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America's Master Craftsmen in
Building Restoration and Preservation

Brisk Projects Continue to Preserve NYC's Skyline

The list of New York landmarks on Brisk's resume of projects reads like a guide to the City's architecture. The New York City area branch continues that tradition with these challenging projects.

Built in 1935, **90 Church St.** required Brisk's extensive experience in preservation to clean and repair the Art Deco-style limestone exterior. At **80 Pine St.**, the scope of work included extensive curtain wall repair and replacement of all sealant on the 40-story building. On the 32-story structure at **175 Water St.**, Brisk performed 6,240 linear feet of shelf angle repairs, working exclusively at night to minimize disruption to tenants.

All three projects called for meeting tight work schedules and operating within a crowded urban environment.

90 Church St.

Brisk installed cathodic protection at the building's corners to protect against corrosion and damage.

Owner:
United States Postal Service
Property Manager:
Boston Properties
Architect:
Thornton Tomasetti
Construction Manager:
Boston Properties Construction

80 Pine St.

Owner: *Rudin Management Co., Inc.*
Architect: *Thornton Tomasetti*

Flexible scheduling kept tenants satisfied and the work on track.

175 Water St.

Dust control and coordination with building operations were key considerations during repairs.

Owner:
American International Realty Corp.
Architect:
Siri & Marsik Architects
Owner's Representative:
The TLM Group, LLC

PROJECT TEAM
Branch Manager:
Dan Tyler
Project Managers:
Jim Rogers, Dan Tyler
Project Superintendents:
Nick Marini, Tom O'Donovan

A Special Message to Our Current and Future Customers

Over the last few years, nearly every industry has been affected adversely by very difficult economic times. The challenges of this economy have required many of us to change how we manage our business and/or our personal finances. By necessity, we've reduced expenses and delayed large purchases or costly repairs, both at home and at work.

In most cases, reducing costs is a smart practice in a difficult economy. However, our buildings and structures are still in need of maintenance and improvements. Because in most cases, a lack of maintenance – or even deferred maintenance – will increase the cost of future repairs.

If you find yourself juggling budgets and wondering if you're making the best use of available funds, please contact one of our managers or me. We can assess your building and/or structure and help you prioritize maintenance projects to reduce potential deterioration and lower future repair costs. Plus, we can help you evaluate your structures and provide you with repair costs for your future budgets.

By doing so now, we'll be in a position to schedule and implement the projects when funding is available, minimizing excessive repair costs whenever possible.

I appreciate all of your business over the years. We will do everything we can to help you manage your repairs and maintenance, and look forward to improved economic times and new business opportunities.

Sincerely,

Jeff Kelley

Jeffrey J. Kelley
Chief Operations Officer

jeffk@westerngroup.com
314-427-6733

Chicago Branch Restores Presidential Towers Parking Structure

With its elegant, 20-story residences, on-site shopping mall, health club and six restaurants, Chicago's Presidential Towers has been a prime West Loop address since 1985.

For nearly half that time, Western Construction Group's Harry S. Peterson Company (HSP) has been helping maintain the premier property. Much of the work has focused on the five-level, freestanding post-tension concrete garage that provides parking for Tower tenants.

Client confidence built over time recently resulted in Waterton Residential's awarding HSP a specialty contract for major garage repairs. Project specifications were developed by Desman Associates and addressed deterioration due to element exposure and road salt.

"Our prior work on this structure has encompassed concrete slab repairs, expansion joint replacement, traffic coatings and concrete sealers," begins branch manager Kevin Koske. "This time, the scope was even broader, including 700 square-feet of partial-depth and 500 square-feet of overhead concrete repairs." The four-craftsman HSP crew also routed and sealed 8,000 linear feet of floor cracks before applying 25,000 square-feet of elastomeric coating and 300,000 square-feet of a clear penetration sealer.

"Phasing work and capturing work areas in a structure that is nearly 100 percent occupied is a definite challenge," Koske continues. "Our ability to do so, maintain daily communication and deliver a quality product at a competitive price clearly benefit our clients."

Presidential Towers pledges its residents an exceptional level of convenience and comfort. By keeping the complex' five-level, freestanding post-tension concrete garage operational during restoration, HSP helped property owners deliver on that promise.

Owner: *Waterton Residential*
Consultant: *Desman Associates*

PROJECT TEAM
Branch Manager: *Kevin Koske*
Project Manager: *Steve Genovese*
Project Foreman: *Jose Cortez*

Western Wraps Major Project at Florida International University

As American campuses go, Florida International University (FIU)—the first public, four-year university in Miami-Dade County—is young. It's also one of the nation's fastest growing centers of higher education and research, having burgeoned from a student body of 5,667 in 1972 to today's 39,000.

Such numbers now place FIU among the largest 25 universities in the U.S. They also presented a safety challenge for Western Waterproofing Company's Fort Lauderdale branch when it was chosen for exterior renovation of FIU's Towers and University Towers West.

"The University was extremely concerned about safety, given the high volume of pedestrian traffic in these student housing areas," begins branch manager Porter Croft. Western's protective strategy included early installation of perimeter fencing and barricades around the worksite to facilitate traffic flow and campus operations from the start. On-site containers secured equipment and materials. And safety inspections were all in a day's work.

