THE AGGREGATE

1st Quarter 2012

International Concrete Repair Institute Baltimore Washington Chapter, Inc.
www.icribwchapter.org

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Corrosion & Corrosion Resistance in Concrete

For many years, our nations' D.O.T.'s and infrastructure leaders have been pushing a 50-100 year useful life time frame for our bridges and other infrastructure facilities.

Since corrosion had been determined to be one of the biggest deterrents to that goal; they have been using many protective measures to try to correct or compensate for its effects.

They began specifying or recommending better concrete and better concreting and curing practices; however, environmental considerations and the human factor enter into that equation and tend to reduce the positive effect.

Next, without abandoning better concrete and practices; the reinforcing steel was coated, predominantly with epoxy (ASTM A775); galvanizing; or a combination of the two by way of a more recent composite ('zinc and fusion bonded polymer coated carbon steel'). These systems helped as long as the coating did not get damaged in transportation or in handling on site, which could break the protection, and most likely cause a corrosion event. In order to compensate for potential inherent

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Who Would Have Guessed...

The Smithsonian Magazine from December 2011, as well as the web site Smithsonian.com has an article about 'Building a better world with Green Cement'.

It speaks about Nikolaos Vlasopoulos, an environmental engineer at Imperial College in London who is working on manufacturing cement using more environmentally friendly methods.

For details see the article in the December 2011 issue of the Smithsonian Magazine or at the following web address:

http://www.smithsonianmag.com/science-nature/Building-a-Better-World-With-Green-Cement.html#

THE AGGREGATE INSIDE

ICRI MISSION STATEMENT

The mission of the International Concrete Repair Institute is to be a leading resource for education and information to improve the quality of repair, restoration, and protection of concrete and other structures in accordance with consensus criteria.
ICRI is an organization composed of Engineers, Consultants, Contractors, Manufacturers and other Material Suppliers, Property Managers and Owners all working together for the betterment of the industry and of all involved. Providing an open forum to speak about our work, new technologies and methods, exchange ideas.
Creating and following standards to produce the best results for all involved.

PRESIDENT'S MESSAGE

Dear ICRI-BW Chapter Members,

Happy New Year to all of our ICRI Baltimore Washington Chapter members and families! I hope that everyone had an enjoyable holiday season and hope that 2012 will bring you all good health, happiness and prosperity.

I would like to begin by thanking Chris Carlson, the Chapter's Past President, as well as the 2011 Board Members for making 2011 a successful year for our Chapter. Under Chris's leadership, the Board continued to focus on the Chapter's key programs. These programs include retaining our Chapter of the Year status, increasing the Chapters' membership, providing scholarships to ICRI members and their families, completing our Chapter History, expanding our Sponsorship Program, and the Industry Outreach program by continuing our work with Habitat for Humanity and Carver High School.

As outlined in our Mission Statement, we need to continue to be a resource for education and information regarding quality repairs and restoration. Our purpose should be to foster the growth of our organization and continue to educate those in this industry. This year, with the guidance of the Board as well as input and assistance from our membership, I would like to see our Chapter continue to grow and prosper. The Board met on January 12th and set our goals for the upcoming year. Several of our goals include:

- Retain our Chapter of the Year status
- Increase our membership by 10%
- Increase our attendance at Dinner Meetings
- Continue to provide scholarship opportunities for our membership
- Utilize publications, meetings and networking opportunities for educational purposes
- Provide at least one social activity for our membership

At this I would like to introduce you to the Board members for 2012 year and thank them for their time and efforts. Board Members for 2012 are Oscar Valenzuela (Vice President), Mike Prizzi (Secretary), Jay Whitton (Treasurer), Mike Miller, Dan Anagnos, Marty Fischer, Brian Greene, Neil Savitch, Brian McCabe, Sean Fisher, Cindy Garman and Shannon Bentz.

