



JOB PROGRESS: CLEANING, FAILED MEMBRANE REMOVAL, & WATERPROOFING FOR ELEVATORS 1 & 2

JOB # 200107

**UPDATED:
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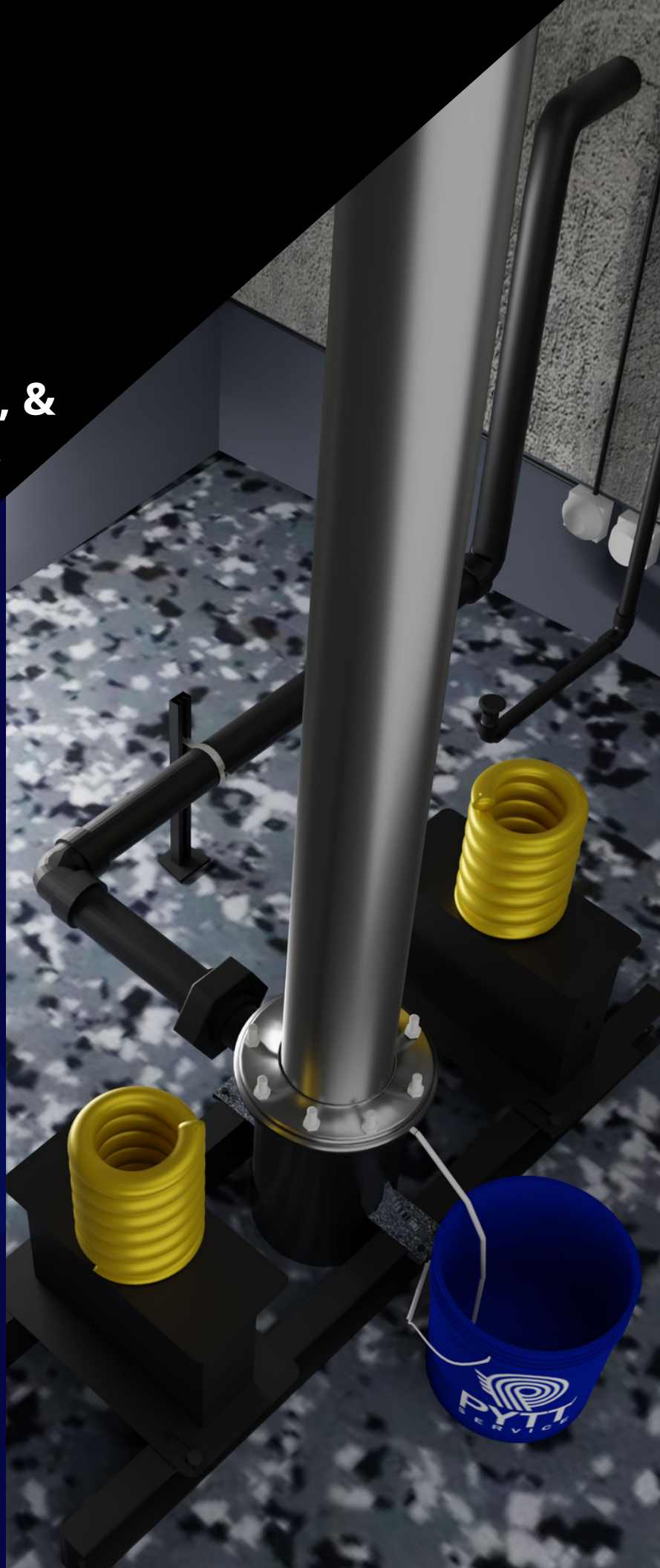
**RECIPIENT:
STORAGE STAR**

**12900 NORTH MOPAC EXPRESSWAY
AUSTIN, TEXAS 78727**

**PROVIDER:
PYTT SERVICE LLC**

**13908 LYNDON B JOHNSON ST,
MANOR, TEXAS 78653**

(737) 296-8617



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Project Manager: Kevin Harris

