

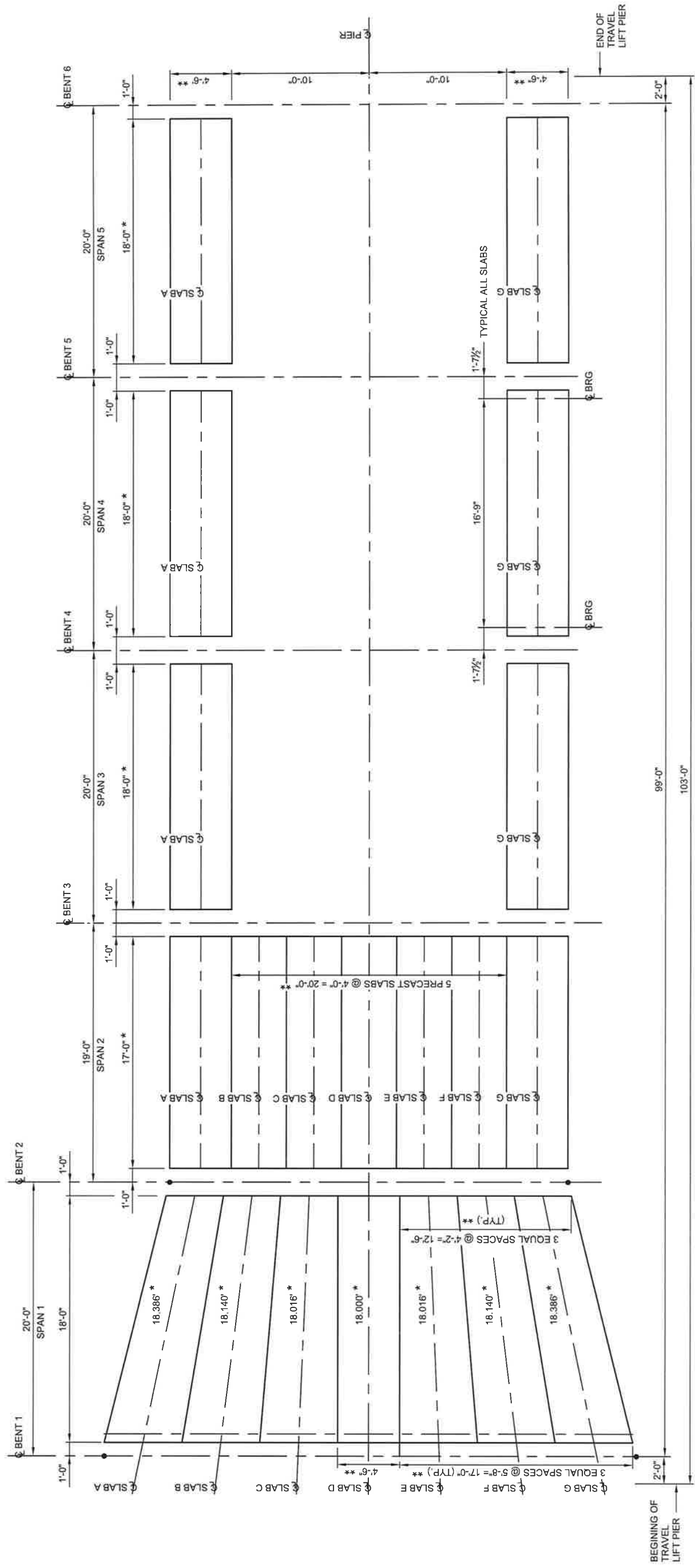
DATE	REVISION	REV

**DECK FRAMING PLAN**  
 SHEET CONTENTS  
 PROJECT: PORT TOWNSEND BOAT TRAVELLIFT  
 PORT TOWNSEND, WA 98368  
 FOR PORT OF PORT OF TOWNSEND

DESIGNED BY: CEN  
 DRAWN BY: LB  
 CHECKED BY: JC  
 DATE: OCT. 31, 2011



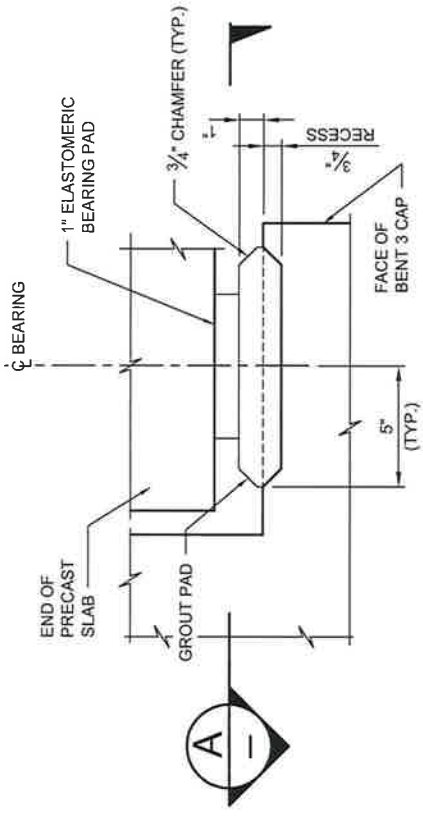
PROJECT NUMBER: 1132  
 SHEET NUMBER: S-11 OF



