

CONCRETE REINFORCER

A Publication of the Chicago Chapter ICRI



THIS ISSUE:

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APRIL DINNER PROGRAM ANNOUNCEMENT
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RIVER CITY LOBBY STAIRS RENOVATION
NORTHWESTERN MUTUAL PARKING STRUCTURE REPAIRS
2021 ICRI SCHOLARSHIP ANNOUNCEMENT
GOLF OUTING ANNOUNCEMENT

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The 2021 Chicago Chapter Officers and Directors are already hard at work under the leadership of our new President, George Mulholland.

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LETTER FROM OUR PRESIDENT



It is the end of March, the NCAA Men's Basketball Tournament Final Four is set, the 2021 MLB regular season for the White Sox and Cubs is just about to start and the Bears have another new quarterback who is a little underwhelming. For me, this is always a sign that spring is just around the corner. Spring is also the time we start seeing detour and merging signs on the roads, tower cranes, pipe scaffolding, sidewalk canopies, and swing stages on the sides of buildings. Each of these is a sign that the construction season is starting up. Even though we are still in COVID times, construction and rehabilitation projects continue to march on.

Last fall we asked our members to provide submissions for the International Concrete Restoration Institute Chicago Chapter Project of the Year award and we received numerous deserving projects. The projects were so well presented and interesting, it was very difficult for the awards committee to differentiate between the project submissions. With assistance from the entire board, the difficult decision of who would be awarded project of the year was made. This year, the awards committee decided to delay the presentation of the 2020 Project of the Year winner until we can have an in-person dinner meeting (we all hope that is September 2021). We plan to have the two top projects present at that first in-person dinner meeting and the Project of the Year winner revealed. Since there were so many deserving submissions, the board decided to celebrate the top five submissions by highlighting each of them in the next two Concrete Reinforcer issues. This April's issue will present the third through fifth place entries, while the September's issue will present the top two entries.

The programs committee has been busy and has a virtual dinner program planned for this April 20, 2021 on Crystalline Waterproofing. Sandy Bradford with Xypex Chemical Corporation will present how Crystalline Technology works and the benefits it can provide for numerous concrete structures. We hope each of you will take advantage of the free virtual webinar.

The activities committee has rescheduled our 2021 Lee Sizemore Scholarship Golf Outing for September 2, 2021. Please save that date. We look forward to seeing you all at this event.

We are still working to improve our website. Please be patient with us, it will be worth the wait.

I hope that each of you remain healthy and your business continues to prosper. Each of us on the Board hope to see you in person real soon

Sincerely,

George Mulholland

ICRI Chicago Chapter President



HOLD THE DATE!

Attempting to return to normalcy and have some fun we have scheduled our annual **2021 Leland "Lee" Sizemore Memorial Scholarship Golf Outing** for Thursday, September 2nd 2021. Please note the change in date we announced earlier. We apologize for the recent changes and will notify you if we are forced to adjust once more.

**White Pines Golf Course
500 W. Jefferson St.
Bensenville, IL 60106**

**Thursday, September 2nd
8am shotgun start**

CALENDAR OF EVENTS

- APRIL 20** Virtual Dinner Program (FREE)
Topic: Using Crystalline products for concrete repairs and non-traditional applications
Speaker: *Sandy Bradford-Dice - Xypex*
Event Starts 3:00 PM
- 21-22** ICRI National Spring Convention
"New Trends & Technology In Concrete Repair"
- JUNE 7-10** World of Concrete
Las Vegas Convention Center
Las Vegas, NV
- SEPT 2** Leland "Lee" Sizemore Memorial Golf Outing
White Pines Golf Course
Bensenville, IL

PEOPLE ON THE MOVE



Western Specialty Contractors is pleased to announce the addition of their newest team member to the **Chicago – Concrete Branch. Tyler Bishop** is a recent graduate of Indiana University. Prior to Tyler's graduation last Spring he spent two summers interning with the St. Louis Concrete Branch. After graduation in May of 2020, Tyler began his career by taking part in Western's Hub Hire Training Program based in St. Louis, MO. After Nineteen years in equipment rental and material supplies, past ICRI Chapter President Jeff Zeitler has moved into a new endeavor in business development for Dukane Precast. His new role developing and implementing new initiatives for a premier Precast producer offers new challenges and responsibilities to further his career aspirations. Please take a moment to congratulate Jeff in his new role.