"Accessing the building required suspended scaffolding swing stages," Croft explains. "This meant daily inspections of beams, counter-weights, safety lines and tie-backs. We also used foam board insulation and plywood to protect the existing work system."

With safety issues addressed, Western crews were able to remove and replace deteriorated stucco, repair stucco cracks and caulk expansion joints in a timely, coordinate manner. Craftsmen also replaced caulking around existing windows, metal door frames and through wall penetrations. The final step of the high-rise renovation was application of a primer and two coats of high-build acrylic exterior waterproofing to all stucco surfaces.

The project was completed in January 2009.

Florida International University was founded in 1972 on the site of the old Tamiami Airport. University Towers and University Towers West, primary student residences, are among some 90 structures on the 344-acre campus.

Owner: *Florida International University*
General Contractor: *STOBS Brothers Construction Company*
Consultant: *APEC Consultants, Inc.*

PROJECT TEAM
Branch Manager: *Porter Croft*
Project Manager: *Michael A. Ramos*
Project Superintendent: *Michael Cain*

"GO, LIONS!" Western Restores Louisiana Stadium

Located 50 miles from New Orleans, the southern Louisiana town of Covington escaped the devastating storm surge of Hurricane Katrina. It did, however, experience a population surge in the weeks and months following as coastal dwellers sought refuge in inland communities. School spirit at Covington High rose with student numbers, and cheering the Lions football team at Jack Salter Stadium united new residents and old.

Named for the former coach who helped the Lions capture their state title, the stadium was in serious need of restoration when Western Waterproofing Company's Metairie branch got the call. Expansion joints had failed, causing leakage into the lower concourse, restrooms and concession areas. There were also the "souvenirs" of 20 years of football fan use—chewing gum, soft drinks and major staining.

Western's 10-craftsman crew began by removing 500 linear feet of fencing that sectioned the stadium and all bleacher seating. Hydro blasting equipment and mechanical grinders were used to clean the heavily soiled areas. A new preformed expansion joint system was then installed in the lower walkway.

To protect the 33,000 square-foot concrete surface against moisture intrusion, Western installed a three-coat, skid-resistant deck coating system to the treads and risers. Bleachers were reinstalled, along with new chain-link fencing. The final touch: applying a specialty color-matched elastomeric coating to the rear parapet and stenciling the Lions' logo in full view.

Branch manager Tim Gullett cites "attention to detail" as key to the project's success. "We were meticulous about providing the owner with a product they could be proud of. The City of Covington takes great pride in their football team, and we knew there would be an abundance of people using the stadium and taking note of its appearance."

In service for some 20 years, the Covington High School stadium had never been waterproofed. It had, however, built an amazing collection of used chewing gum—which required craftsmen with grinders and significant "elbow grease" to remove.

Owner: *St. Tammany Parish School Board*
Architect: *Fauntleroy & Latham Architects*

PROJECT TEAM
Branch Manager: *Tim Gullet*
Project Manager: *Chris Paradee*
Project Superintendent: *Walter "Sonny" Forschen*

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Western Refreshes Salt Lake City Landmark

Utah guidebooks advise tourists seeking spectacular views of Salt Lake City to visit the towering LDS Church Office Building at 50 East North Temple. Visitors to the 26th-floor observation deck of the Church of Jesus Christ of Latter-Day Saints headquarters are rewarded with a powerful panorama. There are the Wasatch Mountains to the east, the Oquirrh Range to the west, and to the north, the State Capitol building, its architecture echoing the U.S. Capitol.

It wasn't the vistas that drew Western craftsmen to the LDS Church Office Building recently, but a contract to clean and protect the exposed aggregate precast panels of the 28-story structure.

The project was massive, with the stone surface to be cleaned covering more than eight acres. Some 19 linear miles of sealant had to be replaced. And project specifications called for full completion in 180 days, April to October. *No exceptions.*

Western Waterproofing's strategic plan for the project involved eight swing stages to be rigged concurrently. Rolling scaffold towers were utilized in breezeways. Dedicated day and night crews totaling up to 20 craftsmen were formed. And experienced personnel from Western Construction Group's Minneapolis and Houston branches were called in, as well.

"An impracticable schedule was completed on time," reports Martin Bassett, manager of Western Waterproofing Company's Salt Lake City branch. "That's one of the advantages of having a national network like ours. You've got great backup when the schedule won't budge."

You've also got a great safety system, ready for immediate deployment.

"Given all the visitors to this building," Bassett continues, "safety was a major concern for the owner. When we met with the client for our weekly performance meetings, we could tell them when our corporate safety team would be on-site. That ongoing communication, and our vast knowledge on rigging buildings, really helped assure them that their staff and guests would be protected.

"In safety and service, the final product exceeded their expectations."

Restoring the 28-story precast exterior of the LDS Church Office Building was an "eight-acre" project for Western Waterproofing's Salt Lake City branch. Western Construction Group's craftsmen from Minnesota and Texas traveled to Utah to assure the stringent 180-day schedule was met.

