

Submitted to  
IPENZ Transportation  
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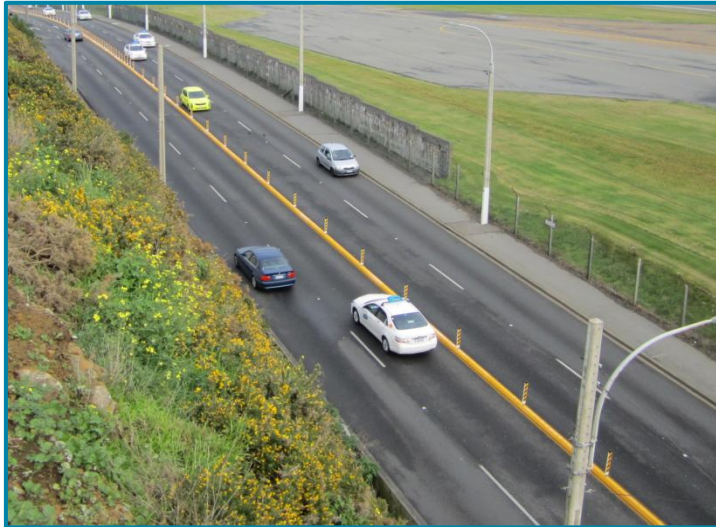
# No Room for a Median Treatment? Think Again

Rob Partridge, MWH



# Aim

To provide feedback to the industry on the application and performance of a median separation kerb and flexible post treatment



