

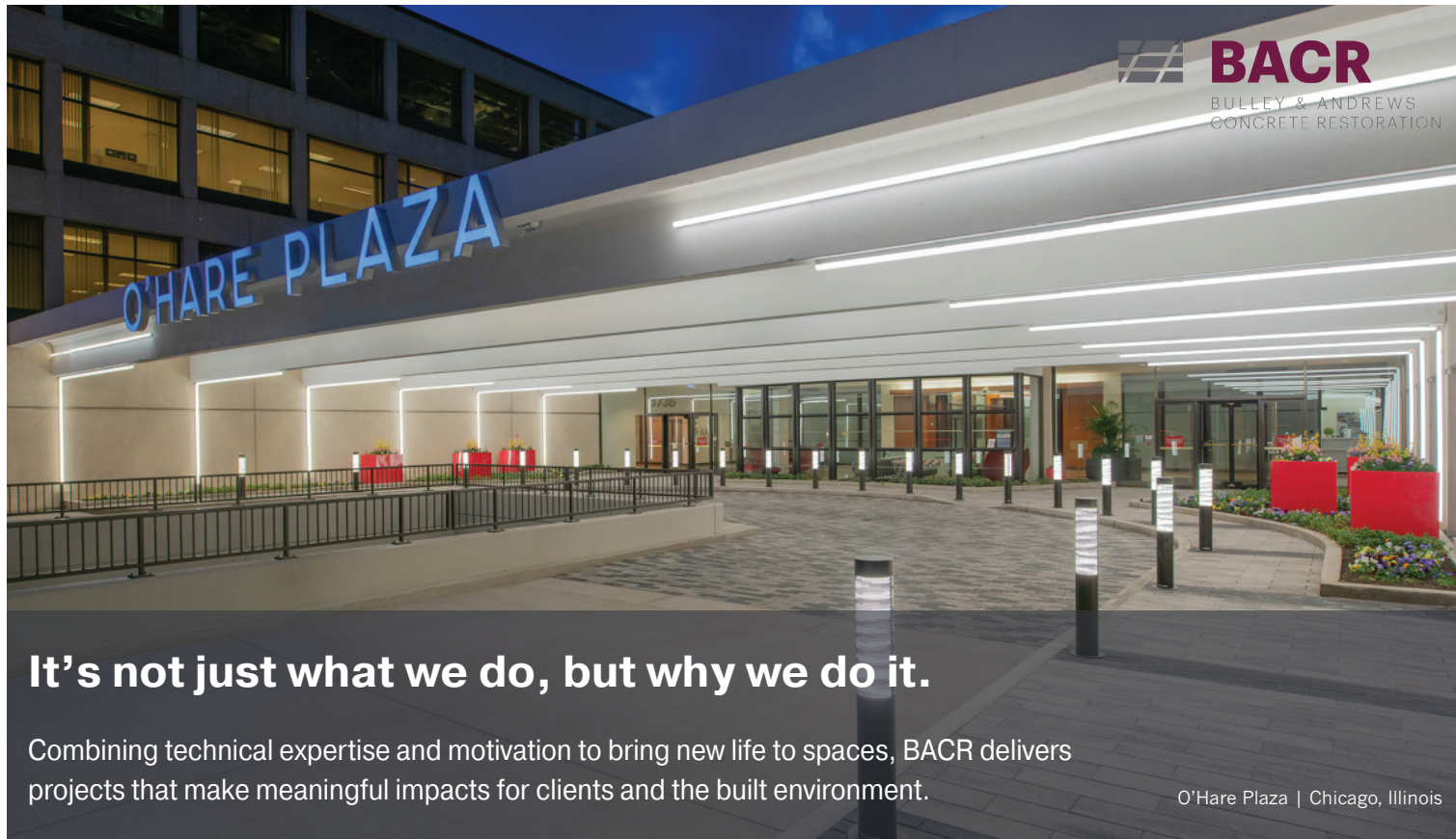
CONCRETE REINFORCER

A Publication of the Chicago Chapter ICRI



THIS ISSUE:

2021 ICRI CHICAGO CHAPTER PROJECT OF THE YEAR
2021 ICRI CHICAGO CHAPTER AWARD OF MERIT
2022 GOLF OUTING ANNOUNCEMENT
PEOPLE ON THE MOVE
FEBRUARY DINNER MEETING HIGHLIGHTS
ICRI NCAA MARCH MADNESS HAPPY HOUR
APRIL DINNER MEETING HIGHLIGHTS



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CHICAGO CHAPTER 2022 OFFICERS & DIRECTORS

The 2022 Chicago Chapter Officers and Directors are already hard at work under the leadership of our new President, Chris White.

