Curb and gutter is to be plotted to scale in a line weight heavy enough to readily reproduce and stand out over existing items, but not so heavy as to lose details. At street intersections, the face of the radial curb returns should have a minimum 30 feet (9 m) radius where this can be accomplished with minimum impact on adjacent property. Curb return profiles are to be furnished along the face of curb for all curbs with 30 feet radii and greater (Not applicable to Appendix B)*. Curb Ramps are to be provided in each quadrant of each intersection or at authorized crosswalks where sidewalk or sidewalk space is provided in conjunction with curb (See IIM LD-55 for additional Curb Ramp instructions).

CURB (Also see "Mountable Curb and Curb and Gutter")

Curb is shown in conformance with the Road and Bridge Standards in the "CG" or "MC" standards for various uses.

Curbs are to be depicted similarly to the previous instructions for curb and gutter.

MEDIANS (Also see "Mountable Curb and Curb and Gutter")

A median is defined as the portion of a divided highway separating the traveled way for traffic in opposing directions. The median width is expressed as the dimension between the through-lane edges and includes the left shoulders, if any. Some of the more common functions of a median are to:

1. Separate opposing traffic
2. Provide a recovery area for out-of-control vehicles
3. Provide a stopping area in case of emergencies
4. Allow space for speed changes/storage of left turning vehicles
5. Provide width for future lanes
6. Minimize headlight glare
7. Offer open green space and areas for landscaping
8. Provide refuge for pedestrians

Medians may be depressed, raised or flush with the pavement surface. The general range of median widths is from a minimum of 4 feet to 8 feet (1.2 m to 2.4 m) or more. As far as the safety of motor vehicle operation is concerned, the wider the median the better for rural areas, while the opposite is true in urban/suburban areas. Notable exceptions to this are at-grade intersections, where wide medians may cause drivers to become confused over the operational characteristics and the increased time for vehicles to cross the median may lead to inefficient signal operation. Economic, environmental and land use factors very often limit the width of median that can be provided. Therefore, in the selection of a median width, the function(s) the median is to serve must be thoroughly evaluated in balance with the economic, environmental and other impacts.

* Rev. 7/09