

New Amendments to the 2008 Standard Specifications Effective August 3rd, 2009

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 list 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 provisions are available at the following location: <http://www.wsdot.wa.gov/Design/ProjectDev>

DIVISION 1 – GENERAL REQUIREMENTS

Section 1-06.2(2)A General

This amendment rewrites this section to reflect changes in the calculations for HMA. New tables for calculation of the CPF have been inserted. The tables are the current tables recommended by FHWA and correct errors in the current tables used by WSDOT. A minimum of 8 sublots are required for a CPF of 1.05. The note at the bottom of Table 1 has been deleted. The note stated that the “next lower Q value” was to be used and the notes in 5 & 6 stated “use the next higher value.” This created a conflict and the intent is to continue using the next higher value.

Section 1-06.6, Sieves for Testing,

This amendment moves the information to Section 9-00.4.

Section 1-07.5(1), General

This amendment requires that the Contractor shall be responsible to immediately report to the Engineer any deviation from the contract provisions pertaining to environmental compliance, including but not limited to spills, unauthorized fill in waters of the State including wetlands, water quality standards, noise, air quality, etc.. Change is made as part of our ongoing review of Environmental Commitments made to permitting agencies.

Section 1-07.5(2) State Department of Fish and Wildlife

This amendment supplements this section to require the Contractor to immediately notify the Engineer and stop all work causing impacts, if at any time, as a result of project activities, fish are observed in distress, or a fish kill occurs. Change is made as part of our ongoing review of Environmental Commitments made to permitting agencies.

Section 1-07.5(3) State Department of Ecology

This amendment supplements Item No. 4, to better list some of the different materials and substances not specifically identified in the Contract documents to be placed in the water do not enter waters of the State, including wetlands. Change is made as part of our ongoing review of Environmental Commitments made to permitting agencies.

Section 1-07.9(1), General

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This amendment supplements this section to inform the Contractors of the availability of Worksource. As a continuation of the Departments ARRA efforts for job creation, the Employment Security Department has been charged with giving people the opportunity to compete for these jobs. Their tool for doing so is WorkSource. Worksource is a free service located across the State that screens, shortlists and refers qualified candidates.

Section 1-07.16(2), Vegetation Protection and Restoration

This amendment incorporates Region provisions for High Visibility Fencing into the Specification Book as a method of designating vegetation to be saved and protected.

Section 1-07.16(2)A, Wetland and Sensitive Area Protection

This is a new section that requires the contractor to protect wetlands and other sensitive areas through the life of the contract. Change is made as part of our ongoing review of Environmental Commitments made to permitting agencies.

Section 1-08.4, Prosecution of Work

This amendment made High Visibility Fencing the first order of work.

Section 1-10, Temporary Traffic Control

Several amendments to this section which concern Flagger Station Lighting, PCMS measurement and payment and other minor changes to work zone items.

DIVISION 5 - SURFACE TREATMENTS AND PAVEMENTS

Section 5-01, Cement Concrete Pavement Rehabilitation

This amendment changes the following: removes subsealing from this section; provides clarification of the mix design and acceptance requirements for concrete replacement panels; revises spall repair procedures, allowing for partial depth spall repairs to exceed 1/3 the slab thickness; removes all references to Epoxy Coated Dowel bars, in order to allow for the use of Epoxy Coated and Corrosion Resistant Dowel bars.

Section 5-02, Bituminous Surface Treatment

The amendment includes a change to Section 5-02.3(3), on the application of asphalt emulsion and aggregate. The amendment also removed the "U.S." and "Square" designations from sieve sizes through out the 5-02 Section.

Section 5-04, Hot Mix Asphalt

The amendment to 5-04 reflects changes in HMA and statistical acceptance of materials. The amendment also adds warm mix asphalt to the section.

The following is a summary breakdown of the changes to the Section.

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Section 5-04.1 Description

Warm mix asphalt has been added to the description.

Section 5-04.2 Materials

The following has been added:

Warm Mix Asphalt	9-02.5
Recycled Asphalt Pavement	9-03.8(3)B

The option for the contractor to substitute an alternate grade of PG binder has been restricted to a change of one grade and no lower than minus 28° C.

