



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Design Memorandum No. 22-05

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TO: All Design, Operations, and District Personnel, and Consultants

FROM: /s/ Dan McCoy
Daniel McCoy
Traffic Engineering Director

/s/ Elizabeth Mouser
Elizabeth Mouser
Highway Engineering Director

SUBJECT: Concrete Median Barrier for Interstate Routes

EFFECTIVE: Immediately

Cable barrier systems have been proven effective in preventing median crossover crashes but require wide medians to perform as expected upon impact. Travel lanes added to the median often reduce the median width such that a cable barrier system is no longer a viable option. Concrete barrier wall has also proven effective in preventing median crossover crashes. Although concrete barrier wall has higher initial costs, those costs are offset quickly by the reduction in maintenance and repair.

Effective immediately, 45 in. height concrete barrier wall should be used for median barrier applications where the following conditions are met.

1. The route is an interstate with 20,000 ADT or greater,
2. The scope of work is added travel lanes (4-lane to 6-lane section) or pavement replacement (existing 6-lane section); and
3. The median width is or will be reduced to 50 ft or less.

Interstate median openings require approval and should include coordination with INDOT Maintenance, Indiana State Police, and other first responders. See *Indiana Design Manual* Chapter 54.

Where the above conditions are met, use of other barrier systems requires written concurrence from the Highway Engineering Director and the Traffic Engineering Director.

For questions related to this design memo please contact the Traffic Engineering Division, Dan McCoy at dmccoy@indot.in.gov or the Highway Engineering Division, Elizabeth Mouser, at emouser@indot.in.gov.