

Director, Preliminary Plan Review Bureau <b>SUPERSEDED BY EI 95-013</b> <b>EFFECTIVE 3/7/95</b> RECEIVED FACILITIES DESIGN SUBDIVISION APR 2 1979 DESIGN	<h1>ENGINEERING INSTRUCTION</h1> <p>NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p>
Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input checked="" type="checkbox"/> Special	PRELIMINARY PLAN REVIEW BUREAU <b>APR 2 1979</b>
APPROVED: <i>Robert H. Edwards</i> Deputy Chief Engineer (Facilities Design)	Code: <del>70-10</del> 70-10 Date: 3/16/79 Supersedes:

This Engineering Instruction establishes criteria of whether to replace or reset existing guide railing and/or median barrier.

The guide railing and median barrier furnished and installed under the following and newer standard sheets is suitable for resetting.

Box beam guide railing and median barrier installed on contracts let on or after June 12, 1975 is acceptable for resetting.

	Cable Guide Railing	Corrugated Guide Railing	Mall Barrier	Box* Guide Railing	Mall Barrier
STANDARD SHEET	71-14A 71-14B	71-17A	71-17B		

Letting Date # June 12, 1975

\* Must meet the requirements of Engineering Instructions 75-60.

Railing/Barrier Not Suitable for Resetting

Should the designer determine the existing installation is not suitable for resetting he should contact the Regional Maintenance Engineer to ascertain whether maintenance will accept or reject the material when it is dismantled by the Contractor. If maintenance accepts the material the designer will use a remove and store item in his design. Later arrangements can be made by the Engineer in Charge for maintenance to remove the stored material from a designated contract site.

Should maintenance reject the material the designer will use a remove and dispose item in his design.

Subject: RESETTING GUIDE RAIL

### Railing/Barrier Suitable for Resetting

Guide railing and median barrier suitable for resetting shall be shown in a schedule on the plans.

Prior to the dismantling of sections of the installation, the Engineer and the Contractor shall jointly survey those sections to be reset and determine and record the amount of visible damage. Such damage to the installation includes but is not limited to posts, cable, rail elements, anchor assemblies and splices. When these elements are damaged beyond repair the cost of replacing this material will be borne by the State. Payment will be made under an appropriate item when included in the contract; otherwise payment will be made by agreed price or force account.

When the damage survey is completed, the installation shall be dismantled and the acceptable material stored for later resetting. The material previously catalogued as damaged, and also that damaged by the Contractor's removal operation, shall be removed by him from the site. The cost of all additional inventory required to replace material damaged by the Contractor's operation shall be borne by the Contractor. This replacement inventory material shall be equal in kind and quality of that stockpiled for resetting as determined by the Engineer.

### Box Beam Rail Elements

Box Beam Rail elements installed on contracts let on/or after June 12, 1975, will show evidence of meeting the material requirements of 710-21 (1978 standard specifications) for ASTM E 436 - Standard Method for Drop-Weight Tear Test of Ferritic Steels. This will be a heat number and manufacturer's symbol imprinted on the outside of the element (generally opposite the weld side) at intervals not exceeding four feet. DO NOT RESET RAIL ELEMENTS lacking this information.

### Regional Maintenance Salvage

Box rail elements lacking the above information and accepted by the Regional Maintenance Engineer must be accompanied by written instructions from the Engineer in Charge that the rail elements must be drop weight tear tested in accordance with ASTM E 436 before being reinstalled in the normal maintenance operation. The Bureau of materials by way of the Regional Materials Office should be contacted for lot stocking and sampling instructions of such salvaged elements.

Should you encounter situations not covered by the above instructions contact this office.

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