

**New Jersey Department of Transportation**  
**CORRECTIVE ACTION NOTICE**

CAN No. CAN040

**QUALITY MANAGEMENT SERVICES**

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**Approved: B. Strizki**  
**Date: Feb. 16, 2001**

**Subject:** Type VI Retroreflective Sheeting

**Bureau(s) Affected:** Bureau of Traffic Engineering and Investigations, Traffic Signal and Safety Engineering, Maintenance Engineering, Materials Testing and Engineering

**Description of Issue(s):**

A recent maintenance contract for Type VI retroreflective sheeting was low bid by the Avery Dennison Stimsonite Co. The 3M company, however, subsequently filed protest claiming that Avery's material does not meet the contract specifications and therefore should not be awarded the contract.

The following were the points pertaining to the issue as claimed by 3M.

- The specification in conflict with Stimsonite's bidding was Subsection 916.04.2.h Type VI of the Standard Specifications.
- The specific content associated with the claim dealt with datum marks that are required for proper orientation of the sheeting when used to fabricate signs. Avery's position was that their material is not direction oriented and therefore does not require such marks.

The specification was originally written with the intent to require ***directional datum marks*** only to insure that direction-oriented sheeting is applied correctly. The specification was not written to suggest or require that all materials for bid that meet all other requirements for Type VI sheeting must have direction orientation datum marks, even if the sheeting is not direction oriented.

**Corrective Action Plan:**

In order to clarify the application requirement of this material, the Standard Specifications are revised as follows:

**916.04 Retroreflective Sheeting.**

SUBPART 2.h IS CHANGED TO:

- 2.h. Type VI.** Type VI retroreflective sheeting shall consist of wide angle prismatic sheeting. Sheeting shall be installed in accordance with the manufacturer's recommendation. Sheeting requiring directional orientation must have datum marks visible from the face. The sheeting shall be precoated with pressure sensitive adhesive backing protected by a removable liner. It shall conform to the retroreflectance requirements of Table 916-8.

To ensure its implementation the responsibility of each Unit shall be as follows:

The Configuration Management Unit of Quality Management Services (QMS) will revise the Standard Input (SI) Roadway template so that this revision will be applied to all projects where the Preliminary Submission has not yet been made.

Quality Assurance Review Unit/In-house Production Team

Responsible for revising the above-mentioned contract language for any project prior to the completion of the Master Special Provisions not developed with the revised template.

Bureau of Contract Administration Services (BCAS)

Responsible for incorporating this provision into projects by addendum for projects where the PS&E submission has been made but bids have yet to be received. The Configuration Management Unit of QMS will prepare the addendum and supply it to BCAS for use on these projects.

The Bureau of Traffic Engineering and Investigations of the Division of Traffic Operations and the Traffic Signal and Safety Engineering Unit of Capital Program Management will prepare a Baseline Document Change Request to include this revision in the Standard Specifications. In addition, the New Technologies and Products Section of Quality Management Services will convene and lead a Task Force to review all of Subsection 916.04 "Retroreflective Sheeting" in order to reconcile the Department's specifications with ASTM requirements.

Until these revisions are incorporated into the Standard Specifications, this Corrective Action notice shall be in effect.

**Implementation:** Immediately