

REINFORCING STEEL SCHEDULE - PIER 1S

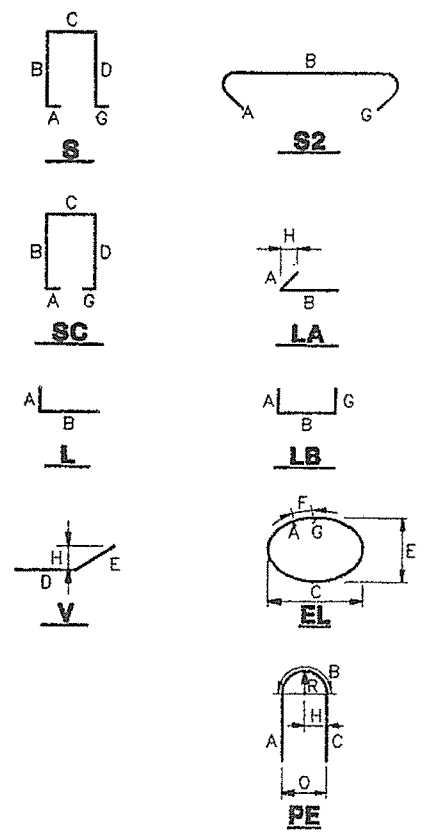
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DFI-0058(002)	242	338

STRAIGHT BARS

BENT BARS

IK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
1501	54	15'-4"	Footing					PF1S0503	68	9'-0"	LB	0'-10"	7'-4"					0'-10"					Footing
102	49	15'-4"	Footing					PF1S1106	116	27'-10 1/4"	L	2'-0"	25'-10 1/4"										Footing
504	46	19'-4"	Footing					PF1S1107	116	32'-7 1/2"	L	2'-0"	30'-7 1/2"										Footing
105	42	19'-4"	Footing					PF1S0508	68	7'-0"	LB	0'-10"	5'-4"					0'-10"					Footing
808	18	15'-4"	Footing																				
809	18	19'-4"	Footing					PS1S0605	224	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"					Shaft
								PS1S0606	448	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"					Shaft
1810	2	15'-2 1/2"	Cap-Horizontal					PS1S0607	448	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"					Shaft
1811	36	12'-8 1/4"	Cap-Horizontal					PS1S0608	224	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"					Shaft
1813	18	43'-5 3/4"	Cap-Horizontal					PS1S0609	448	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"					Shaft
1814	2	8'-7"	Cap-Horizontal					PS1S0610	224	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"					Shaft
1815	2	15'-1 1/4"	Cap-Horizontal																				
1816	2	9'-3 1/2"	Cap-Horizontal					PC1S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"					Cap-Stirrups
1817	2	11'-10 3/4"	Cap-Horizontal					PC1S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"					Cap-Stirrups
1818	2	16'-1 1/4"	Cap-Horizontal					PC1S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"					Cap-Stirrups
1819	2	12'-6 3/4"	Cap-Horizontal					PC1S0604	372	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"					Cap-Stirrups
1820	2	9'-0 1/4"	Cap-Horizontal					PC1S0605	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"					Cap-Stirrups
1821	2	10'-3 1/4"	Cap-Horizontal					PC1S0606	2	29'-9 1/2"	SC	1'-0"	9'-11 3/4"	7'-10"	9'-11 3/4"			1'-0"					Cap-Stirrups
1822	2	14'-8 1/2"	Cap-Horizontal					PC1S0607	2	29'-8 1/2"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"					Cap-Stirrups
								PC1S0608	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"					Cap-Stirrups
1108	4	33'-10"	Cap-Top					PC1S0609	2	29'-7 1/2"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4"			1'-0"					Cap-Stirrups
1109	4	34'-8 1/2"	Cap-Top					PC1S0610	2	29'-6 1/2"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"					Cap-Stirrups
1110	4	35'-3 1/4"	Cap-Top					PC1S0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrups
1111	4	35'-7 3/4"	Cap-Top					PC1S0612	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"					Cap-Stirrups
1112	4	35'-11"	Cap-Top					PC1S0613	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"					Cap-Stirrups
1113	4	36'-0 3/4"	Cap-Top					PC1S0614	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"					Cap-Stirrups
1114	2	36'-1 1/4"	Cap-Top					PC1S0615	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"					Cap-Stirrups
1116	4	32'-0"	Cap-Bottom					PC1S0616	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"					Cap-Stirrups
1117	12	16'-0"	Cap-Bottom					PC1S0617	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"					Cap-Stirrups
3408	2	10'-5 1/4"	Cap-Bottom					PC1S0801	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"		Cap-Horizontal
								PC1S0802	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"		Cap-Horizontal
								PC1S0803	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"		Cap-Horizontal
								PC1S0804	2	23'-10	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"		Cap-Horizontal
								PC1S0805	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"		Cap-Horizontal

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type: PC1S0501
Pier Designation: 1
Bar Size: 5
Sequence Number: 01

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

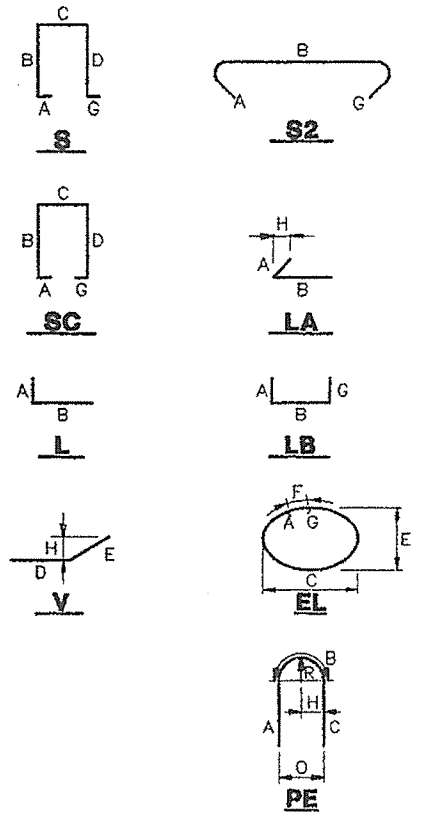
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 1S (N.B.L. & S.B.L.)

SHEET 242 OF 338 AUGUSTA, MAINE 6/16/99

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI--0088(002)	243	336

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

Bar mark nomenclature as follows:

Component Type Bar Size
 Pier Designation Sequence Number

PC1S0501

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REINFORCING STEEL SCHEDULE
PIER 1S (N.B.L. & S.B.L.)

REINFORCING STEEL SCHEDULE - PIER 2S

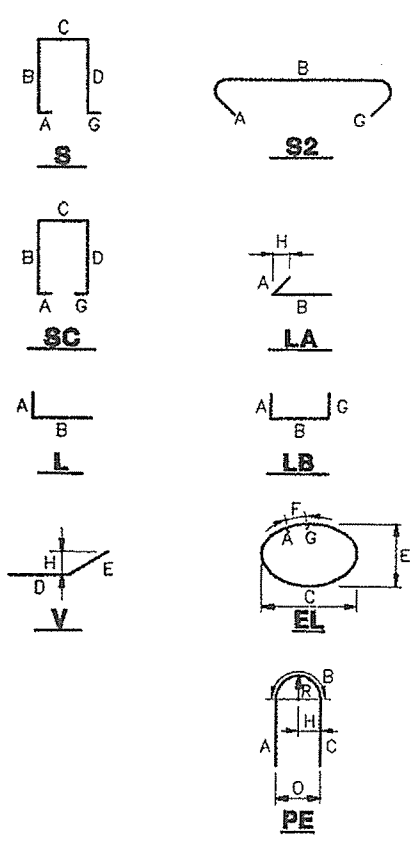
STRAIGHT BARS

BENT BARS

RK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
3501	68	15'-4"	Footing					PF2S0503	136	9'-0"	LB	0'-10"	7'-4"						0'-10"				Footing
1102	40	15'-4"	Footing					PF2S1106	116	33'-11 1/2"	L	2'-0"	31'-11 1/2"										Footing
3504	60	19'-4"	Footing					PF2S1107	116	36'-4 1/2"	L	2'-0"	34'-4 1/2"										Footing
1105	38	19'-4"	Footing																				
0808	20	15'-4"	Footing					PS2S0605	264	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"					Shaft
0809	20	19'-4"	Footing					PS2S0606	528	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"					Shaft
								PS2S0607	528	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"					Shaft
0810	2	15'-2 3/4"	Cap-Horizontal					PS2S0608	264	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"					Shaft
0811	36	12'-8 1/4"	Cap-Horizontal					PS2S0609	528	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"					Shaft
0813	18	40'-6 1/4"	Cap-Horizontal					PS2S0610	264	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"					Shaft
0814	2	8'-8 1/4"	Cap-Horizontal																				
0815	2	15'-0 3/4"	Cap-Horizontal					PC2S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"					Cap-Stirrup
0816	2	9'-2 1/4"	Cap-Horizontal					PC2S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"					Cap-Stirrup
0817	2	11'-11 1/2"	Cap-Horizontal					PC2S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"					Cap-Stirrup
0818	2	16'-1 1/2"	Cap-Horizontal					PC2S0604	348	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"					Cap-Stirrup
0819	2	12'-7 1/2"	Cap-Horizontal					PC2S0605	2	29'-10 1/2"	SC	1'-0"	10'-0 1/4"	7'-10"	10'-0 1/4"			1'-0"					Cap-Stirrup
0820	2	9'-1 1/4"	Cap-Horizontal					PC2S0606	2	29'-9 1/2"	SC	1'-0"	9'-11 3/4"	7'-10"	9'-11 3/4"			1'-0"					Cap-Stirrup
0821	2	10'-3"	Cap-Horizontal					PC2S0607	2	29'-9"	SC	1'-0"	9'-11 1/2"	7'-10"	9'-11 1/2"			1'-0"					Cap-Stirrup
0822	2	14'-8 1/2"	Cap-Horizontal					PC2S0608	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"					Cap-Stirrup
								PC2S0609	2	29'-7 1/2"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4"			1'-0"					Cap-Stirrup
11108	4	33'-10"	Cap-Top					PC2S0610	2	29'-6 1/2"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"					Cap-Stirrup
11109	4	34'-8 1/2"	Cap-Top					PC2S0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrup
11110	4	35'-3 1/4"	Cap-Top					PC2S0612	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"					Cap-Stirrup
11111	4	35'-7 3/4"	Cap-Top					PC2S0613	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 3/4"			1'-0"					Cap-Stirrup
11112	4	35'-11"	Cap-Top					PC2S0614	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"					Cap-Stirrup
11113	4	36'-0 3/4"	Cap-Top					PC2S0615	2	29'-3"	SC	1'-0"	9'-8 1/2"	7'-10"	9'-8 1/2"			1'-0"					Cap-Stirrup
11114	2	36'-1 1/4"	Cap-Top					PC2S0616	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"					Cap-Stirrup
								PC2S0617	2	29'-1 1/2"	SC	1'-0"	9'-7 3/4"	7'-10"	9'-7 3/4"			1'-0"					Cap-Stirrup
11116	4	32'-0"	Cap-Bottom																				
11117	12	16'-0"	Cap-Bottom					PC2S0801	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"		Cap-Horizontal
50408	2	7'-5 3/4"	Cap-Bottom					PC2S0802	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"		Cap-Horizontal
								PC2S0803	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"		Cap-Horizontal
								PC2S0804	2	23'-10"	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"		Cap-Horizontal
								PC2S0805	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"		Cap-Horizontal
								PC2S0806	2	23'-6 1/4"	PE	5'-10"	11'-10 1/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"		Cap-Horizontal

F.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	244	298

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type: PC2S0501
Pier Designation: 1
Bar Size: 1
Sequence Number: 1

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE
PIER 2S (N.B.L. & S.B.L.)
SHEET 244 OF 298 AUGUSTA, MAINE 10/16/94

REINFORCING STEEL SCHEDULE - PIER 2S

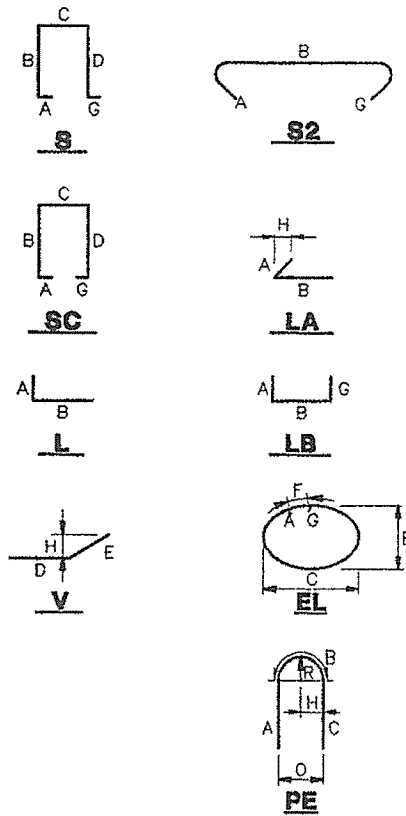
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-026(002)	245	338

STRAIGHT BARS

BENT BARS

K	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
								PC2S0807	2	23'-4 3/4"	PE	5'-10"	11'-8 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-11 1/2"	Cap-Horizontal
								PC2S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-10 1/4"	Cap-Horizontal
								PC2S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-9 1/4"	Cap-Horizontal
								PC2S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal
								PC2S0501	2	15'-1"	V				7'-5 1/2"	7'-7 1/2"				7'-4 3/4"			Cap-Face
								PC2S0502	2	15'-1 1/2"	V				7'-6"	7'-7 1/2"				7'-4 1/2"			Cap-Face
								PC2S0503	4	19'-2 1/4"	V				9'-3"	9'-11 1/4"				2'-2 3/4"			Cap-Face
								PC2S0504	4	19'-1"	V				9'-3"	9'-10"				1'-7 1/2"			Cap-Face
								PC2S0505	2	15'-0"	V				7'-5 1/4"	7'-6 3/4"				7'-5"			Cap-Face
								PC2S0506	2	15'-0 1/4"	V				7'-5 1/2"	7'-6 3/4"				7'-4 3/4"			Cap-Face
								PC2S1101	2	50'-11 3/4"	LA	2'-0"	48'-11 3/4"							0'-2 1/4"			Cap-Top
								PC2S1102	2	51'-10"	LA	2'-0"	49'-10"							0'-2 3/4"			Cap-Top
								PC2S1103	2	52'-5"	LA	2'-0 1/4"	50'-4 3/4"							0'-3 1/4"			Cap-Top
								PC2S1104	2	52'-9 3/4"	LA	2'-0 1/4"	50'-9 1/2"							0'-3 1/2"			Cap-Top
								PC2S1105	2	53'-0 3/4"	LA	2'-0 1/4"	51'-0 1/2"							0'-3 1/2"			Cap-Top
								PC2S1106	2	53'-2 3/4"	LA	2'-0 1/4"	51'-2 1/4"							0'-3 3/4"			Cap-Top
								PC2S1107	1	53'-3 1/4"	LA	2'-0 1/4"	51'-3"							0'-3 3/4"			Cap-Top
								PC2S1115	4	32'-1 3/4"	V				6'-9"	25'-4 3/4"				3'-2 1/2"			Cap-Bottom
								PC2S1118	4	32'-4 3/4"	V				6'-9"	25'-7 3/4"				5'-4 1/4"			Cap-Bottom
								PC2S1119	2	50'-11 3/4"	LA	2'-0"	48'-11 3/4"							0'-0 3/4"			Cap-Top
								PC2S1120	2	51'-10"	LA	2'-0"	49'-10"							0'-1 1/2"			Cap-Top
								PC2S1121	2	52'-5"	LA	2'-0 1/4"	50'-4 3/4"							0'-1 3/4"			Cap-Top
								PC2S1122	2	52'-9 3/4"	LA	2'-0 1/4"	50'-9 1/2"							0'-2"			Cap-Top
								PC2S1123	2	53'-0 3/4"	LA	2'-0 1/4"	51'-0 1/2"							0'-2 1/4"			Cap-Top
								PC2S1124	2	53'-2 3/4"	LA	2'-0 1/4"	51'-2 1/4"							0'-2 1/4"			Cap-Top
								PC2S1125	1	53'-3 1/4"	LA	2'-0 1/4"	51'-3"							0'-2 1/4"			Cap-Top
								PC2S0401	35	6'-6"	LB	1'-7"	3'-4"					1'-7"					Cap-Pedestal
								PC2S0402	21	7'-6"	LB	1'-7"	4'-4"					1'-7"					Cap-Pedestal
								PC2S0403	8	14'-4"	LB	0'-9"	12'-10"					0'-9"					Cap-Face
								PC2S0404	2	12'-11 1/4"	V				3'-0"	9'-11 1/4"				2'-2 3/4"			Cap-Face
								PC2S0405	2	21'-6 3/4"	V				3'-0"	18'-6 3/4"				2'-4 1/4"			Cap-Face
								PC2S0406	2	21'-9 3/4"	V				3'-0"	18'-9 3/4"				3'-11 1/4"			Cap-Face
								PC2S0407	2	12'-10"	V				3'-0"	9'-10"				1'-7 1/2"			Cap-Face

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type - Bar Size
Pier Designation - Sequence Number
Example: PC2S0501

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

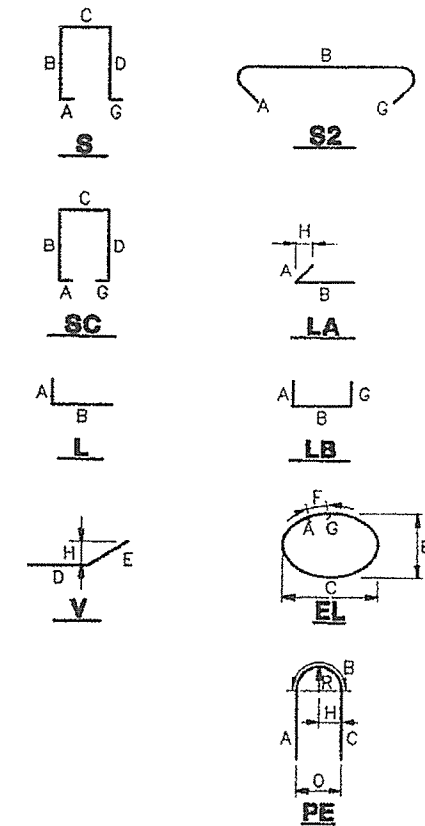
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 2S (N.B.L. & S.B.L.)

SHEET 245 OF 338 AUGUSTA, MAINE 6/16/94

F.H.Y.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0056(002)	246	338

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

Bar mark nomenclature as follows:

Component Type Bar Size
 Pier Designation Sequence Number

PC3S0501

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

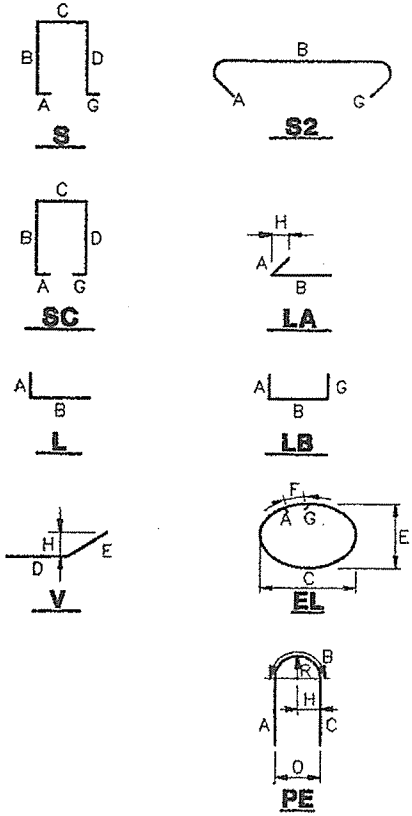
**PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE
PIER 3S (N.B.L. & S.B.L.)**

REINFORCING STEEL SCHEDULE - PIER 3S

STRAIGHT BARS								BENT BARS															
PK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
								PC3S0805	2	23'-8 1/2"	PE	5'-10'	12'-0 1/2"	5'-10'					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"		Cap-Horizontal
								PC3S0806	2	23'-6 1/4"	PE	5'-10'	11'-10 1/4"	5'-10'					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"		Cap-Horizontal
								PC3S0807	2	23'-4 3/4"	PE	5'-10'	11'-8 3/4"	5'-10'					3'-1 1/4"	6'-2 1/2"	3'-11 1/2"		Cap-Horizontal
								PC3S0808	2	23'-2 3/4"	PE	5'-10'	11'-6 3/4"	5'-10'					3'-1 1/4"	6'-2 1/2"	3'-10 1/4"		Cap-Horizontal
								PC3S0809	2	23'-1"	PE	5'-10'	11'-5"	5'-10'					3'-1 1/4"	6'-2 1/2"	3'-9 1/4"		Cap-Horizontal
								PC3S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal
								PC3S0501	2	15'-1 1/4"	V				7'-5 3/4"	7'-7 1/2"			7'-4 3/4"				Cap-Face
								PC3S0502	2	15'-1 1/2"	V				7'-6"	7'-7 1/2"			7'-4 1/2"				Cap-Face
								PC3S0503	4	19'-2 1/4"	V				9'-3"	9'-11 1/4"			2'-2 3/4"				Cap-Face
								PC3S0504	4	19'-1 1/4"	V				9'-3"	9'-10 1/4"			1'-10"				Cap-Face
								PC3S0505	2	15'-0 1/2"	V				7'-5 1/2"	7'-7"			7'-5"				Cap-Face
								PC3S0506	2	15'-0 3/4"	V				7'-5 3/4"	7'-7"			7'-4 3/4"				Cap-Face
								PC3S1101	2	49'-1 1/2"	LA	2'-0"	47'-1 1/2"						0'-2 1/4"				Cap-Top
								PC3S1102	2	49'-11 3/4"	LA	2'-0"	47'-11 3/4"						0'-2 3/4"				Cap-Top
								PC3S1103	2	50'-6 3/4"	LA	2'-0 1/4"	48'-6 1/2"						0'-3 1/4"				Cap-Top
								PC3S1104	2	50'-11 3/4"	LA	2'-0 1/4"	48'-11 1/4"						0'-3 1/2"				Cap-Top
								PC3S1105	2	51'-2 1/2"	LA	2'-0 1/4"	49'-2 1/4"						0'-3 1/2"				Cap-Top
								PC3S1106	2	51'-4 1/4"	LA	2'-0 1/4"	49'-4"						0'-3 3/4"				Cap-Top
								PC3S1107	1	51'-5"	LA	2'-0 1/4"	49'-4 3/4"						0'-3 3/4"				Cap-Top
								PC3S1115	4	28'-3 1/4"	V				6'-9"	21'-6 1/4"			2'-8 1/4"				Cap-Bottom
								PC3S1118	4	28'-7"	V				6'-9"	21'-10"			5'-0"				Cap-Bottom
								PC3S1119	2	49'-1 1/2"	LA	2'-0"	47'-1 1/2"						0'-0 3/4"				Cap-Top
								PC3S1120	2	49'-11 3/4"	LA	2'-0"	47'-11 3/4"						0'-1 1/4"				Cap-Top
								PC3S1121	2	50'-6 3/4"	LA	2'-0 1/4"	48'-6 1/2"						0'-1 3/4"				Cap-Top
								PC3S1122	2	50'-11 3/4"	LA	2'-0 1/4"	48'-11 1/4"						0'-2"				Cap-Top
								PC3S1123	2	51'-2 1/2"	LA	2'-0 1/4"	49'-2 1/4"						0'-2 1/4"				Cap-Top
								PC3S1124	2	51'-4 1/4"	LA	2'-0 1/4"	49'-4"						0'-2 1/4"				Cap-Top
								PC3S1125	1	51'-5"	LA	2'-0 1/4"	49'-4 3/4"						0'-2 1/4"				Cap-Top
								PC3S0401	35	5'-2"	LB	1'-7"	2'-0"					1'-7"					Cap-Pedestal
								PC3S0402	21	7'-6"	LB	1'-7"	4'-4"					1'-7"					Cap-Pedestal
								PC3S0403	8	14'-4"	LB	0'-9"	12'-10"					0'-9"					Cap-Face
								PC3S0404	2	12'-11 1/4"	V				3'-0"	9'-11 1/4"			2'-2 3/4"				Cap-Face
								PC3S0405	2	19'-8 1/4"	V				3'-0"	16'-8 1/4"			2'-1"				Cap-Face
								PC3S0406	2	20'-0"	V				3'-0"	17'-0"			3'-10 3/4"				Cap-Face
								PC3S0407	2	12'-10 1/4"	V				3'-0"	9'-10 1/4"			1'-10"				Cap-Face

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DP-0058(002)	247	338

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type - Bar Size
Pier Designation - Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

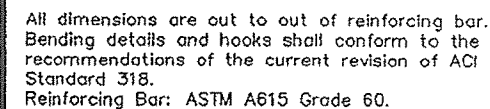
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 3S (N.B.L. & S.B.L.)

SHEET 247 OF 338 AUGUSTA, MAINE 6/16/99

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	DPI-0068(002)	248	338

TYPE - BENDING DIAGRAMS



Bar mark nomenclature as follows:

Component Type ☐ Bar Size

PC4S0501

Pier Designation Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 4S (N.B.L. & S.B.L.)**

SHEET 248 OF 338 AUGUSTA, MAINE 6/16/94

REINFORCING STEEL SCHEDULE - PIER 4S

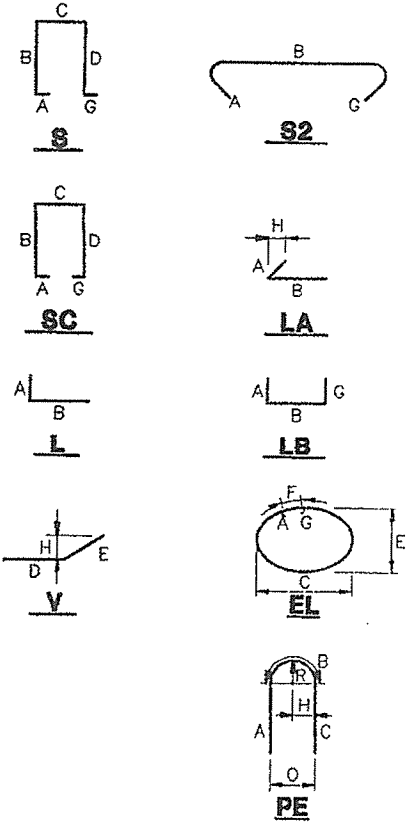
STRAIGHT BARS

BENT BARS

RK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
								PC4S0807	2	23'-4 3/4"	PE	5'-10"	11'-8 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-11 1/2"	Cap-Horizontal
								PC4S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-10 1/4"	Cap-Horizontal
								PC4S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-9 1/4"	Cap-Horizontal
								PC4S0812	48	15'-6"	LB	1'-4"	12'-10"						1'-4"				Cap-Horizontal
								PC4S0501	2	15'-1 1/2"	V				7'-5 3/4"	7'-7 3/4"				7'-4 3/4"			Cap-Face
								PC4S0502	2	15'-1 3/4"	V				7'-6"	7'-7 3/4"				7'-4 1/2"			Cap-Face
								PC4S0503	4	19'-2 1/2"	V				9'-3"	9'-11 1/2"				2'-3 1/4"			Cap-Face
								PC4S0504	4	19'-0 3/4"	V				9'-3"	9'-9 3/4"				1'-7 1/2"			Cap-Face
								PC4S0505	2	15'-0"	V				7'-5 1/4"	7'-6 3/4"				7'-5"			Cap-Face
								PC4S0506	2	15'-0 1/4"	V				7'-5 1/2"	7'-6 3/4"				7'-4 3/4"			Cap-Face
								PC4S1101	2	48'-5"	LA	2'-0"	46'-5"							0'-2 1/4"			Cap-Top
								PC4S1102	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"							0'-3"			Cap-Top
								PC4S1103	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"							0'-3 1/4"			Cap-Top
								PC4S1104	2	50'-3"	LA	2'-0 1/4"	48'-2 3/4"							0'-3 1/2"			Cap-Top
								PC4S1105	2	50'-6"	LA	2'-0 1/4"	48'-5 3/4"							0'-3 1/2"			Cap-Top
								PC4S1106	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"							0'-3 3/4"			Cap-Top
								PC4S1107	1	50'-8 1/2"	LA	2'-0 1/4"	48'-8 1/4"							0'-3 3/4"			Cap-Top
								PC4S1115	4	28'-0 1/2"	V				6'-9"	21'-3 1/2"				2'-7"			Cap-Bottom
								PC4S1118	4	28'-3 1/2"	V				6'-9"	21'-6 1/2"				4'-7 1/4"			Cap-Bottom
								PC4S1119	2	48'-5"	LA	2'-0"	46'-5"							0'-0 3/4"			Cap-Top
								PC4S1120	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"							0'-1 1/4"			Cap-Top
								PC4S1121	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"							0'-1 1/2"			Cap-Top
								PC4S1122	2	50'-3"	LA	2'-0 1/4"	48'-2 3/4"							0'-2"			Cap-Top
								PC4S1123	2	50'-6"	LA	2'-0 1/4"	48'-5 3/4"							0'-2"			Cap-Top
								PC4S1124	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"							0'-2 1/4"			Cap-Top
								PC4S1125	1	50'-8 1/2"	LA	2'-0 1/4"	48'-8 1/4"							0'-2 1/4"			Cap-Top
								PC4S0401	52	6'-0"	LB	1'-7"	2'-10"						1'-7"				Cap-Pedestal
								PC4S0402	52	6'-7"	LB	1'-7"	3'-5"						1'-7"				Cap-Pedestal
								PC4S0403	8	14'-4"	LB	0'-9"	12'-10"						0'-9"				Cap-Face
								PC4S0404	2	12'-11 1/2"	V				3'-0"	9'-11 1/2"				2'-3 1/4"			Cap-Face
								PC4S0405	2	18'-11 3/4"	V				3'-0"	15'-11 3/4"				1'-11 1/4"			Cap-Face
								PC4S0406	2	19'-2 1/2"	V				3'-0"	16'-2 1/2"				3'-5 1/2"			Cap-Face
								PC4S0407	2	12'-9 3/4"	V				3'-0"	9'-9 3/4"				1'-7 1/2"			Cap-Face

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0058(002)	249	248

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type _____ Bar Size _____
Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 4S (N.B.L. & S.B.L.)

SHEET 249 OF 248 AUGUSTA, MAINE 6/16/94

REINFORCING STEEL SCHEDULE - PIER 5S

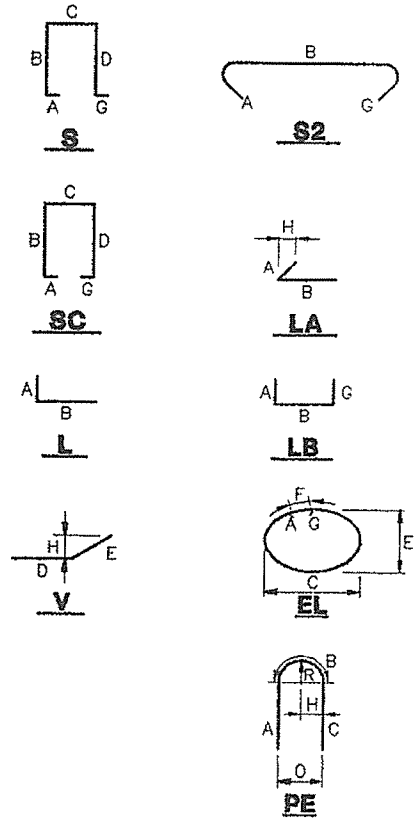
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	260	236

STRAIGHT BARS

BENT BARS

ARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
S0501	40	15'-4"	Footing					PF5S0503	136	7'-0"	LB	0'-10"	5'-4"					0'-10"					Footing
S1102	40	15'-4"	Footing					PF5S1106	116	33'-6"	L	2'-0"	31'-6"										Footing
S0504	32	19'-4"	Footing					PF5S1107	116	33'-11 1/2"	L	2'-0"	31'-11 1/2"										Footing
S1105	32	19'-4"	Footing																				
S0808	16	15'-4"	Footing					PS5S0605	251	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"					Shaft
S0809	16	19'-4"	Footing					PS5S0606	502	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"					Shaft
								PS5S0607	502	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"					Shaft
S0810	2	15'-3 1/4"	Cap-Horizontal					PS5S0608	251	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"					Shaft
S0811	36	12'-8 1/4"	Cap-Horizontal					PS5S0609	502	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"					Shaft
S0813	18	35'-4 1/2"	Cap-Horizontal					PS5S0610	251	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"					Shaft
S0814	2	8'-10 3/4"	Cap-Horizontal																				
S0815	2	14'-11"	Cap-Horizontal					PC5S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"					Cap-Stirrups
S0816	2	8'-8 1/2"	Cap-Horizontal					PC5S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"					Cap-Stirrups
S0817	2	12'-1"	Cap-Horizontal					PC5S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"					Cap-Stirrups
S0818	2	16'-2"	Cap-Horizontal					PC5S0604	240	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"					Cap-Stirrups
S0819	2	12'-9"	Cap-Horizontal					PC5S0605	2	29'-11"	SC	1'-0"	10'-0 1/2"	7'-10"	10'-0 1/2'			1'-0"					Cap-Stirrups
S0820	2	9'-4"	Cap-Horizontal					PC5S0606	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"					Cap-Stirrups
S0821	2	10'-1 3/4"	Cap-Horizontal					PC5S0607	2	29'-9"	SC	1'-0"	9'-11 1/2"	7'-10"	9'-11 1/2"			1'-0"					Cap-Stirrups
S0822	2	14'-8"	Cap-Horizontal					PC5S0608	2	29'-8 1/2"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"					Cap-Stirrups
								PC5S0609	2	29'-7 1/2"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4'			1'-0"					Cap-Stirrups
S1108	4	33'-10"	Cap-Top					PC5S0610	2	29'-7"	SC	1'-0"	9'-10 1/2"	7'-10"	9'-10 1/2'			1'-0"					Cap-Stirrups
S1109	4	34'-8 1/2"	Cap-Top					PC5S0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrups
S1110	4	35'-3 1/4"	Cap-Top					PC5S0612	2	29'-5"	SC	1'-0"	9'-9 1/2"	7'-10"	9'-9 1/2"			1'-0"					Cap-Stirrups
S1111	4	35'-7 3/4"	Cap-Top					PC5S0613	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"					Cap-Stirrups
S1112	4	35'-11"	Cap-Top					PC5S0614	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"					Cap-Stirrups
S1113	4	36'-0 3/4"	Cap-Top					PC5S0615	2	29'-3"	SC	1'-0"	9'-8 1/2"	7'-10"	9'-8 1/2"			1'-0"					Cap-Stirrups
S1114	2	36'-1 1/4"	Cap-Top					PC5S0616	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"					Cap-Stirrups
S1116	4	21'-4 1/4"	Cap-Bottom					PC5S0617	2	29'-1"	SC	1'-0"	9'-7 1/2"	7'-10"	9'-7 1/2"			1'-0"					Cap-Stirrups
S1117	8	16'-8 3/4"	Cap-Bottom																				
								PC5S0801	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"		Cap-Horizontal
								PC5S0802	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"		Cap-Horizontal
								PC5S0803	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"		Cap-Horizontal
								PC5S0804	2	23'-10"	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"		Cap-Horizontal
								PC5S0805	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"		Cap-Horizontal
								PC5S0806	2	23'-6 1/4"	PE	5'-10"	11'-10 1/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"		Cap-Horizontal
								PC5S0807	2	23'-4 3/4"	PE	5'-10"	11'-8 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	3'-11 1/2"		Cap-Horizontal
								PC5S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	3'-10 1/4"		Cap-Horizontal
								PC5S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"					3'-1 1/4"	6'-2 1/2"	3'-9 1/4"		Cap-Horizontal

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type ☐ Bar Size

PC5S0501
Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

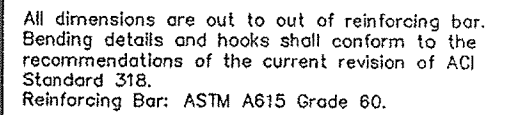
CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 5S (N.B.L. & S.B.L.)**

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0063(002)	251	338

BENT BARS

TYPE - BENDING DIAGRAMS



Bar mark nomenclature as follows:

STEEL ALTERNATIVE SUBSTRUCTURE

PORTLAND - S. PORTLAND BRIDGE

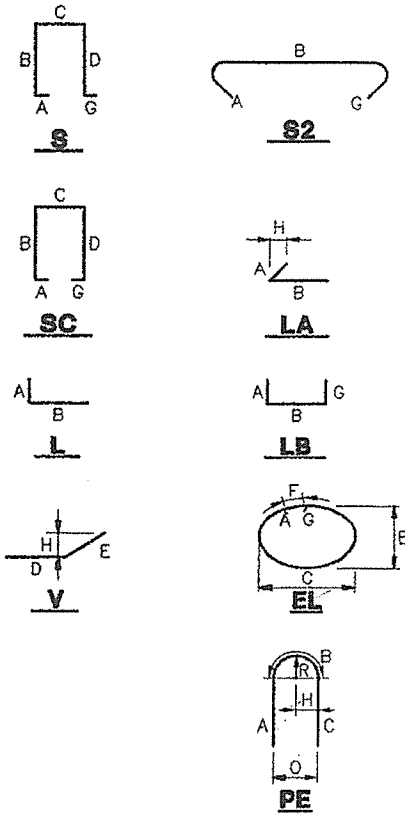
OVER FORE RIVER

CUMBERLAND COUNTY

SHEET 251 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	292	338

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

[illegible]

PC6S0501
Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - 8. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 6S (N.B.L. & S.B.L.)**

SHEET 242 OF 338 AUGUSTA, MAINE 6/16/94

REINFORCING STEEL SCHEDULE - PIER 6S

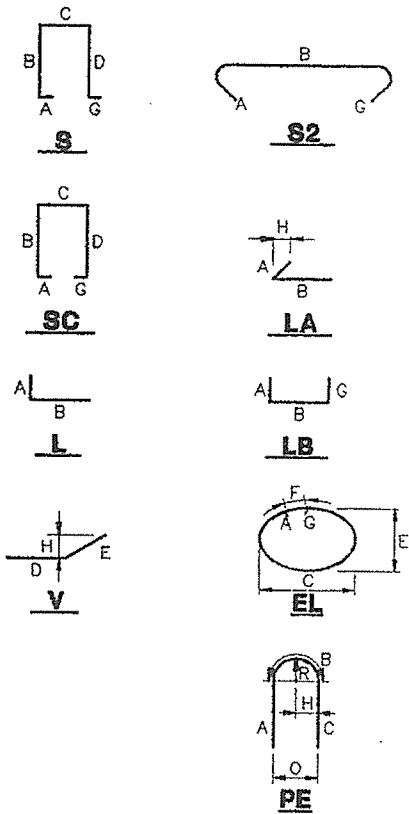
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	267	338

STRAIGHT BARS

BENT BARS

NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
							PC6S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-10 1/4"	Cap-Horizontal
							PC6S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-9 1/4"	Cap-Horizontal
							PC6S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal
							PC6S0501	2	15'-1 1/2"	V				7'-5 3/4"	7'-7 3/4"				7'-4 3/4"			Cap-Face
							PC6S0502	2	15'-1 3/4"	V				7'-6"	7'-7 3/4"				7'-4 1/2"			Cap-Face
							PC6S0503	4	19'-2 1/2"	V				9'-3"	9'-11 1/2"				2'-3 1/4"			Cap-Face
							PC6S0504	4	19'-0 3/4"	V				9'-3"	9'-9 3/4"				1'-7 1/4"			Cap-Face
							PC6S0505	2	15'-0"	V				7'-5 1/4"	7'-6 3/4"				7'-5"			Cap-Face
							PC6S0506	2	15'-0 1/4"	V				7'-5 1/2"	7'-6 3/4"				7'-4 3/4"			Cap-Face
							PC6S1101	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"							0'-2 1/4"			Cap-Top
							PC6S1102	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"							0'-3"			Cap-Top
							PC6S1103	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"							0'-3 1/4"			Cap-Top
							PC6S1104	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"							0'-3 1/2"			Cap-Top
							PC6S1105	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"							0'-3 1/2"			Cap-Top
							PC6S1106	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"							0'-3 3/4"			Cap-Top
							PC6S1107	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"							0'-3 3/4"			Cap-Top
							PC6S1115	4	28'-0 1/2"	V				6'-9"	21'-3 1/2"				2'-7"			Cap-Bottom
							PC6S1118	4	28'-3 1/2"	V				6'-9"	21'-6 1/2"				4'-7 1/4"			Cap-Bottom
							PC6S1119	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"							0'-0 3/4"			Cap-Top
							PC6S1120	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"							0'-1 1/4"			Cap-Top
							PC6S1121	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"							0'-1 3/4"			Cap-Top
							PC6S1122	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"							0'-2"			Cap-Top
							PC6S1123	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"							0'-2"			Cap-Top
							PC6S1124	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"							0'-2 1/4"			Cap-Top
							PC6S1125	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"							0'-2 1/4"			Cap-Top
							PC6S0401	30	5'-2"	LB	1'-7"	2'-0"						1'-7"				Cap-Pedestal
							PC6S0402	18	7'-6"	LB	1'-7"	4'-4"						1'-7"				Cap-Pedestal
							PC6S0403	8	14'-4"	LB	0'-9"	12'-10"						0'-9"				Cap-Face
							PC6S0404	2	12'-11 1/2"	V				3'-0"	9'-11 1/2"				2'-3 1/4"			Cap-Face
							PC6S0405	2	18'-11 1/2"	V				3'-0"	15'-11 1/2"				1'-11 1/4"			Cap-Face
							PC6S0406	2	19'-2 1/2"	V				3'-0"	16'-2 1/2"				3'-5 3/4"			Cap-Face
							PC6S0407	2	12'-9 3/4"	V				3'-0"	9'-9 3/4"				1'-7 1/4"			Cap-Face

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type: PC6S0501 Bar Size: 1
Pier Designation: 6S Sequence Number: 01

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

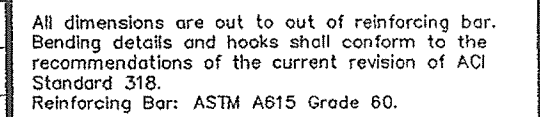
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 6S (N.B.L. & S.B.L.)

SHEET 267 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	254	338

TYPE - BENDING DIAGRAMS



Bar mark nomenclature as follows:

Component Type ————— Bar Size

PC7S0501

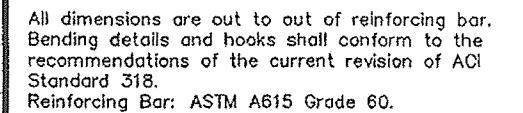
Pier Designation ————— Sequence Number

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**REINFORCING STEEL SCHEDULE
PIER 7S (N.B.L. & S.B.L.)**

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0088(002)	299	338

TYPE - BENDING DIAGRAMS



Bar mark nomenclature as follows:

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

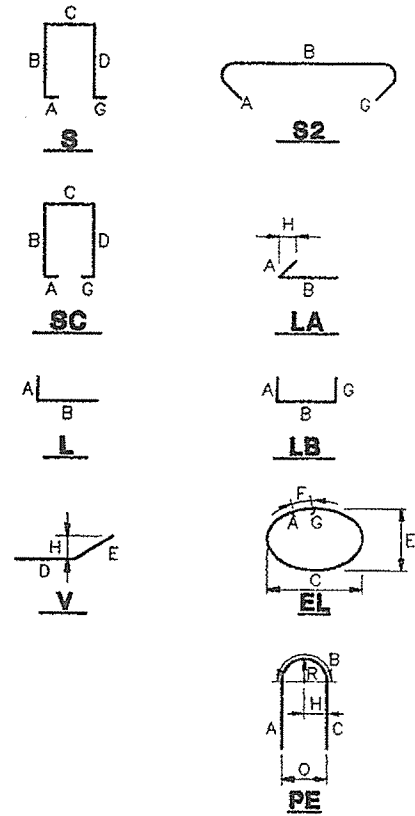
CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 7S (N.B.L. & S.B.L.)**

SHEET 247 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	256	236

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type ———— Bar Size
 Pier Designation ———— Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

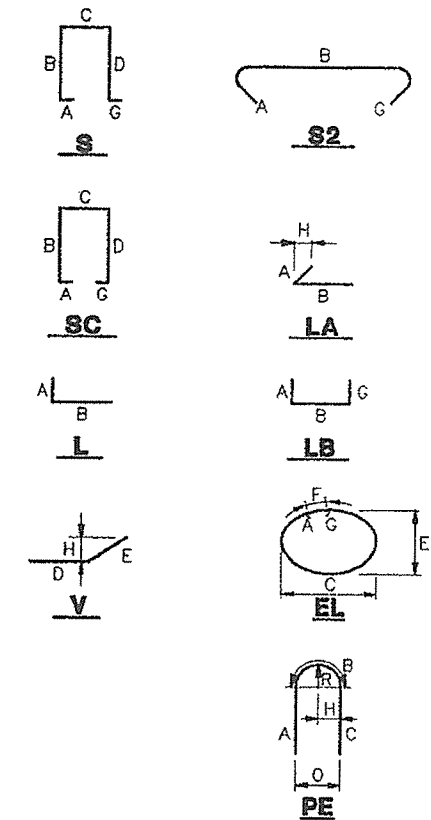
OVER FORE RIVER

CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 8S (N.B.L. & S.B.L.)**

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	GFI-0008(002)	257	3278

TYPE - BENDING DIAGRAMS



GENERAL NOTES

PC8501
Pier Designation _____ Sequence Number _____

**REINFORCING STEEL SCHEDULE
PIER 8S (N.B.L. & S.B.L.)**

REINFORCING STEEL SCHEDULE - PIER 9S

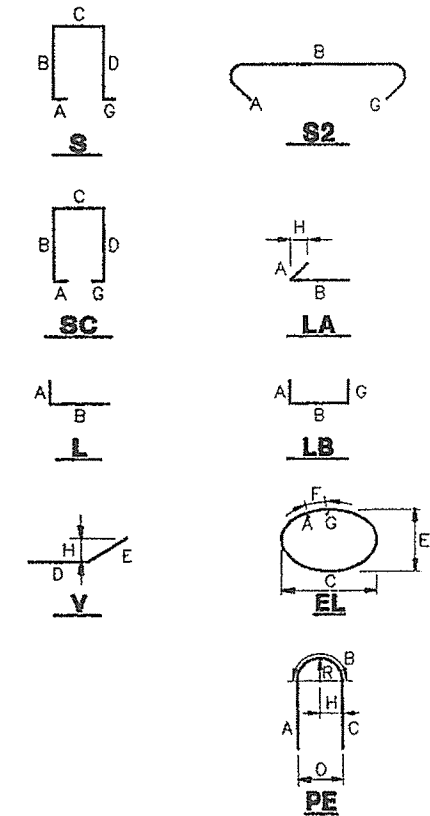
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-008(002)	240	770

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
	40	15'-4"	Footing					PF9S0503	136	7'-0"	LB	0'-10"	5'-4"					0'-10"					Footing
	38	15'-4"	Footing					PF9S1106	116	17'-9"	L	2'-0"	15'-9"										Footing
	32	19'-4"	Footing					PF9S1107	116	30'-3"	L	2'-0"	28'-3"										Footing
	32	19'-4"	Footing																				
3	16	15'-4"	Footing					PS9S0605	370	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"					Shaft
3	16	19'-4"	Footing					PS9S0606	600	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"					Shaft
								PS9S0607	740	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"					Shaft
1	58	50'-6"	Shaft (N.B.L.)					PS9S0608	370	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"					Shaft
2	58	38'-0"	Shaft (N.B.L.)					PS9S0609	740	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"					Shaft
3	58	49'-4 3/4"	Shaft (S.B.L.)					PS9S0610	300	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"					Shaft
4	58	36'-10 3/4"	Shaft (S.B.L.)																				
								PC9S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"					Cap-Stirrups
0	2	14'-4"	Cap-Horizontal					PC9S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"					Cap-Stirrups
11	36	12'-8 1/4"	Cap-Horizontal					PC9S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"					Cap-Stirrups
3	18	35'-4 1/2"	Cap-Horizontal					PC9S0604	240	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"					Cap-Stirrups
4	2	8'-10 1/2"	Cap-Horizontal					PC9S0605	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"					Cap-Stirrups
5	2	16'-1"	Cap-Horizontal					PC9S0606	2	29'-3"	SC	1'-0"	9'-8 1/2"	7'-10"	9'-8 1/2"			1'-0"					Cap-Stirrups
16	2	12'-5 3/4"	Cap-Horizontal					PC9S0607	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"					Cap-Stirrups
17	2	9'-0 1/2"	Cap-Horizontal					PC9S0608	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"					Cap-Stirrups
18	2	15'-2"	Cap-Horizontal					PC9S0609	2	29'-5"	SC	1'-0"	9'-9 1/2"	7'-10"	9'-9 1/2"			1'-0"					Cap-Stirrups
19	2	9'-6"	Cap-Horizontal					PC9S0610	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"					Cap-Stirrups
20	2	7'-3 3/4"	Cap-Horizontal					PC9S0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrups
21	2	11'-1 3/4"	Cap-Horizontal					PC9S0612	2	29'-6 1/2"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"					Cap-Stirrups
22	2	14'-11 3/4"	Cap-Horizontal					PC9S0613	2	29'-7"	SC	1'-0"	9'-10 1/2"	7'-10"	9'-10 1/2"			1'-0"					Cap-Stirrups
								PC9S0614	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"					Cap-Stirrups
08	4	33'-10"	Cap-Top					PC9S0615	2	29'-8 1/2"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"					Cap-Stirrups
09	4	34'-8 1/2"	Cap-Top					PC9S0616	2	29'-9"	SC	1'-0"	9'-11 1/2"	7'-10"	9'-11 1/2"			1'-0"					Cap-Stirrups
10	4	35'-3 1/4"	Cap-Top					PC9S0617	2	29'-9 1/2"	SC	1'-0"	9'-11 3/4"	7'-10"	9'-11 3/4"			1'-0"					Cap-Stirrups
11	4	35'-7 3/4"	Cap-Top																				
12	4	35'-11"	Cap-Top					PC9S0801	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"		Cap-Horizontal
13	4	36'-0 3/4"	Cap-Top					PC9S0802	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"		Cap-Horizontal
14	2	36'-1 1/4"	Cap-Top					PC9S0803	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"		Cap-Horizontal
116	4	21'-3 3/4"	Cap-Bottom					PC9S0804	2	23'-10"	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"		Cap-Horizontal
117	8	16'-8 1/2"	Cap-Bottom					PC9S0805	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"		Cap-Horizontal
								PC9S0806	2	23'-6 1/4"	PE	5'-10"	11'-10 1/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"		Cap-Horizontal

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type: PC9S0501 Bar Size: 1
Pier Designation: 9S Sequence Number: 01

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 9S (N.B.L. & S.B.L.)

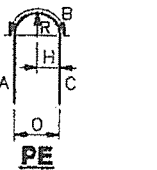
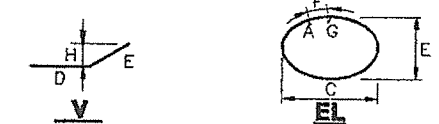
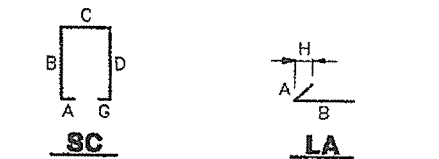
SHEET 240 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DFI-0068(002)	269	270

BENT BARS

TYPE - BENDING DIAGRAMS

S **S2**



GENERAL NOTES

Component Type ☐ Bar Size

PC9501
Pier Designation Sequence Number

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

OVER FORE RIVER

CUMBERLAND COUNTY

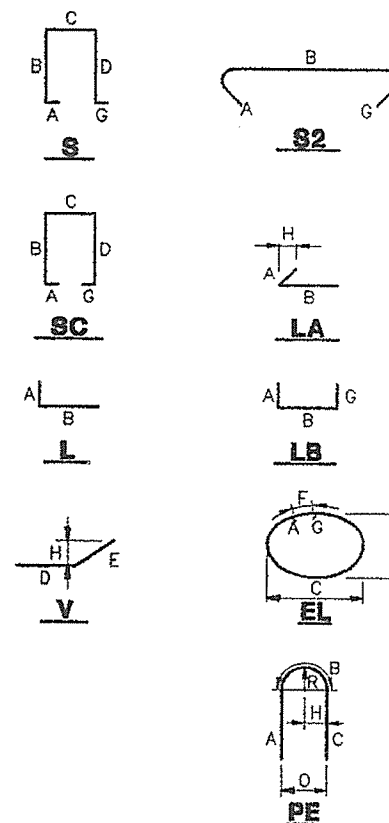
**REINFORCING STEEL SCHEDULE
PIER 9S (N.B.L. & S.B.L.)**

SHEET 259 OF 328 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0088(002)	260	338

BENT BARS

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type ☐ Bar Size

PC10S0501
Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

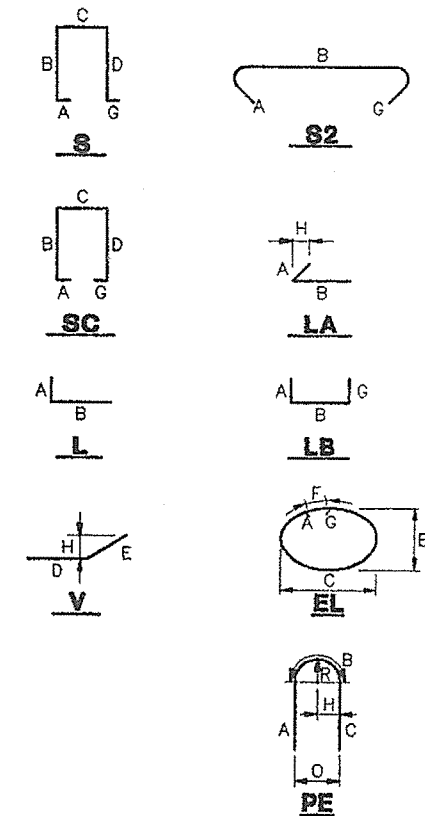
CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 10S (N.B.L. & S.B.L.)**

SHEET 260 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0045(002)	261	378

TYPE - BENDING DIAGRAMS



GENERAL NOTES

Bar mark nomenclature as follows:

Component Type Bar Size

PC1050501

Pier Designation Sequence Number

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY**

**REINFORCING STEEL SCHEDULE
PIER 10S (N.B.L. & S.B.L.)**

SHEET 261 OF 338 AUGUSTA, MAINE 6/16/94

REINFORCING STEEL SCHEDULE - PIER 11S

F.H.W.A. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	202	330

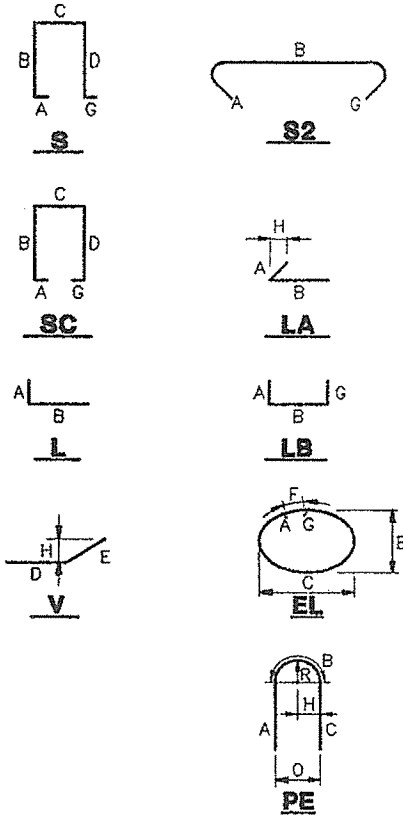
STRAIGHT BARS

	NO.	LENGTH	LOCATION	MARK
11	40	15'-4"	Footings	
12	48	15'-4"	Footings	
14	32	19'-4"	Footings	
15	34	19'-4"	Footings	
18	16	15'-4"	Footings	
19	16	19'-4"	Footings	
21	58	55'-7"	Shaft (N.B.L.)	
22	58	44'-1"	Shaft (N.B.L.)	
23	58	55'-4 1/4"	Shaft (S.B.L.)	
24	58	42'-10 1/4"	Shaft (S.B.L.)	
10	2	14'-3"	Cap-Horizontal	
111	36	12'-8 1/4"	Cap-Horizontal	
113	18	35'-4 1/2"	Cap-Horizontal	
114	2	9'-0 1/4"	Cap-Horizontal	
115	2	16'-1 1/4"	Cap-Horizontal	
116	2	12'-6 3/4"	Cap-Horizontal	
117	2	8'-9 1/2"	Cap-Horizontal	
118	2	15'-1"	Cap-Horizontal	
119	2	9'-3"	Cap-Horizontal	
120	2	7'-4 1/4"	Cap-Horizontal	
121	2	11'-2"	Cap-Horizontal	
122	2	15'-0"	Cap-Horizontal	
108	4	33'-10"	Cap-Top	
109	4	34'-8 1/2"	Cap-Top	
110	4	35'-3 1/4"	Cap-Top	
111	4	35'-7 3/4"	Cap-Top	
112	4	35'-11"	Cap-Top	
113	4	36'-0 3/4"	Cap-Top	
114	2	36'-1 1/4"	Cap-Top	
116	4	21'-3 3/4"	Cap-Bottom	
117	8	16'-8 3/4"	Cap-Bottom	

BENT BARS

	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
	PF11S0503	136	7'-0"	LB	0'-10"	5'-4"					0'-10"				Footings
	PF11S1106	116	17'-9"	L	2'-0"	15'-9"									Footings
	PF11S1107	58	29'-3"	L	2'-0"	27'-3"									Footings
	PF11S1108	58	30'-3"	L	2'-0"	28'-3"									Footings
	PS11S0605	392	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"				Shaft
	PS11S0606	600	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"				Shaft
	PS11S0607	784	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"				Shaft
	PS11S0608	392	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"				Shaft
	PS11S0609	784	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"				Shaft
	PS11S0610	300	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"				Shaft
	PC11S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"				Cap-Stirrups
	PC11S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"				Cap-Stirrups
	PC11S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"				Cap-Stirrups
	PC11S0604	240	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"				Cap-Stirrups
	PC11S0605	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"				Cap-Stirrups
	PC11S0606	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"				Cap-Stirrups
	PC11S0607	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"				Cap-Stirrups
	PC11S0608	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"				Cap-Stirrups
	PC11S0609	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"				Cap-Stirrups
	PC11S0610	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"				Cap-Stirrups
	PC11S0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"				Cap-Stirrups
	PC11S0612	2	29'-6 1/2"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"				Cap-Stirrups
	PC11S0613	2	29'-7 1/2"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4"			1'-0"				Cap-Stirrups
	PC11S0614	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"				Cap-Stirrups
	PC11S0615	2	29'-8 1/2"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"				Cap-Stirrups
	PC11S0616	2	29'-9 1/2"	SC	1'-0"	9'-11 3/4"	7'-10"	9'-11 3/4"			1'-0"				Cap-Stirrups
	PC11S0617	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"				Cap-Stirrups
	PC11S0801	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"	Cap-Horizontal
	PC11S0802	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"	Cap-Horizontal
	PC11S0803	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"	Cap-Horizontal
	PC11S0804	2	23'-10"	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"	Cap-Horizontal
	PC11S0805	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"	Cap-Horizontal
	PC11S0806	2	23'-6 1/4"	PE	5'-10"	11'-10 1/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"	Cap-Horizontal

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type _____ Bar Size _____
Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

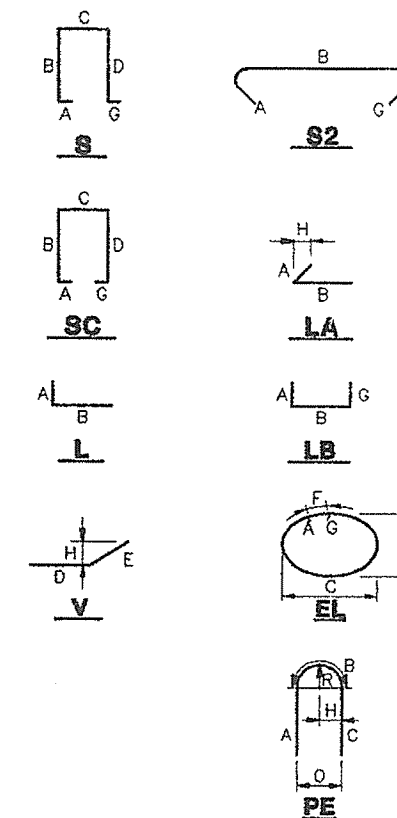
OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 11S (N.B.L. & S.B.L.)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0005(002)	263	330

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type ☐ Bar Size

PC11S0501

Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

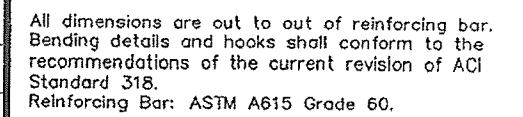
CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 11S (N.B.L. & S.B.L.)**

SHEET 263 OF 378 AUGUSTA, MAINE 6/16/99

REINFORCING STEEL SCHEDULE - PIER 12S																							
STRAIGHT BARS								BENT BARS															
	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
001	44	17'-4"	Footing					PF12S0503	152	7'-0"	LB	0'-10"	5'-4"						0'-10"				Footing
002	72	17'-4"	Footing					PF12S1106	116	17'-9"	L	2'-0"	15'-9"										Footing
004	36	21'-4"	Footing					PF12S1107	116	30'-9"	L	2'-0"	28'-9"										Footing
005	54	21'-4"	Footing																				
008	16	17'-4"	Footing					PS12S0605	408	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"					Shaft
009	16	21'-4"	Footing					PS12S0606	600	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"					Shaft
								PS12S0607	816	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"					Shaft
001	58	60'-2 1/4"	Shaft (N.B.L.)					PS12S0608	408	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"					Shaft
002	58	47'-2 1/4"	Shaft (N.B.L.)					PS12S0609	816	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"					Shaft
003	58	58'-11 3/4"	Shaft (S.B.L.)					PS12S0610	300	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"					Shaft
004	58	45'-11 3/4"	Shaft (S.B.L.)																				
								PC12S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"					Cap-Stirrups
010	2	14'-3 1/2"	Cap-Horizontal					PC12S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"					Cap-Stirrups
011	36	12'-8 1/4"	Cap-Horizontal					PC12S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"					Cap-Stirrups
013	18	35'-4 1/2"	Cap-Horizontal					PC12S0604	240	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"					Cap-Stirrups
014	2	9'-0 1/4"	Cap-Horizontal					PC12S0605	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"					Cap-Stirrups
015	2	16'-1 1/4"	Cap-Horizontal					PC12S0606	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"					Cap-Stirrups
016	2	12'-6 3/4"	Cap-Horizontal					PC12S0607	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"					Cap-Stirrups
017	2	8'-10 1/2"	Cap-Horizontal					PC12S0608	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"					Cap-Stirrups
018	2	15'-1 1/4"	Cap-Horizontal					PC12S0609	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"					Cap-Stirrups
019	2	9'-3 3/4"	Cap-Horizontal					PC12S0610	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4								

TYPE - BENDING DIAGRAMS



1. Bar mark nomenclature as follows:

Component Type Bar Size

PC12S0501

Pier Designation Sequence Number

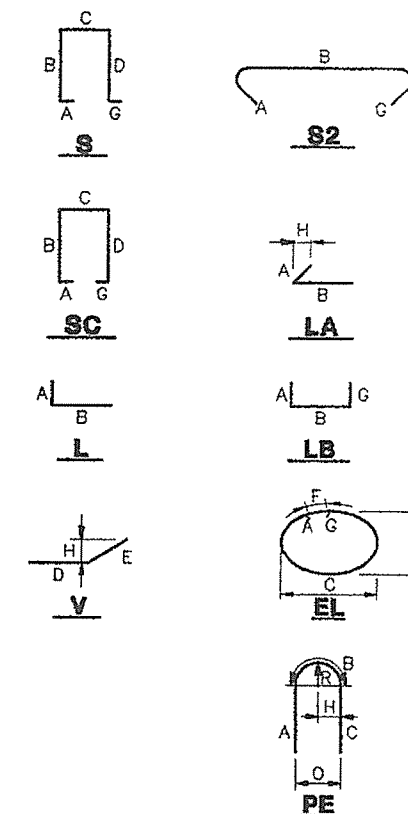
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CUMBERLAND COUNTY

SHEET 264 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DP1-008X(002)	269	338

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type ☐ Bar Size

PC12S0501
Pier Designation Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 12S (N.B.L. & S.B.L.)**

REINFORCING STEEL SCHEDULE - PIER 13S

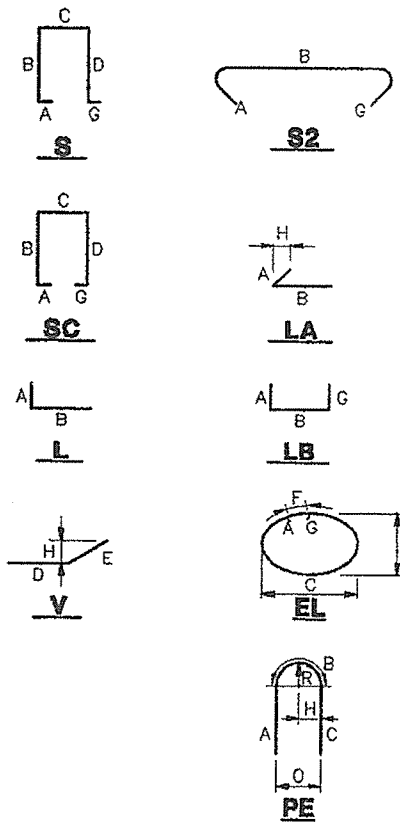
STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
01	66	14'-4"	Footing					PF13S0503	128	9'-0"	LB	0'-10"	7'-4"					0'-10"					Footing
02	38	14'-4"	Footing					PF13S1106	116	18'-7"	L	2'-0"	16'-7"										Footing
04	58	18'-4"	Footing					PF13S1107	116	28'-11"	L	2'-0"	26'-11"										Footing
05	36	18'-4"	Footing																				
08	20	14'-4"	Footing					PS13S0605	385	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"					Shaft
09	20	18'-4"	Footing					PS13S0606	616	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"					Shaft
								PS13S0607	770	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"					Shaft
01	58	47'-8 3/4"	Shaft (N.B.L.)					PS13S0608	385	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"					Shaft
02	58	37'-4 3/4"	Shaft (N.B.L.)					PS13S0609	770	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"					Shaft
03	58	55'-6 1/4"	Shaft (S.B.L.)					PS13S0610	308	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"					Shaft
04	58	45'-2 1/4"	Shaft (S.B.L.)																				
								PC13S0601	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"					Cap-Stirrups
10	2	14'-3 1/2"	Cap-Horizontal					PC13S0602	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"					Cap-Stirrups
11	36	12'-8 1/4"	Cap-Horizontal					PC13S0603	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"					Cap-Stirrups
13	18	35'-4 1/2"	Cap-Horizontal					PC13S0604	308	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"					Cap-Stirrups
14	2	9'-0 1/4"	Cap-Horizontal					PC13S0605	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"					Cap-Stirrups
15	2	16'-1 1/4"	Cap-Horizontal					PC13S0606	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"					Cap-Stirrups
16	2	12'-6 3/4"	Cap-Horizontal					PC13S0607	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"					Cap-Stirrups
17	2	8'-10 1/2"	Cap-Horizontal					PC13S0608	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"					Cap-Stirrups
18	2	15'-1 1/4"	Cap-Horizontal					PC13S0609	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"					Cap-Stirrups
19	2	9'-3 3/4"	Cap-Horizontal					PC13S0610	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"					Cap-Stirrups
20	2	7'-4 1/2"	Cap-Horizontal					PC13S0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrups
21	2	11'-2 1/4"	Cap-Horizontal					PC13S0612	2	29'-6 1/2"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"					Cap-Stirrups
22	2	15'-0"	Cap-Horizontal					PC13S0613	2	29'-7 1/2"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4"			1'-0"					Cap-Stirrups
								PC13S0614	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"					Cap-Stirrups
08	4	33'-10"	Cap-Top					PC13S0615	2	29'-8 1/2"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"					Cap-Stirrups
09	4	34'-8 1/2"	Cap-Top					PC13S0616	2	29'-9 1/2"	SC	1'-0"	9'-11 3/4"	7'-10"	9'-11 3/4"			1'-0"					Cap-Stirrups
10	4	35'-3 1/4"	Cap-Top					PC13S0801	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"		Cap-Horizontal
11	4	35'-7 3/4"	Cap-Top					PC13S0802	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"		Cap-Horizontal
12	4	35'-11"	Cap-Top					PC13S0803	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"		Cap-Horizontal
13	4	36'-0 3/4"	Cap-Top					PC13S0804	2	23'-10"	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"		Cap-Horizontal
14	2	36'-1 1/4"	Cap-Top					PC13S0805	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"		Cap-Horizontal
16	4	21'-3 3/4"	Cap-Bottom					PC13S0806	2	23'-6 1/4"	PE	5'-10"	11'-10 1/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"		Cap-Horizontal
17	8	16'-8 3/4"	Cap-Bottom					PC13S0807	2	23'-4 3/4"	PE	5'-10"	11'-8 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	3'-11 1/2"		Cap-Horizontal
								PC13S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	3'-10 1/4"		Cap-Horizontal
								PC13S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"					3'-1 1/4"	6'-2 1/2"	3'-9 1/4"		Cap-Horizontal
								PC13S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	226	338

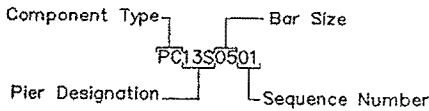
TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:



STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 13S (N.B.L. & S.B.L.)