During my visit to the ICRI National Convention in Cincinnati last fall, I learned that many ICRI Chapters sometimes struggle to obtain the participation that makes our Chapter successful. Our Chapter is successful as a result of the hard work, dedication and participation by our membership in support of our events and programs. I thank you all for your continuing support to our Chapter. This year I look forward to even more involvement from our membership and encourage everyone to look for opportunities to volunteer, to assist on our committees and to help grow and support our Chapter. To become involved in any of our activities, please feel free to contact me and/or any of the committee chairs.

Our first meeting is our joint meeting with ACI and is scheduled for February 9th. The meeting will be held at Maggiano's Little Italy in the Tyson's Galleria. Our scheduled speaker is Fred Goodwin and the discussion topic is "Cracking Potential Technology". We look forward to seeing you there.

Information pertaining to our Chapter can be found on our website at www.icribwchapter.org. The website is an outstanding resource regarding updates, scheduled and upcoming activities and events, our scholarship program, sponsorship opportunities, technical information, publications, and contact information for the Board of Directors.

Finally, I would like to thank you all for this opportunity to serve you. It is an honor to serve as your Chapter President and I look forward to a successful year. If you have any questions, comments or suggestions, please feel free to contact me.

Patrick O'Malley

THE BALTIMORE WASHINGTON CHAPTER OF ICRI

Thursday, February 9, 2012

Maggiano's Little Italy

2001 International Dr, McLean, VA 22102

703-356-9000

Tysons Galleria

Advance Reservations by 02-02-12:	$50
After 02-02-12 & Non Members:	$60
4:00 PM	Board Meeting
5:30 PM	Social Hour
6:30 PM	Dinner & Presentation

ICRI - ACI FEB 2012 JOINT DINNER MEETING

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ICRI-BWC IS PROUD TO PRESENT OUR MEETING SPONSOR:

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CRACKING POTENTIAL TECHNOLOGY

OUR FEATURED SPEAKER

Fred Goodwin, FICRI, FACI

Fellow Scientist R&D/Technology BASF Construction Chemicals, LLC

Fred Goodwin is a chemist with over thirty years of experience in the construction chemicals industry, including cement manufacture, research, development, and technical support of grouts, adhesives, coatings, shotcrete, stucco, flooring, and concrete repair materials. He has been with BASF and its predecessors for 23 years.

Fred is an active member of ICRI, ACI, ASTM, NACE, SDC, ISO, and SSPC. He is a fellow of ACI and ICRI as well as a former ICRI TAC member and chair of ACI 364 Rehabilitation and ASTM C09.68 Volume Change. He is currently chair of the ICRI 320 Materials and Methods, ACI 515 Protective Systems, and ASTM C09.41 Cement Based Grouts. He is a guest lecturer for the Grouting Fundamentals short course at the CO School of Mines and was awarded the 2006 and 2010 Editors Award from JCPL and the Delmar Bloem Award in 2011. He is the inventor for four US patents, was recently named as one of the top 25 Innovative Thinkers by Technology Publishing, and is a frequent speaker at ICRI, ACI, and SSPC national convention sessions.

OUR FEATURED PRESENTATION

Cracking of cementitious materials is probably the biggest problem in our industry. Most failures are either caused by cracking or the effect of cracking. This presentation will discuss the how and why of these failures by describing materials, tensile properties, shrinkage, modulus, creep, and testing for these properties that impact cracking potential.

