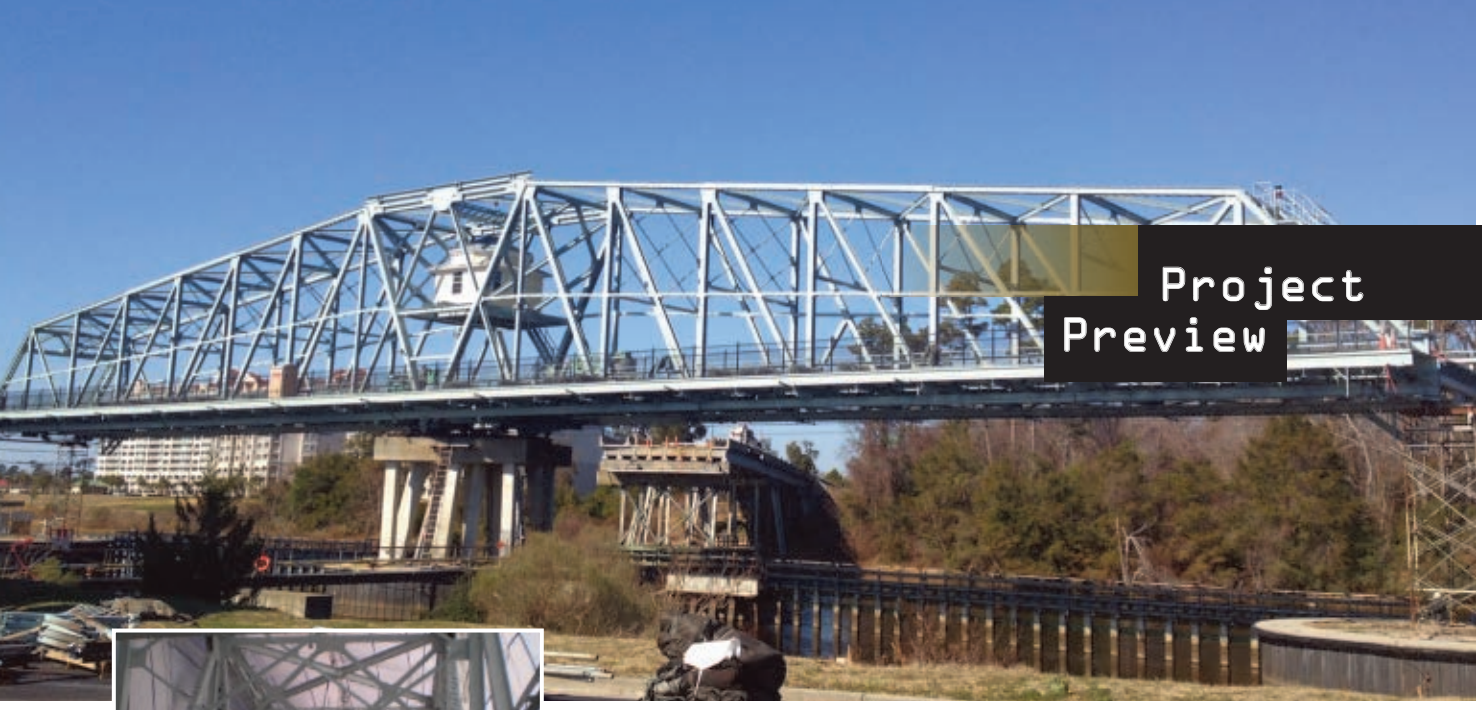
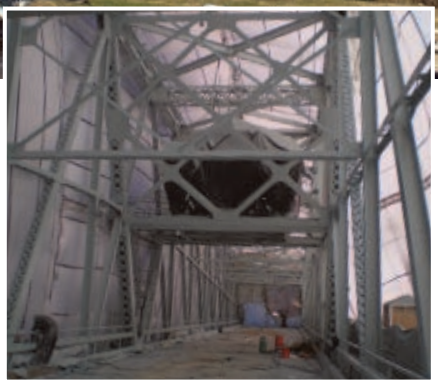


Project Preview



Photos courtesy of Saffo Contractors

Saffo Beats Schedule on Barefoot Landing Swing Bridge

By Charles Lange, Paint BidTracker

This month, we begin with a change from our usual Project Preview format to highlight a recently completed project.

The City of North Myrtle Beach (SC) awarded a contract of $907,000 to Saffo Contractors, Inc. (Wilmington, NC) to rehabilitate the Barefoot Landing Bridge, a 300-foot-long swing bridge over the Intercoastal Waterway. The owner initially requested bids for full removal and recoating, but was forced to revise the scope due to budgetary constraints. The contract was re-advertised with full removal and recoating as the base bid plus an alternate for overcoating. Saffo, SSPC-QP 1- and QP 2-certified, was awarded the contract as the lowest bidder for the overcoating option.

The project was delayed from the originally planned spring 2011 start as a result of public and political concerns, because the structure is the primary access point to tourist destinations on an island. Saffo eventually received the notice to proceed working on November 14, 2011, with a completion date of February 13, 2012. Utilizing the encapsulation system in lieu of complete removal saved the owner close to $1M.

The project schedule allotted 91 calendar days for completion, including a 49-day window for a detour. The detour enabled Saffo to lock the bridge in the open position, with cribbing on each end for weight stabilization, eliminating the strain of maritime traffic.

The overcoating alternate included pressure washing the steel, followed by hand-tool and power-tool cleaning of corroded areas (SSPC-SP 2 and SP 3). The steel was coated with a moisture-cured polyurethane coating and a polyurethane gloss enamel finish, as manufactured by Superior Products International (Rust Grip encapsulating coating and Enamo Grip finish). Saffo used coated-airbag tarpaulins on the sides and top and filter fabric on the bottom of the required containment structure.

Saffo completed the project on January 17, 2012, earning $54,000 through a $2,000/day incentive for each day before the required deadline in mid-February.

"This was a very successful project and is a great budget-friendly alternative to full removal of lead-based coatings on structures where the lead primer is still well adhered," said Nicholas Saffo, Owner and President of Saffo.

And now, we return to our regularly scheduled Project Preview programming.

Seacor To Paint Transformers in Key West

Seacor Painting (Campbell, OH) secured a $38,810 contract from the Key West Utility Board to clean and recoat surfaces of seven existing power transformers at various electric substations and power plants in the Key West, FL, area. The steel will be steam cleaned, pressure washed, hand and power tool cleaned or abrasive blast cleaned, and coated with a vinyl alkyd primer and a high-gloss silicone alkyd finish, or an approved equal system.

