

**Research Project # 2005-051**  
**Accelerated Bridge Paint Test Program**  
**July 6, 2011**

**Introduction**

The accelerated bridge paint (AB-Paint) program evaluated a new Sherwin-Williams two-coat, fast-curing paint system. The system is comprised of an organic zinc-rich primer (SW Corothane I Galvapak One-Pack Zinc-Rich Primer B65 G11) and a polyurea-modified high-build urethane finish coat (SW Fast Clad Urethane B65950 Series). The two-coat system would be a replacement or alternative for the current three-coat paint system (i.e., zinc-rich primer/epoxy intermediate/urethane finish) approved in Bulletin 15. The accelerated bridge painting technology could provide a material cost benefit by applying only two coats instead of three. There was the potential that the blasting, primer and topcoat could be placed during a work shift, which would result in reduced labor cost. There would also be benefit to the traveling public with shorter traffic interruption and inconvenience with the accelerated technology.

**Evaluation**

Engineering District 11-0 provided a demonstration site on bridge structure 02-8043-0250-000, the California Avenue ramp bridge over SR 65 in Pittsburgh. The entire bridge was coated with the two-coat system except for Bay 3 of Span 3, which was designated for the application of the three-coat control system. The AB-Paint was evaluated from November 2006 to November 2009. The three year research plan required the following tests and inspection be performed every year on both the experimental and control area: visual inspection, coating thickness, coating adhesion, gloss, color retention, chalking, microscopic evaluation, and photographic documentation. The attached work plan provides a description of the tests and inspections performed on the experimental and control areas.

Sherwin-Williams contracted with KTA-Tator, Inc. (KTA) to provide inspection support during placement. KTA performed the testing and annual inspection for the research project. KTA developed the attached report documenting the construction inspection, the test results and the review's discussion.

**Findings and Conclusions**

The Accelerated Bridge Painting system had the potential to complete the construction process for a section of the bridge during one work shift. Unfortunately, the contractor had a learning curve with the new two-coat paint system. The rapid curing of the Corothane I Galvapak One-Pack Zinc-Rich Primer could permit the application of the topcoat under ideal application process. Issues with the stability of two-coat system did not permit accurate documentation of the time savings.

The data from the yearly test and inspections are provided in the final report from KTA. The two-coat system did perform the same or slightly better when compared to the three-coat system in adhesion, gloss and color retention. The adhesion for both the two-coat and three-coat system remained well adhered throughout the research period. There was a great shift in the gloss and

color retention in both the two-coat and three-coat system over the three year research period, but the three-coat system performed slightly better. The annual field inspection documented the progression of pinpoint rusting of the two-coat system compared to the three-coat system that did not exhibit a rusting issue.

The contractor encountered a few construction problems, which may have contributed to the pinpoint rusting issues with the Accelerated Bridge Painting system.

- Contractor used a mesh size of Black Beauty abrasive that produced a surface profile slightly deeper than specified (up to 4.5 mils).
- The Corothane I Galvapak Zinc Primer is a moisture-cured urethane formulation, which is sensitive to package stability. Many containers of paint were rejected due to the paint being too thick, and they started to cure in the container or immediately upon opening.
- The contractor had problems in the construction process with the thick paint not atomizing properly and clogging the spray gun.

The purpose of the research project was to test the AB-Paint on an actual construction site, to not only test the performance, but discover issues with field applications. The problems with the package stability of the primer experienced during the course of the project contributed to the quality of the coating on the project. The profile depth problems may have also been a factor in the lowered level of performance observed in the two-coat system versus the standard three coat system. As a result, the two-coat system was applied too thin in some areas, which may have resulted in the pinpoint rust problems.

## **Recommendations**

The AB-Paint was not approved in Bulletin 15, but with additional work on the stability of the product and guidance for the contractor in the application requirements for the two-coat system, the AB-Paint has potential for further consideration.

### List of Attachments:

Work Plan

Field Reports

Final Report – Accelerated Bridge Paint Test Program, KTA-Tator, Inc., January 10, 2010

*Submitted by: Sheri Little, Research Project Manager, ETI, BOCM, PennDOT*

## **WORK PLAN**

### **ACCELERATED BRIDGE PAINT TEST PROGRAM**

#### **RESEARCH PROJECT NUMBER 2005-051**

#### **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

#### **BUREAU OF CONSTRUCTION AND MATERIALS**

### **1. INTRODUCTION**

The Pennsylvania Department of Transportation (PennDOT) is exploring new technologies for bridge painting (both for new construction fabrication shop painting and for field rehabilitation projects) that will facilitate “fast tracking” of bridge construction/rehabilitation projects. In that regard, a new Sherwin-Williams Company (SW) technology approach to bridge painting termed “Accelerated Bridge Painting” is worthy of further evaluation. “Accelerated Bridge Painting” technology utilizes a two coat, fast-curing paint system based on an organic zinc-rich primer (SW Corothane I Galvapak One-Pack Zinc-Rich Primer B65 G11) and a polyurea-modified high-build urethane finish coat (SW Fast Clad Urethane B65950 Series). This technology may be considered to replace traditional PennDOT approved three-coat paint systems (i.e., zinc-rich primer/epoxy intermediate/urethane finish) as currently listed in Bulletin 15. The current three-coat systems are shop and field applied in accordance with Specification 408 Standard Special Provisions Sections 1060 – Shop Painting of Structural Steel and 1070 – Painting Existing Structural Steel.

Recent advances in polyurethane chemistry allow applicators to apply this two-coat urethane system over blast cleaned steel at a thickness equivalent to the standard three-coat systems. The two-coat system also provides equivalent corrosion protection and physical characteristics as the three-coat systems. Recent testing of this SW paint system in accordance with NTPEP (National Transportation Product Evaluation Program) requirements as outlined in AASHTO R31-02 document this performance. NTPEP test performance data can be viewed at [www.data.ntpep.org](http://www.data.ntpep.org).

The readily apparent cost benefits of this “Accelerated Bridge Painting” technology are that two coats are applied rather than three, and an accelerated production schedule can be achieved due to the shorter recoat and drying periods of the products.

By comparison to traditional three-coat systems, information suggests that this new technology would provide a savings of approximately 26% in direct project costs. Additionally, indirect efficiencies such as less public interruption and inconvenience would likely be realized (see appended study by L. Brian Castler, Bureau Chief, and Connecticut Department of Transportation).

Standard 408 Specification Special Provisions 1060 and 1070 have been modified to provide contract special provisions that may be used to execute this work. As modified, these

Special Provisions can be inserted directly into any project-specific bid package.

## 2. SCOPE

It is intended that the Accelerated Bridge Painting system will be field applied to an existing bridge structure(s). Three bridges in Allegheny county District 11-0 have been picked for evaluation (see attached location maps). The system would be an alternative to the traditional PennDOT-approved, three-coat paint system for existing bridge steel. Work may also include shop painting of new steel that will be added to the structure. While it is intended that the entire structure be identified as the test section for the evaluation of this system, specific areas of the bridge will also be designated as Experimental sections. Experimental sections (e.g., outside fascias, expansion dams, etc.) will be selected from bridge areas that are representative of the typical exposure environment(s) and structural configurations. While coating performance over the entire structure will be monitored, where more detailed coating performance monitoring will take place at the Experimental sections, including destructive and non-destructive hands-on testing, The Experimental sections will be selected with future access in mind. In that regard, all attempts will be made to select Experimental sections that do not require traffic Experimental or under-bridge inspection units to access (e.g., abutment areas and concrete pier areas accessible with ladders, areas adjacent to inspection walkways, etc.), while still representing the various exposure zones on the bridge.

Once selected, Experimental sections will be clearly identified on project documentation and relevant structure drawings. Plan views and cross-sections of the bridge, along with a location map, will be submitted when the specific bridge project is identified. If more than one project is selected, documentation packages will be prepared for each.

## 3. PLAN OF STUDY

From project inception to completion, SW will participate with PennDOT, the general contractor, the coating contractor, the inspection firm, and other project personnel as necessary to facilitate the project. This will likely include involvement in all phases of the project such as pre-design, final design, pre-bid, pre-construction, construction, and post-construction meetings and inspections.

The coating contractor's painting operation will be reviewed, inspected, and documented from beginning to end by PennDOT project personnel, and the PennDOT-selected inspection firm, with periodic visits from SW representative(s) during surface preparation and coating application. All cost for any periodic visit (pre-application or otherwise) by SW and/or rep. will borne by SW. The vast majority of the information needed to determine installation costs and proper application is contained within standard day-to-day documentation generated during a construction project. For example, items such as production progress (abrasive blast cleaning and paint application), material quantities used, road/lane closure times, rigging, etc. will be tracked. SW reps and/or contracted consultant shall be given raw inspection data which they will then use to compile all pertinent data. Rep. needs to extract the data from the project documentation. This will not be done by PennDOT. Facts only be collected

Upon completion of the project, all concerned parties (e.g., SW, PennDOT, inspection firm, and coating contractor) will perform an initial one day final inspection of the work to assess the overall quality of application. Special attention will be given to the established. Experimental sections where additional destructive and non-destructive physical tests of the coatings will be made in order to establish baseline data of coating characteristics. Annual inspections designed to evaluate the longer term performance of the coating system will be conducted in the identical test locations. It is anticipated that inspections will be performed annually for three years. The results of these inspections will be thoroughly documented by SW (with assistance from an outside independent engineering firm hired by SW) in order to accurately assess changes, if any, in coating integrity and performance as a result of field exposure.

For comparative purposes, it is suggested that a simultaneous bridge paint study (e.g., same final and annual protocol of tests and inspection) be initiated on a bridge painting project coated with the standard PennDOT Bulletin 15 approved three-coat system (e.g., organic zinc/epoxy/urethane). Having the ability to monitor both projects simultaneously would allow for a more meaningful comparison of the two coating systems. One or both projects will include three coat system comparison sections. The cost of the coating systems for at least one of these projects shall be borne by Sherwin Williams.

The below-listed tests and inspections will be performed in each Experimental & Control area.

- Visual Inspection – A visual inspection will be conducted to evaluate the overall coating system appearance. Areas of coating degradation, rusting, or other notable defects will be documented. If rusting is observed, portions of the coating will be removed to determine if corrosion undercutting is occurring. The gloss and color retention of the coating will be evaluated as detailed below.
- Coating Thickness –Initially, the thickness of each coat will be determined destructively using a Tooke Gage. The Tooke Gage is a microscopic technique that involves making an incision at a known angle through the coating using one of the instrument cutting tips. By measuring the width of the incision, the depth (or thickness) of the coating can be measured. This allows for the accurate measurement of each coat in multiple-coat system. The thicknesses will be measured in each Experimental location of each bridge.
- Coating Adhesion – The coating adhesion will be measured at each Experimental location using test methods in accordance with ASTM D3359, “Measuring Adhesion by Tape Test” and ASTM D4541, “Pull-Off Strength of Coatings Using Portable Adhesion Testers.” This method uses an aluminum test stub that is attached to the coating surface with an adhesive and then is removed with a test instrument using a tensile force. The instrument measures the tensile force required to detach the test stub from the coating surface. The test instrument used shall be a self-alignment adhesion tester Type IV.
- Gloss – The gloss will be measured using a portable 60° gloss meter in accordance with ASTM D523, “Specular Gloss.”

- Color Retention – Color retention of actual coating samples taken during the final and annual inspections may be measured in the laboratory in accordance with ASTM D2244, “Calculation of Color Tolerances and Color Differences from Measured Color Coordinates (D65 illuminant, 2° observer). Because instrumentation to perform this test does not lend itself well to field use, whether these tests can be performed accurately will be determined by the size of the field sample that can be obtained. Oftentimes, coating systems with good adhesion are difficult to field sample at the proper size for testing.
- Chalking – Surface chalking, if any, will be evaluated in accordance with ASTM D4214, “Evaluating Degree of Chalking of Exterior Paint Films.”
- Microscopic Evaluations – The surface of the coating will be evaluated at 25 to 30X to determine if pinholes are present (in the initial application) and whether surface degradation appears to be occurring with exposure.
- Photographic Documentation – Photographs of the initial and annual evaluations at each Experimental section as well as overviews of the entire bridge will be provided.
- Samples – Coating system samples will be taken at Experimental sections during the final and annual inspections and retained. Should there be any evidence of premature paint film deterioration (e.g., chalking), the sample will be available for further laboratory analysis such as infrared spectroscopy and molecular weight testing. These test methods could be used to provide valuable information for tracking coating film degradation over time.

All destructive test locations will be hand sanded and brush touched up with a single coat of the same finish material at manufacturers expense.

#### 4. STAFFING

PennDOT District personnel and the inspection firm contracted by PennDOT will be on-site during the construction phase of the project. The vast majority of documentation needed will be standard information contained within their daily inspection logs and reports. Data extracted shall be compiled by SW and/or rep. consultant.

Central office personnel (e.g., ETI Project manager & Chief Chemist) may elect to participate in interim inspections during construction and in the final inspection in which baseline data will be established. Participation in the annual inspections is also anticipated.

Depending upon the structure selected, it may be necessary for the District to provide personnel and equipment for access and traffic control during the annual inspections. PennDOT research shall cover the cost of these operations. Again, every effort will be made to select representative test areas that are more readily accessible.

SW will provide qualified representatives to evaluate the project during all phases of design and construction. SW, with an independent engineering firm, will provide qualified

personnel to perform the final and annual tests and inspections. The 3<sup>rd</sup> party inspection firm will document and issue a detailed report to the participants. For comment by the Department

## 5. REPORTING

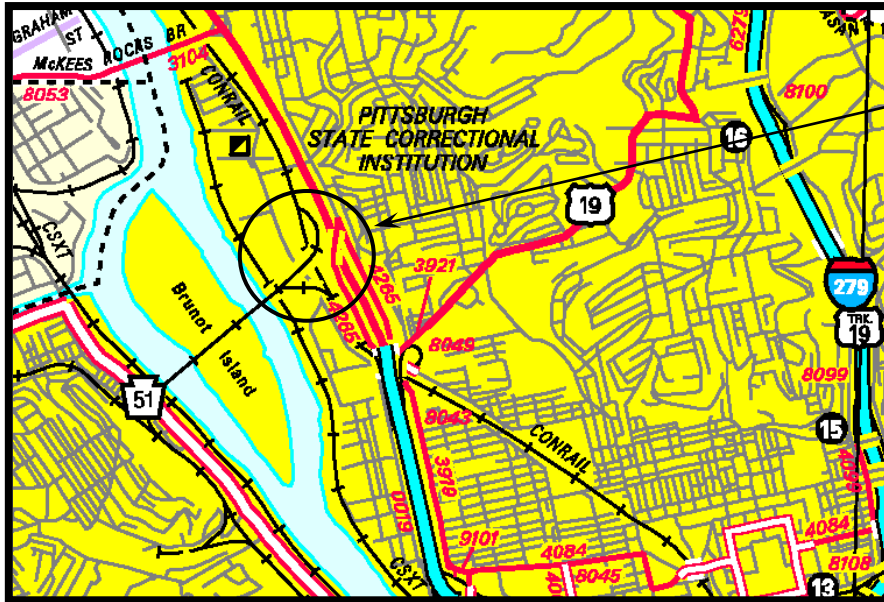
SW, with assistance from an independent engineering firm, will issue detailed reports documenting the results of the specified tests and inspections. In addition, the reports will introduce and summarize the project to date, discuss coating system tests and performance, and offer conclusions and recommendations as appropriate. The report will be submitted within 45 days of each of the inspections. A construction report summarizing coatings of all three bridges and initial performance will be compiled, reviewed and published by PennDOT. The final report will package all of the initial information collected during installation together with the annual evaluations and will be compiled, reviewed and published by PennDOT. Conclusions regarding the cost and performance relative to the Bulletin 15 three-coat system will be provided.

## 6. BUDGET

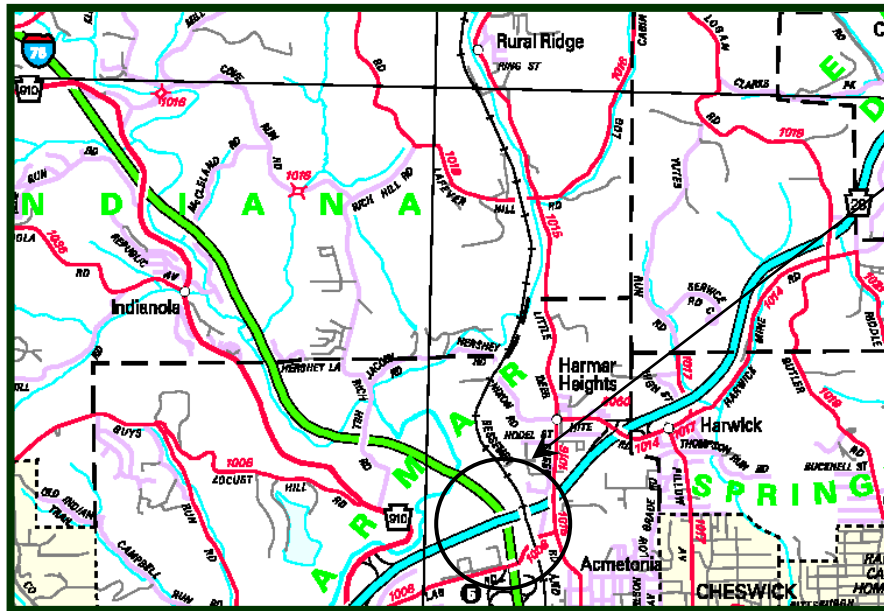
A) M&P of Traffic 3 inspections @ \$2000	\$6000
B) Cost for Central office wage for 6 inspections	\$6300
C) Mileage 425 @ .405 * 6 trips	\$1033
D) Overnights 2 employees* 6* 70 hotel +40 per Diem	\$1320
E) Cost for Central office wage for 2 report reviews	\$ 820
F) Publishing costs 2 reports (1200 each)	\$2400
Totals	\$16873
	Say \$17000

## 7. TIME SCHEDULE

The time schedule will follow the construction schedule of the project that is ultimately selected for this test research project. The monitoring/evaluation period of the test coating will extend for approximately three years from project completion.



Location A  
Structure 02-8043-0250-0000  
California Avenue, Allegheny County  
Engineering District 11-0, PENNDOT



Location B  
Structure 02-0028-0290-1112 Northbound  
Structure 02-0028-0291-1327 Southbound  
Both on SR 28 over Turnpike I-76  
Allegheny County  
Engineering District 11-0, PENNDOT



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ENGINEERING TECHNOLOGY AND INFORMATION DIVISION  
BUREAU OF CONSTRUCTION AND MATERIALS  
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

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**TO:** RP #2005-051 AB Paint File  
**FROM:** Marcella Jo Lucas  
**SUBJECT:** Pre-Meeting with Sherwin-Williams  
**DATE:** September 22, 2006  
**CC:**

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*Pre-Meeting with the Sherwin-Williams Company*

Attendees: Dave Kuniega, PennDOT BOCM & Marcy Lucas, PennDOT BOCM,  
Eric Saltsman, Sherwin-Williams Company

Eric Saltsman from the Sherwin-Williams Co. Allentown Office was in the Lab to meet with Dave Kuniega before next week's meeting in District 11-0 at the project site Location A (California Avenue structure).

Discussion about material placement. This location has only one structure so a small control area should be completed for comparison. At least one beam with outside and interior exposure. Determining how much of the structure should have the experimental two coat paint system and the currently approved three coat paint system will be easier in the field next week. Location B has two structures so one can be experimental and one can be the control.

Discussion about cost comparison, even though the quantity of material will not be the same the costs are not that much different. The savings is in the amount of time spent on the application.

Next meeting will be September 28, 2006 at 1:00 pm at California Avenue project site, with District 11-0, BOCM, Sherwin-Williams and KTA Tator. Will prepare a list of ETI's concerns for discussion at the meeting.

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**ENGINEERING TECHNOLOGY AND INFORMATION DIVISION  
BUREAU OF CONSTRUCTION AND MATERIALS  
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

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**TO:** RP #2005-051 AB Paint File  
**FROM:** Marcella Jo Lucas  
**SUBJECT:** Results of September 28, 2006 Meeting  
**DATE:** October 6, 2006  
**CC:**

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*Discussion with Dave Kuniaga on outcome of September 28, 2006 Meeting in District 11-0*

The District is in agreement that keeping track of production at Location A will be helpful for the comparison. (Staging, quantities, time, etc...). Location A should only take 2-3 weeks, but can give us a better idea of how long Location B might take.

Sherwin-Williams was not comfortable with the amount of inspection District 11-0 was planning for the project, so they have hired KTA Tator to be on site full time.

No paint work has been done yet at this location. The area for the test panel has been sand blasted.

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**FIELD REPORT**

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**TO:** Gary T. Hartman, PE  
**FROM:** Marcella Jo Lucas  
**SUBJECT:** RP# 2005-051 Accelerated Bridge Paint Program  
District 11-0 Allegheny County  
**DATE:** December 18, 2006  
**CC:** M. Alaa Azab, PE; David Kuniega; File

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**Wednesday December 6, 2006**

Dave Kuniega and I traveled to Pittsburgh for a meeting/construction final review with Sherman Williams and District 11-0 about the two coat paint system placed at California Ave. (Location A of RP # 2005-051). The two coats of the paint system are "Corothane I Galvapak One Pack Zinc Primer" which is a moisture curing urethane zinc-rich primer and "Fast Clad Urethane" as a topcoat.

On the trip out Dave filled me in on the issues that happened during construction. The samples sent into MTD were outside of Sherman Williams (SW) own tolerance ranges and it took awhile for them to get back to us as to why. The contractor subbed the painting to a contractor that SW considered inexperienced so they hired KTA-Tator to provide constant support and inspection during the placement of the two coat system. When the primer was opened at the site, the material's viscosity was thicker than expected and unacceptable for placement. Another batch was opened and that material was thicker than acceptable. Other state DOT's (Massachusetts, North Carolina, Texas, and Virginia) have had this problem along with the top coat peeling off the structures in sheets within months after placement. At the meeting tomorrow, SW needs to address these issues, so the District can decide if they want to use the two-coat paint system at SR 28 (Location B).

**Thursday December 7, 2006**

Dave and I went to the District 11-0 office for a meeting. Attending the meeting from Sherman Williams were Eric Saltsman, Mark Hudson, Dee McNeil, Arun Asarawala and Randy Carter. Attending from PennDOT were Doug Thompson, Dave and myself. This meeting was for SW to address the material issues that have occurred with the Galvapak primer and the Fast Clad top coat.

Explanation for the primer having a higher viscosity (appearing gelled when the cans are opened) than the product information sheets state has been attributed to how the product was manufactured. Originally, the primer was manufactured under a vacuum system, then after a problem batch, the plant manager switched to manufacturing in an open vat. The open vat system introduced more moisture into the primer, since the Galvapak is a moisture curing product while setting on the shelf the primer starts to cure. SW has gone back to the vacuum production for Galvapak. They have test data to show that the vacuum product does not have the viscosity problem.

Sherman Williams explanation for the top coat peeling at other state locations is that relative humidity affects the pot life of the Fast Clad. They think that pot life has expired and that contractors are not realizing that the material is no longer in optimum condition while they are

applying the coating to the structures. I think if a second coat or over spray is applied before the top coat is dry hard it is reactivating the first top coat, so that it re-liquefies and just peels off.

Sherwin Williams is trying to address the primer and topcoat issues so that the two-coat system will work in the field. Dave would like SW to send him supporting data that the primer issue has been resolved through manufacture test data and that the top coat issue is addressed by changing the pot life and recoat times on the QC plans.

As to California Ave. showing timesavings data, this might not be apparent due to the inexperience of the paint sub-contractor. The sub also being delayed, due to the primer problem that he ended up having the restricted lane closed during peak hours for which he was charged might not show a savings. The inspector's field notes may show otherwise but will have to take a closer look at these notes.

We broke for lunch. After lunch Jim Foringer, ADE joined the meeting, his concerns are will the material issues be resolved in time for the SR 28 location next construction season and is there anything else that SW or the Department needs to do to resolve them. SW feels these issues are resolved. Dave would like more test data to back that up.

As to placement issues, adding training of the paint workers by the manufacturer to the contract would help. Discussion followed if SW should be present at the pre-bid meeting or just the pre-paint meeting, the District decided SW should just attend the pre-paint meeting.

For our information, we should run a baseline of the work plan tests on the California Ave. structure. We should also, obtain information about the structures in District 1-0 where this two-coat system was applied. This meeting adjourned, so that we could go out to see the structure.

For the construction project final review, Dave and I followed Doug out to California Ave. I took many pictures while Dave took some overall paint thickness readings. I discussed with Doug some of the construction information I would like to have and gave him a Field Evaluation Data Form. I need to send him an email with other construction information I would like for the file. Doug pointed out the control locations on the structure. We then traveled back to Harrisburg in the snow.

*Note:* As of December 15, 2006, the District has decided to change Location B from the SR 28 structures to a structure or structures on SR 79 that will be done in the 2008 construction season.

**Research Project #2005-051**  
**Evaluation of Accelerated Bridge Paint Program**

**Field Report**  
**January 22, 2010**

**Prepared by:**  
**Sheri Little**

**Conducted by:**  
**Evaluations and Research Section**  
**Engineering Technology and Information Division**  
**Bureau of Construction and Materials**  
**Pennsylvania Department of Transportation**



## **PROJECT LOCATION**

District: 11-0  
County: Allegheny  
Structure: 02-8043-0250-0000  
SR 8043 California Avenue Eastbound over SR 65 Ohio River Boulevard

## **DATE AND TIME**

Field View date: November 18, 2009  
Arrival time: approx. 9:30 am  
Departure time: approx. 1:00 pm

## **WEATHER CONDITIONS**

Temperature: 57° F  
Wind: calm  
Sky and clouds: sunny and clear  
Humidity: 53%  
Precipitation: none

## **TRAFFIC CONTROL**

Traffic control was not setup for this field review. Access to the bridge test area was from the gore area between the SR 4265 California Avenue ramp and SR 65. This gore area is protected by concrete median barrier.

## **LIST OF ATTENDEES**

- Central Office: Sheri Little, Marcy Lucas, Winson King
- Contractor: James Machen, KTA-Tator, Inc., 412-788-1300 ext. 220, [jmachen@kta.com](mailto:jmachen@kta.com)
- Manufacturer: Terry Tranter, Sherwin-Williams, 610-331-9376, [terry.tranter@sherwin.com](mailto:terry.tranter@sherwin.com)

## FIELD EVALUATION

The Accelerated Bridge Painting Program is to evaluate Sherwin-Williams' two coat, fast-curing paint system on a bridge rehabilitation project. The system is comprised of an organic zinc-rich primer (SW Corothane I Galvapac One-Pack Zinc-Rich Primer B65 G11) and a polyurea-modified high-build urethane finish coat (SW Fast Clad Urethane B65950 Series). This system would be a replacement or alternative for the current three-coat paint system approved in Bulletin 15. The anticipated benefit of this product would be time-savings. Faster application time would take less labor and have shorter lane closures, which should reduce traffic interruption.

The California Avenue sub-structure has 3 spans that consist of steel curved girders with cross beams for lateral support. Span 3 is the area accessible from the gore area. Span 3 has 5 bays. Span 3 Bay 3 is the control area for the bridge, which is the standard three-coat paint system. The remainder of Span 3, Span 2 and Span 1 has the experimental two coat paint system. Span 3 Bay 1 is where the tests have been preformed for the experimental area and this span is to be representative for the whole bridge.

James Machen, from KTA-Tator, Inc., was the consultant that performed the required tests and inspections to both the experimental and control areas of the bridge. The consultant performed coating adhesion tests and a visual inspection of the structure. Paint control panels that were removed from the bridge were taken back to KTA-Tator's lab for color and gloss tests.



**Photo 1, Performing Coating Adhesion Test**





**Photo 2, Aluminum test stubs pulled off the coating surface for the Coating Adhesion Test**

There was some spot surface rust on the experimental area. Speculation by the KTA-Tator representative was there had been some initial problems during the start-up of the two coat paint system application. Based on these observations the KTA-Tator consultant plans to come back to the bridge to do a more in depth visual inspection and some additional Tooke Gage testing to measure the thickness of each coat. Winson King had taken some spot checking of the coating thickness and found that many rust spots were not meeting the specified thickness of paint. Attached to the end of the report is the dry film thickness readings taken from the experimental and control girder and readings taken from the control panels. It appears from sample testing performed that the three-coat paint system was applied



**Photo 3, Control Panels attached to the Bridge**

more consistent and within acceptable coating limits, but the two-coat paint system was applied inconsistently. The construction notes will also, be reviewed to determine if there were application problems that could lead to this early rusting.



Photo 4, Spot surface rust on experimental area

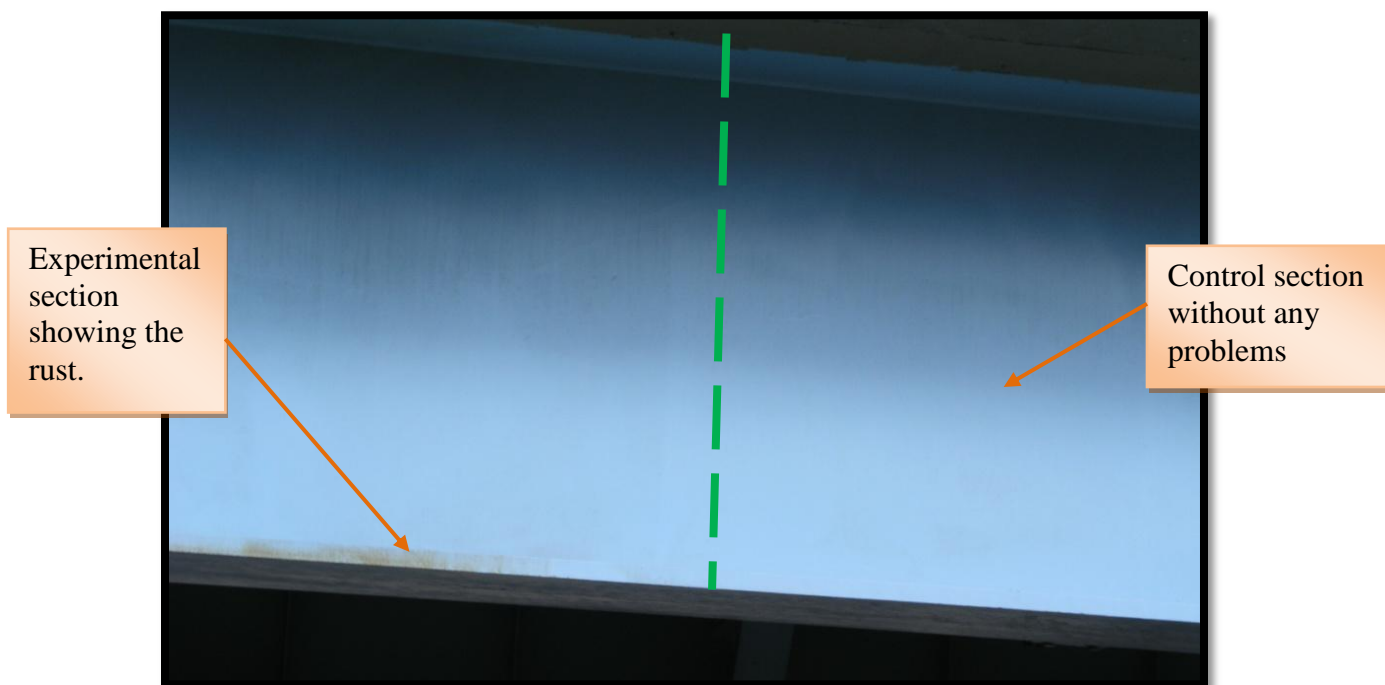


Photo 5, Shows the paint condition of the experiment and the control sections

This was the third review of the experimental and control areas for the research project.

### California Avenue Bridge Readings 11-18-09 WPK

Bay 3 Control Area - Dry Film Thickness Readings								
Edge Readings				Web Readings				
			average				average	
15.2	14.8	14.5	14.83	20.1	19.1	19	19.4	
22	16.8	16	18.27	14.4	12.6	14.8	13.93	
11.4	12.8	11.6	11.93	16.7	17.5	16.8	17	
12.3	12.3	10.1	11.57	14.5	15	15	14.83	
12.7	10.6	10.2	11.17	11.4	13.2	13.7	12.77	
Average Edge Readings Bay 3				13.55	Average Web Readings			15.59
Standard Deviation				3.00	Standard Deviation			2.64
Flange Readings				Bay 3 OZ/E/U				
6.7	6.5	7.5	6.9	Allowable Thickness Range 9-21 mills				
Three Coat Control System appears to have been applied within application guidelines								

Bay 2 Experimental Area - Dry Film Thickness Readings											
Edge Readings				Web Readings							
			average				average				
7.3	7.8	7.5	7.53	33.4	37.3	40.9	37.2				
6.3	7.3	7.6	7.07								
7.4	6.8	6.8	7								
5.9	16	6.9	9.6								
Edge Readings Bay 2		7.8									
Standard Deviation		1.22									
flange readings								Bay 2 OZ/U			
18	10.4	14	14.13					Allowable Thickness Range 9-26 mills			
15.1	17.3	16.1	16.17								
Flange readings Bay 2		15.15									
Standard Deviation		1.44									
<p>Two Coat System appears to have been applied in a more variable fashion in terms of dry film thickness.</p>											

Control Panel Plate #3 - Dry Film Thickness Readings					
Control Panel Plate #3				Readings taken adjacent to dated pull off	
			average	Pull off strength at spot also recorded	
16.7	14.3	13.9	14.97	12/11/2007	2405
12	14.4	11.7	12.7	10/22/2008	2770
18.7	18.2	18.9	18.6	10/22/2008	1953
13.6	13.7	15.1	14.13	12/11/2007	2038
Plate #3 Reading average			15.1	U/E/OZ	
Standard Deviation			2.51		

Control Panel Plate #2 - Dry Film Thickness Readings					
Control Plate #2				Readings taken adjacent to dated pull off	
			average	Pull off strength at spot also recorded	
10.2	9.4	10.6	10.07	10/22/2008	2525
9.6	9.4	10.2	9.73	10/22/2008	2280
11.9	11.9	11.9	11.9	12/11/2007	1632
Plate #2 average			10.57	U/E/OZ	
Standard Deviation			1.17		

Control Panel Plate #4(span3) - Dry Film Thickness Readings					
Control Plate 4 (span 3)				Readings taken adjacent to dated pull off	
			average	Pull off strength at spot also recorded	
11.9	11.9	10.9	11.57	10/22/2008	1542
9.4	9.1	10	9.5	10/22/2008	1708
8.6	11.2	11.2	10.33	12/11/2007	1385
Plate #4 average			10.47	U/E/OZ	
Standard Deviation			1.04		

Panels 2, 3 and 4 in good agreement with KTA spreadsheet values

Physical access limited by length of reach resulting in limited DFT work. Initial inspection DFT records should be reviewed for Bays 1, 2 and 3. Two Coat System is more variable and exhibited more rust on bridge. Took gauge readings should be taken in areas of pinpoint rusting, solvent issues related to initial high viscosity primer may have contributed to greater than expected presence of rust on Two Coat Areas. Three Coat Control System did not exhibit pinpoint rusting on the bridge structure. Performance of the Two Coat System was not equal to the Three Coat Control paint system applied to the structure.

***KTA-Tator, Inc.***

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**FINAL REPORT**

**Accelerated Bridge Paint Test Program  
Pennsylvania Department of Transportation  
Bureau of Construction Materials  
Research Project No. 2005-051**

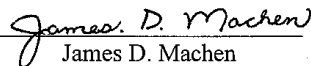
Prepared For:

Sherwin-Williams Company  
101 Prospect Avenue N.W.  
Cleveland, Ohio 44115-1093

Attn: W. Doni Riddle, V.P., Protective and Marine Sales

Prepared By:

**KTA-TATOR, INC.**  
115 Technology Drive  
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James D. Machen  
Senior Consultant

January 14, 2010

JDM:CLO:JLH:pc  
JN250450

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### APPENDIX

- 1 Work Plan "Accelerated Bridge Paint Testing Program"
- 2 Contract Special Provisions
- 3 Daily Inspection Reports
- 4 Annual Testing and Inspection Results
- 5 Miscellaneous Project Information
- 6 Photographs Years 0 Through 3

**NOTICE:** This report represents the opinion of KTA-TATOR, INC. This report is issued in conformance with generally acceptable industry practices. While customary precautions were taken to insure that the information gathered and presented is accurate, complete and technically correct, it is based on the information, data, time, materials, and/or samples afforded.



## **INTRODUCTION**

The Sherwin-Williams Company (SW), in conjunction with the Pennsylvania Department of Transportation (PennDOT), undertook a research project to explore new fast-cure coating technologies for bridge painting. The project duration was three years and was designed to evaluate if the new coating product could assist with "fast tracking" of bridge painting projects. The technology, termed "Accelerated Bridge Painting," utilizes a two coat, fast-curing paint system based on an organic zinc-rich primer (SW Corothane I Galvapac One-Pack Zinc-Rich Primer) and a polyurea modified, high-build urethane finish coat (SW Fast Clad Urethane). This new technology is being evaluated as a replacement for, or complement to, the standard PennDOT three-coat bridge painting system consisting of a zinc-rich primer, an epoxy intermediate coat, and a urethane finish coat. This report presents the results of the annual tests and inspections performed over the project duration, along with a discussion of those results.

## **SUMMARY**

With the exception of pinpoint rust problems that occurred in the two-coat (OZ/U) test spans, the two-coat system performed as well as, and in some instances (i.e., adhesion, gloss, and color retention) slightly better than the three-coat (OZ/E/U) system applied for comparison.

Even though some application and materials problems were encountered with the two-coat test system early in the project (that may have facilitated the pinpoint rusting problems), by project end, virtually all problems were resolved. As a result, the study indicates that the two-coat accelerated bridge paint system does show promise and warrants further consideration.

## **BACKGROUND**

SW contacted KTA-Tator, Inc. (KTA) in 2005 to assist in the implementation of the accelerated bridge painting research study in conjunction with PennDOT. The study included design phase work and construction phase work, along with a three-year exposure/evaluation phase that included an annual protocol of field and laboratory tests and inspections.

### **Design Phase**

As a part of the Design Phase, a "Work Plan" (See Appendix 1) was developed and submitted to PennDOT for review and acceptance. The plan was designed to address key components such as the scope of work, plan of study, and staffing.

### **Scope of Work and Plan of Study**

The plan originally included two separate bridge structures located in PennDOT Western Pennsylvania District 11-0 for inclusion in the study. The structures presented by PennDOT for inclusion in the research project included SR 28 (Northbound Bridge) over the Pennsylvania Turnpike (Research Bridge #1, Bridge I.D. 02-0028-0290-1112) and the California Avenue Ramp Bridge over SR 65 (Research Bridge #2, Bridge I.D. 02-8043-0250-0000). The California

Avenue Bridge (Research Bridge #2) was the first project undertaken. The SR 28 research project was not performed. Therefore, the California Avenue Bridge research project is the sole subject of this report.

Contract specifications were prepared in the standard PennDOT Publication 408 Special Provision format (see Appendix 2) and provided specific project requirements for all aspects of the painting work. Upon PennDOT review and acceptance, the special provisions were included in the contract work package for competitive bidding. Specifically, Special Provision Item 9070-0001- "Painting Existing and New Structural Steel Using an Accelerated Bridge Painting System" was prepared for the application of the two-coat research system and Special Provision Item 9070-0002 - "Painting Existing and New Structural Steel Using Organic Zinc-Rich System," was prepared for the application of the standard PennDOT approved three-coat system. The standard three-coat system was applied to specific areas that were clearly identified in the project plans and drawing. The standard three-coat system was used as a "control" to which the two-coat system could be compared and evaluated.

The study sections of the bridge were selected with future access in mind. In that regard, in order to minimize traffic disruption and facilitate ease of annual inspections, Span 3 of the California Avenue Bridge was designated for the study. The ground elevation beneath Span 3 from abutment wall EB 4 to concrete Pier 2 extends over a Belgium block-type covered apron. The bridge elevation at that point is low enough to be inspected with an extension ladder. SR 65 traffic passes on each side of Span 3 and is only separated from the vehicular traffic by an approximately three-foot- high concrete Jersey-type barrier. Therefore, the entire span is equally subject to exposure from misting and splashing moisture from both the roadway traffic on either side and from the ramp above.

Bay 3 of Span 3 was designated for the application of the three-coat control system and the remainder of the Span 3 (and also the remainder of the bridge) was coated with the two-coat research study system. As a result, the two-coat research study system applied in Bays 1 and 2 of Span 3 were readily available for comparison to the standard three-coat system applied in Bay 3.

Upon completion of the field painting, a one-day final inspection was performed to assess the overall quality of application. In December of 2006, KTA and Sherwin-Williams performed inspection and testing on the two- and three-coat control sections of Span 3 in order to establish baseline data of the coating characteristics. Over the next three years (exposure/evaluation phase), annual inspections were performed in the established locations. The results of the inspections were documented to accurately assess any change in coating integrity or performance resulting from the field exposure.

In conjunction with the field painting operations, eight steel test panels (approximately 6" x 12") were simultaneously prepared and coated by the contractor with the two-coat research system and the three-coat control system. The test panels were retained and upon project completion, six of the eight panels were strategically placed within Span 3 such that they were subject to the same exposure environment as the bridge. The remaining two panels were retained as controls and returned to the KTA laboratory where they were stored for the project duration in

a controlled environment. At each annual inspection, the panels were removed from the bridge and returned to the KTA laboratory for testing and comparison with the control samples. Upon completion of annual testing, the panels were replaced on the bridge.

### **Staffing**

SW technical support for the project duration was provided by Mark Hudson, Corrosion Specification Specialist and Thomas Callaman, Technical Service Representative. KTA technical support for the project duration was provided by Senior Consultant James Machen and KTA laboratory personnel. Daily construction phase oversight inspection and assistance to PennDOT inspection personnel was provided by Senior KTA Inspectors William Butterini or Charles Stuart. PennDOT Inspectors Tom Turney and John Zamosky performed all routine daily inspections and testing of the painting work.

### **Construction Phase**

The contract work was competitively bid and the contract was awarded to Corcon, Inc. of Lowellville, Ohio. Corcon began work in early October 2006 and completed work in mid-November of 2006. Both PennDOT and KTA prepared daily inspection reports that addressed key project concerns such as contractor staffing, equipment, production rates, and work quality. The reports also contained the results of daily quality control tests and inspections performed by PennDOT. Copies of the "Daily Inspection Reports" are attached in Appendix 3.

Corcon experienced some equipment, coating material, and application problems early in the project, particularly with the two-coat research system. As the project progressed, these problems were resolved. Details and a discussion of these problems are presented in the "Discussion" section of this report.

Upon completion of field painting operations, a final inspection was performed to assess the overall quality of application and develop a punch list of items (i.e., areas in need of touch-up) that needed to be completed before contractor demobilization. That work was completed by the contractor.

### **Exposure/Evaluation Phase**

In December of 2006, KTA and Sherwin-Williams performed field inspection and testing on the two-and three-coat control sections of Span 3 in order to establish baseline data of the coating characteristics. Over the next three years of the exposure/evaluation phase, annual inspections were performed in the established locations. The results of the inspections were documented in order to accurately assess any change in coating integrity or performance resulting from the field exposure.

Also as a part of each annual inspection, the test panels were removed from the bridge and returned to the KTA Laboratory for testing. Upon completion of testing, the panels were replaced on the bridge. The test and inspection protocol for the painted bridge surfaces and/or

the test panels included a visual inspection, measurement of coating thickness, coating adhesion, gloss, color retention, and chalking as described below. Tables providing a year-to-year comparison of test and inspection results are attached in Appendix 4.

### **Visual Inspection**

A visual inspection was performed on the field control locations in Span 3 to characterize the overall coating system appearance. Areas of rusting and coating degradation were documented and photographed. Rusting was evaluated with the assistance of SSPC Vis-2, Visual Standard for Evaluating the Degree of Rusting on Painted Steel Surfaces.

#### ***Visual Inspection – Year 0 to 1***

At the baseline inspection conducted in year 0 (2006), both the three-coat (OZ/E/U) system applied in Span 3, Bay 3, and the two-coat (OZ/U) system applied in Span 3, Bays 1 and 2, were in good condition. By the end of Year 1 (2007), the two-coat system in test Bays 1 and 2 displayed minor pinpoint rust along flange edges (i.e., girders, floorbeams) and bolt heads and threads. Minor staining/bleeding was observed in some crevice areas. The pinpoint rust along flange edges most closely approximated SSPC Vis-2 Rust Grade 9-P, 0.03% Rusted.

There was no visible difference in color, gloss, or chalking in the two-coat bays versus the three-coat bay.

#### ***Visual Inspection – Year 1 to 2***

In Year 2, edge rust on flanges noted in Year 1 had increased slightly, and scattered patches of pinpoint rust also became visible on the bottom flanges, webs, and stiffeners of girders and floorbeams. The rate of scattered rusting most closely approximated SSPC Vis-2 Rust Grade 9-P, 0.03% Rusted to 8-P, 0.1% Rusted. Many of these areas had the appearance of application-related “thin spots” in the coating film.

The appearance of the three-coat system in Bay 3 generally remained consistent; however, two or three minor and isolated single pinpoints of rust had formed along the bottom flange edge of a few members.

There was no visible difference in color, gloss, or chalking in the two-coat bays versus the three-coat bay. There was a thin layer of dirt, soot, and grime on all painted bridge surfaces, particularly on the top flange surfaces.

#### ***Visual Inspection – Year 2 to 3***

By Year 3, the edge rust on flanges noted in previous inspections had again slightly increased. Most notable was the increase of splotchy, streaky patches of pinpoint rust on the flanges, webs, and stiffeners of the east fascia girder. The rust rating of 9-P noted in 2008 increased in 2009 to a range of 8-P, 0.1% Rusted to 7-P, 0.3% Rusted. The appearance of the

spotchy, patch-like pinpoint rust area had a more pronounced application-related "thin spot" appearance than was apparent in 2008.

The appearance of the three-coat system in Bay 3 generally remained good. A "halo" of rust stain had formed on the coating film around the periphery of the single, isolated pinpoints of rust noted in Year 2. In addition, a few isolated pinpoints of rust were visible on the top flange of some members.

There was no visible difference in color, gloss, or chalking of the two-coat system versus the three-coat system. There was a general thin layer of soot, dirt, and grime on all surfaces. This was wiped off with a clean cloth for visual inspection purposes.

Because the spotchy, streaky patches of pinpoint rust in the two-coat test bays appeared to be thickness related, dry film thickness measurements (both destructive and non-destructive) were performed in and around the pinpoint rust areas. The measurements clearly identified a relationship between dry film thickness and the occurrence of pinpoint rusting. In simple terms, thinner areas exhibited pinpoint rust, and thicker areas did not.

Non-destructive measurements (using a Positector 6000 Magnetic Dry Film Thickness Gage) identified that the total coating system thickness in rusted areas ranged from 4.5 to 5.7 mils. Destructive (Tooke Gage) measurements indicated that the thickness of the Corothane I Galvapac Zinc-Rich Primer ranged from 2.0 to 3.0 mils and the Fast Clad Urethane Finish ranged from 2.5 to 6.0 mils in these areas. The total coating thickness of non-rusted areas surrounding rusted areas was considerably greater, ranging from 8.3 to 13.4 mils.

### ***Coating Adhesion***

Coating adhesion was measured on the field applied two coat and three coat systems and on each of the 8 test panels in accordance with ASTM D4541, "Pull-Off Strength of Coatings Using Portable Adhesion Testers."

### ***Summary of Coating Adhesion Measurements***

Adhesion measurements were inconsistent on both the three-coat and two-coat systems applied on the bridge and also on the field coated test panels. The average and the variability of measurements over the three year study period are presented below.

### ***Two-Coat System***

The average adhesion of the two coat system applied to the bridge was 1,430 psi and the range of variability was 1,027 psi. The average adhesion of the two-coat system applied to field exposed test panels was 1,761 psi while the control panel was 2,310 psi. The range of variability was 667 psi.

### *Three-Coat System*

The average adhesion of the three-coat system applied to the bridge was 1,634 psi and the range of variability was approximately 1,000 psi. The average adhesion of the three coat system applied to field exposed test panels was 1,747 psi while the control panel was 1,970 psi. The range of variability was 517 psi.

Regardless of the inconsistencies and variability of the adhesion measurements obtained, results indicate that both the two-coat and three-coat systems were initially well adhered and remained adhered throughout the study period.

### *Gloss*

Finish coat gloss on all test panels was measured using a portable 60° gloss meter in accordance with ASTM D523, "Specular Gloss." The average gloss and range of variability over the three year study period is presented below.

#### *Summary of Gloss Measurements*

Gloss measurements were inconsistent on both the three-coat and two-coat systems applied on the field-coated test panels. The average gloss and range of variability over the three-year study period is presented below.

#### *Three-Coat System*

The average gloss of the Acrolon 218HS Finish on the three-coat field-exposed test panels was 5.2 while the control was 10.3. The range of variability over the study period was 3.4 units.

#### *Two-Coat System*

The average gloss of the Fast Clad Finish on the two-coat field-exposed test panels was 11.6, while the control was 23.9. The range of variability over the study period was 3.6 units.

The inconsistency and variability of the gloss measurements was likely a result of the rough finish coat texture that was achieved on the test panels. Gloss measurements are most consistent when performed on smooth laboratory-coated test panels; however, the test panels for this study were coated in the field while the bridge was painted. As a result, the surface of the finish coat on the field-coated test panels was much rougher and sometimes approximated an orange peel-like texture on both the two-coat and three-coat systems. While the surface finish on the test panels was rough, it was more representative of how the field-applied coating on the bridge actually appeared.

Even though gloss measurements were inconsistent, results indicate that the Fast Clad Urethane Finish of the two-coat system urethane retained gloss better than the Acrolon 218 HS Urethane Finish of the three-coat system.

### ***Color Retention***

Finish coat color retention of the field exposed test panels was measured in the KTA laboratory in accordance with ASTM D2244, "Calculation of Color Tolerances and Color Differences from Measured Color Coordinates" (D65 illuminant, 2° observer). The average color shift on test panels is presented below.

#### *Summary of Color Retention Measurements*

##### *Three-Coat System*

The change in color for the Acrolon 218HS of the three-coat system varied from 5.8-12.4 between test panels. The average color shift after three years was 9.12, which is significant. The color shift of the control panel in comparison was 3.66.

##### *Two-Coat System*

The change in color for the Fast Clad Urethane of the two-coat system varied from 5.4-5.9 between test panels. The average color shift after three years was 5.4 which, although significant, was substantially less than the color shift exhibited by the Acrolon 218HS. The color shift of the control panel was 3.69.

The inconsistency in color retention measurements is likely a similar result of the same surface texture issues on test panels described in the Gloss Measurement section above. Again, even though color shift did occur on both the Acrolon 218HS and the Fast Clad Urethane topcoats, in this test study, the Fast Clad Urethane color retention was better than the Acrolon 218HS.

### ***Chalking***

Surface chalking of field test sections and on test panels was evaluated in accordance with ASTM D4214, "Evaluating Degree of Chalking of Exterior Paint Films."

#### *Summary of Chalking Measurements*

From the end of Year 1 (2007) to the completion of the study, both the Fast Clad Urethane and the Acrolon 218HS finish coats maintained a chalk rating of 8, which indicates very slight chalking. Both the Acrolon 218HS and the Fast Clad Urethane appear to have good chalk resistance qualities.

### **Photographic Documentation**

Photographs of the initial and annual evaluations at each control section as well as overviews of the entire bridge are provided in Appendix 6.

### **DISCUSSION**

With the exception of the pinpoint rust problems that occurred in the two-coat (OZ/U) test spans, the two-coat system performed as well as, and in some instances (i.e., adhesion, gloss, and color retention) slightly better than the three-coat (OZ/E/U) system applied for comparison.

With regard to the pinpoint rust problem, the pattern of pinpoint rust suggests that a uniform film of coating was not applied in these areas. A review of Daily Inspection Reports confirms that coating material (material appeared thick in the can) and spray application problems with the Corothane I Galvapac Zinc Primer (material not atomizing properly/clogging of spray gun) occurred during early paint operations. The Corothane I Galvapac Zinc Primer is a moisture-cured urethane formulation. Industry experience has shown that moisture-cured urethane formulations are more sensitive to "package stability" than other high-performance coatings such as epoxies, aliphatic urethanes, etc. In fact, special processes are needed during manufacture of moisture-cured urethanes to maintain product integrity. Unfortunately, the contractor's "learning curve" and issues associated with the application of this primer, along with product stability issues with the initial batch of primer, appear to have affected the application characteristics in early phases of the project. As a result, in spots where the two-coat system was applied too thin, pinpoint rust problems developed. In addition, the contractor used a mesh size of Black Beauty abrasive that produced a surface profile that was slightly deeper than specified (specified depth 1.5 to 3.5 mils, actual up to 4.5 mils). While profile depth problems are often encountered on field projects, they are generally overcome by making simple and slight adjustments to increase the total dry film thickness. Increasing the thickness allows for sufficient coverage on the highest peaks of the increased surface profile depth. However, in instances where material and spray application problems resulted in a non-uniform coating film being applied, the highest peaks of the surface profile may not have been sufficiently covered. These problems likely contributed to and explain why the non-uniform, thin coating film applied to spans early in the project formed scattered streaks and patches of pinpoint rust.

SW worked diligently with the contractor (including supplying a new batch of Corothane I Galvapac Primer) to resolve these issues and, as the project progressed (particularly beyond Span 3 where work began) application and material issues were resolved. It appears that initially the contractor may not have been as familiar with the application characteristics of the two-coat system as with the more traditional three-coat system. In other words, there definitely appeared to be a "learning curve" involved with the application of the new technology two-coat test system. By project completion, it appears that the contractor had become familiar with the application characteristics of the two-coat test system. It appears, at least with binoculars from the ground evaluation, that spans coated with the two-coat system later in the project (i.e., Span 1) do not exhibit the same pinpoint rusting as those coated early in the project. In that regard, it may be prudent to inspect bays coated with the two-coat system later in the project for



comparison with the three-coat system. This would require the project study period to be extended, along with traffic control and access (lift type-vehicle) to inspect these areas. PennDOT personnel present at the 2009 inspection indicated that that the Department may be amenable to providing traffic control and access for such an inspection. PennDOT Materials Testing Division and Construction & Materials Division personnel present at the 2009 inspection were Mr. Winston King, Ms. Marcie Lucas, and Ms. Sheri Little.

Discussions with SW and the improved performance of the batches of Corothane I Galvapac Primer used on the project indicate that package stability issues have been or are being addressed. Therefore, if, in fact, an inspection of Span 1 can be performed and results indicate that all early project problems were overcome, it appears that the two-coat accelerated bridge paint system does show promise and warrants further consideration.

### **Production Issues**

In addition to all of the coating quality evaluations performed during the study, the manhours needed to apply the two-coat versus the three-coat system were tracked. While contractor manpower issues, construction coordination issues, and equipment downtime issues made actual man-hours more difficult to track, information obtained from the Daily Inspection Reports indicates that the manhours needed to apply the two-coat system are considerably less than the three-coat system. While this manhour savings is obvious (two-coats can obviously be applied faster than three), the accelerated curing properties of two-coat system allowed for faster recoat and shorter time periods before quality control inspections (i.e., dry film thickness measurements, visual inspections) could be performed. As a result, problem areas were identified earlier and repairs (i.e., touch-up) were made faster. In some instances, the fast curing properties allowed both layers of the two coat system to be applied on the same work shift.

With the issues discussed above in mind, field information indicates that the actual manhours needed to complete the two-coat system were approximately 25% to 45% less than the three-coat system.

SW Accelerated Bridge Painting System Study on California Avenue Bridge  
 Project: SW Name: Bill Bottarum Date: 10-2-06 Sheet 1 of 1 IR No.: 1

Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
1	2 DUST COLLECTORS			
	1 VAC TRUCK			
	2 6 TON BLAST POTS			
	1 FORKLIFT			
	1 (1300) COMPRESSOR			
	1 DECONTAMINATION TOWER			
	1 AIR DRYER SYSTEM			
	1 STEALTHED TRUCK			
	1 AIRLESS GRACO 56:1 XTREME PUMP			

**COMMENTS**  
 KTA, Bill Buterini and Jim Machan along with Mark Hudson from Sherwin Williams, arrived at the California Avenue Bridge Field office of PennDOT, at 11:00 AM. Met with Randy Borgard and Tom Turney of PennDOT. Tom will be the inspector on the California Avenue Bridge painting operations. Met with Mike Mailos of Corcon, the painting contractor. Discussed with Corcon the PennDOT specifications and the specification for the F&E paint systems in the test program. Went over the two different paint systems and the requirements. Informed the painting contractor of the following information:  
 Blast cleanliness as required by PennDOT will be 5 P10 and profile reading ranging from 1.5 to 3.5. Coating system in Bay 3 spans will be (ZINCLAD III HS Epoxy primer 3.0 to 5.0 mils, MACROPOXY 646 NSF Intermediate coating 5.0 to 10 mils and Topcoat ACROLOX 218 HS AT 3.0 to 6.0 mils (TOTALS OF 11-21). All other areas on the bridge will be coated with a two coat system, Sherwin Williams CORONA 1 GALVAPAC ONE PACK ZINC PRIMER 3.0 to 5.0 mils (with or without the KA Accelerator) Topcoat Fast Clad URETHANE 6.0 to 9.0 mils.  
 The installed containment was not approved by M.D.E. Inc Engineer. Inform the contractor they need two (2) more air ducts and inlet air openings. Will not do any blasting today, plan to work on the containment.



