear Max	.00	190.66	-826.37	1.192	R	674.13	.00	.00
		Moment Min	.00	28.65	-2905.05	1.192	R	760.83	.00	.00
		Moment Max	.00	183.67	-439.14	1.192	L	467.14	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.75	520.77	1.192	L	467.14	.00	.00
		Shear Max	.00	191.52	-895.87	1.192	R	674.63	.00	.00
		Moment Min	.00	28.65	-2919.56	1.192	R	760.83	.00	.00
		Moment Max	.00	184.46	-506.50	1.192	L	467.14	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-209.77	-1664.56	1.193	L	680.00	.00	.00
		Shear Max	.00	4.88	648.86	1.193	L	467.16	.00	.00
		Moment Min	.00	-157.55	-3078.35	1.193	R	760.84	.00	.00
		Moment Max	.00	4.86	651.89	1.193	L	467.14	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-202.74	-1288.52	1.193	L	685.38	.00	.00
		Shear Max	.00	4.88	622.74	1.193	L	467.16	.00	.00
		Moment Min	.00	-18.14	-2334.95	1.193	L	603.16	.00	.00
		Moment Max	.00	4.86	625.65	1.193	L	467.16	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-202.06	-1251.60	1.193	L	685.88	.00	.00
		Shear Max	.00	-9.81	-1251.60	1.193	R	685.88	.00	.00
		Moment Min	.00	-18.14	-2325.67	1.193	L	603.16	.00	.00
		Moment Max	.00	-27.36	-667.79	1.193	L	675.88	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-175.37	224.43	1.193	L	703.63	.00	.00
		Shear Max	.00	2.04	224.43	1.193	R	703.63	.00	.00
		Moment Min	.00	-18.14	-2002.20	1.193	L	603.16	.00	.00
		Moment Max	.00	-127.27	1881.71	1.193	R	735.46	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-144.38	1822.51	1.193	L	721.38	.00	.00
		Shear Max	.00	19.78	1822.50	1.193	R	721.38	.00	.00
		Moment Min	.00	-18.14	-1678.73	1.193	L	603.16	.00	.00
		Moment Max	.00	-99.84	3733.64	1.193	R	753.21	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-109.95	3218.44	1.193	L	739.13	.00	.00
		Shear Max	.00	43.28	3218.43	1.193	R	739.13	.00	.00
		Moment Min	.00	-18.14	-1355.27	1.193	L	603.16	.00	.00
		Moment Max	.00	-68.23	4922.54	1.193	R	770.96	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-72.99	4056.72	1.193	L	756.88	.00	.00
		Shear Max	.00	71.65	4056.71	1.193	R	756.88	.00	.00
		Moment Min	.00	-18.14	-1031.80	1.193	L	603.16	.00	.00
		Moment Max	.00	37.55	5289.93	1.193	L	725.04	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-34.37	4042.89	1.193	L	774.63	.00	.00
		Shear Max	.00	104.01	4042.88	1.193	R	774.63	.00	.00
		Moment Min	.00	-18.14	-708.33	1.193	L	603.16	.00	.00
		Moment Max	.00	100.14	4900.44	1.193	L	742.79	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-12.15	2945.89	1.193	L	792.38	.00	.00
		Shear Max	.00	139.47	2945.89	1.193	R	792.38	.00	.00
		Moment Min	.00	-18.14	-384.86	1.193	L	603.16	.00	.00
		Moment Max	.00	136.96	3154.52	1.193	R	802.38	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 7 C4 COMBINATION 4 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.22	-61.11	1.193	L	603.14	.00	.00
		Shear Max	.00	177.15	597.57	1.193	R	810.13	.00	.00
		Moment Min	.00	-18.14	-61.40	1.193	L	603.13	.00	.00
		Moment Max	.00	177.15	597.57	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.22	-52.14	1.193	L	603.14	.00	.00
		Shear Max	.00	178.23	512.38	1.193	R	810.63	.00	.00
		Moment Min	.00	-18.14	-52.38	1.193	L	603.14	.00	.00
		Moment Max	.00	178.23	512.38	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.22	.02	1.193	L	603.14	.00	.00
		Shear Max	.00	184.48	-.06	1.193	R	813.50	.00	.00
		Moment Min	.00	123.65	-.09	1.193	L	738.59	.00	.00
		Moment Max	.00	-18.14	.02	1.193	L	603.16	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   8   C5 COMBINATION 5 AXLES   □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-192.07	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	18.34	.01	1.193	R	209.29	.00	.00
		Moment Min	.00	-124.76	-.04	1.193	R	74.68	.00	.00
		Moment Max	.00	18.34	.01	1.193	R	209.29	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-185.77	354.38	1.193	L	5.38	.00	.00
		Shear Max	.00	18.34	-52.69	1.193	R	209.29	.00	.00
		Moment Min	.00	18.34	-52.69	1.193	R	209.29	.00	.00
		Moment Max	.00	-27.58	533.97	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-184.67	413.84	1.193	L	5.88	.00	.00
		Shear Max	.00	18.34	-61.77	1.193	R	209.29	.00	.00
		Moment Min	.00	18.34	-61.77	1.193	R	209.29	.00	.00
		Moment Max	.00	-27.45	622.91	1.193	L	5.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-146.52	1234.79	1.193	L	23.63	.00	.00
		Shear Max	.00	14.58	1234.79	1.193	R	23.63	.00	.00
		Moment Min	.00	18.34	-387.36	1.193	R	209.29	.00	.00
		Moment Max	.00	-103.83	3295.65	1.193	R	59.63	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-110.44	2805.85	1.193	L	41.38	.00	.00
		Shear Max	.00	41.44	2805.85	1.193	R	41.38	.00	.00
		Moment Min	.00	18.34	-712.95	1.193	R	209.29	.00	.00
		Moment Max	.00	-23.37	4787.64	1.193	L	31.37	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-77.32	4095.90	1.193	L	59.13	.00	.00
		Shear Max	.00	80.00	4095.90	1.193	R	59.13	.00	.00
		Moment Min	.00	18.34	-1038.54	1.193	R	209.29	.00	.00

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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   8   C5 COMBINATION 5 AXLES   □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	-23.20	5242.07	1.193	L	44.96	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-48.05	4151.92	1.193	L	76.88	.00	.00
		Shear Max	.00	116.76	4151.92	1.193	R	76.88	.00	.00
		Moment Min	.00	18.34	-1364.14	1.193	R	209.29	.00	.00
		Moment Max	.00	63.66	4850.00	1.193	R	91.04	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-23.52	3152.79	1.193	L	94.63	.00	.00
		Shear Max	.00	150.80	3152.79	1.193	R	94.62	.00	.00
		Moment Min	.00	18.34	-1689.73	1.193	R	209.29	.00	.00
		Moment Max	.00	87.90	3614.69	1.193	R	104.63	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-4.61	1340.41	1.193	L	112.38	.00	.00
		Shear Max	.00	181.25	1340.41	1.193	R	112.38	.00	.00
		Moment Min	.00	18.34	-2015.32	1.193	R	209.29	.00	.00
		Moment Max	.00	115.92	1755.17	1.193	R	122.38	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	8.33	-980.26	1.193	L	130.13	.00	.00
		Shear Max	.00	207.21	-980.26	1.193	R	130.13	.00	.00
		Moment Min	.00	18.34	-2340.90	1.193	R	209.29	.00	.00
		Moment Max	.00	143.57	-399.14	1.193	R	144.29	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-4.92	629.74	1.193	R	345.29	.00	.00
		Shear Max	.00	207.86	-1049.35	1.193	R	130.63	.00	.00
		Moment Min	.00	18.34	-2350.25	1.193	R	209.29	.00	.00
		Moment Max	.00	-4.92	629.74	1.193	R	345.29	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-206.56	-1793.79	1.192	L	136.00	.00	.00
		Shear Max	.00	23.91	655.15	1.192	R	345.29	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-28.83	-3094.34	1.192	L	58.63	.00	.00
		Moment Max	.00	23.91	655.15	1.192	R	345.29	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-197.79	-1291.48	1.192	L	141.38	.00	.00
		Shear Max	.00	23.91	526.64	1.192	R	345.29	.00	.00
		Moment Min	.00	-28.83	-2939.27	1.192	L	58.62	.00	.00
		Moment Max	.00	-131.26	-485.60	1.192	R	345.29	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-196.95	-1243.59	1.192	L	141.88	.00	.00
		Shear Max	.00	23.91	514.74	1.192	R	345.29	.00	.00
		Moment Min	.00	-28.83	-2924.66	1.192	L	58.63	.00	.00
		Moment Max	.00	-130.69	-427.33	1.192	R	345.29	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-164.75	518.26	1.192	L	159.63	.00	.00
		Shear Max	.00	6.12	518.26	1.192	R	159.63	.00	.00
		Moment Min	.00	-28.83	-2412.62	1.192	L	58.63	.00	.00
		Moment Max	.00	-76.77	1904.75	1.192	L	149.62	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-129.73	2128.38	1.192	L	177.38	.00	.00
		Shear Max	.00	31.46	2128.38	1.192	R	177.38	.00	.00
		Moment Min	.00	-28.83	-1900.57	1.192	L	58.62	.00	.00
		Moment Max	.00	-94.99	3491.04	1.192	L	163.21	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-94.11	3219.63	1.192	L	195.13	.00	.00
		Shear Max	.00	62.45	3219.63	1.192	R	195.13	.00	.00
		Moment Min	.00	-28.83	-1388.53	1.192	L	58.63	.00	.00
		Moment Max	.00	9.42	4275.53	1.192	L	180.96	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-60.13	3513.84	1.192	L	212.88	.00	.00

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	96.90	3513.84	1.192	R	212.88	.00	.00
		Moment Min	.00	23.91	-1182.84	1.192	R	345.29	.00	.00
		Moment Max	.00	-7.10	4247.63	1.192	R	227.04	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-30.00	2890.09	1.192	L	230.63	.00	.00
		Shear Max	.00	132.57	2890.09	1.192	R	230.63	.00	.00
		Moment Min	.00	23.91	-1607.24	1.192	R	345.29	.00	.00
		Moment Max	.00	27.95	3405.54	1.192	R	244.79	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-5.94	1385.52	1.192	L	248.38	.00	.00
		Shear Max	.00	167.24	1385.52	1.192	R	248.38	.00	.00
		Moment Min	.00	23.91	-2031.64	1.192	R	345.29	.00	.00
		Moment Max	.00	157.17	1789.25	1.192	R	258.38	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.85	659.23	1.192	L	58.62	.00	.00
		Shear Max	.00	198.69	-805.04	1.192	R	266.13	.00	.00
		Moment Min	.00	23.91	-2456.03	1.192	R	345.29	.00	.00
		Moment Max	.00	139.60	-319.12	1.192	L	58.62	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-28.85	673.58	1.192	L	58.62	.00	.00
		Shear Max	.00	199.51	-873.43	1.192	R	266.63	.00	.00
		Moment Min	.00	23.91	-2468.14	1.192	R	345.29	.00	.00
		Moment Max	.00	-28.83	673.99	1.192	L	58.62	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-207.44	-1622.09	1.192	L	272.00	.00	.00
		Shear Max	.00	24.31	696.34	1.192	R	481.29	.00	.00
		Moment Min	.00	-24.59	-2642.77	1.192	L	198.71	.00	.00
		Moment Max	.00	7.72	829.05	1.192	L	58.62	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   8   C5 COMBINATION 5 AXLES   □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-198.84	-1171.98	1.192	L	277.38	.00	.00
		Shear Max	.00	24.31	565.68	1.192	R	481.29	.00	.00
		Moment Min	.00	-24.59	-2510.35	1.192	L	198.71	.00	.00
		Moment Max	.00	7.72	787.51	1.192	L	58.62	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-198.01	-1128.65	1.192	L	277.88	.00	.00
		Shear Max	.00	24.31	553.58	1.192	R	481.29	.00	.00
		Moment Min	.00	-24.59	-2497.87	1.192	L	198.71	.00	.00
		Moment Max	.00	7.72	783.59	1.192	L	58.62	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-166.12	511.81	1.192	L	295.63	.00	.00
		Shear Max	.00	6.04	511.80	1.192	R	295.63	.00	.00
		Moment Min	.00	-24.59	-2060.58	1.192	L	198.71	.00	.00
		Moment Max	.00	-107.43	1801.22	1.192	L	285.63	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-131.12	2068.62	1.192	L	313.38	.00	.00
		Shear Max	.00	30.55	2068.62	1.192	R	313.38	.00	.00
		Moment Min	.00	-24.59	-1623.29	1.192	L	198.71	.00	.00
		Moment Max	.00	-77.89	3398.92	1.192	L	299.21	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-95.30	3156.06	1.192	L	331.13	.00	.00
		Shear Max	.00	61.12	3156.05	1.192	R	331.13	.00	.00
		Moment Min	.00	-24.59	-1185.99	1.192	L	198.71	.00	.00
		Moment Max	.00	8.00	4210.32	1.192	L	316.96	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-60.97	3471.25	1.192	L	348.88	.00	.00
		Shear Max	.00	95.48	3471.25	1.192	R	348.88	.00	.00
		Moment Min	.00	24.31	-1172.39	1.192	R	481.29	.00	.00
		Moment Max	.00	43.71	4208.47	1.192	R	363.04	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-30.45	2874.70	1.192	L	366.63	.00	.00
		Shear Max	.00	131.31	2874.69	1.192	R	366.63	.00	.00
		Moment Min	.00	24.31	-1603.89	1.192	R	481.29	.00	.00
		Moment Max	.00	79.05	3393.23	1.192	R	380.79	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-6.03	1390.95	1.192	L	384.38	.00	.00
		Shear Max	.00	166.29	1390.94	1.192	R	384.38	.00	.00
		Moment Min	.00	24.31	-2035.38	1.192	R	481.29	.00	.00
		Moment Max	.00	156.44	1793.52	1.192	R	394.38	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.64	562.10	1.192	L	198.71	.00	.00
		Shear Max	.00	198.13	-791.70	1.192	R	402.13	.00	.00
		Moment Min	.00	24.31	-2466.87	1.192	R	481.29	.00	.00
		Moment Max	.00	139.35	-313.02	1.192	L	198.71	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.64	574.34	1.192	L	198.71	.00	.00
		Shear Max	.00	198.96	-860.08	1.192	R	402.63	.00	.00
		Moment Min	.00	24.31	-2479.19	1.192	R	481.29	.00	.00
		Moment Max	.00	-6.59	672.44	1.192	R	617.29	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-207.53	-1609.21	1.192	L	408.00	.00	.00
		Shear Max	.00	24.64	707.88	1.192	R	617.29	.00	.00
		Moment Min	.00	-148.50	-2609.85	1.192	R	481.29	.00	.00
		Moment Max	.00	24.64	707.88	1.192	R	617.29	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-198.96	-1163.06	1.192	L	413.38	.00	.00
		Shear Max	.00	24.64	575.46	1.192	R	617.29	.00	.00
		Moment Min	.00	-24.26	-2479.16	1.192	L	334.71	.00	.00
		Moment Max	.00	6.58	672.43	1.192	L	198.71	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-198.13	-1120.08	1.192	L	413.88	.00	.00
		Shear Max	.00	24.64	563.19	1.192	R	617.29	.00	.00
		Moment Min	.00	-24.26	-2466.85	1.192	L	334.71	.00	.00
		Moment Max	.00	-78.42	-411.94	1.192	R	617.29	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-166.29	511.31	1.192	L	431.63	.00	.00
		Shear Max	.00	6.03	511.30	1.192	R	431.63	.00	.00
		Moment Min	.00	-24.26	-2035.37	1.192	L	334.71	.00	.00
		Moment Max	.00	-55.39	1793.52	1.192	L	421.63	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-131.31	2064.73	1.192	L	449.38	.00	.00
		Shear Max	.00	30.45	2064.73	1.192	R	449.38	.00	.00
		Moment Min	.00	-24.26	-1603.88	1.192	L	334.71	.00	.00
		Moment Max	.00	-78.04	3393.22	1.192	L	435.21	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-95.48	3153.30	1.192	L	467.13	.00	.00
		Shear Max	.00	60.97	3153.30	1.192	R	467.13	.00	.00
		Moment Min	.00	-24.26	-1172.39	1.192	L	334.71	.00	.00
		Moment Max	.00	-44.30	4208.47	1.192	L	452.96	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-61.12	3472.24	1.192	L	484.88	.00	.00
		Shear Max	.00	95.30	3472.23	1.192	R	484.88	.00	.00
		Moment Min	.00	24.64	-1186.00	1.192	R	617.29	.00	.00
		Moment Max	.00	43.52	4210.33	1.192	R	499.04	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-30.55	2880.10	1.192	L	502.63	.00	.00
		Shear Max	.00	131.12	2880.10	1.192	R	502.63	.00	.00
		Moment Min	.00	24.64	-1623.30	1.192	R	617.29	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   8   C5 COMBINATION 5 AXLES   □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	78.88	3398.93	1.192	R	516.79	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-6.04	1399.54	1.192	L	520.38	.00	.00
		Shear Max	.00	166.12	1399.53	1.192	R	520.38	.00	.00
		Moment Min	.00	24.64	-2060.59	1.192	R	617.29	.00	.00
		Moment Max	.00	156.30	1801.22	1.192	R	530.38	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.31	552.47	1.192	L	334.71	.00	.00
		Shear Max	.00	198.01	-783.08	1.192	R	538.13	.00	.00
		Moment Min	.00	24.64	-2497.89	1.192	R	617.29	.00	.00
		Moment Max	.00	-7.73	783.61	1.192	R	757.38	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.31	564.55	1.192	L	334.71	.00	.00
		Shear Max	.00	198.84	-851.52	1.192	R	538.63	.00	.00
		Moment Min	.00	24.64	-2510.37	1.192	R	617.29	.00	.00
		Moment Max	.00	-7.73	787.52	1.192	R	757.37	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-207.97	-1601.62	1.192	L	544.00	.00	.00
		Shear Max	.00	28.85	829.06	1.192	R	757.37	.00	.00
		Moment Min	.00	-149.62	-2642.78	1.192	R	617.29	.00	.00
		Moment Max	.00	28.85	829.06	1.192	R	757.37	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-199.51	-1158.30	1.192	L	549.38	.00	.00
		Shear Max	.00	28.85	674.00	1.192	R	757.37	.00	.00
		Moment Min	.00	-23.86	-2468.16	1.192	L	470.71	.00	.00
		Moment Max	.00	28.85	674.00	1.192	R	757.37	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-198.69	-1115.56	1.192	L	549.88	.00	.00
		Shear Max	.00	28.85	659.64	1.192	R	757.37	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-23.86	-2456.05	1.192	L	470.71	.00	.00
		Moment Max	.00	-130.57	-412.56	1.192	R	757.37	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-167.24	510.82	1.192	L	567.63	.00	.00
		Shear Max	.00	5.94	510.81	1.192	R	567.63	.00	.00
		Moment Min	.00	-23.86	-2031.65	1.192	L	470.71	.00	.00
		Moment Max	.00	-107.89	1789.26	1.192	L	557.63	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-132.57	2070.04	1.192	L	585.38	.00	.00
		Shear Max	.00	30.00	2070.03	1.192	R	585.38	.00	.00
		Moment Min	.00	-23.86	-1607.25	1.192	L	470.71	.00	.00
		Moment Max	.00	-45.59	3405.55	1.192	L	571.21	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-96.90	3178.31	1.192	L	603.13	.00	.00
		Shear Max	.00	60.13	3178.31	1.192	R	603.13	.00	.00
		Moment Min	.00	-23.86	-1182.85	1.192	L	470.71	.00	.00
		Moment Max	.00	-45.43	4247.65	1.192	L	588.96	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-62.45	3528.60	1.192	L	620.88	.00	.00
		Shear Max	.00	94.11	3528.59	1.192	R	620.88	.00	.00
		Moment Min	.00	28.85	-1388.56	1.192	R	757.37	.00	.00
		Moment Max	.00	42.16	4275.55	1.192	R	635.04	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-31.46	2971.17	1.192	L	638.63	.00	.00
		Shear Max	.00	129.73	2971.17	1.192	R	638.63	.00	.00
		Moment Min	.00	28.85	-1900.61	1.192	R	757.37	.00	.00
		Moment Max	.00	77.47	3491.07	1.192	R	652.79	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-6.12	1514.37	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	164.75	1514.37	1.192	R	656.38	.00	.00
		Moment Min	.00	28.85	-2412.65	1.192	R	757.37	.00	.00
		Moment Max	.00	155.05	1904.77	1.192	R	666.38	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.91	513.72	1.192	L	470.71	.00	.00
		Shear Max	.00	196.95	-675.75	1.192	R	674.13	.00	.00
		Moment Min	.00	28.85	-2924.70	1.192	R	757.37	.00	.00
		Moment Max	.00	138.76	-254.67	1.192	L	470.71	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-23.91	525.59	1.192	L	470.71	.00	.00
		Shear Max	.00	197.79	-745.08	1.192	R	674.63	.00	.00
		Moment Min	.00	28.85	-2939.31	1.192	R	757.37	.00	.00
		Moment Max	.00	139.47	-319.43	1.192	L	470.71	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-214.64	-1510.49	1.193	L	680.00	.00	.00
		Shear Max	.00	4.92	654.87	1.193	L	470.71	.00	.00
		Moment Min	.00	-158.89	-3099.17	1.193	R	757.37	.00	.00
		Moment Max	.00	4.91	656.17	1.193	L	470.71	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-207.86	-1102.99	1.193	L	685.38	.00	.00
		Shear Max	.00	4.92	628.50	1.193	L	470.71	.00	.00
		Moment Min	.00	-18.31	-2350.28	1.193	L	606.71	.00	.00
		Moment Max	.00	4.91	629.75	1.193	L	470.71	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-207.21	-1063.29	1.193	L	685.88	.00	.00
		Shear Max	.00	-8.33	-1063.30	1.193	R	685.88	.00	.00
		Moment Min	.00	-18.31	-2340.93	1.193	L	606.71	.00	.00
		Moment Max	.00	-79.02	-399.13	1.193	L	671.71	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-181.25	507.03	1.193	L	703.63	.00	.00
		Shear Max	.00	4.61	507.02	1.193	R	703.63	.00	.00
		Moment Min	.00	-18.31	-2015.34	1.193	L	606.71	.00	.00
		Moment Max	.00	-113.50	1755.18	1.193	L	693.62	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-150.80	2166.63	1.193	L	721.38	.00	.00
		Shear Max	.00	23.52	2166.62	1.193	R	721.38	.00	.00
		Moment Min	.00	-18.31	-1689.75	1.193	L	606.71	.00	.00
		Moment Max	.00	-61.80	3614.72	1.193	L	711.37	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-116.76	3573.47	1.193	L	739.13	.00	.00
		Shear Max	.00	48.05	3573.46	1.193	R	739.13	.00	.00
		Moment Min	.00	-18.31	-1364.16	1.193	L	606.71	.00	.00
		Moment Max	.00	-61.65	4850.04	1.193	L	724.96	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-80.00	4378.01	1.193	L	756.88	.00	.00
		Shear Max	.00	77.32	4378.00	1.193	R	756.88	.00	.00
		Moment Min	.00	-18.31	-1038.57	1.193	L	606.71	.00	.00
		Moment Max	.00	-29.24	5242.12	1.193	R	771.04	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-41.44	4293.05	1.193	L	774.63	.00	.00
		Shear Max	.00	110.44	4293.04	1.193	R	774.63	.00	.00
		Moment Min	.00	-18.31	-712.98	1.193	L	606.71	.00	.00
		Moment Max	.00	49.91	4787.71	1.193	R	784.63	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-14.58	3094.89	1.193	L	792.38	.00	.00
		Shear Max	.00	146.52	3094.89	1.193	R	792.38	.00	.00
		Moment Min	.00	-18.31	-387.39	1.193	L	606.71	.00	.00
		Moment Max	.00	139.46	3295.74	1.193	L	756.38	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 8 C5 COMBINATION 5 AXLES □□□B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.34	-61.68	1.193	L	606.71	.00	.00
		Shear Max	.00	184.67	622.99	1.193	R	810.13	.00	.00
		Moment Min	.00	-18.31	-61.80	1.193	L	606.71	.00	.00
		Moment Max	.00	184.67	622.99	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.34	-52.62	1.193	L	606.71	.00	.00
		Shear Max	.00	185.77	534.05	1.193	R	810.63	.00	.00
		Moment Min	.00	-18.31	-52.72	1.193	L	606.71	.00	.00
		Moment Max	.00	185.77	534.05	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.34	.03	1.193	L	606.71	.00	.00
		Shear Max	.00	192.07	-.06	1.193	R	813.50	.00	.00
		Moment Min	.00	123.93	-.09	1.193	L	741.34	.00	.00
		Moment Max	.00	-18.31	.03	1.193	L	606.71	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
1	1	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-168.14	.00	1.193	L	2.50	.00	.00
		Shear Max	.00	18.70	.01	1.193	R	228.52	.00	.00
		Moment Min	.00	-131.39	-.04	1.193	R	94.61	.00	.00
		Moment Max	.00	18.70	.01	1.193	R	228.54	.00	.00
1	2	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-161.59	72.09	1.193	L	5.38	.00	.00
		Shear Max	.00	18.70	-53.71	1.193	R	228.52	.00	.00
		Moment Min	.00	18.70	-53.71	1.193	R	228.53	.00	.00
		Moment Max	.00	-25.08	464.42	1.193	L	5.38	.00	.00
1	3	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-167.82	566.16	1.193	R	48.88	.00	.00
		Shear Max	.00	18.70	-62.96	1.193	R	228.52	.00	.00
		Moment Min	.00	18.70	-62.96	1.193	R	228.52	.00	.00
		Moment Max	.00	-24.95	84.21	1.193	R	48.88	.00	.00
1	4	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-121.54	436.04	1.193	L	23.63	.00	.00
		Shear Max	.00	5.14	436.04	1.193	R	23.63	.00	.00
		Moment Min	.00	18.70	-394.87	1.193	R	228.52	.00	.00
		Moment Max	.00	-20.64	3263.27	1.193	L	-3.38	.00	.00
1	5	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-85.82	1363.38	1.193	L	41.38	.00	.00
		Shear Max	.00	20.17	1363.37	1.193	R	41.38	.00	.00
		Moment Min	.00	18.70	-726.77	1.193	R	228.53	.00	.00
		Moment Max	.00	-37.96	4814.65	1.193	L	10.38	.00	.00
1	6	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-54.29	2573.91	1.193	L	59.13	.00	.00
		Shear Max	.00	50.86	2573.91	1.193	R	59.13	.00	.00
		Moment Min	.00	18.70	-1058.67	1.193	R	228.52	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	-25.20	5321.12	1.193	L	28.12	.00	.00
1	7	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-27.89	2976.54	1.193	L	76.88	.00	.00
		Shear Max	.00	86.74	2976.53	1.193	R	76.88	.00	.00
		Moment Min	.00	18.70	-1390.58	1.193	R	228.56	.00	.00
		Moment Max	.00	70.28	4929.84	1.193	R	107.88	.00	.00
1	8	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-7.37	2365.40	1.193	L	94.63	.00	.00
		Shear Max	.00	126.33	2365.40	1.193	R	94.63	.00	.00
		Moment Min	.00	18.70	-1722.48	1.193	R	228.53	.00	.00
		Moment Max	.00	104.08	3657.12	1.193	R	125.62	.00	.00
1	9	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	6.89	672.99	1.193	L	112.38	.00	.00
		Shear Max	.00	162.97	672.99	1.193	R	112.38	.00	.00
		Moment Min	.00	18.70	-2054.38	1.193	R	228.52	.00	.00
		Moment Max	.00	133.23	1695.06	1.193	R	143.38	.00	.00
1	10	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	15.22	-1819.64	1.193	L	130.13	.00	.00
		Shear Max	.00	195.68	-1819.64	1.193	R	130.13	.00	.00
		Moment Min	.00	18.70	-2386.28	1.193	R	228.52	.00	.00
		Moment Max	.00	156.88	-599.26	1.193	R	161.13	.00	.00
1	11	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-5.01	641.95	1.193	R	364.52	.00	.00
		Shear Max	.00	196.54	-1897.71	1.193	R	130.63	.00	.00
		Moment Min	.00	18.70	-2395.80	1.193	R	228.52	.00	.00
		Moment Max	.00	-5.01	641.95	1.193	R	364.53	.00	.00
2	12	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-190.16	-2758.59	1.192	L	136.00	.00	.00
		Shear Max	.00	24.37	667.85	1.192	R	364.52	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-29.61	-3177.01	1.192	L	39.25	.00	.00
		Moment Max	.00	24.37	667.85	1.192	R	364.52	.00	.00
2	13	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-179.41	-2380.63	1.192	L	141.38	.00	.00
		Shear Max	.00	24.37	536.85	1.192	R	364.52	.00	.00
		Moment Min	.00	-29.61	-3017.79	1.192	L	39.28	.00	.00
		Moment Max	.00	-80.57	-702.29	1.192	R	364.52	.00	.00
2	14	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-178.40	-2343.38	1.192	L	141.88	.00	.00
		Shear Max	.00	24.37	524.72	1.192	R	364.52	.00	.00
		Moment Min	.00	-29.61	-3002.79	1.192	L	39.25	.00	.00
		Moment Max	.00	-79.95	-640.97	1.192	R	364.52	.00	.00
2	15	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-141.18	-880.39	1.192	L	159.63	.00	.00
		Shear Max	.00	-10.57	-880.40	1.192	R	159.63	.00	.00
		Moment Min	.00	-29.61	-2477.07	1.192	L	39.27	.00	.00
		Moment Max	.00	-91.53	1825.47	1.192	L	132.62	.00	.00
2	16	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-103.28	645.40	1.192	L	177.38	.00	.00
		Shear Max	.00	9.43	645.40	1.192	R	177.38	.00	.00
		Moment Min	.00	-29.61	-1951.35	1.192	L	39.26	.00	.00
		Moment Max	.00	-56.74	3514.07	1.192	L	146.38	.00	.00
2	17	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-67.13	1864.27	1.192	L	195.13	.00	.00
		Shear Max	.00	36.59	1864.27	1.192	R	195.13	.00	.00
		Moment Min	.00	-29.61	-1425.63	1.192	L	39.27	.00	.00
		Moment Max	.00	13.12	4334.07	1.192	L	164.13	.00	.00
2	18	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-35.15	2421.87	1.192	L	212.88	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	69.51	2421.87	1.192	R	212.88	.00	.00
		Moment Min	.00	24.37	-1205.78	1.192	R	364.53	.00	.00
		Moment Max	.00	50.97	4306.06	1.192	R	243.87	.00	.00
2	19	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.32	2074.83	1.192	L	230.63	.00	.00
		Shear Max	.00	106.16	2074.83	1.192	R	230.63	.00	.00
		Moment Min	.00	24.37	-1638.40	1.192	R	364.56	.00	.00
		Moment Max	.00	88.32	3428.04	1.192	R	261.63	.00	.00
2	20	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	9.03	735.50	1.192	L	248.38	.00	.00
		Shear Max	.00	144.12	735.50	1.192	R	248.38	.00	.00
		Moment Min	.00	24.37	-2071.02	1.192	R	364.52	.00	.00
		Moment Max	.00	122.74	1727.84	1.192	R	279.38	.00	.00
2	21	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-29.62	677.07	1.192	L	39.26	.00	.00
		Shear Max	.00	180.96	-1511.29	1.192	R	266.13	.00	.00
		Moment Min	.00	24.37	-2503.64	1.192	R	364.52	.00	.00
		Moment Max	.00	152.02	-500.39	1.192	L	39.26	.00	.00
2	22	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-29.62	691.81	1.192	L	39.26	.00	.00
		Shear Max	.00	181.95	-1585.13	1.192	R	266.63	.00	.00
		Moment Min	.00	24.37	-2515.99	1.192	R	364.52	.00	.00
		Moment Max	.00	-29.61	692.00	1.192	L	39.26	.00	.00
3	23	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-191.46	-2415.72	1.192	L	272.00	.00	.00
		Shear Max	.00	24.78	709.88	1.192	R	500.55	.00	.00
		Moment Min	.00	-25.12	-2694.73	1.192	R	254.83	.00	.00
		Moment Max	.00	7.93	851.19	1.192	L	39.27	.00	.00
3	24	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-180.79	-2098.99	1.192	L	277.38	.00	.00
		Shear Max	.00	24.78	576.68	1.192	R	500.55	.00	.00
		Moment Min	.00	-25.12	-2560.98	1.192	L	179.03	.00	.00
		Moment Max	.00	7.93	808.54	1.192	L	39.26	.00	.00
3	25	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-179.79	-2067.25	1.192	L	277.88	.00	.00
		Shear Max	.00	24.78	564.34	1.192	R	500.55	.00	.00
		Moment Min	.00	-25.12	-2548.26	1.192	L	179.05	.00	.00
		Moment Max	.00	7.93	804.53	1.192	L	39.27	.00	.00
3	26	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-142.61	-772.91	1.192	L	295.63	.00	.00
		Shear Max	.00	-9.29	-772.92	1.192	R	295.63	.00	.00
		Moment Min	.00	-25.12	-2102.14	1.192	L	179.05	.00	.00
		Moment Max	.00	-55.11	1739.01	1.192	L	264.63	.00	.00
3	27	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-104.51	647.77	1.192	L	313.38	.00	.00
		Shear Max	.00	9.46	647.77	1.192	R	313.38	.00	.00
		Moment Min	.00	-25.12	-1656.03	1.192	L	179.05	.00	.00
		Moment Max	.00	-81.98	3420.59	1.192	L	282.38	.00	.00
3	28	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-68.03	1823.82	1.192	L	331.13	.00	.00
		Shear Max	.00	35.75	1823.82	1.192	R	331.13	.00	.00
		Moment Min	.00	-25.12	-1209.92	1.192	L	179.03	.00	.00
		Moment Max	.00	-46.24	4267.04	1.192	L	300.13	.00	.00
3	29	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-35.65	2381.91	1.192	L	348.88	.00	.00
		Shear Max	.00	68.19	2381.91	1.192	R	348.88	.00	.00
		Moment Min	.00	24.78	-1195.18	1.192	R	500.55	.00	.00
		Moment Max	.00	49.61	4265.17	1.192	R	379.88	.00	.00
3	30	Axial Min	.00	.00	.00	1.192		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Live Load # :   9   ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.46	2056.98	1.192	L	366.63	.00	.00
		Shear Max	.00	104.70	2056.98	1.192	R	366.63	.00	.00
		Moment Min	.00	24.78	-1635.06	1.192	R	500.55	.00	.00
		Moment Max	.00	87.23	3414.85	1.192	R	397.63	.00	.00
3	31	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	9.18	742.79	1.192	L	384.38	.00	.00
		Shear Max	.00	142.80	742.79	1.192	R	384.38	.00	.00
		Moment Min	.00	24.78	-2074.94	1.192	R	500.55	.00	.00
		Moment Max	.00	122.03	1731.94	1.192	R	415.38	.00	.00
3	32	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-25.13	574.26	1.192	L	179.03	.00	.00
		Shear Max	.00	179.96	-1487.77	1.192	R	402.13	.00	.00
		Moment Min	.00	24.78	-2514.82	1.192	R	500.54	.00	.00
		Moment Max	.00	151.70	-492.93	1.192	L	179.03	.00	.00
3	33	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-25.13	586.76	1.192	L	179.03	.00	.00
		Shear Max	.00	180.96	-1561.35	1.192	R	402.63	.00	.00
		Moment Min	.00	24.78	-2527.37	1.192	R	500.53	.00	.00
		Moment Max	.00	-6.73	686.00	1.192	R	636.95	.00	.00
4	34	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-191.62	-2389.92	1.192	L	408.00	.00	.00
		Shear Max	.00	25.13	722.16	1.192	R	636.94	.00	.00
		Moment Min	.00	-153.97	-2659.30	1.192	L	424.77	.00	.00
		Moment Max	.00	25.13	722.16	1.192	R	636.95	.00	.00
4	35	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-180.96	-2077.91	1.192	L	413.38	.00	.00
		Shear Max	.00	25.13	587.06	1.192	R	636.94	.00	.00
		Moment Min	.00	-24.77	-2527.35	1.192	L	315.45	.00	.00
		Moment Max	.00	6.72	685.99	1.192	L	179.05	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
4	36	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-179.96	-2046.60	1.192	L	413.88	.00	.00
		Shear Max	.00	25.13	574.55	1.192	R	636.94	.00	.00
		Moment Min	.00	-24.77	-2514.80	1.192	L	315.45	.00	.00
		Moment Max	.00	-79.61	-605.75	1.192	R	636.94	.00	.00
4	37	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-142.80	-765.07	1.192	L	431.63	.00	.00
		Shear Max	.00	-9.18	-765.07	1.192	R	431.63	.00	.00
		Moment Min	.00	-24.77	-2074.93	1.192	L	315.47	.00	.00
		Moment Max	.00	-113.10	1731.94	1.192	L	400.63	.00	.00
4	38	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-104.71	648.07	1.192	L	449.38	.00	.00
		Shear Max	.00	9.46	648.07	1.192	R	449.38	.00	.00
		Moment Min	.00	-24.77	-1635.05	1.192	L	315.45	.00	.00
		Moment Max	.00	-82.12	3414.84	1.192	L	418.38	.00	.00
4	39	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-68.19	1822.00	1.192	L	467.13	.00	.00
		Shear Max	.00	35.65	1821.99	1.192	R	467.13	.00	.00
		Moment Min	.00	-24.77	-1195.18	1.192	L	315.45	.00	.00
		Moment Max	.00	11.48	4265.17	1.192	L	436.13	.00	.00
4	40	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-35.75	2382.11	1.192	L	484.88	.00	.00
		Shear Max	.00	68.03	2382.11	1.192	R	484.88	.00	.00
		Moment Min	.00	25.13	-1209.92	1.192	R	636.95	.00	.00
		Moment Max	.00	49.41	4267.04	1.192	R	515.88	.00	.00
4	41	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.46	2061.49	1.192	L	502.63	.00	.00
		Shear Max	.00	104.51	2061.49	1.192	R	502.63	.00	.00
		Moment Min	.00	25.13	-1656.04	1.192	R	636.95	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Max	.00	87.05	3420.59	1.192	R	533.63	.00	.00
4	42	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	9.29	751.82	1.192	L	520.38	.00	.00
		Shear Max	.00	142.61	751.82	1.192	R	520.38	.00	.00
		Moment Min	.00	25.13	-2102.16	1.192	R	636.97	.00	.00
		Moment Max	.00	121.89	1739.01	1.192	R	551.38	.00	.00
4	43	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.78	564.06	1.192	L	315.45	.00	.00
		Shear Max	.00	179.78	-1476.11	1.192	R	538.13	.00	.00
		Moment Min	.00	25.13	-2548.28	1.192	R	636.97	.00	.00
		Moment Max	.00	-7.94	804.54	1.192	R	776.73	.00	.00
4	44	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.78	576.39	1.192	L	315.45	.00	.00
		Shear Max	.00	180.79	-1549.66	1.192	R	538.63	.00	.00
		Moment Min	.00	25.13	-2561.01	1.192	R	636.95	.00	.00
		Moment Max	.00	-7.94	808.56	1.192	R	776.73	.00	.00
5	45	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-192.50	-2378.17	1.192	L	544.00	.00	.00
		Shear Max	.00	29.62	851.21	1.192	R	776.74	.00	.00
		Moment Min	.00	-154.11	-2694.73	1.192	L	561.16	.00	.00
		Moment Max	.00	29.62	851.21	1.192	R	776.74	.00	.00
5	46	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-181.95	-2069.05	1.192	L	549.38	.00	.00
		Shear Max	.00	29.62	692.00	1.192	R	776.74	.00	.00
		Moment Min	.00	-24.36	-2516.01	1.192	L	451.48	.00	.00
		Moment Max	.00	29.62	692.00	1.192	R	776.74	.00	.00
5	47	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-180.96	-2038.00	1.192	L	549.88	.00	.00
		Shear Max	.00	29.62	677.26	1.192	R	776.74	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Moment Min	.00	-24.36	-2503.66	1.192	L	451.48	.00	.00
		Moment Max	.00	-79.66	-606.85	1.192	R	776.74	.00	.00
5	48	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-144.12	-763.77	1.192	L	567.63	.00	.00
		Shear Max	.00	-9.03	-763.78	1.192	R	567.63	.00	.00
		Moment Min	.00	-24.36	-2071.04	1.192	L	451.44	.00	.00
		Moment Max	.00	-55.60	1727.85	1.192	L	536.63	.00	.00
5	49	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-106.16	649.78	1.192	L	585.38	.00	.00
		Shear Max	.00	9.32	649.78	1.192	R	585.38	.00	.00
		Moment Min	.00	-24.36	-1638.41	1.192	L	451.48	.00	.00
		Moment Max	.00	-25.02	3428.04	1.192	L	554.38	.00	.00
5	50	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-69.51	1836.97	1.192	L	603.13	.00	.00
		Shear Max	.00	35.15	1836.96	1.192	R	603.13	.00	.00
		Moment Min	.00	-24.36	-1205.78	1.192	L	451.48	.00	.00
		Moment Max	.00	10.32	4306.08	1.192	L	572.13	.00	.00
5	51	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-36.59	2424.82	1.192	L	620.88	.00	.00
		Shear Max	.00	67.13	2424.82	1.192	R	620.88	.00	.00
		Moment Min	.00	29.62	-1425.65	1.192	R	776.73	.00	.00
		Moment Max	.00	48.00	4334.09	1.192	R	651.88	.00	.00
5	52	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-9.43	2142.44	1.192	L	638.63	.00	.00
		Shear Max	.00	103.28	2142.44	1.192	R	638.63	.00	.00
		Moment Min	.00	29.62	-1951.38	1.192	R	776.74	.00	.00
		Moment Max	.00	85.62	3514.09	1.192	R	669.63	.00	.00
5	53	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	10.57	870.85	1.192	L	656.38	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Max	.00	141.18	870.85	1.192	R	656.38	.00	.00
		Moment Min	.00	29.62	-2477.11	1.192	R	776.73	.00	.00
		Moment Max	.00	171.04	1825.49	1.192	R	683.38	.00	.00
5	54	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.37	524.47	1.192	L	451.48	.00	.00
		Shear Max	.00	178.40	-1336.43	1.192	R	674.13	.00	.00
		Moment Min	.00	29.62	-3002.83	1.192	R	776.73	.00	.00
		Moment Max	.00	151.17	-441.32	1.192	L	451.48	.00	.00
5	55	Axial Min	.00	.00	.00	1.192		.00	.00	.00
		Axial Max	.00	.00	.00	1.192		.00	.00	.00
		Shear Min	.00	-24.37	536.59	1.192	L	451.48	.00	.00
		Shear Max	.00	179.41	-1409.88	1.192	R	674.63	.00	.00
		Moment Min	.00	29.62	-3017.83	1.192	R	776.73	.00	.00
		Moment Max	.00	151.94	-510.42	1.192	L	451.48	.00	.00
6	56	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-205.49	-2242.84	1.193	L	680.00	.00	.00
		Shear Max	.00	5.01	668.57	1.193	L	451.48	.00	.00
		Moment Min	.00	-167.82	-3181.97	1.193	R	776.73	.00	.00
		Moment Max	.00	5.01	668.89	1.193	L	451.48	.00	.00
6	57	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-196.54	-1970.24	1.193	L	685.38	.00	.00
		Shear Max	.00	5.01	641.66	1.193	L	451.48	.00	.00
		Moment Min	.00	-18.69	-2395.83	1.193	L	587.48	.00	.00
		Moment Max	.00	5.01	641.96	1.193	L	451.48	.00	.00
6	58	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-195.69	-1942.49	1.193	L	685.88	.00	.00
		Shear Max	.00	-15.22	-1942.49	1.193	R	685.88	.00	.00
		Moment Min	.00	-18.69	-2386.31	1.193	L	587.48	.00	.00
		Moment Max	.00	-80.60	-599.25	1.193	L	654.88	.00	.00
6	59	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Shear Min	.00	-162.97	-757.49	1.193	L	703.63	.00	.00
		Shear Max	.00	-6.89	-757.50	1.193	R	703.63	.00	.00
		Moment Min	.00	-18.69	-2054.41	1.193	L	587.48	.00	.00
		Moment Max	.00	-61.62	1695.08	1.193	L	672.63	.00	.00
6	60	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-126.33	678.94	1.193	L	721.38	.00	.00
		Shear Max	.00	7.37	678.94	1.193	R	721.38	.00	.00
		Moment Min	.00	-18.69	-1722.51	1.193	L	587.48	.00	.00
		Moment Max	.00	-74.68	3657.14	1.193	L	690.38	.00	.00
6	61	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-86.74	2074.19	1.193	L	739.13	.00	.00
		Shear Max	.00	27.89	2074.18	1.193	R	739.13	.00	.00
		Moment Min	.00	-18.69	-1390.60	1.193	L	587.48	.00	.00
		Moment Max	.00	-6.34	4929.88	1.193	L	708.13	.00	.00
6	62	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-50.87	3073.65	1.193	L	756.88	.00	.00
		Shear Max	.00	54.29	3073.64	1.193	R	756.88	.00	.00
		Moment Min	.00	-18.69	-1058.70	1.193	L	587.48	.00	.00
		Moment Max	.00	28.41	5321.17	1.193	R	787.88	.00	.00
6	63	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-20.17	3336.02	1.193	L	774.63	.00	.00
		Shear Max	.00	85.82	3336.02	1.193	R	774.63	.00	.00
		Moment Min	.00	-18.69	-726.80	1.193	L	587.47	.00	.00
		Moment Max	.00	66.61	4814.72	1.193	R	805.62	.00	.00
6	64	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-5.14	2567.11	1.193	L	792.38	.00	.00
		Shear Max	.00	121.54	2567.10	1.193	R	792.38	.00	.00
		Moment Min	.00	-18.69	-394.90	1.193	L	587.48	.00	.00
		Moment Max	.00	154.49	3263.36	1.193	R	819.38	.00	.00
6	65	Axial Min	.00	.00	.00	1.193		.00	.00	.00

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Live Load # : 9 ST5 TRACTOR AND TANDEM TRAILERS □□†B

Span	Sect	Envelope	Axial Force	Shear Force	Moment	Impact Factor	Dir Traffic	Var 1	Var 2	Var 3
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.70	-62.97	1.193	L	587.48	.00	.00
		Shear Max	.00	160.46	541.17	1.193	R	810.13	.00	.00
		Moment Min	.00	-18.69	-63.00	1.193	L	587.48	.00	.00
		Moment Max	.00	160.46	541.17	1.193	R	810.13	.00	.00
6	66	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.70	-53.72	1.193	L	587.48	.00	.00
		Shear Max	.00	161.59	464.53	1.193	R	810.63	.00	.00
		Moment Min	.00	-18.69	-53.75	1.193	L	587.48	.00	.00
		Moment Max	.00	161.59	464.53	1.193	R	810.63	.00	.00
6	67	Axial Min	.00	.00	.00	1.193		.00	.00	.00
		Axial Max	.00	.00	.00	1.193		.00	.00	.00
		Shear Min	.00	-18.70	.03	1.193	L	587.48	.00	.00
		Shear Max	.00	168.14	-.08	1.193	R	813.50	.00	.00
		Moment Min	.00	131.64	-.09	1.193	L	721.38	.00	.00
		Moment Max	.00	-18.69	.03	1.193	L	587.48	.00	.00

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Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
1	1	TRUCK	.00	.00	-191.16	18.36	-.04	.01
		LANE LD	.00	.00	-207.45	21.74	-.05	.01
		SU2	.00	.00	-100.82	8.78	-.02	.01
		SU3	.00	.00	-195.09	17.04	-.04	.01
		SU4	.00	.00	-202.73	18.09	-.04	.01
		C3	.00	.00	-153.75	14.03	-.03	.01
		C4	.00	.00	-184.48	18.22	-.04	.01
		C5	.00	.00	-192.07	18.34	-.04	.01
		ST5	.00	.00	-168.14	18.70	-.04	.01
1	2	TRUCK	.00	.00	-184.96	18.36	-52.74	531.71
		LANE LD	.00	.00	-199.32	21.82	-69.88	509.11
		SU2	.00	.00	-97.85	8.78	-25.21	281.30
		SU3	.00	.00	-189.33	17.04	-48.94	544.27
		SU4	.00	.00	-196.63	18.09	-51.95	565.24
		C3	.00	.00	-148.92	14.03	-40.29	428.06
		C4	.00	.00	-178.23	18.22	-52.35	512.30
		C5	.00	.00	-185.77	18.34	-52.69	533.97
		ST5	.00	.00	-161.59	18.70	-53.71	464.42
1	3	TRUCK	.00	.00	-183.89	18.36	-61.82	620.33
		LANE LD	.00	.00	-197.92	21.85	-81.91	594.72
		SU2	.00	.00	-97.34	8.78	-29.56	328.41
		SU3	.00	.00	-188.33	17.04	-57.37	635.42
		SU4	.00	.00	-195.57	18.09	-60.90	659.81
		C3	.00	.00	-148.08	14.03	-47.23	499.52
		C4	.00	.00	-177.15	18.22	-61.36	597.49
		C5	.00	.00	-184.67	18.34	-61.77	622.91
		ST5	.00	.00	-167.82	18.70	-62.96	84.21
1	4	TRUCK	.00	.00	-146.33	12.09	-387.70	3505.09
		LANE LD	.00	.00	-151.54	36.05	-513.68	3133.15
		SU2	.00	.00	-79.22	13.16	-185.36	1755.10
		SU3	.00	.00	-153.19	24.91	-359.79	3329.89
		SU4	.00	.00	-158.41	22.25	-381.94	3515.22
		C3	.00	.00	-118.74	15.16	-296.20	2556.97
		C4	.00	.00	-139.47	12.15	-384.83	3154.43
		C5	.00	.00	-146.52	14.58	-387.36	3295.65

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		ST5	.00	.00	-121.54	5.14	-394.87	3263.27
1	5	TRUCK	.00	.00	-110.71	44.06	-713.58	5028.58
		LANE LD	.00	.00	-111.57	59.96	-945.46	4687.64
		SU2	.00	.00	-61.79	31.24	-341.17	2545.17
		SU3	.00	.00	-119.38	60.03	-662.22	4815.34
		SU4	.00	.00	-122.76	59.61	-702.98	5139.91
		C3	.00	.00	-90.80	39.15	-545.17	3747.41
		C4	.00	.00	-104.01	34.37	-708.30	4900.38
		C5	.00	.00	-110.44	41.44	-712.95	4787.64
		ST5	.00	.00	-85.82	20.17	-726.77	4814.65
1	6	TRUCK	.00	.00	-77.90	81.77	-1039.46	5502.34
		LANE LD	.00	.00	-78.10	88.98	-1377.23	5284.20
		SU2	.00	.00	-45.45	48.62	-496.98	2766.87
		SU3	.00	.00	-87.71	93.80	-964.65	5306.57
		SU4	.00	.00	-89.47	95.63	-1024.02	5650.02
		C3	.00	.00	-64.94	68.22	-794.14	4099.83
		C4	.00	.00	-71.65	72.99	-1031.77	5289.87
		C5	.00	.00	-77.32	80.00	-1038.54	5242.07
		ST5	.00	.00	-54.29	50.86	-1058.67	5321.12
1	7	TRUCK	.00	.00	-48.79	117.62	-1365.34	5097.13
		LANE LD	.00	.00	-51.06	122.45	-1809.00	4964.35
		SU2	.00	.00	-30.62	64.89	-652.78	2571.35
		SU3	.00	.00	-58.97	125.43	-1267.07	4903.14
		SU4	.00	.00	-59.38	129.48	-1345.05	5226.13
		C3	.00	.00	-41.83	95.74	-1043.11	3796.43
		C4	.00	.00	-43.28	109.95	-1355.24	4922.50
		C5	.00	.00	-48.05	116.76	-1364.14	4850.00
		ST5	.00	.00	-27.89	86.74	-1390.58	4929.84
1	8	TRUCK	.00	.00	-24.23	150.76	-1691.22	3860.69
		LANE LD	.00	.00	-30.28	159.54	-2240.77	3784.98
		SU2	.00	.00	-17.69	79.64	-808.59	1981.81
		SU3	.00	.00	-33.96	154.11	-1569.50	3734.13
		SU4	.00	.00	-33.34	160.29	-1666.09	3989.69
		C3	.00	.00	-22.17	121.03	-1292.08	2854.71
		C4	.00	.00	-19.78	144.38	-1678.71	3733.62

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		C5	.00	.00	-23.52	150.80	-1689.73	3614.69
		ST5	.00	.00	-7.37	126.33	-1722.48	3657.12
1	9	TRUCK	.00	.00	-5.14	180.29	-2017.10	2017.05
		LANE LD	.00	.00	-15.41	199.28	-2739.15	1884.35
		SU2	.00	.00	-7.11	92.45	-964.39	1104.77
		SU3	.00	.00	-13.50	179.05	-1871.92	2035.92
		SU4	.00	.00	-12.21	187.22	-1987.13	2186.88
		C3	.00	.00	-6.61	143.41	-1541.04	1432.77
		C4	.00	.00	-2.04	175.37	-2002.18	1881.69
		C5	.00	.00	-4.61	181.25	-2015.32	1755.17
		ST5	.00	.00	6.89	162.97	-2054.38	1695.06
1	10	TRUCK	.00	.00	7.96	205.36	-2342.97	-95.16
		LANE LD	.00	.00	-5.99	240.59	-4668.54	710.28
		SU2	.00	.00	.75	102.91	-1120.20	100.39
		SU3	.00	.00	1.65	199.45	-2174.34	124.20
		SU4	.00	.00	3.19	209.43	-2308.16	151.71
		C3	.00	.00	4.41	162.20	-1790.01	-208.77
		C4	.00	.00	9.81	202.06	-2325.64	-667.80
		C5	.00	.00	8.33	207.21	-2340.90	-399.14
		ST5	.00	.00	15.22	195.68	-2386.28	-599.26
1	11	TRUCK	.00	.00	-4.92	205.99	-2352.32	630.30
		LANE LD	.00	.00	-5.92	241.77	-4746.19	702.07
		SU2	.00	.00	-2.35	103.17	-1124.67	301.35
		SU3	.00	.00	-4.57	199.94	-2183.01	584.93
		SU4	.00	.00	-4.85	209.98	-2317.37	620.93
		C3	.00	.00	-3.76	162.67	-1797.15	481.54
		C4	.00	.00	-4.88	202.74	-2334.92	625.64
		C5	.00	.00	-4.92	207.86	-2350.25	629.74
		ST5	.00	.00	-5.01	196.54	-2395.80	641.95
2	12	TRUCK	.00	.00	-205.20	23.93	-3088.62	655.73
		LANE LD	.00	.00	-250.15	28.24	-5977.98	700.02
		SU2	.00	.00	-104.16	11.44	-1476.03	313.51
		SU3	.00	.00	-201.80	22.21	-2863.79	608.53
		SU4	.00	.00	-211.44	23.58	-3040.48	645.98
		C3	.00	.00	-162.68	18.28	-2365.98	500.97

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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		C4	.00	.00	-200.52	23.75	-3073.55	650.88
		C5	.00	.00	-206.56	23.91	-3094.34	655.15
		ST5	.00	.00	-190.16	24.37	-3177.01	667.85
2	13	TRUCK	.00	.00	-196.67	23.93	-2933.84	-164.32
		LANE LD	.00	.00	-236.88	28.40	-5077.28	632.80
		SU2	.00	.00	-100.62	11.44	-1402.06	130.33
		SU3	.00	.00	-194.88	22.21	-2720.28	158.07
		SU4	.00	.00	-203.89	23.58	-2888.11	191.73
		C3	.00	.00	-156.30	18.28	-2247.41	-269.98
		C4	.00	.00	-191.52	23.75	-2919.52	-193.99
		C5	.00	.00	-197.79	23.91	-2939.27	-485.60
		ST5	.00	.00	-179.41	24.37	-3017.79	-702.29
2	14	TRUCK	.00	.00	-195.85	23.93	-2919.25	-106.39
		LANE LD	.00	.00	-235.65	28.43	-5000.33	646.48
		SU2	.00	.00	-100.28	11.44	-1395.09	160.50
		SU3	.00	.00	-194.22	22.21	-2706.75	215.55
		SU4	.00	.00	-203.16	23.58	-2873.75	253.07
		C3	.00	.00	-155.69	18.28	-2236.24	-225.41
		C4	.00	.00	-190.66	23.75	-2905.01	-128.42
		C5	.00	.00	-196.95	23.91	-2924.66	-427.33
		ST5	.00	.00	-178.40	24.37	-3002.79	-640.97
2	15	TRUCK	.00	.00	-164.43	7.00	-2408.15	2149.63
		LANE LD	.00	.00	-192.82	34.95	-3142.77	1651.88
		SU2	.00	.00	-86.63	9.71	-1150.84	1168.26
		SU3	.00	.00	-167.65	18.46	-2232.86	2151.75
		SU4	.00	.00	-174.43	16.75	-2370.62	2311.15
		C3	.00	.00	-131.95	8.95	-1844.72	1536.43
		C4	.00	.00	-157.98	2.50	-2396.41	2024.62
		C5	.00	.00	-164.75	6.12	-2412.62	1904.75
		ST5	.00	.00	-141.18	-10.57	-2477.07	1825.47
2	16	TRUCK	.00	.00	-130.04	32.61	-1897.06	3737.32
		LANE LD	.00	.00	-152.65	54.09	-2714.51	3316.86
		SU2	.00	.00	-71.00	23.47	-906.59	1923.60
		SU3	.00	.00	-137.27	45.06	-1758.97	3630.16
		SU4	.00	.00	-141.88	44.40	-1867.49	3877.78

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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		C3	.00	.00	-105.65	29.51	-1453.21	2756.51
		C4	.00	.00	-122.88	26.49	-1887.81	3595.48
		C5	.00	.00	-129.73	31.46	-1900.57	3491.04
		ST5	.00	.00	-103.28	9.43	-1951.35	3514.07
2	17	TRUCK	.00	.00	-94.91	63.56	-1385.97	4531.56
		LANE LD	.00	.00	-116.60	79.55	-2402.28	4256.67
		SU2	.00	.00	-54.42	39.17	-662.34	2301.62
		SU3	.00	.00	-105.07	75.49	-1285.08	4394.87
		SU4	.00	.00	-107.62	76.35	-1364.36	4683.78
		C3	.00	.00	-78.45	53.96	-1061.69	3359.03
		C4	.00	.00	-87.58	56.48	-1379.20	4341.03
		C5	.00	.00	-94.11	62.45	-1388.53	4275.53
		ST5	.00	.00	-67.13	36.59	-1425.63	4334.07
2	18	TRUCK	.00	.00	-61.16	97.72	-1183.89	4502.65
		LANE LD	.00	.00	-85.75	110.85	-2243.04	4321.66
		SU2	.00	.00	-37.90	55.78	-566.03	2287.70
		SU3	.00	.00	-73.02	107.71	-1098.68	4365.95
		SU4	.00	.00	-73.77	110.43	-1166.29	4653.45
		C3	.00	.00	-52.07	80.62	-904.48	3337.43
		C4	.00	.00	-54.29	90.30	-1175.13	4315.16
		C5	.00	.00	-60.13	96.90	-1182.84	4247.63
		ST5	.00	.00	-35.15	69.51	-1205.78	4306.06
2	19	TRUCK	.00	.00	-31.02	132.88	-1608.66	3651.67
		LANE LD	.00	.00	-60.85	147.18	-2407.50	3515.35
		SU2	.00	.00	-22.47	72.27	-769.11	1882.41
		SU3	.00	.00	-43.14	139.73	-1492.87	3550.55
		SU4	.00	.00	-42.45	144.53	-1584.75	3793.20
		C3	.00	.00	-28.20	107.78	-1229.00	2691.03
		C4	.00	.00	-25.24	125.73	-1596.76	3510.43
		C5	.00	.00	-30.00	132.57	-1607.24	3405.54
		ST5	.00	.00	-9.32	106.16	-1638.40	3428.04
2	20	TRUCK	.00	.00	-6.64	166.87	-2033.43	2043.94
		LANE LD	.00	.00	-42.32	187.39	-2733.07	2039.69
		SU2	.00	.00	-9.18	87.61	-972.20	1117.16
		SU3	.00	.00	-17.44	169.56	-1887.07	2057.74

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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		SU4	.00	.00	-15.80	176.54	-2003.21	2210.38
		C3	.00	.00	-8.52	133.74	-1553.52	1454.66
		C4	.00	.00	-2.59	160.54	-2018.39	1913.19
		C5	.00	.00	-5.94	167.24	-2031.64	1789.25
		ST5	.00	.00	9.03	144.12	-2071.02	1727.84
2	21	TRUCK	.00	.00	-28.79	197.52	-2458.19	-28.71
		LANE LD	.00	.00	-38.45	229.96	-4513.72	1266.25
		SU2	.00	.00	-13.76	100.78	-1175.28	92.66
		SU3	.00	.00	-26.70	195.21	-2281.27	133.82
		SU4	.00	.00	-28.35	204.35	-2421.67	156.31
		C3	.00	.00	-22.06	156.83	-1878.04	-150.48
		C4	.00	.00	-28.65	192.54	-2440.01	-538.84
		C5	.00	.00	-28.85	198.69	-2456.03	-319.12
		ST5	.00	.00	-29.62	180.96	-2503.64	-500.39
2	22	TRUCK	.00	.00	-28.79	198.31	-2470.32	672.75
		LANE LD	.00	.00	-38.42	231.18	-4587.20	1273.19
		SU2	.00	.00	-13.76	101.11	-1181.08	321.50
		SU3	.00	.00	-26.70	195.85	-2292.52	623.78
		SU4	.00	.00	-28.35	205.05	-2433.61	662.26
		C3	.00	.00	-22.06	157.41	-1887.30	515.34
		C4	.00	.00	-28.65	193.38	-2452.05	669.46
		C5	.00	.00	-28.85	199.51	-2468.14	673.99
		ST5	.00	.00	-29.62	181.95	-2515.99	692.00
3	23	TRUCK	.00	.00	-206.05	24.33	-2644.49	827.51
		LANE LD	.00	.00	-247.38	34.96	-5471.54	1428.60
		SU2	.00	.00	-104.37	11.63	-1263.99	395.46
		SU3	.00	.00	-202.21	22.58	-2454.08	767.28
		SU4	.00	.00	-211.97	23.97	-2604.90	814.62
		C3	.00	.00	-163.22	18.59	-2020.95	633.90
		C4	.00	.00	-201.48	24.15	-2625.75	823.48
		C5	.00	.00	-207.44	24.31	-2642.77	829.05
		ST5	.00	.00	-191.46	24.78	-2694.73	851.19
3	24	TRUCK	.00	.00	-197.69	24.33	-2511.99	786.05
		LANE LD	.00	.00	-234.22	35.11	-4593.79	1311.28
		SU2	.00	.00	-100.95	11.63	-1200.66	375.65

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- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		SU3	.00	.00	-195.53	22.58	-2331.11	728.83
		SU4	.00	.00	-204.65	23.97	-2474.38	773.80
		C3	.00	.00	-157.00	18.59	-1919.69	602.14
		C4	.00	.00	-192.64	24.15	-2494.18	782.22
		C5	.00	.00	-198.84	24.31	-2510.35	787.51
		ST5	.00	.00	-180.79	24.78	-2560.98	808.54
3	25	TRUCK	.00	.00	-196.89	24.33	-2499.50	782.14
		LANE LD	.00	.00	-232.99	35.14	-4518.69	1304.28
		SU2	.00	.00	-100.61	11.63	-1194.69	373.78
		SU3	.00	.00	-194.88	22.58	-2319.52	725.21
		SU4	.00	.00	-203.94	23.97	-2462.08	769.95
		C3	.00	.00	-156.40	18.59	-1910.15	599.15
		C4	.00	.00	-191.78	24.15	-2481.78	778.33
		C5	.00	.00	-198.01	24.31	-2497.87	783.59
		ST5	.00	.00	-179.79	24.78	-2548.26	804.53
3	26	TRUCK	.00	.00	-165.80	6.77	-2061.93	2054.51
		LANE LD	.00	.00	-190.31	41.01	-2684.31	2087.74
		SU2	.00	.00	-87.22	9.36	-985.54	1122.23
		SU3	.00	.00	-168.80	17.78	-1913.46	2066.96
		SU4	.00	.00	-175.68	16.11	-2031.06	2220.30
		C3	.00	.00	-132.97	8.68	-1575.75	1462.93
		C4	.00	.00	-159.36	2.62	-2047.31	1924.63
		C5	.00	.00	-166.12	6.04	-2060.58	1801.22
		ST5	.00	.00	-142.61	-9.29	-2102.14	1739.01
3	27	TRUCK	.00	.00	-131.45	31.61	-1624.35	3645.53
		LANE LD	.00	.00	-150.08	59.84	-2316.73	3607.75
		SU2	.00	.00	-71.68	22.86	-776.39	1879.55
		SU3	.00	.00	-138.59	43.90	-1507.38	3545.53
		SU4	.00	.00	-143.27	43.21	-1600.03	3787.78
		C3	.00	.00	-106.73	28.70	-1241.34	2686.07
		C4	.00	.00	-124.24	25.70	-1612.83	3503.33
		C5	.00	.00	-131.12	30.55	-1623.29	3398.92
		ST5	.00	.00	-104.51	9.46	-1656.03	3420.59
3	28	TRUCK	.00	.00	-96.12	62.20	-1186.77	4466.12
		LANE LD	.00	.00	-113.81	85.06	-2117.59	4461.58

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		SU2	.00	.00	-55.05	38.49	-567.24	2270.32
		SU3	.00	.00	-106.30	74.17	-1101.31	4333.30
		SU4	.00	.00	-108.91	74.95	-1169.00	4618.57
		C3	.00	.00	-79.41	52.91	-906.94	3309.07
		C4	.00	.00	-88.70	55.21	-1178.35	4277.24
		C5	.00	.00	-95.30	61.12	-1185.99	4210.32
		ST5	.00	.00	-68.03	35.75	-1209.92	4267.04
3	29	TRUCK	.00	.00	-62.04	96.31	-1173.41	4464.19
		LANE LD	.00	.00	-82.67	116.23	-2133.18	4442.54
		SU2	.00	.00	-38.40	55.14	-561.00	2269.39
		SU3	.00	.00	-74.01	106.48	-1088.95	4331.37
		SU4	.00	.00	-74.78	109.09	-1155.96	4616.57
		C3	.00	.00	-52.78	79.55	-896.49	3307.63
		C4	.00	.00	-55.06	88.89	-1164.75	4275.52
		C5	.00	.00	-60.97	95.48	-1172.39	4208.47
		ST5	.00	.00	-35.65	68.19	-1195.18	4265.17
3	30	TRUCK	.00	.00	-31.51	131.65	-1605.27	3639.82
		LANE LD	.00	.00	-57.49	152.52	-2375.16	3550.87
		SU2	.00	.00	-22.80	71.77	-767.48	1876.80
		SU3	.00	.00	-43.77	138.75	-1489.73	3540.22
		SU4	.00	.00	-43.08	143.45	-1581.41	3782.15
		C3	.00	.00	-28.62	106.87	-1226.44	2681.71
		C4	.00	.00	-25.62	124.43	-1593.44	3497.66
		C5	.00	.00	-30.45	131.31	-1603.89	3393.23
		ST5	.00	.00	-9.46	104.70	-1635.06	3414.85
3	31	TRUCK	.00	.00	-6.75	165.97	-2037.14	2047.46
		LANE LD	.00	.00	-38.70	192.75	-2787.86	1996.15
		SU2	.00	.00	-9.32	87.29	-973.95	1118.83
		SU3	.00	.00	-17.71	168.93	-1890.51	2060.69
		SU4	.00	.00	-16.04	175.82	-2006.86	2213.58
		C3	.00	.00	-8.65	133.09	-1556.39	1457.48
		C4	.00	.00	-2.63	159.53	-2022.12	1917.20
		C5	.00	.00	-6.03	166.29	-2035.38	1793.52
		ST5	.00	.00	9.18	142.80	-2074.94	1731.94
3	32	TRUCK	.00	.00	-24.65	197.00	-2469.00	-23.60

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		LANE LD	.00	.00	-33.01	235.42	-4666.65	1151.48
		SU2	.00	.00	-11.78	100.65	-1180.43	93.00
		SU3	.00	.00	-22.88	194.95	-2291.30	135.43
		SU4	.00	.00	-24.28	204.02	-2432.31	159.71
		C3	.00	.00	-18.84	156.47	-1886.34	-146.02
		C4	.00	.00	-24.48	191.91	-2450.80	-529.03
		C5	.00	.00	-24.64	198.13	-2466.87	-313.02
		ST5	.00	.00	-25.13	179.96	-2514.82	-492.93
3	33	TRUCK	.00	.00	-24.65	197.80	-2481.33	672.88
		LANE LD	.00	.00	-32.98	236.64	-4742.92	1154.59
		SU2	.00	.00	-11.78	100.98	-1186.32	321.61
		SU3	.00	.00	-22.88	195.59	-2302.73	624.42
		SU4	.00	.00	-24.28	204.73	-2444.44	662.80
		C3	.00	.00	-18.84	157.07	-1895.75	514.22
		C4	.00	.00	-24.48	192.76	-2463.03	668.11
		C5	.00	.00	-24.64	198.96	-2479.19	672.44
		ST5	.00	.00	-25.13	180.96	-2527.37	686.00
4	34	TRUCK	.00	.00	-206.14	24.65	-2612.10	708.34
		LANE LD	.00	.00	-249.79	32.83	-5632.97	1258.45
		SU2	.00	.00	-104.39	11.78	-1248.84	338.56
		SU3	.00	.00	-202.26	22.88	-2424.10	657.33
		SU4	.00	.00	-212.03	24.28	-2573.28	697.73
		C3	.00	.00	-163.28	18.84	-1995.67	541.32
		C4	.00	.00	-201.59	24.48	-2592.84	703.32
		C5	.00	.00	-207.53	24.64	-2609.85	707.88
		ST5	.00	.00	-191.62	25.13	-2659.30	722.16
4	35	TRUCK	.00	.00	-197.80	24.65	-2481.31	672.87
		LANE LD	.00	.00	-236.64	32.98	-4742.91	1154.58
		SU2	.00	.00	-100.98	11.78	-1186.31	321.61
		SU3	.00	.00	-195.59	22.88	-2302.72	624.42
		SU4	.00	.00	-204.73	24.28	-2444.42	662.79
		C3	.00	.00	-157.07	18.84	-1895.74	514.21
		C4	.00	.00	-192.76	24.48	-2463.01	668.10
		C5	.00	.00	-198.96	24.64	-2479.16	672.43
		ST5	.00	.00	-180.96	25.13	-2527.35	685.99

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
4	36	TRUCK	.00	.00	-197.00	24.65	-2468.98	-106.93
		LANE LD	.00	.00	-235.42	33.01	-4666.63	1151.48
		SU2	.00	.00	-100.65	11.78	-1180.42	132.48
		SU3	.00	.00	-194.95	22.88	-2291.28	172.67
		SU4	.00	.00	-204.02	24.28	-2432.29	205.38
		C3	.00	.00	-156.47	18.84	-1886.32	-216.79
		C4	.00	.00	-191.91	24.48	-2450.78	-197.65
		C5	.00	.00	-198.13	24.64	-2466.85	-411.94
		ST5	.00	.00	-179.96	25.13	-2514.80	-605.75
4	37	TRUCK	.00	.00	-165.96	6.75	-2037.13	2047.46
		LANE LD	.00	.00	-192.75	38.70	-2787.84	1996.15
		SU2	.00	.00	-87.29	9.32	-973.95	1118.83
		SU3	.00	.00	-168.93	17.71	-1890.51	2060.69
		SU4	.00	.00	-175.82	16.04	-2006.85	2213.58
		C3	.00	.00	-133.09	8.65	-1556.38	1457.48
		C4	.00	.00	-159.53	2.63	-2022.11	1917.20
		C5	.00	.00	-166.29	6.03	-2035.37	1793.52
		ST5	.00	.00	-142.80	-9.18	-2074.93	1731.94
4	38	TRUCK	.00	.00	-131.65	31.51	-1605.26	3639.81
		LANE LD	.00	.00	-152.52	57.49	-2375.14	3550.86
		SU2	.00	.00	-71.77	22.80	-767.47	1876.80
		SU3	.00	.00	-138.75	43.77	-1489.73	3540.22
		SU4	.00	.00	-143.45	43.08	-1581.40	3782.14
		C3	.00	.00	-106.87	28.62	-1226.43	2681.70
		C4	.00	.00	-124.43	25.62	-1593.43	3497.65
		C5	.00	.00	-131.31	30.45	-1603.88	3393.22
		ST5	.00	.00	-104.71	9.46	-1635.05	3414.84
4	39	TRUCK	.00	.00	-96.31	62.04	-1173.40	4464.19
		LANE LD	.00	.00	-116.23	82.67	-2133.17	4442.54
		SU2	.00	.00	-55.14	38.40	-561.00	2269.39
		SU3	.00	.00	-106.48	74.01	-1088.95	4331.37
		SU4	.00	.00	-109.09	74.78	-1155.96	4616.57
		C3	.00	.00	-79.55	52.78	-896.49	3307.63
		C4	.00	.00	-88.89	55.06	-1164.75	4275.52
		C5	.00	.00	-95.48	60.97	-1172.39	4208.47

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		ST5	.00	.00	-68.19	35.65	-1195.18	4265.17
4	40	TRUCK	.00	.00	-62.18	96.12	-1186.77	4466.12
		LANE LD	.00	.00	-85.06	113.81	-2117.60	4461.58
		SU2	.00	.00	-38.49	55.05	-567.24	2270.32
		SU3	.00	.00	-74.17	106.30	-1101.32	4333.30
		SU4	.00	.00	-74.95	108.91	-1169.01	4618.60
		C3	.00	.00	-52.91	79.41	-906.95	3309.07
		C4	.00	.00	-55.21	88.70	-1178.36	4277.25
		C5	.00	.00	-61.12	95.30	-1186.00	4210.33
		ST5	.00	.00	-35.75	68.03	-1209.92	4267.04
4	41	TRUCK	.00	.00	-31.60	131.46	-1624.36	3645.53
		LANE LD	.00	.00	-59.84	150.08	-2316.75	3607.76
		SU2	.00	.00	-22.86	71.68	-776.39	1879.55
		SU3	.00	.00	-43.90	138.59	-1507.39	3545.53
		SU4	.00	.00	-43.21	143.27	-1600.04	3787.79
		C3	.00	.00	-28.70	106.73	-1241.35	2686.08
		C4	.00	.00	-25.70	124.24	-1612.84	3503.33
		C5	.00	.00	-30.55	131.12	-1623.30	3398.93
		ST5	.00	.00	-9.46	104.51	-1656.04	3420.59
4	42	TRUCK	.00	.00	-6.77	165.80	-2061.94	2054.51
		LANE LD	.00	.00	-41.01	190.31	-2684.33	2087.75
		SU2	.00	.00	-9.36	87.22	-985.54	1122.23
		SU3	.00	.00	-17.78	168.80	-1913.47	2066.96
		SU4	.00	.00	-16.11	175.68	-2031.07	2220.30
		C3	.00	.00	-8.68	132.97	-1575.75	1462.93
		C4	.00	.00	-2.62	159.36	-2047.32	1924.63
		C5	.00	.00	-6.04	166.12	-2060.59	1801.22
		ST5	.00	.00	9.29	142.61	-2102.16	1739.01
4	43	TRUCK	.00	.00	-24.33	196.89	-2499.52	782.16
		LANE LD	.00	.00	-35.14	232.99	-4518.70	1304.30
		SU2	.00	.00	-11.63	100.61	-1194.70	373.79
		SU3	.00	.00	-22.58	194.88	-2319.54	725.23
		SU4	.00	.00	-23.97	203.94	-2462.10	769.97
		C3	.00	.00	-18.59	156.40	-1910.16	599.16
		C4	.00	.00	-24.15	191.78	-2481.80	778.35

Data-Base: RDMS
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		C5	.00	.00	-24.31	198.01	-2497.89	783.61
		ST5	.00	.00	-24.78	179.78	-2548.28	804.54
4	44	TRUCK	.00	.00	-24.33	197.69	-2512.01	786.07
		LANE LD	.00	.00	-35.11	234.22	-4593.80	1311.30
		SU2	.00	.00	-11.63	100.95	-1200.67	375.66
		SU3	.00	.00	-22.58	195.53	-2331.13	728.85
		SU4	.00	.00	-23.97	204.65	-2474.40	773.82
		C3	.00	.00	-18.59	157.00	-1919.70	602.15
		C4	.00	.00	-24.15	192.64	-2494.20	782.23
		C5	.00	.00	-24.31	198.84	-2510.37	787.52
		ST5	.00	.00	-24.78	180.79	-2561.01	808.56
5	45	TRUCK	.00	.00	-206.53	28.79	-2644.50	827.53
		LANE LD	.00	.00	-244.30	38.27	-5471.55	1428.61
		SU2	.00	.00	-104.47	13.76	-1263.99	395.47
		SU3	.00	.00	-202.41	26.70	-2454.08	767.29
		SU4	.00	.00	-212.23	28.35	-2604.91	814.63
		C3	.00	.00	-163.53	22.06	-2020.96	633.91
		C4	.00	.00	-202.09	28.65	-2625.75	823.49
		C5	.00	.00	-207.97	28.85	-2642.78	829.06
		ST5	.00	.00	-192.50	29.62	-2694.73	851.21
5	46	TRUCK	.00	.00	-198.31	28.79	-2470.34	672.75
		LANE LD	.00	.00	-231.18	38.42	-4587.21	1273.20
		SU2	.00	.00	-101.11	13.76	-1181.09	321.50
		SU3	.00	.00	-195.85	26.70	-2292.53	623.78
		SU4	.00	.00	-205.05	28.35	-2433.63	662.27
		C3	.00	.00	-157.41	22.06	-1887.31	515.35
		C4	.00	.00	-193.38	28.65	-2452.06	669.47
		C5	.00	.00	-199.51	28.85	-2468.16	674.00
		ST5	.00	.00	-181.95	29.62	-2516.01	692.00
5	47	TRUCK	.00	.00	-197.52	28.79	-2458.21	-107.79
		LANE LD	.00	.00	-229.96	38.45	-4513.73	1266.25
		SU2	.00	.00	-100.78	13.76	-1175.29	130.17
		SU3	.00	.00	-195.21	26.70	-2281.28	169.18
		SU4	.00	.00	-204.35	28.35	-2421.69	201.51
		C3	.00	.00	-156.83	22.06	-1878.05	-217.32

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		C4	.00	.00	-192.54	28.65	-2440.03	-204.85
		C5	.00	.00	-198.69	28.85	-2456.05	-412.56
		ST5	.00	.00	-180.96	29.62	-2503.66	-606.85
5	48	TRUCK	.00	.00	-166.87	6.65	-2033.44	2043.94
		LANE LD	.00	.00	-187.39	42.32	-2733.08	2039.69
		SU2	.00	.00	-87.61	9.18	-972.20	1117.17
		SU3	.00	.00	-169.56	17.44	-1887.08	2057.75
		SU4	.00	.00	-176.54	15.80	-2003.22	2210.41
		C3	.00	.00	-133.74	8.52	-1553.53	1454.66
		C4	.00	.00	-160.54	2.59	-2018.40	1913.19
		C5	.00	.00	-167.24	5.94	-2031.65	1789.26
		ST5	.00	.00	-144.12	-9.03	-2071.04	1727.85
5	49	TRUCK	.00	.00	-132.88	31.04	-1608.67	3651.67
		LANE LD	.00	.00	-147.18	60.85	-2407.52	3515.36
		SU2	.00	.00	-72.27	22.47	-769.12	1882.41
		SU3	.00	.00	-139.73	43.14	-1492.88	3550.55
		SU4	.00	.00	-144.53	42.45	-1584.76	3793.21
		C3	.00	.00	-107.78	28.20	-1229.01	2691.03
		C4	.00	.00	-125.73	25.24	-1596.77	3510.44
		C5	.00	.00	-132.57	30.00	-1607.25	3405.55
		ST5	.00	.00	-106.16	9.32	-1638.41	3428.04
5	50	TRUCK	.00	.00	-97.69	61.18	-1183.90	4502.67
		LANE LD	.00	.00	-110.85	85.75	-2243.06	4321.68
		SU2	.00	.00	-55.78	37.90	-566.03	2287.71
		SU3	.00	.00	-107.71	73.02	-1098.69	4365.97
		SU4	.00	.00	-110.43	73.77	-1166.30	4653.46
		C3	.00	.00	-80.62	52.07	-904.49	3337.44
		C4	.00	.00	-90.30	54.29	-1175.14	4315.18
		C5	.00	.00	-96.90	60.13	-1182.85	4247.65
		ST5	.00	.00	-69.51	35.15	-1205.78	4306.08
5	51	TRUCK	.00	.00	-63.54	94.93	-1385.99	4531.58
		LANE LD	.00	.00	-79.55	116.60	-2402.32	4256.69
		SU2	.00	.00	-39.17	54.42	-662.35	2301.63
		SU3	.00	.00	-75.49	105.07	-1285.10	4394.89
		SU4	.00	.00	-76.35	107.62	-1364.39	4683.82

Data-Base: RDMS
Project : TEST
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- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		C3	.00	.00	-53.96	78.45	-1061.71	3359.04
		C4	.00	.00	-56.48	87.58	-1379.23	4341.05
		C5	.00	.00	-62.45	94.11	-1388.56	4275.55
		ST5	.00	.00	-36.59	67.13	-1425.65	4334.09
5	52	TRUCK	.00	.00	-32.61	130.07	-1897.09	3737.34
		LANE LD	.00	.00	-54.09	152.65	-2714.56	3316.88
		SU2	.00	.00	-23.47	71.00	-906.60	1923.61
		SU3	.00	.00	-45.06	137.27	-1759.00	3630.18
		SU4	.00	.00	-44.40	141.88	-1867.52	3877.80
		C3	.00	.00	-29.51	105.65	-1453.23	2756.53
		C4	.00	.00	-26.49	122.88	-1887.84	3595.51
		C5	.00	.00	-31.46	129.73	-1900.61	3491.07
		ST5	.00	.00	-9.43	103.28	-1951.38	3514.09
5	53	TRUCK	.00	.00	-7.00	164.44	-2408.19	2149.64
		LANE LD	.00	.00	-34.95	192.82	-3142.82	1651.89
		SU2	.00	.00	-9.71	86.63	-1150.85	1168.26
		SU3	.00	.00	-18.46	167.65	-2232.89	2151.76
		SU4	.00	.00	-16.75	174.43	-2370.66	2311.17
		C3	.00	.00	-8.95	131.95	-1844.75	1536.44
		C4	.00	.00	-2.50	157.98	-2396.44	2024.64
		C5	.00	.00	-6.12	164.75	-2412.65	1904.77
		ST5	.00	.00	10.57	141.18	-2477.11	1825.49
5	54	TRUCK	.00	.00	-23.93	195.85	-2919.29	32.14
		LANE LD	.00	.00	-28.43	235.65	-5000.36	646.48
		SU2	.00	.00	-11.44	100.28	-1395.10	95.47
		SU3	.00	.00	-22.21	194.22	-2706.79	153.72
		SU4	.00	.00	-23.58	203.16	-2873.79	201.16
		C3	.00	.00	-18.28	155.69	-2236.27	-101.84
		C4	.00	.00	-23.75	190.66	-2905.05	-439.14
		C5	.00	.00	-23.91	196.95	-2924.70	-254.67
		ST5	.00	.00	-24.37	178.40	-3002.83	-441.32
5	55	TRUCK	.00	.00	-23.93	196.67	-2933.87	-31.16
		LANE LD	.00	.00	-28.40	236.88	-5077.32	632.80
		SU2	.00	.00	-11.44	100.62	-1402.07	67.84
		SU3	.00	.00	-22.21	194.88	-2720.31	98.38

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		SU4	.00	.00	-23.58	203.89	-2888.14	140.33
		C3	.00	.00	-18.28	156.30	-2247.44	-151.45
		C4	.00	.00	-23.75	191.52	-2919.56	-506.50
		C5	.00	.00	-23.91	197.79	-2939.31	-319.43
		ST5	.00	.00	-24.37	179.41	-3017.83	-510.42
6	56	TRUCK	.00	.00	-212.51	4.92	-3093.44	656.75
		LANE LD	.00	.00	-254.43	5.81	-5987.31	701.11
		SU2	.00	.00	-105.79	2.35	-1478.33	314.00
		SU3	.00	.00	-205.05	4.57	-2868.26	609.48
		SU4	.00	.00	-215.58	4.85	-3045.22	646.99
		C3	.00	.00	-167.51	3.76	-2369.67	501.75
		C4	.00	.00	-209.77	4.88	-3078.35	651.89
		C5	.00	.00	-214.64	4.92	-3099.17	656.17
		ST5	.00	.00	-205.49	5.01	-3181.97	668.89
6	57	TRUCK	.00	.00	-205.99	4.92	-2352.35	630.31
		LANE LD	.00	.00	-241.77	5.92	-4746.22	702.08
		SU2	.00	.00	-103.17	2.35	-1124.68	301.36
		SU3	.00	.00	-199.94	4.57	-2183.04	584.94
		SU4	.00	.00	-209.98	4.85	-2317.40	620.94
		C3	.00	.00	-162.67	3.76	-1797.17	481.55
		C4	.00	.00	-202.74	4.88	-2334.95	625.65
		C5	.00	.00	-207.86	4.92	-2350.28	629.75
		ST5	.00	.00	-196.54	5.01	-2395.83	641.96
6	58	TRUCK	.00	.00	-205.36	-7.96	-2343.00	-95.15
		LANE LD	.00	.00	-240.60	5.99	-4668.57	710.29
		SU2	.00	.00	-102.91	-.75	-1120.21	100.39
		SU3	.00	.00	-199.45	-1.65	-2174.36	124.21
		SU4	.00	.00	-209.43	-3.19	-2308.19	151.71
		C3	.00	.00	-162.20	-4.41	-1790.03	-208.77
		C4	.00	.00	-202.06	-9.81	-2325.67	-667.79
		C5	.00	.00	-207.21	-8.33	-2340.93	-399.13
		ST5	.00	.00	-195.69	-15.22	-2386.31	-599.25
6	59	TRUCK	.00	.00	-180.29	5.15	-2017.13	2017.07
		LANE LD	.00	.00	-199.28	15.41	-2739.18	1884.37
		SU2	.00	.00	-92.45	7.11	-964.40	1104.78

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		SU3	.00	.00	-179.05	13.50	-1871.94	2035.94
		SU4	.00	.00	-187.22	12.21	-1987.15	2186.89
		C3	.00	.00	-143.41	6.61	-1541.06	1432.78
		C4	.00	.00	-175.37	2.04	-2002.20	1881.71
		C5	.00	.00	-181.25	4.61	-2015.34	1755.18
		ST5	.00	.00	-162.97	-6.89	-2054.41	1695.08
6	60	TRUCK	.00	.00	-150.75	24.26	-1691.24	3860.71
		LANE LD	.00	.00	-159.54	30.28	-2240.81	3785.01
		SU2	.00	.00	-79.64	17.69	-808.60	1981.82
		SU3	.00	.00	-154.11	33.96	-1569.52	3734.15
		SU4	.00	.00	-160.29	33.34	-1666.11	3989.72
		C3	.00	.00	-121.03	22.17	-1292.09	2854.73
		C4	.00	.00	-144.38	19.78	-1678.73	3733.64
		C5	.00	.00	-150.80	23.52	-1689.75	3614.72
		ST5	.00	.00	-126.33	7.37	-1722.51	3657.14
6	61	TRUCK	.00	.00	-117.62	48.81	-1365.37	5097.16
		LANE LD	.00	.00	-122.45	51.06	-1809.04	4964.39
		SU2	.00	.00	-64.89	30.62	-652.79	2571.37
		SU3	.00	.00	-125.43	58.97	-1267.09	4903.17
		SU4	.00	.00	-129.48	59.38	-1345.08	5226.16
		C3	.00	.00	-95.74	41.83	-1043.13	3796.45
		C4	.00	.00	-109.95	43.28	-1355.27	4922.54
		C5	.00	.00	-116.76	48.05	-1364.16	4850.04
		ST5	.00	.00	-86.74	27.89	-1390.60	4929.88
6	62	TRUCK	.00	.00	-81.75	77.92	-1039.49	5502.39
		LANE LD	.00	.00	-88.98	78.10	-1377.27	5284.27
		SU2	.00	.00	-48.62	45.45	-496.99	2766.89
		SU3	.00	.00	-93.81	87.71	-964.67	5306.62
		SU4	.00	.00	-95.63	89.47	-1024.04	5650.08
		C3	.00	.00	-68.22	64.94	-794.16	4099.87
		C4	.00	.00	-72.99	71.65	-1031.80	5289.93
		C5	.00	.00	-80.00	77.32	-1038.57	5242.12
		ST5	.00	.00	-50.87	54.29	-1058.70	5321.17
6	63	TRUCK	.00	.00	-44.06	110.72	-713.61	5028.65
		LANE LD	.00	.00	-59.96	111.57	-945.49	4687.71

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial Min	Axial Max	Shear Min	Shear Max	Moment Min	Moment Max
		SU2	.00	.00	-31.24	61.79	-341.18	2545.20
		SU3	.00	.00	-60.03	119.38	-662.25	4815.40
		SU4	.00	.00	-59.61	122.76	-703.00	5139.98
		C3	.00	.00	-39.15	90.80	-545.19	3747.46
		C4	.00	.00	-34.37	104.01	-708.33	4900.44
		C5	.00	.00	-41.44	110.44	-712.98	4787.71
		ST5	.00	.00	-20.17	85.82	-726.80	4814.72
6	64	TRUCK	.00	.00	-12.09	146.34	-387.73	3505.18
		LANE LD	.00	.00	-36.05	151.54	-513.72	3133.25
		SU2	.00	.00	-13.16	79.22	-185.38	1755.14
		SU3	.00	.00	-24.92	153.19	-359.83	3329.96
		SU4	.00	.00	-22.25	158.41	-381.97	3515.30
		C3	.00	.00	-15.16	118.74	-296.22	2557.04
		C4	.00	.00	-12.15	139.47	-384.86	3154.52
		C5	.00	.00	-14.58	146.52	-387.39	3295.74
		ST5	.00	.00	-5.14	121.54	-394.90	3263.36
6	65	TRUCK	.00	.00	-18.36	183.90	-61.85	620.40
		LANE LD	.00	.00	-21.85	197.92	-81.95	594.81
		SU2	.00	.00	-8.78	97.34	-29.57	328.44
		SU3	.00	.00	-17.04	188.33	-57.40	635.46
		SU4	.00	.00	-18.09	195.57	-60.93	659.87
		C3	.00	.00	-14.03	148.08	-47.26	499.58
		C4	.00	.00	-18.22	177.15	-61.40	597.57
		C5	.00	.00	-18.34	184.67	-61.80	622.99
		ST5	.00	.00	-18.70	160.46	-63.00	541.17
6	66	TRUCK	.00	.00	-18.36	184.98	-52.77	531.78
		LANE LD	.00	.00	-21.82	199.32	-69.92	509.21
		SU2	.00	.00	-8.78	97.85	-25.23	281.32
		SU3	.00	.00	-17.04	189.33	-48.97	544.31
		SU4	.00	.00	-18.09	196.63	-51.99	565.30
		C3	.00	.00	-14.03	148.91	-40.32	428.11
		C4	.00	.00	-18.22	178.23	-52.38	512.38
		C5	.00	.00	-18.34	185.77	-52.72	534.05
		ST5	.00	.00	-18.70	161.59	-53.75	464.53
6	67	TRUCK	.00	.00	-18.36	191.18	-.09	.03

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial		Shear		Moment	
			Min	Max	Min	Max	Min	Max
		LANE LD	.00	.00	-21.74	207.45	-.11	.02
		SU2	.00	.00	-8.78	100.82	-.04	.01
		SU3	.00	.00	-17.04	195.09	-.08	.02
		SU4	.00	.00	-18.09	202.73	-.09	.02
		C3	.00	.00	-14.03	153.75	-.07	.02
		C4	.00	.00	-18.22	184.48	-.09	.02
		C5	.00	.00	-18.34	192.07	-.09	.03
		ST5	.00	.00	-18.70	168.14	-.09	.03

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D   E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

Span	Sect	Load	Axial		Shear		Moment	
			Min	Max	Min	Max	Min	Max
1	1		.00	.00	-207.45	21.74	-.05	.01
1	2		.00	.00	-199.32	21.82	-69.88	565.24
1	3		.00	.00	-197.92	21.85	-81.91	659.81
1	4		.00	.00	-158.41	36.05	-513.68	3515.22
1	5		.00	.00	-122.76	60.03	-945.46	5139.91
1	6		.00	.00	-89.47	95.63	-1377.23	5650.02
1	7		.00	.00	-59.38	129.48	-1809.00	5226.13
1	8		.00	.00	-33.96	160.29	-2240.77	3989.69
1	9		.00	.00	-15.41	199.28	-2739.15	2186.88
1	10		.00	.00	-5.99	240.59	-4668.54	710.28
1	11		.00	.00	-5.92	241.77	-4746.19	702.07
2	12		.00	.00	-250.15	28.24	-5977.98	700.02
2	13		.00	.00	-236.88	28.40	-5077.28	632.80
2	14		.00	.00	-235.65	28.43	-5000.33	646.48
2	15		.00	.00	-192.82	34.95	-3142.77	2311.15
2	16		.00	.00	-152.65	54.09	-2714.51	3877.78
2	17		.00	.00	-116.60	79.55	-2402.28	4683.78
2	18		.00	.00	-85.75	110.85	-2243.04	4653.45
2	19		.00	.00	-60.85	147.18	-2407.50	3793.20
2	20		.00	.00	-42.32	187.39	-2733.07	2210.38
2	21		.00	.00	-38.45	229.96	-4513.72	1266.25
2	22		.00	.00	-38.42	231.18	-4587.20	1273.19
3	23		.00	.00	-247.38	34.96	-5471.54	1428.60
3	24		.00	.00	-234.22	35.11	-4593.79	1311.28
3	25		.00	.00	-232.99	35.14	-4518.69	1304.28
3	26		.00	.00	-190.31	41.01	-2684.31	2220.30
3	27		.00	.00	-150.08	59.84	-2316.73	3787.78
3	28		.00	.00	-113.81	85.06	-2117.59	4618.57
3	29		.00	.00	-82.67	116.23	-2133.18	4616.57
3	30		.00	.00	-57.49	152.52	-2375.16	3782.15
3	31		.00	.00	-38.70	192.75	-2787.86	2213.58
3	32		.00	.00	-33.01	235.42	-4666.65	1151.48
3	33		.00	.00	-32.98	236.64	-4742.92	1154.59
4	34		.00	.00	-249.79	32.83	-5632.97	1258.45
4	35		.00	.00	-236.64	32.98	-4742.91	1154.58

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- L I V E - L O A D E N V E L O P E S - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

Span	Sect	Load	Axial		Shear		Moment	
			Min	Max	Min	Max	Min	Max
4	36		.00	.00	-235.42	33.01	-4666.63	1151.48
4	37		.00	.00	-192.75	38.70	-2787.84	2213.58
4	38		.00	.00	-152.52	57.49	-2375.14	3782.14
4	39		.00	.00	-116.23	82.67	-2133.17	4616.57
4	40		.00	.00	-85.06	113.81	-2117.60	4618.60
4	41		.00	.00	-59.84	150.08	-2316.75	3787.79
4	42		.00	.00	-41.01	190.31	-2684.33	2220.30
4	43		.00	.00	-35.14	232.99	-4518.70	1304.30
4	44		.00	.00	-35.11	234.22	-4593.80	1311.30
5	45		.00	.00	-244.30	38.27	-5471.55	1428.61
5	46		.00	.00	-231.18	38.42	-4587.21	1273.20
5	47		.00	.00	-229.96	38.45	-4513.73	1266.25
5	48		.00	.00	-187.39	42.32	-2733.08	2210.41
5	49		.00	.00	-147.18	60.85	-2407.52	3793.21
5	50		.00	.00	-110.85	85.75	-2243.06	4653.46
5	51		.00	.00	-79.55	116.60	-2402.32	4683.82
5	52		.00	.00	-54.09	152.65	-2714.56	3877.80
5	53		.00	.00	-34.95	192.82	-3142.82	2311.17
5	54		.00	.00	-28.43	235.65	-5000.36	646.48
5	55		.00	.00	-28.40	236.88	-5077.32	632.80
6	56		.00	.00	-254.43	5.81	-5987.31	701.11
6	57		.00	.00	-241.77	5.92	-4746.22	702.08
6	58		.00	.00	-240.60	5.99	-4668.57	710.29
6	59		.00	.00	-199.28	15.41	-2739.18	2186.89
6	60		.00	.00	-160.29	33.96	-2240.81	3989.72
6	61		.00	.00	-129.48	59.38	-1809.04	5226.16
6	62		.00	.00	-95.63	89.47	-1377.27	5650.08
6	63		.00	.00	-60.03	122.76	-945.49	5139.98
6	64		.00	.00	-36.05	158.41	-513.72	3515.30
6	65		.00	.00	-21.85	197.92	-81.95	659.87
6	66		.00	.00	-21.82	199.32	-69.92	565.30
6	67		.00	.00	-21.74	207.45	-.11	.03

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 1 At : .000 (in segment 2)							
Min Ax.	-4541.60	-388.88	-8183.39	-36.64	-78.13	-170.84	28.66
Max Ax.	-4541.60	-388.88	-8183.39	-36.64	-78.13	-170.84	28.66
Min Sh.	-4541.60	-591.61	-8183.39	-36.64	-78.13	-170.84	43.60
Max Sh.	-4541.60	-370.18	-8183.38	-36.64	-78.13	-170.84	27.28
Min Mt.	-4541.60	-520.28	-8183.43	-36.64	-78.13	-170.84	38.34
Max Mt.	-4541.60	-370.18	-8183.38	-36.64	-78.13	-170.84	27.28
Span 1 Section 2 At : 2.875 (in segment 3)							
Min Ax.	-4541.60	-359.50	-7107.27	-42.09	-78.13	-158.64	26.50
Max Ax.	-4541.60	-359.50	-7107.27	-42.09	-78.13	-158.64	26.50
Min Sh.	-4541.60	-556.14	-6982.01	-42.73	-78.13	-157.23	40.99
Max Sh.	-4541.60	-340.80	-7160.98	-41.82	-78.13	-159.25	25.12
Min Mt.	-4541.60	-340.80	-7160.98	-41.82	-78.13	-159.25	25.12
Max Mt.	-4541.60	-403.07	-6542.03	-44.96	-78.13	-152.24	29.71
Span 1 Section 3 At : 3.375 (in segment 4)							
Min Ax.	-4541.60	-354.39	-6928.11	-43.00	-78.13	-156.61	26.12
Max Ax.	-4541.60	-354.39	-6928.11	-43.00	-78.13	-156.61	26.12
Min Sh.	-4541.60	-549.97	-6781.80	-43.74	-78.13	-154.96	40.53
Max Sh.	-4541.60	-335.69	-6991.08	-42.68	-78.13	-157.33	24.74
Min Mt.	-4541.60	-335.69	-6991.08	-42.68	-78.13	-157.33	24.74
Max Mt.	-4541.60	-397.75	-6268.30	-46.35	-78.13	-149.14	29.31
Span 1 Section 4 At : 21.125 (in segment 5)							
Min Ax.	-4541.60	-172.99	-2247.55	-66.73	-78.13	-103.59	12.75
Max Ax.	-4541.60	-172.99	-2247.55	-66.73	-78.13	-103.59	12.75
Min Sh.	-4541.60	-331.40	-363.19	-76.29	-78.13	-82.24	24.42
Max Sh.	-4541.60	-148.08	-136.42	-77.44	-78.13	-79.67	10.91
Min Mt.	-4541.60	-154.30	-2642.41	-64.73	-78.13	-108.06	11.37
Max Mt.	-4541.60	-279.16	1267.68	-84.55	-78.13	-63.77	20.57
Span 1 Section 5 At : 38.875 (in segment 6)							
Min Ax.	-4541.60	8.40	-786.82	-74.14	-78.13	-87.04	-.62
Max Ax.	-4541.60	8.40	-786.82	-74.14	-78.13	-87.04	-.62
Min Sh.	-4541.60	-114.36	3253.90	-94.62	-78.13	-41.26	8.43
Max Sh.	-4541.60	68.43	3291.71	-94.82	-78.13	-40.84	-5.04
Min Mt.	-4541.60	27.10	-1513.59	-70.45	-78.13	-95.27	-2.00
Max Mt.	-4541.60	-70.03	4353.09	-100.20	-78.13	-28.81	5.16

Data-Base: RDMS
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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 6 At : 56.625 (in segment 7)							
Min Ax.	-4591.36	-66.37	-499.21	-76.45	-78.98	-84.64	4.89
Max Ax.	-4591.36	-66.37	-499.21	-76.45	-78.98	-84.64	4.89
Min Sh.	-4591.36	-155.84	4446.98	-101.53	-78.98	-28.60	11.49
Max Sh.	-4591.36	29.26	4446.98	-101.53	-78.98	-28.60	-2.16
Min Mt.	-4591.36	-47.67	-1557.88	-71.08	-78.98	-96.63	3.51
Max Mt.	-4591.36	-50.08	5150.82	-105.10	-78.98	-20.63	3.69
Span 1 Section 7 At : 74.375 (in segment 8)							
Min Ax.	-4591.36	115.03	-931.05	-74.26	-78.98	-89.53	-8.48
Max Ax.	-4591.36	115.03	-931.05	-74.26	-78.98	-89.53	-8.48
Min Sh.	-4591.36	55.65	3804.30	-98.27	-78.98	-35.89	-4.10
Max Sh.	-4591.36	244.50	3804.30	-98.27	-78.98	-35.89	-18.02
Min Mt.	-4591.36	133.73	-2321.63	-67.21	-78.98	-105.28	-9.86
Max Mt.	-4591.36	155.81	4295.07	-100.76	-78.98	-30.33	-11.48
Span 1 Section 8 At : 92.125 (in segment 9)							
Min Ax.	-4440.74	-179.90	329.99	-78.07	-76.39	-72.65	13.26
Max Ax.	-4440.74	-179.90	329.99	-78.07	-76.39	-72.65	13.26
Min Sh.	-4440.74	-213.86	3869.18	-96.01	-76.39	-32.56	15.76
Max Sh.	-4440.74	-19.61	3932.46	-96.33	-76.39	-31.84	1.45
Min Mt.	-4440.74	-161.20	-1392.49	-69.33	-76.39	-92.17	11.88
Max Mt.	-4440.74	-110.20	4319.69	-98.29	-76.39	-27.46	8.12
Span 1 Section 9 At : 109.875 (in segment 10)							
Min Ax.	-4440.74	1.50	1913.31	-86.09	-76.39	-54.72	-.11
Max Ax.	-4440.74	1.50	1913.31	-86.09	-76.39	-54.72	-.11
Min Sh.	-4440.74	-12.00	3752.02	-95.42	-76.39	-33.89	.88
Max Sh.	-4440.74	188.72	3715.13	-95.23	-76.39	-34.30	-13.91
Min Mt.	-4440.74	20.20	-141.08	-75.68	-76.39	-77.99	-1.49
Max Mt.	-4440.74	95.79	4100.18	-97.18	-76.39	-29.94	-7.06
Span 1 Section 10 At : 127.625 (in segment 11)							
Min Ax.	-4440.74	182.90	276.80	-77.80	-76.39	-73.26	-13.48
Max Ax.	-4440.74	182.90	276.80	-77.80	-76.39	-73.26	-13.48
Min Sh.	-4440.74	183.65	202.80	-77.42	-76.39	-74.09	-13.53
Max Sh.	-4440.74	392.33	-75.49	-76.01	-76.39	-77.25	-28.91
Min Mt.	-4440.74	201.60	-2109.48	-65.70	-76.39	-100.29	-14.86
Max Mt.	-4440.74	300.36	428.51	-78.56	-76.39	-71.54	-22.14

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 11 At : 128.125 (in segment 12)							
Min Ax.	-4440.74	188.01	184.04	-77.33	-76.39	-74.31	-13.86
Max Ax.	-4440.74	188.01	184.04	-77.33	-76.39	-74.31	-13.86
Min Sh.	-4440.74	183.00	826.00	-80.58	-76.39	-67.03	-13.49
Max Sh.	-4440.74	397.98	-230.13	-75.23	-76.39	-79.00	-29.33
Min Mt.	-4440.74	206.71	-2211.76	-65.18	-76.39	-101.45	-15.23
Max Mt.	-4440.74	183.00	826.00	-80.58	-76.39	-67.03	-13.49
Span 2 Section 12 At : .000 (in segment 13)							
Min Ax.	-8866.78	-700.97	2849.19	-166.98	-152.53	-120.25	51.66
Max Ax.	-8866.78	-700.97	2849.19	-166.98	-152.53	-120.25	51.66
Min Sh.	-8866.78	-912.41	1771.90	-161.52	-152.53	-132.46	67.24
Max Sh.	-8866.78	-676.59	3517.04	-170.36	-152.53	-112.69	49.86
Min Mt.	-8866.78	-730.58	-327.82	-150.87	-152.53	-156.25	53.84
Max Mt.	-8866.78	-676.59	3517.04	-170.36	-152.53	-112.69	49.86
Span 2 Section 13 At : 5.375 (in segment 14)							
Min Ax.	-4497.37	-161.61	94.88	-77.85	-77.37	-76.29	11.91
Max Ax.	-4497.37	-161.61	94.88	-77.85	-77.37	-76.29	11.91
Min Sh.	-4497.37	-365.50	-424.07	-75.22	-77.37	-82.17	26.94
Max Sh.	-4497.37	-137.24	631.73	-80.57	-77.37	-70.21	10.11
Min Mt.	-4497.37	-191.22	-2922.91	-62.55	-77.37	-110.48	14.09
Max Mt.	-4497.37	-256.32	286.61	-78.82	-77.37	-74.12	18.89
Span 2 Section 14 At : 5.875 (in segment 15)							
Min Ax.	-4497.37	-156.50	174.48	-78.25	-77.37	-75.39	11.53
Max Ax.	-4497.37	-156.50	174.48	-78.25	-77.37	-75.39	11.53
Min Sh.	-4497.37	-359.66	-291.77	-75.89	-77.37	-80.67	26.51
Max Sh.	-4497.37	-132.13	699.20	-80.91	-77.37	-69.45	9.74
Min Mt.	-4497.37	-186.11	-2828.31	-63.03	-77.37	-109.41	13.72
Max Mt.	-4497.37	-250.56	427.55	-79.53	-77.37	-72.52	18.47
Span 2 Section 15 At : 23.625 (in segment 16)							
Min Ax.	-4497.37	24.90	1342.45	-84.17	-77.37	-62.16	-1.84
Max Ax.	-4497.37	24.90	1342.45	-84.17	-77.37	-62.16	-1.84
Min Sh.	-4497.37	-149.53	2753.51	-91.33	-77.37	-46.17	11.02
Max Sh.	-4497.37	43.35	2899.29	-92.07	-77.37	-44.52	-3.20
Min Mt.	-4497.37	-4.71	-1134.62	-71.61	-77.37	-90.22	.35
Max Mt.	-4497.37	-42.86	3653.60	-95.89	-77.37	-35.98	3.16

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 16 At : 41.375 (in segment 17)							
Min Ax.	-4497.37	206.30	-709.41	-73.77	-77.37	-85.40	-15.20
Max Ax.	-4497.37	206.30	-709.41	-73.77	-77.37	-85.40	-15.20
Min Sh.	-4497.37	64.42	2302.08	-89.04	-77.37	-51.29	-4.75
Max Sh.	-4497.37	251.36	2356.03	-89.31	-77.37	-50.68	-18.52
Min Mt.	-4497.37	176.69	-2660.76	-63.88	-77.37	-107.51	-13.02
Max Mt.	-4497.37	109.44	3168.37	-93.43	-77.37	-41.47	-8.07
Span 2 Section 17 At : 59.125 (in segment 18)							
Min Ax.	-4599.09	-94.78	-2162.55	-68.15	-79.12	-103.62	6.98
Max Ax.	-4599.09	-94.78	-2162.55	-68.15	-79.12	-103.62	6.98
Min Sh.	-4599.09	-202.40	1821.59	-88.35	-79.12	-58.48	14.92
Max Sh.	-4599.09	-18.43	1821.59	-88.35	-79.12	-58.48	1.36
Min Mt.	-4599.09	-124.39	-3588.17	-60.92	-79.12	-119.77	9.17
Max Mt.	-4599.09	-157.88	2521.23	-91.90	-79.12	-50.55	11.64
Span 2 Section 18 At : 76.875 (in segment 19)							
Min Ax.	-4599.09	86.62	-2090.16	-68.52	-79.12	-102.80	-6.38
Max Ax.	-4599.09	86.62	-2090.16	-68.52	-79.12	-102.80	-6.38
Min Sh.	-4599.09	12.85	2033.10	-89.42	-79.12	-56.08	-.95
Max Sh.	-4599.09	197.05	2033.10	-89.42	-79.12	-56.08	-14.52
Min Mt.	-4599.09	110.99	-3295.94	-62.41	-79.12	-116.46	-8.18
Max Mt.	-4599.09	109.93	2563.29	-92.11	-79.12	-50.08	-8.10
Span 2 Section 19 At : 94.625 (in segment 20)							
Min Ax.	-4448.47	-209.14	-317.50	-74.92	-76.53	-80.12	15.41
Max Ax.	-4448.47	-209.14	-317.50	-74.92	-76.53	-80.12	15.41
Min Sh.	-4448.47	-252.28	3013.81	-91.81	-76.53	-42.38	18.59
Max Sh.	-4448.47	-64.62	3057.36	-92.03	-76.53	-41.89	4.76
Min Mt.	-4448.47	-184.77	-1955.90	-66.61	-76.53	-98.68	13.62
Max Mt.	-4448.47	-92.39	3475.70	-94.15	-76.53	-37.15	6.81
Span 2 Section 20 At : 112.375 (in segment 21)							
Min Ax.	-4448.47	-27.75	1784.90	-85.57	-76.53	-56.30	2.04
Max Ax.	-4448.47	-27.75	1784.90	-85.57	-76.53	-56.30	2.04
Min Sh.	-4448.47	-45.18	3652.51	-95.04	-76.53	-35.15	3.33
Max Sh.	-4448.47	148.79	3619.74	-94.88	-76.53	-35.52	-10.97
Min Mt.	-4448.47	-3.37	-286.12	-75.07	-76.53	-79.77	.25
Max Mt.	-4448.47	119.09	3995.28	-96.78	-76.53	-31.26	-8.78

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 21 At : 130.125 (in segment 22)							
Min Ax.	-4448.47	153.65	667.48	-79.91	-76.53	-68.96	-11.32
Max Ax.	-4448.47	153.65	667.48	-79.91	-76.53	-68.96	-11.32
Min Sh.	-4448.47	124.03	1344.55	-83.34	-76.53	-61.29	-9.14
Max Sh.	-4448.47	358.00	416.61	-78.64	-76.53	-71.81	-26.38
Min Mt.	-4448.47	178.03	-1836.17	-67.22	-76.53	-97.33	-13.12
Max Mt.	-4448.47	325.30	823.79	-80.70	-76.53	-67.19	-23.97
Span 2 Section 22 At : 130.625 (in segment 23)							
Min Ax.	-4448.47	158.76	589.34	-79.51	-76.53	-69.85	-11.70
Max Ax.	-4448.47	158.76	589.34	-79.51	-76.53	-69.85	-11.70
Min Sh.	-4448.47	129.14	1281.15	-83.02	-76.53	-62.01	-9.52
Max Sh.	-4448.47	363.81	275.79	-77.92	-76.53	-73.40	-26.81
Min Mt.	-4448.47	183.14	-1926.65	-66.76	-76.53	-98.35	-13.50
Max Mt.	-4448.47	129.15	1281.34	-83.02	-76.53	-62.01	-9.52
Span 3 Section 23 At : .000 (in segment 24)							
Min Ax.	-8876.55	-696.05	3413.32	-170.01	-152.70	-114.03	51.30
Max Ax.	-8876.55	-696.05	3413.32	-170.01	-152.70	-114.03	51.30
Min Sh.	-8876.55	-908.02	2417.70	-164.96	-152.70	-125.31	66.92
Max Sh.	-8876.55	-671.27	4123.20	-173.60	-152.70	-105.99	49.47
Min Mt.	-8876.55	-721.17	718.59	-156.34	-152.70	-144.56	53.15
Max Mt.	-8876.55	-688.11	4264.51	-174.32	-152.70	-104.39	50.71
Span 3 Section 24 At : 5.375 (in segment 25)							
Min Ax.	-4499.35	-156.13	622.57	-80.56	-77.40	-70.35	11.51
Max Ax.	-4499.35	-156.13	622.57	-80.56	-77.40	-70.35	11.51
Min Sh.	-4499.35	-360.78	142.02	-78.12	-77.40	-75.79	26.59
Max Sh.	-4499.35	-131.34	1199.25	-83.48	-77.40	-63.81	9.68
Min Mt.	-4499.35	-181.25	-1938.41	-67.57	-77.40	-99.36	13.36
Max Mt.	-4499.35	-148.19	1431.11	-84.66	-77.40	-61.19	10.92
Span 3 Section 25 At : 5.875 (in segment 26)							
Min Ax.	-4499.35	-151.02	699.38	-80.95	-77.40	-69.48	11.13
Max Ax.	-4499.35	-151.02	699.38	-80.95	-77.40	-69.48	11.13
Min Sh.	-4499.35	-354.96	267.86	-78.76	-77.40	-74.37	26.16
Max Sh.	-4499.35	-126.23	1263.72	-83.81	-77.40	-63.08	9.30
Min Mt.	-4499.35	-176.14	-1848.88	-68.03	-77.40	-98.35	12.98
Max Mt.	-4499.35	-143.08	1503.90	-85.03	-77.40	-60.36	10.55

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 26 At : 23.625 (in segment 27)							
Min Ax.	-4499.35	30.38	1769.99	-86.37	-77.40	-57.35	-2.24
Max Ax.	-4499.35	30.38	1769.99	-86.37	-77.40	-57.35	-2.24
Min Sh.	-4499.35	-145.30	3127.60	-93.26	-77.40	-41.97	10.71
Max Sh.	-4499.35	48.16	3270.27	-93.98	-77.40	-40.35	-3.55
Min Mt.	-4499.35	5.26	-332.15	-75.72	-77.40	-81.16	-.39
Max Mt.	-4499.35	-38.47	3990.29	-97.63	-77.40	-32.20	2.83
Span 3 Section 27 At : 41.375 (in segment 28)							
Min Ax.	-4499.35	211.78	-379.21	-75.48	-77.40	-81.70	-15.61
Max Ax.	-4499.35	211.78	-379.21	-75.48	-77.40	-81.70	-15.61
Min Sh.	-4499.35	68.51	2553.87	-90.35	-77.40	-48.47	-5.05
Max Sh.	-4499.35	255.68	2610.07	-90.63	-77.40	-47.83	-18.84
Min Mt.	-4499.35	186.66	-2035.24	-67.08	-77.40	-100.46	-13.76
Max Mt.	-4499.35	173.72	3408.57	-94.68	-77.40	-38.79	-12.80
Span 3 Section 28 At : 59.125 (in segment 29)							
Min Ax.	-4601.08	-89.51	-1927.81	-69.38	-79.15	-100.99	6.60
Max Ax.	-4601.08	-89.51	-1927.81	-69.38	-79.15	-100.99	6.60
Min Sh.	-4601.08	-198.41	1989.50	-89.24	-79.15	-56.61	14.62
Max Sh.	-4601.08	-14.56	1989.50	-89.24	-79.15	-56.61	1.07
Min Mt.	-4601.08	-114.63	-3137.73	-63.24	-79.15	-114.70	8.45
Max Mt.	-4601.08	-153.98	2690.75	-92.79	-79.15	-48.67	11.35
Span 3 Section 29 At : 76.875 (in segment 30)							
Min Ax.	-4601.08	91.89	-1948.97	-69.27	-79.15	-101.23	-6.77
Max Ax.	-4601.08	91.89	-1948.97	-69.27	-79.15	-101.23	-6.77
Min Sh.	-4601.08	17.11	2134.39	-89.97	-79.15	-54.97	-1.26
Max Sh.	-4601.08	200.99	2134.39	-89.97	-79.15	-54.97	-14.81
Min Mt.	-4601.08	116.67	-3144.15	-63.21	-79.15	-114.77	-8.60
Max Mt.	-4601.08	113.98	2667.60	-92.68	-79.15	-48.93	-8.40
Span 3 Section 30 At : 94.625 (in segment 31)							
Min Ax.	-4450.45	-204.09	-267.92	-75.20	-76.56	-79.59	15.04
Max Ax.	-4450.45	-204.09	-267.92	-75.20	-76.56	-79.59	15.04
Min Sh.	-4450.45	-247.86	3051.53	-92.03	-76.56	-41.99	18.27
Max Sh.	-4450.45	-60.64	3093.90	-92.25	-76.56	-41.51	4.47
Min Mt.	-4450.45	-179.31	-1902.98	-66.91	-76.56	-98.12	13.21
Max Mt.	-4450.45	-88.24	3514.23	-94.38	-76.56	-36.75	6.50

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 31 At : 112.375 (in segment 32)							
Min Ax.	-4450.45	-22.69	1744.77	-85.41	-76.56	-56.79	1.67
Max Ax.	-4450.45	-22.69	1744.77	-85.41	-76.56	-56.79	1.67
Min Sh.	-4450.45	-40.40	3616.08	-94.89	-76.56	-35.59	2.98
Max Sh.	-4450.45	153.13	3583.78	-94.73	-76.56	-35.96	-11.29
Min Mt.	-4450.45	2.09	-330.17	-74.89	-76.56	-80.30	-.15
Max Mt.	-4450.45	123.64	3958.35	-96.63	-76.56	-31.72	-9.11
Span 3 Section 32 At : 130.125 (in segment 33)							
Min Ax.	-4450.45	158.71	537.62	-79.29	-76.56	-70.47	-11.70
Max Ax.	-4450.45	158.71	537.62	-79.29	-76.56	-70.47	-11.70
Min Sh.	-4450.45	133.57	1111.88	-82.20	-76.56	-63.96	-9.84
Max Sh.	-4450.45	362.73	294.54	-78.05	-76.56	-73.22	-26.73
Min Mt.	-4450.45	183.49	-1977.20	-66.53	-76.56	-98.96	-13.52
Max Mt.	-4450.45	330.21	697.33	-80.09	-76.56	-68.66	-24.34
Span 3 Section 33 At : 130.625 (in segment 34)							
Min Ax.	-4450.45	163.82	456.97	-78.88	-76.56	-71.38	-12.07
Max Ax.	-4450.45	163.82	456.97	-78.88	-76.56	-71.38	-12.07
Min Sh.	-4450.45	138.68	1043.73	-81.85	-76.56	-64.74	-10.22
Max Sh.	-4450.45	368.55	151.12	-77.33	-76.56	-74.85	-27.16
Min Mt.	-4450.45	188.60	-2070.41	-66.06	-76.56	-100.01	-13.90
Max Mt.	-4450.45	157.09	1142.97	-82.35	-76.56	-63.61	-11.58
Span 4 Section 34 At : .000 (in segment 35)							
Min Ax.	-8876.00	-698.14	3251.48	-169.18	-152.69	-115.85	51.45
Max Ax.	-8876.00	-698.14	3251.48	-169.18	-152.69	-115.85	51.45
Min Sh.	-8876.00	-910.17	2262.02	-164.16	-152.69	-127.06	67.08
Max Sh.	-8876.00	-673.01	3973.63	-172.84	-152.69	-107.67	49.60
Min Mt.	-8876.00	-852.11	592.18	-155.69	-152.69	-145.98	62.80
Max Mt.	-8876.00	-673.01	3973.63	-172.84	-152.69	-107.67	49.60
Span 4 Section 35 At : 5.375 (in segment 36)							
Min Ax.	-4496.82	-158.22	470.15	-79.74	-77.36	-72.03	11.66
Max Ax.	-4496.82	-158.22	470.15	-79.74	-77.36	-72.03	11.66
Min Sh.	-4496.82	-362.95	-7.52	-77.32	-77.36	-77.44	26.75
Max Sh.	-4496.82	-133.08	1057.21	-82.72	-77.36	-65.38	9.81
Min Mt.	-4496.82	-182.99	-2057.21	-66.93	-77.36	-100.66	13.49
Max Mt.	-4496.82	-151.49	1156.14	-83.22	-77.36	-64.26	11.16

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 36 At : 5.875 (in segment 37)							
Min Ax.	-4496.82	-153.11	548.01	-80.14	-77.36	-71.15	11.28
Max Ax.	-4496.82	-153.11	548.01	-80.14	-77.36	-71.15	11.28
Min Sh.	-4496.82	-357.13	119.10	-77.96	-77.36	-76.01	26.32
Max Sh.	-4496.82	-127.97	1122.57	-83.05	-77.36	-64.64	9.43
Min Mt.	-4496.82	-177.88	-1966.79	-67.39	-77.36	-99.64	13.11
Max Mt.	-4496.82	-247.64	753.39	-81.18	-77.36	-68.82	18.25
Span 4 Section 37 At : 23.625 (in segment 38)							
Min Ax.	-4496.82	28.29	1655.74	-85.75	-77.36	-58.60	-2.09
Max Ax.	-4496.82	28.29	1655.74	-85.75	-77.36	-58.60	-2.09
Min Sh.	-4496.82	-147.53	3009.41	-92.62	-77.36	-43.26	10.87
Max Sh.	-4496.82	46.00	3151.85	-93.34	-77.36	-41.65	-3.39
Min Mt.	-4496.82	3.52	-419.20	-75.23	-77.36	-82.11	-.26
Max Mt.	-4496.82	-40.67	3869.32	-96.97	-77.36	-33.52	3.00
Span 4 Section 38 At : 41.375 (in segment 39)							
Min Ax.	-4496.82	209.69	-456.35	-75.04	-77.36	-82.53	-15.45
Max Ax.	-4496.82	209.69	-456.35	-75.04	-77.36	-82.53	-15.45
Min Sh.	-4496.82	66.24	2471.67	-89.89	-77.36	-49.36	-4.88
Max Sh.	-4496.82	253.46	2528.04	-90.17	-77.36	-48.72	-18.68
Min Mt.	-4496.82	184.92	-2091.40	-66.75	-77.36	-101.05	-13.63
Max Mt.	-4496.82	171.46	3325.79	-94.22	-77.36	-39.68	-12.64
Span 4 Section 39 At : 59.125 (in segment 40)							
Min Ax.	-4598.55	-91.32	-1970.26	-69.12	-79.11	-101.43	6.73
Max Ax.	-4598.55	-91.32	-1970.26	-69.12	-79.11	-101.43	6.73
Min Sh.	-4598.55	-200.42	1944.42	-88.97	-79.11	-57.08	14.77
Max Sh.	-4598.55	-16.55	1944.42	-88.97	-79.11	-57.08	1.22
Min Mt.	-4598.55	-116.09	-3165.44	-63.06	-79.11	-114.97	8.56
Max Mt.	-4598.55	-95.82	2646.31	-92.52	-79.11	-49.13	7.06
Span 4 Section 40 At : 76.875 (in segment 41)							
Min Ax.	-4598.55	90.07	-1959.17	-69.17	-79.11	-101.30	-6.64
Max Ax.	-4598.55	90.07	-1959.17	-69.17	-79.11	-101.30	-6.64
Min Sh.	-4598.55	15.12	2125.72	-89.88	-79.11	-55.03	-1.11
Max Sh.	-4598.55	198.98	2125.72	-89.88	-79.11	-55.03	-14.66
Min Mt.	-4598.55	115.21	-3169.09	-63.04	-79.11	-115.01	-8.49
Max Mt.	-4598.55	111.98	2659.43	-92.59	-79.11	-48.98	-8.25

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

DEAD LOAD   Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 41 At : 94.625 (in segment 42)							
Min Ax.	-4447.92	-205.63	-248.29	-75.26	-76.52	-79.33	15.15
Max Ax.	-4447.92	-205.63	-248.29	-75.26	-76.52	-79.33	15.15
Min Sh.	-4447.92	-249.53	3076.48	-92.11	-76.52	-41.66	18.39
Max Sh.	-4447.92	-62.36	3119.15	-92.33	-76.52	-41.18	4.60
Min Mt.	-4447.92	-180.50	-1904.33	-66.86	-76.52	-98.09	13.30
Max Mt.	-4447.92	-89.94	3539.50	-94.46	-76.52	-36.42	6.63
Span 4 Section 42 At : 112.375 (in segment 43)							
Min Ax.	-4447.92	-24.23	1791.76	-85.60	-76.52	-56.22	1.79
Max Ax.	-4447.92	-24.23	1791.76	-85.60	-76.52	-56.22	1.79
Min Sh.	-4447.92	-42.01	3670.19	-95.12	-76.52	-34.94	3.10
Max Sh.	-4447.92	151.45	3638.55	-94.96	-76.52	-35.30	-11.16
Min Mt.	-4447.92	.90	-310.39	-74.94	-76.52	-80.03	-.07
Max Mt.	-4447.92	61.82	4012.06	-96.86	-76.52	-31.06	-4.56
Span 4 Section 43 At : 130.125 (in segment 44)							
Min Ax.	-4447.92	157.17	611.98	-79.62	-76.52	-69.58	-11.58
Max Ax.	-4447.92	157.17	611.98	-79.62	-76.52	-69.58	-11.58
Min Sh.	-4447.92	132.38	1176.04	-82.48	-76.52	-63.19	-9.76
Max Sh.	-4447.92	361.11	375.10	-78.42	-76.52	-72.27	-26.61
Min Mt.	-4447.92	182.30	-1936.30	-66.70	-76.52	-98.45	-13.44
Max Mt.	-4447.92	149.23	1416.52	-83.70	-76.52	-60.47	-11.00
Span 4 Section 44 At : 130.625 (in segment 45)							
Min Ax.	-4447.92	162.28	532.09	-79.21	-76.52	-70.49	-11.96
Max Ax.	-4447.92	162.28	532.09	-79.21	-76.52	-70.49	-11.96
Min Sh.	-4447.92	137.49	1108.48	-82.14	-76.52	-63.96	-10.13
Max Sh.	-4447.92	366.93	232.33	-77.69	-76.52	-73.88	-27.04
Min Mt.	-4447.92	187.41	-2028.92	-66.23	-76.52	-99.50	-13.81
Max Mt.	-4447.92	154.34	1340.65	-83.31	-76.52	-61.33	-11.37
Span 5 Section 45 At : .000 (in segment 46)							
Min Ax.	-8876.04	-695.91	3337.23	-169.61	-152.69	-114.88	51.29
Max Ax.	-8876.04	-695.91	3337.23	-169.61	-152.69	-114.88	51.29
Min Sh.	-8876.04	-908.14	2352.32	-164.62	-152.69	-126.04	66.93
Max Sh.	-8876.04	-666.29	4188.44	-173.93	-152.69	-105.24	49.11
Min Mt.	-8876.04	-850.02	642.50	-155.95	-152.69	-145.41	62.65
Max Mt.	-8876.04	-666.29	4188.44	-173.93	-152.69	-105.24	49.11

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- STRESS CHECK - SERVICE LOAD DESIGN   - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

DEAD LOAD   Load Factor: 1.000 Allowable Stress (%): 100.000

Span   5 Section   46 At :   5.375 (in segment   47)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4499.40	-156.02	546.39	-80.17	-77.40	-71.21	11.50
Max Ax.	-4499.40	-156.02	546.39	-80.17	-77.40	-71.21	11.50
Min Sh.	-4499.40	-361.06	70.63	-77.76	-77.40	-76.60	26.61
Max Sh.	-4499.40	-126.40	1238.40	-83.68	-77.40	-63.37	9.32
Min Mt.	-4499.40	-180.38	-1969.61	-67.42	-77.40	-99.71	13.29
Max Mt.	-4499.40	-126.40	1238.40	-83.68	-77.40	-63.37	9.32

Span   5 Section   47 At :   5.875 (in segment   48)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4499.40	-150.91	623.15	-80.56	-77.40	-70.34	11.12
Max Ax.	-4499.40	-150.91	623.15	-80.56	-77.40	-70.34	11.12
Min Sh.	-4499.40	-355.26	195.92	-78.39	-77.40	-75.18	26.18
Max Sh.	-4499.40	-121.29	1300.41	-83.99	-77.40	-62.67	8.94
Min Mt.	-4499.40	-175.27	-1880.51	-67.87	-77.40	-98.71	12.92
Max Mt.	-4499.40	-245.61	824.66	-81.58	-77.40	-68.06	18.10

Span   5 Section   48 At :   23.625 (in segment   49)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4499.40	30.49	1691.83	-85.98	-77.40	-58.23	-2.25
Max Ax.	-4499.40	30.49	1691.83	-85.98	-77.40	-58.23	-2.25
Min Sh.	-4499.40	-146.05	3043.99	-92.83	-77.40	-42.92	10.76
Max Sh.	-4499.40	47.93	3186.29	-93.56	-77.40	-41.30	-3.53
Min Mt.	-4499.40	6.13	-379.20	-75.48	-77.40	-81.70	-.45
Max Mt.	-4499.40	-39.01	3902.24	-97.19	-77.40	-33.19	2.87

Span   5 Section   49 At :   41.375 (in segment   50)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4499.40	211.89	-459.30	-75.07	-77.40	-82.60	-15.62
Max Ax.	-4499.40	211.89	-459.30	-75.07	-77.40	-82.60	-15.62
Min Sh.	-4499.40	67.36	2476.21	-89.96	-77.40	-49.35	-4.96
Max Sh.	-4499.40	255.03	2532.65	-90.24	-77.40	-48.71	-18.80
Min Mt.	-4499.40	187.53	-2097.71	-66.77	-77.40	-101.17	-13.82
Max Mt.	-4499.40	172.74	3333.91	-94.30	-77.40	-39.63	-12.73

Span   5 Section   50 At :   59.125 (in segment   51)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4601.13	-89.41	-2009.75	-68.96	-79.15	-101.92	6.59
Max Ax.	-4601.13	-89.41	-2009.75	-68.96	-79.15	-101.92	6.59
Min Sh.	-4601.13	-199.84	1934.89	-88.96	-79.15	-57.23	14.73
Max Sh.	-4601.13	-15.64	1934.88	-88.96	-79.15	-57.23	1.15
Min Mt.	-4601.13	-113.77	-3215.54	-62.85	-79.15	-115.58	8.38
Max Mt.	-4601.13	-95.14	2643.71	-92.56	-79.15	-49.20	7.01

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 5 Section 51 At : 76.875 (in segment 52)							
Min Ax.	-4601.13	91.99	-2032.62	-68.85	-79.15	-102.18	-6.78
Max Ax.	-4601.13	91.99	-2032.62	-68.85	-79.15	-102.18	-6.78
Min Sh.	-4601.13	15.64	2113.68	-89.87	-79.15	-55.21	-1.15
Max Sh.	-4601.13	199.61	2113.67	-89.87	-79.15	-55.21	-14.71
Min Mt.	-4601.13	121.61	-3458.27	-61.62	-79.15	-118.33	-8.96
Max Mt.	-4601.13	112.52	2651.20	-92.59	-79.15	-49.12	-8.29
Span 5 Section 52 At : 94.625 (in segment 53)							
Min Ax.	-4450.50	-204.00	-353.11	-74.77	-76.56	-80.56	15.04
Max Ax.	-4450.50	-204.00	-353.11	-74.77	-76.56	-80.56	15.04
Min Sh.	-4450.50	-249.07	3057.89	-92.06	-76.56	-41.92	18.36
Max Sh.	-4450.50	-62.13	3105.96	-92.31	-76.56	-41.37	4.58
Min Mt.	-4450.50	-174.39	-2304.49	-64.88	-76.56	-102.67	12.85
Max Mt.	-4450.50	-149.84	3524.69	-94.43	-76.56	-36.63	11.04
Span 5 Section 53 At : 112.375 (in segment 54)							
Min Ax.	-4450.50	-22.61	1658.07	-84.97	-76.56	-57.78	1.67
Max Ax.	-4450.50	-22.61	1658.07	-84.97	-76.56	-57.78	1.67
Min Sh.	-4450.50	-41.06	3632.43	-94.98	-76.56	-35.41	3.03
Max Sh.	-4450.50	151.82	3609.62	-94.86	-76.56	-35.67	-11.19
Min Mt.	-4450.50	7.01	-819.04	-72.41	-76.56	-85.84	-.52
Max Mt.	-4450.50	122.55	3969.24	-96.68	-76.56	-31.59	-9.03
Span 5 Section 54 At : 130.125 (in segment 55)							
Min Ax.	-4450.50	158.79	449.42	-78.84	-76.56	-71.47	-11.70
Max Ax.	-4450.50	158.79	449.42	-78.84	-76.56	-71.47	-11.70
Min Sh.	-4450.50	134.42	973.89	-81.50	-76.56	-65.53	-9.91
Max Sh.	-4450.50	361.95	291.68	-78.04	-76.56	-73.26	-26.68
Min Mt.	-4450.50	188.41	-2553.41	-63.61	-76.56	-105.49	-13.89
Max Mt.	-4450.50	269.72	650.58	-79.86	-76.56	-69.19	-19.88
Span 5 Section 55 At : 130.625 (in segment 56)							
Min Ax.	-4450.50	163.90	368.75	-78.43	-76.56	-72.38	-12.08
Max Ax.	-4450.50	163.90	368.75	-78.43	-76.56	-72.38	-12.08
Min Sh.	-4450.50	139.53	905.34	-81.15	-76.56	-66.30	-10.28
Max Sh.	-4450.50	367.79	146.57	-77.30	-76.56	-74.90	-27.11
Min Mt.	-4450.50	193.52	-2649.08	-63.13	-76.56	-106.57	-14.26
Max Mt.	-4450.50	275.47	509.08	-79.14	-76.56	-70.79	-20.30

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 56 At : .000 (in segment 57)							
Min Ax.	-9019.91	-710.90	3290.15	-171.85	-155.17	-117.89	52.39
Max Ax.	-9019.91	-710.90	3290.15	-171.85	-155.17	-117.89	52.39
Min Sh.	-9019.91	-926.49	2361.27	-167.14	-155.17	-128.42	68.28
Max Sh.	-9019.91	-705.89	3958.73	-175.24	-155.17	-110.32	52.02
Min Mt.	-9019.91	-878.72	108.19	-155.71	-155.17	-153.94	64.76
Max Mt.	-9019.91	-705.89	3959.05	-175.24	-155.17	-110.31	52.02
Span 6 Section 57 At : 5.375 (in segment 58)							
Min Ax.	-4640.31	-164.17	543.69	-82.58	-79.83	-73.67	12.10
Max Ax.	-4640.31	-164.17	543.69	-82.58	-79.83	-73.67	12.10
Min Sh.	-4640.31	-374.15	90.65	-80.28	-79.83	-78.80	27.57
Max Sh.	-4640.31	-159.16	1185.35	-85.84	-79.83	-66.40	11.73
Min Mt.	-4640.31	-182.86	-1852.14	-70.43	-79.83	-100.81	13.48
Max Mt.	-4640.31	-159.16	1185.66	-85.84	-79.83	-66.39	11.73
Span 6 Section 58 At : 5.875 (in segment 59)							
Min Ax.	-4640.31	-159.06	624.56	-82.99	-79.83	-72.75	11.72
Max Ax.	-4640.31	-159.06	624.56	-82.99	-79.83	-72.75	11.72
Min Sh.	-4640.31	-368.49	217.37	-80.93	-79.83	-77.36	27.16
Max Sh.	-4640.31	-159.81	528.51	-82.50	-79.83	-73.84	11.78
Min Mt.	-4640.31	-177.75	-1761.75	-70.89	-79.83	-99.78	13.10
Max Mt.	-4640.31	-256.27	776.28	-83.76	-79.83	-71.03	18.89
Span 6 Section 59 At : 23.625 (in segment 60)							
Min Ax.	-4640.31	22.34	1837.93	-89.14	-79.83	-59.00	-1.65
Max Ax.	-4640.31	22.34	1837.93	-89.14	-79.83	-59.00	-1.65
Min Sh.	-4640.31	-164.88	3179.73	-95.95	-79.83	-43.80	12.15
Max Sh.	-4640.31	35.84	3321.01	-96.66	-79.83	-42.20	-2.64
Min Mt.	-4640.31	3.65	-216.48	-78.73	-79.83	-82.28	-.27
Max Mt.	-4640.31	-55.08	4024.83	-100.23	-79.83	-34.23	4.06
Span 6 Section 60 At : 41.375 (in segment 61)							
Min Ax.	-4640.30	203.74	-168.50	-78.97	-79.83	-81.73	-15.02
Max Ax.	-4640.30	203.74	-168.50	-78.97	-79.83	-81.73	-15.02
Min Sh.	-4640.30	43.45	2902.79	-94.54	-79.83	-46.94	-3.20
Max Sh.	-4640.30	237.70	2960.28	-94.83	-79.83	-46.29	-17.52
Min Mt.	-4640.30	185.05	-1891.01	-70.24	-79.83	-101.25	-13.64
Max Mt.	-4640.30	151.21	3821.22	-99.20	-79.83	-36.54	-11.14

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ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 61 At : 59.125 (in segment 62)							
Min Ax.	-4670.43	-112.86	-1112.80	-74.70	-80.34	-92.95	8.32
Max Ax.	-4670.43	-112.86	-1112.80	-74.70	-80.34	-92.95	8.32
Min Sh.	-4670.43	-242.33	3303.22	-97.09	-80.34	-42.92	17.86
Max Sh.	-4670.43	-53.48	3303.21	-97.09	-80.34	-42.92	3.94
Min Mt.	-4670.43	-131.55	-2503.40	-67.65	-80.34	-108.70	9.69
Max Mt.	-4670.43	-136.23	4113.36	-101.20	-80.34	-33.74	10.04
Span 6 Section 62 At : 76.875 (in segment 63)							
Min Ax.	-4670.43	68.54	-719.48	-76.70	-80.34	-88.49	-5.05
Max Ax.	-4670.43	68.54	-719.48	-76.70	-80.34	-88.49	-5.05
Min Sh.	-4670.43	-27.09	4346.22	-102.38	-80.34	-31.11	2.00
Max Sh.	-4670.43	158.01	4346.21	-102.38	-80.34	-31.11	-11.65
Min Mt.	-4670.43	49.85	-1778.18	-71.33	-80.34	-100.49	-3.67
Max Mt.	-4670.43	77.75	4930.60	-105.34	-80.34	-24.49	-5.73
Span 6 Section 63 At : 94.625 (in segment 64)							
Min Ax.	-4573.76	-8.58	-811.79	-74.56	-78.68	-87.88	.63
Max Ax.	-4573.76	-8.58	-811.79	-74.56	-78.68	-87.88	.63
Min Sh.	-4573.76	-68.61	3828.76	-98.09	-78.68	-35.31	5.06
Max Sh.	-4573.76	114.18	3960.06	-98.76	-78.68	-33.82	-8.42
Min Mt.	-4573.76	-27.27	-1538.59	-70.88	-78.68	-96.11	2.01
Max Mt.	-4573.76	87.57	4328.19	-100.63	-78.68	-29.65	-6.45
Span 6 Section 64 At : 112.375 (in segment 65)							
Min Ax.	-4573.76	172.82	-2269.46	-67.17	-78.68	-104.39	-12.74
Max Ax.	-4573.76	172.82	-2269.46	-67.17	-78.68	-104.39	-12.74
Min Sh.	-4573.76	147.91	966.31	-83.58	-78.68	-67.73	-10.90
Max Sh.	-4573.76	331.23	1076.60	-84.14	-78.68	-66.48	-24.41
Min Mt.	-4573.76	154.13	-2664.36	-65.17	-78.68	-108.86	-11.36
Max Mt.	-4573.76	331.23	1245.85	-85.00	-78.68	-64.57	-24.41
Span 6 Section 65 At : 130.125 (in segment 66)							
Min Ax.	-4573.76	354.22	-6946.94	-43.46	-78.68	-157.38	-26.11
Max Ax.	-4573.76	354.22	-6946.94	-43.46	-78.68	-157.38	-26.11
Min Sh.	-4573.76	335.52	-7009.91	-43.14	-78.68	-158.09	-24.73
Max Sh.	-4573.76	549.79	-6287.07	-46.80	-78.68	-149.91	-40.52
Min Mt.	-4573.76	335.53	-7009.94	-43.14	-78.68	-158.09	-24.73
Max Mt.	-4573.76	549.79	-6287.07	-46.80	-78.68	-149.91	-40.52

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DEAD LOAD Load Factor: 1.000 Allowable Stress (%): 100.000

Span 6 Section 66 At : 130.625 (in segment 67)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	COG	BOTT	SHEAR ST. AT COG
Min Ax.	-4573.76	359.33	-7126.04	-42.55	-78.68	-159.41	-26.48
Max Ax.	-4573.76	359.33	-7126.04	-42.55	-78.68	-159.41	-26.48
Min Sh.	-4573.76	340.63	-7179.76	-42.28	-78.68	-160.02	-25.10
Max Sh.	-4573.76	555.96	-6560.75	-45.42	-78.68	-153.01	-40.97
Min Mt.	-4573.76	340.64	-7179.79	-42.28	-78.68	-160.02	-25.10
Max Mt.	-4573.76	555.96	-6560.75	-45.42	-78.68	-153.01	-40.97

Span 6 Section 67 At : 133.500 (in segment 67)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	COG	BOTT	SHEAR ST. AT COG
Min Ax.	-4573.76	388.71	-8201.23	-37.10	-78.68	-171.59	-28.65
Max Ax.	-4573.76	388.71	-8201.23	-37.10	-78.68	-171.59	-28.65
Min Sh.	-4573.76	370.01	-8201.21	-37.10	-78.68	-171.59	-27.27
Max Sh.	-4573.76	591.44	-8201.27	-37.10	-78.68	-171.59	-43.59
Min Mt.	-4573.76	520.35	-8201.32	-37.10	-78.68	-171.59	-38.35
Max Mt.	-4573.76	370.02	-8201.21	-37.10	-78.68	-171.59	-27.27

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 1 At : .000 (in segment 2)							
Min Ax.	-4541.60	-388.88	-8183.39	-36.64	-78.13	-170.84	28.66
Max Ax.	-4541.60	-388.88	-8183.39	-36.64	-78.13	-170.84	28.66
Min Sh.	-4541.60	-591.61	-8183.39	-36.64	-78.13	-170.84	43.60
Max Sh.	-4541.60	-370.18	-8183.38	-36.64	-78.13	-170.84	27.28
Min Mt.	-4541.60	-520.28	-8183.43	-36.64	-78.13	-170.84	38.34
Max Mt.	-4541.60	-370.18	-8183.38	-36.64	-78.13	-170.84	27.28
Span 1 Section 2 At : 2.875 (in segment 3)							
Min Ax.	-4541.60	-359.50	-7107.27	-42.09	-78.13	-158.64	26.50
Max Ax.	-4541.60	-359.50	-7107.27	-42.09	-78.13	-158.64	26.50
Min Sh.	-4541.60	-556.14	-6982.01	-42.73	-78.13	-157.23	40.99
Max Sh.	-4541.60	-340.80	-7160.98	-41.82	-78.13	-159.25	25.12
Min Mt.	-4541.60	-340.80	-7160.98	-41.82	-78.13	-159.25	25.12
Max Mt.	-4541.60	-403.07	-6542.03	-44.96	-78.13	-152.24	29.71
Span 1 Section 3 At : 3.375 (in segment 4)							
Min Ax.	-4541.60	-354.39	-6928.11	-43.00	-78.13	-156.61	26.12
Max Ax.	-4541.60	-354.39	-6928.11	-43.00	-78.13	-156.61	26.12
Min Sh.	-4541.60	-549.97	-6781.80	-43.74	-78.13	-154.96	40.53
Max Sh.	-4541.60	-335.69	-6991.08	-42.68	-78.13	-157.33	24.74
Min Mt.	-4541.60	-335.69	-6991.08	-42.68	-78.13	-157.33	24.74
Max Mt.	-4541.60	-397.75	-6268.30	-46.35	-78.13	-149.14	29.31
Span 1 Section 4 At : 21.125 (in segment 5)							
Min Ax.	-4541.60	-172.99	-2247.55	-66.73	-78.13	-103.59	12.75
Max Ax.	-4541.60	-172.99	-2247.55	-66.73	-78.13	-103.59	12.75
Min Sh.	-4541.60	-331.40	-363.19	-76.29	-78.13	-82.24	24.42
Max Sh.	-4541.60	-148.08	-136.42	-77.44	-78.13	-79.67	10.91
Min Mt.	-4541.60	-154.30	-2642.41	-64.73	-78.13	-108.06	11.37
Max Mt.	-4541.60	-279.16	1267.68	-84.55	-78.13	-63.77	20.57
Span 1 Section 5 At : 38.875 (in segment 6)							
Min Ax.	-4541.60	8.40	-786.82	-74.14	-78.13	-87.04	-.62
Max Ax.	-4541.60	8.40	-786.82	-74.14	-78.13	-87.04	-.62
Min Sh.	-4541.60	-114.36	3253.90	-94.62	-78.13	-41.26	8.43
Max Sh.	-4541.60	68.43	3291.71	-94.82	-78.13	-40.84	-5.04
Min Mt.	-4541.60	27.10	-1513.59	-70.45	-78.13	-95.27	-2.00
Max Mt.	-4541.60	-70.03	4353.09	-100.20	-78.13	-28.81	5.16

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 6 At : 56.625 (in segment 7)							
Min Ax.	-4591.36	-66.37	-499.21	-76.45	-78.98	-84.64	4.89
Max Ax.	-4591.36	-66.37	-499.21	-76.45	-78.98	-84.64	4.89
Min Sh.	-4591.36	-155.84	4446.98	-101.53	-78.98	-28.60	11.49
Max Sh.	-4591.36	29.26	4446.98	-101.53	-78.98	-28.60	-2.16
Min Mt.	-4591.36	-47.67	-1557.88	-71.08	-78.98	-96.63	3.51
Max Mt.	-4591.36	-50.08	5150.82	-105.10	-78.98	-20.63	3.69
Span 1 Section 7 At : 74.375 (in segment 8)							
Min Ax.	-4591.36	115.03	-931.05	-74.26	-78.98	-89.53	-8.48
Max Ax.	-4591.36	115.03	-931.05	-74.26	-78.98	-89.53	-8.48
Min Sh.	-4591.36	55.65	3804.30	-98.27	-78.98	-35.89	-4.10
Max Sh.	-4591.36	244.50	3804.30	-98.27	-78.98	-35.89	-18.02
Min Mt.	-4591.36	133.73	-2321.63	-67.21	-78.98	-105.28	-9.86
Max Mt.	-4591.36	155.81	4295.07	-100.76	-78.98	-30.33	-11.48
Span 1 Section 8 At : 92.125 (in segment 9)							
Min Ax.	-4440.74	-179.90	329.99	-78.07	-76.39	-72.65	13.26
Max Ax.	-4440.74	-179.90	329.99	-78.07	-76.39	-72.65	13.26
Min Sh.	-4440.74	-213.86	3869.18	-96.01	-76.39	-32.56	15.76
Max Sh.	-4440.74	-19.61	3932.46	-96.33	-76.39	-31.84	1.45
Min Mt.	-4440.74	-161.20	-1392.49	-69.33	-76.39	-92.17	11.88
Max Mt.	-4440.74	-110.20	4319.69	-98.29	-76.39	-27.46	8.12
Span 1 Section 9 At : 109.875 (in segment 10)							
Min Ax.	-4440.74	1.50	1913.31	-86.09	-76.39	-54.72	-.11
Max Ax.	-4440.74	1.50	1913.31	-86.09	-76.39	-54.72	-.11
Min Sh.	-4440.74	-12.00	3752.02	-95.42	-76.39	-33.89	.88
Max Sh.	-4440.74	188.72	3715.13	-95.23	-76.39	-34.30	-13.91
Min Mt.	-4440.74	20.20	-141.08	-75.68	-76.39	-77.99	-1.49
Max Mt.	-4440.74	95.79	4100.18	-97.18	-76.39	-29.94	-7.06
Span 1 Section 10 At : 127.625 (in segment 11)							
Min Ax.	-4440.74	182.90	276.80	-77.80	-76.39	-73.26	-13.48
Max Ax.	-4440.74	182.90	276.80	-77.80	-76.39	-73.26	-13.48
Min Sh.	-4440.74	183.65	202.80	-77.42	-76.39	-74.09	-13.53
Max Sh.	-4440.74	392.33	-75.49	-76.01	-76.39	-77.25	-28.91
Min Mt.	-4440.74	201.60	-2109.48	-65.70	-76.39	-100.29	-14.86
Max Mt.	-4440.74	300.36	428.51	-78.56	-76.39	-71.54	-22.14

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

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DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 11 At : 128.125 (in segment 12)							
Min Ax.	-4440.74	188.01	184.04	-77.33	-76.39	-74.31	-13.86
Max Ax.	-4440.74	188.01	184.04	-77.33	-76.39	-74.31	-13.86
Min Sh.	-4440.74	183.00	826.00	-80.58	-76.39	-67.03	-13.49
Max Sh.	-4440.74	397.98	-230.13	-75.23	-76.39	-79.00	-29.33
Min Mt.	-4440.74	206.71	-2211.76	-65.18	-76.39	-101.45	-15.23
Max Mt.	-4440.74	183.00	826.00	-80.58	-76.39	-67.03	-13.49
Span 2 Section 12 At : .000 (in segment 13)							
Min Ax.	-8866.78	-700.97	2849.19	-166.98	-152.53	-120.25	51.66
Max Ax.	-8866.78	-700.97	2849.19	-166.98	-152.53	-120.25	51.66
Min Sh.	-8866.78	-912.41	1771.90	-161.52	-152.53	-132.46	67.24
Max Sh.	-8866.78	-676.59	3517.04	-170.36	-152.53	-112.69	49.86
Min Mt.	-8866.78	-730.58	-327.82	-150.87	-152.53	-156.25	53.84
Max Mt.	-8866.78	-676.59	3517.04	-170.36	-152.53	-112.69	49.86
Span 2 Section 13 At : 5.375 (in segment 14)							
Min Ax.	-4497.37	-161.61	94.88	-77.85	-77.37	-76.29	11.91
Max Ax.	-4497.37	-161.61	94.88	-77.85	-77.37	-76.29	11.91
Min Sh.	-4497.37	-365.50	-424.07	-75.22	-77.37	-82.17	26.94
Max Sh.	-4497.37	-137.24	631.73	-80.57	-77.37	-70.21	10.11
Min Mt.	-4497.37	-191.22	-2922.91	-62.55	-77.37	-110.48	14.09
Max Mt.	-4497.37	-256.32	286.61	-78.82	-77.37	-74.12	18.89
Span 2 Section 14 At : 5.875 (in segment 15)							
Min Ax.	-4497.37	-156.50	174.48	-78.25	-77.37	-75.39	11.53
Max Ax.	-4497.37	-156.50	174.48	-78.25	-77.37	-75.39	11.53
Min Sh.	-4497.37	-359.66	-291.77	-75.89	-77.37	-80.67	26.51
Max Sh.	-4497.37	-132.13	699.20	-80.91	-77.37	-69.45	9.74
Min Mt.	-4497.37	-186.11	-2828.31	-63.03	-77.37	-109.41	13.72
Max Mt.	-4497.37	-250.56	427.55	-79.53	-77.37	-72.52	18.47
Span 2 Section 15 At : 23.625 (in segment 16)							
Min Ax.	-4497.37	24.90	1342.45	-84.17	-77.37	-62.16	-1.84
Max Ax.	-4497.37	24.90	1342.45	-84.17	-77.37	-62.16	-1.84
Min Sh.	-4497.37	-149.53	2753.51	-91.33	-77.37	-46.17	11.02
Max Sh.	-4497.37	43.35	2899.29	-92.07	-77.37	-44.52	-3.20
Min Mt.	-4497.37	-4.71	-1134.62	-71.61	-77.37	-90.22	.35
Max Mt.	-4497.37	-42.86	3653.60	-95.89	-77.37	-35.98	3.16

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- STRESS CHECK - SERVICE LOAD DESIGN   - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

DL+LL   Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 16 At : 41.375 (in segment 17)							
Min Ax.	-4497.37	206.30	-709.41	-73.77	-77.37	-85.40	-15.20
Max Ax.	-4497.37	206.30	-709.41	-73.77	-77.37	-85.40	-15.20
Min Sh.	-4497.37	64.42	2302.08	-89.04	-77.37	-51.29	-4.75
Max Sh.	-4497.37	251.36	2356.03	-89.31	-77.37	-50.68	-18.52
Min Mt.	-4497.37	176.69	-2660.76	-63.88	-77.37	-107.51	-13.02
Max Mt.	-4497.37	109.44	3168.37	-93.43	-77.37	-41.47	-8.07
Span 2 Section 17 At : 59.125 (in segment 18)							
Min Ax.	-4599.09	-94.78	-2162.55	-68.15	-79.12	-103.62	6.98
Max Ax.	-4599.09	-94.78	-2162.55	-68.15	-79.12	-103.62	6.98
Min Sh.	-4599.09	-202.40	1821.59	-88.35	-79.12	-58.48	14.92
Max Sh.	-4599.09	-18.43	1821.59	-88.35	-79.12	-58.48	1.36
Min Mt.	-4599.09	-124.39	-3588.17	-60.92	-79.12	-119.77	9.17
Max Mt.	-4599.09	-157.88	2521.23	-91.90	-79.12	-50.55	11.64
Span 2 Section 18 At : 76.875 (in segment 19)							
Min Ax.	-4599.09	86.62	-2090.16	-68.52	-79.12	-102.80	-6.38
Max Ax.	-4599.09	86.62	-2090.16	-68.52	-79.12	-102.80	-6.38
Min Sh.	-4599.09	12.85	2033.10	-89.42	-79.12	-56.08	-.95
Max Sh.	-4599.09	197.05	2033.10	-89.42	-79.12	-56.08	-14.52
Min Mt.	-4599.09	110.99	-3295.94	-62.41	-79.12	-116.46	-8.18
Max Mt.	-4599.09	109.93	2563.29	-92.11	-79.12	-50.08	-8.10
Span 2 Section 19 At : 94.625 (in segment 20)							
Min Ax.	-4448.47	-209.14	-317.50	-74.92	-76.53	-80.12	15.41
Max Ax.	-4448.47	-209.14	-317.50	-74.92	-76.53	-80.12	15.41
Min Sh.	-4448.47	-252.28	3013.81	-91.81	-76.53	-42.38	18.59
Max Sh.	-4448.47	-64.62	3057.36	-92.03	-76.53	-41.89	4.76
Min Mt.	-4448.47	-184.77	-1955.90	-66.61	-76.53	-98.68	13.62
Max Mt.	-4448.47	-92.39	3475.70	-94.15	-76.53	-37.15	6.81
Span 2 Section 20 At : 112.375 (in segment 21)							
Min Ax.	-4448.47	-27.75	1784.90	-85.57	-76.53	-56.30	2.04
Max Ax.	-4448.47	-27.75	1784.90	-85.57	-76.53	-56.30	2.04
Min Sh.	-4448.47	-45.18	3652.51	-95.04	-76.53	-35.15	3.33
Max Sh.	-4448.47	148.79	3619.74	-94.88	-76.53	-35.52	-10.97
Min Mt.	-4448.47	-3.37	-286.12	-75.07	-76.53	-79.77	.25
Max Mt.	-4448.47	119.09	3995.28	-96.78	-76.53	-31.26	-8.78

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ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 21 At : 130.125 (in segment 22)							
Min Ax.	-4448.47	153.65	667.48	-79.91	-76.53	-68.96	-11.32
Max Ax.	-4448.47	153.65	667.48	-79.91	-76.53	-68.96	-11.32
Min Sh.	-4448.47	124.03	1344.55	-83.34	-76.53	-61.29	-9.14
Max Sh.	-4448.47	358.00	416.61	-78.64	-76.53	-71.81	-26.38
Min Mt.	-4448.47	178.03	-1836.17	-67.22	-76.53	-97.33	-13.12
Max Mt.	-4448.47	325.30	823.79	-80.70	-76.53	-67.19	-23.97
Span 2 Section 22 At : 130.625 (in segment 23)							
Min Ax.	-4448.47	158.76	589.34	-79.51	-76.53	-69.85	-11.70
Max Ax.	-4448.47	158.76	589.34	-79.51	-76.53	-69.85	-11.70
Min Sh.	-4448.47	129.14	1281.15	-83.02	-76.53	-62.01	-9.52
Max Sh.	-4448.47	363.81	275.79	-77.92	-76.53	-73.40	-26.81
Min Mt.	-4448.47	183.14	-1926.65	-66.76	-76.53	-98.35	-13.50
Max Mt.	-4448.47	129.15	1281.34	-83.02	-76.53	-62.01	-9.52
Span 3 Section 23 At : .000 (in segment 24)							
Min Ax.	-8876.55	-696.05	3413.32	-170.01	-152.70	-114.03	51.30
Max Ax.	-8876.55	-696.05	3413.32	-170.01	-152.70	-114.03	51.30
Min Sh.	-8876.55	-908.02	2417.70	-164.96	-152.70	-125.31	66.92
Max Sh.	-8876.55	-671.27	4123.20	-173.60	-152.70	-105.99	49.47
Min Mt.	-8876.55	-721.17	718.59	-156.34	-152.70	-144.56	53.15
Max Mt.	-8876.55	-688.11	4264.51	-174.32	-152.70	-104.39	50.71
Span 3 Section 24 At : 5.375 (in segment 25)							
Min Ax.	-4499.35	-156.13	622.57	-80.56	-77.40	-70.35	11.51
Max Ax.	-4499.35	-156.13	622.57	-80.56	-77.40	-70.35	11.51
Min Sh.	-4499.35	-360.78	142.02	-78.12	-77.40	-75.79	26.59
Max Sh.	-4499.35	-131.34	1199.25	-83.48	-77.40	-63.81	9.68
Min Mt.	-4499.35	-181.25	-1938.41	-67.57	-77.40	-99.36	13.36
Max Mt.	-4499.35	-148.19	1431.11	-84.66	-77.40	-61.19	10.92
Span 3 Section 25 At : 5.875 (in segment 26)							
Min Ax.	-4499.35	-151.02	699.38	-80.95	-77.40	-69.48	11.13
Max Ax.	-4499.35	-151.02	699.38	-80.95	-77.40	-69.48	11.13
Min Sh.	-4499.35	-354.96	267.86	-78.76	-77.40	-74.37	26.16
Max Sh.	-4499.35	-126.23	1263.72	-83.81	-77.40	-63.08	9.30
Min Mt.	-4499.35	-176.14	-1848.88	-68.03	-77.40	-98.35	12.98
Max Mt.	-4499.35	-143.08	1503.90	-85.03	-77.40	-60.36	10.55

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 26 At : 23.625 (in segment 27)							
Min Ax.	-4499.35	30.38	1769.99	-86.37	-77.40	-57.35	-2.24
Max Ax.	-4499.35	30.38	1769.99	-86.37	-77.40	-57.35	-2.24
Min Sh.	-4499.35	-145.30	3127.60	-93.26	-77.40	-41.97	10.71
Max Sh.	-4499.35	48.16	3270.27	-93.98	-77.40	-40.35	-3.55
Min Mt.	-4499.35	5.26	-332.15	-75.72	-77.40	-81.16	-.39
Max Mt.	-4499.35	-38.47	3990.29	-97.63	-77.40	-32.20	2.83
Span 3 Section 27 At : 41.375 (in segment 28)							
Min Ax.	-4499.35	211.78	-379.21	-75.48	-77.40	-81.70	-15.61
Max Ax.	-4499.35	211.78	-379.21	-75.48	-77.40	-81.70	-15.61
Min Sh.	-4499.35	68.51	2553.87	-90.35	-77.40	-48.47	-5.05
Max Sh.	-4499.35	255.68	2610.07	-90.63	-77.40	-47.83	-18.84
Min Mt.	-4499.35	186.66	-2035.24	-67.08	-77.40	-100.46	-13.76
Max Mt.	-4499.35	173.72	3408.57	-94.68	-77.40	-38.79	-12.80
Span 3 Section 28 At : 59.125 (in segment 29)							
Min Ax.	-4601.08	-89.51	-1927.81	-69.38	-79.15	-100.99	6.60
Max Ax.	-4601.08	-89.51	-1927.81	-69.38	-79.15	-100.99	6.60
Min Sh.	-4601.08	-198.41	1989.50	-89.24	-79.15	-56.61	14.62
Max Sh.	-4601.08	-14.56	1989.50	-89.24	-79.15	-56.61	1.07
Min Mt.	-4601.08	-114.63	-3137.73	-63.24	-79.15	-114.70	8.45
Max Mt.	-4601.08	-153.98	2690.75	-92.79	-79.15	-48.67	11.35
Span 3 Section 29 At : 76.875 (in segment 30)							
Min Ax.	-4601.08	91.89	-1948.97	-69.27	-79.15	-101.23	-6.77
Max Ax.	-4601.08	91.89	-1948.97	-69.27	-79.15	-101.23	-6.77
Min Sh.	-4601.08	17.11	2134.39	-89.97	-79.15	-54.97	-1.26
Max Sh.	-4601.08	200.99	2134.39	-89.97	-79.15	-54.97	-14.81
Min Mt.	-4601.08	116.67	-3144.15	-63.21	-79.15	-114.77	-8.60
Max Mt.	-4601.08	113.98	2667.60	-92.68	-79.15	-48.93	-8.40
Span 3 Section 30 At : 94.625 (in segment 31)							
Min Ax.	-4450.45	-204.09	-267.92	-75.20	-76.56	-79.59	15.04
Max Ax.	-4450.45	-204.09	-267.92	-75.20	-76.56	-79.59	15.04
Min Sh.	-4450.45	-247.86	3051.53	-92.03	-76.56	-41.99	18.27
Max Sh.	-4450.45	-60.64	3093.90	-92.25	-76.56	-41.51	4.47
Min Mt.	-4450.45	-179.31	-1902.98	-66.91	-76.56	-98.12	13.21
Max Mt.	-4450.45	-88.24	3514.23	-94.38	-76.56	-36.75	6.50

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 31 At : 112.375 (in segment 32)							
Min Ax.	-4450.45	-22.69	1744.77	-85.41	-76.56	-56.79	1.67
Max Ax.	-4450.45	-22.69	1744.77	-85.41	-76.56	-56.79	1.67
Min Sh.	-4450.45	-40.40	3616.08	-94.89	-76.56	-35.59	2.98
Max Sh.	-4450.45	153.13	3583.78	-94.73	-76.56	-35.96	-11.29
Min Mt.	-4450.45	2.09	-330.17	-74.89	-76.56	-80.30	-.15
Max Mt.	-4450.45	123.64	3958.35	-96.63	-76.56	-31.72	-9.11
Span 3 Section 32 At : 130.125 (in segment 33)							
Min Ax.	-4450.45	158.71	537.62	-79.29	-76.56	-70.47	-11.70
Max Ax.	-4450.45	158.71	537.62	-79.29	-76.56	-70.47	-11.70
Min Sh.	-4450.45	133.57	1111.88	-82.20	-76.56	-63.96	-9.84
Max Sh.	-4450.45	362.73	294.54	-78.05	-76.56	-73.22	-26.73
Min Mt.	-4450.45	183.49	-1977.20	-66.53	-76.56	-98.96	-13.52
Max Mt.	-4450.45	330.21	697.33	-80.09	-76.56	-68.66	-24.34
Span 3 Section 33 At : 130.625 (in segment 34)							
Min Ax.	-4450.45	163.82	456.97	-78.88	-76.56	-71.38	-12.07
Max Ax.	-4450.45	163.82	456.97	-78.88	-76.56	-71.38	-12.07
Min Sh.	-4450.45	138.68	1043.73	-81.85	-76.56	-64.74	-10.22
Max Sh.	-4450.45	368.55	151.12	-77.33	-76.56	-74.85	-27.16
Min Mt.	-4450.45	188.60	-2070.41	-66.06	-76.56	-100.01	-13.90
Max Mt.	-4450.45	157.09	1142.97	-82.35	-76.56	-63.61	-11.58
Span 4 Section 34 At : .000 (in segment 35)							
Min Ax.	-8876.00	-698.14	3251.48	-169.18	-152.69	-115.85	51.45
Max Ax.	-8876.00	-698.14	3251.48	-169.18	-152.69	-115.85	51.45
Min Sh.	-8876.00	-910.17	2262.02	-164.16	-152.69	-127.06	67.08
Max Sh.	-8876.00	-673.01	3973.63	-172.84	-152.69	-107.67	49.60
Min Mt.	-8876.00	-852.11	592.18	-155.69	-152.69	-145.98	62.80
Max Mt.	-8876.00	-673.01	3973.63	-172.84	-152.69	-107.67	49.60
Span 4 Section 35 At : 5.375 (in segment 36)							
Min Ax.	-4496.82	-158.22	470.15	-79.74	-77.36	-72.03	11.66
Max Ax.	-4496.82	-158.22	470.15	-79.74	-77.36	-72.03	11.66
Min Sh.	-4496.82	-362.95	-7.52	-77.32	-77.36	-77.44	26.75
Max Sh.	-4496.82	-133.08	1057.21	-82.72	-77.36	-65.38	9.81
Min Mt.	-4496.82	-182.99	-2057.21	-66.93	-77.36	-100.66	13.49
Max Mt.	-4496.82	-151.49	1156.14	-83.22	-77.36	-64.26	11.16

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 36 At : 5.875 (in segment 37)							
Min Ax.	-4496.82	-153.11	548.01	-80.14	-77.36	-71.15	11.28
Max Ax.	-4496.82	-153.11	548.01	-80.14	-77.36	-71.15	11.28
Min Sh.	-4496.82	-357.13	119.10	-77.96	-77.36	-76.01	26.32
Max Sh.	-4496.82	-127.97	1122.57	-83.05	-77.36	-64.64	9.43
Min Mt.	-4496.82	-177.88	-1966.79	-67.39	-77.36	-99.64	13.11
Max Mt.	-4496.82	-247.64	753.39	-81.18	-77.36	-68.82	18.25
Span 4 Section 37 At : 23.625 (in segment 38)							
Min Ax.	-4496.82	28.29	1655.74	-85.75	-77.36	-58.60	-2.09
Max Ax.	-4496.82	28.29	1655.74	-85.75	-77.36	-58.60	-2.09
Min Sh.	-4496.82	-147.53	3009.41	-92.62	-77.36	-43.26	10.87
Max Sh.	-4496.82	46.00	3151.85	-93.34	-77.36	-41.65	-3.39
Min Mt.	-4496.82	3.52	-419.20	-75.23	-77.36	-82.11	-.26
Max Mt.	-4496.82	-40.67	3869.32	-96.97	-77.36	-33.52	3.00
Span 4 Section 38 At : 41.375 (in segment 39)							
Min Ax.	-4496.82	209.69	-456.35	-75.04	-77.36	-82.53	-15.45
Max Ax.	-4496.82	209.69	-456.35	-75.04	-77.36	-82.53	-15.45
Min Sh.	-4496.82	66.24	2471.67	-89.89	-77.36	-49.36	-4.88
Max Sh.	-4496.82	253.46	2528.04	-90.17	-77.36	-48.72	-18.68
Min Mt.	-4496.82	184.92	-2091.40	-66.75	-77.36	-101.05	-13.63
Max Mt.	-4496.82	171.46	3325.79	-94.22	-77.36	-39.68	-12.64
Span 4 Section 39 At : 59.125 (in segment 40)							
Min Ax.	-4598.55	-91.32	-1970.26	-69.12	-79.11	-101.43	6.73
Max Ax.	-4598.55	-91.32	-1970.26	-69.12	-79.11	-101.43	6.73
Min Sh.	-4598.55	-200.42	1944.42	-88.97	-79.11	-57.08	14.77
Max Sh.	-4598.55	-16.55	1944.42	-88.97	-79.11	-57.08	1.22
Min Mt.	-4598.55	-116.09	-3165.44	-63.06	-79.11	-114.97	8.56
Max Mt.	-4598.55	-95.82	2646.31	-92.52	-79.11	-49.13	7.06
Span 4 Section 40 At : 76.875 (in segment 41)							
Min Ax.	-4598.55	90.07	-1959.17	-69.17	-79.11	-101.30	-6.64
Max Ax.	-4598.55	90.07	-1959.17	-69.17	-79.11	-101.30	-6.64
Min Sh.	-4598.55	15.12	2125.72	-89.88	-79.11	-55.03	-1.11
Max Sh.	-4598.55	198.98	2125.72	-89.88	-79.11	-55.03	-14.66
Min Mt.	-4598.55	115.21	-3169.09	-63.04	-79.11	-115.01	-8.49
Max Mt.	-4598.55	111.98	2659.43	-92.59	-79.11	-48.98	-8.25

