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SPADEWORK

ATLANTIC DIVISION NAVAL FACILITIES ENGINEERING COMMAND

Construction Division Reorganization

Gary W. Mackey, P.E., Code CI5

A lot has changed in LANTDIV since the last issue of SPADEWORK was sent out to the field. We have reorganized the Command and what was once Code 05 has now been split into two branches under the Construction Product Line Leader (Code CI5), which falls under the Capital Improvements Business Line. The two branches are the Component Support and Budget Branch (Code CI51) and the Construction Engineering Branch (Code CI52). John McLaren and Barry Robertson head these branches respectively. These two branches provide support to all components of the Command - EFA MIDLANT, EFA CHES, EFA MED, and EFA NORTHEAST. They are responsible for budgets, staffing work hours, TABS/ACATS support, SureTrak training and scheduling assistance, electrical distribution installation and trouble shooting, Quality Assurance standards, partnering support, the lessons learned process, CONCAP and RAC contract construction support, and safety.

The remaining Construction Operations Branch has moved to MIDLANT and is now called the MIDLANT ROICC group. Dennis Lewin heads up this branch. They are responsible for the coordination, interface, staffing, budget, and construction resolution for the MIDLANT ROICC's.

Finally, Tom Turlip, Lois Posadas, Janet Moriarity, and I have all been moved to the Division Operations. I have remained the Construction Product Line Leader as well as being the Deputy Division Operations Officer. I hope this clarifies any uncertainty you may have about who in the organization accomplishes the tasks done by the old Code 05.

I'd like to take a few minutes to speak about the deployment of the Primavera's SureTrak 3.0 Project Manager CPM schedule program to our field offices. This process is a NAVFAC initiative that all of the ROICC's in the world have taken on in the last year. The goal is to ensure we, as a Command, all use and understand the schedules prepared and submitted by our contractors. Soon all of NAVFAC's contracts will be written to require the exclusive use of SureTrak as a scheduling tool.

Brenda Norton has been certified by Primavera as a SureTrak instructor and is deploying the program throughout LANTDIV. The training package, as we have implemented it, is in two phases. The first phase is a general understanding of the SureTrak software and the ability to know where and how to access and manipulate the data. Training is approximately 75% complete for all field personnel on this phase of the program. Phase one, SureTrak training, MUST be completed and a certificate issued to the student to advance to the second phase. The final classes are now being scheduled for the phase one SureTrak training. If you have not been trained you should contact your supervisor to get on the list for the final offerings of this class.

Phase two of the training will be deployed beginning in the fall of calendar year 2001. This second phase will cover how to review schedules in relation to the guide specification requirements, what to look for in a quality schedule from contractors, schedule management as it relates to claims avoidance or prevention, and time impact analyses when time extensions and compensation to contracts are required.

The bottom line is SureTrak has been chosen as the NAVFAC scheduling tool. Primavera Project Planner (P3), Microsoft Project, and other off-the-shelf systems are all good systems, however, they were not chosen for deployment by the Command. It is imperative you understand the program and its capabilities - no matter where you work in NAVFAC it will be the standard for construction.

CONTENTS

Component Support and Budget Branch, Code CI51

Fannie Carthan, CI51

All MIDLANT field offices that have access and have been entering data and closing out contracts in FIS will no longer be required to forward a copy of your contract actions and completion reports to the Construction Division (052B, 051, CI51). Please take us off your distribution list.

IQ Contract for Asbestos Testing during Construction

Susan Hauser, CI46

Run into something that the Contractor claims looks like asbestos? Tempted to just let the Contractor take the samples and test on their own? DON'T! LANTDIV currently has an IQ contract that can quickly and cost-effectively sample the material in question and provide a testing report within 7 working days of sampling. The information on this IQ contract is:

LANTIV AQ POC: Mark Gostel, Code AQ22, 322-8233 (located in Bldg N-26.)

Contract Number: N62470-00-3401

A/E: Schnabel Engineering Associates, Inc.

