LEGEND

- MARKINGS (YELLOW)
- MARKINGS (WHITE)

ARRANGEMENT "A" (UNDIVIDED HIGHWAY)

ARRANGEMENT "B" (DIVIDED HIGHWAY WITH DEPRESSED OR RAISED MEDIAN LESS THAN 30' IN WIDTH)

NOTES:

1. Markers installed with double yellow centerlines should be placed between the two lines.
2. Markers installed along lane lines should be placed between and in line with the skips.
3. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2' from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated or placement adjusted at the discretion of the engineer.
4. Markers shall be installed at 40' spacing along solid white auxiliary lanes. Marker color shall match the markers installed along the white lane lines.

BID ITEMS AND UNIT TO BID:
- PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY) EACH
- INLAID PAVEMENT MARKER EACH

LEGEND

- BI-DIRECTIONAL (YELLOW)
- MONO-DIRECTIONAL (WHITE)
- MARKINGS (YELLOW)
- MARKINGS (WHITE)
- DEPRESSED OR RAISED MEDIAN
1. Markers installed along lane lines should be placed between and in line with the skips.

2. Markers installed along edge lines should be placed so that the near edge of the casting/groove is no more than 1" from the near edge of the line.

3. If width of paved flush median is greater than or equal to 30', bi-directional (white-red) markers shall be used along the lane lines in lieu of mono-directional (white) markers.

4. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2" from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated or placement adjusted at the discretion of the engineer.

5. Markers shall be installed at 40' spacing along solid white auxiliary lanes. Marker color shall match the markers installed along the white lane lines.

Bid items and unit to bid:

- Inlaid pavement marker

Legend:

- Bi-directional (yellow)
- Bi-directional (white-red)
- Mono-directional (white)
- Markings (yellow)
- Markings (white)
- Flush median
- Depressed or raised median

Notes:

- Each inlaid pavement marker

Department of Highways
Kentucky

Director Division of Traffic Operations

Submitted
Approved

Standard Drawing No. TPM-105-03

Drawing Not to Scale
1. Markers installed along lane lines shall be placed between and in line with the skips.

2. Markers installed along edge lines shall be placed so that the near edge of the casting/groove is no more than 1" from the near edge of the line.

3. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2" from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated or placement adjusted at the discretion of the engineer.

4. Markers shall be installed at 40' spacing along solid white auxiliary lanes. Marker color shall match the markers installed along the white lane lines.

Bid items and unit to bid:
- PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY)  EACH
- INLAID PAVEMENT MARKER  EACH

Legend:
- MONO-DIRECTIONAL (YELLOW)
- MONO-DIRECTIONAL (WHITE)
- MARKINGS (YELLOW)
- MARKINGS (WHITE)

Arrangement "E" (divided highway with curb within 8' of driving lane)
ARRANGEMENT "A" (PASSING PERMITTED FOR BOTH DIRECTIONS OF TRAVEL)

ARRANGEMENT "B" (PASSING PERMITTED FOR ONE DIRECTION OF TRAVEL)

ARRANGEMENT "C" (PASSING PROHIBITED FOR BOTH DIRECTIONS OF TRAVEL)

- NOTES -

1. MARKERS INSTALLED ALONG DASHED YELLOW CENTERLINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE DASHES.
2. MARKERS INSTALLED WITH DOUBLE YELLOW CENTERLINES SHALL BE PLACED BETWEEN THE TWO LINES.
3. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.

BID ITEMS AND UNIT TO BID
PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY) EACH
INLAID PAVEMENT MARKER EACH

LEGEND
- BI-DIRECTIONAL (YELLOW)
\[ \text{MARKINGS (YELLOW)} \]
\[ \text{MARKINGS (WHITE)} \]
TWO LANE TO FOUR LANE PAVEMENT TRANSITIONS

--- NOTES ---

1. MARKERS INSTALLED ALONG LANE LINES OR DASHED YELLOW CENTERLINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE DASHES.
2. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE CASTING IS NO MORE THAN 1" FROM THE NEAR EDGE OF THE LINE.
3. MARKERS MAY BE REQUIRED ALONG THE MEDIAN EDGE LINES DEPENDING ON TYPE AND WIDTH OF MEDIAN. SEE TPM-100, TPM-105, AND TPM-110 FOR GUIDANCE.
4. IF MEDIAN WIDTH IS GREATER THAN OR EQUAL TO 30', BI-DIRECTIONAL (WHITE-RED) MARKERS SHALL BE USED ALONG THE LANE LINES IN LIEU OF MONO-DIRECTIONAL (WHITE) MARKERS.
5. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED AT THE DISCRETION OF THE ENGINEER.

BID ITEMS AND UNIT TO BID

PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, OR MY) EACH
INLAID PAVEMENT MARKER EACH
1. Markers installed along lane lines shall be placed between and in line with the skips.
2. Markers installed along edge lines shall be placed so that the near edge of the casting/groove is no more than 1" from the near edge of the line.
3. Markers shall be continued along the entire length of the ramp until the intersection with the cross-street.
4. On two-lane, two-way highways, markers installed along gore markings shall be mono-directional (white).
5. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2" from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated or placement adjusted at the discretion of the engineer.

