

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

(LIMITED TO SPEEDS ≥50 MPH)

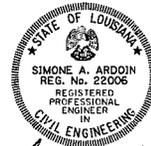
# CENTERLINE (CL) WITH SHOULDER/EDGE (S/E)			
⊖ Paved Surface Width (Minimum)	Paved Shoulder Width (Minimum)	* Systematic Use/Crash Analysis Required	Δ Dimensions
≥28' (11' min travel lanes)	≥2'	Systematic Use	CL: 12" L Stripe S/E: See SHOULDER/EDGE Guidance
≥24' and <28' (11' min travel lanes)	≥1'	⊕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

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.

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