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

SW Accelerated Bridge PAINT SYSTEM Study ON California AVE W BRIDGE

GENERAL INFORMATION							
Client: <u>Sherwin Williams</u>		Contractor: <u>CORCON</u>		Sheet 1 of 4		IR No.: <u>20</u>	
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE MAILUS</u>		Inspector: <u>BILL BUTTERINI</u>		KTA Job No. <u>260759</u>	
Project: <u>Accelerated Bridge</u>		Crew Start: <u>7:30am</u> Stop: <u>4:30pm</u>		Date: <u>10-3-06</u>			
Shift: <u>PAINTING STICKY</u>		Inspector Start: <u>7:30p</u> Stop: <u>4:30pm</u>		Day: <u>Tuesday</u>			
Work activities performed today: <u>STARTED BLASTING OPERATIONS IN BAY 3 SPAN 3. DID NOT PAINT</u>							
Span <u>3</u> (Show location on drawing):		<u>SPAN 3</u>		Bay <u>3</u> (Show location on drawing):		<u>BAY 3 (PARTIAL)</u>	
Control Panel Placement (Show location on drawing):		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:		<u>TAPS</u>	
ABRASIVE BLASTING							
Start time:		<u>1:45 pm</u>		Stop time:		<u>4:00 pm</u>	
Number of blasters:		<u>1</u>		Square feet blast cleaned:		<u>1/2 of Bay 3 BUT NOT ACCEPTED</u>	
Rework time:				Total Manhours (# of men x hours)		<u>40 hours</u>	
COATING APPLICATION							
Manufacturer / Product Name	Quantity, Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
Recoat Times		Coat 1:		Coat 2:		Coat 3:	
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	Road Closure	<u>9:00 AM</u>	<u>3:00 PM</u>	<u>6 hours</u>
Coat 2	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
	<u>SEE ATTACH SHEETS</u>						
Comments: <u>SEE ATTACH SHEETS</u>							
Inspector: <u>BILL BUTTERINI</u>				Reviewed By:			
Signature: <u>Bill Butterini</u> Date:				Signature: Date:			
Distribution:		<input type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input type="checkbox"/> KTA PM	
						<input type="checkbox"/> Other	



KTA-TATOR, INC.  
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 fax 412-788-1306

Daily Painting  
 Inspection Report

SW ACCELERATED BRIDGE PAINTING SYSTEM STUDY

GENERAL INFORMATION		Sheet 2 of 4	IR No.: 2
Client: <i>Shelton Williams</i>	Contractor: <i>CORCON</i>	Inspector: <i>Bill Betterlin</i>	
Client Contact: <i>Mark Hodson</i>	Supervisor/Foreman: <i>M. KR</i>	KTA Job No. <i>260759</i>	
Project: <i>CALIFORNIA AVE BRIDGE</i>	Crew Start: <i>7:30A</i> Stop: <i>4:30pm</i>	Date: <i>10-3-06</i>	
Shift:	Inspector Start: <i>7:30A</i> Stop: <i>4:30pm</i>	<i>Tuesday</i> / <i>Monday</i>	
Work activities performed today: <i>FINISHED INSTALLING THE CONTAINMENT, BLAST CLEAN 1/2 HALF OF BAY 3 SPAN 3. CLEANLINESS WAS NOT ACCEPTED.</i>			

AMBIENT CONDITIONS										
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+1-	Wind Direction & Speed	Weather Conditions	Operations Performed
<i>INSURE CONTAINMENT</i>										
<i>BAY 3 SPAN 3</i>	<i>9:30A</i>	<i>65</i>	<i>59</i>	<i>70</i>	<i>55</i>	<i>64</i>		<i>0</i>	<i>PARTLY SUNNY</i>	<i>ALL</i>
<i>"</i>	<i>1:30P</i>	<i>70</i>	<i>63</i>	<i>68</i>	<i>59</i>	<i>66</i>		<i>0</i>	<i>PARTLY SUNNY</i>	<i>ALL</i>

SURFACE PREPARATION										
Item(s) Prepared or Item No. (Sketch location on T3060-e)	Sat			Unsat			N/A			
<i>BAY 3 SPAN 3</i>										
Operations Reviewed or Tests Performed	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Test section prepared	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of edges, weld spatter, fins, slivers, etc.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grease, oil, contaminant removal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No visible moisture	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protective coverings in place	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dust and abrasive removal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean and dry abrasive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compressed Air Cleanliness	Location / Time	<i>1:30pm Compressor</i>				<i>1</i>			<i>1</i>	
	Results	<i>SAT</i>								
Degree of Cleanliness	Specified	<i>SP 10</i>								
	Actual	<i>SP 6 (REJECT)</i>								
Surface Profile (Affix testex tape to report)	Specified									
	Actual	<i>W/TA AT THIS TIME</i>								
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:	Specified									
	Actual (µg/cm²)	<i>N/A</i>								
Method of Surface Preparation & Equipment	<input checked="" type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:									
	Briefly describe equipment: <i>COU BLAST PAT</i>									
Abrasive Media Manufacturer:	Type	<i>BLACK BEAUTY</i>			Base Metal Reading (BMR)	Record in mils		<i>.6</i>		
	Size	<i>1240</i>			Nozzle Air or Water Pressure	Record in psi				
Inspector: <i>Bill Betterlin</i>	Reviewed By:				Date: <i>10-3-06</i>					
Signature: <i>Bill Betterlin</i>	Signature:				Date:					
Distribution:	<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other						

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KTA Daily Painting Inspection Report 2003

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T3060-A

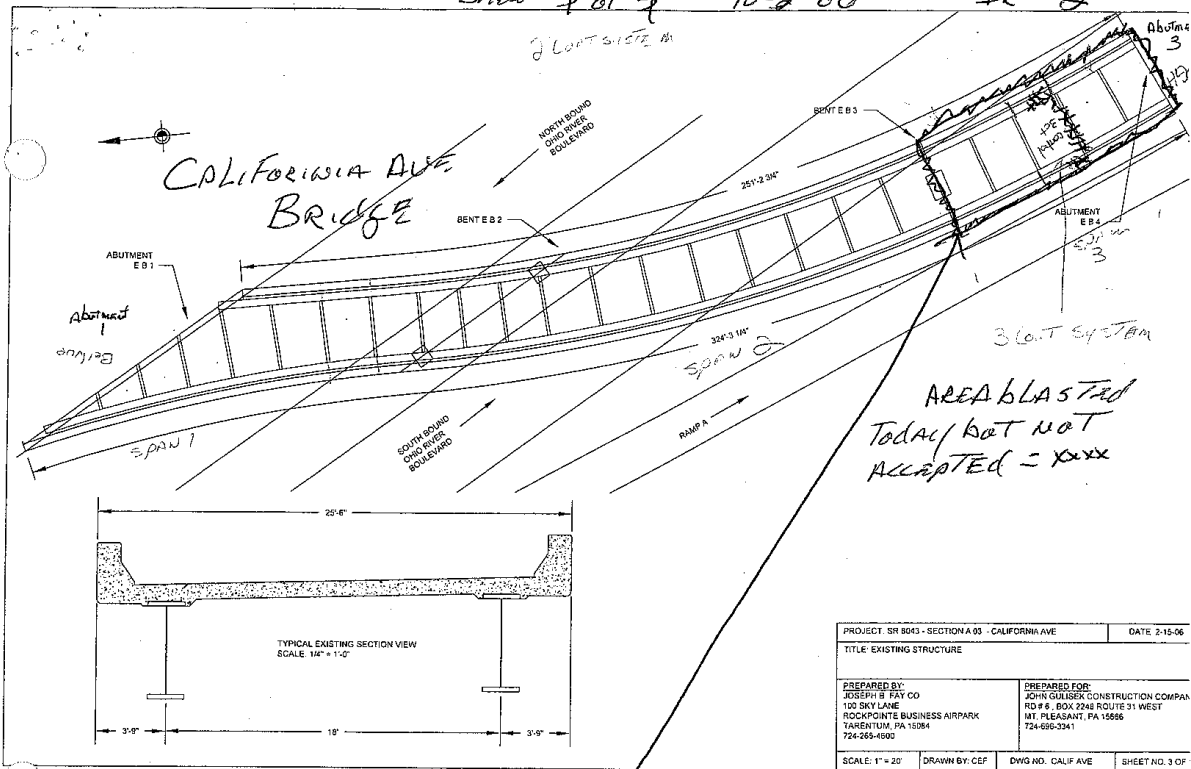
Project: SW Accelerated Bridge Paints Sys	Name: BOTTENI	Date: 10-3-06	Sheet 3 of 4	IR No.: 2
-------------------------------------------	---------------	---------------	--------------	-----------

Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
	2 DUST COLLECTORS			
	1 VAC TRUCK			
	2 6TON BLAST POTS			
	1 FORKLIFT			
	1 (1300) COMPRESSOR			
	1 DECONTAMINATION RAILCAR			
1	BLASTER			
	1 AIR DRYER			
3	LABORERS			
	1 STEAKBED TRUCK			
1	FOREMAN			
	1 AIRLES GRACO 56: 1 XTREME PUMP			
COMMENTS				
<p>KTA ON SITE AT 7:00AM. CONTRACTOR (CORCO) ON SITE WITH 5 WORKERS. THEY CONTINUE TO MODIFY THEIR CONTAINMENT AS DIRECTED BY MDE TWC. NEEDED 10-LIT AIR OPENINGS AND (2) TWO DUCTS FOR THE VACUUM DUST COLLECTOR.</p> <p>1 BLASTER STARTED BLAST CLEANING OPERATION IN BAY 3 OF SPAN 3 USING 1240 BLACK BEAUTY AT 1:45 PM. BAY 3 OF SPAN 3 IS THE LOCATION IN WHICH THE SCOT SHERWIN WILLIAM SYSTEM WILL BE APPLIED. SCOT SYSTEM ZINC CLAD 111HS (PRIMER), MACROPOXY 446 NSF (INTERMEDIATE COATING), AND ACRYLON 218 HS.</p> <p>BLASTING OPERATIONS WERE <del>TO STOP</del> AT 4:00 PM, AND KTA AND PENNDOT INSPECTED THE BLAST. THE BLAST CLEANLINESS WAS REJECTED, IT WAS NOT AS SPID AS REQUIRED. AFTER 2 HOURS - 15 MINS ONLY 1/2 OF BAY 3 WAS BLAST CLEANED, BUT NOT ACCEPTED. CONTRACTOR WILL REBLAST THIS AREA TOMORROW AND CONTINUE BLASTING OPERATION IN BAY 3. KTA AND PENNDOT LEFT SITE AT 4:30 PM.</p> <p>Road Closed (MAT): 9:00am To 3:00pm 1 South bound Lane on G5. 2 MEN.</p>				

Sheet 2 of 7 10-2-06

TR 4



PROJECT: SR 8043 - SECTION A 03 - CALIFORNIA AVE		DATE: 2-15-06
TITLE: EXISTING STRUCTURE		
PREPARED BY: JOSEPH S. FAY CO 100 SKY LANE ROCKPOINTE BUSINESS AIRPARK TAYLORVILLE, PA 17094 724-655-4902	PREPARED FOR: JOHN GULISER CONSTRUCTION COMPANY RD # 8, BOX 2246 ROUTE 31 WEST MT. PLEASANT, PA 15566 724-656-3341	
SCALE: 1" = 20'	DRAWN BY: CEF	DWG NO. CALF AVE SHEET NO. 3 OF 7

CLASS 1-A CONTAINMENT NOT  
 USING IMPERMEABLE TARPS.  
 WORKING OFF OF A WORK SCAFFOLD CABLE  
 DESIGN = none



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

3 COAT SYSTEM

SW Accelerated Bridge Paint System Study on California Afton Bridge

GENERAL INFORMATION						Sheet 1 of 6	IR No.: 3
Client: <u>Sherwin Williams</u>		Contractor: <u>CORCON</u>		Inspector: <u>Bill Butterini</u>			
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE</u>		KTA Job No: <u>260759</u>			
Project: <u>Accelerated Bridge</u>		Crew Start: <u>7:00am</u> Stop: <u>—</u>		Date: <u>10-4-06</u>			
Shift: <u>PAINTING STUDY</u>		Inspector Start: <u>7:30A</u> Stop: <u>5:30pm</u>		Day: <u>WED</u>			
Work activities performed today: <u>BLAST CLEAN BAY 3 SPANS, APPLIED PRIMER</u>							
Span <u>3</u> (Show location on drawing):		Bay <u>3</u> (Show location on drawing):		<u>BAY 3</u>			
Control Panel Placement (Show location on drawing):		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]: <u>N/A</u>			
ABRASIVE BLASTING							
Start time: <u>7:30 AM</u>		Stop time: <u>11:30 AM</u>		Rework time:		<u>2 hours</u>	
Number of blasters: <u>1</u>		Square feet blast cleaned: <u>ROUGHLY 600<sup>2</sup></u>		Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
<u>SW 2122 Coat 111 H3</u>	<u>6.50</u>	<u>0X0386P</u>	<u>1</u>	<u>2:00 PM</u>	<u>3:45 PM</u>	<u>30 min</u>	<u>MIX PAINT &amp; WAIT FOR SURFACE</u>
Recoat Times		<u>Coat 1:</u>	<u>2) SW 06-86</u>	<u>Coat 2:</u>	<u>Coat 3:</u>		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1	<u>N/A</u>			Road Closure	<u>N/A</u>		
Coat 2				Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
<u>3 Workers</u>	<u>SEE Report # 2</u>						
<u>(1 Blaster/ Painter)</u>							
<u>(1 helper/ bottom)</u>							
<u>(1 Foreman)</u>							
Comments: <u>SEE ATTACHMENT</u>							
Inspector: <u>Bill Butterini</u>				Reviewed By:			
Signature: <u>Bill Butterini</u>		Date: <u>10-4-06</u>		Signature:		Date:	
Distribution: <input type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input type="checkbox"/> KTA PM		<input type="checkbox"/> Other	



**KTA-TATOR, INC.**  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

### Daily Painting Inspection Report

GENERAL INFORMATION										
Client:		Contractor:				Sheet 8 of 5 IR No.: 3				
Client Contact:		Supervisor/Foreman:				Inspector: <i>Bill Butterman</i>				
Project:		Crew Start:		Stop:		KTA Job No. <i>260759</i>				
Shift:		Inspector Start:		Stop:		Date: <i>10-1-06</i>				
Work activities performed today:										
Monday										
AMBIENT CONDITIONS										
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed
<i>105.122 Container mat</i>										
<i>BA/3 SPAN 3</i>	<i>8:00A</i>	<i>62</i>	<i>58</i>	<i>79</i>	<i>55</i>	<i>62</i>				
	<i>12:30P</i>	<i>77</i>	<i>68</i>	<i>63</i>	<i>63</i>	<i>77</i>				
	<i>4:30pm</i>	<i>78</i>	<i>70</i>	<i>69</i>	<i>68</i>	<i>77</i>				
SURFACE PREPARATION										
Item(s) Prepared or Item No. (Sketch location on T3060-e)										
Operations Reviewed or Tests Performed										
Test section prepared		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of edges, weld spatter, fins, slivers, etc.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grease, oil, contaminant removal		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No visible moisture		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protective coverings in place		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dust and abrasive removal		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean and dry abrasive		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compressed Air Cleanliness		Location / Time		Results						
		<i>Container 8:15 AM</i>		<i>SAT</i>						
Degree of Cleanliness		Specified		Actual						
		<i>SP10</i>		<i>SP10</i>						
Surface Profile (Affix testex tape to report)		Specified		Actual						
		<i>1.5 TO 3.5</i>		<i>3.5 TO 4.5</i>						
Soluble Salt Contamination		Specified		Actual (µg/cm²)						
<input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test										
<input type="checkbox"/> Bresle <input type="checkbox"/> Other:										
Method of Surface Preparation & Equipment		<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:								
		Briefly describe equipment:								
Abrasive Media Manufacturer:		Type	Base Metal Reading (BMR)		Record in mils					
		Size	Nozzle Air or Water Pressure		Record in psi					
Inspector:		Reviewed By:								
Signature:		Date:				Signature: Date:				
Distribution:		<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other					

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KTA Daily Painting Inspection Report 2003

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T3060-A

Dura-Bond



Calif Ave Bld.

Project: S-W Project Name: Betterman Date: 10-4-06 Sheet 3 of 6 IR No.: 3

Complete items below when required by scope of services

STAFFING/EQUIPMENT				
(List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
	See Report			
	ITJ			

**COMMENTS**

KTA ON SITE AT 7:00AM. CONTRACTOR ON SITE WITH 2 WORKERS AND 1 FOREMAN (1 BLASTER 1 POTTMAN 1 FOREMAN).

ONE (1) BLASTER BLAST CLEAN ALL OF BAY 3 SPAN 3 STARTING AT 7:30 AM AND FINISHED BLASTING AT 11:30 AM TOTAL OF 4 HOUR WITH 1 BLASTER (NOTE PORTION OF BAY 3 (HALF) WAS BLAST CLEAN YESTERDAY BUT WAS REJECTED. THIS AREA WAS REBLASTED ALLOW WITH THE REMAINING AREAS IN BAY 3) (15 MINS TO WSP.) SP10 WITH PROFILE RANGING 3.5 TO 4.3. NO MPT TODAY.

Painting information: SW Zinc CLAD III HS PRIMER  
 Equipment: (6) PACO 56.1 BATCH #A) OXO 536R MIXED 1 KIT = 3.25 GAL  
 XTREME A-class pump. B) OXO 826P AT 1:20 PM WAITED  
 2) S.W. 06-08 30 MIN. FOR SWEAT IN  
 STARTED PAINTING (1 PAINTER) AT 2:00 PM. TIME  
 APPLIED STRIP COAT FIRST.  
 DOWE PAINTING AT 3:45 PM MIXED ANOTHER KIT  
 (NOTE) STOP PAINT FOR 30 MINS IN ORDER UP AT 2:45 PM  
 FOR THE SWEAT IN TIME. TOTAL AMOUNT PAINT 6 1/2 GALS  
 2 KITS

Project: \_\_\_\_\_ Name: *B. Miller* Date: *10-4-06* Sheet *4* of *6* IR No.: *3*

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
<i>1</i>	<i>3M ZIEGLER DILLIAMS ZIEGLER CLAD 111A</i>	<i>1KT (3.05)</i>	<i>0X05362</i>		<i>0X0826P</i>		<i>5W.06-08</i>	
<i>2</i>	<i>S.I.</i>	<i>11</i>	<i>11</i>		<i>11</i>		<i>11</i>	

MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
<i>1</i>	<i>SW R6 K10</i>	<i>2001403220106</i>	<i>5%</i>	<i>5%</i>	<i>79°</i>	<i>1:20P</i>	<i>30 mins</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>1</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>2:45P</i>	<i>30 mins</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

COATING APPLICATION										
Item Prepared or Item No. (Note location on T3060-e)										
Coating being applied (primer, mid, top, touch-up) <i>Primer</i>										
Mix Number <i>2</i>										
Type of Application Equipment <input type="checkbox"/> AS <input type="checkbox"/> CS <input type="checkbox"/> HVLP <input type="checkbox"/> PC <input type="checkbox"/> Brush <input type="checkbox"/> Roller <input type="checkbox"/> Other <i>AS</i>										
Time from surface preparation to coating application _____										
Time of Application (Start/Stop) <i>2:00pm 1 3:45P</i>										
Compressed Air Cleanliness	Location / Time <i>1 1</i>									
	Results <i>1 1</i>									
Caulk or sealant required <input type="checkbox"/> Yes <input type="checkbox"/> No										
Type: _____										
Location(s): _____										
Operations Reviewed										
Pot Agitation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protective Coverings in Place	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Surrounding Air Cleanliness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intercoat Cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recoat Times Observed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stripe coat applied <i>SPRAY</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual Appearance (runs, drips, sags, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)										
Range Specified _____										
Range (actual) <i>N/A</i>										
Average (actual) _____										
Based on the information above:										
Average within the range specified	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

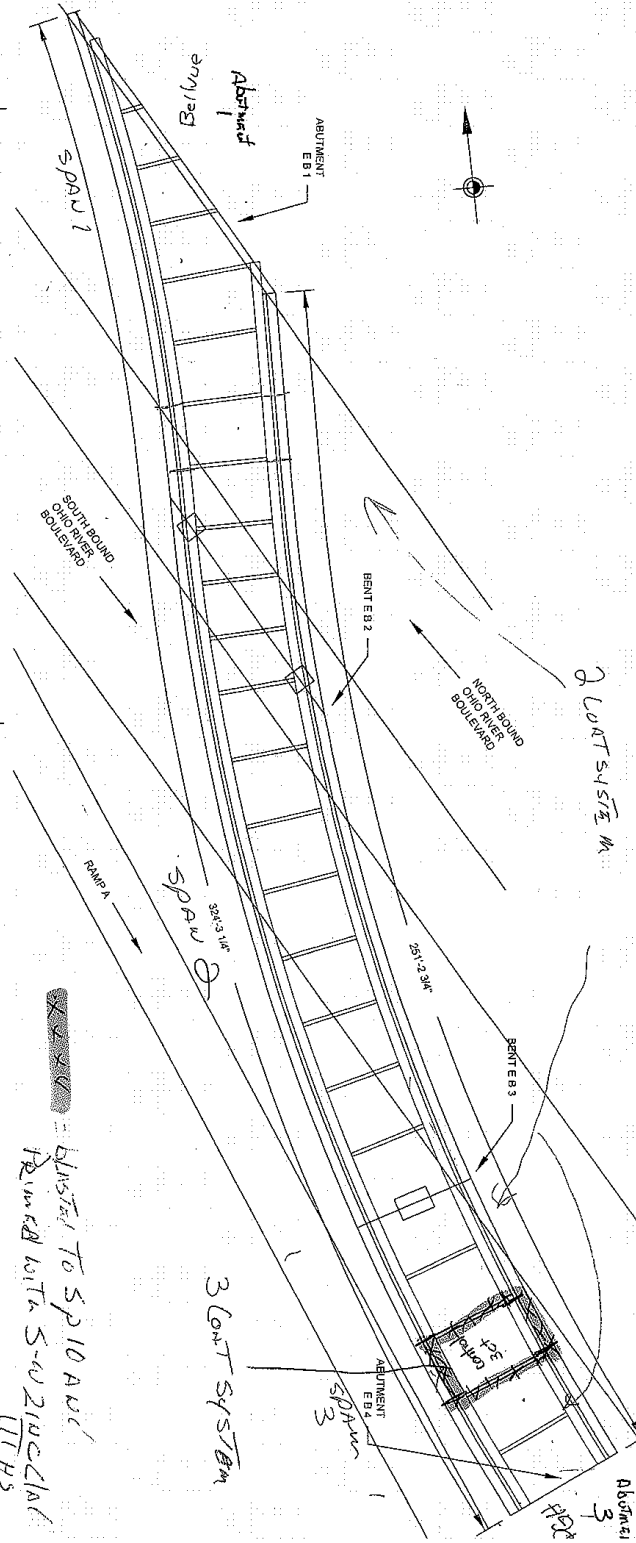
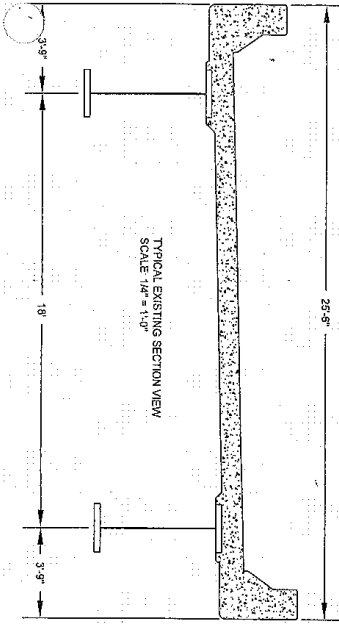
S-W Project

WEL 10-4-06

S & H

IR# 3

3 LOAT SYSTEM



~~XXXXXX~~

MINUTE TO SP10 AND  
 REVIEW WITH S-W ZUCCLAC  
 UHS

PROJECT: SR 9043 - SECTION A03 - CALIFORNIA AVE	DATE: 2-15-08
TITLE: EXISTING STRUCTURE	
PREPARED BY: JOSEPH B. FAY CO. 100 SKY LANE ROCKFORD BUSINESS AIRPARK LANCASTER, PA 17634 717-552-0500	PREPARED FOR: JOHN GILLESPIE CONSTRUCTION COMPANY PO # 6, BOX 2248 ROUTE 4 WEST MT. PLEASANT, PA 15886 724-596-3341
SCALE: 1" = 20'	DRAWN BY: CEF
	DWG NO. C-1-AVE
	SHEET NO. 3 OF 1

FILE COPY  
5-8

FORM 4

DAILY COATING INSPECTION REPORT		DATE: 10/4/06 M T W T F S S U # 1 Pg of 2
PROJECT#: 51544		COPY
INSPECTOR: TLT		Office Client
PROJECT/CLIENT: PADOT		Proj Mgr
LOCATION: RAMP A SR 65		ATTACHMENTS
DESCRIPTION: BLASTING (SP10) PAINTING PM.		DFT SHEET NCR/CAR
REQUIREMENTS: SP10, 1.5-3.5K PROFILE, 5 MIL MAX WFT		
CONTRACTOR: COVCON	SPEC#:	REVISION#:
DESCRIPTION OF AREAS & WORK PERFORMED		HOLD POINT INSPECTIONS PERFORMED
SPAN 3, BAY 3		1. WEATHER AND SITE CONDITIONS ✓
3 COAT SYSTEM		2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓
CONTROL		3. SURFACE PREPARATION MONITORING ✓
ZINC CLAD III HS RAMP		4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE ✓
		5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) ✓
		6. POST APPLICATION/APPLICATION DEFECTS ✓
		7. POST CURE/DRY FILM THICKNESS (DFT) ✓
		8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION
		APPROVED BY:
SURFACE CONDITIONS		AMBIENT CONDITIONS
NEW MAINT PRIMER/PAINT AGE/DRY/CURE		AREAS: BAY 3 SPAN 3
STEEL GALVANIZE CONCRETE		TIME 8 AM / 12 PM (1) (2) (3)
HAZARD SAMPLE REPORT # 1		DRY BULB TEMP° C/F 62° 77° ° °
DEGREE OF CONTAMINATION:		WET BULB TEMP° C/F 58° 68° ° °
TEST: Cl 9.5 µg/cm²/ppm Fe ppm pH ppm		% RELATIVE HUMIDITY 79% 63% % %
DEGREE OF CORROSION: 50		SURF TEMP° C/F MIN/MAX 62° 77° 1° 1°
SCALE PITTING/HOLES CREVICES SHARP EDGES		DEW POINT TEMP° C/F 15.5° 6.3° ° °
WELD MOISTURE OILS		WIND DIRECTION/SPEED W W
PAINTED SURFACE CONDITION: SP10		WEATHER CONDITIONS: VV CLOUDY / P14/KL
DRY TO TOUCH 30 MIN HANDLE 1 RECOAT 2		APPLICATION
DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS		START TIME FINISH TIME AREA ft²/m²
ABRASION FALL OUT		(PRIMER) INTERMEDIATE TOPCOAT TOUCH UP
SURFACE PREPARATION		GENERIC TYPE QTY MIXED 2 KITS
START TIME FINISH TIME AREA ft²/m²		MANUF S.W MIX RATIO
SOLVENT CLEAN HAND TOOL POWER TOOL		PROD NAME ZINCCLAD MIX METHOD
HP WASH PSI		PROD # STRAIN/SCREEN
ABRASIVE BLAST ABRASIVE TYPE SAMPLE		COLOR MATERIAL TEMP 74
BLAST HOSE SIZE NOZZLE SIZE/PSI		KIT SIZE/COND 3.25/4 INDUCTION TIME 30 MIN
AIR SUPPLY CFM AIR SUPPLY CLEANLINESS		SHELF LIFE 24m POT LIFE 9m
WATER/OIL TRAP CHECK EQUIPMENT CONDITION CHECK		BATCH NUMBERS REDUCER #
SURFACE CLEANLINESS & PROFILE MEASUREMENT		(A) 5X0336K QTY ADDED
JOB SPEC NACE/SSPC-SP-1 SP10		(B) 5X0336K % BY VOLUME %
NACE/SSPC SPEC/VISUAL STDS SP10		(C) 5X0336K Specified WFT mils/µm
PROFILE CHECK: DISC TAPE X GAUGE		REDUCER Achieved WFT mils/µm
SPECIFIED 5.5 mils/µm ACHIEVED 4.0 mils/µm		(AIRLESS/CONV) BRUSH ROLLER PRIMER
SURFACE EFFECT ON D.F.T. GAUGE/BMP mils/µm		PUMP/POT HOSE dia. AIR CHECK
PRESS-O-FILM™ B-3		RATIO/SIZE HOSE Lng. TRAP
No. 4		GPM/CFM SPRAY GUN FILTER
Reading 4.0		PSI TIP SIZE AGITATOR
Gage less 2.0 mils or 50 µm		
X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)		
D.F.T. GAUGE CALIBRATION		
GAUGE TYPE MODEL	GAUGE SERIAL #	GAUGE CALIB. VERIFIED
TESTEX 2204F	10	YES
SPECIFIED AVERAGE D.F.T.	AVERAGE D.F.T. THIS COAT	AVERAGE D.F.T. LAST COAT
1.5-3.5	4.1	7.7
TOTAL AVERAGE D.F.T.	INSPECTOR'S SIGNATURE DATE	
7.7	Tom [Signature] 10/4/06	

PRESS-O-FILM™ LT  
TESTEX  
NEWARK, DE 19715  
USA  
No. 3  
Reading 3.3  
Gage less 2.0 mils or 50 µm  
X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)  
5383 10/4/06

PRESS-O-FILM™ LT  
TESTEX  
NEWARK, DE 19715  
USA  
No. 4  
Reading 4.0  
Gage less 2.0 mils or 50 µm  
X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)

PRESS-O-FILM™ LT  
TESTEX  
NEWARK, DE 19715  
USA  
No. 4  
Reading 4.5  
Gage less 2.0 mils or 50 µm  
X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)  
3/3 10/4/06

PRESS-O-FILM™ LT  
TESTEX  
NEWARK, DE 19715  
USA  
No. 4  
Reading 4.5  
Gage less 2.0 mils or 50 µm  
X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)  
5383 10/4/06

PRESS-O-FILM™ LT  
TESTEX  
NEWARK, DE 19715  
USA  
No. 6  
Reading 3.6  
Gage less 2.0 mils or 50 µm  
X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)  
COATED PLATE CLAUSE 2X

FORM 5

<b>DFT MEASUREMENT WORKSHEET</b>										DATE: 10/4 M T W T R F S S U # 2 Pg of 2																													
PROJECT/CLIENT: PA DOT										PROJECT#: 71544		COPY																											
LOCATION: RAMP A SPAN 3 BAY 3										INSPECTOR:		QC Mgr Client																											
DESCRIPTION: PRIME COAT (3 COAT SYSTEM)										SPEC#: 1070		REVISION#																											
ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT																													
LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS																											
PA4	A	1	2	3	Total	%Min	Avg	PA4	A	1	2	3	Total	%Min	Avg	PA4	A	1	2	3	Total	%Min	Avg																
	A	5	30	47					A	38								A																					
	B	49	50	55					B	29								B																					
	C	5	31	40					C	38								C																					
	D	41	20	49					D	31								D																					
	E	42	30	50					E	45								E																					
Approx. $\mu^2/m^2$		Specified DFT			mils/ $\mu m$			Total Avg.			mils/ $\mu m$			Approx. $\mu^2/m^2$		Specified DFT			mils/ $\mu m$			Total Avg.			mils/ $\mu m$														
Reference Inspection Report #										for application record										Reference Inspection Report #										for application record									
ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT																			
LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS																	
A	A	1	2	3	Total	%Min	Avg	A	A	1	2	3	Total	%Min	Avg	A	A	1	2	3	Total	%Min	Avg	A	A	1	2	3	Total	%Min	Avg								
	B								B								B								B														
	C								C								C								C														
	D								D								D								D														
	E								E								E								E														
Approx. $\mu^2/m^2$		Specified DFT			mils/ $\mu m$			Total Avg.			mils/ $\mu m$			Approx. $\mu^2/m^2$		Specified DFT			mils/ $\mu m$			Total Avg.			mils/ $\mu m$														
Reference Inspection Report #										for application record										Reference Inspection Report #										for application record									
ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT					ITEM: PA DOT																			
LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS			LOCATION	A R E A	SPOT READINGS																	
A	A	1	2	3	Total	%Min	Avg	A	A	1	2	3	Total	%Min	Avg	A	A	1	2	3	Total	%Min	Avg	A	A	1	2	3	Total	%Min	Avg								
	B								B								B								B														
	C								C								C								C														
	D								D								D								D														
	E								E								E								E														
Approx. $\mu^2/m^2$		Specified DFT			mils/ $\mu m$			Total Avg.			mils/ $\mu m$			Approx. $\mu^2/m^2$		Specified DFT			mils/ $\mu m$			Total Avg.			mils/ $\mu m$														
Reference Inspection Report #										for application record										Reference Inspection Report #										for application record									
D.F.T. GAUGE CALIBRATION RECORD										D.F.T. GAUGE CALIBRATION RECORD										D.F.T. GAUGE CALIBRATION RECORD										D.F.T. GAUGE CALIBRATION RECORD									
GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu m$	BMR	ADJUST $\pm$	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT	GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu m$	BMR	ADJUST $\pm$	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT	GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu m$	BMR	ADJUST $\pm$	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT	GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu m$	BMR	ADJUST $\pm$	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT								
										Inspector's Signature: <i>Tom [Signature]</i>										DATE: 10/4/06																			



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

SW Accelerated Bridge Paint System Study on California Avenue Bridge

GENERAL INFORMATION							Sheet 1 of 1	IR No.: 4
Client: <u>Sherwin Williams</u>		Contractor: <u>CORCON</u>		Inspector: <u>Bill Butterini</u>				
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE</u>		KTA Job No: <u>260759</u>				
Project: <u>Accelerated Bridge</u>		Crew Start: <u>9:00A</u> Stop: <u>12:00PM</u>		Date: <u>26 7 5 9 10-5-06</u>				
Shift: <u>PAINTING STUDY</u>		Inspector Start: <u>7:00AM</u> Stop: <u>12:00PM</u>		Day: <u>10-5-06 Thursday</u>				
Work activities performed today: <u>STARTED BLASTING BAY 2 BEST STEP CLUE TO WATER IN THE BLAST HOSES.</u>								
Span (Show location on drawing):	<u>3</u>	Span	<u>3</u>	Bay (Show location on drawing):	<u>2</u>			
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing):		<u>N/A</u>			
ABRASIVE BLASTING								
Start time:	<u>10:00AM</u>	Stop time:	<u>11:15AM</u>	Rework time:	<u>N/A</u>			
Number of blasters:	<u>2</u>	Square feet blast cleaned:	<u>N/A</u>	Total Manhours (# of men x hours)				
COATING APPLICATION								
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime	
<u>N/A</u>								
Recoat Times	Coat 1:		Coat 2:		Coat 3:			
DRY FILM THICKNESS				TRAFFIC CONTROL				
	Minimum	Maximum	Average		Start	Stop	MPT Time	
Coat 1 <u>2nd coat PRIMER 11HS</u>	<u>2.6</u>	<u>5.6</u>	<u>3.5</u>	Road Closure	<u>N/A</u>			
Coat 2				Comments:				
Coat 3								
STAFFING/EQUIPMENT								
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work				
<u>3 Workers</u>	<u>SEE IR # 2</u>							
<u>1 Foreman</u>								
Comments: <u>CONTRACTOR ON SITE AT 9:00 AM. STARTED BLASTING AT 10:00 AM WITH 2 BLASTERS. STARTED TO SET WATER IN THE BLAST HOSE. STOP BLASTING AT 11:15 AM. CONTRACTOR NEEDS TO GET CRYPERS. CONTRACTOR OFF SITE 12:00PM TO GET A CRYPAR.</u>								
Inspector: <u>Bill Butterini</u>	Reviewed By:							
Signature: <u>Bill Butterini</u>	Date:	Signature:	Date:					
Distribution:	<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other				

FILE S-8

FORM 4

DAILY COATING INSPECTION REPORT		DATE: 10/5/06	T W O F S S U	#	Pg of
PROJECT#: 71544		COPY			
INSPECTOR: TURNER		Office Client			
PROJECT/CLIENT: PA DOT		Proj Mgr			
LOCATION: RAMP 8043		ATTACHMENTS			
DESCRIPTION: BLASTING SPAN 3 BAY 2 USING BLACK BOND 79		DFT SHEET NCR/CAR			
REQUIREMENTS: 408 (1070)					
CONTRACTOR: CORCON		SPEC#: 408	REVISION#:		
DESCRIPTION OF AREAS & WORK PERFORMED		HOLD POINT INSPECTIONS PERFORMED			
BEGAN BLASTING ON BAY 2, SPAN 3 FOR 2 COAT SYSTEM		1. WEATHER AND SITE CONDITIONS			
CONTRACTOR ELECTED TO DISCONTINUE WORK AT 11AM DUE TO WATER IN LINE WILL GET LAYSEY WATER SEPARATOR		2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS			
		3. SURFACE PREPARATION MONITORING			
		4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE			
		5. APPLICATION MONITORING/WET FILM THICKNESS (WFT)			
		6. POST APPLICATION/APPLICATION DEFECTS			
		7. POST CURE/DRY FILM THICKNESS (DFT)			
		8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION			
		APPROVED BY:			
SURFACE CONDITIONS		AMBIENT CONDITIONS			
NEW MAINT PRIMER/PAINT AGE/DRY/CURE		AREAS: SPAN 3 BAY 2 SR 8043			
STEEL GALVANIZE CONCRETE		TIME: 10:55 AM			
HAZARD SAMPLE REPORT #		DRY BULB TEMP° C/F 62 62			
DEGREE OF CONTAMINATION:		WET BULB TEMP° C/F 56 56			
TEST: Cl $\mu\text{g}/\text{cm}^2/\text{ppm}$ Fe $\text{ppm}$ pH		% RELATIVE HUMIDITY 70 69			
DEGREE OF CORROSION:		SURF TEMP° C/F MIN/MAX 63 63			
SCALE PITTING/HOLES CREVICES SHARP EDGES		DEW POINT TEMP° C/F 52 52			
WELD MOISTURE OILS		WIND DIRECTION/SPEED			
PAINTED SURFACE CONDITION:		WEATHER CONDITIONS: Cloudy 56° AIR			
DRY TO TOUCH HANDLE RECOAT		APPLICATION			
DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS		START TIME FINISH TIME AREA ft <sup>2</sup> /m <sup>2</sup>			
ABRASION FALL OUT		PRIMER INTERMEDIATE TOPCOAT TOUCH UP			
SURFACE PREPARATION		GENERIC TYPE QTY MIXED			
START TIME 9:20 FINISH TIME 10:50 AREA ft <sup>2</sup> /m <sup>2</sup>		MANUF MIX RATIO			
SOLVENT CLEAN HAND TOOL POWER TOOL		PROD NAME MIX METHOD			
HP WASH PSI		PROD # STRAIN/SCREEN			
ADHESIVE BLAST ABRASIVE BLENDED BOND 79		COLOR MATERIAL TEMP			
BLAST HOSE SIZE NOZZLE SIZE/PSI		KIT SIZE/COND INDUCTION TIME			
AIR SUPPLY CFM AIR SUPPLY CLEANLINESS		SHELF LIFE POT LIFE			
WATER/OIL TRAP CHECK EQUIPMENT CONDITION CHECK		BATCH NUMBERS REDUCER #			
SURFACE CLEANLINESS & PROFILE MEASUREMENT		(A) QTY ADDED			
JOB SPEC NACE/SSPC-SP		(B) % BY VOLUME %			
NACE/SSPC SPEC/ VISUAL STDS		(C) Specified WFT. mils/ $\mu\text{m}$			
PROFILE CHECK: DISC TAPE GAUGE		REDUCER Achieved WFT mils/ $\mu\text{m}$			
SPECIFIED mils/ $\mu\text{m}$ ACHIEVED mils/ $\mu\text{m}$		AIRLESS/CONV BRUSH ROLLER PRIMER			
SURFACE EFFECT ON D.F.T. GAUGE/BMR/ mils/ $\mu\text{m}$		PUMP/POT HOSE dia. AIR CHECK			
1.5-3.5 3.5		RATIO/SIZE HOSE Ling. TRAP			
MEASUREMENTS		GPM/CFM SPRAY GUN FILTER			
D.F.T. GAUGE CALIBRATION		PSI TIP SIZE AGITATOR			
GAUGE TYPE MODEL	GAUGE SERIAL #	GAUGE CALIB. VERIFIED	SPECIFIED AVERAGE D.F.T.	AVERAGE D.F.T. THIS COAT	TOTAL AVERAGE D.F.T.
		INSPECTOR'S SIGNATURE: [Signature]			
		DATE: 10/5/06			

No. 3  
Reading: 3.5  
Gage less 2.0 mils or 50  $\mu\text{m}$   
X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )  
TESTEX  
NEWARK, DE 19715  
USA

3 PRESS-O-FILM™ LEFT  
No. 3  
Reading: 3.5  
Gage less 2.0 mils or 50  $\mu\text{m}$   
X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )  
TESTEX  
NEWARK, DE 19715  
USA

548

3 PRESS-O-FILM™ BAY 2  
No. 1 REF  
Reading: 3.6  
Gage less 2.0 mils or 50  $\mu\text{m}$   
X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )  
TESTEX  
NEWARK, DE 19715  
USA



KTA-TATOR, INC.  
115 Technology Drive  
Pittsburgh, PA 15275  
phone 412-788-1300  
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### Coating System Inspection Report

SW Accelerated Bridge Paint System Study on California Avenue Bridge

GENERAL INFORMATION								
Client: <u>Sherwin Williams</u>		Contractor: <u>CORCON</u>		Sheet 1 of 3		IR No.: <u>50</u>		
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE</u>		Inspector: <u>Bill Butterini</u>		KTA Job No. <u>260759</u>		
Project: <u>Accelerated Bridge</u>		Crew Start: <u>7:30a</u> Stop: <u>?</u>		Date: <u>10-6-06</u>				
Shift: <u>PAINTING STUDY</u>		Inspector Start: <u>7:30a</u> Stop: <u>7:30pm</u>		Day: <u>FRIDAY</u>				
Work activities performed today: <u>BLASTED AND PRIMED ALL OF BAY 2 AND PORTION OF BAY 1</u>								
Span (Show location on drawing): <u>31</u>		Bay (Show location on drawing): <u>221</u>						
Control Panel Placement (Show location on drawing): <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)):		<u>N/A</u>				
ABRASIVE BLASTING								
Start time: <u>12:15pm</u>		Stop time: <u>5:00pm</u>		Rework time:				
Number of blasters: <u>2</u>		Square feet blast cleaned: <u>ROUGHLY 900'</u>		Total Manhours (# of men x hours)				
COATING APPLICATION								
Manufacturer / Product Name		Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
<u>S-W COROTHOUET</u>		<u>6 GALS</u>	<u>0X1176H</u>	<u>1</u>	<u>6:15pm</u>	<u>7:30pm</u>	<u>15mins</u>	<u>PROBLEM WITH THE SPRAY</u>
Recoat Times		Coat 1:	Coat 2:	Coat 3:	Coat 3:	Coat 3:	Coat 3:	<u>REMOVE FILTER IN GUN.</u>
DRY FILM THICKNESS				TRAFFIC CONTROL				
	Minimum	Maximum	Average		Start	Stop	MPT Time	
Coat 1				Road Closure	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Coat 2				Comments:	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Coat 3								
STAFFING/EQUIPMENT								
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work			
<u>2</u>	<u>1 blast pot with a driver and 1 laborer</u>		<u>1</u>	<u>1</u>	<u>REMAIN 1:30 COME</u>			
<u>1</u>	<u>1600 COMPRESSOR</u>		<u>1</u>	<u>1</u>	<u>REMAIN 1:30 COME</u>			
<u>1</u>	<u>FOURMAN</u>		<u>1</u>	<u>1</u>	<u>REMAIN 1:30 COME</u>			
Comments: <u>CONTRACTOR BLAST CLEAN ALL OF BAY 2 (SP10) AND PORTION OF BAY 1 (1/2) TO SP10. PROFILE READING 3.3 TO 4.0. SPRAY APPLIED PRIMER COROTHOUET / GALVAPAG ZINC PRIMER USING GRACO 5601 XTREME AIRLESS PUMP WITH .019 GUN TIP AND 1/4 SUPPLY HOSE. HAD PROBLEM SPRAYING (FINGERS). REMOVED THE GUNS INLINE FILTER. ALSO ADDED MORE THICKER OVER THE 10% STARTED TO SPRAY BETTER. DID NOT SPRAY COAT. HAD SOME RUNS.</u>								
Inspector: <u>Bill Butterini</u>				Reviewed By:				
Signature: <u>Bill Butterini</u>		Date:		Signature:		Date:		
Distribution: <input type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input type="checkbox"/> KTA PM		<input type="checkbox"/> Other		





KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
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 fax 412-788-1306

Daily Painting  
 Inspection Report

GENERAL INFORMATION			Sheet 2 of 3	IR No.: 5
Client: S-W	Contractor: COLLOV	Inspector: Bill Butcher		
Client Contact: Hudson	Supervisor/Foreman: Mike Malus	KTA Job No. 260759		
Project: S-W Paint Project	Crew Start: Stop:	Date: 10-6-06		
Shift: Day	Inspector Start: Stop:	Friday - Monday		

Work activities performed today:

AMBIENT CONDITIONS											
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+1-	Wind Direction & Speed	Weather Conditions	Operations Performed	
INSIDE CONTAINMENT											
Bay 2 Spd03	3:50P	63	53	51	44	67			partly sunny	ALL	
	5:00	63	53	51	44	67			cc	u	

SURFACE PREPARATION												
Item(s) Prepared or Item No. (Sketch location on T3060-e)		Bay 2 in Portion of H.										
Operations Reviewed or Tests Performed		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A		
Test section prepared		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Condition of edges, weld spatter, fins, slivers, etc.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Grease, oil, contaminant removal		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
No visible moisture		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Protective coverings in place		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Dust and abrasive removal		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Clean and dry abrasive		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other:		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Compressed Air Cleanliness	Location / Time	at 12:30 PM					1			1		
	Results	SAT										
Degree of Cleanliness	Specified	SP10										
	Actual	SP10										
Surface Profile (Affix testex tape to report)	Specified	1.5 TO 3.5										
	Actual	3.5 TO 4.0										
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:	Specified											
	Actual (µg/cm²)	N/A										
Method of Surface Preparation & Equipment	<input checked="" type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ											
	Briefly describe equipment:											
Abrasive Media Manufacturer:	Type	Black Beauty			Base Metal Reading (BMR)		Record in mils		.06			
	Size	1240			Nozzle Air or Water Pressure		Record in psi		N/A			
Inspector:					Reviewed By:							
Signature:	Date:				Signature:				Date:			
Distribution:	<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other								

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

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Project: <u>S W</u>		Name:		Date: <u>10-6-06</u>	Sheet <u>3</u> of <u>3</u>	IR No.: <u>5</u>							
COATING MATERIALS													
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C						
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life					
1	<u>COROMANG 1 GALVAPAC ZINC PRIMER</u>	<u>3 Gal</u>	<u>0X1176H</u>	<u>69</u>	<u>R00732186</u>	<u>F06K</u>							
2	"	"	"	"	"	"							
MIXING DATA													
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed				
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat	
1	<u>R7K15</u>	<u>6461-74384</u>	<u>10%</u>	<u>10%+</u>	<u>69</u>	<u>5:45</u>	<u>N/A</u>		<u>X</u>		<u>X</u>		
					<u>ACCELERATOR</u>	<u>12oz was added to the 1 mix.</u>							
2				<u>OVER 10%</u>	<u>69</u>	<u>6:15pm</u>	<u>N/A</u>		<u>X</u>		<u>X</u>		
					<u>NO ACCELERATOR WAS ADDED.</u>								
COATING APPLICATION													
Item Prepared or Item No. (Note location on T3060-e)					<u>Bay 2-1</u>								
Coating being applied (primer, mid, top, touch-up)					<u>PRIMER</u>								
Mix Number					<u>2</u>								
Type of Application Equipment					<u>DS</u>								
Time from surface preparation to coating application					<u>4 hours</u>								
Time of Application (Start/Stop)					<u>6:15pm / 7:30pm</u>								
Compressed Air Cleanliness		Location / Time			<u>N/A</u>								
Caulk or sealant required		Type:			<u>N/A</u>								
<input type="checkbox"/> Yes <input type="checkbox"/> No		Location(s):			<u>N/A</u>								
Operations Reviewed					Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Pot Agitation					<u>X</u>								
Protective Coverings in Place					<u>X</u>								
Surrounding Air Cleanliness					<u>X</u>								
Intercoat Cleanliness													
Recoat Times Observed							<u>X</u>						
Stripe coat applied							<u>X</u>						
Visual Appearance (runs, drips, sags, etc.)							<u>X</u>						
WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)													
Range Specified													
Range (actual)													
Average (actual)													
Based on the information above:					Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within the range specified													

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

KTA Daily Painting Inspection Report 2003

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T3060-B



Friday

FORM 4

DAILY COATING INSPECTION REPORT		DATE: 10/6/06 M T W T F S S U # 12 Pg of 2
PROJECT/CLIENT: PADOT		PROJECT#: 4265-A02
LOCATION: SPAN III BAY II		INSPECTOR: TLT
DESCRIPTION: BLASTING & PRIMER		Office Client
REQUIREMENTS: SPIO DFT 3-5 MIL		Proj Mgr
CONTRACTOR: CORCON		SPEC#: _____
REVISION#: _____		ATTACHMENTS
DESCRIPTION OF AREAS & WORK PERFORMED		DFT SHEET NCR/CAR
BLASTING USING BLACK BEAUTY GRIT 12/40 COMPRESSOR & POT BOTH HAVE OYERS PAINTING OF PRIMER USING 2 COAT SYSTEM GALUPACT. BAY 2 SPAN 3		1. WEATHER AND SITE CONDITIONS ✓ 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓ 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE ✓ 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) ✓ 6. POST APPLICATION/APPLICATION DEFECTS ✓ 7. POST CURE/DRY FILM THICKNESS (DFT) ✓ 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION APPROVED BY: _____
SURFACE CONDITIONS		AMBIENT CONDITIONS
NEW (MAIN) PRIMER/PAINT AGE/DRY/CURE STEEL GALVANIZE CONCRETE HAZARD SAMPLE REPORT # DEGREE OF CONTAMINATION: TEST: Cl $\mu\text{g}/\text{cm}^2$ /ppm Fe ppm pH ppm DEGREE OF CORROSION: SCALE PITTING/HOLES CREVICES SHARP EDGES WELD MOISTURE OILS PAINTED SURFACE CONDITION: DRY TO TOUCH 30 MIN HANDLE RECOAT 2 HRS DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS ABRASION FALL OUT		AREAS: BAY II SPAN III TIME 11:15 AM 3:15 PM 5:20 PM DRY BULB TEMP° C/F 60° 63° 63° ° ° WET BULB TEMP° C/F 52° 53° 53° ° ° % RELATIVE HUMIDITY 59% 51% 51% % SURF TEMP° C/F MIN/MAX 57° 67° 64° / ° DEW POINT TEMP° C/F 45° 44° 44° ° ° WIND DIRECTION/SPEED WEATHER CONDITIONS: PTLY CLOUDY
SURFACE PREPARATION		APPLICATION
START TIME 11:15 FINISH TIME AREA ft <sup>2</sup> /m <sup>2</sup> SOLVENT CLEAN HAND TOOL POWER TOOL HP WASH PSI ABRASIVE BLAST ABRASIVE TYPE SAMPLE BLAST HOSE SIZE NOZZLE SIZE/PSI AIR SUPPLY CFM AIR SUPPLY CLEANLINESS WATER/OIL TRAP CHECK EQUIPMENT CONDITION CHECK OYERS O.P. POT & COMP		START TIME 6:15 FINISH TIME 7:30 AREA ft <sup>2</sup> /m <sup>2</sup> (PRIMER) INTERMEDIATE TOPCOAT TOUCH UP GENERIC TYPE PRIMER QTY MIXED 39 GAL MANUF S.W. MIX RATIO PROD NAME GALUPACT MIX METHOD POWERMIXER PROD # BG5G11 STRAIN/SCREEN COLOR GRAY MATERIAL TEMP 69° KIT SIZE/COND Boncon INDUCTION TIME NONE SHELF LIFE 1 YR POT LIFE
SURFACE CLEANLINESS & PROFILE MEASUREMENT		BATCH NUMBERS REDUCER # 10988 N15 (A) OX 1176 H QTY ADDED 27 KIS + (B) AC 80732180 % BY VOLUME 10% + (C) Specified WFT 33 mils/m 4.5-6.8 REDUCER Achieved WFT mils/m
PRESS-O-FILM™ Results No. 316 Reading 3.6 Gage less 2.0 mils or 50 $\mu\text{m}$ X COARSE (1.5 to 4.5 mils) or (40 to 115 $\mu\text{m}$ ) D.F.T. GAUGE CALIBRATION		(AIRLESS/CONV) BRUSH ROLLER PRIMER PUMP/POT HOSE dia. 1/4" AIR CHECK RATIO/SIZE HOSE Lng. TRAP GPM/CFM SPRAY GUN FILTER ✓ PSI TIP SIZE .019 AGITATOR
Gauge Type Model Serial # Gauge Calib. Verified Specified Average D.F.T. This Coat Average D.F.T. Last Coat Total Average D.F.T.		Inspector's Signature: Tommy 10/6/06

1 SING ACCELERATOR T40°

SEE WORKSHEET

PRESS-O-FILM™ Results  
No. 40  
Reading 4.0  
Gage less 2.0 mils or 50  $\mu\text{m}$   
X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )

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PRESS-O-FILM™ Results  
No. 40  
Reading 4.0  
Gage less 2.0 mils or 50  $\mu\text{m}$   
X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )



KTA-TATOR, INC.  
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### Coating System Inspection Report

SW Accelerated Bridge Paint System Study on California Avenue Bridge

GENERAL INFORMATION		Sheet 1 of 1	IR No.: 6
Client: <u>Sherwin Williams</u>	Contractor: <u>CORCON</u>	Inspector: <u>Bill Butterini</u>	
Client Contact: <u>Mark Hudson</u>	Supervisor/Foreman: <u>MIKE</u>	KTA Job No. <u>260759</u>	
Project: <u>Accelerated Bridge</u>	Crew Start: <u>7:30A</u> Stop: <u>2</u>	Date: <u>10-7-06</u>	
Shift: <u>PAINTING STUDY</u>	Inspector Start: <u>7:30A</u> Stop: <u>4:00 PM</u>	Day: <u>SAT</u>	

Work activities performed today:

Span (Show location on drawing):	<u>SPAN 3</u>	Bay (Show location on drawing):	<u>BAY - 1</u>
Control Panel Placement (Show location on drawing):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:	<u>N/A</u>

#### ABRASIVE BLASTING

Start time:	<u>9:30 AM</u>	Stop time:	<u>1:45 PM</u>	Rework time:	<u>15 mins</u>
Number of blasters:	<u>2</u>	Square feet blast cleaned:	<u>?</u>	Total Manhours (# of men x hours)	

#### COATING APPLICATION

Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
<u>SW CORONA 1 Prime GALVA PAC TIE</u>	<u>3 GALS</u>	<u>0X11764</u>	<u>1</u>	<u>2:35 PM</u>	<u>4:00 PM</u>	<u>5 mins</u>	<u>SPRAYING PAINT</u>
Coat 1:			Coat 2:		Coat 3:		

#### DRY FILM THICKNESS

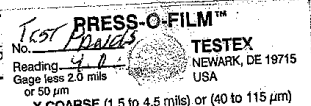
	Minimum	Maximum	Average	Traffic Control
Coat 1				Start Stop MPT Time
Coat 2	<u>N/A</u>			Road Closure
Coat 3				Comments: <u>N/A</u>

#### STAFFING/EQUIPMENT

No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
<u>2 BLASTERS</u>	<u>SEE REPORT #</u>			
<u>1 LABORER</u>				
<u>1 M.E.C.</u>				
<u>1 FOREMAN</u>				

Comments: AT ON SITE 7:30 AM. CONTRACTOR ON SITE 7:30 AM. BLASTED TO SP10 AND PROFILES 3.5 TO 4.0 IN BAY - 1. PRIMER WAS MIXED AND APPLIED IN BAY - 1 (STRIP COAT AND FULL COAT). ALSO STRIP COAT BAY 2. DID NOT USE THE ACCELERATOR IN THE PRIMER.