- The Why of Failure
  - Tensile properties
  - Defects
  - The How of Failure
- Shrinkage
  - Reduced shrinkage materials
- Combined Tests
  - Simulations
  - Restrained tests
  - Ring Test
- Thermal
- Summary
  - Informed Compromise
- Conclusions and Questions

REGISTRATION DEADLINE IS **FEBRUARY 2, 2012** NO-SHOWS WILL BE BILLED

Please email (mikeprizzi@metrosealant.com) or print this page and fax to ***Mike Prizzi***, Secretary, at 410-789-7406 no later than February 2, 2012. Checks to ICRI BWC may be turned in at the meeting or mailed with your form to:

Mike Prizzi, Secretary
ICRI BW Chapter
C/O Metro Sealant & Waterproofing Supply
1041 W. Nursery Road
Linthicum, MD 21090

You may also register and pay online at

www.ICRIBWChapter.org

Name: _____

Company: _____

Telephone: _____

Email: _____

Number of Guests: _____ Payment: ☐ Enclosed ☐ Online
(Please include receipt)

Guest Names: _____

_____

Guest's Company: _____

2011 TECHNICAL SEMINARS

This was the final event for the Baltimore Washington Chapter for 2011. The theme of the event was Green Preservation and Sustainability in Construction.

The full day seminar was fairly well attended with over 70 design professionals, contractors, material representatives and owners. The Chapter also sponsored 4 students and their instructor from Carver High School.

Some of the presentation topics included "Green Preservation and Cost Analysis for Sustainable Preservation" (Presented by Tom Whitmore, with the Christman Company), "Air Vapor: Moisture Barrier in Green Construction" (presented by Marty Fischer, with PPSI), "Protecting Assets: Water & Moister Design Consideration in Concrete & Mortar Repair Materials" (presented by Dave Dennsteadt & Dr. David Darwin, with Hycrete, Inc.).

The group then broke for a wonderful barbecue lunch. Followed by two dynamic presentations after lunch: a detailed investigation of the effects of the August Earthquake on the Washington Monument and the National Cathedral" (Presented by Erik Sohn from Wiss, Janney, Elstner Assoc.) and A study of 'Sustainability through Building Revitalization" (Presented by R. Scott Silvester from Simpson, Gumpert, & Heger). It was a wonderful educational and social event enjoyed by all!

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Upcoming Chapter Events

Feb. 9, 2012 **ICRI-BWC/ACI Joint Dinner Meeting**
Maggiano's Little Italy, Tyson's Galleria
McLean, VA

May 10, 2012 **ICRI-BWC 2nd Quarter Dinner Meeting**
College Park, MD

Sept. 13, 2012 **ICRI-BWC 3rd Quarter Dinner Meeting**
Baltimore, MD

Oct. 4, 2012 **ICRI-BWC Golf Tournament**
Glen Dale, MD

Nov. 1, 2012 **ICRI-BWC 4th Qtr. Awards Banquet**
College Park, MD

Dec. 6, 2012 **ICRI-BWC Fall Technical Seminars**

Upcoming National Events

April 18-20, 2012 **ICRI 2012 SPRING CONVENTION**
Theme: Preservation Engineering—Masonry/Stone/Concrete
Hilton, Quebec
Quebec, QC, Canada

Nov. 7-9, 2012 **ICRI 2012 FALL CONVENTION**
Theme: Life Cycle Repair—Sustainability
Rancho Las Palmas Resort and Spa
Rancho Mirage, CA

Mar. 20-22, 2013 **ICRI 2013 SPRING CONVENTION**
ICRI celebrates its 25th anniversary!
Tradewinds Islands Resorts
St. Pete Beach, FL

Corrosion

continued from page 1

defects or damage in the coating, corrosion inhibiting admixtures were introduced to add a second layer of defense against corrosion.

Following 14 years of research completed at the Virginia Transportation Research Council (VTRC) and at Virginia Tech, the Virginia Department of Transportation's Structure and Bridge Division in consultation with the Federal Highway Administration (FHWA) has decided that in order to achieve a 75-year or longer life for our bridges, we should discontinue the use of epoxy coated bars and galvanized bars. While many types of corrosion resistant reinforcing (CRR) steels had been studied, the decision was made to use the following three types of deformed bars:

