

All studies must document the decision to install or not to install a median barrier on the freeway system, and the District Traffic Safety Engineer must approve the decision to install or not to install median barrier, and the decision must be documented in the project files.

2. *Expressways:* An expressway is defined as an arterial highway with at least partial control of access, and which may or may not be divided. Expressways normally do not have grade separations at intersections.

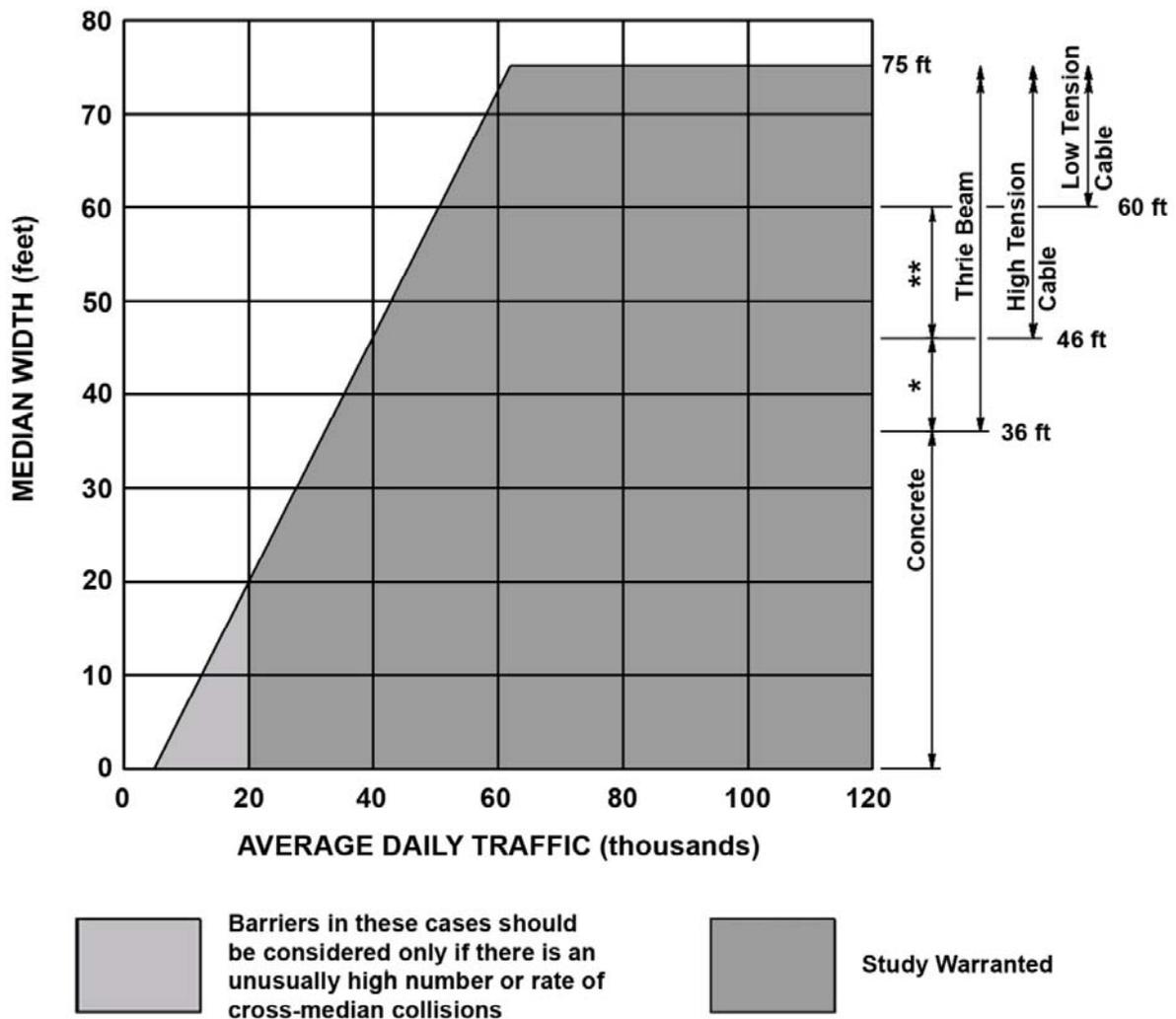
Expressway locations are to be reviewed when the collision study warrant is met. The freeway volume/width study warrant, although developed for freeways, may be used for studying expressways for the installation of median barrier.

For new construction and when upgrading

from a conventional highway to an expressway, if there are less than five years of existing collision data the District Traffic Safety Engineer must be consulted to determine if a study should be conducted to install median barrier. Any decision to install or not to install a median barrier must be documented in the study.

Note: Access openings on expressways, multilane conventional highways and two-lane and three-lane conventional highway facilities present sight distance issues with respect to installation of a median barrier. All access openings must be studied to maintain both corner sight distance at approach intersections and stopping sight distance on the specific facility types themselves (see the *Highway Design Manual* for sight distance standards).

**Figure 7-12: Freeway Median Barrier Study Warrant**



\* Consult with the Headquarters Traffic Liaison

\*\* Offset up to 17 ft from the ETW and pave up to the barrier face