A paragraph has been added allowing the use of WMA additives in the production of HMA and it requires the Contractor to submit for approval the process that is proposed.

The usage of RAP has been revised from 20-percent of the total weight of the aggregate to 20-percent of the total weight of the HMA.

Section 5-04.3(1) HMA Mixing Plant

Heating of Asphalt Binder that was previously in Section 5-04.3(6) has been added to this section. Also, the following has been added to Heating of Asphalt Binders:

When a WMA additive is included in the asphalt binder the temperature of the asphalt binder shall not exceed the maximum recommended by the WMA additive manufacturer

Section 5-04.3(3) Hot Mix Asphalt Pavers

A requirement that the paver must have the latest equipment for the prevention of segregation of the coarse particles and that a Certificate of Compliance is provided has been added. This new requirement is based on GSP 0403032A.GR5 that will be deleted. A list of pavers and kits will be added to the Construction Manual and/or a Materials Laboratory Tech Note.

The third paragraph has been deleted; this is a method specification that did not improve pavement quality.

Section 5-04.3(3)A Material Transfer Device/Vehicle

The current GSP for MTD/V has been added to the Standard Specifications.

Two new GSP's have been added; the first GSP deletes the MTD/V requirement for projects where its use is not desired and the second GSP deletes the option to use an MTD (only an MTV is allowed).

This section was modified to exclude the requirement for using an MTV/D in irregular and minor areas and to limit the use of the MTD/V to the top 0.30 feet of pavement.

Deleted "of any course" from the text as the requirement to use an MTD/V is not per course.

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Section 5-04.3(5)E Pavement Repair

The text in this section has been combined into 2 paragraphs.

Section 5-04.3(6) Heating of Asphalt Binder

The section has been moved into Section 5-04.3(1)

Section 5-04.3(7)A Mix Design

This section has been rewritten from the previous draft to add in reference mix designs to statistical and nonstatistical evaluation and to clarify the submittal and verification process for mix designs.

Section 5-04.3(8) Mixing

The maximum discharge temperature was revised to not exceed the optimum mixing temperature by 25°F unless approved by the Engineer. In the 2008 Standard Specifications the maximum discharge temperature is recommended by the asphalt binder manufacturer.

The requirements for RAP that were previously in Section 9-03.8(3)B have been added to this section.

The following sentence has been added:

When a WMA additive is included in the manufacture of the HMA the temperature of the HMA shall not exceed the maximum recommended by the manufacturer of the WMA additive.

Section 5-04.3(8)A Acceptance Sampling and Testing—HMA Mixture

1. General

The split between statistical and nonstatistical evaluations has been revised from 2,500 tons to 4,000 tons.

2. Aggregates

A sentence has been added to clarify that sampling and testing of aggregates for HMA accepted by commercial evaluation will be at the option of the Project Engineer.

4. Definition of Sampling Lot and Sublot

A sentence has been added to give the Contractor the option to start a new lot if a lot in progress has a CPF less than 0.75 after the Contractor has satisfied the PE that material meeting the Specifications can be produced.

5. Test Results

The time for the test results and CPF to be provided to the contractor has been deleted. Test results and CPF will be available to the Contractor on WSDOT's website.

A lot has been redefined to be 15-sublots except for the last lot may be up to 25-sublots. With changes to the SAM program used by WSDOT to

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calculate CPF's it is no longer necessary to start a new lot when a JMF has been changed so the requirement that a new JMF will trigger a new lot has been deleted.

The second paragraph has been rewritten to delete "challenge" from the text. In the new process the Contractor may request a subplot be retested rather than challenged and the test results for the retest will be used for the acceptance of the HMA. The test results will not be compared to the original sample thus eliminating the need for deviation criteria to compare the original sample test results to the "challenge" sample test results. A split of the cost of testing will be deducted from monies due to the Contractor. Currently the cost is estimated at \$486; the rate per challenge sample will be \$250.

Va has been added to subplot challenge testing and the sentence that allowed Va test results to be challenged in a test section with a non-verified mix design (no more non-verified mixes) has been deleted.