Inspector: <u>Bill Butterini</u>	Reviewed By:
Signature: <u>Bill Butterini</u> Date:	Signature:
Distribution: <input type="checkbox"/> Client <input type="checkbox"/> Contractor <input type="checkbox"/> KTA P	



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FORM 4

DAILY COATING INSPECTION REPORT				DATE: 10/7/06 M T W R F (S) SU	# 1 Pg of 2	
PROJECT/CLIENT: PA DOT				PROJECT#: 4265-AOP	COPY	
LOCATION: SPAW III BAY 1+2				INSPECTOR: TLT	Office Client Proj Mgr	
DESCRIPTION: SP10 BLASTING + PRIMER (GALVAPAC)				ATTACHMENTS DFT SHEET NCR/CAR		
REQUIREMENTS: SP10 3-Smil PRIMER				REVISION#: _____		
CONTRACTOR: COLCON				SPEC#: 408(1070)	REVISION#: _____	
DESCRIPTION OF AREAS & WORK PERFORMED			HOLD POINT INSPECTIONS PERFORMED			
SPAW III BAYS 1+2 CONTRACTOR FINISHED BLASTING OF BAY 1, REVIEWED AREAS + CHECKED DEFICIENCIES. PRIMER BAY 1+2 + THEN PLACED INTERMEDIATE OVER BAY (3) PREFORMED CLORID & TEST BAY 1 SPAW 3 LINT GUIDER BY SCOPER			1. WEATHER AND SITE CONDITIONS ✓ 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓ 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE ✓ 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) ✓ 6. POST APPLICATION/APPLICATION DEFECTS ✓ 7. POST CURE/DRY FILM THICKNESS (DFT) ✓ 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION ✓			
SURFACE CONDITIONS			AMBIENT CONDITIONS			
NEW MAINT PRIMER/PAINT AGE/DRY/CURE _____ STEEL GALVANIZE CONCRETE _____ HAZARD _____ SAMPLE REPORT # _____ DEGREE OF CONTAMINATION: 10% TEST: Cl 4.5 ug/cm <sup>2</sup> /ppm Fe _____ ppm pH _____ DEGREE OF CORROSION: 10% SCALE PITTING/HOLES CREVICES SHARP EDGES _____ WELD _____ MOISTURE OILS _____ PAINTED SURFACE CONDITION: _____ DRY TO/TOUCH _____ HANDLE _____ RECOAT _____ DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS _____ ABRASION FALL OUT _____			AREAS: SPAW III BAYS 1+2 TIME: 8am 12 noon DRY BULB TEMP° C/F 51° 60° WET BULB TEMP° C/F 45° 50° % RELATIVE HUMIDITY 62% 50% SURF TEMP° C/F MIN/MAX 54° 57° 1° 1° DEW POINT TEMP° C/F 38° 40° WIND DIRECTION/SPEED _____ WEATHER CONDITIONS: CLEAR			
SURFACE PREPARATION			APPLICATION			
START TIME 9am FINISH TIME 11:15 AREA 600 ft <sup>2</sup> /m <sup>2</sup>			START TIME 2:35 FINISH TIME 3:50 AREA 600 ft <sup>2</sup> /m <sup>2</sup>			
SOLVENT CLEAN _____ HAND TOOL _____ POWER TOOL _____ HP WASH PSI _____ ABRASIVE BLAST ABRASIVE TYPE SAMPLE BLACKBERRY BLAST HOSE SIZE _____ NOZZLE SIZE/PSI _____ AIR SUPPLY CFM _____ AIR SUPPLY CLEANLINESS _____ WATER/OIL TRAP CHECK _____ EQUIPMENT CONDITION CHECK _____ 1240 GRIT			(PRIMER) INTERMEDIATE TOPCOAT TOUCH UP GENERIC TYPE _____ QTY MIXED 35AL MANUF S.W. _____ MIX RATIO 10% REDUCTION W PROD NAME GALVAPAC _____ MIX METHOD Powermixer PROD # PRIMER _____ STRAIN/SCREEN _____ COLOR GRAY _____ MATERIAL TEMP 70 KIT SIZE/COND 3 Gall _____ INDUCTION TIME N/A SHELF LIFE 1 YR _____ POT LIFE _____ BATCH NUMBERS _____ REDUCER # N15 (A) OX1176H _____ QTY ADDED 10% (B) NO ACC _____ % BY VOLUME 10% (C) _____ Specified WFT 4-6.8 mils/m REDUCER _____ Achieved WFT _____ mils/m			
SURFACE CLEANLINESS & PROFILE MEASUREMENT			MEASUREMENTS			
JOB SPEC NACE/SSPC-SP-10 NACE/SSPC SPEC/VISUAL STDS SSPC-UI-1 PROFILE CHECK: DISC _____ TAPE X GAUGE SPECIFIED 5.35 mils/um ACHIEVED 3.54 mils/um SURFACE EFFECT ON D.F.T. GAUGE/BMR/ _____ mils/um			AIRLESS/CONV _____ BRUSH _____ ROLLER _____ PRIMER _____ PUMP/POT _____ HOSE dia. _____ AIR CHECK _____ RATIO/SIZE _____ HOSE Lng. _____ TRAP _____ GPM/CFM _____ SPRAY GUN _____ FILTER _____ PSI _____ TIP SIZE _____ AGITATOR _____			
D.F.T. GAUGE CALIBRATION			INSPECTOR'S SIGNATURE			
GAUGE TYPE MODEL	GAUGE SERIAL #	GAUGE CALIE. VERIFIED	SPECIFIED AVERAGE D.F.T.	AVERAGE D.F.T THIS COAT	AVERAGE D.F.T LAST COAT	TOTAL AVERAGE D.F.T

LUNCH 30min 11:30-12



FORM 6

<b>CORRECTIVE ACTIONS REPORT</b>		DATE: 10/17 M T W T F S U #	Pg of
PROJECT#: SR8043		COPY	
INSPECTOR: T TUVWEY		QC Mgr	Client
PROJECT/CLIENT: PA DOT		Proj Mgr	
LOCATION: SR 8043 PITTSBURGH		ATTACHMENTS	
DESCRIPTION: BLASTING PRIMER SPAN III		STOP WORK ORDER	
REQUIREMENTS:			
CONTRACTOR: CORCON		SPEC#: 408 SR 1070	REVISION#: _____
TIME & LOCATION		NAME/COMPANY/TITLE	
DESCRIPTION OF NONCONFORMING ITEM		DESCRIPTION OF NONCONFORMANCE	
①	LIGHTING	PROVIDE LIGHTING IN BAY	
②	WORKER HEALTH & SAFETY	P3111 OF 143 SP	
③	ENGINEER SIGN OFF ON CONTAINMENT	SAMPLES OF AIR	
④	AODDS REDUCTION 10%	CONTAINMENT	
⑤	BLACK BENCH AT EXP JOINT	9075.3 B-1	
⑥	9077-0001-02	USE MEASURED CONTAINER	
⑦	SEC 9077.3 C-1 P3115 OF 143	ACTION LEVEL	
DISCUSSION & RECOMMENDATIONS			
①		④ S14A	
②		5	
③			
APPROVAL & CORRECTIVE ACTIONS			
① AIR MONITOR NOT ON			
CORRECTIVE ACTIONS FOLLOW UP			
① HAS LIGHTING, THIS WAS STATED SAT BY M. MALIS			
② CIH WILL BE OUT SUNDAY NO WORK UNTIL CLEAN SITE			
③ ENGINEER WILL SIGN OFF MONDAY NO CONTAINMENT MOVE UNTIL SIGN OFF			
④ IF REDUCTION USED ON CACUPAC THEN IN MEASURED CONTAINERS NO MOVE TH 10%			
⑤ CLEAN UP TO BE IN SUNDAY IN SPAN III			
SIGNATURE	TITLE	DATE	INSPECTOR'S SIGNATURE

X Tom Tuvwey TCI 10/17/06



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

SW Accelerated Bridge Paint System Study on California A View Bridge

GENERAL INFORMATION							Sheet 1 of 1	IR No.: 7
Client: <u>Sherwin Williams</u>		Contractor: <u>CORCON</u>		Inspector: <u>Bill Butterini</u>				
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE</u>		KTA Job No: <u>260759</u>				
Project: <u>Accelerated Bridge</u>		Crew Start: <u>7:30 AM</u> Stop: <u>7:00 PM</u>		Date: <u>10-8-06</u>				
Shift: <u>PAINTING STUDY</u>		Inspector Start: <u>7:00 AM</u> Stop: <u>1:30 PM</u>		Day: <u>Sonday</u>				
Work activities performed today: <u>STARTED BLASTING IN BAY 4 &amp; 5.</u>								
Span (Show location on drawing): <u>3</u>		Bay (Show location on drawing): <u>4 &amp; 5</u>						
Control Panel Placement (Show location on drawing): <input type="checkbox"/> Yes <input type="checkbox"/> No		Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)):				<u>W/A</u>		
ABRASIVE BLASTING								
Start time: <u>8:44 AM</u>		Stop time:		Rework time:				
Number of blasters: <u>2</u>		Square feet blast cleaned:		Total Manhours (# of men x hours)				
COATING APPLICATION								
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime	
Recoat Times		Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL				
	Minimum	Maximum	Average		Start	Stop	MPT Time	
Coat 1				Road Closure				
Coat 2				Comments:				
Coat 3								
STAFFING/EQUIPMENT								
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work				
Comments: <u>KTA ON SITE AT 7:00 AM. CONTRACTOR ON SITE WITH 3 WORKERS 1 MECH PUMP. FOREMAN STARTED BLASTING IN BAY 4 WITH 2 BLASTERS. CONTRACTOR PLAN WAS TO BLAST AND PRIMER BAY 4 &amp; 5 AND APPLY THE INTERMEDIATE COATING BAY 3. BUT AT 11:00 AM CONTRACTOR CHANGE THE PLAN AND WAS ONLY GOING TO BLAST AND PRIMER BAY 4 AND 5. KTA OFF SITE AT 1:30 PM. 10 M THUNDER ON SITE.</u>								
Inspector: <u>Bill Butterini</u>				Reviewed By:				
Signature: <u>Bill Butterini</u>		Date:		Signature:		Date:		
Distribution: <input type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input type="checkbox"/> KTA PM		<input type="checkbox"/> Other		



FORM 4

DAILY COATING INSPECTION REPORT		DATE: 10/8/06 M T W R F S (SU) #	Pg of
PROJECT/CLIENT: DA DOT		PROJECT#: 4265-A02	COPY
LOCATION: SPAN III BAY I, III, IV, V		INSPECTOR: T TUVWES	Office Client
DESCRIPTION: SP10 BLASTING PRIMER INTERMEDIATE		Proj Mgr	
REQUIREMENTS: SP10, 3-SMILS PRIMER		ATTACHMENTS	
CONTRACTOR: COVCON		SPEC# 408 (1070)	DFT SHEET NCR/CAR
REVISION#:			
DESCRIPTION OF AREAS & WORK PERFORMED		HOLD POINT INSPECTIONS PERFORMED	
CONTRACTOR BEGAN BLASTING OF SPAN III BAY I, III, IV, V APPROX 9 AM. REVIEWED PREVIOUSLY PAINTED SURFACE AT 7:30 AM FOUND TO HAVE LOW MILLAGE ON BAY I.		1. WEATHER AND SITE CONDITIONS ✓ 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓ 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE ✓ 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) N/A ✓ 6. POST APPLICATION/APPLICATION DEFECTS ✓ 7. POST CURE/DRY FILM THICKNESS (DFT) ✓ 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION ✓ APPROVED BY:	
SURFACE CONDITIONS		AMBIENT CONDITIONS	
MAIN PRIMER/PAINT AGE/DRY/CURE STEEL GALVANIZE CONCRETE HAZARD SAMPLE REPORT # DEGREE OF CONTAMINATION: TEST: Cl $\mu\text{g}/\text{cm}^2$ ppm Fe $\text{ppm}$ pH DEGREE OF CORROSION: SCALE PITTING/HOLES CREVICES SHARP EDGES WELD MOISTURE OILS PAINTED SURFACE CONDITION: SP10 DRY TO TOUCH $\text{mins}$ HANDLE $\text{hrs}$ RECOAT $\text{hrs}$ DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS ABRASION FALL OUT		AREAS: TIME 7:38 AM (1) 2:30 PM DRY BULB TEMP° C/F 58° 75° WET BULB TEMP° C/F 54° 66° % RELATIVE HUMIDITY 78% 61% SURF TEMP° C/F MIN/MAX 56° 74° 1° 1° DEW POINT TEMP° C/F 51° 61° WIND DIRECTION/SPEED WEATHER CONDITIONS: CLEAR Low wind PRIME BAY APPLICATION 1/2 BAYS START TIME 5:45 PM FINISH TIME 6:45 PM AREA 700 $\text{m}^2$	
SURFACE PREPARATION		SURFACE CLEANLINESS & PROFILE MEASUREMENT	
START TIME 9: AM FINISH TIME AREA 800 $\text{ft}^2$ SOLVENT CLEAN HAND TOOL POWER TOOL HP WASH PSI ABRASIVE BLAST ABRASIVE TYPE SAMPLE Black Beauty BLAST HOSE SIZE NOZZLE SIZE/PSI 12900cr AIR SUPPLY CFM AIR SUPPLY CLEANLINESS WATER/OIL TRAP CHECK EQUIPMENT CONDITION CHECK		SHELF LIFE 1 YR POT LIFE 4 hrs BATCH NUMBERS REDUCER # 1 QT 890 (A) OX1176H QTY ADDED 1 QT (B) % BY VOLUME 89% (C) Specified WFT N/A $\text{mils}/\text{m}$ REDUCER Achieved WFT NA $\text{mils}/\text{m}$ (AIRLESS/CONV) BRUSH ROLLER PRIMER PUMP/POT GRACO HOSE dia. 1/2" AIR CHECK RATIO/SIZE 56-1 HOSE Lng. N/A TRAP GPM/CFM N/A SPRAY GUN FILTER PSI N/A TIP SIZE .017 AGITATOR N/A	
JOB SPEC NACE/SSPC-SP-10 NACE/SSPC SPEC/VISUAL STDS SSPC-UIS-1 PROFILE CHECK: DISC TAPE X GAUGE SPECIFIED 1.53 $\text{mils}/\text{m}$ ACHIEVED 32-4 $\text{mils}/\text{m}$ SURFACE EFFECT ON D.F.T. GAUGE/BMR/ $\text{mils}/\text{m}$		GAUGE TYPE MODEL SERIAL # CALIB. VERIFIED SPECIFIED AVERAGE D.F.T. AVERAGE D.F.T. THIS COAT AVERAGE D.F.T. LAST COAT TOTAL AVERAGE D.F.T.	

GAUWAPACK 770

BAY IV DONE 12:45 PM WITH BLASTING BAY V BLASTING 1:15 PM

TESTEX PRESS-O-FILM™ FB5  
 No. 53  
 Reading 4.0  
 Gage less 2.0 mils or 50  $\mu\text{m}$   
 X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )

TESTEX PRESS-O-FILM™ FB5  
 No. 47  
 Reading 4.1  
 Gage less 2.0 mils or 50  $\mu\text{m}$   
 X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )

TESTEX PRESS-O-FILM™ FB5  
 No. 3  
 Reading 3.8  
 Gage less 2.0 mils or 50  $\mu\text{m}$   
 X COARSE (1.5 to 4.5 mils) or (40 to 115  $\mu\text{m}$ )

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Inspector's Signature: [Signature] DATE: 10/9/06



FORM 5


DFT MEASUREMENT WORKSHEET										DATE: 10/2/06 M T W T F S U #		Pg of							
PROJECT/CLIENT: PA DOT										PROJECT#: 4265-A02		COPY							
LOCATION: SPAN III BAY 1 + 2										INSPECTOR: TLT		QC Mgr		Client					
DESCRIPTION: GACUMPACK										SPEC#:		REVISION#							
ITEM: PRIMER										ITEM:									
SP										SP									
SPOT READINGS										SPOT READINGS									
LOCATION	AREA	1	2	3	Total	%Min	Avg	LOCATION	AREA	1	2	3	Total	%Min	Avg				
SPAN 3	A	1.5	2.8	2.4	LOW			A											
BAY 1 BACKWALL	B	3.4	2.6	2.6	MILLAGE			B											
BAY 1 INTERFAC	C	3.4			INFORMED			C											
BAY 1 INTERF	D				CONTRACTOR			D											
BAY 1 INTERF	E				TO RECONTACT TO DBL			E											
Approx. #/m <sup>2</sup> 450.84 FT										Approx. #/m <sup>2</sup>									
Specified DFT 3.5 mils/μm										Specified DFT mils/μm									
Total Avg. mils/μm										Total Avg. mils/μm									
Reference Inspection Report # for application record										Reference Inspection Report # for application record									
ITEM:										ITEM:									
SPAN III										SPAN III									
SPOT READINGS										SPOT READINGS									
LOCATION	AREA	1	2	3	Total	%Min	Avg	LOCATION	AREA	1	2	3	Total	%Min	Avg				
BAY 2	A	3.2	3.4	3.4	3.3			A											
	B	3.8	5.0	6.0	4.9			B											
	C	4.0	4.6	4.6	4.4			C											
	D	4.6	4.6	4.7	4.6			D											
	E	3.4	4.8	6.0	4.7			E											
Approx. #/m <sup>2</sup> 600+										Approx. #/m <sup>2</sup>									
Specified DFT 3.5 mils/μm										Specified DFT mils/μm									
Total Avg. mils/μm										Total Avg. mils/μm									
Reference Inspection Report # for application record										Reference Inspection Report # for application record									
ITEM:										ITEM:									
SPOT READINGS										SPOT READINGS									
LOCATION	AREA	1	2	3	Total	%Min	Avg	LOCATION	AREA	1	2	3	Total	%Min	Avg				
A								A											
B								B											
C								C											
D								D											
E								E											
Approx. #/m <sup>2</sup>										Approx. #/m <sup>2</sup>									
Specified DFT mils/μm										Specified DFT mils/μm									
Total Avg. mils/μm										Total Avg. mils/μm									
Reference Inspection Report # for application record										Reference Inspection Report # for application record									
D.F.T. GAUGE CALIBRATION RECORD										D.F.T. GAUGE CALIBRATION RECORD									
GALUGE TYPE MODEL	GALUGE SERIAL #	PLATE/SHIM mils/μm	SMR	ADJUST +/-	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT	Tom Phung 10-8-06											
INSPECTOR'S SIGNATURE										DATE									

PS-65  
D  
m

5314  
374.2  
22

MISSES RUNS, GRIT  
LOW MILLS 549

FORM 6

CORRECTIVE ACTIONS REPORT		DATE: 10/8/06 M T W R F S (SU) # * Pg of
PROJECT/CLIENT: PADOT		COPY
LOCATION: 4265-A02		QC Mgr Client
DESCRIPTION: DUST PLUME		Proj Mgr
REQUIREMENTS: CONTAINMENT		ATTACHMENTS
CONTRACTOR: CORCON		STOP WORK ORDER
SPEC#: _____		REVISION#: _____
TIME & LOCATION		NAME/COMPANY/TITLE
① 10:45 LT FACIA AVEA		CORCON
BAY 4 SPAN 3		
4:30 PM DUST + GRIT STARTING		
TO ACCUMULATE ON ROADWAY + GROVE AVEA, PICK CROWDING		
LANE		
DESCRIPTION OF NONCONFORMING ITEM		DESCRIPTION OF NONCONFORMANCE
① DUST PLUME ESCAPING		
BY DUST COLLECTOR		
② SAFETY ISSUE WITH PICK + NONCONFORMANCE OF CONTAINMENT		
REFERENCED: SPECIFICATION/PROCEDURE/STANDARD		ACTION LEVEL
908 (SEC 1070)		
DISCUSSION & RECOMMENDATIONS		
① REVIEWED ISSUE WITH MIKE MALLIS CORCON		
② REVIEWED ISSUES WITH MIKE MALLIS CORCON		
+ RANDY BOGAVI BY PHONE + IN PERSON		
APPROVAL & CORRECTIVE ACTIONS		
① WE PLACE AN ADDITIONAL TRAP OVER THAT		
AREA		
② CEASED OPERATIONS, ALLOWED THEM TO BLOW DOWN		
BLASTED AREAS + PRIME		
CORRECTIVE ACTIONS FOLLOW UP		
WHEN LANE SHUT DOWN ON MONDAY 10/8/06		
CONTAINMENT IS TIGHTENED UP + PICK ALLOWED TO		
MOVE FORWARD		
FINAL APPROVAL:		
SIGNATURE	TITLE	DATE
INSPECTOR'S SIGNATURE		DATE
		10/8/06

FORM 6

<b>CORRECTIVE ACTIONS REPORT</b>		DATE: 10/8/06 M T W R F S (SU) # 3 Pg of 3
PROJECT/CLIENT: PADOT		PROJECT#: 4265-A02
LOCATION: SPAN III BAY 1+2		INSPECTOR: TLT
DESCRIPTION: PRIMER INSPECTION		COPY QC Mgr Client Proj Mgr
REQUIREMENTS: 3-5 MILS		ATTACHMENTS STOP WORK ORDER
CONTRACTOR: COVCO	SPEC#: 408 1070 + SA	VISION#:
TIME & LOCATION	NAME/COMPANY/TITLE	
AM 7:30 SPAN 3 BAY I	TLT	PADOT
DESCRIPTION OF NONCONFORMING ITEM		DESCRIPTION OF NONCONFORMANCE
LOW MILLAGE ON PRIMER COAT OF SPAN III BAY I		(A) LOW MILL READINGS (B) MISSED AREAS (C) RUNS
REFERENCED: SPECIFICATION/PROCEDURE/STANDARD	ACTION LEVEL	
408 1070		
DISCUSSION & RECOMMENDATIONS		
DISCUSSED WITH MIKE MACCIS + DON (PAINTER) THEY SAID THEY WOULD RE PAINT SPAN III BAY I WHEN THEY PRIME SPAN III BAY 4+5 THIS DATE SUN (10/8/06		
APPROVAL & CORRECTIVE ACTIONS		
I AGREE + WILL RETEST ON MONDAY PRIOR TO TOP COAT		
CORRECTIVE ACTIONS FOLLOW UP:		
FINAL APPROVAL:		
SIGNATURE	TITLE	DATE
INSPECTOR'S SIGNATURE		DATE
Tom [Signature]		10/8/06



KTA-TATOR, INC.  
115 Technology Drive  
Pittsburgh, PA 15275  
phone 412-788-1300  
fax 412-788-1306

Coating System Inspection  
Report

SW Accelerated Bridge Paint System Study on California Avenue Bridge

GENERAL INFORMATION				Sheet 1 of 1	IR No.: 8
Client: <u>Sherwin Williams</u>		Contractor: <u>CORCON</u>		Inspector: <u>Bill Butterini</u>	
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE</u>		KTA Job No. <u>260759</u>	
Project: <u>Accelerated Bridge</u>		Crew Start: _____ Stop: _____		Date: <u>10-9-06</u>	
Shift: <u>PAINTING STUDY</u>		Inspector Start: _____ Stop: _____		Day: <u>Monday</u>	
Work activities performed today: <u>Had problem with the containment. Peridot shut the blasting operation down until the problem is solved. JUST VACUUM.</u>					
Span (Show location on drawing): <u>3</u>		Bay (Show location on drawing): <u>5</u>			
Control Panel Placement (Show location on drawing): <input type="checkbox"/> Yes <input type="checkbox"/> No		Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)):		<u>N/A</u>	

ABRASIVE BLASTING			
Start time: <u>12:05 PM</u>	Stop time: <u>12:45 PM</u>	Rework time:	
Number of blasters: <u>1</u>	Square feet blast cleaned:	Total Manhours (# of men x hours)	

COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
<u>N/A</u>							
Recoat Times	Coat 1:		Coat 2:		Coat 3:		

DRY FILM THICKNESS				TRAFFIC CONTROL		
	Minimum	Maximum	Average	Start	Stop	MPT Time
Coat 1	<u>N/A</u>			Road Closure		
Coat 2				Comments:		
Coat 3						

STAFFING/EQUIPMENT				
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
<u>2 workers</u>				
<u>1 Mech</u>				
<u>1 Foreman</u>				

Comments: ON SITE AT 7:00 AM. CONTRACTOR ON SITE WITH 2 WORKERS 1 MECH and 1 Foreman. Started blasting in DAY 5 but was shut down due to ABRASIVE MATERIAL coming out of the containment and onto US Roadway. Tam (Peridot) shut them down. CONTRACTOR did NOT do any more blasting or painting today. KTA OFF SITE AT 2:30 PM

Inspector: <u>Bill Butterini</u>	Reviewed By:
Signature: <u>Bill Butterini</u> Date:	Signature: _____ Date:
Distribution: <input type="checkbox"/> Client <input type="checkbox"/> Contractor <input type="checkbox"/> KTA PM <input type="checkbox"/> Other	



FORM 6

<b>CORRECTIVE ACTIONS REPORT</b>		DATE: 10/9/06	T W R F S S U	# 1	Pg 1 of 1
PROJECT/CLIENT: PADO		PROJECT#: SR4265-A02	COPY		
LOCATION: SR 4265-A02		INSPECTOR: TLT	QC Mgr	Client	
DESCRIPTION: CONTAINMENT BREACH		ATTACHMENTS			
REQUIREMENTS: SP-10		STOP WORK ORDER			
CONTRACTOR: CORCON		SPEC#:	REVISION#:		
TIME & LOCATION		NAME/COMPANY/TITLE			
APP 12:10 PM SPAN 3					
BAY 5 LT SIDE					
DESCRIPTION OF NONCONFORMING ITEM		DESCRIPTION OF NONCONFORMANCE			
① GRIT GOING ON HIGHWAY					
② VISIBLE EMISSIONS					
③ ENGINEER HAS NOT SIGNED OFF ON CONTAINMENT					
REFERENCED: SPECIFICATION/PROCEDURE/STANDARD		ACTION LEVEL			
CORCON'S VISIBLE EMISSIONS ASSESSMENT					
DISCUSSION & RECOMMENDATIONS					
① DISCUSSED WITH (MIKE) CORCON'S SUPT THAT					
② HE MUST SHUT DOWN BLAST OPERATIONS.					
③ ENGINEER WILL BE ON SITE AT 4PM					
APPROVAL & CORRECTIVE ACTIONS					
① NO FURTHER BLASTING TOOK PLACE THIS DATE					
② MIKE LEFT SITE AT APP 1:45 PM					
③ IF NO ENGINEER APPROVAL WORK WILL BE SUSPENDED					
CORRECTIVE ACTIONS FOLLOW UP					
FINAL APPROVAL:					
SIGNATURE	TITLE	DATE	INSPECTOR'S SIGNATURE	DATE	
				10/9/06	

FORM 4

DAILY COATING INSPECTION REPORT		DATE: 10/2/06 (M) T W R F S S U #	Pg of														
PROJECT/CLIENT: PA DOT		PROJECT#: 4265-A02	COPY														
LOCATION: BAY 4-5 + 1		INSPECTOR: TLT	Office Client														
DESCRIPTION: PRIMER COAT		ATTACHMENTS															
REQUIREMENTS: SP-10 PROFILE 1.5-3.5		DFT SHEET NCR/CAR															
CONTRACTOR: CORCON		SPEC#:	REVISION#:														
DESCRIPTION OF AREAS & WORK PERFORMED		HOLD POINT INSPECTIONS PERFORMED															
PRIMER BAY 5 INCOMP PART OF BAY 4 T REKIT BAY 1		1. WEATHER AND SITE CONDITIONS 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) N/A 6. POST APPLICATION/APPLICATION DEFECTS 7. POST CURE/DRY FILM THICKNESS (DFT) 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION APPROVED BY:															
SURFACE CONDITIONS		AMBIENT CONDITIONS															
NEW MAINT PRIMER/PAINT AGE/DRY/CURE STEEL GALVANIZE CONCRETE HAZARD SAMPLE REPORT # DEGREE OF CONTAMINATION: TEST: Cl $\mu\text{g}/\text{cm}^2/\text{ppm}$ Fe $\text{ppm}$ pH DEGREE OF CORROSION: SCALE PITTING/HOLES CREVICES SHARP EDGES WELD MOISTURE OILS PAINTED SURFACE CONDITION: SP 10 DRY TO TOUCH HANDLE RECOAT DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS ABRASION FALL OUT		AREAS: SPAN III BAY 4, 5, 1 TIME 1 PM 4:50 PM DRY BULB TEMP° C/F 74° 75° ° ° WET BULB TEMP° C/F 66° 66° ° ° % RELATIVE HUMIDITY 66% 62% % % SURF TEMP° C/F MIN/MAX 70° 77° 77° 1° DEW POINT TEMP° C/F 62° 50° ° ° WIND DIRECTION/SPEED WEATHER CONDITIONS: PTLY CLOUDY															
SURFACE PREPARATION		APPLICATION															
START TIME 10:20 FINISH TIME 5:30 AREA 600 $\text{ft}^2/\text{m}^2$ SOLVENT CLEAN HAND TOOL POWER TOOL HP WASH PSI ABRASIVE BLAST ABRASIVE TYPE SAMPLE BEATH BEATH BLAST HOSE SIZE NOZZLE SIZE/PSI AIR SUPPLY CFM AIR SUPPLY CLEANLINESS WATER/OIL TRAP CHECK EQUIPMENT CONDITION CHECK		START TIME 6 PM FINISH TIME AREA 600 $\text{ft}^2/\text{m}^2$ (PRIMER) INTERMEDIATE TOPCOAT TOUCH UP GENERIC TYPE ZINC QTY MIXED MANUF S.W. MIX RATIO PROD NAME GRACO PAC MIX METHOD PROD # STRAIN/SCREEN NO SCREENING COLOR GRAY MATERIAL TEMP KIT SIZE/COND 3 GAL INDUCTION TIME N/A SHELF LIFE 1 YR POT LIFE BATCH NUMBERS REDUCER # (A) OX1176H QTY ADDED (B) % BY VOLUME % (C) Specified WFT mils/μm REDUCER Achieved WFT mils/μm AIRLESS/CONV BRUSH ROLLER PRIMER															
SURFACE CLEANLINESS & PROFILE MEASUREMENT		D.F.T. GAUGE CALIBRATION															
JOB SPEC NACE/SSPC-SP- SP-10 NACE/SSPC SPEC/ VISUAL STDS PROFILE CHECK: DISC TAPE X GAUGE SPECIFIED 1.5-3.5 mils/μm ACHIEVED 2.3 mils/μm SURFACE EFFECT ON D.F.T. GAUGE/BMH/ mils/μm		No. RIF 25 TESTEX NEWARK, DE 19715 USA Reading 25 Gage less 2.0 mils or 50 μm X COARSE (1.5 to 4.5 mils) or (40 to 115 μm)															
<table border="1"> <thead> <tr> <th>GAUGE TYPE MODEL</th> <th>GAUGE SERIAL #</th> <th>GAUGE CALIB. VERIFIED</th> <th>SPECIFIED AVERAGE D.F.T.</th> <th>AVERAGE D.F.T. THIS COAT</th> <th>AVERAGE D.F.T. LAST COAT</th> <th>TOTAL AVERAGE D.F.T.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		GAUGE TYPE MODEL	GAUGE SERIAL #	GAUGE CALIB. VERIFIED	SPECIFIED AVERAGE D.F.T.	AVERAGE D.F.T. THIS COAT	AVERAGE D.F.T. LAST COAT	TOTAL AVERAGE D.F.T.								PUMP/POT GRACO HOSE dia. 1/2" AIR CHECK L RATIO/SIZE 5G-1 HOSE Lng. N/A TRAP N/A GPM/CFM N/A SPRAY GUN L FILTER N/A PSI N/A TIP SIZE .017 AGITATOR N/A INSPECTOR'S SIGNATURE DATE	
GAUGE TYPE MODEL	GAUGE SERIAL #	GAUGE CALIB. VERIFIED	SPECIFIED AVERAGE D.F.T.	AVERAGE D.F.T. THIS COAT	AVERAGE D.F.T. LAST COAT	TOTAL AVERAGE D.F.T.											

Touch up BAY 4 PRIMER

PRESS-O-FILM™  
 No. RIF 25 TESTEX NEWARK, DE 19715 USA  
 Reading 25  
 Gage less 2.0 mils or 50 μm  
 X COARSE (1.5 to 4.5 mils) or (40 to 115 μm)



KTA-TATOR, INC.  
115 Technology Drive  
Pittsburgh, PA 15275  
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### Coating System Inspection Report

SW Accelerated Bridge Paint System Study on California Advan Bridge

GENERAL INFORMATION						Sheet of	IR No.:
Client: <u>Sherwin Williams</u>		Contractor: <u>CORSON</u>		Inspector: <u>Bill Butterini</u>			<u>90</u>
Client Contact: <u>Mark Hudson</u>		Supervisor/Foreman: <u>MIKE</u>		KTA Job No: <u>260759</u>			
Project: <u>Accelerated Bridge</u>		Crew Start: <u>7:30 A</u> Stop: <u>2</u>		Date: <u>10-10-06</u>			
Shift: <u>PAINTING STUDY</u>		Inspector Start: <u>7:30 A</u> Stop: <u>4:00 pm</u>		Day: <u>Tuesday</u>			
Work activities performed today:							
Span (Show location on drawing):		<u>3</u>		Bay (Show location on drawing):		<u>5</u>	
Control Panel Placement (Show location on drawing):		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <u>North, Build-up</u> <u>PRIMER (2 Coat)</u>		Rigging / Containment [If mobile containment used - record installation removal times - (Show location on drawing)]:		<u>N/A</u>	
ABRASIVE BLASTING							
Start time:		<u>10:30 A</u>		Stop time:		<u>5:30</u>	
Number of blasters:		<u>1</u>		Square feet blast cleaned:		<u>600 sq. ft.</u>	
				Rework time:		<u>1/2 hour</u>	
				Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time <u>stop</u>	Down time	Reason for downtime
<u>S-W</u>	<u>3 Gal PA2</u>	<u>011764</u>	<u>1</u>	<u>6:00 pm</u>	<u>7:45 pm</u>	<u>5-10 mins</u>	<u>gun kept coating up</u>
Recoat Times		Coat 1:	Coat 2:	Coat 3:			
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1	<u>n</u>	<u>A</u>		Road Closure	<u>9:00A-9:15A</u>	<u>9:00A to 7:30 pm</u>	
Coat 2				Comments:	<u>1 man set-up</u>		
Coat 3					<u>open up at 7:30 pm</u>		
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
<u>2 Ladders</u>							
<u>1 blaster/printer</u>							
<u>1 mach (off site at 11:30 AM)</u>							
<u>1 Foreman</u>							
	<u>SAFETYPOST 1 &amp; 2</u>						
Comments: <u>HA on site at 7:30 AM Contractor blasted the remaining areas in Bay 5, Span 3 with 1 blaster and primed it with also touch-up Ball 1 areas.</u>							
Inspector: <u>Bill Butterini</u>				Reviewed By:			
Signature: <u>Bill Butterini</u>		Date:		Signature:		Date:	
Distribution:		<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other		



FORM 4

<b>DAILY COATING INSPECTION REPORT</b>		DATE: 10/11/06 M T W T F S S U # _____ Pg of _____ PROJECT#: SR 4265-A02 INSPECTOR: TLT	COPY Office _____ Client _____ Proj Mgr _____
PROJECT/CLIENT: PADOT LOCATION: SPAN III BAY III DESCRIPTION: INTERMEDIATE COAT REQUIREMENTS: D.P. 5° BELOW STEEL TEMP		ATTACHMENTS DFT SHEET _____ NCR/CAR _____	
CONTRACTOR: CORCON		SPEC# 408 (1070)	REVISION# _____
<b>DESCRIPTION OF AREAS &amp; WORK PERFORMED</b>		<b>HOLD POINT INSPECTIONS PERFORMED</b>	
AFTER MEETING IN FIELD OFFICE, MIKE MALLIS ASKED ME TO PROVIDE AMBIENT CONDITIONS TO SEE IF HE CAN PAINT INTERMEDIATE CONDITIONS WERE NOT FAVORABLE AT THAT TIME.		1. WEATHER AND SITE CONDITIONS 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS 3. SURFACE PREPARATION MONITORING 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) 6. POST APPLICATION/APPLICATION DEFECTS 7. POST CURE/DRY FILM THICKNESS (DFT) 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION APPROVED BY: _____	
<b>SURFACE CONDITIONS</b>		<b>AMBIENT CONDITIONS</b>	
NEW MAINT PRIMER/PAINT AGE/DRY/CURE _____ STEEL GALVANIZE CONCRETE _____ HAZARD _____ SAMPLE REPORT # _____ DEGREE OF CONTAMINATION: _____ TEST: Cl _____ ppm Fe _____ ppm pH _____ ppm DEGREE OF CORROSION: _____ SCALE PITTING/HOLES DEFECTS SHARP EDGES _____ WELD _____ MOISTURE _____ OILS _____ PAINTED SURFACE CONDITION: _____ DRY TO/TOUCH _____ HANDLE _____ RECOAT _____ DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS _____ ABRASION FALL OUT _____		AREAS: TIME 12:45 PM DRY BULB TEMP° C/F 65° ° ° ° ° ° WET BULB TEMP° C/F 63° ° ° ° ° ° % RELATIVE HUMIDITY 89% % % % SURF TEMP° C/F MIN/MAX 67° / 1° / 1° / 1° DEW POINT TEMP° C/F 64° ° ° ° ° ° WIND DIRECTION/SPEED _____ WEATHER CONDITIONS: 67-64=3 NOT SPOILED O.P.	
<b>SURFACE PREPARATION</b>		<b>APPLICATION</b>	
START TIME _____ FINISH TIME _____ AREA _____ ft²/m² SOLVENT CLEAN _____ HAND TOOL _____ POWER TOOL _____ HP WASH PSI _____ ABRASIVE BLAST _____ ABRASIVE TYPE _____ SAMPLE _____ BLAST HOSE SIZE _____ NOZZLE SIZE/PSI _____ AIR SUPPLY CFM _____ AIR SUPPLY CLEANLINESS _____ WATER/OIL TRAP CHECK _____ EQUIPMENT CONDITION CHECK _____		START TIME _____ FINISH TIME _____ AREA _____ ft²/m² PRIMER _____ INTERMEDIATE _____ TOPCOAT _____ TOUCH UP _____ GENERIC TYPE CITY MIXED MANUF _____ MIX RATIO _____ PROD NAME _____ MIX METHOD _____ PROD # _____ STRAIN/SCREEN _____ COLOR _____ MATERIAL TEMP _____ KIT SIZE/COND _____ INDUCTION TIME _____ SHELF LIFE _____ POT LIFE _____ BATCH NUMBERS _____ REDUCER # _____ (A) _____ QTY ADDED _____ (B) _____ % BY VOLUME _____ (C) _____ Specified WFT _____ mls/ft² REDUCER _____ Achieved WFT _____ mls/ft²	
<b>SURFACE CLEANLINESS &amp; PROFILE MEASUREMENT</b>		<b>MEASUREMENTS</b>	
JOB SPEC NACE/SSPC-SP _____ NACE/SSPC SPEC / VISUAL STDS _____ PROFILE CHECK DISC _____ TAPE _____ GAUGE _____ SPECIFIED _____ mls/ft² ACHIEVED _____ mls/ft² SURFACE EFFECT ON D.F.T. GAUGE/BMR/ _____ mls/ft²		AIRLESS/CONV _____ BRUSH _____ ROLLER _____ PRIMER _____ PUMP/POT _____ HOSE dia. _____ AIR CHECK _____ RATIO/SIZE _____ HOSE Lng. _____ TRAP _____ GPM/CFM _____ SPRAY GUN _____ FILTER _____ PSI _____ TIP SIZE _____ AGITATOR _____	
<b>D.F.T. GAUGE CALIBRATION</b>		INSPECTOR'S SIGNATURE: Tom Ray DATE: 10/11/06	
GAUGE TYPE _____ MODEL _____	GAUGE SERIAL # _____	GAUGE CALIB. VERIFIED _____	SPECIFIED AVERAGE D.F.T. _____ AVERAGE D.F.T. THIS COAT _____ AVERAGE D.F.T. LAST COAT _____ TOTAL AVERAGE D.F.T. _____





FORM 5

DFT MEASUREMENT WORKSHEET										DATE: 10/11/06 M T W T R F S U # / Pg of /									
PROJECT/CLIENT: PA DOT										PROJECT#: 4265-A02		COPY							
LOCATION: SPAN III RAMP A										INSPECTOR: TLT		QC Mgr		Client					
DESCRIPTION: PRIME COAT (GALVAPAC ONE PACK)										REVISION#		SPEC# 402(1070)		REVISION# SPECIAL					
ITEM: 9070-0001-02 PAINTING										ITEM: 9070-0001-02		ITEM: 9070-0001-02		ITEM: 9070-0001-02					
LOCATION AREA					SPOT READINGS					LOCATION AREA					SPOT READINGS				
RAY I					1 2 3 Total %Min Avg					4 5					1 2 3 Total %Min Avg				
RIGHT OVERLAP					A 5.5 4.9 5.4					A 5.0 4.9					25.7 17.8 5.14				
R INT GIRDER					B 6.2 5.5 4.8					B 5.0 5.2					26.7 17.8 5.34				
R BOTTOM FLANGE					C 4.6 4.9 5.6					C 5.4 4.3					24.8 16.5 4.96				
L INT GIRDER					D 3.1 3.3 5.0					D 4.5 5.0					20.9 13.9 4.18				
FLOOR BEAM					E 5.1 5.0 3.6					E 4.0 5.0					22.7 15.1 4.54				
Approx. #/m²					500-600 SF					Approx. #/m²									
Specified DFT 3-5 mils/µm					Total Avg. mils/µm					Specified DFT mils/µm					Total Avg. mils/µm				
Reference Inspection Report # 10/6/06 for application record										Reference Inspection Report # 10/10/06 for application record									
ITEM: 9070-0001-02 (2 coat)										ITEM:									
LOCATION AREA					SPOT READINGS					LOCATION AREA					SPOT READINGS				
RAY II					1 2 3 Total %Min Avg					4 5					1 2 3 Total %Min Avg				
LEFT OVERLAP					A 5.0 4.4 3.2					A 5.2 2.9					20.7 13.8 4.14				
L INT GIRDER					B 4.2 3.8 4.0					B 4.0 4.8					20.8 13.9 4.16				
BOTTOM ONE FLANGE					C 3.8 3.7 3.0					C 4.7 4.0					19.2 12.8 3.84				
EXT GIRDER					D 4.5 4.1 4.5					D 5.0 5.1					23.9 15.5 4.64				
OVERLAP					E 5.2 3.8 2.8					E 3.0 4.0					18.8 12.5 3.76				
Approx. #/m²					500-600 SF					Approx. #/m²									
Specified DFT 3-5 mils/µm					Total Avg. mils/µm					Specified DFT mils/µm					Total Avg. mils/µm				
Reference Inspection Report # 10/10/06 for application record										Reference Inspection Report # for application record									
ITEM: 9070-0001-07 (2 coat)										ITEM:									
LOCATION AREA					SPOT READINGS					LOCATION AREA					SPOT READINGS				
RAY III					1 2 3 Total %Min Avg					1 2 3 Total %Min Avg					1 2 3 Total %Min Avg				
L INT GIRDER					A 4.9 4.1 4.7					A 3.0 3.0					19.7 13.1 3.94				
R INT GIRDER					B 3.5 2.7 3.6					B 3.7 3.0					16.5 11.0 3.3				
L FLANGE					C 5.2 4.3 5.7					C 4.9 4.4					24.5 16.3 4.9				
FLOOR BEAM					D 5.4 3.7 4.2					D 5.8 3.6					27.9 14.6 4.4				
FULL BEAM					E 6.0 4.1 3.6					E 3.0 5.1					21.8 14.5 4.4				
Approx. #/m²					500-600					Approx. #/m²									
Specified DFT 3-5 mils/µm					Total Avg. mils/µm					Specified DFT mils/µm					Total Avg. mils/µm				
Reference Inspection Report # 10/10/06 for application record										Reference Inspection Report # 10/10/06 for application record									

PROVISIONS  
PAINTING 2 COAT  
MIN = 15mi  
FOR PRIME

\* NOTE \*  
SPAN III  
BAYS  
INCOMPLETE  
AREA OF  
FLANGES  
& FULL HEIGHT  
F.B NOT  
COMPLETE

D.F.T. GAUGE CALIBRATION RECORD							
GAUGE TYPE	GAUGE SERIAL #	PLATE/SHIM	BMR	ADJUST	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT
PS-1	6000	K6222	020	06	3-5	PRIME PRIMER	
F-1		7134743				NA	

Inspector's Signature: [Signature] DATE: 10/11/06



KTA-TATOR, INC.  
115 Technology Drive  
Pittsburgh, PA 15275  
phone 412-788-1300  
fax 412-788-1306

### Coating System Inspection Report

SW Accelerated Bridge Paint System Study on California Avenue Bridge

GENERAL INFORMATION		Sheet of	IR No.: 11
Client: <u>Sherwin Williams</u>	Contractor: <u>CORCON</u>	Inspector: <u>Bill Butterini</u>	
Client Contact: <u>Mark Hudson</u>	Supervisor/Foreman: <u>MIKE</u>	KTA Job No. <u>260759</u>	
Project: <u>Accelerated Bridge</u>	Crew Start: _____ Stop: _____	Date: <u>10-12-06</u>	
Shift: <u>PAINTING STUDY</u>	Inspector Start: <u>7:30A</u> Stop: <u>4:00 PM</u>	Day: <u>Thursday</u>	

Work activities performed today:

Span (Show location on drawing): <u>3</u>	Bay (Show location on drawing): <u>BAY-3</u>
Control Panel Placement (Show location on drawing): <u>Intermediate Control</u> <u>10</u>	Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)): <u>N/A</u>

ABRASIVE BLASTING				
Start time:	Stop time:	Rework time:		
Number of blasters:	Square feet blast cleaned:	Total Manhours (# of men x hours)		

COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.5	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
<u>S-W</u>							
<u>MACRODAX 1646</u>	<u>46 GALS</u>	<u>A-0X05 16L</u> <u>B-DX1864</u>	<u>1</u>	<u>11:05 AM</u>	<u>2:30 PM</u>	<u>1/2 hour</u>	<u>PROBLEM SPRAYING GROUP PROBLEM</u>
Recoat Times	Coat 1:		Coat 2:		Coat 3:		

DRY FILM THICKNESS				TRAFFIC CONTROL		
<u>BAY 3</u>	Minimum	Maximum	Average	Start	Stop	MPT Time
Coat 1 <u>PRIME</u>	<u>2.6</u>	<u>5.0</u>	<u>3.5</u>	Road Closure		
Coat 2				Comments:	<u>N/A</u>	
Coat 3						

STAFFING/EQUIPMENT					
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work	
<u>2 WORKERS</u>	<u>SEA ROBOATS</u>				
<u>1 FOREMAN</u>	<u>1 2 2</u>				

Comments: CONTRACTOR ON SITE AT 10:00 AM WITH 2 WORKERS AND 1 FOREMAN. APPLIED INTERMEDIATE COAT, S-W MACRODAX 1646 (BLUE) IN BAY 3 SPAN 3. HAD PROBLEM SPRAYING THE COATING.

Inspector: <u>Bill Butterini</u>	Reviewed By:
Signature: <u>Bill Butterini</u> Date: <u>10-12-06</u>	Signature: _____ Date: _____
Distribution:	<input type="checkbox"/> Client <input type="checkbox"/> Contractor <input type="checkbox"/> KTA PM <input type="checkbox"/> Other

3 COAT SYSTEM PRIMER

Project: \_\_\_\_\_ Name: \_\_\_\_\_ Date: 10-12-04 Sheet of \_\_\_\_\_ IR No.: 11

**REQUIRED NUMBER OF DRY FILM THICKNESS MEASUREMENTS**

- Structure/Item less than 300 ft<sup>2</sup> - Test each 100 ft<sup>2</sup> area
- Structure/Item less than 1,000 ft<sup>2</sup> - Test 3 randomly selected 100 ft<sup>2</sup> areas
- Structure/Item greater than 1,000 ft<sup>2</sup> - Test 3 randomly selected 100 ft<sup>2</sup> areas and for each additional 1,000 test 1 randomly selected 100 ft<sup>2</sup> area
- Other (Describe) *TEST PANELS 1-4 (3 COAT SYSTEM) PRIMER DFTS*

Area	Spot Reading (Average of 3)					Total 5 Spot Average
<i>TEST PANELS 1 FRONT WITH #</i>	1	2	3	4	5	
	4.6	2.7	2.9	3.0	3.1	3.2
<i>1 BACK</i>	1	2	3	4	5	
	1.9	2.1	2.0	2.9	2.5	2.3
<i>2 FRONT WITH #</i>	1	2	3	4	5	
	1.2	2.0	3.0	2.5	1.8	2.1
<i>2 BACK</i>	1	2	3	4	5	
	3.0	2.6	2.4	2.5	2.8	2.6
<i>3 FRONT WITH #</i>	1	2	3	4	5	
	3.7	4.1	6.1	4.1	4.6	4.5
<i>3 BACK</i>	1	2	3	4	5	
	3.7	4.6	4.2	3.1	3.0	3.7
<i>4 FRONT WITH #</i>	1	2	3	4	5	
	2.8	3.7	3.6	3.0	3.3	3.4
<i>4 BACK</i>	1	2	3	4	5	
	2.8	3.1	3.0	4.1	3.2	3.2

**DRY FILM THICKNESS MEASUREMENT SUMMARY**

Item Prepared or Item No. (Note on T3060-F)	
Range Specified	
Range (actual, after deduction of BMR)⊕	
Average (actual, after deduction of BMR)	

⊕ Explain any readings #80% or #120% and actions taken to resolve:

Based on the information above:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within range specified									

**OTHER FILM MEASUREMENTS**

Additional Testing Performed:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Holiday Test	<input type="checkbox"/> Low	<input type="checkbox"/> High							
Adhesion Test	<input type="checkbox"/> Tape	<input type="checkbox"/> Knife							
	<input type="checkbox"/> Pull-off / type:								
Tooke Gage	Cutting tip <input type="checkbox"/> 1X <input type="checkbox"/> 2X <input type="checkbox"/> 10X								
Cure									
Other:									

3 COAT SYSTEM PRIMER

Project: S-W Project Name: \_\_\_\_\_ Date: \_\_\_\_\_ Sheet of \_\_\_\_\_ IR No.: \_\_\_\_\_

**REQUIRED NUMBER OF DRY FILM THICKNESS MEASUREMENTS**

- Structure/Item less than 300 ft<sup>2</sup> - Test each 100 ft<sup>2</sup> area
- Structure/Item less than 1,000 ft<sup>2</sup> - Test 3 randomly selected 100 ft<sup>2</sup> areas (BAY 3) SPAN 3
- Structure/Item greater than 1,000 ft<sup>2</sup> - Test 3 randomly selected 100 ft<sup>2</sup> areas and for each additional 1,000 test 1 randomly selected 100 ft<sup>2</sup> area
- Other (Describe) BAY 3, SPAN 3 PRIMER DET ON THE 3 COAT SYSTEM

Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
FLOOR BEAM 3	3.1	4.3	3.0	5.0	2.8	3.6
FLOOR BEAM 4	3.0	4.6	2.8	2.9	3.3	3.3
GIRDER C-1 INSIDE	3.4	3.9	4.7	2.6	3.0	3.5
C-1 OUTSIDE	5.0	4.6	2.8	2.7	3.3	3.6
C-2 INSIDE	2.8	3.5	3.7	5.0	2.7	3.5
C-2 OUTSIDE	4.3	2.6	4.1	2.9	2.8	3.5

**DRY FILM THICKNESS MEASUREMENT SUMMARY**

Item Prepared or Item No. (Note on T3060-F)	<u>BAY 3</u>	
Range Specified	<u>3.0 TO 5.0</u>	
Range (actual, after deduction of BMR)Ⓞ	<u>2.6 TO 5.0</u>	
Average (actual, after deduction of BMR)	<u>3.5</u>	

Ⓞ Explain any readings #80% or #120% and actions taken to resolve:

Based on the information above:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within range specified	X								

**OTHER FILM MEASUREMENTS**

Additional Testing Performed:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Holiday Test <input type="checkbox"/> Low <input type="checkbox"/> High									
Adhesion Test <input type="checkbox"/> Tape <input type="checkbox"/> Knife									
<input type="checkbox"/> Pull-off / type:									
Tooke Gage Cutting tip <input type="checkbox"/> 1X <input type="checkbox"/> 2X <input type="checkbox"/> 10X									
Cure									
Other:									

8090 / 120  
 64-18.0  
 MIN MAX FORM 5

DFT MEASUREMENT WORKSHEET										DATE: 10/12/06	M T W T F S S U	#	Pg of		
PROJECT/CLIENT: PA DOT										PROJECT#: 84265-A02		COPY			
LOCATION: SPAN III BAY III										INSPECTOR: TLT		QC Mgr Proj Mgr			
DESCRIPTION: INTERMEDIATE COAT										SPEC#: 408/1070					
ITEM: 9070-0002-02										REVISION#					
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
FB	A	10	7.5	13.9	/	/	/	A	10	9.0	/	50.5	/	10.1	
BACK	B							B							
RIGHT INT FACIA	C	16.3	17.1	8.3	/	/	/	C	70	14.9	/	63.6	/	12.7	
LEFT FACIA EXT	D							D							
Approx. $\mu\text{m}^2$	600 BAM						Approx. $\mu\text{m}^2$								
Specified DFT 8-15 mils/ $\mu\text{m}$						Total Avg. mils/ $\mu\text{m}$	Specified DFT 8-15 mils/ $\mu\text{m}$						Total Avg. mils/ $\mu\text{m}$		
Reference Inspection Report #										for application record					
ITEM: 9070-0002-02										ITEM:					
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
RIGHT INT FACIA	A	9.5	7.3	16.9	/	/	/	A	13.1	15.9	/	52.2	/	10.4	
	B							B							
LEFT FACIA INT	C	4.1	15.0	8.0	/	/	/	C	7.5	7.9	/	52.5	/	10.5	
	D							D							
	E							E							
Approx. $\mu\text{m}^2$							Approx. $\mu\text{m}^2$								
Specified DFT 8-15 mils/ $\mu\text{m}$						Total Avg. mils/ $\mu\text{m}$	Specified DFT 8-15 mils/ $\mu\text{m}$						Total Avg. mils/ $\mu\text{m}$		
Reference Inspection Report #										for application record					
ITEM:										ITEM:					
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
	A							A							
	B							B							
	C							C							
	D							D							
	E							E							
Approx. $\mu\text{m}^2$							Approx. $\mu\text{m}^2$								
Specified DFT mils/ $\mu\text{m}$						Total Avg. mils/ $\mu\text{m}$	Specified DFT mils/ $\mu\text{m}$						Total Avg. mils/ $\mu\text{m}$		
Reference Inspection Report #										for application record					

D.F.T. GAUGE CALIBRATION RECORD							
GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu\text{m}$	BWR	ADJUST +/-	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT

REFER TO DIARY OF INSPOW  
 10/12/06  
 I WAS NOT HERE FOR PRINT  
 INSPECTOR'S SIGNATURE: [Signature]  
 DATE: 10/14/06

POSTECTOR  
 6000  
 F-1  
 K-62929

APPLICATION,



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

SW ACCELERATED BRIDGE PAINT SYSTEM STUDY ON CALIFORNIA AVENUE BRIDGE

GENERAL INFORMATION							
Client: <i>Sherwin Williams</i>	Contractor: <i>CORCON</i>			Sheet of	IR No.: <i>12</i>		
Client Contact: <i>Mark Hudson</i>	Supervisor/Foreman: <i>MIKE</i>			Inspector: <i>Bill Butterni</i>			
Project: <i>ACCELERATED BRIDGE PAINT SYSTEM STUDY</i>	Crew Start:	Stop:	KTA Job No. <i>260759</i>		Date: <i>10-14-06</i>		
Shift: <i>PAINTING STUDY</i>	Inspector Start: <i>NO STOP SITE</i>			Day: <i>SATURDAY</i>			
Work activities performed today: <i>SEE ATTACH PERMUT REPORT</i>							
Span (Show location on drawing):	Control Panel Placement (Show location on drawing):		Bay (Show location on drawing):				
		<input type="checkbox"/> Yes <input type="checkbox"/> No	Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)):				
ABRASIVE BLASTING							
Start time:		Stop time:		Rework time:			
Number of blasters:		Square feet blast cleaned:		Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
Recoat Times	Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1				Road Closure			
Coat 2				Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
Comments: <i>KTA NOT ON SITE TODAY. SEE PERMUT REPORT FOR INFORMATION ON SATURDAY WORK ACTIVITIES</i>							
Inspector: <i>Bill Butterni</i>				Reviewed By:			
Signature: <i>Bill Butterni</i> Date:				Signature: Date:			
Distribution:		<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other		

