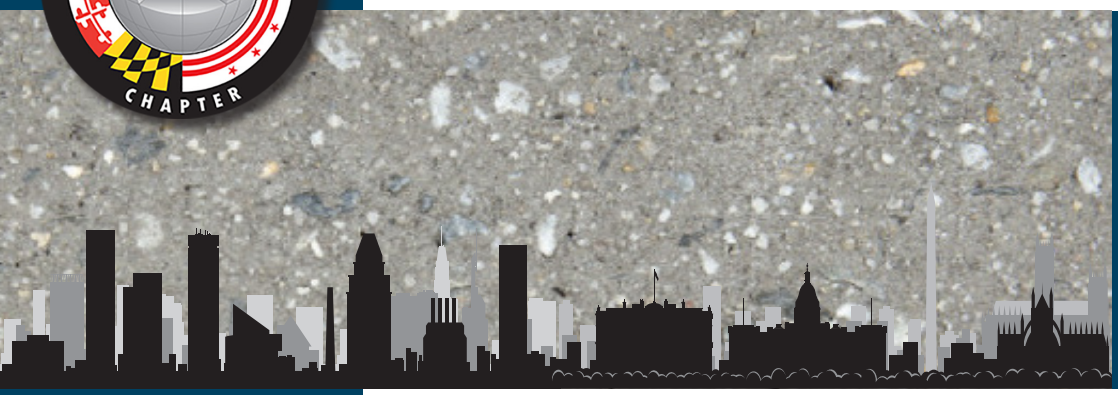
2nd Quarter
2018

The Aggregate

The Newsletter of the Baltimore·Washington DC Chapter of ICRI



In This Issue:

Chapter Calendar

Chapter Scholarship Application Available
April 12, 2018

Go Kart Outing at Autobahn Indoor Speedway
April 19, 2018

2nd Quarter Chapter Dinner Meeting
May 3, 2018

Call for Outstanding Project Applications
June 7, 2018

Visit us at:
icribwchapter.org

Message from our President

Bobby Radcliff - *Engineering & Technical Consultants, Inc.*

Well Spring has finally arrived. This has always been my favorite time of year. As a kid, my family would travel to Washington, DC to experience the cherry blossom festival. Nowadays, I still try to keep that tradition going with my children.

This year's National Spring Convention is being held in San Francisco. I was fortunate to be given the opportunity to serve as a Delegate for our Chapter. As I am writing this message, I am overlooking the beautiful city views with all its rich and historic architecture. The technical sessions have been informative and focused on seismic retrofitting as well as strengthening and stabilizing structures. The National Fall Convention will be held in Omaha, Nebraska. We are always looking for a first-time Delegate from our Chapter to attend the Convention. If interested, please contact me or any of the other officers or Board of Directors.

Our first social event of the year is fast approaching. Special thanks to Rich Barrett (Facilities Committee Chairman) for his time and effort in coordinating this action-packed evening. Currently, we have fifteen (15) racers signed up. If you want to attend, please visit the Chapter website or contact Rich Barrett. There are only five (5) remaining spots where the racing fees will be paid by the ICRI BWC Chapter. After that point, remaining attendees will have to pay. Refer to the raceway advertisement (page 3 of The Aggregate) for location/time and racing fees.

During the Spring Convention, I had the opportunity to meet the current Delaware Valley Chapter President, Pat Gallagher with Pullman SST. We were discussing the possibility of having a joint-Chapter social event this year. As of right now, we were thinking about hosting a paintball outing either in White Marsh or Have De Grace, Maryland. Seems like a fun idea that would also spark some competition. We will be researching more into this initiative and will provide an update in the coming months.

Our second quarter dinner meeting will be held on May 3, 2018 at That's Amore in Rockville, Maryland. Our feature speaker is Mr. Keith Kesner, Senior Project Manager with CVM Engineering based out of King of Prussia, Pennsylvania. The presentation will provide an in-depth review ACI 562-16. Refer to the dinner meeting registration form (page 9 of The Aggregate) for deadlines and presentation overview. For those that attended the first quarter dinner meeting, we apologize for the delay in getting the PowerPoint working. In life, I always reflect on issues like this and treat them as a lesson learned experience. For the second quarter meeting, we will make sure the PowerPoint is up and running before the dinner.

