

Context Sensitive Design -Medians-

7th National Access
Management Conference
August 15, 2006

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Context Sensitive Design - Medians

- ◆ Figuring out how to blend
 - Design requirements
 - Needs of property owners
 - Safety
 - Vision of the governing agency
 - Aesthetics



900 SOUTH

500 EAST

LIBERTY PARK

700 East

800 EAST

1300 SOUTH

700 East

- ◆ Key Stakeholders
 - East Liberty Park Neighborhood Assoc
 - Salt Lake City Staff
 - UDOT
- ◆ Main issue was design & look of median

700 East

- ◆ Landscaped Median
 - ◆ Large trees/shrubs
 - ◆ Tall canopy
 - ◆ Create tunnel effect
 - ◆ Low maintenance
 - ◆ Salt & brine tolerant
 - ◆ Provides sight distance



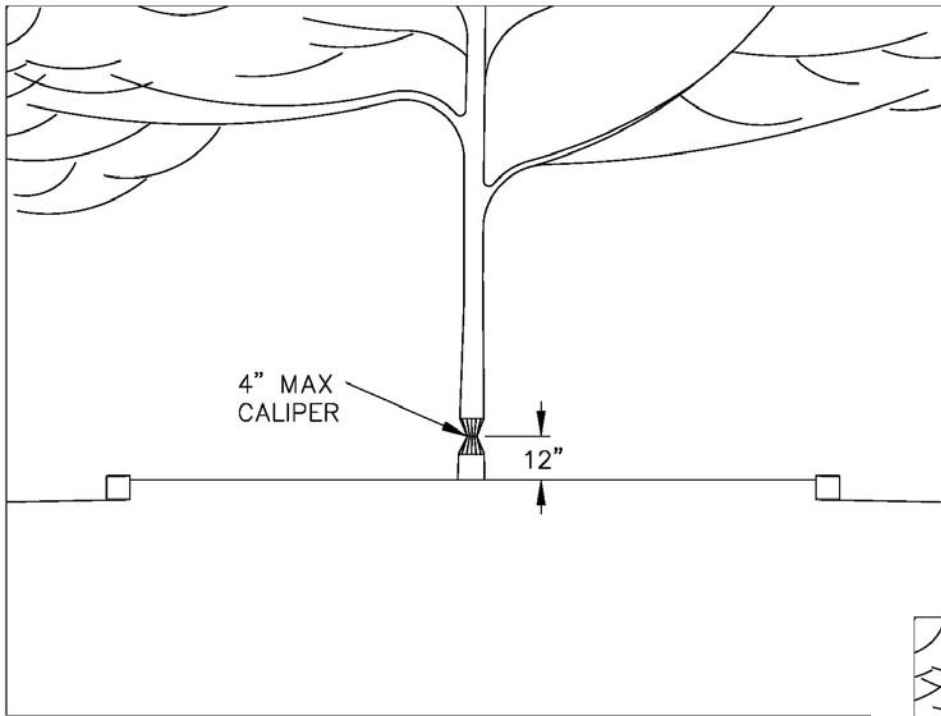
700 East

◆ Design

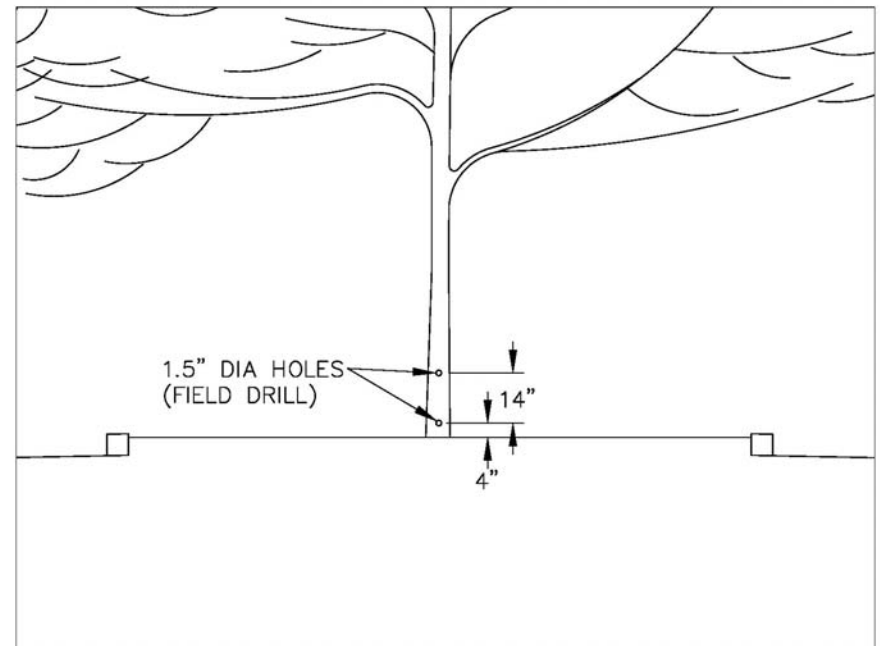
– Median type

- ◆ 2002 edition AASHTO Roadside Design Guide eliminated definition of “Barrier Curb”
- ◆ Could no longer use the standard 6” or 7” curb for medians with fixed objects (trees)
- ◆ Any fixed objects in areas that were avoidable had to be outside of the clear zone
- ◆ NCHRP 350 TL II Compliant (45 mph facility)

700 East



- ◆ Tree details w/breakaway base



700 East

◆ Barrier Design Options

- New Jersey shape (32" tall)



