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MEMORANDUM

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From: Dwane Kailey, PE
Chief Engineer Dwane E Kailey

Date: March 04, 2020

Subject: **Interstate Median Crossover Guidance**

Goal

The purpose of this memo is to communicate the Department's goal to provide safety and mobility through the work zone for the traveling public, and to ensure the safety of the construction workers and inspectors on interstate projects.

Separation of the construction personnel and the traveling public will help achieve this goal. Therefore, when their use is practical and safe, it is the Department's direction to use median crossovers on interstate projects. Whether or not crossovers are used will be determined by Work Zone Safety and Mobility Team (WZSM) as part of the Transportation Management Plan (TMP).

Considerations

Consideration should be given to the construction and implementation of crossovers. The construction of the crossover requires building ramps, striping changes, installation of traffic control devices and guardrail modifications necessary for two-way traffic. This work is typically performed using lane closers. The WZSM team should ensure the safety provided by the use of crossovers is greater than the risk of building them.

As a general rule of thumb, crossovers are best suited for longer duration work. Crossovers typically work well on bridge, reconstruct, rehab and pipe replacement projects. Judgement should be used on pavement preservation and other project types. If

positive protection is needed to protect the work or workers, crossovers should be used if possible.

Crossover use in urban areas should ensure adequate traffic capacity can be maintained. Also, it should be recognized that urban areas will typically require more crossovers due to a greater frequency of interchanges that require access ramps. This should be considered when determining if crossovers are practical.

Terrain should be considered when determining crossover length. Mountainous terrain with long inclines may result in significant delays and reduced speeds due to truck traffic navigating the steep grades. This should be considered when determining the distance between crossovers or whether they are used. Constructing truck pullouts is a tool that could be used.

When crossovers are used, it should be determined if they can be left in place for future use. This includes the guardrail modifications as well. If left in place these appurtenances can be used in the future, don't require rebuilding and negate the future cost to rebuild.

Job Order Contracting (JOC) can be used to build crossovers ahead of future projects and can provide a cost savings by building crossovers in volume rather than a few per project. A JOC can be let to provide crossovers for a set number of years and can be District specific or for statewide construction.

Summary

On interstate projects crossovers use to separate traffic from construction activity and workers is promoted and should be considered. The decision (to include the reasoning) whether or not crossovers will be used on the project is to be documented in the TMP.