

Memorandum

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To: DEPUTY DISTRICT DIRECTORS, Construction
DEPUTY DIVISION CHIEF, Structure Construction
CONSTRUCTION MANAGERS
SENIOR CONSTRUCTION ENGINEERS
RESIDENT ENGINEERS

Date: October 29, 2014

File: Division of Construction
CPD 14-8

From: MARK LEJA, Chief
Division of Construction



Subject: PORTABLE TRANSVERSE RUMBLE STRIPS

This directive provides guidance regarding the installation, use, and removal of portable transverse rumble strips. The California Department of Transportation (Caltrans) has developed a new Standard Special Provision (SSP), 12-3.19 “Portable Transverse Rumble Strips,” which will be included in projects that involve flagging operations on two-lane conventional highways. The attached policy memo, dated September 18, 2014, has been issued by the Division of Traffic Operations regarding the implementation of the portable transverse rumble strips.

Rumble strips alert motorists by providing an audible warning and a physical vibration as the vehicle’s tires go over them. Portable transverse rumble strips, which extend across the traveled lanes, are intended to notify road users of upcoming traffic controls or changes in roadway features, such as a change in alignment, a reduction in speed, or a potential complete stop. To fit in with the variable nature of work zones, portable transverse rumble strips can be installed and removed relatively quickly and efficiently while providing similar auditory and tactile warnings to drivers as permanent rumble strips.

This new specification has been established to address the use of portable transverse rumble strips in conjunction with flagging operations on two-lane conventional highways. It does not currently address multi-lane roadways. Consult with the district traffic engineer to use portable transverse rumble strips in other situations.

The contractor must carefully plan installation and removal of portable transverse rumble strips. Portable transverse rumble strips should be used only on tangent sections of roadway. These devices should not be placed inside pedestrian crossings or through bike lanes. Placement is to be in accordance with Revised Standard Plan (RSP) T13. The RSP T13, dated September 26, 2014, provides exclusions for using the portable rumble strips under certain conditions as stated in note 14.

While designed to remain in position under high-speed traffic conditions, the rumble strips may move. If the portable transverse rumble strips shift and become out of alignment by more than 6 inches, the contractor must re-adjust them to bring the placement back to the original location.

The contractor should develop a plan as part of the traffic control operations on how the transverse rumble strips are to be placed and maintained. A recommended approach to set up

portable transverse rumble strips would be to begin by setting up traffic control (signing, lighting, portable changeable message sign) to provide the visual cues first. Placement of the portable transverse rumble strips would follow the traffic control setup which will alert drivers of the changing conditions. To assist in the placement of portable rumble strips, the contractor may consider the use of impact attenuator vehicles.

Projects with bid opening dates after October 18, 2014, with flagging operations should contain the revised specification within the special provisions. Ongoing projects without the revised specifications may be amended to include the specification, but only if requested by the contractor as a no-cost and no contract time extension change order.

If you have questions about this directive, please contact Samir Ead, Division of Construction, at samir.ead@dot.ca.gov or (916) 654-4580.

Attachment: Traffic Operations Memorandum dated September 18, 2014, "Implementation of Portable Transverse Rumble Strips"