Flush medians shall be used only on low speed roadways where there are no more than two through lanes in each direction. They are often used as two-way left-turn lanes. * Two-way left-turn medians are most beneficial under the following conditions:

1. Areas of strip development generating large mid-block left-turn demand
2. Areas with numerous small land parcels and many driveways
3. Sections with less than 12 public streets per mile
4. In corridors where operational flexibility is needed for future development and/or traffic needs

The minimum width for this application shall be 13 feet, which is an 11 foot lane plus 2 feet for a solid yellow line and a dotted yellow line on each side of the 11 foot lane.
Left turn lanes for all median widths are to be designed using controls shown in Appendix F, Section 3-TURNING LANES.

Raised medians or median barriers are to be shown on plans in accordance with VDOT's, Appendix I and *Road and Bridge Standards* and as shown on the approved preliminary design.

STAKING FOR CONCRETE ITEMS

Formed concrete items, such as curb and gutter, curb, median crossovers, straight line tapers, turn lanes, and channelization require that sufficient station pluses, offset distances, and radii be shown to the face of curb to insure that the project is constructed as proposed and to assist the survey party in staking out the project. This information is usually computed by the designer in order to properly show the design on the plans; therefore, the desired information is readily available and should be included in plans. Be sure that sufficient offsets, pluses, and radii are shown to insure that the staking party can set stakes without field computations.

To more clearly show the required information on the plans and to reduce plan clutter, minimal data is to be shown on the plans with the remaining data shown in tabulation form on a series 2 plan sheet. Figures 2E-6, 2E-7 & 2E-8 denote a typical straight-line taper detail, the method of showing the required information on the plan sheet, and the minimum data that is to be included in the tabulation of data for reverse curve turn lanes and radial offsets.

When reverse curve transition are dictated by local policy, offsets to the reverse curves at maximum 25 feet intervals along the transition radii of the turn lane are to be provided, in addition to the reverse curve lengths, radii, and begin and end stations with offsets. The radii for these reverse curves should be set using radius lengths such as 200 feet (most commonly used), 150 feet, or 100 feet to provide consistent radii intervals for the contractor. The length of transition for these three radii with a 12 feet offset only varies from 97 feet to 84 feet to 68 feet. Therefore, other odd radii may only cause problems in forming concrete.

* Rev. 7/15