SHEET 226 OF 338 AUGUSTA, MAINE 6/16/94

REINFORCING STEEL SCHEDULE - PIER 13S

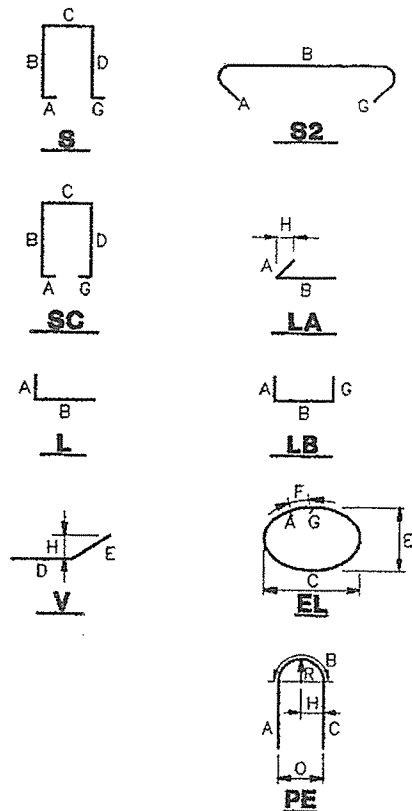
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0056(002)	264	278

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
								PC13S0501	2	14'-11 3/4"	V				7'-5 1/4"	7'-6 1/2"			7'-5 1/4"				Cap-Face
								PC13S0502	2	15'-0"	V				7'-5 1/2"	7'-6 1/2"			7'-5"				Cap-Face
								PC13S0503	4	19'-0 1/4"	V				9'-3"	9'-9 1/4"			1'-4 1/4"				Cap-Face
								PC13S0504	4	19'-1 1/2"	V				9'-3"	9'-10 1/2"			1'-11"				Cap-Face
								PC13S0505	2	15'-0 3/4"	V				7'-5 1/2"	7'-7 1/4"			7'-5"				Cap-Face
								PC13S0506	2	15'-1"	V				7'-5 3/4"	7'-7 1/4"			7'-4 3/4"				Cap-Face
								PC13S1101	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"						0'-0 3/4"				Cap-Top
								PC13S1102	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"						0'-1 1/2"				Cap-Top
								PC13S1103	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"						0'-1 3/4"				Cap-Top
								PC13S1104	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"						0'-2"				Cap-Top
								PC13S1105	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"						0'-2 1/4"				Cap-Top
								PC13S1106	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"						0'-2 1/4"				Cap-Top
								PC13S1107	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"						0'-2 1/4"				Cap-Top
								PC13S1115	4	28'-6 1/4"	V				6'-9"	21'-6 1/4"			4'-5 1/2"				Cap-Bottom
								PC13S1118	4	28'-0 3/4"	V				6'-9"	21'-3 3/4"			2'-8 3/4"				Cap-Bottom
								PC13S1119	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"						0'-2 1/4"				Cap-Top
								PC13S1120	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"						0'-2 3/4"				Cap-Top
								PC13S1121	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"						0'-3 1/4"				Cap-Top
								PC13S1122	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"						0'-3 1/2"				Cap-Top
								PC13S1123	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"						0'-3 1/2"				Cap-Top
								PC13S1124	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"						0'-3 3/4"				Cap-Top
								PC13S1125	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"						0'-3 3/4"				Cap-Top
								PC13S0401	52	6'-0"	LB	1'-7"	2'-10"						1'-7"				Cap-Pedestal
								PC13S0402	52	6'-7"	LB	1'-7"	3'-5"						1'-7"				Cap-Pedestal
								PC13S0403	8	14'-4"	LB	0'-9"	12'-10"						0'-9"				Cap-Face
								PC13S0404	2	12'-9 1/4"	V				3'-0"	9'-9 1/4"			1'-4 1/4"				Cap-Face
								PC13S0405	2	19'-2 1/4"	V				3'-0"	16'-2 1/4"			3'-4 1/4"				Cap-Face
								PC13S0406	2	18'-11 3/4"	V				3'-0"	15'-11 3/4"			2'-0 1/2"				Cap-Face
								PC13S0407	2	12'-10 1/2"	V				3'-0"	9'-10 1/2"			1'-11"				Cap-Face

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type ☐ Bar Size

PC13S0501

Pier Designation _____ Sequence Number _____

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 13S (N.B.L. & S.B.L.)**

SHEET 267 OF 338 AUGUSTA, MAINE 6/16/94

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DP1-0068(002)	114	115

BENT BARS

TYPE - BENDING DIAGRAMS

Figure 1 displays 12 diagrams illustrating various structural members and their supports:

- S**: A vertical member with a fixed support at the bottom (A) and a free end at the top (C). The member is labeled B at the top and D at the bottom.
- S2**: A horizontal member with a fixed support at the left end (A) and a free end at the right (G). The member is labeled B at the top.
- SC**: A vertical member with a fixed support at the bottom (A) and a free end at the top (C). The member is labeled B at the top and D at the bottom.
- LA**: A horizontal member with a roller support at the left end (A) and a free end at the right (B). The member is labeled H at the top.
- L**: A vertical member with a fixed support at the bottom (B) and a free end at the top (A).
- LB**: A horizontal member with a fixed support at the left end (B) and a free end at the right (G).
- V**: A vertical member with a roller support at the bottom (D) and a free end at the top (E). The member is labeled H at the top.
- EL**: An elliptical member with a fixed support at the bottom (C) and a free end at the top (A). The member is labeled F at the top and G at the bottom. The height is labeled E.
- PE**: A vertical member with a fixed support at the bottom (O) and a free end at the top (B). The member is labeled H at the top and C at the bottom. A horizontal force is applied at the top (B).

GENERAL NOTES

Component Type ☐ Bar Size

PC14S0501

Pier Designation Sequence Number

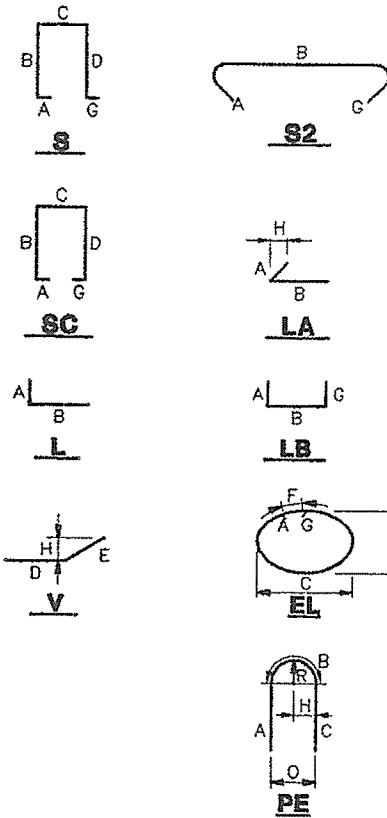
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**REINFORCING STEEL SCHEDULE
PIER 14S (N.B.L. & S.B.L.)**

REINFORCING STEEL SCHEDULE - PIER 14S

STRAIGHT BARS								BENT BARS															
K	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
								PC14S0806	2	23'-6 1/4"	PE	5'-10'	11'-10 1/4"	5'-10'					3'-1 1/4"	6'-2 1/2"	4'-0 1/2"		Cap-Horizontal
								PC14S0807	2	23'-4 3/4"	PE	5'-10'	11'-8 3/4"	5'-10'					3'-1 1/4"	6'-2 1/2"	3'-11 1/2"		Cap-Horizontal
								PC14S0808	2	23'-2 3/4"	PE	5'-10'	11'-6 3/4"	5'-10'					3'-1 1/4"	6'-2 1/2"	3'-10 1/4"		Cap-Horizontal
								PC14S0809	2	23'-1"	PE	5'-10'	11'-5"	5'-10'					3'-1 1/4"	6'-2 1/2"	3'-9 1/4"		Cap-Horizontal
								PC14S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal
								PC14S0501	2	14'-11 3/4"	V				7'-5 1/4"	7'-6 1/2"			7'-5 1/4"				Cap-Face
								PC14S0502	2	15'-0"	V				7'-5 1/2"	7'-6 1/2"			7'-5"				Cap-Face
								PC14S0503	4	19'-0 1/4"	V				9'-3"	9'-9 1/4"			1'-4 1/4"				Cap-Face
								PC14S0504	4	19'-1 1/2"	V				9'-3"	9'-10 1/2"			1'-11"				Cap-Face
								PC14S0505	2	15'-0 3/4"	V				7'-5 1/2"	7'-7 1/4"			7'-5"				Cap-Face
								PC14S0506	2	15'-1"	V				7'-5 3/4"	7'-7 1/4"			7'-4 3/4"				Cap-Face
								PC14S1101	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"						0'-0 3/4"				Cap-Top
								PC14S1102	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"						0'-1 1/2"				Cap-Top
								PC14S1103	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"						0'-1 3/4"				Cap-Top
								PC14S1104	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"						0'-2"				Cap-Top
								PC14S1105	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"						0'-2 1/4"				Cap-Top
								PC14S1106	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"						0'-2 1/4"				Cap-Top
								PC14S1107	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"						0'-2 1/4"				Cap-Top
								PC14S1115	4	28'-3 1/4"	V				6'-9"	21'-6 1/4"			4'-5 1/2"				Cap-Bottom
								PC14S1118	4	28'-0 3/4"	V				6'-9"	21'-3 3/4"			2'-8 3/4"				Cap-Bottom
								PC14S1119	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"						0'-2 1/4"				Cap-Top
								PC14S1120	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"						0'-2 3/4"				Cap-Top
								PC14S1121	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"						0'-3 1/4"				Cap-Top
								PC14S1122	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"						0'-3 1/2"				Cap-Top
								PC14S1123	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"						0'-3 1/2"				Cap-Top
								PC14S1124	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"						0'-3 3/4"				Cap-Top
								PC14S1125	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"						0'-3 3/4"				Cap-Top
								PC14S0401	35	5'-2"	LB	1'-7"	2'-0"					1'-7"					Cap-Pedestal
								PC14S0402	21	7'-6"	LB	1'-7"	4'-4"					1'-7"					Cap-Pedestal
								PC14S0403	8	14'-4"	LB	0'-9"	12'-10"					0'-9"					Cap-Face
								PC14S0404	2	12'-9 1/4"	V				3'-0"	9'-9 1/4"			1'-4 1/4"				Cap-Face
								PC14S0405	2	19'-2 1/4"	V				3'-0"	16'-2 1/4"			3'-4 1/4"				Cap-Face
								PC14S0406	2	18'-11 3/4"	V				3'-0"	15'-11 3/4"			2'-0 1/2"				Cap-Face
								PC14S0407	2	12'-10 1/2"	V				3'-0"	9'-10 1/2"			1'-11"				Cap-Face

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type: PC14S0501
Pier Designation: Sequence Number

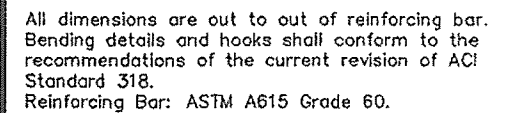
STEEL ALTERNATIVE SUBSTRUCTURE
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 14S (N.B.L. & S.B.L.)

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	270	338

BENT BARS

TYPE - BENDING DIAGRAMS



Bar mark nomenclature as follows:

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CUMBERLAND COUNTY

SHEET 270 OF 338 AUGUSTA, MAINE 6/16/94

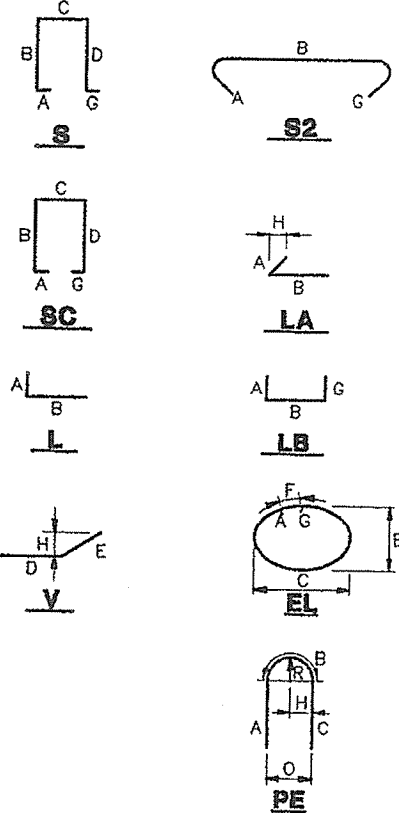
REINFORCING STEEL SCHEDULE - PIER 15S

STRAIGHT BARS

BENT BARS

K	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
								PC15S0807	2	23'-4 3/4"	PE	5'-10"	11'-8 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-11 1/2"	Cap-Horizontal
								PC15S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-10 1/4"	Cap-Horizontal
								PC15S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-9 1/4"	Cap-Horizontal
								PC15S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal
								PC15S0501	2	14'-11 3/4"	V				7'-5 1/4"	7'-6 1/2"			7'-5 1/4"				Cap-Face
								PC15S0502	2	15'-0"	V				7'-5 1/2"	7'-6 1/2"			7'-5"				Cap-Face
								PC15S0503	4	19'-0 1/4"	V				9'-3"	9'-9 1/4"			1'-4 1/4"				Cap-Face
								PC15S0504	4	19'-1 1/2"	V				9'-3"	9'-10 1/2"			1'-11"				Cap-Face
								PC15S0505	2	15'-0 3/4"	V				7'-5 1/2"	7'-7 1/4"			7'-5"				Cap-Face
								PC15S0506	2	15'-1"	V				7'-5 3/4"	7'-7 1/4"			7'-4 3/4"				Cap-Face
								PC15S1101	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"						0'-0 3/4"				Cap-Top
								PC15S1102	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"						0'-1 1/2"				Cap-Top
								PC15S1103	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"						0'-1 3/4"				Cap-Top
								PC15S1104	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"						0'-2"				Cap-Top
								PC15S1105	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"						0'-2 1/4"				Cap-Top
								PC15S1106	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"						0'-2 1/4"				Cap-Top
								PC15S1107	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"						0'-2 1/4"				Cap-Top
								PC15S1115	4	28'-3 1/4"	V				6'-9"	21'-6 1/4"			4'-5 1/2"				Cap-Bottom
								PC15S1118	4	28'-0 3/4"	V				6'-9"	21'-3 3/4"			2'-8 3/4"				Cap-Bottom
								PC15S1119	2	48'-4 3/4"	LA	2'-0"	46'-4 3/4"						0'-2 1/4"				Cap-Top
								PC15S1120	2	49'-3 1/4"	LA	2'-0"	47'-3 1/4"						0'-2 3/4"				Cap-Top
								PC15S1121	2	49'-10 1/4"	LA	2'-0 1/4"	47'-10"						0'-3 1/4"				Cap-Top
								PC15S1122	2	50'-2 3/4"	LA	2'-0 1/4"	48'-2 1/2"						0'-3 1/2"				Cap-Top
								PC15S1123	2	50'-5 3/4"	LA	2'-0 1/4"	48'-5 1/2"						0'-3 1/2"				Cap-Top
								PC15S1124	2	50'-7 3/4"	LA	2'-0 1/4"	48'-7 1/2"						0'-3 3/4"				Cap-Top
								PC15S1125	1	50'-8 1/4"	LA	2'-0 1/4"	48'-8"						0'-3 3/4"				Cap-Top
								PC15S0401	35	5'-2"	LB	1'-7"	2'-0"					1'-7"					Cap-Pedestal
								PC15S0402	21	7'-6"	LB	1'-7"	4'-4"					1'-7"					Cap-Pedestal
								PC15S0403	8	14'-4"	LB	0'-9"	3'-4"					0'-9"					Cap-Face
								PC15S0404	2	12'-9 1/4"	V				3'-0"	9'-9 1/4"			1'-4 1/4"				Cap-Face
								PC15S0405	2	19'-2 1/4"	V				3'-0"	16'-2 1/4"			3'-4 1/4"				Cap-Face
								PC15S0406	2	18'-11 3/4"	V				3'-0"	15'-11 3/4"			2'-0 1/2"				Cap-Face
								PC15S0407	2	12'-10 1/2"	V				3'-0"	9'-10 1/2"			1'-11"				Cap-Face

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type: PC15S0501
Pier Designation: Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 15S (N.B.L. & S.B.L.)

REINFORCING STEEL SCHEDULE - PIER 16S

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE	DPI-0066(002)	212	228

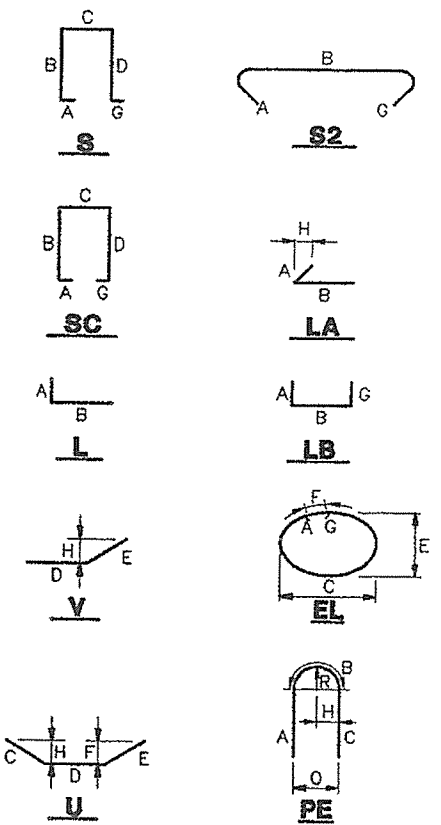
STRAIGHT BARS

	NO.	LENGTH	LOCATION	MARK
001	130	23'-4"	Footings	
002	173	23'-4"	Footings	
004	116	36'-1 1/2"	Footings	
005	144	41'-6 1/2"	Footings	
008	10	23'-4"	Footings	
009	20	37'-10"	Footings	
0101	116	41'-9 1/4"	Shaft (N.B.L.)	
002	116	35'-3 1/4"	Shaft (N.B.L.)	
003	116	41'-3 1/4"	Shaft (S.B.L.)	
004	58	59'-2 3/4"	Shaft (S.B.L.)	
1	56	28'-6 3/4"	Pier Protection	
3	32	12'-4"	Pier Protection	
5	8	4'-6 3/4"	Pier Protection	
6	8	3'-8 1/4"	Pier Protection	
7	8	3'-1 3/4"	Pier Protection	
8	8	2'-9 1/2"	Pier Protection	
9	8	2'-6 3/4"	Pier Protection	
0	8	2'-5 3/4"	Pier Protection	
1	4	2'-4 1/2"	Pier Protection	
2	2	10'-4"	Pier Protection	
5	2	7'-7 1/2"	Pier Protection	
5	4	5'-7 3/4"	Pier Protection	
3	4	4'-6 1/4"	Pier Protection	
7	4	3'-7 1/4"	Pier Protection	
8	4	3'-2"	Pier Protection	
9	2	37'-8 1/4"	Pier Protection	
0	2	34'-1 1/4"	Pier Protection	
1	2	32'-4 1/4"	Pier Protection	
2	2	31'-6 3/4"	Pier Protection	
7	4	29'-5 3/4"	Pier Protection	
3	4	30'-2 3/4"	Pier Protection	
1	144	13'-4"	Pier Protection	
10	2	14'-5"	Cap-Horizontal	
11	36	12'-8 1/4"	Cap-Horizontal	
13	18	36'-5 3/4"	Cap-Horizontal	
14	2	8'-11"	Cap-Horizontal	
15	2	16'-0 1/2"	Cap-Horizontal	

BENT BARS

	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
	208	9'-0"	LB	0'-10"	7'-4"					0'-10"				Footings
	116	18'-7"	L	2'-0"	16'-7"									Footings
	116	31'-7"	L	2'-0"	29'-7"									Footings
	468	32'-1"	EL	0'-10 3/4"		11'-4"		7'-4"	0'-7 1/2"	0'-10 3/4"				Shaft
	616	5'-5 3/4"	S2	0'-10 3/4"	3'-8 1/4"					0'-10 3/4"				Shaft
	936	8'-1 1/2"	S2	0'-10 3/4"	6'-4"					0'-10 3/4"				Shaft
	468	9'-0"	S2	0'-10 3/4"	7'-2 1/2"					0'-10 3/4"				Shaft
	936	10'-7 3/4"	S2	0'-10 3/4"	8'-11 1/4"					0'-10 3/4"				Shaft
	308	12'-11"	S2	0'-10 3/4"	11'-2 1/2"					0'-10 3/4"				Shaft
	28	15'-5 1/4"	U			5'-3 1/4"	4'-10 3/4"	5'-3 1/4"	3'-8 3/4"		3'-8 3/4"			Pier-Protection
	8	17'-5 3/4"	LB	6'-0"	5'-5 3/4"					6'-0"				Cap-Stirrups
	8	18'-0 3/4"	LB	6'-0"	6'-0 3/4"					6'-0"				Cap-Stirrups
	8	18'-3 3/4"	LB	6'-0"	6'-3 3/4"					6'-0"				Cap-Stirrups
	316	20'-3"	LB	6'-11 1/2"	6'-4"					6'-11 1/2"				Cap-Stirrups
	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"				Cap-Stirrups
	2	29'-2 1/2"	SC	1'-0"	9'-8 1/4"	7'-10"	9'-8 1/4"			1'-0"				Cap-Stirrups
	2	29'-3 1/2"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"				Cap-Stirrups
	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"				Cap-Stirrups
	2	29'-4 1/2"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"				Cap-Stirrups
	2	29'-5 1/2"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"				Cap-Stirrups
	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"				Cap-Stirrups
	2	29'-6 1/2"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"				Cap-Stirrups
	2	29'-7 1/2"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4"			1'-0"				Cap-Stirrups
	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"				Cap-Stirrups
	2	29'-8 1/2"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"				Cap-Stirrups
	2	29'-9 1/2"	SC	1'-0"	9'-11 3/4"	7'-10"	9'-11 3/4"			1'-0"				Cap-Stirrups
	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"				Cap-Stirrups
	2	24'-3 3/4"	PE	5'-10"	12'-7 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-6 1/4"	Cap-Horizontal
	2	24'-1 3/4"	PE	5'-10"	12'-5 3/4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-5"	Cap-Horizontal
	2	24'-0"	PE	5'-10"	12'-4"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-4"	Cap-Horizontal
	2	23'-10"	PE	5'-10"	12'-2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-2 3/4"	Cap-Horizontal
	2	23'-8 1/2"	PE	5'-10"	12'-0 1/2"	5'-10"					3'-1 1/4"	6'-2 1/2"	4'-1 3/4"	Cap-Horizontal

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type: PC16S0501
Pier Designation: 1
Sequence Number: 1

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 16S (N.B.L. & S.B.L.)

REINFORCING STEEL SCHEDULE - PIER 16S

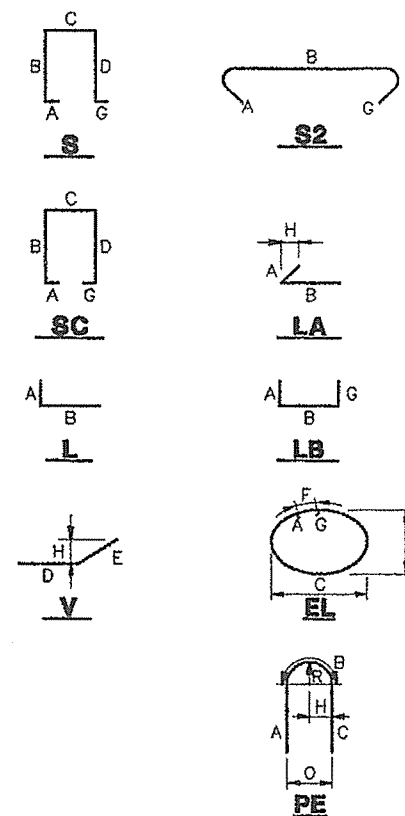
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	001-006B(002)	273	282

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
6	2	12'-4 1/4"	Cap-Horizontal					PC16S0806	2	23'-6 1/4"	PE	5'-10"	11'-10 1/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	4'-0 1/2"	Cap-Horizontal
7	2	9'-3 3/4"	Cap-Horizontal					PC16S0807	2	23'-4 3/4"	PE	5'-10"	11'-8 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-11 1/2"	Cap-Horizontal
8	2	15'-3"	Cap-Horizontal					PC16S0808	2	23'-2 3/4"	PE	5'-10"	11'-6 3/4"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-10 1/4"	Cap-Horizontal
9	2	9'-8 3/4"	Cap-Horizontal					PC16S0809	2	23'-1"	PE	5'-10"	11'-5"	5'-10"						3'-1 1/4"	6'-2 1/2"	3'-9 1/4"	Cap-Horizontal
10	2	7'-2 3/4"	Cap-Horizontal					PC16S0812	48	15'-6"	LB	1'-4"	12'-10"					1'-4"					Cap-Horizontal
21	2	11'-1 1/4"	Cap-Horizontal					PC16S0501	2	15'-0"	V				7'-5 1/4"	7'-6 3/4"				7'-5 1/4"			Cap-Face
22	2	14'-11 1/2"	Cap-Horizontal					PC16S0502	2	15'-0 1/4"	V				7'-5 1/2"	7'-6 3/4"				7'-5"			Cap-Face
								PC16S0503	4	19'-0 1/2"	V				9'-3"	9'-9 1/2"				1'-5"			Cap-Face
18	4	33'-10"	Cap-Top					PC16S0504	4	19'-1 1/2"	V				9'-3"	9'-10 1/2"				1'-10 1/2"			Cap-Face
19	4	34'-8 1/2"	Cap-Top					PC16S0505	2	15'-0 1/2"	V				7'-5 1/2"	7'-7"				7'-5"			Cap-Face
10	4	35'-3 1/4"	Cap-Top					PC16S0506	2	15'-0 3/4"	V				7'-5 3/4"	7'-7"				7'-4 3/4"			Cap-Face
11	4	35'-7 3/4"	Cap-Top																				
12	4	35'-11"	Cap-Top					PC16S1101	2	48'-11 1/2"	LA	2'-0"	46'-11 1/2"							0'-1"			Cap-Top
13	4	36'-0 3/4"	Cap-Top					PC16S1102	2	49'-9 3/4"	LA	2'-0"	47'-9 3/4"							0'-1 1/2"			Cap-Top
14	2	36'-1 1/4"	Cap-Top					PC16S1103	2	50'-4 3/4"	LA	2'-0 1/4"	48'-4 1/2"							0'-2"			Cap-Top
16	4	24'-0"	Cap-Bottom					PC16S1104	2	50'-9 1/2"	LA	2'-0 1/4"	48'-9 1/4"							0'-2 1/4"			Cap-Top
17	12	16'-0"	Cap-Bottom					PC16S1105	2	51'-0 1/2"	LA	2'-0 1/4"	49'-0 1/4"							0'-2 1/4"			Cap-Top
								PC16S1106	2	51'-2 1/4"	LA	2'-0 1/4"	49'-2"							0'-2 1/2"			Cap-Top
08	2	3'-5 1/4"	Cap-Bottom					PC16S1107	1	51'-3"	LA	2'-0 1/4"	49'-2 3/4"							0'-2 1/2"			Cap-Top
								PC16S1115	4	30'-3 1/2"	V				6'-9"	23'-6 1/2"				4'-8 1/4"			Cap-Bottom
								PC16S1118	4	30'-1 1/2"	V				6'-9"	23'-4 1/2"				3'-1 3/4"			Cap-Bottom
								PC16S1119	2	48'-11 1/2"	LA	2'-0"	46'-11 1/2"							0'-2"			Cap-Top
								PC16S1120	2	49'-9 3/4"	LA	2'-0"	47'-9 3/4"							0'-2 3/4"			Cap-Top
								PC16S1121	2	50'-4 3/4"	LA	2'-0 1/4"	48'-4 1/2"							0'-3"			Cap-Top
								PC16S1122	2	50'-9 1/2"	LA	2'-0 1/4"	48'-9 1/4"							0'-3 1/4"			Cap-Top
								PC16S1123	2	51'-0 1/2"	LA	2'-0 1/4"	49'-0 1/4"							0'-3 1/2"			Cap-Top
								PC16S1124	2	51'-2 1/4"	LA	2'-0 1/4"	49'-2"							0'-3 1/2"			Cap-Top
								PC16S1125	1	51'-3"	LA	2'-0 1/4"	49'-2 3/4"							0'-3 1/2"			Cap-Top
								PC16S0401	35	5'-2"	LB	1'-7"	2'-0"						1'-7"				Cap-Pedestal
								PC16S0402	21	7'-6"	LB	1'-7"	4'-4"						1'-7"				Cap-Pedestal
								PC16S0403	8	14'-4"	LB	0'-9"	12'-10"						0'-9"				Cap-Face
								PC16S0404	2	12'-9 1/2"	V				3'-0"	9'-9 1/2"				1'-5"			Cap-Face
								PC16S0405	2	19'-8 1/2"	V				3'-0"	18'-8 1/2"				3'-4"			Cap-Face
								PC16S0406	2	19'-6 1/2"	V				3'-0"	16'-6 1/2"				2'-2 3/4"			Cap-Face
								PC16S0407	2	12'-10 1/2"	V				3'-0"	9'-10 1/2"				1'-10 1/2"			Cap-Face

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type: PC16S0501 Bar Size: 1
Pier Designation: 16S Sequence Number: 01

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 16S (N.B.L. & S.B.L.)

SHEET 273 OF 282 AUGUSTA, MAINE 10/16/94

REINFORCING STEEL SCHEDULE - PIER 1N

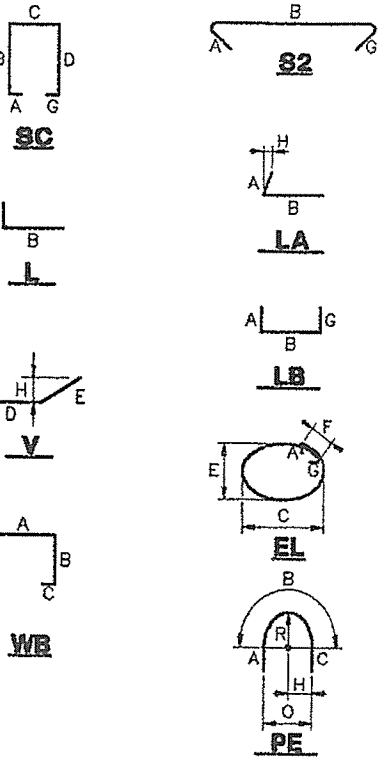
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	274	278

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
01	111	19'-4"	Footing					PF1N0502	26	19'-0"	WB	9'-10"	8'-4"	10"									Footing
03	13	32'-3"	Footing					PF1N0505	100	10'-0"	LB	10"	8'-4"					10"					Footing
04	28	38'-7"	Footing					PF1N1101	70	32'-6"	L	2'-0"	30'-6"										Footing
01	16	19'-4"	Footing					PF1N1102	70	42'-9"	L	2'-0"	40'-9"										Footing
02	32	39'-8"	Footing					PF1N1103	159	23'-4"	LB	2'-0"	19'-4"					2'-0"					Footing
05	78	60'-0"	Footing					PF1N1104	156	25'-8"	L	2'-0"	23'-8"										Footing
01	35	60'-4"	Shaft (S.B.L.)					PS1N0601	391	32'-0 $\frac{3}{4}$ "	EL	8"		11'-4"		7'-4"	1'-0 $\frac{3}{4}$ "	8"					Shaft
02	35	50'-1"	Shaft (S.B.L.)					PS1N0602	472	10'-8 $\frac{3}{4}$ "	S2	8"	9'-4 $\frac{3}{4}$ "					8"					Shaft
03	35	59'-10"	Shaft (N.B.L.)					PS1N0603	391	12'-7 $\frac{3}{4}$ "	S2	8"	11'-3 $\frac{3}{4}$ "					8"					Shaft
04	35	49'-7"	Shaft (N.B.L.)					PS1N0604	782	6'-11 $\frac{3}{4}$ "	S2	8"	5'-7 $\frac{3}{4}$ "					8"					Shaft
								PS1N0605	472	8'-2"	S2	8"	6'-10"					8"					Shaft
								PS1N0606	391	8'-8"	S2	8"	7'-4"					8"					Shaft
06	2	9'-5"	Cap-Face					PC1N0401	42	4'-6"	LB	1'-1"	2'-4"					1'-1"					Cap-Pedestal
								PC1N0402	28	6'-10"	LB	1'-1"	4'-8"					1'-1"					Cap-Pedestal
								PC1N0403	2	11'-5"	V				1'-6"	9'-11"			1'-11"				Cap-Face
								PC1N0404	4	16'-10"	LB	2'-0"	12'-10"					2'-0"					Cap-Face
								PC1N0405	2	19'-0"	V				1'-6"	17'-6"			2'-5 $\frac{1}{2}$ "				Cap-Face
								PC1N0407	2	19'-0"	V				1'-6"	17'-6"			2'-10 $\frac{3}{4}$ "				Cap-Face
								PC1N0408	2	11'-5"	V				1'-6"	9'-11"			1'-7 $\frac{3}{4}$ "				Cap-Face
								PC1N0501	8	13'-10"	V				6'-3"	7'-5"			7'-0 $\frac{1}{4}$ "				Cap-Face
								PC1N0502	8	19'-3"	V				9'-3"	9'-11"			1'-10 $\frac{7}{8}$ "				Cap-Face
								PC1N0503	8	19'-3"	V				9'-3"	9'-11"			1'-8 $\frac{3}{4}$ "				Cap-Face
								PC1N0504	8	13'-8"	V				6'-3"	7'-5"			7'-0 $\frac{7}{8}$ "				Cap-Face
								PC1N0601	4	15'-10"	LB	5'-9 $\frac{1}{4}$ "	4'-3"					5'-9 $\frac{1}{4}$ "					Cap-Stirrup
								PC1N0602	4	16'-3"	LB	5'-10"	4'-6 $\frac{1}{2}$ "					5'-10"					Cap-Stirrup
								PC1N0603	4	16'-7"	LB	5'-11"	4'-8 $\frac{1}{4}$ "					5'-11"					Cap-Stirrup
								PC1N0604	404	18'-6"	LB	6'-10 $\frac{1}{2}$ "	4'-8 $\frac{1}{2}$ "					6'-10 $\frac{1}{2}$ "					Cap-Stirrup
								PC1N0605	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{2}$ "	7'-10"	9'-10 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC1N0606	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{2}$ "	7'-10"	9'-10 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC1N0607	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{2}$ "	7'-10"	9'-10 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC1N0608	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{4}$ "	7'-10"	9'-10 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC1N0609	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{4}$ "	7'-10"	9'-10 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC1N0610	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrup

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
- Component Type — Bar Size
- Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

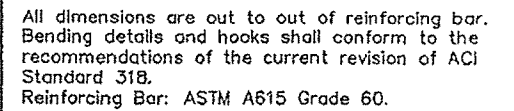
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 1N (N.B.L. & S.B.L.)

SHEET 274 OF 278 AUGUSTA, MAINE 6/74

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	275	338

TYPE - BENDING DIAGRAMS



1. Bar mark nomenclature as follows:

Component Type	PCIN0522	Bar Size
Pier Designation		Sequence Number

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CUMBERLAND COUNTY

**REINFORCING STEEL SCHEDULE
PIER 1N (N.B.L. & S.B.L.)**

SHEET 275 OF 338 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 2N

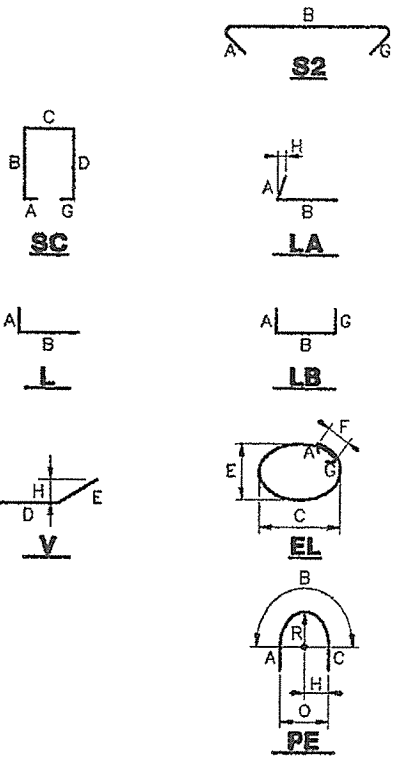
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0056(002)	276	278

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
1	80	26'-4"	Footing					PF2N0503	208	11'-0"	LB	10"	9'-4"					10"					Footing
2	100	26'-4"	Footing																				
1	48	26'-4"	Footing					PF2N0901	104	6'-8"	S2	1'-7"	3'-6"					1'-7"					Footing
2	48	26'-4"	Footing																				
3	156	26'-4"	Footing					PF2N1101	70	20'-7"	L	2'-0"	18'-7"										Footing
4	128	26'-4"	Footing					PF2N1102	70	30'-10"	L	2'-0"	28'-10"										Footing
1	35	55'-11"	Shaft (S.B.L.)					PS2N0601	326	33'-0 $\frac{3}{4}$ "	EL	8"		11'-4"		7'-4"	1'-0 $\frac{3}{4}$ "	8"					Shaft
2	35	45'-8"	Shaft (S.B.L.)					PS2N0602	486	10'-8 $\frac{3}{4}$ "	S2	8"	9'-4 $\frac{3}{4}$ "					8"					Shaft
3	35	54'-2"	Shaft (N.B.L.)					PS2N0603	326	12'-7 $\frac{3}{4}$ "	S2	8"	11'-3 $\frac{3}{4}$ "					8"					Shaft
4	35	43'-11"	Shaft (N.B.L.)					PS2N0604	652	6'-11 $\frac{3}{4}$ "	S2	8"	5'-7 $\frac{3}{4}$ "					8"					Shaft
								PS2N0605	486	8'-2"	S2	8"	6'-10"					8"					Shaft
								PS2N0606	326	8'-8"	S2	8"	7'-4"					8"					Shaft
06	2	14'-5"	Cap-Face					PC2N0401	42	5'-0"	LB	1'-4"	2'-4"					1'-4"					Cap-Pedestal
								PC2N0402	28	7'-4"	LB	1'-4"	4'-8"					1'-4"					Cap-Pedestal
								PC2N0403	2	11'-6"	V				10'-0"	1'-6"			4"				Cap-Face
								PC2N0404	4	16'-10"	LB	2'-0"	12'-10"					2'-0"					Cap-Face
								PC2N0405	2	17'-7"	V				16'-0"	1'-7"			2 $\frac{1}{4}$ "				Cap-Face
								PC2N0407	2	19'-9"	V				16'-6"	1'-6"			3 $\frac{3}{4}$ "				Cap-Face
								PC2N0408	2	11'-5"	V				9'-9 $\frac{3}{4}$ "	1'-7"			2 $\frac{1}{2}$ "				Cap-Face
								PC2N0501	8	13'-4"	V				6'-3"	7'-5"			6'-11 $\frac{1}{4}$ "				Cap-Face
								PC2N0502	8	19'-6"	V				9'-3"	10'-0"			2'-3 $\frac{1}{4}$ "				Cap-Face
								PC2N0503	8	19'-3"	V				9'-3"	9'-10"			1'-3 $\frac{1}{2}$ "				Cap-Face
								PC2N0504	8	13'-8"	V				6'-2"	7'-5"			7'-1 $\frac{3}{4}$ "				Cap-Face
								PC2N0601	4	15'-10"	LB	5'-9 $\frac{1}{4}$ "	4'-3"					5'-9 $\frac{1}{4}$ "					Cap-Stirrup
								PC2N0602	4	16'-3"	LB	5'-10 $\frac{1}{4}$ "	4'-6 $\frac{1}{2}$ "					5'-10 $\frac{1}{4}$ "					Cap-Stirrup
								PC2N0603	4	16'-7"	LB	5'-11"	4'-8 $\frac{1}{2}$ "					5'-11"					Cap-Stirrup
								PC2N0604	392	18'-8"	LB	6'-11 $\frac{1}{2}$ "	4'-8 $\frac{1}{2}$ "					6'-11 $\frac{1}{2}$ "					Cap-Stirrup
								PC2N0605	2	29'-11"	SC	1'-0"	10'-0 $\frac{1}{4}$ "	7'-10"	10'-0 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC2N0606	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"					Cap-Stirrup
								PC2N0607	2	29'-9"	SC	1'-0"	9'-11 $\frac{1}{2}$ "	7'-10"	9'-11 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC2N0608	2	29'-9"	SC	1'-0"	9'-11 $\frac{1}{4}$ "	7'-10"	9'-11 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC2N0609	2	29'-8"	SC	1'-0"	9'-10 $\frac{3}{4}$ "	7'-10"	9'-10 $\frac{3}{4}$ "			1'-0"					Cap-Stirrup
								PC2N0610	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{2}$ "	7'-10"	9'-10 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
- Component Type PC2N0502 Bar Size
- Pier Designation 2N Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 2N (N.B.L. & S.B.L.)

SHEET 276 OF 278 AUGUSTA, MAINE 6/74

REINFORCING STEEL SCHEDULE - PIER 2N

F.H.W.A. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	277	278

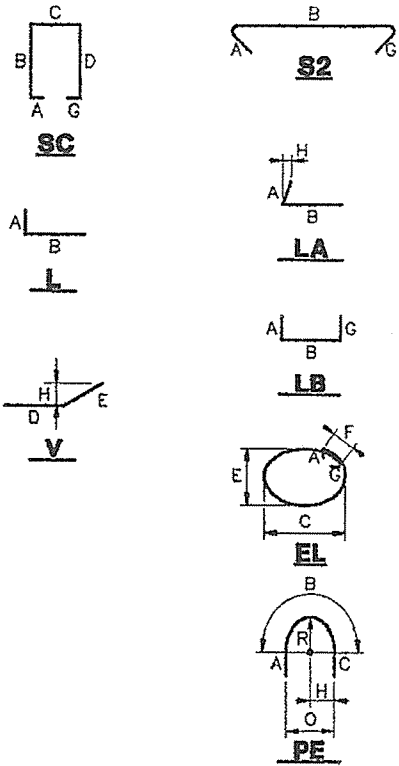
STRAIGHT BARS

NO.	LENGTH	LOCATION	MARK
5	62	12'-6"	Cap-Horizontal
7	28	47'-6"	Cap-Horizontal
8	2	9'-10"	Cap-Horizontal
9	2	7'-4"	Cap-Horizontal
10	2	4'-10"	Cap-Horizontal
21	2	15'-7"	Cap-Horizontal
22	2	12'-5"	Cap-Horizontal
23	2	9'-2"	Cap-Horizontal
24	2	6'-0"	Cap-Horizontal
25	2	15'-10"	Cap-Horizontal
26	2	13'-2"	Cap-Horizontal
27	2	10'-5"	Cap-Horizontal
28	2	7'-9"	Cap-Horizontal
29	2	5'-0"	Cap-Horizontal
30	2	5'-9"	Cap-Horizontal
31	2	8'-9"	Cap-Horizontal
32	2	11'-10"	Cap-Horizontal
39	4	31'-5"	Cap-Top
10	4	33'-8"	Cap-Top
11	4	34'-6"	Cap-Top
12	4	35'-1"	Cap-Top
13	4	35'-6"	Cap-Top
14	4	35'-9"	Cap-Top
15	4	35'-11"	Cap-Top
16	4	36'-0"	Cap-Top
18	8	32'-0"	Cap-Bottom
19	24	16'-0"	Cap-Bottom

BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
PC2N0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"				Cap-Stirrup
PC2N0612	2	29'-5"	SC	1'-0"	9'-9 1/2"	7'-10"	9'-9 1/2"			1'-0"				Cap-Stirrup
PC2N0613	2	29'-5"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"				Cap-Stirrup
PC2N0614	2	29'-4"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"				Cap-Stirrup
PC2N0615	2	29'-3"	SC	1'-0"	9'-8 1/2"	7'-10"	9'-8 1/2"			1'-0"				Cap-Stirrup
PC2N0616	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"				Cap-Stirrup
PC2N0617	2	29'-2"	SC	1'-0"	9'-7 3/4"	7'-10"	9'-7 3/4"			1'-0"				Cap-Stirrup
PC2N0618	4	16'-5"	LB	5'-10 1/2"	4'-8"					5'-10 1/2"				Cap-Stirrup
PC2N0619	4	16'-3"	LB	5'-10"	4'-6 1/4"					5'-10"				Cap-Stirrup
PC2N0620	4	15'-10"	LB	5'-9 1/4"	4'-3"					5'-9 1/4"				Cap-Stirrup
PC2N0701	2	20'-0"	PE	3'-11"	12'-1 1/2"	3'-11"					3'-1 1/4"		4'-6 1/2"	Cap-Horizontal
PC2N0702	2	19'-10"	PE	3'-11"	12'-0"	3'-11"					3'-1 1/4"		4'-5 3/4"	Cap-Horizontal
PC2N0703	2	19'-9"	PE	3'-11"	11'-10 3/4"	3'-11"					3'-1 1/4"		4'-5"	Cap-Horizontal
PC2N0704	2	19'-8"	PE	3'-11"	11'-9 1/2"	3'-11"					3'-1 1/4"		4'-4 1/4"	Cap-Horizontal
PC2N0705	2	19'-7"	PE	3'-11"	11'-8 1/4"	3'-11"					3'-1 1/4"		4'-3 1/2"	Cap-Horizontal
PC2N0706	2	19'-5"	PE	3'-11"	11'-7"	3'-11"					3'-1 1/4"		4'-2 3/4"	Cap-Horizontal
PC2N0707	2	19'-4"	PE	3'-11"	11'-5 3/4"	3'-11"					3'-1 1/4"		4'-2"	Cap-Horizontal
PC2N0708	2	19'-3"	PE	3'-11"	11'-4 1/2"	3'-11"					3'-1 1/4"		4'-1 1/4"	Cap-Horizontal
PC2N0709	2	19'-2"	PE	3'-11"	11'-3 1/4"	3'-11"					3'-1 1/4"		4'-0 1/2"	Cap-Horizontal
PC2N0710	2	19'-0"	PE	3'-11"	11'-2"	3'-11"					3'-1 1/4"		3'-11 3/4"	Cap-Horizontal
PC2N0711	2	18'-11"	PE	3'-11"	11'-0 3/4"	3'-11"					3'-1 1/4"		3'-11"	Cap-Horizontal
PC2N0712	2	18'-10"	PE	3'-11"	10'-11 1/2"	3'-11"					3'-1 1/4"		3'-10 1/4"	Cap-Horizontal
PC2N0713	2	18'-9"	PE	3'-11"	10'-10 1/4"	3'-11"					3'-1 1/4"		3'-9 1/2"	Cap-Horizontal
PC2N0714	2	18'-7"	PE	3'-11"	10'-9"	3'-11"					3'-1 1/4"		3'-8 3/4"	Cap-Horizontal
PC2N0716	76	19'-2"	LB	3'-2"	12'-10"						3'-2"			Cap-Horizontal
PC2N1101	4	51'-9"	LA	2'-0"	49'-9"						0"			Cap-Top
PC2N1102	4	54'-0"	LA	2'-0"	52'-0"						1/2"			Cap-Top
PC2N1103	4	54'-10"	LA	2'-0"	52'-10"						3/4"			Cap-Top
PC2N1104	4	55'-4"	LA	2'-0"	53'-4"						1"			Cap-Top
PC2N1105	4	55'-9"	LA	2'-0"	53'-9"						1 3/4"			Cap-Top
PC2N1106	4	56'-0"	LA	2'-0"	54'-0"						2"			Cap-Top
PC2N1107	4	56'-3"	LA	2'-0"	54'-3"						2 1/2"			Cap-Top
PC2N1108	4	56'-4"	LA	2'-0"	54'-4"						3"			Cap-Top
PC2N1117	8	29'-7"	V				6'-9"	22'-10"			2'-9 3/4"			Cap-Bottom
PC2N1120	8	29'-3"	V				6'-9"	22'-6"			4'-10 1/2"			Cap-Bottom

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
Component Type Bar Size
Pier Designation Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 2N (N.B.L. & S.B.L.)

SHEET 277 OF 278 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 3N

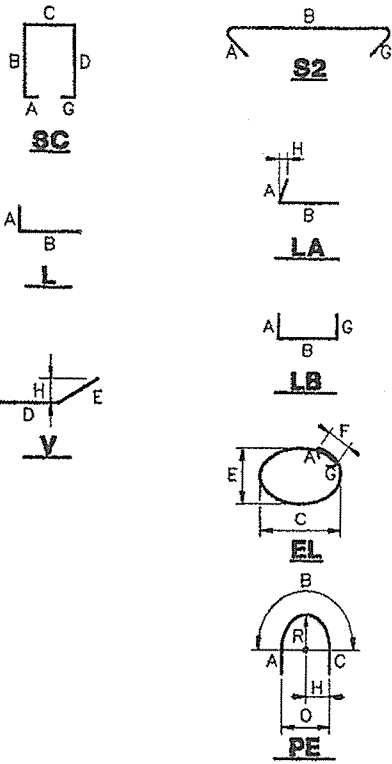
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	278	338

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
1	70	17'-4"	Footing					PF3N0503	188	9'-0"	LB	10"	7'-4"						10"				Footing
2	80	20'-4"	Footing																				
1	28	17'-4"	Footing																				
2	28	20'-4"	Footing																				
3	82	17'-4"	Footing					PF3N1101	70	18'-7"	L	2'-0"	16'-7"										Footing
4	104	20'-4"	Footing					PF3N1102	70	28'-10"	L	2'-0"	26'-10"										Footing
1	35	52'-1"	Shaft (S.B.L.)					PS3N0601	305	32'-0 $\frac{3}{4}$ "	EL	8"		11'-4"		7'-4"	1'-0 $\frac{3}{4}$ "	8"					Shaft
2	35	41'-10"	Shaft (S.B.L.)					PS3N0602	472	10'-8 $\frac{3}{4}$ "	S2	8"	9'-4 $\frac{3}{4}$ "					8"					Shaft
3	35	50'-5"	Shaft (N.B.L.)					PS3N0603	305	12'-7 $\frac{3}{4}$ "	S2	8"	11'-3 $\frac{3}{4}$ "					8"					Shaft
4	35	40'-2"	Shaft (N.B.L.)					PS3N0604	610	6'-11 $\frac{3}{4}$ "	S2	8"	5'-7 $\frac{3}{4}$ "					8"					Shaft
								PS3N0605	472	8'-2"	S2	8"	6'-10"					8"					Shaft
								PS3N0606	305	8'-8"	S2	8"	7'-4"					8"					Shaft
6	2	14'-5"	Cap-Face					PC3N0401	42	5'-0"	LB	1'-4"	2'-4"					1'-4"					Cap-Pedestal
								PC3N0402	28	7'-4"	LB	1'-4"	4'-8"					1'-4"					Cap-Pedestal
								PC3N0403	2	11'-6"	V				10'-0"	1'-6"			4"				Cap-Face
								PC3N0404	4	16'-10"	LB	2'-0"	12'-10"					2'-0"					Cap-Face
								PC3N0405	2	17'-7"	V				16'-0"	1'-7"			2 $\frac{1}{4}$ "				Cap-Face
								PC3N0407	2	17'-9"	V				16'-3"	1'-6"			3 $\frac{3}{4}$ "				Cap-Face
								PC3N0408	2	11'-5"	V				9'-9 $\frac{3}{4}$ "	1'-7"			2 $\frac{1}{2}$ "				Cap-Face
								PC3N0501	9	14'-0"	V				6'-3"	7'-5"			6'-11 $\frac{1}{2}$ "				Cap-Face
								PC3N0502	9	19'-3"	V				9'-3"	10'-0"			2'-2 $\frac{3}{4}$ "				Cap-Face
								PC3N0503	9	19'-3"	V				9'-3"	9'-10"			1'-3 $\frac{3}{4}$ "				Cap-Face
								PC3N0504	9	13'-8"	V				6'-2"	7'-5"			7'-1 $\frac{3}{4}$ "				Cap-Face
								PC3N0601	4	16'-0"	LB	5'-9 $\frac{1}{4}$ "	4'-4 $\frac{3}{4}$ "					5'-9 $\frac{1}{4}$ "					Cap-Stirrup
								PC3N0602	4	16'-5"	LB	5'-10 $\frac{1}{4}$ "	4'-7 $\frac{3}{4}$ "					5'-10 $\frac{1}{4}$ "					Cap-Stirrup
								PC3N0603	4	16'-8"	LB	5'-11"	4'-9 $\frac{1}{2}$ "					5'-11"					Cap-Stirrup
								PC3N0604	444	18'-9"	LB	6'-11 $\frac{1}{4}$ "	4'-9 $\frac{3}{4}$ "					6'-11 $\frac{1}{4}$ "					Cap-Stirrup
								PC3N0605	2	29'-11"	SC	1'-0"	10'-0 $\frac{1}{4}$ "	7'-10"	10'-0 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC3N0606	2	29'-10"	SC	1'-0"	9'-11 $\frac{3}{4}$ "	7'-10"	9'-11 $\frac{3}{4}$ "			1'-0"					Cap-Stirrup
								PC3N0607	2	29'-9"	SC	1'-0"	9'-11 $\frac{1}{2}$ "	7'-10"	9'-11 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC3N0608	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"					Cap-Stirrup
								PC3N0609	2	29'-8"	SC	1'-0"	9'-10 $\frac{3}{4}$ "	7'-10"	9'-10 $\frac{3}{4}$ "			1'-0"					Cap-Stirrup
								PC3N0610	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{4}$ "	7'-10"	9'-10 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
Component Type PC3N0522 Bar Size
Pier Designation 2 Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 3N (N.B.L. & S.B.L.)

SHEET 278 OF 338 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 3N

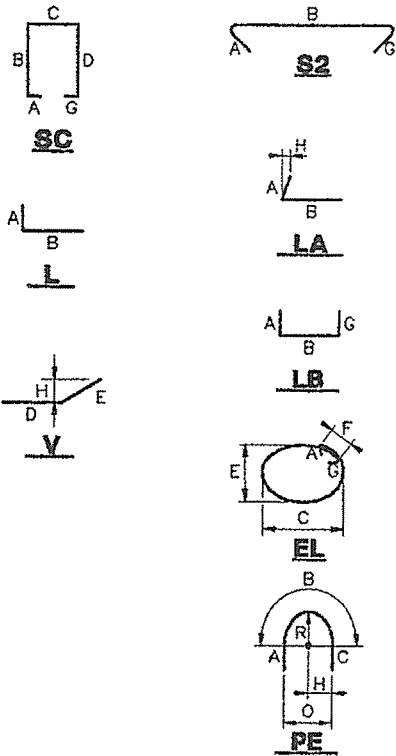
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	279	279

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
715	60	12'-6"	Cap-Horizontal					PC3N0611	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"				1'-0"				Cap-Stirrup
717	28	47'-6"	Cap-Horizontal					PC3N0612	2	29'-6"	SC	1'-0"	9'-9 $\frac{3}{4}$ "	7'-10"	9'-9 $\frac{3}{4}$ "				1'-0"				Cap-Stirrup
718	2	12'-4"	Cap-Horizontal					PC3N0613	2	29'-5"	SC	1'-0"	9'-9 $\frac{1}{4}$ "	7'-10"	9'-9 $\frac{1}{4}$ "				1'-0"				Cap-Stirrup
719	2	9'-10"	Cap-Horizontal					PC3N0614	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"				1'-0"				Cap-Stirrup
720	2	7'-4"	Cap-Horizontal					PC3N0615	2	29'-3"	SC	1'-0"	9'-8 $\frac{1}{2}$ "	7'-10"	9'-8 $\frac{1}{2}$ "				1'-0"				Cap-Stirrup
721	2	4'-10"	Cap-Horizontal					PC3N0616	2	29'-3"	SC	1'-0"	9'-8 $\frac{1}{4}$ "	7'-10"	9'-8 $\frac{1}{4}$ "				1'-0"				Cap-Stirrup
722	2	15'-7"	Cap-Horizontal					PC3N0617	2	29'-2"	SC	1'-0"	9'-7 $\frac{3}{4}$ "	7'-10"	9'-7 $\frac{3}{4}$ "				1'-0"				Cap-Stirrup
723	2	12'-5"	Cap-Horizontal					PC3N0618	4	16'-5"	LB	5'-10 $\frac{1}{2}$ "	4'-8"					5'-10 $\frac{1}{2}$ "				Cap-Stirrup	
724	2	9'-2"	Cap-Horizontal					PC3N0619	4	16'-3"	LB	5'-10"	4'-6 $\frac{1}{4}$ "					5'-10"				Cap-Stirrup	
725	2	6'-0"	Cap-Horizontal					PC3N0620	4	15'-10"	LB	5'-9 $\frac{1}{4}$ "	4'-3"					5'-9 $\frac{1}{4}$ "				Cap-Stirrup	
726	2	15'-10"	Cap-Horizontal					PC3N0621	4	15'-10"	LB	5'-9 $\frac{1}{4}$ "	4'-3"					5'-9 $\frac{1}{4}$ "				Cap-Stirrup	
727	2	13'-2"	Cap-Horizontal					PC3N0701	2	20'-0"	PE	3'-11"	12'-1 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-6 $\frac{1}{2}$ "	Cap-Horizontal	
728	2	10'-5"	Cap-Horizontal					PC3N0702	2	19'-10"	PE	3'-11"	12'-0"	3'-11"					3'-1 $\frac{1}{4}$ "		4'-5 $\frac{3}{4}$ "	Cap-Horizontal	
729	2	7'-8"	Cap-Horizontal					PC3N0703	2	19'-9"	PE	3'-11"	11'-10 $\frac{3}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-5"	Cap-Horizontal	
730	2	5'-0"	Cap-Horizontal					PC3N0704	2	19'-8"	PE	3'-11"	11'-9 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-4 $\frac{1}{4}$ "	Cap-Horizontal	
731	2	11'-10"	Cap-Horizontal					PC3N0705	2	19'-7"	PE	3'-11"	11'-8 $\frac{1}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-3 $\frac{1}{2}$ "	Cap-Horizontal	
732	2	8'-10"	Cap-Horizontal					PC3N0706	2	19'-5"	PE	3'-11"	11'-7"	3'-11"					3'-1 $\frac{1}{4}$ "		4'-2 $\frac{3}{4}$ "	Cap-Horizontal	
733	2	5'-10"	Cap-Horizontal					PC3N0707	2	19'-4"	PE	3'-11"	11'-5 $\frac{3}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-2"	Cap-Horizontal	
110	4	31'-5"	Cap-Top					PC3N0708	2	19'-3"	PE	3'-11"	11'-4 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-1 $\frac{1}{4}$ "	Cap-Horizontal	
111	4	33'-8"	Cap-Top					PC3N0709	2	19'-2"	PE	3'-11"	11'-3 $\frac{1}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-0 $\frac{1}{2}$ "	Cap-Horizontal	
112	4	34'-5"	Cap-Top					PC3N0710	2	19'-0"	PE	3'-11"	11'-2"	3'-11"					3'-1 $\frac{1}{4}$ "		3'-11 $\frac{3}{4}$ "	Cap-Horizontal	
113	4	35'-0"	Cap-Top					PC3N0711	2	18'-11"	PE	3'-11"	11'-0 $\frac{3}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		3'-11"	Cap-Horizontal	
114	4	35'-5"	Cap-Top					PC3N0712	2	18'-10"	PE	3'-11"	10'-11 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		3'-10 $\frac{1}{4}$ "	Cap-Horizontal	
115	4	35'-8"	Cap-Top					PC3N0713	2	18'-9"	PE	3'-11"	10'-10 $\frac{1}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		3'-9 $\frac{1}{2}$ "	Cap-Horizontal	
116	4	35'-11"	Cap-Top					PC3N0714	2	18'-7"	PE	3'-11"	10'-9"	3'-11"					3'-1 $\frac{1}{4}$ "		3'-8 $\frac{3}{4}$ "	Cap-Horizontal	
117	4	36'-0"	Cap-Top					PC3N0716	76	19'-2"	LB	3'-2"	12'-10"					3'-2"				Cap-Horizontal	
118	2	36'-1"	Cap-Top					PC3N1101	4	51'-9"	LA	2'-0"	49'-9"						0"			Cap-Top	
120	9	32'-0"	Cap-Bottom					PC3N1102	4	53'-11"	LA	2'-0"	51'-11"						$\frac{1}{2}$ "			Cap-Top	
121	25	16'-0"	Cap-Bottom					PC3N1103	4	54'-9"	LA	2'-0"	52'-9"						$\frac{3}{4}$ "			Cap-Top	
								PC3N1104	4	55'-3"	LA	2'-0"	53'-3"						1"			Cap-Top	
								PC3N1105	4	55'-8"	LA	2'-0"	53'-8"						1 $\frac{3}{4}$ "			Cap-Top	
								PC3N1106	4	55'-11"	LA	2'-0"	53'-11"						2"			Cap-Top	
								PC3N1107	4	56'-2"	LA	2'-0"	54'-2"						2 $\frac{1}{2}$ "			Cap-Top	
								PC3N1108	4	56'-3"	LA	2'-0"	54'-3"						2 $\frac{3}{4}$ "			Cap-Top	
								PC3N1109	2	56'-4"	LA	2'-0"	54'-4"						3"			Cap-Top	
								PC3N1119	9	29'-7"	V				6'-9"	22'-10"			2'-10 $\frac{1}{4}$ "			Cap-Bottom	
								PC3N1122	9	29'-3"	V				6'-9"	22'-6"			4'-9 $\frac{3}{4}$ "			Cap-Bottom	

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
Component Type ☐ Bar Size ☐
Pier Designation ☐ Sequence Number ☐

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE PIER 3N (N.B.L. & S.B.L.)
SHEET 279 OF 279 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 4N

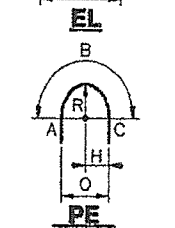
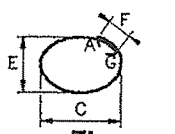
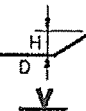
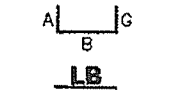
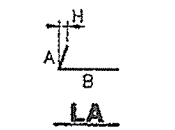
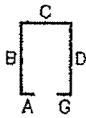
F.I.L.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0058(002)	200	390

STRAIGHT BARS

BENT BARS



	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
11	64	29'-4"	Footing					PF4N0503	136	9'-0"	LB	10"	7'-4"					10"					Footing
12	92	20'-4"	Footing																				
11	28	29'-4"	Footing					PF4N0901	76	6'-9"	S2	1'-7"	3'-6"					1'-7"					Footing
12	28	20'-4"	Footing																				
13	160	29'-4"	Footing					PF4N1101	70	18'-7"	L	2'-0"	16'-7"										Footing
14	116	20'-4"	Footing					PF4N1102	70	28'-10"	L	2'-0"	26'-10"										Footing
11	35	45'-10"	Shaft (S.B.L.)					PS4N0601	280	32'-0 $\frac{3}{4}$ "	EL	8"		11'-4"		7'-4"	1'-0 $\frac{3}{4}$ "	8"					Shaft
12	35	35'-7"	Shaft (S.B.L.)					PS4N0602	472	10'-3 $\frac{3}{4}$ "	S2	8"	9'-4 $\frac{3}{4}$ "					8"					Shaft
13	35	44'-5"	Shaft (N.B.L.)					PS4N0603	280	12'-7 $\frac{3}{4}$ "	S2	8"	11'-3 $\frac{3}{4}$ "					8"					Shaft
14	35	34'-2"	Shaft (N.B.L.)					PS4N0604	560	6'-11 $\frac{3}{4}$ "	S2	8"	5'-7 $\frac{3}{4}$ "					8"					Shaft
								PS4N0605	472	8'-2"	S2	8"	6'-10"					8"					Shaft
								PS4N0606	280	8'-8"	S2	8"	7'-4"					8"					Shaft
								PC4N0401	30	7'-0"	LB	1'-2"	4'-8"					1'-2"					Cap-Pedestal
								PC4N0402	30	5'-8"	LB	1'-10"	2'-0"					1'-10"					Cap-Pedestal
								PC4N0403	42	7'-2"	LB	1'-10"	3'-6"					1'-10"					Cap-Pedestal
								PC4N0404	2	11'-6"	V				10'-0"	1'-6"			4"				Cap-Face
								PC4N0405	4	16'-10"	LB	2'-0"	12'-10"					2'-0"					Cap-Face
								PC4N0406	2	17'-7"	V				16'-0"	1'-7"			2 $\frac{1}{4}$ "				Cap-Face
								PC4N0407	2	17'-9"	V				16'-3"	1'-6"			3 $\frac{3}{4}$ "				Cap-Face
								PC4N0408	2	11'-5"	V				9'-9 $\frac{3}{4}$ "	1'-7"			2 $\frac{1}{2}$ "				Cap-Face
								PC4N0501	4	15'-5"	LB	5'-9 $\frac{1}{4}$ "	3'-10 $\frac{1}{4}$ "					5'-9 $\frac{1}{4}$ "					Cap-Stirrup
								PC4N0502	4	15'-11"	LB	5'-10 $\frac{1}{4}$ "	4'-1 $\frac{3}{4}$ "					5'-10 $\frac{1}{4}$ "					Cap-Stirrup
								PC4N0503	4	16'-2"	LB	5'-11"	4'-3 $\frac{1}{4}$ "					5'-11"					Cap-Stirrup
								PC4N0504	268	18'-3"	LB	6'-11 $\frac{1}{4}$ "	4'-3 $\frac{3}{4}$ "					6'-11 $\frac{1}{4}$ "					Cap-Stirrup
								PC4N0505	2	29'-11"	SC	1'-0"	10'-0 $\frac{1}{4}$ "	7'-10"	10'-0 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC4N0506	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"					Cap-Stirrup
								PC4N0507	2	29'-9"	SC	1'-0"	9'-11 $\frac{1}{2}$ "	7'-10"	9'-11 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC4N0508	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"					Cap-Stirrup
								PC4N0509	2	29'-8"	SC	1'-0"	9'-10 $\frac{3}{4}$ "	7'-10"	9'-10 $\frac{3}{4}$ "			1'-0"					Cap-Stirrup
								PC4N0510	2	29'-7"	SC	1'-0"	9'-10 $\frac{1}{4}$ "	7'-10"	9'-10 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup
								PC4N0511	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"					Cap-Stirrup
								PC4N0512	2	29'-5"	SC	1'-0"	9'-9 $\frac{1}{2}$ "	7'-10"	9'-9 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
								PC4N0513	2	29'-5"	SC	1'-0"	9'-9 $\frac{1}{4}$ "	7'-10"	9'-9 $\frac{1}{4}$ "			1'-0"					Cap-Stirrup

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
Component Type  Bar Size
Pier Designation  Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 4N (N.B.L. & S.B.L.)

