

STRUCTURAL ASSESSMENT REPORT

Date: **June 28, 2021** Participants: **C. Perrin**
Date of visit: **June 25 & June 28, 2021** **M. Fagerson**
M. McClendon

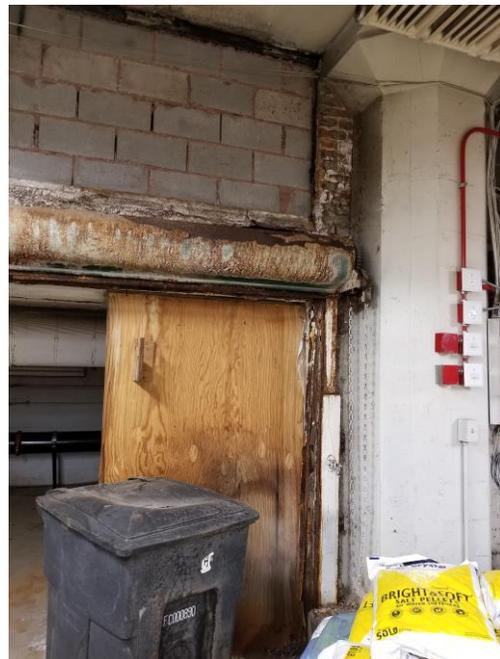
Project: **ERP Pershing Structural Assessment**
1769, 1819, & 1869 W. Pershing
Chicago, Illinois Distribution: **FILE**
Paul Harding
C. Anderson

Weather: **Rain, 78° F (June 25); Partly Cloudy, 75° F (June 28)**

Accompanied by Paul Harding of Harding Partners and the building engineer of ERP Pershing, we observed the general structural conditions of the ERP Pershing buildings at 1769, 1819, and 1869 W. Pershing in Chicago, IL. We performed a walk-through of the three buildings, including the 6 floors and basement of each building, the 2 interconnecting bridges, and 3 tunnels, to assess structural issues that were visible at the time of our visit. The building envelope, including the exterior façade and roofing, were not assessed by cea&a. This report will discuss the condition of the 3 tunnels in the basement that require immediate attention.

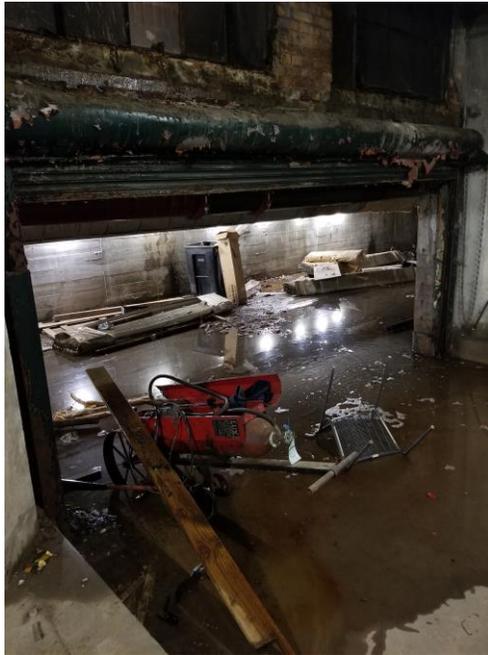
1869 W. Pershing (West Building)

In the basement of 1869 W. Pershing, at the tunnel area beneath the loading docks, we observed spalled concrete and exposed, rusted rebar from water damage that was occurring at the joint in the building basement wall and the pavement slab above the tunnel. There was damage in the concrete wall under the exterior face of the building above, and there were some areas of the tunnel slab that were deteriorated and may need replacement.

