Discussion of Updated Initial Cross Section Examples

Phil Erickson

Community Design + Architecture

Mike Johnson

HDR Engineering

RTA Regional Transportation Authority

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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

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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.

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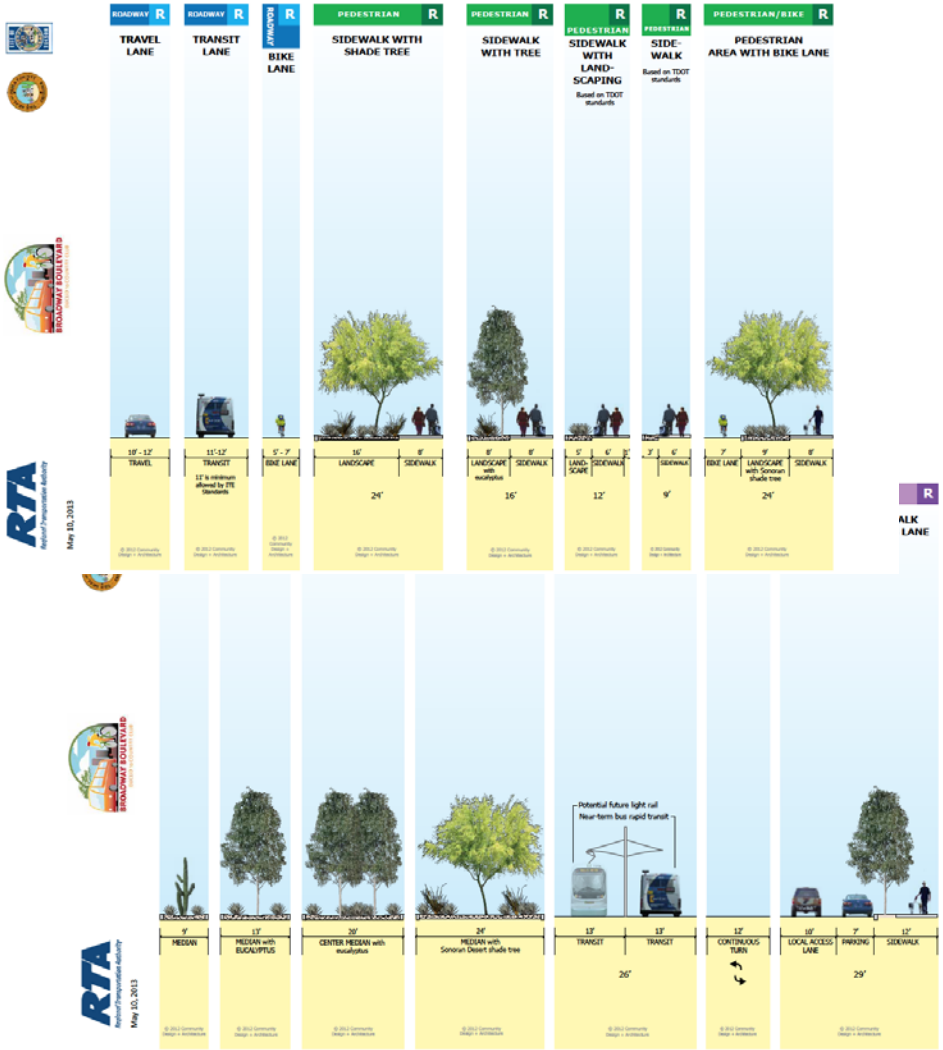
Cross Section Cards



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

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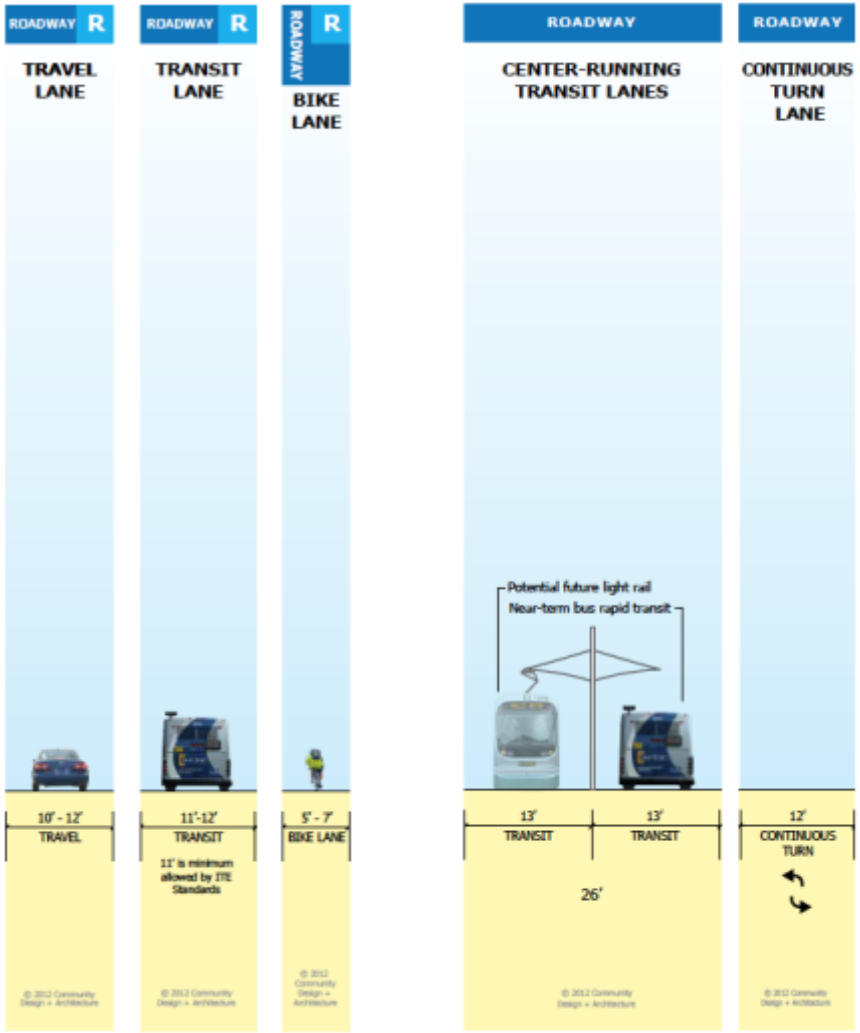
Roadway Lanes



No changes

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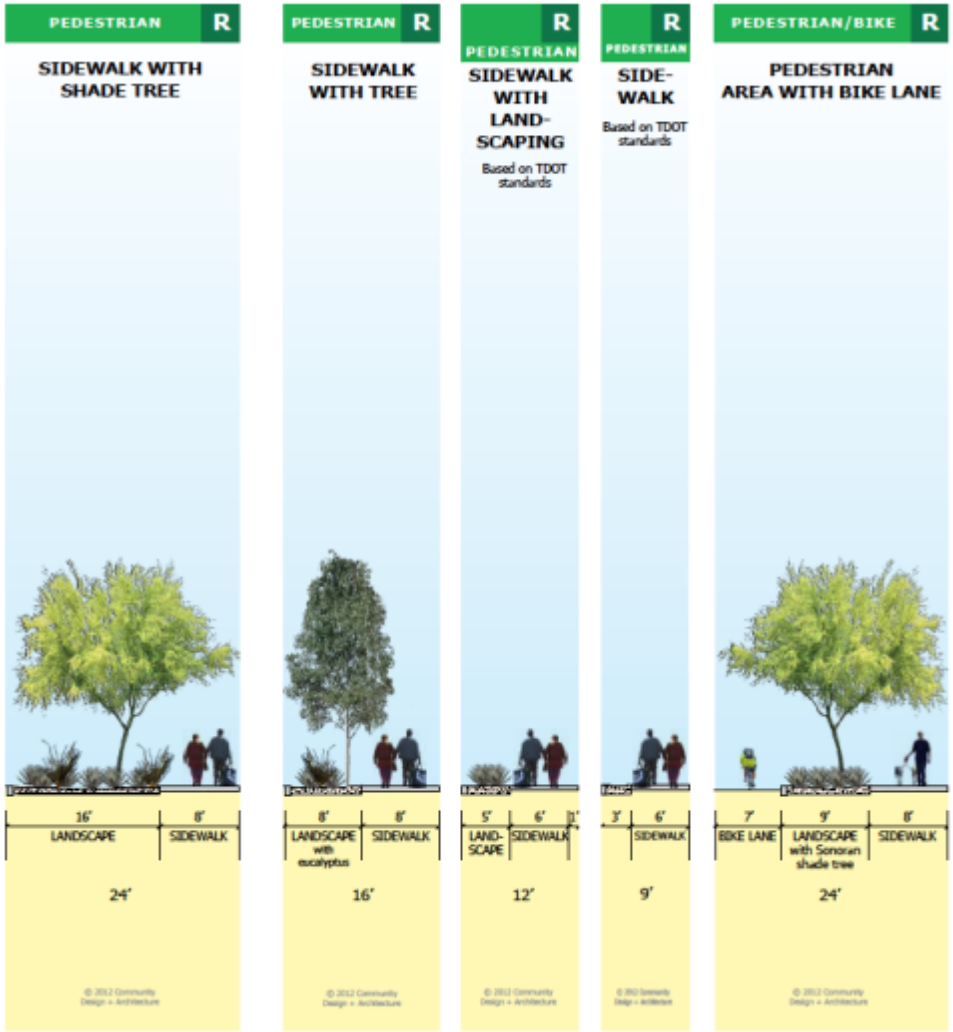
Sidewalks & Associated Landscaping



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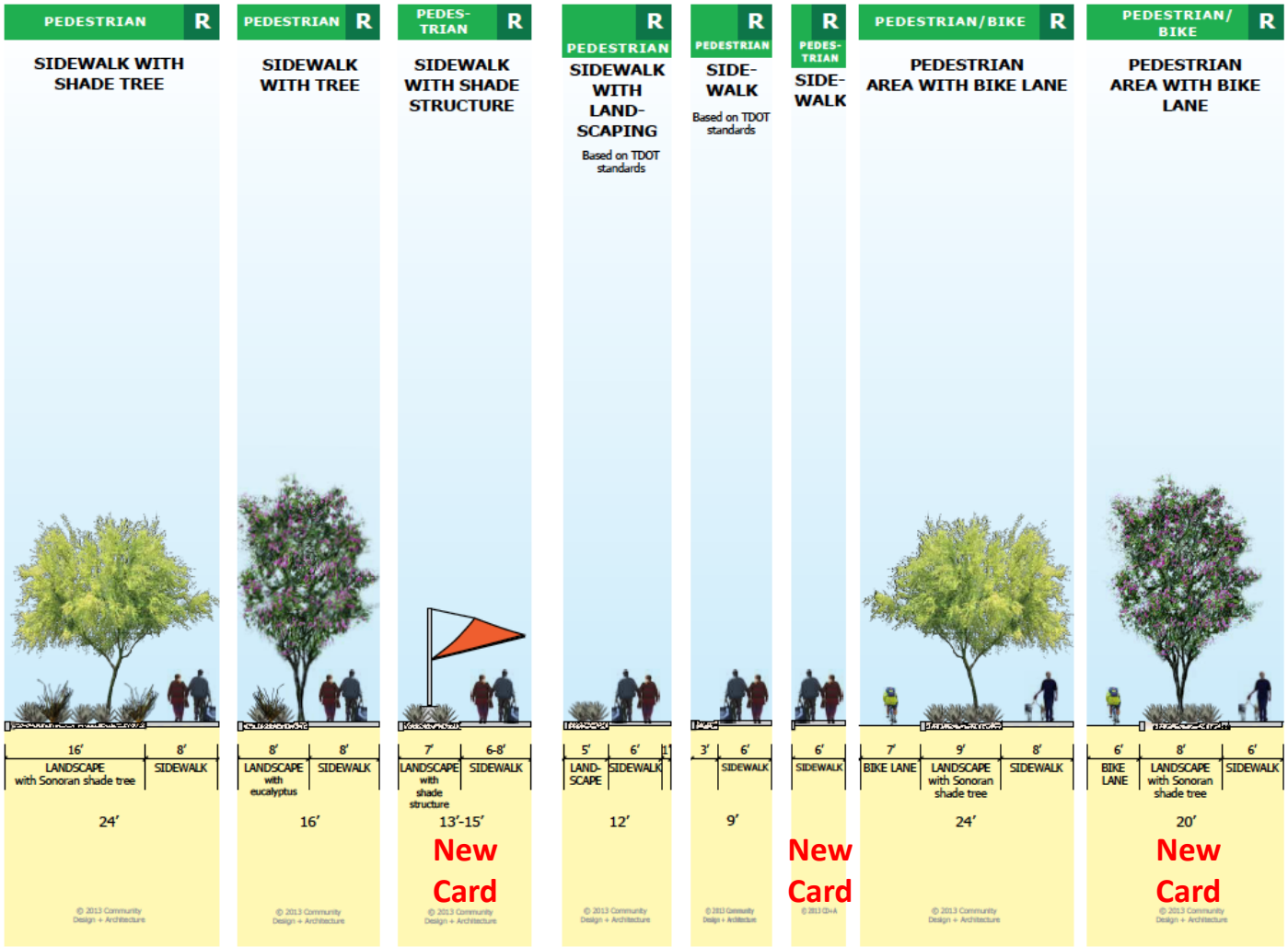
Sidewalks & Associated Landscaping