Note:
- Each inlaid pavement marker

Legend:
- Bi-Directional (Yellow-Red)
- Bi-Directional (White-Red)
- Markings (Yellow)
- Markings (White)
~ NOTES ~

1. Markers installed along lane lines shall be placed between and in line with the skips.
2. Markers installed along edge lines shall be placed so that the near edge of the casting is no more than 1" from the near edge of the line.
3. Markers shall be continued along the entire length of the ramp until the intersection with the cross-street.
4. On two-lane, two-way highways, markers installed along gore markings shall be mono-directional (white).
5. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2" from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated at the discretion of the engineer.
6. Markers installed along the ramp edgeline shall be spaced at 80' intervals.

Bid items and unit to bid:
- Pavement marker type V (B-W/R, B-Y/R, BY, MW, or MY)  Each
- Inlaid pavement marker  Each

---

LEGEND

- BI-DIRECTIONAL (YELLOW-RED)
- BI-DIRECTIONAL (WHITE-RED)
- MARKINGS (YELLOW)
- MARKINGS (WHITE)

---

STATE HIGHWAY ENGINEER
DATE
DIRECTOR DIVISION OF TRAFFIC OPERATIONS
DATE
DEPARTMENT OF HIGHWAYS
KENTUCKY

STANDARD DRAWING NO. 7PM-126

DEVAL ENGINEERING SERVICES, INC.
12-01-15
APPROVED
12-01-15
KENTUCKY DEPARTMENT OF HIGHWAYS
PAVEMENT MARKER ARRANGEMENT FOR PARALLEL DECELERATION LANE

DRAWING NOT TO SCALE
1. Markers installed along lane lines shall be placed between and in line with the skips.

2. Markers installed along edge lines shall be placed so that the near edge of the casting/groove is no more than 1" from the near edge of the line.

3. Bi-directional (yellow-red) markers are to be placed along the entire length of the yellow edge line from the intersection of the cross-street to the beginning of the gore area.

4. On two-lane, two-way highways, markers installed along gore markings shall be mono-directional (white).

5. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2" from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated or placement adjusted at the discretion of the engineer.

Bid items and unit to bid:
- Pavement marker type V (B-W/R, B-Y/R, BY, MW, or MY) each
- Inlaid pavement marker each
~ NOTES ~

1. MARKERS INSTALLED ALONG LANE LINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE SKIPS.
2. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE CASTING IS NO MORE THAN 1" FROM THE NEAR EDGE OF THE LINE.
3. BI-DIRECTIONAL (YELLOW-RED) MARKERS ARE TO BE PLACED ALONG THE ENTIRE LENGTH OF THE YELLOW EDGE LINE FROM THE INTERSECTION OF THE CROSS-STREET TO THE BEGINNING OF THE GORE AREA.
4. ON TWO-LANE, TWO-WAY HIGHWAYS, MARKERS INSTALLED ALONG GORE MARKINGS SHALL BE MONO-DIRECTIONAL (WHITE).
5. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.
6. THE NORMAL WIDTH DOTTED WHITE LANE LINE SHALL EXTEND FOR AT LEAST HALF THE LENGTH OF THE FULL-WIDTH ACCELERATION LANE PLUS TAPER MEASURED FROM THE THEORETICAL GORE.

BID ITEMS AND UNIT TO BID

PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY)  EACH
INLAID PAVEMENT MARKER  EACH

---

LEGEND

- BI-DIRECTIONAL (YELLOW-RED)
- BI-DIRECTIONAL (WHITE-RED)
- MARKINGS (YELLOW)
- MARKINGS (WHITE)
1. MARKERS INSTALLED AT DOUBLE YELLOW CENTERLINES SHALL BE PLACED BETWEEN THE TWO LINES.
2. MARKERS INSTALLED ALONG LANE LINES OR DASHED YELLOW CENTERLINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE SKIPS.
3. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE CASTING/GROOVE IS NO MORE THAN 1" FROM THE NEAR EDGE OF THE LINE.
4. LENGTH TO BE DETERMINED ON A PROJECT BY PROJECT BASIS.
5. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.

~ NOTES ~

BID ITEMS AND UNIT TO BID
PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY) EACH
INLAID PAVEMENT MARKER EACH

LEGEND
- BI-DIRECTIONAL (YELLOW)
- MONO-DIRECTIONAL (WHITE)
- MARKINGS (YELLOW)
- MARKINGS (WHITE)
1. Markers installed along dashed yellow centerlines shall be placed between and in line with the skips.

2. Markers installed along edge lines or channelizing lines shall be placed so that the near edge of the casting/groove is no more than 1" from the near edge of the line.

3. Markers shall not be installed on top of the pavement joint. Offset markers a minimum of 2" from the pavement joint. Ensure that the finished line of markers is straight with minimal lateral deviation. Markers may be eliminated or placement adjusted at the discretion of the engineer.

- Notes -

Bid items and unit to bid:
- PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY)
- INLAID PAVEMENT MARKER

Each

Channelized intersection on a two directional two lane facility.
- NOTES -

1. Delineators shall be from the list of approved materials and shall be in accordance with Section 838 of the Standard Specifications for Road and Bridge Construction, current edition.

