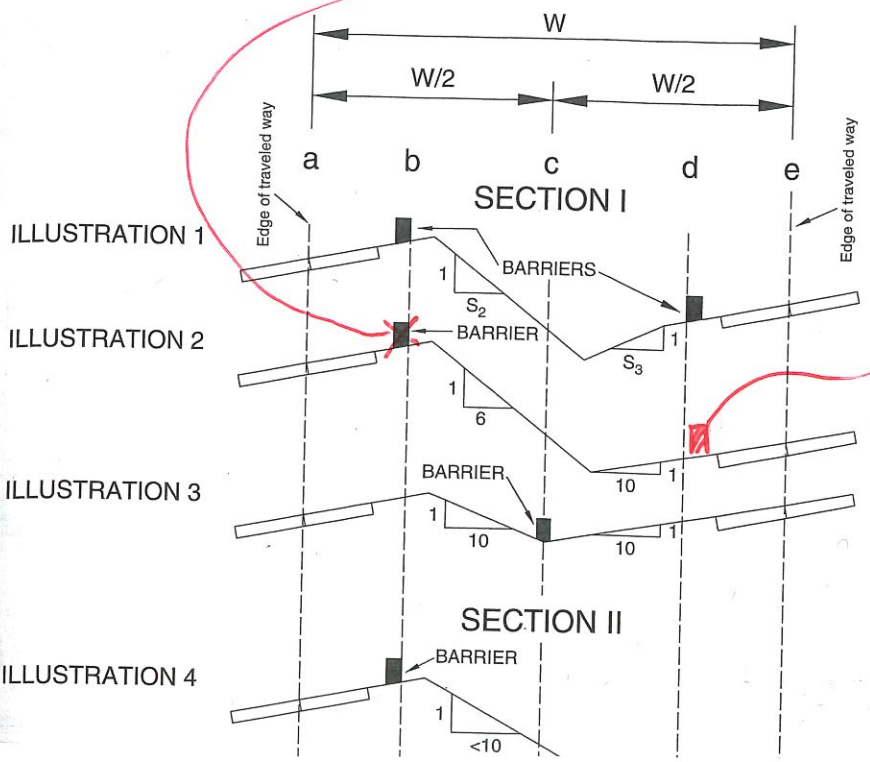
contoured to the exterior shape of a concrete median barrier. If the cross slope is flatter than approximately 1V:10H, a barrier could be placed at or near the center of the median (Illustration 6).




Suggested location by the Roadside Design Guide Section 6.6.1.1. See below

Placement for MGSW-Beam Double-Face Guardrail to keep it adjacent a 10:1 slope.

### 6.6.1.1 Median Section I

The slopes and the ditch section first should be checked by the criteria in Chapter 3 to determine if the guidelines suggest the installation of a roadside barrier. If both slopes call for shielding (i.e., the ditch is non-traversable [Illustration 1]), a roadside barrier should be placed near the shoulder on each side of the median ("b" and "d"). If only one slope calls for shielding (e.g., $S_2$), a median barrier should be placed at "b." In this situation, a rigid or semi-rigid barrier is suggested, and a rubrail should be installed on the ditch side of the barrier to prevent vehicles that have crossed the ditch from snagging on a post-and-beam railing system. There also has been some anecdotal evidence that a vehicle traveling up a slope steeper than 1V:6H before contacting the barrier may override it. Research is planned to quantify possible placement concerns when a rigid or semi-rigid barrier is located on one side of a traversable, sloped median. If neither slope calls for shielding but either one or both are steeper than 1V:10H (Illustration 2), a median barrier should generally be placed on the side with the steeper slope. For example, if

$S_2$= 1V:6H and $S_3$ = 1V:10H *(6-1)*

the barrier would be placed at "b." A rigid or semi-rigid system is suggested in this situation. If both slopes are relatively flat (Illustration 3), a median barrier may be placed at or near the center of the median (at "c") if vehicle override is not likely. Any type of median barrier having an appropriate test level for the application can be used provided its dynamic deflection is not greater than one-half the median width.

### 6.6.1.3 Median Section III

Placement criteria for median barriers on this cross section (Illustration 7) are not clearly defined. Research has shown that such a cross section, if high enough and wide enough, can redirect vehicles impacting at relatively shallow angles. However, this type of median design generally should not be construed to be a barrier or provide positive protection against crossover crashes.