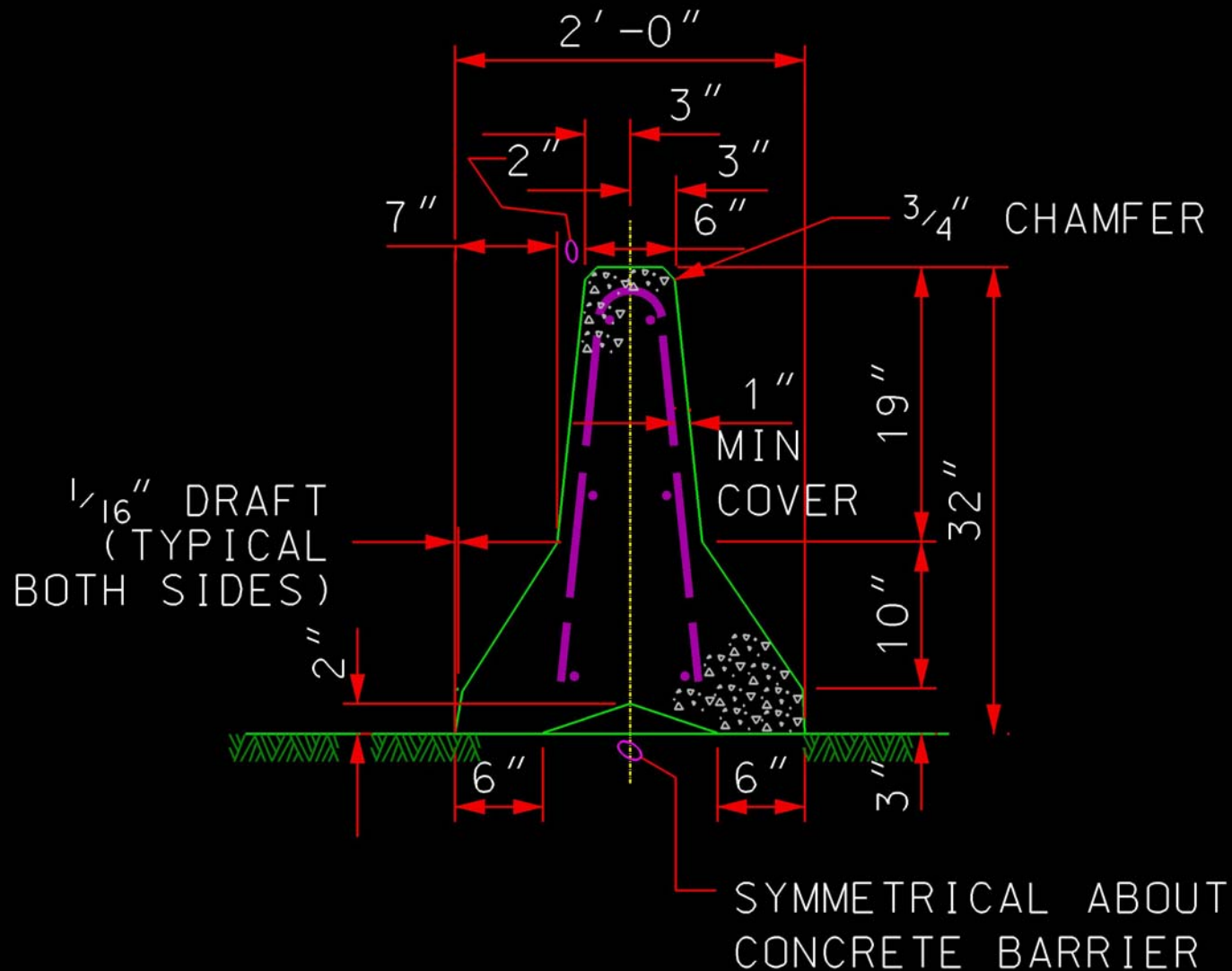
- TTI Low Profile (20" tall)



- FDOT Low Profile (18" tall)



A stylized illustration of a cow standing in a field. The cow is depicted with black outlines and white patches, set against a dark green background. The field is represented by simple horizontal lines at the bottom.



