



## *Document Change Announcement*

*2007 Design Manual*

**DCA2011-DM-13**

**DATE: November 17, 2011**

**Subject: Revision to Subsections 2.2.4.1.1a of the Design Manual**

### Description of Change

This change provides more freedom to the design engineer regarding superstructure design in certain situations resulting in more economical designs.

### Instructions to Designers and Consultants

Effective immediately, the revisions contained in this announcement shall be applied to all projects that have not reached Phase C of design. Contact your NJTA Project Manager for instructions. Attached revision is noted in italics.

Designers may access these revisions in the NJTA Design Manual, which is available on the Authority's Web Page: <http://www.state.nj.us/turnpike/nj-buss.htm>.

### Information for In-House Staff

The revisions have been incorporated into the Design Manual, which is available on the S drive @ S:\Project Files\Design-Procedure Manual. Please distribute the information to your respective Project Managers and have them direct their consultants appropriately.

**Recommended By:**

Handwritten signature of Robert J. Fischer in black ink.

Robert J. Fischer, P.E.  
Assistant Chief Engineer, Design

**Approved By:**

Handwritten signature of Richard J. Raczynski in black ink, dated 11/21/11.

Richard J. Raczynski, P.E.  
Chief Engineer

# *New Jersey Turnpike Authority*

## DOCUMENT UPDATE REQUEST

Forward to Assistant Chief Engineer, Design

<b>Initiator</b>	Rich Schaefer	<b>Submittal Date</b>	11/09/11
<b>Firm</b>	HNTB Corporation	<b>Telephone</b>	973-237-1650

### Document (check one)

- Procedures Manual
- Design Manual
- Sample Plans
- Standard Drawings
- Standard Specifications

### Description of Change

Add the following after the second sentence after Exhibit 2-1 and Exhibit 2-2 in Section 2.2.4.2.1a:

The maximum effective overhangs in the above exhibit shall be used as practical limits when designing new or reconstructed bridge deck slabs. These values may be exceeded in situations where bridge geometry issues require greater variability in deck design, such as accommodating a curved bridge deck on tangent girders, or in situations where bridge deck reconstruction requires minor deck widening to accommodate traffic lane relocations under staged construction. The overhang length shall not exceed the limits as described in Section 9 of the AASHTO LRFD Bridge Design Specifications. Regardless of length, all deck overhangs shall be fully designed by the engineer to resist TL-5 level impact loading.

### Reason for Change

Consultants have been rigidly adhering to the deck overhang design limitations noted in the Design Manual to the point of uneconomical design. This DCA offers a pragmatic approach to situations where exceeding the conservatively set deck overhang limits may be warranted.