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| <b>Subject: Audible Effects of High Visibility Delineation</b>  |  |
| <b>Date:</b> April 30, 2002   | <b>Author:</b> Amy Choh  |
| <b>Bulletin Number:</b> TE-2002-01<br><b>Bulletin Type:</b> Information Only  | <b>Action Required:</b> None<br><b>Effective Date:</b> Immediately |
| <b>Distribution</b>   | <b>Standards Affected</b>  |
| Regional Traffic Engineers, Mark Pratt, Centreline Supervisors (Rick Abbott, Robert Allan, Brent Delcourt, Dan Diebert, Bill Doucette, Kevin Godfrey, Ron Scott, Jim Stacey, Brian Steadman, Jack Vandenberg, Sandy Williams) | None<br><br><b>Other:</b>  |

PURPOSE

The purpose of this bulletin is to clarify that high visibility profiled delineation has not yet been accepted as audible delineation by the Ministry of Transportation.

BACKGROUND

Over the years, vendors of traffic control devices have been promoting high visibility delineation system, which includes highly retro-reflective thermoplastic material and paint. They also claim that these products have, in addition to their high retro-reflectivity, an audible effect. However, the Ministry of Transportation currently only recognizes rumble strips as a form of audible delineation.

Rumble strips are commonly used on paved shoulders to reduce run-off-road accidents. Published research papers in North America show that shoulder rumble strips could reduce run-off-road accidents by at least 20 %. The main causes of these accidents are driver fatigue and wild animal collision. The Ministry of Transportation conducted two trial sections on Highway 5 north of Kamloops and received positive feedback from local authorities and RCMP.

POLICY

For a product to be considered as audible delineation, it must demonstrate that its effectiveness is equal to or greater than standard rumble strips used by the Ministry of Transportation. Please refer to *Shoulder Rumble Strip Guidelines on Rural Highways* ( File: 14300.00\RSTRIP) for application guidelines.

For further information or comment please contact:

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