Discussion of Updated Initial Cross Section Examples

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Initial Cross Section Concepts

• Exploring range of potential design solutions based on community input to date
• Five “families” of concepts based on number and function of travel lanes
• Range of types and widths of roadway, roadside, and landscape element “cards”
• To be used in initial evaluations and next round of public and stakeholder agency review and comment
Initial Cross Section Concepts

• Agenda for this item:
  – Overview of section cards
  – CTF discussion of section cards
  – Overview of initial concepts
  – CTF discussion of other options, issues, etc.
Cross Section Cards

- Roadway lanes
- Sidewalk and associated landscaping
- Medians
- Local access lane, sidewalk, and landscaping
Roadway Lanes

No changes
Sidewalks & Associated Landscaping
Sidewalks & Associated Landscaping
Medians
Medians

- 3'-7" MEDIAN
- 8' MEDIAN
- 10' MEDIAN
- 16' MEDIAN (WITH TURN POCKET)
- 20' MEDIAN (TURN POCKET and PEDESTRIAN REFUGE BEYOND)
- 24' MEDIAN (TURN POCKET and PEDESTRIAN REFUGE BEYOND)
Local Access Lane
Local Access Lane
“Families” of Cross Sections

- Dimension range for Cross Section Families

- Four lane  
  - 92 to 130 feet  
  - 67 to 134 feet

- Four lane plus transit lanes  
  - 116 to 154 feet  
  - 89 to 156 feet

- Six lane  
  - 114 to 152 feet  
  - 89 to 152 feet

- Six lane plus transit lanes  
  - 138 to 172 feet  
  - 109 to 174 feet
Four Lane
Potential R.O.W. Range – 92 to 130 feet

Option A: 97’ Right-of-Way
Four Lane
Potential R.O.W. Range – 67 to 134 feet

Option A1: 67’ Right-of-Way

Option A2: 96’ Right-of-Way
Four Lane
Potential R.O.W. Range – 92 to 130 feet

Option B: 119’ Right-of-Way
Four Lane
Potential R.O.W. Range – 67 to 134 feet

Option B: 112’ Right-of-Way
Four Lane plus Transit Lanes

Potential R.O.W. Range – 116 to 154 feet

Option A: 121’ Right-of-Way
Four Lane plus Transit Lanes

Potential R.O.W. Range – 89 to 156 feet

Option A: 118’ Right-of-Way
Four Lane plus Transit Lanes

Potential R.O.W. Range – 116 to 154 feet

Option B: 150’ Right-of-Way
Four Lane plus Transit Lanes
Potential R.O.W. Range – 89 to 156 feet

Option B: 152’ Right-of-Way
Six Lane
Potential R.O.W. Range – 114 to 152 feet

Option A: 125’ Right-of-Way
Six Lane
Potential R.O.W. Range – 89 to 152 feet

Option A: 128’ Right-of-Way
Six Lane
Potential R.O.W. Range – 89 to 152 feet

Option B: 152’ Right-of-Way
No Change
Six Lane plus Transit Lanes

Potential R.O.W. Range – 138 to 172 feet

Option A: 143’ Right-of-Way
Six Lane plus Transit Lanes

Potential R.O.W. Range – 109 to 174 feet

Option A: 143’ Right-of-Way
Six Lane plus Transit Lanes

Potential R.O.W. Range – 138 to 172 feet

Option B: 172’ Right-of-Way
Six Lane plus Transit Lanes

Potential R.O.W. Range – 109 to 174 feet

Option B: 174’ Right-of-Way
Local Access Lane Studies

East of Campbell Concepts

Existing Condition
Local Access Lane Studies

East of Campbell Concepts

Option A
Local Access Lane Studies
East of Campbell Concepts

Option B
Local Access Lane Studies

East of Campbell Concepts

Option C
Cross Section Studies
West of Campbell Concepts

Existing Condition
Cross Section Studies
West of Campbell Concepts

Option A
Cross Section Studies
West of Campbell Concepts

Option B
CTF Discussion

• Are there additional “Families” of design approaches to add?

• Are there additional cross section options we should illustrate?

• Are there cross section options we should eliminate?

• Other issues to discuss?