



TRANSPORTATION CABINET

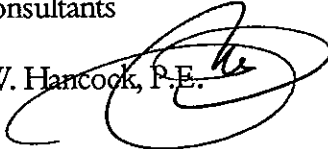
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

JOINT TRAFFIC OPERATIONS/MAINTENANCE/DESIGN MEMORANDUM 01-12

TO: Chief District Engineers
Design Engineers
Design Consultants

THROUGH: Michael W. Hancock, P.E. 
Secretary

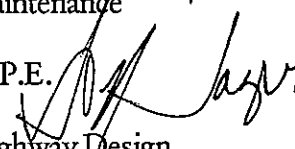
Steven K. Waddle, P.E. 
State Highway Engineer

Kevin Damron, P.E. 
Deputy State Highway Engineer
Office of Project Development

Cass T. Napier, P.E.
Office of Project Delivery and Preservation

FROM: R. Jeffrey Wolfe, P.E. 
 Director
Division of Traffic Operations

Nancy Albright, P.E. 
Director
Division of Maintenance

Jeff D. Jasper, P.E. 
Director
Division of Highway Design

DATE: June 15, 2012

SUBJECT: Centerline Rumble Strips

For several years, centerline rumble strips have been considered an experimental treatment and required the approval of the Division of Traffic Operations. Based on the performance of these