

To: SUPERSEDED ^{BY} EB 03-029 EFFECTIVE 6/6/03		New York State Department of Transportation ENGINEERING INSTRUCTION	EI 03-001
Title: DISAPPROVAL OF SPECIAL SPECIFICATIONS 15619.1401 M TEMPORARY TIMBER SAFETY CURB, 15619.1402 M TEMPORARY TIMBER MEDIAN BARRIER, AND STANDARD SHEET M619-2			
Distribution: ☐ Manufacturers (18) ☐ Surveyors (33) ☒ Main Office (30) ☒ Consultants (34) ☒ Local Govt. (31) ☒ Contractors (39) ☒ Regions/Agencies (32) ☐ ()		Approved:  P. J. Clark, Deputy Chief Engineer, Design 01/21/03 Date	

ADMINISTRATIVE INFORMATION:

Effective Date: This EI is effective with projects submitted for the letting of 9/11/03.

Superseded Issuances: None.

PURPOSE: Special Specifications 15619.1401 M Temporary Timber Safety Curb and 15619.1402 M Temporary Timber Median Barrier intended for use in highway construction zones are hereby disapproved. This instruction does not relate to the temporary timber barrier permitted on bridge structures. This instruction also announces the discontinuation of Standard Sheet M619-2 Temporary Timber and Safety Curb and Temporary Timber Median Barrier.

TECHNICAL INFORMATION: Designers should no longer specify 15619.1401 M or 15619.1402 M in project proposals. These items are disapproved on the Control Report of Metric Items. Temporary Concrete Barrier (Item 619.17 M) may be specified in applications where the timber items were previously specified. Standard Sheet M619-2 is deleted from the Metric Standard Sheet Index by EB 03-002. DQAB will revise the *Highway Design Manual* (HDM), §10.4.2 Temporary Timber Safety Curb and Median Barrier, to delete the first paragraph describing the disapproved items. These items have been rarely specified in recent years and there will be no cost impact as a result of this instruction. The Department does not consider the investment in the costly NCHRP 350 testing required to allow the continued use of these items to be warranted considering the item usage and high cost of these items in comparison to the 619.17 M item.

The barrier systems specified in Structures items 16619.1401 M and 16619.1402 M differ from the systems in the disapproved "15 prefix" items in that they are anchored using bolts through the bridge deck and include anchor plates. They have a higher profile and are narrower as they do not require the attachment of corrugated beam. Considering there may be structure weight restrictions and space limitations that prohibit the use of temporary concrete barrier, these barrier systems may be considered attractive in some low speed applications. The appropriate use of these Structures items are beyond the scope of this instruction and they are **not disapproved** by this instruction.

IMPLEMENTATION: DQAB will update the HDM with the next revision to Chapter 10.

TRANSMITTED MATERIALS. No materials are transmitted with this instruction.

BACKGROUND. The Federal Highway Administration (FHWA), pursuant to the Intermodal Surface Transportation and Efficiency Act, (ISTEA) (§1073, Public Law 102-240, 12/18/91) issued notice of a final rule on July 16, 1993 which required all new installations of traffic barrier to meet NCHRP 350 requirements. EI 97-014 was the first issuance of revised design policy to be in compliance with the federal rule and provided design policy for similar work not explicitly affected by the rule. The design guidance was subsequently incorporated into the HDM.

EI 80-032 issued the special specifications for Temporary Timber Safety Curb and Median Barrier. Conditional approval of these items was based on successful crash testing to requirements that predated NCHRP 350. This testing did not include the pick-up truck as a test vehicle that is required in NCHRP 350. Design guidance originally issued by EI 80-032 for these barrier systems was incorporated into the Highway Design Manual - Revision 22, Chapter 10 transmitted by EI 95-013 that also superseded EI 80-032.

REFERENCES: HDM, Section 10.4.2

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