

MATERIALS & RESEARCH DIVISION



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ADDENDUM TO

RESEARCH UPDATE

U88-5 & U88-6

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February 11, 1988

WP 82-R-13 specified the inclusion of "Accident data before and after installation." This was not addressed in U88-5 & U88-6. For the following reasons it has been determined that valid conclusions about the effect of raised pavement markers on accident rates cannot be drawn.

In 1980 there were 2 accidents in the project area.

In 1981 there were 4 accidents in the project area.

In 1982 there were 2 accidents in the project area and the markers were installed in October of that year.

In 1983 there were 3 accidents in the project area.

In 1984 there were 2 accidents in the project area.

In 1985 there were 4 accidents in the project area.

Thus in a 6 year period there were 17 accidents (8 prior to and 9 after installation) which is too small a number to be statistically significant.

There were other factors which may have affected the accident rates and the raised markers as a causative factor could not have been isolated. The permitted maximum speed limit has changed. Law enforcement emphasis has varied. During much of the time since installation the markers have been ineffective due to darkening of the lenses.