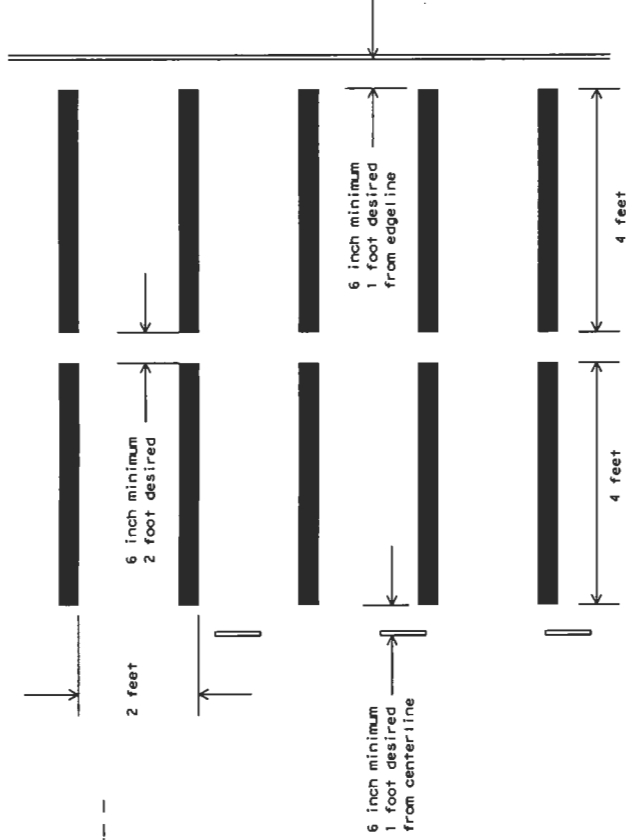
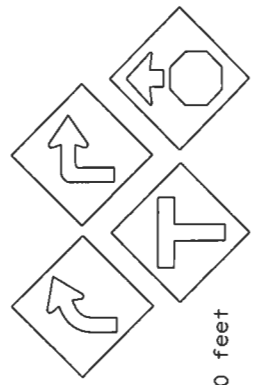
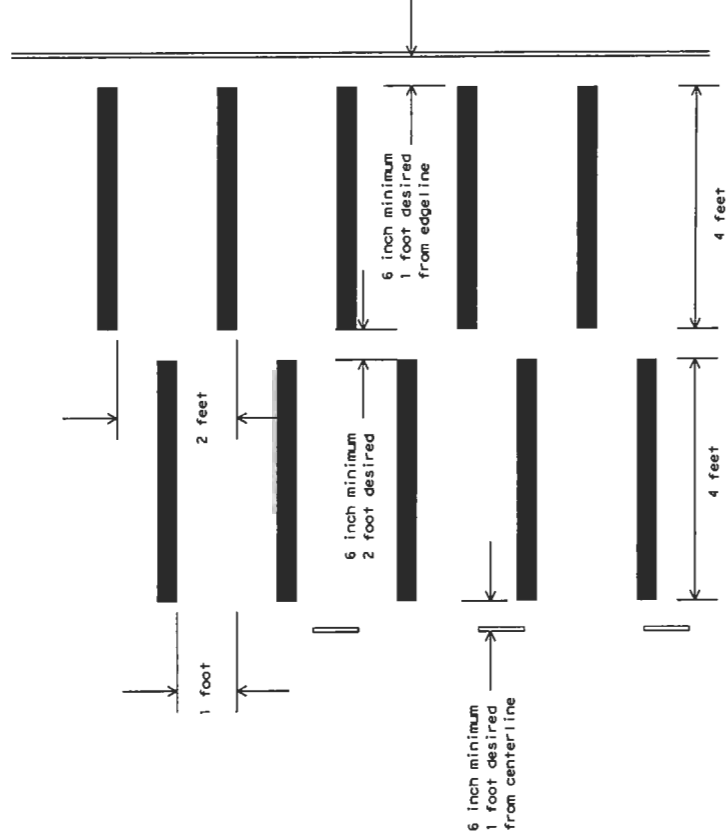


