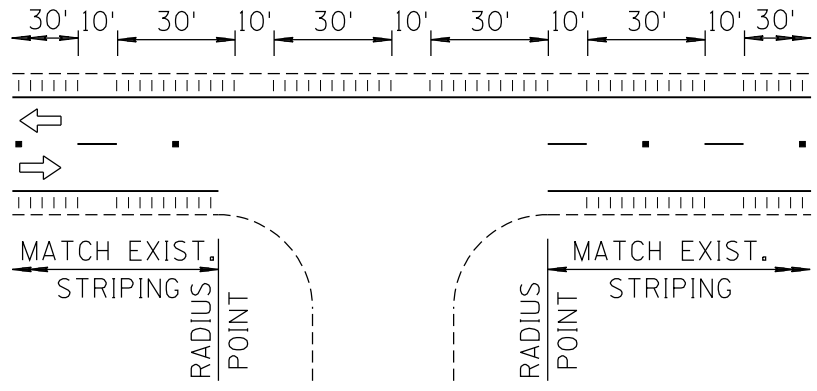
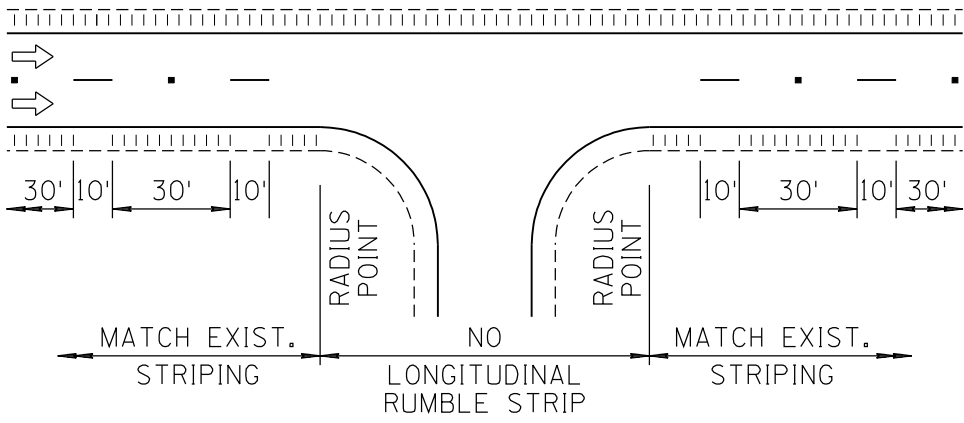


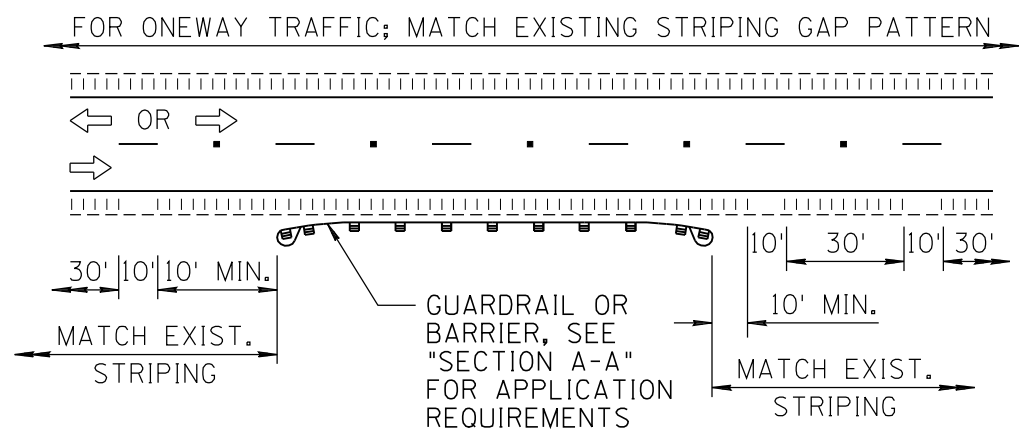
NO	DESCRIPTION OF REVISIONS	MADE BY	DATE
1	RE-ISSUE	L. LOPEZ	2/02
2	RUMBLE STRIP PATTERN CHANGE.	L. LOPEZ	5/03
3			
4			



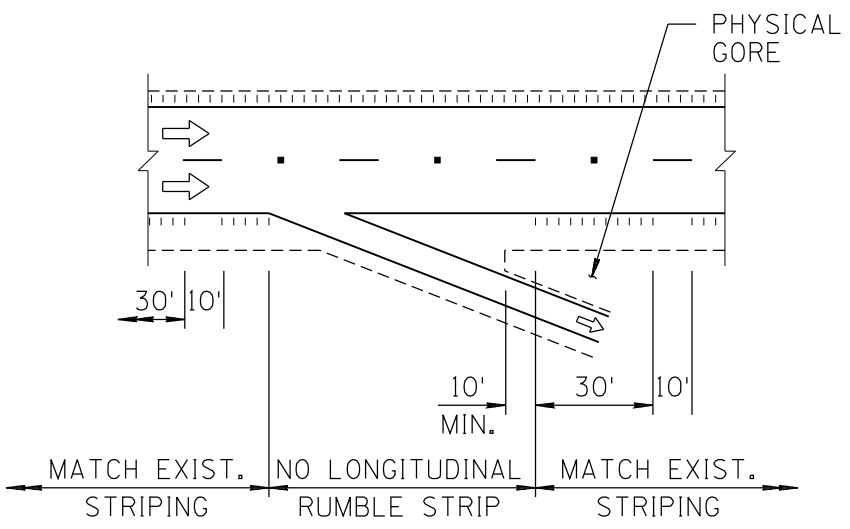
INSTALLATION ON HIGHWAYS WITH NO ACCESS CONTROL



