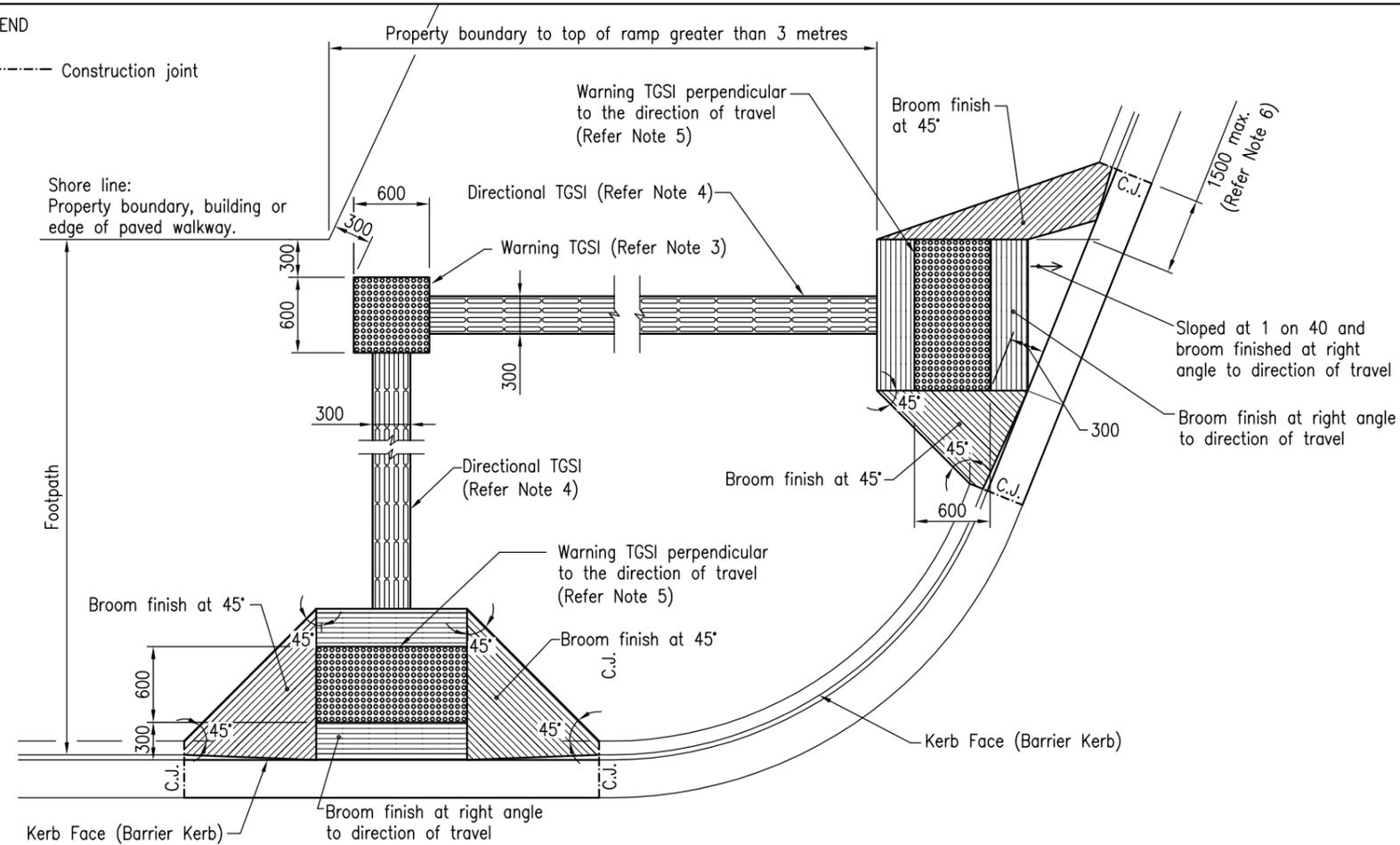


PLAN VIEW – COMPLIANT KERB RAMPS AND TGSi APPLICATION EXAMPLE

LEGEND

C.J. Construction joint



PLAN VIEW – COMPLIANT KERB RAMPS AND TGSi APPLICATION EXAMPLE

GUIDELINES:

GUIDELINES FOR THE INSTALLATION OF TACTILE GROUND SURFACE INDICATORS (TGSi) FOR PEDESTRIANS WITH A VISION IMPAIRMENT AT RAMPED KERB CROSSINGS (KERB RAMPS):

