NOTES:

2. ONCE FINAL DESIGN OF THE POST AND BEAM SYSTEM HAS BEEN DETERMINED, WALL DESIGN ENGINEER SHOULD VERIFY THAT THE WALL DESIGN IS CAPABLE OF RESISTING ANY INDUCED LOAD FROM IMPACT ON THE GUARDRAIL.
3. FOR RECON WALLS REQUIRING GEOGRID REINFORCEMENT, CUT GEOGRID AROUND SONOTUBES DURING INSTALLATION. DO NOT AUGER THROUGH GRIDS.

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TRAFFIC BARRIER

MOMENT SLAB

SLAB APRON

CONCRETE INFILL SECTION VARIATES FROM 0" TO 16"

RECON BLOCK WALL PER WALL DESIGNER

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CAST-IN-PLACE CONCRETE COPING VARIES ALONG LENGTH

RECON BLOCK WALL PER WALL DESIGNER

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CAST-IN-PLACE COPING w/ REINFORCEMENT (DESIGN BY OTHERS)

HEIGHT VARIES 6½" TO 22½"

27" FACE TYP.

SECTION 1 - CAST-IN-PLACE COPING
JUST BEFORE STEP DOWN

CAST-IN-PLACE COPING w/ REINFORCEMENT (DESIGN BY OTHERS)

HEIGHT VARIES 6½" TO 22½"

1" THICK BOND BREAKER

TOP BLOCK CAST WITHOUT TONGUE OR REMOVED IN THE FIELD

RECON BLOCK WALL PER WALL DESIGNER

SECTION 2 - CAST-IN-PLACE COPING
JUST AFTER STEP DOWN

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NOTE:
WITH PROPER REINFORCING AND MOMENT SLAB BLOCK DEPTHS, RECON'S GUARDRAIL BLOCK CAN BE USED TO CREATE A TRAFFIC BARRIER CAPABLE OF RESISTING LOADS AS HIGH AS AASHTO's TL-1 (13,500 LBS). THIS DETAIL IS INTENDED TO REPRESENT THE GENERAL CONFIGURATION OF THE BLOCK AND THE LOCATION OF THE REBAR REINFORCEMENT. FINAL DESIGN AND LAYOUT OF THE TRAFFIC BARRIER IS BY OTHERS. CONTACT RECON TO OBTAIN AN EXAMPLE COPY OF THE SUPPORTING CALCULATIONS FOR THE TRAFFIC BARRIER SYSTEM. ALL CALCULATIONS SHALL BE REVIEWED BY A PROFESSIONAL ENGINEER PRIOR TO USE IN FINAL DESIGN.
**NOTE:**

WITH PROPER REINFORCING AND MOMENT SLAB BLOCK DEPTHS, A POST AND BEAM TRAFFIC BARRIER CAN BE ATTACHED TO THE TOP OF RECON'S FULL HIGH CAP CREATING A TRAFFIC BARRIER CAPABLE OF RESISTING LOADS AS HIGH AS AASHTO's TL-1 (13,500 LBS). THIS DETAIL IS INTENDED TO REPRESENT THE GENERAL CONFIGURATION OF THE BLOCK AND THE LOCATION OF THE REBAR REINFORCEMENT. FINAL DESIGN AND LAYOUT OF THE REBAR, MOMENT SLAB BLOCK DEPTH AND ALL CONNECTIONS IS BY OTHERS. CONTACT RECON TO OBTAIN AN EXAMPLE COPY OF THE SUPPORTING CALCULATIONS FOR THE BLOCK PORTION OF THE TRAFFIC BARRIER SYSTEM. ALL CALCULATIONS SHALL BE REVIEWED BY A PROFESSIONAL ENGINEER PRIOR TO USE IN FINAL DESIGN.