# What are we going to cover?

Setting the Scene

Initial Treatment

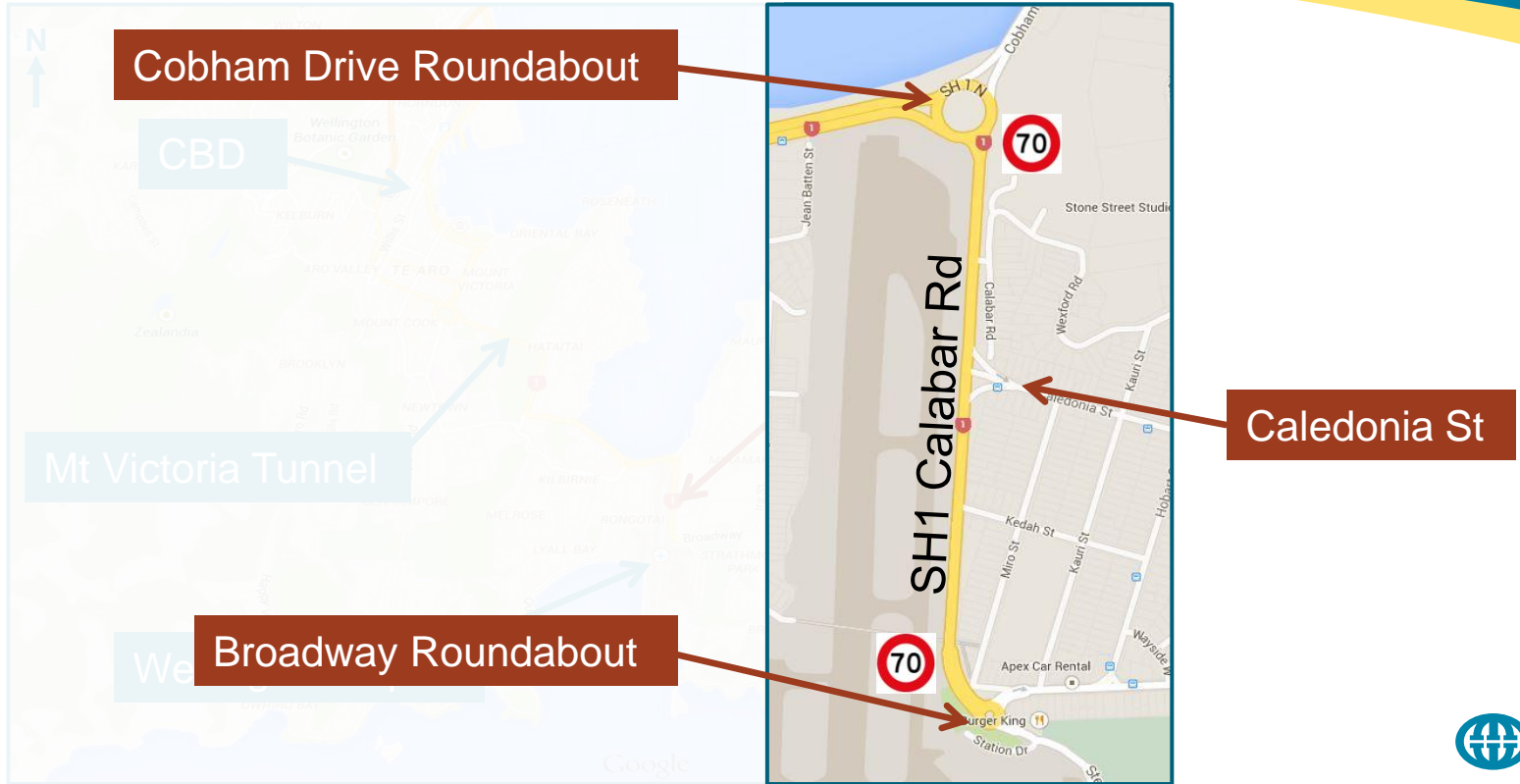
Separation Kerb Treatment

Post-Construction Assessment

Summary



# Setting the Scene



# Setting the Scene



# Setting the Scene – Calabar Road



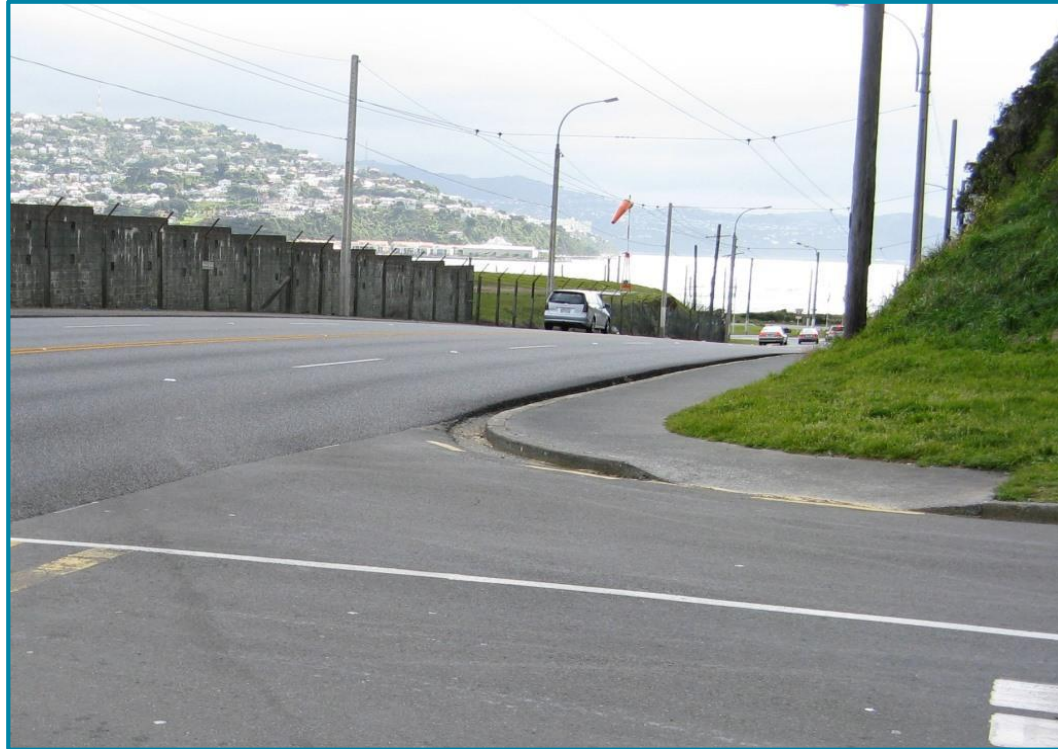
Northbound (from Airport)



Southbound (to Airport)



# Setting the Scene – Wexford Road



# Setting the Scene - Problems



## Right Turning In

- Four GD type crashes (05-09)
- Turn from through accelerating lane
- Difficulty for vehicles to manoeuvre around a turning vehicle



