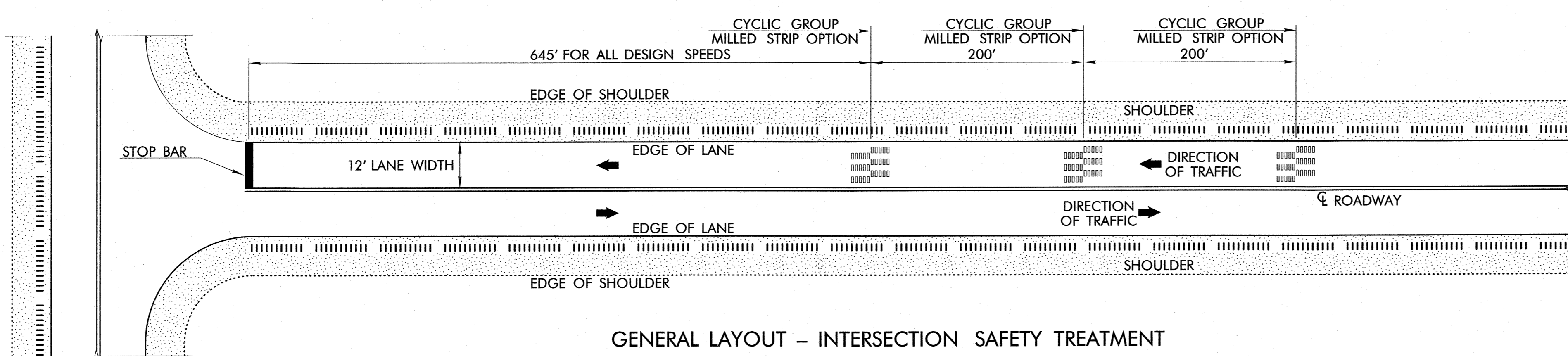
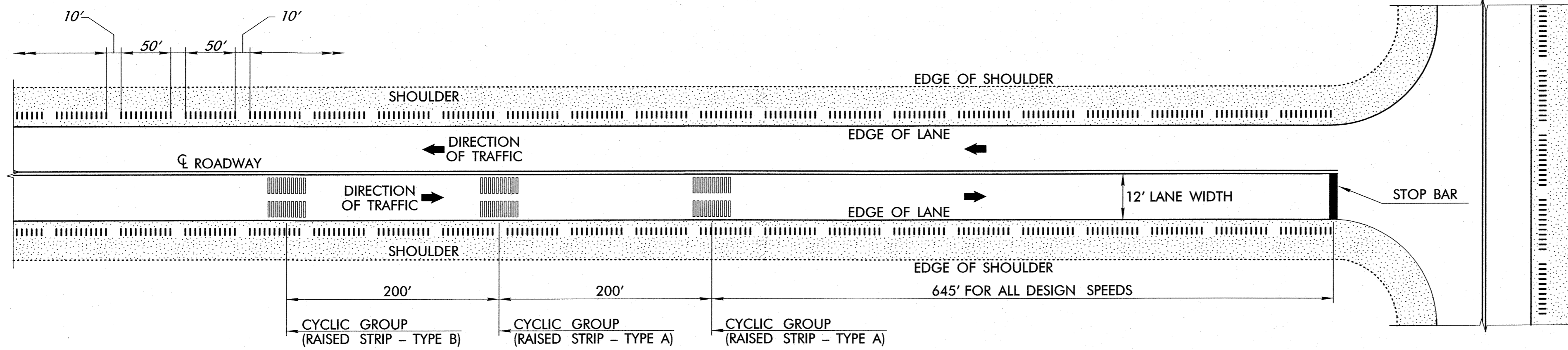
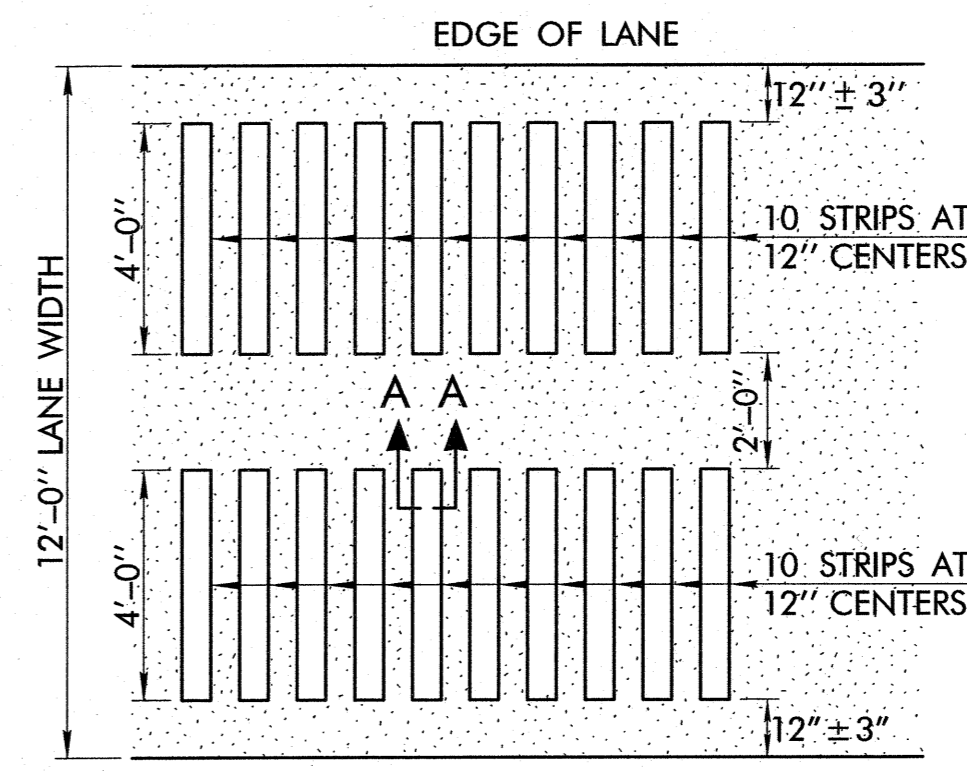


