

GENERAL NOTES

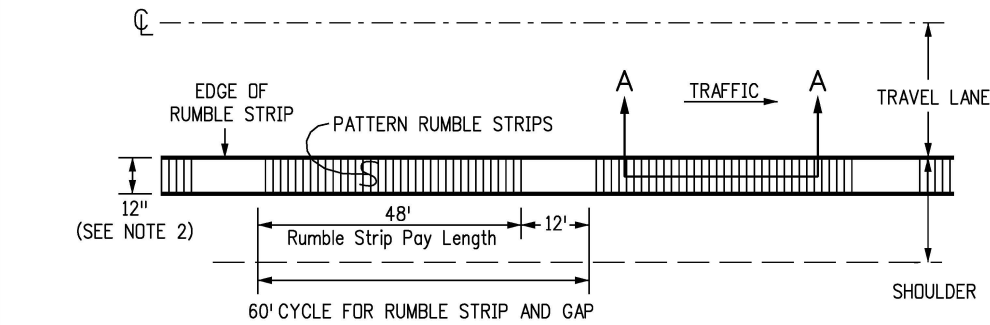
1. RUMBLE STRIPS SHALL BE OMITTED AT TURN AND AUXILIARY LANES, ROAD APPROACHES, RESIDENCES, 250 FT. BEFORE ROAD INTERSECTIONS, AND OTHER INTERRUPTIONS AS DIRECTED BY THE ENGINEER.

2. RUMBLE STRIPS MAY BE INSTALLED BY GRINDING, ROLLING, OR FORMING ON CONCRETE PAVEMENT, AND BY GRINDING ONLY ON HMA PAVEMENT. RUMBLE STRIP WIDTH SHALL BE 12 IN. FOR GRIND-IN AND 18 IN. FOR FORMED OR ROLLED.

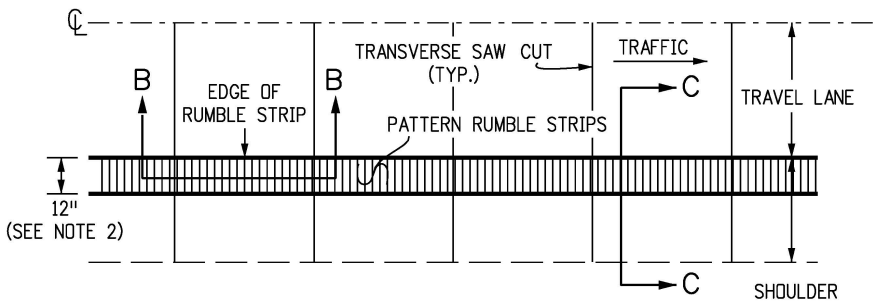
3. MINIMIZE THE DISTANCE BETWEEN RUMBLE STRIP AND EDGE LINE ON CONCRETE PAVEMENTS WITH 14 FT. WIDE SLABS.
4. BEGIN RUMBLE STRIPS ON THE OUTSIDE EDGE OF THE TRAVEL LANE EDGE LINE.

5. DO NOT INSTALL RUMBLE STRIPS ON SHOULDERS LESS THAN 6 FT. WIDE WHEN GUARDRAIL IS PLACED ALONG THE EDGE OF THE SHOULDER.

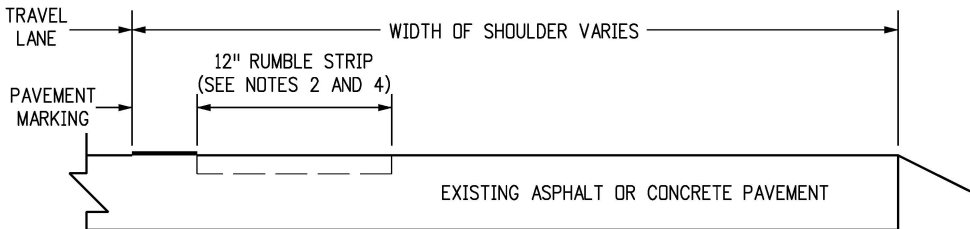
6. APPLY THE 60 FT. GAP PATTERN WHEN RUMBLE STRIPS (GRIND-IN) ARE INSTALLED IN CONCRETE PAVEMENT.



