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LETTER DOCUMENTING REGULATORY COMMITTEE RESPONSE TO THE U S NAVY
COMMENTS ON THE INSTALLATION OF STORM WATER RUN-OFF MANAGEMENT
MECHANISMS BUILDING 566 NWS EARLE NJ
4/3/1996
BROWN AND ROOT ENVIRONMENTAL



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BRPH\C-51-4-6-7

April 3, 1996

Mr. Greg Goepfert, Environmental Engineer
Naval Weapons Station Earle
Code 043, Building C-54, 201 Highway 34 South
Colts Neck, New Jersey 07722-5014

Reference: Contract No. N62472-90-D-1298, CTO 206

Subject: Installation of Storm Water Run-off Management Mechanisms - Building 566

Dear Mr. Goepfert:

The purpose of this letter is to document Brown and Root Environmental's (B&R Environmental) response to the Navy's comments on the subject technical specification. The specification was developed by B&R Environmental for third party installation of storm water run-off management mechanisms at Building 566 as part of the scope of work of Contract Task Order 206.

Review comments for the bidding specification were provided to B&R Environmental on March 26, 1996 by the facility and included two sets of comments. The first set of comments were provided by Mr. John Lee and the second set of comments were provided by Mr. David Smith of the facility public works department. Both reviewers were contacted by telephone on March 27, 1996 by B&R Environmental to discuss the comments. A copy of the review comments is attached. The following is a summary of the discussions held with facility reviewers.

General

It was emphasized that the mechanisms proposed for the site were based on the assumption that the mechanisms would be temporary control measures only. The diversions could be removed at any time, should it be necessary.

Contract Administration

The contract for installation of the storm water run-off control mechanisms will be administered by B&R Environmental under the scope of work described in Contract Task Order 206 of the Northern Division, Naval Facilities Engineering Command, CLEAN Contract Number N62472-90-D-1298. The contract number "N62472-90-D-1298" refers to the contract between the Navy and B&R Environmental. The work described in the specification will be awarded to a third party vendor by B&R Environmental.

Insurance requirements for the contract were reviewed by the B&R Environmental contract administrator assigned to the Navy CLEAN contract. The review found the contract to be in compliance with federal government requirements for insurance. After discussions with facility personnel responsible for environmental and safety issues, it was determined that the specification met the requirements for worker safety at Building 566 for the scope of work to be performed. Station operation requirements, particularly operating hours, that are not currently described in the specification will be provided to the successful bidder following award of the contract.



Technical

The rip-rap stone was sized and selected to accommodate site specific concerns. The gradation of stone (d50 = 6 inches) specified for use as rip-rap generally possesses a maximum angle of repose of approximately 45 degrees (1H:1V). Based on a 6H:1V slope, the stone is stable without use of either larger stone size or gabion basket type reinforcement. It was noted that rip-rap of similar gradation that currently exists on-site is stable on a slope of approximately 2H:1V, including rip-rap at the base of the slope within a continuously flowing stream. Also, the gradation of stone was selected based on requirements of the New Jersey Soil Conservation Standards.

In order to divert water into the proposed drainage channel located adjacent to and south of Building 475, additional concrete bumpers will be provided up-slope and in front of the structure. Flow within the channel formed by these bumpers and the bumpers positioned on the edge of the asphalt paving located south of the building should not impact the structure. The concrete slab foundation of the building varies in height between approximately two and sixteen inches above the elevation of the existing asphalt. The height of the slab above the existing asphalt increases from the up-slope side to the down-slope side of the foundation of Building 475.

The width of the channel is approximately four feet and the depth is approximately six inches. This cross sectional area, two square feet, should accommodate most anticipated flows that occur during the design life of the temporary structure.

Minimizing leakage, particularly below the bumpers, was a primary design consideration. The specified bumpers have a completely flat bottom surface. An asphalt sealant material will be applied to the existing asphalt paving in contact with the parking bumpers prior to their installation. This sealant should accommodate most if not all irregularities in the existing asphalt that exhibit a depth of one and one-half inches or less.

Attachment of the concrete bumpers to the existing asphalt curb will be accommodated by cutting a vertical face into the existing asphalt curb, applying asphalt sealant material to the vertical face, and "butting" the concrete bumpers up against the vertical face. The bumpers will be held in place with steel rods approximately thirty inches in length, driven through the existing asphalt, into the soil below.

It is anticipated the B&R Environmental will award a contract for the work described in the third party contract specification during the week of April 8, 1996. I will contact you during this week to coordinate initiation of construction activities. If additional comments or concerns develop in the interim, please contact Rick Gorrell or me at your earliest convenience.

Sincerely,

Richard McGuire
Project Engineer

RSM/dhn

c: **Brian Helland (Navy - NORTHDIV)**
Rick Gorrell (Brown & Root Environmental)
John Trepanowski, P.E. (Brown & Root Environmental)
Mike Turco, P.E., DEE (Brown & Root Environmental)

20 March 1996

REVIEW COMMENTS ON "BUILDING 566- CONSTRUCTION OF SITE STABILIZATION MECHANISM" PROJECT

1. Is this a Navy Contract or "Brown & Root Environmental" Contract? If it is a Navy contract to be awarded by the Navy, format has to be changed to conform either "Small Purchase Contract" or "Long Form Construction Contract". If it is a contract to be awarded by "Brown & Root", the following requirements have to be incorporated into contract document:

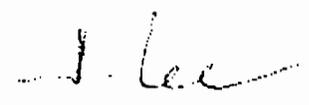
- a. Insurance requirement for contractor to work in Government property.
- b. Station safety requirements.
- c. Station operation requirement.

2. Is the Contract No. N62472-90-D-1298 an A/E contract no. or a construction contract no. for "Bldg. 566- construction of site stabilization mechanisms" project?

3. The slope of rip-rap stone drain is approximately 6.5 to 1, when subject to heavy storm water runoff, what is holding the rip-rap in place with such a deep slope?

4. Will the diversion of surface water runoff towards the area of building 475 affect the building or possibly flood the building?

5. What is the purpose of stock-piling the excavated soil? Is the excavated soil suspected of some kind of contamination? If it is clean, why not just spread them out on-site?

A handwritten signature in black ink, appearing to read "J. Lee", is located in the lower right quadrant of the page.

PUBLIC WORKS ENGINEERING REVIEW COMMENTS

DATE: 3/20/96
SHT. 1. OF 1.

Project: Bldg 566 - Const. of Storm Water
Diversion Mechanisms

A/E Cont. No. NG2472- -C- Const. Cont. No. N62472- -C-
Reviewer: J. Smith Discipline: Civil

Submission: () 30% Design () Design Development
() 60% Design () Schematic
() 90% Design () 100% Final Design

ITEM NO.	DRWG. NO. SPEC. NO.	GOVERNMENT REVIEW COMMENTS	A/E RESPONSE
1	Drwg. Sheet 1	Are Concrete Parking Bumpers pre cast type? If so, they are cast with feet on either end making it difficult to prevent runoff from passing under.	
2	Drwg. Sheet 1	Is there enough room between proposed curbing and Bldg 475 to allow calculated flow to pass	
3	Drwg. Sheet 1	How do you propose to attach concrete curb to existing asphalt curb to prevent flow	
4	Drwg. Sheet 1	How will Rip Rap be secured to prevent a washout on such a steep slope?	
5	General Spec	Reference J. Lee's guidance on NAVFAC contract format	