SUPERIOR PRODUCTS
INTERNATIONAL II, INC.

BRIDGE PROJECT – BAREFOOT – NORTH CAROLINA

SUPERIOR PRODUCTS INTERNATIONAL LOUISIANA, LLC

FINAL SUMMARY REPORT

Date: Jan. 15, 2012

Project Code: City of North Myrtle Beach Barefoot Bridge Reconditioning Project

Installation Contractor: Saffo Contractors

Report Prepared by: Steve Williams for SPI LA

SPI System: Rust Grip minimal 5 mils DFT w/Topcoat of Enamo Grip 3-4 mils DFT

Summery:

01/14/2012 I did final walkthrough of the bridge prior to opening the 18th. Project looked good and I was for the most part pleased with the final appearance of the installation even after overcoming the challenges. In summery however I must point out a couple of these challenges that accrued during the project. The purpose of this report is to detail the project activities in brief and to disclose the concerns in order to strengthen the performance of the material for the best long term results.

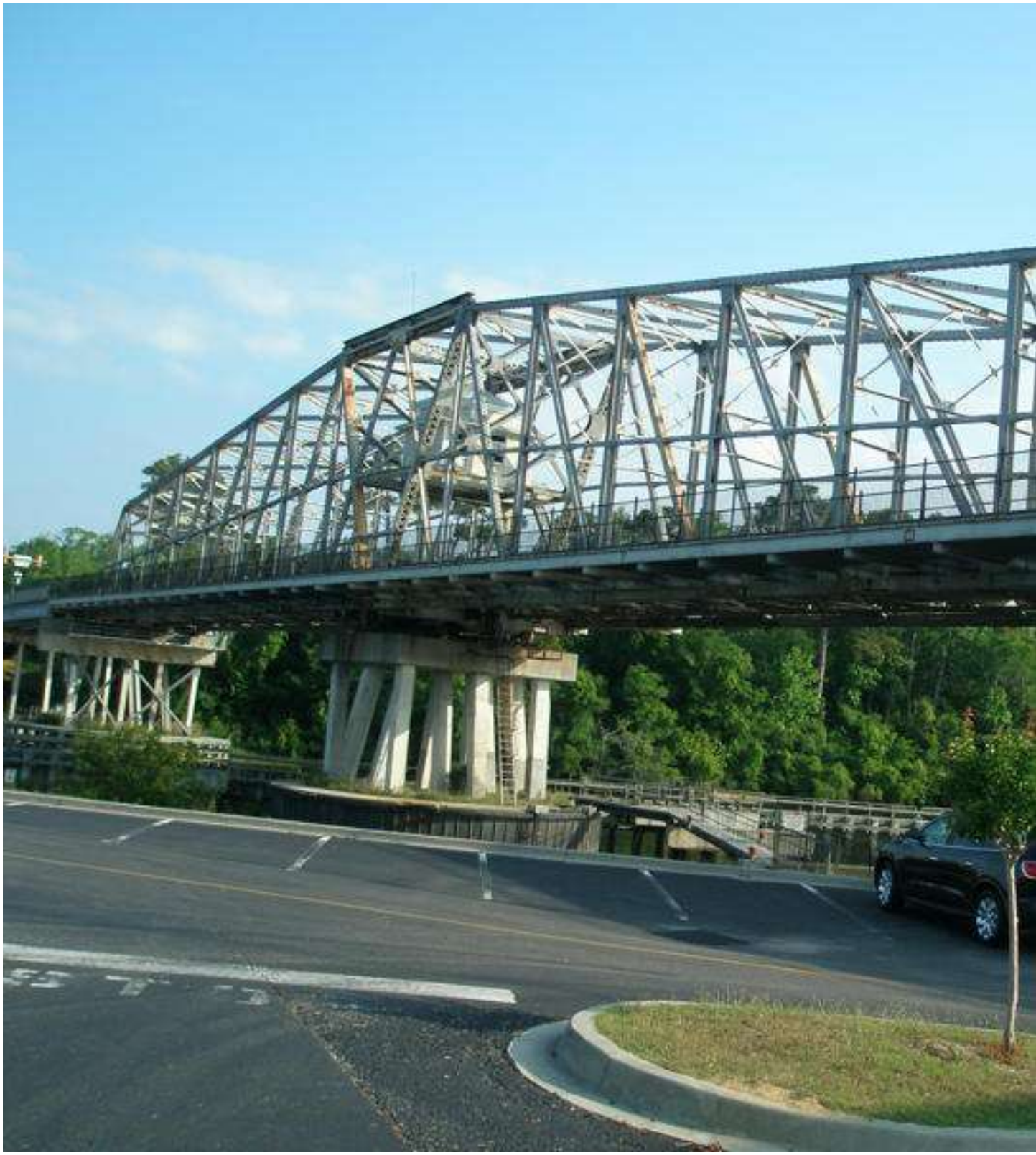
1. It was brought to contractor's attention and to the City's represenitive attention numerous times that I had concerns with the mil thickness of the Rust Grip being applied by Saffo's crews. My concern by watching the painters spraying and stripping I did not believe the men were getting a consistent minimal 5 mils DFT. I instructed the applicators and discussed with them the importance of having a minimal of 5 dry mils. Because of schedule the project was on a fast pace to get the bridge open by set date, and this pressure I believe caused Saffo to rush things to much. This rushing caused the contractor to have to go

