



DATE: January 9, 2020

Program Number(s)

TO: District Engineers

Key Number(s)

FROM: Kevin Sablan
Design Traffic Services

Program ID, County, Etc.

RE: Median Crossovers on Divided Highway Construction Projects

Background:

In an effort to balance worker and public safety with mobility, the Idaho Associated General Contractors (AGC) and the Idaho Transportation Department (ITD) have jointly agreed to use median crossovers during construction on divided highway projects to protect ITD and contractor workers. However, there are instances where using median crossovers is impractical. In these cases, District Design/Construction Managers may request a Chief Engineer waiver from the median crossover requirement. The request should describe (1) the proposed temporary traffic control (TTC) management scheme; (2) outline the plan for protecting workers exposed or in close proximity to traffic while minimizing impacts to vehicular mobility through the active work area; (3) and any impacts to project duration.

Waiver request considerations:

Request waivers from the median crossover requirement in writing. When requesting a waiver, include the key number, a project description, the location of the project, why a crossover is not practical or preferred, and enough detail to explain why the median crossover requirement should be waived. Identify measures to minimize worker exposure to and/or to maximize their distance from traffic. Include strategies to inform motorists of worker presence in close proximity to the travel way. The ITD Work Zone Safety and Mobility Program and Work Zone Positive Protection Worksheet (ITD Form 0283) provide best practices and tools to help analyze and weigh project needs and TTC options. Suggested TTC measures for consideration are also outlined below.

Cost considerations alone are not sufficient reason for a waiver.

Projects with durations lasting more than three days, with multiple steps, or that require longer work zones, such as the following, need to consider crossovers.

- Mill & inlay or inlay/overlay
- Crack seal & overlay
- CRABS
- Large area slab repair or concrete paving replacement
- Concrete joint cleaning and resealing with or without grooving & grinding
- New construction/reconstruction

- Bridge work lasting more than three days. Such as, but not limited to, bridge or deck replacement, silica fume overlay, major rehabilitation

There are situations where crossovers may not be desirable or practical for several justifiable reasons.

- High traffic volume areas where work zone queue analysis shows reduced lanes would result in significant delays and traffic queues.
- Areas with independent grades or different topography on opposing sides of the interstate where crossover construction would be impractical.

Projects exempt from median crossover requirements:

Some types of projects are exempt from the median crossover requirement and a waiver request is not necessary. These include:

1. Projects utilizing portable barriers to provide positive separation between the active work area and traffic.
 - a. Place a speed display trailer in advance of the active work area to notify motorists of their vehicle speed and of the speed limit or advisory speed.
2. Projects with a duration of three days or less.
 - a. If providing positive separation between the active work area and traffic is not viable, include the following in the TTC plan:
 - i. Place a work vehicle with truck or trailer mounted attenuator (TMA) in advance of the active work area.
 - ii. Provide a longitudinal buffer space between the merge (lane closure) taper and the TMA.
 - iii. Maximize the available lateral buffer space.
 - iv. Place a speed display trailer in advance of the active work area to notify motorists of their vehicle speed and of the speed limit or advisory speed.
3. Bridge work lasting three days or less. Such as, but not limited to, epoxy or polyester overlay, healer sealer, patching, joints
 - a. Recommended TTC measures are described in 1 & 2 above.
4. Projects with one-step rapidly moving processes lasting three days or less and mobile operations on the roadway surface.
 - a. On one-step rapidly moving processes, keep work area limits to the amount that the contractor can complete during a single work day.
 - b. The following are examples of the types of one-step rapidly moving processes and mobile operations that may forego crossovers without a waiver:
 - i. Sealcoat, Microseal, Microsurface
 - ii. 1R thin lift overlays (short duration, three days or less)
 - iii. Rumble strip grinding
 - iv. Striping, brooming, or other mobile type activity
 - c. Recommended TTC measures are described in 1 & 2 above.

How to document and submit waiver request

- Prepare and save appeal request and documentation in Project Wise folder.
 - On the waiver request, include a signature block for the Chief Engineer's approval.
 - Example:

Approved: _____ Date: _____ Chief Engineer

- Save the request, in **PDF** format, in the project's "Traffic" Project Wise folder.
 - District X/Projects/prj123456/Project_Development/Traffic
- File naming convention is the key number followed by "crossover waiver" identifier, i.e., "123456 crossover waiver.pdf."
- Send the Chief Engineer an email with a link to the request.
- The Chief Engineer will review and issue a waiver determination.
- File the Chief Engineer's determination in the project's "Traffic" Project Wise folder.

cc: COO, CE/HDA, HCOA, Hwys Mgrs, DEM2s, DCMs