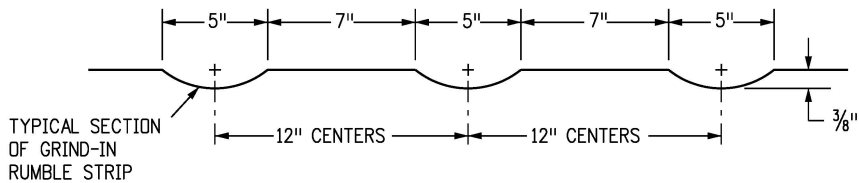
INTERMITTENT RUMBLE STRIP
TWO-LANE ROADWAY (HMA)



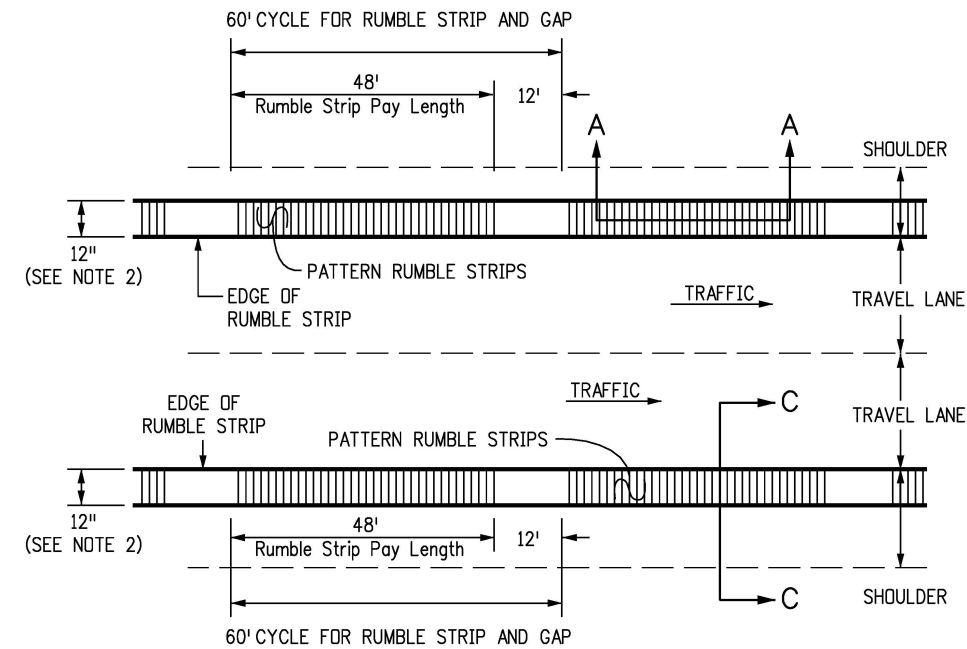
CONTINUOUS RUMBLE STRIP
TWO-LANE ROADWAY (CONCRETE)



