

# **New Amendments to the 2010 Standard Specifications Effective April 4, 2011**

**Please note:** New Amendments to the Standard Specifications are described below. Previous Amendments that are not revised in this package are still in effect. Amendments to the Standard Specifications take precedence over the Standard Specifications in accordance with Section 1-04.2.

The following is a brief description of the latest revisions, with an explanation of why each change was made. The actual provisions should be reviewed in depth to become completely knowledgeable of the full extent of the revisions. These amendments are available at the following location:

<http://www.wsdot.wa.gov/Design/ProjectDev/Specifications>

## **DIVISION 1 – GENERAL REQUIREMENTS**

### **Section 1-07.15(1) - Spill Prevention, Control, and Countermeasures Plan**

This amendment deletes the existing text of Section 1-07.15(1) in its entirety and replaces the Section with new text. The reasons for the change are as follows:

- Update the specification on reoccurring problems identified during SPCC training and site assessments.
- Combine the information contained in the existing General Special Provision for SPCC into the Standard Specifications since GSP required on all projects make it Standard.
- Updates the specification to recent NPDES Permit and to IFC Requirements
- Addresses the ‘Lessons Learned’ from the Dash Point Spill.

### **Section 1-08.1 - Subcontracting**

This amendment adds verbiage that “Quarterly Reports of Amounts Credited as DBE Participation” are required on a quarterly basis in which DBE work is accomplished and are not required in quarters where DBE work isn’t accomplished.

### **Section 1-10 Temporary Traffic Control**

Several subsections of Section 1-10 were supplemented or revised to address the inclusion of bicycle and pedestrian (including pedestrians with disabilities) traffic as part of Temporary Traffic Control and that in developing Plans for pedestrian control the PROWAG, *Public Rights-Of-Way Accessibility Guidelines*, manual along with MUTCD are to be used. The amendment also creates a new standard bid item of, *Pedestrian Traffic Control*. The amendment eliminates the GSP, *Pedestrian Control and Protection*.

## **DIVISION 5 - SURFACE TREATMENTS AND PAVEMENTS**

### **Section 5-04.3(5) – Pavement Repair**

This amendment changes the existing pavement sawcut width from **3 feet** to **42-inches**. **Change needed** due to changes in equipment width that are used to compact and work the backfill material in pavement repair operations.

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## **DIVISION 6 –STRUCTURES**

### **Section 6-02.3(28) – Precast Concrete Panels**

This amendment changes the word “units” to “panels” throughout the section.

### **Section 6-03.3(32) - Assembling and Bolting**

The amendment defines drift pins in the specification. Bolts in the specification were well defined but ‘drift pins’ weren’t. The amendment provides a tie between the AASHTO term (cylindrical erection pins) and the WSDOT term (drift pins), and adds material, shape and diameter requirements for drift pins.

### **Section 6-07.3(9)F - Shop Surface Cleaning and Preparation**

This amendment clarifies the intent of the specification that surfaces receiving a “mist coat” do require SSPC SP-10 surface preparation. The amendment includes a specific reference to surfaces specified in Section 6-07.3(9)G to receive a mist coat.

### **Section 6-14.2 Materials**

These amendments are based on the construction experience in the first North Spokane Corridor project in 2004 where the Contractor proposed a precast concrete alternative for geosynthetic wall concrete fascia panels, the Bridge and Structures Office has included project specific design details for precast concrete fascia panels in the five subsequent North Spokane Corridor projects. As of June 2010, these project specific details have now been incorporated into the WSDOT Standard Plans. To bring Section 6-14 into conformance with the WSDOT Standard Plans, amendments were needed to Sections 6-14.2, 6-14.3(6) and 6-14.5. The amendments shown in the attached document are based on the project specific special provisions used in the North Spokane Corridor projects with precast concrete fascia panels.

### **Section 6-14.3(6) Permanent Facing**

These amendments are based on the construction experience in the first North Spokane Corridor project in 2004 where the Contractor proposed a precast concrete alternative for geosynthetic wall concrete fascia panels, the Bridge and Structures Office has included project specific design details for precast concrete fascia panels in the five subsequent North Spokane Corridor projects. As of June 2010, these project specific details have now been incorporated into the WSDOT Standard Plans. To bring Section 6-14 into conformance with the WSDOT Standard Plans, amendments were needed to Sections 6-14.2, 6-14.3(6) and 6-14.5. The amendments shown in the attached document are based on the project specific special provisions used in the North Spokane Corridor projects with precast concrete fascia panels.

