



THE AGGREGATE

- PRESIDENT'S MESSAGE
- SEPTEMBER DINNER MEETING
- FALL GOLF OUTING

THE NEWSLETTER OF
THE BALTIMORE
WASHINGTON DC
CHAPTER OF ICRI

3RD QUARTER 2022

UPCOMING EVENTS:

September 8, 2022
3RD QUARTER DINNER
MEETING
MAGGIANO'S LITTLE ITALY

September 16, 2022
OUTSTANDING PROJECT
SUBMISSIONS DUE

September 16, 2022
SCHOLARSHIP
APPLICATIONS DUE

October 6, 2022
ANNUAL GOLF
TOURNAMENT
WAVERLY WOODS

October 1, 2022
ICRI NATIONAL 2022
FALL CONVENTION
ATLANTA, GA

MESSAGE FROM OUR PRESIDENT

JUSTIN P. LONG, PE, RWC, REWC, BECXP - *SK&A / STRUCTURAL ENGINEERS*



Resiliency. If there is one word that sums up this year and our experiences both personally & professionally it must be resiliency. Across our industry we continue to be faced with increased project demands, tightening budgets & timelines, logistical & pricing uncertainties, and a shrinking workforce. However, rather than criticize, condemn, or complain – our industry and the people who make it up have found ways to be optimistic, to do more with less, develop new/creative ways to get things done, and reduce their stress by taking the time to care for themselves and each other. As having a foot in both the new construction and repair & restoration industries, I assure you that our industry and our people truly exemplify the leadership and optimism necessary to overcome such challenges. Our members are the

backbone of the resiliency we see throughout our industry, and it is these members who ensure that we all take care of ourselves and each other.

Our upcoming **Golf Tournament** is one of the ways we carve out some time during our busy, demanding schedules and enjoy the company of our colleagues and friends. This is an event that I know everyone looks forward to each year, and this year is no different. Please start pulling together your Foursomes and reach out to **Taylor Crampton** with any questions or issues. Registration will be opening soon! I look forward to seeing you all there!

Please join me in congratulating two of our very own Baltimore-Washington Chapter members **Melissa Mitchell and James O'Malley**, who have been recognized as part of the 2022 40 Under 40 Award Winners! Both Melissa & James were recognized at the Spring Convention for their leadership, commitment to the industry, and strong commitment to ICRI as recognized by their peers. I have personally had the pleasure of working with them both and am proud to have them represent our chapter as this year's winners!

As we move into the 3rd Quarter of the year, we want to continue this momentum of recognizing and celebrating our members and companies for all that they contribute to this industry and to the people in it. Please take the time to submit nominations for the **Concrete Repair Tradesman Recognition Award** and **Outstanding Repair Project Award**. These two awards are your opportunity to recognize specific individuals or entire project teams for their significant contributions that they have made this year. It is so important that we take the time to acknowledge and celebrate the impacts that our members make each year, so please visit our website and submit your nominations!

Lastly, as we move into the 4th Quarter, we will begin the process of transitioning to a new 2022-2023 Board of Directors and Officers. You will see emails for requests for nominations throughout September. If you, or anyone you know, are interested in joining next year's board – please submit your name & information to **Brian Radigan**. A final nomination list & draft election ballot will be sent out by the end of September for consideration and final votes during our 4th Quarter Annual Members Meeting & Awards Banquet.

I am looking forward to seeing everyone at our 3rd Quarter Dinner meeting. **Tom Ouska** yet again has put together a wonderful program for the evening! Please feel free to contact me personally at justinl@skaengineers.com with any feedback, comments, or questions you have.

Justin

WEATHER DELAYS *By Kenneth K. Sorteberg, Esquire*

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.

