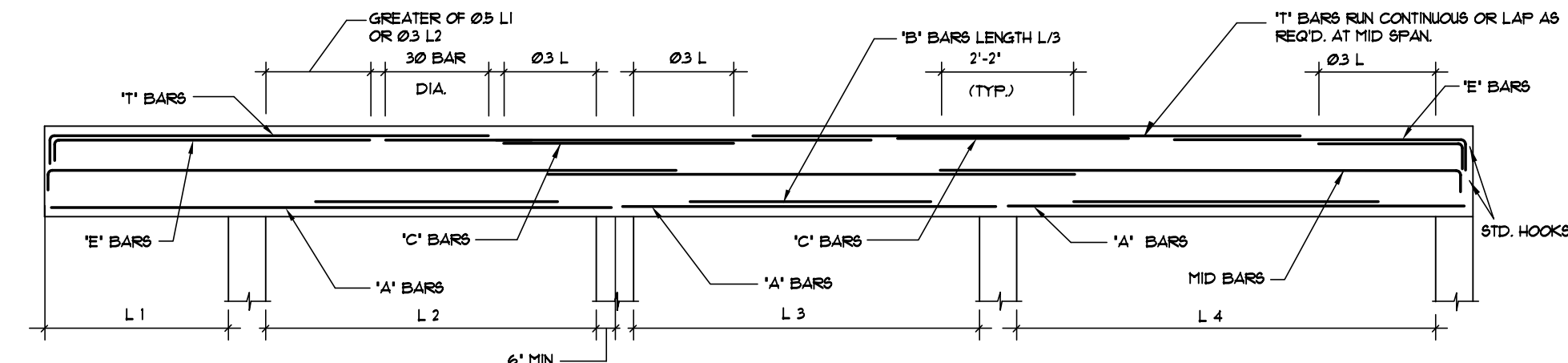


COLUMNS		COLUMN SCHEDULE																									
ELEVATIONS	COLUMNS	A16	A14	A11	A10	A7	A3	A1	B11	C6	D1	BX-2X	F2	F16	F18	G16	G13	G5	G4	H12	J16	J8	K16	K8	L16	L13	
TOWER ROOF T.O.S. +30'-0"																											
ROOF T.O.S. +25'-0"																											
MEZZ FLOOR T.O.S. +12'-0"																											
GROUND FLOOR T.O.S. 0'-0"		H856x6x3/16	H856x6x3/16	H856x6x3/16	H856x6x3/16	H85 8x6x1/2	H85 8x6x1/2	H85 6x6x1/4	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8	H85 6x6x5/8
BASE PLATE SIZE tXBxN		1'x1'-0"x1'-0"	1'x1'-0"x1'-0"	1'x1'-0"x1'-0"	1'x1'-0"x1'-0"	1'x1'-0"x1'-2"	1'x1'-0"x1'-2"	1'x1'-0"x1'-0"	1'x1'-0"x1'-0"	1'x1'-0"x1'-0"	1'x1'-0"x1'-0"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	3/4'x1'-4"x1'-4"	
TYPE		I	I	I	I	V	V	I	I	I	I	III	III	II	II	II	II	II	II	II	II	II	II	II	II	II	

