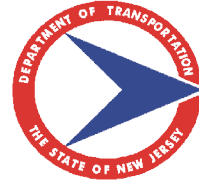


***New Jersey Department of Transportation***

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



***Baseline Document Change Announcement***

**Construction Barriers &  
Traffic Control Truck**

**BDC07S-06**

**December 17, 2007**

**SUBJECT: Revision to Subsection 617.03 of the 2001 Standard Specifications in both English and Metric units regarding Traffic Control Devices**

To ensure the quality of the construction barriers, Subsection 617.03 has been revised to include a list of deficiencies for which the barriers can be rejected by the Resident Engineer. Also, the traffic control truck specifications have been revised to ensure its safe and designated use.

The following revisions have been incorporated in both the English unit *Standard Input SI2001E1* and Metric unit *Standard Input SI2001M1* as of December 10, 2007.

**The following revisions are incorporated in the English unit *Standard Input SI2001E1*:**

**SECTION 617 - TRAFFIC CONTROL**

**617.03 Traffic Control Devices.**

**2. Construction Barriers.**

THE FIRST PARAGRAPH IS CHANGED TO:

Precast concrete curb used for construction barriers shall be concrete or white concrete conforming to [Subsection 605.09](#). Construction barrier curb delivered to the job site shall be maintained throughout the duration of the Project. At least 30 days prior to delivery of construction barrier curb to the Project, a notice shall be provided to the Resident Engineer to inspect the barrier curb to be used. The Resident Engineer will inspect the barrier curb and approve individual pieces for delivery to the Project. Precast concrete curb deemed unsatisfactory by the Engineer shall be replaced at no cost to the State. The Construction barrier curbs shall not have any of the following deficiencies:

- a. exposed steel at the connector flangeway;
- b. exposed reinforcement steel;
- c. cracking through the cross section;
- d. an area of concrete missing larger than a 3-inch by 3-inch right triangle;
- e. debris in the keyway;
- f. non-functioning anchor bolt holes;
- g. non-functioning anchor rod hole;
- h. paint applied to the surface;
- i. objects protruding from the surface; or
- j. previous repairs.

**6. Traffic Control Trucks with Mounted Crash Cushions.**

THE FOLLOWING IS ADDED AFTER THE SECOND PARAGRAPH:

The Resident Engineer shall be provided with a copy of the crash cushion manufacturer's recommendations. The traffic control truck shall be positioned to ensure that adequate stopping distance is available after impact and to prevent errant vehicles from endangering workers. The trucks equipped with manual transmission shall be placed in second gear and trucks equipped with automatic transmission shall be placed in "park" gear while in fixed position. The parking brake shall be set and the wheels shall be turned to avoid rolling into live traffic. Traffic control trucks shall not be used in place of other temporary impact attenuators for more than 24 hours. The traffic control truck shall be relocated as specified by the Traffic Control Plan, or as directed by the Resident Engineer. The trucks shall not be used to carry additional equipment, materials, or debris. If ballast is to be used, the Resident Engineer shall be provided with Working drawings for certification detailing the method of securing ballast to the truck. The Working Drawings shall be signed and sealed by a Professional Engineer verifying that it is capable of withstanding the impact forces for which the impact attenuator is rated.

The following revisions are incorporated in the Metric unit *Standard Input SI2001M1*:

## SECTION 617 - TRAFFIC CONTROL

**617.03 Traffic Control Devices.**

**2. Construction Barriers.**

THE FIRST PARAGRAPH IS CHANGED TO:

Precast concrete curb used for construction barriers shall be concrete or white concrete conforming to [Subsection 605.09](#). Construction barrier curb delivered to the job site shall be maintained throughout the duration of the Project. At least 30 days prior to delivery of construction barrier curb to the Project, a notice shall be provided to the Resident Engineer to inspect the barrier curb to be used. The Resident Engineer will inspect the barrier curb and approve individual pieces for delivery to the Project. Precast concrete curb deemed unsatisfactory by the Engineer shall be replaced at no cost to the State. The Construction barrier curbs shall not have any of the following deficiencies:

- a. exposed steel at the connector flangeway;
- b. exposed reinforcement steel;
- c. cracking through the cross section;
- d. an area of concrete missing larger than a 75 mm by 75 mm right triangle;
- e. debris in the keyway;
- f. non-functioning anchor bolt holes;
- g. non-functioning anchor rod hole;
- h. paint applied to the surface;
- i. objects protruding from the surface; or
- j. previous repairs.

**6. Traffic Control Trucks with Mounted Crash Cushions.**

THE FOLLOWING IS ADDED AFTER THE SECOND PARAGRAPH:

The Resident Engineer shall be provided with a copy of the crash cushion manufacturer's recommendations. The traffic control truck shall be positioned to ensure that adequate stopping distance is available after impact and to prevent errant vehicles from endangering workers. The trucks equipped with manual transmission shall be placed in second gear and trucks equipped with automatic transmission shall be placed in "park" gear while in fixed position. The parking brake shall be set and the wheels shall be turned to avoid rolling into live traffic. Traffic control trucks shall not be used in place of other temporary impact attenuators for more than 24 hours. The traffic control truck shall be relocated as specified by the Traffic Control Plan, or as directed by the Resident Engineer. The trucks shall not be used to carry additional

equipment, materials, or debris. If ballast is to be used, the Resident Engineer shall be provided with Working drawings for certification detailing the method of securing ballast to the truck. The Working Drawings shall be signed and sealed by a Professional Engineer verifying that it is capable of withstanding the impact forces for which the impact attenuator is rated.

**Implementation Code R (ROUTINE)**

Changes must be implemented in all applicable Department projects scheduled for Final Design Submission at least one month after the date of the BDC announcement. 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:**

ORIGINAL SIGNED

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Walter McGrosky  
Director,  
Capital Program Support

**Approved By:**

ORIGINAL SIGNED

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Richard T. Hammer  
Assistant Commissioner,  
Capital Program Management