1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
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Standard Pattern



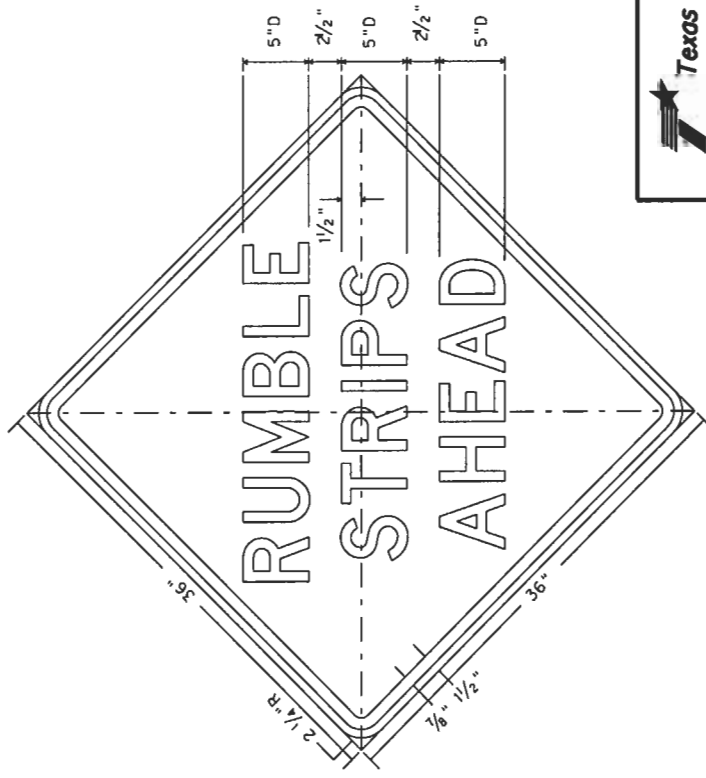
Alternative Pattern



*Adjust if placement interferes with driveway or intersection.

GENERAL NOTES:

1. In-lane or transverse rumble strips are primarily intended to call attention to conditions or situations in the roadway that might not be readily apparent. These types of rumble strips are intended to give a vibratory and auditory warning for special geometric conditions.
2. In-lane or transverse rumble strips are not designed to physically decrease the speed of a vehicle.
3. Rumble strips should be used only after all traditional warning devices have been used, such as warning signs, pavement markings and flashing beacons.
4. Rumble strips should only be used at high incident and special geometric locations. These special geometric locations may include: approaches to rural, high speed signalized or Stop-controlled intersections with sight restrictions and/or high crash rates, approaches to unexpected urban intersections, approaches to toll plazas, approaches to signalized controlled intersection, approaches to newly installed Stop or signalized controlled curves, and approaches to railroad grade crossings.
5. The use of rumble strips should not be widespread or used indiscriminately.
6. Preformed white raised rumble strips should be used. They should be installed in accordance with the manufacturer's recommendations.
7. A list of approved, preformed raised rumble strips can be obtained from the Traffic Operations Division.
8. Consideration should be given to noise levels when in-lane or transverse rumble strips are installed near residential areas, schools, churches, etc.
9. The use of the "Rumble Strips Ahead" sign may be used in advance of in-lane or transverse rumble strips, based on engineering judgement. This sign is typically not necessary for rumble strip installations built to the guidelines on this standard sheet.
10. Consideration should be given to bicyclists. A 12 inch gap from the edge line may be used to accommodate bicyclists when a usable shoulder is not available. Additional gaps in the in-lane or transverse rumble strips are not recommended since they could cause motorists to swerve to avoid the rumble strips.



STANDARD PLANS
 Texas Department of Transportation
 Traffic Operations Division

TRANSVERSE OR
 IN-LANE
 RUMBLE STRIPS

FOR REVISION

TORS (4) -06

REVISION	DATE	BY	CHKD BY	APP'D BY
1				
2				
3				
4				
5				
6				

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