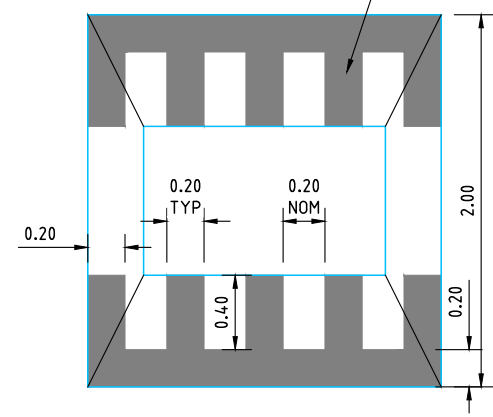


**TYPICAL PLAN**  
NOT TO SCALE

⊗ THE DESIGNER SHALL PROVIDE DESIGN LEVELS AT THE POINTS SPECIFIED ON THIS DRAWING

APPLY 200mm WIDE WHITE ROAD CUSHION MARKINGS IN LONG LIFE MATERIAL. ADJUST GAP SPACING TO PROVIDE CONSISTENT GAP WIDTH ACROSS CUSHION



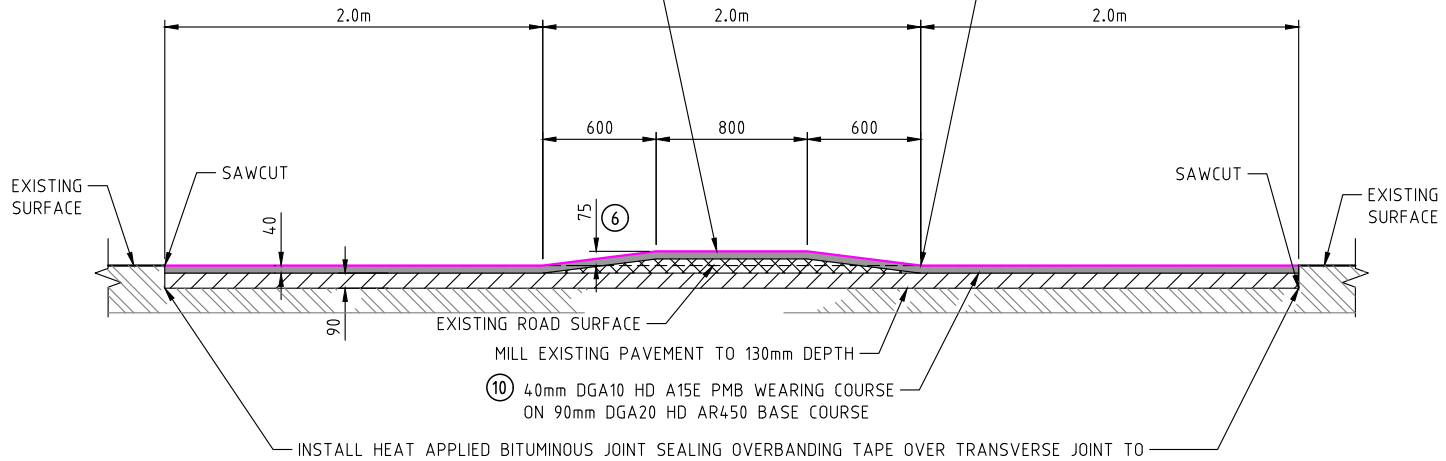
**ROAD CUSHION MARKING DETAIL**  
NOT TO SCALE