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LETTER FROM OUR PRESIDENT



Construction season is upon us, and it seems there is plenty of restoration work to keep our industry busy. Your ICRI Chicago Board of Directors has been keeping busy as well, working to bring value to membership, the restoration industry, and the community.

This year, ICRI Chicago members enjoyed our first March Madness event, and we are excited to be bringing back the Cubs rooftop event this Fall. The Chicago Chapter Golf Outing & Leland "Lee" Sizemore

Memorial Scholarship Fundraiser is expected to be another great day of golf, networking, and, of course, raffle prizes. The outing also raises funds for our annual scholarship, which provides up to \$5,000 to deserving students in our industry. We are planning to work with Habitat for Humanity again this year and will be sending details to membership on how sign up.

I encourage you to become involved with the Board of Directors. This year we have had non-board member participation at each of our meetings, which brings new ideas and helps to shape our organization in a way that better serves our members. As a result, I'm proud to have sent a non-board member as our delegate to the ICRI National Convention in Baltimore this Spring. I hope to see many of you at the National Convention in Atlanta this fall and at our local events throughout the year.

Sincerely,

Chris White

ICRI Chicago Chapter President



CALENDAR OF EVENTS

JUNE 9, 2022
 Leland "Lee" Sizemore
 Memorial Golf Outing
 White Pines Golf Course
 Bensenville, IL

SEPTEMBER 16, 2022
 Cubs vs. Rockies Outing
 1:20 PM Game
 Wrigley Field

SEPTEMBER 22, 2022
 ICRI Chicago Dinner Meeting
 Westwood Tavern
 Schaumburg, IL

NOVEMBER 7-9, 2022
 ICRI National Fall Convention
 Atlanta, GA

NOVEMBER 17, 2022
 ICRI Chicago Dinner Meeting
 Erie Café
 Chicago, IL



Thursday, June 9, 2022

Registration is between
 7:00 - 7:50 am

Shotgun start at 8:00 am

White Pines Golf Club,
 Bensenville, Illinois

\$700.00 Foursome &
 Lunch

\$875.00 Foursome,
 Hole Sponsor, & Lunch

\$200.00 One Golfer
 & Lunch

\$175.00 Hole Sponsorship

\$50.00 Lunch only

Register at:
www.icrichicago.org

HOLD THE DATE!

Attempting to return to normalcy and have some fun we have scheduled our annual **2022 Leland "Lee" Sizemore Memorial Scholarship Golf Outing** for Thursday, June 9, 2022. 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, June 9th
8am shotgun start



Congratulations to all 2022 ICRI 40 Under 40 Recipients and a very special congratulations to our local chapter member awardees!



Sarah Horton
 ICRI 40 under 40 Recipient
 Berglund Construction



Steve Genovese
 ICRI 40 under 40 Recipient
 Western Specialty Contractors



John McHugh
 (Berglund Construction) was
 recently promoted to
 Vice President for Restoration.



Kevin Rogers
 After almost 9 years at Western Specialty Contractors, Kevin Rogers has recently started a new position as Director of Sales and Estimating at JSL Building Restoration Group, a 33-year old company specializing in masonry and concrete façade restoration in Franklin Park, IL



Jeff Zeitler
 There is a saying we have all heard in the construction industry, "the faces remain the same, only the hardhats change." One of those faces is Jeff Zeitler. In March of this year he donned the hat of Lance Construction supplies newest project manager. Even though his tenure in this industry spans almost two decades take a moment to welcome him back into the repair and restoration world from his stint into Pre-stressed and precast construction.

2021 ICRI CHICAGO CHAPTER PROJECT OF THE YEAR EXTRA SPACE STORAGE – CONCRETE REHABILITATION

Owner: Extra Space Management Inc.
Engineer: Klein and Hoffman
Contractor: Western Specialty Contractors
Project Cost: \$1,510,000
Duration: Approximately 7 months

Project Summary

The project consisted of concrete repairs and traffic bearing membrane application of the conventionally reinforced concrete slabs of the standalone structure. The building was originally built in the early 1900's and was used at one point in time as a storage location for the Chicago Tribune's delivery trucks. The structure consists of three supported levels above grade and an on-grade basement with approximately 198,000 Sf of floor space. The structure was constructed with 14" thick conventionally reinforced slabs. During later renovations, ramps were constructed to allow vehicle access to all floors. These ramps consisted of a 5" thick supported concrete slab with a single mat of rebar.