2. Delineators shall be installed in accordance with the manufacturer’s recommendations.

3. The delineator post and retroreflective sheeting shall be the same color and shall match the color of the edgelines they supplement.

4. Three delineators shall be installed in advance of the beginning and proceeding away from the end of the curve at a spacing of approximately 50 feet.

5. Delineators shall be provided on the right-hand side of horizontal curves on expressways and freeways. Delineators are not required on tangent sections of expressways and freeways.

6. A freeway is defined as a divided highway with full control of access. An expressway is defined as a divided highway with partial control of access.

7. Delineators should be placed at a constant distance from the roadway edge. When an obstruction exists near the pavement edge, the line of delineators should be transitioned to the inside of the obstruction or to the barrier delineation if the obstruction is guardrail or barrier wall. Such transitions should begin approximately 200 ft in advance of the obstruction/barrier.

8. Delineators should be installed at an approximate right angle to approaching traffic.

9. Delineators may be discontinued along sections with barrier wall or guardrail delineation.

10. Spacing should be adjusted in curves so that several delineators are always simultaneously visible to the road user.
DELINEATORS SHOULD BE INSTALLED AT AN APPROXIMATE RIGHT ANGLE TO APPROACHING TRAFFIC.

DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

DELINEATORS MAY BE DISCONTINUED ALONG SECTIONS WITH BARRIER WALL OR GUARDRAIL DELINEATION.

THE DELINEATOR POST AND RETROREFLECTIVE SHEETING SHALL BE THE SAME COLOR AND SHALL MATCH THE COLOR OF THE EDGELINES THEY SUPPLEMENT.

DELINEATORS SHALL BE FROM THE LIST OF APPROVED MATERIALS AND SHALL BE IN ACCORDANCE WITH SECTION 838 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

SPACING SHOULD BE ADJUSTED IN CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.

DELINEATION IF THE OBSTRUCTION IS GUARDRAIL OR BARRIER WALL. SUCH TRANSITIONS SHOULD BEGIN APPROXIMATELY 200 FEET IN ADVANCE OF THE OBSTRUCTION/BARRIER.

DELINEATORS SHOULD BE PLACED AT A CONSTANT DISTANCE FROM THE ROADWAY EDGE. WHEN AN OBSTRUCTION EXISTS NEAR THE PAVEMENT EDGE, THE LINE OF DELINEATORS SHOULD BE TRANSITIONED TO THE INSIDE OF THE OBSTRUCTION OR TO THE BARRIER DELINEATION.

DELINEATORS SHOULD BE ERECTED AT APPROXIMATELY 50 FOOT INTERVALS ALONG RAMPS AND ACCELERATION AND DECELERATION LANES ON THE MAINLINE AND CROSSROAD.

DELINEATORS SHOULD BE PROVIDED ON BOTH SIDES OF INTERCHANGE RAMPS. DELINEATORS SHOULD BE ERECTED AT APPROXIMATELY 50 FOOT INTERVALS ALONG RAMPS AND ACCELERATION AND DECELERATION LANES ON THE MAINLINE AND CROSSROAD.

DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

THE DELINEATOR POST AND RETROREFLECTIVE SHEETING SHALL BE THE SAME COLOR AND SHALL MATCH THE COLOR OF THE EDGELINES THEY SUPPLEMENT.

DELINEATORS SHALL BE INSTALLED AT AN APPROXIMATE RIGHT ANGLE TO APPROACHING TRAFFIC.

DELINEATORS MAY BE DISCONTINUED ALONG SECTIONS WITH BARRIER WALL OR GUARDRAIL DELINEATION.

SPACING SHOULD BE ADJUSTED IN CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.

~ NOTES ~

1. DELINEATORS SHALL BE FROM THE LIST OF APPROVED MATERIALS AND SHALL BE IN ACCORDANCE WITH SECTION 838 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

2. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

3. THE DELINEATOR POST AND RETROREFLECTIVE SHEETING SHALL BE THE SAME COLOR AND SHALL MATCH THE COLOR OF THE EDGELINES THEY SUPPLEMENT.

4. DELINEATORS SHALL BE PROVIDED ON BOTH SIDES OF INTERCHANGE RAMPS. DELINEATORS SHOULD BE ERECTED AT APPROXIMATELY 50 FOOT INTERVALS ALONG RAMPS AND ACCELERATION AND DECELERATION LANES ON THE MAINLINE AND CROSSROAD.

5. DELINEATORS SHOULD BE PLACED AT A CONSTANT DISTANCE FROM THE ROADWAY EDGE. WHEN AN OBSTRUCTION EXISTS NEAR THE PAVEMENT EDGE, THE LINE OF DELINEATORS SHOULD BE TRANSITIONED TO THE INSIDE OF THE OBSTRUCTION OR TO THE BARRIER DELINEATION.

6. DELINEATORS SHOULD BE INSTALLED AT AN APPROXIMATE RIGHT ANGLE TO APPROACHING TRAFFIC.

7. DELINEATORS MAY BE DISCONTINUED ALONG SECTIONS WITH BARRIER WALL OR GUARDRAIL DELINEATION.

8. SPACING SHOULD BE ADJUSTED IN CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.
1. Install pavement striping on two lane, two way roadways as detailed in the above table and in accordance with the pavement markings and delineation chapter of the traffic operations guidance manual. Contact the Division of Traffic Operations for additional guidance if necessary.

