

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

**QUALITY MANAGEMENT SERVICES**

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**CAN No. CAN008**

**Approved: Brian Strizki**

**Date: 3/12/98**

**Bureau(s) Affected:** Project Management, Design Services and all Design Consultants

**Description of Problem(s):**

While preparing the plans for the Route 4, Section 2AC project, ROW Engineering identified several inconsistencies between the Geometric tie sheets and the requirements for ROW plan preparation as put forth in the ROW Procedure Manual, Section 9.2.2. This problem was identified as discrepancies between the metric SAMPLE PLANS, dated October, 1996 and the Procedures Manual. Specifically, the problems fall into two areas:

**1. Discrepancy between the ROW Manual and Sample Plans**

The Sample Plans require that Stations and Offsets be shown to 2 decimal places on the Tie Sheet. The Procedure Manual requires the accuracy for these points as well as coordinates to be .001m. This difference was created by the switch to the use of meters instead of feet.

**2. Discrepancy within the Sample Plans**

The stations at the control points on the baselines are shown to 3 places on the Sample Plans. However, the ties from one baseline to another are shown to 2 decimal places. Setting the main route baseline and using the station and offset to this accuracy to set a ramp baseline, for example, will cause errors down the line in that baseline and ROW line. The Curve data is also shown only to 2 decimal places which is not consistent with the rest of the Sample Plans.

Note: These discrepancies are found only on the metric Sample Plans.

**Corrective Action Plan:**

Effective immediately, all design consultants and in-house designers shall follow the CPM Design Procedures Manual, Section 9.2.2, Map Preparation as the guide when calculating Stations, Offsets, ties from one baseline to another station and curve data. This will mean the use of .001m accuracy as called for in the Manual. A Baseline Document Change Request has been submitted to change the Sample Plans, October 1996 to reflect this level of accuracy. Until final resolution of the Change Request, all designers should follow this Corrective Action Plan.

**Implementation:** Effective immediately.

Superseded