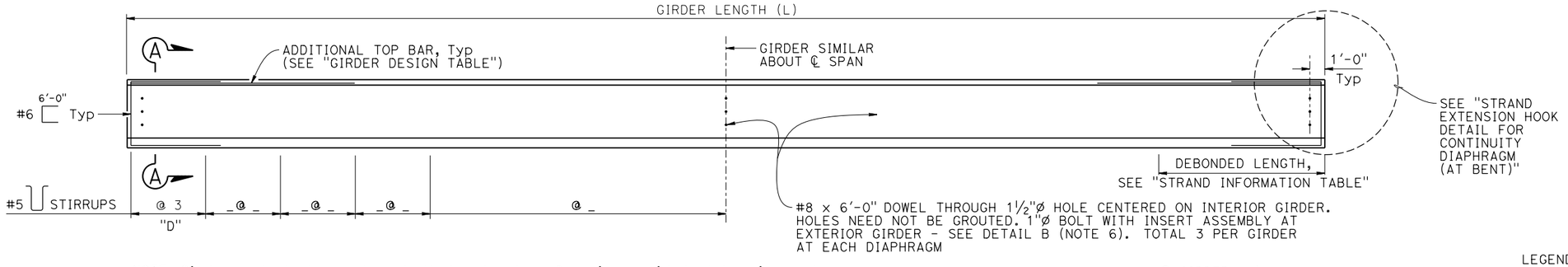
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER — X — DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — X — No. X — Exp. X — CIVIL — STATE OF CALIFORNIA

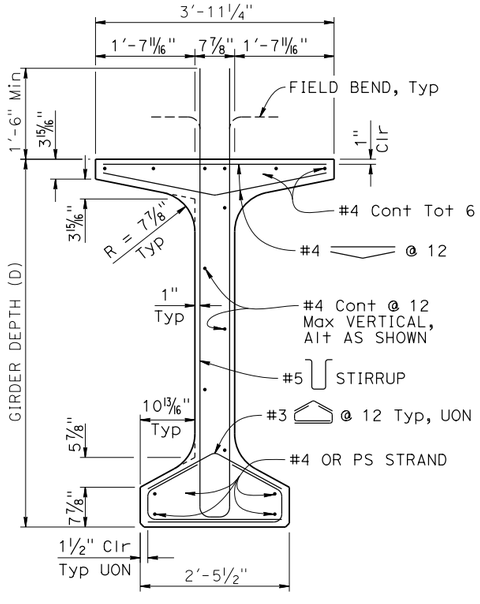
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



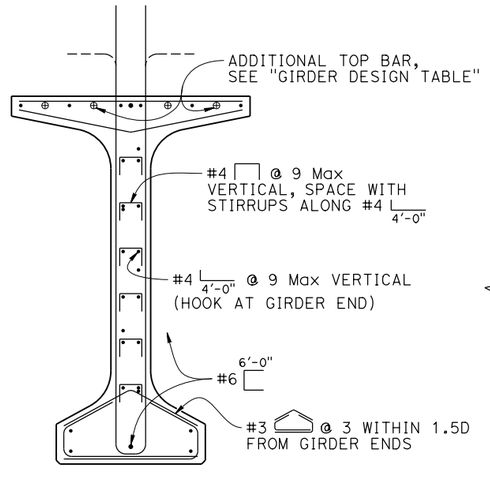
NOTE: Girder ends to be cast such that a level surface is provided at bearing pads.

ELEVATION

GIRDER DESIGN TABLE										
LOCATION	GIRDER LENGTH (L)	GIRDER DEPTH (D)	NUMBER OF 0.6"ø STRANDS	JACKING FORCE (P)	CONCRETE STRENGTH (ksi)		MIDSPAN DEAD LOAD DEFLECTION (ft)		ADDITIONAL TOP BAR (EACH END)	TOTAL NUMBER OF EXTENDED STRANDS
					f'_{ci}	f'_c	DECK	RAIL		
GIRDER A				_kip (_kip/STRAND)					#_x_Tot_	
GIRDER B										
GIRDER C										
GIRDER *										



TYPICAL SECTION



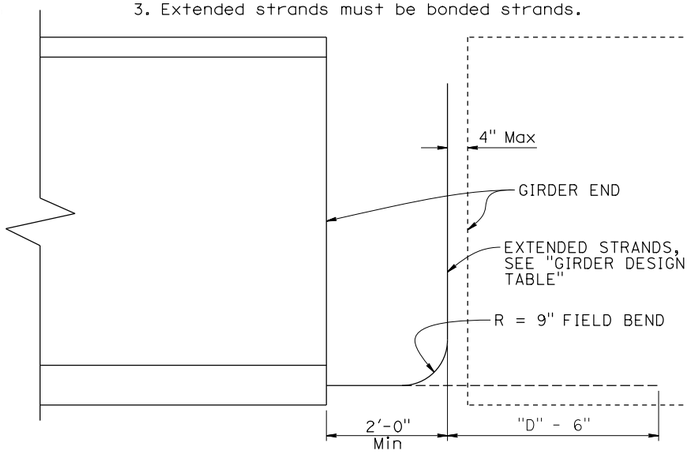
NOTE: For details not shown, see "TYPICAL SECTION".

SECTION A-A

STRAND TEMPLATE & DEBONDING PATTERN

STRAND TEMPLATE NOTES:

1. Strands shall be placed as low as possible in the strand template and symmetrically about ℄ Girder.
2. No more than 33% of the total number of strands and 50% of the strands per horizontal row may be debonded.
3. Extended strands must be bonded strands.



STRAND EXTENSION HOOK DETAIL FOR CONTINUITY DIAPHRAGM (AT BENT)

LEGEND:

- ⊕ Additional Top Bar
- ● Permissible Debonded Strand Location
- ○ Continuously Bonded Strand Location

STRAND INFORMATION TABLE			
GIRDER A, B, C, *			
ROW No.	TOTAL No. OF STRANDS	No. OF DEBONDED STRANDS	DEBONDED LENGTH
12			
11			
10			
9			
8			
7			
6			
5			
4			
3			
2			
1			

NOTES:

1. The jacking force (P) is the force required at the center of the span before all design losses. The jacking force does not include any fabrication specific losses.
2. Concrete strength:
   f'_{ci} is at time of initial stressing
   f'_c is the 28-day compressive strength
3. Deflection components will be used to set screed line elevations.
4. Screed line elevations for deck concrete will be determined by the Engineer.
5. Prestressing strand shall be 270 ksi low relaxation.
6. For "DETAIL B" and "WELDED WIRE REINFORCEMENT (WWR) ALTERNATIVE", see "PC/PRETENSIONED BULB-TEE GIRDER (MISC DETAILS)" sheet.

NO SCALE

BRIDGE STANDARD DETAILS								
xs1-121-1 (FILE No.)	October 2025 (APPROVAL DATE)	DESIGN	BY X	CHECKED X	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES	BRIDGE No. XX-XXXX	X
		DETAILS	BY X	CHECKED X			POST MILE X.X	PC/PRETENSIONED BULB-TEE GIRDER (DEBONDED STRANDS)
		QUANTITIES	BY X	CHECKED X				

Refer to: http://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html

DATE PLOTTED => 29-SEP-2025 TIME PLOTTED => 14:30
FILE => xs1-121-1.dgn USERNAME => s155182
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: XXXX COUNTY/ROUTE/ZONE: XXX/XXX/X
PROJECT NUMBER & PHASE: XXXXXXXXXX1 CONTRACT No.: XX-XXXX4

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES				SHEET	OF
				1	3