



Knowledge for  
Creating and Sustaining the  
Build Environment

# ACADIANA CHAPTER

## Construction Specification Institute

# *The Addendum*

The Acadiana Chapter normally meets the third Monday at Don's Downtown, 301 E. Vermillion St.-Lafayette.  
Fellowship Begins at 6:00pm with meeting starting at 6:30pm. Guests are welcome

### APRIL PROGRAM

[MEMBERSHIP SOCIAL](#)

Hosted by: CSI Acadiana

Program: Social and Fellowship

- Come with your spouse, significant other, or a friend.
- Enjoy fellowship and conversation with colleagues, co-workers, friends, and other CSI Members.
- Eat some of the best food within the city limits of Lafayette served by some of the best people you will ever know.
- Nominations and voting for officers

Date: Monday, April 18, 2011

Time: 6:00 PM. – Social

6:30 P.M. – Dinner

Location: Dwight's, 4800 Johnston Street, Lafayette, Louisiana

**DINNER IS COVERED BY  
CSI ACADIANA**

#### Links to:

[MEMBERSHIP RENEWAL  
FORM](#)

[CSI Acadiana Roster](#)

*(check your status)*

[CSI Nat'l Website](#)

*(correct your status)*

[Pledge of](#)

[Allegiance](#)

*(For our Patriots)*

**THANK YOU!**

### 2010-2011 Chapter Officers

President .....Jeff Addison, CSI  
Vice Pres. ....Chad Abell, CSI, CDT, AIA  
Secretary .....Darriel Green, CSI  
Treasurer .....Ken Johnstone, CSI  
Director .....Carl Schexnayder, CSI  
Director .....Don Lester, CSI

#### Committee Chairmen:

Awards .....Jeff Addison, CSI  
Programs ..... Jeff Addison, CSI  
Membership .....Angelique Hernandez,  
CSI, AIA  
Publications.....Brent Frick, CSI, AIA  
Elec. Communications...Brent Frick, CSI, AIA  
Certifications .....Wayne Domingue,  
CSI, CCS, AIA

### -NEXT ON THE AGENDA-

**MEMBERSHIP MEETING**

**Joint CSI/AIA**

**May 19, 2011**

Topic and speaker

**Darrell Elliot**

**Concrete**

#### Important Content Information

- editor's note – some light hearted humor
- 'fyi' – a look at renovating the motor vehicle industry
- Certified "A Cut Above" Continuing Education for all industries
- upcoming webinars

#### Articles of Interest-

- Coping with the "Battle of the Forms" with Suppliers
- The Challenges of Electronic Procurement
- Wisconsin Developers Discuss Intricacies of Renovating
- Cut-and-Paste Specifications?
- Japan Estimates More than \$300 Billion in Disaster Costs
- Halliburton to Build New Plant in Lafayette, LA
- Expo Focuses on Bringing BIM to Job Sites
- New ASHRAE Guideline Addresses Interactions of IEQ perSPECTives 1119

#### Upcoming Webinars

- How Courts Interpret Specs
- Understanding Design & Construction Defects
- Concrete with Little or No Shrinkage, Cracking and Curling
- Interpreting the Contract for Construction

-editor's note-

I have packed a lot of information and links to news articles, etc., into this newsletter... so this note is short: Take your time...smile...enjoy.



-fyi-

Tata Motors is ready to introduce Air Car - Will it be the next big thing? Tata Motors is taking giant strides and making history for itself. First the Land Rover/Jaguar deal, then the world's cheapest car, and now it is also set to introduce the car that runs on compressed air.

## World's First Air-Powered Car: Zero Emissions by Next Summer



This six-seater taxi, which should be available in India next year, is powered entirely by a tank filled with compressed air.



With spiraling fuel prices it is about time we heard some breakthrough!  
India's largest automaker, Tata Motors, is set to start producing the world's first commercial air-powered vehicle.

The Air Car, developed by ex-Formula One engineer Guy Negre for Luxembourg-based MDI, uses compressed air, as opposed to the gas-and-oxygen explosions of internal-combustion models, to push its engine's pistons. Some 6000 zero-emissions Air Cars are scheduled to hit Indian streets by August 2011.