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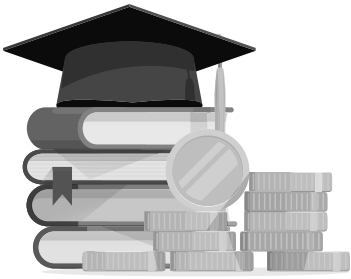
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2021 ICRI SCHOLARSHIP

We're excited to announce the annual ICRI Chicago Chapter Leland "Lee" Sizemore Scholarship. Details and scholarship application are available on our website at:

https://icrichicago.org/Scholarship_Information?mc_phishing_protection_id=28398-c1ia2o9tdql8lp0skuc0

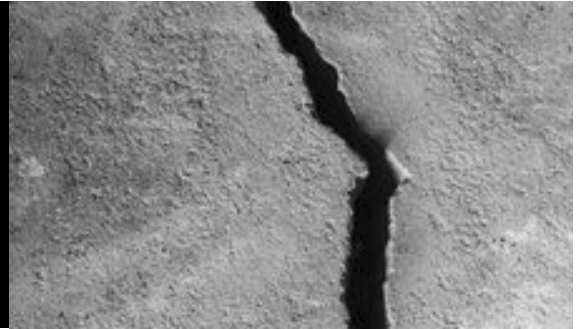
FEBRUARY DINNER MEETING HIGHLIGHTS

The February dinner meeting was a great success, with a virtual presentation on "Fluid-Applied Air and Water-Resistive Barriers" presented by MBCC Group, formally BASF. The presentation introduced the role of air barriers on building design and envelope performance. Participants gained additional knowledge of air/water resistive barrier material and assembly performance, while also understanding how to treat rough openings using fluid applied systems, and to properly specify performance of fluid applied air barrier materials.

APRIL DINNER MEETING/WEBINAR

Using Crystalline products for concrete repairs and non-traditional applications.

April 20, 2021 | 3:00 pm



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ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS RIVER CITY LOBBY STAIRS RENOVATION (CHICAGO, IL) “AWARD OF MERIT”

River City was built in 1985 as an early version of a “work, live, play” building with commercial space on three levels, a below grade parking garage and residential condos of various sizes on twelve upper floors. The building was one of four buildings originally conceived as forming River City. Designated as “Building 2” with a concrete structure designed by Bertrand Goldberg. The ground floor entrance lobby was designed with two escalators serving medical offices, food shop, and a charter school.

The Owner made the decision to rebrand the building for leasing purposes and embarked on creating a new and exciting environment at River City. The two sets of escalators serving the commercial levels were in dire need of replacement. The architect, interior designer and structural engineer designed a concrete ornamental metal stair to replace the existing escalators. The new lobby stair consists of a new elevated mid-landing, cantilevered landings and semi-spiral staircases. The new concrete structure would be supported/stabilized by structural hangers anchored to the existing structure.

The existing conditions presented several challenges:

1. Existing benchmarks were located behind or in perimeter finished spaces. The benchmarks were required to be offset and transferred.
2. The existing circular opening was not a consistent circle nor vertically consistent between levels. The new stair structure had to be modified to match the existing geometry therefore, not circular.
3. The existing slab edge reinforcement was discovered to be different than anticipated by the original selective area survey. The existing structural reinforcement did not allow for the structural rods to be installed as designed.
4. The slab edge was required to be exposed but was concealed under the school’s storefront. Removing the storefront to allow for installation of the structural rods was too costly. We were required to demo/excavate the concrete without disturbing or undermining the storefront.
5. The shoring design requirements established by WSP was to allow for re-shoring without releasing the load onto the structural rods until the entire structure was finished - due to the potential risk of the new structure twisting.