The scope of this project was to address slab underside concrete repairs throughout the facility and slab topside repairs on the building's ramps and parking surfaces. All repairs were anticipated to be partial depth only, but due to the severe deterioration of the concrete and encountering old repairs that were failing these repairs turned into full depth in some areas. Full depth repairs were only completed on the 5" ramp locations, in general the 14" slab was in better condition with partial depth repairs being completed from 3" - 6" in depth. Underside concrete repairs were completed throughout the facility focusing on the most severe locations first. Repairs were completed at 52 locations with the size of the repair ranging from 5-10 Sf per location to the largest location at 315 Sf. Each location needed to have a full enclosure built to contain any debris generated. As an added challenge, most of the locations were over occupied storage units, so elevated work platforms were constructed to access each repair. All repairs were completed using the form and pump method. Once the concrete repairs were completed, a traffic bearing membrane was applied to all the vehicular traffic surfaces, and the underside repairs were painted to match the adjacent concrete.

The final project quantities are outlined below.

- Topside Partial Depth Repairs – 3,600 Sf
- Full Depth Concrete Repairs – 2,250 Sf
- Underside Partial Depth Concrete Repairs – 2,300 Sf – 52 Locations
- Galvanic Anodes – 1,800 Ea.
- Supplemental Dowels Added – 700 Ea.
- Supplemental Rebar Added – 8,300 Lf.
- Traffic Bearing Membrane (Full System) – 22,000 Sf
- Bags of Repair Material – 1,150 Bags – 21 Pallets
- Cubic Yards of Redimix – 70 CY

Project Challenges

The building is currently used as a storage facility which brought several challenges. While repairs were completed the facility continued to operate at near 100% capacity, which meant our footprint needed to have minimal impact for the tenants. Due to the building's operation, protection of all work locations was paramount. All repair locations had full enclosures built around them to contain any dust/debris that was generated and to keep employees and tenants safe during the project. Work was phased so access to the entire facility was maintained for the duration of the project. Minimal disruption to the storage lockers was preserved to make sure the owners revenue stream was not disrupted.



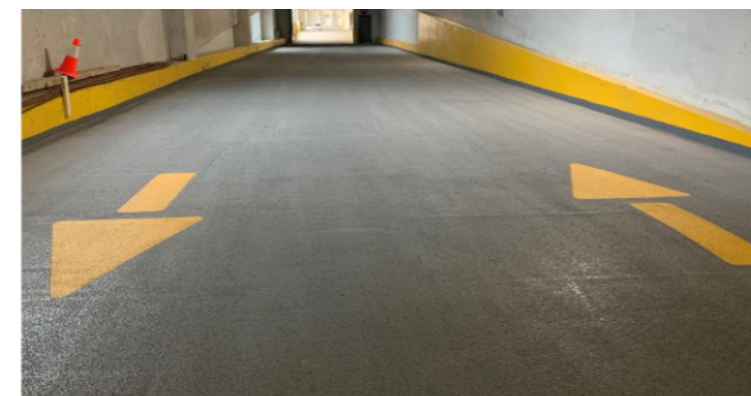
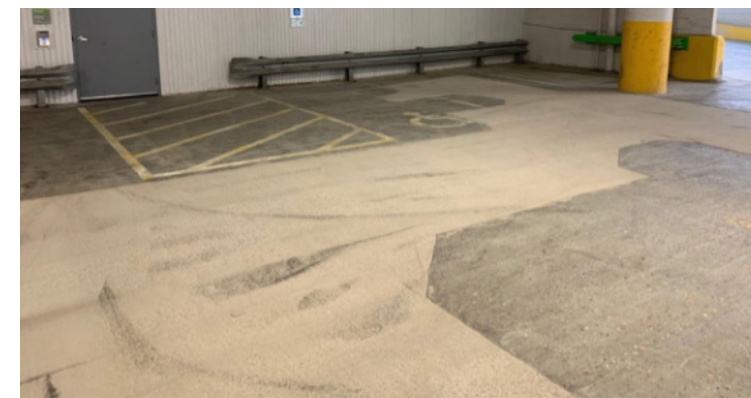
The underside concrete repairs were performed over occupied storage units with only light gauge wire mesh fabric protection on top of the units. With a minimum ceiling of 18', that alone provided many challenges in itself. In order to maintain access to every unit and protect the customers belongings, all locations had working platforms and enclosures built on top of the units to access the repairs and capture all concrete debris generated. Working over the storage units added another challenge as no shoring could be used to support the formwork. All formwork needed to be constructed to be suspended from the underside of the slab and to support not only the weight of the forms but also the weight of the repair materials, which in some cases was upwards of 315 Sf and 8,700 lbs. Underside repairs were completed with the form and pump method due to the 14" thickness of the slab and extremely limited access above the repairs. Repairs were completed within the storage units' footprints, which meant no access was available on the floor above the underside repair.