### **Section 6-14.5 Payment**

These amendments are based on the construction experience in the first North Spokane Corridor project in 2004 where the Contractor proposed a precast concrete alternative for geosynthetic wall concrete fascia panels, the Bridge and Structures Office has included project specific design details for precast concrete fascia panels in the five subsequent

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### **DIVISION 8 - MISCELLANEOUS CONSTRUCTION**

#### **Section 8-01 – Erosion Control and Water Pollution Control**

Several sections of the current Amendment to Section 8-01 have been changed to reflect the new naming for items shown below:

HECP Type 1 (old name) changed to Short Term Mulch,  
HECP Type 2 (old name) changed to Moderate Term Mulch,  
HECP Type 3 (old name) changed to Long Term Mulch.

The above name changes were due to the changes made to the existing Amendment for Section 9-14 in this update package.

#### **Section 8-09.3(6) – Recessed Pavement Marker**

This amendment supplements the active **January 3, 2011 Amendment to Section 8-09.6** by adding the statement of, “Recessed pavement markers shall not be constructed on bridge decks or on bridge approach slabs”.

#### **Section 8-09.5 – Payment**

This amendment makes it clear that “Raised Pavement Marker Type 2” is also part of the last paragraph in which those bid items with a unit measurement of per hundred are discussed as to what is included in the unit cost.

#### **Section 8-12.5 – Payment**

This amendment adds verbiage to the bid item, “Chain Link Fence Type\_\_\_\_\_” that the bid item includes brace posts and other incidental items of Work for Chain Link Fencing, that aren’t covered by a separate bid item in this subsection.

#### **Section 8-14 – Cement Concrete Sidewalks**

Three amendments are being made to Section 8-14 that affect Sections 8-14.2, 8-14.3(3) and 8-14.3(5). These amendments relocate Materials requirements from Construction Requirement Section.

#### **Section 8-21.3(12) – Steel Sign Posts**

The amendment provides clarification on steel sign support bolts used in connections found in Standard Plans G-24.40-01 and G-24.50-00 for perforated square steel posts and slip bases. There has been confusion on whether a high strength bolt was required or not. This amendment makes it clear that high strength bolts are not needed for the connections identified. See Amendment 9-06.16 also.

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## **DIVISION 9 – MATERIALS**

### **Section 9-03.21**

This amendment affects change to several Sections: 9-03.21(1), 9-03.21(1)A, 9-03.21(1)B, 9-03.21(1)C, and 9-03.21(1)D. These amendment update have been through a long review process and are needed to bring our specifications up-to-date with current industry standards and to better conform to legal requirements. The changes have been reviewed by WACA and internally by HQ Construction and HQ Materials Laboratory.

### **Section 9-06.16 – Roadside Sign Structures**

The amendment provides clarification on steel sign support bolts used in connections found in Standard Plans G-24.40-01 and G-24.50-00 for perforated square steel posts and slip bases. There has been confusion on whether a high strength bolt was required or not. This amendment makes it clear that high strength bolts are not needed for the connections identified. See Amendment 8-23.3(12) also.

### **Section 9-07.1(1)A – Acceptance of Materials**

This amendment updates the current amendment to this Section by changing the *AASHTO PP 45* requirements to *AASHTO 53* requirements.

### **Section 9-13 – Riprap, Quarry spalls, Slope Protection, Rock FOR Erosion and scour protection and rock walls**

This amendment creates a new rock for erosion and scour protection. This new rock does not allow concrete rubble or other recycled materials to be used as a substitute for aggregate. This amendment also removes the content on Sack Riprap from this section.

### **Section 9-14 – Erosion Control and Roadside Planting**

This is an Amendment to the existing Amendment to Section 9-14. Several sections of 9-14 are affected with this new amendment of which some of the major changes are stated below:

- Changed the name of the items of HECF to be more descriptive
- Omitted the D6465 Testing requirement for Viscosity Test
- Changed the description of Compost to add language requested by Ecology
- Modified the compost feed stock
- Added description for what PAM can be used for and other changes

### **Section 9-32.2 – Bracket, Platform, and Anti-Twist Plate**

This amendment changes the conformance requirement to ASTM A1011 or ASTM A1008 instead of the existing ASTM A36.