As always, please check our Chapter website for the calendar of events for this year as well as Chapter updates. Please reach out to myself or any of the other officers or Board members with any questions and/or concerns. I look forward to the start of the construction season and hope that everyone has a busy and successful year.

Bobby

WEATHER DELAYS

By Kenneth K. Sorteberg, Esquire
Huddles Jones Sorteberg & Dachille, PC

What happens when weather causes delays to the completion of a project? Weather delays are non-compensable. However, depending on what the contract says, weather delays can result in a time extension.

The prime contract between the Owner and the Prime Contractor typically contains a clause which addresses weather delays. Virtually all subcontracts provide that this clause will "flow down" to the Subcontractors. Such a clause may differ from one prime contract to another. However, the most commonly used prime contracts are derived from the American Institute of Architects (AIA) family of construction contracts.

The latest 2017 version of the AIA A201 General Conditions, at § 8.3.1 and § 15.1.6.2, sets up a difficult and subjective test to determine whether a time extension for weather is warranted:

> **§ 8.3.1** If the Contractor is delayed at any time in the commencement or progress of the Work … by … adverse weather conditions documented in accordance with Section 15.1.6.2 … then the Contract Time shall be extended for such reasonable time as the Architect may determine.
>
> **§ 15.1.6.2** If adverse weather conditions are the basis for a Claim for additional time, such Claim shall be documented by data substantiating that weather conditions were abnormal for the period of time, could not have been reasonably anticipated, and had an adverse effect on the scheduled construction.

First, the weather has to impact the critical path of the schedule in order for a time extension to be warranted. This requirement makes perfect sense, and the impact can be determined by a schedule analysis.

Second, the weather must have been "abnormal for the period of time" and cannot have been "reasonably anticipated." This very subjective test leads to a tug-of-war between the Contractor and the Owner. Hurricanes are reasonably anticipated and are not abnormal in late summer and early fall. But what about three hurricanes in the same month? Or a hurricane in December? Snow storms are reasonably anticipated and are not abnormal during the winter. But what about three major snowstorms in the same month? Or a major snow storm in November? How many rain days in one month are reasonably anticipated and not abnormal?

The best way to avoid disputes over what is abnormal and not reasonably anticipated, is to add clarification or parameters to the weather delay clause. Contractors and Owners often rely upon historical weather data to determine whether a certain weather pattern is abnormal or may be reasonably anticipated. Incorporating such historical weather data into the contract can set parameters for how much rain or snow or cold can be anticipated in a given month. Some contracts set a specific number of anticipated bad weather days per month or for the contract duration. Some contracts provide for a winter shut down. And every project is different. A prudent contractor will carefully think through how weather on a certain project could affect the schedule and productivity, and either build extra time into the schedule or clarify precisely what weather conditions will warrant a time extension.

Kenneth K. Sorteberg, Esquire
Please feel free to contact Ken Sorteberg at sorteberg@constructionlaw.com with any questions or suggestions for future Legal Columns. Mr. Sorteberg is a civil engineer and an attorney (licensed in MD and DC) who focuses his practice on construction law.

AUTOBAHN INDOOR SPEEDWAY

Boogity, boogity, boogity
Let's Go Racing!

Thursday, April 19th
at 7:00 pm

Visit **ICRIBWChapter.org**
to sign up

Get your competitive juices flowing and come join the ICRI Baltimore/Washington Chapter at the Autobahn Speedway in Jessup, Maryland for an evening of premier indoor go-kart racing. Included is a 2 Race Package with each race lasting for about 14 laps taking about 10-15 minutes to complete. The karts are all electric and race up to 50 mph.

Fee paid by ICRI for the 1st 20 to register
2 Race Package – $47.20 per person (after first 20)

Autobahn Indoor Speedway & Events
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Project of the Year: Executive Office Building and Montgomery County Circuit Court Plaza Renovation

Owner: Montgomery County Maryland

Architect/Engineer: Smislova, Kehnemui & Associates, P.A.

Design Team for SK&A
Civil Engineer: A. Morton Thomas & Associate
Landscape Architect: Mahan Rykel Associates
MEP Engineer: CTA Consulting Engineer
Signage Consultant: WMHGD, LLC
Concrete Testing: Specialized Engineering
Testing Agency - **Waterproofing:** Gale Associates

Repair Contractor: Concrete Protection and Restoration, Inc.