In some of the large full depth repair locations where it was necessary to have shoring in place, units needed to be vacated. This tenant locker relocation process took 60 days (30-day notice, 30 days to relocate), so constant communication with the facility management was necessary to make sure the notifications went out timely as to not hold the project up. Any area where this was deemed necessary had the work expedited so that the units were not taken offline for long periods of time.

Finally, there were several other contractors working on other projects in the building concurrently with this project. These projects consisted of roof replacement, façade & window upgrades, and locker stall reconfiguration. Constant coordination between all the contractors was necessary to keep all the projects on schedule and ensure that the sequencing of work was correct. In some instances, our schedule and sequencing of repairs was modified to give the other contractors ample time to address their scope of work and have the areas turned over to the buildings management on schedule.

Scope of Work Topside Floor Repairs

Floor repairs were completed at two ramps and two parking locations, including at all the buildings entrances and exits overhead doors. With tenants having 24-hour access, this work needed to be phased so there was minimal impact on the daily operation. There were a few areas where the access was extremely limited and closing half of the space did not leave enough room for traffic to safely access. In these areas, work was sequenced so the access was closed as minimal as possible. Rapid set materials were also used in lieu of redimix to limit the closure time. Repairs were anticipated to be partial depth only, but full depth repairs were necessary on the ramp slabs. The ramp slabs were previously repaired from both the topside and underside at different points of time. These repairs were failing causing the need for the full depth repairs. In addition, the slab reinforcement consisted of only one mat of rebar, which did



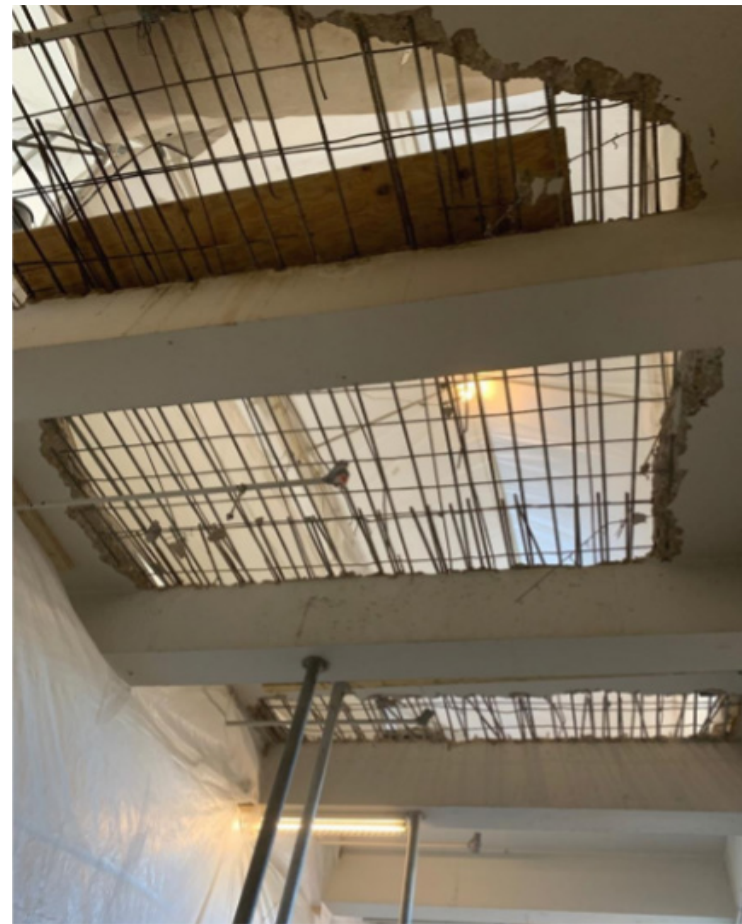
not have uniform spacing. At both partial and full depth repair locations, supplemental steel was added where the original was deteriorated or missing. Rebar was cleaned and coated using a cementitious material and galvanic anodes installed around the patch perimeters for added protection. Standard 5,000 psi redimix was used to pour back the repairs. Repair location perimeters were sealed using a two-component urethane sealant prior to installing a four-coat urethane traffic bearing membrane. This scope of the project took approximately 4 months to complete.