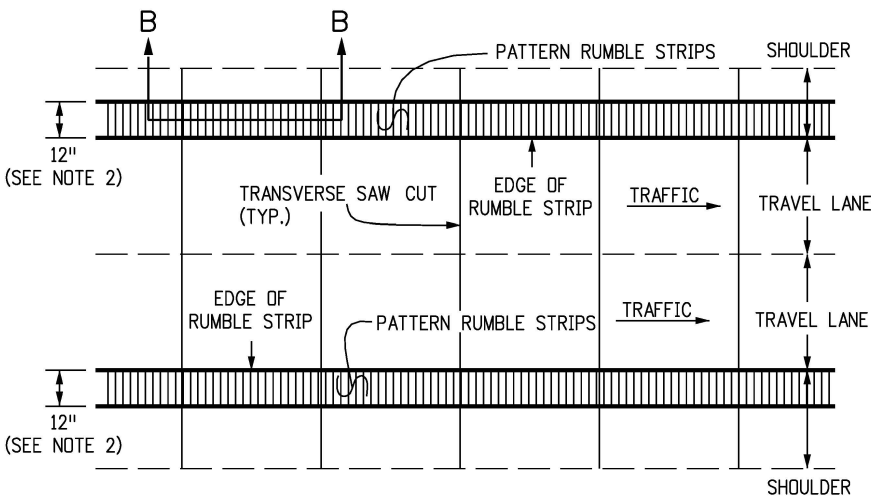
TYPICAL SECTION C-C



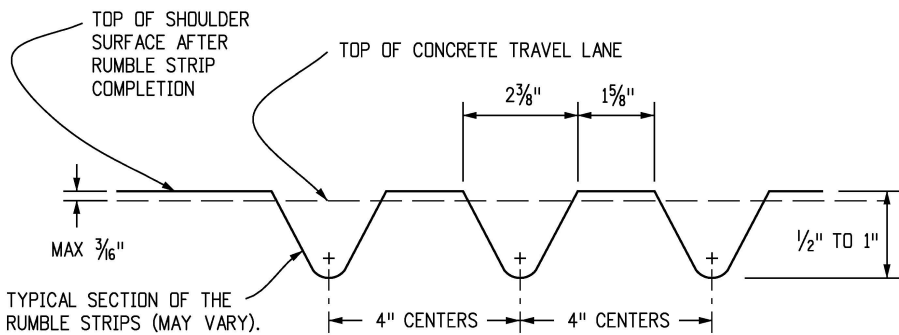
TYPICAL SECTIONS A-A AND B-B
FOR GRIND-IN RUMBLE STRIP
ON EXISTING HMA OR CONCRETE PAVEMENT



INTERMITTENT RUMBLE STRIP
FOUR-LANE DIVIDED ROADWAY (HMA)



CONTINUOUS RUMBLE STRIP
FOUR-LANE DIVIDED ROADWAY (CONCRETE)