Email: kevin@pyttservice.com

Phone: (210) 907-0186

Office Contact: Stephanie Harris

Email: stephanie@pyttservice.com

Phone: (737) 296-8617

ELEVATOR 2

Scope of Work

Oily Water Removal
Pressure Washing
Failed Membrane Removal
Seam Waterproofing
Failed Jack Cap Replacement
Channel Fill

<https://pyttservice.com/project/12900-north-mopac-expressway>

ASSESSMENT VIDEOS

[Day 1, Initial Assessment](#)

[Day 2, Water Testing](#)

[Day 3. Seam Prepping](#)

[Day 4. Seam Finalization](#)

[Day 5. Video 1, Video 2, Video 3](#)

[Day 6. Final Inspection](#)

ELEVATOR 1

Scope of Work

Pressure Washing
Oil Removal
Failed Membrane Removal
Seam Waterproofing
Failed Jack Cap Replacement

ASSESSMENT VIDEOS

[Day 4. Oil Pooling](#)

[Day 7. Failed Membrane](#)

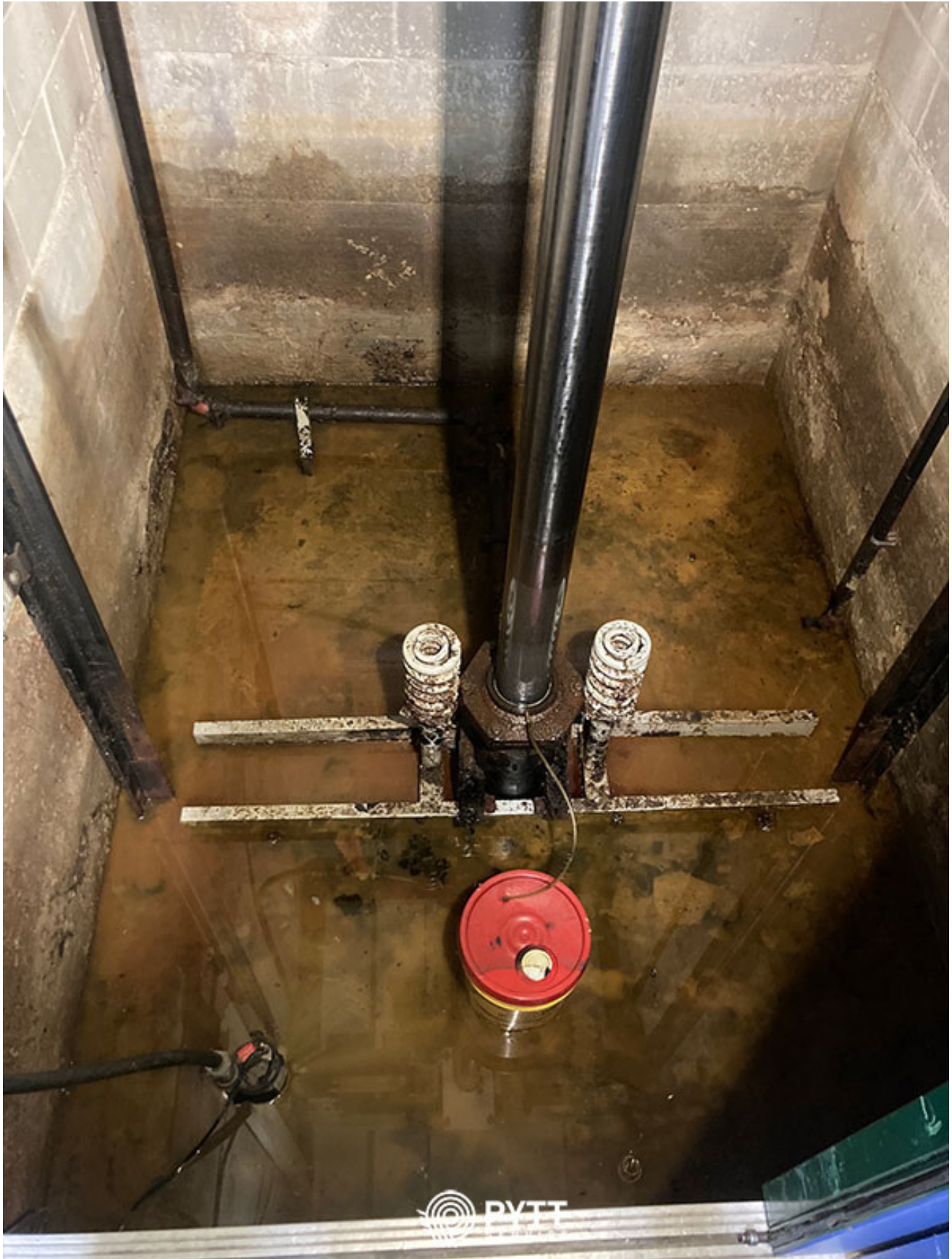
BEFORE

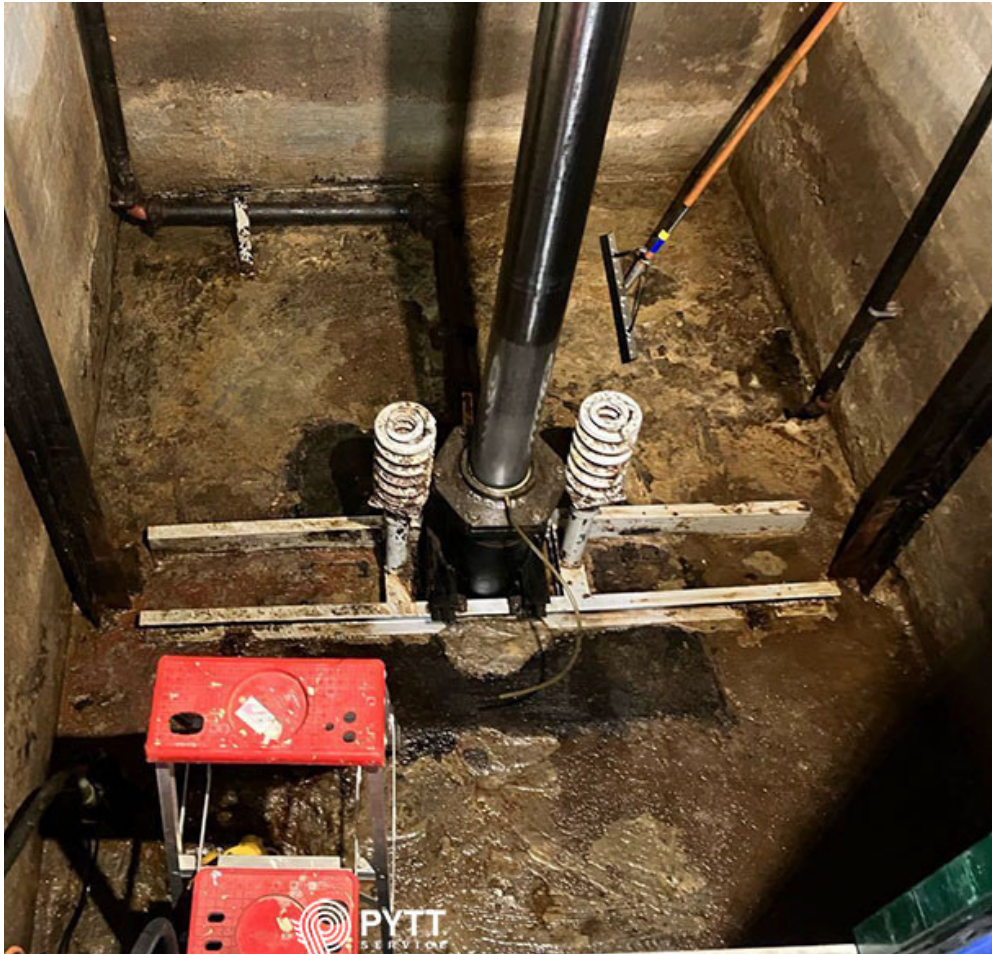


AFTER



Arrived on site to discover the elevator pit had flooded since our initial inspection. This required an oily water pump-out prior to our pressure washing, de-greasing, and water intrusion inspection.