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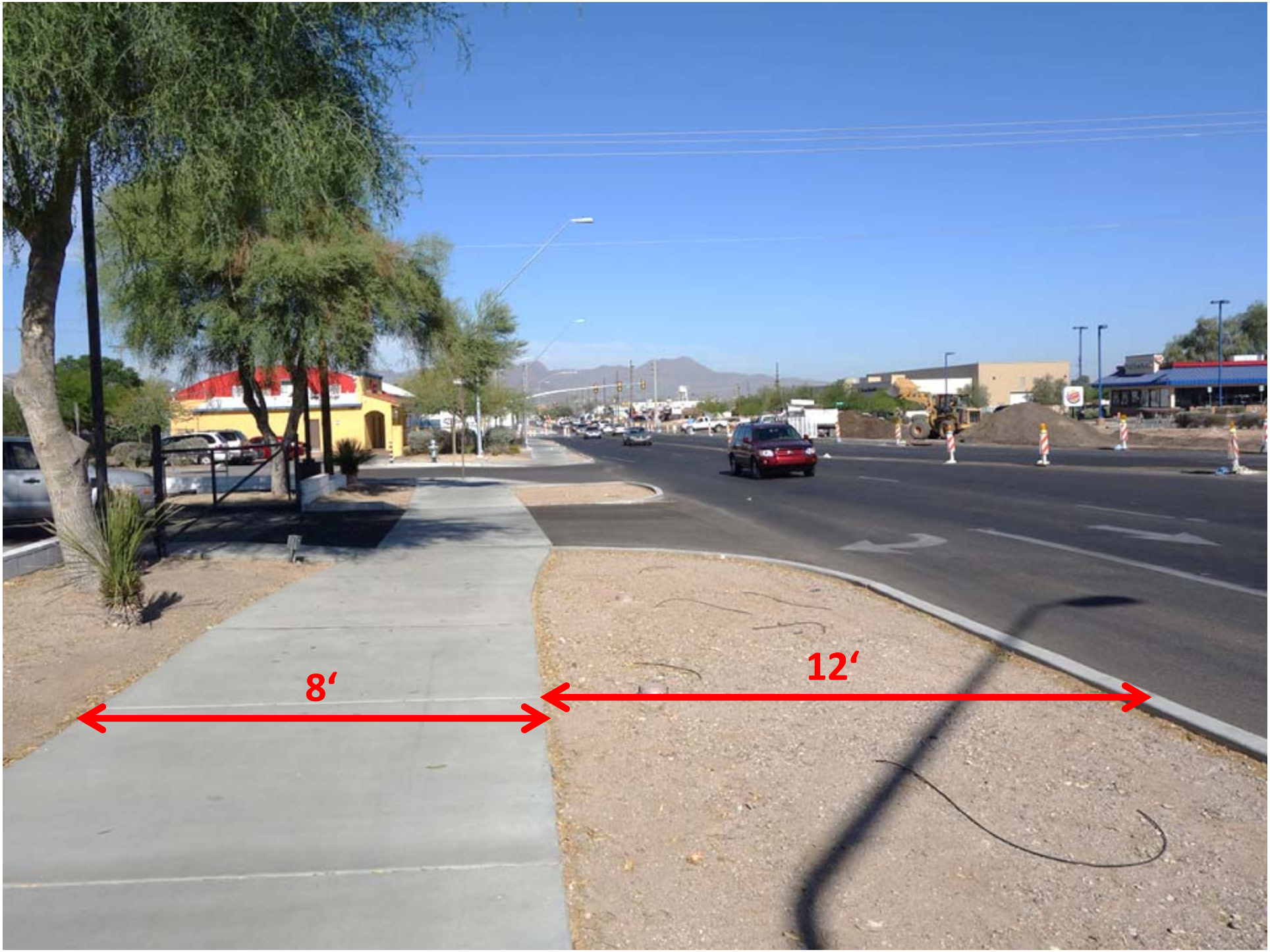
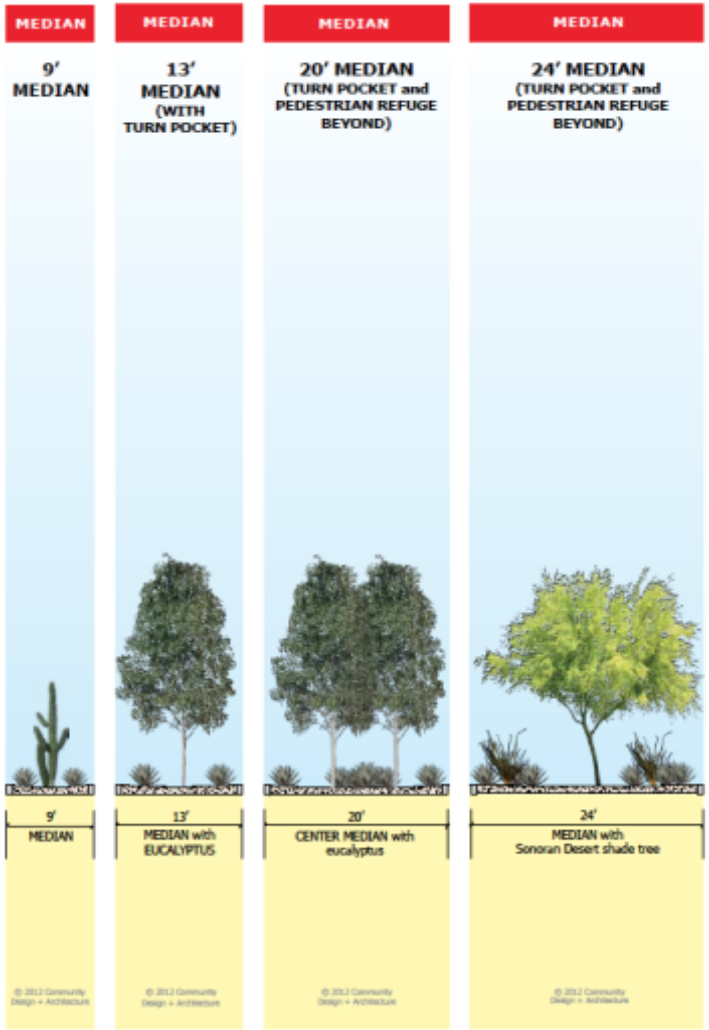
6‘
3‘


8‘
12‘

Medians



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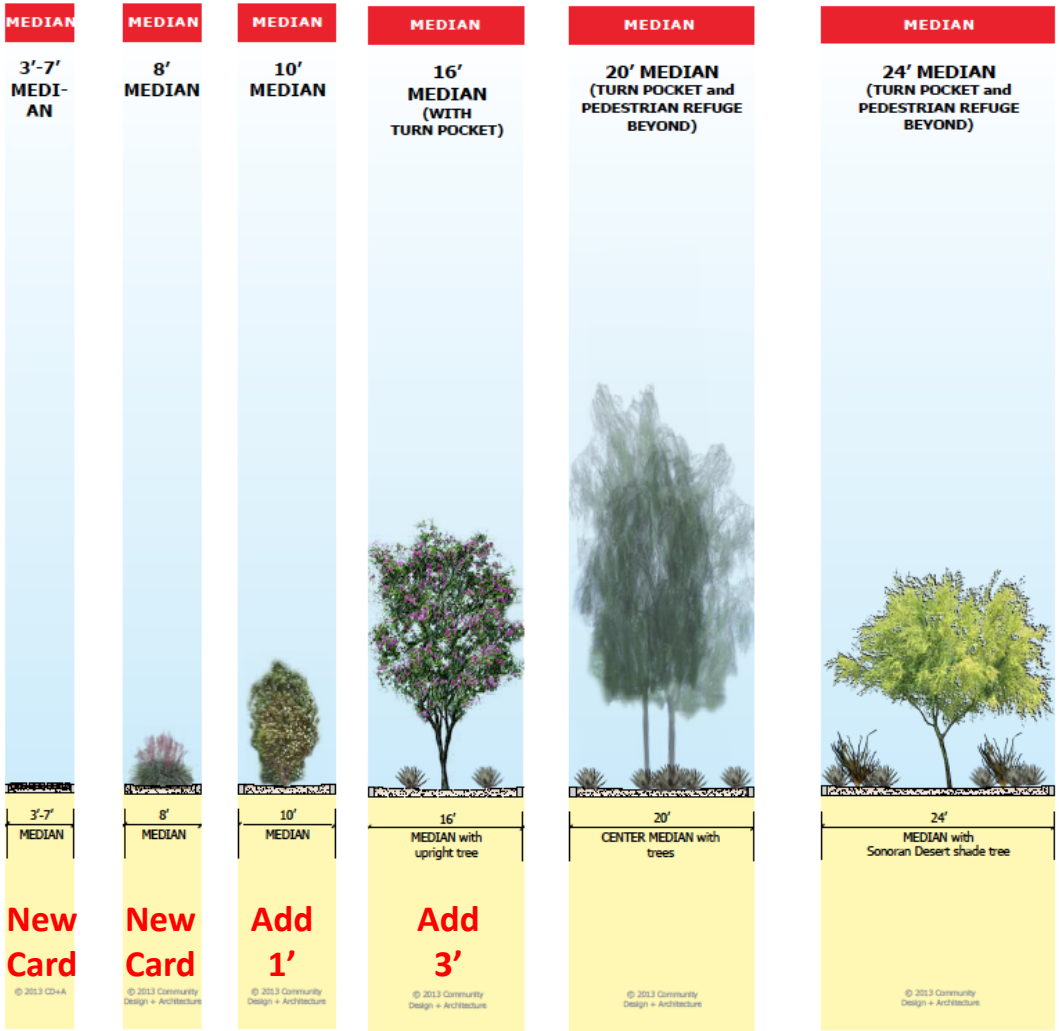
Medians



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Local Access Lane

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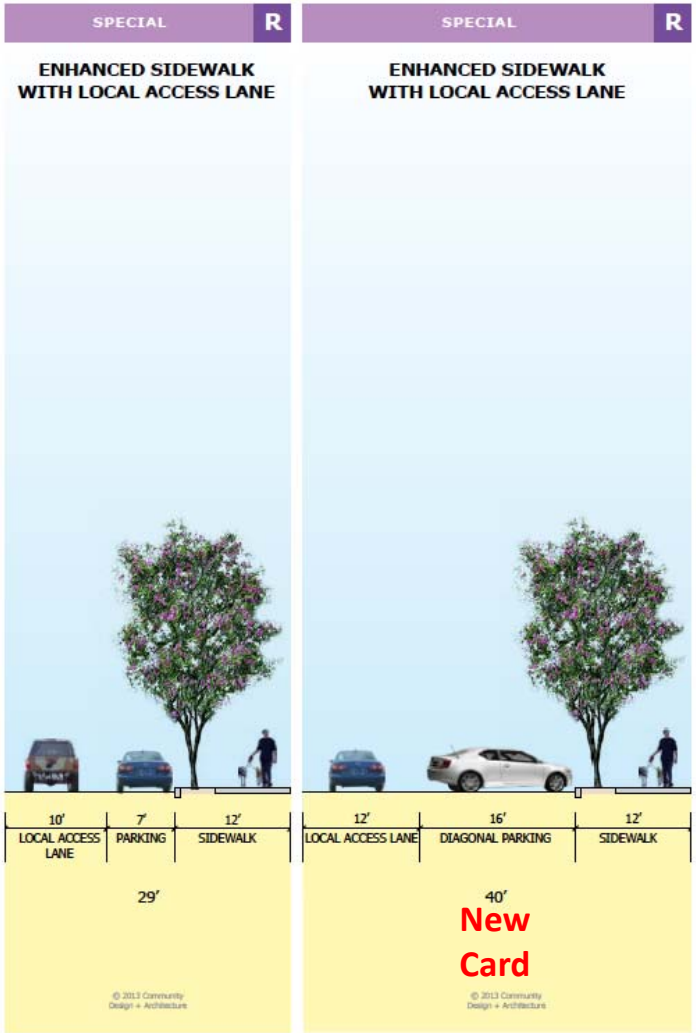
Local Access Lane



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“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

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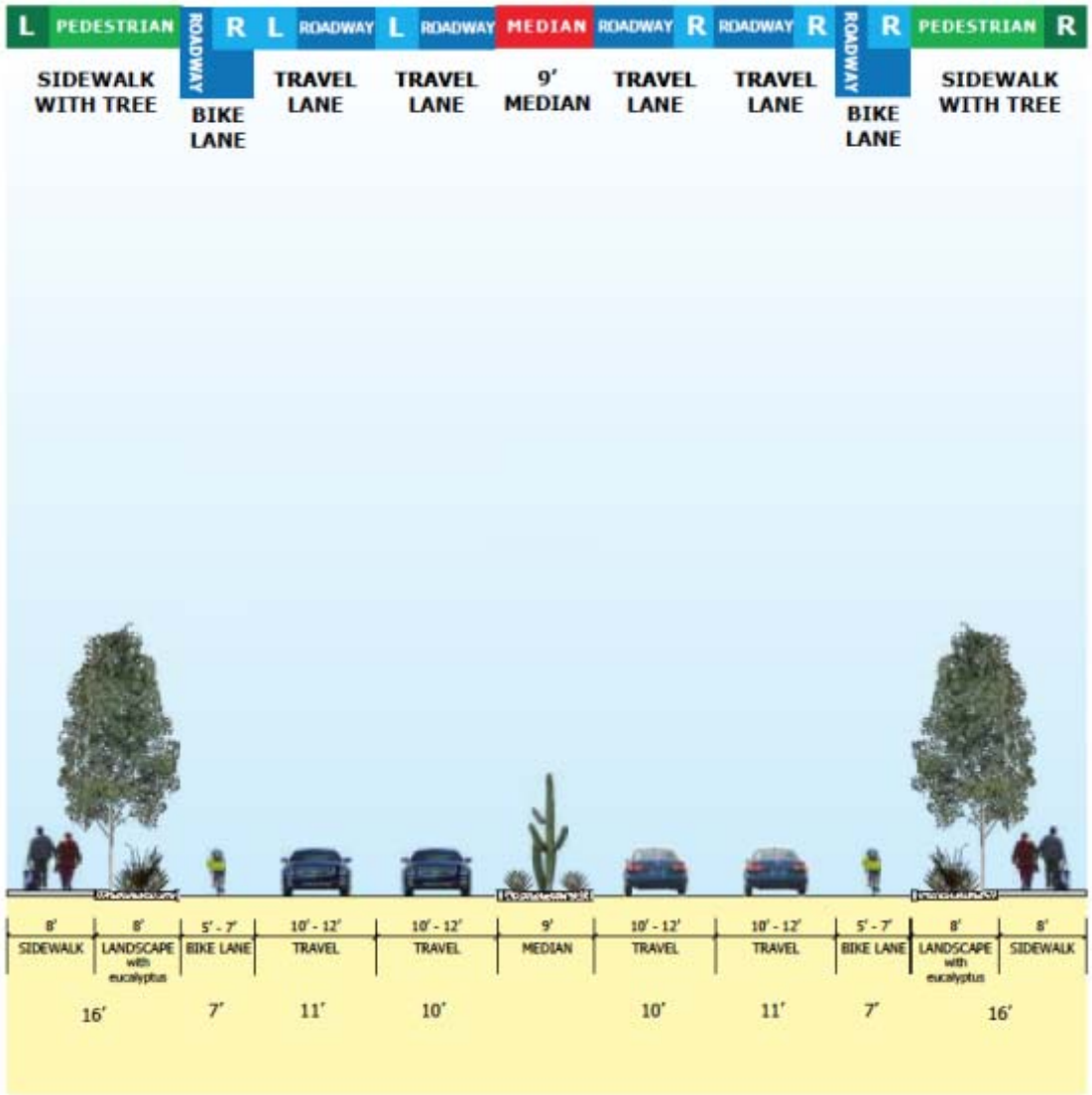
Four Lane