FORM 4

DAILY COATING INSPECTION REPORT				DATE: 10/14/06	M T W T F S S U	#	Pg of
PROJECT/CLIENT: <b>PADOT</b>				PROJECT#: <b>SD4265-A02</b>		COPY	
LOCATION: <b>BA43, SPAN 3</b>				INSPECTOR: <b>TLI</b>		Office Client Proj Mgr	
DESCRIPTION: <b>Finish Coat, 3 coat Syst Acrolon P18</b>				ATTACHMENTS			
REQUIREMENTS: <b>DFT = 3.0-6.0, RH 85 max, 5° D.P.</b>				DFT SHEET NCR/CAR			
CONTRACTOR: <b>CORCON</b>				SPEC#: <b>408/1070</b>		REVISION#:	
DESCRIPTION OF AREAS & WORK PERFORMED				HOLD POINT INSPECTIONS PERFORMED			
<b>PLACING FINISH COAT ON BA43 SPAN II AS CONTROL BA4</b>				1. WEATHER AND SITE CONDITIONS ✓ 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓ 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE ✓ 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) ✓ 6. POST APPLICATION/APPLICATION DEFECTS ✓ 7. POST CURE/DRY FILM THICKNESS (DFT) ✓ 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION APPROVED BY:			
SURFACE CONDITIONS				AMBIENT CONDITIONS			
NEW MAINT PRIMER/PAINT AGE/DRY/CURE STEEL GALVANIZE CONCRETE HAZARD SAMPLE REPORT # DEGREE OF CONTAMINATION: TEST: Cl <u>          </u> µg/cm <sup>2</sup> ppm Fe <u>          </u> ppm pH <u>          </u> ppm DEGREE OF CORROSION: SCALE Pitting/Holes CREVICES SHARP EDGES WELD MOISTURE OILS PAINTED SURFACE CONDITION: <b>SP10</b> DRY TO TOUCH <b>2hr</b> HANDLE <b>10hr</b> RECOAT <b>1.2hr</b> DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS ABRASION FALL OUT				AREAS: TIME DRY BULB TEMP° C/F <b>12 noon 55°</b> <b>53° 54°</b> WET BULB TEMP° C/F <b>43° 47°</b> % RELATIVE HUMIDITY <b>41% 60%</b> SURF TEMP° C/F MIN/MAX <b>51° 53°</b> DEW POINT TEMP° C/F <b>30° 40°</b> WIND DIRECTION/SPEED <b>WEST WEST</b> WEATHER CONDITIONS: <b>CLOUDY / WINDY</b>			
SURFACE PREPARATION				APPLICATION			
START TIME FINISH TIME AREA ft <sup>2</sup> /m <sup>2</sup> SOLVENT CLEAN HAND TOOL POWER TOOL HP WASH PSI ABRASIVE BLAST ABRASIVE TYPE SAMPLE BLAST HOSE SIZE NOZZLE SIZE/PSI AIR SUPPLY CFM AIR SUPPLY CLEANLINESS WATER/OIL TRAP CHECK EQUIPMENT CONDITION CHECK				START TIME <b>1:15</b> FINISH TIME <b>4:15</b> AREA <b>600</b> ft <sup>2</sup> /m <sup>2</sup> PRIMER INTERMEDIATE TOPCOAT TOUCH UP GENERIC TYPE <b>1st coat</b> QTY MIXED <b>3 GAL</b> MANUF <b>S.W.</b> MIX RATIO <b>0.86A + 1.14 B</b> PROD NAME <b>Acrolon</b> MIX METHOD <b>POWER</b> PROD # <b>218 HS</b> STRAIN/SCREEN <b>NA</b> COLOR <b>BLUE</b> MATERIAL TEMP <b>55°</b> KIT SIZE/COND <b>Part A, B, C</b> APPLICATION TIME <b>NA</b> SHELF LIFE <b>3 months</b> POT LIFE <b>4 hrs at 50°</b> BATCH NUMBER <b>819</b> REDUCER # <b>NONE</b> (A) <b>20606P</b> QTY ADDED (B) <b>RO073186F06</b> % BY VOLUME (C) Specified WFT REDUCER Achieved WFT AIRLESS/CONV + BRUSH <b>ROLLER</b> PRIMER PUMP/POT HOSE dia. AIR CHECK RATIO/SIZE HOSE Lng. TRAP GPM/CFM SPRAY GUN FILTER PSI TIP SIZE AGITATOR			
SURFACE CLEANLINESS & PROFILE MEASUREMENT				MEASUREMENTS			
JOB SPEC NACE/SSPC-SP. NACE/SSPC SPEC/ VISUAL STDS PROFILE CHECK: DISC TAPE GAUGE SPECIFIED <u>          </u> mils/µm ACHIEVED <u>          </u> mils/µm SURFACE EFFECT ON D.F.T. GAUGE/BMR/ <u>          </u> mils/µm				D.F.T. GAUGE CALIBRATION GAUGE TYPE MODEL GAUGE SERIAL # GAUGE CALIB. VERIFIED SPECIFIED AVERAGE D.F.T. AVERAGE D.F.T. THIS COAT AVERAGE D.F.T. LAST COAT TOTAL AVERAGE D.F.T.			
INSPECTOR'S SIGNATURE: <b>[Signature]</b> DATE: <b>10/15/06</b>							



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection Report

SW Accelerated Bridge Paint System Study on California Avenue Bridge

GENERAL INFORMATION							
Client: <i>Sherwin Williams</i>	Contractor: <i>CORCON</i>			Sheet of	IR No.: <i>130</i>		
Client Contact: <i>Mark Hudson</i>	Supervisor/Foreman: <i>MIKE</i>			Inspector: <i>Bill BUTTERINI</i>		KTA Job No. <i>260759</i>	
Project: <i>Accelerated Bridge</i>	Crew Start: <i>10:00 AM</i>	Stop: <i>?</i>	Date: <i>10-16-06</i>				
Shift: <i>PAINTING STUDY</i>	Inspector Start: <i>7:30 AM</i>	Stop: <i>4:30 PM</i>	Day: <i>Monday</i>				
Work activities performed today: <i>APPLIED THE 2 COAT SYSTEM TOP COAT (FAST CURE) TO BAYS 1, 2, 4 AND PORTION OF 5.</i>							
Span (Show location on drawing):	<i>3</i>		Bay (Show location on drawing):	<i>1, 2, 4 &amp; Portion of 5</i>			
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:		<i>N/A ALREADY INSTALLED</i>		
ABRASIVE BLASTING							
Start time:	<i>3:45 PM</i>	Stop time:	<i>6:30 PM</i>	Rework time:			
Number of blasters:		Square feet blast cleaned:		Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
<i>TOP COAT (2427)</i>							
<i>FAST COAT</i>	<i>1160/5</i>	<i>A-0X34350</i>	<i>(1)</i>	<i>3:15 PM</i>	<i>3:15 PM</i>	<i>N/A</i>	<i>NO WE</i>
Recoat Times	Coat 1:	Coat 2:	Coat 3:				
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average	Start	Stop	MPT Time	
Coat 1				Road Closure	<i>2:15 PM</i>	<i>7:15 PM</i>	<i>5 hours</i>
Coat 2				Comments:	<i>1 more 1/2 hour to set up and 1 hour to clean</i>		
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
Comments: <i>SEE ATTACHED PERIODIC REPORT FOR ADDITIONAL INFORMATION</i>							
Inspector: <i>Bill BUTTERINI</i>	Reviewed By:						
Signature: <i>Bill Butterini</i>	Date: <i>10-16-06</i>	Signature:		Date:			
Distribution:	<input type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input type="checkbox"/> KTA PM	<input type="checkbox"/> Other			



FORM 4

DAILY COATING INSPECTION REPORT		DATE: 10/10/00	MTWRFSSU	#	Pg of	
PROJECT/CLIENT: PA DOT		PROJECT#: 504265-A02	COPY			
LOCATION: SPAN III BAYS 1, 2, 4 + PART OF 5		INSPECTOR: TLT	Office Client Proj Mgr			
DESCRIPTION: FINISH COAT, FAST CLAD URETHANE		ATTACHMENTS DFT SHEET NCR/CAR				
REQUIREMENTS: 6-9 MILLS, 5° ABOVE D.P.		SPEC#: SPECIAL PROV REVISION#: PILOT PROJECT				
CONTRACTOR: CORCON		HOLD POINT INSPECTIONS PERFORMED:				
DESCRIPTION OF AREAS & WORK PERFORMED: CONTRACTOR BEGAN PAINTING BAY 1, 2, 4 + PART OF 5 WITH FAST CLAD TOP COAT OF PILOT 2 COAT SYSTEM		1. WEATHER AND SITE CONDITIONS ✓ 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓ 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE N/A ✓ 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) NDI ✓ 6. POST APPLICATION/APPLICATION DEFECTS ✓ 7. POST CURE/DRY FILM THICKNESS (DFT) ✓ 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION APPROVED BY:				
SURFACE CONDITIONS		AMBIENT CONDITIONS				
NEW <u>MAINT</u> PRIMER/PAINT AGE/DRY/CURE _____ STEEL GALVANIZE CONCRETE _____ HAZARD _____ SAMPLE REPORT # _____ DEGREE OF CONTAMINATION: _____ TEST: Cl _____ ug/cm <sup>2</sup> /ppm Fe _____ ppm pH _____ ppm DEGREE OF CORROSION: _____ SCALE PITTING/HOLES CREVICES SHARP EDGES _____ WELD _____ MOISTURE OILS _____ PAINTED SURFACE CONDITION: _____ DRY TO TOUCH 1hr HANDLE 1.20 RECOAT 1.5hr DRY/OVERSPRAY RUNS/SAGS PINHOLES HOLIDAYS _____ ABRASION FALL OUT _____		AREAS: SPAN III TIME: 10:20 AM 3PM DRY BULB TEMP° C/F 52° 63° WET BULB TEMP° C/F 47° 52° % RELATIVE HUMIDITY 70% 47% SURF TEMP° C/F MIN/MAX 54° 64° DEW POINT TEMP° C/F 42° 40° WIND DIRECTION/SPEED W W WEATHER CONDITIONS: CLOUDY				
SURFACE PREPARATION		APPLICATION				
START TIME 1:10 FINISH TIME 2:40 AREA 1600 ft <sup>2</sup> /m <sup>2</sup> SOLVENT CLEAN _____ HAND TOOL _____ POWER TOOL _____ HP WASH PSI _____ BLOW DOWN _____ ABRASIVE BLAST _____ ABRASIVE TYPE _____ SAMPLE _____ BLAST HOSE SIZE _____ NOZZLE SIZE/PSI _____ AIR SUPPLY CFM _____ AIR SUPPLY CLEANLINESS _____ WATER/OIL TRAP CHECK _____ EQUIPMENT CONDITION CHECK _____ AT 3:00 PM		START TIME 3:15 FINISH TIME 6:15 AREA 1600 ft <sup>2</sup> /m <sup>2</sup> PRIMER INTERMEDIATE TOP COAT TOUCH UP GENERIC TYPE FAST CLAD QTY MIXED 11 GALLONS MANUF S.W. MIX RATIO 4A 1B PROD NAME FAST CLAD MIX METHOD POWER PROD # 8-02-350 STRAIN/SCREEN N/A COLOR BLUE MATERIAL TEMP 54° KIT SIZE/COND 4/1 INDUCTION TIME N/A SHELF LIFE 24mo POT LIFE 2 1/2 yrs BATCH NUMBERS REDUCER # N/A (A) 0X34350 QTY ADDED ✓ (B) 00137246000 % BY VOLUME ✓ (C) Specified WFT 10 mils/pm REDUCER Achieved WFT N/A mils/pm				
SURFACE CLEANLINESS & PROFILE MEASUREMENT		MEASUREMENTS				
JOB SPEC NACE/SSPC-SP-10 NACE/SSPC SPEC/VISUAL STDS N/A PROFILE CHECK: DISC TAPE GAUGE SPECIFIED _____ mils/μm ACHIEVED _____ mils/μm SURFACE EFFECT ON D.F.T. GAUGE/BMR/ _____ mils/μm OVER PRIME		(AIRLESS/CONV) BRUSH ROLLER PRIMER PUMP/POT HOSE dia. AIR CHECK ✓ RATIO/SIZE 5/1 HOSE Lng. TRAP ✓ GPM/CFM SPRAY GUN FILTER ✓				
D.F.T. GAUGE CALIBRATION		PSI TIP SIZE AGITATOR				
GAUGE TYPE MODEL	GAUGE SERIAL #	GAUGE CALIB. VERIFIED	SPECIFIED AVERAGE D.F.T.	AVERAGE D.F.T. THIS COAT	AVERAGE D.F.T. LAST COAT	TOTAL AVERAGE D.F.T.
INSPECTOR'S SIGNATURE						DATE

650

64-18.0  
MIN MAX FORM 5

5-10  
3-6  
16-21

DFT MEASUREMENT WORKSHEET										DATE: 10/26/06		Pg. of							
PROJECT/CLIENT: PA DOT										PROJECT#: SR4265-A02		COPY							
LOCATION: SPAN II BAY III										INSPECTOR: TLT		QC Mgr Client							
DESCRIPTION: INTERMEDIATE COAT										SPEC# 408/1070		REVISION#							
ITEM: 9070-0002-02										ITEM:									
LOCATION AREA					SPOT READINGS					LOCATION AREA					SPOT READINGS				
					1 2 3 Total %Min Avg										1 2 3 Total %Min Avg				
FB					A 10 7.5 13.9					→ A					10.6 9.0 505 10.1				
BACK					B					B									
RIGHT INT. FACIA					C 16.3 17.1 8.3					→ C					7.0 14.9 636 12.7				
LEFT INT. FACIA					D					D									
E 7.4 16.3 14.1					→ E					8.9 13.6 423 8.5									
Approx. #/m²					600 BAY					Approx. #/m²									
Specified DFT 8-15 mils/µm					Total Avg. mils/µm					Specified DFT 8-15 mils/µm					Total Avg. mils/µm				
Reference Inspection Report #										Reference Inspection Report #									
ITEM: 9070-0002-02										ITEM:									
LOCATION AREA					SPOT READINGS					LOCATION AREA					SPOT READINGS				
					1 2 3 Total %Min Avg										1 2 3 Total %Min Avg				
RIGHT INT. FACIA					A 9.5 7.3 16.9					→ A					13.1 15.5 522 10.44				
B					B														
LEFT INT. FACIA					C 4.1 15.0 8.0					→ C					7.5 7.9 525 10.5				
D					D														
E					E														
Approx. #/m²										Approx. #/m²									
Specified DFT 8-15 mils/µm					Total Avg. mils/µm					Specified DFT 8-15 mils/µm					Total Avg. mils/µm				
Reference Inspection Report #										Reference Inspection Report #									
ITEM: 9070-0002-02										ITEM: TOP COAT BAY 3 SPAN 3									
LOCATION AREA					SPOT READINGS					LOCATION AREA					SPOT READINGS				
					1 2 3 Total %Min Avg										1 2 3 Total %Min Avg				
FB #4					A 9.8 11.3 15.3					→ A					10.8 13.5 3 10.4				
RT INT. GIRDERS					B 12.6 13.1 12.9					→ B					11.6 13.3				
RT INT. GIRDERS					C 8.6 9.4 13.4					→ C					10.1 9.9				
LEFT INT. FACIA					D 11.7 10.1 11.7					→ D					9.9 8.8				
RT INT. GIRDERS					E 9.5 9.1 13.2					→ E					15.5 8.9				
LEFT INT. FACIA					F 13.5 12.6 10.8					→ F					13.1 9.8				
Approx. #/m²					600 ±					Approx. #/m²									
Specified DFT 21 mils/µm					Total Avg. mils/µm					Specified DFT					mils/µm Total Avg. mils/µm				
Reference Inspection Report #										Reference Inspection Report # REFER TO DIAG OF INSPOW									
D.F.T. GAUGE CALIBRATION RECORD										10/14/06 10/12/06									
GAUGE TYPE MODEL		GAUGE SERIAL #		PLATE/SHIM mils/µm		BMR		ADJUST **		SPEC. AVERAGE COAT		D.F.T. THIS COAT		D.F.T. LAST COAT		DATE			
																T WAS NOT HERE FOR PRINT			
INSPECTOR'S SIGNATURE										DATE									

WEB  
AREA BY PORTCOAT  
RT BOTTEM FL WEB  
11-21 MILS

POSTECTOR  
6000  
F-1  
K-62929

APPLICATION,  
Tommy  
10/14/06  
I WAS NOT HERE FOR PRINT  
DATE

FLOOR BEAM #4 NEED REPAINTED  
LOW MILLAGE



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

Sew Accelerated Bridge System Study on California Ave. W. Bridge

GENERAL INFORMATION						Sheet 1 of 1	IR No.: 14
Client: <b>SHERWIN WILLIAMS</b>	Contractor: <b>CORCON</b>		Inspector: <b>C. STUART</b>				
Client Contact: <b>MARK HUDSON</b>	Supervisor/Foreman: <b>MIKE MAILUS</b>		KTA Job No. <b>260759</b>				
Project: <b>ACCELERATED BRIDGE</b>	Crew Start: <b>7:00</b>	Stop: <b>—</b>	Date: <b>OCT 23, 06</b>				
Shift: <b>PAINTING STUDY</b>	Inspector Start: <b>11:00</b>	Stop: <b>2:00</b>	Day: <b>MONDAY</b>				
Work activities performed today: <b>CONTRACTOR STAGING EQUIP. NO PRODUCTION TO DAY</b>							
Span (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Bay (Show location on drawing):	<b>NA</b>			
Control Panel Placement (Show location on drawing):							
<b>ABRASIVE BLASTING</b>							
Start time:	<b>NA</b>	Stop time:		Rework time:			
Number of blasters:		Square feet blast cleaned:	<b>—</b>	Total Manhours (# of men x hours)			
<b>COATING APPLICATION</b>							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
Recoat Times	Coat 1:		Coat 2:		Coat 3:		
<b>DRY FILM THICKNESS</b>				<b>TRAFFIC CONTROL</b>			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1				Road Closure			
Coat 2				Comments:			
Coat 3							
<b>STAFFING/EQUIPMENT</b>							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
Comments: <b>NO PRODUCTION PERFORMED TODAY. MET WITH TIM MACHIN-KTA &amp; WALKED DOWN THE PROJECT WITH TOM TURNER. TIM AND I TRAVELED TO THE KTA OFFICE &amp; REVIEWED PROJECT REQUIREMENTS &amp; TIM PROVIDED ME WITH APPROPRIATE PROJECT DOCUMENTS FOR REVIEW.</b>							
Inspector: <b>CHARLES STUART</b>				Reviewed By:			
Signature: <i>Charles Stuart</i> Date:				Signature: Date:			
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			

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Coating System Inspection  
 Report

S&W ACCELERATED BRIDGE SYSTEM STUDY ON CALIFORNIA AVE. W. BRIDGE

GENERAL INFORMATION						Sheet 1 of 1	IR No.: 15
Client: SHERWIN WILLIAMS	Contractor: CORCON		Inspector: C. STUART				
Client Contact: MARK HUDSON	Supervisor/Foreman: MIKE MAILUS		KTA Job No. 260759				
Project: ACCELERATED BRIDGE	Crew Start: —	Stop: —	Date: OCT 24, 06				
Shift: PAINTING STUDY	Inspector Start: 8:00	Stop: 9:00	Day: TUESDAY				
Work activities performed today: NO WORK TODAY							
Span (Show location on drawing):	Control Panel Placement (Show location on drawing):		<input type="checkbox"/> Yes <input type="checkbox"/> No	Bay (Show location on drawing):	Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:		
ABRASIVE BLASTING							
Start time:		Stop time:		Rework time:			
Number of blasters:		Square feet blast cleaned:		Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
Recoat Times	Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1				Road Closure			
Coat 2				Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
Comments: CONTRACTOR TO START FULL PRODUCTION TOMORROW.							
Inspector: C. STUART				Reviewed By:			
Signature: C. Stuart		Date: OCT/24/06		Signature:		Date:	
Distribution:		<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other		



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Coating System Inspection  
Report

S&W ACCELERATED BRIDGE SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION				Sheet 7 of	IR No.: 16		
Client: SHERWIN WILLIAMS	Contractor: CORCON	Inspector: C. STUART					
Client Contact: MARK HUDSON	Supervisor/Foreman: MIKE MAILLUS	KTA Job No. 260259					
Project: CALIFORNIA AVE BRIDGE	Crew Start: WED 7:00 AM	Stop: THURS 6:00 PM	Date: 10/25 - 10/26/06				
Shift: DAY/NIGHT	Inspector Start: WED 8:00 AM	Stop: THURS 4:00 PM	Day: WED THROUGH THURSDAY				
Work activities performed today: SET UP CONTAINMENT & RAPID DEPLOYMENT SYSTEMS, SURFACE PREPARATION AND PARTIAL APPLICATION OF PRIME COAT							
Span (Show location on drawing):	2	Bay 6, 7, 8, 9 (FULL BAYS) 10, 11, 12 (PARTIAL BAYS)	(SEE DWG) INCLUDES SPAN BAYS				
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:	7:30 AM WED RIGGING & CONTAINMENT. REMOVED @ 6:00 PM THURS.				
ABRASIVE BLASTING							
Start time:	WED @ 3:30 PM	Stop time:	4:45 PM THURS	Rework time:	2 HRS		
Number of blasters:	4 INITIALLY REDUCED TO 2	Square feet blast cleaned:	2800	Total Manhours (# of men x hours)	45		
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
SHERWIN WILLIAMS CORCORAN 1 ZINC	10	A: 0X2616 B: R1236	2	4:20 AM	4:30 PM THURS	7 1/2 HRS	1ST BATCH OF PRIME COAT WOULD NOT PROPERLY ATOMIZE AT TIP OF GUN
Recoat Times	Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1	1.5	15.9	7.6	Road Closure	WED 9:19 AM	THURS 6:00 PM	31 HRS
Coat 2	NOTE: MOST STIFFENERS WERE LIGHT ON FLANGES & WERE RECOATED			Comments:	CONTRACTOR WORKED THROUGH RESTRICTED TIME 6:00 AM - 9:00 AM.		
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
(SEE SHEET NO. 8 IR REPORT 16)							
Comments: THIS INSPECTOR ARRIVED ON SITE AT 8:00 AM & MET WITH TOM TURNER. CORCON IS RIGGING & SETTING UP CONTAINMENT AT SPAN 2 BAYS 6, 7, 8, 9, 10, 11 AND 12 (SEE DWG) CONTAINMENT START @ 7:30 AM - LANE CLOSURE (SOUTHBOUND PASSING LANE) WAS AT 9:19, WHEN THE RAPID DEPLOYMENT VEHICLES (2) AND VACUUM TRUCK WERE PLACED IN POSITION. 2:20 PM DE, INC. ENGINEER ISABELO LOLEDO APPROVED CONTAINMENT. 3:30 PM BLAST CLEANING COMMENCED WITH 4 NO. 7 LONG-NECK NOZZLES. AN AIR CLEANNESS TEST WAS PERFORMED AT THE COMPRESSOR AND FOUND ACCEPTABLE.							
Inspector: C. STUART	Reviewed By:						
Signature: C. Stuart	Date: 10/26/06	Signature:		Date:			
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			

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S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project: \_\_\_\_\_ Name: C. STUART Date: 10/25/06 - 10/26/06 Sheet 2 of \_\_\_\_\_ IR No.: 16

Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
(SEE SHEET 8)				

COMMENTS

4:30 PM BLAST OPERATIONS DOWN DUE TO JAMMED AUGER ON RAPID DEPLOYMENT VEHICLE - DOWNTIME = 1.5 HRS X 4 MEN (6 M/HRS). TOM TOURNEY (INSPECTOR FOR PENDOT) AND I EXAMINED THE BLAST CLEANED SURFACES TO DETERMINE IF IN FACT AN SP-10 CLEANLINES WAS BEING ACHIEVED BY ALL MEN BLASTING. TWO MEN WERE LEAVING DEFICIENCIES THROUGH OUT THEIR WORK AREAS. I INFORMED CORCON SUPERVISOR DAVE HATHERHILL.

5:00 PM TOM TOURNEY FOUND THAT CONTRACTOR PLACED THE COROTHANE 1 PRIMER IN A HOT AREA INSIDE THE COMPRESSOR, ADJACENT TO THE HEAT EXCHANGER. MATERIAL CONTAINERS WERE 130-140°F THE MATERIAL WAS REMOVED AND COOLED TO AMBIENT TEMP.

6:00 PM DEPARTED JOBSITE & RETURNED AT 9:00 PM

8:25 PM TOM TOURNEY CALLED TOM CALAHAN/S&W TO ASK THAT CORCON BE ALLOWED TO APPLY HEAVIER WET FILM OF PRIMER TO MEDIATE REWORK, THE SPECIFICATION REQUIRES 3-5 DFT. MR. CALAHAN ALLOWED UP TO 6-7 MILS DFT WITH AN OCCASSIONAL 8 MIL DFT. THIS PER TOM TOURNEY.

OPERATIONS WERE MONITORED UNTIL 12:00 AM THEN DEPARTED SITE. TOM TOURNEY REMAINED.

3:30 AM RETURNED TO SITE AS REQUESTED BY TOM TOURNEY, TOM HAD MARKED AREAS FOR REBLAST.

4:45 AM TOM TOURNEY & I EXAMINED THE BLAST CLEANING IN BAYS 6, 7, 8, 9, 10, 11, 12. TOM ACCEPTED THE BLAST CLEANLINES. I DISCUSSED A FEW AREAS THAT WERE MARGINAL DUE TO DENSOR SHADOWING, HOWEVER NO RUST WAS PRESENT. TOM DECIDED TO PROCEED WITH PRIME COAT.

4:20 AM 1 KIT OF S&W COROTHANE 1 ZINC PRIMER WAS MIXED & THINMED 32 OZ WITH NO. 15 REDUCER, 12 OZ OF ACCELERATOR WAS ADDED.  
NOTE! THE KIT OF PRIMER WAS THICK WHEN OPENED AND THE THINMED MATERIAL WOULD NOT PROPERLY ATOMIZE AND FINGERED SEVERELY AT THE GUNS. THE 56:1 AIRLESS SPRAY PUMP COULD NOT ADEQUATELY PUMP THE MATERIAL.

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S&W ACCELERATED BRIDGE SYSTEM STUDY - CALIFORNIA AV. BRIDGE

Project	Name: C. STUART	Date: 10/25-10-26	Sheet 3 of	IR No.: 16
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List Separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

COMMENTS

THE FIRST 3 GAL KIT WAS DISCARDED - 5 ADDITIONAL KITS WERE MIXED AND ATTEMPTED TO SPRAY. HOWEVER, THE RESULTS WERE IDENTICAL TO THE FIRST KIT. S&W TECHNICAL SERVICES REP. TOM CALLANAN WAS ON SITE TO OFFER ASSISTANCE. NO ACCELERATOR WAS ADDED TO THE 5 ADDITIONAL KITS - THINNING WAS 8% BY VOL. (32 OZ) NO. 15 REDUCER.

THE SPRAY OPERATION WAS DOWN FROM 4:20 AM TO 9:00 AM THURSDAY.

9:00 AM THURSDAY SHEERWIN WILLIAMS DELIVERED 4 KITS OF NEW MATERIAL - LOT # OX2616F

B: R1536. THE NEW MATERIAL WAS OPENED AND COMPARED TO A KIT OF THE OLDER MATERIAL, LOT # OX1356A. THE NEW MATERIAL WAS SIGNIFICANTLY THINNER, SMOOTHER, AND MIXED EASY. THE OLDER MATERIAL WAS HEAVY LIKE THE CONSISTENCY OF WET CLAY.

SHEERWIN WILLIAMS OFFERED A SPRAY TECH FROM THEIR SHOP TO ASSIST IN GETTING THE PUMPS & GUNS OPERATING PROPERLY. THE TECH HAD NEW HOSES & GUN AND PARTS TO PROVIDE AS NEEDED. HE ALSO DISASSEMBLED THE LOWER END OF THE GRACO PUMP AND TOOK IT TO THE SHOP TO REBUILD IT.

CORCON CONTINUED APPLICATION OF COROTHANE 1 ZINC FROM ~ 9:10 TO 11:15 WHEN THE 2ND AIRLESS PUMP WENT DOWN. AT 11:15

1:45 PM S&W TECH RETURNED WITH THE REBUILT LOWER SECTION OF THE GRACO 56:1 PUMP

2:15 PM GRACO PUMP RUNNING - SPRAY OPERATIONS CONTINUED

3:00 PM SPRAY OPERATION OF PRIMECOAT STOPPED. THERE IS NOT ENOUGH MATERIAL TO FINISH. SPRAYERS APPLIED A MIST COAT TO THE BARE SUBSTRATE TO MITIGATE FLASH RUSTING, HOWEVER, THE STEEL IN PLACES WAS TURNING

NOTE: THE BLAST CLEANED STEEL WAS ORIGINALLY ACCEPTED AT 4:45 AM <sup>THURS</sup> MUCH OF THE BARE SUBSTRATE WAS EXPOSED MUCH EARLIER. SOME STEEL HAS BEEN EXPOSED FOR GREATER THAN 12 HRS. CONSIDERABLE DARKENING OF THE STEEL WAS OBSERVED & I ASKED TOM TURNER & S&W REPS TOM CALLANANA AND MARK HUDSON TO LOOK AT THE SUBSTRATE. THEY AGREED THAT AREAS WERE DARKENING BUT NO VISIBLE RUST WAS OBSERVED. PRIMECOAT CONTINUED WITH MIST COATING. ALL BUT ~ 400 SQFT WAS COVERED. CONTAINMENT REMOVED.

AT 6:00 PM

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TEST PLATES:  
 SPECIFIED DFT'S = 3 TO 8 mils  
 ±20% Allowance = 2.4 TO 9.6 mils

PRIMER COAT  
 AVE. DFT'S = 4.7 mils

DATE Primed: 11-8-06  
 @ 3:32 AM

FORM 5

DFT MEASUREMENT WORKSHEET										DATE: 11/16/06 M T W T F S S U #		Pg 1 of 2							
PROJECT/CLIENT: <u>Penndot</u>										PROJECT#: <u>SR4265-A02</u>		COPY							
LOCATION: <u>SR4265-A02 California Ave. Bridge</u>										INSPECTOR: <u>JEE</u>		QC Mgr		Client					
DESCRIPTION: <u>TEST PLATE DFT'S - PRIME COAT</u>										SPEC#:		REVISION#							
ITEM: [ ]					ITEM: [ ]					ITEM: [ ]									
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A		5.7	6.3	6.9	18.9	÷3=	6.3	A		5.1	5.3	4.7	15.1	÷3=	5.0				
B		4.9	4.1	4.1	13.1	}	4.4	B		6.3	5.7	6.3	18.3	}	6.1				
C		5.4	5.3	4.9	15.6	}	5.2	C		5.0	4.6	4.6	14.2	}	4.7				
D		6.2	5.6	6.5	18.3	}	6.1	D		4.2	4.3	3.7	12.2	}	4.1				
E		4.4	4.9	3.8	13.1	}	4.4	E		4.6	4.7	4.6	13.9	}	4.6				
Approx. $\mu^2/\text{in}^2$ ±20%					Approx. $\mu^2/\text{in}^2$ ±20%					Approx. $\mu^2/\text{in}^2$ ±20%									
Specified DFT 3-8 mils/ $\mu\text{m}$					Total Avg. 5.3 mils/ $\mu\text{m}$					Specified DFT 3-8 mils/ $\mu\text{m}$					Total Avg. 4.9 mils/ $\mu\text{m}$				
Reference Inspection Report #										for application record									
ITEM: [ ]					ITEM: [ ]					ITEM: [ ]									
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A		3.8	3.6	4.4	11.8	÷3=	3.9	A		5.2	5.7	5.0	15.9	÷3=	5.3				
B		4.5	3.9	4.2	12.6	}	4.2	B		5.0	7.0	5.2	17.2	}	5.7				
C		5.6	4.9	4.9	15.4	}	5.1	C		5.1	6.0	6.0	17.1	}	5.7				
D		3.6	3.3	3.8	10.7	}	3.6	D		5.1	5.6	6.3	17.0	}	5.7				
E		4.2	4.2	4.6	13.0	}	4.3	E		6.9	6.3	5.8	19.0	}	6.3				
Approx. $\mu^2/\text{in}^2$ ±20%					Approx. $\mu^2/\text{in}^2$ ±20%					Approx. $\mu^2/\text{in}^2$ ±20%									
Specified DFT 3-8 mils/ $\mu\text{m}$					Total Avg. 4.2 mils/ $\mu\text{m}$					Specified DFT 3-8 mils/ $\mu\text{m}$					Total Avg. 5.7 mils/ $\mu\text{m}$				
Reference Inspection Report #										for application record									
ITEM: [ ]					ITEM: [ ]					ITEM: [ ]									
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A		5.5	5.4	5.7	16.6	÷3=	5.5	A		4.8	3.5	3.5	11.8	÷3=	3.9				
B		3.9	3.6	3.8	11.3	}	3.8	B		4.2	4.0	4.3	12.5	}	4.2				
C		4.4	4.8	4.8	13.6	}	4.5	C		4.2	4.2	5.0	13.4	}	4.5				
D		5.9	5.6	5.1	16.6	}	5.5	D		4.1	4.2	4.1	12.4	}	4.1				
E		3.5	3.9	3.2	10.6	}	3.5	E		5.0	4.8	4.7	14.5	}	4.8				
Approx. $\mu^2/\text{in}^2$ ±20%					Approx. $\mu^2/\text{in}^2$ ±20%					Approx. $\mu^2/\text{in}^2$ ±20%									
Specified DFT 3-8 mils/ $\mu\text{m}$					Total Avg. 4.6 mils/ $\mu\text{m}$					Specified DFT 3-8 mils/ $\mu\text{m}$					Total Avg. 4.3 mils/ $\mu\text{m}$				
Reference Inspection Report #										for application record									
D.F.T. GAUGE CALIBRATION RECORD																			
GAUGE TYPE	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu\text{m}$	SMR	ADJUST #	SPEC. AVERAGE COAT	D.F.T. THIS COAT	D.F.T. LAST COAT	INSPECTOR'S SIGNATURE											
Electron	176176	4.5-6		20%	3-8	4.7		11-16-06											

PLATE #5  
[ ]

PLATE #6  
[ ]

PLATE #7  
[ ]

PLATE #5  
[ ]

PLATE #6  
[ ]

PLATE #7  
[ ]



DATE PRIMED:

TEST PLATES: PRIMER COAT.

FORM 5


DFT MEASUREMENT WORKSHEET										DATE: 11/16/06 M T W T F S S U #		Pg 2 of 2							
PROJECT/CLIENT: PennDOT										PROJECT#:		COPY							
LOCATION: SR4265- HOR CALIFORNIA AVE. BRIDGE										INSPECTOR:		QC Mgr		Client					
DESCRIPTION: TEST PLATE DFT4-PRIME COAT										SPEC#:		REVISION#							
ITEM:					ITEM:					ITEM:									
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A		3.2	3.1	3.0	9.3	÷3=	3.1	A		3.7	4.2	3.9	11.3	÷3=	3.9				
B		2.7	3.3	3.5	9.5	÷3=	3.2	B		4.1	4.8	4.7	13.6	÷3=	4.5				
C		3.7	3.4	3.1	10.2	÷3=	3.4	C		4.1	4.6	4.3	13.0	÷3=	4.3				
D		4.1	4.6	4.8	13.5	÷3=	4.5	D		4.7	4.2	4.6	13.5	÷3=	4.5				
E		3.8	2.5	2.9	9.2	÷3=	3.1	E		6.1	6.3	5.8	18.2	÷3=	6.1				
Approx. #/m²		±20%						Approx. #/m²		±20%									
		Specified DFT 3-8 mils/µm			Total Avg. 3.5 mils/µm					Specified DFT 3-8 mils/µm			Total Avg. 4.7 mils/µm						
Reference Inspection Report #					for application record					Reference Inspection Report #					for application record				
ITEM:					ITEM:					ITEM:									
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A								A											
B								B											
C								C											
D								D											
E								E											
Approx. #/m²								Approx. #/m²											
		Specified DFT			Total Avg.					Specified DFT			Total Avg.						
Reference Inspection Report #					for application record					Reference Inspection Report #					for application record				
ITEM:					ITEM:					ITEM:									
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A								A											
B								B											
C								C											
D								D											
E								E											
Approx. #/m²								Approx. #/m²											
		Specified DFT			Total Avg.					Specified DFT			Total Avg.						
Reference Inspection Report #					for application record					Reference Inspection Report #					for application record				
D.F.T. GAUGE CALIBRATION RECORD																			
GAUGE TYPE	GAUGE SERIAL #	PLATE/SHIN	BMP	ADJUST +/-	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT												
																			
								DATE: 11-16-06											

PLATE # 8

PLATE # 8

TEST PLATES:

DATE TOP COAT Applied: 11-8-06 @ 8:40 AM  
 Specified DFT's = 9-18 mils  
 +20% Allowance = 7.2-21.6 mils

~~TOP COAT~~

Ave. DFT'S = 12.6 mils

FORM 5

DFT MEASUREMENT WORKSHEET										DATE: 11/16/06 M T W T F S S U #		Pg of							
PROJECT/CLIENT: PEUDOT										PROJECT#: SR4265-A02		COPY							
LOCATION: SR4265-A02 California Ave. Bridge										INSPECTOR: JER		QC Mgr Client							
DESCRIPTION: TEST PLATE DFT'S - TOP COAT										SPEC#:		REVISION#							
ITEM:					ITEM:														
LOCATION		AREA		SPOT READINGS						LOCATION		AREA		SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
	A	11.3	11.0	10.8	33.1	÷3=	11.0		A	17.9	17.9	17.8	53.6	÷3=	17.9				
	B	8.4	10.3	9.7	28.4		9.5		B	13.4	12.6	12.4	38.4		12.8				
	C	10.9	10.9	11.7	33.5		11.2		C	17.2	16.9	15.6	49.7		16.6				
	D	11.8	12.4	12.9	37.1		12.4		D	17.9	18.1	17.7	53.7		17.9				
	E	14.8	12.3	14.6	41.7		13.9		E	12.4	13.7	13.0	39.1		13.0				
Approx. #/m²								Approx. #/m²											
Specified DFT		mils/µm		Total Avg.		11.6 mils/µm		Specified DFT		mils/µm		Total Avg.		15.6 mils/µm					
Reference Inspection Report #										for application record									
ITEM:					ITEM:														
LOCATION		AREA		SPOT READINGS						LOCATION		AREA		SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
	A	9.6	10.5	9.4	29.5	÷3=	9.8		A	13.0	13.4	11.8	38.2	÷3=	12.7				
	B	12.4	11.9	12.1	36.4		12.1		B	12.7	14.1	14.3	41.1		13.7				
	C	10.1	10.5	10.6	31.2		10.4		C	14.3	14.7	13.1	42.1		14.0				
	D	10.6	9.9	11.1	31.6		10.5		D	12.8	12.6	11.2	36.6		12.2				
	E	8.5	8.9	8.8	26.2		8.7		E	13.2	13.6	14.6	41.4		13.8				
Approx. #/m²								Approx. #/m²											
Specified DFT		mils/µm		Total Avg.		10.3 mils/µm		Specified DFT		mils/µm		Total Avg.		13.3 mils/µm					
Reference Inspection Report #										for application record									
ITEM:					ITEM:														
LOCATION		AREA		SPOT READINGS						LOCATION		AREA		SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
	A	13.4	13.6	12.8	39.8	÷3=	13.3		A	10.7	9.9	10.3	30.9	÷3=	10.3				
	B	8.3	8.6	9.1	26.0		8.7		B	14.7	12.8	12.5	40.0		13.3				
	C	12.8	11.4	12.4	36.6		12.2		C	11.5	12.0	11.2	34.7		11.6				
	D	16.9	17.9	17.4	52.2		17.4		D	8.8	9.2	9.8	27.8		9.3				
	E	9.1	8.0	8.5	25.6		8.5		E	12.1	12.4	11.6	36.1		12.0				
Approx. #/m²								Approx. #/m²											
Specified DFT		mils/µm		Total Avg.		12.0 mils/µm		Specified DFT		mils/µm		Total Avg.		11.3 mils/µm					
Reference Inspection Report #										for application record									
D.F.T. GAUGE CALIBRATION RECORD																			
GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/ SHIM mils/µm	BMP	ADJUST +/-	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT												
ELC 456	176124			20%	9-18	12.6													

PLATE #5

PLATE #6

PLATE #7

PLATE #5

PLATE #6

PLATE #7

TEST PLATES:  
TOP COAT

DATE TOP COAT APPLIED:

FORM 5

DFT MEASUREMENT WORKSHEET										DATE: 11/16/06 M T W T F S S U		# Pg of							
PROJECT/CLIENT: PENNDOT										PROJECT#: SR4265-A02		COPY							
LOCATION: SR4265-A02 CALIFORNIA AVE. BRIDGE										INSPECTOR: JEB		QC Mgr Client							
DESCRIPTION: TEST PLATES DFT 5-TOP COAT										SPEC#:		REVISION#							
ITEM:					ITEM:														
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A		7.8	7.3	8.8	23.9	±3 =	8.0	A		14.8	14.1	12.7	41.6	±3 =	13.9				
B		10.0	10.4	11.1	31.5		10.5	B		17.1	19.7	18.6	55.4		18.5				
C		10.1	10.7	10.6	31.4		10.5	C		17.2	16.0	15.7	48.9		16.3				
D		11.4	12.4	11.3	35.1		11.7	D		11.7	12.0	12.2	35.9		12.0				
E		9.3	9.0	9.7	28.0		9.3	E		18.7	23.0	20.0	61.7		20.6				
Approx. #/m²		±20%						Approx. #/m²		±20%									
		Specified DFT 9-18 mils/µm			Total Avg. 10.0 mils/µm					Specified DFT 9-18 mils/µm			Total Avg. 16.3 mils/µm						
Reference Inspection Report #					for application record					Reference Inspection Report #					for application record				
ITEM:					ITEM:					ITEM:					ITEM:				
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A								A											
B								B											
C								C											
D								D											
E								E											
Approx. #/m²								Approx. #/m²											
		Specified DFT mils/µm			Total Avg. mils/µm					Specified DFT mils/µm			Total Avg. mils/µm						
Reference Inspection Report #					for application record					Reference Inspection Report #					for application record				
ITEM:					ITEM:					ITEM:					ITEM:				
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS									
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg				
A								A											
B								B											
C								C											
D								D											
E								E											
Approx. #/m²								Approx. #/m²											
		Specified DFT mils/µm			Total Avg. mils/µm					Specified DFT mils/µm			Total Avg. mils/µm						
Reference Inspection Report #					for application record					Reference Inspection Report #					for application record				
D.F.T. GAUGE CALIBRATION RECORD										DATE: 11-16-06									
GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/SHIM mils/µm	EMF	ADJUST +/-	SPEC AVERAGE COAT	DFT THIS COAT	DFT LAST COAT					INSPECTOR'S SIGNATURE	DATE						

PLATE # 8

PLATE # 8

SYSTEM  
SEW ACCELERATED BRIDGE STUDY - CALIFORNIA AVE BRIDGE

Project:	Name: C. STUART	Date: 10/25-10-26	Sheet 4 of	IR No.: 16
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Complete items below when required by scope of services

STAFFING/EQUIPMENT				
(List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
	SEE SHEET			
	(SEE SHEET 9)			

**COMMENTS**

4:00 PM THIS INSPECTOR DEPARTED JOB SITE - TOM TURNER ON SITE TO COVER OPERATION. CORCON TOOK DOWN CONTAINMENT AT 5:00 PM ON THURSDAY.



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Daily Painting  
 Inspection Report

GENERAL INFORMATION										Sheet 2 of	IR No.: 16
Client: <b>SHERWIN WILLIAMS</b>			Contractor: <b>CORCON</b>			Inspector: <b>C. STUART</b>					
Client Contact: <b>MARK HUDSON</b>			Supervisor/Foreman: <b>MIKE MAILUS</b>			KTA Job No. <b>260759</b>					
Project: <b>ACCELERATED BRIDGE</b>			Crew Start: <b>7:30 AM WED</b> Stop: <b>6:00 PM THUR</b>			Date: <b>10/25 #10/26/06</b>					
Shift: <b>PAINT STUDY</b>			Inspector Start: <b>8:00 AM WED</b> Stop: <b>4:00 PM THUR</b>			M		T		W TH F S S	
Work activities performed today: <b>SURFACE PREPARATION &amp; PRIME COAT APPLICATION IN BAYS 6, 7, 8, 9 (FULL BAYS) AND BAYS 10, 11, 12 (PARTIAL BAYS)</b>											
AMBIENT CONDITIONS											
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed	
ON RAMP	WED 9:20 <sup>AM</sup>	43	52	49	32	47		SW @ 5	CLEAR	BLAST CLEANING	
CONTAINMENT	11:29 <sup>AM</sup>	49	42	56	33	44		SW @ 5	"	"	
CONTAINMENT	4:45 <sup>PM</sup>	43	52	49	32	47		SW @ 5	"	"	
CONTAINMENT	10:25 <sup>PM</sup>	43	48	67	37	49		SW @ 5-10	CLOUDY	"	
CONTAINMENT	4:20 <sup>PM</sup>	44	48	72	47	40		SW @ 10	CLOUDY	"	
SURFACE PREPARATION											
Item(s) Prepared or Item No. (Sketch location on T3060-s)		BAYS 6, 7, 8, 9, 10, 11, 12 SPAN 2									
Operations Reviewed or Tests Performed		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Test section prepared		✓		SEE COMMENTS							
Condition of edges, weld spatter, fins, slivers, etc.		✓									
Grease, oil, contaminant removal		✓									
No visible moisture		✓									
Protective coverings in place		✓									
Dust and abrasive removal		✓		SEE COMMENTS							
Clean and dry abrasive		✓									
Other:											
Compressed Air Cleanliness		Location / Time: <b>COMPRESSOR 3:20 PM</b>									
Results		OK									
Degree of Cleanliness		Specified: <b>SP-10</b>									
Actual		<b>SP-10</b>									
Surface Profile (affix test tape to report)		Specified: <b>1.5-3.5</b>									
Actual		<b>4.5</b>									
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Specified: <b>N/A</b>									
Actual (µg/cm²)		<b>N/A</b>									
Method of Surface Preparation & Equipment		<input checked="" type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:									
Briefly describe equipment:		<b>6TON BLAST POT WITH 4 NOZZLES #7 LONG</b>									
Abrasive Media Manufacturer:		Type	<b>ROED-BLACKBERRY</b>			Base Metal Reading (BMR)	Record in mils			<b>0.75</b>	
Size		<b>1240</b>			Nozzle Air or Water Pressure	Record in psi			<b>N/A</b>		
Inspector: <b>C. STUART</b>		Reviewed By:									
Signature: <b>C. Stuart</b>		Date: <b>10/26/06</b>			Signature:		Date:				
Distribution:		Client		Contractor		KTA PM		Other			

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

KTA Daily Painting Inspection Report 2003

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T3060-A



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Daily Painting  
 Inspection Report

GENERAL INFORMATION										Sheet 6 of 6	IR No.: 10		
Client: S & W			Contractor: CORCON			Inspector: C. STUART							
Client Contact: MARK HUDSON			Supervisor/Foreman: MIKE MAILUS			KTA Job No. 260759							
Project: ACCELERATED BRIDGES			Crew Start:		Stop:		Date: 10/25 & 10/26/06						
Shift: STUDY (PAINTING)			Inspector Start:		Stop:		M	T	W	TH	F	S	S
Work activities performed today:													
AMBIENT CONDITIONS													
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed			
THURS MORNING													
CONTAINMENT	4:20 AM	44	48	72	47	40		SW @ 5-10	CLOUDY	PRIME COAT			
ON RAMP	6:20 AM	43	38	63	31	40		SW @ 5-10	..	..			
CONTAINMENT	8:40 AM	43	39	70	34	47		SW @ 5-10	..	..			
ON RAMP	10:40 AM	49	42	54	33	48		SW @ 5-10	..	..			
SURFACE PREPARATION													
Item(s) Prepared or Item No. (Sketch location on T3060-e)			SEE SHEET 2										
Operations Reviewed or Tests Performed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A		
Test section prepared													
Condition of edges, weld spatter, fins, slivers, etc.													
Grease, oil, contaminant removal													
No visible moisture													
Protective coverings in place													
Dust and abrasive removal													
Clean and dry abrasive													
Other:													
Compressed Air Cleanliness		Location / Time		A									
		Results											
Degree of Cleanliness		Specified											
		Actual											
Surface Profile (affix test tape to report)		Specified											
		Actual											
Soluble Salt Contamination		Specified											
<input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Actual (µg/cm²)											
Method of Surface Preparation & Equipment			<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:										
Briefly describe equipment:													
Abrasive Media Manufacturer:		Type	Base Metal Reading (BMR)		Record in mils								
		Size	Nozzle Air or Water Pressure		Record in psi								
Inspector: C. STUART			Reviewed By:										
Signature: C. Stuart			Date: 10/26/06										
Distribution:			Client	Contractor	KTA PM	Other							

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

KTA Daily Painting Inspection Report 2003

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T3060-A

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
1-6	S&W CORONAHE I GALV PAC ZINC PRIMER	18 GAL	OX1356A	ACC	R1536	ACC		
NOTE: MIX 1-6 WAS THICK AND COULD NOT BE PROPERLY ATOMIZED AT THE GUN. HEAVY FINGERING OF THE SPRAY PATTERN CAUSE UNEVEN DISTRIBUTION ON SUBSTRATE. ALL MATERIAL WAS ULTIMATELY DISCARDED AND A NEW BATCH SHIPPED IN.								
7-12	S&W CORONAHE I GALV PAC ZINC PRIMER	18 GAL	OX2616F	ACC	R1536	ACC		
NEW MATERIAL WAS LESS VISCUS BUT STILL FINGERED AT THE GUN.								

MIXING DATA													
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed				
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat	
1-6	NO 15 REDUCER	<del>R7K15</del>	R7K15	10%	8%	57	4:15 AM	NA	NA	✓		✓	
7-12	---	---	---	---	---	54	9:10 AM	NA	NA	✓		✓	
NO THINNER ADDED TO MIX 7-12							↓						
							3:00 PM THURS						
(SEE COMMENTS)													

COATING APPLICATION											
Item Prepared or Item No. (Note location on T3060-e)			SPAN 2 BAYS 6, 7, 8, 9, 10, 11, 12								
Coating being applied (primer, mid, top, touch-up)			PRIMER			NOTE: NO STRIPE COATING OBSERVED					
Mix Number			1 & 7-12								
Type of Application Equipment			AS								
Time from surface preparation to coating application											
Time of Application (Start/Stop)			4:45 AM THURS			3:30 PM THURS (SEE COMMENTS)					
Compressed Air Cleanliness		Location / Time									
		Results									
Caulk or sealant required		Type: NA									
<input type="checkbox"/> Yes <input type="checkbox"/> No		Location(s):									
Operations Reviewed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Pot Agitation			✓								
Protective Coverings in Place			✓								
Surrounding Air Cleanliness			✓								
Intercoat Cleanliness			✓								
Recoat Times Observed			✓								
Stripe coat applied			✓								
Visual Appearance (runs, drips, sags, etc.)			✓								
WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)											
Range Specified			TAKEN BY CONTRACTOR								
Range (actual)											
Average (actual)											
Based on the information above:			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within the range specified											

SEW ACCELERATED BRIDGE SYSTEM STUDY ON CALIFORNIA AVE. W. BRIDGE

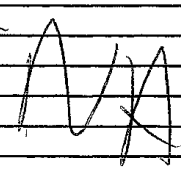
Project:	Name: C. STUART	Date: 10/25/06	Sheet 8 of	IR No.: 16
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
4 BLAST MEN	1 COMPRESSOR 1600 CFM			
1 MECHANIC	2 DUST COLLECTORS			
2 LABORERS	3 PICKUPS			
1 SUPT.	1 STAKE BODY			
1 OFFICE SUPT	1 VACTRUCK			
	1 STORAGE TRAILER			
	1 CLEAN/DIRT TRAILER			
	1 HEATER			
	1 BLAST POT			
COMMENTS				
EQUIP CONT:	1 FORKLIFT 2 RAPID DEPLOYMENT/ABRASIVE COLLECTOR TRUCKS 1 DRYER ON COMPRESSOR 2 DUST COLLECTORS			
<p>AIR PRESSURE AT THE COMPRESSOR IS 140 PSIG. THE CONTRACTOR WILL BLAST CLEAN AN AREA, THEN TOM TURNER &amp; I WILL EXAMINE THE QUALITY OF CLEANING TO ESTABLISH PRECEDENCE FOR REMAINING SURFACES.</p>				

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.



Project	Name: C. STUART	Date: 10/7/00 11/2/00	Sheet 9 of	IR No.: 16
Instruments	Serial No. / Type	Instruments	Serial No. / Type	
Psychrometer	81942 / BACH.	Wet Film Thickness Gage		
Surface Temperature Thermometer	173764 / ATKINS	Dry Film Thickness Gage	K-86973 / POSITECTOR 6000	
Paint Thermometer	K-82294 / TAYLOR	Calibration Plate(s)	176126 / KTA	
Comparator	S SH G/S	Tooke Gage		
Testex Tape (affix tape)	C PG XC XC+	Holiday Tester		
Micrometer	176304			
REWORK ITEMS IDENTIFIED TODAY		REWORK ITEMS CORRECTED TODAY		
Description		Description		
<b>AREA(S) INACCESSIBLE FOR INSPECTION</b>				
Note any area(s) or operations that were not observed due to inaccessibility:				
<b>VISITOR INFORMATION</b>				
Name	Company	Time In	Time Out	Purpose
<b>COMMENTS</b>				
<input type="checkbox"/> NCR# issued as result of this inspection report.				
				