1. Reinforcing steel bars forming to ASTM A1035/A1035M (low carbon, chromium)
2. Stainless steel reinforcing bars conforming to ASTM A955/A955M – UNS designations: S24100, S30400, S31603, S31653, S32101, S32201, S32205
3. Stainless reinforcing steel clad bars conforming to AASHTO designation: MP13M/MP 13-04

At this time stainless clad bars are not produced in the United States. Projects with Federal Aid require an approved waiver from the FHWA to meet the "Buy America" clause (23 CFR Section 635.410). Therefore, at this time the stainless clad bars will not be used except for projects designated as "experimental." Once stainless clad reinforcing bars are being produced in the U.S. in sufficient quantities, all three types of CRR steel bars will be allowed.

The research also showed that ASTM A1035 reinforcing steel, at about the same cost as epoxy coated rebar, provides the equivalent of 5 times the corrosion protection as epoxy coated rebar especially due to the corrosion potential caused by defects or breaks.

Micro-composite steel is a low carbon, chromium alloy steel conforming to the requirements of ASTM A1035 that is produced as part of a controlled-rolling production process (i.e. rolling steel within a well-defined temperature range and cooled at a specific rate). The combination of Micro-composite steel's chemical composition (see table below) and manufacturing production process produce an economical, high-quality, fine grained steel with a reduced amount of impurities in comparison to that of standard carbon steels (Figure 1). Micro-composite steel's unique composition provides the basis for its corrosion-resistant and high-strength material properties.

Typical ASTM A1035 Chemical Composition

													N2 1
No	**Heat***	**C**	**Mn**	**Si**	**S**	**P**	**Cu**	**Cr**	**Ni**	**Mo**	**V**	**Nb**	**PPM**
1	810737	0.06	0.46	0.23	0.011	0.01	0.1	9.13	0.08	0.02	0.018	0.007	118
2	710778	0.06	0.46	0.25	0.012	0.01	0.07	9.17	0.07	0.01	0.18	0.007	108
3	809465	0.07	0.011	0.01	0.013	0.01	0.13	9.61	0.1	0.02	0.027	0.006	167
4	810736	0.08	0.43	0.22	0.007	0.01	0.1	9.4	0.08	0.02	0.023	0.007	154
5	710789	0.06	0.43	0.29	0.008	0.01	0.1	9.28	0.08	0.02	0.018	0.007	110
Heat Average		0.07 0.07	0.46 0.46	0.25 0.25	0.010 0.010	0.01 0.01	0.10 0.10	9.32 9.32	0.08 0.08	0.02 0.02	0.053 0.053	0.007 0.007	131 131
** Required ** Required		0.15 0.15	1.5 1.5	0.50 0.50	0.045 0.045	0.035 0.035	-	8 to 10.9	-	-	-	-	500 500

**Weight percentage of chemical constituents*
***ASTM A 1035 maximum weight percentages except for the Cr specification range.*

Typical carbon steels form a matrix of chemically dissimilar materials – carbide and ferrite. These carbides are strong, yet brittle – immovable at the grain boundaries. In a moist environment, a battery-like effect occurs between the carbides and the ferrites that destroy the steel from the inside out. This effect (a microgalvanic cell) is the primary corrosion initiator that drives the corrosion reaction. This proprietary steel technology forms a matrix that is almost carbide free.

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Corrosion

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Micro-composite steel has a completely different structure at the nano or atomic scale (a laminated lath structure resembling "plywood"). Steel made using this type of nanotechnology does not form microgalvanic cells, which are the driving force behind corrosion. The "plywood" effect lends amazing strength, ductility, toughness and corrosion resistance to the steel:

Strength

Micro-composite steels can be produced up to three times as strong as conventional reinforcing steels. In many applications, the strength of micro-composite steels allow for far less steel to be used. Micro-composite steels are currently in the market with 100 ksi and 120 ksi reinforcing steel that is much stronger than conventional reinforcing steels used today at Grade 60 (60 ksi).