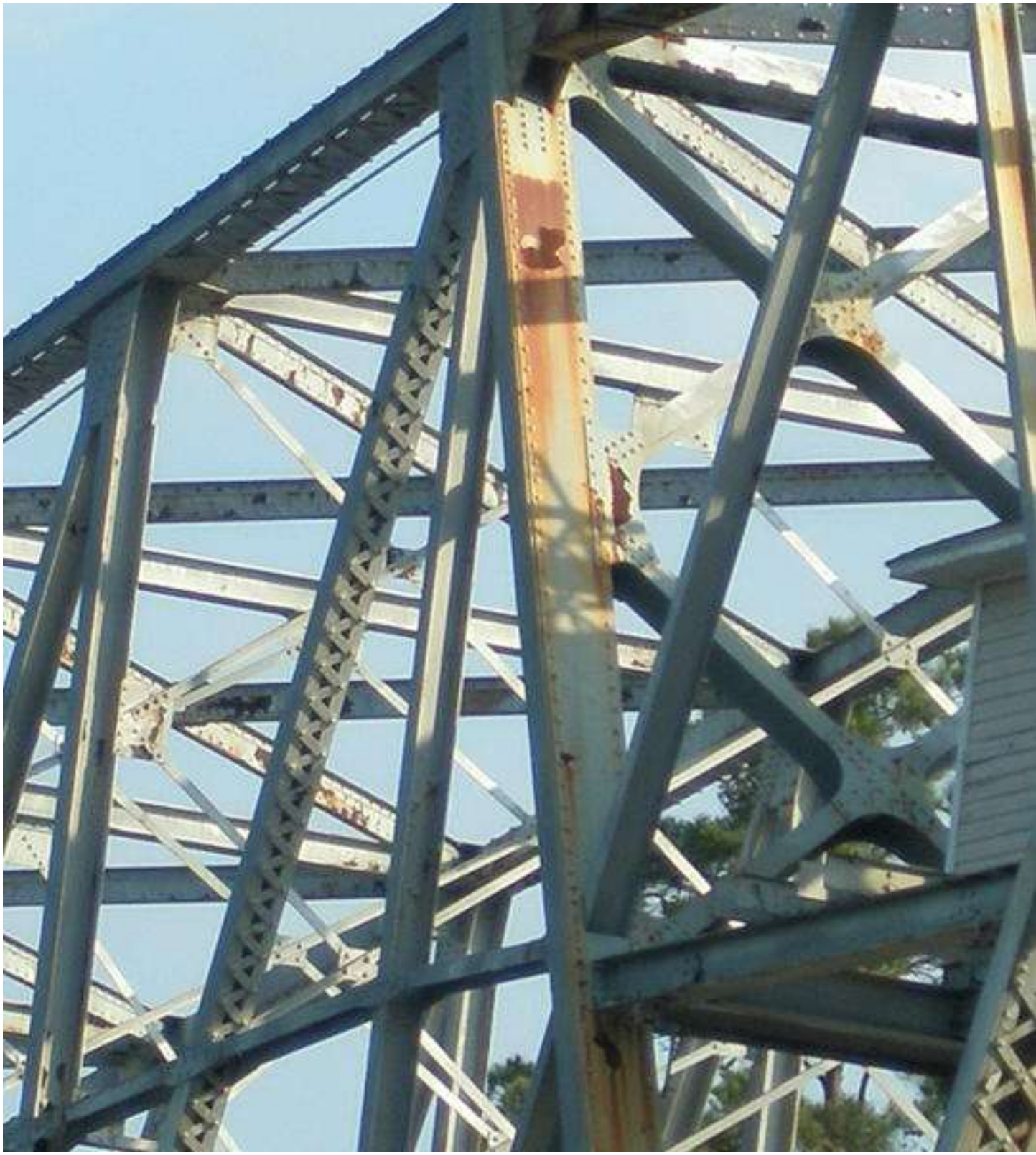
back through the structure and do lots of touching up. Touch ups were made and everything looks good. The mil thickness of the Rust Grip I still believed to be low this assumption is made by visual inspection and by the amount of Rust Grip Saffo wanted to return. This being said I do however believe there is enough Rust Grip material on the structure to perform with out issue.

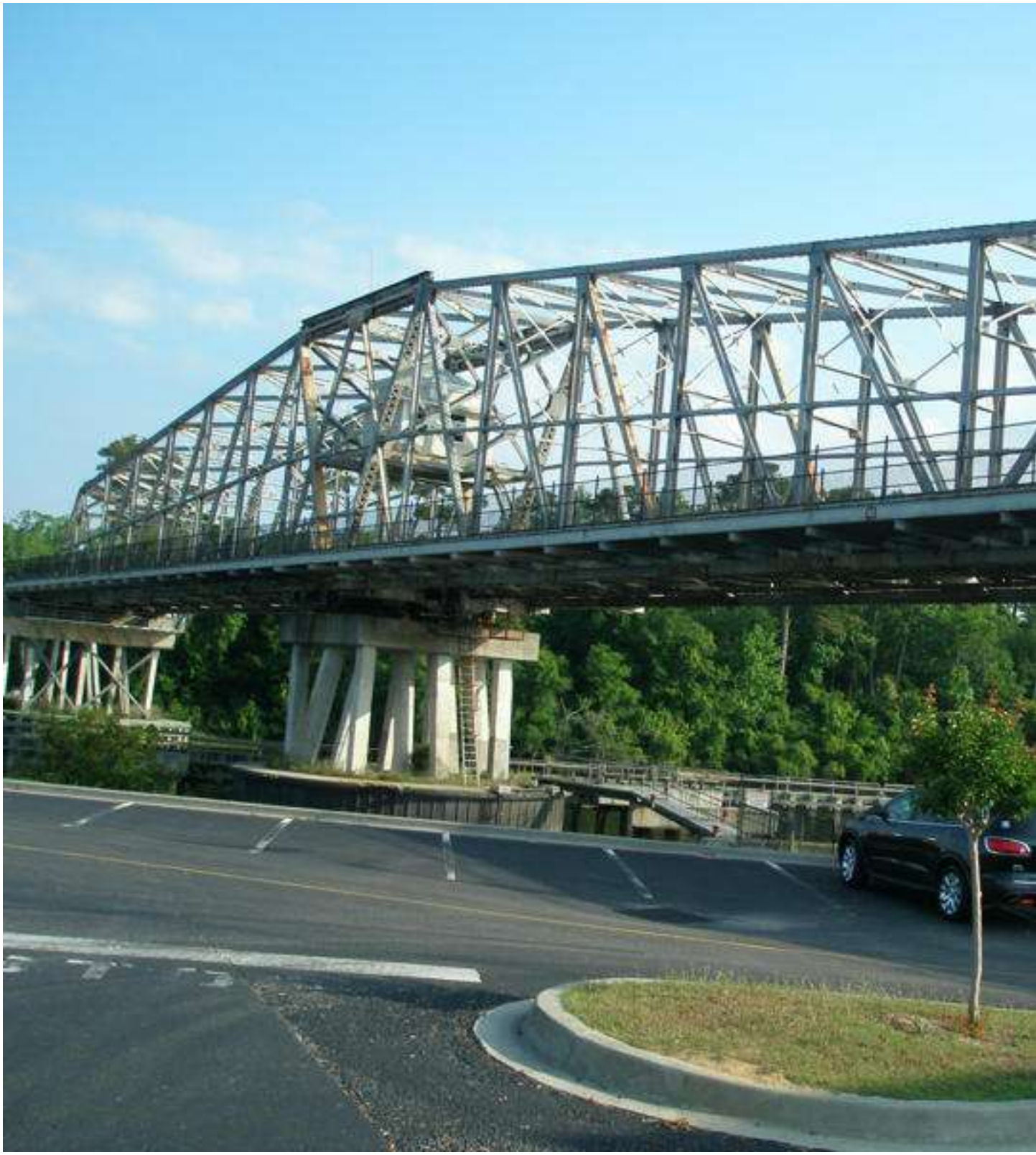
2. Because there were so many touch-ups I would like to mention the risk associated with this because of recoat windows and touch procedures. Saffo did as instructed and it is my assumption they did all the steps necessary to perform touch-up properly and they seemed to be good. However having this many touch-ups there could be areas that did not get proper attention so if the owner notices any problems we would ask that SPILA be contacted immediately. Also because we feel the contactor did not apply a consistent 5 mils DFT on the entire structure and again if owner identifies rust bleed or problems of any sort SPILA would need to be contacted about repairs just as soon as possible.