Initial water pump-out



De-greaser application



Scrubbed &
Pressure
Washed

Cleaned
elevator pit





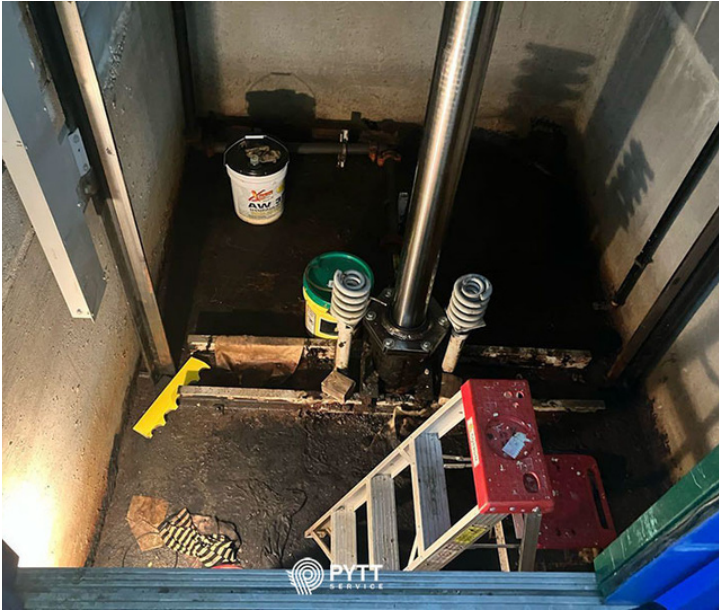
Jack cap removal



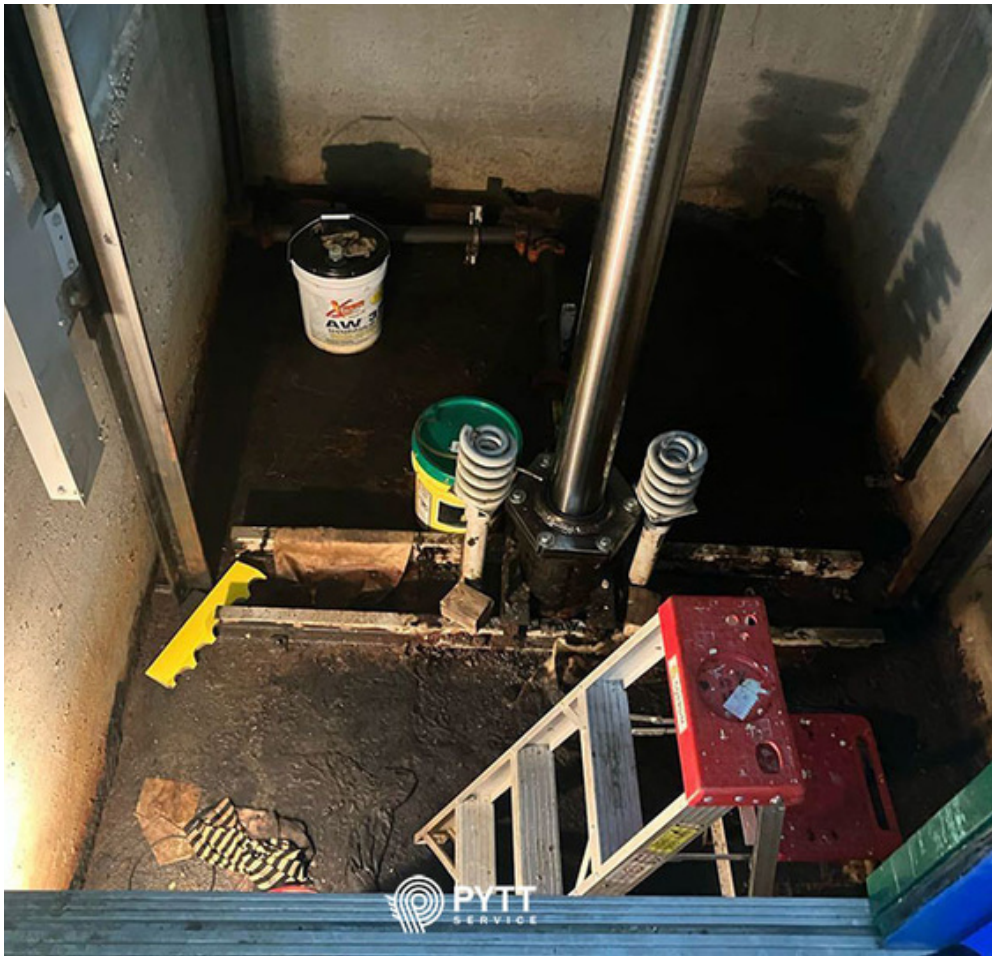
Initial jack cap sealing

BEFORE

AFTER



Cleaned up the elevator pit, removing all debris and oil buckets, and pressure washing.



Thick layer of oil & debris, buckets full of oil in pit