Subcontractors for CP&R
Asphalt: O'Leary Asphalt, Inc.
Concrete Finishes: Schneider Contracting Corporation
Demolition/Earthwork: RBS
Electrical: Bryant Berry, Inc.
Landscaping: Landscape Enterprises, Inc.
Plumbing: Hydro Technology Diversified, Inc.
Signs: Gelberg Signs
Stone Work: Lorton Stone
Surface Prep: Prepcon
Surveyor: Precision Surveying and Mapping, LLC
Waterproofing Testing (ELD Testing): Honza Group

Material Suppliers: Aggregate Industries, Henry Bakor, Emseal, Evonik

Location: 101 Monroe Street, Rockville, MD

Budget
Original Contract Amount: $4,202,650.00
Change Order Amount: $26,001.00
Final Contract Amount: $4,228,651.00
Field Order Amount: $365,000.00

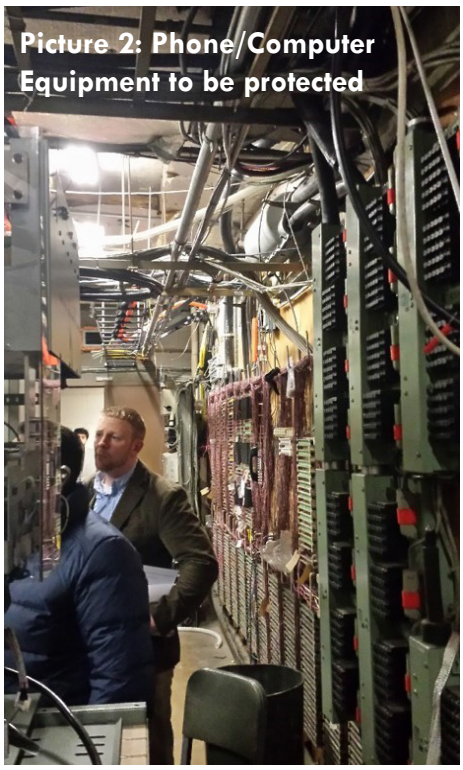
Project Duration: 18 Months, 3/2015-10/2016

Article by Nina Breece - Marketing/Sales Manager CP&R

Picture 1: Before Construction Began

Abstract and Background

The Executive Office Building and Montgomery County Circuit Court was constructed in 1974. The plaza is an elevated structure that is located between the Montgomery County Executive Office Building, the Montgomery County Circuit Court Building and adjacent shops. Access to the plaza is from the only entrance at Monroe Street. The area below the plaza consists of the loading dock, offices, storage areas, the Montgomery County print shop, the kitchen and cafeteria for the Montgomery County employees, critical phone and computer equipment rooms for the Montgomery County Executive Office Building (EOB) and the Circuit Court as well as the main electrical room servicing the Montgomery County offices.


Picture 2: Phone/Computer Equipment to be protected

Deteriorating finishes and an aging (40+ years), failing waterproofing system that had resulted in numerous leaks to the spaces below prompted an investigation by SK&A. As a result of their investigation, a repair program was developed for the County.

SK&A assembled a complete set of repair documents for Montgomery County and a "Request for Proposal" was publicized for a Prime Contract to perform the specified repairs. The proposals and submission process included an extensive Qualification Package as well as a complete Pricing Proposal. A "Qualification and Selection Committee," assembled by Montgomery County, reviewed the contractors' written submissions/ proposals and conducted an extensive interview process with the selected contractors that exceeded the minimum score required by the County's Office of Procurement. When the final tabulations were made, Concrete Protection & Restoration, Inc. was awarded the project based upon the scoring requirements.

Continued on page 5

Picture 3: Demolition in Progress

Picture 4: Demo Slab

Planning/Phasing/Design Issues & Project Administration

During the investigative phases, water migration into the occupied space within the subterranean loading dock was attributed to the failed expansion joint seal within Monroe Street as well as the deteriorated waterproof membrane beneath the traffic circle and planters. SK&A detected a substantial amount of spalled and deteriorated concrete in the ceiling of the concrete deck supporting the road structure due to corrosion of embedded steel reinforcements. Therefore, SK&A recommended remediation of the problems in order to restore the structural integrity of the plaza.