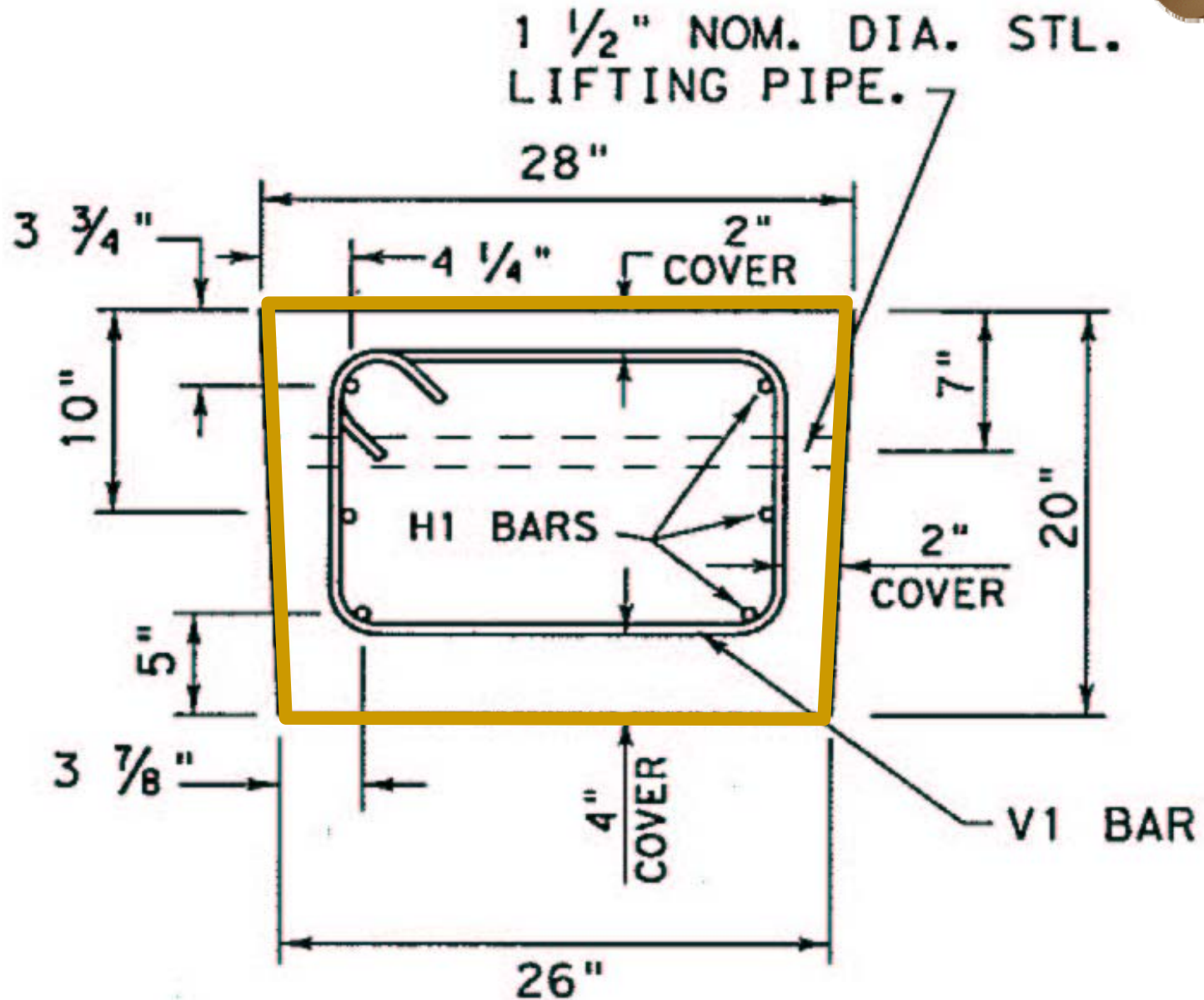
SR-248 – Barrier

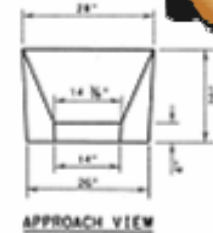


SR-248 – Barrier



700 East – TTI LP Barrier





1. TYPE 2 BARRIER SHALL BE USED AS AN END TREATMENT FOR TYPE 1 BARRIER WHEN APPROPRIATE.
2. THE ANCHORAGE PINS ARE ALL THE SAME LENGTH AND ARE INTENDED TO BE DRIVEN FLUSH WITH THE TOP OF THE BARRIER SURFACE.
3. THE BENDS IN THE W3 AND W1 BARS ARE SLIGHT, NO FORMAL BEND IS NECESSARY.
4. TYPE 2 BARRIER MUST BE LIFTED FROM REAR FIRST TO PREVENT CRACKING OF SLOPED SECTION.
5. SEE SHEET 1 OF 2 FOR ADDITIONAL INFORMATION.



AMERICAN PAPER
CO. 1001A, 400 5TH

FOR CONTRACTORS INFORMATION ONLY

TYPE 21		
APPROX. QUANTITIES 20 FT. SECTION		
CONCRETE	CY	1.45
REINFORCING STEEL	LBS	240
TOTAL APPROX WT.	LBS	7000

Bank type	\bar{X} (1981)	\bar{X} (1982)
01 Bank	20.1%	14.2%
02 Bank	14.7%	13.2%
03 Bank	14.7%	12.2%
04 Bank	17.2%	11.2%
07 Bank	17	10.1%
08 Bank	14.7%	9
09 Bank	14.7%	8
10-12 Bank	14.7%	7
13 Bank	13.8%	6

NOTE: ALL BONDING OF STEEL REBAR IS
AT A 2" GAP, UNLESS SPECIFIED
OTHERWISE.



NOT RECORDED
1/10/12 10:00



WISCONSIN
OFFICE OF THE ATTORNEY GENERAL



TEXAS DEPARTMENT OF TRANSPORTATION

LOW PROFILE
CONCRETE BARRIER
(PORTABLE AND PRECAST)