SHEET 200 OF 390 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 4N

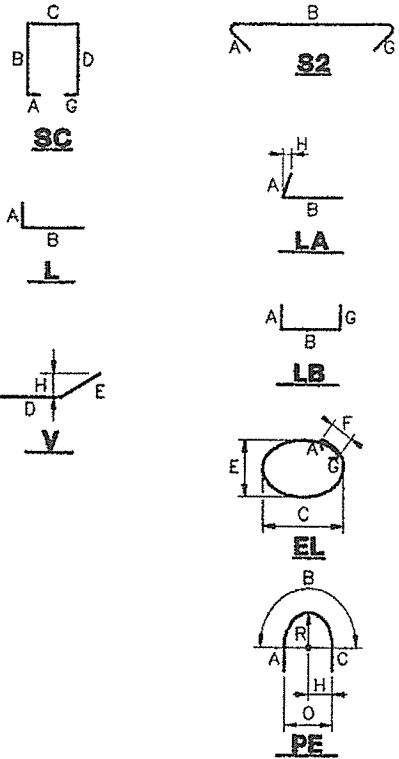
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	261	338

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
15	60	12'-6"	Cap-Horizontal					PC4N0514	2	29'-4"	SC	1'-0"	9'-8 $\frac{3}{4}$ "	7'-10"	9'-8 $\frac{3}{4}$ "			1'-0"					Cap-Stirrup
17	28	35'-6"	Cap-Horizontal					PC4N0515	2	29'-3"	SC	1'-0"	9'-8 $\frac{1}{2}$ "	7'-10"	9'-8 $\frac{1}{2}$ "			1'-0"					Cap-Stirrup
18	2	12'-4"	Cap-Horizontal					PC4N0516	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"					Cap-Stirrup
19	2	9'-10"	Cap-Horizontal					PC4N0517	2	29'-2"	SC	1'-0"	9'-7 $\frac{3}{4}$ "	7'-10"	9'-7 $\frac{3}{4}$ "			1'-0"					Cap-Stirrup
20	2	7'-4"	Cap-Horizontal					PC4N0518	4	16'-1"	LB	5'-10 $\frac{3}{4}$ "	4'-3 $\frac{1}{4}$ "					5'-10 $\frac{3}{4}$ "					Cap-Stirrup
21	2	4'-10"	Cap-Horizontal					PC4N0519	4	15'-10"	LB	5'-10"	4'-1 $\frac{3}{4}$ "					5'-10"					Cap-Stirrup
22	2	15'-7"	Cap-Horizontal					PC4N0520	4	15'-5"	LB	5'-9 $\frac{1}{4}$ "	3'-10 $\frac{1}{4}$ "					5'-9 $\frac{1}{4}$ "					Cap-Stirrup
23	2	12'-4"	Cap-Horizontal					PC4N0521	7	13'-8"	V				6'-3"	7'-5"			6'-11 $\frac{1}{4}$ "				Cap-Face
24	2	9'-2"	Cap-Horizontal					PC4N0522	7	19'-3"	V				9'-3"	10'-0"			2'-3 $\frac{1}{2}$ "				Cap-Face
25	2	5'-11"	Cap-Horizontal					PC4N0523	7	19'-0"	V				9'-3"	9'-10"			1'-3 $\frac{1}{2}$ "				Cap-Face
26	2	15'-10"	Cap-Horizontal					PC4N0524	7	13'-7"	V				6'-2"	7'-7 $\frac{1}{3}$ "			7'-1 $\frac{3}{4}$ "				Cap-Face
27	2	13'-2"	Cap-Horizontal					PC4N0701	2	20'-0"	PE	3'-11"	12'-1 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-6 $\frac{1}{2}$ "		Cap-Horizontal
28	2	10'-5"	Cap-Horizontal					PC4N0702	2	19'-10"	PE	3'-11"	12'-0"	3'-11"					3'-1 $\frac{1}{4}$ "		4'-5 $\frac{3}{4}$ "		Cap-Horizontal
29	2	7'-9"	Cap-Horizontal					PC4N0703	2	19'-9"	PE	3'-11"	11'-10 $\frac{3}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-5"		Cap-Horizontal
30	2	5'-0"	Cap-Horizontal					PC4N0704	2	19'-8"	PE	3'-11"	11'-9 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-4 $\frac{1}{4}$ "		Cap-Horizontal
31	2	11'-10"	Cap-Horizontal					PC4N0705	2	19'-7"	PE	3'-11"	11'-8 $\frac{1}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-3 $\frac{1}{2}$ "		Cap-Horizontal
32	2	8'-9"	Cap-Horizontal					PC4N0706	2	19'-5"	PE	3'-11"	11'-7"	3'-11"					3'-1 $\frac{1}{4}$ "		4'-2 $\frac{3}{4}$ "		Cap-Horizontal
33	2	5'-9"	Cap-Horizontal					PC4N0707	2	19'-4"	PE	3'-11"	11'-5 $\frac{3}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-2"		Cap-Horizontal
301	26	15'-4"	Cap-Bottom					PC4N0708	2	19'-3"	PE	3'-11"	11'-4 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-1 $\frac{1}{4}$ "		Cap-Horizontal
302	12	19'-10"	Cap-Bottom					PC4N0709	2	19'-2"	PE	3'-11"	11'-3 $\frac{1}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		4'-0 $\frac{1}{2}$ "		Cap-Horizontal
308	4	31'-6"	Cap-Top					PC4N0710	2	19'-0"	PE	3'-11"	11'-2"	3'-11"					3'-1 $\frac{1}{4}$ "		3'-11 $\frac{3}{4}$ "		Cap-Horizontal
309	4	34'-0"	Cap-Top					PC4N0711	2	18'-11"	PE	3'-11"	11'-0 $\frac{3}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		3'-11"		Cap-Horizontal
310	4	34'-10"	Cap-Top					PC4N0712	2	18'-10"	PE	3'-11"	10'-11 $\frac{1}{2}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		3'-10 $\frac{1}{4}$ "		Cap-Horizontal
311	4	35'-5"	Cap-Top					PC4N0713	2	18'-9"	PE	3'-11"	10'-10 $\frac{1}{4}$ "	3'-11"					3'-1 $\frac{1}{4}$ "		3'-9 $\frac{1}{2}$ "		Cap-Horizontal
312	4	35'-9"	Cap-Top					PC4N0714	2	18'-7"	PE	3'-11"	10'-9"	3'-11"					3'-1 $\frac{1}{4}$ "		3'-8 $\frac{3}{4}$ "		Cap-Horizontal
313	4	36'-0"	Cap-Top					PC4N0716	76	19'-2"	LB	3'-2"	12'-10"					3'-2"					Cap-Horizontal
314	2	36'-1"	Cap-Top					PC4N0903	7	26'-9"	V				6'-9"	20'-0"			2'-5 $\frac{1}{4}$ "				Cap-Bottom
								PC4N0904	7	27'-0"	V				6'-9"	20'-5"			4'-3 $\frac{1}{2}$ "				Cap-Bottom
								PC4N1101	4	45'-9"	LA	2'-0"	43'-9"						0"				Cap-Top
								PC4N1102	4	48'-3"	LA	2'-0"	46'-3"						$\frac{1}{2}$ "				Cap-Top
								PC4N1103	4	49'-1"	LA	2'-0"	47'-1"						$\frac{3}{4}$ "				Cap-Top
								PC4N1104	4	49'-8"	LA	2'-0"	47'-8"						1"				Cap-Top
								PC4N1105	4	50'-0"	LA	2'-0"	48'-0"						1 $\frac{3}{4}$ "				Cap-Top
								PC4N1106	4	50'-3"	LA	2'-0"	48'-3"						2"				Cap-Top
								PC4N1107	2	50'-4"	LA	2'-0"	48'-4"						2 $\frac{1}{2}$ "				Cap-Top

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
Component Type Bar Size
Pier Designation Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE PIER 4N (N.B.L. & S.B.L.)
SHEET 261 OF 338 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 5N

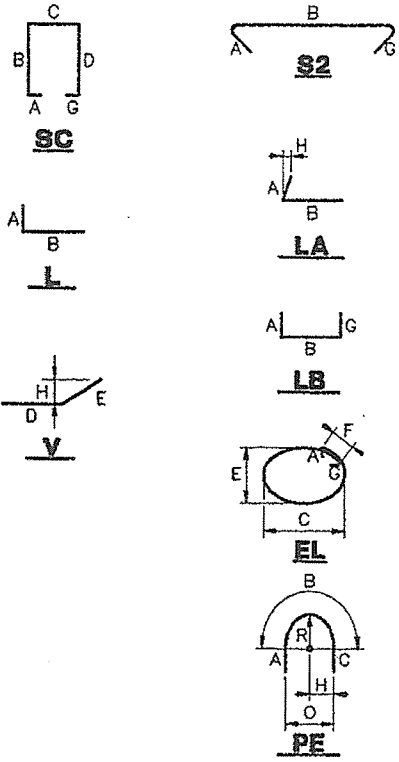
PLAN NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)	282	286

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
01	108	26'-4"	Footing	PF5N0802	48	26'-4"	Footing	PF5N0503	256	11'-0"	LB	10"	9'-4"					10"				Footing
02	100	26'-4"	Footing	PF5N1102	128	26'-4"	Footing															
01	48	26'-4"	Footing	PF5N1103	128	26'-4"	Footing	PF5N1101	140	23'-9"	L	2'-0"	21'-9"									Footing
01	70	38'-2"	Shaft (S.B.L.)					PS5N0601	264	32'-0 3/4"	EL	8"		11'-4"		7'-4"	1'-0 3/4"	8"				Shaft
02	70	37'-1"	Shaft (N.B.L.)					PS5N0602	528	10'-8 3/4"	S2	8"	9'-4 3/4"					8"				Shaft
								PS5N0603	264	12'-7 3/4"	S2	8"	11'-3 3/4"					8"				Shaft
								PS5N0604	528	6'-11 3/4"	S2	8"	5'-7 3/4"					8"				Shaft
								PS5N0605	528	8'-2"	S2	8"	6'-10"					8"				Shaft
								PS5N0606	264	8'-8"	S2	8"	7'-4"					8"				Shaft
								PC5N0401	42	5'-2"	LB	1'-3"	2'-8"					1'-3"				Cap-Pedestal
								PC5N0402	24	8'-2"	LB	1'-3"	5'-8"					1'-3"				Cap-Pedestal
								PC5N0403	2	11'-6"	V				1'-6"	10'-0"			2'-2 1/4"			Cap-Face
								PC5N0404	4	16'-10"	LB	2'-0"	12'-10"					2'-0"				Cap-Face
								PC5N0405	2	17'-7"	V				1'-7"	16'-0"			2'-1"			Cap-Face
								PC5N0406	2	17'-9"	V				1'-6"	16'-3"			3'-3 3/4"			Cap-Face
								PC5N0407	2	11'-5"	V				1'-7"	9'-10"			1'-4 1/2"			Cap-Face
								PC5N0501	6	13'-8"	V				6'-3"	7'-5"			6'-11 1/2"			Cap-Face
								PC5N0502	6	19'-3"	V				9'-3"	10'-0"			2'-2 1/4"			Cap-Face
								PC5N0503	6	19'-1"	V				9'-3"	9'-10"			1'-3 1/2"			Cap-Face
								PC5N0504	6	13'-7"	V				6'-2"	7'-5"			7'-1 1/2"			Cap-Face
								PC5N0601	4	15'-10"	LB	5'-9 1/4"	4'-3 1/2"					5'-9 1/4"				Cap-Stirrup
								PC5N0602	4	16'-2"	LB	5'-9 3/4"	4'-5 3/4"					5'-9 3/4"				Cap-Stirrup
								PC5N0603	4	16'-4"	LB	5'-10 1/4"	4'-7 1/4"					5'-10 1/4"				Cap-Stirrup
								PC5N0604	4	16'-5"	LB	5'-10 3/4"	4'-8"					5'-10 3/4"				Cap-Stirrup
								PC5N0605	4	16'-8"	LB	5'-11 1/4"	4'-8 3/4"					5'-11 1/4"				Cap-Stirrup
								PC5N0606	432	18'-7"	LB	6'-11"	4'-8 3/4"					6'-11"				Cap-Stirrup
								PC5N0607	2	29'-10"	SC	1'-0"	10'-0"	7'-10"	10'-0"			1'-0"				Cap-Stirrup
								PC5N0608	2	29'-9"	SC	1'-0"	9'-11 1/2"	7'-10"	9'-11 1/2"			1'-0"				Cap-Stirrup
								PC5N0609	2	29'-9"	SC	1'-0"	9'-11 1/4"	7'-10"	9'-11 1/4"			1'-0"				Cap-Stirrup
								PC5N0610	2	29'-8"	SC	1'-0"	9'-11"	7'-10"	9'-11"			1'-0"				Cap-Stirrup
								PC5N0611	2	29'-8"	SC	1'-0"	9'-10 3/4"	7'-10"	9'-10 3/4"			1'-0"				Cap-Stirrup
								PC5N0612	2	29'-7"	SC	1'-0"	9'-10 1/4"	7'-10"	9'-10 1/4"			1'-0"				Cap-Stirrup
								PC5N0613	2	29'-6"	SC	1'-0"	9'-10"	7'-10"	9'-10"			1'-0"				Cap-Stirrup
								PC5N0614	2	29'-6"	SC	1'-0"	9'-9 3/4"	7'-10"	9'-9 3/4"			1'-0"				Cap-Stirrup

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

1. Bar mark nomenclature as follows:
- Component Type PC1N0522 Bar Size
- Pier Designation 282 Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 5N (N.B.L. & S.B.L.)

SHEET 282 OF 286 AUGUSTA, MAINE 6/79

REINFORCING STEEL SCHEDULE - PIER 5N

F.H.W.A. REF. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0058(002)	203	220

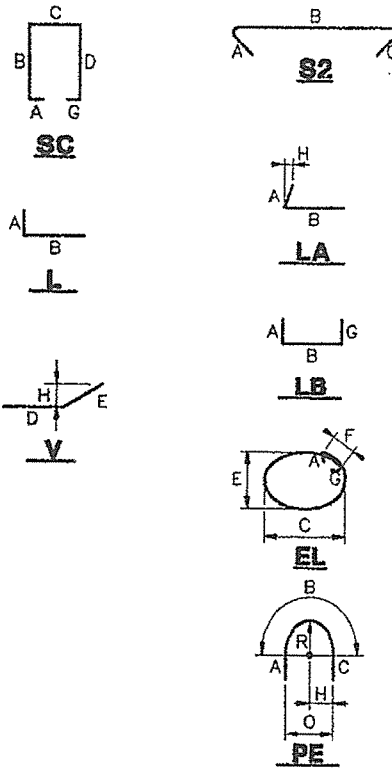
STRAIGHT BARS

K	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION
715	60	12'-6"	Cap-Horizontal				
717	28	35'-6"	Cap-Horizontal				
718	2	12'-4"	Cap-Horizontal				
719	2	9'-9"	Cap-Horizontal				
720	2	7'-3"	Cap-Horizontal				
721	2	4'-8"	Cap-Horizontal				
722	2	15'-7"	Cap-Horizontal				
723	2	12'-5"	Cap-Horizontal				
724	2	9'-3"	Cap-Horizontal				
725	2	6'-1"	Cap-Horizontal				
726	2	15'-10"	Cap-Horizontal				
727	2	13'-1"	Cap-Horizontal				
728	2	10'-4"	Cap-Horizontal				
729	2	7'-7"	Cap-Horizontal				
730	2	4'-10"	Cap-Horizontal				
731	2	11'-11"	Cap-Horizontal				
732	2	8'-11"	Cap-Horizontal				
733	2	5'-11"	Cap-Horizontal				
001	22	16'-8"	Cap-Bottom				
002	10	21'-2"	Cap-Bottom				
111	4	31'-6"	Cap-Top				
112	4	33'-6"	Cap-Top				
113	4	34'-3"	Cap-Top				
114	4	34'-10"	Cap-Top				
115	4	35'-2"	Cap-Top				
116	4	35'-6"	Cap-Top				
117	4	35'-9"	Cap-Top				
118	4	35'-11"	Cap-Top				
119	4	36'-0"	Cap-Top				
120	4	36'-1"	Cap-Top				

BENT BARS

MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
PC5N0615	2	29'-5"	SC	1'-0"	9'-9 1/4"	7'-10"	9'-9 1/4"			1'-0"				Cap-Stirrup
PC5N0616	2	29'-4"	SC	1'-0"	9'-9"	7'-10"	9'-9"			1'-0"				Cap-Stirrup
PC5N0617	2	29'-4"	SC	1'-0"	9'-8 3/4"	7'-10"	9'-8 3/4"			1'-0"				Cap-Stirrup
PC5N0618	2	29'-3"	SC	1'-0"	9'-8 1/2"	7'-10"	9'-8 1/2"			1'-0"				Cap-Stirrup
PC5N0619	2	29'-2"	SC	1'-0"	9'-8"	7'-10"	9'-8"			1'-0"				Cap-Stirrup
PC5N0620	4	16'-7"	LB	5'-11"	4'-8 3/4"					5'-11"				Cap-Stirrup
PC5N0621	4	16'-6"	LB	5'-10 3/4"	4'-8 1/2"					5'-10 3/4"				Cap-Stirrup
PC5N0622	4	16'-5"	LB	5'-10 1/4"	4'-7 3/4"					5'-10 1/4"				Cap-Stirrup
PC5N0623	4	16'-3"	LB	5'-10"	4'-7"					5'-10"				Cap-Stirrup
PC5N0624	4	16'-2"	LB	5'-9 3/4"	4'-5 3/4"					5'-9 3/4"				Cap-Stirrup
PC5N0625	4	15'-11"	LB	5'-9 1/4"	4'-4"					5'-9 1/4"				Cap-Stirrup
PC5N0701	2	20'-0"	PE	3'-11"	12'-1 1/2"	3'-11"					3'-1 1/4"		4'-6 1/2"	Cap-Horizontal
PC5N0702	2	19'-10"	PE	3'-11"	12'-0"	3'-11"					3'-1 1/4"		4'-5 3/4"	Cap-Horizontal
PC5N0703	2	19'-9"	PE	3'-11"	11'-10 3/4"	3'-11"					3'-1 1/4"		4'-5"	Cap-Horizontal
PC5N0704	2	19'-8"	PE	3'-11"	11'-9 1/2"	3'-11"					3'-1 1/4"		4'-4 1/4"	Cap-Horizontal
PC5N0705	2	19'-7"	PE	3'-11"	11'-8 1/4"	3'-11"					3'-1 1/4"		4'-3 1/2"	Cap-Horizontal
PC5N0706	2	19'-5"	PE	3'-11"	11'-7"	3'-11"					3'-1 1/4"		4'-2 3/4"	Cap-Horizontal
PC5N0707	2	19'-4"	PE	3'-11"	11'-5 3/4"	3'-11"					3'-1 1/4"		4'-2"	Cap-Horizontal
PC5N0708	2	19'-3"	PE	3'-11"	11'-4 1/2"	3'-11"					3'-1 1/4"		4'-1 1/4"	Cap-Horizontal
PC5N0709	2	19'-2"	PE	3'-11"	11'-3 1/4"	3'-11"					3'-1 1/4"		4'-0 1/2"	Cap-Horizontal
PC5N0710	2	19'-0"	PE	3'-11"	11'-2"	3'-11"					3'-1 1/4"		3'-11 3/4"	Cap-Horizontal
PC5N0711	2	18'-11"	PE	3'-11"	11'-0 3/4"	3'-11"					3'-1 1/4"		3'-11"	Cap-Horizontal
PC5N0712	2	18'-10"	PE	3'-11"	10'-11 1/2"	3'-11"					3'-1 1/4"		3'-10 1/4"	Cap-Horizontal
PC5N0713	2	18'-9"	PE	3'-11"	10'-10 1/4"	3'-11"					3'-1 1/4"		3'-9 1/2"	Cap-Horizontal
PC5N0714	2	18'-7"	PE	3'-11"	10'-9"	3'-11"					3'-1 1/4"		3'-8 3/4"	Cap-Horizontal
PC5N0716	76	19'-2"	LB	3'-2"	12'-10"					3'-2"				Cap-Horizontal
PC5N1003	6	28'-1"	V				6'-9"	21'-4"			2'-9 1/2"			Cap-Bottom
PC5N1004	6	28'-4"	V				6'-9"	21'-7"			4'-5"			Cap-Bottom
PC5N1101	4	45'-9"	LA	2'-0"	43'-9"						0"			Cap-Top
PC5N1102	4	47'-9"	LA	2'-0"	45'-9"						1/2"			Cap-Top
PC5N1103	4	48'-6"	LA	2'-0"	46'-6"						3/4"			Cap-Top
PC5N1104	4	49'-1"	LA	2'-0"	47'-1"						1"			Cap-Top
PC5N1105	4	49'-5"	LA	2'-0"	47'-5"						1 1/4"			Cap-Top
PC5N1106	4	49'-9"	LA	2'-0"	47'-9"						2"			Cap-Top
PC5N1107	4	50'-0"	LA	2'-0"	48'-0"						2 1/2"			Cap-Top
PC5N1108	4	50'-2"	LA	2'-0"	48'-2"						2 3/4"			Cap-Top
PC5N1109	4	50'-3"	LA	2'-0"	48'-3"						3"			Cap-Top
PC5N1110	4	50'-4"	LA	2'-0"	48'-4"						3"			Cap-Top

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

- Bar mark nomenclature as follows:
Component Type PC5N0522 Bar Size
Pier Designation 5N Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 5N (N.B.L. & S.B.L.)

SHEET 203 OF 220 AUGUSTA, MAINE 6/94

REINFORCING STEEL SCHEDULE - PIER 1R

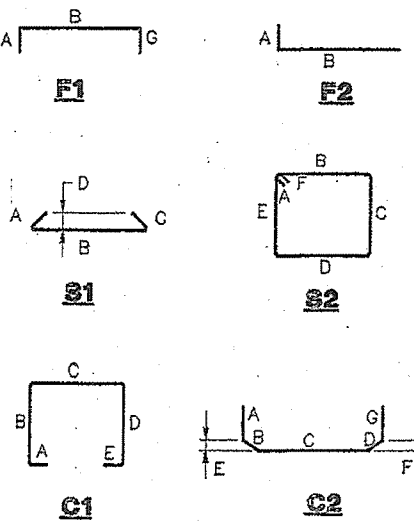
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0068(002)		

STRAIGHT BARS

BENT BARS

MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	LOCATION	
1R1101	116	14'-6"	Footings-bottom					PF1R0504	112	7'-8"	F1	10"	6'-0"					10"				Footings-face
1R0502	60	14'-6"	Footings-top & face					PF1R1105	32	28'-2"	F2	2'-0"	26'-2"									Footings-dowel
1R0603	56	14'-6"	Footings & face					PF1R1106	32	17'-10"	F2	2'-0"	15'-10"									Footings-dowel
1R1101	16	28'-10 1/4"	Shaft - vertical					PS1R0505	696	5'-10"	S1	0'-8"	4'-6"	0'-8"	5 5/8"							Shaft-ties
1R1102	16	18'-6 1/4"	Shaft - vertical					PS1R0506	174	19'-4"	S2	0'-8"	4'-6"	4'-6"	4'-6"	4'-6"		0'-8"				Shaft-ties
1R1103	16	25'-6 1/2"	Shaft - vertical																			
1R1104	16	15'-2 1/2"	Shaft - vertical					PC1R0903	11	49'-3 1/2"	F1	3'-6"	42'-3 1/2"					3'-6"				Cap-top
								PC1R1104	11	49'-6"	C2	3'-6"	4'-2 1/2"	31'-0"	7'-3 1/2"	6 1/4"	1'-5 3/4"	3'-6"				Cap-Bottom
1R0701	12	42'-6"	Cap - face					PC1R0505	64	12'-3 1/2"	F1	4'-3"	3'-9 1/2"					4'-3"				Cap-ties
1R0702	2	39'-2 1/2"	Cap - face					PC1R0506	1	17'-7 1/2"	C1	0'-6"	5'-9 3/4"	5'-0"	5'-9 3/4"	0'-6"						Cap-ties
1R0915	5	42'-6"	Wall - Top					PC1R0507	1	17'-8 1/2"	C1	0'-6"	5'-10 1/4"	5'-0"	5'-10 1/4"	0'-6"						Cap-ties
1R0516	10	42'-6"	Wall - face					PC1R0508	1	17'-9 1/2"	C1	0'-6"	5'-10 3/4"	5'-0"	5'-10 3/4"	0'-6"						Cap-ties
								PC1R0509	1	17'-10 1/2"	C1	0'-6"	5'-11 1/4"	5'-0"	5'-11 1/4"	0'-6"						Cap-ties
1R0801	32	2'-4"	Wall - dowels					PC1R0510	1	18'-0"	C1	0'-6"	6'-0"	5'-0"	6'-0"	0'-6"						Cap-ties
								PC1R0511	84	20'-7"	S2	0'-6"	3'-9 1/2"	6'-0"	3'-9 1/2"	6'-0"		0'-6"				Cap-ties
								PC1R0512	14	9'-0"	F1	2'-0"	5'-0"					2'-0"				Cap-end
								PC1R0413	16	5'-0"	F1	2'-0"	1'-0"					2'-0"				Pedestal
								PC1R0414	16	7'-0"	F1	2'-0"	3'-0"					2'-0"				Pedestal
								PC1R0517	66	13'-11"	F1	6'-0"	1'-11"					6'-0"				Wall-Tie
								PC1R0518	12	11'-9"	S2	0'-6"	0'-5 1/4"	4'-11 1/4"	0'-5 1/4"	4'-11 1/4"		0'-6"				Wall-Tie
								PC1R0519	2	17'-0"	F1	6'-0"	5'-0"					6'-0"				Wall-Tie
								PC1R0520	8	12'-6"	F1	6'-0"	0'-6"					6'-0"				Wall-Tie
								PC1R0521	1	18'-0 1/2"	C1	0'-6"	6'-0 1/4"	5'-0"	6'-0 1/4"	0'-6"						Cap-ties
								PC1R0522	1	18'-1 1/2"	C1	0'-6"	6'-0 3/4"	5'-0"	6'-0 3/4"	0'-6"						Cap-ties
								PC1R0523	1	18'-2 1/2"	C1	0'-6"	6'-1 1/4"	5'-0"	6'-1 1/4"	0'-6"						Cap-ties
								PC1R0524	1	18'-3 1/2"	C1	0'-6"	6'-1 3/4"	5'-0"	6'-1 3/4"	0'-6"						Cap-ties
								PC1R0525	1	18'-4 1/2"	C1	0'-6"	6'-2 1/4"	5'-0"	6'-2 1/4"	0'-6"						Cap-ties

TYPE - BENDING DIAGRAMS



Add slab dowels 4/26/96

All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:

Component Type — Bar Size

Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

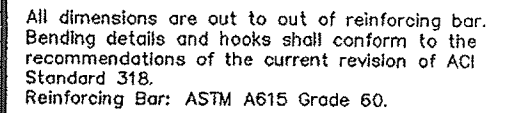
OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 1R

F.H.W.A. SEC. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0002(002)	204	230

TYPE - BENDING DIAGRAMS



Bar mark nomenclature as follows:
Component Type ——— Bar Size

PC1R0522

Pier Designation Sequence Number

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 1R

SHEET 284 OF 338 AUGUSTA, MAINE 6/27/94

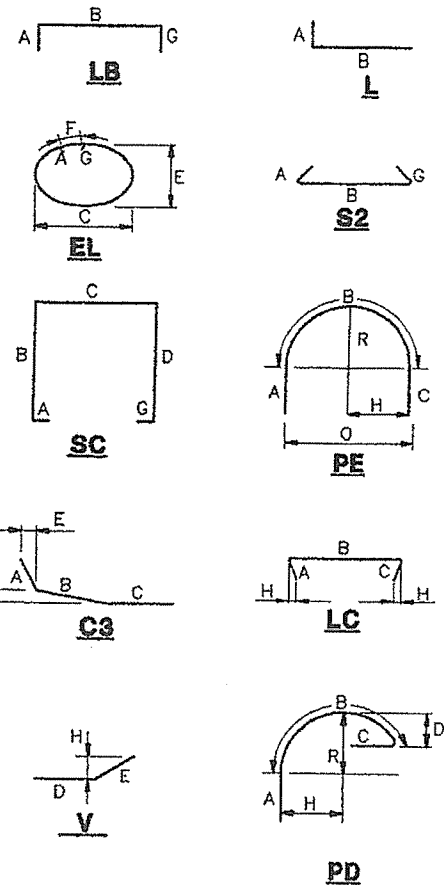
REINFORCING STEEL SCHEDULE - PIER 2R

STRAIGHT BARS

BENT BARS

REINFORCING BARS																							
	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
11	25	15'-6"	Footings-bottom					PF2R0505	68	7'-8"	LB	0'-10"	6'-0"					0'-10"					Footings-face
12	21	19'-6"	Footings-bottom					PF2R1106	20	18'-4"	L	2'-0"	16'-4"										Footings-dowel
13	20	15'-6"	Footings-top					PF2R1107	20	28'-8"	L	2'-0"	26'-8"										Footings-dowel
14	16	19'-6"	Footings-top																				
18	14	15'-6"	Face					PS2R0603	89	24'-6"	EL	0'-11"		8'-6"		5'-0"	9 1/4"	0'-11"					Shaft-ties
19	14	19'-6"	Face					PS2R0504	178	9'-2 1/2"	S2	0'-8"	7'-10 1/2"					0'-8"					Shaft-ties
								PS2R0505	178	5'-2"	S2	0'-8"	3'-10"					0'-8"					Shaft-ties
1	20	32'-0"	Shaft-vertical					PS2R0506	178	6'-2"	S2	0'-8"	4'-10"					0'-8"					Shaft-ties
2	20	21'-8"	Shaft-vertical																				
								PC2R1104	2	34'-7 3/4"	LC	4'-0"	26'-7 3/4"	4'-0"					0'-3"				Cap-Top
11	32	8'-5"	Cap-Face					PC2R1105	2	36'-0"	LC	4'-0"	28'-0"	4'-0"					0'-4 1/4"				Cap-Top
12	4	9'-6"	Cap-Face					PC2R1106	2	36'-11"	LC	4'-0"	28'-11"	4'-0"					0'-4 3/4"				Cap-Top
13	4	5'-6"	Cap-Face					PC2R1107	2	37'-7"	LC	4'-0"	29'-7"	4'-0"					0'-5 1/4"				Cap-Top
								PC2R1108	2	38'-0 1/2"	LC	4'-0"	30'-0 1/2"	4'-0"					0'-5 3/4"				Cap-Top
								PC2R1109	2	38'-4 1/4"	LC	4'-0"	30'-4 1/4"	4'-0"					0'-6"				Cap-Top
								PC2R1110	2	38'-6 1/2"	LC	4'-0"	30'-6 1/2"	4'-0"					0'-6"				Cap-Top
								PC2R1111	1	38'-7 1/4"	LC	4'-0"	30'-7 1/4"	4'-0"					0'-6"				Cap-Top
								PC2R0712	24	12'-8"	LB	1'-4"	10'-0"					1'-4"					Cap-Face
								PC2R0513	8	12'-6"	V				6'-6"	6'-0"			1'-2"				Cap-Bottom
								PC2R0514	8	12'-6"	V				6'-6"	6'-0"			0'-8 1/2"				Cap-Bottom
								PC2R0515	2	10'-7"	V				6'-0"	4'-7"			4'-6"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓				↓
								PC2R0518	2	10'-7"	V				6'-0"	4'-7"			4'-4 1/4"				Cap-Bottom
								PC2R0519	2	10'-7"	V				6'-0"	4'-7"			4'-6 1/2"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓				↓
								PC2R0522	2	10'-7"	V				6'-0"	4'-7"			4'-5 1/4"				Cap-Bottom
								PC2R0424	12	7'-6"	LB	2'-0"	3'-6"					2'-0"					Pedestal
								PC2R0425	20	5'-4"	LB	2'-0"	1'-4"					2'-0"					Pedestal
								PC2R0526	80	14'-8 1/4"	LB	5'-7"	3'-6 1/4"					5'-7"					Cap-Stirrup
								PC2R0527	1	22'-2 1/2"	SC	0'-6"	7'-7 1/4"	6'-0"	7'-7 1/4"			0'-6"					Cap-Stirrup
								↓	↓	↓	↓	↓	↓	↓	↓			↓					↓
								PC2R0540	1	21'-9 1/2"	SC	0'-6"	7'-4 3/4"	6'-0"	7'-4 3/4"			0'-6"					Cap-Stirrup
								PC2R0541	8	13'-7"	LB	5'-0"	3'-7"					5'-0"					Cap-Stirrup
								PC2R0542	8	13'-5"	LB	5'-0"	3'-5"					5'-0"					Cap-Stirrup
								PC2R0743	2	17'-5"	PE	4'-5"	8'-7"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-0"		Cap-End
								↓	↓	↓	↓	↓	↓	↓					↓	↓	↓		↓
								PC2R0751	2	18'-7"	PE	4'-5"	9'-9"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-8"		Cap-End

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type — Bar Size
Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
REINFORCING STEEL SCHEDULE
PIER 2R
SHEET 289 OF 338 AUGUSTA, MAINE 01/15/94

REINFORCING STEEL SCHEDULE - PIER 3R

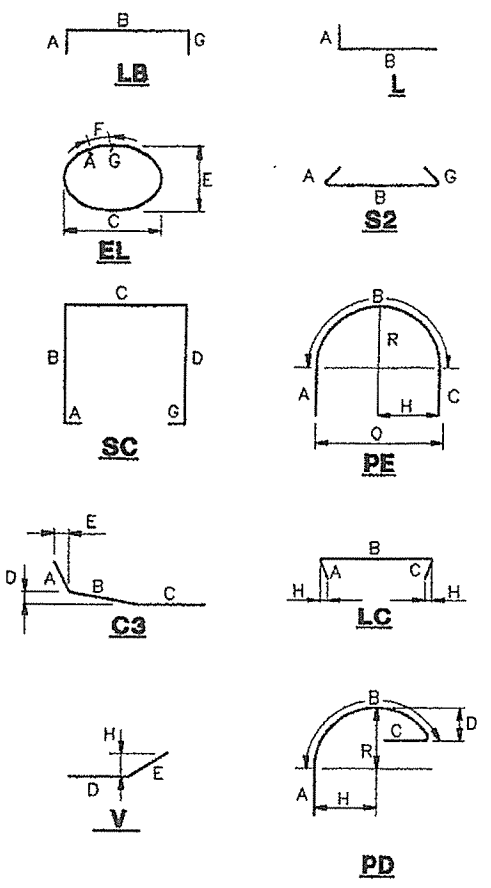
F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DPI-0008(002)	286	338

STRAIGHT BARS

BENT BARS

	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
11	25	15'-6"	Footings-bottom					PF3R0505	68	7'-8"	LB	0'-10"	6'-0"					0'-10"					Footings-face
12	21	19'-6"	Footings-bottom					PF3R1106	20	18'-4"	L	2'-0"	16'-4"										Footings-dowel
03	20	15'-6"	Footings-top					PF3R1107	20	28'-8"	L	2'-0"	26'-8"										Footings-dowel
04	16	19'-6"	Footings-top																				
08	14	15'-6"	Face					PS2R0603	95	24'-6"	EL	0'-11"		8'-6"		5'-0"	0'-9 1/4"	0'-11"					Shaft-ties
09	14	19'-6"	Face					PS3R0504	190	9'-2 1/2"	S2	0'-8"	7'-10 1/2"					0'-8"					Shaft-ties
								PS3R0505	190	5'-2"	S2	0'-8"	3'-10"					0'-8"					Shaft-ties
11	20	36'-3"	Shaft-vertical					PS3R0506	190	6'-2"	S2	0'-8"	4'-10"					0'-8"					Shaft-ties
12	20	25'-11"	Shaft-vertical																				
								PC3R1104	2	34'-7 3/4"	LC	4'-0"	28'-7 3/4"	4'-0"					0'-3"				Cap-Top
01	32	8'-5"	Cap-Face					PC3R1105	2	36'-0"	LC	4'-0"	28'-0"	4'-0"					0'-4 1/4"				Cap-Top
02	4	9'-6"	Cap-Face					PC3R1106	2	36'-11"	LC	4'-0"	28'-11"	4'-0"					0'-4 3/4"				Cap-Top
03	4	5'-6"	Cap-Face					PC3R1107	2	37'-7"	LC	4'-0"	29'-7"	4'-0"					0'-5 1/4"				Cap-Top
								PC3R1108	2	38'-0 1/2"	LC	4'-0"	30'-0 1/2"	4'-0"					0'-5 3/4"				Cap-Top
								PC3R1109	2	38'-4 1/4"	LC	4'-0"	30'-4 1/4"	4'-0"					0'-6"				Cap-Top
								PC3R1110	2	38'-6 1/2"	LC	4'-0"	30'-6 1/2"	4'-0"					0'-6"				Cap-Top
								PC3R1111	1	38'-7 1/4"	LC	4'-0"	30'-7 1/4"	4'-0"					0'-6"				Cap-Top
								PC3R0712	24	12'-8"	LB	1'-4"	10'-0"					1'-4"					Cap-Face
								PC3R0513	8	12'-6"	V				6'-6"	6'-0"			1'-3 3/4"				Cap-Bottom
								PC3R0514	8	12'-6"	V				6'-6"	6'-0"			0'-6 1/2"				Cap-Bottom
								PC3R0515	2	10'-7"	V				6'-0"	4'-7"			4'-5 3/4"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓			↓	
								PC3R0518	2	10'-7"	V				6'-0"	4'-7"			4'-3 3/4"				Cap-Bottom
								PC3R0519	2	10'-7"	V				6'-0"	4'-7"			4'-6 3/4"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓			↓	
								PC3R0522	2	10'-7"	V				6'-0"	4'-7"			4'-5 3/4"				Cap-Bottom
								PC3R0423	20	5'-5"	LB	2'-0"	1'-5					2'-0"					Pedestal
								PC3R0424	24	7'-6"	LB	2'-0"	3'-6"					2'-0"					Pedestal
								PC3R0425	20	5'-1"	LB	2'-0"	1'-1"					2'-0"					Pedestal
								PC3R0526	80	14'-8 1/4"	LB	5'-7"	3'-6 1/4"					5'-7"					Cap-Stirrup
								PC3R0527	1	22'-5"	SC	0'-6"	7'-8 1/2"	6'-0"	7'-8 1/2"			0'-6"					Cap-Stirrup
								↓	↓	↓	↓	↓	↓	↓	↓			↓				↓	
								PC3R0540	1	21'-7"	SC	0'-6"	7'-3 1/2"	6'-0"	7'-3 1/2"			0'-6"					Cap-Stirrup
								PC3R0541	8	13'-7"	LB	5'-0"	3'-7"					5'-0"					Cap-Stirrup
								PC3R0542	8	13'-5"	LB	5'-0"	3'-5"					5'-0"					Cap-Stirrup
								PC3R0743	2	17'-5"	PE	4'-5"	8'-7"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-0"		Cap-End
								↓	↓	↓	↓	↓	↓	↓	↓				↓	↓	↓	↓	
								PC3R0751	2	18'-7"	PE	4'-5"	9'-9"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-8"		Cap-End

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type — Bar Size
Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 3R

SHEET 286 OF 338 AUGUSTA, MAINE 6/15/94

REINFORCING STEEL SCHEDULE - PIER 4R

STRAIGHT BARS								BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
101	25	15'-6"	Footings-bottom					PF4R0505	68	7'-8"	LB	0'-10"	6'-0"					0'-10"					Footings-face
102	21	19'-6"	Footings-bottom					PF4R1106	20	17'-1"	L	2'-0"	15'-1"										Footings-dowel
503	38	15'-6"	Footings-top & Pile					PF4R1107	20	27'-5"	L	2'-0"	25'-5"										Footings-dowel
504	30	19'-6"	Footings-top & Pile																				
608	12	15'-6"	Face					PS2R0603	98	24'-6"	EL	0'-11"		8'-6"		5'-0"	0'-9 1/4"	0'-11"					Shaft-ties
609	12	19'-6"	Face					PS4R0504	196	9'-2 1/2"	S2	0'-8"	7'-10 1/2"					0'-8"					Shaft-ties
								PS4R0505	196	5'-2"	S2	0'-8"	3'-10"					0'-8"					Shaft-ties
101	20	41'-0"	Shaft-vertical					PS4R0506	196	6'-2"	S2	0'-8"	4'-10"					0'-8"					Shaft-ties
102	20	30'-8"	Shaft-vertical																				
								PC4R1104	2	34'-7 3/4"	LC	4'-0"	26'-7 3/4"	4'-0"					0'-3"				Cap-Top
1701	32	8'-5"	Cap-Face					PC4R1105	2	36'-0"	LC	4'-0"	28'-0"	4'-0"					0'-4 1/4"				Cap-Top
1702	4	9'-6"	Cap-Face					PC4R1106	2	36'-11"	LC	4'-0"	28'-11"	4'-0"					0'-4 3/4"				Cap-Top
1703	4	5'-6"	Cap-Face					PC4R1107	2	37'-7"	LC	4'-0"	29'-7"	4'-0"					0'-5 1/4"				Cap-Top
								PC4R1108	2	38'-0 1/2"	LC	4'-0"	30'-0 1/2"	4'-0"					0'-5 3/4"				Cap-Top
								PC4R1109	2	38'-4 1/4"	LC	4'-0"	30'-4 1/4"	4'-0"					0'-6"				Cap-Top
								PC4R1110	2	38'-6 1/2"	LC	4'-0"	30'-6 1/2"	4'-0"					0'-6"				Cap-Top
								PC4R1111	1	38'-7 1/4"	LC	4'-0"	30'-7 1/4"	4'-0"					0'-6"				Cap-Top
								PC4R0712	24	12'-8"	LB	1'-4"	10'-0"					1'-4"					Cap-Face
								PC4R0513	8	12'-6"	V				6'-6"	6'-0"			1'-3 3/4"				Cap-Bottom
								PC4R0514	8	12'-6"	V				6'-6"	6'-0"			0'-6 3/4"				Cap-Bottom
								PC4R0515	2	10'-7"	V				6'-0"	4'-7"			4'-5 3/4"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓			↓	
								PC4R0518	2	10'-7"	V				6'-0"	4'-7"			4'-3 3/4"				Cap-Bottom
								PC4R0519	2	10'-7"	V				6'-0"	4'-7"			4'-6 3/4"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓			↓	
								PC4R0522	2	10'-7"	V				6'-0"	4'-7"			4'-5 3/4"				Cap-Bottom
								PC4R0424	12	7'-6"	LB	2'-0"	3'-6"					2'-0"					Pedestal
								PC4R0425	20	5'-4"	LB	2'-0"	1'-4"					2'-0"					Pedestal
								PC4R0528	80	14'-8 1/4"	LB	5'-7"	3'-6 1/4"					5'-7"					Cap-Stirrup
								PC4R0527	1	22'-4 1/2"	SC	0'-6"	7'-8 1/4"	6'-0"	7'-8 1/4"			0'-6"					Cap-Stirrup
								↓	↓	↓	↓	↓	↓	↓	↓			↓				↓	
								PC4R0540	1	21'-7 1/2"	SC	0'-6"	7'-3 3/4"	6'-0"	7'-3 3/4"			0'-6"					Cap-Stirrup
								PC4R0541	8	13'-7"	LB	5'-0"	3'-7"					5'-0"					Cap-Stirrup
								PC4R0542	8	13'-5"	LB	5'-0"	3'-5"					5'-0"					Cap-Stirrup
								PC4R0743	2	17'-5"	PE	4'-5"	8'-7"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-0"		Cap-End
								↓	↓	↓	↓	↓	↓	↓	↓			↓	↓	↓	↓	↓	
								PC4R0751	2	18'-7"	PE	4'-5"	9'-9"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-8"		Cap-End

F.H.W.A.
REG. NO.
1

STATE
MAINE

PROJECT NUMBER
DPY-0088(002)

SHEET NO.
204

TOTAL SHEETS
338

TYPE - BENDING DIAGRAMS

LB

L

EL

S2

SC

PE

C3

LC

V

PD

All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type — Bar Size
Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 4R

SHEET 204 OF 338 AUGUSTA, MAINE 01/15/94

REINFORCING STEEL SCHEDULE - PIER 5R

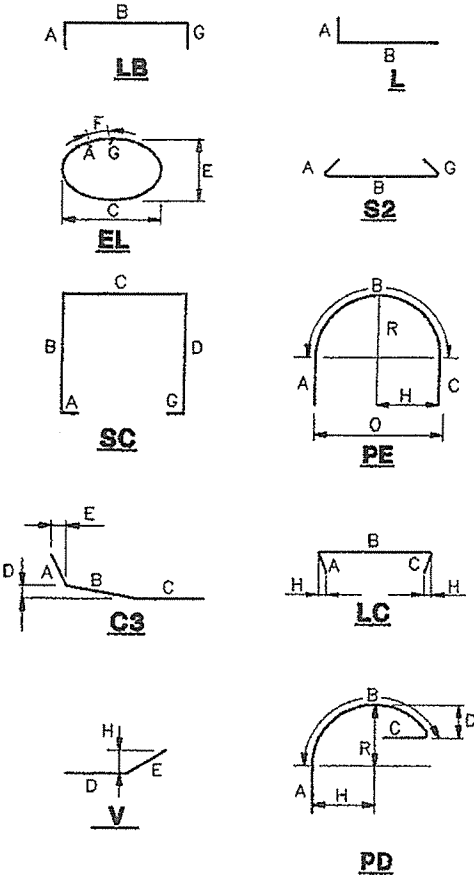
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DP1-0068(002)	288	338

STRAIGHT BARS

BENT BARS

K	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
101	25	15'-6"	Footings-bottom					PF5R0505	68	7'-8"	LB	0'-10"	6'-0"					0'-10"					Footings-face
02	21	19'-6"	Footings-bottom					PF5R1106	20	17'-1"	L	2'-0"	15'-1"										Footings-dowel
503	38	15'-6"	Footings-top & Pile					PF5R1107	20	27'-5"	L	2'-0"	25'-5"										Footings-dowel
504	30	19'-6"	Footings-top & Pile																				
308	12	15'-6"	Face					PS2R0603	102	24'-6"	EL	0'-11"		8'-6"		5'-0"	0'-9 1/4"	0'-11"					Shaft-ties
309	12	19'-6"	Face					PS5R0504	204	9'-2 1/2"	S2	0'-8"	7'-10 1/2"					0'-8"					Shaft-ties
								PS5R0505	204	5'-2"	S2	0'-8"	3'-10"					0'-8"					Shaft-ties
01	20	44'-6"	Shaft-vertical					PS5R0506	204	6'-2"	S2	0'-8"	4'-10"					0'-8"					Shaft-ties
02	20	34'-2"	Shaft-vertical																				
								PC5R1104	2	34'-7 3/4"	LC	4'-0"	26'-7 3/4"	4'-0"					0'-3"				Cap-Top
701	32	8'-5"	Cap-Face					PC5R1105	2	36'-0"	LC	4'-0"	28'-0"	4'-0"					0'-4 1/4"				Cap-Top
702	4	9'-6"	Cap-Face					PC5R1106	2	36'-11"	LC	4'-0"	28'-11"	4'-0"					0'-4 3/4"				Cap-Top
703	4	5'-6"	Cap-Face					PC5R1107	2	37'-7"	LC	4'-0"	29'-7"	4'-0"					0'-5 1/4"				Cap-Top
								PC5R1108	2	38'-0 1/2"	LC	4'-0"	30'-0 1/2"	4'-0"					0'-5 3/4"				Cap-Top
								PC5R1109	2	38'-4 1/4"	LC	4'-0"	30'-4 1/4"	4'-0"					0'-6"				Cap-Top
								PC5R1110	2	38'-6 1/2"	LC	4'-0"	30'-6 1/2"	4'-0"					0'-6"				Cap-Top
								PC5R1111	1	38'-7 1/4"	LC	4'-0"	30'-7 1/4"	4'-0"					0'-6"				Cap-Top
								PC5R0712	24	12'-8"	LB	1'-4"	10'-0"					1'-4"					Cap-Face
								PC5R0513	8	12'-6"	V				6'-6"	6'-0"			1'-3 3/4"				Cap-Bottom
								PC5R0514	8	12'-6"	V				6'-6"	6'-0"			0'-6 3/4"				Cap-Bottom
								PC5R0515	2	10'-7"	V				6'-0"	4'-7"			4'-5 3/4"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓				↓
								PC5R0518	2	10'-7"	V				6'-0"	4'-7"			4'-3 3/4"				Cap-Bottom
								PC5R0519	2	10'-7"	V				6'-0"	4'-7"			4'-6 3/4"				Cap-Bottom
								↓	↓	↓	↓				↓	↓			↓				↓
								PC5R0522	2	10'-7"	V				6'-0"	4'-7"			4'-5 3/4"				Cap-Bottom
								PC5R0424	12	7'-6	LB	2'-0"	3'-6"					2'-0"					Pedestal
								PC5R0425	20	5'-4"	LB	2'-0"	1'-4"					2'-0"					Pedestal
								PC5R0526	80	14'-8 1/4"	LB	5'-7"	3'-6 1/4"					5'-7"					Cap-Stirrup
								PC5R0527	1	22'-4 1/2"	SC	0'-6"	7'-8 1/4"	6'-0"	7'-8 1/4"			0'-6"					Cap-Stirrup
								↓	↓	↓	↓	↓	↓	↓	↓			↓					↓
								PC5R0540	1	21'-7 1/2"	SC	0'-6"	7'-3 3/4"	6'-0"	7'-3 3/4"			0'-6"					Cap-Stirrup
								PC5R0541	8	13'-7"	LB	5'-0"	3'-7"					5'-0"					Cap-Stirrup
								PC5R0542	8	13'-5"	LB	5'-0"	3'-5"					5'-0"					Cap-Stirrup
								PC5R0743	2	17'-5"	PE	4'-5"	8'-7"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-0"		Cap-End
								↓	↓	↓	↓	↓	↓	↓					↓				↓
								PC5R0751	2	18'-7"	PE	4'-5"	9'-9"	4'-5"					2'-5 1/4"	4'-10 1/2"	3'-8"		Cap-End

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar.
Bending details and hooks shall conform to the
recommendations of the current revision of ACI
Standard 318.
Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type — Bar Size
Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE
PIER 5R

SHEET 288 OF 338 AUGUSTA, MAINE 6/15/94

REINFORCING STEEL SCHEDULE - PIER 6R

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	DP1-0008(002)	229	230

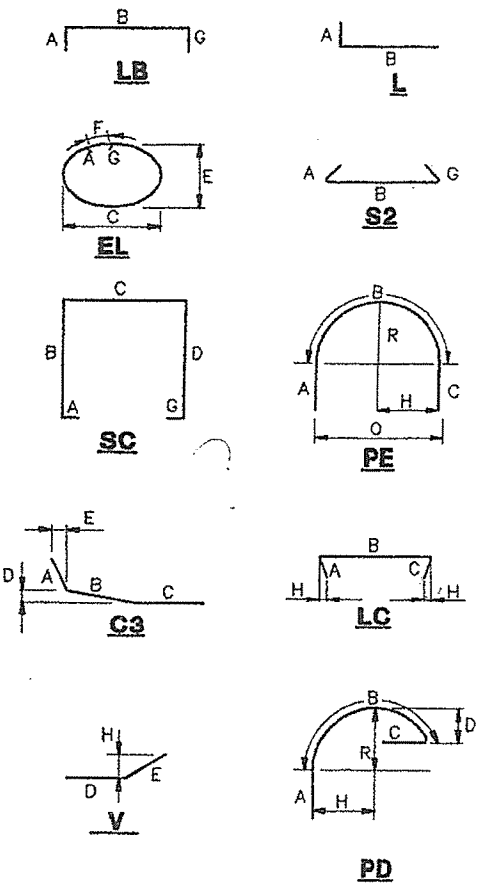
STRAIGHT BARS

	NO.	LENGTH	LOCATION	MARK
1	25	15'-6"	Footings-bottom	
2	21	19'-6"	Footings-bottom	
3	38	15'-6"	Footings-Top & Pile	
4	30	19'-6"	Footings-Top & Pile	
8	10	15'-6"	Face	
9	10	19'-6"	Face	
11	20	44'-6"	Shaft-vertical	
12	20	34'-2"	Shaft-vertical	
01	44	10'-8 1/2"	Cap-Face	
02	4	11'-7 1/2"	Cap-Face	
03	4	7'-1"	Cap-Face	
36	1	25'-11"	Wall-Top	
37	1	32'-10 1/4"	Wall-Top	

BENT BARS

	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
	PF6R0505	68	7'-8"	LB	0'-10"	6'-0"				0'-10"				Footings-face
	PF6R1106	20	17'-1"	L	2'-0"	15'-1"								Footings-dowel
	PF6R1107	20	27'-5"	L	2'-0"	25'-5"								Footings-dowel
	PS6R0603	102	24'-6"	EL	0'-11"		8'-6"		5'-0"	0'-9 1/4"	0'-11"			Shaft-ties
	PS6R0504	204	9'-2 1/2"	S2	0'-8"	7'-10 1/2"				0'-8"				Shaft-ties
	PS6R0505	204	5'-2"	S2	0'-8"	3'-10"				0'-8"				Shaft-ties
	PS6R0506	204	6'-2"	S2	0'-8"	4'-10"				0'-8"				Shaft-ties
	PC6R1104	2	37'-2 3/4"	LC	4'-0"	29'-2 3/4"	4'-0"				0'-3"			Cap-Top
	PC6R1105	2	38'-7"	LC	4'-0"	30'-7"	4'-0"				0'-4 1/4"			Cap-Top
	PC6R1106	2	39'-6"	LC	4'-0"	31'-6"	4'-0"				0'-4 3/4"			Cap-Top
	PC6R1107	2	40'-2"	LC	4'-0"	32'-2"	4'-0"				0'-5 1/4"			Cap-Top
	PC6R1108	2	40'-7 1/2"	LC	4'-0"	32'-7 1/2"	4'-0"				0'-5 3/4"			Cap-Top
	PC6R1109	2	40'-11 1/4"	LC	4'-0"	32'-11 1/4"	4'-0"				0'-6"			Cap-Top
	PC6R1110	2	41'-1 1/2"	LC	4'-0"	33'-1 1/2"	4'-0"				0'-6"			Cap-Top
	PC6R1111	1	41'-2 1/4"	LC	4'-0"	33'-2 1/4"	4'-0"				0'-6"			Cap-Top
	PC6R0712	31	12'-8"	LB	1'-4"	10'-0"				1'-4"				Cap-Face
	PC6R0513	8	14'-3 1/4"	V			6'-6"	7'-9 1/4"			1'-0 3/4"			Cap-Bottom
	PC6R0514	8	14'-3 1/4"	V			6'-6"	7'-9 1/4"			0'-11"			Cap-Bottom
	PC6R0515	2	10'-7"	V			6'-0"	4'-7"			4'-5 1/4"			Cap-Bottom
	PC6R0516	2	10'-7"	V			6'-0"	4'-7"			4'-5"			Cap-Bottom
	PC6R0517	2	10'-7"	V			6'-0"	4'-7"			4'-4 3/4"			Cap-Bottom
	PC6R0518	2	10'-7"	V			6'-0"	4'-7"			4'-4 1/2"			Cap-Bottom
	PC6R0519	2	10'-7"	V			6'-0"	4'-7"			4'-5 1/2"			Cap-Bottom
	PC6R0520	2	10'-7"	V			6'-0"	4'-7"			4'-5"			Cap-Bottom
	PC6R0521	2	10'-7"	V			6'-0"	4'-7"			4'-4 3/4"			Cap-Bottom
	PC6R0522	2	10'-7"	V			6'-0"	4'-7"			4'-4 3/4"			Cap-Bottom
	PC6R0523	88	14'-8 1/4"	LB	5'-7"	3'-6 1/4"				5'-7"				Stirrup
	PC6R0524	14	22'-0"	SC	0'-6"	7'-6"	6'-0"	7'-6"		0'-6"				Stirrup
	PC6R0426	12	7'-0"	LB	2'-0"	3'-0"				2'-0"				Pedestal
	PC6R0527	14	12'-2 3/4"	PD	2'-6"	7'-9 1/4"	3'-11 1/2"	1'-4"			2'-5"		3'-8"	Cap-Wall
	PC6R0528	7	36'-7"	LB	3'-0"	30'-7"				3'-0"				Cap-Wall
	PC6R0529	4	12'-11 3/4"	LB	6'-0"	0'-11 3/4"				6'-0"				Cap-Wall
	PC6R0530	2	13'-2"	LB	6'-0"	1'-2"				6'-0"				Cap-Wall
	PC6R0531	20	13'-6"	LB	6'-0"	1'-6"				6'-0"				Cap-Wall
	PC6R0532	14	14'-0"	LB	6'-0"	2'-0"				6'-0"				Cap-Wall
	PC6R0433	12	6'-4"	LB	2'-0"	2'-4"				2'-0"				Wall-Pedestal
	PC6R0434	16	5'-6"	LB	2'-0"	1'-6"				2'-0"				Wall-Pedestal
	PC6R0435	10	8'-6"	LB	2'-0"	4'-6"				2'-0"				Cap-Pedestal
	PC6R0538	2	13'-5 1/4"	LB	6'-0"	1'-5 1/4"				6'-0"				Cap-Wall
	PC6R0539	2	13'-6"	LB	6'-0"	1'-6"				6'-0"				Cap-Wall
	PC6R0540	2	18'-6 3/4"	PE	4'-5"	9'-8 3/4"	4'-5"				2'-5"	4'-10"	3'-8 1/2"	Cap-End
	PC6R0541	2	18'-5"	PE	4'-5"	9'-7"	4'-5"				2'-5"	4'-10"	3'-7 1/2"	Cap-End
	PC6R0542	2	18'-3 1/4"	PE	4'-5"	9'-5 1/4"	4'-5"				2'-5"	4'-10"	3'-6 1/2"	Cap-End
	PC6R0543	2	18'-1 1/2"	PE	4'-5"	9'-3 1/2"	4'-5"				2'-5"	4'-10"	3'-5 1/2"	Cap-End
	PC6R0544	2	18'-0"	PE	4'-5"	9'-2"	4'-5"				2'-5"	4'-10"	3'-4 1/2"	Cap-End
	PC6R0545	2	17'-9 3/4"	PE	4'-5"	8'-11 3/4"	4'-5"				2'-5"	4'-10"	3'-3 1/4"	Cap-End
	PC6R0546	2	17'-8 1/4"	PE	4'-5"	8'-10 1/4"	4'-5"				2'-5"	4'-10"	3'-2 1/4"	Cap-End
	PC6R0547	2	17'-6 1/2"	PE	4'-5"	8'-8 1/2"	4'-5"				2'-5"	4'-10"	3'-1 1/4"	Cap-End
	PC6R0548	2	17'-4 3/4"	PE	4'-5"	8'-6 3/4"	4'-5"				2'-5"	4'-10"	3'-0 1/4"	Cap-End
	PC6R0549	8	14'-7 1/2"	LB	5'-7"	3'-5 1/2"				5'-7"				Stirrup
	PC6R0550	8	14'-8 1/4"	LB	5'-7"	3'-6 1/4"				5'-7"				Stirrup

TYPE - BENDING DIAGRAMS



All dimensions are out to out of reinforcing bar. Bending details and hooks shall conform to the recommendations of the current revision of ACI Standard 318. Reinforcing Bar: ASTM A615 Grade 60.

