NOTES:

1. Rumble strips shall be placed in locations described on the plans or as directed by the engineer.
2. Rumble strips are to be broken for all intersections and driveway entrances where the edgeline pavement markings tie into driveway entrance or where the edgeline pavement markings are broken. The installation of rumble strips should be stopped 25’ prior to the point of tangency (PC) and restarted 25’ after the point of tangency (PT).
3. Rumble strips should not be installed on acceleration, deceleration lanes, deceleration or bypass lanes, or two-way left turn lanes. Installation should stop 100’ prior to the diverge point of a deceleration lane and should not commence until 150’ downstream of the diverge point for an acceleration lane.
4. Rumble strips should not be discontinued 5' before and started 5' after when adjacent to guardrail where there is less than 5' between the outside edge of the rumble strip and the face of the guardrail.
5. In areas where the centerline leads into a raised concrete island, the centerline rumble strips should be discontinued 25’ in advance of these islands.
6. In areas where the centerline splits to create, for example a turn lane, the rumble strips should be placed one half along the double yellow center line that is not forming the left turn lane.
7. On roads with recessed pavement markers (RPMs), center line rumble strips should begin 1’ downstream of the RPM housing and terminate 1’ upstream of the RPM housing.
8. Do not install centerline rumble strips unless the distance between the edge of the pavement to the edge of the center strip is greater than 10’.

DELAWARE
DEPARTMENT OF TRANSPORTATION


RECOMMENDED 11/26/2018