STEEL NEWS & EVENTS

6TH ANNUAL NORTH AMERICAN CONSTRUCTION FORECAST

The daylong conference brings together leading economists and analysts from the United States, Mexico and Canada to explore the underlying conditions that will determine building activity and opportunity throughout the NAFTA region in 2002 and beyond. The information will help guide the annual marketing, budgeting and planning strategies for design/build professionals, building product suppliers, government agencies, corporate facilities managers and others involved in the A/E/C industry.

When: October 16, 2001, 8:00 am - 5:00 pm.

Where: National Press Club, 529 14th Street, NW, Washington DC.

Fee: There is no conference fee thanks to CMD's sponsorship.

Register: Visit www.nacf.com or contact CMD at 800.283.4699.

21ST IRMI CONSTRUCTION RISK CONFERENCE SCHEDULED FOR OCTOBER 29–NOVEMBER 1, 2001

The 21st IRMI (International Risk Management Institute, Inc.) Construction Risk Conference will take place October 29 through November 1, 2001, in New Orleans. The 3½-day conference is the only national symposium devoted exclusively to construction, insurance, risk management, loss control and bonding. The program is designed for construction industry risk management and financial officers, construction project owners, and the insurance and surety agents, brokers, advisers and underwriters who serve them.

The Conference begins with four optional 1-day seminars conducted on Monday, October 29. This year's seminar topics are design-build, construction defects, contractual risk transfer, and risk management boot camp.

Attendees have the option of registering for the entire program Monday through Thursday noon (at $1,050) or Tuesday through Thursday noon (at $900). Contractors and project owners attending for the first time qualify for a special first-timers half-price registration fee of $525. Registration must be made in advance of the meeting.

For further information, contact the conference coordinator at International Risk Management Institute, Inc., 12222 Merit Drive, Suite 1450, Dallas, TX 75251-2276. Tel: 800.827.4242 (in Dallas 972.960.7693) or visit IRMI's web site at www.IRMI.com.

GUIDE SPECIFICATIONS FOR HIGHWAY BRIDGE FABRICATION WITH HPS-70W STEEL NOW AVAILABLE

The American Iron and Steel Institute (AISI) has announced that the Guide Specifications for Highway Bridge Fabrication with HPS-70W Steel is now available. The guide provides a comprehensive introduction to fabricating and designing with High-Performance Steel (HPS). It is beneficial for those who are new to designing with steel, as well as for those who are accustomed to designing with HPS-70W.

In 1994, AISI, the U.S. Navy and the Federal Highway Administration initiated a concerted effort to develop high-performance steels that would be used in developing cost-effective bridges. The result of that effort was HPS-70W, a new steel that has higher strength, higher toughness, higher welding characteristics and higher corrosion resistance than currently used steel bridge materials.

Guide Specifications for Highway Bridge Fabrication with HPS-70W Steel is available exclusively through AASHTO (American Association of State Highway and Transportation Officials). The cost is $16 for AASHTO members and $20 for non-members. Orders can be placed by calling 800.231.3475 (ask for item HBF-1).

NATIONAL SUMMIT TO DEBATE USE OF BRIDGING, DESIGN-BUILD AND PERFORMANCE-BASED CONTRACTING

An inter-governmental debate is raging around procurement and delivery reform in the architectural, engineering and construction communities. With the rising use of integrated services, more and more owners, both public and private, are engaging in various forms of design-build. Some are contracting for pure, direct design-build projects, and others are hiring outside consultants to provide bridging documents, where partial designs are developed and floated into the marketplace for design-builder competitions. Further, all forms of delivery seem to be migrating to performance-based criteria.

This one-time national summit will shed light on these controversial and innovative practices. The creative nuances of different delivery methods will be explored from a variety of positions. A balanced series of speakers will debate the advantages/disadvantages of these project delivery/procurement mechanisms. The summit's participants and presenters include representatives of the U.S. Army Corps of Engineers, the Naval Facilities Engineering Command, the Federal Highway Administration, and the National Park Service, among others.

A panel of industry experts, including Ralph Nash, Professor Emeritus of the George Washington University School of Law; Laura Meeker, U. S. Army Corps of Engineers' Office of General Counsel; and Jim Stewart, former Director of the Public Buildings Service's Design and Construction Division (now with DMJM), will provide a summation of the day's debates. These individuals will base their assessments on the content of the presentations, utilizing their vast experience in industry procurement matters. The co-sponsors of this event are the Design-Build Institute of America, the Federal Highway Administration, and the U.S. Army Corps of Engineers.