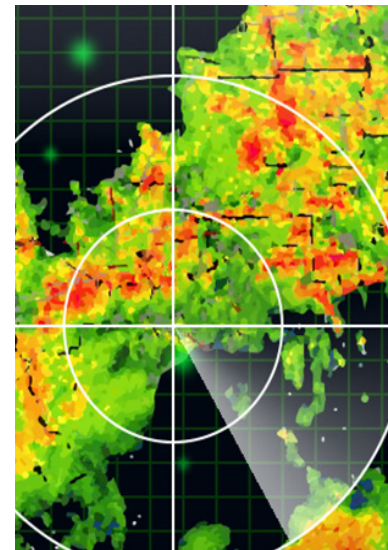
§ 15.1.6.2 If adverse weather conditions are the basis for a Claim for additional time, such Claim shall be documented by data substantiating that weather conditions were abnormal for the period of time, could not have been reasonably anticipated, and had an adverse effect on the scheduled construction.

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.

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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SAFETY EQUALS PROFIT *By Tim Neubauer*



Planning safety is one thing, but practicing it is another. Many factors can motivate you to integrate safety plans and measures into your company's culture, including legal reasons, public image, and employee/labor relations. Creating and executing an emergency action plan is just one step in the process.

Cost of safety

Safety is a good investment, but you can't calculate employee satisfaction and retention immediately. However, the numbers do show over time. When accounting for safety's financial impact, remember to consider safety's positive effect on employee productivity. A good safety program instills pride in the workplace, which contributes to productivity and retention. To put this in management language, loss control has economic factors—possible losses, returns from insurance, cost of insurance, and cost of accident prevention. If accident prevention is based on economics alone, the rate of return on investment is low.

Determining the cost of safety is simple. Use the amount of sales that must be generated to pay for an incident. Use the Bureau of Labor Statistics' incident rates, average costs per incident, and direct safety and health costs. When you think about a preventable incident, examine medical costs; lost wages; workers' compensation insurance; death; hospital treatment; job delay; permanent disability; overtime on the job to get back on schedule; damage to buildings, vehicles, and machinery; legal fees; stopped production; third-party investigation; fines; cancelled contracts; hiring replacement staff; litigation; loss of experience and expertise; lower morale; loss of image and goodwill; and business interruptions. Clearly, preventable incidents are costly.

Safety training

If you experience an accident, OSHA will want proof of how employee training is conducted. Training can be a "toolbox talk," formal training in a classroom environment, or jobsite training. All training must be documented with at least a signed attendance roster and any written tests and/or a trainer's observation report kept on file. Products, such as a worker's safety checklist and worker safety cards, exist to serve this function. Because companies are required to protect employees from known hazards, it's imperative to train employees to recognize how to protect themselves from those hazards. A good place to start is by looking at the injuries and incidents you've seen over the last few years; this is a list of areas you need to focus on. For many companies, fall protection is always high on the list.

Incident investigation

On the off chance that an incident occurs, it's crucial to respond to and investigate it. Too often, employees don't want to involve the manager, because they want to push the occurrence under the rug. However, involving the safety manager can help determine the root cause and initiate corrective actions that can prevent a reoccurrence. The investigation process should follow certain guidelines to ensure appropriate action is taken. First, analyze the data and find the root cause of the incident. Next, inform all employees about the incident and resist the urge to dismiss or minimize what occurred. Each employee needs to learn from the incident—no matter how minor it seems—so similar incidents can be avoided in the future. Once employees are properly notified, then implement the recommendations from the investigation and follow up to ensure the recommended steps were taken. Your commitment to investigation should go well beyond incidents, encompassing every near miss as well. Too often, companies don't investigate an event if everything turned out OK. But management continually needs to ask the difficult questions when something goes awry in order to prevent near misses from becoming future incidents.

Safety plans are necessary and a legal requirement, but companies that make a conscious effort toward creating a positive safety culture will find their safety programs go far beyond fulfilling the letter of the law. Companies committed to the long-term process of an outstanding safety program reap big dividends over time—and that's a benefit no company can afford to ignore.

