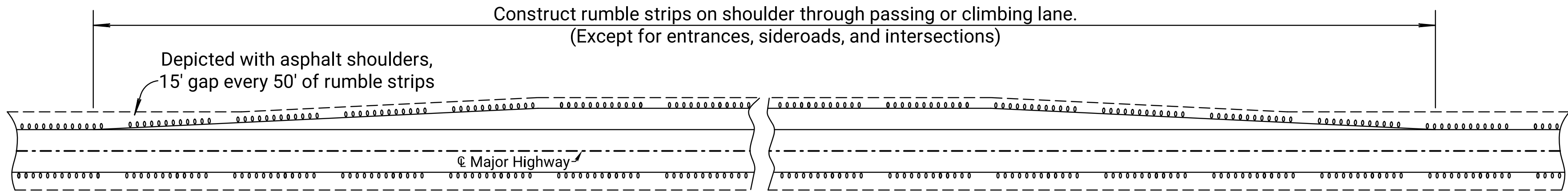
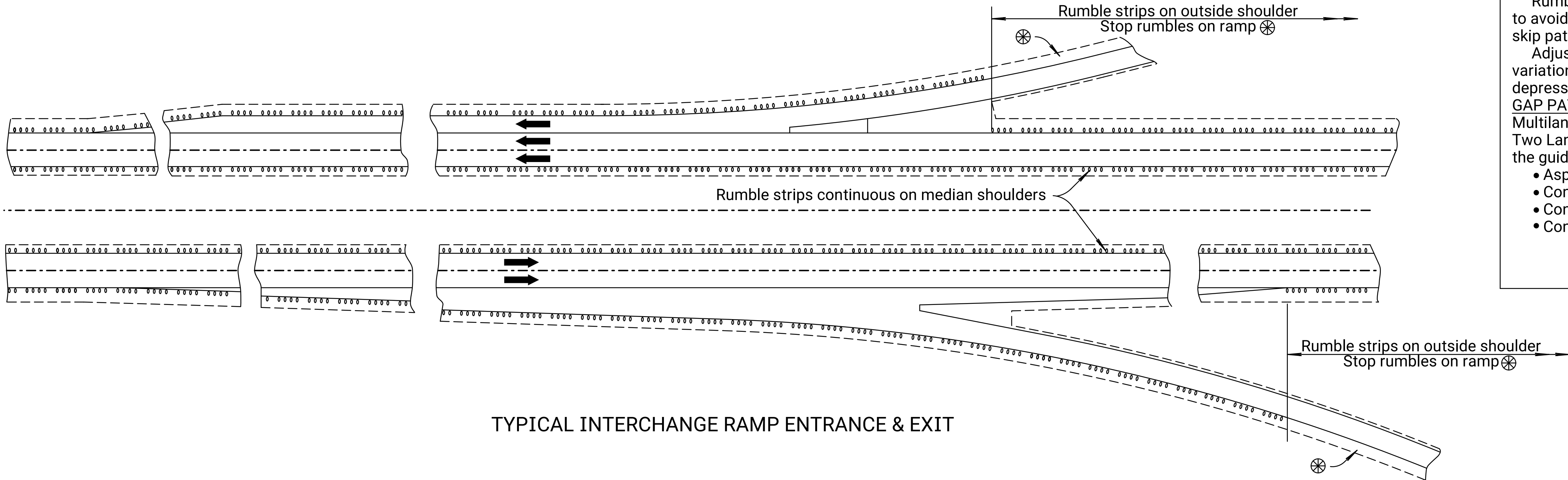


Note to Designer: Construct rumble strips on high speed and/or high traffic volume ramps on directional type interchanges.
Include this KDOT Standard Drawing when rumble strips are part of the project.