Ductility

Ductility is the ability for a material to stretch under load. Steels that have good ductility can be bent, stretched, formed, and manipulated without breaking. However, high-strength steels become brittle (not ductile) and lose their ability to be manipulated. Micro-composite steels are extremely high-strength and at the same time maintain high levels of ductility, allowing these steels to be integrated into applications demanding these properties such as bridge piers and members and any other project requiring cages incorporating bent steel.

Cold Resistance

Standard steels become brittle around 0°F to -20°F. micro-composite steels maintain excellent mechanical behavior at temperatures below -200°F.

Other Material Properties

Due to micro-composite proprietary microstructure, these steels exhibit substantial improvements in crack, impact, and fatigue resistance over conventional reinforcing steels.

Due to the improved efficiency of the ASTM A1035 steel in corrosion resistance as well as the improved properties of the steel itself, it appears that as the micro-composite steels are improved both as tools to fight corrosion; improve the strength and ductility economically; and the technologies become more popular as tools to improve the longevity of our infrastructure; it will help bring our infrastructure and eventually concrete construction in general into the future

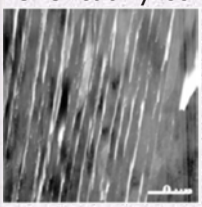

Figure 1: Electron Microscope Image of microcomposite Steel - Highly magnified microcomposite steel microstructure viewed through the use of a special electron microscope procedure known as TEM (Transmission Electron Microscopy)

For More Information:

Design Guide for the Use of ASTM A1035/A1035M Grade 100 (690) Steel Bars for Structural Concrete Report # ITG-6R-10 American Concrete Institute

Flexural Behavior And Design With High-Strength Bars And Those Without Well-Defined Yield Point TRB 2010 Annual Meeting

ASTM A1035 / A1035M - 11 Standard Specification for Deformed and Plain, Lowcarbon, Chromium, Steel Bars for Concrete Reinforcement

The Use of Corrosion Resistant Reinforcement as a Sustainable Technology for Bridge Deck Construction - TRB Annual Meeting 2010 Paper #10-2214 – January 2010

Laboratory Study of Corrosion Performance of Different Reinforcing Steels for Use in Concrete Structures - National Research Council of Canada - Research Report IRC-RR-284

Corrosion Resistant Alloys for Reinforced Concrete – FHWA HRT 09-020 – W. Hartt, R. Powers, P. Virmani et. al – May 2009

Summary Report on the Performance of Epoxy-Coated Reinforcing Steel in Virginia - Richard Weyers, Michael Sprinkel , Michael Brown , - VTRC Report 06-R29 - June 2006

ASM Handbook, Volume 13C, Corrosion: Environments and Industries Corrosion in Bridges and Highways –ASM International – J. Tinnea, W. Hartt, F. Pianca et. al. - 2006

Investigation of the Resistance of Several New Metallic Reinforcing Bar to Chloride-Induced Corrosion In Concrete - Virginia Transportation Research Council (VTRC) Report 04-R7 Gerardo Clemeña Ph.D. – December 2003

Design of Concrete Structures Using High-Strength Steel Reinforcement – National Cooperative Highway Research Program - NCHRP Report 679 – B. Shahrooz, R. Miller, K. Harries, H. Russell – April, 2011

Strengthening of Overloaded Prestressed Concrete Beams

During the summer of 2007, a repair contractor completed a unique prestressed beam repair project at a government parking structure in the Washington, D.C. area. The project required the repair of two post-tensioned beams damaged after being overloaded by a concentration of snow debris.

The beam failure was first noted in December 2006 by an employee who, while parking, noticed concrete spall debris on the deck. She looked up, saw the cracked beams and exposed prestressing strands, and immediately called 911.