2. The traveled way is the portion of roadway for the movement of vehicles, exclusive of the shoulders.

3. On two lane, two way roadways that have a total pavement width (W) that is 20 ft or greater, but less than 22 ft, edgeline rumble strips are not a standard application, but they may be installed. The Division of Traffic Operations is available to assist with the determination of whether or not to install edgeline rumble strips on pavement widths less than 22 ft, as well as the dimension and placement details of the rumble strips and pavement striping.

4. Edgelines may be omitted from roadways with a traveled way width less than 16 feet with the approval of the Division of Traffic Operations.

5. Edgelines may be omitted on non-state primary routes with a traveled way width greater than or equal to 20 feet and an ADT less than 1,000.

6. Edgelines may be omitted, based on engineering judgment, in areas where the pavement edge is delineated by physical objects such as curbs, parking spaces, or other markings. Edgelines should be installed on roadways with curb and gutter if the posted speed limit is 45 MPH or greater.
**TYPICAL ENTRANCE RAMP MARKINGS FOR INTERSTATES AND PARKWAYS**

**STANDARD DRAWING NO.** TPM-200

**DATE** 02/26/20

**SUBMITTED**

**APPROVED**

**DEPARTMENT OF HIGHWAYS** KENTUCKY

---

**THEORETICAL GORE**

---

**PARALLEL ACCELERATION LANE**

---

**TAPERED ACCELERATION LANE**

---

**LEGEND**

- **MARKINGS**
  - **WHITE**
  - **YELLOW**

---

**1** IN A PARALLEL ACCELERATION LANE, DOTTED LANE LINES SHALL BE INSTALLED FOR AT LEAST HALF THE LENGTH OF THE FULL-WIDTH ACCELERATION LANE PLUS TAPER MEASURED FROM THE THEORETICAL GORE. DOTTED EXTENSIONS MAY BE INSTALLED THROUGH THE TAPER IF DESIRED.

**2** WIDE SOLID LINE SHALL EXTEND DOWNSTREAM FROM THE THEORETICAL GORE FOR AT LEAST 1/4 THE LENGTH OF THE FULL-WIDTH ACCELERATION LANE PLUS TAPER.

**3** 12" WIDE SOLID WHITE CHANNELIZATION LINES.

**4** GORE AREA CHEVRON MARKINGS ARE OPTIONAL ON ENTRANCE RAMPS. SEE TPM-204 FOR DETAILS ON CHEVRON MARKINGS.

**5** IN A TAPERED ACCELERATION LANE, DOTTED EXTENSIONS MAY BE INSTALLED AS SHOWN.
1. Normal width dotted lane lines shall be used along the taper and full-width section of a parallel deceleration lane.

2. 12" wide solid channelization line.

3. Gore area chevron markings should be used in accordance with TPM-204.

4. Lane use arrows may be used when there is an option lane. If used, a minimum of three arrows per lane should be placed as shown and spaced at approximately ¼ mile.

5. For tapered deceleration lanes, normal width dotted extensions shall be installed as shown.
SINGLE-LANE LANE DROP

LANE DROP WITH AN OPTION LANE

1. In situations where a through lane becomes a mandatory exit lane, a wide white dotted lane line shall be installed.
2. 12" wide solid channelization line.
3. Gore area chevron markings shall be used in lane drop scenarios and where an interstate or parkway splits. See TPM-204 for details on gore area chevron markings.
4. Lane use arrows may be used when there is an option lane. A minimum of three arrows per lane should be placed as shown and spaced at approximately ¼ mile.
5. Dotted lane lines should extend back an approximate distance of ½ mile from the theoretical gore.

ARROW DETAILS

* Arrows should be formed from 12" white thermoplastic.
STOP LINE NOTES

1. STOP LINES SHALL BE 24" WHITE AND SHALL EXTEND ACROSS ALL APPROACH LANES.
2. STOP LINES SHOULD BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF A MARKED CROSSWALK. IN THE ABSENCE OF A MARKED CROSSWALK, STOP LINES SHOULD BE PLACED NO MORE THAN 30' OR NO LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
3. STOP LINES IN LEFT TURN LANES MAY BE PULLED BACK SO AS NOT TO INTERFERE WITH THE WHEEL PATH OF TURNING VEHICLES.

YIELD LINE DETAIL

NOTE: SPACING BETWEEN TRIANGLES SHOULD BE 3-12"

ARROWS SHALL BE USED IN ALL DEDICATED TURN LANES AT SIGNALIZED INTERSECTIONS. REFER TO TPM-206 FOR GUIDANCE ON SPACING.

ARROWS, ALONG WITH THE WORD "ONLY", SHALL ONLY BE USED IN A LANE DROP SCENARIO. REFER TO TPM-207 FOR GUIDANCE ON SPACING.

ARROWS ARE OPTIONAL IN THROUGH LANES.

DOTTED LANE LINE EXTENSIONS SHALL BE USED WITH DUAL TURN LANES. THEY SHALL BE THE SAME COLOR OF THE LINES WHICH THEY EXTEND AND SHOULD BE 6" IN WIDTH, 2' IN LENGTH, WITH A GAP OF 2-6' BETWEEN LINES.

