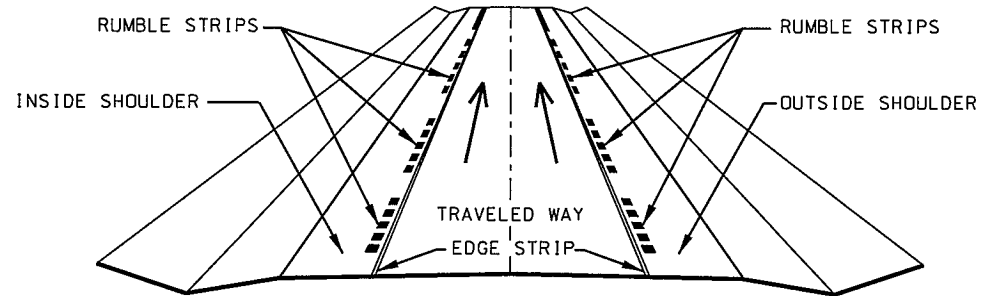


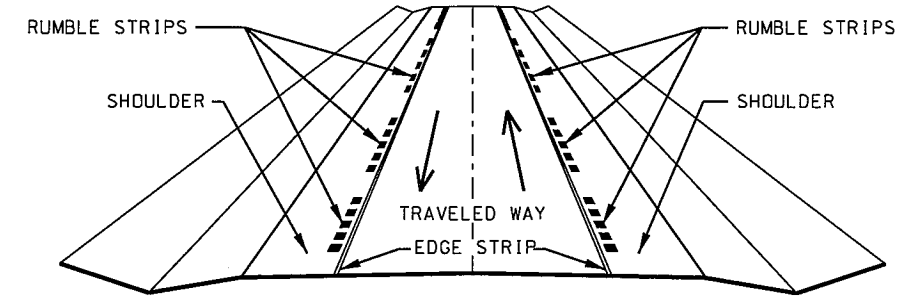
RUMBLE STRIP PLACEMENT

NOT TO SCALE



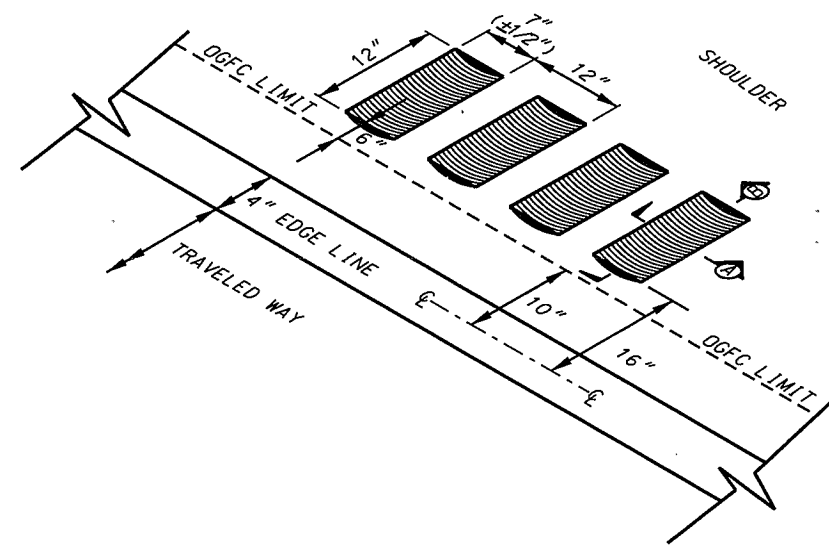
DIVIDED HIGHWAY  
RUMBLE STRIP PLACEMENT

NOT TO SCALE



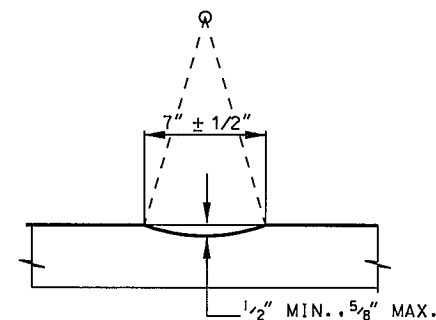
TWO-LANE HIGHWAY  
RUMBLE STRIP PLACEMENT