For this project, the repair contractor developed an alternate, in-place repair solution that involved enlarging the damaged beams using self consolidating concrete (SCC) and post-tensioning with mild steel reinforcement to add strength. As it was impossible to estimate the damaged capacity of the beams, it was assumed that the original reinforcement had yielded and would no longer contribute to the load carrying capacity of the beam. Therefore, the retrofit would include the same amount of post-tensioning as the original beam and the enlarged section would be joined to the original section with a composite bond in order to restore the desired load capacity.

The repair contractor addressed the customer's need for a sound, cost-efficient repair with minimal down-time. They facilitated detailed analysis of structural elements with review and approval by the Engineer-of-Record (as well as two additional structural engineer peer reviews), and then safely and successfully completed the repair to the satisfaction of the general contractor, architect, engineer, and owner.

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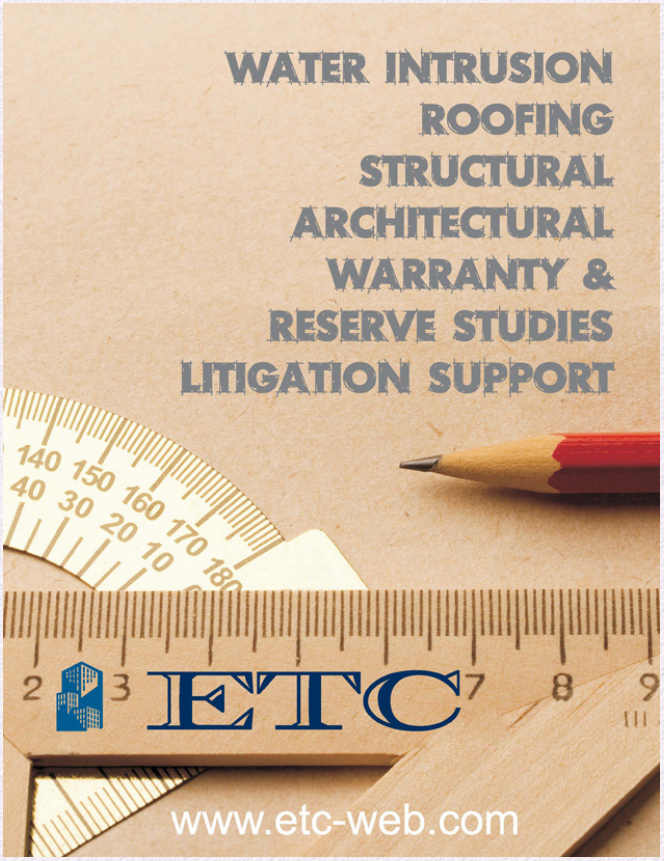