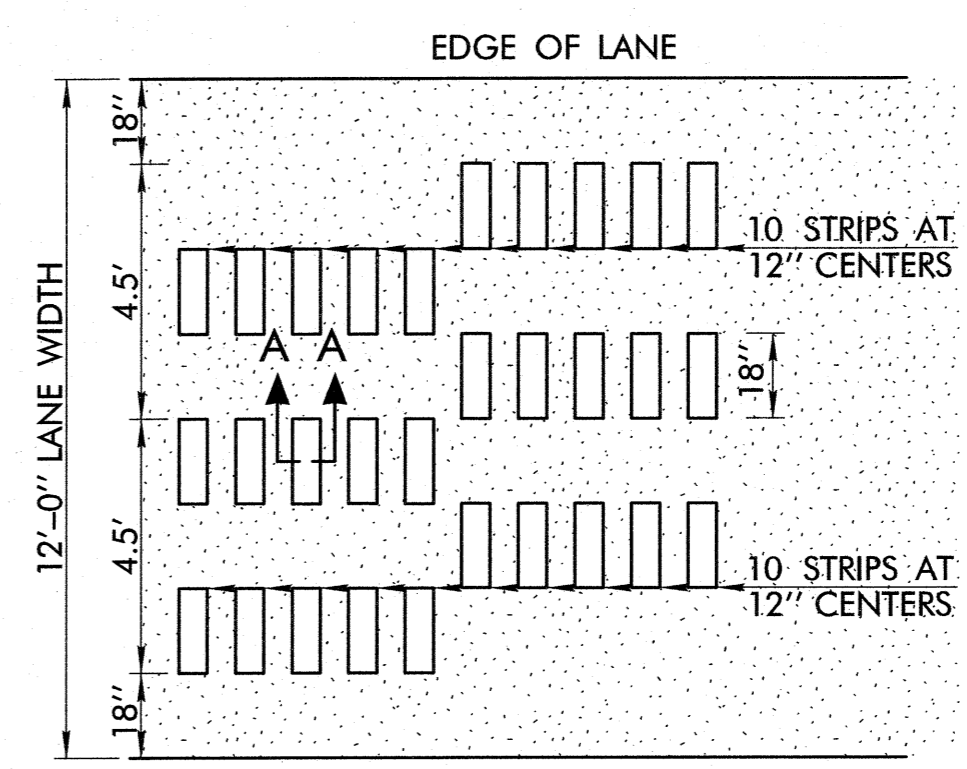
OUTSIDE SHOULDER SPACING (TYPICAL UNLESS NOTED OTHERWISE)



