

SOLUTIONS



A NEWSLETTER FROM LESCO RESTORATIONS, INC.

DECEMBER 2003

Lesco Keeps Parking Decks Safe and Functional Through Regular Inspections and Maintenance

It's one more case of "pay me now, or pay me later." And as usual, opting for "later" can bring a nightmare of hassles and expense.

According to David Stultz, Lesco project manager, you can learn a lot about a parking deck by standing still while a car or two drives by. What do you feel?

"You feel the concrete panels flex and vibrate," explains Stultz. "Don't worry. That is supposed to happen. A parking deck experiences a great deal of stress as vehicles move in and out. It also has enormous exposure to the elements. All crossover areas,

where concrete panels and supports come together, are particularly subject to wear and tear."

Water leaking through failed sealant joints mixes with the chloride salts in concrete and becomes a solution that damages auto paint. (In compliance with Murphy's Law, it drips on the most expensive cars below.)

With winter upon us, Stultz cautions that freezing temperatures can mean that water that gathers inside a parking deck can go from annoying to dangerous.

"Parking decks are open to water on the top deck and to blowing rain. If water pools and freezes, it's often in the shade and stays frozen. You can't have your clients and tenants driving and walking on ice."

Lesco recommends a full inspection at least once a year. Twice is better. We check to make sure the joints are properly sealed. We check the concrete surfaces for cracks and spalls. We check for drainage problems. Lighting needs to be in good shape for safety and security. Railings must be sturdy and well maintained. Traffic coatings must be in good shape. The deck should be as attractive as possible. The top level gets extra attention because it has the most exposure to the elements.

Lesco will provide the building



manager a written inspection report which identifies problems, places a priority on the repairs, and provides estimates. The inspection report can assist a building manager in creating a budget.



Sealant joints that are properly maintained prevent water from penetrating and creating problems below.



Concrete around this railing has crumbled, making the railing less secure and opening the way for water to penetrate and do more damage.

From all of us at Lesco, to each of you, Happy Holidays!

To Arrange for Your Parking Deck Inspection

Lesco will be happy to inspect your parking deck and provide you with a full inspection report. Call us at 1-800-669-5950 or email David Stultz at dstultz@lesco.net.

Zero to 178 mph in 4.05 Seconds. Another Weekend for Toby Chapman

The baddest top dragsters on the planet? You may know Lesco president Toby Chapman as a mild-mannered businessman. Apparently, an alter-ego lurks beneath the surface, a Toby Chapman hooked on the adrenaline rush of hurtling down a track at speeds most of us cannot imagine. How fast is fast?

One-eighth of a mile in 4.05 seconds at 178 miles per hour. One-quarter of a mile in 6.39 seconds at 225 miles per hour. Yes, that fast!

For eight years now, Toby Chapman has been hooked on the thrill of turning loose 1800 horsepower and finding out just how fast he can go. Fourteen weekends a year, Lesco Racing – Toby, his wife Carolyn, and chief mechanic Gary Dodson – hits the road on the Pro Top Outlaws dragster circuit.

"It's an amazing feeling when that forward motion presses you back in your seat and you fly down the track," Toby said. "The first run I ever

made I hunkered forward. Bad idea. My head slammed back against the cage and even through my helmet, I felt it. You want to make sure your head is all the way back before you turn this thing loose."

From Indiana to Florida to Texas, the trio hits the road to pursue the sport they've fallen in love with. According to his Pro Top Outlaws racing card, "Toby Chapman's racing career began at 11 with his go-cart. His father, Gerald Chapman, was his crew chief. In 1995, his adult racing career took off in his grandmother's 1967 Cutlass at Greer Dragway. At Roy Hill Drag Racing School, he drove a rail and was hooked."

"Safety is priority one," said crew member/wife Carolyn, beginning with the driver cage, fire safety suits, and safety equipment. "We added a radio

to communicate between driver and crew after one memorable run.

Toby was taking his time getting out of the car, while an eighth of a mile behind him, Gary and I could see a small oil fire burning just behind him. He didn't know it. Time for a radio!"

The dragster runs on straight alcohol and uses 15 quarts of 70 weight motor oil. Car and driver weigh in at 2100 pounds. The car features a three-speed Lencodrive automatic transmission which shifts at 8500 rpm. Redline is 11,000 rpm. The huge back tires have just five pounds of air pressure so that they balloon out and gain surface area.

"I probably run this motor at about 75 percent," said Toby. "Beyond that, you can

plan on major engine work after every run."

"I love to see him fly down the track," said Carolyn. "The biggest surprise about the sport was how much we enjoy the people. Each race is a reunion of friends, competitors, and fans. It's a family sport. One racer's daughter missed her high school graduation to come to a race."

The trio travels in a truck and trailer, with Toby and Carolyn living out of the RV part of the truck, and Gary having his quarters in the front of the trailer. The rig is too big for RV parks, so night finds them in truck stops.

