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SSD: 10/17/97, 12/07/98, 09/20/10, 05/09/18

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**DERRY-LONDONDERRY EXIT 4A
13065**

FEBRUARY 6, 2020

SPECIAL PROVISION

AMENDMENT TO SECTION 619 -- MAINTENANCE OF TRAFFIC

Item 619.6_ - Truck-Mounted Impact Attenuator, Test Level _

Item 619.6_1 - Truck-Mounted Impact Attenuator, Test Level _

Add to Description:

1.1.1 In order to improve the safety of the employees and reduce hazards to the traveling public the Design-Build Team shall furnish and maintain truck-mounted impact attenuators. It is not the intent of this specification to allow the use of truck-mounted impact attenuators in lieu of temporary impact attenuators (Item 606.95X), however, at the Engineers discretion, truck mounted impact attenuators may be used for short term stationary operations, but in no case longer than 72 hours.

Add to Materials:

2.3 The truck-mounted attenuator unit shall be designed to perform as a impact attenuator device meeting the requirements of the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for a truck mounted attenuator at a minimum of Test Level 2 [43.5 mph (70 km/h)] or Test Level 3 [62.1 mph (100 km/h)] as specified in the item description.

2.3.1 The following truck mounted attenuators are examples of the type of attenuator considered acceptable with the capability to meet the requirements specified in 2.1 and 2.3 above.

“MPS-350 III” truck mounted attenuator as manufactured and distributed by Trinity Industries Inc., 1170 N State Street, Girard, Ohio 44420, Tel. (800) 321-2755.

“Scorpion II”, truck mounted attenuator, Test Level 3, as manufactured by Traffix Devices, Inc, 160 Avenida La Pata, San Clemente, California 92673, Tel. (949)-361-5663.

“RENCO Ren-Gard 815” truck mounted attenuator, Test Level 2, as manufactured and distributed by Renco Highway Control Products.

2.3.2 Approval of other attenuators as "an equivalent" will be given on the basis of technical and related data submitted to the Engineer. Requests for approval shall be made in sufficient time to allow for the attenuator to be evaluated.

Add to 3.2:

3.2.9 Prior to the start of work operations that require its use, the Design-Build Team shall have the required number of truck-mounted impact attenuators at the work site. This unit shall be attached to a

truck of the type specified and shall follow each operation in a manner recommended by the manufacturer or as ordered.

3.2.9.1 A driver shall be supplied during mobile operations as warranted. The driver need not be in the truck at all times but shall be available to move the unit, as necessary, to insure a safe working area.

3.2.9.2 Sufficient energy absorbing cells or modules to restore the attenuator completely, after impact, shall be available at the project site in order to minimize any delay in construction operations.

3.2.9.3 The attenuator shall be relocated as necessary to provide protection to the traveling public and workers during construction.

3.2.9.4 Any device or device components damaged shall be replaced with new or refurbished parts intended for use as part of the attenuator device.

3.2.9.5 When the attenuator is no longer needed for the project, it shall remain the property of the Design-Build Team and be removed.