GENERAL LAYOUT - INTERSECTION SAFETY TREATMENT

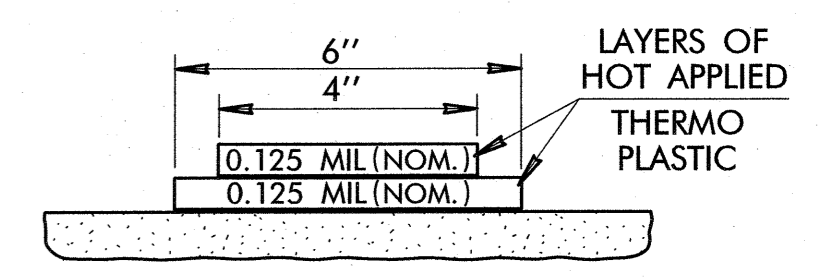


RAISED CYCLIC GROUP (TRANSVERSE RUMBLE STRIPS)

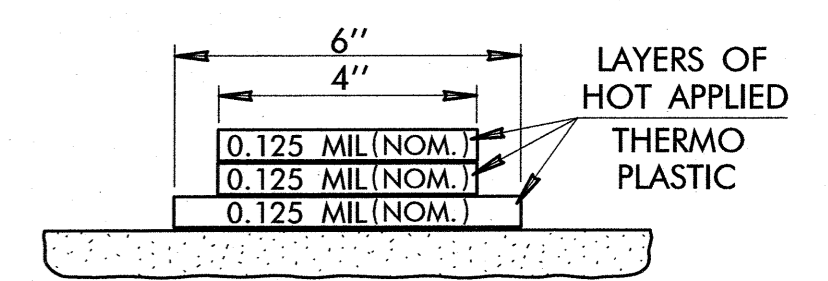


MILLED CYCLIC GROUP (TRANSVERSE RUMBLE STRIPS)