REFER TO TPM-205 FOR GUIDANCE ON, AND DIMENSIONS OF, CROSSHATCH AND CHEVRON MARKINGS.

REFER TO TPM-205 FOR GUIDANCE ON MEDIAN NOSES.

SOLID LINE SEPARATING THROUGH LANES SHOULD EXTEND BACK A MINIMUM OF 50' FROM THE STOP BAR.

*CROSSWALK DETAIL

"TRANSVERSE"

6" white

6' min.

TRANSVERSE LINES SHOULD EXTEND ACROSS THE FULL WIDTH OF THE APPROACH PAVEMENT.

TRANSVERSE LINES MAY BE COMBINED WITH LONGITUDINAL LINES TO FORM A "LADDER-STYLE" CROSSWALK.

*CROSSWALK BARS SHALL BE INSTALLED PARALLEL WITH ONCOMING TRAFFIC.

SPACING OF BARS SHOULD BE MODIFIED SO AS TO AVOID TIRE PATHS OF APPROACHING VEHICLES.

"LONGITUDINAL"

12-24' white

12-24" 6' min.

NOTE: SPACING BETWEEN TRIANGLES SHOULD BE 3-12"

Drawing Not To Scale

Legend

Markings

White

Yellow

*NOTE: OTHER THAN LONGITUDINAL STRIPING, ALL MARKINGS SHOWN ON THIS DRAWING SHOULD BE THERMOPLASTIC.
1. 12" SOLID WHITE LINE TO BE INSTALLED AS SHOWN. THIS LINE SHOULD TERMINATE AT THE PHYSICAL GORE.

2. CHEVRON MARKINGS SHOULD BEGIN WHEN THE 12" WHITE CHANNELIZING LINES ARE APPROXIMATELY 6' APART.

3. A MINIMUM OF THREE CHEVRON MARKINGS SHOULD BE USED. IF AT LEAST THREE MARKINGS WILL NOT FIT INTO THE GORE AREA, NO CHEVRON MARKINGS SHOULD BE PLACED.

4. THE MINIMUM CHEVRON MARKING WIDTH (X) SHOULD BE 2'. THE MINIMUM SPACING BETWEEN CHEVRON MARKINGS (Y) SHOULD BE 20'. THESE DIMENSIONS MAY BE INCREASED. FOR EACH ADDITIONAL 1' OF WIDTH (X), INCREASE THE SPACING (Y) BY 10'.

5. GORE AREA CHEVRON MARKINGS SHALL BE THERMOPLASTIC.
TYPICAL RIGHT-TURN CHANNELIZING ISLAND MARKINGS

GENERAL NOTES

THE MINIMUM WIDTH (X) OF CROSSHATCH MARKINGS IS 12" FOR LOW SPEED ROADS (< 45 MPH) AND 24" FOR HIGH SPEED ROADS (≥ 45 MPH).

THE SPACE BETWEEN ADJACENT CROSSHATCH MARKINGS (Y) SHOULD BE SET AT 10 TIMES THE WIDTH (X) OF THE CROSSHATCH MARKINGS.

CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN A MEDIAN LESS THAN 6 IN Width.

CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN AND ISLAND IF ANY SIDE OF AN ISLAND IS LESS THAN 30" IN LENGTH.

THE OUTLINE OF AN ISLAND SHOULD BE EITHER 8" OR 12".

MEDIAN NOSES MAY BE EITHER A SINGLE 12" LINE OR A SOLID SEMI-CIRCLE.

CROSSHATCH AND CHEVRON MARKINGS SHOULD BE THERMOPLASTIC.

TYPICAL LEFT-TURN LANE / FLUSH MEDIAN CROSSHATCH MARKINGS

TYPICAL TWO-WAY LEFT-TURN LANE (TWLTL) TRANSITION MARKINGS

LEGEND

MARKINGS

WHITE

YELLOW

Note: Crosshatch markings shall be placed in the transition area of a TWLTL.
**LEGEND**

- **MARKINGS**
  - WHITE
  - YELLOW

**MARKINGS**

**STRIPPING NOTES:**
- Arrows shall be used in any exclusive turn lanes.
- In a single turn lane, dotted white lane line extensions may be used through the taper of the turn lane.
- If used, dotted white lane line extensions shall be normal width, and should be 2’ long, with a gap of 2-6’ between each line.
- In dual turn lanes, dotted white lane line extensions should be used through the taper of the turn lane. Both solid lines forming the turn lanes shall begin at the downstream end of the taper.

**ARROW SPACING NOTES:**
In single-direction turn lanes, arrows should be spaced as follows:
- At least two arrows should be used in each turn lane. However, if a turn lane is less than 80’ in length, the downstream arrow may be eliminated.
- The first upstream arrow shall be placed at the beginning of the solid line for the turn lane.
- The last downstream arrow should be placed 40’ from the stop bar.
- Any additional arrows should be evenly spaced. Spacing should not exceed 80’.
- Arrow spacing and number of arrows may vary based on site conditions.

