



Image source: Safe System Solutions Pty Ltd

## FACTSHEET 5

# UNSEALED ROAD TREATMENTS

Unsealed roads include both formed and unformed roads utilising a range of materials for construction. This factsheet considers signage-based safety treatments for speed management on formed gravel roads.

### Application

Speed limits are not typically signed on unsealed roads. The default speed limit applies when no speed limit is posted. In many cases, the default speed limit is not a safe speed given the variable conditions on unsealed roads.

In lieu of a posted speed limit, warning signs should be provided to alert road users of the need to drive to suit potentially variable conditions. These signs should be provided at key locations where road users are entering an unsealed road network from the sealed road network.

Advisory speed signs supplementing alignment warning signs are typically not provided on unsealed roads. This limits the ability to provide a road user with information on the tightness of a curve. To support road user recognition of road alignment, other delineation measures are essential (e.g. road edge guide posts, chevron alignment markers).

### Implementation considerations

- The use of derestriction signs at the commencement of an unsealed road network may be misinterpreted by road users as an open speed limit.
- Consistency in signage and delineation treatments along a route is essential. Implementation should consider selecting treatment limits that include full road links or typical routes. It is important to ensure that treatments are applied consistently along a road link, route or network.

### Safe system category

Supporting

### Effectiveness

Effectiveness not assessed

### Target road user groups

Passenger Vehicles, Motorcyclists, Heavy Vehicles

### Target crash type

Lane departure

### Indicative cost

Low

### Inter-pillar link

Safe Vehicles - Advanced Driver Assist Systems



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