

FREQUENTLY ASKED QUESTIONS

21 Intersections project – Rumble strips

Background information – additional work

The upgrade works across all 21 intersections have now been completed. These works included the installation of a compact roundabout at the Chalk Hill and Olivers Road intersection, the implementation of a teardrop treatment at the Main Road and Johnston Road intersection, five Rural Junction Active Warning Systems, and improvements to fourteen sites through the installation of advance warning signage and line marking upgrades.

In consultation with the Department for Infrastructure and Transport (DIT), we have reviewed further safety improvements that align with the objectives of the project. This includes addition of rumble strips at five intersections.

What intersections are being upgraded with rumble strips?

- Main Rd, Johnston and McMurtrie – DIT Rumble Strips (east bound)
- Seaview, Coppermine and Olivers – Austroads Rumble Strips (northbound)
- Aldinga, California and Almond Grove – DIT Rumble Strips (south bound)
- Main, Malpas and Binney – DIT Rumble Strips (east and west bound)
- Malpas, California – Austroads Rumble Strips (north bound)

What are rumble strips?

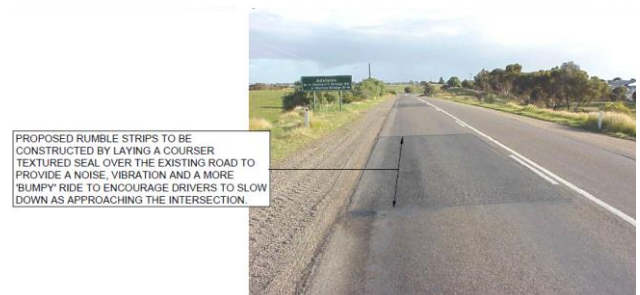
Rumble strips are lines or sections of profiled road markings placed across the carriageway to cause noise and vibration in the vehicle to alert the driver to the presence of the approaching intersection.

Noise caused by this treatment?

These markings are made of a material which sits proud of the road surface, such that motorists may feel a vibrational effect when approaching the intersection. It is important to note that this treatment may produce noise, and we are mindful of the impact this could have on amenity.

Why are the two different designs of rumble strips?

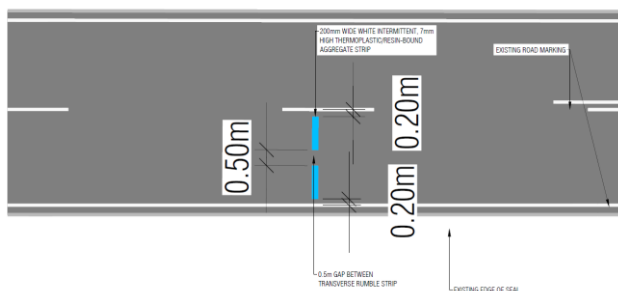
Two different rumble strip designs will be used. The first is the current DIT standard, consisting of six asphalt strips raised approximately 14 to 18 millimeters above the road surface. There are six strips installed at 30-metre intervals, starting 350 meters from the intersection and concluding 200 meters before the intersection. This design is intended to alert drivers through noticeable vibration and audible feedback.



DIT Rumble Strips – six strips in total

The second design is a new trial being undertaken by Austroads. This design uses a resin-bound aggregate strip that is 200 millimeters wide and 7 millimeters high. Twelve strips are installed starting 200 meters from the intersection, with the spacing between strips progressively reducing from 17 meters to just 8 meters as the vehicle approaches the intersection. This spacing strategy increases the intensity of vibration and sound, enhancing the driver's awareness

as they draw closer to the intersection.
Participation in this trial offers the opportunity to help shape future national design standards.



Austroads Rumble Strips – twelve strips in total

Need more information?

If you have a question or would like further information, please contact us:

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