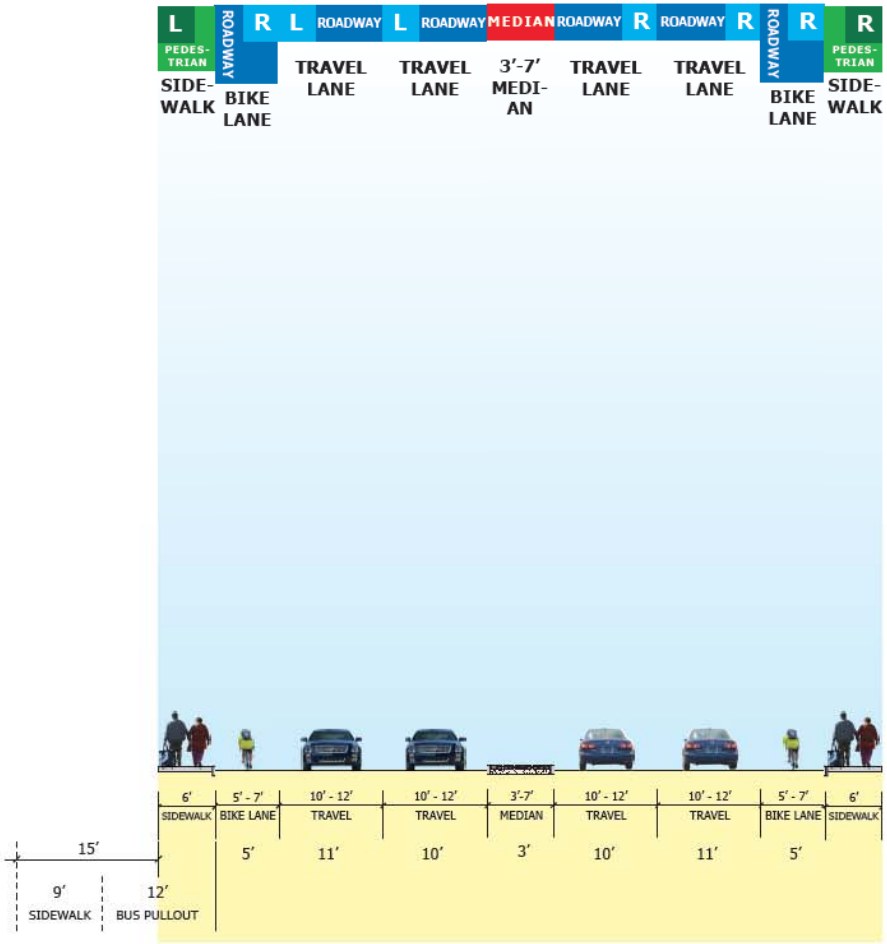
Potential R.O.W. Range – 92 to 130 feet



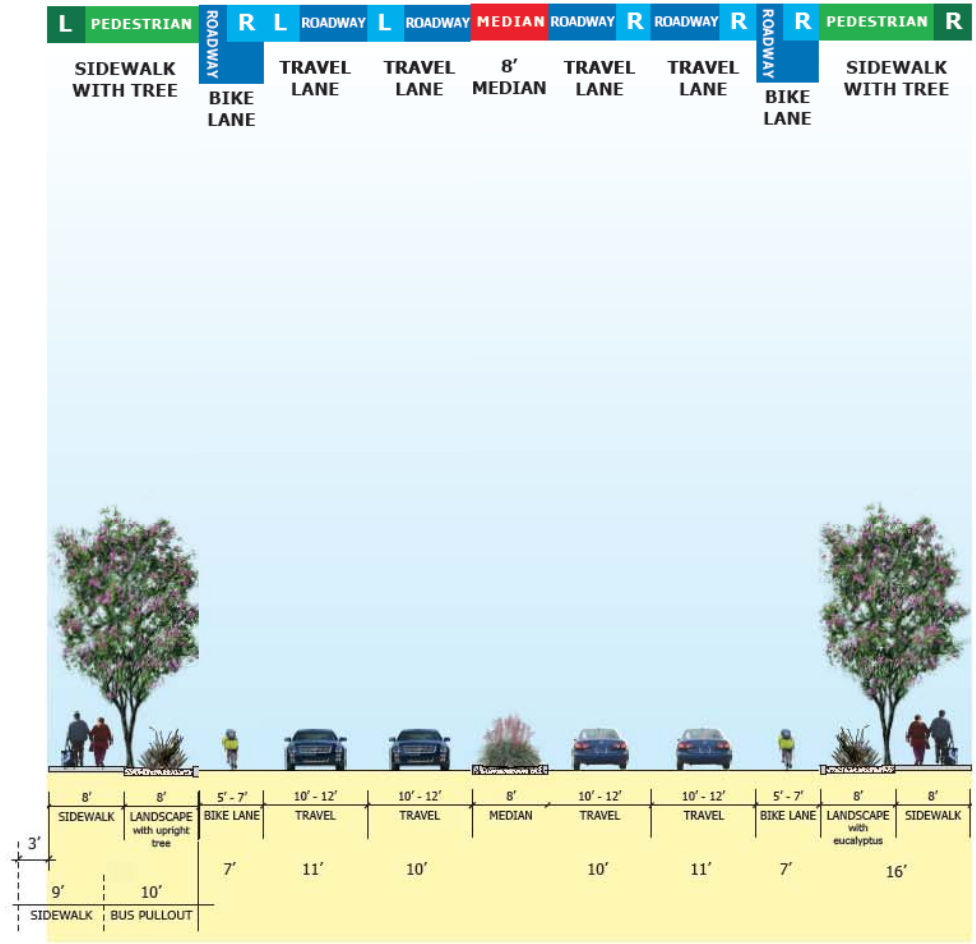
Option A: 97' Right-of-Way

Four Lane

Potential R.O.W. Range – 67 to 134 feet



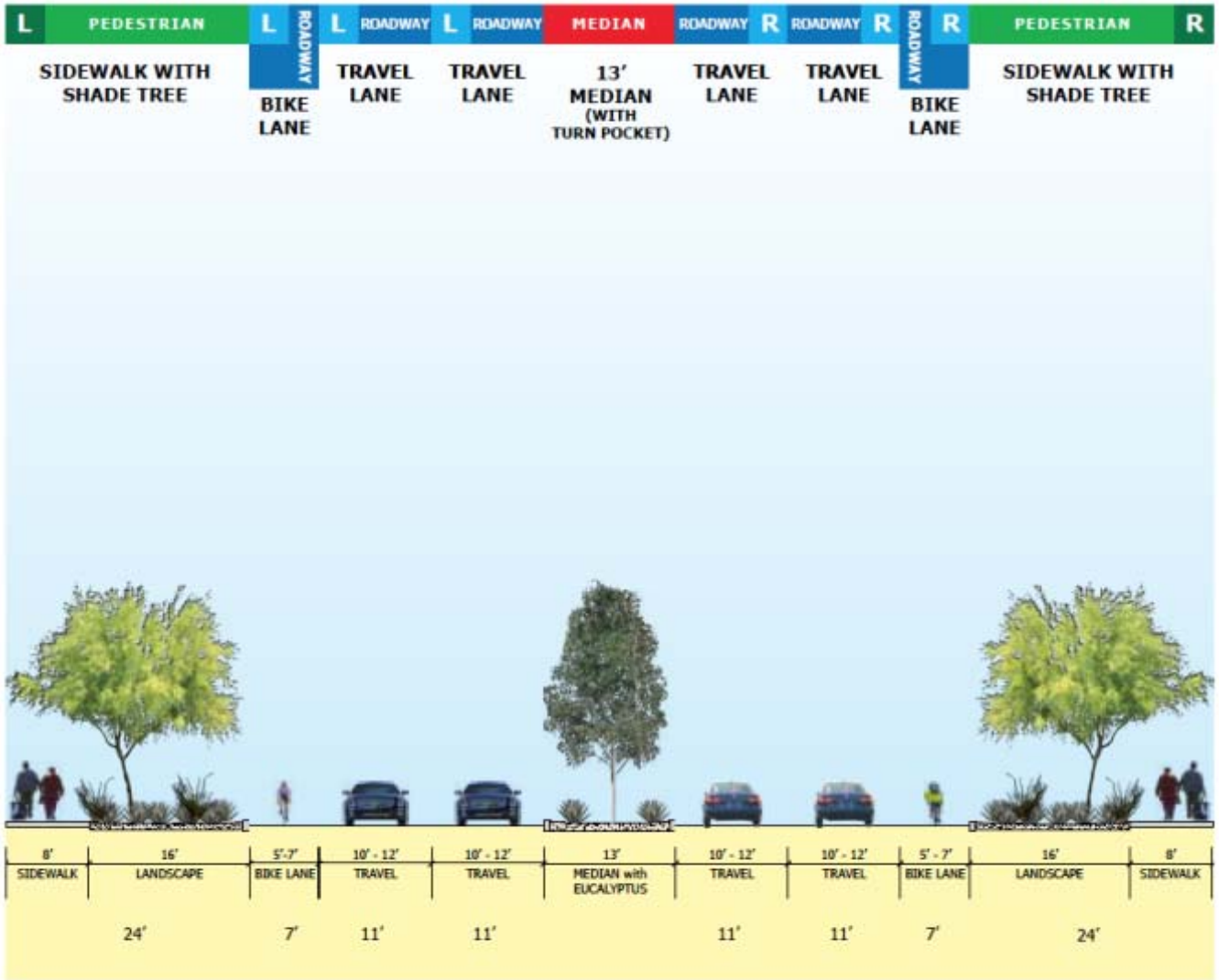
Option A1: 67' Right-of-Way



Option A2: 96' Right-of-Way

Four Lane

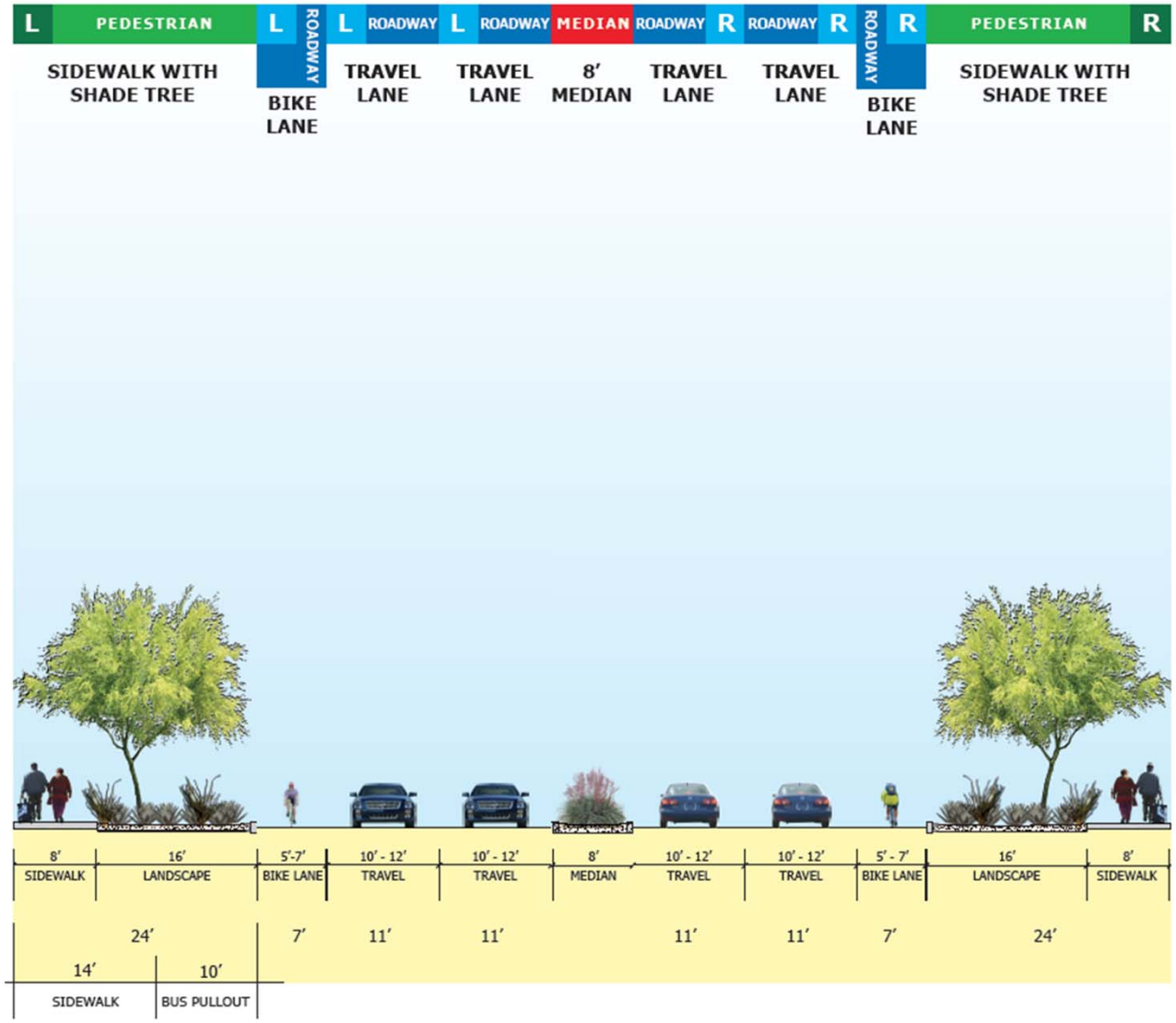
Potential R.O.W. Range – 92 to 130 feet



Option B: 119' Right-of-Way

Four Lane

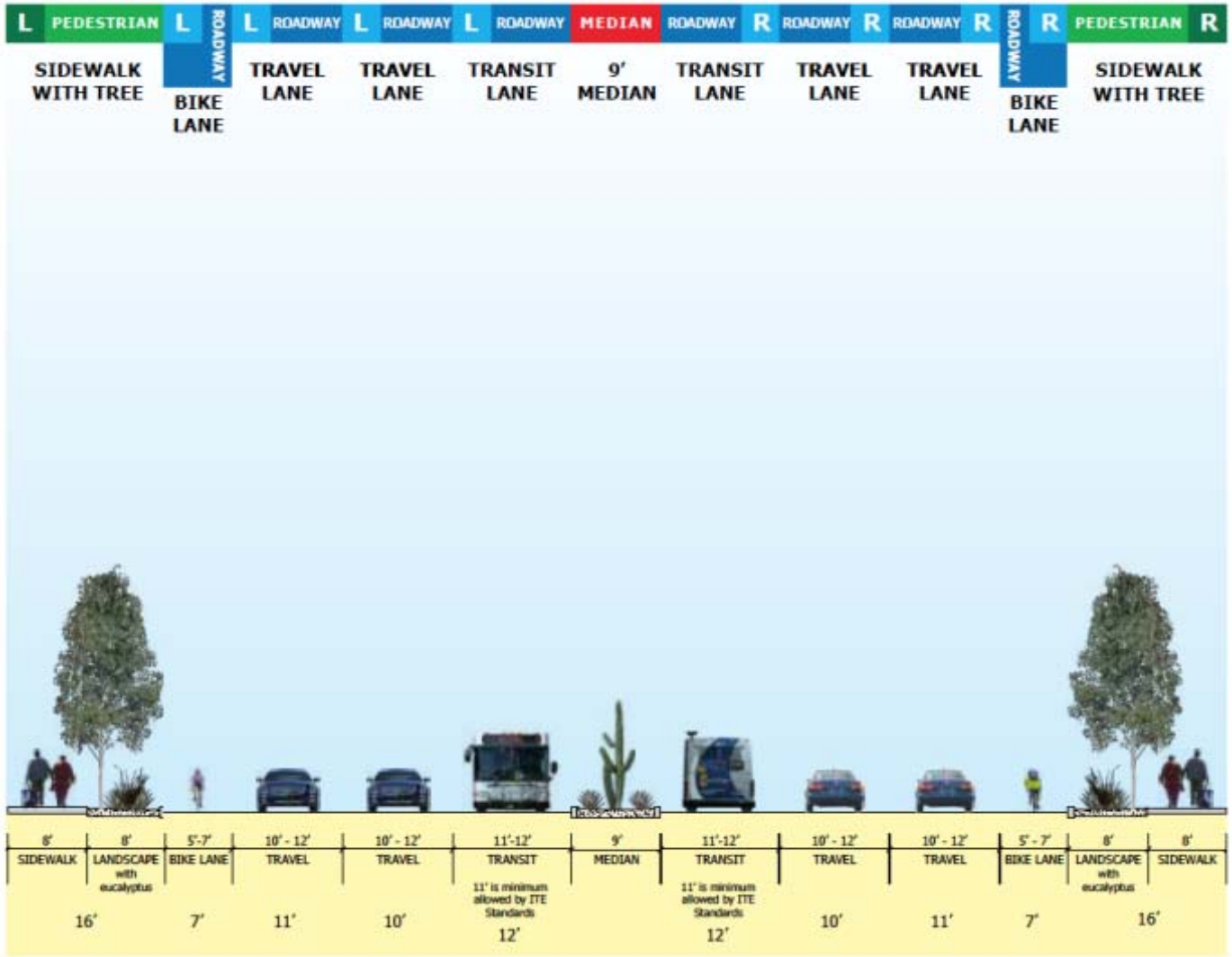
