

Median Crossovers

(With and Without Connections)

In commercial and industrial areas where property values are high and rights-of-way for wide medians are difficult to acquire, a paved flush traversable median 10' to 16' wide is the optimum design. The shape of the median end should generally be symmetrical when the median width is less than 10' and the median opening length is not excessive, but the bullet nose can be effectively used to reduce the opening. For a median width of 10' or more, the bullet nose design should be used instead of a semicircular design at 3-leg and 4-leg intersections.

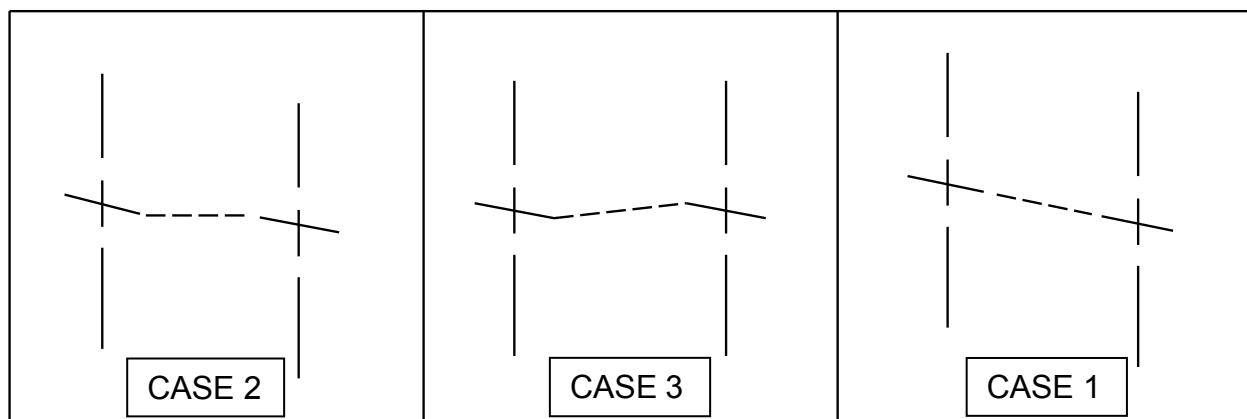
The length of the median crossover and the shape of the median end are controlled by the width of the median and the turning radii. A wide median opening can be reduced at skewed intersections by utilizing modifications of the bullet nose design. Additional information may be obtained from the Access Spacing Table 2-2 and AASHTO's *A Policy on Geometric Design of Highways and Streets* (Median Openings).

New median crossovers must demonstrate that left-turn storage space is met. Use appropriate turning movement software for analysis (such as Auto-Turn).

Median Crossover Grades

On divided highways with depressed medians, there are generally three **cases*** by which superelevation is determined for the opposing traffic lanes.

One **case** is for the median pavement edges to be held at the same, or close to the same elevation. A second **case** is for each baseline elevation to be approximately the same, with a corresponding difference in elevation of the median pavement edges. The third **case** is for the superelevation of all lanes to be obtained along a single plane. Thus, the grade of the lane on the outside of the curve is higher than the inside lane. The various methods are illustrated below.



Source: AASHTO Green Book, Chapter 3, Section 3.3.8, Pages 3-80 and 3-81

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