*This article was reprinted from the December 6, 2007 issue of Concrete Construction



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ICRI Baltimore Washington Chapter 3rd Quarter Dinner Meeting

Thursday, Sept. 8th, 2022

MAGGIANO'S TYSONS CORNER, VA
2001 INTERNATIONAL DR
MCLEAN, VA 22102

SCHEDULE:

5:00 pm Social Hour
6:00 pm Dinner
7:00 pm Presentation

REGISTRATION:

\$85 for Members
\$95 for Non-Members
(Register online at ICRIBWChapter.org)

REGISTRATION DEADLINE IS SEPTEMBER 2ND, 2022

Company: _____

Name: _____

E-mail: _____ Phone: _____

Number of Attendees: _____ Attendee Names: _____

Endicott Period fortifications pose a preservation conundrum. The structures and their sites were designed to withstand bombardment, not the passage of time. The period, ranging from approximately 1891 to 1928, spans a timeframe in which natural cements reached their highpoint and a highly effective marketing campaign shifted interest to the almost exclusive use of Portland cements. Due to this rebirth of the use of cements and concretes in the monolithic or poured-in-place construction of large structures, there was not always consistency in the application of the materials, methods, and/or techniques employed in the construction of these fortifications.

Because of the use of site-specific materials such as local sands, varying types of crushed and uncrushed stones and pebbles, as well as variation in water sources, the variability in the composition and strength of the concretes imparted fundamental flaws upon the structures. These flaws were further exasperated by the harsh environments in which these structures were built. Once considered sentinels that guarded our coast, Endicott Period fortifications – and their 19th century cements and concretes – are now harbingers of preservation challenges to come.



Presenter: Benjamin Curran

As the Historic Trades Curriculum Developer, Benjamin designs and develops multimedia educational content available online. Additionally, he will be coordinates the development and execution of historic trades related workshops around the state of Maryland.

Benjamin is the former Department Head of STC's Historic Preservation and Restoration Program and the Director of STC's Center for Traditional Craft. He was the lead faculty instructor for Historic Preservation at Edgecombe Community College in Tarboro, NC. While working in the remote sensing lab at the University of New Hampshire Earth System Research Center in Durham, N.H., he was a co-investigator for research funded by a National Geographic Society/Waitt Foundation grant investigating the impacts of sea level rise on saltwater intrusion for coastal heritage sites. Benjamin received his bachelor's degree in Biochemistry from the University of New Hampshire and his graduate degree from Plymouth State University where he studied Historic Preservation and Education.

Scan and email this completed form to Chapter Secretary, Todd Carroll by May 6th. Checks may be mailed with your form or you can bring them with you to the meeting.

Todd Carroll

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toddcarroll@calindman.comm

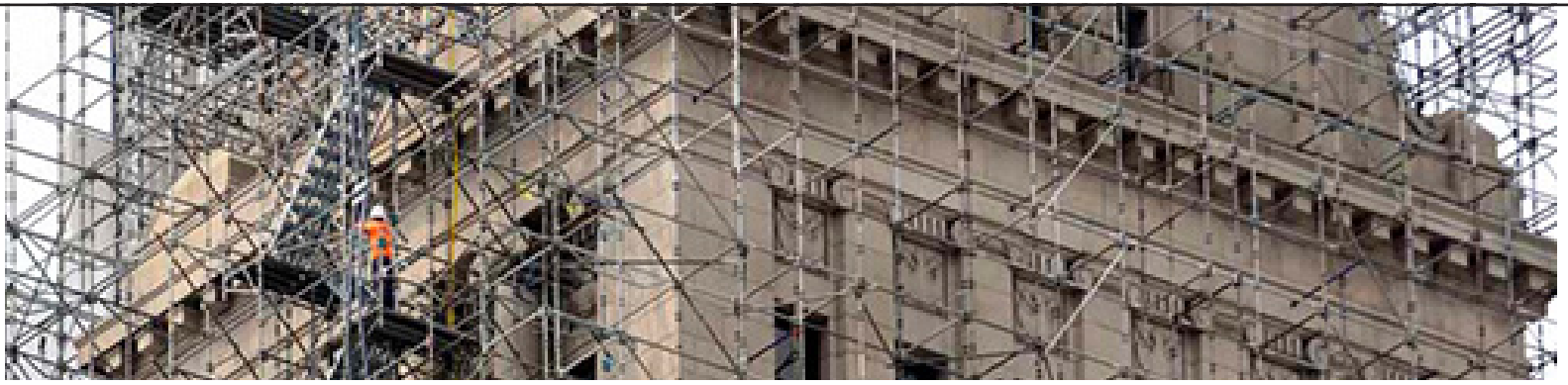
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ICRI BW Chapter Outstanding Repair Project Award