**NOTES**

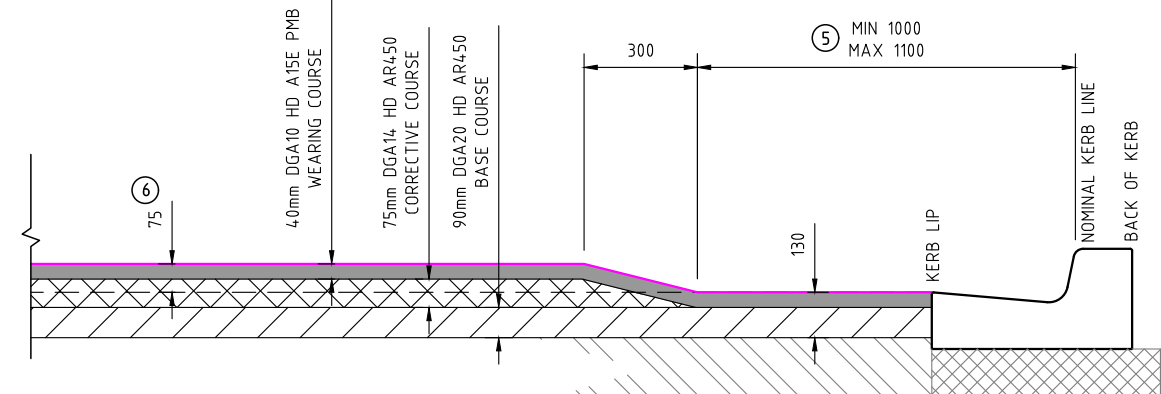
- 1 ALL DIMENSIONS SHOWN ARE IN mm UNLESS SHOWN OTHERWISE.
- 2 REFER MIS13 FOR VERTICAL DEFLECTION DEVICE REQUIREMENTS.
- 3 PLATFORM RAMP GRADES WILL VARY DEPENDING ON THE EXISTING PAVEMENT GRADES AND CROSSFALLS. THE CROSS SECTION PROFILE OF THE RAISED PLATFORM PORTION OF THE ROAD CUSHION IS TO FOLLOW THE AVERAGE CROSSFALL GRADES OF THE UNDERLYING ROAD. THE LONGITUDINAL GRADE OF THE RAISED PLATFORM SHALL BE A SINGLE UNIFORM GRADE ACROSS THE RAISED SECTION UNLESS WHERE PLACED ON A SAG OR CREST, THE GRADES ACROSS THE RAISED SECTION SHALL FOLLOW THE GEOMETRY OF THE EXISTING ROAD.
- 4 WHERE LONGITUDINAL GRADES OF THE EXISTING ROAD EXCEED 3%, THE DESIGNER SHALL SEEK APPROVAL FROM THE ROAD AUTHORITY.
- 5 GAPS BETWEEN ROAD CUSHIONS SHALL BE OMITTED IF NOT ON AN EXISTING OR KNOWN FUTURE BUS ROUTE AND NOT REQUIRED FOR DRAINAGE OR TO THE ROAD AUTHORITIES DIRECTION. GAP WIDTHS NOMINATED ON THE DRAWINGS REPRESENT DESIRABLE MINIMUMS AND MAXIMUMS. FOR FURTHER DETAILS ON GAP WIDTH REQUIREMENTS AND LAYOUT OPTIONS REFER TO ACTSD-3534b.
- 6 DESIGN HEIGHT OF THE FINISHED ROAD CUSHION SURFACE IS 75mm ABOVE EXISTING ROAD SURFACE LEVEL.
- 7 FINISHED SURFACE LEVEL TOLERANCE FOR ROAD CUSHION PLATFORM:  
- 5mm ABOVE SPECIFIED LEVEL  
- 5mm BELOW SPECIFIED LEVEL
- 8 WHERE THE AUTHORISED PERSON DEEMS BY VISUAL INSPECTION THAT THE ROAD CUSHION DOES NOT HAVE THE CORRECT FINISHED SURFACE LEVELS, THE AUTHORISED PERSON MAY REQUEST THAT SURVEY BE UNDERTAKEN TO VERIFY FINISHED SURFACE LEVELS COMPLY WITH THE TOLERANCE REQUIREMENTS IN NOTE 7.
- 9 DGA10 WEARING COURSE MUST BE PLACED AT A THICKNESS OF NO LESS THAN 30mm. THIS IS TO ENSURE MECHANICAL INTERLOCK OF AGGREGATES AND PREVENT TEARING OR SEGREGATION OF THE ASPHALT MIX.
- 10 ALLOW ADEQUATE TIME FOR CORRECTIVE COURSE TO COOL TO A STABLE MASS WITH NO MOVEMENT UNDER CONSTRUCTION PLANT BEFORE PLACING WEARING COURSE. TACK COAT MUST BE APPLIED ON SURFACE OF CORRECTIVE COURSE IF WEARING COURSE IS NOT PLACED ON THE SAME WORK SHIFT.
- 11 ASPHALT WORKS TO CONFORM TO TFNSW SPECIFICATION R116. REGULAR TESTING OF ASPHALT FOR INSITU AIR VOIDS AND RIDE QUALITY ARE NOT REQUIRED TO BE UNDERTAKEN.