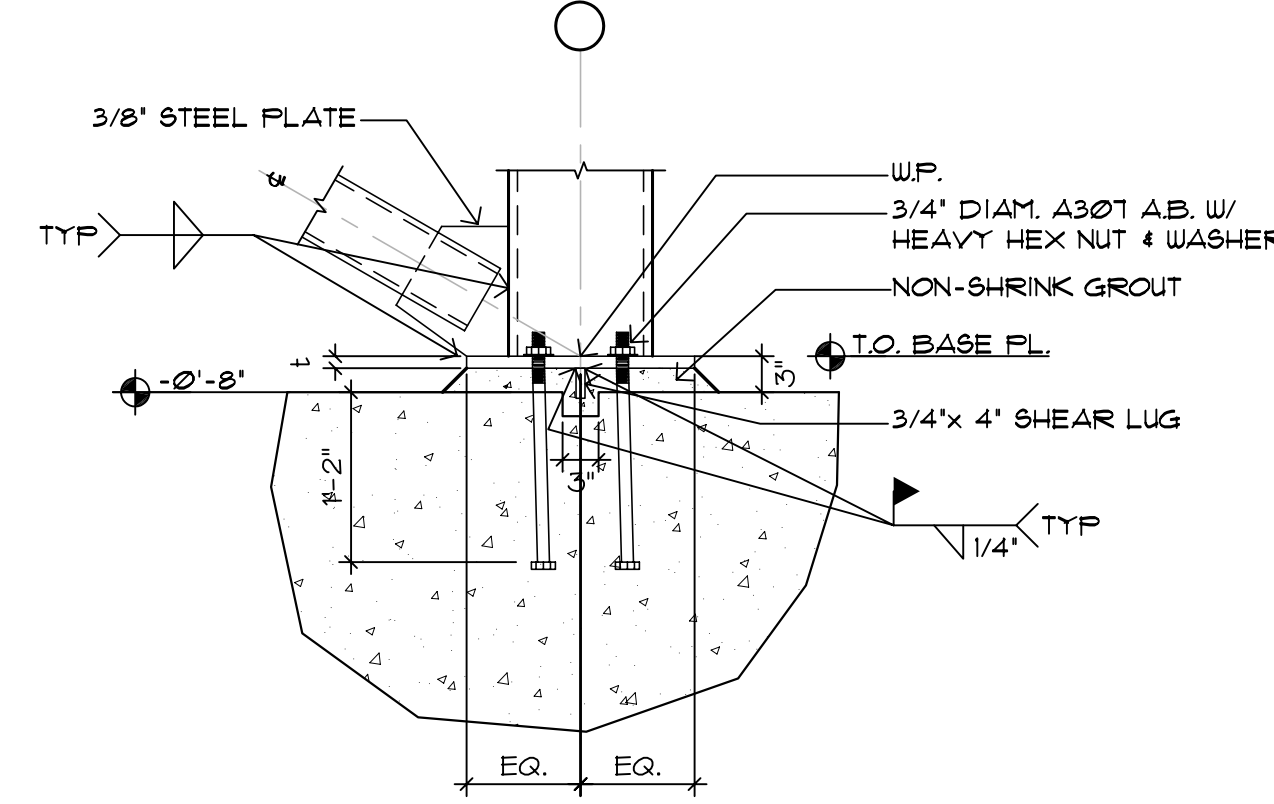
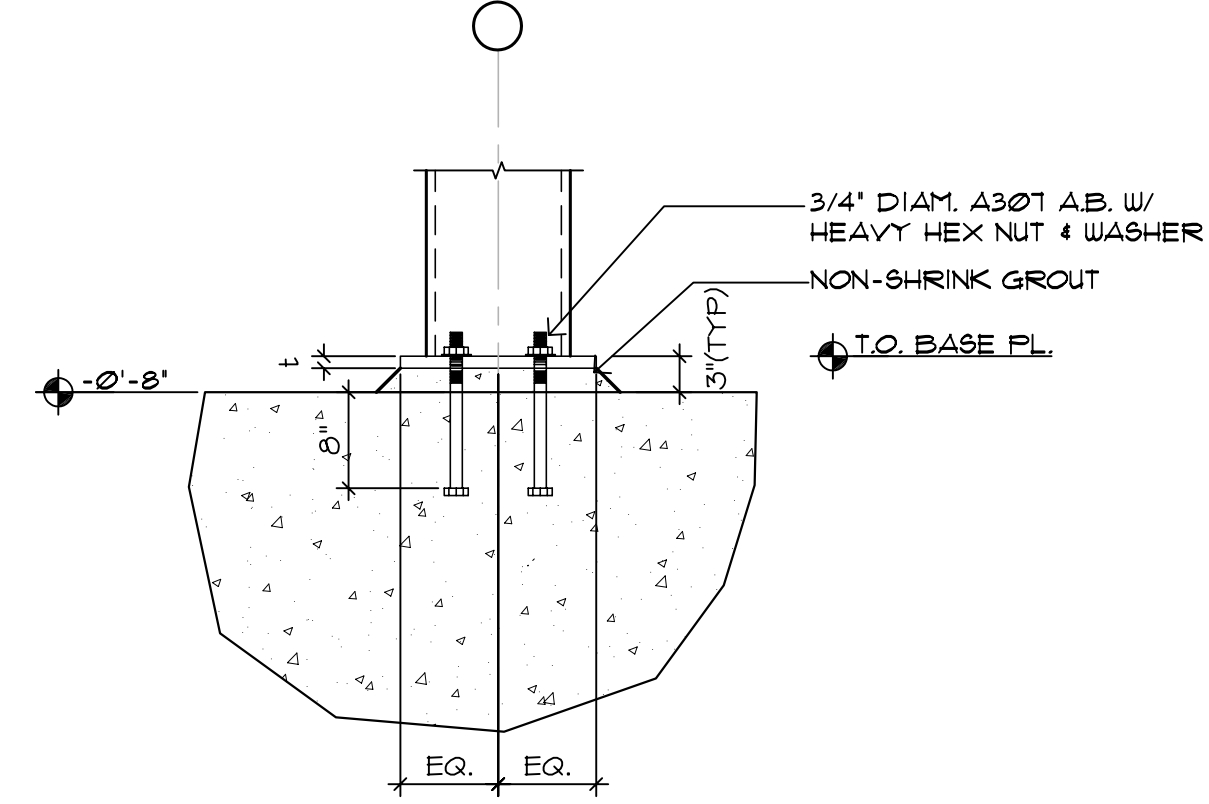