Existing Structure Modifications

Hanger Rod Accommodation: The new lobby stair consists of an elevated mid-landing, cantilevered landings and semi-spiral staircases. WSP’s design utilized the existing structure to support the elevated landing with the installation of structural hanger rods. The structural rods were to be embedded in the face of the existing structural slab utilizing an inverted one inch thick “L” Plate. These “L” plates were designed to seat flush with the top and face of the existing slab. However, the existing reinforcing steel was generally discovered to have only a ½” of concrete cover. As a result, WSP modified the design to cut the existing reinforcing bar to allow for the inverted “L” plate flush with the existing concrete.

Increase Existing Slab Strength: The new mid-landing is a 35ft diameter six inch supported concrete slab which completely wraps around an existing concrete column. WSP design utilizes the center column for interior support of the mid-landing (notched with 2 dowels top and bottom 6” OC) with 13 structural rods for support at the perimeter slab edge. The as-built slab edge reinforcement was not consistent with the initial survey. To increase the capacity of the existing structural slab at the hanging points, twenty-eight 4’-0” long #6 bars and twenty-eight 2’-0” long #4 bars at the thirteen (13) structural rod locations were added to support the new mid-landing.

Loading of the Existing Slab: Construction sequencing required the concrete to be placed in six phases. The new concrete structure had to remain shored for the full construction. WSP was concerned if the shoring was lowered prematurely, the structure may twist. You can only imagine the difficulty of designing shoring for the structure which is required to be left in place for a multi-level structure. The lower level could not withstand the load of the upper level and had to be shored to span 40 feet. With limited space in the construction enclosure, the work area was extremely congested. After each concrete placement, the newly placed structure was required to be re-shored while allowing space for the next placement and maintaining structural support. Upon completion of the entire stair structure, the shoring was lowered by only 1” to allow for inspection of movement in the structure. After one month, the measured slab movement was 1/16” - well within the acceptable range anticipated by the engineer.

ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS RIVER CITY LOBBY STAIRS RENOVATION (CHICAGO, IL) "AWARD OF MERIT"

Project Team:

Owner: River City Commercial LLC

Restoration Engineer: WSP

Repair Contractor: Golf Construction

Material Supplier(s): Prairie Concrete, Legna Iron, Chicago Contractor Supply,
Midway Flooring, Lake Shore Stair Company

Project Cost and Duration:

Repair Project Contract Price: Lobby Stair - \$2 million

Overall repair project duration: 6 months (2020)



Fig. 1 Original Escalators



Fig. 2 Completed Stairs



Fig. 3 - Hanger Rod Installation



Fig. 4 - Shoring of Landing



Fig. 5 - Reinforcement Installation

ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS THE OLD CHICAGO POST OFFICE RESTORATION (CHICAGO, IL) “AWARD OF MERIT”

The Old Chicago Main Post Office was designed by Graham, Anderson, Probst & White. Built in 1921 and expanded in 1932 the building provides 2.5 million square feet of floor space. The building spans over the Metra and Amtrak train tracks and extends over Interstate 290. Typical structural framing consists of reinforced concrete or clay-tile arch floor slabs supported by steel beams and girders, which are in turn supported by concrete encased steel columns. A complex series of transfer girders, hangers, and columns support the steel-framed and reinforced concrete structure and carry its loads to ground between the weaving train tracks below.

The 601W Companies acquired the vacant property and in early 2016, an adaptive reuse project to convert the abandoned and deteriorating building to office and retail space was undertaken. As part of the project, the roof was converted into green roof and amenity deck space, the first and second floor interior loading docks and driveway areas were transformed into a parking garage and the northeast loading dock into lush greenspaces and a plaza area for tenant usage with access to the interior food court.

Deterioration and distress of the concrete and steel framing at the roof levels, interior loading docks and driveways at the first and second floors, perimeter loading docks, and the track-level support structures posed a significant challenge to the adaptive reuse effort. An exhaust plenum extends under the entire building footprint and serves to capture and evacuate exhaust from idling trains at Union Station. The plenum slab, suspended via steel rods from the first floor framing, had advanced corrosion related deterioration at many locations, posing a threat to passengers and train operations. Portions of the exterior and interior steel framing and concrete slabs and were also in a state of generalized failure with a greatly reduced load carrying capacity due to long term exposure to moisture, corrosion of reinforcing steel and freeze-thaw related deterioration from a lack of any appreciable waterproofing membrane.