Registration information for this one-time only event at the Washington Plaza Hotel, including an advanced copy of the September 12 agenda, is available on the DBIA web site: www.dbia.org. Because attendance is limited to the first 200 registrants, please register as soon as possible.

MAINTENANCE AND REPAIR OF PARKING FACILITIES SEMINAR

The University of Wisconsin-Madison, Department of Engineering Professional Development will offer a seminar, Maintenance and Repair of Parking Facilities, December 5-6, 2001 in Madison, WI. The seminar offers 1.2 CEUs and 12 AIA Learning Units (LUs).

This seminar will benefit parking facility managers and operators, architects, engineers and maintenance personnel.

This practical seminar will improve your capability in performing and managing preventive maintenance and repairs of parking facilities. The seminar will address key areas to you:

- how to evaluate your facility's existing conditions;
- how to select maintenance and repair materials and systems;
- how to follow effective preventive maintenance and repair procedures; and
- how to develop and follow an effective preventive maintenance and repair program.

Contact Jen Oster, Department of Engineering Professional Development, University of Wisconsin-Madison, Tel: 800.462.0876, E-mail: custserv@epd.engr.wisc.edu

BRIDGE REHABILITATION SHORT COURSE

The University of Wisconsin-Madison, Department of Engineering Professional Development, will offer their acclaimed technical short course Effective Bridge Rehabilitation on December 3-5, 2001 in Madison. Attendees will gain solutions to and discover resources for the challenges facing engineers and managers in extending the capacity and useful life of existing highway and railroad bridges.

The Effective Bridge Rehabilitation course will teach: repair and protection of concrete bridge decks, girders, and columns; steel fatigue and cracking repairs; advanced composite materials; underwater inspection and repair of piles and piers; bridge scour and steam instability; practical repair of timber and steel structures; paint removal and coating systems; and how to stay abreast of new techniques.

For more information, contact Prof. C. Allen Wortley, 608.262.0577, wortley@engr.wisc.edu or visit http://edpweb.engr.wisc.edu/brochures/A661.html.

CCO INTRODUCES RE-CERTIFICATION PROGRAM

The National Commission for the Certification of Crane Operators (CCO) has announced the introduction of its Re-certification Program for CCO-certified crane operators.

Crane operators who were certified at the start of the program in 1996 are now coming towards the end of their five-year certification period. Re-examination ensures all operators carrying the CCO card possess the knowledge essential to operate cranes safely.

At two hours for the Core exam and all four Specialties, the re-certification exam is shorter than the exam candidates take when certifying for the first time. It covers the same content areas as the original exam and reflects any changes to standards made during the five-year certification period. Recent technical developments to cranes are also addressed.

At many re-certification test sites, candidates can also take examinations in Specialties they have not been certified in before. For further details on the CCO Re-certification Program, call CCO at 703.560.2391, or email Melanie Fall at info@nccco.org.

CCO PUBLISHES CRANE LOAD CHART MANUAL

The National Commission for the Certification of Crane Operators (CCO) has announced the publication of its *Load Chart Manual*.

The 140-page *Manual* contains the eight crane load charts currently used in CCO's *Written Specialty Examinations*. A spiral-bound format allow the book to be laid flat for easy reference.

The versions of the crane load charts published in the *Manual* have been specially developed in cooperation with crane manufacturers to help candidates prepare for CCO *Written Specialty Examinations*. Contact Graham J. Brent, Executive Director, Tel: 703.560.2391. E-mail: info@nccco.org.

The load charts are not intended to be used for actual crane operation. Crane operators and owners needing a complete load chart for a specific crane should contact the relevant manufacturer or an official distributor.