***Deteriorated Rebar in West Building Tunnel******Deteriorated Masonry at Tunnel Entrance***

1819 W. Pershing (Center Building)

In the tunnel beneath 1819 W. Pershing, there was visible leaking at the west entrance to the tunnel and along the exterior basement walls. There was also approximately 3-4" of standing water at the entrance to the tunnel. At the east entrance of the tunnel, there were many locations of spalled concrete and exposed, rusted rebar. The damaged sections of the concrete slab were extensive and will need to be replaced. The rebar was visible, and by measuring, we estimated it to be #4 bars spaced at 2" on center. There were areas of rusted rebar spanning from exterior building wall to exterior tunnels wall, that occurred approximately every 10'. In some locations, the rebar was falling out of the slab and no longer in contact with the concrete.



Standing Water at West Tunnel Entrance



Water Leaks on Interior Face of Wall



Exposed Rebar in Tunnel Roof Slab



Strips of Rusted Rebar at 10' on center

At the link between the 1819 and 1769 W. Pershing buildings, we observed an area of water damage and deteriorated structure. The concrete on the underside of the slab and the concrete on the face of the column that supports the link building above had spalled off, and pieces of concrete were on the floor slab of the link tunnel. The rebar in the underside of slab and in the face of the column was exposed and extensively rusted.



Deterioration in Underside of Link Slab



Deterioration of Link Column

1769 W. Pershing (East Building)

In the tunnel of the 1769 W. Pershing building, we observed the same areas of rusted rebar in the slab occurring at approximately 10' on center that we observed in the 1819 W. Pershing building. There were visible leaks within the tunnel and many areas of deteriorated slab reinforcement. There was also cracking, spalled concrete, and rusted rebar in the interior face of the basement wall.



Tunnel, Looking East



Tunnel, Looking West



Exposed Rebar in Tunnel Slab



Exposed Rebar in Basement Wall

There was portion of the tunnel slab that had been supported by a dropped concrete beam and reinforced concrete posts on each end. The bottom of each of the existing concrete posts has excessive spalling and corroded rebar.



Concrete Post in Tunnel with Exposed Rebar



Concrete Post in Tunnel with Spalling at Base

Recommendations

Due to the severe deterioration of the tunnel slabs and the column beneath the link building, we recommend that any loading on the slab, such as from vehicle traffic, be removed from the slab immediately. Temporary shoring and bracing may be installed underneath the slab to provide support until permanent repairs can be made. Shoring should be placed immediately under the link building column and slab, and vehicle traffic through the area should be rerouted until the shoring is installed. Along the tunnels, shoring should be placed immediately under traffic areas and all areas used for loading dock purposes. The areas used for parking should be barricaded from traffic and parking; shoring can be installed under these areas, if desired. See the attached key plan for shoring requirements. The temporary shoring should be designed by the shoring contractor's licensed Illinois Structural Engineer.

The above constitutes our understanding of events observed and issues discussed. Any discrepancies should be immediately addressed, in writing, to the observer.

Humberto's Pizza
Takeout • Delivery

Twin Lens Auto
Service and Repair

S Hermitage Ave

S Honore St

S Wood St

W Pershing Rd

W Pershing Rd

W Pershing Rd

W Pershing Rd

Chicago Fire Department

S Wolcott Ave

1869

1819

1769

IMMEDIATELY SHORE
THE AREA OF SLAB
SURROUNDING THE
DETERIORATED
BEAMS AND COLUMN
IN THE BASEMENT OF
THE LINK



IMMEDIATELY SHORE THE
FULL LENGTH OF THE
TUNNEL SLAB UNDER ALL
TRAFFIC AREAS, AND ALL
AREAS USED FOR LOADING
DOCK PURPOSES

IMMEDIATELY SHORE THE
FULL LENGTH OF THE
TUNNEL SLAB UNDER ALL
TRAFFIC AREAS, AND ALL
AREAS USED FOR LOADING
DOCK PURPOSES

IMMEDIATELY BARRICADE
ALL OTHER AREAS ABOVE
THE TUNNEL FROM
TRAFFIC AND PARKING.
THESE AREAS CAN ALSO
BE SHORED, IF DESIRED.