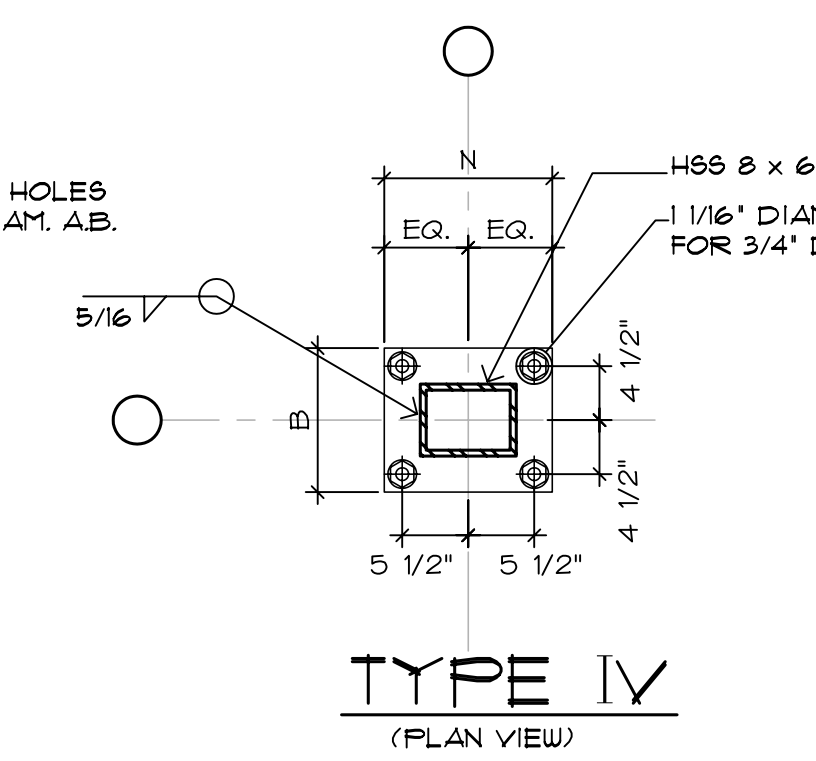
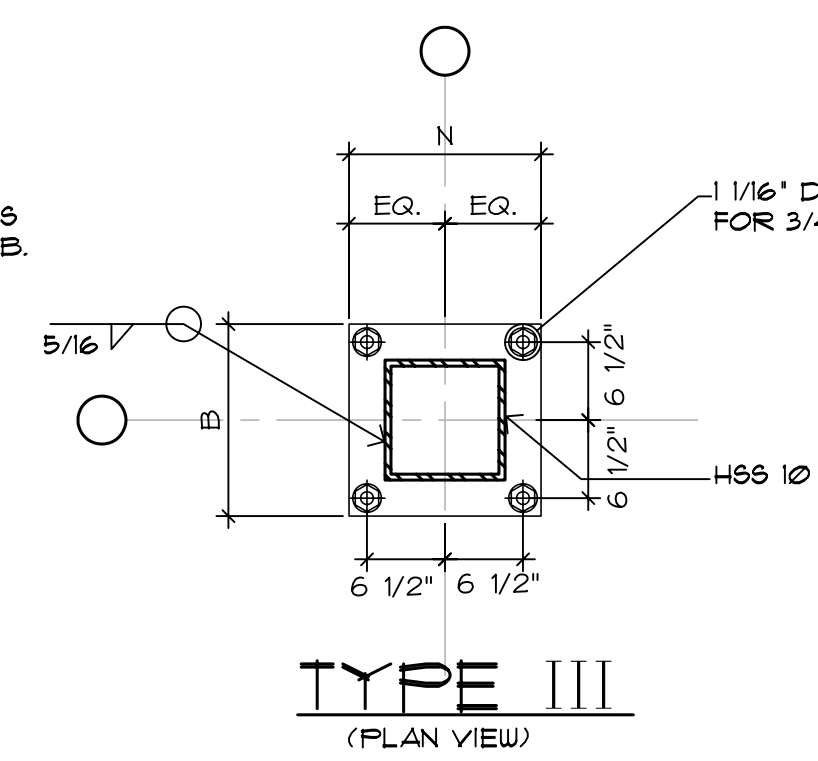