Underside Slab Repairs

Underside repairs were completed on all areas of the structure in 52 separate locations. Each area was fully enclosed, and all areas over occupied units needed to have elevated work platforms constructed. Repair areas were prioritized based on condition to make sure that all the locations with concrete falling or in danger of falling were repaired first. Repair locations were given a number and a priority designation (Green, Yellow, Red) so the project team could track locations. Due to limited access, each location was surveyed from the ground by the contractor and the engineer to estimate repair size and priority level. This was instrumental in determining the order of repair locations that were completed to ensure that the owner's budget was not exceeded.

Locations were addressed with the following sequencing: Installation of access & fall protection, repair locations sounded and limits marked, mechanical lines moved if needed, enclosure erected, demolition completed, debris removal completed, clean and survey rebar, supplemental rebar added if needed, rebar coated, formwork installed, repair material pumped (within 5 days of rebar coating application), patch cured, formwork removed, repair location sounded to ensure consolidation, mechanical lines replaced if needed, anchor points patched, enclosure removed, repair location painted, access removed.

All repairs were completed using a small portable concrete pump, powered by a 185 CFM compressor, which was moved to each of the repair locations. The corridors in the facility were approximately 4' wide which limited what could be used. All equipment and materials were moved by hand and small carts which proved time consuming and challenging. The project staging area was constructed in a central location and at times more than 300' from the repair locations which meant over a thousand bags of repair mortar needed to be moved via cart to the 52 repair locations.



FEBRUARY DINNER MEETING HIGHLIGHTS

ICRI Chicago Chapter hosted our first dinner meeting of the year. The dinner meeting topic was the project of the year award. Chris Kottra, with Building Technology Consultants (BTC), received the Award of Merit for the project: 474 N Lake Shore Drive – Sealant and Concrete Louver Repairs. During his presentation, he spoke about the repairs' logistics and how access played a vital role in the project's overall scope.

Matthew Ziesemer with Western Specialty Contractors and Steve Nolan with Klein and Hoffman presented the 2021 Project of the Year Award: Extra Space Storage – Concrete Restoration. Steven talked about the design and overall project scope, while Matthew touched on the logistics behind the project. Both presentations provided an insightful review of the exceptional repairs project by each project team. The presentation drew over 50 participants and provided useful information and interesting perspectives on navigating through unique challenges to each project.



Award of Merit: 474 N Lakeshore Dr – Sealant and Concrete Louver Repairs (\$2,800,000)



Project of the Year Award: Extra Space Storage – Concrete Repairs (\$1,510,000)

ICRI NCAA MARCH MADNESS HAPPY HOUR

On March 18, 2022, approximately 30 to 40 members took Friday afternoon off to drink and mingle at the ICRI Chicago Chapter NCAA March Madness Happy Hour at Crazy Pour Sports Bar in Villas Park. ICRI provided complimentary appetizers to our members, a semi-private party room and many TV's to watch numerous men's NCAA tournament basketball games. Since it was the second day of the first round, two to four games were playing at the same time. Heaven for some basketball junkies. Blue and Orange for UIUC was the predominate color of the day, and later that evening, each alumnus was elated that they won their first-round game.

It was wonderful to see several members for the first time in a long time and catch up on how work was going and prospects for the spring. The Happy Hour was a great success, and the Board is looking to weave in some more social events in the years to come. Thank you to the social committee for organizing the event and having it come off without a hitch.



2021 ICRI CHICAGO CHAPTER AWARD OF MERIT
474 N LSD SEALANT AND CONCRETE LOUVER REPAIRS

Owner: 474 North Lake Shore Drive Condominium Association
Engineer: Building Technology Consultants, Inc.
Contractor: Mark 1 Restoration Company
Project Cost: \$2,800,000
Duration: Approximately 9 months (270 calendar days)

Overview:

The subject building is a 61-story concrete-framed structure completed in 1990. The facade consists of precast concrete panels with an exposed aggregate finish. A total of 492 precast concrete louvers fill openings in the facade panels at the bottom 15 floors of the north, south, and east elevations in lieu of windows. These louvers allow natural ventilation of the garage. A heavily traveled elevated roadway runs parallel to the east elevation of the building. The road is salted during wintery conditions and snowplow trucks spray salt onto the east elevation louvers. Exposure to these chlorides led to corrosion of reinforcing steel and concrete deterioration in some locations. Conventional concrete repairs performed in 2009 were effective initially. However, deterioration continued. Four “levels” of long-term repair options were developed for the HOA’s consideration. These options included conventional concrete repairs, acrylic coating, elastomeric coating, and replacing the louver rungs with a pre-fabricated aluminum louver. A combination of repairs was selected to optimize cost effectiveness of the repairs. The risk of exposure to deicing and other chlorides was considered for each louver when deciding which repair “level” was appropriate. The louvers on the 2nd through 9th floors were the most susceptible to overspray of de-icing salts. As such, the Owner selected the more robust repair option at the lower floors. Such repairs were not warranted for the upper levels.