SK&A conducted exploratory demolition of the brick masonry surfacing, asphalt paving and concrete topping in order to expose and evaluate the condition of the waterproofing membrane over the top surface of the elevated road structure. Exploratory demolition was performed at selected areas of the plaza surface as well as cuts through the waterproofing membrane within the planters to inspect for moisture beneath the membrane.

Picture 5: Expansion Joint and Waterproofing Installation

Interviews were conducted with the facilities management and maintenance staff as well as staff members of the Rockville Economic Development Inc. in an attempt to discover the ages of the various building and plaza components, plaza maintenance schedules, known and hidden defects, and plans for capital expenditures. The limited structural and architectural plans of the plaza improvements were reviewed for appropriate road structure and plaza design criteria. The total area surveyed was approximately 37,115 square feet including the road deck over Truck Street, which acts as the access road to the loading dock below. Plans and limited historic data were studied in order to verify the existing construction details and prior repair information, to recommend a course of action for long-term preventative maintenance and to repair any deficiencies in the road structure and the plaza.

The elevated road deck and structural components of the plaza were observed to be in poor condition with specific elements showing signs of severe physical distress. Most of the structural deficiencies SK&A noted were due to the migration of water containing de-icing salts into the structural slab causing the corrosion of the embedded reinforcing steel.

The intention and subsequent work scope of this multi-phase project included remediation to approximately 23,500 square feet of plaza area only. The Truck Street portion of the original survey did not become a part of this work scope. The scope of work included the following:

1. Demolition and complete removal of the existing plaza overburden (concrete sidewalks, curbs and gutters, asphalt pavement, planter boxes and other landscaped areas, existing waterproofing, site lighting and signage) in order to expose the structural slab.
2. Removal of the existing waterproofing from the structural slab.
3. Repair of the delaminated structural slab.
4. Surface preparation (shot-blasting) of the structural slab and the installation of a corrosion inhibiting treatment to the entire slab.

Continued on page 6

5. Installation and electronic testing of a new hot applied waterproofing system (215 mils).
6. Installation of new expansion joints.
7. Installation of a new concrete protection slab.
8. Excavation and installation of three new storm drain structures as well as the associated 15" and 18" reinforced concrete pipe.


Picture 6: Storm Drain Installation

9. Layout and installation of the new plaza finishes including the concrete topping slab, an ADA compliant walkway, the curb and gutter; planters with associated trees and plantings, granite curbs, asphalt paving at the traffic circle, two-tiered plaza drains, street lighting, bollards, a bike share rack, and directional signage including an electronic message board.

A concrete repair program was designed by the SK&A and Montgomery County to meet the owner's needs. Once the contract was awarded, we worked as the contractor with both the structural engineer and the owner to accomplish all architectural, structural, civil, landscape, mechanical, plumbing, electrical, signage, and special requirements to make this job a success in the eyes of SK&A, Montgomery County, and CPR.

Technical Innovation/Project Complexities

During the course of the project there were a variety of challenges the team worked successfully to solve. These challenges included noise restrictions, additional work added, extreme precision needed for various aspects, and adherence to strict schedule requirements.

Picture 7: Waterproofing, Temporary Walkway and Phasing

Due to the sensitive nature of the Circuit Court proceedings and recording procedures, noise generating work had to be scheduled while the Circuit Court was not in session. Performing noise generating work off-hours was not welcome by residents living in nearby condominiums, so noise waivers needed to be approved monthly by authorities.

With the need for continual access to the EOB, Circuit Court Building, and loading dock it was necessary to phase work accordingly so as to also maintain access for emergency and fire equipment to the site. This created the need for work to take place during various times of the day throughout the project, including during the day, evening, and weekend hours. In order to meet the requirements of the owner and engineer, there were 20 total phases to the project with 8 phases of the structural slab repairs taking place over the loading dock and office spaces below. These phases also all required design and installation of temporary protection. As part of the phasing, temporary walkways were constructed and traffic control measures were coordinated with the County.


Picture 8: Circle Layout with Planters

Another complexity our team worked through was making sure the multiple rooms underneath the plaza were constantly protected from any damage. One method we ensured this through was by installing temporary waterproofing in order to protect the sensitive rooms and equipment located in the office spaces below. Our team also installed dust containment and protection for all critical electronic equipment, maintained optimal temperatures in critical equipment rooms, and protected all storefronts, offices, equipment, cafeteria areas and print shop. The project team continually monitored the occupied spaces during weather events to keep these areas dry.