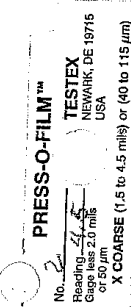
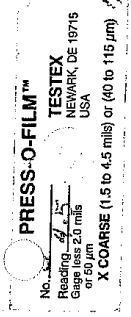
# 2 COAT SYSTEM PRIMER

S-8

FORM 4

10/24/25/26

<b>DAILY COATING INSPECTION REPORT</b>		DATE: 10/24/25	PROJECT#: 504265-A02	INSPECTOR: TLT	Office Client Proj Mgr
PROJECT/CLIENT: PA DOT		LOCATION: SPAN III + II		ATTACHMENTS DFT SHEET NCR/CAR	
DESCRIPTION: CHECKED AMBIENT CONDITIONS / BLASTING / PRIMER		REQUIREMENTS: S <sup>o</sup> > DP MAT, 45° FOR PRIMER		REVISION#: 3P-10	
CONTRACTOR: CORCON		SPEC#: SPECIM PROD.		REVISION#: _____	
DESCRIPTION OF AREAS & WORK PERFORMED			HOLD POINT INSPECTIONS PERFORMED		
RENEWED AMBIENT CONDITIONS AT 9:10 AM 10/24/06, CONTRACTOR DID NOT CHOOSE TO WORK THIS DATE. 10/25/06 WED CONTRACTOR BEGAN CONTAINMENT + BLASTING ENGINEER SIGNED OFF ON CONTAINMENT AT 2:20 PM, BLASTING IN SPAN 3 BAYS + BAY 2, PRIMER APPLIED 10/26/06 CONTRACTOR RAN OUT OF MATERIAL			1. WEATHER AND SITE CONDITIONS ✓ 2. PRE SURFACE PREPARATION/CONDITION & CLEANLINESS ✓ 3. SURFACE PREPARATION MONITORING ✓ 4. POST SURFACE PREPARATION/CLEANLINESS & PROFILE ✓ 5. APPLICATION MONITORING/WET FILM THICKNESS (WFT) NO 6. POST APPLICATION/APPLICATION DEFECTS 7. POST CURE/DRY FILM THICKNESS (DFT) 8. CORRECTIVE ACTIONS FOLLOW UP & FINAL INSPECTION		
SURFACE CONDITIONS: GALVA PAC NEW MAINT PRIMER/PAINT AGE/DRY/CURE STEEL GALVANIZE CONCRETE HAZARD SAMPLE REPORT # DEGREE OF CONTAMINATION: TEST: CL 1.5 ppm Fe N/A pH ppm DEGREE OF CORROSION: SCALE PITTING/HOLES CREVICES SHARP EDGES WELD MOISTURE OILS PAINTED SURFACE CONDITION: DRY TO TOUCH 45 MIN HANDLE RECOAT 8 HRS DRY/OVERSPRAY (RUNS/SAGS) PINHOLES HOLIDAYS ABRASION FALL OUT NO WET STRIPPING			AMBIENT CONDITIONS AREAS: SPAN III + II BAYS TIME 9/24 9:10 AM 1:29 4:45 10:25 PM 4:20 AM DRY BULB TEMP° C/F 40° 49° 52° 48° 48 WET BULB TEMP° C/F 32° 42° 43° 43° 44 % RELATIVE HUMIDITY 40% 56% 49% 67% 72 SURF TEMP° C/F MIN/MAX 40° 44.5° 47° 49° 47.5 DEW POINT TEMP° C/F 27° 33° 32° 37° 40 WIND DIRECTION/SPEED W W W W W WEATHER CONDITIONS: CLOUDY, S NEW FLOWERS / CLOUDY 10/25 10/26/06 APPLICATION		
SURFACE PREPARATION START TIME 3:20 PM FINISH TIME 9:45 AM AREA 2500 FT <sup>2</sup> /M <sup>2</sup>			START TIME 4:15 AM FINISH TIME 3 PM AREA 2000 FT <sup>2</sup> /M <sup>2</sup> SPAN III + II PRIMER INTERMEDIATE TOPCOAT TOUCH UP PRIME DFT 3-5 MILS		
SOLVENT CLEAN HAND TOOL POWER TOOL HP WASH PSI ABRASIVE BLAST ABRASIVE TYPE SAMPLE 1240 BB BLAST HOSE SIZE 48 INCH NOZZLE SIZE/PSI AIR SUPPLY CFM AIR SUPPLY CLEANLINESS ✓ WATER/OIL TRAP CHECK ✓ EQUIPMENT CONDITION CHECK ✓ AUSER OF RADIO DEPLOYMENT DOWN			GENERIC TYPE PRIMER QTY MIXED 30 GALLONS MANUF Sherwin Williams MIX RATIO N/A PROD NAME GALVA PAC MIX METHOD POWER PROD # STRAIN/SCREEN N/A COLOR GRAY MATERIAL TEMP 50° ± KIT SIZE/COND 3 GAL INDUCTION TIME N/A SHELF LIFE 12 MO POT LIFE WITH ACC		
SURFACE CLEANLINESS & PROFILE MEASUREMENT JOB SPEC NACE/SSPC-SP 10 NACE/SSPC SPEC/VISUAL STDS PROFILE CHECK: DISC TAPE X GAUGE SPECIFIED 1.5-3.5 MILS/µm ACHIEVED 4.5 MILS/µm SURFACE EFFECT ON D.F.T. GAUGE/BMRV MILS/µm			BATCH NUMBERS REDUCER # N/A (A) 0X2616 F (35%) QTY ADDED 3202 (B) R1536 (ACC) % BY VOLUME 8.5 % (C) Specified WFT 4.5 MILS/µm REDUCER MEK Achieved WFT N/A MILS/µm		
PRESS-O-FILM™ No. 1 Reading 4.5 Gauge less 2.0 mils or 50 µm X COARSE (1.5 to 4.5 mils) or (40 to 115 µm)			AIRLESS/CONV X BRUSH ROLLER PRIMER PUMP/POTS HOSE dia. AIR CHECK RATIO/SIZE 5:1 HOSE Lng. TRAP GPM/CFM SPRAY GUN FILTER PSI TIP SIZE AGITATOR		
GAUGE TYPE MODEL GAUGE SERIAL # GAUGE CALIB. VERIFIED SPECIFIED AVERAGE D.F.T. D.F.T. THIS COAT AVERAGE D.F.T. LAST COAT TOTAL AVERAGE D.F.T.			Inspector's Signature: Tom [Signature] DATE: 10/26/06		



NOT AUSER BROKE + BLASTING DOWN IN 1/2 HRT

LOST BLAST CHAS APP 2005 F SPAN III  
 SPAN III + II  
 PRIME DFT 3-5 MILS  
 product was up to 135° AT ONE TIME DUE TO PLACEMENT BY COMPRESSOR

BAY 5 / SPAN III  
 BAY 1, 2, 3, PARTS 4, 5 SPAN II

NOTE: ① 3 workers LEFT JOB AT 2:30 AM DUE TO FATIGUE  
 ② workers PAINT SHIFT RAN FROM 8 AM 10/25 - 7 PM 10/26.  
 ③ PRIMER WAS THICK + WAS NOT SPRAY

3-5 MILS 6-7 MILS  
7

2.4

FORM 5

DFT MEASUREMENT WORKSHEET										DATE: 10/27/06 M T W R (F) S U # 2 Pg of 2					
PROJECT/CLIENT: PADOT										PROJECT#: _____		COPY			
LOCATION: SPAN 3 BAY 5 + SPAN 2 BAY 5										INSPECTOR: I		QC Mgr Proj Mgr		Client	
DESCRIPTION: PRIMER 2 COAT SYSTEM GALVA PACK										SPEC#: SPECIAC PROU		REVISIONS: S.W. DATA SHEETS			
ITEM:					ITEM:										
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
BAY 5	A	8.6	6.3	5.9				A	8.5	10.6		39.9			7.9
SPAN II BAY 6	B	7.7	6.4	6.1				B	6.6	8.7		35.5			7.1
SPAN II Bay 7	C	7.7	6.2	8.5				C	7.9	5.8		36.1			7.2
	D							D							
	E							E							
Approx. #/m <sup>2</sup>					Approx. #/m <sup>2</sup>										
Specified DFT					Specified DFT										
mils/μm					mils/μm										
Total Avg.					Total Avg.										
mils/μm					mils/μm										
Reference Inspection Report #					Reference Inspection Report #										
for application record					for application record										
ITEM:					ITEM:										
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
SPAN II BAY 6	A	8.2	5.8	4.9				A	7.2	3.5		29.6			5.9
	B	6.9	6.0	6.1				B	5.2	4.7		28.9			5.8
	C	4.8	4.3	3.7				C	4.0	3.9		20.7			4.1
	D	7.4	5.3	6.0				D	5.2	6.0		29.9			6.0
	E	6.9	6.9	7.1				E	4.1	2.0		3.2			6.4
Approx. #/m <sup>2</sup>					Approx. #/m <sup>2</sup>										
Specified DFT					Specified DFT										
mils/μm					mils/μm										
Total Avg.					Total Avg.										
mils/μm					mils/μm										
Reference Inspection Report #					Reference Inspection Report #										
for application record					for application record										
ITEM:					ITEM:										
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
SPAN II Bay 7	A	7.2	3.5	4.0				A	8.2	5.3		28.2			5.6
	B	4.6	3.4	4.8				B	4.5	4.5		21.8			4.4
	C	4.9	3.4	4.5				C	3.9	4.1		20.8			4.1
	D	4.6	5.8	6.6				D	5.9	4.2		27.1			5.4
	E	3.6	3.6	5.3				E	3.1	3.8		19.4			3.9
Approx. #/m <sup>2</sup>					Approx. #/m <sup>2</sup>										
Specified DFT					Specified DFT										
mils/μm					mils/μm										
Total Avg.					Total Avg.										
mils/μm					mils/μm										
Reference Inspection Report #					Reference Inspection Report #										
for application record					for application record										
D.F.T. GAUGE CALIBRATION RECORD															
GAUGE TYPE MODEL	GAUGE SERIAL #	PLATE/ SHH mils/μm	SMR	ADJUST +/-	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT								
INSPECTOR'S SIGNATURE _____ DATE _____															

LOWTILAK NCAS  
PRIMER  
PRIMER  
PRIMER

SPAN III Bay  
SPAN II Bay 6  
SPAN II Bay 7

PRIMER

PRIMER

PRIMER 3-5 MILS DFT + UPTO 7 MILS AS PER  
SHIRWIN WILLIAMS TECH SERVICES REVIEW TOM TUNNEY PSA 10/25/06  
PS 1 OF 2 80% = 2.4 MILS 120% = 8.4 MILS

FORM 5

<b>DFT MEASUREMENT WORKSHEET</b>										DATE: M T W R F S S U # <u>3</u> Pg of					
										PROJECT#: _____					
										INSPECTOR: _____					
PROJECT/CLIENT: _____										QC Mgr _____					
LOCATION: _____										Client _____					
DESCRIPTION: _____										SPEC#: _____					
REVISION#: _____															
ITEM: _____										ITEM: _____					
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
SPAN # Bay 8	A	3.2	5.4	5.6				A	A	8.3	4.6	X	27.1		5.4
	B	4.8	3.2	7.3					B	5.1	4.5	X	24.9		5.0
	C	7.7	4.9	8.3					C	8.7	6.9	X	36.5		7.3
	D	8.2	5.0	8.5					D	7.2	6.2	X	35.1		7.0
	E	6.8	5.4	6.9					E	8.0	5.2	X	32.3		6.5
Approx. $\mu^2/m^2$							Approx. $\mu^2/m^2$								
	Specified DFT	mils/ $\mu$ m	Total Avg.	mils/ $\mu$ m				Specified DFT	mils/ $\mu$ m	Total Avg.	mils/ $\mu$ m				
Reference Inspection Report # _____ for application record										Reference Inspection Report # _____ for application record					
ITEM: _____										ITEM: _____					
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
SPAN # Bay 9	A	3.6	3.7	8.4				A	A	6.3	5.4	X	27.4		5.5
	B	4.5	4.4	8.1					B	5.3	6.2	X	28.5		5.7
	C	6.6	6.8	5.3					C	4.4	3.8	X	26.9		5.4
	D	3.8	4.8	5.9					D	4.4	5.3	X	24.2		4.8
	E	5.9	4.8	5.0					E	4.3	4.7	X	24.7		4.9
Approx. $\mu^2/m^2$							Approx. $\mu^2/m^2$								
	Specified DFT	mils/ $\mu$ m	Total Avg.	mils/ $\mu$ m				Specified DFT	mils/ $\mu$ m	Total Avg.	mils/ $\mu$ m				
Reference Inspection Report # _____ for application record										Reference Inspection Report # _____ for application record					
ITEM: _____										ITEM: _____					
LOCATION	AREA	SPOT READINGS						LOCATION	AREA	SPOT READINGS					
		1	2	3	Total	%Min	Avg			1	2	3	Total	%Min	Avg
SPAN # Bay 10	A	7.4	8.0	6.0				A	A	5.9	7.9	X	35.2		7.0
	B	6.6	7.6	8.5					B	4.9	5.6	X	33.2		6.6
	C								C						
	D								D						
	E								E						
Approx. $\mu^2/m^2$							Approx. $\mu^2/m^2$								
	Specified DFT	mils/ $\mu$ m	Total Avg.	mils/ $\mu$ m				Specified DFT	mils/ $\mu$ m	Total Avg.	mils/ $\mu$ m				
Reference Inspection Report # _____ for application record										Reference Inspection Report # _____ for application record					
<b>D.F.T. GAUGE CALIBRATION RECORD</b>															
GAUGE TYPE	GAUGE SERIAL #	PLATE/SHIM mils/ $\mu$ m	BMR	ADJUST $\pm$	SPEC. AVERAGE COAT	D.F.T THIS COAT	D.F.T LAST COAT								
										INSPECTOR'S SIGNATURE _____					
										DATE _____					

*Pinner*

*Pinner*

*Pinner*

PROJECT 4265-A01  
 CONTRACT # 71544  
 CONTRACTOR CORCOW (SUB) 8AM 10/25 - 6PM 10/26

152275

NO. OF MEN 4 BLASTERS, 1 MECHANIC, 5 LABORS  
2 SUPT  
 EQUIPMENT 1 COMP, 2 DUST COLLECTORS, 1 VAC TRUCK  
3 RICKS, 1 BOXTR, 1 STAKE BODY, 2 AIRLESS  
SPRAYERS, 1 FORKLIFT, 2 RAPID DEPLOYMENT VEHICLES

BOOK # 445487  
 PAGE 1 of 2  
 OFFICE # VT/ny  
 DATE 10/25/06

ITEM NO/TYPE/FUNDING      ITEM DESCRIPTION      PLAN      LOCATION      ACTUAL

9070-0001-02 PAINTING OJINS ACC BRIDGE PAINTING L.S.  
 P/S 0+00-0+00.00

A/S SPAN III BAY V, SPAN II BAY 1, 2, 3, 4, 5  
 CONTRACTOR MOBILIZED ON SITE AT APPROX 8AM + BESAW  
 CONTAINMENT ERECTION SPAN III + II, AT 9AM REDUCED  
 LANE TO SINGLE LEFT LANE, CONTRACTOR MOBILIZED  
 IN RIGHT LANE + BESAW CONTAINMENT CURTAIN USING  
 2 RAPID DEPLOYMENT VEHICLES, ENGINEER FROM M.D.E. INC.  
 MR ISABELO TOLGDO CAME OUT TO SITE + REVIEWED  
 + ACCEPTED CONTAINMENT AT 2:20PM, CONTRACTOR BESAW  
 BLASTING AT 3:20PM, ONE CONTAINMENT TRUCK AUSER BROKE  
 DOWN AT 4:30PM + WAS NOT ON LINE UNTIL 5:45AM.

REVIEWED BLAST AREAS AT THAT TIME + MADE COMMENTS  
 TO BLASTERS WITH REGARD TO SP-10 CONDITION. AT  
 8:25 PM I CALLED TOM CALLANAN OF SHERWIN-WILLIAMS  
 TECH SERVICES. TO ASK HIS OPINION ON DAVE (CORCOW SPT)  
 REQUEST TO BE ALLOWED TO LAY A HEAVIER WFT ON  
 PRIME COAT TO <sup>REDUCE THE</sup> ~~ALLOW A GREATER~~ MARGIN OF ERROR  
 FOR DFT. MEASUREMENTS; SPECS STATE 3-5 DFT, MR  
 CALLANAN GAVE ALLOWANCE FOR UP TO 6-7 DFT WITH  
 MINOR #S OF 8 MIL DFT. AT 2:30 AM THURSDAY  
 3 WORKERS; 2 BLASTERS + 1 LABOR LEFT JOB DUE TO  
 FATIGUE. AT APPROX 3:15 AM PRODUCTION BLASTING  
 WAS COMPLETED, I WENT INTO CONTAINMENT +  
 MARKED DEFICIENT AREAS. THESE AREAS WE REBLASTED  
 + BLAST WAS ACCEPTED AT 4:45 AM. PAINT PRIMER  
 WAS MIXED (GALVA PAC) WITH ACCELERATOR (40Z-19AL)  
 AT APPROX 4:20 AM. PRODUCT WOULD NOT GO THROUG  
 LINES OF PAINT SUNS. PAINT KIT WAS DISGRANDED.

7AM WEDNESDAY - 7AM THURSDAY  
 HOURS WORKED 9402=24hrs      INSPECTORS SIGNATURE [Signature]

PROJECT 4265-A01  
 CONTRACT # 71544  
 CONTRACTOR CORCOW (SUB)  
 NO. OF MEN D  
 EQUIPMENT REFER TO 152275

152276

BOOK # 445487  
 PAGE 2 of 2  
 OFFICE # ST/11/11  
 DATE 10/25/06

ITEM NO/TYPE/FUNDING      ITEM DESCRIPTION      PLAN      LOCATION      ACTUAL

9070-0001-02 PAINTING USING ACC BRIDGE PAINTING L.S.  
 P.S. 0+00-0+00.00

A.S. SPAN III BAY II, SPAN II BAY 1,2,3,4,5  
 AT 5:30 AM, NEW KIT WAS UTILIZED AT 5:45 AM  
 WITH NO ACCELERATOR + WAS ~~THIN~~ REDUCED WITH  
 8.5% BY VOL WITH MEK. PAINT STILL PROVED TO BE  
 PROBLEMATIC WITH FINGERING + RUNS. BETWEEN APPROX.  
 4:20 AM - 8 AM 6 KITS WERE MIXED WITH POOR RESULTS  
 AT THE SUN END. PAINT APPEARED TO BE VERY LOW IN  
 VISCOSITY VERY THICK ALMOST CLAY LIKE IN APPEARANCE.  
 NOTE: RANDY BURGARD + DOUG THOMPSON (PAOOL)  
 ON SITE AT 10:30 - 11:30 PM. THOMAS CACCIANIAN  
 SHERWIN WILLIAMS ON SITE 5 AM - ? (I LEFT AT 7 AM)  
 CHARLIE STUART (KTA) ON SITE THROUGHOUT NIGHT  
 + UP TO 3:30 PM THURSDAY 10/26/06  
INCOMPLETE PAY OLS

9075-0001-02 CONTAINMENT L.S.  
 P.S. 0+00-0+00.00

A.S. SPAN III BAY 5 + SPAN II BAY 1,2,3,4,5  
 CONTAINMENT WAS PLACED AT ABOVE LOCATION  
 AND APPROVED BY ENGINEER. MONITORED AT VARIOUS  
 TIMES THROUGHOUT NIGHT MINOR DISCHARGES WERE OBSERVED  
 WITH ONE INSTANCE THAT NEEDED MOVE TARPING.  
INCOMPLETE PAY OLS

0901-0001-01 MPT

PLANTS EXITING PROJECT

REVIEWED MPT G5 SB AT 7:15 PM, 10 PM + 1:45 AM  
 SIGNS, + DEVICES UP + OPERATIONS

HOURS WORKED

7 AM - 7 AM Thursday  
 9402 = 24 hrs

INSPECTORS SIGNATURE

PROJECT 4265-A01  
 CONTRACT # 71544  
 CONTRACTOR CORCON (SUB) 8AM 10/25 - 6PM 10/26

152277

NO. OF MEN 2 PAINTERS, 1 MECHANIC, 2 SUPT, 4 LABOYS  
 EQUIPMENT 1 COMP, 1 ASTRUCK, 3 PICKUPS, 1 BOX TR  
1 STAKE BODY, 2 AIRLESS SPRAYERS, 2 RAPID DEFLECTOR  
VEHICLES

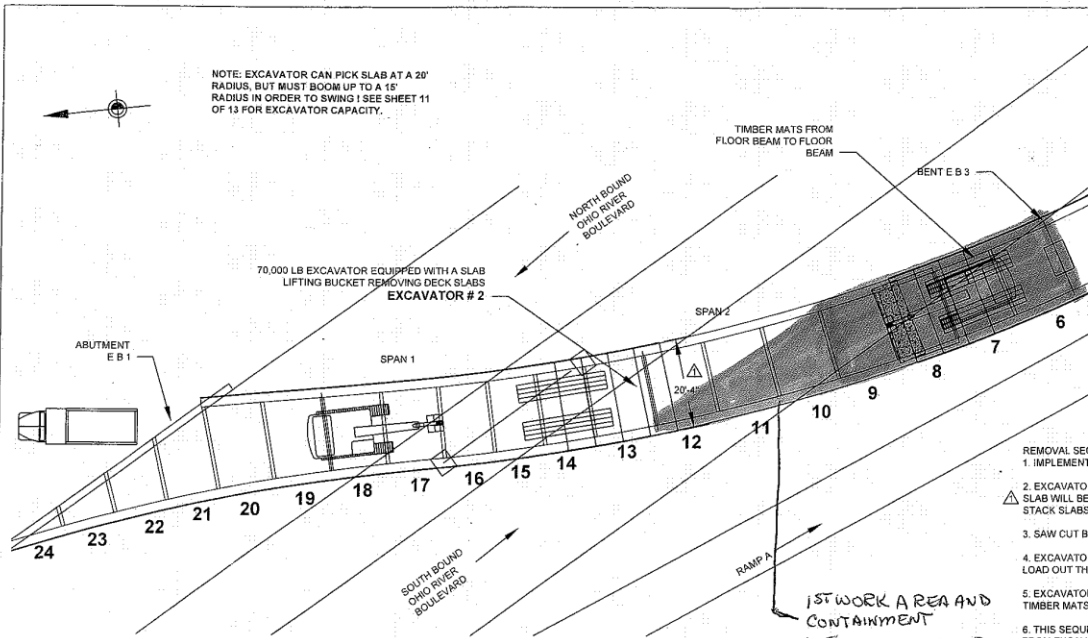
BOOK # 445487  
 PAGE 1  
 OFFICE # 170/1  
 DATE 10/26/06

ITEM NO/TYPE/FUNDING      ITEM DESCRIPTION      PLAN      LOCATION      ACTUAL

9070-0001-02 PAINTING USING ACC BRIDGE PAINTING LS  
 P.S. 0+00-0+00.00  
 A.S. SPAN III BAY II, SPAN II BAY 1, 2, 3, 4, 5  
 I WENT HOME AT 7 AM + CHARLIE STOVART (KTH) STAYED  
 ON SITE. I RETURNED AT 2 PM + WAS TOLD BY MR  
 STOVART THAT BY 10 AM AGREEMENT WAS REACH BY  
 CORCON + SHERWIN WILLIAMS THAT MATERIAL WAS TOO  
 THICK. NEW MATERIAL WAS BROUGHT OUT + 4 KITS WERE  
 MIXED WITH ACCELERATOR + GOOD RESULTS WERE ACHIEVED  
 BUT BY 11:30 5TH KIT PROVED TO BE PROBLEMATIC  
 + LINE + SUN CLOSED. CONCERN WAS IF UNBLASTED  
 AREAS WOULD "RUST BACK". VARIOUS ATTEMPTS WERE  
 MADE TO PAINT PRIMER COAT. CONTRACTOR RAN OUT  
 OF MATERIAL AFTER PLACING A LIGHT COATING ON  
 EXPOSED STEEL TO PREVENT "RUST BACK". THE ONLY  
 MATERIAL LEFT WAS PREVIOUSLY UNUSABLE KITS. DAVE  
 OF CORCON INFORMED ME AT 3:20 PM THAT THEY INTENDED  
 TO COMPLETE PRIMER APPLICATION USING THICK MATERIAL  
 USING BRUSH + ROLLER. I CALLED TOM CALLAWAY OF  
 SHERWIN WILLIAMS IF HE HAD ISSUE. HE SAID NO. I  
 CALLED RANDY BUYSARD PAINT IF HE HAD ISSUES.  
 HE CALLED DOUS THOMPSON (PAINT) + DIRECTED ME  
 TO TELL DAVE TO NOT USE SUSPECT MATERIAL  
 WHICH I DID AT APPROX. 3:35 PM. DAVE HAD  
 DISCUSSION WITH RANDY + AT APPROX 4:00 PM TOLD  
 ME THAT THEY WOULD END WORK FOR DAY + AT  
 APPROX 6 PM LANE + OPERATION WAS ENDED.

0901-0001-01 MPT  
 P/S + A/S ENTIRE PROJECT  
 RANDY BUYSARD TOLD ME BY PHONE MESSAGE LANE  
 WOULD BE TAKEN DOWN AT 3 AM THIS DATE 10/27/06  
 HOURS WORKED 2PM-9:30PM NO CONC 7.5hr 9402      INSPECTOR'S SIGNATURE [Signature]

DU



NOTE: EXCAVATOR CAN PICK SLAB AT A 20' RADIUS, BUT MUST BOOM UP TO A 15' RADIUS IN ORDER TO SWING 1 SEE SHEET 11 OF 13 FOR EXCAVATOR CAPACITY.

**DECK REMOVAL NOTES:**

1. GULISEK CONSTRUCTION COMPANY WILL PROVIDE ALL TRAFFIC CONTROL, (I.E. LANE CLOSURES WHILE REMOVING PARAPET AND DECK). A GROUND PERSON EQUIPPED WITH A MEANS OF COMMUNICATION MONITOR THE AREA BELOW THE BRIDGE. 15 MINUTE TRAFFIC CLOSURES WILL BE IMPLEMENTED WITH STATE TROOPERS AS NEEDED AS SHOWN ON SHEET 5 OF 13 OF THE STRUCTURE TRAFFIC CONTROL PLAN.
2. THE SAW AND LIFT METHOD WILL BE USED TO REMOVE THE BRIDGE DECK. FAY COMPANY WILL PROVIDE LAYOUT OF BEAMS AND SAW CUT LINES ON THE BRIDGE DECK. THE BEAMS WILL BE LAID OUT IN ORANGE PAINT AND THE SAW CUT LINES WILL BE LAID OUT IN GREEN PAINT. DECK THICKNESS WILL BE VERIFIED TO ENSURE THE BEAMS ARE NOT CUT DURING THE SAWING OPERATION.
3. A 65 H.P. DIAMOND SAW WILL BE USED TO SAW THE BRIDGE DECK.

4. TWO 70,000 LB EXCAVATORS EQUIPPED WITH SLAB LIFTING BUCKETS (ONE ON EACH SIDE OF CENTER LINE) WILL BE USED TO REMOVE DECK SLABS. 4' X 20' X 1" THICK TIMBER MATS WILL BE PLACED OVER THE TWO FLOOR BEAMS SHOWN TO SPAN THE SAW CUT SLABS OF ADJACENT BAY TO AID IN TIME RESTRAINTS WITH TRAFFIC. THE EXCAVATORS WILL ALTERNATE LIFTING SLABS IN SPAN 2 SO THAT BOTH EXCAVATORS ARE NOT IN THE SPAN 2 AT THE SAME TIME.
5. THE EXCAVATORS WILL WALK THE SLABS BACK TO TRI-AXLE DUMP TRUCKS WAITING AT THE ABUTMENTS. THE SLABS WILL BE DOWN SIZED IF NECESSARY AND LOADED ONTO THE TRUCKS. ALL CONCRETE SLABS WILL BE DISPOSED OF AT AN OWNER APPROVED WASTE AREA.

- REMOVAL SEI  
1. IMPLEMENT
2. EXCAVATO  
SLAB WILL BE  
STACK SLABS
3. SAW CUT B
4. EXCAVATO  
LOAD OUT TH
5. EXCAVATO  
TIMBER MATS
6. THIS SEQUI  
FROM EXCAV.  
DECK HAS BE  
EACH SLAB W  
NOT STACK S

1ST WORK AREA AND  
CONTAINMENT  
NOTE: INCLUDES SPAN 3  
- BAY 5 TOUCHUP FROM  
PREVIOUS OPERATION.  
NORTH CROSS BEAM IS PRIMED  
& HAS 2 AREAS TO REBLAST.  
REMAINING SURFACES  
HAVE A MIST COAT OF  
FINISH COAT MATERIAL.

REVISION	
1	R

PROJECT: SR 8043  
TITLE: DECK REMO

PREPARED BY:  
JOSEPH B. FAY CO.  
100 SISKY LANE  
ROCKPOINTE BUSH  
TARENTUM, PA 1500  
724-265-4800





KTA-TATOR, INC.  
115 Technology Drive  
Pittsburgh, PA 15275  
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### Coating System Inspection Report

#### SEW ACCELERATED SYSTEM BRIDGE STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION						Sheet 1 of	IR No.: 17
Client: <u>SHERWIN WILLIAMS</u>	Contractor: <u>CORCON</u>		Inspector: <u>C. STUART</u>		KTA Job No. <u>260259</u>		
Client Contact: <u>MARK HUDSON</u>	Supervisor/Foreman: <u>MIKE MAJAS</u>		Date: <u>10/27/06</u>		Project: <u>CALIFORNIA AVE BRIDGE</u>		
Project: <u>CALIFORNIA AVE BRIDGE</u>	Crew Start: <u>7:00 AM</u> Stop: <u>12:00 AM</u>		Date: <u>10/27/06</u>		Shift: <u>DAY / NIGHT</u>		
Shift: <u>DAY / NIGHT</u>	Inspector Start: <u>10:00 AM</u> Stop: <u>12:00 AM</u>		Day: <u>FRIDAY</u>		Work activities performed today: <u>SET UP CONTAINMENT &amp; RAPID DEPLOYMENT SYSTEM; PERFORM DFT'S ON PRIME COAT; TOUCH UP PRIME COAT; REBLAST &amp; PRIME BARE STEEL LEFT FROM YESTERDAY @ 400 IP</u>		
Span <u>2</u> (Show location on drawing):	Control Panel Placement (Show location on drawing): <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Bay <u>6, 7, 8, 9 (FULL BAYS)</u> <u>10, 11, 12</u> (Show location on drawing): <u>(PARTIAL BAYS)</u> <u>(SEE DWG REPORT #16)</u>		Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing): <u>9:10 SETTING UP CONTAINMENT</u>		
ABRASIVE BLASTING (REBLAST)							
Start time: <u>11:30 AM</u>	Stop time: <u>1:30 PM</u>	Rework time: <u>2 HRS</u>					
Number of blasters: <u>2</u>	Square feet blast cleaned: <u>~400</u>	Total Manhours (# of men x hours): <u>4</u>					
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
<u>SEW/ CORCONAVE 1 PRIME R</u>	<u>12</u>	<u>A109 2161F B1 R1536</u>	<u>2</u>	<u>2:45 PM</u>	<u>5:20 PM</u>	<u>0</u>	
Recoat Times	Coat 1:	Coat 2:	Coat 3:				
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average	Start	Stop	MPT Time	
Coat 1	<u>5</u>	<u>15.6</u>	<u>5.6</u>	<u>FRIDAY 9:00 AM</u>	<u>SAT 6:30 PM</u>	<u>33 1/2 HRS</u>	
Coat 2	<u>FLANGES &amp; VERTICALS, ROBS LOW - AREAS</u>			Comments: <u>SOUTHBOUND LANE</u>			
Coat 3	<u>RESPRAYED TODAY TO RAISE FILM THICKNESS</u>						
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
<u>(SEE IR 16 SHEET B)</u>							
Comments: <u>ARRIVED ON SITE AT 10:00 AM TO TRAIN PEN DOT INSPECTORS HOW TO TAKE DFT'S ON A COATING SYSTEM - WE REVIEWED REQUIREMENTS OF PA-2 AND I DEMONSTRATED HOW TO USE TYPE 2 GAGES AND TO SET CALIBRATION TO THE RANGE OF USE. CORCON IS SETTING UP CONTAINMENT &amp; RAPID DEPLOYMENT SYSTEM. 11:00 WALKED DOWN CONTAINMENT WITH RANDY BURGARD, PEN DOT; MARK HUDSON, SEW AND DOUG TOMPSON, DOT ENGINEER. ALSO PRESENT WAS JOHN ZAMOSKY THE NEW DOT INSPECTOR WHO TOOK OVER FOR TOM TOURNEY.</u>							
Inspector: <u>C. STUART</u>	Reviewed By:						
Signature: <u>C. Stuart</u>	Date: <u>10/27/06</u>	Signature:	Date:				
Distribution: <input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other				

**SEW ACCELERATED SYSTEM BRIDGE STUDY - CALIFORNIA AVE BRIDGE**

Project: \_\_\_\_\_ Name: C. STUART Date: 10/27/00 Sheet 2 of \_\_\_\_\_ IR No.: 17

**Complete items below when required by scope of services**

**STAFFING/EQUIPMENT**  
(List separately: Subcontractors, Change Orders, T&M, and Protest Work)

No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work
	<u>(SEE REPORT 16 SHEET 9)</u>			

**COMMENTS**

THE PURPOSE OF THE WALKTHROUGH WAS TO DETERMIN IF THE STEEL NEEDED TO BE BRUSH BLAST CLEANED DUE TO FLASH RUSTING. ALL PARTIES AGREED TO REBLAST APPROX. 400#.

NOTE: SOME OF THE AREA MIST COATED LAST NIGHT WAS DARK AND IN MY OPINION AT LEAST QUESTIONABLE FOR FLASH RUSTING. THROUGHOUT THE LENGTHY TIME PERIOD BETWEEN COMPLETION OF BLAST CLEANING OPERATIONS AND RESOLUTION OF THE PRIMER SPRAYABILITY PROBLEM YESTERDAY THE SUBSTRATE STARTED TO LOOK DARKER. <sup>AS TIME ELAPSED</sup> ~~PARTICULARLY~~ RELATIVE HUMIDITY INSIDE CONTAINMENT GOT AS HIGH AS 70%+ AND HEAT WAS INDUCED TO LOWER RH. AND MAINTAIN DEW POINT LOW. TOM TOURNEY WAS TAKEN ON A WALKTHROUGH PRIOR TO MY DEPARTURE AND THE QUESTIONABLE AREAS DISCUSSED. SINCE THE SHERWIN WILLIAMS REPS. WERE NOT CONCERNED, TOM <sup>AGREED</sup> ~~DECIDED~~ TO APPLY A MISTCOAT TO PREVENT FURTHER DETERIORATION OF CLEANLINES.

ALL AREAS WERE REBLASTED TO SP-10, THE AREAS WERE INSPECTED AT 1:55 PM WITH MARK HUDSON PRESENT. REBLAST & BLOWDOWN TOOK ~ 3 HRS

2:15 S&W DELIVERED 6/5 GAL KITS OF FAST CLAD URETHANE  
PART A: 0X2435B (4 KITS) 0X3435Q  
PART B: R212L

2:30 CONTRACTOR PURGED SPRAY LINES OF MEK WITH S&W R7 K15 REDUCER.

2:44 FIRST KIT OF PRIMER MIXED WITH ACCELERATOR ADDED AT 2:50 AM MATERIAL TEMP IS 51°F.

S&W ACCELERATED SYSTEM BRIDGE STUDY - CALIFORNIA AUB BRIDGE

Project	Name: C. STUART	Date:	Sheet 3 of	IR No.: 17
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

COMMENTS

2:50 SPRAY APPLICATION OF PRIMER COMMENCED USING AIRLESS SPRAY. 2 MEN APPLYING MATERIAL. THE PRIMER IS STILL FINGERING ON THE OUTSIDE OF THE SPRAY PATTERN.

2:55, 3:15 AND 3:46 ADDITIONAL KITS OF PRIMER MIXED.

3:50 LIGHT RAIN - SPRAY APPLICATION OF PRIMER COAT COMPLETE.

NOTE: AT THE REQUEST OF DAVE HATNERHILL I CALLED MARK HUDSON TO ASK 2 QUESTIONS.

① IN SPAN 3 BAYS, ALL BUT THE SECTION ABOVE CONCRETE PIER IS ~~NOT~~ COATED WITH FINISH COAT. DAVE WANTED TO KNOW IF SANDING WAS REQUIRED. MARK REPLIED THAT SANDING WAS NOT REQUIRED - BLOW DOWN DUST & SOLVENT CLEAN WITH MEK.

② CORONA 1 ZINC PRIMER WAS SPRAYED OVER THE TOP COATED OVERLAP AREA OF SPAN 3 BAYS. ~~THE~~ DAVE WANTED TO KNOW WHAT ACTION WAS REQUIRED. PER MARK HUDSON NO ACTION WAS REQUIRED, FINISH COAT COULD BE SPRAYED ON TOP OF THE ZINC.

5:20 PRIME COAT APPLICATION COMPLETE.

6:15 CORCON SET UP A HEAT CANNON INDIRECT ~~HEAT~~ HEATER WITH 2/10" DUCTS TO INDUCE HEAT INTO THE ENCLOSURE TO ACCELERATE CURE OF PRIME COAT.

6:25 HEAT RUNNING

7:55 JOHN ZAMOSKY AND I STARTED DFT MEASUREMENTS OF THE PRIME COAT. MANY OF THE VERTICAL STIFFENERS AND TOPS & BOTTOMS OF BEAM FLANGES WERE LOW IN FILM THICKNESS, (.85 TO 1.75)

S&W ACCELERATED SYSTEM BRIDGE STUDY - CALIFORNIA AVE BRIDGE

Project	Name: C. STUART	Date: 10/27/06	Sheet 4 of	IR No: 17
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Complete items below when required by scope of services

**STAFFING/EQUIPMENT**  
(List Separately: Subcontractors, Change Orders, T&M, and Protest Work)

No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

WHEN CORCON SAW A TREND OF CONSISTANT LOW DFT'S ON VERTICAL STIFFENERS & FLANGES THEY DECIDED TO MIX MATERIAL AND RESPRAY ALL AFFECTED AREAS. FINISH COAT WILL NOT BE APPLIED UNTIL TOMORROW.

12:00 AM DEPARTED JOB SITE

NOTE: DFT'S TAKEN TODAY WILL BE CALCULATED AND APPEAR IN TOMORROW'S REPORT

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Daily Painting  
 Inspection Report

SEW ACCELERATED SYSTEM BRIDGE STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION										Sheet 6 of 17	IR No.: 17	
Client: <u>SHERWIN WILLIAMS</u>			Contractor: <u>ORCON</u>			Inspector: <u>C. STUART</u>						
Client Contact: <u>MARK HUDSON</u>			Supervisor/Foreman: <u>MIKE MALLIS</u>			KTA Job No. <u>260259</u>						
Project: <u>CALIFORNIA AVE BRIDGE</u>			Crew Start:		Stop:		Date: <u>10/27/06</u>					
Shift:			Inspector Start: <u>10:00 AM</u>		Stop: <u>12:00 AM</u>		SAT. <input type="checkbox"/>		M T W TH <input checked="" type="checkbox"/> S S			
Work activities performed today: <u>(SEE SHEET 1)</u>												
AMBIENT CONDITIONS												
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed		
CONTAINMENT	11:00 <sup>AM</sup>	54	47	59	40	54						
RAMP	3:27 <sup>PM</sup>	55	47	54	38	55						
CONTAINMENT	3:54 <sup>PM</sup>	53	48	69	43	52						
RAMP	5:08 <sup>PM</sup>	51	47	75	43	51						
CONTAINMENT	5:58 <sup>PM</sup>	50	48	87	46	55				<u>(RECOMMENDED INDUCING HEAT)</u>		
SURFACE PREPARATION												
Item(s) Prepared or Item No. (Sketch location on T3060-6)		6:53 <sup>PM</sup> CONTAINMENT		DE WB RH DS		60 55 73 51 59		<u>(AFTER HEAT INDUCED)</u>				
Operations Reviewed or Tests Performed				Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Test section prepared												
Condition of edges, weld spatter, fins, slivers, etc.												
Grease, oil, contaminant removal												
No visible moisture												
Protective coverings in place												
Dust and abrasive removal												
Clean and dry abrasive												
Other:												
Compressed Air Cleanliness		Location / Time		Results								
Degree of Cleanliness		Specified		Actual		<u>N/A</u>						
Surface Profile (affix test tape to report)		Specified		Actual								
Soluble Salt Contamination		Specified		Actual (µg/cm²)								
Method of Surface Preparation & Equipment		<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:										
Abrasive Media Manufacturer:		Type	Size	Base Metal Reading (BMR)		Record in mils						
				Nozzle Air or Water Pressure		Record in psi						
Inspector: <u>C. STUART</u>				Reviewed By:								
Signature: <u>C. Stuart</u>				Date: <u>10/29/06</u>				Signature: _____ Date: _____				
Distribution:		Client		Contractor		KTA PM		Other				

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T3060-A

**S&W ACCELERATED SYSTEM BRIDGE STUDY - CALIFORNIA AVE. BRIDGE**

Project: C. STUART Name: C. STUART Date: 10/27/06 Sheet 6 of IR No.:

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
1	S&W COBALT ANE 1 ZINC PRIMER	3 GAL KIT	OX2616F	ACC	R1536	ACC	NA	
2	''	''	''	''	''	''	NA	
3	''	''	''	''	''	''	NA	
4	''	''	''	''	''	''		

MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1	NO15 REDUCER		100%	0.070 3.2 OZ	61°	2:44 <sup>PM</sup>	NA	ACC	✓		✓	
2	''		''	''	62°	2:53 <sup>PM</sup>	NA	ACC	✓		✓	
3	''		''	''	61°	3:15 <sup>PM</sup>	NA	ACC	✓		✓	
4	''		''	''	60°	3:46 <sup>PM</sup>	NA	ACC	✓		✓	

COATING APPLICATION											
Item Prepared or Item No. (Note location on T3060-e)			SPAN 2 BAYS 6, 7, 8, 9. PARTIAL BAYS 10, 11, 12								
Coating being applied (primer, mid, top, touch-up)			PRIMER TOUCH UP								
Mix Number			1, 2, 3, 4								
Type of Application Equipment			AS								
Time from surface preparation to coating application			NA								
Time of Application (Start/Stop)			<del>2:45</del> 2:45 <sup>PM</sup> / 5:20 <sup>PM</sup>								
Compressed Air Cleanliness			NA								
Caulk or sealant required			NA								
Operations Reviewed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Pot Agitation			✓								
Protective Coverings in Place			✓								
Surrounding Air Cleanliness			✓								
Intercoat Cleanliness			✓								
Recoat Times Observed			✓								
Stripe coat applied				✓							
Visual Appearance (runs, drips, sags, etc.)			✓								

WET FILM THICKNESS MEASUREMENT SUMMARY (If applicable)											
Range Specified											
Range (actual)			NOT TAKEN								
Average (actual)											
Based on the information above:			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within the range specified			✓								

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Project	Name: <u>C. STUART</u>	Date: <u>11/27/06</u>	Sheet <u>7</u> of	IR No.: <u>17</u>
Instruments	Serial No. / Type	Instruments	Serial No. / Type	
Psychrometer	<u>81942 / BACH</u>	Wet Film Thickness Gage		
Surface Temperature Thermometer	<u>173764 / ATKINS</u>	Dry Film Thickness Gage	<u>K-86973 / POSITECTOR 6000</u>	
Paint Thermometer	<u>K-82294 / TAYLOR</u>	Calibration Plate(s)	<u>176126 / KTA</u>	
Comparator	<u>S SH G/S</u>	Tooke Gage		
Testex Tape (affix tape)	<u>C PG XC XC+</u>	Holiday Tester		
Micrometer <u>176304</u>				
REWORK ITEMS IDENTIFIED TODAY		REWORK ITEMS CORRECTED TODAY		
Description		Description <u>REBLAST AREAS LEFT UNPPLIED YESTERDAY</u>		
AREA(S) INACCESSIBLE FOR INSPECTION				
Note any area(s) or operations that were not observed due to inaccessibility.				
VISITOR INFORMATION				
Name	Company	Time In	Time Out	Purpose
COMMENTS				
<input type="checkbox"/> NCR# _____ issued as result of this inspection report.				
<u>N/A</u>				



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 115 Technology Drive  
 Pittsburgh, PA 15275  
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Coating System Inspection  
 Report

Sew ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE.

GENERAL INFORMATION				Sheet 1 of	IR No.: 18		
Client: <u>SHERWIN WILLIAMS</u>	Contractor: <u>CORCON</u>	Inspector: <u>C. STUART</u>					
Client Contact: <u>MARK HUDSON</u>	Supervisor/Foreman: <u>MIKE MAILUS</u>	KTA Job No. <u>260259</u>					
Project: <u>CALIFORNIA AVE BRIDGE</u>	Crew Start: <u>7:00</u> Stop: _____	Date: <u>10/28/06</u>					
Shift: _____	Inspector Start: <u>8:30</u> Stop: _____	Day: <u>SATURDAY</u>					
Work activities performed today: <u>ADDITIONAL DFT'S ON PRIME COAT REWORK AREAS; ESTABLISHED DFT CONTROL AREAS</u> <u>CORCON REESTABLISHED CONTAINMENT &amp; APPLIED SEW FASTCLAD URETHANE TOP COAT</u>							
Span <u>2</u> (Show location on drawing):	<u>2</u>	Bay <u>6, 8, 9 (FULL BAYS) 10, 11, 12</u> (Show location on drawing): <u>(PARTIAL BAYS) (SEE DWG REPORT 16)</u>					
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing):	<u>9:00 AM - 6:40 PM</u>				
ABRASIVE BLASTING							
Start time:	<u>NA</u>	Stop time:	<u>NA</u>	Rework time:	<u>NA</u>		
Number of blasters:	<u>NA</u>	Square feet blast cleaned:	<u>NA</u>	Total Manhours (# of men x hours)	<u>NA</u>		
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time STOP	Down time	Reason for downtime
<u>SEW / FASTCLAD URETHANE</u>	<u>15 GAL</u>	<u>A: OX 2435 B B: R2126</u>	<u>3</u>	<u>12:05 PM</u>	<u>2:10 PM</u>	<u>0</u>	<u>---</u>
Recoat Times	Coat 1: <u>21 HRS</u>	Coat 2: <u>NA</u>	Coat 3: <u>NA</u>				<u>NA</u>
DRY FILM THICKNESS			TRAFFIC CONTROL				
	Minimum	Maximum	Average	Start	Stop	MPT Time	
Coat 1 REINSPECTION	<u>3.7</u>	<u>15.9</u>	<u>7.6</u>	Road Closure	<u>9:00</u>	<u>6:40 PM</u>	<u>9 HRS 40 MIN</u>
Coat 2	<u>7.9</u>	<u>23.5</u>	<u>16.1</u>	Comments:	<u>THIS TIME IS INCLUDED IN</u> <u>10/27 TRAFFIC CONTROL DATA</u>		
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
	<u>(SEE IR-16 SHEET 8)</u>						
Comments: <u>ARRIVED ON SITE AT 8:30 AM, TOOK AMBIENT CONDITIONS WITH JOHN</u> <u>ZAMOSKY THEN PERFORMED DFT INSPECTION ON THE PRIME COAT AREAS</u> <u>WHICH WERE RE-SPRAYED YESTERDAY DUE TO LOW MILS (VERTICAL STIFFOVERS &amp; TOPS</u> <u>OF HORIZ FLANGES). THE DRY FILM THICKNESSES IN THE DEFICIENT AREAS</u> <u>WERE FOUND TO BE WITHIN SPECIFIED RANGE AND HIGHER. DUE TO</u> <u>THE WIDE RANGE OF FILM THICKNESS IN THE PRIME COAT - WE ESTABLISHED</u> <u>3 DFT CONTROL AREAS TO ESTABLISH A LESSOR DEGREE OF ERROR IN</u>							
Inspector: <u>C. STUART</u>	Reviewed By: _____						
Signature: <u>C. Stuart</u>	Date: _____	Signature: _____	Date: _____				
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			



S&W ACCELERATED SYSTEM STUDY - CALIFORNIA

Project:	Name:	Date:	Sheet 2 of	IR No.: 18
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

DETERMINING AVERAGE VALUES OF PRIMER AND TOP COAT.

9:48<sup>AM</sup> 5 GAL OF FASTCLAD URETHANE WAS MIXED FOR STRIPE COATING.

NOTE: THERE IS NO SPECIFICATION REQUIREMENT TO STRIPE THE TOP COAT, ONLY THE PRIME COAT, WHICH WAS NOT PERFORMED. THE CONTRACTOR CLAIMS TO BE WET STRIPING AS THEY SPRAY.

11:50<sup>AM</sup> STRIPE COAT COMPLETE.

12:05<sup>PM</sup> AIRLESS SPRAY OF FINISH COAT COMMENCED. MATERIAL WAS SPRAYED UNTHINNED. I INSURED THAT ALL APPLICATORS HAD WET FILM THICKNESS GAGES TO BETTER CONTROL THICKNESSES.

2:10<sup>PM</sup> SPAN 2 BAYS 7, 8, 9 (FULL BAYS) 10, 11, 12 (PARTIAL BAYS) ~ 2800 #

2:25<sup>PM</sup> CORCON RIGGED SPAN 3 BAYS TO APPLY TOP COAT. PRIOR TO APPLICATION THE SURFACES WERE BLOWN DOWN WITH AIR AND SOLVENT WIPED WITH MEK. THE NORTH CROSS BEAM HAS PRIME COAT ONLY THE SOUTH, EAST AND WEST SIDES WERE MIST COATED DURING THE SPAN 3 OPERATION. THIS PROCEDURE FOR TOP COATING WAS PROPOSED BY MARK HUDSON TO MYSELF AND DAVE HATHERHILL YESTERDAY. NO SANDING WAS REQUIRED.

3:15<sup>PM</sup> SPAN 3 BAY 5 FINISH COAT APPLICATION IS COMPLETE.

3:20<sup>PM</sup> JOHN ZAMOSKY (PEN DOT REP.) AND I STARTED TAKING DFT'S ON THE ~~PRIME~~ TOP COAT. HOWEVER, THE MATERIAL WAS STILL SOFT AND THE TYPE 2 GAGE WAS LEAVING MARKS AND COMPRESSING THE COATING BENEATH THE PROBE, CAUSING FALSE READINGS.

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S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project:	Name: C. STUART	Date: 10/28/06	Sheet 3 of	IR No.: 18
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Complete items below when required by scope of services

STAFFING/EQUIPMENT				
(List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

COMMENTS

At 4:30 JOHN ZANDOSKY AND I WENT BACK TO CONTAINMENT TO TAKE DFT'S ON THE FINISH COAT. WHEN WE ARRIVED, CONTAINMENT WAS DOWN AND PICKBOARDS AND RIGGING BEING REMOVED. I IMMEDIATELY DISCUSSED WITH CORCON THE NEED TO HAVE ACCESS TO ALL AREAS. CORCON COMPLIED. HOWEVER, ON THE OUTSIDE OF THE SOUTH BOUND SIDE MAIN BEAM READINGS WERE ONLY TAKEN ON THE LOWER WEB AND TOP OF FLANGE. COATING THICKNESS WAS MEASURED IN ALL OTHER CONFIGURATIONS. ADDITIONALLY, THE FINISH COAT THICKNESS WAS EVALUATED ON ALL 3 PREVIOUSLY ESTABLISHED DFT CONTROL AREAS, WHERE MEASUREMENTS OF TOP COAT SHOULD BE MORE ACCURATE.

6:00 PM DEPARTED JOB SITE

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

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KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Daily Painting  
 Inspection Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION										Sheet 1 of	IR No.: 18				
Client: SHERWIN WILLIAMS			Contractor: CORCON			Inspector: C. STUART									
Client Contact: MARK HUDSON			Supervisor/Foreman: MIKE MAILLIS			KTA Job No. 260259									
Project:			Crew Start:			Stop:			Date: 10/28/06						
Shift: DAY			Inspector Start: 8:30 AM			Stop: 6:00 PM			M	T	W	TH	F	(S)	S
Work activities performed today: (SEE SHEET 1)															
AMBIENT CONDITIONS															
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed					
BOTTOM OF CONTAINMENT	9:18 AM	50	47	80	44	49			COLD WET						
TOP OF CONTAINMENT	9:38 AM	60	53	63	47	57			"						
11 BAY 4	9:48 AM	73	59	42	49	66			"						
TOP OF CONTAINMENT	12:10 PM	59	50	52	41	55			"						
SURFACE PREPARATION															
Item(s) Prepared or Item No. (Sketch location on T3060-e)				Sat			Unsat			N/A					
Operations Reviewed or Tests Performed				Sat			Unsat			N/A					
Test section prepared															
Condition of edges, weld spatter, fins, slivers, etc.															
Grease, oil, contaminant removal															
No visible moisture															
Protective coverings in place															
Dust and abrasive removal															
Clean and dry abrasive															
Other:															
Compressed Air Cleanliness		Location / Time													
		Results													
Degree of Cleanliness		Specified													
		Actual													
Surface Profile (affix testex tape to report)		Specified													
		Actual													
Soluble Salt Contamination		Specified													
<input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Actual (µg/cm²)													
Method of Surface Preparation & Equipment				<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:			Briefly describe equipment:								
Abrasive Media Manufacturer:		Type		Base Metal Reading (BMR)			Record in mils								
		Size		Nozzle Air or Water Pressure			Record in psi								
Inspector: C. STUART				Reviewed By:											
Signature: C. Stuart				Date: 10/28/06			Signature:			Date:					
Distribution:		Client <input checked="" type="checkbox"/>		Contractor <input type="checkbox"/>		KTA PM <input checked="" type="checkbox"/>		Other <input type="checkbox"/>							

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project:		Name:		Date: 10/28/06	Sheet 5 of	IR No.: 18						
COATING MATERIALS												
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C					
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life				
1	S&W FAST CLAD URETHANE	5 GAL	0X2435B	ACC	R2126	ACC						
2	"	5 GAL	"	"	"	"						
3	"	5 GAL	"	"	"	"						
MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1	NA				53°	11:50	NA	ACC	✓			
2	NA				51°	12:12	NA	ACC	✓			
3	NA				51°	12:33	NA	ACC	✓			
COATING APPLICATION												
Item Prepared or Item No. (Note location on T3060-e)			SPAN 2 BAYS 6, 7, 8, 9 CHAMBER 10, 11, 12				SAME AREA					
Coating being applied (primer, mid, top, touch-up)			TOP STRIPE COAT				TOP STRIPE					
Mix Number			1				(PART OF) 2, 3 AND SPAN 3 BAYS					
Type of Application Equipment			AS <input type="checkbox"/> CS <input type="checkbox"/> HVLP <input type="checkbox"/> PC <input type="checkbox"/> Brush <input type="checkbox"/> Roller <input type="checkbox"/> Other				AS					
Time from surface preparation to coating application			NA				NA					
Time of Application (Start/Stop)			9:48 am				12:05 - 2:15					
Compressed Air Cleanliness			Location / Time				Results					
Caulk or sealant required			Type:				Location(s):					
<input type="checkbox"/> Yes <input type="checkbox"/> No			NA									
Operations Reviewed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Pot Agitation					✓			✓				
Protective Coverings in Place			✓			✓						
Surrounding Air Cleanliness			✓			✓						
Intercoat Cleanliness			✓			✓						
Recoat Times Observed			✓			✓						
Stripe coat applied			✓			✓						
Visual Appearance (runs, drips, sags, etc.)			✓			✓						
WET FILM THICKNESS MEASUREMENT SUMMARY (If applicable)												
Range Specified			12-15				12-15					
Range (actual)			12-15				12-15					
Average (actual)			13.5				13.5					
Based on the information above:			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Average within the range specified			NA			✓						

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

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**S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE**

Project: \_\_\_\_\_ Name: C. STUART Date: 10/28/06 Sheet 6 of \_\_\_\_\_ IR No.: 18

**REQUIRED NUMBER OF DRY FILM THICKNESS MEASUREMENTS**

- Structure/Item less than 300 ft<sup>2</sup> - Test each 100 ft<sup>2</sup> area
- Structure/Item less than 1,000 ft<sup>2</sup> - Test 3 randomly selected 100 ft<sup>2</sup> areas
- Structure/Item greater than 1,000 ft<sup>2</sup> - Test 3 randomly selected 100 ft<sup>2</sup> areas and for each additional 1,000 test 1 randomly selected 100 ft<sup>2</sup> area
- Other (Describe) 2800 # BRIDGE BEAMS & SUPPORTS

Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
SPAN 2 BAYS 6, 7, 8, 9 PARTIAL BAYS 10, 11, 12	SEE ATTACHED EXCEL SHEETS					
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average

**DRY FILM THICKNESS MEASUREMENT SUMMARY**

Item Prepared or Item No. (Note on T3060-F)	<u>SEE ABOVE</u>
Range Specified	<u>9-18 MILS</u>
Range (actual, after deduction of BMR)Ⓞ	<u>7.9 - 22.6 MILS</u>
Average (actual, after deduction of BMR)	<u>14.6 MILS</u>
Ⓞ Explain any readings #80% or #120% and actions taken to resolve: <u>ONLY 2 SPOT READINGS &gt; 22.6</u>	
<u>RESOLUTION TO BE BY SHERWIN WILLIAMS &amp; PENDOT</u>	

Based on the information above:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within range specified	✓								

**OTHER FILM MEASUREMENTS**

Additional Testing Performed:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Holiday Test <input type="checkbox"/> Low <input type="checkbox"/> High									
Adhesion Test <input type="checkbox"/> Tape <input type="checkbox"/> Knife <input type="checkbox"/> Pull-off / type:									
Tooke Gage Cutting tip <input type="checkbox"/> 1X <input type="checkbox"/> 2X <input type="checkbox"/> 10X				N A					
Cure									
Other:									

Project	Name: <u>C. STUART</u>	Date: <u>10/28/06</u>	Sheet <u>7</u> of	IR No.: <u>18</u>
Instruments	Serial No. / Type	Instruments	Serial No. / Type	
Psychrometer	<u>81942 / BACH</u>	Wet Film Thickness Gage		
Surface Temperature Thermometer	<u>173764 / ATKINS</u>	Dry Film Thickness Gage	<u>K-86973 / PASITEC 26000</u>	
Paint Thermometer	<u>R-82294 / TAYLOR</u>	Calibration Plate(s)	<u>176126 / KTA</u>	
Comparator	S SH G/S	Tooke Gage		
Testex Tape (affix tape)	C PG XC XC+	Holiday Tester		
Micrometer				
REWORK ITEMS IDENTIFIED TODAY		REWORK ITEMS CORRECTED TODAY		
Description		Description		
<b>AREA(S) INACCESSIBLE FOR INSPECTION</b>				
Note any area(s) or operations that were not observed due to inaccessibility.				
<b>VISITOR INFORMATION</b>				
Name	Company	Time In	Time Out	Purpose
<b>COMMENTS</b>				
<input type="checkbox"/> NCR# _____ issued as result of this inspection report.				
<u>N/A</u>				

ATTACHMENT TO RTA REPORT # 18  
 JOB # 260259

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note 1: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 1 PRIME COAT</b>				<b>DFT CONTROL AREA 1 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - CROSS BEAM NORTH END							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
9.7	10.7	9.6	9.3	17.5	16.3	18.8	16.8
9.4	7.7	8.2	7.7	19.6	21	18.6	19.0
6.6	7.5	7.4	6.4	13.7	14.5	15.9	14.0
6.4	7.1	7.1	6.1	22	19.6	19.1	19.5
7.7	7.1	7.1	6.6	17.1	17.4	18.7	17.0
8.4	11.2	10.4	9.3	24.3	23	23	22.7
10.4	10	8.7	9.0	15.9	17.2	17	16.0
8.4	10.1	9.9	8.7	22	20	20.9	20.2
11.4	8.9	10.4	9.5	13	12.5	12.6	12.0
8.4	7.5	8	7.2	18.8	21	19.5	19.0
8.2	7	4.8	5.9	14.4	14.1	15.5	13.9
7.3	6.3	7.3	6.2	18.1	16.9	19.6	17.5
Prime Coat Average			<b>7.6</b>	Finish Coat Average			<b>17.3</b>

<b>DFT CONTROL AREA 2 PRIME COAT</b>				<b>DFT CONTROL AREA 2 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - MAIN BEAM SOUTHBOUND, INSIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
12.3	8.2	7.9	8.7	17.9	15.5	15.5	15.6
9	8.1	10.5	8.5	16.1	14.7	15.3	14.6
10.4	10.1	10.2	9.5	19	22	19.4	19.4
8.1	9.3	8.8	8.0	20.3	21.2	21.8	20.4
9.8	10.3	10.9	9.6	23.5	23.3	26	23.5
Prime Coat Average			<b>8.8</b>	Finish Coat Average			<b>18.7</b>

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 3 PRIME COAT</b>				<b>DFT CONTROL AREA 3 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 7 - WEB FACE OF OUTSIDE MAIN BEAM NORTHBOUND SIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.6	9.1	7.7	13	17	16	14.6
10.1	13.7	11.5	11.0	19.7	22.9	22.7	21.0
10.6	9.3	10.7	9.5	16.7	15.5	16.2	15.4
7.7	5.4	7.7	6.2	12.8	13.8	14.2	12.9
9.5	8.8	9.4	8.5	15.2	14.4	14.6	14.0
7.1	8.5	7.9	7.1	15.5	13.6	15.5	14.1
10.9	10.1	10.4	9.7	19.8	20	20.3	19.3
10	10.3	9.4	9.2	15.9	15.8	15.3	14.9
6.6	6.9	6	5.8	14.4	14.2	13.7	13.4
9.3	10.6	9.1	8.9	16.6	17.1	17.3	16.3
6.8	7.8	10	7.5	14.8	15.8	13.2	13.9
8.4	8	9.9	8.0	16.8	16.9	16.8	16.1
8.7	7.6	8.9	7.7	15.3	14.7	16.2	14.7
8.2	7.7	9.3	7.7	14.8	15.5	15.2	14.4
9	9.4	7.6	7.9	14.2	14.3	13.5	13.3
Prime Coat Average			<b>8.1</b>	Finish Coat Average			<b>15.2</b>
TOP OF BOTTOM FLANGE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
11.8	11.3	8.5	9.8	21	20.5	20	19.8
8.9	9.1	6.9	7.6	17.9	16.8	15.6	16.0
8.5	7.2	7.9	7.1	17.6	18.9	18.3	17.5
8.8	8.5	9	8.0	17.8	16.2	14.4	15.4
9.3	9.1	9.5	8.6	18.3	20.9	18.5	18.5
Prime Coat Average			<b>8.2</b>	Finish Coat Average			<b>17.4</b>
BOTTOM OF LOWER FLANGE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.7	5.2	6.4	23.3	16.3	18.2	18.5
14.5	12.5	13.2	12.7	12.2	11.6	13.3	11.6
11.6	9	7.7	8.7	19.5	17.3	16	16.9
9.5	10.3	8.7	8.8	14	13	14.4	13.1
8.4	9.1	9.7	8.3	12.2	15	13.1	12.7
9.3	9.6	11.7	9.5	17.1	16.9	16	15.9
9.8	13.2	9.4	10.1	19.7	17.1	16.8	17.1
7.8	8	7.3	7.0	13.5	13.2	14	12.8
7.2	6.4	7	6.1	9.5	10.5	12.3	10.0
8.1	8.4	7.8	7.4	10.6	11.3	10.5	10.1
Prime Coat Average			<b>8.5</b>	Finish Coat Average			<b>13.9</b>



**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Additional Dry Film Thickness Readings taken outside the control areas.  
on Span 2 Bays 6, 7, 8, 9, (full bays) and 10, 11, 12, (partial bays). See Drawing.