**DOTTED EXTENSION DIMENSIONS:**
Dotted extensions shall be normal width.
LANE DROP SCENARIO

IN SITUATIONS WHERE A THROUGH LANE BECOMES A MANDATORY TURN LANE, THE FOLLOWING GUIDELINES APPLY:
- A WIDE SOLID LINE SHOULD EXTEND BACK A MINIMUM OF 200' FROM THE STOP BAR.
- ALTERNATING ARROWS AND "ONLY" WORD MESSAGES SHALL BE USED. WITH THE FIRST AND LAST MARKING BEING AN ARROW.
- ALTERNATING ARROWS AND "ONLY" WORD MESSAGES SHOULD BE SPACED EVENLY.

FOLLOWING GUIDELINES FOR ARROW SPACING. THESE SYMBOLS SHALL EXTEND BACK AT LEAST TO THE END OF THE SOLID STRIPE, BUT MAY BE EXTENDED BACK FARTHER IF ADDITIONAL GUIDANCE IS NEEDED.

TWOLTL ARROW DETAILS:
- NORMAL WIDTH IN LANE DROP SCENARIOS.
- DOTTED LANE LINES SHALL BE TWICE THE normal width in lane drop scenarios.

WIDE DOTTED LANE LINE DIMENSIONS:

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Arrow Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>min. 125'</td>
</tr>
<tr>
<td>35</td>
<td>min. 145'</td>
</tr>
<tr>
<td>45</td>
<td>min. 165'</td>
</tr>
<tr>
<td>55</td>
<td>min. 185'</td>
</tr>
<tr>
<td>65</td>
<td>min. 185'</td>
</tr>
</tbody>
</table>

TWO-WAY LEFT-TURN LANE NOTES:

IN A TWO-WAY LEFT-TURN LANE, THE FOLLOWING GUIDELINES APPLY:

1) CONTACT TRAFFIC ENGINEER FOR RECOMMENDED DISTANCE FOR LEFT TURN STORAGE AT INTERSECTIONS.
- ONE SET OF ARROWS SHOULD BE PLACED AT OR NEAR THE BEGINNING OF THE TWO-WAY LEFT-TURN LANE.
- ADDITIONAL SETS OF ARROWS SHOULD BE PLACED THROUGHOUT THE TWO-WAY LEFT-TURN LANE IF LEFT TURN MOVEMENTS ARE EXPECTED. THEY SHOULD BE SPACED NO LESS THAN 300' AND NO MORE THAN 1/2 MILE.
- THE SPACING BETWEEN EACH ARROW IN A SINGLE ARROW SET SHOULD BE 16 FEET.
- TWO-WAY LEFT-TURN LANES SHALL TERMINATE IN A DEDICATED LEFT-TURN LANE AT A SIGNALIZED INTERSECTION. THEY MAY TERMINATE IN A DEDICATED LEFT-TURN LANE AT OTHER LOCATIONS IF DEEMED NECESSARY.
- REFER TO THE TRAFFIC OPERATIONS GUIDANCE MANUAL SECTION TO-504 FOR MORE GUIDANCE ON TWO-WAY LEFT-TURN LANES.

Typical Markings for Turn Lanes:

- Legend Markings
  - White
  - Yellow

Page 2 of 2
Drawing Not to Scale

Kentucky Department of Highways
Standard Drawing No. TPM-207

Director, Division of Traffic Operations
State Highway Engineer

Date
Date

Submitted
Approved

Department of Highways Kentucky

300' - ½ mile
50' min.
16'

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

~ NOTES ~

1. CENTERLINE RUMBLE STRIPS SHALL BE OMITTED THROUGH MAJOR INTERSECTIONS WITH, OR WITHOUT, LEFT-TURN LANES. OMIT THE CENTERLINE RUMBLE STRIPS APPROXIMATELY 5' IN ADVANCE OF THE AREA WHERE THE CENTERLINE PAVEMENT MARKINGS HAVE BEEN OMITTED (NORMALLY WHERE SIDE STREET RADIUS INTERSECTS MAINLINE).

2. CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED THROUGH MARKED CROSSWALKS. OMIT THE CENTERLINE RUMBLE STRIPS APPROXIMATELY 5' IN ADVANCE OF MARKED CROSSWALKS.

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

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

5. CENTERLINE RUMBLE STRIPS SHALL BE INSTALLED THROUGH DRIVEWAYS & MINOR COMMERCIAL ENTRANCES.

6. CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS, OR WHERE LANE WIDTHS ARE LESS THAN 11 FT.

BID ITEM AND UNIT TO BID
CENTERLINE RUMBLE STRIPS LF
1. Distances shown are approximate. Maintain rumble strip dimensions and spacing as much as possible.
2. Centerline rumble strips shall be installed in line with the center of the roadway as much as possible.
3. For roadways where both inlaid pavement markers and centerline rumble strips are to be installed, discontinue the centerline rumble strips 6" min. / 12" max. before and after the groove for each inlaid 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 TPR-100.
5. Centerline rumble strips should be omitted where the posted speed limit is 45 MPH or less, or where lane widths are less than 11 ft.

BID ITEM AND UNIT TO BID CENTERLINE RUMBLE STRIPS LF
NOTE: Distances shown are approximate. Maintain rumble strip dimensions and spacing as much as possible.

