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PROJECT PROFILE

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The Perry South - South Beach Miami, FL 17-Story Concrete & Masonry Tower Restoration

OWNER: Collins Avenue Construction

ENGINEER: DeSimone Consulting Engineers

DESCRIPTION

The Perry South is a 40-year-old, 17-story concrete and masonry structure built on the beach of the Atlantic Ocean in South Beach Miami Florida.

Over the years, salt-laden ocean spray has saturated and then dried in concrete members such as columns, beams, floor slabs and balcony slabs. This cycle of wetting, drying, and integration of salt into the concrete has made the building susceptible to corrosion of the steel reinforcement in the concrete. This corrosion has caused cracking and spalling of the concrete, creating an unsightly and potentially hazardous condition.



A new owner has purchased The Perry South and is renovating it inside and out, with a major investment focused on restoring the façade, parking garage and interior of the hotel.

The building is unique in that it is home to a prominent south beach hotel on one side, and a condominium association on the other. So the ownership consists of three entities: private investment; the hotel; and the condominium. While it's typically a challenge for such a group to agree on building-improvement decisions, the partners are working together to move this project forward.

THE CSI SOLUTION

The client chose CSI to provide comprehensive repair and restoration services to the façade, due to CSI's proven ability to facilitate this very large project within an extremely demanding schedule. CSI's proven track record underscores that the firm can provide the appropriate level of experienced staffing and the logistics required to successfully complete the project, on time and cost-effectively.

At the height of the project, CSI will have 41 swing-stages hanging on the building at one time, and more than 100 CSI Team members will complete the façade restoration project within the aggressive schedule.

As of August 2012, CSI is three-months into the project and nearing completion of concrete demolition on the north-half of the building, including the removal of 450 tons of concrete and steel. The team will then sandblast the steel and prepare to place new concrete, apply waterproof coatings, and install new railings, while concurrently completing these services on the south-half. The project is slated for completion in mid-2013.

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