Site cleanup & de-greaser application

Pressure washing





Tar revealed at the bottom of the pressure washed pit

BEFORE

AFTER



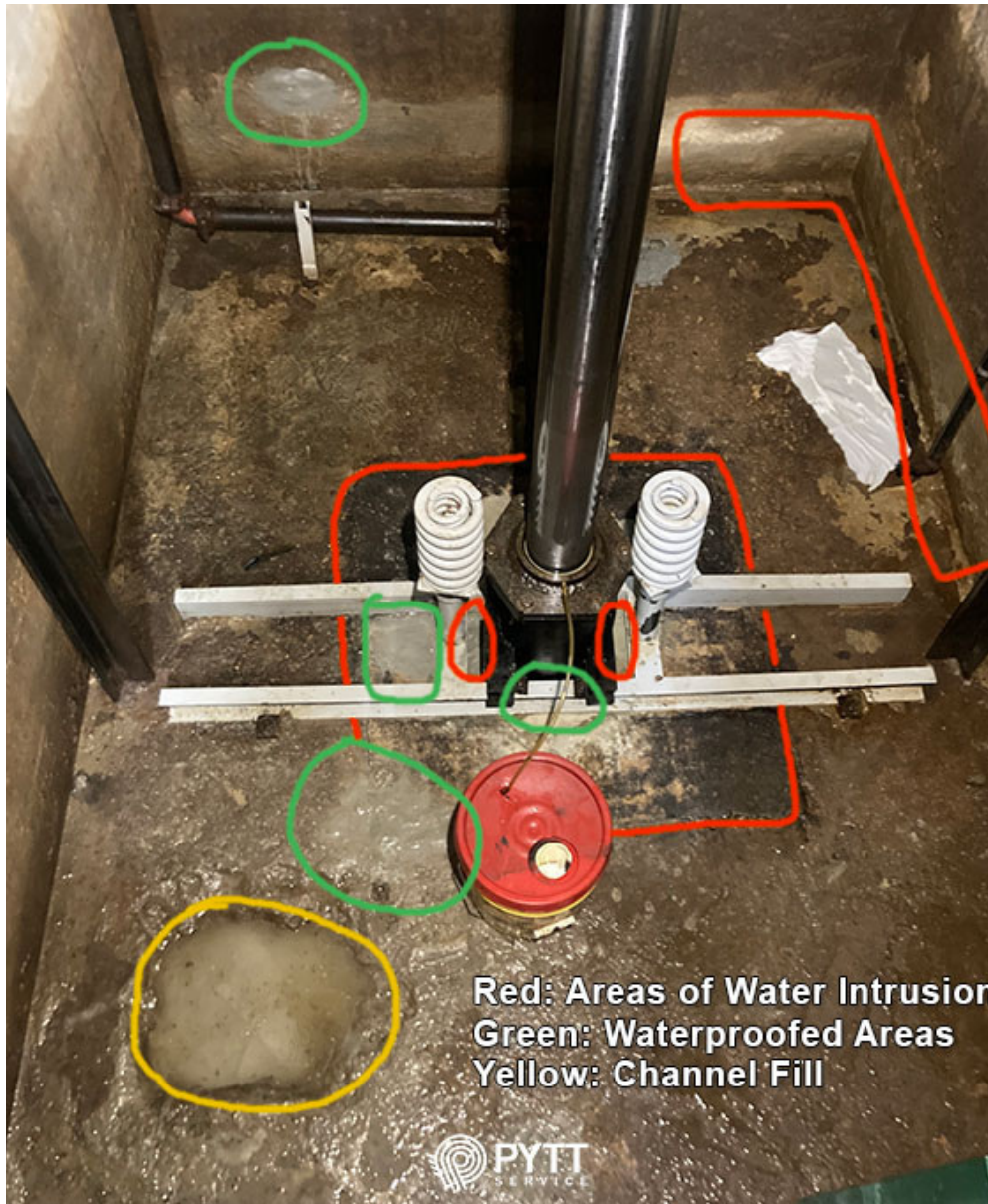
After our initial inspection, we used the recent rains to reveal other points of water intrusion. We discovered 2 inches of groundwater in the pit, pumped the water out, identified the other sources of water intrusion, and began waterproofing.