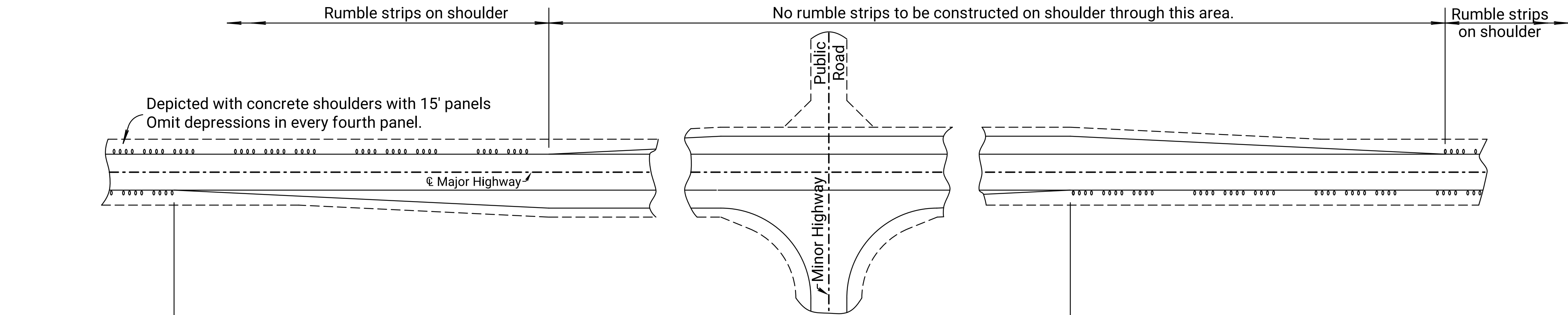
Plotted by : KDOT#CADD.Support_ks.gov
File : rd707.dgn
12-JUN-2026 00:01



