

THE NEWSLETTER OF
THE BALTIMORE
WASHINGTON DC
CHAPTER OF ICRI

1ST QUARTER 2021

THE AGGREGATE

- PRESIDENT'S MESSAGE
- SAFETY & LEGAL
- TECHNICAL SEMINAR RECAP
- NEW OFFICERS & BOARD MEMBERS

CHAPTER CALENDAR

Chapter Scholarship
Application Available
April 9, 2021

2nd Qtr Board Meeting
(Online)
April 15, 2021

Chapter Spring Golf
Tournament
May 13, 2021

MESSAGE FROM OUR PRESIDENT

BRIAN RADIGAN - *TREMCO COMMERCIAL SEALANTS*



Happy New Year to the members of the ICRI Baltimore-Washington Chapter! I hope the holiday was safe and prosperous for you and your families. This past year presented several challenges where lines of our personal and work lives were constantly blurred. As we turned the corner from 2020 to 2021, I am hopeful that we can begin the slow (but safe) crawl back to a "new normal."

First and foremost, I want to thank our immediate Past President, Rich Barrett, and our 2020 board members for all their efforts over the last twelve months. This past year was unprecedented in our lifetimes. I am grateful for the Board's dedication to keeping business going as smoothly as possible.

I also want to express my gratitude to the Chapter Members for their continued support throughout 2020. Our commitment to protecting the health and wellness of our members continues to be paramount. While we are eager to see everyone at the next in-person event, we will be closely monitoring conditions that allow the Chapter to gather safely.

This new year has also seen the addition of several new board members. I would like to welcome Joe Wilcher III (Walker Consultants), Taylor Crampton (Concrete Protection & Restoration), Randall Kratz (Sika Corporation) and Todd Carroll (C.A. Lindman) to the Board. Please be sure to give them a warm welcome at your next meeting or online call with them!

While there is much to be grateful for going into 2021, we also remember the passing our cherished friend, Neil Savitch. He will always be a shining example of a top-notch ICRI Board Member. The success of this Chapter is a direct result of his tireless contributions to the local market (and the Virginia Chapter as well). He will be remembered as a true titan of the Industry and will be sorely missed by his peers.

For now, we are postponing all in-person events for the first two quarters and will be watching for conditions that will allow us to get back into stride later on in the year. The Board will also be examining options for a possible distanced event in the Spring (to be determined).

Please continue to monitor the website (www.icribwchapter.org) on a regular basis for new postings and information. We will continue to actively update this forum to keep our members informed of changing conditions.

I look forward to working with you all this year! Feel free to contact me at BRadigan@tremcoinc.com with any comments and suggestions for the remainder of the year.

Brian

SUSPENSION TRAUMA AND THE CASE FOR SELF-RESCUE

Luke C. Valentine, P.E.

Engineering and Technical Consultants, Inc.



Most members of this Chapter are exposed to the risk of falling from heights while conducting our day-to-day duties. Regardless of whether you spend 40 hours a week performing repairs from an elevated workstation, or if you spend one hour a day performing quality control inspections along a roof edge, the risks are still there. According to the National Institute for Occupational Safety and Health (NIOSH), falls continue to be the most common accidents in the workplace resulting in injury or death.

Suspension trauma (or harness hang syndrome) may occur after someone becomes suspended following a fall while wearing a fall arrest harness. Immobility in the suspended position, as well as the pressure of the harness around the legs, can restrict blood circulation and lead to orthostatic intolerance and even unconsciousness within only a few minutes. This can eventually lead to serious injuries as the brain, kidneys, and other organs are deprived of oxygen. If you've ever stood up too quickly and felt lightheaded, you've experienced a form of orthostatic intolerance.

Signs & Symptoms of Someone Approaching Orthostatic Intolerance

- Faintness • Nausea • Breathlessness • Dizziness • Sweating • Paleness • Loss of vision • Unusually high or low heart rate • Unusually low blood pressure • Hot flashes

Factors that can Affect the Degree of Risk of Suspension Trauma

- Inability to move legs • Hypothermia • Pain • Shock • Injuries during fall • Fatigue • Dehydration • Blood loss • Cardiovascular disease • Respiratory disease

Although everyone experiences the effects of suspension trauma at different rates, prolonged suspension can lead to irreversible health effects within five minutes and even death in less than 30 minutes, which is why every minute counts once someone becomes suspended. The Occupational Safety and Health Administration (OSHA) requires the "prompt rescue" for someone that falls, but the OSHA standards do not specifically provide a maximum allowable time one can remain suspended in a harness following a fall event.

