

Medians

Channelization: Positive channelization shall* be provided for all median crossovers. Standard striping in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD) shall be used for all median crossovers and speed change lanes in medians without raised channelization. If new curbing is required it shall match the existing curb type of the median. Median crossovers on rural, high-speed highways shall be signed with Do Not Enter and One-way signs.

U-turns: The median width may be designed to permit U-turn movements. If a facility is too narrow to safely permit a U-turn, these movements should be addressed in design (such as flare outs in Figure 2-5) or restricted through signage. Sign use and placement require Department approval.

Pavement: Median paving shall be full depth and match the pavement section design of the existing roadway.

Drainage Function: Medians frequently provide a conveyance, detention or retention function for roadways. The installation of a median crossover shall not reduce the conveyance or storage capacity of the median.

Directional Median Crossovers for Left Turns and U-Turns

A directional median crossover for left turns and U-turns limits movements at median crossovers to specific turns only; the physical design actively discourages or prevents all other movements.

- The technique can be applied to unsignalized median crossovers on multilane divided urban and suburban streets.

Special Considerations

- The minimum width of a median nose has commonly been 4 feet. AASTHO recommends a minimum median width of not less than 4 feet and 6 to 8 feet wide is preferable where pedestrians may be present.
- Narrow median noses are difficult to see especially at night and in inclement weather. Reflectorized paint is of little help as it rapidly becomes dirty and loses its limited reflectivity. Reflectorized traffic buttons or reflectorized pylons help but lack the mass necessary to provide good target value.

* Rev. 1/15