6. Test Methods

Added sentence specifying that sampling for statistical evaluation will be by WSDOT Test Method T 716. This sentence has been moved to Section 5-04.3(8)A3 Sampling.

Testing for volumetric properties has been revised to Va as VMA and VFA are not acceptance tests. The Contractor's data in the mix design submittal does need to meet all three volumetric properties for statistical evaluation and Va for nonstatistical evaluation.

7. Test Section – HMA Mixture

HMA mixture test sections are at the option of the Contractor with a limit of one test section per class of HMA. The maximum size of a test section has been increased to 1000 tons and there is no longer a minimum CPF of 0.75 for verified mix designs. The approval of test sections larger or smaller than 600-1000 tons has been changed from Engineer (HQ) to Project Engineer.

Section 5-04.3(10)A General

Revised the requirement that prohibits rollers operating in vibratory mode on bridges to requiring rollers be operated in static mode. This was changed due to questions on the use of alternative rollers such as oscillatory rollers on bridges.

The wording was changed to clarify begin and end dates that a pneumatic tire roller is required.

The requirement for using a pneumatic tire roller for compaction from October 1st through March 31st has been revised to only the wearing course.

Section 5-04.3(10)B Control

1. General

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The text in the first paragraph has been revised to specify that HMA accepted by statistical and nonstatistical evaluation placed under the stated conditions is required to be compacted to a specified relative density.

The requirement that a lot be limited to a single days production up to 400 tons has been deleted and the revision discussed previously to revise a lot to be 8-25 sublots has also been deleted. They have been replaced with a lot size of 15-sublots except for the last lot that may be up to 25-sublots with no requirement that a lot be completed on a single day. On small projects (less than 2000 tons) you would have a single lot that would be up to 25-sublots.

A paragraph stating that HMA accepted by commercial evaluation shall be compacted on the basis of a test point evaluation has been added.

A sentence has been added to give the Contractor the option to start a new lot if a lot in progress has a CPF less than 0.75 after the Contractor has satisfied the PE that material meeting the Specifications can be produced.

2. Cyclic Density

Cyclic density has been moved from Section 5-04.3(10)B General item 1.a and placed in item 2.

The cyclic density requirement has been increased from 89.0-percent to 90.0-percent of the reference maximum density. This is now consistent with the requirement for longitudinal joint density.

The penalty has been revised to \$500 in any 500-foot section that has two failing densities. For compaction lots that are 1000+ feet there may be more than one failing section and more than one penalty.

3. Longitudinal Joint Density

Longitudinal joint density has been moved from Section 5-04.3(10)B General item 1.b and placed in item 3.

The price adjustment has been revised to \$200 per subplot that is tested from the \$200 per lot. The testing will be at a frequency of every 5th subplot so the penalty will be unchanged.

2. Test Section – Compaction

This section is deleted in its entirety and item 2 is now Cyclic Density.

3. Test Results

Item 3 is now Longitudinal Joint Density and Test Results is item 4.

The time requirement for furnishing the compaction test results to the contractor has been deleted. It is still the intent to provide on a daily basis.

Moved and updated the sentence for correlation of the nuclear density gauge from Test Section - Compaction to the end of the first paragraph in Test Results.

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Text was added stating that the Contractor is responsible for providing the traffic control as requested by the Project Engineer and if the Contractor fails to provide the traffic control as requested then their request for cores will be forfeited and the HMA will be accepted or rejected based on the nuclear density test results. The change is the result of several occurrences where the Contractor would not provide the traffic control for a week or more.

The cost of the traffic control is paid based on the CPF determined for the lot after coring; if the CPF is less than 1.00 the Contractor pays all traffic control costs and if the CPF is 1.00 or greater WSDOT will pay the costs.

The cost for cores has been increased from \$125 to \$200 to closer reflect actual costs.

“for the subplot” has been added to the end of the second sentence in the second paragraph. This is added to clarify the requirement that the Contractor is required to request coring a subplot that is part of a lot that is not completed by the noon of the next workday after the subplot is paved and not after the lot is completed to provide timely resolution to the density of the subplot.

