



Iowa Department of Transportation

MINUTES OF IOWA DOT SPECIFICATION COMMITTEE MEETING

April 10, 2003

Members Present:	John Adam, Director Tom Reis, Chair Jim Berger Larry Jesse Bruce Kuehl Doug McDonald Gary Novey	Statewide Operations Bureau Specifications Section Office of Materials Office of Local Systems District 6-Construction Office District 1-Marshalltown RCE Office Office of Bridges and Structures
Members Not Present:	Roger Bierbaum Steve Gent Mike Kennerly Keith Norris John Smythe	Office of Contracts Office of Traffic and Safety Office of Design District 2-Materials Office Office of Construction
From FHWA:	Andy Wilson	
County Engineers Committee:	Steve Akes	Warren County
SUDAS Members Present:	Dale Harrington	CTRE
Others Present:	Donna Buchwald, Secretary Steve Andrle Kevin Jones Ed Kasper Will Stein Wayne Sunday	Specifications Section CTRE Office of Materials Office of Contracts Office of Design Office of Construction

Tom Reis, Specifications Engineer, opened the meeting. The following items were discussed in accordance with the April 2, 2003, agenda:

Rewrite of Standard Specification Manual and Merging with SUDAS Manual**Item 1**

The Specifications Engineer shared the results of the March 25, 2003, meeting with the SUDAS Executive Committee held in part to discuss the pros and cons of merging the Department's and SUDAS manuals.

At the March 13, 2003, Specification Committee meeting it was requested the Specifications Engineer share with the SUDAS Executive Committee the Department's thoughts concerning the timing and format of the next rewrite of the Standard Specification manual. The notes contained herein are a synopsis of that meeting.

Information shared was:

- Details of the total rewrite of the Department's Standard Specification manual in the AASHTO format using the Imperative Mood style of writing.
- Timeline showing an October 2005 implementation.
- Training available using National Highway Institute (NHI) Specification Writing course.
- Samples of the Imperative Mood style of writing.
- Copy of the slide presentation concerning the rewrite presented at the last Specification Committee meeting.

General discussion notes:

- The SUDAS Executive Committee in general does not see a problem with moving towards the Imperative Mood style of writing using the AASHTO format.
- Iowa DOT and SUDAS should work together on separate manuals going in the same direction with duplication and then merge.
- There is commonality between the current manuals.
- Tiered specifications would be appropriate.
- Before merging the manuals, it might make sense to concentrate on the common sections of the individual manuals like excavation, HMA paving, PCC paving, etc. that are similar to the Iowa DOT's. This would make it easier than combining everything at once, which would be a long process.
- Possible options are:
 - Option 1: Do nothing, which would place SUDAS back into a 5-10 year timeframe for merging with the Iowa DOT.
 - Option 2: Change both the Iowa DOT and SUDAS manuals to the Imperative Mood style and then work towards combining the manuals.
 - Option 3: Change and combine manuals all at one time.
 - Option 4: Take the topics that are common in both manuals and convert those into a common specification and let specific sections (that apply to urban projects) stand separately. Those sections can be added to the Iowa DOT manual as time allows.
 - Possible example of one specification:
 - General Conditions
 - Iowa DOT
 - SUDAS
 - Common Elements
 - Rural Elements
 - Urban Elements
 - Option 2 seemed to be favored by the SUDAS Executive Committee.
- There should be one unified set of manuals
- The challenge is the necessary resources. Funding for this endeavor is critical. Will the Iowa DOT, RPA's, MPO's, and TMA's continue to support this following the end of the original three-year commitment?
- How will this change be implemented?
- Would the Iowa DOT consider delaying their schedule a year or two to allow time to accelerate the SUDAS schedule to develop unified manuals? The SUDAS Executive Committee would like for CTRE and the Specifications Engineer to propose timelines that show both the partial merging

and total merging. SUDAS will then move with the Iowa DOT to find a common format with the timeline developed and will be reviewed by all.

- The SUDAS Executive Committee and the Unified System Implementation Subcommittee are invited to the April 10, 2003, Iowa DOT Specification Committee meeting in order to share their thoughts about this plan.

SPECIFICATION COMMITTEE MEETING COMMENTS:

After a synopsis of the history of the Statewide Urban Design and Specifications (SUDAS) manual and the Department's involvement, the Specifications Engineer updated those present on the recent activities of two of the SUDAS committee meetings. The Specifications Engineer recently met with the Unified System Implementation Subcommittee (USIS) and the SUDAS Executive Committee. There was unanimity in these committees that the manuals need to be merged at some time into one book. The committees diverged in the timeline.

The Department has set a target date of October 2005 as implementation of a new Department Specification Book. This is a target and is adjustable, but a few factors that must be kept in mind if this date is changed; especially in the impact on the Department and its resources. The merging of the SUDAS and Department manuals will include the Department's Specification Book and the Road Design Standards, which should be implemented at the same time. The SUDAS group must consider what must be included in the final product and their approval process. Who and how will the current SUDAS Design Manual be maintained must also be addressed.

A move to the AASHTO format will be beneficial because 33 other states currently use a format very similar to AASHTO's. This will help contractors that want to work over state lines and will also help support the FHWA's national specification database.