Two techniques for rescuing a suspended person include aided rescue and self-rescue. Although aided rescue can be effective depending on the scenario and available rescue equipment on site, far too often aided rescue consists solely of calling 911 and relying on offsite emergency responders. Unfortunately, these responders may not arrive quickly enough and/or may lack the proper training and equipment to perform the rescue. For this reason, incorporating self-rescue into a fall protection plan could be critical.

Self-rescue can be that the fallen person climbs/swings themselves to a nearby platform, structure, or ladder, but typically self-rescue focuses on minimizing suspension trauma until an aided rescue can be performed. The Washington Industrial Safety & Health Division (WISHA) recommends that the first thing a fallen person should do is relieve harness pressure. This can be done using safety equipment, such as relief straps, but also by implementing foot wrap or rappelling techniques. The fallen person can also pump his/her legs frequently or use his/her legs to push off of a nearby surface to keep the muscles activated and maintain blood flow, delaying the effects of suspension trauma.

Keep in mind following a rescue that reintroducing the blood from the legs too quickly can cause severe medical emergencies. Unfortunately, many paramedics are not particularly aware of the complexities of suspension dangers. Therefore, it is prudent to pursue medical attention following the incident (i.e., try to get admitted to the hospital overnight).

For more detailed information on the signs and symptoms of orthostatic intolerance, as well as recommendations for prevention, worker training, and rescue, check out OSHA's Safety and Health Information Bulletin SHIB 03-24-2004, updated 2011. The two lists provided in this article are referenced directly from this Bulletin.

BEST PRACTICE: GIVE TIMELY WRITTEN NOTICE OF CLAIMS

by **Kenneth K. Sorteberg, Esquire**

Almost all contracts provide that notice of claims for extra or changed work must be given within a certain number of days, which can range from 3 days to 30 days. Some contracts go a step farther, providing that the failure to give timely written notice results in the claim being waived. When the contract is clear on this point, courts and arbitrators will likely enforce these provisions, which means that a subcontractor will lose its right to recover for claimed extra or changed work just because the subcontractor failed to give timely notice. This result is harsh.

For example, the State of Maryland's procurement statute requires a contractor on a State project to file a written notice of a claim "within thirty (30) days after the basis of the claim is known, or should have been known." As a general rule, this statutory requirement cannot be waived or modified by the State agency for which the project is being constructed. Thus, if a contractor fails to give timely notice of a claim, then the contractor will lose its rights to be paid by the State for the claim.

To avoid these harsh consequences, it is important for subcontractors to give written notice of claims within the time required by the contract. In fact, the best practice would be to give written notice of a claim immediately after the basis for the claim becomes known.

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.

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2020 ICRI Baltimore-Washington Chapter Outstanding Project Awards Technical Seminar

by Brian Radigan



Members of the ICRI Baltimore/Washington Chapter attended the 2020 Outstanding Project Awards Technical Seminar online. Due to the conditions created by the pandemic, the Board elected to host this event via Zoom. A special thanks to Brad Aderhold, Rich Barrett and Brian Radigan for setting up a platform to be able to conduct the event. Viewership in total exceed 55 people, all eager for a method of keeping up to date with the Chapter's events.

Chapter President, Rich Barrett opened the show with a message of gratitude towards the Chapter members for their continued support. He also provided a recap of recent events plus information regarding upcoming activities for the association. With regard to outstanding

business, Rich placed a call to the crowd for technical articles for inclusion into the Aggregate. Vice-President Brian Radigan, then took over to help technically moderate the event.

Award winning project presentations began with third place winner Cindy Garman from Smislova, Kehnemui & Associates and her project at Americana Center in Rockville, MD. This project reviewed a vertical masonry restoration project that worked through an occupied building in the early stages of the pandemic.