# Setting the Scene – Site Constraints

## Our Rock



# Setting the Scene – Site Constraints

## Our Hard Place



# Setting the Scene – Site Constraints

**Our don't even think about it place!**



# Setting the Scene – Site Constraints

And others including:

- Access to plane viewing areas
- Convoluted alternatives if all movements were banned

All of this meant:

- We needed to ban right turn movements **ONLY**
- Widening the road for a median island or barrier was **NOT** an option



# Initial Treatment

Low cost treatment included:

- A splitter island and minor widening for the left 'in' movement
- 'No Right Turn' signs - both in and out movements
- Removal of gap in yellow lines and turn arrows



# Initial treatment – Did it work?



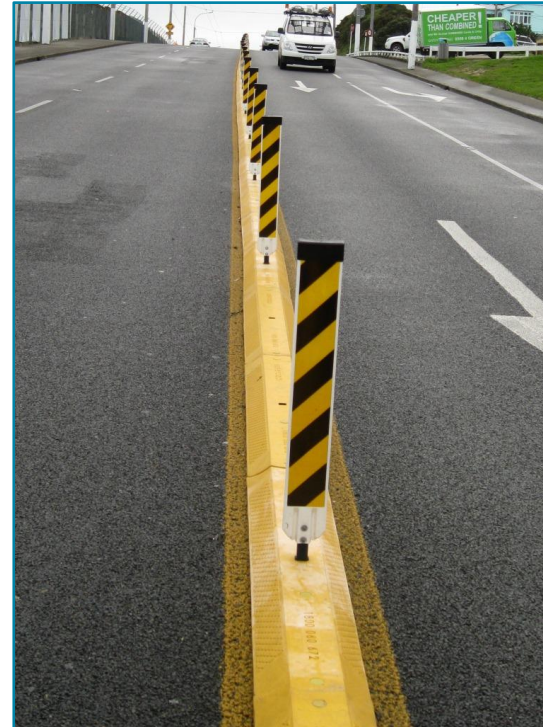
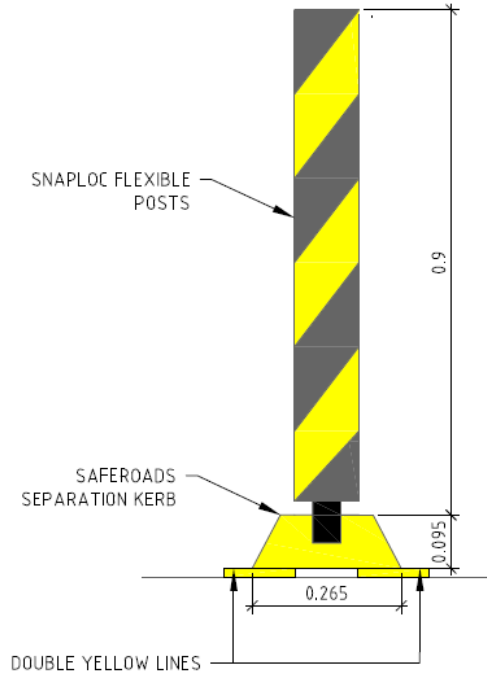
No,  
Not Really