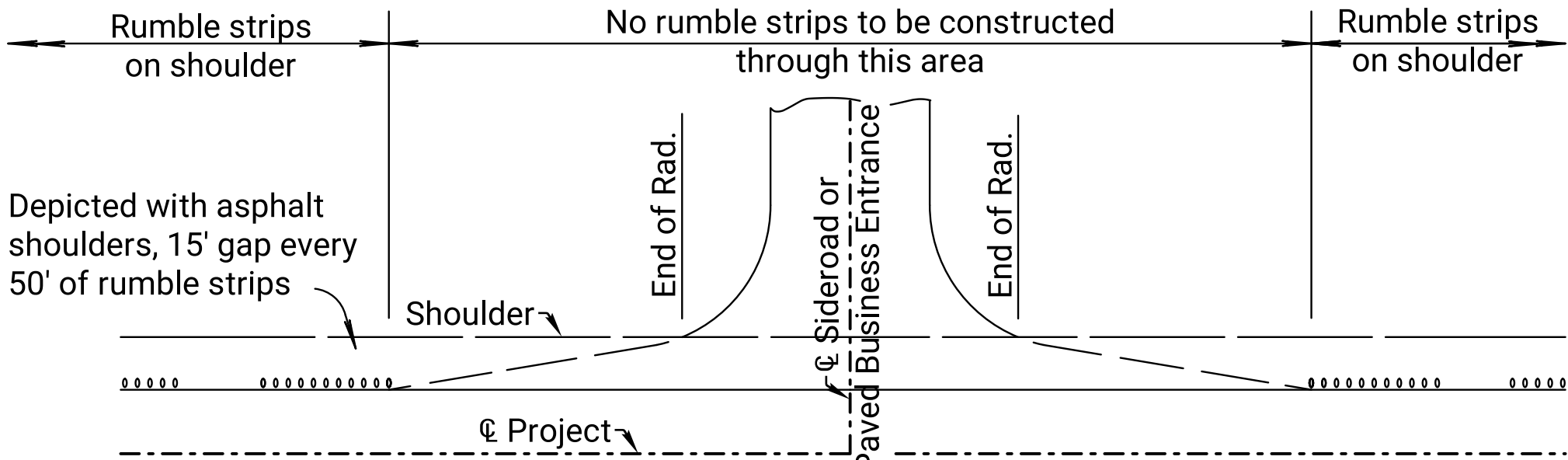
TYPICAL PASSING OR CLIMBING LANES



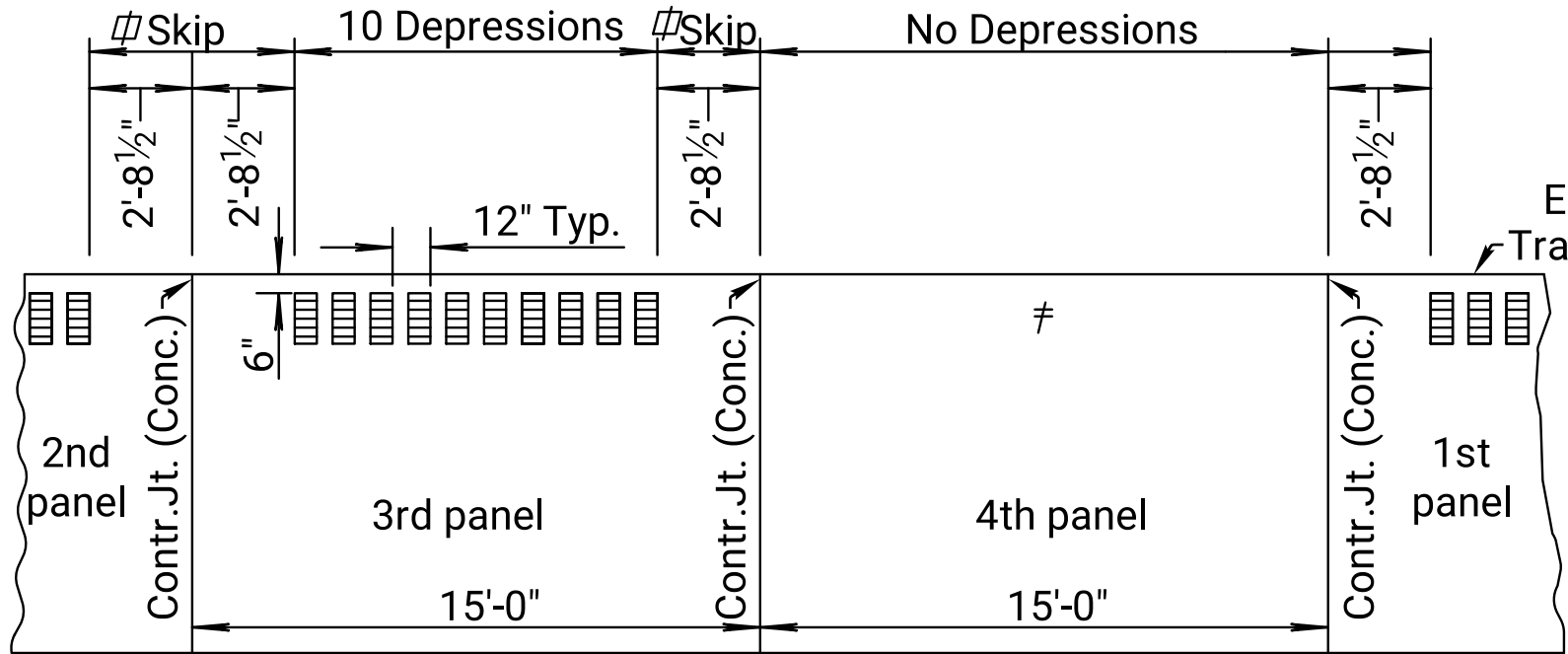
TYPICAL INTERCHANGE RAMP ENTRANCE & EXIT