Second place winner, Taylor Crampton, from Concrete Protection and Restoration then presented on his project, Tyson's Corner Marriott in Tyson, VA. This presentation showed how CP&R dealt with a significant schedule of concrete repairs all while minimizing impact to a fully functioning hotel.

Ed Kluckowski of Freyssinet, Inc. presented on this year's top project, Varina Enon Bridge. Ed's talk highlighted the restoration of a vehicular bridge along the James River near Richmond, VA. The presentation highlighted the challenges of making concrete repairs and strengthening the bridge's cables among conditions like active traffic and less than desirable weather.

Congratulations to all of the award winners!

After a short recess, guest speaker Charles Brienza with Freyssinet, Inc presented on the latest with regard to Covid Safety in our industry. Charles' talk reflected how developing information regarding the pandemic and the CDC's recommendations truly translates into office and job-site safety protocols to slow the spread of COVID-19.

Scott Arnold, PE with Aegion/Fyfe Co, LLC wrapped up the event with his presentation on Advanced Detailing and Design of FRP Systems. This talk specifically reviewed advancements with regard to Carbon Fiber technologies and showed several project samples of each of these new means and methods.

Rich Barrett closed the event by giving the members the Board's best holiday wishes and wishing luck to the new Board for 2021.

C.A. **30th Anniversary**
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ICRI BW Chapter Scholarship Program

APPLICATIONS AVAILABLE APRIL 9, 2021 AT WWW.ICRIBWCHAPTER.ORG/SCHOLARSHIPS

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 2020 (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 2020 (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.

Questions: Dominic Huey: dhuey@structural.net or call at 443-293-6395



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VARINA ENON BRIDGE - RESTORING THE LONGEVITY OF A SIGNATURE STAY CABLE BRIDGE

MELISSA BERGQUIST
MARKETING COORDINATOR
FREYSSINET

The Varina Enon Bridge, located in Henrico, VA, over time had deteriorated and was in desperate need of restoration for the existing elastomeric on the stay cables. This was caused by old age and environmental elements which caused the Tedler wrap to lose its effectiveness. This innovative six-lane cable-stay bridge supports the Interstate 295 over the James River. The way that the contractor was able to extend the life of the bridge was by placing elastomeric cable wrapping around the stay cables and epoxy crack injection used in the box girders and pylons.

The contract was awarded in November 2019 and the project was started in January 2020. In approximately six months, the project was completed on June 13, 2020, a month earlier than projected.

Detailed Project Description

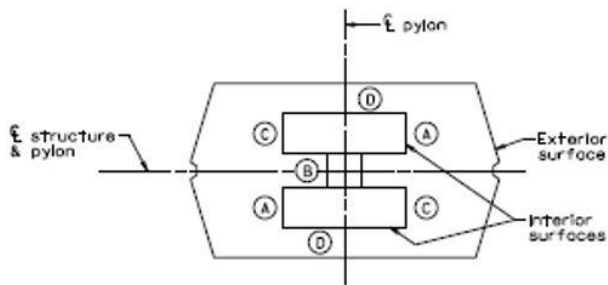
Planning/Phasing/Project Administration:

1. Before construction work could commence on the Varina Enon Bridge, an evaluation of the bridge was required to determine the exact condition and identify repair locations.
2. In the first three months of the project (January, February, and March) work was primarily focused on mobilization and crack injection.
3. Near the end of March, boot and damper activity was ordered to run concurrently with pylon crack repair, and required a doubling of onsite manpower. This was implemented in an effort to complete the project ahead of schedule.
4. Strict scheduling was maintained throughout the duration of the Varina Enon Bridge repair project. The General Contractor ensured that crew members adhered to the predetermined plan to remain on schedule for a June completion date.
5. In April, approximately 36% of the stay cables had been wrapped. Additionally, a night shift heating crew was implemented to achieve an increased production rate.

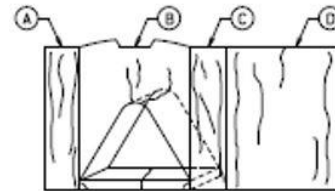
Structural, Architectural, and/or Operational Improvements:

1. The main extent of work included: concrete crack repair, elastomeric wrapping of 52 stay cables, replacement and resetting of 52 stay dampeners, and replacement of transition boots.