After rain test -
approx. 2 inches
of water

Open jack cap
seam



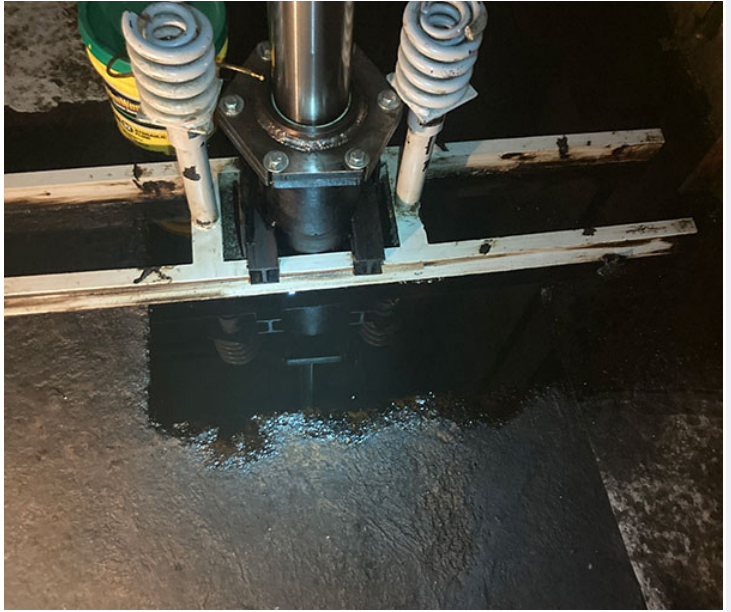


Red: Areas of Water Intrusion
Green: Waterproofed Areas
Yellow: Channel Fill

Rain test revealed several points of water intrusion. Applied waterproofing where possible with the current water pressure level.

BEFORE

AFTER



Oil was discovered in the bottom of this pit. The current plan is to handle this when the groundwater recedes.



Rising water levels revealed oil from the jack casing

BEFORE



AFTER



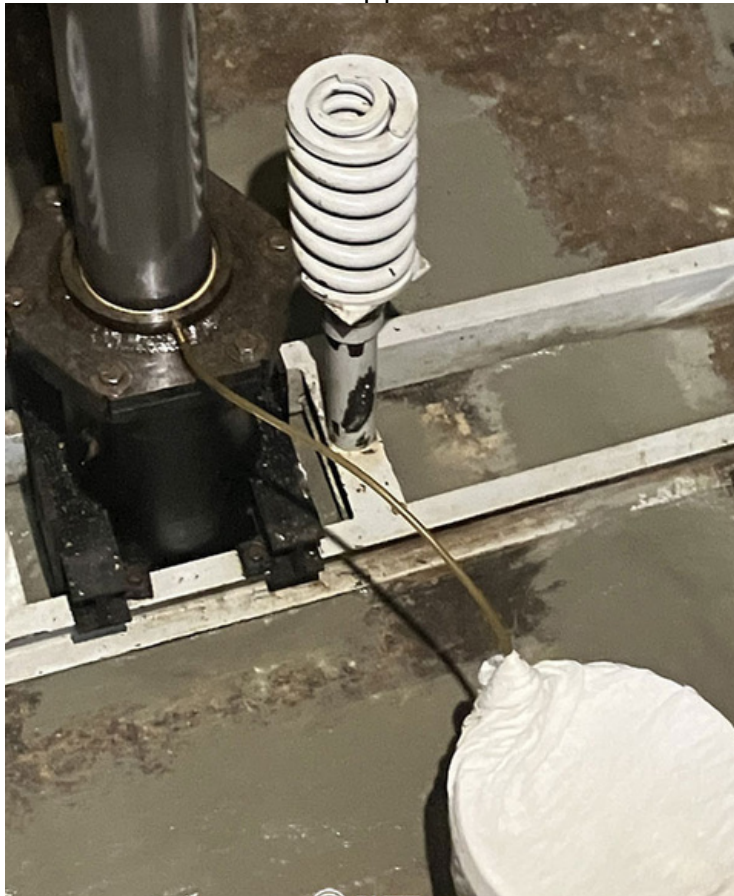
Chiseled, drained, and applied first and second layers of waterproofing to all active leaks. This includes all seams around the jack cap, right wall seam, and voids along the back wall and under the car door.



