

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.

STATE OF LOUISIANA
 SIMONE A. ARDOIN
 REG. No. 22006
 REGISTERED PROFESSIONAL ENGINEER
 IN
 CIVIL ENGINEERING
Simone A. Ardoin
 10/19/15

| # 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 |



RUMBLE STRIPS
GENERAL NOTES AND TABLE
ROAD DESIGN SPECIAL DETAIL



| | | | |
|-----|------|--------------------------------------|----|
| NO. | DATE | REVISION OR CHANGE ORDER DESCRIPTION | BY |
| | | | |
| | | | |
| | | | |

| | |
|---------------|--------|
| DESIGNED | GLF |
| CHECKED | SA |
| DETAILED | GLF |
| CHECKED | SA |
| SERIES NUMBER | 2 OF 2 |

| | |
|-----------------|--|
| PARISH | |
| CONTROL SECTION | |
| STATE PROJECT | |

SHEET NUMBER