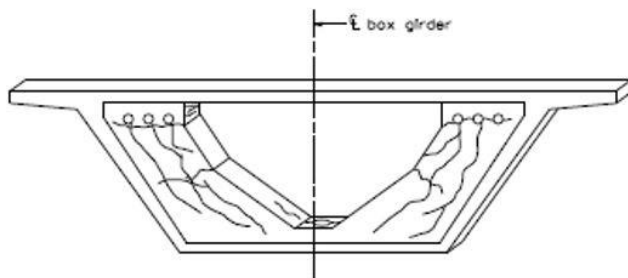
2. Secondary tasks on this project included maintenance of traffic and repairing the four locations of damaged pipe that was accessed on the Varina Enon Bridge.
3. Work first began with the epoxy crack injection inside the box girders, located at the pier diaphragms, and in the upper segments of Pylon #17. To prepare for the epoxy crack injection, crew members first needed to prepare and grind the surface. Crew members began by creating ports where crack repair was necessary. The epoxy was then injected through the ports, starting at one end and following through each port until the end.
4. It was essential to fill the cracks throughout the concrete to maintain system integrity and mitigate future deterioration.



TYPICAL PYLON PRECAST SEGMENT
Ladders and platforms not shown for clarity



TYPICAL PYLON SEGMENT CRACKING PATTERN
PYLON INTERIOR SURFACES
Unfolded



TYPICAL PIER DIAPHRAGM CRACKING PATTERN

Notes:

The crack lengths shown in the tables are approximate.

Repair cracks using epoxy injection (Type B) in accordance with Section 412 of the Specifications.

Repair cracks widths 0.010 inches or larger in the box girder pier diaphragms and the interior surfaces of the pylon.

Measurement and payment for Crack Repair Type B shall be in accordance with Section 412 of the Specifications and shall include storing, transporting, and legal disposal of material.

Epoxy concrete crack injection plans

Technical Innovation:

1. Conducting work at such great height, combined with unforeseen weather conditions, posed an obstacle which was overcome. Weather was a constant factor throughout the duration of the repair project. With stay cables at a height of 135 feet above the bridge deck, the Varina Enon Bridge proved to be a challenge at times. To ensure the safety of all personnel, work could not be conducted when high winds and rain were present.
2. Unfortunately for the crew members, the Varina Enon Bridge only contains one access point to enter and exit inside the box girders. The daily trek across the 4,680 ft long bridge, while carrying heavy work equipment, during hot weather, was less than ideal for crew members.
3. Crack injection repair within Pylon #17 was especially challenging due to limited space within the pylon for crew members and their necessary equipment. Fortunately, the General Contractor was well equipped with extensive confined-space training to manage work within Pylon #17.



Bonding elastomeric cable wrap



4. On top of these challenges, the Varina Enon Bridge project called for the use of elastomeric cable wrap, which had not been utilized by the General Contractor's crew members on previous projects. Crew members were quick and thorough in learning the distinctive application process. Heated blankets, which were custom built for this specific project, were used to heat weld the wrapping. A Skewmaster wrapping machine was utilized to continuously apply the elastomeric cable wrap with a 50% overlap to ensure long-term durability. Followed by the wrapping, the heating blanket was used to conduct the proper temperature to guarantee the elastomeric cable wrap was successfully bonded to the stay cable pipes. This process took multiple crew members to use the Skewmaster to lay the elastomeric wrap and then follow up by heating the surface to create a strong surface bond. Mastering the Skewmaster machine ultimately contributed to completing the project early.



Crew members conducting cable wrapping using the Skewmaster machine followed by using heated blanket



Crew members using the Skewmaster wrapping machine

Summary

The primary task for the Varina Enon Bridge project was the restoration work performed on the stay cables. The General Contractor took on this project to help preserve and protect the current stay cables. This included both the elastomeric wrapping and boot/damper replacements. The cost for this portion of the project made up nearly 50% of the total amount and covered over 8,000 linear feet. Conversely, the concrete crack injection completed within the pylons and box girders made up approximately 10% of the cost. Removal of the traffic barriers and returning traffic patterns to their permanent configuration, followed the substantial completion inspection walkthrough on June 8, 2020. Even with the challenges that were faced, the General Contractor was able to successfully complete all tasks ahead of schedule and without the need for any change orders. In just six short months, they successfully completed the restoration project in June 2020.