Potential R.O.W. Range – 67 to 134 feet



Option B: 112′ Right-of-Way

Four Lane plus Transit Lanes

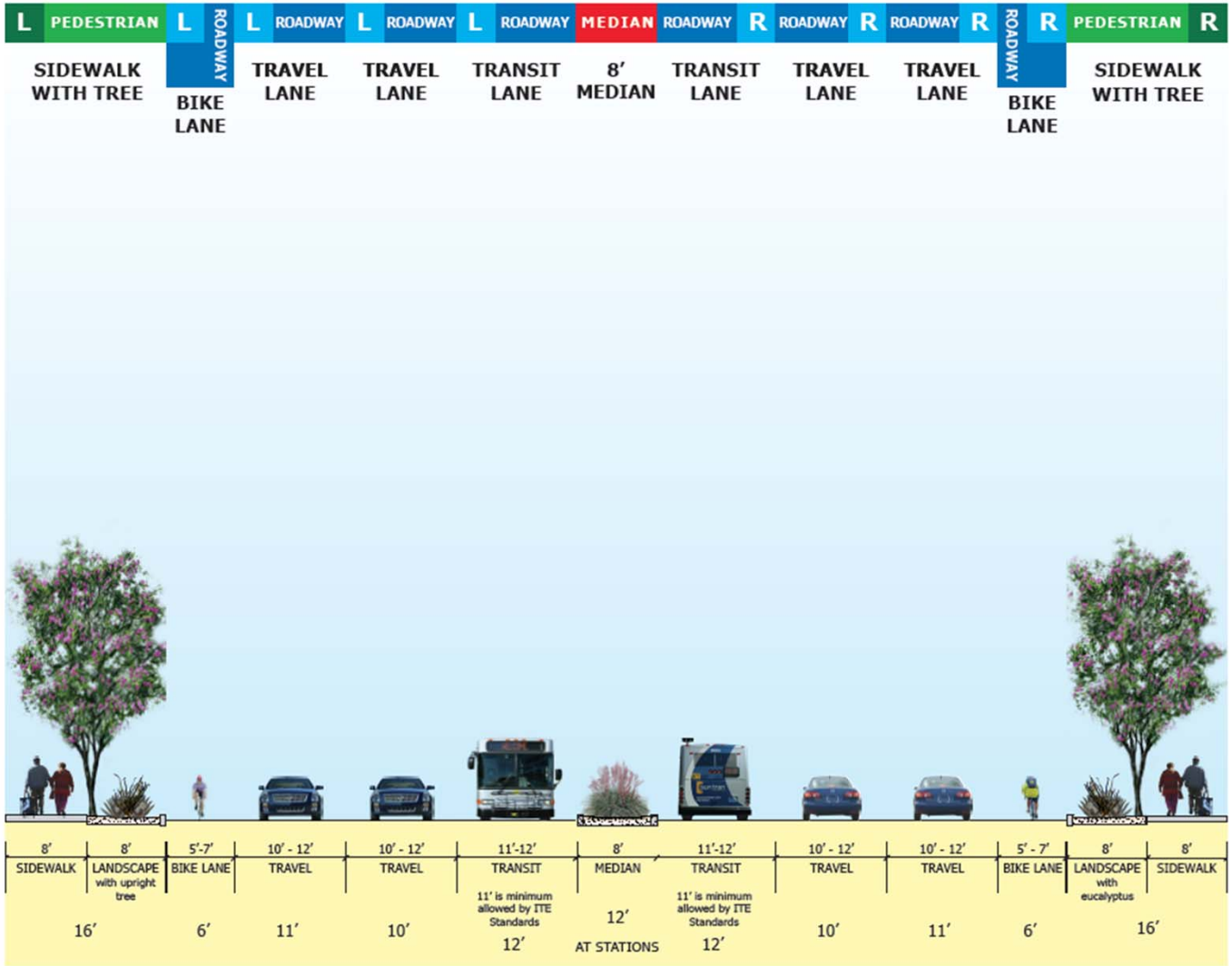
Potential R.O.W. Range – 116 to 154 feet



Option A: 121' Right-of-Way

Four Lane plus Transit Lanes

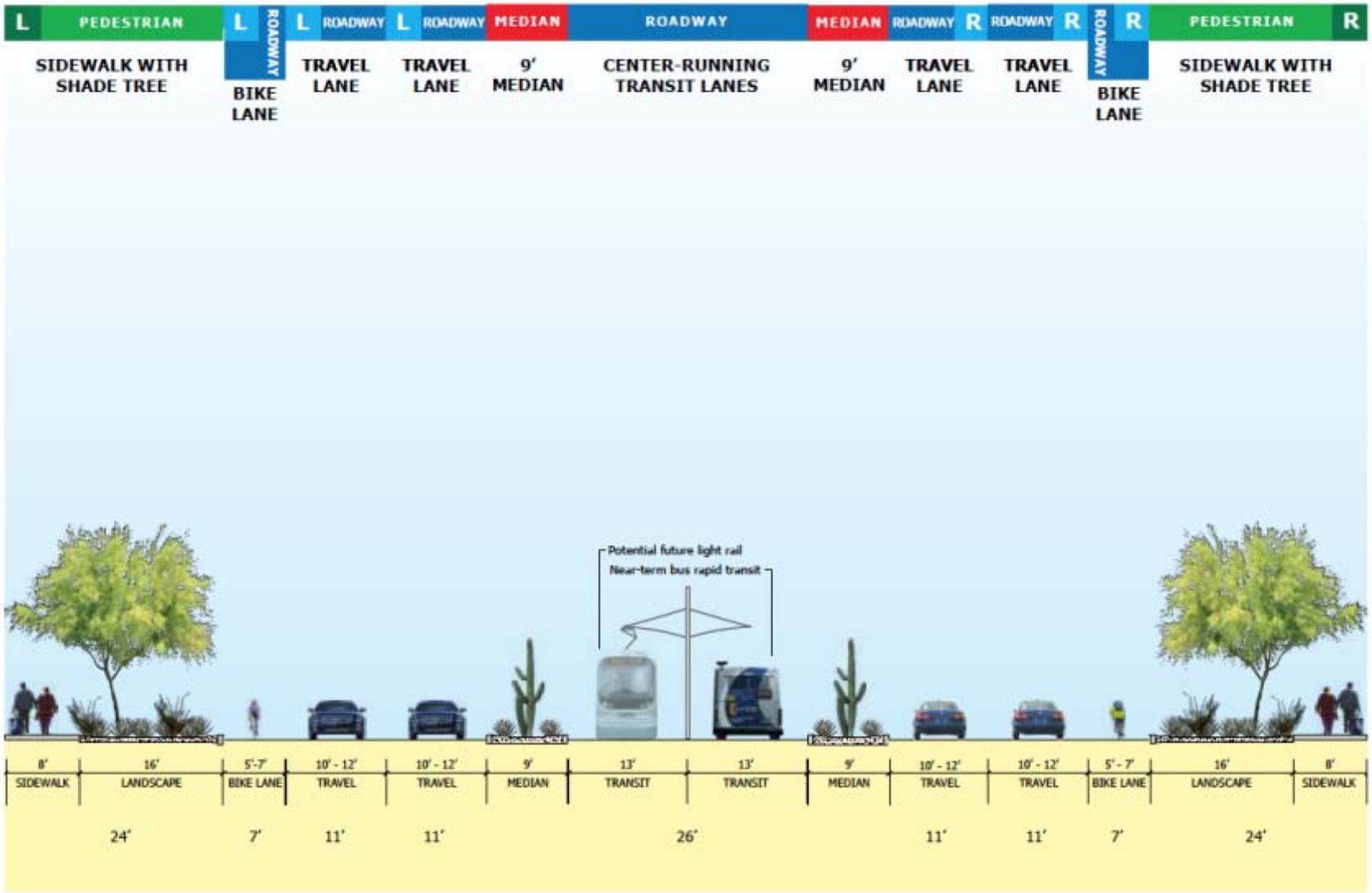
Potential R.O.W. Range – 89 to 156 feet



Option A: 118′ Right-of-Way

Four Lane plus Transit Lanes

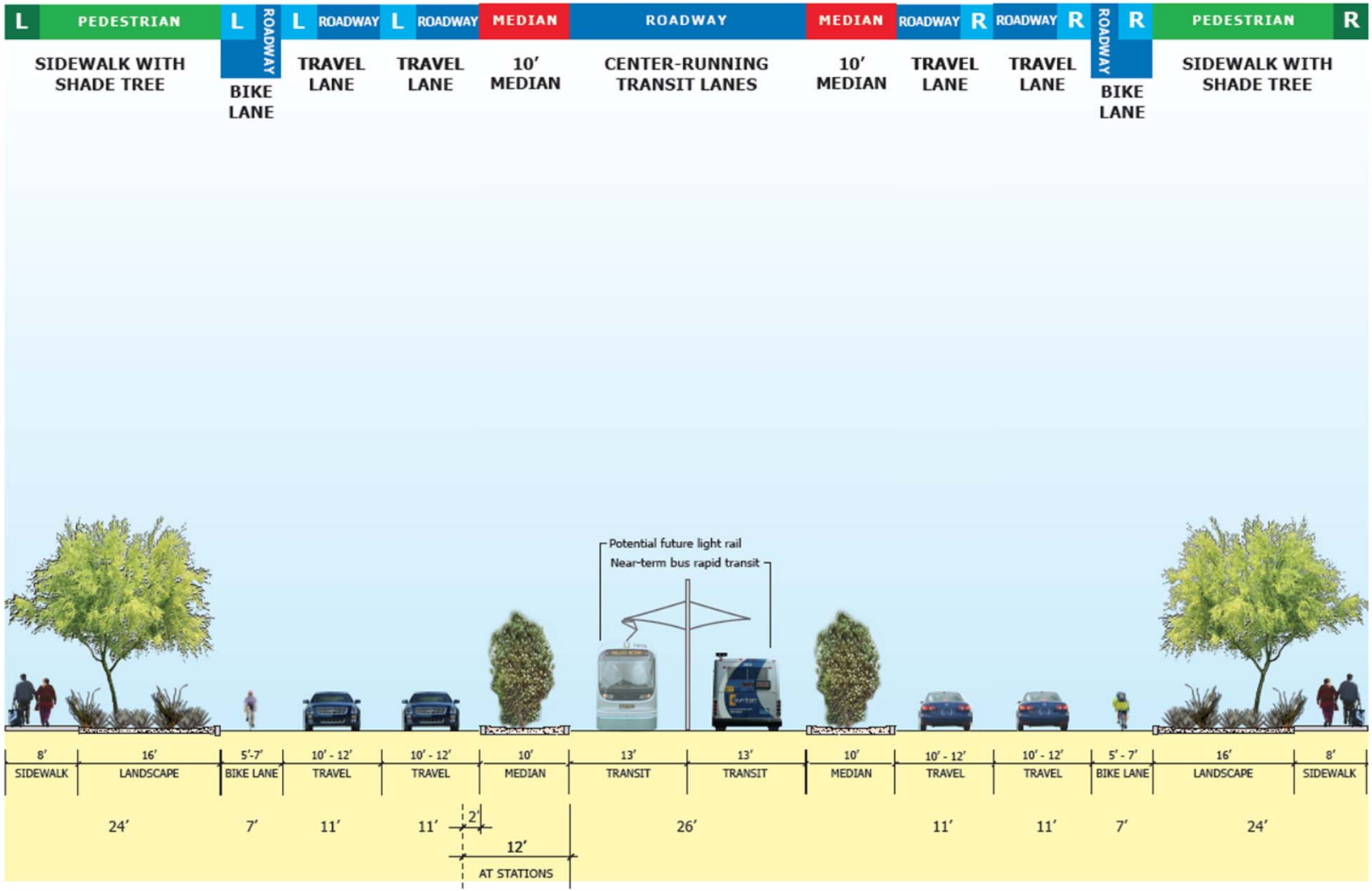
Potential R.O.W. Range – 116 to 154 feet