Dale Harrington, representing the SUDAS group, stated that they all support merging of the specification manuals into one book and believes that the group will be flexible in the development of the merged book. Neither committee had any concerns about moving to AASHTO format or imperative mood for the new book. The biggest question the group has is how will this change their business with the Department. The process of updating the current manuals is different between the two entities. The Department has a Construction Manual and the SUDAS group does not; they question if this will have an impact on them. The SUDAS manual has a listing of what must be included in a set of plans for the different types of projects, which the Department's Specification Book does not. Currently the SUDAS Plates (similar to the Department's Road Design Standards) are included in the SUDAS manual; the committees realize that these might need to be separated into separate manuals and are open to that if that makes the most sense.

Mr. Harrington also pointed out that CTRE must be finished with updates to the SUDAS manual by July 1, 2004. This does not include rewriting their manual.

The Specifications Engineer pointed out that a few other states have two "Division 11s" because of the differences in the way their department does business from that of the local agencies. The Department is open to tiered specifications in the other areas of the book in which agreement cannot be reached. The SUDAS committees have agreed that the merged manual should have the same look and feel, whether it is interstate requirements or local street requirements.

There are two issues the Department must consider. The first being a method of responding to changes that will be needed in the specifications; the Department uses two revision dates per year that seems to work well for all its customers. The other issue being who will be the keeper of the manuals

SUDAS group is currently set up in six districts with representatives totaling approximately 200 people. CTRE holds between 40 and 50 meetings annually with the districts to obtain their input and the only changes that are made are those agreed to by a majority of everyone in all six districts.

The Office of Local Systems stated that one way the Department works with the counties and helps them keep their autonomy is by discussing issues with County Engineers' Executive Board or American Public Works Association. If a county disagrees with a discussion, they must go to their Executive Board. If the Executive Board wants a change, they request it and the Department will work with them to make the change as long as laws are not violated. The Department's Specification Book already has tier specifications in several areas for the secondary road system. A similar process could also be established for the local agencies.

The SUDAS manual is still owned by the original Central Iowa Committee; the TMA's, RPA's, and MPO's contribute \$160,000 annually to the SUDAS endeavor while the Department contributes \$100,000 annually. Iowa State University (ISU) currently has a license to update and use the SUDAS manual. CTRE does not believe they can meet the October 2005 date without additional resources, i.e. a technical editor to perform the rewriting, which also means more money. By July 1, 2004, they hope to have a plan in place for the future including the merging of the manuals.

Since ISU is involved with this project there is concern that ISU may claim Intellectual Property Rights. Even though the SUDAS manual is copy right protected, but not patented, the possibility exists that ISU may claim these rights the longer the manual is maintained by CTRE. CTRE is willing to perform the work as long as they are asked and would be willing to have another entity own the SUDAS manual and CTRE work in a consulting type of contract. But, CTRE stated, it is logical that in time the majority of the work to maintain the manual would fall onto a state institution, with the most logical being the Department. CTRE stated that the Department has the facilities, the knowledge, a system that works well, and the printing capabilities. The issue is how does this move forward without impacting the Department significantly and how is it structured so the local agencies keep their autonomy. CTRE believes that tiered specifications are a good way to help the local agencies keep their autonomy.

Contractors are very supportive of the SUDAS manual. They are asking local agencies that are not using it, why they aren't. The SUDAS manual has already increase the number of bidders some local agencies are getting on their projects.

The Office of Contracts has voiced concerns about making changes to the bid items when the Department's Specification Book is rewritten and then again when the manuals are merged; this is not the Specification Section's intent. With the support of the SUDAS committees to move toward an AASHTO format and imperative mood, the Specification Section plans to only move articles once leaving room to blend the SUDAS specifications in the future.

CTRE stated that the people involved in the SUDAS manuals and process need to continue with the following three items:

1. they continue to pay for the development and maintenance of the manual,
2. they continue to have autonomy,
3. and they continue with some type of committee structure similar to the District structure that they currently have in place.

The next step in the process is a meeting of the personnel from the Department affected by this project with the Department's management representatives. The management representatives will have to make the decision on the Department's level of commitment; when that has been determined the Department will be better able to develop future steps and timeline with the SUDAS representatives.

After the CTRE/SUDAS representatives left the Specification Committee continued to discuss the rewrite of the Specification Book and the merging of the SUDAS and Department's manuals.

The rewrite of the Department's Specification Book will give an entirely new structure to the book, including a new numbering system and the majority of the articles will be in 5-part format. Changing the numbering system will impact the bid items, and the references in the Construction Manual, Road Design Standards, and Materials I.M.s; and may impact the numbering system of the Materials I.M.s. The Electronic Reference Library should help in making these changes.

The imperative mood will change the specifications to more of a list format, which should reduce the wording in the book and make it easier to use.

If some of the Construction Manual, Road Design Standards, and Materials I.M.s are only used for urban projects maybe they could be designated with a "U" at the end of the number.

Merging the manuals will help eliminate some of the Special Provisions and Developmental Specifications currently being maintained.

2. Article 1102.19, C, 4, Payment to Trainees
Article 1102.19, D, 5, Placement of EEO/AA Notices and Posters

The Office of Contracts requested several changes to Article 1102.19 that intends to increase the compliance of EEO poster boards on project sites.

Submitted by: Roger Bierbaum	Office: Contracts	Item 2
Submittal Date: March 13, 2003	Proposed Effective Date: October 2003 GS	
Article No.: 1102.19, C, 4 and 1102.19, D, 5 Title: 1102.19, C, 4, Payment to Trainees 1102.19, D, 5, Placement of EEO/AA Notices and Posters	SS No.:	Other:
<p>Change (Redline/Strikeout): Make the following changes to 1102.19C4</p> <p>4. Payment to Trainees. On contracts with a predetermined wage rate, trainees must be paid at least the journeyman's wage unless the trainee is enrolled in an approved U.S. Department of Labor (DOL) training program. Trainees in approved U.S. DOL training programs shall be paid by the Contractor at least 60% of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75% for the third quarter of the training period, and 90% for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the U. S. Departments of Labor or Transportation, in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this training specification. Make the following changes to 1102.19D5</p> <p>5. Placement of EEO/AA Notices and Posters. The Contractor shall place the following notices and posters on a bulletin board at the project site in areas readily accessible to employees and potential employees:</p> <p>a. Notice providing provided by the Iowa DOT listing the names, addresses, and phone numbers of the Contractor's and all approved subcontractors EEO/AA Officers. b. Training letter indicating whether the Contractor has an employee training and promotion plan. If such a plan is offered, the letter shall identify training entrance requirements. If such a plan is not offered, the letter shall indicate that there is no plan, see Article 1102.19, C, for additional information. c. Contractor's EEO operating statement, see Article 1102.19, B.</p> <p>bd. Form EEOC-P/E-1, stating "Equal Employment Opportunity is THE LAW".</p> <p>ce. Form FHWA-1022, regarding any false statement, false representation, false report, or false claim made in connection with any Federal or Federal-aid highway or related project.</p> <p>df. Form FHWA-1495, regarding wage rate information for a Federal-aid highway project, required only if Davis/Bacon predetermined wage rates apply to the project.</p> <p>eg. Current Iowa Predetermined Wage Rate Decision, identifying Davis/Bacon predetermined wage rates for the State of Iowa. The wage rate decision shall be arranged on a bulletin board so that all wage rate and classification information is visible.</p> <p>f. OSHA 2203 Job Safety and Health Protection</p> <p>g. WH-1420 Your Rights Under the FMLA Act of 1993</p>		

h. WH-1462 Notice: Employee Polygraph Protection Act

hi. Form FHWA-1495A (Spanish version of form FHWA-1495), stating "Informacion Sobre Escalas De Salarios Proyecto De Carretera Con Ayuda Federal", required only if Davis/Bacon predetermined wage rates apply to the project.*

ih. Form EEOC-P/S-1 (Spanish version of form EEOC-P/E-1), stating "La Igualdad de Oportunidades De Empleo Es LA LEY".*

* These forms are not required, but it is strongly recommended that these two Spanish notices be posted whenever the company employs and/or anticipates receiving applications from those who speak Spanish.

In addition, the Contractor shall be responsible for obtaining the following documents from each subcontractor whose subcontract equals or exceeds \$10,000 and for posting the document on the project's bulletin board:

- a.** Notice providing the name, address, and phone numbers of the subcontractor's EEO/AA Officer.
- b.** Training letter indicating whether the subcontractor has an employee training and promotion plan. If such a plan is offered, the letter shall identify training entrance requirements. If such a plan is not offered, the letter shall indicate that there is no plan, see Article 1102.19, C, for additional information.
- c.** Subcontractor's EEO operating statement, Article 1102.19, B, for additional information.

All required postings, Contractor's and subcontractor's, shall be in place when work commences on a project and shall remain in place through completion of the project.

Progress payments to the Contractor may be suspended if will not be made until these notices and posters are not displayed at the required site.

Reason for Revision: Changes agreed by FHWA, Construction and Contracts to increase the compliance of EEO Poster Boards on project sites

County or City Input Needed (X one)	Yes	No X
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Comments:

Industry Input Needed (X one)	Yes	No X
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Industry Notified:	Yes	No	Industry Concurrence:	Yes	No
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Comments:

SPECIFICATION SECTION USE ONLY

Specification Section Recommended Language:

1102.19, C, 4, Payment of Trainees.

Replace entire article:

On contracts with a predetermined wage rate, trainees must be paid at least the journeyman's wage unless the trainee is enrolled in an approved U.S. Department of Labor (DOL) training program. Trainees in approved U.S. DOL training programs shall be paid by the Contractor at least 60% of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75% for the third quarter of the training period, and 90% for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the U.S. DOL or Iowa DOT. Departments of Labor or Transportation in connection with the existing program shall apply

to all trainees being trained for the same classification who are covered by this training specification.

1102.19, D, 5, Placement of EEO/AA Notices and Posters

Replace entire article:

5. Placement of EEO/AA Notices and Posters.

The Contractor shall place the following notices and posters on a bulletin board at the project site in areas readily accessible to employees and potential employees:

a. Notice providing provided by the Iowa DOT listing the names, addresses, and phone numbers of the Contractor's EEO/AA Officers and all approved subcontractors.

b. Training letter indicating whether the Contractor has an employee training and promotion plan. If such a plan is offered, the letter shall identify training entrance requirements. If such a plan is not offered, the letter shall indicate that there is no plan, see [Article 1102.19, C](#), for additional information.

c. Contractor's EEO operating statement, see [Article 1102.19, B](#).

db. Form EEOC-P/E-1, stating "Equal Employment Opportunity is THE LAW".

ec. Form FHWA-1022, regarding any false statement, false representation, false report, or false claim made in connection with any Federal or Federal-aid highway or related project.

fd. Form FHWA-1495, regarding wage rate information for a Federal-aid highway project, required only if Davis/Bacon predetermined wage rates apply to the project.

ge. Current Iowa Predetermined Wage Rate Decision, identifying Davis/Bacon predetermined wage rates for the State of Iowa. The wage rate decision shall be arranged on a bulletin board so that all wage rate and classification information is visible.

f. OSHA 2203 Job Safety and Health Protection.

g. WH-1420 Your Rights Under the FMLA Act of 1993.

h. WH-1462 Notice: Employee Polygraph Protection Act.

hi. Form FHWA-1495A (Spanish version of form FHWA-1495), stating "Informacion Sobre Escalas De Salarios Proyecto De Carretera Con Ayuda Federal", required only if Davis/Bacon predetermined wage rates apply to the project.*

ij. Form EEOC-P/S-1 (Spanish version of form EEOC-P/E-1), stating "La Igualdad de Oportunidades De Empleo Es LA LEY".*

* These forms are not required, but it is strongly recommended that these two Spanish notices be posted whenever the company employs and/or anticipates receiving applications from those who speak Spanish.

In addition, the Contractor shall be responsible for obtaining the following documents from each subcontractor whose subcontract equals or exceeds \$10,000 and for posting the document on the project's bulletin board:

a. Notice providing the name, address, and phone numbers of the subcontractor's EEO/AA Officer.

b. Training letter indicating whether the subcontractor has an employee training and promotion

plan. If such a plan is offered, the letter shall identify training entrance requirements. If such a plan is not offered, the letter shall indicate that there is no plan, see [Article 1102.19, C](#), for additional information.

c. Subcontractor's EEO operating statement, [Article 1102.19, B](#), for additional information.

All required postings, Contractor's and subcontractor's, shall be in place when work commences on a project and shall remain in place through completion of the project.

Progress payments to the Contractor may be suspended if will not be made until these notices and posters are **not** displayed at the required site.

Comments:

SPECIFICATION COMMITTEE ACTION

Final Approved Text:

1102.19, C, 4, Payment of Trainees.

Replace entire article:

On contracts with a predetermined wage rate, trainees must be paid at least the journeyman's wage unless the trainee is enrolled in an approved U.S. Department of Labor (DOL) training program. Trainees in approved U.S. DOL training programs shall be paid by the Contractor at least 60% of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75% for the third quarter of the training period, and 90% for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the U.S. DOL or Iowa DOT, Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this training specification.

1102.19, D, 5, Placement of EEO/AA Notices and Posters

Replace entire article:

5. Placement of EEO/AA Notices and Posters.

The Contractor shall place the following notices and posters on a bulletin board at the project site in areas readily accessible to employees and potential employees:

a. Notice providing provided by the Iowa DOT listing the names, addresses, and phone numbers of the Contractor's EEO/AA Officers and all approved subcontractors.

b. Training letter indicating whether the Contractor has an employee training and promotion plan. If such a plan is offered, the letter shall identify training entrance requirements. If such a plan is not offered, the letter shall indicate that there is no plan, see [Article 1102.19, C](#), for additional information.

c. Contractor's EEO operating statement, see [Article 1102.19, B](#).

db. Form EEOC-P/E-1, stating "Equal Employment Opportunity is THE LAW".

ec. Form FHWA-1022, regarding any false statement, false representation, false report, or false claim made in connection with any Federal or Federal-aid highway or related project.

fd. Form FHWA-1495, regarding wage rate information for a Federal-aid highway project, required only if Davis/Bacon predetermined wage rates apply to the project.

ge. Current Iowa Predetermined Wage Rate Decision, identifying Davis/Bacon predetermined wage rates for the State of Iowa. The wage rate decision shall be arranged on a bulletin board so that all wage rate and classification information is visible.

f. IOSH 30 Safety and Health Protection on the Job.

g. WH-1420 Your Rights Under the FMLA Act of 1993.

h. WH-1462 Notice: Employee Polygraph Protection Act.

hi. Form FHWA-1495A (Spanish version of form FHWA-1495), stating "Informacion Sobre Escalas De Salarios Proyecto De Carretera Con Ayuda Federal", required only if Davis/Bacon predetermined wage rates apply to the project.*

ij. Form EEOC-P/S-1 (Spanish version of form EEOC-P/E-1), stating "La Igualdad de Oportunidades De Empleo Es LA LEY".*

* These forms are not required, but it is strongly recommended that these two Spanish notices be posted whenever the company employs and/or anticipates receiving applications from those who speak Spanish.

In addition, the Contractor shall be responsible for obtaining the following documents from each subcontractor whose subcontract equals or exceeds \$10,000 and for posting the document on the project's bulletin board:

a. Notice providing the name, address, and phone numbers of the subcontractor's EEO/AA Officer.

b. Training letter indicating whether the subcontractor has an employee training and promotion plan. If such a plan is offered, the letter shall identify training entrance requirements. If such a plan is not offered, the letter shall indicate that there is no plan, see [Article 1102.19, C](#), for additional information.

c. Subcontractor's EEO operating statement, [Article 1102.19, B](#), for additional information.

All required postings, Contractor's and subcontractor's, shall be in place when work commences on a project and shall remain in place through completion of the project.

Progress payments to the Contractor may be suspended if will not be made until these notices and posters are **not** displayed at the required site.

Comments: The change to Article 1102.19, C, 4, Payment of Trainees, adds that the contractor must have an approved DOL program that is a requirement of the FHWA 1273, but has not been reflected in the specifications.

The change to Article 1102.19, D, 5, Placement of EEO/AA Notices and Posters, is intended to streamline EEO poster board process and hopefully allow more contractors/subcontractors to be in compliance. The change eliminates several required subcontractor posters. The Office of Contracts will supply a list of the subcontractors and their EEO contacts to the prime contractor for posting.

Deferred:	Not Approved:	Approved Date: 4-10-03	Effective Date: *10-21-03
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* This item will require Administrative Rules Committee approval.

3. Article 1109.07, Certified Statement of Sales Tax and Use Tax Paid

The Office of Contracts requested a change to Article 1109.07 that will ensure compliance with Iowa Code 422.42 that allows sales tax exemption.

Submitted by: Roger Bierbaum		Office: Contracts		Item 3	
Submittal Date: March 24, 2003		Proposed Effective Date:			
Article No.: 1109.07 Title: Certified Statement of Sales Tax and Use Tax Paid		SS No.:		Other:	
<p>Change (Redline/Strikeout): Delete the title and the whole Article and replace it with the following:</p> <p>1109.07 Payment of Sales Tax and Use Tax</p> <p>Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies, or equipment in the performance of construction contracts let at the Department</p>					
Reason for Revision: Change to Iowa Code 422.42 which allows the Sales Tax Exemption					
County or City Input Needed (X one)		Yes X		No	
Comments:					
Industry Input Needed (X one)		Yes X		No	
Industry Notified:	Yes X	No	Industry Concurrence:	Yes X	No
Comments:					
SPECIFICATION SECTION USE ONLY					
Specification Section Recommended Language:					
Replace the entire article:					
<p>On all projects, except on the Interstate and Primary Systems, before final payment can be made on a contract, the Contractor and subcontractors shall file a certified statement on forms provided by the Contracting Authority. These forms show the amount of Iowa sales tax and use tax paid by them on all materials which have become a component part of the finished, completed contract and on such supplies for this construction as were actually consumed on this work.</p> <p>If the material is purchased in Iowa, the Contractor/subcontractor shall pay Iowa sales tax on the purchase price of the material. If material is purchased outside Iowa, but deliverable to a point in Iowa, the Contractor shall pay Iowa sales tax, unless sales tax equal to or greater than the Iowa rate was collected in another state. If no sales tax or sales tax at a rate less than the Iowa rate was collected in another state, the Contractor/subcontractor shall pay Iowa sales tax on the purchase price of the material for the difference to equal the Iowa rate.</p> <p>These statements shall be submitted in duplicate to the Engineer in charge of the project at the completion of the contract.</p> <p>Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies, or equipment in the performance of construction contracts let by the Department.</p>					

Comments:			
SPECIFICATION COMMITTEE ACTION			
Final Approved Text: Specification Section recommended language.			
Comments: Currently the contractors must pay sales tax on construction materials and then the Department reimburses them at a later date. A change to the Iowa Code and this change to the specifications will eliminate the contractors paying sales tax on construction materials when using a Sales Tax Exemption Certificate to purchase them.			
Deferred:	Not Approved:	Approved Date: 4-10-03	Effective Date: *10-21-03
*Will be implemented only if the Support Team has automated the process or if another temporary process is in place to disperse the certificates.			

4. Article 2115.02, Materials (Modified Subbase)
Article 4123.01, Description (Modified Subbase Material)

The Office of Materials requested changes to Article 2115.02 and Article 4123.01 that is intended to clear up potential confusion about the use of recycled pavement from other sources.

Submitted by: K. Jones/Jim Berger		Office: Materials		Item 4	
Submittal Date: 02/03		Proposed Effective Date: Oct. 2003			
Article No.: 2115.02 and 4123.01 Title: 2115.02, Materials 4123.01, Description		SS No.:		Other:	
Change (Redline/Strikeout):					
<p>2115.02 MATERIAL. Material for modified subbase shall consist solely, or in combinations, of crushed PCC pavement, crushed composite pavement, crushed stone, sand, or gravel meeting the requirements for Gradation No. 14 of the Aggregate Gradation Table in Section 4109.</p> <p>Recycled crushed PCC pavement, crushed composite pavement, and salvaged HMA shall be reclaimed from an Interstate or Primary roadbed under the jurisdiction of the Contracting Authority. Recycled PCC roadway pavement or recycled composite roadway pavement obtained from secondary roads or municipal streets may be used if the source of the aggregate is known and the PCC coarse aggregate durability is class 2 or better. When the source or quality of the material from the secondary or municipal pavement is unknown, the material shall meet the requirements of 4123.01 A. Certified RAP, recycled PCC pavement, or recycled composite pavement obtained from other sources may be used.</p>					
Section 4123. Modified Subbase Material					
<p>4123.01 DESCRIPTION. Material for modified subbase shall consist solely, or in combinations, of crushed PCC pavement, crushed composite pavement, crushed stone, sand, or gravel meeting the requirements for Gradation No. 14 of the Aggregate Gradation Table in Section 4109.</p> <p>Recycled crushed PCC pavement, crushed composite pavement, and salvaged HMA shall be reclaimed from an Interstate or Primary roadbed under the jurisdiction of the Contracting Authority. Recycled PCC roadway pavement or recycled composite roadway pavement obtained from secondary roads or municipal streets may be used if the source of the aggregate is known and the PCC coarse aggregate durability is class 2 or better. When the source or quality of the material from the secondary or municipal pavement is unknown, the material shall meet the requirements of 4123.01 A. Certified RAP, recycled PCC pavement, or recycled composite pavement obtained from other sources may be used.</p>					
Reason for Revision: To clear up confusion on recycled pavement from "other sources."					
County or City Input Needed (X one)			Yes	No	
Comments:					
Industry Input Needed (X one)			Yes	No	
Industry Notified:	Yes	No	Industry Concurrence:	Yes	No
Comments:					

SPECIFICATION SECTION USE ONLY**Specification Section Recommended Language:****2115.02, Materials****Replace the entire article:**

Material for modified subbase shall consist solely, or in combinations, of crushed PCC pavement, crushed composite pavement, crushed stone, sand, or gravel meeting the following requirements for Gradation No. 14 of the Aggregate Gradation Table in [Section 4109](#).

Recycled crushed PCC pavement, crushed composite pavement, and salvaged HMA shall be reclaimed from an Interstate or Primary roadbed under the jurisdiction of the Contracting Authority. Certified RAP, recycled PCC pavement, or recycled composite pavement obtained from other sources may be used.

Crushed products meeting the requirements of this specification may be uniformly blended with a maximum of 50% RAP pavement meeting the requirements of [Article 2303.02](#). RAP shall be processed such that 100% of the material is a nominal 2 inches (50 mm) maximum size. It shall be the Contractor's responsibility to furnish material that has a sufficiently stable quality to resist distortion during subbase and pavement construction and to provide satisfactory drainage.

Not more than 50% sand and/or uncrushed gravel may be uniformly blended with crushed PCC pavement, crushed composite pavement, or crushed stone to meet the required gradation. If gravel only is provided no less than 75% of the material retained on 3/8 inch (9.5 mm) or larger sieves must be crushed. Crushed content of gravel, for purposes of this specification, is defined as the percentage of particles, by weight (mass), as visually observed to have a minimum of one fractured face.

The following requirements apply to both blended and non-blended virgin materials:

A. Freeze and Thaw, and Abrasion Loss.

Aggregates shall have a percentage of wear, Grading A or B, not exceeding 45%, determined in accordance with AASHTO T 96, and loss not exceeding 15% when subjected to freezing and thawing test, Iowa DOT Materials Laboratory Test Method 211, Method C. Crushed stone with an aluminum oxide content not greater than 0.7% as determined by x ray fluorescence (Iowa DOT Materials Laboratory Test Method 222) and an abrasion loss not exceeding 55% when tested in accordance with AASHTO T 96, Grading A or B, may be provided.

B. Clay Content.

Carbonate aggregate passing a No. 40 (4.25 mm) sieve shall not exceed 4.7% by weight (mass) of aluminum oxide as determined by x ray fluorescence. Crushed carbonate aggregates may be blended to achieve an aluminum oxide content of 4.7% or less.

For gravel or gravel/non-gravel blended products, the plasticity index of each individual source shall not exceed 7. An aluminum oxide content of 4.7 or less as determined by x ray fluorescence may be applied in lieu of plasticity index determination for carbonate aggregates when blended with gravels.

Article 4123.01 shall apply.

4123.01, Description**Replace the second paragraph:**

Recycled crushed PCC pavement, crushed composite pavement, and salvaged HMA shall be reclaimed from an Interstate or Primary roadbed under the jurisdiction of the Contracting Authority. Recycled PCC roadway pavement or recycled composite roadway pavement obtained from secondary roads or municipal streets may be used if the source of the aggregate is known and the

<p>PCC coarse aggregate durability is class 2 or better. When the source or quality of the material from the secondary or municipal pavement is unknown, the material shall meet the requirements of 4123.01 A. Certified RAP, recycled PCC pavement, or recycled composite pavement obtained from other sources may be used.</p>			
<p>Comments:</p>			
<p>SPECIFICATION COMMITTEE ACTION</p>			
<p>Final Approved Text: Specification section recommended language.</p>			
<p>Comments: This change is to encourage the use of recycled pavement on secondary roads and miscellaneous areas, i.e. parking lots, by giving minimum requirements and continuity. There is concern about an increase in testing by the Department's materials labs.</p>			
<p>Deferred:</p>	<p>Not Approved:</p>	<p>Approved Date: 4-10-03</p>	<p>Effective Date: 10-21-03</p>

5. Article 2404.06, Placing and Fastening (Reinforcement)
Article 2412.04, Placing Reinforcement (New Concrete Floors On Bridge Decks)

The Office of Construction requested changes to Articles 2404.06 and 2412.04 in order to prevent damage to reinforcing steel that could result from welding that is not performed in accordance with welding procedures and requirements.

Submitted by: Wayne Sunday/John Smythe		Office: Construction		Item 5	
Submittal Date: February 13, 2003			Proposed Effective Date: October 21, 2003		
Article No.: 2404.06 and 2412.04 Title: 2404.06, Placing and Fastening 2412.04, Placing Reinforcement		SS No.:		Other:	
Change (Redline/Strikeout):					
2404.06, Placing and Fastening Add the following sentence at the end of the first paragraph: "Welding of reinforcing steel will not be permitted unless specified in the contract documents or approved by the Engineer."					
2412.04, Placing Reinforcement Add the following sentence after the first sentence of the first paragraph: "Welding of reinforcing steel will not be permitted unless specified in the contract documents or approved by the Engineer."					
Reason for Revision: To prevent damage to reinforcing steel that could result from welding that is not performed in accordance with welding procedures and requirements.					
County or City Input Needed (X one)			Yes		No
Comments:					
Industry Input Needed (X one)			Yes		No
Industry Notified:		Yes	No	Industry Concurrence:	
				Yes	No
Comments:					
SPECIFICATION SECTION USE ONLY					
Specification Section Recommended Language:					
2404.06, Placing and Fastening.					
Add as the fourth sentence of the first paragraph: Welding of reinforcing steel will not be permitted unless specified in the contract documents or approved by the Engineer.					
2412.04, Placing Reinforcement.					
Add as new second sentence of the first paragraph: Welding of reinforcing steel will not be permitted unless specified in the contract documents or approved by the Engineer.					
Comments:					

SPECIFICATION COMMITTEE ACTION			
Final Approved Text: Specification Section recommended language.			
Comments: The current specifications do not contain any requirements against the welding of reinforcing steel. Since some contractors are trying to weld to reinforcing steel and shear studs on some bridge decks and the Department will rarely allow it, this change will give the inspectors support in not allowing the welding in most instances but allowing it when required by the contract documents or in the rare occasion when it is needed in the field.			
Deferred:	Not Approved:	Approved Date: 4-10-03	Effective Date: 10-21-03

6. Article 2412.06, Surface Finish (New Concrete Floors On Bridge Decks)

The Office of Construction requested a change to Article 2412.06 that will clarify the intended surface texture/finish for sidewalk surfaces on bridge decks.

Submitted by: Wayne Sunday/John Smythe		Office: Construction		Item 6	
Submittal Date: February 13, 2003			Proposed Effective Date: October 21, 2003		
Article No.: 2412.06 Title: Surface Finish		SS No.:		Other:	
Change (Redline/Strikeout): Add the following paragraph after the second bulleted paragraph: "When the surface being placed is the final surface of a bridge sidewalk, the surface of sidewalk shall be given a transverse coarse broom texture."					
Reason for Revision: To provide clarity in specifications regarding intended surface texture/finish for sidewalk surfaces on bridge decks.					
County or City Input Needed (X one)		Yes		No	
Comments:					
Industry Input Needed (X one)		Yes		No	
Industry Notified:	Yes	No	Industry Concurrence:	Yes	No
Comments:					
SPECIFICATION SECTION USE ONLY					
Specification Section Recommended Language: Add as new fifth paragraph: When the surface being placed is the final surface of a bridge sidewalk, the surface of sidewalk shall be given a transverse coarse broom texture.					
Comments:					
SPECIFICATION COMMITTEE ACTION					
Final Approved Text: Specification Section recommended language.					
Comments: This change is to verify that the sidewalk surfaces on bridge decks do not have to be transverse grooved and documents that a broom finish should be used.					
Deferred:	Not Approved:	Approved Date: 4-10-03		Effective Date: 10-21-03	

7. Article 2413.09, Sealing (Surfacing and Repair and Overlay of Bridge Floors)

The Office of Construction requested a change to Article 2413.09 that will provide clarification that all curb/barrier elements shall receive a sealer application.

Submitted by: Wayne Sunday/John Smythe		Office: Construction		Item 7	
Submittal Date: February 13, 2003			Proposed Effective Date: October 21, 2003		
Article No.: 2413.09 Title: Sealing		SS No.:		Other:	
Change (Redline/Strikeout): Replace the first sentence of the first paragraph: " Faces of curbs shall be sealed in accordance with Article 2403.21, D. " with the following: " The top and traffic sides of curbs, retrofit barrier rail, and concrete barrier rail shall be sealed in accordance with Article 2403.21D. "					
Reason for Revision: Provide clarification that all curb/barrier elements shall receive a sealer application.					
County or City Input Needed (X one)		Yes		No	
Comments:					
Industry Input Needed (X one)		Yes		No	
Industry Notified:	Yes	No	Industry Concurrence:	Yes	No
Comments:					
SPECIFICATION SECTION USE ONLY					
Specification Section Recommended Language: Replace the first sentence of the first paragraph: Faces of curbs The top and traffic sides of curbs, retrofit barrier rail, and concrete barrier rail shall be sealed in accordance with Article 2403.21, D.					
Comments:					
SPECIFICATION COMMITTEE ACTION					
Final Approved Text: Specification Section recommended language.					
Comments: No comments.					
Deferred:	Not Approved:	Approved Date: 4-10-03		Effective Date: 10-21-03	

8. Article 2501.05, STEEL H-PILES

The Office of Construction requested a change to Article 2501.05 that will place limitations on contractors using shorter steel H-pile lengths and multiple splices to build up required pile lengths.

Submitted by: Wayne Sunday/John Smythe		Office: Construction		Item 8									
Submittal Date: February 13, 2003			Proposed Effective Date: October 21, 2003										
Article No.: 2501.05 Title: Steel H-piles		SS No.:		Other:									
Change (Redline/Strikeout): Add the following paragraph after the first paragraph: "The number of permitted welds used to develop plan specified lengths of steel H-piles shall be limited to the following: <table border="1"> <thead> <tr> <th><u>Plan Pile Length</u></th> <th><u>Number of Permitted Welds (splices)</u></th> </tr> </thead> <tbody> <tr> <td>0' - 50'</td> <td>no splices</td> </tr> <tr> <td>50' - 100'</td> <td>one splice</td> </tr> <tr> <td>101' - 150'</td> <td>two splices</td> </tr> </tbody> </table> Welds (splices) in excess of the number specified above will not be permitted unless required for a pile extensions. When steel H-piles are to be spliced, the shortest pile length shall be the last added length.						<u>Plan Pile Length</u>	<u>Number of Permitted Welds (splices)</u>	0' - 50'	no splices	50' - 100'	one splice	101' - 150'	two splices
<u>Plan Pile Length</u>	<u>Number of Permitted Welds (splices)</u>												
0' - 50'	no splices												
50' - 100'	one splice												
101' - 150'	two splices												
Reason for Revision: To place limitations on contractors using shorter steel H-pile lengths and multiple splices to build up required pile lengths.													
County or City Input Needed (X one)			Yes	No									
Comments:													
Industry Input Needed (X one)			Yes	No									
Industry Notified:	Yes	No	Industry Concurrence:	Yes	No								
Comments:													
SPECIFICATION SECTION USE ONLY													
Specification Section Recommended Language: Add as new second paragraph: The number of permitted welds used to develop plan specified lengths of steel H-piles shall be limited to the following: <table border="1"> <thead> <tr> <th><u>Plan Pile Length Feet (m)</u></th> <th><u>Number of Permitted Welds (splices)</u></th> </tr> </thead> <tbody> <tr> <td>0 - 50 (0-15.0)</td> <td>0</td> </tr> <tr> <td>51-100 (15.1-30)</td> <td>1</td> </tr> <tr> <td>101-150 (30.1-45.0)</td> <td>2</td> </tr> </tbody> </table> Welds (splices) in excess of the number specified above will not be permitted unless required for a pile extension. When steel H-piles are to be spliced, the shortest pile length shall be the last added length.						<u>Plan Pile Length Feet (m)</u>	<u>Number of Permitted Welds (splices)</u>	0 - 50 (0-15.0)	0	51-100 (15.1-30)	1	101-150 (30.1-45.0)	2
<u>Plan Pile Length Feet (m)</u>	<u>Number of Permitted Welds (splices)</u>												
0 - 50 (0-15.0)	0												
51-100 (15.1-30)	1												
101-150 (30.1-45.0)	2												
Comments:													

SPECIFICATION COMMITTEE ACTION			
Final Approved Text: Specification Section recommended language.			
Comments: On some occasions the contractors have ordered odd length of piling or used the shorter piling cut offs as the first section of a pile. Contractors have also used multiple short piling cut offs to splice on to a pile; this increases the risk of not having true alignment. The new table is based on allowable shipping lengths.			
Deferred:	Not Approved:	Approved Date: 4-10-03	Effective Date: 10-21-03

9. Article 2513.06, B, Curing (Concrete Barrier)

The Office of Construction requested a change to Article 2513.06 that will establish a specific time to ensure that the curing process is expedited to minimize cracking.

Submitted by: Wayne Sunday/John Smythe		Office: Construction		Item 9	
Submittal Date: February 13, 2003			Proposed Effective Date: October 21, 2003		
Article No.: 2513.06B Title: Curing		SS No.:		Other:	
Change (Redline/Strikeout): Add the following after the first sentence: "Clear curing compound shall be applied to the concrete barrier rail within 15 minutes after final finishing provided that the free water (sheen) has appreciably disappeared from the concrete surface."					
Reason for Revision: To establish a specific time requirement to ensure that the curing process is expedited to minimize cracking.					
County or City Input Needed (X one)		Yes		No	
Comments:					
Industry Input Needed (X one)		Yes		No	
Industry Notified:	Yes	No	Industry Concurrence:	Yes	No
Comments:					
SPECIFICATION SECTION USE ONLY					
Specification Section Recommended Language: Add as the second sentence: Clear curing compound shall be applied to the concrete barrier rail within 15 minutes after final finishing provided that the free water (sheen) has appreciably disappeared from the concrete surface.					
Comments:					
SPECIFICATION COMMITTEE ACTION					
Final Approved Text: Specification Section recommended language.					
Comments: No comments.					
Deferred:	Not Approved:	Approved Date: 4-10-03		Effective Date: 10-21-03	