TYPICAL INTERSECTION

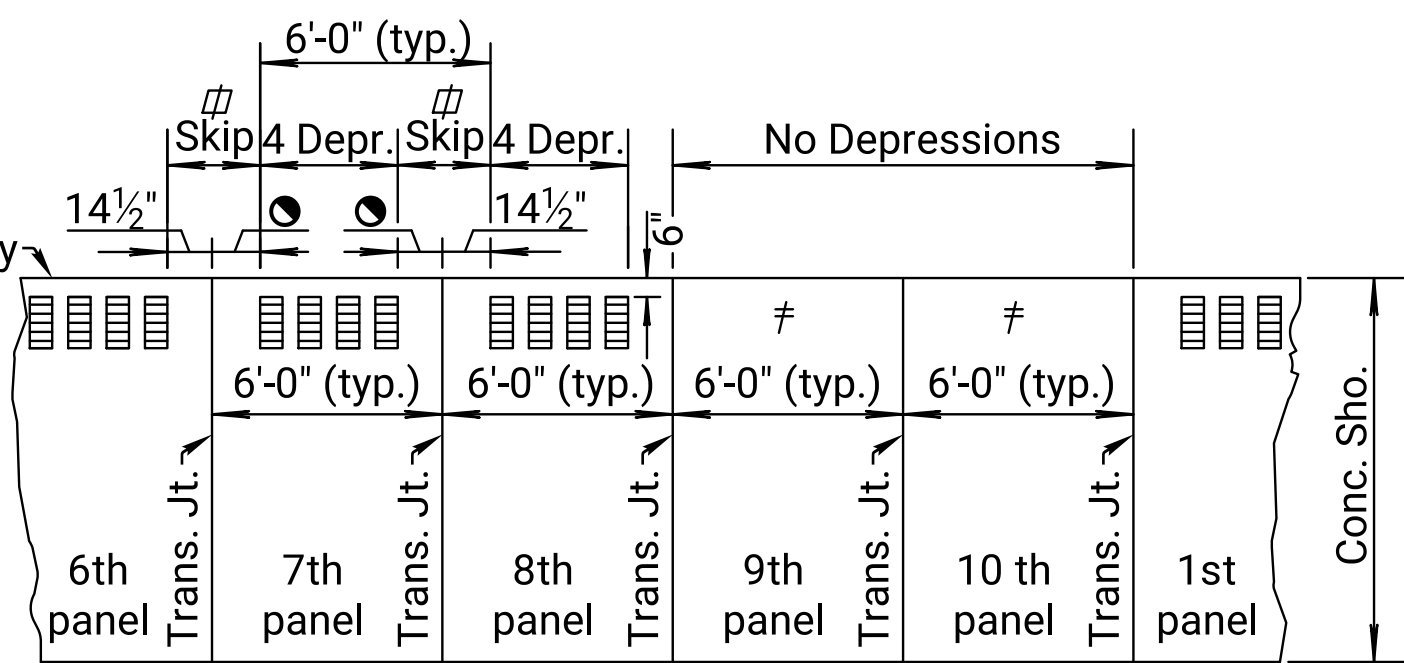


MINOR SIDEROAD OR ENTRANCE



PLAN VIEW-SPACING OF RUMBLE STRIPS

#See General Note for gap information for bicyclists accommodations.



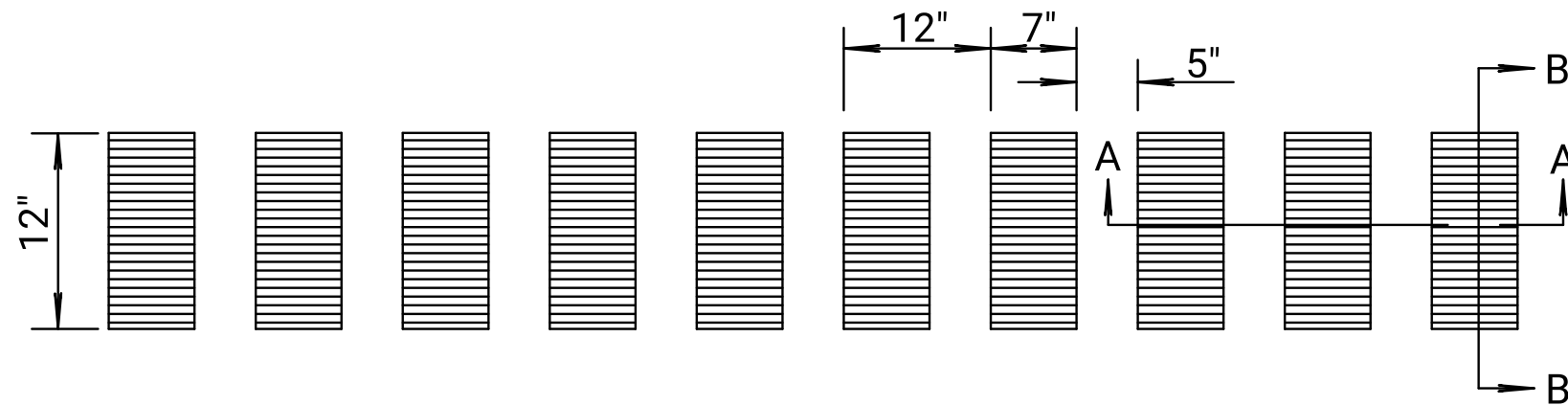
MILLED RUMBLE STRIP on PCCP OVERLAY (≥ 5")

#See General Note for gap information for bicyclists accommodations.