Note 1: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

DFT WORK AREA 1 PRIME COAT				DFT WORK AREA 1 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.8	10.2	8.9	8.2	16.6	15.5	17.4	15.8
6.4	5.9	7.2	5.8	17.9	16.6	16.4	16.2
5.2	5.4	6.3	4.9	14.4	13.5	13.3	13.0
8	8.4	7.3	7.2	18.7	20	17.9	18.1
4.6	4.3	3.7	3.5	19.6	18.3	18	17.9
7	7.7	8.2	6.9	16.9	15.3	14.7	14.9
7.7	6.3	6.1	6.0	15.2	15	14.1	14.0
6.5	6.8	7.2	6.1	14.3	12.9	15.8	13.6
6.8	5.5	5.5	5.2	19.8	17.3	19.5	18.1
5.4	5.7	5.3	4.7	13.5	15	12.8	13.0
5.6	5.1	6	4.8	10.6	9.5	11.7	9.9
6.2	4.7	4.3	4.3	12.3	12.7	9.5	10.8
4.6	4.5	4.2	3.7	11	12.7	12.2	11.2
4.4	4.9	4.8	4.0	13.5	12.5	10.8	11.5
5.9	3.7	4.3	3.9	14.6	13.4	12.1	12.6
7.4	7.8	8.1	7.0	15.3	17.7	20.6	17.1
12.1	8.8	10.3	9.7	15.1	14.5	12.6	13.3
8.3	9.1	7.1	7.4	17.2	20.1	18.5	17.9
6.4	5.8	5.9	5.3	20.3	18.8	18.6	18.5
5.1	9.1	6	6.0	22.3	22.4	17.4	20.0
5.8	6	6	5.2	18.5	17	19.1	17.5
6.9	6.7	6.5	6.0	20.2	14.2	21.5	17.9
7.3	8.1	7.5	6.9	17.4	15.7	15.6	15.5
8.2	7.7	7	6.9	16.3	17.5	18.5	16.7
8.3	6.3	8.8	7.1	15.5	15.5	18	15.6
4.7	4.9	4.9	4.1	18	16.7	16.4	16.3
11.1	5.2	6.8	7.0	19	17	16.7	16.8
14.9	10.6	6.9	10.1	21.3	23	21	21.0
8	8.7	7.7	7.4	15.4	15.6	18.9	15.9
9.7	7.7	9.3	8.2	17.7	16.6	18	16.7
4.3	5.5	4.4	4.0	15.5	11.6	12.4	12.4
9.5	7.1	9.2	7.9	17.8	14.6	16.6	15.6
7.9	12.3	9.1	9.0	14	13.8	14.9	13.5
5.1	4	4.4	3.8	18.5	17.9	19.1	17.8
11.4	9.1	6.6	8.3	13.9	15.7	14.9	14.1
5	7.7	7.6	6.0	16.8	17.1	18	16.6
9.9	8	9.5	8.4	20.4	18.9	19.2	18.8
6.8	4	2.7	3.8	16.4	17.6	16.6	16.1
7.2	10	6.4	7.1	14.9	15.7	16.4	14.9
5.4	4.7	5.1	4.3	18.5	19.7	18.8	18.3
4.5	7.3	5.9	5.2	18	18	17.5	17.1
6.4	6.5	5.5	5.4	20.2	21.4	18.7	19.4
6.4	6.5	7.4	6.0	14.6	10.9	11.5	11.6

5.5	4	6	4.4	16.6	14.2	11.2	13.3
4.5	4.7	4	3.7	14.9	15.7	13.9	14.1
9.8	7	7.7	7.4	10.2	9	6.6	7.9
6.6	7.1	5.4	5.6	10	11.3	11.2	10.1
7.3	6.2	6.5	5.9	10.5	10.9	12.9	10.7
6.4	4.7	4.8	4.6	22	25	21.2	22.0
8.2	8.1	7.6	7.2	16	20.4	19.8	18.0
5.2	5.6	5.5	4.7	15.3	15.5	15	14.5
5.6	4.4	4.1	4.0	19.3	19.5	18.8	18.5
4	3.1	5.1	3.3	11.2	10.1	11	10.0
3.8	3.9	4.6	3.4	10.1	12.1	9.6	9.9
3.7	5.7	5.6	4.3	10.6	10.7	12.5	10.5
6.7	5.6	4.1	4.7	9.6	10	12.9	10.1
4	3.3	4.2	3.1	11.7	11.1	12.2	10.9
6.7	3.9	4	4.1	20.3	22	21	20.4
8.4	7.6	7.9	7.2	12.8	12.2	11.9	11.6
4	4.5	4.2	3.5	12.9	12.3	11.3	11.4
6.1	4.8	3.3	4.0	12.4	12	12	11.4
9.6	8.6	8.7	8.2	13.1	11	10.8	10.9
5.3	6.4	6.3	5.3	17.7	20.4	20.3	18.7
5	5.7	5.2	4.6	8.8	12.7	10.5	9.9
4.1	3.5	4.9	3.4	12.6	11.9	10	10.8
7.3	5.3	4	4.8	13.5	15	13.3	13.2
4.6	5.3	5.8	4.5	17.8	16.9	19.7	17.4
5.3	5.6	4.9	4.5	15	10	11.9	11.6
6.6	5.5	4.9	4.9	14.7	12.2	13.7	12.8
3.7	4.5	4.1	3.4	20.1	10.8	10.3	13.0
5.2	4.8	5.7	4.5	12.2	10.8	10	10.3
5.4	4.3	4.3	3.9	9.5	9.2	9.1	8.5
4.5	5.1	4.8	4.1	13.4	12	11.2	11.5
4.2	6.5	5.2	4.6	16.3	14.9	18	15.7
6.9	6.7	6	5.8	24	24	22	22.6
7.2	6.8	8.1	6.6	21	21	21.1	20.3
5.1	7	7.7	5.9	18.6	17.9	13	15.8
4	5.8	5.1	4.2	12.7	14.5	13.4	12.8
4.9	3.1	4.9	3.6	15.8	15.5	14.8	14.6
4.6	4.7	3.6	3.6	10.7	8	10	8.8
8	5.1	4.9	5.3	Finish Coat Average			14.6
4.1	3.2	4.1	3.1	Note: There are less readings taken on the finish coat due to contractor demobilization of the work area. Readings were taken on all representative surface configurations.			
4.9	5.2	3.4	3.8				
6.4	6.4	6.3	5.6				
4	3.5	5.7	3.7				
5.2	6.3	7.2	5.5				
4.9	4.7	4.3	3.9				
3.9	4	7.9	4.5				
5.9	4.6	5.2	4.5				
4.9	6.5	5.7	5.0				
4.3	5	4.7	3.9				
4.6	4.4	4.5	3.8				
5.2	5.2	6.2	4.8				
3.4	4	4.3	3.2				
5.2	5.4	5	4.5				

4.9	4.6	4.2	3.8
4.4	4.3	4	3.5
6.1	5.4	5.2	4.8
5	5.5	5	4.4
4.7	4.4	6.6	4.5
10.4	7.8	7.2	7.7
7.3	7.9	6.6	6.5
7.9	8.4	9.6	7.9
4.8	5.4	3.3	3.8
6.7	7.6	7.9	6.7
6.8	5.4	5.8	5.3
6.7	6.2	7.2	6.0
7.7	7.3	6.1	6.3
8.5	9.4	9.4	8.4
6.7	7.3	5.8	5.9
4	5.7	4.7	4.1
4.5	2.7	4.8	3.3
4.4	4.5	9.7	5.5
13.8	14.6	10.5	12.2
7.8	7.7	9.2	7.5
6.8	9.6	6	6.7
4.5	6.3	4.2	4.3
5.2	4.9	5.8	4.6
6.7	8.7	6.3	6.5
13.8	11.8	11.1	11.5
15.9	13.7	12.5	13.3
8.9	8.2	8	7.6
7.5	7.4	7.6	6.8
7	7.4	5.5	5.9
8.9	7	9.3	7.7
10.9	12.6	8.7	10.0
9.8	10.1	9.7	9.1
8.7	9.4	8.8	8.2
12.4	7.9	7.9	8.7
9.4	8.9	7.6	7.9
10.9	11.3	10.9	10.3
6.3	7	6.4	5.8
10	11.6	11	10.1
5.6	6.6	7.7	5.9
5.2	5.7	4	4.2
8.5	9.6	7.4	7.8
4.4	4	3.5	3.2
6.8	5.5	6	5.4
9.4	4	5.6	5.6
8.6	8.5	9.9	8.3
4.8	5.9	5.2	4.6
5	7.1	4.6	4.8
4.1	3.3	4.4	3.2
8.5	7.1	8.5	7.3
5.7	4.7	7.2	5.1
11.2	10.9	10	10.0
6.4	4.1	5.3	4.5

7.8	8.4	9.1	7.7
5.7	5.8	5.4	4.9
10	9.6	7.4	8.3
10.7	8.9	8.6	8.7
12.9	13.1	11.3	11.7
5.6	8.7	8.7	6.9
9.2	8	9.7	8.2
5	5	7.2	5.0
10	11.4	10.7	10.0
9.6	9	9.1	8.5
8.2	8.1	7.6	7.2
10.8	9.8	10.1	9.5
5.6	7.8	7.3	6.2
7.7	7.8	7	6.8
6.5	6.6	5.2	5.4
8	8	7	6.9
8.5	9.7	7.9	8.0
5.4	5.5	7	5.2
6	4.7	6.2	4.9
6.1	4	6.4	4.8
13.6	17	12.5	13.6
9.7	10.4	8.3	8.7
10.5	10.9	10.3	9.8
5.5	5.1	4.4	4.3
5.8	6.3	5.3	5.1
5.3	5.3	9.6	6.0
5.7	6.1	6.8	5.5
8.1	7.2	7.7	6.9
6.4	8.2	7.2	6.5
4.2	5	6.1	4.4
5.7	5	6.1	4.9
6.3	6.2	6.4	5.6
4	4.1	4.8	3.6
4.1	5.1	4	3.7
9.4	9.1	8.9	8.4
6.3	7.1	7.6	6.3
6.8	5.7	6	5.4
5	5	5.7	4.5
5.4	4.8	5.3	4.4
9	7.9	9.6	8.1
5.9	6.1	6.1	5.3
7.6	5.4	7.8	6.2
8.6	7.1	6.4	6.6
7.2	8.1	7.3	6.8
6.2	6.1	5.8	5.3
4.6	5.2	5.7	4.4
4.1	5	4.6	3.8
4.8	4.6	4.1	3.8
5	7.1	4.5	4.8
6	7.2	6.7	5.9
4.7	5.1	5.7	4.4
5.7	6	6.5	5.3

5.5	7.7	6.8	5.9
5.7	5.3	5.6	4.8
5.4	6.1	5.7	5.0
5	4.4	5.7	4.3
5.5	6	4.8	4.7
4.7	4.6	4.5	3.9
9.5	7.6	7.4	7.4
6.9	6.1	5.6	5.5
11.6	4.4	6.2	6.7
9.7	10.6	9.5	9.2
3.7	4.4	4.3	3.4
8.2	7.2	9.3	7.6
6.6	7.1	6.6	6.0
4.5	4.8	5.2	4.1
9	7.3	7.7	7.3
5.7	5.6	6.1	5.1
9.6	12	8.9	9.4
6.4	7.9	9.2	7.1
6.5	6.5	5.4	5.4
9.5	9.4	7.9	8.2
5.6	5.5	7.4	5.4
7.5	6.3	6	5.9
6.4	7.6	5.5	5.8
6.8	6.5	5.6	5.6
4.2	4.6	3.5	3.4
11.7	13.9	12.7	12.0
17	16	16	15.6
13	13.7	9.1	11.2
12	15	14.2	13.0
9.7	9.4	10	9.0
8.4	5.7	9	7.0
11.1	10	11	10.0
8.5	13.6	11.8	10.6
12.8	8.9	13	10.8
10.3	10.8	11.9	10.3
8.1	8.3	9.4	7.9
10.6	9.6	9	9.0
7.2	7.2	7.6	6.6
12	9.7	8.8	9.4
7.5	12	13	10.1
7.2	7.5	7.2	6.6
7.5	8.4	7.7	7.1
10.6	9	8.8	8.7
8.8	7.7	7.9	7.4
4.4	4.3	4.2	3.6
8.7	4.5	4	5.0
5.8	9.3	7.2	6.7
10.5	9.5	7	8.3
14	12	11	11.6
9.5	9.1	9.5	8.6
12	12	12.1	11.3
8.3	8.7	8.6	7.8

8.4	7.9	9	7.7
8.1	7.2	8	7.0
6.7	6.8	8.1	6.5
7.9	5.5	5.9	5.7
6.3	5.6	6.8	5.5
8.4	8.1	9.3	7.9
5.8	5.7	5.9	5.1
7.2	7.3	7.7	6.7
9.1	10.2	9.7	8.9
7.4	7.2	7.9	6.8
4.7	5.2	6.2	4.6
8.7	8.6	8.7	7.9
9.9	8.2	8.7	8.2
5.7	4.6	5	4.4
8.1	8.4	7	7.1
10.7	12	13.4	11.3
9.3	8.4	9.6	8.4
6.9	7.9	8.7	7.1
6.7	7.7	8.6	6.9
8.7	8.4	8.6	7.8
8.7	9.2	8	7.9
7.2	9.1	8.2	7.4
8.9	8.2	9.2	8.0
4	8.6	7.6	6.0
6.1	7.4	6.3	5.9
8.6	9.2	8	7.9
6.7	7.6	7.6	6.6
9.5	11.6	9	9.3
12.6	12.4	12	11.6
8.1	9.2	7.8	7.6
10	12	8.5	9.4
8.8	9	9.9	8.5
6.2	5.8	4.8	4.9
6.7	5.8	6.6	5.6
10	9.6	6.7	8.0
9	8	8.8	7.9
6.5	7	7.9	6.4
5.1	4.8	5.3	4.3
15	13	12	12.6
5.7	5.1	6.1	4.9
6.7	7.1	6.1	5.9
5.3	4.7	4.6	4.1
6.1	5.8	4.8	4.8
8.2	6.8	8	6.9
4.6	4	6	4.1
4.7	5	4	3.8
7.2	5.3	4.9	5.1
4.7	4.3	4.5	3.8
4.7	4.3	4.5	3.8
5.1	4.4	4.8	4.0
4.5	4.5	5.3	4.0
6.2	5.9	5.5	5.1

4.8	4.5	4.4	3.8
6.3	6.5	6.4	5.7
8.6	8.7	5.8	7.0
5	6.3	5.6	4.9
6	6.3	6.1	5.4
8.6	10.9	8.3	8.5
9.8	8.4	6.4	7.5
6.7	6.9	6.8	6.1
12.6	13.1	11.5	11.7
9.9	9	8	8.2
9.6	10.1	11.6	9.7
6.1	7.8	6.3	6.0
6.3	7.3	8	6.5
9.5	11	7.4	8.6
6.8	5.9	8.3	6.3
4.9	8.3	6.7	5.9
4.5	5.6	6.6	4.8
6	8.8	5.1	5.9
7.7	5.8	5.2	5.5
10.6	10.2	13.2	10.6
5.5	6.4	6.1	5.3
10.3	8.8	10.7	9.2
10	9.5	8.2	8.5
DFT'S ON RESPRAYED PRIMER AREAS			
6.8	7	6.6	6.1
9.5	5.4	4.9	5.9
5.5	5	2.3	3.5
6.6	9	8	7.1
5.7	9	8.6	7.0
4.8	5.5	4.4	4.2
7.1	5	4.8	4.9
4.9	5.9	5.6	4.7
5.9	8.8	8.7	7.1
5.6	5.6	5.6	4.9
5.3	4	5.8	4.3
5.3	4.7	4	3.9
4.7	5.5	5.5	4.5
5.4	6.3	4.5	4.7
8	9.5	8.3	7.9
5.3	4.8	5.4	4.4
4.1	4.3	5.1	3.8
4.8	3.9	3.7	3.4
4.6	5.8	4.3	4.2
5.9	4.6	4.9	4.4
4.5	5.1	4.1	3.8
4	4.5	4.6	3.6
7.3	8	5.5	6.2
4.3	4.5	4.1	3.6
7.9	9	8	7.6
6	7	8	6.3
8	5.3	6.6	5.9
5.7	7	5.7	5.4

5.6	5.3	4.7	4.5
5	5.8	4.6	4.4
4.3	4	4	3.4
<b>Primer Ave. Spot</b>			<b>6.2</b>





KTA-TATOR, INC.  
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Coating System Inspection  
Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION							Sheet 1 of 1	IR No.: 19
Client: SHERWIN WILLIAMS	Contractor: CORCON		Inspector: C. STUART					
Client Contact: MARK HUDSON	Supervisor/Foreman: MRE MAILIS		KTA Job No. 260259					
Project:	Crew Start: 7:00 Stop:		Date: 10/30/06					
Shift: DAY	Inspector Start: 8:00 Stop: 4:30 PM		Day: MONDAY					
Work activities performed today: CONTRACTOR SET UP CONTAINMENT - WORKED WITH JOHN ZAMOSKY ON DOCUMENTATION AND CALCULATING DFTS ON EXCELL SPREAD SHEET								
Span (Show location on drawing):	2 & PART OF 1		Bay 10, 11, 12, 13, 14 PARTIAL BAYS (Show location on drawing): 15, 16, 17					
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:				9:00	
ABRASIVE BLASTING								
Start time:	NA		Stop time:	NA		Rework time:	NA	
Number of blasters:	NA		Square feet blast cleaned:	NA		Total Manhours (# of men x hours)	NA	
COATING APPLICATION								
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime	
Recoat Times	Coat 1:		Coat 2: NA		Coat 3:			
DRY FILM THICKNESS				TRAFFIC CONTROL				
	Minimum	Maximum	Average	Road Closure	Start	Stop	MPT Time	
Coat 1	NA			8:00 AM	3:00 PM	7 HRS		
Coat 2	NA			Comments:	NORTHBOUND LEFT LANE SOUTHBOUND LANE 9:00 AM - 8:15 PM 11 HRS			
Coat 3	NA							
STAFFING/EQUIPMENT								
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work			
	(SEE IR 16 - SHEET 8)							
Comments: ARRIVED ON SITE AT 8:00 AM & WORKED WITH JOHN ZAMOSKY ON DOCUMENTATION. CONTRACTOR CLOSED SOUTH BOUND LANE AT 9:00 AND STARTED SETTING UP CONTAINMENT. DEPARTED AT 4:00 PM WILL RETURN AT 7:30 TO TAKE AMBIENT CONDITIONS. 7:30 PM JOHN ZAMOSKY CALLED & SAID THAT CONTRACTOR CALLED OFF OPERATION.								
Inspector: C. STUART	Reviewed By:							
Signature: C. Stuart	Date: 10/30/06	Signature:		Date:				
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other				



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Coating System Inspection  
 Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE

GENERAL INFORMATION						Sheet 1 of	IR No.: 20	
Client: SHERWIN WILLIAMS		Contractor: CORCON		Inspector: C. STUART				
Client Contact: MARK HUDSON		Supervisor/Foreman: MIKE MAILLIS		KTA Job No. 260259				
Project:		Crew Start: Stop:		Date: 10/31/06				
Shift: DAY/NIGHT		Inspector Start: 11:00 AM Stop: 4:00 AM WED		Day: TUESDAY				
Work activities performed today: SURFACE PREPARATION AND PRIME COAT APPLICATION								
Span (Show location on drawing):		2 <sup>nd</sup> PARTIAL SPAN 1		Bay 10, 11, 12, 13, 14 (FULL BAYS)		(Show location on drawing): 15, 16, 17 (PARTIAL BAYS) BAY 17 IS IN SPAN 1		
Control Panel Placement (Show location on drawing):		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:				
ABRASIVE BLASTING								
Start time: 1:35 PM WED		Stop time: 4:40 PM		Rework time: 45 min				
Number of blasters: 4/3 AFTER 4:50 BREAK		Square feet blast cleaned: ~2800		Total Manhours (# of men x hours): 28				
COATING APPLICATION								
Manufacturer / Product Name		Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
S&W/CORCONAVE 1 ZINC PRIMER		27	A30XZ616F BY R1536	3	12:02 AM	2:30	NA	NA
Recoat Times		Coat 1:	Coat 2:	Coat 3:				
DRY FILM THICKNESS				TRAFFIC CONTROL				
	Minimum	Maximum	Average	Start	Stop	MPT Time		
Coat 1	NA			Road Closure	9:00 AM	6:00 AM 12:00 PM	20 HRS	
Coat 2	NA			Comments:	CLOSE SOUTHBOUND LANE @ 9:00 AM WED OPEN @ 5:00 AM THURS CLOSE NORTHBOUND LANE @ 7:00 AM OPENED @ 12:00 PM			
Coat 3	NA							
STAFFING/EQUIPMENT								
No. of Workers or Equipment		Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
		(SEE REPORT 16, SHEET 8)						
Comments: ARRIVED ON SITE AT 11:00 AM BLAST CLEANING OPERATIONS TO START SOON, 1:35 PM BLAST CLEANING STARTED - 3 MEN BLASTING 1:40 PM SHUT DOWN BLAST CLEANING DUE TO VAC TRUCK HOSE BREAK 2:15 PM BLAST CLEANING STARTED AGAIN 4:30 PM INFORMED DAVE HAVERMILL, CORCON THAT CONDITIONS INSIDE CONTAINMENT WERE DETERIORATING - RH TO 63% AND RECOMMENDED INDUCING HEAT. 6:20 PM RH IN CONTAINMENT TO 78° HEATER IN PLACE NOW.								
Inspector: C. STUART				Reviewed By:				
Signature: C. Stuart		Date: 11/1/06		Signature:		Date:		
Distribution:		<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE

Project	Name: C. STUART	Date: 10/31/06	Sheet 2 of	IR No.: 20
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

~ 5:55<sup>PM</sup> AN AIR HOSE BLEW ON ONE OF THE BLAST LINES - CORCON DOWN TO 3 BLAST MEN.

9:40<sup>PM</sup> BLAST CLEANING COMPLETE & READY FOR INSPECTION.

10:00<sup>PM</sup> JOHN ZAMOSKY & I EVALUATED THE SURFACE PREPARATION & MARKED DEFICIENT AREAS WITH CHALK - CORCON REBLASTED DEFICIENCIES AND SURFACE PREPARATION TO SP-10 WAS ACCEPTED AT 11:04<sup>PM</sup> BY JOHN ZAMOSKY (PENDOTREP)

12:02<sup>AM</sup> CORDTANE 1 CALUPAC ZINC WAS MIXED (FIRST 36AL KIT)

12:20<sup>AM</sup> START SPRAYING PRIME COAT

2:30<sup>AM</sup> PRIME COAT COMPLETE

3:30<sup>AM</sup> DEPARTED SITE, DAVE HATHERHILL DECIDED TO NOT TAKE DFT'S ON THE PRIME COAT TONIGHT AND ASKED IF IT COULD BE PERFORMED AT 6:00 AM TOMORROW. JOHN ZAMOSKY AND I AGREED.

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Daily Painting  
 Inspection Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION										Sheet 3 of	IR No.: 20
Client: <u>SHERWIN WILLIAMS</u>			Contractor: <u>CORCON</u>			Inspector: <u>C. STUART</u>					
Client Contact: <u>MARK HUDSON</u>			Supervisor/Foreman: <u>MIKE MAILLIS</u>			KTA Job No. <u>260259</u>					
Project:			Crew Start:			Stop:			Date: <u>10/31/06</u>		
Shift: <u>DAY</u>			Inspector Start: <u>TUES 11:00<sup>AM</sup></u>			Stop: <u>WED 4:00<sup>AM</sup></u>			M <input checked="" type="checkbox"/> T <input type="checkbox"/> W <input type="checkbox"/> TH <input type="checkbox"/> F <input type="checkbox"/> S <input type="checkbox"/> S		
Work activities performed today: <u>SURFACE PREPARATION AND PRIME COAT APPLICATION</u>											
AMBIENT CONDITIONS											
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+1-	Wind Direction & Speed	Weather Conditions	Operations Performed	
<u>CONTAINMENT</u>	<u>11:53<sup>AM</sup></u>	<u>70</u>	<u>56</u>	<u>40</u>	<u>44</u>	<u>70</u>		<u>GUSTING-25</u>	<u>CLEAR</u>	<u>ALL</u>	
<u>RAMP</u>	<u>2:05<sup>PM</sup></u>	<u>68</u>	<u>56</u>	<u>46</u>	<u>46</u>	<u>68</u>		<u>LL</u>	<u>CLEAR</u>	<u>ALL</u>	
<u>RAMP</u>	<u>4:21</u>	<u>61</u>	<u>55</u>	<u>68</u>	<u>50</u>	<u>62</u>		<u>LL</u>	<u>CLOUDY</u>	<u>ALL</u>	
<u>RAMP</u>	<u>6:00</u>	<u>58</u>	<u>55</u>	<u>83</u>	<u>53</u>	<u>58</u>		<u>LL</u>	<u>LIGHT RAIN</u>	<u>ALL</u>	
<u>CONTAINMENT HEAT ON</u>	<u>6:45</u>	<u>61</u>	<u>57</u>	<u>78</u>	<u>54</u>	<u>62</u>		<u>LL</u>	<u>LL</u>	<u>LL</u>	
SURFACE PREPARATION											
Item(s) Prepared or Item No. (Sketch location on T3060-e)			<u>SPAN 2 BAY 10,11,12,13,14</u> <u>SPAN 7 BAY 15,16</u> <u>SPAN 1 BAY 17</u>								
Operations Reviewed or Tests Performed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Test section prepared					<input checked="" type="checkbox"/>						
Condition of edges, weld spatter, fins, slivers, etc.			<input checked="" type="checkbox"/>								
Grease, oil, contaminant removal			<input checked="" type="checkbox"/>								
No visible moisture			<input checked="" type="checkbox"/>								
Protective coverings in place			<input checked="" type="checkbox"/>								
Dust and abrasive removal			<input checked="" type="checkbox"/>								
Clean and dry abrasive			<input checked="" type="checkbox"/>								
Other:					<input checked="" type="checkbox"/>						
Compressed Air Cleanliness		Location / Time	<u>COMPRESSOR 11:40<sup>AM</sup></u>								
		Results	<u>OK</u>								
Degree of Cleanliness		Specified	<u>SP-10</u>								
		Actual	<u>SP-10</u>								
Surface Profile (affix testex tape to report)		Specified	<u>1.5-3.5</u>								
		Actual	<u>4.5</u>								
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Specified	<u>N/A</u>								
		Actual ( $\mu\text{g}/\text{cm}^2$ )	<u>N/A</u>								
Method of Surface Preparation & Equipment		<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:									
		Briefly describe equipment:									
Abrasive Media Manufacturer:		Type	<u>REED BLANK BEAR</u>	Base Metal Reading (BMR)		Record in mils					
		Size	<u>1240</u>	Nozzle Air or Water Pressure		Record in psi					
Inspector: <u>C. STUART</u>			Reviewed By:								
Signature: <u>C. Stuart</u>			Date: <u>10/31/06</u>			Signature:			Date:		
Distribution:		Client	Contractor		KTA PM		Other				

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**Daily Painting  
 Inspection Report**

GENERAL INFORMATION										Sheet 1 of	IR No.: 21				
Client:			Contractor:			Inspector: C. STUART									
Client Contact:			Supervisor/Foreman:			KTA Job No.									
Project:			Crew Start: N/A			Stop: N/A			Date:						
Shift:			Inspector Start:			Stop:			M	T	W	TH	F	S	S
Work activities performed today:															
ADDITIONAL CONDITIONS:						AMBIENT CONDITIONS									
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed					
CONTAINMENT	10:15	77	64	48	56	78		SW@10	RAIN	ALL					
HEAT IS CONTROLLING CONDITIONS TO ACCEPTABLE RANGES															
SURFACE PREPARATION															
Item(s) Prepared or Item No. (Sketch location on T3060-e)															
Operations Reviewed or Tests Performed				Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A			
Test section prepared															
Condition of edges, weld spatter, fins, slivers, etc.															
Grease, oil, contaminant removal															
No visible moisture															
Protective coverings in place															
Dust and abrasive removal															
Clean and dry abrasive															
Other:															
Compressed Air Cleanliness		Location / Time													
		Results													
Degree of Cleanliness		Specified													
		Actual													
Surface Profile (affix testex tape to report)		Specified													
		Actual													
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Specified													
		Actual (µg/cm²)													
Method of Surface Preparation & Equipment		<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:													
		Briefly describe equipment:													
Abrasives Media Manufacturer:		Type	Base Metal Reading (BMR)				Record in mils								
		Size	Nozzle Air or Water Pressure				Record in psi								
Inspector: C. STUART						Reviewed By:									
Signature: C. Stuart				Date: 10/31/06		Signature:				Date:					
Distribution:		Client		Contractor		KTA PM		Other							

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S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project:		Name: C. STUART		Date: 10/31/06	Sheet 5 of	IR No.: 20						
COATING MATERIALS												
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C					
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life				
1	S&W CORONAHE 1 ZINC PRIMER	3 GAL	N. 0X2666F	ACC	R1536	ACC						
2	"	"	"	"	"	"						
3	"	"	"	"	"	"						
4	"	"	"	"	"	"						
5	"	"	"	"	"	"						
MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1	S&W NO 15		10%	15oz	61°	11:58	NA	ACC	✓		✓	
2	"		"	"	61°	12:10	"	"	✓		✓	
3	"		"	"	60°	12:20	"	"	✓		✓	
4	"		"	"	60°	12:30	"	"	✓		✓	
5	"		"	"	60°	12:48	"	"	✓		✓	
COATING APPLICATION												
Item Prepared or Item No. (Note location on T3060-e)												
Coating being applied (primer, mid, top, touch-up)												
Mix Number												
Type of Application Equipment												
Time from surface preparation to coating application												
Time of Application (Start/Stop)												
Compressed Air Cleanliness												
Caulk or sealant required												
Operations Reviewed												
Pot Agitation												
Protective Coverings in Place												
Surrounding Air Cleanliness												
Intercoat Cleanliness												
Recoat Times Observed												
Stripe coat applied												
Visual Appearance (runs, drips, sags, etc.)												
WET FILM THICKNESS MEASUREMENT SUMMARY (If applicable)												
Range Specified												
Range (actual)												
Average (actual)												
Based on the information above:												
Average within the range specified												

Project: \_\_\_\_\_ Name: C. STUART Date: 10/3/06 Sheet 6 of \_\_\_\_\_ IR No.: 20

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
<u>6</u>	<u>SEW CORBAT NAME 1 ZINC</u>	<u>3 GAL</u>	<u>0X2616F</u>	<u>ACC</u>	<u>R1536</u>	<u>ACC</u>		
<u>7</u>		<u>1</u>						
<u>8</u>		<u>1</u>						

MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
<u>6</u>	<u>SEW NO. 15</u>		<u>10%</u>	<u>15 OZ</u>	<u>60°</u>	<u>1:10<sup>AM</sup></u>	<u>NA</u>	<u>ACC</u>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
<u>7</u>	<u>11</u>				<u>60°</u>	<u>1:15<sup>AM</sup></u>	<u>NA</u>	<u>ACC</u>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
<u>8</u>	<u>11</u>				<u>59°</u>	<u>1:25<sup>AM</sup></u>	<u>NA</u>	<u>ACC</u>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	

COATING APPLICATION										
Item Prepared or Item No. (Note location on T3060-e)										
Coating being applied (primer, mid, top, touch-up)										
Mix Number										
Type of Application Equipment <input type="checkbox"/> AS <input type="checkbox"/> CS <input type="checkbox"/> HVLP <input type="checkbox"/> PC <input type="checkbox"/> Brush <input type="checkbox"/> Roller <input type="checkbox"/> Other										
Time from surface preparation to coating application										
Time of Application (Start/Stop)										
Compressed Air Cleanliness		Location / Time Results								
Caulk or sealant required <input type="checkbox"/> Yes <input type="checkbox"/> No		Type: Location(s):								
Operations Reviewed										
Pot Agitation	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Protective Coverings in Place										
Surrounding Air Cleanliness										
Intercoat Cleanliness										
Recoat Times Observed										
Stripe coat applied										
Visual Appearance (runs, drips, sags, etc.)										

(SEE SHEET 5)

WET FILM THICKNESS MEASUREMENT SUMMARY (If applicable)										
Range Specified										
Range (actual)										
Average (actual)										
Based on the information above:										
Average within the range specified	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	

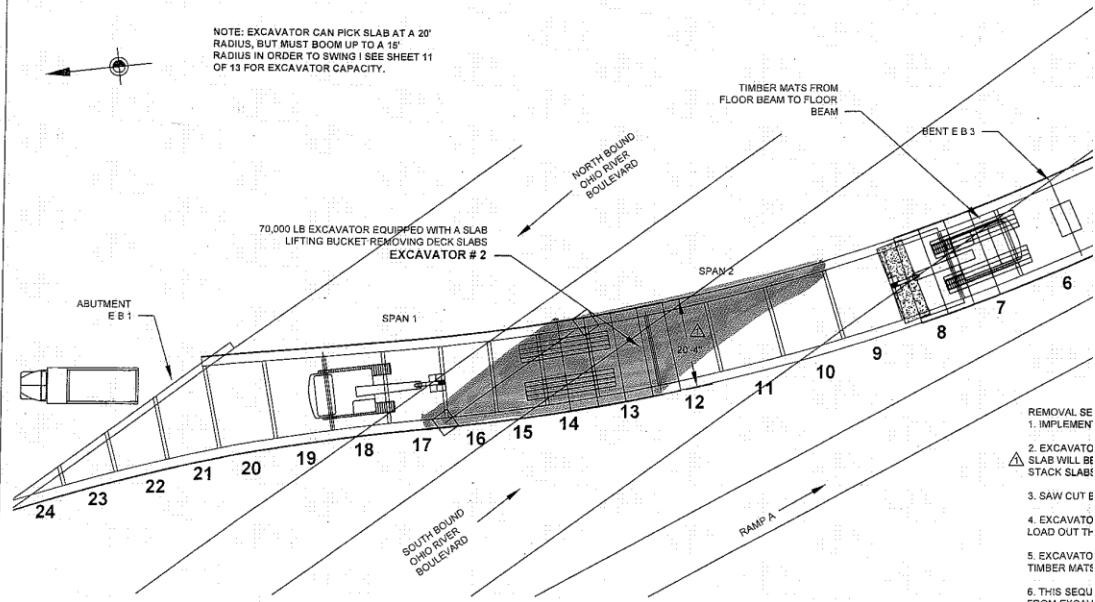
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NOTE: EXCAVATOR CAN PICK SLAB AT A 20' RADIUS, BUT MUST BOOM UP TO A 15' RADIUS IN ORDER TO SWING 1 SEE SHEET 11 OF 13 FOR EXCAVATOR CAPACITY.



DECK REMOVAL NOTES:

1. GULISEK CONSTRUCTION COMPANY WILL PROVIDE ALL TRAFFIC CONTROL, (I.E. LANE CLOSURES WHILE REMOVING PARAPET AND DECK). A GROUND PERSON EQUIPPED WITH A MEANS OF COMMUNICATION MONITOR THE AREA BELOW THE BRIDGE. 15 MINUTE TRAFFIC CLOSURES WILL BE IMPLEMENTED WITH STATE TROOPERS AS NEEDED AS SHOWN ON SHEET 5 OF 13 OF THE STRUCTURE TRAFFIC CONTROL PLAN.
2. THE SAW AND LIFT METHOD WILL BE USED TO REMOVE THE BRIDGE DECK. FAY COMPANY WILL PROVIDE LAYOUT OF BEAMS AND SAW CUT LINES ON THE BRIDGE DECK. THE BEAMS WILL BE LAID OUT IN ORANGE PAINT AND THE SAW CUT LINES WILL BE LAID OUT IN GREEN PAINT. DECK THICKNESS WILL BE VERIFIED TO ENSURE THE BEAMS ARE NOT CUT DURING THE SAWING OPERATION.
3. A 65 H.P. DIAMOND SAW WILL BE USED TO SAW THE BRIDGE DECK. SEE SEQUENCE OF REMOVAL

4. TWO 70,000 LB EXCAVATORS EQUIPPED WITH SLAB LIFTING BUCKETS (ONE ON EACH SIDE OF CENTER LINE) WILL BE USED TO REMOVE DECK SLABS. 4' X 20' X 1' THICK TIMBER MATS WILL BE PLACED OVER THE TWO FLOOR BEAMS SHOWN TO SPAN THE SAW CUT SLABS OF ADJACENT BAY TO AID IN TIME RESTRAINTS WITH TRAFFIC. THE EXCAVATORS WILL ALTERNATE LIFTING SLABS IN SPAN 2 SO THAT BOTH EXCAVATORS ARE NOT IN THE SPAN 2 AT THE SAME TIME.
5. THE EXCAVATORS WILL WALK THE SLABS BACK TO TRI-AXLE DUMP TRUCKS WAITING AT THE ABUTMENTS. THE SLABS WILL BE DOWN SIZED IF NECESSARY AND LOADED ONTO THE TRUCKS. ALL CONCRETE SLABS WILL BE DISPOSED OF AT AN OWNER APPROVED WASTE AREA.

- REMOVAL SE  
1. IMPLEMENT  
2. EXCAVATO  
SLAB WILL BE  
STACK SLABS!  
3. SAW CUT E  
4. EXCAVATO  
LOAD OUT TR  
5. EXCAVATO  
TIMBER MATS  
6. THIS SEQU  
FROM EXCAV  
DECK HAS BE  
EACH SLAB W  
NOT STACK S

REVISION	

PROJECT: SR 8043  
TITLE: DECK REMO  
  
PREPARED BY:  
JOSEPH B. FAY CO.  
100 SKY LANE  
ROCKPOINTE BUSI  
TARENTUM, PA 1591  
724-265-4600  
  
SCALE: 1" = 20'-0"



KTA-TATOR, INC.  
115 Technology Drive  
Pittsburgh, PA 15275  
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fax 412-788-1306

Coating System Inspection  
Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION						Sheet 1 of	IR No.: 21
Client: <u>SHERWIN WILLIAMS</u>		Contractor: <u>CORCON</u>		Inspector: <u>C. STUART</u>			
Client Contact: <u>MARK HUDSON</u>		Supervisor/Foreman: <u>MIKE MALLIS</u>		KTA Job No. <u>260259</u>			
Project:		Crew Start:		Stop:		Date: <u>11/1/06</u>	
Shift: <u>DAY</u>		Inspector Start: <u>9:00 AM</u>		Stop: <u>11:00 PM</u>		Day: <u>WED</u>	
Work activities performed today: <u>DFT'S ON PRIME COAT; APPLY FINISH COAT; DFT'S ON FINISH COAT</u>							
Span " (Show location on drawing):		<u>2 &amp; PART OF 1</u>		Bay <u>10,11,12,13,14</u> PARTIAL (Show location on drawing): <u>15,16,17</u>			
Control Panel Placement (Show location on drawing):		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [if mobile containment used - record installation / removal times - (Show location on drawing)]:			
ABRASIVE BLASTING							
Start time:		Stop time:		Rework time:			
Number of blasters: <u>NA</u>		Square feet blast cleaned: <u>NA</u>		Total Manhours (# of men x hours): <u>NA</u>			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time stop	Down time	Reason for downtime
<u>S&amp;W FAST CLAD URETHANE</u>	<u>25</u>	<u>A: 0X3435 &amp; B: R2126</u>	<u>3</u>	<u>2:10 PM STRIPE</u>	<u>5:00 PM</u>	<u>NA</u>	<u>NA</u>
Recoat Times	Coat 1:		Coat 2:	<u>12 HRS</u>	Coat 3:	<u>NA</u>	<u>NA</u>
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1	<u>2.9</u>	<u>12.3</u>	<u>6.1</u>	Road Closure	<u>9:00 AM</u>	<u>4:00 AM</u>	<u>19 HRS</u>
Coat 2 TOTAL SYSTEM	<u>6.0</u>	<u>24.0</u>	<u>10.2</u>	Comments:	<u>SOUTHBOUND LEFT LANE</u>		
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
	<u>(SEE IR NO 16 SHEET B)</u>						
Comments: <u>9:00 AM ARRIVED ON JOB SITE. CORCON ESTABLISHED TRAFFIC CONTROL AND IS STAGING EQUIPMENT. CONTRACTOR NEEDS TO VACUUM BULK ABRASIVE FROM RAPID DEPLOYMENT VEHICLE.</u>							
<u>10:00 STARTED DFT MEASUREMENTS ON PRIME COAT WITH JOHN ZAMOSKY.</u>							
<u>11:30 DFT MEASUREMENTS COMPLETE, SET UP DFT CONTROL AREAS (4)</u>							
<u>NO LIGHT AREAS WERE FOUND IN THIS SECTION. HIGH DFT'S WILL BE ADDRESSED BY SHERWIN WILLIAMS &amp; PEN DOT ENGINEERING. (MAX SPOT READINGS TO 12.3)</u>							
Inspector: <u>C. STUART</u>				Reviewed By:			
Signature: <u>C. Stuart</u>		Date: <u>10/1/06</u>		Signature:		Date:	
Distribution: <input type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input checked="" type="checkbox"/> KTA PM		<input type="checkbox"/> Other	

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE

Project:	Name: C. STUART	Date: 10/1/06	Sheet 2 of	IR No.: 21
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

1:50 1ST KIT OF TOP COAT (S&W FAST CLAD URETHANE) MIXED & USED FOR STRIPE COAT APPLICATION WHICH STARTED AT 2:10 PM

3:30 PM AIRLESS SPRAY OPERATION STARTED AND WAS COMPLETE AT 5:00 PM

7:00 FINISH COAT TOO SOFT FOR DFT INSPECTION.

7:30 STARTED FINISH COAT DFT INSPECTION. FOUND SOME LIGHT AREAS ON VERTICAL STIFFENERS AND FLANGES. ADDITIONAL MATERIAL WAS APPLIED TO ALL LOW FILM AREAS DURING EVALUATION OF THICKNESS OPERATION AS REQUIRED.

9:15 TOUCH UP OF FINISH COAT IS COMPLETE.

11:00 PM DEPARTED JOB SITE.

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S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project:		Name: C. STUART		Date: 1/1/11		Sheet 3 of		IR No.: 2/1				
COATING MATERIALS												
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C		Shelf Life			
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life				
1	S&W FAST COAT URETHANE	5 GAL	013435Q	ACC	R2126	ACC						
2	"	5 GAL										
3	"	5 GAL							N/A			
4	"	5 GAL										
5	"	5 GAL										
MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1					52°	1:50 PM	N/A	ACC	✓		✓	
2		N/A			"	3:44 PM			✓		✓	
3					"	4:01 PM			✓		✓	
4					"	4:16 PM			✓		✓	
5					"	4:35 PM			✓		✓	
COATING APPLICATION												
Item Prepared or Item No. (Note location on T3060-e)		SPAN 2 BAYS 10, 11, 12, 13, 14, 15, 16 SPAN 1 BAY 17										
Coating being applied (primer, mid, top, touch-up)		TOP										
Mix Number		1-5										
Type of Application Equipment		AS										
Time from surface preparation to coating application		N/A										
Time of Application (Start/Stop)		2:10 / 5:00 PM										
Compressed Air Cleanliness	Location / Time											
	Results		N/A									
Caulk or sealant required	Type:		N/A									
	Location(s):											
Operations Reviewed		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A		
Pot Agitation				✓								
Protective Coverings in Place		✓										
Surrounding Air Cleanliness		✓										
Intercoat Cleanliness		✓										
Recoat Times Observed		✓										
Stripe coat applied		✓										
Visual Appearance (runs, drips, sags, etc.)		✓										
WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)												
Range Specified		12-15										
Range (actual)		12-15										
Average (actual)		13.5										
Based on the information above:		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A		
Average within the range specified		✓										

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Daily Painting  
 Inspection Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE

GENERAL INFORMATION			Sheet 4 of 4	IR No.: 21
Client: SHERWIN WILLIAMS	Contractor: CORCON	Inspector: C. STUART		
Client Contact: MARK HUDSON	Supervisor/Foreman: MIKE MAULLIS	KTA Job No. 260259		
Project:	Crew Start:	Stop:	Date: 11/1/06	
Shift: DAY/NIGHT	Inspector Start: 9:00 AM	Stop: 11:00 PM	M	T
Work activities performed today:			W	TH
			F	S
			S	

AMBIENT CONDITIONS											
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed	
RAMP	12:40 <sup>pm</sup>	60	47	34	32	65	+33		CLEAR	TOP COAT	
CONTAINMENT	1:35 <sup>pm</sup>	58	48	46	37	57	+20		CLEAR	"	
CONTAINMENT	7:00 <sup>pm</sup>	71	57	41	46	61	+15		CLEAR	"	
CONTAINMENT	7:15	60	50	48	40	57	+17		CLEAR	"	

SURFACE PREPARATION												
Item(s) Prepared or Item No. (Sketch location on T3060-e)												
Operations Reviewed or Tests Performed				Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Test section prepared												
Condition of edges, weld spatter, fins, slivers, etc.												
Grease, oil, contaminant removal												
No visible moisture												
Protective coverings in place												
Dust and abrasive removal												
Clean and dry abrasive												
Other:												
Compressed Air Cleanliness		Location / Time		N/A								
Results												
Degree of Cleanliness		Specified										
		Actual										
Surface Profile (affix testex tape to report)		Specified										
		Actual										
Soluble Salt Contamination		Specified										
<input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Actual (µg/cm²)										
Method of Surface Preparation & Equipment				<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:								
Briefly describe equipment:												
Abrasive Media Manufacturer:		Type		Base Metal Reading (BMR)		Record in mils						
		Size		Nozzle Air or Water Pressure		Record in psi						
Inspector: C. STUART				Reviewed By:								
Signature: C. Stuart				Date: 11/1/06				Signature: _____ Date: _____				
Distribution:		Client		Contractor		KTA PM		Other				

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project Name: C. STUART Date: 11/1/06 Sheet 5 of IR No.: 21

REQUIRED NUMBER OF DRY FILM THICKNESS MEASUREMENTS

- Structure/Item less than 300 f<sup>2</sup> - Test each 100 f<sup>2</sup> area
- Structure/Item less than 1,000 f<sup>2</sup> - Test 3 randomly selected 100 f<sup>2</sup> areas
- Structure/Item greater than 1,000 f<sup>2</sup> - Test 3 randomly selected 100 f<sup>2</sup> areas and for each additional 1,000 test 1 randomly selected 100 f<sup>2</sup> area
- Other (Describe)

Area	Spot Reading (Average of 3)					Total 5 Spot Average
SPAN 2 BAYS 10, 11, 12, 13, 14, 15, 16 SPAN 1 BAY 18	(SEE ATTACHED EXCEL SPREADSHEET)					
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average
Area	1	2	3	4	5	Total 5 Spot Average

DRY FILM THICKNESS MEASUREMENT SUMMARY

Item Prepared or Item No. (Note on T3060-F)	SEE ABOVE	SEE ABOVE
Range Specified	PRIMER 3-8 MILS	TOTAL SYSTEM 9-18 MILS
Range (actual, after deduction of BMR)ⓐ	2.9-12.3	6.0-24.0
Average (actual, after deduction of BMR)	6.9	12.0

ⓐ Explain any readings #80% or #120% and actions taken to resolve: LIGHT AREAS WERE SPRAYED WITH ADDITIONAL TOPCOAT TO BRING DFTS INTO RANGE. HIGH READINGS NEED TO BE ADDRESSED BY SHERWIN WILLIAMS AND PADOT ENGINEERING.

Based on the information above:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within range specified	✓			✓					

OTHER FILM MEASUREMENTS

Additional Testing Performed:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Holiday Test <input type="checkbox"/> Low <input type="checkbox"/> High									
Adhesion Test <input type="checkbox"/> Tape <input type="checkbox"/> Knife <input type="checkbox"/> Pull-off / type:									
Tooke Gage Cutting tip <input type="checkbox"/> 1X <input type="checkbox"/> 2X <input type="checkbox"/> 10X									
Cure									
Other:									

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

Project	Name: <b>C. STUART</b>	Date: <b>10/11/06</b>	Sheet <b>6</b> of	IR No.: <b>21</b>
Instruments	Serial No. / Type	Instruments	Serial No. / Type	
Psychrometer	<b>81942 / BACH</b>	Wet Film Thickness Gage		
Surface Temperature Thermometer	<b>173764 / ATKINS</b>	Dry Film Thickness Gage	<b>K-86973 / POSITECTOR 6000</b>	
Paint Thermometer	<b>K-82294 / TAYLOR</b>	Calibration Plate(s)	<b>176126 / KTA</b>	
Comparator	<b>S SH G/S</b>	Tooke Gage		
Testex Tape (affix tape)	<b>C PG XC XC+</b>	Holiday Tester		
Micrometer				
REWORK ITEMS IDENTIFIED TODAY		REWORK ITEMS CORRECTED TODAY		
Description		Description		
<b>AREA(S) INACCESSIBLE FOR INSPECTION</b>				
Note any area(s) or operations that were not observed due to inaccessibility:				
<b>VISITOR INFORMATION</b>				
Name	Company	Time In	Time Out	Purpose
<b>COMMENTS</b>				
<input type="checkbox"/> NCR# _____ issued as result of this inspection report.				
<b>NA</b>				

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 11/1/06

Span 2 Bays 10,11,12,13,14 ( Full Bays) - Bays 15,16,17 (Partial)

Note 1: In this work area the gage setting include a BMR of 0.75 mils.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

DFT CONTROL AREA 1 PRIME COAT				DFT CONTROL AREA 1 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 12 - OUTSIDE MAIN BEAM NORTH BOUND							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
6.9	5.8	8.1	6.9	22	19.9	19.3	20.4
5.5	6.2	5.9	5.9	16.6	16.3	17	16.6
8.4	6.8	8.1	7.8	16.9	18	17.7	17.5
6.3	8.2	8.8	7.8	16.8	14.9	16	15.9
7.4	9.1	6.9	7.8	14.6	13.5	14.4	14.2
7.5	8.4	7.6	7.8	14.7	14.1	14.4	14.4
7.8	6.4	8.2	7.5	15.3	17.3	16.9	16.5
7	7.3	5.7	6.7	14.4	13.3	13.5	13.7
7.2	7.3	7.5	7.3	9.3	13.4	12.6	11.8
5.1	6.6	8.3	6.7	11.7	11.5	10.2	11.1
4.4	3.3	3.9	3.9	10.1	9.2	9.7	9.7
4.6	5.9	5.2	5.2	8.6	9.3	9.6	9.2
TOP OF BOTTOM FLANGE							
5.7	6.7	4.9	5.8	14.1	14.3	13.8	14.1
8	8	7.2	7.7	15.8	15.3	15.1	15.4
7.6	8.3	7.6	7.8	14.4	13.2	13.5	13.7
7.3	7.8	8.1	7.7	15.6	15.5	14.6	15.2
Primer Coat Average			<b>6.9</b>	Finish Coat Average			<b>14.3</b>

DFT CONTROL AREA 2 PRIME COAT				DFT CONTROL AREA 2 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 11 - OUTSIDE MAIN BEAM NORTHBOUND							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
5.5	7.1	6	6.2	12.5	13.2	12.9	12.9
4.6	4.1	5.1	4.6	10.6	10.5	11.3	10.8
4.9	5.6	4.9	5.1	9.3	9.7	10.1	9.7
5.3	5.5	6.7	5.8	12.6	12.8	12.4	12.6
4.1	6.5	6.3	5.6	10.9	10.4	10.9	10.7
4.8	4.2	4	4.3	10.5	10	11.6	10.7
6	6.2	6	6.1	14.7	15.4	14.7	14.9
5.1	5.6	5.3	5.3	13.3	13.6	12.6	13.2
4.5	5.6	5.5	5.2	12.8	12.9	11.8	12.5
7.9	8.2	7	7.7	15.8	16.9	15.7	16.1
5.5	5.4	5.8	5.6	13.9	13.1	14	13.7
4.5	5.1	5.4	5.0	10.5	10.1	11.4	10.7
Primer Coat Average			<b>5.6</b>	Finish Coat Average			<b>12.4</b>

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 11/1/06



Span 2 Bays 10,11,12,13,14 ( Full Bays) - Bays 15,16,17 (Partial)

Note 1: In this work area the gage setting include a BMR of 0.75 mils.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

DFT CONTROL AREA 3 PRIME COAT				DFT CONTROL AREA 3 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN2 BAY11 - WEB FACE OF INSIDE MAIN BEAM SOUTHBOUND SIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
8.9	8.6	9.3	8.9	17.4	16.3	16.5	16.7
7	6.9	6.6	6.8	14.4	13.4	12.3	13.4
6.9	8.9	7.3	7.7	15.6	15.5	14.9	15.3
8.1	6.9	7.7	7.6	17.1	15.7	16.9	16.6
7.7	7.3	7.4	7.5	12.8	12.8	13.4	13.0
5.9	5.3	5.6	5.6	10.3	11	13.3	11.5
5.7	8.4	5.3	6.5	12	12.7	11.7	12.1
4.3	5.4	3.9	4.5	8	9	8	8.3
4.1	5.1	4.4	4.5	8.9	8.9	9.8	9.2
4.1	4.3	4.5	4.3	8.9	9.1	9.1	9.0
2.8	3.8	3.8	3.5	10	8.5	9.8	9.4
<b>6.1</b>				<b>12.2</b>			

DFT CONTROL AREA 4 PRIME COAT				DFT CONTROL AREA 4 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN2 BAY13 - CROSSBEAM SOUTH END							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
5.6	6.5	5.7	5.9	12.6	11.9	11.8	12.1
6.2	5.3	5.4	5.6	11.3	10.6	10.2	10.7
6	7	5.1	6.0	11.3	11.5	12.4	11.7
6.5	5.7	7.7	6.6	12.1	11.8	12.3	12.1
7.1	6.7	7.6	7.1	13.6	14.1	12.7	13.5
5.6	6.5	6.6	6.2	12.3	12.8	13.7	12.9
5.5	4.9	6.2	5.5	11.6	10.2	11.7	11.2
4.5	5.1	4.8	4.8	12.9	13.2	12.1	12.7
<b>6.0</b>				<b>12.1</b>			

Location: BOTTOM OF TOP FLANGE LEFT TO RIGHT							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
8.8	7.9	8.1	8.3	11.4	13.9	13	12.8
4.7	5.9	5.4	5.3	8.1	8.3	8.9	8.4
5.5	6.1	7.3	6.3	9.4	8.5	10.5	9.5
5.5	4.6	6.3	5.5	9.5	10.3	10.7	10.2
<b>6.3</b>				<b>10.2</b>			

Location: BOTTOM OF LOWER FLANGE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
4.8	8.7	8.1	7.2	14.6	12.4	12.5	13.2
5.4	3.3	4.5	4.4	9.5	9.2	8.8	9.2
4	3.6	4.5	4.0	7	6.9	8.4	7.4
5.2	4.7	5.6	5.2	10.5	9.6	12.2	10.8
<b>5.2</b>				<b>10.1</b>			

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 11/1/06

Additional Dry Film Thickness Readings taken outside the control areas.

