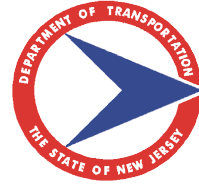


New Jersey Department of Transportation
1035 Parkway Avenue, PO Box 600, Trenton, New Jersey 08625-0600



Baseline Document Change Announcement

ANNOUNCEMENT: BDC17D-10

DATE: November 28, 2017

SUBJECT: Curb Face Reduction at GR Terminal
- **Revision to CD-607-1 thru 3, CD-607-6, CD-609-2 thru 5 and CD-609-19 of the Standard Construction Details 2016, Roadway**

REFERENCE: Curb Face Reduction at GR Terminal & Miscellaneous Changes
- **Revision to “Section 8 – Guide Rail and Median Barriers” of the *Roadway Design Manual 2015*.**

BDC17MR-05 dated November 29, 2017

The Construction Detail Sheets CD-607-1 through CD-607-3, CD-607-6, CD-609-2 through CD-609-5 and CD-609-19 of the 2016 Standard Construction Detail Booklet have been revised. Consequently, the Table of Content sheet No. 1 and the Index sheet No. 1 have been revised.

NJDOT certifies that all changes are in conformance to the following:

- Current guidance and research (simulation, crash testing, consultations, etc.) for the MASH 31” High Midwest Guide Rail System (MGS).
- Update to AASHTO Roadside Design Guide (RDG), 4th Edition 2011
- MASH implementation for guide rail and concrete barrier curb

DESCRIPTION OF THE CHANGES:

- 1 CD-607-1.6: Added 9”X14” Concrete Vertical Curb.
- 2 CD-607-2.1 and CD-607-2.6: Added these two new details for Method of Transitioning Curb at a Flared or Tangent Guide Rail Terminal, and Beam Guide Rail Anchorage, respectively.
- 3 CD-607-3.1 and 3.2: Reformatted details such as: added some dimensions at top of barrier and took out “(TYP)”
- 4 CD-607-6.2: Moved 15” x Variable Height Concrete Barrier Curb, Dowelled, and 15” x 41” Concrete Barrier Curb from CD-607-2.1 to CD-607-6.2. Added Variable Width x Variable Height Concrete Barrier Curb for NJ Barrier Curb.
- 5 CD-609-2 and 609-19: Added rub rail, section C-C and rub rail note to Beam Guide Rail Dual Faced and Modified Guide Rail Dual Faced.
- 6 CD-609-3: removed Rub Rail Angle Attachment. Added “RUB RAIL SECTION IN MEDIAN.” Replaced title of “RUB RAIL SECTION” with “RUB RAIL SECTION AT BURIED GUIDE RAIL TERMINAL” and added note. Added “RUB RAIL TRAILING END ATTACHMENT DETAIL” and “RUB RAIL APPROACH END ATTACHMENT DETAIL”.

- 7 CD-609-4: Added Guide Rail Anchorage with Curb.
- 8 CD-609-5: Added Flared or Tangent Terminal with Curb. Also corrected length of PAY LIMIT TANGENT TERMINAL as 53'-1 1/2", not 53'-3 1/2".

REASONS FOR CHANGES LISTED ABOVE:


- 1 After consultation with Midwest Roadside Safety Facility on treatment of flared and tangent guide rail terminals and beam guide rail anchorages with curb, the above changes are being made based on the current knowledge we have to date on MASH terminals with curb. We are changing our standard from using 4 inch curb at GR terminals to 2 inch curb at GR terminals.
- 2 See 1 above.
- 3 Cleaned up detail.
- 4 Since we currently have a detail for F-Shape barrier on a split profile, we added a detail for NJ Shape Barrier on a split profile.
- 5 Rub rail may be used on swale side of dual faced systems where slope is 6 to 1 or steeper. Inadvertently left out of previous BDC.
- 6 Rub Rail Angle Attachment is no longer required for MASH attachments to trailing side of bridge parapets. Rub rail is no longer required for beam guide rail attachments at bridges. Two rub rail sections were added/revised since rub rail is only now required at two locations. First location is on swale side of dual faced beam guide rail or dual faced modified thrie beam guide rail where slope is steeper than 10 to 1. Second location is at buried guide rail terminal where clearance from bottom of rail to ground exceeds 21 inches, see CD-609-9, Note 2. Details for rub rail approach end and trailing end attachment to guide rail were added to give direction to contractor on how to begin and end rub rail, respectively.
- 7 See 1 Above.
- 8 See 1 Above.

This revision must be read in conjunction with the referenced BDC Announcement.

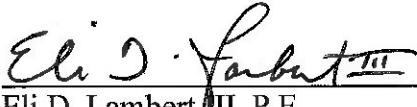
Implementation Code S (SPECIAL)

These BDC changes must be implemented in all Department projects that have a project letting date after December 31, 2017. The letting date is the receipt and opening of bids - "Activity 5040 Receive bids". This will allow designers to make necessary plan, specifications, and estimate/proposal changes without requiring the need for an addenda or postponement of advertisement or receipt of bids.

Recommended By:


 Paul E. Schneider
 Director
 Capital Program Support

Approved By:


 Eli D. Lambert III, P.E.
 Assistant Commissioner
 Capital Program Management
 and State Transportation Engineer

Attachment: 2016 Standard Construction Detail Pages CD-607-1 thru 3, CD-607-6, CD-609-2 thru 5 and CD-609-19.
 Table of Content sheet No. 1 and the Index sheet No. 1

PS: KS: YK