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 41 At : 94.625 (in segment 42)							
Min Ax.	-4447.92	-205.63	-248.29	-75.26	-76.52	-79.33	15.15
Max Ax.	-4447.92	-205.63	-248.29	-75.26	-76.52	-79.33	15.15
Min Sh.	-4447.92	-249.53	3076.48	-92.11	-76.52	-41.66	18.39
Max Sh.	-4447.92	-62.36	3119.15	-92.33	-76.52	-41.18	4.60
Min Mt.	-4447.92	-180.50	-1904.33	-66.86	-76.52	-98.09	13.30
Max Mt.	-4447.92	-89.94	3539.50	-94.46	-76.52	-36.42	6.63
Span 4 Section 42 At : 112.375 (in segment 43)							
Min Ax.	-4447.92	-24.23	1791.76	-85.60	-76.52	-56.22	1.79
Max Ax.	-4447.92	-24.23	1791.76	-85.60	-76.52	-56.22	1.79
Min Sh.	-4447.92	-42.01	3670.19	-95.12	-76.52	-34.94	3.10
Max Sh.	-4447.92	151.45	3638.55	-94.96	-76.52	-35.30	-11.16
Min Mt.	-4447.92	.90	-310.39	-74.94	-76.52	-80.03	-.07
Max Mt.	-4447.92	61.82	4012.06	-96.86	-76.52	-31.06	-4.56
Span 4 Section 43 At : 130.125 (in segment 44)							
Min Ax.	-4447.92	157.17	611.98	-79.62	-76.52	-69.58	-11.58
Max Ax.	-4447.92	157.17	611.98	-79.62	-76.52	-69.58	-11.58
Min Sh.	-4447.92	132.38	1176.04	-82.48	-76.52	-63.19	-9.76
Max Sh.	-4447.92	361.11	375.10	-78.42	-76.52	-72.27	-26.61
Min Mt.	-4447.92	182.30	-1936.30	-66.70	-76.52	-98.45	-13.44
Max Mt.	-4447.92	149.23	1416.52	-83.70	-76.52	-60.47	-11.00
Span 4 Section 44 At : 130.625 (in segment 45)							
Min Ax.	-4447.92	162.28	532.09	-79.21	-76.52	-70.49	-11.96
Max Ax.	-4447.92	162.28	532.09	-79.21	-76.52	-70.49	-11.96
Min Sh.	-4447.92	137.49	1108.48	-82.14	-76.52	-63.96	-10.13
Max Sh.	-4447.92	366.93	232.33	-77.69	-76.52	-73.88	-27.04
Min Mt.	-4447.92	187.41	-2028.92	-66.23	-76.52	-99.50	-13.81
Max Mt.	-4447.92	154.34	1340.65	-83.31	-76.52	-61.33	-11.37
Span 5 Section 45 At : .000 (in segment 46)							
Min Ax.	-8876.04	-695.91	3337.23	-169.61	-152.69	-114.88	51.29
Max Ax.	-8876.04	-695.91	3337.23	-169.61	-152.69	-114.88	51.29
Min Sh.	-8876.04	-908.14	2352.32	-164.62	-152.69	-126.04	66.93
Max Sh.	-8876.04	-666.29	4188.44	-173.93	-152.69	-105.24	49.11
Min Mt.	-8876.04	-850.02	642.50	-155.95	-152.69	-145.41	62.65
Max Mt.	-8876.04	-666.29	4188.44	-173.93	-152.69	-105.24	49.11

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ERECTION STAGE # :   9 AT DAY : 4000.0

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 5 Section 46 At : 5.375 (in segment 47)							
Min Ax.	-4499.40	-156.02	546.39	-80.17	-77.40	-71.21	11.50
Max Ax.	-4499.40	-156.02	546.39	-80.17	-77.40	-71.21	11.50
Min Sh.	-4499.40	-361.06	70.63	-77.76	-77.40	-76.60	26.61
Max Sh.	-4499.40	-126.40	1238.40	-83.68	-77.40	-63.37	9.32
Min Mt.	-4499.40	-180.38	-1969.61	-67.42	-77.40	-99.71	13.29
Max Mt.	-4499.40	-126.40	1238.40	-83.68	-77.40	-63.37	9.32
Span 5 Section 47 At : 5.875 (in segment 48)							
Min Ax.	-4499.40	-150.91	623.15	-80.56	-77.40	-70.34	11.12
Max Ax.	-4499.40	-150.91	623.15	-80.56	-77.40	-70.34	11.12
Min Sh.	-4499.40	-355.26	195.92	-78.39	-77.40	-75.18	26.18
Max Sh.	-4499.40	-121.29	1300.41	-83.99	-77.40	-62.67	8.94
Min Mt.	-4499.40	-175.27	-1880.51	-67.87	-77.40	-98.71	12.92
Max Mt.	-4499.40	-245.61	824.66	-81.58	-77.40	-68.06	18.10
Span 5 Section 48 At : 23.625 (in segment 49)							
Min Ax.	-4499.40	30.49	1691.83	-85.98	-77.40	-58.23	-2.25
Max Ax.	-4499.40	30.49	1691.83	-85.98	-77.40	-58.23	-2.25
Min Sh.	-4499.40	-146.05	3043.99	-92.83	-77.40	-42.92	10.76
Max Sh.	-4499.40	47.93	3186.29	-93.56	-77.40	-41.30	-3.53
Min Mt.	-4499.40	6.13	-379.20	-75.48	-77.40	-81.70	-.45
Max Mt.	-4499.40	-39.01	3902.24	-97.19	-77.40	-33.19	2.87
Span 5 Section 49 At : 41.375 (in segment 50)							
Min Ax.	-4499.40	211.89	-459.30	-75.07	-77.40	-82.60	-15.62
Max Ax.	-4499.40	211.89	-459.30	-75.07	-77.40	-82.60	-15.62
Min Sh.	-4499.40	67.36	2476.21	-89.96	-77.40	-49.35	-4.96
Max Sh.	-4499.40	255.03	2532.65	-90.24	-77.40	-48.71	-18.80
Min Mt.	-4499.40	187.53	-2097.71	-66.77	-77.40	-101.17	-13.82
Max Mt.	-4499.40	172.74	3333.91	-94.30	-77.40	-39.63	-12.73
Span 5 Section 50 At : 59.125 (in segment 51)							
Min Ax.	-4601.13	-89.41	-2009.75	-68.96	-79.15	-101.92	6.59
Max Ax.	-4601.13	-89.41	-2009.75	-68.96	-79.15	-101.92	6.59
Min Sh.	-4601.13	-199.84	1934.89	-88.96	-79.15	-57.23	14.73
Max Sh.	-4601.13	-15.64	1934.88	-88.96	-79.15	-57.23	1.15
Min Mt.	-4601.13	-113.77	-3215.54	-62.85	-79.15	-115.58	8.38
Max Mt.	-4601.13	-95.14	2643.71	-92.56	-79.15	-49.20	7.01

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 5 Section 51 At : 76.875 (in segment 52)							
Min Ax.	-4601.13	91.99	-2032.62	-68.85	-79.15	-102.18	-6.78
Max Ax.	-4601.13	91.99	-2032.62	-68.85	-79.15	-102.18	-6.78
Min Sh.	-4601.13	15.64	2113.68	-89.87	-79.15	-55.21	-1.15
Max Sh.	-4601.13	199.61	2113.67	-89.87	-79.15	-55.21	-14.71
Min Mt.	-4601.13	121.61	-3458.27	-61.62	-79.15	-118.33	-8.96
Max Mt.	-4601.13	112.52	2651.20	-92.59	-79.15	-49.12	-8.29
Span 5 Section 52 At : 94.625 (in segment 53)							
Min Ax.	-4450.50	-204.00	-353.11	-74.77	-76.56	-80.56	15.04
Max Ax.	-4450.50	-204.00	-353.11	-74.77	-76.56	-80.56	15.04
Min Sh.	-4450.50	-249.07	3057.89	-92.06	-76.56	-41.92	18.36
Max Sh.	-4450.50	-62.13	3105.96	-92.31	-76.56	-41.37	4.58
Min Mt.	-4450.50	-174.39	-2304.49	-64.88	-76.56	-102.67	12.85
Max Mt.	-4450.50	-149.84	3524.69	-94.43	-76.56	-36.63	11.04
Span 5 Section 53 At : 112.375 (in segment 54)							
Min Ax.	-4450.50	-22.61	1658.07	-84.97	-76.56	-57.78	1.67
Max Ax.	-4450.50	-22.61	1658.07	-84.97	-76.56	-57.78	1.67
Min Sh.	-4450.50	-41.06	3632.43	-94.98	-76.56	-35.41	3.03
Max Sh.	-4450.50	151.82	3609.62	-94.86	-76.56	-35.67	-11.19
Min Mt.	-4450.50	7.01	-819.04	-72.41	-76.56	-85.84	-.52
Max Mt.	-4450.50	122.55	3969.24	-96.68	-76.56	-31.59	-9.03
Span 5 Section 54 At : 130.125 (in segment 55)							
Min Ax.	-4450.50	158.79	449.42	-78.84	-76.56	-71.47	-11.70
Max Ax.	-4450.50	158.79	449.42	-78.84	-76.56	-71.47	-11.70
Min Sh.	-4450.50	134.42	973.89	-81.50	-76.56	-65.53	-9.91
Max Sh.	-4450.50	361.95	291.68	-78.04	-76.56	-73.26	-26.68
Min Mt.	-4450.50	188.41	-2553.41	-63.61	-76.56	-105.49	-13.89
Max Mt.	-4450.50	269.72	650.58	-79.86	-76.56	-69.19	-19.88
Span 5 Section 55 At : 130.625 (in segment 56)							
Min Ax.	-4450.50	163.90	368.75	-78.43	-76.56	-72.38	-12.08
Max Ax.	-4450.50	163.90	368.75	-78.43	-76.56	-72.38	-12.08
Min Sh.	-4450.50	139.53	905.34	-81.15	-76.56	-66.30	-10.28
Max Sh.	-4450.50	367.79	146.57	-77.30	-76.56	-74.90	-27.11
Min Mt.	-4450.50	193.52	-2649.08	-63.13	-76.56	-106.57	-14.26
Max Mt.	-4450.50	275.47	509.08	-79.14	-76.56	-70.79	-20.30

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 56 At : .000 (in segment 57)							
Min Ax.	-9019.91	-710.90	3290.15	-171.85	-155.17	-117.89	52.39
Max Ax.	-9019.91	-710.90	3290.15	-171.85	-155.17	-117.89	52.39
Min Sh.	-9019.91	-926.49	2361.27	-167.14	-155.17	-128.42	68.28
Max Sh.	-9019.91	-705.89	3958.73	-175.24	-155.17	-110.32	52.02
Min Mt.	-9019.91	-878.72	108.19	-155.71	-155.17	-153.94	64.76
Max Mt.	-9019.91	-705.89	3959.05	-175.24	-155.17	-110.31	52.02
Span 6 Section 57 At : 5.375 (in segment 58)							
Min Ax.	-4640.31	-164.17	543.69	-82.58	-79.83	-73.67	12.10
Max Ax.	-4640.31	-164.17	543.69	-82.58	-79.83	-73.67	12.10
Min Sh.	-4640.31	-374.15	90.65	-80.28	-79.83	-78.80	27.57
Max Sh.	-4640.31	-159.16	1185.35	-85.84	-79.83	-66.40	11.73
Min Mt.	-4640.31	-182.86	-1852.14	-70.43	-79.83	-100.81	13.48
Max Mt.	-4640.31	-159.16	1185.66	-85.84	-79.83	-66.39	11.73
Span 6 Section 58 At : 5.875 (in segment 59)							
Min Ax.	-4640.31	-159.06	624.56	-82.99	-79.83	-72.75	11.72
Max Ax.	-4640.31	-159.06	624.56	-82.99	-79.83	-72.75	11.72
Min Sh.	-4640.31	-368.49	217.37	-80.93	-79.83	-77.36	27.16
Max Sh.	-4640.31	-159.81	528.51	-82.50	-79.83	-73.84	11.78
Min Mt.	-4640.31	-177.75	-1761.75	-70.89	-79.83	-99.78	13.10
Max Mt.	-4640.31	-256.27	776.28	-83.76	-79.83	-71.03	18.89
Span 6 Section 59 At : 23.625 (in segment 60)							
Min Ax.	-4640.31	22.34	1837.93	-89.14	-79.83	-59.00	-1.65
Max Ax.	-4640.31	22.34	1837.93	-89.14	-79.83	-59.00	-1.65
Min Sh.	-4640.31	-164.88	3179.73	-95.95	-79.83	-43.80	12.15
Max Sh.	-4640.31	35.84	3321.01	-96.66	-79.83	-42.20	-2.64
Min Mt.	-4640.31	3.65	-216.48	-78.73	-79.83	-82.28	-.27
Max Mt.	-4640.31	-55.08	4024.83	-100.23	-79.83	-34.23	4.06
Span 6 Section 60 At : 41.375 (in segment 61)							
Min Ax.	-4640.30	203.74	-168.50	-78.97	-79.83	-81.73	-15.02
Max Ax.	-4640.30	203.74	-168.50	-78.97	-79.83	-81.73	-15.02
Min Sh.	-4640.30	43.45	2902.79	-94.54	-79.83	-46.94	-3.20
Max Sh.	-4640.30	237.70	2960.28	-94.83	-79.83	-46.29	-17.52
Min Mt.	-4640.30	185.05	-1891.01	-70.24	-79.83	-101.25	-13.64
Max Mt.	-4640.30	151.21	3821.22	-99.20	-79.83	-36.54	-11.14

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 61 At : 59.125 (in segment 62)							
Min Ax.	-4670.43	-112.86	-1112.80	-74.70	-80.34	-92.95	8.32
Max Ax.	-4670.43	-112.86	-1112.80	-74.70	-80.34	-92.95	8.32
Min Sh.	-4670.43	-242.33	3303.22	-97.09	-80.34	-42.92	17.86
Max Sh.	-4670.43	-53.48	3303.21	-97.09	-80.34	-42.92	3.94
Min Mt.	-4670.43	-131.55	-2503.40	-67.65	-80.34	-108.70	9.69
Max Mt.	-4670.43	-136.23	4113.36	-101.20	-80.34	-33.74	10.04
Span 6 Section 62 At : 76.875 (in segment 63)							
Min Ax.	-4670.43	68.54	-719.48	-76.70	-80.34	-88.49	-5.05
Max Ax.	-4670.43	68.54	-719.48	-76.70	-80.34	-88.49	-5.05
Min Sh.	-4670.43	-27.09	4346.22	-102.38	-80.34	-31.11	2.00
Max Sh.	-4670.43	158.01	4346.21	-102.38	-80.34	-31.11	-11.65
Min Mt.	-4670.43	49.85	-1778.18	-71.33	-80.34	-100.49	-3.67
Max Mt.	-4670.43	77.75	4930.60	-105.34	-80.34	-24.49	-5.73
Span 6 Section 63 At : 94.625 (in segment 64)							
Min Ax.	-4573.76	-8.58	-811.79	-74.56	-78.68	-87.88	.63
Max Ax.	-4573.76	-8.58	-811.79	-74.56	-78.68	-87.88	.63
Min Sh.	-4573.76	-68.61	3828.76	-98.09	-78.68	-35.31	5.06
Max Sh.	-4573.76	114.18	3960.06	-98.76	-78.68	-33.82	-8.42
Min Mt.	-4573.76	-27.27	-1538.59	-70.88	-78.68	-96.11	2.01
Max Mt.	-4573.76	87.57	4328.19	-100.63	-78.68	-29.65	-6.45
Span 6 Section 64 At : 112.375 (in segment 65)							
Min Ax.	-4573.76	172.82	-2269.46	-67.17	-78.68	-104.39	-12.74
Max Ax.	-4573.76	172.82	-2269.46	-67.17	-78.68	-104.39	-12.74
Min Sh.	-4573.76	147.91	966.31	-83.58	-78.68	-67.73	-10.90
Max Sh.	-4573.76	331.23	1076.60	-84.14	-78.68	-66.48	-24.41
Min Mt.	-4573.76	154.13	-2664.36	-65.17	-78.68	-108.86	-11.36
Max Mt.	-4573.76	331.23	1245.85	-85.00	-78.68	-64.57	-24.41
Span 6 Section 65 At : 130.125 (in segment 66)							
Min Ax.	-4573.76	354.22	-6946.94	-43.46	-78.68	-157.38	-26.11
Max Ax.	-4573.76	354.22	-6946.94	-43.46	-78.68	-157.38	-26.11
Min Sh.	-4573.76	335.52	-7009.91	-43.14	-78.68	-158.09	-24.73
Max Sh.	-4573.76	549.79	-6287.07	-46.80	-78.68	-149.91	-40.52
Min Mt.	-4573.76	335.53	-7009.94	-43.14	-78.68	-158.09	-24.73
Max Mt.	-4573.76	549.79	-6287.07	-46.80	-78.68	-149.91	-40.52

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DL+LL Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 66 At : 130.625 (in segment 67)							
Min Ax.	-4573.76	359.33	-7126.04	-42.55	-78.68	-159.41	-26.48
Max Ax.	-4573.76	359.33	-7126.04	-42.55	-78.68	-159.41	-26.48
Min Sh.	-4573.76	340.63	-7179.76	-42.28	-78.68	-160.02	-25.10
Max Sh.	-4573.76	555.96	-6560.75	-45.42	-78.68	-153.01	-40.97
Min Mt.	-4573.76	340.64	-7179.79	-42.28	-78.68	-160.02	-25.10
Max Mt.	-4573.76	555.96	-6560.75	-45.42	-78.68	-153.01	-40.97
Span 6 Section 67 At : 133.500 (in segment 67)							
Min Ax.	-4573.76	388.71	-8201.23	-37.10	-78.68	-171.59	-28.65
Max Ax.	-4573.76	388.71	-8201.23	-37.10	-78.68	-171.59	-28.65
Min Sh.	-4573.76	370.01	-8201.21	-37.10	-78.68	-171.59	-27.27
Max Sh.	-4573.76	591.44	-8201.27	-37.10	-78.68	-171.59	-43.59
Min Mt.	-4573.76	520.35	-8201.32	-37.10	-78.68	-171.59	-38.35
Max Mt.	-4573.76	370.02	-8201.21	-37.10	-78.68	-171.59	-27.27

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ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 1 At : .000 (in segment 2)							
Min Ax.	-4541.60	-404.33	-8183.37	-36.64	-78.13	-170.84	29.80
Max Ax.	-4541.60	-404.33	-8183.37	-36.64	-78.13	-170.84	29.80
Min Sh.	-4541.60	-607.06	-8183.38	-36.64	-78.13	-170.84	44.74
Max Sh.	-4541.60	-362.46	-8183.38	-36.64	-78.13	-170.84	26.71
Min Mt.	-4541.60	-512.55	-8183.44	-36.64	-78.13	-170.84	37.77
Max Mt.	-4541.60	-385.63	-8183.36	-36.64	-78.13	-170.83	28.42
Span 1 Section 2 At : 2.875 (in segment 3)							
Min Ax.	-4541.60	-374.95	-7062.80	-42.32	-78.13	-158.14	27.63
Max Ax.	-4541.60	-374.95	-7062.80	-42.32	-78.13	-158.14	27.63
Min Sh.	-4541.60	-571.58	-6937.54	-42.95	-78.13	-156.72	42.13
Max Sh.	-4541.60	-333.08	-7183.21	-41.71	-78.13	-159.50	24.55
Min Mt.	-4541.60	-333.08	-7183.21	-41.71	-78.13	-159.50	24.55
Max Mt.	-4541.60	-418.52	-6497.56	-45.18	-78.13	-151.74	30.84
Span 1 Section 3 At : 3.375 (in segment 4)							
Min Ax.	-4541.60	-369.84	-6875.82	-43.27	-78.13	-156.02	27.26
Max Ax.	-4541.60	-369.84	-6875.82	-43.27	-78.13	-156.02	27.26
Min Sh.	-4541.60	-565.42	-6729.51	-44.01	-78.13	-154.36	41.67
Max Sh.	-4541.60	-327.97	-7017.23	-42.55	-78.13	-157.62	24.17
Min Mt.	-4541.60	-327.97	-7017.23	-42.55	-78.13	-157.62	24.17
Max Mt.	-4541.60	-413.20	-6216.01	-46.61	-78.13	-148.55	30.45
Span 1 Section 4 At : 21.125 (in segment 5)							
Min Ax.	-4541.60	-188.44	-1921.03	-68.39	-78.13	-99.89	13.89
Max Ax.	-4541.60	-188.44	-1921.03	-68.39	-78.13	-99.89	13.89
Min Sh.	-4541.60	-346.85	-36.67	-77.94	-78.13	-78.54	25.56
Max Sh.	-4541.60	-140.35	-299.68	-76.61	-78.13	-81.52	10.34
Min Mt.	-4541.60	-146.57	-2805.67	-63.90	-78.13	-109.91	10.80
Max Mt.	-4541.60	-294.61	1594.19	-86.21	-78.13	-60.07	21.71
Span 1 Section 5 At : 38.875 (in segment 6)							
Min Ax.	-4541.60	-7.05	-186.08	-77.18	-78.13	-80.24	.52
Max Ax.	-4541.60	-7.05	-186.08	-77.18	-78.13	-80.24	.52
Min Sh.	-4541.60	-129.80	3854.64	-97.67	-78.13	-34.46	9.57
Max Sh.	-4541.60	76.16	2991.34	-93.29	-78.13	-44.24	-5.61
Min Mt.	-4541.60	34.83	-1813.96	-68.93	-78.13	-98.68	-2.57
Max Mt.	-4541.60	-85.48	4953.83	-103.24	-78.13	-22.01	6.30

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 6 At : 56.625 (in segment 7)							
Min Ax.	-4591.36	-81.82	375.76	-80.89	-78.98	-74.73	6.03
Max Ax.	-4591.36	-81.82	375.76	-80.89	-78.98	-74.73	6.03
Min Sh.	-4591.36	-171.29	5321.94	-105.97	-78.98	-18.69	12.62
Max Sh.	-4591.36	36.99	4009.50	-99.31	-78.98	-33.56	-2.73
Min Mt.	-4591.36	-39.95	-1995.36	-68.87	-78.98	-101.59	2.94
Max Mt.	-4591.36	-65.53	6025.78	-109.53	-78.98	-10.72	4.83
Span 1 Section 7 At : 74.375 (in segment 8)							
Min Ax.	-4591.36	99.58	218.13	-80.09	-78.98	-76.51	-7.34
Max Ax.	-4591.36	99.58	218.13	-80.09	-78.98	-76.51	-7.34
Min Sh.	-4591.36	40.20	4953.49	-104.10	-78.98	-22.87	-2.96
Max Sh.	-4591.36	252.23	3229.71	-95.36	-78.98	-42.39	-18.59
Min Mt.	-4591.36	141.45	-2896.22	-64.30	-78.98	-111.79	-10.42
Max Mt.	-4591.36	140.36	5444.26	-106.59	-78.98	-17.31	-10.34
Span 1 Section 8 At : 92.125 (in segment 9)							
Min Ax.	-4440.74	-195.35	1753.40	-85.28	-76.39	-56.53	14.40
Max Ax.	-4440.74	-195.35	1753.40	-85.28	-76.39	-56.53	14.40
Min Sh.	-4440.74	-229.31	5292.58	-103.23	-76.39	-16.43	16.90
Max Sh.	-4440.74	-11.89	3220.76	-92.72	-76.39	-39.90	.88
Min Mt.	-4440.74	-153.48	-2104.19	-65.72	-76.39	-100.23	11.31
Max Mt.	-4440.74	-125.65	5743.10	-105.51	-76.39	-11.33	9.26
Span 1 Section 9 At : 109.875 (in segment 10)							
Min Ax.	-4440.74	-13.95	3610.94	-94.70	-76.39	-35.48	1.03
Max Ax.	-4440.74	-13.95	3610.94	-94.70	-76.39	-35.48	1.03
Min Sh.	-4440.74	-27.45	5449.65	-104.02	-76.39	-14.65	2.02
Max Sh.	-4440.74	196.44	2866.31	-90.92	-76.39	-43.92	-14.48
Min Mt.	-4440.74	27.92	-989.89	-71.37	-76.39	-87.61	-2.06
Max Mt.	-4440.74	80.34	5797.81	-105.79	-76.39	-10.71	-5.92
Span 1 Section 10 At : 127.625 (in segment 11)							
Min Ax.	-4440.74	167.45	2248.66	-87.79	-76.39	-50.92	-12.34
Max Ax.	-4440.74	167.45	2248.66	-87.79	-76.39	-50.92	-12.34
Min Sh.	-4440.74	168.20	2174.65	-87.42	-76.39	-51.76	-12.40
Max Sh.	-4440.74	400.05	-1061.42	-71.01	-76.39	-88.42	-29.48
Min Mt.	-4440.74	209.32	-3095.40	-60.70	-76.39	-111.46	-15.43
Max Mt.	-4440.74	284.91	2400.36	-88.56	-76.39	-49.20	-21.00

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 11 At : 128.125 (in segment 12)							
Min Ax.	-4440.74	172.56	2163.59	-87.36	-76.39	-51.88	-12.72
Max Ax.	-4440.74	172.56	2163.59	-87.36	-76.39	-51.88	-12.72
Min Sh.	-4440.74	167.55	2805.54	-90.62	-76.39	-44.61	-12.35
Max Sh.	-4440.74	405.71	-1219.90	-70.21	-76.39	-90.21	-29.90
Min Mt.	-4440.74	214.43	-3201.53	-60.16	-76.39	-112.66	-15.80
Max Mt.	-4440.74	167.55	2805.54	-90.62	-76.39	-44.61	-12.35
Span 2 Section 12 At : .000 (in segment 13)							
Min Ax.	-8866.78	-696.86	4911.77	-177.43	-152.53	-96.89	51.36
Max Ax.	-8866.78	-696.86	4911.77	-177.43	-152.53	-96.89	51.36
Min Sh.	-8866.78	-914.46	740.61	-156.29	-152.53	-144.14	67.40
Max Sh.	-8866.78	-672.49	5579.62	-180.82	-152.53	-89.32	49.56
Min Mt.	-8866.78	-732.63	-1359.11	-145.64	-152.53	-167.93	53.99
Max Mt.	-8866.78	-672.49	5579.62	-180.82	-152.53	-89.32	49.56
Span 2 Section 13 At : 5.375 (in segment 14)							
Min Ax.	-4497.37	-157.50	2135.38	-88.19	-77.37	-53.18	11.61
Max Ax.	-4497.37	-157.50	2135.38	-88.19	-77.37	-53.18	11.61
Min Sh.	-4497.37	-367.55	-1444.32	-70.04	-77.37	-93.73	27.09
Max Sh.	-4497.37	-133.13	2672.23	-90.92	-77.37	-47.09	9.81
Min Mt.	-4497.37	-193.27	-3943.16	-57.37	-77.37	-122.04	14.24
Max Mt.	-4497.37	-252.21	2327.11	-89.17	-77.37	-51.00	18.59
Span 2 Section 14 At : 5.875 (in segment 15)							
Min Ax.	-4497.37	-152.39	2212.90	-88.59	-77.37	-52.30	11.23
Max Ax.	-4497.37	-152.39	2212.90	-88.59	-77.37	-52.30	11.23
Min Sh.	-4497.37	-361.72	-1310.98	-70.72	-77.37	-92.22	26.66
Max Sh.	-4497.37	-128.02	2737.63	-91.25	-77.37	-46.35	9.43
Min Mt.	-4497.37	-188.16	-3847.52	-57.86	-77.37	-120.95	13.87
Max Mt.	-4497.37	-246.45	2465.97	-89.87	-77.37	-49.43	18.16
Span 2 Section 15 At : 23.625 (in segment 16)							
Min Ax.	-4497.37	29.01	3307.96	-94.14	-77.37	-39.89	-2.14
Max Ax.	-4497.37	29.01	3307.96	-94.14	-77.37	-39.89	-2.14
Min Sh.	-4497.37	-151.58	1770.76	-86.34	-77.37	-57.31	11.17
Max Sh.	-4497.37	47.46	4864.80	-102.03	-77.37	-22.25	-3.50
Min Mt.	-4497.37	-6.77	-2117.38	-66.63	-77.37	-101.35	.50
Max Mt.	-4497.37	-38.75	5619.11	-105.86	-77.37	-13.71	2.86

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 16 At : 41.375 (in segment 17)							
Min Ax.	-4497.37	210.40	1183.19	-83.37	-77.37	-63.96	-15.51
Max Ax.	-4497.37	210.40	1183.19	-83.37	-77.37	-63.96	-15.51
Min Sh.	-4497.37	62.37	1355.78	-84.24	-77.37	-62.01	-4.60
Max Sh.	-4497.37	255.47	4248.63	-98.91	-77.37	-29.23	-18.83
Min Mt.	-4497.37	174.63	-3607.06	-59.08	-77.37	-118.23	-12.87
Max Mt.	-4497.37	113.55	5060.96	-103.03	-77.37	-20.03	-8.37
Span 2 Section 17 At : 59.125 (in segment 18)							
Min Ax.	-4599.09	-90.67	-342.86	-77.38	-79.12	-83.00	6.68
Max Ax.	-4599.09	-90.67	-342.86	-77.38	-79.12	-83.00	6.68
Min Sh.	-4599.09	-204.45	911.75	-83.74	-79.12	-68.79	15.07
Max Sh.	-4599.09	-14.32	3641.28	-97.58	-79.12	-37.87	1.06
Min Mt.	-4599.09	-126.44	-4498.02	-56.31	-79.12	-130.07	9.32
Max Mt.	-4599.09	-153.78	4340.92	-101.13	-79.12	-29.94	11.33
Span 2 Section 18 At : 76.875 (in segment 19)							
Min Ax.	-4599.09	90.73	-343.38	-77.38	-79.12	-83.01	-6.69
Max Ax.	-4599.09	90.73	-343.38	-77.38	-79.12	-83.01	-6.69
Min Sh.	-4599.09	10.79	1159.72	-85.00	-79.12	-65.98	-.80
Max Sh.	-4599.09	201.15	3779.88	-98.28	-79.12	-36.29	-14.82
Min Mt.	-4599.09	108.94	-4169.32	-57.98	-79.12	-126.35	-8.03
Max Mt.	-4599.09	114.03	4310.06	-100.97	-79.12	-30.29	-8.40
Span 2 Section 19 At : 94.625 (in segment 20)							
Min Ax.	-4448.47	-205.04	1356.37	-83.40	-76.53	-61.16	15.11
Max Ax.	-4448.47	-205.04	1356.37	-83.40	-76.53	-61.16	15.11
Min Sh.	-4448.47	-254.34	2176.88	-87.56	-76.53	-51.86	18.74
Max Sh.	-4448.47	-60.51	4731.23	-100.51	-76.53	-22.93	4.46
Min Mt.	-4448.47	-186.82	-2792.83	-62.37	-76.53	-108.16	13.77
Max Mt.	-4448.47	-88.28	5149.57	-102.63	-76.53	-18.19	6.51
Span 2 Section 20 At : 112.375 (in segment 21)							
Min Ax.	-4448.47	-23.64	3385.85	-93.69	-76.53	-38.17	1.74
Max Ax.	-4448.47	-23.64	3385.85	-93.69	-76.53	-38.17	1.74
Min Sh.	-4448.47	-47.24	2852.03	-90.99	-76.53	-44.22	3.48
Max Sh.	-4448.47	152.90	5220.70	-102.99	-76.53	-17.38	-11.27
Min Mt.	-4448.47	-5.43	-1086.60	-71.02	-76.53	-88.84	.40
Max Mt.	-4448.47	123.20	5596.24	-104.90	-76.53	-13.13	-9.08

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 21 At : 130.125 (in segment 22)							
Min Ax.	-4448.47	157.76	2195.52	-87.66	-76.53	-51.65	-11.63
Max Ax.	-4448.47	157.76	2195.52	-87.66	-76.53	-51.65	-11.63
Min Sh.	-4448.47	121.98	580.53	-79.47	-76.53	-69.95	-8.99
Max Sh.	-4448.47	362.11	1944.65	-86.38	-76.53	-54.49	-26.69
Min Mt.	-4448.47	175.97	-2600.19	-63.34	-76.53	-105.98	-12.97
Max Mt.	-4448.47	329.41	2351.83	-88.45	-76.53	-49.88	-24.28
Span 2 Section 22 At : 130.625 (in segment 23)							
Min Ax.	-4448.47	162.87	2115.34	-87.25	-76.53	-52.56	-12.00
Max Ax.	-4448.47	162.87	2115.34	-87.25	-76.53	-52.56	-12.00
Min Sh.	-4448.47	127.09	518.15	-79.15	-76.53	-70.66	-9.37
Max Sh.	-4448.47	367.92	1801.78	-85.66	-76.53	-56.11	-27.12
Min Mt.	-4448.47	181.08	-2689.65	-62.89	-76.53	-107.00	-13.35
Max Mt.	-4448.47	133.26	2807.34	-90.76	-76.53	-44.72	-9.82
Span 3 Section 23 At : .000 (in segment 24)							
Min Ax.	-8876.55	-697.42	4917.24	-177.63	-152.70	-96.99	51.40
Max Ax.	-8876.55	-697.42	4917.24	-177.63	-152.70	-96.99	51.40
Min Sh.	-8876.55	-909.39	3921.62	-172.58	-152.70	-108.27	67.02
Max Sh.	-8876.55	-670.58	3371.24	-169.79	-152.70	-114.51	49.42
Min Mt.	-8876.55	-720.48	-33.37	-152.53	-152.70	-153.08	53.10
Max Mt.	-8876.55	-689.48	5768.43	-181.95	-152.70	-87.35	50.81
Span 3 Section 24 At : 5.375 (in segment 25)							
Min Ax.	-4499.35	-157.49	2133.85	-88.22	-77.40	-53.23	11.61
Max Ax.	-4499.35	-157.49	2133.85	-88.22	-77.40	-53.23	11.61
Min Sh.	-4499.35	-362.15	1653.30	-85.78	-77.40	-58.67	26.69
Max Sh.	-4499.35	-130.66	443.61	-79.65	-77.40	-72.37	9.63
Min Mt.	-4499.35	-180.56	-2694.05	-63.74	-77.40	-107.92	13.31
Max Mt.	-4499.35	-149.56	2942.39	-92.32	-77.40	-44.07	11.02
Span 3 Section 25 At : 5.875 (in segment 26)							
Min Ax.	-4499.35	-152.38	2211.35	-88.61	-77.40	-52.35	11.23
Max Ax.	-4499.35	-152.38	2211.35	-88.61	-77.40	-52.35	11.23
Min Sh.	-4499.35	-356.33	1779.83	-86.42	-77.40	-57.24	26.26
Max Sh.	-4499.35	-125.55	507.74	-79.97	-77.40	-71.65	9.25
Min Mt.	-4499.35	-175.45	-2604.86	-64.19	-77.40	-106.91	12.93
Max Mt.	-4499.35	-144.45	3015.87	-92.69	-77.40	-43.23	10.65

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 26 At : 23.625 (in segment 27)							
Min Ax.	-4499.35	29.01	3306.26	-94.16	-77.40	-39.94	-2.14
Max Ax.	-4499.35	29.01	3306.26	-94.16	-77.40	-39.94	-2.14
Min Sh.	-4499.35	-146.67	4663.87	-101.05	-77.40	-24.56	10.81
Max Sh.	-4499.35	48.85	2502.13	-90.09	-77.40	-49.05	-3.60
Min Mt.	-4499.35	5.95	-1100.29	-71.82	-77.40	-89.87	-.44
Max Mt.	-4499.35	-39.83	5526.56	-105.42	-77.40	-14.79	2.94
Span 3 Section 27 At : 41.375 (in segment 28)							
Min Ax.	-4499.35	210.41	1181.36	-83.39	-77.40	-64.02	-15.51
Max Ax.	-4499.35	210.41	1181.36	-83.39	-77.40	-64.02	-15.51
Min Sh.	-4499.35	67.14	4114.44	-98.26	-77.40	-30.79	-4.95
Max Sh.	-4499.35	256.37	1829.79	-86.68	-77.40	-56.67	-18.89
Min Mt.	-4499.35	187.34	-2815.53	-63.13	-77.40	-109.30	-13.81
Max Mt.	-4499.35	172.35	4969.14	-102.59	-77.40	-21.11	-12.70
Span 3 Section 28 At : 59.125 (in segment 29)							
Min Ax.	-4601.08	-90.88	-342.94	-77.41	-79.15	-83.04	6.70
Max Ax.	-4601.08	-90.88	-342.94	-77.41	-79.15	-83.04	6.70
Min Sh.	-4601.08	-199.78	3574.38	-97.27	-79.15	-38.66	14.72
Max Sh.	-4601.08	-13.87	1197.06	-85.22	-79.15	-65.59	1.02
Min Mt.	-4601.08	-113.94	-3930.17	-59.22	-79.15	-123.67	8.40
Max Mt.	-4601.08	-155.35	4275.63	-100.83	-79.15	-30.71	11.45
Span 3 Section 29 At : 76.875 (in segment 30)							
Min Ax.	-4601.08	90.52	-339.79	-77.43	-79.15	-83.00	-6.67
Max Ax.	-4601.08	90.52	-339.79	-77.43	-79.15	-83.00	-6.67
Min Sh.	-4601.08	15.74	3743.56	-98.13	-79.15	-36.74	-1.16
Max Sh.	-4601.08	201.67	1329.80	-85.89	-79.15	-64.09	-14.86
Min Mt.	-4601.08	117.36	-3948.74	-59.13	-79.15	-123.88	-8.65
Max Mt.	-4601.08	112.61	4276.78	-100.83	-79.15	-30.70	-8.30
Span 3 Section 30 At : 94.625 (in segment 31)							
Min Ax.	-4450.45	-205.46	1365.56	-83.48	-76.56	-61.09	15.14
Max Ax.	-4450.45	-205.46	1365.56	-83.48	-76.56	-61.09	15.14
Min Sh.	-4450.45	-249.23	4685.01	-100.31	-76.56	-23.48	18.37
Max Sh.	-4450.45	-59.95	2277.17	-88.10	-76.56	-50.76	4.42
Min Mt.	-4450.45	-178.62	-2719.72	-62.77	-76.56	-107.37	13.16
Max Mt.	-4450.45	-89.60	5147.70	-102.66	-76.56	-18.24	6.60

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 31 At : 112.375 (in segment 32)							
Min Ax.	-4450.45	-24.06	3402.54	-93.81	-76.56	-38.01	1.77
Max Ax.	-4450.45	-24.06	3402.54	-93.81	-76.56	-38.01	1.77
Min Sh.	-4450.45	-41.77	5273.86	-103.30	-76.56	-16.81	3.08
Max Sh.	-4450.45	153.82	2754.89	-90.53	-76.56	-45.35	-11.34
Min Mt.	-4450.45	2.78	-1159.06	-70.68	-76.56	-89.69	-.20
Max Mt.	-4450.45	122.27	5616.13	-105.03	-76.56	-12.94	-9.01
Span 3 Section 32 At : 130.125 (in segment 33)							
Min Ax.	-4450.45	157.34	2219.70	-87.81	-76.56	-51.41	-11.60
Max Ax.	-4450.45	157.34	2219.70	-87.81	-76.56	-51.41	-11.60
Min Sh.	-4450.45	132.21	2793.95	-90.73	-76.56	-44.91	-9.74
Max Sh.	-4450.45	363.41	-546.50	-73.79	-76.56	-82.75	-26.78
Min Mt.	-4450.45	184.17	-2818.24	-62.27	-76.56	-108.49	-13.57
Max Mt.	-4450.45	328.84	2379.40	-88.62	-76.56	-49.60	-24.24
Span 3 Section 33 At : 130.625 (in segment 34)							
Min Ax.	-4450.45	162.45	2139.73	-87.41	-76.56	-52.32	-11.97
Max Ax.	-4450.45	162.45	2139.73	-87.41	-76.56	-52.32	-11.97
Min Sh.	-4450.45	137.31	2726.49	-90.38	-76.56	-45.67	-10.12
Max Sh.	-4450.45	369.23	-690.26	-73.06	-76.56	-84.38	-27.21
Min Mt.	-4450.45	189.28	-2911.79	-61.80	-76.56	-109.55	-13.95
Max Mt.	-4450.45	155.72	2825.73	-90.89	-76.56	-44.55	-11.48
Span 4 Section 34 At : .000 (in segment 35)							
Min Ax.	-8876.00	-696.77	4941.60	-177.74	-152.69	-96.71	51.35
Max Ax.	-8876.00	-696.77	4941.60	-177.74	-152.69	-96.71	51.35
Min Sh.	-8876.00	-910.85	1416.96	-159.87	-152.69	-136.64	67.13
Max Sh.	-8876.00	-671.64	5663.75	-181.41	-152.69	-88.53	49.50
Min Mt.	-8876.00	-852.80	-252.88	-151.41	-152.69	-155.56	62.85
Max Mt.	-8876.00	-671.64	5663.75	-181.41	-152.69	-88.53	49.50
Span 4 Section 35 At : 5.375 (in segment 36)							
Min Ax.	-4496.82	-156.85	2152.91	-88.27	-77.36	-52.97	11.56
Max Ax.	-4496.82	-156.85	2152.91	-88.27	-77.36	-52.97	11.56
Min Sh.	-4496.82	-363.63	-848.90	-73.05	-77.36	-86.97	26.80
Max Sh.	-4496.82	-131.71	2739.97	-91.25	-77.36	-46.32	9.71
Min Mt.	-4496.82	-183.67	-2898.59	-62.66	-77.36	-110.19	13.54
Max Mt.	-4496.82	-150.12	2838.90	-91.75	-77.36	-45.20	11.06

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 36 At : 5.875 (in segment 37)							
Min Ax.	-4496.82	-151.74	2230.09	-88.66	-77.36	-52.09	11.18
Max Ax.	-4496.82	-151.74	2230.09	-88.66	-77.36	-52.09	11.18
Min Sh.	-4496.82	-357.81	-721.94	-73.70	-77.36	-85.54	26.37
Max Sh.	-4496.82	-126.60	2804.64	-91.58	-77.36	-45.58	9.33
Min Mt.	-4496.82	-178.56	-2807.83	-63.12	-77.36	-109.17	13.16
Max Mt.	-4496.82	-246.27	2435.47	-89.71	-77.36	-49.77	18.15
Span 4 Section 37 At : 23.625 (in segment 38)							
Min Ax.	-4496.82	29.66	3313.51	-94.16	-77.36	-39.82	-2.19
Max Ax.	-4496.82	29.66	3313.51	-94.16	-77.36	-39.82	-2.19
Min Sh.	-4496.82	-148.22	2180.53	-88.41	-77.36	-52.65	10.92
Max Sh.	-4496.82	47.37	4809.62	-101.74	-77.36	-22.87	-3.49
Min Mt.	-4496.82	2.84	-1248.08	-71.03	-77.36	-91.50	-.21
Max Mt.	-4496.82	-39.30	5527.09	-105.38	-77.36	-14.74	2.90
Span 4 Section 38 At : 41.375 (in segment 39)							
Min Ax.	-4496.82	211.06	1177.12	-83.33	-77.36	-64.02	-15.55
Max Ax.	-4496.82	211.06	1177.12	-83.33	-77.36	-64.02	-15.55
Min Sh.	-4496.82	65.56	1654.93	-85.75	-77.36	-58.61	-4.83
Max Sh.	-4496.82	254.83	4161.51	-98.46	-77.36	-30.21	-18.78
Min Mt.	-4496.82	184.24	-2908.14	-62.61	-77.36	-110.30	-13.58
Max Mt.	-4496.82	172.83	4959.26	-102.50	-77.36	-21.17	-12.74
Span 4 Section 39 At : 59.125 (in segment 40)							
Min Ax.	-4598.55	-89.95	-361.09	-77.28	-79.11	-83.20	6.63
Max Ax.	-4598.55	-89.95	-361.09	-77.28	-79.11	-83.20	6.63
Min Sh.	-4598.55	-201.10	1139.84	-84.89	-79.11	-66.19	14.82
Max Sh.	-4598.55	-15.18	3553.59	-97.12	-79.11	-38.85	1.12
Min Mt.	-4598.55	-116.78	-3970.02	-58.98	-79.11	-124.08	8.61
Max Mt.	-4598.55	-94.45	4255.48	-100.68	-79.11	-30.90	6.96
Span 4 Section 40 At : 76.875 (in segment 41)							
Min Ax.	-4598.55	91.44	-374.31	-77.21	-79.11	-83.35	-6.74
Max Ax.	-4598.55	91.44	-374.31	-77.21	-79.11	-83.35	-6.74
Min Sh.	-4598.55	14.44	1333.29	-85.87	-79.11	-64.00	-1.06
Max Sh.	-4598.55	200.35	3710.58	-97.92	-79.11	-37.07	-14.77
Min Mt.	-4598.55	114.52	-3961.53	-59.02	-79.11	-123.99	-8.44
Max Mt.	-4598.55	113.34	4244.29	-100.63	-79.11	-31.02	-8.35

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 41 At : 94.625 (in segment 42)							
Min Ax.	-4447.92	-204.26	1312.27	-83.17	-76.52	-61.65	15.05
Max Ax.	-4447.92	-204.26	1312.27	-83.17	-76.52	-61.65	15.05
Min Sh.	-4447.92	-250.22	2296.19	-88.16	-76.52	-50.50	18.44
Max Sh.	-4447.92	-60.99	4679.71	-100.24	-76.52	-23.50	4.49
Min Mt.	-4447.92	-181.18	-2684.61	-62.90	-76.52	-106.93	13.35
Max Mt.	-4447.92	-88.57	5100.06	-102.37	-76.52	-18.74	6.53
Span 4 Section 42 At : 112.375 (in segment 43)							
Min Ax.	-4447.92	-22.86	3328.02	-93.39	-76.52	-38.81	1.69
Max Ax.	-4447.92	-22.86	3328.02	-93.39	-76.52	-38.81	1.69
Min Sh.	-4447.92	-42.70	2902.06	-91.23	-76.52	-43.64	3.15
Max Sh.	-4447.92	152.82	5174.81	-102.75	-76.52	-17.89	-11.26
Min Mt.	-4447.92	.22	-1078.52	-71.05	-76.52	-88.73	-.02
Max Mt.	-4447.92	63.19	5548.32	-104.65	-76.52	-13.66	-4.66
Span 4 Section 43 At : 130.125 (in segment 44)							
Min Ax.	-4447.92	158.53	2123.93	-87.28	-76.52	-52.45	-11.68
Max Ax.	-4447.92	158.53	2123.93	-87.28	-76.52	-52.45	-11.68
Min Sh.	-4447.92	131.70	420.06	-78.65	-76.52	-71.76	-9.71
Max Sh.	-4447.92	362.48	1887.06	-86.08	-76.52	-55.14	-26.71
Min Mt.	-4447.92	181.61	-2692.28	-62.87	-76.52	-107.02	-13.38
Max Mt.	-4447.92	150.60	2928.48	-91.36	-76.52	-43.34	-11.10
Span 4 Section 44 At : 130.625 (in segment 45)							
Min Ax.	-4447.92	163.64	2043.35	-86.88	-76.52	-53.37	-12.06
Max Ax.	-4447.92	163.64	2043.35	-86.88	-76.52	-53.37	-12.06
Min Sh.	-4447.92	136.81	352.85	-78.30	-76.52	-72.52	-10.08
Max Sh.	-4447.92	368.30	1743.59	-85.36	-76.52	-56.76	-27.14
Min Mt.	-4447.92	186.72	-2784.55	-62.40	-76.52	-108.06	-13.76
Max Mt.	-4447.92	155.71	2851.92	-90.98	-76.52	-44.21	-11.48
Span 5 Section 45 At : .000 (in segment 46)							
Min Ax.	-8876.04	-700.01	4841.14	-177.24	-152.69	-97.85	51.59
Max Ax.	-8876.04	-700.01	4841.14	-177.24	-152.69	-97.85	51.59
Min Sh.	-8876.04	-912.25	3856.22	-172.24	-152.69	-109.00	67.23
Max Sh.	-8876.04	-664.23	3436.49	-170.11	-152.69	-113.76	48.95
Min Mt.	-8876.04	-847.97	-109.46	-152.14	-152.69	-153.93	62.49
Max Mt.	-8876.04	-670.40	5692.35	-181.55	-152.69	-88.20	49.41

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+LL+1/2TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 5 Section 46 At : 5.375 (in segment 47)							
Min Ax.	-4499.40	-160.12	2072.38	-87.91	-77.40	-53.92	11.80
Max Ax.	-4499.40	-160.12	2072.38	-87.91	-77.40	-53.92	11.80
Min Sh.	-4499.40	-365.17	1596.61	-85.50	-77.40	-59.31	26.91
Max Sh.	-4499.40	-124.34	475.41	-79.81	-77.40	-72.02	9.16
Min Mt.	-4499.40	-178.32	-2732.61	-63.55	-77.40	-108.36	13.14
Max Mt.	-4499.40	-130.51	2764.38	-91.42	-77.40	-46.08	9.62
Span 5 Section 47 At : 5.875 (in segment 48)							
Min Ax.	-4499.40	-155.01	2151.18	-88.31	-77.40	-53.03	11.42
Max Ax.	-4499.40	-155.01	2151.18	-88.31	-77.40	-53.03	11.42
Min Sh.	-4499.40	-359.36	1723.95	-86.14	-77.40	-57.87	26.48
Max Sh.	-4499.40	-119.23	536.40	-80.12	-77.40	-71.32	8.79
Min Mt.	-4499.40	-173.21	-2644.53	-63.99	-77.40	-107.36	12.77
Max Mt.	-4499.40	-249.71	2352.69	-89.33	-77.40	-50.75	18.40
Span 5 Section 48 At : 23.625 (in segment 49)							
Min Ax.	-4499.40	26.38	3292.78	-94.10	-77.40	-40.10	-1.94
Max Ax.	-4499.40	26.38	3292.78	-94.10	-77.40	-40.10	-1.94
Min Sh.	-4499.40	-150.15	4644.94	-100.95	-77.40	-24.78	11.07
Max Sh.	-4499.40	49.98	2385.82	-89.50	-77.40	-50.37	-3.68
Min Mt.	-4499.40	8.18	-1179.67	-71.42	-77.40	-90.77	-.60
Max Mt.	-4499.40	-43.12	5503.18	-105.30	-77.40	-15.06	3.18
Span 5 Section 49 At : 41.375 (in segment 50)							
Min Ax.	-4499.40	207.78	1214.56	-83.56	-77.40	-63.64	-15.31
Max Ax.	-4499.40	207.78	1214.56	-83.56	-77.40	-63.64	-15.31
Min Sh.	-4499.40	63.26	4150.07	-98.44	-77.40	-30.39	-4.66
Max Sh.	-4499.40	257.08	1695.73	-86.00	-77.40	-58.19	-18.95
Min Mt.	-4499.40	189.58	-2934.63	-62.52	-77.40	-110.65	-13.97
Max Mt.	-4499.40	168.64	5007.77	-102.79	-77.40	-20.67	-12.43
Span 5 Section 50 At : 59.125 (in segment 51)							
Min Ax.	-4601.13	-93.52	-262.98	-77.82	-79.15	-82.13	6.89
Max Ax.	-4601.13	-93.52	-262.98	-77.82	-79.15	-82.13	6.89
Min Sh.	-4601.13	-203.94	3681.66	-97.82	-79.15	-37.44	15.03
Max Sh.	-4601.13	-13.58	1061.49	-84.53	-79.15	-67.13	1.00
Min Mt.	-4601.13	-111.72	-4088.92	-58.42	-79.15	-125.47	8.23
Max Mt.	-4601.13	-99.25	4390.48	-101.41	-79.15	-29.41	7.31

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG

Span 5 Section 51 At : 76.875 (in segment 52)

	AXIAL	SHEAR	MOMENT	TOP	COG	BOTT	AT COG
Min Ax.	-4601.13	87.88	-212.94	-78.07	-79.15	-81.56	-6.48
Max Ax.	-4601.13	87.88	-212.94	-78.07	-79.15	-81.56	-6.48
Min Sh.	-4601.13	11.53	3933.36	-99.09	-79.15	-34.59	-.85
Max Sh.	-4601.13	201.66	1203.83	-85.25	-79.15	-65.51	-14.86
Min Mt.	-4601.13	123.66	-4368.11	-57.00	-79.15	-128.64	-9.11
Max Mt.	-4601.13	108.41	4470.89	-101.82	-79.15	-28.50	-7.99

Span 5 Section 52 At : 94.625 (in segment 53)

	AXIAL	SHEAR	MOMENT	TOP	COG	BOTT	AT COG
Min Ax.	-4450.50	-208.11	1539.48	-84.37	-76.56	-59.12	15.34
Max Ax.	-4450.50	-208.11	1539.48	-84.37	-76.56	-59.12	15.34
Min Sh.	-4450.50	-253.17	4950.48	-101.66	-76.56	-20.48	18.66
Max Sh.	-4450.50	-60.08	2159.67	-87.51	-76.56	-52.09	4.43
Min Mt.	-4450.50	-172.33	-3250.79	-60.08	-76.56	-113.39	12.70
Max Mt.	-4450.50	-153.94	5417.28	-104.03	-76.56	-15.19	11.35

Span 5 Section 53 At : 112.375 (in segment 54)

	AXIAL	SHEAR	MOMENT	TOP	COG	BOTT	AT COG
Min Ax.	-4450.50	-26.71	3623.58	-94.93	-76.56	-35.51	1.97
Max Ax.	-4450.50	-26.71	3623.58	-94.93	-76.56	-35.51	1.97
Min Sh.	-4450.50	-45.17	5597.94	-104.94	-76.56	-13.14	3.33
Max Sh.	-4450.50	153.87	2626.87	-89.88	-76.56	-46.80	-11.34
Min Mt.	-4450.50	9.07	-1801.79	-67.42	-76.56	-96.97	-.67
Max Mt.	-4450.50	118.44	5934.74	-106.65	-76.56	-9.33	-8.73

Span 5 Section 54 At : 130.125 (in segment 55)

	AXIAL	SHEAR	MOMENT	TOP	COG	BOTT	AT COG
Min Ax.	-4450.50	154.68	2487.84	-89.17	-76.56	-48.38	-11.40
Max Ax.	-4450.50	154.68	2487.84	-89.17	-76.56	-48.38	-11.40
Min Sh.	-4450.50	130.31	3012.31	-91.83	-76.56	-42.43	-9.60
Max Sh.	-4450.50	364.01	-727.53	-72.87	-76.56	-84.80	-26.83
Min Mt.	-4450.50	190.46	-3572.62	-58.45	-76.56	-117.03	-14.04
Max Mt.	-4450.50	265.61	2689.00	-90.19	-76.56	-46.10	-19.58

Span 5 Section 55 At : 130.625 (in segment 56)

	AXIAL	SHEAR	MOMENT	TOP	COG	BOTT	AT COG
Min Ax.	-4450.50	159.79	2409.25	-88.78	-76.56	-49.27	-11.78
Max Ax.	-4450.50	159.79	2409.25	-88.78	-76.56	-49.27	-11.78
Min Sh.	-4450.50	135.42	2945.84	-91.50	-76.56	-43.19	-9.98
Max Sh.	-4450.50	369.85	-873.68	-72.13	-76.56	-86.46	-27.26
Min Mt.	-4450.50	195.57	-3669.33	-57.96	-76.56	-118.13	-14.41
Max Mt.	-4450.50	271.36	2549.58	-89.49	-76.56	-47.68	-20.00

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 56 At : .000 (in segment 57)							
Min Ax.	-9019.91	-695.45	5352.73	-182.30	-155.17	-94.53	51.25
Max Ax.	-9019.91	-695.45	5352.73	-182.30	-155.17	-94.53	51.25
Min Sh.	-9019.91	-934.21	1329.98	-161.91	-155.17	-140.10	68.85
Max Sh.	-9019.91	-690.44	6021.31	-185.69	-155.17	-86.95	50.89
Min Mt.	-9019.91	-886.44	-923.10	-150.49	-155.17	-165.62	65.33
Max Mt.	-9019.91	-690.45	6021.63	-185.70	-155.17	-86.95	50.89
Span 6 Section 57 At : 5.375 (in segment 58)							
Min Ax.	-4640.31	-148.72	2523.23	-92.62	-79.83	-51.24	10.96
Max Ax.	-4640.31	-148.72	2523.23	-92.62	-79.83	-51.24	10.96
Min Sh.	-4640.31	-381.87	-899.11	-75.27	-79.83	-90.01	28.14
Max Sh.	-4640.31	-143.71	3164.89	-95.87	-79.83	-43.97	10.59
Min Mt.	-4640.31	-190.58	-2841.91	-65.42	-79.83	-112.02	14.05
Max Mt.	-4640.31	-143.71	3165.20	-95.87	-79.83	-43.97	10.59
Span 6 Section 58 At : 5.875 (in segment 59)							
Min Ax.	-4640.31	-143.61	2596.41	-92.99	-79.83	-50.41	10.58
Max Ax.	-4640.31	-143.61	2596.41	-92.99	-79.83	-50.41	10.58
Min Sh.	-4640.31	-376.21	-768.56	-75.93	-79.83	-88.53	27.73
Max Sh.	-4640.31	-144.36	2500.36	-92.50	-79.83	-51.50	10.64
Min Mt.	-4640.31	-185.47	-2747.67	-65.89	-79.83	-110.95	13.67
Max Mt.	-4640.31	-240.82	2748.12	-93.76	-79.83	-48.69	17.75
Span 6 Section 59 At : 23.625 (in segment 60)							
Min Ax.	-4640.31	37.79	3535.55	-97.75	-79.83	-39.77	-2.79
Max Ax.	-4640.31	37.79	3535.55	-97.75	-79.83	-39.77	-2.79
Min Sh.	-4640.31	-172.60	2330.93	-91.64	-79.83	-53.42	12.72
Max Sh.	-4640.31	51.29	5018.63	-105.27	-79.83	-22.97	-3.78
Min Mt.	-4640.31	-4.07	-1065.28	-74.42	-79.83	-91.89	.30
Max Mt.	-4640.31	-39.63	5722.45	-108.84	-79.83	-15.00	2.92
Span 6 Section 60 At : 41.375 (in segment 61)							
Min Ax.	-4640.30	219.19	1254.89	-86.19	-79.83	-65.61	-16.15
Max Ax.	-4640.30	219.19	1254.89	-86.19	-79.83	-65.61	-16.15
Min Sh.	-4640.30	35.73	2191.09	-90.93	-79.83	-55.00	-2.63
Max Sh.	-4640.30	253.15	4383.67	-102.05	-79.83	-30.16	-18.66
Min Mt.	-4640.30	177.32	-2602.70	-66.63	-79.83	-109.31	-13.07
Max Mt.	-4640.30	166.66	5244.61	-106.42	-79.83	-20.41	-12.28

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 61 At : 59.125 (in segment 62)							
Min Ax.	-4670.43	-97.41	36.37	-80.53	-80.34	-79.93	7.18
Max Ax.	-4670.43	-97.41	36.37	-80.53	-80.34	-79.93	7.18
Min Sh.	-4670.43	-250.06	2728.64	-94.18	-80.34	-49.43	18.43
Max Sh.	-4670.43	-38.03	4452.38	-102.92	-80.34	-29.90	2.80
Min Mt.	-4670.43	-139.27	-3077.98	-64.74	-80.34	-115.21	10.26
Max Mt.	-4670.43	-120.78	5262.53	-107.03	-80.34	-20.73	8.90
Span 6 Section 62 At : 76.875 (in segment 63)							
Min Ax.	-4670.43	83.99	155.46	-81.13	-80.34	-78.58	-6.19
Max Ax.	-4670.43	83.99	155.46	-81.13	-80.34	-78.58	-6.19
Min Sh.	-4670.43	-34.82	3908.75	-100.16	-80.34	-36.06	2.57
Max Sh.	-4670.43	173.46	5221.15	-106.82	-80.34	-21.19	-12.78
Min Mt.	-4670.43	42.13	-2215.65	-69.11	-80.34	-105.44	-3.10
Max Mt.	-4670.43	93.20	5805.54	-109.78	-80.34	-14.57	-6.87
Span 6 Section 63 At : 94.625 (in segment 64)							
Min Ax.	-4573.76	6.87	-211.08	-77.61	-78.68	-81.07	-.51
Max Ax.	-4573.76	6.87	-211.08	-77.61	-78.68	-81.07	-.51
Min Sh.	-4573.76	-76.33	3528.41	-96.57	-78.68	-38.71	5.63
Max Sh.	-4573.76	129.63	4560.78	-101.80	-78.68	-27.01	-9.55
Min Mt.	-4573.76	-34.99	-1838.95	-69.36	-78.68	-99.51	2.58
Max Mt.	-4573.76	103.02	4928.90	-103.67	-78.68	-22.84	-7.59
Span 6 Section 64 At : 112.375 (in segment 65)							
Min Ax.	-4573.76	188.27	-1942.97	-68.83	-78.68	-100.69	-13.88
Max Ax.	-4573.76	188.27	-1942.97	-68.83	-78.68	-100.69	-13.88
Min Sh.	-4573.76	140.18	803.06	-82.75	-78.68	-69.58	-10.33
Max Sh.	-4573.76	346.68	1403.09	-85.79	-78.68	-62.79	-25.55
Min Mt.	-4573.76	146.41	-2827.60	-64.34	-78.68	-110.71	-10.79
Max Mt.	-4573.76	346.68	1572.33	-86.65	-78.68	-60.87	-25.55
Span 6 Section 65 At : 130.125 (in segment 66)							
Min Ax.	-4573.76	369.67	-6894.68	-43.72	-78.68	-156.79	-27.24
Max Ax.	-4573.76	369.67	-6894.68	-43.72	-78.68	-156.79	-27.24
Min Sh.	-4573.76	327.80	-7036.04	-43.01	-78.68	-158.39	-24.16
Max Sh.	-4573.76	565.24	-6234.81	-47.07	-78.68	-149.31	-41.66
Min Mt.	-4573.76	327.80	-7036.07	-43.01	-78.68	-158.39	-24.16
Max Mt.	-4573.76	565.24	-6234.81	-47.07	-78.68	-149.31	-41.66

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 66 At : 130.625 (in segment 67)							
Min Ax.	-4573.76	374.78	-7081.61	-42.78	-78.68	-158.91	-27.62
Max Ax.	-4573.76	374.78	-7081.61	-42.78	-78.68	-158.91	-27.62
Min Sh.	-4573.76	332.91	-7201.98	-42.17	-78.68	-160.27	-24.53
Max Sh.	-4573.76	571.41	-6516.31	-45.64	-78.68	-152.50	-42.11
Min Mt.	-4573.76	332.91	-7202.00	-42.17	-78.68	-160.27	-24.54
Max Mt.	-4573.76	571.41	-6516.31	-45.64	-78.68	-152.50	-42.11
Span 6 Section 67 At : 133.500 (in segment 67)							
Min Ax.	-4573.76	404.16	-8201.20	-37.10	-78.68	-171.59	-29.79
Max Ax.	-4573.76	404.16	-8201.20	-37.10	-78.68	-171.59	-29.79
Min Sh.	-4573.76	362.29	-8201.22	-37.10	-78.68	-171.59	-26.70
Max Sh.	-4573.76	606.89	-8201.24	-37.10	-78.68	-171.59	-44.73
Min Mt.	-4573.76	512.62	-8201.34	-37.10	-78.68	-171.59	-37.78
Max Mt.	-4573.76	385.47	-8201.18	-37.10	-78.68	-171.59	-28.41

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 1 At : .000 (in segment 2)							
Min Ax.	-4541.60	-419.78	-8183.36	-36.64	-78.13	-170.83	30.94
Max Ax.	-4541.60	-419.78	-8183.36	-36.64	-78.13	-170.83	30.94
Min Sh.	-4541.60	-419.78	-8183.36	-36.64	-78.13	-170.83	30.94
Max Sh.	-4541.60	-373.43	-8183.40	-36.64	-78.13	-170.84	27.52
Min Mt.	-4541.60	-373.43	-8183.40	-36.64	-78.13	-170.84	27.52
Max Mt.	-4541.60	-419.78	-8183.36	-36.64	-78.13	-170.83	30.94
Span 1 Section 2 At : 2.875 (in segment 3)							
Min Ax.	-4541.60	-390.40	-7018.33	-42.54	-78.13	-157.64	28.77
Max Ax.	-4541.60	-390.40	-7018.33	-42.54	-78.13	-157.64	28.77
Min Sh.	-4541.60	-390.40	-7018.33	-42.54	-78.13	-157.64	28.77
Max Sh.	-4541.60	-344.05	-7151.73	-41.87	-78.13	-159.15	25.36
Min Mt.	-4541.60	-344.05	-7151.73	-41.87	-78.13	-159.15	25.36
Max Mt.	-4541.60	-390.40	-7018.33	-42.54	-78.13	-157.64	28.77
Span 1 Section 3 At : 3.375 (in segment 4)							
Min Ax.	-4541.60	-385.29	-6823.53	-43.53	-78.13	-155.43	28.40
Max Ax.	-4541.60	-385.29	-6823.53	-43.53	-78.13	-155.43	28.40
Min Sh.	-4541.60	-385.29	-6823.53	-43.53	-78.13	-155.43	28.40
Max Sh.	-4541.60	-338.94	-6980.41	-42.74	-78.13	-157.21	24.98
Min Mt.	-4541.60	-338.94	-6980.41	-42.74	-78.13	-157.21	24.98
Max Mt.	-4541.60	-385.29	-6823.53	-43.53	-78.13	-155.43	28.40
Span 1 Section 4 At : 21.125 (in segment 5)							
Min Ax.	-4541.60	-203.89	-1594.51	-70.04	-78.13	-96.19	15.03
Max Ax.	-4541.60	-203.89	-1594.51	-70.04	-78.13	-96.19	15.03
Min Sh.	-4541.60	-203.89	-1594.51	-70.04	-78.13	-96.19	15.03
Max Sh.	-4541.60	-157.55	-2574.06	-65.08	-78.13	-107.29	11.61
Min Mt.	-4541.60	-157.55	-2574.06	-65.08	-78.13	-107.29	11.61
Max Mt.	-4541.60	-203.89	-1594.51	-70.04	-78.13	-96.19	15.03
Span 1 Section 5 At : 38.875 (in segment 6)							
Min Ax.	-4541.60	-22.49	414.66	-80.23	-78.13	-73.43	1.66
Max Ax.	-4541.60	-22.49	414.66	-80.23	-78.13	-73.43	1.66
Min Sh.	-4541.60	-22.49	414.66	-80.23	-78.13	-73.43	1.66
Max Sh.	-4541.60	23.85	-1387.56	-71.09	-78.13	-93.85	-1.76
Min Mt.	-4541.60	23.85	-1387.56	-71.09	-78.13	-93.85	-1.76
Max Mt.	-4541.60	-22.49	414.66	-80.23	-78.13	-73.43	1.66

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DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 6 At : 56.625 (in segment 7)							
Min Ax.	-4591.36	-97.27	1250.72	-85.32	-78.98	-64.81	7.17
Max Ax.	-4591.36	-97.27	1250.72	-85.32	-78.98	-64.81	7.17
Min Sh.	-4591.36	-97.27	1250.72	-85.32	-78.98	-64.81	7.17
Max Sh.	-4591.36	-50.92	-1374.17	-72.02	-78.98	-94.55	3.75
Min Mt.	-4591.36	-50.92	-1374.17	-72.02	-78.98	-94.55	3.75
Max Mt.	-4591.36	-97.27	1250.72	-85.32	-78.98	-64.81	7.17
Span 1 Section 7 At : 74.375 (in segment 8)							
Min Ax.	-4591.36	84.13	1367.31	-85.92	-78.98	-63.49	-6.20
Max Ax.	-4591.36	84.13	1367.31	-85.92	-78.98	-63.49	-6.20
Min Sh.	-4591.36	84.13	1367.31	-85.92	-78.98	-63.49	-6.20
Max Sh.	-4591.36	130.48	-2080.24	-68.44	-78.98	-102.55	-9.62
Min Mt.	-4591.36	130.48	-2080.24	-68.44	-78.98	-102.55	-9.62
Max Mt.	-4591.36	84.13	1367.31	-85.92	-78.98	-63.49	-6.20
Span 1 Section 8 At : 92.125 (in segment 9)							
Min Ax.	-4440.74	-210.80	3176.81	-92.50	-76.39	-40.40	15.54
Max Ax.	-4440.74	-210.80	3176.81	-92.50	-76.39	-40.40	15.54
Min Sh.	-4440.74	-210.80	3176.81	-92.50	-76.39	-40.40	15.54
Max Sh.	-4440.74	-164.45	-1093.41	-70.85	-76.39	-88.78	12.12
Min Mt.	-4440.74	-164.45	-1093.41	-70.85	-76.39	-88.78	12.12
Max Mt.	-4440.74	-210.80	3176.81	-92.50	-76.39	-40.40	15.54
Span 1 Section 9 At : 109.875 (in segment 10)							
Min Ax.	-4440.74	-29.40	5308.57	-103.31	-76.39	-16.25	2.17
Max Ax.	-4440.74	-29.40	5308.57	-103.31	-76.39	-16.25	2.17
Min Sh.	-4440.74	-29.40	5308.57	-103.31	-76.39	-16.25	2.17
Max Sh.	-4440.74	16.95	215.68	-77.49	-76.39	-73.95	-1.25
Min Mt.	-4440.74	16.95	215.68	-77.49	-76.39	-73.95	-1.25
Max Mt.	-4440.74	-29.40	5308.57	-103.31	-76.39	-16.25	2.17
Span 1 Section 10 At : 127.625 (in segment 11)							
Min Ax.	-4440.74	152.00	4220.51	-97.79	-76.39	-28.58	-11.20
Max Ax.	-4440.74	152.00	4220.51	-97.79	-76.39	-28.58	-11.20
Min Sh.	-4440.74	152.00	4220.51	-97.79	-76.39	-28.58	-11.20
Max Sh.	-4440.74	198.35	-1695.05	-67.80	-76.39	-95.60	-14.62
Min Mt.	-4440.74	198.35	-1695.05	-67.80	-76.39	-95.60	-14.62
Max Mt.	-4440.74	152.00	4220.51	-97.79	-76.39	-28.58	-11.20

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 1 Section 11 At : 128.125 (in segment 12)							
Min Ax.	-4440.74	157.11	4143.13	-97.40	-76.39	-29.46	-11.58
Max Ax.	-4440.74	157.11	4143.13	-97.40	-76.39	-29.46	-11.58
Min Sh.	-4440.74	157.11	4143.13	-97.40	-76.39	-29.46	-11.58
Max Sh.	-4440.74	203.46	-1795.50	-67.29	-76.39	-96.73	-14.99
Min Mt.	-4440.74	203.46	-1795.50	-67.29	-76.39	-96.73	-14.99
Max Mt.	-4440.74	157.11	4143.13	-97.40	-76.39	-29.46	-11.58
Span 2 Section 12 At : .000 (in segment 13)							
Min Ax.	-8866.78	-692.75	6974.35	-187.89	-152.53	-73.52	51.06
Max Ax.	-8866.78	-692.75	6974.35	-187.89	-152.53	-73.52	51.06
Min Sh.	-8866.78	-705.08	786.61	-156.52	-152.53	-143.62	51.96
Max Sh.	-8866.78	-692.75	6974.35	-187.89	-152.53	-73.52	51.06
Min Mt.	-8866.78	-705.08	786.61	-156.52	-152.53	-143.62	51.96
Max Mt.	-8866.78	-692.75	6974.35	-187.89	-152.53	-73.52	51.06
Span 2 Section 13 At : 5.375 (in segment 14)							
Min Ax.	-4497.37	-153.39	4175.88	-98.54	-77.37	-30.06	11.31
Max Ax.	-4497.37	-153.39	4175.88	-98.54	-77.37	-30.06	11.31
Min Sh.	-4497.37	-165.72	-1945.62	-67.50	-77.37	-99.41	12.21
Max Sh.	-4497.37	-153.39	4175.88	-98.54	-77.37	-30.06	11.31
Min Mt.	-4497.37	-165.72	-1945.62	-67.50	-77.37	-99.41	12.21
Max Mt.	-4497.37	-153.39	4175.88	-98.54	-77.37	-30.06	11.31
Span 2 Section 14 At : 5.875 (in segment 15)							
Min Ax.	-4497.37	-148.28	4251.32	-98.92	-77.37	-29.20	10.93
Max Ax.	-4497.37	-148.28	4251.32	-98.92	-77.37	-29.20	10.93
Min Sh.	-4497.37	-160.61	-1863.94	-67.92	-77.37	-98.48	11.84
Max Sh.	-4497.37	-148.28	4251.32	-98.92	-77.37	-29.20	10.93
Min Mt.	-4497.37	-160.61	-1863.94	-67.92	-77.37	-98.48	11.84
Max Mt.	-4497.37	-148.28	4251.32	-98.92	-77.37	-29.20	10.93
Span 2 Section 15 At : 23.625 (in segment 16)							
Min Ax.	-4497.37	33.11	5273.47	-104.10	-77.37	-17.62	-2.44
Max Ax.	-4497.37	33.11	5273.47	-104.10	-77.37	-17.62	-2.44
Min Sh.	-4497.37	20.79	-623.06	-74.21	-77.37	-84.42	-1.53
Max Sh.	-4497.37	33.11	5273.47	-104.10	-77.37	-17.62	-2.44
Min Mt.	-4497.37	20.79	-623.06	-74.21	-77.37	-84.42	-1.53
Max Mt.	-4497.37	33.11	5273.47	-104.10	-77.37	-17.62	-2.44

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 16 At : 41.375 (in segment 17)							
Min Ax.	-4497.37	214.51	3075.79	-92.96	-77.37	-42.52	-15.81
Max Ax.	-4497.37	214.51	3075.79	-92.96	-77.37	-42.52	-15.81
Min Sh.	-4497.37	202.19	-2602.01	-64.17	-77.37	-106.84	-14.90
Max Sh.	-4497.37	214.51	3075.79	-92.96	-77.37	-42.52	-15.81
Min Mt.	-4497.37	202.19	-2602.01	-64.17	-77.37	-106.84	-14.90
Max Mt.	-4497.37	214.51	3075.79	-92.96	-77.37	-42.52	-15.81
Span 2 Section 17 At : 59.125 (in segment 18)							
Min Ax.	-4599.09	-86.56	1476.83	-86.60	-79.12	-62.39	6.38
Max Ax.	-4599.09	-86.56	1476.83	-86.60	-79.12	-62.39	6.38
Min Sh.	-4599.09	-98.88	-3982.23	-58.93	-79.12	-124.23	7.29
Max Sh.	-4599.09	-86.56	1476.83	-86.60	-79.12	-62.39	6.38
Min Mt.	-4599.09	-98.88	-3982.23	-58.93	-79.12	-124.23	7.29
Max Mt.	-4599.09	-86.56	1476.83	-86.60	-79.12	-62.39	6.38
Span 2 Section 18 At : 76.875 (in segment 19)							
Min Ax.	-4599.09	94.84	1403.39	-86.23	-79.12	-63.22	-6.99
Max Ax.	-4599.09	94.84	1403.39	-86.23	-79.12	-63.22	-6.99
Min Sh.	-4599.09	82.51	-3836.94	-59.66	-79.12	-122.58	-6.08
Max Sh.	-4599.09	94.84	1403.39	-86.23	-79.12	-63.22	-6.99
Min Mt.	-4599.09	82.51	-3836.94	-59.66	-79.12	-122.58	-6.08
Max Mt.	-4599.09	94.84	1403.39	-86.23	-79.12	-63.22	-6.99
Span 2 Section 19 At : 94.625 (in segment 20)							
Min Ax.	-4448.47	-200.93	3030.24	-91.89	-76.53	-42.20	14.81
Max Ax.	-4448.47	-200.93	3030.24	-91.89	-76.53	-42.20	14.81
Min Sh.	-4448.47	-213.25	-1991.36	-66.43	-76.53	-99.08	15.72
Max Sh.	-4448.47	-200.93	3030.24	-91.89	-76.53	-42.20	14.81
Min Mt.	-4448.47	-213.25	-1991.36	-66.43	-76.53	-99.08	15.72
Max Mt.	-4448.47	-200.93	3030.24	-91.89	-76.53	-42.20	14.81
Span 2 Section 20 At : 112.375 (in segment 21)							
Min Ax.	-4448.47	-19.53	4986.81	-101.81	-76.53	-20.03	1.44
Max Ax.	-4448.47	-19.53	4986.81	-101.81	-76.53	-20.03	1.44
Min Sh.	-4448.47	-31.85	183.94	-77.46	-76.53	-74.44	2.35
Max Sh.	-4448.47	-19.53	4986.81	-101.81	-76.53	-20.03	1.44
Min Mt.	-4448.47	-31.85	183.94	-77.46	-76.53	-74.44	2.35
Max Mt.	-4448.47	-19.53	4986.81	-101.81	-76.53	-20.03	1.44

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 2 Section 21 At : 130.125 (in segment 22)							
Min Ax.	-4448.47	161.87	3723.57	-95.40	-76.53	-34.34	-11.93
Max Ax.	-4448.47	161.87	3723.57	-95.40	-76.53	-34.34	-11.93
Min Sh.	-4448.47	149.54	-860.57	-72.16	-76.53	-86.27	-11.02
Max Sh.	-4448.47	161.87	3723.57	-95.40	-76.53	-34.34	-11.93
Min Mt.	-4448.47	149.54	-860.57	-72.16	-76.53	-86.27	-11.02
Max Mt.	-4448.47	161.87	3723.57	-95.40	-76.53	-34.34	-11.93
Span 2 Section 22 At : 130.625 (in segment 23)							
Min Ax.	-4448.47	166.98	3641.34	-94.99	-76.53	-35.27	-12.31
Max Ax.	-4448.47	166.98	3641.34	-94.99	-76.53	-35.27	-12.31
Min Sh.	-4448.47	154.65	-936.66	-71.78	-76.53	-87.14	-11.40
Max Sh.	-4448.47	166.98	3641.34	-94.99	-76.53	-35.27	-12.31
Min Mt.	-4448.47	154.65	-936.66	-71.78	-76.53	-87.14	-11.40
Max Mt.	-4448.47	166.98	3641.34	-94.99	-76.53	-35.27	-12.31
Span 3 Section 23 At : .000 (in segment 24)							
Min Ax.	-8876.55	-698.79	6421.16	-185.26	-152.70	-79.96	51.50
Max Ax.	-8876.55	-698.79	6421.16	-185.26	-152.70	-79.96	51.50
Min Sh.	-8876.55	-698.79	6421.16	-185.26	-152.70	-79.96	51.50
Max Sh.	-8876.55	-694.68	1909.40	-162.38	-152.70	-131.07	51.20
Min Mt.	-8876.55	-694.68	1909.40	-162.38	-152.70	-131.07	51.20
Max Mt.	-8876.55	-698.79	6421.16	-185.26	-152.70	-79.96	51.50
Span 3 Section 24 At : 5.375 (in segment 25)							
Min Ax.	-4499.35	-158.86	3645.13	-95.88	-77.40	-36.11	11.71
Max Ax.	-4499.35	-158.86	3645.13	-95.88	-77.40	-36.11	11.71
Min Sh.	-4499.35	-158.86	3645.13	-95.88	-77.40	-36.11	11.71
Max Sh.	-4499.35	-154.76	-888.71	-72.89	-77.40	-87.47	11.41
Min Mt.	-4499.35	-154.76	-888.71	-72.89	-77.40	-87.47	11.41
Max Mt.	-4499.35	-158.86	3645.13	-95.88	-77.40	-36.11	11.71
Span 3 Section 25 At : 5.875 (in segment 26)							
Min Ax.	-4499.35	-153.75	3723.32	-96.28	-77.40	-35.22	11.33
Max Ax.	-4499.35	-153.75	3723.32	-96.28	-77.40	-35.22	11.33
Min Sh.	-4499.35	-153.75	3723.32	-96.28	-77.40	-35.22	11.33
Max Sh.	-4499.35	-149.65	-812.59	-73.28	-77.40	-86.61	11.03
Min Mt.	-4499.35	-149.65	-812.59	-73.28	-77.40	-86.61	11.03
Max Mt.	-4499.35	-153.75	3723.32	-96.28	-77.40	-35.22	11.33

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	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 26 At : 23.625 (in segment 27)							
Min Ax.	-4499.35	27.64	4842.53	-101.95	-77.40	-22.54	-2.04
Max Ax.	-4499.35	27.64	4842.53	-101.95	-77.40	-22.54	-2.04
Min Sh.	-4499.35	27.64	4842.53	-101.95	-77.40	-22.54	-2.04
Max Sh.	-4499.35	31.75	233.72	-78.59	-77.40	-74.75	-2.34
Min Mt.	-4499.35	31.75	233.72	-78.59	-77.40	-74.75	-2.34
Max Mt.	-4499.35	27.64	4842.53	-101.95	-77.40	-22.54	-2.04
Span 3 Section 27 At : 41.375 (in segment 28)							
Min Ax.	-4499.35	209.04	2741.93	-91.30	-77.40	-46.34	-15.41
Max Ax.	-4499.35	209.04	2741.93	-91.30	-77.40	-46.34	-15.41
Min Sh.	-4499.35	209.04	2741.93	-91.30	-77.40	-46.34	-15.41
Max Sh.	-4499.35	213.15	-1939.79	-67.57	-77.40	-99.38	-15.71
Min Mt.	-4499.35	213.15	-1939.79	-67.57	-77.40	-99.38	-15.71
Max Mt.	-4499.35	209.04	2741.93	-91.30	-77.40	-46.34	-15.41
Span 3 Section 28 At : 59.125 (in segment 29)							
Min Ax.	-4601.08	-92.25	1241.93	-85.45	-79.15	-65.08	6.80
Max Ax.	-4601.08	-92.25	1241.93	-85.45	-79.15	-65.08	6.80
Min Sh.	-4601.08	-92.25	1241.93	-85.45	-79.15	-65.08	6.80
Max Sh.	-4601.08	-88.14	-3512.69	-61.34	-79.15	-118.94	6.50
Min Mt.	-4601.08	-88.14	-3512.69	-61.34	-79.15	-118.94	6.50
Max Mt.	-4601.08	-92.25	1241.93	-85.45	-79.15	-65.08	6.80
Span 3 Section 29 At : 76.875 (in segment 30)							
Min Ax.	-4601.08	89.15	1269.38	-85.59	-79.15	-64.77	-6.57
Max Ax.	-4601.08	89.15	1269.38	-85.59	-79.15	-64.77	-6.57
Min Sh.	-4601.08	89.15	1269.38	-85.59	-79.15	-64.77	-6.57
Max Sh.	-4601.08	93.26	-3558.14	-61.11	-79.15	-119.46	-6.87
Min Mt.	-4601.08	93.26	-3558.14	-61.11	-79.15	-119.46	-6.87
Max Mt.	-4601.08	89.15	1269.38	-85.59	-79.15	-64.77	-6.57
Span 3 Section 30 At : 94.625 (in segment 31)							
Min Ax.	-4450.45	-206.83	2999.03	-91.76	-76.56	-42.58	15.24
Max Ax.	-4450.45	-206.83	2999.03	-91.76	-76.56	-42.58	15.24
Min Sh.	-4450.45	-206.83	2999.03	-91.76	-76.56	-42.58	15.24
Max Sh.	-4450.45	-202.72	-1901.40	-66.92	-76.56	-98.10	14.94
Min Mt.	-4450.45	-202.72	-1901.40	-66.92	-76.56	-98.10	14.94
Max Mt.	-4450.45	-206.83	2999.03	-91.76	-76.56	-42.58	15.24

Data-Base: RDMS
Project : TEST
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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 3 Section 31 At : 112.375 (in segment 32)							
Min Ax.	-4450.45	-25.43	5060.32	-102.22	-76.56	-19.23	1.87
Max Ax.	-4450.45	-25.43	5060.32	-102.22	-76.56	-19.23	1.87
Min Sh.	-4450.45	-25.43	5060.32	-102.22	-76.56	-19.23	1.87
Max Sh.	-4450.45	-21.32	86.99	-77.00	-76.56	-75.57	1.57
Min Mt.	-4450.45	-21.32	86.99	-77.00	-76.56	-75.57	1.57
Max Mt.	-4450.45	-25.43	5060.32	-102.22	-76.56	-19.23	1.87
Span 3 Section 32 At : 130.125 (in segment 33)							
Min Ax.	-4450.45	155.97	3901.78	-96.34	-76.56	-32.36	-11.49
Max Ax.	-4450.45	155.97	3901.78	-96.34	-76.56	-32.36	-11.49
Min Sh.	-4450.45	155.97	3901.78	-96.34	-76.56	-32.36	-11.49
Max Sh.	-4450.45	160.08	-1144.46	-70.76	-76.56	-89.52	-11.80
Min Mt.	-4450.45	160.08	-1144.46	-70.76	-76.56	-89.52	-11.80
Max Mt.	-4450.45	155.97	3901.78	-96.34	-76.56	-32.36	-11.49
Span 3 Section 33 At : 130.625 (in segment 34)							
Min Ax.	-4450.45	161.08	3822.49	-95.94	-76.56	-33.26	-11.87
Max Ax.	-4450.45	161.08	3822.49	-95.94	-76.56	-33.26	-11.87
Min Sh.	-4450.45	161.08	3822.49	-95.94	-76.56	-33.26	-11.87
Max Sh.	-4450.45	165.19	-1225.79	-70.34	-76.56	-90.45	-12.17
Min Mt.	-4450.45	165.19	-1225.79	-70.34	-76.56	-90.45	-12.17
Max Mt.	-4450.45	161.08	3822.49	-95.94	-76.56	-33.26	-11.87
Span 4 Section 34 At : .000 (in segment 35)							
Min Ax.	-8876.00	-695.40	6631.72	-186.31	-152.69	-77.56	51.25
Max Ax.	-8876.00	-695.40	6631.72	-186.31	-152.69	-77.56	51.25
Min Sh.	-8876.00	-699.51	1561.36	-160.61	-152.69	-135.00	51.55
Max Sh.	-8876.00	-695.40	6631.72	-186.31	-152.69	-77.56	51.25
Min Mt.	-8876.00	-699.51	1561.36	-160.61	-152.69	-135.00	51.55
Max Mt.	-8876.00	-695.40	6631.72	-186.31	-152.69	-77.56	51.25
Span 4 Section 35 At : 5.375 (in segment 36)							
Min Ax.	-4496.82	-155.48	3835.67	-96.80	-77.36	-33.90	11.46
Max Ax.	-4496.82	-155.48	3835.67	-96.80	-77.36	-33.90	11.46
Min Sh.	-4496.82	-159.59	-1212.62	-71.21	-77.36	-91.09	11.76
Max Sh.	-4496.82	-155.48	3835.67	-96.80	-77.36	-33.90	11.46
Min Mt.	-4496.82	-159.59	-1212.62	-71.21	-77.36	-91.09	11.76
Max Mt.	-4496.82	-155.48	3835.67	-96.80	-77.36	-33.90	11.46

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 36 At : 5.875 (in segment 37)							
Min Ax.	-4496.82	-150.37	3912.17	-97.19	-77.36	-33.04	11.08
Max Ax.	-4496.82	-150.37	3912.17	-97.19	-77.36	-33.04	11.08
Min Sh.	-4496.82	-154.48	-1134.06	-71.61	-77.36	-90.20	11.38
Max Sh.	-4496.82	-150.37	3912.17	-97.19	-77.36	-33.04	11.08
Min Mt.	-4496.82	-154.48	-1134.06	-71.61	-77.36	-90.20	11.38
Max Mt.	-4496.82	-150.37	3912.17	-97.19	-77.36	-33.04	11.08
Span 4 Section 37 At : 23.625 (in segment 38)							
Min Ax.	-4496.82	31.03	4971.28	-102.56	-77.36	-21.04	-2.29
Max Ax.	-4496.82	31.03	4971.28	-102.56	-77.36	-21.04	-2.29
Min Sh.	-4496.82	26.92	-2.04	-77.35	-77.36	-77.38	-1.98
Max Sh.	-4496.82	31.03	4971.28	-102.56	-77.36	-21.04	-2.29
Min Mt.	-4496.82	26.92	-2.04	-77.35	-77.36	-77.38	-1.98
Max Mt.	-4496.82	31.03	4971.28	-102.56	-77.36	-21.04	-2.29
Span 4 Section 38 At : 41.375 (in segment 39)							
Min Ax.	-4496.82	212.43	2810.59	-91.61	-77.36	-45.52	-15.66
Max Ax.	-4496.82	212.43	2810.59	-91.61	-77.36	-45.52	-15.66
Min Sh.	-4496.82	208.32	-2089.82	-66.76	-77.36	-101.03	-15.35
Max Sh.	-4496.82	212.43	2810.59	-91.61	-77.36	-45.52	-15.66
Min Mt.	-4496.82	208.32	-2089.82	-66.76	-77.36	-101.03	-15.35
Max Mt.	-4496.82	212.43	2810.59	-91.61	-77.36	-45.52	-15.66
Span 4 Section 39 At : 59.125 (in segment 40)							
Min Ax.	-4598.55	-88.59	1248.07	-85.43	-79.11	-64.97	6.53
Max Ax.	-4598.55	-88.59	1248.07	-85.43	-79.11	-64.97	6.53
Min Sh.	-4598.55	-92.69	-3579.43	-60.96	-79.11	-119.66	6.83
Max Sh.	-4598.55	-88.59	1248.07	-85.43	-79.11	-64.97	6.53
Min Mt.	-4598.55	-92.69	-3579.43	-60.96	-79.11	-119.66	6.83
Max Mt.	-4598.55	-88.59	1248.07	-85.43	-79.11	-64.97	6.53
Span 4 Section 40 At : 76.875 (in segment 41)							
Min Ax.	-4598.55	92.81	1210.56	-85.24	-79.11	-65.39	-6.84
Max Ax.	-4598.55	92.81	1210.56	-85.24	-79.11	-65.39	-6.84
Min Sh.	-4598.55	88.71	-3544.04	-61.14	-79.11	-119.26	-6.54
Max Sh.	-4598.55	92.81	1210.56	-85.24	-79.11	-65.39	-6.84
Min Mt.	-4598.55	88.71	-3544.04	-61.14	-79.11	-119.26	-6.54
Max Mt.	-4598.55	92.81	1210.56	-85.24	-79.11	-65.39	-6.84

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # :   9 AT DAY : 4000.0

DL+TEMP   Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 4 Section 41 At : 94.625 (in segment 42)							
Min Ax.	-4447.92	-202.89	2872.83	-91.08	-76.52	-43.97	14.95
Max Ax.	-4447.92	-202.89	2872.83	-91.08	-76.52	-43.97	14.95
Min Sh.	-4447.92	-207.00	-1808.85	-67.34	-76.52	-97.01	15.26
Max Sh.	-4447.92	-202.89	2872.83	-91.08	-76.52	-43.97	14.95
Min Mt.	-4447.92	-207.00	-1808.85	-67.34	-76.52	-97.01	15.26
Max Mt.	-4447.92	-202.89	2872.83	-91.08	-76.52	-43.97	14.95
Span 4 Section 42 At : 112.375 (in segment 43)							
Min Ax.	-4447.92	-21.49	4864.28	-101.18	-76.52	-21.41	1.58
Max Ax.	-4447.92	-21.49	4864.28	-101.18	-76.52	-21.41	1.58
Min Sh.	-4447.92	-25.60	255.50	-77.81	-76.52	-73.62	1.89
Max Sh.	-4447.92	-21.49	4864.28	-101.18	-76.52	-21.41	1.58
Min Mt.	-4447.92	-25.60	255.50	-77.81	-76.52	-73.62	1.89
Max Mt.	-4447.92	-21.49	4864.28	-101.18	-76.52	-21.41	1.58
Span 4 Section 43 At : 130.125 (in segment 44)							
Min Ax.	-4447.92	159.90	3635.89	-94.95	-76.52	-35.33	-11.78
Max Ax.	-4447.92	159.90	3635.89	-94.95	-76.52	-35.33	-11.78
Min Sh.	-4447.92	155.80	-899.98	-71.95	-76.52	-86.71	-11.48
Max Sh.	-4447.92	159.90	3635.89	-94.95	-76.52	-35.33	-11.78
Min Mt.	-4447.92	155.80	-899.98	-71.95	-76.52	-86.71	-11.48
Max Mt.	-4447.92	159.90	3635.89	-94.95	-76.52	-35.33	-11.78
Span 4 Section 44 At : 130.625 (in segment 45)							
Min Ax.	-4447.92	165.01	3554.62	-94.54	-76.52	-36.25	-12.16
Max Ax.	-4447.92	165.01	3554.62	-94.54	-76.52	-36.25	-12.16
Min Sh.	-4447.92	160.91	-979.17	-71.55	-76.52	-87.61	-11.86
Max Sh.	-4447.92	165.01	3554.62	-94.54	-76.52	-36.25	-12.16
Min Mt.	-4447.92	160.91	-979.17	-71.55	-76.52	-87.61	-11.86
Max Mt.	-4447.92	165.01	3554.62	-94.54	-76.52	-36.25	-12.16
Span 5 Section 45 At : .000 (in segment 46)							
Min Ax.	-8876.04	-704.12	6345.04	-184.86	-152.69	-80.81	51.89
Max Ax.	-8876.04	-704.12	6345.04	-184.86	-152.69	-80.81	51.89
Min Sh.	-8876.04	-704.12	6345.04	-184.86	-152.69	-80.81	51.89
Max Sh.	-8876.04	-691.80	1833.33	-161.99	-152.69	-131.92	50.99
Min Mt.	-8876.04	-691.80	1833.33	-161.99	-152.69	-131.92	50.99
Max Mt.	-8876.04	-704.12	6345.04	-184.86	-152.69	-80.81	51.89

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 5 Section 46 At : 5.375 (in segment 47)							
Min Ax.	-4499.40	-164.23	3598.36	-95.65	-77.40	-36.64	12.10
Max Ax.	-4499.40	-164.23	3598.36	-95.65	-77.40	-36.64	12.10
Min Sh.	-4499.40	-164.23	3598.36	-95.65	-77.40	-36.64	12.10
Max Sh.	-4499.40	-151.91	-979.59	-72.43	-77.40	-88.50	11.20
Min Mt.	-4499.40	-151.91	-979.59	-72.43	-77.40	-88.50	11.20
Max Mt.	-4499.40	-164.23	3598.36	-95.65	-77.40	-36.64	12.10
Span 5 Section 47 At : 5.875 (in segment 48)							
Min Ax.	-4499.40	-159.12	3679.21	-96.06	-77.40	-35.72	11.73
Max Ax.	-4499.40	-159.12	3679.21	-96.06	-77.40	-35.72	11.73
Min Sh.	-4499.40	-159.12	3679.21	-96.06	-77.40	-35.72	11.73
Max Sh.	-4499.40	-146.80	-904.88	-72.81	-77.40	-87.65	10.82
Min Mt.	-4499.40	-146.80	-904.88	-72.81	-77.40	-87.65	10.82
Max Mt.	-4499.40	-159.12	3679.21	-96.06	-77.40	-35.72	11.73
Span 5 Section 48 At : 23.625 (in segment 49)							
Min Ax.	-4499.40	22.28	4893.72	-102.21	-77.40	-21.96	-1.64
Max Ax.	-4499.40	22.28	4893.72	-102.21	-77.40	-21.96	-1.64
Min Sh.	-4499.40	22.28	4893.72	-102.21	-77.40	-21.96	-1.64
Max Sh.	-4499.40	34.60	90.89	-77.86	-77.40	-76.37	-2.55
Min Mt.	-4499.40	34.60	90.89	-77.86	-77.40	-76.37	-2.55
Max Mt.	-4499.40	22.28	4893.72	-102.21	-77.40	-21.96	-1.64
Span 5 Section 49 At : 41.375 (in segment 50)							
Min Ax.	-4499.40	203.67	2888.41	-92.05	-77.40	-44.68	-15.01
Max Ax.	-4499.40	203.67	2888.41	-92.05	-77.40	-44.68	-15.01
Min Sh.	-4499.40	203.67	2888.41	-92.05	-77.40	-44.68	-15.01
Max Sh.	-4499.40	216.00	-2133.15	-66.59	-77.40	-101.57	-15.92
Min Mt.	-4499.40	216.00	-2133.15	-66.59	-77.40	-101.57	-15.92
Max Mt.	-4499.40	203.67	2888.41	-92.05	-77.40	-44.68	-15.01
Span 5 Section 50 At : 59.125 (in segment 51)							
Min Ax.	-4601.13	-97.63	1483.79	-86.67	-79.15	-62.34	7.20
Max Ax.	-4601.13	-97.63	1483.79	-86.67	-79.15	-62.34	7.20
Min Sh.	-4601.13	-97.63	1483.79	-86.67	-79.15	-62.34	7.20
Max Sh.	-4601.13	-85.30	-3756.52	-60.11	-79.15	-121.71	6.29
Min Mt.	-4601.13	-85.30	-3756.52	-60.11	-79.15	-121.71	6.29
Max Mt.	-4601.13	-97.63	1483.79	-86.67	-79.15	-62.34	7.20

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 5 Section 51 At : 76.875 (in segment 52)							
Min Ax.	-4601.13	83.77	1606.74	-87.30	-79.15	-60.95	-6.17
Max Ax.	-4601.13	83.77	1606.74	-87.30	-79.15	-60.95	-6.17
Min Sh.	-4601.13	83.77	1606.74	-87.30	-79.15	-60.95	-6.17
Max Sh.	-4601.13	96.10	-3852.30	-59.62	-79.15	-122.79	-7.08
Min Mt.	-4601.13	96.10	-3852.30	-59.62	-79.15	-122.79	-7.08
Max Mt.	-4601.13	83.77	1606.74	-87.30	-79.15	-60.95	-6.17
Span 5 Section 52 At : 94.625 (in segment 53)							
Min Ax.	-4450.50	-212.22	3432.08	-93.96	-76.56	-37.68	15.64
Max Ax.	-4450.50	-212.22	3432.08	-93.96	-76.56	-37.68	15.64
Min Sh.	-4450.50	-212.22	3432.08	-93.96	-76.56	-37.68	15.64
Max Sh.	-4450.50	-199.90	-2245.71	-65.17	-76.56	-102.00	14.73
Min Mt.	-4450.50	-199.90	-2245.71	-65.17	-76.56	-102.00	14.73
Max Mt.	-4450.50	-212.22	3432.08	-93.96	-76.56	-37.68	15.64
Span 5 Section 53 At : 112.375 (in segment 54)							
Min Ax.	-4450.50	-30.82	5589.08	-104.90	-76.56	-13.24	2.27
Max Ax.	-4450.50	-30.82	5589.08	-104.90	-76.56	-13.24	2.27
Min Sh.	-4450.50	-30.82	5589.08	-104.90	-76.56	-13.24	2.27
Max Sh.	-4450.50	-18.50	-307.44	-75.00	-76.56	-80.04	1.36
Min Mt.	-4450.50	-18.50	-307.44	-75.00	-76.56	-80.04	1.36
Max Mt.	-4450.50	-30.82	5589.08	-104.90	-76.56	-13.24	2.27
Span 5 Section 54 At : 130.125 (in segment 55)							
Min Ax.	-4450.50	150.58	4526.26	-99.51	-76.56	-25.28	-11.10
Max Ax.	-4450.50	150.58	4526.26	-99.51	-76.56	-25.28	-11.10
Min Sh.	-4450.50	150.58	4526.26	-99.51	-76.56	-25.28	-11.10
Max Sh.	-4450.50	162.90	-1589.00	-68.50	-76.56	-94.56	-12.01
Min Mt.	-4450.50	162.90	-1589.00	-68.50	-76.56	-94.56	-12.01
Max Mt.	-4450.50	150.58	4526.26	-99.51	-76.56	-25.28	-11.10
Span 5 Section 55 At : 130.625 (in segment 56)							
Min Ax.	-4450.50	155.69	4449.75	-99.12	-76.56	-26.15	-11.47
Max Ax.	-4450.50	155.69	4449.75	-99.12	-76.56	-26.15	-11.47
Min Sh.	-4450.50	155.69	4449.75	-99.12	-76.56	-26.15	-11.47
Max Sh.	-4450.50	168.01	-1671.75	-68.08	-76.56	-95.50	-12.38
Min Mt.	-4450.50	168.01	-1671.75	-68.08	-76.56	-95.50	-12.38
Max Mt.	-4450.50	155.69	4449.75	-99.12	-76.56	-26.15	-11.47

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- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 56 At : .000 (in segment 57)							
Min Ax.	-9019.91	-680.00	7415.31	-192.76	-155.17	-71.16	50.12
Max Ax.	-9019.91	-680.00	7415.31	-192.76	-155.17	-71.16	50.12
Min Sh.	-9019.91	-726.35	1227.58	-161.39	-155.17	-141.26	53.53
Max Sh.	-9019.91	-680.00	7415.31	-192.76	-155.17	-71.16	50.12
Min Mt.	-9019.91	-726.35	1227.58	-161.39	-155.17	-141.26	53.53
Max Mt.	-9019.91	-680.00	7415.31	-192.76	-155.17	-71.16	50.12
Span 6 Section 57 At : 5.375 (in segment 58)							
Min Ax.	-4640.31	-133.27	4502.77	-102.65	-79.83	-28.81	9.82
Max Ax.	-4640.31	-133.27	4502.77	-102.65	-79.83	-28.81	9.82
Min Sh.	-4640.31	-179.62	-1435.84	-72.55	-79.83	-96.09	13.24
Max Sh.	-4640.31	-133.27	4502.77	-102.65	-79.83	-28.81	9.82
Min Mt.	-4640.31	-179.62	-1435.84	-72.55	-79.83	-96.09	13.24
Max Mt.	-4640.31	-133.27	4502.77	-102.65	-79.83	-28.81	9.82
Span 6 Section 58 At : 5.875 (in segment 59)							
Min Ax.	-4640.31	-128.16	4568.25	-102.99	-79.83	-28.07	9.45
Max Ax.	-4640.31	-128.16	4568.25	-102.99	-79.83	-28.07	9.45
Min Sh.	-4640.31	-174.51	-1347.28	-72.99	-79.83	-95.09	12.86
Max Sh.	-4640.31	-128.16	4568.25	-102.99	-79.83	-28.07	9.45
Min Mt.	-4640.31	-174.51	-1347.28	-72.99	-79.83	-95.09	12.86
Max Mt.	-4640.31	-128.16	4568.25	-102.99	-79.83	-28.07	9.45
Span 6 Section 59 At : 23.625 (in segment 60)							
Min Ax.	-4640.31	53.24	5233.17	-106.36	-79.83	-20.54	-3.92
Max Ax.	-4640.31	53.24	5233.17	-106.36	-79.83	-20.54	-3.92
Min Sh.	-4640.31	6.89	140.32	-80.54	-79.83	-78.24	-.51
Max Sh.	-4640.31	53.24	5233.17	-106.36	-79.83	-20.54	-3.92
Min Mt.	-4640.31	6.89	140.32	-80.54	-79.83	-78.24	-.51
Max Mt.	-4640.31	53.24	5233.17	-106.36	-79.83	-20.54	-3.92
Span 6 Section 60 At : 41.375 (in segment 61)							
Min Ax.	-4640.30	234.64	2678.29	-93.40	-79.83	-49.48	-17.29
Max Ax.	-4640.30	234.64	2678.29	-93.40	-79.83	-49.48	-17.29
Min Sh.	-4640.30	188.29	-1591.89	-71.75	-79.83	-97.86	-13.88
Max Sh.	-4640.30	234.64	2678.29	-93.40	-79.83	-49.48	-17.29
Min Mt.	-4640.30	188.29	-1591.89	-71.75	-79.83	-97.86	-13.88
Max Mt.	-4640.30	234.64	2678.29	-93.40	-79.83	-49.48	-17.29

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Span 6 Section 61 At : 59.125 (in segment 62)							
Min Ax.	-4670.43	-81.96	1185.54	-86.35	-80.34	-66.91	6.04
Max Ax.	-4670.43	-81.96	1185.54	-86.35	-80.34	-66.91	6.04
Min Sh.	-4670.43	-128.31	-2261.96	-68.88	-80.34	-105.97	9.46
Max Sh.	-4670.43	-81.96	1185.54	-86.35	-80.34	-66.91	6.04
Min Mt.	-4670.43	-128.31	-2261.96	-68.88	-80.34	-105.97	9.46
Max Mt.	-4670.43	-81.96	1185.54	-86.35	-80.34	-66.91	6.04
Span 6 Section 62 At : 76.875 (in segment 63)							
Min Ax.	-4670.43	99.44	1030.40	-85.57	-80.34	-68.67	-7.33
Max Ax.	-4670.43	99.44	1030.40	-85.57	-80.34	-68.67	-7.33
Min Sh.	-4670.43	53.09	-1594.42	-72.26	-80.34	-98.41	-3.91
Max Sh.	-4670.43	99.44	1030.40	-85.57	-80.34	-68.67	-7.33
Min Mt.	-4670.43	53.09	-1594.42	-72.26	-80.34	-98.41	-3.91
Max Mt.	-4670.43	99.44	1030.40	-85.57	-80.34	-68.67	-7.33
Span 6 Section 63 At : 94.625 (in segment 64)							
Min Ax.	-4573.76	22.32	389.64	-80.66	-78.68	-74.27	-1.65
Max Ax.	-4573.76	22.32	389.64	-80.66	-78.68	-74.27	-1.65
Min Sh.	-4573.76	-24.03	-1412.50	-71.52	-78.68	-94.68	1.77
Max Sh.	-4573.76	22.32	389.64	-80.66	-78.68	-74.27	-1.65
Min Mt.	-4573.76	-24.03	-1412.50	-71.52	-78.68	-94.68	1.77
Max Mt.	-4573.76	22.32	389.64	-80.66	-78.68	-74.27	-1.65
Span 6 Section 64 At : 112.375 (in segment 65)							
Min Ax.	-4573.76	203.72	-1616.49	-70.48	-78.68	-96.99	-15.01
Max Ax.	-4573.76	203.72	-1616.49	-70.48	-78.68	-96.99	-15.01
Min Sh.	-4573.76	157.37	-2595.95	-65.52	-78.68	-108.09	-11.60
Max Sh.	-4573.76	203.72	-1616.49	-70.48	-78.68	-96.99	-15.01
Min Mt.	-4573.76	157.37	-2595.95	-65.52	-78.68	-108.09	-11.60
Max Mt.	-4573.76	203.72	-1616.49	-70.48	-78.68	-96.99	-15.01
Span 6 Section 65 At : 130.125 (in segment 66)							
Min Ax.	-4573.76	385.12	-6842.42	-43.99	-78.68	-156.20	-28.38
Max Ax.	-4573.76	385.12	-6842.42	-43.99	-78.68	-156.20	-28.38
Min Sh.	-4573.76	338.77	-6999.20	-43.19	-78.68	-157.97	-24.97
Max Sh.	-4573.76	385.12	-6842.42	-43.99	-78.68	-156.20	-28.38
Min Mt.	-4573.76	338.77	-6999.20	-43.19	-78.68	-157.97	-24.97
Max Mt.	-4573.76	385.12	-6842.42	-43.99	-78.68	-156.20	-28.38

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:29:40

- STRESS CHECK - SERVICE LOAD DESIGN - (GENERAL SYSTEM)

ERECTION STAGE # : 9 AT DAY : 4000.0

DL+TEMP Load Factor: 1.000 Allowable Stress (%): 100.000

Span 6 Section 66 At : 130.625 (in segment 67)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4573.76	390.23	-7037.17	-43.00	-78.68	-158.40	-28.76
Max Ax.	-4573.76	390.23	-7037.17	-43.00	-78.68	-158.40	-28.76
Min Sh.	-4573.76	343.88	-7170.48	-42.33	-78.68	-159.91	-25.34
Max Sh.	-4573.76	390.23	-7037.17	-43.00	-78.68	-158.40	-28.76
Min Mt.	-4573.76	343.88	-7170.48	-42.33	-78.68	-159.91	-25.34
Max Mt.	-4573.76	390.23	-7037.17	-43.00	-78.68	-158.40	-28.76

Span 6 Section 67 At : 133.500 (in segment 67)

	AXIAL	SHEAR	MOMENT	AXIAL STRESS TOP	AXIAL STRESS COG	AXIAL STRESS BOTT	SHEAR ST. AT COG
Min Ax.	-4573.76	419.61	-8201.17	-37.10	-78.68	-171.59	-30.92
Max Ax.	-4573.76	419.61	-8201.17	-37.10	-78.68	-171.59	-30.92
Min Sh.	-4573.76	373.26	-8201.26	-37.10	-78.68	-171.59	-27.51
Max Sh.	-4573.76	419.61	-8201.17	-37.10	-78.68	-171.59	-30.92
Min Mt.	-4573.76	373.26	-8201.26	-37.10	-78.68	-171.59	-27.51
Max Mt.	-4573.76	419.61	-8201.17	-37.10	-78.68	-171.59	-30.92

Six Span Unit – Tendon T1 Removed

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 1												
	Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
	Abscissa	**0.125**	**2.500**	**5.375**	**5.875**	**23.625**	**41.375**	**59.125**	**76.875**	**94.625**	**112.375**	**130.125**	**130.625**	**136.000**
DL	**Top**	0.0	-36.6	-41.5	-42.3	-63.1	-68.9	-70.9	-69.6	-75.6	-87.2	-83.6	-83.3	-174.7
	Bottom	0.0	-170.8	-160.0	-158.1	-111.6	-98.7	-97.1	-99.9	-78.1	-52.3	-60.2	-60.9	-103.1
DL + Grad	**Top**	0.0	-36.6	-42.0	-42.8	-66.4	-75.0	-79.8	-81.3	-90.0	-104.4	-103.6	-103.4	-195.6
	Bottom	0.0	-170.8	-159.0	-156.9	-104.2	-85.1	-77.3	-73.9	-45.8	-13.8	-15.5	-16.0	-56.4
HS20 Truck	**Max Top**	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.1	-76.9	-71.8	-71.4	-159.0
	Max Bottom	0.0	-170.8	-153.4	-150.5	-68.2	-34.9	-24.8	-29.1	-18.2	-10.2	-38.9	-31.3	-72.3
	Min Top	0.0	-36.6	-44.5	-45.7	-82.6	-97.5	-103.2	-101.3	-102.4	-106.0	-93.1	-96.6	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.8	-108.8	-115.3	-97.2	-75.2	-86.8	-87.6	-138.1
HS20 Lane	**Max Top**	0.0	-36.6	-41.2	-41.9	-60.5	-64.1	-63.9	-60.5	-64.3	-73.3	-60.0	-59.3	-144.4
	Max Bottom	0.0	-170.8	-153.7	-150.8	-72.4	-38.8	-27.3	-30.6	-19.0	-11.7	-29.8	-30.5	-71.8
	Min Top	0.0	-36.6	-44.3	-45.6	-80.7	-95.7	-102.1	-100.7	-102.0	-105.3	-97.2	-96.9	-188.7
	Min Bottom	0.0	-170.8	-160.7	-159.1	-117.4	-109.4	-112.7	-120.4	-103.4	-83.4	-113.1	-114.7	-170.8
SU2 Truck	**Max Top**	0.0	-36.6	-41.4	-42.2	-62.2	-67.2	-68.4	-66.3	-71.5	-82.3	-78.0	-77.6	-167.2
	Max Bottom	0.0	-170.8	-156.3	-153.8	-88.0	-63.1	-55.8	-57.7	-39.5	-20.6	-36.7	-35.1	-76.2
	Min Top	0.0	-36.6	-43.2	-44.2	-73.7	-84.9	-89.4	-88.5	-92.9	-101.4	-94.1	-94.9	-186.7
	Min Bottom	0.0	-170.8	-160.2	-158.5	-113.7	-102.5	-102.7	-107.3	-87.2	-63.2	-72.9	-73.7	-119.8
SU3 Truck	**Max Top**	0.0	-36.6	-41.3	-42.0	-61.3	-65.6	-66.0	-63.2	-67.7	-77.7	-72.6	-72.2	-160.2
	Max Bottom	0.0	-170.8	-153.3	-150.3	-70.2	-37.3	-27.0	-31.3	-19.6	-10.0	-36.5	-31.8	-72.8
	Min Top	0.0	-36.6	-44.5	-45.8	-81.7	-96.4	-102.2	-100.3	-101.8	-106.1	-94.3	-96.3	-188.2
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.7	-106.2	-108.0	-114.2	-95.8	-73.5	-84.8	-85.7	-135.5
SU4 Truck	**Max Top**	0.0	-36.6	-41.2	-42.0	-61.2	-65.4	-65.7	-62.8	-67.2	-77.1	-71.9	-71.6	-159.3
	Max Bottom	0.0	-170.8	-153.0	-150.1	-68.1	-33.7	-23.1	-27.7	-16.7	-8.3	-36.1	-31.4	-72.4
	Min Top	0.0	-36.6	-44.6	-45.9	-82.6	-98.0	-104.0	-102.0	-103.1	-106.9	-94.4	-96.5	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.9	-106.6	-108.7	-115.1	-96.9	-74.8	-86.4	-87.2	-137.5
C3 Truck	**Max Top**	0.0	-36.6	-41.3	-42.1	-61.6	-66.2	-66.9	-64.3	-69.1	-79.4	-74.6	-74.2	-162.7
	Max Bottom	0.0	-170.8	-154.6	-151.9	-78.9	-49.4	-40.7	-43.9	-29.6	-16.8	-40.2	-33.0	-74.0
	Min Top	0.0	-36.6	-43.9	-45.1	-77.8	-91.0	-96.1	-94.7	-97.3	-103.0	-92.6	-95.8	-187.7
	Min Bottom	0.0	-170.8	-160.4	-158.7	-115.0	-104.9	-106.1	-111.7	-92.7	-69.8	-80.5	-81.3	-129.9
C4 Truck	**Max Top**	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.7	-62.8	-67.1	-77.0	-71.8	-71.5	-159.1
	Max Bottom	0.0	-170.8	-153.6	-150.8	-72.2	-36.4	-27.2	-31.1	-19.6	-11.8	-45.4	-31.4	-72.3
	Min Top	0.0	-36.6	-44.4	-45.6	-80.8	-96.8	-102.2	-100.4	-101.8	-105.3	-90.2	-96.5	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.7	-108.7	-115.2	-97.1	-75.0	-86.6	-87.4	-137.9
C5 Truck	**Max Top**	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.1	-76.9	-71.8	-71.4	-159.0
	Max Bottom	0.0	-170.8	-153.4	-150.5	-70.6	-37.6	-27.8	-31.9	-21.0	-13.2	-42.4	-31.3	-72.3
	Min Top	0.0	-36.6	-44.5	-45.7	-81.5	-96.3	-101.9	-100.1	-101.2	-104.7	-91.6	-96.6	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.8	-108.8	-115.3	-97.2	-75.2	-86.7	-87.6	-138.1
ST5 Truck	**Max Top**	0.0	-36.6	-41.2	-42.0	-61.1	-65.2	-65.5	-62.6	-66.9	-76.7	-71.5	-71.2	-158.6
	Max Bottom	0.0	-170.8	-154.2	-156.6	-70.9	-37.3	-26.9	-31.0	-20.5	-13.9	-44.7	-31.2	-72.1
	Min Top	0.0	-36.6	-44.1	-43.0	-81.3	-96.4	-102.3	-100.5	-101.4	-104.4	-90.6	-96.6	-188.5
	Min Bottom	0.0	-170.8	-160.6	-158.9	-116.1	-106.9	-109.0	-115.6	-97.6	-75.6	-87.2	-88.1	-139.1

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.7	-84.1	-84.3	-86.2	-73.0	-65.9	-66.0	-73.5	-86.5	-84.4	-84.1	-176.0
	Bottom	-103.1	-62.4	-61.8	-57.7	-87.1	-108.7	-108.4	-83.3	-54.3	-58.9	-59.5	-100.6
DL + Grad	Top	-195.6	-104.8	-105.0	-106.1	-92.2	-84.4	-83.7	-90.5	-102.7	-99.9	-99.6	-191.3
	Bottom	-56.4	-16.2	-15.6	-13.2	-44.2	-67.5	-68.8	-45.4	-18.0	-24.3	-24.9	-66.5
HS20 Truck	Max Top	-159.0	-69.2	-69.5	-74.0	-63.4	-58.9	-60.0	-65.3	-76.2	-72.0	-71.6	-162.6
	Max Bottom	-72.3	-41.2	-39.9	-11.1	-23.3	-36.7	-37.5	-23.0	-13.0	-41.9	-34.6	-74.2
	Min Top	-188.4	-93.6	-94.1	-107.0	-101.6	-98.1	-97.7	-100.5	-104.9	-92.0	-95.3	-187.8
	Min Bottom	-138.1	-95.7	-94.9	-84.9	-108.6	-124.4	-121.8	-101.5	-77.3	-86.7	-87.5	-130.6
HS20 Lane	Max Top	-144.4	-58.3	-59.0	-70.3	-59.2	-53.7	-54.7	-61.3	-72.6	-61.5	-60.9	-148.3
	Max Bottom	-71.8	-32.2	-31.4	-16.7	-28.1	-39.9	-39.6	-24.5	-13.0	-27.2	-27.8	-67.4
	Min Top	-188.7	-97.6	-97.9	-104.5	-99.4	-96.7	-96.8	-99.8	-104.9	-98.6	-98.4	-190.9
	Min Bottom	-170.8	-119.9	-118.5	-93.3	-117.9	-135.9	-133.8	-110.6	-85.3	-110.0	-111.5	-162.6
SU2 Truck	Max Top	-167.2	-76.9	-77.2	-80.4	-68.4	-62.5	-63.2	-69.6	-81.5	-78.5	-78.2	-169.6
	Max Bottom	-76.2	-37.9	-36.9	-22.2	-43.9	-62.0	-62.6	-43.0	-23.5	-40.5	-38.6	-79.1
	Min Top	-186.7	-95.1	-95.5	-102.1	-92.4	-86.8	-86.5	-91.5	-100.2	-92.6	-93.5	-185.7
	Min Bottom	-119.8	-78.3	-77.6	-70.7	-97.4	-116.2	-114.8	-92.0	-65.3	-72.2	-72.9	-115.0
SU3 Truck	Max Top	-160.2	-70.3	-70.6	-74.9	-64.1	-59.4	-60.5	-65.9	-76.9	-72.9	-72.5	-163.6
	Max Bottom	-72.8	-37.5	-36.3	-11.0	-24.5	-38.3	-39.1	-24.1	-12.8	-40.1	-35.1	-74.9
	Min Top	-188.2	-95.2	-95.8	-107.0	-101.0	-97.4	-97.0	-100.0	-105.0	-92.9	-95.1	-187.5
	Min Bottom	-135.5	-93.2	-92.5	-83.0	-107.0	-123.2	-120.8	-100.2	-75.7	-84.7	-85.5	-128.4
SU4 Truck	Max Top	-159.3	-69.4	-69.8	-74.2	-63.5	-59.0	-60.1	-65.4	-76.3	-72.1	-71.8	-162.8
	Max Bottom	-72.4	-37.2	-35.9	-9.2	-21.7	-35.0	-35.8	-21.4	-11.1	-39.8	-34.7	-74.4
	Min Top	-188.4	-95.4	-96.0	-107.9	-102.3	-98.9	-98.5	-101.2	-105.8	-93.0	-95.3	-187.8
	Min Bottom	-137.5	-95.1	-94.4	-84.5	-108.3	-124.1	-121.6	-101.3	-77.0	-86.3	-87.1	-130.2
C3 Truck	Max Top	-162.7	-72.7	-73.0	-76.8	-65.6	-60.5	-61.4	-67.3	-78.6	-74.9	-74.6	-165.7
	Max Bottom	-74.0	-42.4	-41.3	-18.0	-34.4	-50.0	-50.7	-33.9	-19.7	-43.3	-36.4	-76.4
	Min Top	-187.7	-93.0	-93.5	-103.9	-96.6	-92.2	-91.8	-95.6	-102.0	-91.4	-94.5	-186.9
	Min Bottom	-129.9	-87.9	-87.2	-78.6	-103.6	-120.7	-118.6	-97.2	-71.9	-80.2	-80.9	-123.5
C4 Truck	Max Top	-159.1	-69.2	-69.6	-74.0	-63.4	-58.9	-60.1	-65.4	-76.2	-72.1	-71.7	-162.7
	Max Bottom	-72.3	-41.5	-40.2	-12.5	-24.9	-38.9	-39.7	-24.6	-14.5	-47.7	-34.6	-74.3
	Min Top	-188.4	-93.4	-94.0	-106.4	-100.8	-97.1	-96.8	-99.8	-104.3	-89.4	-95.3	-187.8
	Min Bottom	-137.9	-95.5	-94.7	-84.8	-108.5	-124.3	-121.7	-101.4	-77.2	-86.5	-87.3	-130.4
C5 Truck	Max Top	-159.0	-69.1	-69.5	-74.0	-63.4	-58.8	-60.0	-65.3	-76.2	-72.0	-71.6	-162.6
	Max Bottom	-72.3	-44.8	-43.6	-13.8	-26.1	-39.6	-40.4	-25.8	-15.9	-45.2	-34.6	-74.2
	Min Top	-188.4	-91.9	-92.5	-105.8	-100.3	-96.8	-96.4	-99.3	-103.6	-90.6	-95.3	-187.8
	Min Bottom	-138.1	-95.7	-95.0	-85.0	-108.6	-124.4	-121.8	-101.5	-77.3	-86.7	-87.5	-130.6
ST5 Truck	Max Top	-158.6	-68.8	-69.1	-73.6	-63.1	-58.7	-59.9	-65.2	-76.0	-71.7	-71.4	-162.3
	Max Bottom	-72.1	-47.3	-46.0	-14.7	-25.8	-39.0	-39.8	-25.5	-16.6	-47.2	-34.4	-74.0
	Min Top	-188.5	-90.8	-91.4	-105.4	-100.4	-97.1	-96.7	-99.4	-103.3	-89.6	-95.4	-188.0
	Min Bottom	-139.1	-96.6	-95.8	-85.7	-109.2	-124.8	-122.0	-101.9	-77.8	-87.2	-88.0	-131.2

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-176.0	-85.1	-85.4	-87.0	-73.5	-66.1	-66.0	-73.2	-85.9	-83.6	-83.3	-175.0
	Bottom	-100.6	-60.2	-59.6	-56.0	-86.1	-108.3	-108.6	-84.2	-55.7	-60.8	-61.5	-102.8
DL + Grad	Top	-191.3	-100.4	-100.7	-102.6	-89.3	-82.2	-82.3	-89.8	-102.7	-100.7	-100.4	-192.1
	Bottom	-66.5	-26.0	-25.3	-21.2	-50.7	-72.4	-72.1	-47.2	-18.1	-22.7	-23.4	-64.5
HS20 Truck	Max Top	-162.6	-72.4	-72.7	-76.5	-65.3	-60.1	-60.0	-65.0	-75.6	-71.1	-70.7	-161.8
	Max Bottom	-74.2	-34.2	-33.6	-15.4	-27.1	-39.8	-39.8	-24.4	-13.7	-42.0	-34.8	-75.6
	Min Top	-187.8	-96.8	-97.0	-105.2	-99.9	-96.8	-96.8	-99.9	-104.7	-92.0	-95.3	-187.2
	Min Bottom	-130.6	-88.6	-87.9	-79.4	-104.5	-121.8	-121.9	-102.3	-78.8	-88.8	-89.6	-132.4
HS20 Lane	Max Top	-148.3	-61.8	-62.5	-73.3	-61.7	-55.4	-55.2	-61.1	-71.8	-59.9	-59.3	-146.5
	Max Bottom	-67.4	-28.2	-27.6	-15.0	-27.6	-39.8	-40.0	-25.4	-14.3	-28.7	-29.3	-69.4
	Min Top	-190.9	-99.4	-99.6	-105.3	-99.7	-96.8	-96.6	-99.5	-104.4	-98.0	-97.7	-190.0
	Min Bottom	-162.6	-112.2	-110.8	-86.5	-112.4	-132.3	-132.8	-111.1	-87.3	-113.7	-115.2	-166.6
SU2 Truck	Max Top	-169.6	-79.0	-79.3	-82.0	-69.6	-63.2	-63.1	-69.3	-81.0	-77.6	-77.3	-168.7
	Max Bottom	-79.1	-38.8	-38.2	-25.9	-47.1	-64.7	-64.6	-44.4	-24.2	-40.7	-38.8	-79.8
	Min Top	-185.7	-94.7	-94.9	-100.4	-90.9	-85.7	-85.6	-91.0	-100.0	-92.6	-93.5	-185.3
	Min Bottom	-115.0	-73.8	-73.1	-67.2	-94.9	-114.8	-115.0	-92.9	-66.7	-74.2	-74.9	-116.9
SU3 Truck	Max Top	-163.6	-73.3	-73.6	-77.3	-65.8	-60.5	-60.4	-65.6	-76.3	-72.0	-71.6	-162.7
	Max Bottom	-74.9	-34.8	-34.2	-15.2	-28.3	-41.3	-41.3	-25.5	-13.5	-40.2	-35.3	-76.2
	Min Top	-187.5	-96.5	-96.7	-105.2	-99.4	-96.1	-96.1	-99.4	-104.8	-92.8	-95.0	-186.9
	Min Bottom	-128.4	-86.6	-85.8	-77.7	-103.2	-120.8	-120.9	-101.0	-77.1	-86.8	-87.5	-130.2
SU4 Truck	Max Top	-162.8	-72.6	-72.9	-76.7	-65.4	-60.2	-60.1	-65.1	-75.7	-71.3	-70.9	-162.0
	Max Bottom	-74.4	-34.3	-33.7	-13.5	-25.5	-38.1	-38.1	-22.8	-11.8	-40.0	-34.9	-75.7
	Min Top	-187.8	-96.7	-96.9	-106.0	-100.6	-97.6	-97.5	-100.6	-105.5	-93.0	-95.2	-187.1
	Min Bottom	-130.2	-88.2	-87.5	-79.1	-104.3	-121.6	-121.7	-102.1	-78.4	-88.4	-89.2	-131.9
C3 Truck	Max Top	-165.7	-75.4	-75.7	-79.0	-67.2	-61.5	-61.4	-66.9	-78.0	-74.0	-73.7	-164.9
	Max Bottom	-76.4	-36.2	-35.6	-22.1	-38.0	-52.9	-52.9	-35.3	-20.4	-43.4	-36.6	-77.5
	Min Top	-186.9	-95.8	-96.1	-102.2	-95.0	-90.9	-90.9	-95.1	-101.7	-91.4	-94.5	-186.3
	Min Bottom	-123.5	-81.9	-81.2	-73.9	-100.2	-118.6	-118.8	-98.1	-73.3	-82.2	-82.9	-125.4
C4 Truck	Max Top	-162.7	-72.5	-72.8	-76.6	-65.3	-60.1	-60.1	-65.1	-75.7	-71.2	-70.8	-161.9
	Max Bottom	-74.3	-34.2	-33.6	-16.8	-28.8	-41.9	-41.9	-26.0	-15.2	-47.8	-34.8	-75.6
	Min Top	-187.8	-96.7	-97.0	-104.5	-99.2	-95.8	-95.8	-99.2	-104.0	-89.5	-95.3	-187.1
	Min Bottom	-130.4	-88.4	-87.7	-79.2	-104.4	-121.7	-121.8	-102.2	-78.6	-88.6	-89.4	-132.1
C5 Truck	Max Top	-162.6	-72.4	-72.7	-76.5	-65.3	-60.1	-60.0	-65.0	-75.6	-71.1	-70.7	-161.8
	Max Bottom	-74.2	-34.1	-33.5	-18.2	-29.9	-42.7	-42.7	-27.2	-16.6	-45.3	-34.8	-75.6
	Min Top	-187.8	-96.8	-97.0	-103.9	-98.6	-95.5	-95.5	-98.7	-103.4	-90.6	-95.3	-187.2
	Min Bottom	-130.6	-88.6	-87.9	-79.4	-104.5	-121.8	-121.9	-102.3	-78.7	-88.8	-89.5	-132.3
ST5 Truck	Max Top	-162.3	-72.1	-72.5	-76.3	-65.1	-60.0	-59.9	-64.9	-75.4	-70.8	-70.5	-161.6
	Max Bottom	-74.0	-33.9	-33.3	-18.9	-29.7	-42.0	-42.0	-27.0	-17.3	-47.4	-34.6	-75.4
	Min Top	-188.0	-96.9	-97.1	-103.6	-98.7	-95.8	-95.7	-98.8	-103.1	-89.6	-95.3	-187.2
	Min Bottom	-131.2	-89.2	-88.4	-79.9	-104.9	-122.0	-122.1	-102.7	-79.2	-89.3	-90.1	-132.9

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

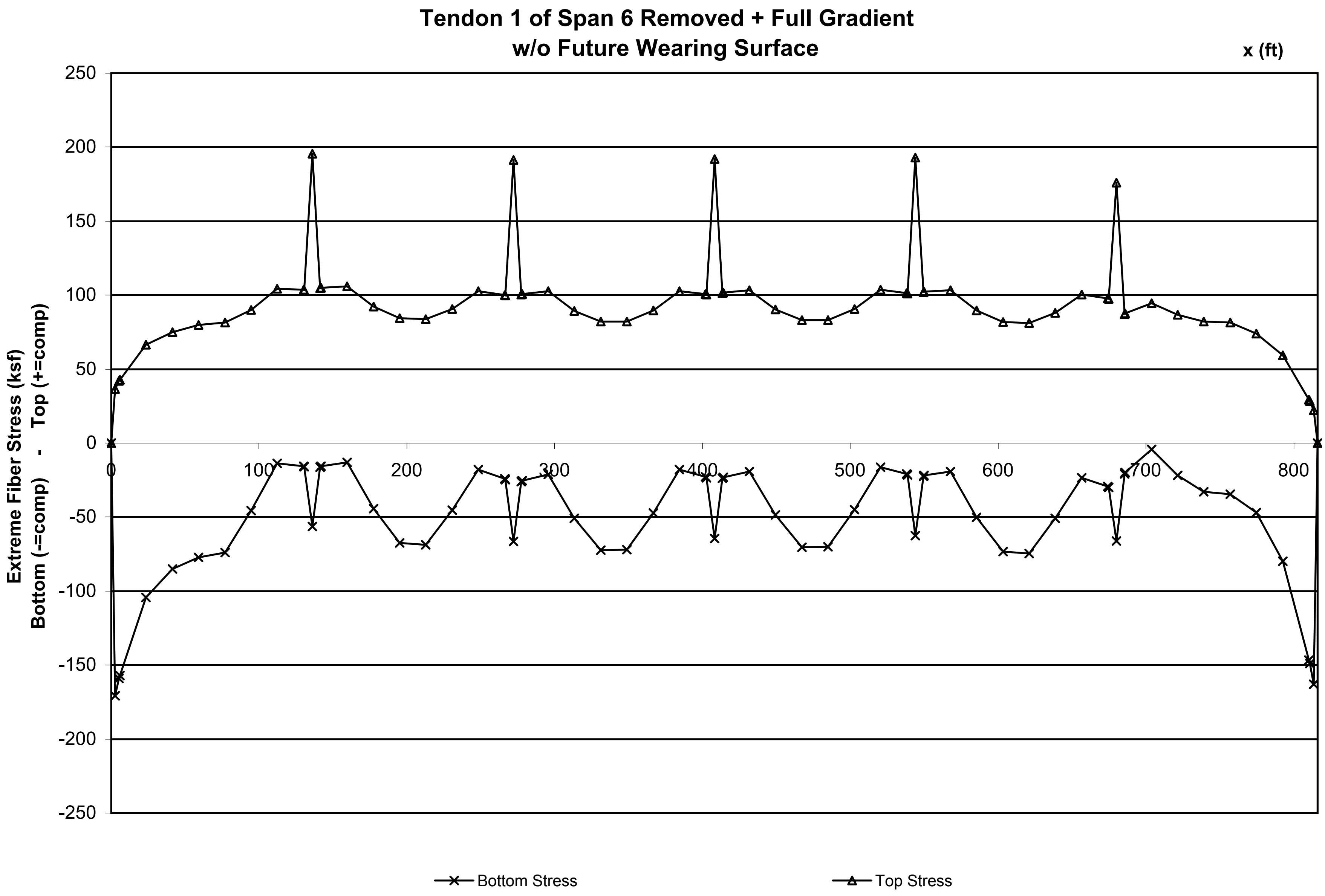
		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-175.0	-84.3	-84.5	-86.6	-73.6	-66.7	-67.1	-74.7	-87.9	-86.1	-85.8	-177.7
	Bottom	-102.8	-61.9	-61.3	-56.7	-85.7	-106.8	-106.0	-80.5	-51.0	-55.2	-55.8	-96.8
DL + Grad	Top	-192.1	-101.4	-101.6	-103.4	-90.2	-83.0	-83.2	-90.5	-103.5	-101.4	-101.1	-193.0
	Bottom	-64.5	-23.8	-23.2	-19.1	-48.7	-70.3	-70.1	-45.1	-16.2	-20.9	-21.6	-62.7
HS20 Truck	Max Top	-161.8	-71.7	-72.0	-76.3	-65.5	-60.8	-61.1	-66.5	-77.5	-73.4	-73.1	-164.3
	Max Bottom	-75.6	-35.3	-34.6	-14.7	-25.9	-37.9	-37.4	-21.5	-10.4	-29.2	-29.8	-70.4
	Min Top	-187.2	-96.2	-96.5	-105.4	-100.4	-97.5	-97.8	-101.1	-106.1	-97.7	-97.4	-189.5
	Min Bottom	-132.4	-90.0	-89.4	-79.8	-103.8	-120.1	-119.4	-98.9	-74.4	-83.5	-84.2	-126.8
HS20 Lane	Max Top	-146.5	-60.2	-60.9	-72.5	-61.6	-55.9	-56.3	-63.0	-74.3	-63.2	-62.5	-150.0
	Max Bottom	-69.4	-29.8	-29.2	-15.3	-26.9	-38.2	-37.5	-21.9	-10.0	-23.3	-23.8	-63.6
	Min Top	-190.0	-98.7	-98.9	-105.1	-99.9	-97.4	-97.7	-100.9	-106.3	-100.3	-100.1	-192.6
	Min Bottom	-166.6	-115.7	-114.2	-88.3	-112.6	-130.9	-130.0	-106.8	-81.4	-106.4	-107.8	-158.8
SU2 Truck	Max Top	-168.7	-78.2	-78.6	-81.7	-69.7	-63.9	-64.2	-70.8	-82.9	-80.0	-79.7	-171.3
	Max Bottom	-79.8	-39.2	-40.8	-25.2	-45.9	-62.8	-62.3	-41.5	-20.9	-33.8	-34.4	-75.3
	Min Top	-185.3	-94.4	-93.8	-100.7	-91.5	-86.4	-86.6	-92.2	-101.4	-95.6	-95.3	-187.4
	Min Bottom	-116.9	-75.4	-74.7	-67.7	-94.4	-113.1	-112.4	-89.3	-62.2	-68.7	-69.4	-111.1
SU3 Truck	Max Top	-162.7	-72.6	-72.9	-77.0	-66.1	-61.2	-61.5	-67.1	-78.2	-74.3	-74.0	-165.3
	Max Bottom	-76.2	-35.8	-40.3	-14.5	-27.1	-39.4	-38.9	-22.6	-10.2	-29.8	-30.4	-71.1
	Min Top	-186.9	-96.0	-94.0	-105.5	-99.9	-96.8	-97.1	-100.6	-106.2	-97.4	-97.1	-189.2
	Min Bottom	-130.2	-88.0	-87.3	-78.1	-102.5	-119.1	-118.5	-97.6	-72.7	-81.5	-82.2	-124.6
SU4 Truck	Max Top	-162.0	-71.9	-72.2	-76.4	-65.6	-60.9	-61.1	-66.6	-77.6	-73.6	-73.2	-164.5
	Max Bottom	-75.7	-35.4	-39.9	-12.8	-24.3	-36.2	-35.7	-19.9	-8.5	-29.3	-29.9	-70.5
	Min Top	-187.1	-96.2	-94.1	-106.2	-101.1	-98.3	-98.5	-101.8	-107.0	-97.6	-97.4	-189.5
	Min Bottom	-131.9	-89.6	-88.9	-79.4	-103.6	-119.9	-119.2	-98.6	-74.0	-83.1	-83.8	-126.3
C3 Truck	Max Top	-164.9	-74.7	-75.0	-78.7	-67.4	-62.2	-62.5	-68.4	-79.9	-76.4	-76.1	-167.5
	Max Bottom	-77.5	-37.1	-44.7	-21.4	-36.8	-51.0	-50.6	-32.4	-17.1	-31.2	-31.9	-72.6
	Min Top	-186.3	-95.4	-92.0	-102.4	-95.5	-91.6	-91.9	-96.2	-103.1	-96.8	-96.5	-188.6
	Min Bottom	-125.4	-83.4	-82.7	-74.3	-99.6	-116.9	-116.3	-94.6	-68.9	-76.8	-77.5	-119.7
C4 Truck	Max Top	-161.9	-71.8	-72.1	-76.4	-65.6	-60.8	-61.1	-66.6	-77.5	-73.5	-73.1	-164.4
	Max Bottom	-75.6	-35.3	-44.5	-16.2	-27.5	-40.1	-39.6	-23.1	-11.8	-29.2	-29.8	-70.4
	Min Top	-187.1	-96.2	-92.1	-104.7	-99.7	-96.6	-96.8	-100.4	-105.5	-97.7	-97.4	-189.5
	Min Bottom	-132.1	-89.8	-89.1	-79.6	-103.7	-120.0	-119.3	-98.8	-74.2	-83.3	-84.0	-126.6
C5 Truck	Max Top	-161.8	-71.7	-72.0	-76.3	-65.5	-60.8	-61.1	-66.5	-77.5	-73.4	-73.1	-164.3
	Max Bottom	-75.6	-35.3	-46.9	-17.6	-28.7	-40.8	-40.3	-24.3	-13.2	-29.2	-29.8	-70.4
	Min Top	-187.2	-96.2	-91.0	-104.1	-99.1	-96.2	-96.5	-99.9	-104.9	-97.7	-97.4	-189.6
	Min Bottom	-132.3	-90.0	-89.3	-79.7	-103.8	-120.0	-119.4	-98.9	-74.4	-83.5	-84.2	-126.7
ST5 Truck	Max Top	-161.6	-71.4	-71.8	-76.1	-65.4	-60.7	-60.9	-66.3	-77.3	-73.1	-72.8	-164.0
	Max Bottom	-75.4	-35.1	-49.1	-18.3	-28.5	-40.2	-39.7	-24.1	-13.9	-28.9	-29.5	-70.1
	Min Top	-187.2	-96.3	-90.0	-103.8	-99.3	-96.5	-96.8	-100.0	-104.5	-97.8	-97.5	-189.7
	Min Bottom	-132.9	-90.6	-89.8	-80.2	-104.2	-120.3	-119.7	-99.3	-74.9	-84.1	-84.8	-127.3

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

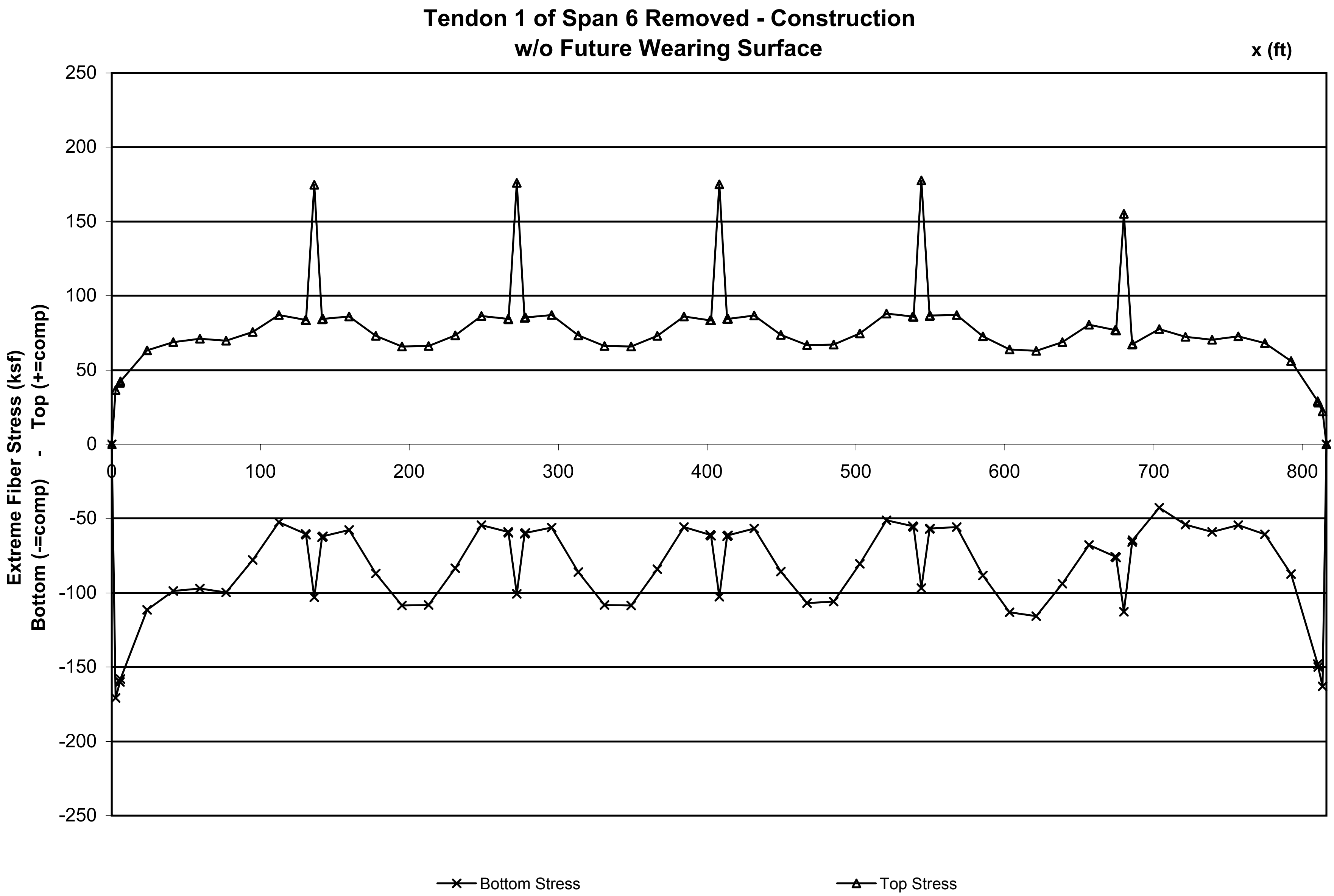
		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-177.7	-86.5	-86.7	-87.2	-72.6	-64.0	-62.8	-68.8	-80.4	-77.0	-76.7	-155.2
	Bottom	-96.8	-57.1	-56.6	-55.6	-88.2	-113.0	-115.8	-93.9	-67.9	-75.6	-76.3	-112.8
DL + Grad	Top	-193.0	-102.0	-102.2	-103.4	-89.6	-81.7	-81.3	-88.0	-100.3	-97.7	-97.4	-176.1
	Bottom	-62.7	-22.5	-22.0	-19.3	-50.3	-73.4	-74.6	-51.0	-23.4	-29.4	-30.1	-66.1
HS20 Truck	Max Top	-164.3	-74.0	-74.3	-76.9	-64.4	-58.0	-55.7	-59.2	-68.2	-62.2	-61.8	-139.5
	Max Bottom	-70.4	-32.2	-40.5	-14.3	-27.9	-42.2	-43.9	-30.1	-21.3	-52.2	-53.6	-82.0
	Min Top	-189.5	-97.7	-93.9	-105.6	-99.6	-95.7	-95.0	-97.4	-101.3	-87.5	-86.9	-169.0
	Min Bottom	-126.8	-85.1	-84.4	-78.6	-106.5	-126.4	-131.5	-115.4	-95.2	-108.7	-109.6	-147.9
HS20 Lane	Max Top	-150.0	-63.2	-63.8	-73.3	-60.3	-52.6	-50.6	-55.0	-64.5	-51.6	-50.9	-124.8
	Max Bottom	-63.6	-25.4	-24.9	-14.3	-29.5	-44.2	-47.0	-34.9	-27.0	-45.2	-46.1	-81.5
	Min Top	-192.6	-100.7	-100.9	-105.6	-98.9	-94.8	-93.6	-95.2	-98.7	-90.6	-90.2	-169.2
	Min Bottom	-158.8	-109.1	-107.7	-86.6	-115.5	-138.4	-143.0	-124.6	-103.6	-132.3	-133.9	-180.6
SU2 Truck	Max Top	-171.3	-80.5	-80.8	-82.2	-68.7	-61.1	-59.4	-64.2	-74.6	-69.9	-69.6	-147.7
	Max Bottom	-75.3	-36.1	-37.8	-24.8	-48.0	-67.3	-69.1	-50.6	-32.5	-51.5	-52.5	-85.9
	Min Top	-187.4	-95.9	-95.1	-100.9	-90.6	-84.5	-83.7	-88.2	-96.3	-87.8	-87.4	-167.2
	Min Bottom	-111.1	-70.5	-69.9	-66.6	-97.0	-119.4	-123.3	-104.2	-81.0	-91.4	-92.2	-129.6
SU3 Truck	Max Top	-165.3	-74.9	-75.2	-77.6	-65.0	-58.4	-56.2	-59.9	-69.1	-63.3	-62.9	-140.6
	Max Bottom	-71.1	-32.7	-37.4	-14.1	-29.1	-43.7	-45.4	-31.3	-21.3	-50.8	-52.1	-82.6
	Min Top	-189.2	-97.4	-95.3	-105.7	-99.1	-95.0	-94.3	-96.8	-101.3	-88.1	-87.5	-168.7
	Min Bottom	-124.6	-83.1	-82.4	-77.0	-105.2	-125.4	-130.4	-113.8	-93.2	-106.3	-107.2	-145.3
SU4 Truck	Max Top	-164.5	-74.2	-74.4	-77.0	-64.5	-58.1	-55.8	-59.3	-68.4	-62.4	-62.0	-139.7
	Max Bottom	-70.5	-32.3	-37.0	-12.4	-26.3	-40.5	-42.1	-28.5	-19.5	-50.3	-51.6	-82.1
	Min Top	-189.5	-97.6	-95.5	-106.5	-100.3	-96.5	-95.8	-98.1	-102.1	-88.3	-87.7	-168.9
	Min Bottom	-126.3	-84.7	-84.0	-78.3	-106.2	-126.2	-131.2	-115.0	-94.8	-108.2	-109.1	-147.3
C3 Truck	Max Top	-167.5	-76.9	-77.2	-79.3	-66.3	-59.4	-57.4	-61.4	-71.1	-65.6	-65.3	-143.2
	Max Bottom	-72.6	-34.0	-41.7	-21.0	-38.8	-55.4	-57.1	-41.2	-28.3	-53.7	-55.0	-83.8
	Min Top	-188.6	-96.9	-93.4	-102.6	-94.7	-89.8	-89.0	-92.4	-98.2	-86.8	-86.2	-168.2
	Min Bottom	-119.7	-78.5	-77.9	-73.2	-102.2	-123.2	-127.8	-110.3	-88.8	-101.0	-101.8	-139.7
C4 Truck	Max Top	-164.4	-74.1	-74.4	-76.9	-64.5	-58.1	-55.8	-59.2	-68.3	-62.2	-61.9	-139.6
	Max Bottom	-70.4	-32.2	-41.6	-15.8	-29.5	-44.3	-46.0	-31.7	-22.8	-57.5	-59.0	-82.1
	Min Top	-189.5	-97.6	-93.4	-105.0	-98.8	-94.7	-94.0	-96.6	-100.6	-85.1	-84.4	-168.9
	Min Bottom	-126.6	-84.9	-84.2	-78.5	-106.3	-126.3	-131.4	-115.3	-95.1	-108.5	-109.4	-147.7
C5 Truck	Max Top	-164.3	-74.0	-74.3	-76.9	-64.4	-58.0	-55.7	-59.2	-68.2	-62.1	-61.8	-139.5
	Max Bottom	-70.4	-32.2	-43.9	-17.2	-30.7	-45.0	-46.8	-32.9	-24.1	-55.4	-56.9	-82.0
	Min Top	-189.6	-97.7	-92.4	-104.3	-98.3	-94.4	-93.7	-96.1	-100.0	-86.0	-85.4	-169.0
	Min Bottom	-126.7	-85.1	-84.4	-78.6	-106.4	-126.4	-131.5	-115.4	-95.3	-108.8	-109.6	-147.9
ST5 Truck	Max Top	-164.0	-73.7	-74.0	-76.7	-64.2	-57.9	-55.5	-58.9	-67.9	-61.7	-61.4	-139.0
	Max Bottom	-70.1	-32.0	-46.2	-17.9	-30.5	-44.4	-46.1	-32.6	-25.0	-57.5	-59.0	-81.9
	Min Top	-189.7	-97.7	-91.4	-104.0	-98.4	-94.7	-94.0	-96.2	-99.6	-85.1	-84.4	-169.0
	Min Bottom	-127.3	-85.6	-84.9	-79.1	-106.8	-126.6	-131.9	-116.0	-96.0	-109.7	-110.5	-148.9

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

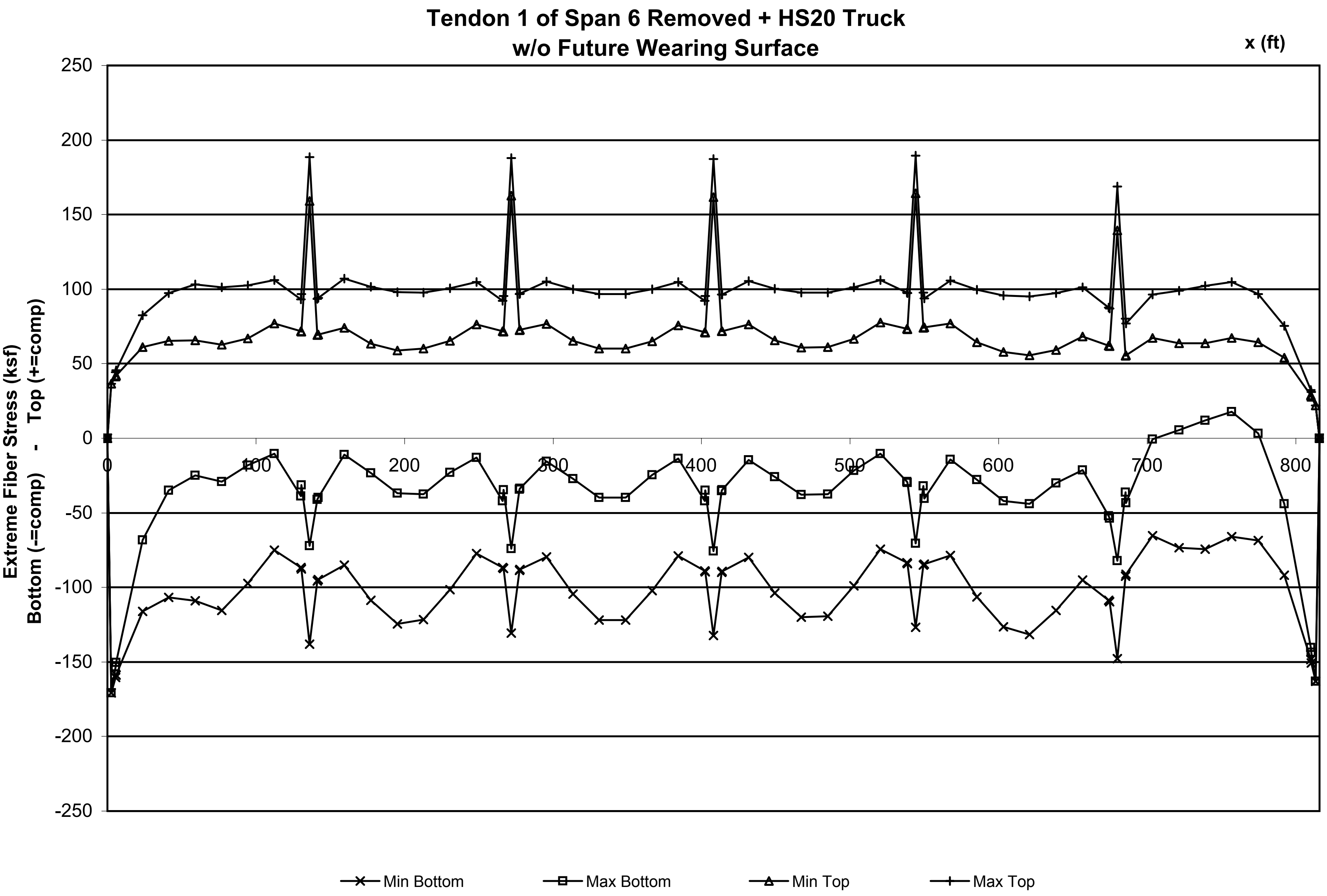
		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-155.2	-67.1	-67.6	-77.4	-72.2	-70.5	-72.6	-68.0	-56.0	-29.0	-28.0	-22.1	0.0
	Bottom	-112.8	-65.7	-64.6	-42.6	-54.3	-58.9	-54.3	-60.6	-87.4	-147.8	-150.0	-163.1	0.0
DL + Grad	Top	-176.1	-87.2	-87.6	-94.6	-86.6	-82.2	-81.5	-74.1	-59.3	-29.5	-28.5	-22.1	0.0
	Bottom	-66.1	-20.8	-19.9	-4.1	-22.0	-32.9	-34.5	-47.0	-80.0	-146.6	-149.0	-163.1	0.0
HS20 Truck	Max Top	-139.5	-55.2	-55.7	-67.2	-63.6	-63.6	-67.3	-64.4	-54.0	-28.7	-27.7	-22.1	0.0
	Max Bottom	-82.0	-36.1	-43.3	-0.5	5.6	11.9	17.9	3.2	-44.0	-140.2	-143.5	-163.1	0.0
	Min Top	-169.0	-80.3	-77.1	-96.2	-99.0	-102.2	-104.9	-96.6	-75.4	-32.4	-30.9	-22.1	0.0
	Min Bottom	-147.9	-92.4	-91.2	-65.5	-73.4	-74.3	-66.1	-68.7	-91.8	-148.5	-150.6	-163.1	0.0
HS20 Lane	Max Top	-124.8	-43.0	-43.9	-63.5	-60.9	-61.4	-65.6	-63.2	-53.4	-28.6	-27.6	-22.1	0.0
	Max Bottom	-81.5	-35.3	-34.2	-2.0	4.8	10.4	15.5	-0.7	-48.2	-140.5	-143.8	-163.1	0.0
	Min Top	-169.2	-80.7	-81.2	-95.6	-98.6	-101.6	-103.8	-94.8	-73.6	-32.2	-30.8	-22.1	0.0
	Min Bottom	-180.6	-119.5	-117.5	-73.7	-79.7	-79.3	-69.9	-71.3	-93.2	-148.8	-150.8	-163.1	0.0
SU2 Truck	Max Top	-147.7	-61.4	-61.9	-72.5	-68.1	-67.2	-70.1	-66.3	-55.1	-28.8	-27.9	-22.1	0.0
	Max Bottom	-85.9	-39.9	-41.1	-10.9	-15.7	-16.7	-13.1	-25.0	-63.8	-143.5	-146.3	-163.1	0.0
	Min Top	-167.2	-78.7	-78.1	-91.6	-89.5	-89.4	-91.1	-84.0	-66.6	-30.9	-29.7	-22.1	0.0
	Min Bottom	-129.6	-78.5	-77.3	-53.6	-63.4	-66.2	-59.9	-64.5	-89.5	-148.2	-150.3	-163.1	0.0
SU3 Truck	Max Top	-140.6	-56.0	-56.6	-67.9	-64.3	-64.1	-67.7	-64.7	-54.2	-28.7	-27.7	-22.1	0.0
	Max Bottom	-82.6	-36.6	-40.9	-0.3	4.2	9.7	15.7	0.7	-46.0	-140.0	-143.4	-163.1	0.0
	Min Top	-168.7	-80.1	-78.2	-96.3	-98.3	-101.3	-103.9	-95.5	-74.5	-32.4	-31.0	-22.1	0.0
	Min Bottom	-145.3	-90.5	-89.2	-63.8	-72.1	-73.2	-65.2	-68.1	-91.5	-148.5	-150.6	-163.1	0.0
SU4 Truck	Max Top	-139.7	-55.3	-55.9	-67.3	-63.8	-63.7	-67.4	-64.4	-54.1	-28.7	-27.7	-22.1	0.0
	Max Bottom	-82.1	-36.2	-40.5	1.4	7.1	13.4	19.6	4.4	-43.9	-139.8	-143.1	-163.1	0.0
	Min Top	-168.9	-80.3	-78.4	-97.1	-99.6	-102.9	-105.7	-97.1	-75.5	-32.6	-31.1	-22.1	0.0
	Min Bottom	-147.3	-92.0	-90.8	-65.1	-73.1	-74.1	-65.9	-68.6	-91.7	-148.5	-150.6	-163.1	0.0
C3 Truck	Max Top	-143.2	-58.0	-58.5	-69.6	-65.7	-65.3	-68.6	-65.2	-54.5	-28.7	-27.8	-22.1	0.0
	Max Bottom	-83.8	-37.8	-44.6	-7.2	-5.8	-2.8	2.1	-11.4	-54.7	-141.6	-144.7	-163.1	0.0
	Min Top	-168.2	-79.6	-76.5	-93.3	-93.9	-95.6	-97.8	-90.1	-70.6	-31.8	-30.4	-22.1	0.0
	Min Bottom	-139.7	-86.1	-84.9	-60.1	-68.9	-70.7	-63.3	-66.8	-90.8	-148.4	-150.5	-163.1	0.0
C4 Truck	Max Top	-139.6	-55.2	-55.8	-67.3	-63.7	-63.7	-67.3	-64.4	-54.1	-28.7	-27.7	-22.1	0.0
	Max Bottom	-82.1	-36.2	-49.8	-2.1	4.2	9.9	15.5	1.7	-48.0	-140.5	-143.7	-163.1	0.0
	Min Top	-168.9	-80.3	-74.2	-95.6	-98.3	-101.4	-103.9	-95.9	-73.7	-32.3	-30.8	-22.1	0.0
	Min Bottom	-147.7	-92.2	-91.0	-65.3	-73.3	-74.2	-66.0	-68.6	-91.8	-148.5	-150.6	-163.1	0.0
C5 Truck	Max Top	-139.5	-55.2	-55.7	-67.2	-63.6	-63.6	-67.3	-64.4	-54.1	-28.7	-27.7	-22.1	0.0
	Max Bottom	-82.0	-36.1	-46.8	-3.5	2.8	9.1	15.0	0.4	-46.4	-140.2	-143.5	-163.1	0.0
	Min Top	-169.0	-80.3	-75.6	-94.9	-97.7	-101.0	-103.6	-95.3	-74.4	-32.4	-30.9	-22.1	0.0
	Min Bottom	-147.9	-92.3	-91.1	-65.5	-73.4	-74.3	-66.1	-68.7	-91.8	-148.5	-150.6	-163.1	0.0
ST5 Truck	Max Top	-139.0	-54.9	-55.5	-67.0	-63.5	-63.5	-67.2	-64.3	-54.0	-28.7	-27.7	-22.1	0.0
	Max Bottom	-81.9	-36.0	-49.1	-4.2	3.3	10.0	15.9	0.7	-46.7	-141.1	-144.3	-163.1	0.0
	Min Top	-169.0	-80.4	-74.5	-94.6	-98.0	-101.4	-104.0	-95.5	-74.2	-32.0	-30.6	-22.1	0.0
	Min Bottom	-148.9	-92.9	-91.7	-65.9	-73.8	-74.6	-66.3	-68.8	-91.9	-148.5	-150.6	-163.1	0.0

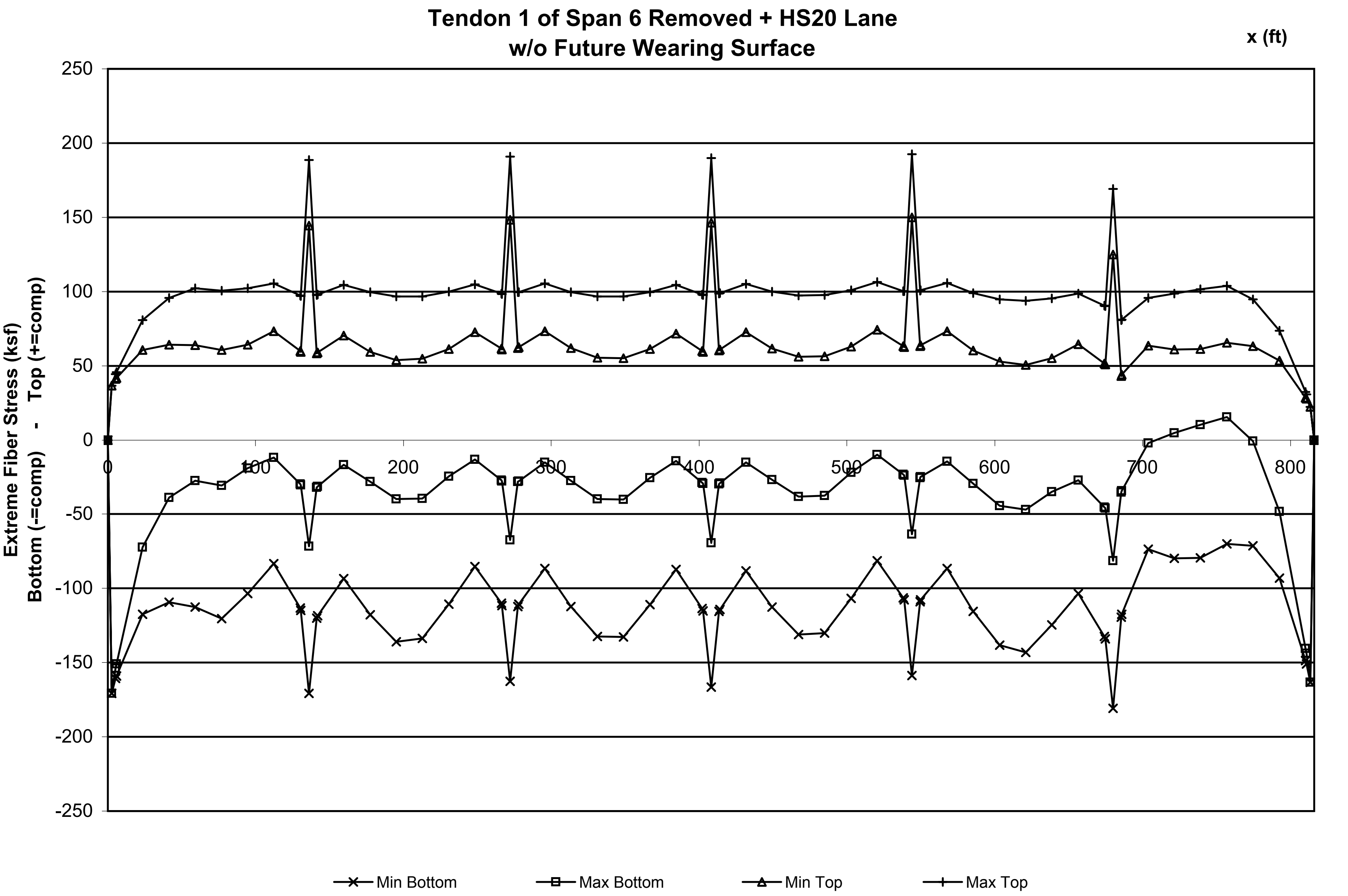


Tendon 1 of Span 6 Removed + Full Gradient
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress

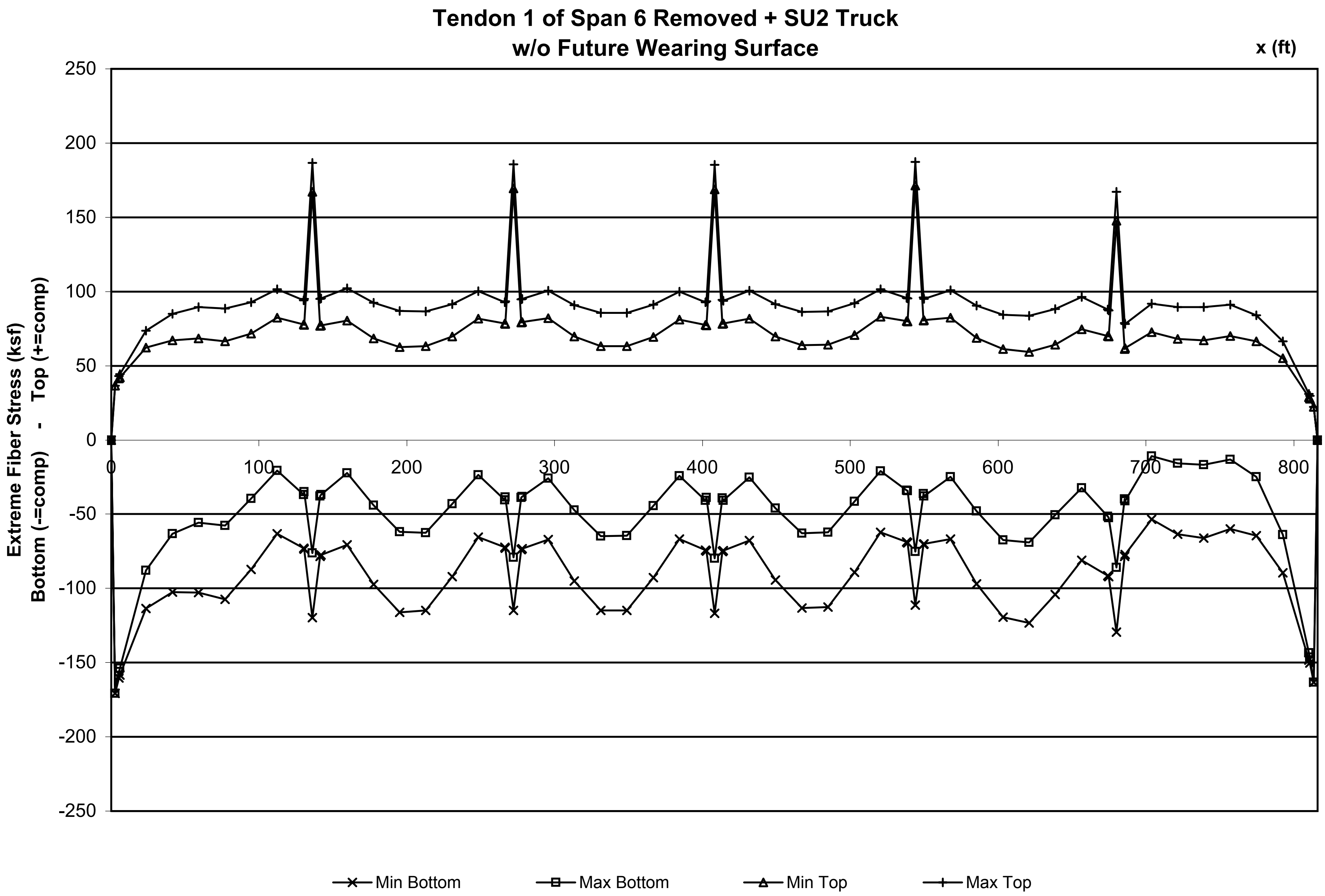


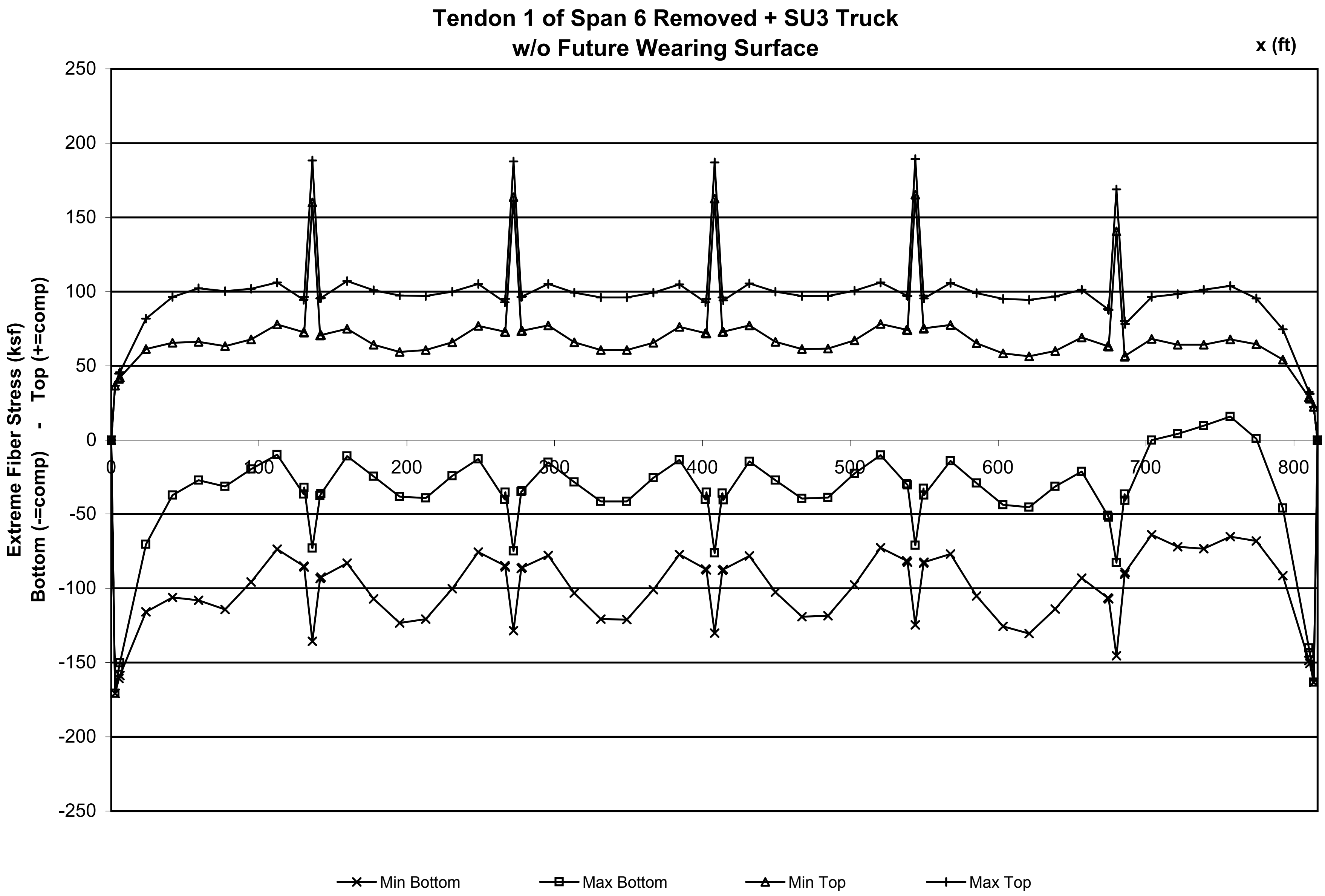
Tendon 1 of Span 6 Removed - Construction
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress


Tendon 1 of Span 6 Removed + HS20 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

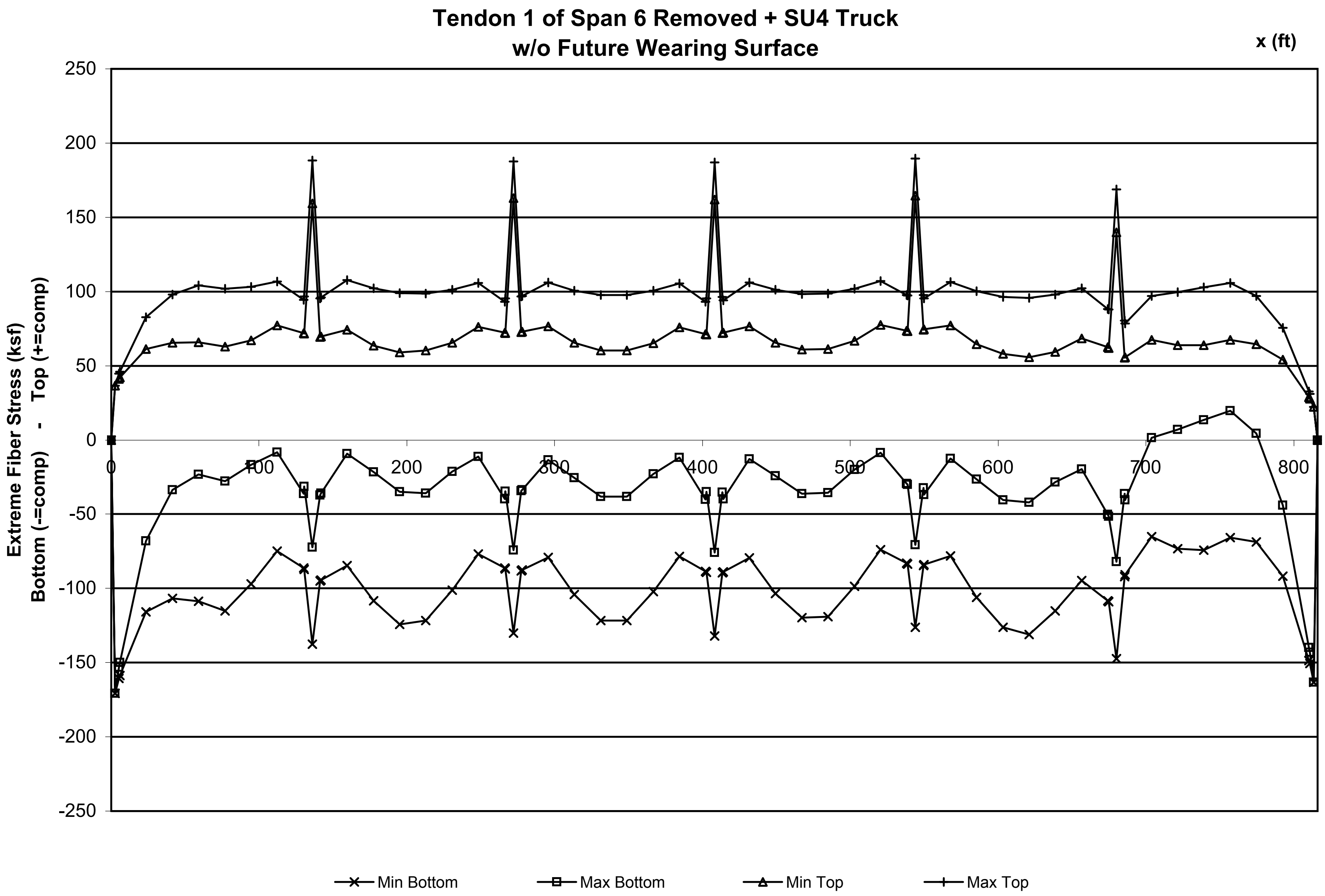


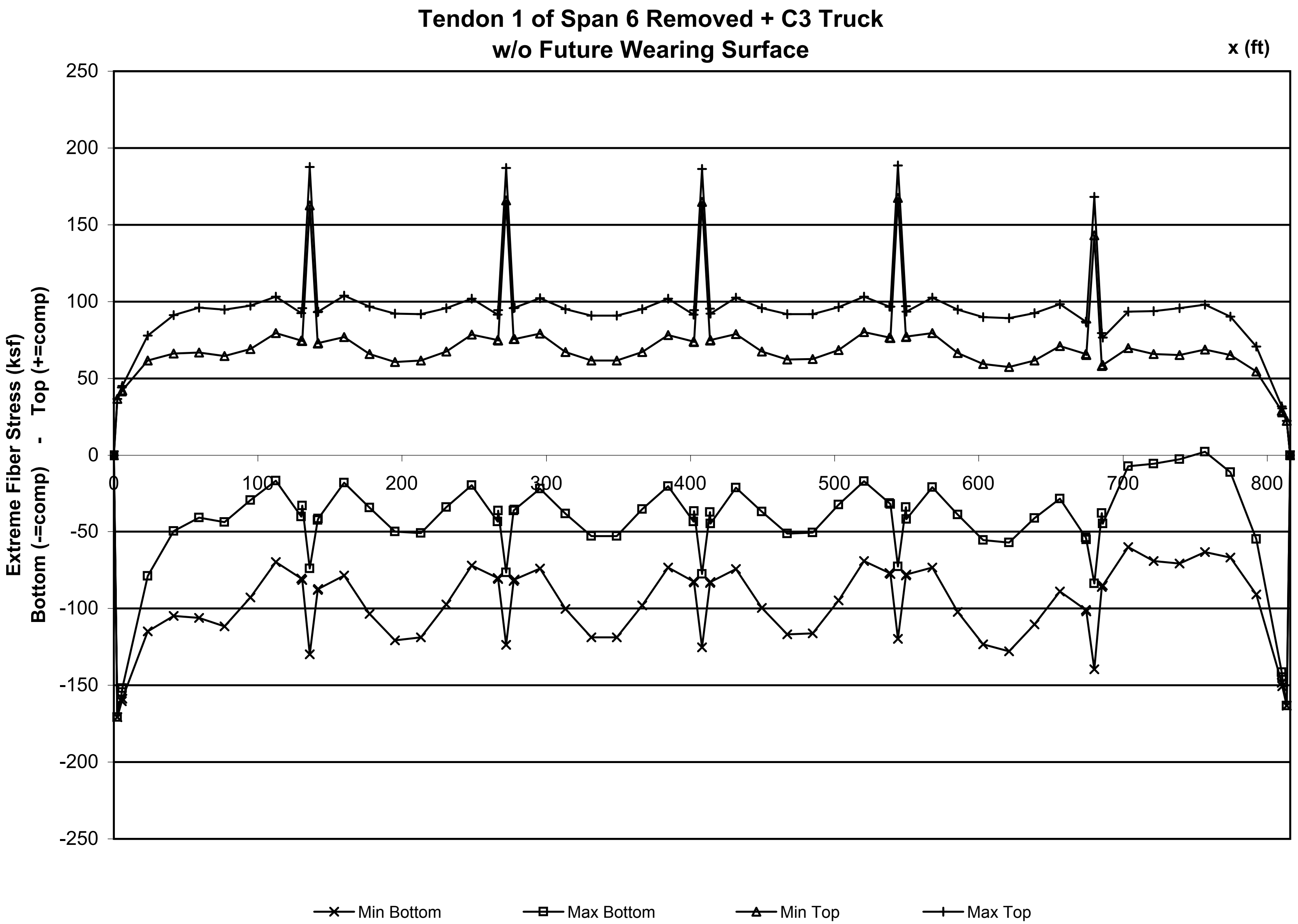
Tendon 1 of Span 6 Removed + HS20 Lane
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Tendon 1 of Span 6 Removed + SU2 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

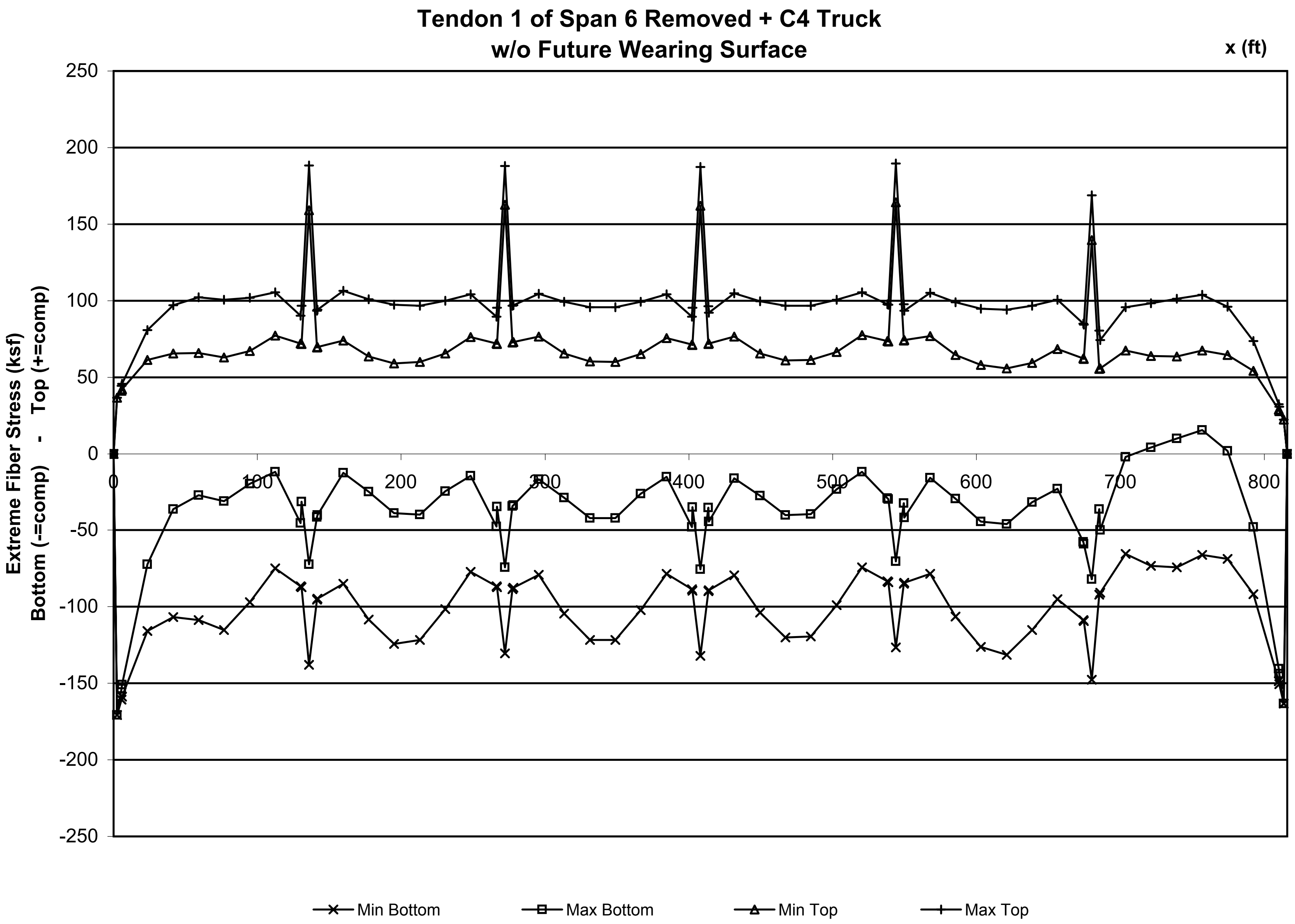


Tendon 1 of Span 6 Removed + SU3 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

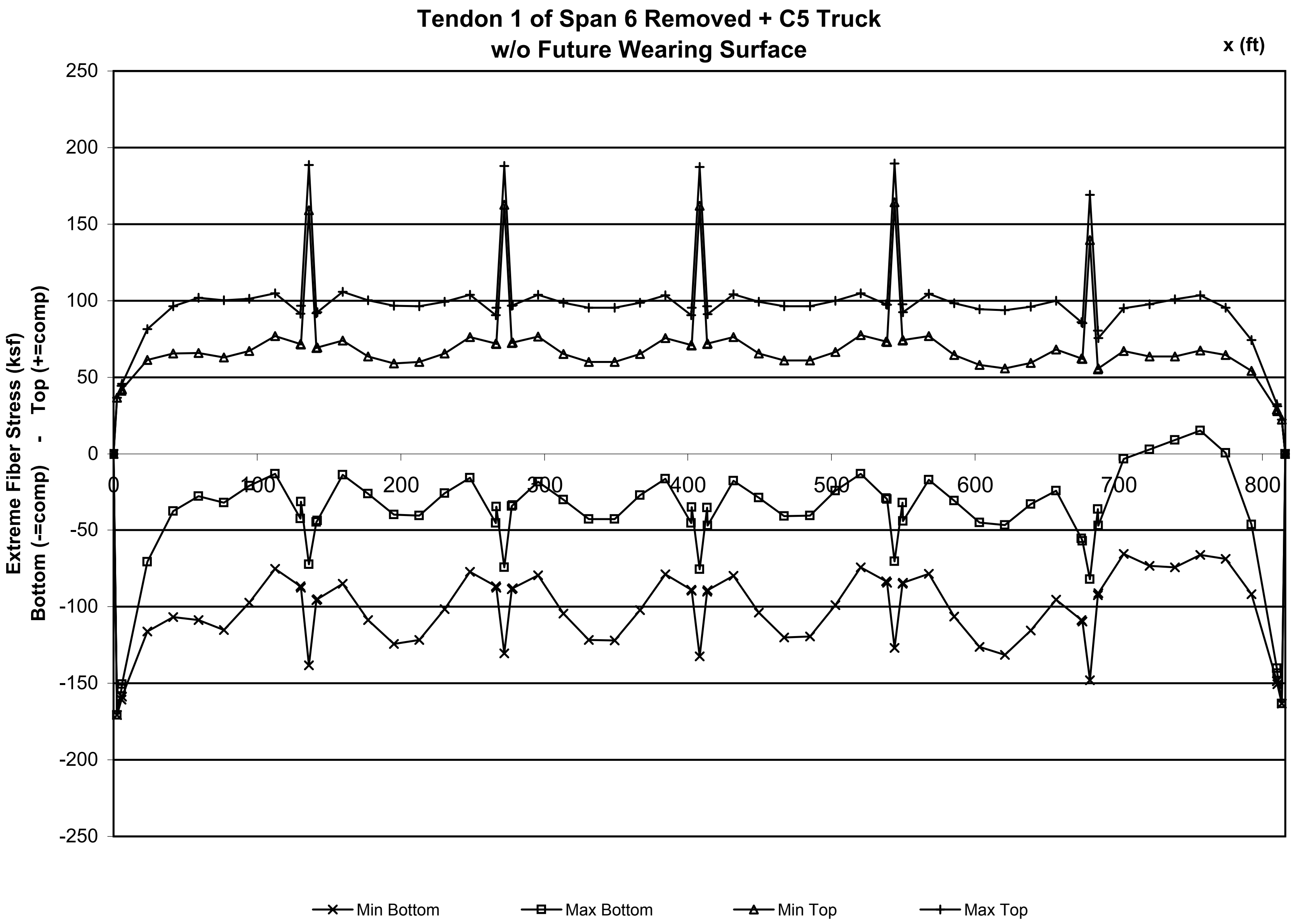

Tendon 1 of Span 6 Removed + SU4 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



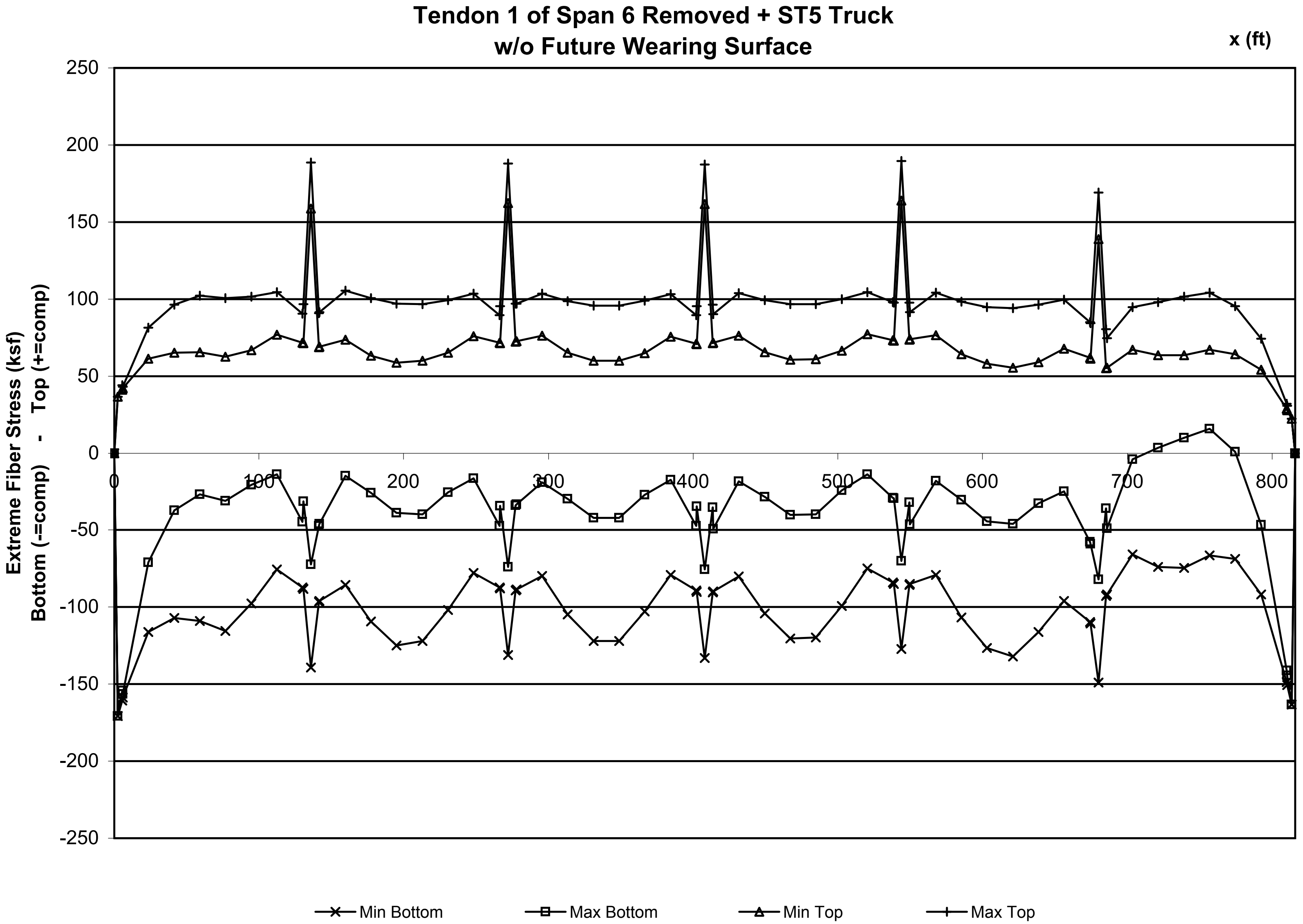
Tendon 1 of Span 6 Removed + C3 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

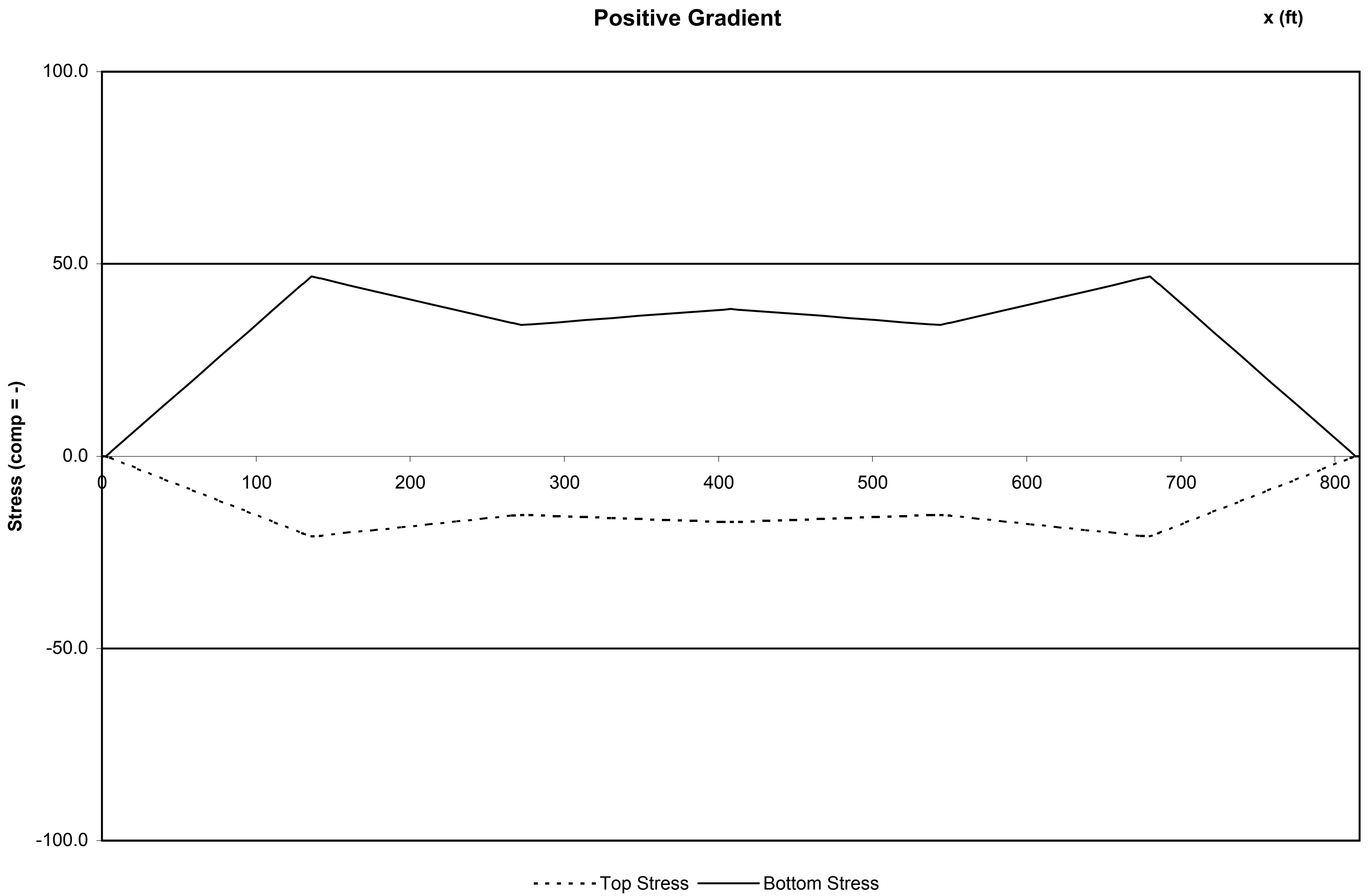


Tendon 1 of Span 6 Removed + C4 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendon 1 of Span 6 Removed + C5 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Tendon 1 of Span 6 Removed + ST5 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Positive Gradient
x (ft)
100.0
50.0
0.0
-50.0
-100.0
0
100
200
300
400
500
600
700
800
Stress (comp = -)
Top Stress
Bottom Stress

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.4	-74.2	-78.0	-86.1	-77.8	-77.3	-166.9
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.1	-84.7	-89.6	-72.7	-54.8	-73.3	-74.4	-120.3
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.3	-85.9	-92.4	-103.3	-97.8	-97.4	-187.8
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.5	-64.9	-63.6	-40.4	-16.3	-28.6	-29.5	-73.6
HS20 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.3	-69.5	-75.8	-65.9	-65.4	-151.3
	Max Bottom	0.0	-170.8	-152.1	-149.0	-60.2	-23.3	-12.4	-18.8	-12.8	-12.7	-52.1	-44.8	-89.6
	Min Top	0.0	-36.6	-45.0	-46.4	-86.1	-102.7	-108.8	-105.9	-104.8	-104.9	-87.3	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.2	-96.5	-105.0	-91.9	-77.6	-99.9	-101.0	-155.3
HS20 Lane	Max Top	0.0	-36.6	-41.7	-42.6	-64.1	-69.3	-69.5	-65.1	-66.7	-72.2	-54.1	-53.2	-136.6
	Max Bottom	0.0	-170.8	-152.4	-149.3	-64.4	-27.2	-14.9	-20.3	-13.7	-14.2	-42.9	-44.0	-89.1
	Min Top	0.0	-36.6	-44.9	-46.3	-84.3	-100.9	-107.7	-105.3	-104.4	-104.2	-91.4	-90.9	-180.9
	Min Bottom	0.0	-170.8	-159.4	-157.5	-109.4	-97.8	-100.3	-110.1	-98.1	-85.8	-126.2	-128.2	-188.1
SU2 Truck	Max Top	0.0	-36.6	-42.0	-42.8	-65.8	-72.4	-73.9	-70.9	-73.9	-81.2	-72.1	-71.6	-159.5
	Max Bottom	0.0	-170.8	-155.0	-152.3	-80.0	-51.4	-43.4	-47.5	-34.1	-23.0	-49.9	-48.5	-93.4
	Min Top	0.0	-36.6	-43.8	-44.9	-77.3	-90.1	-94.9	-93.1	-95.3	-100.3	-88.3	-88.9	-179.0
	Min Bottom	0.0	-170.8	-158.9	-157.0	-105.7	-90.9	-90.3	-97.0	-81.9	-65.7	-86.0	-87.1	-137.1
SU3 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.9	-70.8	-71.5	-67.8	-70.1	-76.6	-66.7	-66.2	-152.4
	Max Bottom	0.0	-170.8	-152.0	-148.8	-62.2	-25.7	-14.7	-21.0	-14.3	-12.5	-49.6	-45.3	-90.1
	Min Top	0.0	-36.6	-45.1	-46.5	-85.3	-101.6	-107.8	-104.9	-104.2	-105.0	-88.4	-90.3	-180.5
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.7	-94.6	-95.6	-103.9	-90.5	-76.0	-98.0	-99.1	-152.8
SU4 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.6	-71.2	-67.4	-69.6	-76.0	-66.1	-65.5	-151.5
	Max Bottom	0.0	-170.8	-151.7	-148.5	-60.1	-22.0	-10.8	-17.4	-11.4	-10.8	-49.3	-44.9	-89.7
	Min Top	0.0	-36.6	-45.2	-46.6	-86.2	-103.2	-109.5	-106.6	-105.5	-105.7	-88.5	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.9	-95.0	-96.3	-104.8	-91.6	-77.3	-99.5	-100.6	-154.8
C3 Truck	Max Top	0.0	-36.6	-41.9	-42.8	-65.2	-71.4	-72.4	-69.0	-71.5	-78.2	-68.7	-68.2	-154.9
	Max Bottom	0.0	-170.8	-153.3	-150.4	-70.9	-37.8	-28.3	-33.6	-24.2	-19.3	-53.4	-46.5	-91.3
	Min Top	0.0	-36.6	-44.5	-45.8	-81.3	-96.2	-101.7	-99.3	-99.7	-101.9	-86.7	-89.8	-179.9
	Min Bottom	0.0	-170.8	-159.1	-157.2	-107.0	-93.2	-93.7	-101.4	-87.4	-72.2	-93.6	-94.8	-147.1
C4 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.4	-69.5	-75.9	-66.0	-65.4	-151.4
	Max Bottom	0.0	-170.8	-152.3	-149.2	-64.2	-24.8	-14.8	-20.8	-14.3	-14.2	-58.6	-44.9	-89.6
	Min Top	0.0	-36.6	-44.9	-46.3	-84.4	-102.0	-107.7	-105.0	-104.2	-104.2	-84.4	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.1	-96.4	-104.9	-91.7	-77.5	-99.7	-100.8	-155.2
C5 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.3	-69.5	-75.8	-65.9	-65.4	-151.2
	Max Bottom	0.0	-170.8	-152.1	-149.0	-62.6	-26.0	-15.4	-21.6	-15.6	-15.7	-55.5	-44.8	-89.6
	Min Top	0.0	-36.6	-45.0	-46.4	-85.1	-101.5	-107.5	-104.7	-103.6	-103.6	-85.7	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.1	-96.4	-105.0	-91.9	-77.6	-99.9	-101.0	-155.4
ST5 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.7	-70.4	-71.1	-67.2	-69.3	-75.6	-65.7	-65.1	-150.8
	Max Bottom	0.0	-170.8	-152.9	-155.1	-62.9	-25.7	-14.5	-20.7	-15.1	-16.3	-57.8	-44.7	-89.4
	Min Top	0.0	-36.6	-44.7	-43.7	-84.9	-101.6	-107.9	-105.1	-103.8	-103.3	-84.7	-90.6	-180.8
	Min Bottom	0.0	-170.8	-159.3	-157.3	-108.1	-95.3	-96.7	-105.3	-92.2	-78.1	-100.4	-101.5	-156.3

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.9	-77.8	-78.2	-84.2	-73.8	-68.2	-68.6	-75.0	-85.7	-80.1	-79.7	-170.2
	Bottom	-120.3	-76.4	-75.5	-62.2	-85.4	-103.5	-102.6	-79.9	-56.0	-68.6	-69.5	-113.7
DL + Grad	Top	-187.8	-98.5	-98.9	-104.1	-93.0	-86.7	-86.3	-92.0	-101.9	-95.6	-95.2	-185.5
	Bottom	-73.6	-30.2	-29.3	-17.7	-42.5	-62.3	-63.0	-42.0	-19.7	-34.0	-34.9	-79.6
HS20 Truck	Max Top	-151.3	-62.9	-63.4	-72.0	-64.2	-61.2	-62.6	-66.9	-75.4	-67.6	-67.1	-156.8
	Max Bottom	-89.6	-55.1	-53.6	-15.6	-21.6	-31.6	-31.8	-19.6	-14.7	-51.6	-44.6	-87.2
	Min Top	-180.7	-87.3	-88.0	-105.0	-102.3	-100.4	-100.3	-102.0	-104.2	-87.7	-90.8	-182.0
	Min Bottom	-155.3	-109.6	-108.5	-89.5	-106.8	-119.2	-116.0	-98.1	-79.1	-96.5	-97.5	-143.6
HS20 Lane	Max Top	-136.6	-52.1	-52.9	-68.2	-60.0	-56.0	-57.2	-62.8	-71.8	-57.2	-56.4	-142.4
	Max Bottom	-89.1	-46.1	-45.0	-21.2	-26.3	-34.7	-33.9	-21.1	-14.8	-37.0	-37.8	-80.4
	Min Top	-180.9	-91.4	-91.8	-102.5	-100.2	-99.0	-99.4	-101.3	-104.1	-94.2	-93.9	-185.1
	Min Bottom	-188.1	-133.9	-132.1	-97.8	-116.1	-130.7	-128.0	-107.2	-87.0	-119.8	-121.5	-175.7
SU2 Truck	Max Top	-159.5	-70.7	-71.1	-78.3	-69.2	-64.8	-65.7	-71.1	-80.8	-74.1	-73.7	-163.8
	Max Bottom	-93.4	-51.8	-50.5	-26.7	-42.1	-56.8	-56.9	-39.6	-25.2	-50.3	-48.6	-92.1
	Min Top	-179.0	-88.8	-89.4	-100.0	-93.1	-89.1	-89.0	-93.1	-99.5	-88.3	-89.0	-179.8
	Min Bottom	-137.1	-92.2	-91.3	-75.2	-95.6	-111.0	-109.0	-88.6	-67.0	-81.9	-82.9	-128.0
SU3 Truck	Max Top	-152.4	-64.0	-64.5	-72.8	-64.9	-61.7	-63.0	-67.4	-76.1	-68.5	-68.0	-157.7
	Max Bottom	-90.1	-51.5	-49.9	-15.5	-22.8	-33.1	-33.4	-20.7	-14.6	-49.8	-45.1	-87.9
	Min Top	-180.5	-89.0	-89.7	-105.0	-101.8	-99.7	-99.6	-101.5	-104.2	-88.5	-90.6	-181.7
	Min Bottom	-152.8	-107.2	-106.1	-87.5	-105.3	-118.1	-115.1	-96.8	-77.4	-94.5	-95.5	-141.5
SU4 Truck	Max Top	-151.5	-63.2	-63.6	-72.1	-64.3	-61.3	-62.7	-67.0	-75.5	-67.8	-67.3	-157.0
	Max Bottom	-89.7	-51.1	-49.5	-13.7	-20.0	-29.8	-30.1	-18.0	-12.8	-49.6	-44.7	-87.4
	Min Top	-180.7	-89.1	-89.9	-105.8	-103.1	-101.2	-101.0	-102.7	-105.0	-88.6	-90.8	-181.9
	Min Bottom	-154.8	-109.1	-108.0	-89.0	-106.5	-119.0	-115.8	-97.9	-78.7	-96.1	-97.1	-143.2
C3 Truck	Max Top	-154.9	-66.4	-66.9	-74.8	-66.4	-62.8	-64.0	-68.8	-77.8	-70.5	-70.1	-159.9
	Max Bottom	-91.3	-56.3	-54.9	-22.5	-32.7	-44.9	-45.0	-30.5	-21.4	-53.0	-46.4	-89.4
	Min Top	-179.9	-86.8	-87.4	-101.9	-97.4	-94.5	-94.4	-97.2	-101.2	-87.0	-90.0	-181.0
	Min Bottom	-147.1	-101.8	-100.8	-83.1	-101.8	-115.5	-112.9	-93.8	-73.6	-89.9	-90.9	-136.6
C4 Truck	Max Top	-151.4	-63.0	-63.5	-72.0	-64.2	-61.2	-62.6	-66.9	-75.5	-67.7	-67.2	-156.9
	Max Bottom	-89.6	-55.5	-53.8	-17.0	-23.2	-33.7	-33.9	-21.2	-16.2	-57.4	-44.6	-87.3
	Min Top	-180.7	-87.2	-87.9	-104.4	-101.6	-99.5	-99.3	-101.3	-103.5	-85.1	-90.8	-182.0
	Min Bottom	-155.2	-109.4	-108.4	-89.3	-106.7	-119.1	-115.9	-98.0	-78.9	-96.3	-97.3	-143.4
C5 Truck	Max Top	-151.2	-62.9	-63.4	-71.9	-64.2	-61.2	-62.6	-66.9	-75.4	-67.6	-67.2	-156.8
	Max Bottom	-89.6	-58.8	-57.2	-18.3	-24.4	-34.5	-34.7	-22.4	-17.6	-54.9	-44.6	-87.2
	Min Top	-180.7	-85.7	-86.4	-103.8	-101.1	-99.1	-99.0	-100.8	-102.9	-86.2	-90.8	-182.0
	Min Bottom	-155.4	-109.7	-108.6	-89.5	-106.9	-119.2	-116.0	-98.1	-79.0	-96.4	-97.5	-143.6
ST5 Truck	Max Top	-150.8	-62.5	-63.0	-71.6	-63.9	-61.0	-62.5	-66.7	-75.2	-67.4	-66.9	-156.5
	Max Bottom	-89.4	-61.2	-59.6	-19.2	-24.1	-33.8	-34.0	-22.1	-18.3	-57.0	-44.4	-87.0
	Min Top	-180.8	-84.6	-85.3	-103.4	-101.2	-99.4	-99.3	-100.9	-102.6	-85.3	-90.9	-182.1
	Min Bottom	-156.3	-110.6	-109.5	-90.2	-107.5	-119.7	-116.3	-98.5	-79.5	-97.0	-98.0	-144.2

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.2	-80.7	-81.1	-86.4	-75.4	-69.2	-69.0	-74.8	-84.9	-78.7	-78.3	-168.6
	Bottom	-113.7	-70.1	-69.2	-57.3	-81.9	-101.4	-101.8	-80.4	-57.8	-71.7	-72.7	-117.2
DL + Grad	Top	-185.5	-96.0	-96.4	-102.0	-91.2	-85.3	-85.3	-91.4	-101.7	-95.8	-95.4	-185.7
	Bottom	-79.6	-35.9	-34.9	-22.5	-46.5	-65.5	-65.3	-43.4	-20.2	-33.6	-34.6	-78.9
HS20 Truck	Max Top	-156.8	-68.0	-68.4	-75.9	-67.2	-63.2	-63.0	-66.7	-74.6	-66.2	-65.7	-155.3
	Max Bottom	-87.2	-44.0	-43.2	-16.6	-22.9	-32.8	-33.0	-20.7	-15.9	-53.0	-46.0	-90.0
	Min Top	-182.0	-92.3	-92.7	-104.6	-101.8	-99.9	-99.8	-101.6	-103.7	-87.1	-90.3	-180.7
	Min Bottom	-143.6	-98.5	-97.5	-80.6	-100.3	-114.8	-115.1	-98.6	-80.9	-99.7	-100.8	-146.8
HS20 Lane	Max Top	-142.4	-57.4	-58.2	-72.8	-63.7	-58.5	-58.2	-62.8	-70.8	-55.1	-54.3	-140.0
	Max Bottom	-80.4	-38.1	-37.3	-16.2	-23.3	-32.9	-33.3	-21.7	-16.4	-39.7	-40.5	-83.8
	Min Top	-185.1	-95.0	-95.3	-104.8	-101.6	-99.9	-99.7	-101.1	-103.5	-93.1	-92.7	-183.5
	Min Bottom	-175.7	-122.1	-120.4	-87.7	-108.1	-125.4	-126.0	-107.3	-89.4	-124.6	-126.4	-181.0
SU2 Truck	Max Top	-163.8	-74.6	-75.0	-81.4	-71.5	-66.3	-66.2	-70.9	-80.0	-72.7	-72.3	-162.2
	Max Bottom	-92.1	-48.7	-47.8	-27.2	-42.9	-57.7	-57.9	-40.7	-26.4	-51.6	-50.0	-94.2
	Min Top	-179.8	-90.2	-90.6	-99.9	-92.8	-88.8	-88.7	-92.6	-99.0	-87.7	-88.5	-178.8
	Min Bottom	-128.0	-83.7	-82.7	-68.5	-90.7	-107.8	-108.2	-89.1	-68.9	-85.1	-86.1	-131.4
SU3 Truck	Max Top	-157.7	-68.9	-69.3	-76.7	-67.8	-63.6	-63.5	-67.3	-75.3	-67.1	-66.6	-156.3
	Max Bottom	-87.9	-44.7	-43.8	-16.5	-24.0	-34.3	-34.5	-21.8	-15.7	-51.2	-46.5	-90.6
	Min Top	-181.7	-92.0	-92.4	-104.7	-101.3	-99.2	-99.1	-101.1	-103.8	-87.9	-90.0	-180.5
	Min Bottom	-141.5	-96.5	-95.5	-79.0	-98.9	-113.9	-114.2	-97.3	-79.3	-97.7	-98.8	-144.7
SU4 Truck	Max Top	-157.0	-68.1	-68.6	-76.1	-67.3	-63.3	-63.1	-66.8	-74.8	-66.4	-65.9	-155.5
	Max Bottom	-87.4	-44.2	-43.3	-14.7	-21.2	-31.1	-31.3	-19.1	-14.0	-50.9	-46.1	-90.2
	Min Top	-181.9	-92.3	-92.6	-105.5	-102.5	-100.7	-100.6	-102.3	-104.6	-88.1	-90.2	-180.7
	Min Bottom	-143.2	-98.1	-97.1	-80.3	-100.0	-114.6	-114.9	-98.3	-80.6	-99.3	-100.4	-146.4
C3 Truck	Max Top	-159.9	-71.0	-71.4	-78.4	-69.1	-64.6	-64.5	-68.6	-77.0	-69.1	-68.7	-158.5
	Max Bottom	-89.4	-46.1	-45.3	-23.3	-33.7	-45.9	-46.1	-31.5	-22.5	-54.4	-47.8	-91.9
	Min Top	-181.0	-91.4	-91.8	-101.6	-96.9	-94.0	-93.9	-96.7	-100.7	-86.5	-89.5	-179.9
	Min Bottom	-136.6	-91.8	-90.8	-75.1	-95.9	-111.6	-112.0	-94.3	-75.5	-93.1	-94.1	-139.8
C4 Truck	Max Top	-156.9	-68.0	-68.5	-76.0	-67.2	-63.2	-63.1	-66.7	-74.7	-66.3	-65.8	-155.4
	Max Bottom	-87.3	-44.1	-43.2	-18.1	-24.5	-35.0	-35.2	-22.3	-17.3	-58.7	-46.0	-90.1
	Min Top	-182.0	-92.3	-92.7	-104.0	-101.1	-98.9	-98.8	-100.9	-103.1	-84.6	-90.2	-180.7
	Min Bottom	-143.4	-98.3	-97.3	-80.5	-100.1	-114.7	-115.0	-98.5	-80.8	-99.5	-100.6	-146.6
C5 Truck	Max Top	-156.8	-68.0	-68.4	-76.0	-67.2	-63.2	-63.1	-66.7	-74.6	-66.2	-65.7	-155.3
	Max Bottom	-87.2	-44.0	-43.2	-19.5	-25.7	-35.7	-35.9	-23.5	-18.7	-56.2	-46.0	-90.0
	Min Top	-182.0	-92.3	-92.7	-103.3	-100.5	-98.6	-98.5	-100.3	-102.4	-85.7	-90.3	-180.7
	Min Bottom	-143.6	-98.5	-97.5	-80.6	-100.2	-114.8	-115.1	-98.6	-80.9	-99.7	-100.8	-146.8
ST5 Truck	Max Top	-156.5	-67.7	-68.2	-75.7	-67.0	-63.1	-62.9	-66.5	-74.4	-66.0	-65.5	-155.1
	Max Bottom	-87.0	-43.8	-42.9	-20.2	-25.4	-35.1	-35.3	-23.2	-19.4	-58.3	-45.8	-89.9
	Min Top	-182.1	-92.4	-92.8	-103.0	-100.6	-98.9	-98.8	-100.4	-102.1	-84.8	-90.3	-180.8
	Min Bottom	-144.2	-99.1	-98.1	-81.1	-100.6	-115.1	-115.4	-98.9	-81.4	-100.2	-101.3	-147.3

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

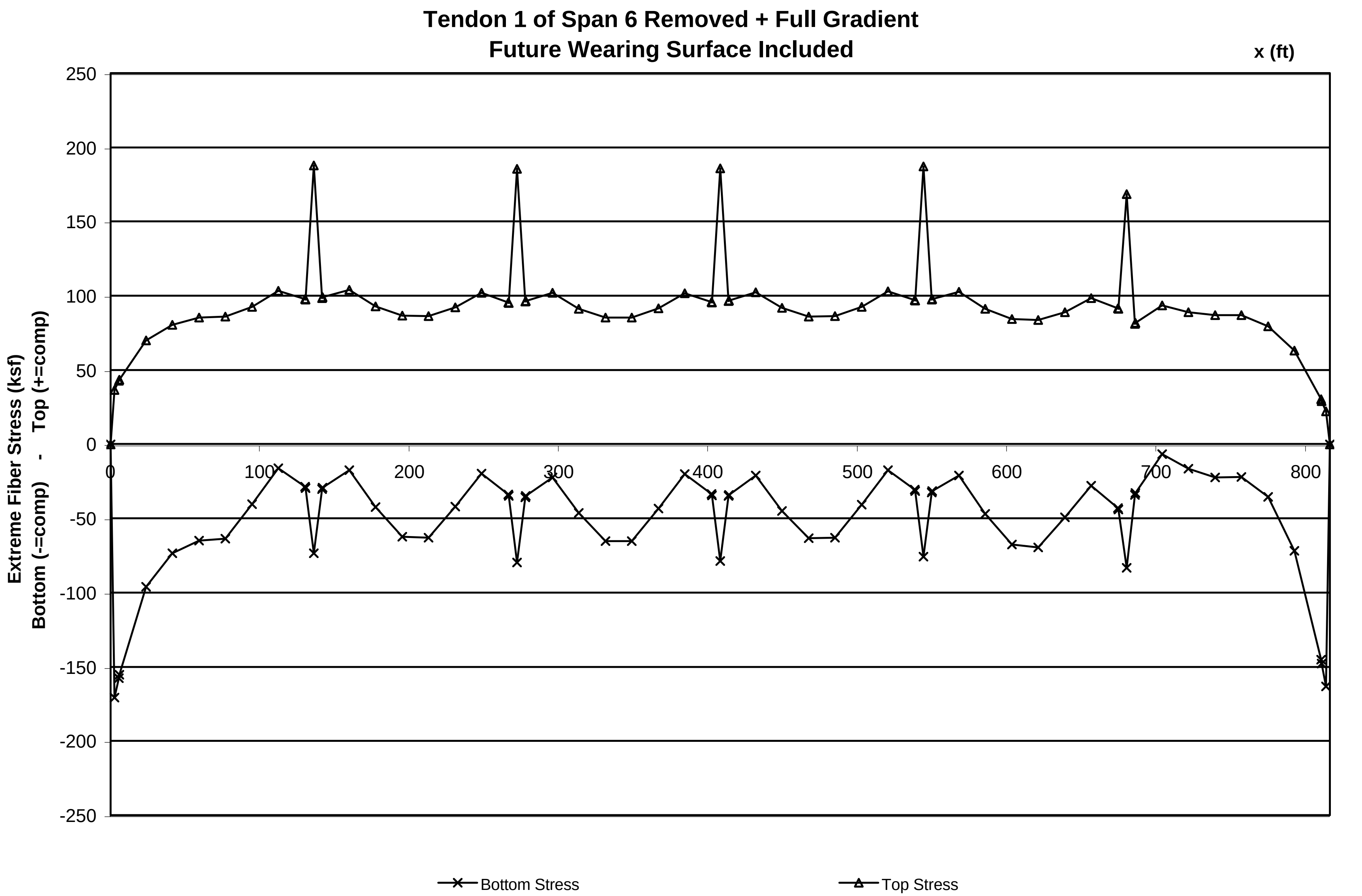
		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-168.6	-79.2	-79.7	-85.6	-75.3	-69.8	-70.2	-76.6	-87.4	-81.8	-81.4	-171.9
	Bottom	-117.2	-73.1	-72.2	-58.8	-81.9	-100.0	-99.0	-76.2	-52.3	-64.8	-65.7	-109.8
DL + Grad	Top	-185.7	-96.3	-96.8	-102.4	-91.9	-86.1	-86.3	-92.4	-103.0	-97.1	-96.7	-187.2
	Bottom	-78.9	-35.0	-34.1	-21.2	-44.9	-63.5	-63.1	-40.8	-17.5	-30.5	-31.5	-75.7
HS20 Truck	Max Top	-155.3	-66.7	-67.1	-75.3	-67.2	-63.8	-64.2	-68.4	-76.9	-69.1	-68.6	-158.5
	Max Bottom	-90.0	-46.5	-45.6	-16.8	-22.2	-31.2	-30.5	-17.2	-11.6	-38.8	-39.7	-83.4
	Min Top	-180.7	-91.2	-91.6	-104.4	-102.1	-100.5	-100.9	-103.0	-105.6	-93.4	-93.0	-183.7
	Min Bottom	-146.8	-101.2	-100.3	-81.9	-100.1	-113.3	-112.5	-94.6	-75.6	-93.1	-94.1	-139.8
HS20 Lane	Max Top	-140.0	-55.2	-56.0	-71.5	-63.3	-58.9	-59.5	-64.9	-73.8	-58.8	-58.1	-144.1
	Max Bottom	-83.8	-41.0	-40.1	-17.4	-23.2	-31.4	-30.5	-17.7	-11.2	-32.9	-33.7	-76.6
	Min Top	-183.5	-93.7	-94.0	-104.2	-101.6	-100.4	-100.9	-102.8	-105.7	-96.0	-95.7	-186.8
	Min Bottom	-181.0	-126.9	-125.1	-90.4	-108.8	-124.2	-123.0	-102.5	-82.7	-116.0	-117.7	-171.8
SU2 Truck	Max Top	-162.2	-73.2	-73.7	-80.7	-71.4	-66.9	-67.3	-72.7	-82.4	-75.7	-75.3	-165.5
	Max Bottom	-94.2	-50.4	-51.7	-27.4	-42.2	-56.0	-55.4	-37.2	-22.2	-43.4	-44.3	-88.3
	Min Top	-178.8	-89.4	-88.9	-99.7	-93.1	-89.4	-89.7	-94.1	-100.9	-91.3	-90.9	-181.5
	Min Bottom	-131.4	-86.6	-85.6	-69.9	-90.6	-106.4	-105.5	-85.0	-63.4	-78.3	-79.3	-124.1
SU3 Truck	Max Top	-156.3	-67.6	-68.0	-76.1	-67.8	-64.2	-64.6	-69.0	-77.7	-70.0	-69.5	-159.4
	Max Bottom	-90.6	-47.0	-51.2	-16.7	-23.3	-32.7	-32.0	-18.4	-11.5	-39.4	-40.3	-84.1
	Min Top	-180.5	-91.0	-89.1	-104.5	-101.6	-99.9	-100.2	-102.5	-105.6	-93.1	-92.7	-183.4
	Min Bottom	-144.7	-99.2	-98.2	-80.3	-98.8	-112.3	-111.5	-93.3	-74.0	-91.1	-92.1	-137.6
SU4 Truck	Max Top	-155.5	-66.9	-67.3	-75.5	-67.3	-63.9	-64.3	-68.5	-77.1	-69.3	-68.8	-158.7
	Max Bottom	-90.2	-46.6	-50.8	-15.0	-20.6	-29.4	-28.8	-15.6	-9.7	-38.9	-39.8	-83.6
	Min Top	-180.7	-91.2	-89.2	-105.3	-102.8	-101.3	-101.7	-103.8	-106.4	-93.3	-92.9	-183.7
	Min Bottom	-146.4	-100.8	-99.8	-81.6	-99.8	-113.1	-112.3	-94.4	-75.3	-92.7	-93.7	-139.3
C3 Truck	Max Top	-158.5	-69.6	-70.1	-77.8	-69.1	-65.2	-65.6	-70.4	-79.4	-72.1	-71.6	-161.6
	Max Bottom	-91.9	-48.3	-55.6	-23.5	-33.1	-44.3	-43.6	-28.1	-18.3	-40.9	-41.8	-85.6
	Min Top	-179.9	-90.4	-87.1	-101.4	-97.2	-94.7	-95.0	-98.2	-102.6	-92.4	-92.1	-182.7
	Min Bottom	-139.8	-94.6	-93.6	-76.5	-95.8	-110.2	-109.3	-90.3	-70.1	-86.4	-87.4	-132.7
C4 Truck	Max Top	-155.4	-66.8	-67.2	-75.4	-67.2	-63.9	-64.2	-68.5	-77.0	-69.2	-68.7	-158.6
	Max Bottom	-90.1	-46.5	-55.4	-18.3	-23.8	-33.3	-32.6	-18.8	-13.1	-38.8	-39.7	-83.5
	Min Top	-180.7	-91.2	-87.2	-103.8	-101.3	-99.6	-99.9	-102.3	-104.9	-93.4	-93.0	-183.7
	Min Bottom	-146.6	-101.0	-100.0	-81.7	-100.0	-113.2	-112.4	-94.5	-75.5	-92.9	-93.9	-139.6
C5 Truck	Max Top	-155.3	-66.7	-67.1	-75.3	-67.2	-63.8	-64.2	-68.4	-76.9	-69.1	-68.6	-158.5
	Max Bottom	-90.0	-46.5	-57.8	-19.7	-25.0	-34.1	-33.4	-20.0	-14.5	-38.8	-39.7	-83.4
	Min Top	-180.7	-91.2	-86.1	-103.1	-100.8	-99.2	-99.6	-101.8	-104.3	-93.4	-93.0	-183.7
	Min Bottom	-146.8	-101.2	-100.2	-81.9	-100.1	-113.3	-112.5	-94.6	-75.6	-93.1	-94.1	-139.8
ST5 Truck	Max Top	-155.1	-66.4	-66.9	-75.1	-67.0	-63.7	-64.1	-68.2	-76.7	-68.8	-68.4	-158.2
	Max Bottom	-89.9	-46.3	-60.0	-20.4	-24.7	-33.4	-32.7	-19.8	-15.2	-38.5	-39.4	-83.1
	Min Top	-180.8	-91.3	-85.1	-102.8	-100.9	-99.5	-99.9	-101.9	-104.0	-93.5	-93.1	-183.8
	Min Bottom	-147.3	-101.8	-100.7	-82.3	-100.5	-113.5	-112.7	-95.0	-76.1	-93.7	-94.7	-140.4

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

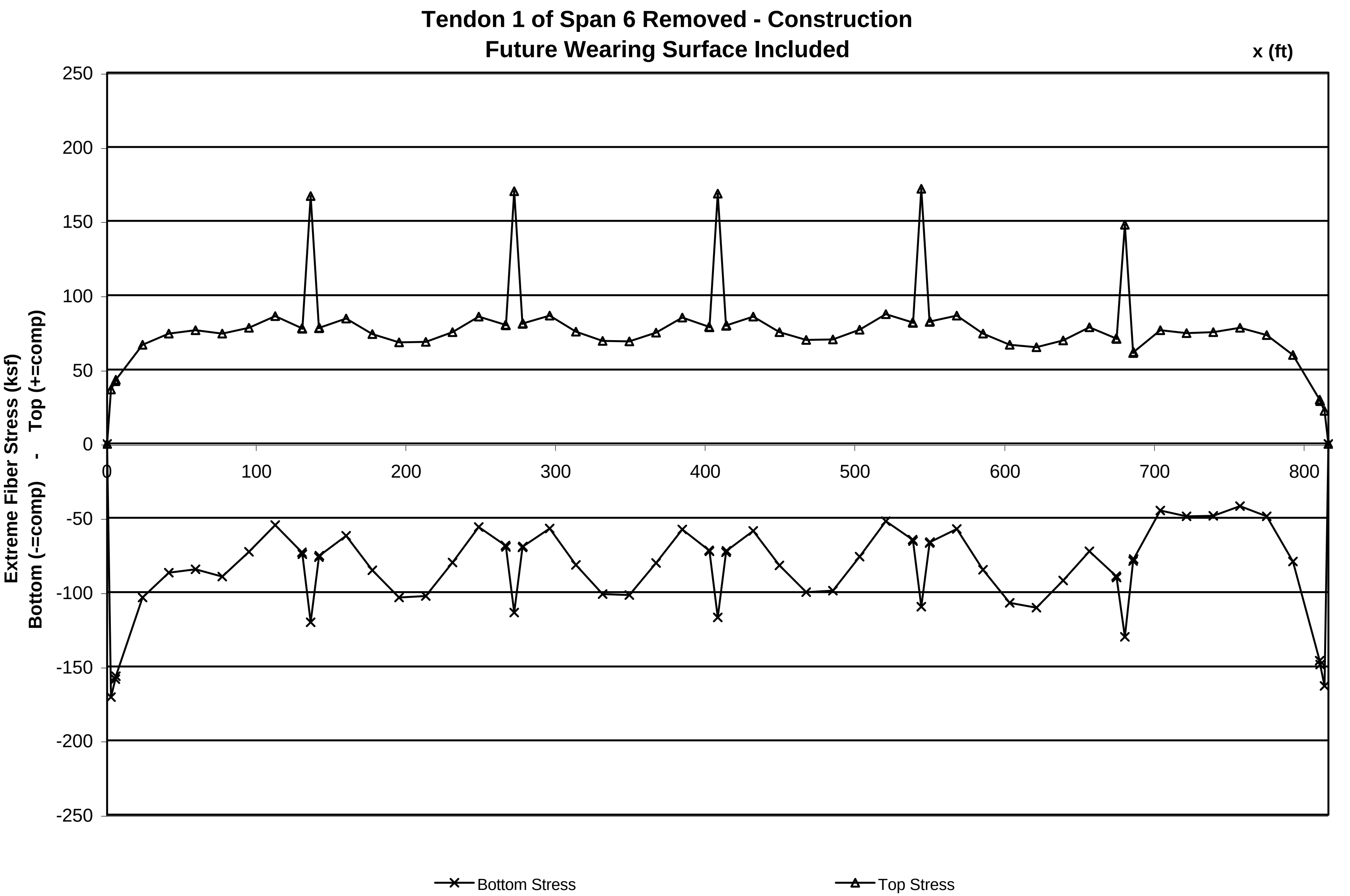
		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-171.9	-82.0	-82.4	-86.4	-74.1	-66.6	-65.1	-69.6	-78.4	-70.9	-70.4	-147.4
	Bottom	-109.8	-67.1	-66.3	-57.3	-84.8	-107.2	-110.6	-92.1	-72.5	-89.3	-90.3	-130.1
DL + Grad	Top	-187.2	-97.5	-97.9	-102.6	-91.1	-84.3	-83.6	-88.8	-98.3	-91.6	-91.1	-168.3
	Bottom	-75.7	-32.5	-31.7	-21.0	-46.9	-67.6	-69.4	-49.2	-28.0	-43.1	-44.1	-83.4
HS20 Truck	Max Top	-158.5	-69.5	-69.9	-76.1	-65.9	-60.6	-58.0	-60.0	-66.2	-56.1	-55.5	-131.8
	Max Bottom	-83.4	-42.2	-50.2	-16.0	-24.5	-36.4	-38.7	-28.3	-25.9	-65.8	-67.5	-99.3
	Min Top	-183.7	-93.2	-89.6	-104.8	-101.1	-98.3	-97.3	-98.1	-99.2	-81.4	-80.6	-161.2
	Min Bottom	-139.8	-95.1	-94.2	-80.4	-103.0	-120.7	-126.3	-113.6	-99.7	-122.3	-123.5	-165.1
HS20 Lane	Max Top	-144.1	-58.8	-59.5	-72.5	-61.9	-55.2	-52.9	-55.8	-62.5	-45.5	-44.7	-117.1
	Max Bottom	-76.6	-35.4	-34.7	-16.1	-26.0	-38.5	-41.8	-33.1	-31.5	-58.8	-60.0	-98.8
	Min Top	-186.8	-96.2	-96.5	-104.8	-100.4	-97.3	-95.9	-96.0	-96.7	-84.5	-84.0	-161.4
	Min Bottom	-171.8	-119.1	-117.5	-88.3	-112.1	-132.7	-137.8	-122.9	-108.1	-145.9	-147.8	-197.9
SU2 Truck	Max Top	-165.5	-76.0	-76.4	-81.5	-70.2	-63.7	-61.7	-65.0	-72.6	-63.8	-63.3	-139.9
	Max Bottom	-88.3	-46.2	-47.5	-26.5	-44.5	-61.5	-64.0	-48.9	-37.0	-65.1	-66.4	-103.2
	Min Top	-181.5	-91.4	-90.8	-100.1	-92.1	-87.0	-86.0	-88.9	-94.3	-81.7	-81.1	-159.5
	Min Bottom	-124.1	-80.5	-79.6	-68.3	-93.5	-113.7	-118.1	-102.4	-85.5	-105.1	-106.2	-146.8
SU3 Truck	Max Top	-159.4	-70.4	-70.8	-76.8	-66.5	-61.0	-58.5	-60.7	-67.1	-57.1	-56.6	-132.9
	Max Bottom	-84.1	-42.7	-47.1	-15.9	-25.6	-38.0	-40.2	-29.6	-25.8	-64.4	-66.1	-99.8
	Min Top	-183.4	-92.9	-91.0	-104.9	-100.6	-97.6	-96.6	-97.6	-99.3	-82.0	-81.3	-161.0
	Min Bottom	-137.6	-93.1	-92.2	-78.7	-101.7	-119.7	-125.2	-112.1	-97.8	-119.9	-121.1	-162.6
SU4 Truck	Max Top	-158.7	-69.7	-70.1	-76.2	-66.0	-60.7	-58.1	-60.1	-66.4	-56.3	-55.8	-132.0
	Max Bottom	-83.6	-42.3	-46.7	-14.1	-22.9	-34.7	-37.0	-26.7	-24.0	-63.9	-65.6	-99.4
	Min Top	-183.7	-93.1	-91.1	-105.7	-101.8	-99.0	-98.1	-98.9	-100.1	-82.2	-81.5	-161.2
	Min Bottom	-139.3	-94.7	-93.8	-80.0	-102.8	-120.5	-126.1	-113.3	-99.3	-121.8	-123.0	-164.6
C3 Truck	Max Top	-161.6	-72.4	-72.8	-78.5	-67.9	-62.0	-59.7	-62.2	-69.0	-59.5	-59.0	-135.4
	Max Bottom	-85.6	-44.0	-51.5	-22.7	-35.4	-49.6	-52.0	-39.4	-32.8	-67.3	-68.9	-101.1
	Min Top	-182.7	-92.4	-89.0	-101.9	-96.2	-92.3	-91.3	-93.2	-96.1	-80.7	-80.0	-160.4
	Min Bottom	-132.7	-88.5	-87.6	-74.9	-98.7	-117.5	-122.7	-108.6	-93.4	-114.6	-115.7	-156.9
C4 Truck	Max Top	-158.6	-69.6	-70.0	-76.2	-66.0	-60.6	-58.1	-60.0	-66.2	-56.1	-55.6	-131.8
	Max Bottom	-83.5	-42.2	-51.3	-17.5	-26.1	-38.6	-40.8	-29.9	-27.3	-71.1	-72.9	-99.4
	Min Top	-183.7	-93.2	-89.1	-104.2	-100.4	-97.3	-96.3	-97.4	-98.6	-79.0	-78.2	-161.2
	Min Bottom	-139.6	-94.9	-94.0	-80.2	-102.9	-120.6	-126.3	-113.5	-99.6	-122.2	-123.3	-165.0
C5 Truck	Max Top	-158.5	-69.5	-69.9	-76.1	-65.9	-60.6	-58.0	-60.0	-66.2	-56.0	-55.5	-131.7
	Max Bottom	-83.4	-42.2	-53.7	-18.9	-27.3	-39.3	-41.6	-31.1	-28.6	-69.1	-70.8	-99.3
	Min Top	-183.7	-93.2	-88.0	-103.6	-99.8	-97.0	-96.0	-96.9	-98.0	-79.9	-79.2	-161.2
	Min Bottom	-139.8	-95.1	-94.1	-80.3	-103.0	-120.7	-126.4	-113.7	-99.8	-122.4	-123.6	-165.2
ST5 Truck	Max Top	-158.2	-69.3	-69.7	-75.9	-65.8	-60.5	-57.8	-59.7	-65.8	-55.6	-55.1	-131.3
	Max Bottom	-83.1	-42.0	-55.9	-19.6	-27.0	-38.7	-40.9	-30.9	-29.5	-71.2	-73.0	-99.2
	Min Top	-183.8	-93.3	-87.0	-103.2	-100.0	-97.3	-96.3	-97.0	-97.6	-79.0	-78.2	-161.3
	Min Bottom	-140.4	-95.6	-94.7	-80.8	-103.4	-120.9	-126.8	-114.2	-100.5	-123.3	-124.5	-166.1

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

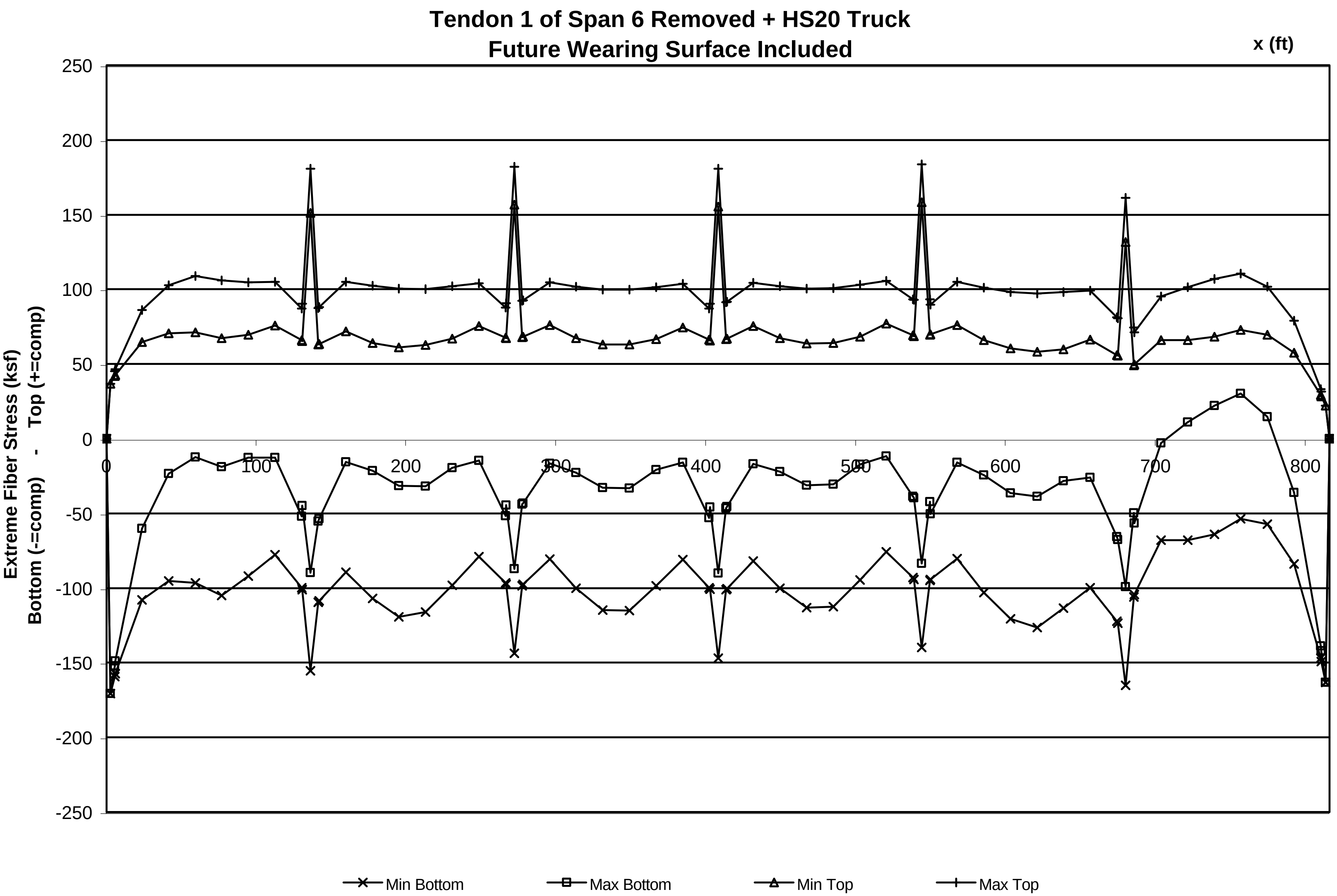
		Span 6												
	Node	**57**	**58**	**59**	**60**	**61**	**62**	**63**	**64**	**65**	**66**	**67**	**68**	**69**
	Abscissa	**680.000**	**685.375**	**685.875**	**703.625**	**721.375**	**739.125**	**756.875**	**774.625**	**792.375**	**810.125**	**810.625**	**813.500**	**815.875**
DL	**Top**	-147.4	-61.1	-61.7	-76.3	-74.6	-75.1	-78.1	-73.2	-59.6	-29.7	-28.6	-22.1	0.0
	Bottom	-130.1	-79.2	-77.7	-45.1	-48.9	-48.6	-41.9	-49.0	-79.4	-146.3	-148.7	-163.2	0.0
DL + Grad	**Top**	-168.3	-81.2	-81.7	-93.5	-89.0	-86.8	-87.0	-79.3	-62.9	-30.2	-29.1	-22.1	0.0
	Bottom	-83.4	-34.3	-33.0	-6.6	-16.6	-22.6	-22.1	-35.4	-72.0	-145.1	-147.7	-163.2	0.0
HS20 Truck	**Max Top**	-131.8	-49.1	-49.8	-66.1	-66.0	-68.2	-72.9	-69.6	-57.6	-29.3	-28.3	-22.1	0.0
	Max Bottom	-99.3	-49.6	-56.5	-3.0	11.0	22.2	30.3	14.8	-36.0	-138.7	-142.2	-163.2	0.0
	Min Top	-161.2	-74.3	-71.2	-95.1	-101.4	-106.8	-110.5	-101.8	-79.0	-33.1	-31.5	-22.1	0.0
	Min Bottom	-165.1	-105.8	-104.3	-68.0	-68.1	-64.0	-53.7	-57.1	-83.8	-147.0	-149.3	-163.2	0.0
HS20 Lane	**Max Top**	-117.1	-37.0	-38.0	-62.4	-63.2	-66.0	-71.1	-68.4	-57.0	-29.2	-28.2	-22.1	0.0
	Max Bottom	-98.8	-48.8	-47.3	-4.5	10.1	20.7	27.8	10.9	-40.2	-139.0	-142.5	-163.2	0.0
	Min Top	-161.4	-74.7	-75.3	-94.5	-101.0	-106.2	-109.4	-100.0	-77.1	-32.9	-31.4	-22.1	0.0
	Min Bottom	-197.9	-133.0	-130.6	-76.1	-74.3	-69.1	-57.5	-59.7	-85.2	-147.2	-149.5	-163.2	0.0
SU2 Truck	**Max Top**	-139.9	-55.4	-56.0	-71.4	-70.5	-71.8	-75.6	-71.5	-58.7	-29.5	-28.4	-22.1	0.0
	Max Bottom	-103.2	-53.3	-54.3	-13.3	-10.3	-6.4	-0.7	-13.4	-55.8	-142.0	-145.0	-163.2	0.0
	Min Top	-159.5	-72.6	-72.2	-90.5	-91.8	-94.0	-96.6	-89.2	-70.1	-31.6	-30.2	-22.1	0.0
	Min Bottom	-146.8	-91.9	-90.4	-56.0	-58.1	-56.0	-47.5	-52.9	-81.5	-146.6	-149.0	-163.2	0.0
SU3 Truck	**Max Top**	-132.9	-50.0	-50.7	-66.8	-66.6	-68.7	-73.2	-69.9	-57.8	-29.4	-28.3	-22.1	0.0
	Max Bottom	-99.8	-50.1	-54.0	-2.8	9.5	20.0	28.1	12.4	-38.0	-138.5	-142.1	-163.2	0.0
	Min Top	-161.0	-74.1	-72.3	-95.2	-100.7	-105.9	-109.5	-100.7	-78.1	-33.1	-31.6	-22.1	0.0
	Min Bottom	-162.6	-103.9	-102.4	-66.3	-66.7	-62.9	-52.8	-56.5	-83.5	-147.0	-149.3	-163.2	0.0
SU4 Truck	**Max Top**	-132.0	-49.3	-50.0	-66.2	-66.2	-68.3	-72.9	-69.6	-57.7	-29.3	-28.3	-22.1	0.0
	Max Bottom	-99.4	-49.7	-53.7	-1.1	12.4	23.6	32.0	16.0	-35.9	-138.2	-141.8	-163.2	0.0
	Min Top	-161.2	-74.3	-72.5	-96.0	-102.0	-107.5	-111.2	-102.3	-79.1	-33.3	-31.7	-22.1	0.0
	Min Bottom	-164.6	-105.4	-103.9	-67.6	-67.8	-63.8	-53.5	-57.0	-83.7	-147.0	-149.3	-163.2	0.0
C3 Truck	**Max Top**	-135.4	-51.9	-52.6	-68.5	-68.0	-69.9	-74.1	-70.4	-58.1	-29.4	-28.4	-22.1	0.0
	Max Bottom	-101.1	-51.3	-57.8	-9.6	-0.4	7.4	14.4	0.3	-46.7	-140.0	-143.4	-163.2	0.0
	Min Top	-160.4	-73.5	-70.6	-92.2	-96.3	-100.2	-103.4	-95.3	-74.2	-32.4	-31.0	-22.1	0.0
	Min Bottom	-156.9	-99.6	-98.0	-62.6	-63.6	-60.4	-50.9	-55.2	-82.8	-146.8	-149.2	-163.2	0.0
C4 Truck	**Max Top**	-131.8	-49.2	-49.9	-66.2	-66.1	-68.3	-72.9	-69.6	-57.6	-29.3	-28.3	-22.1	0.0
	Max Bottom	-99.4	-49.7	-63.0	-4.5	9.5	20.2	27.9	13.3	-40.0	-138.9	-142.4	-163.2	0.0
	Min Top	-161.2	-74.3	-68.3	-94.5	-100.7	-106.0	-109.4	-101.1	-77.2	-32.9	-31.4	-22.1	0.0
	Min Bottom	-165.0	-105.6	-104.1	-67.8	-68.0	-63.9	-53.6	-57.0	-83.8	-147.0	-149.3	-163.2	0.0
C5 Truck	**Max Top**	-131.7	-49.1	-49.8	-66.1	-66.0	-68.2	-72.9	-69.6	-57.6	-29.3	-28.3	-22.1	0.0
	Max Bottom	-99.3	-49.6	-59.9	-6.0	8.2	19.4	27.4	12.1	-38.4	-138.6	-142.2	-163.2	0.0
	Min Top	-161.2	-74.3	-69.7	-93.8	-100.1	-105.6	-109.1	-100.5	-78.0	-33.1	-31.5	-22.1	0.0
	Min Bottom	-165.2	-105.8	-104.3	-67.9	-68.1	-64.0	-53.7	-57.1	-83.8	-147.0	-149.3	-163.2	0.0
ST5 Truck	**Max Top**	-131.3	-48.9	-49.6	-65.9	-65.9	-68.1	-72.8	-69.5	-57.6	-29.3	-28.3	-22.1	0.0
	Max Bottom	-99.2	-49.5	-62.2	-6.6	8.6	20.3	28.3	12.4	-38.7	-139.6	-143.0	-163.2	0.0
	Min Top	-161.3	-74.4	-68.7	-93.5	-100.3	-106.0	-109.6	-100.7	-77.8	-32.6	-31.2	-22.1	0.0
	Min Bottom	-166.1	-106.3	-104.8	-68.4	-68.4	-64.3	-53.9	-57.2	-83.9	-147.0	-149.3	-163.2	0.0



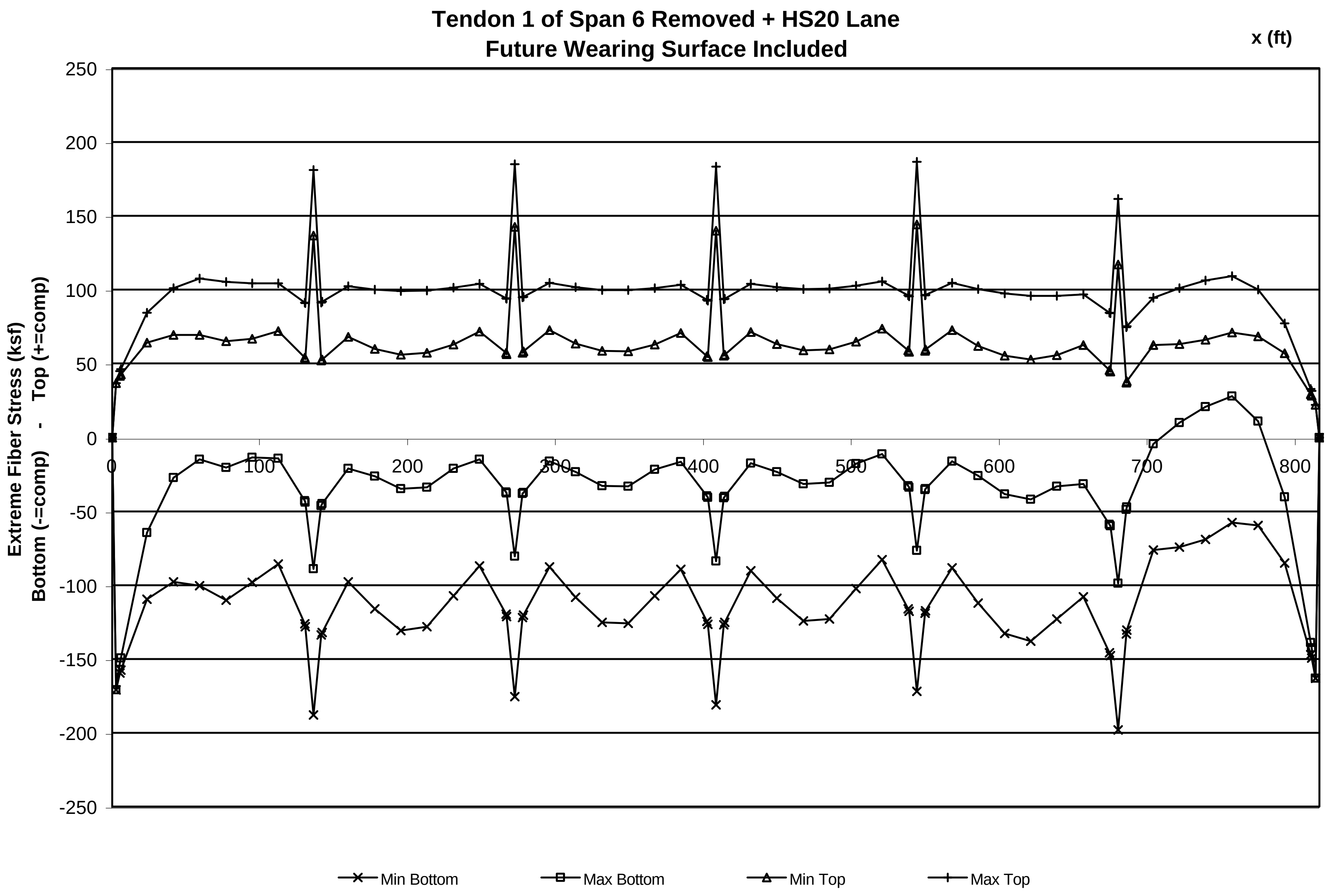
Tendon 1 of Span 6 Removed + Full Gradient
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress

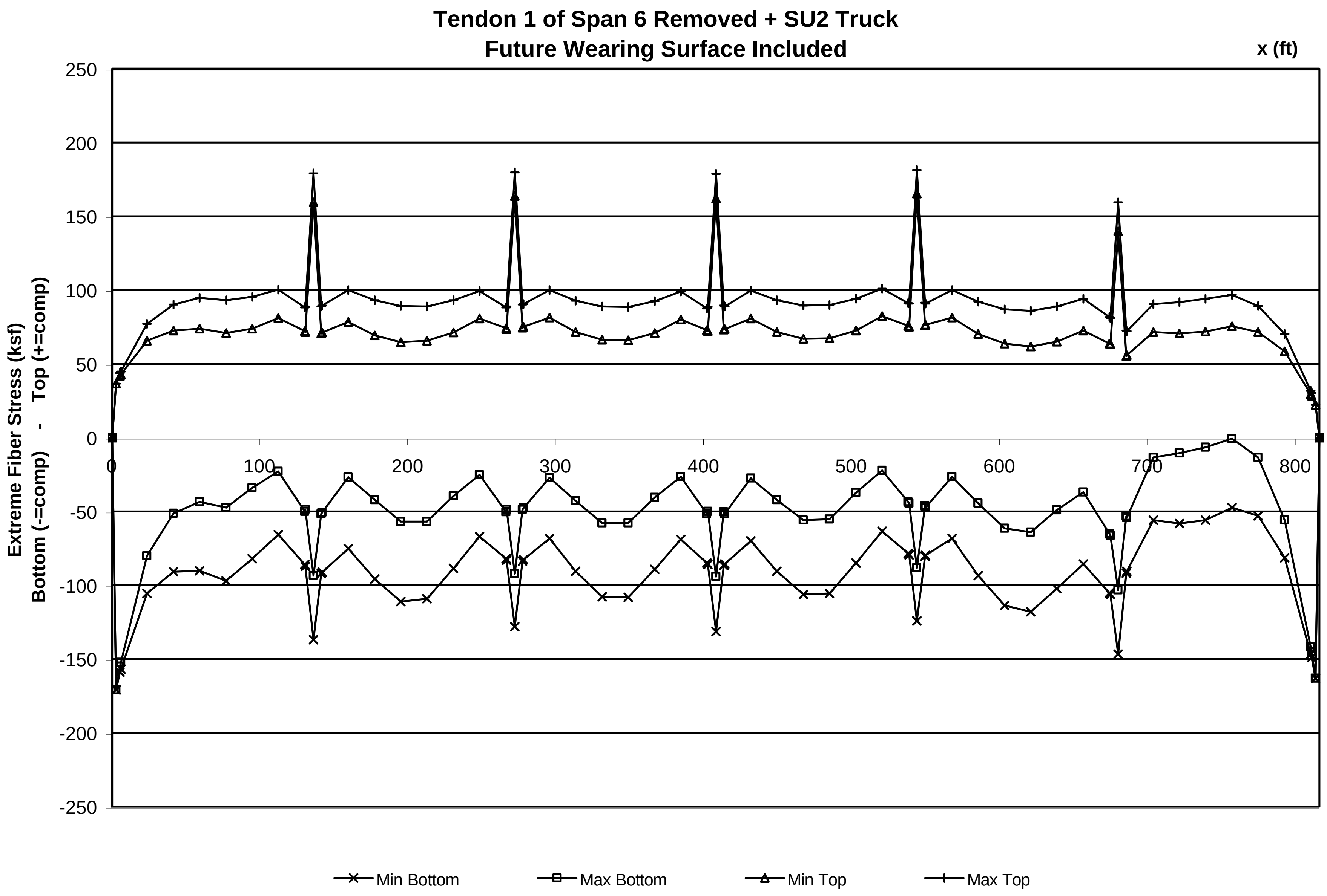


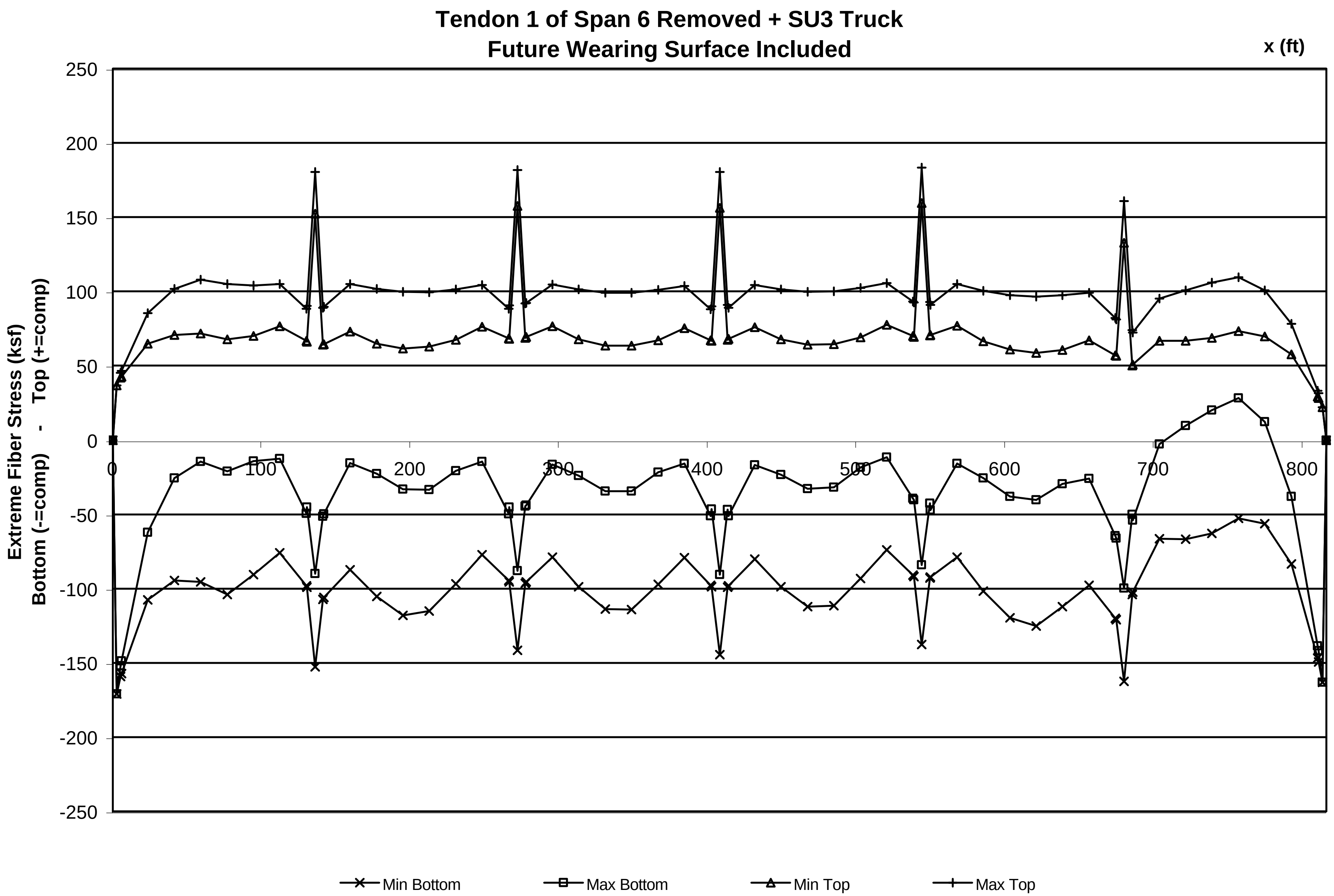
Tendon 1 of Span 6 Removed - Construction
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Bottom Stress
Top Stress



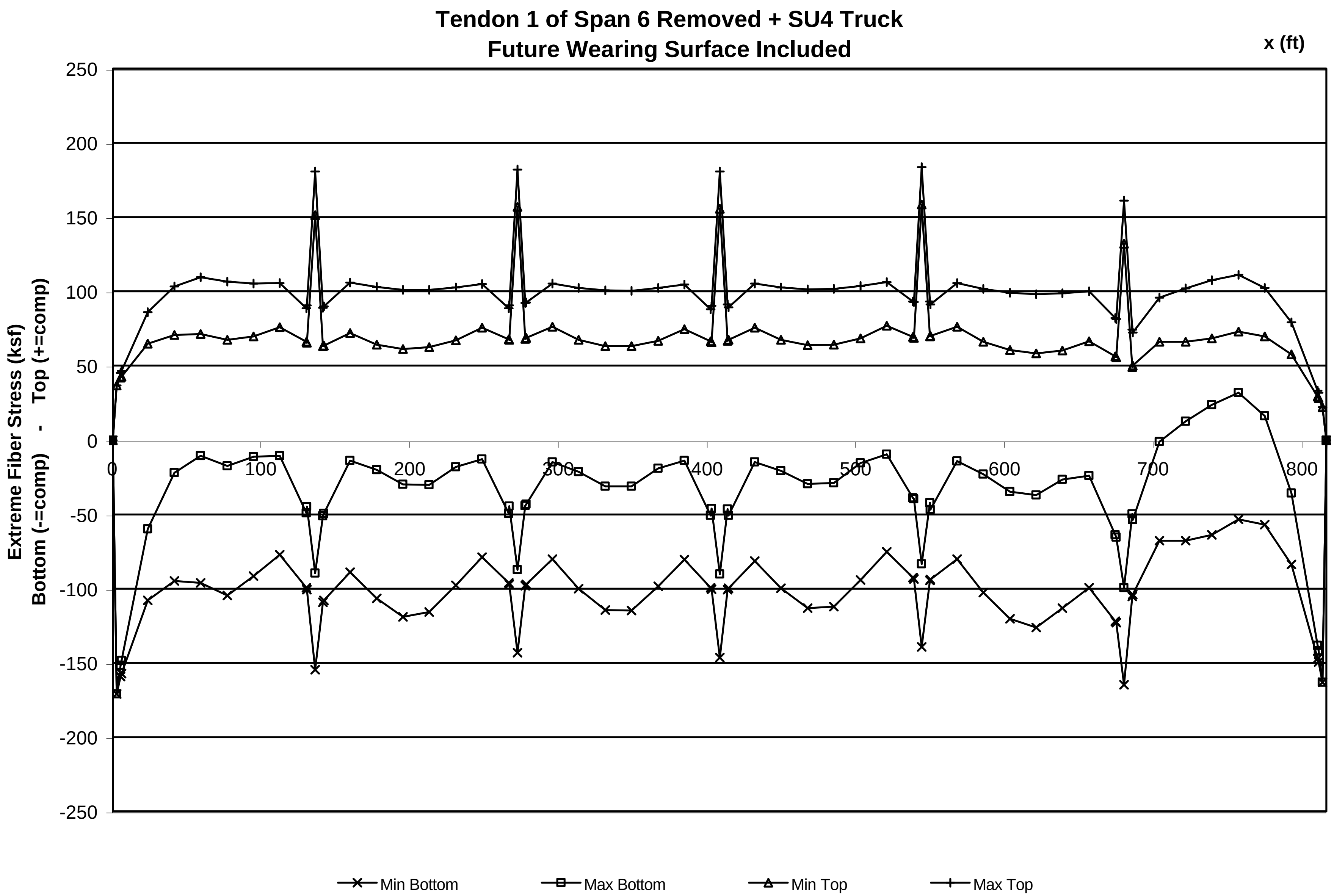
Tendon 1 of Span 6 Removed + HS20 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

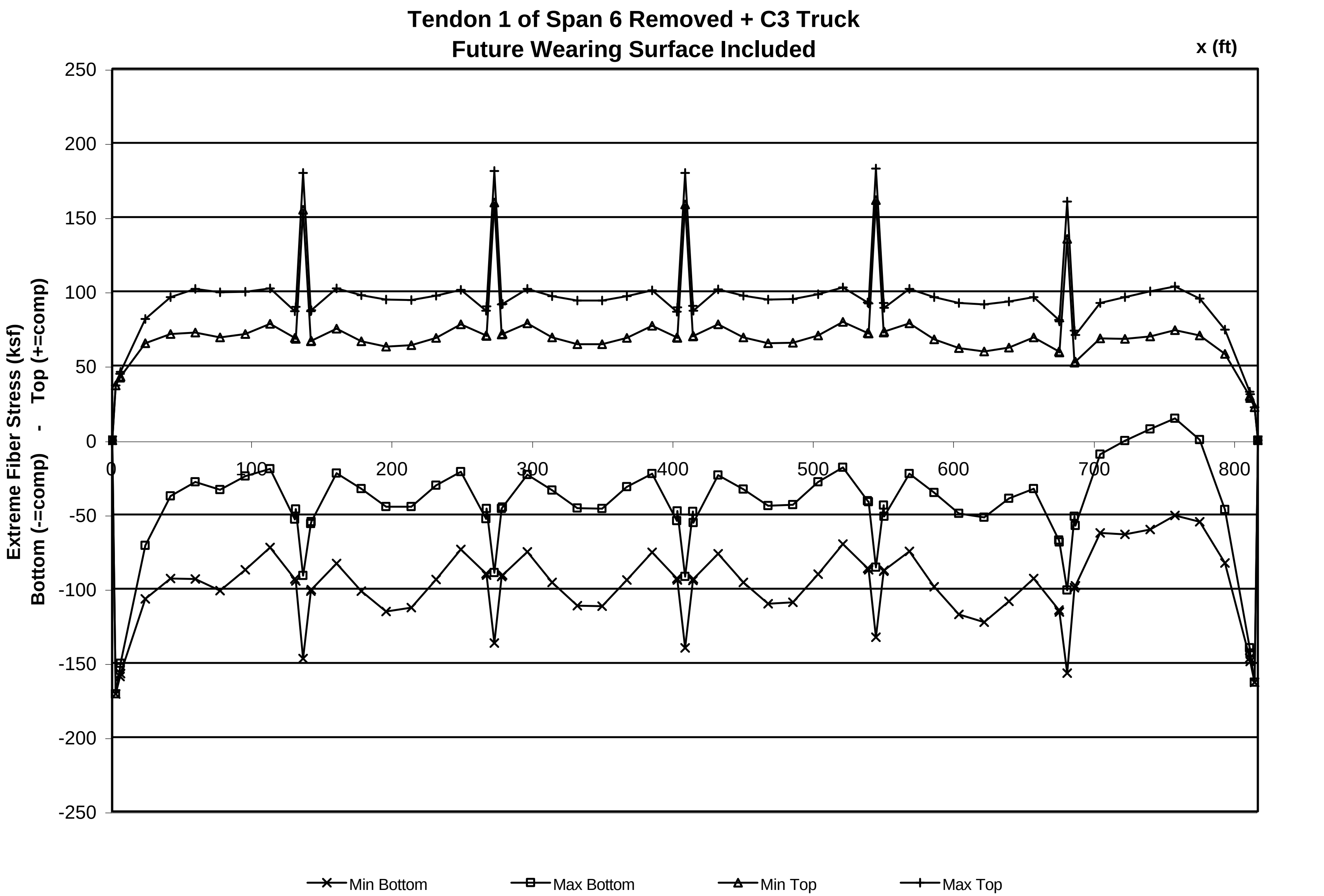

Tendon 1 of Span 6 Removed + HS20 Lane
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Tendon 1 of Span 6 Removed + SU2 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

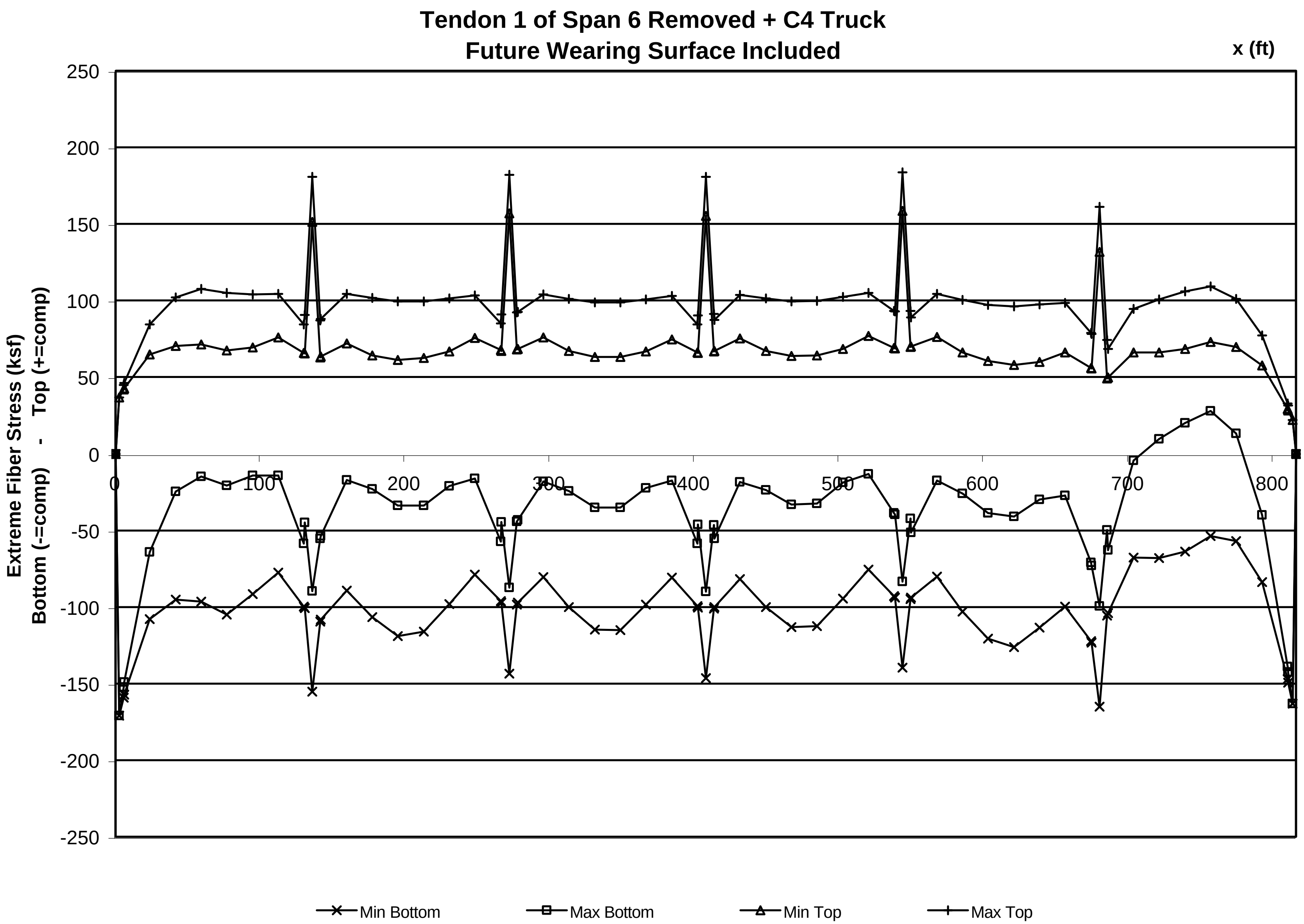


Tendon 1 of Span 6 Removed + SU3 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

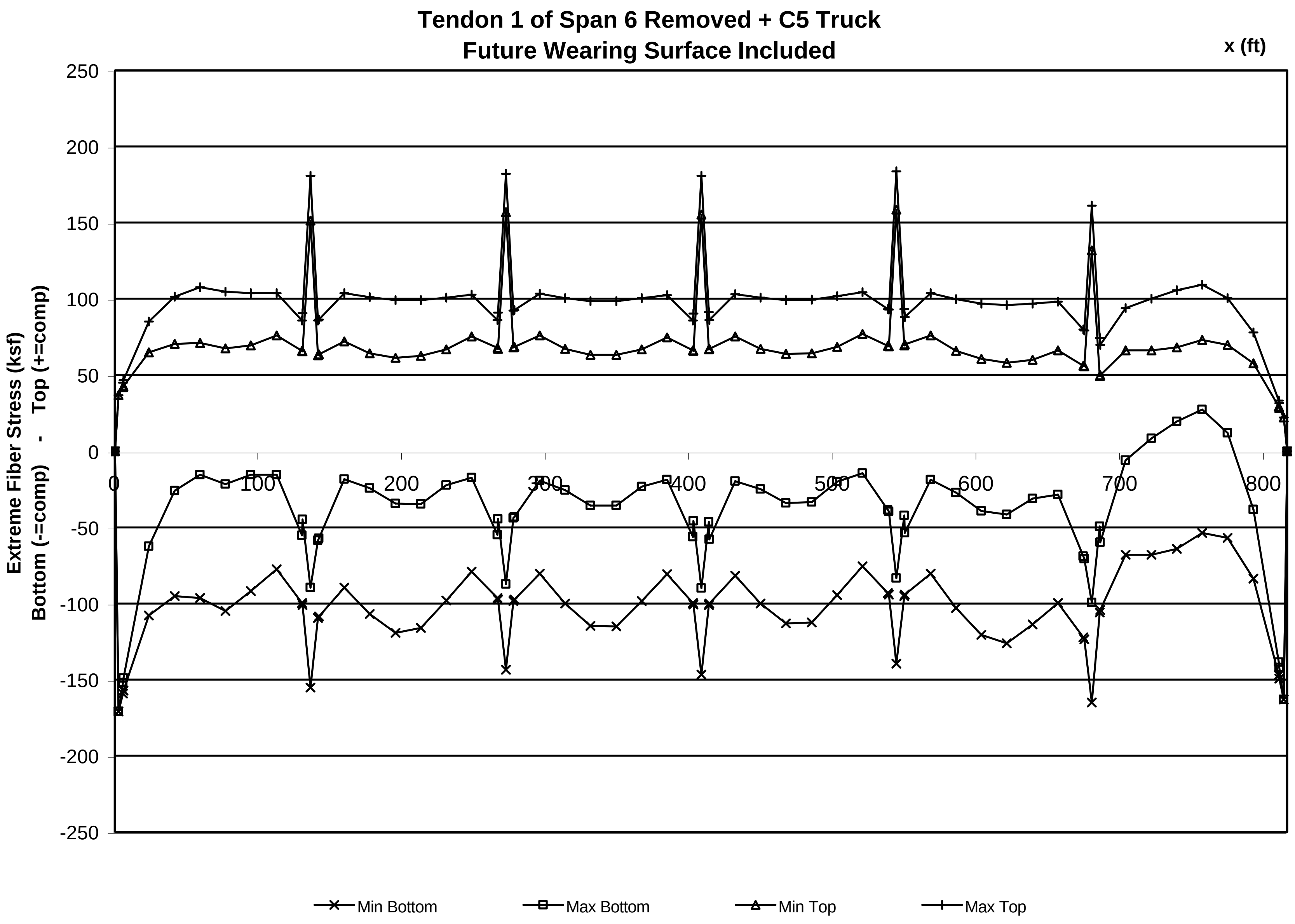

Tendon 1 of Span 6 Removed + SU4 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



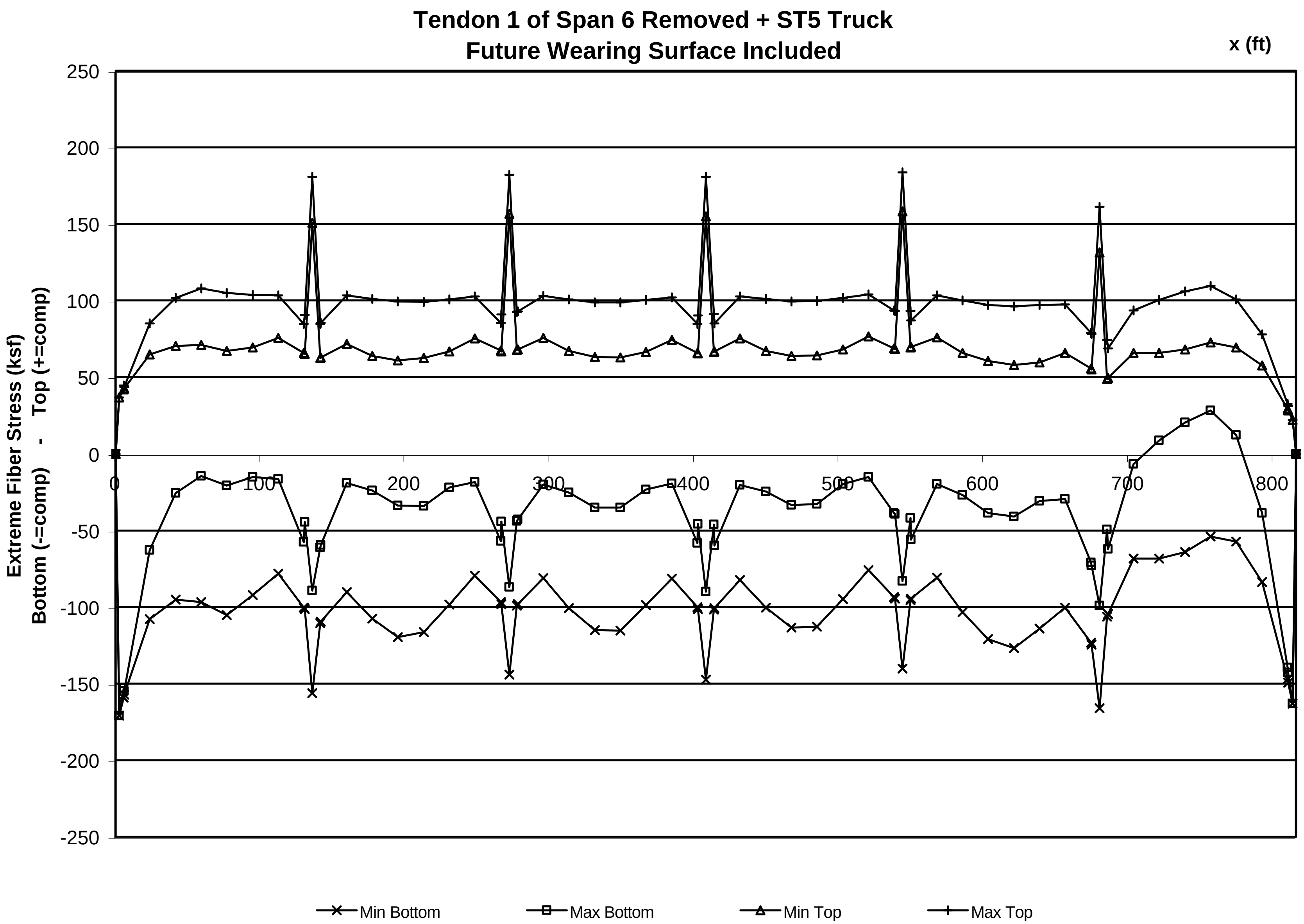
Tendon 1 of Span 6 Removed + C3 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



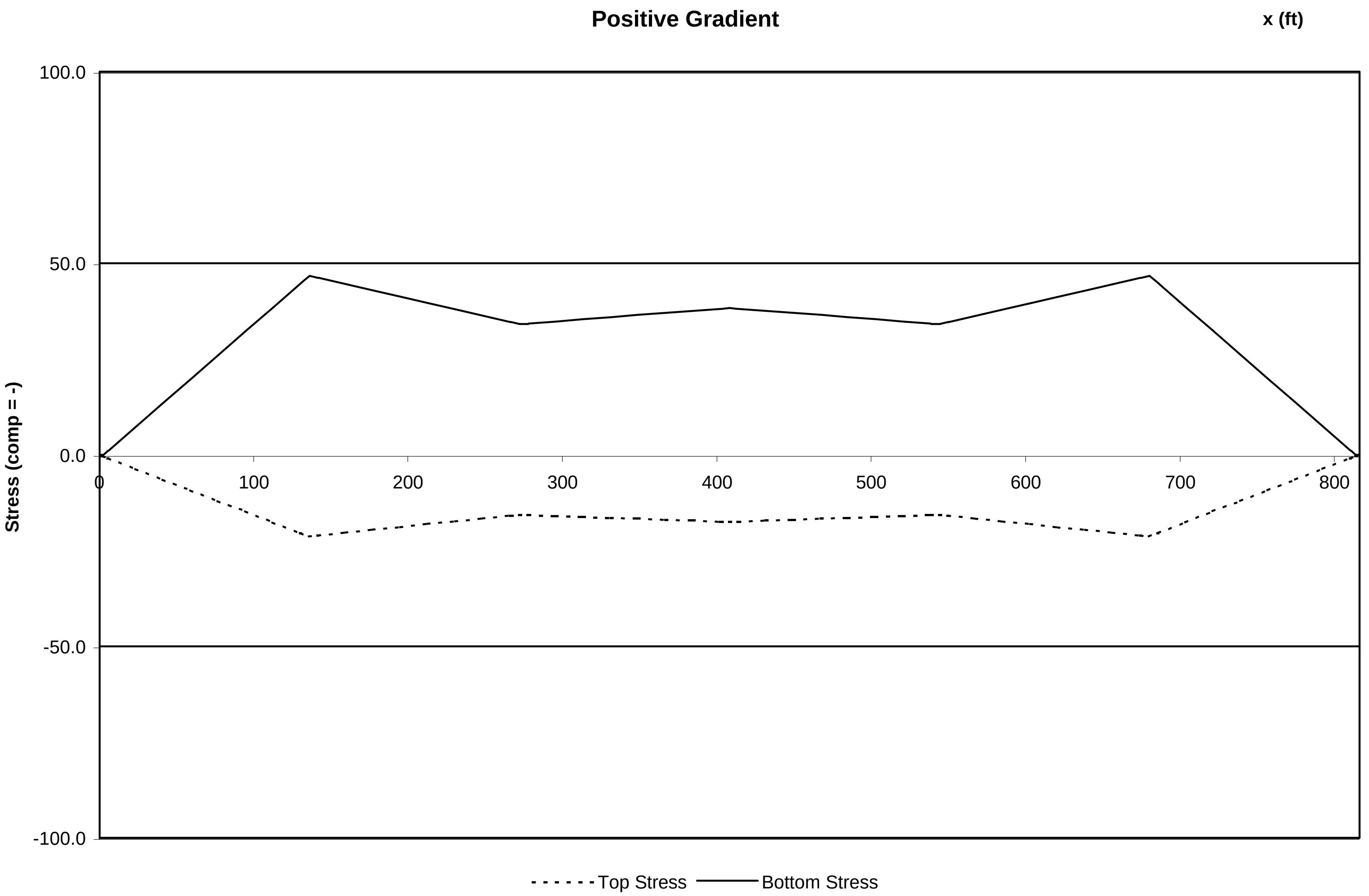
Tendon 1 of Span 6 Removed + C4 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendon 1 of Span 6 Removed + C5 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendon 1 of Span 6 Removed + ST5 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Positive Gradient
x (ft)
Stress (comp = -)
100.0
50.0
0.0
-50.0
-100.0
0
100
200
300
400
500
600
700
800
Top Stress
Bottom Stress

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 1												
	Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
	Abscissa	**0.125**	**2.500**	**5.375**	**5.875**	**23.625**	**41.375**	**59.125**	**76.875**	**94.625**	**112.375**	**130.125**	**130.625**	**136.000**
DL	**Top**	0.0	-36.6	-41.5	-42.3	-63.1	-68.9	-70.9	-69.6	-75.6	-87.2	-83.6	-83.3	-174.7
	Bottom	0.0	-170.8	-160.0	-158.1	-111.6	-98.7	-97.1	-99.9	-78.1	-52.3	-60.2	-60.9	-103.1
DL + Grad	**Top**	0.0	-36.6	-42.0	-42.8	-66.4	-75.0	-79.8	-81.3	-90.0	-104.4	-103.6	-103.4	-195.6
	Bottom	0.0	-170.8	-159.0	-156.9	-104.2	-85.1	-77.3	-73.9	-45.8	-13.8	-15.5	-16.0	-56.4
HS20 Truck	**Max Top**	0.0	0.0	1674.97	1432.17	241.61	133.27	91.95	69.78	57.21	49.37	42.14	41.94	39.23
	Max Bottom	0.0	0.0	33.11	28.04	3.42	2.05	1.79	1.94	1.86	2.02	-69.82	7.52	14.20
	Min Top	0.0	0.0	19.25	16.82	4.44	3.38	3.18	3.37	4.83	10.65	-237.40	32.59	65.67
	Min Bottom	0.0	0.0	997.42	847.69	121.92	64.24	43.93	33.67	25.76	20.19	17.75	17.72	15.00
HS20 Lane	**Max Top**	0.0	0.0	1264.13	1080.91	182.36	100.58	69.40	52.67	43.18	36.36	21.15	20.78	20.27
	Max Bottom	0.0	0.0	34.58	29.25	3.83	2.19	1.86	1.99	1.90	2.16	6.58	6.75	13.30
	Min Top	0.0	0.0	20.10	17.54	4.97	3.63	3.31	3.46	4.93	11.40	29.03	29.26	61.52
	Min Bottom	0.0	0.0	752.77	639.78	92.02	48.49	33.16	25.41	19.44	14.87	8.91	8.78	7.75
SU2 Truck	**Max Top**	0.0	0.0	3504.07	2995.16	505.35	278.74	192.33	145.95	119.66	103.27	88.13	87.71	82.09
	Max Bottom	0.0	0.0	62.58	52.97	6.83	4.04	3.55	3.84	3.63	3.69	46.53	15.73	29.70
	Min Top	0.0	0.0	36.38	31.77	8.87	6.68	6.32	6.68	9.41	19.45	205.39	68.16	137.36
	Min Bottom	0.0	0.0	2086.62	1772.82	255.01	134.37	91.88	70.43	53.88	42.23	37.14	37.06	31.39
SU3 Truck	**Max Top**	0.0	0.0	1805.02	1543.26	260.35	143.60	99.09	75.19	61.65	53.20	45.40	45.19	42.31
	Max Bottom	0.0	0.0	32.35	27.38	3.60	2.14	1.85	2.01	1.92	2.00	37.61	8.10	15.30
	Min Top	0.0	0.0	18.80	16.42	4.68	3.53	3.29	3.50	4.99	10.56	166.01	35.12	70.77
	Min Bottom	0.0	0.0	1074.86	913.45	131.38	69.23	47.34	36.28	27.76	21.76	19.13	19.09	16.18
SU4 Truck	**Max Top**	0.0	0.0	1700.44	1453.81	245.25	135.28	93.34	70.83	58.07	50.12	42.77	42.57	39.85
	Max Bottom	0.0	0.0	31.15	26.37	3.41	2.00	1.74	1.89	1.80	1.86	30.79	7.63	14.41
	Min Top	0.0	0.0	18.10	15.81	4.43	3.31	3.09	3.29	4.67	9.83	135.91	33.08	66.66
	Min Bottom	0.0	0.0	1012.58	860.50	123.76	65.21	44.59	34.18	26.15	20.50	18.02	17.98	15.24
C3 Truck	**Max Top**	0.0	0.0	2192.55	1874.59	316.25	174.44	120.36	91.34	74.88	64.63	55.15	54.89	51.21
	Max Bottom	0.0	0.0	41.13	34.83	4.69	2.75	2.40	2.60	2.52	2.84	-31.83	9.85	18.58
	Min Top	0.0	0.0	23.91	20.89	6.09	4.53	4.26	4.52	6.53	15.00	-108.21	42.66	85.96
	Min Bottom	0.0	0.0	1305.63	1109.56	159.59	84.09	57.50	44.07	33.72	26.43	23.24	23.19	19.58
C4 Truck	**Max Top**	0.0	0.0	1687.44	1442.91	243.41	134.26	92.64	70.30	57.64	49.74	42.45	42.25	39.42
	Max Bottom	0.0	0.0	34.36	29.12	3.80	2.10	1.86	2.01	1.92	2.17	-9.95	7.58	14.30
	Min Top	0.0	0.0	19.98	17.46	4.94	3.47	3.30	3.49	5.00	11.42	-33.83	32.83	66.16
	Min Bottom	0.0	0.0	1004.85	854.05	122.83	64.72	44.26	33.92	25.95	20.34	17.89	17.85	15.07
C5 Truck	**Max Top**	0.0	0.0	1676.55	1433.33	241.82	133.39	92.04	69.84	57.26	49.42	42.17	41.97	39.16
	Max Bottom	0.0	0.0	32.97	27.93	3.64	2.15	1.88	2.04	1.99	2.32	-16.65	7.53	14.21
	Min Top	0.0	0.0	19.16	16.75	4.72	3.55	3.33	3.54	5.16	12.24	-56.60	32.62	65.73
	Min Bottom	0.0	0.0	998.36	848.38	122.03	64.30	43.97	33.70	25.78	20.21	17.77	17.73	14.97
ST5 Truck	**Max Top**	0.0	0.0	1644.72	1406.24	237.22	130.85	90.29	68.51	56.17	48.48	41.37	41.17	38.14
	Max Bottom	0.0	0.0	37.91	206.58	3.67	2.14	1.85	2.00	1.97	2.40	-11.09	7.38	13.94
	Min Top	0.0	0.0	22.03	123.89	4.77	3.53	3.28	3.48	5.10	12.68	-37.70	32.00	64.48
	Min Bottom	0.0	0.0	979.40	832.35	119.71	63.08	43.13	33.06	25.29	19.83	17.43	17.40	14.58

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.67	-84.05	-84.32	-86.19	-73.01	-65.89	-66.03	-73.48	-86.48	-84.42	-84.15	-176.00
	Bottom	-103.06	-62.43	-61.83	-57.66	-87.11	-108.67	-108.35	-83.32	-54.29	-58.88	-59.50	-100.65
DL + Grad	Top	-195.57	-104.75	-105.02	-106.09	-92.21	-84.39	-83.73	-90.48	-102.68	-99.92	-99.65	-191.30
	Bottom	-56.36	-16.23	-15.63	-13.16	-44.21	-67.47	-68.75	-45.42	-17.99	-24.28	-24.90	-66.55
HS20 Truck	Max Top	39.23	33.68	33.88	41.26	50.66	68.07	79.72	59.81	48.89	40.24	40.02	45.94
	Max Bottom	14.20	-41.92	-64.12	2.05	2.07	2.24	2.27	2.06	2.15	-226.28	7.49	11.60
	Min Top	65.67	-138.53	-214.59	9.88	4.82	3.58	3.62	4.96	10.43	-778.21	30.84	52.43
	Min Bottom	15.00	14.26	14.31	17.16	23.49	33.87	39.62	27.44	20.14	16.86	16.81	17.42
HS20 Lane	Max Top	20.27	19.46	19.78	31.61	35.40	39.27	42.08	39.97	36.38	21.91	21.55	22.20
	Max Bottom	13.30	7.66	7.40	2.66	2.33	2.39	2.36	2.14	2.15	3.92	3.96	6.72
	Min Top	61.52	32.75	32.16	12.86	5.43	3.82	3.77	5.15	10.45	16.44	16.29	30.37
	Min Bottom	7.75	8.24	8.35	13.15	16.42	19.54	20.91	18.34	14.98	9.18	9.05	8.42
SU2 Truck	Max Top	82.09	70.49	70.89	86.33	106.01	142.45	166.75	125.11	102.27	84.17	83.69	96.12
	Max Bottom	29.70	37.21	29.80	3.76	4.01	4.42	4.46	4.00	3.93	53.63	15.67	24.28
	Min Top	137.36	159.00	129.53	18.19	9.36	7.06	7.12	9.62	19.08	224.62	64.53	109.72
	Min Bottom	31.39	29.84	29.95	35.90	49.16	70.88	82.88	57.40	42.12	35.27	35.15	36.44
SU3 Truck	Max Top	42.31	36.33	36.54	44.50	54.64	73.42	85.91	64.45	52.69	43.36	43.12	49.51
	Max Bottom	15.30	30.68	22.19	2.04	2.13	2.31	2.34	2.12	2.13	37.14	8.08	12.51
	Min Top	70.77	131.09	96.45	9.88	4.96	3.70	3.73	5.10	10.36	155.54	33.26	56.55
	Min Bottom	16.18	15.38	15.43	18.50	25.34	36.53	42.70	29.57	21.70	18.17	18.11	18.77
SU4 Truck	Max Top	39.85	34.22	34.41	41.91	51.46	69.15	80.93	60.72	49.63	40.85	40.62	46.64
	Max Bottom	14.41	25.29	18.90	1.90	1.99	2.17	2.19	1.98	1.99	31.79	7.61	11.78
	Min Top	66.66	108.08	82.15	9.19	4.64	3.47	3.50	4.78	9.65	133.16	31.33	53.26
	Min Bottom	15.24	14.49	14.54	17.43	23.86	34.41	40.22	27.86	20.44	17.12	17.06	17.68
C3 Truck	Max Top	51.21	43.97	44.22	53.86	66.13	88.87	104.35	78.29	64.00	52.67	52.38	60.12
	Max Bottom	18.58	-25.51	-30.26	2.86	2.80	3.03	3.06	2.79	3.02	-43.17	9.78	15.14
	Min Top	85.96	-84.32	-101.28	13.83	6.53	4.84	4.88	6.73	14.66	-148.47	40.26	68.45
	Min Bottom	19.58	18.62	18.68	22.40	30.67	44.22	51.86	35.92	26.36	22.07	22.00	22.79
C4 Truck	Max Top	39.42	33.85	34.04	41.46	50.91	68.41	80.32	60.26	49.26	40.54	40.31	46.27
	Max Bottom	14.30	-35.51	-53.12	2.17	2.15	2.34	2.37	2.14	2.29	-12.06	7.52	11.66
	Min Top	66.16	-117.34	-177.78	10.50	5.01	3.74	3.77	5.16	11.14	-41.46	30.99	52.69
	Min Bottom	15.07	14.33	14.38	17.24	23.61	34.04	39.92	27.65	20.29	16.99	16.93	17.54
C5 Truck	Max Top	39.16	33.62	33.81	41.18	50.57	67.95	79.79	59.87	48.94	40.28	40.05	45.97
	Max Bottom	14.21	-14.19	-15.96	2.31	2.21	2.38	2.40	2.21	2.45	-20.36	7.47	11.58
	Min Top	65.73	-46.88	-53.43	11.16	5.16	3.80	3.83	5.32	11.92	-70.01	30.78	52.34
	Min Bottom	14.97	14.24	14.28	17.13	23.45	33.81	39.66	27.47	20.15	16.88	16.82	17.43
ST5 Truck	Max Top	38.14	32.75	32.93	40.11	49.25	66.18	78.28	58.73	48.01	39.51	39.29	45.09
	Max Bottom	13.94	-9.81	-10.64	2.41	2.20	2.35	2.37	2.19	2.54	-12.98	7.28	11.28
	Min Top	64.48	-32.41	-35.62	11.64	5.12	3.75	3.78	5.28	12.34	-44.65	29.98	50.98
	Min Bottom	14.58	13.87	13.91	16.68	22.84	32.93	38.90	26.95	19.77	16.56	16.50	17.09

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-176.00	-85.12	-85.38	-86.96	-73.49	-66.09	-65.97	-73.16	-85.90	-83.60	-83.32	-175.03
	Bottom	-100.65	-60.16	-59.57	-56.05	-86.14	-108.33	-108.61	-84.16	-55.68	-60.83	-61.46	-102.77
DL + Grad	Top	-191.30	-100.42	-100.68	-102.56	-89.29	-82.19	-82.27	-89.76	-102.70	-100.70	-100.42	-192.13
	Bottom	-66.55	-25.96	-25.27	-21.25	-50.74	-72.43	-72.11	-47.16	-18.08	-22.73	-23.36	-64.47
HS20 Truck	Max Top	45.94	39.45	39.67	48.28	59.24	79.54	80.42	59.89	48.74	39.98	39.75	46.42
	Max Bottom	11.60	6.52	6.47	2.26	2.18	2.32	2.32	2.10	2.19	-284.40	7.58	13.62
	Min Top	52.43	26.70	26.91	10.43	4.97	3.65	3.64	4.96	10.34	-944.78	30.53	60.92
	Min Bottom	17.42	16.56	16.61	19.95	27.37	39.53	40.00	27.56	20.17	16.88	16.82	17.72
HS20 Lane	Max Top	22.20	21.57	21.94	37.08	41.53	44.58	44.24	40.48	35.61	21.15	20.80	21.53
	Max Bottom	6.72	3.91	3.88	2.23	2.20	2.32	2.33	2.16	2.25	4.37	4.42	7.67
	Min Top	30.37	16.00	16.14	10.27	5.02	3.65	3.66	5.08	10.61	17.90	17.79	34.29
	Min Bottom	8.42	9.05	9.19	15.33	19.19	22.15	22.00	18.63	14.74	8.93	8.80	8.22
SU2 Truck	Max Top	96.12	82.53	83.00	101.00	123.94	166.42	168.21	125.27	101.94	83.63	83.15	97.10
	Max Bottom	24.28	13.65	13.53	4.14	4.23	4.57	4.57	4.08	4.01	54.09	15.86	28.50
	Min Top	109.72	55.86	56.32	19.10	9.64	7.18	7.17	9.61	18.93	221.62	63.87	127.46
	Min Bottom	36.44	34.64	34.76	41.74	57.27	82.70	83.67	57.64	42.20	35.30	35.18	37.07
SU3 Truck	Max Top	49.51	42.51	42.75	52.02	63.83	85.71	86.66	64.54	52.52	43.08	42.84	50.02
	Max Bottom	12.51	7.04	6.98	2.25	2.24	2.39	2.39	2.16	2.18	37.14	8.17	14.68
	Min Top	56.55	28.79	29.03	10.37	5.11	3.76	3.75	5.09	10.28	152.19	32.90	65.65
	Min Bottom	18.77	17.84	17.90	21.50	29.49	42.59	43.10	29.70	21.74	18.18	18.12	19.10
SU4 Truck	Max Top	46.64	40.05	40.27	49.01	60.14	80.75	81.64	60.79	49.47	40.58	40.35	47.12
	Max Bottom	11.78	6.63	6.57	2.09	2.10	2.24	2.25	2.02	2.03	31.50	7.69	13.83
	Min Top	53.26	27.12	27.34	9.66	4.78	3.53	3.52	4.77	9.57	129.05	30.99	61.85
	Min Bottom	17.68	16.81	16.87	20.26	27.79	40.13	40.61	27.98	20.48	17.13	17.07	17.99
C3 Truck	Max Top	60.12	51.62	51.91	63.17	77.51	104.08	105.26	78.39	63.79	52.33	52.03	60.76
	Max Bottom	15.14	8.52	8.44	3.18	2.96	3.13	3.14	2.85	3.08	-45.97	9.92	17.82
	Min Top	68.45	34.85	35.13	14.65	6.75	4.92	4.92	6.73	14.53	-152.70	39.95	79.72
	Min Bottom	22.79	21.67	21.74	26.11	35.82	51.72	52.36	36.07	26.41	22.09	22.02	23.20
C4 Truck	Max Top	46.27	39.73	39.95	48.62	59.66	80.11	81.02	60.34	49.10	40.28	40.05	46.77
	Max Bottom	11.66	6.56	6.50	2.42	2.27	2.42	2.43	2.19	2.34	-12.69	7.63	13.72
	Min Top	52.69	26.83	27.04	11.14	5.17	3.81	3.80	5.16	11.05	-42.15	30.74	61.36
	Min Bottom	17.54	16.68	16.73	20.09	27.57	39.81	40.30	27.76	20.32	17.00	16.95	17.85
C5 Truck	Max Top	45.97	39.47	39.70	48.31	59.28	79.59	80.49	59.94	48.78	40.02	39.79	46.46
	Max Bottom	11.58	6.51	6.46	2.58	2.34	2.46	2.46	2.26	2.50	-21.44	7.58	13.63
	Min Top	52.34	26.65	26.86	11.90	5.33	3.87	3.86	5.32	11.81	-71.23	30.55	60.96
	Min Bottom	17.43	16.57	16.63	19.96	27.39	39.55	40.04	27.58	20.19	16.89	16.83	17.74
ST5 Truck	Max Top	45.09	38.69	38.91	47.35	58.10	78.02	78.96	58.80	47.85	39.25	39.03	45.60
	Max Bottom	11.28	6.34	6.29	2.67	2.32	2.43	2.43	2.24	2.59	-13.62	7.43	13.36
	Min Top	50.98	25.95	26.16	12.33	5.30	3.82	3.81	5.28	12.23	-45.23	29.94	59.76
	Min Bottom	17.09	16.24	16.30	19.57	26.85	38.77	39.27	27.06	19.81	16.57	16.51	17.41

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-175.03	-84.26	-84.54	-86.61	-73.64	-66.73	-67.08	-74.73	-87.92	-86.06	-85.79	-177.70
	Bottom	-102.77	-61.93	-61.31	-56.67	-85.66	-106.77	-105.99	-80.51	-51.04	-55.18	-55.79	-96.81
DL + Grad	Top	-192.13	-101.36	-101.64	-103.41	-90.24	-83.03	-83.18	-90.53	-103.52	-101.36	-101.09	-193.00
	Bottom	-64.47	-23.83	-23.21	-19.07	-48.66	-70.27	-70.09	-45.11	-16.24	-20.88	-21.59	-62.71
HS20 Truck	Max Top	46.42	39.85	39.88	48.82	59.97	80.58	79.75	59.43	48.39	39.74	39.51	46.10
	Max Bottom	13.62	7.66	7.55	2.24	2.15	2.28	2.26	2.01	1.99	5.85	5.91	11.09
	Min Top	60.92	30.87	30.98	10.43	4.99	3.69	3.70	5.05	10.55	27.13	26.91	52.94
	Min Bottom	17.72	16.84	16.81	20.23	27.66	39.83	39.31	26.99	19.68	16.42	16.37	17.26
HS20 Lane	Max Top	21.53	20.85	21.20	35.68	40.53	44.33	44.69	41.67	37.17	21.98	21.61	22.28
	Max Bottom	7.67	4.46	4.41	2.30	2.20	2.29	2.27	2.03	1.96	3.51	3.54	6.42
	Min Top	34.29	17.99	18.10	10.70	5.11	3.70	3.71	5.11	10.38	16.27	16.13	30.67
	Min Bottom	8.22	8.81	8.94	14.78	18.70	21.91	22.03	18.92	15.12	9.08	8.95	8.34
SU2 Truck	Max Top	97.10	83.35	83.82	102.12	125.42	168.55	166.85	124.33	101.24	83.14	82.67	96.45
	Max Bottom	28.50	16.02	38.37	4.11	4.17	4.48	4.45	3.90	3.65	12.24	12.37	23.20
	Min Top	127.46	64.59	157.33	19.09	9.67	7.25	7.28	9.80	19.31	56.76	56.30	110.78
	Min Bottom	37.07	35.23	35.34	42.31	57.86	83.31	82.24	56.46	41.18	34.36	34.24	36.11
SU3 Truck	Max Top	50.02	42.94	43.18	52.61	64.62	86.83	85.93	64.04	52.15	42.82	42.58	49.68
	Max Bottom	14.68	8.25	29.44	2.23	2.21	2.35	2.33	2.06	1.98	6.31	6.37	11.96
	Min Top	65.65	33.27	120.71	10.36	5.13	3.80	3.82	5.20	10.49	29.26	29.02	57.10
	Min Bottom	19.10	18.15	18.21	21.80	29.81	42.92	42.36	29.08	21.21	17.69	17.64	18.60
SU4 Truck	Max Top	47.12	40.45	40.68	49.56	60.87	81.80	80.96	60.33	49.13	40.34	40.11	46.80
	Max Bottom	13.83	7.77	24.75	2.08	2.07	2.20	2.19	1.93	1.84	5.94	6.00	11.26
	Min Top	61.85	31.34	101.48	9.65	4.80	3.56	3.58	4.86	9.76	27.56	27.33	53.78
	Min Bottom	17.99	17.10	17.15	20.53	28.08	40.43	39.91	27.40	19.98	16.67	16.61	17.52
C3 Truck	Max Top	60.76	52.16	52.45	63.90	78.49	105.47	104.35	77.76	63.32	52.00	51.70	60.33
	Max Bottom	17.82	10.02	-31.20	3.15	2.92	3.07	3.06	2.73	2.80	7.64	7.72	14.48
	Min Top	79.72	40.40	-103.92	14.65	6.77	4.97	5.00	6.86	14.82	35.41	35.13	69.11
	Min Bottom	23.20	22.04	22.12	26.48	36.21	52.13	51.44	35.32	25.76	21.49	21.42	22.58
C4 Truck	Max Top	46.77	40.15	40.37	49.19	60.41	81.18	80.32	59.85	48.74	40.02	39.79	46.43
	Max Bottom	13.72	7.71	-34.23	2.40	2.24	2.38	2.36	2.09	2.13	5.88	5.94	11.14
	Min Top	61.36	31.09	-113.98	11.14	5.19	3.85	3.87	5.26	11.26	27.26	27.04	53.20
	Min Bottom	17.85	16.97	17.02	20.38	27.87	40.12	39.59	27.18	19.82	16.54	16.48	17.38
C5 Truck	Max Top	46.46	39.88	40.11	48.86	60.02	80.65	79.80	59.46	48.42	39.76	39.54	46.13
	Max Bottom	13.63	7.66	-16.42	2.56	2.30	2.42	2.40	2.15	2.27	5.84	5.90	11.07
	Min Top	60.96	30.89	-54.69	11.91	5.35	3.91	3.93	5.42	12.03	27.08	26.86	52.84
	Min Bottom	17.74	16.86	16.91	20.25	27.69	39.86	39.33	27.01	19.70	16.43	16.38	17.27
ST5 Truck	Max Top	45.60	39.12	39.35	47.93	58.87	79.11	78.22	58.29	47.47	38.98	38.76	45.24
	Max Bottom	13.36	7.51	-11.17	2.65	2.29	2.38	2.37	2.14	2.35	5.69	5.75	10.78
	Min Top	59.76	30.28	-37.19	12.33	5.32	3.86	3.88	5.39	12.46	26.37	26.16	51.47
	Min Bottom	17.41	16.53	16.59	19.86	27.16	39.10	38.56	26.47	19.31	16.11	16.05	16.94

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-177.70	-86.49	-86.72	-87.16	-72.55	-64.02	-62.75	-68.81	-80.42	-76.97	-76.66	-155.18
	Bottom	-96.81	-57.09	-56.58	-55.60	-88.24	-112.97	-115.79	-93.88	-67.95	-75.63	-76.34	-112.82
DL + Grad	Top	-193.00	-101.99	-102.22	-103.36	-89.55	-81.72	-81.25	-88.01	-100.32	-97.67	-97.36	-176.08
	Bottom	-62.71	-22.49	-21.98	-19.30	-50.34	-73.37	-74.59	-50.98	-23.45	-29.43	-30.14	-66.12
HS20 Truck	Max Top	46.10	40.25	40.47	48.98	59.67	79.30	67.52	50.11	40.67	33.26	33.06	37.62
	Max Bottom	11.09	7.09	-57.91	2.22	2.21	2.38	2.42	2.27	2.57	196.21	-270.32	15.82
	Min Top	52.94	31.70	-212.53	10.51	4.90	3.51	3.41	4.54	9.22	590.46	-672.05	58.25
	Min Bottom	17.26	16.70	16.76	20.21	27.78	40.05	34.44	23.89	17.63	14.83	14.79	15.32
HS20 Lane	Max Top	22.28	21.68	22.04	36.44	39.87	41.86	38.95	35.02	31.16	19.41	19.11	19.43
	Max Bottom	6.42	3.75	3.72	2.22	2.29	2.48	2.57	2.55	3.35	9.75	10.09	14.81
	Min Top	30.67	16.75	16.88	10.54	5.09	3.65	3.63	5.11	12.00	29.35	29.87	54.57
	Min Bottom	8.34	8.99	9.13	15.03	18.56	21.14	19.87	16.69	13.51	8.66	8.54	7.92
SU2 Truck	Max Top	96.45	84.18	84.65	102.44	124.81	165.87	141.28	104.86	85.09	69.59	69.19	78.71
	Max Bottom	23.20	14.84	36.22	4.06	4.28	4.68	4.76	4.40	4.74	66.06	94.10	33.08
	Min Top	110.78	66.33	164.25	19.23	9.50	6.90	6.72	8.82	16.97	198.78	278.59	121.84
	Min Bottom	36.11	34.93	35.05	42.26	58.11	83.78	72.06	49.98	36.89	31.04	30.94	32.07
SU3 Truck	Max Top	49.68	43.37	43.61	52.78	64.30	85.45	72.82	54.05	43.86	35.87	35.66	40.57
	Max Bottom	11.96	7.65	27.87	2.20	2.27	2.45	2.49	2.33	2.57	41.02	64.89	17.04
	Min Top	57.10	34.18	126.38	10.44	5.04	3.61	3.52	4.67	9.21	123.45	192.11	62.77
	Min Bottom	18.60	18.00	18.06	21.77	29.94	43.16	37.14	25.76	19.01	16.00	15.95	16.53
SU4 Truck	Max Top	46.80	40.86	41.08	49.72	60.57	80.50	68.58	50.91	41.31	33.78	33.59	38.21
	Max Bottom	11.26	7.21	23.40	2.05	2.13	2.30	2.34	2.18	2.39	31.35	45.49	16.05
	Min Top	53.78	32.20	106.10	9.72	4.72	3.39	3.30	4.37	8.58	94.34	134.68	59.13
	Min Bottom	17.52	16.95	17.01	20.51	28.20	40.66	34.98	24.26	17.91	15.07	15.02	15.57
C3 Truck	Max Top	60.33	52.68	52.97	64.11	78.10	103.80	88.14	65.42	53.09	43.41	43.16	49.10
	Max Bottom	14.48	9.26	-28.72	3.12	3.00	3.21	3.26	3.07	3.60	-81.95	-55.62	20.70
	Min Top	69.11	41.38	-105.42	14.77	6.65	4.73	4.61	6.15	12.90	-206.39	-138.27	76.25
	Min Bottom	22.58	21.86	21.94	26.45	36.36	52.43	44.96	31.18	23.01	19.36	19.30	20.00
C4 Truck	Max Top	46.43	40.55	40.77	49.34	60.12	79.89	67.85	50.36	40.86	33.42	33.23	37.80
	Max Bottom	11.14	7.13	-30.47	2.37	2.30	2.48	2.52	2.35	2.73	-19.00	-16.63	15.93
	Min Top	53.20	31.85	-111.83	11.23	5.10	3.66	3.56	4.72	9.79	-47.86	-41.34	58.69
	Min Bottom	17.38	16.82	16.88	20.36	27.99	40.35	34.61	24.00	17.71	14.91	14.86	15.40
C5 Truck	Max Top	46.13	40.28	40.51	49.02	59.72	79.37	67.39	50.02	40.59	33.19	33.00	37.55
	Max Bottom	11.07	7.08	-15.13	2.53	2.37	2.52	2.56	2.42	2.90	-32.77	-26.37	15.83
	Min Top	52.84	31.64	-55.53	12.01	5.25	3.72	3.62	4.86	10.41	-82.53	-65.56	58.30
	Min Bottom	17.27	16.71	16.77	20.22	27.81	40.09	34.37	23.84	17.60	14.81	14.76	15.30
ST5 Truck	Max Top	45.24	39.52	39.74	48.09	58.59	77.86	65.64	48.72	39.53	32.33	32.14	36.57
	Max Bottom	10.78	6.90	-10.29	2.62	2.35	2.49	2.53	2.41	3.03	-18.91	-16.50	15.53
	Min Top	51.47	30.81	-37.75	12.44	5.22	3.67	3.57	4.83	10.86	-47.63	-41.03	57.20
	Min Bottom	16.94	16.40	16.45	19.84	27.28	39.33	33.48	23.22	17.14	14.42	14.37	14.90

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-155.18	-67.09	-67.58	-77.42	-72.21	-70.54	-72.58	-68.01	-56.01	-28.97	-27.99	-22.1	0.0
	Bottom	-112.82	-65.72	-64.62	-42.63	-54.27	-58.85	-54.30	-60.61	-87.41	-147.83	-150.03	-163.1	0.0
DL + Grad	Top	-176.08	-87.19	-87.58	-94.62	-86.61	-82.24	-81.48	-74.11	-59.31	-29.47	-28.49	-22.1	0.0
	Bottom	-66.12	-20.82	-19.92	-4.13	-21.97	-32.85	-34.50	-47.01	-80.01	-146.63	-149.03	-163.1	0.0
HS20 Truck	Max Top	37.62	40.23	40.45	48.18	56.71	69.94	92.35	132.95	237.06	1378.29	1610.86	0.0	0.0
	Max Bottom	15.82	8.36	-74.93	1.49	1.18	1.05	0.93	1.21	2.66	26.21	31.05	0.0	0.0
	Min Top	58.25	26.24	-195.84	9.46	4.61	3.41	3.25	3.33	3.94	11.51	12.98	0.0	0.0
	Min Bottom	15.32	17.94	17.96	19.66	24.21	30.36	39.39	58.35	115.03	828.88	976.10	0.0	0.0
HS20 Lane	Max Top	19.43	19.94	20.30	35.48	42.80	52.79	69.70	100.34	178.92	1040.23	1215.75	0.0	0.0
	Max Bottom	14.81	7.51	7.26	1.59	1.21	1.08	0.97	1.30	2.97	27.33	32.42	0.0	0.0
	Min Top	54.57	23.56	23.46	10.13	4.70	3.50	3.39	3.58	4.41	12.01	13.55	0.0	0.0
	Min Bottom	7.92	8.89	9.01	14.48	18.27	22.91	29.73	44.04	86.82	625.58	736.68	0.0	0.0
SU2 Truck	Max Top	78.71	84.15	84.60	100.78	118.61	146.29	193.16	278.07	495.82	2882.90	3369.20	0.0	0.0
	Max Bottom	33.08	17.49	51.37	2.72	2.30	2.08	1.85	2.39	5.31	49.50	58.69	0.0	0.0
	Min Top	121.84	54.88	165.97	17.28	8.98	6.76	6.47	6.59	7.87	21.75	24.53	0.0	0.0
	Min Bottom	32.07	37.53	37.57	41.12	50.63	63.49	82.39	122.05	240.58	1733.73	2041.57	0.0	0.0
SU3 Truck	Max Top	40.57	43.35	43.58	51.92	61.11	75.37	99.51	143.26	255.44	1485.14	1735.86	0.0	0.0
	Max Bottom	17.04	9.01	41.52	1.48	1.22	1.09	0.96	1.26	2.80	25.59	30.33	0.0	0.0
	Min Top	62.77	28.28	134.14	9.38	4.77	3.55	3.37	3.48	4.15	11.24	12.68	0.0	0.0
	Min Bottom	16.53	19.33	19.36	21.19	26.09	32.71	42.45	62.88	123.95	893.15	1051.84	0.0	0.0
SU4 Truck	Max Top	38.21	40.84	41.06	48.91	57.56	71.00	93.74	134.95	240.63	1399.10	1635.02	0.0	0.0
	Max Bottom	16.05	8.49	33.99	1.37	1.14	1.02	0.91	1.18	2.65	24.64	29.20	0.0	0.0
	Min Top	59.13	26.64	109.82	8.73	4.46	3.33	3.17	3.26	3.93	10.82	12.21	0.0	0.0
	Min Bottom	15.57	18.21	18.23	19.96	24.57	30.82	39.98	59.24	116.76	841.40	990.74	0.0	0.0
C3 Truck	Max Top	49.10	52.66	52.94	63.07	74.23	91.55	120.88	174.02	310.29	1803.79	2108.26	0.0	0.0
	Max Bottom	20.70	10.94	-34.15	2.10	1.60	1.41	1.25	1.62	3.64	32.54	38.56	0.0	0.0
	Min Top	76.25	34.35	-89.26	13.32	6.24	4.58	4.36	4.47	5.40	14.30	16.12	0.0	0.0
	Min Bottom	20.00	23.49	23.51	25.73	31.69	39.74	51.56	76.38	150.56	1084.78	1277.50	0.0	0.0
C4 Truck	Max Top	37.80	40.53	40.75	48.54	57.13	70.46	93.04	133.94	238.83	1388.39	1622.85	0.0	0.0
	Max Bottom	15.93	8.42	-10.68	1.60	1.22	1.09	0.97	1.24	2.95	27.21	32.22	0.0	0.0
	Min Top	58.69	26.44	-27.90	10.14	4.77	3.53	3.38	3.42	4.38	11.95	13.47	0.0	0.0
	Min Bottom	15.40	18.08	18.10	19.81	24.39	30.58	39.68	58.79	115.89	834.96	983.37	0.0	0.0
C5 Truck	Max Top	37.55	40.27	40.48	48.23	56.76	70.00	92.43	133.06	237.27	1379.40	1612.38	0.0	0.0
	Max Bottom	15.83	8.37	-17.86	1.71	1.26	1.10	0.98	1.27	2.83	26.10	30.91	0.0	0.0
	Min Top	58.30	26.26	-46.69	10.87	4.93	3.59	3.41	3.50	4.19	11.47	12.92	0.0	0.0
	Min Bottom	15.30	17.96	17.98	19.68	24.23	30.38	39.43	58.41	115.13	829.56	977.03	0.0	0.0
ST5 Truck	Max Top	36.57	39.50	39.71	47.31	55.68	68.67	90.68	130.53	232.75	1353.13	1581.49	0.0	0.0
	Max Bottom	15.53	8.21	-11.90	1.77	1.25	1.08	0.96	1.26	2.86	30.04	35.54	0.0	0.0
	Min Top	57.20	25.76	-31.10	11.26	4.87	3.53	3.36	3.48	4.23	13.20	14.86	0.0	0.0
	Min Bottom	14.90	17.62	17.64	19.30	23.77	29.81	38.68	57.30	112.94	813.75	958.30	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.4	-74.2	-78.0	-86.1	-77.8	-77.3	-166.9
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.1	-84.7	-89.6	-72.7	-54.8	-73.3	-74.4	-120.3
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.3	-85.9	-92.4	-103.3	-97.8	-97.4	-187.8
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.5	-64.9	-63.6	-40.4	-16.3	-28.6	-29.5	-73.6
HS20 Truck	Max Top	0.0	0.0	1677.69	1434.90	243.89	135.06	93.27	70.61	57.56	49.24	41.52	41.30	38.61
	Max Bottom	0.0	0.0	32.84	27.77	3.17	1.79	1.54	1.71	1.71	2.15	-85.04	9.88	17.11
	Min Top	0.0	0.0	19.52	17.09	4.69	3.63	3.42	3.59	4.98	10.52	-222.18	30.23	62.76
	Min Bottom	0.0	0.0	994.69	844.97	119.65	62.45	42.62	32.84	25.41	20.33	18.37	18.35	15.62
HS20 Lane	Max Top	0.0	0.0	1266.19	1082.96	184.07	101.94	70.39	53.29	43.44	36.26	20.84	20.47	19.95
	Max Bottom	0.0	0.0	34.30	28.97	3.54	1.92	1.60	1.76	1.74	2.31	8.62	8.87	16.02
	Min Top	0.0	0.0	20.38	17.83	5.25	3.90	3.57	3.69	5.08	11.26	26.99	27.14	58.79
	Min Bottom	0.0	0.0	750.71	637.72	90.30	47.13	32.16	24.79	19.18	14.97	9.22	9.09	8.07
SU2 Truck	Max Top	0.0	0.0	3509.78	3000.86	510.11	282.50	195.08	147.69	120.39	102.99	86.84	86.39	80.80
	Max Bottom	0.0	0.0	62.07	52.46	6.33	3.54	3.06	3.40	3.33	3.93	60.96	20.66	35.78
	Min Top	0.0	0.0	36.89	32.28	9.37	7.18	6.81	7.12	9.71	19.21	190.96	63.23	131.28
	Min Bottom	0.0	0.0	2080.92	1767.12	250.25	130.62	89.13	68.69	53.15	42.51	38.43	38.38	32.68
SU3 Truck	Max Top	0.0	0.0	1807.96	1546.20	262.81	145.54	100.50	76.09	62.02	53.06	44.74	44.51	41.64
	Max Bottom	0.0	0.0	32.08	27.11	3.33	1.87	1.60	1.78	1.77	2.13	49.27	10.65	18.43
	Min Top	0.0	0.0	19.07	16.68	4.94	3.80	3.55	3.73	5.15	10.42	154.35	32.58	67.63
	Min Bottom	0.0	0.0	1071.92	910.51	128.93	67.29	45.92	35.39	27.38	21.90	19.80	19.77	16.84
SU4 Truck	Max Top	0.0	0.0	1703.21	1456.58	247.56	137.10	94.67	71.68	58.43	49.98	42.14	41.93	39.22
	Max Bottom	0.0	0.0	30.89	26.11	3.16	1.75	1.50	1.67	1.65	1.99	40.34	10.03	17.37
	Min Top	0.0	0.0	18.36	16.07	4.68	3.56	3.34	3.50	4.82	9.70	126.36	30.69	63.71
	Min Bottom	0.0	0.0	1009.81	857.73	121.45	63.39	43.26	33.34	25.80	20.63	18.65	18.63	15.86
C3 Truck	Max Top	0.0	0.0	2196.12	1878.16	319.23	176.79	122.08	92.42	75.34	64.45	54.34	54.06	50.41
	Max Bottom	0.0	0.0	40.79	34.49	4.34	2.40	2.07	2.30	2.31	3.03	-38.76	12.93	22.39
	Min Top	0.0	0.0	24.24	21.22	6.43	4.88	4.60	4.82	6.74	14.81	-101.27	39.57	82.15
	Min Bottom	0.0	0.0	1302.06	1105.99	156.61	81.74	55.78	42.99	33.26	26.61	24.05	24.02	20.39
C4 Truck	Max Top	0.0	0.0	1690.19	1445.66	245.71	136.07	93.96	71.14	57.99	49.61	41.83	41.61	38.80
	Max Bottom	0.0	0.0	34.08	28.83	3.52	1.84	1.60	1.77	1.77	2.31	-12.12	9.95	17.23
	Min Top	0.0	0.0	20.26	17.74	5.22	3.73	3.56	3.72	5.15	11.28	-31.66	30.46	63.23
	Min Bottom	0.0	0.0	1002.10	851.30	120.54	62.91	42.93	33.09	25.60	20.48	18.51	18.49	15.69
C5 Truck	Max Top	0.0	0.0	1679.29	1436.06	244.10	135.18	93.35	70.67	57.61	49.28	41.55	41.34	38.54
	Max Bottom	0.0	0.0	32.70	27.66	3.37	1.88	1.62	1.80	1.83	2.48	-20.28	9.89	17.12
	Min Top	0.0	0.0	19.43	17.02	4.99	3.82	3.59	3.77	5.32	12.09	-52.97	30.26	62.82
	Min Bottom	0.0	0.0	995.63	845.65	119.75	62.50	42.65	32.87	25.44	20.34	18.39	18.37	15.59
ST5 Truck	Max Top	0.0	0.0	1647.39	1408.92	239.46	132.61	91.58	69.33	56.51	48.35	40.76	40.55	37.54
	Max Bottom	0.0	0.0	37.60	204.58	3.40	1.87	1.59	1.77	1.80	2.56	-13.50	9.70	16.80
	Min Top	0.0	0.0	22.34	125.89	5.04	3.80	3.54	3.71	5.26	12.52	-35.28	29.68	61.63
	Min Bottom	0.0	0.0	976.72	829.67	117.47	61.32	41.84	32.25	24.95	19.96	18.04	18.02	15.18

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.94	-77.81	-78.22	-84.17	-73.79	-68.20	-68.59	-75.02	-85.70	-80.06	-79.67	-170.17
	Bottom	-120.34	-76.36	-75.46	-62.17	-85.36	-103.51	-102.63	-79.90	-56.02	-68.62	-69.51	-113.67
DL + Grad	Top	-187.84	-98.51	-98.92	-104.07	-92.99	-86.70	-86.29	-92.02	-101.90	-95.56	-95.17	-185.47
	Bottom	-73.64	-30.16	-29.26	-17.67	-42.46	-62.31	-63.03	-42.00	-19.72	-34.02	-34.91	-79.57
HS20 Truck	Max Top	38.61	33.16	33.36	41.05	50.76	68.49	80.26	60.05	48.80	39.80	39.57	45.40
	Max Bottom	17.11	-51.28	-78.26	2.28	2.01	2.12	2.13	1.96	2.24	-263.73	9.13	13.34
	Min Top	62.76	-129.17	-200.45	9.65	4.87	3.71	3.76	5.06	10.34	-740.76	29.20	50.70
	Min Bottom	15.62	14.79	14.83	17.36	23.39	33.46	39.09	27.21	20.23	17.30	17.25	17.96
HS20 Lane	Max Top	19.95	19.16	19.48	31.45	35.47	39.51	42.36	40.12	36.31	21.68	21.31	21.94
	Max Bottom	16.02	10.09	9.73	2.96	2.27	2.26	2.22	2.03	2.25	4.77	4.82	7.73
	Min Top	58.79	30.32	29.83	12.56	5.48	3.95	3.91	5.26	10.36	15.59	15.43	29.37
	Min Bottom	8.07	8.54	8.66	13.31	16.35	19.31	20.63	18.18	15.05	9.42	9.29	8.68
SU2 Truck	Max Top	80.80	69.39	69.81	85.90	106.22	143.31	167.86	125.60	102.07	83.25	82.76	94.98
	Max Bottom	35.78	49.01	39.17	4.19	3.91	4.17	4.19	3.79	4.10	65.23	19.10	27.91
	Min Top	131.28	147.20	120.15	17.76	9.46	7.31	7.39	9.82	18.91	213.02	61.09	106.09
	Min Bottom	32.68	30.94	31.02	36.33	48.95	70.02	81.76	56.91	42.31	36.18	36.09	37.58
SU3 Truck	Max Top	41.64	35.76	35.98	44.27	54.75	73.86	86.48	64.71	52.59	42.89	42.64	48.92
	Max Bottom	18.43	40.41	29.17	2.28	2.07	2.18	2.19	2.01	2.23	45.17	9.85	14.38
	Min Top	67.63	121.37	89.47	9.64	5.01	3.83	3.87	5.21	10.27	147.50	31.49	54.68
	Min Bottom	16.84	15.95	15.99	18.73	25.23	36.09	42.12	29.32	21.80	18.64	18.59	19.35
SU4 Truck	Max Top	39.22	33.69	33.89	41.70	51.56	69.57	81.47	60.96	49.54	40.40	40.16	46.09
	Max Bottom	17.37	33.31	24.84	2.12	1.94	2.05	2.06	1.88	2.07	38.67	9.27	13.55
	Min Top	63.71	100.06	76.20	8.98	4.69	3.59	3.63	4.88	9.56	126.28	29.66	51.50
	Min Bottom	15.86	15.02	15.06	17.64	23.76	33.99	39.68	27.62	20.54	17.56	17.51	18.23
C3 Truck	Max Top	50.41	43.29	43.55	53.59	66.26	89.40	105.05	78.60	63.88	52.10	51.79	59.41
	Max Bottom	22.39	-31.21	-36.94	3.19	2.73	2.86	2.87	2.65	3.15	-50.32	11.92	17.41
	Min Top	82.15	-78.62	-94.61	13.51	6.60	5.01	5.07	6.87	14.52	-141.33	38.11	66.18
	Min Bottom	20.39	19.30	19.35	22.67	30.53	43.68	51.17	35.62	26.48	22.64	22.58	23.50
C4 Truck	Max Top	38.80	33.32	33.52	41.25	51.01	68.82	80.86	60.50	49.16	40.10	39.86	45.72
	Max Bottom	17.23	-43.43	-64.84	2.42	2.09	2.21	2.22	2.03	2.39	-14.05	9.17	13.40
	Min Top	63.23	-109.42	-166.06	10.25	5.06	3.87	3.92	5.27	11.04	-39.47	29.34	50.95
	Min Bottom	15.69	14.86	14.90	17.45	23.51	33.63	39.38	27.41	20.38	17.43	17.38	18.09
C5 Truck	Max Top	38.54	33.10	33.30	40.97	50.67	68.36	80.33	60.10	48.84	39.84	39.60	45.43
	Max Bottom	17.12	-17.35	-19.48	2.57	2.16	2.25	2.25	2.10	2.56	-23.73	9.11	13.31
	Min Top	62.82	-43.71	-49.90	10.89	5.21	3.93	3.98	5.43	11.81	-66.64	29.14	50.60
	Min Bottom	15.59	14.76	14.80	17.33	23.35	33.40	39.13	27.23	20.25	17.32	17.27	17.97
ST5 Truck	Max Top	37.54	32.24	32.43	39.91	49.35	66.58	78.80	58.96	47.92	39.08	38.85	44.55
	Max Bottom	16.80	-12.00	-12.99	2.68	2.14	2.22	2.22	2.08	2.65	-15.13	8.88	12.97
	Min Top	61.63	-30.22	-33.27	11.37	5.18	3.88	3.93	5.40	12.23	-42.50	28.38	49.29
	Min Bottom	15.18	14.38	14.41	16.88	22.74	32.53	38.38	26.72	19.86	16.99	16.94	17.63

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.17	-80.69	-81.07	-86.40	-75.41	-69.20	-69.00	-74.83	-84.93	-78.71	-78.30	-168.57
DL	Bottom	-113.67	-70.05	-69.19	-57.29	-81.86	-101.37	-101.84	-80.43	-57.85	-71.75	-72.67	-117.21
DL + Grad	Top	-185.47	-95.99	-96.37	-102.00	-91.21	-85.30	-85.30	-91.43	-101.73	-95.81	-95.40	-185.67
DL + Grad	Bottom	-79.57	-35.85	-34.89	-22.49	-46.46	-65.47	-65.34	-43.43	-20.25	-33.65	-34.57	-78.91
HS20 Truck	Max Top	45.40	39.01	39.24	48.21	59.53	80.19	81.06	60.15	48.62	39.49	39.26	45.81
HS20 Truck	Max Bottom	13.34	7.91	7.83	2.33	2.05	2.15	2.16	1.99	2.31	-335.45	9.42	15.87
HS20 Truck	Min Top	50.70	25.31	25.56	10.37	5.10	3.82	3.81	5.07	10.23	-893.74	28.69	58.67
HS20 Truck	Min Bottom	17.96	16.99	17.04	20.02	27.08	38.88	39.37	27.30	20.29	17.36	17.32	18.33
HS20 Lane	Max Top	21.94	21.33	21.71	37.03	41.74	44.94	44.59	40.65	35.53	20.90	20.54	21.24
HS20 Lane	Max Bottom	7.73	4.74	4.69	2.29	2.07	2.15	2.17	2.04	2.37	5.41	5.49	8.93
HS20 Lane	Min Top	29.37	15.17	15.33	10.20	5.15	3.82	3.83	5.20	10.49	16.85	16.72	33.02
HS20 Lane	Min Bottom	8.68	9.29	9.43	15.38	18.99	21.79	21.65	18.45	14.83	9.19	9.06	8.50
SU2 Truck	Max Top	94.98	81.62	82.11	100.86	124.54	167.77	169.55	125.80	101.69	82.61	82.11	95.82
SU2 Truck	Max Bottom	27.91	16.56	16.37	4.26	3.97	4.23	4.24	3.86	4.22	67.04	19.70	33.21
SU2 Truck	Min Top	106.09	52.96	53.48	18.98	9.89	7.52	7.50	9.83	18.72	208.66	60.02	122.75
SU2 Truck	Min Bottom	37.58	35.55	35.65	41.88	56.66	81.34	82.34	57.11	42.44	36.32	36.22	38.35
SU3 Truck	Max Top	48.92	42.04	42.29	51.95	64.15	86.41	87.35	64.81	52.39	42.56	42.30	49.36
SU3 Truck	Max Bottom	14.38	8.53	8.44	2.31	2.11	2.22	2.22	2.05	2.29	46.04	10.15	17.10
SU3 Truck	Min Top	54.68	27.29	27.56	10.31	5.24	3.94	3.93	5.21	10.16	143.29	30.92	63.22
SU3 Truck	Min Bottom	19.35	18.31	18.36	21.57	29.18	41.90	42.42	29.42	21.87	18.71	18.66	19.75
SU4 Truck	Max Top	46.09	39.60	39.84	48.94	60.43	81.41	82.28	61.05	49.35	40.09	39.85	46.50
SU4 Truck	Max Bottom	13.55	8.04	7.95	2.16	1.97	2.08	2.09	1.91	2.13	39.04	9.56	16.11
SU4 Truck	Min Top	51.50	25.71	25.96	9.59	4.91	3.69	3.68	4.88	9.46	121.51	29.13	59.56
SU4 Truck	Min Bottom	18.23	17.25	17.30	20.32	27.49	39.47	39.96	27.72	20.60	17.63	17.58	18.61
C3 Truck	Max Top	59.41	51.05	51.35	63.08	77.90	104.93	106.10	78.73	63.64	51.69	51.38	59.96
C3 Truck	Max Bottom	17.41	10.33	10.22	3.27	2.78	2.90	2.91	2.70	3.24	-54.22	12.32	20.77
C3 Truck	Min Top	66.18	33.04	33.36	14.56	6.92	5.16	5.14	6.88	14.37	-144.45	37.54	76.77
C3 Truck	Min Bottom	23.50	22.24	22.30	26.19	35.44	50.88	51.53	35.74	26.56	22.73	22.67	24.00
C4 Truck	Max Top	45.72	39.29	39.53	48.55	59.95	80.76	81.66	60.59	48.98	39.79	39.55	46.15
C4 Truck	Max Bottom	13.40	7.95	7.86	2.49	2.13	2.24	2.25	2.07	2.46	-14.96	9.48	15.98
C4 Truck	Min Top	50.95	25.43	25.68	11.07	5.31	3.99	3.98	5.27	10.92	-39.87	28.89	59.09
C4 Truck	Min Bottom	18.09	17.11	17.16	20.16	27.27	39.16	39.66	27.51	20.44	17.49	17.45	18.47
C5 Truck	Max Top	45.43	39.04	39.27	48.24	59.57	80.24	81.13	60.20	48.66	39.53	39.29	45.85
C5 Truck	Max Bottom	13.31	7.90	7.81	2.66	2.20	2.28	2.29	2.13	2.63	-25.29	9.42	15.88
C5 Truck	Min Top	50.60	25.26	25.51	11.83	5.47	4.05	4.04	5.44	11.68	-67.38	28.71	58.71
C5 Truck	Min Bottom	17.97	17.00	17.05	20.03	27.10	38.90	39.40	27.33	20.31	17.38	17.33	18.35
ST5 Truck	Max Top	44.55	38.27	38.49	47.29	58.39	78.65	79.58	59.05	47.73	38.77	38.54	45.00
ST5 Truck	Max Bottom	12.97	7.69	7.61	2.75	2.18	2.25	2.26	2.12	2.73	-16.06	9.24	15.57
ST5 Truck	Min Top	49.29	24.60	24.84	12.25	5.43	4.00	3.99	5.40	12.09	-42.79	28.14	57.55
ST5 Truck	Min Bottom	17.63	16.67	16.71	19.64	26.56	38.14	38.65	26.81	19.92	17.05	17.00	18.01

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 4											
	Node	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**44**	**45**	**46**
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	**Top**	-168.57	-79.25	-79.65	-85.64	-75.31	-69.76	-70.19	-76.65	-87.36	-81.76	-81.36	-171.87
	Bottom	-117.21	-73.13	-72.23	-58.84	-81.93	-100.00	-99.03	-76.22	-52.28	-64.80	-65.69	-109.83
DL + Grad	**Top**	-185.67	-96.35	-96.75	-102.44	-91.91	-86.06	-86.29	-92.45	-102.96	-97.06	-96.66	-187.17
	Bottom	-78.91	-35.03	-34.13	-21.24	-44.93	-63.50	-63.13	-40.82	-17.48	-30.50	-31.49	-75.73
HS20 Truck	**Max Top**	45.81	39.35	39.39	48.71	60.22	81.22	80.39	59.72	48.32	39.31	39.08	45.56
	Max Bottom	15.87	9.49	9.34	2.36	2.04	2.11	2.09	1.88	2.06	7.21	7.30	12.83
	Min Top	58.67	29.04	29.19	10.31	5.10	3.85	3.87	5.18	10.48	25.77	25.52	51.21
	Min Bottom	18.33	17.34	17.30	20.35	27.41	39.19	38.66	26.70	19.75	16.85	16.80	17.80
HS20 Lane	**Max Top**	21.24	20.59	20.94	35.59	40.70	44.68	45.06	41.87	37.12	21.75	21.37	22.02
	Max Bottom	8.93	5.53	5.46	2.42	2.09	2.12	2.09	1.90	2.03	4.32	4.38	7.43
	Min Top	33.02	16.92	17.05	10.58	5.23	3.87	3.88	5.24	10.32	15.45	15.30	29.66
	Min Bottom	8.50	9.07	9.20	14.87	18.52	21.56	21.67	18.72	15.17	9.32	9.19	8.60
SU2 Truck	**Max Top**	95.82	82.31	82.80	101.87	125.96	169.88	168.20	124.94	101.11	82.25	81.76	95.32
	Max Bottom	33.21	19.86	47.46	4.32	3.95	4.15	4.12	3.64	3.77	15.08	15.28	26.84
	Min Top	122.75	60.75	148.23	18.87	9.89	7.58	7.62	10.05	19.19	53.92	53.40	107.15
	Min Bottom	38.35	36.27	36.36	42.56	57.33	81.98	80.89	55.86	41.32	35.24	35.15	37.24
SU3 Truck	**Max Top**	49.36	42.40	42.66	52.48	64.89	87.52	86.63	64.35	52.07	42.36	42.11	49.09
	Max Bottom	17.10	10.23	36.41	2.35	2.09	2.18	2.16	1.93	2.05	7.77	7.87	13.83
	Min Top	63.22	31.29	113.73	10.25	5.24	3.97	3.99	5.33	10.42	27.79	27.52	55.23
	Min Bottom	19.75	18.68	18.73	21.92	29.53	42.23	41.66	28.77	21.28	18.15	18.10	19.18
SU4 Truck	**Max Top**	46.50	39.94	40.19	49.44	61.13	82.44	81.61	60.62	49.06	39.91	39.67	46.25
	Max Bottom	16.11	9.64	30.62	2.18	1.96	2.04	2.02	1.81	1.91	7.32	7.42	13.03
	Min Top	59.56	29.48	95.62	9.54	4.91	3.73	3.75	4.99	9.70	26.18	25.92	52.02
	Min Bottom	18.61	17.60	17.65	20.65	27.82	39.78	39.25	27.10	20.05	17.10	17.06	18.07
C3 Truck	**Max Top**	59.96	51.51	51.82	63.75	78.82	106.31	105.20	78.14	63.24	51.44	51.13	59.61
	Max Bottom	20.77	12.42	-36.76	3.32	2.76	2.85	2.82	2.55	2.89	9.41	9.53	16.74
	Min Top	76.77	38.00	-98.36	14.49	6.92	5.20	5.23	7.03	14.72	33.64	33.31	66.85
	Min Bottom	24.00	22.70	22.76	26.63	35.87	51.30	50.59	34.93	25.84	22.04	21.98	23.29
C4 Truck	**Max Top**	46.15	39.64	39.88	49.07	60.67	81.82	80.97	60.14	48.67	39.59	39.36	45.88
	Max Bottom	15.98	9.56	-40.32	2.52	2.12	2.20	2.18	1.95	2.20	7.24	7.34	12.89
	Min Top	59.09	29.24	-107.89	11.01	5.31	4.02	4.05	5.39	11.19	25.90	25.64	51.46
	Min Bottom	18.47	17.47	17.51	20.50	27.61	39.48	38.94	26.89	19.89	16.97	16.92	17.93
C5 Truck	**Max Top**	45.85	39.39	39.62	48.75	60.27	81.29	80.45	59.76	48.36	39.34	39.10	45.59
	Max Bottom	15.88	9.50	-19.35	2.69	2.18	2.24	2.22	2.01	2.35	7.19	7.29	12.80
	Min Top	58.71	29.06	-51.77	11.77	5.47	4.09	4.11	5.56	11.96	25.72	25.47	51.11
	Min Bottom	18.35	17.35	17.40	20.36	27.43	39.23	38.69	26.71	19.76	16.86	16.81	17.81
ST5 Truck	**Max Top**	45.00	38.63	38.87	47.82	59.12	79.74	78.86	58.57	47.40	38.56	38.33	44.71
	Max Bottom	15.57	9.31	-13.16	2.79	2.17	2.21	2.19	2.00	2.43	7.01	7.10	12.47
	Min Top	57.55	28.48	-35.20	12.19	5.44	4.03	4.06	5.52	12.39	25.05	24.81	49.78
	Min Bottom	18.01	17.02	17.07	19.98	26.91	38.48	37.92	26.19	19.37	16.52	16.48	17.47