CONSTRUCT ASPHALTIC CONCRETE ROAD CUSHION  
- 40mm DGA10 HD A15E PMB WEARING COURSE  
- VARIABLE THICKNESS DGA14 HD AR450 CORRECTIVE COURSE (75mm THICKNESS UNDER RAISED PLATFORM)  
- 90mm DGA20 HD AR450 BASE COURSE

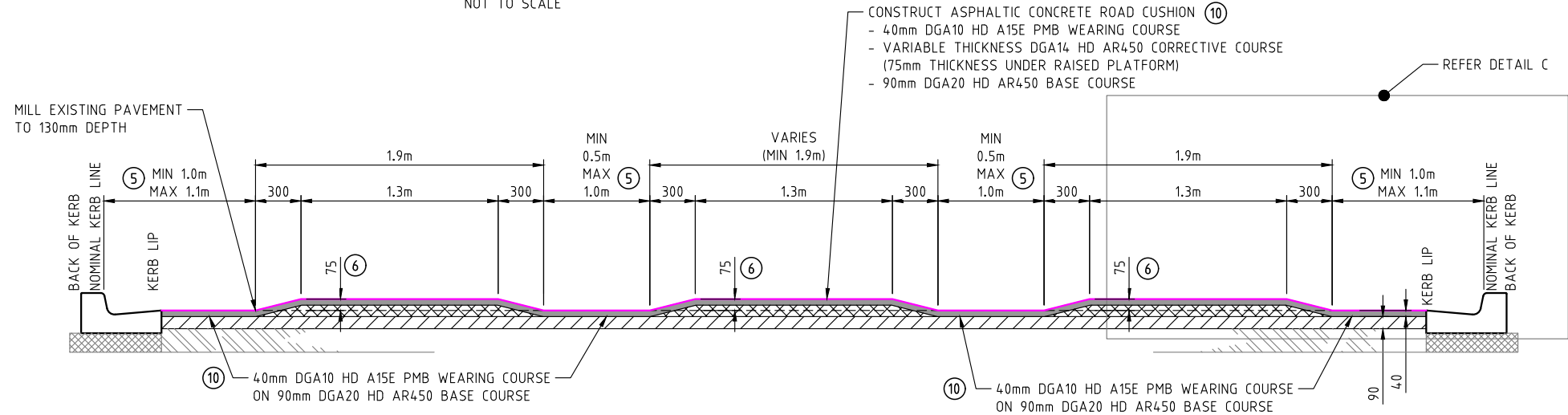
IF ROAD CUSHION IS CONSTRUCTED AT A LATER DATE TO THE SURROUNDING ASPHALT WEARING COURSE, INSTALL HEAT APPLIED BITUMINOUS JOINT SEALING OVERBANDING TAPE OVER ALL NEWLY FORMED JOINTS TO MANUFACTURER'S SPECIFICATIONS



**SECTION A - A**  
NOT TO SCALE



**DETAIL C**  
NOT TO SCALE



**SECTION B - B**  
NOT TO SCALE



**ASPHALTIC CONCRETE ROAD CUSHION DETAILS**

Authorised: <i>TRoy</i>		
Latest Revision Details		
0	FIRST ISSUE	02-06-26
Rev	Amendment	Date
Drawing No. ACTSD-3534a		Revision 0