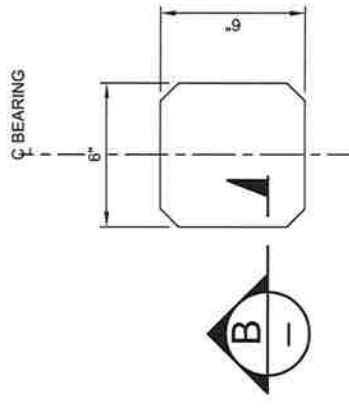
**FRAMING PLAN**

\* TOTAL LENGTH OF SLAB, MEASURED ALONG C/O OF SLAB  
 \*\* WIDTH OF SLAB AT EACH END OF SLAB



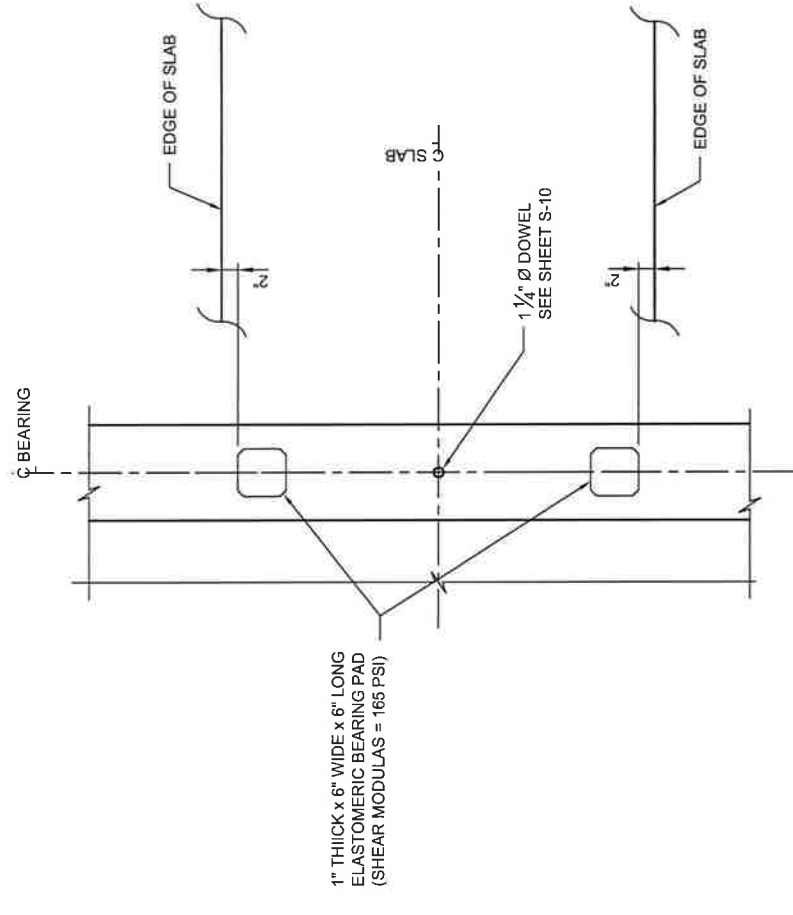


**GROUT PAD DETAIL**

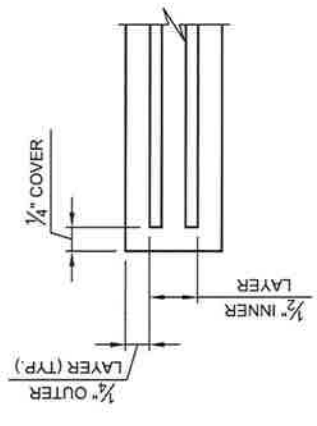


**ELASTOMERIC BEARING PAD**

BEARING DESIGN TABLE	
AASHTO METHOD B DESIGN	
SERVICE - I LIMIT STATE	
DEAD LOAD (DL) REACTION	11 KIPS
LIVE LOAD REACTION ( W/O IMPACT)	31 KIPS
UNLOADED HEIGHT	1 IN.
LOADED HEIGHT (DL)	1 IN.
SHEAR MODULUS	165 PSI



**SECTION A**



**SECTION B**

REV	REVISION	DATE

SHEET CONTENTS	BEARING DETAILS
PROJECT	PORT TOWNSEND BOAT TRAVELLIFT
FOR PORT OF PORT OF TOWNSEND	PORT TOWNSEND, WA 98068
DESIGNED BY	CEN
DRAWN BY	JWB
CHECKED BY	JC
DATE	OCT. 31, 2011

PROJECT NUMBER	1132
SHEET NUMBER	S-12

**BEARING DETAILS ~ BEGINNING END OF SLABS A & G, SPAN 3 ONLY**



**EXELTECH CONSULTING, INC.**  
 8729 COMMERCE PLACE DR. NE  
 LACEY, WA 98516  
 PHONE: 360.357.8289  
 FAX: 360.357.8225