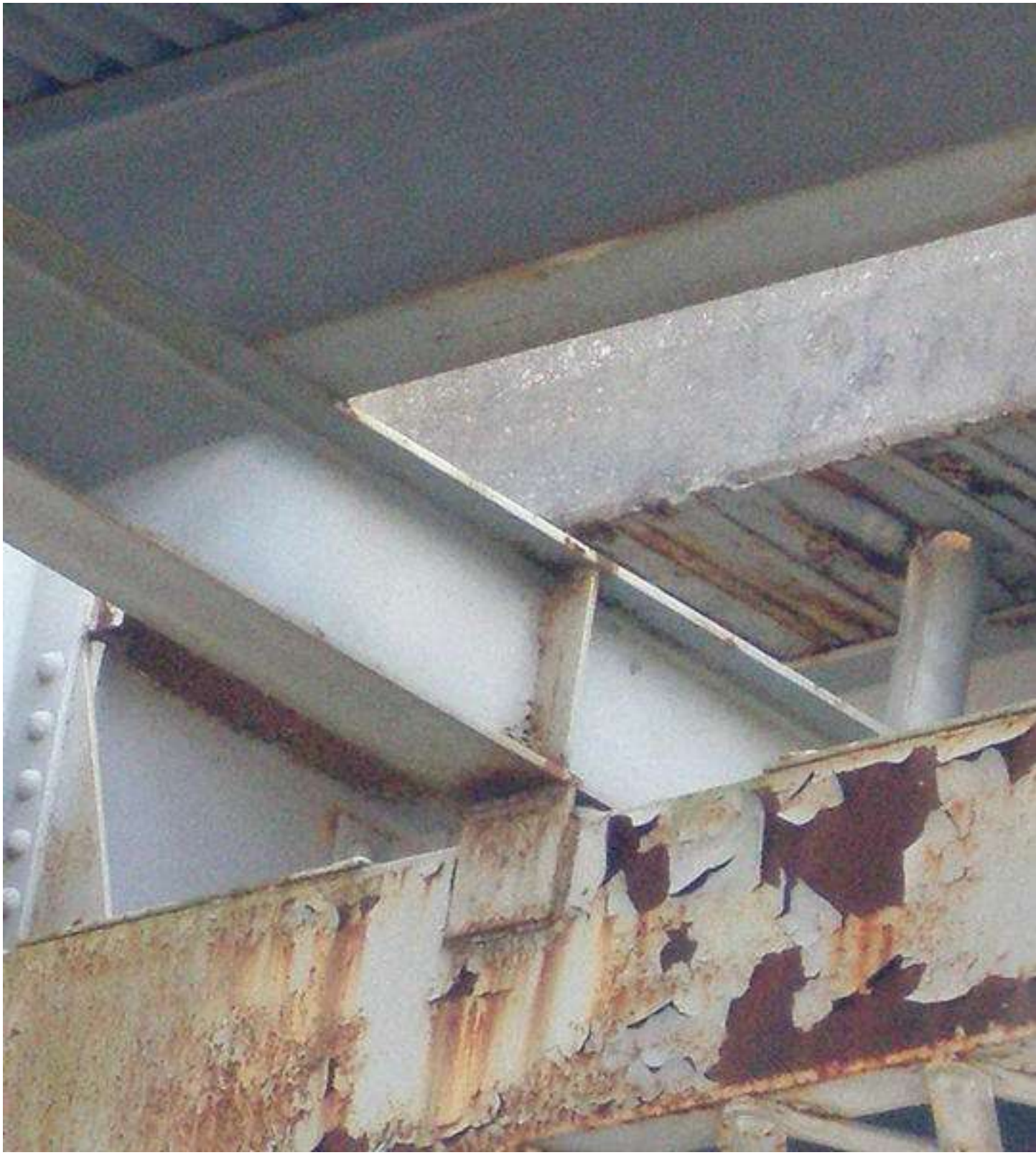
Overall the project reached a successful completion and I believe the installation will perform for the duration of the warrantee. However I do not feel comfortable in signing Saffo's sign off sheet because there are risks associated with the way the project was rushed, the amount of touch-up required to get to a finished product and the potential of the Rust Grip being applied below the required mil thickness.