GENERAL NOTES

Bar mark nomenclature as follows:
Component Type — Bar Size
Pier Designation — Sequence Number

STEEL ALTERNATIVE SUBSTRUCTURE

DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

REINFORCING STEEL SCHEDULE

PIER 6R

SHEET 209 OF 230 AUGUSTA, MAINE 6/19/94

DRAINAGE

STATION	CORR. CULVERT PIPE		RCP		SMOOTH LINE CULVERT PIPE		CATCH BASINS								MAN HOLES	UNDERDRAINS				REMARKS
	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1	A1-Q5	Q5-Q1	Q1-Q5	G F4	F5	F5-QF8	Q		'B' LENGTH	SIZE	'C' LENGTH	'B' OUTLET LENGTH	
HHBOUND																				
+87.50'LT TO 245+97.5, 17'LT			30"	120'																
+87.46'LT TO 244+72, 4'RT			24"	192'																
+99.87, 17.26'LT															1 1/8				60" DIA W/FLAT TOP OPTION III	
+00, 20'LT TO 244+00, 34'LT					12"	15'													OPTION III	
+00, 15'LT TO 243+99.5, 18'RT					12"	33'														
+02, 17'LT TO 246+17, 10.5'LT			30"	217'																
+58.66, 98.38'RT														1 1/8						
+74.38, 4.47'RT														2 1/8						
+20.88, 10.54'LT														1 1/8					96" DIA W/FLAT TOP OPTION III	
+21, 14.5'LT TO 246+21, 34.5'LT					12"	20'														
+21, 6.5'LT TO 246+20.5, 18'RT					12"	25'													OPTION III	
+25, 10.5'LT TO 247+33, 5'LT			30"	109'																
+25, 11'LT TO 246+51, 21'LT			15"	29'																
+53, 22'LT														1						
+55, 23'LT TO 246+86, 60'LT					15"	49'													OPTION III	
+35.36, 5.04'LT														1					60" DIA W/FLAT TOP OPTION III	
+37, 5'LT TO 248+27, 7'LT					30"	89'													OPTION III	
+28.88, 7.37'LT														1					60" DIA W/FLAT TOP OPTION III	
+29, 10'LT TO 248+28, 23'LT					12"	18'													OPTION III	
+29, 5'LT TO 248+27, 16.5'RT					12"	22'													OPTION III	
+31.5, 7.5'LT TO 249+02.5, 10'RT			30"	73'															CLASS IV	
+08.60, 10.18'RT																			60" DIA W/FLAT TOP CLASS IV	
+08, 10'RT TO 249+54, 47.5'LT			30"	72'															60" DIA W/FLAT TOP PVC	
+56.10, 47.48'LT														1						
+60, 47'LT TO 250+72, 36'RT					24"	139'														
+72.80, 36.86'RT																				
+73, 37'RT, 4' STUB					12"	4'													OPTION III	
+74, 38'RT TO 251+43, 79'RT					24"	76'													PVC	
+44.73, 79.91'RT																			60" DIA W/ FLAT TOP PVC	
+47, 80'RT, 4' STUB					18"	4'								1						
+45, 124'LT TO 251+46, 82'LT					15"	42'													OPTION III, TEMP OUTLET	
+45.00, 126.00'LT																				
+45, 128'LT, 4' STUB					12"	4'								2 5/8						
+47, 126'LT TO 252+65, 54'LT					15"	139'													OPTION III	
+67.00, 54.00'LT														4 1/8					OPTION III	
+69, 54'LT TO 253+26, 53'LT					15"	59'													OPTION III	
+30.00, 53.00'LT														1 1/8						
+32, 53'LT TO 253+97.5, 71.5'LT					15"	68'													OPTION III	
+99.40, 71.36'LT														1					OPTION III	
+01.5, 71.5'LT, 4' STUB					12"	4'													OPTION III	
+99.5, 69.5'LT TO 254+08, 10.5'LT					12"	60'													OPTION III	
+08.00, 8.62'LT														1						
CH STREET RAMP																				
07.48, 16.75'RT																				
07.5, 15'RT TO 15+25, 19'LT					12"	38'													PVC	
09.5, 17.5'RT TO 17+08, 28'RT					12"	196'													PVC	
24.81, 21.06'LT														1						
09.92, 27.73'RT														1						
12, 28'RT TO 19+15, 22'LT					15"	195'													PVC	
20.5, 6.5'LT TO 19+16, 22'LT					12"	15'													OPTION III	
16.48, 23.76'LT																				
17, 24'LT TO 249+55, 50'LT					15"	77'													PVC	

OPEN CHANNEL DRAINAGE

[illegible]

GENERAL NOTES

- 1) THE UTILITIES INVOLVED IN THIS CONTRACT ARE:
CENTRAL MAINE POWER COMPANY
NEW ENGLAND TELEPHONE
PORTLAND WATER DISTRICT
PUBLIC CABLE COMPANY
PORTLAND SANITARY DIVISION & ELECTRICAL DIVISION (FIRE ALARM)
- 2) ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS NOTED.
- 3) THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES AND DRAINAGE SHOWN ON THE PLANS IS APPROXIMATE.
- 4) IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.
- 5) TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEMS 629.05, HAND LABOR; 631.12, ALL PURPOSE EXCAVATOR; AND 631.172, TRUCK LARGE.
- 6) PLACE HOT BITUMINOUS PAVEMENT GRADING "D" ON A BASE OF 12" AGGREGATE SUBBASE COURSE - GRAVEL, AROUND CATCH BASINS IN GRASSED AREAS (3' OUTSIDE OF FRAME, 2" THICK) AND PAINT WITH ACRYLIC LATEX FINISH, GREEN. THIS WORK SHALL BE INCIDENTAL TO ITEM 604.
- 7) EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650--652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
- 8) EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO ITEM 603.
- 9) NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- 10) THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES, FOR COMPARABLE CORRUGATED SIZES SEE THE DRAINAGE SUMMARY SHEETS. FOR THE PIPE SIZES LISTED ONLY IN THE SMOOTHLINE PIPE COLUMN ON THE DRAINAGE SUMMARY SHEET, ONLY SMOOTHLINED PIPES OF THE SIZE SHOWN WILL BE ALLOWED TO BE USED.
- 11) ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS AND MANHOLES WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.
- 12) ALL EXCAVATION BELOW SUBGRADE FOR CATCH BASINS NOTED "REMOVE AND PLUG" SHALL BE INCIDENTAL TO ITEM 203.20.
- 13) EXISTING ABANDONED UTILITY PIPES BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT SHALL BE MADE.
- 14) MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1
- 15) LOAM DEPTH SHALL BE 2" NOMINAL.
- 16) ALL CONNECTIONS OF PROPOSED PIPES TO EXISTING STRUCTURES AND EXISTING PIPES TO PROPOSED STRUCTURES SHALL BE INCIDENTAL TO ITEM 603 AND NO SEPARATE PAYMENT WILL BE MADE.
- 17) PRIOR TO REMOVAL OF SILT FENCE, ANY SILT/SEDIMENT WHICH HAS BEEN COLLECTED SHALL BE REMOVED AND DISPOSED OF IN AN APPROPRIATE LOCATION AWAY FROM THE WATERWAY.
- 18) EXISTING FRAMES, GRATES AND GUARDRAIL ITEMS REMOVED AND NOT REUSED SHALL BE SALVAGED AND NEATLY STOCKPILED AS DIRECTED BY THE ENGINEER FOR PICKUP BY THE CITY OF PORTLAND. PAYMENT SHALL BE INCIDENTAL TO ITEM 604, FOR DRAINAGE ITEMS. GUARDRAIL SHALL BE INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
- 19) ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL WILL NOT BE PAID FOR DIRECTLY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 304.10.
- 20) ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION, DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.
- 21) CURB TYPE 3 TO BE INSTALLED WITH MOLD 2 AND SEALED WITH BITUMINOUS SEALING BLACK, WHEN DIRECTED.
- 22) ALL EROSION GEOTEXTILE SHALL BE CLASS A, WOVEN FABRIC FOR BACKSLOPES, AND CLASS A, WOVEN OR UNWOVEN FOR RIPRAP DITCHES. NO CLASS B EROSION GEOTEXTILE WILL BE ALLOWED.

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

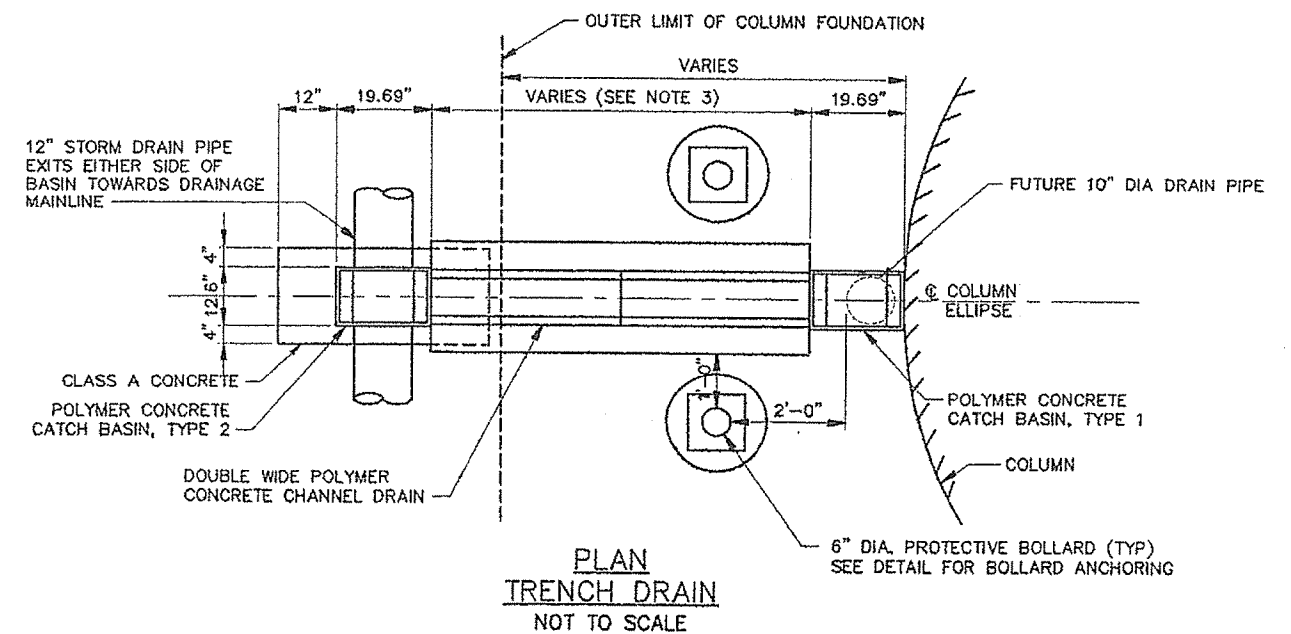
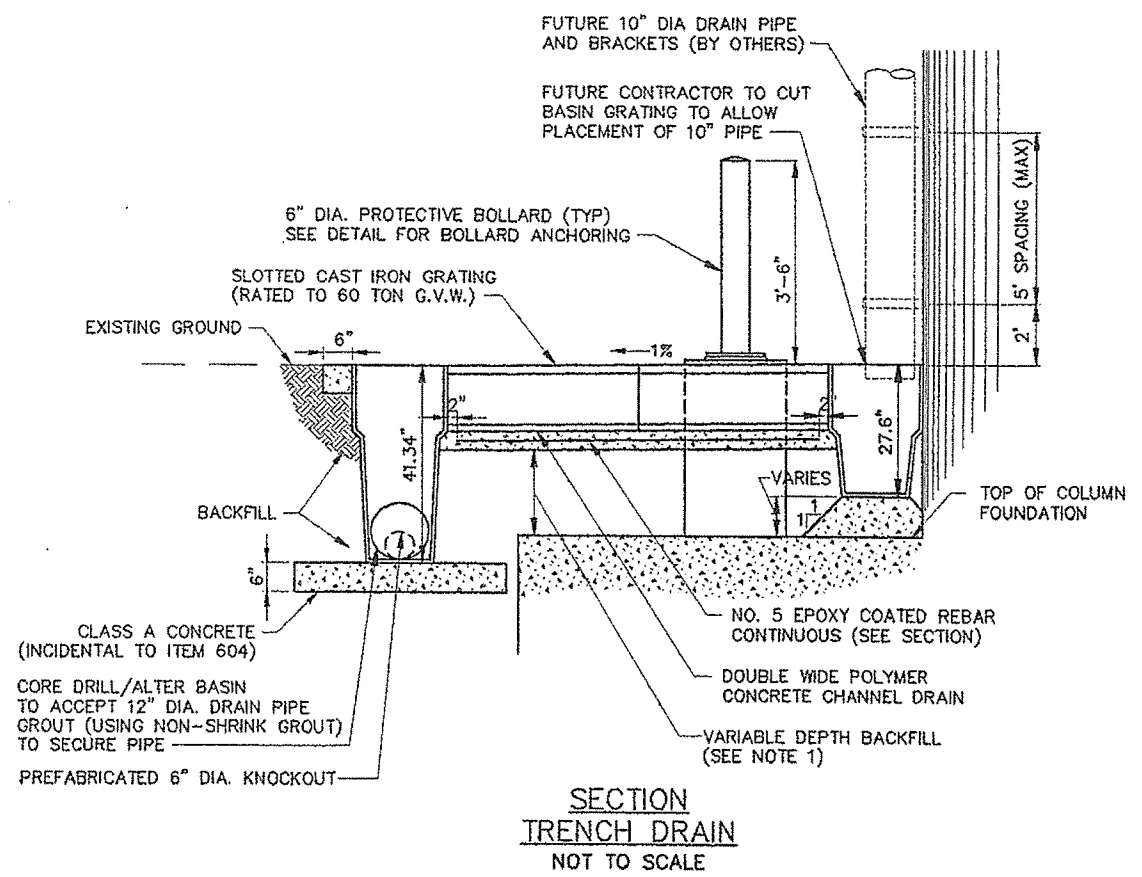
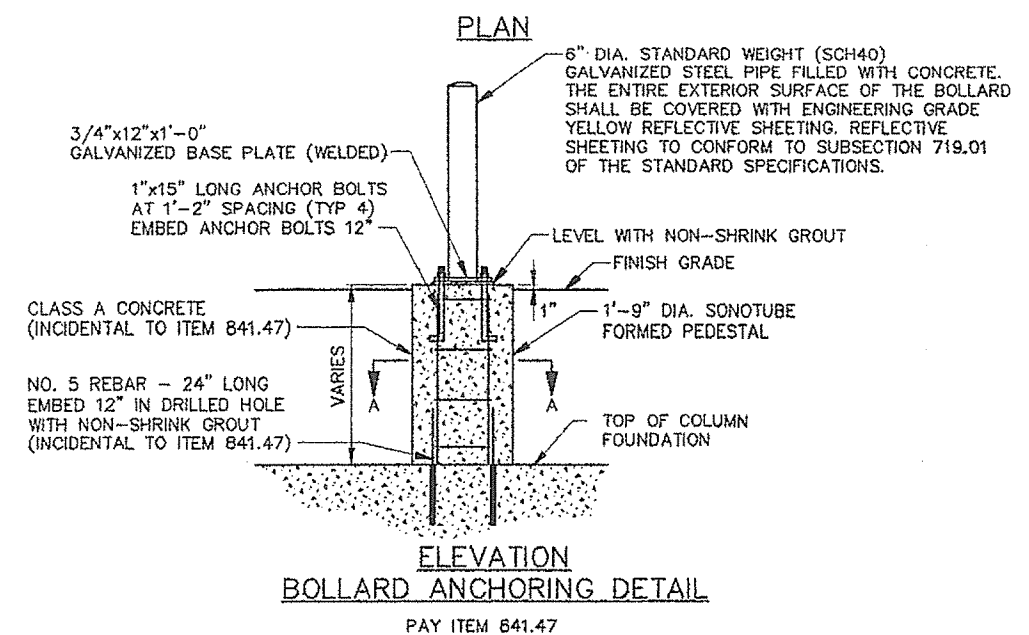
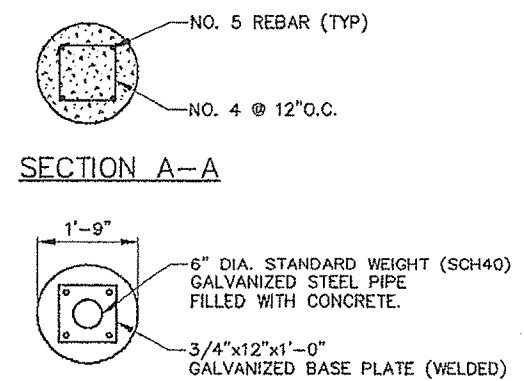
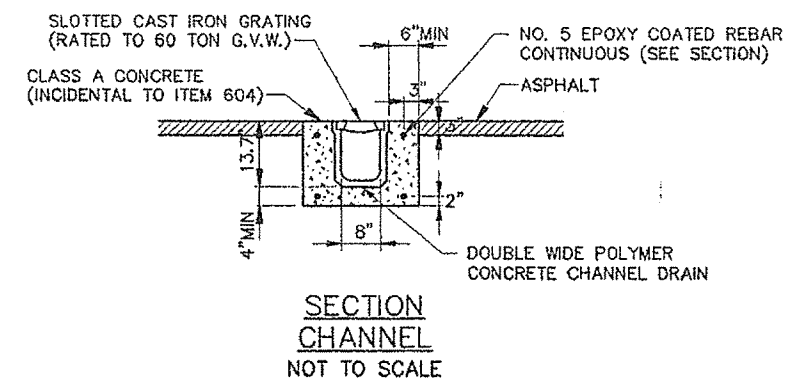
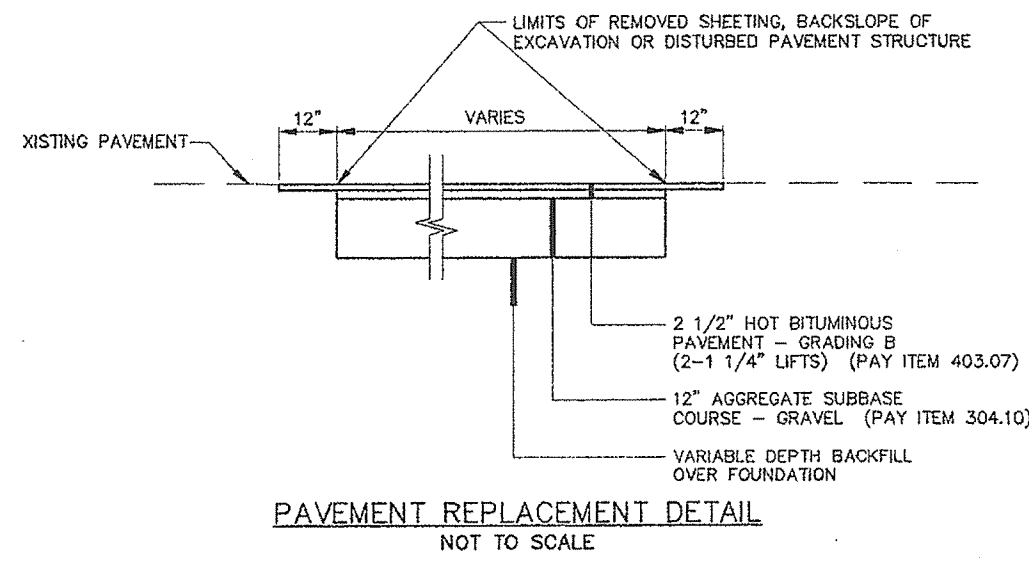
PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

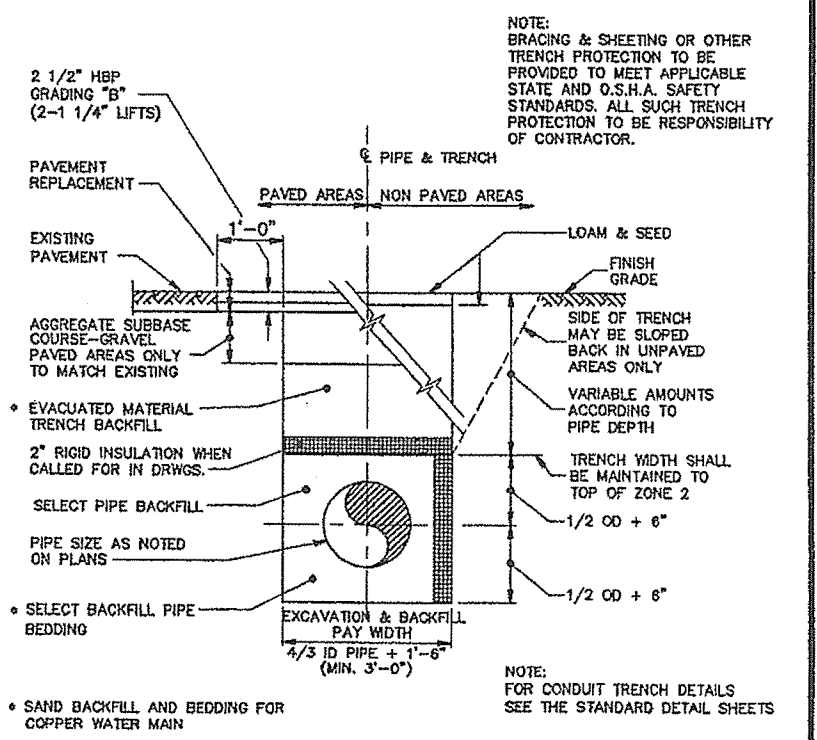
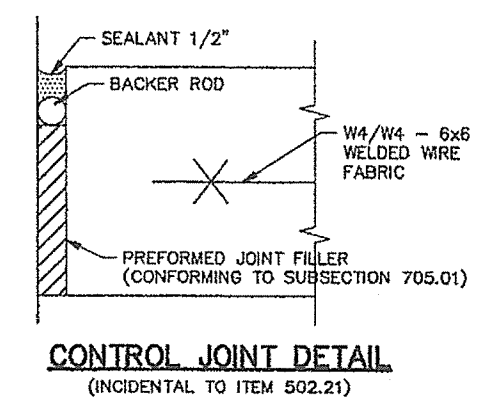
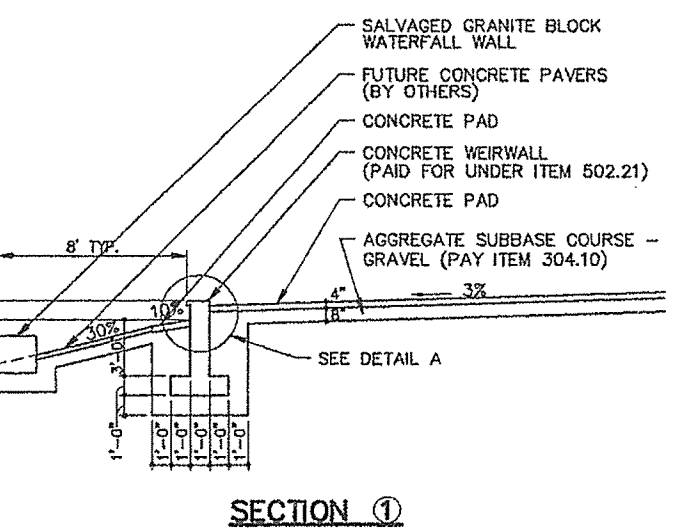
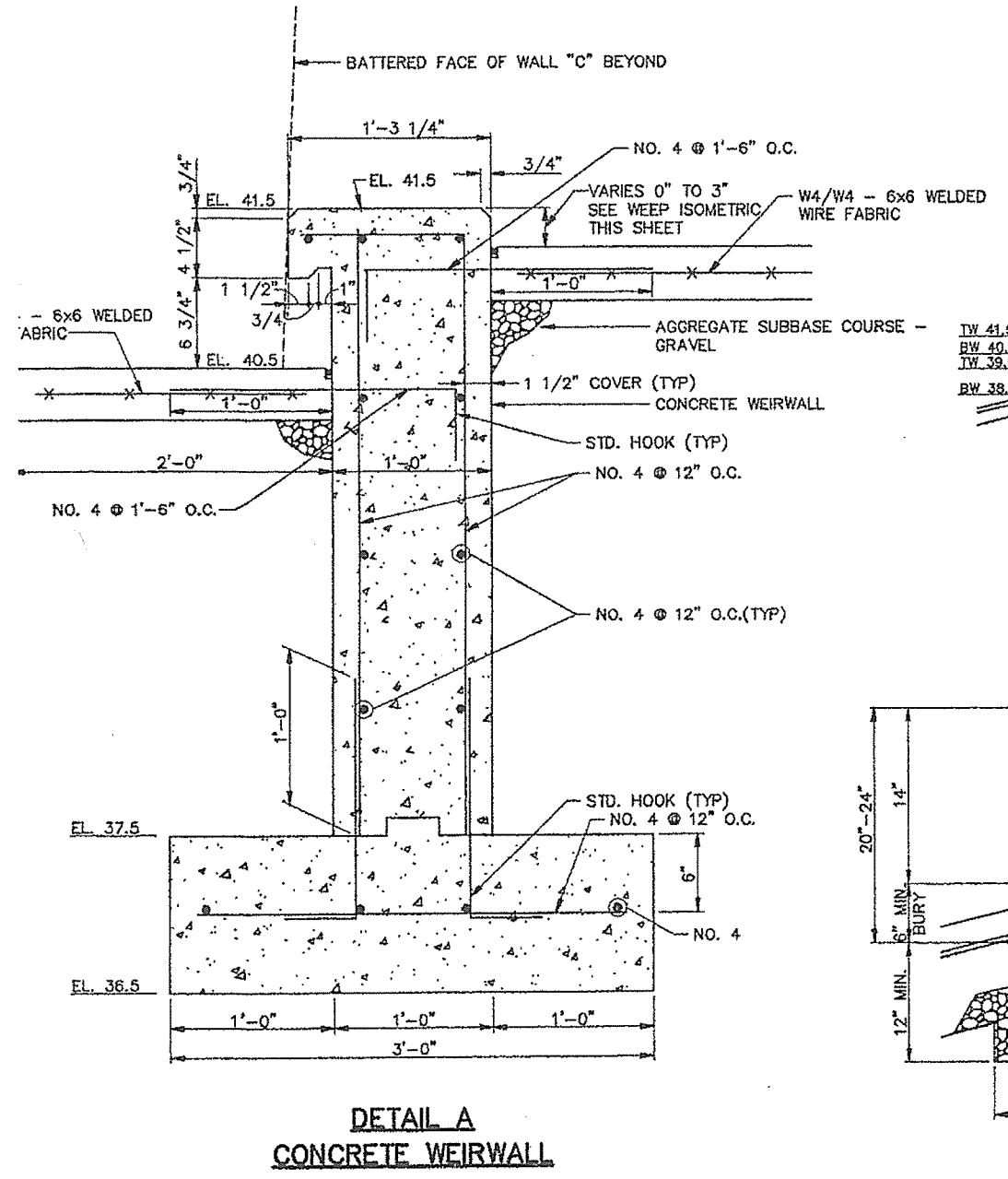
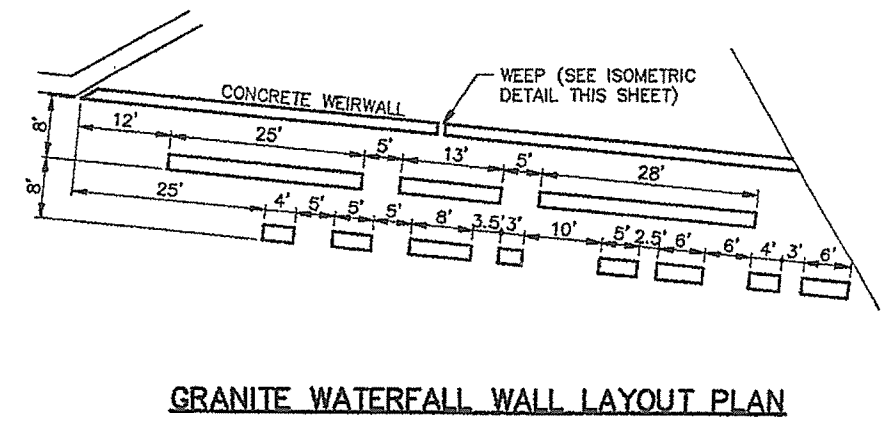
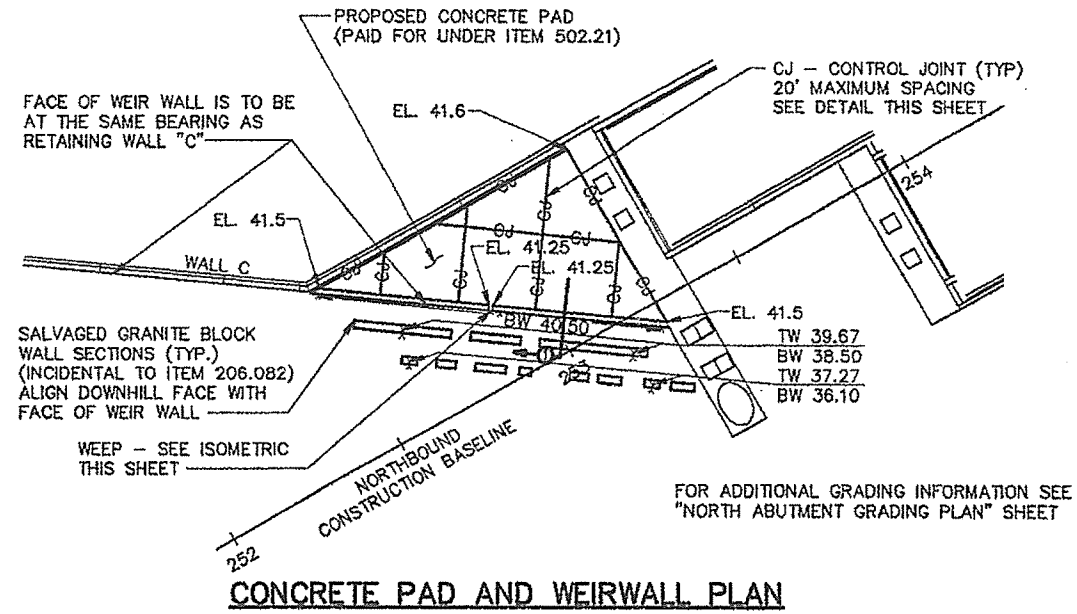
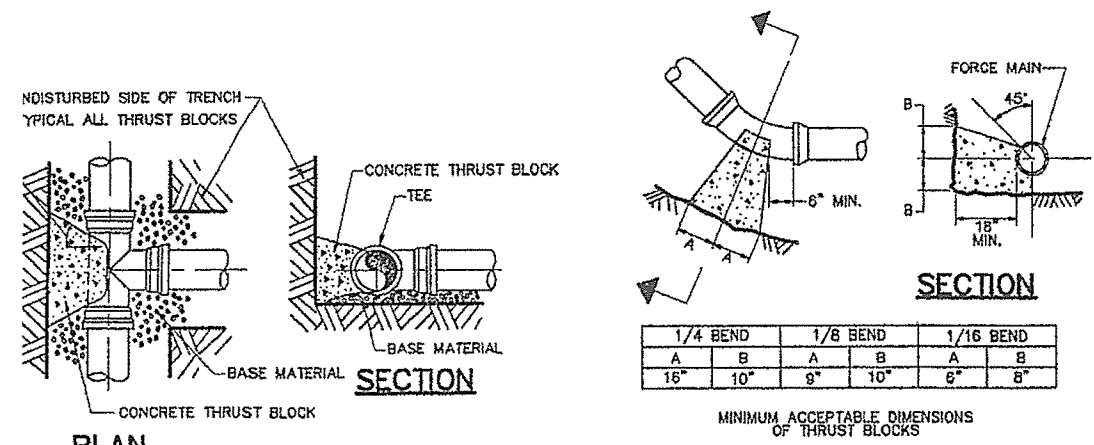
CUMBERLAND COUNTY

DRAINAGE SUMMARY AND GENERAL NOTES

SHEET 1 OF 1 AUGUSTA, MAINE

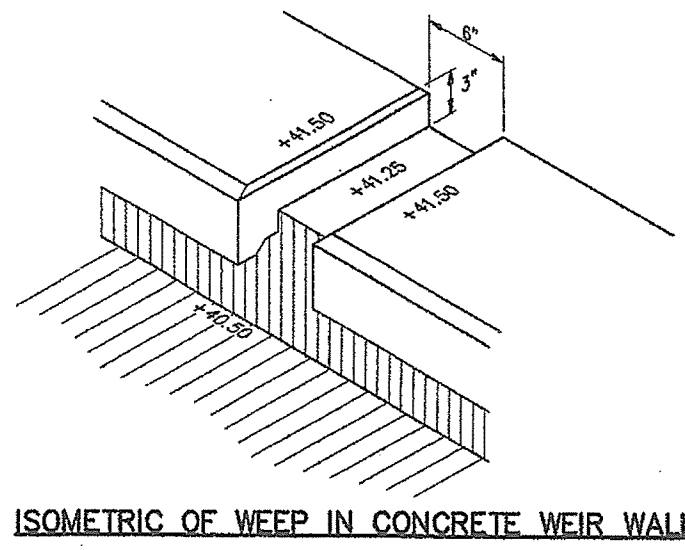
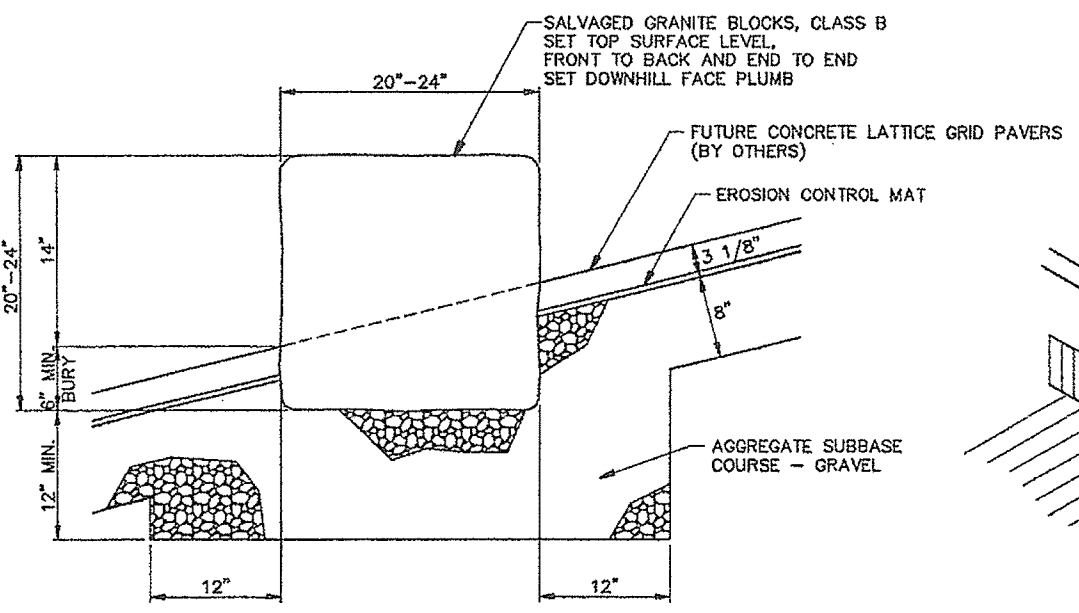


- NOTES:
1. ALL BACKFILL IN FOUNDATION AREAS TO BE COMPACTED TO 95% MAXIMUM DRY DENSITY PRIOR TO PLACING OF PAVEMENT STRUCTURE.
 2. FOR REMAINING DRAINAGE SYSTEM INFORMATION SEE THE DRAINAGE SUMMARY SHEET.
 3. PROVIDE SUFFICIENT NUMBER OF WHOLE AND HALF UNITS OF CHANNEL DRAIN TO CLEAR THE COLUMN FOOTING WITH THE INSTALLATION OF THE OUTER BASIN.
 4. DOUBLE WIDE POLYMER CONCRETE CHANNEL DRAIN SHALL HAVE A NEUTRAL CHANNEL AND BE PLACED PARALLEL WITH SLOPE OF GROUND.



**BASCULE WATER AND SEWER PIPE
TYPICAL TRENCH SECTION
DETAIL**

- NOTES:
1. SALVAGED BLOCKS RANGE IN LENGTH FROM 3'-10'. JOINTS BETWEEN ADJACENT BLOCKS IN SAME SEGMENT SHALL NOT BE GREATER THAN 2" IN WIDTH.
 2. LENGTH OF WALL SEGMENTS SHALL BE WITHIN 6" OF LENGTH LISTED ABOVE.
 3. FOR LOCATIONS OF BASCULE WATER AND SEWER PIPES SEE "PLAN NORTHBOUND STA. 251+50 TO STA. 254+00" SHEET.



STEEL ALTERNATIVE SUBSTRUCTURE

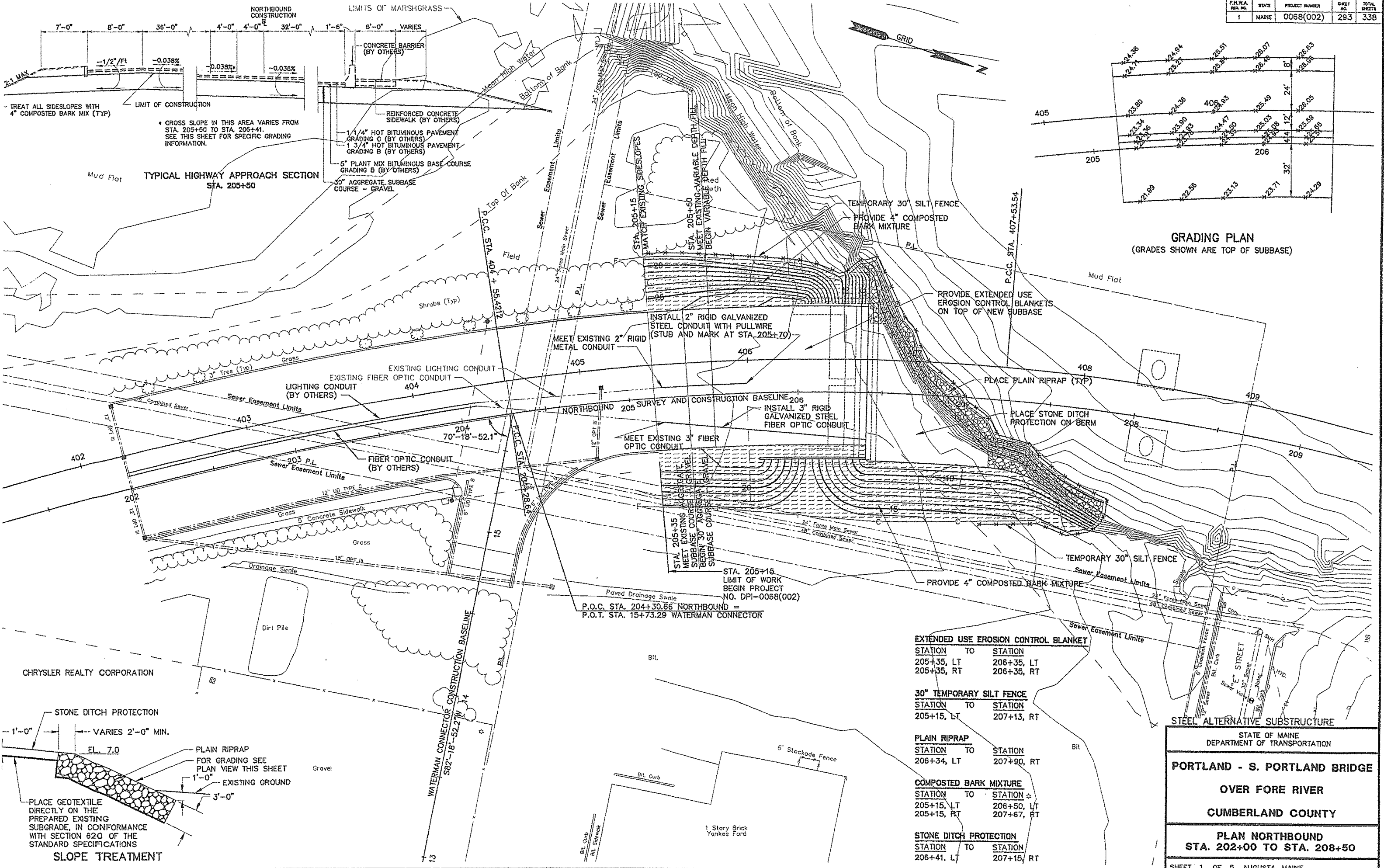
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

MISCELLANEOUS DETAILS



GRADING PLAN
(GRADES SHOWN ARE TOP OF SUBBASE)

EXTENDED USE EROSION CONTROL BLANKET			
STATION	TO	STATION	
205+35, LT		206+35, LT	
205+35, RT		206+35, RT	

30" TEMPORARY SILT FENCE			
STATION	TO	STATION	
205+15, LT		207+13, RT	

PLAIN RIPRAP			
STATION	TO	STATION	
206+34, LT		207+90, RT	

COMPOSTED BARK MIXTURE			
STATION	TO	STATION	
205+15, LT		206+50, LT	
205+15, RT		207+67, RT	

STONE DITCH PROTECTION			
STATION	TO	STATION	
206+41, LT		207+15, RT	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

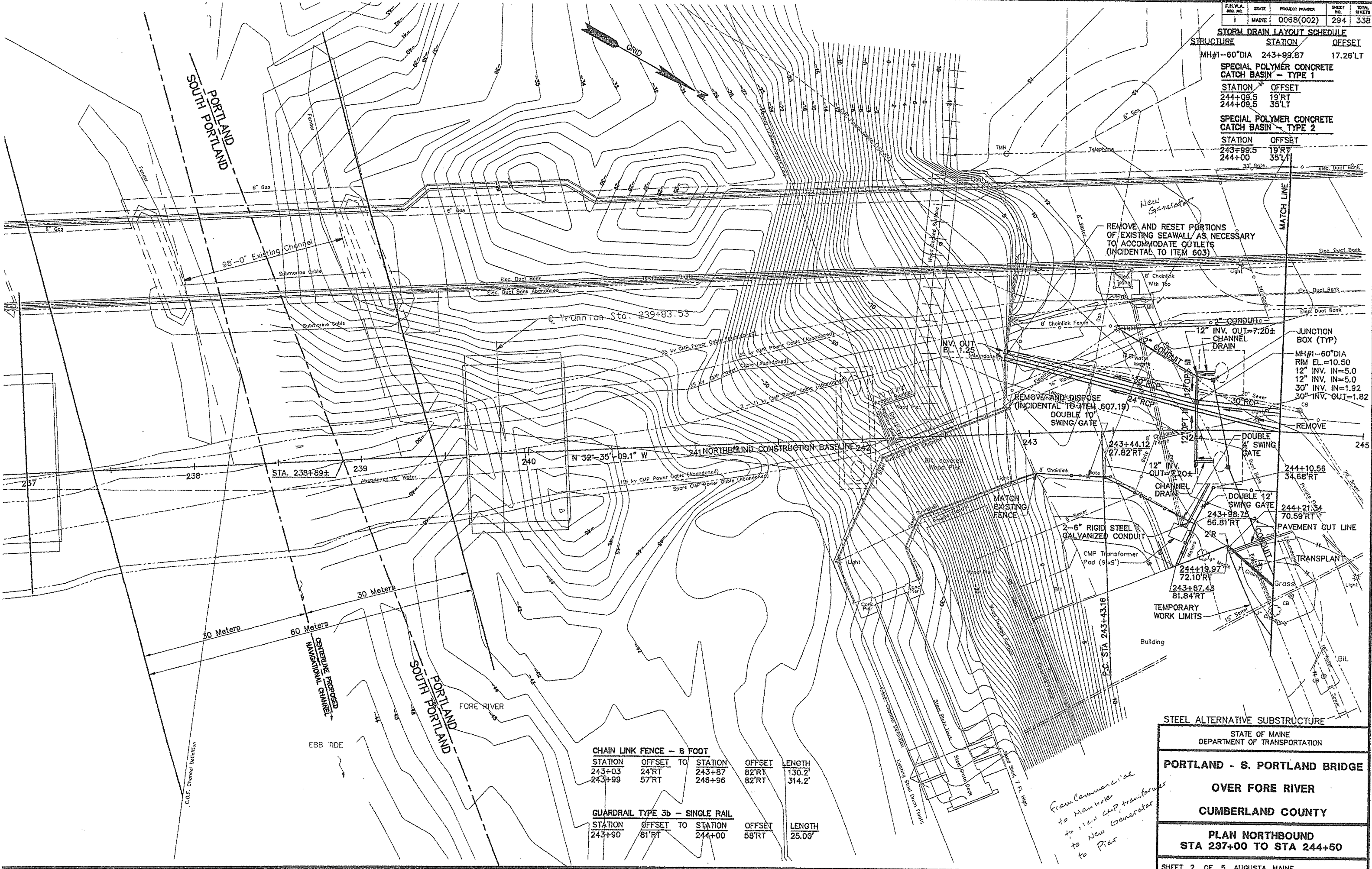
OVER FORE RIVER

CUMBERLAND COUNTY

PLAN NORTHBOUND
STA. 202+00 TO STA. 208+50

SHEET 1 OF 5 AUGUSTA, MAINE

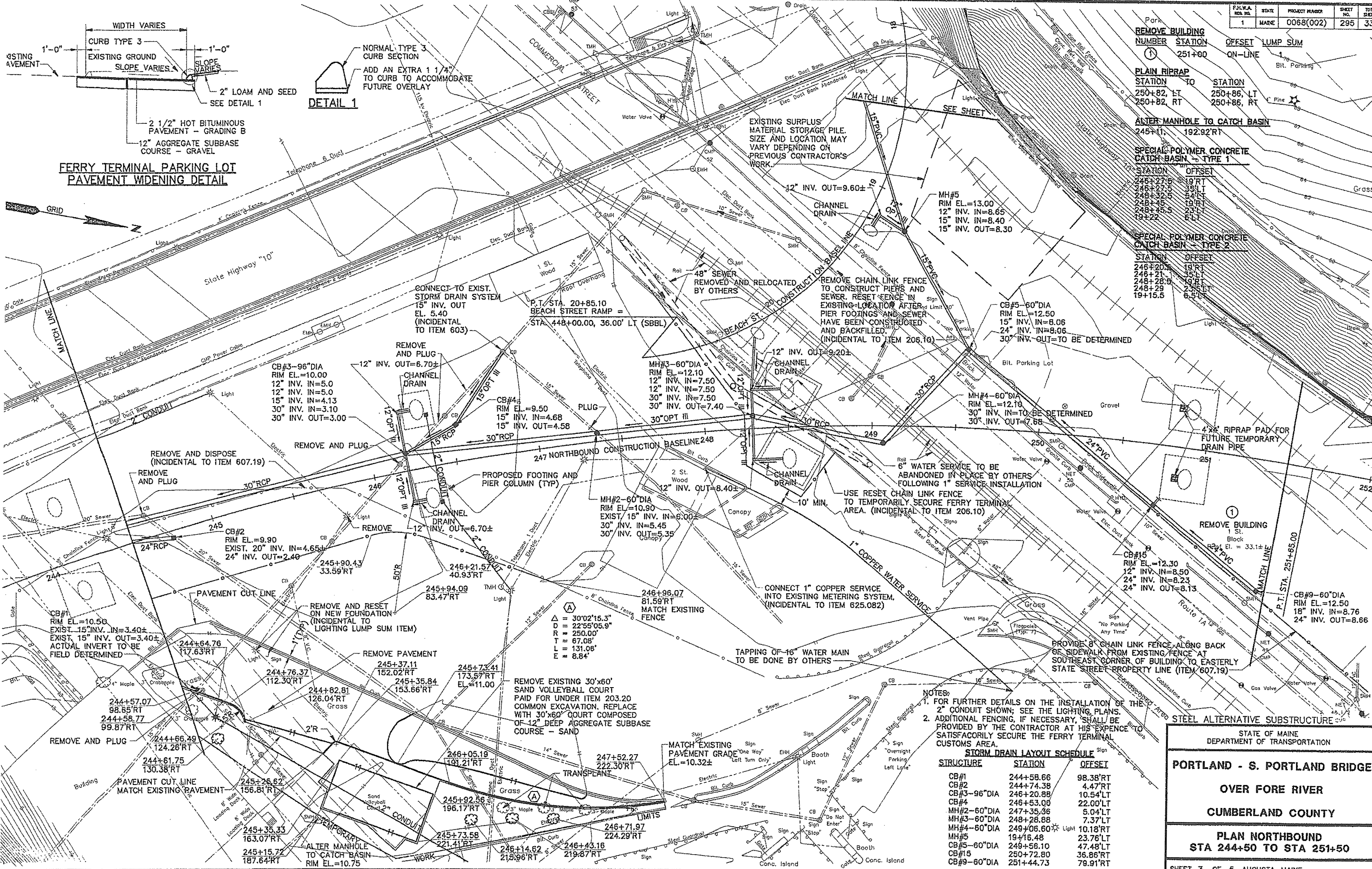
STORM DRAIN LAYOUT SCHEDULE		
STRUCTURE	STATION	OFFSET
MH#1-60"DIA	243+99.87	17.26'LT
SPECIAL POLYMER CONCRETE CATCH BASIN - TYPE 1		
STATION	OFFSET	
244+09.5	19'RT	
244+09.5	35'LT	
SPECIAL POLYMER CONCRETE CATCH BASIN - TYPE 2		
STATION	OFFSET	
243+99.5	19'RT	
244+00	35'LT	



CHAIN LINK FENCE - 8 FOOT					
STATION	OFFSET	TO	STATION	OFFSET	LENGTH
243+03	24'RT		243+87	82'RT	130.2'
243+99	57'RT		246+96	82'RT	314.2'

GUARDRAIL TYPE 3b - SINGLE RAIL					
STATION	OFFSET	TO	STATION	OFFSET	LENGTH
243+90	81'RT		244+00	58'RT	25.00'

From Commercial to Main hole to 1125 CMP transformer to New generator to Pier



REMOVE BUILDING NUMBER	STATION	OFFSET	LUMP SUM
1	251+00	ON-LINE	1.76

PLAIN RIPRAP STATION	TO STATION	OFFSET	LUMP SUM
250+82, LT	250+86, LT		
250+82, RT	250+86, RT		

ALTER MANHOLE TO CATCH BASIN	STATION	OFFSET	LUMP SUM
245+11	192.92'RT		

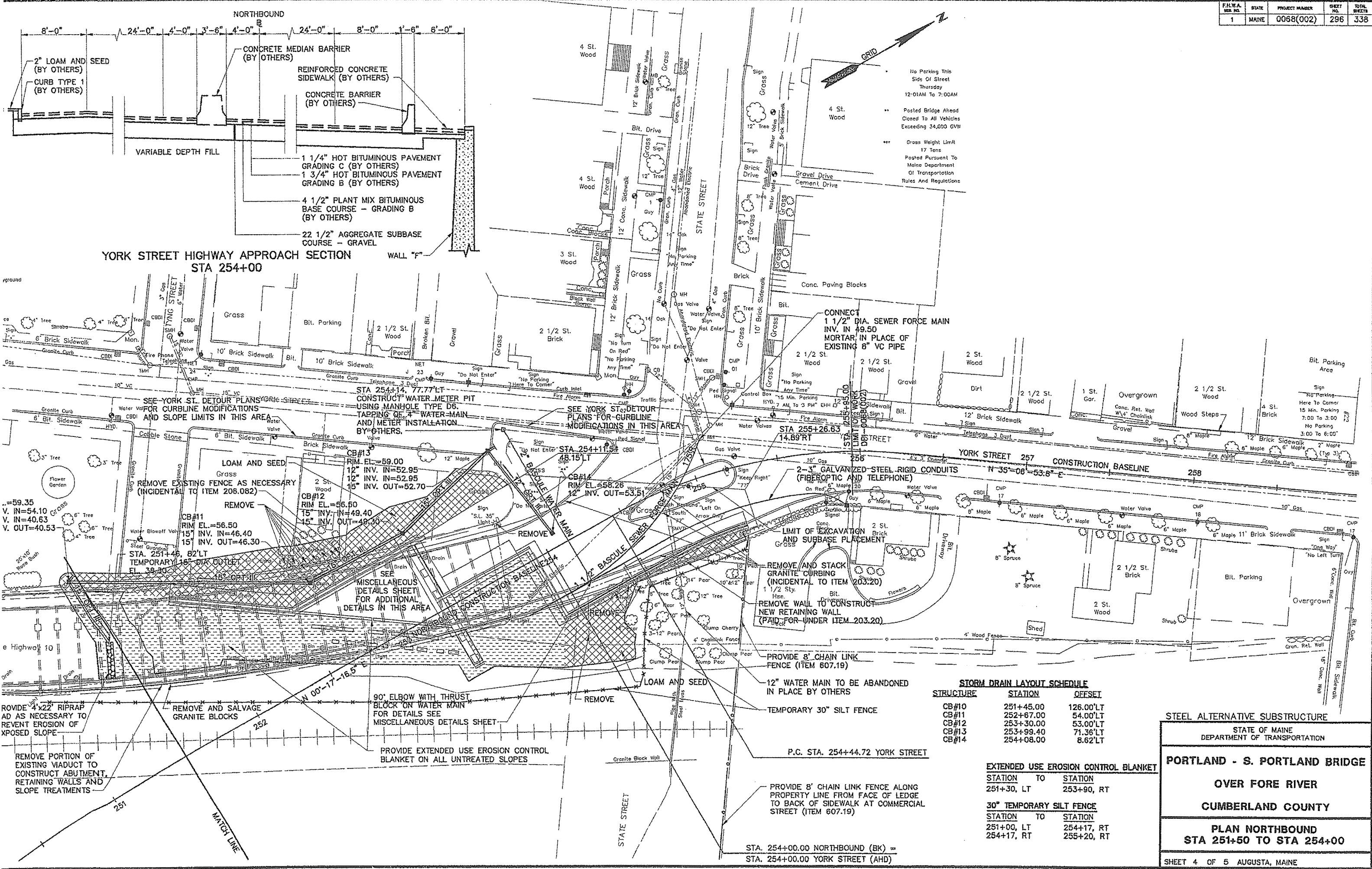
SPECIAL POLYMER CONCRETE CATCH BASIN - TYPE 1	STATION	OFFSET	LUMP SUM
246+27.5	10'RT		
246+27.5	35'LT		
246+32.5	50'RT		
246+45	10'RT		
246+45.5	23'LT		
19+22	6'LT		

SPECIAL POLYMER CONCRETE CATCH BASIN - TYPE 2	STATION	OFFSET	LUMP SUM
246+20.5	10'RT		
246+21	35'LT		
246+28.0	19'RT		
246+29	24'LT		
19+15.5	6.5'LT		

- NOTES:
1. FOR FURTHER DETAILS ON THE INSTALLATION OF THE 2" CONDUIT SHOWN; SEE THE LIGHTING PLANS.
 2. ADDITIONAL FENCING, IF NECESSARY, SHALL BE PROVIDED BY THE CONTRACTOR AT HIS EXPENSE TO SATISFACTORILY SECURE THE FERRY TERMINAL CUSTOMS AREA.

STORM DRAIN LAYOUT SCHEDULE

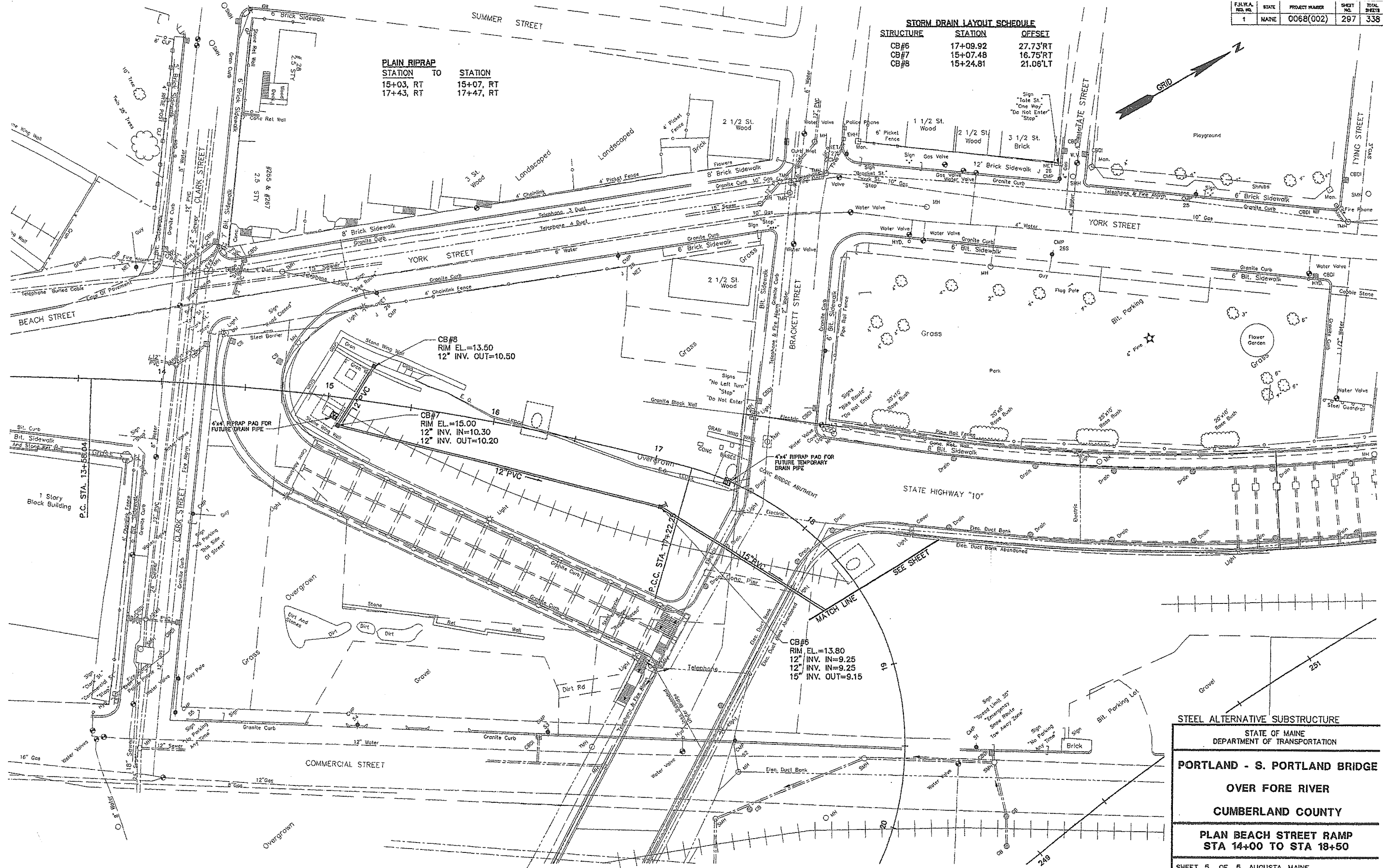
STRUCTURE	STATION	OFFSET
CB#1	244+58.66	98.38'RT
CB#2	244+74.38	4.47'RT
CB#3-96"DIA	246+20.88	10.54'LT
CB#4	246+53.06	22.00'LT
MH#2-60"DIA	247+35.66	5.04'LT
MH#3-60"DIA	248+26.88	7.37'LT
MH#4-60"DIA	249+06.60	10.18'RT
MH#5	19+16.48	23.76'LT
CB#5-60"DIA	249+56.10	47.48'LT
CB#15	250+72.80	36.86'RT
CB#9-60"DIA	251+44.73	79.91'RT



STORM DRAIN LAYOUT SCHEDULE

STRUCTURE	STATION	OFFSET
CB#6	17+09.92	27.73'RT
CB#7	15+07.48	16.75'RT
CB#8	15+24.81	21.06'LT

PLAIN RIPRAP
STATION TO STATION
15+03, RT 15+07, RT
17+43, RT 17+47, RT



STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

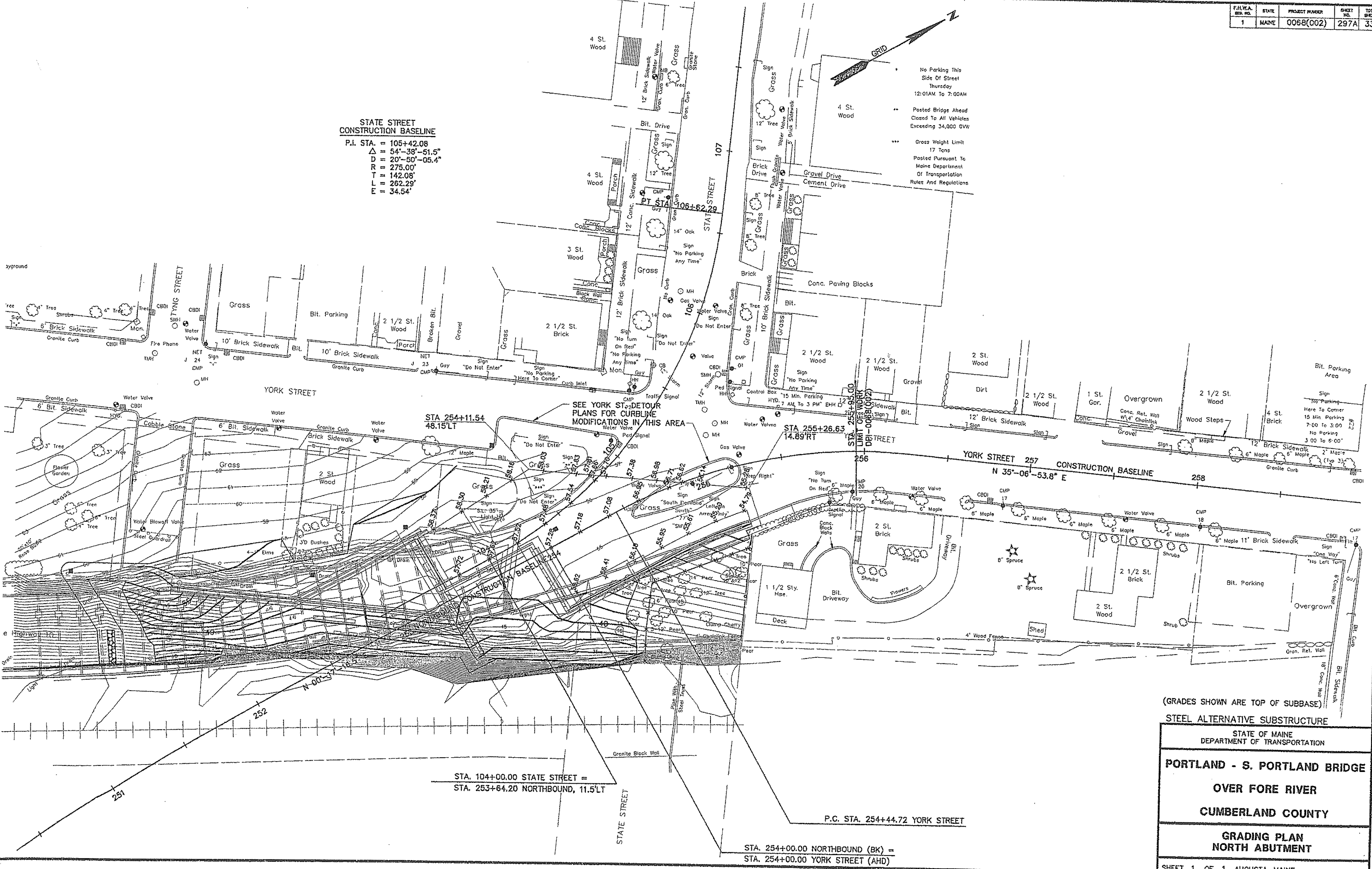
PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

PLAN BEACH STREET RAMP
STA 14+00 TO STA 18+50

STATE STREET
CONSTRUCTION BASELINE
P.I. STA. = 105+42.08
Δ = 54°-38'-51.5"
D = 20°-50'-05.4"
R = 275.00'
T = 142.08'
L = 262.29'
E = 34.54'



(GRADES SHOWN ARE TOP OF SUBBASE)

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

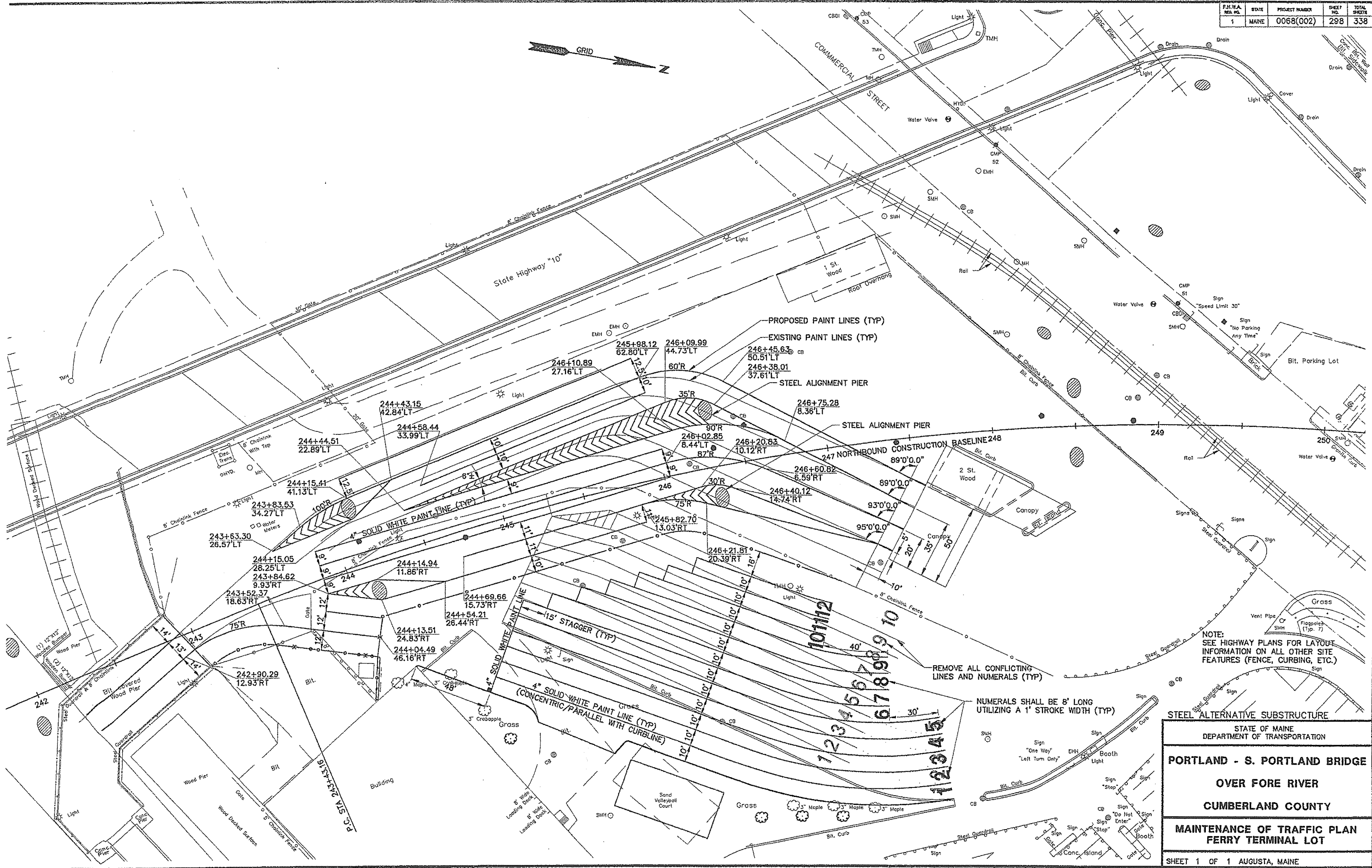
PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

GRADING PLAN
NORTH ABUTMENT

SHEET 1 OF 1 AUGUSTA, MAINE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

MAINTENANCE OF TRAFFIC PLAN

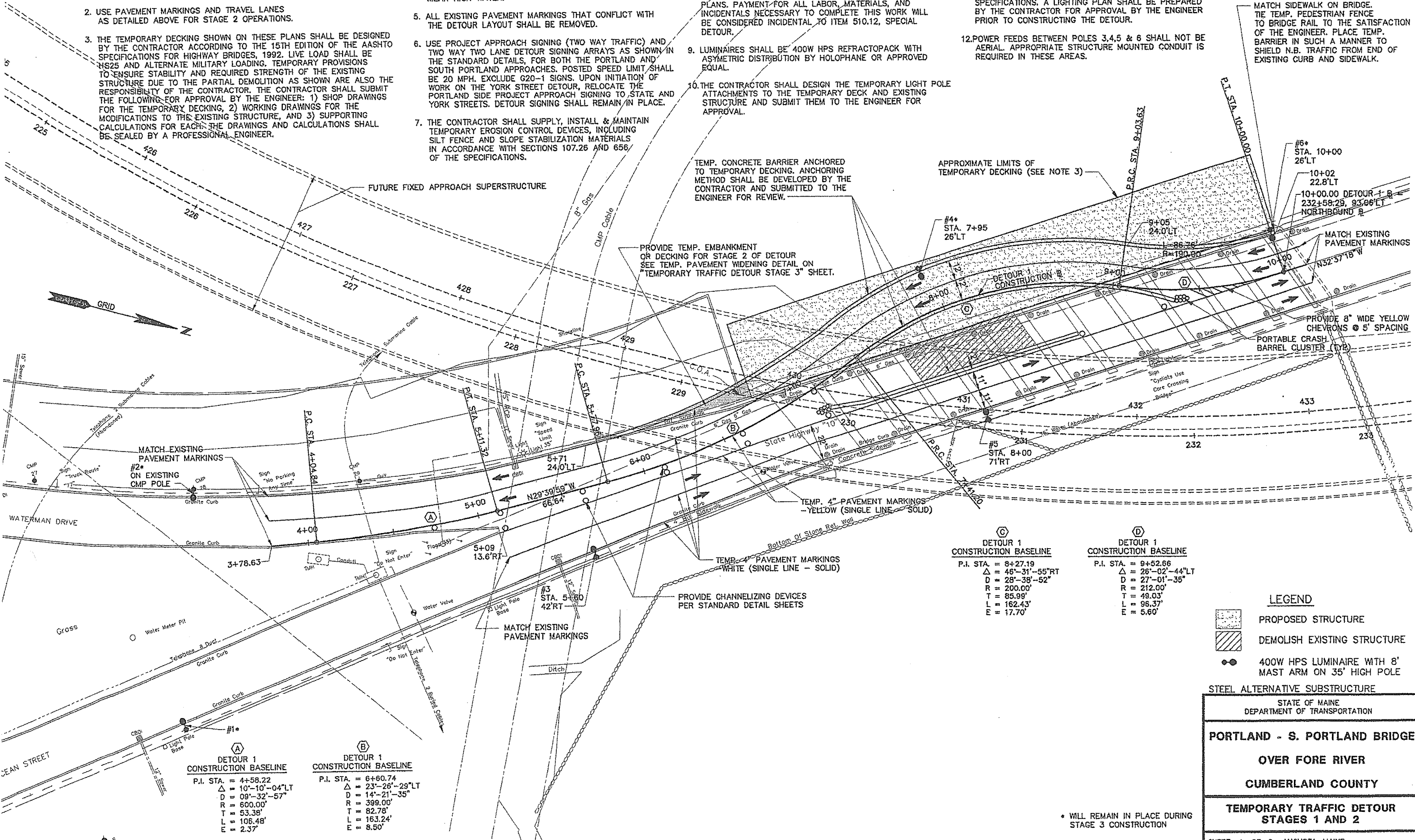
FERRY TERMINAL LOT

SHEET 1 OF 1 AUGUSTA, MAINE

NOTES:

1. USE EXISTING PAVEMENT MARKINGS AND TRAVEL LANES DURING STAGE 1 OPERATIONS.
2. USE PAVEMENT MARKINGS AND TRAVEL LANES AS DETAILED ABOVE FOR STAGE 2 OPERATIONS.
3. THE TEMPORARY DECKING SHOWN ON THESE PLANS SHALL BE DESIGNED BY THE CONTRACTOR ACCORDING TO THE 15TH EDITION OF THE AASHTO SPECIFICATIONS FOR HIGHWAY BRIDGES, 1992. LIVE LOAD SHALL BE HS25 AND ALTERNATE MILITARY LOADING. TEMPORARY PROVISIONS TO ENSURE STABILITY AND REQUIRED STRENGTH OF THE EXISTING STRUCTURE DUE TO THE PARTIAL DEMOLITION AS SHOWN ARE ALSO THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL SUBMIT THE FOLLOWING FOR APPROVAL BY THE ENGINEER: 1) SHOP DRAWINGS FOR THE TEMPORARY DECKING, 2) WORKING DRAWINGS FOR THE MODIFICATIONS TO THE EXISTING STRUCTURE, AND 3) SUPPORTING CALCULATIONS FOR EACH. THE DRAWINGS AND CALCULATIONS SHALL BE SEALED BY A PROFESSIONAL ENGINEER.
4. NO FILL MATERIAL SHALL BE PLACED EAST OF THE STONE RETAINING WALL SHOWN OR IN OTHER AREAS BELOW MEAN HIGH WATER.
5. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE DETOUR LAYOUT SHALL BE REMOVED.
6. USE PROJECT APPROACH SIGNING (TWO WAY TRAFFIC) AND TWO WAY TWO LANE DETOUR SIGNING ARRAYS AS SHOWN IN THE STANDARD DETAILS, FOR BOTH THE PORTLAND AND SOUTH PORTLAND APPROACHES. POSTED SPEED LIMIT SHALL BE 20 MPH. EXCLUDE G20-1 SIGNS. UPON INITIATION OF WORK ON THE YORK STREET DETOUR, RELOCATE THE PORTLAND SIDE PROJECT APPROACH SIGNING TO STATE AND YORK STREETS. DETOUR SIGNING SHALL REMAIN IN PLACE.
7. THE CONTRACTOR SHALL SUPPLY, INSTALL & MAINTAIN TEMPORARY EROSION CONTROL DEVICES, INCLUDING SILT FENCE AND SLOPE STABILIZATION MATERIALS IN ACCORDANCE WITH SECTIONS 107.26 AND 656 OF THE SPECIFICATIONS.
8. THE LIGHTING ON THE TEMPORARY DETOUR SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 634 OF THE STANDARD SPECIFICATIONS AND AS DETAILED ON THE PLANS. PAYMENT FOR ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 510.12, SPECIAL DETOUR.
9. LUMINAIRES SHALL BE 400W HPS REFRACTOPACK WITH ASYMMETRIC DISTRIBUTION BY HOLOPHANE OR APPROVED EQUAL.
10. THE CONTRACTOR SHALL DESIGN THE TEMPORARY LIGHT POLE ATTACHMENTS TO THE TEMPORARY DECK AND EXISTING STRUCTURE AND SUBMIT THEM TO THE ENGINEER FOR APPROVAL.
11. METHOD FOR PROVIDING POWER TO TEMPORARY LIGHTS SHALL BE DEVELOPED BY THE CONTRACTOR IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND ALL APPLICABLE MDOT SPECIFICATIONS. A LIGHTING PLAN SHALL BE PREPARED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTING THE DETOUR.
12. POWER FEEDS BETWEEN POLES 3,4,5 & 6 SHALL NOT BE AERIAL. APPROPRIATE STRUCTURE MOUNTED CONDUIT IS REQUIRED IN THESE AREAS.

