

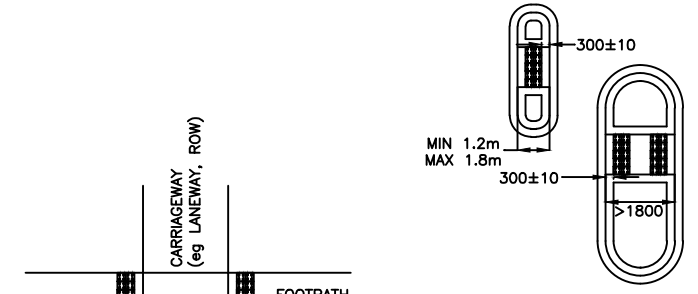
INTERSECTION TYPE	ROAD TAKING PRIORITY
LOCAL-LOCAL	ROAD WITH HIGHER PEDESTRIAN TRAFFIC VOLUME, I.E. CONTINUOUS LOCAL STREET OVER DEAD END/COURT BOWL TYPE.
COLLECTOR-LOCAL	COLLECTOR ROAD
COLLECTOR-COLLECTOR	ROAD WITH HIGHER PEDESTRIAN TRAFFIC VOLUME
ARTERIAL-COLLECTOR	ARTERIAL ROAD
ARTERIAL-ARTERIAL	ROAD WITH HIGHER PEDESTRIAN TRAFFIC VOLUME

CONTINUOUS ACCESSIBLE PATH OF TRAVEL

DEFINITIONS
CONTINUOUS ACCESSIBLE PATH OF TRAVEL (CAPT)
 - AN UNINTERRUPTED PATH OF TRAVEL TO, INTO OR WITHIN A BUILDING PROVIDING ACCESS TO ALL ACCESSIBLE FACILITIES (AS1428.1)
DIRECT CAPT
 - WHERE THE KERB RAMP IS ALIGNED WITH THE BUILDING LINE AND IN DIRECTION OF TRAVEL ACROSS THE CARRIAGEWAY (REFER FIGURE ABOVE)

NOTES

- TGSIs MUST BE INSTALLED AT ALL NEW INTERSECTIONS, AND AS PART OF ANY INTERSECTION OR FOOTPATH UPGRADE WORKS.
- THE NEED FOR TGSIs CAN BE MINIMISED BY GOOD DESIGN. TGSIs ARE NOT REQUIRED WHERE:
 - THE GEOMETRY OF A KERB RAMP AT AN INTERSECTION IS FULLY COMPLIANT WITH AS1428.1, AND
 - THE RAMP IS LOCATED ON THE DIRECT EXTENSION OF THE PROPERTY LINE, AND
 - THE TOP OF THE RAMP IS NO MORE THAN 3000mm FROM THE BUILDING LINE.
- WHERE CORNER SPLAYS ARE PROVIDED ITEM 2c CANNOT BE ACHIEVED AND THEREFORE TGSIs MUST BE PROVIDED AS PER TYPE A.
- TGSI TREATMENT TYPE B IS TO BE APPLIED WHERE NO PROPERTY SPLAY HAS BEEN PROVIDED AND THE RAMP IS ALIGNED WITH THE BUILDING LINE AND LESS THAN 3000mm FROM THE BUILDING LINE, BUT THE KERB RAMP GEOMETRY IS NOT COMPLIANT WITH AS1428.1 I.E. SHALLOWER 1:8.5.
- REFER TO MPA EDCM, 'FIGURE 009 - PRAM CROSSING KERB RAMP DETAILS' FOR KERB RAMP CONSTRUCTION DETAILS WITHIN GROWTH AREAS.
- NON-STANDARD TGSi LAYOUTS TO BE IN ACCORDANCE WITH AS1428.4.1 (DESIGN FOR ACCESS AND MOBILITY - MEANS TO ASSIST THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT - TACTILE GROUND SURFACE INDICATORS), AND APPROVED BY COUNCIL TRAFFIC ENGINEER.
- SUPPLIERS OF TGSi MUST BE VICROADS APPROVED, AS PER RDN (ROAD DESIGN NOTE) 06-05A - SUPPLIERS OF VICROADS ACCEPTED DDA TACTILE (TGSi) PRODUCTS.
- THE INSTALLATION OF TGSiS MUST BE AS PER THE SUPPLIERS SPECIFICATIONS AND SUPERVISED BY COUNCIL CONSTRUCTION SUPERVISOR OR APPROPRIATE INFRASTRUCTURE MAINTENANCE OFFICER.
- RUBBER (STICK DOWN) TYPE TGSi WILL NOT BE ACCEPTED BY THE CITY OF WHITTLESEA RESULTING FROM CURRENT UNSATISFACTORY ADHESIVES UNTIL PROVEN OTHERWISE.
- COUNCIL PREFERENCE IS FOR THE INSTALLATION OF IVORY TGSi, OTHER COLOURS WILL BE CONSIDERED SUBJECT TO THEIR COMPLIANCE WITH THE BELOW LUMINANCE CONTRAST REQUIREMENTS INCLUDING TESTING. TGSiS WITHIN ACTIVITY CENTRES/SHOPPING STRIPS ARE TO BE CONSISTENT WITH THE STREETSCAPE DESIGN (CONSULT WITH COUNCIL TRAFFIC ENGINEER IF UNCLEAR).
- TGSiS MUST HAVE A MINIMUM LUMINANCE CONTRAST OF 30% TO THE ADJACENT PATH OF TRAVEL AS PER AS1428.4.1. IT IS REQUIRED THAT ON-SITE LUMINANCE CONTRAST TESTING BE PERFORMED AS PER APPENDIX E OF AS1428.4.1 AT 50% OF SITES WITHIN THE DEVELOPMENT.
- TGSi INSTALLATIONS SHALL BE INSPECTED IN ACCORDANCE WITH COUNCIL'S INSPECTION REGIME AS ESTABLISHED IN THE ROAD MANAGEMENT PLAN IN ACCORDANCE WITH THE ROAD MANAGEMENT ACT AND MAINTENANCE SHALL BE UNDERTAKEN ACCORDINGLY.
- TGSi PRODUCTS MUST BE SLIP RESISTANCE TESTED, WITHIN THE LAST THREE (3) YEARS, IN ACCORDANCE WITH AS4586 (SLIP RESISTANCE TO COVER TGSi DOME AND BASE). TESTS OR CONFIRMATION THAT THE PRODUCT AND PROCESSES HAVE NOT CHANGED WILL BE REQUIRED TO BE RECEIVED EVERY THREE YEARS TO REMAIN UP TO DATE.
 - "WET PENDULUM TEST" ASSESSMENT GROUP = W OR BETTER;
 - "OIL WET RAMP TEST" ASSESSMENT GROUP = R11 OR BETTER
- TGSi DESIGN (SIZE AND SPACING) MUST BE COMPLIANT WITH AS1428.4.1.
- TGSiS MUST HAVE A MINIMUM GUARANTEE OF PRODUCT (INCLUDING UV RESISTANCE AND INSTALLATION) OF 5 YEARS.



TRAFFIC ISLAND TGSi TREATMENT
 WHERE WIDTH OF TRAFFIC ISLAND (BETWEEN FACE OF KERB) IS LESS THAN 1.2m, NO TGSiS TO BE INSTALLED



City of Whittlesea

KERB RAMP AND TACTILE SURFACE INDICATORS DETAIL

SD 320

DATE: 1/12/2015

REV B