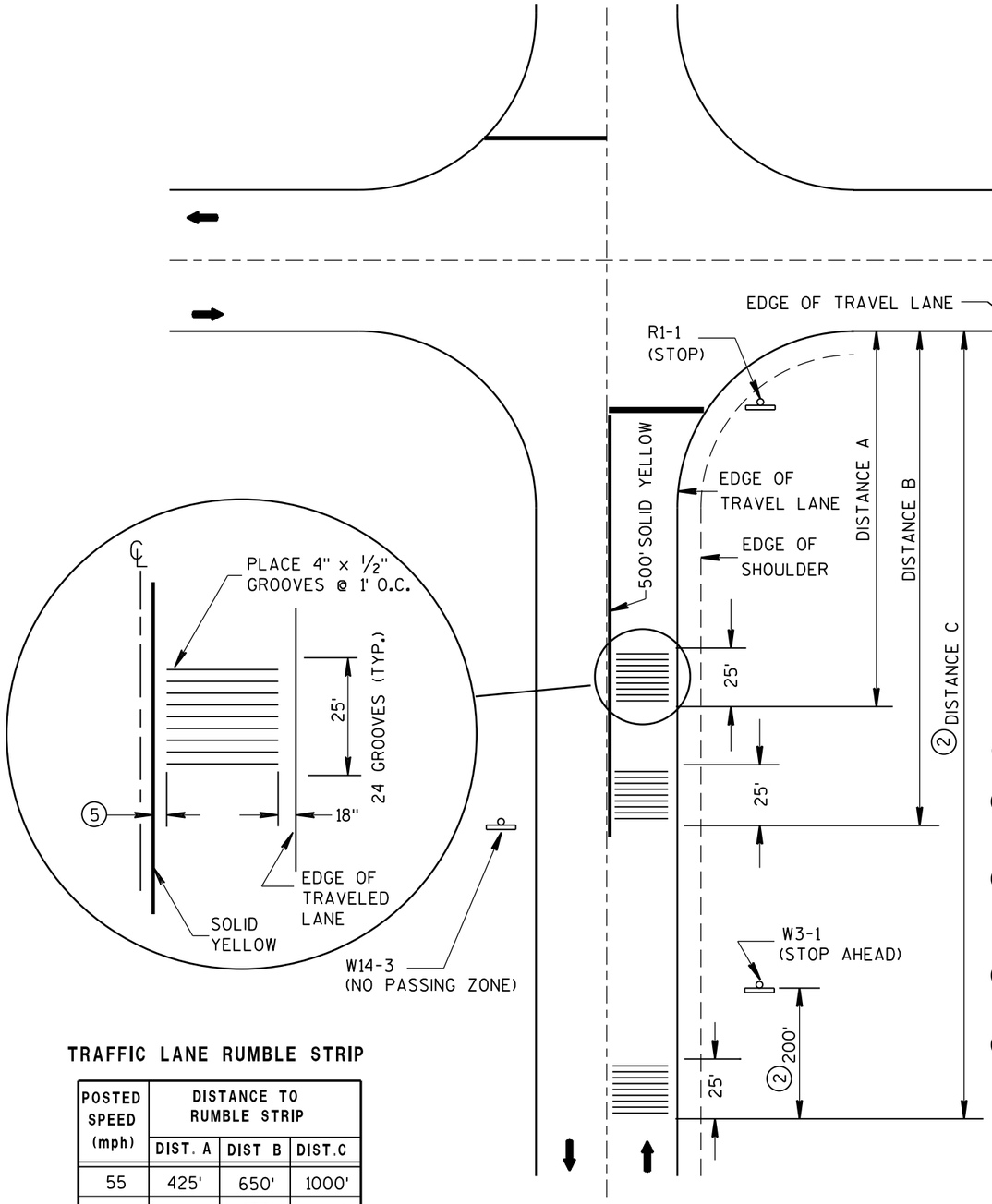
SDD 13A9 Concrete Rumble Strips at Intersection



