A recent study of accidents at median crossovers concluded, "Any median crossover located so that the general public may be tempted to use it will cause accidents and should be eliminated". This recommendation was warranted after a comprehensive study was conducted to provide a basis on which to evaluate these highway design features.

An inventory of existing crossover locations in Kentucky showed that there was no consistent pattern to crossover locations. Analysis of accidents at median crossovers indicated that, on the average, five percent of all accidents on controlled access facilities were caused by U-turning vehicles. Some locations and situations were more prone to U-turn accidents than others. Significant variables included traffic volume, width of median, nearness to urban areas, and proximity of crossovers to major interchanges.

Interviews with some highway department personnel involved with maintenance provided information to the effect that crossover usage by maintenance forces is, in general, very sporadic and that crossovers are a convenience, not a necessity. State troopers were given a questionnaire to determine their attitudes about median crossovers. While the majority of troopers felt that crossovers were a necessity for their duties and that more frequent spacing would be desirable, troopers who patrolled roads where crossover accidents were a particular problem were in favor of elimination of crossovers. Eighty percent of the troopers admitted to crossing the median at non-designated locations in an emergency.

The following guidelines were warranted with respect to crossover locations:

1. Median crossovers should not be located in or near urban areas,
2. Median crossovers should not be located within major interchanges, the intersection of two controlled access facilities (i.e., no crossover should be located between the intersections of the ramps with the main lines within an interchange area), and
3. Median crossovers should not be located within two-three miles of any interchange.

Applying more stringent controls to the location and use of median crossovers than now employed may result in a five percent reduction in accidents on interstate and toll roads.