Typical Shoulder Installation - Two-Way
Perspective View
Applies to two-way operation where bicycles are allowed

Minimum Clear Width, Typ. (See Note 6)

Typical Shoulder Installation - One-Way Divided
Perspective View
Applies to one-way divided highways where bicycles are allowed

80' repeating cycle
Center to Center

Gaps and spacing for bicycle use on shoulder

Shoulder Rumble Strip Notes:
1. Perform all staging as necessary to install rumble strips in accordance with the plans, these details, and the following notes:
   A. Bridge decks
   B. Bridge approach slabs
   C. Pavement less than 2 inches thick
   D. Pavement that has alligatoring, fatigue, cracking, or in poor condition
   E. Pavement joints
   F. Into lane edge line striping

2. Do not install rumble strips in the following instances:
   A. Bridge decks
   B. Bridge approach slabs
   C. Pavement less than 2 inches thick
   D. Pavement that has alligatoring, fatigue, cracking, or in poor condition
   E. Pavement joints
   F. Into lane edge line striping

3. Use centerline or lane line dividing lines, rather than lane edge lines, for rumble strip alignment control whenever possible.

4. Where bicycles are allowed on the facility, shoulder rumble strip gaps (if rumble strip 12" gap, center to center, 11'5" gap, edge to edge) should be continuous.

5. On divided highways, provide continuous rumble strip on the inside (left) shoulder.

6. Minimum required clear widths after installation are as follows:
   A. At least 5' where no guardrail is present (5'0' initial shoulder width)
   B. At least 0' (to face of guardrail) where guardrail is present (≥ 7.0' at initial shoulder width)
   C. No minimum where bicycles are prohibited.

Note: Drawing not to scale

State of Alaska DOT&PF
Alaska Standard Plan
Milled Rumble Strips
Shoulder Details

Adopted by: Alaska
Standard Plan
by: CDOT
Design Engineer
Adopted Date: 07/17/2020
By: CDOT
Date: 07/17/2020
Revise Code and Standards Date: 07/17/2020
Rumble Strip Layout at Bridges with Adequate Shoulder
(Where Bicycles are Allowed)

Rumble Strip Layout at Bridges with Narrow Shoulder
(Where Bicycles are Allowed)

Rumble Strip Layout in Areas with Narrow Shoulder
(Where Bicycles are Allowed)
(See Narrow Shoulder Width Notes This Sheet)

Rumble Strip Layout at Rail Road Crossings
(Where Bicycles are Allowed)

Narrow Shoulder Width Notes:
A six inch tolerance is allowed for distances of 100 ft. or less for the following minimum required clear
widths:
a. At least 6' where no guardrail is present.
b. At least 5' (to face of guardrail) where guardrail is present.
c. No minimum where bicycles are permitted.

Note: Drawing not to scale
CENTERLINE RUMBLE STRIP PLAN VIEW

SECTION A-A

SECTION B-B

CENTERLINE RUMBLE STRIP NOTES:
1. PERFORM ALL WORK AS NECESSARY TO INSTALL RUMBLE STRIPS IN ACCORDANCE WITH THE PLANS, THESE DETAILS, AND THE FOLLOWING NOTES.

2. DO NOT INSTALL RUMBLE STRIPS IN THE FOLLOWING INSTANCES:
   A. BRIDGE DECKS
   B. BRIDGE APPROACH SLABS
   C. PAVEMENT LESS THAN 2 INCHES THICK
   D. PAVEMENT THAT HAS AGGREGATE CRACKING, FATIGUE CRACKING, OR IN POOR CONDITION
   E. PAVEMENT JOINTS
   F. INTO LANE EDG LINE STRIPING

3. WHERE INSTALLED, CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS REGARDLESS OF CENTERLINE STRIPING CONFIGURATION. BOTH PASSING AND NO-PASSING PORTIONS OF ROADWAY WITHIN THE LIMITS OF THE CENTERLINE RUMBLE STRIP INSTALLATION SHALL BE WILLED.

4. CENTERLINE RUMBLE STRIPS MAY BE EXTENDED INTO PAINTED MEASURES WHERE A DOUBLE YELLOW LINE SEPARATES OPPOSING TRAFFIC. WHERE CENTERLINES SPLIT TO CREATE A LEFT TURN LANE ALONG A RURAL HIGHWAY, THE RUMBLE STRIPS SHOULD BE PLACED ALONG BOTH PORTIONS OF THE CENTERLINE.

5. DO NOT INSTALL CENTERLINE RUMBLE STRIPS IN A TWO-WAY LEFT TURN LANE.

6. DO NOT INSTALL CENTERLINE RUMBLE STRIPS WHEN THE COMBINED LANE AND SHOULDER WIDTH IN EACH DIRECTION IS LESS THAN 14'.

7. SPREAD CENTERLINE RUMBLE FOR ALL SIDE STREET AND COMMERCIAL ROAD INTERSECTIONS WHERE THERE ARE LEFT TURN LANES.

8. CENTERLINE STRIPING SHALL BE RE-ESTABLISHED FOLLOWING MILLING OPERATIONS IN ACCORDANCE WITH SECTION 304, "TRAFFIC MARKINGS" TO MAINTAIN SURFACE LIQUID METAL MELTDOWN. PAVEMENT MARKINGS SHALL BE INSTALLED ON ALL AREAS FOLLOWING CENTERLINE RUMBLE STRIP INSTALLATION WHERE CENTERLINE RUMBLE STRIPS ARE APPLIED.

Note: Drawing not to scale