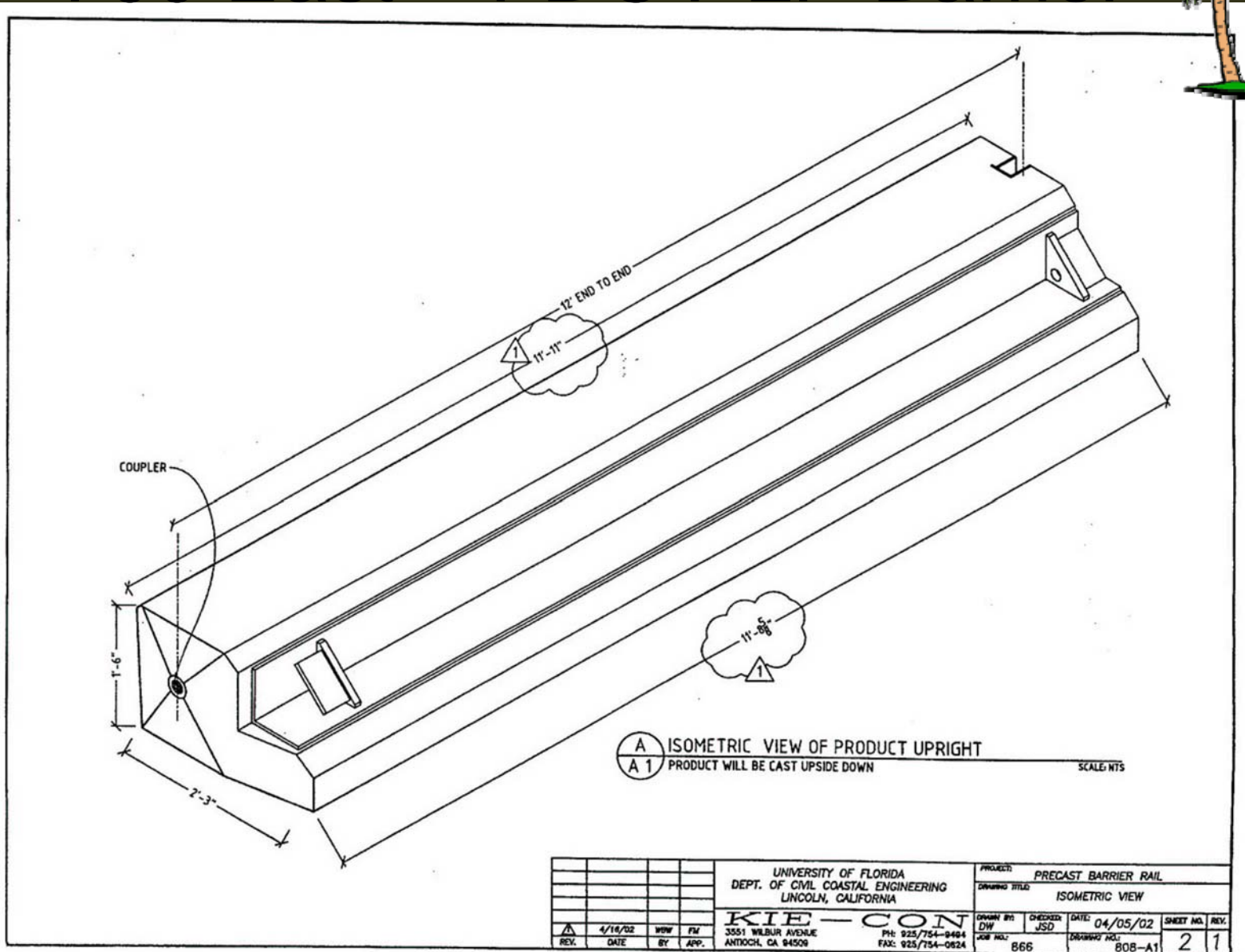
LPCB (2) -92

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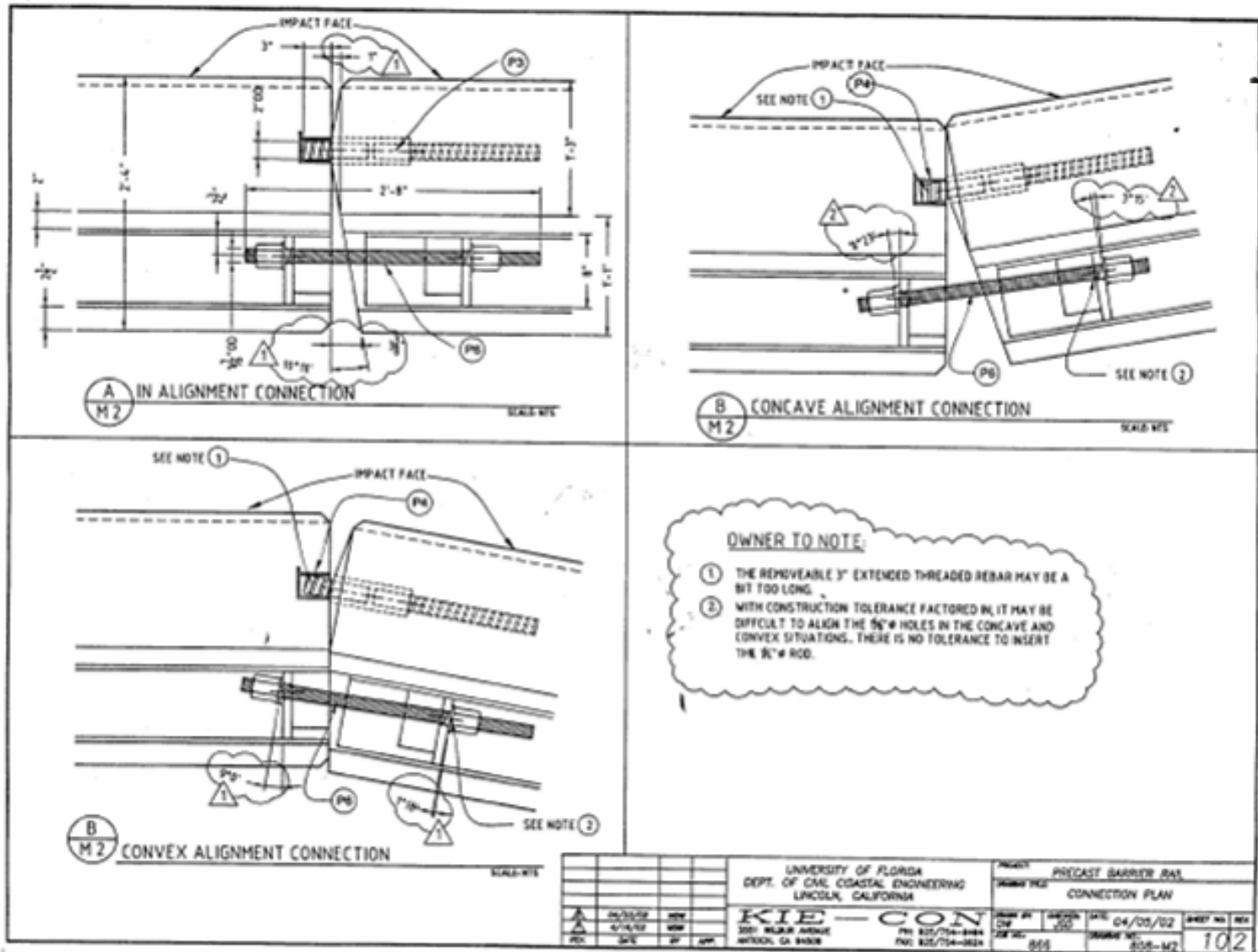
CONCLUSIONS