Span 2 Bays 10,11,12,13,14 ( Full Bays) - Bays 15,16,17 (Partial)

Note 2: Gage setting include a BMR of 0.75 mils.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

PRIME COAT DFTs				Finish Coat DFTs			
80% of Min. (3) = 2.4 120% of Max. 8 = 9.6				80% of Min. (9) = 7.2 120% of Max. (18) = 21.6			
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.2	3.4	3.3	4.6	13.5	15.6	16.7	15.3
4.7	5.8	8.2	6.2	12	10.2	9	10.4
2.9	2.3	3.6	2.9	20	22	18.7	20.2
4.6	5.1	7.2	5.6	15.2	12.2	12.2	13.2
4.9	6.6	5.6	5.7	13.2	16.2	14.1	14.5
5.6	6.9	5.3	5.9	7.4	9	6.8	7.7
5.7	3.7	5.4	4.9	8.2	7.2	12.5	9.3
8.1	7.5	7.9	7.8	10	12.4	10.2	10.9
3.9	4.4	3.2	3.8	11.4	16.8	15	14.4
3.4	6.7	9.3	6.5	14.9	17.9	19.9	17.6
9.1	8.7	9.3	9.0	11.8	11.5	13.2	12.2
7.6	6	6.6	6.7	9.2	9	9.4	9.2
6.2	6.1	6	6.1	7.4	7.8	6.8	7.3
9.4	10.1	10.5	10.0	13.3	14.3	13.8	13.8
8.8	10.4	9.7	9.6	16.8	16.5	17.5	16.9
6.4	8.7	6.4	7.2	11.8	12.4	12.5	12.2
4.3	4.3	5.5	4.7	16.7	17.8	15.8	16.8
7.4	7.7	7.4	7.5	10.7	11.1	10.7	10.8
6.6	6.7	6.9	6.7	6.7	5.9	9.2	7.3
10.1	7.2	9.7	9.0	7.5	5.5	5	6.0
2.7	2.7	5.3	3.6	10.4	11.2	14	11.9
3.2	3.3	2.5	3.0	19.3	16.7	20	18.7
6.1	5.7	5.7	5.8	14	11	14.8	13.3
9.2	7.8	6.6	7.9	13.3	11.8	14.3	13.1
6.1	6.6	5.5	6.1	10.7	9.9	9.3	10.0
4	4.6	5.1	4.6	21.5	20	10.7	17.4
5.8	11	7	7.9	11.3	11.8	11.1	11.4
8	7.7	7.3	7.7	17.2	16.9	15	16.4
5.6	5.3	6.1	5.7	16.2	16.1	10.2	14.2
7.7	8	7.8	7.8	14.4	11.1	8.2	11.2
6.1	8.4	7	7.2	16.8	16.6	17.6	17.0
5.7	5.7	5.4	5.6	12.6	14	14.6	13.7
7.1	12.2	6.6	8.6	9.3	8.6	10.2	9.4
11.4	7.4	12.6	10.5	8.3	6.5	9.1	8.0
8.3	7.6	9.1	8.3	13.6	14.3	14	14.0
5.4	5.3	4.4	5.0	10.4	10.9	10.9	10.7
3.7	4.6	5.3	4.5	8.5	9.9	12.4	10.3
6.5	5.6	5.7	5.9	15.5	9.6	11.9	12.3
7.5	7.6	8.1	7.7	13.7	12.7	13.3	13.2
8	9.6	7.9	8.5	12.8	16	18.9	15.9
3.6	4.2	3.2	3.7	6	6.5	8.2	6.9
3.1	3.4	3	3.2	11.4	11.8	11.8	11.7
4.7	5.6	4.4	4.9	8.9	10.4	8.4	9.2
8.6	6.5	7.9	7.7	11.3	10	12.1	11.1

7.3	7.8	7.4	7.5	12.2	11.1	9.1	10.8
8	6	8.2	7.4	17.6	17.1	16	16.9
7.7	6.4	8	7.4	13.7	16	14.9	14.9
6.5	5.9	5.7	6.0	12	11.2	11.2	11.5
8.9	8.6	8.6	8.7	17.3	16.1	14.8	16.1
8.6	5.6	8.5	7.6	14.4	16.3	14.7	15.1
4.4	4.9	4.6	4.6	24	25	23	24.0
5	2.9	5.1	4.3	14.8	14.1	14	14.3
3.6	7.1	5.7	5.5	12.9	11.2	5.8	10.0
10.3	8.3	5.1	7.9	18.2	14.7	14.8	15.9
7.6	8.1	7.2	7.6	11.3	11.9	10.7	11.3
6.9	5.4	5.1	5.8	9.3	9.6	8.5	9.1
10	8.5	6.5	8.3	8.4	8.5	11.2	9.4
7.6	6.1	5.1	6.3	8.5	10.8	6.6	8.6
5.3	6.8	5.1	5.7	8.1	7.6	8.1	7.9
11.7	8.5	7.2	9.1	10.6	9.8	11.5	10.6
9.3	9.1	11	9.8	12.4	13.8	9	11.7
10	7	8	8.3	9.8	8.4	8.3	8.8
11	14	12	12.3	14.4	15.5	14.4	14.8
7.3	7.3	4.6	6.4	13.3	13.4	13.2	13.3
4.6	3.1	2.8	3.5	11.6	10.7	11.4	11.2
3.6	4.4	3.9	4.0	13.9	11.2	8.5	11.2
5.6	4.4	6.8	5.6	14.6	12.5	14.7	13.9
4.4	5.5	3.5	4.5	10.5	10.8	10.2	10.5
3.7	3.7	4.6	4.0	9.9	8.7	12	10.2
5.37	6.5	5.6	5.8	20	23	17	20.0
9.3	11.7	8.7	9.9	9.3	9.6	10	9.6
4.1	6.9	6	5.7	10.4	6.6	7	8.0
10.3	10.3	10.1	10.2	13.7	12.9	11.7	12.8
10.2	7.8	8.1	8.7	9.3	9.8	13.8	11.0
13	9	10	10.7	9.9	9.3	8	9.1
9.6	11.4	12.6	11.2	23	24	22	23.0
9.9	10.8	13.9	11.5	16.7	15.9	16.6	16.4
3.4	3.5	4.4	3.8	11.2	12.5	13.7	12.5
12.1	15.1	9.9	12.4	15	12.9	15.1	14.3
8	6.7	4.9	6.5	17.4	13	15	15.1
10.1	11.9	12.7	11.6	12.8	11.6	13.8	12.7
10	8.2	8	8.7	16	10.6	12.2	12.9
8	5.1	4.1	5.7	11.9	10.9	12.9	11.9
7	11	6.2	8.1	5.7	7.2	8.6	7.2
6.4	5.4	9.6	7.1	7.4	7.7	9.2	8.1
3.4	5.4	5.1	4.6	10	11.7	11.7	11.1
				12.3	12.8	12.6	12.6
	Primer Coat Average		6.9	9	10.6	12	10.5
				10.5	11.7	9.9	10.7
				13.7	10.7	11.7	12.0
				9.6	10.2	9.2	9.7
				11.5	13.4	12.9	12.6
				11.7	13.6	17.9	14.4
				14.5	14.7	11	13.4
				18	21	20	19.7
				13.5	12.9	14.7	13.7

Note: Low areas in the finish coat were sprayed with additional material.

16.5	16.6	17.2	16.8
8.5	11.1	8	9.2
12.2	15.1	14.9	14.1
12.5	11.6	13	12.4
17	13.6	17.9	16.2
15.6	15.6	15.6	15.6
18	21.5	22	20.5
10.6	9.2	8.9	9.6
10.2	10.7	11	10.6
12.9	18.2	17.5	16.2
16.4	16.5	15.5	16.1
14.8	17.2	17.1	16.4
11.2	9.8	12.3	11.1
13.6	14.2	14	13.9
17	15	15.4	15.8
<b>Finish Ave Spot</b>			<b>12.8</b>



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Coating System Inspection  
 Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION							Sheet 1 of	IR No.: 22
Client: SHERWIN WILLIAMS		Contractor: CORCOM		Inspector: C. STUART				
Client Contact: MARK HUDSON		Supervisor/Foreman: MIKE MALLIS		KTA Job No. 260259				
Project:		Crew Start:		Stop: NO WORK		Date: 11/2/06		
Shift: DAY		Inspector Start: 10:00 AM		Stop: 3:00 PM		Day: THURSDAY		
Work activities performed today: NO PRODUCTION PERFORMED TODAY								
Span (Show location on drawing):			Bay (Show location on drawing):					
Control Panel Placement (Show location on drawing):			Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:					
<input type="checkbox"/> Yes <input type="checkbox"/> No								
ABRASIVE BLASTING								
Start time:		Stop time:		Rework time:				
Number of blasters:		Square feet blast cleaned:		Total Manhours (# of men x hours)				
COATING APPLICATION								
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime	
Recoat Times		Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL				
Minimum		Maximum		Average		Start		MPT Time
Coat 1						Road Closure		
Coat 2						Comments:		
Coat 3								
STAFFING/EQUIPMENT								
No. of Workers or Equipment	Type of Equipment			Hours Used	Total Hours Used	Location and Description of Work		
Comments: WORKED WITH JOHN ZAMOSKY (PEN DOT REP.) ON DOCUMENTATION.								
Inspector: C. STUART			Reviewed By:					
Signature: C. Stuart			Date: 11/1/06			Signature: _____ Date: _____		
Distribution: <input type="checkbox"/> Client			<input type="checkbox"/> Contractor			<input type="checkbox"/> KTA PM <input type="checkbox"/> Other		



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Coating System Inspection  
 Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION						Sheet 1 of	IR No.: 23
Client: <u>SHERWIN WILLIAMS</u>	Contractor: <u>CORCOM</u>		Inspector: <u>C. STUART</u>				
Client Contact: <u>MARK HUDSON</u>	Supervisor/Foreman: <u>MIKE MAILLS</u>		KTA Job No. <u>260 259</u>				
Project:	Crew Start:	Stop:	Date: <u>11/9/06</u>				
Shift: <u>DAY</u>	Inspector Start: <u>10:00 AM</u>	Stop: <u>4:00 PM</u>	Day: <u>FRIDAY</u>				
Work activities performed today: <u>NO PRODUCTION PERFORMED TODAY</u>							
Span (Show location on drawing):	<input type="checkbox"/> Yes <input type="checkbox"/> No		Bay (Show location on drawing):				
Control Panel Placement (Show location on drawing):	Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:						
ABRASIVE BLASTING							
Start time:	Stop time:		Rework time:				
Number of blasters:	Square feet blast cleaned:		Total Manhours (# of men x hours)				
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
Recoat Times	Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average	Road Closure	Start	Stop	MPT Time
Coat 1				Comments:			
Coat 2							
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
Comments: <u>10:00 ARRIVED AT PEN DOT TRAILER &amp; WORKED ON PROJECT DOCUMENTATION</u> <u>DEPARTED AT 4:00PM</u>							
Inspector: <u>C. STUART</u>	Reviewed By:						
Signature: <u>C. Stuart</u>	Date: <u>11/11/06</u>	Signature:		Date:			
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
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Coating System Inspection  
 Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION				Sheet 1 of	IR No.: 24		
Client: SHERWIN WILLIAMS	Contractor: CORCON		Inspector: C. STUART				
Client Contact: MARK HUDSON	Supervisor/Foreman: MIKE MAILLIS		KTA Job No. 260259				
Project:	Crew Start:	Stop:	Date: 11/4/06				
Shift: NIGHT	Inspector Start: 3:30 PM	Stop: 10:30	Day: SATURDAY				
Work activities performed today: SURFACE PREPARATION; APPLICATION OF PRIME COAT							
Span (Show location on drawing):	2 AND 1	Bay 15, 16, 17, 18, 19 (Show location on drawing):					
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:					
ABRASIVE BLASTING							
Start time:	1:30 PM	Stop time:	7:18 PM	Rework time:	30 min.		
Number of blasters:	4	Square feet blast cleaned:	~ 1400	Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time Stop	Down time	Reason for downtime
SEW COASTHANE 1 ZINC PRIMER	18	0X266F R1236	2	8:20 PM	9:45 PM	0	
Recoat Times	Coat 1:	NA	Coat 2:	NA	Coat 3:	NA	
DRY FILM THICKNESS			TRAFFIC CONTROL				
	Minimum	Maximum	Average		Start FEEDBACK	Stop STOP	MPT Time
Coat 1				Road Closure	7:00 PM	4:00 PM	4.5 HRS
Coat 2				Comments:	NORTH BOUND LANE		
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
7 MEN							
1 SOFT	(SEE IR 16, SHEET B)						
1 FOREMAN							
1 MECH							
4 PAINTERS							
Comments: ARRIVED ON SITE AT 3:30 PM CORCON IS STILL BLAST CLEANING. WORKED ON DOCUMENTATION. 6:00 PM INSPECTED BLAST CLEANING WITH JOHN ZAMOSKY (PENDOT) DEFICIENT AREAS WERE MARKED WITH CHALK FOR RE WORK. MEASURED SURFACE PROFILE WITH TEST TAPE - PROFILE IS 4.5 MILS. 7:18 PM RE-INSPECTED BLAST & JOHN ZAMOSKY ACCEPTED THE SURFACE CLEANLINESS. CONTRACTOR BLOWING SUBSTRATE FOR PRIME COAT APPLICATION.							
Inspector: C. Stuart	Reviewed By:						
Signature: C. Stuart	Date: 11/4/06	Signature:		Date:			
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE

Project:	Name: C. STUART	Date: 11/4/06	Sheet 2 of	IR No.: 24
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Complete items below when required by scope of services

STAFFING/EQUIPMENT (List Separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

7:45<sup>PM</sup> 1ST MIX OF S&W CORONA 1 ZINC PRIMER - 12oz ACCELERATOR AND 8oz OF #15 REDUCER ADDED. MATL. TEMP 55°F.

8:20<sup>PM</sup> SPRAY APPLICATION (AIRLESS) COMMENCED (2 SPRAYMEN)

9:45<sup>PM</sup> PRIME COAT APPLICATION COMPLETE - NO STRIPE COATING WAS OBSERVED.

10:30<sup>PM</sup> DEPARTED JOB SITE - DAVE MATHERHILL, CORCON ASKED THAT I RETURN TO EVALUATE PRIME COAT AT 6:00AM.

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.





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Daily Painting  
 Inspection Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE.

GENERAL INFORMATION										Sheet 9 of	IR No.: 24				
Client: SHERWIN WILLIAMS			Contractor: CORCON			Inspector: C. STUART									
Client Contact: MARK HUDSON			Supervisor/Foreman: MIKE MAILLIS			KTA Job No. 260259									
Project:			Crew Start:			Stop:			Date: 11/4/06						
Shift: NIGHT			Inspector Start: 3:30 PM			Stop: 10:30 PM			M	T	W	TH	F	(S)	S
Work activities performed today: SURFACE PREPARATION; PRIME COAT APPLICATION															
AMBIENT CONDITIONS															
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+1-	Wind Direction & Speed	Weather Conditions	Operations Performed					
RAMP	2:32	50	41	43	29	57		SW@5	CLEAR	SURFACE					
RAMP	3:30	48	39	41	26	54		SW@5	CLEAR	PREP					
CONTAINMENT	6:25	68	50	23	29	53		SW@5	CLEAR	PRIME COAT					
SURFACE PREPARATION															
Item(s) Prepared or Item No. (Sketch location on T3060-e)			SPAN 2 BAYS 15,16,17,18, 19 SPAN 1 BAY 19												
Operations Reviewed or Tests Performed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A				
Test section prepared					✓										
Condition of edges, weld spatter, fins, slivers, etc.			✓												
Grease, oil, contaminant removal			✓												
No visible moisture			✓												
Protective coverings in place			✓												
Dust and abrasive removal			✓												
Clean and dry abrasive			✓												
Other:					✓										
Compressed Air Cleanliness	Location / Time		TAKEN BY J. ZAMOSKY												
	Results		OK												
Degree of Cleanliness	Specified		SD-10												
	Actual		SD-10												
Surface Profile (affix testex tape to report)	Specified		1.5-3.5												
	Actual		4.5												
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:	Specified		N/A												
	Actual (µg/cm²)		N/A												
Method of Surface Preparation & Equipment			<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:												
Briefly describe equipment:															
Abrasives Media Manufacturer:	Type	REED BURKBEAUM	Base Metal Reading (BMR)		Record in mils		.75								
	Size	1240	Nozzle Air or Water Pressure		Record in psi		N/A								
Inspector: C. STUART			Reviewed By:												
Signature: C. Stuart			Date: 11/4/06			Signature:			Date:						
Distribution:			Client			Contractor			KTA PM			Other			

Note: This inspection report represents information gathered by the KTA inspector. It provides a record of measurements and/or observations believed to be accurate. This inspection report shall not be reproduced, except in full, without the written approval of KTA Tator, Inc.

KTA Daily Painting Inspection Report 2003

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T3060-A

**SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE**

Project:		Name: <b>G. STUART</b>		Date: <b>11/4/00</b>	Sheet <b>4</b> of <b>7</b>	IR No.: <b>24</b>						
COATING MATERIALS												
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C					
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life				
1	SEW OXYTHANE I ZINC PRIMER	3 GAL	012616 F	ACC	R1236	ACC	N/A					
2	"											
3	"											
4	"											
5	"											
MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1	SEW NO. 15 REDUCER		10%	8oz	55°	7:45 <sup>PM</sup>	NA	ACC	✓		✓	
2	"		"	"	"	8:05 <sup>PM</sup>	NA	ACC	✓		✓	
3	"		"	"	54°	8:20 <sup>PM</sup>	NA	ACC	✓		✓	
4	"		"	"	54°	8:58 <sup>PM</sup>	NA	ACC	✓		✓	
5	"		"	"	55°	9:15 <sup>PM</sup>	NA	ACC	✓		✓	
COATING APPLICATION												
Item Prepared or Item No. (Note location on T3060-e)			BAYS 15, 16, 17, 18, 19									
Coating being applied (primer, mid, top, touch-up)			PRIMER									
Mix Number			1-6									
Type of Application Equipment			AS									
Time from surface preparation to coating application			45 min									
Time of Application (Start/Stop)			8:20 <sup>PM</sup> - 9:45 <sup>PM</sup>									
Compressed Air Cleanliness			NA									
Caulk or sealant required			NA									
Operations Reviewed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Pot Agitation			✓									
Protective Coverings in Place			✓									
Surrounding Air Cleanliness			✓									
Intercoat Cleanliness			✓									
Recoat Times Observed			✓									
Stripe coat applied				✓								
Visual Appearance (runs, drips, sags, etc.)			✓									
WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)												
Range Specified												
Range (actual)			TAKEN BY CONTRACTOR									
Average (actual)												
Based on the information above:			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Average within the range specified			✓									

Project	Name: C. STUART	Date: 11/4/06	Sheet 5 of	IR No.: 24
Instruments	Serial No. / Type	Instruments	Serial No. / Type	
Psychrometer	81942 / BACH.	Wet Film Thickness Gage		
Surface Temperature Thermometer	173767 / ATKINS	Dry Film Thickness Gage		
Paint Thermometer	K-82294 / ATKINS	Calibration Plate(s)	KWA	
Comparator	S SH G/S	Tooke Gage		
Testex Tape (affix tape)	C PG XC XC+	Holiday Tester		
Micrometer	176304			
REWORK ITEMS IDENTIFIED TODAY		REWORK ITEMS CORRECTED TODAY		
Description		Description		
<b>AREA(S) INACCESSIBLE FOR INSPECTION</b>				
Note any area(s) or operations that were not observed due to inaccessibility.				
<b>VISITOR INFORMATION</b>				
Name	Company	Time In	Time Out	Purpose
<b>COMMENTS</b>				
<input type="checkbox"/> NCR# _____ issued as result of this inspection report.				
KWA				



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 115 Technology Drive  
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 phone 412-788-1300  
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Coating System Inspection  
 Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION							Sheet 1 of	IR No.: 25
Client: <u>SHERWIN WILLIAMS</u>	Contractor: <u>CORCON</u>		Inspector: <u>C. STUART</u>					
Client Contact: <u>MARK HUDSON</u>	Supervisor/Foreman: <u>MIKE MAILLIS</u>		KTA Job No. <u>260259</u>					
Project:	Crew Start:	Stop:	Date: <u>11/5/06</u>					
Shift:	Inspector Start: <u>6:00 AM</u>	Stop: <u>3:30 PM</u>	Day: <u>SUNDAY</u>					
Work activities performed today: <u>DFT MEASUREMENTS ON PRIME COAT; APPLY FINISH COAT</u>								
Span <u>1&amp;2</u> (Show location on drawing):			Bay <u>5,16,17,18,19</u> (Show location on drawing):					
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Rigging / Containment [If mobile containment used - record installation / removal times - (Show location on drawing)]:		<u>CONTAINMENT IN PLACE FROM 7:00 PM FRIDAY UNTIL 4:00 PM TODAY</u>			
ABRASIVE BLASTING								
Start time:	<u>NA</u>	Stop time:	<u>NA</u>	Rework time:	<u>NA</u>			
Number of blasters:	<u>NA</u>	Square feet blast cleaned:	<u>NA</u>	Total Manhours (# of men x hours)	<u>NA</u>			
COATING APPLICATION								
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time STOP	Down time	Reason for downtime	
<u>S&amp;W FASTCOAD URETHANE</u>	<u>20</u>	<u>A: 0X275600 B: 22446</u>	<u>3</u>	<u>10:20 AM</u>	<u>11:30 AM</u>	<u>0</u>	<u>---</u>	
Recoat Times	Coat 1:	<u>NA</u>	Coat 2:	<u>12 1/2 HRS</u>	Coat 3:	<u>NA</u>	<u>---</u>	
DRY FILM THICKNESS				TRAFFIC CONTROL				
	Minimum	Maximum	Average		Start	Stop	MPT Time	
Coat 1	<u>2.7</u>	<u>16.5</u>	<u>7.6</u>	Road Closure	<u>7:00 PM</u>	<u>4:00 PM</u>	<u>45</u>	
Coat 2 TOTAL SYSTEM	<u>10.3</u>	<u>34.6</u>	<u>17.0</u>	Comments:				
Coat 3	<u>TOP COAT DFT TAKEN ON 11/10/06</u>							
STAFFING/EQUIPMENT								
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work			
Comments: <u>6:00 AM ARRIVED ON SITE TO TAKE DRY FILM THICKNESS READINGS ON THE PRIME COAT WITH JOHN ZAMOSKY (PEN DOT REP) FOUND DFT'S ACCEPTABLE BY JOHN ZAMOSKY.</u>								
<u>8:10 AM 5 GAL OF TOP COAT WAS MIXED AND USED FOR STRIPE COATING.</u>								
<u>10:00 AM CORCON STARTED APPLICATION OF TOP COAT USING AIRLESS SPRAY. A TOTAL OF 4/5 GALS KITS WERE MIXED</u>								
<u>11:30 TOP COAT APPLICATION COMPLETE.</u>								
Inspector: <u>C. STUART</u>	Reviewed By:							
Signature: <u>C. Stuart</u>	Date:	Signature:		Date:				
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other				

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project	Name: C. STUART	Date: 11/5/06	Sheet 2 of	IR No.: 25
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Complete items below when required by scope of services

**STAFFING/EQUIPMENT**  
 (List separately: Subcontractors, Change Orders, T&M, and Protest Work)

No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

12:30 WALKED THROUGH CONTAINMENT & FOUND POCKETS OF ABRASIVE EMBEDDED IN THE TOPCOAT. CORCON IS REPAIRING THESE AREAS.

3:00 CORCON CALLED OFF INSPECTION OF TOPCOAT DUE TO LIMITED TIME UNTIL LANE HAS TO BE OPEN.



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Daily Painting  
Inspection Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA BRIDGE AVE.

GENERAL INFORMATION		Sheet 3 of	IR No.: 25
Client: <u>SHERWIN WILLIAMS</u>	Contractor: <u>COBCON</u>	Inspector: <u>C. STUART</u>	
Client Contact: <u>MARK HUDSON</u>	Supervisor/Foreman: <u>MIKE MAILLIS</u>	KTA Job No. <u>260259</u>	
Project:	Crew Start:	Stop:	Date: <u>11/5/06</u>
Shift: <u>DAY</u>	Inspector Start: <u>6:00 AM</u>	Stop: <u>3:30 PM</u>	M T W TH F S (S)

Work activities performed today:

AMBIENT CONDITIONS										
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed
<u>CONTAINMENT</u>	<u>6:45</u>	<u>58</u>	<u>49</u>	<u>51</u>	<u>46</u>	<u>40</u>		<u>CALM</u>	<u>CLOUDY</u>	<u>DT INS?</u>
"	<u>7:45</u>	<u>57</u>	<u>48</u>	<u>50</u>	<u>39</u>	<u>48</u>		"	"	<u>70% COAT APP.</u>
"	<u>10:16</u>	<u>67</u>	<u>51</u>	<u>30</u>	<u>34</u>	<u>59</u>				

SURFACE PREPARATION											
Item(s) Prepared or Item No. (Sketch location on T3060-e)		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Operations Reviewed or Tests Performed											
Test section prepared											
Condition of edges, weld spatter, fins, slivers, etc.											
Grease, oil, contaminant removal											
No visible moisture											
Protective coverings in place											
Dust and abrasive removal											
Clean and dry abrasive											
Other:											
Compressed Air Cleanliness	Location / Time										
	Results										
Degree of Cleanliness	Specified										
	Actual										
Surface Profile (affix testex tape to report)	Specified										
	Actual										
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:	Specified										
	Actual (µg/cm²)										
Method of Surface Preparation & Equipment		<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:									
Briefly describe equipment:											
Abrasive Media Manufacturer:	Type				Base Metal Reading (BMR)			Record in mils			
	Size				Nozzle Air or Water Pressure			Record in psi			
Inspector: <u>C. STUART</u>	Reviewed By:										
Signature: <u>C. Stuart</u>	Date: <u>11/5/06</u>	Signature:				Date:					
Distribution:	Client	Contractor	KTA PM	Other							

**SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE**

Project:		Name: <b>C. STUART</b>			Date: <b>11/5/06</b>		Sheet <b>4</b> of		IR No.: <b>25</b>			
COATING MATERIALS												
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C					
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life		
1	SEW FAST CLAD URETHANE	5 GAL	DX275600	ACC	R2446	ACC						
2	"	"	"	"	"	"			NA			
3	"	"	"	"	"	"						
4	"	"	"	"	"	"						
MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1					54°	8:10 <sup>AM</sup>	NA	ACC				
2		NA			55°	9:30 <sup>AM</sup>		ACC				
3					54°	10:00 <sup>AM</sup>		ACC				
4					55°	10:30 <sup>AM</sup>		ACC				
COATING APPLICATION												
Item Prepared or Item No. (Note location on T3060-e)			DAYS 15, 16, 17, 18, 19									
Coating being applied (primer, mid, top, touch-up)			TOP									
Mix Number			1-4									
Type of Application Equipment			AS									
<input type="checkbox"/> AS <input type="checkbox"/> CS <input type="checkbox"/> HVLP <input type="checkbox"/> PC <input type="checkbox"/> Brush <input type="checkbox"/> Roller <input type="checkbox"/> Other Time from surface preparation to coating application			NA									
Time of Application (Start/Stop)			10:20 / 11:30									
Compressed Air Cleanliness			NA									
Caulk or sealant required			NA									
<input type="checkbox"/> Yes <input type="checkbox"/> No Location(s):												
Operations Reviewed												
Pot Agitation	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A			
Protective Coverings in Place			✓									
Surrounding Air Cleanliness	✓											
Intercoat Cleanliness	✓											
Recoat Times Observed	✓											
Stripe coat applied	✓											
Visual Appearance (runs, drips, sags, etc.)	✓											
WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)												
Range Specified												
Range (actual)	12-15											
Average (actual)	13.5											
Based on the information above:	TAKEN BY CONTRACTOR											
Average within the range specified	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A			

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Project: \_\_\_\_\_ Name: C. STUART Date: 11/5/06 Sheet 5 of \_\_\_\_\_ IR No.: 25

Instruments	Serial No. / Type	Instruments	Serial No. / Type
Psychrometer	<u>81942 / BACH.</u>	Wet Film Thickness Gage	
Surface Temperature Thermometer	<u>173764 / ATKINS</u>	Dry Film Thickness Gage	<u>K-86973 / INSPECTOR 6000</u>
Paint Thermometer	<u>K-82294 / TAYLOR</u>	Calibration Plate(s)	<u>176126 / KTA</u>
Comparator	<u>S SH G/S</u>	Tooke Gage	
Testex Tape (affix tape)	<u>C PG XC XC+</u>	Holiday Tester	
Micrometer			

REWORK ITEMS IDENTIFIED TODAY	REWORK ITEMS CORRECTED TODAY
Description	Description

**AREA(S) INACCESSIBLE FOR INSPECTION**  
 Note any area(s) or operations that were not observed due to inaccessibility:

VISITOR INFORMATION				
Name	Company	Time In	Time Out	Purpose

**COMMENTS**  
 NCR# \_\_\_\_\_ issued as result of this inspection report.

M A



**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Measurements 11/5/06

Span 2 Bays 15,16( Full Bays) - Span 1 Bays 17 (full) 18, 19 (Partial).

Note 2: Gage setting include a BMR of 0.75 mils.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 1 PRIME COAT</b>				<b>DFT CONTROL AREA 1 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 1 BAY 18 MAIN BEAM SOUTHBOUND OUTSIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
5	5.4	5.3	5.2				
3.1	4.2	5.8	4.4	Unable to take top coat readings accurately.			
2.5	3	2.8	2.8	Contractor painted over location markers.			
4.5	5.5	5.4	5.1				
3.6	4.1	6.4	4.7				
3.1	3.9	3.2	3.4				
5.4	6.3	5.8	5.8				
5.9	4.4	5.8	5.4				
3.9	4.2	3.9	4.0				
4.3	4.1	3.6	4.0				
5	4.2	3	4.1				
4.9	5.2	4.1	4.7				
<b>BOTTOM OF TOP FLANGE</b>							
8.2	9.2	9	8.8				
10.3	10.2	10.8	10.4				
8.9	7.4	9.4	8.6				
9.5	8.9	9.7	9.4				
<b>TOP OF BOTTOM FLANGE</b>							
3	4	3.3	3.4				
4.2	4.4	5.3	4.6				
6.2	5.3	5.5	5.7				
4.6	4.2	5.7	4.8				
Prime Coat Average			5.5	Finish Coat Average			N/A

<b>DFT CONTROL AREA 2 PRIME COAT</b>				<b>DFT CONTROL AREA 2 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 1 BAY 18 - SOUTH CROSS BEAM							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
5.5	4.8	4.1	4.8	15.2	16.2	15.8	15.7
4.6	6.1	5.8	5.5	15.4	16.8	16.1	16.1
4.8	4.3	5	4.7	14.4	13.8	16.1	14.8
5.1	5.1	5.3	5.2	16.3	17	17.2	16.8
4.1	4	4.5	4.2	16.2	17	15.5	16.2
5.3	4	4.5	4.6	16.8	15.9	18	16.9
2.9	2.4	3.3	2.9	14.1	13.9	14.6	14.2
4.5	4.1	4	4.2	13.5	12.7	12.9	13.0
<b>TOP OF BOTTOM FLANGE</b>							
5.1	4.5	3.7	4.4	14.4	14.7	13.7	14.3
2.6	3.2	4.8	3.5	13.8	15.9	14.1	14.6
2.9	3.6	6.9	4.5	12	14.5	14.1	13.5
5	4.5	6.6	5.4	17	18	18.5	17.8
Prime Coat Average			4.5	Finish Coat Average			15.3

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Measurements 11/5/06

Span 2 Bays 15,16( Full Bays) - Span 1 Bays 17 (full) 18, 19 (Partial).

Note 2: Gage setting include a BMR of 0.75 mils.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

PRIME COAT DFTs				Finish Coat DFTs			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
3.2	2.5	2.5	2.7	15.8	16.1	16.2	16.0
5.4	3.8	4.2	4.5	11.8	12.5	11	11.8
3.1	8.8	7.2	6.4	16.9	15.6	18	16.8
5.3	8.8	3.5	5.9	19.7	16.2	17.7	17.9
8.5	6.6	7.2	7.4	18.9	17.4	17.5	17.9
8.4	6.7	6.3	7.1	14	13.9	13.4	13.8
3.4	4.1	4.2	3.9	19.8	19.6	17.9	19.1
4.1	3.7	4	3.9	20.4	17.6	15.9	18.0
8.7	8.8	8.3	8.6	12.6	13.7	11.8	12.7
4.9	6.2	3.6	4.9	15.9	16.8	15.9	16.2
6.1	4.5	4.6	5.1	15.5	13.8	13.4	14.2
3.6	3.2	3.6	3.5	16.3	15.7	17.5	16.5
8.1	7.5	8.7	8.1	17.6	18	20.7	18.8
7.6	6.2	5.5	6.4	13	13.4	12.2	12.9
4.6	4.6	5.6	4.9	20.5	18.7	19.8	19.7
7.6	6.2	6.1	6.6	21.7	21.2	19	20.6
5.8	5.4	5.4	5.5	15.4	12.7	16	14.7
5.1	5.6	5.7	5.5	21.9	14.2	21	19.0
6.5	4.4	5.9	5.6	32.6	29.1	32.7	31.5
7.5	9.7	12.8	10.0	23	24.8	29.6	25.8
5.6	8.2	7.6	7.1	17.3	16.2	20.1	17.9
5.6	6.5	7.7	6.6	19	19.5	19.8	19.4
8.5	5.1	6.2	6.6	35.3	34	34.6	34.6
11	12.3	13.3	12.2	32.9	31	28.5	30.8
6.8	8.4	7.5	7.6	19.6	18.1	16.8	18.2
9.6	7	8	8.2	23.5	21.2	23.5	22.7
12.6	11.8	14	12.8	21.8	18.9	22.6	21.1
6.7	7.2	7.1	7.0	26.5	23	28.5	26.0
12.1	11.4	9.7	11.1	21.7	25.3	23.8	23.6
8	5.5	7	6.8	25	26.9	27.9	26.6
12.6	11.4	12.4	12.1	24.2	26.7	25.9	25.6
7	8.4	7	7.5	21.7	22	18.8	20.8
7.7	7.8	8.1	7.9	13.4	13.8	13.6	13.6
12	12.4	9.1	11.2	14.1	12.7	13.1	13.3
4.5	3.9	4.7	4.4	15.2	14.3	17.4	15.6
4.4	7.9	5.3	5.9	17.4	16.2	14.2	15.9
9.1	9.7	8.3	9.0	15.4	13.5	14.1	14.3
9.5	8	8.3	8.6	17	16.1	16	16.4
7.6	12.9	10.3	10.3	16.2	16	15.8	16.0
6.8	6.7	7	6.8	17.8	22.2	23.2	21.1
5.7	6.7	5.4	5.9	22	24.3	25	23.8
4.6	5.4	7.2	5.7	30	35	37	34.0
7.2	8.8	7.1	7.7	28.7	24.8	24.6	26.0
12	11	12.6	11.9	29.6	27.4	32.3	29.8

7.4	15.6	11.9	11.6	15	14.6	12.4	14.0
5.2	7.7	5.1	6.0	20.6	19.2	21.4	20.4
14	15	13.5	14.2	30.9	33.7	30.2	31.6
9.6	10.9	10.4	10.3	31.1	34.1	32.2	32.5
8.5	9.4	10.1	9.3	20.4	17.4	19.2	19.0
8.4	8.3	8.7	8.5	20.6	19.2	17.5	19.1
7.2	7.7	5.5	6.8	18.6	17.6	21.3	19.2
11.9	11.9	10.7	11.5	21.4	23.3	21.3	22.0
8.5	7.7	7.9	8.0	24.2	24.5	23.5	24.1
11.2	16	4.9	10.7	10	11	10.9	10.6
11.8	6.2	4.9	7.6	19.8	18.5	19	19.1
4	7.3	5.3	5.5	27.8	28.4	27.6	27.9
9.2	8.1	10.6	9.3	13.6	15.8	16.4	15.3
10	12	12	11.3	14.4	14.8	16.8	15.3
11	12	12	11.7	24.6	21.3	25.7	23.9
9.8	8.2	8.9	9.0	26.4	27.6	25.3	26.4
8.1	7.6	6.8	7.5	14.9	16.6	17	16.2
13.4	13.4	14.1	13.6	15.1	15.8	13.3	14.7
6.4	7.4	6.8	6.9	16.4	15	17.7	16.4
6.2	6.2	7.5	6.6	14.1	12.1	13.7	13.3
12.7	13.3	12.2	12.7	22.9	20.1	20.6	21.2
6.2	8.4	6.8	7.1	16.9	20.9	21.9	19.9
5.8	7.3	8.2	7.1	18.1	20.8	20.9	19.9
9.1	10.3	9.1	9.5	23	24.8	24.9	24.2
6.6	6.5	6.4	6.5	16.7	16.6	16.2	16.5
10.7	10.6	7.3	9.5	18.8	18.5	16.4	17.9
6.7	9.2	8.1	8.0	14.8	14.8	15.4	15.0
8.9	7.8	7.9	8.2	11.7	12.5	12.3	12.2
7.5	7.5	8.3	7.8	20.3	17	14.2	17.2
14.4	15	15.8	15.1	31.5	31.2	32.6	31.8
7.9	7.8	8	7.9	18.5	17.7	18.3	18.2
7.1	7.1	7.6	7.3	15.2	15.3	15.7	15.4
4.4	6.2	6	5.5	14.8	13.2	15.7	14.6
6.7	7.3	6.2	6.7	12.9	10.8	10.2	11.3
3.9	6.3	2.5	4.2	11.9	11.5	14.5	12.6
4.6	4.8	4.5	4.6	13.7	15.5	14.9	14.7
7.5	7.2	7.2	7.3	13.7	15.5	14.9	14.7
7.7	8	7.8	7.8	16.7	18.7	17.8	17.7
9.6	6.1	5.7	7.1	10.2	10.5	10.1	10.3
4.3	5.7	6.4	5.5	12.7	11.4	13.1	12.4
8.8	5.2	7.6	7.2	16.5	16.4	17.5	16.8
8.6	11	12	10.5	21.3	20.7	20.8	20.9
14.7	15.1	14.5	14.8	17.7	17	16.3	17.0
15	18	16.6	16.5	13	13.6	13.2	13.3
6.5	6.7	7.3	6.8	14.1	15.5	15.7	15.1
5	8.8	7.9	7.2	18	18.6	22.2	19.6
7.7	7.7	7.5	7.6	14.4	13	12.7	13.4
6.3	5.6	6.9	6.3	12.3	11.9	11.1	11.8
6	6.9	6.1	6.3	9.1	15.2	12.3	12.2
5.2	6.5	4.2	5.3	14.4	14.3	15.1	14.6
7.2	6.4	4.3	6.0	11.1	11.1	11.5	11.2

4.4	9.5	7.4	7.1	11.9	9.6	10.4	10.6
5.3	6.9	7.5	6.6	20.6	21.1	23.3	21.7
5.1	5.4	5.7	5.4	32	26	28.5	28.8
2.6	2.8	2.5	2.6	17.8	18.6	14.7	17.0
8.7	7.8	6.5	7.7	14.9	16.3	15	15.4
6.9	6.2	7.5	6.9	23.8	23	24	23.6
8.5	11	9.3	9.6	13.5	14.6	19	15.7
3	4.2	3	3.4	18.5	15.4	16.5	16.8
4.9	4.7	4	4.5	19.7	15.8	19.2	18.2
4.3	3	3.9	3.7	11.6	12.2	11.6	11.8
6.3	5.5	4	5.3	12.8	15.2	11.9	13.3
7	7.1	8	7.4	18.8	18.1	16.9	17.9
6.6	8.6	7.8	7.7				
4.4	5.7	9.7	6.6				18.7
7.2	6.5	6.5	6.7				
8.3	8.1	7.4	7.9				
5.4	5.4	5.9	5.6				
4.5	5.4	6	5.3				
6.1	5	6.4	5.8				
7.6	6.8	8.8	7.7				
5	7.6	5	5.9				
8.2	9	7.4	8.2				
5.8	6.7	6.4	6.3				
9.1	10	8.5	9.2				
5.9	6.6	6.2	6.2				
13.5	14.5	13	13.7				
5.8	7.8	6.9	6.8				
10.6	10	14	11.5				
11.3	11.3	7.8	10.1				
5.2	5.5	5.6	5.4				
8.3	9.5	10.4	9.4				
14.3	14.7	10.7	13.2				
8.4	9.3	11.7	9.8				
5.6	5.1	6	5.6				
5.9	6.3	5.2	5.8				
12	12.2	13	12.4				
6.6	7.1	6.8	6.8				
10.2	9	12.1	10.4				
8.2	8.7	9	8.6				
4.4	4.8	3.9	4.4				
8.1	6.5	5	6.5				
7.3	9.7	8.8	8.6				
8.6	7.2	9.8	8.5				
4.3	4	5.2	4.5				
5	5.3	5.7	5.3				
9.3	8.5	8.4	8.7				
4	3.4	3.4	3.6				
2.9	4.2	4.4	3.8				
4.5	7.2	4	5.2				
5.9	6.6	5.2	5.9				
6.3	7	7.2	6.8				

4.9	5.6	5.2	5.2				
5.1	5.8	6.2	5.7				
8.8	7.9	9.4	8.7				
8.6	9	5.2	7.6				
5.9	5.9	5.2	5.7				
4.2	6.7	6	5.6				
			7.6				



KTA-TATOR, INC.  
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 Pittsburgh, PA 15275  
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 fax 412-788-1306

Coating System Inspection  
 Report

*SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE*

GENERAL INFORMATION						Sheet 1 of 1	IR No.: 26
Client: <i>SHERWIN WILLIAMS</i>	Contractor: <i>CORCON</i>		Inspector: <i>C. STUART</i>				
Client Contact: <i>MARK HUDSON</i>	Supervisor/Foreman: <i>MIKE MAILLIS</i>		KTA Job No. <i>260259</i>				
Project:	Crew Start:	Stop:	Date: <i>11/6/06</i>				
Shift: <i>NA</i>	Inspector Start: <i>NA</i>	Stop:	Day: <i>MONDAY</i>				
Work activities performed today: <i>NO PRODUCTION WORK (CONTAINMENT SET UP ONLY)</i>							
Span (Show location on drawing):	Bay (Show location on drawing):		Rigging / Containment [if mobile containment used - record installation / removal times - (Show location on drawing)]:		<i>7:PM MON - 3:00PM TUESDAY</i>		
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No						
ABRASIVE BLASTING							
Start time:	Stop time:		Rework time:				
Number of blasters:	Square feet blast cleaned:		Total Manhours (# of men x hours)				
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
Recoat Times	Coat 1:		Coat 2:		Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1				Road Closure			
Coat 2				Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
Comments: <i>(CONTRACTOR SET UP CONTAINMENT BUT NO PRODUCTION WORK WAS PERFORMED)</i>							
Inspector: <i>C. STUART</i>				Reviewed By:			
Signature: <i>C. Stuart</i>		Date: <i>11/6/06</i>		Signature:		Date:	
Distribution: <input type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input type="checkbox"/> KTA PM		<input type="checkbox"/> Other	



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Coating System Inspection  
Report

S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION				Sheet 1 of 16	IR No.: 27		
Client: SHERWIN WILLIAMS	Contractor: CORCON	Inspector: C. STUART		KTA Job No. 260259			
Client Contact: MARK HUDSON	Supervisor/Foreman: MIKE MAILLIS	Crew Start: Stop:	Date: 11/7/06	Day: TUESDAY - WED.			
Project:	Inspector Start: 4:00 AM	Stop: WED 6:30 AM	Work activities performed today: SURFACE PREPARATION; PRIME COAT APPLICATION & FINISH COAT APPLICATION.				
Shift: NIGHT/DAY	Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)):		7:00 PM - 3:00 PM TUES 6:00 PM WED -				
Span (Show location on drawing):	1	Bay 18, 19 (PARTIAL) 20, 21, 22, 23, 24 (Show location on drawing): (FULL BAYS)					
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No						
TUES ABRASIVE BLASTING							
Start time:	12:45 AM	Stop time:	12:45 PM	Rework time:	10:20 AM - 12:48 AM		
Number of blasters:	4	Square feet blast cleaned:	1500	Total Manhours (# of men x hours)	57 M HRS		
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Stop Time	Down time	Reason for downtime
S&W CORONA 1 ZINC PRIMER	21 GAL	A: 0X2616F B: R1236	4 MISTCOAT 2 BOILCOAT	TUE 12:45 PM WED 12:30 AM	2:16 PM 2:30 AM	-	-
Recoat Times	Coat 1:	11 HRS	Coat 2:				Coat 3:
DRY FILM THICKNESS			TRAFFIC CONTROL				
	Minimum	Maximum	Average	Road Closure	Start TUES	Stop WED	MPT Time
Coat 1	2.6	16.9	5.3	6:00 PM	3:00 PM	21 HRS	
Coat 2	TOP COAT DFTS NOT OBTAINED			Comments:			
Coat 3	AT THIS TIME						
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
Comments: 4:00 AM ARRIVED ON SITE - JOHN ZAMOSKY (PENDOT REP) ON SITE SINCE 12:00 AM. CORCON IS STILL BLAST CLEANING SINCE 12:45 AM WITH 4 MEN. WORKED WITH JOHN ON DOCUMENTATION AND COVERED THE OPERATION. 9:20 CORCON CALLED FOR SURFACE PREP. INSPECTION - COMPLETE AT 10:20 AM. MANY DEFICIENT AREAS MARKED FOR REBLAST DUE TO RUST, PAINT AND EXCESSIVE SHADOWING. CORCON RESUMED BLAST CLEANING OPERATION UNTIL 12:48 PM. SURFACE PREPARATION WAS ACCEPTED BY JOHN ZAMOSKY AT 1:15 PM.							
Inspector: C. STUART	Reviewed By:						
Signature: C. Stuart	Date: 11/7/06	Signature:		Date:			
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			



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Coating System Inspection  
 Report

CONTINUE APPLICATION CONTINUED.

GENERAL INFORMATION				Sheet 1A of 16	IR No.: 27		
Client:		Contractor:		Inspector: C. STUART			
Client Contact:		Supervisor/Foreman:		KTA Job No. 290259			
Project:		Crew Start:	Stop:	Date: 11/8/06			
Shift:		Inspector Start:	Stop:	Day: WED			
Work activities performed today: TOP COAT APPLICATION							
Span (Show location on drawing):		1		Bay 18, 19, 20, 21, 22, 23, 24 (Show location on drawing):			
Control Panel Placement (Show location on drawing):		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No PANELS PREPARED TODAY		Rigging / Containment [if mobile containment used - record installation / removal times - (Show location on drawing)]: 6:00 PM WEDS / 3:00 PM WED			
ABRASIVE BLASTING							
Start time:		Stop time:		Rework time:			
Number of blasters:		Square feet blast cleaned:		Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
SEW FASTCOAD URETHANE	40 GAL	A: 0X2433B B: R 2126	2	6:00 AM	10:00 AM	0	
Recoat Times		Coat 1:	Coat 2:	4 HRS	Coat 3:		
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average		Start	Stop	MPT Time
Coat 1	2.6	16.9	5.3	Road Closure			
Coat 2 TOTAL SYSTEM	7.2	39.6	15.2	Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work		
Comments:							
N/A							
Inspector: C. STUART				Reviewed By:			
Signature: C. Stuart		Date: 11/8/06		Signature:		Date:	
Distribution:		<input checked="" type="checkbox"/> Client		<input type="checkbox"/> Contractor		<input checked="" type="checkbox"/> KTA PM	
						<input type="checkbox"/> Other	



Complete items below when required by scope of services

STAFFING/EQUIPMENT (List separately: Subcontractors, Change Orders, T&M, and Protest Work)				
No. of Workers or Equipment	Trade or Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work

**COMMENTS**

1:20<sup>PM</sup> CORCON STARTED MIXING PRIME COAT

1:30<sup>PM</sup> PRIME COAT APPLICATION STARTED. CORCON IS APPLYING A LIGHT COAT OF PRIMER DUE TO LIMITED TIME REMAINING - ALL EQUIPMENT & ENCLOSURE MUST BE REMOVED BY 3:00 PM TO OPEN NORTHBOUND LANE.

2:48<sup>PM</sup> PRIME MIST COAT COMPLETE

3:04<sup>PM</sup> CONTRACTOR EQUIPMENT REMOVED & NORTHBOUND LANE IS OPEN.

3:30<sup>PM</sup> DEPARTED SITE.

9:00<sup>PM</sup> ARRIVED ON SITE TO EVALUATE PRIMER THICKNESS OF MIST COAT APPLIED EARLIER TODAY AT THE REQUEST OF CORCON. THIS OPERATION IS TO DETERMINE HOW MUCH PRIMER IS REQUIRED TO RAISE DFT TO SPECIFIED RANGE. IT WAS DETERMINED THAT 3 MILS OF ADDITIONAL MATERIAL WAS REQUIRED IN BAYS 18, 19, 20, 21 AND ONLY AS MARKED WITH CHALK IN BAYS 22, 23, 24.

12:30<sup>AM</sup> DEPARTED JOB SITE - CORCON WILL APPLY ADDITIONAL PRIMER. JOHN ZAMOSKY (PENDIT REP) WILL COVER PRIME COAT APPLICATION.

3:30<sup>AM</sup> ARRIVED ON JOB SITE. PERFORMED DFT READINGS ON PRIME COAT WITH JOHN ZAMOSKY. JOHN ACCEPTED PRIME COAT AT 5:15 AM. DFT COUPLER AREAS WERE ESTABLISHED FOR MORE ACCURATELY DETERMINING FINISH COAT THICKNESS.

5:15<sup>AM</sup> CORCON STARTED MIXING TOP COAT FOR STRIPE COATING BY BRUSH. NO THINNER ADDED TO MIX. TOP COAT OPERATION COMPLETE AT 9:30 AM

10:00 AM DEPARTED JOB SITE



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Daily Painting  
 Inspection Report

Sew Accelerated System Study - California Ave. Bridge

GENERAL INFORMATION										Sheet 3 of 10	IR No.: 27		
Client: S&W			Contractor:				Inspector: C. STUART						
Client Contact: MARK HUDSON			Supervisor/Foreman:				KTA Job No. 260259						
Project:			Crew Start:		Stop:		Date: 11/7/06 - 11/08						
Shift:			Inspector Start: TUES 4:00 AM		Stop: WED 6:30 AM		M	(T)	(W)	TH	F	S	S
Work activities performed today: (SEE SHEET 1)													
AMBIENT CONDITIONS													
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed			
RAMP TUES	11:25 AM	53	45	52	36	43				SURF			
CONTAINMENT	3:45 PM	50	44	61	37	42				PREP			
CONTAINMENT	9:25 AM	59	48	42	36	65				↓			
CONTAINMENT	1:30 PM	58	49	51	40	53				PRIME COAT			
SURFACE PREPARATION													
Item(s) Prepared or Item No. (Sketch location on T3060-e)		SPAN 1, BAYS 18, 19, 20, 21, 22, 23, 24											
Operations Reviewed or Tests Performed		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A			
Test section prepared		✓											
Condition of edges, weld spatter, fins, slivers, etc.		✓											
Grease, oil, contaminant removal		✓											
No visible moisture		✓											
Protective coverings in place		✓											
Dust and abrasive removal		✓											
Clean and dry abrasive		✓											
Other:							✓						
Compressed Air Cleanliness		Location / Time: COMPRESSOR / 2:00 PM											
Results		OK											
Degree of Cleanliness		Specified		SP-10									
Actual		SP-10											
Surface Profile (affix testex tape to report)		Specified		1.5-3.5 MILS									
Actual		4.5 +											
Soluble Salt Contamination		Specified		NA									
<input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:		Actual (µg/cm²)											
Method of Surface Preparation & Equipment		<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:											
Briefly describe equipment:													
Abrasive Media Manufacturer:		Type	RED BLACK BEAT	Base Metal Reading (BMR)	Record in mils	.75 MILS							
		Size	1240	Nozzle Air or Water Pressure	Record in psi	NA							
Inspector: C. STUART		Reviewed By:											
Signature: C. Stuart		Date: 11/8/06											
Distribution:		Client	Contractor	KTA PM	Other								

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KTA Daily Painting Inspection Report 2003

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T3060-A



KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Daily Painting  
 Inspection Report

AMBIENT CONDITIONS CONT.