MATCH SIDEWALK ON BRIDGE. TIE TEMP. PEDESTRIAN FENCE TO BRIDGE RAIL TO THE SATISFACTION OF THE ENGINEER. PLACE TEMP. BARRIER IN SUCH A MANNER TO SHIELD N.B. TRAFFIC FROM END OF EXISTING CURB AND SIDEWALK.



DETOUR 1 CONSTRUCTION BASELINE

P.I. STA.	= 8+27.19
Δ	= 46°-31'-55"RT
D	= 28°-38'-52"
R	= 200.00'
T	= 85.99'
L	= 162.43'
E	= 17.70'

DETOUR 1 CONSTRUCTION BASELINE

P.I. STA.	= 9+52.66
Δ	= 26°-02'-44"LT
D	= 27°-01'-35"
R	= 212.00'
T	= 49.03'
L	= 96.37'
E	= 5.60'

DETOUR 1 CONSTRUCTION BASELINE

P.I. STA.	= 4+58.22
Δ	= 10°-10'-04"LT
D	= 09°-32'-57"
R	= 600.00'
T	= 53.38'
L	= 106.48'
E	= 2.37'

DETOUR 1 CONSTRUCTION BASELINE

P.I. STA.	= 6+60.74
Δ	= 23°-26'-29"LT
D	= 14°-21'-35"
R	= 399.00'
T	= 82.78'
L	= 163.24'
E	= 8.50'

LEGEND

- PROPOSED STRUCTURE
- DEMOLISH EXISTING STRUCTURE
- 400W HPS LUMINAIRE WITH 8' MAST ARM ON 35' HIGH POLE

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

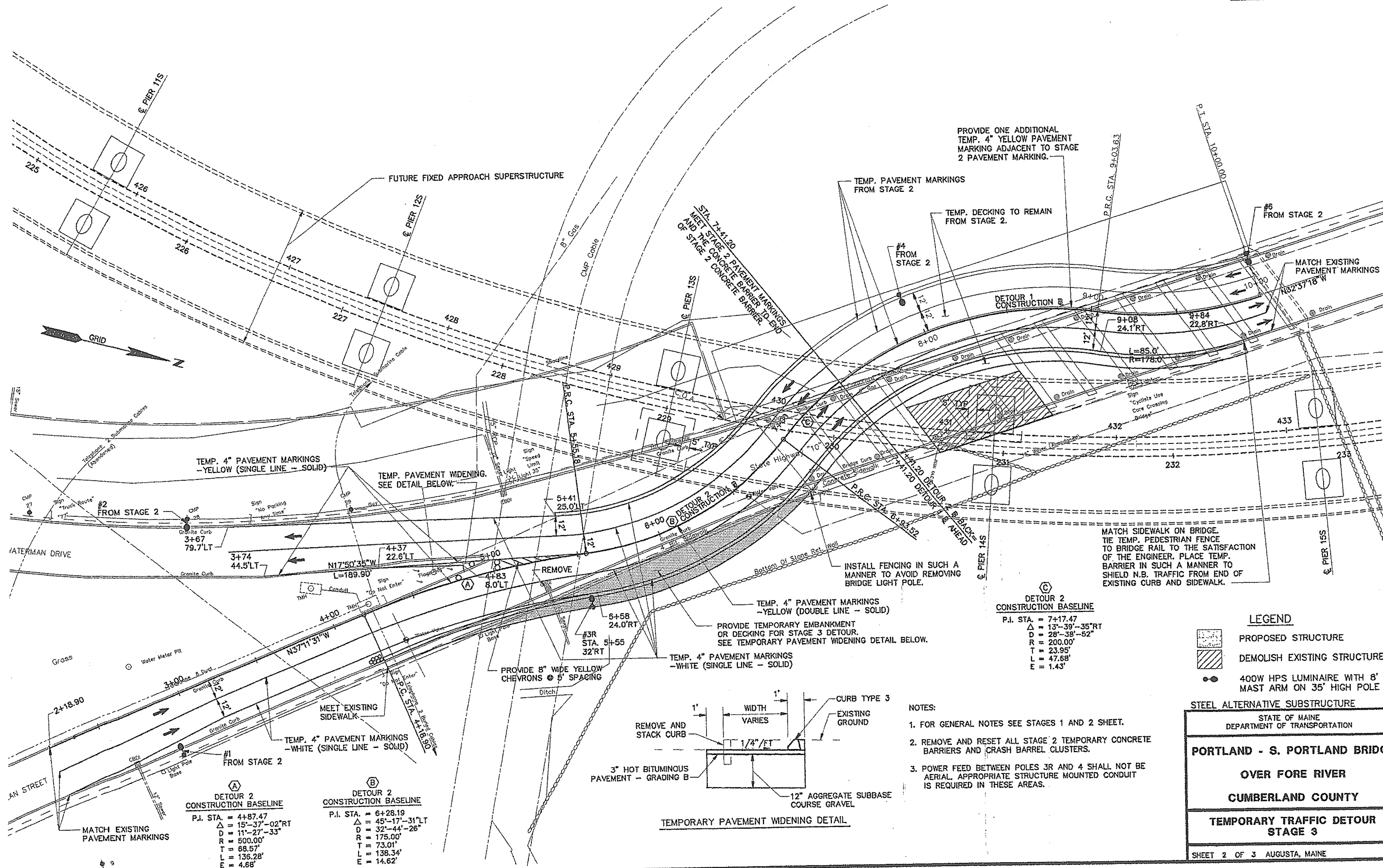
OVER FORE RIVER

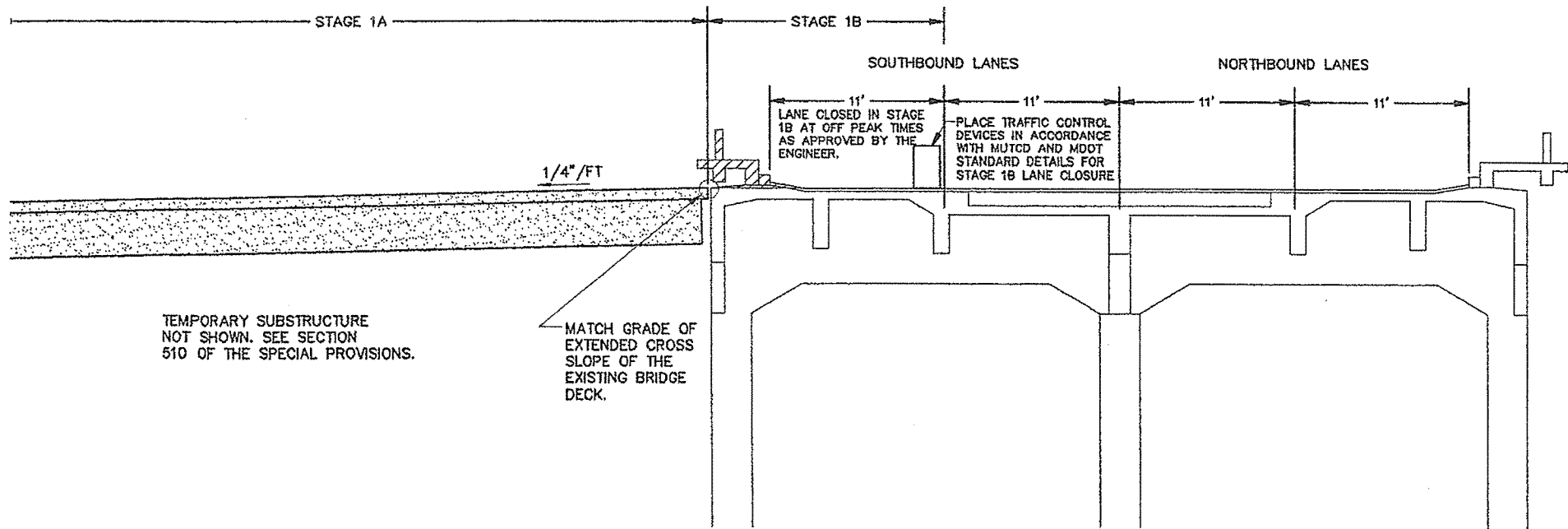
CUMBERLAND COUNTY

TEMPORARY TRAFFIC DETOUR STAGES 1 AND 2

SHEET 1 OF 3 AUGUSTA, MAINE

* WILL REMAIN IN PLACE DURING STAGE 3 CONSTRUCTION





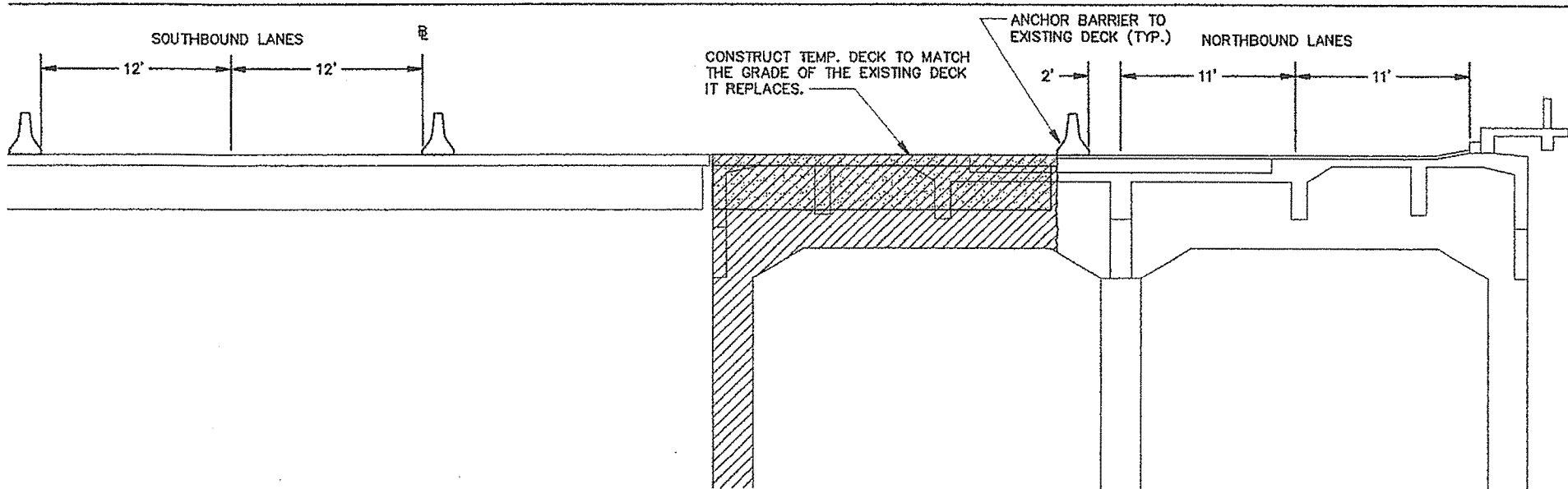
STAGE 1

STAGE 1A

1. CONSTRUCT AND COMPLETE TEMPORARY DECK STRUCTURE ALONG WEST SIDE OF EXISTING BRIDGE WHILE MAINTAINING FOUR LANES OF BRIDGE TRAFFIC IN EXISTING LANE CONFIGURATION.

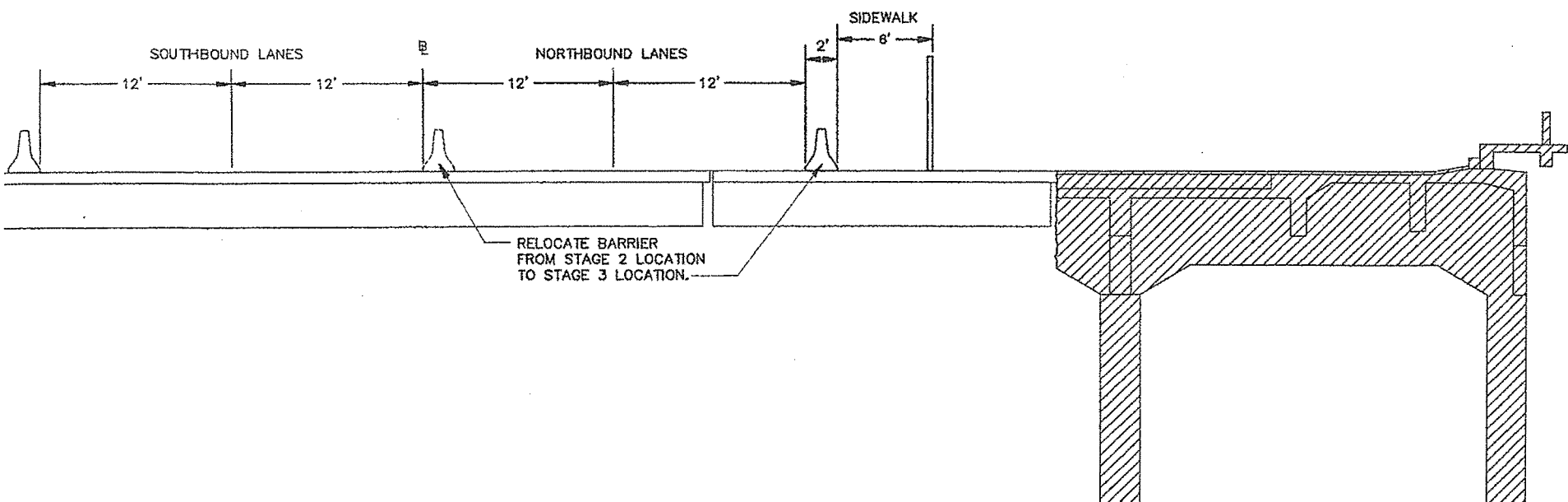
STAGE 1B

1. CLOSE ONE SOUTHBOUND LANE DURING OFF PEAK PERIODS AS APPROVED BY THE ENGINEER UTILIZING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH MUTCD AND MDOT STANDARD DETAIL SHEETS.
2. REMOVE WESTERLY SIDEWALK, BRIDGE RAILINGS AND SUPPORTS AS REQUIRED TO SAFELY ACCOMMODATE STAGE 2 & 3 TRAFFIC DETOURS.
3. PROVIDE PROPER JOINTS/INTERFACES BETWEEN THE NEW TEMPORARY STRUCTURE AND THE EXISTING BRIDGE DECK IN AREAS WHERE TRAFFIC WILL CROSS BETWEEN THE OLD AND NEW STRUCTURES. SEE SPECIAL PROVISIONS FOR SECTION 510.



STAGE 2

1. PROVIDE CONCRETE BARRIER AND TEMPORARY PAVEMENT STRIPING FOR TEMPORARY SOUTHBOUND DETOUR.
2. DIVERT SOUTHBOUND TRAFFIC (2 LANES) TO TEMPORARY SOUTHBOUND DETOUR.
3. PROVIDE CONCRETE BARRIER AND STRIPING FOR NORTHBOUND TRAFFIC.
4. REMOVE PORTIONS OF EXISTING BRIDGE WITHIN THE AFFECTED THREE SPAN UNIT.
5. CONSTRUCT AND COMPLETE TEMPORARY DECK STRUCTURE TO REPLACE BRIDGE DECK REMOVED IN STEP 4.



STAGE 3

1. CONSTRUCT TEMPORARY PAVEMENT WIDENING ON EAST SIDE OF THE SOUTH PORTLAND APPROACH.
2. PROVIDE CONCRETE BARRIER AND PAVEMENT STRIPING FOR NORTHBOUND LANES AND PROTECTIVE FENCING FOR SIDEWALK.
3. DIVERT NORTHBOUND TRAFFIC (2 LANES) TO TEMPORARY NORTHBOUND DETOUR.
4. REMOVE REMAINING PORTIONS OF THREE SPAN UNIT NECESSARY TO CONSTRUCT PROPOSED PIER FOOTING.
5. CONSTRUCT PIER FOOTINGS 13S & 14S.

LEGEND

- | | |
|--|-----------------------------|
| | PROPOSED STRUCTURE |
| | DEMOLISH EXISTING STRUCTURE |

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

**TEMPORARY TRAFFIC DETOUR
CONSTRUCTION STAGING OVERVIEW**

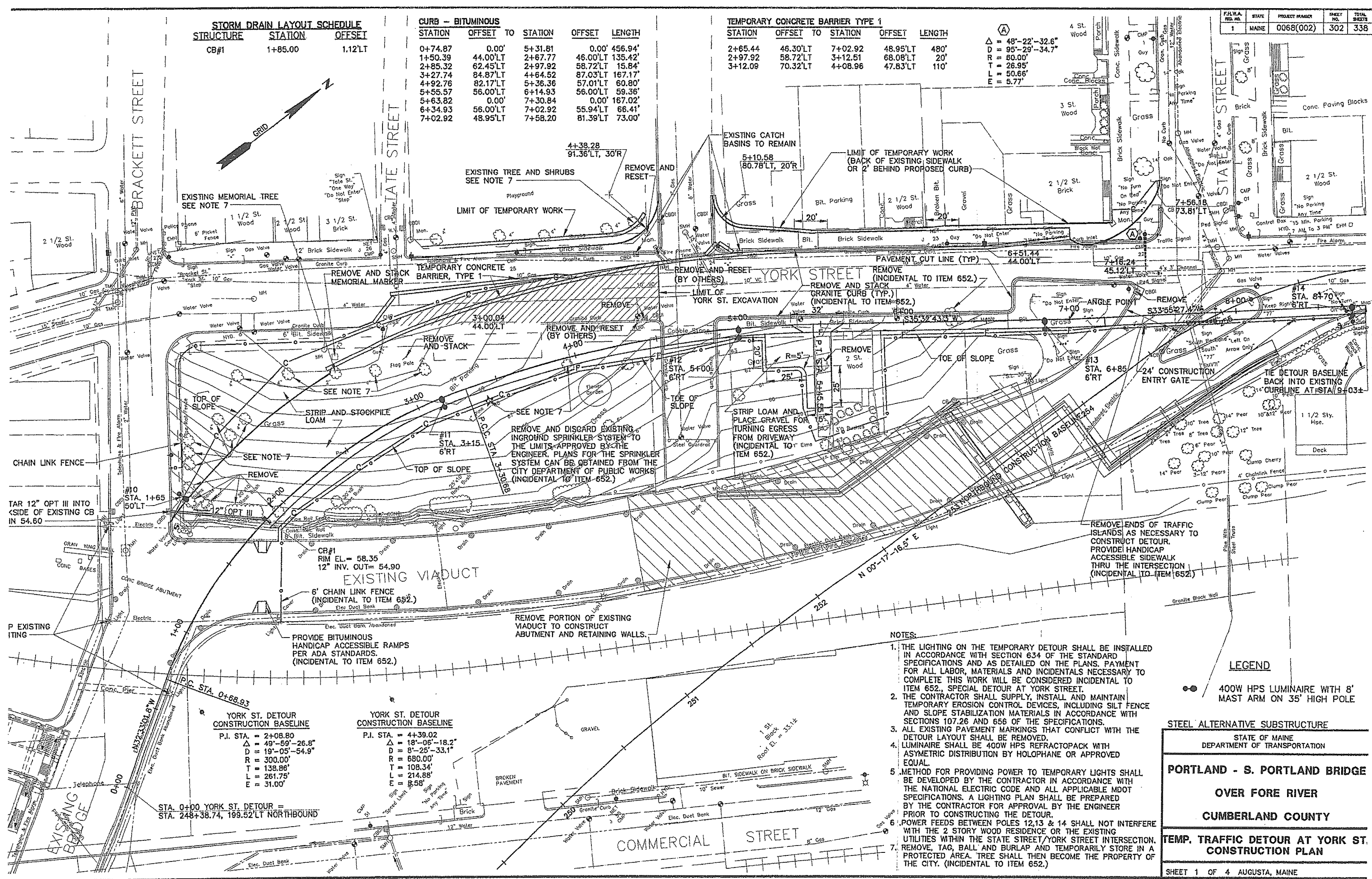
STRUCTURE	STATION	OFFSET
CB#1	1+85.00	1.12'LT

STATION	OFFSET TO	STATION	OFFSET	LENGTH
0+74.87	0.00'	5+31.81	0.00'	456.94'
1+50.39	44.00'LT	2+67.77	46.00'LT	135.42'
2+85.32	62.45'LT	2+97.92	58.72'LT	15.84'
3+27.74	84.87'LT	4+64.32	87.03'LT	167.17'
4+92.76	82.17'LT	5+36.36	57.01'LT	60.80'
5+55.57	56.00'LT	6+14.93	56.00'LT	59.36'
5+63.82	0.00'	7+30.84	0.00'	167.02'
6+34.93	56.00'LT	7+02.92	55.94'LT	66.41'
7+02.92	48.95'LT	7+58.20	81.39'LT	73.00'

STATION	OFFSET TO	STATION	OFFSET	LENGTH
2+65.44	46.30'LT	7+02.92	48.95'LT	480'
2+97.92	58.72'LT	3+12.51	68.08'LT	20'
3+12.09	70.32'LT	4+08.96	47.83'LT	110'

$\Delta = 48^{\circ}22'-32.6''$
 $D = 95^{\circ}29'-34.7''$
 $R = 80.00'$
 $T = 26.95'$
 $L = 50.66'$
 $E = 5.77'$

F.H.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	0068(002)	302	338



NOTES:

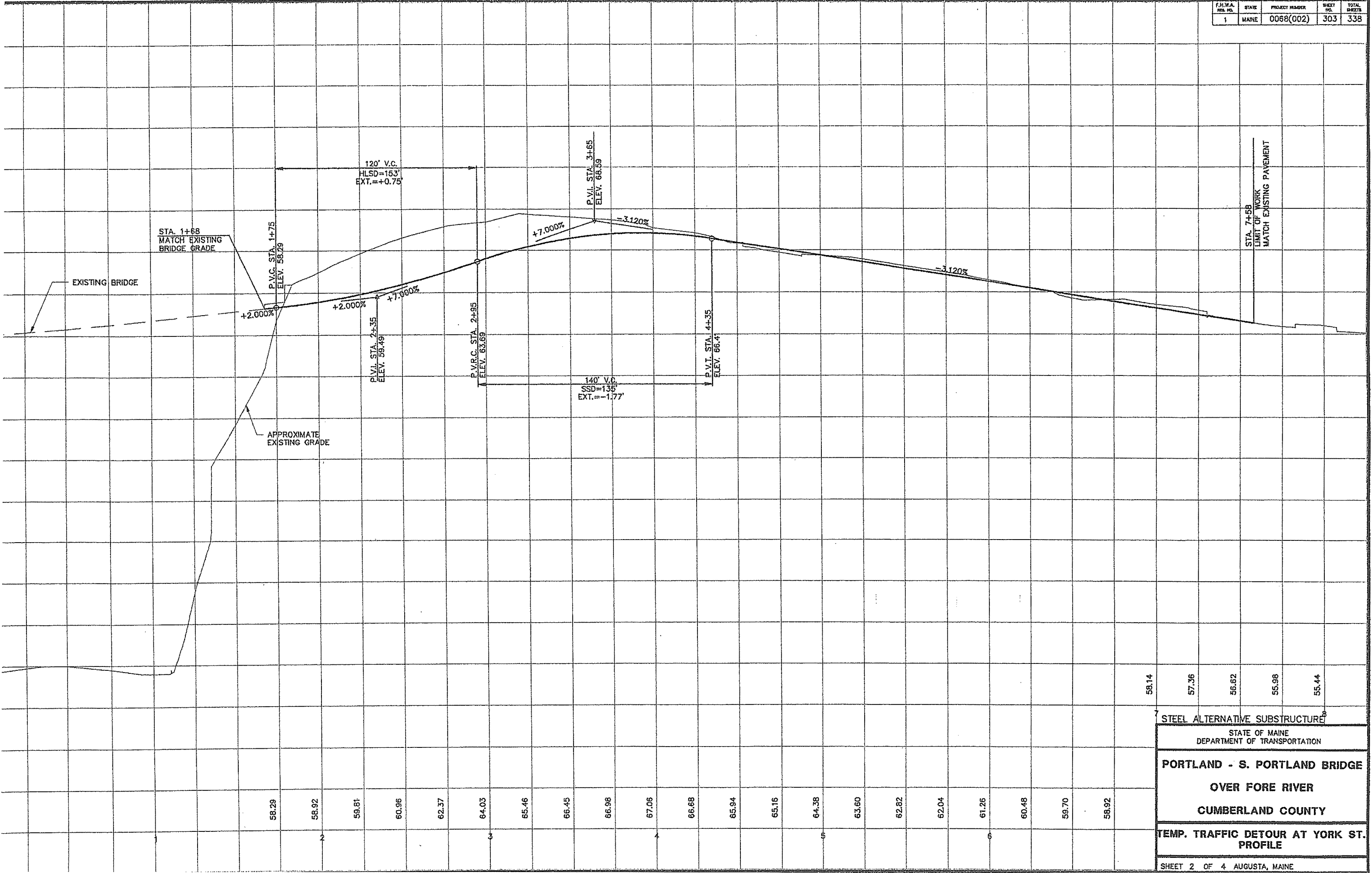
1. THE LIGHTING ON THE TEMPORARY DETOUR SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 634 OF THE STANDARD SPECIFICATIONS AND AS DETAILED ON THE PLANS. PAYMENT FOR ALL LABOR, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 652, SPECIAL DETOUR AT YORK STREET.
2. THE CONTRACTOR SHALL SUPPLY, INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL DEVICES, INCLUDING SILT FENCE AND SLOPE STABILIZATION MATERIALS IN ACCORDANCE WITH SECTIONS 107.26 AND 656 OF THE SPECIFICATIONS.
3. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE DETOUR LAYOUT SHALL BE REMOVED.
4. LUMINAIRE SHALL BE 400W HPS REFRACTOPACK WITH ASYMMETRIC DISTRIBUTION BY HOLOPHANE OR APPROVED EQUAL.
5. METHOD FOR PROVIDING POWER TO TEMPORARY LIGHTS SHALL BE DEVELOPED BY THE CONTRACTOR IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND ALL APPLICABLE MDOT SPECIFICATIONS. A LIGHTING PLAN SHALL BE PREPARED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTING THE DETOUR.
6. POWER FEEDS BETWEEN POLES 12.13 & 14 SHALL NOT INTERFERE WITH THE 2 STORY WOOD RESIDENCE OR THE EXISTING UTILITIES WITHIN THE STATE STREET/YORK STREET INTERSECTION.
7. REMOVE, TAG, BALL AND BURLAP AND TEMPORARILY STORE IN A PROTECTED AREA. TREE SHALL THEN BECOME THE PROPERTY OF THE CITY. (INCIDENTAL TO ITEM 652.)

LEGEND

400W HPS LUMINAIRE WITH 8' MAST ARM ON 35' HIGH POLE

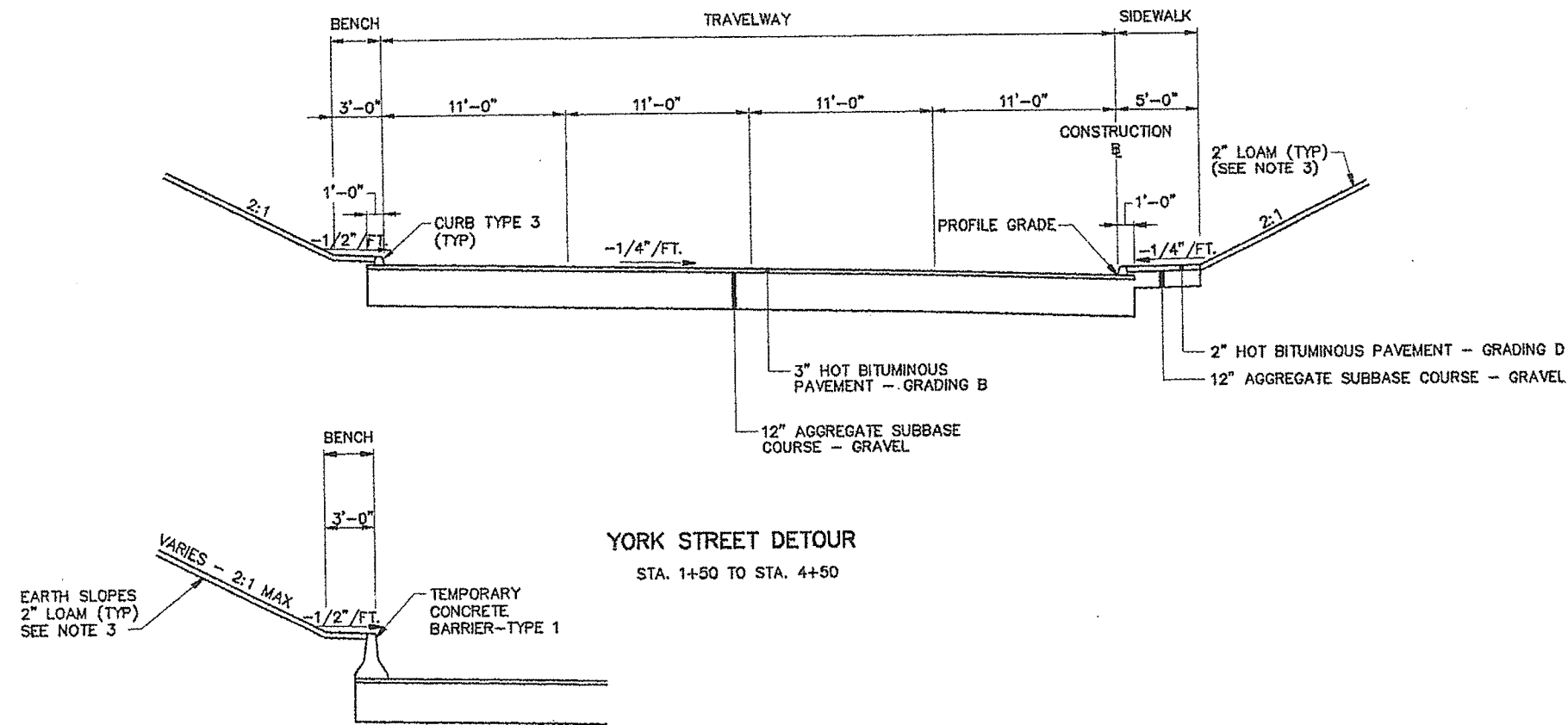
STEEL ALTERNATIVE SUBSTRUCTURE
 STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
TEMP. TRAFFIC DETOUR AT YORK ST.
CONSTRUCTION PLAN

F.H.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	0068(002)	303	338



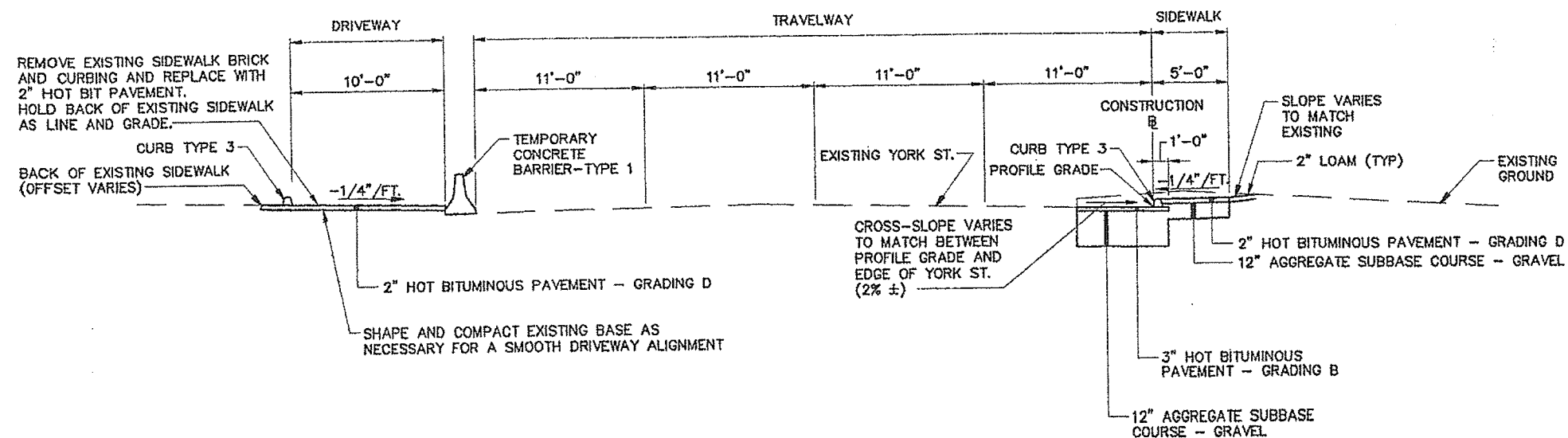
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PORTLAND - S. PORTLAND BRIDGE
OVER FORE RIVER
CUMBERLAND COUNTY
TEMP. TRAFFIC DETOUR AT YORK ST.
PROFILE
SHEET 2 OF 4 AUGUSTA, MAINE

3" HOT BITUMINOUS PAVEMENT



ALTERNATE LEFT SIDESLOPE CONDITION

STA. 2+50 TO STA. 4+50



NOTES:

1. THE PAVEMENT BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. ALL EARTHEN SLOPES TO BE SEEDING WITH SEEDING METHOD NO. 1 AND COVERED AS SOON AS POSSIBLE WITH TEMPORARY EROSION CONTROL BLANKETS. (INCIDENTAL TO YORK STREET DETOUR LUMP SUM ITEM)

STEEL ALTERNATIVE SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

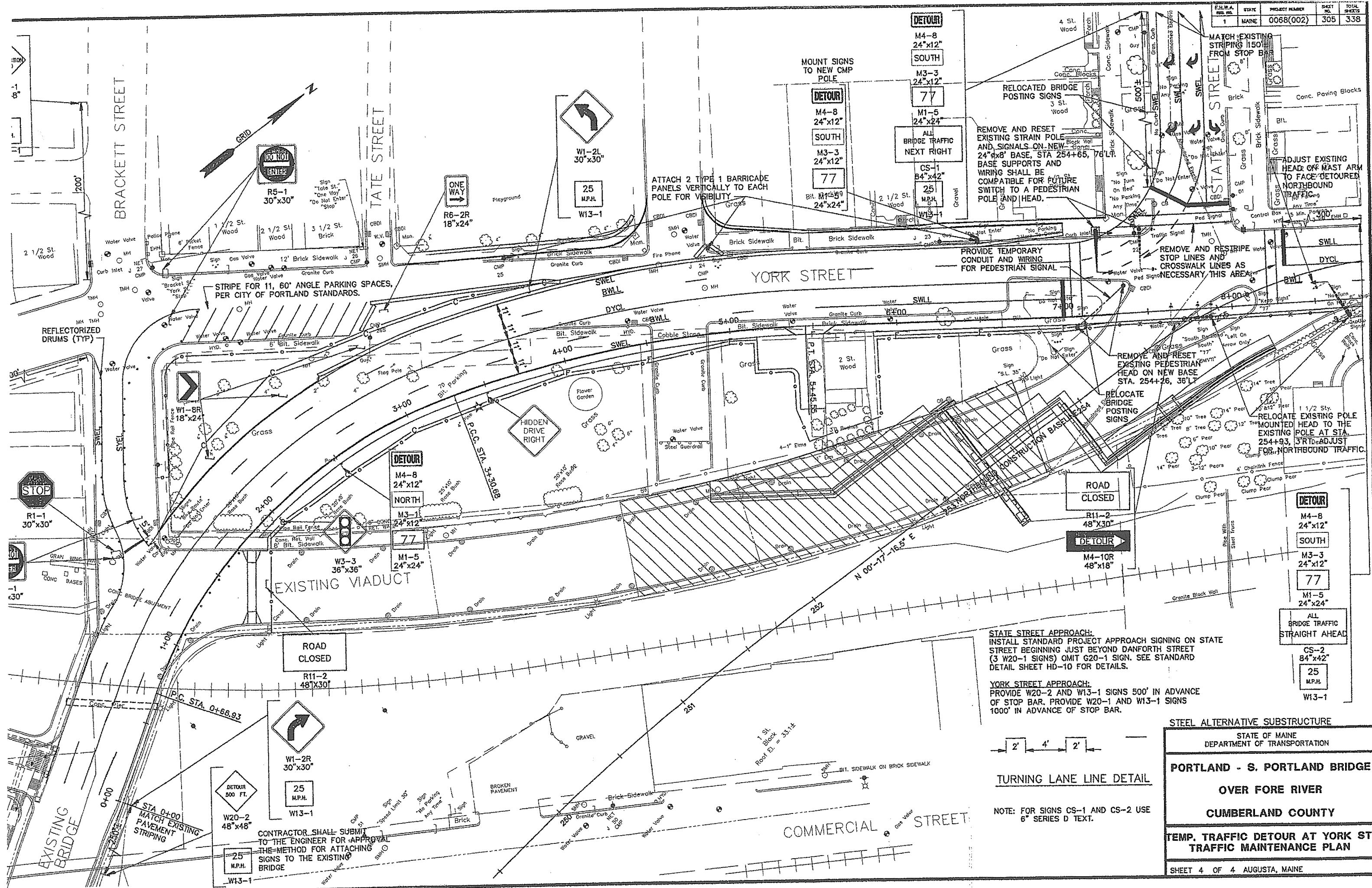
PORTLAND - S. PORTLAND BRIDGE

OVER FORE RIVER

CUMBERLAND COUNTY

**TEMP. TRAFFIC DETOUR AT YORK ST.
TYPICAL SECTIONS**

SHEET 3 OF 4 AUGUSTA, MAINE



STATE STREET APPROACH:
INSTALL STANDARD PROJECT APPROACH SIGNING ON STATE STREET BEGINNING JUST BEYOND DANFORTH STREET (3 W20-1 SIGNS) OMIT G20-1 SIGN. SEE STANDARD DETAIL SHEET HD-10 FOR DETAILS.

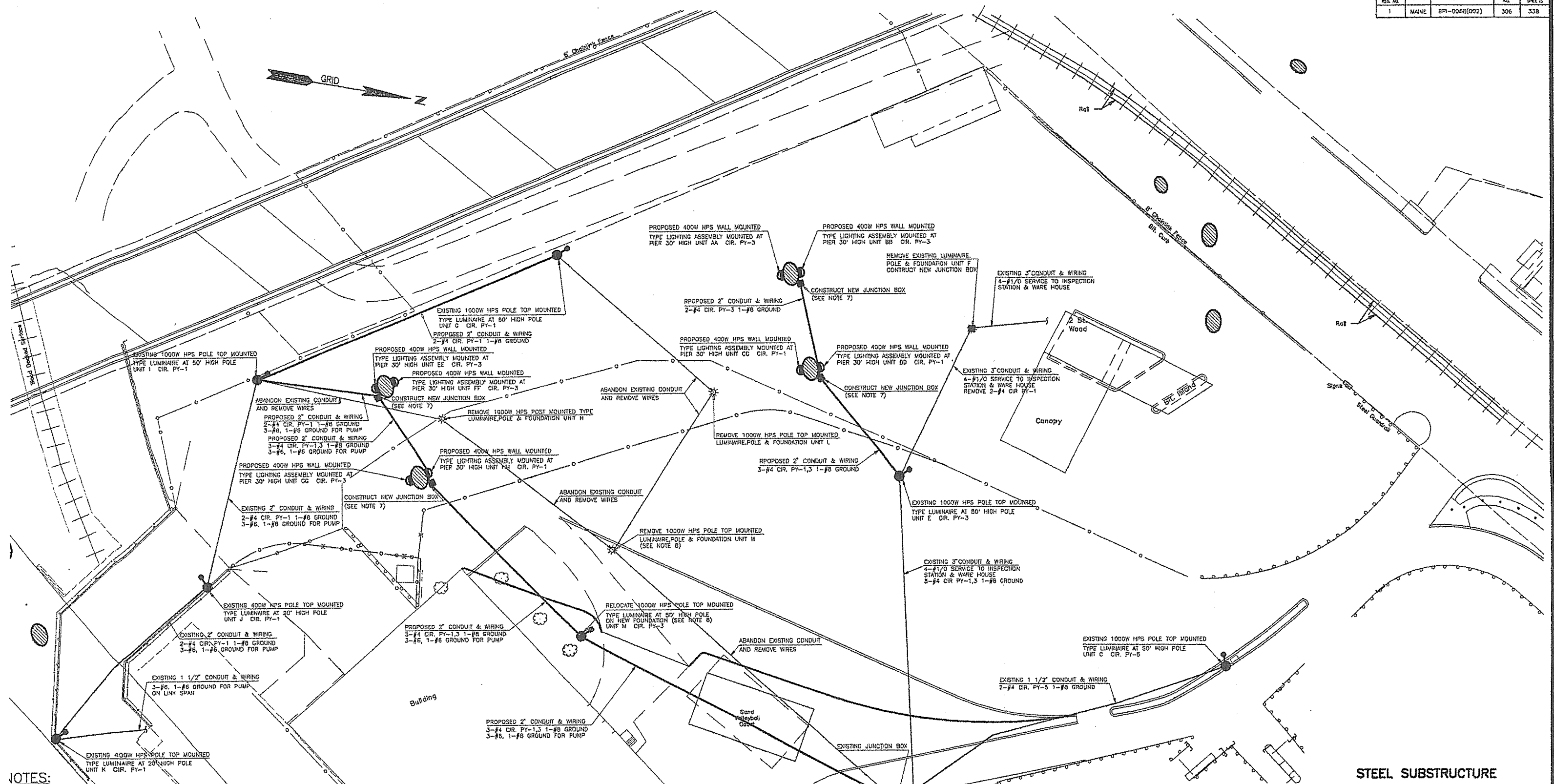
YORK STREET APPROACH:
PROVIDE W20-2 AND W13-1 SIGNS 500' IN ADVANCE OF STOP BAR. PROVIDE W20-1 AND W13-1 SIGNS 1000' IN ADVANCE OF STOP BAR.



TURNING LANE LINE DETAIL

NOTE: FOR SIGNS CS-1 AND CS-2 USE 6" SERIES D TEXT.

STEEL ALTERNATIVE SUBSTRUCTURE	
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
PORTLAND - S. PORTLAND BRIDGE	
OVER FORE RIVER	
CUMBERLAND COUNTY	
TEMP. TRAFFIC DETOUR AT YORK ST. TRAFFIC MAINTENANCE PLAN	
SHEET 4 OF 4 AUGUSTA, MAINE	



NOTES:

FOR MORE INFORMATION ABOUT EXISTING LIGHTING, SEE EXISTING LIGHTING PLAN SHEET.

EXISTING INFORMATION HAS BEEN OBTAINED FROM AVAILABLE EXISTING PLANS AND THE CONTRACTOR MUST VERIFY ALL THE INFORMATION IN THE FIELD PRIOR TO START OF ANY WORK.

ALL EXISTING AND PROPOSED WIRING SHALL BE SPLICED TO MAKE CONTINUOUS CIRCUITS.

ALL PROPOSED CONDUIT SHALL BE RIGID METALLIC.

THE CONTRACTOR SHALL CONSTRUCT ALL PROPOSED CONDUIT, JUNCTION BOXES, FOUNDATIONS, INSTALL LIGHTING ASSEMBLIES ON THE PIERS AND RELOCATE 50' HIGH POLE AS SHOWN ON THE PLANS.

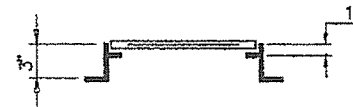
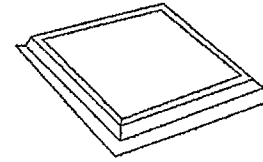
- PAYMENT FOR ALL LIGHTING WORK SHOWN ON THIS SHEET SHALL BE MADE UNDER PAY ITEM "HIGHWAY LIGHTING" (LUMP-SUM). NO ADDITIONAL PAYMENT SHALL BE MADE FOR ANY MATERIAL OR WORK NECESSARY TO COMPLETE THE LIGHTING WORK.
- INSTALL NEW 1 1/4" RIGID METALLIC CONDUIT FROM JUNCTION BOX TO EACH LIGHTING ASSEMBLY MOUNTED ON PIER AND PULL 2-#4 ACTIVE AND 1-#8 GROUND WIRE THROUGH IT. CONNECT WIRES TO PROPER CIRCUITS. FOR DETAILS OF 1 1/4" CONDUIT SEE BRIDGE DETAILS.
- REMOVE EXISTING POLE AND LUMINAIRE UNIT M AND RELOCATE IT ON NEW FOUNDATION AS SHOWN ON PLAN. NEW WIRING SHALL BE PROVIDED FROM FOUNDATION TO LUMINAIRE.

EXISTING CONDUITS & WIRING
(2" CONDUIT 3-#4 CIR PY-2,4
3-#4 SPARE 1-#8 GROUND)
(2" CONDUIT 4-#4 CIR.
PY-1,3,5 1-#8 GROUND)
(3" CONDUIT 4-#1/0 SERVICE
TO INSPECTION STATION)
(2" CONDUIT 3-#6 SERVICE
TO PUMP ON LINK SPAN
1-#8 GROUND)
(2" CONDUIT SPARE)
EXISTING WIRING IS CONNECTED TO EXISTING LOAD
CENTER "PY" LOCATED INSIDE THE BUILDING (NOT
SHOWN ON THE PLAN). SEE EXISTING LIGHTING
PLAN SHEET

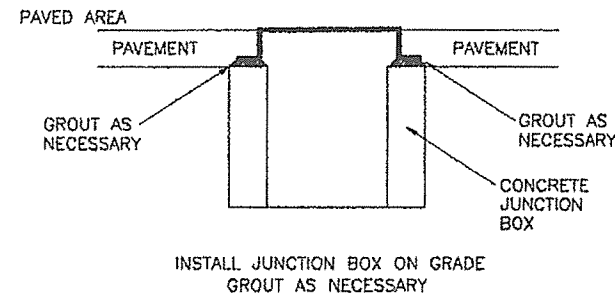
STEEL SUBSTRUCTURE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PORTLAND
LIGHTING MODIFICATION PLAN
FERRY TERMINAL LOT
SHEET 1 OF 3 AUGUSTA, MAINE

GROUT FRAME IN PLACE
ON TOP OF BOX

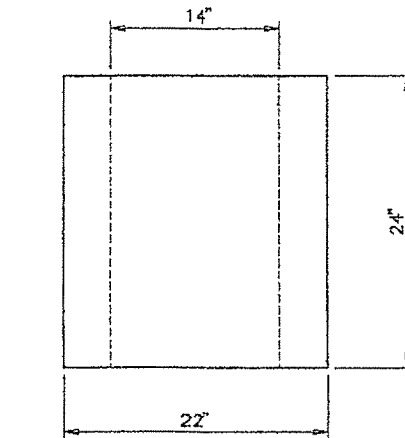


ELECTRICAL PULL BOX
COVER
N.T.S.



JUNCTION BOX COVER AND FRAME
N.T.S.

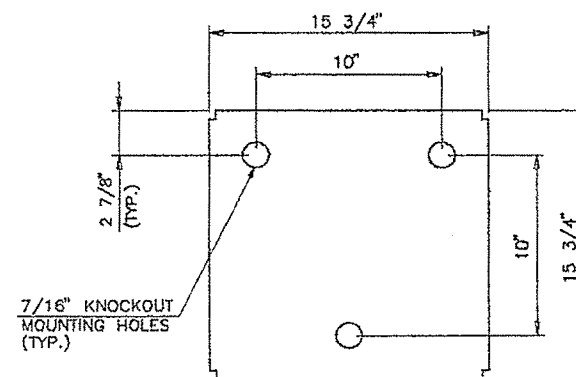
PRECAST CONCRETE JUNCTION BOX
N.T.S.



TOP

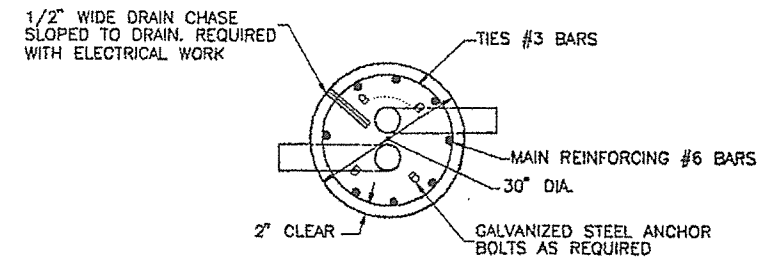
NOTE
C of the luminaire to be approximately
20' from the C of the pier where down
spout is present otherwise is C of pier.

LIGHTING ASSEMBLY MOUNTED
ON PIER AT 30' HEIGHT
(TYPICAL)
1 1/4" RMC EXPOSED
(TYPICAL)

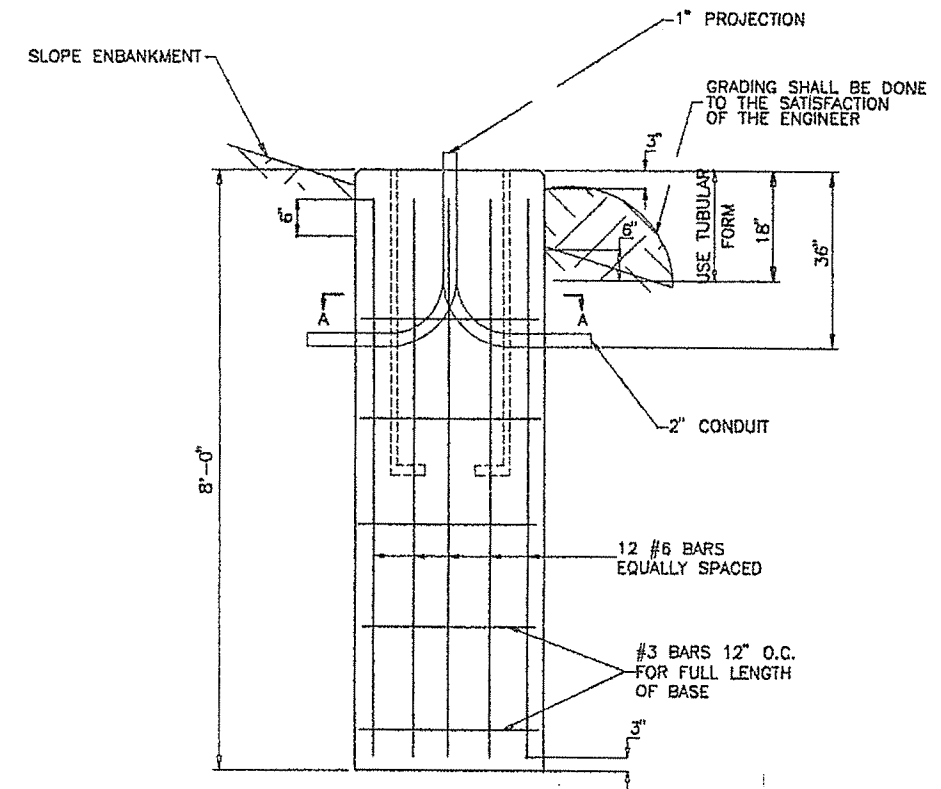


SKETCH SHOWING MOUNTING DETAILS OF
LIGHTING ASSEMBLY ON PIER
N.T.S.

SKETCH SHOWING LIGHTING ASSEMBLY
MOUNTED ON PIERS 2N & 3N
N.T.S.

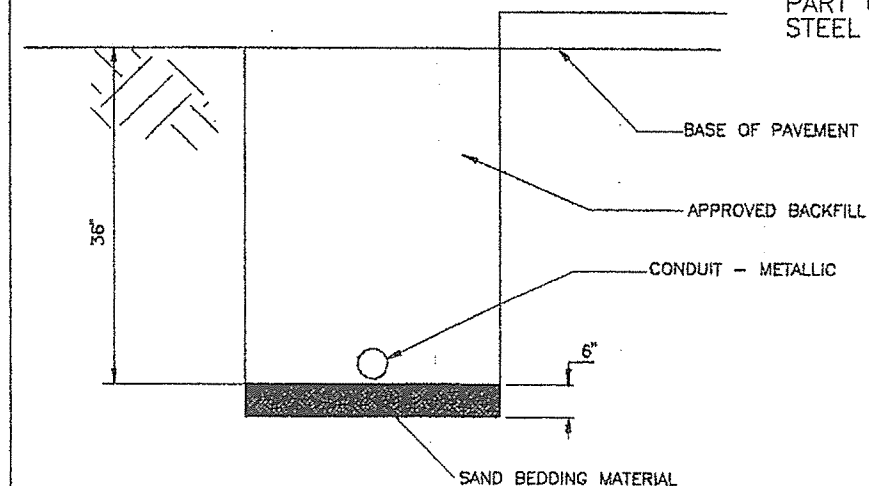


SECTION A-A



LIGHT POLE FOUNDATION
N.T.S.

NOTES: ALL CONDUIT LOCATED IN WHOLE OR IN
PART UNDER THE PAVEMENT SHALL BE GALVANIZED
STEEL CONDUIT.



CONDUIT TRENCH
N.T.S.