REV	REVISION	DATE

**PROJECT**  
 PORT TOWNSEND BOAT TRAVELIFT  
 PORT TOWNSEND, WA 98068  
 FOR PORT OF PORT OF TOWNSEND

**SHEET CONTENTS**  
 16" PRECAST SLAB 4'-0" AND 4'-6"

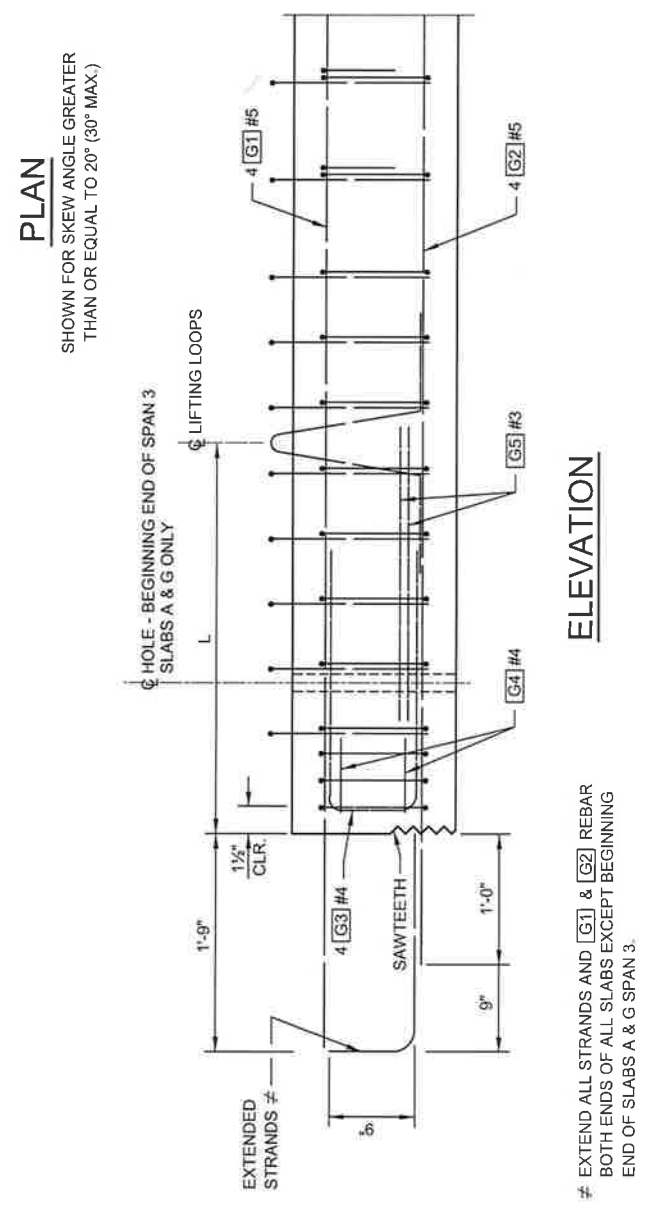
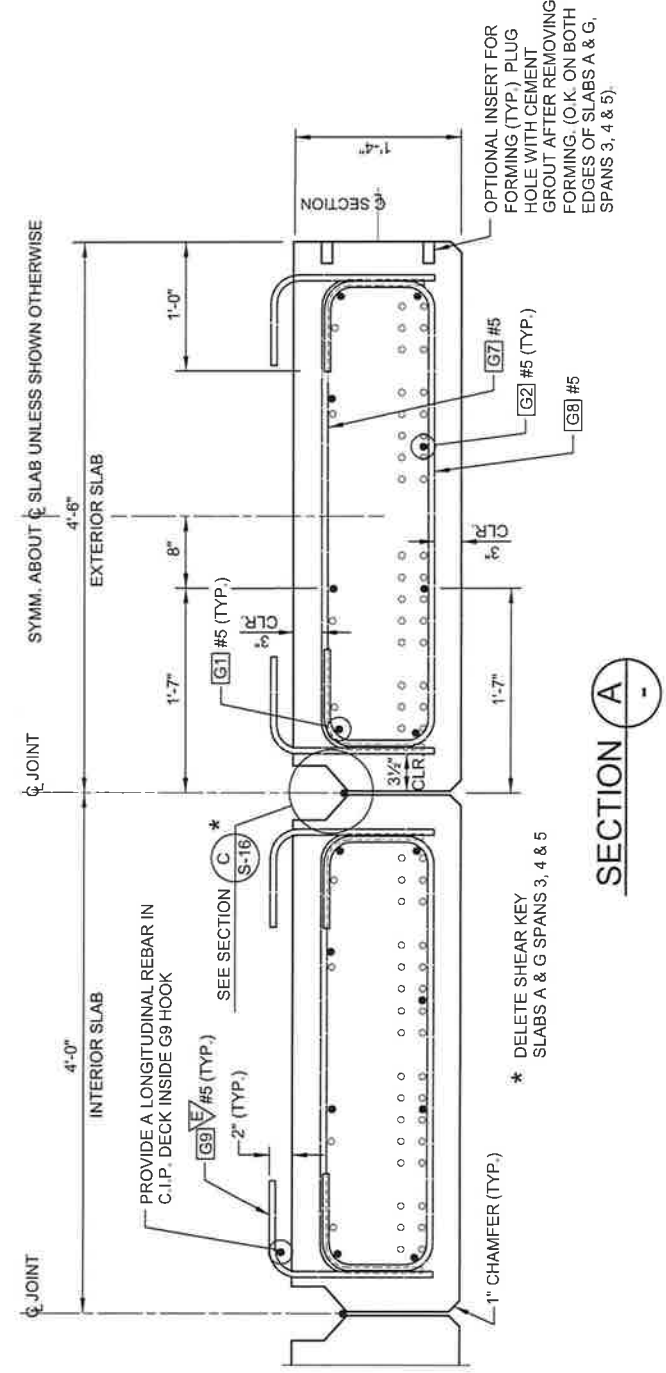
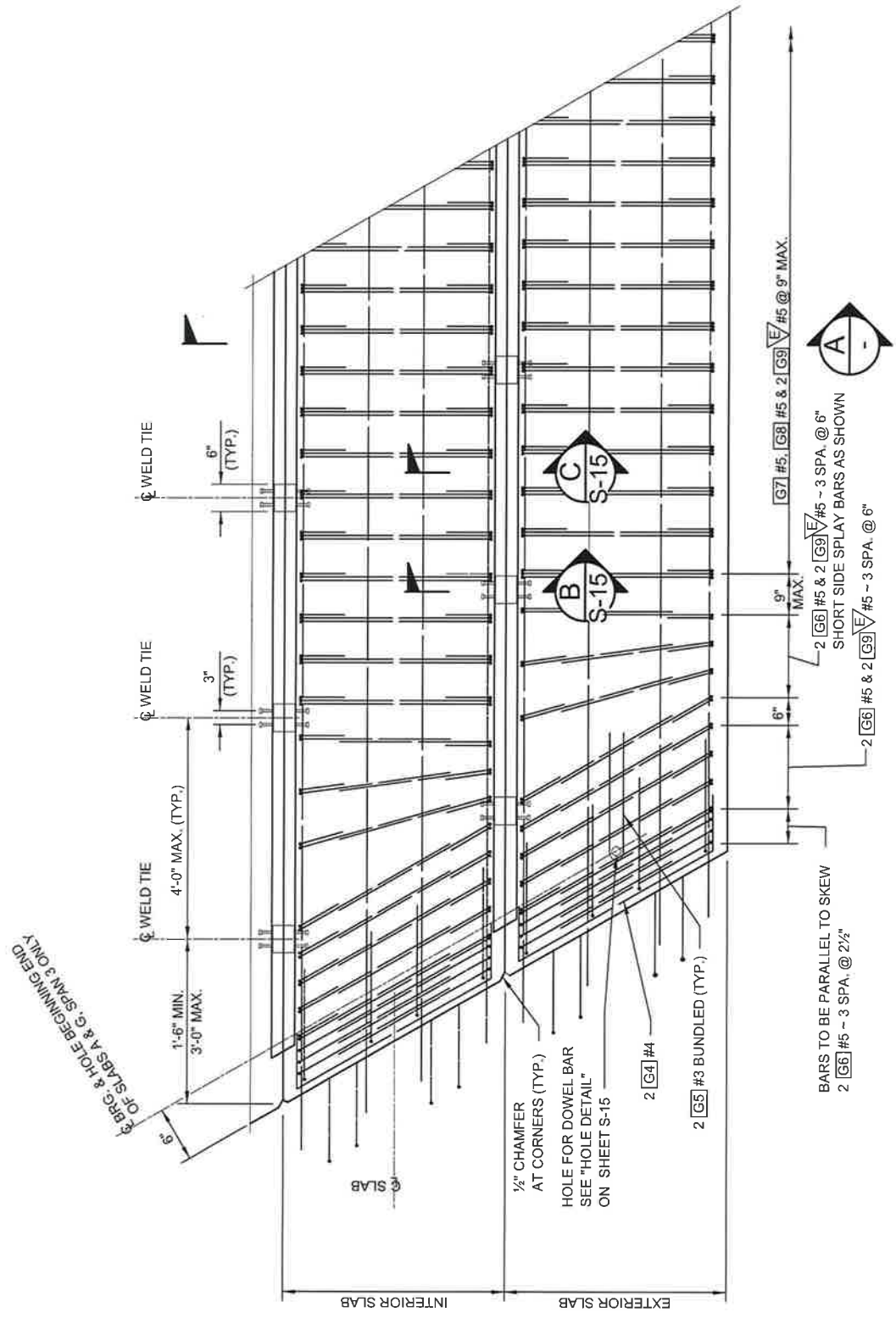
**DESIGNED BY** CEN  
**DRAWN BY** LB  
**CHECKED BY** JC  
**DATE** OCT. 31, 2011



