Table 7-5: Median Barrier Type Selection

		Median Width			
		Equal to or less than 36 feet (ft)	**Greater than 36 ft to less than 46 ft**	**Equal to 46 ft to less than 60 ft**	**Equal to or Greater than 60 ft**
NO PLANTINGS	**Barrier Type**	Type 60 concrete[1]	Consult HQ Traffic Operations Liaison	Type 60 concrete, Thrie beam or cable[3]	Thrie beam or cable[4]
	Placement	On centerline[2] pave up to face of barrier	Consult HQ Traffic Operations Liaison	Offset up to 17 ft and pave up to it, or on centerline (no paving)	On centerline
PLANTINGS	**Barrier Type**	Type 60 concrete[1]	Type 60 concrete or Thrie beam	Thrie beam	Thrie beam
	Placement	On each side of planting, pave up to the barrier	Consult HQ Traffic Operations Liaison	On each side of plantings, minimum offset 17 ft	On each side of plantings, minimum offset 17 ft

[1]Obtain approval from the Headquarters Traffic Operations Liaison, in consultation with the District Maintenance Engineer for using thrie beam barrier

[2]Except when offset for barrier openings

[3]High tension cable barrier requires approval by the Headquarters Traffic Operations Liaison and Deputy District Directors of Traffic Operations and Maintenance

[4]Low tension cable barrier or high tension cable barrier requires approval by the Headquarters Traffic Operations and Deputy District Directors of Traffic Operations and Maintenance

Concrete barrier requires little maintenance; consequently, traffic is not disrupted by extensive maintenance operations, and maintenance workers are not exposed to large volumes of relatively high-speed traffic. Concrete barrier is believed to have the highest percentage of unreported "accidents" since, in shallow angle collisions with this barrier most vehicles are redirected with minimal damage and can be driven away. Finally, this barrier is the cleanest and has no projections to collect debris.

If appurtenances are needed on top of concrete barriers, such as steel sign posts, refer to Topic 7-03.2(2) for guidance and restrictions.

Proposed appurtenances on top of concrete barriers, such as steel sign supports or chain link fence, must be approved by the District Traffic Safety Engineer and documented in the project files.

2. *Thrie Beam Barrier*: This barrier is semi-rigid and may deflect up to 2 feet on impact, providing some dissipation of energy through the displacement of posts and flattening of barrier elements. Thrie beam barrier can sustain minor impacts without requiring immediate and extensive restoration work. This barrier system is wider than concrete barrier, and has higher maintenance costs. Vegetation control should be considered beneath thrie beam barrier, and details are in the Standard Plans. If an aesthetic appearance for thrie beam barrier elements is desired, refer to Topic 7-03.6(5)(g), Aesthetic Metal Guardrail Treatment, for options.

For new installations of thrie beam barrier, a minimum distance of 17 ft between the face of rail and the edge of travel way shall be provided for maintenance activities. If the 17 ft distance cannot be provided due to plantings, concrete barrier should be placed instead.

Thrie beam barriers may also be installed in medians where there is a history of sand accumulation the median due to high wind, or in designated Federal Emergency Management Agency floodplain areas. Refer to Table 7-5 for requirements for exceptions where thrie beam barrier is necessary under these conditions.