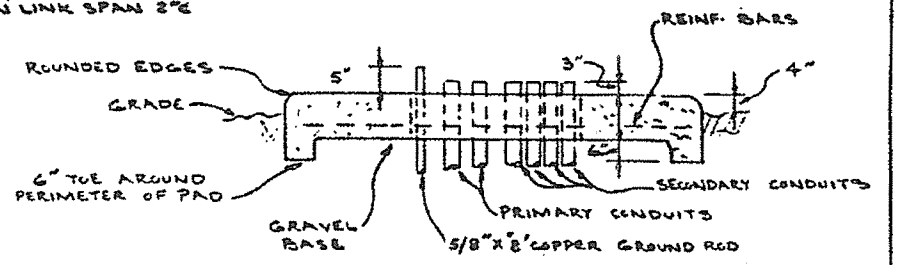
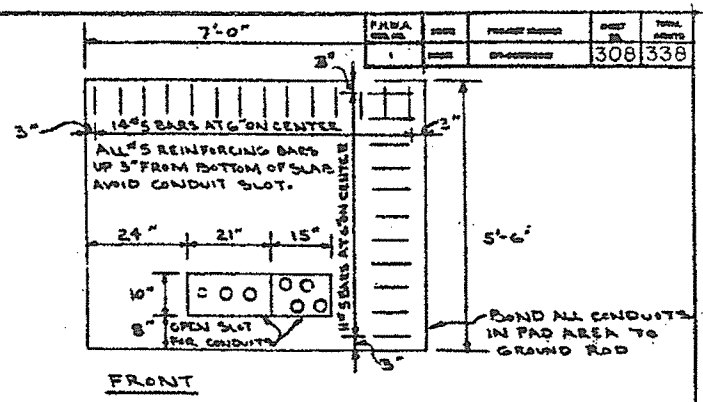
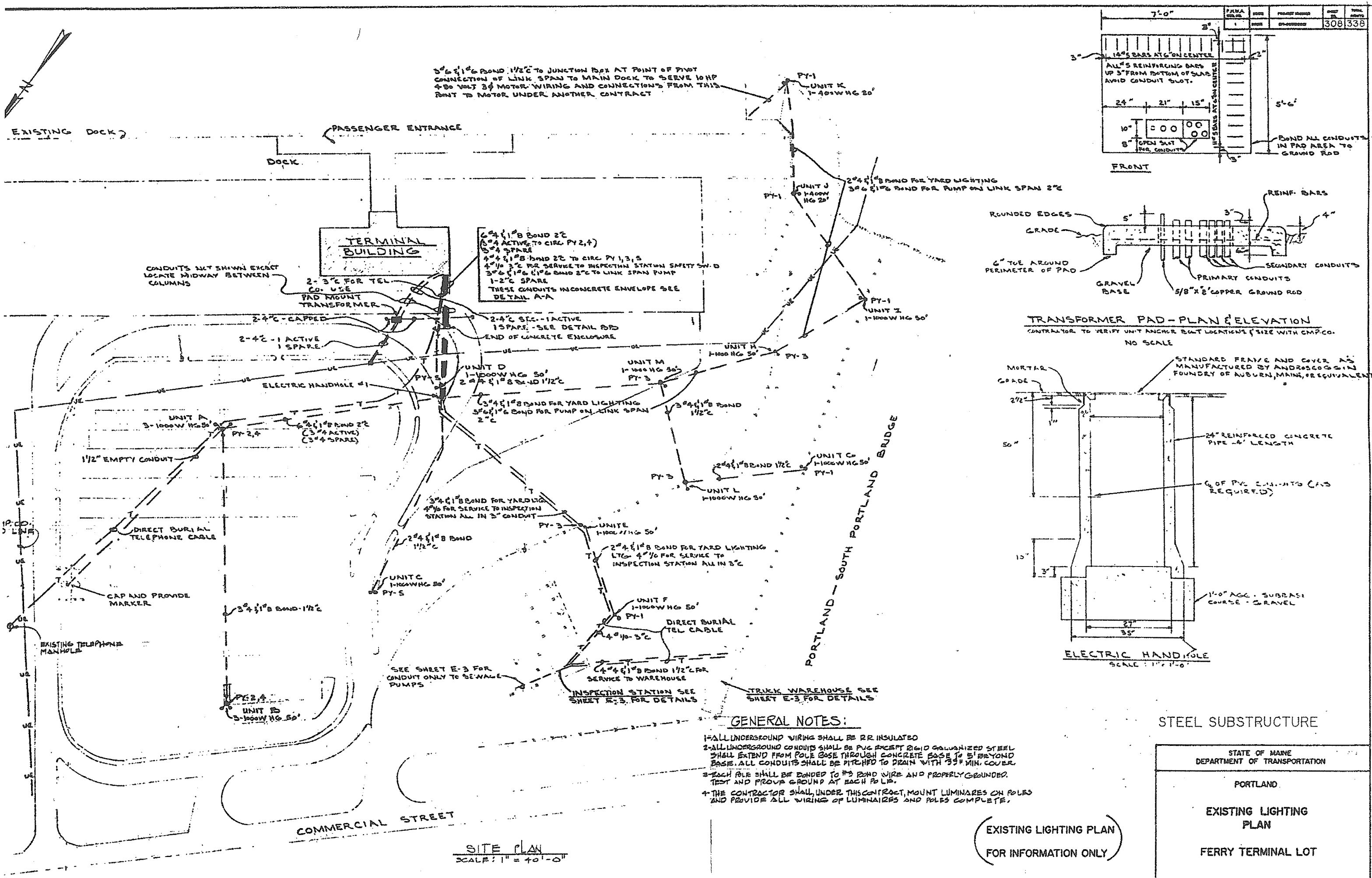
STEEL SUBSTRUCTURE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

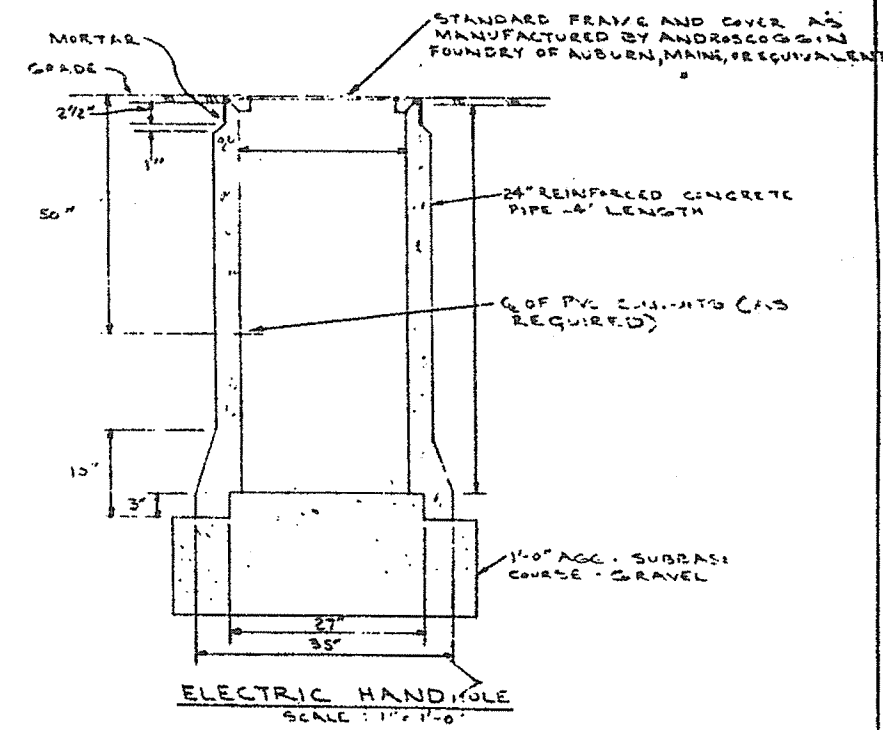
PORTLAND

LIGHTING DETAILS

FERRY TERMINAL LOT



TRANSFORMER PAD - PLAN & ELEVATION
CONTRACTOR TO VERIFY UNIT ANCHOR BOLT LOCATIONS & SIZE WITH CMP CO.
NO SCALE



ELECTRIC HANDHOLE
SCALE: 1\"/>

GENERAL NOTES:

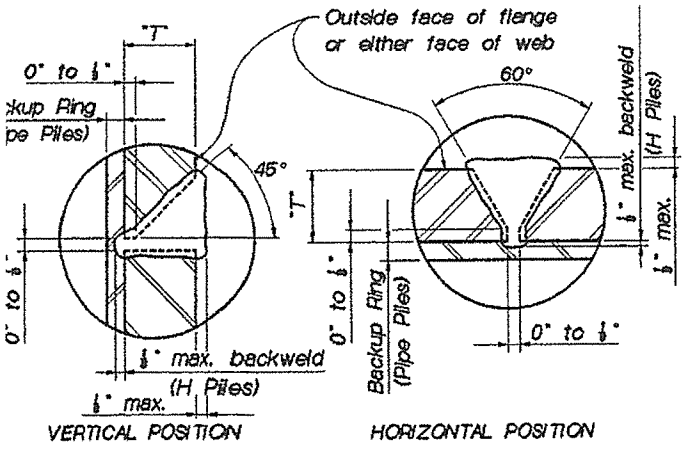
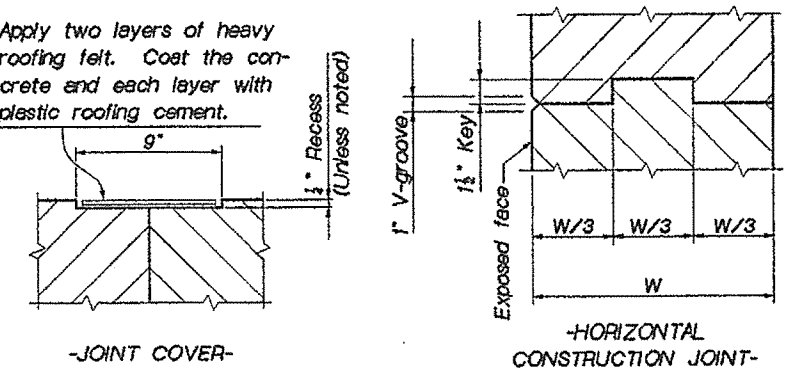
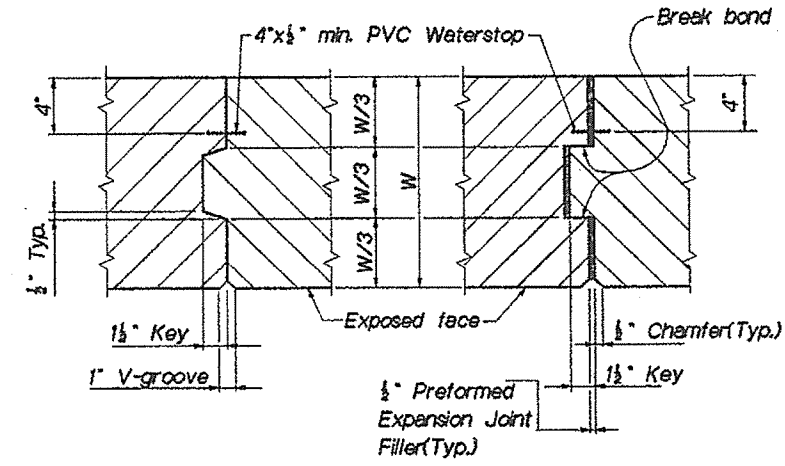
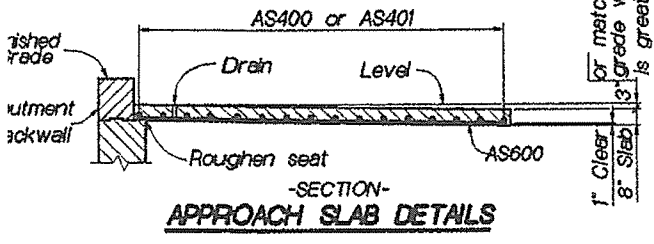
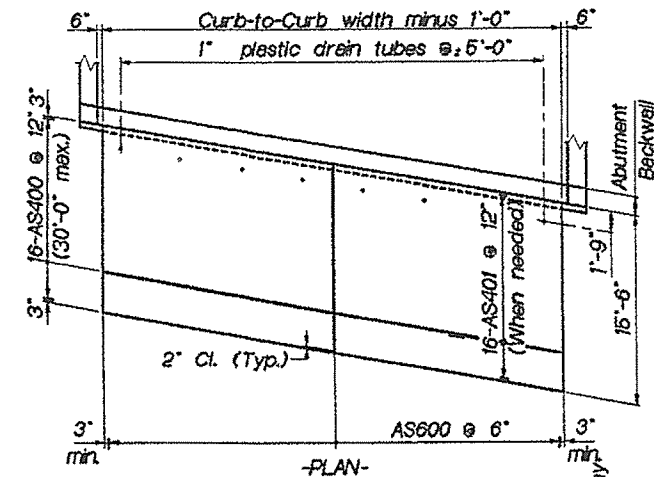
- 1-ALL UNDERGROUND WIRING SHALL BE R.R. INSULATED
- 2-ALL UNDERGROUND CONDUITS SHALL BE PVC EXCEPT RIGID GALVANIZED STEEL SHALL EXTEND FROM POLE BASE THROUGH CONCRETE BASE TO 5' BEYOND BASE. ALL CONDUITS SHALL BE PITCHED TO DRAIN WITH 3/32\"/>
- 3-EACH POLE SHALL BE BONDED TO #3 BOND WIRE AND PROPERLY GROUNDED. TEST AND PROVE GROUND AT EACH POLE.
- 4-THE CONTRACTOR SHALL, UNDER THIS CONTRACT, MOUNT LUMINAIRES ON POLES AND PROVIDE ALL WIRING OF LUMINAIRES AND POLES COMPLETE.

STEEL SUBSTRUCTURE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PORTLAND
EXISTING LIGHTING PLAN
FERRY TERMINAL LOT

(EXISTING LIGHTING PLAN)
FOR INFORMATION ONLY

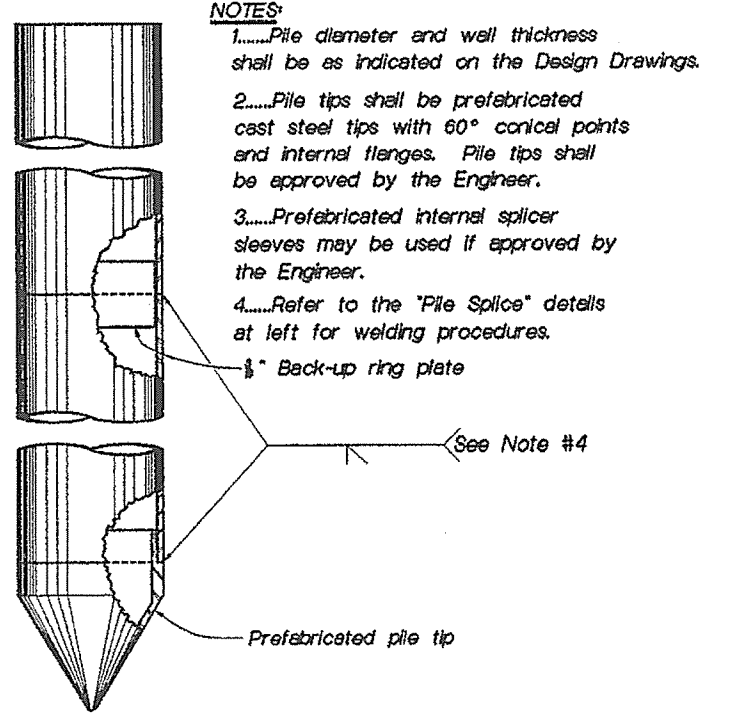
SITE PLAN
SCALE: 1\"/>



Base Metal Thickness "T"	Min. Number of Passes
1/8"	3
1/4"	4
3/8"	5

- All cutting shall be done with the use of a mechanical guide.
- Gouge root before welding second side. (H Piles).
- Use Manual Shielded-Arc Process and 6010 or 6011 electrodes, unless a different process has been approved by the Engineer.
- Electrodes shall be dry when used, in accordance with the provisions of A.W.S. Spec. D1.5, as amended by AASHTO.

PILE SPICE



NOTE: Use only those items called for on the design drawings.

GENERAL NOTE:
In case of conflict between these Standard Details and the Design Drawings, the requirements of the Design Drawings shall be followed.

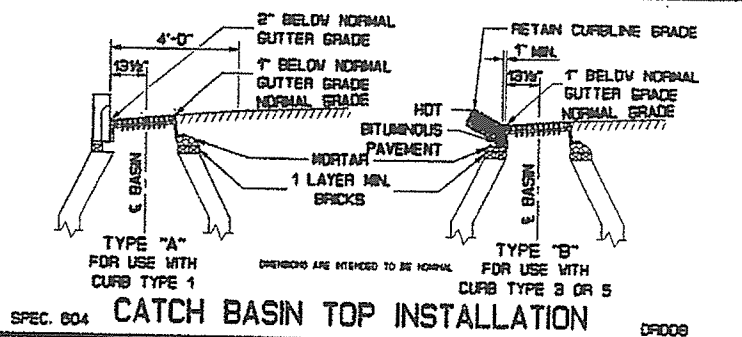
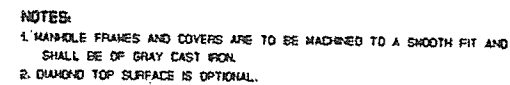
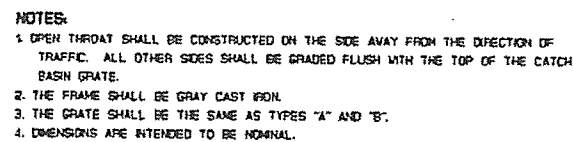
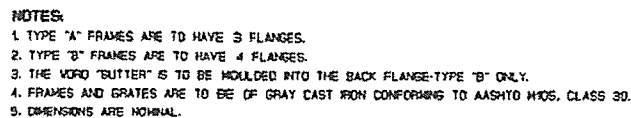
REVISIONS	APPROVED
Description	Mo.DDT FHWA
Original Plan	JULY, 1993

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STANDARD DETAILS
BD 501 - 93
SUBSTRUCTURE DETAILS

APPROACH SLAB
CONCRETE JOINT DETAILS
PILE SPICE - PIPE PILES

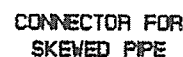
1. CATCH BASINS IN EXCESS OF 6' IN DEPTH SHALL, IF DIRECTED, BE PROVIDED WITH STEPS SIMILAR TO THOSE DETAILED FOR MANHOLES.
2. DRAIN HOLES IN PRECAST SUMPS SHALL BE NOT OVER 3" IN DIAMETER AND SHALL BE PLUGGED WITH MORTAR WHEN CONSTRUCTED.
3. ALL PRECAST SECTIONS OF LESS THAN 6" WALL THICKNESS SHALL HAVE TONGUE AND GROOVE JOINTS.
4. CONE AND RING SECTIONS SHALL HAVE A WALL THICKNESS OF 4" MINIMUM TO 8" MAXIMUM.
5. MINIMUM WALL THICKNESS AT THE SUMP SHALL BE 4" AS SPECIFIED IN A.S.T.M. C-47B.
6. THE WALL AROUND INLET AND OUTLET PIPES SHALL BE A PRECAST RING WITH AN OPENING 2" LARGER THAN THE OUTSIDE DIAMETER OF THE PIPE.
7. LIFT HOLES SHALL BE PROVIDED.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

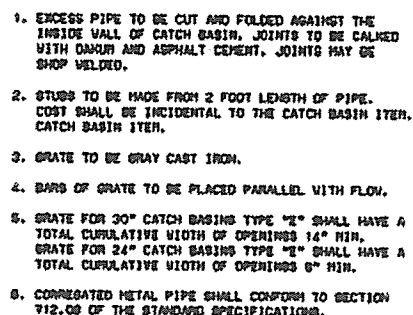
STANDARD DETAILS

TYPE A, B & C CATCH BASINS AND MANHOLES



CONCRETE BOX CULVERT EXTENSION USING CORRUGATED METAL PIPE & PIPE ARCHES

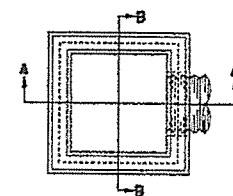
SPEC. 603

DRUGS

CATCH BASIN TYPE "E"

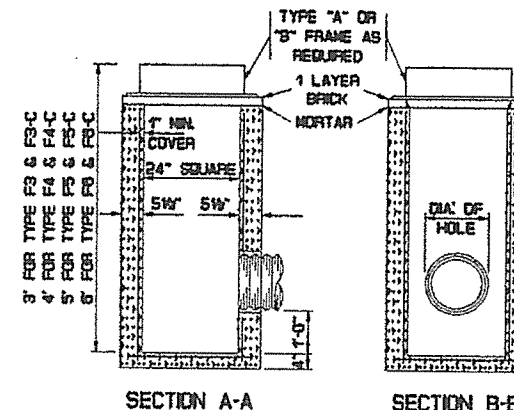
SPEC. BOA

BRD-10



NOTE:
ENTIRE CATCH BASIN WITH EXCEPTION OF
LEVELING BRICK FRAME AND GRATE TO BE
PRECAST AS SINGLE PORTLAND CEMENT
CONCRETE UNIT

* DIAMETER OF HOLE TO BE 3" LARGER THAN THE
INSIDE DIAMETER OF FLEXIBLE PIPE OR THE
OUTSIDE DIAMETER OF RIGID PIPE.



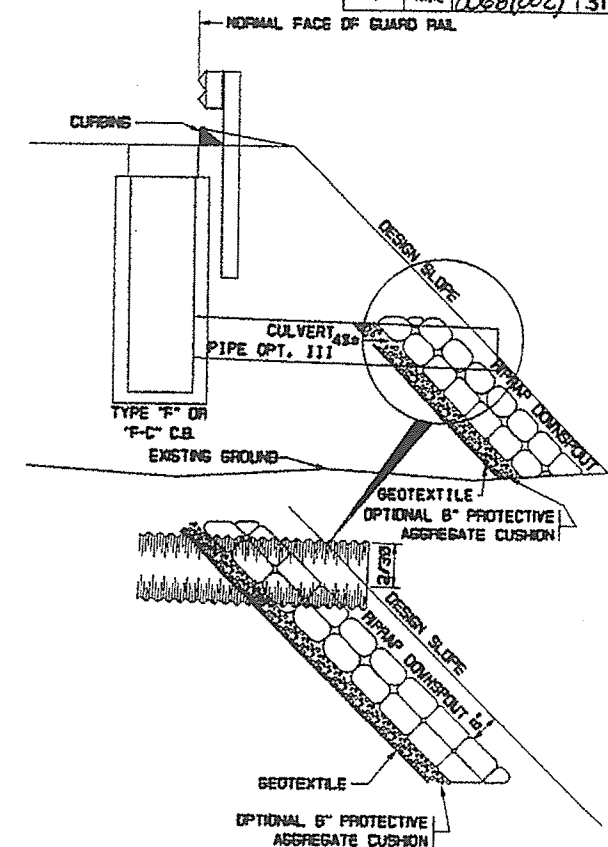
SECTION A-A

SECTION B-B

CATCH BASIN TYPE 'F'

SPEC. 604

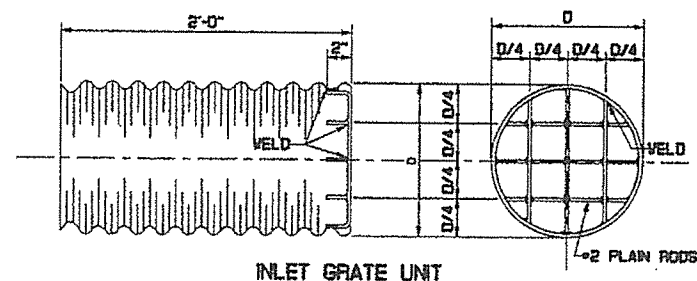
CPD11



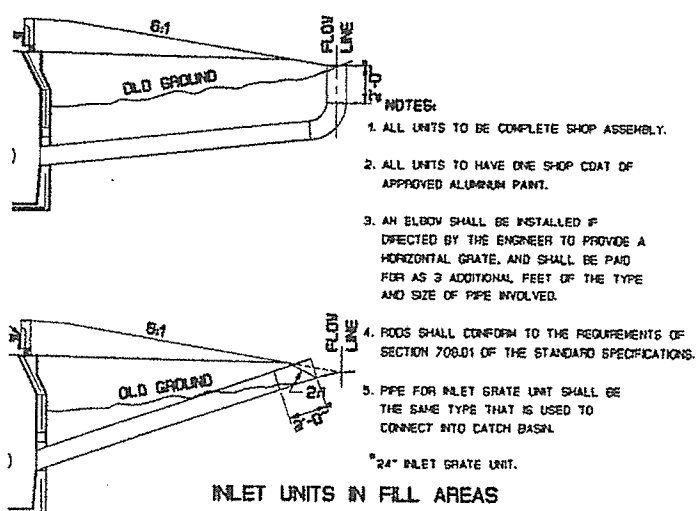
TYPE "F" CATCH BASIN
WITH OUTLET PIPE
(WITH RIPPAP)

SPEC. 504

DP-12



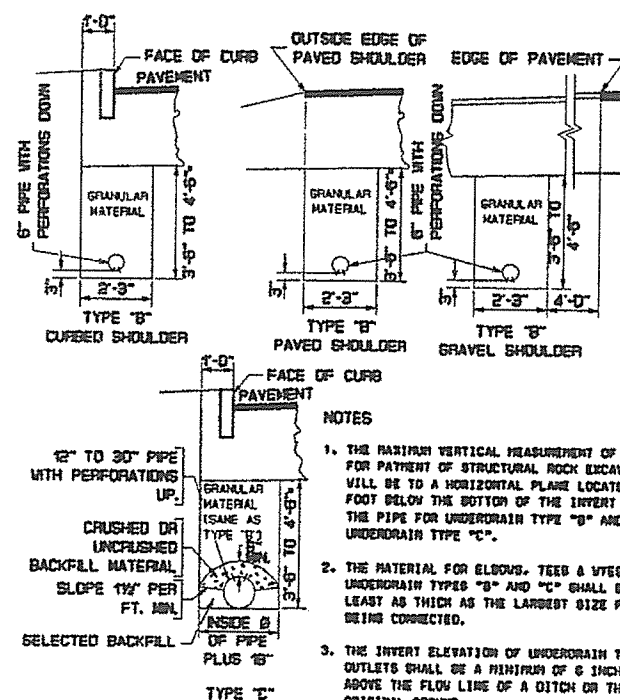
INLET GRATE UNIT



INLETS

SPEC. 604

09014



UNDERDRAIN

SP-EC. 803

1574

TYPE "B" AND TYPE "C" UNDERDRAIN PIPE							
METAL PIPE (MINIMUM WALL THICKNESS)				PLASTIC PIPE STIFFNESS = 52 DEFLECTION			
DIAMETER	M 218	M 274 N 248	N 187	P V C PIPE		POLYETHYLENE PIPE	
				M 270	ASTM F 848	M 284 8P DUAL-WALL UNANCHORED	M 252 8P DUAL-WALL UNANCHORED
TYPE "B" 6"	0.084	0.052	0.048.	48	60		60
TYPE "C" 12"	0.078	0.064	0.076	48		50	
16"	0.078	0.084	0.076	48		42	
18"	0.078	0.084	0.076			40	
21"	0.078	0.064	0.076				
24"	0.078	0.084	0.076			40	
30"	0.108	0.078	0.105				
36"	0.108	0.078	0.105				

N 219-Zinc coated (Galvanized) corrugated steel pipe
N 274-Aluminum coated (Type 2) corrugated steel pipe
N 248-Polymer pre-coated galvanized corrugated steel pipe
N 187-Corrugated Aluminum Alloy pipe
N 270-Smoothwall PVC pipe
ASTM F 348-PVC corrugated sewer pipe with smooth interior
N 252 SP-Corrugated Polyethylene pipe with smooth inner liner
N 234 SP-Corrugated Polyethylene drainage tubing with smooth inner liner
Type "B" Underdrain outlet shall be metal pipe meeting the requirements of this chart.

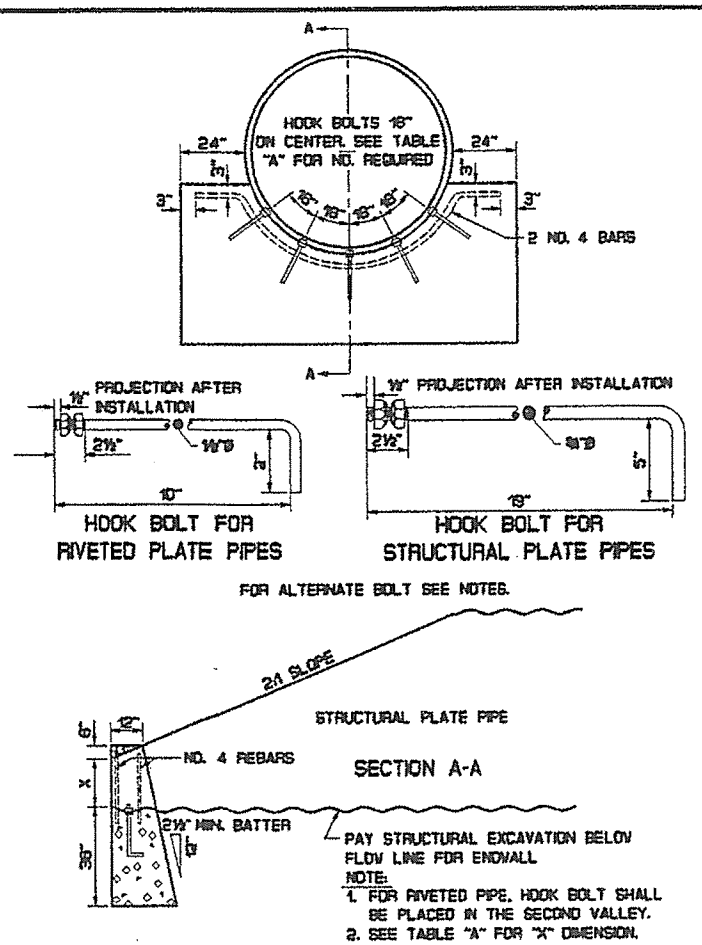
SPEC. EOS

DPD-18

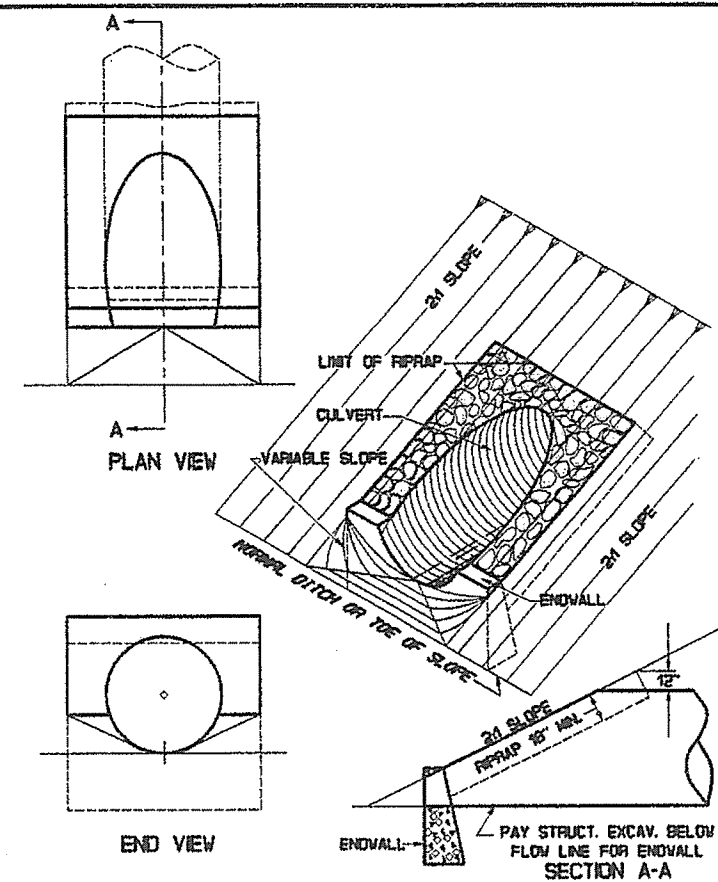
[illegible]

STANDARD DETAILS
TYPE E & F CATCH BASINS
INLET GRATE UNIT
UNDERDRAIN

SHEET OF AUGUSTA HARBOR



SPEC. B04 CONCRETE INLET ENDWALL DFD17

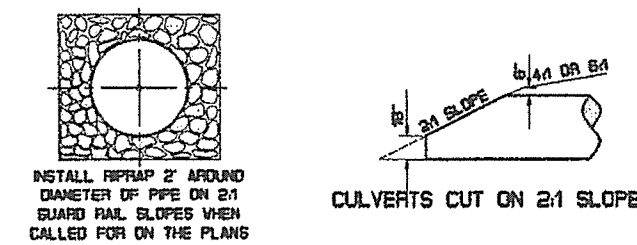


CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 2:1 SLOPES DFD18

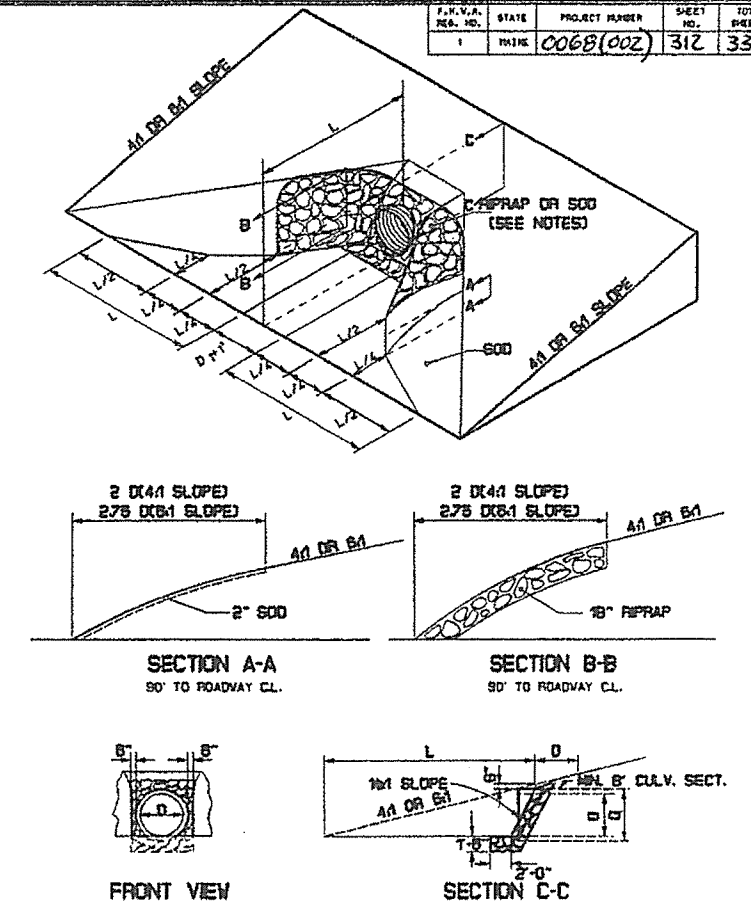
TABLE B

CULVERT DIAMETER	L 4:1 SLOPE	L 5:1 SLOPE
18"	8'-0"	13'-0"
21"	10'-0"	15'-0"
24"	11'-0"	16'-6"
30"	13'-0"	20'-0"
36"	15'-6"	23'-0"
42"	17'-6"	26'-0"
48"	19'-6"	29'-6"
54"	22'-0"	32'-6"
60"	24'-0"	36'-0"
66"	26'-0"	39'-6"
72"	28'-6"	42'-6"
84"	32'-6"	49'-0"

1. THE DIMENSIONS SHOWN ARE APPROXIMATES AND MAY BE MODIFIED BY THE RESIDENT ENGINEER.
2. RIPRAP WILL BE REQUIRED ON PORTIONS OF THE CULVERT END TREATMENT 1:1 AND STEEPER. THE REMAINING PORTION SHALL BE SODDED, OR LOADED, SEEDED AND HAY MULCHED AS DIRECTED BY THE ENGINEER.
3. 24" DIAMETER CULVERTS AND UNDER MAY BE SODDED AROUND ENDS OF CULVERT.
4. CULVERTS INSTALLED ON 2:1 SLOPES SHALL HAVE RIPRAP LAID ON 2:1 SLOPE AROUND THE INLET AND OUTLETS.



SPEC. B10 ROADWAY CULVERT END SLOPE TREATMENT FOR METAL AND CONCRETE CULVERTS AND TYPE C UNDERDRAIN OUTLETS DFD19



ROADWAY CULVERT END SLOPE TREATMENT FOR METAL AND CONCRETE CULVERTS AND TYPE C UNDERDRAIN OUTLETS DFD19

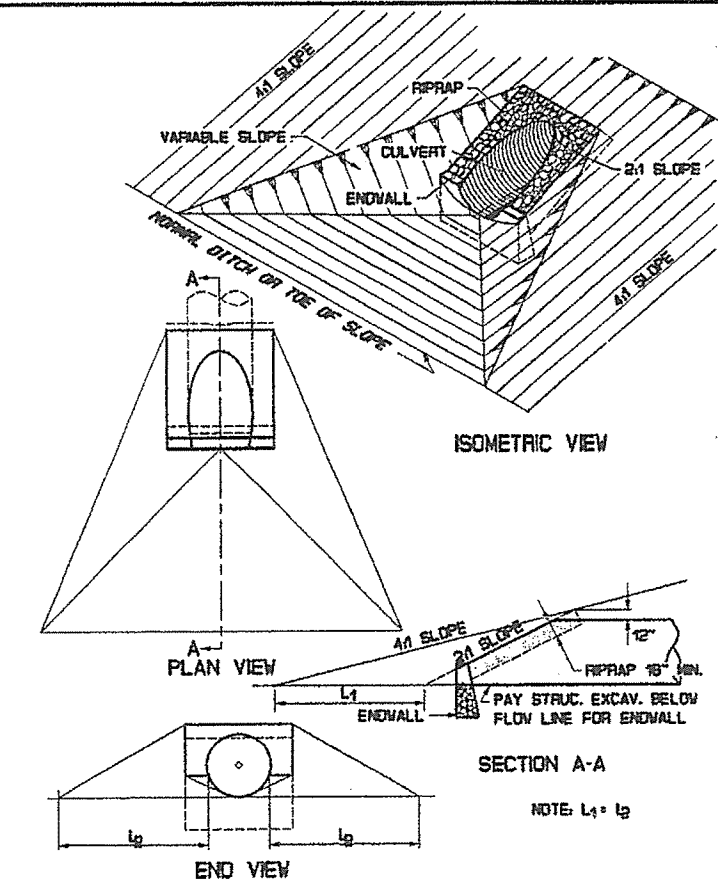
TABLE A

SIZE	NO. OF BOLTS REQUIRED	"X" DIMENSION
60"	4	1.5'
66"	4	1.5'
72"	4	1.5'
78"	5	1.5'
84"	5	1.5'

SIZE	NO. OF BOLTS REQUIRED	"X" DIMENSION
72"	4	1.5'
78"	4	1.5'
84"	4	1.5'
90"	5	1.5'
96"	5	1.5'
102"	5	1.5'
108"	5	1.5'
114"	5	1.5'
120"	5	1.5'
126"	5	1.5'
132"	5	1.5'
138"	5	1.5'
144"	5	1.5'
150"	5	1.5'
156"	5	1.5'
162"	5	1.5'
168"	5	1.5'
174"	5	1.5'
180"	5	1.5'

- NOTES:**
1. CULVERTS INSTALLED UNDER 2:1 SLOPES SHALL HAVE RIPRAP LAID ON 2:1 SLOPE AND NO DITCH TRANSITIONS. ALL RIPRAP AS SHOWN SHALL BE HAND LAID.
 2. EXCAVATION REQUIRED TO GRADE CULVERT INLETS AND OUTLETS AS SHOWN WILL NOT BE PAID SEPARATELY, BUT WILL BE INCIDENTAL TO THE CULVERT.
 3. BOLTS ARE REQUIRED IN METAL PIPES ONLY AND WILL BE INCIDENTAL TO CONCRETE ITEMS.
 4. CONCRETE ENDWALL SHALL BE STRUCTURAL CONCRETE CLASS "A" AND SHALL BE PAID FOR AS ITEM 502.32. STRUCTURAL CONCRETE CULVERT ENDWALLS. REINFORCING STEEL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 502.32.
 5. STANDARD GALVANIZED CARBIDE OR MACHINE BOLTS 1/2" x 8" LONG OR 3/4" x 6" LONG WITH HININER 2" THREAD. MAY BE FURNISHED IN PLACE OF HOOD BOLTS. WASHERS SHALL BE FURNISHED AT THE HEAD OF EACH BOLT.
 6. BOLT MATERIAL SHALL CONFORM TO ASTM A307. NUTS SHALL CONFORM TO ASTM A563. BOLTS, NUTS, AND WASHERS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION TO MEET ASTM A103.

SPEC. B04 CONCRETE INLET ENDWALL DFD20



CONCRETE INLET ENDWALLS FOR RIVETED AND STRUCTURAL PLATE PIPES 60" TO 180" IN 4:1 SLOPES DFD21

PIPE ARCH CULVERT
(NOMINAL WALL THICKNESS IN INCHES)

NOMINAL SIZE IN INCHES	CORRUGATED METAL PIPE ARCH OPTION II		COATED STEEL PIPE EQUIVALENTS
	H 246 6 FEET BOND	H 197	
24x15	0.075	0.075	18 GAGE 0.052 IN
24x18	0.075	0.075	15 GAGE 0.054 IN
28x20	0.075	0.075	14 GAGE 0.079 IN
35x24	0.075	0.075	12 GAGE 0.109 IN
40x31 (1)	0.075	0.075	10 GAGE 0.138 IN
42x29 (2)	0.075	0.075	8 GAGE 0.158 IN
46x36 (1)	0.075	0.075	
48x33 (2)	0.075	0.075	
53x41 (1)	0.075	0.075	
57x39 (2)	0.075	0.075	
60x45 (1)	0.075	0.075	
64x43 (2)	0.075	0.075	
66x41 (1)	0.075	0.075	
73x55 (1)	0.075	0.075	
81x59 (1)	0.075	0.075	

ALUMINUM PIPE EQUIVALENTS
18 GAGE 0.048 IN
15 GAGE 0.050 IN
14 GAGE 0.075 IN
12 GAGE 0.105 IN
10 GAGE 0.135 IN
8 GAGE 0.154 IN

Notes: Metal Pipe values are for 2-2/3x1/2" corrugations unless size is followed by a (1) which denotes 3x1" corrugations. H 246 Polymer pre-coated galvanized corrugated steel pipe. H 197 Corrugated aluminum alloy pipe. FEER BONDED-HDD.T. Spec. 707.04. Minimum cover is 3 feet. (2) Either size acceptable.

SPEC. B03 COUPLING BAND WIDTH REQUIREMENTS DFD22

COUPLING BAND WIDTH REQUIREMENTS

NOMINAL CORRUGATIONS	NOMINAL PIPE INSIDE DIAMETER	COUPLING BAND WIDTH			
		ANNUAL CORRUGATED BANDS	HEMICALLY CORRUGATED BANDS	HEMICALLY CORRUGATED BANDS	HEMICALLY CORRUGATED BANDS
1 1/2 x 1/4"	6"	10"	10"	7"	7"
2-2/3 x 1/2"	12"-24"	10"	10"	7"	7"
3 x 1"	30"-84"	12"	12"	7"	7"
5 x 1"	38"-84"	20"	20"	7"	7"

Notes: Hemically corrugated metal pipe 12" diameter and larger shall have the ends rolled to provide at least 2 annular corrugations. Pipe with spiral corrugations shall have continuous helical lock seams. H 195 Corrugated Aluminum Alloy Pipe. H 351 Corrugated Steel Pipe.

SPEC. B03 COUPLING BAND WIDTH REQUIREMENTS DFD23

CIRCULAR CULVERT PIPE (NOMINAL WALL THICKNESS IN INCHES)

DIAMETER	CORRUGATED METAL PIPE OPTION I		PLASTIC PIPE OPTION B		REINFORCED CONCRETE PIPE OPTION I/II		
	H 246 6 FEET BOND	H 197	H 278	H 246 6 FEET BOND	H 170 CLASS II WALL A	H 170 CLASS II WALL B	H 170 CLASS II WALL C
12"	0.075	0.054	0.075	0.054	3-3/4	3	2
15"	0.075	0.054	0.075	0.054	3-3/4	3	2
18"	0.075	0.075	0.075	0.075	2	2-1/2	2
21"	0.075	0.075	0.075	0.075	2-1/4	2-3/4	2
24"	0.075	0.075	0.075	0.075	2-1/2	3	3-3/4
27"	0.075	0.075	0.075	0.075	2-5/8	3-1/4	4
30"	0.075	0.075	0.075	0.075	2-3/4	3-1/2	4-1/4
33"	0.075	0.075	0.075	0.075	2-7/8	3-3/4	4-1/2
36"	0.075	0.075	0.075	0.075	3	4	4-3/4
39"	0.075	0.075	0.075	0.075			
42"	0.075	0.075	0.075	0.075	3-1/2	4-1/2	5-1/4
45"	0.075	0.075	0.075	0.075			
48"	0.075	0.075	0.075	0.075	4	5	5-3/4
51"	0.075	0.075	0.075	0.075			
54"	0.075	0.075	0.075	0.075	4-1/2	5-1/2	6-1/4
57"	0.075	0.075	0.075	0.075			
60"	0.075	0.075	0.075	0.075	5	6	6-3/4
63"	0.075	0.075	0.075	0.075			
66"	0.075	0.075	0.075	0.075	5-1/2	6-1/2	7-1/4
69"	0.075	0.075	0.075	0.075	6	7	7-3/4
72"	0.075	0.075	0.075	0.075	7-1/2	8-1/4	8-3/4
75"	0.075	0.075	0.075	0.075			
78"	0.075	0.075	0.075	0.075	8	9	9-3/4
81"	0.075	0.075	0.075	0.075			
84"	0.075	0.075	0.075	0.075			

Notes: Metal Pipe values are for 2-2/3x1/2" corrugations unless diameter is followed by (1) which requires 3" x 1" corrugations for Aluminum Pipe and 2" x 1" or 3" x 1" corrugations for Steel Pipe. Option I Pipe shall only be used for entrances. All heights over 15' may require larger metal pipes. H 246 Zinc coated (Galvanized) corrugated steel pipe. H 170 Reinforced concrete pipe. H 278 Polyvinyl chloride pipe. H 246 Polymer pre-coated galvanized corrugated steel pipe. H 197 Corrugated aluminum alloy pipe. FEER BONDED-HDD.T. Spec. 707.04.

REVISIONS

Description	Me. DOT	FHWA
ORIGINAL PLAN	OCT. 92	OCT. 93

APPROVED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

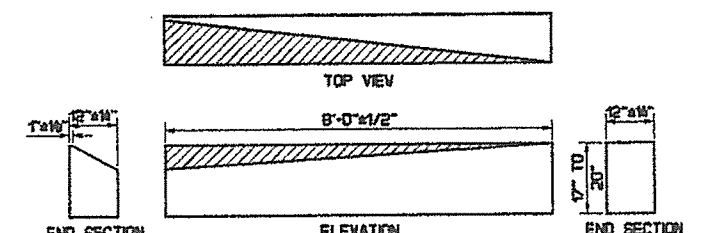
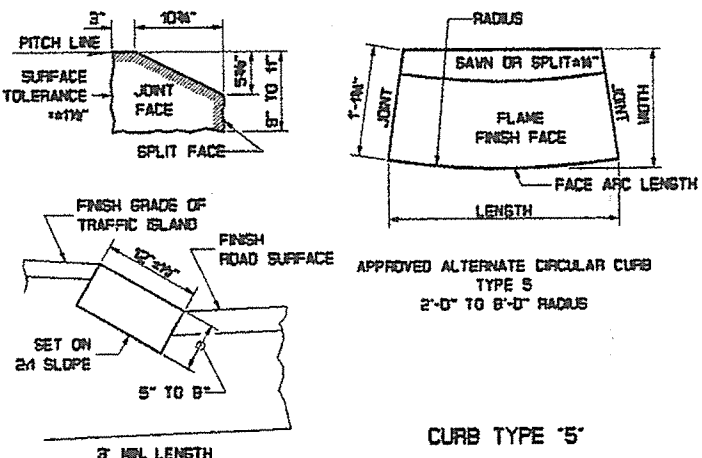
STANDARD DETAILS
CULVERT INLETS & OUTLETS
CULVERT PIPE DATA

SHEET OF AUGUSTA, MAINE HD-3

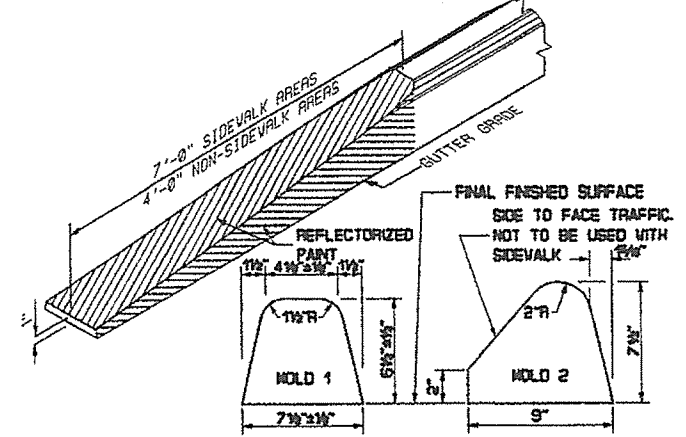
RADIUS OF CURVE	LENGTH	PAID FOR AS	STONE IS CUT OR CAST
0' TO 60' INCL.	4' MIN.	CIRCULAR	ARC TO FIT CURVE
OVER 60' TO 150'	4' TO 6'	STRAIGHT	STRAIGHT PIECES
0' TO 6' INCL.	2' MIN.	CIRCULAR	TO FIT CURVE
VER 6' TO 30' INCL.	12" MIN. CHORD	CIRCULAR	STR. PIECES, RADIAL ENDS
ER 30' & UNDER 150'	2' TO 3'	STRAIGHT	STRAIGHT PIECES
150' AND OVER	3' TO 6'	STRAIGHT	STRAIGHT PIECES

TERMINAL SECTION TYPE "1"

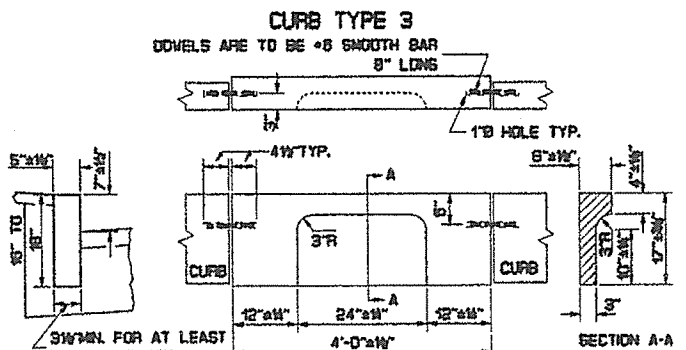
TERMINAL SECTION TYPE "5"
(USE WHEN SHOWN ON PLANS ONLY)



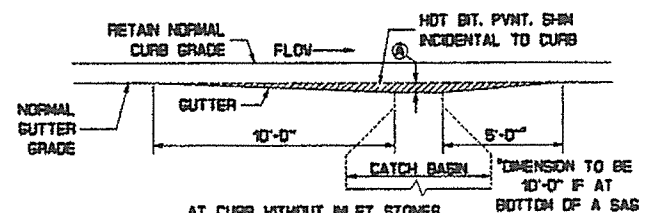
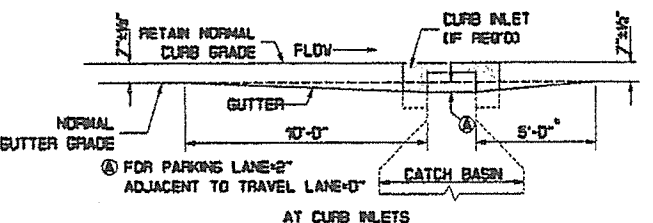
TRANSITION SECTION "B"
CURB TYPE "S" TO VERTICAL CURB TYPE "T"



CURB MOLD 2 WILL BE USED IN ALL SITUATIONS EXCEPT FOR WHERE THE CURB FORMS THE EDGE OF THE SIDEWALK. MOLD 1 SHALL BE USED IN CONJUNCTION WITH SIDEWALKS OR WHERE THERE IS A POTENTIAL FOR SIDEWALKS.



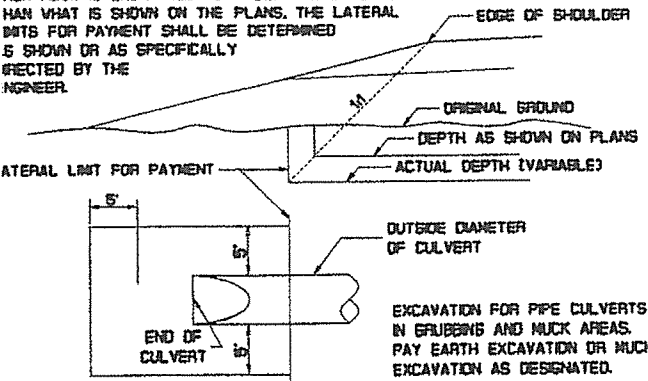
CURE



NOTE:
GRATES SHALL BE INSTALLED ON GRADIENT OF THE GUTTER
AND BE DEPRESSED 2" BELOW THE NORMAL GUTTER GRADE
UNLESS THIS DEPRESSION INTERFERES WITH TRAFFIC.


GUTTER GRADE TRANSITION
AT CATCH BASIN

DTE.
WHEN MUCK IS EXCAVATED TO A DEPTH GREATER OR LESS
THAN WHAT IS SHOWN ON THE PLANS, THE LATERAL
RATES FOR PAYMENT SHALL BE DETERMINED
AS SHOWN OR AS SPECIFICALLY
DIRECTED BY THE
ENGINEER.

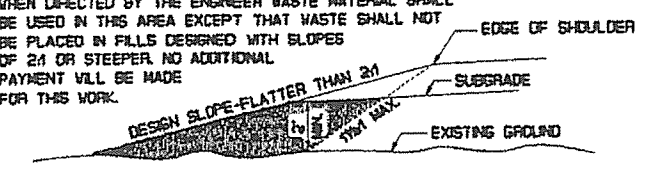


MUCK EXCAVATION PAY LIMITS

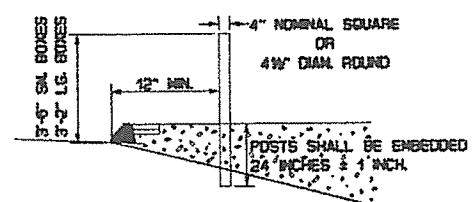
NOTE:
WHEN DIRECTED BY THE ENGINEER WASTE MATERIAL SHALL
BE USED IN THIS AREA EXCEPT THAT WASTE SHALL NOT
BE PLACED IN FILLS DESIGNED WITH SLOPES
OF 2:1 OR STEEPER. NO ADDITIONAL
PAYMENT WILL BE MADE
FOR THIS WORK.



The diagram shows a cross-section of a road. A horizontal line at the top represents the 'EDGE OF SHOULDER'. Below it, a sloped line represents the 'SUBGRADE'. The slope is labeled 'FLATTER THAN 2:1'. The area between the shoulder edge and the subgrade is the area of interest for the note.

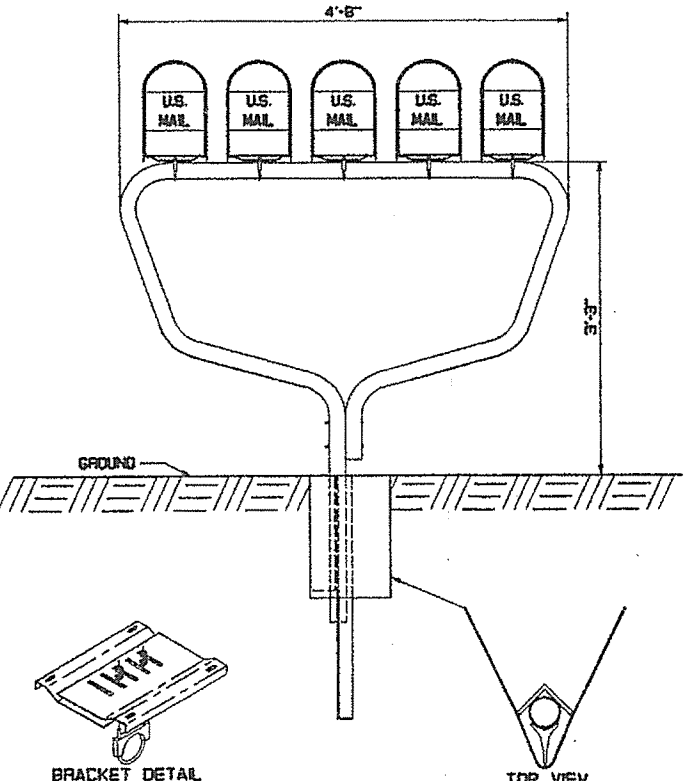


DISPOSAL OF WASTE MATERIALS



1. A POST SHALL BE PROVIDED FOR EACH MAILBOX.
2. POSTS SHALL NOT BE SPACED CLOSER THAN 30 INCHES.
3. POSTS SHOULD NOT BE PLACED CLOSER THAN 200 FEET FROM AN INTERSECTING ROAD.
4. WHEN SINGLE WOOD POSTS EXCEED 4" DIAMETER OR SQUARE DIMENSION. TWO 3/4" HOLES SHALL BE DRILLED THROUGH THE POST AT 80" TO EACH OTHER. 4" ABOVE THE FINISH GRADE.

SINGLE WOOD POST



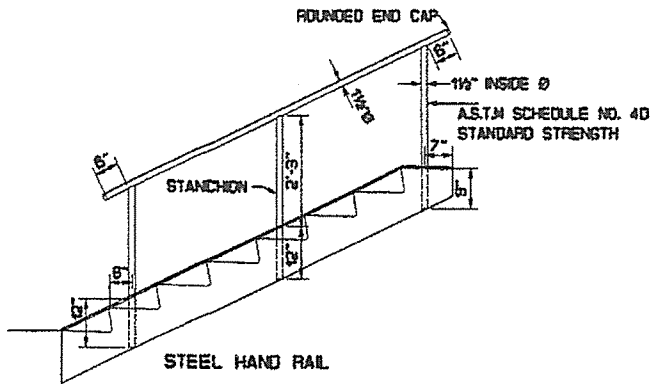
ITEM NO. 606.51
MULTIPLE MAILBOX SUPPORT

REVISIONS		APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description	No. DOT	FWHA			
ORIGINAL PLAN	OCT. 82		<p>STANDARD DETAILS</p> <p>CURBING, MUCK EXCAVATION AND WASTE DISPOSAL & MAILBOX POST ASSEMBLIES</p>		
MS001 - ADDED DML	JAN. 83				
MS003 - ALT. NOTE 2	FEB. 84				
SHEET OF AUGUSTA, MAINE			HD-4		

STANDARD DETAILS

DRIVES & ENTRANCES

[illegible]



- NOTES:
1. STANCHIONS SHALL BE PLACED AT A MAXIMUM HORIZONTAL DISTANCE OF 6'-0". WHEN MORE THAN TWO STANCHIONS ARE USED, SPACING SHALL BE EQUAL BETWEEN END POSTS AND ADJACENT STANCHIONS.
 2. STANCHIONS SHALL BE USED WHEN SEVEN OR MORE STEPS OCCUR.
 3. STANCHIONS AND END POSTS TO BE PLACED VERTICALLY AND IN CENTER OF PARAPET WALL.
 4. ALL STANCHIONS AND RAILS SHALL BE COATED WITH AN APPROVED BLACK ENAMEL PAINT.

SPEC. 842

STEEL HAND RAIL

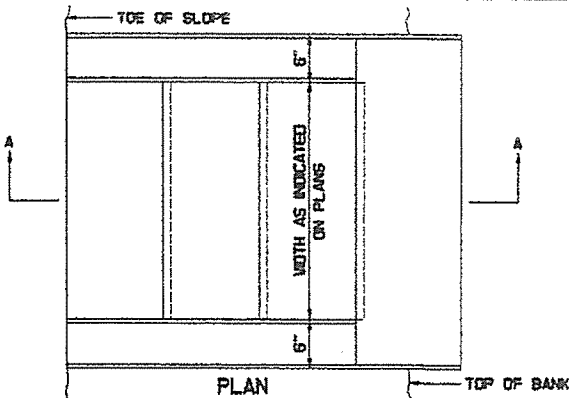
ST001

6" RISE-12" TREAD (2:1 SLOPE)			
REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#4 888 LBS/PER FT.	2 EACH PARAPET 1 EACH FT. OF WIDTH	1' FOR "A" 13.4" FOR EACH "B" 12" FOR "C"
S	#4 888 LBS/PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	4" EACH PARAPET 12" PER FT. OF WIDTH
CONCRETE CLASS "A"			
SECTION	STEPS PER FT. OF WIDTH		PARAPET EACH WALL
"A" HEADER	.028 CU. YDS.		.013 CU. YDS.
"B" EACH INTER. STEP	.031 CU. YDS.		.021 CU. YDS.
"C" FOOTER	.033 CU. YDS.		.022 CU. YDS.
8" RISE-12" TREAD (1 1/2 SLOPE)			
REINFORCING STEEL			
MARK	SIZE	NUMBER	LENGTH (EACH)
R	#4 888 LBS/PER FT.	2 EACH PARAPET 1 EACH FT. OF WIDTH	1' FOR "A" 14.5" FOR EACH "B" 12" FOR "C"
S	#4 888 LBS/PER FT.	2 FOR "A" 2 FOR EACH "B" 2 FOR "C"	4" EACH PARAPET 12" PER FT. OF WIDTH
CONCRETE CLASS "A"			
SECTION	STEPS PER FT. OF WIDTH		PARAPET EACH WALL
"A" HEADER	.033 CU. YDS.		.016 CU. YDS.
"B" EACH INTER. STEP	.036 CU. YDS.		.025 CU. YDS.
"C" FOOTER	.037 CU. YDS.		.028 CU. YDS.

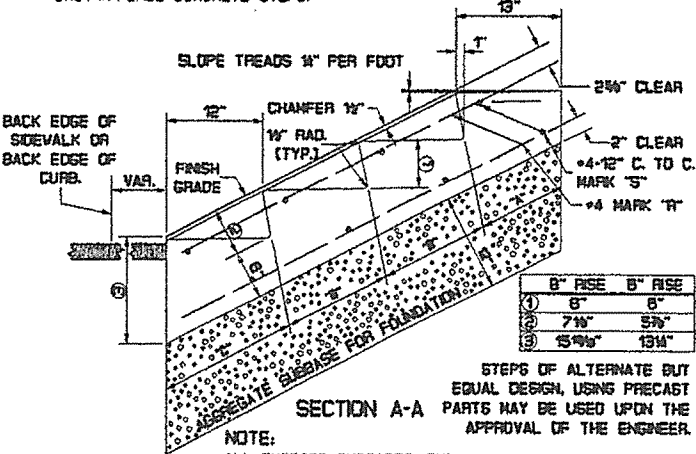
SPEC. 842

QUANTITIES FOR CONCRETE STEPS

ST002



COST OF FURNISHING AND PLACING REINFORCING STEEL SHALL BE CONSIDERED INCLUDED IN THE PRICE PER CUBIC YARD OF CAST-IN-PLACE CONCRETE STEPS.

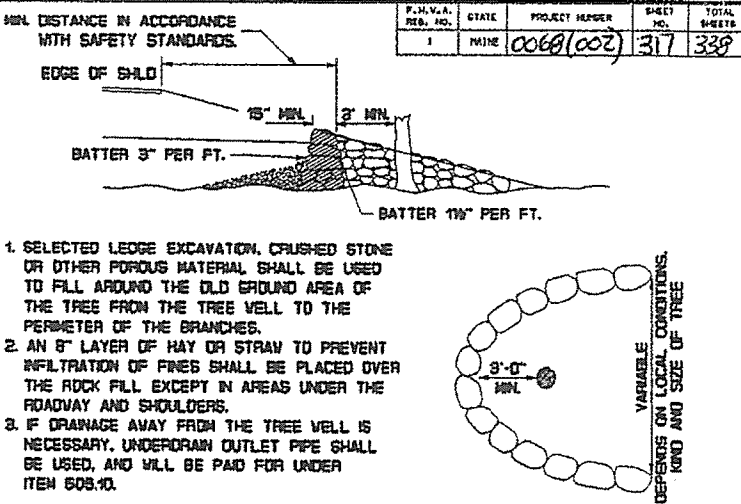


NOTE:
ALL EXPOSED SURFACES, EXCEPT TREADS SHALL BE GIVEN A RUGGED FINISH IN ACCORDANCE WITH SUBSECTION 602.14(d)2. TREADS SHALL BE GIVEN A BROOMED FINISH.

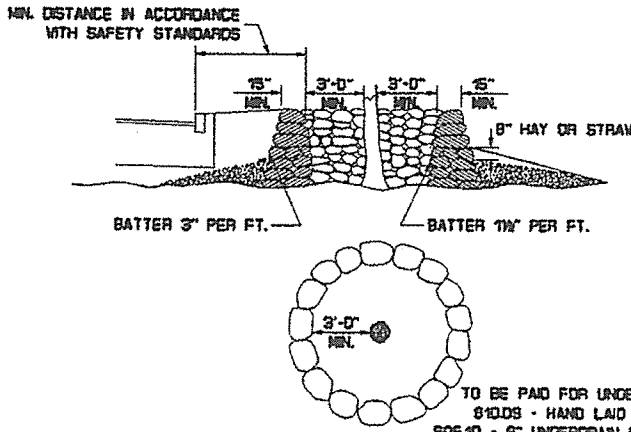
CONCRETE STEPS

SPEC. 842

ST003

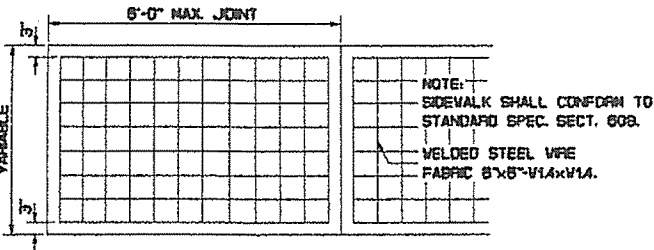


1. SELECTED LEDGE EXCAVATION, CRUSHED STONE OR OTHER POROUS MATERIAL SHALL BE USED TO FILL AROUND THE OLD GROUND AREA OF THE TREE FROM THE TREE WELL TO THE PERIMETER OF THE BRANCHES.
2. AN 8" LAYER OF HAY OR STRAW TO PREVENT INFILTRATION OF FINES SHALL BE PLACED OVER THE ROCK FILL EXCEPT IN AREAS UNDER THE ROADWAY AND SHOULDERS.
3. IF DRAINAGE AWAY FROM THE TREE WELL IS NECESSARY, UNDERDRAIN OUTLET PIPE SHALL BE USED, AND WILL BE PAID FOR UNDER ITEM 605.10.

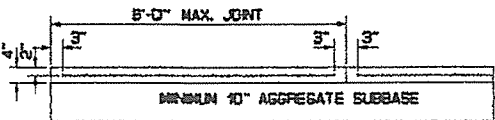


TREE WELLS

MS002



NOTE:
SIDEWALK SHALL CONFORM TO STANDARD SPEC. SECT. 603.
WELDED STEEL WIRE FABRIC 6"x6"-W14xW14.



REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK

SPEC. 608

MS005

REVISIONS		APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description	Me. DOT	FWHA		STANDARD DETAILS CONCRETE SIDEWALKS STAIRS & TREE WELLS	
ORIGINAL PLAN	OCT. 92				
MS005-CHANGE STEEL	DEC. 93				
SPECIFICATION					
MS001 - DELETED	FEB. 94				
MS001 - DELETED	FEB. 94				
				SHEET OF AUGUSTA, MAINE	
				RD-8	

WOVEN WIRE FENCE	NOMINAL SIZE (INCHES)	SHAPE	WEIGHT (LBS/FT)	COMMENTS
END, INTERMEDIATE & CORNER POSTS	2 1/2 X 2 1/2 X 1/4	Δ	4.1	GRADE 1 WITH TOP CAP
	2	○	3.17	GRADE 2 WITH TOP CAP
GATE POSTS	3 1/2 X 3 1/2 X 1/4	Δ	5.78	GRADE 1 WITH TOP CAP
	2 1/2	○	4.64	GRADE 2 WITH TOP CAP
LINE POSTS	1 1/2	T	1.39	STUCCO
	1 1/2	○	2.27	GRADE 1 WITH TOP CAP
	1 1/2	○	1.838	GRADE 2 WITH TOP CAP
BRACES	1 1/2 X 1 1/2 X 1/4	Δ	2.77	
	1 1/2	○	2.27	
	1 1/2	○	1.838	

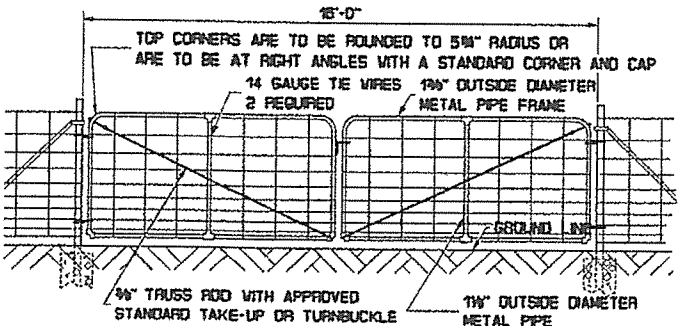
CHAIN LINK FENCE	NOMINAL SIZE (INCHES)	SHAPE	WEIGHT (LBS/FT)	COMMENTS
END & CORNER POSTS	2 ID.	○	3.85	GRADE 1
	2 ID.	○	3.17	GRADE 2
	2 1/2 X 2	H	4.10	
	3 1/2 X 3 1/2	Δ	5.14	INTEGRAL LOOPS
LINE POSTS	1 1/2 ID.	○	2.72	GRADE 1
	1 1/2 ID.	○	2.281	GRADE 2
	1 1/2 X 1 1/2	H	2.70	
	1 1/2 X 1 1/2	C	2.28	
TOP & BRACE RAILS	1 1/2 ID.	○	2.27	GRADE 1
	1 1/2 ID.	○	1.84	GRADE 2
	1 1/2 X 1 1/2	C		

AASHTO M 181 Part. 29.1

FENCE POST, RAIL AND BRACE OPTIONS

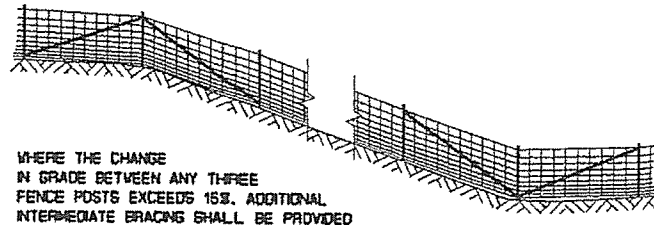
PEC. 607

FE001



- NOTES:
- GATE POSTS
 - FENCING-METAL POSTS.
 - ALL GATES SHALL BE INSTALLED WITH THE TOP HINGE PIN POINTING DOWN.
 - WIRE FOR GATES SHALL CONFORM TO A.S.T.M. A118.
 - THE REQUIRED FITTINGS FOR FENCE AND GATES SHALL BE STEEL OR MALLEABLE IRON OF AN APPROVED STANDARD TYPE.
 - GATES SHALL BE FURNISHED WITH A STANDARD FORK LATCH AND ON PIECE OF 3/16" STRAIGHT LINK.
 - GATE FRAME AND THE OTHER END SHALL BE A SHAP LOCK OR OTHER APPROVED FASTENING DEVICE.

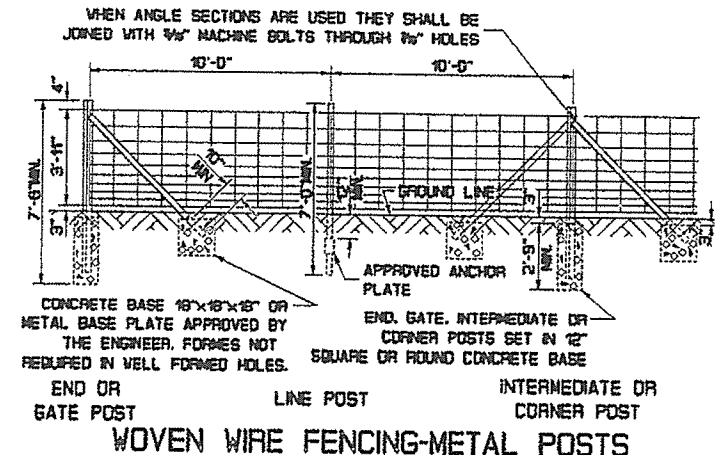
DRIVE GATEWAYS-16 FEET



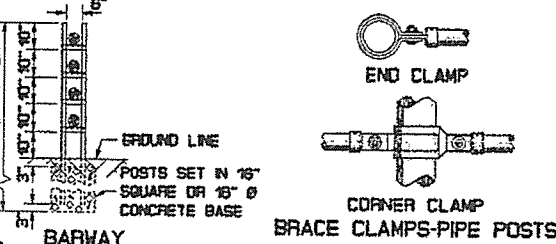
INTERMEDIATE BRACING

PEC. 607

FE005



WOVEN WIRE FENCING-METAL POSTS

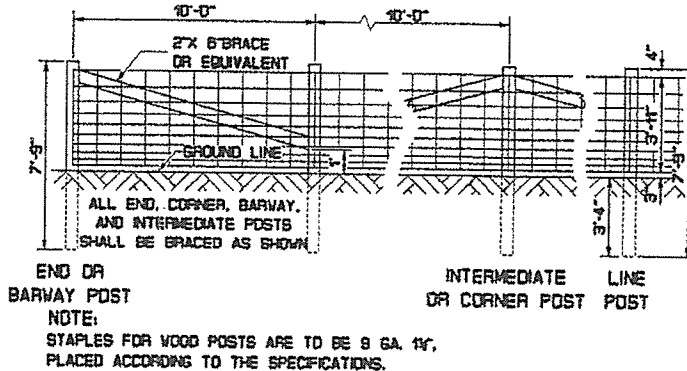


METAL POSTS SHALL BE INSTALLED FOR A 16'-0" OPENING. BARWAY POSTS AND BRACES SHALL CONFORM TO THE REQUIREMENTS OF "GATE POSTS" AND "BRACES" UNDER "WOVEN WIRE FENCING-METAL POSTS". CROSS BAR SUPPORTS FOR BARWAYS SHALL BE 1 1/2" X 1 1/2" ROLLED ANGLE SECTION WHEN ROUND GATE POSTS ARE USED. THE LENGTH OF THE CROSS BAR SUPPORTS SHALL EQUAL THE CENTER-TO-CENTER OF THE POSTS PLUS 2 INCHES AND THEY SHALL BE ATTACHED TO THE BARWAY POST WITH 1/4" X 1/4" MACHINE BOLTS. WHEN ANGLE SECTION GATE POSTS ARE USED, THE LENGTH OF THE CROSS BAR SUPPORTS SHALL BE EQUAL TO THE OUT-TO-OUT DIMENSIONS OF THE ANGLE SECTIONS AND SHALL BE ATTACHED WITH 1/4" X 1/4" MACHINE BOLTS. ALL BRACING SHALL CONFORM TO THE REQUIREMENTS OF "WOVEN WIRE FENCING-METAL POSTS". CROSS BARS SHALL BE AS REQUIRED FOR "BARWAYS-WOOD POSTS".

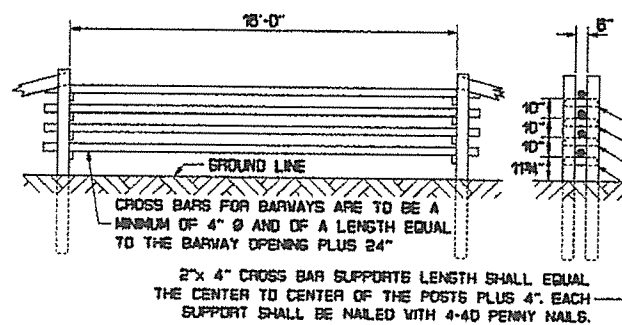
BARWAYS-METAL POSTS

SPEC. 607

FE002



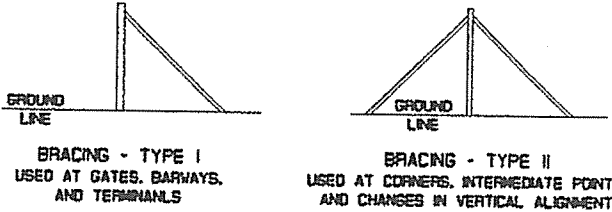
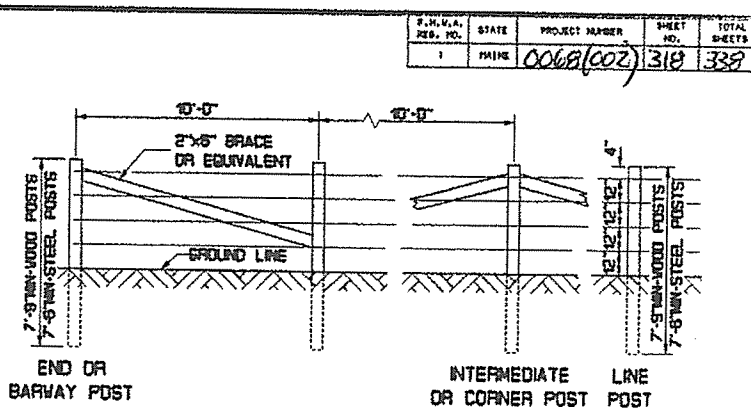
WOVEN WIRE FENCING-WOOD POSTS



SPEC. 607

BARWAYS-WOOD POSTS

FE003



BARBED WIRE FENCING-WOOD POSTS AND BARBED WIRE FENCING-METAL POSTS

SPEC. 607

FE004

GENERAL NOTES

FENCING

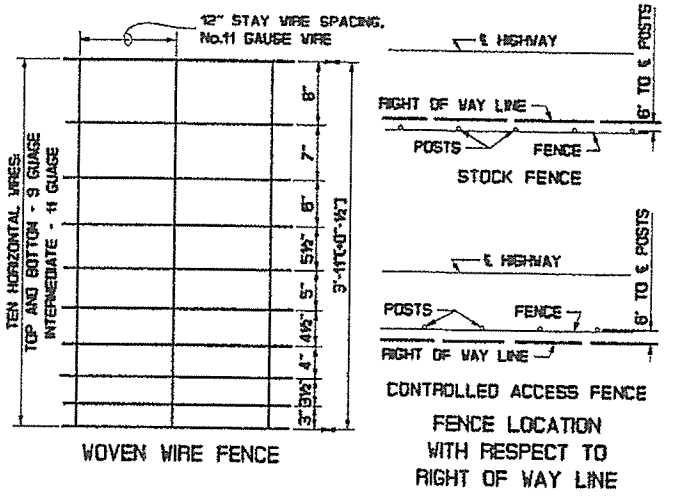
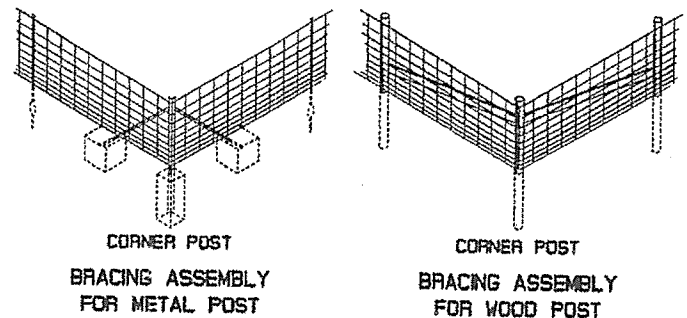
- WHEN LEDGE IS ENCOUNTERED, STEEL POSTS SHALL BE SET AND GROUTED 12" DEEP UNLESS THE POSTS PENETRATE THE GROUND TO THE DEPTH INDICATED ON THE DRAWINGS.
- WHEN WOOD POSTS ARE USED, BRACES SHALL BE ATTACHED TO THE POSTS WITH A MINIMUM OF 4 - 4D PENNY NAILS PER ATTACHMENT.
- WHEN THE WORD "STANDARD" IS USED, IT SHALL BE INTERPRETED AS IF IT WERE FOLLOWED BY THE EXPRESSION "TO THE FENCE INDUSTRY".
- WOVEN WIRE AND BARBED WIRE FENCING SHALL BE ATTACHED TO WOOD POSTS WITH 8 GAUGE 1-1/2" GALVANIZED STAPLES.
- CONCRETE FOR POST FOUNDATIONS SHALL BE CLASS B.
- IN WELL FORMED HOLES WITH VERTICAL WALLS, FORMS WILL BE REQUIRED ONLY AT THE TOP 8 INCHES. HOLES WHICH CANNOT BE WELL FORMED SHALL HAVE FORMS FOR THE FULL DEPTH OF THE BASE.

SPACING OF FENCE POSTS ON CURVES

RADIUS OF CURVE AT FENCE LOCATION	NORMAL POST SPACING
OVER 500 FEET	10 FEET
OVER 200 FEET TO 500 FEET	8 FEET
OVER 100 FEET TO 200 FEET	6 FEET
100 FEET AND LESS	5 FEET

SPEC. 607

FE008



SPEC. 607

FE007

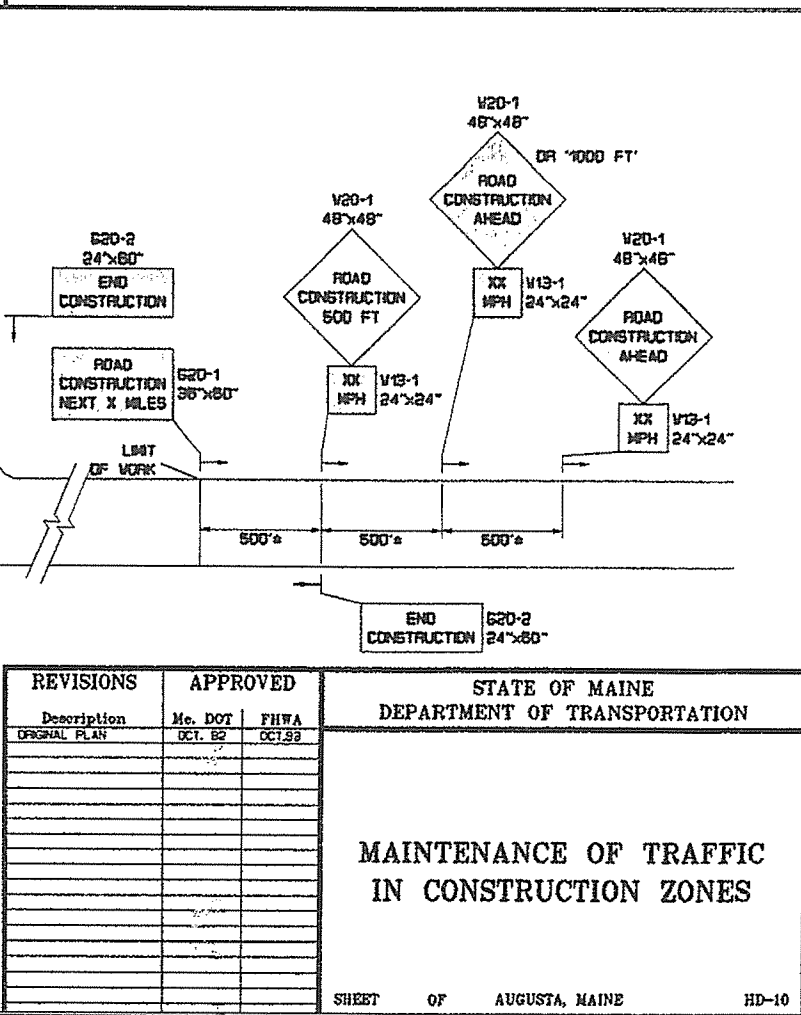
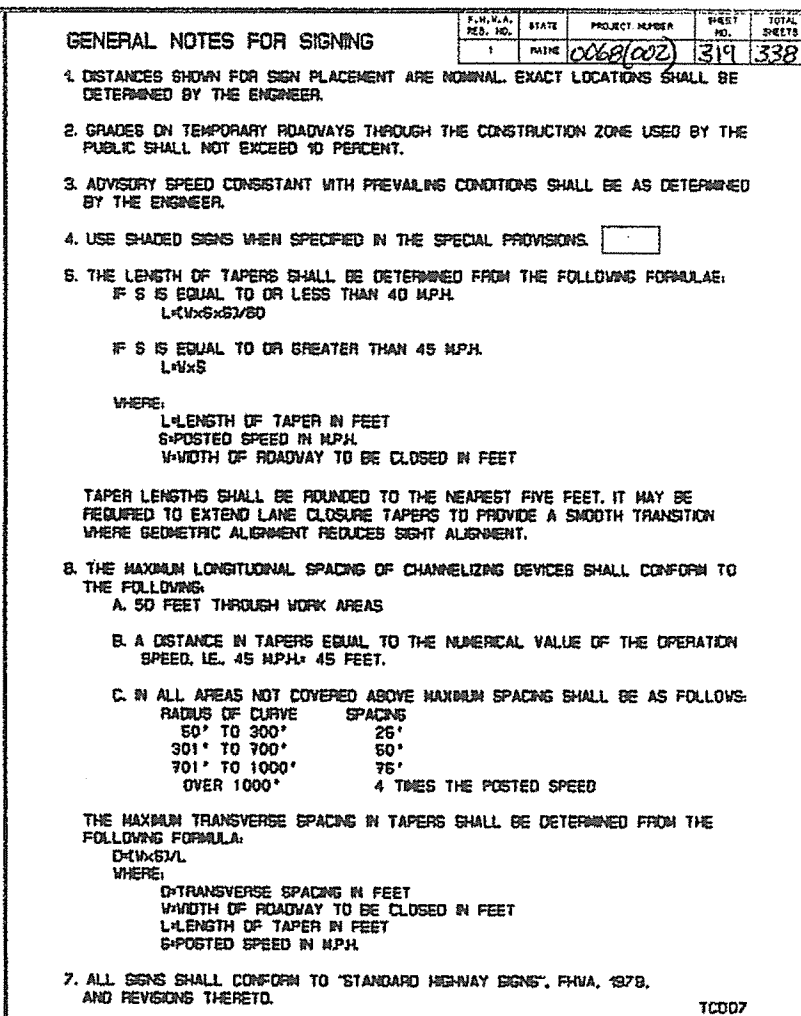
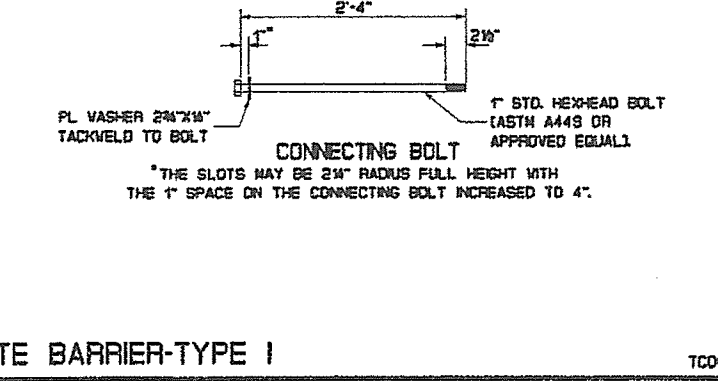
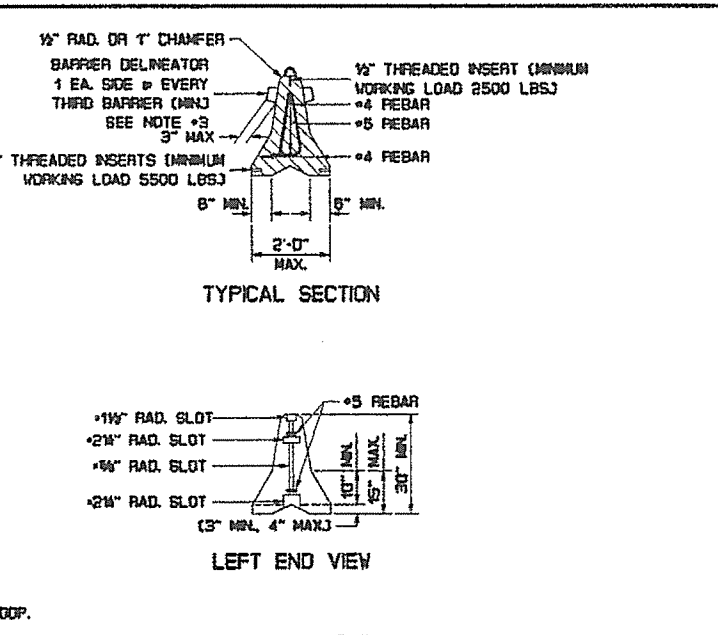
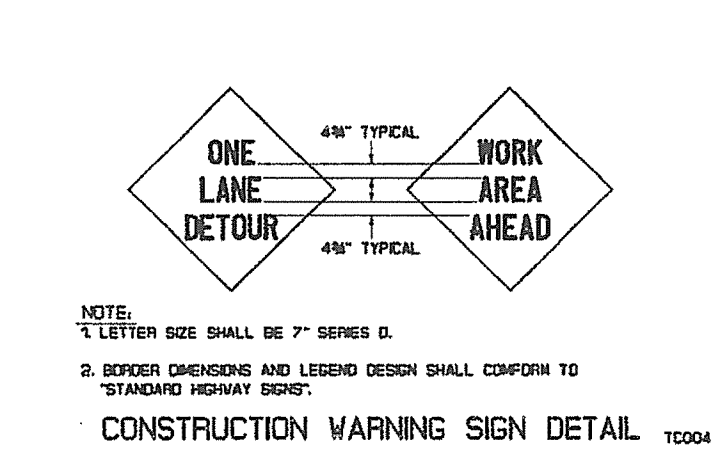
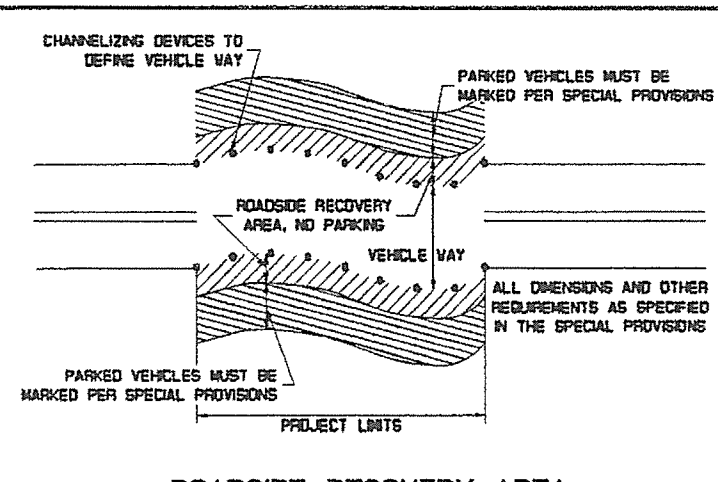
REVISIONS	APPROVED
Description	No. DOT YHWA
ORIGINAL PLAN	OCT. 82 OCT. 83
FE005 - DRIVE ANCHOR	NOV. 83

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

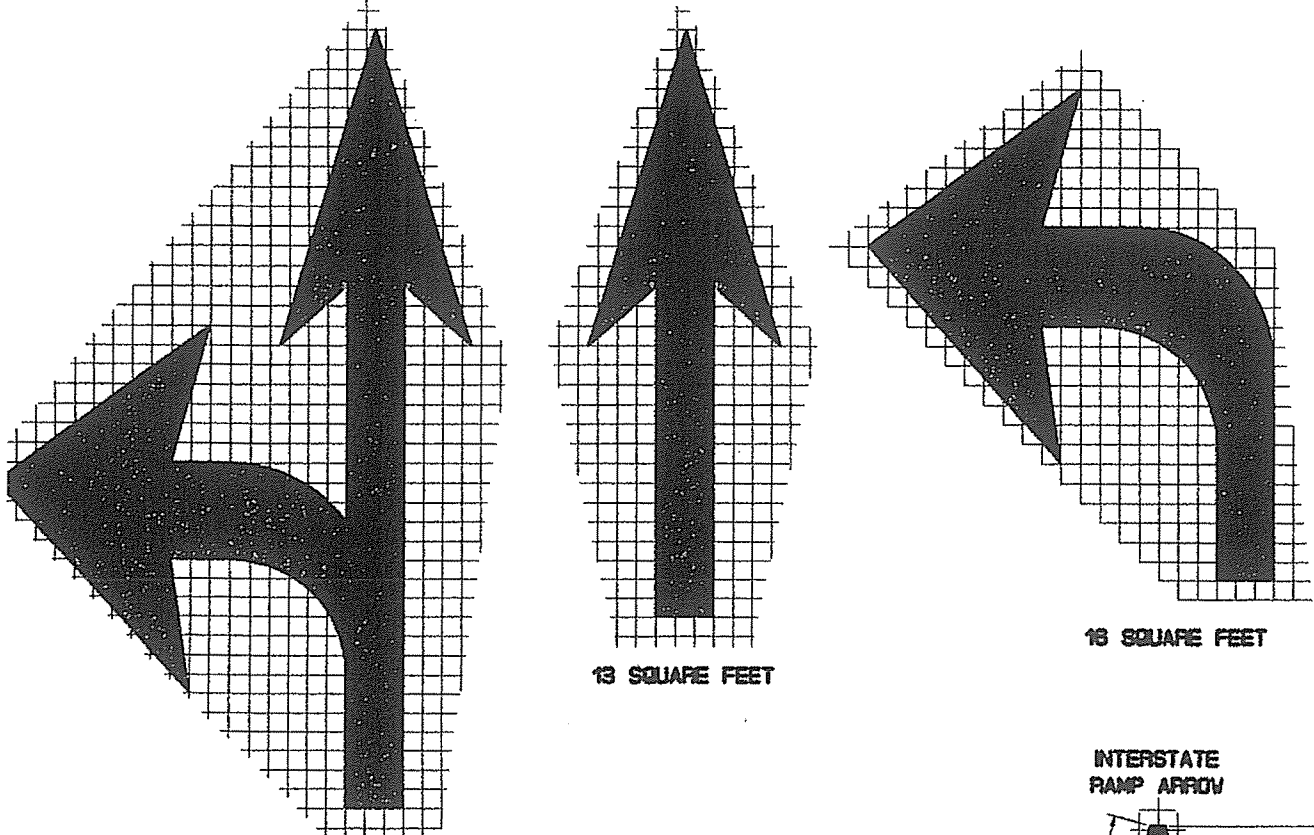
STANDARD DETAILS FENCING

SHEET OF AUGUSTA, MAINE

HD-9

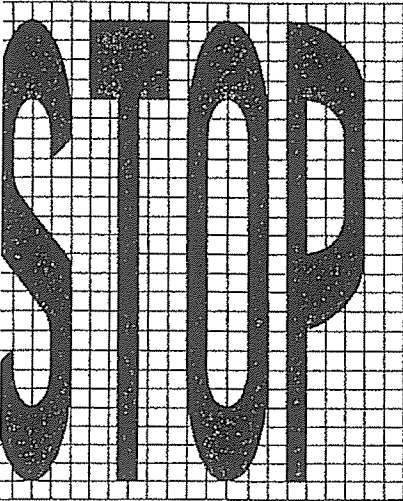


[illegible]

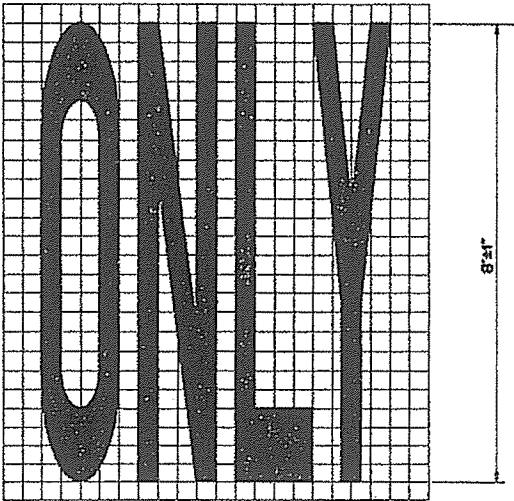


13 SQUARE FEET

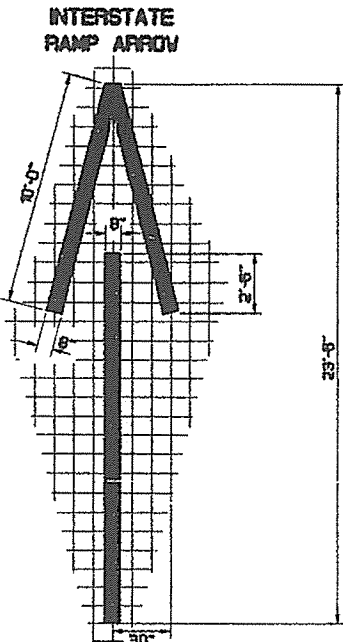
13 SQUARE FEET



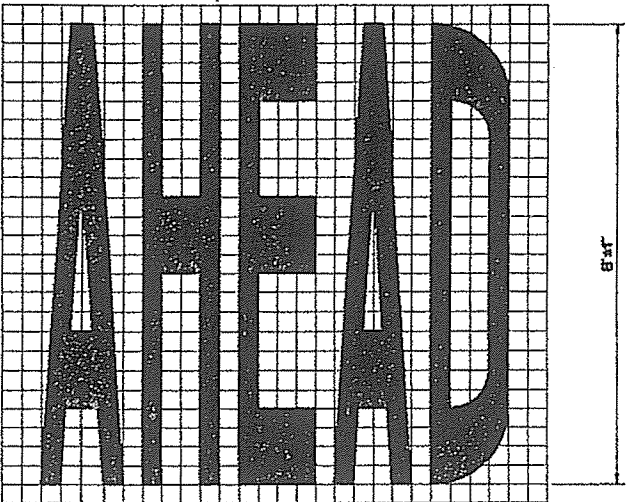
22 SQUARE FEET



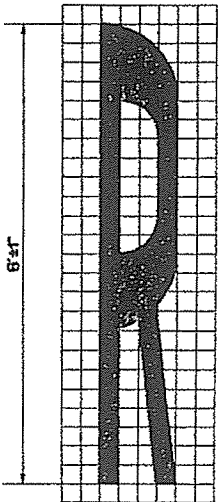
22 SQUARE FEET



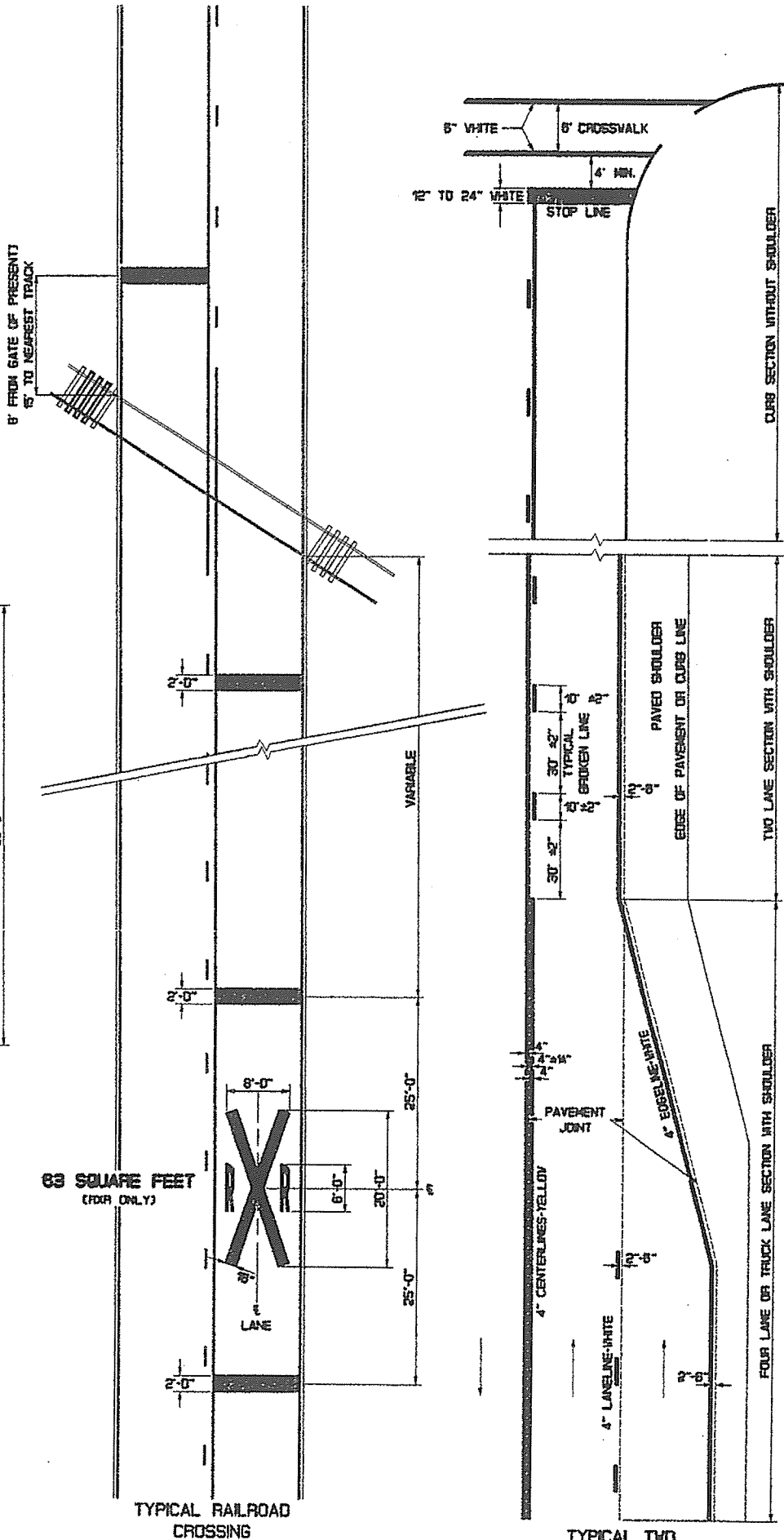
ONE SQUARE-10 INCHES
26 SQUARE FEET



27 SQUARE FEET

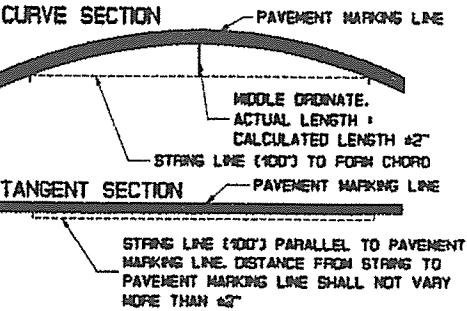


ONE SQUARE-3 INCHES



SIDE ROAD

TOLERANCE FOR PAVEMENT MARKING LINES



GENERAL NOTES

ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U. S. DOT, FHWA, 1988.

SYMBOLS AND APPROVS

STROKE WIDTH AND LINE WIDTH VARIANCE SHALL BE NO MORE THAN ±1/4" FROM DIMENSIONS SHOWN.

SQUARE FOOT DIMENSIONS SHOWN ARE PAY DIMENSIONS. PAID BY ITEM NO. 827.85

GRID IS MARKED IN FOUR INCH INTERVALS EXCEPT AS NOTED. SYMBOLS AND LETTERS SHALL BE PROPORTIONED ACCORDING TO GRID AS SHOWN.

SPACING BETWEEN CHARACTERS SHALL BE ONE UNIT, BUT VISUAL SPACING MAY BE USED.

SPACING BETWEEN SYMBOL AND STOPLINE SHALL BE A MINIMUM OF 20'. SPACING BETWEEN SYMBOL AND SYMBOL SHALL BE A MINIMUM OF 50' OR AS DIRECTED BY THE ENGINEER.

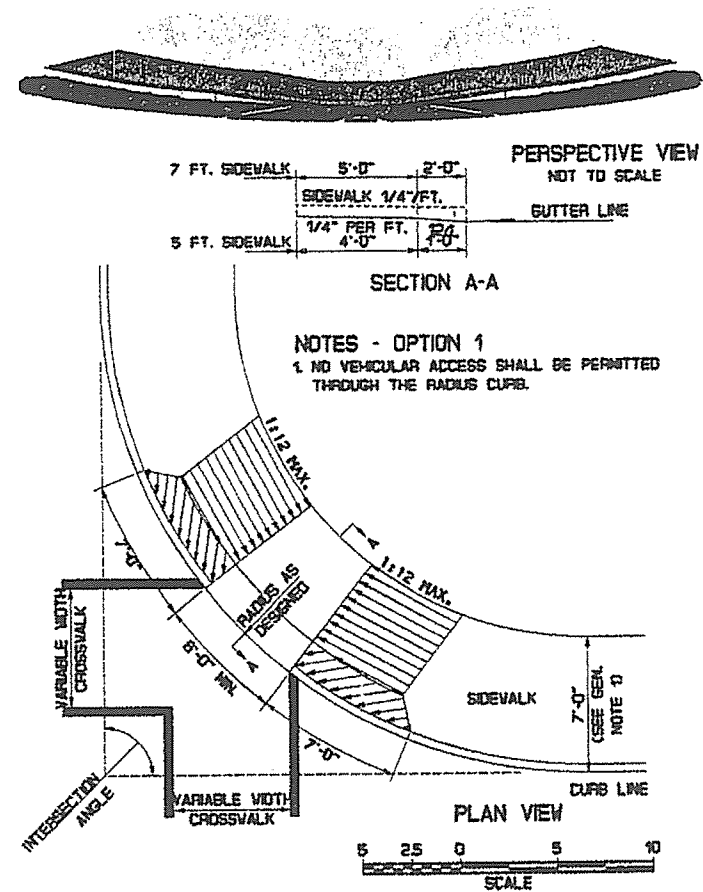
PAVEMENT MARKING LINES ON INTERSTATE HIGHWAYS SHALL BE 6" IN WIDTH.

6" CROSSWALK LINES SHALL BE PAID FOR BY ITEM 827.85.

4" LINES FOR PARKING SPACES SHALL BE PAID FOR BY ITEM 827.85.

REVISIONS		APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description		No. DOT	FHWA		
ORIGINAL PLAN		OCT. 82	OCT. 83	STANDARD DETAILS PAVEMENT MARKINGS	
				SHEET	OF AUGUSTA, MAINE
				HD-13	

- GENERAL NOTES**
1. WHEN THE SIDEWALK IS LESS THAN 5'-0" IN WIDTH, A MINIMUM PAD 5'-0"x5'-0" SLOPING NO MORE THAN 1/4" PER FOOT SHALL BE PROVIDED WHENEVER A CHANGE IN DIRECTION MUST BE MADE.
 2. THERE SHALL BE A MINIMUM OF 12" AGGREGATE SUBBASE COURSE-GRAVEL UNDER THE 2" PAVEMENT ON PEDESTRIAN RAMPS.
 3. CURB OPENINGS FOR PEDESTRIAN RAMPS SHALL BE 6" MINIMUM.

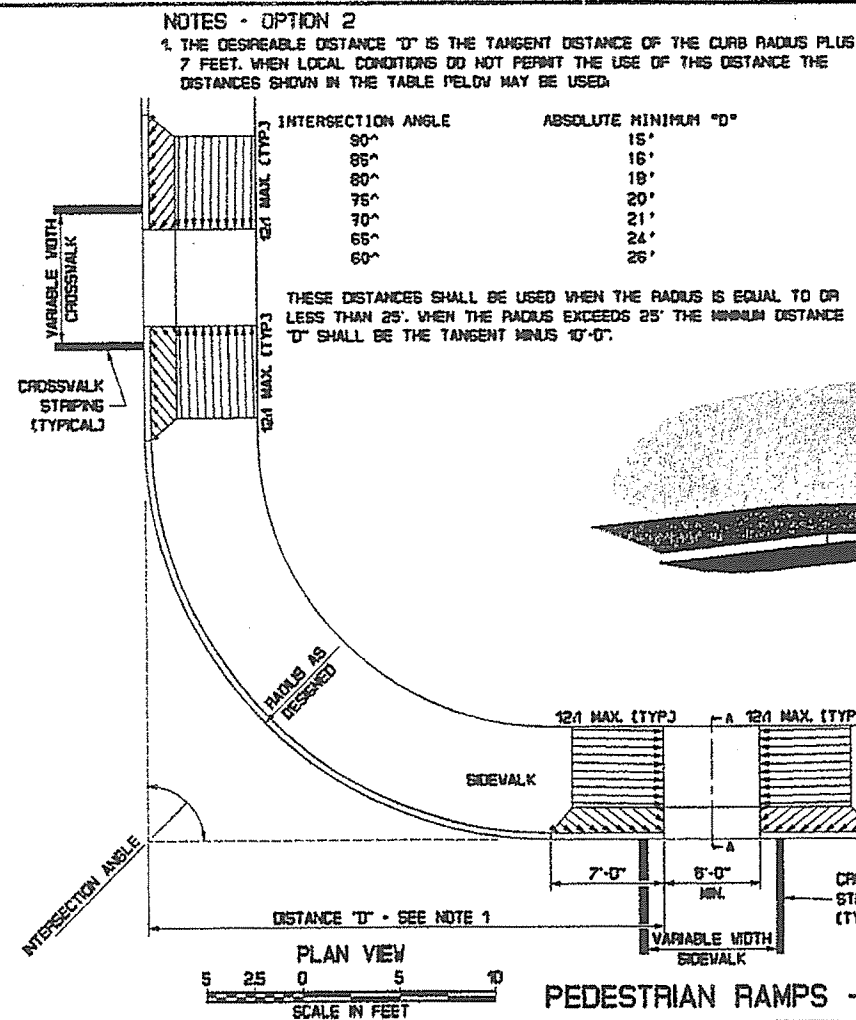


PEDESTRIAN RAMP NOTES

RAD01

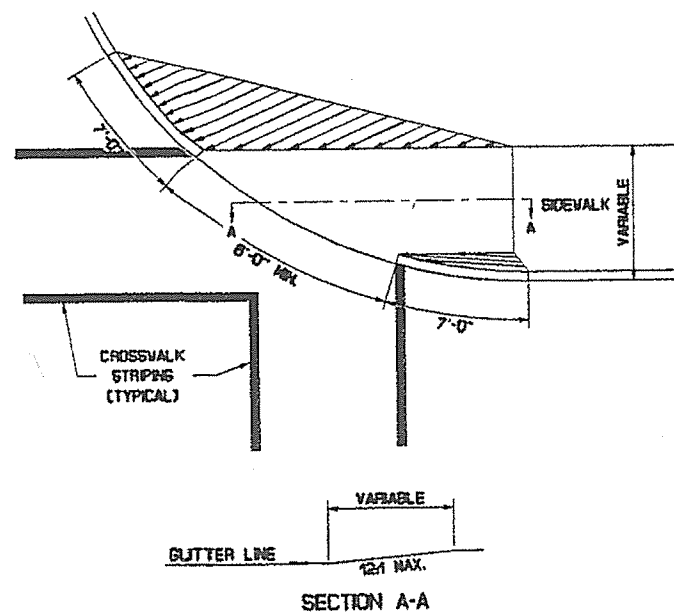
PEDESTRIAN RAMP - OPTION 1

RAD02



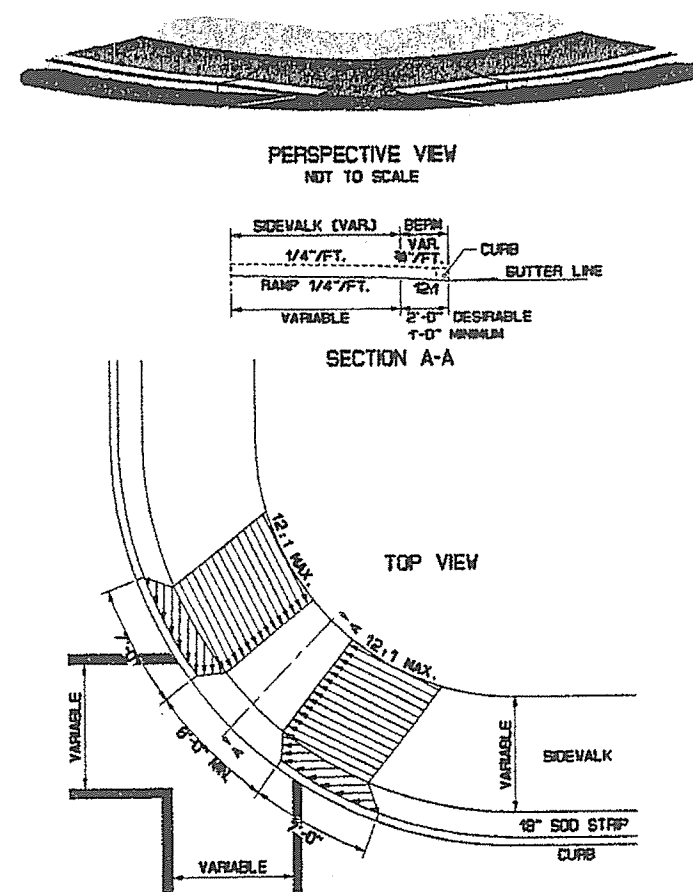
PEDESTRIAN RAMPS - OPTION 2

RAD03



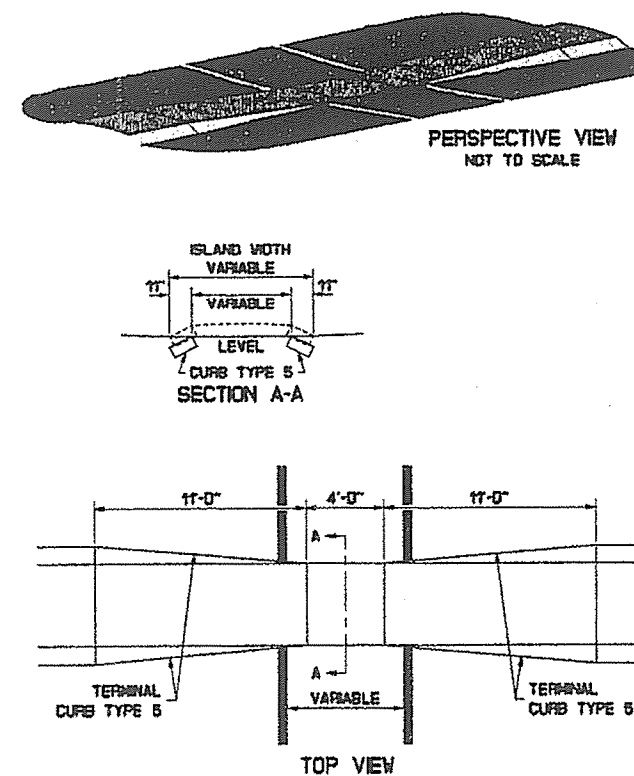
PEDESTRIAN RAMPS - OPTION 3

RAD04



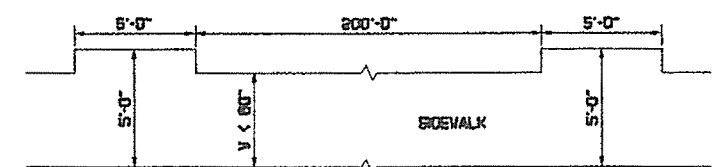
PEDESTRIAN RAMP WITH BERM

RAD05



PEDESTRIAN RAMP
ISLAND - CURB TYPE 5

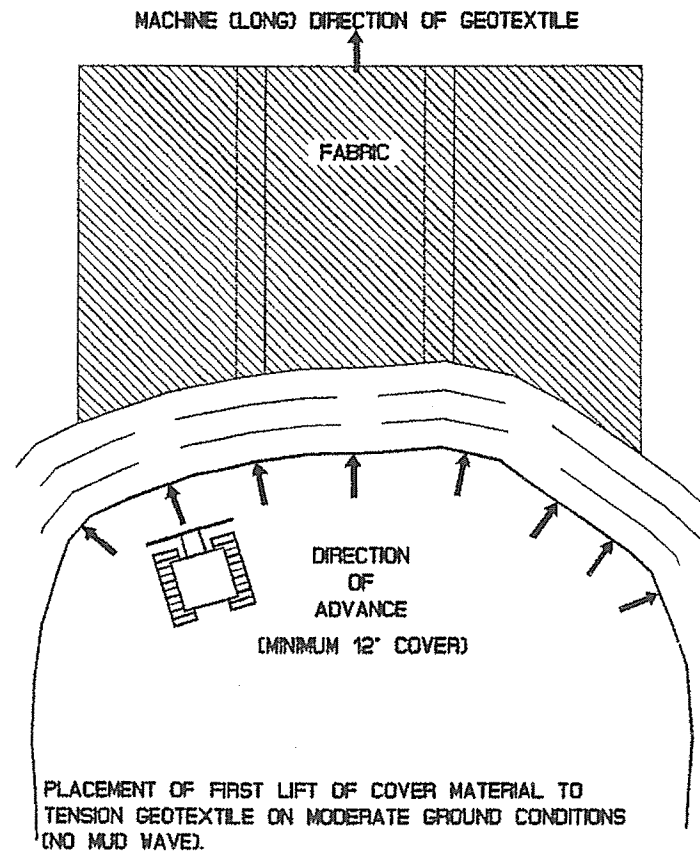
RAD06



PEDESTRIAN PASSING AREAS

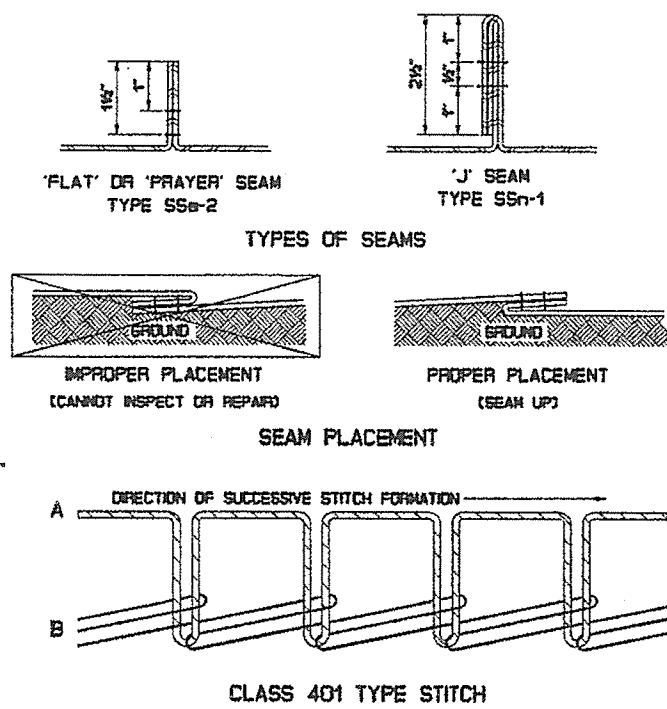
RAD07

REVISIONS			APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description	No.	DOT	DOT	FWHA	STANDARD DETAILS PEDESTRIAN RAMPS	
ORIGINAL PLAN	OCT. 92		OCT. 93			
RAD01 - CHANGED MIN. PAD DIMENSION	APR. 93		OCT. 93			
RAD02 - REM. NOTE ADDED SLOPES	APR. 93		OCT. 93			
RAD03 - ADD. SLOPES	APR. 93		OCT. 93			
RAD04 - ADD. LABELS	APR. 93		OCT. 93			
RAD05 - ADD. SLOPES	APR. 93		OCT. 93			
RAD07 - DRG. PLAN	APR. 93		OCT. 93			
					SHEET	OF
					AUGUSTA, MAINE	
					HD-14	



SPEC. 820

GE001

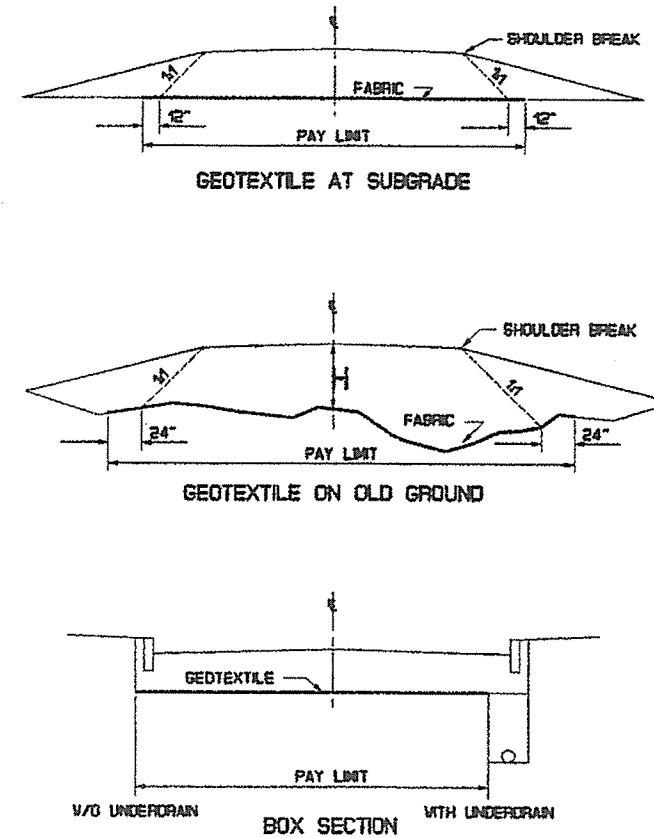


NOTE:
THIS TYPE OF STITCH SHALL BE FORMED WITH TWO THREADS: ONE NEEDLE THREAD "A", AND ONE LOOPER THREAD, "B". LOOPS OF THREAD "A" SHALL BE PASSED THROUGH THE MATERIAL AND INTERLACED AND INTERLOOPED WITH LOOPS OF THREAD "B". THE INTERLOOPS SHALL BE DRAWN AGAINST THE UNDERSIDE OF THE BOTTOM PLY OF MATERIAL.

SPEC. 820

GEOTEXTILE SEAMING

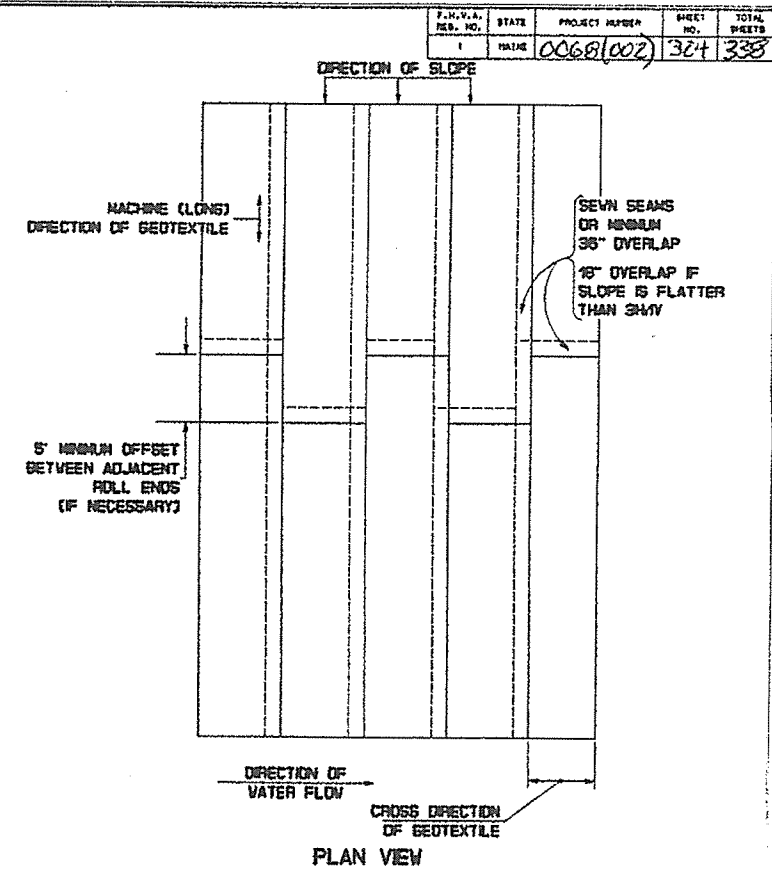
GE002



SPEC. 820

LATERAL LIMITS IN A ROADWAY

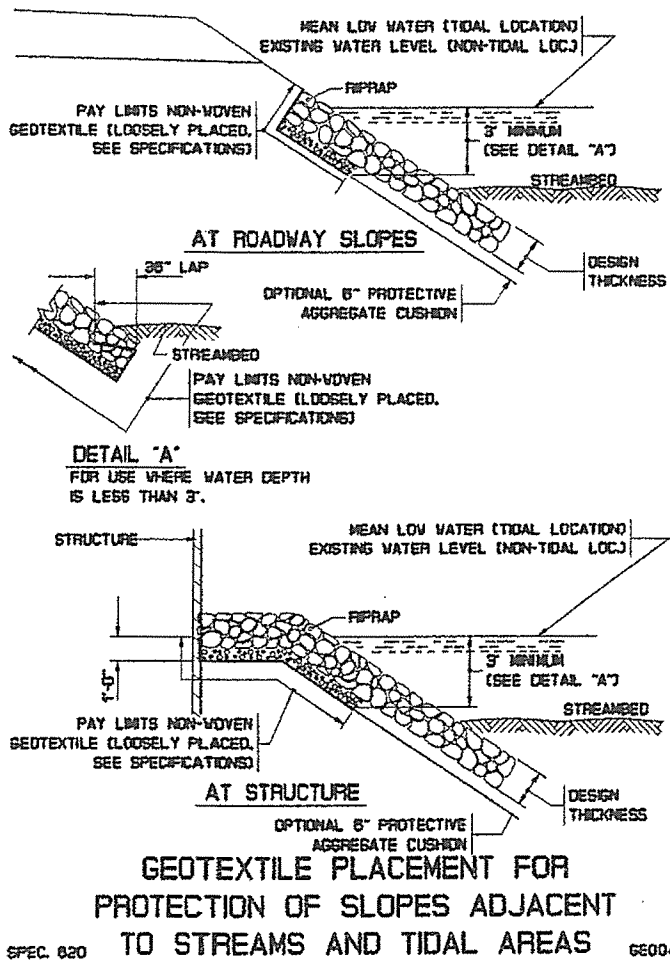
GE003



SPEC. 820

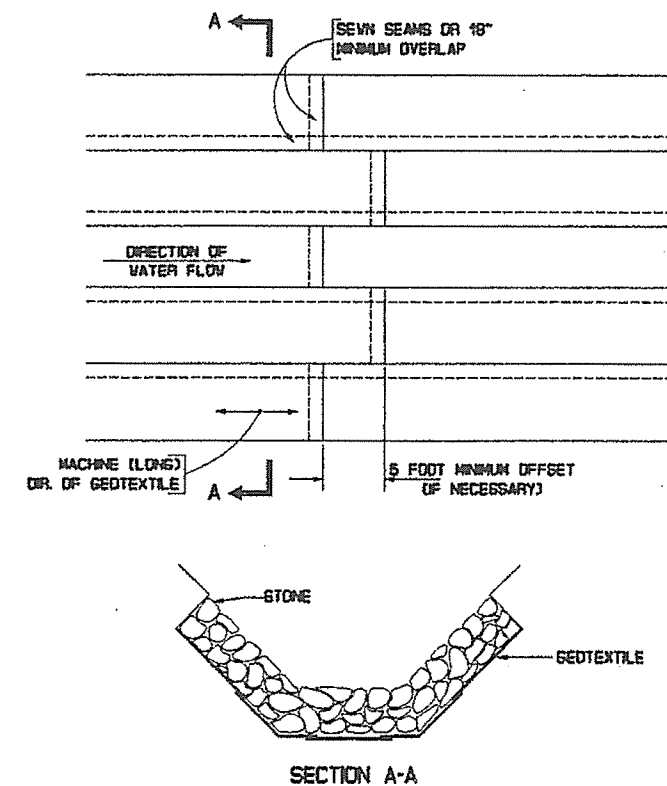
GEOTEXTILE PLACEMENT FOR PROTECTION OF SLOPES ADJACENT TO STREAMS AND TIDAL AREAS

GE004/1



SPEC. 820

GE004/2



SPEC. 820

GE005

GE005

SLOPE HORIZONTAL/VERTICAL	PIN SPACING ALONG OVERLAPS (CENTER TO CENTER)
3:1 TO 4:1 4:1 OR FLATTER	3 FT. 4 FT.