Continued on page 7

Due to limited access and numerous mechanical and electrical fixtures, the installation of the temporary protection and shoring in the occupied areas below the plaza deck was difficult. On most occasions, relocation of the existing electrical and HVAC components was required in order to perform the repairs. In addition, protecting the newly placed hot applied waterproofing from the numerous trades performing work was critical.

A variety of job aspects created the need for careful planning and adherence to a tight schedule. Limited storage and access to the site for deliveries and equipment made it necessary for concrete pours, excavation, and backfill operations to be carefully coordinated. In addition, the Board of Elections wanted the plaza completed and opened in time for the 2016 early voting period, which made it imperative to stick to the tight schedule in order to meet that deadline.

Picture 9: Concrete Topping and ADA Sloping

Making sure the property met all ADA requirements was an integral part of the project and required a dedicated pedestrian path from the EOB and Circuit Court to the public sidewalk at Monroe Street. There were also numerous elevations that were required to be met for the layout of the walk path, so careful monitoring took place during the installation of the path.

Throughout the project some unforeseen beam repairs were discovered at the entrance way to the EOB. The entrance needed to remain open during the repairs, so performing these repairs required installation of temporary protection and waterproofing as well as steel plates on a daily basis. To fully complete these repairs, a precast building panel needed to be removed, a temporary pre-cast support installed, and the precast panel re-installed upon completion of the beam repairs. Access to install the temporary pre-cast support was limited and was obtained through an adjacent elevator shaft, where existing drywall inside the shaft needed to be removed.

Continued on page 8

During the construction, a change was issued for the planter wall construction. The planter wall construction changed from concrete walls to granite cladded concrete walls. The lead time on the granite was sixteen weeks. In order to meet the schedule, the granite order was placed before completion of the walls. The radii and layout for the walls needed to be adjusted from the original design and needed to be exact for the granite to fit properly.

Some additional complexities the team faced included the need for aluminum framed, split slab expansion joint that required mitered corners and specially mitered angles around the existing precast column panels as well as the challenges of the layout of the plaza in regards to the radii for the new plaza finished. There were numerous coordinates and radii that had to be located for placement of the flagpoles, planter walls, light poles and concrete finishes. Finally perfecting the layout and installation of the Compass Rose at the center of the traffic circle took careful planning on our team's part.

Concrete Protection & Restoration, Inc. worked to exceed the owner's expectation by staffing the crew with an experienced project team that welcomed these challenges and worked together with the owner and engineer to resolve any obstacles.

Conclusion

The EOB and Montgomery County Circuit Court Plaza Renovation was a very challenging yet rewarding project. Constant communication between the contractor, design engineer and owner was a necessity to achieve quick resolutions of details in order to maintain the schedule. Despite many challenges, the repairs were completed on schedule and within the budget.

Picture 10: Finished Plaza and Compass Rose

Picture 11: Finished Plaza including bollards, flagpoles, light poles and planters

ICRI Baltimore Washington Chapter
2nd Quarter Dinner Meeting

Thursday, May 3rd, 2018

That's Amore
15201 Shady Grove Road #1
Rockville, MD 20850

SCHEDULE:

4:00 pm Board Meeting
5:30 pm Social Hour
6:30 pm Dinner & Presentation

REGISTRATION:

Member Rate: $50
Non-Member Rate: $60
All after 4/27/18: $60

REGISTRATION DEADLINE IS APRIL 27TH, 2018

Company: _____

Name: _____

E-mail: _____ Phone: _____

Number of Attendees: _____ Attendee Names: _____

_____

ACI 562-16 – The ACI Concrete Repair Code

ACI 562 was developed to be performance-based (in contrast to prescriptive) to provide design professional the maximum amount of flexibility in developing repair solutions. The document's extensive commentary, including a comprehensive list of references, provides guidance to design professionals using the code. The presentation will describe the development of ACI 562, the relationship of ACI 562 with other building codes and focus on use of the repair code on typical concrete repair projects.