Overall application



Left side of jack cap



Right side of jack cap



Right wall seam



Back wall void, right side



Back wall void, left side

BEFORE



AFTER



Returned to nearly fully waterproofed elevator pit (98% dry). Filled the open pit channel. Finished chiseling and applying first and second stages of waterproofing to the wall under the car door. Still need to return to apply our third-stage layer of waterproofing to all seams.



Door-side water intrusion (L)



Door-side water intrusion (R)



Channel fill



Jack cap waterproofing



Door-side waterproofing (L)



Door-side waterproofing (R)



Back wall void waterproofing



Jack cap waterproofing

[See assessment video](#)



Waterproofing coat over channel fill



Waterproofing coat over corner



Honeycombed wall waterproofed

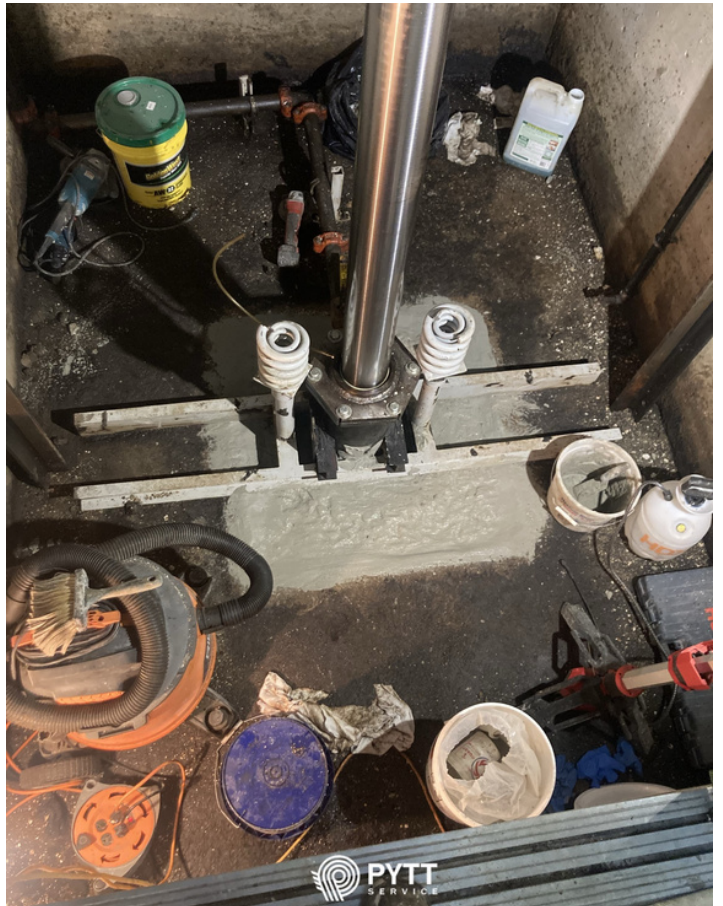


Elevator 2 waterproofed & painted



Elevator 1 Oil Pumped Out





Elevator 1 Jack Cap Replacement, First layer of waterproofing applied



Second layer of waterproofing applied.



Elevator 1 elevator pit painted and finished