Option B: 150' Right-of-Way

Four Lane plus Transit Lanes

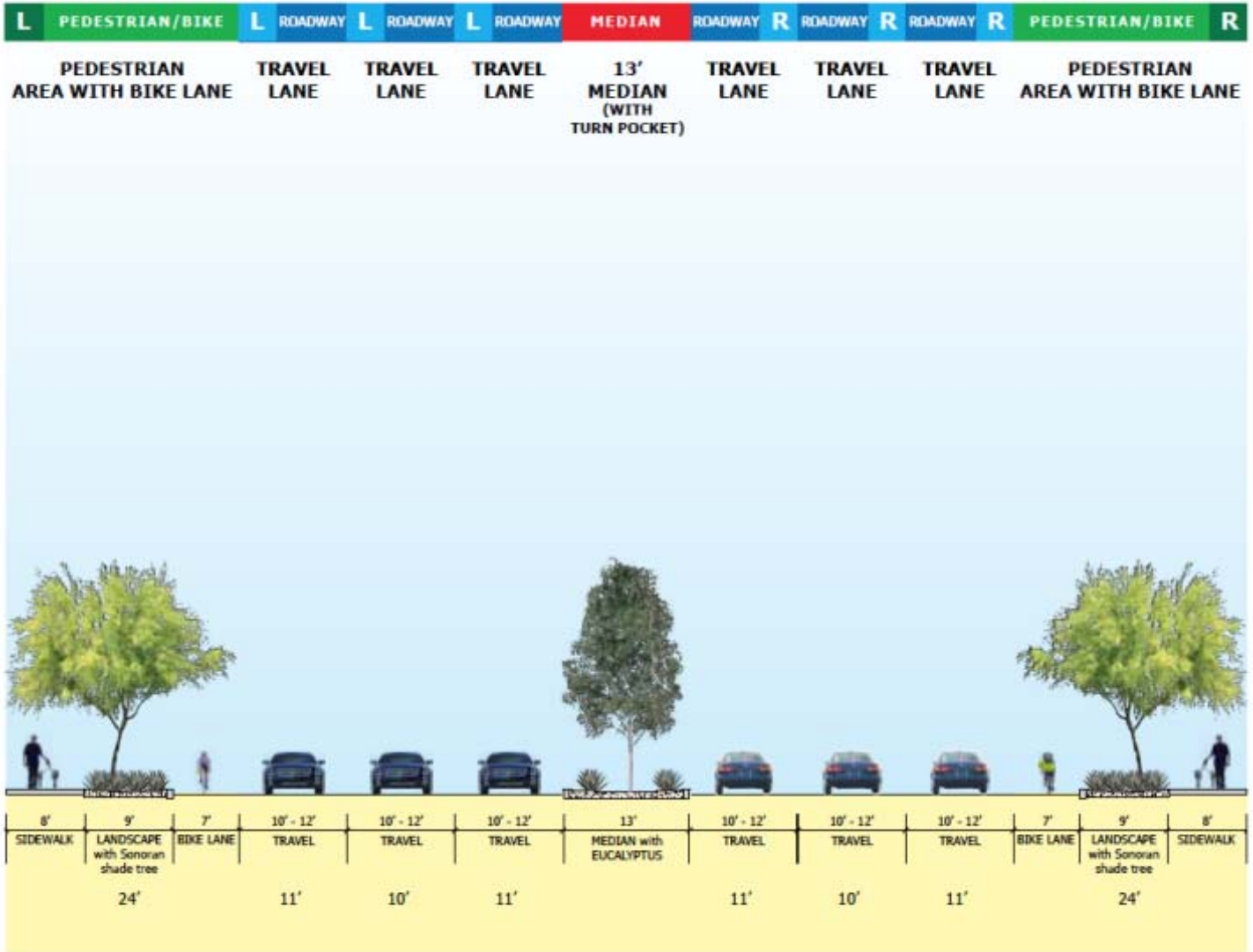
Potential R.O.W. Range – 89 to 156 feet



Option B: 152′ Right-of-Way

Six Lane

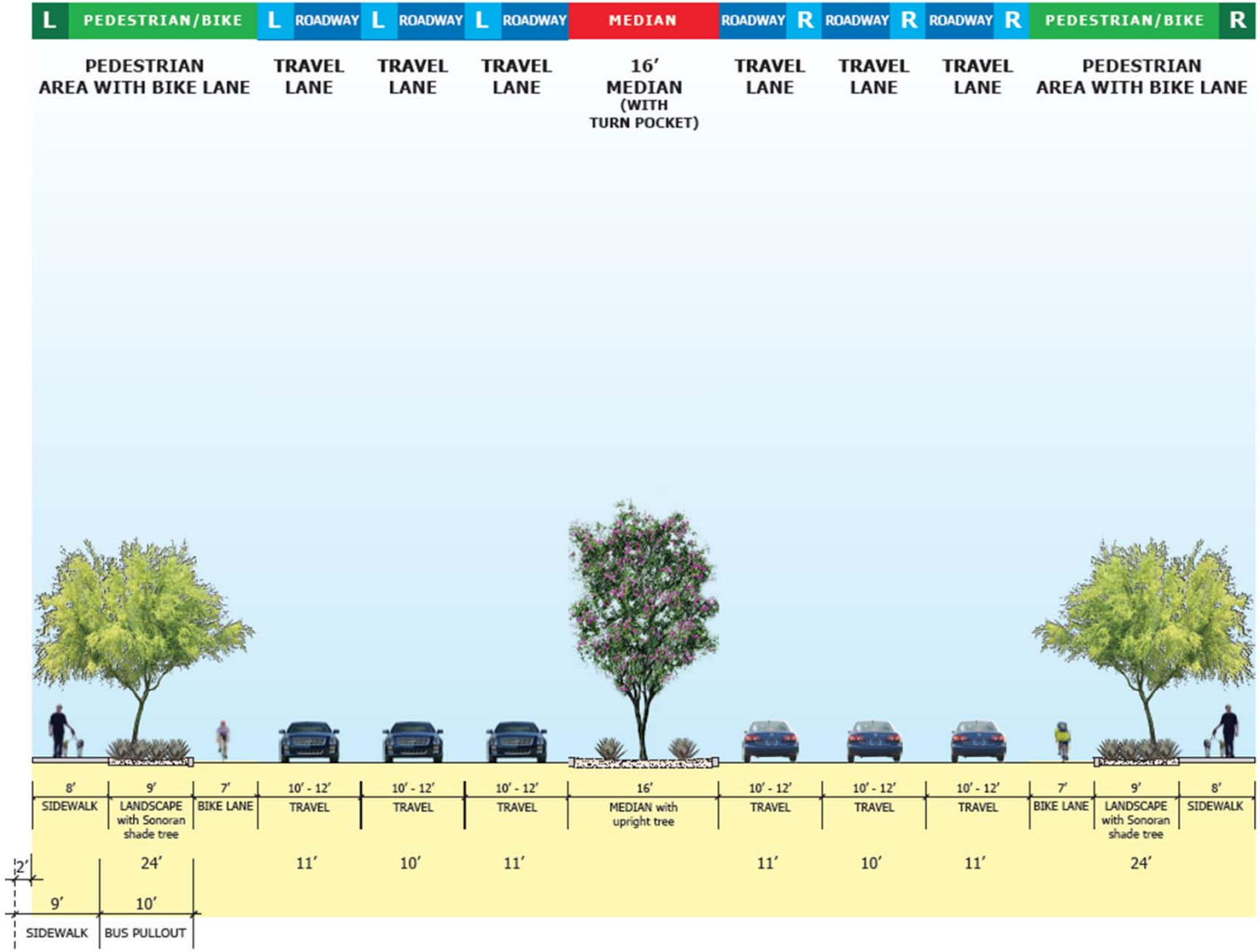
Potential R.O.W. Range – 114 to 152 feet



