Crash cushions are proprietary products. Please refer to chapter 3.9.4 of TPDM Vol.2 for the technical requirements and drawings provided by the relevant manufacturers for the exact details.

1. The retro-reflective chevron marking sheeting shall be Type IX material in compliance with ASTM D4956-05. The adhesive backing of the sheeting shall be of a type recommended by the manufacturer of the crash cushion which is compatible with both the sheeting and the crash cushion.

2. Traffic bollard erected behind a crash cushion is normally not necessary. If the visibility distance of the crash cushion is below the absolute desirable minimum sight distance stipulated in table 3.3.5.1 of TPDM Vol.2, the designer should pay special consideration to improve the crash cushion visibility and seek advice from R&D Division as necessary. Location of illuminated bollard, if decided to be used, should be subject to close scrutiny.

3. The design of transition and anchoring arrangements shall be checked and endorsed by the manufacturer of the crash cushion. The principle in HyD guideline HQ/GN/10 shall also be followed where practicable.

Notes:
1. Note 3 revised
2....
3....
4. The design of transition and anchoring arrangements shall be checked and endorsed by the manufacturer of the crash cushion. The principle in HyD guideline HQ/GN/10 shall also be followed where practicable.

DETAIL 'A'

TYPICAL SIGNAGE ARRANGEMENT FOR CRASH CUSHION

TYPICAL SIGNAGE ARRANGEMENT FOR CRASH CUSHION