Above the 15th floor, joints between precast concrete facade panels are sealed with an elastomeric sealant. The HOA had been budgeting for a proactive comprehensive sealant replacement project given the age of the building and the expected service life of the sealant. A facade repair project was implemented in 2019, which combined louver repairs with comprehensive sealant replacement at the Tower. The project finished on time & under budget despite some logistical challenges.

Narrative:

The precast concrete louvers generally consist of 6 trapezoid-shaped horizontal rungs spaced evenly within the opening). Some louvers along the lower floors on the east and south elevation consist of solid concrete panels that have rungs to replicate the appearance of other louvers.

Concrete deterioration was identified at the precast concrete louvers on the east elevation during a critical facade examination in 2008. Conventional partial- or full-depth concrete repairs were performed in 2009 at the louver rungs where deteriorated concrete was identified. Within a few years, adjacent portions of the louver rungs that had not been repaired previously were exhibiting similar deterioration. During a close-up review at portions of the facade in 2014, it was concluded that deterioration of the concrete louvers had continued and was progressing at a faster rate than other facade components. The deterioration was attributed to the following factors:

1. Salt spray from the adjacent roadway;
2. Low concrete cover over reinforcing steel on louver rungs on all elevations; and
3. Presence of near horizontal surfaces on louver rungs on all elevations.

Based on these factors, it was clear that alternative repair options were needed to improve performance and durability. Four levels of schematic repair options were developed in 2015 for the louvers on the north, east, and south elevations, which were as follows:

1. Level 1 Repairs: Perform conventional concrete repairs to address continued deterioration similar to what was performed in 2009 (See Figure 1 below). The scope of work would also include routing and sealing of cracks, and applying an architectural waterproofing coating. These repairs would only address localized areas of deterioration and would not necessarily protect the louvers from continued exposure to chlorides and the effects of ring anode corrosion. Furthermore, the waterproofing coating considered for this repair is not elastomeric, and will not accommodate cracks that may appear in the future. As such, re-application would be required every 3 to 5 years.

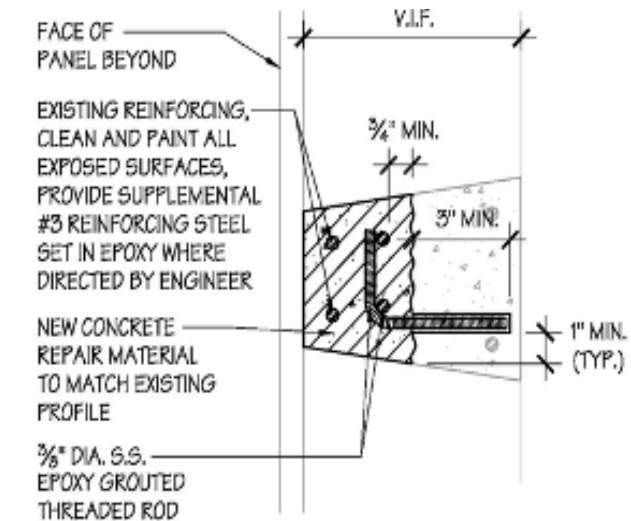


Figure 1 – Type I Louver Repair

2. Level 2 Repairs: Perform Level 1 repairs except apply a high-performance fluid-applied waterproofing membrane over exposed areas of sound concrete in lieu of the waterproofing coating considered for Level 1 Repairs. Fluid-applied membranes are more durable, and have elastomeric properties that can bridge small cracks. Re-application would still be necessary every 8 to 10 years.
3. Level 3 Repairs: Level 3 Repairs initially consisted of over-cladding the existing louvers with prefabricated “caps” constructed of glass fiber reinforced concrete (GFRC). However, this option was removed from consideration due to concerns of dimensional consistency and aesthetic implications that would have prevented the one-size-fits-all intended benefit of the caps.
4. Level 4 Repairs: Remove rungs of concrete louvers leaving the concrete “frame” in place. Grind surfaces where rungs are removed flush with frame. Install prefabricated aluminum louvers consisting of frame covers and rungs (See Figure 2 below). Replacing the concrete louvers with more durable materials eliminated the need for periodic conventional concrete repairs. The need for future repairs and maintenance would also be drastically reduced.

