



IN REPLY REFER TO
FILE NO.

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
INTRADEPARTMENTAL CORRESPONDENCE

July 19, 2012
225-379-1951

REFERRED TO

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 BY _____ DATE _____

MEMORANDUM

TO: Each ADA Engineering
 Chad Winchester – Road Design Administrator
 Hossein Ghara – Bridge Design Administrator
 Alan Dale – Consultant Contracts Administrator
 Brian Buckel – Chief, Construction Division
 Randal Sanders – Contracts and Specifications Engineer
 Ann Wills – LPA Coordinator
 Dan Magri – Highway Safety Engineer
 Peter Allain – Traffic Engineering Administrator
 Betsey Tramonte – FHWA
 Don Weathers – LAPA

FROM: Richard Savoie, P.E. *RS*
 Chief Engineer

Rhett Desselle, P.E. *RAD*
 Chief of Operations

SUBJECT: Incorporating Rumble Strips into Construction Plans

DOTD is committed to incorporating low cost treatments on our roadways to enhance safety for the traveling public. One of these treatments is the rumble strip. The rumble strip is ground into the roadway pavement, or created on bridge and approach slab surfaces by installing raised markers, in an effort to keep distracted drivers in the travel lane.

Simon Arla
 RECOMMENDED FOR APPROVAL
 DATE 07/19/12

[Signature]
 RECOMMENDED FOR APPROVAL
 DATE 7-19-12

 RECOMMENDED FOR APPROVAL DATE

 APPROVED DATE

Designers are hereby instructed to include rumble strips in all projects, where applicable. Projects include all new construction, reconstruction and Preservation/Rehabilitation/ Replacement (PRR) projects where incorporation of rumble strips will not delay the project letting date. Unless otherwise recommended by the District Traffic Operations Engineer, rumble use is limited to ≥ 50 mph and special consideration is required prior to using in urbanized areas.

The guidance recommends analysis of crash data be performed in certain situations; however, crash data should be reviewed by the designer for all projects to determine if incorporation of rumbles or any other low cost safety countermeasures should be considered. When the guidance recommends use of rumble strips, justification for not incorporating rumble strips into the construction plans is to be documented.

Revised specifications (NS 724, dated July 2012) are to be used beginning with the November 2012 lettings. If a project currently has rumbles included and the letting date is prior to November 2012, the earlier version of NS 724 specifications (dated July 2009), and item measurement will be used. The revised specifications require that quantities for centerline and shoulder/edge rumbles are measured per mile and no deductions taken for gaps. This change in measurement may require change in plan quantities if rumbles have previously been incorporated into the plans and the letting date is November 2012 or later. The length of the rumbles perpendicular to traffic are 6" or 12" depending on the lane and/or shoulder widths. No distinction of these dimensions will be made in the pay items. Details are attached and made available on ProjectWise. The future edition of Louisiana Standards Specifications for Roads and Bridges will include Section 724 for rumbles and standard pay items will be established.

Should you require additional information, please contact Simone Ardoin at 225-379-1951.