Highway Construction Project

As part of a highway construction project, crossover spacing less than shown as minimum in Tables 2-2 through 2-4, will be considered when required by existing intersecting public highways or streets with a current ADT of 100 or greater and must be submitted for approval to the District Location and Design Engineer using Form AM-3. All plans at the public hearing stage are to show only those crossovers at public highways and streets which meet these criteria or at other locations that preliminary planning and traffic studies have warranted. The determination of additional crossover locations or closing of a crossover shall be the result of field inspection recommendations of the District Administrator and the Regional Traffic Engineer.

The approval of crossovers that do not meet engineering standards shall be the responsibility of the Regional Traffic Engineer and the State Location and Design Engineer, with the final responsibility for the location of crossover layout on plans resting with the State Location and Design Engineer. Plans at right-of-way stage are to indicate the crossovers as determined and approved by the above criteria. Any plans that are revised during construction for the addition or deletion of crossovers where spacing standards or engineering standards are not met shall be approved by the District Location and Design Engineer, the Regional Traffic Engineer, and/or the State Location and Design Engineer in accordance with the approval process outlined above.

Signalized and Unsignalized Intersection Design

At-grade intersections must provide adequately for anticipated turning and crossing movements.

For shoulder applications, Figures 2-11 and 2-12 provides the Engineer* with the basic types of intersection designs and minimum dimensions, radii, skews, angles, and the types of island separations, etc.

For curb and gutter applications see AASHTO's A Policy on Geometric Design of Highways and Streets, Chapter 9 (Intersections). This chapter provides additional information to be considered in the design since the site conditions, alignment, grades, sight distance and the need for turning lanes and other factors enter into the type of intersection design.

Sufficient offset dimensions, pavement widths, pluses, and radii shall be shown in the plans by the designer to insure that the sign island is properly positioned.

Care should be taken in the design of four-lane roadways with intersecting two-lane roadways. If traffic conditions clearly warrant a four-lane divided design for the two-lane road at the intersection, the divided design must be constructed for a sufficient distance to allow for the approaching divided design and the subsequent stop condition ahead to be properly signed. The four-lane divided design should not be constructed unless it is clearly warranted and the approaches can be properly signed or the minor road is expected to be improved to a divided status in the near future.

Figures 2-11 and 2-12 are also applicable for intersection designs without sign islands.

* Rev. 1/13