- A. Warning and directional TGSi shall conform with AS/NZS 1428.4 Design for Access and Mobility – Part 4: Tactile Indicators.
- B. Tactile indicators shall have 30% min. luminance contrast to the surrounding surfaces, and be of contrasting colour, preferably safety yellow (Golden Yellow Y14 or Sunflower Y15 – AS2700). Luminance contrast shall be achieved in all conditions (i.e. wet/dry, day/night). Tactile indicators and their base shall be slip resistant. Refer AS/NZS 1428.4 for luminance contrast and slip resistance requirements.
- C. Warning TGSi shall be installed (dimensions in brackets are warning TGSi dimensions):
 - (a) to warn pedestrians with a vision impairment of hazards.
 - (b) 300 from any hazard e.g. roadway (600 deep x full width of kerb ramp, path of travel or cut through median/island).
 - (c) perpendicular to the direction of travel.
 - (d) at the intersection of 2 (or more) directional indicator strips to indicate a change of direction (600 x 600).
- D. Directional TGSi shall be installed (dimensions in brackets are directional TGSi dimensions):
 - (a) to give directional guidance to pedestrians with a vision impairment in the absence of normally available cues.
 - (b) along the centreline of the direction of travel.
 - (c) at mid-block kerb ramps or street crossings to direct pedestrians with a vision impairment to the crossing point (600 x property boundary to top of kerb ramp).
 - (d) between a warning TGSi indicating a change/choice of direction and the top of kerb ramps where 2 pedestrian crossings exist on a corner of an intersection.

- E. The installation of TGSi should be prioritised as follows:
 - (a) NO TGSi REQUIRED when all criteria specified by Note G are satisfied;
 - (b) Multiple entry kerb ramp treatment installed (Dual entry or Dual separate). Multiple entry kerb ramps must only be installed when there is sufficient space on both sides of the crossing (Dual separate treatment shown on Std Drg 1447, refer AS/NZS 1428.4 for details of multiple entry treatments);
 - (c) Warning TGSi on the face of a compliant kerb ramp.
- F. If a warning TGSi treatment is installed, a warning TGSi treatment must be installed on the other side of the crossing.
- G. TGSi are not required at a crossing point if:
 - (a) a compliant kerb ramp is installed (refer Std Drg 1446 for details of a compliant kerb ramp); and
 - (b) the top of ramp is within 3 metres of the end of the shore line (property boundary, building line or edge of paved walkway), and
 - (c) the ramp is in direct continuous accessible path of travel from the shore line (property line, building line or paved walkway) orientated in terms of normally available cues.
 If TGSi's are not required, a colour treatment of the full width and length of the face of the ramp may assist pedestrians with a vision impairment.
- H. Examples of normally available cues that aid people with a vision impairment are:
 - (a) sharp transitions at change of grade i.e. top and bottom of a 1 on 8 kerb ramp; change in grade between ramp and ramp wings.
 - (b) audio tactile push buttons, refer MUTCD Parts 10 and 14 for location and orientation of pedestrian push buttons. Note, an audio tactile push button alone is an insufficient cue for a pedestrian with a vision impairment to find the crossing point.
 - (c) a detectable edge of a paved walkway or cut through island.

I. Refer Standard Drawings 1446 and 1447 for details of compliant ramps and TGSi placement.

J. For advice on TGSi placement, contact the Safer Roads Unit in Transport and Main Roads.

NOTES:

- Tactile ground surface indicators (TGSi) – Application Examples:
1. For details of compliant kerb ramps refer Standard Drawing 1446.
 2. For details of warning and directional TGSi, refer AS/NZS 1428.4.
 3. Warning indicators required adjacent to the shore line (property boundary) to indicate change/choice of direction.
 4. Directional indicators are required from the warning indicator pad to the top of the kerb ramps.
 5. Warning indicators are required on the kerb ramp to warn of the hazard (the road/traffic).
 6. The required kerb ramp wing angle is 45°. Subject to the approval of the Superintendent, wings may be angled at less than 45° if the wing is required to be clear of traffic signals hardware, other kerb ramp wings or utility pits/manholes. Kerb ramp wing angle may also be reduced at obtuse angled intersections. Wing widths shall be 1500 max. A slope no steeper than 1 on 4 is to be maintained on the wings. At least a 1 metre kerb upstand is desirable between adjacent kerb ramp wings on an intersection corner.
 7. Dimensions are in millimetres unless shown otherwise.

KERB RAMP		Queensland Government	
		Department of Transport and Main Roads	
GUIDELINES FOR THE INSTALLATION OF TACTILE GROUND SURFACE INDICATORS ON RAMPED KERB CROSSINGS	A3	Standard Drawing No	
	Not to Scale	KRG1	
		Date 10/09	
	A	B	