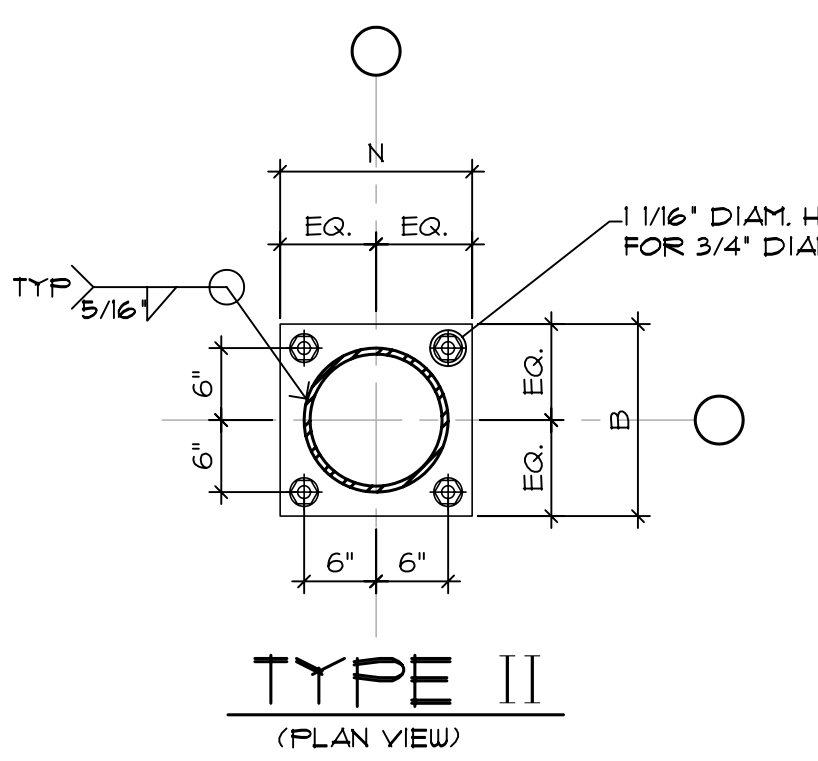
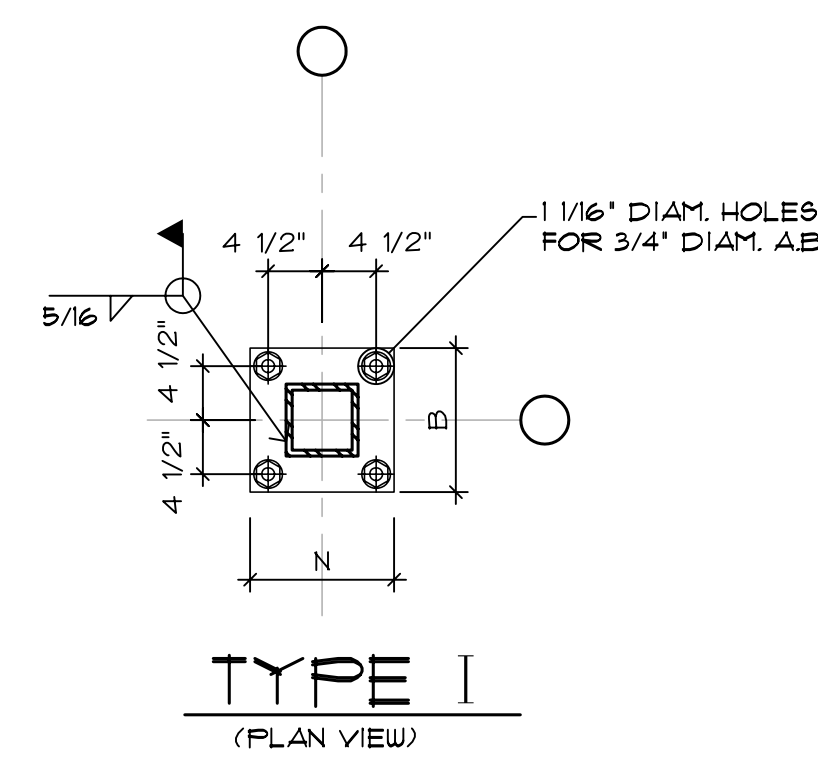