Contact your Project Manager in order to start the process for obtaining the asbestos sampling and analysis. The IQ contract has unit prices negotiated for numerous testing and sampling procedures so the award of the delivery order can be expedited. The PM just has to send an email to Mr. Gostel, which includes the project location, number of samples, unit price estimate, funding information, and ROICC POC for entry to the job location.

You can always call CI46, Susan Hauser (322-4301) or Patrick Beville (322-4305) for assistance if an emergency arises.

MORE ASBESTOS NEWS:

Specification Section 13281, paragraph 1.4.2.3 states that the Private Qualified Person (PQP) shall be a first tier subcontractor (much like the TABS subcontractor). Additionally, Specification Section 01310, paragraph 1.6.1 states the same thing. The prime contractor should be made aware of this requirement upon award of the contract. This change was made because the asbestos removal subcontractors used to hire the PQP and a conflict of interest clearly exists. The PQP and asbestos testing labs are responsible for providing air monitoring and sampling results for the work provided by the asbestos subcontractor to prove that they are in compliance with the specifications and laws. However, that data is to ensure the building owner (the Government) that the work is properly conducted. The first tier relationship with the prime takes away the threat of the PQP being fired by the subcontractor and ensures more accurate results for the building owner.

TAB/DALT/ACAT COMMON PROBLEM

Roger Hillers, Code CI52

As most ROICC Offices and Contractors have experienced, one of our most troublesome chores is to get the Testing, Adjusting and Balancing (TAB), Duct Air Leakage Tests (DALT) and Automatic Controls Acceptance Tests (ACAT) submittals and field verifications behind us successfully. There is a common thread that frequently leads to either pain or success in completing these important requirements: *timeliness*.

All three of these processes typically (frequently) suffer from late submittals. Without approved submittals, these tasks cannot be completed... or even started! All too often, the related submittals are submitted late in the projects life: a week of so (or even a day or so!) before the desired contract completion date. Consequence: late approvals and delayed inspections or field verification... and problems that are discovered that could have been corrected had the data arrived on time. For many, this is stating the obvious but we are all still put in this position.

The most successful projects that require TAB, DALT and ACAT activities are the projects that the contractor submits the required submittals within the time constraints specified in the contract. On time is defined both by the applicable spec sections (typically 15950 and 15995) AND the particular project's time line. In the

majority of cases, the submittal schedules given in the contract specification are more than adequate to allow time for submittals to be reviewed, resubmitted if needed, the TAB Agencies Design Comments to be evaluated and responded to, and distribution made. It has been beneficial when added emphasis on the process is made at the Precon, as well during the regular periodic QC meetings, and it is very important that all of these submittals be shown in the project schedule prerequisites.

The ROICC Team certainly has enough to do in addition to prodding the contractor to get submittals and re-submittals in on time... including follow-up prods. Following up is another burden but the payoff is there, both to our customers and us.

From the *#%! CI52 TAB Bunch: Jim, Doug and Roger

TABS SEASON 2 TESTING

Jim Ewing, Code CI52

The deletion of TABS Season 2 testing from contracts which are under construction should only occur in the future after an assessment by Code CI52 has taken place. TABS Season 2 testing normally takes place after the facilities have been occupied. The TABS contractor should have taken the time, effort, and inconvenience involved into consideration prior to submitting his bid.

Partnering is "Good Business"

Randy Acosta
ROICC Camp Lejeune

Over the last couple of years we've seen the initiative for "partnering" grow almost 100%. There is a reason why… **It works**. A partnering session for a construction job is simply a business meeting that brings together contractors, designers, customers, and ROICC representatives in a friendly, business atmosphere. The intent of the meeting is to identify and clarify specific issues and processes (submittals, safety, RFI's, material availability, scheduling timelines, et al…) that may get in the way of meeting overall objectives of having safe, quality construction, completed on time.

Every job (and many are) should be partnered to a degree. It doesn't have to be a formal session with paid facilitators, hotels and fruit baskets; in fact most jobs don't require that degree of coordination. A partnering session is like looking at a road map prior to leaving the driveway. You review all the major turns, verify the final destination, and remind yourself where the various passengers get on and off. It's always nice to have a mental picture of what you're looking for as a work in progress and a final product. This philosophy rings true on any size job or endeavor we can have.