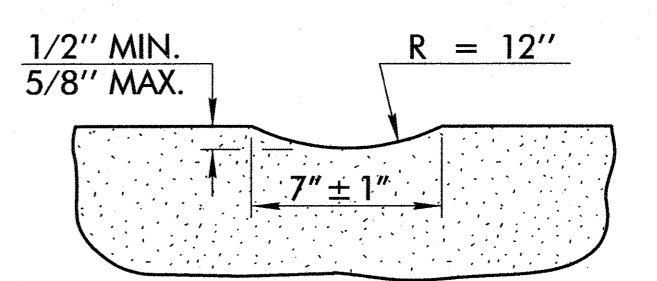
REVISIONS	
DESCRIPTION	DATE



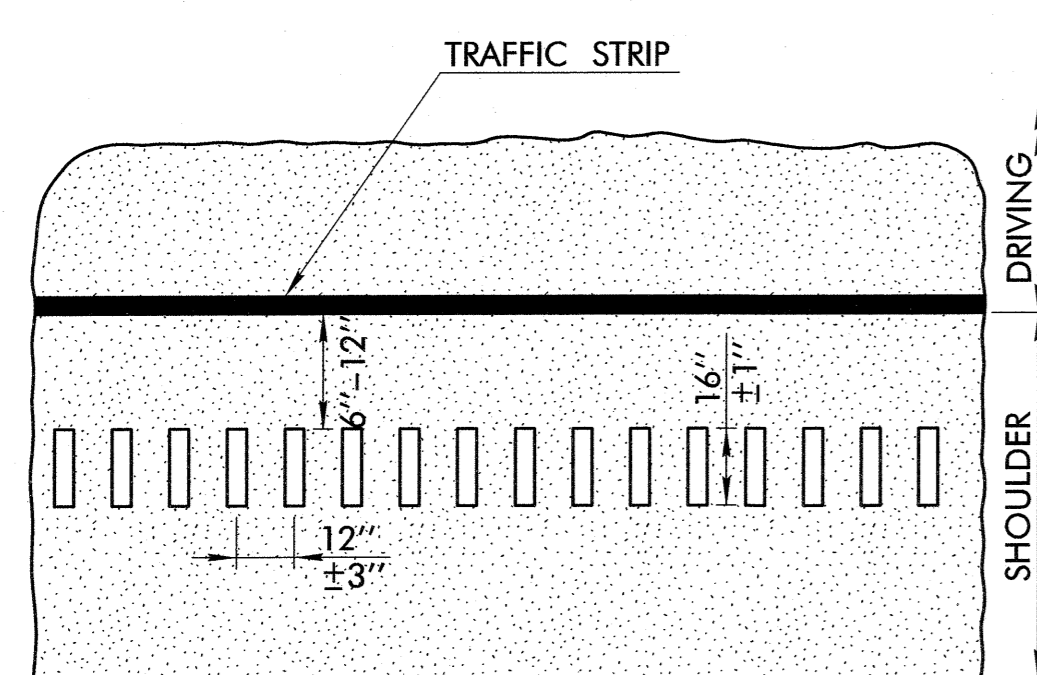
SECTION A - A RAISED STRIP - TYPE A CYCLIC GROUP



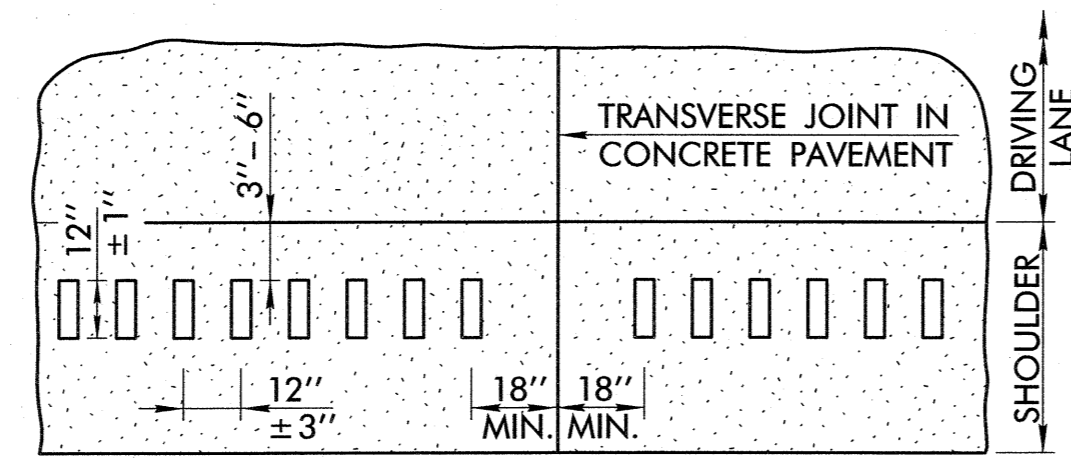
SECTION A - A RAISED STRIP - TYPE B CYCLIC GROUP



