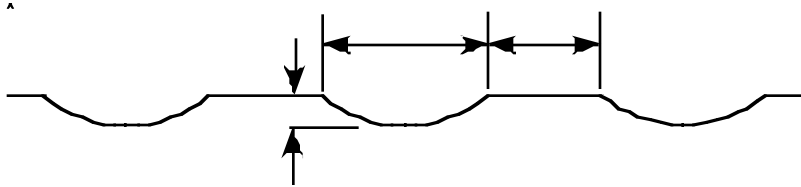
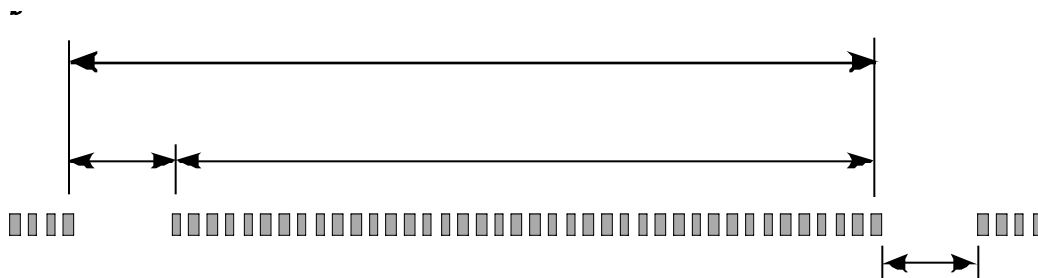


Alaska DOT/PF Policy on Rumble Strip Installation

1. Installation Method: Milled rumble strips are more effective safety enhancements than rolled-in rumble strips. They should be used wherever their installation is feasible. In other cases, rolled-in rumble strips may be used as an interim treatment.
2. Lateral Width: 400 mm (16")
3. Longitudinal Milling Pattern: 175 mm (7") cut, 13 mm (½") deep, 125 mm (5") flat



4. Gaps for bicycles: Do not install gaps on roads where bicycles are prohibited. On other roads use a 1.8 m (6') gap and a 10.2 m (34') rumble on a 12.0 m (40') cycle). The gap and rumble dimensions given are measured from center to center of grooves. The gap width from edge to edge of groove is 1.6 m (5'5").



5. Offset between outside edge of shoulder stripe (and inside edge of rumble strip):
 - 1.8 m (6') Shoulders: 50 mm (2")
 - Wider Shoulders: 150 mm (6")

Note that if lane-lines or centerlines are used as control for rumble strip alignment, the above offsets should be measured from where the shoulder stripe *should be*, rather than where it is.

6. Alignment: Consider using the centerline or lane-lines, rather than the shoulder stripe, as control for rumble strip alignment. This would require marking a new line, independent of the shoulder stripe, as a guide for rumble strip alignment. If this is done, re-stripe all locations where rumble strips overlap shoulder stripes or are inside of them. Existing striping should be removed at re-striped locations unless it has little effective life remaining. In no case should rumble strips be allowed to protrude on the inside of final striping.

7. Clear shoulder width outside of rumble strips:

- Segments with guardrail: Provide at least 5' (1.5 m) between the edge of rumble strip and the face of rail (note that this precludes rumble strip installation on 1.8 m (6') shoulders with guardrail).
- No guardrail: Provide at least 4' (1.2 m) between the edge of rumble and the edge of pavement.
- Segments where bicycles are prohibited: No minimum.

These width requirements apply to shoulders on climbing and passing lanes as well as other locations.

A 150 mm (6") deviation from required clear widths is allowed for distances under 30 m (100'). If a width deficiency exceeds 150 mm or lasts longer than 30 m, the rumble strip shall be discontinued until the required clear width becomes available again.

Care in maintaining clear width: As-built plans are often inaccurate. Shoulder width should be spot-checked during design and continuously checked during construction*.

8. Speed Limit: Do not install rumbles where the speed limit is 45 MPH or lower.
9. Centerline rumbles: Do not install centerline rumble strips unless you have written approval from me. Do not install centerline rumble strips, in any case, where it is legal to pass in either direction.
10. Lane-line delineating rumbles on multi-lane roads. Lane line rumble strips should not be wider than 150 mm (6") or have more than a 3.3 m (10') total length in any skip stripe cycle.
11. Break rumble strips for intersections, driveways and in front of multiple mailbox installations.
12. Do not install rumble strips on bridge decks, bridge approach slabs, or concrete weigh-in-motion slabs.
13. Do not place rumble strips in freeway exit gores. Terminate rumble strips 23 m (75') before exit ramp angle points.
14. Do not install rumbles on stripes separating through lanes from turning lanes.
15. Do not install rumbles on pavement with substantial alligator and/or fatigue cracking.
16. Do not install rumbles on shoulders that are to be overlaid or reconstructed in the near future.
17. Do not install rumbles on any pavement less than 51 mm (2") thick.

* During construction, width can be checked by fixing a 1.2 m (4') wide pointer bar (with an additional pointer at 1.05 m (3.5')) on the rumble strip milling machine.