Option A: 125' Right-of-Way

Six Lane

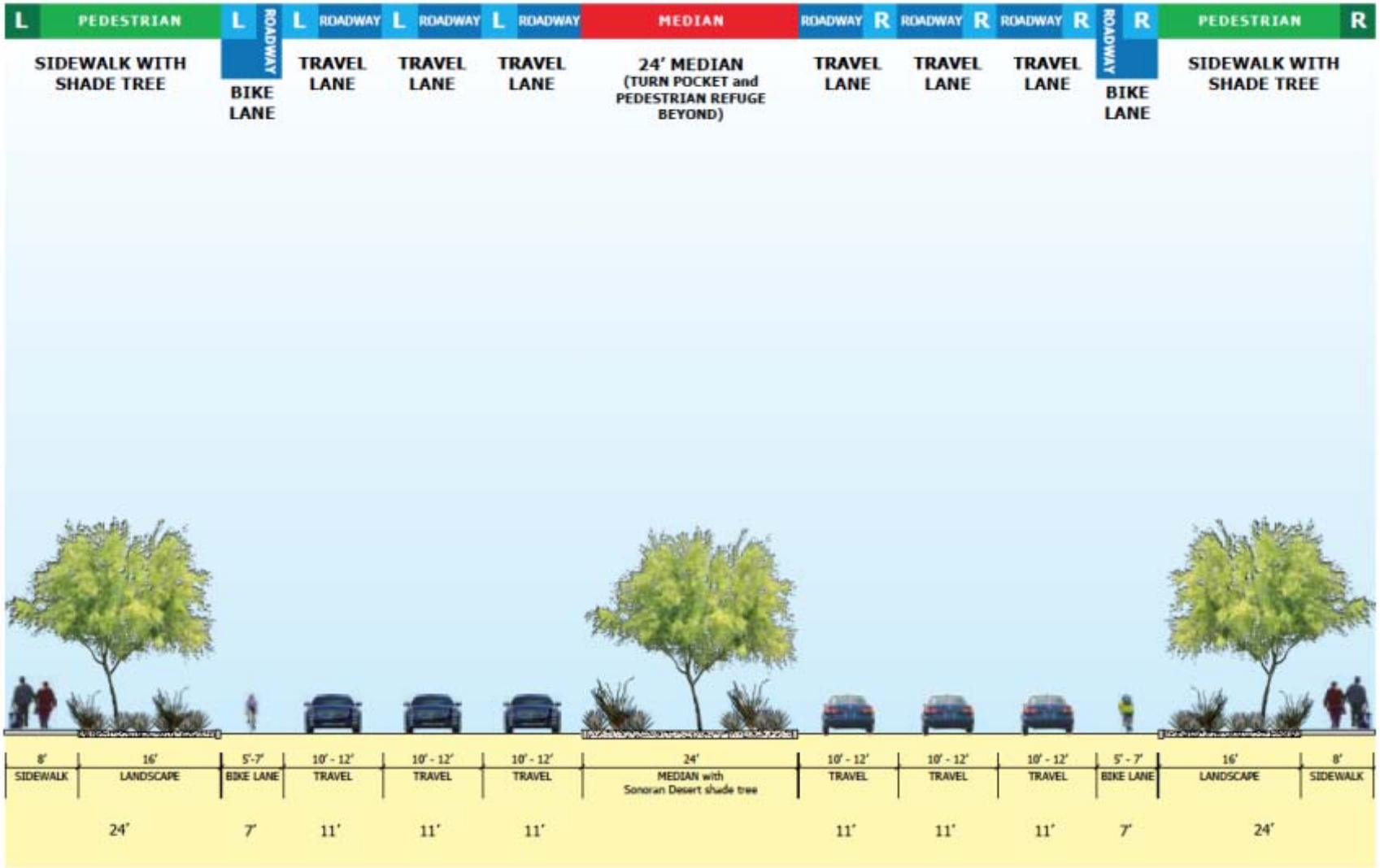
Potential R.O.W. Range – 89 to 152 feet



Option A: 128′ Right-of-Way

Six Lane

Potential R.O.W. Range – 89 to 152 feet

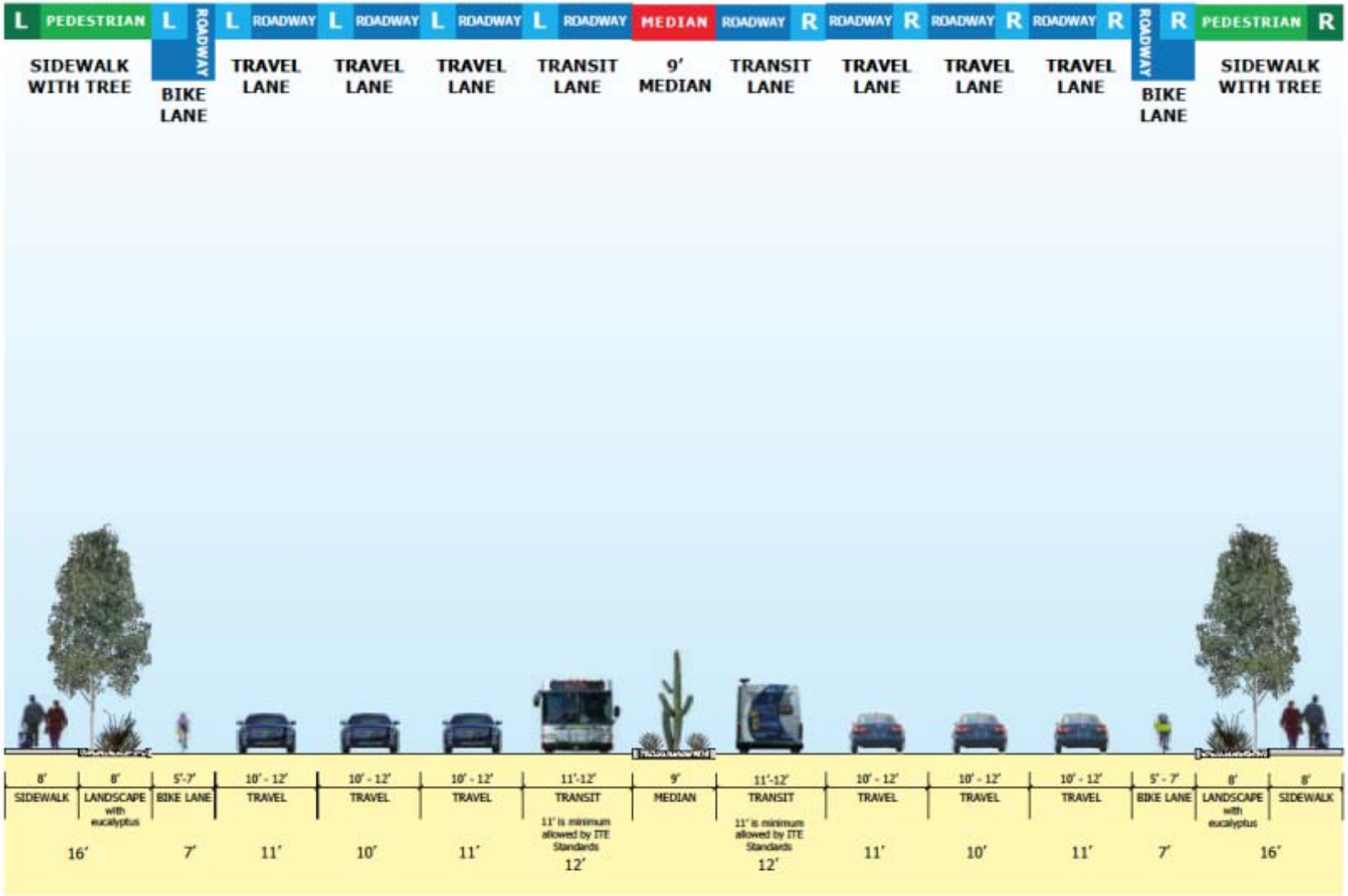


Option B: 152' Right-of-Way

No Change

Six Lane plus Transit Lanes

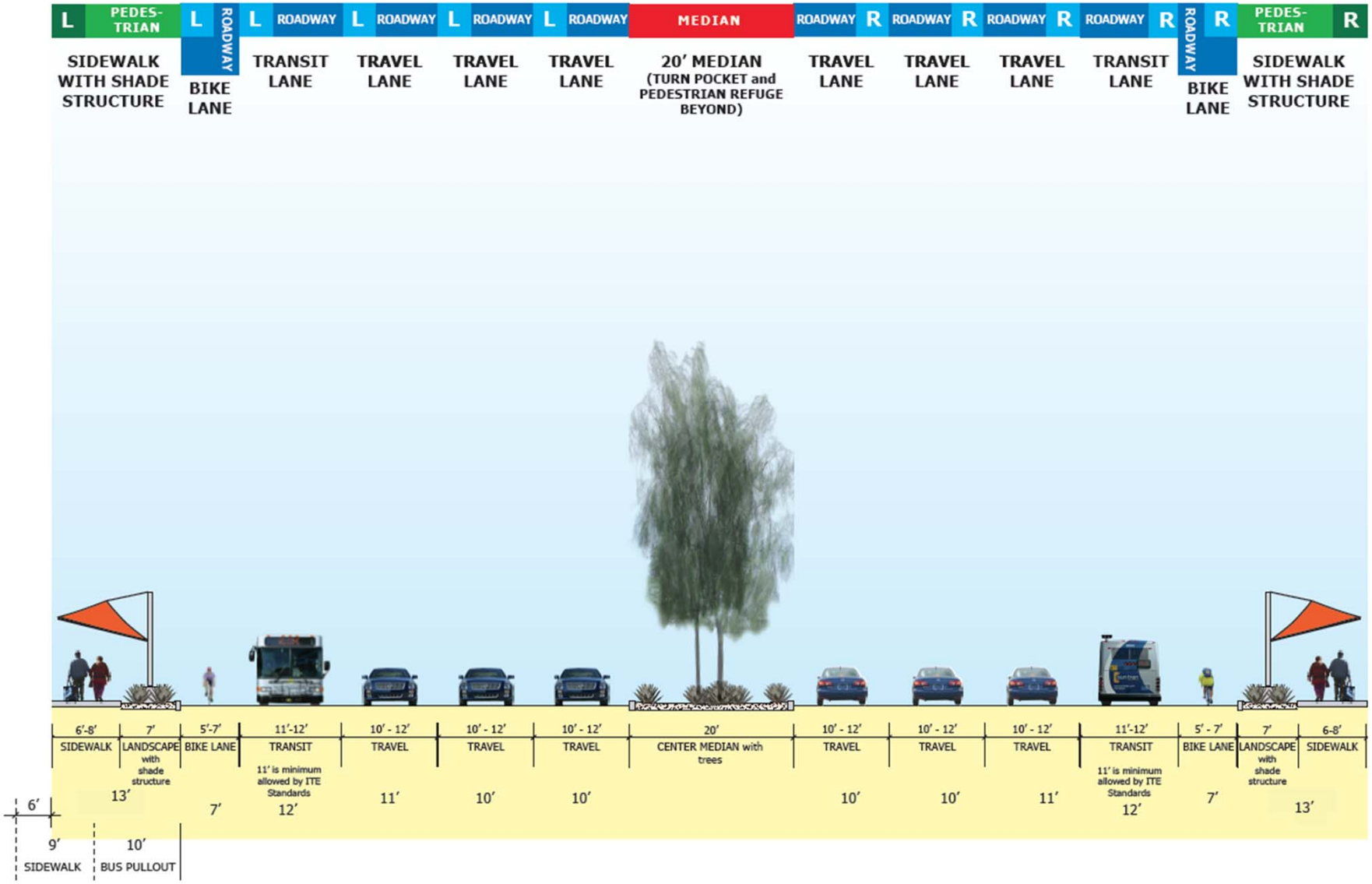
Potential R.O.W. Range – 138 to 172 feet



Option A: 143' Right-of-Way

Six Lane plus Transit Lanes

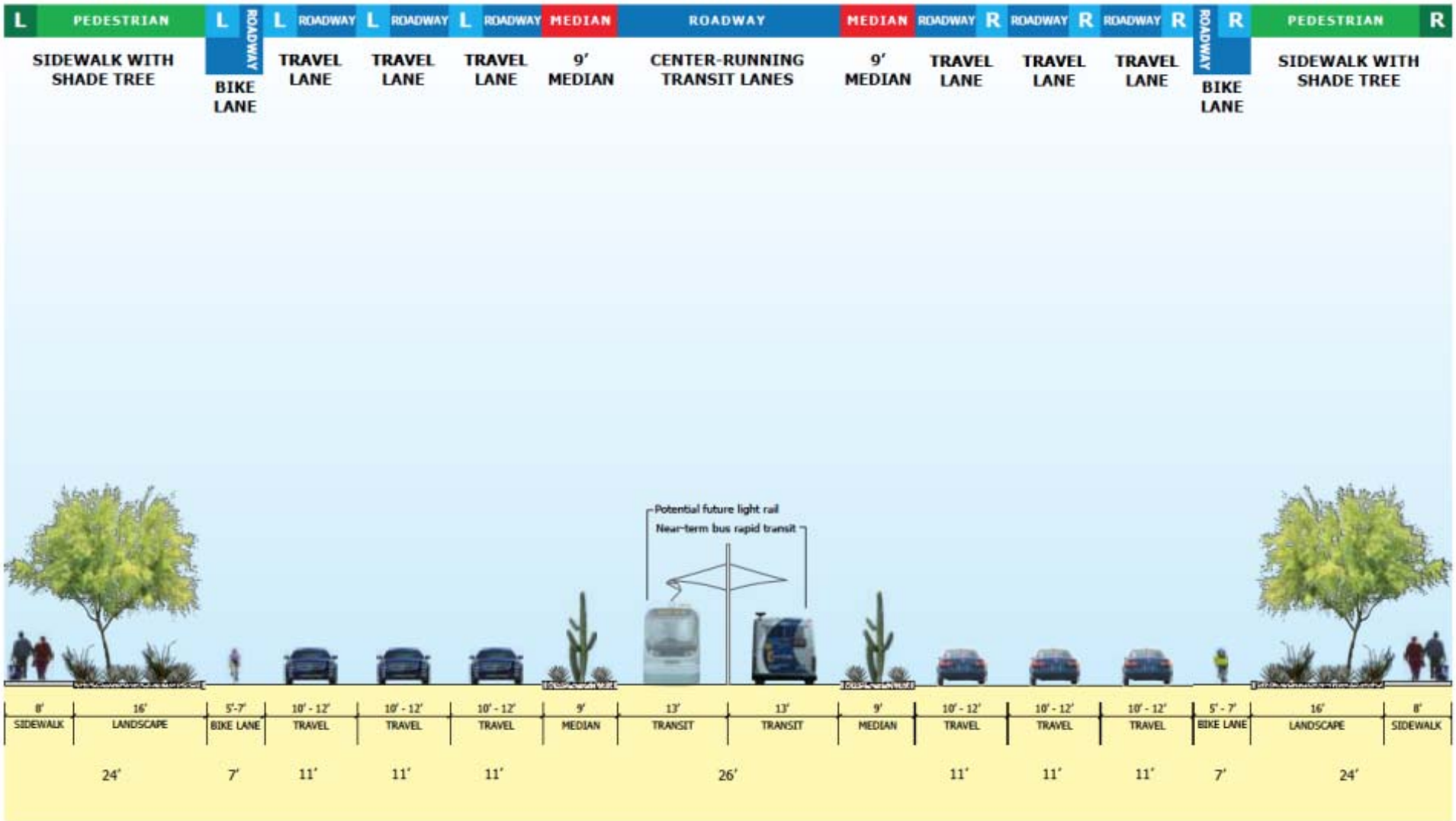
Potential R.O.W. Range – 109 to 174 feet



Option A: 143' Right-of-Way

Six Lane plus Transit Lanes

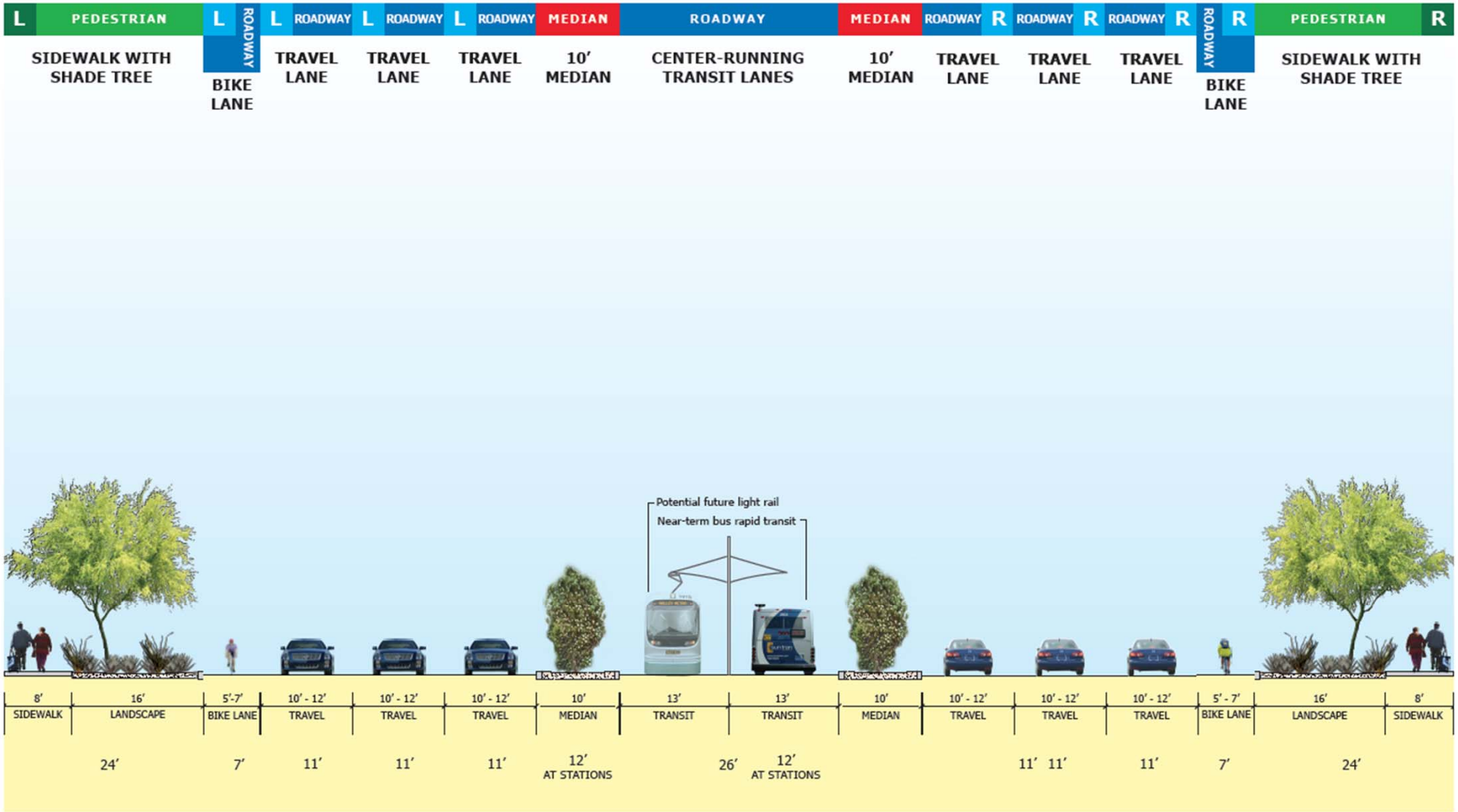
Potential R.O.W. Range – 138 to 172 feet