**PROJECT NUMBER** 1132  
**SHEET NUMBER** S-13  
 OF

**SLAB NOTES**

1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED STRANDS SHALL BE 0.6"Ø LOW-RELAXATION STRANDS (AASHTO M 203 GRADE 270).
3. CUT ALL STRANDS FLUSH WITH THE SLAB ENDS AND PAINT WITH AN APPROVED EPOXY RESIN, EXCEPT FOR EXTENDED STRANDS AS SHOWN.
4. THE TOP SURFACE OF THE SLAB SHALL BE ROUGHENED IN ACCORDANCE WITH SECTION 6-02.3(25)H OF THE STANDARD SPECIFICATIONS.
5. LIFTING EMBEDMENTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 6-02.3(25)J OF THE STANDARD SPECIFICATIONS.
6. ALL REINFORCING STEEL SPLICES SHALL BE 2'-0" MINIMUM, UNLESS SHOWN OTHERWISE.
7. NO TRAFFIC SHALL BE ALLOWED UNTIL THE ROADWAY SLAB CONCRETE HAS ATTAINED A MINIMUM STRENGTH OF 3000 PSI.
8. SELF CONSOLIDATING CONCRETE SHALL NOT BE USED FOR FABRICATION OF PRECAST SLABS.



NOTE: FOR INSERT LOCATIONS ON SLABS A & G SEE SHEET S-14.

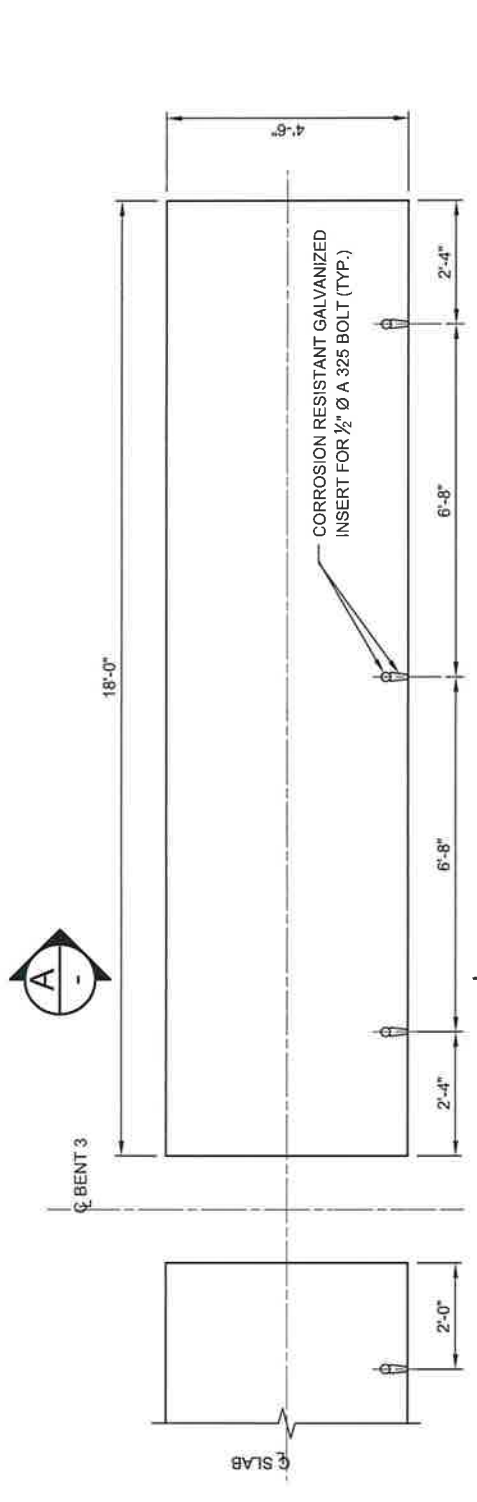
EXELTECH CONSULTING, INC.  
 8729 COMMERCE PLACE DR. NE  
 LACEY, WA 98516  
 PHONE: 360.357.8289  
 FAX: 360.357.8225