Completed Varina Enon
Bridge Repair Project



2021 CHAPTER CALENDAR

APRIL 9, 2021 -SCHOLARSHIP APPLICATION AVAILABLE

APRIL 15, 2021 -2ND QUARTER ICRI-BWC BOARD MEETING (ONLINE)

APRIL 21 & 22, 2021 -2021 ICRI VIRTUAL SPRING CONVENTION

MAY 6, 2021 -2ND QUARTER AGGREGATE PUBLISH DATE

MAY 13, 2021 -ICRI BWC- SPRING GOLF TOURNAMENT

JUNE 7 – 10, 2021 -WORLD OF CONCRETE - LAS VEGAS, NV

JUNE 3, 2020 -CALL FOR OUTSTANDING PROJECT APPLICATIONS

AUGUST 13, 2021 -ICRI-BWC BOARD MEETING – RAMS HEAD @ SAVAGE MILL, MD

AUGUST 12, 2021 -3RD QUARTER AGGREGATE PUBLISH DATE

SEPTEMBER 9, 2021 -3RD QUARTER DINNER MEETING MAGGIANO'S LITTLE ITALY – TYSON'S CORNER, VA

SEPTEMBER 16, 2021 -OUTSTANDING PROJECT SUBMISSIONS DUE

SEPTEMBER 16, 2021 -SCHOLARSHIP APPLICATIONS DUE

OCTOBER 7, 2021 -2021 ANNUAL GOLF TOURNAMENT – TIMBERS @ TROY

NOVEMBER 4, 2021 -OUTSTANDING REPAIR PROJECT 2020 AWARDS BANQUET (HOTEL AT COLLEGE PARK, MD)

DECEMBER 2, 2021 -2021 FALL TECHNICAL SEMINAR - CP&R'S MAIN OFFICE





ICRI Baltimore Washington Chapter 2021 Spring Golf Tournament

Wednesday, May 5th, 2021

SCHEDULE:

6:30 am-8:00 am Continental Breakfast

8:00 am - Shotgun Start

Beverage Cart and Boxed Lunches will be provided

REGISTRATION:

Single Golfer: **\$185**

Foursome: **\$700**

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NEW LOCATION:

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****REGISTRATION DEADLINE IS APRIL 26, 2021****

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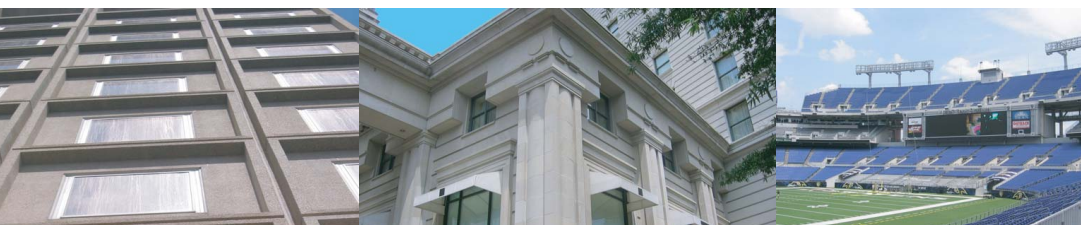
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2021 Sponsorship Renewals are Underway

Contact Rich Barrett if you need a renewal invoice.

Chapter Sponsorship plays a big role in the success of our chapter. Support from our member companies allows us to continue to host events that provide meaningful information and networking times for all our members. The chapter offers five different levels of sponsorship with a wide variety of exposure opportunities so there are options for every budget. If you haven't sponsored before, consider signing up for 2021 and enjoying all the benefits of chapter sponsorship.

Full details, sponsorship benefits and associated costs are all available [ON OUR WEBSITE](#).

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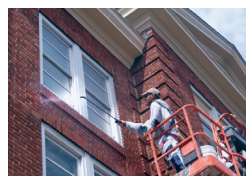
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