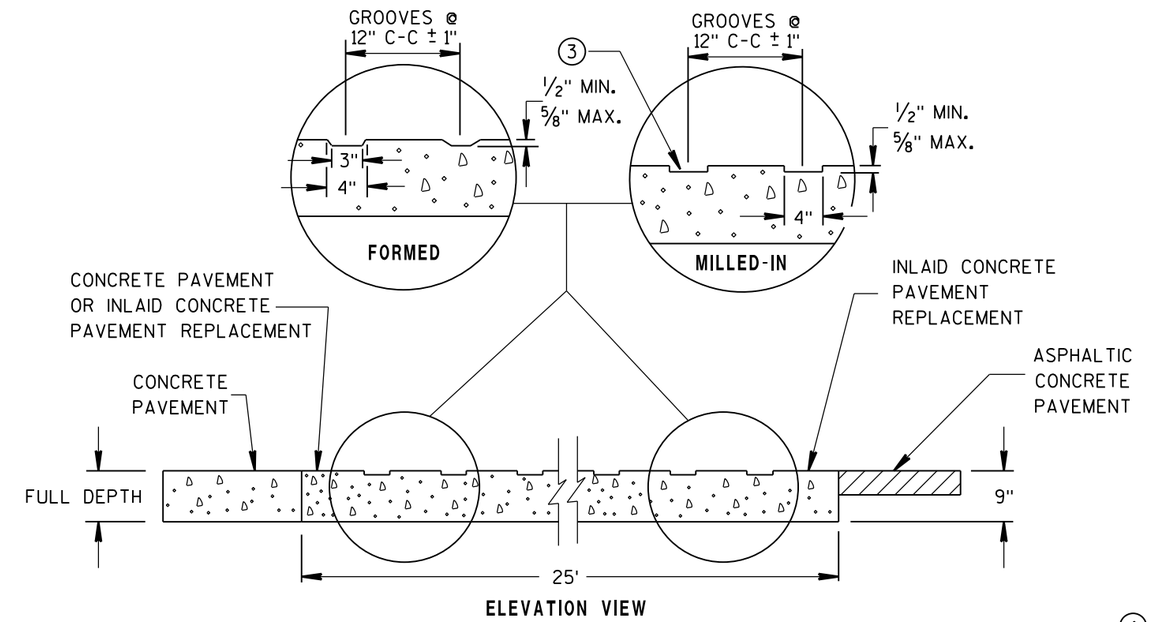
ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

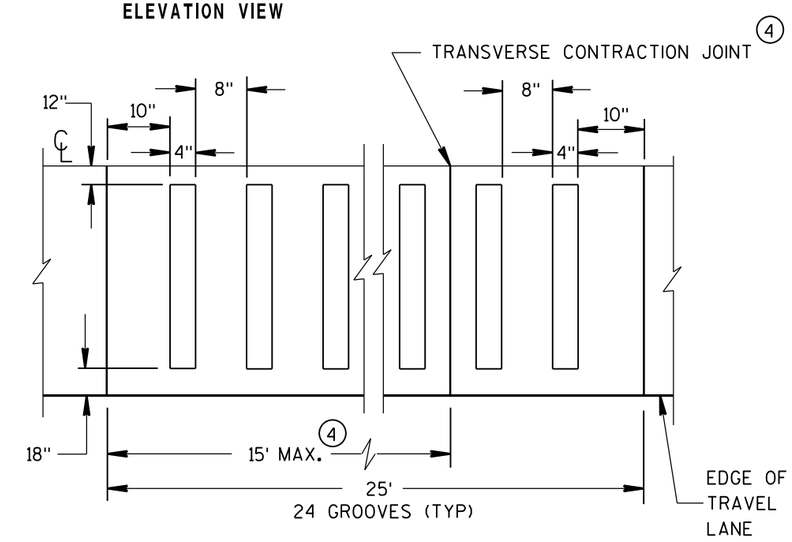
RUMBLE STRIP LOCATION

TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤ 30	125'	(1)	425'



ELEVATION VIEW



PLAN VIEW

CONCRETE PAVEMENT MILLED-IN OR TOOLED-IN

1. ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.
2. LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.
3. TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"
4. 15' MAX. SPACING FOR TRANSVERSE CONTRACTION JOINT
5. 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

EXTEND CONCRETE FROM THE ℄ TO THE EDGE OF TRAVEL WAY.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

CONCRETE RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-17-2011 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 13 A 9-1

Concrete Rumble Strips at Intersection

References:

NONE

Bid items associated with this drawing:

ITEM NUMBER	DESCRIPTION	UNIT
416.1180	Concrete Intersection Rumble Strips	SY

Standardized Special Provisions associated with this drawing:

STSP NUMBER	TITLE
NONE	

Other SDDs associated with this drawing:

NONE

Design Notes:

This SDD should typically be used where there is a 4-way stop condition or even a 2-way stop condition where there is some fear that the motorist may not see or expect a stop condition ahead.

The designer should be particularly aware of residences in the immediate area of the rumble strips. The sound generated from rumble strips may carry for a long distance, particularly at night when the ambient noise is quieter than in the daytime.

The designer should also be aware of sight obstruction from trees or other signs that may be too close to the proposed W3-1 (STOP AHEAD) sign.

This detail is not intended to address the pavement marking required at the approach to the intersection, the stop bar or other signs such as the No Passing Zone pennant. The designer must address pavement marking and signing details and specifications elsewhere in the contract as the general notes stipulate.

Contact Person:

Mark Zander (608) 267-7327