SUBMISSION DEADLINE IS SEPTEMBER 16, 2022

Each year, the BW Chapter of ICRI presents awards for recognition for exceptional and innovative repair projects in the Baltimore/Washington, D.C. area. To be eligible, repair and/or restoration must be the major aspect for the overall project. This is defined by at least 25% of the project costs being associated with the repairs and/or restoration scope of work. The repair and/or restoration portion of the project must be performed, designed and/or supplied by an ICRI Baltimore-Washington Chapter member, in good standing and the project submitted for consideration must be completed between June 1st the year prior to the Award (2020) and by May 31st of the year of the Award (2021). A single phase of a long term project may be submitted provided it meets the above completion timeline. Maximum of one (1) award per individual ICRI Baltimore-Washington member or member-company with multiple submittals.

[CLICK FOR DETAILS & APPLICATION](#)



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METHODS OF CONTROLLING ANODIC RING CORROSION



By Jack Przywara, PE

Concrete repairs in two-way flat slab parking garage structures are staple projects for many members of the ICRI community. Several of these projects have addressed repairs in garages with several previous generations of repairs, with many new patches being performed immediately adjacent to those previous repairs. The reason for this is Anodic Ring Phenomena, also known as the "Halo Effect."

Anodic Ring corrosion is the result of an electrochemical reaction (Anode-Cathode reaction) that occurs due to an imbalance between the reinforcing steel within the patch and the steel embedded within the surrounding concrete. The rebar contained within the patch is typically cleaned of its corrosive material and is also passivated by the high pH (12-13) of the concrete

repair material that is free from chlorides. This effectively makes the rebar contained within the patch area a cathode. In comparison, the chloride-filled existing concrete immediately outside of the patch area has a much lower pH (can be as low as 10 depending on level of chlorides), effectively making the rebar outside of the patch an anode. The Anode-Cathode reaction wants to restore balance between the anode and the cathode, with the anode releasing electrons via an "Electrical Path" through the continuous steel reinforcing and the cathode releasing ions in the form of water-soluble ions which travel through the concrete pores via an "Ionic Path." This, in essence, creates a circuit between the newly-repaired concrete patch and the surrounding existing concrete resulting in progressing oxidation of the rebar immediately outside of the repaired concrete.

As outlined above, the Anode-Cathode reaction creating the Anodic Ring Corrosion effect needs four factors to occur:

1. Anode
2. Cathode
3. Electrical Path
4. Ionic Path.



Fig. 1: Delamination and spalling due to ongoing corrosion of the reinforcing immediately outside of a concrete repair, known as Anodic Ring Phenomena or Halo Effect

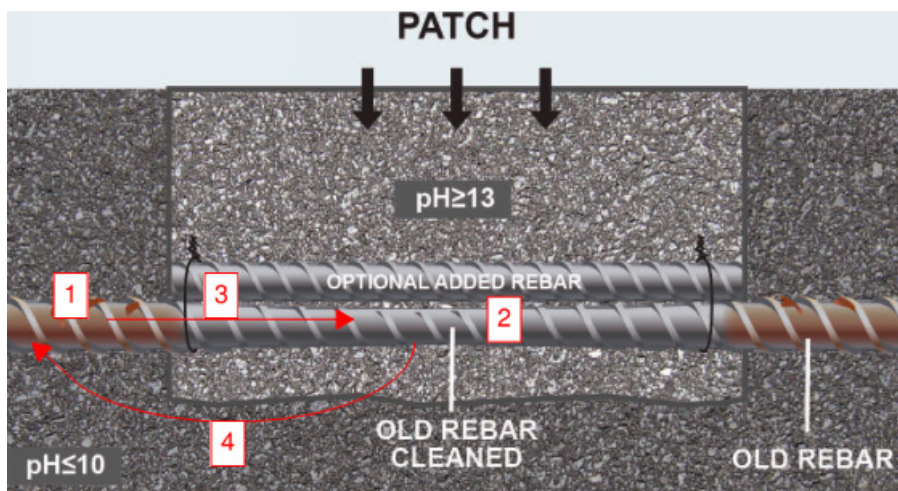


Fig. 2: Typical Ring Anode Phenomena with (1) Anode, (2) Cathode, (3) Electrical Path, (4) Ionic Path

Disruption of any of these four factors can significantly reduce the potential for Anodic Ring Corrosion. The following are some of the common methods utilized to control each factor.