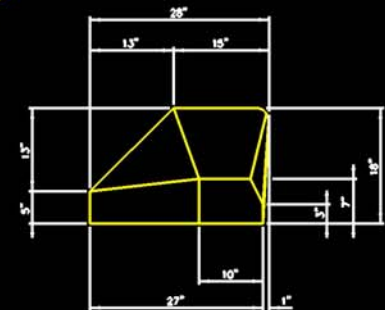
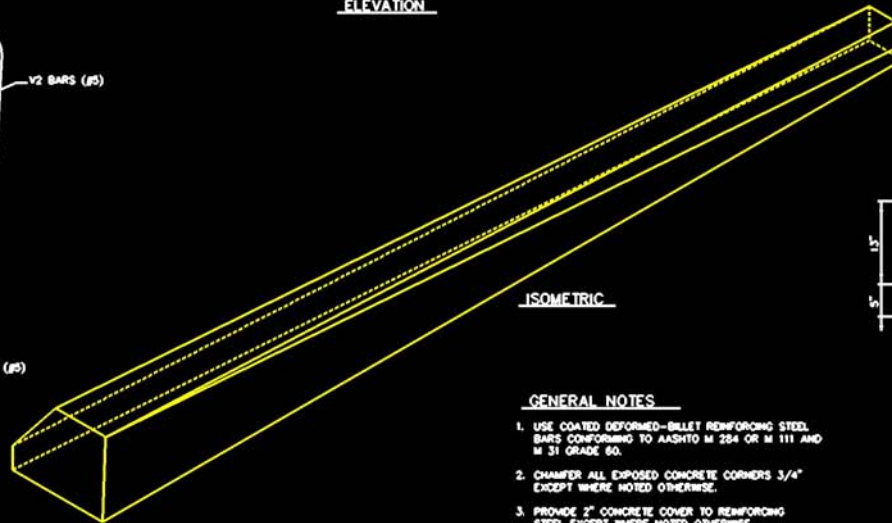
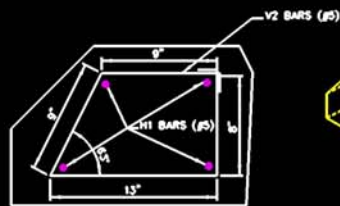
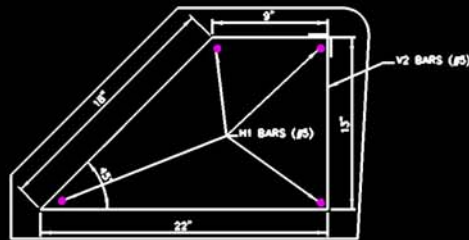
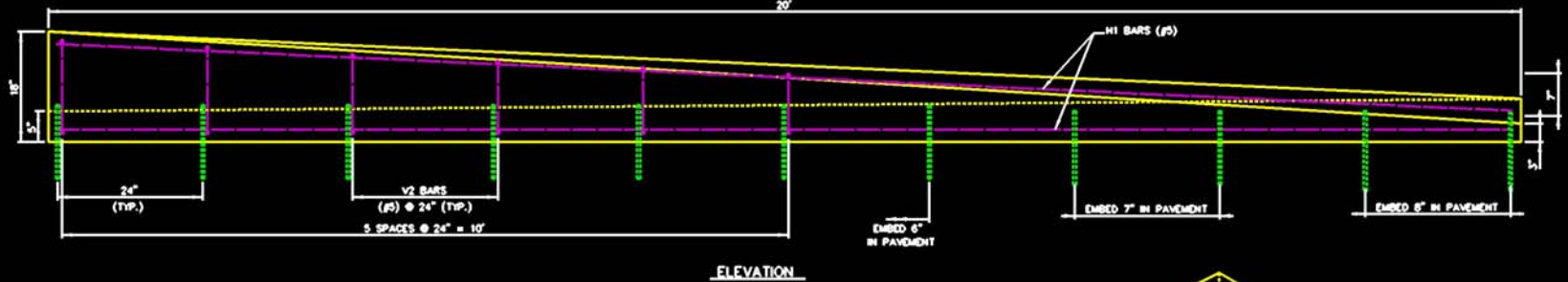
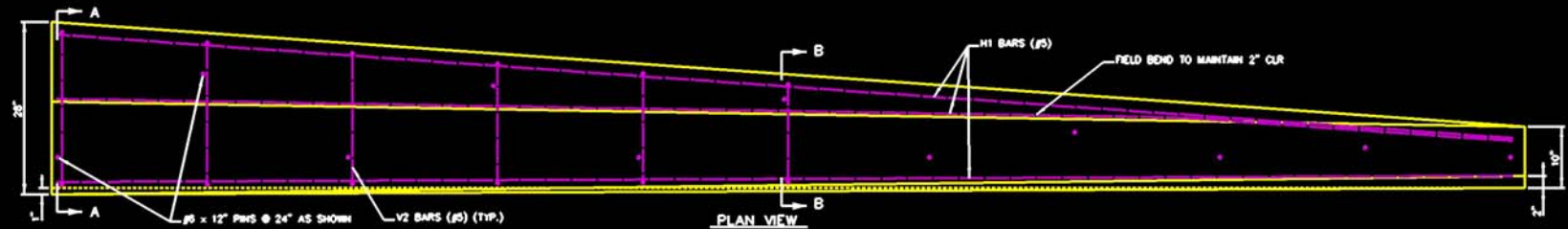
700 East – FDOT LP Barrier