Short-term make-safe repairs to the concrete and steel framing in the smoke chamber and loading dock areas at the track level began in late-2016 to reduce the risk of falling hazards. Long-term concrete and steel framing repairs to the northeast plaza, interior dock and driveway areas and track-level support structure were phased from 2017-2020 to align with the overall project sequencing. Concrete and steel repairs were implemented during track closures, requiring many late nights for the project team working in challenging and often confined space conditions. Unique repair solutions were developed to support the plenum slab from the 1st floor steel framing, replace steel support rods and to repair the 1st floor structural slab, all with minimal disruption to Union Station train services.

Partial topside, full depth and underside shotcrete concrete repairs were completed at structural slabs, bonded overlays were installed to improve drainage, and concrete encasement at steel beams and columns were restored for fireproofing. Repairs also included the installation of traffic bearing membrane in the parking areas and a hot-rubberized waterproofing below landscaped and amenity areas at the northeast plaza and rooftop deck.

The \$850 million rehabilitation project welcomed its first tenants in 2019 and has set off a renaissance in a formerly struggling portion of downtown Chicago. To date, it is billed as the largest adaptive reuse project in the United States.

Project Team:

Owner: The 601W Companies

Restoration Engineer: Wiss, Janney, Elstner Associates, Inc.

Repair Contractor: Bulley & Andrews Concrete Restoration, Hard Surface Finishers, RH Ward & Associates.

Material Supplier(s): BASF, JE Tomes, King, Ozinga, and Sika.

Project Cost and Duration:

Repair Project Contract Price: Structural concrete repair cost \$15 million

Overall repair project duration: 2016-2020

ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS
THE OLD CHICAGO POST OFFICE RESTORATION (CHICAGO, IL) "AWARD OF MERIT"



Figure 1. Overall photo of The Old Chicago Post Office



Figure 2. Structural slab deterioration at interior first floor driveway over active rail



Figure 3. Installation of new reinforcing steel for structural slab repair at an interior driveway with hanger rods supporting the plenum slab below. This location is over active rail lines.



Figure 4. Topside structural slab repair at northeast plaza

**ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS
NORTHWESTERN MUTUAL EAST AND WEST PARKING STRUCTURE REPAIRS (MILWAUKEE, WI)
“AWARD OF MERIT”**

To say that Northwestern Mutual’s (NM) presence in downtown Milwaukee, WI is significant, is an understatement. The NM Tower and Commons project, completed in late 2017, created over 1M new square feet of office space. Parking spaces in the NM East and West Parking Garages, located directly across the street from the NM Tower, quickly became a valuable commodity. So much so, that NM decided to not only perform necessary repairs to the structure, but they would also modify and update safety related components in the garages. The garages consist of two 7-floor post-tension reinforced concrete structures built in 1977 and in 1987. Walker Consultants was engaged to perform the condition assessment and repair design for both structures. The post tensioning at the East Structure was heavily repaired in the past, nonetheless, the structure still exhibited deterioration of its concrete, post tensioning, and waterproofing elements. The goal of the repair design was to get both parking structures back to a baseline from which NM can continue to implement a long-term maintenance plan.

The repairs were awarded to J. Gill and Company (J Gill) in August of 2019 to perform post-tension repairs, extensive concrete repairs that included all topside deck, underside, beam and column areas, and replacement of expansion joints and sealants. At the roof level, an existing 100LF long deteriorating CMU perimeter end wall was removed and replaced with a cast-in-place, steel reinforced concrete wall designed to resist vehicle impact. To combat the harsh Wisconsin winters, both exposed roof levels, approximately 53,000 SF, received a full system of Kelmar FWC. The entire East structure, approximately 197,000 SF, received a full system of Tremco’s heavy duty vehicular traffic coating system. The covered levels of the West Structure received a 100% silane concrete sealer.