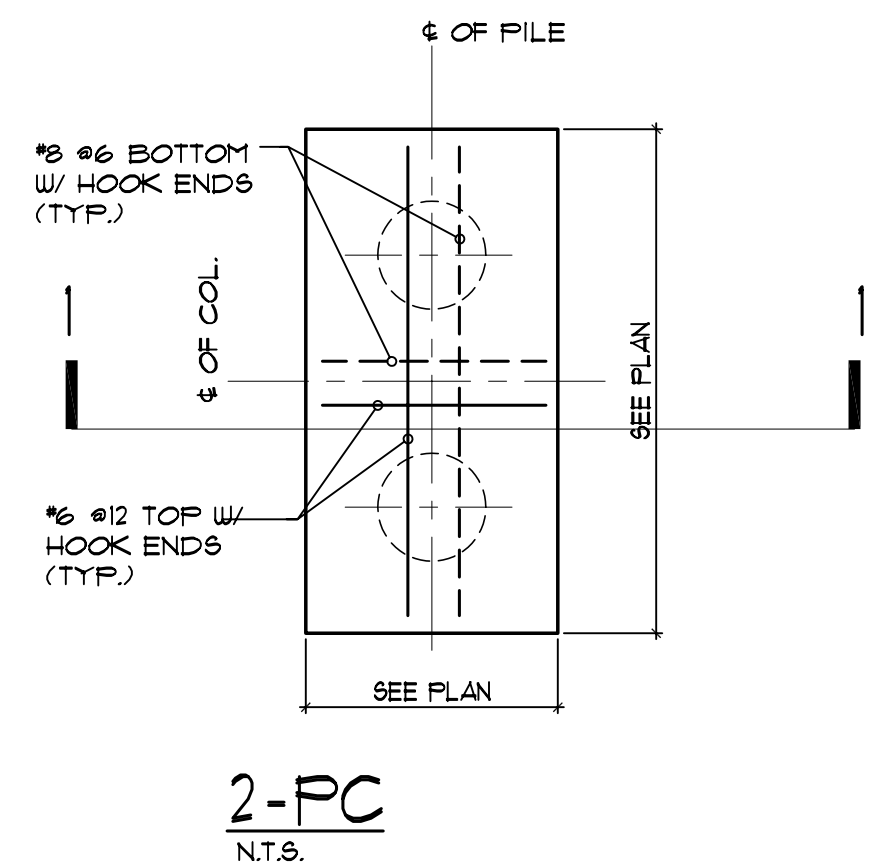
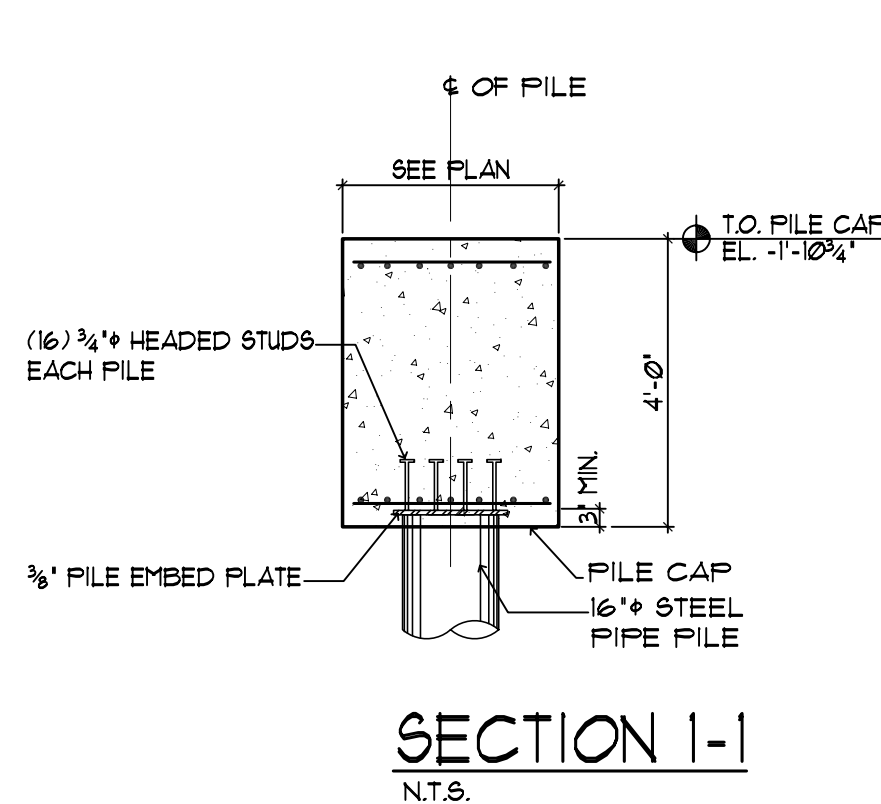