devices, the Cabinet no longer considers centerline rumble strips experimental. This memorandum provides guidance on the application of these devices on future highway projects.



An Equal Opportunity Employer M/F/D

In the future, the installation of centerline rumble strips will be permissible on certain two-lane and four-lane undivided roadways (excluding roadway sections with two-way left-turn lanes). To be considered for centerline rumble strips, roadways shall have a posted speed limit greater than 45 MPH and a minimum lane width of eleven feet.

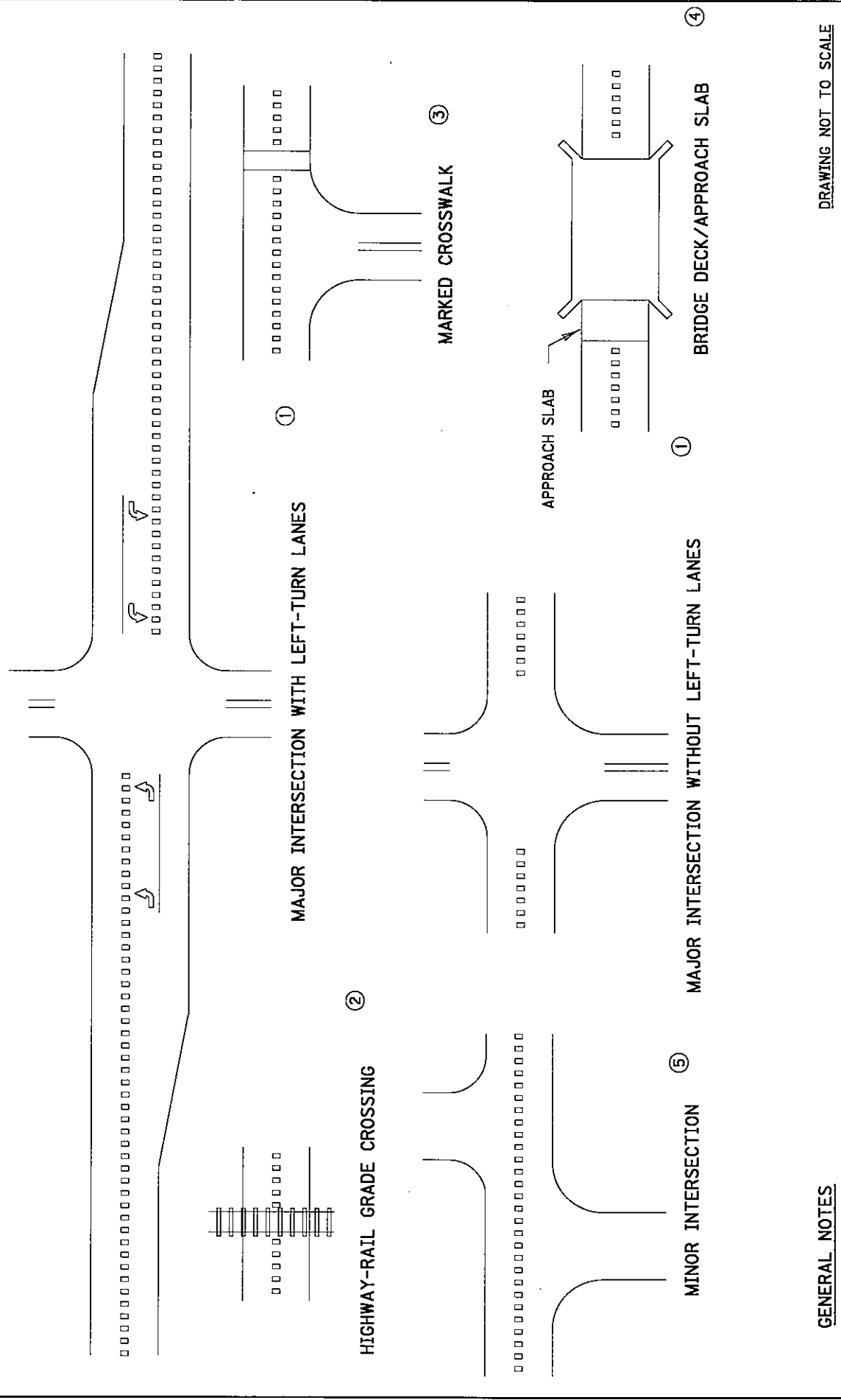
Beginning with the August 17, 2012 letting, standard practice would be to include centerline rumble strips on projects involving construction and/or resurfacing of a significant length of qualifying roadway. The new edition of the Standard Drawings includes drawings (copies attached) that address the proper installation/location of these devices on such projects.