# Flexible posts



# Separation Kerb Treatment





# Separation Kerb Treatment - Installation

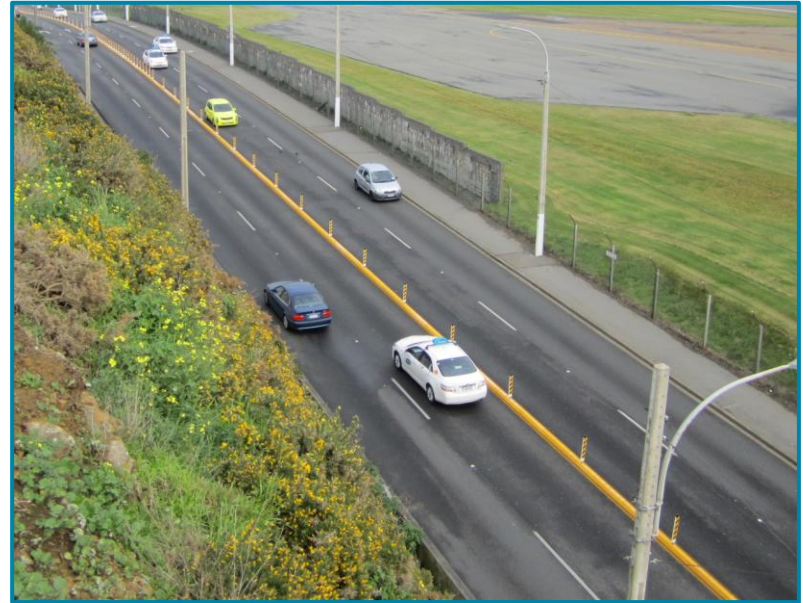


- Installed 340m - Cobham Drive to Caledonia St
- Snaploc flexible posts @ 4.5m centres, however they were @ 1.5m centres at the intersection
- Could be removed if necessary

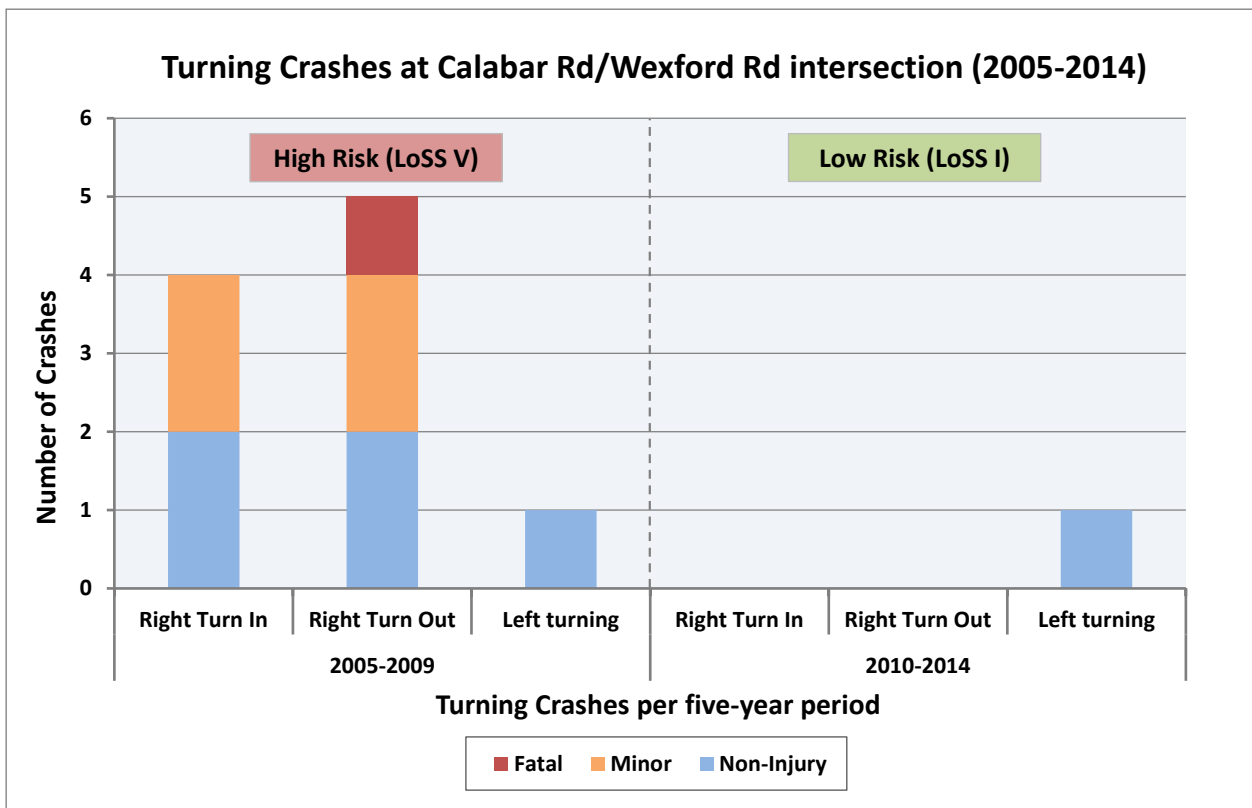
# Separation Kerb Treatment – Installation