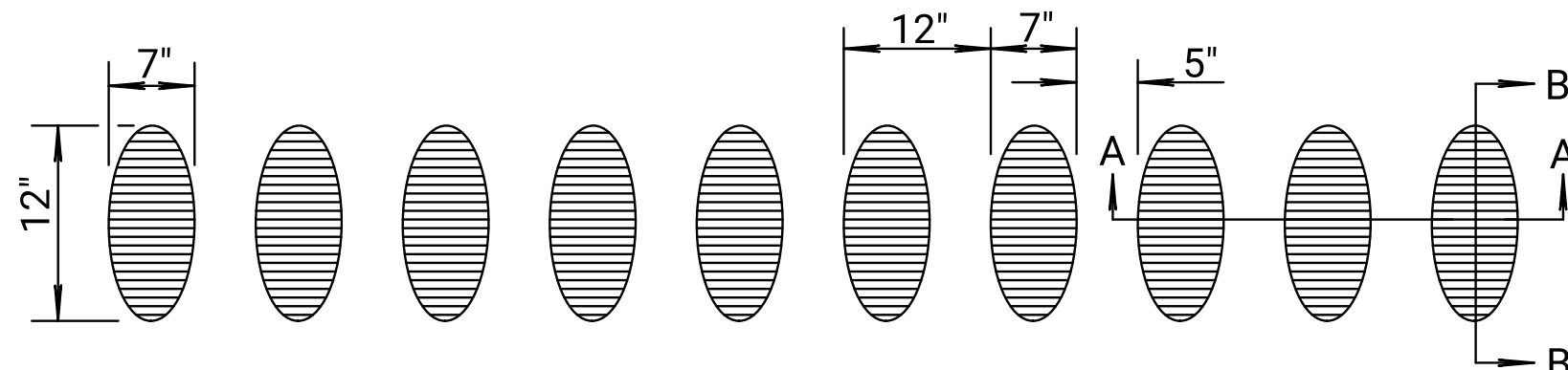
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	0	0	0	0

GENERAL NOTES:

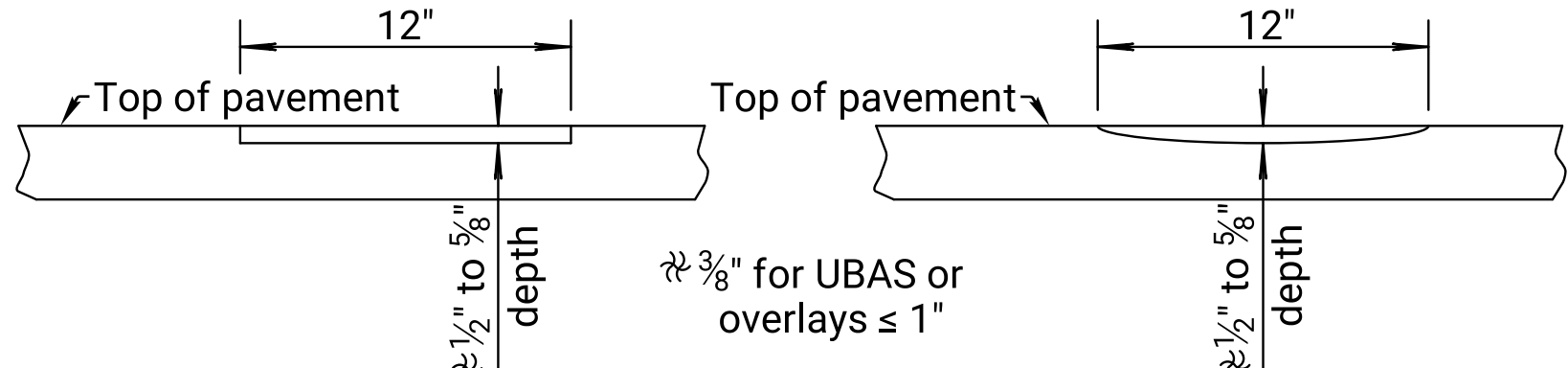
- All work and materials required for construction of rumble strips in asphalt or concrete pavement are paid under the bid item "Rumble Strips (Milled)".
- See typical sections for other surfacing and shoulder details.
- Do not omit rumble strip installations through field entrances, house entrances, or low volume, unpaved business entrances.
- Do not construct rumble strips on bridges or concrete bridge approaches.
- Continue rumble strips throughout the length on direct connection (a.k.a. system to system) ramps.
- Either rumble strip shape is acceptable with no mixing of shapes on a project unless approved by the engineer.
- SKIP PATTERN:
- Rumble strips on asphalt will not have a skip pattern. Rumble strips on concrete shoulders will have a skip pattern to avoid joints. See Rumble Strip Layouts. For asphalt overlays, where the joints will be sawed and sealed, utilize a skip pattern approved by the Engineer.
- Adjust the number of depressions when concrete pavement contraction joint spacing is less than 15'-0". No variation in spacing between depressions is permitted. Clearance is 2'-0" (min.) to 3'-0" (max.) between the edge of depression and contraction joint. Center each group of depressions between contraction joints.
- GAP PATTERN: (Gaps are added to provide break points in the rumbles for bicycles)
- Multilane Divided Highways: Rumble strips will not have a gap pattern.
- Two Lane Highways: Rumble strips will have a gap pattern for roadways with 3' or wider paved shoulder. Following the guidance below.
- Asphalt Shoulder: 15' gap provided every 50' of rumble strips
 - Concrete Shoulder with 15' Joint Spacing: Omit all depressions in every fourth panel
 - Concrete Shoulder with 6' Joint Spacing: Omit all the depressions in the 9th and 10th panels.
 - Concrete Shoulder with other joint spacings or asphalt overlays: A gap pattern providing gaps of 12' to 15' every 40' to 60' of rumble strips should be developed and approved by the Engineer.



PLAN - DETAILS OF DEPRESSION

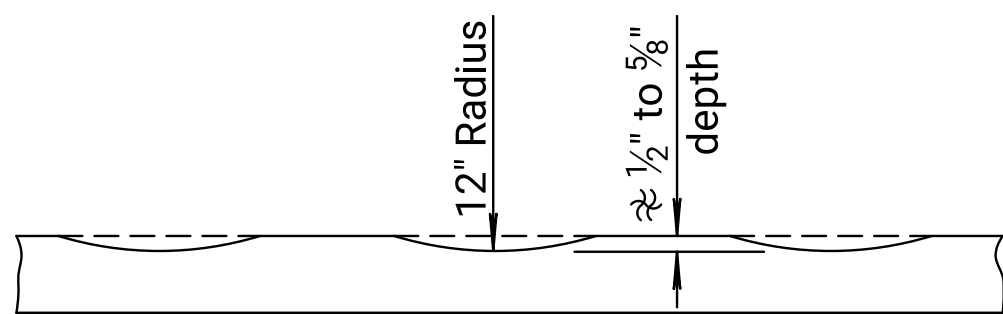


PLAN - DETAILS OF DEPRESSION (Alternate Shape)



SECTION B-B

SECTION B-B (ALT. SHAPE)



SECTION A-A
(Typical for both shapes)

10	5-01-26	Clarify note on R.S. on ramps & update gap pattern	A.L.R.	D.D.T.
09	12-20-23	Depth note for UBAS and Overlays	A.L.R.	D.D.T.
08	03-17-21	Gap patterns to accommodate bicyclists	A.L.R.	S.W.K.

NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
MILLED RUMBLE STRIPS (CONCRETE/ASPHALT SHOULDER) SHOULDER WIDTH ≥ 2'-0"				
RD707				
FHWA APPROVAL 06-09-26 APPD. Debbie D. Tanking				
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	