The nature of certain projects (such as guardrail installations, bridge replacement, etc.) would not require installation of centerline rumble strips with the project. Likewise, we would not expect to install centerline rumble strips when only short, sporadic sections of a roadway meet the qualifying criteria. If a majority of the roadway is not wide enough or has a speed limit less than or equal to 45 MPH, centerline rumble strips may be eliminated from consideration. However, projects involving small sections of qualifying roadway (such as the approaches to bridges on bridge replacement projects) should be considered for installation if the remainder of the roadway already has centerline rumble strips installed. The intent would be to leave no gaps in existing installations. If the project manager has any questions as to whether centerline rumble strips should be added to a particular project, they may feel free to contact the Division of Traffic Operations for guidance. The installation of centerline rumble strips on roadways that do not qualify under this revised guidance will still require the approval of the Division of Traffic Operations.

The Division of Traffic Operations (through the HSIP program) has also initiated efforts to retrofit existing roadways with centerline rumble strips. Retrofit will only be considered for roadways with pavement conditions that are considered satisfactory for rumble strip installation. Locations will be evaluated by HSIP engineers using a prioritized list that is based on crash history. The size of retrofit projects will be limited by the number of qualifying roadways and/or the availability of funding.

RJW/JDJ/lrd

c w/a: Steve Criswell
Keith Damron
Jeff Jasper
Jeff Wolfe
Nancy Albright



KENTUCKY
DEPARTMENT OF HIGHWAYS

CENTERLINE
RUMBLE STRIPS

STANDARD DRAWING NO. TPM-150-01

SUBMITTED *R. Allen* DATE 12-2-11

APPROVED *[Signature]* DATE 12-2-11

CIVIL ENGINEER

GENERAL NOTES

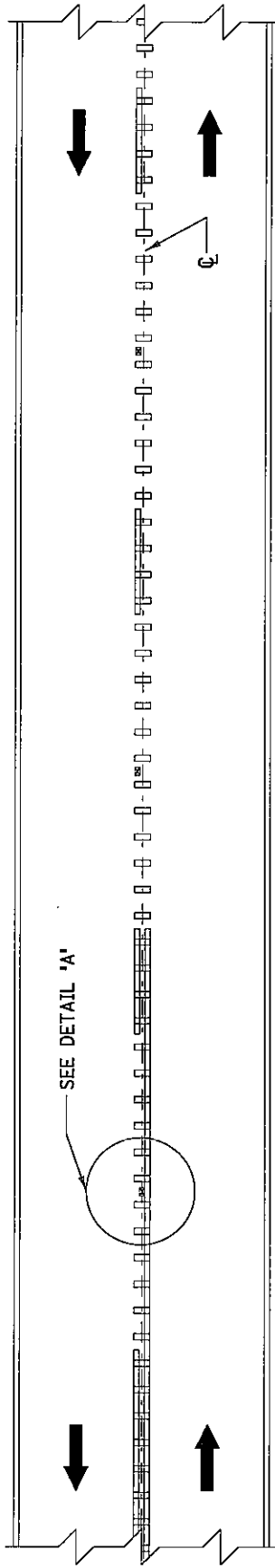
① CENTERLINE RUMBLE STRIPS SHALL BE OMITTED THROUGH MAJOR INTERSECTIONS WITH OR WITHOUT LEFT-TURN LANES. RUMBLE STRIPS SHALL BE OMITTED IN THE AREA WHERE CENTERLINE PAVEMENT MARKINGS HAVE BEEN OMITTED NORMALLY WHERE SIDE STREET RADIUS INTERSECTS MAINLINE. RUMBLE STRIPS SHALL BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

② CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED ACROSS HIGHWAY-RAIL GRADE CROSSINGS.

③ CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED THROUGH MARKED CROSSWALKS.

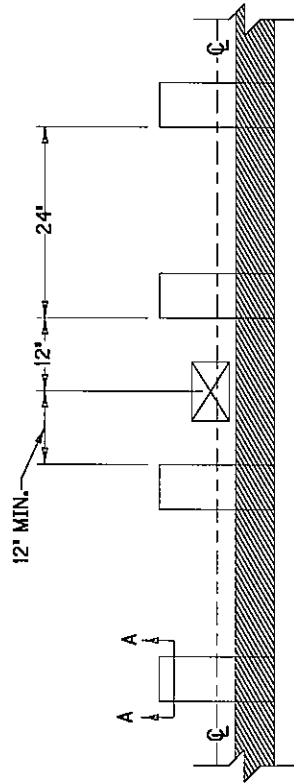
④ CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS OR APPROACH SLABS.

⑤ CENTERLINE RUMBLE STRIPS SHALL BE INSTALLED THROUGH MINOR INTERSECTIONS/ENTRANCES.

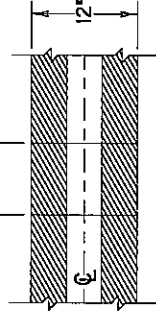


PLAN VIEW

7' MIN.
7.5' MAX.

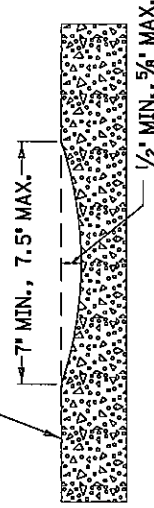


DETAIL 'A'