According to Gary Dodson, chief mechanic, last year's trip to Dallas was a five-day journey for one afternoon of racing. Total compiled timed racing? About 24 seconds. Winnings? \$500. Cost of diesel fuel to



Lesco Racing goes on the road with Toby Chapman, his wife Carolyn, and chief mechanic Gary Dodson.

drive the truck and trailer to Dallas and back? \$487. So it goes.

There are currently 36 competitors in the Pro Top Outlaw circuit. Lesco Racing was ranked number three last year before missing three races due to conflicting schedules. The team finished the season ranked seventh.

To learn more, visit www.protopoutlaws.com.

TECH TIP: Preventing Concrete Spalling

Q. My sidewalk is pockmarked and the surface is flaking off. What can I do to prevent this?

A. When water is absorbed into the concrete and then freezes, it expands and pops off the surface of the concrete.

Using air-entrained concrete helps this problem. A sealer also helps stop this problem by reducing the amount of water absorbed.

Sealers have to be reapplied regularly, but some of the better ones can last up to five years. Use one that is absorbed into the concrete and is not just a clear coating. Silane and siloxane coatings last longer than silicone.



'Let There Be Light,' Says Wachovia

For aesthetics and for safety, lighting is a crucial element in the operation of any bank location.

Wachovia, the nation's fourth largest bank and a client of Lesco's Facilities Maintenance division, recently asked Lesco to perform lighting surveys for their 3,000 locations from Georgia to Connecticut.



Lesco's Chris Osborne checks the light levels at a night depository.

The task was a huge one, but one Lesco can and did handle.

The lighting surveys

used a precise template, designed to

the most stringent requirements by Wachovia's security department, to measure light values at critical areas around night deposit boxes and ATMs.

Lesco technicians were issued light meters that were accurately calibrated and certified by the manufacturer. A precise methodology was instituted and followed to make sure Wachovia's facilities meet all regulations and internal specifications for providing



Customer safety is top priority at Wachovia's 3,000 locations from Georgia to Connecticut.

adequate light for their customers and employees.

Where can you find someone to measure the lighting at 3,000 locations spread over the East Coast? Think Lesco.

Sea Level Gets Wet, Thanks to Isabel

With a name like "Sea Level," this is one North Carolina town where you might expect occasional flooding damage.

Sea Level, North Carolina is located between Morehead City and Ocracoke Island, and that put it right smack in harm's way when Hurricane Isabel made landfall.

Typical of many hurricanes, Isabel's winds were not the biggest problem in the Sea Level area. The main problem was the storm surge that brought water where water does not belong.

Imagine what kind of damage 20



When the sea level rose, courtesy of Hurricane Isabel, Sea Level, NC was in trouble.

inches of water can do to a branch bank facility. That's what Lesco found at the Sea Level Wachovia branch.

Inside were major problems. Walls, floors, ceilings, plumbing fixtures, electrical components, and communication devices were lost. The rebuilding job was handed over to Lesco's Construction Services division to serve as construction managers for the task.

Clean-up began with demolition, which started immediately. Within two weeks, the building was completely stripped to the block walls and concrete floors.

Rebuilding was completed on a fast track schedule to get the location up and running and in top notch shape.

Hurricane Isabel Report Card Comes In

PREPARATION: Lesco teams were dispatched to parts of North Carolina, Virginia, and Maryland to board up and sandbag properties of Facilities Maintenance clients.

A command center was set up in Spartanburg, allowing the Lesco Hurricane Team (working in shifts) to:

- monitor the progress of the storm
- dispatch field crews as needed
- notify customers with hourly updates.

AFTERMATH: Lesco field crews were quickly on site at customer locations after Hurricane Isabel struck. Crews began removing trees, clearing debris, and surveying damage. Lesco arranged for generators to be placed in several locations to provide emergency power.

"Thank You for your exceptional support during Hurricane Isabel. Over the years, Lesco has been a lifeline for us when we go into Disaster

Recovery. We know we can count on accurate and timely updates that are critical for restoring our ATM Network. Please extend our thanks to your team."

"You and your team really shined over the last few days. You brought a sense of reality to the crisis. I was exposed to the other side of the value of the relationship/partnership that I had not experienced before. Thank your team from me."

MUSC Calls on Lesco for Help With Parking Garage

Twenty-five years is old when it comes to parking garages. But with proper maintenance, a garage can continue to fulfill its function.

The Medical University of South Carolina's 25-year-old parking garage at the Harborview Towers in



Lesco crew members go to work on the sealant joints at MUSC in Charleston.

Charleston had developed serious expansion joint problems. The existing metal joints were bent and damaged from years of traffic, and no longer served as a protective water barrier and expansion joint.

Plans and specifications for repairs were provided by

Jimmy Chao and Associates of Columbia. General contractor Palmetto Construction Group chose Lesco to execute the repairs.

Lesco is an approved installer of Watson Bowman Acme systems, including the Wabo Crete Membrane Expansion Joint Systems. With the assistance of Jim Schwartz of Watson Bowman Acme, Lesco completed the repairs and provided the client with a five-year joint warranty, as now required by many specifications.

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SOLUTIONS

is published by
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