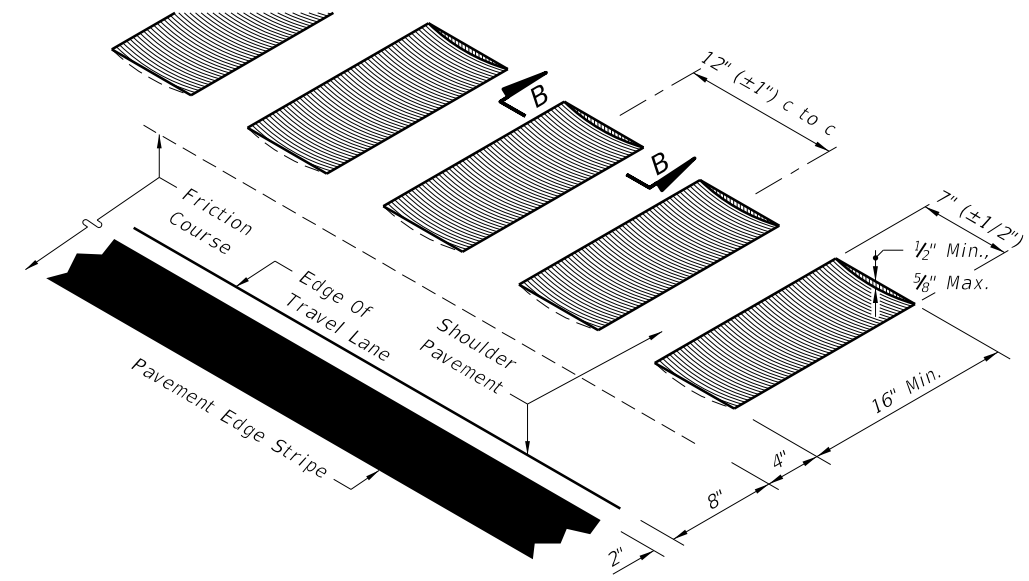
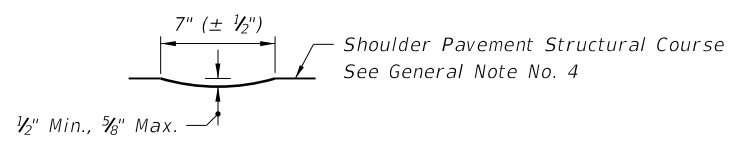


Note:  
 (→) Arrows indicate direction of travel  
 and not the number of lanes nor width  
 of median shoulder pavement.

HALF PLAN  
 LIMITED ACCESS FACILITIES  
**SHOULDER GROUND-IN RUMBLE STRIP PLACEMENT**

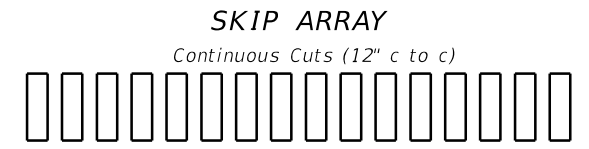
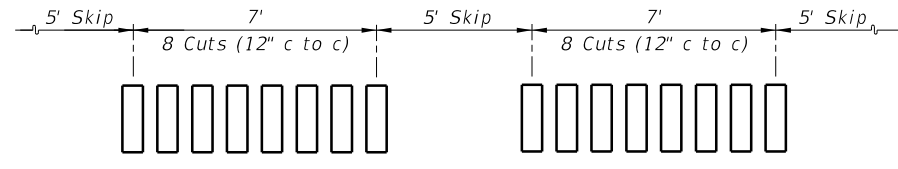