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-171.87	-82.01	-82.36	-86.38	-74.08	-66.58	-65.06	-69.59	-78.40	-70.87	-70.42	-147.44
	Bottom	-109.83	-67.10	-66.32	-57.33	-84.82	-107.25	-110.63	-92.13	-72.46	-89.27	-90.27	-130.10
DL + Grad	Top	-187.17	-97.51	-97.86	-102.58	-91.08	-84.28	-83.56	-88.79	-98.30	-91.57	-91.12	-168.34
	Bottom	-75.73	-32.50	-31.72	-21.03	-46.92	-67.65	-69.43	-49.23	-27.96	-43.07	-44.07	-83.40
HS20 Truck	Max Top	45.56	39.80	40.03	48.88	59.91	79.84	67.93	50.21	40.46	32.74	32.54	37.00
	Max Bottom	12.83	8.74	-67.89	2.31	2.10	2.24	2.29	2.21	2.81	243.03	-319.66	18.72
	Min Top	51.21	30.05	-202.56	10.42	5.00	3.65	3.54	4.59	8.99	543.65	-622.71	55.35
	Min Bottom	17.80	17.15	17.20	20.30	27.55	39.52	34.03	23.78	17.84	15.35	15.31	15.94
HS20 Lane	Max Top	22.02	21.43	21.80	36.37	40.03	42.14	39.19	35.09	31.00	19.11	18.80	19.12
	Max Bottom	7.43	4.62	4.57	2.32	2.19	2.33	2.44	2.49	3.65	12.08	12.52	17.53
	Min Top	29.66	15.88	16.04	10.44	5.20	3.80	3.77	5.17	11.70	27.03	27.44	51.85
	Min Bottom	8.60	9.23	9.37	15.10	18.41	20.86	19.63	16.62	13.67	8.96	8.85	8.24
SU2 Truck	Max Top	95.32	83.25	83.73	102.24	125.30	166.98	142.14	105.08	84.66	68.51	68.09	77.42
	Max Bottom	26.84	18.28	44.48	4.23	4.08	4.41	4.51	4.30	5.16	81.82	116.77	39.15
	Min Top	107.15	62.89	155.99	19.06	9.70	7.17	6.97	8.92	16.54	183.02	255.93	115.77
	Min Bottom	37.24	35.86	35.97	42.46	57.62	82.66	71.20	49.77	37.32	32.12	32.04	33.36
SU3 Truck	Max Top	49.09	42.89	43.14	52.67	64.55	86.03	73.26	54.16	43.63	35.31	35.09	39.90
	Max Bottom	13.83	9.42	34.23	2.30	2.16	2.31	2.36	2.28	2.80	50.81	80.52	20.17
	Min Top	55.23	32.41	120.02	10.35	5.14	3.76	3.65	4.73	8.98	113.67	176.48	59.64
	Min Bottom	19.18	18.48	18.53	21.88	29.68	42.59	36.70	25.65	19.24	16.55	16.51	17.19
SU4 Truck	Max Top	46.25	40.40	40.64	49.62	60.81	81.04	69.00	51.01	41.10	33.26	33.05	37.58
	Max Bottom	13.03	8.87	28.74	2.14	2.03	2.17	2.22	2.13	2.61	38.83	56.45	19.00
	Min Top	52.02	30.53	100.77	9.64	4.82	3.53	3.42	4.42	8.36	86.86	123.72	56.18
	Min Bottom	18.07	17.41	17.46	20.61	27.96	40.12	34.57	24.16	18.12	15.59	15.55	16.19
C3 Truck	Max Top	59.61	52.10	52.40	63.98	78.41	104.50	88.67	65.55	52.82	42.74	42.48	48.30
	Max Bottom	16.74	11.40	-33.67	3.25	2.86	3.02	3.09	3.00	3.93	-96.72	-65.77	24.50
	Min Top	66.85	39.23	-100.47	14.64	6.79	4.92	4.78	6.22	12.58	-191.62	-128.12	72.45
	Min Bottom	23.29	22.44	22.51	26.57	36.06	51.73	44.42	31.05	23.28	20.04	19.99	20.81
C4 Truck	Max Top	45.88	40.10	40.33	49.25	60.35	80.43	68.26	50.46	40.66	32.90	32.70	37.18
	Max Bottom	12.89	8.78	-35.72	2.47	2.19	2.34	2.39	2.30	2.98	-22.43	-19.67	18.86
	Min Top	51.46	30.20	-106.59	11.13	5.20	3.80	3.70	4.77	9.55	-44.44	-38.31	55.76
	Min Bottom	17.93	17.27	17.32	20.45	27.75	39.82	34.19	23.90	17.92	15.42	15.38	16.02
C5 Truck	Max Top	45.59	39.84	40.07	48.93	59.96	79.91	67.80	50.12	40.38	32.68	32.48	36.93
	Max Bottom	12.80	8.72	-17.74	2.64	2.26	2.37	2.43	2.37	3.17	-38.68	-31.18	18.74
	Min Top	51.11	30.00	-52.92	11.90	5.36	3.86	3.75	4.91	10.15	-76.63	-60.74	55.40
	Min Bottom	17.81	17.16	17.21	20.32	27.57	39.56	33.96	23.74	17.80	15.32	15.28	15.91
ST5 Truck	Max Top	44.71	39.08	39.31	48.00	58.82	78.39	66.04	48.82	39.33	31.83	31.63	35.97
	Max Bottom	12.47	8.49	-12.06	2.73	2.24	2.34	2.40	2.35	3.30	-22.32	-19.51	18.38
	Min Top	49.78	29.22	-35.98	12.33	5.33	3.81	3.70	4.88	10.59	-44.22	-38.01	54.34
	Min Bottom	17.47	16.84	16.88	19.93	27.05	38.80	33.08	23.12	17.34	14.92	14.88	15.50

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-147.44	-61.06	-61.71	-76.32	-74.60	-75.15	-78.12	-73.21	-59.59	-29.66	-28.57	-22.1	0.0
	Bottom	-130.10	-79.19	-77.74	-45.10	-48.93	-48.57	-41.92	-48.99	-79.41	-146.30	-148.72	-163.2	0.0
DL + Grad	Top	-168.34	-81.16	-81.71	-93.52	-89.00	-86.85	-87.02	-79.31	-62.89	-30.16	-29.07	-22.1	0.0
	Bottom	-83.40	-34.29	-33.04	-6.60	-16.63	-22.57	-22.12	-35.39	-72.01	-145.10	-147.72	-163.2	0.0
HS20 Truck	Max Top	37.00	39.60	39.83	48.05	57.06	70.77	93.67	134.74	239.33	1381.01	1613.58	0.0	0.0
	Max Bottom	18.72	10.72	-90.15	1.62	1.03	0.83	0.68	0.96	2.41	25.93	30.78	0.0	0.0
	Min Top	55.35	23.88	-180.61	9.33	4.76	3.63	3.50	3.59	4.19	11.79	13.25	0.0	0.0
	Min Bottom	15.94	18.57	18.58	19.80	23.86	29.53	38.08	56.56	112.75	826.16	973.37	0.0	0.0
HS20 Lane	Max Top	19.12	19.63	19.99	35.38	43.06	53.42	70.69	101.70	180.64	1042.29	1217.80	0.0	0.0
	Max Bottom	17.53	9.62	9.30	1.74	1.05	0.85	0.71	1.03	2.69	27.05	32.14	0.0	0.0
	Min Top	51.85	21.44	21.42	9.98	4.86	3.73	3.64	3.85	4.69	12.29	13.83	0.0	0.0
	Min Bottom	8.24	9.21	9.32	14.58	18.01	22.28	28.74	42.69	85.10	623.53	734.62	0.0	0.0
SU2 Truck	Max Top	77.42	82.83	83.30	100.50	119.34	148.03	195.91	281.83	500.58	2888.59	3374.91	0.0	0.0
	Max Bottom	39.15	22.42	65.80	2.97	2.01	1.64	1.36	1.89	4.81	48.99	58.17	0.0	0.0
	Min Top	115.77	49.95	151.54	17.03	9.28	7.20	6.96	7.09	8.37	22.26	25.04	0.0	0.0
	Min Bottom	33.36	38.85	38.86	41.41	49.91	61.76	79.64	118.30	235.82	1728.04	2035.87	0.0	0.0
SU3 Truck	Max Top	39.90	42.67	42.92	51.77	61.48	76.26	100.93	145.19	257.89	1488.08	1738.80	0.0	0.0
	Max Bottom	20.17	11.55	53.18	1.61	1.06	0.86	0.71	1.00	2.53	25.32	30.07	0.0	0.0
	Min Top	59.64	25.73	122.48	9.24	4.93	3.78	3.63	3.75	4.41	11.51	12.94	0.0	0.0
	Min Bottom	17.19	20.01	20.02	21.33	25.71	31.82	41.03	60.94	121.49	890.21	1048.90	0.0	0.0
SU4 Truck	Max Top	37.58	40.20	40.43	48.77	57.92	71.84	95.08	136.78	242.94	1401.87	1637.79	0.0	0.0
	Max Bottom	19.00	10.88	43.54	1.50	1.00	0.81	0.66	0.93	2.40	24.38	28.95	0.0	0.0
	Min Top	56.18	24.24	100.28	8.60	4.61	3.54	3.41	3.51	4.18	11.08	12.46	0.0	0.0
	Min Bottom	16.19	18.85	18.86	20.09	24.22	29.97	38.65	57.41	114.45	838.63	987.98	0.0	0.0
C3 Truck	Max Top	48.30	51.84	52.13	62.89	74.68	92.64	122.60	176.37	313.27	1807.36	2111.83	0.0	0.0
	Max Bottom	24.50	14.03	-41.09	2.29	1.39	1.11	0.91	1.28	3.30	32.21	38.23	0.0	0.0
	Min Top	72.45	31.26	-82.32	13.13	6.44	4.88	4.70	4.82	5.75	14.64	16.46	0.0	0.0
	Min Bottom	20.81	24.31	24.32	25.91	31.23	38.65	49.84	74.03	147.58	1081.21	1273.93	0.0	0.0
C4 Truck	Max Top	37.18	39.90	40.12	48.41	57.48	71.30	94.36	135.75	241.12	1391.14	1625.60	0.0	0.0
	Max Bottom	18.86	10.80	-12.85	1.74	1.06	0.86	0.71	0.98	2.67	26.93	31.94	0.0	0.0
	Min Top	55.76	24.06	-25.73	10.00	4.93	3.76	3.64	3.68	4.66	12.24	13.75	0.0	0.0
	Min Bottom	16.02	18.71	18.72	19.94	24.04	29.75	38.36	56.98	113.59	832.22	980.62	0.0	0.0
C5 Truck	Max Top	36.93	39.64	39.86	48.09	57.11	70.84	93.75	134.86	239.54	1382.13	1615.11	0.0	0.0
	Max Bottom	18.74	10.73	-21.49	1.87	1.10	0.87	0.72	1.00	2.56	25.83	30.64	0.0	0.0
	Min Top	55.40	23.90	-43.06	10.72	5.09	3.82	3.67	3.77	4.46	11.74	13.19	0.0	0.0
	Min Bottom	15.91	18.59	18.60	19.81	23.88	29.55	38.11	56.61	112.85	826.83	974.30	0.0	0.0
ST5 Truck	Max Top	35.97	38.88	39.11	47.18	56.02	69.49	91.97	132.30	234.99	1355.81	1584.16	0.0	0.0
	Max Bottom	18.38	10.52	-14.31	1.93	1.09	0.85	0.70	1.00	2.58	29.73	35.23	0.0	0.0
	Min Top	54.34	23.45	-28.68	11.10	5.03	3.76	3.62	3.75	4.50	13.51	15.16	0.0	0.0
	Min Bottom	15.50	18.24	18.24	19.44	23.43	28.99	37.39	55.53	110.70	811.08	955.63	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-41.5	-42.3	-63.1	-68.9	-70.9	-69.6	-75.6	-87.2	-83.6	-83.3	-174.7
	Bottom	0.0	-170.8	-160.0	-158.1	-111.6	-98.7	-97.1	-99.9	-78.1	-52.3	-60.2	-60.9	-103.1
DL + Grad	Top	0.0	-36.6	-42.0	-42.8	-66.4	-75.0	-79.8	-81.3	-90.0	-104.4	-103.6	-103.4	-195.6
	Bottom	0.0	-170.8	-159.0	-156.9	-104.2	-85.1	-77.3	-73.9	-45.8	-13.8	-15.5	-16.0	-56.4
HS20 Truck	Max Top	0.0	0.0	1339.97	1145.74	193.29	106.61	73.56	55.82	45.77	39.50	33.71	33.55	31.38
	Max Bottom	0.0	0.0	24.08	20.37	2.35	1.36	1.17	1.25	1.09	0.82	-42.50	3.37	8.79
	Min Top	0.0	0.0	10.06	8.88	2.74	2.14	2.03	2.14	3.13	7.12	-164.22	21.56	48.21
	Min Bottom	0.0	0.0	797.93	678.16	97.54	51.40	35.14	26.94	20.61	16.15	14.20	14.17	12.00
HS20 Lane	Max Top	0.0	0.0	1011.31	864.72	145.88	80.47	55.52	42.13	34.54	29.09	16.92	16.63	16.22
	Max Bottom	0.0	0.0	25.15	21.25	2.63	1.46	1.22	1.29	1.11	0.87	2.92	3.03	8.24
	Min Top	0.0	0.0	10.50	9.26	3.07	2.29	2.11	2.19	3.19	7.62	19.22	19.36	45.16
	Min Bottom	0.0	0.0	602.22	511.82	73.62	38.79	26.53	20.33	15.55	11.90	7.13	7.03	6.20
SU2 Truck	Max Top	0.0	0.0	2803.26	2396.13	404.28	222.99	153.86	116.76	95.73	82.62	70.50	70.17	65.67
	Max Bottom	0.0	0.0	45.52	38.47	4.70	2.69	2.32	2.49	2.12	1.49	20.63	7.05	18.39
	Min Top	0.0	0.0	19.01	16.77	5.48	4.23	4.03	4.24	6.10	12.99	136.02	45.10	100.83
	Min Bottom	0.0	0.0	1669.30	1418.25	204.01	107.50	73.51	56.34	43.10	33.79	29.71	29.65	25.11
SU3 Truck	Max Top	0.0	0.0	1444.02	1234.61	208.28	114.88	79.27	60.15	49.32	42.56	36.32	36.15	33.85
	Max Bottom	0.0	0.0	23.52	19.89	2.48	1.42	1.21	1.30	1.12	0.81	16.68	3.63	9.47
	Min Top	0.0	0.0	9.82	8.67	2.89	2.23	2.10	2.22	3.24	7.05	109.94	23.24	51.95
	Min Bottom	0.0	0.0	859.89	730.76	105.10	55.38	37.87	29.03	22.21	17.41	15.31	15.27	12.94
SU4 Truck	Max Top	0.0	0.0	1360.35	1163.05	196.20	108.22	74.67	56.67	46.46	40.10	34.22	34.05	31.88
	Max Bottom	0.0	0.0	22.65	19.15	2.35	1.33	1.14	1.22	1.05	0.75	13.65	3.42	8.92
	Min Top	0.0	0.0	9.46	8.34	2.74	2.09	1.97	2.08	3.03	6.56	90.01	21.89	48.93
	Min Bottom	0.0	0.0	810.07	688.40	99.01	52.17	35.67	27.34	20.92	16.40	14.42	14.39	12.19
C3 Truck	Max Top	0.0	0.0	1754.04	1499.67	253.00	139.55	96.29	73.07	59.91	51.70	44.12	43.91	40.97
	Max Bottom	0.0	0.0	29.91	25.30	3.23	1.83	1.57	1.68	1.47	1.15	-19.37	4.41	11.51
	Min Top	0.0	0.0	12.49	11.02	3.76	2.87	2.72	2.87	4.23	10.02	-74.85	28.23	63.10
	Min Bottom	0.0	0.0	1044.50	887.65	127.67	67.27	46.00	35.26	26.98	21.14	18.59	18.55	15.66
C4 Truck	Max Top	0.0	0.0	1349.95	1154.33	194.73	107.41	74.11	56.24	46.11	39.79	33.96	33.80	31.54
	Max Bottom	0.0	0.0	24.99	21.15	2.62	1.40	1.21	1.30	1.12	0.88	-6.06	3.40	8.86
	Min Top	0.0	0.0	10.44	9.22	3.05	2.19	2.11	2.21	3.24	7.63	-23.40	21.73	48.57
	Min Bottom	0.0	0.0	803.88	683.24	98.27	51.78	35.41	27.14	20.76	16.27	14.31	14.28	12.06
C5 Truck	Max Top	0.0	0.0	1341.24	1146.67	193.46	106.71	73.63	55.87	45.81	39.53	33.74	33.58	31.33
	Max Bottom	0.0	0.0	23.98	20.28	2.50	1.43	1.23	1.32	1.16	0.94	-10.13	3.37	8.80
	Min Top	0.0	0.0	10.01	8.84	2.92	2.25	2.13	2.25	3.34	8.18	-39.15	21.58	48.25
	Min Bottom	0.0	0.0	798.69	678.70	97.62	51.44	35.18	26.96	20.63	16.17	14.22	14.19	11.98
ST5 Truck	Max Top	0.0	0.0	1315.77	1124.99	189.78	104.68	72.23	54.81	44.94	38.78	33.10	32.94	30.51
	Max Bottom	0.0	0.0	27.57	150.05	2.53	1.42	1.21	1.30	1.15	0.97	-6.75	3.31	8.63
	Min Top	0.0	0.0	11.51	65.38	2.95	2.23	2.09	2.21	3.30	8.47	-26.08	21.17	47.33
	Min Bottom	0.0	0.0	783.52	665.88	95.77	50.46	34.51	26.45	20.23	15.86	13.95	13.92	11.67

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.67	-84.05	-84.32	-86.19	-73.01	-65.89	-66.03	-73.48	-86.48	-84.42	-84.15	-176.00
	Bottom	-103.06	-62.43	-61.83	-57.66	-87.11	-108.67	-108.35	-83.32	-54.29	-58.88	-59.50	-100.65
DL + Grad	Top	-195.57	-104.75	-105.02	-106.09	-92.21	-84.39	-83.73	-90.48	-102.68	-99.92	-99.65	-191.30
	Bottom	-56.36	-16.23	-15.63	-13.16	-44.21	-67.47	-68.75	-45.42	-17.99	-24.28	-24.90	-66.55
HS20 Truck	Max Top	31.38	26.95	27.10	33.01	40.53	54.46	63.78	47.85	39.12	32.19	32.01	36.75
	Max Bottom	8.79	-25.80	-39.35	0.86	1.21	1.44	1.45	1.21	0.94	-136.75	3.65	7.38
	Min Top	48.21	-96.03	-148.81	6.59	3.09	2.24	2.26	3.19	6.96	-534.29	20.45	38.52
	Min Bottom	12.00	11.41	11.45	13.73	18.79	27.10	31.70	21.96	16.11	13.49	13.45	13.93
HS20 Lane	Max Top	16.22	15.57	15.82	25.29	28.32	31.42	33.66	31.97	29.10	17.53	17.24	17.76
	Max Bottom	8.24	3.48	3.32	1.12	1.36	1.53	1.51	1.25	0.94	1.89	1.93	4.28
	Min Top	45.16	21.71	21.33	8.57	3.48	2.39	2.36	3.31	6.97	10.91	10.80	22.31
	Min Bottom	6.20	6.59	6.68	10.52	13.13	15.63	16.73	14.67	11.99	7.35	7.24	6.73
SU2 Truck	Max Top	65.67	56.39	56.71	69.06	84.80	113.96	133.40	100.09	81.81	67.33	66.96	76.90
	Max Bottom	18.39	16.88	13.38	1.59	2.35	2.83	2.86	2.34	1.72	25.89	7.63	15.45
	Min Top	100.83	105.41	85.92	12.12	6.01	4.41	4.45	6.19	12.73	149.05	42.79	80.59
	Min Bottom	25.11	23.88	23.96	28.72	39.33	56.70	66.30	45.92	33.69	28.22	28.12	29.15
SU3 Truck	Max Top	33.85	29.06	29.23	35.60	43.71	58.73	68.73	51.56	42.15	34.69	34.49	39.61
	Max Bottom	9.47	13.92	9.96	0.86	1.25	1.48	1.50	1.24	0.93	17.93	3.93	7.96
	Min Top	51.95	86.91	63.98	6.58	3.18	2.31	2.33	3.28	6.91	103.20	22.05	41.54
	Min Bottom	12.94	12.31	12.35	14.80	20.27	29.23	34.16	23.66	17.36	14.54	14.49	15.02
SU4 Truck	Max Top	31.88	27.37	27.53	33.53	41.17	55.32	64.74	48.57	39.71	32.68	32.49	37.31
	Max Bottom	8.92	11.48	8.48	0.80	1.17	1.39	1.41	1.16	0.87	15.35	3.70	7.50
	Min Top	48.93	71.65	54.49	6.13	2.98	2.17	2.19	3.07	6.43	88.36	20.77	39.13
	Min Bottom	12.19	11.59	11.63	13.94	19.09	27.53	32.18	22.29	16.35	13.69	13.65	14.15
C3 Truck	Max Top	40.97	35.18	35.38	43.09	52.91	71.09	83.48	62.63	51.20	42.14	41.90	48.09
	Max Bottom	11.51	-15.70	-18.57	1.21	1.64	1.94	1.96	1.64	1.32	-26.09	4.76	9.64
	Min Top	63.10	-58.44	-70.24	9.22	4.19	3.02	3.05	4.33	9.77	-101.94	26.69	50.28
	Min Bottom	15.66	14.89	14.95	17.92	24.53	35.37	41.49	28.74	21.09	17.66	17.60	18.23
C4 Truck	Max Top	31.54	27.08	27.23	33.17	40.73	54.73	64.25	48.21	39.41	32.43	32.25	37.02
	Max Bottom	8.86	-21.85	-32.60	0.92	1.26	1.50	1.52	1.26	1.00	-7.29	3.66	7.42
	Min Top	48.57	-81.34	-123.28	6.99	3.21	2.34	2.36	3.32	7.43	-28.47	20.55	38.70
	Min Bottom	12.06	11.47	11.50	13.79	18.89	27.23	31.94	22.12	16.23	13.59	13.55	14.03
C5 Truck	Max Top	31.33	26.90	27.05	32.94	40.45	54.36	63.84	47.89	39.15	32.22	32.04	36.78
	Max Bottom	8.80	-8.73	-9.80	0.97	1.30	1.52	1.54	1.30	1.07	-12.30	3.64	7.37
	Min Top	48.25	-32.49	-37.05	7.43	3.31	2.38	2.40	3.42	7.95	-48.07	20.41	38.44
	Min Bottom	11.98	11.39	11.43	13.70	18.76	27.05	31.73	21.97	16.12	13.50	13.46	13.94
ST5 Truck	Max Top	30.51	26.20	26.35	32.09	39.40	52.94	62.62	46.98	38.41	31.61	31.43	36.07
	Max Bottom	8.63	-6.04	-6.53	1.02	1.29	1.50	1.52	1.29	1.11	-7.85	3.55	7.18
	Min Top	47.33	-22.47	-24.70	7.76	3.29	2.34	2.36	3.40	8.23	-30.65	19.88	37.44
	Min Bottom	11.67	11.09	11.13	13.34	18.27	26.34	31.12	21.56	15.82	13.25	13.20	13.67

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-176.00	-85.12	-85.38	-86.96	-73.49	-66.09	-65.97	-73.16	-85.90	-83.60	-83.32	-175.03
	Bottom	-100.65	-60.16	-59.57	-56.05	-86.14	-108.33	-108.61	-84.16	-55.68	-60.83	-61.46	-102.77
DL + Grad	Top	-191.30	-100.42	-100.68	-102.56	-89.29	-82.19	-82.27	-89.76	-102.70	-100.70	-100.42	-192.13
	Bottom	-66.55	-25.96	-25.27	-21.25	-50.74	-72.43	-72.11	-47.16	-18.08	-22.73	-23.36	-64.47
HS20 Truck	Max Top	36.75	31.56	31.74	38.62	47.39	63.63	64.34	47.91	38.99	31.99	31.80	37.14
	Max Bottom	7.38	3.22	3.16	1.04	1.31	1.50	1.50	1.24	0.97	-173.66	3.67	8.63
	Min Top	38.52	17.74	17.90	6.97	3.20	2.28	2.28	3.18	6.89	-649.77	20.20	44.73
	Min Bottom	13.93	13.25	13.29	15.96	21.90	31.62	32.00	22.05	16.14	13.50	13.46	14.18
HS20 Lane	Max Top	17.76	17.26	17.55	29.67	33.23	35.66	35.39	32.38	28.49	16.92	16.64	17.22
	Max Bottom	4.28	1.93	1.90	1.03	1.32	1.50	1.51	1.27	0.99	2.10	2.14	4.85
	Min Top	22.31	10.64	10.73	6.85	3.23	2.29	2.29	3.26	7.06	11.85	11.77	25.18
	Min Bottom	6.73	7.24	7.35	12.26	15.35	17.72	17.60	14.90	11.79	7.14	7.04	6.57
SU2 Truck	Max Top	76.90	66.02	66.40	80.80	99.15	133.13	134.57	100.21	81.55	66.90	66.52	77.68
	Max Bottom	15.45	6.73	6.62	1.91	2.54	2.95	2.95	2.41	1.77	25.99	7.69	18.05
	Min Top	80.59	37.13	37.45	12.75	6.20	4.49	4.48	6.18	12.60	146.76	42.26	93.58
	Min Bottom	29.15	27.71	27.81	33.39	45.81	66.16	66.94	46.12	33.76	28.24	28.15	29.66
SU3 Truck	Max Top	39.61	34.01	34.20	41.62	51.07	68.57	69.33	51.63	42.01	34.47	34.27	40.02
	Max Bottom	7.96	3.47	3.41	1.04	1.35	1.55	1.55	1.28	0.96	17.85	3.96	9.29
	Min Top	41.54	19.14	19.30	6.92	3.29	2.35	2.35	3.27	6.84	100.78	21.77	48.20
	Min Bottom	15.02	14.27	14.32	17.20	23.60	34.07	34.48	23.76	17.39	14.55	14.50	15.28
SU4 Truck	Max Top	37.31	32.04	32.22	39.21	48.11	64.60	65.31	48.64	39.58	32.47	32.28	37.70
	Max Bottom	7.50	3.27	3.21	0.96	1.26	1.45	1.45	1.20	0.90	15.13	3.73	8.76
	Min Top	39.13	18.03	18.18	6.45	3.08	2.21	2.20	3.06	6.37	85.46	20.51	45.41
	Min Bottom	14.15	13.45	13.49	16.20	22.23	32.10	32.48	22.38	16.38	13.70	13.66	14.39
C3 Truck	Max Top	48.09	41.29	41.53	50.54	62.01	83.27	84.21	62.71	51.03	41.87	41.63	48.61
	Max Bottom	9.64	4.20	4.13	1.46	1.78	2.03	2.03	1.69	1.36	-28.07	4.81	11.29
	Min Top	50.28	23.16	23.37	9.78	4.34	3.08	3.07	4.32	9.68	-105.02	26.43	58.53
	Min Bottom	18.23	17.33	17.39	20.89	28.65	41.38	41.89	28.86	21.13	17.67	17.61	18.56
C4 Truck	Max Top	37.02	31.78	31.96	38.90	47.73	64.09	64.82	48.27	39.28	32.22	32.04	37.41
	Max Bottom	7.42	3.23	3.18	1.11	1.36	1.57	1.57	1.29	1.04	-7.75	3.70	8.69
	Min Top	38.70	17.83	17.99	7.44	3.33	2.38	2.38	3.31	7.36	-28.99	20.34	45.05
	Min Bottom	14.03	13.34	13.39	16.08	22.05	31.85	32.24	22.21	16.26	13.60	13.56	14.28
C5 Truck	Max Top	36.78	31.58	31.76	38.65	47.42	63.68	64.39	47.95	39.02	32.01	31.83	37.17
	Max Bottom	7.37	3.21	3.16	1.19	1.40	1.59	1.59	1.33	1.11	-13.09	3.68	8.63
	Min Top	38.44	17.71	17.87	7.95	3.43	2.42	2.42	3.42	7.86	-48.99	20.21	44.76
	Min Bottom	13.94	13.25	13.30	15.97	21.91	31.64	32.03	22.07	16.15	13.51	13.47	14.19
ST5 Truck	Max Top	36.07	30.95	31.13	37.88	46.48	62.42	63.17	47.04	38.28	31.40	31.22	36.48
	Max Bottom	7.18	3.13	3.07	1.23	1.39	1.57	1.57	1.32	1.15	-8.31	3.60	8.46
	Min Top	37.44	17.25	17.40	8.23	3.41	2.39	2.38	3.39	8.14	-31.11	19.81	43.87
	Min Bottom	13.67	12.99	13.04	15.66	21.48	31.02	31.42	21.65	15.85	13.25	13.21	13.93

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-175.03	-84.26	-84.54	-86.61	-73.64	-66.73	-67.08	-74.73	-87.92	-86.06	-85.79	-177.70
	Bottom	-102.77	-61.93	-61.31	-56.67	-85.66	-106.77	-105.99	-80.51	-51.04	-55.18	-55.79	-96.81
DL + Grad	Top	-192.13	-101.36	-101.64	-103.41	-90.24	-83.03	-83.18	-90.53	-103.52	-101.36	-101.09	-193.00
	Bottom	-64.47	-23.83	-23.21	-19.07	-48.66	-70.27	-70.09	-45.11	-16.24	-20.88	-21.59	-62.71
HS20 Truck	Max Top	37.14	31.88	31.90	39.06	47.97	64.47	63.80	47.54	38.71	31.79	31.61	36.88
	Max Bottom	8.63	3.74	3.65	1.01	1.28	1.47	1.46	1.17	0.83	2.67	2.73	6.97
	Min Top	44.73	20.48	20.56	6.96	3.21	2.31	2.33	3.26	7.06	18.07	17.91	38.92
	Min Bottom	14.18	13.47	13.45	16.18	22.13	31.86	31.45	21.59	15.75	13.14	13.09	13.81
HS20 Lane	Max Top	17.22	16.68	16.96	28.54	32.42	35.46	35.75	33.33	29.74	17.58	17.29	17.83
	Max Bottom	4.85	2.18	2.14	1.04	1.31	1.47	1.46	1.18	0.81	1.60	1.63	4.04
	Min Top	25.18	11.93	12.01	7.14	3.29	2.32	2.33	3.30	6.95	10.84	10.74	22.55
	Min Bottom	6.57	7.05	7.15	11.83	14.96	17.53	17.62	15.14	12.10	7.27	7.16	6.67
SU2 Truck	Max Top	77.68	66.68	67.06	81.69	100.34	134.84	133.48	99.46	81.00	66.51	66.13	77.16
	Max Bottom	18.05	7.82	18.56	1.85	2.48	2.88	2.86	2.27	1.51	5.58	5.71	14.59
	Min Top	93.58	42.84	104.42	12.73	6.23	4.55	4.58	6.33	12.92	37.81	37.48	81.44
	Min Bottom	29.66	28.18	28.27	33.85	46.29	66.65	65.79	45.17	32.95	27.48	27.39	28.88
SU3 Truck	Max Top	40.02	34.35	34.55	42.09	51.69	69.47	68.75	51.23	41.72	34.26	34.06	39.74
	Max Bottom	9.29	4.03	14.24	1.01	1.32	1.51	1.50	1.21	0.82	2.88	2.94	7.52
	Min Top	48.20	22.07	80.12	6.91	3.30	2.38	2.40	3.36	7.02	19.49	19.32	41.98
	Min Bottom	15.28	14.52	14.57	17.44	23.85	34.33	33.89	23.27	16.97	14.16	14.11	14.88
SU4 Truck	Max Top	37.70	32.36	32.54	39.65	48.70	65.44	64.77	48.26	39.30	32.27	32.09	37.44
	Max Bottom	8.76	3.79	11.97	0.94	1.23	1.42	1.41	1.13	0.76	2.71	2.77	7.08
	Min Top	45.41	20.79	67.36	6.43	3.09	2.24	2.25	3.14	6.53	18.36	18.20	39.54
	Min Bottom	14.39	13.68	13.72	16.43	22.46	32.34	31.92	21.92	15.99	13.34	13.29	14.02
C3 Truck	Max Top	48.61	41.73	41.96	51.12	62.79	84.38	83.48	62.21	50.66	41.60	41.36	48.26
	Max Bottom	11.29	4.89	-19.10	1.42	1.74	1.98	1.96	1.59	1.16	3.48	3.56	9.10
	Min Top	58.53	26.80	-71.59	9.77	4.36	3.12	3.14	4.43	9.91	23.59	23.38	50.81
	Min Bottom	18.56	17.63	17.69	21.18	28.97	41.71	41.15	28.25	20.61	17.19	17.13	18.07
C4 Truck	Max Top	37.41	32.12	32.30	39.35	48.33	64.94	64.25	47.88	38.99	32.02	31.84	37.14
	Max Bottom	8.69	3.76	-20.95	1.08	1.33	1.53	1.52	1.22	0.88	2.68	2.74	7.01
	Min Top	45.05	20.62	-78.52	7.43	3.34	2.41	2.43	3.40	7.53	18.16	18.00	39.11
	Min Bottom	14.28	13.57	13.62	16.30	22.29	32.10	31.67	21.74	15.86	13.23	13.19	13.90
C5 Truck	Max Top	37.17	31.91	32.09	39.09	48.01	64.52	63.84	47.57	38.74	31.81	31.63	36.91
	Max Bottom	8.63	3.74	-10.05	1.16	1.37	1.55	1.54	1.26	0.94	2.66	2.72	6.96
	Min Top	44.76	20.49	-37.68	7.94	3.44	2.45	2.47	3.50	8.05	18.04	17.88	38.85
	Min Bottom	14.19	13.48	13.53	16.20	22.15	31.89	31.47	21.60	15.76	13.15	13.10	13.81
ST5 Truck	Max Top	36.48	31.30	31.48	38.35	47.10	63.29	62.58	46.63	37.97	31.18	31.01	36.19
	Max Bottom	8.46	3.66	-6.84	1.20	1.36	1.53	1.52	1.25	0.98	2.59	2.65	6.78
	Min Top	43.87	20.09	-25.62	8.22	3.42	2.42	2.43	3.48	8.34	17.57	17.41	37.84
	Min Bottom	13.93	13.23	13.27	15.89	21.73	31.28	30.84	21.18	15.45	12.89	12.84	13.55

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-177.70	-86.49	-86.72	-87.16	-72.55	-64.02	-62.75	-68.81	-80.42	-76.97	-76.66	-155.18
	Bottom	-96.81	-57.09	-56.58	-55.60	-88.24	-112.97	-115.79	-93.88	-67.95	-75.63	-76.34	-112.82
DL + Grad	Top	-193.00	-101.99	-102.22	-103.36	-89.55	-81.72	-81.25	-88.01	-100.32	-97.67	-97.36	-176.08
	Bottom	-62.71	-22.49	-21.98	-19.30	-50.34	-73.37	-74.59	-50.98	-23.45	-29.43	-30.14	-66.12
HS20 Truck	Max Top	36.88	32.20	32.38	39.18	47.74	63.44	54.01	40.09	32.53	26.60	26.45	30.09
	Max Bottom	6.97	3.33	-34.54	1.00	1.33	1.54	1.57	1.37	1.29	104.73	-175.46	10.09
	Min Top	38.92	21.14	-146.51	7.02	3.14	2.17	2.10	2.87	6.06	384.00	-459.59	42.28
	Min Bottom	13.81	13.36	13.41	16.17	22.23	32.04	27.55	19.11	14.10	11.87	11.83	12.26
HS20 Lane	Max Top	17.83	17.34	17.63	29.15	31.90	33.49	31.16	28.02	24.93	15.53	15.28	15.55
	Max Bottom	4.04	1.76	1.73	1.00	1.38	1.61	1.68	1.54	1.67	5.21	5.42	9.45
	Min Top	22.55	11.17	11.26	7.04	3.26	2.26	2.24	3.24	7.88	19.09	19.41	39.60
	Min Bottom	6.67	7.19	7.30	12.03	14.85	16.91	15.90	13.35	10.81	6.93	6.83	6.33
SU2 Truck	Max Top	77.16	67.35	67.72	81.95	99.85	132.70	113.02	83.89	68.07	55.67	55.35	62.97
	Max Bottom	14.59	6.97	16.87	1.82	2.57	3.04	3.10	2.66	2.36	35.26	50.54	21.10
	Min Top	81.44	44.23	109.58	12.85	6.09	4.28	4.14	5.58	11.15	129.27	181.01	88.43
	Min Bottom	28.88	27.94	28.04	33.81	46.49	67.02	57.65	39.99	29.51	24.83	24.75	25.65
SU3 Truck	Max Top	39.74	34.70	34.89	42.22	51.44	68.36	58.25	43.24	35.09	28.69	28.53	32.45
	Max Bottom	7.52	3.59	12.98	0.99	1.36	1.59	1.62	1.41	1.28	21.90	34.85	10.87
	Min Top	41.98	22.79	84.31	6.97	3.23	2.24	2.17	2.96	6.05	80.29	124.82	45.56
	Min Bottom	14.88	14.40	14.45	17.42	23.95	34.53	29.71	20.61	15.21	12.80	12.76	13.22
SU4 Truck	Max Top	37.44	32.68	32.86	39.77	48.46	64.40	54.87	40.73	33.05	27.03	26.87	30.57
	Max Bottom	7.08	3.38	10.90	0.92	1.28	1.49	1.52	1.32	1.20	16.73	24.43	10.24
	Min Top	39.54	21.47	70.79	6.49	3.02	2.10	2.04	2.77	5.63	61.35	87.50	42.92
	Min Bottom	14.02	13.56	13.61	16.41	22.56	32.53	27.99	19.41	14.33	12.05	12.02	12.45
C3 Truck	Max Top	48.26	42.15	42.38	51.29	62.48	83.04	70.51	52.33	42.47	34.73	34.53	39.28
	Max Bottom	9.10	4.35	-17.13	1.40	1.80	2.08	2.12	1.86	1.80	-53.08	-36.10	13.21
	Min Top	50.81	27.59	-72.67	9.87	4.26	2.93	2.84	3.89	8.47	-141.23	-94.56	55.34
	Min Bottom	18.07	17.49	17.55	21.16	29.09	41.94	35.97	24.95	18.41	15.49	15.44	16.00
C4 Truck	Max Top	37.14	32.44	32.62	39.47	48.09	63.92	54.28	40.29	32.69	26.73	26.58	30.24
	Max Bottom	7.01	3.35	-18.17	1.06	1.38	1.61	1.64	1.42	1.36	-12.31	-10.79	10.16
	Min Top	39.11	21.24	-77.09	7.50	3.27	2.27	2.20	2.98	6.43	-32.75	-28.27	42.59
	Min Bottom	13.90	13.46	13.51	16.29	22.39	32.28	27.69	19.20	14.17	11.92	11.89	12.32
C5 Truck	Max Top	36.91	32.23	32.40	39.22	47.78	63.50	53.91	40.02	32.47	26.55	26.40	30.04
	Max Bottom	6.96	3.33	-9.02	1.14	1.42	1.64	1.67	1.47	1.45	-21.22	-17.12	10.10
	Min Top	38.85	21.10	-38.28	8.02	3.37	2.30	2.23	3.07	6.84	-56.48	-44.83	42.31
	Min Bottom	13.81	13.37	13.42	16.18	22.24	32.07	27.50	19.07	14.08	11.84	11.81	12.24
ST5 Truck	Max Top	36.19	31.61	31.79	38.47	46.87	62.29	52.51	38.97	31.63	25.86	25.71	29.26
	Max Bottom	6.78	3.24	-6.13	1.18	1.41	1.61	1.65	1.46	1.51	-12.25	-10.71	9.91
	Min Top	37.84	20.55	-26.02	8.31	3.35	2.27	2.20	3.05	7.13	-32.59	-28.06	41.51
	Min Bottom	13.55	13.12	13.16	15.87	21.82	31.46	26.78	18.58	13.71	11.54	11.50	11.92

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-155.18	-67.09	-67.58	-77.42	-72.21	-70.54	-72.58	-68.01	-56.01	-28.97	-27.99	-22.1	0.0
	Bottom	-112.82	-65.72	-64.62	-42.63	-54.27	-58.85	-54.30	-60.61	-87.41	-147.83	-150.03	-163.1	0.0
DL + Grad	Top	-176.08	-87.19	-87.58	-94.62	-86.61	-82.24	-81.48	-74.11	-59.31	-29.47	-28.49	-22.1	0.0
	Bottom	-66.12	-20.82	-19.92	-4.13	-21.97	-32.85	-34.50	-47.01	-80.01	-146.63	-149.03	-163.1	0.0
HS20 Truck	Max Top	30.09	32.19	32.36	38.55	45.37	55.95	73.88	106.36	189.65	1102.63	1288.69	0.0	0.0
	Max Bottom	10.09	4.04	-46.59	0.39	0.54	0.54	0.48	0.69	1.75	18.90	22.43	0.0	0.0
	Min Top	42.28	16.49	-130.97	6.16	2.95	2.17	2.09	2.10	2.34	4.63	5.04	0.0	0.0
	Min Bottom	12.26	14.35	14.37	15.73	19.37	24.29	31.51	46.68	92.02	663.11	780.88	0.0	0.0
HS20 Lane	Max Top	15.55	15.95	16.24	28.39	34.24	42.23	55.76	80.27	143.14	832.19	972.60	0.0	0.0
	Max Bottom	9.45	3.63	3.46	0.42	0.55	0.56	0.50	0.74	1.95	19.71	23.42	0.0	0.0
	Min Top	39.60	14.80	14.77	6.60	3.01	2.23	2.17	2.26	2.62	4.83	5.26	0.0	0.0
	Min Bottom	6.33	7.11	7.21	11.58	14.62	18.33	23.78	35.23	69.45	500.47	589.35	0.0	0.0
SU2 Truck	Max Top	62.97	67.32	67.68	80.62	94.89	117.03	154.53	222.46	396.65	2306.32	2695.36	0.0	0.0
	Max Bottom	21.10	8.46	24.50	0.72	1.06	1.08	0.96	1.37	3.49	35.70	42.40	0.0	0.0
	Min Top	88.43	34.48	104.48	11.25	5.75	4.31	4.15	4.15	4.68	8.75	9.53	0.0	0.0
	Min Bottom	25.65	30.02	30.05	32.90	40.51	50.80	65.91	97.64	192.47	1386.99	1633.26	0.0	0.0
SU3 Truck	Max Top	32.45	34.68	34.87	41.54	48.88	60.29	79.61	114.61	204.35	1188.11	1388.69	0.0	0.0
	Max Bottom	10.87	4.36	19.80	0.39	0.56	0.57	0.50	0.72	1.84	18.45	21.91	0.0	0.0
	Min Top	45.56	17.76	84.45	6.11	3.05	2.26	2.16	2.20	2.46	4.52	4.92	0.0	0.0
	Min Bottom	13.22	15.47	15.48	16.95	20.87	26.17	33.96	50.30	99.16	714.52	841.48	0.0	0.0
SU4 Truck	Max Top	30.57	32.67	32.85	39.13	46.05	56.80	75.00	107.96	192.51	1119.28	1308.02	0.0	0.0
	Max Bottom	10.24	4.10	16.21	0.36	0.52	0.53	0.47	0.68	1.74	17.77	21.10	0.0	0.0
	Min Top	42.92	16.73	69.14	5.68	2.86	2.12	2.03	2.06	2.33	4.36	4.74	0.0	0.0
	Min Bottom	12.45	14.57	14.59	15.97	19.66	24.65	31.99	47.39	93.41	673.12	792.60	0.0	0.0
C3 Truck	Max Top	39.28	42.13	42.35	50.45	59.38	73.24	96.70	139.21	248.23	1443.03	1686.61	0.0	0.0
	Max Bottom	13.21	5.29	-21.23	0.55	0.73	0.73	0.65	0.93	2.39	23.47	27.86	0.0	0.0
	Min Top	55.34	21.58	-59.69	8.68	3.99	2.92	2.80	2.82	3.21	5.75	6.26	0.0	0.0
	Min Bottom	16.00	18.79	18.81	20.59	25.35	31.79	41.25	61.10	120.45	867.82	1022.00	0.0	0.0
C4 Truck	Max Top	30.24	32.43	32.60	38.83	45.70	56.37	74.43	107.15	191.06	1110.71	1298.28	0.0	0.0
	Max Bottom	10.16	4.07	-6.64	0.42	0.56	0.56	0.50	0.71	1.94	19.62	23.28	0.0	0.0
	Min Top	42.59	16.61	-18.66	6.61	3.05	2.25	2.17	2.16	2.60	4.81	5.23	0.0	0.0
	Min Bottom	12.32	14.46	14.48	15.85	19.51	24.47	31.75	47.03	92.71	667.97	786.69	0.0	0.0
C5 Truck	Max Top	30.04	32.22	32.39	38.58	45.41	56.00	73.95	106.45	189.81	1103.52	1289.91	0.0	0.0
	Max Bottom	10.10	4.05	-11.11	0.45	0.58	0.57	0.51	0.73	1.86	18.82	22.33	0.0	0.0
	Min Top	42.31	16.50	-31.22	7.08	3.15	2.28	2.19	2.21	2.49	4.61	5.02	0.0	0.0
	Min Bottom	12.24	14.37	14.38	15.74	19.38	24.31	31.54	46.72	92.10	663.64	781.62	0.0	0.0
ST5 Truck	Max Top	29.26	31.60	31.77	37.85	44.54	54.94	72.54	104.43	186.20	1082.50	1265.19	0.0	0.0
	Max Bottom	9.91	3.97	-7.40	0.47	0.57	0.56	0.50	0.72	1.87	21.67	25.68	0.0	0.0
	Min Top	41.51	16.19	-20.79	7.33	3.12	2.25	2.16	2.20	2.52	5.31	5.77	0.0	0.0
	Min Bottom	11.92	14.09	14.11	15.44	19.02	23.85	30.94	45.84	90.35	651.00	766.64	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.4	-74.2	-78.0	-86.1	-77.8	-77.3	-166.9
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.1	-84.7	-89.6	-72.7	-54.8	-73.3	-74.4	-120.3
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.3	-85.9	-92.4	-103.3	-97.8	-97.4	-187.8
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.5	-64.9	-63.6	-40.4	-16.3	-28.6	-29.5	-73.6
HS20 Truck	Max Top	0.0	0.0	1342.16	1147.92	195.11	108.05	74.61	56.49	46.05	39.39	33.21	33.04	30.89
	Max Bottom	0.0	0.0	23.86	20.15	2.15	1.16	0.97	1.08	0.96	0.93	-54.68	5.26	11.12
	Min Top	0.0	0.0	10.27	9.09	2.94	2.34	2.22	2.32	3.25	7.01	-152.04	19.68	45.88
	Min Bottom	0.0	0.0	795.75	675.98	95.72	49.96	34.09	26.27	20.33	16.26	14.70	14.68	12.49
HS20 Lane	Max Top	0.0	0.0	1012.95	866.37	147.26	81.55	56.32	42.63	34.75	29.01	16.67	16.38	15.96
	Max Bottom	0.0	0.0	24.92	21.02	2.41	1.24	1.01	1.11	0.98	0.99	4.55	4.72	10.41
	Min Top	0.0	0.0	10.73	9.48	3.29	2.51	2.32	2.38	3.32	7.50	17.59	17.67	42.98
	Min Bottom	0.0	0.0	600.57	510.18	72.24	37.71	25.73	19.83	15.34	11.97	7.38	7.28	6.45
SU2 Truck	Max Top	0.0	0.0	2807.82	2400.69	408.09	226.00	156.06	118.15	96.31	82.39	69.47	69.11	64.64
	Max Bottom	0.0	0.0	45.11	38.06	4.30	2.28	1.93	2.13	1.88	1.69	32.18	11.00	23.26
	Min Top	0.0	0.0	19.42	17.18	5.88	4.63	4.42	4.59	6.33	12.79	124.47	41.16	95.96
	Min Bottom	0.0	0.0	1664.73	1413.69	200.20	104.49	71.31	54.95	42.52	34.01	30.74	30.70	26.14
SU3 Truck	Max Top	0.0	0.0	1446.37	1236.96	210.24	116.43	80.40	60.87	49.62	42.45	35.79	35.61	33.32
	Max Bottom	0.0	0.0	23.31	19.67	2.27	1.21	1.00	1.12	1.00	0.92	26.01	5.67	11.98
	Min Top	0.0	0.0	10.03	8.88	3.10	2.45	2.31	2.41	3.36	6.94	100.61	21.20	49.44
	Min Bottom	0.0	0.0	857.54	728.41	103.14	53.83	36.74	28.31	21.91	17.52	15.84	15.82	13.47
SU4 Truck	Max Top	0.0	0.0	1362.57	1165.26	198.05	109.68	75.74	57.34	46.74	39.99	33.71	33.54	31.38
	Max Bottom	0.0	0.0	22.45	18.95	2.15	1.13	0.94	1.05	0.93	0.85	21.29	5.34	11.29
	Min Top	0.0	0.0	9.66	8.55	2.94	2.29	2.17	2.26	3.15	6.46	82.37	19.98	46.57
	Min Bottom	0.0	0.0	807.85	686.19	97.16	50.71	34.61	26.67	20.64	16.51	14.92	14.90	12.69
C3 Truck	Max Top	0.0	0.0	1756.89	1502.53	255.38	141.43	97.66	73.94	60.27	51.56	43.47	43.25	40.33
	Max Bottom	0.0	0.0	29.64	25.03	2.95	1.55	1.30	1.45	1.30	1.30	-24.92	6.88	14.55
	Min Top	0.0	0.0	12.76	11.29	4.04	3.14	2.98	3.11	4.40	9.86	-69.30	25.76	60.05
	Min Bottom	0.0	0.0	1041.65	884.79	125.28	65.39	44.63	34.39	26.61	21.28	19.24	19.21	16.31
C4 Truck	Max Top	0.0	0.0	1352.15	1156.53	196.56	108.86	75.17	56.91	46.39	39.69	33.46	33.29	31.04
	Max Bottom	0.0	0.0	24.77	20.92	2.39	1.19	1.01	1.12	1.00	0.99	-7.79	5.30	11.20
	Min Top	0.0	0.0	10.66	9.44	3.27	2.40	2.31	2.40	3.36	7.51	-21.67	19.82	46.22
	Min Bottom	0.0	0.0	801.68	681.04	96.43	50.33	34.35	26.47	20.48	16.38	14.81	14.79	12.55
C5 Truck	Max Top	0.0	0.0	1343.43	1148.85	195.28	108.15	74.68	56.54	46.09	39.43	33.24	33.07	30.83
	Max Bottom	0.0	0.0	23.76	20.07	2.29	1.21	1.02	1.13	1.03	1.06	-13.04	5.26	11.13
	Min Top	0.0	0.0	10.23	9.06	3.13	2.46	2.33	2.43	3.47	8.05	-36.25	19.70	45.92
	Min Bottom	0.0	0.0	796.51	676.52	95.80	50.00	34.12	26.30	20.35	16.28	14.71	14.69	12.47
ST5 Truck	Max Top	0.0	0.0	1317.92	1127.13	191.57	106.09	73.26	55.46	45.21	38.68	32.61	32.44	30.03
	Max Bottom	0.0	0.0	27.32	148.45	2.31	1.21	1.00	1.11	1.02	1.10	-8.68	5.16	10.92
	Min Top	0.0	0.0	11.76	66.98	3.16	2.45	2.30	2.39	3.43	8.34	-24.14	19.32	45.05
	Min Bottom	0.0	0.0	781.38	663.74	93.98	49.05	33.47	25.80	19.96	15.97	14.43	14.41	12.15

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 2											
	Node	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
	Abscissa	**136.000**	**141.375**	**141.875**	**159.625**	**177.375**	**195.125**	**212.875**	**230.625**	**248.375**	**266.125**	**266.625**	**272.000**
DL	**Top**	-166.94	-77.81	-78.22	-84.17	-73.79	-68.20	-68.59	-75.02	-85.70	-80.06	-79.67	-170.17
	Bottom	-120.34	-76.36	-75.46	-62.17	-85.36	-103.51	-102.63	-79.90	-56.02	-68.62	-69.51	-113.67
DL + Grad	**Top**	-187.84	-98.51	-98.92	-104.07	-92.99	-86.70	-86.29	-92.02	-101.90	-95.56	-95.17	-185.47
	Bottom	-73.64	-30.16	-29.26	-17.67	-42.46	-62.31	-63.03	-42.00	-19.72	-34.02	-34.91	-79.57
HS20 Truck	**Max Top**	30.89	26.53	26.69	32.84	40.61	54.79	64.21	48.04	39.04	31.84	31.65	36.32
	Max Bottom	11.12	-33.29	-50.66	1.05	1.17	1.33	1.34	1.13	1.01	-166.71	4.96	8.77
	Min Top	45.88	-88.54	-137.50	6.40	3.13	2.34	2.37	3.27	6.88	-504.33	19.13	37.13
	Min Bottom	12.49	11.83	11.86	13.89	18.71	26.77	31.27	21.77	16.18	13.84	13.80	14.37
HS20 Lane	**Max Top**	15.96	15.33	15.58	25.16	28.38	31.61	33.89	32.10	29.05	17.34	17.05	17.55
	Max Bottom	10.41	5.42	5.18	1.36	1.32	1.42	1.40	1.17	1.02	2.57	2.62	5.08
	Min Top	42.98	19.77	19.47	8.33	3.53	2.49	2.47	3.40	6.89	10.23	10.11	21.51
	Min Bottom	6.45	6.84	6.92	10.64	13.08	15.44	16.51	14.54	12.04	7.54	7.43	6.94
SU2 Truck	**Max Top**	64.64	55.51	55.85	68.72	84.97	114.65	134.29	100.48	81.66	66.60	66.21	75.99
	Max Bottom	23.26	26.32	20.88	1.93	2.27	2.63	2.64	2.18	1.85	35.17	10.38	18.35
	Min Top	95.96	95.97	78.42	11.78	6.09	4.61	4.67	6.35	12.59	139.77	40.04	77.69
	Min Bottom	26.14	24.75	24.82	29.07	39.16	56.02	65.41	45.53	33.85	28.95	28.87	30.06
SU3 Truck	**Max Top**	33.32	28.61	28.78	35.42	43.80	59.09	69.18	51.77	42.07	34.31	34.11	39.14
	Max Bottom	11.98	21.70	15.55	1.05	1.20	1.38	1.38	1.16	1.01	24.35	5.35	9.46
	Min Top	49.44	79.13	58.40	6.39	3.23	2.41	2.45	3.37	6.83	96.78	20.64	40.04
	Min Bottom	13.47	12.76	12.79	14.98	20.18	28.87	33.70	23.46	17.44	14.91	14.87	15.48
SU4 Truck	**Max Top**	31.38	26.95	27.11	33.36	41.25	55.66	65.17	48.76	39.63	32.32	32.13	36.87
	Max Bottom	11.29	17.89	13.24	0.97	1.13	1.29	1.30	1.08	0.94	20.85	5.04	8.91
	Min Top	46.57	65.23	49.74	5.95	3.02	2.27	2.30	3.15	6.36	82.85	19.44	37.71
	Min Bottom	12.69	12.02	12.05	14.11	19.01	27.19	31.74	22.10	16.43	14.05	14.01	14.59
C3 Truck	**Max Top**	40.33	34.63	34.84	42.87	53.01	71.52	84.04	62.88	51.10	41.68	41.43	47.53
	Max Bottom	14.55	-20.26	-23.91	1.47	1.59	1.80	1.81	1.53	1.42	-31.81	6.48	11.45
	Min Top	60.05	-53.89	-64.90	8.96	4.25	3.16	3.20	4.44	9.67	-96.22	24.98	48.47
	Min Bottom	16.31	15.44	15.48	18.13	24.43	34.95	40.93	28.49	21.18	18.12	18.07	18.80
C4 Truck	**Max Top**	31.04	26.66	26.82	33.00	40.81	55.06	64.68	48.40	39.33	32.08	31.89	36.58
	Max Bottom	11.20	-28.20	-41.97	1.11	1.22	1.39	1.40	1.17	1.08	-8.88	4.98	8.81
	Min Top	46.22	-75.00	-113.91	6.80	3.26	2.44	2.48	3.41	7.35	-26.87	19.23	37.31
	Min Bottom	12.55	11.89	11.92	13.96	18.80	26.90	31.51	21.93	16.30	13.94	13.91	14.47
C5 Truck	**Max Top**	30.83	26.48	26.64	32.78	40.53	54.69	64.26	48.08	39.08	31.87	31.68	36.34
	Max Bottom	11.13	-11.26	-12.61	1.18	1.25	1.41	1.42	1.21	1.16	-15.00	4.95	8.75
	Min Top	45.92	-29.96	-34.23	7.22	3.36	2.48	2.52	3.51	7.86	-45.37	19.10	37.06
	Min Bottom	12.47	11.81	11.84	13.87	18.68	26.72	31.30	21.79	16.20	13.85	13.82	14.38
ST5 Truck	**Max Top**	30.03	25.79	25.95	31.93	39.48	53.26	63.04	47.17	38.33	31.26	31.08	35.64
	Max Bottom	10.92	-7.79	-8.41	1.23	1.24	1.40	1.40	1.20	1.20	-9.56	4.82	8.53
	Min Top	45.05	-20.72	-22.82	7.54	3.33	2.45	2.48	3.49	8.14	-28.94	18.60	36.09
	Min Bottom	12.15	11.50	11.53	13.50	18.19	26.02	30.70	21.37	15.89	13.59	13.55	14.10

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.17	-80.69	-81.07	-86.40	-75.41	-69.20	-69.00	-74.83	-84.93	-78.71	-78.30	-168.57
	Bottom	-113.67	-70.05	-69.19	-57.29	-81.86	-101.37	-101.84	-80.43	-57.85	-71.75	-72.67	-117.21
DL + Grad	Top	-185.47	-95.99	-96.37	-102.00	-91.21	-85.30	-85.30	-91.43	-101.73	-95.81	-95.40	-185.67
	Bottom	-79.57	-35.85	-34.89	-22.49	-46.46	-65.47	-65.34	-43.43	-20.25	-33.65	-34.57	-78.91
HS20 Truck	Max Top	36.32	31.21	31.40	38.57	47.62	64.15	64.85	48.12	38.90	31.60	31.41	36.65
	Max Bottom	8.77	4.33	4.25	1.09	1.20	1.36	1.37	1.15	1.06	-214.50	5.14	10.43
	Min Top	37.13	16.63	16.81	6.91	3.30	2.42	2.41	3.27	6.79	-608.93	18.73	42.93
	Min Bottom	14.37	13.59	13.63	16.01	21.66	31.10	31.49	21.84	16.23	13.89	13.85	14.67
HS20 Lane	Max Top	17.55	17.07	17.37	29.63	33.39	35.95	35.67	32.52	28.42	16.72	16.43	16.99
	Max Bottom	5.08	2.60	2.55	1.08	1.22	1.37	1.37	1.18	1.09	2.94	3.00	5.87
	Min Top	21.51	9.97	10.08	6.80	3.34	2.42	2.42	3.36	6.97	11.02	10.92	24.16
	Min Bottom	6.94	7.43	7.54	12.30	15.19	17.43	17.32	14.76	11.86	7.35	7.25	6.80
SU2 Truck	Max Top	75.99	65.30	65.69	80.69	99.64	134.22	135.64	100.64	81.35	66.08	65.69	76.66
	Max Bottom	18.35	9.06	8.89	2.00	2.34	2.68	2.69	2.24	1.94	36.35	10.76	21.81
	Min Top	77.69	34.80	35.18	12.65	6.40	4.76	4.75	6.35	12.43	136.39	39.19	89.81
	Min Bottom	30.06	28.44	28.52	33.51	45.32	65.07	65.87	45.69	33.96	29.06	28.98	30.68
SU3 Truck	Max Top	39.14	33.63	33.83	41.56	51.32	69.13	69.88	51.85	41.91	34.05	33.84	39.49
	Max Bottom	9.46	4.67	4.58	1.09	1.24	1.41	1.41	1.19	1.06	24.96	5.54	11.23
	Min Top	40.04	17.94	18.13	6.87	3.39	2.49	2.49	3.37	6.75	93.66	20.18	46.26
	Min Bottom	15.48	14.65	14.69	17.26	23.34	33.52	33.93	23.54	17.49	14.97	14.93	15.80
SU4 Truck	Max Top	36.87	31.68	31.87	39.15	48.35	65.13	65.83	48.84	39.48	32.07	31.88	37.20
	Max Bottom	8.91	4.40	4.32	1.01	1.16	1.32	1.32	1.11	0.98	21.17	5.22	10.58
	Min Top	37.71	16.90	17.08	6.40	3.18	2.34	2.33	3.15	6.28	79.42	19.02	43.58
	Min Bottom	14.59	13.80	13.84	16.26	21.99	31.58	31.97	22.17	16.48	14.10	14.06	14.89
C3 Truck	Max Top	47.53	40.84	41.08	50.47	62.32	83.94	84.88	62.98	50.91	41.35	41.11	47.97
	Max Bottom	11.45	5.65	5.55	1.54	1.64	1.84	1.85	1.56	1.49	-34.67	6.73	13.64
	Min Top	48.47	21.71	21.95	9.71	4.48	3.27	3.26	4.44	9.54	-98.42	24.51	56.17
	Min Bottom	18.80	17.79	17.84	20.96	28.35	40.70	41.22	28.59	21.25	18.18	18.13	19.20
C4 Truck	Max Top	36.58	31.43	31.62	38.84	47.96	64.61	65.33	48.48	39.18	31.83	31.64	36.92
	Max Bottom	8.81	4.35	4.27	1.17	1.25	1.42	1.43	1.20	1.13	-9.57	5.18	10.50
	Min Top	37.31	16.71	16.90	7.38	3.43	2.53	2.52	3.41	7.26	-27.16	18.86	43.23
	Min Bottom	14.47	13.69	13.73	16.13	21.82	31.33	31.73	22.00	16.35	13.99	13.96	14.78
C5 Truck	Max Top	36.34	31.23	31.42	38.59	47.65	64.19	64.90	48.16	38.93	31.62	31.43	36.68
	Max Bottom	8.75	4.32	4.24	1.25	1.29	1.45	1.45	1.24	1.21	-16.17	5.15	10.43
	Min Top	37.06	16.60	16.78	7.88	3.54	2.57	2.56	3.51	7.76	-45.91	18.74	42.96
	Min Bottom	14.38	13.60	13.64	16.02	21.68	31.12	31.52	21.86	16.25	13.90	13.87	14.68
ST5 Truck	Max Top	35.64	30.61	30.80	37.83	46.71	62.92	63.67	47.24	38.19	31.02	30.83	36.00
	Max Bottom	8.53	4.21	4.13	1.29	1.28	1.43	1.43	1.23	1.26	-10.27	5.05	10.23
	Min Top	36.09	16.17	16.35	8.17	3.52	2.53	2.52	3.49	8.03	-29.15	18.37	42.11
	Min Bottom	14.10	13.33	13.37	15.71	21.25	30.51	30.92	21.44	15.94	13.64	13.60	14.41

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-168.57	-79.25	-79.65	-85.64	-75.31	-69.76	-70.19	-76.65	-87.36	-81.76	-81.36	-171.87
	Bottom	-117.21	-73.13	-72.23	-58.84	-81.93	-100.00	-99.03	-76.22	-52.28	-64.80	-65.69	-109.83
DL + Grad	Top	-185.67	-96.35	-96.75	-102.44	-91.91	-86.06	-86.29	-92.45	-102.96	-97.06	-96.66	-187.17
	Bottom	-78.91	-35.03	-34.13	-21.24	-44.93	-63.50	-63.13	-40.82	-17.48	-30.50	-31.49	-75.73
HS20 Truck	Max Top	36.65	31.48	31.51	38.96	48.18	64.98	64.31	47.77	38.66	31.45	31.26	36.45
	Max Bottom	10.43	5.21	5.09	1.11	1.19	1.33	1.32	1.07	0.88	3.75	3.84	8.36
	Min Top	42.93	19.01	19.13	6.86	3.30	2.45	2.46	3.37	7.00	16.98	16.80	37.53
	Min Bottom	14.67	13.87	13.84	16.28	21.93	31.35	30.93	21.36	15.80	13.48	13.44	14.24
HS20 Lane	Max Top	16.99	16.47	16.76	28.47	32.56	35.74	36.04	33.50	29.70	17.40	17.09	17.62
	Max Bottom	5.87	3.03	2.97	1.13	1.22	1.34	1.32	1.08	0.87	2.25	2.30	4.84
	Min Top	24.16	11.08	11.18	7.04	3.38	2.46	2.47	3.40	6.89	10.19	10.07	21.74
	Min Bottom	6.80	7.26	7.36	11.89	14.82	17.25	17.33	14.97	12.14	7.45	7.35	6.88
SU2 Truck	Max Top	76.66	65.85	66.24	81.50	100.77	135.90	134.56	99.95	80.88	65.80	65.41	76.25
	Max Bottom	21.81	10.89	25.84	2.02	2.31	2.62	2.59	2.07	1.61	7.85	8.03	17.49
	Min Top	89.81	39.77	97.15	12.56	6.40	4.81	4.85	6.53	12.82	35.54	35.16	78.54
	Min Bottom	30.68	29.01	29.09	34.04	45.86	65.58	64.71	44.68	33.06	28.19	28.12	29.79
SU3 Truck	Max Top	39.49	33.92	34.13	41.99	51.91	70.01	69.31	51.48	41.66	33.89	33.69	39.27
	Max Bottom	11.23	5.61	19.82	1.10	1.22	1.37	1.36	1.10	0.87	4.05	4.14	9.02
	Min Top	46.26	20.48	74.54	6.82	3.39	2.52	2.54	3.46	6.96	18.32	18.12	40.48
	Min Bottom	15.80	14.95	14.99	17.54	23.63	33.79	33.33	23.01	17.03	14.52	14.48	15.35
SU4 Truck	Max Top	37.20	31.96	32.15	39.55	48.90	65.96	65.29	48.50	39.25	31.93	31.74	37.00
	Max Bottom	10.58	5.28	16.67	1.02	1.14	1.29	1.27	1.03	0.81	3.81	3.90	8.49
	Min Top	43.58	19.30	62.66	6.35	3.18	2.37	2.38	3.24	6.48	17.25	17.07	38.13
	Min Bottom	14.89	14.08	14.12	16.52	22.26	31.83	31.40	21.68	16.04	13.68	13.64	14.46
C3 Truck	Max Top	47.97	41.20	41.45	51.00	63.06	85.05	84.16	62.51	50.59	41.15	40.91	47.69
	Max Bottom	13.64	6.81	-23.54	1.55	1.61	1.80	1.78	1.45	1.24	4.90	5.01	10.91
	Min Top	56.17	24.87	-67.15	9.64	4.48	3.30	3.33	4.57	9.84	22.17	21.93	49.00
	Min Bottom	19.20	18.16	18.20	21.30	28.70	41.04	40.47	27.95	20.67	17.63	17.59	18.63
C4 Truck	Max Top	36.92	31.71	31.91	39.25	48.53	65.46	64.77	48.11	38.94	31.67	31.49	36.71
	Max Bottom	10.50	5.24	-25.83	1.18	1.24	1.39	1.38	1.11	0.94	3.77	3.86	8.40
	Min Top	43.23	19.14	-73.65	7.33	3.43	2.55	2.57	3.50	7.48	17.07	16.88	37.72
	Min Bottom	14.78	13.97	14.01	16.40	22.09	31.59	31.15	21.51	15.91	13.57	13.54	14.34
C5 Truck	Max Top	36.68	31.51	31.70	39.00	48.22	65.03	64.36	47.80	38.69	31.47	31.28	36.47
	Max Bottom	10.43	5.21	-12.39	1.26	1.28	1.41	1.40	1.15	1.00	3.75	3.83	8.35
	Min Top	42.96	19.02	-35.34	7.83	3.54	2.59	2.61	3.61	7.99	16.95	16.77	37.46
	Min Bottom	14.68	13.88	13.92	16.29	21.94	31.38	30.95	21.37	15.81	13.49	13.45	14.25
ST5 Truck	Max Top	36.00	30.91	31.09	38.25	47.30	63.79	63.08	46.86	37.92	30.85	30.66	35.77
	Max Bottom	10.23	5.11	-8.43	1.31	1.27	1.39	1.38	1.14	1.04	3.65	3.73	8.13
	Min Top	42.11	18.64	-24.03	8.11	3.52	2.56	2.58	3.59	8.28	16.51	16.33	36.49
	Min Bottom	14.41	13.62	13.65	15.98	21.53	30.78	30.34	20.95	15.50	13.22	13.18	13.97

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-171.87	-82.01	-82.36	-86.38	-74.08	-66.58	-65.06	-69.59	-78.40	-70.87	-70.42	-147.44
	Bottom	-109.83	-67.10	-66.32	-57.33	-84.82	-107.25	-110.63	-92.13	-72.46	-89.27	-90.27	-130.10
DL + Grad	Top	-187.17	-97.51	-97.86	-102.58	-91.08	-84.28	-83.56	-88.79	-98.30	-91.57	-91.12	-168.34
	Bottom	-75.73	-32.50	-31.72	-21.03	-46.92	-67.65	-69.43	-49.23	-27.96	-43.07	-44.07	-83.40
HS20 Truck	Max Top	36.45	31.84	32.03	39.11	47.92	63.87	54.34	40.17	32.37	26.19	26.03	29.60
	Max Bottom	8.36	4.64	-42.52	1.07	1.24	1.43	1.47	1.33	1.47	142.18	-214.93	12.41
	Min Top	37.53	19.82	-138.54	6.95	3.22	2.29	2.21	2.91	5.87	346.55	-420.12	39.95
	Min Bottom	14.24	13.72	13.76	16.24	22.04	31.62	27.22	19.03	14.27	12.28	12.25	12.75
HS20 Lane	Max Top	17.62	17.15	17.44	29.10	32.02	33.71	31.35	28.07	24.80	15.29	15.04	15.29
	Max Bottom	4.84	2.45	2.41	1.07	1.29	1.49	1.57	1.50	1.91	7.07	7.36	11.63
	Min Top	21.74	10.47	10.59	6.96	3.35	2.38	2.35	3.28	7.64	17.23	17.46	37.43
	Min Bottom	6.88	7.39	7.49	12.08	14.73	16.69	15.71	13.30	10.93	7.17	7.08	6.59
SU2 Truck	Max Top	76.25	66.60	66.99	81.80	100.24	133.59	113.71	84.06	67.73	54.81	54.47	61.94
	Max Bottom	17.49	9.72	23.48	1.96	2.41	2.82	2.90	2.58	2.71	47.87	68.67	25.96
	Min Top	78.54	41.48	102.97	12.71	6.25	4.50	4.34	5.66	10.80	116.67	162.88	83.57
	Min Bottom	29.79	28.69	28.77	33.97	46.09	66.13	56.96	39.81	29.86	25.69	25.63	26.68
SU3 Truck	Max Top	39.27	34.31	34.51	42.14	51.64	68.82	58.61	43.33	34.91	28.25	28.08	31.92
	Max Bottom	9.02	5.01	18.06	1.06	1.28	1.48	1.52	1.37	1.47	29.73	47.35	13.38
	Min Top	40.48	21.38	79.23	6.90	3.32	2.36	2.27	3.00	5.87	72.46	112.32	43.05
	Min Bottom	15.35	14.78	14.82	17.50	23.75	34.07	29.36	20.52	15.39	13.24	13.21	13.75
SU4 Truck	Max Top	37.00	32.32	32.51	39.70	48.65	64.83	55.20	40.81	32.88	26.61	26.44	30.07
	Max Bottom	8.49	4.72	15.16	0.99	1.20	1.39	1.43	1.28	1.37	22.72	33.20	12.60
	Min Top	38.13	20.14	66.52	6.42	3.10	2.21	2.13	2.81	5.46	55.37	78.74	40.56
	Min Bottom	14.46	13.92	13.96	16.49	22.37	32.09	27.65	19.33	14.49	12.47	12.44	12.95
C3 Truck	Max Top	47.69	41.68	41.92	51.19	62.73	83.60	70.94	52.44	42.25	34.19	33.98	38.64
	Max Bottom	10.91	6.06	-21.09	1.50	1.69	1.93	1.99	1.80	2.06	-64.89	-44.22	16.25
	Min Top	49.00	25.88	-68.71	9.76	4.37	3.08	2.97	3.95	8.22	-129.41	-86.44	52.30
	Min Bottom	18.63	17.96	18.01	21.26	28.85	41.38	35.54	24.84	18.63	16.03	15.99	16.65
C4 Truck	Max Top	36.71	32.08	32.27	39.40	48.28	64.35	54.61	40.37	32.53	26.32	26.16	29.74
	Max Bottom	8.40	4.67	-22.37	1.14	1.29	1.49	1.54	1.38	1.56	-15.05	-13.22	12.50
	Min Top	37.72	19.92	-72.90	7.42	3.35	2.38	2.30	3.03	6.23	-30.01	-25.85	40.25
	Min Bottom	14.34	13.82	13.86	16.36	22.20	31.85	27.36	19.12	14.34	12.34	12.31	12.81
C5 Truck	Max Top	36.47	31.87	32.05	39.14	47.97	63.93	54.24	40.10	32.31	26.14	25.98	29.54
	Max Bottom	8.35	4.64	-11.11	1.22	1.33	1.52	1.56	1.42	1.66	-25.95	-20.97	12.42
	Min Top	37.46	19.79	-36.20	7.93	3.46	2.42	2.34	3.12	6.63	-51.75	-40.98	39.99
	Min Bottom	14.25	13.73	13.77	16.26	22.06	31.64	27.17	18.99	14.24	12.26	12.22	12.73
ST5 Truck	Max Top	35.77	31.26	31.45	38.40	47.05	62.71	52.83	39.05	31.47	25.46	25.31	28.78
	Max Bottom	8.13	4.52	-7.55	1.27	1.33	1.50	1.54	1.41	1.73	-14.98	-13.12	12.19
	Min Top	36.49	19.27	-24.61	8.22	3.43	2.39	2.31	3.10	6.91	-29.86	-25.65	39.23
	Min Bottom	13.97	13.47	13.51	15.95	21.64	31.04	26.46	18.50	13.87	11.94	11.91	12.40

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendon 1 of Span 6 Removed
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-147.44	-61.06	-61.71	-76.32	-74.60	-75.15	-78.12	-73.21	-59.59	-29.66	-28.57	-22.1	0.0
	Bottom	-130.10	-79.19	-77.74	-45.10	-48.93	-48.57	-41.92	-48.99	-79.41	-146.30	-148.72	-163.2	0.0
DL + Grad	Top	-168.34	-81.16	-81.71	-93.52	-89.00	-86.85	-87.02	-79.31	-62.89	-30.16	-29.07	-22.1	0.0
	Bottom	-83.40	-34.29	-33.04	-6.60	-16.63	-22.57	-22.12	-35.39	-72.01	-145.10	-147.72	-163.2	0.0
HS20 Truck	Max Top	29.60	31.68	31.86	38.44	45.65	56.62	74.93	107.79	191.47	1104.81	1290.87	0.0	0.0
	Max Bottom	12.41	5.93	-58.76	0.50	0.42	0.37	0.28	0.49	1.54	18.68	22.21	0.0	0.0
	Min Top	39.95	14.60	-118.79	6.05	3.08	2.35	2.28	2.31	2.54	4.85	5.26	0.0	0.0
	Min Bottom	12.75	14.86	14.86	15.84	19.09	23.62	30.46	45.25	90.20	660.93	778.70	0.0	0.0
HS20 Lane	Max Top	15.29	15.70	15.99	28.31	34.45	42.73	56.56	81.36	144.51	833.83	974.24	0.0	0.0
	Max Bottom	11.63	5.32	5.09	0.54	0.43	0.38	0.29	0.52	1.73	19.49	23.20	0.0	0.0
	Min Top	37.43	13.11	13.14	6.48	3.14	2.41	2.38	2.47	2.84	5.06	5.49	0.0	0.0
	Min Bottom	6.59	7.36	7.46	11.66	14.41	17.83	22.99	34.15	68.08	498.82	587.70	0.0	0.0
SU2 Truck	Max Top	61.94	66.26	66.64	80.40	95.47	118.42	156.73	225.46	400.46	2310.88	2699.92	0.0	0.0
	Max Bottom	25.96	12.40	36.05	0.91	0.82	0.73	0.56	0.96	3.08	35.29	41.99	0.0	0.0
	Min Top	83.57	30.54	92.94	11.05	5.99	4.66	4.54	4.56	5.08	9.16	9.94	0.0	0.0
	Min Bottom	26.68	31.08	31.09	33.12	39.93	49.41	63.71	94.64	188.66	1382.43	1628.69	0.0	0.0
SU3 Truck	Max Top	31.92	34.14	34.33	41.42	49.19	61.01	80.74	116.15	206.31	1190.46	1391.04	0.0	0.0
	Max Bottom	13.38	6.39	29.13	0.50	0.43	0.38	0.29	0.51	1.63	18.24	21.70	0.0	0.0
	Min Top	43.05	15.73	75.12	6.00	3.18	2.44	2.37	2.41	2.68	4.74	5.14	0.0	0.0
	Min Bottom	13.75	16.01	16.02	17.07	20.57	25.45	32.82	48.76	97.19	712.17	839.12	0.0	0.0
SU4 Truck	Max Top	30.07	32.16	32.34	39.02	46.33	57.47	76.06	109.42	194.35	1121.49	1310.23	0.0	0.0
	Max Bottom	12.60	6.02	23.85	0.46	0.41	0.36	0.28	0.48	1.54	17.56	20.90	0.0	0.0
	Min Top	40.56	14.82	61.50	5.58	2.98	2.29	2.22	2.26	2.54	4.56	4.95	0.0	0.0
	Min Bottom	12.95	15.08	15.09	16.08	19.38	23.98	30.92	45.93	91.56	670.91	790.38	0.0	0.0
C3 Truck	Max Top	38.64	41.47	41.71	50.31	59.75	74.11	98.08	141.09	250.62	1445.89	1689.46	0.0	0.0
	Max Bottom	16.25	7.76	-26.78	0.71	0.57	0.49	0.38	0.65	2.12	23.20	27.59	0.0	0.0
	Min Top	52.30	19.11	-54.14	8.52	4.16	3.16	3.07	3.10	3.49	6.02	6.53	0.0	0.0
	Min Bottom	16.65	19.45	19.46	20.73	24.99	30.92	39.87	59.22	118.07	864.97	1019.14	0.0	0.0
C4 Truck	Max Top	29.74	31.92	32.10	38.73	45.99	57.04	75.49	108.60	192.89	1112.91	1300.48	0.0	0.0
	Max Bottom	12.50	5.97	-8.37	0.54	0.43	0.38	0.29	0.50	1.72	19.40	23.05	0.0	0.0
	Min Top	40.25	14.71	-16.93	6.49	3.18	2.43	2.38	2.37	2.83	5.04	5.46	0.0	0.0
	Min Bottom	12.81	14.97	14.97	15.96	19.23	23.80	30.69	45.58	90.87	665.77	784.50	0.0	0.0
C5 Truck	Max Top	29.54	31.71	31.89	38.47	45.69	56.67	75.00	107.89	191.64	1105.71	1292.09	0.0	0.0
	Max Bottom	12.42	5.93	-14.01	0.58	0.45	0.39	0.30	0.51	1.64	18.60	22.12	0.0	0.0
	Min Top	39.99	14.61	-28.32	6.96	3.28	2.47	2.40	2.42	2.70	4.83	5.23	0.0	0.0
	Min Bottom	12.73	14.87	14.88	15.85	19.11	23.64	30.49	45.29	90.28	661.46	779.44	0.0	0.0
ST5 Truck	Max Top	28.78	31.11	31.28	37.74	44.82	55.59	73.57	105.84	187.99	1084.64	1267.33	0.0	0.0
	Max Bottom	12.19	5.82	-9.33	0.60	0.44	0.38	0.29	0.51	1.66	21.42	25.43	0.0	0.0
	Min Top	39.23	14.34	-18.86	7.20	3.25	2.43	2.36	2.41	2.73	5.56	6.02	0.0	0.0
	Min Bottom	12.40	14.59	14.59	15.55	18.74	23.19	29.91	44.43	88.56	648.86	764.50	0.0	0.0

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			26.92	22.77	2.53	1.30	1.03	1.10	1.13	1.70			
	Min											8.68	8.60	12.82
LANE LD	Max			28.12	23.75	2.83	1.40	1.07	1.13	1.15	1.82			
	Min											4.36	4.26	6.62
SU2	Max			50.89	43.00	5.05	2.58	2.04	2.19	2.20	3.10			
	Min											18.16	17.99	26.83
SU3	Max			26.30	22.22	2.66	1.36	1.07	1.15	1.17	1.68			
	Min											9.35	9.27	13.83
SU4	Max			25.32	21.40	2.52	1.28	1.00	1.08	1.09	1.57			
	Min											8.81	8.73	13.02
C3	Max			33.44	28.27	3.46	1.75	1.38	1.48	1.53	2.39			
	Min											11.36	11.26	16.74
C4	Max			27.94	23.64	2.81	1.34	1.07	1.14	1.17	1.82			
	Min											8.75	8.67	12.88
C5	Max			26.81	22.67	2.69	1.37	1.08	1.16	1.21	1.95			
	Min											8.69	8.61	12.80
ST5	Max			30.82	167.70	2.71	1.36	1.06	1.14	1.19	2.02			
	Min											8.52	8.45	12.46

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 2

Node Service Section Abscissa		13 12 136	14 13 141.375	15 14 141.875	16 15 159.625	17 16 177.375	18 17 195.125	19 18 212.875	20 19 230.625	21 20 248.375	22 21 266.125	23 22 266.625	24 23 272
TRUCK	Max				1.68	1.25	1.26	1.28	1.25	1.81			
	Min	12.82	6.95	7.02							8.55	8.46	15.80
LANE LD	Max				2.19	1.40	1.35	1.34	1.30	1.81			
	Min	6.62	4.02	4.10							4.65	4.56	7.64
SU2	Max				3.10	2.42	2.49	2.52	2.43	3.31			
	Min	26.83	14.55	14.69							17.87	17.70	33.06
SU3	Max				1.68	1.28	1.30	1.32	1.29	1.80			
	Min	13.83	7.50	7.57							9.21	9.12	17.03
SU4	Max				1.56	1.20	1.22	1.24	1.21	1.67			
	Min	13.02	7.06	7.13							8.67	8.59	16.04
C3	Max				2.35	1.69	1.70	1.73	1.70	2.54			
	Min	16.74	9.08	9.17							11.18	11.08	20.68
C4	Max				1.79	1.30	1.32	1.34	1.30	1.93			
	Min	12.88	6.99	7.06							8.61	8.53	15.92
C5	Max				1.90	1.33	1.34	1.36	1.34	2.06			
	Min	12.80	6.94	7.01							8.55	8.47	15.81
ST5	Max				1.98	1.33	1.32	1.34	1.34	2.14			
	Min	12.46	6.76	6.83							8.39	8.31	15.51

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				1.90	1.35	1.33	1.33	1.29	1.84			
	Min	15.80	8.41	8.49							8.44	8.36	15.93
LANE LD	Max				1.87	1.36	1.33	1.33	1.32	1.88			
	Min	7.64	4.60	4.70							4.47	4.37	7.39
SU2	Max				3.48	2.61	2.61	2.61	2.50	3.36			
	Min	33.06	17.59	17.76							17.66	17.49	33.31
SU3	Max				1.89	1.38	1.37	1.37	1.32	1.82			
	Min	17.03	9.06	9.15							9.10	9.01	17.16
SU4	Max				1.76	1.29	1.28	1.28	1.24	1.70			
	Min	16.04	8.54	8.62							8.57	8.49	16.17
C3	Max				2.67	1.83	1.79	1.79	1.75	2.58			
	Min	20.68	11.00	11.11							11.05	10.94	20.85
C4	Max				2.03	1.40	1.39	1.39	1.34	1.96			
	Min	15.92	8.47	8.55							8.50	8.42	16.05
C5	Max				2.17	1.44	1.41	1.41	1.38	2.10			
	Min	15.81	8.42	8.50							8.45	8.37	15.94
ST5	Max				2.24	1.43	1.39	1.39	1.37	2.17			
	Min	15.51	8.25	8.33							8.29	8.21	15.64

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				1.87	1.32	1.29	1.28	1.22	1.69			
	Min	15.93	8.45	8.49							8.53	8.45	15.93
LANE LD	Max				1.92	1.35	1.30	1.28	1.23	1.66			
	Min	7.39	4.42	4.51							4.72	4.62	7.70
SU2	Max				3.43	2.55	2.54	2.52	2.36	3.09			
	Min	33.31	17.66	17.84							17.85	17.68	33.33
SU3	Max				1.86	1.35	1.33	1.32	1.25	1.68			
	Min	17.16	9.10	9.19							9.20	9.11	17.17
SU4	Max				1.73	1.27	1.25	1.24	1.17	1.56			
	Min	16.17	8.57	8.66							8.66	8.58	16.17
C3	Max				2.63	1.79	1.74	1.73	1.65	2.37			
	Min	20.85	11.05	11.16							11.17	11.06	20.85
C4	Max				2.00	1.37	1.35	1.34	1.27	1.80			
	Min	16.05	8.51	8.59							8.59	8.51	16.04
C5	Max				2.14	1.41	1.37	1.36	1.31	1.93			
	Min	15.94	8.45	8.54							8.54	8.46	15.94
ST5	Max				2.22	1.40	1.35	1.34	1.30	2.00			
	Min	15.64	8.29	8.37							8.37	8.29	15.63

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				1.86	1.36	1.37	1.40	1.42	2.11			
	Min	15.93	8.66	8.74							6.69	6.62	12.03
LANE LD	Max				1.86	1.42	1.43	1.49	1.59	2.74			
	Min	7.70	4.66	4.76							3.91	3.83	6.22
SU2	Max				3.40	2.64	2.70	2.76	2.75	3.88			
	Min	33.33	18.12	18.28							14.00	13.86	25.18
SU3	Max				1.85	1.40	1.41	1.45	1.46	2.11			
	Min	17.17	9.33	9.42							7.22	7.14	12.98
SU4	Max				1.72	1.31	1.33	1.36	1.36	1.96			
	Min	16.17	8.79	8.87							6.80	6.73	12.22
C3	Max				2.61	1.85	1.85	1.89	1.92	2.95			
	Min	20.85	11.34	11.44							8.74	8.65	15.71
C4	Max				1.99	1.42	1.43	1.46	1.47	2.24			
	Min	16.04	8.73	8.81							6.73	6.66	12.09
C5	Max				2.12	1.46	1.45	1.49	1.51	2.38			
	Min	15.94	8.67	8.75							6.68	6.61	12.01
ST5	Max				2.20	1.45	1.43	1.47	1.51	2.48			
	Min	15.63	8.50	8.58							6.51	6.44	11.70

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				1.24	0.61	0.46	0.40	0.69	1.96	21.29	25.25	0	0
	Min	12.03	7.21	7.30									0	0
LANE LD	Max				1.32	0.63	0.47	0.42	0.74	2.19	22.20	26.37	0	0
	Min	6.22	3.57	3.66									0	0
SU2	Max				2.26	1.20	0.91	0.80	1.36	3.90	40.21	47.74	0	0
	Min	25.18	15.08	15.26									0	0
SU3	Max				1.22	0.64	0.47	0.41	0.72	2.06	20.78	24.67	0	0
	Min	12.98	7.77	7.86									0	0
SU4	Max				1.14	0.59	0.45	0.39	0.67	1.95	20.01	23.76	0	0
	Min	12.22	7.32	7.41									0	0
C3	Max				1.74	0.83	0.61	0.54	0.92	2.68	26.44	31.37	0	0
	Min	15.71	9.43	9.55									0	0
C4	Max				1.32	0.64	0.47	0.42	0.71	2.17	22.10	26.21	0	0
	Min	12.09	7.26	7.35									0	0
C5	Max				1.42	0.66	0.48	0.42	0.72	2.08	21.20	25.15	0	0
	Min	12.01	7.21	7.30									0	0
ST5	Max				1.47	0.65	0.47	0.41	0.72	2.10	24.40	28.91	0	0
	Min	11.70	7.08	7.16									0	0

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			26.70	22.55	2.33	1.10	0.83	0.93	1.01	1.81			
	Min											8.19	8.10	12.33
LANE LD	Max			27.89	23.52	2.60	1.18	0.86	0.95	1.03	1.93			
	Min											4.11	4.01	6.37
SU2	Max			50.48	42.59	4.64	2.17	1.65	1.83	1.97	3.30			
	Min											17.12	16.93	25.79
SU3	Max			26.09	22.01	2.45	1.15	0.86	0.96	1.04	1.79			
	Min											8.82	8.72	13.29
SU4	Max			25.12	21.20	2.32	1.08	0.81	0.90	0.98	1.67			
	Min											8.31	8.22	12.52
C3	Max			33.17	28.00	3.19	1.48	1.11	1.24	1.36	2.54			
	Min											10.72	10.60	16.09
C4	Max			27.72	23.41	2.58	1.13	0.86	0.96	1.04	1.94			
	Min											8.25	8.16	12.39
C5	Max			26.59	22.45	2.47	1.16	0.87	0.97	1.08	2.08			
	Min											8.19	8.10	12.30
ST5	Max			30.57	166.10	2.50	1.15	0.86	0.96	1.07	2.15			
	Min											8.04	7.95	11.98

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				1.87	1.21	1.16	1.17	1.17	1.88			
	Min	12.33	6.53	6.61							8.20	8.11	15.37
LANE LD	Max				2.43	1.36	1.24	1.22	1.22	1.89			
	Min	6.37	3.78	3.86							4.46	4.36	7.43
SU2	Max				3.44	2.34	2.29	2.30	2.27	3.44			
	Min	25.79	13.67	13.83							17.14	16.95	32.16
SU3	Max				1.87	1.24	1.20	1.21	1.20	1.87			
	Min	13.29	7.05	7.13							8.83	8.73	16.56
SU4	Max				1.74	1.16	1.13	1.13	1.13	1.74			
	Min	12.52	6.64	6.71							8.32	8.23	15.60
C3	Max				2.61	1.63	1.57	1.58	1.59	2.64			
	Min	16.09	8.53	8.63							10.73	10.61	20.11
C4	Max				1.98	1.25	1.21	1.22	1.22	2.01			
	Min	12.39	6.57	6.64							8.26	8.17	15.48
C5	Max				2.11	1.29	1.23	1.24	1.26	2.15			
	Min	12.30	6.52	6.60							8.20	8.11	15.38
ST5	Max				2.20	1.28	1.22	1.22	1.25	2.23			
	Min	11.98	6.35	6.42							8.05	7.96	15.08

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				1.95	1.24	1.19	1.19	1.20	1.93			
	Min	15.37	8.06	8.15							8.05	7.96	15.44
LANE LD	Max				1.92	1.25	1.19	1.20	1.23	1.98			
	Min	7.43	4.41	4.51							4.26	4.16	7.16
SU2	Max				3.58	2.41	2.34	2.35	2.32	3.53			
	Min	32.16	16.87	17.05							16.84	16.65	32.29
SU3	Max				1.94	1.28	1.23	1.23	1.23	1.92			
	Min	16.56	8.69	8.78							8.68	8.58	16.64
SU4	Max				1.81	1.19	1.15	1.15	1.15	1.78			
	Min	15.60	8.18	8.27							8.17	8.08	15.67
C3	Max				2.74	1.69	1.61	1.61	1.63	2.71			
	Min	20.11	10.55	10.67							10.54	10.42	20.21
C4	Max				2.08	1.29	1.24	1.25	1.25	2.06			
	Min	15.48	8.12	8.21							8.11	8.02	15.55
C5	Max				2.23	1.33	1.26	1.27	1.29	2.20			
	Min	15.38	8.07	8.16							8.06	7.97	15.45
ST5	Max				2.31	1.32	1.25	1.25	1.28	2.28			
	Min	15.08	7.91	8.00							7.91	7.82	15.17

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				1.97	1.23	1.16	1.14	1.11	1.74			
	Min	15.44	8.05	8.10							8.19	8.10	15.50
LANE LD	Max				2.02	1.26	1.16	1.15	1.13	1.72			
	Min	7.16	4.21	4.31							4.53	4.43	7.49
SU2	Max				3.60	2.38	2.28	2.25	2.16	3.19			
	Min	32.29	16.83	17.02							17.14	16.95	32.42
SU3	Max				1.96	1.26	1.19	1.18	1.15	1.73			
	Min	16.64	8.67	8.77							8.83	8.73	16.70
SU4	Max				1.82	1.18	1.12	1.11	1.07	1.61			
	Min	15.67	8.17	8.26							8.32	8.23	15.73
C3	Max				2.76	1.66	1.56	1.54	1.51	2.45			
	Min	20.21	10.53	10.65							10.72	10.60	20.28
C4	Max				2.10	1.28	1.21	1.19	1.16	1.86			
	Min	15.55	8.11	8.20							8.25	8.16	15.61
C5	Max				2.25	1.31	1.23	1.21	1.20	1.99			
	Min	15.45	8.05	8.14							8.20	8.11	15.51
ST5	Max				2.33	1.31	1.21	1.20	1.19	2.06			
	Min	15.17	7.90	7.99							8.04	7.95	15.21

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				1.93	1.28	1.26	1.30	1.37	2.29			
	Min	15.50	8.30	8.39							6.28	6.20	11.54
LANE LD	Max				1.94	1.33	1.31	1.39	1.55	2.99			
	Min	7.49	4.47	4.57							3.67	3.58	5.96
SU2	Max				3.54	2.48	2.48	2.56	2.67	4.22			
	Min	32.42	17.37	17.55							13.14	12.98	24.14
SU3	Max				1.92	1.32	1.30	1.34	1.41	2.29			
	Min	16.70	8.95	9.04							6.77	6.69	12.44
SU4	Max				1.79	1.23	1.22	1.26	1.32	2.13			
	Min	15.73	8.43	8.52							6.38	6.30	11.72
C3	Max				2.72	1.74	1.70	1.76	1.86	3.21			
	Min	20.28	10.87	10.98							8.20	8.10	15.06
C4	Max				2.07	1.33	1.31	1.36	1.43	2.44			
	Min	15.61	8.37	8.45							6.31	6.23	11.59
C5	Max				2.21	1.37	1.34	1.38	1.47	2.59			
	Min	15.51	8.31	8.40							6.27	6.19	11.52
ST5	Max				2.29	1.36	1.32	1.36	1.46	2.70			
	Min	15.21	8.15	8.24							6.11	6.03	11.22

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				1.34	0.49	0.28	0.20	0.49	1.75	21.07	25.04	0	0
	Min	11.54	6.70	6.80									0	0
LANE LD	Max				1.44	0.50	0.29	0.21	0.52	1.96	21.98	26.15	0	0
	Min	5.96	3.32	3.41									0	0
SU2	Max				2.45	0.96	0.55	0.40	0.96	3.50	39.80	47.33	0	0
	Min	24.14	14.02	14.22									0	0
SU3	Max				1.33	0.51	0.29	0.21	0.51	1.85	20.57	24.46	0	0
	Min	12.44	7.22	7.33									0	0
SU4	Max				1.24	0.48	0.27	0.20	0.47	1.75	19.81	23.55	0	0
	Min	11.72	6.80	6.90									0	0
C3	Max				1.89	0.67	0.37	0.27	0.65	2.40	26.17	31.10	0	0
	Min	15.06	8.77	8.90									0	0
C4	Max				1.44	0.51	0.29	0.21	0.50	1.95	21.88	25.99	0	0
	Min	11.59	6.75	6.85									0	0
C5	Max				1.54	0.53	0.29	0.21	0.51	1.87	20.98	24.93	0	0
	Min	11.52	6.71	6.81									0	0
ST5	Max				1.60	0.52	0.29	0.21	0.51	1.88	24.15	28.66	0	0
	Min	11.22	6.58	6.68									0	0

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			33.55	28.50	3.86	2.46	2.16	2.38	2.87	4.30			
	Min											10.71	10.65	15.96
LANE LD	Max			35.04	29.73	4.32	2.64	2.25	2.45	2.92	4.60			
	Min											5.38	5.28	8.25
SU2	Max			63.42	53.83	7.71	4.86	4.30	4.72	5.59	7.85			
	Min											22.41	22.27	33.40
SU3	Max			32.78	27.82	4.07	2.57	2.24	2.48	2.96	4.26			
	Min											11.55	11.47	17.22
SU4	Max			31.56	26.79	3.85	2.41	2.11	2.32	2.77	3.96			
	Min											10.88	10.81	16.22
C3	Max			41.67	35.39	5.29	3.30	2.90	3.20	3.88	6.05			
	Min											14.02	13.94	20.84
C4	Max			34.82	29.59	4.29	2.52	2.25	2.47	2.96	4.61			
	Min											10.79	10.73	16.04
C5	Max			33.41	28.38	4.11	2.58	2.27	2.50	3.06	4.94			
	Min											10.72	10.66	15.93
ST5	Max			38.41	209.93	4.15	2.57	2.24	2.46	3.03	5.11			
	Min											10.52	10.45	15.52

Mid-Bay Bridge

Typical 6 Span Unit - Tendon 1 of Span 6 Removed

Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface

Span 2

Node Service Section Abscissa		13 12 136	14 13 141.375	15 14 141.875	16 15 159.625	17 16 177.375	18 17 195.125	19 18 212.875	20 19 230.625	21 20 248.375	22 21 266.125	23 22 266.625	24 23 272
TRUCK	Max				4.17	3.10	2.84	2.85	3.15	4.31			
	Min	15.96	8.51	8.58							10.26	10.19	18.73
LANE LD	Max				5.42	3.49	3.03	2.97	3.27	4.32			
	Min	8.25	4.92	5.01							5.59	5.49	9.05
SU2	Max				7.67	6.02	5.60	5.62	6.11	7.89			
	Min	33.40	17.82	17.94							21.47	21.32	39.18
SU3	Max				4.16	3.19	2.93	2.94	3.24	4.28			
	Min	17.22	9.18	9.25							11.06	10.98	20.18
SU4	Max				3.88	2.99	2.75	2.76	3.03	3.99			
	Min	16.22	8.65	8.71							10.42	10.35	19.01
C3	Max				5.83	4.20	3.83	3.85	4.27	6.06			
	Min	20.84	11.12	11.19							13.44	13.34	24.51
C4	Max				4.43	3.22	2.97	2.98	3.27	4.61			
	Min	16.04	8.56	8.62							10.34	10.27	18.86
C5	Max				4.70	3.32	3.01	3.03	3.38	4.93			
	Min	15.93	8.50	8.56							10.27	10.20	18.74
ST5	Max				4.91	3.30	2.97	2.98	3.35	5.10			
	Min	15.52	8.28	8.34							10.08	10.01	18.38

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				4.29	3.15	2.87	2.88	3.18	4.36			
	Min	18.73	10.03	10.10							10.15	10.08	18.89
LANE LD	Max				4.22	3.18	2.88	2.89	3.26	4.48			
	Min	9.05	5.48	5.58							5.37	5.27	8.76
SU2	Max				7.85	6.11	5.65	5.67	6.16	7.98			
	Min	39.18	20.97	21.12							21.23	21.08	39.51
SU3	Max				4.26	3.24	2.96	2.97	3.27	4.34			
	Min	20.18	10.80	10.88							10.94	10.86	20.35
SU4	Max				3.97	3.03	2.78	2.79	3.06	4.04			
	Min	19.01	10.18	10.25							10.30	10.23	19.17
C3	Max				6.02	4.28	3.88	3.89	4.31	6.13			
	Min	24.51	13.12	13.21							13.29	13.19	24.72
C4	Max				4.58	3.28	3.00	3.01	3.30	4.66			
	Min	18.86	10.10	10.17							10.23	10.15	19.03
C5	Max				4.89	3.38	3.05	3.06	3.41	4.98			
	Min	18.74	10.03	10.10							10.16	10.09	18.90
ST5	Max				5.07	3.36	3.01	3.02	3.38	5.16			
	Min	18.38	9.83	9.90							9.97	9.90	18.55

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				4.33	3.15	2.85	2.83	3.09	4.15			
	Min	18.89	10.09	10.11							10.23	10.15	18.86
LANE LD	Max				4.45	3.23	2.86	2.83	3.12	4.09			
	Min	8.76	5.28	5.37							5.66	5.55	9.11
SU2	Max				7.93	6.10	5.60	5.57	5.99	7.60			
	Min	39.51	21.09	21.25							21.39	21.24	39.45
SU3	Max				4.31	3.24	2.94	2.92	3.17	4.13			
	Min	20.35	10.87	10.95							11.02	10.94	20.32
SU4	Max				4.01	3.03	2.75	2.74	2.97	3.84			
	Min	19.17	10.24	10.31							10.38	10.31	19.14
C3	Max				6.09	4.27	3.84	3.82	4.19	5.83			
	Min	24.72	13.20	13.29							13.38	13.29	24.67
C4	Max				4.63	3.28	2.97	2.96	3.21	4.43			
	Min	19.03	10.16	10.23							10.30	10.23	18.99
C5	Max				4.95	3.38	3.02	3.00	3.31	4.74			
	Min	18.90	10.09	10.17							10.23	10.16	18.87
ST5	Max				5.12	3.35	2.98	2.96	3.29	4.91			
	Min	18.55	9.90	9.97							10.03	9.96	18.50

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				4.29	3.20	2.94	2.98	3.32	4.66			
	Min	18.86	10.30	10.37							8.14	8.08	14.11
LANE LD	Max				4.30	3.32	3.06	3.17	3.74	6.06			
	Min	9.11	5.55	5.65							4.75	4.67	7.29
SU2	Max				7.85	6.20	5.79	5.86	6.46	8.57			
	Min	39.45	21.55	21.70							17.03	16.90	29.53
SU3	Max				4.26	3.29	3.03	3.07	3.42	4.65			
	Min	20.32	11.10	11.18							8.78	8.71	15.22
SU4	Max				3.97	3.08	2.85	2.88	3.20	4.33			
	Min	19.14	10.46	10.53							8.27	8.20	14.34
C3	Max				6.03	4.34	3.97	4.02	4.50	6.52			
	Min	24.67	13.49	13.58							10.62	10.54	18.42
C4	Max				4.58	3.32	3.07	3.11	3.45	4.95			
	Min	18.99	10.38	10.45							8.18	8.12	14.18
C5	Max				4.90	3.43	3.12	3.16	3.56	5.26			
	Min	18.87	10.31	10.38							8.12	8.06	14.09
ST5	Max				5.08	3.40	3.08	3.11	3.53	5.49			
	Min	18.50	10.12	10.18							7.91	7.85	13.72

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				3.30	1.93	1.50	1.32	1.64	3.05	25.93	30.62	0	0
	Min	14.11	8.40	8.48									0	0
LANE LD	Max				3.53	1.97	1.54	1.37	1.76	3.41	27.05	31.98	0	0
	Min	7.29	4.16	4.25									0	0
SU2	Max				6.02	3.76	2.97	2.62	3.24	6.09	48.99	57.89	0	0
	Min	29.53	17.57	17.73									0	0
SU3	Max				3.27	1.99	1.56	1.37	1.72	3.21	25.32	29.92	0	0
	Min	15.22	9.05	9.14									0	0
SU4	Max				3.04	1.87	1.46	1.28	1.61	3.04	24.38	28.81	0	0
	Min	14.34	8.53	8.61									0	0
C3	Max				4.64	2.61	2.01	1.77	2.20	4.18	32.21	38.04	0	0
	Min	18.42	11.00	11.10									0	0
C4	Max				3.53	1.99	1.55	1.37	1.69	3.39	26.92	31.78	0	0
	Min	14.18	8.46	8.54									0	0
C5	Max				3.79	2.06	1.58	1.38	1.73	3.24	25.83	30.49	0	0
	Min	14.09	8.41	8.49									0	0
ST5	Max				3.92	2.04	1.55	1.36	1.72	3.28	29.73	35.06	0	0
	Min	13.72	8.25	8.32									0	0

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			33.33	28.28	3.66	2.25	1.96	2.21	2.75	4.41			
	Min											10.22	10.14	15.47
LANE LD	Max			34.81	29.50	4.09	2.42	2.05	2.26	2.80	4.72			
	Min											5.13	5.03	7.99
SU2	Max			63.01	53.42	7.31	4.45	3.91	4.37	5.35	8.04			
	Min											21.38	21.21	32.37
SU3	Max			32.56	27.61	3.85	2.35	2.04	2.29	2.84	4.36			
	Min											11.01	10.93	16.68
SU4	Max			31.36	26.59	3.65	2.21	1.91	2.15	2.66	4.06			
	Min											10.37	10.29	15.71
C3	Max			41.40	35.12	5.02	3.03	2.64	2.96	3.71	6.20			
	Min											13.38	13.27	20.19
C4	Max			34.60	29.36	4.07	2.31	2.04	2.28	2.84	4.72			
	Min											10.30	10.22	15.55
C5	Max			33.19	28.16	3.89	2.37	2.06	2.32	2.93	5.06			
	Min											10.23	10.15	15.44
ST5	Max			38.16	208.33	3.93	2.35	2.03	2.28	2.90	5.24			
	Min											10.03	9.96	15.04

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				4.35	3.06	2.74	2.74	3.07	4.39			
	Min	15.47	8.10	8.16							9.91	9.84	18.29
LANE LD	Max				5.66	3.44	2.92	2.86	3.18	4.40			
	Min	7.99	4.68	4.77							5.40	5.30	8.84
SU2	Max				8.01	5.94	5.40	5.40	5.95	8.03			
	Min	32.37	16.94	17.08							20.74	20.57	38.27
SU3	Max				4.35	3.15	2.83	2.83	3.15	4.36			
	Min	16.68	8.73	8.80							10.68	10.60	19.71
SU4	Max				4.05	2.95	2.65	2.65	2.95	4.06			
	Min	15.71	8.22	8.29							10.06	9.98	18.57
C3	Max				6.09	4.14	3.70	3.70	4.16	6.17			
	Min	20.19	10.57	10.66							12.98	12.87	23.94
C4	Max				4.62	3.18	2.86	2.86	3.19	4.69			
	Min	15.55	8.14	8.20							9.99	9.91	18.42
C5	Max				4.91	3.27	2.91	2.91	3.29	5.01			
	Min	15.44	8.08	8.15							9.92	9.84	18.30
ST5	Max				5.13	3.25	2.87	2.87	3.27	5.19			
	Min	15.04	7.87	7.94							9.73	9.66	17.95

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 3

Node Service Section Abscissa		24 23 272	25 24 277.375	26 25 277.875	27 26 295.625	28 27 313.375	29 28 331.125	30 29 348.875	31 30 366.625	32 31 384.375	33 32 402.125	34 33 402.625	35 34 408
TRUCK	Max				4.34	3.05	2.74	2.75	3.09	4.46			
	Min	18.29	9.68	9.76							9.76	9.68	18.40
LANE LD	Max				4.27	3.08	2.74	2.76	3.16	4.57			
	Min	8.84	5.29	5.40							5.16	5.06	8.53
SU2	Max				7.95	5.91	5.38	5.40	5.98	8.16			
	Min	38.27	20.25	20.41							20.42	20.25	38.48
SU3	Max				4.32	3.13	2.82	2.83	3.17	4.43			
	Min	19.71	10.43	10.51							10.52	10.43	19.83
SU4	Max				4.02	2.93	2.65	2.66	2.97	4.12			
	Min	18.57	9.82	9.90							9.91	9.83	18.68
C3	Max				6.10	4.13	3.69	3.71	4.19	6.26			
	Min	23.94	12.66	12.77							12.78	12.67	24.08
C4	Max				4.63	3.17	2.86	2.87	3.21	4.76			
	Min	18.42	9.75	9.83							9.83	9.75	18.54
C5	Max				4.95	3.27	2.90	2.91	3.31	5.09			
	Min	18.30	9.68	9.76							9.77	9.69	18.42
ST5	Max				5.13	3.25	2.86	2.87	3.29	5.27			
	Min	17.95	9.49	9.57							9.58	9.50	18.07

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				4.43	3.06	2.71	2.69	2.98	4.21			
	Min	18.40	9.69	9.72							9.89	9.81	18.42
LANE LD	Max				4.54	3.13	2.73	2.70	3.01	4.14			
	Min	8.53	5.07	5.17							5.47	5.36	8.90
SU2	Max				8.10	5.93	5.34	5.30	5.78	7.70			
	Min	38.48	20.26	20.43							20.68	20.52	38.54
SU3	Max				4.40	3.14	2.80	2.78	3.07	4.18			
	Min	19.83	10.44	10.52							10.65	10.57	19.85
SU4	Max				4.10	2.94	2.62	2.60	2.87	3.89			
	Min	18.68	9.83	9.91							10.04	9.96	18.70
C3	Max				6.22	4.15	3.66	3.64	4.05	5.91			
	Min	24.08	12.68	12.78							12.94	12.83	24.10
C4	Max				4.73	3.18	2.83	2.81	3.10	4.49			
	Min	18.54	9.76	9.84							9.96	9.88	18.55
C5	Max				5.05	3.28	2.88	2.86	3.20	4.80			
	Min	18.42	9.69	9.78							9.89	9.81	18.43
ST5	Max				5.23	3.26	2.84	2.82	3.18	4.97			
	Min	18.07	9.51	9.59							9.70	9.62	18.08

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				4.37	3.11	2.83	2.88	3.28	4.84			
	Min	18.42	9.95	10.02							7.73	7.66	13.62
LANE LD	Max				4.38	3.23	2.95	3.06	3.70	6.30			
	Min	8.90	5.36	5.46							4.51	4.42	7.04
SU2	Max				7.99	6.04	5.57	5.66	6.37	8.91			
	Min	38.54	20.80	20.96							16.17	16.02	28.50
SU3	Max				4.34	3.20	2.92	2.97	3.38	4.84			
	Min	19.85	10.72	10.80							8.33	8.26	14.69
SU4	Max				4.04	3.00	2.74	2.78	3.16	4.51			
	Min	18.70	10.10	10.17							7.85	7.78	13.84
C3	Max				6.13	4.22	3.82	3.88	4.45	6.78			
	Min	24.10	13.02	13.12							10.08	10.00	17.78
C4	Max				4.66	3.24	2.95	3.00	3.41	5.14			
	Min	18.55	10.02	10.10							7.76	7.70	13.69
C5	Max				4.99	3.34	3.00	3.05	3.51	5.47			
	Min	18.43	9.96	10.03							7.71	7.64	13.59
ST5	Max				5.16	3.32	2.96	3.01	3.49	5.71			
	Min	18.08	9.77	9.84							7.51	7.44	13.24

Mid-Bay Bridge
Typical 6 Span Unit - Tendon 1 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				3.40	1.81	1.32	1.12	1.44	2.85	25.72	30.41	0	0
	Min	13.62	7.89	7.98									0	0
LANE LD	Max				3.64	1.84	1.36	1.16	1.54	3.19	26.82	31.75	0	0
	Min	7.04	3.91	4.01									0	0
SU2	Max				6.22	3.52	2.62	2.22	2.84	5.69	48.58	57.48	0	0
	Min	28.50	16.51	16.70									0	0
SU3	Max				3.37	1.87	1.37	1.16	1.50	3.00	25.11	29.71	0	0
	Min	14.69	8.51	8.60									0	0
SU4	Max				3.14	1.75	1.29	1.09	1.41	2.84	24.18	28.60	0	0
	Min	13.84	8.01	8.10									0	0
C3	Max				4.79	2.44	1.77	1.50	1.93	3.90	31.94	37.77	0	0
	Min	17.78	10.33	10.45									0	0
C4	Max				3.65	1.87	1.37	1.16	1.48	3.16	26.70	31.56	0	0
	Min	13.69	7.95	8.04									0	0
C5	Max				3.91	1.93	1.39	1.17	1.51	3.03	25.61	30.28	0	0
	Min	13.59	7.90	7.99									0	0
ST5	Max				4.05	1.91	1.37	1.16	1.50	3.06	29.48	34.81	0	0
	Min	13.24	7.75	7.84									0	0

Six Span Unit – Tendon T1 and T2 Removed

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-41.5	-42.3	-63.1	-68.9	-70.9	-69.6	-75.6	-87.1	-83.6	-83.3	-174.6
	Bottom	0.0	-170.8	-160.0	-158.1	-111.6	-98.7	-97.1	-99.9	-78.1	-52.4	-60.3	-61.0	-103.2
DL + Grad	Top	0.0	-36.6	-42.0	-42.8	-66.4	-75.0	-79.8	-81.3	-90.0	-104.3	-103.6	-103.4	-195.5
	Bottom	0.0	-170.8	-159.0	-156.9	-104.2	-85.1	-77.3	-73.9	-45.8	-13.9	-15.6	-16.1	-56.5
HS20 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.0	-76.9	-71.7	-71.3	-159.0
	Max Bottom	0.0	-170.8	-153.4	-150.5	-68.2	-34.9	-24.9	-29.2	-18.2	-10.3	-39.0	-31.4	-72.4
	Min Top	0.0	-36.6	-44.5	-45.7	-82.6	-97.5	-103.2	-101.3	-102.4	-106.0	-93.1	-96.5	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.8	-108.9	-115.4	-97.3	-75.3	-86.8	-87.7	-138.1
HS20 Lane	Max Top	0.0	-36.6	-41.2	-41.9	-60.5	-64.1	-63.9	-60.4	-64.3	-73.2	-59.9	-59.2	-144.3
	Max Bottom	0.0	-170.8	-153.7	-150.8	-72.4	-38.8	-27.3	-30.7	-19.1	-11.8	-29.9	-30.6	-71.9
	Min Top	0.0	-36.6	-44.3	-45.6	-80.7	-95.7	-102.1	-100.6	-102.0	-105.3	-97.2	-96.9	-188.6
	Min Bottom	0.0	-170.8	-160.7	-159.1	-117.4	-109.4	-112.7	-120.4	-103.5	-83.4	-113.2	-114.8	-170.9
SU2 Truck	Max Top	0.0	-36.6	-41.4	-42.2	-62.2	-67.2	-68.4	-66.3	-71.5	-82.2	-77.9	-77.6	-167.1
	Max Bottom	0.0	-170.8	-156.3	-153.8	-88.0	-63.1	-55.9	-57.8	-39.5	-20.6	-36.8	-35.2	-76.3
	Min Top	0.0	-36.6	-43.2	-44.2	-73.7	-84.9	-89.4	-88.5	-92.9	-101.3	-94.1	-94.9	-186.7
	Min Bottom	0.0	-170.8	-160.2	-158.5	-113.7	-102.6	-102.7	-107.3	-87.3	-63.3	-73.0	-73.8	-119.9
SU3 Truck	Max Top	0.0	-36.6	-41.3	-42.0	-61.3	-65.6	-66.0	-63.2	-67.7	-77.6	-72.6	-72.2	-160.1
	Max Bottom	0.0	-170.8	-153.3	-150.3	-70.2	-37.4	-27.1	-31.4	-19.7	-10.1	-36.5	-31.9	-72.9
	Min Top	0.0	-36.6	-44.5	-45.8	-81.7	-96.4	-102.2	-100.3	-101.8	-106.1	-94.2	-96.3	-188.2
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.7	-106.2	-108.0	-114.3	-95.9	-73.6	-84.9	-85.7	-135.6
SU4 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.4	-65.7	-62.8	-67.2	-77.1	-71.9	-71.5	-159.2
	Max Bottom	0.0	-170.8	-153.0	-150.1	-68.1	-33.7	-23.2	-27.7	-16.8	-8.4	-36.2	-31.5	-72.5
	Min Top	0.0	-36.6	-44.6	-45.9	-82.6	-98.0	-104.0	-102.0	-103.0	-106.8	-94.4	-96.5	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-115.9	-106.7	-108.7	-115.2	-97.0	-74.9	-86.5	-87.3	-137.6
C3 Truck	Max Top	0.0	-36.6	-41.3	-42.1	-61.6	-66.2	-66.9	-64.3	-69.1	-79.3	-74.5	-74.2	-162.6
	Max Bottom	0.0	-170.8	-154.6	-151.9	-79.0	-49.5	-40.8	-43.9	-29.6	-16.9	-40.3	-33.1	-74.1
	Min Top	0.0	-36.6	-43.9	-45.1	-77.8	-91.0	-96.1	-94.7	-97.3	-103.0	-92.5	-95.8	-187.6
	Min Bottom	0.0	-170.8	-160.4	-158.7	-115.0	-104.9	-106.1	-111.7	-92.8	-69.9	-80.6	-81.4	-130.0
C4 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.1	-77.0	-71.8	-71.4	-159.0
	Max Bottom	0.0	-170.8	-153.6	-150.8	-72.2	-36.4	-27.3	-31.2	-19.7	-11.8	-45.5	-31.5	-72.4
	Min Top	0.0	-36.6	-44.4	-45.6	-80.8	-96.8	-102.1	-100.4	-101.7	-105.3	-90.2	-96.5	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.7	-108.8	-115.3	-97.1	-75.1	-86.7	-87.5	-138.0
C5 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.2	-65.3	-65.6	-62.7	-67.1	-76.9	-71.7	-71.4	-158.9
	Max Bottom	0.0	-170.8	-153.4	-150.5	-70.6	-37.7	-27.8	-32.0	-21.0	-13.3	-42.5	-31.4	-72.4
	Min Top	0.0	-36.6	-44.5	-45.7	-81.5	-96.2	-101.9	-100.1	-101.1	-104.6	-91.6	-96.5	-188.4
	Min Bottom	0.0	-170.8	-160.5	-158.8	-116.0	-106.8	-108.9	-115.4	-97.3	-75.2	-86.8	-87.6	-138.2
ST5 Truck	Max Top	0.0	-36.6	-41.2	-42.0	-61.1	-65.2	-65.5	-62.6	-66.9	-76.7	-71.5	-71.1	-158.5
	Max Bottom	0.0	-170.8	-154.2	-156.6	-70.9	-37.4	-26.9	-31.1	-20.5	-13.9	-44.7	-31.3	-72.2
	Min Top	0.0	-36.6	-44.1	-43.0	-81.3	-96.4	-102.3	-100.5	-101.4	-104.3	-90.6	-96.6	-188.5
	Min Bottom	0.0	-170.8	-160.6	-158.9	-116.1	-106.9	-109.1	-115.7	-97.6	-75.7	-87.3	-88.2	-139.1

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.6	-84.0	-84.3	-86.2	-73.0	-65.9	-66.1	-73.6	-86.6	-84.6	-84.3	-176.2
	Bottom	-103.2	-62.5	-61.9	-57.7	-87.1	-108.6	-108.2	-83.1	-54.0	-58.5	-59.1	-100.3
DL + Grad	Top	-195.5	-104.7	-105.0	-106.1	-92.2	-84.4	-83.8	-90.6	-102.8	-100.1	-99.8	-191.5
	Bottom	-56.5	-16.3	-15.7	-13.2	-44.2	-67.4	-68.6	-45.2	-17.7	-23.9	-24.5	-66.2
HS20 Truck	Max Top	-159.0	-69.1	-69.5	-74.0	-63.4	-58.9	-60.1	-65.4	-76.3	-72.1	-71.8	-162.8
	Max Bottom	-72.4	-41.3	-40.0	-11.1	-23.3	-36.6	-37.4	-22.8	-12.7	-41.5	-34.2	-73.8
	Min Top	-188.4	-93.5	-94.1	-107.0	-101.6	-98.2	-97.8	-100.6	-105.1	-92.2	-95.5	-188.0
	Min Bottom	-138.1	-95.7	-95.0	-85.0	-108.6	-124.3	-121.6	-101.3	-77.0	-86.4	-87.1	-130.2
HS20 Lane	Max Top	-144.3	-58.3	-58.9	-70.2	-59.3	-53.8	-54.7	-61.4	-72.8	-61.7	-61.0	-148.4
	Max Bottom	-71.9	-32.2	-31.5	-16.7	-28.0	-39.7	-39.4	-24.3	-12.7	-26.9	-27.4	-67.0
	Min Top	-188.6	-97.6	-97.9	-104.5	-99.4	-96.8	-96.9	-99.9	-105.0	-98.8	-98.5	-191.1
	Min Bottom	-170.9	-120.0	-118.5	-93.3	-117.8	-135.8	-133.6	-110.4	-85.0	-109.7	-111.1	-162.3
SU2 Truck	Max Top	-167.1	-76.9	-77.2	-80.3	-68.4	-62.6	-63.2	-69.7	-81.7	-78.6	-78.3	-169.8
	Max Bottom	-76.3	-37.9	-37.0	-22.2	-43.8	-61.9	-62.5	-42.8	-23.2	-40.2	-38.2	-78.7
	Min Top	-186.7	-95.0	-95.5	-102.1	-92.4	-86.9	-86.6	-91.6	-100.4	-92.8	-93.7	-185.8
	Min Bottom	-119.9	-78.4	-77.7	-70.7	-97.3	-116.1	-114.6	-91.8	-65.0	-71.8	-72.5	-114.6
SU3 Truck	Max Top	-160.1	-70.2	-70.6	-74.9	-64.1	-59.4	-60.5	-66.0	-77.0	-73.0	-72.7	-163.7
	Max Bottom	-72.9	-37.6	-36.4	-11.0	-24.5	-38.2	-38.9	-23.9	-12.5	-39.7	-34.8	-74.5
	Min Top	-188.2	-95.2	-95.7	-107.0	-101.0	-97.5	-97.1	-100.1	-105.1	-93.0	-95.2	-187.7
	Min Bottom	-135.6	-93.3	-92.6	-83.0	-107.0	-123.1	-120.6	-100.0	-75.4	-84.4	-85.1	-128.1
SU4 Truck	Max Top	-159.2	-69.4	-69.7	-74.2	-63.6	-59.0	-60.2	-65.6	-76.5	-72.3	-72.0	-163.0
	Max Bottom	-72.5	-37.2	-35.9	-9.2	-21.7	-34.9	-35.7	-21.2	-10.8	-39.5	-34.3	-74.0
	Min Top	-188.4	-95.3	-95.9	-107.8	-102.3	-98.9	-98.6	-101.3	-105.9	-93.1	-95.4	-187.9
	Min Bottom	-137.6	-95.2	-94.5	-84.5	-108.2	-124.0	-121.4	-101.0	-76.7	-86.0	-86.7	-129.8
C3 Truck	Max Top	-162.6	-72.6	-73.0	-76.8	-65.7	-60.6	-61.5	-67.4	-78.7	-75.1	-74.7	-165.9
	Max Bottom	-74.1	-42.5	-41.4	-18.0	-34.4	-49.9	-50.6	-33.7	-19.4	-42.9	-36.0	-76.0
	Min Top	-187.6	-93.0	-93.5	-103.9	-96.6	-92.2	-91.9	-95.7	-102.1	-91.6	-94.7	-187.0
	Min Bottom	-130.0	-88.0	-87.2	-78.6	-103.5	-120.6	-118.4	-97.0	-71.6	-79.8	-80.5	-123.2
C4 Truck	Max Top	-159.0	-69.2	-69.6	-74.0	-63.5	-58.9	-60.2	-65.5	-76.4	-72.2	-71.9	-162.9
	Max Bottom	-72.4	-41.6	-40.3	-12.5	-24.9	-38.8	-39.5	-24.4	-14.2	-47.3	-34.3	-73.9
	Min Top	-188.4	-93.4	-94.0	-106.4	-100.9	-97.2	-96.8	-99.9	-104.4	-89.6	-95.5	-188.0
	Min Bottom	-138.0	-95.6	-94.8	-84.8	-108.4	-124.2	-121.5	-101.2	-76.9	-86.2	-86.9	-130.0
C5 Truck	Max Top	-158.9	-69.1	-69.5	-73.9	-63.4	-58.9	-60.1	-65.4	-76.3	-72.1	-71.8	-162.8
	Max Bottom	-72.4	-44.9	-43.6	-13.8	-26.1	-39.5	-40.3	-25.6	-15.6	-44.8	-34.2	-73.8
	Min Top	-188.4	-91.9	-92.5	-105.8	-100.3	-96.9	-96.5	-99.4	-103.8	-90.7	-95.5	-188.0
	Min Bottom	-138.2	-95.8	-95.0	-85.0	-108.6	-124.3	-121.6	-101.3	-77.0	-86.3	-87.1	-130.2
ST5 Truck	Max Top	-158.5	-68.7	-69.1	-73.6	-63.1	-58.7	-60.0	-65.3	-76.1	-71.9	-71.5	-162.5
	Max Bottom	-72.2	-47.4	-46.1	-14.7	-25.8	-38.9	-39.6	-25.3	-16.3	-46.9	-34.0	-73.6
	Min Top	-188.5	-90.8	-91.4	-105.4	-100.4	-97.2	-96.8	-99.5	-103.5	-89.8	-95.6	-188.1
	Min Bottom	-139.1	-96.7	-95.9	-85.7	-109.2	-124.7	-121.8	-101.6	-77.5	-86.9	-87.6	-130.8

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-176.2	-85.3	-85.5	-87.0	-73.4	-65.9	-65.7	-72.8	-85.4	-83.0	-82.7	-174.4
	Bottom	-100.3	-59.9	-59.3	-56.0	-86.3	-108.7	-109.2	-85.0	-56.8	-62.2	-62.8	-104.2
DL + Grad	Top	-191.5	-100.6	-100.8	-102.6	-89.2	-82.0	-82.0	-89.4	-102.2	-100.1	-99.8	-191.5
	Bottom	-66.2	-25.7	-25.0	-21.2	-50.9	-72.8	-72.7	-48.0	-19.2	-24.1	-24.7	-65.9
HS20 Truck	Max Top	-162.8	-72.5	-72.8	-76.5	-65.2	-59.9	-59.7	-64.6	-75.1	-70.5	-70.1	-161.2
	Max Bottom	-73.8	-33.8	-33.3	-15.3	-27.3	-40.2	-40.4	-25.3	-14.8	-43.4	-36.1	-77.0
	Min Top	-188.0	-96.9	-97.1	-105.2	-99.8	-96.6	-96.5	-99.5	-104.2	-91.4	-94.7	-186.5
	Min Bottom	-130.2	-88.3	-87.6	-79.3	-104.7	-122.2	-122.5	-103.2	-79.9	-90.1	-90.9	-133.8
HS20 Lane	Max Top	-148.4	-62.0	-62.6	-73.4	-61.7	-55.2	-54.9	-60.7	-71.3	-59.3	-58.7	-145.8
	Max Bottom	-67.0	-27.9	-27.3	-14.9	-27.7	-40.2	-40.7	-26.3	-15.4	-30.1	-30.7	-70.8
	Min Top	-191.1	-99.6	-99.8	-105.4	-99.6	-96.6	-96.4	-99.1	-103.9	-97.4	-97.1	-189.3
	Min Bottom	-162.3	-111.9	-110.5	-86.4	-112.6	-132.7	-133.4	-111.9	-88.4	-115.0	-116.5	-168.0
SU2 Truck	Max Top	-169.8	-79.2	-79.5	-82.0	-69.5	-63.0	-62.8	-68.9	-80.5	-77.0	-76.7	-168.1
	Max Bottom	-78.7	-38.5	-37.9	-25.9	-47.3	-65.1	-65.3	-45.3	-25.3	-42.1	-40.1	-81.2
	Min Top	-185.8	-94.8	-95.1	-100.5	-90.8	-85.5	-85.3	-90.6	-99.5	-92.0	-92.9	-184.7
	Min Bottom	-114.6	-73.5	-72.8	-67.1	-95.1	-115.2	-115.6	-93.7	-67.8	-75.5	-76.2	-118.3
SU3 Truck	Max Top	-163.7	-73.4	-73.8	-77.3	-65.8	-60.3	-60.2	-65.2	-75.8	-71.4	-71.0	-162.1
	Max Bottom	-74.5	-34.5	-33.9	-15.2	-28.4	-41.7	-41.9	-26.4	-14.6	-41.6	-36.7	-77.6
	Min Top	-187.7	-96.6	-96.8	-105.3	-99.3	-95.9	-95.8	-99.0	-104.3	-92.2	-94.4	-186.3
	Min Bottom	-128.1	-86.3	-85.5	-77.7	-103.4	-121.2	-121.6	-101.9	-78.2	-88.1	-88.9	-131.6
SU4 Truck	Max Top	-163.0	-72.7	-73.0	-76.7	-65.3	-60.0	-59.8	-64.8	-75.2	-70.7	-70.3	-161.4
	Max Bottom	-74.0	-34.0	-33.4	-13.4	-25.7	-38.5	-38.7	-23.7	-12.9	-41.3	-36.2	-77.1
	Min Top	-187.9	-96.8	-97.1	-106.0	-100.5	-97.4	-97.2	-100.2	-105.0	-92.4	-94.6	-186.5
	Min Bottom	-129.8	-87.9	-87.2	-79.0	-104.4	-122.0	-122.3	-102.9	-79.5	-89.7	-90.5	-133.3
C3 Truck	Max Top	-165.9	-75.5	-75.8	-79.0	-67.1	-61.3	-61.1	-66.6	-77.5	-73.4	-73.1	-164.3
	Max Bottom	-76.0	-35.9	-35.3	-22.0	-38.2	-53.3	-53.5	-36.1	-21.5	-44.8	-37.9	-78.9
	Min Top	-187.0	-96.0	-96.2	-102.2	-94.9	-90.7	-90.6	-94.7	-101.2	-90.8	-93.9	-185.7
	Min Bottom	-123.2	-81.6	-80.9	-73.8	-100.4	-119.0	-119.4	-98.9	-74.4	-83.5	-84.3	-126.8
C4 Truck	Max Top	-162.9	-72.6	-72.9	-76.6	-65.2	-59.9	-59.8	-64.7	-75.2	-70.6	-70.2	-161.3
	Max Bottom	-73.9	-33.9	-33.3	-16.8	-28.9	-42.3	-42.6	-26.9	-16.3	-49.1	-36.2	-77.1
	Min Top	-188.0	-96.9	-97.1	-104.5	-99.1	-95.6	-95.5	-98.8	-103.5	-88.9	-94.7	-186.5
	Min Bottom	-130.0	-88.1	-87.4	-79.2	-104.6	-122.1	-122.4	-103.1	-79.7	-89.9	-90.7	-133.5
C5 Truck	Max Top	-162.8	-72.5	-72.8	-76.5	-65.2	-59.9	-59.7	-64.6	-75.1	-70.5	-70.1	-161.2
	Max Bottom	-73.8	-33.8	-33.2	-18.2	-30.1	-43.1	-43.3	-28.1	-17.7	-46.7	-36.1	-77.0
	Min Top	-188.0	-96.9	-97.1	-103.9	-98.5	-95.3	-95.2	-98.3	-102.9	-90.0	-94.7	-186.5
	Min Bottom	-130.2	-88.3	-87.6	-79.3	-104.7	-122.2	-122.5	-103.2	-79.8	-90.1	-90.9	-133.7
ST5 Truck	Max Top	-162.5	-72.3	-72.6	-76.3	-65.0	-59.8	-59.6	-64.5	-74.9	-70.3	-69.9	-160.9
	Max Bottom	-73.6	-33.6	-33.0	-18.9	-29.9	-42.4	-42.7	-27.8	-18.4	-48.7	-36.0	-76.8
	Min Top	-188.1	-97.0	-97.2	-103.6	-98.7	-95.6	-95.5	-98.4	-102.6	-89.1	-94.7	-186.6
	Min Bottom	-130.8	-88.9	-88.1	-79.8	-105.1	-122.4	-122.8	-103.5	-80.3	-90.6	-91.4	-134.3

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

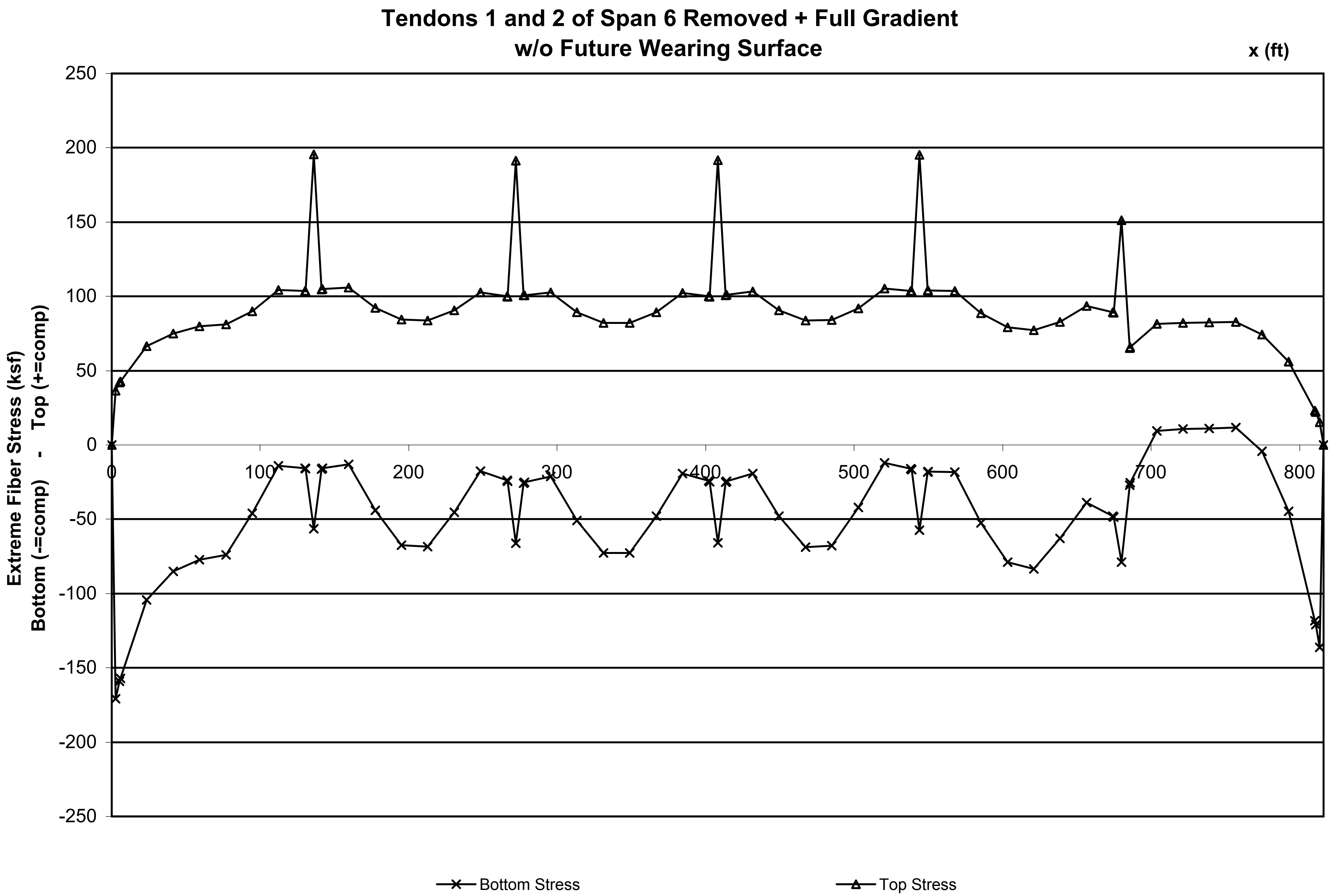
		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-174.4	-83.8	-84.0	-86.5	-73.9	-67.4	-68.1	-76.2	-89.7	-88.3	-88.0	-180.1
	Bottom	-104.2	-63.1	-62.4	-56.9	-85.0	-105.3	-103.6	-77.3	-46.9	-50.2	-50.8	-91.6
DL + Grad	Top	-191.5	-100.9	-101.1	-103.3	-90.5	-83.7	-84.2	-92.0	-105.3	-103.6	-103.3	-195.4
	Bottom	-65.9	-25.0	-24.3	-19.3	-48.0	-68.8	-67.7	-41.9	-12.1	-15.9	-16.6	-57.5
HS20 Truck	Max Top	-161.2	-71.2	-71.5	-76.2	-65.8	-61.4	-62.1	-67.9	-79.3	-75.6	-75.3	-166.6
	Max Bottom	-77.0	-36.4	-35.8	-14.9	-25.3	-36.5	-35.1	-18.3	-6.3	-24.2	-24.8	-65.1
	Min Top	-186.5	-95.7	-96.0	-105.3	-100.7	-98.2	-98.8	-102.6	-108.0	-99.9	-99.7	-191.9
	Min Bottom	-133.8	-91.2	-90.5	-80.0	-103.2	-118.6	-117.1	-95.7	-70.3	-78.5	-79.3	-121.5
HS20 Lane	Max Top	-145.8	-59.7	-60.4	-72.4	-61.9	-56.6	-57.4	-64.4	-76.1	-65.4	-64.7	-152.3
	Max Bottom	-70.8	-30.9	-30.3	-15.5	-26.3	-36.7	-35.1	-18.7	-5.9	-18.3	-18.8	-58.3
	Min Top	-189.3	-98.2	-98.4	-105.0	-100.2	-98.1	-98.8	-102.4	-108.1	-102.5	-102.3	-194.9
	Min Bottom	-168.0	-116.8	-115.3	-88.5	-112.0	-129.4	-127.6	-103.5	-77.4	-101.4	-102.8	-153.5
SU2 Truck	Max Top	-168.1	-77.7	-78.1	-81.6	-70.0	-64.5	-65.3	-72.2	-84.8	-82.2	-81.9	-173.6
	Max Bottom	-81.2	-40.4	-41.9	-25.4	-45.3	-61.3	-60.0	-38.3	-16.8	-28.8	-29.4	-70.0
	Min Top	-184.7	-93.9	-93.3	-100.6	-91.7	-87.0	-87.7	-93.6	-103.2	-97.8	-97.6	-189.7
	Min Bottom	-118.3	-76.5	-75.8	-68.0	-93.7	-111.6	-110.1	-86.1	-58.1	-63.8	-64.4	-105.9
SU3 Truck	Max Top	-162.1	-72.1	-72.4	-76.9	-66.4	-61.9	-62.5	-68.5	-80.0	-76.5	-76.2	-167.6
	Max Bottom	-77.6	-36.9	-41.4	-14.8	-26.4	-38.0	-36.6	-19.4	-6.1	-24.9	-25.4	-65.8
	Min Top	-186.3	-95.5	-93.5	-105.3	-100.2	-97.5	-98.2	-102.0	-108.0	-99.6	-99.4	-191.6
	Min Bottom	-131.6	-89.2	-88.4	-78.3	-101.9	-117.6	-116.1	-94.4	-68.6	-76.5	-77.2	-119.4
SU4 Truck	Max Top	-161.4	-71.4	-71.7	-76.3	-65.9	-61.5	-62.2	-68.1	-79.5	-75.8	-75.5	-166.8
	Max Bottom	-77.1	-36.5	-41.0	-13.0	-23.7	-34.7	-33.4	-16.7	-4.4	-24.4	-24.9	-65.3
	Min Top	-186.5	-95.7	-93.6	-106.1	-101.4	-99.0	-99.6	-103.3	-108.8	-99.8	-99.6	-191.8
	Min Bottom	-133.3	-90.8	-90.0	-79.7	-103.0	-118.4	-116.9	-95.4	-70.0	-78.1	-78.8	-121.1
C3 Truck	Max Top	-164.3	-74.1	-74.5	-78.6	-67.7	-62.8	-63.5	-69.9	-81.8	-78.6	-78.3	-169.8
	Max Bottom	-78.9	-38.2	-45.8	-21.6	-36.2	-49.6	-48.2	-29.2	-13.0	-26.3	-26.9	-67.3
	Min Top	-185.7	-94.9	-91.5	-102.3	-95.8	-92.3	-93.0	-97.7	-105.0	-99.0	-98.7	-190.9
	Min Bottom	-126.8	-84.5	-83.8	-74.6	-98.9	-115.4	-113.9	-91.3	-64.8	-71.9	-72.6	-114.5
C4 Truck	Max Top	-161.3	-71.3	-71.6	-76.2	-65.8	-61.5	-62.2	-68.0	-79.4	-75.7	-75.4	-166.7
	Max Bottom	-77.1	-36.4	-45.6	-16.4	-26.9	-38.6	-37.2	-19.9	-7.7	-24.3	-24.8	-65.2
	Min Top	-186.5	-95.7	-91.6	-104.6	-100.0	-97.2	-97.9	-101.8	-107.3	-99.9	-99.6	-191.9
	Min Bottom	-133.5	-91.0	-90.2	-79.8	-103.1	-118.5	-117.0	-95.6	-70.1	-78.3	-79.1	-121.3
C5 Truck	Max Top	-161.2	-71.2	-71.5	-76.2	-65.8	-61.4	-62.1	-67.9	-79.3	-75.6	-75.3	-166.7
	Max Bottom	-77.0	-36.4	-48.0	-17.8	-28.1	-39.4	-38.0	-21.1	-9.1	-24.2	-24.8	-65.1
	Min Top	-186.5	-95.7	-90.5	-104.0	-99.4	-96.9	-97.5	-101.3	-106.7	-99.9	-99.7	-191.9
	Min Bottom	-133.7	-91.2	-90.4	-80.0	-103.2	-118.6	-117.1	-95.7	-70.3	-78.5	-79.2	-121.5
ST5 Truck	Max Top	-160.9	-70.9	-71.3	-76.0	-65.6	-61.3	-62.0	-67.8	-79.1	-75.4	-75.0	-166.4
	Max Bottom	-76.8	-36.2	-50.2	-18.5	-27.9	-38.7	-37.3	-20.8	-9.8	-24.0	-24.5	-64.9
	Min Top	-186.6	-95.8	-89.5	-103.7	-99.5	-97.2	-97.8	-101.4	-106.4	-100.0	-99.8	-192.0
	Min Bottom	-134.3	-91.7	-90.9	-80.4	-103.6	-118.8	-117.3	-96.0	-70.8	-79.1	-79.8	-122.1

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-180.1	-88.4	-88.6	-87.6	-71.5	-61.5	-58.8	-63.4	-73.6	-68.7	-68.3	-130.3
	Bottom	-91.6	-52.8	-52.4	-54.7	-90.5	-118.5	-124.6	-105.9	-83.2	-94.1	-94.9	-125.7
DL + Grad	Top	-195.4	-103.9	-104.1	-103.8	-88.5	-79.2	-77.3	-82.6	-93.5	-89.4	-89.0	-151.2
	Bottom	-57.5	-18.2	-17.8	-18.4	-52.6	-78.9	-83.4	-63.0	-38.7	-47.9	-48.7	-79.0
HS20 Truck	Max Top	-166.6	-75.9	-76.1	-77.3	-63.4	-55.5	-51.8	-53.8	-61.4	-53.9	-53.5	-114.6
	Max Bottom	-65.1	-27.9	-36.3	-13.4	-30.2	-47.7	-52.6	-42.1	-36.6	-70.6	-72.2	-94.9
	Min Top	-191.9	-99.6	-95.8	-106.0	-98.5	-93.2	-91.1	-92.0	-94.4	-79.2	-78.5	-144.0
	Min Bottom	-121.5	-80.8	-80.2	-77.7	-108.8	-131.9	-140.3	-127.4	-110.5	-127.2	-128.1	-160.7
HS20 Lane	Max Top	-152.3	-65.1	-65.7	-73.7	-59.3	-50.2	-46.6	-49.7	-57.7	-43.4	-42.6	-99.9
	Max Bottom	-58.3	-21.1	-20.8	-13.4	-31.8	-49.7	-55.7	-46.9	-42.2	-63.7	-64.6	-94.4
	Min Top	-194.9	-102.6	-102.8	-106.0	-97.8	-92.3	-89.7	-89.9	-91.9	-82.3	-81.9	-144.3
	Min Bottom	-153.5	-104.8	-103.5	-85.6	-117.8	-143.9	-151.8	-136.6	-118.8	-150.8	-152.4	-193.5
SU2 Truck	Max Top	-173.6	-82.4	-82.6	-82.7	-67.6	-58.7	-55.5	-58.8	-67.8	-61.6	-61.2	-122.8
	Max Bottom	-70.0	-31.9	-33.6	-23.9	-50.3	-72.8	-77.9	-62.6	-47.7	-69.9	-71.0	-98.8
	Min Top	-189.7	-97.8	-97.0	-101.3	-89.6	-82.0	-79.7	-82.8	-89.5	-79.5	-79.0	-142.3
	Min Bottom	-105.9	-66.2	-65.7	-65.7	-99.2	-124.9	-132.1	-116.2	-96.2	-109.9	-110.8	-142.4
SU3 Truck	Max Top	-167.6	-76.8	-77.0	-78.0	-64.0	-56.0	-52.3	-54.5	-62.3	-55.0	-54.6	-115.7
	Max Bottom	-65.8	-28.5	-33.2	-13.2	-31.4	-49.2	-54.2	-43.3	-36.6	-69.3	-70.7	-95.4
	Min Top	-191.6	-99.3	-97.2	-106.1	-98.0	-92.5	-90.4	-91.4	-94.5	-79.8	-79.2	-143.8
	Min Bottom	-119.4	-78.8	-78.2	-76.0	-107.4	-131.0	-139.1	-125.8	-108.5	-124.8	-125.7	-158.2
SU4 Truck	Max Top	-166.8	-76.1	-76.3	-77.4	-63.5	-55.6	-51.9	-54.0	-61.6	-54.1	-53.7	-114.8
	Max Bottom	-65.3	-28.0	-32.8	-11.5	-28.6	-46.0	-50.9	-40.5	-34.8	-68.7	-70.2	-95.0
	Min Top	-191.8	-99.5	-97.4	-106.9	-99.3	-94.0	-91.8	-92.7	-95.3	-80.1	-79.4	-144.0
	Min Bottom	-121.1	-80.4	-79.8	-77.4	-108.5	-131.7	-140.0	-127.0	-110.0	-126.7	-127.6	-160.2
C3 Truck	Max Top	-169.8	-78.8	-79.1	-79.7	-65.3	-57.0	-53.4	-56.1	-64.2	-57.4	-57.0	-118.3
	Max Bottom	-67.3	-29.7	-37.6	-20.0	-41.1	-60.9	-65.9	-53.2	-43.5	-72.2	-73.5	-96.6
	Min Top	-190.9	-98.8	-95.2	-103.1	-93.7	-87.3	-85.1	-87.0	-91.3	-78.5	-77.9	-143.3
	Min Bottom	-114.5	-74.2	-73.7	-72.3	-104.5	-128.8	-136.6	-122.3	-104.1	-119.4	-120.4	-152.5
C4 Truck	Max Top	-166.7	-76.0	-76.2	-77.3	-63.4	-55.6	-51.8	-53.9	-61.4	-54.0	-53.5	-114.7
	Max Bottom	-65.2	-27.9	-37.4	-14.8	-31.8	-49.8	-54.8	-43.7	-38.0	-76.0	-77.5	-94.9
	Min Top	-191.9	-99.5	-95.3	-105.4	-97.8	-92.3	-90.1	-91.3	-93.8	-76.8	-76.1	-144.0
	Min Bottom	-121.3	-80.6	-80.0	-77.5	-108.6	-131.8	-140.2	-127.3	-110.3	-127.0	-128.0	-160.5
C5 Truck	Max Top	-166.7	-75.9	-76.1	-77.3	-63.4	-55.5	-51.8	-53.8	-61.4	-53.9	-53.4	-114.6
	Max Bottom	-65.1	-27.9	-39.8	-16.2	-33.0	-50.6	-55.5	-44.9	-39.4	-73.9	-75.4	-94.9
	Min Top	-191.9	-99.6	-94.2	-104.8	-97.3	-91.9	-89.8	-90.7	-93.2	-77.8	-77.1	-144.0
	Min Bottom	-121.5	-80.8	-80.2	-77.7	-108.7	-131.9	-140.3	-127.4	-110.5	-127.2	-128.2	-160.8
ST5 Truck	Max Top	-166.4	-75.6	-75.9	-77.1	-63.2	-55.4	-51.6	-53.5	-61.0	-53.5	-53.0	-114.1
	Max Bottom	-64.9	-27.7	-42.0	-16.9	-32.8	-49.9	-54.9	-44.6	-40.3	-76.0	-77.6	-94.7
	Min Top	-192.0	-99.7	-93.3	-104.4	-97.4	-92.2	-90.1	-90.9	-92.8	-76.8	-76.1	-144.1
	Min Bottom	-122.1	-81.3	-80.8	-78.1	-109.1	-132.2	-140.7	-128.0	-111.3	-128.1	-129.1	-161.7

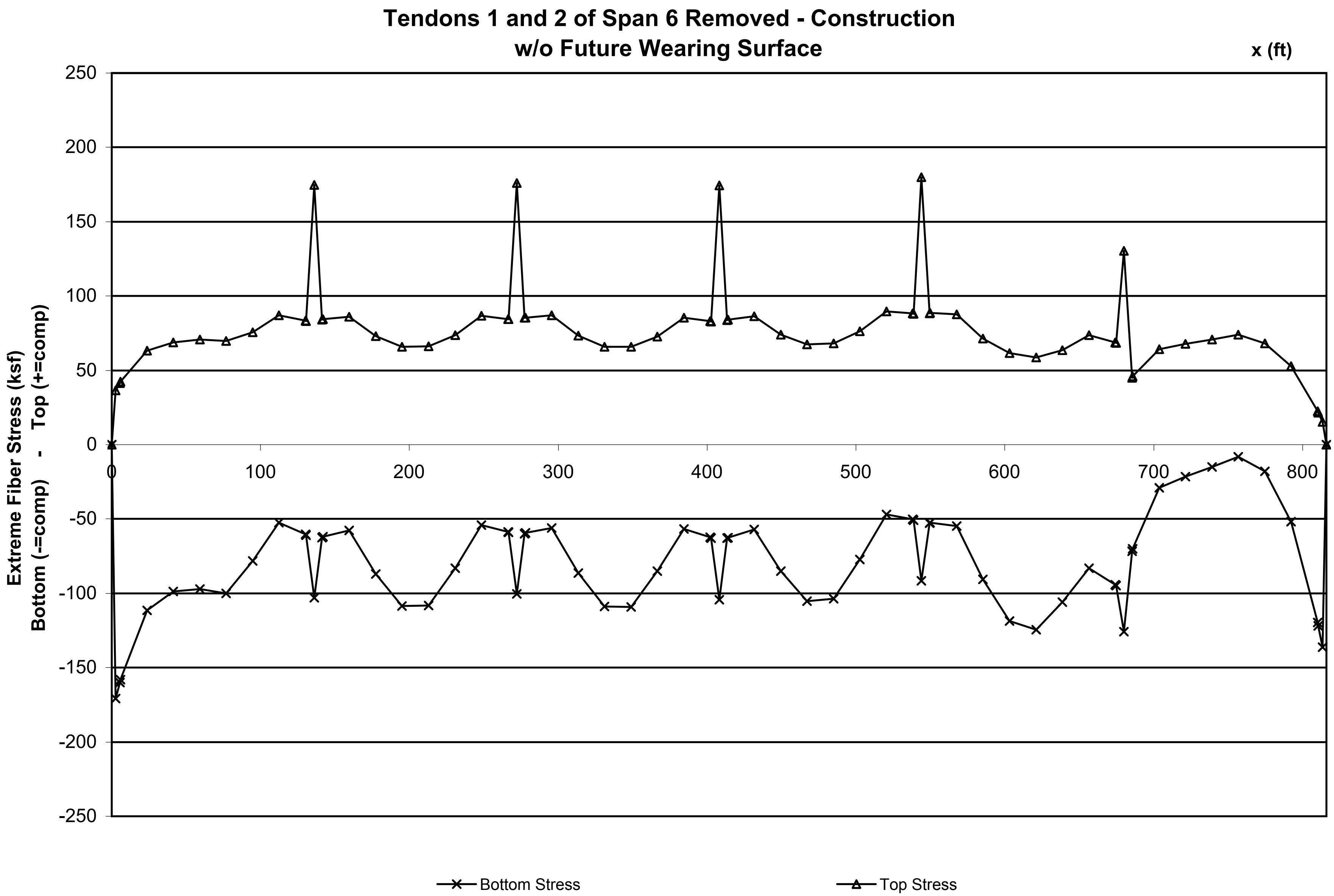
Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-130.3	-45.1	-45.8	-64.3	-67.6	-70.8	-73.9	-68.1	-52.9	-22.6	-21.5	-15.2	0.0
	Bottom	-125.7	-71.8	-70.2	-29.0	-21.5	-15.0	-8.1	-18.0	-52.0	-119.6	-122.0	-136.3	0.0
DL + Grad	Top	-151.2	-65.2	-65.8	-81.5	-82.0	-82.5	-82.8	-74.2	-56.2	-23.1	-22.0	-15.2	0.0
	Bottom	-79.0	-26.9	-25.5	9.5	10.8	11.0	11.7	-4.4	-44.6	-118.4	-121.0	-136.3	0.0
HS20 Truck	Max Top	-114.6	-33.2	-34.0	-54.0	-59.1	-63.9	-68.6	-64.5	-50.9	-22.3	-21.3	-15.2	0.0
	Max Bottom	-94.9	-42.2	-48.9	13.1	38.4	55.8	64.1	45.8	-8.6	-112.0	-115.5	-136.3	0.0
	Min Top	-144.0	-58.4	-55.4	-83.1	-94.4	-102.5	-106.2	-96.6	-72.3	-26.0	-24.5	-15.2	0.0
	Min Bottom	-160.7	-98.4	-96.7	-51.8	-40.6	-30.4	-19.9	-26.1	-56.4	-120.3	-122.6	-136.3	0.0
HS20 Lane	Max Top	-99.9	-21.0	-22.2	-50.4	-56.3	-61.6	-66.9	-63.3	-50.3	-22.2	-21.2	-15.2	0.0
	Max Bottom	-94.4	-41.4	-39.8	11.6	37.6	54.3	61.6	41.9	-12.8	-112.3	-115.7	-136.3	0.0
	Min Top	-144.3	-58.7	-59.4	-82.4	-94.0	-101.8	-105.1	-94.9	-70.4	-25.9	-24.4	-15.2	0.0
	Min Bottom	-193.5	-125.6	-123.0	-60.0	-46.8	-35.5	-23.7	-28.7	-57.8	-120.5	-122.8	-136.3	0.0
SU2 Truck	Max Top	-122.8	-39.4	-40.2	-59.4	-63.5	-67.5	-71.3	-66.4	-51.9	-22.5	-21.4	-15.2	0.0
	Max Bottom	-98.8	-45.9	-46.7	2.8	17.1	27.2	33.1	17.6	-28.4	-115.3	-118.3	-136.3	0.0
	Min Top	-142.3	-56.7	-56.4	-78.5	-84.9	-89.7	-92.3	-84.1	-63.4	-24.5	-23.2	-15.2	0.0
	Min Bottom	-142.4	-84.5	-82.8	-39.9	-30.6	-22.4	-13.8	-21.9	-54.1	-119.9	-122.3	-136.3	0.0
SU3 Truck	Max Top	-115.7	-34.0	-34.8	-54.8	-59.7	-64.4	-69.0	-64.7	-51.1	-22.3	-21.3	-15.2	0.0
	Max Bottom	-95.4	-42.7	-46.4	13.3	37.0	53.6	61.9	43.4	-10.6	-111.8	-115.3	-136.3	0.0
	Min Top	-143.8	-58.1	-56.5	-83.2	-93.8	-101.5	-105.2	-95.6	-71.4	-26.1	-24.6	-15.2	0.0
	Min Bottom	-158.2	-96.5	-94.8	-50.2	-39.2	-29.3	-19.1	-25.5	-56.1	-120.3	-122.6	-136.3	0.0
SU4 Truck	Max Top	-114.8	-33.4	-34.1	-54.2	-59.2	-64.0	-68.7	-64.5	-50.9	-22.3	-21.3	-15.2	0.0
	Max Bottom	-95.0	-42.3	-46.1	15.0	39.9	57.2	65.8	47.0	-8.5	-111.5	-115.1	-136.3	0.0
	Min Top	-144.0	-58.3	-56.6	-84.0	-95.1	-103.1	-107.0	-97.2	-72.4	-26.2	-24.7	-15.2	0.0
	Min Bottom	-160.2	-98.1	-96.3	-51.5	-40.3	-30.2	-19.7	-26.0	-56.3	-120.3	-122.6	-136.3	0.0
C3 Truck	Max Top	-118.3	-36.0	-36.8	-56.4	-61.1	-65.5	-69.8	-65.3	-51.4	-22.4	-21.3	-15.2	0.0
	Max Bottom	-96.6	-43.9	-50.2	6.5	27.0	41.0	48.2	31.3	-19.3	-113.3	-116.6	-136.3	0.0
	Min Top	-143.3	-57.6	-54.8	-80.1	-89.3	-95.9	-99.1	-90.1	-67.5	-25.4	-24.0	-15.2	0.0
	Min Bottom	-152.5	-92.2	-90.4	-46.5	-36.1	-26.8	-17.1	-24.2	-55.3	-120.1	-122.5	-136.3	0.0
C4 Truck	Max Top	-114.7	-33.3	-34.1	-54.1	-59.1	-63.9	-68.6	-64.5	-50.9	-22.3	-21.3	-15.2	0.0
	Max Bottom	-94.9	-42.3	-55.4	11.6	37.0	53.8	61.7	44.3	-12.5	-112.2	-115.7	-136.3	0.0
	Min Top	-144.0	-58.3	-52.5	-82.4	-93.8	-101.6	-105.1	-96.0	-70.5	-25.9	-24.4	-15.2	0.0
	Min Bottom	-160.5	-98.3	-96.5	-51.7	-40.5	-30.3	-19.8	-26.0	-56.3	-120.3	-122.6	-136.3	0.0
C5 Truck	Max Top	-114.6	-33.2	-34.0	-54.0	-59.1	-63.9	-68.6	-64.5	-50.9	-22.3	-21.3	-15.2	0.0
	Max Bottom	-94.9	-42.2	-52.3	10.1	35.6	53.0	61.2	43.1	-10.9	-111.9	-115.4	-136.3	0.0
	Min Top	-144.0	-58.3	-53.8	-81.8	-93.2	-101.2	-104.9	-95.4	-71.2	-26.0	-24.5	-15.2	0.0
	Min Bottom	-160.8	-98.4	-96.7	-51.8	-40.6	-30.4	-19.9	-26.1	-56.4	-120.3	-122.6	-136.3	0.0
ST5 Truck	Max Top	-114.1	-33.0	-33.7	-53.8	-58.9	-63.7	-68.5	-64.4	-50.9	-22.3	-21.3	-15.2	0.0
	Max Bottom	-94.7	-42.1	-54.6	9.5	36.1	53.9	62.1	43.4	-11.3	-112.9	-116.2	-136.3	0.0
	Min Top	-144.1	-58.4	-52.8	-81.5	-93.4	-101.6	-105.3	-95.6	-71.1	-25.6	-24.2	-15.2	0.0
	Min Bottom	-161.7	-98.9	-97.2	-52.3	-41.0	-30.7	-20.1	-26.2	-56.5	-120.3	-122.6	-136.3	0.0



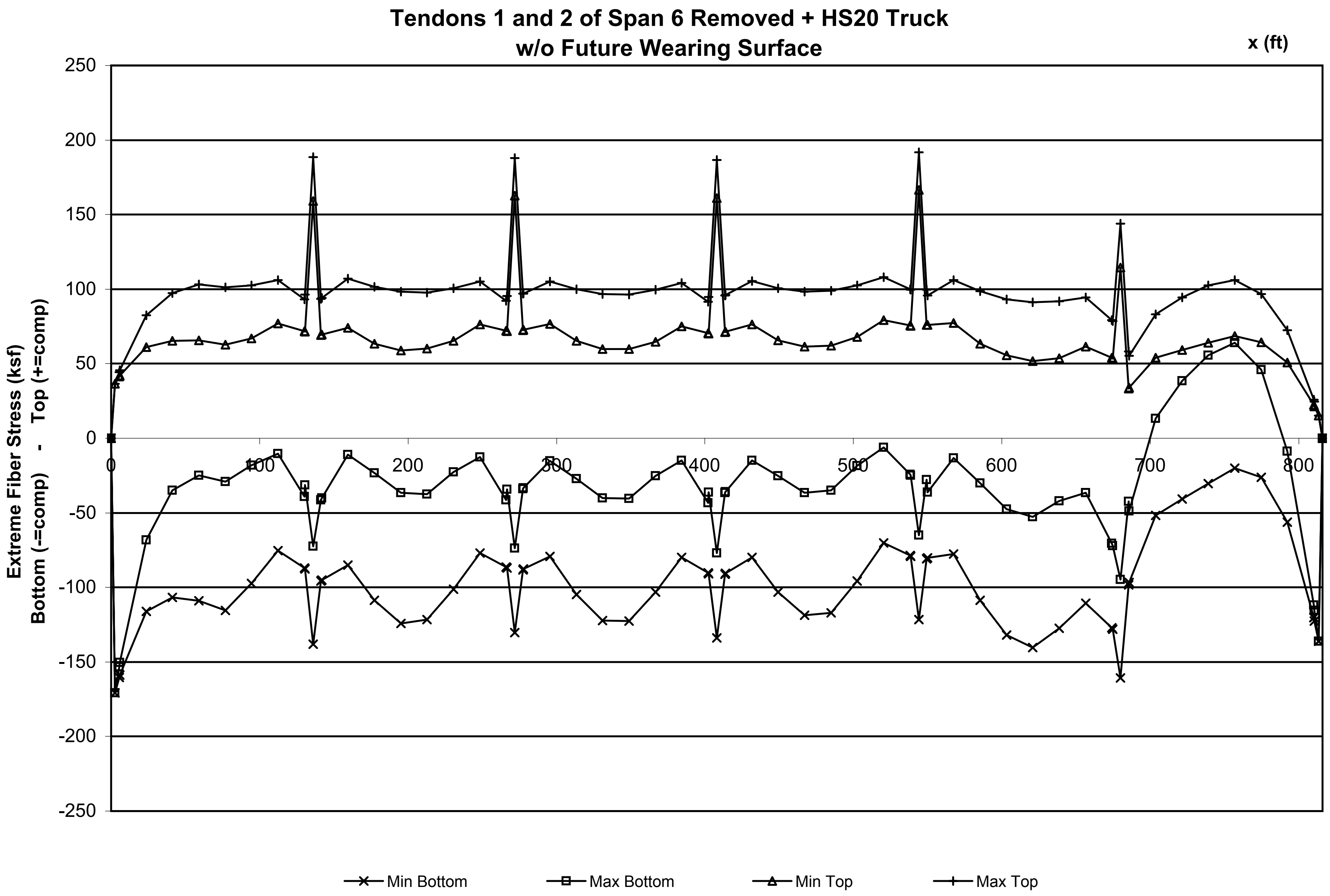
Mid-Bay Bridge
Post-Tensioning Review

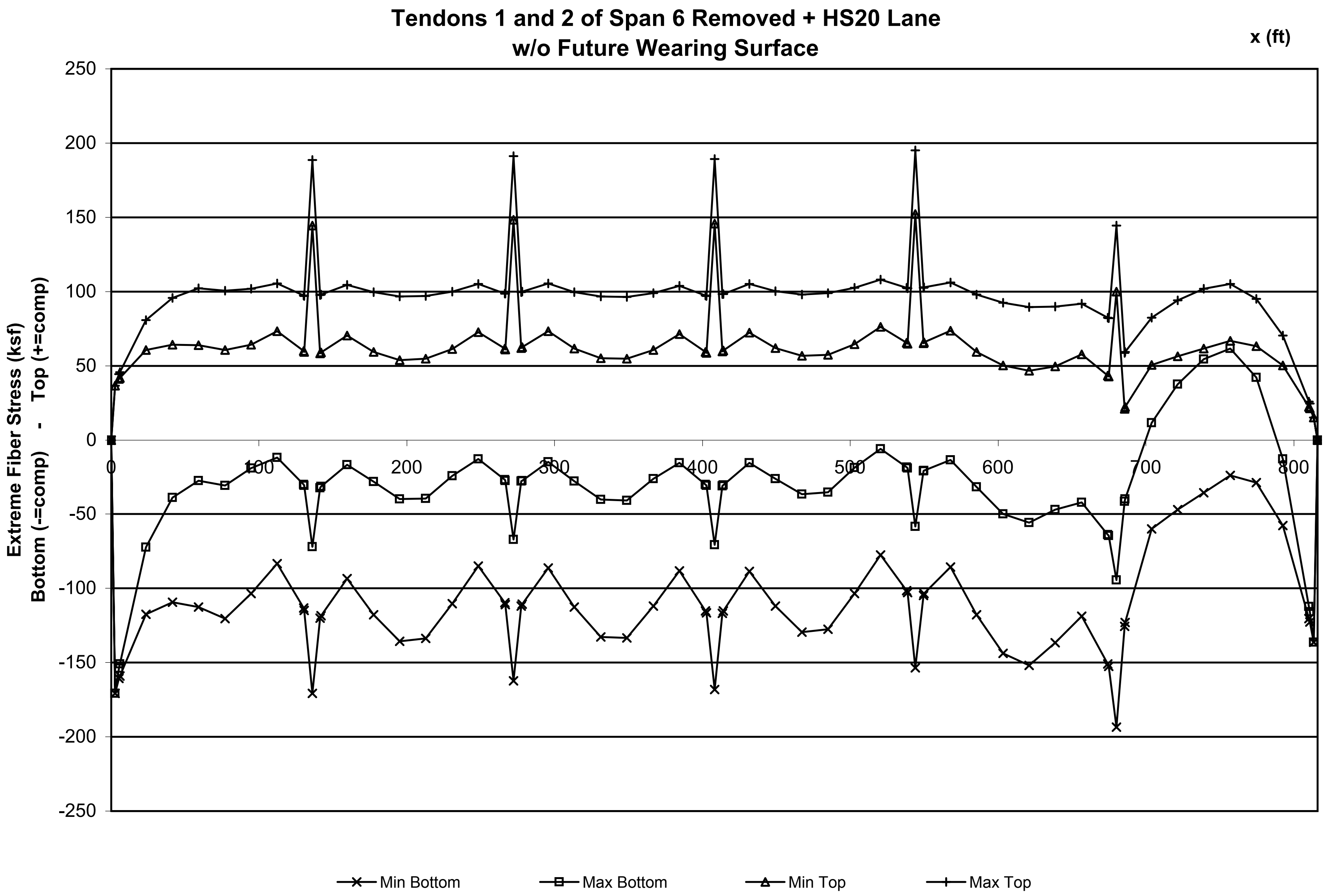
12/20/2001



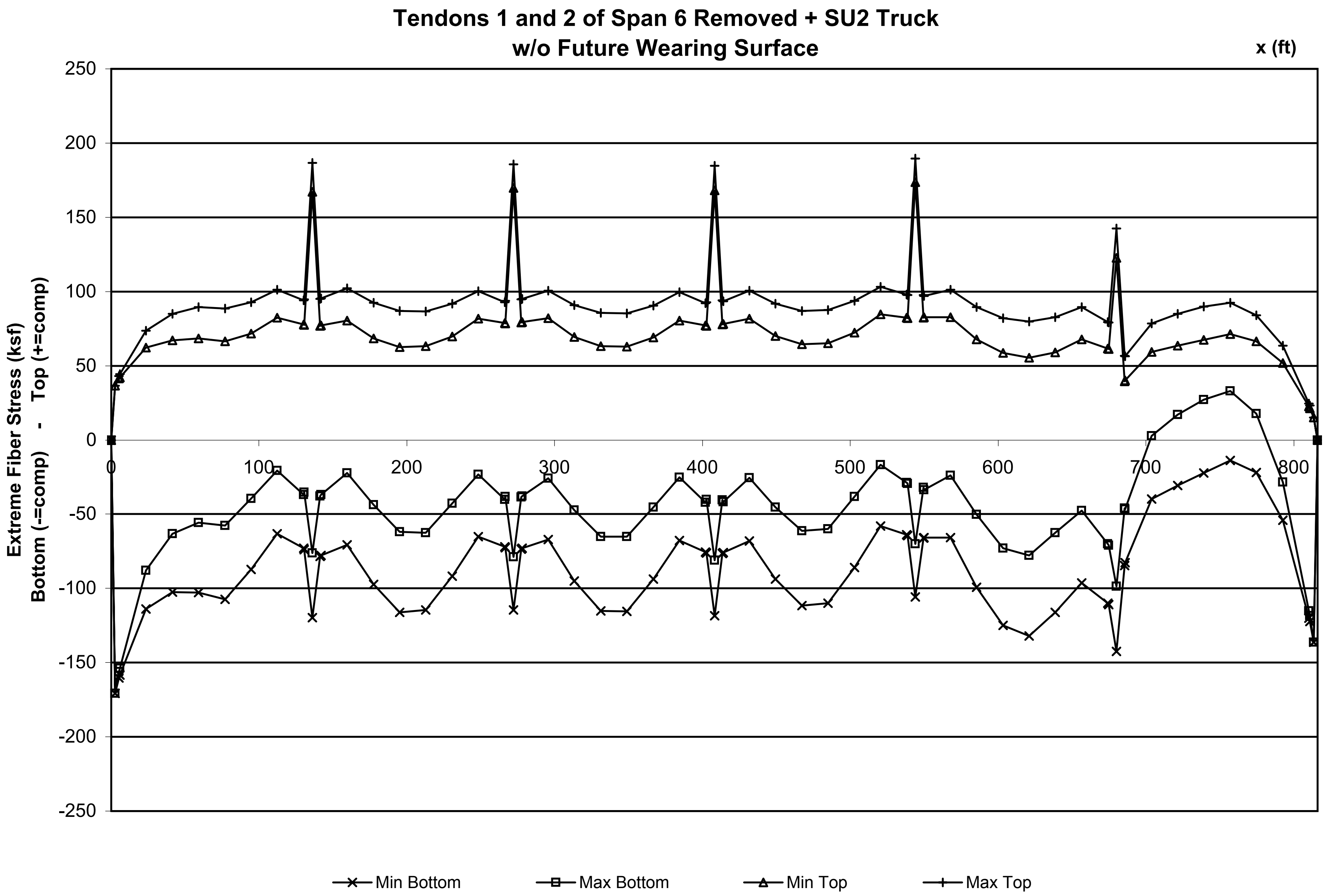
Mid-Bay Bridge
Post-Tensioning Review

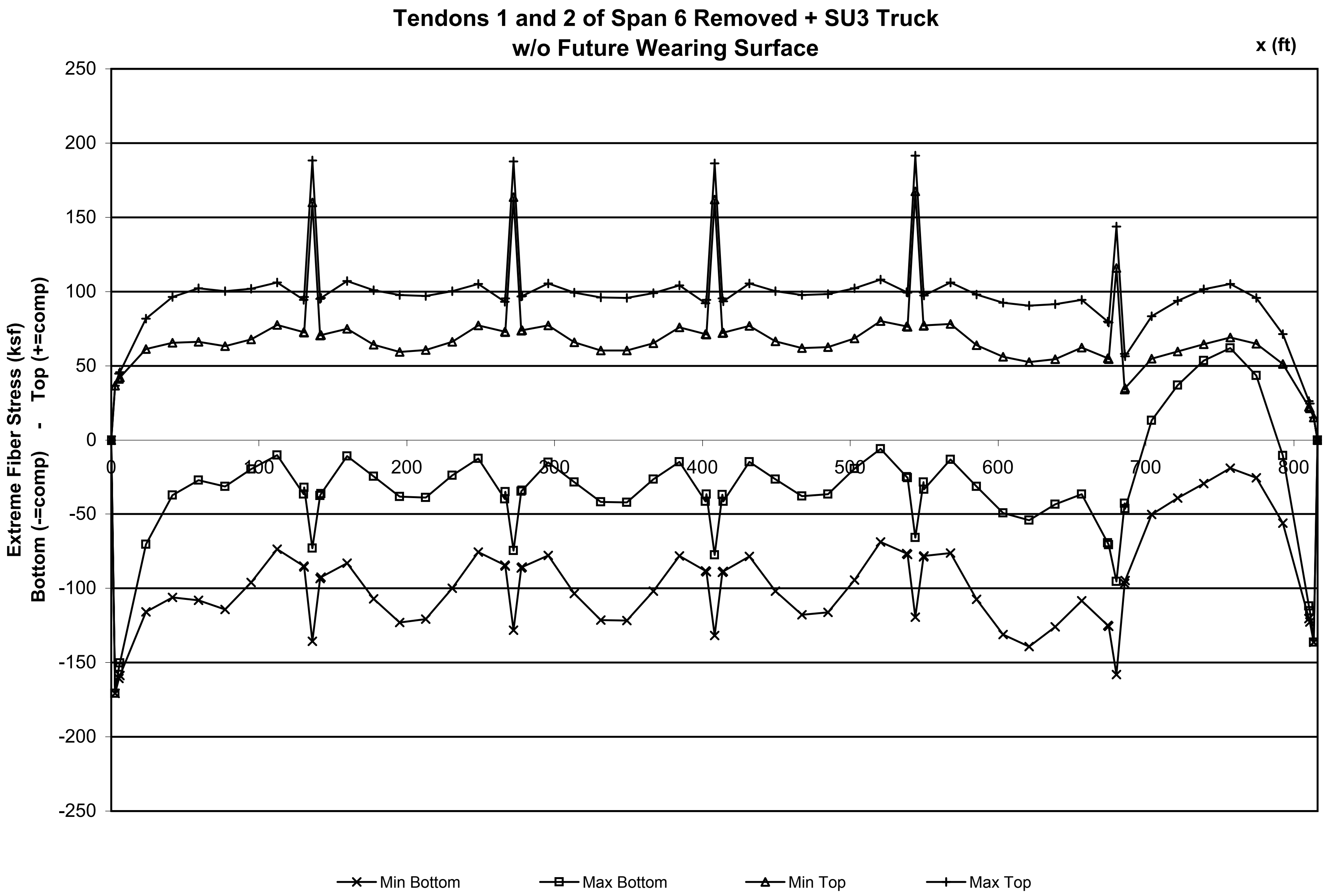
12/20/2001


Tendons 1 and 2 of Span 6 Removed + HS20 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