NOT TO SCALE

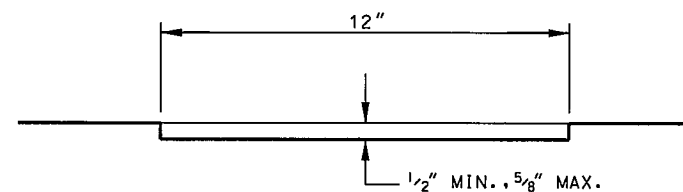


TYPICAL SHOULDER INSTALLATION

NOT TO SCALE

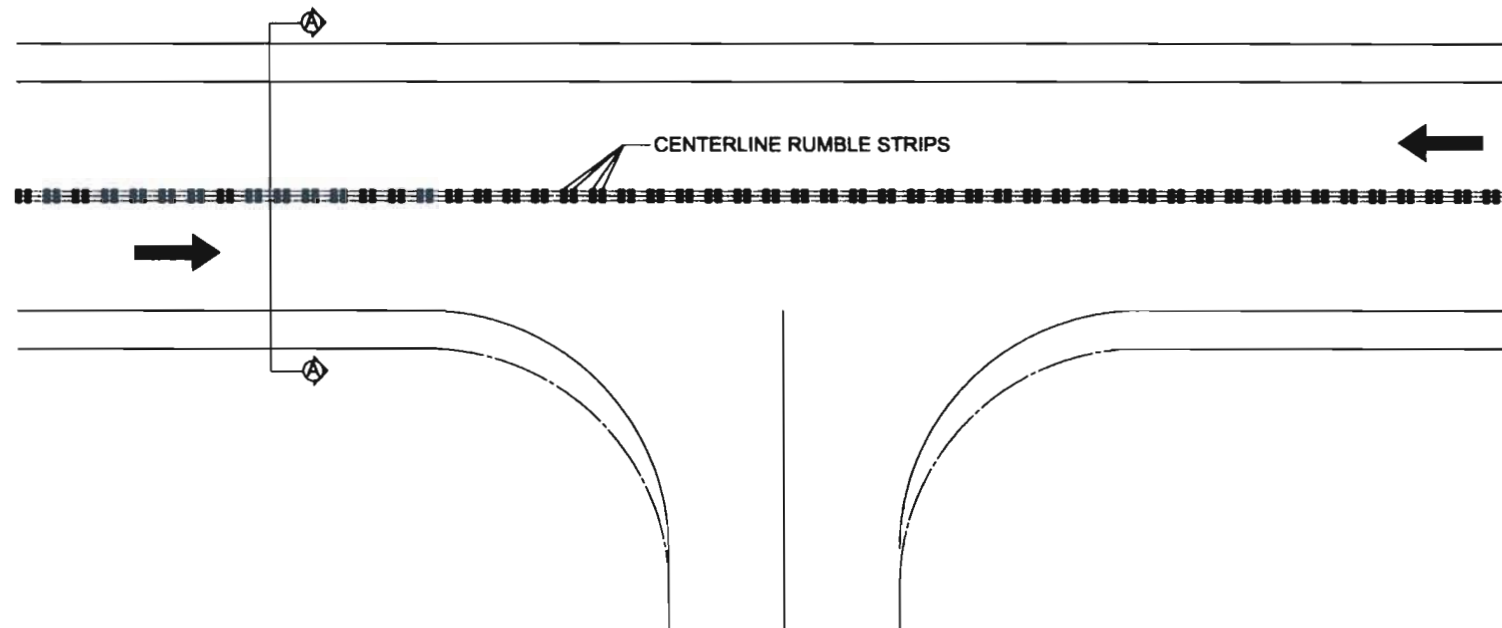


(A) SECTION  
NOT TO SCALE

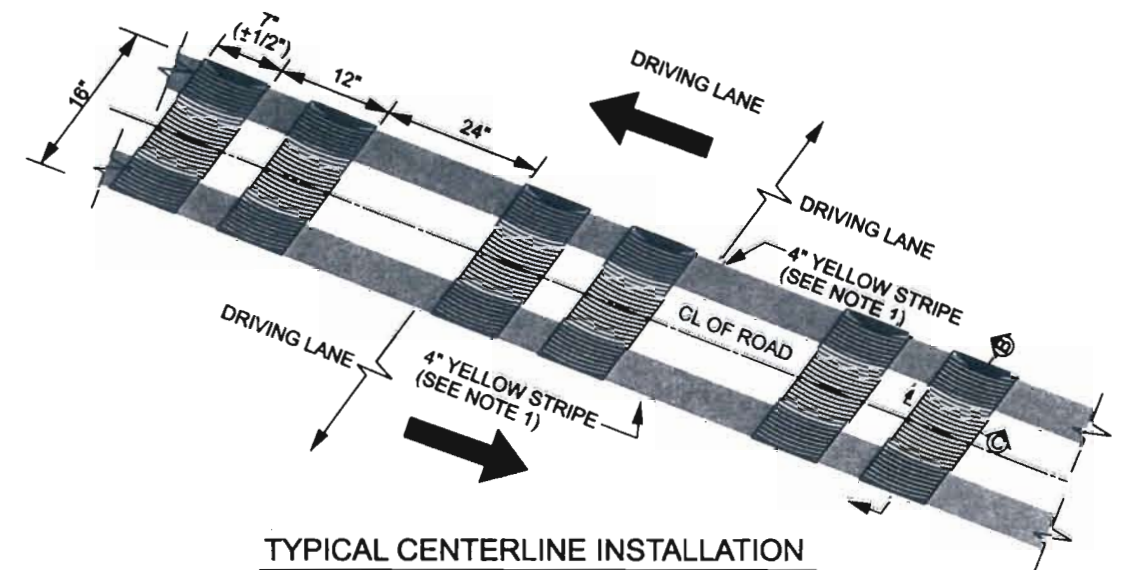


(B) SECTION  
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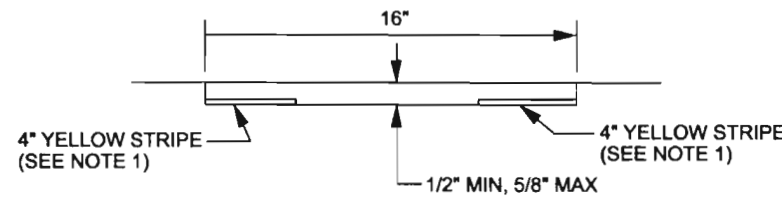
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
MILLED RUMBLE STRIPS			
APPROVED			8-9-01
	DESIGN ENGINEER		DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
631-01-1/1			



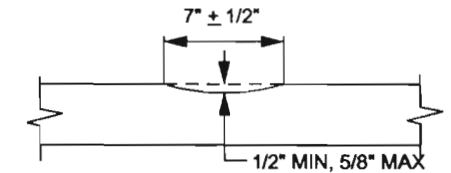
**CENTERLINE RUMBLE STRIPS  
TWO LANE RURAL ROAD**  
NOT TO SCALE