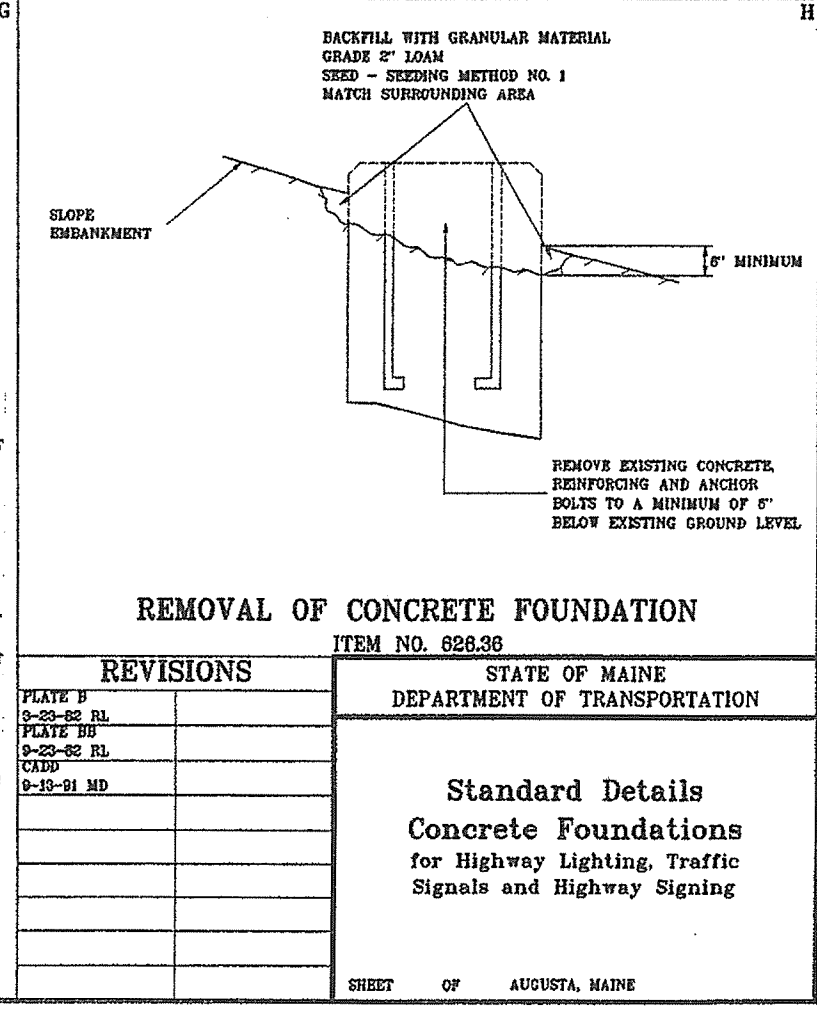
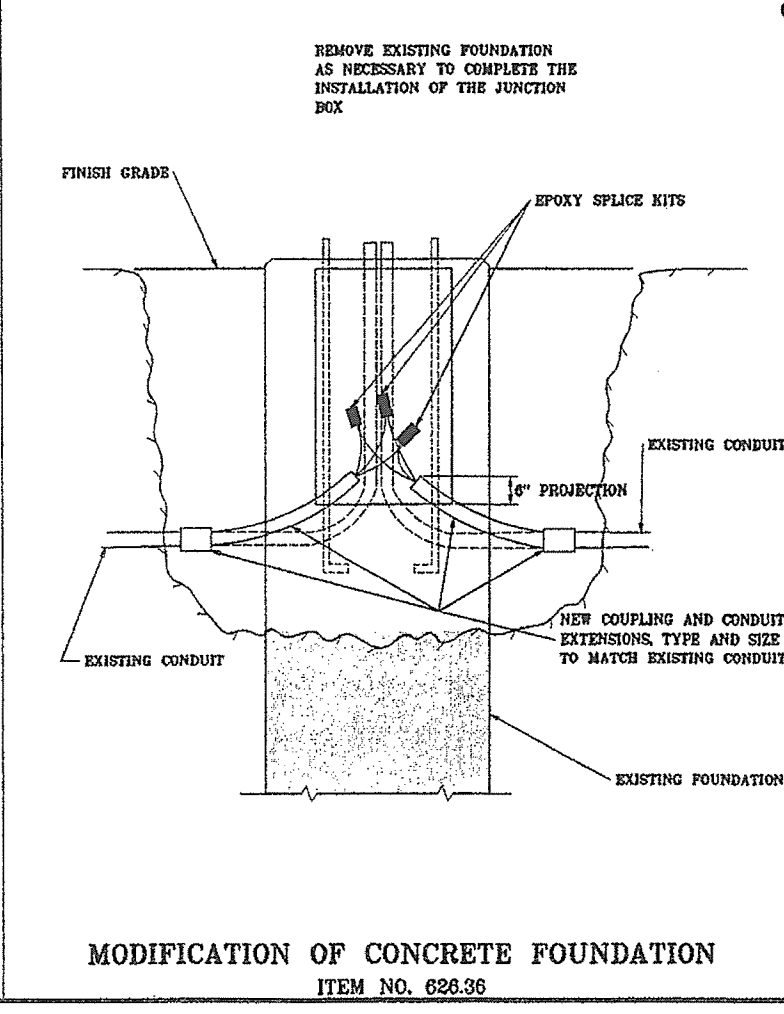
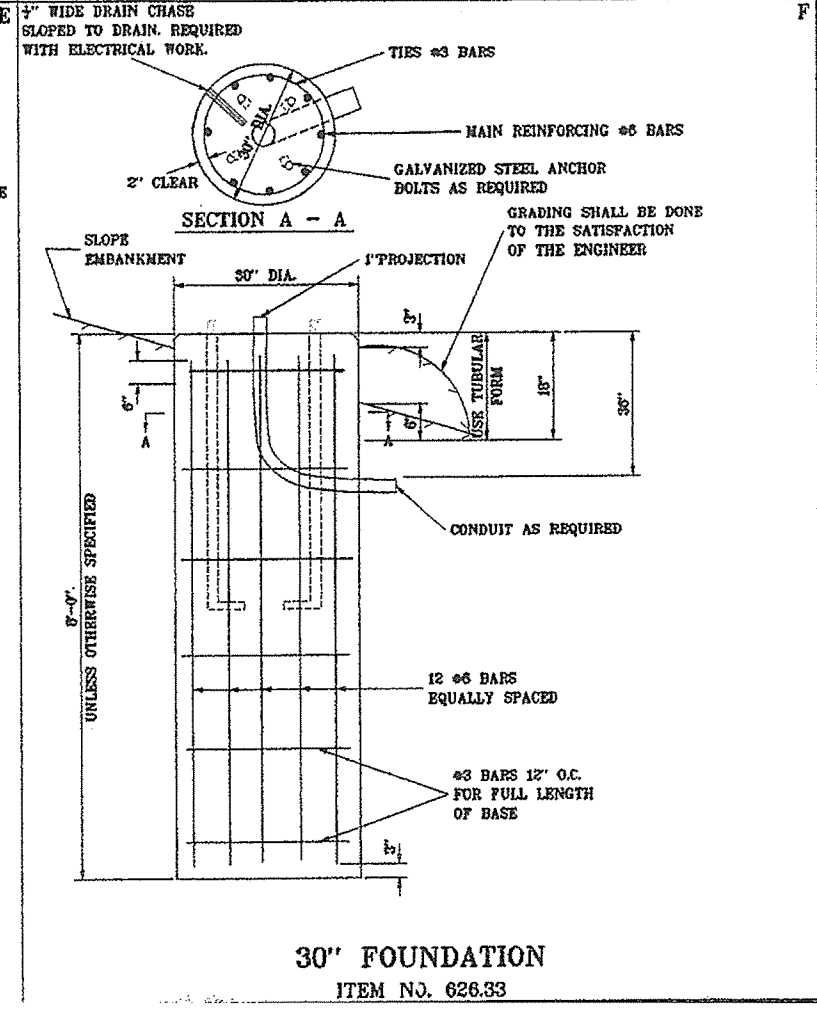
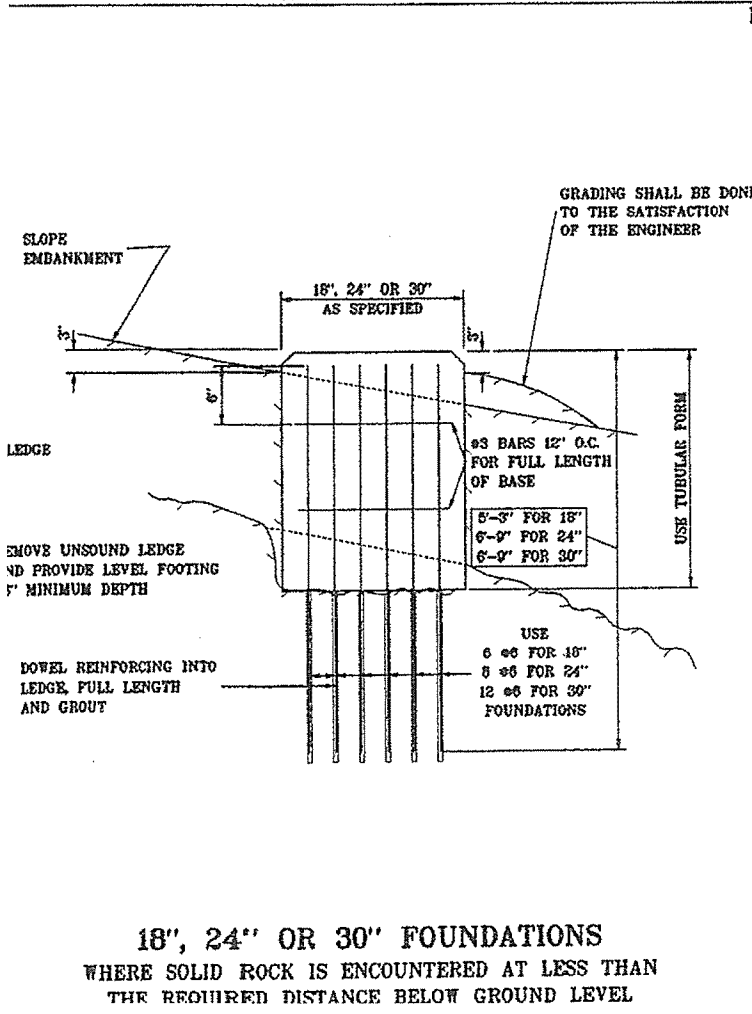
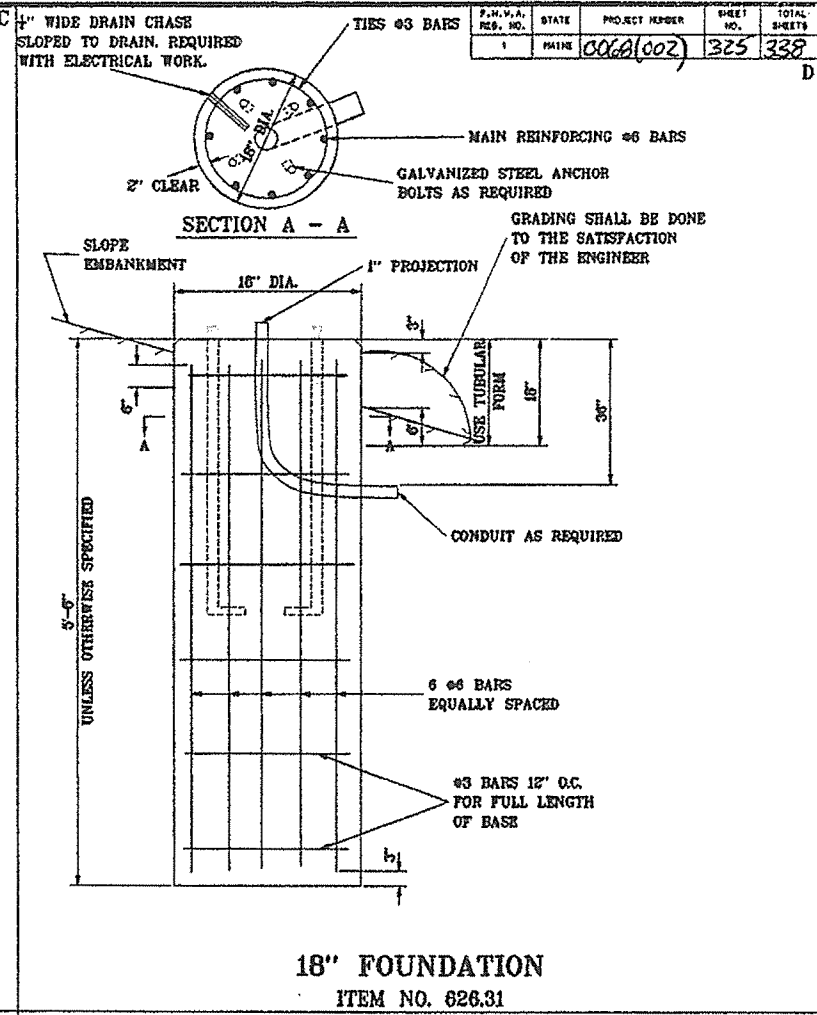
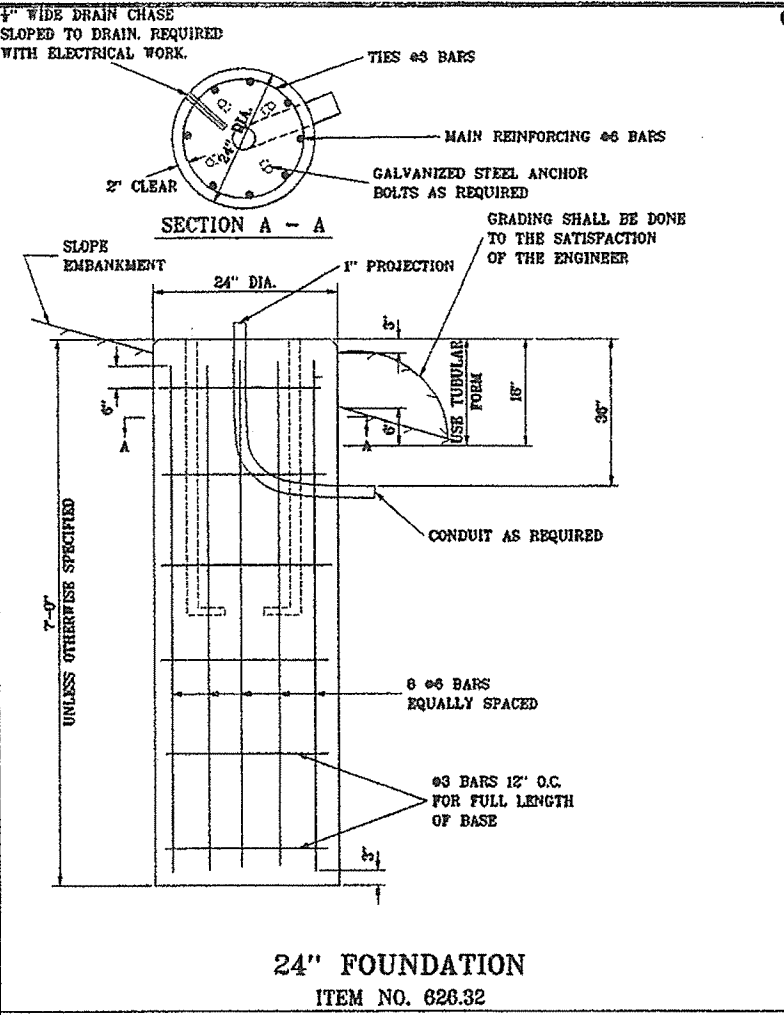
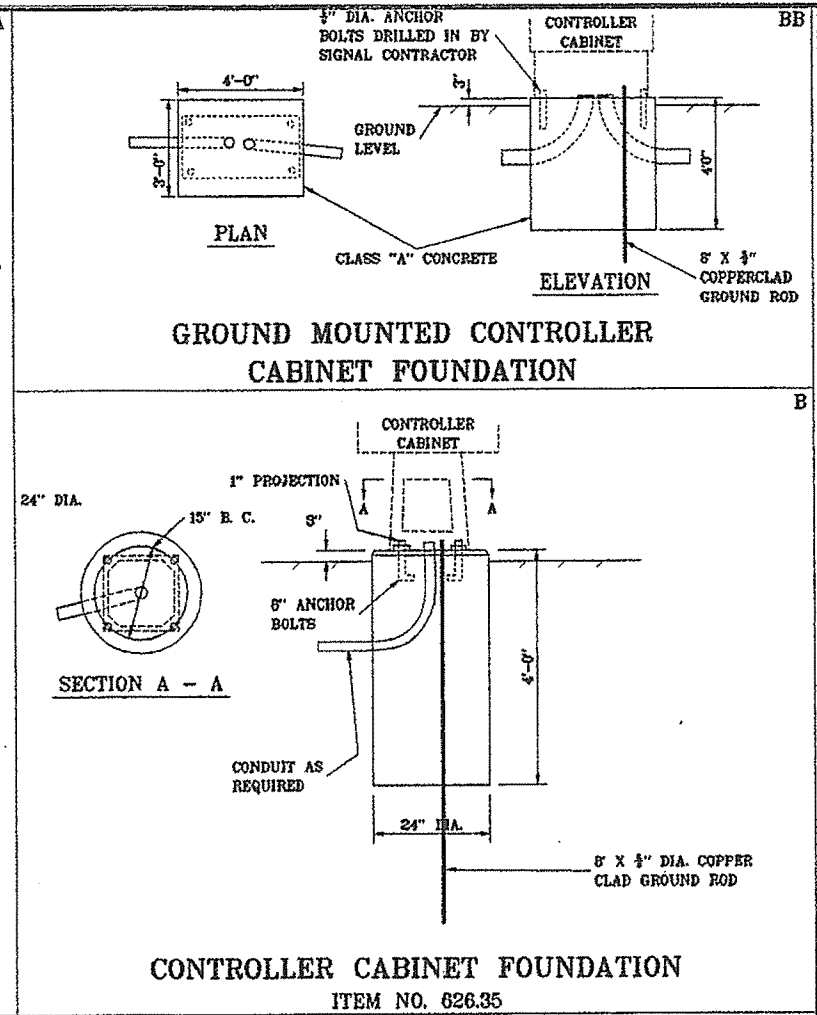
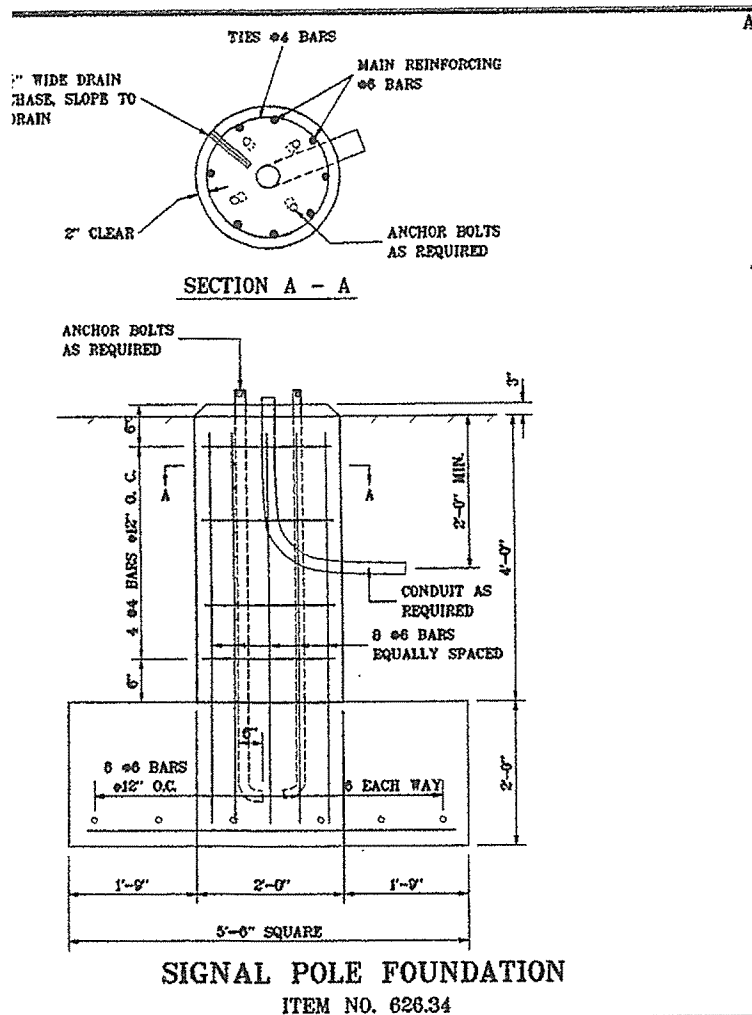
PIN SPACING FOR OVERLAPPED GEOTEXTILE ON SLOPES FLATTER THAN 3H:1V (OPTIONAL)

SPEC. 820

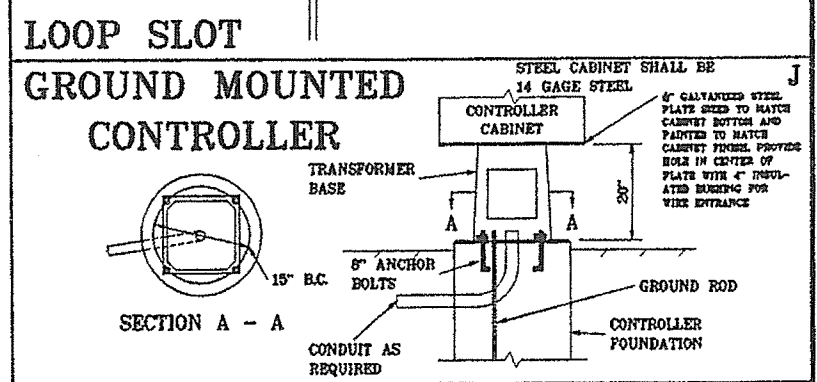
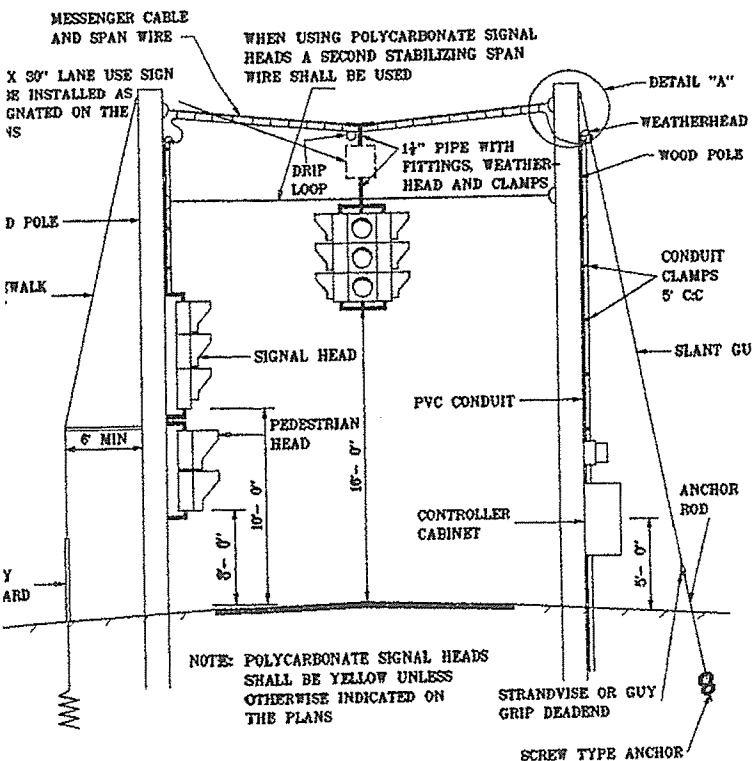
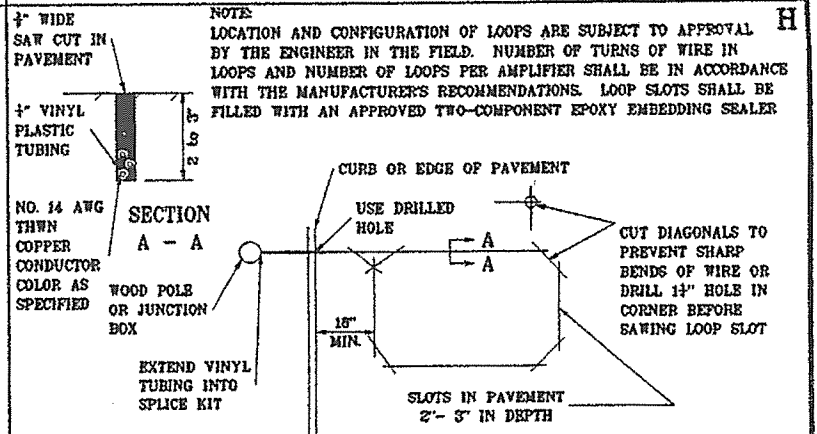
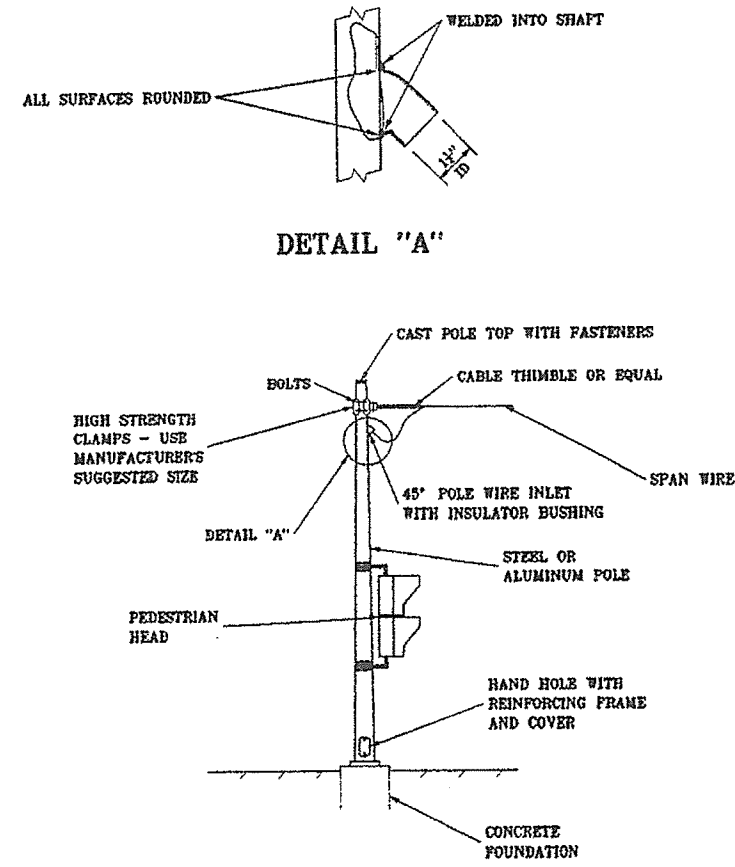
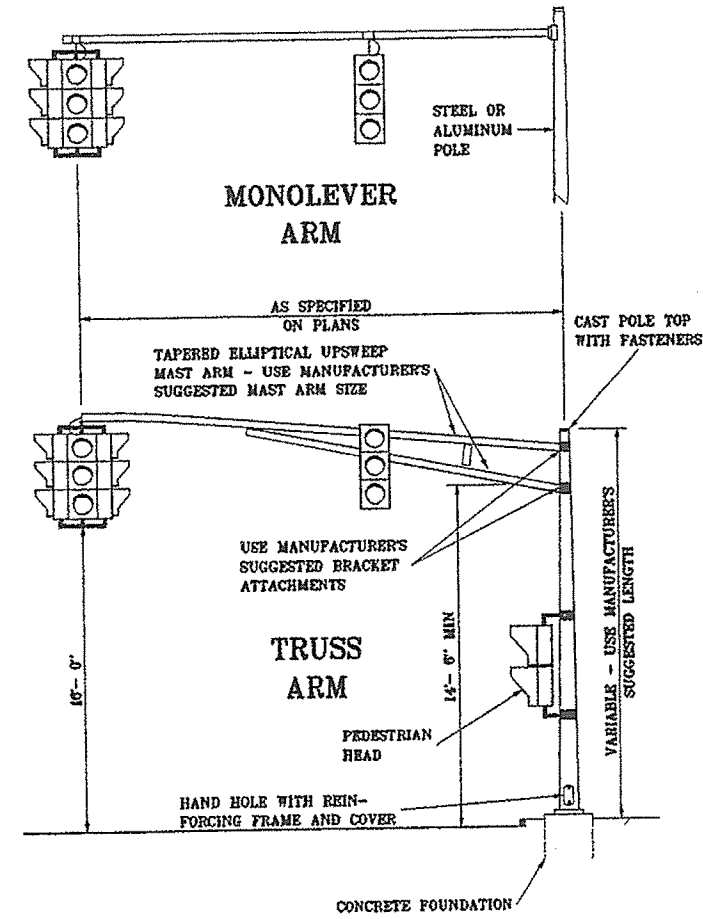
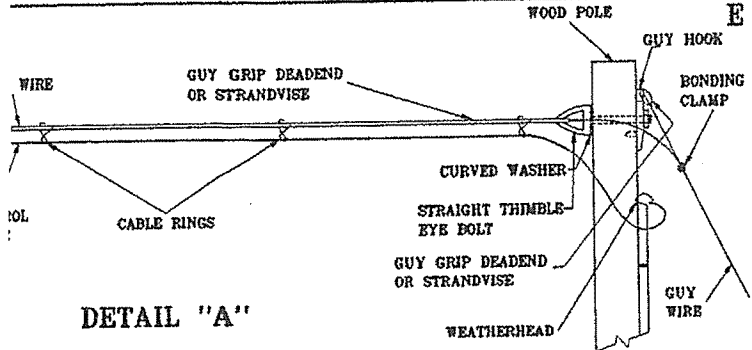
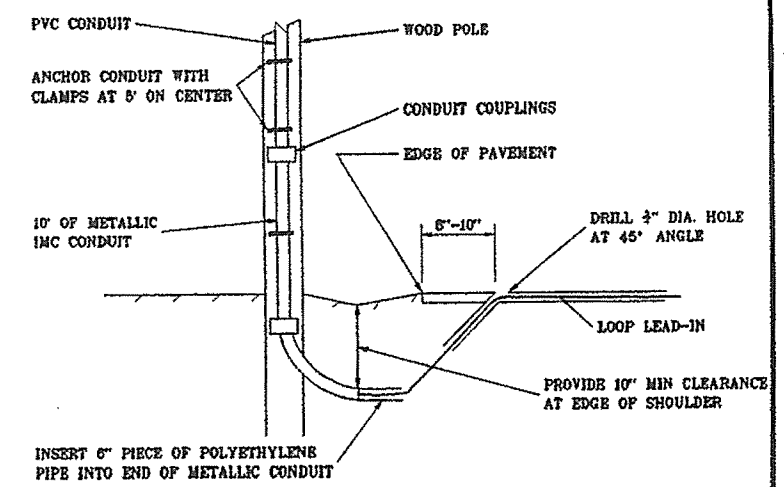
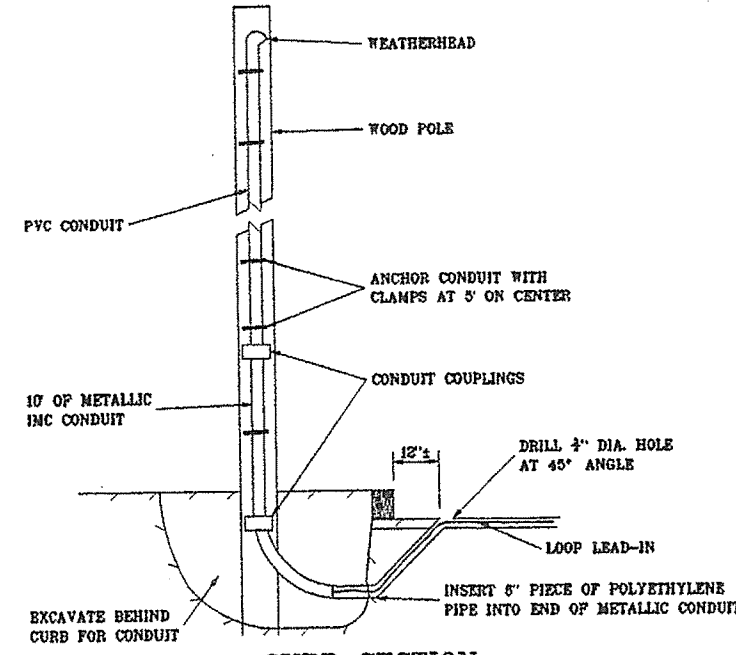
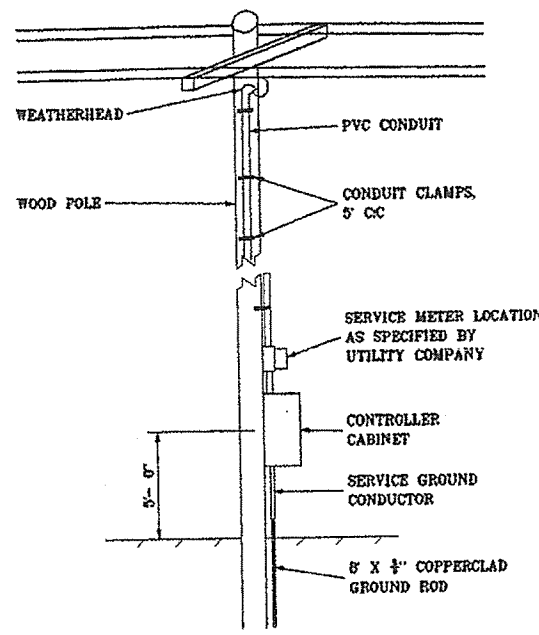
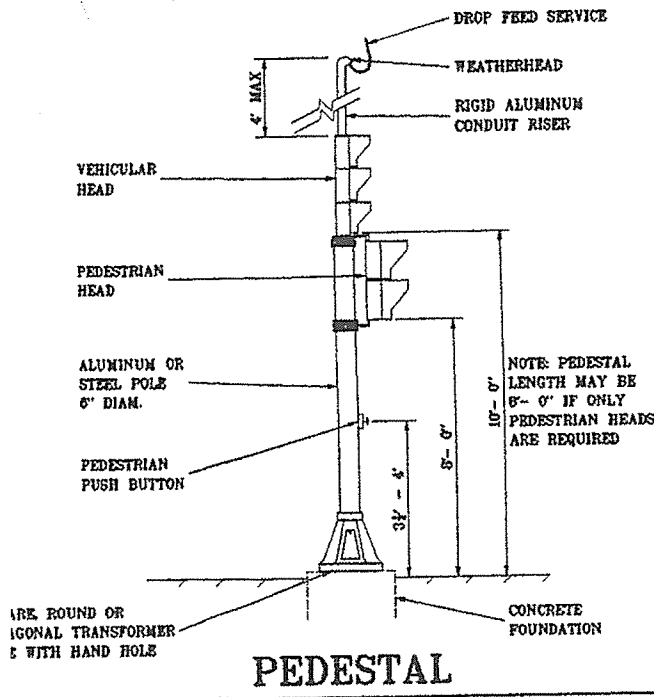
GEOTEXTILE LINED UNDERDRAIN TRENCH

GE006

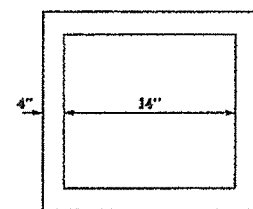
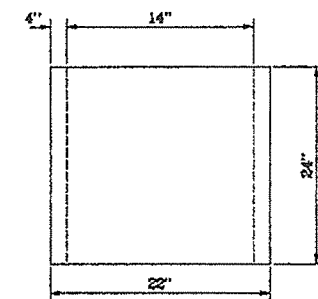
REVISIONS			APPROVED		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
Description	Me. DOT	FWHA			STANDARD DETAILS GEOTEXTILES	
ORIGINAL PLAN	OCT. 82	OCT. 83				
					SHEET OF AUGUSTA, MAINE	
					HD-15	



REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
PLATE B		Standard Details Concrete Foundations for Highway Lighting, Traffic Signals and Highway Signing	
3-23-82 RL			
PLATE BB			
3-23-82 RL			
CADD			
9-19-81 MD		SHEET OF AUGUSTA, MAINE	



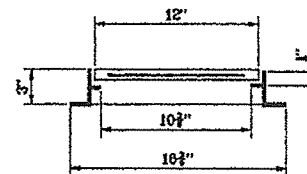
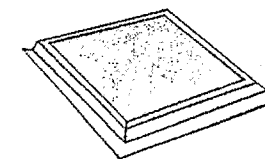
REVISIONS	
ADDED J	
3-22-82 RL	
PLATE F	
3-23-82 RL	
B, C, D, E	
6-30-82 RL	
B, C, D, E, H	
7-22-87 EK	
F	
8-24-88 SL	
E-DETAIL A	
9-6-89 SL	
E-DETAIL A	
10-17-89 SL	
CADD	
8-20-91 MD	



TOP

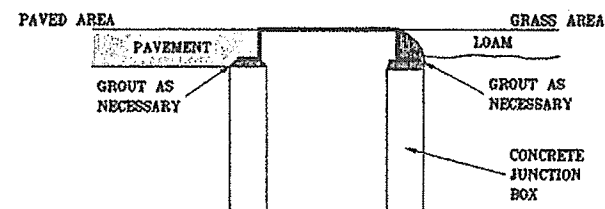
GROUT FRAME IN PLACE
ON TOP OF BOX

NOTE: FOR USE IN
SIDEWALK AREAS



ELECTRICAL PULL BOX
COVER

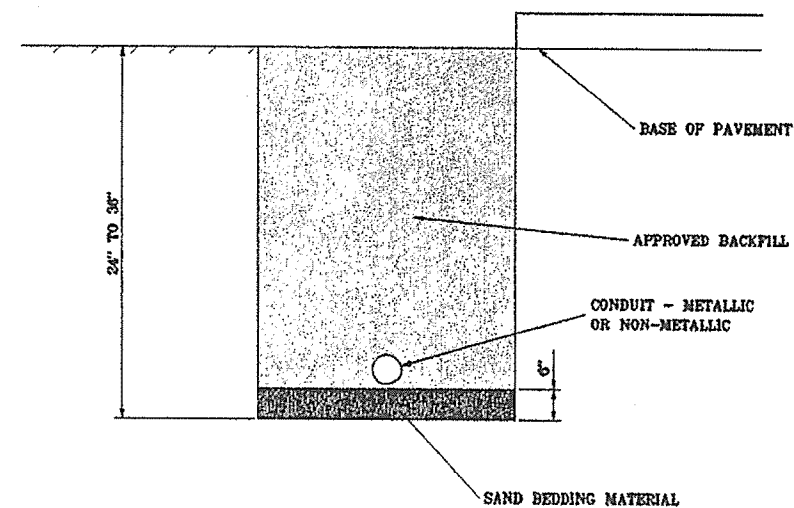
JUNCTION BOX COVER AND FRAME



INSTALL JUNCTION BOX ON GRADE
GROUT AS NECESSARY AS SHOWN.

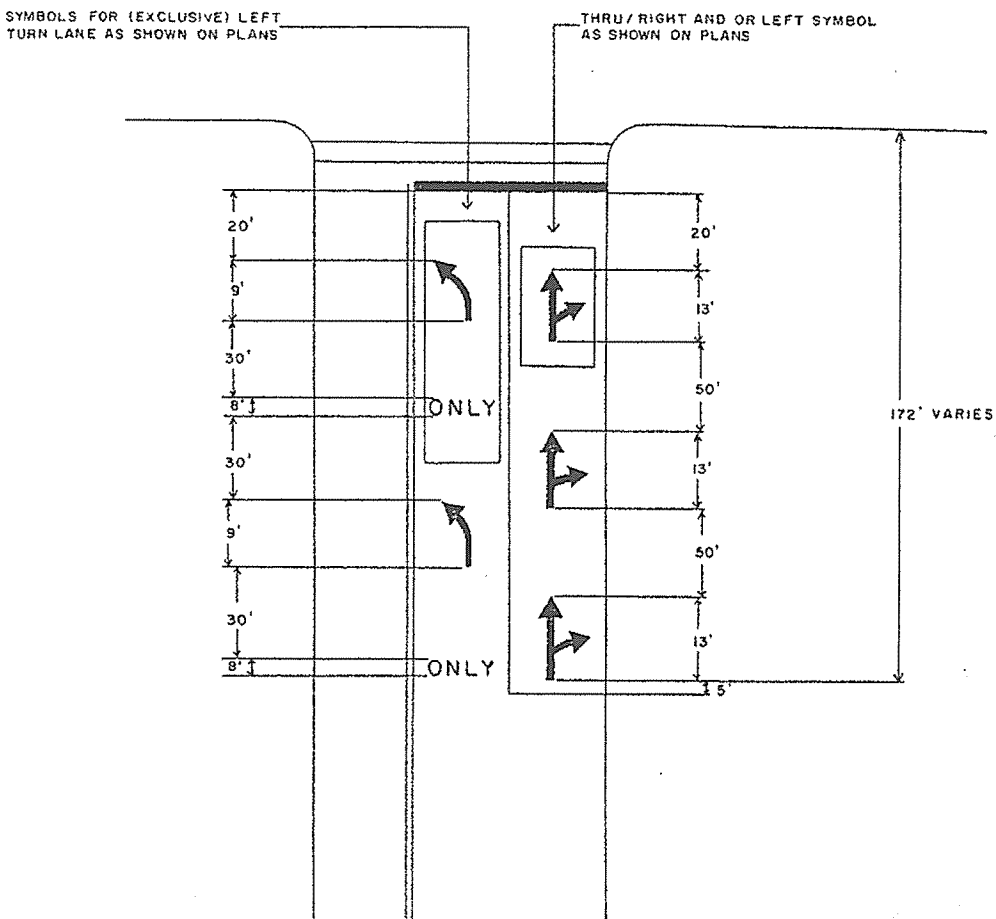
PRECAST CONCRETE JUNCTION BOX
ITEM NO. 626.111

NOTES: ALL CONDUIT LOCATED IN WHOLE OR IN
PART UNDER THE PAVEMENT SHALL BE GALVANIZED
STEEL CONDUIT UNLESS OTHERWISE NOTED. OTHER
RUNS MAY BE METALLIC OR NON-METALLIC AS NOTED



CONDUIT TRENCH

REVISIONS		STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ORIGINAL AUGUST 1988 CADD SEPTEMBER 1991		
		Standard Details Junction Boxes Conduit Trenches for Highway Lighting and Traffic Signals



GENERAL NOTES

PAVEMENT MARKINGS SHOWN ARE TYPICAL ONLY AND THE DIMENSIONS ARE TO BE USED FOR LAYOUT ON NEW PAVEMENT. PAYMENT SHALL BE AS REQUIRED PER RESPECTIVE ITEMS. SEE (STANDARD DETAILS - PAVEMENT MARKINGS HD-13) FOR SQUARE FOOTAGES OF ARROWS.

THE PAY LIMIT FOR CENTERLINE AND LANELINES SHALL BE TO THE END OF THE SYMBOL LAYOUTS OR AS SHOWN ON THE PLANS.

STOPLINES SHALL BE PLACED A MINIMUM OF 40' BACK FROM THE NEAREST OVERHEAD VEHICULAR HEAD.

SEE (STANDARD DETAILS - PAVEMENT MARKINGS HD-13) FOR DIMENSIONS OF THE FOLLOWING: SYMBOLS, CROSSWALK LINES, CENTERLINE, STOP-LINE AND LANELINE.

TYPICAL SYMBOL MARKINGS
At Signalized Intersections

SYMBOLS	
SP. (FROM PLOT OR P.W.)	C.P. (CROSS POOL)
A.T. (STREET TANK)	SPRINGS
WATER LINE OF MAIN	
SEWER LINE	
CELLAR DRAIN	
UNDERGROUND WIRE OR CABLE	
CONSTR. LIMIT LINE	
LIMITS OF HWY. SLOPE EASEMENT	
GRADING LIMITS	
LIMITS OF GRADING RIGHTS	
PROPERTY LINE	
EXISTING RIGHT OF WAY	
NEW R/W	
NEW R/W WITHIN EXISTING R/W	

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE	CAB	RHH	JHA
TOPOGRAPHY	ASEC	ASEC/RHH	BWA
R/W LINES	ASEC	JHD	BWA
AREAS	JHD	JHD	BWA
EXIST. R/W	ASEC	ASEC/RHH	BWA

REVISIONS		
NO.	DATE	DESCRIPTION

F.H.W.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BRF-014-1(28)	329	338

SOUTHBOUND CONSTRUCTION BASELINE
 P.I. STA. = 400+59.79
 $\Delta = 19^{\circ}-40'-41.7''$ RT
 $D = 2^{\circ}-28'-42.1''$
 $R = 2311.83'$
 $T = 400.95'$
 $L = 794.00'$
 $E = 34.51'$

SHAW'S REALTY CO.
 PARCEL NO. (33-4)
 LAND TAKEN (UPLAND) = 31655 S.F.
 ACCESS RIGHTS

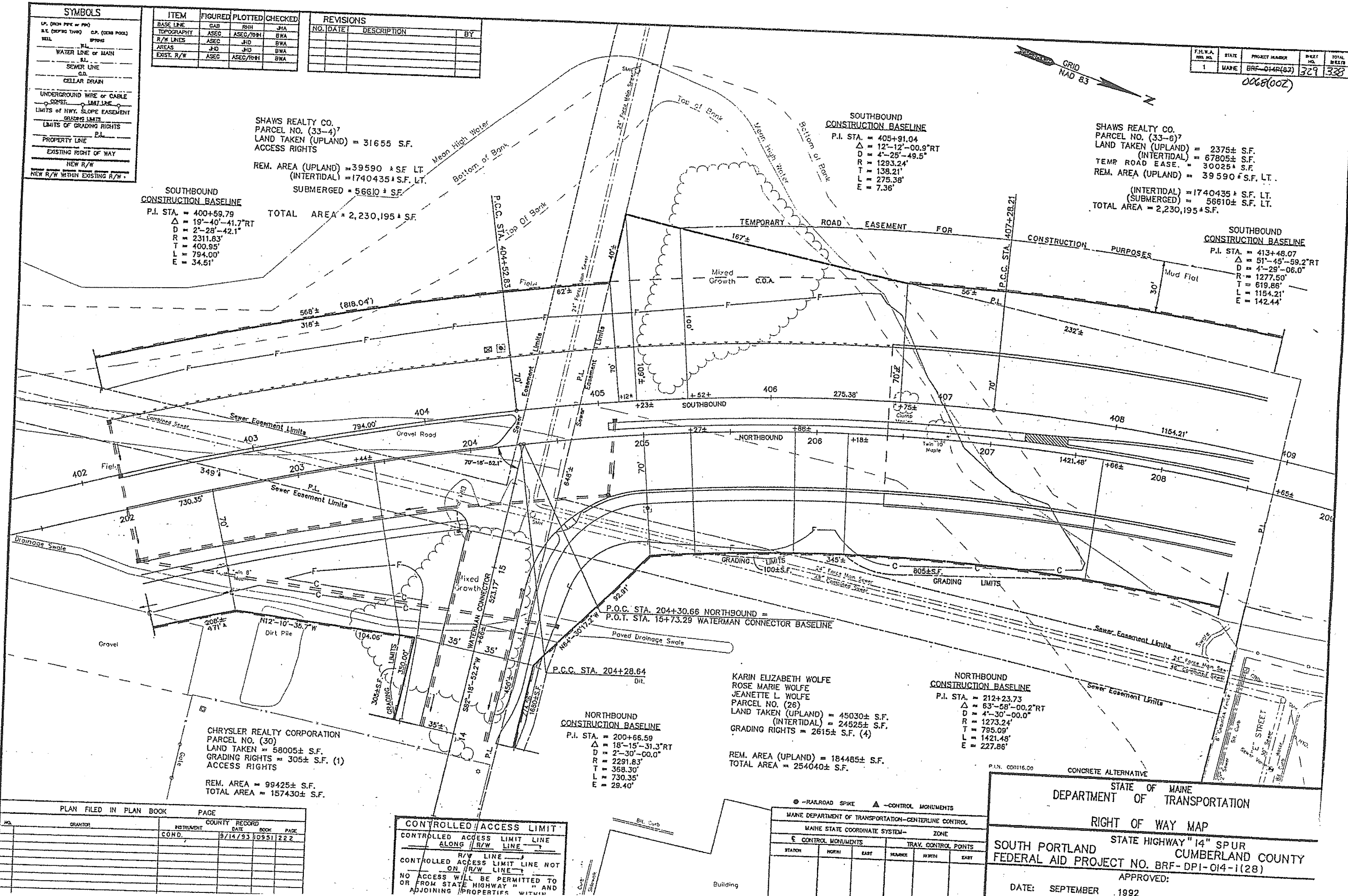
REM. AREA (UPLAND) = 39590 S.F. LT.
 (INTERTIDAL) = 1740435 S.F. LT.
 SUBMERGED = 56610 S.F.

TOTAL AREA = 2,230,195 S.F.

SOUTHBOUND CONSTRUCTION BASELINE
 P.I. STA. = 405+91.04
 $\Delta = 12^{\circ}-12'-00.9''$ RT
 $D = 4^{\circ}-25'-49.5''$
 $R = 1293.24'$
 $T = 138.21'$
 $L = 275.38'$
 $E = 7.36'$

SHAW'S REALTY CO.
 PARCEL NO. (33-6)
 LAND TAKEN (UPLAND) = 2375 S.F.
 (INTERTIDAL) = 67805 S.F.
 TEMP. ROAD EASE. = 30025 S.F.
 REM. AREA (UPLAND) = 39590 S.F. LT.
 (INTERTIDAL) = 1740435 S.F. LT.
 (SUBMERGED) = 56610 S.F. LT.
 TOTAL AREA = 2,230,195 S.F.

SOUTHBOUND CONSTRUCTION BASELINE
 P.I. STA. = 413+48.07
 $\Delta = 51^{\circ}-45'-59.2''$ RT
 $D = 4^{\circ}-28'-06.0''$
 $R = 1277.50'$
 $T = 619.86'$
 $L = 1154.21'$
 $E = 142.44'$



CHRYSLER REALTY CORPORATION
 PARCEL NO. (30)
 LAND TAKEN = 58005 S.F.
 GRADING RIGHTS = 305 S.F. (1)
 ACCESS RIGHTS

REM. AREA = 99425 S.F.
 TOTAL AREA = 157430 S.F.

NORTHBOUND CONSTRUCTION BASELINE
 P.I. STA. = 200+66.59
 $\Delta = 18^{\circ}-15'-31.3''$ RT
 $D = 2^{\circ}-30'-00.0''$
 $R = 2291.83'$
 $T = 368.30'$
 $L = 730.35'$
 $E = 29.40'$

KARIN ELIZABETH WOLFE
 ROSE MARIE WOLFE
 JEANETTE L. WOLFE
 PARCEL NO. (26)
 LAND TAKEN (UPLAND) = 45030 S.F.
 (INTERTIDAL) = 24525 S.F.
 GRADING RIGHTS = 2615 S.F. (4)

REM. AREA (UPLAND) = 184485 S.F.
 TOTAL AREA = 254040 S.F.

NORTHBOUND CONSTRUCTION BASELINE
 P.I. STA. = 212+23.73
 $\Delta = 63^{\circ}-58'-00.2''$ RT
 $D = 4^{\circ}-30'-00.0''$
 $R = 1273.24'$
 $T = 795.09'$
 $L = 1421.48'$
 $E = 227.86'$

PLAN FILED IN PLAN BOOK		PAGE
NO.	GRANTOR	

CONTROLLED ACCESS LIMIT
 CONTROLLED ACCESS LIMIT LINE ALONG R/W LINE
 R/W LINE
 CONTROLLED ACCESS LIMIT LINE NOT ON R/W LINE
 NO ACCESS WILL BE PERMITTED TO OR FROM STATE HIGHWAY " " AND ADJOINING PROPERTIES WITHIN

MAINE DEPARTMENT OF TRANSPORTATION-CENTERLINE CONTROL					
MAINE STATE COORDINATE SYSTEM- ZONE					
E CONTROL MONUMENTS			TRAV. CONTROL POINTS		
STATION	NORTH	EAST	STATION	NORTH	EAST

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY MAP
 STATE HIGHWAY "14" SPUR
 CUMBERLAND COUNTY
 SOUTH PORTLAND
 FEDERAL AID PROJECT NO. BRF-DPI-014-1(28)
 APPROVED:
 DATE: SEPTEMBER 1992

E NAME: PROJECTS 1037-10 FORWIND
 JHD: DATE: 1992-10-06

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BRF-014-1(20)	331	338

0068(002)

SYMBOLS	
UP. (FROM PLY. & PLY.)	C.P. (DEEP POOL)
WATER LINE OF MAIN	SEWER LINE
CELLAR DRAIN	UNDERGROUND WIRE OR CABLE
CONST. LIMIT LINE	LIMITS OF HWY. SLOPE EASEMENT
GRADING LIMITS	LIMITS OF GRADING RIGHTS
PROPERTY LINE	EXISTING RIGHT OF WAY
NEW R/W	NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE	GAB	RHH	JHA
TOPOGRAPHY	ASEC	ASEC/RHH	BWA
R/W LINES	ASEC	JHD	BWA
AREAS	JHD	JHD	BWA
EXIST. R/W	ASEC	ASEC/RHH	BWA

REVISIONS		
NO.	DATE	DESCRIPTION

SOUTHBOUND CONSTRUCTION BASELINE

P.I. STA. = 413+48.07
 $\Delta = 51^{\circ}-45'-59.2''$ RT
 $D = 4^{\circ}-29'-06.0''$
 $R = 1277.50'$
 $T = 619.86'$
 $L = 1154.21'$
 $E = 142.44'$

SHAW'S REALTY CO.
 PARCEL NO. (33-7)
 LAND TAKEN (INTERTIDAL) = 188745± S.F.
 TEMP. ROAD EASEMENT = 73995± S.F.

REM. AREA
 (UPLAND) = 39590 ± S.F. LT.
 (INTERTIDAL) = 94490 ± S.F. RT.
 (INTERTIDAL) = 1740435 ± S.F. LT.
 (SUBMERGED) = 56610 ± S.F. LT.
 TOTAL AREA = 2,230,195 ± S.F.

SOUTHBOUND CONSTRUCTION BASELINE

P.I. STA. = 429+65.07
 $\Delta = 69^{\circ}-05'-26.2''$ LT
 $D = 4^{\circ}-48'-20.8''$
 $R = 1192.23'$
 $T = 820.78'$
 $L = 1437.66'$
 $E = 255.21'$

NORTHBOUND CONSTRUCTION BASELINE

P.I. STA. = 212+23.73
 $\Delta = 63^{\circ}-58'-00.2''$ RT
 $D = 4^{\circ}-30'-00.0''$
 $R = 1273.24'$
 $T = 795.09'$
 $L = 1421.48'$
 $E = 227.86'$

SHAW'S REALTY CO.
 PARCEL NO. (33-7)
 REM. AREA
 (INTERTIDAL) = 94490 ± S.F. RT.

NORTHBOUND CONSTRUCTION BASELINE

P.I. STA. = 229+30.04
 $\Delta = 69^{\circ}-05'-26.1''$ LT
 $D = 4^{\circ}-45'-00.0''$
 $R = 1206.23'$
 $T = 830.42'$
 $L = 1454.54'$
 $E = 258.21'$

NOTE: THE ESTABLISHMENT OF "CONTROLLED ACCESS" AS RELATES TO PARCEL NO. (5-9)10 PROHIBITS ACCESS FROM ADJOINING LAND TO THE ELEVATED HIGHWAY ONLY.

CITY OF SOUTH PORTLAND
 PARCEL NO. (5-9)10
 ELEVATED HIGHWAY EASE. AREA TAKEN = 39,180 ± S.F. (UPLAND)
 18,225 ± S.F. (INTERTIDAL)
 TOTAL AREA TAKEN = 57,405 ± S.F.
 TEMP. ROAD EASE. = 2540 ± S.F. (I)
 ACCESS RIGHTS (PROHIBITS ACCESS TO ELEVATED HIGHWAY ONLY)
 REMAINING UNENCUMBERED AREA = 295,070 ± S.F. (UPLAND)
 3,845 ± S.F. (INTERTIDAL)
 TOTAL = 298,915 ± S.F.
 REMAINING ENCUMBERED AREA = 39,180 ± S.F. (UPLAND)
 18,225 ± S.F. (INTERTIDAL)
 TOTAL = 57,405 ± S.F.
 TOTAL AREA OF ENTIRE PARCEL = 356,320 ± S.F.

P.I.N. 000116.00 CONCRETE ALTERNATIVE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE HIGHWAY "14" SPUR
 SOUTH PORTLAND CUMBERLAND COUNTY
 FEDERAL AID PROJECT NO. BRF-DPI-014-1(20)

APPROVED:
 DATE: SEPTEMBER 1992
 SCALE: 1 INCH = 25 FEET
 SHEET NO. 12 OF SHEETS

DANA F. GORDON COMMISSIONER

MAINE DEPARTMENT OF TRANSPORTATION-CENTERLINE CONTROL					
MAINE STATE COORDINATE SYSTEM-			ZONE		
CONTROL MONUMENTS			TRAV. CONTROL POINTS		
STATION	NORTH	EAST	TRAV. CONTROL POINTS	NORTH	EAST

PLAN FILED IN PLAN BOOK		PAGE	
NO.	GRANTOR	INSTRUMENT	COUNTY RECORD BOOK PAGE
		COND.	9/14/93 10951 222
		COND.	4/05/98 11378 22

MAINE PROJECTS 10037-10400R22
 7: RHH 1 DATE: 1993-04-22

[illegible]

F.I.L.W.A. REQ. NO.	STATE	PROJECT NUMBER	SLEY NO.
1	MAINE	BRE-014P(67)	332

SHAW'S REALTY CO.
PARCEL NO. (33-7)⁷
LAND TAKEN (INTERTIOAL) = 18874± S.F.
TEMP. ROAD EASEMENT = 73995± S.F.

REM. AREA
(UPLAND) = 39590 ± SF LT.
(INTERTIDAL) = 94490 ± S.F. RT.
(INTERTIDAL) = 1740435 ± S.F. LT.
(SUBMERGED) = 56610 ± S.F. LT.
TOTAL AREA = 2,230,195 ± SF

**SOUTHBOUND
CONSTRUCTION BASELINE**

P.I. STA. = 429+65.07
 $\Delta = 69^{\circ}-05'-26.2''$ LT
R = $4^{\circ}-48'-20.8''$
D = 1192.23'
T = 820.78'
L = 1437.66'
E = 255.21'

SHAW'S REALTY CO.
PARCEL NO. (33-7) 7
REM. AREA
(INTERTIDAL) = 94490 ± S.F. RT.

NORTHBOUND
CONSTRUCTION BASELINE
P.I. STA. = 229+30.04
Δ = 69°-05'-26.1" LT
D = 4°-45'-00.0"
R = 1206.23'
T = 830.42'
L = 1454.54'
E = 258.21'

R/W REFERENCES
S.H.C. FILE NO. 3-183
S.H.C. FILE NO. 3-224

CENTRAL MAINE POWER CO.
PARCEL NO. (19-2)²
LAND TAKEN (UPLAND) = 10100 ± S.F.
(INTERTIDAL) = 32575 ± S.F. (TOTAL 42675 ± S.F.)
ACCESS RIGHTS
TEMP. ROAD EASEMENT = 30995 ± S.F.
REM. AREA UPLAND = 419181 ± SF
REM. AREA = 1,147,363 ± SF (TOTAL)
TOTAL AREA = 1,190,038 ± SF

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

SOUTH PORTLAND STATE HIGHWAY "14" SPUR
FEDERAL AID PROJECT NO. CUMBERLAND COUNTY
BRF-DPI-014-1(28)

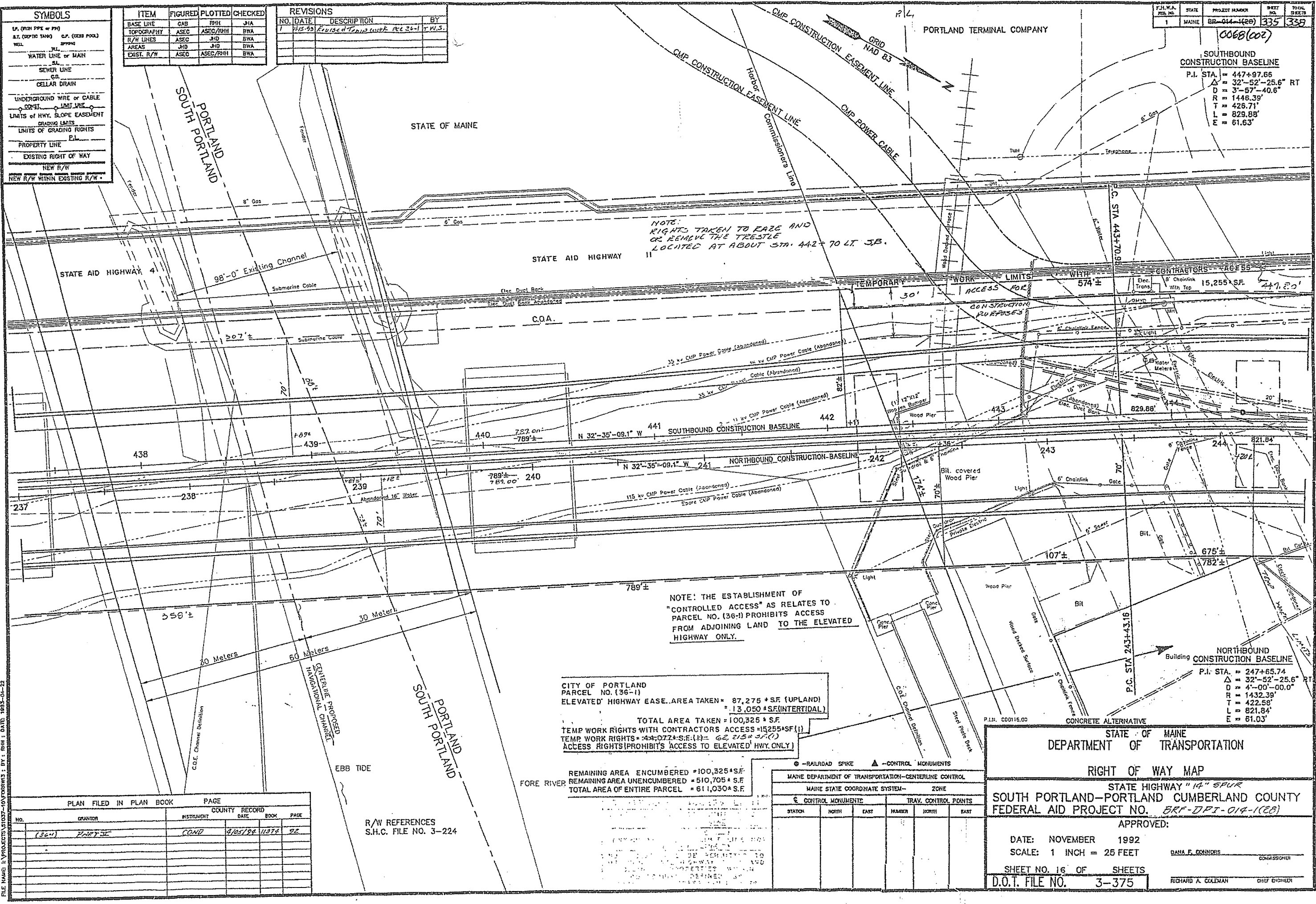
DATE: SEPTEMBER 1992
SCALE: 1 INCH = 25 FEET

SHEET NO. 13 OF SHEETS

DANA E. CONNORS

COMMISSIONER

FILE NAME: F:\PROJECTS\51037-10\FORRWZ3
BY: RHM : DATE: 1993-04-22



SYMBOLS

UP (OPEN PIPE or PIP)
S.T. (DEPTH TANK) C.P. (CESS POOL)
WELL
WATER LINE or MAIN
SEWER LINE
CELLAR DRAIN
UNDERGROUND WIRE or CABLE
LIMIT LINE
LIMITS of HWY. SLOPE EASEMENT
LIMITS of GRADING LIMITS
LIMITS of GRADING RIGHTS
PROPERTY LINE
EXISTING RIGHT OF WAY
NEW R/W
NEW R/W WITHIN EXISTING R/W

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE	GAB	RHH	JHA
TOPOGRAPHY	ASEC	ASEC/RHH	BWA
R/W LINES	ASEC	JHD	BWA
AREAS	JHD	JHD	BWA
EXIST. R/W	ASEC	ASEC/RHH	BWA

REVISIONS		
NO.	DATE	DESCRIPTION
1	1/15/93	Revised to show work per 36-1 T.W.S.

PLAN FILED IN PLAN BOOK		PAGE	
NO.	QUANT	INSTRUMENT	COUNTY RECORD DATE BOOK PAGE
(36-1)	7/1/73	COND	4/05/94 11374 92

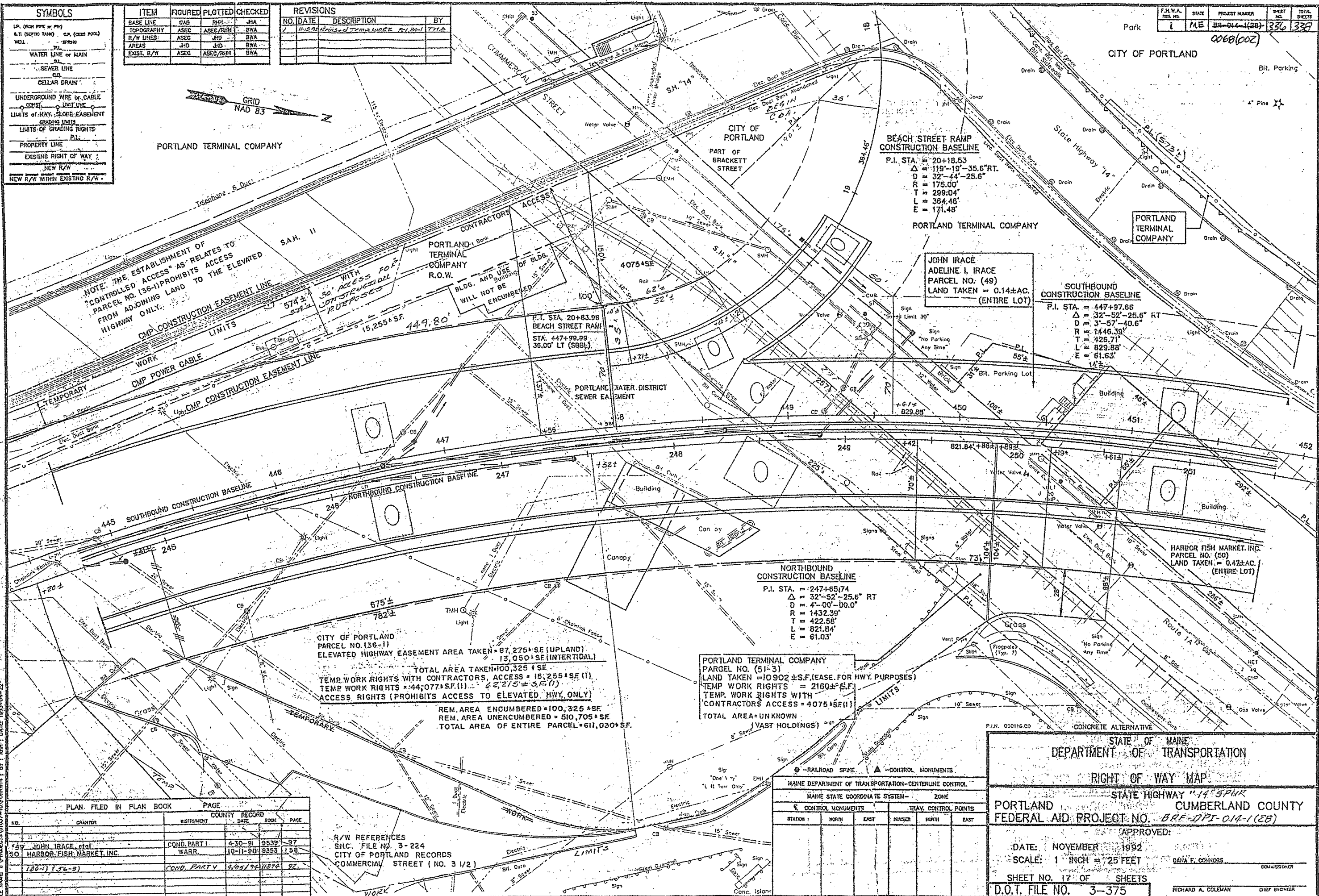
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE HIGHWAY "14" SPUR
SOUTH PORTLAND-PORTLAND CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. BRF-DPI-014-1(28)
APPROVED:
DATE: NOVEMBER 1992
SCALE: 1 INCH = 25 FEET
SHEET NO. 16 OF 375 SHEETS
D.O.T. FILE NO. 3-375

DANA F. CORNERS
RICHARD A. COLEMAN

CITY OF PORTLAND
PARCEL NO. (36-1)
ELEVATED HIGHWAY EASE. AREA TAKEN = 87,275 ± S.F. (UPLAND)
= 13,050 ± S.F. (INTERTIDAL)
TOTAL AREA TAKEN = 100,325 ± S.F.
TEMP WORK RIGHTS WITH CONTRACTORS ACCESS = 15,255 ± S.F.
TEMP WORK RIGHTS = 44,072 ± S.F. (L.H. = 62,215 ± S.F.)
ACCESS RIGHTS PROHIBITS ACCESS TO ELEVATED HWY. ONLY

REMAINING AREA ENCUMBERED = 100,325 ± S.F.
REMAINING AREA UNENCUMBERED = 510,705 ± S.F.
TOTAL AREA OF ENTIRE PARCEL = 611,030 ± S.F.

R/W REFERENCES
S.H.C. FILE NO. 3-224



SYMBOLS	
UP (FROM P.P. or P.H.)	CP (CROSS POOL)
S.T. (SEPTIC TANK)	SPRINK
WATER LINE OF MAIN	
SEWER LINE	
CELLAR DRAIN	
UNDERGROUND WIRE OF CABLE	
LIMITS OF HWY. SLOPE EASEMENT	
LIMITS OF GRADING RIGHTS	
PROPERTY LINE	
EXISTING RIGHT OF WAY	
NEW R/W	
NEW R/W WITHIN EXISTING R/W	

ITEM	FIGURED	PLOTTED	CHECKED
BASE LINE	GAB	RHH	JHA
TOPOGRAPHY	ASEC	ASEC/RHM	BWA
R/W LINES	ASEC	JHD	BWA
AREAS	JHD	JHD	BWA
EXIST. R/W	ASEC	ASEC/RHM	BWA

REVISIONS		
NO.	DATE	DESCRIPTION
1	11-15-92	REVISED TEMP WORK R/W

F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	ME	BR-014-1(28)	336	338

FILE NAME: 2 PROJECTS 0107 - 01070104 BY: RHH DATE: 1993-04-22

PLAN FILED IN PLAN BOOK		PAGE	
NO.	QUANTITIES	COUNTY RECORD	DATE
139	JOHN IRACE, et al.	COND. PART I	4-30-91
140	HARBOR FISH MARKET, INC.	WARR.	10-11-90
136-1	(136-2)	COND. PART IV	1-28-91

R/W REFERENCES
SHC. FILE NO. 3-224
CITY OF PORTLAND RECORDS
COMMERCIAL STREET (NO. 3 1/2)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE HIGHWAY 14 SPUR
PORTLAND CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. BR-014-1(28)

APPROVED:
DATE: NOVEMBER 1992
SCALE: 1" = 25 FEET
SHEET NO. 17 OF SHEETS
D.O.T. FILE NO. 3-375

RICHARD A. COLEMAN
CHIEF ENGINEER