Speaker: Keith Kesner, PhD, PE, SE - Senior Project Manager, CVM Engineers
Keith is a structural engineer with over 20 years of professional experience in the evaluation of existing structures. He is a Fellow of the American Concrete Institute (ACI) and an active member of the International Concrete Repair Institute (ICRI). He is the author/co-author of over 100 publications and presentations on a variety of structural engineering topics. He was awarded the 2005 ACI Young Member Award for Professional Achievement and co-awarded the 1998 ACI Construction Practice Award. He currently serves as the Chair of ACI Committee 562, and as member of ACI Committees 318-C, 228 and 364.

He is a registered Professional Engineer in several states, and a registered Structural Engineer in Massachusetts, Illinois and Hawaii. He received his Ph.D. and M.S. degrees from Cornell University and his B.S. degree from the University of Connecticut.

Scan and email this completed form to Chapter Secretary, Brian Radigan by April 27th. Checks may be mailed with your form or you can bring them with you to the meeting.

Brian J. Radigan
Tremco Commercial Sealants & Waterproofing, Inc.
1980 Soctts Crossing Way, Unit 201
Annapolis, MD 21401
Email: bradigan@tremcoinc.com

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ICRI BALTIMORE WASHINGTON 1st QUARTER DINNER MEETING
Joint Dinner Meeting with ACI

by Mike Payne, P.E. | Facility Engineering Associates, P.C.

On February 8, The ICRI Baltimore Washington Chapter (ICRI BWC) upheld its annual tradition of a joint dinner meeting with the National Capitol Chapter of ACI (NCC-ACI) for the 1st quarter dinner meeting held at Maggiano's Little Italy in Tysons Corner, VA. A good turnout was had by both organizations, as members enjoyed networking and a family-style Italian dinner before the night's proceedings. ACI opened the evening with a summary of its previous year's accomplishments and introductions of the new 2018 leadership for that chapter. Following, Bobby Radcliff, 2018 President for ICRI BWC, took a moment to thank Shannon Bentz, Past President for ICRI BWC, for her leadership in 2017, and to introduce ICRI's 2018 leadership. Bobby provided some insight for several upcoming events anticipated for 2018, including a competitive night at the go-kart track and possibly a casino night for its members.

The night's original speaker had to cancel due to a last minute conflict. However, Kristen Olsen from Vertical Access was gracious enough to present on unmanned aerial vehicles (UAVs), or drones, and their use in the A/E/C community. Kristen provided a summary of several drone types and shared her experience with how her she had successfully used drones in the building restoration industry. She touched on the benefits of using drones to access areas where investigation by rope decent or other means was not feasibly possible or safe. The crowd was intrigued at the possibilities of the technology, which included infrared imaging, photographic 3D point cloud modeling, and HD video that could be used to identify deterioration during an assessment phase or inspect for quality during a construction phase. Unfortunately, as Kristen pointed out, FAA regulations currently limit the technology in the Washington D.C. metropolitan area. However, the A/E/C community continues to push for the use of this technology and the industry anxiously awaits as NASA explores a possible traffic system that could remove many limitations of this technology as early as 2019. Kristen ended by suggesting that future use of sense-and-avoid technology and pre-navigation-automated flights would truly make drones an autonomous tool for the industry to utilize in the years to come.

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ICRI BW Chapter Scholarship Program

APPLICATIONS NOW AVAILABLE

Each year, the chapter offers both an academic and industry scholarship to qualified individuals. Criteria and eligibility rules and applications can be found on our web site under the heading ***SCHOLARSHIPS AND AWARDS.***

CONTINUING EDUCATION SCHOLARSHIP PROGRAM GUIDELINES AND APPLICATION 2018 (ACADEMIC)

Each scholarship granted under this program may be up to $1,000.00, plus a one year individual membership in the National ICRI and the Baltimore Washington Chapter of ICRI. The award shall be for one year. Applicants may reapply for subsequent years. The Scholarship Award may be used towards an accredited institution of higher learning, professional certification program or a continuing educational program. The winner will have to submit an accountability of the Scholarship Award.

CONTINUING EDUCATION SCHOLARSHIP PROGRAM GUIDELINES AND APPLICATION 2018 (INDUSTRY)

Each scholarship granted under this program may be up to $1,000.00. The award shall be for one year. Applicants may reapply for subsequent years. The Scholarship Award may be used towards an accredited institution of higher learning, professional certification program or a continuing educational program. The winner will have to submit an accountability of the Scholarship Award.

Contact Nick Henn with any questions: nhenn@etc-web.com or (410) 312.4761

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