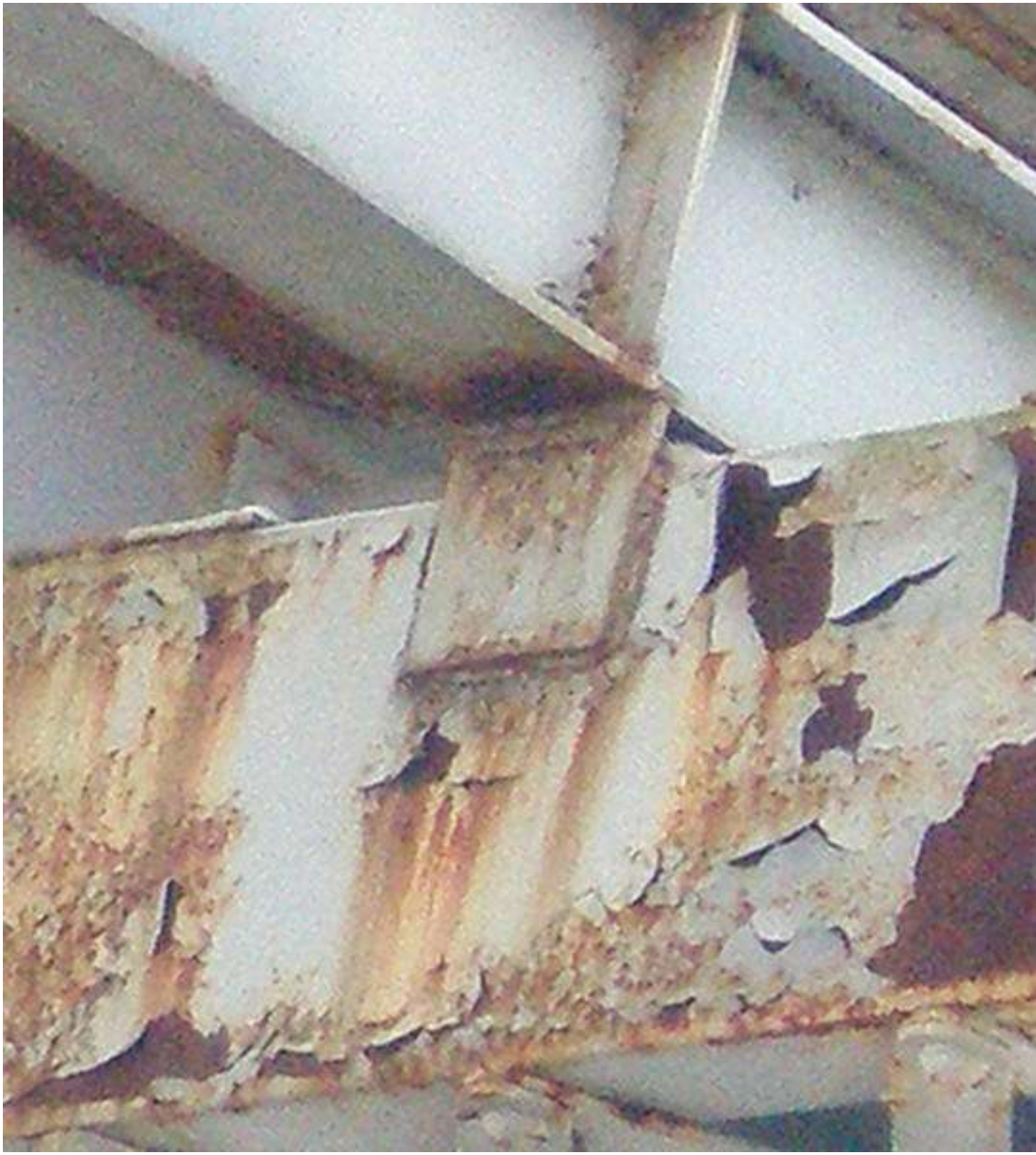
Steven Williams
SPILA/PCS

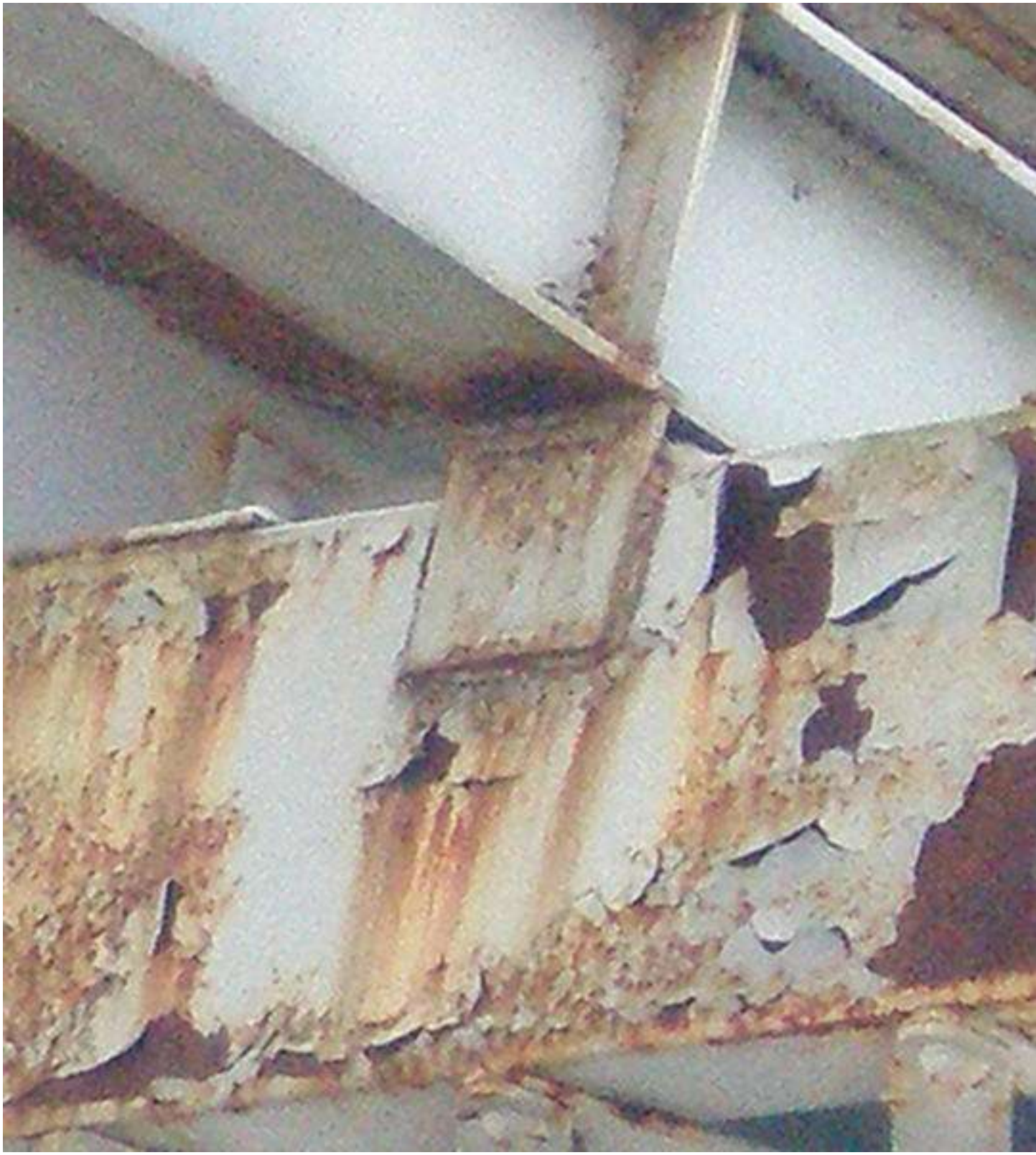


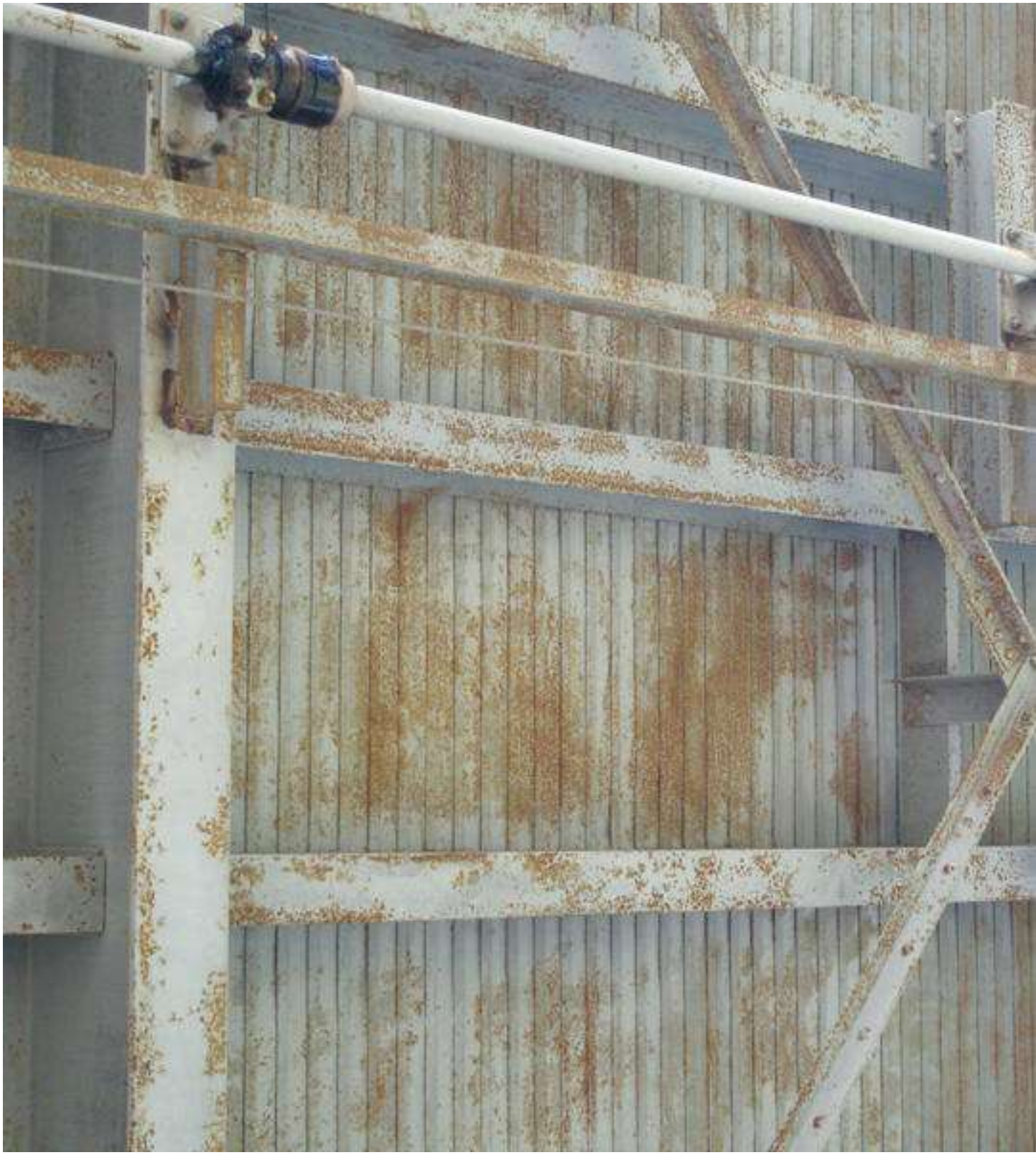


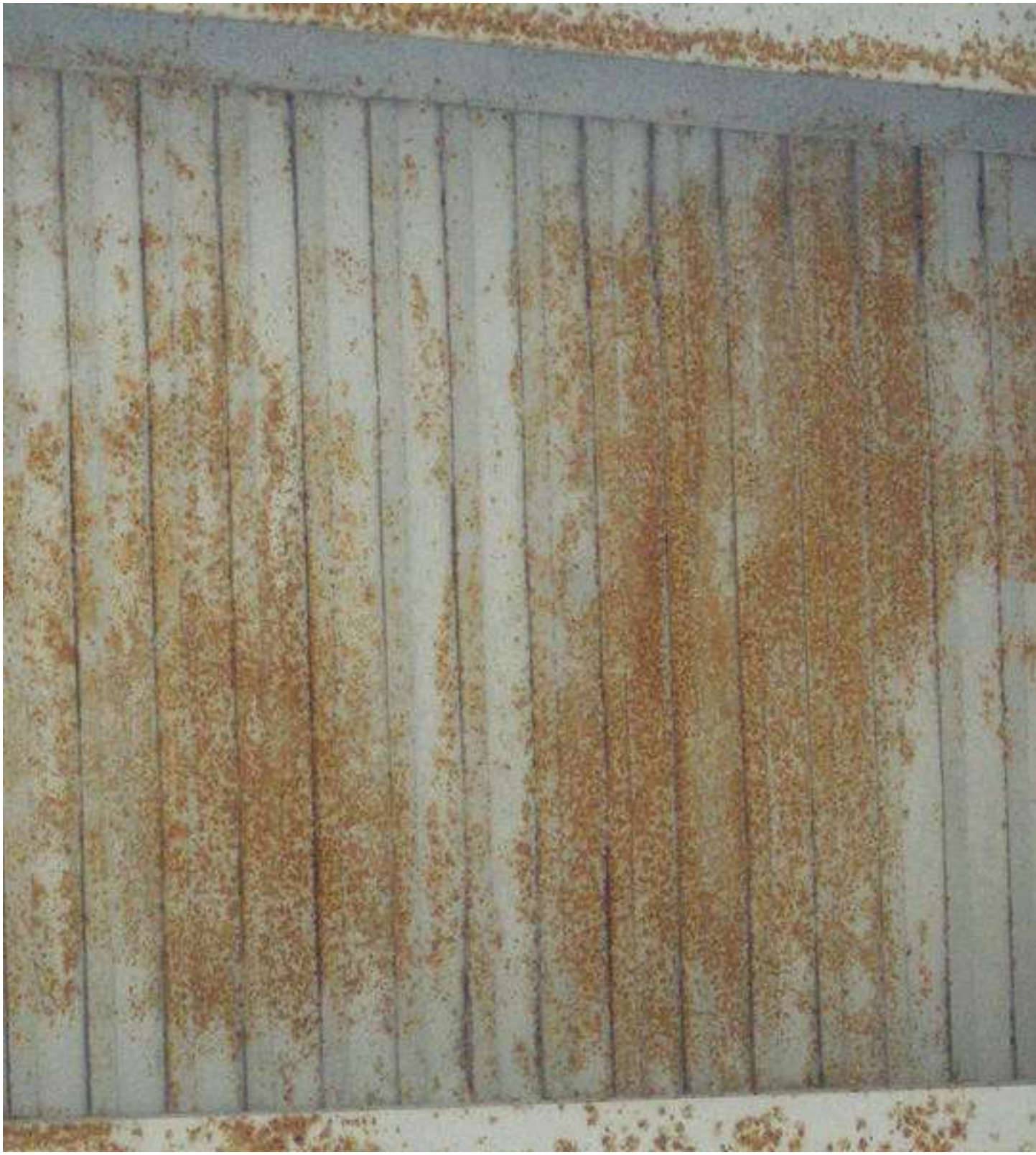


