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

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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The Registered Civil Engineer for the project is responsible for the selection and proper application of the component design and any modifications shown.

TABLE OF REINFORCING STEEL DIMENSIONS AND DATA

DESIGN H	6′	8′	10′	12′	14′	16′	18′	20′	22′	24′	26′	28′	30′	32′
W	6′-9"	7′-3"	8′-0"	8′-9"	10′-0"	11′-6"	12′-9"	14′-0"	15′-9"	18′-0"	19′-9"	21′-9"	23′-3"	25′-3"
C	2′-3"	2′-5"	2′-8"	2′-11"	3′-4"	3′-10"	4′-3"	4′-8"	5′-3"	8′-0"	6′-7"	7′-3"	7′-9"	8′-5"
B	4′-6"	4′-10"	5′-4"	5′-10"	6′-8"	7′-8"	8′-6"	9′-4"	10′-6"	12′-0"	13′-2"	14′-6"	15′-6"	16′-10"
F SPREAD FOOTING	1′-3"	1′-3"	1′-3"	1′-3"	1′-6"	1′-9"	1′-9"	2′-3"	2′-6"	2′-6"	2′-9"	3′-0"	3′-6"	3′-9"
BATTER	0	1/2:12	1/2:12	1/2:12	1/2:12	1/2:12	5/8:12	5/8:12	5/8:12	3/4:12	3/4:12	7/8:12	1:12	1:12
ⓐ BARS						#7 @ 15	#7 @ 12	#7 @ 12	#8 @ 12	#6 @ 6	#6 @ 6	#6 @ 6	#8 @ 9	#9 @ 9
ⓑ BARS	#8 @ 12	#8 @ 12	#7 @ 6	#7 @ 6	#7 @ 6	#9 @ 7.5	#9 @ 6	#10 @ 6	#10 @ 6	#8 @ 6ȣ	#8 @ 6ȣ	#8 @ 6ȣ	#10 @ 9ȣ	#11 @ 9ȣ
ha			5′-0"	6′-0"	7′-0"	7′-0"	6′-0"	7′-0"	7′-6"	7′-6"	8′-6"	9′-3"	15′-0"	11′-3"
hb						11′-6"	12′-0"	13′-3"	16′-0"	15′-6"	17′-6"	18′-9"	21′-0"	20′-9"
hy	2′-0"	2′-4"	1′-8"	2′-0"	2′-4"	2′-10"	2′-10"	3′-7"	3′-7"	4′-6"	5′-6"	2′-10"	4′-6"	5′-6"
hz			0	0	3′-1"	3′-7"	4′-0"	4′-5"	5′-0"	3′-0"	3′-0"	3′-6"	5′-6"	3′-0"
ⓒ BARS	#6 @ 12	#7 @ 12	#5 @ 6	#6 @ 6	#7 @ 6	#8 @ 7.5	#8 @ 6	#9 @ 6	#9 @ 6	#10 @ 6	#11 @ 6	#8 @ 6ȣ	#10 @ 9ȣ	#11 @ 9ȣ
SER I: B′(ft), q'_0(ksf)	5.9, 1.2	6.0, 1.4	6.5, 1.6	7.0, 1.8	8.1, 1.9	9.7, 2.0	11.0, 2.1	12.1, 2.3	13.8, 2.4	16.6, 2.4	18.5, 2.6	20.7, 2.7	22.1, 2.9	24.3, 3.0
STR Ia: B′(ft), q_0(ksf)	6.3, 1.9	6.3, 2.3	6.7, 2.5	7.0, 2.9	8.1, 3.1	9.5, 3.2	10.8, 3.4	11.8, 3.7	13.4, 4.0	16.2, 4.0	18.0, 4.2	20.2, 4.4	21.5, 5.0	23.7, 5.0
STR, Ib: B′(ft), q_0(ksf)	4.3, 1.6	4.1, 2.0	4.3, 2.4	4.5, 2.8	5.5, 2.9	6.9, 2.9	8.2, 3.0	9.0, 3.4	10.4, 3.5	13.2, 3.4	14.8, 3.5	16.9, 3.6	18.0, 3.9	20.1, 4.1
STR, IIIa: B′(ft), q_0(ksf)	4.3, 2.1	4.8, 2.4	5.5, 2.5	6.2, 2.8	7.4, 2.9	9.1, 3.0	10.4, 3.2	11.5, 3.7	13.3, 3.7	16.1, 3.8	18.0, 4.0	20.3, 4.2	21.6, 4.6	23.8, 4.9
STR, IIIb: B′(ft), q_0(ksf)	3.2, 2.1	3.6, 2.3	4.2, 2.4	4.7, 2.6	5.9, 2.7	7.4, 2.7	8.6, 2.8	9.5, 3.1	11.2, 3.0	14.0, 3.2	15.8, 3.3	17.9, 3.4	19.1, 3.7	21.2, 3.9
STR, Va: B′(ft), q_0(ksf)	5.9, 2.0	5.9, 2.3	6.4, 2.6	6.8, 2.9	7.9, 3.1	9.4, 3.2	10.6, 3.4	11.7, 3.9	13.4, 3..9	16.1, 4.0	18.0 4.2	20.2, 4.5	21.5, 4.9	23.7, 5.1
STR, Vb: B′(ft), q_0(ksf)	3.8, 1.7	3.8, 2.1	4.2, 2.5	4.4, 2.8	5.5, 2.9	7.0, 2.9	8.2, 3.0	9.0, 3.3	10.5, 3.4	13.3, 3.3	15.0, 3.5	17.1, 3.6	18.2, 3.9	20.3, 4.0
Ext I: B′(ft), q_0(ksf)	2.5, 2.8	2.0, 4.3	1.7, 6.4	1.2, 10.9	1.3, 13.3	1.7, 12.4	1.9, 13.2	1.9, 17.6	2.5, 15.0	4.5, 10.2	5.3, 10.0	6.6, 9.6	6.8, 10.8	8.1, 10.5

LEGEND:

SER: service limit state
STR: strength limit state
EXT: extreme event limit state
B′: effective footing width (ft)

q'_0: net bearing stress (ksf)

q_0: gross uniform bearing stress (ksf)

ȣ: 2 bar bundle