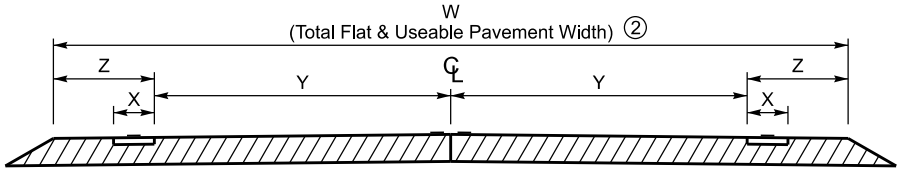
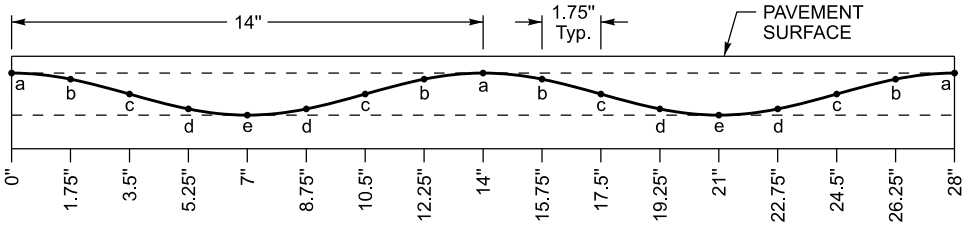
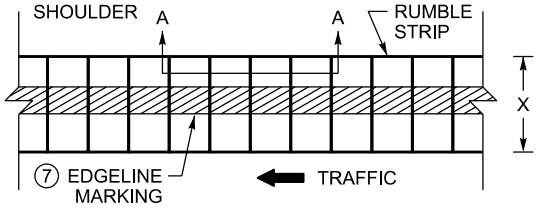
PAVEMENT WIDTH (W) ②	TYPES OF RUMBLE STRIPS TO INSTALL ⑦	LANE WIDTH (Y) ③	SHOULDER WIDTH (Z) ④	LENGTH OF EDGELINE RUMBLE (X) ⑥
22'	INSTALL ONLY SINUSOIDAL EDGELINE RUMBLE STRIPS	10'	1'	8"
23'		10'	1.5'	8"
24'		10.5'	1.5'	8"
25'	INSTALL BOTH SINUSOIDAL EDGELINE AND SINUSOIDAL CENTERLINE RUMBLE STRIPS	11'	1.5'	8"
26'		11'	2'	8"
27'		11.5'	2'	8"
28'		12'	2'	8"
29'		12'	2.5'	8"
30'		12'	3'	8"
31'		12'	3.5'	8"
32'		12'	4'	8"
33'		12'	4.5'	8"
>33'	REFER TO SINUSOIDAL SHOULDER RUMBLE STRIP DETAILS			



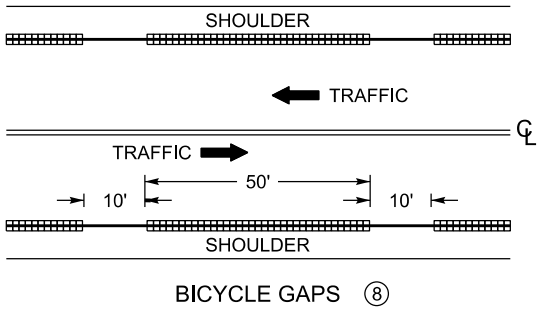
PAVEMENT CROSS-SECTION



SECTION A-A



LOCATION	DEPTH
a	1/8"
b	3/16"
c	9/32"
d	13/32"
e	7/16"



BICYCLE GAPS ⑧

~ NOTES ~

APPLICATION OF THE TABLE ABOVE: THE TOTAL PAVEMENT WIDTH (W) IS THE STARTING POINT IN USING THE TABLE. THE TOTAL PAVEMENT WIDTH (W) 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 SINUSOIDAL EDGELINE RUMBLE STRIP.

④ PAVED SHOULDER WIDTH (Z) TO BE MEASURED FROM LANE SIDE EDGE OF THE SINUSOIDAL 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 ENGINEER MAY ELECT TO OMIT THE EDGELINE MARKING, LEAVING THE SINUSOIDAL RUMBLE STRIP AS THE ONLY COMPONENT INSTALLED.

⑧ ALL SINUSOIDAL 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
SINUSOIDAL RUMBLE STRIPS LF

DRAWING NOT TO SCALE

USE WITH CUR. STD. DWGS. TPR-100 , TPR-105 , TPR-110 , AND TPR-115

KENTUCKY
DEPARTMENT OF HIGHWAYS

SINUSOIDAL EDGELINE RUMBLE STRIP DETAILS TWO LANE ROADWAYS