Option B: 172′ Right-of-Way

Six Lane plus Transit Lanes

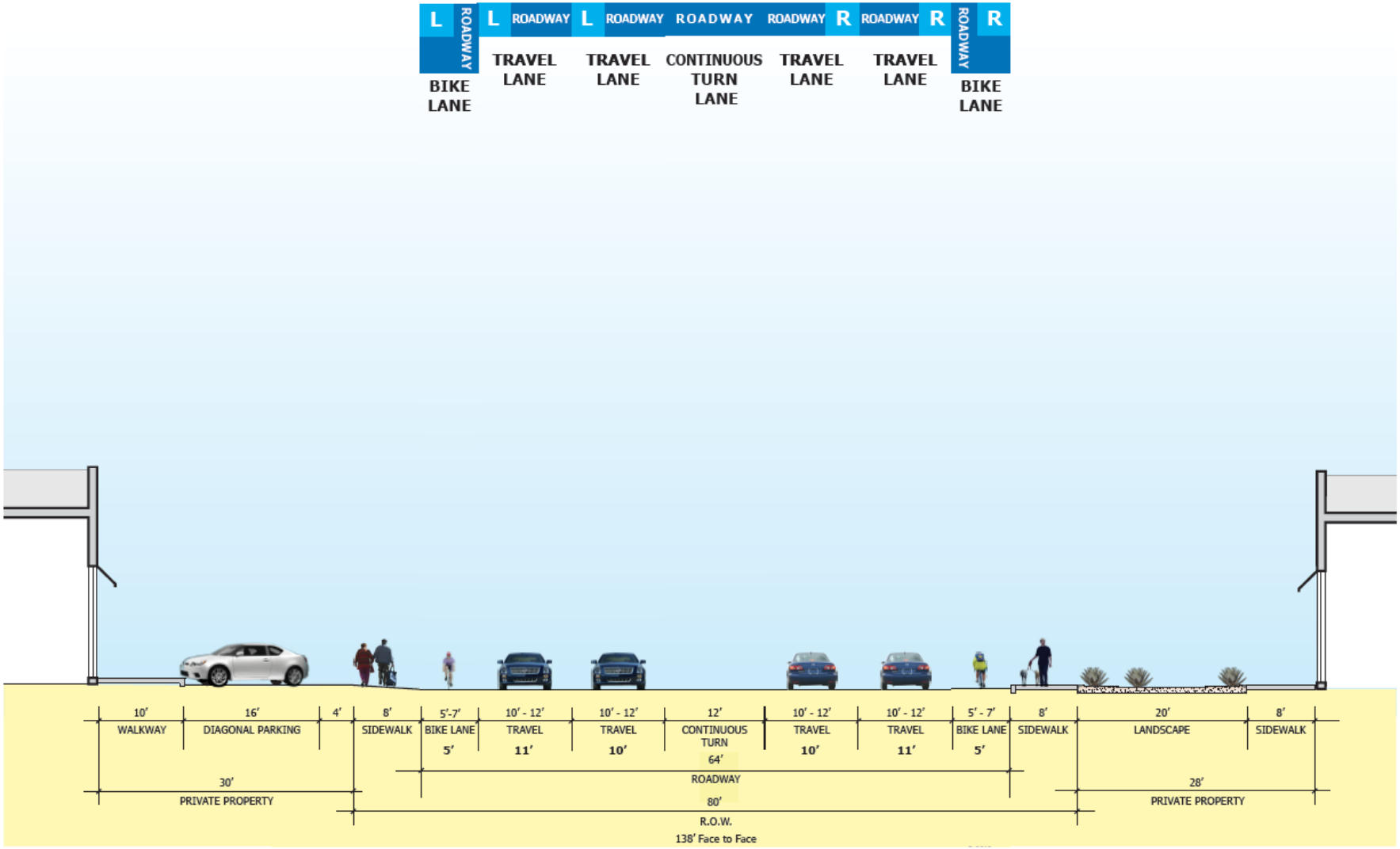
Potential R.O.W. Range – 109 to 174 feet