Here are a few tips to make your partnering session more successful:

1) verify the right people are attending
2) know the issues that are important to you
3) take good notes and be sure of your commitments
4) bring a calendar and target dates
5) dust off your social skills and have fun

For level "B" partnering assistance please feel free to contact Mike Lynch @ ROICC Camp Lejeune by phone @ 910-451-2581, or by e-mail **lynchmc@lejeune.efdlant.navfac.navy.mil**

SAFETY CORNER

Walter R. Baer, Construction Safety
Engineering Technician
OICC/ROICC MCAS Cherry Point, NC

New Policy

NON-COMPLIANCE NOTICE PROCEDURES FOR IMMINENT DANGER SAFETY VIOLATIONS

Traditionally, a non-compliance notice has been implemented to establish a uniform system for notifying contractors that action is required to correct a construction deficiency and is not intended to instruct contractors as to the method for correcting the deficiency.

The notice will be used to inform the contractor of a contract deficiency requiring corrective action and should be restricted to contract deficiencies that need correction before proceeding with new work, imminent danger safety problems, and/or other routine deficiencies that the contractor is reluctant to correct.

Prior to issuing a non-compliance notice, the construction representative who discovers the deficiency should make every effort to convince the contractor of the deficiency by noting the specifications and/or contract drawings as applicable, to prove a point. If this fails, the construction representative should prepare a contract construction non-compliance notice.

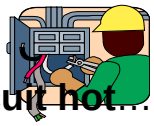
Although the non-compliance notice has been issued, the construction representative should include the deficiency in his/her comment on the contractor's production/quality control reports.

For safety violations that are a result of imminent danger situations, non-compliance notices are to be issued to document the contractor operations. The issuing of the notice should be accompanied by a stop work order for that phase of the work effort. After issuing of the notice

the following steps are required for distribution of an additional copy of the non-compliance notice. A copy of the non-compliance notice should be forwarded to the EFD/EFA Component Command Safety Specialist. This will assist the Safety Specialist in identifying contractor work sites that may require additional support and will be used in the evaluation process of individual contractor safety programs throughout the command.

The issuing of a non-compliance notice for imminent danger situations and issuing a stop work order until the situation is corrected is nothing new. What is a new procedure is insuring that field offices provide a copy of the non-compliance notice to the EFD/EFA Component Command Safety Specialist. This is a new procedure according to the latest revision of ATLANTIC DIVISION NAVFACENGCOMINST 5100.17A.

Dear ROICC,



I wish to work the circuit hot……

A recent near miss incident and several inquiries have made it necessary to clear up work policies for energized circuits. Our policy, as communicated to our contractors through contract document USACE EM 385-1-1, is to isolate the energy. Section 11 and 12 of the Safety and Health Requirements Manual require our contractors to ascertain by inquiry, by direct observation, or by instruments, whether any part of an electric power circuit - exposed or concealed – is located such that the performance of work could bring any person, tool, or machine into physical or electrical contact with it. It also tells us that whenever possible, all equipment and circuits to be worked on shall be de-energized. Our systems are designed with switches for this very purpose. The lock out/tag out systems the contractor uses in his program shall be delineated in his Accident Prevention Plan as submitted in accordance with EM 385-1-1 Appendix A. The outage must also be coordinated with station utility operations personnel. Many electrical contractors, even the most seasoned, appear to be requesting to work circuits hot even when isolating can easily be performed. They claim that performing a tie in to an overhead line would only take around 30 minutes and can be done hot. This does not meet the EM 385-1-1 requirement. We all know the speed at which electricity can travel. Please direct additional attention to this requirement.

The coordination with the facility for access by the TABS contractor to perform Season 2 testing, is the responsibility of the ROICC. By eliminating TABS Season 2 testing, we are effectively releasing the contractor from being accountable for giving the Government a system which meets or exceeds the design parameters of the contract documents. Consult Code 0521 in the future prior to releasing the contractor from TABS Season 2 contract obligation.