TYPICAL BEAM BAR PLACING DIAGRAM

NOTE:
 1. L₁ IS THE LONGER OF ADJACENT SPAN.
 2. 8" WIDE BEAMS TAKE A MAXIMUM OF 2 BARS PER LAYER.
 3. STIRRUPS TO BE CLOSED TYPE WITH 135° HOOK.
 4. MID BARS TO BE MAX' EF. WHENEVER BEAM DEPTH IS LARGER THAN 2'-0".

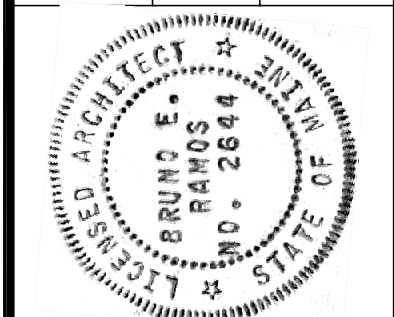
BEAM SCHEDULE									
MARK	T.O.B. ELEV.	SIZE (INCHES)	BOTTOM REINF.		TOP REINFORCING			MID BARS	TIES
			'A' BARS	'B' BARS	'C' BARS	'T' BARS	'E' BARS		
GB-1	-1'-0"	60 x 24	4 #10					3 #3 @ 11" EACH SIDE	#3 @ 10"
GB-2	-1'-10 3/4"	48 x 24	4 #10				4 #10	2 #3 @ 11" EACH SIDE	#3 @ 10"
GB-3	-1'-10 3/4"	48 x 24	4 #10				4 #10	2 #3 @ 11" EACH SIDE	#3 @ 10"
BM-1	-1'-10 3/4"	24 x 12	3 #8				3 #8		#3 @ 10"
BM-2	-1'-0"	36 x 12	4 #8				4 #8		#3 @ 10"

CONCRETE FOOTING SCHEDULE				
MARK	SIZE W/LD	REINFORCEMENT		REMARKS
		LONG.	TRANS.	
CF-400	4'-0"x4'-0"x1'-2"	6 #4 BOTT.	6 #4 BOTT.	
CF-500	5'-0"x5'-0"x1'-2"	7 #4 BOTT.	7 #4 BOTT.	
CF-600	6'-0"x6'-0"x1'-2"	8 #4 BOTT.	8 #4 BOTT.	
CF-150	1'-6"x1'-6"x1'-2"	6 #6 BOTT.	6 #6 BOTT.	
CF-850	8'-6"x8'-6"x1'-6"	10 #5 BOTT.	10 #5 BOTT.	
CF-900	9'-0"x9'-0"x1'-6"	11 #5 BOTT.	11 #5 BOTT.	
SCF-1431	14'-0"x31'-6"x2'-4"	11 #3 T 4 BOTT	25 #3 T 4 BOTT	
UF-24	24' x L x 18'	3 #5 T 4B	#3 @ 6" CLOSED TIES	LONG BAR DEVELOPED 2'-0" INTO CONNECTED FOOTING



IN ASSOCIATION WITH:
 BEA INTERNATIONAL
 CONSULTING ENGINEERS
 100 WASHINGTON STREET
 WINTON SCOTT ARCHITECTS
 HAILEY & ALDRICH

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 PROJECT NUMBER 009215.00
 PIN 009215.00



PROJ. MANAGER	PAUL POTLE	DATE	
DESIGN-DETAILED		BY	
CHECKED-REVIEWED		DATE	
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1	WAP 22 DESIGN CHANGE	10/15/05	P. LICENCE NUMBER
REVISIONS 2	WAP-VE-CODE CHANGES	12/23/05	
REVISIONS 3			DATE
REVISIONS 4			12/23/05
FIELD CHANGES			

CITY OF PORTLAND
 OCEAN GATEWAY PHASE 1
 RECEIVING STATION
 SECTIONS / DETAILS

S002-R