

PROVIDE OPENING FOR RAILING WHERE REQUIRED

DESIGN AND CONSTRUCTION PER CONTRACT REQUIREMENTS

PRECAST TO GRADE REQUIREMENTS  
EXTEND STEEL FROM BACK FOR ATTACHEMENT TO MOMENT SLAB

BACKFILL DETERMINED BY SITE REQUIREMENTS

BOND BREAK

CAST-IN-PLACE MOMENT SLAB  
-FOR CONCRETE PAVEMENT, SLAB MAY BE INCORPORATED INTO THICKENED PAVEMENT  
-FOR FLEXIBLE PAVEMENTS, DEPTH OF SLAB DEPENDS ON LOADING

NOTES:

- BARRIERS MAY BE SET ON TOP OF OR BEHIND WALL
- BARRIERS ON TOP OF WALL SHALL BE DESIGNED TO ACCOMMODATE DIFFERENTIAL MOVEMENT OF RETAINING WALLS
- TRAFFIC BARRIER DESIGN BY PROJECT STRUCTURAL ENGINEER OR PER STATE D.O.T. STANDARDS
- DURING PLACEMENT OF CONCRETE, PRECAUTIONS SHOULD BE TAKEN TO REDUCE LATERAL PRESSURES ON THE VERSA-LOK WALL. FORMING AND/OR BRACING MAY BE REQUIRED

### TRAFFIC BARRIER DETAIL

TRAFFIC BARRIER SECTION

SCALE: 1/2"=1'

## PRELIMINARY

THIS DRAWING IS PRELIMINARY AND SHOULD BE USED FOR ESTIMATING PURPOSES ONLY. A FINAL DESIGN SHOULD BE PERFORMED BY A QUALIFIED REGISTERED ENGINEER. DETERMINATION OF THE SUITABILITY OF ANY INFORMATION OR MATERIAL FOR THE USE CONTEMPLATED, AND ITS MANNER OF USE, IS THE SOLE RESPONSIBILITY OF THE USER.



**VERSA-LOK**<sup>®</sup>  
Retaining Wall Systems

(800)770-4525 fax(651)770-4089  
6348 Hwy36 Ste1, Oakdale, MN 55128 **Solid Solutions**<sup>™</sup>

VERSA-LOK ULTRA DETAILS

TRAFFIC BARRIER

SCALE: AS NOTED

DRAWN BY: PDL

CHECKED BY:

DATE: 8/2013

DWG. NO. ULTRA TRAFFIC BARRIER