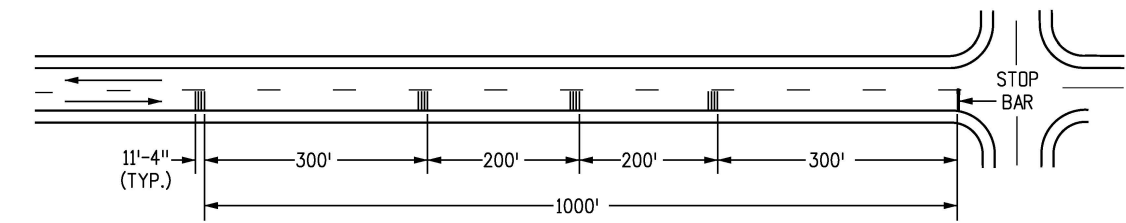


TYPICAL SECTION B-B
FOR FORMED OR ROLLED ON CONCRETE PAVEMENTS ONLY

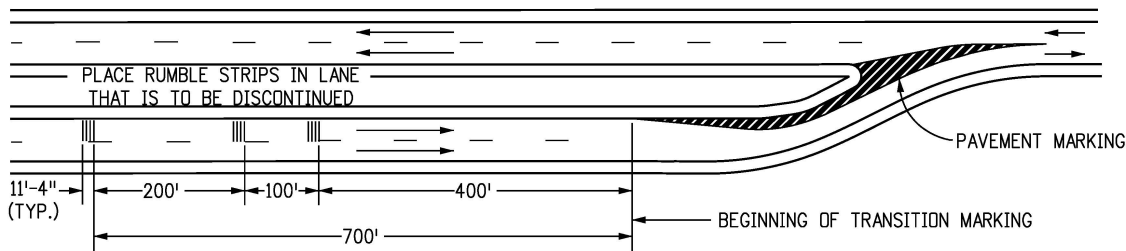
Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 West Howard Place CDOT HQ, 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868
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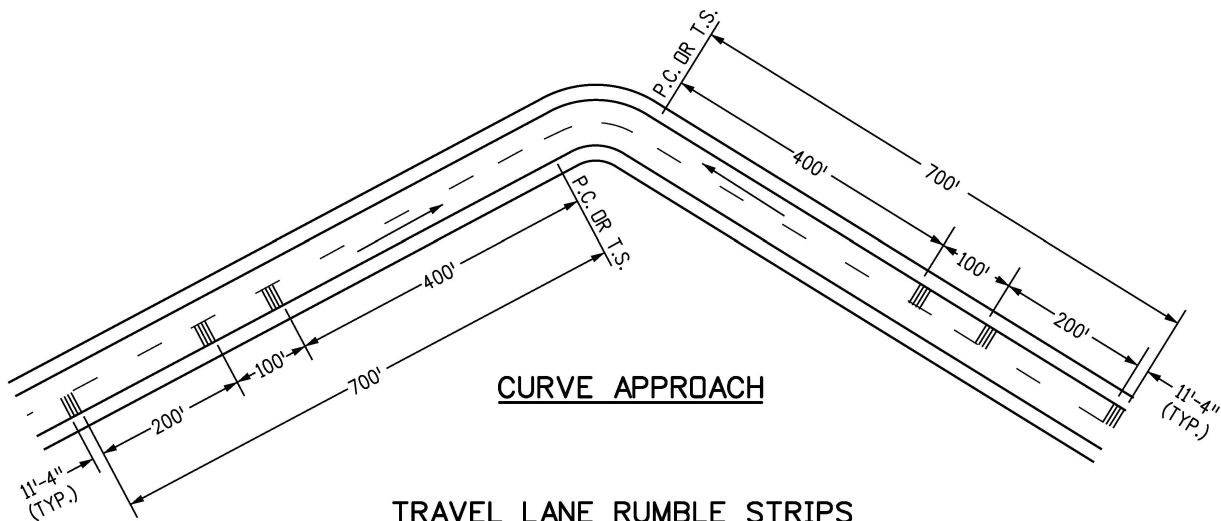
1. GROOVED RUMBLE STRIP SKEW OR CLUSTER SPACING SHALL BE MODIFIED TO AVOID LOCATING A GROOVE ON A CONCRETE PAVEMENT TRANSVERSE JOINT.
2. PERMANENT TRAVEL LANE RUMBLE STRIPS SHALL BE THE GROOVE DESIGN, AND MAY BE CUT IN EXISTING, NEW HMA, OR CONCRETE PAVEMENT. THE GROOVES MAY BE CUT BY SAWING, GRINDING, OR OTHER METHOD AS APPROVED.
3. TEMPORARY RUMBLE STRIPS SHOULD NORMALLY BE THE RAISED DESIGN. THEY MAY BE GROOVES IF LOCATED IN A PAVEMENT THAT WILL BE REMOVED OR COVERED WITH A PAVEMENT COURSE BEFORE COMPLETION OF THE PROJECT. TYPICAL USES OF TEMPORARY RUMBLE STRIPS ARE FOR LANE CLOSURES OR ALIGNMENT CHANGES IN CONSTRUCTION ZONES.
4. THE HMA (RAISED RUMBLE STRIPS) SHALL BE PLACED ON A CLEAN, TACK COATED TREATED PAVEMENT IN $\frac{3}{8}$ IN. HIGH FORMS. THE FORMS SHALL BE REMOVED AND THE ASPHALT COMPACTED BY ROLLING ALONG THE STRIPS. EPOXY MORTAR SHALL BE FORMED, TROWELED, AND LEVELED WITH A ROLLER AND THE TOP EDGES ROUNDED, THERMOPLASTIC STRIPS SHALL BE APPLIED BY THE EXTRUSION PROCESS. PREFORMED PLASTIC SHALL BE INSTALLED IN CONFORMANCE WITH THE INSTRUCTIONS OF THE MANUFACTURER.