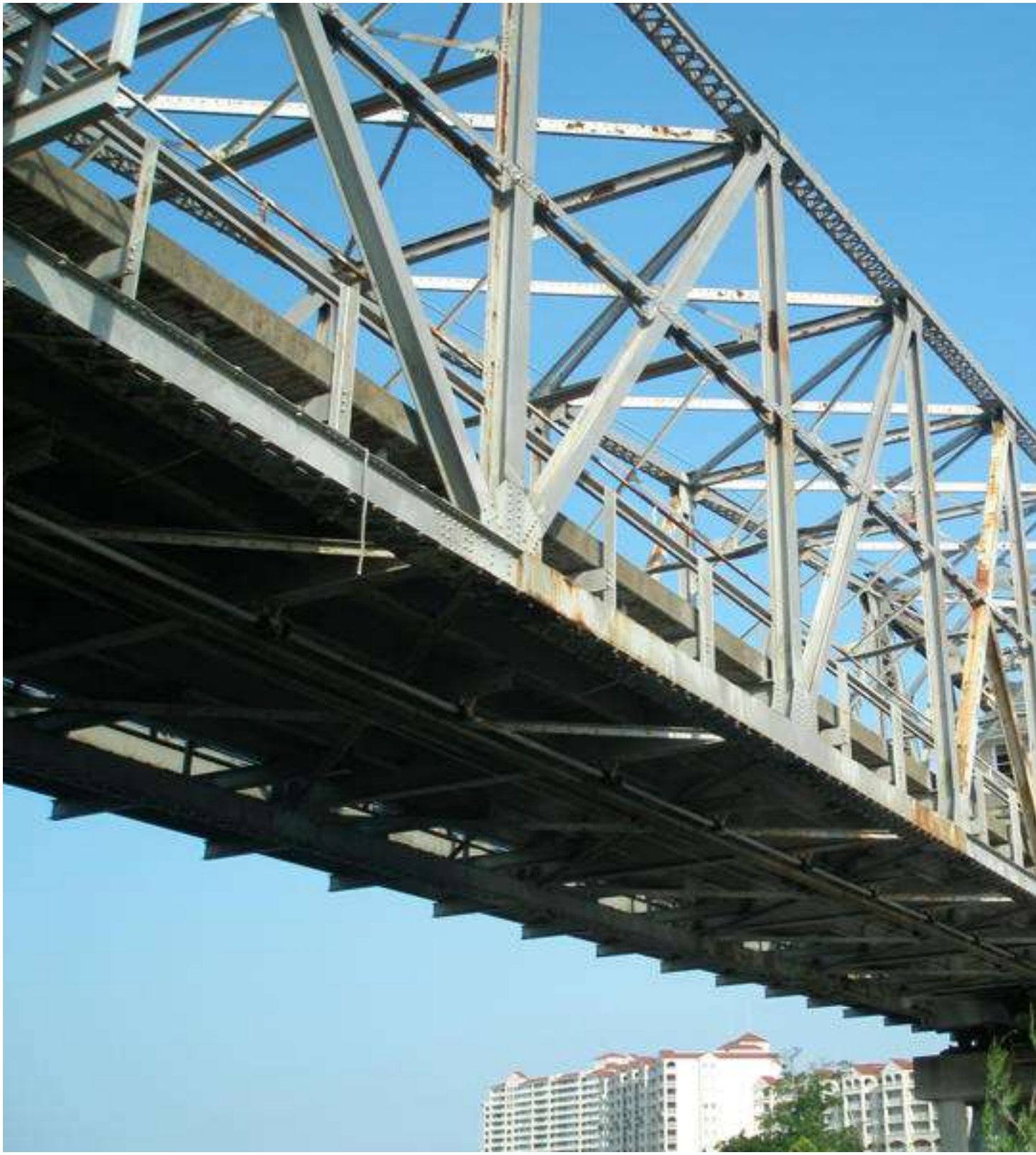


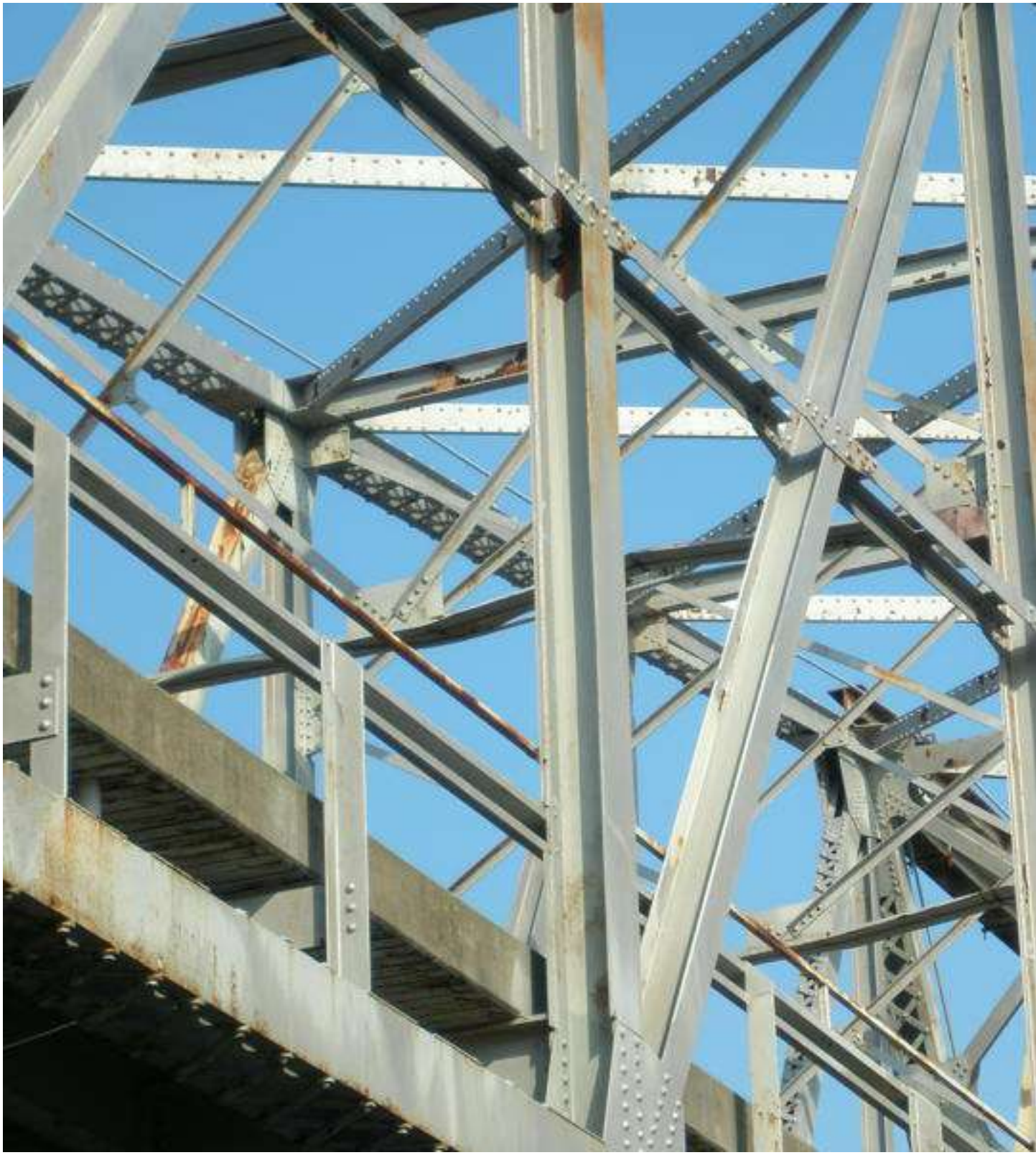


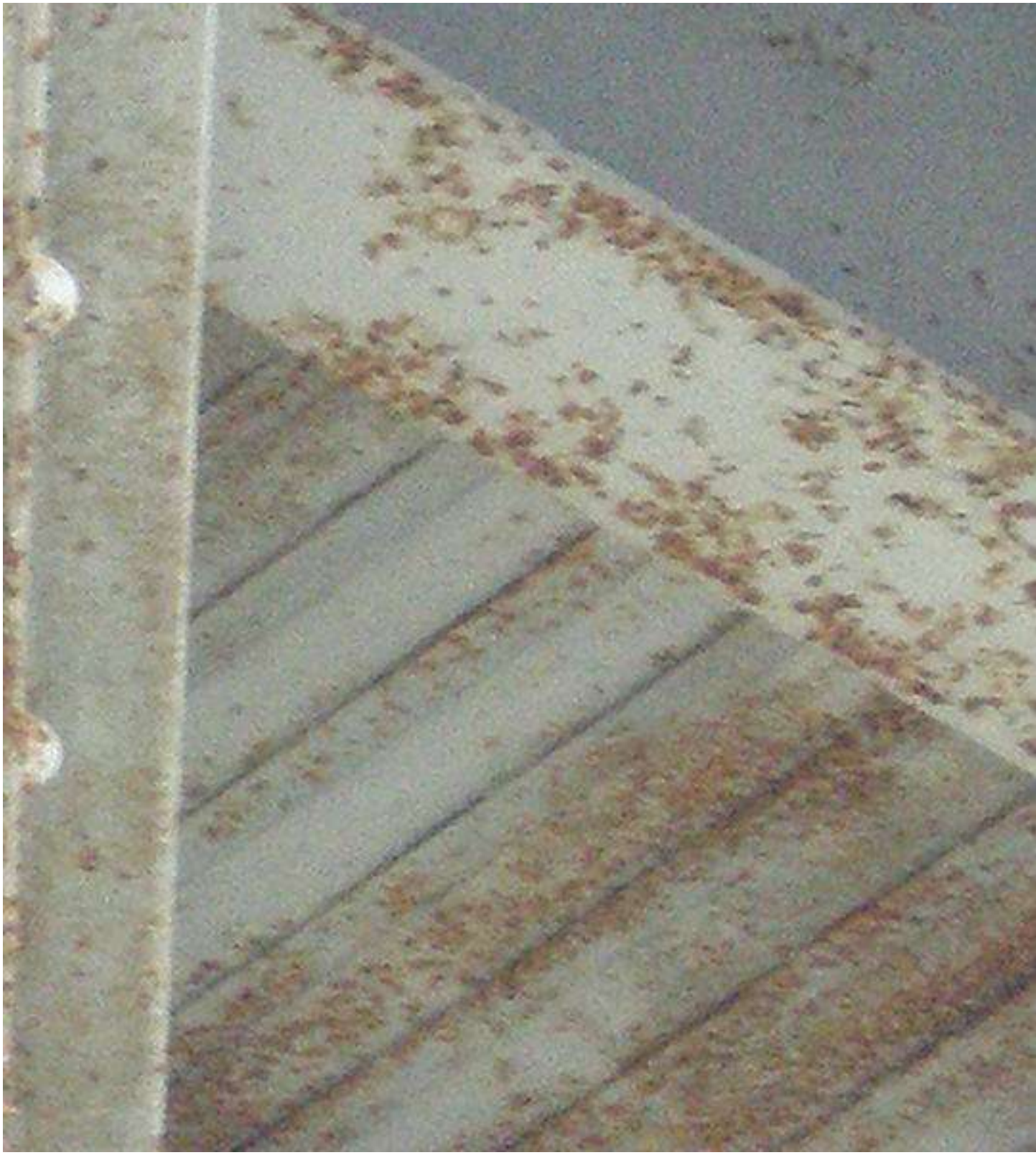












Prepped by 5000 psi power wash and hand tool where needed, allowing to fully dry and applying RUST GRIP with brushes first to force the RUST GRIP into the cracks, around bolt heads and angles, then second coat can be sprayed or continue with brushes. Must have 4 mils (100 microns) dry film thickness over the highest peak of the profile to encapsulate the surface properly.