Anode

Disrupting the anode is typically difficult since the anode is the reinforcing steel remaining in the concrete substrate and is not directly accessible during the concrete repair. The only way to access the anode is via a corrosion inhibiting treatment migrating through the pores of the concrete to bind to the outside surface of the steel reinforcing. The treatment binds to the steel and creates a passivating layer on its surface to prevent the chlorides in the surrounding concrete from turning it into the anode. While this treatment has been proven to reduce the corrosion rate of the steel reinforcing, it does not entirely eliminate it. Additionally, other factors such as depth of the reinforcing, porosity of the concrete, and chloride ion content of the existing concrete impact the effectiveness of the treatment.

Cathode

As the cathode is the reinforcing contained within the higher pH concrete, it is not practical to apply any method to reduce the pH to balance out the differential between the inside and the outside of the patch. There are, however, methods that can induce the cathode to react with an anode other than the reinforcing steel outside of the patch area. The most common method to accomplish this is via the installation of galvanic anodes attached to the reinforcing in the patch area. This is typically accomplished by placing zinc anodes securely fastened to the steel reinforcing around the perimeter of the patch area with exact number and spacing of anodes varying by application. Again, this is another treatment that has been proven to reduce the corrosion rate of the steel reinforcing; however, it also does not entirely eliminate it. Furthermore, the protection provided is only effective as long as the galvanic anode is still functioning, and these have been shown to have an effective service life of 10-15 years.



Fig. 3: Zinc anodes placed around the perimeter of a concrete repair area

Electrical Path

Unfortunately, the electrical path in the Anode-Cathode reaction resulting in ring corrosion can not be disrupted so long the rebar is continuous between the concrete repair area and the surrounding concrete. Basic mechanics, as well as the overall reinforcing considerations of the slab as a whole, require the rebar to be continuous. As such, there is no practical way to disrupt the Electrical Path.

Ionic Path

The Ionic Path of the Anode-Cathode reaction in reinforced concrete has the most options for disruption since it occurs as an electrolyte moving through the pores of the concrete itself. First, the ions released from the cathode contained within the concrete need moisture to develop the electrolyte and move through the pores of the concrete. Application of a traffic coating to prevent moisture intrusion is a proven method for limiting moisture (and deicing salts) from entering into the concrete. It should be noted that latent moisture is still present within the pores of concrete even with the prevention of new moisture intrusion, so it is still possible for the ionic

pathway to be present even with a traffic coating. Thus, it is also important to allow for breathable soffits on elevated concrete decks in order to not “lock in” the moisture that allows the ionic path to continue. With a traffic coating on the top surface and a breathable soffit to allow moisture to evaporate out of the concrete, the ionic pathway will be reduced over time.

Other methods of controlling the ionic pathway are via directly blocking that pathway via field application of epoxy paint on the steel reinforcing within the patch or via the application of an epoxy-cement bonding agent at the concrete substrate. When performed correctly, either of these methods are highly effective at disrupting the ionic path; however, both methods have potential negatives. When applying epoxy paint on the steel reinforcing, it is important to note that the entire circumference of the reinforcing bar must be coated in order to block the ionic path. In partial depth concrete repairs in particular, it is commonplace for contractors to paint the top and sides of the top reinforcing bars while leaving the bottom of the bar uncoated. This allows the ionic path to continue unabated. The epoxy-cement bonding agent on the concrete substrate presents a different set of issues. If the epoxy-cement bonding agent is applied too soon before concrete placement and is allowed to dry, it will not promote bonding of the concrete repair material to the substrate, which increases the chances that the patch will fail and is a bigger issue than trying to disrupt the ionic corrosion pathway.