1. Centerline rumble strips shall be installed in line with the center of the roadway as much as possible.
2. Detail "A" and Section A-A for roadways where both inlaid pavement markers and centerline rumble strips are to be installed, discontinue the centerline rumble strips 6" min. / 12" max. before and after the groove for each inlaid pavement marker. Install as many rumble strips as possible between adjacent pavement markers while maintaining the 24" cycle.
3. Do not install centerline rumble strips in areas indicated on TPR-100.
4. Centerline rumble strips should be omitted where the posted speed limit is 45 mph or less, or where lane widths are less than 11 ft.

Bid item and unit to bid:
Centerline rumble strips 6" min. / 12" max.
Rumble strips shall be omitted through major intersections with, or without, right-turn lanes. Omit rumble strips approximately 5' in advance of marked crosswalks.

2. Rumble strips shall not be installed through marked crosswalks. Omit rumble strips approximately 5' in advance of marked crosswalks.

3. Rumble strips shall not be installed across highway-rail grade crossings.

4. Rumble strips shall not be installed on bridge decks or approach slabs.

5. Rumble strips shall be installed through driveways & minor commercial entrances.

6. Rumble strips shall be installed through mailbox turnouts.

7. Rumble strips should be omitted where the posted speed limit is 45 MPH or less.

~ NOTES ~

DRAWING NOT TO SCALE

USE WITH CUR. STD. DWGS. TPR-120, TPR-125, AND TPR-130

DEPARTMENT OF HIGHWAYS

SHOULDER & EDGELINE RUMBLE STRIP PLACEMENT DETAILS

BID ITEMS AND UNIT TO BID
EDGELINE RUMBLE STRIPS LF
SHOULDER RUMBLE STRIPS LF
**NOTES**

- **APPLICATION OF THE TABLE ABOVE:** THE TOTAL PAVEMENT WIDTH (W) IS THE STARTING POINT IN USING THE TABLE. THE TOTAL PAVEMENT WIDTH IS TO BE USED TO DETERMINE THE TYPE(S) OF RUMBLE STRIPS TO INSTALL AND THE RECOMMENDED LANE WIDTH (Y) AND SHOULDER WIDTH (Z).

1. **EDGELINE RUMBLE STRIPS:** AND CENTERLINE RUMBLE STRIPS WHEN APPLICABLE, SHOULD BE INSTALLED TO CREATE THE LANE AND SHOULDER WIDTHS SHOWN ABOVE, 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 IN THIS DRAWING 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 IN THIS DRAWING.

2. **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.

3. **LANE WIDTH (Y)** TO BE MEASURED FROM CENTER OF ROAD TO LANE SIDE EDGE OF THE EDGELINE RUMBLE STRIP.

4. **PAVED SHOULDER WIDTH (Z)** TO BE MEASURED FROM LANE SIDE EDGE OF THE EDGELINE RUMBLE STRIP TO OUTSIDE EDGE OF FLAT & USEABLE PAVEMENT.

5. **DIMENSIONS SHOWN 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 IN THIS DRAWING, 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.

6. **RUMBLE LENGTH (X) MAY BE MODIFIED AS THE ENGINEER DIRECTS, IF THE SHOULDER WIDTH (Z) IS EQUAL TO OR LESS THAN THE PROPOSED RUMBLE LENGTH (X).**

7. **PLACE THE EDGELINE MARKING IN THE CENTER OF THE RUMBLE STRIP. 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.**

8. **ALL EDGELINE RUMBLE STRIPS ALONG SHOULDERS THAT ARE 3' OR WIDER SHOULD INCLUDE BICYCLE GAPS AS DETAILED.**

9. **RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.**

**BID ITEM AND UNIT TO BID:**

- **EDGELINE RUMBLE STRIPS**

---

**TABLE:**

<table>
<thead>
<tr>
<th>PAVEMENT WIDTH (W)</th>
<th>TYPES OF RUMBLE STRIPS TO INSTALL</th>
<th>LANE WIDTH (Y)</th>
<th>SHOULDER WIDTH (Z)</th>
<th>LENGTH OF EDGELINE RUMBLE (X)</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>INSTALL ONLY EDGELINE RUMBLE STRIPS</td>
<td>10'</td>
<td>1'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>23</td>
<td>INSTALL ONLY EDGELINE RUMBLE STRIPS</td>
<td>10'</td>
<td>1.5'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>24</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>10.5'</td>
<td>1.5'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>25</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>11'</td>
<td>1.5'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>26</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>11'</td>
<td>2'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>27</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>11.5</td>
<td>2'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>28</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>2'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>29</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>2.5'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>30</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>3'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>31'</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>3.5'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>32</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>4'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>33'</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>4.5'</td>
<td>8&quot;</td>
</tr>
<tr>
<td>&gt;33'</td>
<td>INSTALL BOTH EDGELINE AND CENTERLINE RUMBLE STRIPS</td>
<td>12'</td>
<td>5'</td>
<td>8&quot;</td>
</tr>
</tbody>
</table>

REFER TO TPR-125
~ NOTES ~
APPLICATION OF THE TABLE ABOVE: THE TOTAL PAVEMENT WIDTH (W) IS THE STARTING POINT IN USING THE TABLE. THE TOTAL PAVEMENT WIDTH IS TO BE USED TO DETERMINE THE TYPE(S) OF RUMBLE STRIPS TO INSTALL AND THE RECOMMENDED LANE WIDTH (Y) AND SHOULDER WIDTH (Z).