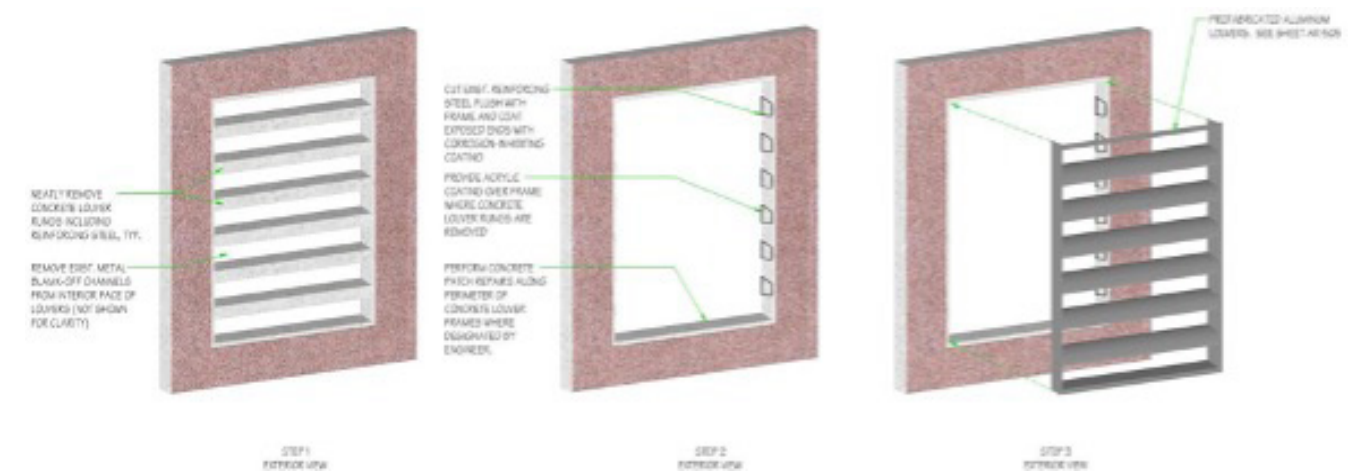


Figure 2 – Louver Rung Replacement

Recommendations to the HOA were that the highest level of repairs should be considered for louvers with the highest exposure to chlorides. Conversely, louvers with less exposure to chlorides (i.e., most of the north and south elevations, and upper levels of the east elevation) are less likely to deteriorate to the extent observed at lower portions of the east elevation. As such, the lower-level repair options would be more financially appropriate for those locations.

Considering cost and benefits, an effective combination of the Levels 1, 2, and 4 was recommended to the HOA. The 15-story parking garage has 376 parking spaces dedicated to the residents of the building. There are also 258 commercial parking spaces that are owned and maintained separately from the HOA. Based on the agreement between the 2 entities, the

commercial owner was partially responsible for maintenance of the garage facade. Extensive deliberation between the 2 parties regarding the appropriate approach to repairing the louvers delayed the project. The louvers were monitored, and make-safe repairs were performed periodically until a large-scale repair project could be implemented.

Sealant between precast concrete facade panels was original to the building and nearing the end of its anticipated useful life. Although only localized sealant failure had been observed, the HOA had been budgeting for a proactive comprehensive sealant replacement project to be completed in 2018 and/or 2019.

The timelines for the louver repair project and comprehensive sealant repair project converged in 2018, and the 2 projects were combined into a single facade restoration project. Construction documents were completed in the fall of 2018 with the intention of starting the work in the spring of 2019. Several Chicago-area restoration contractors competitively bid on the project, and the project was awarded in January of 2019. Work began in March of 2019, and was complete in early December of the same year. Some logistical challenges presented themselves early on. Lead time for obtaining the replacement aluminum louvers was going to be longer than originally anticipated. To combat this, the contractor initially mobilized swingstages to the north, south, and west elevations concurrently, but left the east elevation for later in the project schedule. Wall-mounted cellular antennae were anchored through 1 to 2 louvers on each elevation. The cellular service providers were inconsistent in their requirements for temporary protection, temporary relocation, and/or temporary shutdown of their cellular equipment. As such, the restoration contractor had unanticipated challenges in coordinating those efforts.