REV	REVISION	DATE

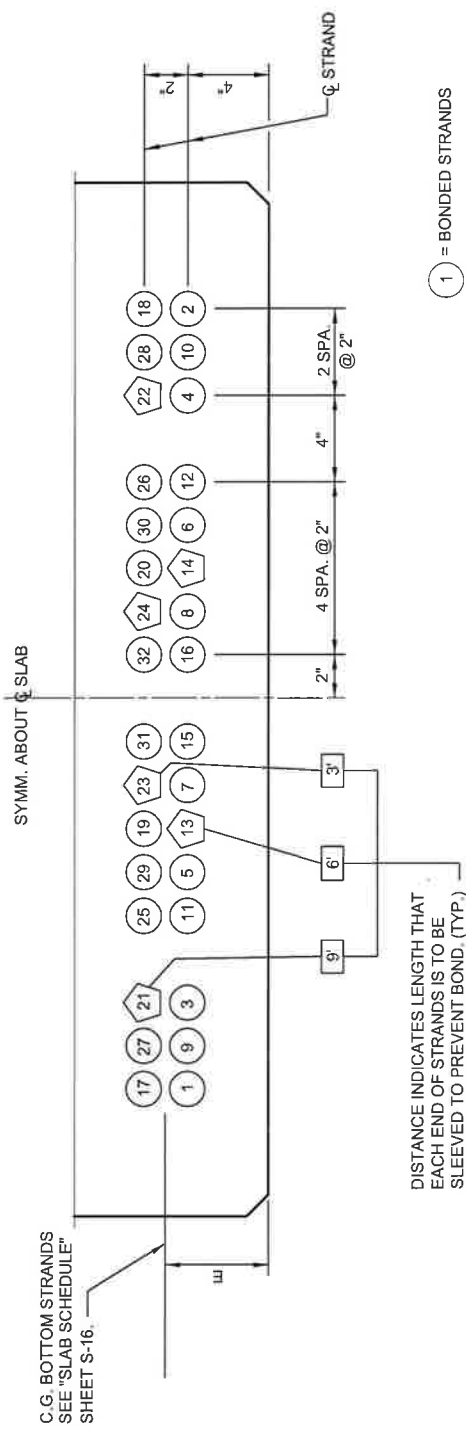
SHEET CONTENTS  
 16" PRECAST SLAB - DETAILS 1  
 PROJECT  
 PORT OF PORT OF TOWNSEND  
 PORT TOWNSEND, WA 98368  
 FOR PORT OF PORT OF TOWNSEND

DESIGNED BY CEN  
 DRAWN BY LB  
 CHECKED BY JC  
 DATE OCT. 31, 2011

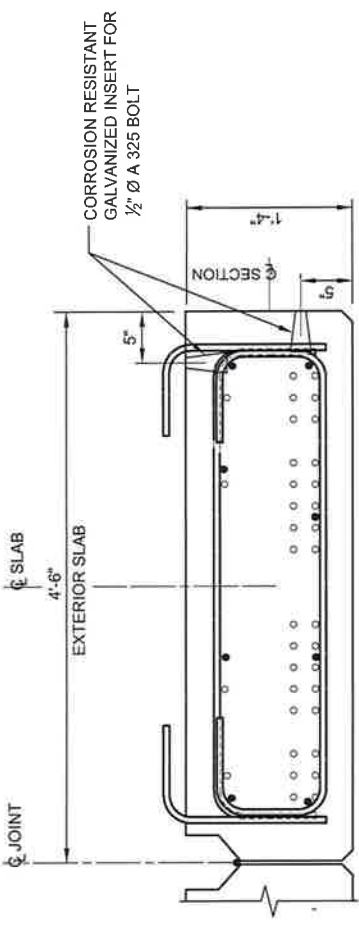
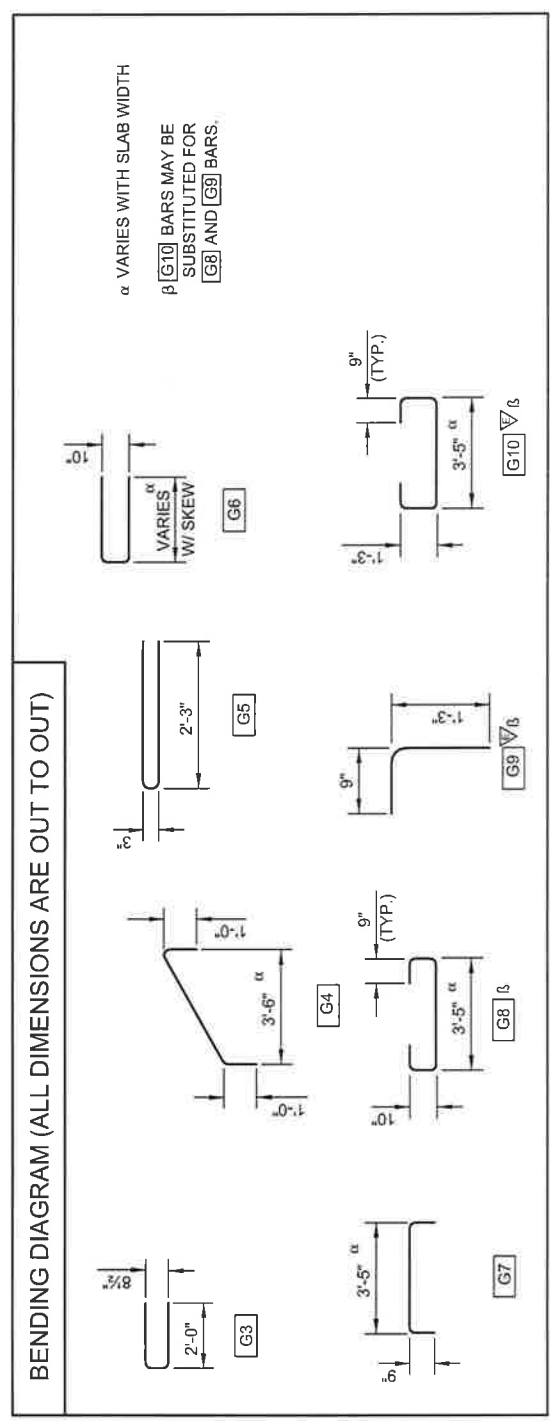
PROJECT NUMBER 1132  
 SHEET NUMBER S-14 OF