HIGH PERFORMANCE STEEL CONFERENCE CALL FOR ABSTRACTS

The Federal Highway Administration (FHWA) conference "Steel Bridges: Emerging Technologies with Emphasis on High Performance Steel" will be held December 12 and 13, 2002 in Salt Lake City, Utah. The focus of this conference is on the design, fabrication, construction and research issues related to steel bridges. This conference will represent the second major FHWA undertaking to transfer the latest developments in the field of steel bridges to bridge engineers. In the first conference that was held in Baltimore, MD (November 2000), more than 400 bridge engineers, including twenty State Bridges Engineers were present. Similar participation is expected for the Salt Lake City conference. Authors are encouraged to submit abstracts related to various aspects of steel bridges including, research, design, fabrication, construction, seismic issues and case studies. A panel consisting of Engineers, Researchers and Academicians will select the abstracts to be presented in the conference. The selected abstracts will be divided into two categories: Oral Presentation at the conference and Poster Presentation during a designated time in the conference. The authors of selected abstracts will be invited to submit a paper, which after peer review will appear in the conference proceedings. The deadline for receiving the abstracts is November 20, 2001. Interested authors should fax their abstracts to Dr. Atorod Azizinamini at 402.472.6658 or e-mail it to aazizi@unl.edu. For more information call 402.472.3462 or contact Mr. John Hooks (202.366.6712) or Mr. Vasant Mistry (202.366.4599) of FHWA.

CORRESPONDENCE

Dear Editor:

I read with great interest Richard Weingardt's article "Structural Engineers as Primes" in the August issue. His goal to elevate the role and stature of the structural engineer is admirable and would result in significant benefits to both the engineering profession and project owners. However, his call for structural engineers to lead design teams is one that would require major cultural shifts for the engineer who would now become responsible for the formation of the project team, project identification, marketing, the lead in proposal preparation, acceptance of the cost of these activities and integration of the expertise of other disciplines into the final design package. To expand this concept into the design-build arena would create the additional challenges of bonding capacity over the cost of the entire project, broad based insurance coverages, managing the construction process and the willingness to accept the financial risk of project delivery at a pre-determined, negotiated price. Is this a role a structural engineer could handle? Yes, I believe it is. Is it a role most structural engineers should and will accept? I doubt it.

Instead I believe there is a better way—a way to enhance profitability and stature while removing the current level of frustration with "Requests for Information," change orders and project extras. The solution is to become a full participant in a design-build team. Link arms with your favorite steel fabricator, identify the best erector in your area and go to the design-builders you've been serving on a fee basis. Tell them that steel has been the missing piece of their design-build team. Propose to them that as a steel team you will provide a single source of responsibility for all the steel on the project. But let them know that this can only happen if you have a seat at the table from day one and that you will lead the structural effort. It's the best of both worlds; the structural engineer leads in those areas of greatest expertise and provides guidance as a fully participating team member in areas of mutual concern. On some of the structural intensive projects Mr. Weingardt identifies, this means major leadership! Think of the possibilities…your structural designs can take into account the economies of fabrication and erection, member selection can be tailored to member availability, you can work hand in had with architects, electrical, plumbing and HVAC contractors to define the integration of the structure early in the design process, you can provide clear, quality drawings that lead to successful construction. And better yet, you can control the schedule (and fee!) for design by managing the design process coincidentally with steel orders, foundation work and steel detailing because you are working as a steel team taking responsibility together.

On some projects the structural engineer may lead the steel team, on other projects it may be the steel fabricator. The key isn't who leads, but who participates. Design-Build is the project delivery system of the future. Structural engineers, steel fabricators and other construction professionals have a choice. Communicate the benefits you bring to process to the owners and design-builders, and help them recognize that they can achieve a quality enhanced project faster and at a lower cost with greater profitability for team members with you on the team, or be prepared to be a commodity shopped on price. For a fabricator it means living in a low-bid world. For a structural engineer it means haggling over fee schedules and constantly being pressured by demands for more work in fewer design hours.

And what does this mean for the structural engineer as a leader? Ralph Waldo Emerson said "Big jobs usually go to the men who prove their ability to outgrow small ones." Full participation on a design-build team provides that opportunity.

John Cross
National Project Director–Design-Build Initiative
AISC Marketing

Dear Editor:

I am having trouble with the probability calculations described on pages 42 and 43 in the otherwise excellent August issue article titled "Performance Based Earthquake Engineering." The formula for probability of occurrence in N years is $P = 1 - (1 - 1/T)N$ when T is the recurrence interval of the event.

When $T = 500$ and $N = 50$, $P = 10\%$. This is correct on page 43 but is stated to be 2% on page 42.

When $T = 100$ and $N = 50$, P = 40% (-). This is stated to be 10% on page 42.

Also, when $T = 2500$ and $N = 50$, $P = 2\%$. This is correct on page 43.

Ralph M. Baumgarten
Jackson Heights, NY

Correction

In the September 2001 issue, the captions for the photos on pages 42 and 43 were inadvertently reversed. We apologize for any confusion this may have caused.