



CONSTRUCTION STANDARDS DIV 1 SUBCOMMITTEE

Meeting Notes

January 21, 2010

Participants:

Tina Nelson, Kitsap County, Co-chair
Gretchen Johnson (GJ), KBA, Co-chair
Rae Bailey, City of Tacoma
Patrick Baughman, Pierce County
Jerry Brais, King County
Jerry Bryant, Pierce County
Ingrid Gaub, City of Auburn
Lori McFarland, Otak
Dave Mounts, WSDOT H&LP
Tamara Nack, Gray & Osborne, Inc.
Scott Sawyer, Shea Carr
Diane Sheesley, Thurston County
Doug Brinley, KPG (visiting from CSI local chapter)

Location:

City of Auburn, 25 W. Main Street, Council
Conference Room

Time:

10:00 am to noon

Attachments (see these notes for internet links to other documents discussed):

- Jan 4, 2010 WSDOT/APWA Standard Specs Amendments

- A. Attendees introduced themselves, and special welcome to visitor Doug Brinley, current President of Puget Sound Chapter of Construction Specifications Institute.
- B. Meeting Notes from November 12, 2009 committee meeting were reviewed, and GJ will post.

C. Review of Progress on existing Action items since last meeting

1. Tina talked more about the presentation she made to CRAB - the challenge discussed is how to teach the correct people at each agency about specs, APWA GSPs, etc. And, Tina went thru what's important to teach/remind them. Tina volunteered to do a "Specs 101" for them in 2010.
2. KBA contract approved for specs writing support; we also have some expense budget this year. The chapter is making extra effort to support committee work this year.
3. Report on plans for Spring Conference at Great Wolf Lodge
 - a. Committee meeting will be at 10:30 am Wednesday, March 17; everyone invited to come and find out what we're doing.
 - b. "Ask the Contractor" session, we are co-sponsoring with CM Committee – GJ reported on current progress – 2 contractors have committed to date to be on panel; we need 2 more, plus 2 alternates. GJ asked the group for ideas for more contractors to participate in the panel, and also for some sample questions.
4. Tina/GJ reported on January 14 trainings given to AIA/CSI.
 - a. First cooperative effort as outcome of July 2, 2009 meeting with representatives from APWA-W, AIA, CSI, MRSC, and Assoc. Builders & Contractors, where we decided to

work to share more information, and cross-train each other. Gretchen gave presentation on the parts of the Contract Documents for public-agency projects, how they fit together, what each piece means, etc. Tina and Doug Brinley led a panel discussion on how to combine WSDOT-style and CSI-style specs on a combination vertical and horizontal public project.

- b. Doug Brinley reported many public clients now wanting significant vertical construction, based on WSDOT specs – the architect community is trying to move them to CSI format/content. He sees more need in future, for a framework for this type of “combination project” – vertical and horizontal. Utah DOT apparently tried to make a model combined spec -- Doug to research further. He will also contact Sound Transit and Port of Seattle to find out about their experiences. Doug forming a tightly focused group, experienced in specs, to work on a framework, and asked our committee if anyone wanted to be involved. Wants to begin this February. Several attendees volunteered to ask someone from their organization to be involved. They will contact Doug directly.