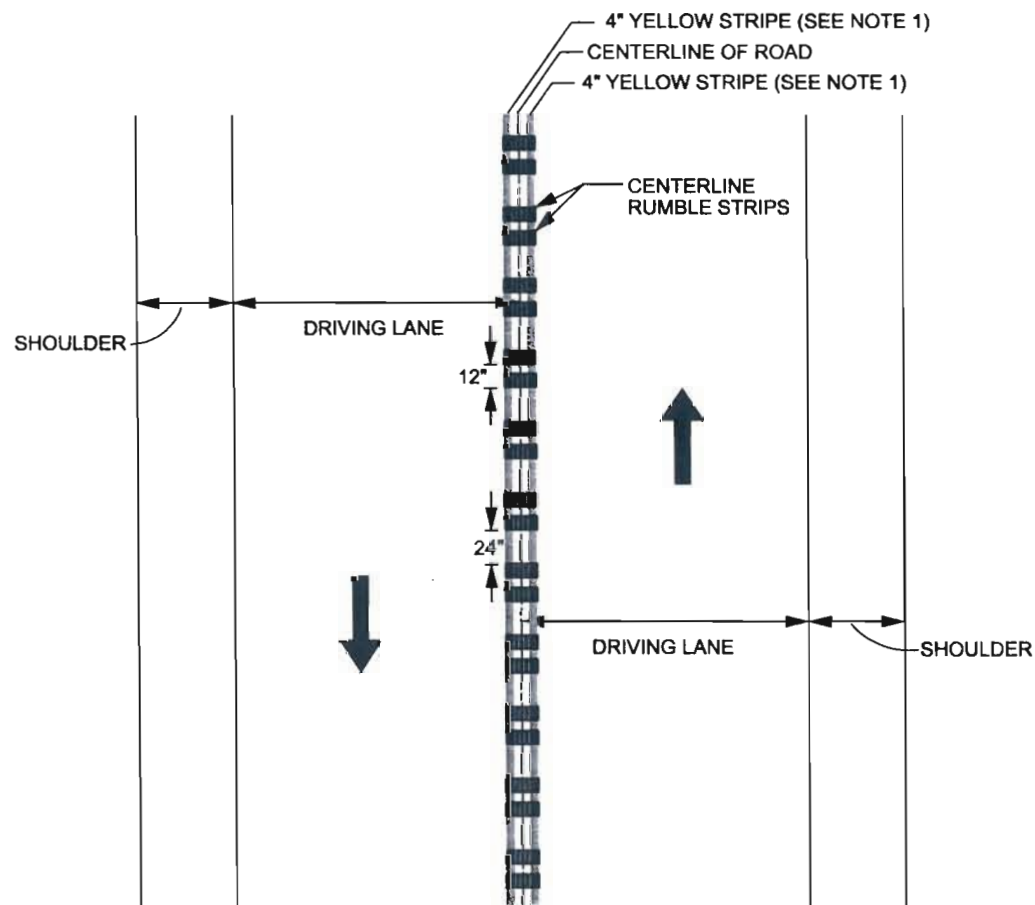
**TYPICAL CENTERLINE INSTALLATION**  
NOT TO SCALE