Accreditation of Construction Materials Testing Laboratories

By NAVFAC direction, all Construction Materials Testing Laboratories performing work on NAVFAC contracts will be required to be accredited by one of the laboratory accreditation authorities. This policy applies to laboratories whose scope of accreditation includes:

- ASTM 329, Testing of Construction Materials
- ASTM C 1077, Testing of Concrete and Concrete Aggregates
- ASTM D 3666, Testing of Bituminous Paving Materials
- ASTM D 3740, Testing of Soil and Rock, as used in design and construction
- ASTM A 880, Inspection and Testing of Steel, Stainless Steel, and Related Alloys

This accreditation requirement will be phased into NFGS 01450, Quality Control, in two steps noted below. The use of accredited laboratories overseas, when available, will be implemented at the discretion of the Contracting Officer.

Step 1: Effective 1 June 1998, construction materials testing laboratories will be required to submit an acknowledgment letter from one of the laboratory accreditation authorities.
Step 2: Effective 1 December 1999, construction materials testing laboratories will be required to be accredited by one of the laboratory accreditation authorities.

The laboratory accreditation authorities are agencies that recognize the competence of testing laboratories: they ensure that the laboratories have quality systems and a quality manual and have been found competent to perform specific tests. The approved laboratory accreditation authorities are:

The American Association of State Highway and Transportation Officials (AASHTO)

National Voluntary Laboratory Accreditation Program (NVLAP)

American Association for Laboratory Accreditation (A2LA)

Washington Association of Building Officials (WABO), limited to projects within Washington State

Washington Area Council of Engineering Laboratories (WACEL), limited to projects within Chesapeake Division and Public Works Center Washington geographical area.

Source - Appendix B of the NAVFAC P-445, Construction Quality Management Program

PROBLEM: Short Anchor Bolts – what to do

Brian Crowder, Code CI42

LANTDIV gave a contractor some ideas about how to fix short anchor rods based on AISC recommendations. The problem of short anchor rods appears to be more common than it should be. I also got questioned in the field about why the welding on top of the nut doesn't work, as I explained to the contractor, there is no way to quantify that type of repair or evaluate the weld capacity. Below is a Q&A article from the American Institute of Steel Construction on the subject for future reference in case a contractor tells you it is standard industry practice to fill the nut with weld when the anchor rods come up short.

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According to the August 1999 Steel Quiz in the Modern Steel Construction magazine, plug welding a less-than-fully-threaded nut to an anchor rod is not an effective means of attachment. The following is an article on this subject.

Item 7.1.5 on pp. 50-51 of AISC's A Guide to Engineering and Quality Criteria for Steel Structures: Common Questions Answered deals with anchors that come up short. The information in that publication is based upon the collective judgment of the AISC Committee on Manuals and Textbooks. We are not aware of any more specific requirements.

The recommendation that one not weld short anchor rods to nuts stems from a welding problem: there is no pre-qualified joint or welding procedure specification for making this weld. A possible indirect prohibition may be found in the surface condition requirements specified for surfaces onto which weld metal will be deposited in AWS D1.1: the exposed rim of a threaded nut won't pass. Also, into what category does the A563 nut material fall for filler metal selection and other welding issues?

The popularity of this "fix" stems from the assumption that "filling the hole" with weld metal either a) effectively extends the anchor rod and thus fully engages the threads of the nut; or b) prevents the rod from pulling out of the nut, thus developing the strength of the rod. No published research, test data, or analyses are available to substantiate these assumptions.

An ounce of prevention is worth a pound of cure: construction personnel must not wait until the steel is erected to concern themselves (and then the designer) with the issue of anchor rod placement.

Charles J. Carter, P.E.
American Institute of Steel Construction
Chicago, IL

Articles or suggestions for articles for future editions of SPADEWORK are welcome from all employees. Please forward them to Brenda R. Norton, P.E., LANTDIV CI51, e-mail nortonbr@efdlant.navfac.navy.mil

CLOSING THOUGHT…

"The quality of a person's life is in direct proportion to their commitment to excellence, regardless of their chosen field of endeavor".

Vince Lombardi

G.W. Mackey, P.E.
Deputy Division Operations Officer
Construction Product Line Leader