



~ NOTES ~

1. EDGELINE RUMBLE STRIPS, AND CENTERLINE RUMBLE STRIPS WHEN APPLICABLE, SHOULD BE INSTALLED TO CREATE THE LANE WIDTHS (Y) AND SHOULDER WIDTHS (Z) SHOWN IN THE TABLE ON TPR-120 UNLESS THERE IS A REASON THAT SUPPORTS A CHANGE IN DIMENSION. FOR EXAMPLE, IF THE EXISTING LANE WIDTH IS NARROWER THAN THE LANE WIDTH PROPOSED ON TPR-120 AND THE EXISTING SHOULDER PAVEMENT DEPTH IS NOT SUITABLE TO BE CONVERTED INTO A PORTION OF THE PROPOSED LANE WIDTH, THEN THE EXISTING LANE AND SHOULDER WIDTHS SHOULD BE USED INSTEAD OF THE LANE AND SHOULDER WIDTHS PROPOSED ON TPR-120.
2. THE DIMENSIONS SHOWN IN THE TABLE ON TPR-120 ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE. IF THE TYPICAL SECTION SHOWS A LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) THAT DIFFERS FROM THE WIDTHS LISTED ON TPR-120, THE ENGINEER SHALL DETERMINE THE LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) AT THE TIME OF CONSTRUCTION.  
NOTE: CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED IF THE DECISION IS TO INSTALL A LANE WIDTH (Y) THAT IS LESS THAN 11 FT.
- ③ PAVEMENT WIDTH (W) IS THE TOTAL WIDTH OF PAVEMENT THAT IS FLAT AND USEABLE FOR DRIVING. WHEN MEASURING THE PAVEMENT WIDTH (W), DO NOT INCLUDE THE WIDTH OF ANY PAVEMENT THAT IS NOT FLAT AND USEABLE, SUCH AS PAVEMENT WEDGES.
- ④ ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) OF 20 FT OR GREATER, BUT LESS THAN 22 FT, EDGELINE RUMBLE STRIPS ARE AN OPTIONAL APPLICATION. CONTACT THE TRAFFIC SAFETY BRANCH IN THE DIVISION OF TRAFFIC OPERATIONS FOR GUIDANCE WHEN CONSIDERING THE INSTALLATION OF EDGELINE RUMBLE STRIPS ALONG ROADWAYS WITH A TOTAL PAVEMENT WIDTH (W) THAT IS 20 FT OR GREATER, BUT LESS THAN 22 FT.
- ⑤ THE LANE WIDTH (Y) IS TO BE MEASURED FROM THE CENTER OF THE ROAD TO THE LANE SIDE EDGE OF THE EDGELINE RUMBLE STRIP.
- ⑥ THE PAVED SHOULDER WIDTH (Z) IS TO BE MEASURED FROM THE LANE SIDE EDGE OF THE EDGELINE RUMBLE STRIP TO THE OUTSIDE EDGE OF FLAT & USEABLE PAVEMENT.
- ⑦ THE RUMBLE LENGTH (X) MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.
- ⑧ PLACE THE EDGELINE MARKING SO THAT THE LANE SIDE EDGE OF THE MARKING GENERALLY FOLLOWS THE LANE SIDE EDGE OF THE RUMBLE STRIP. THE TARGET IS FOR THE LANE SIDE EDGE OF THE MARKING TO BE 1" BEYOND THE LANE SIDE EDGE OF THE RUMBLE STRIP WITH AN ACCEPTABLE VARIANCE OF +/- 1". ON NON-STATE PRIMARY ROUTES WITH LESS THAN 1000 ADT, THE EDGELINE MARKING MAY BE OMITTED, LEAVING THE RUMBLE STRIP AS THE ONLY COMPONENT INSTALLED.
- ⑨ ALL EDGELINE RUMBLE STRIPS ALONG SHOULDERS THAT ARE 3 FT OR WIDER SHALL INCLUDE BICYCLE GAPS AS DETAILED.
10. RUMBLE STRIPS SHOULD TYPICALLY BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

BID ITEM AND UNIT TO BID	
EDGELINE RUMBLE STRIPS	LF
CENTERLINE RUMBLE STRIPS	LF

REVISION DATE: 08/11/2025  
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SUBMITTED		08-11-2025	DATE
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	DIVISION DIRECTOR		
	STATE HIGHWAY ENGINEER		

PERMANENT



COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS

EDGELINE RUMBLE STRIP DETAILS TWO LANE ROADWAYS NOTES

STANDARD DRAWING NUMBER  
TPR-120N