

Nebraska Department of Transportation (NDOT)

Roadway Design Division – Policy Letter

Policy Number: **DES 22-05**

Approved by:  / 12/28/22
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Approved by:  / 12-28-22
Dan Waddle, Traffic Engineer, P.E. Date

Approved by:  / 1-19-2023
for Mary Burroughs, FHWA Date
Engineering and Operations Team Leader, NE FHWA

This policy affects Roadway Design Manual: Chapter Ten: Miscellaneous Design Issues

Rural Median Maintenance Turnarounds

Purpose

The primary objective of this policy to provide NDOT with location and design guidance for maintenance turnarounds on Rural Interstates, Rural Freeways, and Rural Expressways (Access only at Interchanges) with depressed medians.

Policy

To provide consistency, maintenance turnarounds for rural Interstates, freeways, and expressways (Access only at interchanges) with depressed medians should exhibit the following characteristics:

Location:

Any proposed maintenance turnaround should be placed at a location following the criteria below:

- Spacing should be at three to four mile intervals (where interchange spacing is greater than five miles).
- Turnarounds may be placed at one or both ends of an interchange to facilitate snow removal operations.
- Turnarounds should not be located within 1,500 feet of the end of the taper of a ramp entrance or exit lane.
- Turnarounds should not be located within 1,500 feet of a structure.
- Turnarounds should provide stopping sight distance along the freeway/expressway.

Sent to: NDOR Roadway Design, NDOR "Distribution B", and selected consultants.

Geometrics:

- The turnaround width should be 40 feet.
- The turnaround will be surfaced with type and thickness of surfacing determined by M&R.
- The turnaround should provide a cross-slope of 2%.
- The grade of the turnaround should be -2% towards the center of the median.
- The sideslopes of the turnaround should be 1:10 or flatter.
- If median barriers are present, crashworthy terminals will be provided.

Drainage:

- Drainage should be reviewed to determine if the turnaround would impede flows within the median.
- Turnarounds should be placed adjacent to median drains to ensure proper drainage; if no median drain exists, a median drain should be constructed or a culvert should be installed.

Reference

For additional information, refer to the 2018 edition of the American Association of State Highway and Transportation Officials (AASHTO) publication A Policy on Geometric Design of Highways and Streets, Section 8.3.2. and the NDOT Standard/Special Plans, Typ. X-Sects. 1910 and 1911.

Implementation

This policy is effective on the date it is executed by NDOT and FHWA.