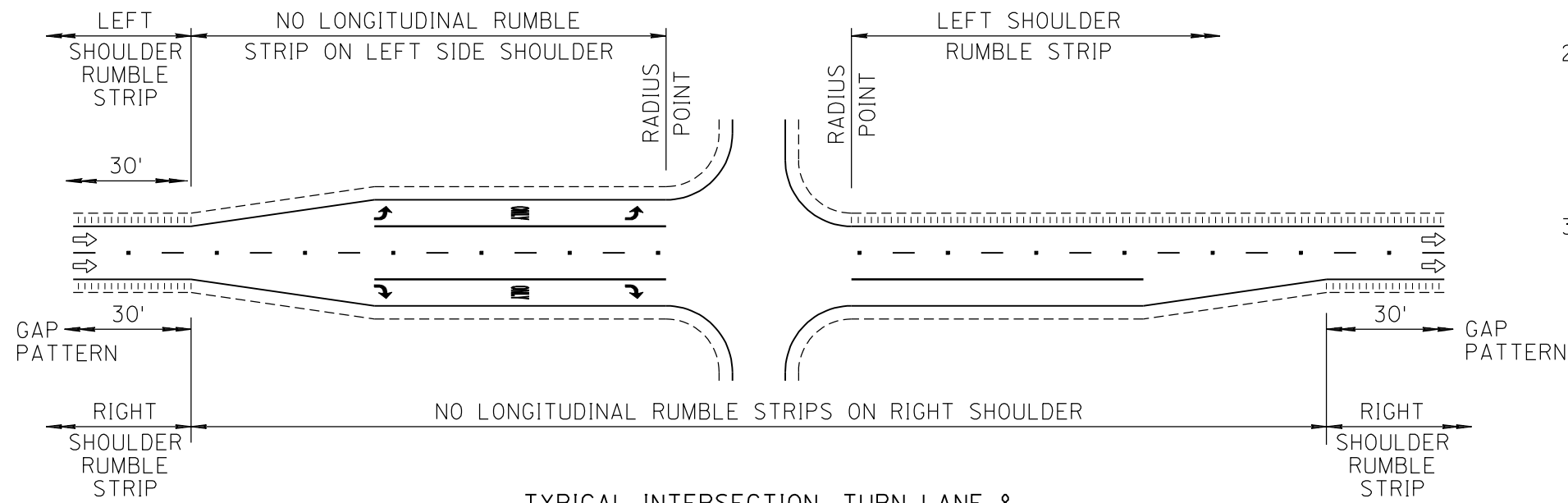
TYPICAL HEAVY USE DRIVEWAY OR CROSSROAD EXCEPTION DETAIL



TYPICAL GUARDRAIL AND/OR BARRIER



RAMP EXCEPTION DETAIL
ENTRANCE RAMP SIMILAR



TYPICAL INTERSECTION, TURN LANE & ACCELERATION LANE EXCEPTION DETAIL

NOTES:

1. LONGITUDINAL RUMBLE STRIPS SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS, OR OTHER INTERRUPTIONS AS SHOWN TYPICALLY HEREIN, ON THE PROJECT PLANS, OR AS DIRECTED BY THE ENGINEER.
2. IF APPRECIABLE BICYCLE TRAFFIC EXISTS OR IS ANTICIPATED, THEN A MINIMUM EFFECTIVE CLEAR SHOULDER WIDTH OF THREE (3) FEET, FIVE (5) INCHES SHOULD BE PROVIDED. IF HEAVY BICYCLE TRAFFIC EXISTS OR IS ANTICIPATED, THEN A MINIMUM OF FIVE (5) FEET IS DESIRABLE. THIS REQUIREMENT APPLIES TO BOTH SHOULDERS ON UNDIVIDED HIGHWAYS AND THE RIGHT SHOULDER ONLY ON DIVIDED HIGHWAYS.
3. CONTINUOUS LONGITUDINAL RUMBLE STRIP IS AN OPTION FOR THE DESIGN ENGINEER ON HIGHWAYS WITH NO ACCESS CONTROL.

DESIGN APPROVED	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION STANDARD DRAWINGS	REV. 5/03
APPROVED FOR DISTRIBUTION	LONGITUDINAL RUMBLE STRIP EXCEPTION DETAILS	DRAWING NO. M-22