



Hamilton

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	March 20, 2017
SUBJECT/REPORT NO:	Rumble Strips on Linc (PW15091a) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Gary Moore, P.Eng. (905)546-2424, Extension 2382
SUBMITTED BY:	Gary Moore, P.Eng. Director, Engineering Services Public Works
SIGNATURE:	

Council Direction:

At the Committee meeting of December 7, 2015 staff were directed to;

“... investigate installing rumble strips on the sides of the Lincoln M. Alexander Parkway with consideration being made to the possible noise side-effects that rumble strips may have on nearby property owners and report to the Public Works Committee.”

Information:

Rumble strips are an effective measure to let the inattentive driver know that he is about to leave the travelled portion of the road. Traditionally this safety device is used in rural sections where there may or not be a full shoulder although it is used in combination with barrier walls along high speed major highways. This gives the driver time to recover before going off the road into a ditch or median barrier. The LINC has a fully paved shoulder and an urban section with barrier curb which allows and promotes this recovery.

Rumble Strips can be cut into the existing shoulder asphalt pavement of the Lincoln M. Alexander Parkway (LINC). There is sufficient pavement at this location to accommodate this operation. The cost to implement this as a stand-alone operation would be approximately \$250,000 including traffic control.

There is obviously some noise affect from the implementation of edge rumble strips locally, although the extent and impact on adjacent residences cannot be determined. There is no model or governance around this as a noise source as noise is measured as a 24 hour average of the entire noise profile of the traffic. As it would be a function of speed, duration and vehicle type, it would be virtually impossible to predict as it is not a continuous source but intermittent as cars cross the boundary. However it does not

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seem to be a determining factor of use, as it is widely used across the Province and nationally.

It is expected that additional remedial pavement work will be forthcoming along the LINC in the near foreseeable future, which would likely include the shoulder, so any work in advance of this is likely to be redundant and have to be redone. Should Council decide to proceed with this work, it would be best to implement rumble strip installation at the time of remedial paving on the LINC.

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