

# Edge Line Rumble Stripes

## Fact Sheet

Between 2010 and 2011, the Ohio Department of Transportation plans to spend \$25 million on **systematic safety improvements**. These are safety improvements that can be installed across hundreds of road miles for a relatively small public investment.

In the spring, ODOT will begin installing:

- **Edge line rumble stripes** to prevent run-off-road crashes,
- **Median cable barrier** to prevent deadly, head-on freeway crashes, and
- **Traffic signal back plates, LED signal bulbs and battery back up systems** to save energy and better illuminate traffic signals, especially at night and during power outages.

As part of the program, edge line rumble stripes will be installed on **1,650 miles of rural, two-lane roads at a cost of \$3.6 million**.

Edge line rumble stripes are a proven method to prevent run-off-road or fixed-object crashes, which occur when motorists veer from the travel lane and collide with objects such as trees, ditches or utility poles or cause nearby property damage.

Fixed object crashes are one of the leading causes of serious injuries and deaths in Ohio. These crashes represent about 35% of all fatalities and 30% percent of all serious injuries in Ohio each year. Many of these crashes also involve alcohol, speed and un-belted drivers and passengers.



Edge line rumble strips are ground into the pavement to produce a noise and vibration when motorists drift from the travel lane. They are called stripes when the edge line pavement marking is placed on top of the rumble strip. This method increases the reflectivity of the pavement marking, making it easier to see the edge of pavement, especially at night and in wet weather.

**National studies have shown that rumble strips and stripes can decrease crashes by between 20% and 35%.**

ODOT has tried to avoid placing the stripes on heavily traveled bike routes and has placed 10-foot gaps in the rumble stripe for bikes to maneuver in and out of the lane. Warning signs will be posted to alert all riders to the change in pavement conditions.

Due to noise concerns, the department also avoids residential areas where possible.

