Statewide Rumble Strip Decisions

April 16, 1999

Leslie Gulch Conference Room – 2nd Floor Mill Creek, Salem

12:30p to 2:30p

Outcome of Meeting Discussion

Attending	**Sam Johnston, Traffic Management**	
	Erik Havig, Project Support	
	Charles Sciscione, District 2C Manager	
	Terry Wheeler, Roadway Engineering	
	Michael Ronkin, Bike/Ped Facilities	
	Bob Pappe, Region 3 Project Manager	
	Kathryn Ryan, Region 2 Maintenance	
	Lori Hines, Region 5, Meacham Section	**by phone**
	John Vial, District 8 Manager	**by phone**
	Mike Buchanan, District 13 Manager	**by phone**
Absent	**Larry Christianson, Transportation Safety**	
	Mark Johnson, Preliminary Engineering	
	Dan MacDonald, Standards Engineer	

Statewide Rumble Strip Policy Decisions

Interstate issues

Placement of milled in shoulder rumble strips

- Rural interstates only
- Offset – 300mm right and left
- No placement in:
  - Snow zones, climbing areas, or in rolling, mountainous or curvy terrain except where the data indicates a significant SVROR* problem.
  - Where barrier leaves shoulders of 1.2 meters or less.
  - On bridge decks.

Milled rumble strips shall not be installed in the area between points 100 m before the exit ramp and 100 m after the last entrance as measured from the point where the fog stripe departs and rejoins the mainline.

SVROR: Single Vehicle Run-Off-the-Road crashes

Non-interstate issues

No rumble strips shall be placed on non-interstate roadways, unless data indicates a safety problem that is correctable by use of milled-in rumble strips. If shoulder rumble strips are considered, design teams will discuss whether these should be milled or durable line profiles. Raised profile pavement markings may be considered when rumble strips are not allowed because of narrow shoulders or for centerline applications. Rumble strips on non-interstate roadways require a traffic investigation and approval of the Region Traffic Engineer.

Deletion of existing milled shoulder rumble strips

No deletion shall be considered unless there is a clear and documented problem. Inform the statewide rumble strip policy team of decisions to delete existing rumble strip installations.

Design

The current design shall be retained unless and until the Standards Engineer, in conjunction with the Statewide Rumble Strip Policy Team, decides on a replacement design. A list of current state designs was sent to Sam Johnston 4-20-99.

Non-interstate Median/Centerline rumble strips

Centerline rumble strips are experimental and require the approval of the State Traffic Engineer prior to installation. Median/centerline rumble strips should be considered on roadways with a high incidence of median crossover crashes. A minimum median width of 1.2 m is needed for rumble strip installation. For medians 1.2 m in width, place the rumble strips in the center of the median. For medians greater than 1.2 m in width, place the rumble strips 300 mm inside of each median stripe. Stop rumble strips 200 m in advance of intersections or 100 m in advance of left turn taper, if any. Centerline/median rumble strips should not be placed in areas with short distances between access points. Centerline/median rumble strips are not normally discontinued through access locations between intersections.