700 East – FDOT LP Barrier



700 East – Transition Detail



GENERAL NOTES

1. USE COATED DEFORMED-BULLETS REINFORCING STEEL BARS CONFORMING TO AASHTO M 284 OR M 111 AND M 31 GRADE 60.
2. CHAMFER ALL EXPOSED CONCRETE CORNERS 3/4" EXCEPT WHERE NOTED OTHERWISE.
3. PROVIDE 2" CONCRETE COVER TO REINFORCING STEEL EXCEPT WHERE NOTED OTHERWISE.
4. USE CLASS AA(AE) CAST-IN-PLACE CONCRETE EXCEPT WHERE SPECIFIED OTHERWISE.
5. USE A MINIMUM LAP SPLICE OF 3'-6" FOR H1 BARS.
6. V2 BAR DIMENSIONS VARY BETWEEN SECTION A-A AND SECTION B-B.

Other Raised Median Issues



- ◆ Drainage
- ◆ Pavement Protection (Landscaped)
- ◆ Landscaping/Pavement Maintenance
- ◆ Sight Distance (Access Control)
- ◆ U-Turns
- ◆ Emergency Vehicle Accommodation

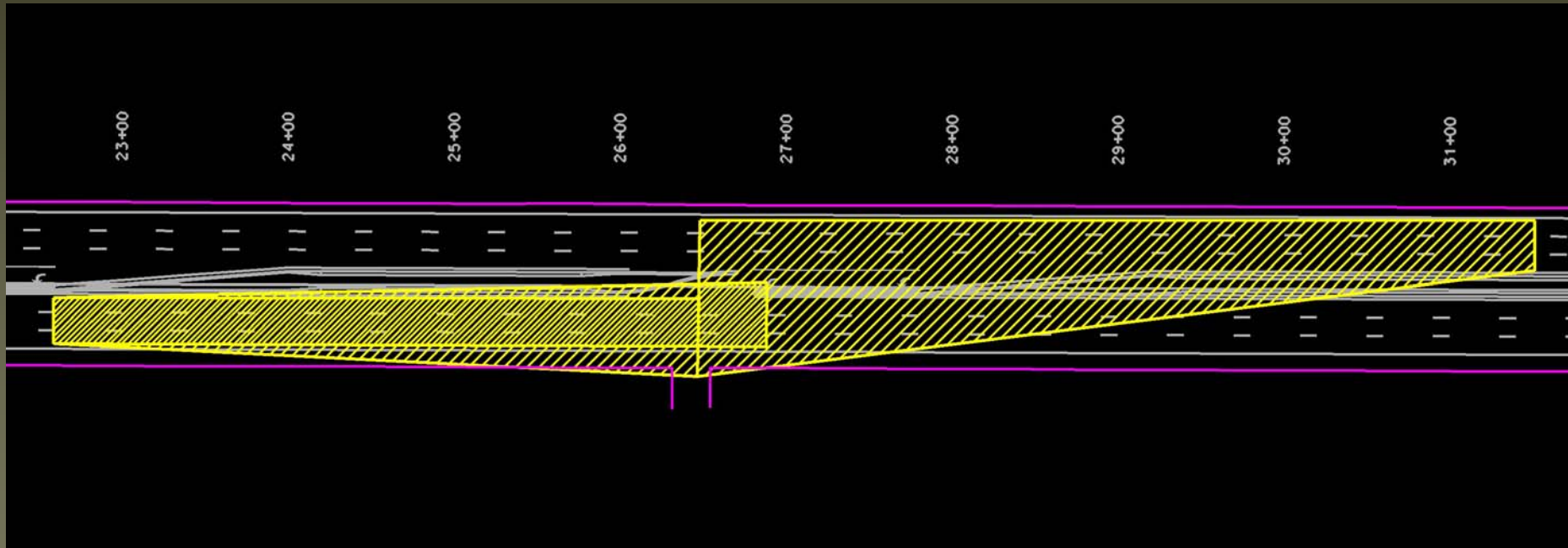
Drainage



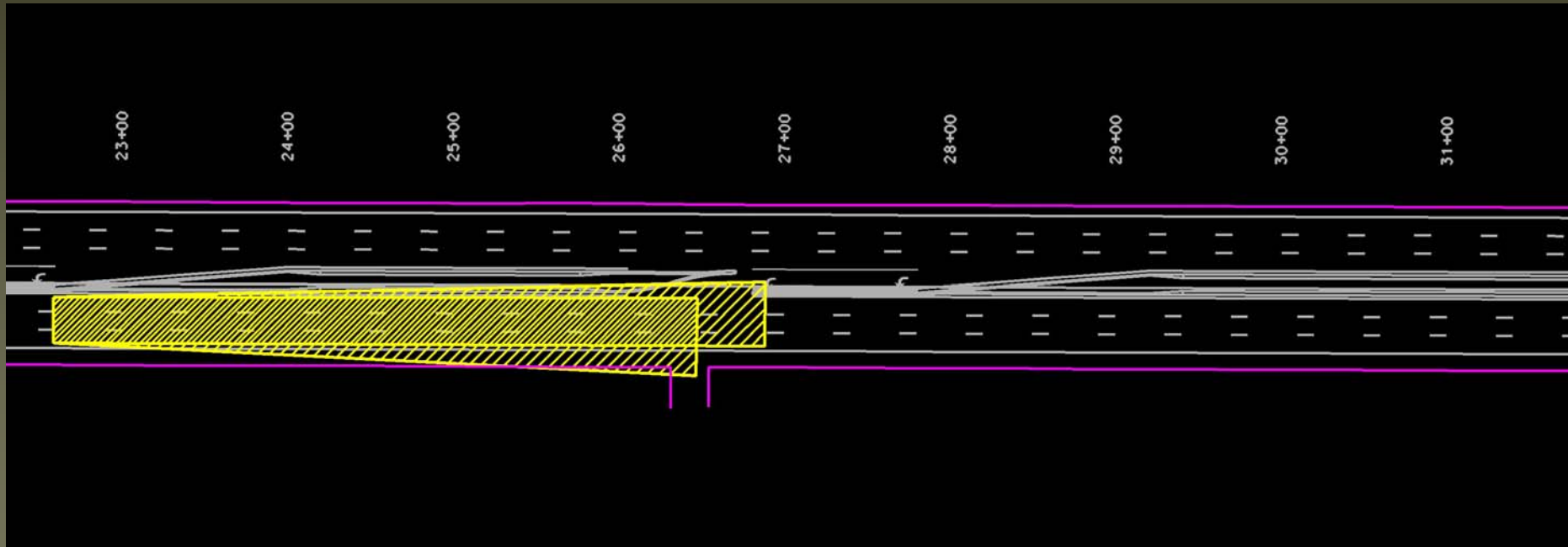
Pavement Protection



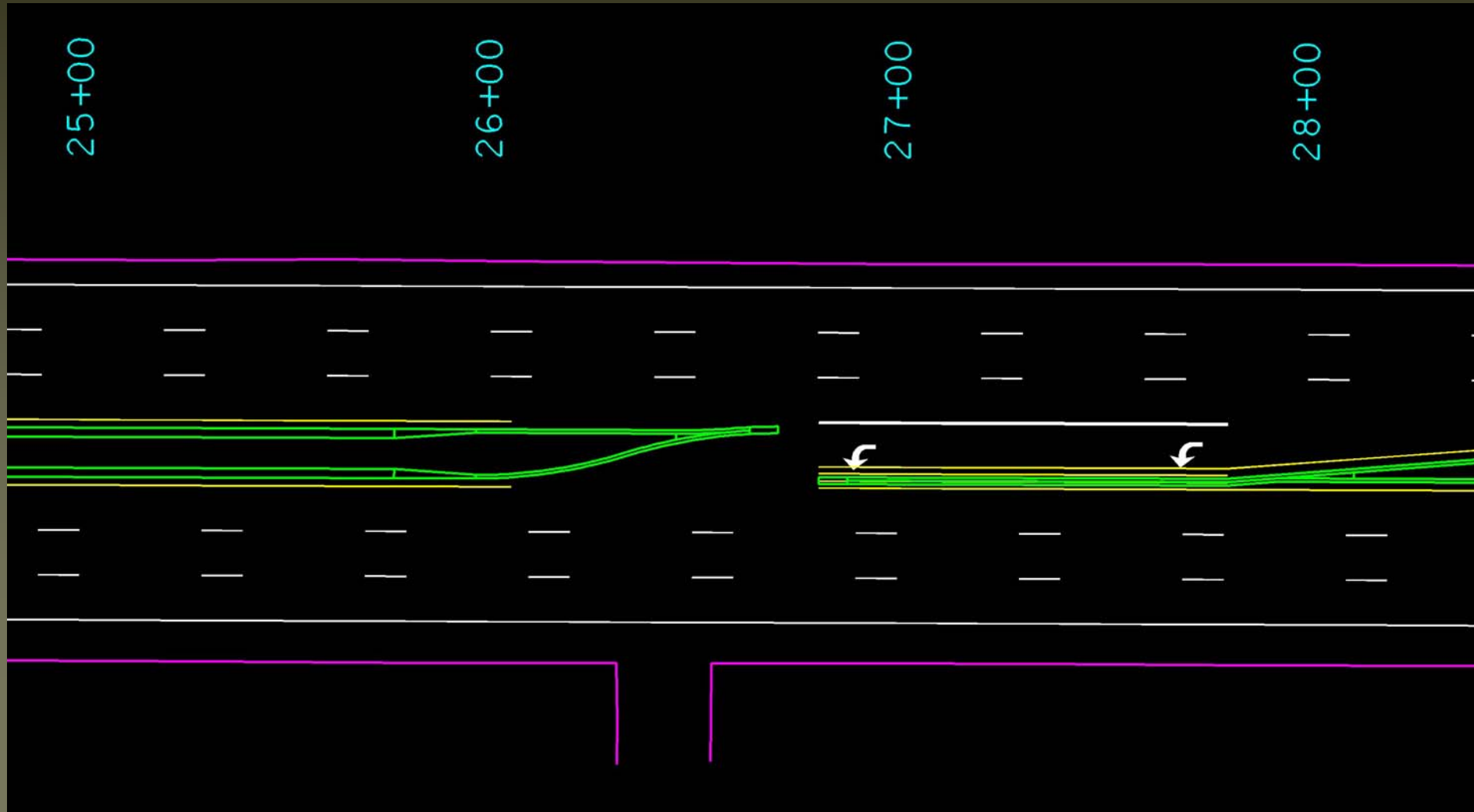
