MONTANA
Department of Transportation

Malcolm "Mack" Long, Director

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Memorandum

To: e-distribution
see listing below

From: Gabe Priebe, P.E., Traffic and Safety Engineer
Damian Krings, P.E., Highways Engineer DMK

Date: November 4, 2022

Subject: Centerline Rumble Strip Guidance

This design memo provides clarification and guidance in determining what projects include installation of Centerline Rumble Strips (CLRS) and what type to install.

Background

The July 8, 2015 memo entitled "Rumble Strip Guidance" primarily focused on providing detailed guidance on shoulder rumble strip installations yet it provided the following minimal guidance on CLRS: "the Department will begin installing CLRS on rural two lane highways. Other highway segments may be added as determined by the Safety Engineering Section."

The September 26, 2018 memo entitled "Roadway Width and Rumble Strip Committee" (RWRS Committee) documented the process for determining roadway widths and the appropriate rumble strip treatment for new pavement projects.

Design Memo Clarification

- All projects involving rural undivided roadways will include CLRS except seal and cover (S&C) projects and those in low speed urban areas (45 mph and under) and areas with two-way-left-turn lanes (TWTL).
- For S&C projects include CLRS if there is safety recommendation or a recommendation from the rumble strip committee.
- Omitting CLRS on specific projects is a decision to be made by the RWRS committee and will be documented in the SOW or other milestone report.
- Sinusoidal CLRS strips are still being evaluated and will be allowed for areas where there are residental noise concerns only after approval by the RWRS committee.
- The last paragraph of the September 26, 2018 Roadway Width and Rumble Strip Committee memo is hereby amended to include the Road Design Engineer as a key committee member.

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