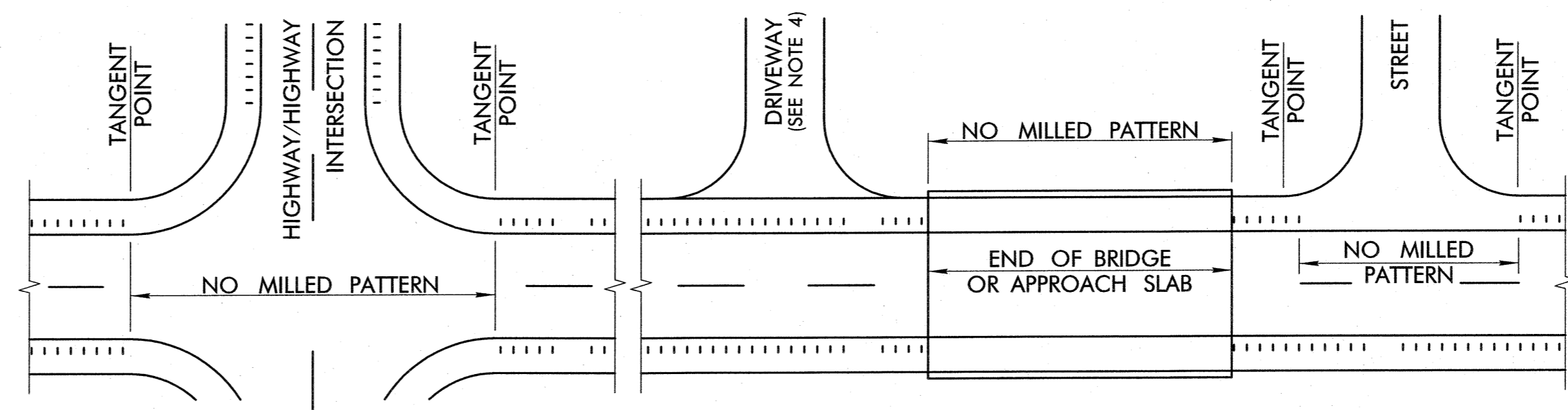
SECTION A - A MILLED STRIP OPTION CYCLIC GROUP



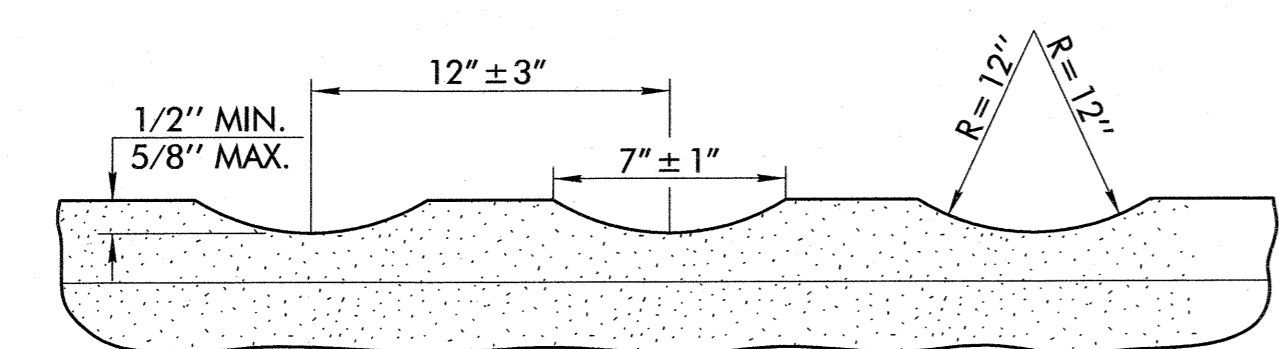
TYPICAL SPACING IN ASPHALT PAVED SHOULDERS GREATER THAN 4' WIDE



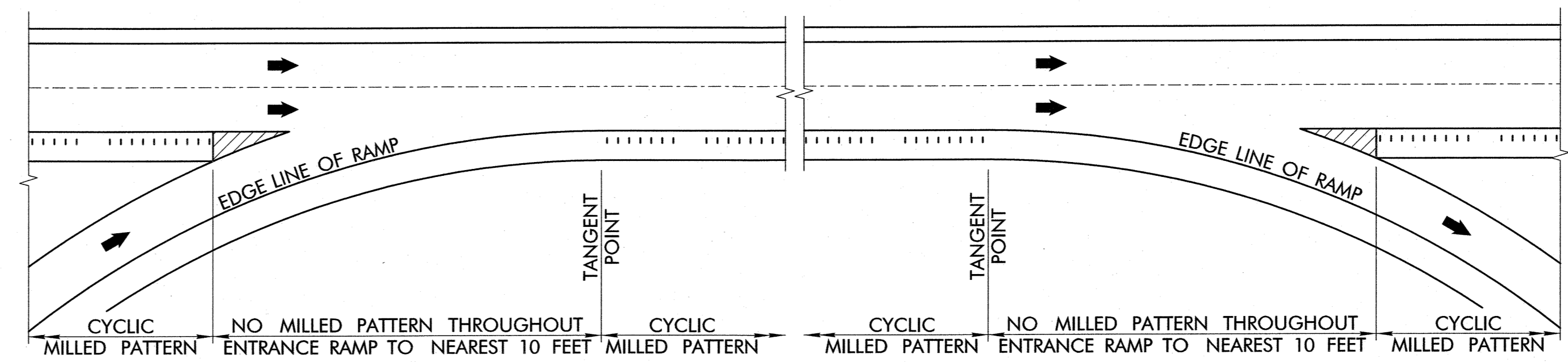
TYPICAL SPACING IN 4' OR LESS PAVED SHOULDERS



