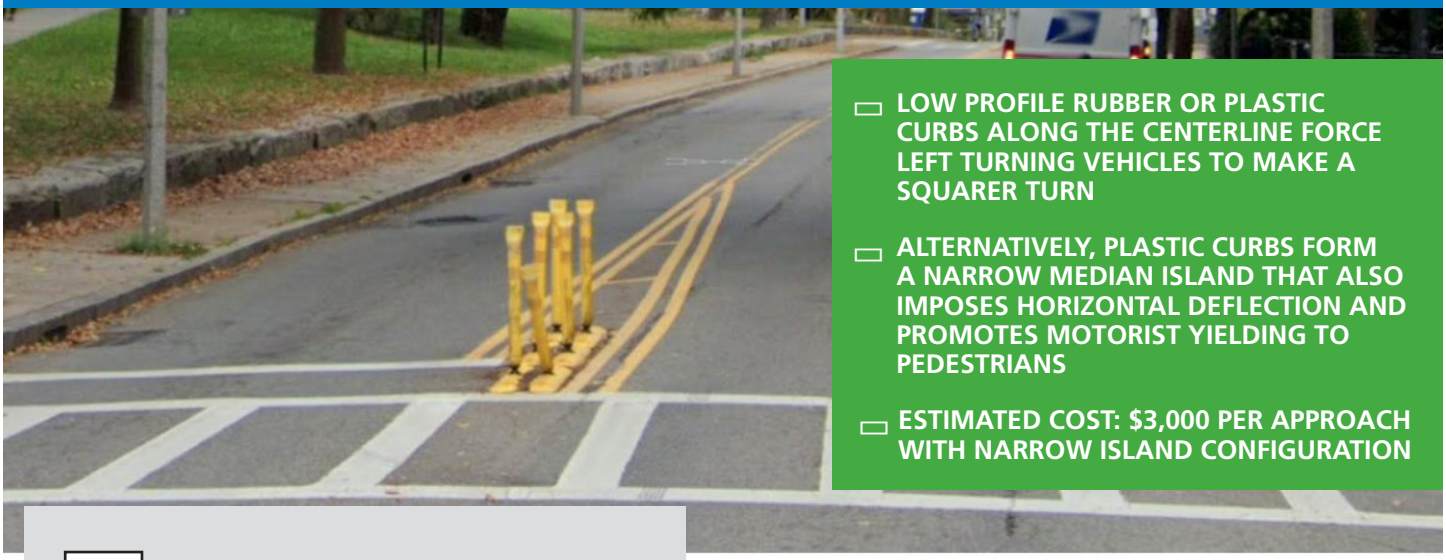
CENTERLINE HARDENING

massDOT
Massachusetts Department of Transportation



- LOW PROFILE RUBBER OR PLASTIC CURBS ALONG THE CENTERLINE FORCE LEFT TURNING VEHICLES TO MAKE A SQUARER TURN
- ALTERNATIVELY, PLASTIC CURBS FORM A NARROW MEDIAN ISLAND THAT ALSO IMPOSES HORIZONTAL DEFLECTION AND PROMOTES MOTORIST YIELDING TO PEDESTRIANS
- ESTIMATED COST: $3,000 PER APPROACH WITH NARROW ISLAND CONFIGURATION

+ ADVANTAGES

Lowers left turn speed and forces squarer turns, leading to better sight lines.

Reduces thru traffic speed on two-lane roads if used to create narrow islands (horizontal deflection) or by adding flexposts or in-street Yield for Pedestrian signs (gateway effect).

Narrow islands and flexposts improve motorist yielding to pedestrians, much like a crossing island.

TYPICAL LOCATIONS

Signalized and unsignalized intersections of any size.

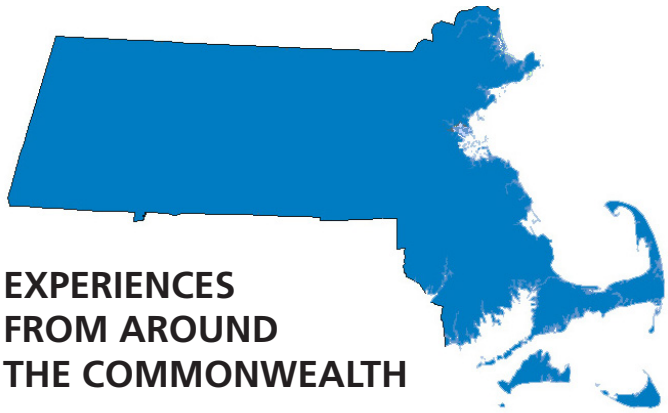
Especially valuable where left turns are made into a wide road.

- CONSIDERATIONS

Creating narrow islands may require losing a few parking spots.

Should be designed to accommodate common vehicles, while exceptionally large vehicles can overrun the curbs.

Flexpost maintenance and replacement can be burdensome at certain locations.



EXPERIENCES FROM AROUND THE COMMONWEALTH

Armory Street, Boston
Hard plastic curbs form narrow islands at three intersections. At two intersections, several flexposts were destroyed from being overrun too often. Plastic curbs have survived intact, and treatment effectiveness has continued.