Owner: *Church of Jesus Christ of Latter-Day Saints*
Engineer: *Reaveley Engineering*

PROJECT TEAM

Branch Manager: *Martin Bassett*
Project Manager: *Clay Geilmann*
Project Superintendent: *Thomas Sykes*
Project Foreman: *Rob Holley*

Proving a Key Point:
expert scheduling can keep garage traffic moving during restoration

Climbing 947 feet from its gray granite base to its stainless steel crown, Key Tower dominates Cleveland's skyline. It holds tallest-structure honors in both The Forest City and the Buckeye State, and can be seen 20 miles and more outside the downtown area.

Far less visible is Key Center's two-level, underground parking structure. Memorial Plaza Parking Garage, the ever-busy facility serving both Key Tower tenants and visitors to historic Public Square, is open around the clock, 365 days a year. So it's not surprising owners wanted to keep the garage operational during a major dual-deck restoration.

Harry S. Peterson Company did it by the numbers: installing 180,000 square-feet of urethane deck coating, maintaining 24/7 facility operation, achieving 100% client satisfaction.

Nor is it surprising the Cleveland branch of Western Construction Group's Harry S. Peterson Company (HSP) made it happen.

"We have a lot of experience with larger projects in high-traffic areas," says branch manager John Burger. "That allows us to analyze the most effective plan for staging each facet of the restoration process with minimal impact on tenants and guests."

In this case, that expertise was evidenced in an eight-phase plan, a seven-person crew and a schedule that called for coating installation on weekends only. The HSP team met all deadlines, including working over the Memorial Day weekend, to install the 180,000 square-feet of Lymtal urethane deck coating.

"The owner was very pleased with both the work and the coordination," Burger states. "We met their goal of keeping the garage operational and safe."

Owner: *Key Center Properties*

PROJECT TEAM
Branch/Project Manager: *John Burger*
Project Foreman: *Mike Davis*

Western Restores Major Roadway at Honolulu International Airport

Serving more than 21 million passengers annually, Honolulu International Airport (HNL) ranks as one of the United States' busiest destinations, as well as Hawaii's principal aviation gateway. The majority of these passengers—whether residents, vacationers or on a Pacific Rim stopover—spend some time on the ITTS Third-Level Roadway, the concrete connector between terminals.

Years of shuttle traffic and exposure had caused the roadway to spall and delaminate, allowing elements to infiltrate the building. Western Waterproofing Company's Honolulu branch was contracted to correct the problem, then protect the newly restored surface for its high-traffic future.

The scope of work involved the removal of three inches of deteriorated concrete and corroded reinforcing steel. A polymer-modified replacement concrete was chosen for enhanced durability of the approximately 5,000 square-foot area, and a pump truck used for placement given weight restrictions.

The repair materials were allowed to cure for two weeks, after which the entire roadway surface area was shot-blasted clean. To protect the concrete against moisture and chloride intrusion, a fully aggregate-loaded Lymtal epoxy heavy-duty traffic coating was applied to approximately 20,000 square-feet of surface area. Some 51,000 square-feet of pedestrian deck coating was installed, as well.

Maintaining pedestrian and bus access throughout the course of the project was of vital concern to the State of Hawaii Department of Transportation, confirms Western branch manager Mitch Dudoit. "We employed a three-phase schedule and dedicated a six-person crew to the job," he recaps. "Moreover, we encountered additional spalled areas as the project progressed, increasing the initial repair area by 25 percent. Despite this, our team was able to maintain the original schedule and complete all work by the original deadline."

Take your choice of Hawaiian words. Ala for road. Kuleana for concern and responsibility. Pono for excellence. All three have a place in Western's Third-Level Road experience.

Owner: *State of Hawaii Department of Transportation/Airport Division*
General Contractor: *Oceanic Companies, Inc.*
Engineer: *State of Hawaii Department of Transportation/Airport Division*

PROJECT TEAM

Branch/Project Manager: *Mitch Dudoit*
Project Superintendent: *Tony Lieder, Jr.*
Project Supervisor: *Ben Weeks*
Project Foreman: *Herbert Aiu*

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Busy Omaha Pedestrian Bridge Ready for Service

The 99th & Fort Pedestrian Bridge in northwest Omaha has two schools as "bookends"—Masters Elementary on one side, Morton Junior High on the other. Their combined pupil population totals some 750 students. Which explains why safety and scheduling held high priority when Western Waterproofing was chosen as prime contractor for bridge repairs.

"There was a great deal of deterioration due to corrosion of the reinforcing steel," notes Omaha branch manager John Kuti. Western's four-craftsman crew removed and replaced the deteriorated concrete, then applied a penetrating epoxy coating with slip-resistant aggregate to fill micro cracks. Handrails were removed, straightened and reinstalled, with temporary ramps and rails built for protection during the interim.

Western closely coordinated bridge closures with the City, phasing work to allow pedestrian access. The project was completed in time for the new school year.

Owner: *City of Omaha Department of Public Works*

PROJECT TEAM

Branch Manager: *John Kuti*
Project Manager: *Dan Wicht*
Project Superintendent: *Dennis Rice*
Project Foreman: *Jesse Thiemann*