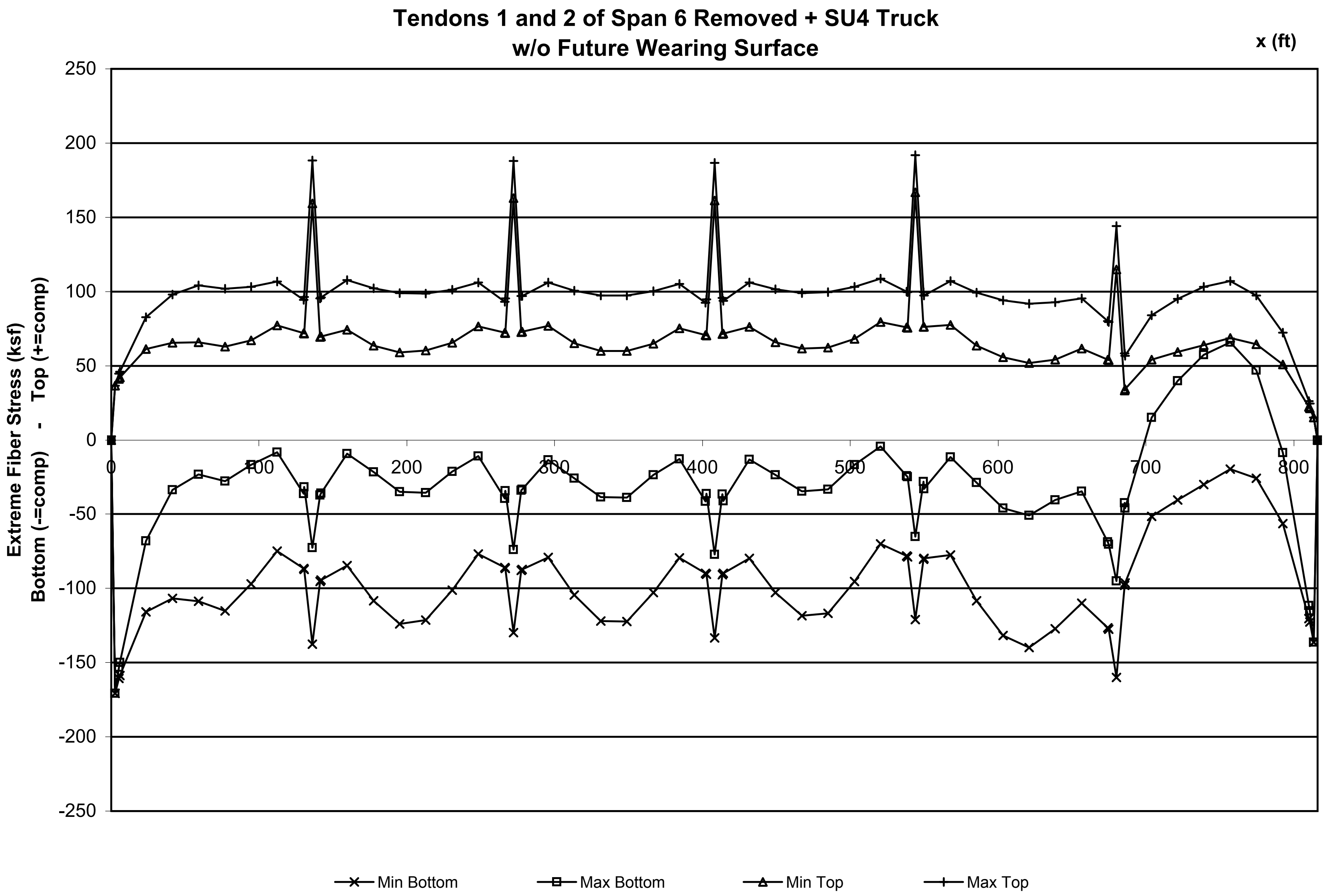


Tendons 1 and 2 of Span 6 Removed + HS20 Lane
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

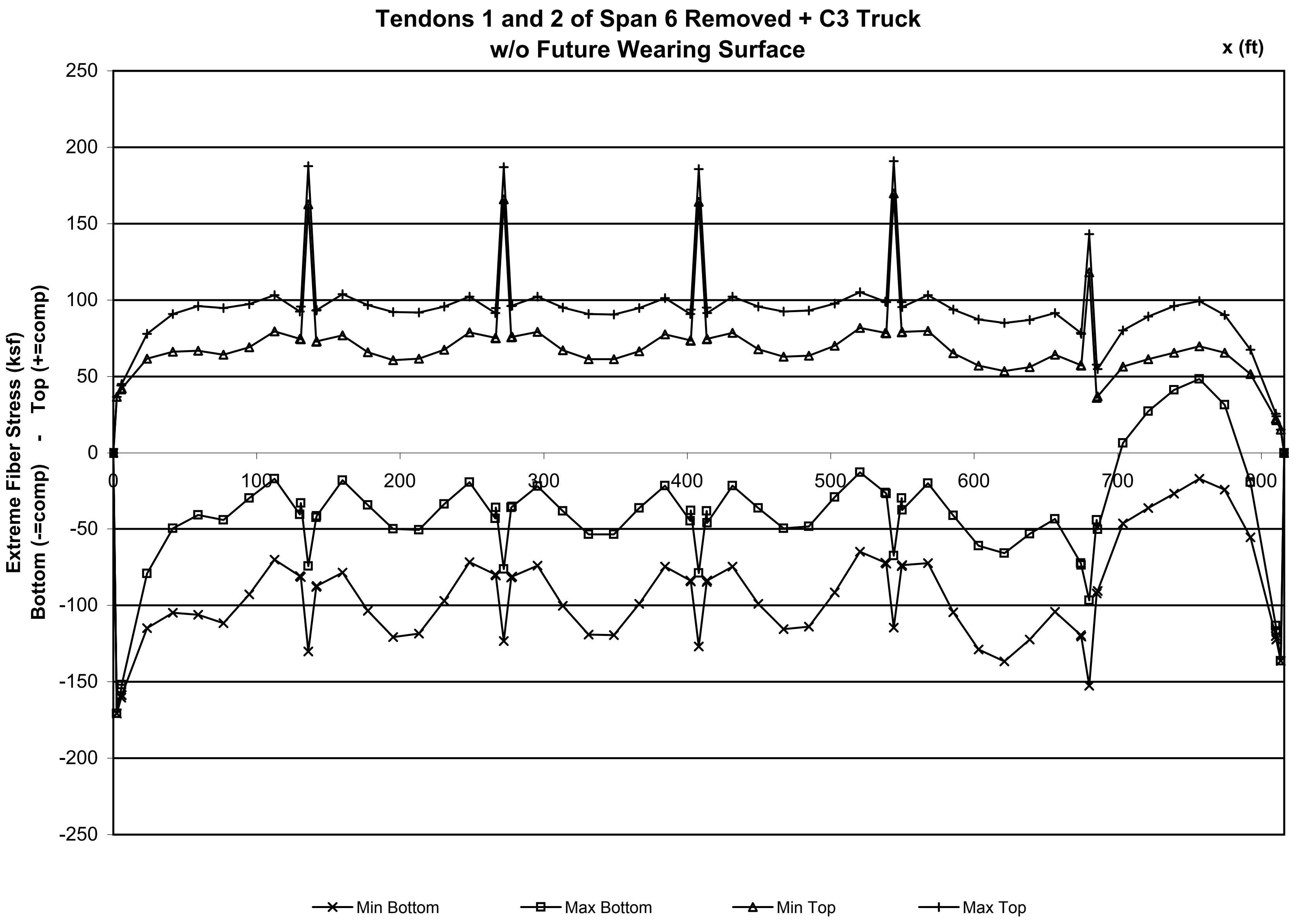

Tendons 1 and 2 of Span 6 Removed + SU2 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



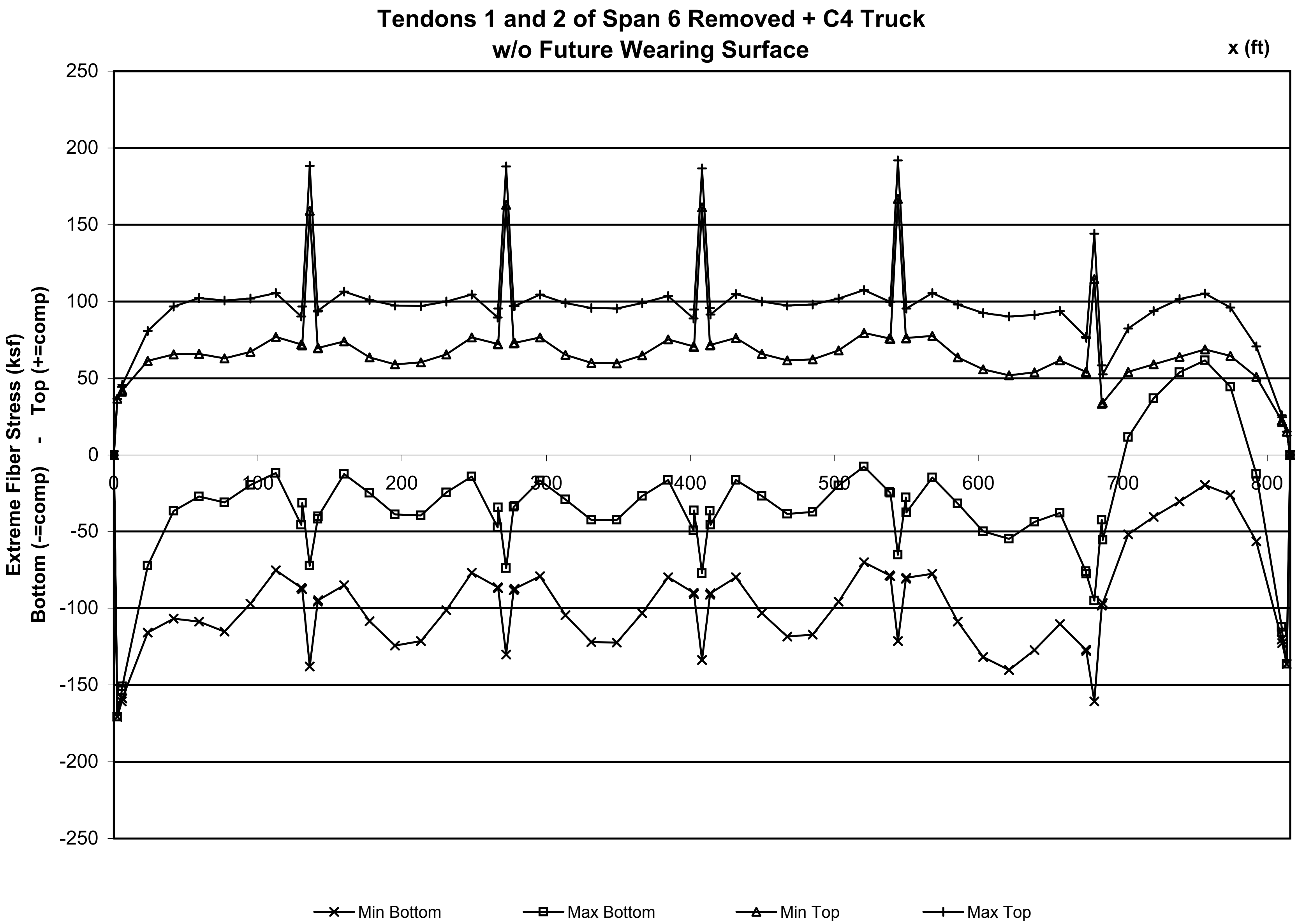
Tendons 1 and 2 of Span 6 Removed + SU3 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendons 1 and 2 of Span 6 Removed + SU4 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendons 1 and 2 of Span 6 Removed + C3 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Mid-Bay Bridge
Post-Tensioning Review

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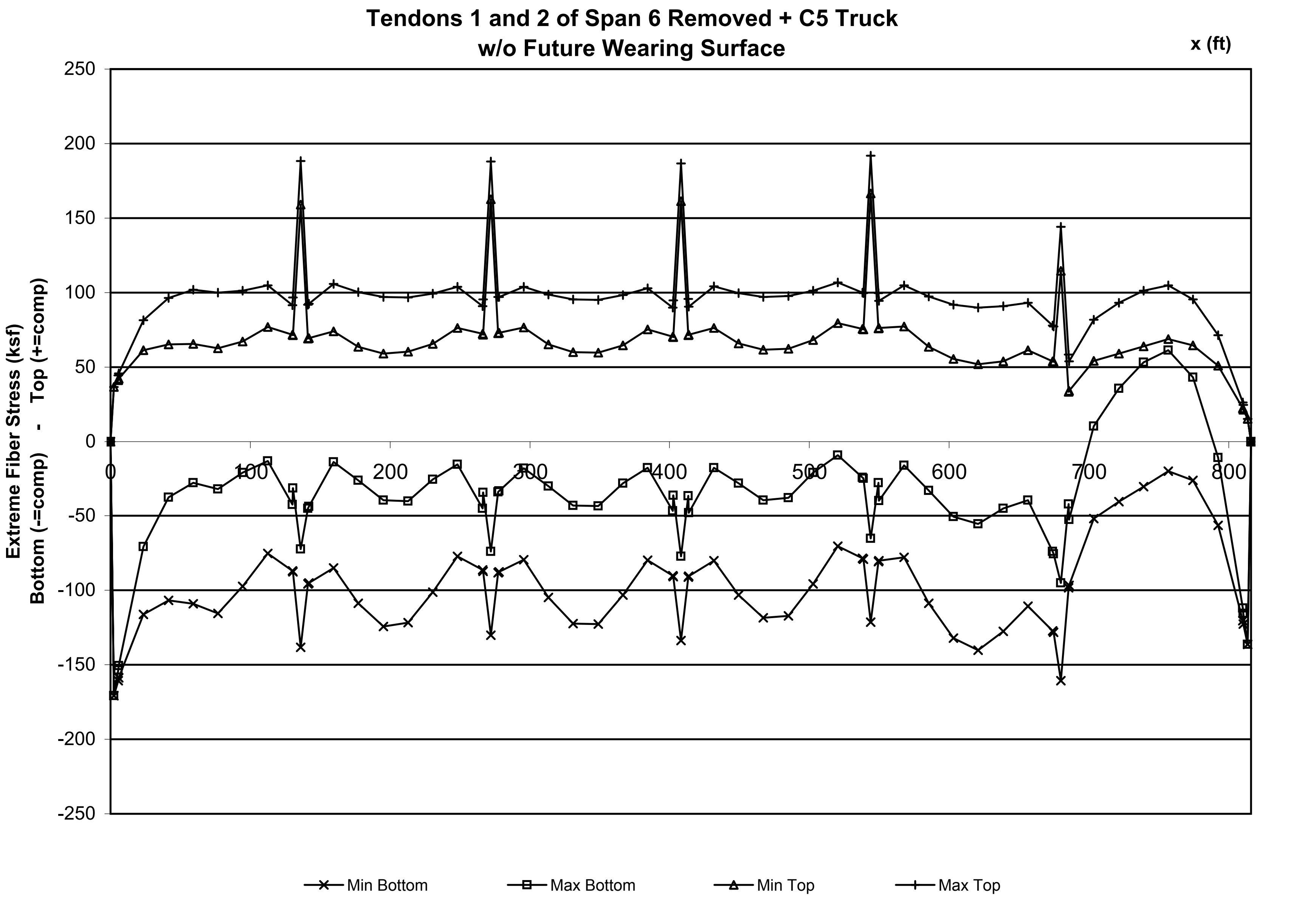
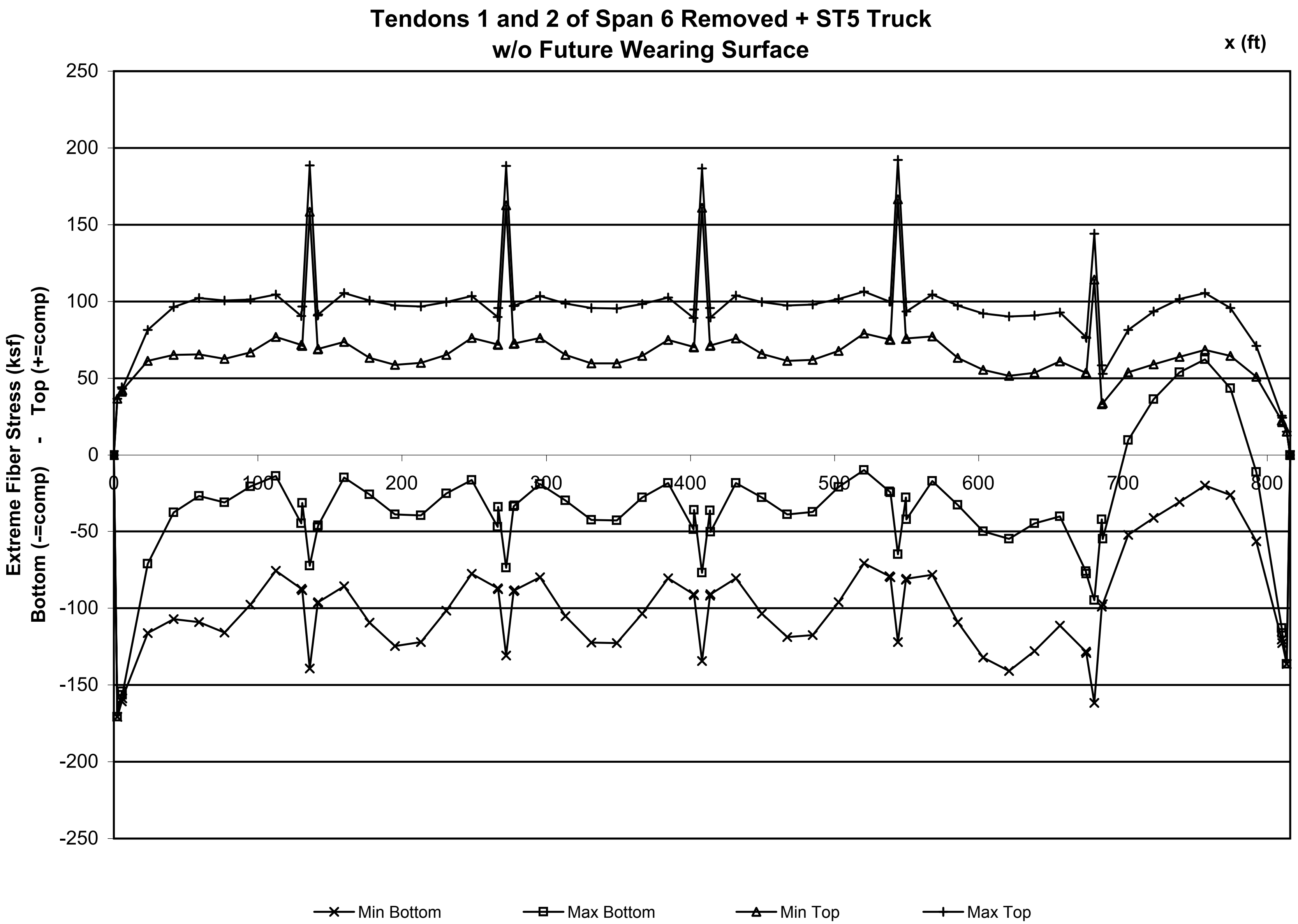
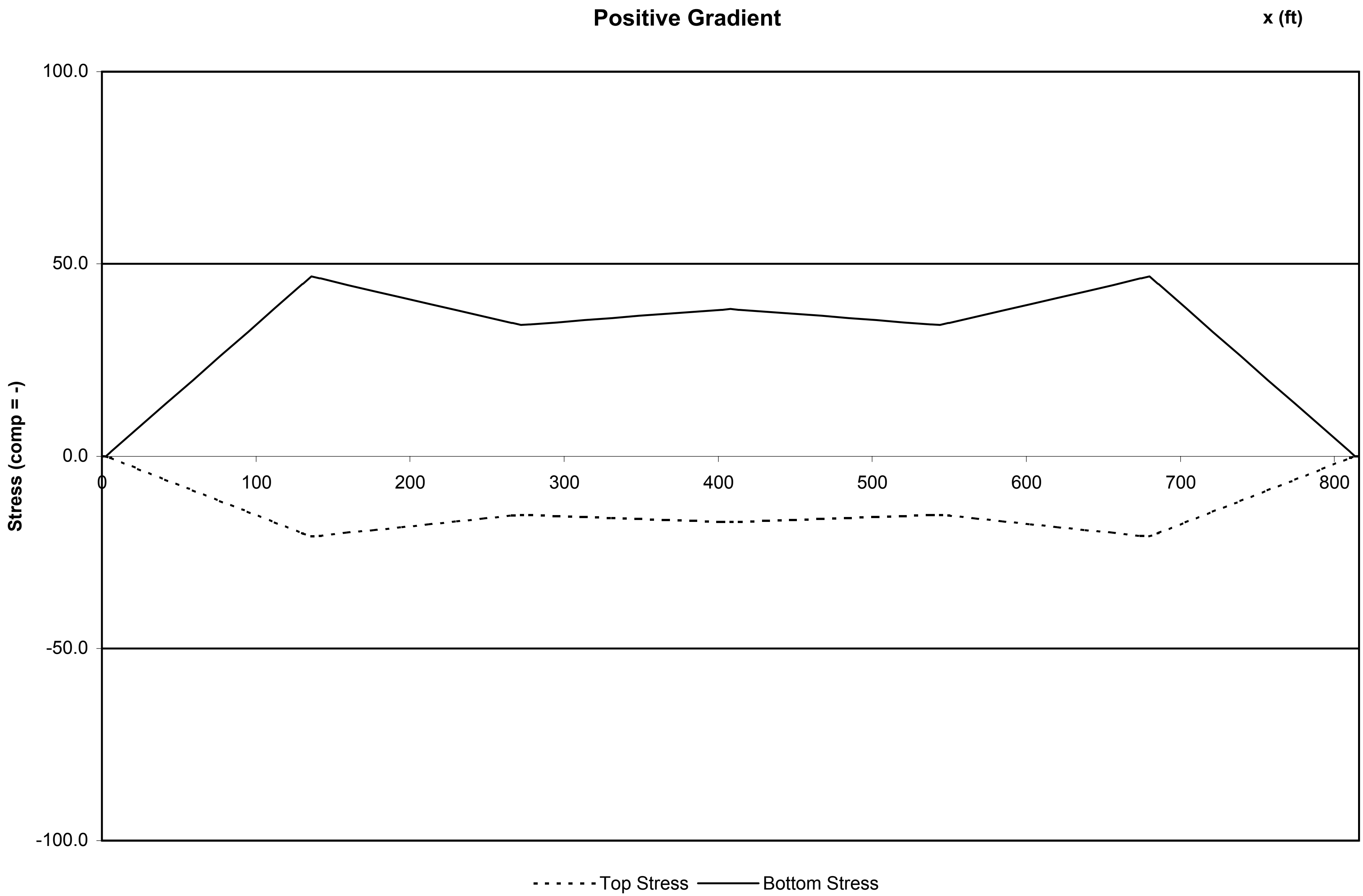


Tendons 1 and 2 of Span 6 Removed + C5 Truck
w/o Future Wearing Surface
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Mid-Bay Bridge
Post-Tensioning Review

12/20/2001


Positive Gradient
x (ft)
Stress (comp = -)
100.0
50.0
0.0
-50.0
-100.0
0
100
200
300
400
500
600
700
800
Top Stress
Bottom Stress

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.4	-74.2	-78.0	-86.0	-77.7	-77.2	-166.9
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.1	-84.7	-89.6	-72.8	-54.9	-73.4	-74.5	-120.4
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.3	-85.9	-92.4	-103.2	-97.7	-97.3	-187.8
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.5	-64.9	-63.6	-40.5	-16.4	-28.7	-29.6	-73.7
HS20 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.1	-67.3	-69.4	-75.8	-65.8	-65.3	-151.2
	Max Bottom	0.0	-170.8	-152.1	-149.0	-60.2	-23.3	-12.5	-18.9	-12.9	-12.8	-52.2	-44.9	-89.7
	Min Top	0.0	-36.6	-45.0	-46.4	-86.1	-102.7	-108.8	-105.9	-104.8	-104.9	-87.2	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.2	-96.5	-105.1	-91.9	-77.7	-100.0	-101.1	-155.4
HS20 Lane	Max Top	0.0	-36.6	-41.7	-42.6	-64.1	-69.3	-69.4	-65.0	-66.6	-72.1	-54.0	-53.2	-136.6
	Max Bottom	0.0	-170.8	-152.4	-149.3	-64.4	-27.2	-15.0	-20.4	-13.8	-14.3	-43.0	-44.1	-89.2
	Min Top	0.0	-36.6	-44.9	-46.3	-84.3	-100.9	-107.7	-105.2	-104.4	-104.2	-91.3	-90.9	-180.9
	Min Bottom	0.0	-170.8	-159.4	-157.5	-109.4	-97.8	-100.3	-110.1	-98.2	-85.9	-126.3	-128.3	-188.2
SU2 Truck	Max Top	0.0	-36.6	-42.0	-42.8	-65.8	-72.4	-73.9	-70.9	-73.9	-81.1	-72.0	-71.5	-159.4
	Max Bottom	0.0	-170.8	-155.0	-152.3	-80.0	-51.5	-43.5	-47.5	-34.2	-23.1	-49.9	-48.6	-93.5
	Min Top	0.0	-36.6	-43.8	-44.9	-77.3	-90.1	-94.9	-93.1	-95.3	-100.2	-88.2	-88.8	-178.9
	Min Bottom	0.0	-170.8	-158.9	-157.0	-105.7	-91.0	-90.3	-97.0	-81.9	-65.8	-86.1	-87.2	-137.2
SU3 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.9	-70.8	-71.5	-67.8	-70.1	-76.5	-66.7	-66.2	-152.4
	Max Bottom	0.0	-170.8	-152.0	-148.8	-62.2	-25.7	-14.7	-21.1	-14.3	-12.6	-49.7	-45.4	-90.2
	Min Top	0.0	-36.6	-45.1	-46.5	-85.3	-101.6	-107.8	-104.9	-104.1	-104.9	-88.3	-90.3	-180.4
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.7	-94.6	-95.6	-104.0	-90.6	-76.1	-98.1	-99.2	-152.9
SU4 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.4	-69.6	-75.9	-66.0	-65.5	-151.5
	Max Bottom	0.0	-170.8	-151.7	-148.5	-60.1	-22.1	-10.8	-17.4	-11.4	-10.8	-49.4	-45.0	-89.8
	Min Top	0.0	-36.6	-45.2	-46.6	-86.2	-103.2	-109.5	-106.6	-105.4	-105.7	-88.5	-90.4	-180.6
	Min Bottom	0.0	-170.8	-159.2	-157.3	-107.9	-95.1	-96.3	-104.9	-91.7	-77.4	-99.6	-100.7	-154.9
C3 Truck	Max Top	0.0	-36.6	-41.9	-42.8	-65.2	-71.3	-72.4	-68.9	-71.5	-78.2	-68.6	-68.1	-154.9
	Max Bottom	0.0	-170.8	-153.3	-150.4	-71.0	-37.8	-28.4	-33.6	-24.3	-19.4	-53.4	-46.6	-91.4
	Min Top	0.0	-36.6	-44.5	-45.8	-81.3	-96.2	-101.7	-99.3	-99.7	-101.9	-86.7	-89.7	-179.9
	Min Bottom	0.0	-170.8	-159.1	-157.2	-107.0	-93.3	-93.7	-101.5	-87.4	-72.3	-93.7	-94.8	-147.2
C4 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.3	-69.5	-75.9	-65.9	-65.4	-151.3
	Max Bottom	0.0	-170.8	-152.3	-149.3	-64.2	-24.8	-14.9	-20.9	-14.3	-14.3	-58.6	-44.9	-89.7
	Min Top	0.0	-36.6	-44.9	-46.3	-84.4	-102.0	-107.7	-105.0	-104.1	-104.2	-84.3	-90.5	-180.6
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.1	-96.4	-105.0	-91.8	-77.6	-99.8	-100.9	-155.3
C5 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.8	-70.5	-71.2	-67.3	-69.4	-75.8	-65.8	-65.3	-151.2
	Max Bottom	0.0	-170.8	-152.1	-149.0	-62.6	-26.1	-15.4	-21.7	-15.7	-15.7	-55.6	-44.9	-89.7
	Min Top	0.0	-36.6	-45.0	-46.4	-85.1	-101.4	-107.4	-104.7	-103.5	-103.5	-85.7	-90.5	-180.7
	Min Bottom	0.0	-170.8	-159.2	-157.3	-108.0	-95.2	-96.5	-105.1	-91.9	-77.7	-100.0	-101.1	-155.5
ST5 Truck	Max Top	0.0	-36.6	-41.8	-42.7	-64.7	-70.4	-71.0	-67.2	-69.3	-75.6	-65.6	-65.1	-150.8
	Max Bottom	0.0	-170.8	-152.9	-155.1	-62.9	-25.8	-14.5	-20.8	-15.2	-16.4	-57.9	-44.8	-89.5
	Min Top	0.0	-36.6	-44.7	-43.7	-84.9	-101.6	-107.8	-105.1	-103.8	-103.2	-84.7	-90.6	-180.7
	Min Bottom	0.0	-170.8	-159.3	-157.3	-108.1	-95.3	-96.7	-105.4	-92.3	-78.1	-100.5	-101.6	-156.4

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.9	-77.8	-78.2	-84.2	-73.8	-68.2	-68.7	-75.1	-85.8	-80.2	-79.8	-170.3
	Bottom	-120.4	-76.4	-75.5	-62.2	-85.3	-103.4	-102.5	-79.7	-55.7	-68.3	-69.1	-113.3
DL + Grad	Top	-187.8	-98.5	-98.9	-104.1	-93.0	-86.7	-86.4	-92.1	-102.0	-95.7	-95.3	-185.6
	Bottom	-73.7	-30.2	-29.3	-17.7	-42.4	-62.2	-62.9	-41.8	-19.4	-33.7	-34.5	-79.2
HS20 Truck	Max Top	-151.2	-62.9	-63.4	-72.0	-64.2	-61.2	-62.7	-67.0	-75.5	-67.8	-67.3	-156.9
	Max Bottom	-89.7	-55.2	-53.6	-15.6	-21.5	-31.5	-31.7	-19.3	-14.4	-51.3	-44.2	-86.9
	Min Top	-180.7	-87.3	-88.0	-105.0	-102.4	-100.5	-100.3	-102.1	-104.3	-87.8	-91.0	-182.2
	Min Bottom	-155.4	-109.7	-108.6	-89.5	-106.8	-119.1	-115.9	-97.9	-78.8	-96.1	-97.1	-143.3
HS20 Lane	Max Top	-136.6	-52.0	-52.8	-68.2	-60.0	-56.1	-57.3	-62.9	-72.0	-57.3	-56.6	-142.6
	Max Bottom	-89.2	-46.2	-45.1	-21.2	-26.3	-34.6	-33.7	-20.9	-14.5	-36.6	-37.4	-80.1
	Min Top	-180.9	-91.3	-91.8	-102.5	-100.2	-99.1	-99.4	-101.4	-104.3	-94.4	-94.0	-185.2
	Min Bottom	-188.2	-134.0	-132.2	-97.8	-116.1	-130.6	-127.9	-106.9	-86.7	-119.4	-121.1	-175.3
SU2 Truck	Max Top	-159.4	-70.7	-71.1	-78.3	-69.2	-64.9	-65.8	-71.2	-80.9	-74.3	-73.8	-163.9
	Max Bottom	-93.5	-51.9	-50.6	-26.7	-42.1	-56.7	-56.7	-39.4	-24.9	-49.9	-48.2	-91.8
	Min Top	-178.9	-88.8	-89.3	-100.0	-93.2	-89.2	-89.1	-93.2	-99.6	-88.4	-89.2	-180.0
	Min Bottom	-137.2	-92.3	-91.3	-75.2	-95.6	-110.9	-108.9	-88.4	-66.7	-81.6	-82.5	-127.6
SU3 Truck	Max Top	-152.4	-64.0	-64.5	-72.8	-64.9	-61.7	-63.1	-67.6	-76.3	-68.7	-68.2	-157.9
	Max Bottom	-90.2	-51.5	-50.0	-15.6	-22.7	-33.0	-33.2	-20.5	-14.3	-49.5	-44.8	-87.6
	Min Top	-180.4	-88.9	-89.6	-105.0	-101.8	-99.8	-99.7	-101.6	-104.4	-88.6	-90.7	-181.9
	Min Bottom	-152.9	-107.3	-106.2	-87.5	-105.2	-118.0	-114.9	-96.6	-77.1	-94.1	-95.1	-141.1
SU4 Truck	Max Top	-151.5	-63.1	-63.6	-72.1	-64.3	-61.3	-62.8	-67.1	-75.7	-67.9	-67.5	-157.1
	Max Bottom	-89.8	-51.2	-49.6	-13.8	-19.9	-29.7	-29.9	-17.7	-12.5	-49.2	-44.3	-87.0
	Min Top	-180.6	-89.1	-89.8	-105.8	-103.1	-101.2	-101.1	-102.9	-105.1	-88.8	-90.9	-182.1
	Min Bottom	-154.9	-109.2	-108.1	-89.0	-106.5	-118.9	-115.7	-97.6	-78.4	-95.7	-96.7	-142.8
C3 Truck	Max Top	-154.9	-66.4	-66.8	-74.8	-66.4	-62.9	-64.1	-68.9	-78.0	-70.7	-70.3	-160.1
	Max Bottom	-91.4	-56.4	-55.0	-22.5	-32.6	-44.7	-44.9	-30.2	-21.1	-52.7	-46.0	-89.1
	Min Top	-179.9	-86.8	-87.4	-101.9	-97.4	-94.5	-94.4	-97.3	-101.3	-87.2	-90.2	-181.2
	Min Bottom	-147.2	-101.9	-100.9	-83.1	-101.8	-115.4	-112.7	-93.6	-73.3	-89.5	-90.5	-136.2
C4 Truck	Max Top	-151.3	-63.0	-63.5	-72.0	-64.2	-61.3	-62.7	-67.0	-75.6	-67.8	-67.4	-157.0
	Max Bottom	-89.7	-55.5	-53.9	-17.0	-23.1	-33.6	-33.8	-20.9	-15.9	-57.1	-44.3	-86.9
	Min Top	-180.6	-87.1	-87.9	-104.4	-101.6	-99.5	-99.4	-101.4	-103.6	-85.2	-91.0	-182.2
	Min Bottom	-155.3	-109.5	-108.4	-89.3	-106.7	-119.0	-115.8	-97.8	-78.6	-95.9	-96.9	-143.0
C5 Truck	Max Top	-151.2	-62.9	-63.4	-71.9	-64.2	-61.2	-62.7	-67.0	-75.5	-67.8	-67.3	-156.9
	Max Bottom	-89.7	-58.8	-57.3	-18.4	-24.3	-34.4	-34.5	-22.1	-17.3	-54.6	-44.2	-86.9
	Min Top	-180.7	-85.7	-86.4	-103.8	-101.1	-99.2	-99.1	-100.9	-103.0	-86.4	-91.0	-182.2
	Min Bottom	-155.5	-109.7	-108.7	-89.5	-106.8	-119.1	-115.9	-97.9	-78.7	-96.1	-97.1	-143.2
ST5 Truck	Max Top	-150.8	-62.5	-63.0	-71.6	-63.9	-61.0	-62.6	-66.8	-75.3	-67.5	-67.1	-156.7
	Max Bottom	-89.5	-61.3	-59.7	-19.3	-24.0	-33.7	-33.9	-21.9	-18.0	-56.6	-44.0	-86.6
	Min Top	-180.7	-84.6	-85.3	-103.4	-101.2	-99.5	-99.4	-101.0	-102.7	-85.4	-91.1	-182.3
	Min Bottom	-156.4	-110.6	-109.6	-90.2	-107.4	-119.6	-116.1	-98.2	-79.2	-96.6	-97.7	-143.8

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.3	-80.8	-81.2	-86.4	-75.3	-69.0	-68.7	-74.4	-84.4	-78.1	-77.7	-167.9
DL	Bottom	-113.3	-69.7	-68.9	-57.2	-82.0	-101.8	-102.5	-81.3	-58.9	-73.1	-74.0	-118.6
DL + Grad	Top	-185.6	-96.1	-96.5	-102.0	-91.1	-85.1	-85.0	-91.0	-101.2	-95.2	-94.8	-185.0
DL + Grad	Bottom	-79.2	-35.5	-34.6	-22.4	-46.6	-65.9	-66.0	-44.3	-21.3	-35.0	-35.9	-80.3
HS20 Truck	Max Top	-156.9	-68.1	-68.5	-76.0	-67.1	-63.0	-62.8	-66.3	-74.1	-65.6	-65.1	-154.7
HS20 Truck	Max Bottom	-86.9	-43.7	-42.9	-16.5	-23.0	-33.2	-33.6	-21.6	-16.9	-54.3	-47.3	-91.4
HS20 Truck	Min Top	-182.2	-92.5	-92.8	-104.6	-101.7	-99.7	-99.5	-101.2	-103.2	-86.5	-89.7	-180.1
HS20 Truck	Min Bottom	-143.3	-98.2	-97.2	-80.6	-100.4	-115.2	-115.8	-99.5	-82.0	-101.0	-102.1	-148.2
HS20 Lane	Max Top	-142.6	-57.5	-58.3	-72.8	-63.6	-58.3	-57.9	-62.4	-70.3	-54.5	-53.7	-139.4
HS20 Lane	Max Bottom	-80.1	-37.8	-37.0	-16.2	-23.5	-33.3	-33.9	-22.6	-17.5	-41.0	-41.9	-85.2
HS20 Lane	Min Top	-185.2	-95.1	-95.5	-104.8	-101.5	-99.7	-99.4	-100.7	-103.0	-92.5	-92.1	-182.9
HS20 Lane	Min Bottom	-175.3	-121.8	-120.1	-87.6	-108.3	-125.8	-126.6	-108.2	-90.5	-125.9	-127.7	-182.4
SU2 Truck	Max Top	-163.9	-74.7	-75.2	-81.4	-71.4	-66.1	-65.9	-70.6	-79.5	-72.1	-71.7	-161.6
SU2 Truck	Max Bottom	-91.8	-48.4	-47.5	-27.1	-43.0	-58.1	-58.5	-41.5	-27.5	-53.0	-51.3	-95.6
SU2 Truck	Min Top	-180.0	-90.4	-90.8	-99.9	-92.8	-88.6	-88.4	-92.3	-98.5	-87.1	-87.9	-178.2
SU2 Truck	Min Bottom	-127.6	-83.4	-82.4	-68.4	-90.8	-108.2	-108.8	-90.0	-70.0	-86.4	-87.4	-132.8
SU3 Truck	Max Top	-157.9	-69.0	-69.4	-76.7	-67.7	-63.4	-63.2	-66.9	-74.9	-66.5	-66.0	-155.7
SU3 Truck	Max Bottom	-87.6	-44.4	-43.5	-16.4	-24.2	-34.7	-35.2	-22.7	-16.8	-52.5	-47.9	-92.0
SU3 Truck	Min Top	-181.9	-92.2	-92.5	-104.7	-101.2	-99.0	-98.8	-100.7	-103.3	-87.4	-89.4	-179.8
SU3 Truck	Min Bottom	-141.1	-96.2	-95.2	-78.9	-99.1	-114.3	-114.8	-98.2	-80.4	-99.0	-100.1	-146.1
SU4 Truck	Max Top	-157.1	-68.3	-68.7	-76.1	-67.2	-63.1	-62.9	-66.4	-74.3	-65.8	-65.3	-154.9
SU4 Truck	Max Bottom	-87.0	-43.9	-43.0	-14.7	-21.4	-31.5	-31.9	-19.9	-15.1	-52.2	-47.4	-91.6
SU4 Truck	Min Top	-182.1	-92.4	-92.8	-105.5	-102.4	-100.5	-100.3	-101.9	-104.1	-87.5	-89.6	-180.0
SU4 Truck	Min Bottom	-142.8	-97.8	-96.8	-80.2	-100.2	-115.0	-115.6	-99.2	-81.7	-100.6	-101.7	-147.8
C3 Truck	Max Top	-160.1	-71.1	-71.5	-78.4	-69.0	-64.4	-64.2	-68.2	-76.6	-68.6	-68.1	-157.8
C3 Truck	Max Bottom	-89.1	-45.8	-45.0	-23.2	-33.9	-46.3	-46.7	-32.4	-23.6	-55.7	-49.1	-93.3
C3 Truck	Min Top	-181.2	-91.5	-91.9	-101.6	-96.9	-93.9	-93.6	-96.3	-100.2	-85.9	-88.9	-179.2
C3 Truck	Min Bottom	-136.2	-91.5	-90.5	-75.1	-96.1	-112.0	-112.6	-95.2	-76.6	-94.4	-95.5	-141.2
C4 Truck	Max Top	-157.0	-68.2	-68.6	-76.1	-67.2	-63.1	-62.8	-66.4	-74.2	-65.7	-65.2	-154.8
C4 Truck	Max Bottom	-86.9	-43.8	-42.9	-18.0	-24.6	-35.4	-35.8	-23.2	-18.4	-60.0	-47.4	-91.5
C4 Truck	Min Top	-182.2	-92.4	-92.8	-104.0	-101.0	-98.8	-98.5	-100.5	-102.6	-84.0	-89.6	-180.1
C4 Truck	Min Bottom	-143.0	-98.0	-97.0	-80.4	-100.3	-115.1	-115.7	-99.3	-81.9	-100.8	-101.9	-148.0
C5 Truck	Max Top	-156.9	-68.1	-68.5	-76.0	-67.1	-63.0	-62.8	-66.3	-74.1	-65.6	-65.1	-154.7
C5 Truck	Max Bottom	-86.9	-43.7	-42.9	-19.4	-25.8	-36.1	-36.5	-24.3	-19.8	-57.6	-47.3	-91.4
C5 Truck	Min Top	-182.2	-92.5	-92.8	-103.4	-100.5	-98.4	-98.2	-99.9	-101.9	-85.1	-89.7	-180.1
C5 Truck	Min Bottom	-143.2	-98.2	-97.2	-80.6	-100.4	-115.2	-115.8	-99.5	-82.0	-101.0	-102.1	-148.2
ST5 Truck	Max Top	-156.7	-67.8	-68.3	-75.8	-66.9	-62.9	-62.7	-66.2	-73.9	-65.4	-64.9	-154.5
ST5 Truck	Max Bottom	-86.6	-43.5	-42.6	-20.1	-25.6	-35.5	-35.9	-24.1	-20.5	-59.6	-47.2	-91.3
ST5 Truck	Min Top	-182.3	-92.6	-92.9	-103.0	-100.6	-98.7	-98.5	-100.1	-101.6	-84.2	-89.7	-180.2
ST5 Truck	Min Bottom	-143.8	-98.8	-97.8	-81.0	-100.8	-115.5	-116.0	-99.8	-82.5	-101.6	-102.6	-148.7

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

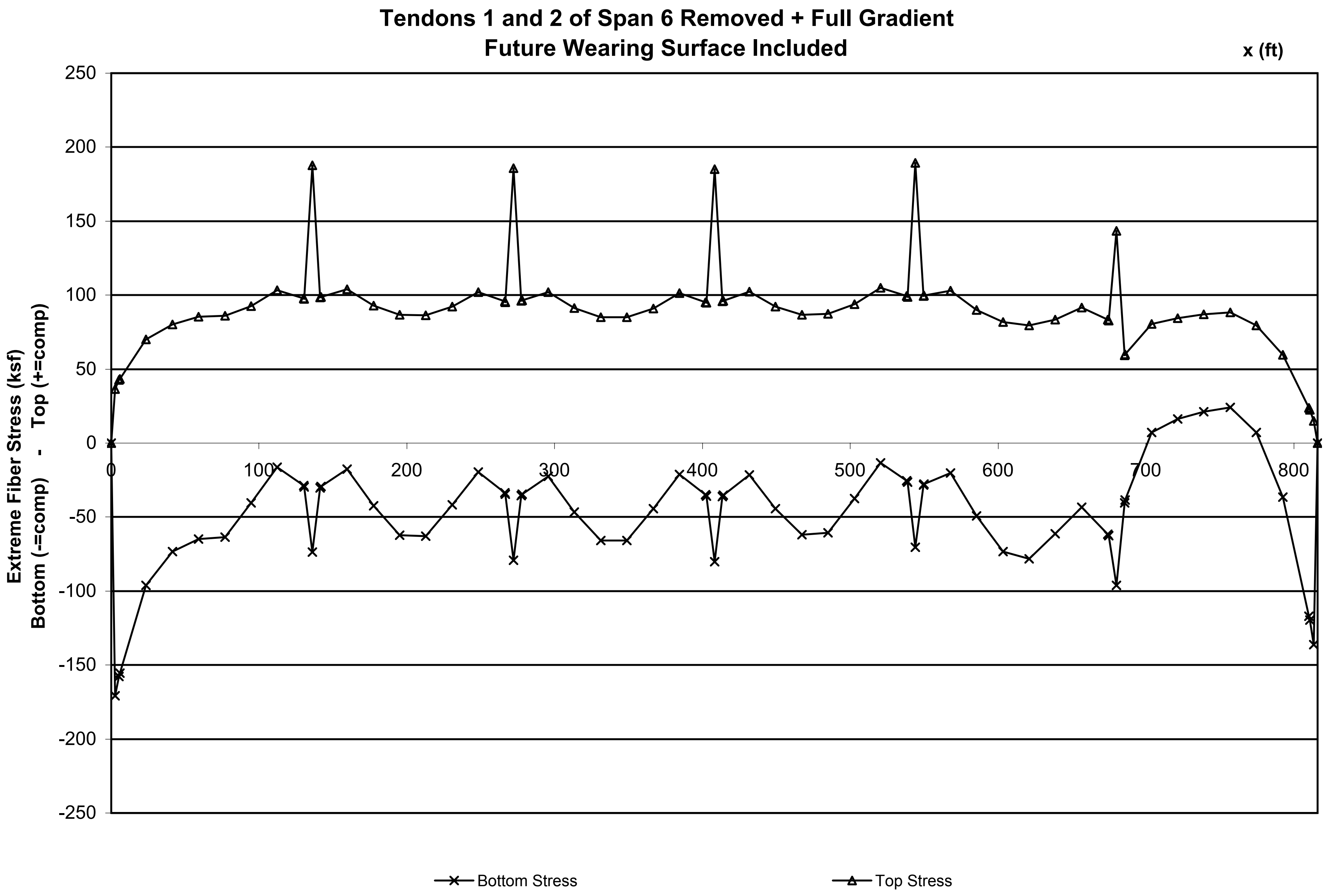
		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-167.9	-78.7	-79.2	-85.5	-75.6	-70.4	-71.2	-78.1	-89.2	-84.0	-83.6	-174.2
	Bottom	-118.6	-74.3	-73.3	-59.1	-81.3	-98.5	-96.7	-73.0	-48.2	-59.8	-60.7	-104.6
DL + Grad	Top	-185.0	-95.8	-96.3	-102.3	-92.2	-86.7	-87.3	-93.9	-104.8	-99.3	-98.9	-189.5
	Bottom	-80.3	-36.2	-35.2	-21.5	-44.3	-62.0	-60.8	-37.6	-13.4	-25.5	-26.5	-70.5
HS20 Truck	Max Top	-154.7	-66.2	-66.6	-75.2	-67.4	-64.5	-65.2	-69.9	-78.7	-71.3	-70.9	-160.8
	Max Bottom	-91.4	-47.6	-46.7	-17.1	-21.6	-29.7	-28.1	-14.0	-7.5	-33.8	-34.7	-78.2
	Min Top	-180.1	-90.7	-91.1	-104.3	-102.3	-101.2	-101.9	-104.5	-107.4	-95.6	-95.2	-186.1
	Min Bottom	-148.2	-102.4	-101.5	-82.2	-99.5	-111.8	-110.1	-91.4	-71.5	-88.2	-89.2	-134.5
HS20 Lane	Max Top	-139.4	-54.7	-55.5	-71.4	-63.5	-59.6	-60.5	-66.3	-75.6	-61.1	-60.3	-146.5
	Max Bottom	-85.2	-42.1	-41.2	-17.7	-22.6	-29.9	-28.2	-14.4	-7.1	-27.9	-28.7	-71.3
	Min Top	-182.9	-93.1	-93.5	-104.1	-101.9	-101.1	-101.9	-104.3	-107.6	-98.2	-97.9	-189.1
	Min Bottom	-182.4	-128.0	-126.2	-90.7	-108.2	-122.7	-120.7	-99.2	-78.6	-111.0	-112.7	-166.6
SU2 Truck	Max Top	-161.6	-72.7	-73.2	-80.6	-71.7	-67.6	-68.4	-74.2	-84.2	-77.9	-77.5	-167.8
	Max Bottom	-95.6	-51.6	-52.8	-27.6	-41.6	-54.5	-53.0	-34.0	-18.1	-38.5	-39.3	-83.1
	Min Top	-178.2	-88.9	-88.4	-99.6	-93.4	-90.1	-90.8	-95.5	-102.7	-93.5	-93.1	-183.9
	Min Bottom	-132.8	-87.7	-86.7	-70.1	-90.0	-104.9	-103.1	-81.8	-59.3	-73.4	-74.3	-118.9
SU3 Truck	Max Top	-155.7	-67.1	-67.5	-75.9	-68.0	-64.9	-65.7	-70.4	-79.5	-72.2	-71.8	-161.8
	Max Bottom	-92.0	-48.2	-52.3	-16.9	-22.7	-31.2	-29.6	-15.1	-7.4	-34.5	-35.3	-78.8
	Min Top	-179.8	-90.5	-88.6	-104.4	-101.8	-100.5	-101.3	-104.0	-107.5	-95.3	-94.9	-185.8
	Min Bottom	-146.1	-100.4	-99.3	-80.5	-98.2	-110.8	-109.2	-90.1	-69.9	-86.1	-87.1	-132.4
SU4 Truck	Max Top	-154.9	-66.3	-66.8	-75.4	-67.6	-64.6	-65.3	-70.0	-78.9	-71.5	-71.0	-161.0
	Max Bottom	-91.6	-47.7	-52.0	-15.2	-20.0	-28.0	-26.4	-12.4	-5.6	-34.0	-34.8	-78.3
	Min Top	-180.0	-90.6	-88.7	-105.2	-103.1	-102.0	-102.7	-105.2	-108.3	-95.5	-95.2	-186.0
	Min Bottom	-147.8	-102.0	-100.9	-81.8	-99.2	-111.6	-109.9	-91.1	-71.2	-87.7	-88.7	-134.1
C3 Truck	Max Top	-157.8	-69.1	-69.6	-77.6	-69.4	-65.9	-66.6	-71.8	-81.2	-74.3	-73.9	-164.0
	Max Bottom	-93.3	-49.4	-56.7	-23.8	-32.4	-42.8	-41.2	-24.9	-14.2	-35.9	-36.8	-80.4
	Min Top	-179.2	-89.9	-86.6	-101.3	-97.5	-95.3	-96.1	-99.6	-104.4	-94.7	-94.3	-185.1
	Min Bottom	-141.2	-95.8	-94.7	-76.7	-95.2	-108.7	-107.0	-87.1	-66.0	-81.5	-82.4	-127.5
C4 Truck	Max Top	-154.8	-66.2	-66.7	-75.3	-67.5	-64.5	-65.3	-69.9	-78.8	-71.4	-70.9	-160.9
	Max Bottom	-91.5	-47.7	-56.5	-18.6	-23.2	-31.8	-30.3	-15.6	-9.0	-33.9	-34.7	-78.2
	Min Top	-180.1	-90.7	-86.7	-103.7	-101.6	-100.3	-101.0	-103.8	-106.8	-95.6	-95.2	-186.0
	Min Bottom	-148.0	-102.2	-101.1	-82.0	-99.4	-111.7	-110.0	-91.3	-71.4	-88.0	-89.0	-134.3
C5 Truck	Max Top	-154.7	-66.2	-66.6	-75.2	-67.5	-64.5	-65.2	-69.9	-78.7	-71.3	-70.9	-160.8
	Max Bottom	-91.4	-47.6	-59.0	-20.0	-24.4	-32.6	-31.0	-16.8	-10.4	-33.8	-34.7	-78.1
	Min Top	-180.1	-90.7	-85.6	-103.0	-101.1	-99.9	-100.6	-103.2	-106.1	-95.6	-95.2	-186.1
	Min Bottom	-148.2	-102.4	-101.3	-82.1	-99.5	-111.8	-110.1	-91.4	-71.5	-88.1	-89.1	-134.5
ST5 Truck	Max Top	-154.5	-65.9	-66.4	-75.0	-67.3	-64.4	-65.1	-69.7	-78.5	-71.1	-70.6	-160.6
	Max Bottom	-91.3	-47.5	-61.2	-20.7	-24.1	-31.9	-30.4	-16.5	-11.1	-33.6	-34.4	-77.9
	Min Top	-180.2	-90.8	-84.6	-102.7	-101.2	-100.2	-100.9	-103.3	-105.8	-95.7	-95.3	-186.2
	Min Bottom	-148.7	-102.9	-101.8	-82.6	-99.8	-112.0	-110.4	-91.8	-72.0	-88.7	-89.7	-135.1

Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-174.2	-83.9	-84.2	-86.8	-73.1	-64.1	-61.1	-64.2	-71.6	-62.6	-62.1	-122.5
DL	Bottom	-104.6	-62.8	-62.1	-56.4	-87.1	-112.8	-119.4	-104.1	-87.7	-107.7	-108.8	-142.9
DL + Grad	Top	-189.5	-99.4	-99.7	-103.0	-90.1	-81.8	-79.6	-83.4	-91.5	-83.3	-82.8	-143.4
DL + Grad	Bottom	-70.5	-28.2	-27.5	-20.1	-49.2	-73.2	-78.2	-61.2	-43.2	-61.5	-62.6	-96.2
HS20 Truck	Max Top	-160.8	-71.4	-71.8	-76.5	-64.9	-58.1	-54.1	-54.6	-59.4	-47.8	-47.2	-106.8
HS20 Truck	Max Bottom	-78.2	-37.9	-46.1	-15.1	-26.8	-42.0	-47.5	-40.3	-41.1	-84.3	-86.1	-112.2
HS20 Truck	Min Top	-186.1	-95.1	-91.4	-105.3	-100.1	-95.8	-93.4	-92.8	-92.4	-73.1	-72.3	-136.3
HS20 Truck	Min Bottom	-134.5	-90.8	-90.0	-79.4	-105.3	-126.2	-135.1	-125.6	-115.0	-140.8	-142.1	-178.0
HS20 Lane	Max Top	-146.5	-60.7	-61.3	-72.9	-60.8	-52.7	-49.0	-50.5	-55.6	-37.2	-36.4	-92.2
HS20 Lane	Max Bottom	-71.3	-31.1	-30.5	-15.1	-28.3	-44.0	-50.6	-45.1	-46.7	-77.3	-78.6	-111.7
HS20 Lane	Min Top	-189.1	-98.1	-98.4	-105.2	-99.4	-94.9	-92.0	-90.6	-89.9	-76.2	-75.7	-136.5
HS20 Lane	Min Bottom	-166.6	-114.8	-113.3	-87.4	-114.4	-138.2	-146.6	-134.9	-123.3	-164.4	-166.4	-210.8
SU2 Truck	Max Top	-167.8	-77.9	-78.3	-81.9	-69.2	-61.2	-57.8	-59.6	-65.7	-55.5	-55.0	-115.0
SU2 Truck	Max Bottom	-83.1	-41.9	-43.4	-25.6	-46.8	-67.1	-72.7	-60.9	-52.2	-83.6	-85.0	-116.0
SU2 Truck	Min Top	-183.9	-93.3	-92.6	-100.6	-91.1	-84.5	-82.1	-83.6	-87.4	-73.4	-72.8	-134.6
SU2 Truck	Min Bottom	-118.9	-76.2	-75.5	-67.4	-95.8	-119.2	-126.9	-114.4	-100.7	-123.6	-124.7	-159.7
SU3 Truck	Max Top	-161.8	-72.3	-72.7	-77.2	-65.5	-58.5	-54.6	-55.3	-60.3	-48.9	-48.3	-108.0
SU3 Truck	Max Bottom	-78.8	-38.5	-42.9	-14.9	-27.9	-43.5	-49.0	-41.6	-41.1	-82.9	-84.6	-112.7
SU3 Truck	Min Top	-185.8	-94.8	-92.8	-105.3	-99.6	-95.1	-92.7	-92.2	-92.4	-73.7	-73.0	-136.1
SU3 Truck	Min Bottom	-132.4	-88.8	-88.0	-77.8	-104.0	-125.2	-134.0	-124.1	-113.0	-138.4	-139.7	-175.4
SU4 Truck	Max Top	-161.0	-71.6	-72.0	-76.6	-65.0	-58.2	-54.2	-54.8	-59.6	-48.0	-47.5	-107.1
SU4 Truck	Max Bottom	-78.3	-38.0	-42.6	-13.2	-25.2	-40.3	-45.7	-38.8	-39.3	-82.4	-84.2	-112.3
SU4 Truck	Min Top	-186.0	-95.0	-93.0	-106.1	-100.8	-96.5	-94.1	-93.5	-93.2	-74.0	-73.2	-136.3
SU4 Truck	Min Bottom	-134.1	-90.4	-89.6	-79.1	-105.1	-126.0	-134.9	-125.3	-114.6	-140.3	-141.6	-177.4
C3 Truck	Max Top	-164.0	-74.4	-74.7	-78.9	-66.8	-59.5	-55.8	-56.9	-62.2	-51.3	-50.7	-110.5
C3 Truck	Max Bottom	-80.4	-39.7	-47.3	-21.8	-37.7	-55.2	-60.7	-51.5	-48.0	-85.8	-87.5	-113.9
C3 Truck	Min Top	-185.1	-94.3	-90.9	-102.3	-95.2	-89.9	-87.4	-87.8	-89.3	-72.4	-71.7	-135.5
C3 Truck	Min Bottom	-127.5	-84.2	-83.4	-74.0	-101.0	-123.0	-131.4	-120.6	-108.6	-133.1	-134.3	-169.8
C4 Truck	Max Top	-160.9	-71.5	-71.9	-76.6	-65.0	-58.1	-54.1	-54.6	-59.4	-47.9	-47.3	-106.9
C4 Truck	Max Bottom	-78.2	-37.9	-47.2	-16.6	-28.4	-44.1	-49.6	-42.0	-42.5	-89.6	-91.5	-112.2
C4 Truck	Min Top	-186.0	-95.1	-90.9	-104.6	-99.4	-94.8	-92.4	-92.0	-91.8	-70.7	-69.9	-136.3
C4 Truck	Min Bottom	-134.3	-90.6	-89.8	-79.3	-105.2	-126.1	-135.0	-125.5	-114.9	-140.7	-141.9	-177.8
C5 Truck	Max Top	-160.8	-71.4	-71.8	-76.5	-64.9	-58.1	-54.1	-54.6	-59.3	-47.8	-47.2	-106.8
C5 Truck	Max Bottom	-78.1	-37.9	-49.5	-18.0	-29.6	-44.9	-50.4	-43.1	-43.9	-87.5	-89.4	-112.2
C5 Truck	Min Top	-186.1	-95.1	-89.9	-104.0	-98.8	-94.5	-92.1	-91.5	-91.2	-71.7	-70.8	-136.3
C5 Truck	Min Bottom	-134.5	-90.8	-90.0	-79.4	-105.3	-126.2	-135.1	-125.7	-115.0	-140.9	-142.1	-178.1
ST5 Truck	Max Top	-160.6	-71.2	-71.5	-76.3	-64.7	-58.0	-53.9	-54.3	-59.0	-47.4	-46.8	-106.4
ST5 Truck	Max Bottom	-77.9	-37.7	-51.7	-18.7	-29.3	-44.2	-49.7	-42.9	-44.8	-89.6	-91.5	-112.0
ST5 Truck	Min Top	-186.2	-95.2	-88.9	-103.7	-98.9	-94.8	-92.4	-91.6	-90.8	-70.7	-69.9	-136.4
ST5 Truck	Min Bottom	-135.1	-91.3	-90.5	-79.9	-105.7	-126.4	-135.5	-126.2	-115.8	-141.8	-143.0	-179.0

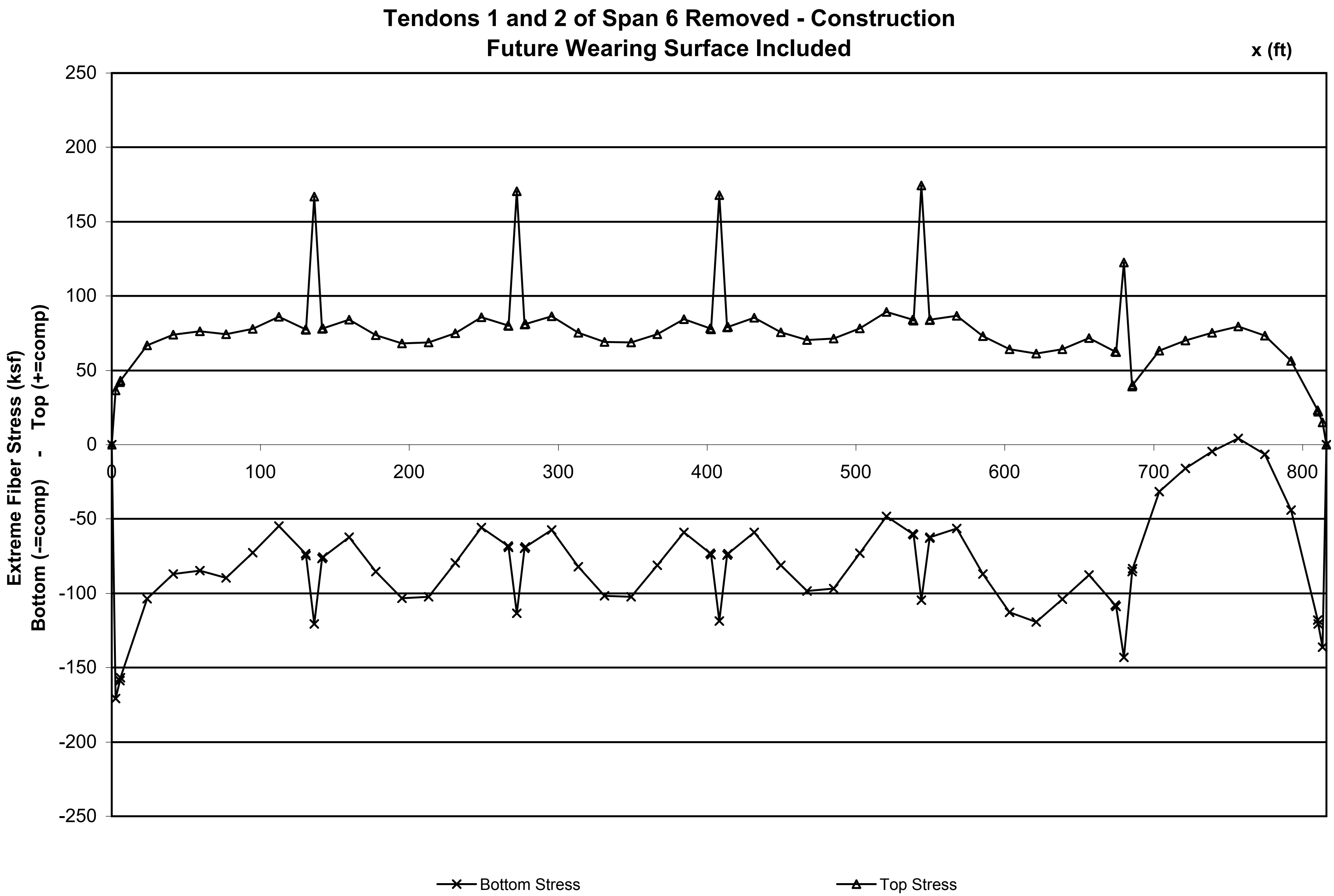
Mid-Bay Bridge Post-Tensioning Review
Stress Summaries (ksf) - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-122.5	-39.1	-40.0	-63.2	-70.0	-75.4	-79.4	-73.3	-56.5	-23.3	-22.1	-15.2	0.0
	Bottom	-142.9	-85.3	-83.3	-31.5	-16.1	-4.7	4.3	-6.4	-44.0	-118.1	-120.7	-136.3	0.0
DL + Grad	Top	-143.4	-59.2	-60.0	-80.4	-84.4	-87.1	-88.3	-79.4	-59.8	-23.8	-22.6	-15.2	0.0
	Bottom	-96.2	-40.4	-38.6	7.0	16.2	21.3	24.1	7.2	-36.6	-116.9	-119.7	-136.3	0.0
HS20 Truck	Max Top	-106.8	-27.2	-28.1	-52.9	-61.4	-68.5	-74.1	-69.7	-54.5	-23.0	-21.9	-15.2	0.0
	Max Bottom	-112.2	-55.7	-62.0	10.6	43.8	66.1	76.5	57.4	-0.6	-110.4	-114.2	-136.3	0.0
	Min Top	-136.3	-52.3	-49.5	-82.0	-96.8	-107.1	-111.7	-101.8	-75.9	-26.7	-25.1	-15.2	0.0
	Min Bottom	-178.0	-111.9	-109.8	-54.3	-35.3	-20.2	-7.5	-14.5	-48.4	-118.8	-121.3	-136.3	0.0
HS20 Lane	Max Top	-92.2	-15.0	-16.3	-49.3	-58.7	-66.2	-72.4	-68.5	-53.9	-22.9	-21.8	-15.2	0.0
	Max Bottom	-111.7	-54.9	-52.9	9.1	42.9	64.6	74.0	53.5	-4.8	-110.7	-114.4	-136.3	0.0
	Min Top	-136.5	-52.7	-53.6	-81.3	-96.4	-106.4	-110.6	-100.1	-74.0	-26.6	-25.0	-15.2	0.0
	Min Bottom	-210.8	-139.0	-136.2	-62.5	-41.5	-25.2	-11.3	-17.1	-49.8	-119.0	-121.5	-136.3	0.0
SU2 Truck	Max Top	-115.0	-33.4	-34.3	-58.3	-65.9	-72.1	-76.9	-71.6	-55.5	-23.2	-22.0	-15.2	0.0
	Max Bottom	-116.0	-59.4	-59.8	0.3	22.5	37.4	45.5	29.3	-20.4	-113.8	-117.0	-136.3	0.0
	Min Top	-134.6	-50.7	-50.5	-77.4	-87.3	-94.3	-97.9	-89.3	-67.0	-25.2	-23.8	-15.2	0.0
	Min Bottom	-159.7	-98.0	-96.0	-42.4	-25.3	-12.1	-1.4	-10.2	-46.1	-118.4	-121.0	-136.3	0.0
SU3 Truck	Max Top	-108.0	-28.0	-28.9	-53.7	-62.1	-69.0	-74.5	-69.9	-54.6	-23.0	-21.9	-15.2	0.0
	Max Bottom	-112.7	-56.2	-59.5	10.9	42.3	63.9	74.3	55.0	-2.6	-110.3	-114.0	-136.3	0.0
	Min Top	-136.1	-52.1	-50.6	-82.1	-96.2	-106.1	-110.8	-100.8	-75.0	-26.8	-25.1	-15.2	0.0
	Min Bottom	-175.4	-110.0	-107.9	-52.7	-33.9	-19.0	-6.7	-13.9	-48.1	-118.7	-121.2	-136.3	0.0
SU4 Truck	Max Top	-107.1	-27.3	-28.3	-53.1	-61.6	-68.6	-74.2	-69.7	-54.5	-23.0	-21.9	-15.2	0.0
	Max Bottom	-112.3	-55.8	-59.2	12.6	45.2	67.5	78.2	58.7	-0.5	-110.0	-113.8	-136.3	0.0
	Min Top	-136.3	-52.3	-50.7	-82.8	-97.5	-107.7	-112.5	-102.4	-75.9	-26.9	-25.2	-15.2	0.0
	Min Bottom	-177.4	-111.5	-109.4	-54.0	-35.0	-19.9	-7.3	-14.3	-48.3	-118.8	-121.3	-136.3	0.0
C3 Truck	Max Top	-110.5	-30.0	-30.9	-55.3	-63.5	-70.1	-75.4	-70.5	-55.0	-23.1	-21.9	-15.2	0.0
	Max Bottom	-113.9	-57.4	-63.3	4.0	32.4	51.3	60.6	42.9	-11.3	-111.8	-115.3	-136.3	0.0
	Min Top	-135.5	-51.6	-48.9	-79.0	-91.7	-100.5	-104.6	-95.3	-71.1	-26.1	-24.6	-15.2	0.0
	Min Bottom	-169.8	-105.6	-103.6	-48.9	-30.8	-16.5	-4.7	-12.5	-47.3	-118.6	-121.2	-136.3	0.0
C4 Truck	Max Top	-106.9	-27.2	-28.2	-53.0	-61.5	-68.5	-74.2	-69.7	-54.5	-23.0	-21.9	-15.2	0.0
	Max Bottom	-112.2	-55.7	-68.5	9.1	42.3	64.1	74.1	55.9	-4.5	-110.7	-114.4	-136.3	0.0
	Min Top	-136.3	-52.3	-46.6	-81.3	-96.2	-106.2	-110.7	-101.2	-74.1	-26.6	-25.0	-15.2	0.0
	Min Bottom	-177.8	-111.7	-109.6	-54.1	-35.1	-20.0	-7.4	-14.4	-48.3	-118.8	-121.3	-136.3	0.0
C5 Truck	Max Top	-106.8	-27.2	-28.1	-52.9	-61.5	-68.5	-74.1	-69.7	-54.5	-23.0	-21.9	-15.2	0.0
	Max Bottom	-112.2	-55.7	-65.5	7.7	41.0	63.3	73.5	54.7	-2.9	-110.4	-114.1	-136.3	0.0
	Min Top	-136.3	-52.3	-47.9	-80.7	-95.6	-105.8	-110.4	-100.6	-74.8	-26.7	-25.1	-15.2	0.0
	Min Bottom	-178.1	-111.9	-109.8	-54.3	-35.3	-20.1	-7.5	-14.4	-48.4	-118.8	-121.3	-136.3	0.0
ST5 Truck	Max Top	-106.4	-26.9	-27.9	-52.7	-61.3	-68.4	-74.0	-69.6	-54.5	-23.0	-21.9	-15.2	0.0
	Max Bottom	-112.0	-55.5	-67.7	7.0	41.5	64.2	74.4	55.0	-3.3	-111.3	-114.9	-136.3	0.0
	Min Top	-136.4	-52.4	-46.9	-80.4	-95.8	-106.2	-110.8	-100.8	-74.7	-26.3	-24.7	-15.2	0.0
	Min Bottom	-179.0	-112.4	-110.3	-54.7	-35.6	-20.4	-7.7	-14.6	-48.5	-118.8	-121.3	-136.3	0.0

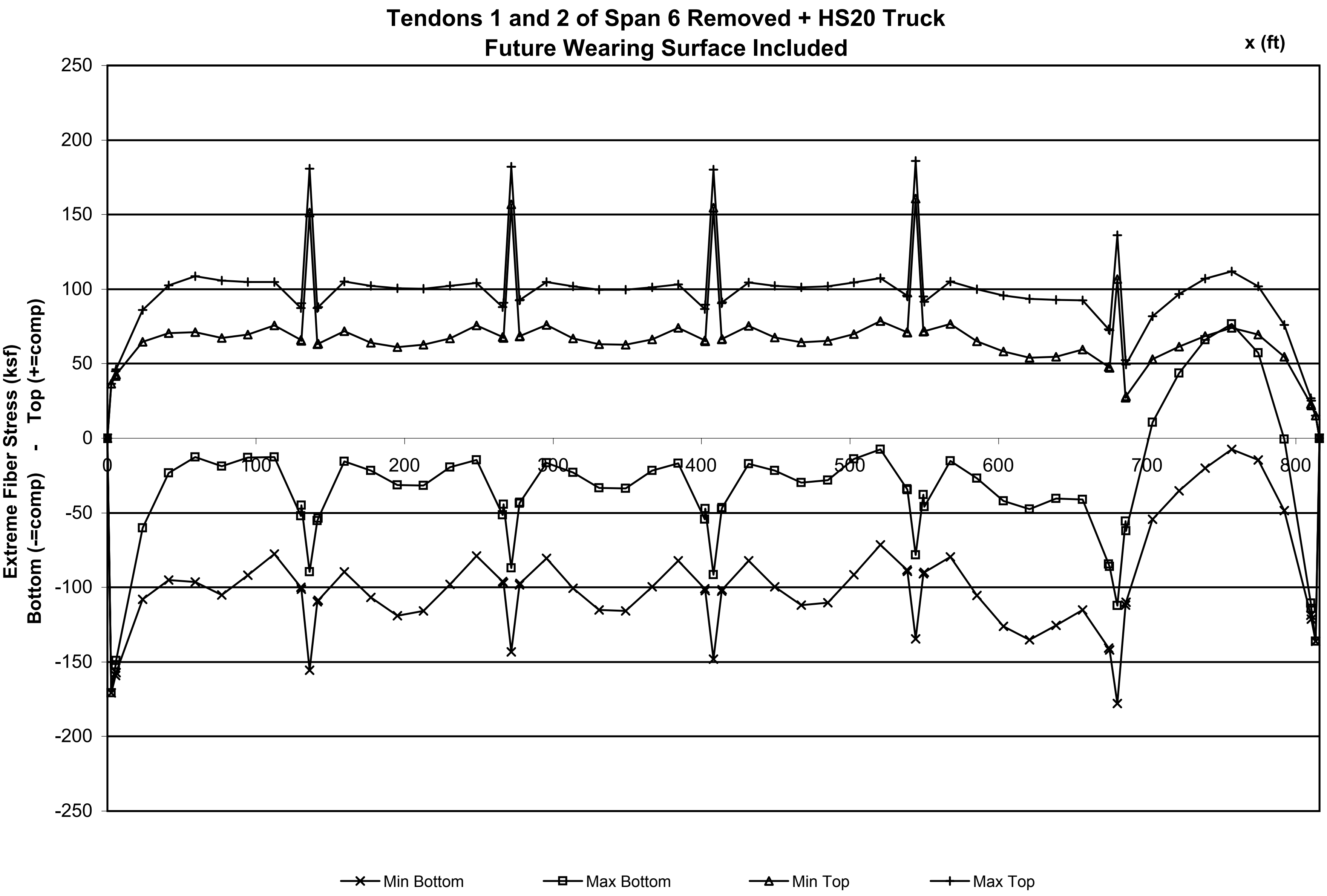


Mid-Bay Bridge
Post-Tensioning Review

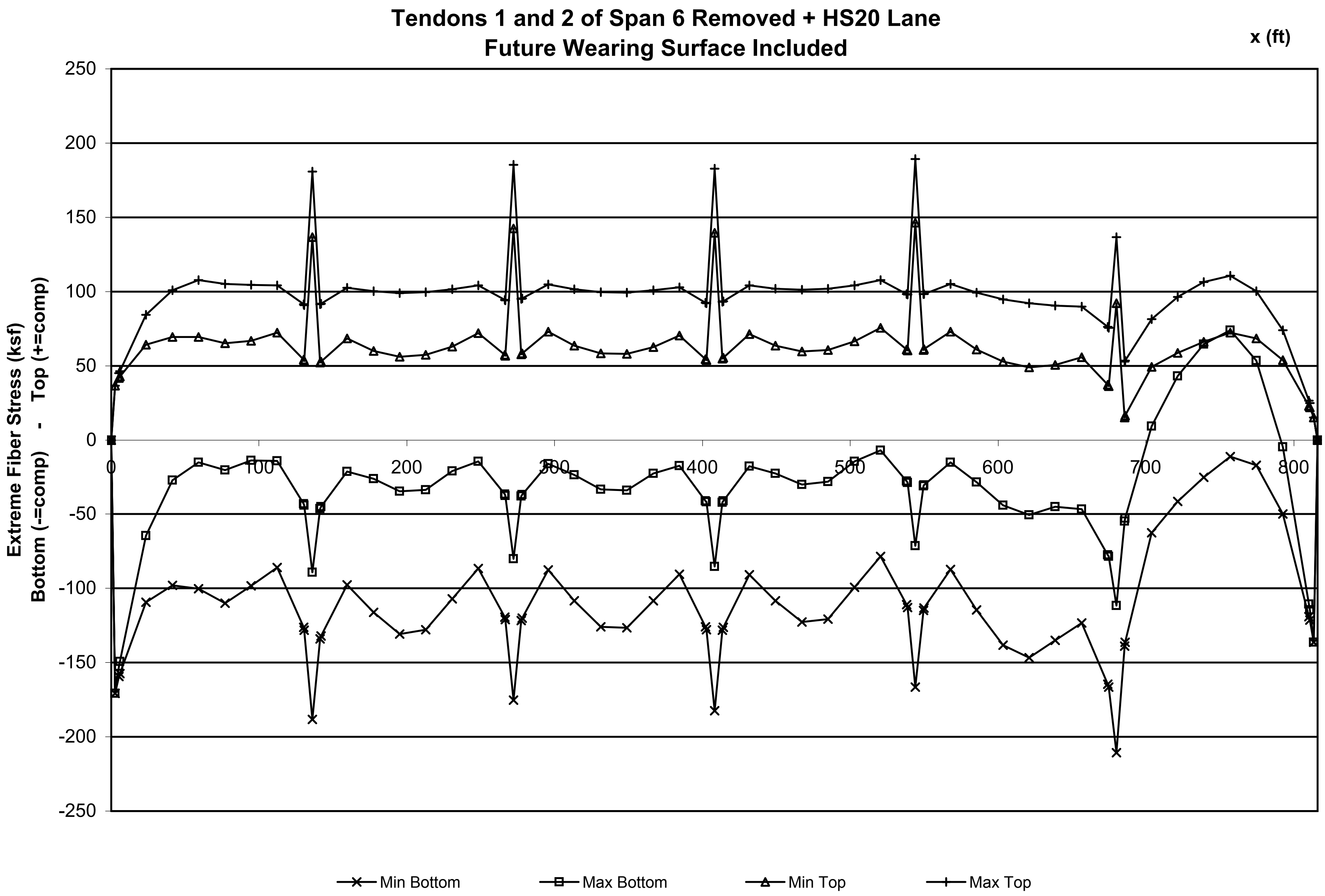
12/20/2001

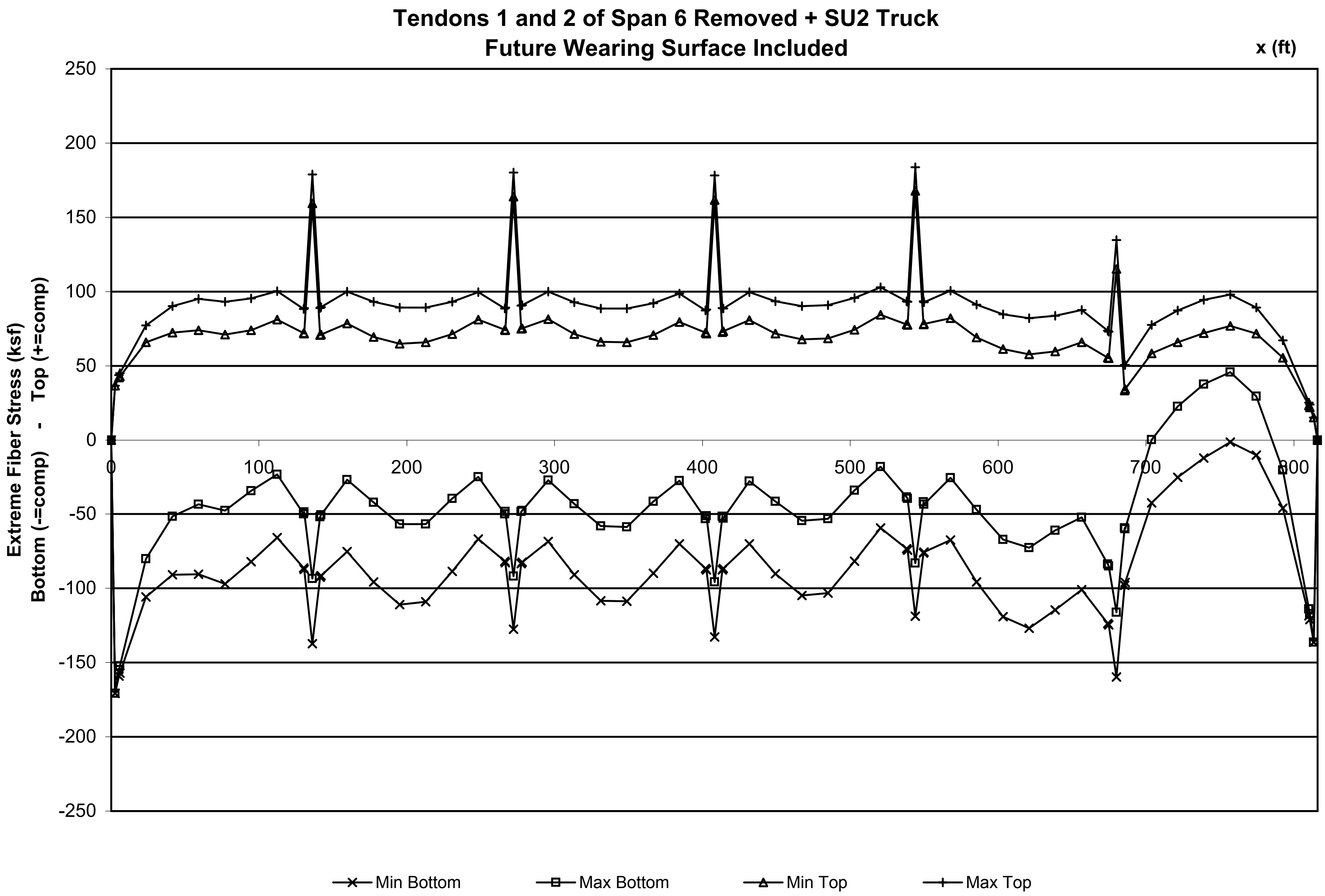


Tendons 1 and 2 of Span 6 Removed - Construction
Future Wearing Surface Included
x (ft)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
Bottom Stress
Top Stress

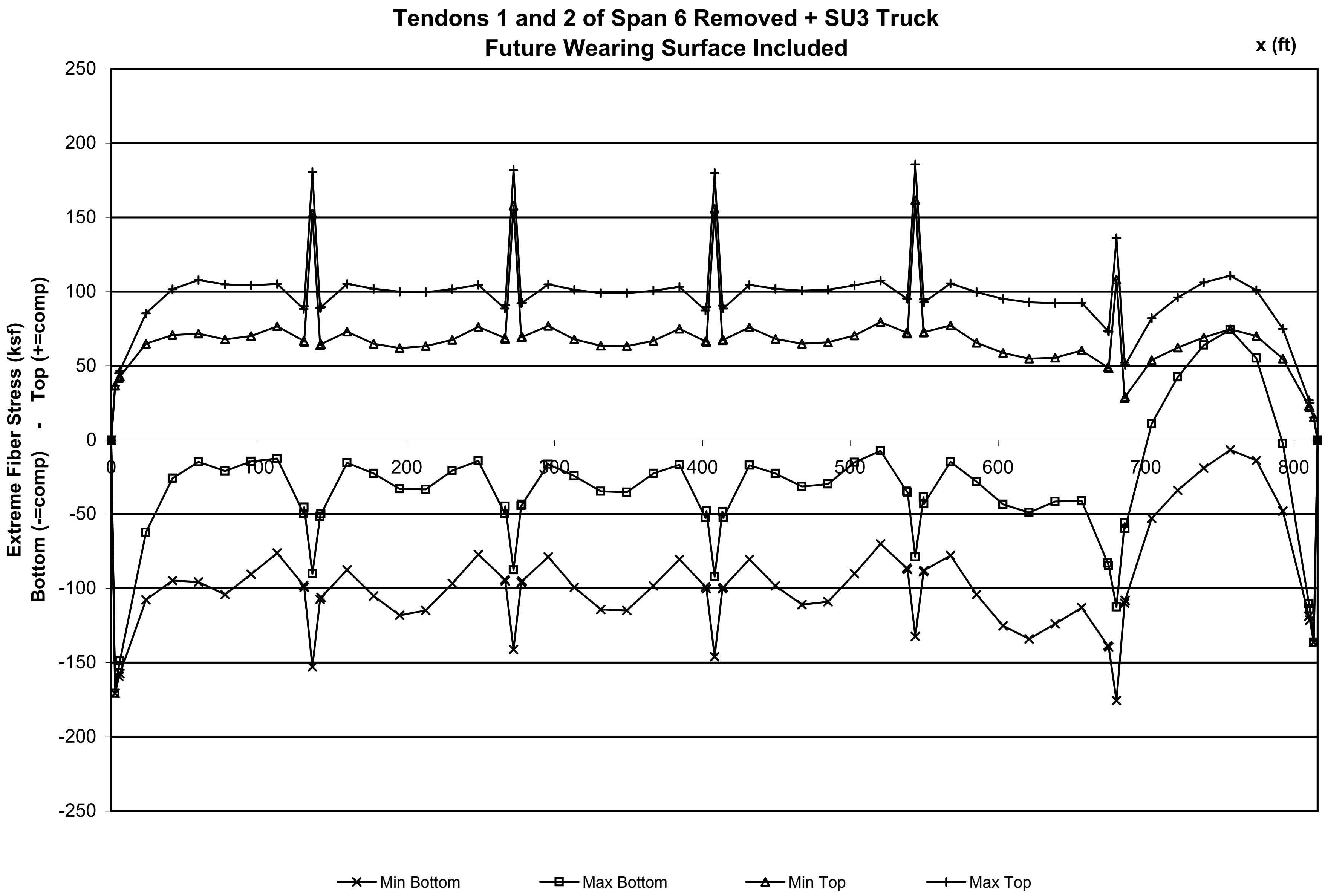


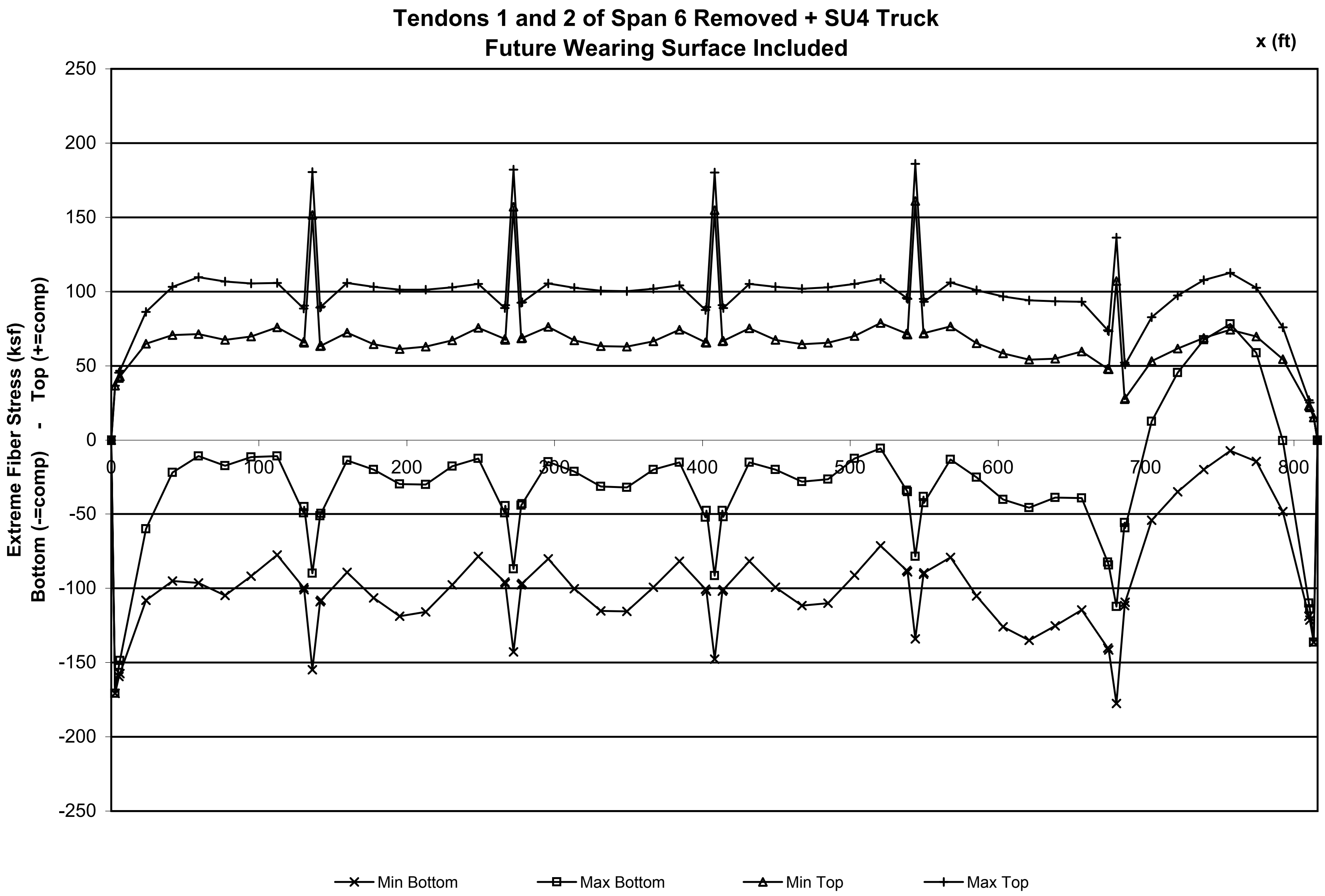
Tendons 1 and 2 of Span 6 Removed + HS20 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

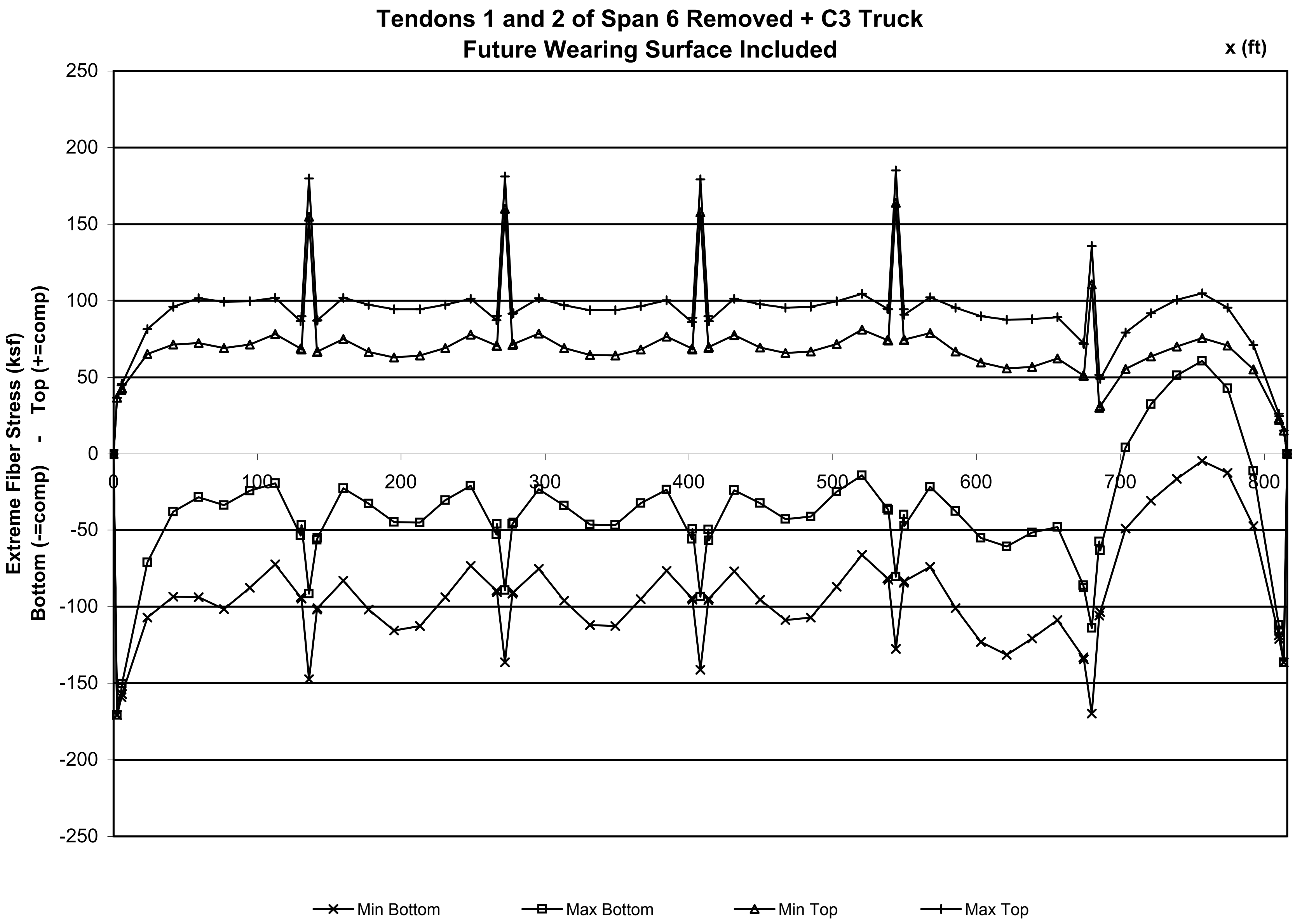

Tendons 1 and 2 of Span 6 Removed + HS20 Lane
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



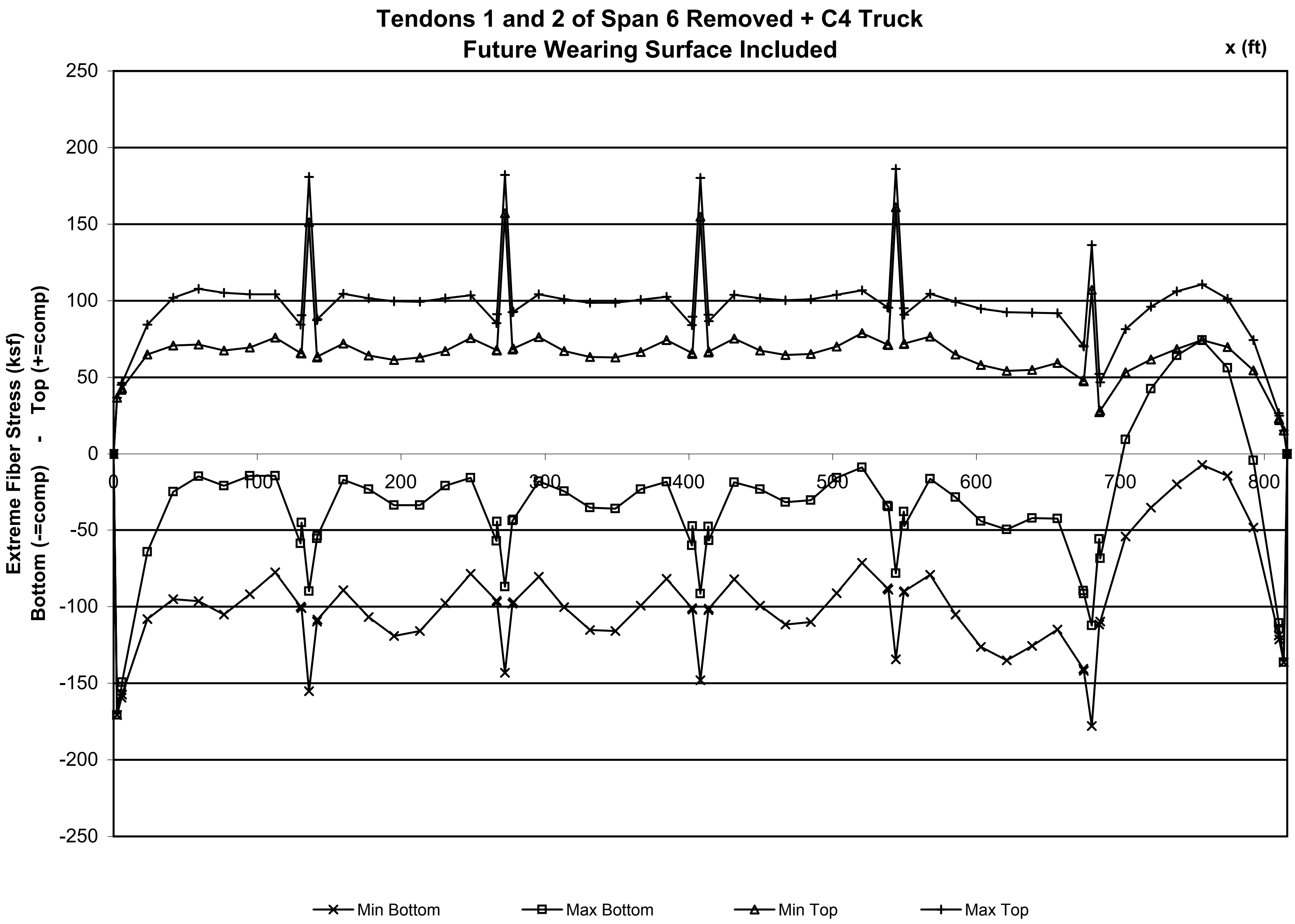
Tendons 1 and 2 of Span 6 Removed + SU2 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top


Tendons 1 and 2 of Span 6 Removed + SU3 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top

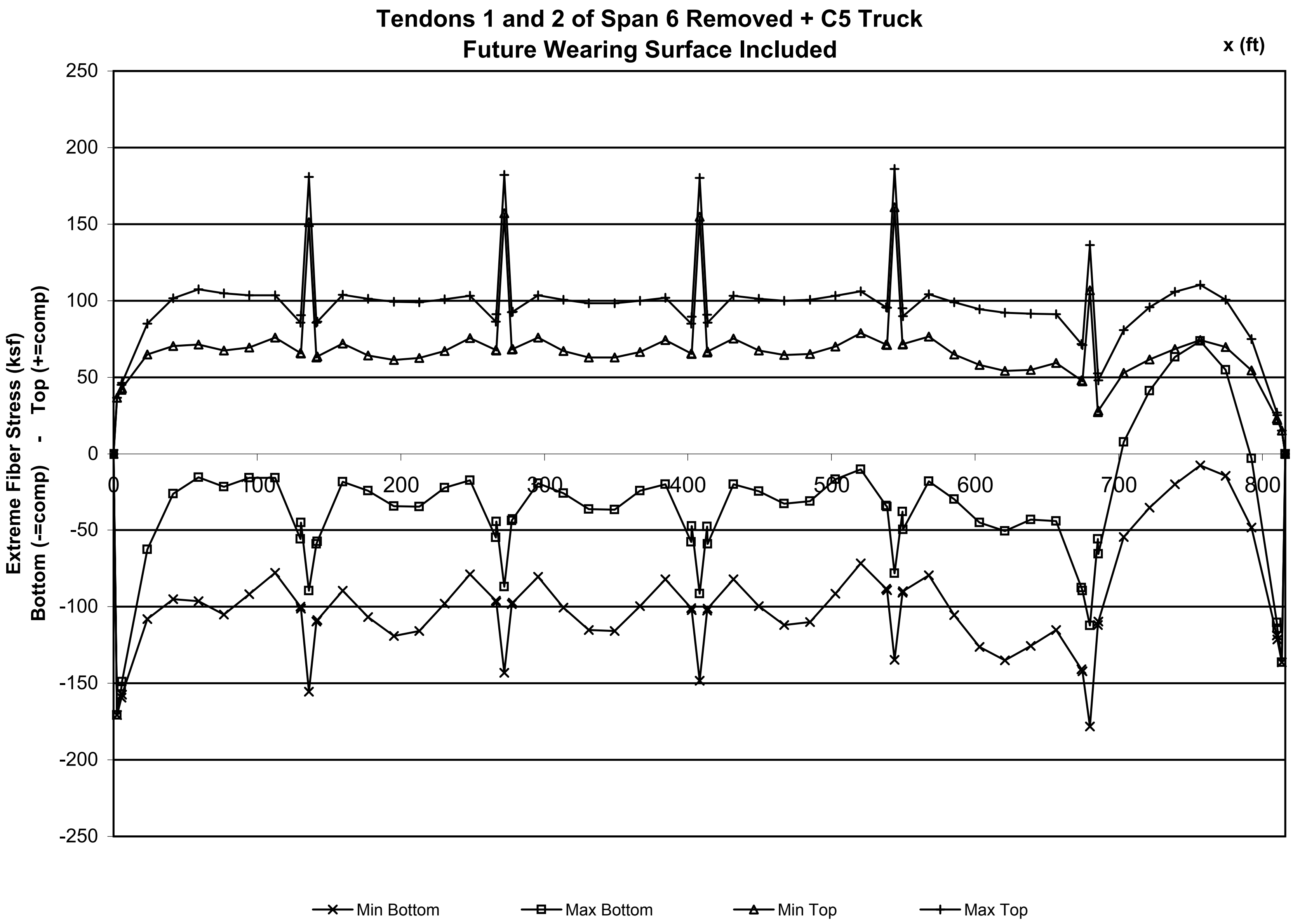

Tendons 1 and 2 of Span 6 Removed + SU4 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



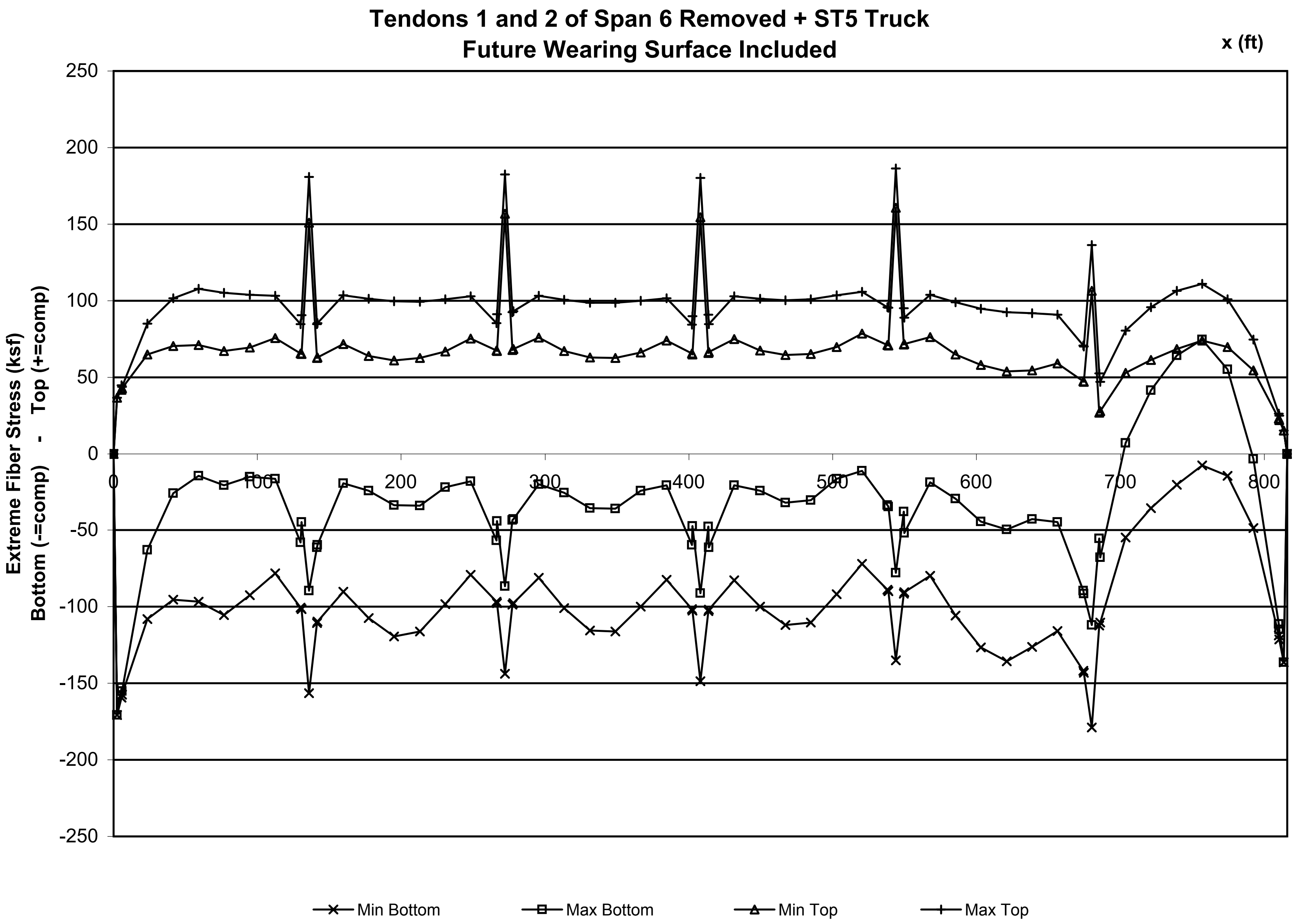
Tendons 1 and 2 of Span 6 Removed + C3 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



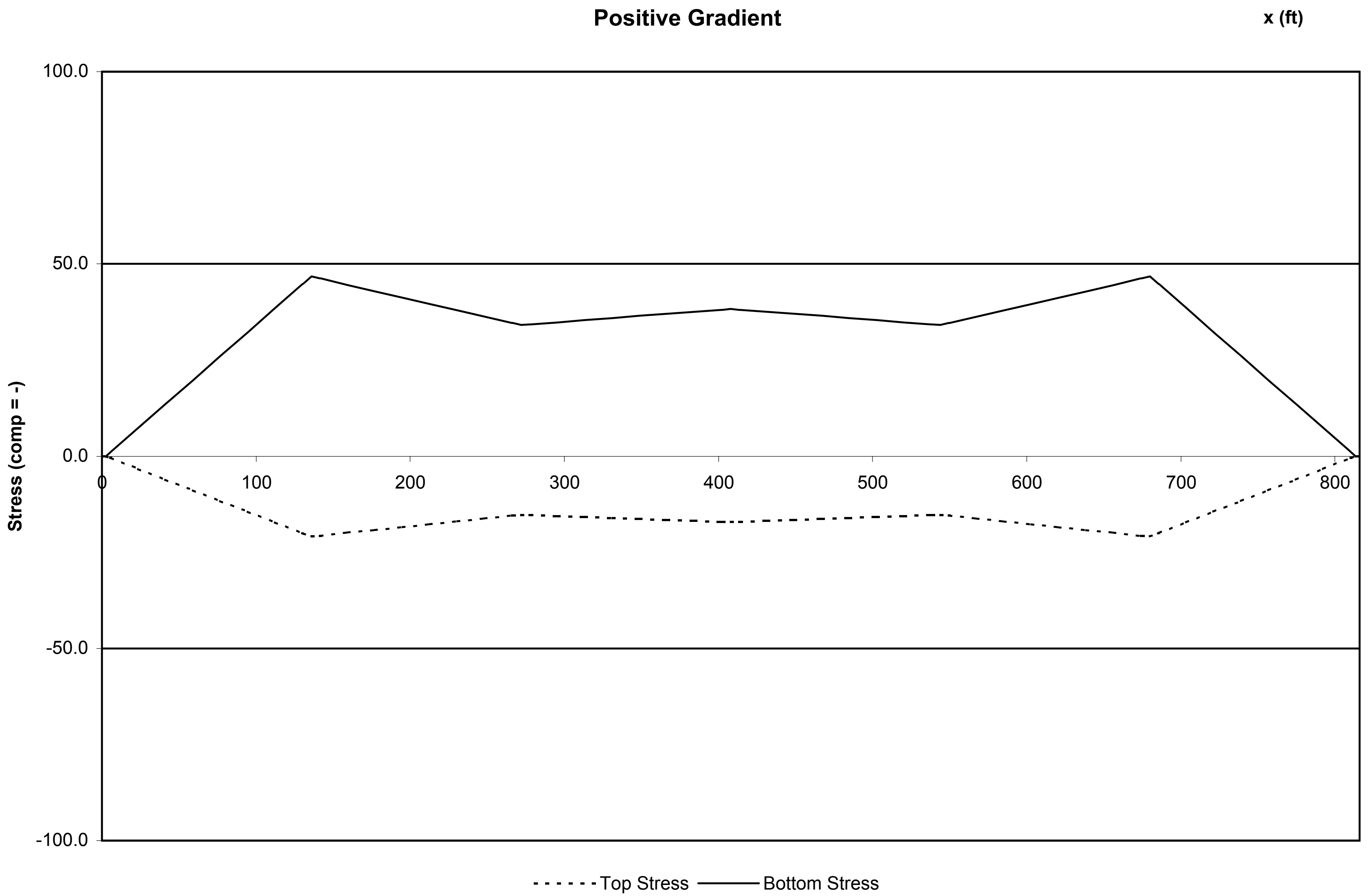
Tendons 1 and 2 of Span 6 Removed + C4 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendons 1 and 2 of Span 6 Removed + C5 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Tendons 1 and 2 of Span 6 Removed + ST5 Truck
Future Wearing Surface Included
x (ft)
Extreme Fiber Stress (ksf)
Bottom (-=comp) - Top (+=comp)
250
200
150
100
50
0
-50
-100
-150
-200
-250
0
100
200
300
400
500
600
700
800
Min Bottom
Max Bottom
Min Top
Max Top



Positive Gradient
x (ft)
100.0
50.0
0.0
-50.0
-100.0
0
100
200
300
400
500
600
700
800
Stress (comp = -)
Top Stress
Bottom Stress

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-41.5	-42.3	-63.1	-68.9	-70.9	-69.6	-75.6	-87.1	-83.6	-83.3	-174.6
	Bottom	0.0	-170.8	-160.0	-158.1	-111.6	-98.7	-97.1	-99.9	-78.1	-52.4	-60.3	-61.0	-103.2
DL + Grad	Top	0.0	-36.6	-42.0	-42.8	-66.4	-75.0	-79.8	-81.3	-90.0	-104.3	-103.6	-103.4	-195.5
	Bottom	0.0	-170.8	-159.0	-156.9	-104.2	-85.1	-77.3	-73.9	-45.8	-13.9	-15.6	-16.1	-56.5
HS20 Truck	Max Top	0.0	0.0	1674.96	1432.17	241.61	133.26	91.95	69.78	57.21	49.37	42.13	41.93	39.23
	Max Bottom	0.0	0.0	33.11	28.04	3.42	2.05	1.79	1.94	1.86	2.02	-69.93	7.54	14.21
	Min Top	0.0	0.0	19.25	16.82	4.44	3.38	3.18	3.37	4.83	10.65	-237.30	32.57	65.66
	Min Bottom	0.0	0.0	997.42	847.70	121.93	64.25	43.93	33.68	25.77	20.20	17.76	17.72	15.00
HS20 Lane	Max Top	0.0	0.0	1264.13	1080.90	182.35	100.58	69.40	52.66	43.18	36.36	21.14	20.78	20.27
	Max Bottom	0.0	0.0	34.58	29.25	3.83	2.20	1.86	1.99	1.90	2.17	6.59	6.77	13.32
	Min Top	0.0	0.0	20.10	17.54	4.97	3.62	3.31	3.46	4.93	11.40	29.01	29.24	61.50
	Min Bottom	0.0	0.0	752.78	639.78	92.02	48.49	33.16	25.42	19.45	14.87	8.91	8.78	7.75
SU2 Truck	Max Top	0.0	0.0	3504.06	2995.15	505.34	278.73	192.32	145.94	119.65	103.26	88.12	87.70	82.08
	Max Bottom	0.0	0.0	62.58	52.97	6.83	4.04	3.56	3.84	3.63	3.70	46.63	15.77	29.73
	Min Top	0.0	0.0	36.38	31.77	8.87	6.68	6.32	6.67	9.41	19.44	205.29	68.13	137.33
	Min Bottom	0.0	0.0	2086.63	1772.83	255.02	134.38	91.89	70.44	53.89	42.24	37.14	37.07	31.39
SU3 Truck	Max Top	0.0	0.0	1805.02	1543.26	260.35	143.60	99.08	75.19	61.64	53.20	45.40	45.18	42.31
	Max Bottom	0.0	0.0	32.35	27.38	3.60	2.14	1.85	2.01	1.93	2.01	37.69	8.12	15.32
	Min Top	0.0	0.0	18.80	16.42	4.67	3.53	3.29	3.50	4.99	10.55	165.93	35.10	70.75
	Min Bottom	0.0	0.0	1074.87	913.45	131.38	69.23	47.34	36.29	27.76	21.76	19.14	19.10	16.18
SU4 Truck	Max Top	0.0	0.0	1700.43	1453.81	245.25	135.27	93.34	70.83	58.07	50.12	42.77	42.56	39.85
	Max Bottom	0.0	0.0	31.15	26.37	3.41	2.00	1.74	1.89	1.80	1.87	30.86	7.65	14.43
	Min Top	0.0	0.0	18.10	15.81	4.43	3.31	3.09	3.28	4.67	9.82	135.84	33.06	66.65
	Min Bottom	0.0	0.0	1012.59	860.50	123.77	65.22	44.60	34.18	26.15	20.50	18.03	17.99	15.24
C3 Truck	Max Top	0.0	0.0	2192.54	1874.59	316.24	174.43	120.35	91.33	74.88	64.62	55.15	54.88	51.21
	Max Bottom	0.0	0.0	41.13	34.83	4.69	2.75	2.40	2.60	2.52	2.85	-31.87	9.87	18.61
	Min Top	0.0	0.0	23.91	20.88	6.09	4.53	4.26	4.52	6.53	14.99	-108.16	42.63	85.94
	Min Bottom	0.0	0.0	1305.63	1109.56	159.59	84.10	57.51	44.08	33.72	26.43	23.25	23.20	19.58
C4 Truck	Max Top	0.0	0.0	1687.44	1442.91	243.41	134.26	92.64	70.30	57.63	49.74	42.45	42.24	39.42
	Max Bottom	0.0	0.0	34.36	29.12	3.80	2.10	1.86	2.01	1.93	2.17	-9.96	7.59	14.32
	Min Top	0.0	0.0	19.97	17.46	4.93	3.47	3.30	3.49	4.99	11.42	-33.81	32.81	66.15
	Min Bottom	0.0	0.0	1004.85	854.05	122.84	64.73	44.26	33.93	25.96	20.35	17.89	17.85	15.08
C5 Truck	Max Top	0.0	0.0	1676.55	1433.33	241.82	133.38	92.03	69.84	57.26	49.41	42.17	41.97	39.15
	Max Bottom	0.0	0.0	32.97	27.93	3.64	2.15	1.88	2.04	1.99	2.33	-16.67	7.54	14.23
	Min Top	0.0	0.0	19.16	16.75	4.72	3.55	3.33	3.54	5.16	12.24	-56.57	32.60	65.72
	Min Bottom	0.0	0.0	998.37	848.38	122.03	64.31	43.97	33.71	25.79	20.21	17.77	17.74	14.97
ST5 Truck	Max Top	0.0	0.0	1644.71	1406.24	237.22	130.85	90.28	68.51	56.17	48.47	41.37	41.17	38.14
	Max Bottom	0.0	0.0	37.91	206.59	3.67	2.14	1.85	2.00	1.97	2.41	-11.10	7.40	13.96
	Min Top	0.0	0.0	22.03	123.89	4.77	3.53	3.28	3.48	5.10	12.67	-37.68	31.98	64.47
	Min Bottom	0.0	0.0	979.41	832.35	119.71	63.08	43.14	33.07	25.30	19.83	17.44	17.40	14.59

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.63	-84.02	-84.29	-86.18	-73.03	-65.94	-66.11	-73.59	-86.61	-84.58	-84.31	-176.16
	Bottom	-103.15	-62.51	-61.90	-57.67	-87.06	-108.57	-108.18	-83.09	-54.00	-58.52	-59.14	-100.27
DL + Grad	Top	-195.53	-104.72	-104.99	-106.08	-92.23	-84.44	-83.81	-90.59	-102.81	-100.08	-99.81	-191.46
	Bottom	-56.45	-16.31	-15.70	-13.17	-44.16	-67.37	-68.58	-45.19	-17.70	-23.92	-24.54	-66.17
HS20 Truck	Max Top	39.23	33.68	33.87	41.26	50.66	68.08	79.74	59.83	48.91	40.26	40.03	45.96
	Max Bottom	14.21	-41.97	-64.20	2.05	2.06	2.24	2.26	2.05	2.13	-224.92	7.43	11.55
	Min Top	65.66	-138.48	-214.51	9.88	4.82	3.59	3.62	4.97	10.45	-779.57	30.90	52.48
	Min Bottom	15.00	14.27	14.31	17.16	23.49	33.86	39.61	27.43	20.12	16.85	16.79	17.40
HS20 Lane	Max Top	20.27	19.46	19.78	31.61	35.41	39.28	42.09	39.98	36.39	21.92	21.56	22.21
	Max Bottom	13.32	7.68	7.41	2.66	2.33	2.39	2.36	2.13	2.14	3.89	3.93	6.69
	Min Top	61.50	32.73	32.14	12.86	5.43	3.82	3.77	5.16	10.47	16.47	16.33	30.40
	Min Bottom	7.75	8.24	8.36	13.15	16.42	19.54	20.91	18.33	14.97	9.17	9.04	8.41
SU2 Truck	Max Top	82.08	70.48	70.88	86.33	106.01	142.47	166.78	125.14	102.30	84.20	83.73	96.15
	Max Bottom	29.73	37.27	29.85	3.77	4.01	4.41	4.45	3.98	3.90	53.21	15.55	24.17
	Min Top	137.33	158.93	129.47	18.19	9.36	7.06	7.12	9.64	19.11	225.05	64.65	109.83
	Min Bottom	31.39	29.85	29.95	35.90	49.15	70.86	82.84	57.37	42.08	35.24	35.12	36.41
SU3 Truck	Max Top	42.31	36.33	36.53	44.50	54.64	73.43	85.92	64.47	52.70	43.38	43.14	49.52
	Max Bottom	15.32	30.73	22.23	2.04	2.12	2.31	2.33	2.11	2.12	36.84	8.01	12.46
	Min Top	70.75	131.04	96.41	9.87	4.96	3.70	3.73	5.11	10.38	155.83	33.32	56.60
	Min Bottom	16.18	15.39	15.44	18.50	25.33	36.52	42.68	29.56	21.68	18.15	18.09	18.75
SU4 Truck	Max Top	39.85	34.22	34.41	41.91	51.46	69.16	80.94	60.73	49.65	40.86	40.63	46.66
	Max Bottom	14.43	25.34	18.93	1.90	1.99	2.17	2.19	1.98	1.97	31.54	7.55	11.73
	Min Top	66.65	108.04	82.11	9.19	4.64	3.47	3.50	4.78	9.66	133.41	31.38	53.32
	Min Bottom	15.24	14.49	14.54	17.43	23.86	34.40	40.21	27.84	20.42	17.10	17.04	17.67
C3 Truck	Max Top	51.21	43.97	44.22	53.86	66.14	88.88	104.37	78.31	64.02	52.69	52.40	60.14
	Max Bottom	18.61	-25.55	-30.30	2.86	2.80	3.02	3.05	2.79	2.99	-42.91	9.70	15.08
	Min Top	85.94	-84.28	-101.25	13.83	6.53	4.84	4.88	6.74	14.68	-148.73	40.33	68.51
	Min Bottom	19.58	18.62	18.69	22.40	30.66	44.21	51.84	35.90	26.34	22.05	21.98	22.77
C4 Truck	Max Top	39.42	33.85	34.04	41.46	50.91	68.42	80.33	60.28	49.28	40.56	40.33	46.29
	Max Bottom	14.32	-35.55	-53.18	2.17	2.15	2.34	2.36	2.14	2.28	-11.98	7.47	11.61
	Min Top	66.15	-117.30	-177.71	10.49	5.01	3.74	3.78	5.17	11.16	-41.54	31.05	52.74
	Min Bottom	15.08	14.34	14.38	17.24	23.60	34.03	39.90	27.63	20.27	16.97	16.92	17.53
C5 Truck	Max Top	39.15	33.62	33.81	41.18	50.57	67.96	79.81	59.88	48.95	40.29	40.07	45.99
	Max Bottom	14.23	-14.20	-15.98	2.31	2.21	2.38	2.40	2.20	2.43	-20.24	7.42	11.53
	Min Top	65.72	-46.86	-53.41	11.15	5.16	3.80	3.84	5.33	11.93	-70.13	30.84	52.39
	Min Bottom	14.97	14.24	14.29	17.13	23.45	33.80	39.64	27.45	20.14	16.86	16.81	17.41
ST5 Truck	Max Top	38.14	32.75	32.93	40.11	49.25	66.19	78.29	58.74	48.02	39.53	39.30	45.10
	Max Bottom	13.96	-9.82	-10.66	2.41	2.19	2.34	2.37	2.19	2.52	-12.90	7.22	11.23
	Min Top	64.47	-32.40	-35.61	11.64	5.12	3.75	3.79	5.29	12.36	-44.73	30.04	51.02
	Min Bottom	14.59	13.87	13.92	16.68	22.84	32.92	38.89	26.93	19.75	16.54	16.49	17.08

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-176.16	-85.25	-85.51	-86.99	-73.41	-65.91	-65.68	-72.77	-85.41	-83.00	-82.72	-174.40
	Bottom	-100.27	-59.85	-59.27	-55.98	-86.31	-108.73	-109.24	-85.02	-56.78	-62.16	-62.80	-104.17
DL + Grad	Top	-191.46	-100.55	-100.81	-102.59	-89.21	-82.01	-81.98	-89.37	-102.21	-100.10	-99.82	-191.50
	Bottom	-66.17	-25.65	-24.97	-21.18	-50.91	-72.83	-72.74	-48.02	-19.18	-24.06	-24.70	-65.87
HS20 Truck	Max Top	45.96	39.46	39.68	48.28	59.23	79.51	80.36	59.83	48.68	39.92	39.70	46.36
	Max Bottom	11.55	6.48	6.43	2.26	2.18	2.33	2.34	2.13	2.25	-290.61	7.80	13.84
	Min Top	52.48	26.74	26.96	10.44	4.96	3.64	3.63	4.93	10.28	-938.57	30.31	60.70
	Min Bottom	17.40	16.54	16.60	19.95	27.38	39.56	40.06	27.62	20.23	16.94	16.88	17.78
HS20 Lane	Max Top	22.21	21.58	21.95	37.09	41.53	44.56	44.21	40.44	35.57	21.12	20.77	21.50
	Max Bottom	6.69	3.89	3.85	2.22	2.21	2.33	2.35	2.18	2.31	4.50	4.54	7.79
	Min Top	30.40	16.03	16.16	10.27	5.02	3.64	3.65	5.05	10.55	17.77	17.66	34.17
	Min Bottom	8.41	9.05	9.18	15.32	19.20	22.17	22.04	18.67	14.79	8.96	8.83	8.25
SU2 Truck	Max Top	96.15	82.56	83.02	101.01	123.91	166.34	168.09	125.14	101.81	83.50	83.03	96.97
	Max Bottom	24.17	13.56	13.45	4.14	4.24	4.59	4.60	4.13	4.12	55.67	16.32	28.96
	Min Top	109.83	55.95	56.40	19.11	9.63	7.16	7.14	9.56	18.82	220.04	63.41	127.00
	Min Bottom	36.41	34.61	34.73	41.74	57.29	82.77	83.79	57.77	42.32	35.42	35.31	37.19
SU3 Truck	Max Top	49.52	42.52	42.76	52.03	63.82	85.67	86.60	64.47	52.45	43.02	42.77	49.96
	Max Bottom	12.46	6.99	6.93	2.25	2.25	2.40	2.41	2.19	2.23	38.23	8.40	14.91
	Min Top	56.60	28.84	29.07	10.38	5.10	3.75	3.74	5.07	10.22	151.10	32.66	65.41
	Min Bottom	18.75	17.83	17.89	21.50	29.51	42.63	43.17	29.76	21.80	18.25	18.19	19.16
SU4 Truck	Max Top	46.66	40.06	40.29	49.01	60.13	80.71	81.58	60.73	49.41	40.52	40.29	47.06
	Max Bottom	11.73	6.58	6.53	2.09	2.10	2.25	2.26	2.05	2.08	32.41	7.92	14.05
	Min Top	53.32	27.16	27.38	9.66	4.78	3.52	3.51	4.74	9.51	128.13	30.77	61.63
	Min Bottom	17.67	16.80	16.85	20.25	27.80	40.16	40.67	28.04	20.54	17.19	17.13	18.05
C3 Truck	Max Top	60.14	51.63	51.93	63.18	77.50	104.04	105.19	78.31	63.71	52.25	51.96	60.68
	Max Bottom	15.08	8.46	8.39	3.17	2.96	3.15	3.16	2.89	3.16	-46.97	10.20	18.11
	Min Top	68.51	34.91	35.19	14.66	6.74	4.91	4.90	6.69	14.45	-151.69	39.66	79.43
	Min Bottom	22.77	21.65	21.72	26.10	35.83	51.77	52.44	36.15	26.48	22.17	22.09	23.27
C4 Truck	Max Top	46.29	39.74	39.97	48.62	59.65	80.07	80.96	60.28	49.04	40.22	39.99	46.71
	Max Bottom	11.61	6.51	6.46	2.41	2.27	2.43	2.44	2.22	2.40	-12.96	7.85	13.94
	Min Top	52.74	26.87	27.09	11.14	5.17	3.80	3.79	5.13	10.98	-41.87	30.52	61.14
	Min Bottom	17.53	16.66	16.72	20.09	27.58	39.85	40.36	27.82	20.38	17.06	17.01	17.91
C5 Truck	Max Top	45.99	39.49	39.71	48.31	59.26	79.56	80.43	59.88	48.72	39.96	39.73	46.40
	Max Bottom	11.53	6.47	6.41	2.58	2.34	2.47	2.48	2.28	2.57	-21.91	7.80	13.85
	Min Top	52.39	26.69	26.91	11.91	5.33	3.86	3.85	5.29	11.74	-70.76	30.33	60.74
	Min Bottom	17.41	16.56	16.61	19.96	27.40	39.59	40.10	27.64	20.25	16.95	16.89	17.80
ST5 Truck	Max Top	45.10	38.71	38.92	47.36	58.09	77.98	78.90	58.74	47.79	39.19	38.97	45.54
	Max Bottom	11.23	6.30	6.25	2.67	2.33	2.44	2.45	2.27	2.66	-13.91	7.65	13.58
	Min Top	51.02	26.00	26.21	12.33	5.29	3.81	3.80	5.25	12.16	-44.94	29.73	59.54
	Min Bottom	17.08	16.23	16.28	19.57	26.86	38.81	39.33	27.12	19.87	16.63	16.57	17.47

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-174.40	-83.75	-84.04	-86.50	-73.92	-67.39	-68.13	-76.17	-89.75	-88.28	-88.02	-180.05
	Bottom	-104.17	-63.07	-62.43	-56.92	-85.04	-105.28	-103.63	-77.29	-46.94	-50.22	-50.80	-91.56
DL + Grad	Top	-191.50	-100.85	-101.14	-103.30	-90.52	-83.69	-84.23	-91.97	-105.35	-103.58	-103.32	-195.35
	Bottom	-65.87	-24.97	-24.33	-19.32	-48.04	-68.78	-67.73	-41.89	-12.14	-15.92	-16.60	-57.46
HS20 Truck	Max Top	46.36	39.80	39.83	48.81	60.01	80.72	79.97	59.64	48.61	39.96	39.73	46.32
	Max Bottom	13.84	7.84	7.74	2.26	2.13	2.24	2.21	1.91	1.77	5.15	5.21	10.39
	Min Top	60.70	30.69	30.79	10.42	5.01	3.72	3.76	5.15	10.77	27.83	27.61	53.64
	Min Bottom	17.78	16.89	16.86	20.24	27.62	39.69	39.09	26.77	19.46	16.20	16.15	17.04
HS20 Lane	Max Top	21.50	20.82	21.18	35.67	40.56	44.40	44.82	41.82	37.34	22.10	21.73	22.39
	Max Bottom	7.79	4.57	4.52	2.32	2.18	2.25	2.21	1.93	1.75	3.09	3.12	6.02
	Min Top	34.17	17.88	17.99	10.68	5.13	3.74	3.76	5.21	10.60	16.69	16.55	31.07
	Min Bottom	8.25	8.84	8.97	14.79	18.67	21.83	21.91	18.77	14.95	8.96	8.83	8.23
SU2 Truck	Max Top	96.97	83.24	83.72	102.09	125.51	168.84	167.30	124.79	101.70	83.59	83.12	96.91
	Max Bottom	28.96	16.41	39.30	4.13	4.13	4.41	4.34	3.71	3.25	10.78	10.90	21.74
	Min Top	127.00	64.20	156.39	19.06	9.71	7.32	7.40	9.99	19.72	58.23	57.77	112.25
	Min Bottom	37.19	35.33	35.45	42.34	57.77	83.02	81.78	56.01	40.72	33.90	33.78	35.65
SU3 Truck	Max Top	49.96	42.89	43.13	52.59	64.66	86.98	86.17	64.27	52.38	43.06	42.81	49.91
	Max Bottom	14.91	8.45	30.15	2.24	2.19	2.31	2.27	1.96	1.76	5.55	5.62	11.20
	Min Top	65.41	33.07	119.99	10.35	5.15	3.84	3.88	5.30	10.71	30.01	29.77	57.85
	Min Bottom	19.16	18.20	18.26	21.81	29.76	42.77	42.12	28.85	20.97	17.46	17.40	18.36
SU4 Truck	Max Top	47.06	40.40	40.63	49.55	60.91	81.94	81.18	60.55	49.35	40.56	40.34	47.02
	Max Bottom	14.05	7.96	25.35	2.09	2.05	2.17	2.13	1.84	1.64	5.23	5.29	10.55
	Min Top	61.63	31.15	100.88	9.63	4.82	3.60	3.64	4.96	9.97	28.27	28.04	54.49
	Min Bottom	18.05	17.15	17.20	20.55	28.04	40.29	39.68	27.18	19.76	16.45	16.39	17.30
C3 Truck	Max Top	60.68	52.09	52.39	63.89	78.54	105.66	104.64	78.05	63.61	52.28	51.99	60.61
	Max Bottom	18.11	10.26	-31.77	3.17	2.89	3.02	2.98	2.59	2.49	6.72	6.80	13.56
	Min Top	79.43	40.16	-103.35	14.63	6.80	5.02	5.08	6.99	15.13	36.33	36.04	70.03
	Min Bottom	23.27	22.11	22.18	26.49	36.15	51.95	51.15	35.03	25.47	21.20	21.13	22.30
C4 Truck	Max Top	46.71	40.09	40.32	49.17	60.45	81.32	80.54	60.07	48.96	40.24	40.02	46.65
	Max Bottom	13.94	7.90	-34.85	2.41	2.22	2.34	2.30	1.99	1.89	5.17	5.24	10.44
	Min Top	61.14	30.91	-113.36	11.12	5.21	3.89	3.93	5.36	11.50	27.96	27.74	53.90
	Min Bottom	17.91	17.02	17.07	20.39	27.83	39.98	39.37	26.96	19.60	16.32	16.26	17.16
C5 Truck	Max Top	46.40	39.83	40.06	48.85	60.06	80.79	80.02	59.68	48.64	39.98	39.76	46.35
	Max Bottom	13.85	7.85	-16.72	2.58	2.28	2.38	2.34	2.05	2.02	5.14	5.20	10.37
	Min Top	60.74	30.71	-54.39	11.89	5.37	3.95	3.99	5.53	12.28	27.78	27.56	53.54
	Min Bottom	17.80	16.91	16.96	20.26	27.64	39.72	39.11	26.79	19.48	16.21	16.16	17.05
ST5 Truck	Max Top	45.54	39.07	39.30	47.92	58.91	79.25	78.44	58.50	47.68	39.19	38.97	45.46
	Max Bottom	13.58	7.69	-11.37	2.67	2.27	2.35	2.31	2.04	2.10	5.01	5.07	10.10
	Min Top	59.54	30.10	-36.99	12.31	5.34	3.90	3.94	5.49	12.72	27.05	26.84	52.15
	Min Bottom	17.47	16.58	16.64	19.87	27.12	38.97	38.34	26.26	19.09	15.89	15.84	16.72

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-180.05	-88.40	-88.59	-87.58	-71.52	-61.54	-58.83	-63.44	-73.59	-68.70	-68.35	-130.27
DL	Bottom	-91.56	-52.82	-52.40	-54.66	-90.54	-118.50	-124.56	-105.89	-83.19	-94.11	-94.91	-125.67
DL + Grad	Top	-195.35	-103.90	-104.09	-103.78	-88.52	-79.24	-77.33	-82.64	-93.49	-89.40	-89.05	-151.17
DL + Grad	Bottom	-57.46	-18.22	-17.80	-18.36	-52.64	-78.90	-83.36	-62.99	-38.69	-47.91	-48.71	-78.97
HS20 Truck	Max Top	46.32	40.44	40.66	49.03	59.51	78.79	66.82	49.41	39.97	32.56	32.37	35.63
HS20 Truck	Max Bottom	10.39	6.39	-53.64	2.17	2.28	2.52	2.63	2.62	3.36	259.65	-336.08	17.97
HS20 Truck	Min Top	53.64	32.40	-216.81	10.56	4.83	3.37	3.20	4.18	8.44	527.02	-606.29	48.90
HS20 Truck	Min Bottom	17.04	16.51	16.57	20.16	27.94	40.57	35.14	24.58	18.33	15.53	15.48	15.78
HS20 Lane	Max Top	22.39	21.78	22.14	36.48	39.77	41.58	38.55	34.53	30.62	19.01	18.70	18.41
HS20 Lane	Max Bottom	6.02	3.38	3.36	2.17	2.37	2.62	2.80	2.95	4.37	12.91	13.33	16.84
HS20 Lane	Min Top	31.07	17.12	17.25	10.59	5.02	3.51	3.41	4.72	10.98	26.20	26.63	45.81
HS20 Lane	Min Bottom	8.23	8.89	9.03	15.00	18.67	21.41	20.27	17.18	14.04	9.07	8.95	8.15
SU2 Truck	Max Top	96.91	84.58	85.04	102.55	124.48	164.79	139.82	103.40	83.63	68.13	67.72	74.56
SU2 Truck	Max Bottom	21.74	13.38	32.68	3.96	4.42	4.95	5.18	5.09	6.18	87.41	124.31	37.59
SU2 Truck	Min Top	112.25	67.79	167.79	19.33	9.37	6.63	6.30	8.13	15.53	177.42	248.39	102.28
SU2 Truck	Min Bottom	35.65	34.53	34.66	42.16	58.44	84.86	73.52	51.44	38.35	32.50	32.40	33.02
SU3 Truck	Max Top	49.91	43.58	43.81	52.83	64.13	84.90	72.06	53.29	43.10	35.11	34.91	38.43
SU3 Truck	Max Bottom	11.20	6.90	25.15	2.15	2.34	2.59	2.71	2.70	3.35	54.29	85.72	19.37
SU3 Truck	Min Top	57.85	34.94	129.10	10.49	4.97	3.48	3.30	4.31	8.43	110.19	171.28	52.69
SU3 Truck	Min Bottom	18.36	17.79	17.86	21.72	30.11	43.72	37.90	26.51	19.77	16.75	16.70	17.02
SU4 Truck	Max Top	47.02	41.05	41.27	49.77	60.41	79.98	67.87	50.20	40.60	33.07	32.88	36.19
SU4 Truck	Max Bottom	10.55	6.49	21.11	2.00	2.19	2.43	2.55	2.52	3.12	41.49	60.10	18.25
SU4 Truck	Min Top	54.49	32.91	108.39	9.77	4.65	3.26	3.10	4.03	7.85	84.20	120.08	49.64
SU4 Truck	Min Bottom	17.30	16.76	16.82	20.46	28.36	41.18	35.69	24.97	18.62	15.78	15.73	16.03
C3 Truck	Max Top	60.61	52.93	53.22	64.17	77.90	103.13	87.23	64.51	52.17	42.50	42.25	46.51
C3 Truck	Max Bottom	13.56	8.35	-26.60	3.04	3.09	3.39	3.55	3.55	4.70	-101.97	-69.15	23.53
C3 Truck	Min Top	70.03	42.29	-107.54	14.84	6.55	4.55	4.32	5.67	11.81	-186.37	-124.74	64.01
C3 Truck	Min Bottom	22.30	21.61	21.69	26.38	36.57	53.10	45.87	32.09	23.92	20.27	20.21	20.60
C4 Truck	Max Top	46.65	40.74	40.96	49.39	59.96	79.37	67.14	49.66	40.16	32.72	32.52	35.80
C4 Truck	Max Bottom	10.44	6.43	-28.22	2.31	2.37	2.63	2.75	2.72	3.56	-23.65	-20.68	18.11
C4 Truck	Min Top	53.90	32.55	-114.08	11.29	5.02	3.52	3.34	4.35	8.96	-43.22	-37.30	49.27
C4 Truck	Min Bottom	17.16	16.63	16.70	20.31	28.15	40.87	35.31	24.70	18.42	15.61	15.56	15.86
C5 Truck	Max Top	46.35	40.48	40.69	49.07	59.57	78.86	66.69	49.32	39.89	32.50	32.31	35.56
C5 Truck	Max Bottom	10.37	6.38	-14.01	2.48	2.44	2.67	2.79	2.80	3.79	-40.78	-32.78	17.99
C5 Truck	Min Top	53.54	32.34	-56.65	12.07	5.18	3.57	3.39	4.48	9.53	-74.53	-59.14	48.94
C5 Truck	Min Bottom	17.05	16.52	16.59	20.17	27.96	40.61	35.07	24.54	18.29	15.50	15.46	15.75
ST5 Truck	Max Top	45.46	39.71	39.92	48.14	58.43	77.36	64.96	48.04	38.85	31.65	31.46	34.64
ST5 Truck	Max Bottom	10.10	6.22	-9.53	2.56	2.43	2.63	2.75	2.79	3.95	-23.53	-20.52	17.65
ST5 Truck	Min Top	52.15	31.49	-38.51	12.50	5.14	3.52	3.35	4.45	9.94	-43.01	-37.01	48.01
ST5 Truck	Min Bottom	16.72	16.21	16.27	19.79	27.43	39.83	34.16	23.90	17.82	15.10	15.05	15.34

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-130.27	-45.11	-45.84	-64.26	-67.64	-70.80	-73.86	-68.10	-52.88	-22.62	-21.55	-15.2	0.0
	Bottom	-125.67	-71.80	-70.15	-29.00	-21.46	-14.97	-8.13	-17.99	-51.99	-119.60	-122.00	-136.3	0.0
DL + Grad	Top	-151.17	-65.21	-65.84	-81.46	-82.04	-82.50	-82.76	-74.20	-56.18	-23.12	-22.05	-15.2	0.0
	Bottom	-78.97	-26.90	-25.45	9.50	10.84	11.03	11.67	-4.39	-44.59	-118.40	-121.00	-136.3	0.0
HS20 Truck	Max Top	35.63	37.93	38.16	46.57	56.04	69.99	92.66	132.98	235.07	1352.97	1580.76	0.0	0.0
	Max Bottom	17.97	9.42	-81.35	0.74	0.24	0.10	0.00	0.28	1.54	21.19	25.23	0.0	0.0
	Min Top	48.90	17.64	-139.51	7.85	4.32	3.42	3.31	3.34	3.72	8.99	9.99	0.0	0.0
	Min Bottom	15.78	18.23	18.22	18.92	22.07	26.81	34.49	51.76	104.95	778.53	917.50	0.0	0.0
HS20 Lane	Max Top	18.41	18.80	19.15	34.30	42.30	52.82	69.93	100.36	177.42	1021.12	1193.03	0.0	0.0
	Max Bottom	16.84	8.46	8.12	0.80	0.25	0.10	0.00	0.30	1.73	22.10	26.35	0.0	0.0
	Min Top	45.81	15.84	15.91	8.41	4.41	3.52	3.45	3.58	4.16	9.38	10.43	0.0	0.0
	Min Bottom	8.15	9.03	9.15	13.93	16.66	20.24	26.03	39.07	79.21	587.58	692.45	0.0	0.0
SU2 Truck	Max Top	74.56	79.33	79.81	97.42	117.21	146.39	193.80	278.13	491.65	2829.93	3306.25	0.0	0.0
	Max Bottom	37.59	19.71	57.45	1.36	0.48	0.20	0.01	0.54	3.08	40.02	47.69	0.0	0.0
	Min Top	102.28	36.90	112.58	14.34	8.41	6.79	6.58	6.60	7.43	16.98	18.88	0.0	0.0
	Min Bottom	33.02	38.12	38.11	39.56	46.16	56.08	72.14	108.27	219.50	1628.41	1919.00	0.0	0.0
SU3 Truck	Max Top	38.43	40.87	41.12	50.19	60.39	75.42	99.84	143.29	253.29	1457.86	1703.43	0.0	0.0
	Max Bottom	19.37	10.16	46.44	0.74	0.25	0.10	0.00	0.29	1.62	20.68	24.65	0.0	0.0
	Min Top	52.69	19.01	90.99	7.78	4.47	3.56	3.43	3.49	3.92	8.78	9.76	0.0	0.0
	Min Bottom	17.02	19.64	19.64	20.38	23.78	28.89	37.16	55.78	113.08	838.89	988.69	0.0	0.0
SU4 Truck	Max Top	36.19	38.50	38.73	47.28	56.89	71.04	94.05	134.98	238.61	1373.40	1604.48	0.0	0.0
	Max Bottom	18.25	9.57	38.02	0.69	0.24	0.10	0.00	0.27	1.54	19.92	23.73	0.0	0.0
	Min Top	49.64	17.91	74.50	7.24	4.18	3.34	3.22	3.27	3.71	8.45	9.40	0.0	0.0
	Min Bottom	16.03	18.50	18.50	19.20	22.40	27.22	35.01	52.55	106.53	790.28	931.26	0.0	0.0
C3 Truck	Max Top	46.51	49.65	49.95	60.96	73.35	91.61	121.28	174.06	307.68	1770.65	2068.87	0.0	0.0
	Max Bottom	23.53	12.34	-37.08	1.05	0.33	0.13	0.01	0.37	2.12	26.31	31.34	0.0	0.0
	Min Top	64.01	23.09	-63.58	11.06	5.84	4.60	4.44	4.48	5.10	11.16	12.41	0.0	0.0
	Min Bottom	20.60	23.86	23.85	24.76	28.89	35.09	45.14	67.76	137.37	1018.87	1200.80	0.0	0.0
C4 Truck	Max Top	35.80	38.21	38.44	46.92	56.46	70.51	93.35	133.97	236.82	1362.88	1592.53	0.0	0.0
	Max Bottom	18.11	9.49	-11.59	0.80	0.25	0.10	0.00	0.28	1.71	22.00	26.19	0.0	0.0
	Min Top	49.27	17.77	-19.88	8.42	4.47	3.55	3.44	3.43	4.13	9.33	10.37	0.0	0.0
	Min Bottom	15.86	18.36	18.36	19.06	22.23	27.01	34.75	52.15	105.73	784.23	924.33	0.0	0.0
C5 Truck	Max Top	35.56	37.96	38.19	46.62	56.09	70.05	92.74	133.09	235.27	1354.06	1582.26	0.0	0.0
	Max Bottom	17.99	9.43	-19.39	0.85	0.26	0.10	0.00	0.29	1.64	21.10	25.12	0.0	0.0
	Min Top	48.94	17.66	-33.26	9.03	4.61	3.60	3.47	3.51	3.96	8.95	9.95	0.0	0.0
	Min Bottom	15.75	18.24	18.24	18.93	22.09	26.83	34.52	51.81	105.04	779.16	918.37	0.0	0.0
ST5 Truck	Max Top	34.64	37.24	37.47	45.73	55.02	68.72	90.97	130.56	230.80	1328.27	1551.94	0.0	0.0
	Max Bottom	17.65	9.25	-12.92	0.89	0.26	0.10	0.00	0.29	1.66	24.29	28.88	0.0	0.0
	Min Top	48.01	17.32	-22.15	9.35	4.56	3.54	3.42	3.49	4.00	10.31	11.44	0.0	0.0
	Min Bottom	15.34	17.90	17.89	18.57	21.67	26.32	33.86	50.83	103.04	764.32	900.77	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 1												
	Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.4	-74.2	-78.0	-86.0	-77.7	-77.2	-166.9
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.1	-84.7	-89.6	-72.8	-54.9	-73.4	-74.5	-120.4
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.3	-85.9	-92.4	-103.2	-97.7	-97.3	-187.8
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.5	-64.9	-63.6	-40.5	-16.4	-28.7	-29.6	-73.7
HS20 Truck	Max Top	0.0	0.0	1677.69	1434.90	243.88	135.06	93.26	70.61	57.55	49.24	41.51	41.30	38.61
	Max Bottom	0.0	0.0	32.84	27.77	3.17	1.79	1.54	1.72	1.71	2.16	-85.15	9.90	17.12
	Min Top	0.0	0.0	19.52	17.09	4.69	3.63	3.42	3.59	4.98	10.51	-222.07	30.21	62.75
	Min Bottom	0.0	0.0	994.69	844.97	119.65	62.45	42.62	32.85	25.42	20.33	18.38	18.35	15.62
HS20 Lane	Max Top	0.0	0.0	1266.19	1082.96	184.07	101.94	70.39	53.29	43.44	36.26	20.83	20.47	19.95
	Max Bottom	0.0	0.0	34.30	28.97	3.54	1.92	1.60	1.76	1.75	2.31	8.63	8.88	16.04
	Min Top	0.0	0.0	20.38	17.83	5.25	3.90	3.57	3.69	5.08	11.26	26.98	27.13	58.78
	Min Bottom	0.0	0.0	750.72	637.73	90.31	47.14	32.17	24.79	19.18	14.97	9.22	9.10	8.07
SU2 Truck	Max Top	0.0	0.0	3509.77	3000.85	510.11	282.49	195.07	147.68	120.38	102.98	86.83	86.38	80.79
	Max Bottom	0.0	0.0	62.07	52.46	6.33	3.54	3.06	3.40	3.33	3.94	61.06	20.70	35.81
	Min Top	0.0	0.0	36.89	32.28	9.37	7.18	6.81	7.12	9.70	19.20	190.86	63.20	131.24
	Min Bottom	0.0	0.0	2080.92	1767.13	250.26	130.62	89.14	68.70	53.16	42.52	38.44	38.39	32.69
SU3 Truck	Max Top	0.0	0.0	1807.96	1546.20	262.80	145.54	100.50	76.08	62.02	53.05	44.73	44.50	41.64
	Max Bottom	0.0	0.0	32.08	27.11	3.34	1.87	1.60	1.78	1.77	2.14	49.35	10.66	18.45
	Min Top	0.0	0.0	19.07	16.68	4.94	3.79	3.55	3.73	5.15	10.42	154.27	32.56	67.62
	Min Bottom	0.0	0.0	1071.93	910.51	128.93	67.30	45.93	35.39	27.39	21.91	19.80	19.78	16.85
SU4 Truck	Max Top	0.0	0.0	1703.20	1456.57	247.56	137.10	94.67	71.67	58.42	49.98	42.14	41.92	39.22
	Max Bottom	0.0	0.0	30.89	26.11	3.16	1.75	1.50	1.67	1.66	1.99	40.40	10.04	17.38
	Min Top	0.0	0.0	18.36	16.07	4.68	3.55	3.33	3.50	4.82	9.70	126.30	30.67	63.70
	Min Bottom	0.0	0.0	1009.82	857.74	121.45	63.39	43.26	33.34	25.80	20.64	18.65	18.63	15.87
C3 Truck	Max Top	0.0	0.0	2196.11	1878.15	319.22	176.78	122.07	92.42	75.33	64.45	54.34	54.06	50.40
	Max Bottom	0.0	0.0	40.79	34.49	4.34	2.40	2.07	2.30	2.31	3.04	-38.81	12.95	22.41
	Min Top	0.0	0.0	24.24	21.22	6.43	4.88	4.60	4.82	6.74	14.80	-101.22	39.55	82.13
	Min Bottom	0.0	0.0	1302.06	1106.00	156.61	81.75	55.79	42.99	33.27	26.61	24.05	24.02	20.39
C4 Truck	Max Top	0.0	0.0	1690.19	1445.65	245.70	136.07	93.96	71.13	57.98	49.60	41.82	41.61	38.80
	Max Bottom	0.0	0.0	34.08	28.83	3.52	1.84	1.60	1.78	1.77	2.31	-12.13	9.97	17.25
	Min Top	0.0	0.0	20.26	17.74	5.21	3.73	3.56	3.72	5.15	11.27	-31.65	30.44	63.22
	Min Bottom	0.0	0.0	1002.10	851.31	120.54	62.92	42.94	33.09	25.61	20.48	18.51	18.49	15.70
C5 Truck	Max Top	0.0	0.0	1679.28	1436.06	244.10	135.18	93.35	70.67	57.60	49.28	41.55	41.34	38.54
	Max Bottom	0.0	0.0	32.70	27.66	3.37	1.88	1.62	1.80	1.83	2.48	-20.30	9.90	17.14
	Min Top	0.0	0.0	19.43	17.02	4.99	3.82	3.59	3.77	5.32	12.08	-52.95	30.24	62.80
	Min Bottom	0.0	0.0	995.64	845.66	119.75	62.51	42.66	32.87	25.44	20.35	18.39	18.37	15.59
ST5 Truck	Max Top	0.0	0.0	1647.39	1408.91	239.45	132.61	91.57	69.32	56.51	48.34	40.76	40.55	37.54
	Max Bottom	0.0	0.0	37.60	204.59	3.40	1.87	1.59	1.77	1.81	2.57	-13.52	9.72	16.81
	Min Top	0.0	0.0	22.34	125.89	5.04	3.80	3.54	3.71	5.26	12.51	-35.26	29.67	61.61
	Min Bottom	0.0	0.0	976.73	829.67	117.48	61.32	41.85	32.25	24.96	19.96	18.04	18.02	15.19

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.89	-77.78	-78.19	-84.16	-73.81	-68.25	-68.67	-75.12	-85.83	-80.22	-79.83	-170.34
	Bottom	-120.44	-76.44	-75.54	-62.18	-85.31	-103.40	-102.46	-79.67	-55.73	-68.27	-69.15	-113.29
DL + Grad	Top	-187.79	-98.48	-98.89	-104.06	-93.01	-86.75	-86.37	-92.12	-102.03	-95.72	-95.33	-185.64
	Bottom	-73.74	-30.24	-29.34	-17.68	-42.41	-62.20	-62.86	-41.77	-19.43	-33.67	-34.55	-79.19
HS20 Truck	Max Top	38.61	33.16	33.36	41.05	50.76	68.49	80.27	60.07	48.82	39.82	39.58	45.41
	Max Bottom	17.12	-51.33	-78.34	2.28	2.01	2.12	2.12	1.95	2.22	-262.36	9.07	13.29
	Min Top	62.75	-129.12	-200.37	9.65	4.87	3.71	3.76	5.07	10.35	-742.12	29.25	50.75
	Min Bottom	15.62	14.79	14.83	17.36	23.39	33.45	39.07	27.19	20.21	17.28	17.24	17.95
HS20 Lane	Max Top	19.95	19.16	19.47	31.45	35.48	39.52	42.37	40.13	36.32	21.69	21.32	21.95
	Max Bottom	16.04	10.11	9.74	2.96	2.27	2.25	2.21	2.02	2.23	4.74	4.79	7.70
	Min Top	58.78	30.30	29.82	12.56	5.49	3.95	3.92	5.27	10.37	15.62	15.46	29.40
	Min Bottom	8.07	8.55	8.66	13.31	16.34	19.30	20.62	18.17	15.04	9.41	9.28	8.67
SU2 Truck	Max Top	80.79	69.38	69.80	85.90	106.22	143.33	167.90	125.63	102.10	83.28	82.79	95.02
	Max Bottom	35.81	49.07	39.22	4.19	3.91	4.17	4.18	3.78	4.07	64.81	18.98	27.80
	Min Top	131.24	147.14	120.10	17.76	9.46	7.31	7.40	9.84	18.94	213.44	61.21	106.19
	Min Bottom	32.69	30.95	31.03	36.34	48.94	70.00	81.73	56.88	42.28	36.15	36.06	37.54
SU3 Truck	Max Top	41.64	35.76	35.98	44.27	54.75	73.87	86.50	64.72	52.60	42.91	42.65	48.94
	Max Bottom	18.45	40.46	29.21	2.28	2.07	2.18	2.19	2.00	2.21	44.88	9.78	14.33
	Min Top	67.62	121.31	89.43	9.64	5.01	3.83	3.88	5.22	10.28	147.79	31.55	54.73
	Min Bottom	16.85	15.95	15.99	18.73	25.22	36.08	42.11	29.30	21.78	18.62	18.58	19.34
SU4 Truck	Max Top	39.22	33.68	33.89	41.70	51.57	69.58	81.48	60.97	49.55	40.42	40.18	46.11
	Max Bottom	17.38	33.36	24.88	2.12	1.94	2.05	2.05	1.88	2.06	38.42	9.21	13.50
	Min Top	63.70	100.02	76.17	8.98	4.69	3.59	3.64	4.88	9.57	126.53	29.72	51.55
	Min Bottom	15.87	15.02	15.06	17.64	23.76	33.98	39.66	27.60	20.52	17.54	17.50	18.22
C3 Truck	Max Top	50.40	43.29	43.55	53.59	66.27	89.41	105.07	78.62	63.90	52.12	51.81	59.43
	Max Bottom	22.41	-31.24	-36.97	3.19	2.73	2.86	2.86	2.64	3.13	-50.06	11.84	17.35
	Min Top	82.13	-78.59	-94.57	13.50	6.60	5.01	5.07	6.88	14.55	-141.59	38.19	66.25
	Min Bottom	20.39	19.31	19.36	22.67	30.53	43.67	51.15	35.59	26.46	22.62	22.56	23.48
C4 Truck	Max Top	38.80	33.32	33.52	41.25	51.01	68.83	80.87	60.51	49.18	40.12	39.88	45.74
	Max Bottom	17.25	-43.48	-64.90	2.42	2.09	2.21	2.21	2.03	2.38	-13.98	9.12	13.35
	Min Top	63.22	-109.37	-166.00	10.25	5.06	3.88	3.92	5.28	11.06	-39.54	29.40	51.00
	Min Bottom	15.70	14.86	14.90	17.45	23.50	33.62	39.37	27.40	20.36	17.41	17.37	18.07
C5 Truck	Max Top	38.54	33.10	33.30	40.97	50.67	68.37	80.34	60.12	48.86	39.85	39.62	45.44
	Max Bottom	17.14	-17.37	-19.50	2.57	2.15	2.24	2.25	2.09	2.54	-23.60	9.05	13.26
	Min Top	62.80	-43.69	-49.89	10.89	5.21	3.94	3.99	5.44	11.83	-66.77	29.20	50.65
	Min Bottom	15.59	14.76	14.80	17.33	23.34	33.39	39.11	27.22	20.23	17.30	17.25	17.96
ST5 Truck	Max Top	37.54	32.24	32.43	39.91	49.35	66.59	78.82	58.97	47.93	39.10	38.87	44.57
	Max Bottom	16.81	-12.01	-13.00	2.68	2.14	2.21	2.22	2.08	2.63	-15.05	8.82	12.92
	Min Top	61.61	-30.21	-33.26	11.37	5.18	3.88	3.93	5.40	12.25	-42.58	28.44	49.34
	Min Bottom	15.19	14.38	14.42	16.88	22.74	32.52	38.37	26.70	19.85	16.97	16.93	17.61

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.34	-80.82	-81.21	-86.43	-75.33	-69.03	-68.71	-74.44	-84.44	-78.12	-77.70	-167.94
	Bottom	-113.29	-69.75	-68.89	-57.22	-82.02	-101.77	-102.47	-81.29	-58.95	-73.08	-74.00	-118.61
DL + Grad	Top	-185.64	-96.12	-96.51	-102.03	-91.13	-85.13	-85.01	-91.04	-101.24	-95.22	-94.80	-185.04
	Bottom	-79.19	-35.55	-34.59	-22.42	-46.62	-65.87	-65.97	-44.29	-21.35	-34.98	-35.90	-80.31
HS20 Truck	Max Top	45.41	39.03	39.26	48.21	59.52	80.15	81.00	60.09	48.56	39.43	39.20	45.75
	Max Bottom	13.29	7.87	7.78	2.33	2.05	2.16	2.17	2.02	2.37	-341.66	9.64	16.09
	Min Top	50.75	25.35	25.60	10.37	5.09	3.81	3.79	5.04	10.17	-887.53	28.47	58.45
	Min Bottom	17.95	16.98	17.03	20.01	27.09	38.92	39.42	27.36	20.35	17.42	17.38	18.39
HS20 Lane	Max Top	21.95	21.34	21.72	37.04	41.73	44.92	44.56	40.61	35.48	20.86	20.51	21.22
	Max Bottom	7.70	4.72	4.67	2.29	2.08	2.16	2.18	2.07	2.43	5.54	5.62	9.06
	Min Top	29.40	15.20	15.35	10.21	5.15	3.81	3.81	5.17	10.43	16.73	16.59	32.90
	Min Bottom	8.67	9.28	9.42	15.37	18.99	21.81	21.69	18.49	14.87	9.22	9.09	8.53
SU2 Truck	Max Top	95.02	81.65	82.13	100.87	124.52	167.69	169.42	125.68	101.57	82.48	81.99	95.70
	Max Bottom	27.80	16.47	16.29	4.26	3.98	4.25	4.27	3.91	4.33	68.62	20.16	33.66
	Min Top	106.19	53.05	53.56	18.99	9.88	7.50	7.46	9.78	18.61	207.09	59.57	122.30
	Min Bottom	37.54	35.52	35.62	41.87	56.68	81.42	82.46	57.23	42.57	36.44	36.35	38.47
SU3 Truck	Max Top	48.94	42.05	42.30	51.95	64.14	86.37	87.28	64.75	52.33	42.49	42.24	49.30
	Max Bottom	14.33	8.49	8.39	2.31	2.11	2.23	2.24	2.07	2.35	47.12	10.38	17.34
	Min Top	54.73	27.34	27.61	10.31	5.24	3.93	3.91	5.18	10.10	142.21	30.68	62.99
	Min Bottom	19.34	18.30	18.35	21.57	29.19	41.94	42.48	29.48	21.93	18.77	18.73	19.82
SU4 Truck	Max Top	46.11	39.62	39.85	48.95	60.42	81.37	82.22	60.99	49.29	40.03	39.79	46.44
	Max Bottom	13.50	8.00	7.91	2.15	1.98	2.09	2.10	1.94	2.19	39.96	9.78	16.33
	Min Top	51.55	25.75	26.00	9.60	4.90	3.68	3.67	4.85	9.40	120.59	28.90	59.34
	Min Bottom	18.22	17.24	17.28	20.32	27.50	39.51	40.02	27.78	20.66	17.69	17.64	18.67
C3 Truck	Max Top	59.43	51.07	51.37	63.09	77.88	104.88	106.02	78.65	63.56	51.62	51.30	59.88
	Max Bottom	17.35	10.27	10.16	3.27	2.79	2.91	2.93	2.74	3.32	-55.22	12.61	21.05
	Min Top	66.25	33.09	33.42	14.57	6.91	5.14	5.12	6.84	14.28	-143.44	37.25	76.49
	Min Bottom	23.48	22.22	22.28	26.19	35.45	50.92	51.60	35.81	26.64	22.81	22.75	24.07
C4 Truck	Max Top	45.74	39.30	39.54	48.56	59.94	80.72	81.60	60.53	48.92	39.73	39.49	46.09
	Max Bottom	13.35	7.91	7.82	2.48	2.14	2.25	2.27	2.10	2.53	-15.24	9.70	16.21
	Min Top	51.00	25.47	25.72	11.07	5.30	3.98	3.96	5.25	10.86	-39.59	28.67	58.87
	Min Bottom	18.07	17.10	17.15	20.16	27.28	39.19	39.72	27.57	20.50	17.55	17.51	18.53
C5 Truck	Max Top	45.44	39.05	39.28	48.25	59.56	80.20	81.07	60.14	48.60	39.47	39.23	45.79
	Max Bottom	13.26	7.86	7.77	2.65	2.20	2.29	2.30	2.16	2.70	-25.76	9.64	16.10
	Min Top	50.65	25.30	25.55	11.83	5.46	4.04	4.03	5.41	11.61	-66.91	28.49	58.49
	Min Bottom	17.96	16.99	17.04	20.03	27.11	38.94	39.46	27.39	20.37	17.44	17.39	18.41
ST5 Truck	Max Top	44.57	38.28	38.51	47.29	58.38	78.62	79.52	58.99	47.68	38.72	38.48	44.94
	Max Bottom	12.92	7.65	7.57	2.75	2.19	2.26	2.27	2.15	2.80	-16.36	9.45	15.78
	Min Top	49.34	24.65	24.89	12.25	5.43	3.99	3.97	5.37	12.02	-42.49	27.93	57.33
	Min Bottom	17.61	16.65	16.70	19.63	26.57	38.17	38.71	26.86	19.98	17.11	17.06	18.07

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-167.94	-78.74	-79.15	-85.53	-75.59	-70.42	-71.24	-78.09	-89.19	-83.98	-83.59	-174.22
	Bottom	-118.61	-74.27	-73.34	-59.09	-81.31	-98.51	-96.68	-73.00	-48.18	-59.85	-60.70	-104.58
DL + Grad	Top	-185.04	-95.84	-96.25	-102.33	-92.19	-86.72	-87.34	-93.89	-104.79	-99.28	-98.89	-189.52
	Bottom	-80.31	-36.17	-35.24	-21.49	-44.31	-62.01	-60.78	-37.60	-13.38	-25.55	-26.50	-70.48
HS20 Truck	Max Top	45.75	39.30	39.34	48.69	60.26	81.36	80.61	59.94	48.54	39.53	39.30	45.78
	Max Bottom	16.09	9.68	9.53	2.37	2.02	2.07	2.03	1.78	1.84	6.51	6.60	12.13
	Min Top	58.45	28.85	29.00	10.30	5.12	3.89	3.93	5.28	10.70	26.47	26.22	51.90
	Min Bottom	18.39	17.39	17.35	20.36	27.36	39.05	38.44	26.48	19.53	16.63	16.58	17.58
HS20 Lane	Max Top	21.22	20.56	20.92	35.58	40.73	44.75	45.18	42.02	37.29	21.87	21.49	22.12
	Max Bottom	9.06	5.64	5.57	2.43	2.07	2.08	2.04	1.80	1.81	3.90	3.96	7.02
	Min Top	32.90	16.81	16.95	10.56	5.25	3.91	3.94	5.34	10.53	15.87	15.72	30.07
	Min Bottom	8.53	9.10	9.22	14.88	18.49	21.48	21.54	18.56	15.00	9.20	9.07	8.50
SU2 Truck	Max Top	95.70	82.20	82.70	101.84	126.05	170.17	168.66	125.40	101.56	82.71	82.22	95.77
	Max Bottom	33.66	20.25	48.39	4.34	3.91	4.08	4.00	3.45	3.37	13.62	13.81	25.37
	Min Top	122.30	60.36	147.30	18.85	9.93	7.65	7.74	10.24	19.60	55.39	54.86	108.61
	Min Bottom	38.47	36.37	36.47	42.58	57.24	81.68	80.43	55.40	40.86	34.79	34.69	36.78
SU3 Truck	Max Top	49.30	42.35	42.60	52.47	64.94	87.67	86.87	64.59	52.31	42.60	42.35	49.33
	Max Bottom	17.34	10.43	37.13	2.36	2.07	2.14	2.10	1.83	1.83	7.02	7.12	13.08
	Min Top	62.99	31.09	113.02	10.23	5.26	4.01	4.05	5.43	10.64	28.55	28.28	55.98
	Min Bottom	19.82	18.74	18.79	21.94	29.49	42.08	41.43	28.53	21.05	17.92	17.87	18.95
SU4 Truck	Max Top	46.44	39.89	40.13	49.43	61.17	82.59	81.84	60.85	49.28	40.13	39.89	46.47
	Max Bottom	16.33	9.83	31.22	2.20	1.94	2.01	1.97	1.71	1.70	6.61	6.70	12.32
	Min Top	59.34	29.29	95.02	9.53	4.93	3.76	3.80	5.08	9.90	26.89	26.63	52.73
	Min Bottom	18.67	17.65	17.70	20.67	27.78	39.64	39.03	26.88	19.83	16.88	16.83	17.85
C3 Truck	Max Top	59.88	51.44	51.75	63.73	78.88	106.49	105.48	78.43	63.52	51.73	51.42	59.90
	Max Bottom	21.05	12.67	-37.33	3.33	2.74	2.80	2.74	2.42	2.58	8.49	8.62	15.83
	Min Top	76.49	37.75	-97.79	14.47	6.95	5.25	5.31	7.17	15.03	34.55	34.23	67.76
	Min Bottom	24.07	22.76	22.82	26.65	35.82	51.12	50.30	34.65	25.56	21.76	21.70	23.01
C4 Truck	Max Top	46.09	39.59	39.83	49.05	60.71	81.96	81.19	60.36	48.89	39.81	39.58	46.10
	Max Bottom	16.21	9.75	-40.94	2.54	2.10	2.17	2.12	1.85	1.96	6.54	6.63	12.19
	Min Top	58.87	29.06	-107.26	11.00	5.33	4.06	4.11	5.50	11.43	26.60	26.35	52.16
	Min Bottom	18.53	17.52	17.56	20.51	27.57	39.34	38.72	26.67	19.67	16.75	16.70	17.71
C5 Truck	Max Top	45.79	39.33	39.57	48.73	60.32	81.43	80.66	59.97	48.58	39.56	39.32	45.81
	Max Bottom	16.10	9.69	-19.65	2.71	2.16	2.20	2.16	1.91	2.10	6.49	6.59	12.10
	Min Top	58.49	28.87	-51.47	11.76	5.49	4.13	4.17	5.66	12.21	26.42	26.17	51.81
	Min Bottom	18.41	17.41	17.45	20.38	27.39	39.09	38.47	26.50	19.54	16.64	16.59	17.59
ST5 Truck	Max Top	44.94	38.58	38.82	47.80	59.17	79.88	79.07	58.79	47.62	38.77	38.54	44.92
	Max Bottom	15.78	9.50	-13.36	2.81	2.15	2.17	2.13	1.90	2.17	6.33	6.42	11.79
	Min Top	57.33	28.30	-35.00	12.18	5.46	4.07	4.12	5.63	12.65	25.73	25.49	50.46
	Min Bottom	18.07	17.07	17.12	19.99	26.87	38.34	37.71	25.97	19.16	16.31	16.26	17.25