1. SHOULDER AND CENTERLINE RUMBLE STRIPS SHOULD BE INSTALLED TO CREATE THE LANE AND SHOULDER WIDTHS SHOWN ABOVE, 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 IN THIS DRAWING 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 IN THIS DRAWING.

2. 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.

3. LANE WIDTH (Y) TO BE MEASURED FROM CENTER OF ROAD TO CENTER OF EDGELINE STRIPE.

4. PAVED SHOULDER WIDTH (Z) TO BE MEASURED FROM CENTER OF EDGELINE STRIPE TO OUTSIDE EDGE OF FLAT & USEABLE PAVEMENT.

5. DIMENSIONS SHOWN 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 IN THIS DRAWING, THE ENGINEER SHALL DETERMINE THE LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) AT THE TIME OF CONSTRUCTION. CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED IF THE DECISION IS TO INSTALL A LANE WIDTH (Y) THAT IS LESS THAN 11 FT.

6. RUMBLE LENGTH (X) AND/OR OFFSET DISTANCE MAY BE MODIFIED AS THE ENGINEER DIRECTS.

7. ALL SHOULDER RUMBLE STRIPS SHOULD INCLUDE BICYCLE GAPS AS DETAILED.

8. RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

BID ITEM AND UNIT TO BID
SHOULDER RUMBLE STRIPS

LF
**NOTES**

- **NOTES**

1. FOR MULTI-LANE ROADWAYS, THE RUMBLE TYPE TO BE INSTALLED IS BASED ON SHOULDER WIDTH (Z). FOR SHOULDER WIDTHS OF 2', 3', AND 4' THE RUMBLE TYPE MAY BE SPECIFIED AS EITHER EDGELINE RUMBLE STRIPS (ELRS) OR SHOULDER RUMBLE STRIPS (SRS). IN THESE SITUATIONS, THE RUMBLE TYPE TO BE INSTALLED WILL BE SPECIFIED IN THE PLANS, PROPOSAL, AND/OR BID ITEMS, OR AS DIRECTED BY THE ENGINEER.

2. WHEN ELRS ARE SPECIFIED, SHOULDER WIDTH (Z) IS FROM LANE SIDE EDGE OF THE EDGELINE RUMBLE STRIP TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT. WHEN SRS ARE SPECIFIED, SHOULDER WIDTH (Z) IS FROM CENTER OF EDGELINE STRIPE TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT.

3. RUMBLE LENGTH (X) AND/OR OFFSET DISTANCE MAY BE MODIFIED AS THE ENGINEER DIRECTS.

4. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE.

5. WHEN ELRS ARE SPECIFIED, THE EDGELINE MARKING SHALL BE PLACED IN THE CENTER OF THE RUMBLE STRIP.

6. SHOULDER RUMBLE STRIPS (SRS) ALONG OUTSIDE (RIGHT) SHOULDERS THAT ARE 3' OR WIDER SHOULD INCLUDE BICYCLE GAPS AS DETAILED. BICYCLE GAPS ARE NOT REQUIRED ON INSIDE (LEFT) SHOULDERS. BICYCLE GAPS SHALL NOT BE USED ON INTERSTATES AND PARKWAYS.

7. RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS, OR WHEN THE SHOULDER WIDTH IS LESS THAN 1 FT.

<table>
<thead>
<tr>
<th>SHOULDER WIDTH (Z)</th>
<th>RUMBLE TYPE</th>
<th>RUMBLE LENGTH (X)</th>
<th>OFFSET</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;=1'</td>
<td>ELRS</td>
<td>8'</td>
<td>N/A</td>
</tr>
<tr>
<td>2'</td>
<td>ELRS or SRS</td>
<td>8'</td>
<td>ELRS-N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SRS-6''</td>
<td></td>
</tr>
<tr>
<td>3'</td>
<td>ELRS or SRS</td>
<td>8'</td>
<td>ELRS-N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SRS-6''</td>
<td></td>
</tr>
<tr>
<td>4'</td>
<td>ELRS or SRS</td>
<td>8'</td>
<td>ELRS-N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SRS-6''</td>
<td></td>
</tr>
<tr>
<td>5'</td>
<td>SRS</td>
<td>8'</td>
<td>6''</td>
</tr>
<tr>
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<tr>
<td>&gt;=8'</td>
<td>SRS</td>
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<td>12''</td>
</tr>
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</table>

**RUMBLE STRIP DETAILS**

**MULTI-LANE ROADWAYS AND RAMPS**

**BID ITEMS AND UNIT TO BID**

- SHOULDER RUMBLE STRIPS: LF
- EDGELINE RUMBLE STRIPS: LF

**DEPARTMENT OF HIGHWAYS**

**KENTUCKY**

**STANDARD DRAWING NO.**

TPR-125

USE WITH CUR. STD. DWG.

TPR-125

**APPROVED**

TPR-130

**DEPARTMENT OF HIGHWAYS**

**KENTUCKY**

**STANDARD DRAWING NO.**

TPR-125

USE WITH CUR. STD. DWG.

TPR-125

**APPROVED**

TPR-130