

Median Crossover Location Approval Process

Overview

Tables 2-2 through 2-5 show the minimum median crossover spacing and sight distance requirements to be applied on all divided highways without full control of access. Median crossovers not meeting these minimums will only be allowed after an individual traffic safety and operational study and approval as outlined below.

The following are some factors, but not all inclusive, that should be considered in the study, if applicable: Operating speed, volume and composition of traffic for median crossover and through routes, signal operation and traffic progression, accidents with and without additional median crossover, number of U-turns, weaving maneuvers, alternative solution(s), capacity analysis, etc.

Private Sector Median Crossover Requests

The District Transportation and Land Use Director should consult with the **responsible** District Traffic Engineer concerning private sector (developer) requests for a new median crossover or to relocate or close an existing median crossover on VDOT owned and maintained highways. **A median crossover request that complies with the spacing standards, the sight distance requirements, and all other engineering standards may be approved by the District Engineer/Administrator or designee.**

For private sector project related median crossover requests **that do not meet the spacing standards**, a spacing exception must be approved by the District Engineer/Administrator or designee as described in the "Exceptions to the Spacing Standards" section above. Traffic studies as outlined above must accompany the request for a median crossover location that does not meet the minimum spacing standards.

The approval of the addition or relocation of median crossovers on an existing VDOT highway **that do not meet the sight distance requirements or other engineering standards** shall be the **duty** of the **responsible District Traffic Engineer with the concurrence** of the State Location and Design Engineer. It shall be the **duty** of the **responsible District Traffic Engineer** to coordinate such changes with the State Location and Design Engineer in order that these revisions of median crossovers may be properly recorded on the original plans.

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