D. Report on & Review Actions by other organizations / committees

1. WSDOT/AGC Administration Team – Tina missed the Nov. 2009 meeting; big topic was revision of 1-07.18 insurance requirements, which will be main topic at Jan 22, 2010 meeting also. GJ had reviewed and made comments on their draft revised spec; Tina to send to Mike Grigware.
2. H&LP updates / news from Dave Mounts
 - a. DBE GSP changes –
 - i. they are going to move to using Work Descriptors instead of NAICS codes - too hard to figure out the NAICS codes. Forms/process not yet in place. Dave says this will be a big improvement.
 - ii. Bids with Additives/Alternates – FHWA is saying have to set DBE goal % based on the grand total, not just the Base Bid (even if not all additives chosen). They also want the tax \$ figured into the total for figuring % - a problem. WSDOT resisting.
 - iii. So, if an agency has a project with DBE goal, very important to work through H&LP to get full approvals.
 - b. Pending legislation to disallow retainage on fed-funded projects - Dave Mounts reported that this died in the legislature. However, FHWA does not want retainage on Fed-funded projects anymore -- they cite the CFRs. WSDOT H&LP has proposed a compromise – to allow retainage bond, but not actual retainage – this is currently being considered at FHWA national. Our role at this stage is just to “wait and see”.
 - c. per DM, pretty sure they are going to get \$150 million more stimulus in March-April, will have to be ready to start construction within 90 days to be eligible -- so every agency get their requests in. Original stimulus – 96% already obligated, and all must be obligated by March 1. TIGER (Transportation Investment Generating Economic Recovery) grants will be announced by Feb 17.
 - d. FHWA is being extremely rigorous with their ARRA project reviews – Dave warned everyone to be extra careful with their projects and documentation, and follow all the rules.

E. New Items of Business

1. Review January amendments to 2010 Std. Specs (Div. 1 attached) – GJ presented her review and analysis, committee discussed, and here are results:
 - a. **1-02.9 Delivery of Proposal**
 - i. Issue -- WSDOT allowing certain of THEIR projects to go in as e-bids
 - ii. Our Solution -- GJ have Theresa remove the underlining, then we're good to go – we did the paragraph as a complete rewrite, so no changes needed.
 - b. **1-06.1(4) Fabrication Inspection Expense – new subsection –**
 - i. Issue -- charging Contractor for fabrication inspection costs, if Agency has to go more than 300 airline miles from Seattle.
 - (a) Was discussed at AGC/WSDOT Admin Team, but Tina/Jerry thought it was just updating a GSP, not an amendment, so this is a surprise.
 - (b) Not hard to administer. However, it counts distance from Seattle, which is assuming WSDOT material people will do the inspection, or have their on-site contract people do it, and then charge. So what if you are Spokane County, and fabrication is in Seattle area, and you are not having WSDOT people inspect, but do it yourself? (per Ruth, they are one of the few agencies who do their own) Then you can't charge the Contractor, if you have to go to Portland to inspect fabrication.
 - (c) says "must" now – do we want a GSP saying the local agency does not HAVE to do this? if they just want to swallow the problem.
 - iii. Our solution –
 - (a) Ruth's suggestion – if the Local Agency does their own inspection (e.g. Spokane County) – say "within 300 miles from the offices of the local agency" – but she wants to think on this further.
 - (b) For now, just write APWA GSP to delete this section -- GJ add to Action item list
 - c. 1-07.16(2) Vegetation Protection and Restoration -- allows wrapping of exposed roots by more than burlap, and other typo corrections. We don't have any GSP on this, and no action needed.
 - d. **1-09.9 Payments -- LS breakdown**
 - i. Issue – WSDOT now requiring breakdown of LS bid items from Contractor – just like we have all along, per our APWA GSP – but required at different timing than we do, etc. Does our GSP need to change, given the new amendment?
 - ii. Our solution –
 - (a) per Dave Mounts, our current APWA GSP will be fine for this, we can still keep the \$20k threshold.
 - (b) Vote was to leave our APWA GSP as-is. (except for changing reference to the 3rd paragraph to be 4th paragraph – or repeat the whole section).
2. Meeting location –
 - a. March at Otak, Kirkland

- b. May in Olympia -- Thurston County offices
- 3. Meeting dates – changed the November 11 date to Nov. 18, because of Veterans day.
- 4. Committee membership / mailing list
 - a. Tina to update mailing list – ask for active reply if people want to remain on it.
 - b. Gretchen to solicit interest in “new” core group [8-15 people], and invite, form list, while Tina in Sweden. The point is that this group will be set membership, and will need to commit to helping outside meeting times as well, and show up to every meeting possible. GJ to take special effort to find members east of Cascades.
 - c. We need to prioritize work- once core group established, they will set priorities together. GJ to make list of all pending and suggested items.
 - d. Process for suggestions – Doug described how their building code group deals with this -- proposal, then fact-finding by the proposer, then committee considers and writes if decided necessary. Key is that the committee will filter and prioritize suggestions.
 - e. We need to clean up a lot of pending, draft GSPs, before we start new ones.
- 5. Jerry Bryant reported on the history of the proposed GPS surveying specs – requested by Brian Thorpe of Benton County. More concern on this east of Cascades, than west.