Section 5-04.3(11) Reject Work

This section has been revised to add clarity to it. Currently it reads somewhat specific to mixture and compaction and there is other Work in Section 5-04. A few titles have been changed and a General section has been added that is generic to all Work. Also, the numbering of the section has been updated. The acceptance, rejection and removal of Work is not changed by this revision; Sections 1-05, 1-06, etc. still apply as they always have.

A sentence has been added that provides an option to begin a new lot at the Contractor's request for a lot in progress with a CPF less than 0.75.

Section 5-04.3(12)A Transverse Joints

A temporary wedge in now required when pavement that has been planed is open to traffic. Also, alternate methods for construction of the temporary wedge are allowed when approved by the Engineer.

Section 5-04.3(16) Weather Limitations

The text has been revised to be consistent similar requirements in the third paragraph of Section 5-04.3(10)A General.

Section 5-04.3(19) Sealing Pavement Surfaces

The majority of this section is now referenced to Section 5-02.3 to prevent duplication of fog sealing requirements.

Section 5-04.3(21) Asphalt Binder Revision

The section has been deleted and is now a GSP.

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Section 5-04.4 Measurement

The measurement for “Asphalt for Fog Seal” is now referenced to Section 5-02.4.

Section 5-04.5 Payment

The payment for “Asphalt for Fog Seal” is now referenced to Section 5-02.5.

Section 5-04.5(1)A Price Adjustments for Quality of HMA Mixture

The “f” factor in the Table of Price Adjustment Factors for asphalt binder was revised from 52 to 40 and Va was revised from 30 to 20.

The second sentence in the second paragraph is deleted. Since Va will be an acceptance test for all statistical HMA this sentence was no longer valid.

Section 5-05, Cement Concrete Pavement

This amendment changes the following of this section:

1. Eliminates the requirement for 14 day compressive test data. This information was not used for acceptance and is not required. We will continue to require the 14 day flexural strength and 28 day compressive strength data use to ensure the mix is properly designed and for acceptance for the concrete
2. Eliminates the requirement to approve the contractors’ equipment. The contractor equipment is still required to meet the standards but the inspector is not required to inspect the equipment. The contractor is responsible for the equipment; we are interested in the final product placed. We evaluate all aspects of the final product.
3. Defined acceptance procedures for quantities of concrete pavement placed that are less than 1,500 cubic yards. The current specification makes no mention of how these are to be accepted. Acceptance will be based on three samples tested for air content and compressive strength and evaluated similar to structural concrete. This acceptance criterion insures that the samples tested on the grade comply with The American Concrete Institutes’ ACI 318 requirements for concrete mixes.
4. Added the requirement for isolation joint around drainage features that are located within the concrete panel. With out these isolation joints cracking of the concrete panel is likely to occur due to differential movement between the panel and the drainage feature and at the interior corners formed. The isolation joint details are included in each contract and will be a Standard Plan in the next Standard Plan distribution.
5. Changed the requirement for dowel bars from Epoxy Coated to Corrosion Resistant Dowel Bars. This will lead to longer service life for new concrete pavements.
6. Defined the transverse smoothness as being measure with overlapping 10 foot straight edge across all lanes and concrete shoulders with the same cross slope.
7. Standardized spall repair procedure between section 5-01 and 5-05

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DIVISION 6 -STRUCTURES

Section 6-02.3(12), Construction Joints

This section is revised to provide surface roughening requirements for fresh concrete in new construction, and for existing concrete surfaces receiving fresh concrete. The surface roughening requirements meet the requirements of the current AASHTO LRFD Bridge Design Specifications. The amendment creates two new subsection:

6-02.3(12)A, Construction Joints In New Construction

6-02.3(12)B, Construction Joints Between Existing and New Construction.

Sections 6-07, Painting and Section 9-08, Paints and Related Materials

These two amendments are a complete replacement of the existing **Section 6-07 and Section 9-08**. They were last significantly reorganized in 1999. Changes in the general conduct of bridge painting operations over the past ten years, as well as a requirement to use full paint removal methods as well as conventional overcoat methods dictated a need for a review of these two sections. A coatings expert task group was established to develop a revised outline of Sections 6-07 and 9-08 that would better reflect the current status of the coating industry, containment practices and requirements, surface preparation practices and requirements, and coating application practices and requirements. These amendments reflect the work of that task group.

