Tasks: Task 209: Roadway/Separation Barrier Submittal to Midwest Roadside Safety Facility (MWRSF).

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Title	Task 209: Roadway/Separation Barrier Submittal to Midwest Roadside Safety Facility (MWRSF).
Priority	(2) Normal
Status	Completed
% Complete	100%
Assigned To	David Morrill
Description	At the August 19, 2010 PMT meeting, it was recommended that Kimball present the final proposed barrier detail drawing (being prepared by Benesch – see Task 178) to the Midwest Roadside Safety Facility (MWRSF). Drawing is expected to be ready by 9/3/2010.
Start Date	9/3/2010
Due Date	10/8/2010
Carbon Copy	Ron Meyer; Norm McDonald; Timothy Dunlay; Ahmad Abu-Hawash; Tim Craven; Curtis Monk; Mark Thomson; Rebecca A. Marruffo
Comments	David Morrill 11/10/10 - The proposed Roadway Separation Barriers have been approved by the MWRSF. They are therefore approved for incorporation into the final design. This Task is hereby closed. Kimball Olson - 11/8/10 - A favorable response to the final barrier proposal has been received from MWRSF. Below are their comments (in bold font) to items enumerated by our Design Methods staff: The proposed design (attached) consists of the Pennsylvania HT barrier, modified as follows: • Concrete parapet reinforcement (size and spacing) as per Texas HT barrier **Only the longitudinal steel was altered to match the TX barrier. This resulted in the addition of 2 more bars and an increase in size (from #5 bars to #6 bars) for half of the longitudinal steel. These changes will only strengthen the barrier, thus, I find no fault with this change.** • Steel rail attachment as per Texas HT barrier (drilled and epoxied anchor bolts) **The specifications match those of the TX barrier for drilled and epoxied anchor bolts. As long as the correct epoxy is selected, this should work fine.** • Steel rail offset 3½" from base of barrier face as per Texas HT barrier **Don't see a problem here.** • Modified steel post and pedestrian rail design as discussed previously **No further comment** Let me know if you have any questions. **Seems to me this is a version of the TX barrier, only its wider and has a different barrier to bridge deck attachment (probably due to the width**

increase)

9/30/10 Kimball Olson: Iowa DOT Design Methods has completed their review. Updated memorandum and review request have been forwarded to MWRSF.

Sept. 29, 2010 Kevin Placzek: Sheets 28 and 29 of the memo (Task 177) have been updated. The Separation barrier is shown above the 8" slab and not at the edge of the deck. The Separation Barrier will be used on the EB Approaches, the Iowa EB Viaduct and US 67 Ramp C. The Traffic Barrier Railings will be used on the main span since it is separated from the bike path trail. The memo, with the revised sheets, can be accessed using the link in Task 177.

Sept 29, 2010 Kimball Olson: As of 09/27/2010 the information is under review at Iowa DOT's Design Methods section. Please note that the section detail views of the separation barrier (on sheets 28 and 29 of the memo pdf) show the separator over an edge of slab condition, which is only correct for the main span but does not address the approach conditions. This is probably okay for the purposes of MWRSF review, but will need to be amended in future.

Sept 28, 2010 Diane Campione: The memorandum for the proposed roadway and separation barrier was recently updated and posted to Task 177. Revised the due date for Task 209.

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