F. Topics for Future Meetings

- 1. Set priorities on pending/draft/new GSPs, once committee membership decided on.

G. Future meetings

| <u>Date</u> | <u>Location</u> |
|-------------------|--|
| March 11, 2010 | Otak, 10230 NE Points Drive, Suite 400, Kirkland – First meeting with revamped Core Committee |
| March 17, 2010 | Spring Conference, Great Wolf Lodge, 10:30 am |
| May 13, 2010 | Thurston Co. Building 4 , 929 Lakeridge Drive SW Olympia (NOT the Public Works Building) |
| September 9, 2010 | TBD |
| November 18, 2010 | TBD |

1 INTRO.AP1

2 **INTRODUCTION**

3 The following Amendments and Special Provisions shall be used in conjunction with the
4 2010 Standard Specifications for Road, Bridge, and Municipal Construction.

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AMENDMENTS TO THE STANDARD SPECIFICATIONS

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8 The following Amendments to the Standard Specifications are made a part of this contract
9 and supersede any conflicting provisions of the Standard Specifications. For informational
10 purposes, the date following each Amendment title indicates the implementation date of the
11 Amendment or the latest date of revision.

12

13 Each Amendment contains all current revisions to the applicable section of the Standard
14 Specifications and may include references which do not apply to this particular project.

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16 02.AP1

17 **SECTION 1-02, BID PROCEDURES AND CONDITIONS**

18 **January 4, 2010**

19 **1-02.7 Bid Deposit**

20 In the first paragraph, the third sentence is revised to read:

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22 For projects scheduled for bid opening in Olympia, the proposal bond may be in hard
23 copy or electronic format via Surety2000.com or Insurevision.com and BidX.com.

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25 **1-02.9 Delivery of Proposal**

26 In the first paragraph, the first sentence is revised to read:

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28 For projects scheduled for bid opening in Olympia, each Proposal shall be sealed and
29 submitted in the envelope provided with it, or electronically via Expedite software and
30 BidX.com at the location and time identified in Section 1-02.12.

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32 The following new paragraph is inserted after the first paragraph:

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34 For projects scheduled for bid opening in the Region, each Proposal shall be sealed and
35 submitted in the envelope provided with it, at the location and time identified in Section
36 1-02.12. The Bidder shall fill in all blanks on this envelope to ensure proper handling
37 and delivery.

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39 06.AP1

40 **SECTION 1-06, CONTROL OF MATERIALS**

41 **January 4, 2010**

42 **1-06.1 Approval of Materials Prior to Use**

43 This section is supplemented with the following new sub-section:

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45 **1-06.1(4) Fabrication Inspection Expense**

46 In the event the Contractor elects to have items fabricated beyond 300 miles from
47 Seattle, Washington the Contracting Agency will deduct from payment due the
48 Contractor costs to perform fabrication inspection on the following items:

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- Steel Bridges and Steel Bridge components
- Cantilever Sign Structures and Sign Bridges
- Cylindrical, Disc, Pin, and Spherical Bearings
- Modular Expansion Joints
- Additional items as may be determined by the Engineer.

The deductions for fabrication inspection costs will be as shown in the Payment Table below.

| Zone | Place of Fabrication | Reduction in Payment |
|------|--|---|
| 1 | Within 300 airline miles from Seattle | None |
| 2 | Between 300 and 3,000 airline miles from Seattle | \$700.00 per *inspection day |
| 3 | Over 3,000 airline miles from Seattle | \$1,000 per *inspection day, but not less than \$2,500 per trip |

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*Note - An inspection day includes any calendar day or portion of a calendar day spent inspecting at or traveling to and from a place of fabrication.

Where fabrication of an item takes place in more than one zone, the reduction in payment will be computed on the basis of the entire item being fabricated in the furthest of zones where any fabrication takes place on that item.