**SECTION B**  
NOT TO SCALE



**SECTION C**  
NOT TO SCALE



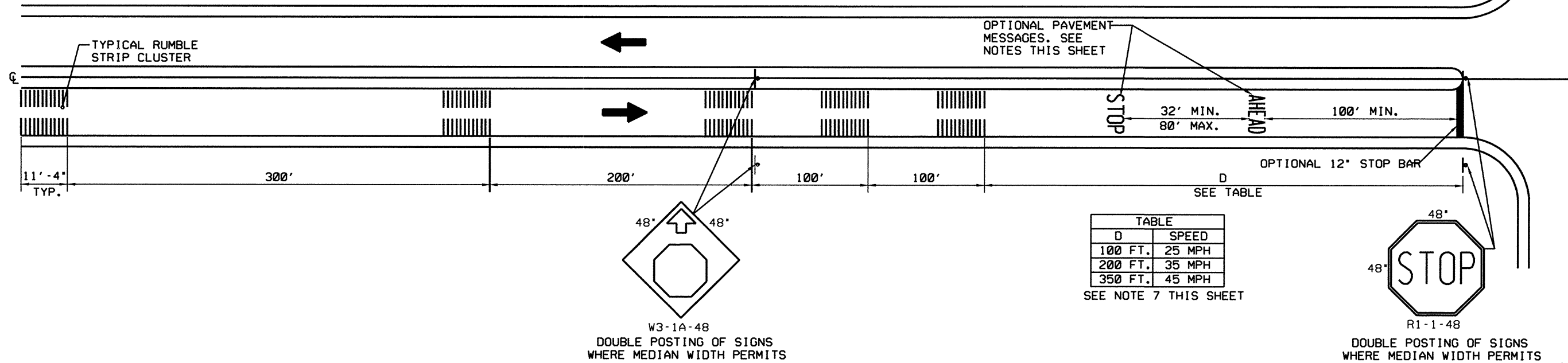
**DETAIL A**  
NOT TO SCALE

**NOTES**

1. PAVEMENT MARKINGS SHOWN ARE 4" SOLID DOUBLE YELLOW STRIPES (NO PASSING ZONE). CENTERLINE RUMBLE STRIP CONFIGURATION SHALL BE THE SAME FOR A 4" DASHED SINGLE YELLOW STRIPE (PASSING ZONE IN BOTH DIRECTIONS) OR 4" DASHED SINGLE YELLOW STRIPE WITH A 4" SOLID SINGLE YELLOW STRIPE (PASSING ZONE IN ONE DIRECTION).
2. THE NEED FOR CENTERLINE RUMBLE STRIPS SHALL BE EVALUATED ON A PROJECT BY PROJECT BASIS. FACTORS TO BE CONSIDERED SHOULD INCLUDE CRASH HISTORY, VERTICAL AND HORIZONTAL GEOMETRY, FREQUENCY AND TYPE OF ACCESS POINTS, AND CROSS SECTION WIDTH AT A MINIMUM. CENTERLINE RUMBLE STRIPS SHALL ONLY BE USED ON ROADWAYS WITH AT LEAST THE FOLLOWING CROSS SECTION DIMENSIONS.
  - A. ROADWAYS WITH 12' DRIVING LANES
  - B. ROADWAYS WITH 11' DRIVING LANES AND A MINIMUM SHOULDER WIDTH OF 2'
  - C. ROADWAYS WITH 10' DRIVING LANES AND A MINIMUM SHOULDER WIDTH OF 3'
3. CENTERLINE RUMBLE STRIPS SHALL ONLY BE USED ON ROADWAYS WITH A POSTED SPEED OF 50 MPH OR GREATER.
4. CENTERLINE PAINTED PAVEMENT MARKINGS SHALL BE APPLIED AT LEAST ONCE IN EACH DIRECTION OF TRAVEL.
5. ALL CENTERLINE RUMBLE STRIPS SHALL BE MILLED.
6. CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH ALL TURNOUTS AND INTERSECTIONS PROVIDED THERE ARE NO LEFT TURN LANES ON THE MAJOR HIGHWAY. IF LEFT TURN LANES ARE PRESENT THE CENTERLINE RUMBLE STRIPS SHALL BE DISCONTINUED AT THE BEGINNING POINT OF THE TAPER INTRODUCING THE LEFT TURN LANE.
7. THE CENTERLINE OF THE CENTERLINE RUMBLE STRIPS SHALL NOT DEVIATE Laterally FROM THE CENTERLINE OF THE ROADWAY BY MORE THAN 1 INCH AT ANY POINT ALONG THE ROADWAY.



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REVISIONS (OR CHANGE NOTICES)			
<b>NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING</b>			
<b>MILLED CENTERLINE RUMBLE STRIPS</b>			
APPROVED	<i>Kathleen A. Garcia</i>		5-30-08 DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
631-02-1/1			