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-174.22	-83.92	-84.23	-86.81	-73.05	-64.10	-61.14	-64.22	-71.57	-62.60	-62.11	-122.53
	Bottom	-104.58	-62.83	-62.14	-56.39	-87.11	-112.78	-119.40	-104.13	-87.70	-107.75	-108.84	-142.95
DL + Grad	Top	-189.52	-99.42	-99.73	-103.01	-90.05	-81.80	-79.64	-83.42	-91.47	-83.30	-82.81	-143.43
	Bottom	-70.48	-28.23	-27.54	-20.09	-49.21	-73.18	-78.20	-61.23	-43.20	-61.55	-62.64	-96.25
HS20 Truck	Max Top	45.78	39.99	40.22	48.93	59.75	79.32	67.23	49.52	39.76	32.04	31.84	35.01
	Max Bottom	12.13	8.04	-63.61	2.26	2.17	2.38	2.51	2.57	3.59	306.47	-385.42	20.88
	Min Top	51.90	30.75	-206.84	10.47	4.93	3.51	3.33	4.24	8.21	480.21	-556.94	46.00
	Min Bottom	17.58	16.96	17.01	20.25	27.70	40.04	34.73	24.48	18.53	16.05	16.01	16.40
HS20 Lane	Max Top	22.12	21.54	21.90	36.41	39.92	41.87	38.79	34.60	30.47	18.71	18.40	18.09
	Max Bottom	7.02	4.25	4.21	2.26	2.26	2.48	2.67	2.89	4.67	15.24	15.76	19.56
	Min Top	30.07	16.25	16.40	10.49	5.12	3.66	3.54	4.77	10.68	23.87	24.20	43.09
	Min Bottom	8.50	9.13	9.26	15.07	18.51	21.13	20.03	17.11	14.20	9.37	9.25	8.47
SU2 Truck	Max Top	95.77	83.65	84.12	102.35	124.97	165.91	140.68	103.61	83.20	67.05	66.63	73.27
	Max Bottom	25.37	16.81	40.94	4.14	4.22	4.68	4.93	4.99	6.60	103.17	146.97	43.67
	Min Top	108.61	64.35	159.53	19.16	9.57	6.91	6.55	8.23	15.10	161.66	225.72	96.21
	Min Bottom	36.78	35.47	35.58	42.35	57.95	83.74	72.66	51.23	38.78	33.58	33.50	34.31
SU3 Truck	Max Top	49.33	43.09	43.34	52.73	64.38	85.47	72.51	53.40	42.88	34.56	34.34	37.76
	Max Bottom	13.08	8.67	31.50	2.25	2.24	2.45	2.58	2.64	3.58	64.08	101.35	22.50
	Min Top	55.98	33.17	122.75	10.40	5.07	3.62	3.43	4.36	8.20	100.40	155.65	49.56
	Min Bottom	18.95	18.27	18.33	21.82	29.85	43.14	37.45	26.40	19.99	17.31	17.26	17.69
SU4 Truck	Max Top	46.47	40.60	40.83	49.67	60.65	80.52	68.29	50.30	40.39	32.55	32.35	35.57
	Max Bottom	12.32	8.16	26.45	2.09	2.09	2.30	2.42	2.47	3.34	48.97	71.05	21.19
	Min Top	52.73	31.24	103.05	9.68	4.75	3.40	3.22	4.08	7.63	76.72	109.12	46.69
	Min Bottom	17.85	17.21	17.27	20.56	28.12	40.64	35.28	24.87	18.83	16.30	16.26	16.66
C3 Truck	Max Top	59.90	52.35	52.65	64.05	78.21	103.82	87.76	64.64	51.90	41.83	41.57	45.71
	Max Bottom	15.83	10.49	-31.55	3.18	2.95	3.21	3.38	3.48	5.02	-116.74	-79.30	27.33
	Min Top	67.76	40.15	-102.59	14.71	6.69	4.74	4.49	5.74	11.48	-171.59	-114.59	60.21
	Min Bottom	23.01	22.19	22.26	26.51	36.26	52.40	45.33	31.96	24.19	20.95	20.90	21.41
C4 Truck	Max Top	46.10	40.29	40.52	49.30	60.19	79.91	67.56	49.76	39.96	32.20	32.00	35.19
	Max Bottom	12.19	8.07	-33.47	2.41	2.26	2.48	2.62	2.67	3.81	-27.07	-23.71	21.03
	Min Top	52.16	30.91	-108.84	11.19	5.13	3.66	3.47	4.40	8.72	-39.79	-34.26	46.34
	Min Bottom	17.71	17.08	17.14	20.40	27.91	40.34	34.90	24.60	18.62	16.13	16.09	16.48
C5 Truck	Max Top	45.81	40.03	40.26	48.98	59.80	79.39	67.10	49.42	39.69	31.98	31.78	34.95
	Max Bottom	12.10	8.02	-16.62	2.58	2.33	2.52	2.66	2.75	4.05	-46.68	-37.60	20.90
	Min Top	51.81	30.70	-54.04	11.96	5.29	3.72	3.53	4.54	9.26	-68.62	-54.33	46.04
	Min Bottom	17.59	16.97	17.02	20.27	27.73	40.07	34.66	24.44	18.50	16.02	15.98	16.37
ST5 Truck	Max Top	44.92	39.27	39.49	48.05	58.66	77.88	65.36	48.14	38.65	31.15	30.96	34.04
	Max Bottom	11.79	7.81	-11.30	2.67	2.32	2.48	2.62	2.73	4.23	-26.94	-23.53	20.50
	Min Top	50.46	29.90	-36.74	12.39	5.25	3.67	3.48	4.51	9.67	-39.60	-34.00	45.16
	Min Bottom	17.25	16.65	16.70	19.88	27.20	39.31	33.76	23.80	18.02	15.60	15.56	15.94

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 1st Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-122.53	-39.08	-39.97	-63.16	-70.02	-75.40	-79.40	-73.30	-56.46	-23.30	-22.13	-15.2	0.0
	Bottom	-142.95	-85.27	-83.28	-31.46	-16.12	-4.69	4.25	-6.37	-43.99	-118.08	-120.70	-136.3	0.0
DL + Grad	Top	-143.43	-59.18	-59.97	-80.36	-84.42	-87.10	-88.30	-79.40	-59.76	-23.80	-22.63	-15.2	0.0
	Bottom	-96.25	-40.37	-38.58	7.04	16.18	21.31	24.05	7.23	-36.59	-116.88	-119.70	-136.3	0.0
HS20 Truck	Max Top	35.01	37.30	37.54	46.44	56.39	70.82	93.97	134.77	237.34	1355.69	1583.49	0.0	0.0
	Max Bottom	20.88	11.78	-96.58	0.88	0.09	-0.12	-0.24	0.02	1.29	20.91	24.96	0.0	0.0
	Min Top	46.00	15.29	-124.29	7.72	4.47	3.65	3.56	3.59	3.97	9.26	10.26	0.0	0.0
	Min Bottom	16.40	18.86	18.84	19.05	21.72	25.98	33.18	49.97	102.67	775.80	914.77	0.0	0.0
HS20 Lane	Max Top	18.09	18.49	18.84	34.20	42.56	53.45	70.92	101.72	179.13	1023.18	1195.09	0.0	0.0
	Max Bottom	19.56	10.58	10.16	0.94	0.09	-0.13	-0.25	0.02	1.44	21.81	26.07	0.0	0.0
	Min Top	43.09	13.72	13.87	8.26	4.56	3.74	3.70	3.85	4.44	9.66	10.72	0.0	0.0
	Min Bottom	8.47	9.35	9.46	14.03	16.39	19.61	25.04	37.71	77.49	585.52	690.40	0.0	0.0
SU2 Truck	Max Top	73.27	78.01	78.52	97.13	117.94	148.12	196.54	281.89	496.41	2835.63	3311.96	0.0	0.0
	Max Bottom	43.67	24.64	71.88	1.60	0.18	-0.25	-0.49	0.04	2.58	39.51	47.18	0.0	0.0
	Min Top	96.21	31.97	98.15	14.09	8.71	7.23	7.08	7.10	7.93	17.49	19.40	0.0	0.0
	Min Bottom	34.31	39.45	39.41	39.85	45.43	54.34	69.39	104.51	214.74	1622.71	1913.30	0.0	0.0
SU3 Truck	Max Top	37.76	40.19	40.45	50.04	60.76	76.31	101.26	145.22	255.74	1460.79	1706.36	0.0	0.0
	Max Bottom	22.50	12.70	58.10	0.87	0.09	-0.13	-0.25	0.02	1.36	20.42	24.39	0.0	0.0
	Min Top	49.56	16.47	79.33	7.65	4.62	3.79	3.69	3.75	4.18	9.04	10.02	0.0	0.0
	Min Bottom	17.69	20.32	20.30	20.53	23.40	27.99	35.75	53.84	110.63	835.95	985.76	0.0	0.0
SU4 Truck	Max Top	35.57	37.86	38.11	47.14	57.24	71.89	95.39	136.81	240.92	1376.16	1607.25	0.0	0.0
	Max Bottom	21.19	11.96	47.57	0.81	0.09	-0.12	-0.24	0.02	1.29	19.66	23.48	0.0	0.0
	Min Top	46.69	15.52	64.95	7.12	4.33	3.56	3.46	3.52	3.96	8.71	9.65	0.0	0.0
	Min Bottom	16.66	19.14	19.13	19.34	22.05	26.37	33.68	50.72	104.22	787.52	928.49	0.0	0.0
C3 Truck	Max Top	45.71	48.82	49.14	60.79	73.81	92.70	123.00	176.41	310.66	1774.22	2072.44	0.0	0.0
	Max Bottom	27.33	15.42	-44.02	1.24	0.12	-0.17	-0.33	0.03	1.77	25.97	31.00	0.0	0.0
	Min Top	60.21	20.01	-56.65	10.87	6.05	4.90	4.77	4.82	5.44	11.50	12.75	0.0	0.0
	Min Bottom	21.41	24.69	24.66	24.94	28.43	34.01	43.42	65.40	134.39	1015.31	1197.23	0.0	0.0
C4 Truck	Max Top	35.19	37.58	37.82	46.79	56.81	71.35	94.67	135.78	239.11	1365.63	1595.28	0.0	0.0
	Max Bottom	21.03	11.87	-13.76	0.94	0.09	-0.13	-0.25	0.02	1.43	21.71	25.90	0.0	0.0
	Min Top	46.34	15.40	-17.71	8.27	4.62	3.78	3.70	3.69	4.41	9.61	10.65	0.0	0.0
	Min Bottom	16.48	19.00	18.98	19.19	21.88	26.17	33.42	50.34	103.44	781.49	921.58	0.0	0.0
C5 Truck	Max Top	34.95	37.33	37.57	46.48	56.44	70.88	94.05	134.89	237.55	1356.79	1584.99	0.0	0.0
	Max Bottom	20.90	11.79	-23.02	1.01	0.10	-0.13	-0.26	0.02	1.37	20.83	24.85	0.0	0.0
	Min Top	46.04	15.30	-29.63	8.87	4.78	3.83	3.73	3.77	4.22	9.22	10.22	0.0	0.0
	Min Bottom	16.37	18.88	18.86	19.07	21.74	26.00	33.21	50.01	102.76	776.43	915.64	0.0	0.0
ST5 Truck	Max Top	34.04	36.62	36.86	45.60	55.37	69.53	92.26	132.33	233.03	1330.95	1554.62	0.0	0.0
	Max Bottom	20.50	11.57	-15.33	1.05	0.10	-0.13	-0.25	0.02	1.39	23.98	28.57	0.0	0.0
	Min Top	45.16	15.01	-19.73	9.19	4.72	3.77	3.68	3.75	4.27	10.62	11.75	0.0	0.0
	Min Bottom	15.94	18.52	18.50	18.70	21.33	25.51	32.57	49.06	100.81	761.64	898.09	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-41.5	-42.3	-63.1	-68.9	-70.9	-69.6	-75.6	-87.1	-83.6	-83.3	-174.6
	Bottom	0.0	-170.8	-160.0	-158.1	-111.6	-98.7	-97.1	-99.9	-78.1	-52.4	-60.3	-61.0	-103.2
DL + Grad	Top	0.0	-36.6	-42.0	-42.8	-66.4	-75.0	-79.8	-81.3	-90.0	-104.3	-103.6	-103.4	-195.5
	Bottom	0.0	-170.8	-159.0	-156.9	-104.2	-85.1	-77.3	-73.9	-45.8	-13.9	-15.6	-16.1	-56.5
HS20 Truck	Max Top	0.0	0.0	1339.97	1145.74	193.28	106.61	73.56	55.82	45.76	39.50	33.71	33.54	31.38
	Max Bottom	0.0	0.0	24.08	20.37	2.36	1.36	1.17	1.26	1.09	0.82	-42.58	3.38	8.80
	Min Top	0.0	0.0	10.06	8.88	2.74	2.14	2.02	2.14	3.13	7.11	-164.14	21.55	48.19
	Min Bottom	0.0	0.0	797.94	678.16	97.54	51.40	35.15	26.94	20.61	16.16	14.21	14.18	12.00
HS20 Lane	Max Top	0.0	0.0	1011.30	864.72	145.88	80.46	55.52	42.13	34.54	29.08	16.92	16.63	16.21
	Max Bottom	0.0	0.0	25.15	21.25	2.63	1.46	1.22	1.29	1.11	0.88	2.93	3.04	8.25
	Min Top	0.0	0.0	10.50	9.26	3.07	2.29	2.11	2.19	3.19	7.61	19.21	19.35	45.15
	Min Bottom	0.0	0.0	602.22	511.83	73.62	38.79	26.53	20.33	15.56	11.90	7.13	7.03	6.20
SU2 Truck	Max Top	0.0	0.0	2803.25	2396.12	404.27	222.98	153.85	116.75	95.72	82.61	70.50	70.16	65.67
	Max Bottom	0.0	0.0	45.52	38.48	4.70	2.69	2.32	2.49	2.12	1.50	20.71	7.08	18.42
	Min Top	0.0	0.0	19.01	16.77	5.48	4.22	4.03	4.24	6.09	12.98	135.94	45.08	100.80
	Min Bottom	0.0	0.0	1669.31	1418.26	204.02	107.51	73.51	56.35	43.11	33.79	29.72	29.65	25.11
SU3 Truck	Max Top	0.0	0.0	1444.01	1234.61	208.28	114.88	79.26	60.15	49.31	42.56	36.32	36.15	33.85
	Max Bottom	0.0	0.0	23.52	19.89	2.48	1.42	1.21	1.31	1.12	0.81	16.74	3.65	9.49
	Min Top	0.0	0.0	9.82	8.66	2.89	2.23	2.10	2.22	3.23	7.05	109.88	23.22	51.93
	Min Bottom	0.0	0.0	859.89	730.76	105.11	55.39	37.87	29.03	22.21	17.41	15.31	15.28	12.94
SU4 Truck	Max Top	0.0	0.0	1360.35	1163.04	196.20	108.22	74.67	56.66	46.45	40.09	34.21	34.05	31.88
	Max Bottom	0.0	0.0	22.65	19.15	2.35	1.33	1.14	1.22	1.05	0.76	13.71	3.44	8.94
	Min Top	0.0	0.0	9.46	8.34	2.73	2.09	1.97	2.08	3.03	6.56	89.95	21.88	48.92
	Min Bottom	0.0	0.0	810.07	688.40	99.01	52.17	35.68	27.35	20.92	16.40	14.42	14.39	12.19
C3 Truck	Max Top	0.0	0.0	1754.03	1499.67	252.99	139.54	96.28	73.06	59.90	51.70	44.12	43.91	40.97
	Max Bottom	0.0	0.0	29.91	25.30	3.23	1.83	1.57	1.69	1.47	1.16	-19.41	4.43	11.52
	Min Top	0.0	0.0	12.49	11.02	3.76	2.87	2.72	2.87	4.23	10.01	-74.82	28.21	63.08
	Min Bottom	0.0	0.0	1044.51	887.65	127.67	67.28	46.01	35.26	26.98	21.15	18.60	18.56	15.67
C4 Truck	Max Top	0.0	0.0	1349.95	1154.33	194.73	107.41	74.11	56.24	46.11	39.79	33.96	33.79	31.54
	Max Bottom	0.0	0.0	24.99	21.15	2.62	1.40	1.21	1.30	1.12	0.88	-6.07	3.41	8.87
	Min Top	0.0	0.0	10.44	9.21	3.05	2.19	2.11	2.21	3.23	7.62	-23.39	21.71	48.55
	Min Bottom	0.0	0.0	803.88	683.24	98.27	51.78	35.41	27.14	20.77	16.28	14.31	14.28	12.06
C5 Truck	Max Top	0.0	0.0	1341.24	1146.66	193.45	106.71	73.63	55.87	45.81	39.53	33.74	33.57	31.32
	Max Bottom	0.0	0.0	23.98	20.28	2.50	1.43	1.23	1.32	1.16	0.94	-10.15	3.39	8.81
	Min Top	0.0	0.0	10.01	8.84	2.92	2.25	2.12	2.25	3.34	8.17	-39.13	21.57	48.24
	Min Bottom	0.0	0.0	798.69	678.71	97.63	51.44	35.18	26.97	20.63	16.17	14.22	14.19	11.98
ST5 Truck	Max Top	0.0	0.0	1315.77	1124.99	189.77	104.68	72.23	54.81	44.93	38.78	33.09	32.94	30.51
	Max Bottom	0.0	0.0	27.57	150.05	2.53	1.42	1.21	1.30	1.15	0.98	-6.76	3.32	8.64
	Min Top	0.0	0.0	11.51	65.38	2.95	2.23	2.09	2.21	3.30	8.46	-26.06	21.16	47.32
	Min Bottom	0.0	0.0	783.53	665.88	95.77	50.47	34.51	26.45	20.24	15.86	13.95	13.92	11.67

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-174.63	-84.02	-84.29	-86.18	-73.03	-65.94	-66.11	-73.59	-86.61	-84.58	-84.31	-176.16
	Bottom	-103.15	-62.51	-61.90	-57.67	-87.06	-108.57	-108.18	-83.09	-54.00	-58.52	-59.14	-100.27
DL + Grad	Top	-195.53	-104.72	-104.99	-106.08	-92.23	-84.44	-83.81	-90.59	-102.81	-100.08	-99.81	-191.46
	Bottom	-56.45	-16.31	-15.70	-13.17	-44.16	-67.37	-68.58	-45.19	-17.70	-23.92	-24.54	-66.17
HS20 Truck	Max Top	31.38	26.95	27.10	33.01	40.53	54.47	63.79	47.86	39.13	32.20	32.02	36.77
	Max Bottom	8.80	-25.84	-39.41	0.86	1.21	1.43	1.45	1.20	0.93	-135.66	3.60	7.34
	Min Top	48.19	-95.98	-148.75	6.59	3.09	2.24	2.27	3.20	6.97	-535.38	20.49	38.56
	Min Bottom	12.00	11.41	11.45	13.73	18.79	27.09	31.69	21.94	16.10	13.48	13.43	13.92
HS20 Lane	Max Top	16.21	15.57	15.82	25.29	28.32	31.42	33.67	31.98	29.11	17.54	17.25	17.77
	Max Bottom	8.25	3.49	3.33	1.12	1.36	1.53	1.51	1.25	0.93	1.87	1.90	4.25
	Min Top	45.15	21.70	21.32	8.57	3.49	2.39	2.36	3.32	6.98	10.93	10.83	22.33
	Min Bottom	6.20	6.59	6.69	10.52	13.13	15.63	16.72	14.66	11.98	7.34	7.23	6.73
SU2 Truck	Max Top	65.67	56.38	56.70	69.06	84.81	113.97	133.42	100.11	81.84	67.36	66.98	76.92
	Max Bottom	18.42	16.94	13.42	1.59	2.35	2.82	2.85	2.33	1.69	25.55	7.53	15.36
	Min Top	100.80	105.35	85.88	12.12	6.01	4.42	4.46	6.20	12.75	149.39	42.89	80.68
	Min Bottom	25.11	23.88	23.96	28.72	39.32	56.69	66.27	45.90	33.67	28.19	28.10	29.13
SU3 Truck	Max Top	33.85	29.06	29.23	35.60	43.71	58.74	68.74	51.58	42.16	34.70	34.51	39.62
	Max Bottom	9.49	13.96	9.99	0.86	1.25	1.48	1.50	1.24	0.92	17.69	3.88	7.92
	Min Top	51.93	86.87	63.95	6.58	3.19	2.31	2.34	3.29	6.92	103.44	22.10	41.58
	Min Bottom	12.94	12.31	12.35	14.80	20.27	29.22	34.14	23.64	17.34	14.52	14.48	15.00
SU4 Truck	Max Top	31.88	27.37	27.53	33.53	41.17	55.33	64.75	48.59	39.72	32.69	32.51	37.33
	Max Bottom	8.94	11.51	8.51	0.80	1.17	1.39	1.40	1.16	0.86	15.15	3.66	7.46
	Min Top	48.92	71.62	54.47	6.13	2.98	2.17	2.19	3.08	6.44	88.56	20.82	39.17
	Min Bottom	12.19	11.59	11.63	13.94	19.09	27.52	32.16	22.27	16.34	13.68	13.64	14.13
C3 Truck	Max Top	40.97	35.18	35.38	43.09	52.91	71.10	83.50	62.65	51.22	42.15	41.92	48.11
	Max Bottom	11.52	-15.73	-18.60	1.21	1.64	1.93	1.96	1.63	1.30	-25.88	4.70	9.58
	Min Top	63.08	-58.42	-70.21	9.21	4.19	3.03	3.06	4.34	9.79	-102.14	26.75	50.33
	Min Bottom	15.67	14.90	14.95	17.92	24.53	35.37	41.48	28.72	21.07	17.64	17.58	18.22
C4 Truck	Max Top	31.54	27.08	27.23	33.17	40.73	54.73	64.27	48.22	39.42	32.44	32.26	37.03
	Max Bottom	8.87	-21.89	-32.65	0.92	1.26	1.50	1.51	1.25	0.99	-7.23	3.62	7.38
	Min Top	48.55	-81.30	-123.23	6.99	3.22	2.34	2.36	3.33	7.44	-28.53	20.60	38.74
	Min Bottom	12.06	11.47	11.51	13.79	18.88	27.22	31.92	22.11	16.22	13.58	13.53	14.02
C5 Truck	Max Top	31.32	26.90	27.05	32.94	40.45	54.37	63.85	47.91	39.16	32.23	32.05	36.79
	Max Bottom	8.81	-8.74	-9.81	0.97	1.29	1.52	1.54	1.29	1.06	-12.20	3.59	7.33
	Min Top	48.24	-32.48	-37.03	7.43	3.31	2.38	2.40	3.43	7.96	-48.17	20.46	38.48
	Min Bottom	11.98	11.39	11.43	13.70	18.76	27.04	31.71	21.96	16.11	13.49	13.45	13.93
ST5 Truck	Max Top	30.51	26.20	26.34	32.09	39.40	52.95	62.63	47.00	38.42	31.62	31.44	36.08
	Max Bottom	8.64	-6.05	-6.54	1.02	1.29	1.50	1.52	1.28	1.10	-7.78	3.50	7.14
	Min Top	47.32	-22.46	-24.69	7.76	3.29	2.35	2.37	3.41	8.24	-30.72	19.92	37.48
	Min Bottom	11.67	11.09	11.13	13.34	18.27	26.34	31.11	21.54	15.80	13.23	13.19	13.66

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-176.16	-85.25	-85.51	-86.99	-73.41	-65.91	-65.68	-72.77	-85.41	-83.00	-82.72	-174.40
	Bottom	-100.27	-59.85	-59.27	-55.98	-86.31	-108.73	-109.24	-85.02	-56.78	-62.16	-62.80	-104.17
DL + Grad	Top	-191.46	-100.55	-100.81	-102.59	-89.21	-82.01	-81.98	-89.37	-102.21	-100.10	-99.82	-191.50
	Bottom	-66.17	-25.65	-24.97	-21.18	-50.91	-72.83	-72.74	-48.02	-19.18	-24.06	-24.70	-65.87
HS20 Truck	Max Top	36.77	31.57	31.75	38.62	47.38	63.60	64.29	47.87	38.94	31.94	31.76	37.09
	Max Bottom	7.34	3.18	3.13	1.04	1.31	1.51	1.51	1.26	1.02	-178.63	3.85	8.80
	Min Top	38.56	17.78	17.93	6.97	3.19	2.27	2.27	3.16	6.84	-644.80	20.03	44.55
	Min Bottom	13.92	13.24	13.28	15.96	21.91	31.65	32.05	22.10	16.19	13.55	13.50	14.23
HS20 Lane	Max Top	17.77	17.26	17.56	29.67	33.22	35.65	35.36	32.35	28.46	16.90	16.61	17.20
	Max Bottom	4.25	1.91	1.88	1.02	1.33	1.51	1.52	1.30	1.04	2.20	2.24	4.95
	Min Top	22.33	10.66	10.75	6.86	3.23	2.28	2.28	3.24	7.02	11.75	11.67	25.08
	Min Bottom	6.73	7.24	7.35	12.26	15.36	17.74	17.63	14.93	11.83	7.17	7.06	6.60
SU2 Truck	Max Top	76.92	66.05	66.42	80.81	99.13	133.07	134.47	100.12	81.45	66.80	66.42	77.58
	Max Bottom	15.36	6.66	6.55	1.90	2.55	2.97	2.98	2.45	1.86	27.25	8.05	18.41
	Min Top	80.68	37.20	37.52	12.76	6.19	4.48	4.46	6.13	12.52	145.49	41.90	93.21
	Min Bottom	29.13	27.69	27.79	33.39	45.83	66.22	67.04	46.21	33.86	28.34	28.24	29.76
SU3 Truck	Max Top	39.62	34.02	34.21	41.62	51.06	68.54	69.28	51.58	41.96	34.41	34.22	39.97
	Max Bottom	7.92	3.43	3.37	1.03	1.35	1.56	1.56	1.30	1.01	18.71	4.15	9.48
	Min Top	41.58	19.17	19.34	6.93	3.28	2.34	2.34	3.25	6.80	99.91	21.58	48.01
	Min Bottom	15.00	14.26	14.31	17.20	23.61	34.11	34.53	23.81	17.44	14.60	14.55	15.33
SU4 Truck	Max Top	37.33	32.05	32.23	39.21	48.10	64.57	65.26	48.59	39.53	32.42	32.24	37.65
	Max Bottom	7.46	3.23	3.18	0.96	1.26	1.46	1.46	1.22	0.94	15.87	3.91	8.93
	Min Top	39.17	18.06	18.22	6.45	3.07	2.20	2.19	3.04	6.33	84.72	20.33	45.23
	Min Bottom	14.13	13.44	13.48	16.20	22.24	32.13	32.53	22.43	16.43	13.75	13.71	14.44
C3 Truck	Max Top	48.11	41.31	41.54	50.54	62.00	83.23	84.15	62.65	50.97	41.80	41.57	48.55
	Max Bottom	9.58	4.16	4.08	1.46	1.78	2.04	2.04	1.72	1.43	-28.87	5.04	11.52
	Min Top	50.33	23.21	23.41	9.79	4.33	3.07	3.06	4.29	9.61	-104.21	26.20	58.30
	Min Bottom	18.22	17.32	17.38	20.88	28.66	41.42	41.95	28.92	21.19	17.73	17.67	18.62
C4 Truck	Max Top	37.03	31.79	31.97	38.90	47.72	64.06	64.77	48.22	39.23	32.18	31.99	37.37
	Max Bottom	7.38	3.20	3.14	1.11	1.37	1.58	1.58	1.32	1.09	-7.97	3.88	8.86
	Min Top	38.74	17.87	18.02	7.44	3.32	2.38	2.37	3.29	7.31	-28.76	20.17	44.87
	Min Bottom	14.02	13.33	13.38	16.07	22.06	31.88	32.29	22.26	16.31	13.65	13.60	14.33
C5 Truck	Max Top	36.79	31.59	31.77	38.65	47.41	63.65	64.35	47.91	38.98	31.97	31.78	37.12
	Max Bottom	7.33	3.18	3.12	1.18	1.41	1.60	1.61	1.36	1.16	-13.47	3.85	8.81
	Min Top	38.48	17.75	17.90	7.95	3.42	2.41	2.40	3.39	7.81	-48.61	20.04	44.58
	Min Bottom	13.93	13.24	13.29	15.97	21.92	31.67	32.08	22.11	16.20	13.56	13.52	14.24
ST5 Truck	Max Top	36.08	30.96	31.14	37.89	46.47	62.39	63.12	46.99	38.23	31.36	31.18	36.43
	Max Bottom	7.14	3.10	3.04	1.23	1.40	1.58	1.59	1.35	1.20	-8.55	3.78	8.63
	Min Top	37.48	17.28	17.43	8.23	3.40	2.38	2.37	3.37	8.09	-30.87	19.64	43.70
	Min Bottom	13.66	12.98	13.03	15.65	21.49	31.04	31.47	21.69	15.89	13.30	13.26	13.97

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-174.40	-83.75	-84.04	-86.50	-73.92	-67.39	-68.13	-76.17	-89.75	-88.28	-88.02	-180.05
	Bottom	-104.17	-63.07	-62.43	-56.92	-85.04	-105.28	-103.63	-77.29	-46.94	-50.22	-50.80	-91.56
DL + Grad	Top	-191.50	-100.85	-101.14	-103.30	-90.52	-83.69	-84.23	-91.97	-105.35	-103.58	-103.32	-195.35
	Bottom	-65.87	-24.97	-24.33	-19.32	-48.04	-68.78	-67.73	-41.89	-12.14	-15.92	-16.60	-57.46
HS20 Truck	Max Top	37.09	31.84	31.86	39.05	48.01	64.58	63.97	47.72	38.89	31.96	31.79	37.06
	Max Bottom	8.80	3.89	3.80	1.02	1.26	1.44	1.41	1.09	0.65	2.11	2.17	6.41
	Min Top	44.55	20.33	20.41	6.95	3.23	2.34	2.37	3.34	7.23	18.63	18.47	39.48
	Min Bottom	14.23	13.51	13.49	16.19	22.10	31.75	31.27	21.42	15.57	12.96	12.92	13.63
HS20 Lane	Max Top	17.20	16.66	16.94	28.53	32.45	35.52	35.85	33.45	29.87	17.68	17.38	17.91
	Max Bottom	4.95	2.26	2.22	1.05	1.30	1.44	1.41	1.11	0.64	1.26	1.30	3.71
	Min Top	25.08	11.85	11.93	7.12	3.31	2.35	2.38	3.38	7.12	11.17	11.07	22.87
	Min Bottom	6.60	7.07	7.17	11.83	14.93	17.47	17.53	15.02	11.96	7.17	7.06	6.59
SU2 Truck	Max Top	77.58	66.59	66.98	81.67	100.41	135.07	133.84	99.83	81.36	66.87	66.50	77.53
	Max Bottom	18.41	8.13	19.31	1.87	2.45	2.83	2.77	2.12	1.19	4.41	4.54	13.42
	Min Top	93.21	42.53	103.68	12.71	6.25	4.61	4.67	6.48	13.24	38.98	38.65	82.61
	Min Bottom	29.76	28.27	28.36	33.87	46.22	66.41	65.43	44.81	32.58	27.12	27.03	28.52
SU3 Truck	Max Top	39.97	34.31	34.50	42.08	51.73	69.59	68.94	51.42	41.91	34.44	34.25	39.93
	Max Bottom	9.48	4.19	14.81	1.02	1.30	1.48	1.45	1.12	0.65	2.27	2.34	6.92
	Min Top	48.01	21.91	79.55	6.90	3.32	2.41	2.45	3.44	7.19	20.09	19.92	42.58
	Min Bottom	15.33	14.56	14.61	17.45	23.81	34.21	33.70	23.08	16.78	13.97	13.92	14.69
SU4 Truck	Max Top	37.65	32.32	32.50	39.64	48.73	65.55	64.94	48.44	39.48	32.45	32.27	37.62
	Max Bottom	8.93	3.94	12.45	0.95	1.22	1.39	1.36	1.05	0.60	2.14	2.20	6.51
	Min Top	45.23	20.64	66.88	6.42	3.10	2.26	2.29	3.22	6.69	18.93	18.77	40.11
	Min Bottom	14.44	13.72	13.76	16.44	22.43	32.23	31.75	21.74	15.81	13.16	13.11	13.84
C3 Truck	Max Top	48.55	41.67	41.91	51.11	62.83	84.52	83.71	62.44	50.89	41.83	41.59	48.49
	Max Bottom	11.52	5.08	-19.55	1.44	1.72	1.94	1.90	1.48	0.91	2.75	2.83	8.37
	Min Top	58.30	26.60	-71.14	9.76	4.38	3.16	3.20	4.54	10.16	24.32	24.11	51.54
	Min Bottom	18.62	17.69	17.75	21.20	28.92	41.56	40.92	28.02	20.38	16.96	16.90	17.84
C4 Truck	Max Top	37.37	32.08	32.26	39.34	48.36	65.06	64.43	48.06	39.17	32.19	32.01	37.32
	Max Bottom	8.86	3.91	-21.45	1.09	1.32	1.50	1.47	1.14	0.69	2.12	2.18	6.44
	Min Top	44.87	20.47	-78.02	7.42	3.36	2.44	2.48	3.48	7.72	18.72	18.56	39.67
	Min Bottom	14.33	13.61	13.66	16.31	22.26	31.99	31.49	21.57	15.68	13.05	13.01	13.73
C5 Truck	Max Top	37.12	31.87	32.05	39.08	48.05	64.63	64.01	47.75	38.91	31.99	31.81	37.08
	Max Bottom	8.81	3.89	-10.29	1.17	1.36	1.52	1.49	1.17	0.74	2.10	2.16	6.40
	Min Top	44.58	20.34	-37.44	7.93	3.46	2.48	2.52	3.58	8.25	18.60	18.44	39.41
	Min Bottom	14.24	13.53	13.57	16.21	22.12	31.78	31.29	21.43	15.58	12.97	12.93	13.64
ST5 Truck	Max Top	36.43	31.26	31.44	38.34	47.13	63.40	62.75	46.80	38.14	31.35	31.18	36.37
	Max Bottom	8.63	3.81	-7.00	1.21	1.35	1.50	1.47	1.17	0.77	2.05	2.11	6.23
	Min Top	43.70	19.94	-25.46	8.21	3.44	2.45	2.48	3.56	8.55	18.11	17.96	38.38
	Min Bottom	13.97	13.27	13.31	15.90	21.69	31.17	30.67	21.01	15.27	12.71	12.67	13.38

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-180.05	-88.40	-88.59	-87.58	-71.52	-61.54	-58.83	-63.44	-73.59	-68.70	-68.35	-130.27
	Bottom	-91.56	-52.82	-52.40	-54.66	-90.54	-118.50	-124.56	-105.89	-83.19	-94.11	-94.91	-125.67
DL + Grad	Top	-195.35	-103.90	-104.09	-103.78	-88.52	-79.24	-77.33	-82.64	-93.49	-89.40	-89.05	-151.17
	Bottom	-57.46	-18.22	-17.80	-18.36	-52.64	-78.90	-83.36	-62.99	-38.69	-47.91	-48.71	-78.97
HS20 Truck	Max Top	37.06	32.35	32.53	39.22	47.61	63.03	53.45	39.53	31.97	26.05	25.89	28.50
	Max Bottom	6.41	2.77	-31.12	0.95	1.38	1.65	1.74	1.65	1.91	155.49	-228.07	11.82
	Min Top	39.48	21.70	-149.93	7.06	3.09	2.06	1.93	2.59	5.43	333.25	-406.98	34.80
	Min Bottom	13.63	13.21	13.26	16.12	22.35	32.46	28.11	19.67	14.66	12.42	12.39	12.63
HS20 Lane	Max Top	17.91	17.42	17.71	29.18	31.81	33.27	30.84	27.63	24.50	15.21	14.96	14.73
	Max Bottom	3.71	1.46	1.44	0.96	1.44	1.72	1.86	1.86	2.49	7.73	8.01	11.07
	Min Top	22.87	11.46	11.56	7.08	3.20	2.15	2.06	2.92	7.07	16.57	16.81	32.59
	Min Bottom	6.59	7.11	7.22	12.00	14.93	17.13	16.22	13.74	11.23	7.25	7.16	6.52
SU2 Truck	Max Top	77.53	67.67	68.03	82.04	99.58	131.83	111.85	82.72	66.91	54.50	54.18	59.65
	Max Bottom	13.42	5.80	14.04	1.75	2.68	3.25	3.43	3.21	3.52	52.34	74.70	24.71
	Min Top	82.61	45.40	112.41	12.92	5.99	4.06	3.81	5.03	9.99	112.19	156.84	72.78
	Min Bottom	28.52	27.62	27.73	33.73	46.75	67.88	58.82	41.15	30.68	26.00	25.92	26.42
SU3 Truck	Max Top	39.93	34.86	35.05	42.26	51.30	67.92	57.65	42.64	34.48	28.09	27.92	30.74
	Max Bottom	6.92	2.99	10.80	0.95	1.42	1.70	1.80	1.70	1.91	32.51	51.51	12.73
	Min Top	42.58	23.40	86.49	7.01	3.17	2.13	1.99	2.66	5.43	69.68	108.15	37.50
	Min Bottom	14.69	14.23	14.29	17.38	24.08	34.97	30.32	21.21	15.81	13.40	13.36	13.62
SU4 Truck	Max Top	37.62	32.84	33.02	39.81	48.33	63.98	54.30	40.16	32.48	26.46	26.30	28.96
	Max Bottom	6.51	2.82	9.07	0.88	1.33	1.60	1.69	1.59	1.78	24.84	36.11	11.99
	Min Top	40.11	22.04	72.62	6.53	2.97	2.00	1.87	2.49	5.05	53.24	75.82	35.32
	Min Bottom	13.84	13.41	13.46	16.37	22.69	32.95	28.55	19.98	14.89	12.62	12.58	12.83
C3 Truck	Max Top	48.49	42.35	42.57	51.34	62.32	82.50	69.78	51.61	41.74	34.00	33.80	37.21
	Max Bottom	8.37	3.62	-15.43	1.34	1.88	2.23	2.35	2.24	2.67	-69.09	-46.92	15.47
	Min Top	51.54	28.32	-74.37	9.92	4.19	2.79	2.61	3.51	7.60	-125.22	-83.73	45.55
	Min Bottom	17.84	17.29	17.35	21.11	29.26	42.48	36.69	25.67	19.14	16.22	16.17	16.48
C4 Truck	Max Top	37.32	32.59	32.77	39.52	47.97	63.50	53.72	39.73	32.13	26.17	26.02	28.64
	Max Bottom	6.44	2.79	-16.37	1.02	1.44	1.72	1.82	1.72	2.03	-16.02	-14.03	11.90
	Min Top	39.67	21.80	-78.89	7.54	3.21	2.15	2.02	2.69	5.77	-29.04	-25.04	35.06
	Min Bottom	13.73	13.31	13.36	16.24	22.52	32.70	28.25	19.76	14.73	12.49	12.45	12.69
C5 Truck	Max Top	37.08	32.38	32.55	39.26	47.65	63.09	53.35	39.46	31.91	26.00	25.84	28.45
	Max Bottom	6.40	2.77	-8.13	1.09	1.48	1.75	1.85	1.77	2.16	-27.63	-22.25	11.83
	Min Top	39.41	21.65	-39.17	8.07	3.31	2.19	2.05	2.77	6.13	-50.07	-39.70	34.83
	Min Bottom	13.64	13.22	13.27	16.14	22.37	32.48	28.06	19.63	14.63	12.40	12.36	12.60
ST5 Truck	Max Top	36.37	31.76	31.94	38.51	46.75	61.89	51.97	38.43	31.08	25.32	25.17	27.71
	Max Bottom	6.23	2.69	-5.53	1.13	1.47	1.73	1.82	1.76	2.25	-15.94	-13.92	11.60
	Min Top	38.38	21.09	-26.63	8.35	3.29	2.16	2.02	2.75	6.40	-28.89	-24.85	34.16
	Min Bottom	13.38	12.97	13.02	15.83	21.95	31.87	27.33	19.12	14.25	12.08	12.04	12.27

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Without Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-130.27	-45.11	-45.84	-64.26	-67.64	-70.80	-73.86	-68.10	-52.88	-22.62	-21.55	-15.2	0.0
	Bottom	-125.67	-71.80	-70.15	-29.00	-21.46	-14.97	-8.13	-17.99	-51.99	-119.60	-122.00	-136.3	0.0
DL + Grad	Top	-151.17	-65.21	-65.84	-81.46	-82.04	-82.50	-82.76	-74.20	-56.18	-23.12	-22.05	-15.2	0.0
	Bottom	-78.97	-26.90	-25.45	9.50	10.84	11.03	11.67	-4.39	-44.59	-118.40	-121.00	-136.3	0.0
HS20 Truck	Max Top	28.50	30.34	30.53	37.26	44.83	55.99	74.12	106.38	188.05	1082.37	1264.61	0.0	0.0
	Max Bottom	11.82	4.89	-51.72	-0.20	-0.21	-0.22	-0.26	-0.06	0.85	14.88	17.78	0.0	0.0
	Min Top	34.80	9.61	-85.91	4.88	2.72	2.18	2.13	2.11	2.17	2.61	2.65	0.0	0.0
	Min Bottom	12.63	14.58	14.58	15.13	17.65	21.45	27.59	41.41	83.96	622.82	734.00	0.0	0.0
HS20 Lane	Max Top	14.73	15.04	15.32	27.44	33.84	42.26	55.94	80.29	141.93	816.90	954.42	0.0	0.0
	Max Bottom	11.07	4.39	4.15	-0.22	-0.21	-0.22	-0.27	-0.06	0.95	15.52	18.57	0.0	0.0
	Min Top	32.59	8.63	8.73	5.22	2.77	2.24	2.22	2.26	2.42	2.73	2.77	0.0	0.0
	Min Bottom	6.52	7.23	7.32	11.14	13.32	16.19	20.82	31.26	63.37	470.06	553.96	0.0	0.0
SU2 Truck	Max Top	59.65	63.47	63.85	77.93	93.77	117.11	155.04	222.51	393.32	2263.95	2645.00	0.0	0.0
	Max Bottom	24.71	10.24	29.37	-0.37	-0.40	-0.43	-0.52	-0.11	1.70	28.11	33.60	0.0	0.0
	Min Top	72.78	20.10	61.77	8.90	5.30	4.33	4.24	4.16	4.32	4.94	5.01	0.0	0.0
	Min Bottom	26.42	30.50	30.49	31.65	36.93	44.86	57.71	86.62	175.60	1302.73	1535.20	0.0	0.0
SU3 Truck	Max Top	30.74	32.70	32.89	40.15	48.31	60.33	79.87	114.63	202.63	1166.29	1362.74	0.0	0.0
	Max Bottom	12.73	5.27	23.74	-0.20	-0.21	-0.22	-0.27	-0.06	0.90	14.53	17.37	0.0	0.0
	Min Top	37.50	10.35	49.93	4.83	2.81	2.27	2.21	2.20	2.28	2.55	2.59	0.0	0.0
	Min Bottom	13.62	15.71	15.71	16.31	19.02	23.11	29.73	44.62	90.47	671.11	790.96	0.0	0.0
SU4 Truck	Max Top	28.96	30.80	30.99	37.82	45.51	56.83	75.24	107.99	190.89	1098.72	1283.58	0.0	0.0
	Max Bottom	11.99	4.97	19.44	-0.19	-0.20	-0.21	-0.25	-0.06	0.85	13.99	16.72	0.0	0.0
	Min Top	35.32	9.75	40.88	4.50	2.63	2.13	2.08	2.06	2.16	2.46	2.49	0.0	0.0
	Min Bottom	12.83	14.80	14.80	15.36	17.92	21.77	28.01	42.04	85.22	632.23	745.01	0.0	0.0
C3 Truck	Max Top	37.21	39.72	39.96	48.77	58.68	73.29	97.02	139.24	246.15	1416.52	1655.09	0.0	0.0
	Max Bottom	15.47	6.41	-23.57	-0.29	-0.28	-0.29	-0.35	-0.08	1.17	18.48	22.08	0.0	0.0
	Min Top	45.55	12.58	-39.15	6.86	3.68	2.93	2.86	2.83	2.97	3.25	3.29	0.0	0.0
	Min Bottom	16.48	19.09	19.08	19.81	23.11	28.07	36.12	54.20	109.89	815.10	960.64	0.0	0.0
C4 Truck	Max Top	28.64	30.57	30.75	37.54	45.17	56.41	74.68	107.17	189.45	1090.31	1274.02	0.0	0.0
	Max Bottom	11.90	4.93	-7.37	-0.22	-0.21	-0.22	-0.27	-0.06	0.95	15.45	18.45	0.0	0.0
	Min Top	35.06	9.68	-12.24	5.23	2.81	2.26	2.22	2.16	2.41	2.71	2.75	0.0	0.0
	Min Bottom	12.69	14.69	14.69	15.25	17.79	21.61	27.80	41.72	84.58	627.39	739.46	0.0	0.0
C5 Truck	Max Top	28.45	30.37	30.55	37.29	44.87	56.04	74.19	106.48	188.22	1083.25	1265.81	0.0	0.0
	Max Bottom	11.83	4.90	-12.33	-0.23	-0.22	-0.23	-0.27	-0.06	0.91	14.82	17.70	0.0	0.0
	Min Top	34.83	9.62	-20.48	5.60	2.90	2.29	2.24	2.21	2.30	2.60	2.64	0.0	0.0
	Min Bottom	12.60	14.59	14.59	15.15	17.67	21.47	27.62	41.45	84.03	623.33	734.69	0.0	0.0
ST5 Truck	Max Top	27.71	29.79	29.97	36.58	44.02	54.97	72.78	104.45	184.64	1062.62	1241.55	0.0	0.0
	Max Bottom	11.60	4.81	-8.21	-0.24	-0.22	-0.22	-0.27	-0.06	0.92	17.06	20.35	0.0	0.0
	Min Top	34.16	9.43	-13.64	5.80	2.87	2.26	2.20	2.20	2.33	3.00	3.03	0.0	0.0
	Min Bottom	12.27	14.32	14.31	14.86	17.33	21.06	27.09	40.66	82.43	611.45	720.62	0.0	0.0

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 1												
	Node	1	2	3	4	5	6	7	8	9	10	11	12	13
	Abscissa	0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
DL	Top	0.0	-36.6	-42.1	-43.0	-66.7	-74.1	-76.4	-74.2	-78.0	-86.0	-77.7	-77.2	-166.9
	Bottom	0.0	-170.8	-158.6	-156.6	-103.6	-87.1	-84.7	-89.6	-72.8	-54.9	-73.4	-74.5	-120.4
DL + Grad	Top	0.0	-36.6	-42.6	-43.5	-70.0	-80.2	-85.3	-85.9	-92.4	-103.2	-97.7	-97.3	-187.8
	Bottom	0.0	-170.8	-157.6	-155.4	-96.2	-73.5	-64.9	-63.6	-40.5	-16.4	-28.7	-29.6	-73.7
HS20 Truck	Max Top	0.0	0.0	1342.15	1147.92	195.11	108.05	74.61	56.49	46.04	39.39	33.21	33.04	30.89
	Max Bottom	0.0	0.0	23.86	20.15	2.15	1.16	0.97	1.08	0.97	0.93	-54.76	5.27	11.13
	Min Top	0.0	0.0	10.27	9.09	2.94	2.34	2.22	2.31	3.25	7.00	-151.96	19.67	45.87
	Min Bottom	0.0	0.0	795.75	675.98	95.72	49.96	34.10	26.28	20.33	16.26	14.70	14.68	12.50
HS20 Lane	Max Top	0.0	0.0	1012.95	866.37	147.26	81.55	56.31	42.63	34.75	29.01	16.67	16.37	15.96
	Max Bottom	0.0	0.0	24.92	21.02	2.41	1.24	1.01	1.11	0.98	0.99	4.56	4.73	10.43
	Min Top	0.0	0.0	10.73	9.48	3.29	2.51	2.31	2.38	3.31	7.50	17.58	17.66	42.97
	Min Bottom	0.0	0.0	600.57	510.18	72.24	37.71	25.73	19.83	15.35	11.98	7.38	7.28	6.46
SU2 Truck	Max Top	0.0	0.0	2807.82	2400.68	408.08	225.99	156.05	118.14	96.30	82.38	69.46	69.10	64.63
	Max Bottom	0.0	0.0	45.11	38.06	4.30	2.29	1.93	2.14	1.88	1.70	32.26	11.02	23.28
	Min Top	0.0	0.0	19.42	17.18	5.88	4.63	4.42	4.59	6.33	12.79	124.40	41.13	95.94
	Min Bottom	0.0	0.0	1664.74	1413.70	200.21	104.50	71.32	54.96	42.53	34.02	30.75	30.71	26.15
SU3 Truck	Max Top	0.0	0.0	1446.36	1236.96	210.24	116.43	80.40	60.87	49.61	42.44	35.79	35.60	33.31
	Max Bottom	0.0	0.0	23.31	19.67	2.27	1.21	1.00	1.12	1.00	0.92	26.07	5.68	11.99
	Min Top	0.0	0.0	10.03	8.88	3.10	2.45	2.31	2.41	3.36	6.94	100.55	21.19	49.43
	Min Bottom	0.0	0.0	857.54	728.41	103.15	53.84	36.74	28.31	21.91	17.53	15.84	15.82	13.48
SU4 Truck	Max Top	0.0	0.0	1362.56	1165.26	198.05	109.68	75.74	57.34	46.74	39.98	33.71	33.54	31.38
	Max Bottom	0.0	0.0	22.45	18.95	2.15	1.13	0.94	1.05	0.93	0.86	21.34	5.35	11.30
	Min Top	0.0	0.0	9.66	8.55	2.94	2.29	2.16	2.26	3.14	6.46	82.32	19.96	46.56
	Min Bottom	0.0	0.0	807.86	686.19	97.16	50.72	34.61	26.67	20.64	16.51	14.92	14.90	12.69
C3 Truck	Max Top	0.0	0.0	1756.89	1502.52	255.38	141.43	97.66	73.93	60.27	51.56	43.47	43.25	40.32
	Max Bottom	0.0	0.0	29.64	25.03	2.95	1.55	1.30	1.45	1.31	1.31	-24.96	6.90	14.57
	Min Top	0.0	0.0	12.76	11.29	4.04	3.14	2.98	3.11	4.39	9.86	-69.26	25.74	60.04
	Min Bottom	0.0	0.0	1041.65	884.80	125.29	65.40	44.63	34.39	26.61	21.29	19.24	19.22	16.31
C4 Truck	Max Top	0.0	0.0	1352.15	1156.52	196.56	108.85	75.17	56.91	46.39	39.68	33.46	33.29	31.04
	Max Bottom	0.0	0.0	24.77	20.92	2.39	1.19	1.01	1.12	1.00	1.00	-7.80	5.31	11.21
	Min Top	0.0	0.0	10.66	9.44	3.27	2.40	2.31	2.40	3.36	7.51	-21.65	19.81	46.21
	Min Bottom	0.0	0.0	801.68	681.05	96.43	50.33	34.35	26.47	20.49	16.39	14.81	14.79	12.56
C5 Truck	Max Top	0.0	0.0	1343.43	1148.85	195.28	108.14	74.68	56.53	46.08	39.42	33.24	33.07	30.83
	Max Bottom	0.0	0.0	23.76	20.07	2.29	1.21	1.02	1.13	1.03	1.07	-13.06	5.28	11.14
	Min Top	0.0	0.0	10.23	9.06	3.13	2.46	2.33	2.43	3.47	8.05	-36.23	19.68	45.91
	Min Bottom	0.0	0.0	796.51	676.53	95.80	50.01	34.13	26.30	20.35	16.28	14.71	14.70	12.47
ST5 Truck	Max Top	0.0	0.0	1317.91	1127.13	191.56	106.09	73.26	55.46	45.21	38.67	32.61	32.44	30.03
	Max Bottom	0.0	0.0	27.32	148.45	2.31	1.21	1.00	1.11	1.02	1.11	-8.70	5.18	10.93
	Min Top	0.0	0.0	11.76	66.98	3.16	2.45	2.30	2.39	3.43	8.33	-24.13	19.31	45.04
	Min Bottom	0.0	0.0	781.38	663.74	93.98	49.06	33.48	25.80	19.96	15.97	14.44	14.42	12.15

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 2											
	Node	13	14	15	16	17	18	19	20	21	22	23	24
	Abscissa	136.000	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272.000
DL	Top	-166.89	-77.78	-78.19	-84.16	-73.81	-68.25	-68.67	-75.12	-85.83	-80.22	-79.83	-170.34
	Bottom	-120.44	-76.44	-75.54	-62.18	-85.31	-103.40	-102.46	-79.67	-55.73	-68.27	-69.15	-113.29
DL + Grad	Top	-187.79	-98.48	-98.89	-104.06	-93.01	-86.75	-86.37	-92.12	-102.03	-95.72	-95.33	-185.64
	Bottom	-73.74	-30.24	-29.34	-17.68	-42.41	-62.20	-62.86	-41.77	-19.43	-33.67	-34.55	-79.19
HS20 Truck	Max Top	30.89	26.53	26.69	32.84	40.61	54.80	64.22	48.05	39.05	31.86	31.67	36.33
	Max Bottom	11.13	-33.33	-50.72	1.05	1.17	1.33	1.34	1.12	1.00	-165.62	4.91	8.73
	Min Top	45.87	-88.50	-137.44	6.40	3.14	2.34	2.38	3.28	6.89	-505.42	19.18	37.17
	Min Bottom	12.50	11.83	11.86	13.89	18.71	26.76	31.26	21.75	16.17	13.83	13.79	14.36
HS20 Lane	Max Top	15.96	15.33	15.58	25.16	28.38	31.61	33.89	32.11	29.06	17.35	17.05	17.56
	Max Bottom	10.43	5.43	5.19	1.36	1.32	1.42	1.39	1.16	1.00	2.55	2.60	5.06
	Min Top	42.97	19.75	19.46	8.33	3.53	2.50	2.48	3.41	6.91	10.25	10.14	21.53
	Min Bottom	6.46	6.84	6.93	10.64	13.08	15.44	16.50	14.54	12.03	7.53	7.43	6.94
SU2 Truck	Max Top	64.63	55.51	55.84	68.72	84.98	114.66	134.32	100.51	81.68	66.63	66.23	76.01
	Max Bottom	23.28	26.37	20.92	1.93	2.27	2.62	2.63	2.17	1.83	34.83	10.28	18.27
	Min Top	95.94	95.92	78.38	11.78	6.09	4.61	4.68	6.36	12.61	140.10	40.14	77.77
	Min Bottom	26.15	24.76	24.82	29.07	39.15	56.00	65.38	45.50	33.82	28.92	28.84	30.04
SU3 Truck	Max Top	33.31	28.61	28.78	35.42	43.80	59.10	69.20	51.78	42.08	34.33	34.12	39.15
	Max Bottom	11.99	21.75	15.58	1.05	1.20	1.37	1.38	1.15	0.99	24.12	5.30	9.42
	Min Top	49.43	79.08	58.37	6.39	3.23	2.42	2.45	3.37	6.85	97.01	20.69	40.08
	Min Bottom	13.48	12.76	12.79	14.98	20.18	28.86	33.68	23.44	17.43	14.90	14.86	15.47
SU4 Truck	Max Top	31.38	26.95	27.11	33.36	41.25	55.66	65.19	48.78	39.64	32.34	32.14	36.88
	Max Bottom	11.30	17.93	13.27	0.98	1.13	1.29	1.29	1.08	0.93	20.65	4.99	8.87
	Min Top	46.56	65.20	49.71	5.95	3.02	2.27	2.30	3.16	6.37	83.05	19.49	37.75
	Min Bottom	12.69	12.02	12.05	14.11	19.01	27.19	31.73	22.08	16.42	14.04	14.00	14.57
C3 Truck	Max Top	40.32	34.63	34.84	42.87	53.01	71.53	84.06	62.90	51.12	41.70	41.45	47.54
	Max Bottom	14.57	-20.28	-23.94	1.47	1.58	1.80	1.81	1.52	1.41	-31.60	6.41	11.40
	Min Top	60.04	-53.86	-64.87	8.96	4.25	3.16	3.21	4.45	9.69	-96.43	25.04	48.52
	Min Bottom	16.31	15.45	15.49	18.13	24.42	34.94	40.92	28.48	21.17	18.10	18.05	18.79
C4 Truck	Max Top	31.04	26.66	26.82	33.00	40.81	55.06	64.70	48.41	39.34	32.09	31.90	36.59
	Max Bottom	11.21	-28.23	-42.02	1.11	1.21	1.39	1.40	1.16	1.07	-8.82	4.94	8.77
	Min Top	46.21	-74.96	-113.86	6.80	3.26	2.45	2.48	3.41	7.36	-26.93	19.28	37.35
	Min Bottom	12.56	11.89	11.92	13.96	18.80	26.89	31.49	21.92	16.29	13.93	13.89	14.46
C5 Truck	Max Top	30.83	26.48	26.64	32.78	40.54	54.69	64.28	48.09	39.09	31.88	31.70	36.36
	Max Bottom	11.14	-11.28	-12.63	1.18	1.25	1.41	1.42	1.20	1.14	-14.90	4.90	8.71
	Min Top	45.91	-29.95	-34.22	7.22	3.36	2.48	2.52	3.52	7.87	-45.47	19.15	37.10
	Min Bottom	12.47	11.81	11.84	13.87	18.68	26.71	31.29	21.77	16.19	13.84	13.80	14.37
ST5 Truck	Max Top	30.03	25.79	25.94	31.93	39.48	53.27	63.05	47.18	38.34	31.28	31.09	35.65
	Max Bottom	10.93	-7.80	-8.42	1.23	1.24	1.39	1.40	1.19	1.18	-9.50	4.78	8.49
	Min Top	45.04	-20.71	-22.81	7.54	3.33	2.45	2.49	3.49	8.15	-29.00	18.65	36.13
	Min Bottom	12.15	11.50	11.53	13.51	18.19	26.02	30.69	21.36	15.88	13.58	13.54	14.09

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 3											
	Node	24	25	26	27	28	29	30	31	32	33	34	35
	Abscissa	272.000	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408.000
DL	Top	-170.34	-80.82	-81.21	-86.43	-75.33	-69.03	-68.71	-74.44	-84.44	-78.12	-77.70	-167.94
	Bottom	-113.29	-69.75	-68.89	-57.22	-82.02	-101.77	-102.47	-81.29	-58.95	-73.08	-74.00	-118.61
DL + Grad	Top	-185.64	-96.12	-96.51	-102.03	-91.13	-85.13	-85.01	-91.04	-101.24	-95.22	-94.80	-185.04
	Bottom	-79.19	-35.55	-34.59	-22.42	-46.62	-65.87	-65.97	-44.29	-21.35	-34.98	-35.90	-80.31
HS20 Truck	Max Top	36.33	31.22	31.41	38.57	47.61	64.12	64.80	48.07	38.85	31.55	31.36	36.60
	Max Bottom	8.73	4.30	4.21	1.09	1.21	1.37	1.38	1.17	1.11	-219.47	5.32	10.60
	Min Top	37.17	16.67	16.85	6.92	3.30	2.41	2.40	3.25	6.75	-603.97	18.56	42.75
	Min Bottom	14.36	13.58	13.62	16.01	21.67	31.13	31.54	21.89	16.28	13.94	13.90	14.71
HS20 Lane	Max Top	17.56	17.07	17.37	29.63	33.38	35.94	35.64	32.49	28.39	16.69	16.41	16.97
	Max Bottom	5.06	2.57	2.53	1.07	1.22	1.37	1.39	1.20	1.14	3.04	3.10	5.97
	Min Top	21.53	9.99	10.10	6.81	3.33	2.41	2.41	3.34	6.92	10.91	10.81	24.06
	Min Bottom	6.94	7.43	7.53	12.30	15.20	17.45	17.35	14.79	11.90	7.37	7.27	6.82
SU2 Truck	Max Top	76.01	65.32	65.71	80.70	99.62	134.15	135.54	100.54	81.25	65.99	65.59	76.56
	Max Bottom	18.27	8.99	8.82	2.00	2.34	2.70	2.72	2.28	2.03	37.61	11.13	22.18
	Min Top	77.77	34.88	35.25	12.66	6.39	4.75	4.72	6.31	12.35	135.13	38.82	89.45
	Min Bottom	30.04	28.42	28.50	33.50	45.34	65.14	65.97	45.79	34.05	29.15	29.08	30.78
SU3 Truck	Max Top	39.15	33.64	33.84	41.56	51.31	69.10	69.83	51.80	41.86	33.99	33.79	39.44
	Max Bottom	9.42	4.63	4.55	1.09	1.24	1.41	1.42	1.21	1.10	25.83	5.73	11.42
	Min Top	40.08	17.98	18.17	6.87	3.39	2.49	2.47	3.35	6.70	92.80	20.00	46.07
	Min Bottom	15.47	14.64	14.68	17.25	23.35	33.55	33.99	23.59	17.54	15.02	14.98	15.86
SU4 Truck	Max Top	36.88	31.69	31.88	39.16	48.34	65.10	65.78	48.80	39.43	32.02	31.83	37.15
	Max Bottom	8.87	4.36	4.28	1.01	1.16	1.33	1.33	1.13	1.03	21.90	5.40	10.76
	Min Top	37.75	16.93	17.11	6.40	3.17	2.33	2.32	3.13	6.24	78.69	18.84	43.40
	Min Bottom	14.57	13.79	13.83	16.26	22.00	31.61	32.02	22.22	16.53	14.15	14.11	14.94
C3 Truck	Max Top	47.54	40.85	41.10	50.47	62.30	83.91	84.82	62.92	50.85	41.29	41.04	47.91
	Max Bottom	11.40	5.61	5.50	1.53	1.64	1.85	1.86	1.59	1.56	-35.47	6.96	13.87
	Min Top	48.52	21.76	21.99	9.71	4.47	3.26	3.24	4.42	9.48	-97.61	24.28	55.94
	Min Bottom	18.79	17.77	17.82	20.95	28.36	40.74	41.28	28.65	21.31	18.24	18.20	19.26
C4 Truck	Max Top	36.59	31.44	31.63	38.85	47.95	64.58	65.28	48.43	39.14	31.78	31.59	36.87
	Max Bottom	8.77	4.32	4.23	1.17	1.26	1.43	1.44	1.22	1.19	-9.79	5.36	10.68
	Min Top	37.35	16.75	16.93	7.38	3.43	2.52	2.51	3.39	7.21	-26.94	18.69	43.06
	Min Bottom	14.46	13.68	13.72	16.13	21.83	31.36	31.77	22.05	16.40	14.04	14.01	14.82
C5 Truck	Max Top	36.36	31.24	31.43	38.60	47.64	64.16	64.86	48.11	38.88	31.57	31.38	36.63
	Max Bottom	8.71	4.29	4.21	1.25	1.30	1.46	1.46	1.26	1.27	-16.55	5.32	10.61
	Min Top	37.10	16.64	16.82	7.89	3.54	2.56	2.55	3.49	7.70	-45.54	18.57	42.78
	Min Bottom	14.37	13.59	13.63	16.02	21.69	31.15	31.57	21.91	16.30	13.95	13.91	14.73
ST5 Truck	Max Top	35.65	30.62	30.81	37.83	46.70	62.89	63.62	47.19	38.14	30.97	30.79	35.95
	Max Bottom	8.49	4.18	4.10	1.29	1.29	1.44	1.44	1.25	1.31	-10.51	5.22	10.40
	Min Top	36.13	16.20	16.38	8.17	3.51	2.52	2.51	3.47	7.98	-28.92	18.20	41.93
	Min Bottom	14.09	13.32	13.36	15.71	21.26	30.54	30.97	21.49	15.98	13.68	13.65	14.45

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 4											
	Node	35	36	37	38	39	40	41	42	43	44	45	46
	Abscissa	408.000	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544.000
DL	Top	-167.94	-78.74	-79.15	-85.53	-75.59	-70.42	-71.24	-78.09	-89.19	-83.98	-83.59	-174.22
	Bottom	-118.61	-74.27	-73.34	-59.09	-81.31	-98.51	-96.68	-73.00	-48.18	-59.85	-60.70	-104.58
DL + Grad	Top	-185.04	-95.84	-96.25	-102.33	-92.19	-86.72	-87.34	-93.89	-104.79	-99.28	-98.89	-189.52
	Bottom	-80.31	-36.17	-35.24	-21.49	-44.31	-62.01	-60.78	-37.60	-13.38	-25.55	-26.50	-70.48
HS20 Truck	Max Top	36.60	31.44	31.47	38.95	48.21	65.09	64.49	47.95	38.84	31.62	31.44	36.62
	Max Bottom	10.60	5.36	5.23	1.12	1.17	1.30	1.27	0.99	0.70	3.19	3.28	7.80
	Min Top	42.75	18.86	18.98	6.85	3.32	2.48	2.51	3.45	7.18	17.54	17.36	38.09
	Min Bottom	14.71	13.91	13.88	16.29	21.89	31.24	30.75	21.18	15.62	13.30	13.27	14.07
HS20 Lane	Max Top	16.97	16.45	16.73	28.46	32.58	35.80	36.14	33.62	29.83	17.49	17.19	17.70
	Max Bottom	5.97	3.12	3.06	1.14	1.20	1.31	1.27	1.00	0.69	1.91	1.97	4.52
	Min Top	24.06	10.99	11.09	7.03	3.40	2.49	2.51	3.48	7.07	10.52	10.41	22.06
	Min Bottom	6.82	7.28	7.38	11.90	14.80	17.19	17.24	14.85	12.00	7.36	7.25	6.80
SU2 Truck	Max Top	76.56	65.76	66.16	81.48	100.84	136.14	134.92	100.32	81.25	66.16	65.77	76.62
	Max Bottom	22.18	11.20	26.58	2.04	2.28	2.56	2.50	1.92	1.29	6.68	6.86	16.32
	Min Top	89.45	39.46	96.40	12.54	6.43	4.87	4.94	6.68	13.15	36.71	36.33	79.71
	Min Bottom	30.78	29.10	29.17	34.07	45.79	65.35	64.34	44.32	32.69	27.83	27.75	29.43
SU3 Truck	Max Top	39.44	33.88	34.08	41.97	51.95	70.13	69.49	51.67	41.85	34.08	33.88	39.46
	Max Bottom	11.42	5.77	20.39	1.11	1.21	1.34	1.31	1.02	0.70	3.44	3.54	8.41
	Min Top	46.07	20.32	73.96	6.81	3.41	2.55	2.59	3.54	7.14	18.92	18.72	41.08
	Min Bottom	15.86	14.99	15.03	17.55	23.59	33.67	33.14	22.83	16.84	14.33	14.29	15.16
SU4 Truck	Max Top	37.15	31.91	32.11	39.54	48.94	66.07	65.47	48.68	39.43	32.11	31.92	37.18
	Max Bottom	10.76	5.44	17.15	1.03	1.13	1.26	1.23	0.95	0.65	3.24	3.33	7.92
	Min Top	43.40	19.15	62.18	6.34	3.19	2.39	2.43	3.32	6.64	17.82	17.64	38.69
	Min Bottom	14.94	14.12	14.16	16.53	22.22	31.71	31.22	21.50	15.86	13.50	13.47	14.28
C3 Truck	Max Top	47.91	41.15	41.40	50.99	63.10	85.19	84.39	62.74	50.82	41.38	41.14	47.92
	Max Bottom	13.87	7.01	-24.00	1.57	1.59	1.76	1.72	1.34	0.99	4.17	4.28	10.18
	Min Top	55.94	24.68	-66.69	9.63	4.50	3.34	3.39	4.68	10.08	22.90	22.66	49.73
	Min Bottom	19.26	18.21	18.26	21.32	28.65	40.89	40.24	27.72	20.45	17.41	17.36	18.40
C4 Truck	Max Top	36.87	31.67	31.87	39.24	48.57	65.57	64.95	48.29	39.11	31.85	31.66	36.88
	Max Bottom	10.68	5.39	-26.32	1.19	1.22	1.36	1.33	1.03	0.75	3.21	3.30	7.84
	Min Top	43.06	18.99	-73.15	7.32	3.45	2.58	2.62	3.59	7.66	17.63	17.45	38.28
	Min Bottom	14.82	14.02	14.05	16.41	22.05	31.47	30.97	21.33	15.74	13.40	13.36	14.17
C5 Truck	Max Top	36.63	31.47	31.66	38.99	48.25	65.14	64.53	47.98	38.86	31.65	31.46	36.65
	Max Bottom	10.61	5.36	-12.63	1.27	1.26	1.38	1.35	1.06	0.80	3.19	3.27	7.79
	Min Top	42.78	18.87	-35.10	7.82	3.56	2.63	2.66	3.70	8.19	17.51	17.33	38.02
	Min Bottom	14.73	13.92	13.96	16.30	21.91	31.27	30.77	21.20	15.64	13.31	13.27	14.07
ST5 Truck	Max Top	35.95	30.87	31.05	38.24	47.33	63.90	63.26	47.03	38.09	31.02	30.84	35.94
	Max Bottom	10.40	5.25	-8.59	1.32	1.25	1.36	1.33	1.06	0.83	3.10	3.19	7.58
	Min Top	41.93	18.50	-23.87	8.10	3.53	2.59	2.63	3.67	8.48	17.06	16.88	37.03
	Min Bottom	14.45	13.66	13.69	15.99	21.49	30.67	30.17	20.78	15.33	13.05	13.01	13.80

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 5											
	Node	46	47	48	49	50	51	52	53	54	55	56	57
	Abscissa	544.000	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680.000
DL	Top	-174.22	-83.92	-84.23	-86.81	-73.05	-64.10	-61.14	-64.22	-71.57	-62.60	-62.11	-122.53
	Bottom	-104.58	-62.83	-62.14	-56.39	-87.11	-112.78	-119.40	-104.13	-87.70	-107.75	-108.84	-142.95
DL + Grad	Top	-189.52	-99.42	-99.73	-103.01	-90.05	-81.80	-79.64	-83.42	-91.47	-83.30	-82.81	-143.43
	Bottom	-70.48	-28.23	-27.54	-20.09	-49.21	-73.18	-78.20	-61.23	-43.20	-61.55	-62.64	-96.25
HS20 Truck	Max Top	36.62	31.99	32.18	39.15	47.80	63.46	53.78	39.61	31.81	25.63	25.47	28.01
	Max Bottom	7.80	4.09	-39.10	1.03	1.30	1.54	1.64	1.61	2.10	192.94	-267.55	14.14
	Min Top	38.09	20.38	-141.96	6.99	3.17	2.18	2.03	2.63	5.25	295.80	-367.51	32.47
	Min Bottom	14.07	13.57	13.61	16.20	22.16	32.03	27.78	19.59	14.83	12.84	12.81	13.12
HS20 Lane	Max Top	17.70	17.23	17.52	29.13	31.94	33.49	31.03	27.68	24.37	14.97	14.72	14.47
	Max Bottom	4.52	2.16	2.12	1.03	1.35	1.61	1.75	1.82	2.73	9.59	9.95	13.24
	Min Top	22.06	10.77	10.88	7.00	3.29	2.27	2.17	2.96	6.83	14.71	14.87	30.42
	Min Bottom	6.80	7.31	7.41	12.05	14.81	16.91	16.03	13.69	11.36	7.49	7.40	6.78
SU2 Truck	Max Top	76.62	66.92	67.30	81.88	99.97	132.72	112.54	82.89	66.56	53.64	53.30	58.61
	Max Bottom	16.32	8.55	20.64	1.88	2.52	3.03	3.24	3.13	3.86	64.95	92.83	29.57
	Min Top	79.71	42.65	105.81	12.78	6.15	4.28	4.01	5.11	9.65	99.58	138.71	67.92
	Min Bottom	29.43	28.37	28.46	33.88	46.36	66.99	58.13	40.98	31.03	26.86	26.80	27.45
SU3 Truck	Max Top	39.46	34.48	34.67	42.18	51.51	68.38	58.00	42.72	34.31	27.65	27.47	30.21
	Max Bottom	8.41	4.41	15.88	1.02	1.34	1.59	1.70	1.66	2.09	40.34	64.01	15.24
	Min Top	41.08	21.98	81.41	6.94	3.26	2.25	2.10	2.71	5.24	61.85	95.65	34.99
	Min Bottom	15.16	14.62	14.66	17.46	23.88	34.51	29.96	21.12	15.99	13.84	13.81	14.15
SU4 Truck	Max Top	37.18	32.48	32.66	39.74	48.52	64.41	54.63	40.24	32.31	26.04	25.88	28.45
	Max Bottom	7.92	4.15	13.34	0.95	1.25	1.49	1.59	1.55	1.95	30.83	44.88	14.35
	Min Top	38.69	20.70	68.35	6.46	3.05	2.11	1.97	2.53	4.88	47.26	67.06	32.96
	Min Bottom	14.28	13.77	13.81	16.44	22.50	32.51	28.22	19.90	15.06	13.04	13.01	13.33
C3 Truck	Max Top	47.92	41.88	42.12	51.24	62.56	83.06	70.21	51.71	41.52	33.46	33.25	36.57
	Max Bottom	10.18	5.33	-19.39	1.45	1.76	2.08	2.22	2.19	2.93	-80.91	-55.05	18.51
	Min Top	49.73	26.61	-70.41	9.82	4.30	2.94	2.74	3.56	7.34	-113.40	-75.61	42.50
	Min Bottom	18.40	17.76	17.81	21.20	29.01	41.92	36.27	25.57	19.36	16.76	16.72	17.13
C4 Truck	Max Top	36.88	32.23	32.42	39.44	48.15	63.93	54.05	39.81	31.96	25.76	25.60	28.15
	Max Bottom	7.84	4.11	-20.57	1.10	1.35	1.61	1.72	1.68	2.23	-18.76	-16.46	14.24
	Min Top	38.28	20.48	-74.70	7.46	3.30	2.27	2.12	2.73	5.57	-26.30	-22.61	32.72
	Min Bottom	14.17	13.67	13.71	16.32	22.33	32.27	27.92	19.68	14.90	12.90	12.87	13.18
C5 Truck	Max Top	36.65	32.02	32.20	39.18	47.84	63.51	53.68	39.54	31.75	25.59	25.43	27.96
	Max Bottom	7.79	4.08	-10.21	1.18	1.39	1.63	1.74	1.73	2.37	-32.36	-26.10	14.15
	Min Top	38.02	20.34	-37.09	7.98	3.40	2.31	2.16	2.81	5.92	-45.35	-35.85	32.50
	Min Bottom	14.07	13.58	13.62	16.21	22.18	32.06	27.73	19.55	14.80	12.81	12.78	13.09
ST5 Truck	Max Top	35.94	31.41	31.59	38.44	46.93	62.30	52.29	38.51	30.92	24.92	24.76	27.23
	Max Bottom	7.58	3.97	-6.94	1.22	1.38	1.61	1.72	1.72	2.47	-18.67	-16.33	13.88
	Min Top	37.03	19.81	-25.21	8.26	3.37	2.28	2.13	2.80	6.18	-26.17	-22.44	31.88
	Min Bottom	13.80	13.32	13.36	15.91	21.76	31.45	27.01	19.04	14.41	12.48	12.45	12.75

Mid-Bay Bridge Post-Tensioning Review
Flexure Inventory Ratings - 2nd Edition - Tendons 1 and 2 of Span 6 Removed
Results Including Wearing Surface

		Span 6												
	Node	57	58	59	60	61	62	63	64	65	66	67	68	69
	Abscissa	680.000	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.500	815.875
DL	Top	-122.53	-39.08	-39.97	-63.16	-70.02	-75.40	-79.40	-73.30	-56.46	-23.30	-22.13	-15.2	0.0
	Bottom	-142.95	-85.27	-83.28	-31.46	-16.12	-4.69	4.25	-6.37	-43.99	-118.08	-120.70	-136.3	0.0
DL + Grad	Top	-143.43	-59.18	-59.97	-80.36	-84.42	-87.10	-88.30	-79.40	-59.76	-23.80	-22.63	-15.2	0.0
	Bottom	-96.25	-40.37	-38.58	7.04	16.18	21.31	24.05	7.23	-36.59	-116.88	-119.70	-136.3	0.0
HS20 Truck	Max Top	28.01	29.84	30.03	37.15	45.11	56.65	75.18	107.82	189.87	1084.55	1266.79	0.0	0.0
	Max Bottom	14.14	6.78	-63.90	-0.10	-0.33	-0.39	-0.46	-0.26	0.65	14.67	17.56	0.0	0.0
	Min Top	32.47	7.72	-73.73	4.77	2.84	2.36	2.33	2.31	2.37	2.83	2.87	0.0	0.0
	Min Bottom	13.12	15.09	15.07	15.24	17.38	20.78	26.54	39.97	82.14	620.64	731.82	0.0	0.0
HS20 Lane	Max Top	14.47	14.79	15.07	27.36	34.05	42.76	56.74	81.38	143.31	818.54	956.07	0.0	0.0
	Max Bottom	13.24	6.09	5.78	-0.10	-0.34	-0.40	-0.48	-0.28	0.73	15.30	18.34	0.0	0.0
	Min Top	30.42	6.93	7.10	5.10	2.90	2.42	2.43	2.48	2.65	2.95	2.99	0.0	0.0
	Min Bottom	6.78	7.48	7.56	11.22	13.11	15.69	20.03	30.17	61.99	468.42	552.32	0.0	0.0
SU2 Truck	Max Top	58.61	62.41	62.82	77.71	94.35	118.50	157.23	225.51	397.13	2268.51	2649.57	0.0	0.0
	Max Bottom	29.57	14.18	40.91	-0.17	-0.64	-0.78	-0.91	-0.51	1.30	27.70	33.20	0.0	0.0
	Min Top	67.92	16.15	50.23	8.70	5.54	4.68	4.63	4.56	4.73	5.35	5.42	0.0	0.0
	Min Bottom	27.45	31.56	31.53	31.88	36.34	43.47	55.51	83.61	171.79	1298.17	1530.64	0.0	0.0
SU3 Truck	Max Top	30.21	32.15	32.36	40.03	48.61	61.05	81.01	116.18	204.60	1168.64	1365.09	0.0	0.0
	Max Bottom	15.24	7.31	33.07	-0.09	-0.34	-0.41	-0.47	-0.27	0.69	14.32	17.16	0.0	0.0
	Min Top	34.99	8.32	40.60	4.72	2.94	2.45	2.42	2.41	2.49	2.76	2.80	0.0	0.0
	Min Bottom	14.15	16.26	16.24	16.42	18.72	22.40	28.60	43.08	88.50	668.76	788.60	0.0	0.0
SU4 Truck	Max Top	28.45	30.29	30.49	37.71	45.79	57.51	76.31	109.45	192.74	1100.93	1285.80	0.0	0.0
	Max Bottom	14.35	6.88	27.07	-0.09	-0.32	-0.38	-0.45	-0.25	0.65	13.79	16.52	0.0	0.0
	Min Top	32.96	7.84	33.24	4.40	2.75	2.30	2.27	2.26	2.36	2.66	2.70	0.0	0.0
	Min Bottom	13.33	15.31	15.30	15.47	17.64	21.10	26.94	40.58	83.37	630.01	742.80	0.0	0.0
C3 Truck	Max Top	36.57	39.06	39.31	48.63	59.05	74.16	98.40	141.13	248.53	1419.38	1657.95	0.0	0.0
	Max Bottom	18.51	8.88	-29.12	-0.13	-0.45	-0.53	-0.61	-0.35	0.89	18.21	21.81	0.0	0.0
	Min Top	42.50	10.11	-33.60	6.71	3.84	3.17	3.13	3.10	3.24	3.52	3.56	0.0	0.0
	Min Bottom	17.13	19.75	19.73	19.95	22.74	27.20	34.74	52.32	107.51	812.25	957.79	0.0	0.0
C4 Truck	Max Top	28.15	30.06	30.26	37.43	45.45	57.08	75.74	108.62	191.29	1092.50	1276.22	0.0	0.0
	Max Bottom	14.24	6.83	-9.11	-0.10	-0.34	-0.41	-0.48	-0.27	0.72	15.23	18.23	0.0	0.0
	Min Top	32.72	7.78	-10.50	5.11	2.94	2.44	2.42	2.37	2.63	2.94	2.98	0.0	0.0
	Min Bottom	13.18	15.20	15.19	15.35	17.51	20.94	26.74	40.27	82.75	625.19	737.27	0.0	0.0
C5 Truck	Max Top	27.96	29.86	30.06	37.18	45.15	56.71	75.24	107.91	190.04	1085.43	1267.99	0.0	0.0
	Max Bottom	14.15	6.79	-15.23	-0.11	-0.35	-0.41	-0.48	-0.27	0.69	14.60	17.49	0.0	0.0
	Min Top	32.50	7.73	-17.58	5.48	3.04	2.48	2.45	2.43	2.52	2.82	2.86	0.0	0.0
	Min Bottom	13.09	15.10	15.09	15.25	17.39	20.80	26.56	40.01	82.21	621.15	732.51	0.0	0.0
ST5 Truck	Max Top	27.23	29.30	29.49	36.48	44.29	55.63	73.81	105.86	186.43	1064.76	1243.69	0.0	0.0
	Max Bottom	13.88	6.66	-10.15	-0.11	-0.35	-0.41	-0.47	-0.27	0.70	16.81	20.10	0.0	0.0
	Min Top	31.88	7.58	-11.71	5.67	3.00	2.44	2.41	2.41	2.54	3.25	3.28	0.0	0.0
	Min Bottom	12.75	14.81	14.80	14.96	17.06	20.41	26.06	39.25	80.65	609.31	718.47	0.0	0.0

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			26.92	22.77	2.53	1.30	1.03	1.10	1.13	1.70			
	Min											8.68	8.60	12.82
LANE LD	Max			28.12	23.75	2.83	1.40	1.07	1.13	1.16	1.82			
	Min											4.36	4.26	6.62
SU2	Max			50.89	43.00	5.05	2.58	2.04	2.19	2.21	3.11			
	Min											18.15	17.98	26.82
SU3	Max			26.30	22.22	2.66	1.36	1.07	1.15	1.17	1.69			
	Min											9.35	9.26	13.82
SU4	Max			25.32	21.40	2.52	1.28	1.00	1.08	1.10	1.57			
	Min											8.81	8.73	13.02
C3	Max			33.44	28.27	3.46	1.75	1.38	1.48	1.53	2.40			
	Min											11.36	11.25	16.73
C4	Max			27.94	23.64	2.81	1.34	1.07	1.14	1.17	1.82			
	Min											8.74	8.66	12.88
C5	Max			26.81	22.67	2.69	1.37	1.08	1.16	1.21	1.96			
	Min											8.69	8.61	12.79
ST5	Max			30.82	167.70	2.71	1.36	1.06	1.14	1.20	2.02			
	Min											8.52	8.44	12.46

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				1.68	1.25	1.26	1.28	1.25	1.79			
	Min	12.82	6.95	7.02							8.56	8.48	15.82
LANE LD	Max				2.19	1.40	1.34	1.33	1.30	1.80			
	Min	6.62	4.02	4.10							4.66	4.56	7.64
SU2	Max				3.10	2.42	2.48	2.52	2.42	3.28			
	Min	26.82	14.54	14.69							17.90	17.73	33.09
SU3	Max				1.68	1.28	1.30	1.32	1.28	1.78			
	Min	13.82	7.50	7.57							9.22	9.13	17.04
SU4	Max				1.57	1.20	1.22	1.24	1.20	1.66			
	Min	13.02	7.06	7.13							8.69	8.60	16.06
C3	Max				2.35	1.69	1.70	1.72	1.69	2.52			
	Min	16.73	9.07	9.16							11.20	11.09	20.70
C4	Max				1.79	1.29	1.32	1.33	1.30	1.92			
	Min	12.88	6.98	7.05							8.62	8.54	15.93
C5	Max				1.90	1.33	1.34	1.35	1.34	2.05			
	Min	12.79	6.94	7.01							8.57	8.48	15.83
ST5	Max				1.98	1.32	1.32	1.34	1.33	2.12			
	Min	12.46	6.76	6.82							8.40	8.32	15.52

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				1.90	1.35	1.34	1.34	1.31	1.88			
	Min	15.82	8.42	8.50							8.39	8.31	15.88
LANE LD	Max				1.87	1.36	1.34	1.35	1.34	1.93			
	Min	7.64	4.60	4.70							4.44	4.35	7.36
SU2	Max				3.47	2.62	2.63	2.64	2.54	3.45			
	Min	33.09	17.62	17.79							17.56	17.39	33.21
SU3	Max				1.89	1.39	1.38	1.38	1.35	1.87			
	Min	17.04	9.07	9.16							9.05	8.96	17.11
SU4	Max				1.76	1.30	1.29	1.30	1.26	1.74			
	Min	16.06	8.55	8.63							8.52	8.44	16.12
C3	Max				2.66	1.83	1.80	1.81	1.78	2.65			
	Min	20.70	11.02	11.12							10.99	10.88	20.78
C4	Max				2.02	1.40	1.39	1.40	1.36	2.01			
	Min	15.93	8.48	8.56							8.46	8.37	16.00
C5	Max				2.16	1.45	1.42	1.42	1.40	2.15			
	Min	15.83	8.43	8.51							8.40	8.32	15.89
ST5	Max				2.24	1.44	1.40	1.40	1.40	2.23			
	Min	15.52	8.26	8.34							8.24	8.16	15.60

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				1.89	1.30	1.26	1.24	1.14	1.51			
	Min	15.88	8.40	8.45							8.71	8.63	16.11
LANE LD	Max				1.93	1.33	1.27	1.24	1.15	1.49			
	Min	7.36	4.40	4.49							4.82	4.72	7.78
SU2	Max				3.45	2.52	2.48	2.43	2.21	2.77			
	Min	33.21	17.58	17.75							18.22	18.05	33.70
SU3	Max				1.87	1.34	1.30	1.27	1.17	1.50			
	Min	17.11	9.06	9.15							9.38	9.30	17.36
SU4	Max				1.74	1.25	1.22	1.19	1.10	1.40			
	Min	16.12	8.53	8.62							8.84	8.76	16.35
C3	Max				2.65	1.77	1.70	1.67	1.55	2.13			
	Min	20.78	11.00	11.11							11.39	11.29	21.08
C4	Max				2.01	1.35	1.32	1.29	1.19	1.62			
	Min	16.00	8.47	8.55							8.77	8.69	16.22
C5	Max				2.15	1.40	1.34	1.31	1.22	1.73			
	Min	15.89	8.41	8.50							8.71	8.63	16.12
ST5	Max				2.23	1.39	1.32	1.29	1.22	1.79			
	Min	15.60	8.25	8.33							8.54	8.46	15.81

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				1.82	1.42	1.48	1.57	1.70	2.74			
	Min	16.11	8.81	8.89							6.13	6.06	10.37
LANE LD	Max				1.82	1.47	1.54	1.67	1.91	3.56			
	Min	7.78	4.75	4.84							3.58	3.50	5.36
SU2	Max				3.33	2.75	2.91	3.10	3.30	5.03			
	Min	33.70	18.43	18.60							12.84	12.69	21.69
SU3	Max				1.81	1.46	1.53	1.62	1.75	2.73			
	Min	17.36	9.50	9.58							6.62	6.54	11.18
SU4	Max				1.68	1.37	1.43	1.52	1.64	2.54			
	Min	16.35	8.95	9.03							6.23	6.16	10.53
C3	Max				2.55	1.92	2.00	2.12	2.30	3.83			
	Min	21.08	11.54	11.64							8.01	7.92	13.53
C4	Max				1.94	1.48	1.54	1.64	1.77	2.90			
	Min	16.22	8.88	8.96							6.16	6.09	10.42
C5	Max				2.08	1.52	1.57	1.67	1.82	3.09			
	Min	16.12	8.82	8.90							6.12	6.05	10.35
ST5	Max				2.15	1.51	1.55	1.64	1.81	3.22			
	Min	15.81	8.65	8.73							5.96	5.90	10.08

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - No Wearing Surface
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				0.71	0.00	-0.17	-0.21	0.06	1.17	17.58	20.96	0	0
	Min	10.37	5.18	5.27									0	0
LANE LD	Max				0.76	0.00	-0.17	-0.22	0.06	1.31	18.34	21.88	0	0
	Min	5.36	2.57	2.65									0	0
SU2	Max				1.29	-0.01	-0.33	-0.42	0.11	2.35	33.21	39.61	0	0
	Min	21.69	10.83	11.03									0	0
SU3	Max				0.70	0.00	-0.17	-0.22	0.06	1.24	17.17	20.47	0	0
	Min	11.18	5.58	5.68									0	0
SU4	Max				0.65	0.00	-0.16	-0.21	0.06	1.17	16.53	19.71	0	0
	Min	10.53	5.26	5.35									0	0
C3	Max				0.99	0.00	-0.22	-0.29	0.08	1.61	21.84	26.03	0	0
	Min	13.53	6.78	6.90									0	0
C4	Max				0.76	0.00	-0.17	-0.22	0.06	1.31	18.26	21.75	0	0
	Min	10.42	5.22	5.31									0	0
C5	Max				0.81	0.00	-0.17	-0.22	0.06	1.25	17.51	20.87	0	0
	Min	10.35	5.18	5.28									0	0
ST5	Max				0.84	0.00	-0.17	-0.22	0.06	1.26	20.16	23.99	0	0
	Min	10.08	5.08	5.18									0	0

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			26.70	22.55	2.33	1.10	0.83	0.93	1.01	1.81			
	Min											8.18	8.09	12.32
LANE LD	Max			27.89	23.52	2.60	1.18	0.86	0.95	1.03	1.94			
	Min											4.11	4.01	6.37
SU2	Max			50.48	42.59	4.64	2.17	1.65	1.84	1.97	3.30			
	Min											17.12	16.93	25.79
SU3	Max			26.09	22.01	2.45	1.15	0.86	0.96	1.05	1.79			
	Min											8.82	8.72	13.29
SU4	Max			25.12	21.20	2.32	1.08	0.81	0.90	0.98	1.67			
	Min											8.31	8.21	12.52
C3	Max			33.17	28.00	3.19	1.48	1.11	1.24	1.37	2.55			
	Min											10.71	10.59	16.09
C4	Max			27.72	23.41	2.58	1.13	0.86	0.96	1.05	1.94			
	Min											8.24	8.15	12.38
C5	Max			26.59	22.45	2.47	1.16	0.87	0.97	1.08	2.08			
	Min											8.19	8.10	12.30
ST5	Max			30.57	166.10	2.50	1.15	0.86	0.96	1.07	2.15			
	Min											8.04	7.95	11.98

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				1.87	1.20	1.16	1.17	1.17	1.87			
	Min	12.32	6.53	6.61							8.21	8.12	15.38
LANE LD	Max				2.43	1.36	1.24	1.21	1.21	1.87			
	Min	6.37	3.77	3.86							4.47	4.37	7.43
SU2	Max				3.44	2.34	2.29	2.30	2.26	3.42			
	Min	25.79	13.67	13.82							17.17	16.98	32.18
SU3	Max				1.87	1.24	1.20	1.20	1.20	1.86			
	Min	13.29	7.04	7.13							8.84	8.75	16.58
SU4	Max				1.74	1.16	1.12	1.13	1.12	1.73			
	Min	12.52	6.63	6.71							8.33	8.24	15.62
C3	Max				2.61	1.63	1.57	1.57	1.58	2.63			
	Min	16.09	8.53	8.62							10.74	10.63	20.13
C4	Max				1.98	1.25	1.21	1.22	1.21	2.00			
	Min	12.38	6.56	6.64							8.27	8.18	15.49
C5	Max				2.11	1.29	1.23	1.24	1.25	2.14			
	Min	12.30	6.52	6.59							8.22	8.12	15.39
ST5	Max				2.20	1.28	1.21	1.22	1.24	2.21			
	Min	11.98	6.35	6.42							8.06	7.97	15.09

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				1.95	1.25	1.20	1.21	1.22	1.98			
	Min	15.38	8.07	8.16							8.00	7.91	15.39
LANE LD	Max				1.92	1.26	1.20	1.21	1.25	2.03			
	Min	7.43	4.41	4.51							4.23	4.14	7.14
SU2	Max				3.57	2.42	2.36	2.37	2.36	3.62			
	Min	32.18	16.89	17.08							16.74	16.55	32.19
SU3	Max				1.94	1.28	1.23	1.24	1.25	1.96			
	Min	16.58	8.70	8.79							8.63	8.53	16.59
SU4	Max				1.80	1.20	1.16	1.17	1.17	1.83			
	Min	15.62	8.20	8.29							8.13	8.03	15.62
C3	Max				2.74	1.69	1.62	1.63	1.65	2.78			
	Min	20.13	10.56	10.68							10.48	10.36	20.15
C4	Max				2.08	1.30	1.25	1.26	1.27	2.11			
	Min	15.49	8.13	8.22							8.06	7.97	15.51
C5	Max				2.22	1.34	1.27	1.28	1.31	2.26			
	Min	15.39	8.08	8.17							8.01	7.92	15.40
ST5	Max				2.30	1.33	1.25	1.26	1.30	2.34			
	Min	15.09	7.92	8.01							7.86	7.77	15.12

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				1.98	1.21	1.13	1.10	1.04	1.57			
	Min	15.39	8.01	8.06							8.37	8.28	15.67
LANE LD	Max				2.03	1.24	1.13	1.10	1.05	1.54			
	Min	7.14	4.19	4.28							4.63	4.53	7.57
SU2	Max				3.62	2.35	2.22	2.16	2.01	2.87			
	Min	32.19	16.75	16.94							17.51	17.32	32.79
SU3	Max				1.97	1.24	1.16	1.13	1.07	1.56			
	Min	16.59	8.63	8.73							9.02	8.92	16.89
SU4	Max				1.83	1.17	1.09	1.06	1.00	1.45			
	Min	15.62	8.13	8.22							8.50	8.40	15.91
C3	Max				2.78	1.64	1.52	1.48	1.41	2.20			
	Min	20.15	10.48	10.60							10.95	10.83	20.51
C4	Max				2.11	1.26	1.18	1.15	1.08	1.67			
	Min	15.51	8.07	8.16							8.43	8.34	15.78
C5	Max				2.26	1.30	1.20	1.16	1.11	1.79			
	Min	15.40	8.01	8.10							8.37	8.28	15.68
ST5	Max				2.34	1.29	1.18	1.15	1.10	1.85			
	Min	15.12	7.86	7.95							8.21	8.12	15.38

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				1.89	1.34	1.37	1.47	1.66	2.92			
	Min	15.67	8.46	8.54							5.72	5.64	9.87
LANE LD	Max				1.90	1.39	1.43	1.57	1.87	3.80			
	Min	7.57	4.55	4.65							3.34	3.26	5.10
SU2	Max				3.46	2.59	2.69	2.90	3.22	5.37			
	Min	32.79	17.69	17.86							11.97	11.81	20.66
SU3	Max				1.88	1.37	1.41	1.52	1.71	2.92			
	Min	16.89	9.11	9.20							6.17	6.09	10.65
SU4	Max				1.75	1.29	1.32	1.42	1.60	2.72			
	Min	15.91	8.58	8.67							5.81	5.73	10.03
C3	Max				2.66	1.81	1.85	1.99	2.25	4.09			
	Min	20.51	11.07	11.18							7.47	7.37	12.89
C4	Max				2.02	1.39	1.43	1.54	1.72	3.10			
	Min	15.78	8.52	8.60							5.75	5.67	9.92
C5	Max				2.16	1.43	1.45	1.56	1.77	3.30			
	Min	15.68	8.46	8.55							5.71	5.63	9.86
ST5	Max				2.24	1.42	1.43	1.54	1.76	3.44			
	Min	15.38	8.30	8.39							5.56	5.49	9.60

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 1st Edition Design Guidelines - Wearing Surface Included
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				0.81	-0.13	-0.34	-0.41	-0.15	0.97	17.37	20.74	0	0
	Min	9.87	4.67	4.78									0	0
LANE LD	Max				0.87	-0.13	-0.35	-0.43	-0.16	1.09	18.11	21.66	0	0
	Min	5.10	2.32	2.40									0	0
SU2	Max				1.49	-0.24	-0.68	-0.82	-0.29	1.94	32.80	39.20	0	0
	Min	20.66	9.77	9.99									0	0
SU3	Max				0.81	-0.13	-0.36	-0.43	-0.15	1.02	16.95	20.26	0	0
	Min	10.65	5.03	5.15									0	0
SU4	Max				0.75	-0.12	-0.34	-0.40	-0.14	0.97	16.33	19.51	0	0
	Min	10.03	4.74	4.85									0	0
C3	Max				1.15	-0.17	-0.46	-0.55	-0.20	1.33	21.57	25.76	0	0
	Min	12.89	6.12	6.25									0	0
C4	Max				0.87	-0.13	-0.36	-0.43	-0.15	1.08	18.03	21.52	0	0
	Min	9.92	4.71	4.81									0	0
C5	Max				0.94	-0.13	-0.36	-0.43	-0.15	1.03	17.29	20.65	0	0
	Min	9.86	4.68	4.78									0	0
ST5	Max				0.97	-0.13	-0.36	-0.43	-0.15	1.05	19.91	23.74	0	0
	Min	9.60	4.59	4.69									0	0

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			33.55	28.50	3.86	2.46	2.16	2.38	2.87	4.30			
	Min											10.71	10.64	15.96
LANE LD	Max			35.04	29.73	4.32	2.64	2.25	2.45	2.93	4.60			
	Min											5.38	5.28	8.25
SU2	Max			63.42	53.83	7.71	4.86	4.30	4.73	5.59	7.85			
	Min											22.40	22.26	33.40
SU3	Max			32.78	27.82	4.07	2.57	2.24	2.48	2.97	4.26			
	Min											11.54	11.47	17.21
SU4	Max			31.56	26.79	3.85	2.41	2.11	2.33	2.78	3.97			
	Min											10.87	10.80	16.21
C3	Max			41.67	35.39	5.29	3.30	2.90	3.20	3.88	6.05			
	Min											14.02	13.93	20.84
C4	Max			34.82	29.59	4.29	2.52	2.25	2.47	2.97	4.61			
	Min											10.79	10.72	16.04
C5	Max			33.41	28.38	4.11	2.58	2.27	2.51	3.06	4.94			
	Min											10.72	10.65	15.93
ST5	Max			38.41	209.93	4.15	2.57	2.24	2.46	3.03	5.12			
	Min											10.52	10.45	15.52

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				4.17	3.10	2.84	2.85	3.14	4.30			
	Min	15.96	8.51	8.57							10.28	10.21	18.74
LANE LD	Max				5.42	3.49	3.02	2.97	3.26	4.31			
	Min	8.25	4.92	5.01							5.60	5.50	9.06
SU2	Max				7.67	6.02	5.59	5.61	6.10	7.87			
	Min	33.40	17.81	17.94							21.50	21.35	39.21
SU3	Max				4.16	3.19	2.93	2.94	3.23	4.27			
	Min	17.21	9.18	9.25							11.07	11.00	20.19
SU4	Max				3.88	2.99	2.75	2.76	3.03	3.98			
	Min	16.21	8.65	8.71							10.43	10.36	19.02
C3	Max				5.83	4.20	3.83	3.85	4.26	6.04			
	Min	20.84	11.11	11.19							13.45	13.36	24.52
C4	Max				4.43	3.22	2.96	2.97	3.27	4.60			
	Min	16.04	8.55	8.62							10.35	10.28	18.87
C5	Max				4.70	3.32	3.01	3.02	3.37	4.91			
	Min	15.93	8.50	8.56							10.29	10.22	18.75
ST5	Max				4.91	3.29	2.97	2.98	3.35	5.09			
	Min	15.52	8.28	8.33							10.09	10.02	18.39

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				4.29	3.15	2.88	2.89	3.20	4.41			
	Min	18.74	10.04	10.11							10.10	10.03	18.84
LANE LD	Max				4.22	3.19	2.88	2.91	3.28	4.52			
	Min	9.06	5.49	5.59							5.35	5.25	8.74
SU2	Max				7.85	6.12	5.67	5.69	6.20	8.07			
	Min	39.21	21.00	21.14							21.13	20.98	39.41
SU3	Max				4.26	3.24	2.97	2.98	3.29	4.38			
	Min	20.19	10.81	10.89							10.89	10.81	20.30
SU4	Max				3.97	3.04	2.79	2.80	3.08	4.08			
	Min	19.02	10.19	10.26							10.26	10.18	19.12
C3	Max				6.02	4.28	3.89	3.90	4.34	6.20			
	Min	24.52	13.13	13.22							13.22	13.13	24.66
C4	Max				4.57	3.28	3.01	3.02	3.33	4.71			
	Min	18.87	10.11	10.18							10.18	10.11	18.98
C5	Max				4.89	3.38	3.06	3.07	3.43	5.04			
	Min	18.75	10.04	10.11							10.11	10.04	18.86
ST5	Max				5.06	3.36	3.02	3.03	3.41	5.21			
	Min	18.39	9.84	9.91							9.92	9.85	18.51

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				4.34	3.13	2.82	2.78	3.01	3.98			
	Min	18.84	10.04	10.07							10.40	10.33	19.03
LANE LD	Max				4.46	3.21	2.83	2.79	3.04	3.91			
	Min	8.74	5.25	5.35							5.75	5.65	9.20
SU2	Max				7.95	6.07	5.54	5.48	5.83	7.28			
	Min	39.41	21.01	21.16							21.76	21.61	39.81
SU3	Max				4.32	3.22	2.90	2.87	3.09	3.95			
	Min	20.30	10.82	10.90							11.21	11.13	20.51
SU4	Max				4.02	3.01	2.73	2.69	2.89	3.68			
	Min	19.12	10.20	10.27							10.56	10.49	19.32
C3	Max				6.10	4.25	3.80	3.76	4.08	5.59			
	Min	24.66	13.15	13.24							13.61	13.52	24.90
C4	Max				4.64	3.26	2.94	2.91	3.13	4.25			
	Min	18.98	10.12	10.19							10.47	10.40	19.17
C5	Max				4.96	3.36	2.99	2.95	3.23	4.54			
	Min	18.86	10.05	10.13							10.41	10.34	19.04
ST5	Max				5.14	3.34	2.95	2.91	3.21	4.70			
	Min	18.51	9.86	9.93							10.20	10.13	18.68

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				4.25	3.25	3.05	3.15	3.61	5.29			
	Min	19.03	10.46	10.52							7.58	7.52	12.17
LANE LD	Max				4.26	3.38	3.18	3.35	4.06	6.88			
	Min	9.20	5.63	5.73							4.42	4.34	6.29
SU2	Max				7.78	6.31	6.00	6.20	7.01	9.73			
	Min	39.81	21.87	22.01							15.86	15.73	25.46
SU3	Max				4.22	3.34	3.15	3.25	3.71	5.28			
	Min	20.51	11.27	11.34							8.17	8.11	13.12
SU4	Max				3.93	3.13	2.95	3.05	3.48	4.92			
	Min	19.32	10.61	10.68							7.70	7.64	12.36
C3	Max				5.97	4.41	4.11	4.25	4.89	7.39			
	Min	24.90	13.69	13.77							9.89	9.81	15.88
C4	Max				4.54	3.38	3.18	3.29	3.75	5.61			
	Min	19.17	10.53	10.60							7.62	7.56	12.23
C5	Max				4.86	3.49	3.23	3.34	3.86	5.96			
	Min	19.04	10.47	10.53							7.56	7.50	12.14
ST5	Max				5.03	3.46	3.19	3.29	3.84	6.22			
	Min	18.68	10.27	10.33							7.37	7.31	11.83

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - No Wearing Surface
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				2.44	1.05	0.65	0.50	0.79	2.00	21.01	24.91	0	0
	Min	12.17	6.12	6.21									0	0
LANE LD	Max				2.61	1.07	0.67	0.52	0.84	2.24	21.92	26.02	0	0
	Min	6.29	3.03	3.12									0	0
SU2	Max				4.45	2.05	1.30	0.99	1.56	4.00	39.69	47.10	0	0
	Min	25.46	12.80	12.98									0	0
SU3	Max				2.41	1.09	0.68	0.51	0.82	2.11	20.51	24.34	0	0
	Min	13.12	6.59	6.69									0	0
SU4	Max				2.25	1.02	0.64	0.48	0.77	2.00	19.76	23.44	0	0
	Min	12.36	6.21	6.30									0	0
C3	Max				3.43	1.42	0.88	0.67	1.06	2.74	26.09	30.95	0	0
	Min	15.88	8.01	8.12									0	0
C4	Max				2.61	1.09	0.68	0.52	0.81	2.22	21.81	25.86	0	0
	Min	12.23	6.16	6.25									0	0
C5	Max				2.80	1.12	0.69	0.52	0.83	2.13	20.92	24.81	0	0
	Min	12.14	6.12	6.21									0	0
ST5	Max				2.90	1.11	0.68	0.51	0.82	2.15	24.09	28.52	0	0
	Min	11.83	6.01	6.09									0	0

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 1

Node		1	2	3	4	5	6	7	8	9	10	11	12	13
Service Section		n/a	1	2	3	4	5	6	7	8	9	10	11	12
Abscissa		0.125	2.500	5.375	5.875	23.625	41.375	59.125	76.875	94.625	112.375	130.125	130.625	136.000
TRUCK	Max			33.33	28.28	3.66	2.25	1.96	2.21	2.75	4.41			
	Min											10.22	10.14	15.47
LANE LD	Max			34.81	29.50	4.10	2.42	2.05	2.26	2.80	4.72			
	Min											5.13	5.02	7.99
SU2	Max			63.01	53.42	7.31	4.45	3.91	4.37	5.35	8.05			
	Min											21.37	21.21	32.36
SU3	Max			32.56	27.61	3.85	2.35	2.04	2.29	2.84	4.37			
	Min											11.01	10.92	16.68
SU4	Max			31.36	26.59	3.65	2.21	1.91	2.15	2.66	4.07			
	Min											10.37	10.29	15.71
C3	Max			41.41	35.12	5.02	3.03	2.64	2.96	3.71	6.21			
	Min											13.37	13.27	20.19
C4	Max			34.60	29.36	4.07	2.31	2.04	2.28	2.84	4.73			
	Min											10.29	10.21	15.54
C5	Max			33.19	28.16	3.89	2.37	2.06	2.32	2.93	5.07			
	Min											10.23	10.15	15.44
ST5	Max			38.16	208.33	3.93	2.36	2.03	2.28	2.90	5.25			
	Min											10.03	9.95	15.04

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 2

Node		13	14	15	16	17	18	19	20	21	22	23	24
Service Section		12	13	14	15	16	17	18	19	20	21	22	23
Abscissa		136	141.375	141.875	159.625	177.375	195.125	212.875	230.625	248.375	266.125	266.625	272
TRUCK	Max				4.35	3.06	2.74	2.74	3.06	4.38			
	Min	15.47	8.09	8.16							9.93	9.85	18.30
LANE LD	Max				5.67	3.44	2.92	2.85	3.18	4.39			
	Min	7.99	4.68	4.76							5.41	5.30	8.85
SU2	Max				8.01	5.94	5.39	5.39	5.94	8.01			
	Min	32.36	16.94	17.08							20.76	20.60	38.30
SU3	Max				4.35	3.15	2.82	2.82	3.15	4.35			
	Min	16.68	8.73	8.80							10.70	10.61	19.73
SU4	Max				4.05	2.95	2.65	2.65	2.95	4.05			
	Min	15.71	8.22	8.29							10.08	10.00	18.58
C3	Max				6.09	4.14	3.70	3.69	4.15	6.15			
	Min	20.19	10.57	10.65							12.99	12.89	23.95
C4	Max				4.62	3.18	2.86	2.86	3.18	4.67			
	Min	15.54	8.13	8.20							10.00	9.92	18.44
C5	Max				4.91	3.27	2.90	2.90	3.28	5.00			
	Min	15.44	8.08	8.15							9.94	9.86	18.32
ST5	Max				5.13	3.25	2.86	2.86	3.26	5.18			
	Min	15.04	7.87	7.93							9.75	9.67	17.96

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 3

Node		24	25	26	27	28	29	30	31	32	33	34	35
Service Section		23	24	25	26	27	28	29	30	31	32	33	34
Abscissa		272	277.375	277.875	295.625	313.375	331.125	348.875	366.625	384.375	402.125	402.625	408
TRUCK	Max				4.34	3.05	2.74	2.76	3.11	4.50			
	Min	18.30	9.69	9.77							9.71	9.63	18.35
LANE LD	Max				4.27	3.08	2.75	2.77	3.18	4.62			
	Min	8.85	5.30	5.40							5.14	5.04	8.51
SU2	Max				7.94	5.92	5.40	5.43	6.02	8.24			
	Min	38.30	20.27	20.43							20.32	20.15	38.39
SU3	Max				4.31	3.14	2.83	2.84	3.19	4.48			
	Min	19.73	10.44	10.52							10.47	10.38	19.78
SU4	Max				4.01	2.94	2.65	2.67	2.99	4.17			
	Min	18.58	9.84	9.92							9.86	9.78	18.63
C3	Max				6.09	4.14	3.70	3.72	4.22	6.33			
	Min	23.95	12.68	12.78							12.71	12.61	24.02
C4	Max				4.63	3.17	2.87	2.88	3.23	4.81			
	Min	18.44	9.76	9.84							9.79	9.70	18.49
C5	Max				4.95	3.27	2.91	2.93	3.33	5.14			
	Min	18.32	9.69	9.77							9.72	9.64	18.37
ST5	Max				5.13	3.25	2.87	2.89	3.31	5.32			
	Min	17.96	9.50	9.58							9.54	9.46	18.03

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 4

Node		35	36	37	38	39	40	41	42	43	44	45	46
Service Section		34	35	36	37	38	39	40	41	42	43	44	45
Abscissa		408	413.375	413.875	431.625	449.375	467.125	484.875	502.625	520.375	538.125	538.625	544
TRUCK	Max				4.44	3.04	2.68	2.65	2.90	4.03			
	Min	18.35	9.65	9.68							10.06	9.98	18.60
LANE LD	Max				4.55	3.12	2.70	2.65	2.93	3.97			
	Min	8.51	5.05	5.15							5.56	5.46	8.99
SU2	Max				8.12	5.90	5.28	5.21	5.63	7.38			
	Min	38.39	20.18	20.35							21.05	20.88	38.91
SU3	Max				4.41	3.13	2.77	2.73	2.99	4.01			
	Min	19.78	10.39	10.48							10.84	10.76	20.04
SU4	Max				4.11	2.93	2.60	2.56	2.80	3.73			
	Min	18.63	9.79	9.87							10.21	10.13	18.88
C3	Max				6.24	4.13	3.62	3.57	3.94	5.66			
	Min	24.02	12.63	12.73							13.16	13.06	24.33
C4	Max				4.74	3.17	2.80	2.76	3.02	4.30			
	Min	18.49	9.72	9.80							10.13	10.05	18.73
C5	Max				5.07	3.26	2.85	2.81	3.11	4.60			
	Min	18.37	9.65	9.74							10.07	9.99	18.61
ST5	Max				5.25	3.24	2.81	2.77	3.10	4.76			
	Min	18.03	9.47	9.55							9.87	9.79	18.25

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 5

Node		46	47	48	49	50	51	52	53	54	55	56	57
Service Section		45	46	47	48	49	50	51	52	53	54	55	56
Abscissa		544	549.375	549.875	567.625	585.375	603.125	620.875	638.625	656.375	674.125	674.625	680
TRUCK	Max				4.33	3.17	2.94	3.05	3.56	5.47			
	Min	18.60	10.10	10.17							7.17	7.10	11.67
LANE LD	Max				4.33	3.29	3.06	3.24	4.02	7.12			
	Min	8.99	5.44	5.54							4.18	4.10	6.03
SU2	Max				7.91	6.15	5.78	6.00	6.93	10.07			
	Min	38.91	21.12	21.28							15.00	14.85	24.43
SU3	Max				4.30	3.26	3.03	3.14	3.67	5.47			
	Min	20.04	10.88	10.96							7.73	7.66	12.59
SU4	Max				4.00	3.05	2.84	2.95	3.44	5.09			
	Min	18.88	10.25	10.33							7.28	7.21	11.86
C3	Max				6.08	4.30	3.96	4.11	4.83	7.65			
	Min	24.33	13.22	13.32							9.36	9.27	15.24
C4	Max				4.62	3.30	3.07	3.18	3.71	5.81			
	Min	18.73	10.17	10.25							7.20	7.13	11.73
C5	Max				4.94	3.40	3.11	3.23	3.82	6.17			
	Min	18.61	10.11	10.18							7.15	7.09	11.65
ST5	Max				5.12	3.38	3.07	3.19	3.79	6.44			
	Min	18.25	9.92	9.99							6.97	6.90	11.35

Mid-Bay Bridge
Typical 6 Span Unit - Tendons 1 and 2 of Span 6 Removed
Operating Rating Factors - 2nd Edition Design Guidelines - Wearing Surface Included
Span 6

Node		57	58	59	60	61	62	63	64	65	66	67	68	69
Service Section		56	57	58	59	60	61	62	63	64	65	66	67	n/a
Abscissa		680	685.375	685.875	703.625	721.375	739.125	756.875	774.625	792.375	810.125	810.625	813.5	815.875
TRUCK	Max				2.54	0.93	0.48	0.30	0.58	1.80	20.79	24.70	0	0
	Min	11.67	5.61	5.71									0	0
LANE LD	Max				2.72	0.95	0.49	0.31	0.63	2.01	21.69	25.79	0	0
	Min	6.03	2.78	2.87									0	0
SU2	Max				4.65	1.81	0.94	0.59	1.15	3.59	39.28	46.69	0	0
	Min	24.43	11.74	11.95									0	0
SU3	Max				2.52	0.96	0.50	0.31	0.61	1.89	20.30	24.13	0	0
	Min	12.59	6.05	6.16									0	0
SU4	Max				2.35	0.90	0.46	0.29	0.57	1.79	19.55	23.23	0	0
	Min	11.86	5.70	5.80									0	0
C3	Max				3.58	1.26	0.64	0.40	0.78	2.47	25.82	30.68	0	0
	Min	15.24	7.35	7.48									0	0
C4	Max				2.73	0.96	0.49	0.31	0.60	2.00	21.59	25.63	0	0
	Min	11.73	5.65	5.76									0	0
C5	Max				2.92	0.99	0.50	0.31	0.61	1.91	20.71	24.59	0	0
	Min	11.65	5.62	5.72									0	0
ST5	Max				3.03	0.98	0.49	0.31	0.61	1.93	23.84	28.27	0	0
	Min	11.35	5.51	5.61									0	0

Six Span Unit – Tendon T1 and T6 Removed

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0054330	-.0022875
2	.0000000	.0000000	-.0022876
3	.0000000	-.0065704	-.0022808
4	.0000000	-.0077099	-.0022771
5	.0000000	-.0458388	-.0019465
6	.0000000	-.0747033	-.0012600
7	.0000000	-.0894084	-.0003783
8	.0000000	-.0879556	.0005334
9	.0000000	-.0712534	.0013126
10	.0000000	-.0431255	.0017933
11	.0000000	-.0103170	.0018130
12	.0000000	-.0094129	.0018034
13	.0000000	.0000000	.0016891
14	.0000000	.0087406	.0015722
15	.0000000	-.0073653	-.0013141
16	.0000000	-.0316430	-.0013409
17	.0000000	-.0525765	-.0009639
18	.0000000	-.0644178	-.0003436
19	.0000000	-.0643080	.0003555
20	.0000000	-.0522882	.0009711
21	.0000000	-.0313073	.0013378
22	.0000000	-.0072287	.0012933
23	.0000000	-.0065848	.0012822
24	.0000000	.0000000	.0011588
25	.0000000	.0058722	.0010352
26	.0000000	-.0069216	-.0012425
27	.0000000	-.0301263	-.0012915
28	.0000000	-.0503757	-.0009361
29	.0000000	-.0619103	-.0003366
30	.0000000	-.0618544	.0003427
31	.0000000	-.0502268	.0009400
32	.0000000	-.0299487	.0012901
33	.0000000	-.0068496	.0012310
34	.0000000	-.0062370	.0012195
35	.0000000	.0000000	.0010922
36	.0000000	.0055041	.0009650

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0070443	-.0012654
38	.0000000	-.0307417	-.0013226
39	.0000000	-.0515545	-.0009671
40	.0000000	-.0635784	-.0003596
41	.0000000	-.0638062	.0003347
42	.0000000	-.0521385	.0009534
43	.0000000	-.0313924	.0013303
44	.0000000	-.0073067	.0013027
45	.0000000	-.0066580	.0012923
46	.0000000	.0000000	.0011761
47	.0000000	.0059841	.0010593
48	.0000000	-.0065437	-.0011746
49	.0000000	-.0284309	-.0012133
50	.0000000	-.0473092	-.0008623
51	.0000000	-.0576832	-.0002823
52	.0000000	-.0569502	.0003620
53	.0000000	-.0454102	.0009081
54	.0000000	-.0262749	.0011904
55	.0000000	-.0056732	.0010464
56	.0000000	-.0051536	.0010318
57	.0000000	.0000000	.0008765
58	.0000000	.0042728	.0007235
59	.0000000	-.0084092	-.0015118
60	.0000000	-.0369583	-.0016124
61	.0000000	-.0628334	-.0012371
62	.0000000	-.0790026	-.0005459
63	.0000000	-.0813179	.0002967
64	.0000000	-.0685260	.0011290
65	.0000000	-.0422764	.0017858
66	.0000000	-.0071276	.0021049
67	.0000000	-.0060742	.0021084
68	.0000000	.0000000	.0021149
69	.0000000	.0050228	.0021149

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	547.48	.00
13	13	.00	1244.52	.00
24	24	.00	1198.56	.00
35	35	.00	1203.76	.00
46	46	.00	1175.65	.00
57	57	.00	1281.74	.00
68	68	.00	530.20	.00
TOTAL REACTIONS		.00	7181.91	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	20.71	.00	-24.74
2	.00	.00	526.77	-501.70	24.74	1453.27
3	.00	.00	501.70	-497.34	-1453.27	1702.17
4	.00	.00	497.34	-342.57	-1702.17	9156.40
5	.00	.00	342.57	-187.80	-9156.40	13863.47
6	.00	.00	187.80	-27.28	-13863.47	15772.32
7	.00	.00	27.28	127.49	-15772.32	14883.02
8	.00	.00	-127.49	288.00	-14883.02	11195.52
9	.00	.00	-288.00	442.77	-11195.53	4709.87
10	.00	.00	-442.77	597.55	-4709.87	-4523.04
11	.00	.00	-597.55	601.91	4523.04	-4822.24
12	.00	.00	-601.91	648.78	4822.24	-8183.37
13	.00	.00	595.74	-548.88	8183.37	-5107.13
14	.00	.00	548.88	-544.52	5107.13	-4834.28
15	.00	.00	544.52	-389.74	4834.28	3457.24
16	.00	.00	389.74	-234.97	-3457.24	9001.55
17	.00	.00	234.97	-74.46	-9001.55	11747.69
18	.00	.00	74.46	80.32	-11747.69	11695.67
19	.00	.00	-80.32	240.83	-11695.67	8845.49
20	.00	.00	-240.83	395.60	-8845.49	3197.12
21	.00	.00	-395.60	550.38	-3197.12	-5198.48
22	.00	.00	-550.38	554.74	5198.48	-5474.29
23	.00	.00	-554.74	601.60	5474.29	-8581.96
24	.00	.00	596.96	-550.09	8581.96	-5499.26
25	.00	.00	550.09	-545.73	5499.26	-5225.77
26	.00	.00	545.73	-390.96	5225.77	3087.35
27	.00	.00	390.96	-236.18	-3087.35	8653.23
28	.00	.00	236.18	-75.67	-8653.23	11420.93
29	.00	.00	75.67	79.10	-11420.93	11390.47
30	.00	.00	-79.10	239.62	-11390.47	8561.86
31	.00	.00	-239.62	394.39	-8561.86	2935.04
32	.00	.00	-394.39	549.16	-2935.04	-5438.97
33	.00	.00	-549.16	553.52	5438.97	-5714.19
34	.00	.00	-553.52	600.39	5714.19	-8815.34
35	.00	.00	603.37	-556.50	8815.34	-5698.19
36	.00	.00	556.50	-552.14	5698.19	-5421.50

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	552.14	-397.37	5421.50	3005.43
38	.00	.00	397.37	-242.60	-3005.43	8685.10
39	.00	.00	242.60	-82.08	-8685.10	11566.61
40	.00	.00	82.08	72.69	-11566.61	11649.96
41	.00	.00	-72.69	233.20	-11649.96	8935.12
42	.00	.00	-233.20	387.98	-8935.12	3422.10
43	.00	.00	-387.98	542.75	-3422.10	-4838.09
44	.00	.00	-542.75	547.11	4838.09	-5110.08
45	.00	.00	-547.11	593.98	5110.08	-8176.82
46	.00	.00	581.67	-534.80	8176.82	-5176.36
47	.00	.00	534.80	-530.44	5176.36	-4910.49
48	.00	.00	530.44	-375.67	4910.49	3131.20
49	.00	.00	375.67	-220.89	-3131.20	8425.66
50	.00	.00	220.89	-60.38	-8425.66	10921.97
51	.00	.00	60.38	94.39	-10921.97	10620.10
52	.00	.00	-94.39	254.91	-10620.10	7520.06
53	.00	.00	-254.91	409.68	-7520.06	1621.84
54	.00	.00	-409.68	564.45	-1621.84	-7023.60
55	.00	.00	-564.45	568.81	7023.61	-7306.56
56	.00	.00	-568.81	615.68	7306.56	-10489.91
57	.00	.00	666.06	-619.19	10489.91	-7035.82
58	.00	.00	619.19	-614.83	7035.82	-6727.89
59	.00	.00	614.83	-460.06	6727.89	2811.71
60	.00	.00	460.06	-305.28	-2811.71	9604.05
61	.00	.00	305.28	-144.77	-9604.05	13598.25
62	.00	.00	144.77	10.00	-13598.25	14794.29
63	.00	.00	-10.00	170.52	-14794.29	13192.14
64	.00	.00	-170.52	325.29	-13192.14	8791.85
65	.00	.00	-325.29	480.06	-8791.85	1644.32
66	.00	.00	-480.06	484.42	-1644.32	1404.01
67	.00	.00	-484.42	509.49	-1404.01	-24.89
68	.00	.00	20.71	.00	24.89	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-.3	.0	.0	.0	.1	.0	-1.5
2	-.3	16.5	.0	.0	.1	-7.4	38.8	37.0
3	16.5	19.3	.0	.0	-7.4	-8.6	37.0	36.7
4	19.3	103.7	.0	.0	-8.6	-46.4	36.7	25.2
5	103.7	157.1	.0	.0	-46.4	-70.3	25.2	13.8
6	157.1	178.7	.0	.0	-70.3	-80.0	13.8	2.0
7	178.7	168.6	.0	.0	-80.0	-75.5	2.0	-9.4
8	168.6	126.8	.0	.0	-75.5	-56.8	-9.4	-21.2
9	126.8	53.4	.0	.0	-56.8	-23.9	-21.2	-32.6
10	53.4	-51.2	.0	.0	-23.9	22.9	-32.6	-44.0
11	-51.2	-54.6	.0	.0	22.9	24.4	-44.0	-44.4
12	-54.6	-92.7	.0	.0	24.4	41.5	-44.4	-47.8
13	-92.7	-57.9	.0	.0	41.5	25.9	43.9	40.5
14	-57.9	-54.8	.0	.0	25.9	24.5	40.5	40.1
15	-54.8	39.2	.0	.0	24.5	-17.5	40.1	28.7
16	39.2	102.0	.0	.0	-17.5	-45.6	28.7	17.3
17	102.0	133.1	.0	.0	-45.6	-59.6	17.3	5.5
18	133.1	132.5	.0	.0	-59.6	-59.3	5.5	-5.9
19	132.5	100.2	.0	.0	-59.3	-44.8	-5.9	-17.7
20	100.2	36.2	.0	.0	-44.8	-16.2	-17.7	-29.2
21	36.2	-58.9	.0	.0	-16.2	26.4	-29.2	-40.6
22	-58.9	-62.0	.0	.0	26.4	27.8	-40.6	-40.9
23	-62.0	-97.2	.0	.0	27.8	43.5	-40.9	-44.3
24	-97.2	-62.3	.0	.0	43.5	27.9	44.0	40.5
25	-62.3	-59.2	.0	.0	27.9	26.5	40.5	40.2
26	-59.2	35.0	.0	.0	26.5	-15.7	40.2	28.8
27	35.0	98.0	.0	.0	-15.7	-43.9	28.8	17.4
28	98.0	129.4	.0	.0	-43.9	-57.9	17.4	5.6
29	129.4	129.0	.0	.0	-57.9	-57.8	5.6	-5.8
30	129.0	97.0	.0	.0	-57.8	-43.4	-5.8	-17.7
31	97.0	33.3	.0	.0	-43.4	-14.9	-17.7	-29.1
32	33.3	-61.6	.0	.0	-14.9	27.6	-29.1	-40.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-61.6	-64.7	.0	.0	27.6	29.0	-40.5	-40.8
34	-64.7	-99.9	.0	.0	29.0	44.7	-40.8	-44.2
35	-99.9	-64.6	.0	.0	44.7	28.9	44.5	41.0
36	-64.6	-61.4	.0	.0	28.9	27.5	41.0	40.7
37	-61.4	34.0	.0	.0	27.5	-15.2	40.7	29.3
38	34.0	98.4	.0	.0	-15.2	-44.0	29.3	17.9
39	98.4	131.0	.0	.0	-44.0	-58.6	17.9	6.0
40	131.0	132.0	.0	.0	-58.6	-59.1	6.0	-5.4
41	132.0	101.2	.0	.0	-59.1	-45.3	-5.4	-17.2
42	101.2	38.8	.0	.0	-45.3	-17.4	-17.2	-28.6
43	38.8	-54.8	.0	.0	-17.4	24.5	-28.6	-40.0
44	-54.8	-57.9	.0	.0	24.5	25.9	-40.0	-40.3
45	-57.9	-92.6	.0	.0	25.9	41.5	-40.3	-43.8
46	-92.6	-58.6	.0	.0	41.5	26.2	42.9	39.4
47	-58.6	-55.6	.0	.0	26.2	24.9	39.4	39.1
48	-55.6	35.5	.0	.0	24.9	-15.9	39.1	27.7
49	35.5	95.5	.0	.0	-15.9	-42.7	27.7	16.3
50	95.5	123.7	.0	.0	-42.7	-55.4	16.3	4.4
51	123.7	120.3	.0	.0	-55.4	-53.8	4.4	-7.0
52	120.3	85.2	.0	.0	-53.8	-38.1	-7.0	-18.8
53	85.2	18.4	.0	.0	-38.1	-8.2	-18.8	-30.2
54	18.4	-79.6	.0	.0	-8.2	35.6	-30.2	-41.6
55	-79.6	-82.8	.0	.0	35.6	37.0	-41.6	-41.9
56	-82.8	-118.8	.0	.0	37.0	53.2	-41.9	-45.4
57	-118.8	-79.7	.0	.0	53.2	35.7	49.1	45.6
58	-79.7	-76.2	.0	.0	35.7	34.1	45.6	45.3
59	-76.2	31.9	.0	.0	34.1	-14.3	45.3	33.9
60	31.9	108.8	.0	.0	-14.3	-48.7	33.9	22.5
61	108.8	154.1	.0	.0	-48.7	-68.9	22.5	10.7
62	154.1	167.6	.0	.0	-68.9	-75.0	10.7	-.7
63	167.6	149.5	.0	.0	-75.0	-66.9	-.7	-12.6
64	149.5	99.6	.0	.0	-66.9	-44.6	-12.6	-24.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   1 SELF WEIGHT
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	99.6	18.6	.0	.0	-44.6	-8.3	-24.0	-35.4
66	18.6	15.9	.0	.0	-8.3	-7.1	-35.4	-35.7
67	15.9	-.3	.0	.0	-7.1	.1	-35.7	-37.5
68	-.3	.0	.0	.0	.1	.0	1.5	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0000000	.0006234	-.0002625
2	.0000000	.0000000	-.0002625
3	.0000000	-.0007538	-.0002615
4	.0000000	-.0008845	-.0002612
5	.0000000	-.0052042	-.0002158
6	.0000000	-.0082726	-.0001245
7	.0000000	-.0095058	-.0000133
8	.0000000	-.0087801	.0000919
9	.0000000	-.0064324	.0001651
10	.0000000	-.0032612	.0001804
11	.0000000	-.0005270	.0001116
12	.0000000	-.0004721	.0001081
13	.0000000	.0000000	.0000659
14	.0000000	.0002348	.0000230
15	.0000000	.0002454	.0000194
16	.0000000	-.0002450	-.0000608
17	.0000000	-.0015008	-.0000712
18	.0000000	-.0025118	-.0000376
19	.0000000	-.0027276	.0000141
20	.0000000	-.0020580	.0000579
21	.0000000	-.0008740	.0000677
22	.0000000	-.0000080	.0000177
23	.0000000	.0000002	.0000151
24	.0000000	.0000000	-.0000165
25	.0000000	-.0001771	-.0000479
26	.0000000	-.0002017	-.0000505
27	.0000000	-.0016294	-.0000977
28	.0000000	-.0032948	-.0000816
29	.0000000	-.0043071	-.0000284
30	.0000000	-.0042353	.0000362
31	.0000000	-.0031088	.0000861
32	.0000000	-.0014184	.0000954
33	.0000000	-.0001163	.0000380
34	.0000000	-.0000980	.0000351
35	.0000000	.0000000	-.0000001
36	.0000000	-.0000991	-.0000353

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0000000	-.0001174	-.0000382
38	.0000000	-.0014235	-.0000956
39	.0000000	-.0031181	-.0000863
40	.0000000	-.0042477	-.0000363
41	.0000000	-.0043200	.0000285
42	.0000000	-.0033045	.0000819
43	.0000000	-.0016333	.0000980
44	.0000000	-.0002018	.0000506
45	.0000000	-.0001771	.0000480
46	.0000000	.0000000	.0000165
47	.0000000	.0000002	-.0000151
48	.0000000	-.0000080	-.0000177
49	.0000000	-.0008751	-.0000678
50	.0000000	-.0020609	-.0000580
51	.0000000	-.0027317	-.0000141
52	.0000000	-.0025151	.0000377
53	.0000000	-.0015009	.0000714
54	.0000000	-.0002414	.0000610
55	.0000000	.0002478	-.0000197
56	.0000000	.0002370	-.0000234
57	.0000000	.0000000	-.0000663
58	.0000000	-.0004743	-.0001085
59	.0000000	-.0005295	-.0001121
60	.0000000	-.0032732	-.0001809
61	.0000000	-.0064545	-.0001657
62	.0000000	-.0088108	-.0000923
63	.0000000	-.0095409	.0000132
64	.0000000	-.0083051	.0001249
65	.0000000	-.0052257	.0002166
66	.0000000	-.0008882	.0002623
67	.0000000	-.0007570	.0002627
68	.0000000	.0000000	.0002636
69	.0000000	.0006261	.0002636

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   2 SUPERIMPOSED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	82.29	.00
13	13	.00	228.71	.00
24	24	.00	197.08	.00
35	35	.00	207.46	.00
46	46	.00	197.09	.00
57	57	.00	228.71	.00
68	68	.00	82.29	.00
TOTAL REACTIONS		.00	1223.63	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	3.56	.00	-4.25
2	.00	.00	78.73	-74.42	4.25	215.85
3	.00	.00	74.42	-73.67	-215.85	252.73
4	.00	.00	73.67	-47.04	-252.73	1324.03
5	.00	.00	47.04	-20.42	-1324.03	1922.75
6	.00	.00	20.42	6.21	-1922.75	2048.87
7	.00	.00	-6.21	32.83	-2048.87	1702.39
8	.00	.00	-32.83	59.46	-1702.39	883.32
9	.00	.00	-59.46	86.08	-883.32	-408.34
10	.00	.00	-86.08	112.71	408.34	-2172.60
11	.00	.00	-112.71	113.46	2172.60	-2229.08
12	.00	.00	-113.46	121.52	2229.08	-2860.57
13	.00	.00	107.19	-99.12	2860.57	-2306.11
14	.00	.00	99.12	-98.37	2306.11	-2256.73
15	.00	.00	98.37	-71.75	2256.73	-746.89
16	.00	.00	71.75	-45.12	746.89	290.35
17	.00	.00	45.12	-18.50	-290.35	854.99
18	.00	.00	18.50	8.13	-854.99	947.05
19	.00	.00	-8.13	34.75	-947.05	566.51
20	.00	.00	-34.75	61.38	-566.51	-286.63
21	.00	.00	-61.38	88.00	286.63	-1612.36
22	.00	.00	-88.00	88.75	1612.36	-1656.53
23	.00	.00	-88.75	96.81	1656.53	-2155.24
24	.00	.00	100.27	-92.21	2155.24	-1637.96
25	.00	.00	92.21	-91.46	1637.96	-1592.07
26	.00	.00	91.46	-64.83	1592.07	-205.00
27	.00	.00	64.83	-38.21	205.00	709.47
28	.00	.00	38.21	-11.58	-709.47	1151.35
29	.00	.00	11.58	15.04	-1151.35	1120.63
30	.00	.00	-15.04	41.67	-1120.63	617.33
31	.00	.00	-41.67	68.29	-617.33	-358.58
32	.00	.00	-68.29	94.92	358.58	-1807.07
33	.00	.00	-94.92	95.67	1807.07	-1854.70
34	.00	.00	-95.67	103.73	1854.70	-2390.58
35	.00	.00	103.73	-95.66	2390.58	-1854.72
36	.00	.00	95.66	-94.91	1854.72	-1807.09

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   2 SUPERIMPOSED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	94.91	-68.29	1807.09	-358.66
38	.00	.00	68.29	-41.66	358.66	617.18
39	.00	.00	41.66	-15.04	-617.18	1120.43
40	.00	.00	15.04	11.59	-1120.43	1151.08
41	.00	.00	-11.59	38.21	-1151.08	709.14
42	.00	.00	-38.21	64.84	-709.14	-205.40
43	.00	.00	-64.84	91.46	205.40	-1592.52
44	.00	.00	-91.46	92.21	1592.52	-1638.41
45	.00	.00	-92.21	100.27	1638.41	-2155.71
46	.00	.00	96.81	-88.75	2155.71	-1657.01
47	.00	.00	88.75	-88.00	1657.01	-1612.83
48	.00	.00	88.00	-61.38	1612.83	-287.10
49	.00	.00	61.38	-34.75	287.10	566.04
50	.00	.00	34.75	-8.13	-566.04	946.59
51	.00	.00	8.13	18.50	-946.59	854.54
52	.00	.00	-18.50	45.12	-854.54	289.89
53	.00	.00	-45.12	71.75	-289.89	-747.34
54	.00	.00	-71.75	98.37	747.34	-2257.18
55	.00	.00	-98.37	99.12	2257.18	-2306.56
56	.00	.00	-99.12	107.19	2306.56	-2861.02
57	.00	.00	121.52	-113.46	2861.02	-2229.50
58	.00	.00	113.46	-112.71	2229.50	-2173.01
59	.00	.00	112.71	-86.09	2173.01	-408.69
60	.00	.00	86.09	-59.46	408.69	883.03
61	.00	.00	59.46	-32.84	-883.03	1702.17
62	.00	.00	32.84	-6.21	-1702.17	2048.71
63	.00	.00	6.21	20.41	-2048.71	1922.65
64	.00	.00	-20.41	47.04	-1922.65	1324.01
65	.00	.00	-47.04	73.66	-1324.01	252.77
66	.00	.00	-73.66	74.41	-252.77	215.89
67	.00	.00	-74.41	78.73	-215.89	-4.27
68	.00	.00	3.56	.00	4.27	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	-.3
2	.0	2.4	.0	.0	.0	-1.1	5.8	5.5
3	2.4	2.9	.0	.0	-1.1	-1.3	5.5	5.4
4	2.9	15.0	.0	.0	-1.3	-6.7	5.4	3.5
5	15.0	21.8	.0	.0	-6.7	-9.7	3.5	1.5
6	21.8	23.2	.0	.0	-9.7	-10.4	1.5	-.5
7	23.2	19.3	.0	.0	-10.4	-8.6	-.5	-2.4
8	19.3	10.0	.0	.0	-8.6	-4.5	-2.4	-4.4
9	10.0	-4.6	.0	.0	-4.5	2.1	-4.4	-6.3
10	-4.6	-24.6	.0	.0	2.1	11.0	-6.3	-8.3
11	-24.6	-25.3	.0	.0	11.0	11.3	-8.3	-8.4
12	-25.3	-32.4	.0	.0	11.3	14.5	-8.4	-9.0
13	-32.4	-26.1	.0	.0	14.5	11.7	7.9	7.3
14	-26.1	-25.6	.0	.0	11.7	11.4	7.3	7.3
15	-25.6	-8.5	.0	.0	11.4	3.8	7.3	5.3
16	-8.5	3.3	.0	.0	3.8	-1.5	5.3	3.3
17	3.3	9.7	.0	.0	-1.5	-4.3	3.3	1.4
18	9.7	10.7	.0	.0	-4.3	-4.8	1.4	-.6
19	10.7	6.4	.0	.0	-4.8	-2.9	-.6	-2.6
20	6.4	-3.2	.0	.0	-2.9	1.5	-2.6	-4.5
21	-3.2	-18.3	.0	.0	1.5	8.2	-4.5	-6.5
22	-18.3	-18.8	.0	.0	8.2	8.4	-6.5	-6.5
23	-18.8	-24.4	.0	.0	8.4	10.9	-6.5	-7.1
24	-24.4	-18.6	.0	.0	10.9	8.3	7.4	6.8
25	-18.6	-18.0	.0	.0	8.3	8.1	6.8	6.7
26	-18.0	-2.3	.0	.0	8.1	1.0	6.7	4.8
27	-2.3	8.0	.0	.0	1.0	-3.6	4.8	2.8
28	8.0	13.0	.0	.0	-3.6	-5.8	2.8	.9
29	13.0	12.7	.0	.0	-5.8	-5.7	.9	-1.1
30	12.7	7.0	.0	.0	-5.7	-3.1	-1.1	-3.1
31	7.0	-4.1	.0	.0	-3.1	1.8	-3.1	-5.0
32	-4.1	-20.5	.0	.0	1.8	9.2	-5.0	-7.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-20.5	-21.0	.0	.0	9.2	9.4	-7.0	-7.1
34	-21.0	-27.1	.0	.0	9.4	12.1	-7.1	-7.6
35	-27.1	-21.0	.0	.0	12.1	9.4	7.6	7.1
36	-21.0	-20.5	.0	.0	9.4	9.2	7.1	7.0
37	-20.5	-4.1	.0	.0	9.2	1.8	7.0	5.0
38	-4.1	7.0	.0	.0	1.8	-3.1	5.0	3.1
39	7.0	12.7	.0	.0	-3.1	-5.7	3.1	1.1
40	12.7	13.0	.0	.0	-5.7	-5.8	1.1	-.9
41	13.0	8.0	.0	.0	-5.8	-3.6	-.9	-2.8
42	8.0	-2.3	.0	.0	-3.6	1.0	-2.8	-4.8
43	-2.3	-18.0	.0	.0	1.0	8.1	-4.8	-6.7
44	-18.0	-18.6	.0	.0	8.1	8.3	-6.7	-6.8
45	-18.6	-24.4	.0	.0	8.3	10.9	-6.8	-7.4
46	-24.4	-18.8	.0	.0	10.9	8.4	7.1	6.5
47	-18.8	-18.3	.0	.0	8.4	8.2	6.5	6.5
48	-18.3	-3.3	.0	.0	8.2	1.5	6.5	4.5
49	-3.3	6.4	.0	.0	1.5	-2.9	4.5	2.6
50	6.4	10.7	.0	.0	-2.9	-4.8	2.6	.6
51	10.7	9.7	.0	.0	-4.8	-4.3	.6	-1.4
52	9.7	3.3	.0	.0	-4.3	-1.5	-1.4	-3.3
53	3.3	-8.5	.0	.0	-1.5	3.8	-3.3	-5.3
54	-8.5	-25.6	.0	.0	3.8	11.4	-5.3	-7.3
55	-25.6	-26.1	.0	.0	11.4	11.7	-7.3	-7.3
56	-26.1	-32.4	.0	.0	11.7	14.5	-7.3	-7.9
57	-32.4	-25.3	.0	.0	14.5	11.3	9.0	8.4
58	-25.3	-24.6	.0	.0	11.3	11.0	8.4	8.3
59	-24.6	-4.6	.0	.0	11.0	2.1	8.3	6.3
60	-4.6	10.0	.0	.0	2.1	-4.5	6.3	4.4
61	10.0	19.3	.0	.0	-4.5	-8.6	4.4	2.4
62	19.3	23.2	.0	.0	-8.6	-10.4	2.4	.5
63	23.2	21.8	.0	.0	-10.4	-9.7	.5	-1.5
64	21.8	15.0	.0	.0	-9.7	-6.7	-1.5	-3.5

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 2 SUPERIMPOSED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	15.0	2.9	.0	.0	-6.7	-1.3	-3.5	-5.4
66	2.9	2.4	.0	.0	-1.3	-1.1	-5.4	-5.5
67	2.4	.0	.0	.0	-1.1	.0	-5.5	-5.8
68	.0	.0	.0	.0	.0	.0	.3	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0001882	-.0076997	.0032533
2	.0000000	.0000000	.0032139
3	-.0003936	.0091159	.0031266
4	-.0004896	.0106736	.0031043
5	-.0029220	.0600428	.0024184
6	-.0053567	.0951008	.0014918
7	-.0078085	.1116422	.0003529
8	-.0102758	.1078153	-.0007747
9	-.0127051	.0847627	-.0017562
10	-.0150921	.0489466	-.0021786
11	-.0174815	.0110016	-.0019960
12	-.0175753	.0100081	-.0019777
13	-.0189185	.0000000	-.0017292
14	-.0202609	-.0085768	-.0014783
15	-.0014449	.0073013	.0013417
16	-.0038436	.0339590	.0015707
17	-.0062447	.0598179	.0012516
18	-.0086781	.0752710	.0004364
19	-.0111406	.0750525	-.0004605
20	-.0135652	.0592312	-.0012647
21	-.0159476	.0333104	-.0015643
22	-.0183323	.0069560	-.0013135
23	-.0184261	.0063042	-.0012936
24	-.0197668	.0000000	-.0010359
25	-.0211066	-.0048326	-.0007784
26	-.0014423	.0069391	.0012840
27	-.0038365	.0327621	.0015340
28	-.0062330	.0581429	.0012341
29	-.0086618	.0734406	.0004360
30	-.0111197	.0733477	-.0004465
31	-.0135396	.0578806	-.0012394
32	-.0159175	.0324804	-.0015316
33	-.0182977	.0067426	-.0012774
34	-.0183915	.0061089	-.0012574
35	-.0197296	.0000000	-.0009996
36	-.0210669	-.0046376	-.0007421

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0014398	.0068978	.0012772
38	-.0038454	.0326314	.0015305
39	-.0062533	.0579659	.0012321
40	-.0086936	.0732292	.0004340
41	-.0111632	.0731025	-.0004481
42	-.0135947	.0576164	-.0012395
43	-.0159840	.0322517	-.0015269
44	-.0183755	.0066628	-.0012647
45	-.0184693	.0060354	-.0012447
46	-.0198049	.0000000	-.0009850
47	-.0211397	-.0045542	-.0007258
48	-.0014372	.0070173	.0012983
49	-.0038383	.0331574	.0015545
50	-.0062416	.0589129	.0012548
51	-.0086773	.0745379	.0004512
52	-.0111422	.0746329	-.0004413
53	-.0135691	.0591385	-.0012483
54	-.0159538	.0334364	-.0015572
55	-.0183407	.0070751	-.0013224
56	-.0184346	.0064189	-.0013023
57	-.0195949	.0000000	-.0010724
58	-.0207267	-.0051027	-.0008410
59	-.0010438	.0063977	.0011803
60	-.0027785	.0301032	.0014150
61	-.0045154	.0539374	.0011947
62	-.0062608	.0699411	.0005649
63	-.0080089	.0735050	-.0001728
64	-.0097437	.0635620	-.0009381
65	-.0114629	.0408596	-.0016006
66	-.0131845	.0074213	-.0021478
67	-.0132605	.0063424	-.0021678
68	-.0135342	.0000000	-.0022438
69	-.0136650	-.0053885	-.0022790

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	54.47	.00
13	13	.00	-51.39	.00
24	24	.00	-3.10	.00
35	35	.00	1.80	.00
46	46	.00	-8.81	.00
57	57	.00	-45.17	.00
68	68	.00	52.21	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.33	231.33	8909.73	-9574.20
3	4962.17	-4962.17	-231.33	231.33	9574.20	-9688.68
4	4962.17	-4962.17	-231.33	231.33	9688.68	-13794.68
5	4962.17	-4962.17	-231.33	231.33	13794.68	-17900.75
6	4962.17	-5019.05	-231.33	-54.47	17900.75	-19729.54
7	5019.05	-5019.05	54.47	-54.47	19729.54	-18762.76
8	5019.05	-4846.62	54.47	-580.59	18762.76	-12342.13
9	4846.62	-4846.62	580.59	-580.59	12342.13	-2036.58
10	4846.62	-4846.62	580.59	-580.59	2036.58	8269.00
11	4846.62	-4846.62	580.59	-580.59	-8269.00	8558.55
12	4846.62	-9665.15	580.59	-50.66	-8558.55	15843.78
13	9665.15	-4902.93	-.72	529.16	-15843.78	8885.99
14	4902.93	-4902.93	-529.16	529.16	-8885.99	8621.91
15	4902.93	-4902.93	-529.16	529.16	-8621.91	-770.66
16	4902.93	-4902.93	-529.16	529.16	770.66	-10163.25
17	4902.93	-5018.92	-529.16	-3.08	10163.25	-15360.48
18	5018.92	-5018.92	3.08	-3.08	15360.48	-15305.87
19	5018.92	-4846.48	3.08	-529.19	15305.87	-9797.62
20	4846.48	-4846.48	529.19	-529.19	9797.62	-404.56
21	4846.48	-4846.48	529.19	-529.19	404.56	8988.52
22	4846.48	-4846.48	529.19	-529.19	-8988.52	9252.63
23	4846.48	-9665.02	529.19	.74	-9252.63	16261.63
24	9665.02	-4902.93	-3.84	532.26	-16261.63	9287.35
25	4902.93	-4902.93	-532.26	532.26	-9287.35	9021.70
26	4902.93	-4902.93	-532.26	532.26	-9021.70	-425.99
27	4902.93	-4902.93	-532.26	532.26	425.99	-9873.67
28	4902.93	-5018.92	-532.26	.03	9873.67	-15125.98
29	5018.92	-5018.92	-.03	.03	15125.99	-15126.46
30	5018.92	-4846.48	-.03	-526.08	15126.46	-9673.29
31	4846.48	-4846.48	526.08	-526.08	9673.29	-335.28
32	4846.48	-4846.48	526.08	-526.08	335.28	9002.67
33	4846.48	-4846.48	526.08	-526.08	-9002.67	9265.25
34	4846.48	-9665.02	526.08	3.84	-9265.24	16257.57
35	9665.02	-4902.93	-2.04	530.46	-16257.57	9292.96
36	4902.93	-4902.93	-530.46	530.46	-9292.96	9028.21

Data-Base: RDMS
Project : TEST
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- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-530.46	530.46	-9028.21	-387.57
38	4902.93	-4902.93	-530.46	530.46	387.57	-9803.29
39	4902.93	-5018.92	-530.46	-1.77	9803.29	-15023.68
40	5018.92	-5018.92	1.77	-1.77	15023.68	-14992.22
41	5018.92	-4846.48	1.77	-527.88	14992.22	-9507.10
42	4846.48	-4846.48	527.88	-527.88	9507.10	-137.16
43	4846.48	-4846.48	527.88	-527.88	137.16	9232.72
44	4846.48	-4846.48	527.88	-527.88	-9232.72	9496.22
45	4846.48	-9665.01	527.88	2.04	-9496.22	16498.26
46	9665.01	-4902.93	-10.85	539.27	-16498.26	9486.34
47	4902.93	-4902.93	-539.27	539.27	-9486.34	9217.21
48	4902.93	-4902.93	-539.27	539.27	-9217.21	-354.90
49	4902.93	-4902.93	-539.27	539.27	354.90	-9926.99
50	4902.93	-5018.91	-539.27	7.03	9926.99	-15303.71
51	5018.91	-5018.91	-7.03	7.03	15303.71	-15428.49
52	5018.91	-4846.48	-7.03	-519.09	15428.49	-10099.53
53	4846.48	-4846.48	519.09	-519.09	10099.53	-885.71
54	4846.48	-4846.48	519.09	-519.09	885.71	8328.09
55	4846.48	-4846.48	519.09	-519.09	-8328.09	8587.10
56	4846.48	-8164.18	519.09	-80.79	-8587.10	14210.78
57	8164.18	-3389.95	35.62	420.20	-14210.78	7794.13
58	3389.95	-3389.95	-420.20	420.20	-7794.13	7584.37
59	3389.95	-3389.95	-420.20	420.20	-7584.37	125.74
60	3389.95	-3389.95	-420.20	420.20	-125.74	-7332.87
61	3389.95	-3400.95	-420.20	52.20	7332.87	-11576.21
62	3400.95	-3400.95	-52.20	52.20	11576.21	-12502.83
63	3400.95	-3337.38	-52.20	-100.72	12502.83	-11783.14
64	3337.38	-3337.38	100.72	-100.72	11783.14	-9995.31
65	3337.38	-3337.38	100.72	-100.72	9995.31	-8207.46
66	3337.38	-3337.38	100.72	-100.72	8207.46	-8157.77
67	3337.38	-3337.38	100.72	-100.72	8157.77	-7868.04
68	3337.38	.00	152.93	.00	7868.04	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.2	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.2	-309.9	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.9	-298.9	-86.3	-86.3	13.7	8.8	4.0	4.0
8	-298.9	-223.2	-86.3	-83.4	8.8	-20.8	4.0	42.8
9	-223.2	-106.4	-83.4	-83.4	-20.8	-73.0	42.8	42.8
10	-106.4	10.3	-83.4	-83.4	-73.0	-125.3	42.8	42.8
11	10.3	13.6	-83.4	-83.4	-125.3	-126.8	42.8	42.8
12	13.6	13.2	-83.4	-166.3	-126.8	-246.6	42.8	3.7
13	13.2	16.3	-166.3	-84.3	-246.6	-129.4	-.1	-39.0
14	16.3	13.3	-84.3	-84.3	-129.4	-128.1	-39.0	-39.0
15	13.3	-93.1	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.1	-199.5	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.5	-260.4	-84.3	-86.3	-32.8	-8.5	-39.0	.2
18	-260.4	-259.7	-86.3	-86.3	-8.5	-8.7	.2	.2
19	-259.7	-194.4	-86.3	-83.4	-8.7	-33.7	.2	39.0
20	-194.4	-88.0	-83.4	-83.4	-33.7	-81.3	39.0	39.0
21	-88.0	18.5	-83.4	-83.4	-81.3	-128.9	39.0	39.0
22	18.5	21.4	-83.4	-83.4	-128.9	-130.3	39.0	39.0
23	21.4	18.0	-83.4	-166.3	-130.3	-248.7	39.0	-.1
24	18.0	20.9	-166.3	-84.3	-248.7	-131.4	-.3	-39.2
25	20.9	17.9	-84.3	-84.3	-131.4	-130.1	-39.2	-39.2
26	17.9	-89.2	-84.3	-84.3	-130.1	-82.2	-39.2	-39.2
27	-89.2	-196.2	-84.3	-84.3	-82.2	-34.3	-39.2	-39.2
28	-196.2	-257.7	-84.3	-86.3	-34.3	-9.6	-39.2	.0
29	-257.7	-257.7	-86.3	-86.3	-9.6	-9.6	.0	.0
30	-257.7	-193.0	-86.3	-83.4	-9.6	-34.3	.0	38.8
31	-193.0	-87.2	-83.4	-83.4	-34.3	-81.7	38.8	38.8
32	-87.2	18.6	-83.4	-83.4	-81.7	-129.0	38.8	38.8

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	18.6	21.6	-83.4	-83.4	-129.0	-130.3	38.8	38.8
34	21.6	17.9	-83.4	-166.3	-130.3	-248.7	38.8	-.3
35	17.9	20.9	-166.3	-84.3	-248.7	-131.5	-.2	-39.1
36	20.9	17.9	-84.3	-84.3	-131.5	-130.1	-39.1	-39.1
37	17.9	-88.7	-84.3	-84.3	-130.1	-82.4	-39.1	-39.1
38	-88.7	-195.4	-84.3	-84.3	-82.4	-34.6	-39.1	-39.1
39	-195.4	-256.5	-84.3	-86.3	-34.6	-10.2	-39.1	.1
40	-256.5	-256.2	-86.3	-86.3	-10.2	-10.3	.1	.1
41	-256.2	-191.1	-86.3	-83.4	-10.3	-35.2	.1	38.9
42	-191.1	-84.9	-83.4	-83.4	-35.2	-82.7	38.9	38.9
43	-84.9	21.2	-83.4	-83.4	-82.7	-130.2	38.9	38.9
44	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
45	24.2	20.6	-83.4	-166.3	-131.5	-249.9	38.9	-.2
46	20.6	23.1	-166.3	-84.3	-249.9	-132.4	-.8	-39.7
47	23.1	20.1	-84.3	-84.3	-132.4	-131.1	-39.7	-39.7
48	20.1	-88.4	-84.3	-84.3	-131.1	-82.5	-39.7	-39.7
49	-88.4	-196.8	-84.3	-84.3	-82.5	-34.0	-39.7	-39.7
50	-196.8	-259.7	-84.3	-86.3	-34.0	-8.7	-39.7	-.5
51	-259.7	-261.1	-86.3	-86.3	-8.7	-8.1	-.5	-.5
52	-261.1	-197.8	-86.3	-83.4	-8.1	-32.2	-.5	38.3
53	-197.8	-93.4	-83.4	-83.4	-32.2	-78.9	38.3	38.3
54	-93.4	11.0	-83.4	-83.4	-78.9	-125.6	38.3	38.3
55	11.0	13.9	-83.4	-83.4	-125.6	-126.9	38.3	38.3
56	13.9	20.5	-83.4	-140.4	-126.9	-212.5	38.3	6.0
57	20.5	30.0	-140.4	-58.3	-212.5	-97.8	2.6	-31.0
58	30.0	27.6	-58.3	-58.3	-97.8	-96.8	-31.0	-31.0
59	27.6	-56.9	-58.3	-58.3	-96.8	-59.0	-31.0	-31.0
60	-56.9	-141.4	-58.3	-58.3	-59.0	-21.1	-31.0	-31.0
61	-141.4	-189.6	-58.3	-58.5	-21.1	.2	-31.0	-3.8
62	-189.6	-200.1	-58.5	-58.5	.2	4.9	-3.8	-3.8
63	-200.1	-190.9	-58.5	-57.4	4.9	2.3	-3.8	7.4
64	-190.9	-170.6	-57.4	-57.4	2.3	-6.7	7.4	7.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-170.6	-150.4	-57.4	-57.4	-6.7	-15.8	7.4	7.4
66	-150.4	-149.8	-57.4	-57.4	-15.8	-16.1	7.4	7.4
67	-149.8	-146.5	-57.4	-57.4	-16.1	-17.5	7.4	7.4
68	-146.5	.0	-57.4	.0	-17.5	.0	11.3	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4962.17	.00	285.79	.00	-8909.73
2	4962.17	-4962.17	-231.33	231.33	8909.73	-9574.20
3	4962.17	-4962.17	-231.33	231.33	9574.20	-9688.68
4	4962.17	-4962.17	-231.33	231.33	9688.68	-13794.68
5	4962.17	-4962.17	-231.33	231.33	13794.68	-17900.75
6	4962.17	-5019.05	-231.33	-54.47	17900.75	-19729.54
7	5019.05	-5019.05	54.47	-54.47	19729.54	-18762.76
8	5019.05	-4846.62	54.47	-580.59	18762.76	-12342.13
9	4846.62	-4846.62	580.59	-580.59	12342.13	-2036.58
10	4846.62	-4846.62	580.59	-580.59	2036.58	8269.00
11	4846.62	-4846.62	580.59	-580.59	-8269.00	8558.55
12	4846.62	-9665.15	580.59	-50.66	-8558.55	15843.78
13	9665.15	-4902.93	-.72	529.16	-15843.78	8885.99
14	4902.93	-4902.93	-529.16	529.16	-8885.99	8621.91
15	4902.93	-4902.93	-529.16	529.16	-8621.91	-770.66
16	4902.93	-4902.93	-529.16	529.16	770.66	-10163.25
17	4902.93	-5018.92	-529.16	-3.08	10163.25	-15360.48
18	5018.92	-5018.92	3.08	-3.08	15360.48	-15305.87
19	5018.92	-4846.48	3.08	-529.19	15305.87	-9797.62
20	4846.48	-4846.48	529.19	-529.19	9797.62	-404.56
21	4846.48	-4846.48	529.19	-529.19	404.56	8988.52
22	4846.48	-4846.48	529.19	-529.19	-8988.52	9252.63
23	4846.48	-9665.02	529.19	.74	-9252.63	16261.63
24	9665.02	-4902.93	-3.84	532.26	-16261.63	9287.35
25	4902.93	-4902.93	-532.26	532.26	-9287.35	9021.70
26	4902.93	-4902.93	-532.26	532.26	-9021.70	-425.99
27	4902.93	-4902.93	-532.26	532.26	425.99	-9873.67
28	4902.93	-5018.92	-532.26	.03	9873.67	-15125.98
29	5018.92	-5018.92	-.03	.03	15125.99	-15126.46
30	5018.92	-4846.48	-.03	-526.08	15126.46	-9673.29
31	4846.48	-4846.48	526.08	-526.08	9673.29	-335.28
32	4846.48	-4846.48	526.08	-526.08	335.28	9002.67
33	4846.48	-4846.48	526.08	-526.08	-9002.67	9265.25
34	4846.48	-9665.02	526.08	3.84	-9265.24	16257.57
35	9665.02	-4902.93	-2.04	530.46	-16257.57	9292.96
36	4902.93	-4902.93	-530.46	530.46	-9292.96	9028.21

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- U N D E T E R M I N A T E F O R C E S

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4902.93	-4902.93	-530.46	530.46	-9028.21	-387.57
38	4902.93	-4902.93	-530.46	530.46	387.57	-9803.29
39	4902.93	-5018.92	-530.46	-1.77	9803.29	-15023.68
40	5018.92	-5018.92	1.77	-1.77	15023.68	-14992.22
41	5018.92	-4846.48	1.77	-527.88	14992.22	-9507.10
42	4846.48	-4846.48	527.88	-527.88	9507.10	-137.16
43	4846.48	-4846.48	527.88	-527.88	137.16	9232.72
44	4846.48	-4846.48	527.88	-527.88	-9232.72	9496.22
45	4846.48	-9665.01	527.88	2.04	-9496.22	16498.26
46	9665.01	-4902.93	-10.85	539.27	-16498.26	9486.34
47	4902.93	-4902.93	-539.27	539.27	-9486.34	9217.21
48	4902.93	-4902.93	-539.27	539.27	-9217.21	-354.90
49	4902.93	-4902.93	-539.27	539.27	354.90	-9926.99
50	4902.93	-5018.91	-539.27	7.03	9926.99	-15303.71
51	5018.91	-5018.91	-7.03	7.03	15303.71	-15428.49
52	5018.91	-4846.48	-7.03	-519.09	15428.49	-10099.53
53	4846.48	-4846.48	519.09	-519.09	10099.53	-885.71
54	4846.48	-4846.48	519.09	-519.09	885.71	8328.09
55	4846.48	-4846.48	519.09	-519.09	-8328.09	8587.10
56	4846.48	-8164.18	519.09	-80.79	-8587.10	14210.78
57	8164.18	-3389.95	35.62	420.20	-14210.78	7794.13
58	3389.95	-3389.95	-420.20	420.20	-7794.13	7584.37
59	3389.95	-3389.95	-420.20	420.20	-7584.37	125.74
60	3389.95	-3389.95	-420.20	420.20	-125.74	-7332.87
61	3389.95	-3400.95	-420.20	52.20	7332.87	-11576.21
62	3400.95	-3400.95	-52.20	52.20	11576.21	-12502.83
63	3400.95	-3337.38	-52.20	-100.72	12502.83	-11783.14
64	3337.38	-3337.38	100.72	-100.72	11783.14	-9995.31
65	3337.38	-3337.38	100.72	-100.72	9995.31	-8207.46
66	3337.38	-3337.38	100.72	-100.72	8207.46	-8157.77
67	3337.38	-3337.38	100.72	-100.72	8157.77	-7868.04
68	3337.38	.00	152.93	.00	7868.04	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

-U N D E T E R M I N A T E   S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-186.3	.0	-85.4	.0	-40.2	.0	-21.1
2	-186.3	-193.8	-85.4	-85.4	-40.2	-36.8	-17.0	-17.0
3	-193.8	-195.1	-85.4	-85.4	-36.8	-36.2	-17.0	-17.0
4	-195.1	-241.6	-85.4	-85.4	-36.2	-15.4	-17.0	-17.0
5	-241.6	-288.2	-85.4	-85.4	-15.4	5.4	-17.0	-17.0
6	-288.2	-309.9	-85.4	-86.3	5.4	13.7	-17.0	4.0
7	-309.9	-298.9	-86.3	-86.3	13.7	8.8	4.0	4.0
8	-298.9	-223.2	-86.3	-83.4	8.8	-20.8	4.0	42.8
9	-223.2	-106.4	-83.4	-83.4	-20.8	-73.0	42.8	42.8
10	-106.4	10.3	-83.4	-83.4	-73.0	-125.3	42.8	42.8
11	10.3	13.6	-83.4	-83.4	-125.3	-126.8	42.8	42.8
12	13.6	13.2	-83.4	-166.3	-126.8	-246.6	42.8	3.7
13	13.2	16.3	-166.3	-84.3	-246.6	-129.4	-.1	-39.0
14	16.3	13.3	-84.3	-84.3	-129.4	-128.1	-39.0	-39.0
15	13.3	-93.1	-84.3	-84.3	-128.1	-80.4	-39.0	-39.0
16	-93.1	-199.5	-84.3	-84.3	-80.4	-32.8	-39.0	-39.0
17	-199.5	-260.4	-84.3	-86.3	-32.8	-8.5	-39.0	.2
18	-260.4	-259.7	-86.3	-86.3	-8.5	-8.7	.2	.2
19	-259.7	-194.4	-86.3	-83.4	-8.7	-33.7	.2	39.0
20	-194.4	-88.0	-83.4	-83.4	-33.7	-81.3	39.0	39.0
21	-88.0	18.5	-83.4	-83.4	-81.3	-128.9	39.0	39.0
22	18.5	21.4	-83.4	-83.4	-128.9	-130.3	39.0	39.0
23	21.4	18.0	-83.4	-166.3	-130.3	-248.7	39.0	-.1
24	18.0	20.9	-166.3	-84.3	-248.7	-131.4	-.3	-39.2
25	20.9	17.9	-84.3	-84.3	-131.4	-130.1	-39.2	-39.2
26	17.9	-89.2	-84.3	-84.3	-130.1	-82.2	-39.2	-39.2
27	-89.2	-196.2	-84.3	-84.3	-82.2	-34.3	-39.2	-39.2
28	-196.2	-257.7	-84.3	-86.3	-34.3	-9.6	-39.2	.0
29	-257.7	-257.7	-86.3	-86.3	-9.6	-9.6	.0	.0
30	-257.7	-193.0	-86.3	-83.4	-9.6	-34.3	.0	38.8
31	-193.0	-87.2	-83.4	-83.4	-34.3	-81.7	38.8	38.8
32	-87.2	18.6	-83.4	-83.4	-81.7	-129.0	38.8	38.8

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	18.6	21.6	-83.4	-83.4	-129.0	-130.3	38.8	38.8
34	21.6	17.9	-83.4	-166.3	-130.3	-248.7	38.8	-.3
35	17.9	20.9	-166.3	-84.3	-248.7	-131.5	-.2	-39.1
36	20.9	17.9	-84.3	-84.3	-131.5	-130.1	-39.1	-39.1
37	17.9	-88.7	-84.3	-84.3	-130.1	-82.4	-39.1	-39.1
38	-88.7	-195.4	-84.3	-84.3	-82.4	-34.6	-39.1	-39.1
39	-195.4	-256.5	-84.3	-86.3	-34.6	-10.2	-39.1	.1
40	-256.5	-256.2	-86.3	-86.3	-10.2	-10.3	.1	.1
41	-256.2	-191.1	-86.3	-83.4	-10.3	-35.2	.1	38.9
42	-191.1	-84.9	-83.4	-83.4	-35.2	-82.7	38.9	38.9
43	-84.9	21.2	-83.4	-83.4	-82.7	-130.2	38.9	38.9
44	21.2	24.2	-83.4	-83.4	-130.2	-131.5	38.9	38.9
45	24.2	20.6	-83.4	-166.3	-131.5	-249.9	38.9	-.2
46	20.6	23.1	-166.3	-84.3	-249.9	-132.4	-.8	-39.7
47	23.1	20.1	-84.3	-84.3	-132.4	-131.1	-39.7	-39.7
48	20.1	-88.4	-84.3	-84.3	-131.1	-82.5	-39.7	-39.7
49	-88.4	-196.8	-84.3	-84.3	-82.5	-34.0	-39.7	-39.7
50	-196.8	-259.7	-84.3	-86.3	-34.0	-8.7	-39.7	-.5
51	-259.7	-261.1	-86.3	-86.3	-8.7	-8.1	-.5	-.5
52	-261.1	-197.8	-86.3	-83.4	-8.1	-32.2	-.5	38.3
53	-197.8	-93.4	-83.4	-83.4	-32.2	-78.9	38.3	38.3
54	-93.4	11.0	-83.4	-83.4	-78.9	-125.6	38.3	38.3
55	11.0	13.9	-83.4	-83.4	-125.6	-126.9	38.3	38.3
56	13.9	20.5	-83.4	-140.4	-126.9	-212.5	38.3	6.0
57	20.5	30.0	-140.4	-58.3	-212.5	-97.8	2.6	-31.0
58	30.0	27.6	-58.3	-58.3	-97.8	-96.8	-31.0	-31.0
59	27.6	-56.9	-58.3	-58.3	-96.8	-59.0	-31.0	-31.0
60	-56.9	-141.4	-58.3	-58.3	-59.0	-21.1	-31.0	-31.0
61	-141.4	-189.6	-58.3	-58.5	-21.1	.2	-31.0	-3.8
62	-189.6	-200.1	-58.5	-58.5	.2	4.9	-3.8	-3.8
63	-200.1	-190.9	-58.5	-57.4	4.9	2.3	-3.8	7.4
64	-190.9	-170.6	-57.4	-57.4	2.3	-6.7	7.4	7.4