Fig. 4: Urethane traffic coating applied to top surface of elevated concrete deck

Conclusion

In addition to repairing deteriorated concrete in two-way flat slab parking garages, much of the work of the repair industry revolves around trying to control future corrosion and, in particular, corrosion due to Anodic Ring Phenomena. Many of the methods outlined above are effective at eliminating or minimizing different aspects of the anode-cathode reaction that causes the Halo Effect corrosion to occur; however, some of these options may have varying levels of success when used in isolation depending on the conditions in the garage. If possible, a “kitchen sink” approach is recommended in implementing two or more of the treatments outlined above as a best practice. While cost considerations on a project may prevent some of the noted methods from being used, it should be emphasized to

owners and property managers that the cost for implementing these treatments during a current project will almost always be cheaper than the cost and disruption required to mobilize a repair contractor to perform another generation of concrete repairs.



Fig. 5: Field application of epoxy coating in top surface partial depth patch

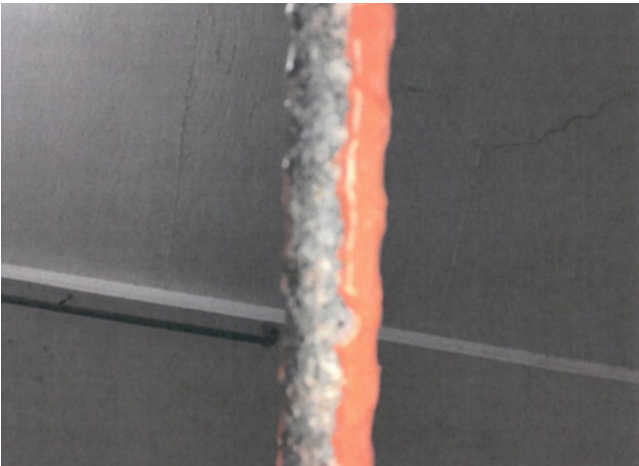


Fig. 6: Underside of top mat reinforcing bar without epoxy coating fully encompassing the bar

2022 CHAPTER CALENDAR

- **September 8, 2022** -3RD QUARTER DINNER MEETING -
MAGGIANO'S LITTLE ITALY
- **September 16, 2022** -OUTSTANDING PROJECT
SUBMISSIONS DUE
- **September 16, 2022** -SCHOLARSHIP APPLICATIONS DUE
- **September 26, 2022** -2023 BOARD OF DIRECTORS
NOMINATIONS PUBLISHED
- **October 6, 2022** -ANNUAL GOLF TOURNAMENT – WAVERLY
WOODS
- **October 1, 2022** -ICRI NATIONAL 2022 FALL CONVENTION
– ATLANTA, GA
- **November 10, 2022** -ANNUAL MEMBERS MEETING &
OUTSTANDING REPAIR PROJECT 2022 AWARDS BANQUET -
- **December 8, 2022** -2022 FALL TECHNICAL SEMINAR -
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ICRI Baltimore Washington Chapter 2022 Fall Golf Tournament

Thursday, October 6th, 2022

SCHEDULE:

7:30 am: Course and
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9:00 am: Shotgun Start

REGISTRATION:

Single Golfer: **\$230**
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PREPCON

ICRI BW Chapter Scholarship & Awards Program

DEADLINES ARE **MID SEPTEMBER** FOR ALL APPLICATIONS & SUBMISSIONS

CONTINUING EDUCATION SCHOLARSHIP PROGRAM GUIDELINES AND APPLICATION 2022 (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 2022 (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.

CONCRETE REPAIR TRADESMAN RECOGNITION AWARD PROGRAM

The first place Concrete Repair Tradesman Recognition Award entry granted under this program will receive a \$500.00 award that can be used for the purchase of new tools/equipment or for continuing education, training, or other industry certification. The first-place award will also receive a complimentary one-year individual membership in the Baltimore Washington Chapter of ICRI. The second and third place Concrete Repair Tradesman Recognition Award entries granted under this program will each receive a \$250.00 award that can be used for the purchase of new tools/equipment or for continuing education, training, or other industry certification.

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

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