Option B: 174′ Right-of-Way

Local Access Lane Studies

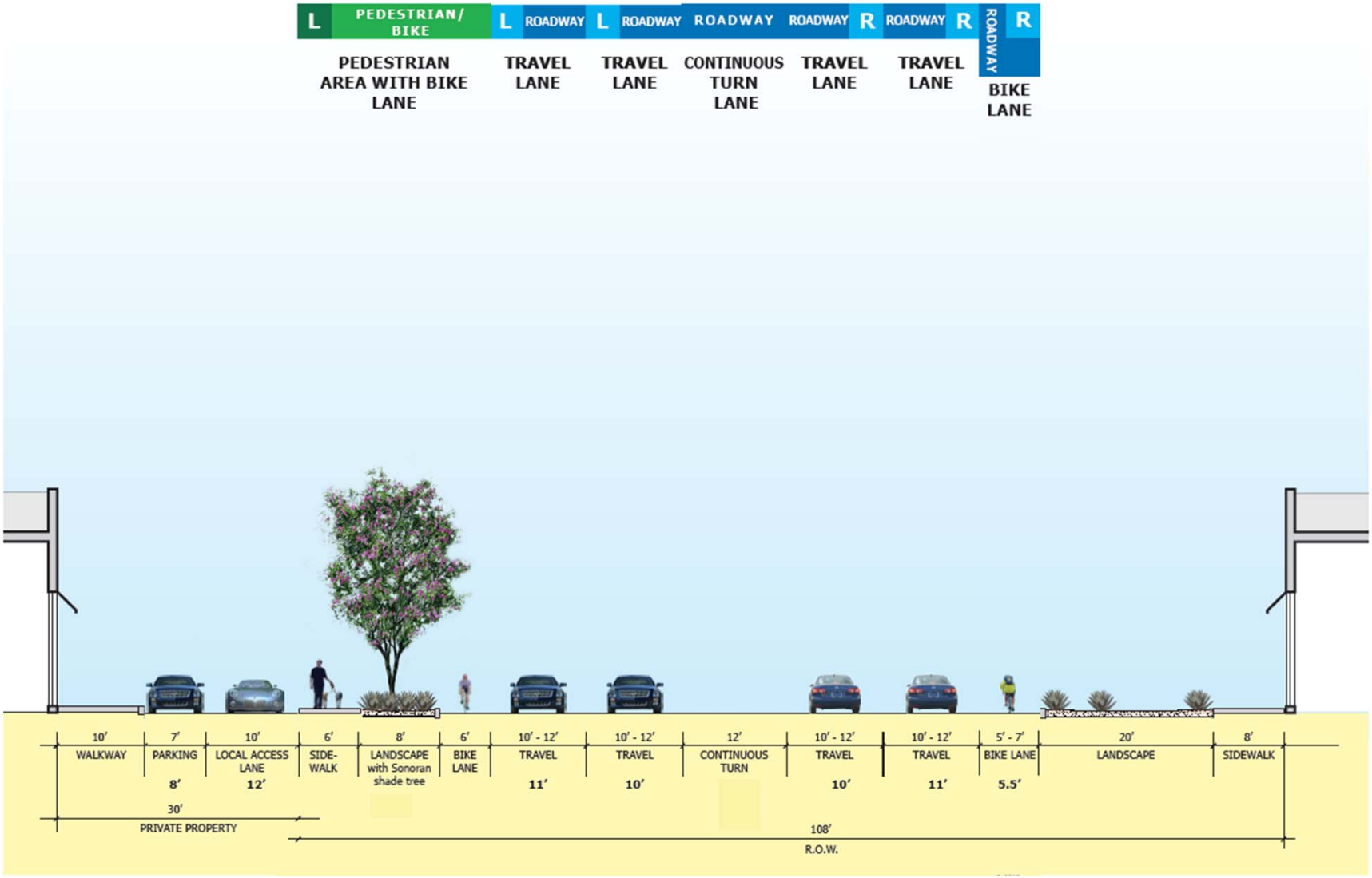
East of Campbell Concepts



Existing Condition

Local Access Lane Studies

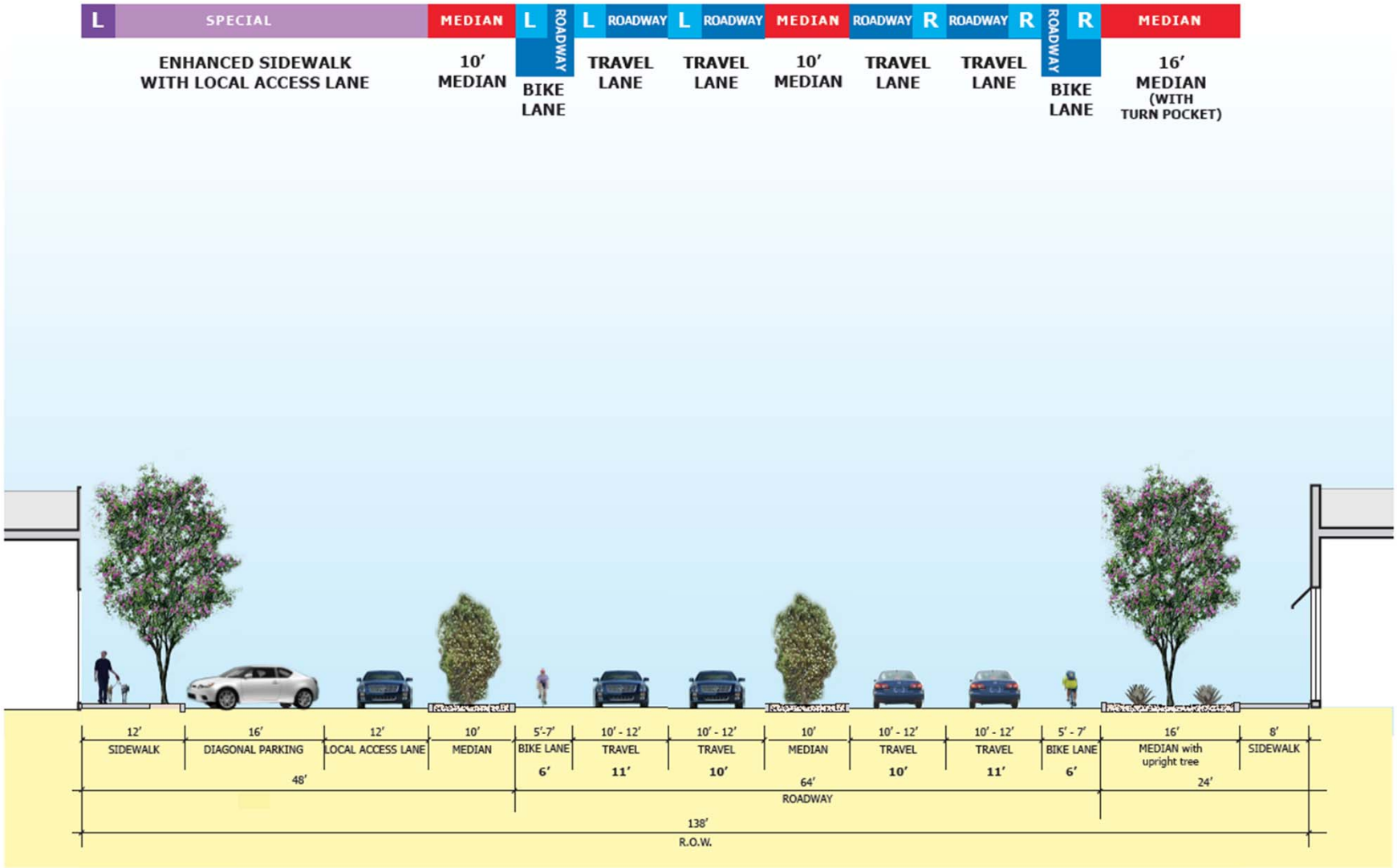
East of Campbell Concepts



Option A

Local Access Lane Studies

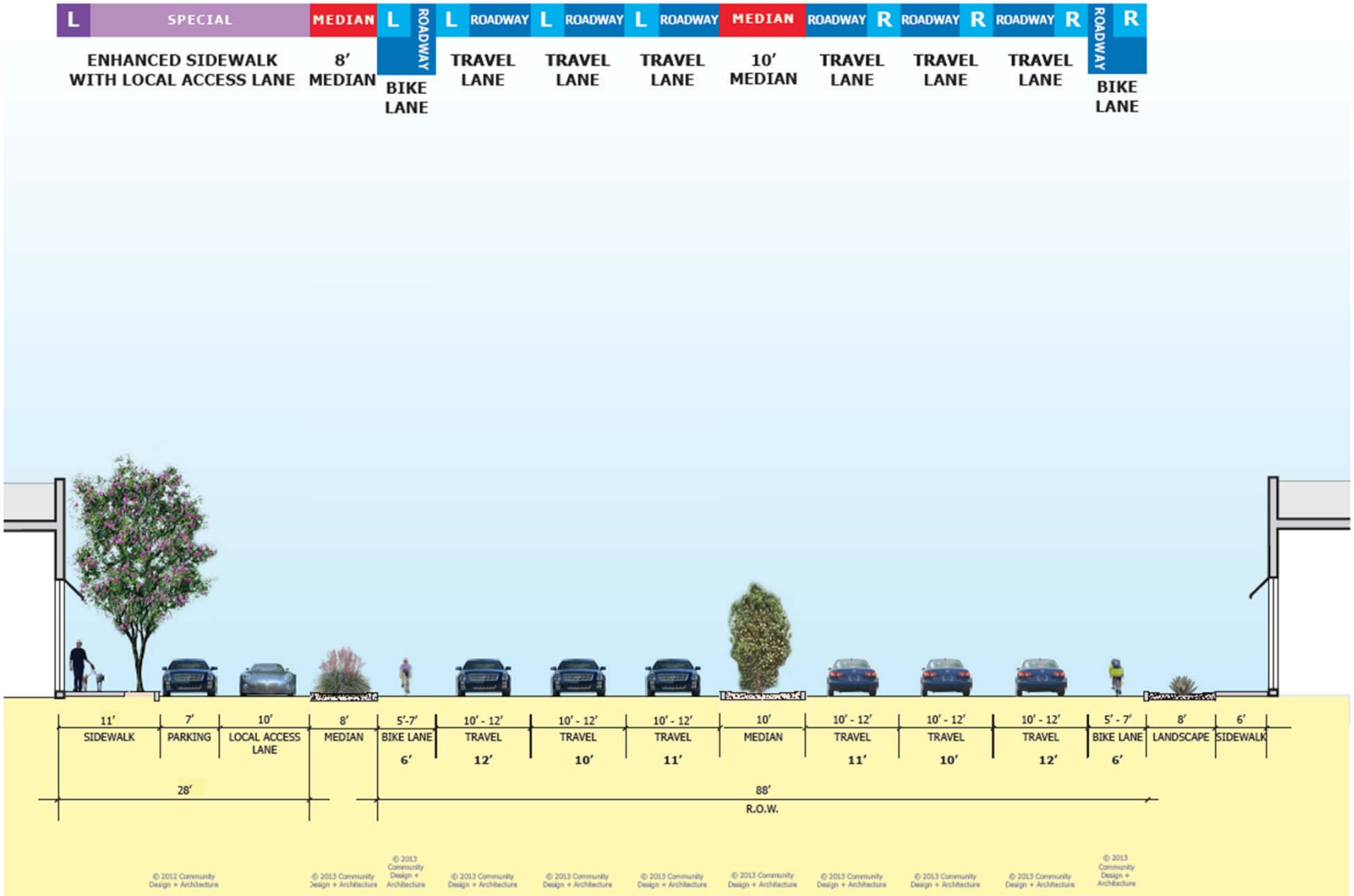
East of Campbell Concepts



Option B

Local Access Lane Studies

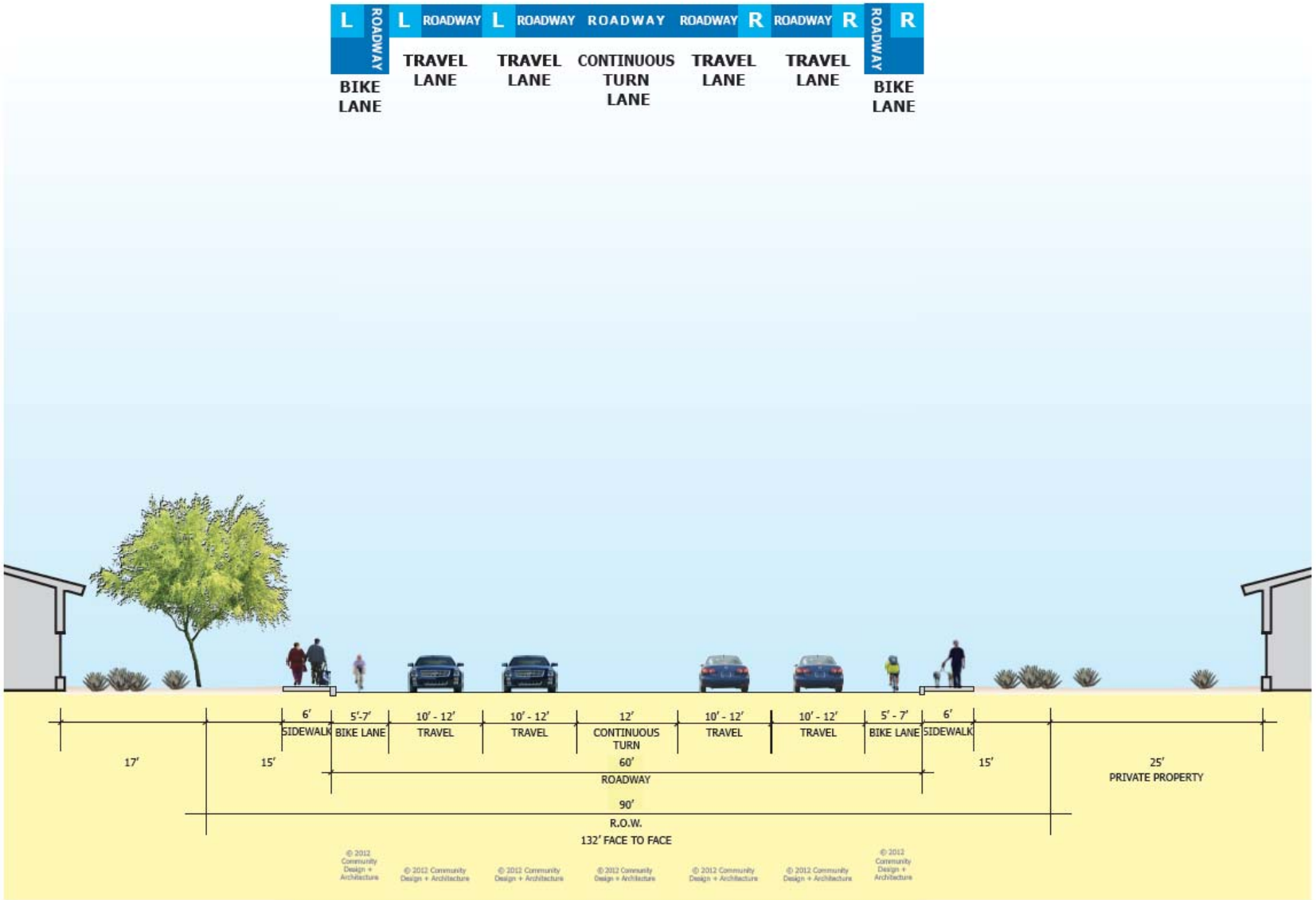
East of Campbell Concepts



Option C

Cross Section Studies

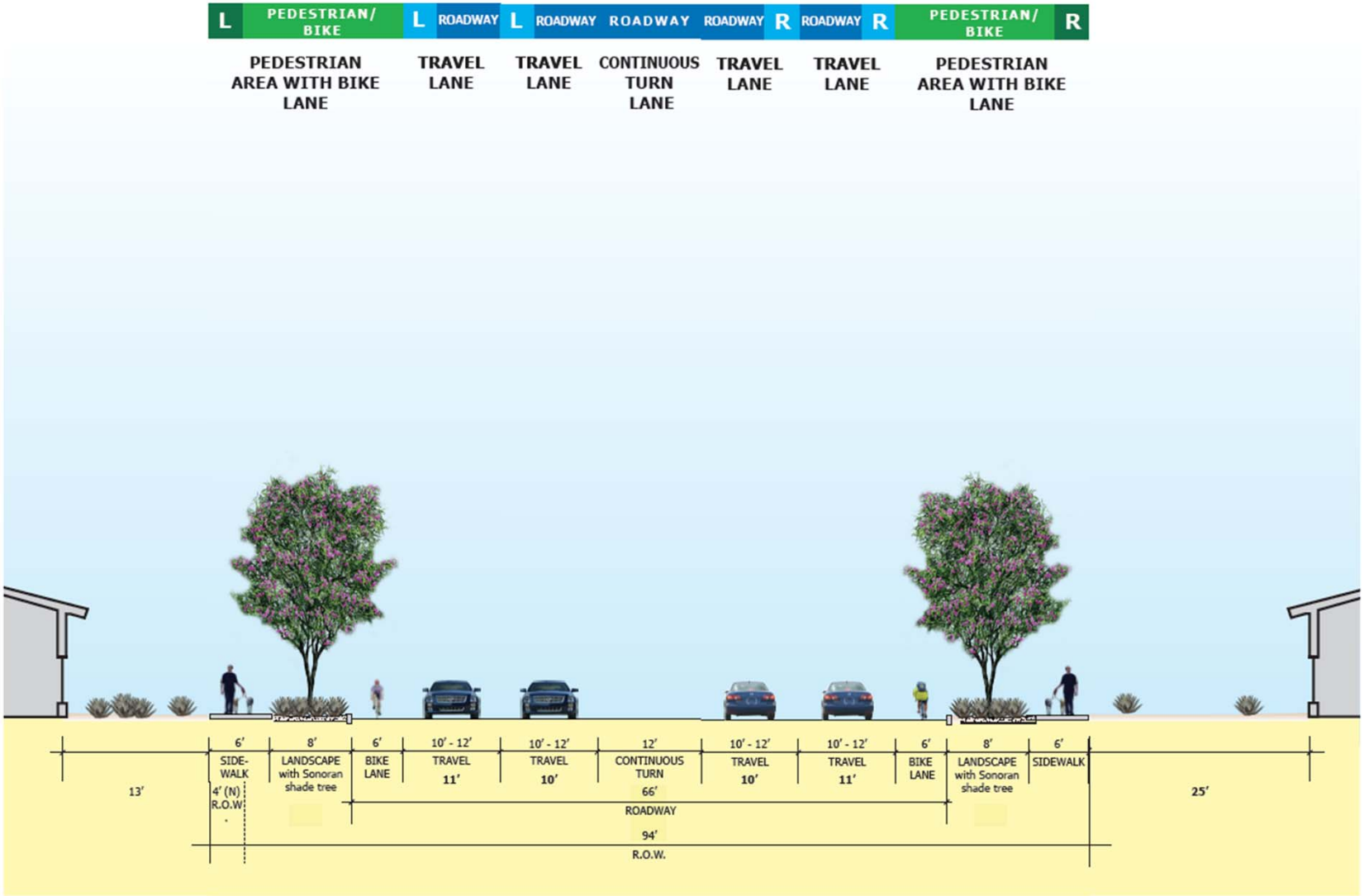
West of Campbell Concepts



Existing Condition

Cross Section Studies

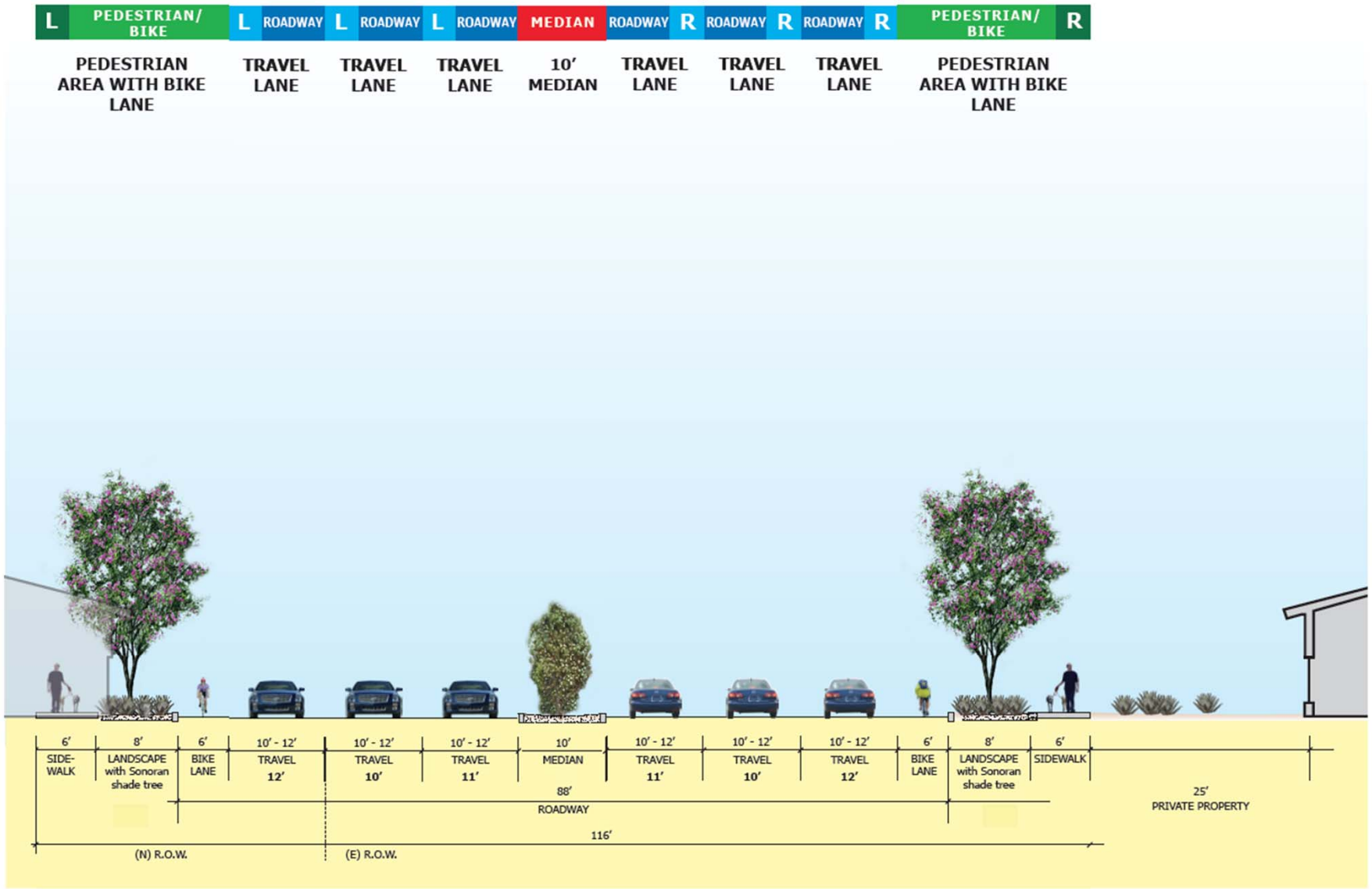
West of Campbell Concepts



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?

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