RUMBLE STRIP DETAIL

PAVEMENT SURFACE



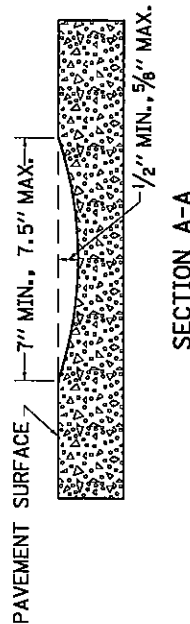
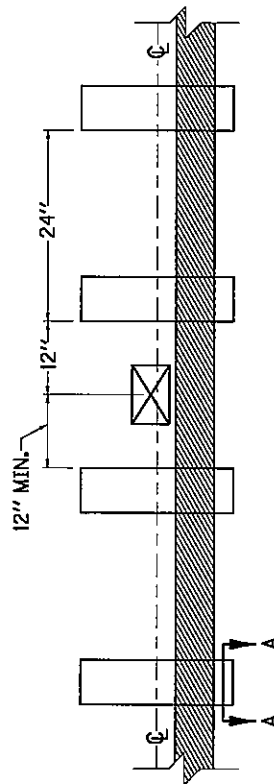
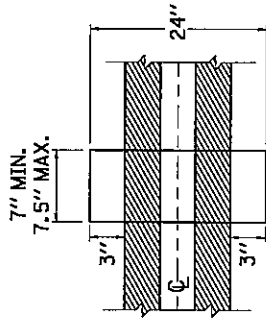
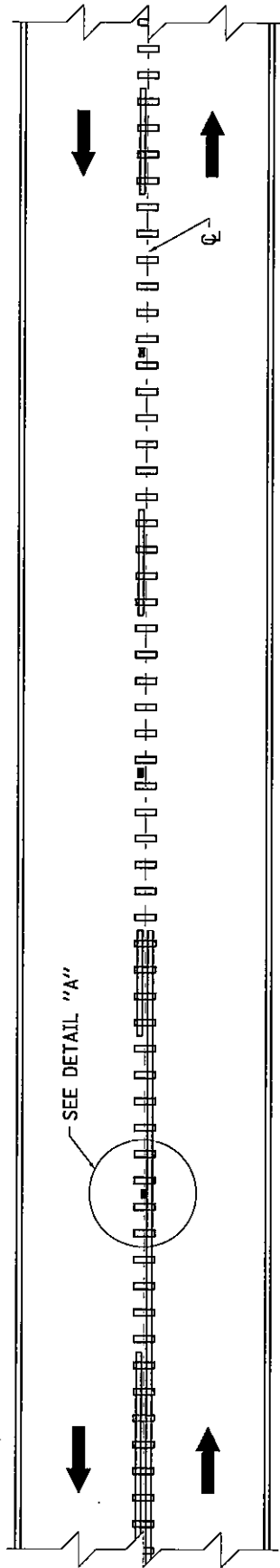
SECTION A-A

GENERAL NOTES

1. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE.
2. RUMBLE STRIPS SHALL BE INSTALLED IN LINE WITH THE CENTER OF THE ROADWAY AS MUCH AS POSSIBLE.
3. DISCONTINUE RUMBLE STRIPS AT LEAST 12' BEFORE AND AFTER THE CENTER OF EACH RAISED PAVEMENT MARKER. INSTALL AS MANY RUMBLE STRIPS AS POSSIBLE BETWEEN ADJACENT PAVEMENT MARKERS WHILE MAINTAINING THE 24' CYCLE.
4. DO NOT INSTALL CENTERLINE RUMBLE STRIPS IN AREAS INDICATED ON STANDARD DRAWING TPM-150.
5. RUMBLE STRIPS SHALL BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

DRAWING NOT TO SCALE
USE WITH CUR. STD. DWG.
TPM-150

KENTUCKY DEPARTMENT OF HIGHWAYS
CENTERLINE RUMBLE STRIPS 4 INCH STRIPING
STANDARD DRAWING NO. TPM-155-01
SUBMITTED <i>R. Allen Clark</i> DATE 12-2-11
APPROVED <i>[Signature]</i> DATE 12-2-11



DRAWING NOT TO SCALE
USE WITH CUR. STD. DWG.
TPM-150

KENTUCKY DEPARTMENT OF HIGHWAYS
CENTERLINE RUMBLE STRIPS 6 INCH STRIPING
STANDARD DRAWING NO. TPM-160-01
SUBMITTED BY <i>R. [Signature]</i> DATE 12-2-11
APPROVED <i>[Signature]</i> DATE 12-2-11
DESIGNED BY <i>[Signature]</i> CHECKED BY <i>[Signature]</i>

GENERAL NOTES

1. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE.
2. RUMBLE STRIPS SHALL BE INSTALLED IN LINE WITH THE CENTER OF THE ROADWAY AS MUCH AS POSSIBLE.
3. DISCONTINUE RUMBLE STRIPS AT LEAST 12" BEFORE AND AFTER THE CENTER OF EACH RAISED PAVEMENT MARKER. INSTALL AS MANY RUMBLE STRIPS AS POSSIBLE BETWEEN ADJACENT PAVEMENT MARKERS WHILE MAINTAINING THE 24" CYCLE.
4. DO NOT INSTALL CENTERLINE RUMBLE STRIPS IN AREAS INDICATED ON STANDARD DRAWING TPM-150.
5. RUMBLE STRIPS SHALL BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.