### Table of Reinforcing Steel Dimensions and Data

<table>
<thead>
<tr>
<th>DESIGN H</th>
<th>6'-0&quot;</th>
<th>8'-6&quot;</th>
<th>12'-0&quot;</th>
<th>14'-0&quot;</th>
<th>16'-0&quot;</th>
<th>18'-0&quot;</th>
<th>20'-0&quot;</th>
<th>22'-0&quot;</th>
<th>24'-0&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>m</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>F SPREAD FOOTING</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
<td>1'-6&quot;</td>
</tr>
<tr>
<td>STEM WALL NASH, BATTER</td>
<td>0</td>
<td>14/12</td>
<td>14/12</td>
<td>14/12</td>
<td>14/12</td>
<td>14/12</td>
<td>14/12</td>
<td>14/12</td>
<td>14/12</td>
</tr>
<tr>
<td>STEM WITHOUT NASH, BATTER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Bars:**

- 2 bar bundle: 4'-0" ≥ 2.5 ≥ 0.5 ≥ 10.5 ≥ 6.5 ≥ 4.5 ≥ 2.5 ≥ 1.5 ≥ 1.5
- 3 bar bundle: 4'-0" ≥ 4.5 ≥ 6.5 ≥ 8.5 ≥ 10.5 ≥ 12.5 ≥ 14.5 ≥ 16.5 ≥ 18.5

**Notes:**

- STR, Ib: B'(ft), q (ksf)
- STR, Ia: B'(ft), q (ksf)
- STR, Ih: B'(ft), q (ksf)
- STR, Ih: B'(ft), q (ksf)

**Dimensions:**

- BARS: 4'-0" ≥ 2.5 ≥ 0.5 ≥ 10.5 ≥ 6.5 ≥ 4.5 ≥ 2.5 ≥ 1.5 ≥ 1.5
- h: 4'-0" ≥ 3'-0" ≥ 2'-0" ≥ 1'-0" ≥ 0'-0" ≥ 1'-0" ≥ 2'-0" ≥ 3'-0" ≥ 4'-0"

**Abbreviations:**

- SER: Service Limit State
- STR: Strength Limit State
- EXT: Extreme Event Limit State
- B': Effective Footing Width (ft)
- q: Net Bearing Stress (ksf)
- q: Gross Uniform Bearing Stress (ksf)
- #: Number of bars

**Legends:**

- SER: Service Limit State
- STR: Strength Limit State
- EXT: Extreme Event Limit State
- #: Number of bars
- B': Effective Footing Width (ft)
- q: Net Bearing Stress (ksf)
- q: Gross Uniform Bearing Stress (ksf)
- #: Number of bars

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**Bridge Standard Details**

**State of California Department of Transportation**

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**Additional Notes:**

- The components of the Bridge Standard Details are in accordance with the California Bridge Standard for effective and safe design and construction.
- The plan details are designed to meet the requirements of the California Department of Transportation for retaining wall type SSWB-DETAILS No. 2.
- The plan details are subject to review and approval by the appropriate authorities.