ISOMETRIC - LONGITUDINAL CUT



SECTION BB  
 LONGITUDINAL CUT

LOCATION ALONG SHOULDER (FLEXIBLE PAVEMENT)  
**SHOULDER GROUND-IN RUMBLE STRIPS**



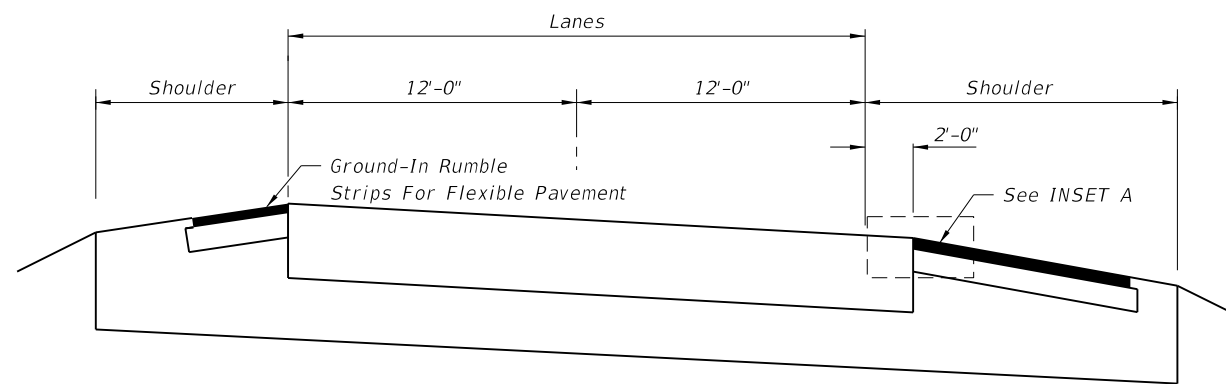
SKIP ARRAY  
 Continuous Cuts (12" c to c)  
**CONTINUOUS ARRAY**  
 ARRAYS

GENERAL NOTES FOR  
**SHOULDER GROUND-IN RUMBLE STRIPS**

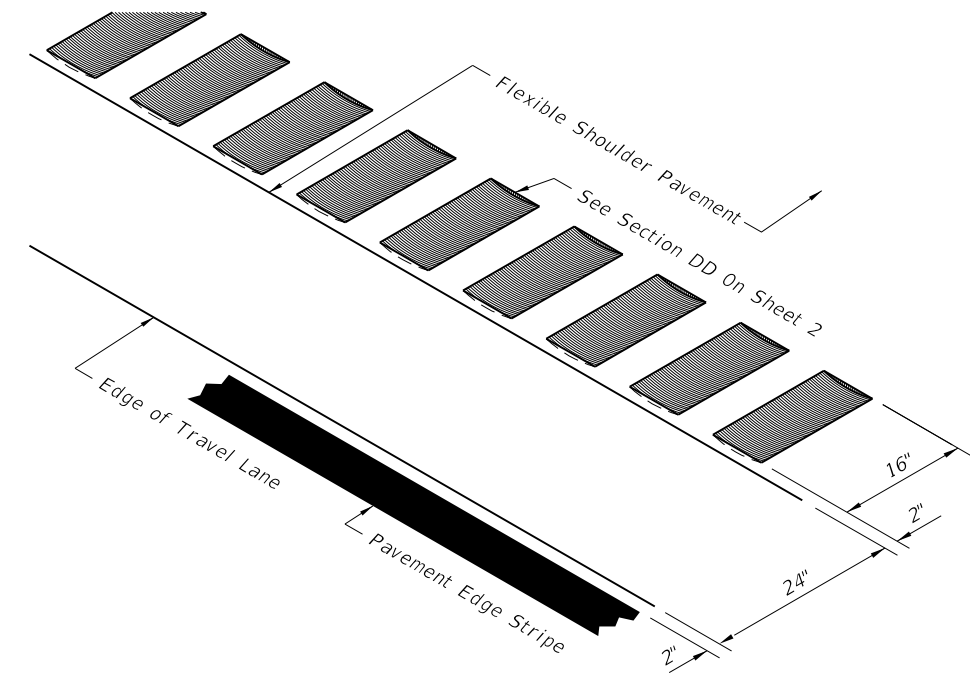
1. Shoulder ground-in rumble strips shall be constructed on limited access facilities.
2. The skip array is the standard array. The continuous array shall be constructed in advance of bridge ends for a distance of 1000', or back to the gore recovery area for mainline interchange bridges; and constructed at other specific locations as called for in the plans.
3. Ground-in rumble strips are to be constructed in accordance with Section 546 of the Specifications.
4. When friction course extends more than 8" beyond the edge of the travel lane, the extended friction course shall be bladed off back to the 8" line, prior to rumble strip grinding.

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LAST REVISION 07/01/14	REVISION	DESCRIPTION:	 2015 DESIGN STANDARDS	<b>SHOULDER RUMBLE STRIPS</b>	INDEX NO. <b>518</b>	SHEET NO. <b>1 of 2</b>
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NTS  
RIGID PAVEMENT WITH FLEXIBLE PAVEMENT SHOULDER



ISOMETRIC - LONGITUDINAL CUT  
INSET A

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LAST REVISION 07/01/14	REVISION	DESCRIPTION:	 <b>2015</b> DESIGN STANDARDS	SHOULDER RUMBLE STRIPS	INDEX NO. <b>518</b>	SHEET NO. <b>2 of 2</b>
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