The project included replacement of all interior and exterior pedestrian guardrails. Approximately 3,400LF of interior pedestrian rails, and approximately 2,400LF of exterior rails were replaced with newly fabricated, galvanized and painted steel handrails. Approximately 1,700LF of new (11) strand galvanized barrier cable was installed at the perimeter of each tier. All of the barrier cable support components were newly fabricated, galvanized and painted as well. Handrails in four stair towers were also completely replaced. Sixty new concrete filled steel bollards were also installed throughout the garages.

Along with all the structural repairs and railing upgrades, existing hollow metal stair tower entry doors were replaced with new FRP doors. Storefronts of the roof level stair tower lobbies were also replaced with new FRP storefronts, and the interior elevator lobbies renewed with new paint and carpeting.

The goal of the project was to extend the service life of both structure and at the same time make them attractive and functional to their employees. It is without a doubt that the project team successfully achieved the goal, on budget, and with a happy Owner.

Project Team:

Owner: Northwestern Mutual

Restoration Engineer: Walker Consultants

Repair Contractor: J Gill and Company

Material Supplier(s): McCann Industries, Tremco, R&D Technical Solutions, Sika, Vector Corrosion, Badger Railing, Watson Bowman.

Project Cost and Duration:

Repair Project Contract Price: \$3.5 million

Overall repair project duration: August 2019-December 2020

ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS
NORTHWESTERN MUTUAL EAST AND WEST PARKING STRUCTURE REPAIRS (MILWAUKEE, WI)
“AWARD OF MERIT”



Fig.1 Completed roof level with new Kelmar traffic topping and barrier cables

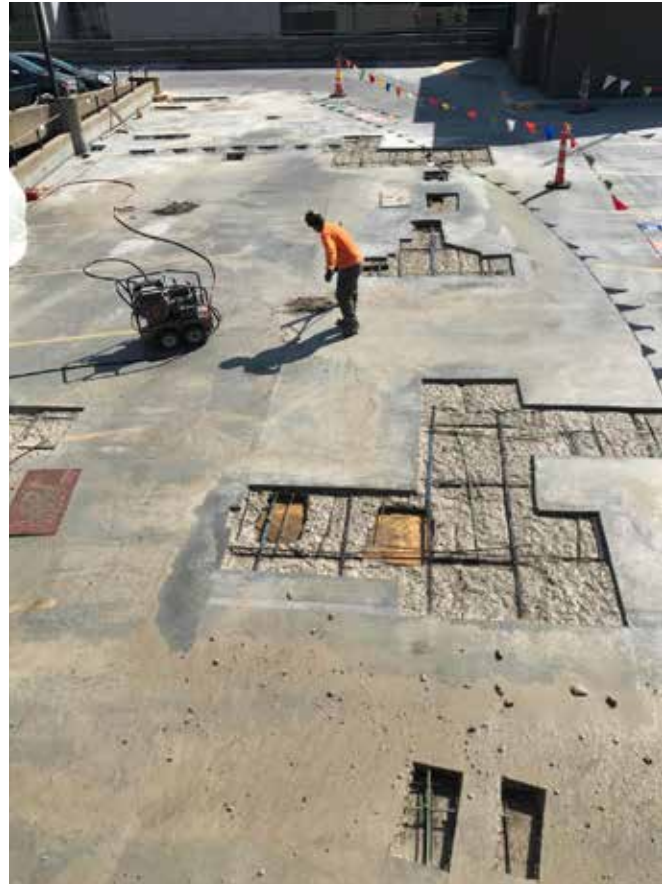


Fig.2 Typical concrete repairs



Fig. 3 Before and After Bumper Wall Repair

ICRI CHICAGO CHAPTER PROJECT OF THE YEAR RUNNER UPS
NORTHWESTERN MUTUAL EAST AND WEST PARKING STRUCTURE REPAIRS (MILWAUKEE, WI)
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Fig. 4 Typical new vehicle barrier cable installation

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