

Pram Crossing in Concrete A150.04



GENERAL

DESIGN STATEMENT

Concrete pram crossing is the interface between pedestrian footpath and the road pavement. It provides an easy path for pedestrians to cross a road pavement and at the same time give adequate warning and guiding for visually impaired pedestrians.

APPLICABLE LOCATION

Concrete pram crossing should be used where footpath meets a road pavement.

COUNCIL STANDARD DRAWING

SD 260 Concrete pram crossing.

CROSS REFERENCE DOCUMENT

- AS / NZS 1428.1 (2009) and AS / NZS 1428.4.1 (2009).

STANDARD SPECIFICATION

Pram crossing shall be in accordance with AS / NZS 1428.1 (2009). Tactile pavers shall be in accordance with AS / NZS 1428.4.1 (2009).

Concrete strength: Concrete strength is to be 25 MPA (28 day compressive strength).

SUPPLIER

N/A

MAINTENANCE

Road Maintenance Unit: Replace damaged tactile pavers.

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

GENERAL NOTES

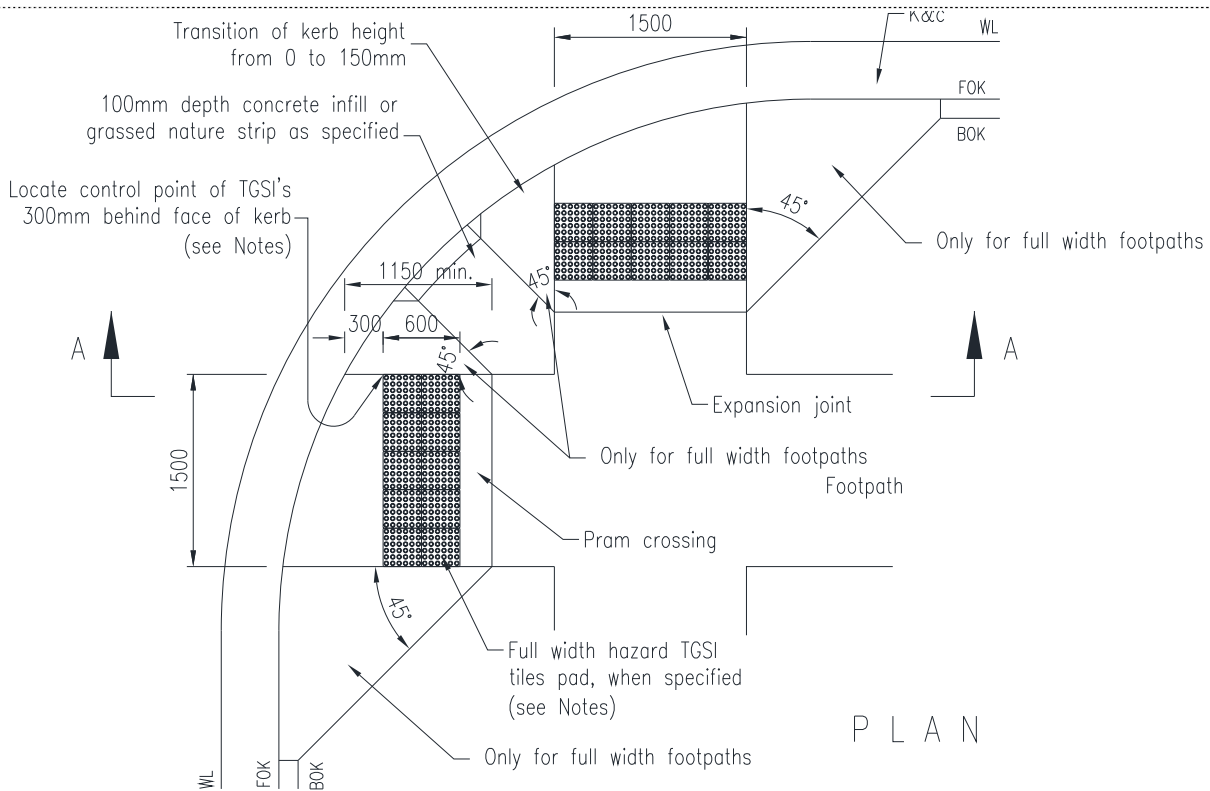
1. *Directional TGSI's shall be installed parallel with and along the centreline of the required direction of travel in accordance with AS/NZS 1428.4.1 (2009).*
2. *The Hazard TGSI pad shall be set back 300mm (+ or - 10mm) from the edge of the hazard as per AS/NZS 1428.4.1 (2009).*
3. *TGSI's are to be:*
 - *Surface applied Integrated Warning and Directional Tactile Ground Surface Indicator constructed from fibre reinforced herculite polymer, chemically and mechanically fixed at 8 points with Teck-Anchor Screws and Plugs.*
4. *Tactiles to be white in colour with a minimum slip resistance of P5 or R12 as per AS/NZS 1428.4.1 (2009) and supplied by ESP Access Tactile Systems, Tel: 1300 665 761 or approved equivalent.*
5. *Charcoal colour for concrete when specified, shall be by adding "Abilox" black colour powder or equivalent at 8.3% by weight of cementitious binder (approx.. 25 Kg per cubic metre of concrete) to the concrete mix.*

July 2019



Moreland City Council

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NOTES:

- Directional TGSi's shall be installed parallel with and along the centreline of the required direction of travel in accordance with AS/NZS 1428.4.1 (2009).
- The Hazard TGSi pad shall be set back 300mm (+ or - 10mm) from the edge of the hazard as per AS/NZS 1428.4.1 (2009).
- TGSi's are to be:
 - Surface applied Integrated Warning and Directional Tactile Ground Surface Indicator constructed from fibre reinforced herculite polymer, chemically and mechanically fixed at 8 points with Teck-Anchor Screws and Plugs.
- Tactiles to white in colour with a minimum slip resistance of P5 or R12 as per AS/NZS 1428.4.1 (2009) and supplied by ESP Access Tactile Systems, Tel: 1300 665 761 or approved equivalent.
- As per AS/NZS 1428.4.1 (2009), Warning TGSi's are not required to be installed on a kerb ramp if ALL of the following conditions are met:
 - The distance between the building line/boundary and the top of kerb ramp is less than 3m.
 - The gradient of the kerb ramp is between 1:8 and 1:8.5.
 - The kerb ramp is aligned with the building line and in the direction of travel across the roadway.
- Charcoal colour for concrete when specified, shall be by adding "Abilox" black colour powder or equivalent at 8.3% by weight of cementitious binder (approx.. 25 Kg per cubic metre of concrete) to the concrete mix.