# Separation Kerb Treatment – End Result



# Post-Construction Assessment Safety Performance



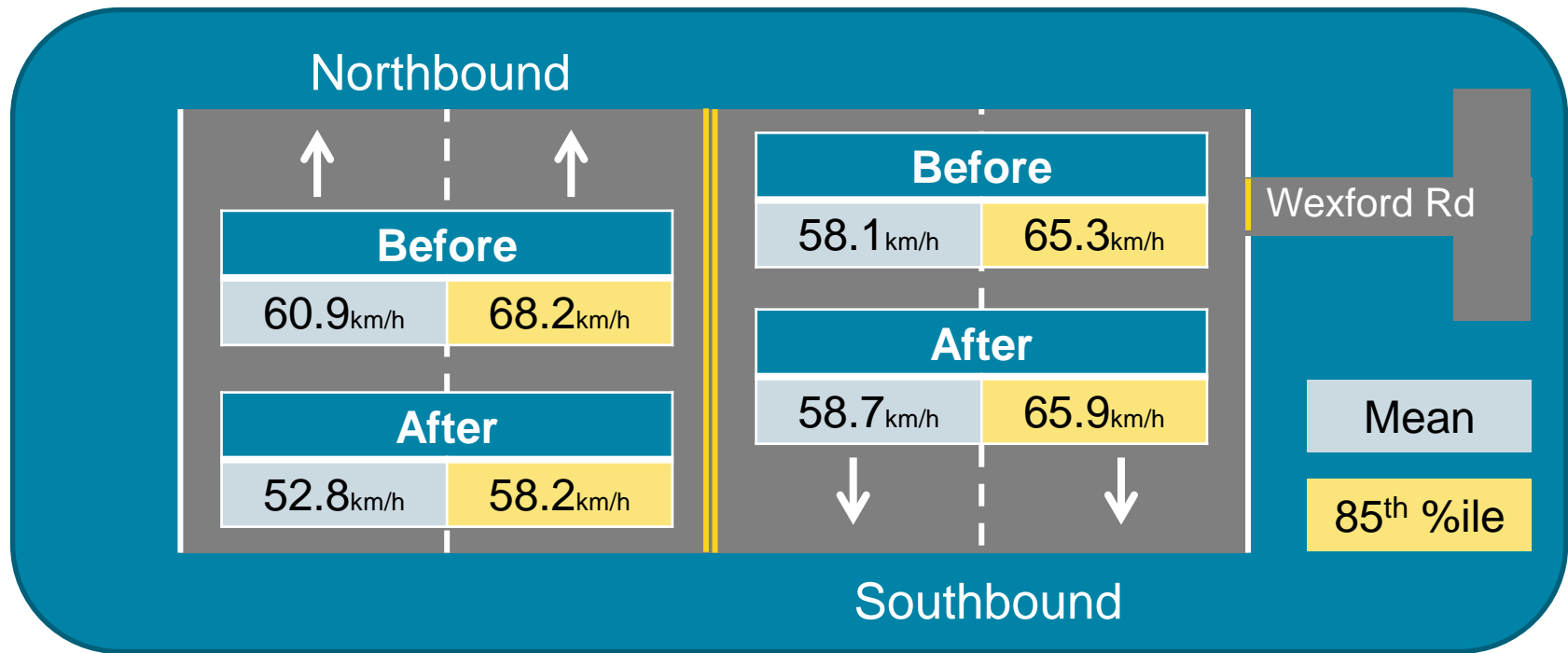
# Post-Construction Assessment Safety Performance



## Crash Migration

- Vehicles now U-turn at the two roundabouts or turn at side roads on Caledonia Street
- No evidence in crash record to date
- No negative feedback since installation

# Post-Construction Assessment Impact on Speed



# Post-Construction Assessment Impact on Speed



Northbound approach (from Airport)



Southbound approach (to Airport)

# Post-Construction Assessment Maintenance



- Generally the kerb and posts are in very good condition after 3 ½ years
- Appear to be more robust than ground mounted flexi-posts



# Post-Construction Assessment Maintenance



- No issues with resurfacing
- No drainage issues or build-up of detritus
- Water spraying/blasting has been successful for cleaning

# Summary

Successfully eliminated our crash problem

Reduced free flow mean speeds by approx. 10%

Relatively straight forward installation

No significant maintenance concerns

Treatment can be removed and reused



# Concluding Statement

There are likely to be similar locations around New Zealand where this type of treatment could be applied with successful outcomes





Thank You



# Thinking Smarter

