DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT OFFICE OF ENGINEERING			EDSM No: IV.1.1.14
ENGINEERING DIRECTIVES AND STANDARDS			
VOLUME	**IV**	**Revision Date:**	**10/22/2015**
CHAPTER	**1**	**Subject:**	**MEDIAN CROSSOVERS ON CONTROL OF ACCESS HIGHWAYS**
SECTION	**1**		
DIRECTIVE	**14**		

1. **PURPOSE**. The purpose of this directive is to establish a uniform policy and procedure for locating and constructing median crossovers on Control of Access Highways.

2. **SCOPE**. This directive covers the guidelines for selecting a location, the approval process and the standards for constructing the median crossovers.

3. **POLICY**. The AASHTO guidelines for locating and constructing emergency crossovers on rural freeways will be followed. Approval will be obtained in writing through channels from the Federal Highway Administration prior to commencement of any construction on a median crossover. A written request for approval will be made to the DOTD Traffic Engineering Division Administrator who will obtain approval of the Chief Engineer and concurrence from the Federal Highway Administration.

4. **PROCEDURE**. AASHTO guidelines state that emergency crossovers on rural freeways are normally provided where interchange spacing exceeds five (5) miles to avoid extreme adverse travel for emergency and law enforcement vehicles. Between interchanges, emergency crossovers are spaced at three (3) to four (4) mile intervals. Maintenance crossovers may be required at one or both ends of interchange facilities, depending on interchange type, and at other locations to facilitate maintenance operations. Maintenance or emergency crossovers generally should not be located closer than 1,500 feet to the end of a speed-change taper of a ramp or to any structure. Crossovers should be located only where above-minimum stopping sight distance is provided and preferably should not be located on superelevated curves.

   The width of the crossover should be sufficient to provide safe turning movements and should have a surface capable of supporting the maintenance equipment used on it. The crossover should be depressed below shoulder level to be inconspicuous to traffic and should have 10:1 or flatter sideslopes to minimize its effect as an obstacle to uncontrolled vehicles. Crossovers should not be placed in restricted-width medians unless the median width is sufficient to accommodate the vehicle length, typically 25 feet or more. Where median barriers are employed, each end of the barrier at the median opening may need a crashworthy terminal.

   Crossovers will generally be aggregate surfaced and should be located where drainage structures are not needed. If drainage structures are required, they are to be built to current safety guidelines, typically requiring safety end treatments.

   A sign will be posted at each end to restrict usage to "Emergency and Authorized Vehicles Only". Temporary crossovers built for contractor's convenience during a construction project may not remain in place unless approval is obtained and they must conform to the requirements of this directive.

5. **OTHER ISSUANCES AFFECTED**. All directives, memoranda, or instructions previously issued which conflict with this directive are hereby rescinded.

6. **EFFECTIVE DATE**. This directive will become effective immediately upon receipt.

Janice P. Williams

JANICE P. WILLIAMS, P.E.
CHIEF ENGINEER