The use of extensible reinforcement in MSE wall systems is permitted. However, such wall systems are restricted to locations where the maximum wall height is 20 feet.

Section 13 - Railings

13.4 General

The last sentence of the third paragraph is changed to:

On high speed urban expressways where a pedestrian walkway is provided, the walkway area may be separated from the adjacent roadway by a traffic railing or combination railing.

13.7 Traffic Railing

13.7.1 Railing System

13.7.1.1 General

The following is added:

Railing system dimensions shall preferably conform to those systems detailed in Section 23 of this Manual. The *NJDOT Roadway Design Manual* should also be referred to so that proper geometry between the roadway and bridge section is maintained.

13.7.2 Test Level Selection Criteria

The following is added:

Refer to Section 23 of this Manual for guidance in determining bridge railing crash tested level selection.

13.11 Curbs and Sidewalks

13.11.2 Sidewalks

The existing text is changed to:

Where curbing is used on a bridge, the curb height shall conform to Subsection 5.6.4 of the Roadway Design Manual and the linear curb height transition shall conform to Standard Roadway Construction Detail CD-607-2.5.

Section 14 - Joints and Bearings

14.7 Special Design Provisions For Bearings

14.7.10 Other Bearing Systems

The following is added:

Only those bearing systems that are discussed in Section 24 of this Manual are permitted.

Note: End reference to AASHTO LRFD Section Number Designations

3.3 Overhead and Cantilever Sign Support Structures

The 2007 Edition of the *NJDOT Sign Support Structure Standard Drawing* designs are in accordance with the 2001 (4th Edition) of the *AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals*. Instructions and overall notations provided on these drawings should be referred to for use of the drawings.