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# Pram Crossing in Asphalt for Sawn A150.02 Bluestone Kerb and Channel

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## DESIGN STATEMENT

The asphalt pram crossing provides an interface between pedestrian footpath and the road pavement. It provides an easy path for pedestrians to cross the blue stone kerb and road pavement, at the same time give adequate warning and guiding for visually impaired pedestrians.

## APPLICABLE LOCATION

To be applied to streets as specified in Coburg Streetscape Masterplan and Brunswick Public Realm Design Manual.

## COUNCIL STANDARD DRAWING

Refer to Moreland City Council's Standards Specifications: Section 80, Section 60, and Section 82.

## CROSS REFERENCE DOCUMENT

- AS1428.1 (Australian Specification and Standard design for access and mobility)
- AS1379 (Australian Specification and Standard Supply of Concrete)
- Coburg Streetscape Masterplan
- Brunswick Public Realm Design Manual

## STANDARD SPECIFICATION

All asphalt pram crossings should comply with relevant Australian Standards and specifications. All crossings should be graded to meet flush with existing road grades and footpaths to enable a continuous and safe pedestrian surface. Bluestone should be sourced locally whenever possible.

## SUPPLIER

N/A

## MAINTENANCE:

**Street Cleansing Unit:** Cleaning will be undertaken as per current schedule.

## GENERAL NOTES

1. Excavate to necessary depths and grades and compact base to 95% relative compaction. Any soft, wet or otherwise unstable sub-grade material shall be removed and replaced with compacted crusher rock.
2. Due to the presence of underground cables and services, care must be taken when excavating. Any services damaged shall be immediately reported to the relevant authority for the necessary repairs. Details of the underground services shall be obtained from Dial Before You Dig, tel. 1100.
3. Levels to match existing unless otherwise approved.
4. Kerb to be set flush with the channel at grade of ramp.
5. Hazard TGSIs shall conform to AS1428.4-2002.
6. TGSIs to be stainless steel individual pieces and shall be aligned in the direction of pedestrian travel.
7. The hazard TGSIs shall be installed with an offset of 300mm min. to the face of the kerb at the control point.
8. At acute locations, the offset of the hazard TGSIs to the face of the kerb may vary from 300mm desirable to 400mm max. at the centre line of installation.
9. When the width of footpath + nature strip is 3000mm or less and the grade of kerb ramp is flatter than 1 in 8.5, TGSIs are not required on face of kerb ramp.

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