The reorganization of Section 6-07 and the revision of paint type designations within Section 9-08 require specification amendments to be made to several other companion Standard Specification Sections. **Those other amendments are Sections: 6-01, 6-02, 8-07, 8-11, 8-12, 8-14, 8-20, 9-06, 9-29, 9-32 and 9-34.**

Section 6-09.3(6), Further Deck Preparation

Section 6-09.3(6) was revised to reference ASTM D 4580 Method B as the method to be used for bridge deck inspection following concrete surface scarification. This method (chain dragging) works best on dry surfaces, such as those scarified by rotary milling or shot blasting machines. However, this method does not work so well on damp surfaces such as those scarified by hydro-milling machines. Because the hydro-demolition method of scarifying generally does such an excellent job of scouring out unbonded or weak concrete, a visual inspection is usually sufficient to identify any areas of weak bridge deck surface requiring further deck preparation repairs.

Section 6-13.3(2), Submittals

In order to ensure that the structural earth wall manufacturer continues to be directly included in the design process for structural earth walls in WSDOT projects, the fourth paragraph of Section 6-13.3(2) is revised to require such design calculations and working drawings be processed through the license or patent holder for the specific structural earth wall system

Sections 6-13.3(9) and Section 6-14.3(7)

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The current specification does not distinguish curing requirements between the barrier and the moment slab under the barrier that is used to support and counter the traffic loads imposed on the barrier. This amendment will clarify the curing requirements for the moment slab to be three days of continuous wet cure.

Section 6-15, Soil Nail Walls

This amendment affects **Sections 6-15.3(8), 6-15.3(8)A, 6-15.3(8)B, 6-15.4 and 6-15.5**. Under current specifications, soil nail verification tests are performed on sacrificial soil nails, and soil nail proof tests are performed on production soil nails selected by the Engineer. The primary problem encountered in using production soil nails for testing purposes is the difficulty in maintaining the required unbonded portion of the soil nail (uncaved hole) until after the testing of the soil nail is complete. This can be especially problematic for testing of production soil nails longer than 20 feet.

With these amendments, both verification tests and proof tests are to be performed on sacrificial non-production soil nails. The sacrificial soil nails for proof testing are to be placed at locations specified by the Engineer within the pattern of production soil nails. The length of the unbonded zone for each test soil nail is to be measured and recorded prior to testing. Tested soil nails are to be cut and removed to two feet behind the soil face, and the remaining void backfilled. Submittal and erection requirements for the soil nail testing reaction frame are enhanced. Finally, both verification and proof testing is to be conducted under a common bid item measured per each for each test.

DIVISION 7 – DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS

Section 7-05.2 Materials

This amendment addresses the new locations of Precast Concrete Manhole, Precast Concrete Catch Basins, and Precast Concrete Drywells due to the new 9-05.50 section. It also adds Precast Concrete Inlets to the list of material items

Section 7-07.3 Construction requirements

This amendment supplements the existing section to provide more direction on what to do with debris removed from cleaning of existing drainage structures and what not to do. Change is made as part of our ongoing review of Environmental Commitments made to permitting agencies.

DIVISION 8 - MISCELLANEOUS CONSTRUCTION

Section 8-01, Erosion Control And Water Pollution Control

Several subsections of 8-01 were amended as follows:

8-01.3(1) A Submittals

The amendment informs the Contractor that if the TESC plan is modified, it must meet all requirements of Chapter 6-2 of WSDOT Runoff Manual.

8-01.3(1)D Dispersion/Infiltration

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The amendment doesn't allow high pH process water or wastewater that is generated from the work to be discharged into waters of the State.

8-01.4 Measurement

The amendment added the work item High Visibility Fence

8-01.5 Payment

The amendment added the bid item High Visibility Fence

Changes made to Section 8-01 were part of our ongoing review of Environmental Commitments made to permitting agencies.

Section 8-08, Rumble Strips

The amendment rewrote some of the text to be clearer and in a couple of sentences "shoulder" was removed where the text should apply to both centerline and shoulder rumble strips.