Sight Distance – Full Access



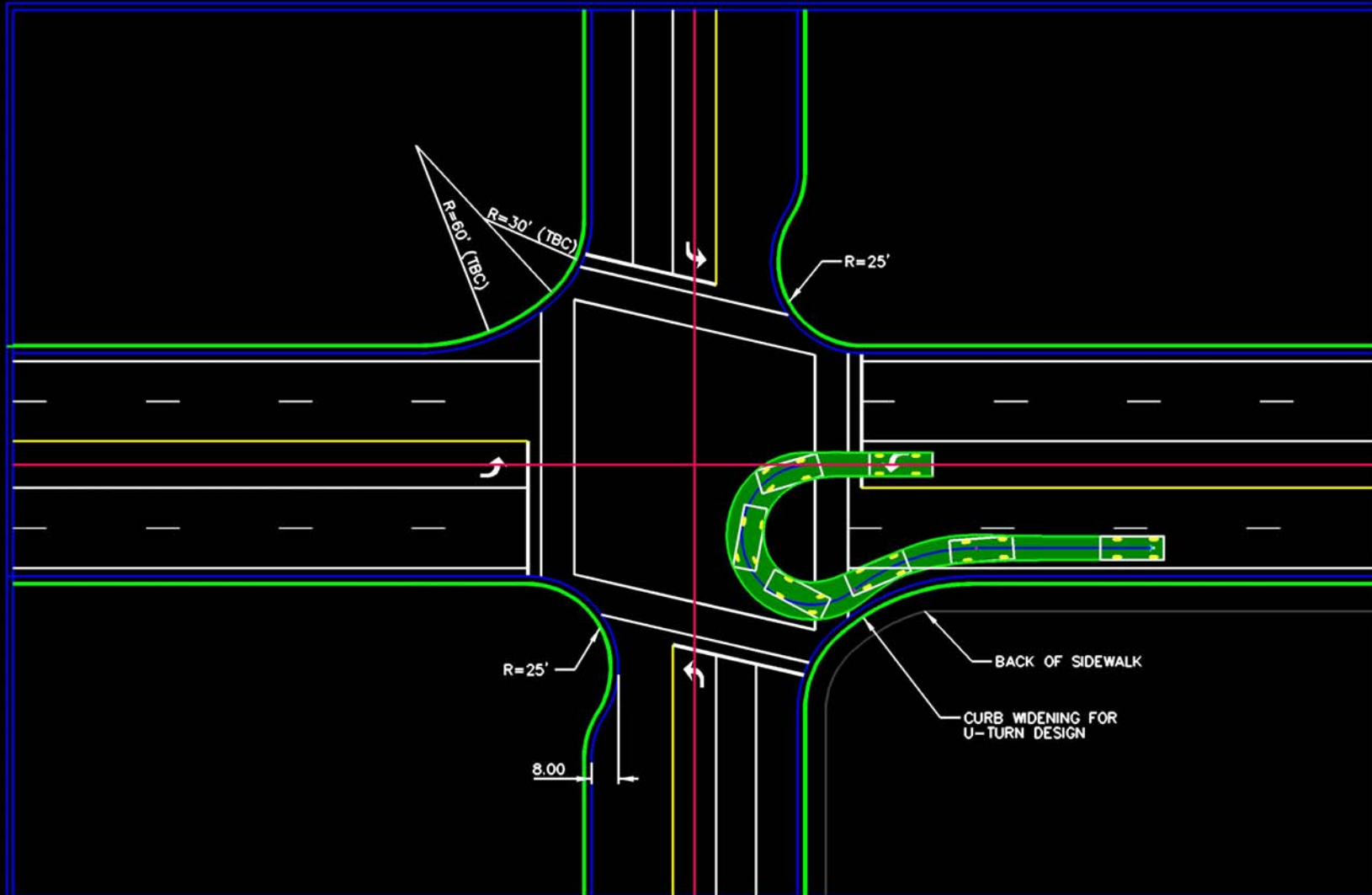
Sight Distance – Left In Only



Sight Distance – Left In Only



U-Turns



ST. GEORGE BOULEVARD RECONSTRUCTION

PROJECT NO. STP-0034(4)0

CURB WIDENING FOR U-TURN DESIGN



Emergency Vehicles



Construction Photos





















Inspector Arrives!

































◆ Questions? **Thanks**

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