The rates for Zone 2 and 3 shall be applied for the full duration time of all fabrication inspection activities to include but not limited to; plant approvals, prefabrication meetings, fabrication, coatings and final inspection.

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07.AP1

**SECTION 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC
January 4, 2010**

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1-07.16(2) Vegetation Protection and Restoration

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The second paragraph is revised to read:

Damage which may require replacement of vegetation includes **orn** bark stripping, broken branches, exposed root systems, cut root systems, poisoned root systems, compaction of surface soil and roots, puncture wounds, drastic reduction of surface roots or leaf canopy, changes in grade greater than 6-inches, or any other changes to the location that may jeopardize the survival or health of the vegetation to be preserved.

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The third paragraph is revised to read:

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When large roots of trees designated to be saved are exposed by the Contractor's operation, they shall be wrapped with heavy, **moist material such as** burlap **or canvas** for protection and to prevent excessive drying. The material shall be kept moist and securely fastened until the roots are covered to finish grade. All **material** and fastening material shall be removed from the roots before covering. All roots 1-inch or **larger** in diameter, which are damaged, shall be pruned with a sharp saw or pruning shear. Damaged, torn, or ripped bark shall be removed as ordered by the Engineer at no additional cost to the Contracting Agency.

1 The fourth paragraph is revised to read:

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3 Any pruning activity required to complete the Work as specified shall be performed by a
4 Certified Arborist as designated by the Engineer.

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6 09.AP1

7 **SECTION 1-09, MEASUREMENT AND PAYMENT**

8 **January 4, 2010**

9 **1-09.9 Payments**

10 The first paragraph is revised to read:

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12 The basis of payment will be the actual quantities of Work performed according to the
13 Contract and as specified for payment.

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15 The Contractor shall submit a breakdown of the cost of lump sum Items to enable the
16 Project Engineer to determine the Work performed on a monthly basis. Lump sum item
17 breakdowns shall be submitted prior to the first progress payment that includes payment
18 for the Bid Item in question. A breakdown is not required for lump sum items that
19 include a basis for incremental payments as part of the respective Specification. Absent
20 a lump sum breakdown the Project Engineer will make a determination based on
21 information available. The Project Engineer's determination of the cost of work shall be
22 final.

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24 In the third paragraph, the second sentence is deleted.

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26 10.AP1

27 **SECTION 1-10, TEMPORARY TRAFFIC CONTROL**

28 **January 4, 2010**

29 In Division 1-10, all references to "truck mounted" are revised to read "transportable".

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31 **1-10.2(3) Conformance to Established Standards**

32 In the fifth paragraph, the reference "(TMA's)" is deleted.

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34 **1-10.3(2)C Lane Closure Setup/Takedown**

35 In the second paragraph, the reference to "TMA/arrow board" is revised to read
36 "transportable attenuator/arrow board".

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38 **1-10.3(3)J Truck Mounted Attenuator**

39 The title for this section is revised to read:

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41 **1-10.3(3)J Transportable Attenuator**

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43 In the second and fourth paragraphs, the references to "TMA" are revised to read
44 "Transportable Attenuator".

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46 In the first paragraph, the first sentence is revised to read:

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1 Where shown on an approved traffic control plan or where ordered by the Engineer, the
2 Contractor shall provide, operate, and maintain transportable impact attenuators as
3 required in Section 9-35.12.

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5 In the third paragraph, the reference to "truck's" is revised to read "host vehicle's".

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7 **1-10.4(2) Item Bids with Lump Sum for Incidentals**

8 All references to "Truck Mounted Impact Attenuator(s)" are revised to read "Transportable
9 Attenuator(s)".

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11 In the eighth paragraph, the first sentence is revised to read:

12 "Transportable Attenuator" will be measured per each one time only for each host
13 vehicle with mounted or attached impact attenuator used on the project.

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16 In the last sentence of the ninth paragraph, the reference to "TMA" is replaced with
17 "transportable attenuator".

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19 **1-10.5(2) Item Bids with Lump Sum for Incidentals**

20 All references to "truck mounted impact attenuator(s)" are revised to read "transportable
21 attenuator(s)".

22