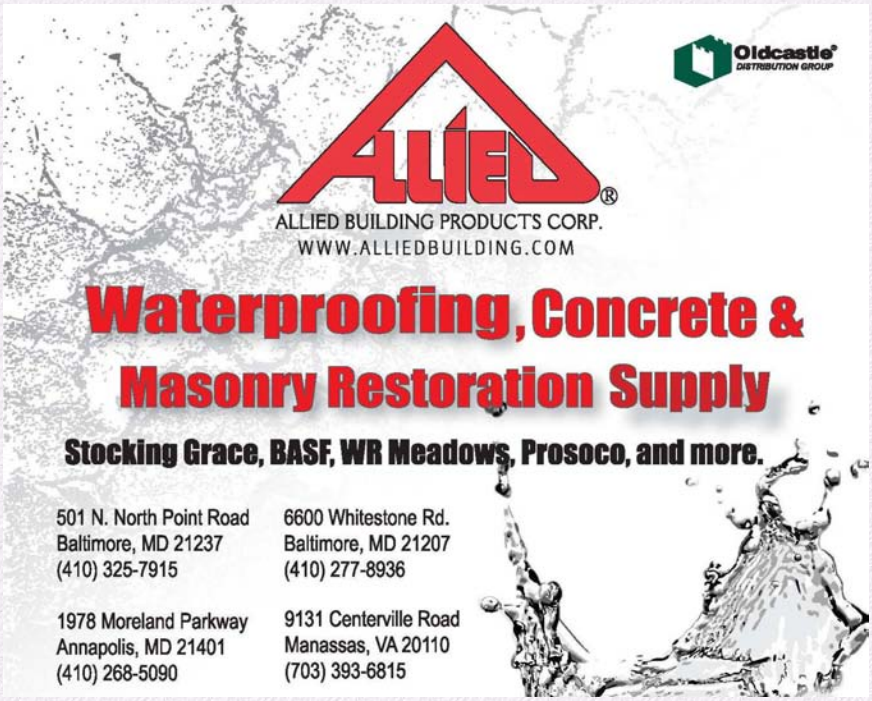

SAFETY COLUMN

Simple Side Effects of Working Outside in the Winter

By David Caple

Working outside in the summer it's easy to remember to drink plenty of fluids. It's Hot you're probably sweating a lot. Working outside in the cold weather we tend to focus more on staying warm. Just because it is cold doesn't mean your not loosing moisture. In fact, it's easy to overlook of the signs of de-hydration even though it's just as common in the winter as the summer.

A few simple ways to tell if you are de-hydrated in the winter include:

Dry skin – When you can scratch the word dry on your skin… it's dry. You are loosing moisture through your skin. The relative humidity is lower in the winter than the summer. It's like the air just sucks the moisture out of you.

When you urinate and the color is a yellow or dark amber rather than clear or light colored you are not taking in enough fluids.

Dry mouth is another example of dehydration setting in.

When re-hydrating consider water and avoid caffeinated or alcoholic beverages. They will only increase dehydration. Follow the same guidelines for drinking fluids in the winter as in the summer by drinking plenty of fluid before your shift and small amounts of fluid approximately every half hour.

Also, keep in mind the winter sun is brutal. It is easy to get a sun burn in the winter. Most people mistake it for wind burn but in fact it is not. If you wear sun-block in the summer continue to in the winter. Zinc oxide products work the best.

For further assistance or to recommend a topic for discussion in a future publication of The Aggregate contact me at d.p.caple@gmail.com

LEGAL COLUMN

Know Your Mechanic's Lien Rights

By Jennifer A. Mahar, Esquire

Unfortunately in today's economy collecting payment for work performed remains a challenge. One way to tackle this issue is to pursue your rights to a mechanic's lien provided the work you performed was on private property. A mechanic's lien cannot be filed against property owned by a local or federal government entity.

Mechanic's lien rights are created by statute. Virginia, Maryland and the District of Columbia each has its own mechanic's lien statute. The class of parties having mechanic's lien rights varies by jurisdiction.

In Virginia laborers and material suppliers who are general contractors, subcontractors or sub-subcontractors may assert a mechanic's lien provided they performed labor or furnished material having a value of $50 or more for the construction, removal, repair or improvement of any building or structure permanently annexed to the freehold. Architects and engineers who supervise the construction may also be entitled to a mechanic's lien.

In Maryland all persons, including architects and engineers, who provide labor or materials for repair or improvements equal to 15% of the value of the improved building (or 25% of the value of the improved building where a tenant contracts for the work) may assert a mechanic's lien.

In the District of Columbia general contractors and first tiered subcontractors may assert a mechanic's lien. Subcontractors who are second tier or lower do not have mechanic's lien rights in DC.

Whether you are in Virginia, Maryland or the District of Columbia, strict compliance with the requirements of the mechanic's lien statute, including notice and filing deadlines, is mandatory if you are to succeed with your lien claim. As such it is important that you understand before you begin work on a project what these statutory requirements are so that you do not inadvertently miss an important deadline.

Do you have a legal issue you would like addressed in a future newsletter? Send me an email with your question to jmahar@smithpachter.com or contact me at 703-847-6300

2011 BUSINESS CARD SERVICE DIRECTORY