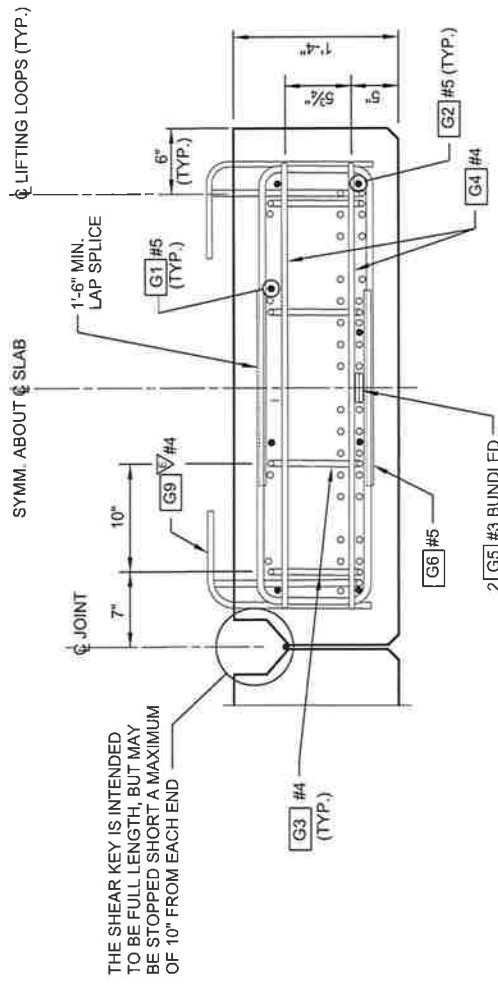
**GIRDER INSERT LOCATION**  
 OUTSIDE EDGE OF SLABS A & G  
 SLAB G SHOWN, SLAB A SIMILAR, OPPOSITE HAND  
 TYPICAL SPANS 3, 4, & 5



DISTANCE INDICATES LENGTH THAT EACH END OF STRANDS IS TO BE SLEEVED TO PREVENT BOND. (TYP.)



SECTION A



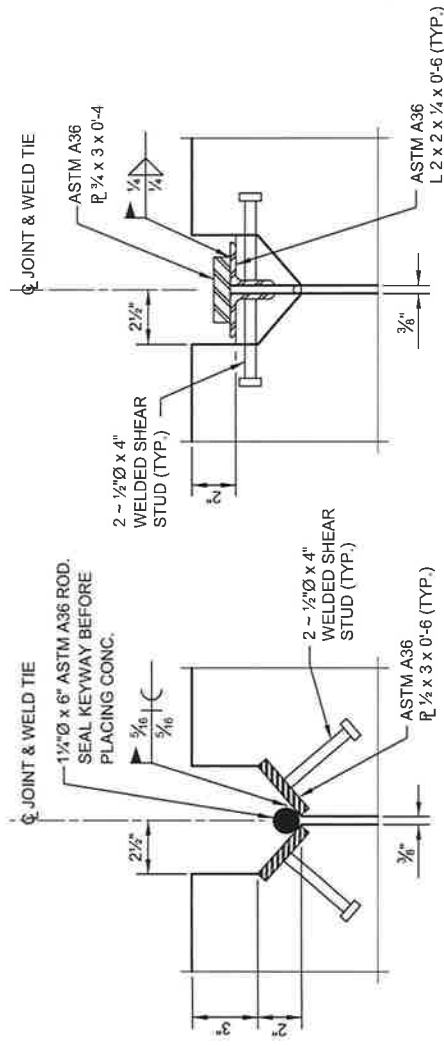
# SLAB SCHEDULE

"C" IS DECK SCREED CAMBER AT MIDSPAN (TO ACCOUNT FOR DEFLECTION DUE TO DECK PLACEMENT AND SUPERIMPOSED DEAD LOADS). SEE DETAIL "SCREED SETTING DIMENSIONS".

