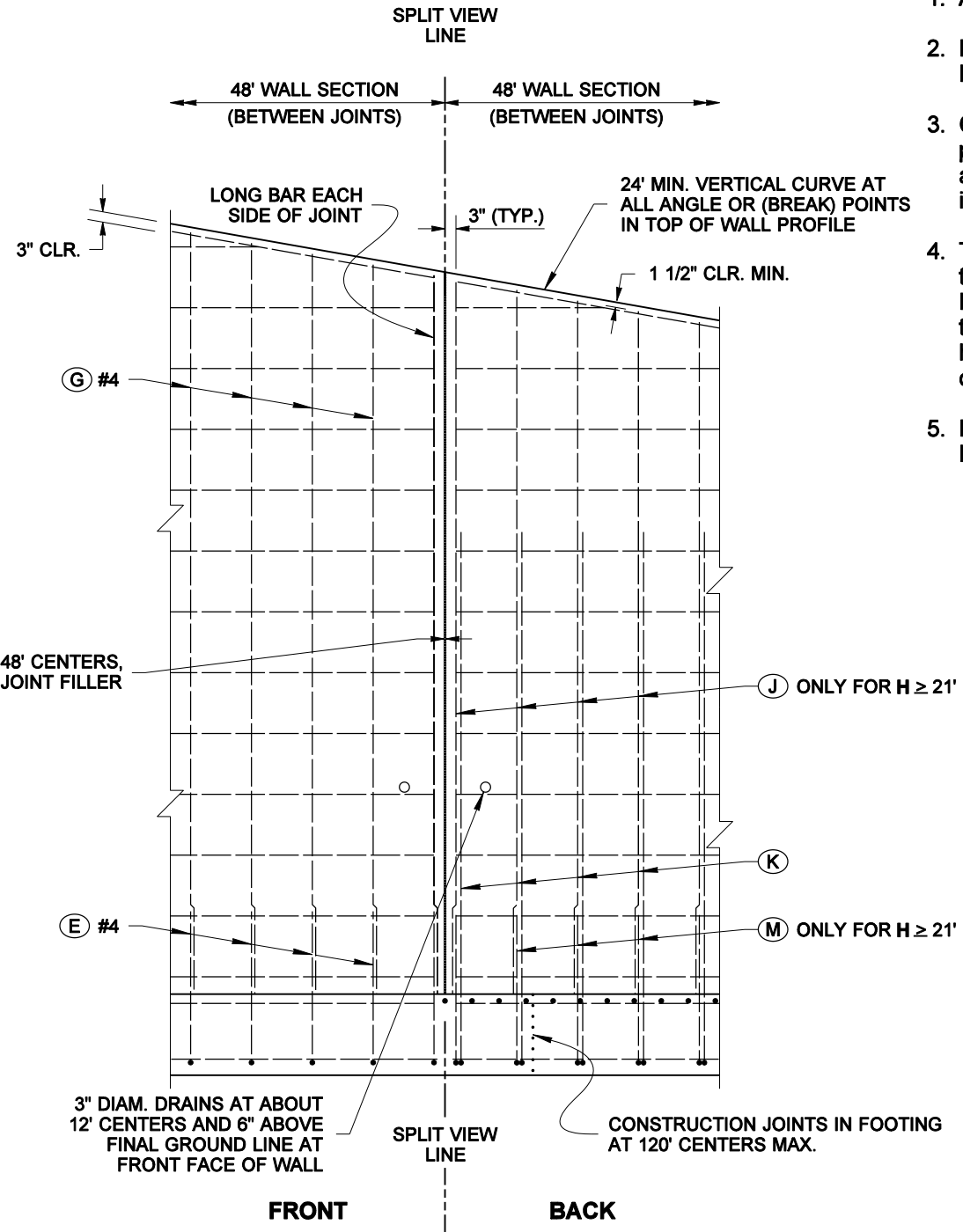


TYPICAL SECTION

BAR Q #4		
LOCATION	WALL HEIGHT (H)	QTY.
TOP OF FOOTING	≤ 12'	5
	13' ≤ 16'	6
	17' ≤ 22'	7
	23' ≤ 28'	9
BOTTOM OF FOOTING	29' ≤ 35'	11
	≤ 12'	5
	13' ≤ 16'	6
	17' ≤ 22'	7
	23' ≤ 28'	9
	29' ≤ 35'	11

- ① OFFSET ~ SET TOP OF WALL BACK:
 $H \leq 20'$ OFFSET = 1/2"
 $H \geq 20'$ OFFSET (inches) = $\frac{H(ft)}{8} - 2$
- ② WHEN THE CONTRACT SPECIFIES CABLE FENCE, BACKFILL AND THE CEMENT CONCRETE GUTTER SHALL BE PLACED 6" MIN. FROM THE TOP OF THE WALL



SPLIT ELEVATION VIEW (SHOWING SEPARATE REBAR LAYERS)

NOTES

1. All concrete shall be Class 4000, except as noted.
2. For backfill requirements, see Standard Plan D-4.
3. Concrete in the 48 foot wall sections shall be placed separately between expansion joints with a minimum 24 hour period before placing concrete in the adjacent section.
4. This wall has been designed in accordance with the requirements of the AASHTO LRFD Bridge Design Specifications 4th Edition 2007 and interims through 2008. The seismic design of these walls has been completed using an effective PGA of 0.20 g.
5. If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30.

SLOPING FACE WALL DESIGN WITH A 250 PSF SURCHARGE OR TRAFFIC BARRIER



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNTIL ELEVATED AND APPROVED BY THE ENGINEER AND APPROVED FOR CONTRACT. IS BE ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

REINFORCED CONCRETE RETAINING WALL TYPE 8 STANDARD PLAN D-10.45-01

SHEET 1 OF 2 SHEETS APPROVED FOR PUBLICATION

Pasco Bakotich III 12-02-08
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation