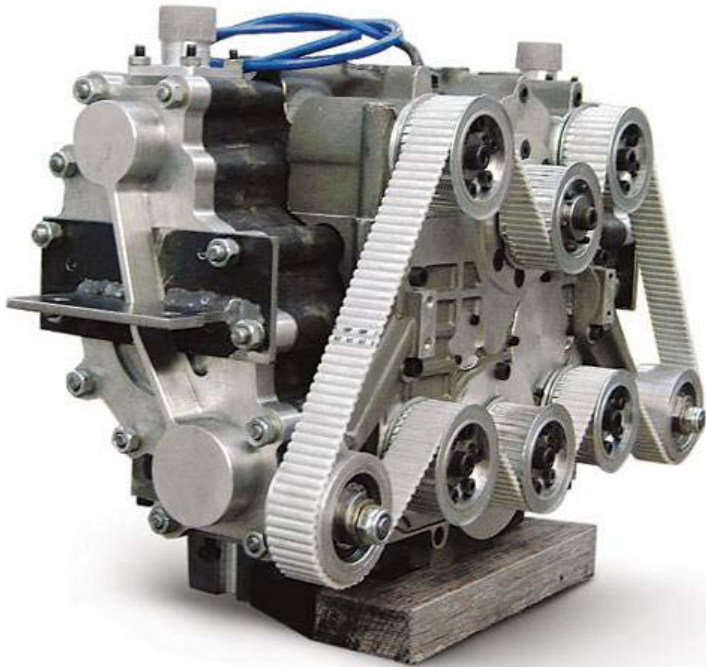
The Air Car, called the "MiniCAT" could cost around Rs. 3,475,225 (\$8,177.00) in India and would have a range of around 300 km between refuels.

The cost of a refill would be about Rs. 85 (\$2.00)

The MiniCAT which is a simple, light urban car, with a tubular chassis that is glued, not **welded**, and a body of fiberglass powered by compressed air. Microcontrollers are used in every device in the car, so one tiny radio transmitter sends instructions to the lights indicators, etc.

There are no keys - just an access card which can be read by the car from your pocket. According to the designers, it costs less than 50 rupees per 100 Km (about a tenth that of a petrol car). Its mileage is about double that of the most advanced electric car (200 to 300 km or 10 hours of driving), a factor which makes a perfect choice in cities where 80% of motorists drive at less than 60 Km. The car has a top speed of 105 Kmph.

Refilling the car will, once the market develops, take place at adapted petrol stations to administer compressed air. In two or three minutes, and at a cost of approximately 100 rupees, the car will be ready to go another 200-300 kilometers.



As a viable alternative, the car carries a small compressor which can be connected to the mains (220V or 380V) and refill the tank in 3-4 hours. Due to the absence of combustion and, consequently, of residues, changing the oil (1 litre of vegetable oil) is necessary only every 50,000 Km).

The temperature of the clean air expelled by the exhaust pipe is between 0-15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.

-articles of interest-

### **COPING WITH THE 'BATTLE OF THE FORMS' WITH SUPPLIERS**

Dealings between a constructor and a material or equipment supplier can be tricky. A multitude of documents go back and forth. Each contains its own terms, sometimes conflicting with others. But there is

agreement regarding price, quantity and delivery. The product is purchased and incorporated into the project. What happens, however, if there is a problem or a dispute? At what point was a binding agreement formed? Which terms and conditions governed the transaction?

In a recent Texas case, a subcontractor's purchase order included precise specifications for the material it was buying. The supplier responded "as per your purchase order." The material didn't comply with the specifications. The supplier said it never agreed to the specifications. Under industry custom, contended the supplier, acknowledgment of a purchase order establishes price and quantity, but does not acquiesce to the terms and conditions of that purchase order . . . [read more](#).

### **THE CHALLENGES OF ELECTRONIC PROCUREMENT**

The advent, and now prevalence, of electronic commerce has created a number of legal issues regarding contract formation, binding documentation and terms of agreement. Virtually every enterprise has been affected. Public procurement is no exception. Government at the federal, state and local level has moved to electronic procurement. It raises some interesting questions.

A recent decision in the Court of Federal Claims is an example. When a solicitation called for electronic submission of proposals, at what point in time was the proposal "received?" Was it the arrival at the agency's e-mail server or the arrival in the procurement officer's e-mail inbox? If the proposal arrived with the server on time, but was not transmitted to the designated procurement officer until after the deadline, was the proposal timely? After all, the designated recipient had no access to the proposal, and did not even know of its existence, until it hit the e-mail inbox . . . [read more](#).

### **WIS. DEVELOPERS DISCUSS INTRICACIES OF RENOVATING**

MADISON, Wis. (AP) — On principle, it's hard not to like the idea of historic rehab and renovation as a development scheme.

The approach takes a building that was once important but is now neglected and rejiggers it for a new use, while conserving resources, recycling materials and preserving the unique architectural and cultural artifacts that makes it worth saving.

But this method, often used in the cramped urban core of cities to minimize the footprint of new developments, is no slam dunk.

[read more](#)

### **CUT-AND-PASTE SPECIFICATIONS?**

There is no element of a construction contract more fundamental than the specifications. The specs define in detail many aspects of the work. It is surprising, however, how little thought and effort may go into the assembly of the specifications. There are many standard specs which are used over and over as a matter of course. Manufacturers provide specifications which are incorporated with no attention to coordination with other contract provisions. The specifications in any given contract may be nothing more than a "cut-and-paste" job.

This was illustrated on a recent project calling for replacement of a roof. The contract, quite typically, required the contractor to furnish the project owner with a manufacturer's standard 20-year warranty. Yet the specifications, which had been written around and could only be met by one manufacturer, caused a problem. The specs called for the roof insulation to be attached to the roof deck in a manner which negated the manufacturer's warranty. If the contractor complied with the specifications, it could not provide the warranty. . . [read more](#).

### JAPAN ESTIMATES MORE THAN \$300 BILLION IN DISASTER COSTS

The Japanese government estimated the cost of damage from the March 11 earthquake and tsunami to be as much as \$309 billion during the next three years. That estimate is more than double the cost of the 1995 earthquake in Kobe and could cause Japan's economy to contract in the first half of fiscal 2011, which starts April 1, a government official said. [The Wall Street Journal](#)

### HALLIBURTON TO BUILD NEW PLANT IN LAFAYETTE, LA.

LAFAYETTE, La. (AP) – Halliburton Co. said Tuesday that it will build a \$65 million plant in Lafayette to manufacture oilfield service components, employing 150 people. In a joint announcement with Gov. Bobby Jindal, Houston-based Halliburton said construction on the 200,000-square-foot plant would begin by July, requiring 250 construction workers. The plan will manufacture complex components for oilfield service operations. In addition to product assembly, the plant will perform component testing... [read more](#)

### EXPO FOCUSES ON BRINGING BIM TO JOB SITES

At the Second Annual Chicago BIM Expo, Tekla demonstrated how it is bringing building information modeling to job sites. Tools such as Tekla BIMsight, a free clash-detection and coordination application, and radio frequency identification, which shares information, help to make it possible. Precision Midwest, which hosted the expo, showed how robotics load models into a device to collect on-site data. [Constructech](#) (free registration) (3/29)

### NEW ASHRAE GUIDELINE ADDRESSES INTERACTIONS AFFECTING INDOOR ENVIRONMENTAL QUALITY

The American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) has published a new guideline for “achieving good indoor environments by considering the interactions of air quality and thermal conditions as well as lighting and acoustics.” The guideline is considered especially important in the design of low-energy buildings to ensure full consideration of indoor environmental quality and its effects on occupants . . . [read more.](#)

## -upcoming webinars-

### **April 28, 2pm ET: How the Courts Interpret Specs**

Like any contract document, specifications must be written with care and attention to ensure that they convey the specifier's intent in a legally enforceable way. Specifications that are ambiguous do not serve their intended purpose, could create disputes, and may not be enforceable. [Learn more, or register.](#)

### **May 3, 2pm ET: Understanding Design & Construction Defects**

A construction defect occurs whenever finished or partially completed construction fails to perform as required by applicable contract documents or accepted standards. This webinar helps all parties to construction projects understand why defects occur, how they can be prevented and who is responsible when defects appear. In addition, the webinar will discuss insurance coverage of construction defects. [Learn more, or register.](#)

### **May 24, 2pm ET: Concrete With Little or No Shrinkage, Cracking and Curling**

This presentation will cover a great many topics that effect the shrinkage, cracking and curling of concrete. We will cover how to write a spec to achieve low shrinkage percentages. But if we don't want cracks and curling, getting the mix design right is only the beginning. We will also look at what happens after the concrete is placed. [Learn more, or register.](#)

### **May 26, 2pm ET: Interpreting the Contract for Construction**

Join Waller Poage, CSI, CDT, for a discussion of contract provisions and interpreting Contract Documents. Responsibilities and procedures for interpreting Contract Documents will be discussed, as well as procedures for dealing with changes in cost, time and extent. [Learn more, or register](#)



# PER-SPEC-TIVES

OTHER PERSPECTIVES, OPINIONS, EXPRESSIONS, IMPRESSIONS, THOUGHTS AND IDEAS ABOUT THE NOBLE PROFESSION OF SPECIFICATIONS WRITING-- OPEN FOR, AND SEEKING DISCUSSION

No. 119

## WHY?--- WHAT'S WRONG WITH THAT?

BY Ralph Liebing, RA, CSI, CDT, CPCA, CBO  
Cincinnati, OH

[To those who took note of my non-contact over the last weeks, I am still here. Any of a combination of factors just seems to always override the weekly notes. So I'll try to get back on track from here on. Thanks for your understanding and patience]

He laid the slightly crumbled sheet of paper on the counter and smoothed it out, "There's what I wanna do," he said. "I need to get a permit!". Yes, the paper was close to the old "butcher paper, slightly waxed, hard to draw or write on and certainly not meant for the floor plans and elevations for construction drafting.

What were walls, turned out to be single lines; windows were a set of brackets; doors were a dot. The dimensions seemed to appear to just hang out in space with no extension lines or other definition. Not a drawing, really, but just assorted notes with no thought to overall coordination or relationship-- but what's wrong with that? [the man knew what he wanted to do, he just couldn't communicate!].

You see a lot of this in a building code agency-- work people want to do but have no idea of how they will do it or what guidelines or rules they need follow. So the code and agency become the bad guys, in their simple task of trying to ensure that others follow the rules-- what's wrong with that?

The deeply entrenched, wide-ranging and firmly-grounded concepts [or really lack of information] has continued for years and remain ever strong even together. But what is wrong with that?

Now why do we, in Specland, persist in precise, convoluted and rather complex specs—are we doing too much-- are we still relevant and necessary-- what is wrong with "letting up a little"? In many cases, this volume of work is required by the client, a manufacturer or government agency. But is it necessary, all the time? Need we use voluminous performance specs? Is there somewhere or some way in which we can simplify our specs-- fewer words, more direct language? Oh, I know of our past and the wonderful folks who created the system and developed the streamlining, correct wordage, etc., but why do we not have the efforts to reduce specs like we have for drawings?

Why not? What's wrong with that? A LOT!! —but that is a tale for other days [hopefully!]. We need to take hold of the values of new and revised! We cannot just keep piling information and changes on a document over a long period of years. Eventually we will need a creative approach; formatting, preened data, test of relevance; adjustment to conditions. We can't [successfully] re-sell information previously purchased simply because a "smidgeon" of new data is added. Building code agencies tried this and got blown out of the water-- there has to be a period of time for things to settle in and become routine, before we adjust and revise. Times are tough for us all, so creativity must be maximized, and new things developed. Purchase of standing entities is not progress if it is an attempt to look better but not being better.

We need to be aggressively creative-- far-sighted; problem-solving; attuned to member voices; looking to provide things not done before, but quite relevant now. New is NOT bad; neither is revised IF done on a well reasoned premise, in good form/low cost, and in a manner that is a distinct help. Chest-pounding over snippets added to "old stuff" to band-aid problems and short-comings is not a good source for PR; to be "up-to-date" is not progress-- it's status quo.

We're better than that! Aren't we? Think NEW, EXPANDED, PROGRESSIVE, etc., and not just tinkering!

April 26, 2011

Seminar 8:30 a.m.–12:30

Lamar Dixon Expo Center  
Arena D Banquet Room (east side)  
Gonzales, Louisiana

Tour 1:30 – 3:30 p.m. at



## LaHouse Resource Center

Science based information,  
training and demonstration of  
best practices and solutions for  
Gulf Region home building and  
improvement. Learn more at  
[lsuagcenter.com/LaHouse](http://lsuagcenter.com/LaHouse)



green  
energy-efficient  
comfortable  
strong  
safe durable  
convenient  
healthy

# Certified A Cut Above

Continuing Education Seminar and Tour  
for Home Building, Design and Inspection Professionals

**The rising generation of new home buyers  
know more and expect more.**

They seek higher performance than they can get in existing homes, and it's an added plus to feel good about going green. They also want *proof* that it really is a cut above the rest. Home certifications, done right, can be a powerful marketing tool to differentiate your houses from the status quo, provide a quality assurance system, and give your customers the evidence they need to invest.

This course includes take-home packets of information and:

***Intro to Green in All the Right Places*** – Proven best practices and principles to build a high performance, green home that works in this climate (and why).

***Building to a Higher Standard, Louisiana style*** – Overview of certification and financial incentive programs; highlights of how the **Going Up, Going Green** demonstration houses will cost-effectively meet three levels of the ANSI Green Building Standard with dual energy-efficiency certifications, the La.HERO rebate and federal tax credit, together with hurricane and flood resistance.

***Hands-on Tour*** -- Examine Bronze, Silver and Gold **Going Up, Going Green** houses in mid-construction to see up close how they were built with the builder, verifiers, and building science experts on hand to answer your questions.

Instructors and tour guides include:

**Paul LaGrange**, Building Science Educator, LSU AgCenter; HERS rater, energy consultant, trainer and NAHB verifier

**Claudette Reichel**, Professor & Extension Housing Specialist, LSU AgCenter

**Roy Domangue**, Wooden Creations, Going Up, Going Green builder

**Diane Baum**, consultant, HERS rater and NAHB GBS verifier for the demo houses

**Jensen Killen**, Housing Program Assistant, LSU AgCenter; designer

**Bill Robinson**, Building Science Educator, LSU AgCenter; trainer and consultant

CEU's: Eligible for up to 6 CEU's for La. Residential Contractors; 6 CEH's for La. Architects; 2 CEU's for La. Home Inspectors. Certificate of completion may qualify for other professional units.

Registration Fee: \$60 (50% discount) early registration LHBA and La. Realtor members, LaHouse Gold + Key Contributors, government, college students and faculty (\$90 after April 25); \$120 for others. No fee to LSU AgCenter faculty.

**For more information, maps and to register, visit**

**[www.regonline.com/certified](http://www.regonline.com/certified)**

Limited capacity. Pre-register to reserve your space.

Lunch courtesy of **Southern Forest Products Association**.

innovate • educate • improve lives

for the latest research-based information on just about anything, visit our Web site: [www.lsuagcenter.com](http://www.lsuagcenter.com)



## Gulf States Region

Below are the chapters that make up the Gulf States Region of CSI.  
Click on the map to view the leaders and officers of that chapter, and other chapter information

### Regional Directors

**Robert B. Swan, CSI, CCS, CCCA**

Mathes Brierre Architects  
201 St. Charles Ave, Ste. 4100  
New Orleans, LA 70170-4100  
Tel: 504-586-9303

[rswan@mathesbrierre.com](mailto:rswan@mathesbrierre.com)

**M. Keith West, CSI, CDT**

West Architectural Specialties  
Ridgeland, MS 39157  
US

Tel: 601-982-1601

[keith@westarchspeg.com](mailto:keith@westarchspeg.com)



**Website:** <http://www.csinet.org>

99 Canal Plaza, Suite 300, Alexandria, VA 22314-1588  
(800) 689-2900 / FAX (703) 684-0465

**CSI - The Construction Specifications Institute**, founded in 1948, is a not-for-profit organization dedicated to the advancement of construction technology through communications, education, research and service. CSI serves architects, engineers, interior designers, landscape architects, specifiers, contractors, subcontractors, building officials, suppliers, product manufacturers, attorneys, and others in the construction industry.

**The Addendum** is a bi-monthly newsletter by the Acadiana Chapter CSI. Addendum does not approve, disapprove or guarantee the validity or accuracy of any data, claim, or opinion published. Opinions expressed by authors do not necessarily reflect the views of CSI. Product information or services included do not constitute an endorsement by CSI. Appearance of products or services, names, or editorial copy does not constitute an endorsement by the Gulf States Chapter of the Construction Specifications Institute

#### Membership Fee:

\$240 Institute (Professional/Industry/Associate)	\$35 Chapter	=	\$275/yr.
\$115 Institute (Intermediate- <3 years experience)	\$35 Chapter	=	\$150/yr.
\$-0 Institute (Retired/Emeritus)	\$10 Chapter	=	\$10/yr.
\$ 27 Institute (Student)	\$-5 Chapter	=	\$32/yr.

Visit our Acadiana-CSI website: <http://www.csiacadiana.org/>