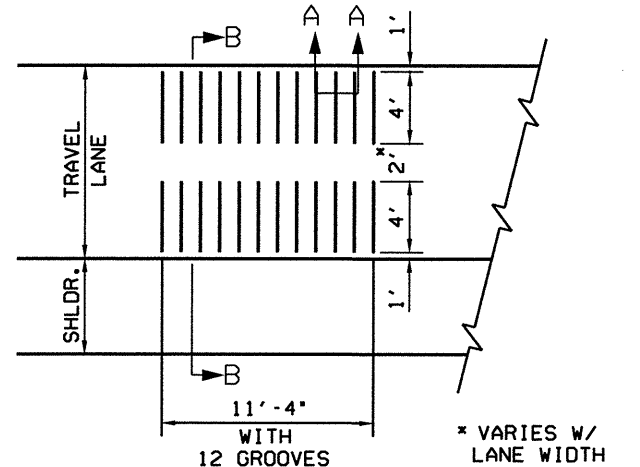
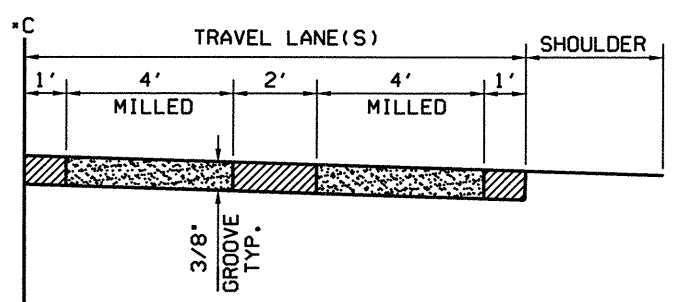
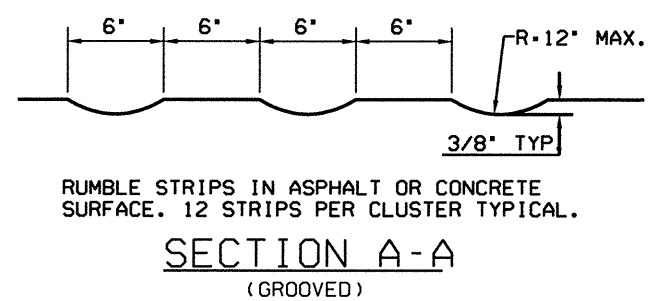


TABLE

D	SPEED
100 FT.	25 MPH
200 FT.	35 MPH
350 FT.	45 MPH

SEE NOTE 7 THIS SHEET

**RUMBLE STRIPS AT INTERSECTION APPROACH**



**GENERAL NOTES**

- MILLED RUMBLE STRIP SPACING SHALL BE MODIFIED TO AVOID LOCATING A GROOVE ON A PAVEMENT TRANSVERSE JOINT.
- THIS DETAIL DOES NOT DETERMINE WHEN OR WHERE RUMBLE STRIPS ARE TO BE USED. IT PROVIDES INSTALLATION ASSISTANCE FOR RUMBLE STRIP PLACEMENT WHEN CALLED FOR BY THE DESIGN PLANS, OR BY THE PROJECT MANAGER.
- COSTS FOR THE RUMBLE STRIPS SHALL BE INCLUDED IN THE PRICE OF THE PMBP OR CONCRETE PAVEMENT.
- RUMBLE STRIPS SHALL BE MILLED. SEE SERIAL 631-01-1/1.
- DETAILS MAY BE USED ON MULTI-LANE AND MULTI-LEG INTERSECTIONS.
- RUMBLE STRIPS AND PAVEMENT MARKINGS SHOWN SHALL NOT CONFLICT WITH TURNING AND THRU LANE MARKINGS. VALUES OF "D" IN TABLE MAY BE ADJUSTED TO ACCOMMODATE TURNING/THRU LANE PAVEMENT MARKINGS WHERE REQUIRED.

**MILLED RUMBLE STRIPS**  
(SYMMETRICAL ABOUT CENTERLINE OF TRAVEL LANES)

**OPTIONAL PAVEMENT MESSAGE NOTES**

- ALL LETTERS SHOULD BE IN CONFORMANCE WITH THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS (CURRENT EDITION). LARGE LETTERS SHOULD BE USED, 8 FEET OR MORE IN HEIGHT.
- THE SPACE BETWEEN WORDS SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS FOR HIGHER SPEED ROADS. THE SPACE BETWEEN THE WORDS MAY BE REDUCED APPROPRIATELY WHERE THERE IS LIMITED SPACE BECAUSE OF LOCAL CONDITIONS.

NO.	DATE	REV. BY	DESCRIPTION
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NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
RUMBLE STRIPS AT INTERSECTION APPROACHES			
APPROVED	DESIGN ENGINEER		DATE
	DESIGNED BY	DRAWN BY	CHECKED BY
631-07-1/1			SHEET 1 OF 1