

TO:		ENGINEERING INSTRUCTION	
SUPERSEDED BY EB 06-004		NEW YORK STATE DEPARTMENT OF TRANSPORTATION	
EFFECTIVE 9/7/06		SUBJECT: IMPLEMENTATION OF REVISED PAVEMENT PAVEMENT DROPOFF SPECIFICATION	
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K. W. Shiatte, Deputy Chief Engineer, Construction			Supersedes:

Engineering Instruction 90-3, dated January 19, 1990, transmitted revised provisions of Section 619 of the Specifications relating to protection of pavement edge dropoffs in construction work zones. These changes were developed by a task force representing all involved programs and the Federal Highway Administration, and are based on an extensive analysis to ensure that an acceptable level of safety is provided in the most cost-effective manner possible. These changes are anticipated to offer a number of advantages on projects involving edge dropoffs, including improved traffic safety, reduced construction costs, and increased contractor flexibility. Unfortunately, a substantial lead time is required for designers to include them in PS&E for projects already in design, and the effective date was thus set as the letting of June 28, 1990. This means this change will not affect most projects to be built in 1990, because they will be let before that date.

To take advantage of this revision for projects let before June 28, 1990, two cases need to be considered.

CASE I:

For projects involving only minimal amounts of edge dropoffs, and where the change will have no appreciable affect on the total cost of M&PT or quantities of traffic control devices used, implementation of the revised specification is viewed as a minor change, and it may be implemented without an Order-on-Contract, following the guidelines of Section 104-03 B. of the Construction Supervision Manual. The decision to implement the revised specification as a minor change is left to each Regional Construction Group.

CASE II:

For ongoing projects involving significant pavement edge dropoffs, implementation of the revised specification is viewed as a major change, and will require processing an Order-on-

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Contract, as outlined in the applicable parts of Section 104-03 of the Construction Supervision Manual. This procedure should be followed only for projects where it is anticipated that this change will result in a substantial improvement in traffic safety, or a substantial reduction in costs. Basically, there are two categories of projects where an Order-on-Contract may be appropriate.

1. On non-CA projects, the Federal Highway Administration has been insisting on the inclusion of a special note in the Proposal to require temporary concrete median barrier (CMB) or ramping for dropoffs of four inches or more at the end of each work day. For projects which are anticipated to require substantial quantities of temporary CMB to comply with this note, implementation of the new specification should reduce cost, yet continue to provide an acceptable level of safety. FHWA has agreed that the new specification is acceptable as a replacement for the previous special note.
2. For projects without the FHWA special note, the existing Section 619-3.01G of the Specifications requires only delineators and colored tape to protect dropoffs. For projects involving extensive dropoff exposures, the subject revision is anticipated to enhance traffic safety substantially, but without a major increase in cost in most cases.

Therefore, an Order-on-Contract should be submitted for contracts falling into either of the above categories when a substantial cost reduction or safety improvement is reasonably anticipated. For projects falling into the first category, a decrease in the quantity of temporary CMB will result. For projects in both categories, a revised cost for Basic Maintenance and Protection of Traffic, Item 619.01, will probably be necessary because the revised Specification will result in the use of additional channelization devices compared to the existing specification. Therefore, considerable discretion should be used in limiting Orders-on-Contract to only those projects where substantial benefits can be expected.