

# Maintenance Advisory

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**From Kim Zimmer, Engineer of Operations Field Services Division**

Operations Field  
Services Division  
6333 Lansing Road  
Lansing, MI 48917

**Questions regarding this advisory should be directed to:**

Carl Fedders, Region Support Engineer  
517-897-6730  
[FeddersC@Michigan.gov](mailto:FeddersC@Michigan.gov)

## Use of Temporary Rumble Strips

Distracted driving continues to be a major problem on our roadways and work zones, Temporary Portable Rumble Strips (TPRS) create noise and vibration audible to approaching motorists, raising their attentiveness to traffic regulating operations, providing an audible warning to traffic regulators, increasing their awareness of approaching vehicles.

Following guidance from Frequently Used Special Provision (FUSP) [20SP-812-01](#), Temporary Rumble Strips are required to be used on all trunkline regulating projects with existing speed limits of 45mph or higher where traffic regulating will be in place longer than 4 hours. Optional use for local agency and all other trunkline projects.

These criteria apply to maintenance activities.

The following typicals show the placement of the temporary portable rumble strips:

Lane Closure for a 2-Lane, 2-Way Roadway Utilizing Traffic Regulators, Rumble Strips, and No Speed Reduction

[4111A-M-TR-NFW-2L-RUM](#)

Lane Closure for a 2 Lane 2 Way Roadway Utilizing Traffic Regulators and Rumble Strips with a Maximum 10 MPH Speed Reduction

[4111B-M-TR-NFW-2L-RUM](#)

Lane Closure Utilizing an AFAD and Temporary Rumble Strips in a 2-Lane Undivided Roadway

[116-AFAD-NFW-2L-RUM.pdf](#)

NOTE: The typicals above are subject to change, verify that the latest version of Maintaining Traffic Typicals and General Notes ([100-GEN-NOTES](#)) are utilized.

A Master Agreement is in place with Plastic Safety Systems (PSS) Inc. for garages to purchase the temporary portable rumble strips and cribs ([MA23000000043](#)).

A physical copy of the manufacturer's guidelines for use handbook should be included with the ordered rumble strips. If the handbook is not included, or additional information is needed, please visit the [PSS Site](#).

When using the Temporary Portable Rumble Strips ensure the following:

1. The pavement surface is clear of all foreign material such as gravel, sand, or other debris. Place each rumble strip on a uniform paved surface free of defects including potholes, excessive rutting, separated transverse joints, and utility structures. Do not install TPRS on horizontal curves or on fresh chipseal or crackfill material.
2. Install each rumble strip perpendicular to the travel direction and ensure the strip is in complete contact with the road surface. Center the strip in the lane to maximize contact with traffic and minimize opportunities for motorists to maneuver around the rumble strips.

3. A rumble strip array consists of three rumble strips installed with spacing as described in Table 1, plus or minus 6-inch tolerance for adjusting due to inadequacies with the roadway. Place two rumble strip arrays on the mainline in each direction of approach to the work zone.

Table 1. Rumble Strip Spacing

Posted Speed Limit	On Center Spacing
40 mph or less	10 feet
45 to 55 mph	15 feet
60 to 65 mph	20 feet

4. Once properly installed, maintain the rumble strips as necessary throughout deployment. Re-adjustment is required if a rumble strip displaces such that it is no longer perpendicular to the direction of travel, it is skewed by at least 6 inches, will not remain flat on the paved surface for any reason or no longer satisfies the above conditions. Replace rumble strips with faulty connections, worn rubber, exposed metal, or torn material.

5. Placement of the TPRS may be adjusted from the location in the typical. Consideration should be given to field conditions such as maximum back up locations, and any sight restrictions and placed prior to those areas to increase the overall effectiveness.

6. Remove the temporary rumble strips from the roadway simultaneously with the rest of the temporary traffic control devices (TTCD) on the project.

7. If the work zone is utilized on multiple days the PTRS must be removed when work is not active.