

GUIDANCE FOR USE OF RUMBLE STRIPS - CENTERLINE AND SHOULDER/EDGE

(LIMITED TO SPEEDS ≥50 MPH)

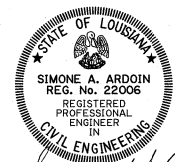
GENERAL NOTES:

- Rumble use is limited to speeds ≥50 mph unless otherwise recommended by District Traffic Operations Engineer (DTOE).
- Based on Crash Analysis or existing conditions, the Designer, DTOE, and/or Highway Safety Engineer may recommend applications other than those shown in this guidance.
- Rumble stripe is a rumble strip that contains the pavement marking stripe.
- Rumbles should only be used in urbanized areas based on a demonstrated need such as a recommendation from the crash analysis or to match existing conditions. Consideration of land use and other roadway users is required in the decision process.
- Rumble strips shall be installed in a manner approved by the Project Engineer.
- Rumble strips shall remain perpendicular to the edge of the travel lane at all times.
- In no case shall rumble strips extend more than 2" beyond the edge of the final striping into the lane.
- Rumble strips are to be continuous except at public roads and major commercial drives. Gaps for cross streets and ramps shall be in accordance with the standard details.
- Continuous shoulder rumble strips include bicycle gaps of ±10' spaced every ± 40'.
- Bicycle gaps are not to be used on shoulder for control of access highways or on inside shoulders of divided highways.
- When a route is used extensively by cyclists, a minimum 4' wide shoulder is recommended when using shoulder/edge rumble strips.
- Rumble strips placed in PCC pavement may be ground or formed to meet dimensions shown on these details.
- No rumble stripes on PCC pavement.
- Rumbles to be placed to avoid longitudinal and/or transverse sealed joints in pavement.

# CENTERLINE (CL) WITH SHOULDER/EDGE (S/E)			
⊖ Paved Surface Width (Minimum)	Paved Shoulder Width (Minimum)	* Systematic Use/Crash Analysis Required	Δ Dimensions
≥28' (11' min travel lanes)	≥2'	Systematic Use	CL: 12" L Stripe S/E: See SHOULDER/EDGE Guidance
≥24' and <28' (11' min travel lanes)	≥1'	● Crash Analysis	CL: 6" L Stripe S/E: 6" L Stripe

- # If widths are not sufficient to use both CL and S/E rumble strips, then the S/E rumble strip table below is to be used.
- ⊖ Paved surface width includes travel lanes and shoulders.
- * Crash analysis should include head on, opposite side swipe and run-off left crashes for centerline application. Run-off crashes left and right are to be used for shoulder applications.
- Δ L = Distance perpendicular to traffic
- If crash analysis does not warrant use of CL rumble strips, then the shoulder/edge rumble strips are to be used.

SHOULDER/EDGE (S/E)			
⊖ Paved Surface Width (Minimum)	Paved Shoulder Width (Minimum)	* Systematic Use/Crash Analysis Required	Δ Dimensions
> 22'	≥5'	Systematic Use	12" L Stripe
	<5'		6" L Stripe
≤ 22'	<2'	Crash Analysis	6" L Stripe



Simone A. Ardoin
10/19/15

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGNED	CHECKED	GLF	SA	DESIGNED	CHECKED	GLF	SA
				SERIES NUMBER 2 OF 2			
REVISION OR CHANGE ORDER DESCRIPTION							
DATE							
NO.							
BY							
RUMBLE STRIPS GENERAL NOTES AND TABLE							
ROAD DESIGN SPECIAL DETAIL							