The construction requirements, measurement and payment sections have been revised to reference Sections 5-02.3, 5-02.4 & 5-02.5 instead of 5-04.3(19), 5-04.4 & 5-04.5 since most of the fog sealing that was in Section 5-04 is now in Section 5-02.

Section 8-21.3(9)G Identification Plates

This amendment eliminates requiring the Contractor to attach sign Structure Identification Plates on new sign structures after being constructed and from requiring the Project Engineer to supply the Contractor with those plates. Bridge Preservation Office states that they attach the Sign Structure Identification Plates when they inspect the structure, and that they haven't provided Identification Plates to PEO for ten years. The requirement has been removed, as it is obsolete.

DIVISION 9 - MATERIALS

Sections 9-00, Definitions and Tests

This section is updated to reflect current AASHTO and ASTM requirements for sieves. This ties into the deletion of, "U.S." and "Square" from the Sieve Size. This terminology is no longer used in AASHTO or ASTM, and the specification now just shows the sieve number, i.e., No. 30, No. 50, etc.

Sections 9-02, Bituminous Materials

The Amendments to 9-02 address updates to the Quality Control Plan for PG asphalt binders and cationic emulsified asphalt and adds a requirement for Warm Mix Asphalt additives that requires approval of the Engineer. Since WSDOT does not know what WMA additives will be used WSDOT negotiated with WAPA to have language that required approval of the admixture without dictating what kind of WMA additives would be allowed.

Sections 9-03, Aggregates

There are several amendments to the subsections of Section 9-03 as described below:

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Amendment to subsections 9-03.1 to 9-03.7 had the following changes: The Combined Gradation table in Section 9-03.1(5)B was expanded to add 2, 2-1/2 and 3 inch sizes to address concrete pavement section 5-05 which allows combined gradation to have a maximum aggregate size equal or greater than 2 inches. The specification was updated to remove the word "U.S." and "Square" from the Sieve Size as this terminology is no longer used in AASHTO or ASTM and the specification now just shows the sieve number, i.e., No. 30, No. 50, etc.. Additional change to 9-03.3(1) to address concerns with Fly Ash that exceed the Table 2 limits of AASHTO M 295 by removing the requirement to test fly ash just when the aggregate exceeds an expansion of 0.21 and allows testing for any fly ash that exceeds the Table 2 limits regardless of the aggregate expansion.

The amendment to subsection 9-03.8 was needed as part of the rewrite of Section 5-04 with WAPA. The modified Lottman tensile strength ratio test was updated to reflect the current WSDOT Test Method T 718. This is an internal test for stripping that is run in the WSDOT mats lab during HMA mix design checks and is not a requirement for the contractor to run the tests, so it is just shown as a pass, and WSDOT sets payment for anti-strip as a separate item on contracts as needed.

The amendment to 9-03.9, to 9-03.20, updated the sections to remove the word "U.S." and "Square" from the Sieve Size as this terminology is no longer used in AASHTO or ASTM and the specification now just shows the sieve number, i.e., No. 30, No. 50, etc.. Update to Foundation Class A and B for gradation updated as part of an agreement with the Washington Concrete Aggregate Association (WACA) to remove unneeded sieve (1-1/4 sieve) from gradation and open up lower end from 0-1 to 0-5% passing for a more useable specification in material production (This is already in the amendments). Updates to Section 9-03.20 are updates to current test names.

The amendment to 9-03.21 was an agreed change as part of the rewrite of Section 5-04 with WAPA and updates the recycled material section to combine tables for an easier to read format. The table is updated from a bitumen content percentage to a straight percent Hot Mix Asphalt percentage allowed.

Sections 9-05, Drainage Structures, Culverts and Conduits

This amendment added a new subsection 9-05.50. The subsection is added to address fabrication issues concerning precast tolerances, and relocates some existing sections to better address the material being used. The amendment to 9-12 deletes sections that are now shown in the new 9-05.50 section. Also, synthetic fibers are now covered in two separate new sections with Synthetic Fibers for precast units in Section 9-05.50(9) and Synthetic Structural Fibers for Precast Units in Section 9-05.50(10).