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 3 INITIAL POST-TENSIONING
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-170.6	-150.4	-57.4	-57.4	-6.7	-15.8	7.4	7.4
66	-150.4	-149.8	-57.4	-57.4	-15.8	-16.1	7.4	7.4
67	-149.8	-146.5	-57.4	-57.4	-16.1	-17.5	7.4	7.4
68	-146.5	.0	-57.4	.0	-17.5	.0	11.3	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0003608	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	-.0004368	.0000000	.0000000
4	-.0005275	.0000000	.0000000
5	-.0032305	.0000000	.0000000
6	-.0059398	.0000000	.0000000
7	-.0086553	.0000000	.0000000
8	-.0113771	.0000000	.0000000
9	-.0141051	.0000000	.0000000
10	-.0168393	.0000000	.0000000
11	-.0195798	.0000000	.0000000
12	-.0196705	.0000000	.0000000
13	-.0204871	.0000000	.0000000
14	-.0213038	.0000000	.0000000
15	-.0212916	.0000000	.0000000
16	-.0239817	.0000000	.0000000
17	-.0266781	.0000000	.0000000
18	-.0293807	.0000000	.0000000
19	-.0320895	.0000000	.0000000
20	-.0348046	.0000000	.0000000
21	-.0375259	.0000000	.0000000
22	-.0402535	.0000000	.0000000
23	-.0403441	.0000000	.0000000
24	-.0411569	.0000000	.0000000
25	-.0419696	.0000000	.0000000
26	-.0418567	.0000000	.0000000
27	-.0445339	.0000000	.0000000
28	-.0472174	.0000000	.0000000
29	-.0499070	.0000000	.0000000
30	-.0526030	.0000000	.0000000
31	-.0553051	.0000000	.0000000
32	-.0580135	.0000000	.0000000
33	-.0607281	.0000000	.0000000
34	-.0608188	.0000000	.0000000
35	-.0616276	.0000000	.0000000
36	-.0624364	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0622228	.0000000	.0000000
38	-.0649307	.0000000	.0000000
39	-.0676449	.0000000	.0000000
40	-.0703653	.0000000	.0000000
41	-.0730920	.0000000	.0000000
42	-.0758249	.0000000	.0000000
43	-.0785640	.0000000	.0000000
44	-.0813093	.0000000	.0000000
45	-.0814000	.0000000	.0000000
46	-.0822049	.0000000	.0000000
47	-.0830098	.0000000	.0000000
48	-.0826993	.0000000	.0000000
49	-.0853943	.0000000	.0000000
50	-.0880956	.0000000	.0000000
51	-.0908031	.0000000	.0000000
52	-.0935168	.0000000	.0000000
53	-.0962368	.0000000	.0000000
54	-.0989630	.0000000	.0000000
55	-.1016954	.0000000	.0000000
56	-.1017860	.0000000	.0000000
57	-.1025874	.0000000	.0000000
58	-.1033888	.0000000	.0000000
59	-.1029953	.0000000	.0000000
60	-.1056774	.0000000	.0000000
61	-.1083657	.0000000	.0000000
62	-.1110603	.0000000	.0000000
63	-.1137611	.0000000	.0000000
64	-.1164681	.0000000	.0000000
65	-.1191814	.0000000	.0000000
66	-.1219010	.0000000	.0000000
67	-.1219915	.0000000	.0000000
68	-.1224185	.0000000	.0000000
69	-.1227712	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
57	57	.00	.00	.00
68	68	.00	.00	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00
47	.00	.00	.00	.00	.00	.00
48	.00	.00	.00	.00	.00	.00
49	.00	.00	.00	.00	.00	.00
50	.00	.00	.00	.00	.00	.00
51	.00	.00	.00	.00	.00	.00
52	.00	.00	.00	.00	.00	.00
53	.00	.00	.00	.00	.00	.00
54	.00	.00	.00	.00	.00	.00
55	.00	.00	.00	.00	.00	.00
56	.00	.00	.00	.00	.00	.00
57	.00	.00	.00	.00	.00	.00
58	.00	.00	.00	.00	.00	.00
59	.00	.00	.00	.00	.00	.00
60	.00	.00	.00	.00	.00	.00
61	.00	.00	.00	.00	.00	.00
62	.00	.00	.00	.00	.00	.00
63	.00	.00	.00	.00	.00	.00
64	.00	.00	.00	.00	.00	.00
65	.00	.00	.00	.00	.00	.00
66	.00	.00	.00	.00	.00	.00
67	.00	.00	.00	.00	.00	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 4 CONCRETE SHRINKAGE
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000145	.0005280	-.0002232
2	.0000000	.0000000	-.0002201
3	.0000316	-.0006230	-.0002132
4	.0000376	-.0007292	-.0002118
5	.0002325	-.0040478	-.0001596
6	.0004275	-.0063043	-.0000921
7	.0006244	-.0072328	-.0000114
8	.0008230	-.0067458	.0000649
9	.0010164	-.0050042	.0001249
10	.0012047	-.0026129	.0001360
11	.0013930	-.0004812	.0000956
12	.0013987	-.0004339	.0000937
13	.0014968	.0000000	.0000660
14	.0016021	.0002737	.0000372
15	.0012026	-.0000673	-.0000254
16	.0013902	-.0009876	-.0000708
17	.0015780	-.0023122	-.0000710
18	.0017692	-.0032473	-.0000295
19	.0019640	-.0033241	.0000212
20	.0021535	-.0025097	.0000659
21	.0023379	-.0012190	.0000728
22	.0025224	-.0001640	.0000394
23	.0025280	-.0001447	.0000378
24	.0026246	.0000000	.0000145
25	.0027286	.0000100	-.0000095
26	.0022824	-.0002378	-.0000519
27	.0024689	-.0015051	-.0000839
28	.0026556	-.0029674	-.0000738
29	.0028457	-.0038851	-.0000252
30	.0030394	-.0038417	.0000300
31	.0032278	-.0028544	.0000762
32	.0034111	-.0013856	.0000821
33	.0035945	-.0001928	.0000451
34	.0036001	-.0001707	.0000434
35	.0036966	.0000000	.0000185
36	.0038006	.0000269	-.0000072

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0033480	-.0002177	-.0000494
38	.0035361	-.0014825	-.0000858
39	.0037243	-.0030022	-.0000781
40	.0039161	-.0040012	-.0000298
41	.0041113	-.0040296	.0000267
42	.0043013	-.0030748	.0000760
43	.0044862	-.0015728	.0000863
44	.0046711	-.0002574	.0000550
45	.0046768	-.0002303	.0000534
46	.0047733	.0000000	.0000306
47	.0048772	.0000975	.0000069
48	.0044083	-.0001416	-.0000354
49	.0045950	-.0011184	-.0000680
50	.0047818	-.0023194	-.0000606
51	.0049721	-.0030422	-.0000168
52	.0051659	-.0029077	.0000315
53	.0053545	-.0019708	.0000687
54	.0055379	-.0007325	.0000633
55	.0057214	.0000112	.0000130
56	.0057270	.0000171	.0000108
57	.0058264	.0000000	-.0000189
58	.0059336	-.0001863	-.0000489
59	.0054601	-.0004526	-.0000916
60	.0056596	-.0025491	-.0001354
61	.0058591	-.0049368	-.0001245
62	.0060592	-.0066584	-.0000641
63	.0062599	-.0071389	.0000114
64	.0064570	-.0062171	.0000910
65	.0066505	-.0039930	.0001572
66	.0068440	-.0007202	.0002092
67	.0068498	-.0006153	.0002105
68	.0068809	.0000000	.0002175
69	.0068959	.0005219	.0002206

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-8.45	.00
13	13	.00	10.58	.00
24	24	.00	-2.93	.00
35	35	.00	1.74	.00
46	46	.00	-3.92	.00
57	57	.00	12.23	.00
68	68	.00	-9.25	.00
		------------	------------	------------
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	420.57	.00	-23.88	.00	755.25
2	-420.57	420.57	15.43	-15.43	-755.25	799.57
3	-420.57	420.57	15.43	-15.43	-799.57	807.17
4	-420.57	420.57	15.43	-15.43	-807.17	1081.07
5	-420.57	420.57	15.43	-15.43	-1081.07	1354.98
6	-420.57	427.69	15.43	8.45	-1354.98	1449.29
7	-427.69	427.69	-8.45	8.45	-1449.29	1299.32
8	-427.69	405.88	-8.45	52.51	-1299.32	659.17
9	-405.88	405.88	-52.51	52.51	-659.17	-272.86
10	-405.88	405.88	-52.51	52.51	272.86	-1204.90
11	-405.88	405.88	-52.51	52.51	1204.90	-1231.11
12	-405.88	798.37	-52.51	8.43	1231.11	-1854.66
13	-798.37	405.56	2.15	-46.16	1854.66	-1263.68
14	-405.56	405.56	46.16	-46.16	1263.68	-1240.61
15	-405.56	405.56	46.16	-46.16	1240.61	-421.34
16	-405.56	405.56	46.16	-46.16	421.34	397.94
17	-405.56	419.82	46.16	-2.13	-397.94	891.34
18	-419.82	419.82	2.13	-2.13	-891.34	929.17
19	-419.82	398.01	2.13	41.07	-929.17	484.41
20	-398.01	398.01	-41.07	41.07	-484.41	-244.67
21	-398.01	398.01	-41.07	41.07	244.67	-973.74
22	-398.01	398.01	-41.07	41.07	973.74	-994.26
23	-398.01	788.46	-41.07	-2.51	994.26	-1554.71
24	-788.46	403.58	-.42	-43.01	1554.71	-987.71
25	-403.58	403.58	43.01	-43.01	987.71	-966.23
26	-403.58	403.58	43.01	-43.01	966.23	-202.79
27	-403.58	403.58	43.01	-43.01	202.79	560.65
28	-403.58	417.84	43.01	.80	-560.65	1000.09
29	-417.84	417.84	-.80	.80	-1000.09	985.90
30	-417.84	396.03	-.80	43.79	-985.90	491.03
31	-396.03	396.03	-43.79	43.79	-491.03	-286.26
32	-396.03	396.03	-43.79	43.79	286.26	-1063.54
33	-396.03	396.03	-43.79	43.79	1063.54	-1085.42
34	-396.03	789.01	-43.79	.14	1085.42	-1662.77
35	-789.01	406.11	1.59	-45.02	1662.77	-1086.78
36	-406.11	406.11	45.02	-45.02	1086.78	-1064.29

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	-406.11	406.11	45.02	-45.02	1064.29	-265.16
38	-406.11	406.11	45.02	-45.02	265.16	533.98
39	-406.11	420.37	45.02	-.94	-533.98	1006.70
40	-420.37	420.37	.94	-.94	-1006.70	1023.33
41	-420.37	398.57	.94	42.33	-1023.33	556.87
42	-398.57	398.57	-42.33	42.33	-556.87	-194.47
43	-398.57	398.57	-42.33	42.33	194.47	-945.81
44	-398.57	398.57	-42.33	42.33	945.81	-966.94
45	-398.57	788.97	-42.33	-1.28	966.94	-1534.09
46	-788.97	403.52	-2.64	-40.83	1534.09	-978.33
47	-403.52	403.52	40.83	-40.83	978.33	-957.93
48	-403.52	403.52	40.83	-40.83	957.93	-233.29
49	-403.52	403.52	40.83	-40.83	233.29	491.36
50	-403.52	417.78	40.83	2.98	-491.36	892.04
51	-417.78	417.78	-2.98	2.98	-892.04	839.15
52	-417.78	395.98	-2.98	45.97	-839.15	305.65
53	-395.98	395.98	-45.97	45.97	-305.65	-510.25
54	-395.98	395.98	-45.97	45.97	510.25	-1326.15
55	-395.98	395.98	-45.97	45.97	1326.15	-1349.13
56	-395.98	812.19	-45.97	.90	1349.13	-1959.01
57	-812.19	431.05	11.33	-56.05	1959.01	-1325.90
58	-431.05	431.05	56.05	-56.05	1325.90	-1297.92
59	-431.05	431.05	56.05	-56.05	1297.92	-303.12
60	-431.05	431.05	56.05	-56.05	303.12	691.69
61	-431.05	433.36	56.05	-9.25	-691.69	1281.70
62	-433.36	433.36	9.25	-9.25	-1281.70	1445.91
63	-433.36	417.90	9.25	14.56	-1445.91	1328.48
64	-417.90	417.90	-14.56	14.56	-1328.48	1069.96
65	-417.90	417.90	-14.56	14.56	-1069.96	811.43
66	-417.90	417.90	-14.56	14.56	-811.43	804.26
67	-417.90	417.90	-14.56	14.56	-804.26	762.37
68	-417.90	.00	-23.82	.00	-762.37	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	15.8	.0	7.2	.0	3.4	.0	1.8
2	15.8	16.3	7.2	7.2	3.4	3.2	1.1	1.1
3	16.3	16.4	7.2	7.2	3.2	3.1	1.1	1.1
4	16.4	19.5	7.2	7.2	3.1	1.8	1.1	1.1
5	19.5	22.6	7.2	7.2	1.8	.4	1.1	1.1
6	22.6	23.8	7.2	7.4	.4	.0	1.1	-.6
7	23.8	22.1	7.4	7.4	.0	.8	-.6	-.6
8	22.1	14.4	7.4	7.0	.8	3.6	-.6	-3.9
9	14.4	3.9	7.0	7.0	3.6	8.4	-3.9	-3.9
10	3.9	-6.7	7.0	7.0	8.4	13.1	-3.9	-3.9
11	-6.7	-7.0	7.0	7.0	13.1	13.2	-3.9	-3.9
12	-7.0	-7.3	7.0	13.7	13.2	23.1	-3.9	-.6
13	-7.3	-7.3	13.7	7.0	23.1	13.4	.2	3.4
14	-7.3	-7.1	7.0	7.0	13.4	13.3	3.4	3.4
15	-7.1	2.2	7.0	7.0	13.3	9.1	3.4	3.4
16	2.2	11.5	7.0	7.0	9.1	5.0	3.4	3.4
17	11.5	17.3	7.0	7.2	5.0	2.7	3.4	.2
18	17.3	17.7	7.2	7.2	2.7	2.5	.2	.2
19	17.7	12.3	7.2	6.8	2.5	4.4	.2	-3.0
20	12.3	4.1	6.8	6.8	4.4	8.1	-3.0	-3.0
21	4.1	-4.2	6.8	6.8	8.1	11.8	-3.0	-3.0
22	-4.2	-4.4	6.8	6.8	11.8	11.9	-3.0	-3.0
23	-4.4	-4.0	6.8	13.6	11.9	21.4	-3.0	.2
24	-4.0	-4.2	13.6	6.9	21.4	12.0	.0	3.2
25	-4.2	-4.0	6.9	6.9	12.0	11.8	3.2	3.2
26	-4.0	4.6	6.9	6.9	11.8	8.0	3.2	3.2
27	4.6	13.3	6.9	6.9	8.0	4.1	3.2	3.2
28	13.3	18.5	6.9	7.2	4.1	2.1	3.2	-.1
29	18.5	18.4	7.2	7.2	2.1	2.2	-.1	-.1
30	18.4	12.4	7.2	6.8	2.2	4.3	-.1	-3.2
31	12.4	3.6	6.8	6.8	4.3	8.3	-3.2	-3.2
32	3.6	-5.2	6.8	6.8	8.3	12.2	-3.2	-3.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-5.2	-5.5	6.8	6.8	12.2	12.3	-3.2	-3.2
34	-5.5	-5.3	6.8	13.6	12.3	22.0	-3.2	.0
35	-5.3	-5.3	13.6	7.0	22.0	12.5	.1	3.3
36	-5.3	-5.1	7.0	7.0	12.5	12.4	3.3	3.3
37	-5.1	4.0	7.0	7.0	12.4	8.3	3.3	3.3
38	4.0	13.0	7.0	7.0	8.3	4.3	3.3	3.3
39	13.0	18.6	7.0	7.2	4.3	2.1	3.3	.1
40	18.6	18.8	7.2	7.2	2.1	2.0	.1	.1
41	18.8	13.2	7.2	6.9	2.0	4.0	.1	-3.1
42	13.2	4.7	6.9	6.9	4.0	7.8	-3.1	-3.1
43	4.7	-3.9	6.9	6.9	7.8	11.7	-3.1	-3.1
44	-3.9	-4.1	6.9	6.9	11.7	11.8	-3.1	-3.1
45	-4.1	-3.8	6.9	13.6	11.8	21.4	-3.1	.1
46	-3.8	-4.1	13.6	6.9	21.4	11.9	-.2	3.0
47	-4.1	-3.9	6.9	6.9	11.9	11.8	3.0	3.0
48	-3.9	4.3	6.9	6.9	11.8	8.1	3.0	3.0
49	4.3	12.5	6.9	6.9	8.1	4.5	3.0	3.0
50	12.5	17.3	6.9	7.2	4.5	2.7	3.0	-.2
51	17.3	16.7	7.2	7.2	2.7	2.9	-.2	-.2
52	16.7	10.3	7.2	6.8	2.9	5.3	-.2	-3.4
53	10.3	1.0	6.8	6.8	5.3	9.4	-3.4	-3.4
54	1.0	-8.2	6.8	6.8	9.4	13.5	-3.4	-3.4
55	-8.2	-8.5	6.8	6.8	13.5	13.7	-3.4	-3.4
56	-8.5	-8.2	6.8	14.0	13.7	23.9	-3.4	-.1
57	-8.2	-7.6	14.0	7.4	23.9	14.1	.8	4.1
58	-7.6	-7.3	7.4	7.4	14.1	14.0	4.1	4.1
59	-7.3	4.0	7.4	7.4	14.0	9.0	4.1	4.1
60	4.0	15.3	7.4	7.4	9.0	3.9	4.1	4.1
61	15.3	22.0	7.4	7.5	3.9	1.0	4.1	.7
62	22.0	23.8	7.5	7.5	1.0	.1	.7	.7
63	23.8	22.2	7.5	7.2	.1	.5	.7	-1.1
64	22.2	19.3	7.2	7.2	.5	1.8	-1.1	-1.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	19.3	16.4	7.2	7.2	1.8	3.1	-1.1	-1.1
66	16.4	16.3	7.2	7.2	3.1	3.1	-1.1	-1.1
67	16.3	15.8	7.2	7.2	3.1	3.3	-1.1	-1.1
68	15.8	.0	7.2	.0	3.3	.0	-1.8	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	420.57	.00	-23.88	.00	755.25
2	-420.57	420.57	15.43	-15.43	-755.25	799.57
3	-420.57	420.57	15.43	-15.43	-799.57	807.17
4	-420.57	420.57	15.43	-15.43	-807.17	1081.07
5	-420.57	420.57	15.43	-15.43	-1081.07	1354.98
6	-420.57	427.69	15.43	8.45	-1354.98	1449.29
7	-427.69	427.69	-8.45	8.45	-1449.29	1299.32
8	-427.69	405.88	-8.45	52.51	-1299.32	659.17
9	-405.88	405.88	-52.51	52.51	-659.17	-272.86
10	-405.88	405.88	-52.51	52.51	272.86	-1204.90
11	-405.88	405.88	-52.51	52.51	1204.90	-1231.11
12	-405.88	798.37	-52.51	8.43	1231.11	-1854.66
13	-798.37	405.56	2.15	-46.16	1854.66	-1263.68
14	-405.56	405.56	46.16	-46.16	1263.68	-1240.61
15	-405.56	405.56	46.16	-46.16	1240.61	-421.34
16	-405.56	405.56	46.16	-46.16	421.34	397.94
17	-405.56	419.82	46.16	-2.13	-397.94	891.34
18	-419.82	419.82	2.13	-2.13	-891.34	929.17
19	-419.82	398.01	2.13	41.07	-929.17	484.41
20	-398.01	398.01	-41.07	41.07	-484.41	-244.67
21	-398.01	398.01	-41.07	41.07	244.67	-973.74
22	-398.01	398.01	-41.07	41.07	973.74	-994.26
23	-398.01	788.46	-41.07	-2.51	994.26	-1554.71
24	-788.46	403.58	-.42	-43.01	1554.71	-987.71
25	-403.58	403.58	43.01	-43.01	987.71	-966.23
26	-403.58	403.58	43.01	-43.01	966.23	-202.79
27	-403.58	403.58	43.01	-43.01	202.79	560.65
28	-403.58	417.84	43.01	.80	-560.65	1000.09
29	-417.84	417.84	-.80	.80	-1000.09	985.90
30	-417.84	396.03	-.80	43.79	-985.90	491.03
31	-396.03	396.03	-43.79	43.79	-491.03	-286.26
32	-396.03	396.03	-43.79	43.79	286.26	-1063.54
33	-396.03	396.03	-43.79	43.79	1063.54	-1085.42
34	-396.03	789.01	-43.79	.14	1085.42	-1662.77
35	-789.01	406.11	1.59	-45.02	1662.77	-1086.78
36	-406.11	406.11	45.02	-45.02	1086.78	-1064.29

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- U N D E T E R M I N A T E   F O R C E S

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
37	-406.11	406.11	45.02	-45.02	1064.29	-265.16
38	-406.11	406.11	45.02	-45.02	265.16	533.98
39	-406.11	420.37	45.02	-.94	-533.98	1006.70
40	-420.37	420.37	.94	-.94	-1006.70	1023.33
41	-420.37	398.57	.94	42.33	-1023.33	556.87
42	-398.57	398.57	-42.33	42.33	-556.87	-194.47
43	-398.57	398.57	-42.33	42.33	194.47	-945.81
44	-398.57	398.57	-42.33	42.33	945.81	-966.94
45	-398.57	788.97	-42.33	-1.28	966.94	-1534.09
46	-788.97	403.52	-2.64	-40.83	1534.09	-978.33
47	-403.52	403.52	40.83	-40.83	978.33	-957.93
48	-403.52	403.52	40.83	-40.83	957.93	-233.29
49	-403.52	403.52	40.83	-40.83	233.29	491.36
50	-403.52	417.78	40.83	2.98	-491.36	892.04
51	-417.78	417.78	-2.98	2.98	-892.04	839.15
52	-417.78	395.98	-2.98	45.97	-839.15	305.65
53	-395.98	395.98	-45.97	45.97	-305.65	-510.25
54	-395.98	395.98	-45.97	45.97	510.25	-1326.15
55	-395.98	395.98	-45.97	45.97	1326.15	-1349.13
56	-395.98	812.19	-45.97	.90	1349.13	-1959.01
57	-812.19	431.05	11.33	-56.05	1959.01	-1325.90
58	-431.05	431.05	56.05	-56.05	1325.90	-1297.92
59	-431.05	431.05	56.05	-56.05	1297.92	-303.12
60	-431.05	431.05	56.05	-56.05	303.12	691.69
61	-431.05	433.36	56.05	-9.25	-691.69	1281.70
62	-433.36	433.36	9.25	-9.25	-1281.70	1445.91
63	-433.36	417.90	9.25	14.56	-1445.91	1328.48
64	-417.90	417.90	-14.56	14.56	-1328.48	1069.96
65	-417.90	417.90	-14.56	14.56	-1069.96	811.43
66	-417.90	417.90	-14.56	14.56	-811.43	804.26
67	-417.90	417.90	-14.56	14.56	-804.26	762.37
68	-417.90	.00	-23.82	.00	-762.37	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	15.8	.0	7.2	.0	3.4	.0	1.8
2	15.8	16.3	7.2	7.2	3.4	3.2	1.1	1.1
3	16.3	16.4	7.2	7.2	3.2	3.1	1.1	1.1
4	16.4	19.5	7.2	7.2	3.1	1.8	1.1	1.1
5	19.5	22.6	7.2	7.2	1.8	.4	1.1	1.1
6	22.6	23.8	7.2	7.4	.4	.0	1.1	-.6
7	23.8	22.1	7.4	7.4	.0	.8	-.6	-.6
8	22.1	14.4	7.4	7.0	.8	3.6	-.6	-3.9
9	14.4	3.9	7.0	7.0	3.6	8.4	-3.9	-3.9
10	3.9	-6.7	7.0	7.0	8.4	13.1	-3.9	-3.9
11	-6.7	-7.0	7.0	7.0	13.1	13.2	-3.9	-3.9
12	-7.0	-7.3	7.0	13.7	13.2	23.1	-3.9	-.6
13	-7.3	-7.3	13.7	7.0	23.1	13.4	.2	3.4
14	-7.3	-7.1	7.0	7.0	13.4	13.3	3.4	3.4
15	-7.1	2.2	7.0	7.0	13.3	9.1	3.4	3.4
16	2.2	11.5	7.0	7.0	9.1	5.0	3.4	3.4
17	11.5	17.3	7.0	7.2	5.0	2.7	3.4	.2
18	17.3	17.7	7.2	7.2	2.7	2.5	.2	.2
19	17.7	12.3	7.2	6.8	2.5	4.4	.2	-3.0
20	12.3	4.1	6.8	6.8	4.4	8.1	-3.0	-3.0
21	4.1	-4.2	6.8	6.8	8.1	11.8	-3.0	-3.0
22	-4.2	-4.4	6.8	6.8	11.8	11.9	-3.0	-3.0
23	-4.4	-4.0	6.8	13.6	11.9	21.4	-3.0	.2
24	-4.0	-4.2	13.6	6.9	21.4	12.0	.0	3.2
25	-4.2	-4.0	6.9	6.9	12.0	11.8	3.2	3.2
26	-4.0	4.6	6.9	6.9	11.8	8.0	3.2	3.2
27	4.6	13.3	6.9	6.9	8.0	4.1	3.2	3.2
28	13.3	18.5	6.9	7.2	4.1	2.1	3.2	-.1
29	18.5	18.4	7.2	7.2	2.1	2.2	-.1	-.1
30	18.4	12.4	7.2	6.8	2.2	4.3	-.1	-3.2
31	12.4	3.6	6.8	6.8	4.3	8.3	-3.2	-3.2
32	3.6	-5.2	6.8	6.8	8.3	12.2	-3.2	-3.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-5.2	-5.5	6.8	6.8	12.2	12.3	-3.2	-3.2
34	-5.5	-5.3	6.8	13.6	12.3	22.0	-3.2	.0
35	-5.3	-5.3	13.6	7.0	22.0	12.5	.1	3.3
36	-5.3	-5.1	7.0	7.0	12.5	12.4	3.3	3.3
37	-5.1	4.0	7.0	7.0	12.4	8.3	3.3	3.3
38	4.0	13.0	7.0	7.0	8.3	4.3	3.3	3.3
39	13.0	18.6	7.0	7.2	4.3	2.1	3.3	.1
40	18.6	18.8	7.2	7.2	2.1	2.0	.1	.1
41	18.8	13.2	7.2	6.9	2.0	4.0	.1	-3.1
42	13.2	4.7	6.9	6.9	4.0	7.8	-3.1	-3.1
43	4.7	-3.9	6.9	6.9	7.8	11.7	-3.1	-3.1
44	-3.9	-4.1	6.9	6.9	11.7	11.8	-3.1	-3.1
45	-4.1	-3.8	6.9	13.6	11.8	21.4	-3.1	.1
46	-3.8	-4.1	13.6	6.9	21.4	11.9	-.2	3.0
47	-4.1	-3.9	6.9	6.9	11.9	11.8	3.0	3.0
48	-3.9	4.3	6.9	6.9	11.8	8.1	3.0	3.0
49	4.3	12.5	6.9	6.9	8.1	4.5	3.0	3.0
50	12.5	17.3	6.9	7.2	4.5	2.7	3.0	-.2
51	17.3	16.7	7.2	7.2	2.7	2.9	-.2	-.2
52	16.7	10.3	7.2	6.8	2.9	5.3	-.2	-3.4
53	10.3	1.0	6.8	6.8	5.3	9.4	-3.4	-3.4
54	1.0	-8.2	6.8	6.8	9.4	13.5	-3.4	-3.4
55	-8.2	-8.5	6.8	6.8	13.5	13.7	-3.4	-3.4
56	-8.5	-8.2	6.8	14.0	13.7	23.9	-3.4	-.1
57	-8.2	-7.6	14.0	7.4	23.9	14.1	.8	4.1
58	-7.6	-7.3	7.4	7.4	14.1	14.0	4.1	4.1
59	-7.3	4.0	7.4	7.4	14.0	9.0	4.1	4.1
60	4.0	15.3	7.4	7.4	9.0	3.9	4.1	4.1
61	15.3	22.0	7.4	7.5	3.9	1.0	4.1	.7
62	22.0	23.8	7.5	7.5	1.0	.1	.7	.7
63	23.8	22.2	7.5	7.2	.1	.5	.7	-1.1
64	22.2	19.3	7.2	7.2	.5	1.8	-1.1	-1.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

-U N D E T E R M I N A T E S T R E S S E S- (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 5 SECONDARY PT LOSSES
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	19.3	16.4	7.2	7.2	1.8	3.1	-1.1	-1.1
66	16.4	16.3	7.2	7.2	3.1	3.1	-1.1	-1.1
67	16.3	15.8	7.2	7.2	3.1	3.3	-1.1	-1.1
68	15.8	.0	7.2	.0	3.3	.0	-1.8	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0002913	-.0031286	.0013481
2	.0000000	.0000000	.0012856
3	-.0007053	.0034867	.0011426
4	-.0008982	.0040488	.0011061
5	-.0052731	.0177185	.0005073
6	-.0096681	.0236730	.0001824
7	-.0141068	.0245398	-.0000768
8	-.0185952	.0209002	-.0003363
9	-.0230363	.0133071	-.0004952
10	-.0274294	.0050113	-.0003880
11	-.0318472	.0003857	-.0001374
12	-.0320359	.0003200	-.0001257
13	-.0339622	.0000000	-.0000046
14	-.0358903	.0002684	.0001153
15	-.0318865	.0002584	.0001106
16	-.0361776	.0041540	.0003277
17	-.0404887	.0109202	.0003799
18	-.0448676	.0159417	.0001584
19	-.0493150	.0158064	-.0001737
20	-.0537106	.0105846	-.0003879
21	-.0580591	.0038133	-.0003210
22	-.0624327	.0001418	-.0000938
23	-.0626215	.0000977	-.0000824
24	-.0645318	.0000000	.0000351
25	-.0664432	.0004749	.0001523
26	-.0621275	.0003022	.0001168
27	-.0663805	.0042472	.0003274
28	-.0706534	.0109698	.0003760
29	-.0749938	.0159206	.0001547
30	-.0794021	.0157405	-.0001749
31	-.0837594	.0105191	-.0003867
32	-.0880649	.0037791	-.0003191
33	-.0923902	.0001350	-.0000925
34	-.0925791	.0000916	-.0000811
35	-.0944716	.0000000	.0000362
36	-.0963647	.0004798	.0001530

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.0916608	.0003199	.0001197
38	-.0960112	.0043995	.0003393
39	-.1003814	.0113757	.0003911
40	-.1048257	.0165558	.0001645
41	-.1093445	.0164589	-.0001756
42	-.1138158	.0111345	-.0003972
43	-.1182386	.0041601	-.0003339
44	-.1226863	.0002451	-.0001086
45	-.1228751	.0001935	-.0000977
46	-.1247506	.0000000	.0000149
47	-.1266284	.0003540	.0001274
48	-.1213152	.0001677	.0000915
49	-.1256284	.0036599	.0003026
50	-.1299616	.0099704	.0003545
51	-.1343628	.0145773	.0001379
52	-.1388327	.0141670	-.0001832
53	-.1432559	.0089213	-.0003799
54	-.1476317	.0025084	-.0002873
55	-.1520324	-.0002806	-.0000271
56	-.1522214	-.0002908	-.0000140
57	-.1541042	.0000000	.0001115
58	-.1560101	.0009132	.0002386
59	-.1504670	.0007887	.0002064
60	-.1548768	.0066751	.0004538
61	-.1593071	.0158419	.0005219
62	-.1637722	.0236286	.0003280
63	-.1682720	.0269587	.0000497
64	-.1727469	.0254997	-.0002223
65	-.1771964	.0187964	-.0005519
66	-.1816715	.0042344	-.0011631
67	-.1818661	.0036437	-.0011999
68	-.1825477	.0000000	-.0013375
69	-.1828292	-.0032490	-.0013977

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-.85	.00
13	13	.00	-1.94	.00
24	24	.00	3.60	.00
35	35	.00	-.84	.00
46	46	.00	-.66	.00
57	57	.00	4.27	.00
68	68	.00	-3.59	.00
		------------	------------	------------
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.09
2	.00	.00	-.85	.85	-.09	-2.11
3	.00	.00	-.85	.85	2.11	-1.92
4	.00	.00	-.85	.85	1.92	-16.97
5	.00	.00	-.85	.85	16.97	-32.04
6	.00	.00	-.85	.85	32.04	-47.10
7	.00	.00	-.85	.85	47.10	-62.16
8	.00	.00	-.85	.85	62.16	-77.21
9	.00	.00	-.85	.85	77.21	-92.27
10	.00	.00	-.85	.85	92.27	-107.33
11	.00	.00	-.85	.85	107.33	-107.82
12	.00	.00	-.85	.85	107.82	-112.38
13	.00	.00	-2.79	2.79	112.38	-127.36
14	.00	.00	-2.79	2.79	127.36	-128.70
15	.00	.00	-2.79	2.79	128.70	-178.16
16	.00	.00	-2.79	2.79	178.16	-227.64
17	.00	.00	-2.79	2.79	227.64	-277.11
18	.00	.00	-2.79	2.79	277.11	-326.58
19	.00	.00	-2.79	2.79	326.58	-376.05
20	.00	.00	-2.79	2.79	376.05	-425.52
21	.00	.00	-2.79	2.79	425.52	-474.99
22	.00	.00	-2.79	2.79	474.99	-476.44
23	.00	.00	-2.79	2.79	476.44	-491.42
24	.00	.00	.81	-.81	491.42	-487.05
25	.00	.00	.81	-.81	487.05	-486.58
26	.00	.00	.81	-.81	486.58	-472.18
27	.00	.00	.81	-.81	472.18	-457.77
28	.00	.00	.81	-.81	457.77	-443.35
29	.00	.00	.81	-.81	443.35	-428.94
30	.00	.00	.81	-.81	428.94	-414.53
31	.00	.00	.81	-.81	414.53	-400.11
32	.00	.00	.81	-.81	400.11	-385.70
33	.00	.00	.81	-.81	385.70	-385.35
34	.00	.00	.81	-.81	385.35	-380.98
35	.00	.00	-.03	.03	380.98	-381.15
36	.00	.00	-.03	.03	381.15	-381.10

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	-.03	.03	381.10	-381.63
38	.00	.00	-.03	.03	381.63	-382.16
39	.00	.00	-.03	.03	382.16	-382.70
40	.00	.00	-.03	.03	382.70	-383.23
41	.00	.00	-.03	.03	383.23	-383.76
42	.00	.00	-.03	.03	383.76	-384.28
43	.00	.00	-.03	.03	384.28	-384.82
44	.00	.00	-.03	.03	384.82	-384.90
45	.00	.00	-.03	.03	384.90	-385.06
46	.00	.00	-.69	.69	385.06	-388.75
47	.00	.00	-.69	.69	388.75	-389.04
48	.00	.00	-.69	.69	389.04	-401.22
49	.00	.00	-.69	.69	401.22	-413.40
50	.00	.00	-.69	.69	413.40	-425.58
51	.00	.00	-.69	.69	425.58	-437.76
52	.00	.00	-.69	.69	437.76	-449.94
53	.00	.00	-.69	.69	449.94	-462.11
54	.00	.00	-.69	.69	462.11	-474.29
55	.00	.00	-.69	.69	474.29	-474.65
56	.00	.00	-.69	.69	474.65	-478.34
57	.00	.00	3.59	-3.59	478.34	-459.06
58	.00	.00	3.59	-3.59	459.06	-457.15
59	.00	.00	3.59	-3.59	457.15	-393.47
60	.00	.00	3.59	-3.59	393.47	-329.77
61	.00	.00	3.59	-3.59	329.77	-266.09
62	.00	.00	3.59	-3.59	266.09	-202.40
63	.00	.00	3.59	-3.59	202.40	-138.71
64	.00	.00	3.59	-3.59	138.71	-75.03
65	.00	.00	3.59	-3.59	75.03	-11.34
66	.00	.00	3.59	-3.59	11.34	-10.20
67	.00	.00	3.59	-3.59	10.20	.20
68	.00	.00	.00	.00	-.20	.00

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	-.1	-.1
3	.0	.0	.0	.0	.0	.0	-.1	-.1
4	.0	-.2	.0	.0	.0	.1	-.1	-.1
5	-.2	-.4	.0	.0	.1	.2	-.1	-.1
6	-.4	-.5	.0	.0	.2	.2	-.1	-.1
7	-.5	-.7	.0	.0	.2	.3	-.1	-.1
8	-.7	-.9	.0	.0	.3	.4	-.1	-.1
9	-.9	-1.0	.0	.0	.4	.5	-.1	-.1
10	-1.0	-1.2	.0	.0	.5	.5	-.1	-.1
11	-1.2	-1.2	.0	.0	.5	.5	-.1	-.1
12	-1.2	-1.3	.0	.0	.5	.6	-.1	-.1
13	-1.3	-1.4	.0	.0	.6	.6	-.2	-.2
14	-1.4	-1.5	.0	.0	.6	.7	-.2	-.2
15	-1.5	-2.0	.0	.0	.7	.9	-.2	-.2
16	-2.0	-2.6	.0	.0	.9	1.2	-.2	-.2
17	-2.6	-3.1	.0	.0	1.2	1.4	-.2	-.2
18	-3.1	-3.7	.0	.0	1.4	1.7	-.2	-.2
19	-3.7	-4.3	.0	.0	1.7	1.9	-.2	-.2
20	-4.3	-4.8	.0	.0	1.9	2.2	-.2	-.2
21	-4.8	-5.4	.0	.0	2.2	2.4	-.2	-.2
22	-5.4	-5.4	.0	.0	2.4	2.4	-.2	-.2
23	-5.4	-5.6	.0	.0	2.4	2.5	-.2	-.2
24	-5.6	-5.5	.0	.0	2.5	2.5	.1	.1
25	-5.5	-5.5	.0	.0	2.5	2.5	.1	.1
26	-5.5	-5.3	.0	.0	2.5	2.4	.1	.1
27	-5.3	-5.2	.0	.0	2.4	2.3	.1	.1
28	-5.2	-5.0	.0	.0	2.3	2.2	.1	.1
29	-5.0	-4.9	.0	.0	2.2	2.2	.1	.1
30	-4.9	-4.7	.0	.0	2.2	2.1	.1	.1
31	-4.7	-4.5	.0	.0	2.1	2.0	.1	.1
32	-4.5	-4.4	.0	.0	2.0	2.0	.1	.1

Data-Base: RDMS
Project : TEST
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- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-4.4	-4.4	.0	.0	2.0	2.0	.1	.1
34	-4.4	-4.3	.0	.0	2.0	1.9	.1	.1
35	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
36	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
37	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
38	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
39	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
40	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
41	-4.3	-4.3	.0	.0	1.9	1.9	.0	.0
42	-4.3	-4.4	.0	.0	1.9	1.9	.0	.0
43	-4.4	-4.4	.0	.0	1.9	2.0	.0	.0
44	-4.4	-4.4	.0	.0	2.0	2.0	.0	.0
45	-4.4	-4.4	.0	.0	2.0	2.0	.0	.0
46	-4.4	-4.4	.0	.0	2.0	2.0	-.1	-.1
47	-4.4	-4.4	.0	.0	2.0	2.0	-.1	-.1
48	-4.4	-4.5	.0	.0	2.0	2.0	-.1	-.1
49	-4.5	-4.7	.0	.0	2.0	2.1	-.1	-.1
50	-4.7	-4.8	.0	.0	2.1	2.2	-.1	-.1
51	-4.8	-5.0	.0	.0	2.2	2.2	-.1	-.1
52	-5.0	-5.1	.0	.0	2.2	2.3	-.1	-.1
53	-5.1	-5.2	.0	.0	2.3	2.3	-.1	-.1
54	-5.2	-5.4	.0	.0	2.3	2.4	-.1	-.1
55	-5.4	-5.4	.0	.0	2.4	2.4	-.1	-.1
56	-5.4	-5.4	.0	.0	2.4	2.4	-.1	-.1
57	-5.4	-5.2	.0	.0	2.4	2.3	.3	.3
58	-5.2	-5.2	.0	.0	2.3	2.3	.3	.3
59	-5.2	-4.5	.0	.0	2.3	2.0	.3	.3
60	-4.5	-3.7	.0	.0	2.0	1.7	.3	.3
61	-3.7	-3.0	.0	.0	1.7	1.3	.3	.3
62	-3.0	-2.3	.0	.0	1.3	1.0	.3	.3
63	-2.3	-1.6	.0	.0	1.0	.7	.3	.3
64	-1.6	-.9	.0	.0	.7	.4	.3	.3

Data-Base: RDMS
Project : TEST
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- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE # 100 TOTAL CREEP
===============

-SEG#-	AXIAL BOTTOM -I-	AXIAL BOTTOM -J-	AXIAL C-0-G -I-	AXIAL C-0-G -J-	AXIAL TOP -I-	AXIAL TOP -J-	SHEAR STRESS -I-	SHEAR STRESS -J-
65	-.9	-.1	.0	.0	.4	.1	.3	.3
66	-.1	-.1	.0	.0	.1	.1	.3	.3
67	-.1	.0	.0	.0	.1	.0	.3	.3
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E   D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000351	-.0009133	.0003960
2	.0000000	.0000000	.0003730
3	.0000425	.0010329	.0003456
4	.0000498	.0012045	.0003409
5	.0003120	.0058661	.0001892
6	.0005742	.0080908	.0000663
7	.0008363	.0083920	-.0000276
8	.0010985	.0072832	-.0000925
9	.0013607	.0052778	-.0001286
10	.0016228	.0028892	-.0001357
11	.0018850	.0006309	-.0001139
12	.0018924	.0005742	-.0001129
13	.0019718	.0000000	-.0001003
14	.0020512	-.0005026	-.0000868
15	.0020585	-.0005457	-.0000856
16	.0023207	-.0017034	-.0000461
17	.0025829	-.0022292	-.0000144
18	.0028450	-.0022598	.0000097
19	.0031072	-.0019316	.0000260
20	.0033694	-.0013811	.0000347
21	.0036315	-.0007448	.0000357
22	.0038937	-.0001593	.0000290
23	.0039011	-.0001448	.0000287
24	.0039805	.0000000	.0000251
25	.0040599	.0001244	.0000212
26	.0040672	.0001349	.0000209
27	.0043294	.0004046	.0000099
28	.0045916	.0005024	.0000015
29	.0048537	.0004738	-.0000043
30	.0051159	.0003644	-.0000076
31	.0053781	.0002197	-.0000083
32	.0056402	.0000851	-.0000064
33	.0059024	.0000061	-.0000020
34	.0059098	.0000051	-.0000019
35	.0059892	.0000000	.0000000
36	.0060686	.0000051	.0000019

Data-Base: RDMS
Project : TEST
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- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0060759	.0000061	.0000020
38	.0063381	.0000850	.0000064
39	.0066003	.0002196	.0000083
40	.0068624	.0003644	.0000076
41	.0071246	.0004738	.0000043
42	.0073868	.0005024	-.0000015
43	.0076489	.0004045	-.0000099
44	.0079111	.0001349	-.0000209
45	.0079185	.0001244	-.0000212
46	.0079979	.0000000	-.0000251
47	.0080773	-.0001448	-.0000287
48	.0080846	-.0001593	-.0000290
49	.0083468	-.0007448	-.0000357
50	.0086090	-.0013811	-.0000347
51	.0088711	-.0019316	-.0000260
52	.0091333	-.0022599	-.0000097
53	.0093955	-.0022293	.0000144
54	.0096576	-.0017034	.0000461
55	.0099198	-.0005457	.0000856
56	.0099272	-.0005026	.0000868
57	.0100066	.0000000	.0001003
58	.0100860	.0005742	.0001129
59	.0100933	.0006309	.0001139
60	.0103555	.0028893	.0001357
61	.0106177	.0052779	.0001286
62	.0108798	.0072834	.0000925
63	.0111420	.0083922	.0000276
64	.0114042	.0080909	-.0000663
65	.0116663	.0058662	-.0001892
66	.0119285	.0012045	-.0003409
67	.0119359	.0010329	-.0003456
68	.0119784	.0000000	-.0003730
69	.0120134	-.0009133	-.0003960

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	30.90	.00
13	13	.00	-39.11	.00
24	24	.00	10.95	.00
35	35	.00	-5.48	.00
46	46	.00	10.95	.00
57	57	.00	-39.11	.00
68	68	.00	30.90	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

ELEM ID	-AXIAL FORCE- -I-	-J-	-SHEAR FORCE- -I-	-J-	-BENDING MOMENT- -I-	-J-
1	.00	.00	.00	.00	.00	.03
2	.00	.00	30.90	-30.90	-.03	88.93
3	.00	.00	30.90	-30.90	-88.93	104.59
4	.00	.00	30.90	-30.90	-104.59	653.04
5	.00	.00	30.90	-30.90	-653.04	1201.48
6	.00	.00	30.90	-30.90	-1201.48	1749.92
7	.00	.00	30.90	-30.90	-1749.92	2298.37
8	.00	.00	30.90	-30.90	-2298.37	2846.81
9	.00	.00	30.90	-30.90	-2846.81	3395.26
10	.00	.00	30.90	-30.90	-3395.26	3943.71
11	.00	.00	30.90	-30.90	-3943.71	3959.09
12	.00	.00	30.90	-30.90	-3959.09	4125.16
13	.00	.00	-8.22	8.22	-4125.16	4081.00
14	.00	.00	-8.22	8.22	-4081.00	4076.84
15	.00	.00	-8.22	8.22	-4076.84	3931.02
16	.00	.00	-8.22	8.22	-3931.02	3785.20
17	.00	.00	-8.22	8.22	-3785.20	3639.38
18	.00	.00	-8.22	8.22	-3639.38	3493.55
19	.00	.00	-8.22	8.22	-3493.55	3347.73
20	.00	.00	-8.22	8.22	-3347.73	3201.91
21	.00	.00	-8.22	8.22	-3201.91	3056.09
22	.00	.00	-8.22	8.22	-3056.09	3052.00
23	.00	.00	-8.22	8.22	-3052.00	3007.84
24	.00	.00	2.74	-2.74	-3007.84	3022.56
25	.00	.00	2.74	-2.74	-3022.56	3023.94
26	.00	.00	2.74	-2.74	-3023.94	3072.54
27	.00	.00	2.74	-2.74	-3072.54	3121.14
28	.00	.00	2.74	-2.74	-3121.14	3169.75
29	.00	.00	2.74	-2.74	-3169.75	3218.35
30	.00	.00	2.74	-2.74	-3218.35	3266.95
31	.00	.00	2.74	-2.74	-3266.95	3315.55
32	.00	.00	2.74	-2.74	-3315.55	3364.16
33	.00	.00	2.74	-2.74	-3364.16	3365.52
34	.00	.00	2.74	-2.74	-3365.52	3380.24
35	.00	.00	-2.74	2.74	-3380.24	3365.52
36	.00	.00	-2.74	2.74	-3365.52	3364.15

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

ELEM ID	-AXIAL FORCE- -I-	-AXIAL FORCE- -J-	-SHEAR FORCE- -I-	-SHEAR FORCE- -J-	-BENDING MOMENT- -I-	-BENDING MOMENT- -J-
37	.00	.00	-2.74	2.74	-3364.15	3315.55
38	.00	.00	-2.74	2.74	-3315.55	3266.94
39	.00	.00	-2.74	2.74	-3266.94	3218.33
40	.00	.00	-2.74	2.74	-3218.33	3169.73
41	.00	.00	-2.74	2.74	-3169.73	3121.12
42	.00	.00	-2.74	2.74	-3121.12	3072.52
43	.00	.00	-2.74	2.74	-3072.52	3023.91
44	.00	.00	-2.74	2.74	-3023.91	3022.53
45	.00	.00	-2.74	2.74	-3022.53	3007.81
46	.00	.00	8.22	-8.22	-3007.81	3051.97
47	.00	.00	8.22	-8.22	-3051.97	3056.06
48	.00	.00	8.22	-8.22	-3056.06	3201.89
49	.00	.00	8.22	-8.22	-3201.89	3347.71
50	.00	.00	8.22	-8.22	-3347.71	3493.54
51	.00	.00	8.22	-8.22	-3493.54	3639.36
52	.00	.00	8.22	-8.22	-3639.36	3785.19
53	.00	.00	8.22	-8.22	-3785.19	3931.01
54	.00	.00	8.22	-8.22	-3931.01	4076.84
55	.00	.00	8.22	-8.22	-4076.84	4081.00
56	.00	.00	8.22	-8.22	-4081.00	4125.16
57	.00	.00	-30.90	30.90	-4125.16	3959.07
58	.00	.00	-30.90	30.90	-3959.07	3943.69
59	.00	.00	-30.90	30.90	-3943.69	3395.24
60	.00	.00	-30.90	30.90	-3395.24	2846.79
61	.00	.00	-30.90	30.90	-2846.79	2298.33
62	.00	.00	-30.90	30.90	-2298.33	1749.88
63	.00	.00	-30.90	30.90	-1749.88	1201.43
64	.00	.00	-30.90	30.90	-1201.43	652.97
65	.00	.00	-30.90	30.90	-652.97	104.52
66	.00	.00	-30.90	30.90	-104.52	88.87
67	.00	.00	-30.90	30.90	-88.87	.06
68	.00	.00	.00	.00	-.06	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	1.0	.0	.0	.0	-.5	2.3	2.3
3	1.0	1.2	.0	.0	-.5	-.5	2.3	2.3
4	1.2	7.4	.0	.0	-.5	-3.3	2.3	2.3
5	7.4	13.6	.0	.0	-3.3	-6.1	2.3	2.3
6	13.6	19.8	.0	.0	-6.1	-8.9	2.3	2.3
7	19.8	26.0	.0	.0	-8.9	-11.7	2.3	2.3
8	26.0	32.3	.0	.0	-11.7	-14.4	2.3	2.3
9	32.3	38.5	.0	.0	-14.4	-17.2	2.3	2.3
10	38.5	44.7	.0	.0	-17.2	-20.0	2.3	2.3
11	44.7	44.9	.0	.0	-20.0	-20.1	2.3	2.3
12	44.9	46.7	.0	.0	-20.1	-20.9	2.3	2.3
13	46.7	46.2	.0	.0	-20.9	-20.7	-.6	-.6
14	46.2	46.2	.0	.0	-20.7	-20.7	-.6	-.6
15	46.2	44.5	.0	.0	-20.7	-19.9	-.6	-.6
16	44.5	42.9	.0	.0	-19.9	-19.2	-.6	-.6
17	42.9	41.2	.0	.0	-19.2	-18.5	-.6	-.6
18	41.2	39.6	.0	.0	-18.5	-17.7	-.6	-.6
19	39.6	37.9	.0	.0	-17.7	-17.0	-.6	-.6
20	37.9	36.3	.0	.0	-17.0	-16.2	-.6	-.6
21	36.3	34.6	.0	.0	-16.2	-15.5	-.6	-.6
22	34.6	34.6	.0	.0	-15.5	-15.5	-.6	-.6
23	34.6	34.1	.0	.0	-15.5	-15.3	-.6	-.6
24	34.1	34.2	.0	.0	-15.3	-15.3	.2	.2
25	34.2	34.3	.0	.0	-15.3	-15.3	.2	.2
26	34.3	34.8	.0	.0	-15.3	-15.6	.2	.2
27	34.8	35.4	.0	.0	-15.6	-15.8	.2	.2
28	35.4	35.9	.0	.0	-15.8	-16.1	.2	.2
29	35.9	36.5	.0	.0	-16.1	-16.3	.2	.2
30	36.5	37.0	.0	.0	-16.3	-16.6	.2	.2
31	37.0	37.6	.0	.0	-16.6	-16.8	.2	.2
32	37.6	38.1	.0	.0	-16.8	-17.1	.2	.2

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	38.1	38.1	.0	.0	-17.1	-17.1	.2	.2
34	38.1	38.3	.0	.0	-17.1	-17.1	.2	.2
35	38.3	38.1	.0	.0	-17.1	-17.1	-.2	-.2
36	38.1	38.1	.0	.0	-17.1	-17.1	-.2	-.2
37	38.1	37.6	.0	.0	-17.1	-16.8	-.2	-.2
38	37.6	37.0	.0	.0	-16.8	-16.6	-.2	-.2
39	37.0	36.5	.0	.0	-16.6	-16.3	-.2	-.2
40	36.5	35.9	.0	.0	-16.3	-16.1	-.2	-.2
41	35.9	35.4	.0	.0	-16.1	-15.8	-.2	-.2
42	35.4	34.8	.0	.0	-15.8	-15.6	-.2	-.2
43	34.8	34.3	.0	.0	-15.6	-15.3	-.2	-.2
44	34.3	34.2	.0	.0	-15.3	-15.3	-.2	-.2
45	34.2	34.1	.0	.0	-15.3	-15.3	-.2	-.2
46	34.1	34.6	.0	.0	-15.3	-15.5	.6	.6
47	34.6	34.6	.0	.0	-15.5	-15.5	.6	.6
48	34.6	36.3	.0	.0	-15.5	-16.2	.6	.6
49	36.3	37.9	.0	.0	-16.2	-17.0	.6	.6
50	37.9	39.6	.0	.0	-17.0	-17.7	.6	.6
51	39.6	41.2	.0	.0	-17.7	-18.5	.6	.6
52	41.2	42.9	.0	.0	-18.5	-19.2	.6	.6
53	42.9	44.5	.0	.0	-19.2	-19.9	.6	.6
54	44.5	46.2	.0	.0	-19.9	-20.7	.6	.6
55	46.2	46.2	.0	.0	-20.7	-20.7	.6	.6
56	46.2	46.7	.0	.0	-20.7	-20.9	.6	.6
57	46.7	44.9	.0	.0	-20.9	-20.1	-2.3	-2.3
58	44.9	44.7	.0	.0	-20.1	-20.0	-2.3	-2.3
59	44.7	38.5	.0	.0	-20.0	-17.2	-2.3	-2.3
60	38.5	32.3	.0	.0	-17.2	-14.4	-2.3	-2.3
61	32.3	26.0	.0	.0	-14.4	-11.7	-2.3	-2.3
62	26.0	19.8	.0	.0	-11.7	-8.9	-2.3	-2.3
63	19.8	13.6	.0	.0	-8.9	-6.1	-2.3	-2.3
64	13.6	7.4	.0	.0	-6.1	-3.3	-2.3	-2.3

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 11 POSITIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	7.4	1.2	.0	.0	-3.3	-.5	-2.3	-2.3
66	1.2	1.0	.0	.0	-.5	-.5	-2.3	-2.3
67	1.0	.0	.0	.0	-.5	.0	-2.3	-2.3
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000284	.0004566	-.0001980
2	.0000000	.0000000	-.0001865
3	.0000344	-.0005164	-.0001728
4	.0000404	-.0006022	-.0001705
5	.0002528	-.0029330	-.0000946
6	.0004651	-.0040454	-.0000332
7	.0006775	-.0041960	.0000138
8	.0008899	-.0036416	.0000463
9	.0011023	-.0026389	.0000643
10	.0013147	-.0014446	.0000679
11	.0015270	-.0003155	.0000570
12	.0015330	-.0002871	.0000564
13	.0015973	.0000000	.0000502
14	.0016616	.0002513	.0000434
15	.0016676	.0002729	.0000428
16	.0018800	.0008517	.0000231
17	.0020924	.0011146	.0000072
18	.0023048	.0011299	-.0000048
19	.0025172	.0009658	-.0000130
20	.0027295	.0006905	-.0000174
21	.0029419	.0003724	-.0000178
22	.0031543	.0000796	-.0000145
23	.0031603	.0000724	-.0000143
24	.0032246	.0000000	-.0000125
25	.0032889	-.0000622	-.0000106
26	.0032949	-.0000675	-.0000104
27	.0035073	-.0002023	-.0000050
28	.0037196	-.0002512	-.0000008
29	.0039320	-.0002369	.0000022
30	.0041444	-.0001822	.0000038
31	.0043568	-.0001098	.0000041
32	.0045692	-.0000425	.0000032
33	.0047815	-.0000030	.0000010
34	.0047875	-.0000026	.0000009
35	.0048518	.0000000	.0000000
36	.0049161	-.0000026	-.0000009

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0049221	-.0000030	-.0000010
38	.0051345	-.0000425	-.0000032
39	.0053469	-.0001098	-.0000041
40	.0055593	-.0001822	-.0000038
41	.0057717	-.0002369	-.0000022
42	.0059840	-.0002512	.0000008
43	.0061964	-.0002023	.0000050
44	.0064088	-.0000674	.0000104
45	.0064148	-.0000622	.0000106
46	.0064791	.0000000	.0000125
47	.0065434	.0000724	.0000143
48	.0065494	.0000796	.0000145
49	.0067618	.0003724	.0000178
50	.0069741	.0006905	.0000174
51	.0071865	.0009658	.0000130
52	.0073989	.0011299	.0000048
53	.0076113	.0011147	-.0000072
54	.0078237	.0008517	-.0000231
55	.0080360	.0002729	-.0000428
56	.0080420	.0002513	-.0000434
57	.0081063	.0000000	-.0000502
58	.0081706	-.0002871	-.0000564
59	.0081766	-.0003155	-.0000570
60	.0083890	-.0014446	-.0000679
61	.0086014	-.0026390	-.0000643
62	.0088138	-.0036417	-.0000463
63	.0090262	-.0041961	-.0000138
64	.0092385	-.0040455	.0000332
65	.0094509	-.0029331	.0000946
66	.0096633	-.0006023	.0001705
67	.0096693	-.0005164	.0001728
68	.0097037	.0000000	.0001865
69	.0097321	.0004566	.0001980

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	-15.45	.00
13	13	.00	19.56	.00
24	24	.00	-5.48	.00
35	35	.00	2.74	.00
46	46	.00	-5.48	.00
57	57	.00	19.56	.00
68	68	.00	-15.45	.00
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	-.01
2	.00	.00	-15.45	15.45	.01	-44.47
3	.00	.00	-15.45	15.45	44.47	-52.29
4	.00	.00	-15.45	15.45	52.29	-326.52
5	.00	.00	-15.45	15.45	326.52	-600.74
6	.00	.00	-15.45	15.45	600.74	-874.96
7	.00	.00	-15.45	15.45	874.96	-1149.18
8	.00	.00	-15.45	15.45	1149.18	-1423.41
9	.00	.00	-15.45	15.45	1423.41	-1697.63
10	.00	.00	-15.45	15.45	1697.63	-1971.85
11	.00	.00	-15.45	15.45	1971.85	-1979.55
12	.00	.00	-15.45	15.45	1979.55	-2062.58
13	.00	.00	4.11	-4.11	2062.58	-2040.50
14	.00	.00	4.11	-4.11	2040.50	-2038.42
15	.00	.00	4.11	-4.11	2038.42	-1965.51
16	.00	.00	4.11	-4.11	1965.51	-1892.60
17	.00	.00	4.11	-4.11	1892.60	-1819.69
18	.00	.00	4.11	-4.11	1819.69	-1746.78
19	.00	.00	4.11	-4.11	1746.78	-1673.87
20	.00	.00	4.11	-4.11	1673.87	-1600.96
21	.00	.00	4.11	-4.11	1600.96	-1528.04
22	.00	.00	4.11	-4.11	1528.04	-1526.00
23	.00	.00	4.11	-4.11	1526.00	-1503.92
24	.00	.00	-1.37	1.37	1503.92	-1511.28
25	.00	.00	-1.37	1.37	1511.28	-1511.97
26	.00	.00	-1.37	1.37	1511.97	-1536.27
27	.00	.00	-1.37	1.37	1536.27	-1560.57
28	.00	.00	-1.37	1.37	1560.57	-1584.87
29	.00	.00	-1.37	1.37	1584.87	-1609.17
30	.00	.00	-1.37	1.37	1609.17	-1633.48
31	.00	.00	-1.37	1.37	1633.48	-1657.78
32	.00	.00	-1.37	1.37	1657.78	-1682.08
33	.00	.00	-1.37	1.37	1682.08	-1682.76
34	.00	.00	-1.37	1.37	1682.76	-1690.12
35	.00	.00	1.37	-1.37	1690.12	-1682.76
36	.00	.00	1.37	-1.37	1682.76	-1682.08

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	1.37	-1.37	1682.08	-1657.77
38	.00	.00	1.37	-1.37	1657.77	-1633.47
39	.00	.00	1.37	-1.37	1633.47	-1609.17
40	.00	.00	1.37	-1.37	1609.17	-1584.86
41	.00	.00	1.37	-1.37	1584.86	-1560.56
42	.00	.00	1.37	-1.37	1560.56	-1536.26
43	.00	.00	1.37	-1.37	1536.26	-1511.95
44	.00	.00	1.37	-1.37	1511.95	-1511.26
45	.00	.00	1.37	-1.37	1511.26	-1503.90
46	.00	.00	-4.11	4.11	1503.90	-1525.98
47	.00	.00	-4.11	4.11	1525.98	-1528.03
48	.00	.00	-4.11	4.11	1528.03	-1600.94
49	.00	.00	-4.11	4.11	1600.94	-1673.86
50	.00	.00	-4.11	4.11	1673.86	-1746.77
51	.00	.00	-4.11	4.11	1746.77	-1819.68
52	.00	.00	-4.11	4.11	1819.68	-1892.59
53	.00	.00	-4.11	4.11	1892.59	-1965.51
54	.00	.00	-4.11	4.11	1965.51	-2038.42
55	.00	.00	-4.11	4.11	2038.42	-2040.50
56	.00	.00	-4.11	4.11	2040.50	-2062.58
57	.00	.00	15.45	-15.45	2062.58	-1979.54
58	.00	.00	15.45	-15.45	1979.54	-1971.85
59	.00	.00	15.45	-15.45	1971.85	-1697.62
60	.00	.00	15.45	-15.45	1697.62	-1423.39
61	.00	.00	15.45	-15.45	1423.39	-1149.17
62	.00	.00	15.45	-15.45	1149.17	-874.94
63	.00	.00	15.45	-15.45	874.94	-600.71
64	.00	.00	15.45	-15.45	600.71	-326.49
65	.00	.00	15.45	-15.45	326.49	-52.26
66	.00	.00	15.45	-15.45	52.26	-44.43
67	.00	.00	15.45	-15.45	44.43	-.03
68	.00	.00	.00	.00	.03	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	-.5	.0	.0	.0	.2	-1.1	-1.1
3	-.5	-.6	.0	.0	.2	.3	-1.1	-1.1
4	-.6	-3.7	.0	.0	.3	1.7	-1.1	-1.1
5	-3.7	-6.8	.0	.0	1.7	3.0	-1.1	-1.1
6	-6.8	-9.9	.0	.0	3.0	4.4	-1.1	-1.1
7	-9.9	-13.0	.0	.0	4.4	5.8	-1.1	-1.1
8	-13.0	-16.1	.0	.0	5.8	7.2	-1.1	-1.1
9	-16.1	-19.2	.0	.0	7.2	8.6	-1.1	-1.1
10	-19.2	-22.3	.0	.0	8.6	10.0	-1.1	-1.1
11	-22.3	-22.4	.0	.0	10.0	10.0	-1.1	-1.1
12	-22.4	-23.4	.0	.0	10.0	10.5	-1.1	-1.1
13	-23.4	-23.1	.0	.0	10.5	10.3	.3	.3
14	-23.1	-23.1	.0	.0	10.3	10.3	.3	.3
15	-23.1	-22.3	.0	.0	10.3	10.0	.3	.3
16	-22.3	-21.4	.0	.0	10.0	9.6	.3	.3
17	-21.4	-20.6	.0	.0	9.6	9.2	.3	.3
18	-20.6	-19.8	.0	.0	9.2	8.9	.3	.3
19	-19.8	-19.0	.0	.0	8.9	8.5	.3	.3
20	-19.0	-18.1	.0	.0	8.5	8.1	.3	.3
21	-18.1	-17.3	.0	.0	8.1	7.7	.3	.3
22	-17.3	-17.3	.0	.0	7.7	7.7	.3	.3
23	-17.3	-17.0	.0	.0	7.7	7.6	.3	.3
24	-17.0	-17.1	.0	.0	7.6	7.7	-.1	-.1
25	-17.1	-17.1	.0	.0	7.7	7.7	-.1	-.1
26	-17.1	-17.4	.0	.0	7.7	7.8	-.1	-.1
27	-17.4	-17.7	.0	.0	7.8	7.9	-.1	-.1
28	-17.7	-18.0	.0	.0	7.9	8.0	-.1	-.1
29	-18.0	-18.2	.0	.0	8.0	8.2	-.1	-.1
30	-18.2	-18.5	.0	.0	8.2	8.3	-.1	-.1
31	-18.5	-18.8	.0	.0	8.3	8.4	-.1	-.1
32	-18.8	-19.1	.0	.0	8.4	8.5	-.1	-.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-19.1	-19.1	.0	.0	8.5	8.5	-.1	-.1
34	-19.1	-19.1	.0	.0	8.5	8.6	-.1	-.1
35	-19.1	-19.1	.0	.0	8.6	8.5	.1	.1
36	-19.1	-19.1	.0	.0	8.5	8.5	.1	.1
37	-19.1	-18.8	.0	.0	8.5	8.4	.1	.1
38	-18.8	-18.5	.0	.0	8.4	8.3	.1	.1
39	-18.5	-18.2	.0	.0	8.3	8.2	.1	.1
40	-18.2	-18.0	.0	.0	8.2	8.0	.1	.1
41	-18.0	-17.7	.0	.0	8.0	7.9	.1	.1
42	-17.7	-17.4	.0	.0	7.9	7.8	.1	.1
43	-17.4	-17.1	.0	.0	7.8	7.7	.1	.1
44	-17.1	-17.1	.0	.0	7.7	7.7	.1	.1
45	-17.1	-17.0	.0	.0	7.7	7.6	.1	.1
46	-17.0	-17.3	.0	.0	7.6	7.7	-.3	-.3
47	-17.3	-17.3	.0	.0	7.7	7.7	-.3	-.3
48	-17.3	-18.1	.0	.0	7.7	8.1	-.3	-.3
49	-18.1	-19.0	.0	.0	8.1	8.5	-.3	-.3
50	-19.0	-19.8	.0	.0	8.5	8.9	-.3	-.3
51	-19.8	-20.6	.0	.0	8.9	9.2	-.3	-.3
52	-20.6	-21.4	.0	.0	9.2	9.6	-.3	-.3
53	-21.4	-22.3	.0	.0	9.6	10.0	-.3	-.3
54	-22.3	-23.1	.0	.0	10.0	10.3	-.3	-.3
55	-23.1	-23.1	.0	.0	10.3	10.3	-.3	-.3
56	-23.1	-23.4	.0	.0	10.3	10.5	-.3	-.3
57	-23.4	-22.4	.0	.0	10.5	10.0	1.1	1.1
58	-22.4	-22.3	.0	.0	10.0	10.0	1.1	1.1
59	-22.3	-19.2	.0	.0	10.0	8.6	1.1	1.1
60	-19.2	-16.1	.0	.0	8.6	7.2	1.1	1.1
61	-16.1	-13.0	.0	.0	7.2	5.8	1.1	1.1
62	-13.0	-9.9	.0	.0	5.8	4.4	1.1	1.1
63	-9.9	-6.8	.0	.0	4.4	3.0	1.1	1.1
64	-6.8	-3.7	.0	.0	3.0	1.7	1.1	1.1

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 12 NEGATIVE GRAD.
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-3.7	-.6	.0	.0	1.7	.3	1.1	1.1
66	-.6	-.5	.0	.0	.3	.2	1.1	1.1
67	-.5	.0	.0	.0	.2	.0	1.1	1.1
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	-.0000919	.0000000	.0000000
2	.0000000	.0000000	.0000000
3	.0001113	.0000000	.0000000
4	.0001306	.0000000	.0000000
5	.0008175	.0000000	.0000000
6	.0015045	.0000000	.0000000
7	.0021914	.0000000	.0000000
8	.0028783	.0000000	.0000000
9	.0035652	.0000000	.0000000
10	.0042522	.0000000	.0000000
11	.0049391	.0000000	.0000000
12	.0049584	.0000000	.0000000
13	.0051665	.0000000	.0000000
14	.0053745	.0000000	.0000000
15	.0053938	.0000000	.0000000
16	.0060807	.0000000	.0000000
17	.0067677	.0000000	.0000000
18	.0074546	.0000000	.0000000
19	.0081415	.0000000	.0000000
20	.0088284	.0000000	.0000000
21	.0095154	.0000000	.0000000
22	.0102023	.0000000	.0000000
23	.0102216	.0000000	.0000000
24	.0104296	.0000000	.0000000
25	.0106377	.0000000	.0000000
26	.0106570	.0000000	.0000000
27	.0113439	.0000000	.0000000
28	.0120309	.0000000	.0000000
29	.0127178	.0000000	.0000000
30	.0134047	.0000000	.0000000
31	.0140916	.0000000	.0000000
32	.0147786	.0000000	.0000000
33	.0154655	.0000000	.0000000
34	.0154848	.0000000	.0000000
35	.0156929	.0000000	.0000000
36	.0159009	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	.0159202	.0000000	.0000000
38	.0166071	.0000000	.0000000
39	.0172941	.0000000	.0000000
40	.0179810	.0000000	.0000000
41	.0186679	.0000000	.0000000
42	.0193548	.0000000	.0000000
43	.0200418	.0000000	.0000000
44	.0207287	.0000000	.0000000
45	.0207480	.0000000	.0000000
46	.0209561	.0000000	.0000000
47	.0211641	.0000000	.0000000
48	.0211834	.0000000	.0000000
49	.0218703	.0000000	.0000000
50	.0225573	.0000000	.0000000
51	.0232442	.0000000	.0000000
52	.0239311	.0000000	.0000000
53	.0246180	.0000000	.0000000
54	.0253050	.0000000	.0000000
55	.0259919	.0000000	.0000000
56	.0260112	.0000000	.0000000
57	.0262193	.0000000	.0000000
58	.0264273	.0000000	.0000000
59	.0264466	.0000000	.0000000
60	.0271335	.0000000	.0000000
61	.0278205	.0000000	.0000000
62	.0285074	.0000000	.0000000
63	.0291943	.0000000	.0000000
64	.0298812	.0000000	.0000000
65	.0305682	.0000000	.0000000
66	.0312551	.0000000	.0000000
67	.0312744	.0000000	.0000000
68	.0313857	.0000000	.0000000
69	.0314776	.0000000	.0000000

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	.00	.00
13	13	.00	.00	.00
24	24	.00	.00	.00
35	35	.00	.00	.00
46	46	.00	.00	.00
57	57	.00	.00	.00
68	68	.00	.00	.00
		------------	------------	------------
TOTAL REACTIONS		.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	.00	.00	.00	.00	.00
2	.00	.00	.00	.00	.00	.00
3	.00	.00	.00	.00	.00	.00
4	.00	.00	.00	.00	.00	.00
5	.00	.00	.00	.00	.00	.00
6	.00	.00	.00	.00	.00	.00
7	.00	.00	.00	.00	.00	.00
8	.00	.00	.00	.00	.00	.00
9	.00	.00	.00	.00	.00	.00
10	.00	.00	.00	.00	.00	.00
11	.00	.00	.00	.00	.00	.00
12	.00	.00	.00	.00	.00	.00
13	.00	.00	.00	.00	.00	.00
14	.00	.00	.00	.00	.00	.00
15	.00	.00	.00	.00	.00	.00
16	.00	.00	.00	.00	.00	.00
17	.00	.00	.00	.00	.00	.00
18	.00	.00	.00	.00	.00	.00
19	.00	.00	.00	.00	.00	.00
20	.00	.00	.00	.00	.00	.00
21	.00	.00	.00	.00	.00	.00
22	.00	.00	.00	.00	.00	.00
23	.00	.00	.00	.00	.00	.00
24	.00	.00	.00	.00	.00	.00
25	.00	.00	.00	.00	.00	.00
26	.00	.00	.00	.00	.00	.00
27	.00	.00	.00	.00	.00	.00
28	.00	.00	.00	.00	.00	.00
29	.00	.00	.00	.00	.00	.00
30	.00	.00	.00	.00	.00	.00
31	.00	.00	.00	.00	.00	.00
32	.00	.00	.00	.00	.00	.00
33	.00	.00	.00	.00	.00	.00
34	.00	.00	.00	.00	.00	.00
35	.00	.00	.00	.00	.00	.00
36	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	.00	.00	.00	.00	.00	.00
38	.00	.00	.00	.00	.00	.00
39	.00	.00	.00	.00	.00	.00
40	.00	.00	.00	.00	.00	.00
41	.00	.00	.00	.00	.00	.00
42	.00	.00	.00	.00	.00	.00
43	.00	.00	.00	.00	.00	.00
44	.00	.00	.00	.00	.00	.00
45	.00	.00	.00	.00	.00	.00
46	.00	.00	.00	.00	.00	.00
47	.00	.00	.00	.00	.00	.00
48	.00	.00	.00	.00	.00	.00
49	.00	.00	.00	.00	.00	.00
50	.00	.00	.00	.00	.00	.00
51	.00	.00	.00	.00	.00	.00
52	.00	.00	.00	.00	.00	.00
53	.00	.00	.00	.00	.00	.00
54	.00	.00	.00	.00	.00	.00
55	.00	.00	.00	.00	.00	.00
56	.00	.00	.00	.00	.00	.00
57	.00	.00	.00	.00	.00	.00
58	.00	.00	.00	.00	.00	.00
59	.00	.00	.00	.00	.00	.00
60	.00	.00	.00	.00	.00	.00
61	.00	.00	.00	.00	.00	.00
62	.00	.00	.00	.00	.00	.00
63	.00	.00	.00	.00	.00	.00
64	.00	.00	.00	.00	.00	.00
65	.00	.00	.00	.00	.00	.00
66	.00	.00	.00	.00	.00	.00
67	.00	.00	.00	.00	.00	.00
68	.00	.00	.00	.00	.00	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	.0	.0	.0	.0	.0	.0	.0
2	.0	.0	.0	.0	.0	.0	.0	.0
3	.0	.0	.0	.0	.0	.0	.0	.0
4	.0	.0	.0	.0	.0	.0	.0	.0
5	.0	.0	.0	.0	.0	.0	.0	.0
6	.0	.0	.0	.0	.0	.0	.0	.0
7	.0	.0	.0	.0	.0	.0	.0	.0
8	.0	.0	.0	.0	.0	.0	.0	.0
9	.0	.0	.0	.0	.0	.0	.0	.0
10	.0	.0	.0	.0	.0	.0	.0	.0
11	.0	.0	.0	.0	.0	.0	.0	.0
12	.0	.0	.0	.0	.0	.0	.0	.0
13	.0	.0	.0	.0	.0	.0	.0	.0
14	.0	.0	.0	.0	.0	.0	.0	.0
15	.0	.0	.0	.0	.0	.0	.0	.0
16	.0	.0	.0	.0	.0	.0	.0	.0
17	.0	.0	.0	.0	.0	.0	.0	.0
18	.0	.0	.0	.0	.0	.0	.0	.0
19	.0	.0	.0	.0	.0	.0	.0	.0
20	.0	.0	.0	.0	.0	.0	.0	.0
21	.0	.0	.0	.0	.0	.0	.0	.0
22	.0	.0	.0	.0	.0	.0	.0	.0
23	.0	.0	.0	.0	.0	.0	.0	.0
24	.0	.0	.0	.0	.0	.0	.0	.0
25	.0	.0	.0	.0	.0	.0	.0	.0
26	.0	.0	.0	.0	.0	.0	.0	.0
27	.0	.0	.0	.0	.0	.0	.0	.0
28	.0	.0	.0	.0	.0	.0	.0	.0
29	.0	.0	.0	.0	.0	.0	.0	.0
30	.0	.0	.0	.0	.0	.0	.0	.0
31	.0	.0	.0	.0	.0	.0	.0	.0
32	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	.0	.0	.0	.0	.0	.0	.0	.0
34	.0	.0	.0	.0	.0	.0	.0	.0
35	.0	.0	.0	.0	.0	.0	.0	.0
36	.0	.0	.0	.0	.0	.0	.0	.0
37	.0	.0	.0	.0	.0	.0	.0	.0
38	.0	.0	.0	.0	.0	.0	.0	.0
39	.0	.0	.0	.0	.0	.0	.0	.0
40	.0	.0	.0	.0	.0	.0	.0	.0
41	.0	.0	.0	.0	.0	.0	.0	.0
42	.0	.0	.0	.0	.0	.0	.0	.0
43	.0	.0	.0	.0	.0	.0	.0	.0
44	.0	.0	.0	.0	.0	.0	.0	.0
45	.0	.0	.0	.0	.0	.0	.0	.0
46	.0	.0	.0	.0	.0	.0	.0	.0
47	.0	.0	.0	.0	.0	.0	.0	.0
48	.0	.0	.0	.0	.0	.0	.0	.0
49	.0	.0	.0	.0	.0	.0	.0	.0
50	.0	.0	.0	.0	.0	.0	.0	.0
51	.0	.0	.0	.0	.0	.0	.0	.0
52	.0	.0	.0	.0	.0	.0	.0	.0
53	.0	.0	.0	.0	.0	.0	.0	.0
54	.0	.0	.0	.0	.0	.0	.0	.0
55	.0	.0	.0	.0	.0	.0	.0	.0
56	.0	.0	.0	.0	.0	.0	.0	.0
57	.0	.0	.0	.0	.0	.0	.0	.0
58	.0	.0	.0	.0	.0	.0	.0	.0
59	.0	.0	.0	.0	.0	.0	.0	.0
60	.0	.0	.0	.0	.0	.0	.0	.0
61	.0	.0	.0	.0	.0	.0	.0	.0
62	.0	.0	.0	.0	.0	.0	.0	.0
63	.0	.0	.0	.0	.0	.0	.0	.0
64	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 13 LINEAR TEMP
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	.0	.0	.0	.0	.0	.0	.0	.0
66	.0	.0	.0	.0	.0	.0	.0	.0
67	.0	.0	.0	.0	.0	.0	.0	.0
68	.0	.0	.0	.0	.0	.0	.0	.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
1	.0006706	-.0047005	.0020262
2	.0000000	.0000000	.0019158
3	-.0013161	.0051718	.0016865
4	-.0016569	.0060011	.0016307
5	-.0098108	.0256035	.0006985
6	-.0179932	.0335390	.0002307
7	-.0262411	.0342310	-.0001407
8	-.0345584	.0288756	-.0004671
9	-.0428019	.0180187	-.0007131
10	-.0509665	.0064030	-.0005248
11	-.0591644	.0003776	-.0001702
12	-.0594991	.0002964	-.0001547
13	-.0631354	.0000000	.0000370
14	-.0667655	.0006893	.0002260
15	-.0443004	.0000996	.0000895
16	-.0523313	.0043857	.0004029
17	-.0603905	.0132340	.0005182
18	-.0685528	.0199058	.0001889
19	-.0768153	.0195335	-.0002303
20	-.0849995	.0122694	-.0005404
21	-.0931060	.0033509	-.0003891
22	-.1012458	-.0003826	-.0000425
23	-.1015808	-.0003999	-.0000267
24	-.1051960	.0000000	.0001686
25	-.1088044	.0014095	.0003623
26	-.0851250	-.0000523	.0000663
27	-.0931014	.0039508	.0003934
28	-.1011061	.0127260	.0005193
29	-.1092134	.0194956	.0001984
30	-.1174203	.0193390	-.0002163
31	-.1255498	.0123195	-.0005279
32	-.1335969	.0035495	-.0003863
33	-.1416721	-.0002781	-.0000568
34	-.1420072	-.0003026	-.0000414
35	-.1455984	.0000000	.0001472
36	-.1491818	.0012767	.0003343

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- N O D E D I S P L A C E M E N T S - (GENERAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

NODE	DISP-X	DISP-Y	ROT-Z
37	-.1250571	-.0001586	.0000449
38	-.1331714	.0034258	.0003690
39	-.1413140	.0117766	.0004958
40	-.1495659	.0181399	.0001766
41	-.1579242	.0176425	-.0002316
42	-.1662084	.0104843	-.0005262
43	-.1744133	.0020156	-.0003512
44	-.1826515	-.0007905	.0000245
45	-.1829864	-.0007742	.0000407
46	-.1865540	.0000000	.0002407
47	-.1901159	.0018092	.0004385
48	-.1652260	.0004120	.0001475
49	-.1732871	.0060204	.0004901
50	-.1813765	.0165032	.0006111
51	-.1895693	.0246922	.0002630
52	-.1978624	.0252970	-.0001982
53	-.2060824	.0180632	-.0005727
54	-.2142242	.0078442	-.0005067
55	-.2223994	.0011074	-.0002671
56	-.2227345	.0009772	-.0002537
57	-.2261280	.0000000	-.0001193
58	-.2295081	-.0002902	.0000202
59	-.2043294	-.0018894	-.0002718
60	-.2117950	-.0045577	.0000079
61	-.2192896	-.0018064	.0002537
62	-.2268331	.0027396	.0002368
63	-.2344196	.0066621	.0002121
64	-.2419778	.0100590	.0001513
65	-.2495048	.0110940	-.0000875
66	-.2570661	.0035220	-.0009050
67	-.2573888	.0030561	-.0009589
68	-.2585517	.0000000	-.0011719
69	-.2591465	-.0029235	-.0012756

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- S U P P O R T S   R E A C T I O N S - (GLOBAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

-SUPP#-	-NODE-	-HORIZONTAL-	-VERTICAL-	- MOMENT -
2	2	.00	690.39	.00
13	13	.00	1410.92	.00
24	24	.00	1398.69	.00
35	35	.00	1411.17	.00
46	46	.00	1364.83	.00
57	57	.00	1462.22	.00
68	68	.00	667.31	.00
TOTAL REACTIONS		.00	8405.54	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
1	.00	-4541.60	.00	286.18	.00	-8183.37
2	4541.60	-4541.60	404.21	-374.83	8183.37	-7063.16
3	4541.60	-4541.60	374.83	-369.72	7063.15	-6876.23
4	4541.60	-4541.60	369.72	-188.32	6876.23	-1923.62
5	4541.60	-4541.60	188.32	-6.92	1923.62	-190.85
6	4541.60	-4591.36	6.92	-81.70	190.85	368.80
7	4591.36	-4591.36	81.70	99.70	-368.80	209.00
8	4591.36	-4440.74	-99.70	-195.23	-209.00	1742.08
9	4440.74	-4440.74	195.23	-13.83	-1742.09	3597.44
10	4440.74	-4440.74	13.83	167.57	-3597.44	2232.98
11	4440.74	-4440.74	-167.57	172.68	-2232.98	2147.85
12	4440.74	-8866.78	-172.68	713.46	-2147.85	4895.37
13	8866.78	-4497.37	697.46	-158.10	-4895.37	2122.20
14	4497.37	-4497.37	158.10	-152.99	-2122.20	2200.02
15	4497.37	-4497.37	152.99	28.41	-2200.02	3305.70
16	4497.37	-4497.37	-28.41	209.81	-3305.70	1191.55
17	4497.37	-4599.09	-209.81	-91.27	-1191.55	-323.87
18	4599.09	-4599.09	91.27	90.13	323.87	-313.78
19	4599.09	-4448.47	-90.13	-205.63	313.78	1396.60
20	4448.47	-4448.47	205.63	-24.24	-1396.60	3436.70
21	4448.47	-4448.47	24.24	157.16	-3436.70	2256.99
22	4448.47	-4448.47	-157.16	162.27	-2256.99	2177.11
23	4448.47	-8876.55	-162.27	703.54	-2177.11	4982.23
24	8876.55	-4499.35	695.15	-155.23	-4982.23	2186.64
25	4499.35	-4499.35	155.23	-150.12	-2186.64	2263.01
26	4499.35	-4499.35	150.12	31.28	-2263.01	3317.66
27	4499.35	-4499.35	-31.28	212.68	-3317.66	1152.48
28	4499.35	-4601.08	-212.68	-88.61	-1152.48	-412.09
29	4601.08	-4601.08	88.61	92.79	412.09	-449.21
30	4601.08	-4450.45	-92.79	-203.19	449.21	1215.87
31	4450.45	-4450.45	203.19	-21.79	-1215.87	3212.58
32	4450.45	-4450.45	21.79	159.61	-3212.58	1989.47
33	4450.45	-4450.45	-159.61	164.72	-1989.47	1908.35
34	4450.45	-8876.00	-164.72	705.92	-1908.35	4698.02
35	8876.00	-4496.82	705.25	-165.32	-4698.02	1954.90
36	4496.82	-4496.82	165.32	-160.21	-1954.90	2036.30

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L L O A D S - (LOCAL FORCES)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

ELEM	-AXIAL FORCE-		-SHEAR FORCE-		-BENDING MOMENT-	
ID	-I-	-J-	-I-	-J-	-I-	-J-
37	4496.82	-4496.82	160.21	21.18	-2036.30	3270.19
38	4496.82	-4496.82	-21.18	202.58	-3270.19	1284.27
39	4496.82	-4598.55	-202.58	-98.43	-1284.27	-103.47
40	4598.55	-4598.55	98.43	82.97	103.47	33.78
41	4598.55	-4447.92	-82.97	-212.74	-33.79	1870.83
42	4447.92	-4447.92	212.74	-31.34	-1870.83	4037.05
43	4447.92	-4447.92	31.34	150.06	-4037.05	2983.44
44	4447.92	-4447.92	-150.06	155.17	-2983.44	2907.15
45	4447.92	-8876.04	-155.17	696.41	-2907.15	5750.49
46	8876.04	-4499.40	668.41	-128.52	-5750.49	2811.88
47	4499.40	-4499.40	128.52	-123.41	-2811.88	2874.95
48	4499.40	-4499.40	123.41	57.98	-2874.95	3455.64
49	4499.40	-4499.40	-57.98	239.38	-3455.64	816.52
50	4499.40	-4601.13	-239.38	-61.92	-816.52	-1221.93
51	4601.13	-4601.13	61.92	119.48	1221.93	-1732.79
52	4601.13	-4450.50	-119.48	-176.51	1732.78	-541.27
53	4450.50	-4450.50	176.51	4.89	541.27	981.92
54	4450.50	-4450.50	-4.89	186.28	-981.92	-714.71
55	4450.50	-4450.50	-186.28	191.39	714.71	-809.30
56	4450.50	-7351.99	-191.39	639.56	809.30	485.09
57	7351.99	-2958.90	822.66	-356.63	-485.09	-1276.60
58	2958.90	-2958.90	356.63	-351.52	1276.60	-1099.76
59	2958.90	-2958.90	351.52	-170.12	1099.76	3529.79
60	2958.90	-2958.90	170.12	11.28	-3529.79	4939.52
61	2958.90	-2967.59	-11.28	-122.79	-4939.52	5888.98
62	2967.59	-2967.59	122.79	58.61	-5888.98	6458.61
63	2967.59	-2919.48	-58.61	116.63	-6458.62	5122.13
64	2919.48	-2919.48	-116.63	298.03	-5122.13	1441.96
65	2919.48	-2919.48	-298.03	479.43	-1441.96	-5458.03
66	2919.48	-2919.48	-479.43	484.54	5458.03	-5699.37
67	2919.48	-2919.48	-484.54	513.92	5699.37	-7134.59
68	2919.48	.00	153.39	.00	7134.59	.00

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
1	.0	-170.8	.0	-78.1	.0	-36.6	.0	-21.1
2	-170.8	-158.1	-78.1	-78.1	-36.6	-42.3	29.8	27.6
3	-158.1	-156.0	-78.1	-78.1	-42.3	-43.3	27.6	27.2
4	-156.0	-99.9	-78.1	-78.1	-43.3	-68.4	27.2	13.9
5	-99.9	-80.3	-78.1	-78.1	-68.4	-77.2	13.9	.5
6	-80.3	-74.8	-78.1	-79.0	-77.2	-80.9	.5	6.0
7	-74.8	-76.6	-79.0	-79.0	-80.9	-80.0	6.0	-7.3
8	-76.6	-56.7	-79.0	-76.4	-80.0	-85.2	-7.3	14.4
9	-56.7	-35.6	-76.4	-76.4	-85.2	-94.6	14.4	1.0
10	-35.6	-51.1	-76.4	-76.4	-94.6	-87.7	1.0	-12.3
11	-51.1	-52.1	-76.4	-76.4	-87.7	-87.3	-12.3	-12.7
12	-52.1	-97.1	-76.4	-152.5	-87.3	-177.4	-12.7	-52.6
13	-97.1	-53.3	-152.5	-77.4	-177.4	-88.1	51.4	11.7
14	-53.3	-52.4	-77.4	-77.4	-88.1	-88.5	11.7	11.3
15	-52.4	-39.9	-77.4	-77.4	-88.5	-94.1	11.3	-2.1
16	-39.9	-63.9	-77.4	-77.4	-94.1	-83.4	-2.1	-15.5
17	-63.9	-82.8	-77.4	-79.1	-83.4	-77.5	-15.5	6.7
18	-82.8	-82.7	-79.1	-79.1	-77.5	-77.5	6.7	-6.6
19	-82.7	-60.7	-79.1	-76.5	-77.5	-83.6	-6.6	15.2
20	-60.7	-37.6	-76.5	-76.5	-83.6	-93.9	15.2	1.8
21	-37.6	-51.0	-76.5	-76.5	-93.9	-88.0	1.8	-11.6
22	-51.0	-51.9	-76.5	-76.5	-88.0	-87.6	-11.6	-12.0
23	-51.9	-96.3	-76.5	-152.7	-87.6	-178.0	-12.0	-51.9
24	-96.3	-52.6	-152.7	-77.4	-178.0	-88.5	51.2	11.4
25	-52.6	-51.8	-77.4	-77.4	-88.5	-88.9	11.4	11.1
26	-51.8	-39.8	-77.4	-77.4	-88.9	-94.2	11.1	-2.3
27	-39.8	-64.3	-77.4	-77.4	-94.2	-83.2	-2.3	-15.7
28	-64.3	-83.8	-77.4	-79.2	-83.2	-77.1	-15.7	6.5
29	-83.8	-84.2	-79.2	-79.2	-77.1	-76.9	6.5	-6.8
30	-84.2	-62.8	-79.2	-76.6	-76.9	-82.7	-6.8	15.0
31	-62.8	-40.2	-76.6	-76.6	-82.7	-92.8	15.0	1.6
32	-40.2	-54.0	-76.6	-76.6	-92.8	-86.6	1.6	-11.8

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

- I N T E R N A L   S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE #   10   AT DAY : 4000.0

LOAD CASE #   0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
33	-54.0	-54.9	-76.6	-76.6	-86.6	-86.2	-11.8	-12.1
34	-54.9	-99.5	-76.6	-152.7	-86.2	-176.5	-12.1	-52.0
35	-99.5	-55.2	-152.7	-77.4	-176.5	-87.3	52.0	12.2
36	-55.2	-54.3	-77.4	-77.4	-87.3	-87.7	12.2	11.8
37	-54.3	-40.3	-77.4	-77.4	-87.7	-93.9	11.8	-1.6
38	-40.3	-62.8	-77.4	-77.4	-93.9	-83.9	-1.6	-14.9
39	-62.8	-80.3	-77.4	-79.1	-83.9	-78.6	-14.9	7.3
40	-80.3	-78.7	-79.1	-79.1	-78.6	-79.3	7.3	-6.1
41	-78.7	-55.3	-79.1	-76.5	-79.3	-86.0	-6.1	15.7
42	-55.3	-30.8	-76.5	-76.5	-86.0	-97.0	15.7	2.3
43	-30.8	-42.7	-76.5	-76.5	-97.0	-91.6	2.3	-11.1
44	-42.7	-43.6	-76.5	-76.5	-91.6	-91.3	-11.1	-11.4
45	-43.6	-87.5	-76.5	-152.7	-91.3	-181.8	-11.4	-51.3
46	-87.5	-45.5	-152.7	-77.4	-181.8	-91.7	49.3	9.5
47	-45.5	-44.8	-77.4	-77.4	-91.7	-92.0	9.5	9.1
48	-44.8	-38.3	-77.4	-77.4	-92.0	-94.9	9.1	-4.3
49	-38.3	-68.2	-77.4	-77.4	-94.9	-81.5	-4.3	-17.6
50	-68.2	-93.0	-77.4	-79.2	-81.5	-73.0	-17.6	4.6
51	-93.0	-98.8	-79.2	-79.2	-73.0	-70.4	4.6	-8.8
52	-98.8	-82.7	-79.2	-76.6	-70.4	-73.8	-8.8	13.0
53	-82.7	-65.4	-76.6	-76.6	-73.8	-81.5	13.0	-.4
54	-65.4	-84.7	-76.6	-76.6	-81.5	-72.9	-.4	-13.7
55	-84.7	-85.7	-76.6	-76.6	-72.9	-72.5	-13.7	-14.1
56	-85.7	-121.0	-76.6	-126.5	-72.5	-128.9	-14.1	-47.1
57	-121.0	-65.4	-126.5	-50.9	-128.9	-44.4	60.6	26.3
58	-65.4	-63.4	-50.9	-50.9	-44.4	-45.3	26.3	25.9
59	-63.4	-10.9	-50.9	-50.9	-45.3	-68.8	25.9	12.5
60	-10.9	5.1	-50.9	-50.9	-68.8	-75.9	12.5	-.8
61	5.1	15.7	-50.9	-51.1	-75.9	-80.9	-.8	9.0
62	15.7	22.1	-51.1	-51.1	-80.9	-83.8	9.0	-4.3
63	22.1	7.8	-51.1	-50.2	-83.8	-76.2	-4.3	-8.6
64	7.8	-33.9	-50.2	-50.2	-76.2	-57.5	-8.6	-22.0

Data-Base: RDMS
Project : TEST
Run Date : 4-JAN-2001 13:52:37

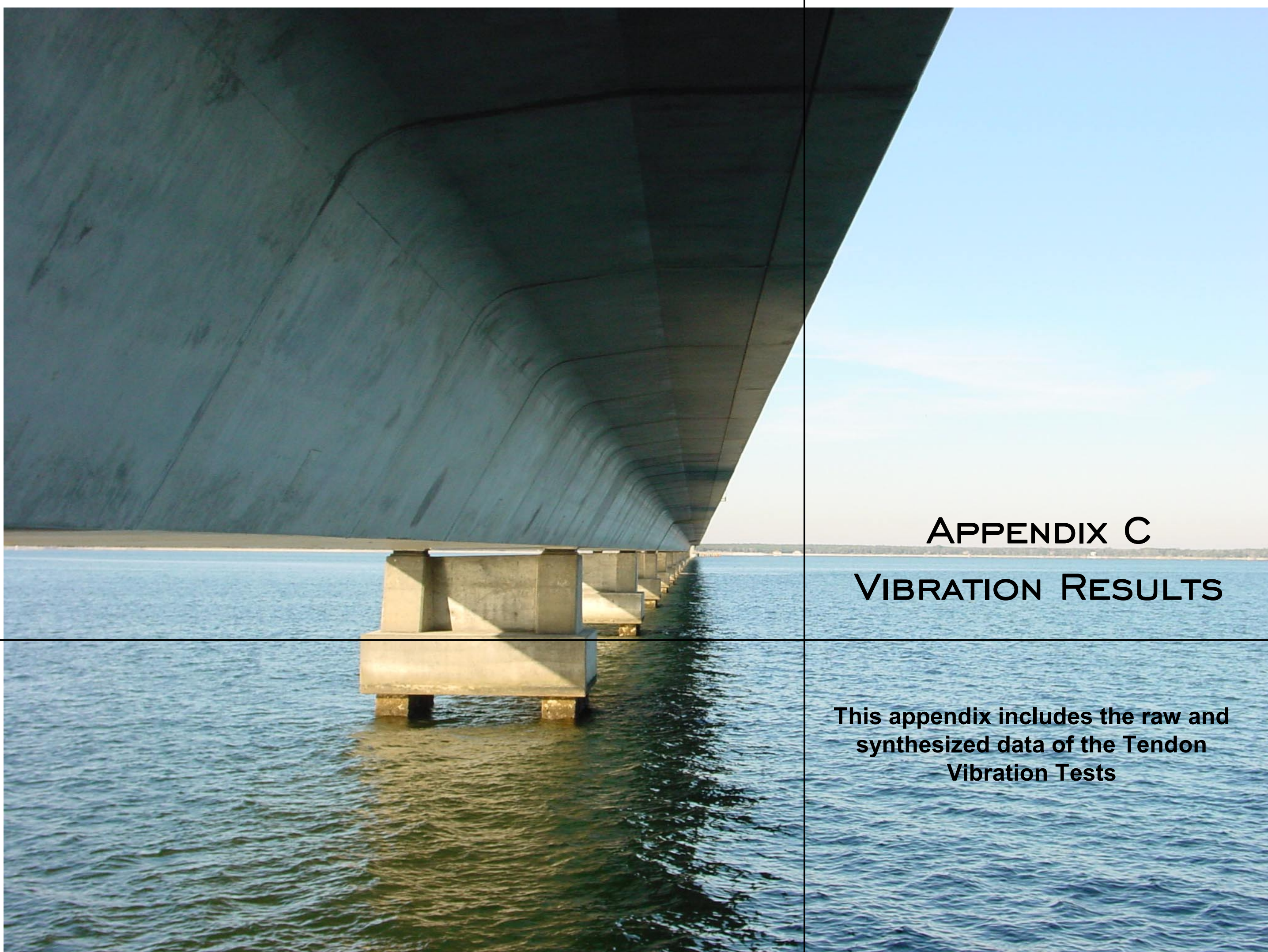
- I N T E R N A L S T R E S S E S - (LOCAL SYSTEM)

ERECTION STAGE # 10 AT DAY : 4000.0

LOAD CASE # 0 ALL APPLIED LOADS
===============

	AXIAL BOTTOM		AXIAL C-0-G		AXIAL TOP		SHEAR STRESS	
-SEG#-	-I-	-J-	-I-	-J-	-I-	-J-	-I-	-J-
65	-33.9	-112.1	-50.2	-50.2	-57.5	-22.5	-22.0	-35.3
66	-112.1	-114.8	-50.2	-50.2	-22.5	-21.3	-35.3	-35.7
67	-114.8	-131.0	-50.2	-50.2	-21.3	-14.0	-35.7	-37.9
68	-131.0	.0	-50.2	.0	-14.0	.0	11.3	.0

Florida Department of Transportation
District 3



Appendix C
Vibration Results

This appendix includes the raw and synthesized data of the Tendon Vibration Tests

Corven Engineering, Inc.
1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix H – Field Results of Repair Work

Contents

Tendon Replacement Stressing Data

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow

Cable: Florida Wire & Cable, Inc.
Lot# 12012022528, 0.600 in., 270 LR, 6.560 LF
Production Date: 7/19/2000

Jack: Single Pull, ID# 90-175, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.87

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

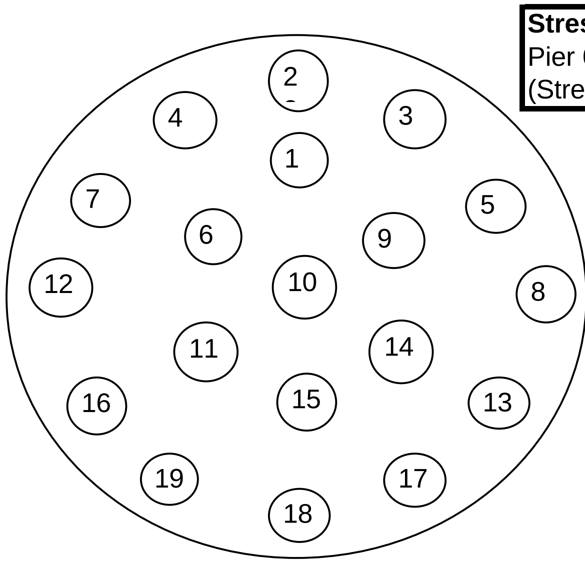
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 09/13/00
Stressing Date: 09/14/00
Location: Tendon 1, Span 057 (T1W)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,500 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6000		9 7/8
2		1200		5900		9 7/8
3		1200		6000		9 5/8
4		1200		6000		9 1/2
5		1200		6100		9 3/8
6		1200		6000		9 3/8
7		1200		6100		9 3/4
8		1200		6100		9 5/8
9		1200		6100		9 5/8
10		1200		6100		9 1/2
11		1200		6200		9 1/2
12		1200		6200		9 5/8
13		1200		6100		9 7/8
14		1200		6100		9 7/8
15		1200		6100		9 5/8
16		1200		6000		9 7/8
17		1200		6000		9 3/4
18		1200		6100		9 5/8
19		1200		6000		9 5/8



Stressing Sequenced Used
Pier 057 - South Anchor Head
(Stressing End)

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow

<u>Cable:</u> Florida Wire & Cable, Inc.
Lot# 12012022528, 0.600 in., 270 LR, 6,560 LF
Production Date: 7/19/2000

<u>Jack:</u> Single Pull, ID# 90-158, 0.6 Velzy
Calibrated: 09/11/2000
Theoretical RAM Area = 7.95
Computed RAM Area = 7.87

<u>Gauges:</u> Master Guage # MG-0001
Service Guage # 4-8953

Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

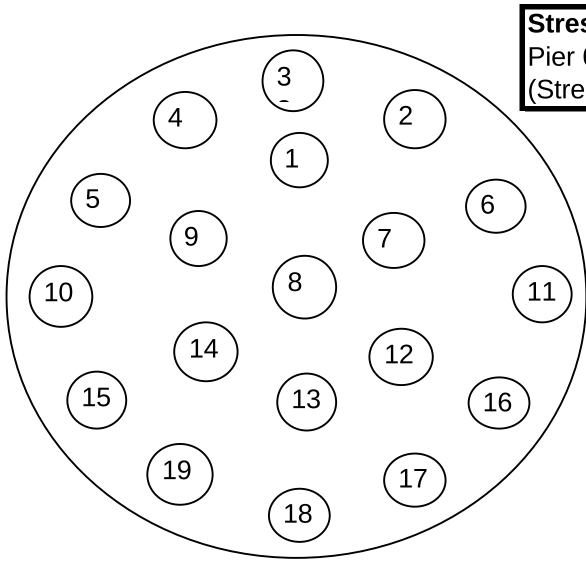
Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 09/19/00
Stressing Date: 09/19/00
Location: Tendon 1, Span 028 (T1E)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,500 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6000		9 7/8
2		1200		6000		9 3/4
3		1200		6000		9 3/4
4		1200		6000		9 5/8
5		1200		6000		9 5/8
6		1200		6000		9 5/8
7		1200		6100		9 3/4
8		1200		6000		9 5/8
9		1200		6000		9 3/4
10		1200		6100		9 1/2
11		1200		6100		9 5/8
12		1200		6100		9 5/8
13		1200		6200		9 5/8
14		1200		6100		9 3/4
15		1200		6300		9 5/8
16		1200		6000		9 7/8
17		1200		6000		9 5/8
18		1200		6100		9 5/8
19		1200		6100		9 3/4

Stressing Sequenced Used
Pier 029 - North Anchor Head
(Stressing End)



Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # 0148228, Pack # DM32135, 0.600 in. Minilax, 270 LR,

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

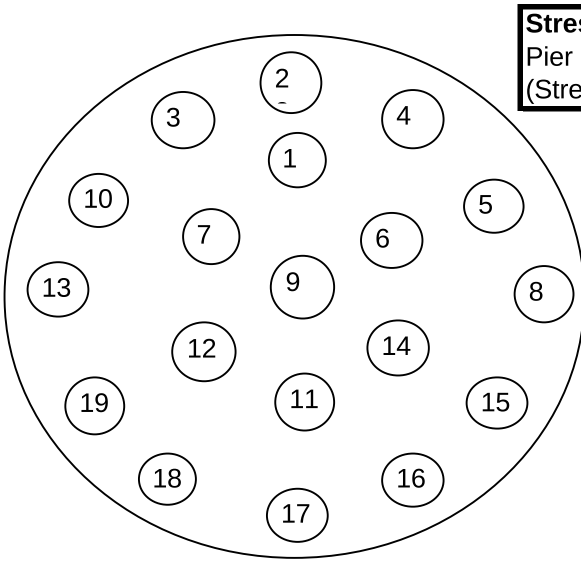
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 10/11/00
Stressing Date: 10/11/00
Location: Tendon 2, Span 057 (T2W)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6000		9 5/8
2		1200		6000		9 5/8
3		1200		6000		9 1/2
4		1200		6100		9 5/8
5		1200		6100		9 5/8
6		1200		6000		9 1/2
7		1200		6000		9 1/2
8		1200		6200		9 7/8
9		1200		6100		9 3/4
10		1200		6200		9 1/2
11		1200		6100		9 7/8
12		1200		6100		9 3/4
13		1200		6000		9 3/8
14		1200		6100		9 7/8
15		1200		6100		9 3/4
16		1200		6100		9 7/8
17		1200		6100		9 3/4
18		1200		6000		9 3/4
19		1200		6200		9 5/8



Stressing Sequenced Used
Pier 057 - South Anchor Head
(Stressing End)

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # 0148228, Pack # DM32135, 0.600 in. Minilax, 270 LR

Jack: Single Pull, ID# 90-175, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.87

Gauges: Master Guage # MG-0001
Service Guage # 6-20332

Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

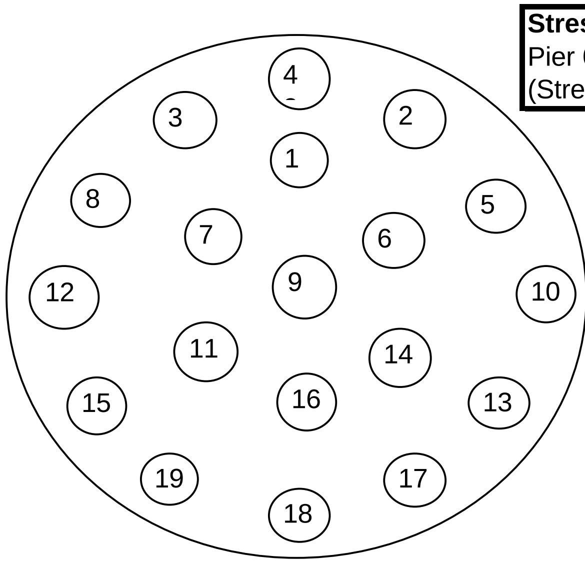
Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 10/12/00
Stressing Date: 10/12/00
Location: Tendon 1, Span 009 (T1W)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		**Initial (20%) psi**		**Total (100%) psi**		**Elongation (80%) in.**
1		1200		6000		9 7/8
2		1200		6000		9 5/8
3		1200		6000		9 7/8
4		1200		6000		9 3/8
5		1200		6100		9 5/8
6		1200		6200		9 7/8
7		1200		6100		9 5/8
8		1200		6100		9 3/8
9		1200		6200		9 1/2
10		1200		6100		9 5/8
11		1200		6100		9 3/8
12		1200		6100		9 3/4
13		1200		6100		9 7/8
14		1200		6200		9 7/8
15		1200		6100		9 3/8
16		1200		6200		9 7/8
17		1200		6200		9 3/8
18		1200		6000		9 5/8
19		1200		6200		9 1/2

Stressing Sequenced Used
Pier 009 - South Anchor Head
(Stressing End)



Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # 0148228, Pack # DM32135, 0.600 in. Minilax, 270 LR

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

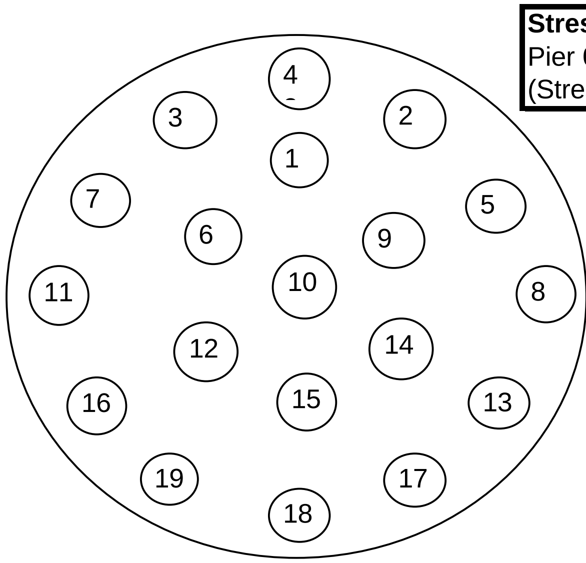
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 10/24/00
Stressing Date: 10/24/00
Location: Tendon 5, Span 058 (T2E)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6000		9 7/8
2		1200		6000		9 5/8
3		1200		6000		9 7/8
4		1200		6000		9 5/8
5		1200		6000		9 5/8
6		1200		6100		9 5/8
7		1200		6100		9 3/8
8		1200		6000		9 7/8
9		1200		6000		9 1/2
10		1200		6100		9 5/8
11		1200		6100		9 3/8
12		1200		6200		9 1/2
13		1200		6100		9 3/8
14		1200		6200		9 3/4
15		1200		6100		9 3/8
16		1200		6200		9 1/2
17		1200		6200		9 1/2
18		1200		6200		9 3/8
19		1200		6200		9 3/4



Stressing Sequenced Used
Pier 059 - North Anchor Head
(Stressing End)

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: American Spring Wire Corp.
Heat # 601816, 0.600 in., 270K LR Special (HC)

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

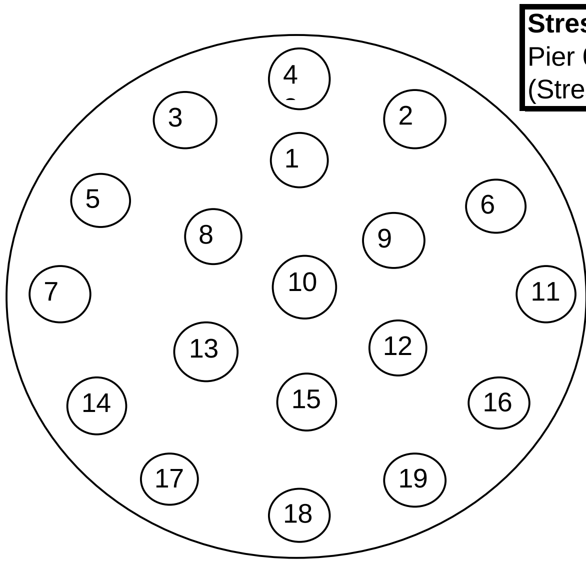
Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 10/24/00
Stressing Date: 10/25/00
Location: Tendon 4, Span 063 (T1E)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,300 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6000		9 5/8
2		1200		6000		9 7/8
3		1200		6000		9 1/2
4		1200		6100		9 1/4
5		1200		6200		9 1/2
6		1200		6000		9 3/8
7		1200		6200		9 7/8
8		1200		6200		9 3/4
9		1200		6400		9 3/8
10		1200		6400		9 1/2
11		1200		6200		9 3/8
12		1200		6300		9 3/8
13		1200		6400		9 1/2
14		1200		6400		9 1/4
15		1200		6300		9 1/4
16		1200		6100		9 7/8
17		1200		6400		9 3/8
18		1200		6400		9 1/4
19		1200		6400		9 1/4

Stressing Sequenced Used
Pier 063 - South Anchor Head
(Stressing End)



Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: American Spring Wire Corp.
Heat # 601816, 0.600 in., 270K LR Special (HC)

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

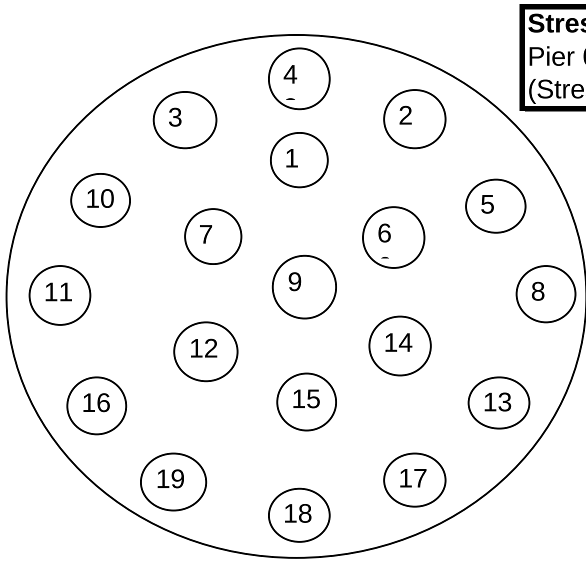
Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 10/24/00
Stressing Date: 10/25/00
Location: Tendon 3, Span 069 (T3W)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,300 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6100		9 3/4
2		1200		6000		9 5/8
3		1200		6000		9 5/8
4		1200		6200		9 3/8
5		1200		6000		9 3/8
6		1200		6100		9 5/8
7		1200		6200		9 3/8
8		1200		6100		9 3/8
9		1200		6300		9 1/4
10		1200		6200		9 5/8
11		1200		6300		9 1/2
12		1200		6300		9 1/2
13		1200		6300		9 3/8
14		1200		6300		9 3/8
15		1200		6300		9 1/4
16		1200		6400		9 1/4
17		1200		6300		9 1/4
18		1200		6400		9 1/4
19		1200		6400		9 1/8

Stressing Sequenced Used
Pier 069 - South Anchor Head
(Stressing End)



Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # D149228, Pack # DM32145, 0.600 in. Minilax, 270 LR

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

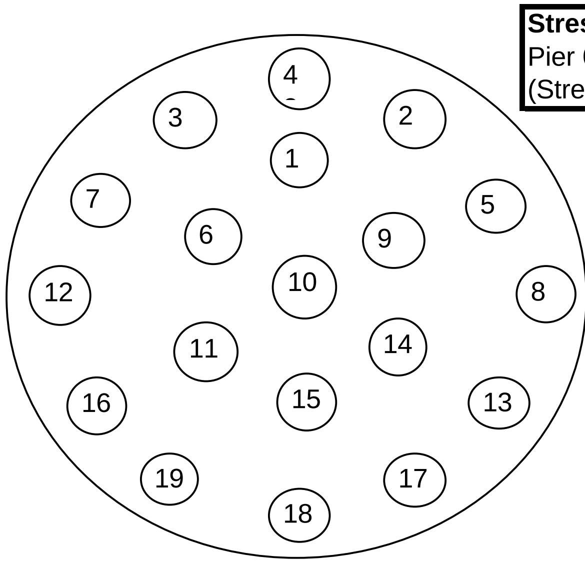
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 11/06/00
Stressing Date: 11/07/00
Location: Tendon 2, Span 069 (T2W)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		**Initial (20%) psi**		**Total (100%) psi**		**Elongation (80%) in.**
1		1200		6000		9 7/8
2		1200		6000		9 3/4
3		1200		6000		9 3/4
4		1200		6000		9 3/4
5		1200		6100		9 5/8
6		1200		6100		9 3/4
7		1200		6100		9 5/8
8		1200		6000		9 3/4
9		1200		6100		9 1/2
10		1200		6200		9 5/8
11		1200		6100		9 3/8
12		1200		6100		9 3/4
13		1200		6100		9 3/4
14		1200		6000		9 7/8
15		1200		6000		9 3/4
16		1200		6000		9 1/2
17		1200		6000		9 3/4
18		1200		6000		9 5/8
19		1200		6100		9 1/2



Stressing Sequenced Used
Pier 069 - South Anchor Head
(Stressing End)

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # D149228, Pack # DM32145, 0.600 in. Minilax, 270 LR

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

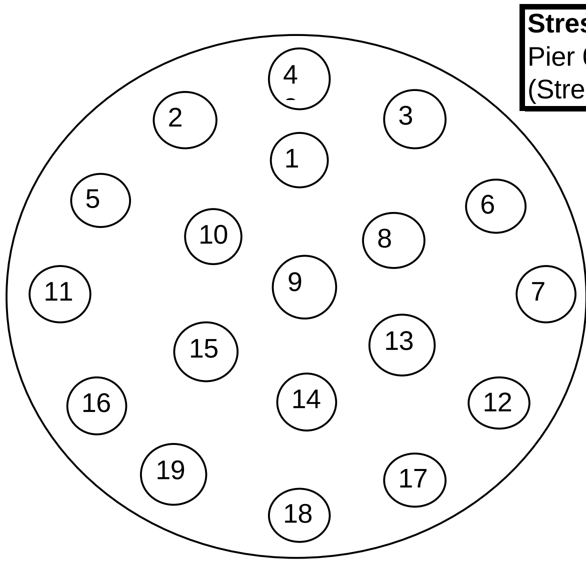
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 11/06/00
Stressing Date: 11/07/00
Location: Tendon 1, Span 064 (T1W)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6200		9 1/2
2		1200		6000		9 3/4
3		1200		6100		9 5/8
4		1200		6300		9 1/2
5		1200		6000		9 1/2
6		1200		6000		9 3/4
7		1200		6000		9 5/8
8		1200		6000		9 3/8
9		1200		6100		9 1/2
10		1200		6100		9 7/8
11		1200		6200		9 3/4
12		1200		6100		9 1/2
13		1200		6200		9 1/2
14		1200		6200		9 5/8
15		1200		6300		9 3/4
16		1200		6200		9 3/4
17		1200		6000		9 3/4
18		1200		6200		9 7/8
19		1200		6300		9 1/2



Stressing Sequenced Used
Pier 065, North Anchor Head
(Stressing End)

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # D149228, Pack # DM32145, 0.600 in. Minilax, 270 LR

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

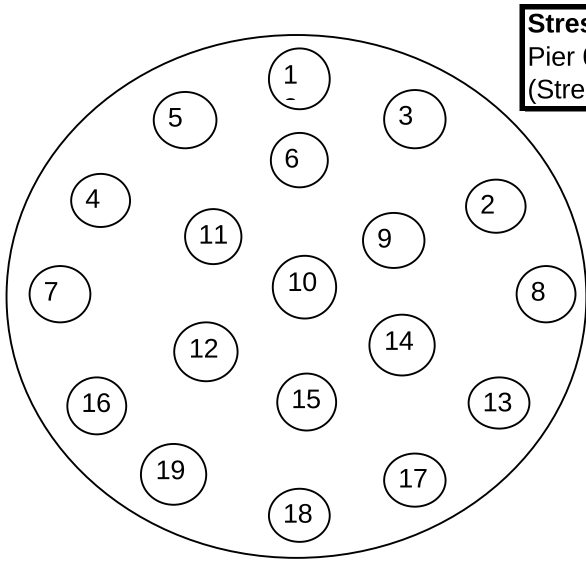
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 11/06/00
Stressing Date: 11/07/00
Location: Tendon 6, Span 058 (T1E)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		**Initial (20%) psi**		**Total (100%) psi**		**Elongation (80%) in.**
1		1200		6000		9 1/2
2		1200		6200		9 5/8
3		1200		6200		9 5/8
4		1200		6000		9 3/8
5		1200		6100		9 5/8
6		1200		6000		9 5/8
7		1200		6200		9 3/8
8		1200		6300		9 3/8
9		1200		6200		9 1/2
10		1200		6300		9 3/8
11		1200		6200		9 5/8
12		1200		6000		9 5/8
13		1200		6300		9 3/8
14		1200		6000		9 5/8
15		1200		6300		9 3/8
16		1200		6300		9 5/8
17		1200		6200		9 5/8
18		1200		6200		9 3/8
19		1200		6100		9 3/8



Stressing Sequenced Used
Pier 059, North Anchor Head
(Stressing End)

Tendon Replacement Stressing Data

Contractor: Granite Construction, Inc.

Inspection: Metric Engineering, Inc.
Inspectors: Michael Marlow, Brian Lemieux

Cable: Sumiden Wire Products Corp.
Heat # D149228, Pack # DM32145, 0.600 in. Minilax, 270 LR

Jack: Single Pull, ID# 98-119, 0.6 Velzy
Calibrated: 11/29/1999
Theoretical RAM Area = 7.95
Computed RAM Area = 7.77

Gauges: Master Guage # MG-0001
Service Guage # 6-20267

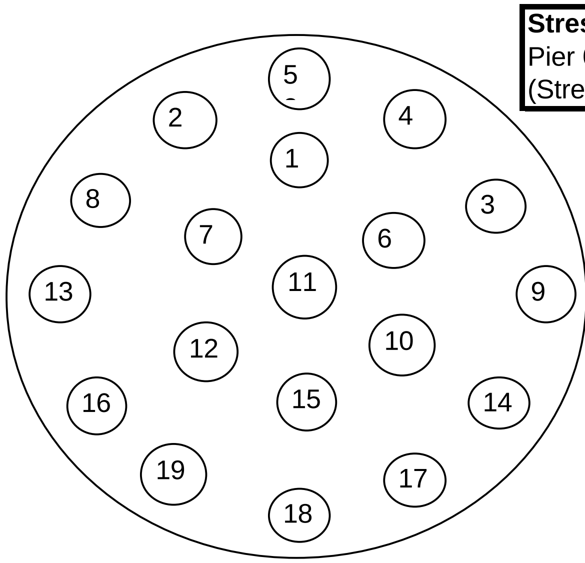
Tensioning Schedule: Stress uppermost cable to 20% of gauge pressure(1218). Then stress remaining 80% (12 in. * 0.8 = 9.6 in.) using 9.6 in. elongation. Continue same operation moving to next closest strand. This procedure is used to keep strands from binding at the deviation blocks.

Number of Strands: 19.0
Length of Strand: 140.06 LF

Cable Installation Date: 11/14/00
Stressing Date: 11/15/00
Location: Tendon 5, Span 048 (T2E)

Theoretical Chuck Slippage: 0.375 in.
Actual Chuck Slippage: 0.375 in.
Total Elongation: 12.0 in. (Theoretical)
Total Gauge Pressure: 6090 psi (Theoretical)
Modulas of Elasticity: 28,600 ksi

Cable		Initial (20%) psi		Total (100%) psi		Elongation (80%) in.
1		1200		6000		9 3/4
2		1200		6000		9 5/8
3		1200		6100		9 5/8
4		1200		6000		9 5/8
5		1200		6000		9 3/4
6		1200		6200		9 5/8
7		1200		6000		9 7/8
8		1200		6000		9 5/8
9		1200		6100		9 3/4
10		1200		6100		9 5/8
11		1200		6000		9 7/8
12		1200		6000		9 5/8
13		1200		6000		9 5/8
14		1200		6100		9 3/8
15		1200		6100		9 7/8
16		1200		6000		9 7/8
17		1200		6100		9 3/4
18		1200		6000		10 1/4
19		1200		6000		10 1/8



Stressing Sequenced Used
Pier 049, North Anchor Head
(Stressing End)

Grouting of Replacement Tendons

Grouting of Replacement Tendons

Span 057, Tendon 1; (T1W) Date: 9/21/2000 to 9/22/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8		24
	4		8		
	4		8		46
	4		8 1/4		46
	4		8 1/2		
	6		12 3/4		22
	2		4 1/2		
	2		4 1/2		
Total	30		62 1/2		

Grout: Master Builders GS-1205
55 lbs per Bag

Span 028, Tendon 1; (T1E) Date: 9/21/2000 to 9/22/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	8		18		24
	8		18		26
	4		9		24
	4		9		26
	4		8		30
Total	28		62		

Grout: Master Builders GS-1205
55 lbs per Bag

Span 059, Tendon 2; (T2W) Date: 10/13/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		9		25
	4		9		
	4		9		
	4		9		24
	4		9		
	4		9		
	4		9		
Total	28		63		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 11:27 a.m.
End: 3:21 p.m.
Start Pumping: 11:45 a.m.
mixing time: 5 min.
Temp. = 67^{o} F

Span 009, Tendon 1; (T1W) Date: 10/17/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8		
	4		8		20
	4		8		20
	4		7 1/2		29
	4		7 1/2		30
	4		7 1/2		
Total	24		46 1/2		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 10:00 a.m.
End: 10:57 p.m.
Start Pumping: 10:15 a.m.
mixing time: 5 min.
Temp. = 63^{o} F

Span 069, Tendon 3; (T3W) Date: 10/26/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		7 3/4		30
	4		7 3/4		30
	4		7 3/4		
	4		8		22
	4		8		
Total	20		39 1/4		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 8:46 a.m.
End: 9:38 a.m.
Start Pumping: 9:01 a.m.
mixing time: 5 min.
Temp. = 67^{o} F

Span 063, Tendon 5; (T2E) Date: 10/26/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8		
	4		8		28
	4		8		
	4		8		28
	4		8		
Total	20		40		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 9:55 a.m.
End: 11:20 a.m.
Start Pumping: 10:08 a.m.
mixing time: 5 min.
Temp. = 67^{o} F

Span 058, Tendon 5; (T2E) Date: 10/26/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8		
	4		8		22
	4		8		
	4		8		
	4		8		
Total	20		40		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 11:40 a.m.
End: 12:51 a.m.
Start Pumping: 11:52 a.m.
mixing time: 5 min.
Temp. = 67^{o} F

Span 069, Tendon 2; (T2W) Date: 11/08/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8 1/2		25
	4		8 1/2		
	4		8 1/2		22
	4		8 1/2		
	4		8 1/2		
Total	20		42 1/2		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 9:15 a.m.
End: 10:21 a.m.
Start Pumping: 9:57 a.m.
mixing time: 5 min.
Temp. = 73^{o} F

Span 064, Tendon 1; (T1W) Date: 11/08/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8 1/2		
	4		8 1/2		23
	4		8 1/2		
	4		8 1/2		
	4		8 1/2		
Total	20		42 1/2		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 10:30 a.m.
End: 11:20 a.m.
Start Pumping: 10:42 a.m.
mixing time: 5 min.
Temp. = 73^{o} F

Span 058, Tendon 6; (T1E) Date: 11/08/2000

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8 1/2		21
	4		8 1/2		
	4		8 1/2		24
	4		8 1/2		
	4		8 1/2		
Total	20		42 1/2		

Grout: Master Builders GS-1205
55 lbs per Bag

Start: 11:42 a.m.
End: 12:44 a.m.
Start Pumping: 11:51 a.m.
mixing time: 5 min.
Temp.= 73^{o} F

Span 048, Tendon 5; (T2E) Date: 11/15/00

	Grout (# Bags)		Water (gal.)		Flow (sec.)
	4		8 1/2		22
	4		8 1/2		
	4		8 1/2		25
	4		8 1/2		
	4		8 1/2		
Total	20		42 1/2		

Grout: Master Builders GS-1205
55 lbs per Bag

mixing time: 5 min.
Temp.= 73^{o} F

Anchorage Cap Replacement – Interior and EJ Pier

End Anchorage Cap Replacement

Contractor: Granite Construction, Inc.
Inspection: Metric Engineering, Inc.

Grout: Master Builders 1205
Cap: DSI Plastic Cap

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^{o}F)
1/15/2001	1	2	South	18	65
	2				
1/15/2001	3	2	South	25	65
	4				
	5				
	6				
1/15/2001	1	2	North	25	65
	2				
	3				
	4				
	5				
	6				
1/16/2001	1	3	South	21	45
	2				
	3				
	4				
	5				
	6				
1/16/2001	1	3	North		
	2				
	3				
	4				
1/17/2001	1	Abutment 1	North	23	60
	2				
	3				
	4				
	5				
	6				
1/17/2001	5	3	North		
	6				
1/18/2001	1	4	South	30	60
	2				
	3				
	4				
	5				
	6				
1/18/2001	1	4	North		
	2				
	3				
1/18/2001	4	4	North	24	60
	5				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
1/23/2001	1	6	South	28	40
	2				
	4				
	5				
1/23/2001	1	6	North		
	2				
	3				
	4				
	5				
	6				
1/24/2001	1	7	North	27	50
	3				
	4				
1/24/2001	1	7	South		
	2				
	3				
	4				
	5				
	6				
1/25/2001	1	5	South	27	55
	2				
	3				
	4				
	5				
	6				
1/25/2001	1	5	North		
	2				
	3				
	4				
	5				
	6				
1/26/2001	2	8	South	25	41
	5				
	6				
1/26/2001	1	8	North		
	2				
	5				
	6				
1/29/2001	1	9	South	24	51
	2				
	4				
	6				
1/29/2001	1	9	North		
	2				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
1/30/2001	1	10	South	29	60
	2				
	3				
	4				
	5				
	6				
1/30/2001	1	10	North		
	2				
	3				
	4				
	5				
	6				
1/31/2001	2	11	South	27	55
	4				
	5				
1/31/2001	1	11	North		
	3				
1/31/2001	2	11	North	20	60
	4				
1/31/2001	4	12	North		
	5				
	6				
1/31/2001	1	12	South		
	2				
	4				
	6				
2/6/2001	1	141	North	20	53
	6				
2/6/2001	1	141	South		
2/6/2001	1	140	North		
	2				
	3				
	4				
	5				
	6				
2/6/2001	1	139	North	23	
	2				
	4				
	5				
	6				
2/6/2001	2	139	South		
	3				
	4				
	5				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
2/6/2001	1	137	South	26	53
	2				
	3				
	4				
	5				
2/6/2001	1	136	North		
	2				
	6				
2/6/2001	2	136	South		
	4				
	5				
2/7/2001	5	135	North	27	55
	6				
2/7/2001	1	134	North		
	3				
	4				
	5				
	6				
2/7/2001	5	134	South		
	6				
2/8/2001	1	131	North	23	60
2/8/2001	3	130	South		
2/8/2001	1	129	North		
	3				
2/8/2001	1	128	North		
2/8/2001	5	126	South		
2/8/2001	1	125	South		
	2				
	3				
2/8/2001	5	124	North	25	60
2/8/2001	1	124	South		
2/8/2001	1	123	North		
	2				
	4				
2/8/2001	6	123	South		
2/8/2001	3	122	North		
2/8/2001	3	122	South		
	5				
	6				
2/13/2001	4	120	North	22	60
2/13/2001	1	120	South		
2/13/2001	1	119	North		
	2				
	3				
	6				
2/13/2001	5	119	South		
2/13/2001	4	118	North		
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
2/14/2001	1	118	North	30	60
2/14/2001	2	118	South		
	3				
	5				
	6				
2/14/2001	1	117	North		
	2				
	4				
	6				
2/16/2001	2	116	South	30	60
	4				
2/16/2001	6	114	North		
2/16/2001	6	114	South		
2/16/2001	2	113	South		
2/16/2001	3	112	North		
	6				
2/16/2001	1	112	South		
	6				
2/19/2001	4	111	North	30	50
2/19/2001	3	110	North		
2/19/2001	4	110	South		
	6				
2/19/2001	6	108	North		
2/19/2001	3	108	South		
	4				
2/19/2001	1	107	North		
	6				
2/19/2001	1	106	North	25	50
	2				
	4				
2/19/2001	1	105	South		
	2				
	3				
2/19/2001	1	104	North		
	6				
2/19/2001	2	104	South		
	3				
2/20/2001	1	102	North	23	53
	3				
	6				
2/20/2001	1	102	South		
	2				
2/20/2001	4	101	North		
2/20/2001	2	101	South		
	3				
2/20/2001	1	100	North		
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
2/20/2001	1	100	South	27	53
	2				
	6				
2/20/2001	1	99	North		
	3				
	6				
2/20/2001	5	99	South		
	6				
2/20/2001	1	98	North		
	5				
	6				
2/21/2001	2	98	North	28	57
	3				
2/21/2001	1	98	South		
	2				
	3				
	4				
	5				
	6				
2/21/2001	1	96	North		
2/21/2001	6	96	South		
2/21/2001	1	95	North	20	57
	2				
	3				
	4				
	5				
	6				
2/21/2001	1	95	South		
2/21/2001	2	94	North		
	5				
	6				
2/21/2001	4	94	South		
	5				
2/22/2001	1	94	South	25	60
2/22/2001	1	93	North		
	2				
	3				
	4				
	5				
	6				
2/22/2001	1	93	South		
	2				
	3				
	5				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
2/22/2001	1	92	North	28	60
	4				
	5				
	6				
2/22/2001	1	92	South		
	2				
	4				
	5				
	6				
2/23/2001	1	90	North	23	67
	6				
2/23/2001	1	90	South		
	2				
	3				
	6				
2/23/2001	2	89	North		
	3				
	5				
	6				
2/23/2001	2	89	South	20	67
	3				
	4				
	6				
2/23/2001	1	88	North		
	2				
	3				
	6				
2/23/2001	4	88	South		
	5				
	6				
2/26/2001	1	88	South	22	64
	2				
	3				
2/26/2001	1	87	North		
	2				
	3				
2/26/2001	1	87	South		
	3				
	5				
	6				
2/26/2001	1	86	North	20	64
	3				
	4				
	5				
2/26/2001	1	86	South		
	2				
	3				
	4				
	5				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^{o}F)
2/27/2001	1	84	North	23	64
	2				

Date	Total # of 12 Strand Caps	Span	Location	Flow Rate (sec)	Temp. (^{o}F)
2/27/2001	7	83	Deviation Blocks	23	64

Date	Total # of 19 Strand Caps	Span	Location	Flow Rate (sec)	Temp. (^{o}F)
2/27/2001	8	83	Deviation Blocks	28	64

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^{o}F)
2/27/2001	1	83		28	64
	2				
	3				
2/28/2001	1	81	North	23	62
	2				
	3				
	6				
2/28/2001	1	81	South		
	4				
	6				
2/28/2001	1	80	North		
	6				
2/28/2001	3	80	South		
2/28/2001	4	80	South	24	62
	5				
	6				
2/28/2001	3	79	North		
	5				
	6				
2/28/2001	1	79	South		
	2				
	3				
	5				
	6				
3/1/2001	1	78	North	29	60
	2				
	4				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
3/1/2001	1	78	South	29	60
	2				
	3				
	4				
3/1/2001	1	77	North		
	3				
	4				
3/1/2001	1	77	South	20	60
	5				
3/1/2001	1	75	North		
	2				
	3				
	4				
	5				
	6				
3/1/2001	1	75	South	20	60
	2				
3/2/2001	3	75	South	24	60
	4				
	5				
	6				
3/2/2001	2	74	North	24	60
	3				
	4				
	5				
	6				
3/2/2001	1	74	South	20	60
	2				
	3				
	5				
	6				
3/2/2001	1	73	North		
	2				
	3				
	5				
	6				
3/5/2001	1	73	South	20	53
	2				
	3				
	6				
3/5/2001	1	72	North		
	2				
3/5/2001	1	72	S		
	2				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^{o}F)
3/6/2001	2	71	North	20	50
	5				
	6				
3/6/2001	1	71	South		
	2				
	3				
	4				
	5				
	6				
3/6/2001	2	69	North	24	50
	4				
	5				
	6				
3/6/2001	2	69	South		
	3				
3/6/2001	1	68	North		
	2				
	3				
	4				
	5				
	6				
3/6/2001	1	68	South	19	54
	2				
	3				
	5				
3/6/2001	1	67	North		
	5				
	6				
3/6/2001	1	67	South		
	2				
	3				
3/8/2001	6	67	South	19	55
3/8/2001	1	66	North		
	2				
	3				
	4				
	5				
	6				
3/8/2001	1	66	South		
	2				
	3				
3/8/2001	4	66	South	20	
	5				
	6				
3/8/2001	1	65	North		
	3				
	4				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
3/8/2001	1	65	South	20	55
	2				
	4				
3/9/2001	1	63	North	25	55
	4				
	6				
3/9/2001	1	63	South		
	2				
	3				
	4				
	5				
	6				
3/12/2001	2	62	North	21	60
	3				
	4				
	5				
	6				
3/12/2001	1	62	South	21	60
	2				
	3				
3/12/2001	1	61	North	21	60
	6				
3/12/2001	6	61	South	24	60
3/12/2001	1	60	North	24	60
	2				
	3				
	4				
	5				
	6				
3/12/2001	1	60	South	24	60
	3				
	4				
	5				
	6				
3/13/2001	2	59	North	19	65
	3				
	5				
	6				
3/13/2001	1	59	South		
	2				
	6				
3/13/2001	1	59	North		
	2				
	3				
	6				
3/13/2001	1	57	South	25	65
	2				
	3				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
3/13/2001	2	56	North	25	65
	3				
	4				
	5				
	6				
3/13/2001	1	56	South	24	65
	2				
	3				
	4				
	5				
	6				
3/13/2001	5	55	North		
3/13/2001	1	55	South		
	6				
3/14/2001	1	49	North	23	60
	2				
	3				
	4				
	5				
	6				
3/14/2001	1	49	South		
	5				
	6				
3/14/2001	1	48	North		
	2				
	3				
	4				
	5				
	6				
3/14/2001	1	48	South	20	60
	2				
	3				
	5				
	6				
3/14/2001	1	47	South		
	2				
3/15/2001	5	45	North	25	57
3/15/2001	2	45	South		
3/15/2001	1	44	North		
	2				
	3				
	4				
	5				
3/15/2001	1	44	South	26	57
	2				
	3				
	4				
	5				
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
3/15/2001	6	43	North	26	57
3/15/2001	1	42	North		
	2				
	3				
	5				
3/15/2001	1	42	South		
	2				
	3				
	4				
	5				
	6				
3/15/2001	1	41	North	19	57
	4				
	5				
3/15/2001	2	41	South		
	3				
	5				
	6				
3/16/2001	2	39	North	22	60
	3				
	5				
	6				
3/16/2001	2	38	North		
	3				
	4				
	5				
3/16/2001	1	38	South		
	4				
3/16/2001	3	37	North	19	60
	6				
3/16/2001	4	37	South		
3/16/2001	5	36	North		
3/16/2001	1	36	South		
	2				
3/16/2001	1	35	North		
	2				
	3				
	4				
3/19/2001	2	35	South	19	55
	3				
	6				
3/19/2001	4	33	North		
3/19/2001	1	33	South		
3/19/2001	1	32	North		
3/19/2001	3	32	South		
	4				
	6				
3/20/2001	3	31	North	26	42

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^{o}F)
3/20/2001	2	31	South	26	42
	3				
3/20/2001	1	30	North		
	2				
	5				
3/20/2001	1	30	South		
	2				
	3				
	5				
3/20/2001	4	29	North	21	42
	5				
	6				
3/20/2001	1	29	South		
3/20/2001	2	27	South		
3/20/2001	1	26	North		
	2				
	4				
	5				
3/21/2001	1	26	South	22	43
	2				
	3				
	4				
	5				
3/21/2001	1	25	North	22	43
	2				
	3				
	4				
3/21/2001	2	25	South	22	43
	3				
	4				
3/25/2001	2	24	North	23	55
	3				
3/25/2001	1	24	South		
	4				
	5				
	6				
3/25/2001	1	23	North		
	4				
	5				
	6				
3/25/2001	3	23	South		
	5				
3/26/2001	1	21	North	19	57
	2				
	4				
	5				
3/26/2001	1	21	South		
	5				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^oF)
3/26/2001	1	20	North	19	57
	2				
	5				
	6				
3/26/2001	1	20	South	22	57
	2				
	5				
	6				
3/26/2001	3	19	North		
3/26/2001	2	19	South		
	5				
3/26/2001	1	18	North		
3/26/2001	5	18	South		
3/26/2001	1	17	North		
	2				
	6				
3/26/2001	3	17	South	19	57
	5				
3/26/2001	1	15	North		
	2				
	5				
	6				
3/26/2001	2	15	South		
	6				
3/27/2001	1	14	North	25	60
	3				
	5				
3/27/2001	1	14	South		
	2				
	3				
	4				
	5				
	6				
3/30/2001	1	54	North	24	50
	2				
	3				
	4				
	5				
	6				
3/30/2001	1	54	South		
	2				
	3				
	4				
	5				
	6				
3/30/2001	1	53	North	23	50
	6				

Date	Anchor #	Pier #	Side	Flow Rate (sec)	Temp. (^{o}F)
3/30/2001	1	53	South	23	50
	2				
	6				
3/30/2001	2	51	North	23	50
	6				
4/2/2001	4	51	South	21	62
	5				
4/2/2001	1	50	North	21	62
	2				
	3				
	4				
	5				
	6				
4/2/2001	1	50	South	30	62
	2				
	3				
	5				
	6				
5/4/2001	4	62	South	30	67
	5				
	6				
5/4/2001	1	62	North	30	67
5/4/2001	4	74	South	30	67
5/11/2001	6	35	North	25	75

Grand Total of Interior Anchorage Caps Replaced	724

Open Joint Anchor Head Repair with Epoxy Grout Concealment Blocks

Date	Pier #	Anchor #	Side
3/27/2001	Abut.1	2	
		3	
3/28/2001	Abut.1	1	
		4	
		5	
		6	
4/4/2001	5	2	North
		4	
		5	
4/4/2001	5	1	South
		2	
		3	
		4	
		5	
		6	
4/5/2001	5	1	North
		3	
		6	
4/5/2001	10	1	North
		2	
		3	
4/5/2001	10	1	South
		2	
		3	
4/9/2001	10	4	North
		5	
		6	
4/9/2001	10	4	South
		5	
		6	
4/9/2001	16	1	North
		2	
		3	
4/9/2001	16	1	South
		2	
		3	
4/16/2001	16	4	North
		5	
		6	
4/16/2001	16	4	South
		5	
		6	

Date	Pier #	Anchor #	Side
4/17/2001	22	1	North
		2	
		3	
		4	
		5	
		6	
4/17/2001	22	1	South
		2	
		3	
		4	
		5	
		6	
4/19/2001	28	1	North
		2	
		3	
		4	
		5	
		6	
4/19/2001	28	1	South
		2	
		3	
		4	
		5	
		6	
4/25/2001	34	1	North
		2	
		3	
		4	
		5	
		6	
4/25/2001	34	1	South
		2	
		3	
		4	
		5	
		6	
4/25/2001	40	1	North
		2	
		3	
		4	
		5	
		6	
4/25/2001	40	1	South
		2	
		3	
		4	
		5	
		6	

Date	Pier #	Anchor #	Side
4/25/2001	46	1	North
		2	
		3	
		4	
		5	
		6	
4/25/2001	46	1	South
		2	
		3	
		4	
		5	
		6	
4/26/2001	52	1	North
		2	
		3	
		4	
		5	
		6	
4/26/2001	52	1	South
		2	
		3	
		4	
		5	
		6	
4/30/2001	58	1	North
		2	
		3	
		4	
		5	
		6	
4/30/2001	58	1	South
		2	
		3	
		4	
		5	
		6	
5/1/2001	64	1	North
		2	
		3	
		4	
		5	
		6	
5/1/2001	64	1	South
		2	
		3	
		4	
		5	
		6	

Date	Pier #	Anchor #	Side
5/2/2001	70	1	North
		2	
		3	
		4	
		5	
		6	
5/2/2001	70	1	South
		2	
		3	
		4	
		5	
		6	
5/3/2001	76	1	North
		2	
		6	
5/3/2001	76	1	South
		6	
5/8/2001	76	2	North
		3	
		4	
		5	
5/8/2001	76	3	South
		4	
		5	
5/8/2001	82	1	North
		2	
		3	
		4	
		5	
		6	
5/8/2001	82	1	South
		2	
		3	
		4	
		5	
		6	
5/14/2001	85	1	North
		2	
		3	
		4	
		5	
		6	
5/14/2001	85	1	South
		2	
		3	
		4	
		5	
		6	

Date	Pier #	Anchor #	Side
5/15/2001	91	1	North
		2	
		3	
		4	
		5	
		6	
5/15/2001	91	1	South
		2	
		3	
		4	
		5	
		6	
5/15/2001	97	1	North
		2	
		3	
		4	
		5	
		6	
5/15/2001	97	1	South
		2	
		3	
		4	
		5	
		6	
5/16/2001	103	1	North
		2	
		3	
		4	
		5	
		6	
5/16/2001	103	1	South
		2	
		3	
		4	
		5	
		6	
5/19/2001	109	1	North
		2	
		3	
		4	
		5	
		6	
5/19/2001	109	1	South
		2	
		3	
		4	
		5	
		6	

Date	Pier #	Anchor #	Side
5/19/2001	115	1	North
		2	
		3	
		4	
		5	
		6	
5/19/2001	115	1	South
		2	
		3	
		4	
		5	
		6	
5/22/2001	121	1	North
		2	
		3	
		4	
		5	
		6	
5/22/2001		1	South
		2	
		3	
		4	
		5	
		6	
5/22/2001	127	1	North
		2	
		3	
		4	
		5	
		6	
5/22/2001	127	1	South
		2	
		3	
		4	
		5	
		6	
5/22/2001	132	1	North
		2	
		3	
		4	
		5	
		6	
5/22/2001	132	1	South
		2	
		3	
		4	
		5	
		6	

Date	Pier #	Anchor #	Side
5/24/2001	137	1	North
		2	
		3	
		4	
		5	
		6	
5/24/2001	137	1	South
		2	
		3	
		4	
		5	
		6	
5/24/2001	Abut. 142	1	
		2	
		3	
		4	
		5	
		6	

Grand Total of Achorages Replaced	300

External Post-Tensioning Sheath Repair

External Post Tensioning Sheath Repair

Date	Span	Section	Tendon	Linear Feet Wrapped
5/9/2001	48	B	4	31.75
5/9/2001	48	C	4	43.00
5/9/2001	41	C	5	43.00
5/10/2001	37	A	5	43.50
5/10/2001	33	C	1	43.00
5/10/2001	30	B	1	26.00
5/11/2001	30	B	1	5.50
5/11/2001	25	A	1	43.00
5/11/2001	17	C	1	43.25
5/14/2001	16	B	5	32.00
5/14/2001	14	A	1	43.00
5/14/2001	30	B	1	2.75
5/15/2001	13	C	2	43.50
5/15/2001	13	A	1	43.50
5/15/2001	11	A	2	43.00
5/15/2001	10	A	2	43.00
5/22/2001	10	A	6	43.50
5/22/2001	10	A	5	43.00
5/22/2001	8	C	1	43.50
5/22/2001	8	C	5	43.50
5/22/2001	7	C	5	43.50
5/22/2001	7	B	5	32.00
5/23/2001	7	A	6	43.50
5/23/2001	5	C	1	43.50
5/24/2001	5	A	5	43.00
5/24/2001	4	C	6	43.50
5/24/2001	3	A	4	43.50
5/24/2001	3	C	6	43.00
5/24/2001	2	C	1	43.50
5/24/2001	2	C	4	43.50
5/29/2001	1	A	2	43.50
5/29/2001	1	A	6	43.25
5/29/2001	1	B	3	32.50
5/29/2001	1	C	3	43.50
5/29/2001	6	C	3	43.25
5/30/2001	1	A	1	43.00
5/30/2001	8	C	2	43.00
5/30/2001	12	A	4	43.50
5/30/2001	13	C	5	43.00
5/30/2001	14	A	3	43.00
5/30/2001	14	A	6	43.00
5/30/2001	15	A	5	43.00
5/30/2001	15	B	5	32.00
5/30/2001	15	C	6	43
	PAGE TOTAL			1751.25

Date	Span	Section	Tendon	Linear Feet Wrapped
6/11/2001	12	C	6	43.5
6/11/2001	16	A	2	43.0
6/11/2001	16	B	6	32.0
6/19/2001	17	B	1	32.5
6/19/2001	17	C	3	43.5
6/19/2001	19	A	3	43.0
6/19/2001	21	B	3	32.5
6/20/2001	24	A	2	43.0
6/20/2001	25	A	6	43.5
6/20/2001	29	A	6	43.0
6/20/2001	29	B	3	32.0
6/20/2001	29	C	6	10.0
6/21/2001	29	C	6	33.5
6/21/2001	30	A	4	43.0
6/21/2001	30	B	6	32.5
6/21/2001	31	A	2	43.5
6/21/2001	37	C	4	43.0
6/22/2001	37	B	4	32.5
6/22/2001	37	C	5	43.0
6/22/2001	37	C	6	43.5
6/22/2001	40	A	1	43.0
6/22/2001	40	B	2	32.5
6/22/2001	40	A	2	43.0
6/22/2001	40	A	3	12.5
6/25/2001	40	A	3	31.0
6/25/2001	40	C	2	43.0
6/25/2001	40	C	3	43.0
6/25/2001	47	B	4	32.0
6/25/2001	51	A	4	9.5
6/25/2001	51	C	3	43.0
6/26/2001	51	A	4	1.5
6/26/2001	52	B	4	32.0
6/26/2001	53	A	5	43.0
6/26/2001	53	C	2	43.5
6/26/2001	54	B	1	32.5
6/26/2001	54	B	6	32.0
6/26/2001	55	A	1	43.0
6/26/2001	55	B	1	32.5
6/26/2001	55	C	1	43.0
6/26/2001	57	A	4	43.0
6/26/2001	57	B	4	32.5
6/27/2001	57	B	6	32.5
6/27/2001	57	C	4	43.0
6/27/2001	57	C	5	43.0
6/27/2001	58	C	4	43.0
6/27/2001	59	A	6	43.3
6/27/2001	60	A	3	43.0
6/27/2001	61	A	6	43.0
6/27/2001	61	C	2	43.5
	PAGE TOTAL			1801.3

GRAND TOTAL	3552.50

Sheath Repair for Vacuum Grouting

External Post Tensioning Sheath Wrapping
To Facilitate Vacuum Injection

Span	Tendon	Pieces of Wrap	Wrap Length	Linear Feet Wrapped
44	4	17	3	51.00
45	6	15	3	45.00
48	6	12	3	36.00
47	6	16	3	48.00
48	6	16	3	48.00
50	2	10	3	30.00
50	5	7	3	21.00
49	2	16	3	48.00
51	4	12	3	36.00
51	3	3	3	9.00
54	1	3	3	9.00
54	4	2	3	6.00
53	4	2	3	6.00
58	5	2	3	6.00
57	3	16	3	48.00
59	6	2	3	6.00
60	3	2	3	6.00
61	2	1	3	3.00
61	3	1	3	3.00
61	5	2	3	6.00
63	5	2	3	6.00
64	2	1	3	3.00
66	2	7	3	21.00
66	4	3	3	9.00
66	6	3	3	9.00
65	1	3	3	9.00
65	3	9	3	27.00
65	6	4	3	12.00
67	2	1	3	3.00
67	5	2	3	6.00
67	2	1	3	3.00
71	3	6	3	18.00
71	4	6	3	18.00
71	5	12	3	36.00
73	1	1	3	3.00
73	2	1	3	3.00
72	3	1	3	3.00
75	5	1	3	3.00
74	4	2	3	6.00
74	6	1	3	3.00
78	4	1	3	3.00
76	3	2	3	6.00
76	4	2	3	6.00
77	5	6	3	18.00
PAGE TOTAL		235		705.00

Span	Tendon	Pieces of Wrap	Wrap Length (ft)	Total Length of Wrap (ft.)
75	5	1	3	3.00
83	2	6	3	18.00
81	4	1	3	3.00
81	5	2	3	6.00
86	4	1	3	3.00
85	3	1	3	3.00
88	1	2	3	6.00
87	3	1	3	3.00
90	1	1	3	3.00
92	4	5	3	15.00
93	2	11	3	33.00
94	1	2	3	6.00
94	6	1	3	3.00
98	3	4	3	12.00
102	5	1	3	3.00
102	6	1	3	3.00
106	6	3	3	9.00
107	6	4	3	12.00
111	3	2	3	6.00
113	2	2	3	6.00
113	6	1	3	3.00
114	5	6	3	18.00
123	5	2	3	6.00
137	6	7	3	21.00
139	6	7	3	21.00
139	5	5	3	15.00
PAGE TOTAL		80		240.0

GRAND TOTAL	315.00		945.00

Vacuum Injection

Vacuum Grouting

Date: 1/12/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd

Temp: 50° F
Begin Mixing: 11:05 a.m.
Start Grout: 11:10 a.m.
End Grout: 11:40 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	19

Pier Segment 002 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		top off		n/a	
1	2		top off		top off		n/a	
1	3		n/a		top off		n/a	
1	4		top off		top off		n/a	
1	5		top off		top off		n/a	
1	6		top off		top off		n/a	
6	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

Pier Segment 002 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		0.5		n/a	
	3		0.0		0.0		n/a	
1	4		top off		top off		n/a	
1	5		top off		1.5		n/a	
1	6		top off		2.5		n/a	
4	**Anchors Grouted**				5.0	**Total Grout Injected (liters)**		

10	**Page Total of Anchors Grouted**	8.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/15/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd

Temp: 65° F
Begin Mixing: 2:20 p.m.
Start Grout: 2:30 p.m.
End Grout: 3:05 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	22
2	18

Pier Segment 003 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		7.2		6.0		n/a	
1	3		3.2		4.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		1.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				11.0	**Total Grout Injected (liters)**		

Pier Segment 003 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		6.4		5.0		n/a	
1	2		top off		1.0		n/a	
1	3		top off		1.5		n/a	
1	4		top off		1.5		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				9.0	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	20.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/16/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd
Ron Bryson

Temp: 45^{o} F
Begin Mixing: 12:30 p.m.
Start Grout: 12:40 a.m.
End Grout: 1:10 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	20

Abutment 001

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.6		3.5		n/a	
1	2		top off		3.0		n/a	
1	3		top off		0.5		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		n/a	
1	6		0.5		1.0		n/a	
5	**Anchors Grouted**				9.0	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	9.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/17/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Heath Henderson
Vic Finch
Greg Rudd

Temp: 60° F
Begin Mixing: 11:30 a.m.
Start Grout: 11:40 a.m.
End Grout: 12:35 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	17
2	18

Pier Segment 004 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		6.6		6.2		n/a	
1	2		0.5		2.0		n/a	
1	3		0.2		0.5		n/a	
1	4		2.6		1.5		n/a	
1	5		top off		1.0		n/a	
	6		0.0		0.0		n/a	
5	**Anchors Grouted**				11.2	**Total Grout Injected (liters)**		

Pier Segment 004 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
1	2		top off		0.5		n/a	
1	3		top off		0.5		n/a	
1	4		0.25		0.5		n/a	
1	5		2.5		2.5		n/a	
1	6		0.75		0.5		n/a	
6	**Anchors Grouted**				5.0	**Total Grout Injected (liters)**		

11	**Page Total of Anchors Grouted**	16.2	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/18/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd
Ron Bryson

Temp: 60^{o} F
Begin Mixing: 9:50 a.m.
Start Grout: 10:00 a.m.
End Grout: 10:45 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	18

Pier Segment 005 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		2.0		2.0		n/a	
1	2		top off		top off		n/a	
1	3		top off		top off		n/a	
	4		0.0		0.0		n/a	
1	5		2.6		1.5		n/a	
1	6		top off		1.5		n/a	
5	**Anchors Grouted**				6.0	**Total Grout Injected (liters)**		

Pier Segment 005 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		top off		n/a	
	5		0.0		0.0		n/a	
1	6		0.5		0.5		n/a	
2	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	7.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/18/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd

Temp: 65^{o} F
Begin Mixing: 2:45 p.m.
Start Grout: 3:00 p.m.
End Grout: 3:35 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	18

Pier Segment 006 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		1.0		n/a	
1	2		3.0		1.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 006 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
1	2		top off		1.0		n/a	
1	3		top off		1.0		n/a	
1	4		top off		1.0		n/a	
1	5		0.5		1.0		n/a	
1	6		top off		1.0		n/a	
6	**Anchors Grouted**				5.5	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	7.5	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/23/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd
Ron Bryson

Temp: 40^{o} F
Begin Mixing: 2:35 p.m.
Start Grout: 2:45 p.m.
End Grout: 3:20 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	20
2	20
3	19

Pier Segment 007 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		0.5		0.5		n/a	
1	2		10.4		5.0		n/a	
1	3		top off		0.5		n/a	
1	4		5.6		6.5		n/a	
1	5		top off		top off		n/a	
1	6		8.5		7.0		n/a	
6	**Anchors Grouted**				20.0	**Total Grout Injected (liters)**		

Pier Segment 007 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		n/a	
1	4		2.0		1.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		2.0		n/a	
4	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

10	**Page Total of Anchors Grouted**	24.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/24/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch
Greg Rudd

Temp: 50^{o} F
Begin Mixing: 2:30 p.m.
Start Grout: 2:45 p.m.
End Grout: 3:30 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	21
3	22

Pier Segment 008 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		top off		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		8.6		8.5		n/a	
1	6		top off		1.0		n/a	
3	**Anchors Grouted**				10.0	**Total Grout Injected (liters)**		

Pier Segment 008 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
1	2		top off		1.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		n/a	
1	6		top off		1.0		n/a	
4	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	13.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/26/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 41^{o} F
Begin Mixing: 11:15 a.m.
Start Grout: 11:22 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	19
2	22

Pier Segment 009 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		1.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		1.0		n/a	
	5		0.0		0.0		n/a	
1	6		2.2		2.0		n/a	
3	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

Pier Segment 009 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		8.0		8.5		n/a	
1	2		top off		0.5		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		9.0		8.5		n/a	
3	**Anchors Grouted**				17.5	**Total Grout Injected (liters)**		

6	**Page Total of Anchors Grouted**	21.5	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/29/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd

Temp: 50° F
Begin Mixing: 10:40 a.m.
Start Grout: 10:50 a.m.
End Grout: 11:10 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	19

Pier Segment 010 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		3.3		4.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

Pier Segment 010 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		0.5		1.0		n/a	
1	2		0.5		1.5		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		4.4		6.0		n/a	
1	6		10.0		4.0		n/a	
4	**Anchors Grouted**				12.5	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	16.5	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/30/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 60° F
Begin Mixing: 1:45 p.m.
Start Grout: 2:00 p.m.
End Grout: 2:45 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	20
2	21

Pier Segment 011 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		0.5		n/a	
	3		0.0		0.0		n/a	
1	4		top off		1.0		n/a	
1	5		3.0		1.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

Pier Segment 011 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		1.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		0.5		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	4.0	**PageTotal Grout Injected (LI)**

Vacuum Grouting

Date: 1/31/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 55^{o} F
Begin Mixing: 1:05 p.m.
Start Grout: 1:15 a.m.
End Grout: 2:10 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	27
3	24
4	24

Pier Segment 012 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		7.0		7.5		n/a	
1	2		9.0		7.0		n/a	
	3		0.0		0.0		n/a	
1	4		7.0		10.0		n/a	
	5		0.0		0.0		n/a	
1	6		2.0		4.0		n/a	
4	**Anchors Grouted**				28.5	**Total Grout Injected (liters)**		

Pier Segment 012 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		2.0		4.0		n/a	
1	5		top off		2.0		n/a	
1	6		10.0		11.0		n/a	
3	**Anchors Grouted**				17.0	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	45.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/02/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 45° F
Begin Mixing: 10:15 a.m.
Start Grout: 10:22 a.m.
End Grout: 11:00 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	27
2	26
3	23
4	22

Pier Segment 014 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		8.0		10.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		n/a	
1	4		7.2		10.0		n/a	
1	5		top off		1.0		n/a	
1	6		2.1		4.0		n/a	
5	**Anchors Grouted**				25.5	**Total Grout Injected (liters)**		

Pier Segment 014 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		3.3		5.0		n/a	
	2		0.0		0.0		n/a	
1	3		7.6		7.0		n/a	
	4		0.0		0.0		n/a	
1	5		4.0		5.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				17.0	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	42.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/02/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 45^{o} F
Begin Mixing: 11:00 a.m.
Start Grout: 11:10 a.m.
End Grout: 11:20 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	22

Pier Segment 015 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.0		2.0		n/a	
1	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 015 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		1.0		n/a	
1	2		top off		0.5		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

3	**Page Total of Anchors Grouted**	3.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/05/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd

Temp: 50^{o} F
Begin Mixing: 11:30 a.m.
Start Grout: 11:40 a.m.
End Grout: 12:00 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	22

Pier Segment 016 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		3.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		1.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

Pier Segment 016 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		4.0		n/a	
1	6		top off		2.0		n/a	
2	**Anchors Grouted**				6.0	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	10.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/06/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch
Greg Rudd

Temp: 53° F
Begin Mixing: 12:50 p.m.
Start Grout: 1:00 p.m.
End Grout: 2:00 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	20
2	18

Pier Segment 017 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		1.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 017 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		1.0		n/a	
1	2		top off		0.5		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	3.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Pier Segment 018 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 018 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		1.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**	2.0	**Total Grout Injected (liters)**

Vacuum Grouting

Date: 2/07/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Heath Henderson
Vic Finch

Temp: 55^{o} F
Begin Mixing: 2:30 p.m.
Start Grout: 2:40 p.m.
End Grout: 3:30 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	22
2	19
3	27
4	23
5	18

Pier Segment 020 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
1	2		7.0		9.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		5.0		5.0		n/a	
1	6		6.0		7.0		n/a	
4	**Anchors Grouted**				21.5	**Total Grout Injected (liters)**		

Pier Segment 020 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		9.5		10.5		n/a	
1	2		9.0		10.5		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		1.0		1.5		n/a	
1	6		12.0		13.0		n/a	
4	**Anchors Grouted**				35.5	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	57.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/08/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Heath Henderson
Vic Finch

Temp: 60^{o} F
Begin Mixing: 1:27 p.m.
Start Grout: 1:35 p.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	27

Pier Segment 019 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		1.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 019 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		n/a		n/a		n/a	
	2		n/a		n/a		n/a	
	3		n/a		n/a		n/a	
1	4		top off		0.5		n/a	
	5		n/a		n/a		n/a	
	6		n/a		n/a		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

3	**Page Total of Anchors Grouted**	2.0	**Page Total Grout Injected (LI)**

Pier Segment 021 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 021 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		top off		1.5		n/a	
1	3		top off		0.5		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		n/a	
1	6		top off		1.0		n/a	
4	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

6	**Page Total of Anchors Grouted**	5.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/13/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Vic Finch

Temp: 60^{o} F
Begin Mixing: 1:45 p.m.
Start Grout: 1:50 p.m.
End Grout: 2:30 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	19

Pier Segment 022 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		6.0		8.0		n/a	
1	**Anchors Grouted**				8.0	**Total Grout Injected (liters)**		

Pier Segment 022 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.5		2.0		n/a	
1	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**		10.0	**Total Grout Injected (liters)**

Pier Segment 023 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		1.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 023 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		0.5		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		1.5		n/a	
1	5		top off		1.0		n/a	
1	6		top off		1.0		n/a	
4	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

6	**Page Total of Anchors Grouted**	6.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/13/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 55^{o} F
Begin Mixing: 2:40 p.m.
Start Grout: 2:50 p.m.
End Grout: 3:30 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	18
2	18
3	21

Pier Segment 024 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		6.6		11.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		13.4		13.0		n/a	
1	5		1.8		3.0		n/a	
1	6		top off		1.5		n/a	
4	**Anchors Grouted**				28.5	**Total Grout Injected (liters)**		

Pier Segment 024 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		4.2		1.5		n/a	
1	3		1.4		2.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				3.5	**Total Grout Injected (liters)**		

6	**Page Total of Anchors Grouted**	32.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/14/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 60^o F
Begin Mixing: 2:35 p.m.
Start Grout: 2:45 p.m.
End Grout: 3:00 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21

Pier Segment 025 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		0.5		1.0		n/a	
1	3		1.0		1.0		n/a	
1	4		1.0		0.5		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

Pier Segment 025 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.0		1.0		n/a	
1	2		1.0		2.0		n/a	
1	3		1.0		1.0		n/a	
1	4		1.0		1.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				5.0	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	7.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/15/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 55° F
Begin Mixing: 10:05 a.m.
Start Grout: 10:15 a.m.
End Grout: 12:40 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	23
3	18
4	19
5	19

Pier Segment 026 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		10.4		10.5		n/a	
1	2		4.8		6.0		n/a	
1	3		3.6		4.0		n/a	
1	4		1.0		2.0		n/a	
1	5		14.0		11.5		n/a	
	6		0.0		0.0		n/a	
5	**Anchors Grouted**				34.0	**Total Grout Injected (liters)**		

Pier Segment 026 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		13.2		14.5		n/a	
1	2		6.0		6.0		n/a	
	3		0.0		0.0		n/a	
1	4		2.6		2.0		n/a	
1	5		8.8		9.0		n/a	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				31.5	**Total Grout Injected (liters)**		

9	**Page Total of Anchors Grouted**	65.5	**Page Total Grout Injected (LI)**

Pier Segment 027 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		1.0		1.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 027 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0		0.0		n/a	
	2		0		0.0		n/a	
	3		0		0.0		n/a	
	4		0		0.0		n/a	
	5		0		0.0		n/a	
	6		0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 028 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		3.0		4.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**	5.0	**Page Total Grout Injected (LI)**

Pier Segment 028 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

0	**Page Total of Anchors Grouted**	0.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/20/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson

Temp: 53^{o} F
Begin Mixing: 8:30 a.m.
Start Grout: 8:45 a.m.
End Grout: 10:15 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	22
2	20
3	21
4	17

Pier Segment 029 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.0		2.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 029 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		1.0		top off		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

2	Page Total of Anchors Grouted	2.5	Page Total Grout Injected (LI)

Pier Segment 030 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		2.0		5.0		n/a	
1	2		7.0		8.0		n/a	
1	3		5.8		6.0		n/a	
	4		0.0		0.0		n/a	
1	5		5.4		10.0		n/a	
	6		0.0		0.0		n/a	
4	Anchors Grouted				29.0	Total Grout Injected (liters)		

Pier Segment 030 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		2.6		3.0		n/a	
1	2		6.6		7.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		1.0		1.0		n/a	
	6		0.0		0.0		n/a	
3	Anchors Grouted				11.0	Total Grout Injected (liters)		

7	Page Total of Anchors Grouted		40.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 2/21/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson

Temp: 57° F
Begin Mixing: 9:50 a.m.
Start Grout: 10:00 a.m.
End Grout: 11:15 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	18
2	18

Pier Segment 031 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		top off		10.5		n/a	
1	2		top off		top off		n/a	
1	3		top off		1.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	Anchors Grouted				12.0	Total Grout Injected (liters)		

Pier Segment 031 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.0		0.5		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		n/a	
	6		0.0		0.0		n/a	
2	Anchors Grouted				1.0	Total Grout Injected (liters)		

5	Page Total of Anchors Grouted	13.0	Page Total Grout Injected (LI)

Pier Segment 032 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.0		1.0		n/a	
1	4		3.4		3.0		n/a	
	5		0.0		0.0		n/a	
1	6		4.0		4.5		n/a	
3	Anchors Grouted				8.5	Total Grout Injected (liters)		

Pier Segment 032 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.0		1.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				1.0	Total Grout Injected (liters)		

Pier Segment 033 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		4.4		5.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				5.0	Total Grout Injected (liters)		

5	Page Total of Anchors Grouted		14.5	Page Total Grout Injected (LI)

Pier Segment 033 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		0.5		0.5		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				0.5	Total Grout Injected (liters)		

1	Page Total of Anchors Grouted		0.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 2/22/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Ron Bryson

Temp: 60^{o} F
Begin Mixing: 12:55 p.m.
Start Grout: 1:00 p.m.
End Grout: 2:20 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	17
3	17
4	20

Pier Segment 034 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

Pier Segment 034 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

0	Page Total of Anchors Grouted		0.0	Page Total Grout Injected (LI)

Pier Segment 035 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		13.2		14.0		n/a	
1	3		2.2		4.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		6.0		7.0		n/a	
3	Anchors Grouted				25.0	Total Grout Injected (liters)		

Pier Segment 035 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		13.0		14.5		n/a	
1	2		1.0		1.0		n/a	
1	3		1.8		0.5		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		5.4		6.0		n/a	
4	Anchors Grouted				22.0	Total Grout Injected (liters)		

Pier Segment 036 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.1		1.0		n/a	
1	2		1.2		1.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	Anchors Grouted				2.0	Total Grout Injected (liters)		

9	Page Total of Anchors Grouted		49.0	Page Total Grout Injected (LI)

Pier Segment 036 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		0.4		0.5		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				0.5	Total Grout Injected (liters)		

Pier Segment 037 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		6.0		8.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				8.0	Total Grout Injected (liters)		

Pier Segment 037 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		2.8		2.5		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		5.0		6.0		n/a	
2	Anchors Grouted				8.5	Total Grout Injected (liters)		

4	**Page Total of Anchors Grouted**		17.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 2/27/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 64^{o} F
Begin Mixing: 8:55 a.m.
Start Grout: 9:05 a.m.
End Grout: 2:00 p.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	19
2	19
3	18

Pier Segment 038 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		1.0		6.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				6.0	**Total Grout Injected (liters)**		

Pier Segment 038 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		1.0		2.0		n/a	
	3		0.0		0.0		n/a	
1	4		1.0		0.75		n/a	
1	5		1.0		1.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				3.75	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	9.75	**Page Total Grout Injected (LI)**

Pier Segment 039 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 039 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		1.8		3.5		n/a	
1	3		1.0		1.5		n/a	
	4		0.0		0.0		n/a	
1	5		1.0		1.0		n/a	
1	6		1.6		3.5		n/a	
4	**Anchors Grouted**				9.5	**Total Grout Injected (liters)**		