The contractor had as many as 8 swingstages operating at a time in an effort to maintain an aggressive schedule. To minimize downtime due to unfavorable weather conditions or material delays, the contractor established flexibility in what work would be performed each day (i.e., sealant, concrete, coating, etc.). During louver replacement on the east elevation, the contractor was able to stage workers on the inside of the garage and from the swingstages to improve efficiency. Metal channels were anchored to the inside face of the precast facade panels. Some of the channels had been exhibiting corrosion. An allowance had been included in the original contract sum for replacing corroded channels. Since the channels would have to be removed where louvers were being replaced, the HOA elected to replace all the channels where louvers were being replaced rather than reinstall the existing channels.

Due to the high cost for accessing the facade, the HOA wanted to maximize the amount of work that could be done during this project to minimize the potential for repeating mobilization costs. With that in mind, the project also included unit price work such as concrete patch repairs matching the exposed aggregate finish, routing and sealing cracks, glazing gasket replacement, replacing failed insulated glass units. At the conclusion of the project, 57 concrete louvers on the east elevation had been replaced with prefabricated aluminum louvers, 46 louvers received a silicone elastomeric coating, and the remaining louvers received an acrylic protective coating. Approximately 60,000 linear feet of sealant was replaced.

The original contract sum was \$3,257,000 which included conservative quantity estimates for unit price work and a healthy contingency to address unanticipated conditions. Most of the facade components were in better condition than anticipated. As such, repair quantities were less than estimated for many of the unit price repairs. The final construction cost was approximately \$2.8M and the entire project was completed in approximately 9 months.



APRIL DINNER MEETING HIGHLIGHTS – POST TENSIONING!

ICRI Chicago Chapter hosted a roundtable discussion with local experts in the field of post-tensioning. The roundtable was hosted by: John Morgan (Walker Consultants), Aga Horoszko (Thorton Thomasetti), Al Hauter (Dywidag), and Jon Connealy (Cortec).

Aga discussed the many challenges that come with designing new post-tensioned structures and reasons for blowouts during construction. John Morgan discussed the various typical and atypical post-tensioning repair approaches that can be performed in an existing structure. Al talked about the evolution in post-tensioning hardware and systems and how the technology has improved to increase durability. Finally, Jon, who did a great job moderating the panelist, discussed the various concrete admixtures and topical membranes that can be used to extend the service life of concrete so that post-tensioning repairs are more limited in the future.

Over 35 ICRI Chicago members attended the dinner meeting and had the opportunity to network with other industry professionals. Thank you to our panel and to our attendees for a great night!



We are looking for volunteers! Interested in becoming more involved? Join a committee! Please go to www.icrichicago.org/Committees and click on the committee you want to sign up!

Awards: Responsibilities include managing Project of the Year competition and marketing. Other responsibilities include recognizing speakers at dinner meetings, Seminar, and various special events.

Communications: Responsible for networking within Chapter, with national, and with other industry organizations. Also responsible for maintaining website.

Membership: Responsibilities are to devise and implement ideas to increase membership. Committee is also responsible for attending various functions, trade shows, special events, etc. to promote our ICRI mission.

Programs: Responsible for identifying desired topics and qualified speakers, and securing venues for the 4 dinner meetings.

Publications: Responsibilities are to create and publish our quarterly "Concrete Reinforcer" magazine. Committee is also responsible for soliciting advertisers for the publication.

Seminar: Responsibility for identifying qualified speakers, securing a venue, and coordinating a full-day educational seminar.

Social: Plans, manages, and markets social events including golf outing, summer social outing, and holiday social outing.

Scholarship / Student Outreach: Responsibilities are to create criteria, an application, and a contact list of universities to distribute our annual scholarships to students. Also responsible for contacting universities to promote participation in our industry.



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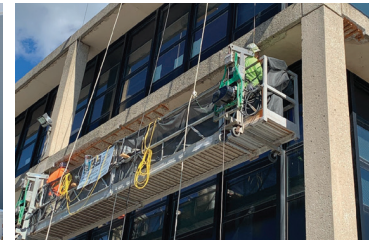
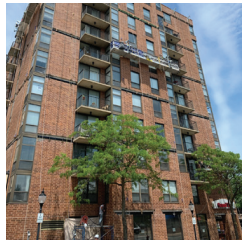
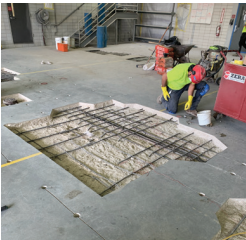


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