Section 9-07.1(2), Bending

The amendment clarifies that hooks shown in the plans are standard hooks unless shown otherwise. Standard hooks, bend diameters and minimum bar extensions are defined (definitions match requirements from ACI and AASHTO). Currently, standard and

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seismic hooks are implied in plans and we rely on typical industry practice for reinforcement to be fabricated properly. Project engineers and inspectors have no contractual way to verify or enforce standard hook details for reinforcement.

Section 9-07.1(3), Bar Length

The amendment to Section 9-07.1(3) clarifies bar length as length along centerline of bar from end to end to match current practice and Barlist Program method of calculating lengths. The rest of the section is deleted for the following reasons: 1) Tools are readily available for designers to automate calculation of bar lengths (WSDOT Bridge & Structures Office uses the Barlist program). 2) If hand calculations are necessary, it is easy to develop these tables from the bending diameters and proposed extension lengths in 9-07.1(2) "Bending". 3) Lengths of bars shown in the barlist are informational only to the Contractor per Std. Spec. 6-02.3(24). 4) The current tables do not cover all situations such as when bars are not bent or hooked at exactly 90, 135 or 180 degrees. 5) There were also errors in the current tables, such as in the "Length Added for One Hook" table for seismic ties. 6) Method currently described does not match our current practice of calculating bar length in the Barlist program.

Section 9-07.5 Dowel Bars (For Cement Concrete Pavement)

The amendment creates two new subsections, **Section 9-07.5(1), Epoxy Coated Dowel Bars (For Cement Concrete Pavement)** and **Section 9-07.5 (2), Corrosion Resistant Dowel Bars (For Cement Concrete Pavement)** as part of the changes made in amendment to **Section 5-05, Cement Concrete Pavement**.

Section 9-07.6, Tie Bars (For Cement Concrete Pavement)

The amendment supplements the existing paragraph to allow corrosion – resistance uncoated low –carbon; chromium deformed steel bars for concrete reinforcement meeting all the requirements of ASTM A 1035.

Section 9-07.10 , Prestressing Reinforcement Strand

The amendment to Section 9-07.10 deletes the requirement to provide chemical composition of strands. Compliance to AASHTO M 203 does not require knowledge of chemical composition of strands.

Section 9-12 Masonry Units

Several subsections of 9-12 were amended as follows

Section 9-12.4, Manholes

The amendment deletes sections that are now shown in 9-05.50

Section 9-12.5 Precast Concrete Catch Basins

The amendment deletes sections that are now shown in 9-05.50

Section 9-12.6, Precast Concrete Inlets

The amendment deletes sections that are now shown in 9-05.50

Section 9-14 Erosion Control and Roadside Planting

The amendment adds a new **Section 9-14.5(8) High Visibility Fencing** which provides fencing material requirements.

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Section 9-27 Cribbing

This amendment to 9-27 updates the entire section to remove the word "U.S." and "Square" from the Sieve Size, as this terminology is no longer used in AASHTO or ASTM and the specification now just shows the sieve number, i.e., No. 30, No. 50, etc.

Section 9-29.2, Junction Boxes, Cable Vaults and Pull Boxes

This amendment includes eliminating the Type 7 junction box, and adding requirements for the nuts, bolts, and washers to the Standard Duty Junction Box. In addition the changes include increasing the documentation requirements for concrete junction boxes, adding a requirement for a means of finding a buried non-concrete junction box, as well as updating the testing requirements for the non-concrete junction box.

Section 9-33, Construction Geosynthetic

This amendment updated the entire section to remove the word "U.S." and "Square" from the Sieve Size as this terminology is no longer used in AASHTO or ASTM and the specification now just shows the sieve number, i.e., No. 30, No. 50, etc

Section 9-35, Temporary Traffic Control Materials

This amendment affects two subsections of Section 9-35

9-35.2 Construction Signs

Amendment deletes the requirement of a fabrication decal for construction signs.

9-35.14, Portable Temporary Traffic Control Signal

Amendment requires that yellow be the color of the retroreflective stripe on the face of all vehicle signal backplates.