MAKING ROADWAYS SAFER: **CONCRETE MEDIA BARRIERS**

In an ongoing effort to accommodate the flow of vehicle traffic through its state, the Alabama Department of Transportation (ALDOT) has spent the last 10 years widening Interstate 20 to six lanes. This work includes the addition of life-saving concrete barrier safety rails.

Running 214.7 miles through the center of Alabama, the highway serves as an important commerce corridor for both Alabama and Georgia. Since November 2010, additional lanes have been added to the highway between mile markers 181 and 193.

Situated just east of Anniston, Ala., the latest I-20 road-widening project includes a concrete barrier safety rail designed to prevent head-on vehicle collisions.

Kirkpatrick Concrete supplied 7,500 yards of concrete for the project, which was made using a slip-form machine that "seamlessly split the barrier into two pieces," according to Spencer Glassco, Sales Manager for Kirkpatrick's Northern Division.

Glassco said the slip-form machine was used in lieu of a traditional machine-laid curb. This innovative installation method required a special slip form concrete mix that incorporated specific mixtures to help it "slip" correctly.

The end result is a highway safety barrier that will remain in place permanently on the new, expanded highway.

According to the Federal Highway Administration, such safety barriers reduce head on crashes and are specially designed to "have a significant portion of its energy absorbed in the climbing or lifting action that occurs when the tires roll up the lower sloping face".

ALDOT's Mission Statement: "To provide a safe, efficient, environmentally sound intermodal transportation system for all users, especially the taxpayers of Alabama. To also facilitate economic and social development and prosperity through the efficient movement of people and goods within Alabama."

Concrete Safety barriers installed along Interstate 20 in Calhoun County, Alabama near Oxford.