

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

QUALITY MANAGEMENT SERVICES

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Approved: Brian Strizki

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Bureau(s) Affected: All CPM Units. All Operations Units

Description of Problem(s):

Currently, the NJDOT approved guide rail end treatments are the Slotted Guide Rail Terminal (SRT-350) and Extruder Terminal (ET-2000). Recently, additional guide rail end treatments have been developed and crash tested, and found acceptable for use on the State highway system by the FHWA. By introducing these alternative products, more competitive prices and bids are expected from the manufacturers and contractors, respectively.

Corrective Action Plan:

Effectively immediately, the Flared Energy Absorbing Terminal (FLEAT) and the Sequential Kinking Terminal (SKT-350) may be substituted for the Slotted Guide Rail Terminal and Extruder Terminal respectively. The post spacing, materials and hardware shall be in accordance with the manufacturer's recommendation. Foundation tubes shall be required at all post locations on the SKT-350. The slope treatments at Slotted Guide Rail Terminals and the grading treatment at Extruder Terminals also apply to the FLEAT and SKT-350. All locations and offsets shown on the construction plans shall apply. A manufacturer's identification plate/sticker shall be securely fastened to the back of the impact head. Type IV-A reflective sheeting consisting of alternating black and reflectorized yellow diagonal stripes with a pressure-sensitive backing shall be securely attached to the face of the impact head. The responsibility of each unit to ensure that this is carried out shall be as follows:

- BUREAU OF QUALITY MANAGEMENT SERVICES

- Configuration Management Section

- This office shall be responsible for making a baseline document change, to CD-612-5 of the Standard Roadway Construction/Traffic Control/Bridge Construction Details dated October 1996, and Section 612 of the 1996 Standard Specifications for Road and Bridge Construction to include the allowance of these new end treatments.

- DIVISION OF CONSTRUCTION SERVICES

- For current projects under construction, **Resident Engineers** may permit the use of the FLEAT and SKT-350 in lieu of the Slotted Guide Rail Terminal and Extruder Terminal if requested by the contractor and at no additional cost to the Department.

- DIVISION OF OPERATIONS

- **All maintenance crews** shall be informed of the above.

Implementation: IMMEDIATELY



FLARED ENERGY ABSORBING TERMINAL (FEAT)



SEQUENTIAL KINKING TERMINAL (SKT-350)