GENERAL LAYOUT AT INTERSECTIONS AND BRIDGES



TYPICAL SECTION THROUGH CYCLIC MILLED PATTERN



GENERAL LAYOUT AT ENTRANCE RAMP

GENERAL LAYOUT AT EXIT RAMP

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
- MATERIALS SPECIFICATIONS FOR RAISED RUMBLE STRIPS SHALL CONFORM TO SECTION 711.01 OF THE SPECIFICATIONS.
- FOR CYCLIC GROUP TRANSVERSE RUMBLE STRIP, THE MILLED STRIP OPTION IS THE PREFERRED METHOD OF INSTALLATION. THE RAISED STRIP OPTION MAY BE USED IN LIEU OF THE MILLED STRIP, WHEN APPROVED BY THE ENGINEER.
- WHERE A DRIVEWAY INTERSECTS THE HIGHWAY, THE SHOULDER RUMBLE STRIP SHALL NOT BE BROKEN. THERE COULD BE EXCEPTIONS TO THIS POLICY IF THE FIELD DIVISION ENGINEER, OR HIS/HER REPRESENTATIVE, DETERMINES THE DRIVEWAY TO BE A HEAVILY USED COMMERCIAL, INDUSTRIAL OR SUBDIVISION DRIVEWAY. IF AN EXCEPTION IS MADE, THE LOCATION AND EXTENT OF THE BREAK IS TO BE DETERMINED BY THE FIELD DIVISION ENGINEER OR HIS/HER REPRESENTATIVE.
- THE GAPS IN THE RUMBLE STRIPS SHALL BE 10 FEET LONG. THE LENGTH OF THE CONTINUOUS PORTION OF THE RUMBLE STRIP SHALL BE 50 FEET. THE GAP AND CONTINUOUS PORTION COMPLETES A CYCLE LENGTH OF 60 FEET. IMMEDIATELY FOLLOWING ANY OTHER GAPS (E.G. INTERSECTING ROADS, ETC.) THE CONTINUOUS PORTION OF THE 50 FEET RUMBLE STRIP SHALL START OVER. A 10 FOOT GAP SHALL NOT BE PLACED ADJACENT, OR VERY CLOSE, TO OTHER GAPS THAT OCCUR FOR OTHER REASONS WITHIN THIS STANDARD.
- PAYMENT FOR THIS PAY ITEM SHALL BE BASED ON THE TOTAL LINEAR FEET, INCLUDING THE NORMAL 10 FOOT GAP. GAPS FOR OTHER AREAS SHALL BE EXCLUDED, FOR EXAMPLE, GAPS ACROSS STREETS, OTHER HIGHWAYS, MEDIAN OPENINGS, RAMPS, AND TRANSVERSE JOINTS.
- THE RAISED STRIP (THERMOPLASTIC) OPTION OR THE MILLED STRIP OPTION SHALL BE INCLUDED IN THE PRICE BID FOR THIS PAY ITEM.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
413 (B)	RUMBLE STRIP - METHOD HMA-CYC	(6) L.F.
413 (B)	RUMBLE STRIP - METHOD PCC-CYC	(6) L.F.
413 (D)	RUMBLE STRIP - METHOD HMA-CYC GROUP	(7) E.G.
413 (D)	RUMBLE STRIP - METHOD PCC-CYC GROUP	(7) E.G.

APPROVED BY
TRAFFIC ENGINEER: *Paul C. ...* DATE: 7-14-16

TRAFFIC STANDARD
CYCLIC RUMBLE STRIP
(NON-INTERSTATE
SYSTEM ONLY)