Pier Segment 040 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

4	Page Total of Anchors Grouted	9.5	Page Total Grout Injected (LI)

Pier Segment 040 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

Pier Segment 041 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
	1		0.0		0.0		n/a	
1	2		1.0		0.5		n/a	
1	3		1.5		1.0		n/a	
	4		0.0		0.00		n/a	
1	5		1.0		1.0		n/a	
1	6		1.0		0.5		n/a	
4	Anchors Grouted				3.0	Total Grout Injected (liters)		

4	Page Total of Anchors Grouted		3.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/01/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 60^{o} F
Begin Mixing: 8:20 a.m.
Start Grout: 8:30 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	20
2	17
3	24

Pier Segment 041 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.0		1.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		1.5		1.0		n/a	
1	5		0.5		0.75		n/a	
	6		0.0		0.0		n/a	
3	Anchors Grouted				2.75	Total Grout Injected (liters)		

Regrout of Piers 035 & 038

Pier #	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
Pier 035	3		n/a		1.5		n/a	
Pier 038	4		n/a		2.0		n/a	
					3.5	Total Grout Injected (liters)		

3	**Page Total of Anchors Grouted**		6.25	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 3/05/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 53^{o} F
Begin Mixing: 10:50 a.m.
Start Grout: 11:00 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	20
2	20
3	19
4	18

Pier Segment 042 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		1.6		1.0		n/a	
1	2		5.4		7.0		n/a	
1	3		3.6		3.5		n/a	
1	4		16.4		17.5		n/a	
1	5		3.6		5.0		n/a	
1	6		7.4		9.0		n/a	
6	**Anchors Grouted**				43.0	**Total Grout Injected (liters)**		

Pier Segment 042 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure	
1	1		2.1		2.0		n/a	
1	2		4.9		3.0		n/a	
1	3		4.9		4.5		n/a	
	4		0.0		0.0		n/a	
1	5		7.4		8.0		n/a	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				17.5	**Total Grout Injected (liters)**		

10	Page Total of Anchors Grouted		60.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/06/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 49^{o} F
Begin Mixing: 9:20 a.m.
Start Grout: 9:30 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	18
2	19
3	19
4	19
5	19

Pier Segment 044 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		3.0		3.0		0.95	
1	2		4.0		5.0		0.97	
1	3		2.0		4.5		0.98	
1	4		7.0		11.5		0.95	
1	5		4.2		6.0		0.95	
1	6		8.2		8.0		0.99	
6	Anchors Grouted				38.0	Total Grout Injected (liters)		

Pier Segment 044 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		6.0		8.0		0.98	
1	2		0.5		0.5		1.00	
1	3		2.0		2.5		0.98	
1	4		20.0		5.0		0.98	
1	5		4.0		6.0		0.98	
	6		0.0		0.0		n/a	
5	Anchors Grouted				22.0	Total Grout Injected (liters)		

11	Page Total of Anchors Grouted	60	Page Total Grout Injected (LI)

Pier Segment 045 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		top off		1.5		1.00	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				1.5	Total Grout Injected (liters)		

Pier Segment 045 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		0.98	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				0.5	Total Grout Injected (liters)		

2	**Page Total of Anchors Grouted**	2.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 3/07/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic FInch

Temp: 47° F
Begin Mixing: 7:45 a.m.
Start Grout: 8:00 a.m.
End Grout: 8:30 a.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	17

Regrout of Pier Segment 042 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		top off		0.5		0.99	
	3		top off		0.5		1.0	
	4		0.0		0.0		n/a	
	5		top off		top off		1.0	
	6		0.0		0.0		n/a	
					1.5	**Total Grout Injected (liters)**		

1.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 3/09/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 59^{o} F
Begin Mixing: n/a
Start Grout: 10:30 a.m.
End Grout: 11:00 a.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	19

Pier Segment 046 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		1.2		0.5		0.96	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		3.6		1.0		0.97	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 046 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	3/12/01 Regrout injected (liters)	Vacuum Gauge Pressure (BAR)	
1	1		2.0		0.5		0.90	
1	2		3.0		1.5	top off	0.96	
1	3		1.0		1.5		0.95	
	4		0.0		0.0		n/a	
1	5		2.2		2.0	0.5	0.94	
1	6		1.0		0.5		0.94	
5	**Anchors Grouted**				7.0	**Total Grout Injected (liters)**		

7	Page Total of Anchors Grouted		8.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/08/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Ron Bryson

Temp: 56^{o} F
Begin Mixing: n/a
Start Grout: n/a
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	18
2	20

Pier Segment 048 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	3/9/00 Regrout injected (liters)	Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		5.0		2.0	0.5	0.87	
1	3		6.8		5.5	0.25	0.94	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		3.6		3.5		0.95	
3	Anchors Grouted				11.75	Total Grout Injected (liters)		

3	Page Total of Anchors Grouted		11.75	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/09/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 59^{o} F
Begin Mixing: n/a
Start Grout: n/a
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	19

Pier Segment 048 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		4.4		3.0		0.96	
1	2		2.4		2.0		0.97	
	3		0.0		0.0		n/a	
1	4		15.2		15.0		0.95	
1	5		2.0		2.0		0.96	
1	6		7.0		7.0		0.95	
5	Anchors Grouted				29.0	Total Grout Injected (liters)		

Pier Segment 047 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		0.8		0.5		0.99	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				0.5	Total Grout Injected (liters)		

6	Page Total of Anchors Grouted		29.5	Page Total Grout Injected (LI)

Pier Segment 047 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

0	Page Total of Anchors Grouted		0.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/12/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 60^{o} F
Begin Mixing: n/a
Start Grout: 11:40 a.m.
End Grout: 12:00 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	23
2	21

Pier Segment 049 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		1.5		0.5		0.98	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				0.5	Total Grout Injected (liters)		

Pier Segment 049 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		5.8		6.0		0.97	
1	2		6.4		4.5		0.97	
1	3		1.8		3.5		0.99	
1	4		1.0		0.5		0.98	
	5		0.0		0.0		n/a	
1	6		4.4		2.0		0.97	

5	**Anchors Grouted**		16.5	**Total Grout Injected (liters)**
6	**Page Total of Anchors Grouted**		17.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 3/13/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 63° F
Begin Mixing: 12:38 p.m.
Start Grout: 12:50 p.m.
End Grout: 1:32 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	20
2	20
3	20
4	20

Pier Segment 050 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	3/14/01 Regrout injected (liters)	Vacuum Gauge Pressure (BAR)	
1	1		8.0		2.5		0.93	
1	2		10.6		10.5	0.25	0.91	
1	3		11.0		9.5		0.95	
	4		0.0		0.0		n/a	
1	5		3.0		4.0		0.97	
1	6		5.0		4.5		0.92	
5	**Anchors Grouted**				31.25	**Total Grout Injected (liters)**		

Pier Segment 050 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		0.4		3.0		0.84	
1	2		2.0		2.5		0.93	
	3		0.0		0.0		n/a	
1	4		8.0		8.0		0.96	
1	5		9.0		7.0		0.92	
1	6		2.0		2.0		0.92	

5	Anchors Grouted		22.5	Total Grout Injected (liters)
10	Page Total of Anchors Grouted		53.75	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/14/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 61^{o} F
Begin Mixing: 10:10 a.m.
Start Grout: 10:20 a.m.
End Grout: 10:50 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	20
2	19

Pier Segment 051 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		10.0		12.0		0.95	
1	5		top off		0.5		0.99	
	6		0.0		0.0		n/a	
2	Anchors Grouted				12.5	Total Grout Injected (liters)		

Pier Segment 051 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		6.6		6.5		0.96	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	

1	**Anchors Grouted**		6.5	**Total Grout Injected (liters)**
3	**Page Total of Anchors Grouted**		19.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 3/14/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 61^{o} F
Begin Mixing: 12:39 p.m.
Start Grout: 12:50 p.m.
End Grout: 1:10 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	18
2	20

Pier Segment 052 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.5		0.5		0.96	
	4		0.0		0.0		n/a	
1	5		2.0		2.0		0.92	
1	6		9.2		7.0		0.97	
3	**Anchors Grouted**				9.5	**Total Grout Injected (liters)**		

Pier Segment 052 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		1.0		1.0		0.98	
	2		0.0		0.0		n/a	
1	3		2.0		1.0		0.96	
	4		0.0		0.0		n/a	
1	5		1.5		1.0		0.97	
	6		0.0		0.0		n/a	

3	**Anchors Grouted**		3.0	**Total Grout Injected (liters)**
6	**Page Total of Anchors Grouted**		12.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 3/16/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson

Temp: 57^{o} F
Begin Mixing: 7:42 a.m.
Start Grout: 7:52 a.m.
End Grout: 9:08 a.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	19
2	18
3	18
4	18
5	18

Pier Segment 053 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		2.5		2.0		0.98	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		3.5		1.0		0.98	
2	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

Pier Segment 053 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.0		1.0		0.92	

1	Anchors Grouted		1.0	Total Grout Injected (liters)
3	Page Total of Anchors Grouted		4.0	Page Total Grout Injected (LI)

Pier Segment 054 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		11.0		11.0		0.96	
1	2		7.5		6.5		0.97	
1	3		7.0		7.0		0.98	
1	4		5.0		4.0		0.96	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
4	Anchors Grouted				28.5	Total Grout Injected (liters)		

Pier Segment 054 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(3/21/01) Regrout injected (liters)	Vacuum Gauge Pressure (BAR)	
1	1		5.5		4.0	top off	0.97	
	2		0.0		0.0		n/a	
1	3		10.5		10.5		0.98	
1	4		3.0		2.5		0.96	
1	5		5.0		4.0		0.98	
1	6		10.0		11.0		0.93	
5	Anchors Grouted				32.5	Total Grout Injected (liters)		

Pier Segment 055 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		6.2		6.0		0.98	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	

1	Anchors Grouted		6.0	Total Grout Injected (liters)
10	Page Total of Anchors Grouted		67.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/19/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 54° F
Begin Mixing: 9:30 a.m.
Start Grout: 9:40 a.m.
End Grout: 11:15 a.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	19
2	17
3	17
4	17

Pier Segment 056 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(3/21/01) Regrout Injected (liters)	Vacuum Gauge Pressure (BAR)	
1	1		6.0		4.5		0.94	
1	2		4.0		4.5		0.97	
1	3		3.6		3.0		0.98	
1	4		14.6		15.0		0.99	
1	5		2.6		2.5	0.5	0.97	
1	6		2.8		2.5		0.97	
6	Anchors Grouted				32.5	Total Grout Injected (liters)		

Pier Segment 056 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		1.0		1.0		0.99	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		6.0		7.0		0.98	
1	6		6.0		5.0		0.96	

3	**Anchors Grouted**	13.0	**Total Grout Injected (liters)**
9	**Page Total of Anchors Grouted**	45.5	**Page Total Grout Injected (LI)**

Pier Segment 057 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		0.98	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		0.5		1.0		0.99	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 057 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		2.0		1.5		0.96	
	2		0.0		0.0		n/a	
1	3		0.5		1.0		0.99	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

Pier Segment 058 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		1.5		0.92	
1	6		1.8		1.0		0.97	

2	Anchors Grouted

2.5	Total Grout Injected (liters)

6	Page Total of Anchors Grouted

6.5	Page Total Grout Injected (LI)

Pier Segment 058 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.8		0.5		0.92	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	

1	Anchors Grouted

0.5	Total Grout Injected (liters)

1	Page Total of Anchors Grouted		0.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/20/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson

Temp: 42^{o} F
Begin Mixing: 1:15 p.m.
Start Grout: 1:22 p.m.
End Grout: 2:54 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	17
2	19
3	19
4	19
5	18
6	18
7	18

Pier Segment 059 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		top off		1.0		0.99	
1	2		1.8		1.0		0.99	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		6.0		6.5		0.92	
3	Anchors Grouted				8.5	Total Grout Injected (liters)		

Pier Segment 059 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		1.3		1.0		0.99	
1	3		1.5		0.5		0.98	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	

	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**		10.0	**Page Total Grout Injected (LI)**

Pier Segment 060 South Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
1	1		1.5		1.0		0.98	
	2		0.0		0.0		n/a	
1	3		6.0		8.5		0.96	
1	4		13.5		13.5		0.97	
1	5		1.0		0.5		0.97	
1	6		15.0		14.5		0.97	
5	**Anchors Grouted**				38.0	**Total Grout Injected (liters)**		

Pier Segment 060 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
1	1		3.0		2.5		0.96	
1	2		7.5		7.0		0.96	
1	3		11.0		9.0		0.96	
1	4		9.0		8.0		0.96	
1	5		12.0		13.5		0.97	
1	6		5.6		5.5		0.98	
6	**Anchors Grouted**				45.5	**Total Grout Injected (liters)**		

Pier Segment 061 South Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	

1	6		1.3		1.0		0.97	
1	Anchors Grouted				1.0	Total Grout Injected (liters)		

12	Page Total of Anchors Grouted		84.5	Page Total Grout Injected (LI)

Pier Segment 061 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		2.0		2.0		0.98	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.3		1.0		0.98	
2	Anchors Grouted				3.0	Total Grout Injected (liters)		

2	Page Total of Anchors Grouted		3.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/22/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Greg Rudd

Temp: 55^{o} F
Begin Mixing: 1:08 p.m.
Start Grout: 1:20 p.m.
End Grout: 3:10 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	19
2	19
3	19
4	19
5	18
6	20

Pier Segment 062 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		6.0		6.5		0.96	
1	2		6.6		6.5		0.98	
1	3		8.6		9.5		0.95	
1	4		9.2		4.5		0.98	
1	5		13.6		13.0		1.0	
1	6		8.0		7.0		0.96	
6	Anchors Grouted				47.0	Total Grout Injected (liters)		

Pier Segment 062 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		2.0		1.5		0.98	
1	3		6.5		8.0		0.95	
1	4		16.0		17.5		0.98	

1	5		2.5		2.0		0.96	
1	6		5.0		4.0		0.96	
5	**Anchors Grouted**				33.0	**Total Grout Injected (liters)**		

11	**Page Total of Anchors Grouted**	80.0	**Page Total Grout Injected (LI)**

Pier Segment 063 South Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
1	1		15.0		14.5		0.98	
1	2		1.8		1.0		1.00	
1	3		4.5		3.0		0.98	
1	4		1.8		2.0		1.00	
1	5		6.0		5.0		0.96	
	6		0.0		0.0		n/a	
5	**Anchors Grouted**				25.5	**Total Grout Injected (liters)**		

Pier Segment 063 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
1	1		1.3		1.0		0.98	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.8		1.0		0.99	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 064 South Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
	1		0.0		0.0		n/a	
1	2		1.5		2.0		0.93	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	

	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	29.5	**Page Total Grout Injected (LI)**

Pier Segment 064 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

0	Page Total of Anchors Grouted		0.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/26/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 57^{o} F
Begin Mixing: n/a
Start Grout: 2:45 p.m.
End Grout: 4:00 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	18
2	17
3	18
4	18
5	18
6	17

Pier Segment 065 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		2.5		2.5		0.99	
1	2		1.8		0.5		0.99	
	3		0.0		0.0		n/a	
1	4		1.5		1.0		0.98	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	Anchors Grouted				4.0	Total Grout Injected (liters)		

Pier Segment 065 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.5		0.5		0.98	

1	4		1.0		1.0		0.94	
	5		0.0		0.0		n/a	
1	6		1.8		1.0		0.93	
3	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

6	**Page Total of Anchors Grouted**	6.5	**Page Total Grout Injected (LI)**

Pier Segment 066 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		10.0		9.5		0.97	
1	2		3.5		3.0		0.96	
1	3		3.0		2.5		0.98	
1	4		3.5		3.0		0.97	
1	5		5.5		6.0		0.96	
1	6		3.0		2.5		0.96	
6	**Anchors Grouted**				26.5	**Total Grout Injected (liters)**		

Pier Segment 066 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		6.0		6.0		0.94	
1	2		3.3		3.0		0.98	
1	3		3.0		3.0		0.94	
1	4		14.5		16.0		0.98	
1	5		3.3		3.5		0.98	
1	6		4.0		4.0		0.94	
6	**Anchors Grouted**				35.5	**Total Grout Injected (liters)**		

12	Page Total of Anchors Grouted		62.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/28/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 45^{o} F
Begin Mixing: 8:10 a.m.
Start Grout: 8:22 a.m.
End Grout: 10:20 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	18
2	19
3	19
4	20
5	19
6	18
7	19
8	20

Pier Segment 069 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

Pier Segment 069 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		1.8		1.5		0.99	
	3		0.0		0.0		n/a	

1	4		1.6		1.0		0.96	
	5		0.0		0.0		n/a	
1	6		1.6		1.5		0.98	
3	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

3	**Page Total of Anchors Grouted**	4.0	**Page Total Grout Injected (LI)**

Pier Segment 068 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		8.0		7.5		0.98	
1	2		5.5		1.5		0.98	
1	3		4.5		5.0		0.95	
	4		0.0		0.0		n/a	
1	5		1.5		1.5		0.98	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				15.5	**Total Grout Injected (liters)**		

Pier Segment 068 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		17.5		19.5		0.97	
1	2		3.0		1.5		0.98	
1	3		17.5		17.0		0.98	
1	4		15.5		17.0		0.98	
1	5		1.5		2.0		0.96	
1	6		15.5		14.5		0.97	
6	**Anchors Grouted**				71.5	**Total Grout Injected (liters)**		

Pier Segment 067 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		8.0		9.0		0.97	
1	2		7.0		6.5		0.98	
	3		0.0		0.0		n/a	

	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.5		1.0		0.99	
3	**Anchors Grouted**				16.5	**Total Grout Injected (liters)**		

13	**Page Total of Anchors Grouted**		103.5	**Page Total Grout Injected (LI)**

Pier Segment 067 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (BAR)**	
1	1		2.0		2.0		0.98	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		1.3		1.0		0.98	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

2	Page Total of Anchors Grouted		3.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/28/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 60^{o} F
Begin Mixing: 1:55 p.m.
Start Grout: 2:00 p.m.
End Grout: 3:00 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	20
2	18
3	18
4	18

Pier Segment 072 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		4.6		4.5		0.96	
1	2		1.5		0.5		0.97	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		2.6		2.5		0.98	
3	Anchors Grouted				7.5	Total Grout Injected (liters)		

Pier Segment 072 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		4.2		4.0		0.98	

1	2		4.6		4.5		0.98	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				8.5	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	16.0	**Page Total Grout Injected (LI)**

Pier Segment 071 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		5.5		4.5		0.98	
1	3		1.0		0.5		0.93	
1	4		4.0		4.0		0.96	
1	5		6.0		6.5		0.96	
1	6		5.6		5.5		0.98	
5	**Anchors Grouted**				21.0	**Total Grout Injected (liters)**		

Pier Segment 071 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		2.5		2.0		0.97	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		3.0		3.0		0.96	
1	6		4.6		3.5		0.98	
3	**Anchors Grouted**				8.5	**Total Grout Injected (liters)**		

8	Page Total of Anchors Grouted		29.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 3/29/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 50° F
Begin Mixing: 11:38 a.m.
Start Grout: 11:45 a.m.
End Grout: 12:03 p.m.
Mixing Time: 5 min.
Vacuum Pump # 810823

Batch #	Flow Test (sec.)
1	19

Pier Segment 070 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		1.0		0.5		0.93	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.6		1.0		0.95	
2	Anchors Grouted				1.5	Total Grout Injected (liters)		

Pier Segment 070 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		2.0		2.0		0.94	
1	2		1.3		1.0		0.9	

	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.8		1.0		0.96	
3	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	5.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/02/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 62^{o} F
Begin Mixing: 1:50 p.m.
Start Grout: 2:00 p.m.
End Grout: 3:30 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	**Flow Test (sec.)**
1	20
2	17

Pier Segment 073 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		4.0		4.5		45	
1	2		4.6		4.0		80	
1	3		3.5		2.0		60	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.5		25	
4	**Anchors Grouted**				11.0	**Total Grout Injected (liters)**		

Pier Segment 073 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		6.0		10.0		15	
1	2		top off		0.5		25	

1	3		top off		0.5		15	
1	4		2.0		2.5		10	
	5		0.0		0.0		n/a	
1	6		2.0		2.5		15	
5	**Anchors Grouted**				16.0	**Total Grout Injected (liters)**		

9	**Page Total of Anchors Grouted**	27.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/03/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 62° F
Begin Mixing: 10:30 a.m.
Start Grout: 10:40 a.m.
End Grout: 11:20 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	**Flow Test (sec.)**
1	18
2	20
3	17
4	18
5	19

Pier Segment 075 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(4/05/01) Regrout Injected (liters)	Vacuum Gauge Pressure (mBAR)	
1	1		9.5		12.5		55	
1	2		4.5		4.0		30	
1	3		5.6		6.5		20	
1	4		5.0		5.0		20	
1	5		5.5		6.5	0.5	25	
1	6		11.0		13.0		30	
6	**Anchors Grouted**				48.0	**Total Grout Injected (liters)**		

Pier Segment 075 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(4/05/01) Regrout Injected (liters)	Vacuum Gauge Pressure (mBAR)	
1	1		5.5		5.5		20	
1	2		3.5		3.5		50	

1	3		4.5		3.0		60	
1	4		1.0		1.0		45	
1	5		6.5		2.0	0.5	30	
1	6		7.5		7.5		40	
6	Anchors Grouted				23.0	Total Grout Injected (liters)		

12	Page Total of Anchors Grouted	71.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 4/03/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 62^{o} F
Begin Mixing: 9:35 a.m.
Start Grout: 9:45 a.m.
End Grout: 10:20 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	18
2	18
3	18
4	17
5	18

Pier Segment 074 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		5.0		4.5		40	
1	3		2.0		1.5		45	
1	4		4.0		4.5		45	
1	5		4.6		4.0		20	
1	6		5.0		5.5		50	
5	Anchors Grouted				20.0	Total Grout Injected (liters)		

Pier Segment 074 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		4.0		4.0		40	
1	2		3.6		4.0		40	

1	3		12.0		11.5		65	
1	4		9.0		8.5		40	
1	5		3.5		4.5		60	
1	6		8.6		9.0		40	
6	**Anchors Grouted**				41.5	**Total Grout Injected (liters)**		

11	**Page Total of Anchors Grouted**	61.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/03/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch
Heath Henderson

Temp: 62^{o} F
Begin Mixing: 2:45 p.m.
Start Grout: 2:55 p.m.
End Grout: 3:45 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	18
2	17
3	17

Pier Segment 078 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.0		3.0		50	
1	2		4.5		3.5		40	
	3		0.0		0.0		n/a	
1	4		top off		1.0		20	
	5		0.0		0.0		n/a	
1	6		5.5		8.5		45	
4	**Anchors Grouted**				16.0	**Total Grout Injected (liters)**		

Pier Segment 078 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		6.0		7.0		35	
1	2		top off		0.5		45	

1	3		top off		0.5		30	
1	4		2.6		3.5		45	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				11.5	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	27.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/04/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch
Heath Henderson

Temp: 65^{o} F
Begin Mixing: 1:25 p.m.
Start Grout: 1:35 p.m.
End Grout: 3:40 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	17
2	17
3	21
4	18
5	19

Pier Segment 077 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		20	
1	4		top off		1.0		25	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 077 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.5		1.0		35	
	2		0.0		0.0		n/a	

	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		3.0		70	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**

5.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/04/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch
Heath Henderson

Batch #	Flow Test (sec.)
1	17
2	18

Temp: 65^{o} F
Begin Mixing: n/a
Start Grout: 1:35 p.m.
End Grout: 2:07 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Pier Segment 076 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.5		0.5		45	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		2.5		70	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

Pier Segment 076 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		2.0		2.5		90	
1	3		1.5		0.5		65	

1	4		1.3		1.2		45	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				4.2	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	7.2	**Page Total Grout Injected (LI)**

Pier Segment 079 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		1.0		30	
	4		0.0		0.0		n/a	
1	5		top off		2.0		35	
1	6		top off		0.5		35	
3	**Anchors Grouted**				3.5	**Total Grout Injected (liters)**		

Pier Segment 079 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		5.0		6.0		60	
1	2		3.6		3.5		50	
1	3		1.5		1.0		50	
	4		0.0		0.0		n/a	
1	5		3.5		4.0		35	
1	6		6.0		7.0		40	
5	**Anchors Grouted**				21.5	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	25.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/06/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Vic Finch

Temp: 64^{o} F
Begin Mixing: 8:27a.m.
Start Grout: 8:40 a.m.
End Grout: 9:40 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	17
2	18
3	19

Pier Segment 080 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 080 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.5		1.5		50	

1	4		top off		1.0		55	
1	5		top off		0.5		20	
1	6		9.0		14.0		25	
4	**Anchors Grouted**				17.0	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	17.0	**Page Total Grout Injected (LI)**

Pier Segment 081 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		25	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		0.5		30	
	5		0.0		0.0		n/a	
1	6		top off		2.5		25	
3	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

Pier Segment 081 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		20	
1	3		2.0		3.0		40	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				3.5	**Total Grout Injected (liters)**		

5	Page Total of Anchors Grouted		7.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 4/09/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Vic Finch
Heath Henderson

Temp: 70° F
Begin Mixing: 1:00 p.m.
Start Grout: 1:10 p.m.
End Grout: 2:40 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	19
2	18
3	18

Span 083 South Side of Middle Deviation Block

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(4/10/01) Regrout Injected (liters)	Vacuum Gauge Pressure (mBAR)	
1	1		top off		2.0	0.5	30	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		25	
	6		0.0		0.0		n/a	
1	7		top off		2.0		45	
1	8		top off		1.0		40	
4	Anchors Grouted				6.0	Total Grout Injected (liters)		

Span 083 South Deviation Block (North Face)

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		1.0		35	
1	Anchors Grouted				1.0	Total Grout Injected (liters)		

5	**Page Total of Anchors Grouted**

7.0	**Page Total Grout Injected (LI)**

Span 083 South Deviation Block (South Face)

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.5		40	
1	2		top off		top off		20	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 083 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(4/10/01) Regrout Injected (liters)	Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0	0.5	45	
1	2		top off		0.5		50	
1	3		top off		1.0		30	
3	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

Pier Segment 082 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		40	
1	2		top off		0.5		30	
	3		0.0		0.0		n/a	
1	4		4.0		2.5		100	
1	5		top off		1.0		90	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				4.5	**Total Grout Injected (liters)**		

9	Page Total of Anchors Grouted		9.0	Page Total Grout Injected (LI)

Pier Segment 082 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(4/10/01) Regrout Injected (liters)	Vacuum Gauge Pressure (mBAR)	
1	1		1.6		2.0	0.5	90	
	2		0.0		0.0		n/a	
1	3		1.6		1.0		85	
1	4		top off		0.5		45	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	Anchors Grouted				4.0	Total Grout Injected (liters)		

3	Page Total of Anchors Grouted		4.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 4/11/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 68^{o} F
Begin Mixing: 8:50 a.m.
Start Grout: 9:03 a.m.
End Grout: 11:45 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	17
2	20
3	17
4	20

Span 083 North Side of Middle Deviation Block

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		25	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		1.0		25	
	7		0.0		0.0		n/a	
	8		0.0		0.0		n/a	
2	Anchors Grouted				1.5	Total Grout Injected (liters)		

Span 083 North Deviation Block (South Face)

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		35	
	2		0.0		0.0		n/a	

1	Anchors Grouted		0.5	Total Grout Injected (liters)

3	Page Total of Anchors Grouted		2.0	Page Total Grout Injected (LI)

Span 083 North Deviation Block (North Face)

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		6.5		11.0		30	
1	2		top off		0.5		40	
2	Anchors Grouted				11.5	Total Grout Injected (liters)		

Pier Segment 084 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		3.5		4.0		35	
1	2		top off		1.0		30	
	3		0.0		0.0		n/a	
2	Anchors Grouted				5.0	Total Grout Injected (liters)		

Pier Segment 085 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(4/12/01) Regrout Injected (liters)	Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		4.0		3.0	0.5	35	
1	4		top off		0.5		50	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	Anchors Grouted				4.0	Total Grout Injected (liters)		

6	**Page Total of Anchors Grouted**	20.5	**Page Total Grout Injected (LI)**

Pier Segment 085 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (mBAR)**	
1	1		top off		0.5		65	
1	2		top off		top off		65	
	3		0.0		0.0		n/a	
1	4		top off		1.0		50	
	5		0.0		0.0		n/a	
1	6		top off		top off		30	
4	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

Pier Segment 086 South Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (mBAR)**	
1	1		top off		1.5		35	
1	2		top off		top off		30	
1	3		top off		0.5		30	
1	4		top off		1.0		50	
1	5		4.6		4.0		35	
	6		0.0		0.0		n/a	
5	**Anchors Grouted**				7.5	**Total Grout Injected (liters)**		

Pier Segment 086 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (mBAR)**	
1	1		top off		0.5		45	
	2		0.0		0.0		n/a	

1	3		top off		2.0		60	
1	4		top off		1.5		50	
1	5		top off		1.0		30	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				5.0	**Total Grout Injected (liters)**		

13	**Page Total of Anchors Grouted**	15.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/12/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Vic Finch
Heath Henderson

Temp: 78^{o} F
Begin Mixing: 9:37a.m.
Start Grout: 9:47 a.m.
End Grout: 11:12 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	19
2	20
3	20
4	19

Pier Segment 087 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		5.5		7.0		10	
	2		0.0		0.0		n/a	
1	3		top off		1.0		10	
	4		0.0		0.0		n/a	
1	5		top off		1.0		20	
1	6		top off		1.5		10	
4	**Anchors Grouted**				10.5	**Total Grout Injected (liters)**		

Pier Segment 087 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		20	

1	2		4.0		4.0		20	
1	3		top off		0.5		20	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				5.5	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	16.0	**Page Total Grout Injected (LI)**

Pier Segment 088 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.5		1.5		10	
	2		0.0		0.0		n/a	
1	3		top off		0.5		20	
1	4		top off		1.0		20	
1	5		top off		top off		0	
1	6		4.0		6.0		20	
5	**Anchors Grouted**				9.5	**Total Grout Injected (liters)**		

Pier Segment 088 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		2.0		3.0		10	
1	2		top off		1.0		10	
1	3		top off		top off		20	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				4.5	**Total Grout Injected (liters)**		

8	Page Total of Anchors Grouted		14.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 4/17/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Vic Finch
Heath Henderson

Temp: 70^{o} F
Begin Mixing: 1:03 p.m.
Start Grout: 1:12 p.m.
End Grout: 2:59 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	20
2	19
3	18

Pier Segment 089 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		30	
1	3		top off		0.5		20	
1	4		top off		1.0		50	
	5		0.0		0.0		n/a	
1	6		top off		1.0		40	
4	Anchors Grouted				3.0	Total Grout Injected (liters)		

Pier Segment 089 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	

1	2		top off		1.5		35	
1	3		top off		0.5		60	
	4		0.0		0.0		n/a	
1	5		top off		1.0		40	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	6.0	**Page Total Grout Injected (LI)**

Pier Segment 090 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		40	
1	2		top off		1.0		30	
1	3		top off		1.0		35	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.5		35	
4	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

Pier Segment 090 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		30	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 091 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	

1	1		2.0		3.0		60	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		1.0		35	
	5		0.0		0.0		n/a	
1	6		top off		0.5		50	
3	**Anchors Grouted**				4.5	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	8.5	**Page Total Grout Injected (LI)**

<u>Pier Segment 091 North Side</u>

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (mBAR)**	
1	1		top off		1.0		45	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.5		40	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

2	Page Total of Anchors Grouted		1.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 4/18/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 55^{o} F
Begin Mixing: 12:55 p.m.
Start Grout: 1:05 p.m.
End Grout: 3:30 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	18
2	19
3	17
4	20

Pier Segment 092 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		15	
1	2		top off		0.5		30	
	3		0.0		0.0		n/a	
1	4		top off		1.5		40	
	5		0.0		0.0		n/a	
1	6		2.6		4.5		30	
4	Anchors Grouted				7.5	Total Grout Injected (liters)		

Pier Segment 092 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	

1	1		top off		0.5		20	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		0.5		35	
1	5		top off		0.5		15	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

7	**Page Total of Anchors Grouted**	9.0	**Page Total Grout Injected (LI)**

Pier Segment 093 South Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**		**Vacuum Gauge Pressure (mBAR)**	
1	1		top off		1.0		45	
1	2		top off		1.0		55	
1	3		top off		1.0		15	
	4		0.0		0.0		n/a	
1	5		top off		1.0		45	
1	6		top off		1.5		55	
5	**Anchors Grouted**				5.5	**Total Grout Injected (liters)**		

Pier Segment 093 North Side

	Anchorage #		**Volume Measured (liters)**		**Grout injected (liters)**	**(4/25/01) Regrout Injected (liters)**	**Vacuum Gauge Pressure (mBAR)**	
1	1		top off		0.5	1.0	25	
1	2		top off		0.5		30	
1	3		top off		0.5		20	
1	4		1.0		3.5		25	
1	5		top off		1.0		65	
1	6		top off		0.5		35	
6	**Anchors Grouted**				7.5	**Total Grout Injected (liters)**		

Pier Segment 094 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.5		35	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		0.5		30	
1	5		top off		1.0		45	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

14	**Page Total of Anchors Grouted**	16.0	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/25/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 63^{o} F
Begin Mixing: 11:35 a.m.
Start Grout: 11:45 a.m.
End Grout: 12:40 p.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	20
2	23

Pier Segment 094 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		1.0		20	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		2.0		20	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				3.0	**Total Grout Injected (liters)**		

Pier Segment 095 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		25	
1	2		top off		0.5		20	
1	3		top off		top off		20	
1	4		top off		0.5		45	
1	5		top off		0.5		20	
1	6		top off		2.5		30	
6	**Anchors Grouted**				5.0	**Total Grout Injected (liters)**		

8	**Page Total of Anchors Grouted**	8.0	**Page Total Grout Injected (LI)**

Pier Segment 095 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 096 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		6.5		8.5		25	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				8.5	**Total Grout Injected (liters)**		

Pier Segment 096 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

1	**Page Total of Anchors Grouted**	8.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/26/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 61^{o} F
Begin Mixing: 9:37 a.m.
Start Grout: 9:45 a.m.
End Grout: 11:30 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	21
2	20
3	20

Pier Segment 097 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		10	
	2		0.0		0.0		n/a	
1	3		top off		0.5		40	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		4.6		4.5		45	
3	**Anchors Grouted**				5.5	**Total Grout Injected (liters)**		

Pier Segment 097 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.0		1.0		35	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	6.5	**Page Total Grout Injected (LI)**

Pier Segment 098 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		30	
1	2		top off		0.5		35	
1	3		1.0		1.0		35	
1	4		top off		0.75		30	
1	5		top off		0.5		30	
1	6		top off		1.5		35	
6	**Anchors Grouted**				4.75	**Total Grout Injected (liters)**		

Pier Segment 098 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		25	
1	6		1.0		1.0		40	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 099 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		1.5		25	
1	6		top off		0.5		35	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

10	**Page Total of Anchors Grouted**	8.75	**Page Total Grout Injected (LI)**

Pier Segment 099 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		30	
	2		0.0		0.0		n/a	
1	3		top off		0.5		50	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		top off		45	
3	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 100 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		50	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

Pier Segment 100 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	2.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 4/30/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 63^{o} F
Begin Mixing: 10:45 a.m.
Start Grout: 10:55 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	21
2	22
3	23
4	20

Pier Segment 101 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		1.0		45	
1	3		top off		0.5		20	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 101 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		top off		15	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

3	**Page Total of Anchors Grouted**	2.0	**Page Total Grout Injected (LI)**

Pier Segment 102 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		1.0		0.5		40	
	3		0.0		0.0		n/a	
	4		0.0		0.0		15	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

Pier Segment 102 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		1.0		20	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 103 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		40	
1	3		1.4		1.0		40	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		1.0		35	
3	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**

4.0	**Page Total Grout Injected (LI)**

Pier Segment 103 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		1.0		55	
1	6		top off		0.5		40	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 104 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		top off		35	
1	3		top off		0.5		50	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 104 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		35	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		5.5		6.0		35	
2	**Anchors Grouted**				7.0	**Total Grout Injected (liters)**		

6	**Page Total of Anchors Grouted**	9.5	**Page Total Grout Injected (LI)**

Pier Segment 105 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.0		1.0		35	
1	2		2.5		2.5		30	
1	3		1.4		0.5		45	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				4.0	**Total Grout Injected (liters)**		

Pier Segment 105 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

3	Page Total of Anchors Grouted		4.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 5/02/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux

Temp: 66^{o} F
Begin Mixing: 8:20 a.m.
Start Grout: 8:30 a.m.
End Grout: 9:18 a.m.
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	23
2	20
3	20

Pier Segment 106 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

Pier Segment 106 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		2.6		3.5		0.0	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				3.5	**Total Grout Injected (liters)**		

1	**Page Total of Anchors Grouted**	3.5	**Page Total Grout Injected (LI)**

Pier Segment 107 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 107 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.75		35	
1	**Anchors Grouted**				0.75	**Total Grout Injected (liters)**		

Pier Segment 108 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		0	
1	4		top off		0.5		0	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

3	**Page Total of Anchors Grouted**
1.75	**Page Total Grout Injected (LI)**

Pier Segment 108 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.5		30	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

Pier Segment 109 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		0	
1	6		1.0		0.5		20	
2	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 110 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.6		1.5		10	
1	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	3.0	**Page Total Grout Injected (LI)**

Pier Segment 110 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		0	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

Pier Segment 111 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 111 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		0.5		0	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Page Total Grout Injected (LI)**		

2	**Page Total of Anchors Grouted**	1.0	**Total Grout Injected (liters)**

Pier Segment 112 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		10	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.5		1.0		0	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 112 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.0		1.0		10	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

3	Page Total of Anchors Grouted

2.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 5/03/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 65^{o} F
Begin Mixing: 9:30 a.m.
Start Grout: 9:45 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 11981

Batch #	Flow Test (sec.)
1	21
2	22

Pier Segment 113 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		2.6		4.0		0.98	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				4.0	Total Grout Injected (liters)		

Pier Segment 113 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

1	**Page Total of Anchors Grouted**	4.0	**Page Total Grout Injected (LI)**

Pier Segment 114 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 114 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.5		0.98	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

Pier Segment 115 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		top off		0.5		0.97	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**	1.0	**Page Total Grout Injected (LI)**

Pier Segment 115 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		0.96	
1	6		1.4		1.5		0.95	
2	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

Pier Segment 116 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		0.99	
	3		0.0		0.0		n/a	
1	4		top off		1.0		0.98	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

Pier Segment 116 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
0	1		0.0		0.0		n/a	
0	2		0.0		0.0		n/a	
0	3		0.0		0.0		n/a	
0	4		0.0		0.0		n/a	
0	5		0.0		0.0		n/a	
0	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**	3.5	**Page Total Grout Injected (LI)**

Pier Segment 117 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 117 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		1.0		2.0		0.96	
1	2		top off		1.5		0.98	
	3		0.0		0.0		n/a	
1	4		4.5		4.5		0.96	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				8.0	**Total Grout Injected (liters)**		

3	Page Total of Anchors Grouted		8.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 5/07/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Temp: 68^{o} F
Begin Mixing: 10:25 a.m.
Start Grout: 10:35 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 11981

Batch #	Flow Test (sec.)
1	23
2	22

Pier Segment 118 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		1.0	
1	3		top off		0.5		0.99	
	4		0.0		0.0		n/a	
1	5		2.6		2.0		0.97	
	6		0.0		0.0		n/a	
3	Anchors Grouted				3.0	Total Grout Injected (liters)		

Pier Segment 118 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

3	**Page Total of Anchors Grouted**	3.0	**Page Total Grout Injected (LI)**

Pier Segment 119 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		3.0		3.5		0.99	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				3.5	**Total Grout Injected (liters)**		

Pier Segment 119 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		top off		1.0		0.95	
1	2		5.5		7.5		0.95	
	3		4.0		4.0		0.98	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
2	**Anchors Grouted**				12.5	**Total Grout Injected (liters)**		

Pier Segment 120 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		0.99	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

4	**Page Total of Anchors Grouted**		16.5	**Page Total Grout Injected (LI)**

Pier Segment 120 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
1	4		top off		0.5		0.99	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				0.5	**Total Grout Injected (liters)**		

1	Page Total of Anchors Grouted		0.5	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 5/08/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson
Vic Finch

Batch #	Flow Test (sec.)
1	22
2	20

Temp: 65^{o} F
Begin Mixing: 9:45 a.m.
Start Grout: 9:55 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 13089

Pier Segment 121 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		top off		0.5		35	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		4.0		5.0		60	
2	Anchors Grouted				5.5	Total Grout Injected (liters)		

Pier Segment 121 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

2	Page Total of Anchors Grouted	5.5	Page Total Grout Injected (LI)

Pier Segment 122 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)	(5/09/01) Regrout Injected (liters)	Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.0		1.5		35	
	4		0.0		0.0		n/a	
1	5		6.5		8.0	0.5	25	
1	6		3.5		4.0		25	
3	Anchors Grouted				14.0	Total Grout Injected (liters)		

Pier Segment 122 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.0		2.0		35	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				2.0	Total Grout Injected (liters)		

Pier Segment 123 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		1.0		0.98	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	17.0	**Page Total Grout Injected (LI)**

Pier Segment 123 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
1	1		top off		1.0		0.99	
1	2		top off		top off		0.98	
	3		0.0		0.0		n/a	
1	4		top off		0.5		1.0	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				2.0	**Total Grout Injected (liters)**		

3	Page Total of Anchors Grouted		2.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 5/09/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson

Temp: 68^o F
Begin Mixing: 9:33 a.m.
Start Grout: 9:40 a.m.
End Grout: 11:30 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	22
2	22
3	20
4	20

Pier Segment 124 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		0.5		20	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				0.5	Total Grout Injected (liters)		

Pier Segment 124 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		1.6		1.0		45	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**	1.5	**Page Total Grout Injected (LI)**

Pier Segment 125 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		top off		1.0		35	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 125 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 126 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		2.0		1.5		0.96	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				1.5	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**	2.5	**Page Total Grout Injected (LI)**

Pier Segment 126 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 127 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 127 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

0	Page Total of Anchors Grouted
0.0	Page Total Grout Injected (LI)

Pier Segment 128 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

Pier Segment 128 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

Pier Segment 129 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

0	**Page Total of Anchors Grouted**	0.0	**Page Total Grout Injected (LI)**

Pier Segment 129 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		2.5		2.5		0.98	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	**Anchors Grouted**				2.5	**Total Grout Injected (liters)**		

Pier Segment 130 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 130 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

1	**Page Total of Anchors Grouted**	2.5	**Page Total Grout Injected (LI)**

Pier Segment 131 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 131 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

0	Page Total of Anchors Grouted		0.0	Page Total Grout Injected (LI)

Vacuum Grouting

Date: 5/09/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Heath Henderson

Temp: 68^o F
Begin Mixing: 9:33 a.m.
Start Grout: 9:40 a.m.
End Grout: 11:30 a.m.
Mixing Time: 5 min.
Vacuum Pump # 13089

Batch #	Flow Test (sec.)
1	25
2	21
3	21

Pier Segment 132 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		1.0		1.5		0.97	
1	Anchors Grouted				1.5	Total Grout Injected (liters)		

Pier Segment 132 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

1	**Page Total of Anchors Grouted**	1.5	**Page Total Grout Injected (LI)**

Pier Segment 133 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 133 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 134 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		1.0		1.0		0.96	
1	6		7.5		9.0		0.96	
2	**Anchors Grouted**				10.0	**Total Grout Injected (liters)**		

2	**Page Total of Anchors Grouted**	10.0	**Page Total Grout Injected (LI)**

Pier Segment 134 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		1.6		1.5		0.96	
1	4		top off		0.5		0.96	
1	5		4.5		4.5		0.96	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				6.5	**Total Grout Injected (liters)**		

Pier Segment 135 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 135 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
1	5		top off		0.5		0	
1	6		top off		0.5		10	
2	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	7.5	**Page Total Grout Injected (LI)**

Vacuum Grouting

Date: 5/15/2001
Contractor: DSI
Grout: Master Builders 816
Inspectors: Brian Lemieux
Vic Finch

Temp: 68^{o} F
Begin Mixing: n/a
Start Grout: 8:25 a.m.
End Grout: n/a
Mixing Time: 5 min.
Vacuum Pump # 12181

Batch #	Flow Test (sec.)
1	21
2	20
3	20
4	21
5	20

Pier Segment 136 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		2.0		2.0		15.0	
	3		0.0		0.0		n/a	
1	4		4.6		4.0		5	
1	5		1.0		1.0		30.0	
	6		0.0		0.0		n/a	
3	**Anchors Grouted**				7.0	**Total Grout Injected (liters)**		

Pier Segment 136 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
1	3		top off		0.5		45	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		0.5		20	
2	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**		8.0	**Page Total Grout Injected (LI)**

Pier Segment 137 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		1.0		1.0		20	
1	2		1.5		1.0		20	
1	3		top off		0.5		30	
1	4		7.0		7.0		40	
1	5		top off		0.5		30	
	6		0.0		0.0		n/a	
5	**Anchors Grouted**				10.0	**Total Grout Injected (liters)**		

Pier Segment 137 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 138 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

5	**Page Total of Anchors Grouted**	10.0	**Page Total Grout Injected (LI)**

Pier Segment 138 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (BAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
1	6		top off		1.0		60	
1	**Anchors Grouted**				1.0	**Total Grout Injected (liters)**		

Pier Segment 139 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		top off		0.5		5	
1	3		4.6		4.0		30	
1	4		4.0		3.5		10	
1	5		top off		1.0		0	
1	6		4.5		3.0		100	
5	**Anchors Grouted**				12.0	**Total Grout Injected (liters)**		

Pier Segment 139 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		2.0		2.0		30	
1	2		3.0		1.5		40	
	3		0.0		0.0		n/a	
1	4		top off		top off		20	
1	5		6.5		6.0		40	
	6		0.0		0.0		n/a	
4	**Anchors Grouted**				10.0	**Total Grout Injected (liters)**		

10	**Page Total of Anchors Grouted**	23.0	**Page Total Grout Injected (LI)**

Pier Segment 140 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	**Anchors Grouted**				0.0	**Total Grout Injected (liters)**		

Pier Segment 140 North Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
1	2		1.0		1.0		40	
1	3		7.0		7.0		10	
1	4		2.0		2.0		20	
1	5		5.0		3.0		30	
1	6		top off		0.5		0	
5	**Anchors Grouted**				13.5	**Total Grout Injected (liters)**		

Pier Segment 141 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

5	Page Total of Anchors Grouted	13.5	Page Total Grout Injected (LI)

Pier Segment 141 North Side

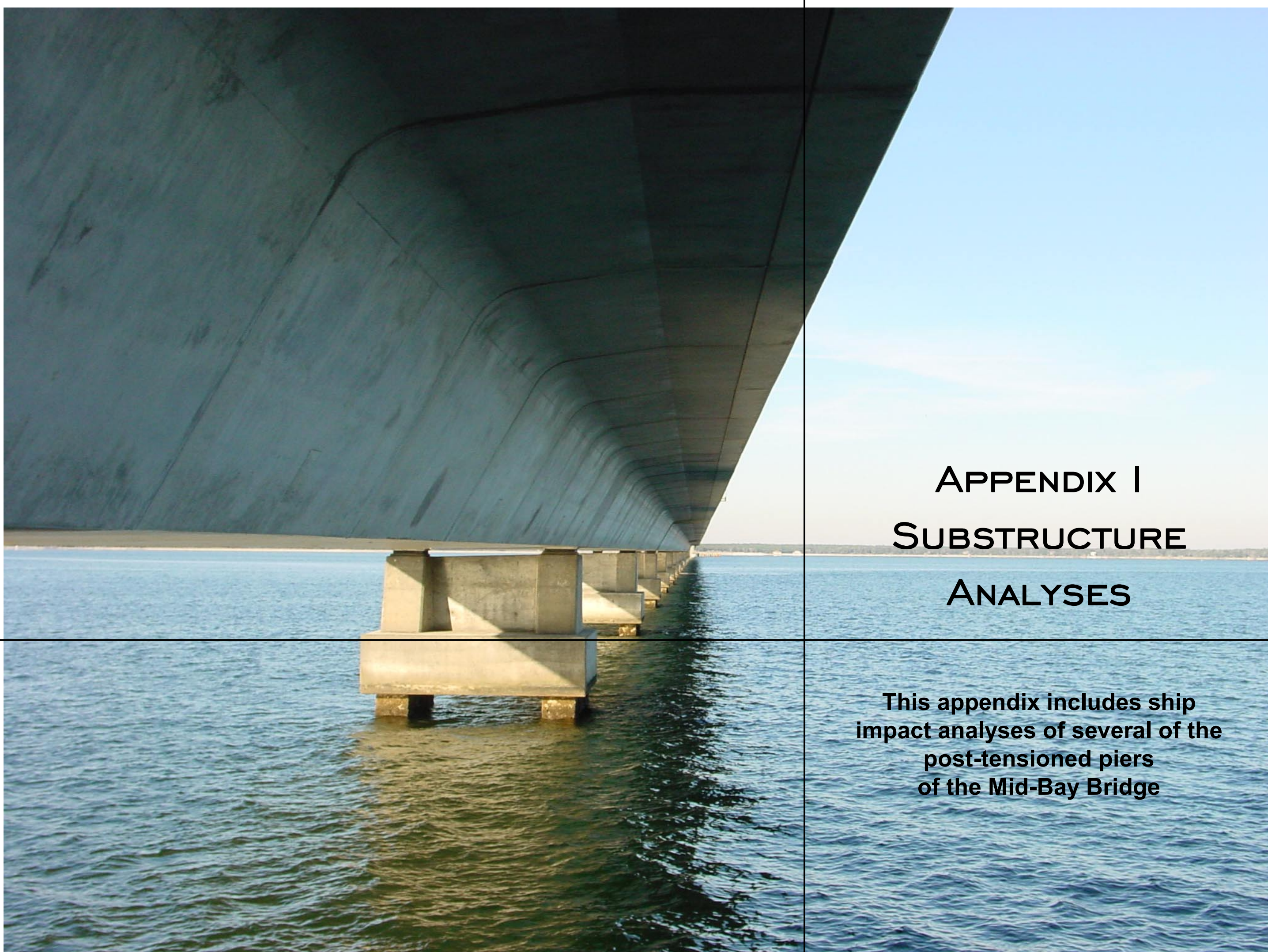
	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
1	1		2.0		2.0		0	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
1	Anchors Grouted				2.0	Total Grout Injected (liters)		

Abutment 142 South Side

	Anchorage #		Volume Measured (liters)		Grout injected (liters)		Vacuum Gauge Pressure (mBAR)	
	1		0.0		0.0		n/a	
	2		0.0		0.0		n/a	
	3		0.0		0.0		n/a	
	4		0.0		0.0		n/a	
	5		0.0		0.0		n/a	
	6		0.0		0.0		n/a	
0	Anchors Grouted				0.0	Total Grout Injected (liters)		

1	**Page Total of Anchors Grouted**		2.0	**Page Total Grout Injected (LI)**
6	**Trial Run of Vacuum Grouting**		22.0	**Trial Run Grout Injected (LI)**
679	**Grand Total of Anchors Grouted**		**2052.4**	**Total Grout Injected (liters)**

Florida Department of Transportation
District 3



Appendix I
Substructure Analyses

This appendix includes ship impact analyses of several of the post-tensioned piers of the Mid-Bay Bridge

Corven Engineering, Inc.
1415 E. Piedmont Drive,
Suite 2
Tallahassee, FL 32312
Tel: 850 386-6800
Fax: 850 386-9374

December 20, 2001

Mid-Bay Bridge
Post-Tensioning Evaluation

Preface

The Florida Department of Transportation did not design or oversee the construction of the Mid-Bay Bridge. The Florida Department of Transportation executed a Maintenance and Operations Contract with the Mid-Bay Bridge Authority on January 1, 1990 (modified on May 16, 1991), for the purposes of preserving this piece of infrastructure.

Disclaimer

The Draft Report was published to document progress of the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. Concepts, ideas, and conclusions expressed in the Draft Report were not solely those of the author. The information presented represented a summary of work performed by the others and the author. The Draft Report was a work in progress and was subject to change in all areas.

The Final Report further documents the inspection, testing, analysis and rehabilitation of the post-tensioning system of the Mid-Bay Bridge. The Final Report extends information presented in the Draft Report to include the results of additional work undertaken to rehabilitate the bridge.

Appendix I – Substructure Analyses

Contents

Florida Department of Transportation

Effect Post-Tensioning Cross Section Area Loss on the Ship Impact Capacity of the Mid-Bay Bridge High Level Piers

Corven Engineering, Inc.
1415 E. Piedmont Drive,
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Tallahassee, FL 32308
Tel: 850 386-6800
Fax: 850 386-9374

July 2, 2001

Mid-Bay Bridge Ship Impact Review

July 1, 2001

Pier 70 Impact = 675

% As	Q(0)	Q(30)	R(30)	R(30)
100	829	792	1.23	1.17
75	829	792	1.23	1.17
50	829	792	1.23	1.17
25	829	792	1.23	1.17

Pier 72 Impact = 675

% As	Q(0)	Q(30)	R(30)	R(30)
100	863	812	1.28	1.20
75	863	812	1.28	1.20
50	863	812	1.28	1.20
25	863	812	1.28	1.20

Pier 76 Impact = 1350

% As	Q(0)	Q(30)	R(30)	R(30)
100	1563	1452	1.16	1.08
75	1563	1452	1.16	1.08
50	1563	1452	1.16	1.08
25	1472	1384	1.09	1.03

Pier 78 Impact = 1350

% As	Q(0)	Q(30)	R(30)	R(30)
100	1523	1422	1.13	1.05
75	1523	1422	1.13	1.05
50	1521	1420	1.13	1.05
25	1421	1346	1.05	1.00

Mid-Bay Bridge Ship Impact Review

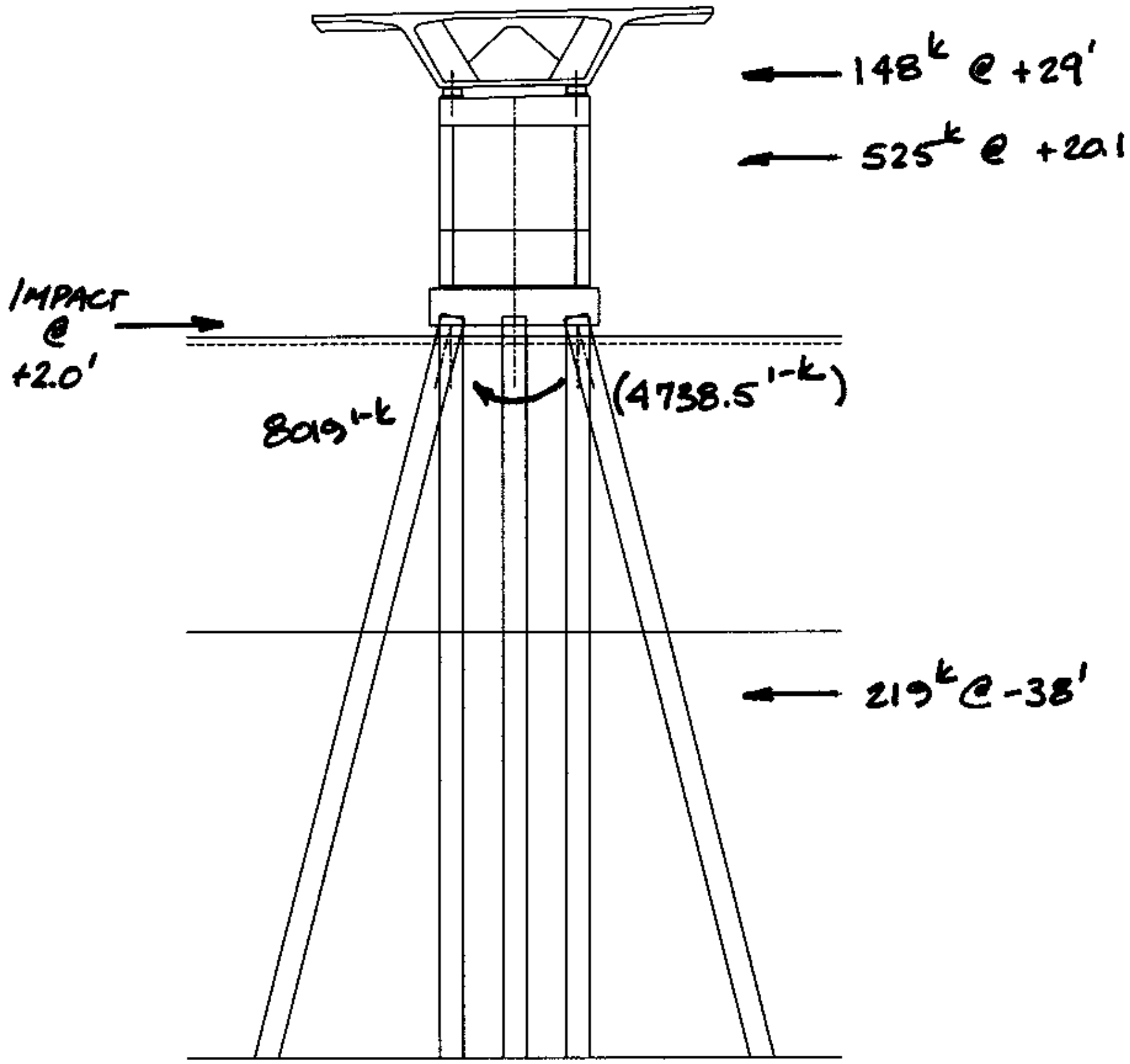
July 1, 2001

Pier 82 Impact = 2000

% As	Q(0)	Q(30)	R(30)	R(30)
100	2530	2175	1.27	1.09
75	2446	2120	1.22	1.06
50	2367	2064	1.18	1.03
25	2288	2004	1.14	1.00

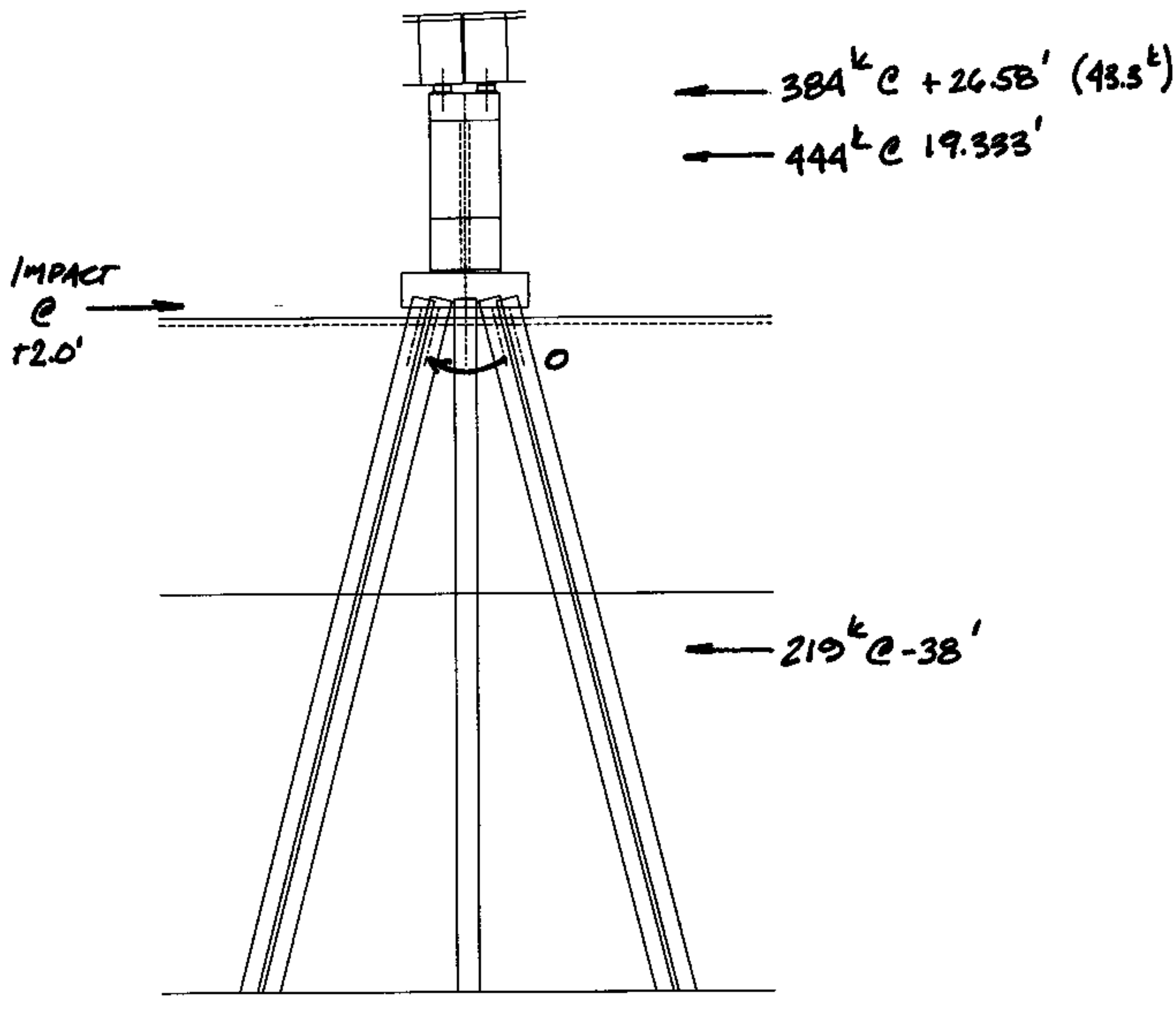
Pier 83 Impact = 2000

% As	Q(0)	Q(30)	R(30)	R(30)
100	2747	2272	1.37	1.14
75	2747	2254	1.37	1.13
50	2747	2230	1.37	1.12
25	2747	2199	1.37	1.10



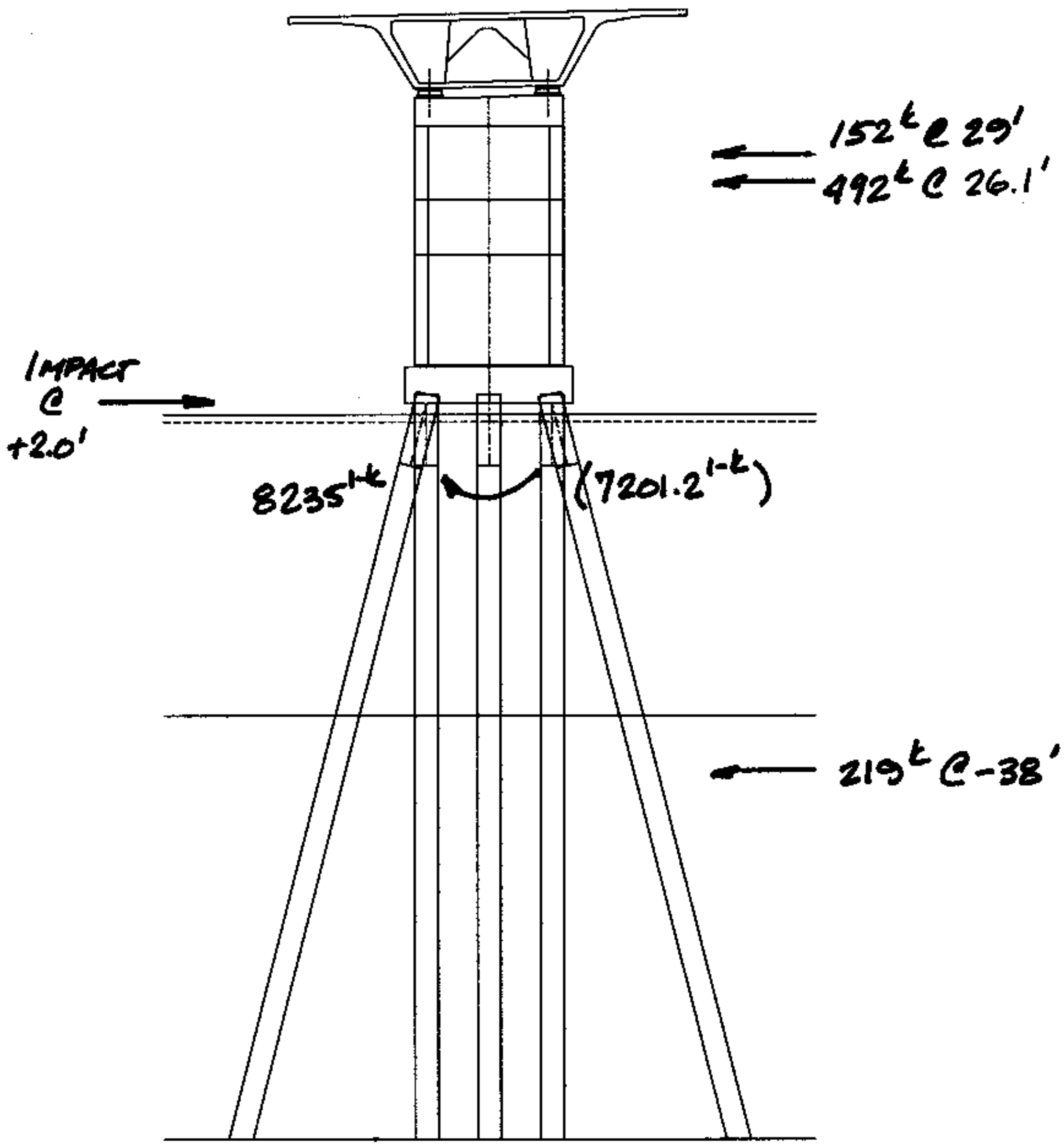
Q= 829k

PIER 70



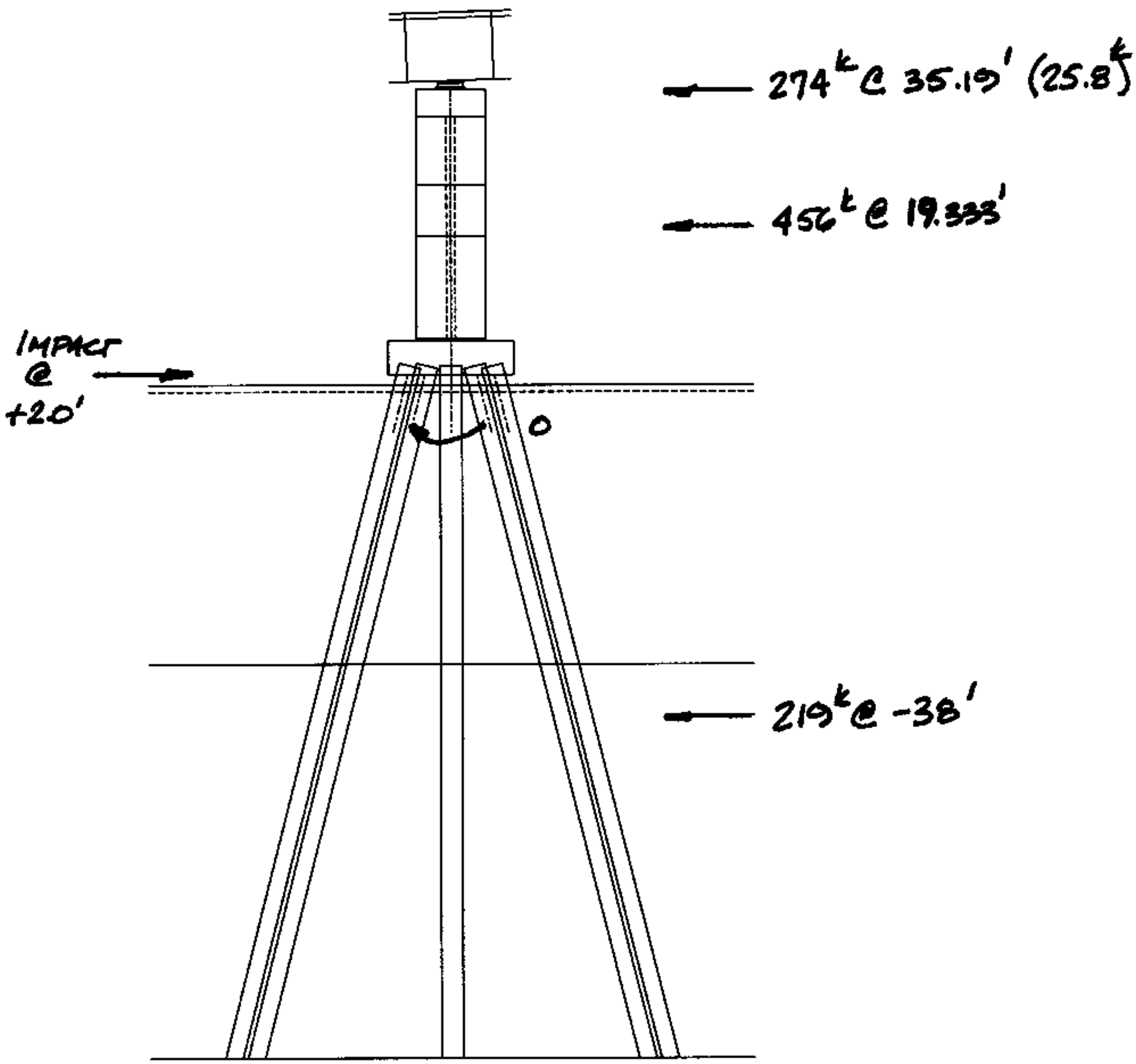
$Q = 706^k$

PIER 70



Q = 863 k

PIER 72



Q = 701^k

PIER 72

Mid-Bay Bridge Ship Impact Review

July 1, 2001

Pier 70

		Transverse		Longitudinal	
		Original	Adjusted	Original	Adjusted
Battered Piles	Q	148.0	148.0	444.0	444.0
	x	27.0	27.0	17.3	17.3
Pier Flexure	Q	525.0	525.0	384.0	43.3
	x	18.1	18.1	24.6	24.6
Pile Flexure	Q	219.0	219.0	219.0	219.0
	x	-40.0	-40.0	-40.0	-40.0
Pile Vertical	M	-8019.0	-4738.5	0.0	0.0
Summation	M	-3280.5	0	8374.7052	0
	Q	892.0	892.0	1047.0	706.3

Transverse: Vertical pile moment limited by equilibrium

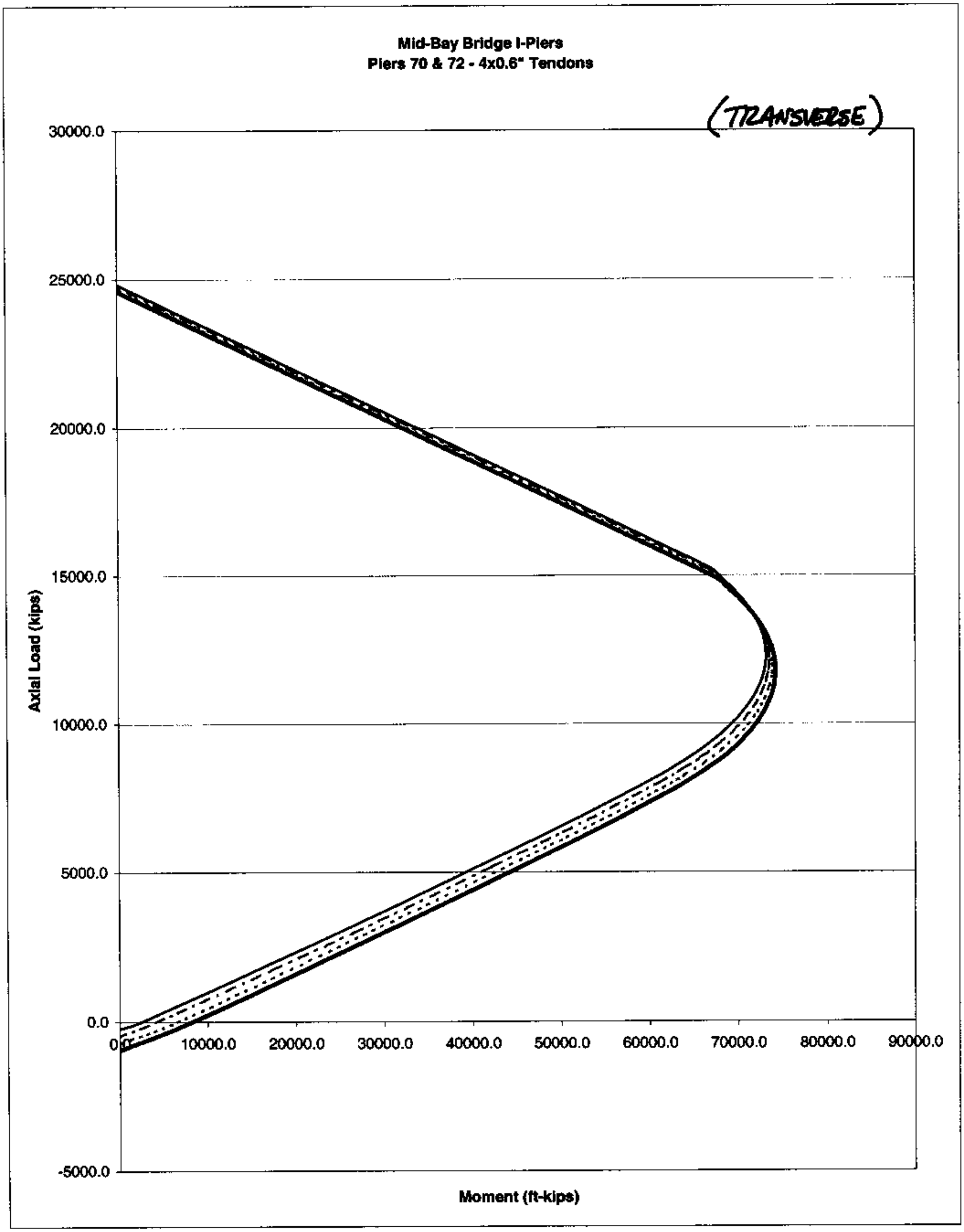
Longitudinal: Pier flexure limited by equilibrium

Pier 72

		Transverse		Longitudinal	
		Original	Adjusted	Original	Adjusted
Battered Piles	Q	152.0	152.0	456.0	456.0
	x	27.0	27.0	17.3	17.3
Pier Flexure	Q	492.0	492.0	274.0	25.8
	x	24.1	24.1	33.2	33.2
Pile Flexure	Q	219.0	219.0	219.0	219.0
	x	-40.0	-40.0	-40.0	-40.0
Pile Vertical	M	-8235.0	-7201.2	0.0	0.0
Summation	M	-1033.8	0	8238.0448	0
	Q	863.0	863.0	949.0	700.8

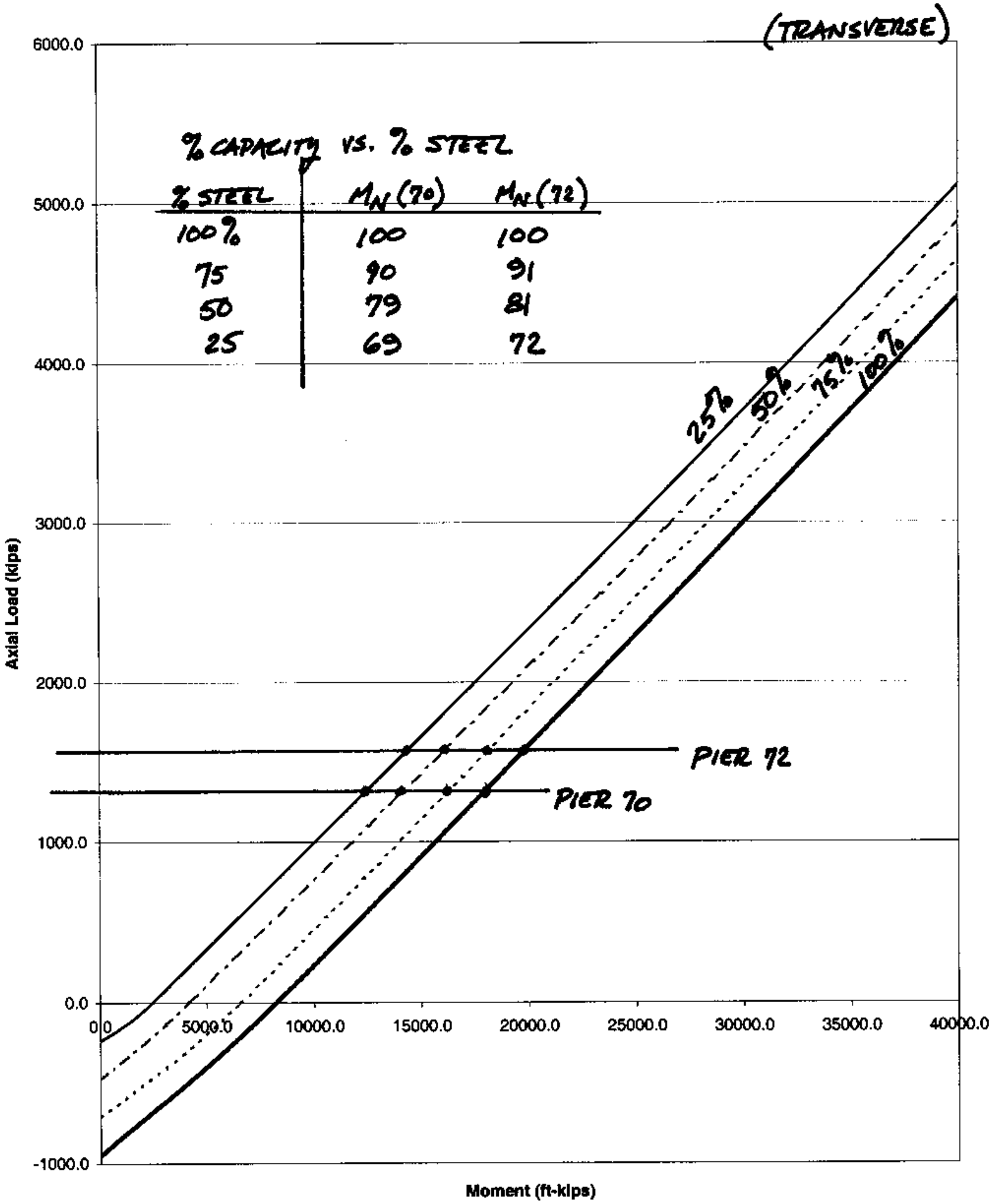
Transverse: Vertrical pile moment limited by equilibrium

Longitudinal: Pier Flexure limited by equilibrium



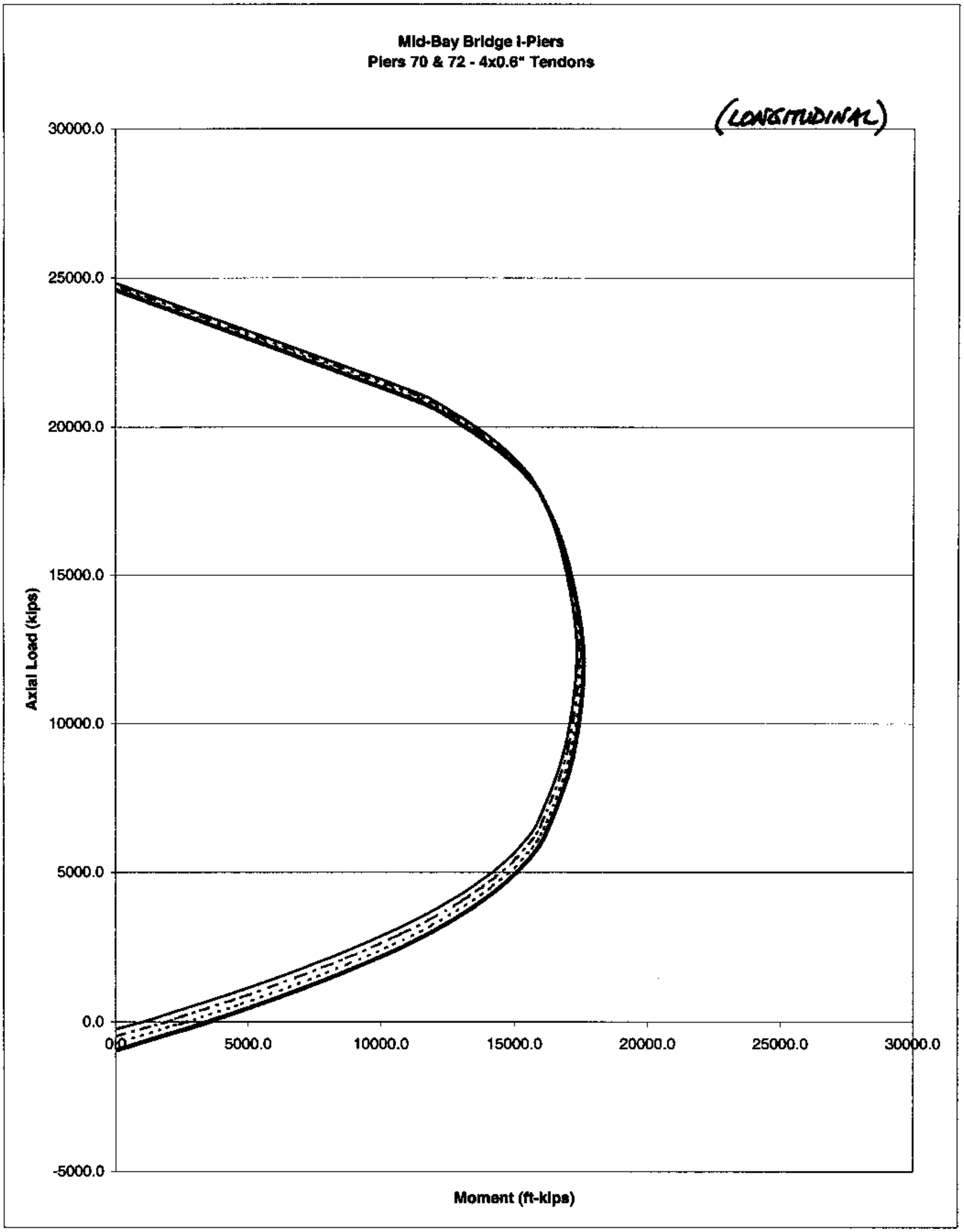
Mid-Bay Bridge I-Piers
Piers 70 & 72 - 4x0.6" Tendons
(TRANSVERSE)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
Axial Load (kips)
0.0
10000.0
20000.0
30000.0
40000.0
50000.0
60000.0
70000.0
80000.0
90000.0
Moment (ft-kips)

Mid-Bay Bridge I-Piers
Piers 70 & 72 - 4x0.6" Tendons

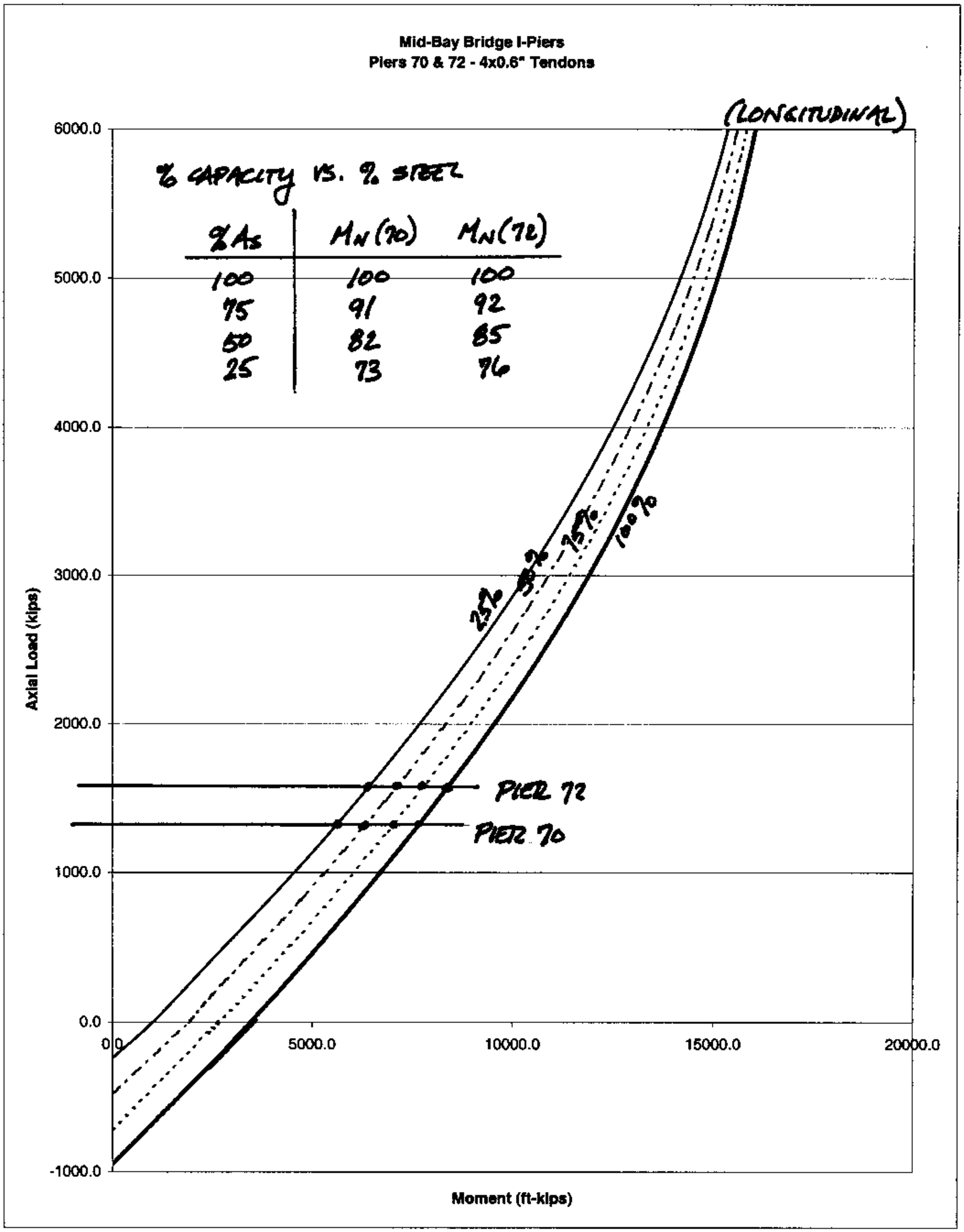


% CAPACITY VS. % STEEL

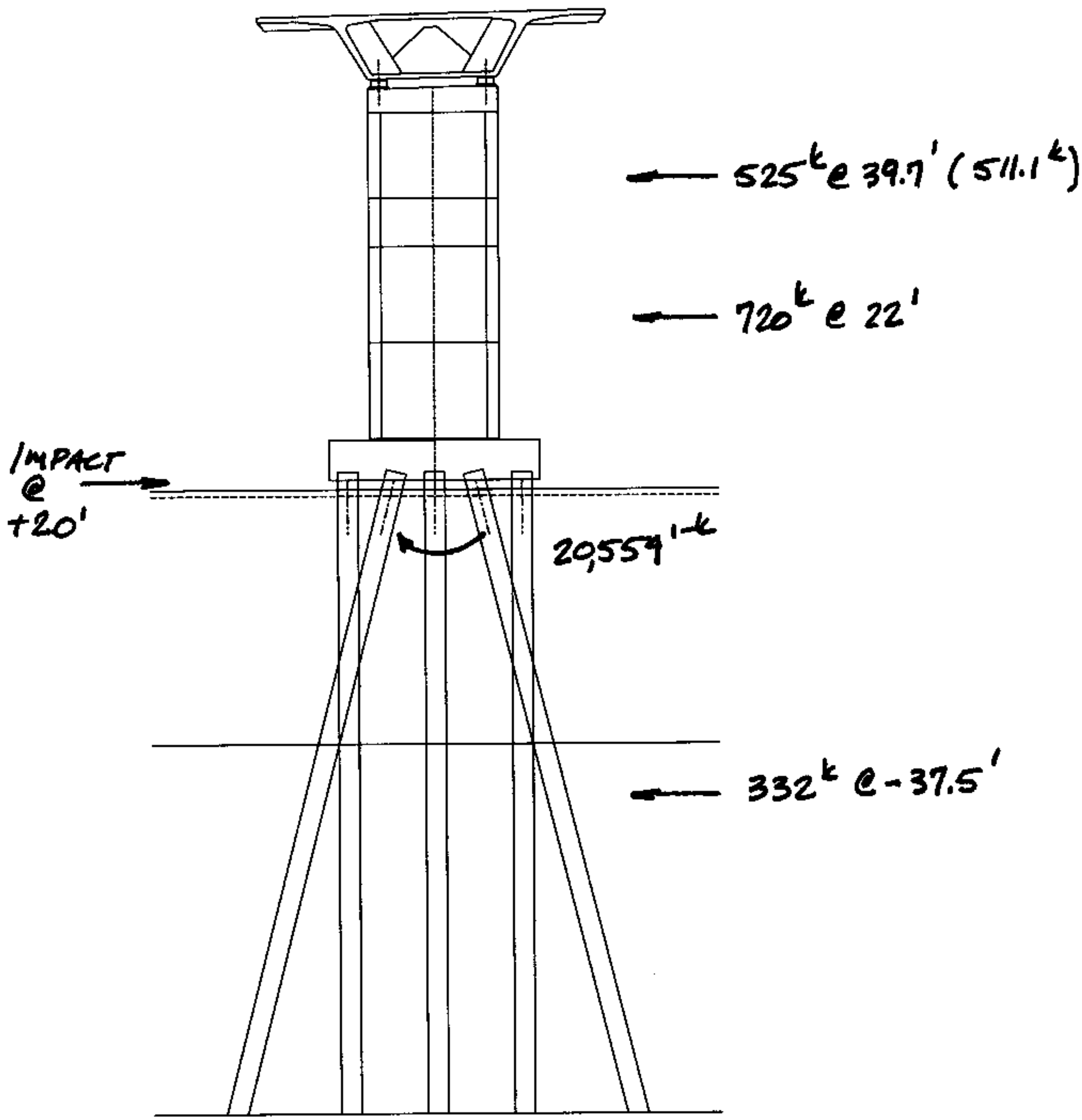
% STEEL	M_N(70)	M_N(72)
100%	100	100
75	90	91
50	79	81
25	69	72



Mid-Bay Bridge I-Piers
Piers 70 & 72 - 4x0.6" Tendons
(LONGITUDINAL)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
Axial Load (kips)
0.0
5000.0
10000.0
15000.0
20000.0
25000.0
30000.0
Moment (ft-kips)

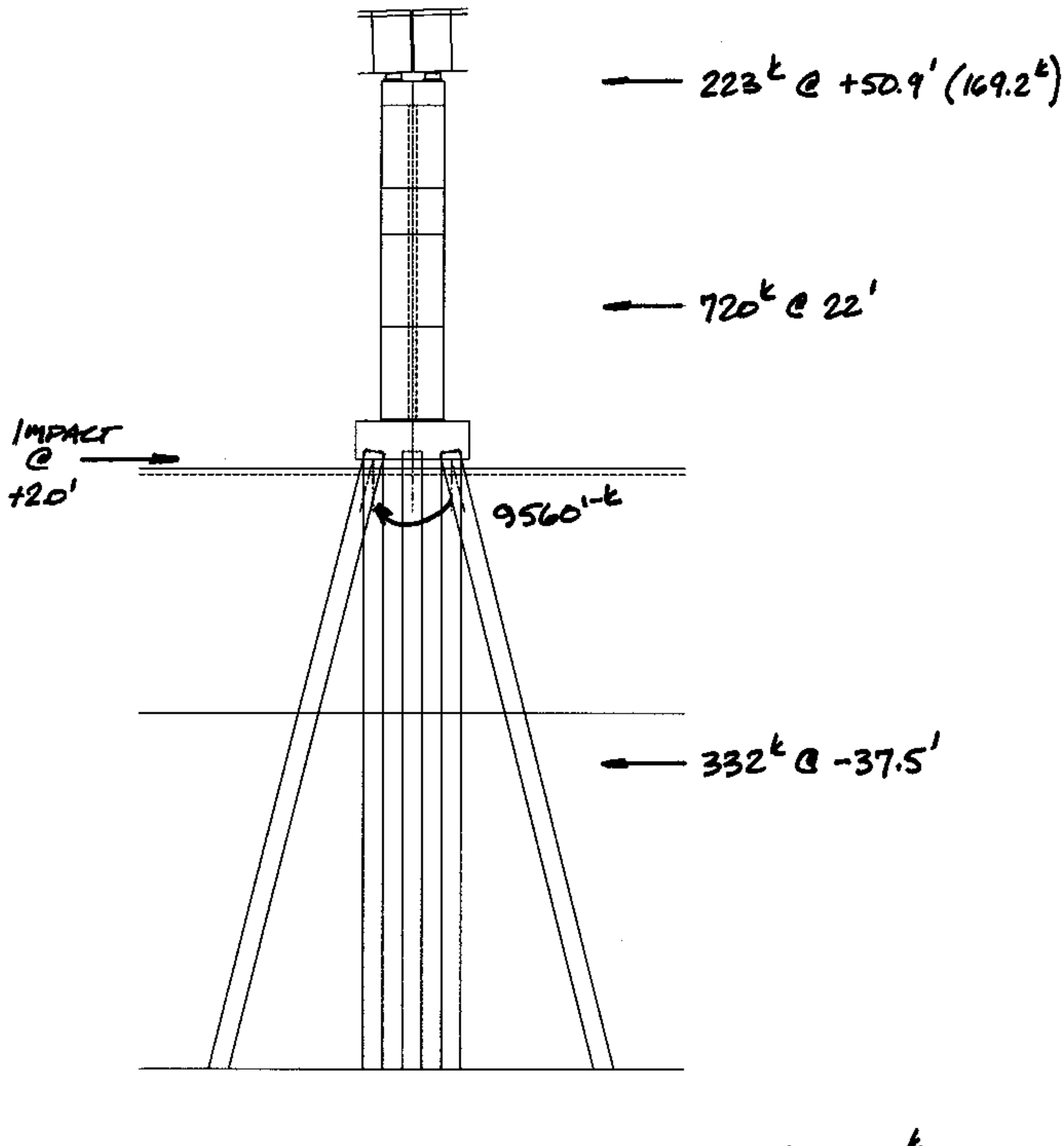


Mid-Bay Bridge I-Piers
Piers 70 & 72 - 4x0.6" Tendons
(LONGITUDINAL)
% CAPACITY VS. % STEEL
%As | Mn(70) | Mn(72)
100 | 100 | 100
75 | 91 | 92
50 | 82 | 85
25 | 73 | 76
25%
50%
75%
100%
PIER 72
PIER 70
Axial Load (kips)
Moment (ft-kips)
6000.0
5000.0
4000.0
3000.0
2000.0
1000.0
0.0
-1000.0
0.0
5000.0
10000.0
15000.0
20000.0



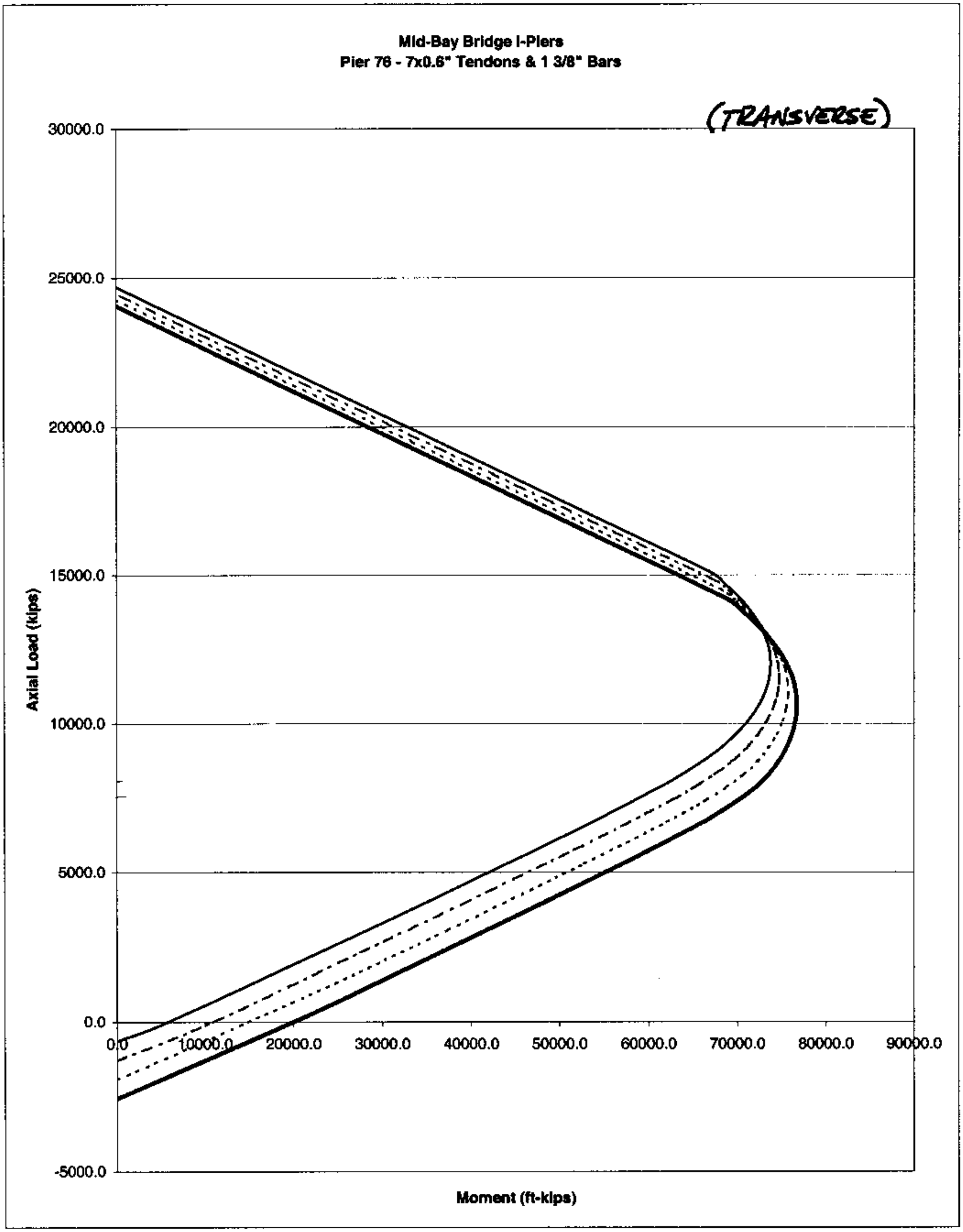
PIER 76

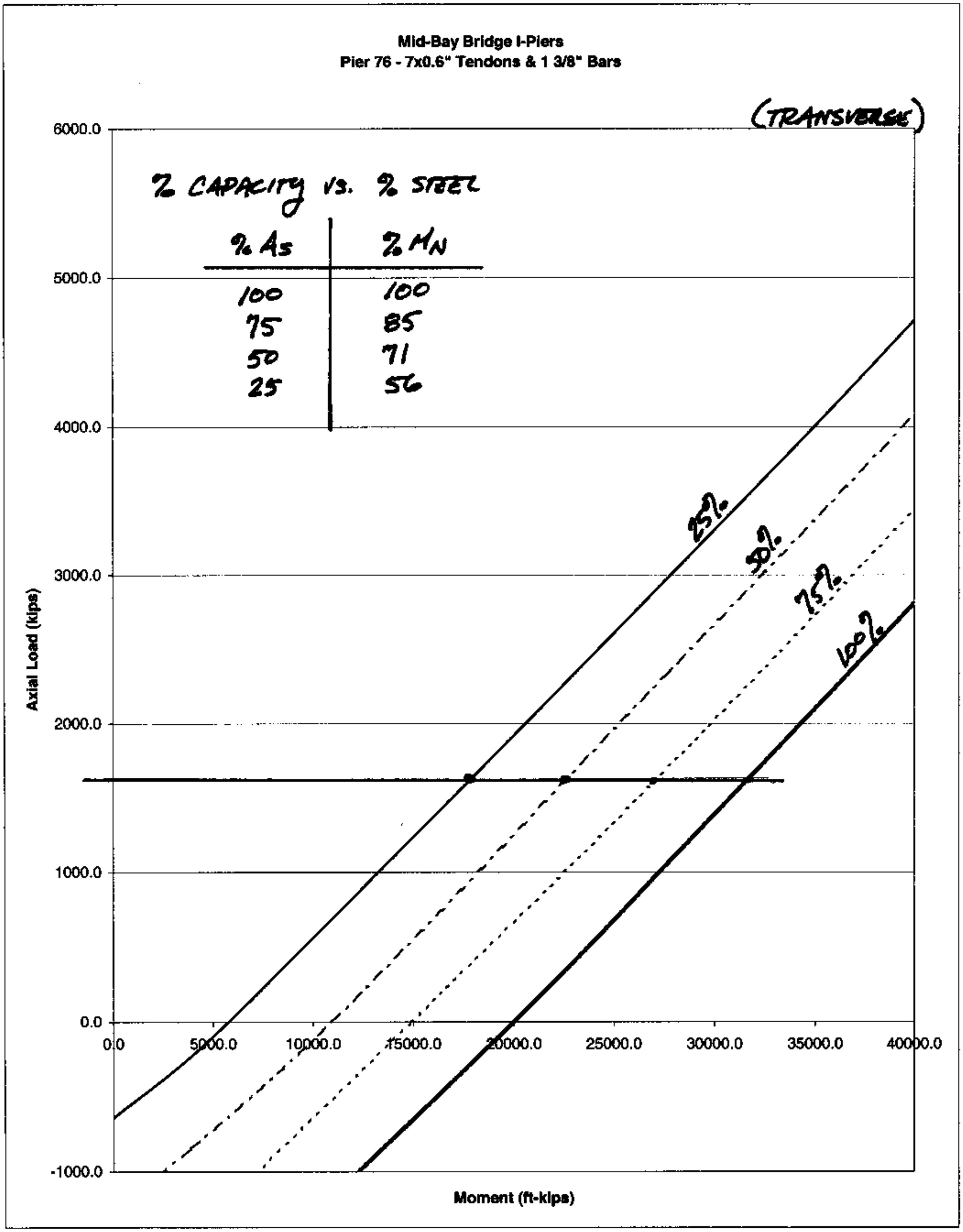
$Q = 1563^k$



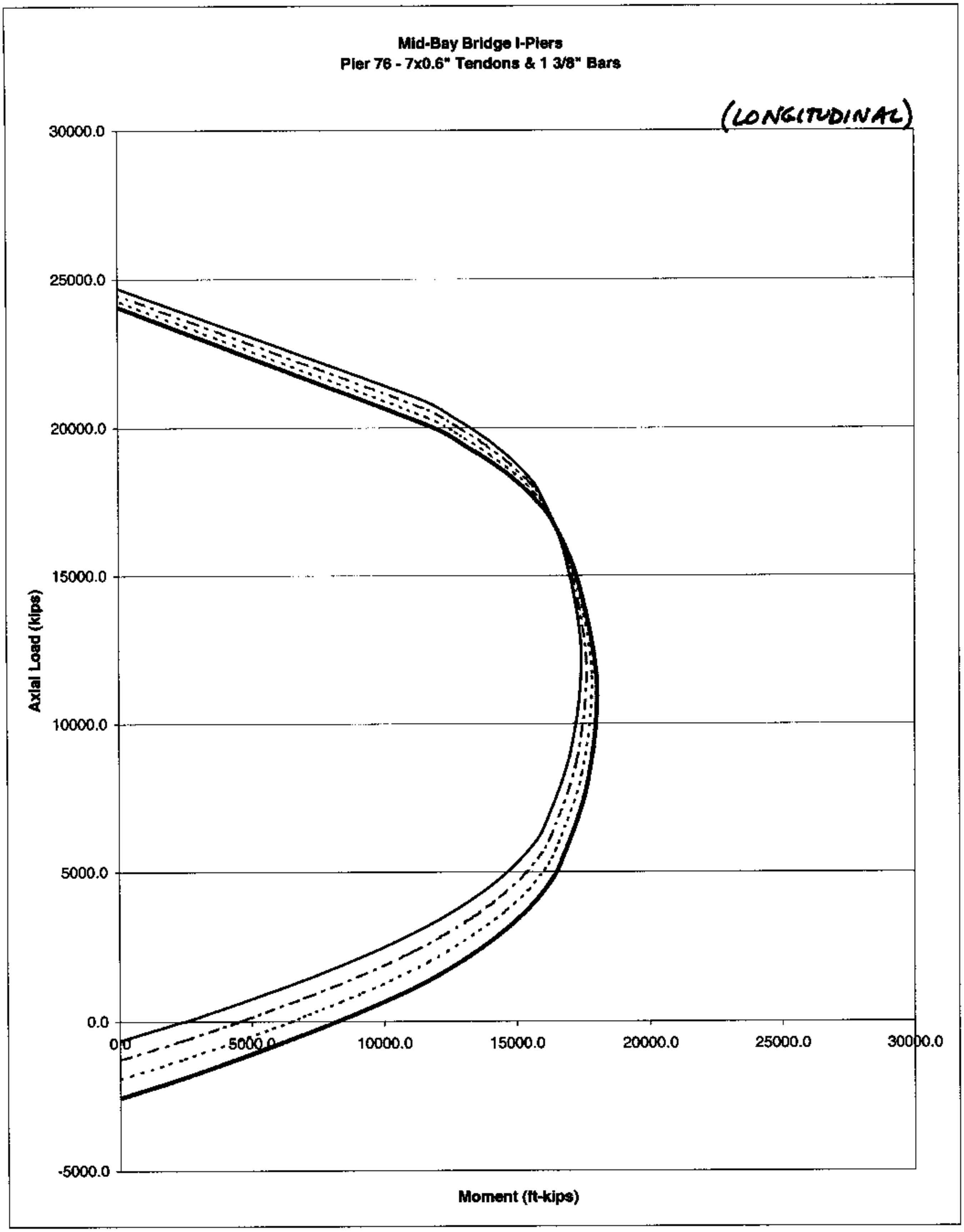
PIER 76

Q = 1221^k


Mid-Bay Bridge I-Piers
Pier 76 - 7x0.6" Tendons & 1 3/8" Bars
(TRANSVERSE)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
Axial Load (kips)
0.0
10000.0
20000.0
30000.0
40000.0
50000.0
60000.0
70000.0
80000.0
90000.0
Moment (ft-kips)

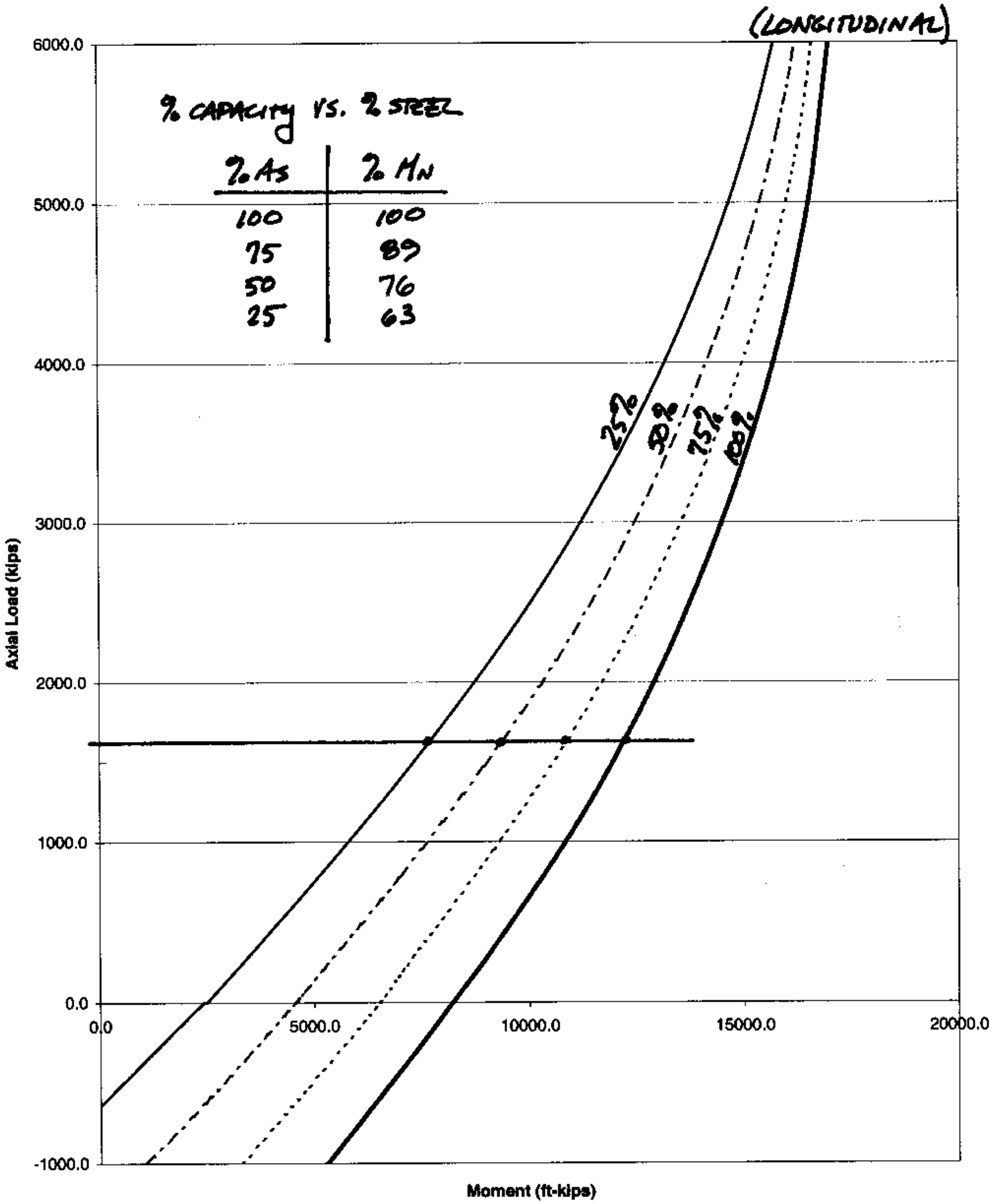


Mid-Bay Bridge I-Piers
Pier 76 - 7x0.6" Tendons & 1 3/8" Bars
(TRANSVERSE)
% CAPACITY VS. % STEEL
% As | % MN
100 | 100
75 | 85
50 | 71
25 | 56
25%
50%
75%
100%
6000.0
5000.0
4000.0
3000.0
2000.0
1000.0
0.0
-1000.0
0.0
5000.0
10000.0
15000.0
20000.0
25000.0
30000.0
35000.0
40000.0
Axial Load (kips)
Moment (ft-kips)



Mid-Bay Bridge I-Piers
Pier 76 - 7x0.6" Tendons & 1 3/8" Bars
(LONGITUDINAL)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
Axial Load (kips)
0.0
5000.0
10000.0
15000.0
20000.0
25000.0
30000.0
Moment (ft-kips)

Mid-Bay Bridge I-Piers
Pier 76 - 7x0.6" Tendons & 1 3/8" Bars



Mid-Bay Bridge Ship Impact Review

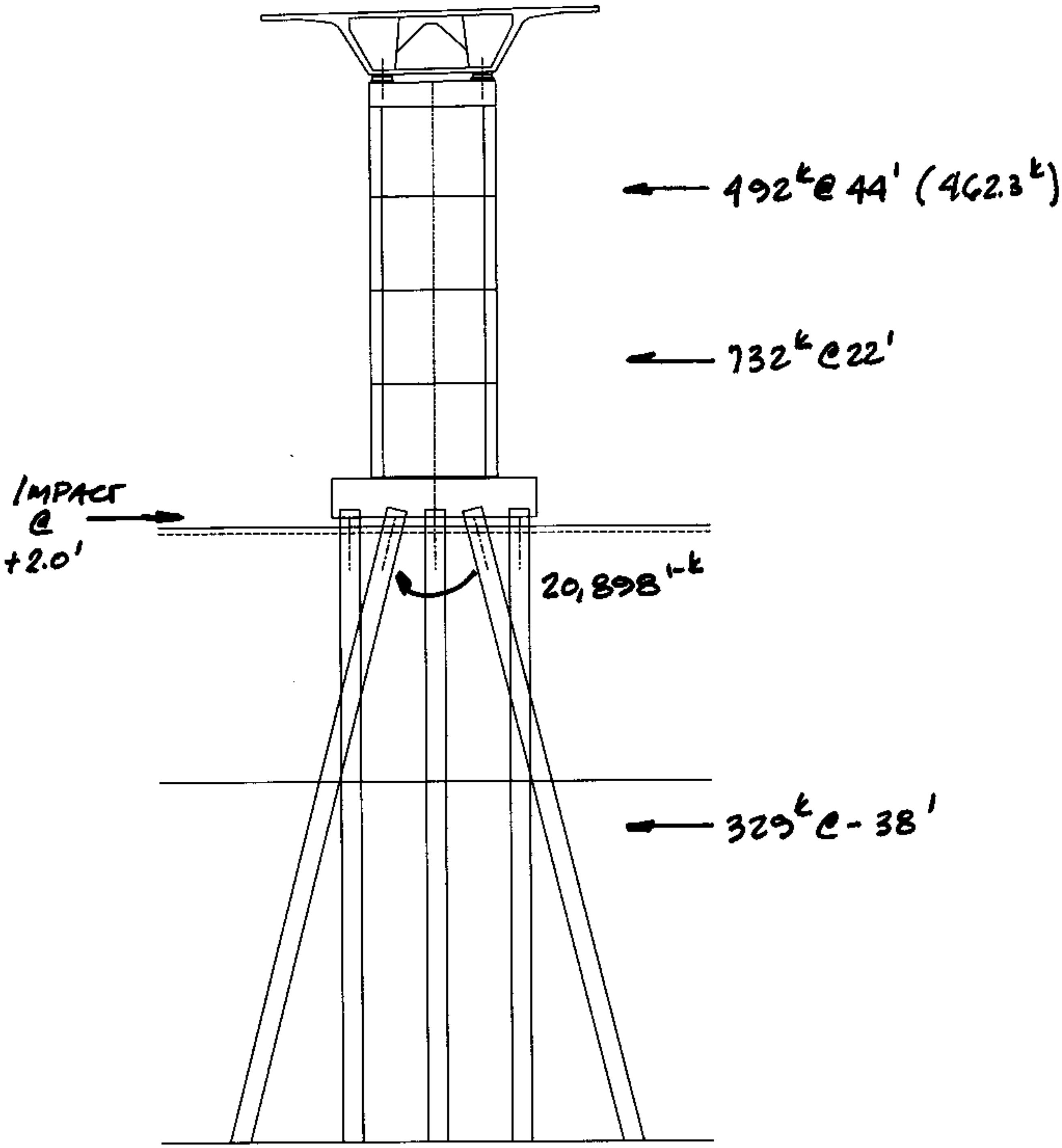
July 1, 2001

Pier 76

		Transverse		Longitudinal	
		Original	Adjusted	Original	Adjusted
Battered Piles	Q	720.0	720.0	720.0	720.0
	x	20.0	20.0	20.0	20.0
Pier Flexure	Q	525.0	511.1	223.0	169.2
	x	37.7	37.7	48.9	48.9
Pile Flexure	Q	332.0	332.0	332.0	332.0
	x	-39.5	-39.5	-39.5	-39.5
Pile Vertical	M	-20554.0	-20554.0	-9560.0	-9560.0
Summation	M	524.5	0	2630.7	0
	Q	1577.0	1563.1	1275.0	1221.2

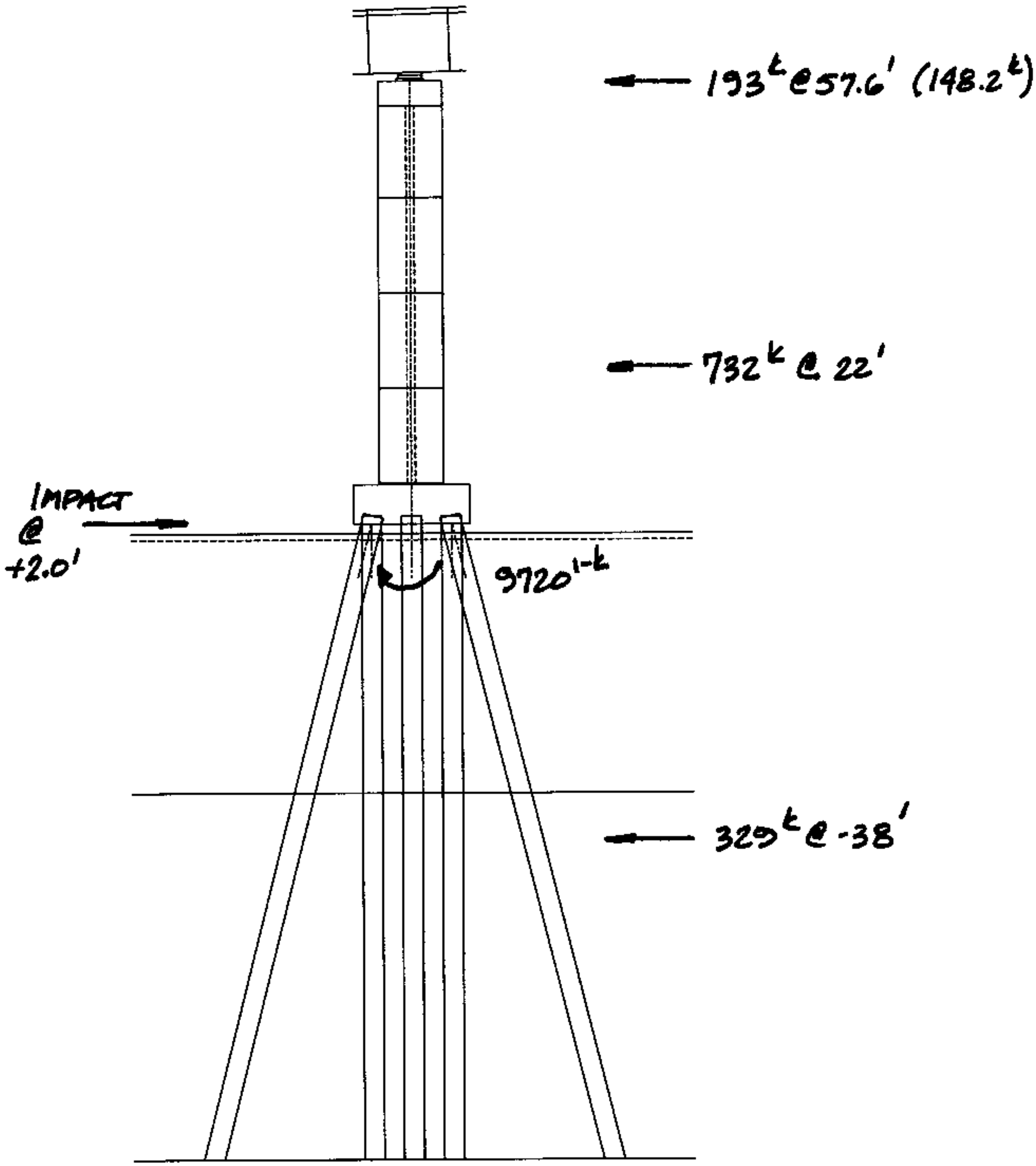
Transverse: Pier shaft flexure limited by equilibrium

Longitudinal: Pier shaft flexure limited by equilibrium



PIER 78

Q = 1523k



PIER 78

$Q = 1209^k$

Mid-Bay Bridge Ship Impact Review
July 1, 2001

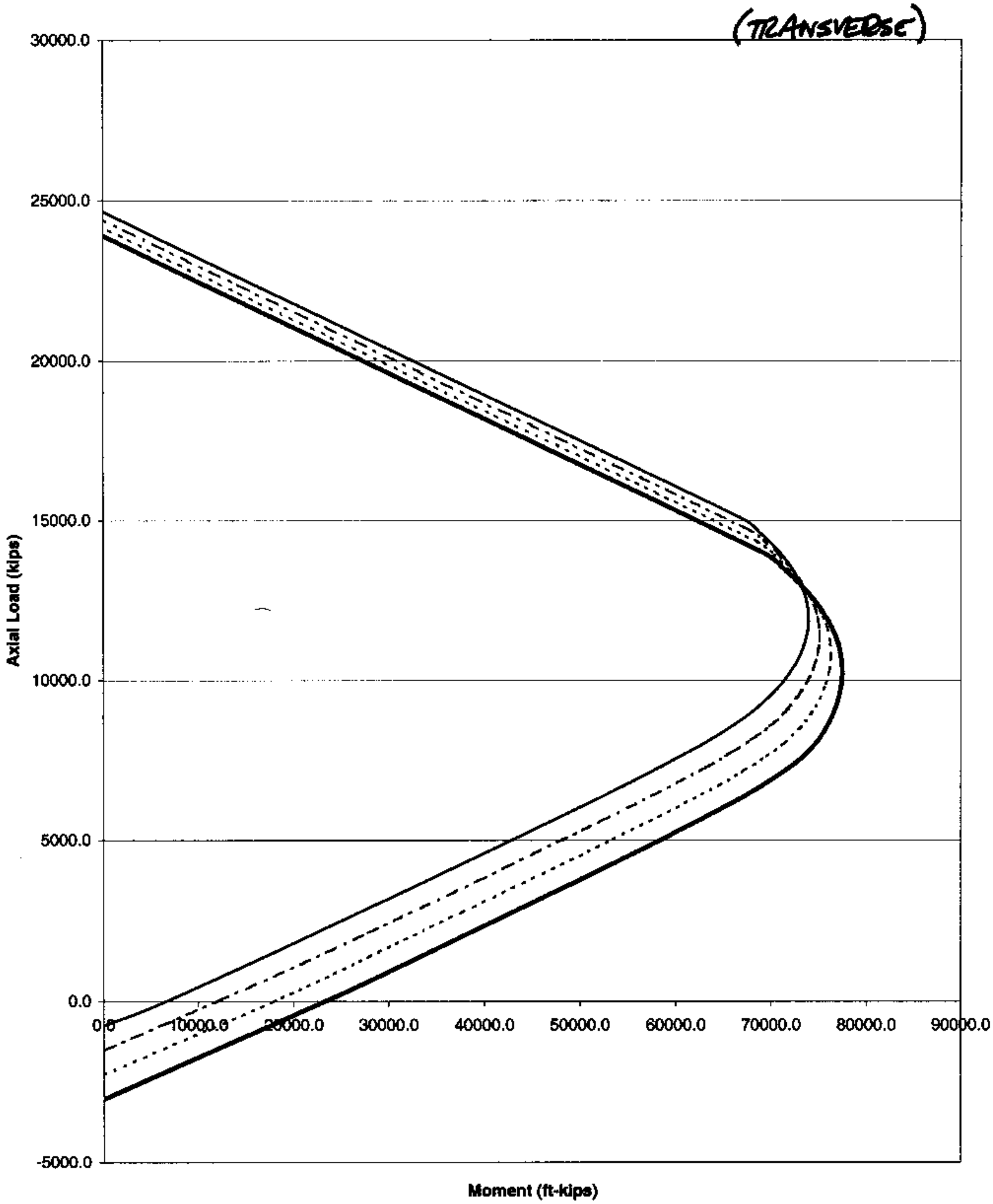
Pier 78

		Transverse		Longitudinal	
		Original	Adjusted	Original	Adjusted
Battered Piles	Q	732.0	732.0	732.0	732.0
	x	20.0	20.0	20.0	20.0
Pier Flexure	Q	492.0	462.3	193.0	148.2
	x	42.0	42.0	55.6	55.6
Pile Flexure	Q	329.0	329.0	329.0	329.0
	x	-40.0	-40.0	-40.0	-40.0
Pile Vertical	M	-20898.0	-20898.0	-9720.0	-9720.0
Summation	M	1246	0	2490.8	0
	Q	1553.0	1523.3	1254.0	1209.2

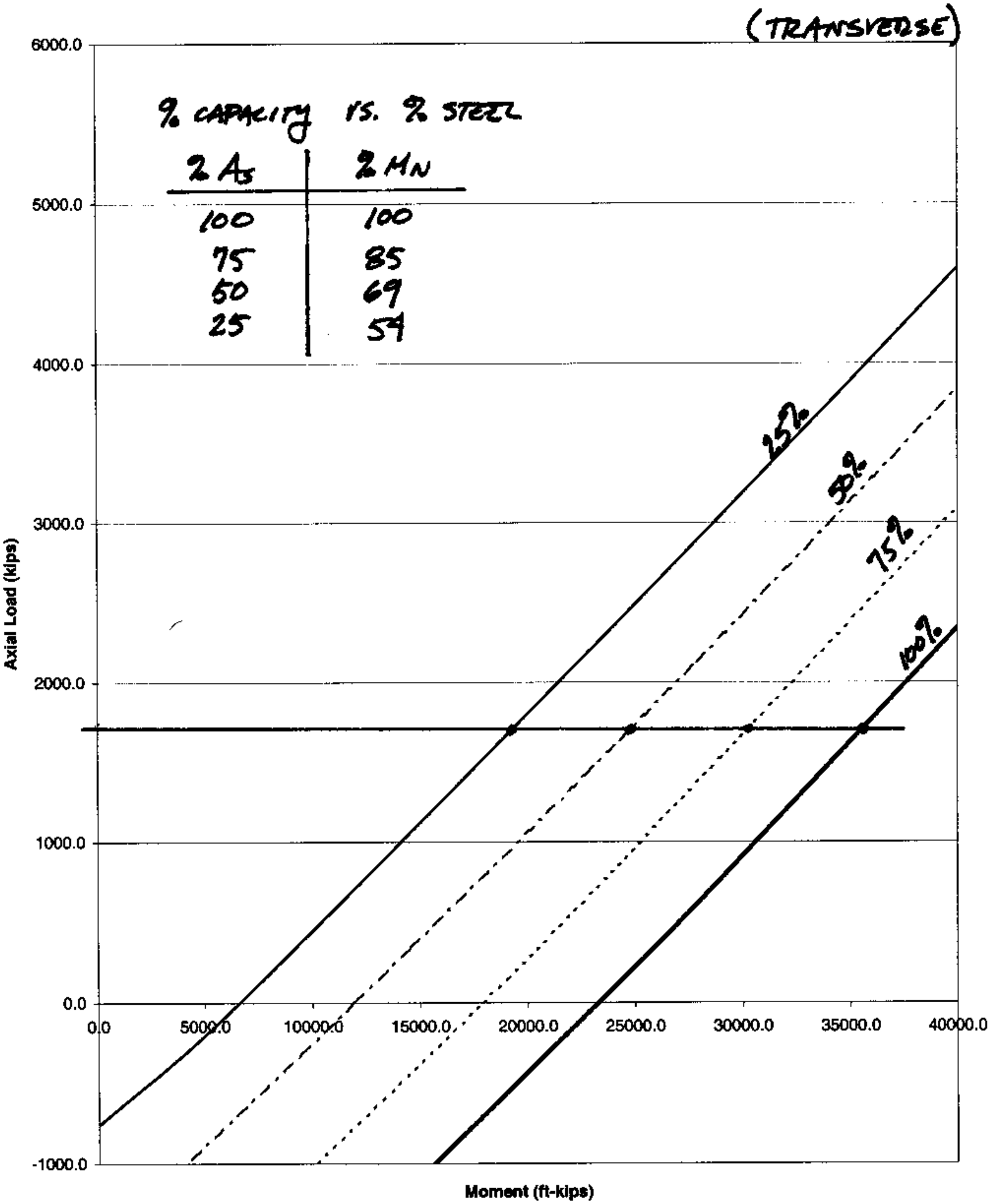
Transverse: Top battered piles limited by equilibrium

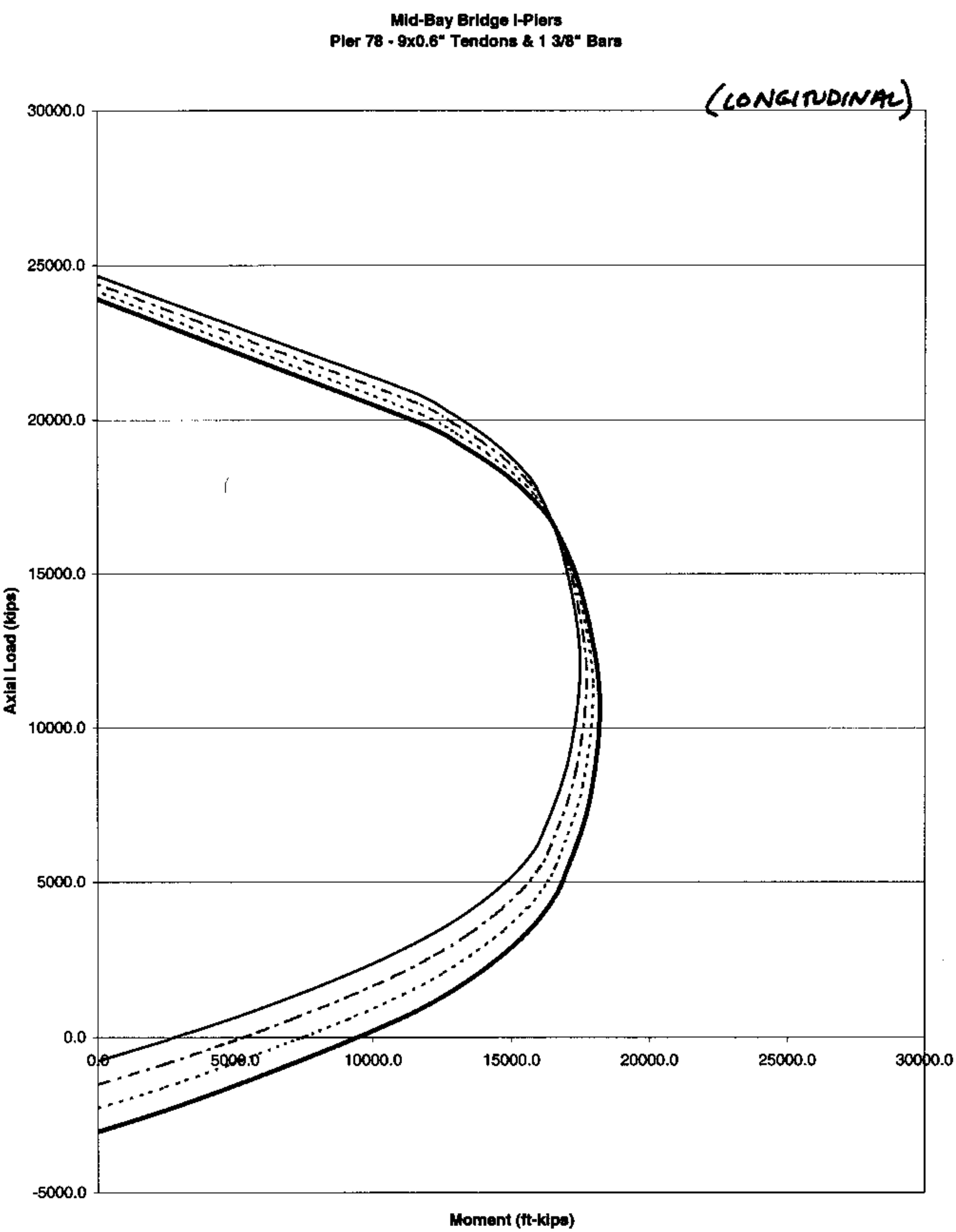
Longitudinal: Vertical pile moment limited by equilibrium

Mid-Bay Bridge I-Piers
Pier 78 - 9x0.6" Tendons & 1 3/8" Bars

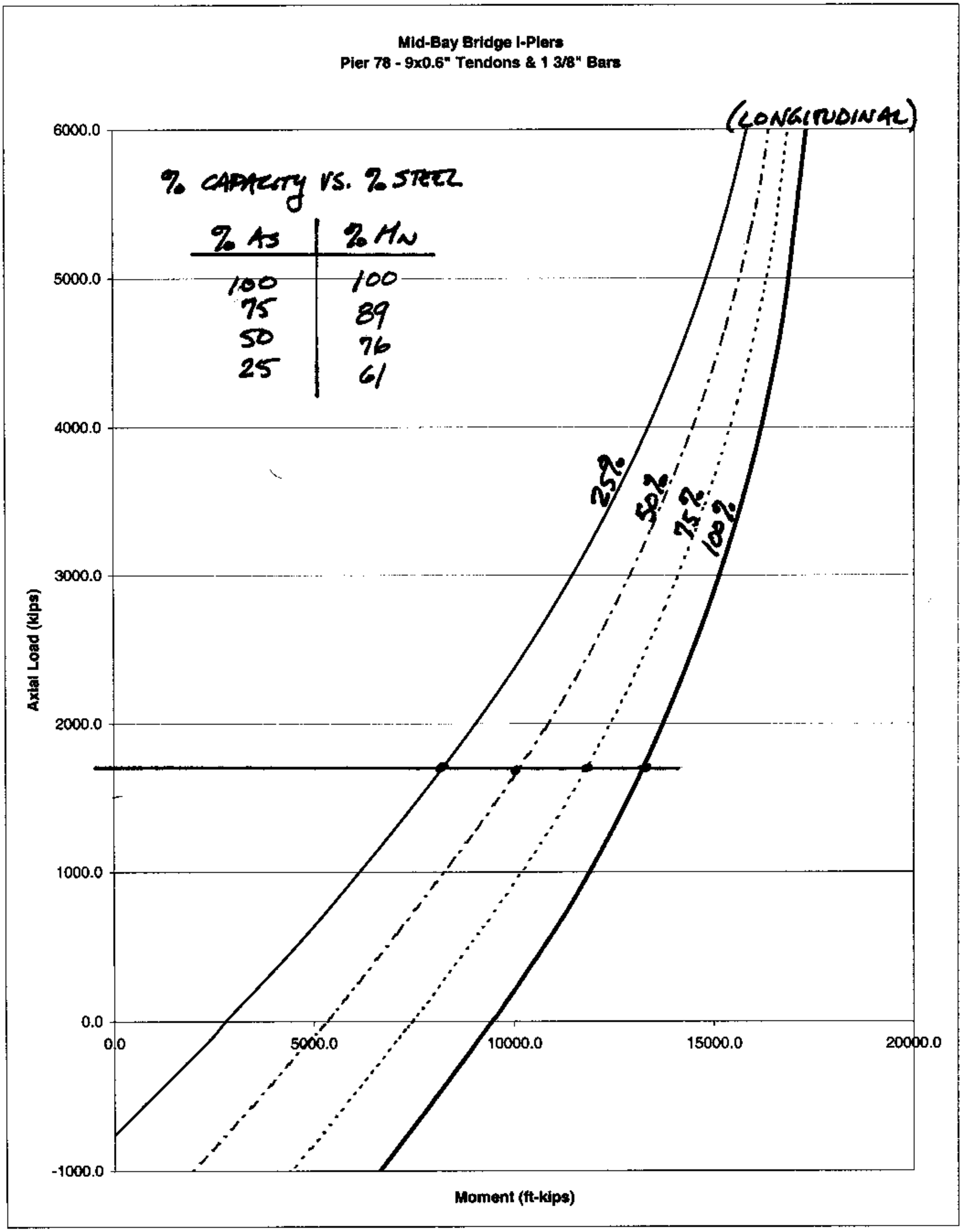


Mid-Bay Bridge I-Piers
Pier 78 - 9x0.6" Tendons & 1 3/8" Bars

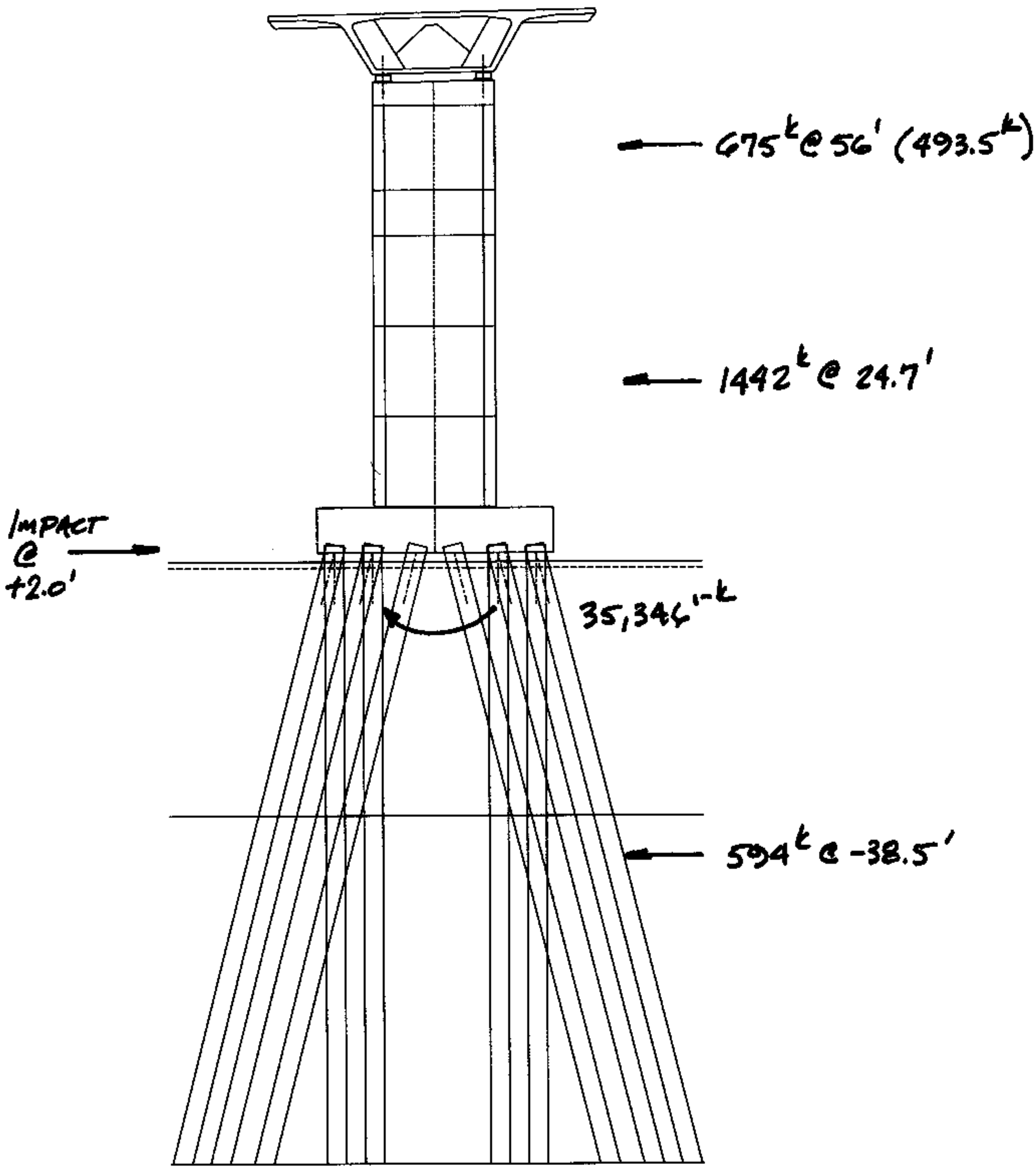




Mid-Bay Bridge I-Piers
Pier 78 - 9x0.6" Tendons & 1 3/8" Bars
(LONGITUDINAL)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
Axial Load (kips)
0.0
5000.0
10000.0
15000.0
20000.0
25000.0
30000.0
Moment (ft-kips)

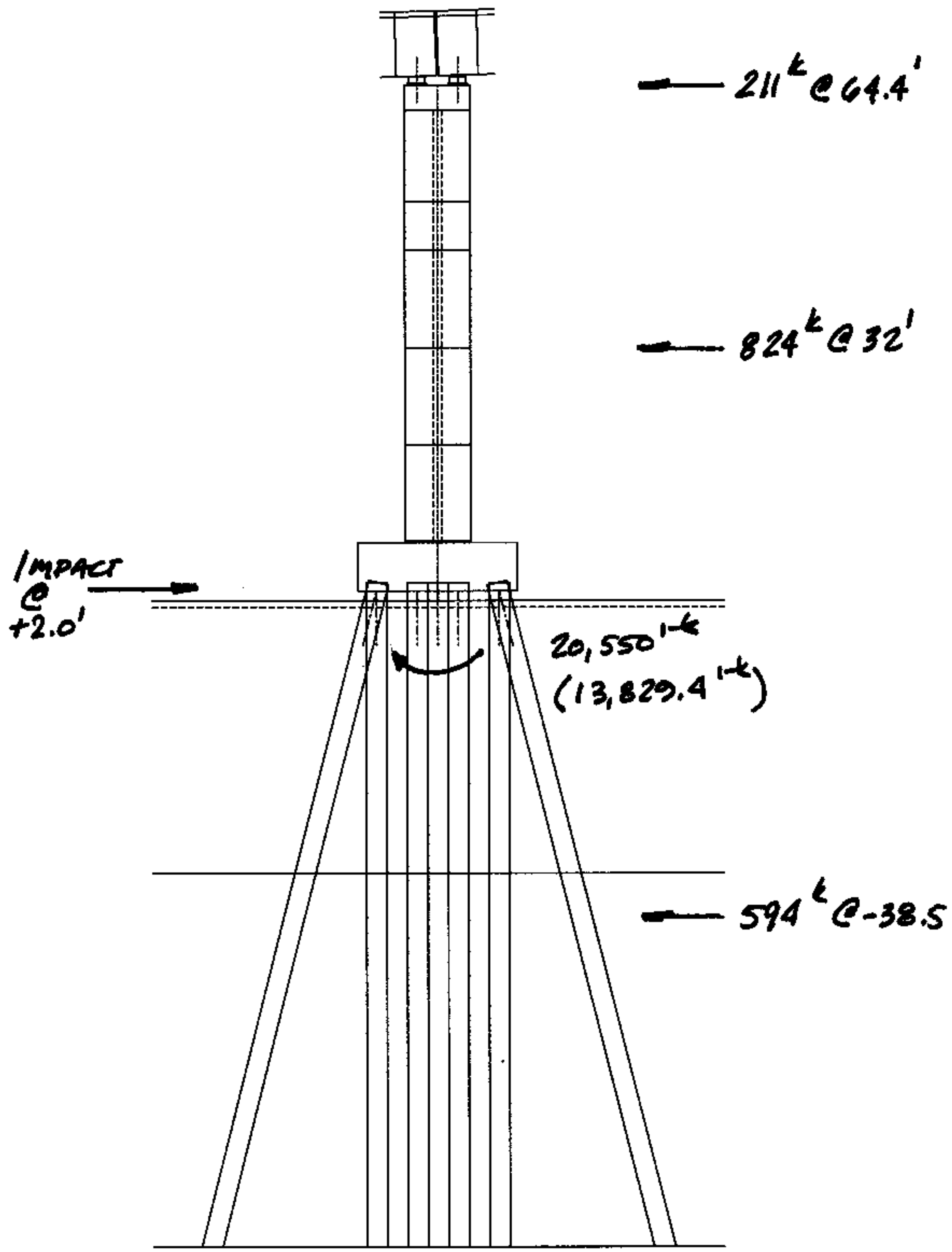


Mid-Bay Bridge I-Piers
Pier 78 - 9x0.6" Tendons & 1 3/8" Bars
(LONGITUDINAL)
% CAPACITY VS. % STEEL
% As | % Mn
100 | 100
75 | 89
50 | 76
25 | 61
25%
50%
75%
100%
Axial Load (kips)
6000.0
5000.0
4000.0
3000.0
2000.0
1000.0
0.0
-1000.0
0.0
5000.0
10000.0
15000.0
20000.0
Moment (ft-kips)



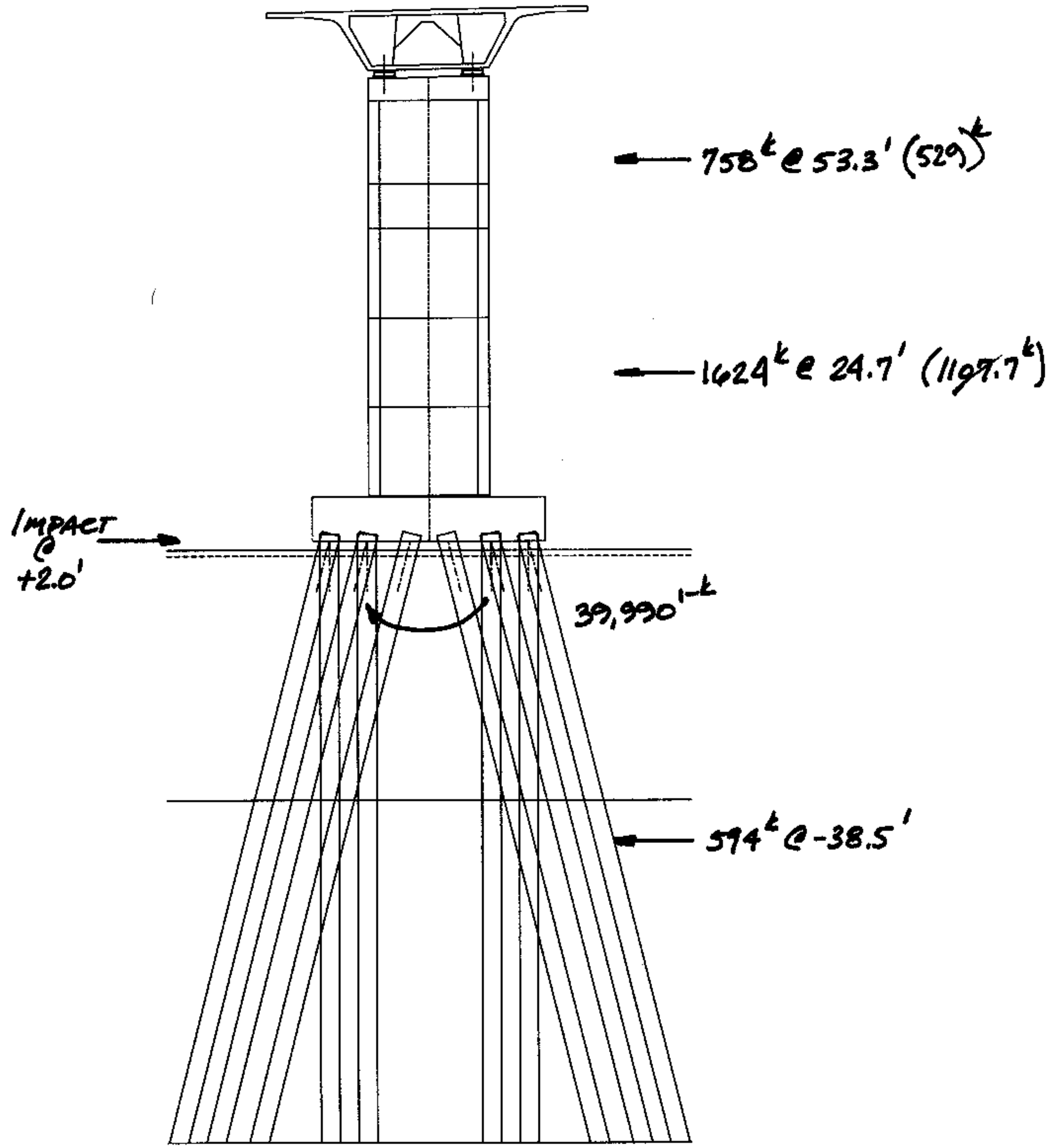
PIER 82

Q=2530^k



PIER 82

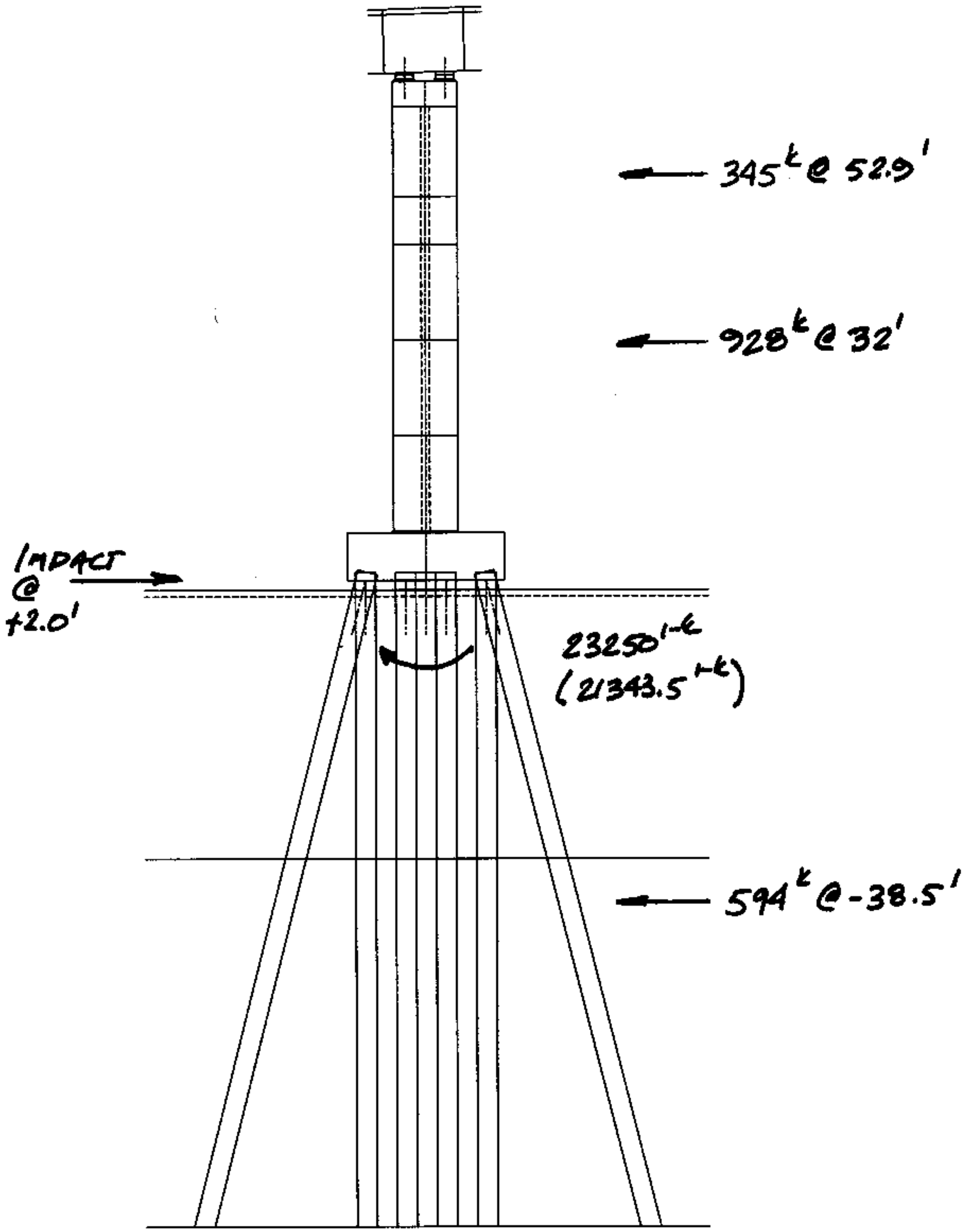
Q=1629ᵏ



PIER 83

Q = 2160^k

Q = 2747^k



PIER 83

Q=1867^k

Mid-Bay Bridge Ship Impact Review

July 1, 2001

Pier 82

		Transverse		Longitudinal	
		Original	Adjusted	Original	Adjusted
Battered Piles	Q	1442.0	1442.0	824.0	824.0
	x	22.7	22.7	30.0	30.0
Pier Flexure	Q	675.0	493.5	211.0	211.0
	x	54.0	54.0	62.4	62.4
Pile Flexure	Q	594.0	594.0	594.0	594.0
	x	-40.5	-40.5	-40.5	-40.5
Pile Vertical	M	-35346.0	-35346.0	-20550.0	-13829.4
Summation	M	9801.0206	0	-6720.6	0
	Q	2711.0	2529.5	1629.0	1629.0

Transverse: Pier shaft flexure limited by equilibrium

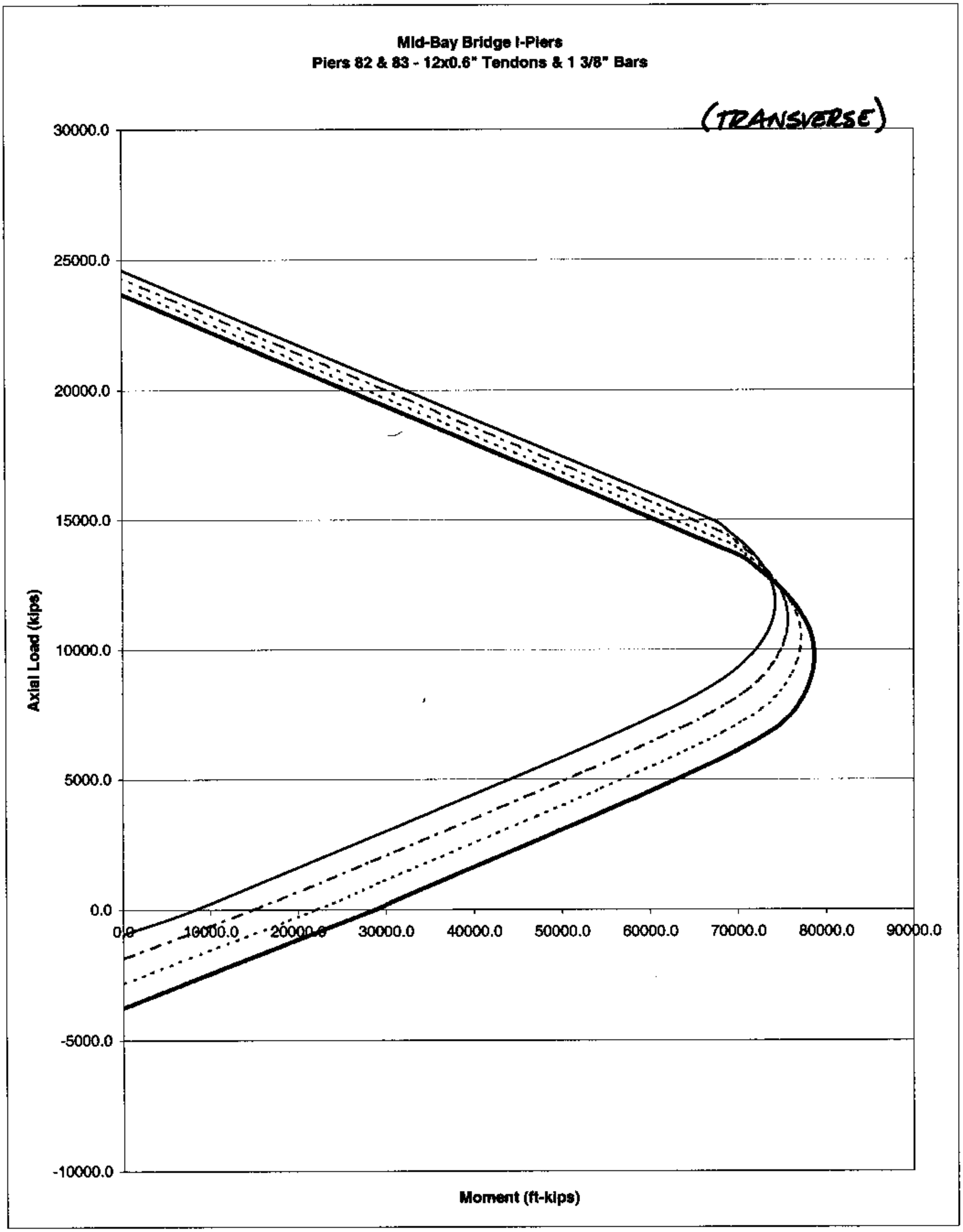
Longitudinal: Vertical pile moment limited by equilibrium

Pier 83

		Transverse		Longitudinal	
		Original	Adjusted	Original	Adjusted
Battered Piles	Q	1624.0	1107.7	928.0	928.0
	x	22.7	22.7	30.0	30.0
Pier Flexure	Q	758.0	758.0	345.0	345.0
	x	51.3	51.3	50.9	50.9
Pile Flexure	Q	594.0	594.0	594.0	594.0
	x	-40.5	-40.5	-40.5	-40.5
Pile Vertical	M	-39990.0	-39990.0	-23250.0	-21343.5
Summation	M	11726.4232	0	-1906.5	0
	Q	2976.0	2459.7	1867.0	1867.0

Transverse: Battered piles limited by equilibrium

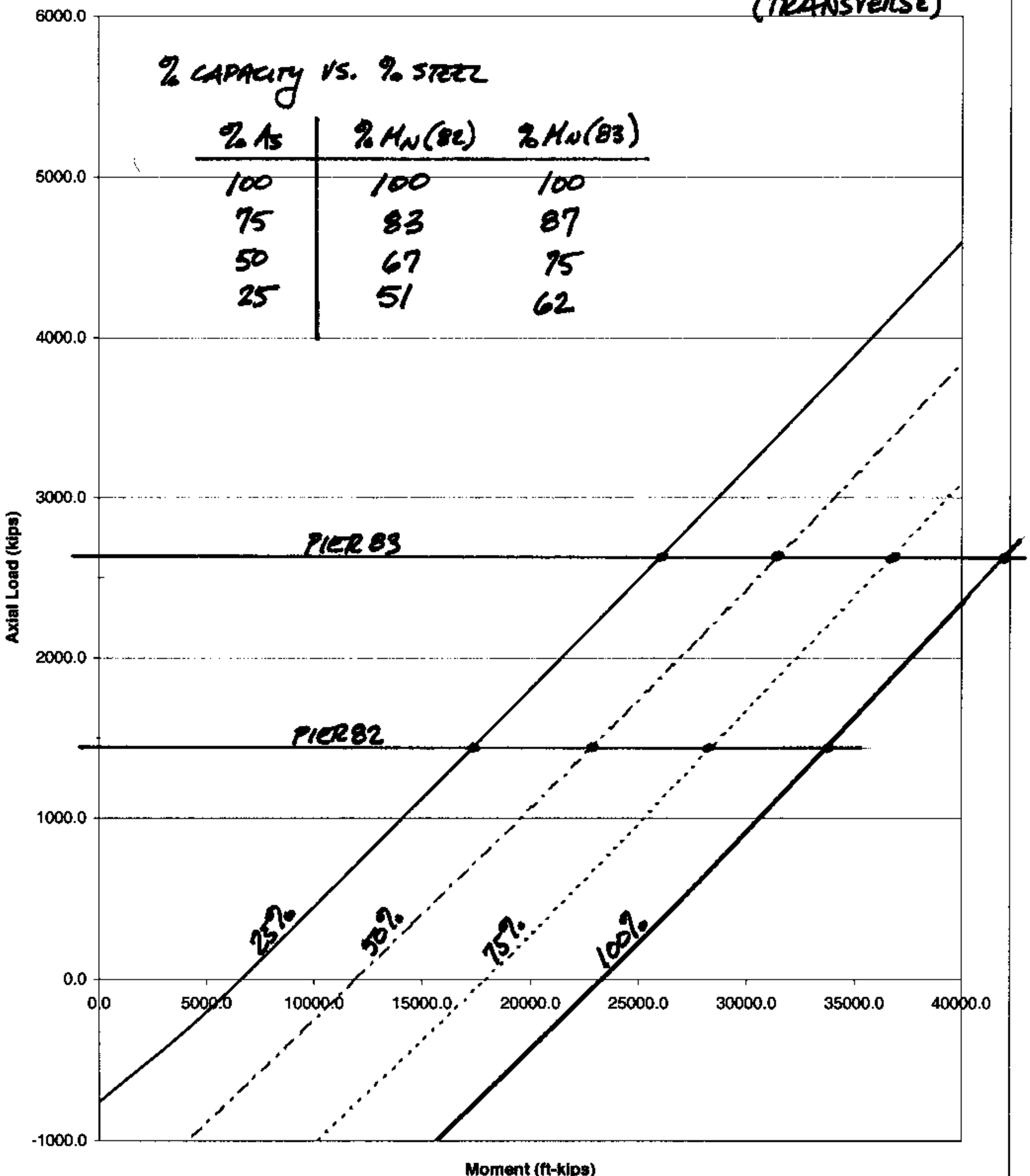
Longitudinal: Vertical pile moment limited by equilibrium



Mid-Bay Bridge I-Piers
Piers 82 & 83 - 12x0.6" Tendons & 1 3/8" Bars
(TRANSVERSE)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
-10000.0
Axial Load (kips)
0.0
10000.0
20000.0
30000.0
40000.0
50000.0
60000.0
70000.0
80000.0
90000.0
Moment (ft-kips)

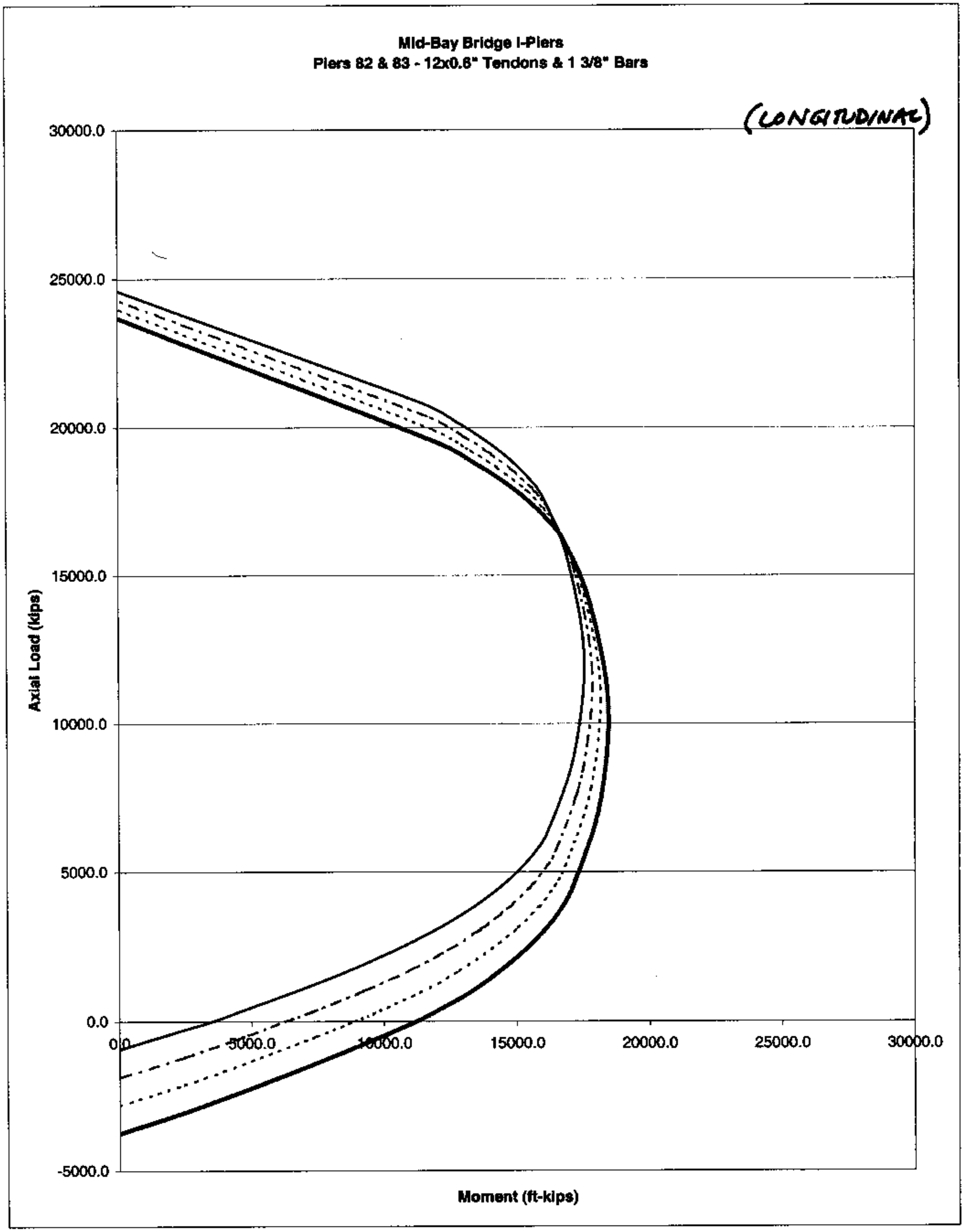
Mid-Bay Bridge I-Piers
Piers 82 & 83 - 12x0.6" Tendons & 1 3/8" Bars

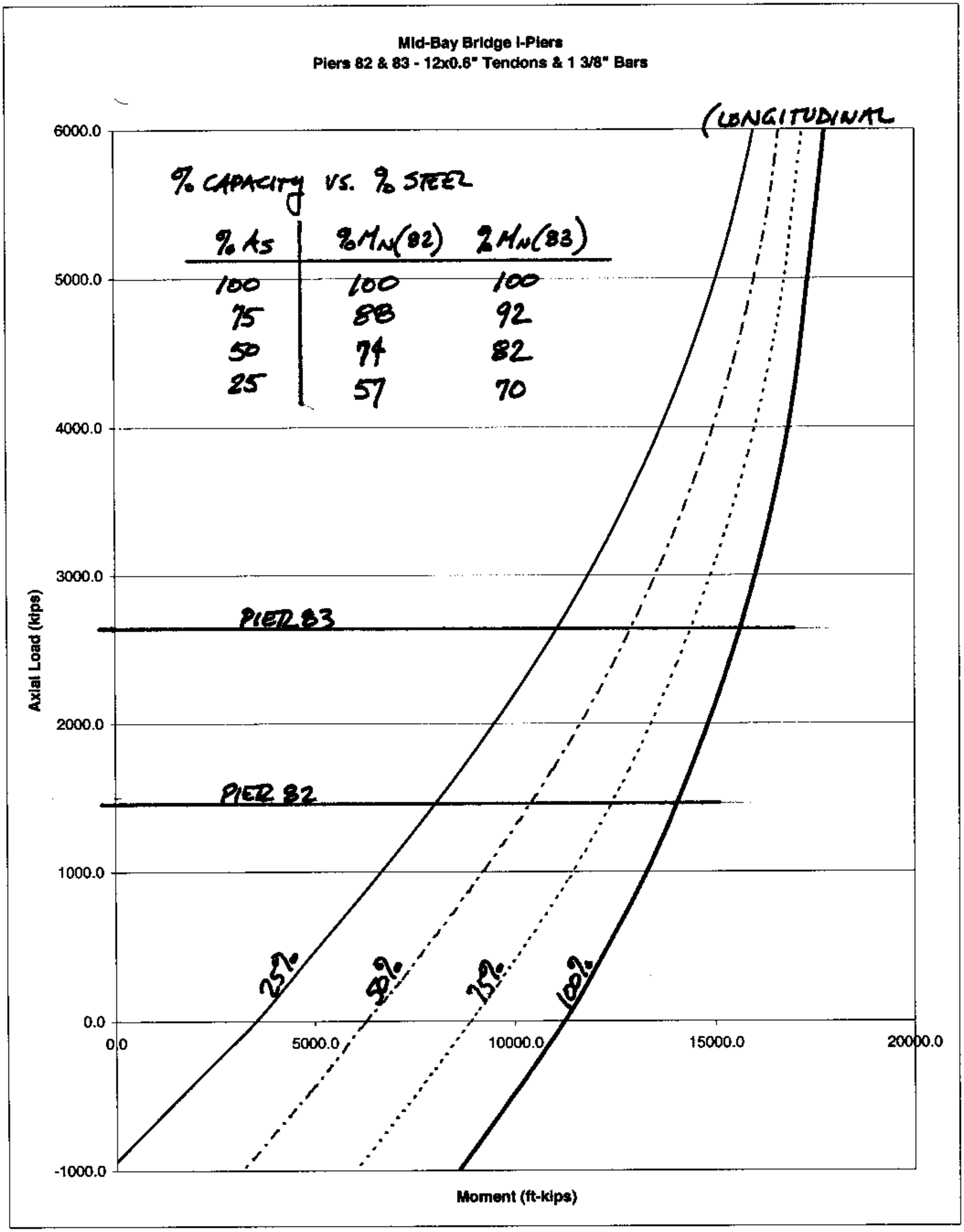
(TRANSVERSE)



% CAPACITY VS. % STEEL

% As	% M_N (82)	% M_N (83)
100	100	100
75	83	87
50	67	75
25	51	62


Mid-Bay Bridge I-Piers
Piers 82 & 83 - 12x0.6" Tendons & 1 3/8" Bars
(LONGITUDINAL)
Axial Load (kips)
30000.0
25000.0
20000.0
15000.0
10000.0
5000.0
0.0
-5000.0
0.0
5000.0
10000.0
15000.0
20000.0
25000.0
30000.0
Moment (ft-kips)


Mid-Bay Bridge I-Piers
Piers 82 & 83 - 12x0.6" Tendons & 1 3/8" Bars
(LONGITUDINAL
% CAPACITY VS. % STEEL
% As | %Mn(82) | %Mn(83)
100 | 100 | 100
75 | 88 | 92
50 | 74 | 82
25 | 57 | 70
PIER 83
PIER 82
25%
50%
75%
100%
6000.0
5000.0
4000.0
3000.0
2000.0
1000.0
0.0
-1000.0
0.0
5000.0
10000.0
15000.0
20000.0
Axial Load (kips)
Moment (ft-kips)