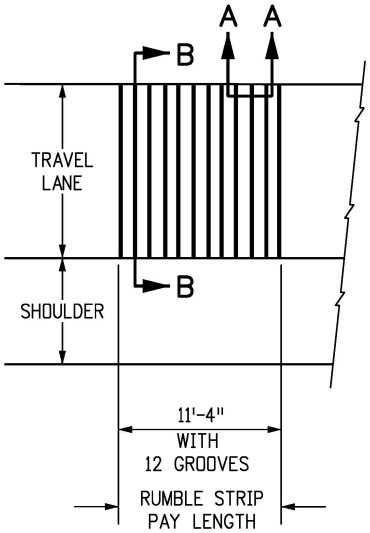
STOP SIGN APPROACH



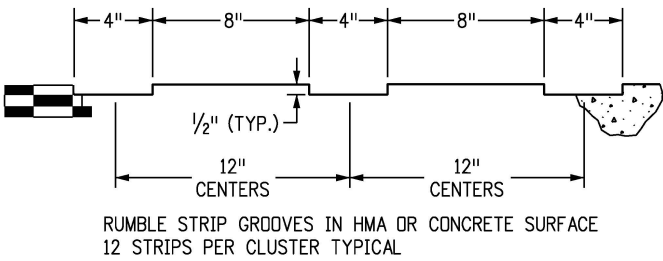
LANE REDUCTION TRANSITION



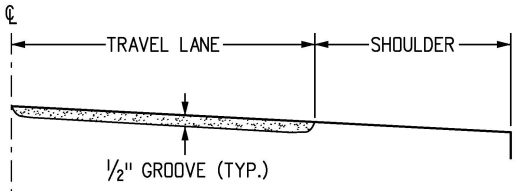
TRAVEL LANE RUMBLE STRIPS



TYPICAL RUMBLE STRIP CLUSTER

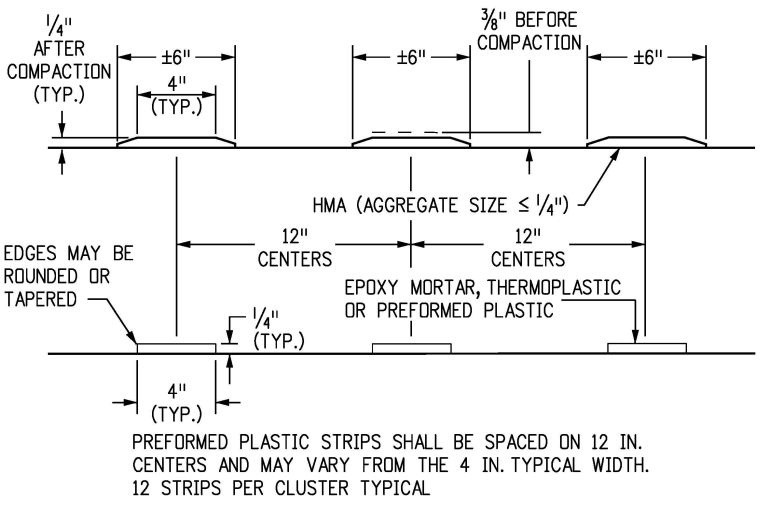


SECTION A-A (GROOVED)

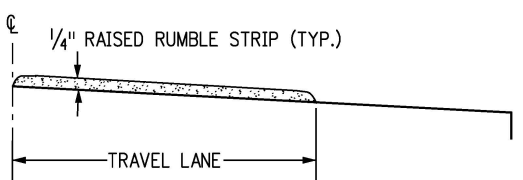


SECTION B-B (GROOVED)

PERMANENT GROOVED RUMBLE STRIPS



SECTION A-A (RAISED)



SECTION B-B (RAISED)

TEMPORARY RAISED RUMBLE STRIPS

Computer File Information		(R-X) (R-X) (R-X) (R-X)	Sheet Revisions		Colorado Department of Transportation  2829 West Howard Place CDOT HQ, 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868 Project Development Branch JBK	STANDARD PLAN NO.	
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