BASED ON SLAB DEFLECTION = "D" AT TIME OF DECK PLACEMENT (120 DAYS)

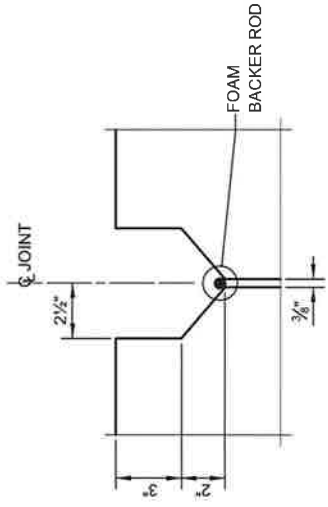
SPAN	SLAB	L	L <sub>L</sub>	L <sub>T</sub>	θ <sub>1</sub> (DEG.)	θ <sub>2</sub> (DEG.)	PLAN LENGTH (ALONG GIRDER GRADE)	MINI. CONC. COMP. STRENGTH		TOP TEMPORARY STRANDS		LOCATION OF C.G. OF BOTTOM STRANDS "E"	D		
								T <sub>1</sub> (KSI)	T <sub>2</sub> (KSI)	NO. OF DEBONDED STRANDS	JACKING FORCE (KIPS)		NO. OF STRANDS	JACKING FORCE (KIPS)	LOWER BOUND @ 40 DAYS
1	A	1.0	2.0	2.0	78° 14'	78° 14'	18' - 4 5/8"	5.0	4.0	0	263.7	0	0	0"	1/8"
1	B	1.0	2.0	2.0	82° 53'	82° 53'	18' - 1 1/8"	5.0	4.0	0	263.7	0	0	0"	1/8"
1	C	1.0	2.0	2.0	87° 37'	87° 37'	18' - 0 1/4"	5.0	4.0	0	263.7	0	0	0"	1/8"
1	D	1.0	2.0	2.0	90°	90°	18' - 0"	5.0	4.0	0	263.7	0	0	0"	1/8"
1	E	1.0	2.0	2.0	92° 23'	92° 23'	18' - 0 1/4"	5.0	4.0	0	263.7	0	0	0"	1/8"
1	F	1.0	2.0	2.0	97° 07'	97° 07'	18' - 1 1/8"	5.0	4.0	0	263.7	0	0	0"	1/8"
1	G	1.0	2.0	2.0	101° 46'	101° 46'	18' - 4 5/8"	5.0	4.0	0	263.7	0	0	0"	1/8"
2	A & G	1.0	2.0	2.0	90°	90°	17' - 0"	5.0	4.0	0	263.7	0	0	0"	1/8"
2	B THRU F	1.0	2.0	2.0	90°	90°	17' - 0"	5.0	4.0	0	263.7	0	0	0"	1/8"
3	A & G	1.0	2.0	2.0	90°	90°	18' - 0"	5.0	4.0	0	263.7	0	0	0"	1/8"
4	A & G	1.0	2.0	2.0	90°	90°	18' - 0"	5.0	4.0	0	263.7	0	0	0"	1/8"
5	A & G	1.0	2.0	2.0	90°	90°	18' - 0"	5.0	4.0	0	263.7	0	0	0"	1/8"

NOTE: SPAN 1 SLABS A, B, C, E, F, G ARE SPLAYED AND TAPERED. SEE SHEET S-11 FOR DETAILS.



**SECTION B**  
WELD TIE  
ALTERNATE #1

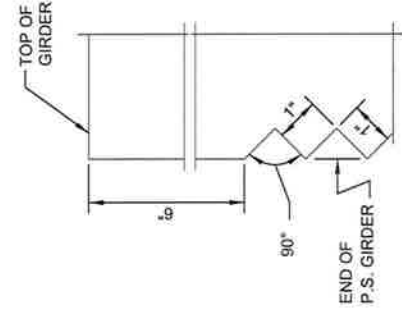
**SECTION B**  
WELD TIE  
ALTERNATE #2



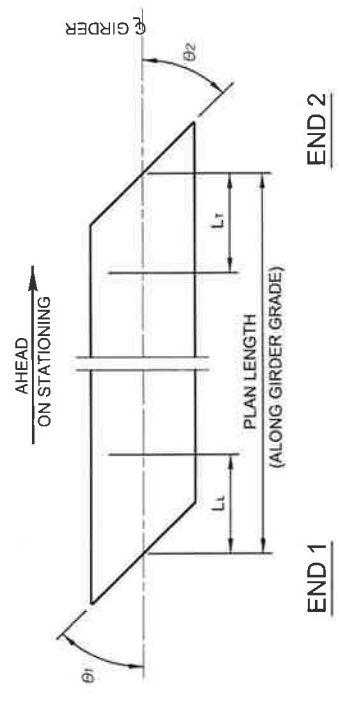
**SECTION C**  
S-13



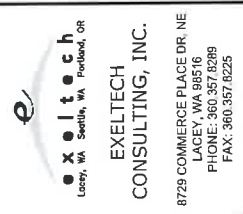
**HOLE DETAIL**



**SAWTOOTH DETAILS**  
SAWTEETH ARE FULL WIDTH



**SLAB SCHEDULE LEGEND**  
L<sub>1</sub> AND L<sub>2</sub> ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS, RESPECTIVELY.



REV	REVISION	DATE

SHEET CONTENTS  
PROJECT  
PORT TOWNSEND BOAT TRAVELLIFT  
PORT TOWNSEND, WA 98288  
FOR PORT OF PORT OF TOWNSEND

DESIGNED BY	CEN
DRAWN BY	LB
CHECKED BY	JC
DATE	OCT. 31, 2011

PROJECT NUMBER 1132  
SHEET NUMBER S-15 OF