GENERAL INFORMATION		Sheet <u>16</u> of <u>16</u>	IR No.: <u>27</u>
Client:	Contractor:	Inspector: <u>C. STUART</u>	
Client Contact:	Supervisor/Foreman:	KTA Job No. <u>260259</u>	
Project:	Crew Start:	Stop:	Date: <u>11/8/06</u>
Shift:	Inspector Start:	<u>A</u>	Stop:
Work activities performed today:		M	T
		W	TH
		F	S
		S	

AMBIENT CONDITIONS											
Location	Time	DB F°	WB F°	RH %	DP F°	ST F°	+/-	Wind Direction & Speed	Weather Conditions	Operations Performed	
WED CONTAINMENT	1:50 <sup>AM</sup>	79	60	31	46	69				NONE	
	1:52 <sup>AM</sup>	76	58	31	43	70				NONE	
	5:10 <sup>AM</sup>	83	66	40	56	70				TOP COAT APPLICATION	

SURFACE PREPARATION											
Item(s) Prepared or Item No. (Sketch location on T3060-e)		Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	
Operations Reviewed or Tests Performed											
Test section prepared											
Condition of edges, weld spatter, fins, slivers, etc.											
Grease, oil, contaminant removal											
No visible moisture											
Protective coverings in place											
Dust and abrasive removal											
Clean and dry abrasive											
Other:											
Compressed Air Cleanliness	Location / Time										
	Results										
Degree of Cleanliness	Specified										
	Actual										
Surface Profile (affix testex tape to report)	Specified										
	Actual										
Soluble Salt Contamination <input type="checkbox"/> SCAT <input type="checkbox"/> Chlor*Test <input type="checkbox"/> Bresle <input type="checkbox"/> Other:	Specified										
	Actual (µg/cm²)										
Method of Surface Preparation & Equipment	<input type="checkbox"/> Abrasive Blasting <input type="checkbox"/> Hand tool <input type="checkbox"/> Power tool <input type="checkbox"/> LPWC <input type="checkbox"/> HPWC <input type="checkbox"/> UHPWJ <input type="checkbox"/> Other:										
	Briefly describe equipment:										
Abrasive Media Manufacturer:	Type				Base Metal Reading (BMR)		Record in mils				
	Size				Nozzle Air or Water Pressure		Record in psi				
Inspector: <u>C. STUART</u>	Reviewed By:										
Signature: <u>C. Stuart</u>	Date: <u>11/8/06</u>	Signature:				Date:					
Distribution:	Client	Contractor	KTA PM	Other							

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project: Name: C. STUART Date: 11/7 11/8 Sheet 5 of 16 IR No.: 27

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
1	SEW COPSTAR 1 ZINC PRIMER	3 GAL	0X2616F	ACC	R1236	ACC		
2	"	"	"	"	"	"		
3	"	"	"	"	"	"		
4	"	"	"	"	"	"		

MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1	SEW NO 15		10%	1202	52°	1:20 <sup>PM</sup>	NA	ACC	✓		✓	
2						1:33 <sup>PM</sup>		ACC	✓		✓	
3						1:40 <sup>PM</sup>		ACC	✓		✓	
4						2:00 <sup>PM</sup>		ACC	✓		✓	

COATING APPLICATION										
Item Prepared or Item No. (Note location on T3060-e)					BAYS 18, 19, 20, 21, 22, 23, 24					
Coating being applied (primer, mid, top, touch-up)					PRIMER / MIST COAT					
Mix Number					1, 2, 3, 4					
Type of Application Equipment					AS					
<input type="checkbox"/> AS <input type="checkbox"/> CS <input type="checkbox"/> HVLP <input type="checkbox"/> PC <input type="checkbox"/> Brush <input type="checkbox"/> Roller <input type="checkbox"/> Other										
Time from surface preparation to coating application					30 min					
Time of Application (Start/Stop)					1:25 <sup>PM</sup> - 2:48 <sup>PM</sup>					
Compressed Air Cleanliness		Location / Time			Results					
					NA					
Caulk or sealant required		Type:								
<input type="checkbox"/> Yes <input type="checkbox"/> No		Location(s):								
Operations Reviewed										
Pot Agitation	✓			N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Protective Coverings in Place	✓									
Surrounding Air Cleanliness	✓									
Intercoat Cleanliness	✓									
Recoat Times Observed	✓									
Stripe coat applied	✓									
Visual Appearance (runs, drips, sags, etc.)	✓	✓								

WET FILM THICKNESS MEASUREMENT SUMMARY (If applicable)										
Range Specified										
Range (actual)					TAKEN BY APPLICATOR					
Average (actual)										
Based on the information above:										
Average within the range specified					Sat	Unsat	N/A	Sat	Unsat	N/A

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S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

Project: Name: C. STUART Date: 11/9/06 Sheet 6 of 16 IR No.: 27

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
45	S&W CORROHAWK ZINC PRIMER	3 GAL	OX 2616 F	ACC	21236	ACC		
86	"	"	"	"	"	"		
67	"	"	"	"	"	"		

MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
45	S&W NO 15			12oz	53°		NA	ACC		✓		
86					NOT TAKEN					✓		
67					"					✓		

COATING APPLICATION														
Item Prepared or Item No. (Note location on T3060-e)			BAYS 18, 19, 20, 21, 22, 23, 24											
Coating being applied (primer, mid, top, touch-up)			PRIMER (BUILD COAT)											
Mix Number			4, 5, 6											
Type of Application Equipment			AS											
<input type="checkbox"/> AS <input type="checkbox"/> CS <input type="checkbox"/> HVLP <input type="checkbox"/> PC <input type="checkbox"/> Brush <input type="checkbox"/> Roller <input type="checkbox"/> Other			NA											
Time from surface preparation to coating application														
Time of Application (Start/Stop)														
Compressed Air Cleanliness		Location / Time												
		Results												
Caulk or sealant required		Type:												
<input type="checkbox"/> Yes <input type="checkbox"/> No		Location(s):												
Operations Reviewed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Pot Agitation			✓											
Protective Coverings in Place														
Surrounding Air Cleanliness			KTA NOT PRESENT FOR THIS OPERATION											
Intercoat Cleanliness														
Recoat Times Observed														
Stripe coat applied														
Visual Appearance (runs, drips, sags, etc.)														
WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)														
Range Specified														
Range (actual)			TAKEN BY APPLICATOR											
Average (actual)														
Based on the information above:			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within the range specified														

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MIXING SHEET 3

Project: \_\_\_\_\_ Name: C. STUART Date: 1/18/06 Sheet 7 of 16 IR No.: 27

COATING MATERIALS								
Mix No.	Manufacturer/Product Name	Quantity Mixed	Component A		Component B		Component C	
			Batch No.	Shelf Life	Batch No.	Shelf Life	Batch No.	Shelf Life
1	SEW FASTCLAD URETHANE	5 GAL	OX2435B	ACC	R2126	ACC		
2	"	"	"	"	"	"		
3	"	"	"	"	"	"		
4	"	"	"	"	"	"		
5	"	"	"	"	"	"		

MIXING DATA												
Mix No.	Thinner		% Thinner Added		Mixed Coating Temperature	Time of Mix	Induction Time (SP)	Pot Life (SP)	Mix Witnessed			
	Type or Name	Batch No.	Specified	Actual					Yes	No	Sat	Unsat
1					54°	5:18 AM	N/A	ACC	✓		✓	
2		NA			NOT TAKEN	6:00 AM					✓	
3	(NO THINNER ADDED)					6:12 AM			✓		✓	
4						6:58 AM					✓	
5						7:20 AM					✓	

COATING APPLICATION											
Item Prepared or Item No. (Note location on T3060-e)			BAYS 18, 19, 20, 21, 22, 23, 24			ADDITIONAL			5 GAL KITS		
Coating being applied (primer, mid, top, touch-up)			TOP COAT			MIXED AT			7:42 AM AND 8:00 AM		
Mix Number			1-7			NOT MIXED			VERADDED		
Type of Application Equipment			AS			MIX 6 ET					
Time from surface preparation to coating application											
Time of Application (Start/Stop)			6:00 AM / 10:00 AM								
Compressed Air Cleanliness		Location / Time									
		Results		NA							
Caulk or sealant required		Type:		NA							
<input type="checkbox"/> Yes <input type="checkbox"/> No		Location(s):									
Operations Reviewed			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Pot Agitation					✓						
Protective Coverings in Place			✓								
Surrounding Air Cleanliness			✓								
Intercoat Cleanliness			✓								
Recoat Times Observed			✓								
Stripe coat applied			✓								
Visual Appearance (runs, drips, sags, etc.)			✓								

WET FILM THICKNESS MEASUREMENT SUMMARY (if applicable)											
Range Specified			12 WET								
Range (actual)			12 WET								
Average (actual)			TAKEN BY			APPLICATORS					
Based on the information above:			Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within the range specified			✓								

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S&W ACCELERATED SYSTEM STUDY - CALIFORNIA AVE BRIDGE

Project: Name: C. STUART Date: Sheet 8 of 16 IR No.: 27

**REQUIRED NUMBER OF DRY FILM THICKNESS MEASUREMENTS**

- Structure/Item less than 300  $\text{ft}^2$  - Test each 100  $\text{ft}^2$  area
- Structure/Item less than 1,000  $\text{ft}^2$  - Test 3 randomly selected 100  $\text{ft}^2$  areas
- Structure/Item greater than 1,000  $\text{ft}^2$  - Test 3 randomly selected 100  $\text{ft}^2$  areas and for each additional 1,000 test 1 randomly selected 100  $\text{ft}^2$  area
- Other (Describe)

Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
(SEE ATTACHED EXCEL SHEETS)						
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	
Area	Spot Reading (Average of 3)					Total 5 Spot Average
	1	2	3	4	5	

**DRY FILM THICKNESS MEASUREMENT SUMMARY**

Item Prepared or Item No. (Note on T3060-F)	
Range Specified	(SEE SHEET 1 AND 2)
Range (actual, after deduction of BMR)Ⓞ	
Average (actual, after deduction of BMR)	

Ⓞ Explain any readings #80% or  $\geq$ 120% and actions taken to resolve:

Based on the information above:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Average within range specified									

**OTHER FILM MEASUREMENTS**

Additional Testing Performed:	Sat	Unsat	N/A	Sat	Unsat	N/A	Sat	Unsat	N/A
Holiday Test <input type="checkbox"/> Low <input type="checkbox"/> High									
Adhesion Test <input type="checkbox"/> Tape <input type="checkbox"/> Knife <input type="checkbox"/> Pull-off / type:									
Tooke Gage Cutting tip <input type="checkbox"/> 1X <input type="checkbox"/> 2X <input type="checkbox"/> 10X									
Cure									
Other:									

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**CALIFORNIA AVE. BRIDGE SR4265-A02**

Dry Film Measurements 11/7, 11/8/06

Span 1 Bays 18,19, 20,21,22,23,24

Note 2: Gage setting include a BMR of 0.75 mils.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

DFT CONTROL AREA 1 PRIME COAT				DFT CONTROL AREA 1 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 1 BAY 19 MAIN BEAM NORTHBOUND INSIDE MIDDLE WEB							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
6.5	6.1	5.5	6.0	15.5	15.1	15.7	15.4
4.6	5.4	6.4	5.5	12.7	10.9	11.9	11.8
6.9	6.3	6.2	6.5	15	13.6	16.1	14.9
6.3	6.9	7.8	7.0	10.5	11.6	12.5	11.5
6.9	5.4	5.7	6.0	11.7	13.4	13.6	12.9
5	5	4.3	4.8	15.5	17.9	15.9	16.4
4.9	5.4	4.8	5.0	15.9	16.3	16.1	16.1
4	4.3	4.4	4.2	13	12.5	13	12.8
6.4	5	5.8	5.7	16.7	17.4	15.1	16.4
5.2	6.2	6.5	6.0	17	17	16.9	17.0
4.9	4.7	4.4	4.7	14.9	14.8	14.9	14.9
Prime Coat Average			5.6	Finish Coat Average			14.6
DFT CONTROL AREA 2 PRIME COAT				DFT CONTROL AREA 2 FINISH COAT			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 1 BAY 19 - NORTH CROSS BEAM							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
3.6	2.8	2.4	2.9	11.3	13	11.5	11.9
4.3	5.1	3.3	4.2	14.1	13	12.6	13.2
3	2.5	2.8	2.8	11.7	10.3	9.5	10.5
3.3	3.6	3.2	3.4	16.36	15.8	13.7	15.3
3.8	3.7	2.9	3.5	12.9	12.4	13.9	13.1
3	3.7	3.6	3.4	13.1	12.5	12	12.5
3.8	3.5	4.5	3.9	12.3	12	13.3	12.5
3.1	4.1	4.8	4.0	12.7	15.2	11.6	13.2
TOP OF BOTTOM FLANGE							
3.1	2.9	3	3.0	10.6	10	10.6	10.4
3	3.5	3.7	3.4	10.6	12.4	14.2	12.4
3	2.4	2.6	2.7	14.1	13.7	14.1	14.0
4	2.5	3.1	3.2	12.8	13	12.3	12.7
BOTTOM OF BOTTOM FLANGE							
6.6	7.8	5.5	6.6	18.3	22.2	18.3	19.6
7.9	7	6.6	7.2	19.9	21	19.9	20.3
6.2	4.3	6.8	5.8	18.2	18.3	18.5	18.3
6.6	6.1	4.9	5.9	17.4	16	17.3	16.9
Prime Coat Average			4.1	Finish Coat Average			14.2

PRIME COAT DFTs				Finish Coat DFTs			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
5.6	5.2	4.7	5.2	13.7	12.1	12.2	12.7
5.1	4.3	4.3	4.6	19.8	23.8	20	21.2
5.8	4.3	5	5.0	23.7	22.8	21.7	22.7
7.8	6.9	8.8	7.8	22	22.6	22.4	22.3
4.5	4.5	7.8	5.6	18.2	21	23	20.7
4.4	4.9	3.4	4.2	28.9	28	27	28.0
6.8	6.5	7.1	6.8	23.8	24	28.9	25.6
3.9	4.4	4.1	4.1	15.2	14.3	15.1	14.9
7.2	7.6	7.6	7.5	15.9	17	19	17.3
9.7	8.3	9.3	9.1	14.1	13.4	16.5	14.7
4.7	5.3	4.9	5.0	20.8	20.4	21.8	21.0
8.7	6.7	9.5	8.3	19.8	22	20	20.6
8	5.7	6.9	6.9	23	24	26.2	24.4
7.7	4.7	7.2	6.5	18.8	9.2	12	13.3
4.8	5.1	4.4	4.8	12.8	14.4	17.8	15.0
9.3	11	10.3	10.2	14.4	12.4	11.8	12.9
7.7	8.9	9	8.5	21.8	19.8	26.2	22.6
9	7.9	9.3	8.7	9.9	11	12.9	11.3
6.8	7.3	6	6.7	12	12	11.8	11.9
7.6	7.5	6.7	7.3	14.1	12.1	14.6	13.6
10.4	9.5	7.9	9.3	18.9	18.1	19.5	18.8
7.5	7.5	8.3	7.8	10.5	11.2	11.7	11.1
7.5	6	6.7	6.7	9.8	11	10.1	10.3
9.6	11.4	7.5	9.5	16.2	13.5	17.1	15.6
5.6	4.5	5.4	5.2	16.1	14.7	14.9	15.2
5.5	4.8	6.7	5.7	20.2	21	13.7	18.3
6.5	6.1	4.8	5.8	15.7	14.7	12.7	14.4
6.8	7.6	7.3	7.2	13.7	13.8	13.7	13.7
4.9	5.1	4.4	4.8	15.9	16.2	17.2	16.4
4.1	3.8	5.1	4.3	15.3	17.4	13.6	15.4
7.1	7.7	8.1	7.6	16.6	17.7	19.4	17.9
5.3	7	5.4	5.9	14.9	13.4	12.7	13.7
3.4	3.6	4.5	3.8	12.4	15.2	15	14.2
7.1	5.7	4.9	5.9	13.7	15	17.9	15.5
3.9	3.1	3	3.3	17.9	17.6	16.8	17.4
9.9	13.6	12	11.8	16.5	20	16.9	17.8
8.9	9.4	7.1	8.5	14.2	15.9	15.3	15.1
6.6	6.6	6.8	6.7	214.8	12.4	10.5	79.2
4.8	5.3	5.1	5.1	9.3	10.5	12.4	10.7
6.6	7	7.1	6.9	13.2	11.9	12.3	12.5
10	11	12	11.0	28.8	23	20.2	24.0
8.1	6.5	6.5	7.0	22	22	25	23.0
9.5	9.1	7.1	8.6	14.5	12.1	14.1	13.6
4.1	6.1	6.6	5.6	26.2	22.5	23	23.9
4.2	4.6	5.2	4.7	15.9	13.8	14.4	14.7
12	11	9	10.7	10.3	12.7	11.9	11.6
7.5	6.5	4.9	6.3	15	16.2	16.1	15.8
3.2	4.1	5.6	4.3	16.6	13.5	17.1	15.7

3.9	4.9	5.6	4.8	19.1	18.8	19.5	19.1
5.7	5.4	4.4	5.2	17.1	17.5	18.2	17.6
5.5	4.7	4.6	4.9	26.3	24.2	24.1	24.9
6	6.5	6.6	6.4	36.5	30.6	31	32.7
9.1	10	10.3	9.8	13	14	14.7	13.9
8.3	7.3	7.2	7.6	14.1	14.9	12.9	14.0
6.4	4.8	6.2	5.8	13.5	14.1	15	14.2
6.1	6.6	9	7.2	9.8	12.4	11.7	11.3
4.7	2.7	3.2	3.5	14.2	14.1	14.1	14.1
5.5	4.9	4.7	5.0	13.6	15	15.9	14.8
3.7	4	6.5	4.7	13.7	13.4	13.8	13.6
5.6	6.9	5.7	6.1	19.2	20.4	23.5	21.0
6.8	8.7	8.6	8.0	16.1	14.8	13.5	14.8
9.8	10	9.8	9.9	31.2	25.7	31.7	29.5
3.9	4.4	5.1	4.5	18.1	17.5	18.8	18.1
6.9	7.1	8.6	7.5	18.6	20.4	20	19.7
7.1	6.4	7.6	7.0	12.7	13.5	11.1	12.4
8.4	7	10.2	8.5	14	16	13.3	14.4
8.7	9.4	7.4	8.5	13.6	12.8	14	13.5
2.6	3.1	2.7	2.8	16.1	18	16.1	16.7
6.4	6.6	4.5	5.8	19.6	19	18.5	19.0
6.3	4	4.7	5.0	16.7	17.6	18.7	17.7
5	4.4	5	4.8	15.1	15.8	16.2	15.7
4.5	3.7	6.1	4.8	15.2	15.6	14.8	15.2
2.7	3	3.7	3.1	12.2	11.5	11.7	11.8
3.1	4.2	2.4	3.2	13	15.9	14	14.3
2.8	2.6	3.2	2.9	21	21	19.5	20.5
2.6	6.5	6.1	5.1	13.3	12.3	14.8	13.5
2.6	3.2	3.7	3.2	11.4	13	11.2	11.9
6.2	6.4	7	6.5	12.4	11.9	13.7	12.7
5.6	4.7	4.4	4.9	22.4	20.8	17.7	20.3
5.1	6.1	4.9	5.4	43	40	44	42.3
6.7	5.3	4.8	5.6	24.9	24.5	25.4	24.9
4.7	3.7	5.5	4.6	13.4	13.6	13.4	13.5
8.6	9.9	7.7	8.7	16.5	16.3	19.3	17.4
7.7	5.2	6	6.3	21.7	20.6	20.7	21.0
10.4	8.5	11.2	10.0	16.3	15	13	14.8
8.5	8.4	9.8	8.9	25	28	28	27.0
7.2	5.4	5.4	6.0	21	22.5	22.5	22.0
7.3	5.4	6.1	6.3	37	39	40	38.7
8.4	8.9	7.2	8.2	16.5	16.1	16.6	16.4
2.7	3	3.4	3.0	14.3	14.6	16	15.0
11.7	11.5	9	10.7	17.6	13.6	15.1	15.4
7.6	5.9	8.1	7.2	20.7	15.7	17.8	18.1
13.7	14.5	14.2	14.1	27	23	22	24.0
11.6	9.8	9.9	10.4	11.7	11	11.7	11.5
4.7	4	4.2	4.3	15.1	15.7	14	14.9
9.8	11.9	8.3	10.0	21.1	19.2	20.9	20.4
14.4	17.1	19.2	16.9	15	14.6	14.3	14.6
5.8	5.9	5.8	5.8	15.7	15.1	14.5	15.1
9.9	7.6	6.3	7.9	19.8	18.8	21.5	20.0

4.3	3.6	4.6	4.2	10.3	11.8	10	10.7
10.4	7.1	7.2	8.2	10.1	8.7	9.9	9.6
7	8.6	7.2	7.6	12.7	13	12.6	12.8
5.1	5.1	4	4.7	11.8	11	12.8	11.9
5.8	5.2	6	5.7	21.1	22.1	21	21.4
9	7.8	7.7	8.2	17	14.6	15.9	15.8
5.4	5.5	5.2	5.4	21	16	13.2	16.7
5.5	5.2	6.8	5.8	23.2	24.2	26	24.5
10	9.1	13.1	10.7	25	25.4	24.3	24.9
6.1	9.2	7.6	7.6	15.1	19.3	19.8	18.1
4.8	4.4	4.4	4.5	13.4	13.2	14.6	13.7
3.3	3.2	6.6	4.4	18.7	18.5	20.7	19.3
2.9	2.6	3.2	2.9	14.4	15.3	13.1	14.3
6.5	5.8	5.4	5.9	26	30	25.3	27.1
3.2	2.6	3.5	3.1	33.7	33.2	34	33.6
4.4	5	5.3	4.9	39.5	39	40.2	39.6
6.8	6.5	7.2	6.8	25.1	25.4	27	25.8
6.2	7.9	6.7	6.9	20.2	21.8	23.4	21.8
7.3	7.3	7.7	7.4	30.9	30.7	30.7	30.8
2.7	4.2	4.1	3.7	17.6	18.6	24.7	20.3
3.9	4.7	2.6	3.7	9.2	10	9.9	9.7
5.6	6.4	4.8	5.6	10.6	8.8	8.5	9.3
6.4	4.8	4.5	5.2	9	6.6	7.3	7.6
2.8	2.6	5	3.5	13.7	14.2	13.4	13.8
6.4	7	6.2	6.5	15.8	16.5	15	15.8
5.4	5.8	6.2	5.8	7.9	8.5	13.9	10.1
4.7	5	5.1	4.9	9.6	9.8	9.9	9.8
4	4.7	4.2	4.3	14.1	10.6	9.3	11.3
4.4	4.6	4.9	4.6	11.8	12.7	11.4	12.0
2.6	4.9	3.4	3.6	13.4	15	12	13.5
3.4	4.9	2.7	3.7	16.5	14.6	17.6	16.2
3.8	3.8	2.9	3.5	10	9	9.5	9.5
2.8	3.2	4.1	3.4	11	9.3	10	10.1
3.7	5.6	3.7	4.3	26	20	29	25.0
4.8	5.1	2.7	4.2	8.8	11.7	9.7	10.1
6.5	6.6	7.4	6.8	13.1	9.7	11.9	11.6
6.7	6.5	6.7	6.6	15.2	12.8	11.3	13.1
7.1	7.6	7.4	7.4	10.4	12.1	11.9	11.5
6.6	5.1	4.9	5.5	14.1	18.1	16.1	16.1
6	5.5	6.3	5.9	9.4	14	13.1	12.2
2.6	2.9	2.4	2.6	6.9	7.2	8.3	7.5
5.7	5.1	4.3	5.0	9.8	8.8	9.6	9.4
8.2	7.1	9.3	8.2	16.2	18.2	13.3	15.9
9.6	9.6	7.1	8.8	9.7	9.1	8.7	9.2
9.6	8.9	10	9.5	14.4	11.1	15	13.5
8	6.4	6.4	6.9	12.6	12.5	13	12.7
7.1	6.3	6.9	6.8	11.9	8.8	7.5	9.4
5.9	6.6	5.3	5.9	17	20.5	18.7	18.7
4.9	5.9	5.4	5.4	17.4	18	19	18.1
3.4	3.7	5.9	4.3	8.2	7.9	7.7	7.9
6.6	4.8	7.6	6.3	13	14.2	15	14.1

3.5	3.1	4.7	3.8	16.3	16.7	20	17.7
6.3	5.5	2.8	4.9	15.9	15.2	17.8	16.3
6.3	5.6	3	5.0	9.6	12.5	12.1	11.4
5.1	4.1	3.6	4.3	10.1	8.5	9.4	9.3
4.3	4.4	2.8	3.8	16.2	16.7	17	16.6
3.5	3.2	2.6	3.1	21	19	18.5	19.5
4.8	2.2	4.9	4.0	10.1	10.9	11.2	10.7
4	4.4	5.5	4.6	13.3	10.5	11.1	11.6
6	6	5.1	5.7	17.8	15.9	16.5	16.7
4.5	5.2	4.9	4.9	15.9	28.1	28	24.0
6.8	6.3	5.2	6.1	9.6	9.8	13.8	11.1
5.8	6.8	7	6.5	13.3	16.8	14.2	14.8
7.2	6.8	7.3	7.1	30	29.9	34.5	31.5
8.8	9.8	7	8.5	27	22.4	26.8	25.4
9.7	7.2	6.6	7.8	20.2	16.6	17.8	18.2
4.3	8.4	6.5	6.4	11.8	10.2	13.5	11.8
7.9	8.3	8.5	8.2	12.5	11.8	11.1	11.8
6.6	4.8	5.7	5.7	26.1	24.8	25.6	25.5
5	4.2	4.1	4.4	15.5	15.9	15.5	15.6
2.7	3.1	3.2	3.0	12.5	13.5	13.8	13.3
5	3.6	3.5	4.0	14.6	12.9	12.1	13.2
7.9	8.7	7.5	8.0	19.9	21.3	25	22.1
4.1	3.2	2.9	3.4	28.4	25	26.9	26.8
6.2	3.8	4.5	4.8	11.3	10.3	9.9	10.5
5.1	5.6	3.8	4.8	19.6	19.5	20.8	20.0
6.6	6	5.7	6.1	23	23	21	22.3
5.8	8	6.4	6.7	14.7	14.9	12.6	14.1
7.6	4.9	8.5	7.0	14.9	10.8	11.8	12.5
8.6	5.1	5.4	6.4	18.6	19.1	18.1	18.6
2.6	3.3	2.5	2.8	16.9	16.1	15.1	16.0
6.8	8.1	6	7.0	12.7	14.3	13.5	13.5
2.7	3	3.4	3.0	11.1	9	10.3	10.1
5.7	3.8	4.7	4.7	10.7	11	9.9	10.5
5.3	6.6	6.9	6.3	23.1	15.4	15.9	18.1
3.1	3.2	4.1	3.5	8.4	8.2	8.1	8.2
3.7	4.1	4.1	4.0	16.6	14.9	15.5	15.7
6.9	6.5	7.3	6.9	15.5	15.7	16.1	15.8
4	4.2	6	4.7	15.5	17	17.8	16.8
4.2	3.1	4.6	4.0	31	29.3	28.8	29.7
4.4	5	4.8	4.7	16.1	16.8	19.9	17.6
4	4.3	2.7	3.7	14	13.5	10.2	12.6
3.1	2.4	4	3.2	11.4	9.8	11.1	10.8
6.7	6.5	7.4	6.9	16.3	15.7	13.9	15.3
3.8	5	5	4.6	8.9	8.9	9.2	9.0
2.7	8.4	3	4.7	12.6	12.3	7.9	10.9
3.5	4.2	2.5	3.4	12.3	11.9	16	13.4
3	3.4	4.1	3.5	13.9	15	13.8	14.2
6.6	2.3	7.5	5.5	12.7	14	13.1	13.3
5.3	7.2	8.1	6.9	9.5	9.4	13.3	10.7
7	10	13	10.0	17.1	14.7	17.7	16.5
7.6	8.6	8.4	8.2	20	15.2	16	17.1

4.7	6.8	9.5	7.0	11	8.6	11.6	10.4
3.5	4.36	3.5	3.8	10.7	10.3	8.8	9.9
5.6	5	5.4	5.3	11.4	13.5	14.2	13.0
6.2	6.3	6.7	6.4	11	11.7	10.6	11.1
6.1	5	7.1	6.1	12.1	12.8	10	11.6
5.5	2.6	3.5	3.9	14.3	13.7	13	13.7
3	3	3	3.0	18.8	18.3	20.1	19.1
10.7	8	7.3	8.7	12.9	11.5	7.8	10.7
9.2	8.1	8.3	8.5	9.8	10.6	12.9	11.1
12.8	15.9	14.1	14.3	9.3	14.2	10.8	11.4
5	7.3	4.8	5.7	15.2	13.5	11.6	13.4
4.9	6.6	6.3	5.9	9.1	7.3	5.3	7.2
4.8	8.1	8	7.0	14.5	7	15.2	12.2
5.4	4.9	9.5	6.6	12.2	11.6	13.2	12.3
5.2	3.9	4.4	4.5	16	11.1	10.5	12.5
8.9	10.2	10.8	10.0	15.1	16.8	12.9	14.9
5	6.4	5.8	5.7	18.6	17.5	16.6	17.6
7.9	6.8	5.5	6.7	14.2	14.1	12.8	13.7
6.9	7.1	6.8	6.9	15.6	12.8	13.7	14.0
10.5	11	9.7	10.4	15.6	14.2	13.3	14.4
13.3	12	7.8	11.0	25	27	28	26.7
4.4	4.7	4.1	4.4	20	14.7	19.8	18.2
5.4	4.7	4.9	5.0	31.7	30	30.1	30.6
3.1	4.2	4.3	3.9	28	28.7	25.6	27.4
5.7	7.6	7.3	6.9	23.9	20.3	18.8	21.0
9.7	6.8	4.6	7.0	19.4	18.7	18.8	19.0
4	5.1	4.6	4.6	14.6	15.8	13.8	14.7
8.5	6.1	6.4	7.0	18.8	19.3	21.8	20.0
4.8	4.9	3.5	4.4	16	17.3	14	15.8
6.1	7	7.1	6.7	15.8	16.9	16.5	16.4
7.4	7.3	7.3	7.3	19.7	15.5	13.5	16.2
9	11.3	8.9	9.7	18.7	18.1	17	17.9
6.5	5.4	7.2	6.4	23	23.9	24	23.6
9.5	6.9	8.4	8.3	10.5	9.1	11.3	10.3
8	6.6	6.5	7.0	28.5	19.4	19.5	22.5
8.3	8.1	11.2	9.2	12.2	10.9	11.8	11.6
5.9	5.7	8.8	6.8	14.1	14.3	14.4	14.3
5.5	4.9	7.5	6.0	8.3	12.6	10.1	10.3
7	6.3	6.6	6.6	16.5	14.9	15	15.5
6.1	7.5	9	7.5	21	19.1	19.4	19.8
5.9	5.6	5.5	5.7	12.7	13.7	12.9	13.1
5.9	5.1	9.9	7.0	13.3	14.6	14.4	14.1
8	9.6	10	9.2	17.2	17.9	18	17.7
8.1	6	5.3	6.5	26	26.9	26.2	26.4
4.4	4	4	4.1	16.1	14.5	16	15.5
7.3	7.6	8.2	7.7	15.3	13	15	14.4
6	5.4	5.5	5.6	17.1	17.4	15.8	16.8
5.4	4.7	5	5.0	16.4	18.3	17.3	17.3
3.8	4	3.9	3.9	17	17.3	14	16.1
6.9	7.6	6	6.8	14.6	17.1	17.3	16.3
8.2	8.8	7.6	8.2	21.1	13.8	17.7	17.5

3.6	5.3	4.5	4.5	28	25.4	25.2	26.2	
8.9	10.2	9.3	9.5	14.8	13.3	16.1	14.7	
3.8	5.1	5.4	4.8	10	9.8	9	9.6	
6.3	4.1	4.3	4.9	12.4	13	13.6	13.0	
5	4.9	3.7	4.5	15.5	17.2	17.3	16.7	
3.5	2.5	4	3.3	14.9	13.2	16.2	14.8	
7.3	8	7.3	7.5	15	10.2	11.5	12.2	
14.9	13	10	12.6	14.4	14.4	14.3	14.4	
13	7.6	6.4	9.0	11	8.7	14.4	11.4	
8.6	8.2	7.9	8.2	12.8	11.2	11.7	11.9	
6.1	5.5	5	5.5	14	15.6	14	14.5	
7.5	10.4	10	9.3	10.8	10.6	11.5	11.0	
6.3	7.7	6.7	6.9	22.8	21.3	21.3	21.8	
8.2	9.5	7.4	8.4	16.2	12.5	13.3	14.0	
4.8	4.9	6.3	5.3	18.4	17.3	18.2	18.0	
9.6	8	8.6	8.7	27.3	24	23.3	24.9	
5.9	6	6.1	6.0	24	17.7	23.7	21.8	
10.3	10.3	9.4	10.0	14.8	13.9	18.2	15.6	
6.6	6.7	8.9	7.4	15.7	17.2	13.9	15.6	
5.9	4.4	4.7	5.0	12.4	8.9	9.7	10.3	
3.5	4.8	4.3	4.2	14.5	15.5	15.1	15.0	
8.4	9.3	9.2	9.0	14	12.1	14.8	13.6	
3.2	5.2	4	4.1	24	23	14.1	20.4	
3.9	5.5	3.6	4.3	16.4	19.3	16.4	17.4	
5.3	6.3	6.1	5.9	16.6	16.5	17.1	16.7	
9.8	7.9	9.5	9.1	14.7	15	14.4	14.7	
9.6	9.9	8	9.2	18.8	18.6	20.2	19.2	
9.2	8.9	7.2	8.4	28	28	25.4	27.1	
9.9	9.7	10	9.9	26	24.5	27	25.8	
9.1	9.2	7.4	8.6	15.6	12	14	13.9	
8	10.1	8.8	9.0	26	21	24.9	24.0	
8.3	7.9	7.4	7.9	13	14.4	13.5	13.6	
5.6	5.7	7.7	6.3	22.3	22.5	20.7	21.8	
4.8	5.7	6.4	5.6	16.5	15.4	14	15.3	
3.2	6.4	6.5	5.4	16.3	18	15.1	16.5	
5.5	8	5.9	6.5	17.5	17.8	17.7	17.7	
8.9	6.4	6.8	7.4	12.9	14.2	14.5	13.9	
4.4	2.6	3.5	3.5	16.2	18.6	20.3	18.4	
6.8	7.3	10.3	8.1	15.4	16.4	16.1	16.0	
5.2	4.6	4.1	4.6	9.8	10	9.5	9.8	
8.3	5.6	5.5	6.5	9.7	10	13.1	10.9	
5.9	6.1	5.3	5.8	16.4	16.1	16.5	16.3	
10	8	10.6	9.5	13	10.4	13	12.1	
				24	24.7	30	26.2	
<b>Prime Coat Average</b>				<b>6.3</b>	14.4	13.2	14.4	14.0
				20.3	21.3	22.3	21.3	
				16.6	17.6	22.4	18.9	
				13.4	14.1	14	13.8	
				25.7	27.1	27.5	26.8	
				16.5	13.5	11.5	13.8	
				10	10.9	13.8	11.6	

16.7	13.8	17.1	15.9
13.6	14	13.8	13.8
20	20.5	23.7	21.4
21	15	7	14.3
28	34	34	32.0
16.7	18.3	16.7	17.2
14.4	15.5	17.7	15.9
14.7	14.7	13.7	14.4
12.5	12.6	13.3	12.8
21	22.6	22.6	22.1
26	23	24	24.3
20	20	19.1	19.7
17.5	20.5	21	19.7
25.5	21.2	20	22.2
17.9	17.2	17.6	17.6
12.9	13.3	13.3	13.2
14	14.5	14.5	14.3
18.3	16.6	17.1	17.3
22.7	22	20.7	21.8
22.8	25.3	20.6	22.9
21.8	21.6	21.5	21.6
<b>Finish Coat Average</b>			<b>16.9</b>





KTA-TATOR, INC.  
 115 Technology Drive  
 Pittsburgh, PA 15275  
 phone 412-788-1300  
 fax 412-788-1306

Coating System Inspection  
 Report

SEW ACCELERATED SYSTEM STUDY - CALIFORNIA AVE. BRIDGE

GENERAL INFORMATION						Sheet 1 of 1	IR No.: 28
Client: SHERWIN WILLIAMS	Contractor: CORCON		Inspector: C. STUART				
Client Contact: MARK HUDSON	Supervisor/Foreman: MIKE MAILLIS		KTA Job No. 260259				
Project:	Crew Start:	Stop:	Date: 11/9/06				
Shift: DAY	Inspector Start: 8:00 AM	Stop: 4:00 PM	Day: THURSDAY				
Work activities performed today: REMOVE CONTAINMENT PLUGS & TOUCH UP DEFICIENCIES.							
Span (Show location on drawing):	Bay (Show location on drawing):		Rigging / Containment (If mobile containment used - record installation / removal times - (Show location on drawing)):				
Control Panel Placement (Show location on drawing):	<input type="checkbox"/> Yes <input type="checkbox"/> No						
ABRASIVE BLASTING							
Start time:	Stop time:	Rework time:					
Number of blasters:	Square feet blast cleaned:	Total Manhours (# of men x hours)					
COATING APPLICATION							
Manufacturer / Product Name	Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time	Reason for downtime
Recoat Times	Coat 1:	Coat 2:	Coat 3:				
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average	Start	Stop	MPT Time	
Coat 1			NA	Road Closure			
Coat 2				Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment	Type of Equipment	Hours Used	Total Hours Used	Location and Description of Work			
Comments: ARRIVED AT 8:00 AM. JOHN ZAMOSKY WILL ASSUME COVERING THE TOUCHUP OPERATIONS. I SPENT THE DAY WITH JOHN TO ADVISE HIM ON THE TOUCH UP. CORCON IS POWER TOOL CLEANING TO SP-11, APPLYING COROTHANE 1 ZINC PRIMER BY BRUSH & FOLLOWING CURE OF THE PRIMER, APPLYING A TOP COAT OF FASTCLAD URETHANE BY BRUSH. SOME AREAS (WHERE PLUGS ARE BEING REMOVED) JUST REQUIRE SANDING & TOP COAT APPLICATION.							
Inspector: C. STUART	Reviewed By:						
Signature: C. Stuart	Date: 11/9/06	Signature:	Date:				
Distribution:	<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other			





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Coating System Inspection  
 Report

GENERAL INFORMATION						Sheet 1 of 1	IR No.: 29
Client: SHERWIN WILLIAMS		Contractor: CORCON		Inspector: C. STUART			
Client Contact: MARY HUDSON		Supervisor/Foreman: MIKE MAILLIS		KTA Job No. 290259			
Project:		Crew Start:		Stop:		Date: 11/10/06	
Shift: DAY		Inspector Start: 8:00 <sup>am</sup>		Stop: 4:00 <sup>pm</sup>		Day: FRIDAY	
Work activities performed today: DFT'S ON TOP COAT BAYS 15-19 - TOUCH UP OF DEFICIENCIES							
Span (Show location on drawing):		Bay (Show location on drawing):					
Control Panel Placement (Show location on drawing):		<input type="checkbox"/> Yes <input type="checkbox"/> No		Rigging / Containment [if mobile containment used - record installation / removal times - (Show location on drawing)]:			
ABRASIVE BLASTING							
Start time:		Stop time:		Rework time:			
Number of blasters:		Square feet blast cleaned:		Total Manhours (# of men x hours)			
COATING APPLICATION							
Manufacturer / Product Name		Quantity Mixed (Gallons)	Batch No.	Number of Applicators	Application Start Time	Application Start Time	Down time
Reason for downtime							
Recoat Times		Coat 1:	Coat 2:	Coat 3:			
DRY FILM THICKNESS				TRAFFIC CONTROL			
	Minimum	Maximum	Average	Start	Stop	MPT Time	
Coat 1				Road Closure			
Coat 2				Comments:			
Coat 3							
STAFFING/EQUIPMENT							
No. of Workers or Equipment		Type of Equipment		Hours Used	Total Hours Used	Location and Description of Work	
Comments: ARRIVED ON SITE AT 8:30 AM. HELPED JOHN ZANOSKY WITH EXAMINING TOUCH UP AREAS. AND COMPLETED DRY FILM MEASUREMENTS ON THE TOP COAT IN BAYS 15, 16, 17, 18, 19. RESULTS ARE INCORPORATED IN KTA REPORT NO. 25. THIS AREA WAS INACCESSIBLE UNTIL TODAY. WORKED ON DOCUMENTATION AND CALCULATING DRY FILM THICKNESS READINGS.							
Inspector:				Reviewed By:			
Signature:		Date:		Signature:		Date:	
Distribution:		<input checked="" type="checkbox"/> Client	<input type="checkbox"/> Contractor	<input checked="" type="checkbox"/> KTA PM	<input type="checkbox"/> Other		

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Dry Film Measurements 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note 1: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 1 PRIME COAT</b>				<b>DFT CONTROL AREA 1 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - CROSS BEAM NORTH END							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
9.7	10.7	9.6	9.3	17.5	16.3	18.8	16.8
9.4	7.7	8.2	7.7	19.6	21	18.6	19.0
6.6	7.5	7.4	6.4	13.7	14.5	15.9	14.0
6.4	7.1	7.1	6.1	22	19.6	19.1	19.5
7.7	7.1	7.1	6.6	17.1	17.4	18.7	17.0
8.4	11.2	10.4	9.3	24.3	23	23	22.7
10.4	10	8.7	9.0	15.9	17.2	17	16.0
8.4	10.1	9.9	8.7	22	20	20.9	20.2
11.4	8.9	10.4	9.5	13	12.5	12.6	12.0
8.4	7.5	8	7.2	18.8	21	19.5	19.0
8.2	7	4.8	5.9	14.4	14.1	15.5	13.9
7.3	6.3	7.3	6.2	18.1	16.9	19.6	17.5
Prime Coat Average			7.6	Finish Coat Average			17.3

<b>DFT CONTROL AREA 2 PRIME COAT</b>				<b>DFT CONTROL AREA 2 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - MAIN BEAM SOUTHBOUND, INSIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
12.3	8.2	7.9	8.7	17.9	15.5	15.5	15.6
9	8.1	10.5	8.5	16.1	14.7	15.3	14.6
10.4	10.1	10.2	9.5	19	22	19.4	19.4
8.1	9.3	8.8	8.0	20.3	21.2	21.8	20.4
9.8	10.3	10.9	9.6	23.5	23.3	26	23.5
Prime Coat Average			8.8	Finish Coat Average			18.7

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 3 PRIME COAT</b>				<b>DFT CONTROL AREA 3 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 7 - WEB FACE OF OUTSIDE MAIN BEAM NORTHBOUND SIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.6	9.1	7.7	13	17	16	14.6
10.1	13.7	11.5	11.0	19.7	22.9	22.7	21.0
10.6	9.3	10.7	9.5	16.7	15.5	16.2	15.4
7.7	5.4	7.7	6.2	12.8	13.8	14.2	12.9
9.5	8.8	9.4	8.5	15.2	14.4	14.6	14.0
7.1	8.5	7.9	7.1	15.5	13.6	15.5	14.1
10.9	10.1	10.4	9.7	19.8	20	20.3	19.3
10	10.3	9.4	9.2	15.9	15.8	15.3	14.9
6.6	6.9	6	5.8	14.4	14.2	13.7	13.4
9.3	10.6	9.1	8.9	16.6	17.1	17.3	16.3
6.8	7.8	10	7.5	14.8	15.8	13.2	13.9
8.4	8	9.9	8.0	16.8	16.9	16.8	16.1
8.7	7.6	8.9	7.7	15.3	14.7	16.2	14.7
8.2	7.7	9.3	7.7	14.8	15.5	15.2	14.4
9	9.4	7.6	7.9	14.2	14.3	13.5	13.3
Prime Coat Average			8.1	Finish Coat Average			15.2
<b>TOP OF BOTTOM FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
11.8	11.3	8.5	9.8	21	20.5	20	19.8
8.9	9.1	6.9	7.6	17.9	16.8	15.6	16.0
8.5	7.2	7.9	7.1	17.6	18.9	18.3	17.5
8.8	8.5	9	8.0	17.8	16.2	14.4	15.4
9.3	9.1	9.5	8.6	18.3	20.9	18.5	18.5
Prime Coat Average			8.2	Finish Coat Average			17.4
<b>BOTTOM OF LOWER FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.7	5.2	6.4	23.3	16.3	18.2	18.5
14.5	12.5	13.2	12.7	12.2	11.6	13.3	11.6
11.6	9	7.7	8.7	19.5	17.3	16	16.9
9.5	10.3	8.7	8.8	14	13	14.4	13.1
8.4	9.1	9.7	8.3	12.2	15	13.1	12.7
9.3	9.6	11.7	9.5	17.1	16.9	16	15.9
9.8	13.2	9.4	10.1	19.7	17.1	16.8	17.1
7.8	8	7.3	7.0	13.5	13.2	14	12.8
7.2	6.4	7	6.1	9.5	10.5	12.3	10.0
8.1	8.4	7.8	7.4	10.6	11.3	10.5	10.1
Prime Coat Average			8.5	Finish Coat Average			13.9

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Dry Film Measurements 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note 1: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 1 PRIME COAT</b>				<b>DFT CONTROL AREA 1 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - CROSS BEAM NORTH END							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
9.7	10.7	9.6	9.3	17.5	16.3	18.8	16.8
9.4	7.7	8.2	7.7	19.6	21	18.6	19.0
6.6	7.5	7.4	6.4	13.7	14.5	15.9	14.0
6.4	7.1	7.1	6.1	22	19.6	19.1	19.5
7.7	7.1	7.1	6.6	17.1	17.4	18.7	17.0
8.4	11.2	10.4	9.3	24.3	23	23	22.7
10.4	10	8.7	9.0	15.9	17.2	17	16.0
8.4	10.1	9.9	8.7	22	20	20.9	20.2
11.4	8.9	10.4	9.5	13	12.5	12.6	12.0
8.4	7.5	8	7.2	18.8	21	19.5	19.0
8.2	7	4.8	5.9	14.4	14.1	15.5	13.9
7.3	6.3	7.3	6.2	18.1	16.9	19.6	17.5
Prime Coat Average			7.6	Finish Coat Average			17.3

<b>DFT CONTROL AREA 2 PRIME COAT</b>				<b>DFT CONTROL AREA 2 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - MAIN BEAM SOUTHBOUND, INSIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
12.3	8.2	7.9	8.7	17.9	15.5	15.5	15.6
9	8.1	10.5	8.5	16.1	14.7	15.3	14.6
10.4	10.1	10.2	9.5	19	22	19.4	19.4
8.1	9.3	8.8	8.0	20.3	21.2	21.8	20.4
9.8	10.3	10.9	9.6	23.5	23.3	26	23.5
Prime Coat Average			8.8	Finish Coat Average			18.7

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 3 PRIME COAT</b>				<b>DFT CONTROL AREA 3 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 7 - WEB FACE OF OUTSIDE MAIN BEAM NORTHBOUND SIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.6	9.1	7.7	13	17	16	14.6
10.1	13.7	11.5	11.0	19.7	22.9	22.7	21.0
10.6	9.3	10.7	9.5	16.7	15.5	16.2	15.4
7.7	5.4	7.7	6.2	12.8	13.8	14.2	12.9
9.5	8.8	9.4	8.5	15.2	14.4	14.6	14.0
7.1	8.5	7.9	7.1	15.5	13.6	15.5	14.1
10.9	10.1	10.4	9.7	19.8	20	20.3	19.3
10	10.3	9.4	9.2	15.9	15.8	15.3	14.9
6.6	6.9	6	5.8	14.4	14.2	13.7	13.4
9.3	10.6	9.1	8.9	16.6	17.1	17.3	16.3
6.8	7.8	10	7.5	14.8	15.8	13.2	13.9
8.4	8	9.9	8.0	16.8	16.9	16.8	16.1
8.7	7.6	8.9	7.7	15.3	14.7	16.2	14.7
8.2	7.7	9.3	7.7	14.8	15.5	15.2	14.4
9	9.4	7.6	7.9	14.2	14.3	13.5	13.3
Prime Coat Average			8.1	Finish Coat Average			15.2
<b>TOP OF BOTTOM FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
11.8	11.3	8.5	9.8	21	20.5	20	19.8
8.9	9.1	6.9	7.6	17.9	16.8	15.6	16.0
8.5	7.2	7.9	7.1	17.6	18.9	18.3	17.5
8.8	8.5	9	8.0	17.8	16.2	14.4	15.4
9.3	9.1	9.5	8.6	18.3	20.9	18.5	18.5
Prime Coat Average			8.2	Finish Coat Average			17.4
<b>BOTTOM OF LOWER FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.7	5.2	6.4	23.3	16.3	18.2	18.5
14.5	12.5	13.2	12.7	12.2	11.6	13.3	11.6
11.6	9	7.7	8.7	19.5	17.3	16	16.9
9.5	10.3	8.7	8.8	14	13	14.4	13.1
8.4	9.1	9.7	8.3	12.2	15	13.1	12.7
9.3	9.6	11.7	9.5	17.1	16.9	16	15.9
9.8	13.2	9.4	10.1	19.7	17.1	16.8	17.1
7.8	8	7.3	7.0	13.5	13.2	14	12.8
7.2	6.4	7	6.1	9.5	10.5	12.3	10.0
8.1	8.4	7.8	7.4	10.6	11.3	10.5	10.1
Prime Coat Average			8.5	Finish Coat Average			13.9

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Dry Film Measurements 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note 1: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 1 PRIME COAT</b>				<b>DFT CONTROL AREA 1 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - CROSS BEAM NORTH END							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
9.7	10.7	9.6	9.3	17.5	16.3	18.8	16.8
9.4	7.7	8.2	7.7	19.6	21	18.6	19.0
6.6	7.5	7.4	6.4	13.7	14.5	15.9	14.0
6.4	7.1	7.1	6.1	22	19.6	19.1	19.5
7.7	7.1	7.1	6.6	17.1	17.4	18.7	17.0
8.4	11.2	10.4	9.3	24.3	23	23	22.7
10.4	10	8.7	9.0	15.9	17.2	17	16.0
8.4	10.1	9.9	8.7	22	20	20.9	20.2
11.4	8.9	10.4	9.5	13	12.5	12.6	12.0
8.4	7.5	8	7.2	18.8	21	19.5	19.0
8.2	7	4.8	5.9	14.4	14.1	15.5	13.9
7.3	6.3	7.3	6.2	18.1	16.9	19.6	17.5
Prime Coat Average			<b>7.6</b>	Finish Coat Average			<b>17.3</b>

<b>DFT CONTROL AREA 2 PRIME COAT</b>				<b>DFT CONTROL AREA 2 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - MAIN BEAM SOUTHBOUND, INSIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
12.3	8.2	7.9	8.7	17.9	15.5	15.5	15.6
9	8.1	10.5	8.5	16.1	14.7	15.3	14.6
10.4	10.1	10.2	9.5	19	22	19.4	19.4
8.1	9.3	8.8	8.0	20.3	21.2	21.8	20.4
9.8	10.3	10.9	9.6	23.5	23.3	26	23.5
Prime Coat Average			<b>8.8</b>	Finish Coat Average			<b>18.7</b>

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note: A base metal reading of 0.75 was subtracted from each spot readings.



Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 3 PRIME COAT</b>				<b>DFT CONTROL AREA 3 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 7 - WEB FACE OF OUTSIDE MAIN BEAM NORTHBOUND SIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.6	9.1	7.7	13	17	16	14.6
10.1	13.7	11.5	11.0	19.7	22.9	22.7	21.0
10.6	9.3	10.7	9.5	16.7	15.5	16.2	15.4
7.7	5.4	7.7	6.2	12.8	13.8	14.2	12.9
9.5	8.8	9.4	8.5	15.2	14.4	14.6	14.0
7.1	8.5	7.9	7.1	15.5	13.6	15.5	14.1
10.9	10.1	10.4	9.7	19.8	20	20.3	19.3
10	10.3	9.4	9.2	15.9	15.8	15.3	14.9
6.6	6.9	6	5.8	14.4	14.2	13.7	13.4
9.3	10.6	9.1	8.9	16.6	17.1	17.3	16.3
6.8	7.8	10	7.5	14.8	15.8	13.2	13.9
8.4	8	9.9	8.0	16.8	16.9	16.8	16.1
8.7	7.6	8.9	7.7	15.3	14.7	16.2	14.7
8.2	7.7	9.3	7.7	14.8	15.5	15.2	14.4
9	9.4	7.6	7.9	14.2	14.3	13.5	13.3
Prime Coat Average			8.1	Finish Coat Average			15.2
<b>TOP OF BOTTOM FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
11.8	11.3	8.5	9.8	21	20.5	20	19.8
8.9	9.1	6.9	7.6	17.9	16.8	15.6	16.0
8.5	7.2	7.9	7.1	17.6	18.9	18.3	17.5
8.8	8.5	9	8.0	17.8	16.2	14.4	15.4
9.3	9.1	9.5	8.6	18.3	20.9	18.5	18.5
Prime Coat Average			8.2	Finish Coat Average			17.4
<b>BOTTOM OF LOWER FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.7	5.2	6.4	23.3	16.3	18.2	18.5
14.5	12.5	13.2	12.7	12.2	11.6	13.3	11.6
11.6	9	7.7	8.7	19.5	17.3	16	16.9
9.5	10.3	8.7	8.8	14	13	14.4	13.1
8.4	9.1	9.7	8.3	12.2	15	13.1	12.7
9.3	9.6	11.7	9.5	17.1	16.9	16	15.9
9.8	13.2	9.4	10.1	19.7	17.1	16.8	17.1
7.8	8	7.3	7.0	13.5	13.2	14	12.8
7.2	6.4	7	6.1	9.5	10.5	12.3	10.0
8.1	8.4	7.8	7.4	10.6	11.3	10.5	10.1
Prime Coat Average			8.5	Finish Coat Average			13.9

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Dry Film Measurements 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note 1: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 1 PRIME COAT</b>				<b>DFT CONTROL AREA 1 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - CROSS BEAM NORTH END							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
9.7	10.7	9.6	9.3	17.5	16.3	18.8	16.8
9.4	7.7	8.2	7.7	19.6	21	18.6	19.0
6.6	7.5	7.4	6.4	13.7	14.5	15.9	14.0
6.4	7.1	7.1	6.1	22	19.6	19.1	19.5
7.7	7.1	7.1	6.6	17.1	17.4	18.7	17.0
8.4	11.2	10.4	9.3	24.3	23	23	22.7
10.4	10	8.7	9.0	15.9	17.2	17	16.0
8.4	10.1	9.9	8.7	22	20	20.9	20.2
11.4	8.9	10.4	9.5	13	12.5	12.6	12.0
8.4	7.5	8	7.2	18.8	21	19.5	19.0
8.2	7	4.8	5.9	14.4	14.1	15.5	13.9
7.3	6.3	7.3	6.2	18.1	16.9	19.6	17.5
Prime Coat Average			7.6	Finish Coat Average			17.3

<b>DFT CONTROL AREA 2 PRIME COAT</b>				<b>DFT CONTROL AREA 2 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 6 - MAIN BEAM SOUTHBOUND, INSIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
12.3	8.2	7.9	8.7	17.9	15.5	15.5	15.6
9	8.1	10.5	8.5	16.1	14.7	15.3	14.6
10.4	10.1	10.2	9.5	19	22	19.4	19.4
8.1	9.3	8.8	8.0	20.3	21.2	21.8	20.4
9.8	10.3	10.9	9.6	23.5	23.3	26	23.5
Prime Coat Average			8.8	Finish Coat Average			18.7

**CALIFORNIA AVE. BRIDGE SR4265-A02**

Film Thickness Inspection 10/28/06

Span 2 Bays 6,7,8,9( Full Bays) - Bays 10,11,12 (Partial) and Prime Coat, Span 3 Bay 5 North X Beam.

Note: A base metal reading of 0.75 was subtracted from each spot readings.

Note 2: Red values are out of the specified range and tolerance provided by PA-2.

<b>DFT CONTROL AREA 3 PRIME COAT</b>				<b>DFT CONTROL AREA 3 FINISH COAT</b>			
80% of Min.(3) = 2.4 120% of Max. 8 = 9.6				80% of Min.(9) = 7.2 120% of Max. (18) = 21.6			
Location: SPAN 2 BAY 7 - WEB FACE OF OUTSIDE MAIN BEAM NORTHBOUND SIDE							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.6	9.1	7.7	13	17	16	14.6
10.1	13.7	11.5	11.0	19.7	22.9	22.7	21.0
10.6	9.3	10.7	9.5	16.7	15.5	16.2	15.4
7.7	5.4	7.7	6.2	12.8	13.8	14.2	12.9
9.5	8.8	9.4	8.5	15.2	14.4	14.6	14.0
7.1	8.5	7.9	7.1	15.5	13.6	15.5	14.1
10.9	10.1	10.4	9.7	19.8	20	20.3	19.3
10	10.3	9.4	9.2	15.9	15.8	15.3	14.9
6.6	6.9	6	5.8	14.4	14.2	13.7	13.4
9.3	10.6	9.1	8.9	16.6	17.1	17.3	16.3
6.8	7.8	10	7.5	14.8	15.8	13.2	13.9
8.4	8	9.9	8.0	16.8	16.9	16.8	16.1
8.7	7.6	8.9	7.7	15.3	14.7	16.2	14.7
8.2	7.7	9.3	7.7	14.8	15.5	15.2	14.4
9	9.4	7.6	7.9	14.2	14.3	13.5	13.3
Prime Coat Average			8.1	Finish Coat Average			15.2
<b>TOP OF BOTTOM FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
11.8	11.3	8.5	9.8	21	20.5	20	19.8
8.9	9.1	6.9	7.6	17.9	16.8	15.6	16.0
8.5	7.2	7.9	7.1	17.6	18.9	18.3	17.5
8.8	8.5	9	8.0	17.8	16.2	14.4	15.4
9.3	9.1	9.5	8.6	18.3	20.9	18.5	18.5
Prime Coat Average			8.2	Finish Coat Average			17.4
<b>BOTTOM OF LOWER FLANGE</b>							
G1	G2	G3	Spot Reading	G1	G2	G3	Spot Reading
7.6	8.7	5.2	6.4	23.3	16.3	18.2	18.5
14.5	12.5	13.2	12.7	12.2	11.6	13.3	11.6
11.6	9	7.7	8.7	19.5	17.3	16	16.9
9.5	10.3	8.7	8.8	14	13	14.4	13.1
8.4	9.1	9.7	8.3	12.2	15	13.1	12.7
9.3	9.6	11.7	9.5	17.1	16.9	16	15.9
9.8	13.2	9.4	10.1	19.7	17.1	16.8	17.1
7.8	8	7.3	7.0	13.5	13.2	14	12.8
7.2	6.4	7	6.1	9.5	10.5	12.3	10.0
8.1	8.4	7.8	7.4	10.6	11.3	10.5	10.1
Prime Coat Average			8.5	Finish Coat Average			13.9

**SW ACCELERATED BRIDGE PAINT SYSTEM BRIDGE TEST SECTIONS  
PENNDOT CALIFORNIA AVE. PROJECT  
COMPARISON OF FIELD COATING DATA YEAR 0 TO 3**

BRIDGE <sup>(1)</sup> LOCATION	Y E A R	TENSILE ADHESION <sup>(2)</sup> AVG. (PSI)	CHALKING <sup>(3)</sup> AVG.	COMMENTS <sup>(4)</sup>
Span 3 Bay 3 I/S Fascia OZ/E/U	0 <sup>(5)</sup>	1,032	N/A	Overall 2006 (Year 0) to 2009 (Year 3) appearance remains good. Minor rust staining visible at crevice areas increased slightly from year to year. Minor rust staining visible on bolt thread ends increased slightly from year to year. Minor isolated single pinpoints (2 or 3) of rust noted on flange edges.
	1	1,576	8	
	2	1,982	8	
	3	1,937	8	
NET CHANGE Year 0 to 3		+905	No change	
Span 3 Bay 3 O/S Fascia OZ/E/U	0 <sup>(5)</sup>	1,413	N/A	Overall 2006 (Year 0) to 2009 (Year 3) appearance remains good.
	1	1,455	8	
	2	1,685	8	
	3	2,039	8	
NET CHANGE Year 0 to 3		+626	No change	
Span 3 Bay 1 I/S Fascia OZ/U	0 <sup>(5)</sup>	1,236	N/A	Overall 2006 (Year 0) to 2009 (Year 3) appearance is fair to good. Pinpoint edge rusting visible on girder top and bottom flange edges noted in Year 1(2007) increased slightly with each annual inspection. Isolated splotchy, streaky patches of pinpoint rust visible on bottom flange faces and webs of members and rust staining at crevice areas noted in previous inspections increased at 2009 (Year 3).
	1	1,148	8	
	2	2,018	8	
	3	1,332	8	
NET CHANGE Year 0 to 3		+96	No change	
Span 3 Bay 1 O/S Fascia OZ/U	0 <sup>(5)</sup>	991	N/A	Overall 2006 (Year 0) to 2009 (Year 3) appearance is good. Pinpoint edge rusting on girder top and bottom flange edges has increased slightly since previous inspections.
	1	978	8	
	2	2,018	8	
	3	1,725	8	
NET CHANGE Year 0 to 3		+734	No change	

**NOTES:**

- 3-ct. SW system (Zinc Clad III HS Primer/Macroepoxy 646/Acrolon 218HS Urethane)  
2-ct. SW system (Corothane I Galvapac/Fast Clad Urethane).
- Tensile adhesion measured in accordance with ASTM D4541, "Pull-Off Strength of Coatings Using Portable Adhesion Testers," (Patti Tester used).
- Chalking evaluated in accordance with ASTM D4214, "Evaluating Degree of Chalking of Paint Films."
- Comments section provides results of visual inspection of the coating surface along with other pertinent information.
- Year 0 = initial baseline measurements.

**SW ACCELERATED BRIDGE PAINTING SYSTEM TEST PANELS  
PADOT CALIFORNIA AVE. PROJECT  
COMPARISON OF TEST PANEL DATA YEAR 0 TO 3**

PANEL <sup>(1)</sup> NO.	Y E A R	TENSILE ADHESION <sup>(2)</sup> AVG. (PSI)	GLOSS <sup>(3)</sup> AVG.	COLOR <sup>(4)</sup>			CHALKING <sup>(5)</sup> AVG.	COMMENTS <sup>(6)</sup>
				L	a*	b*		
1 OZ/E/U	0 <sup>(7)</sup>	1,548	8.2	69.09	-9.00	-19.73	N/A	Slight to moderate pinpoint edge rusting observed at Year 1. Panels unchanged at Year 2. Panels unchanged at Year 3.
	1	1,910	10.45	66.53	-9.44	-15.74	8	
	2	2,120	6.5	68.73	-12.74	-16.56	8	
	3	2,038	7.2	68.36	-12.34	-15.10	8	
NET CHANGE								
Year 0 to 1		+362	+2.25		4.76ΔE			
Year 0 to 2		+572	-1.7		4.92ΔE			
Year 0 to 3		+535	-1		5.76ΔE			
2 OZ/E/U	0 <sup>(7)</sup>	1,820	7.5	68.69	-8.98	-19.51	N/A	Slight to moderate pinpoint edge rusting observed at Year 1. Slight chipping around edges at Year 2. Spot rusting at Year 3.
	1	1,746	6.0	67.33	-9.51	-15.81	8	
	2	1,929	7.4	69.07	-12.42	-15.14	8	
	3	1,684	3.8	64.49	-10.79	-11.59	8	
NET CHANGE								
Year 0 to 1		-74	-1.5		3.98ΔE			
Year 0 to 2		+681	-0.1		5.57ΔE			
Year 0 to 3		-442	-3.7		9.15ΔE			
3 OZ/E/U	0 <sup>(7)</sup>	2,310	8.0	68.99	-3.85	-19.79	N/A	Slight to moderate pinpoint edge rusting observed at Year 1. Slight chipping around edges at Year 2. Spot rusting at Year 2. Spot rusting at Year 3.
	1	1,643	5.5	66.51	-9.25	-15.77	8	
	2	2,364	6.3	68.26	-11.98	-15.33	8	
	3	1,521	4.5	63.93	-10.29	-10.43	8	
NET CHANGE								
Year 0 to 1		-667	-2.5		7.17ΔE			
Year 0 to 2		+54	-1.7		9.30ΔE			
Year 0 to 3		-1754	-3.5		12.44ΔE			
4 OZ/E/U	0 <sup>(7)</sup>	1,847	13.3	68.44	-8.90	-19.95	N/A	Lab control panel. Panels unchanged at Year 2. Panels unchanged at Year 3.
	1	2,256	11.9	69.53	-11.98	-18.17	8	
	2	2,281	10.5	68.70	-12.00	-18.12	8	
	3	1,970	10.3	68.52	-12.03	-18.05	8	
NET CHANGE								
Year 0 to 1		+409	-1.4		3.72ΔE			
Year 0 to 2		+434	-2.8		3.61ΔE			
Year 0 to 3		-474	-3		3.66ΔE			

PANEL NO.	YEAR	TENSILE ADHESION <sup>(2)</sup> AVG. (PSI)	GLOSS <sup>(3)</sup> AVG.	COLOR <sup>(4)</sup>			CHALKING <sup>(5)</sup> AVG.	COMMENTS <sup>(6)</sup>
				L	a*	b*		
5 OZ/U	0 <sup>(7)</sup>	1,956	21.4	68.64	-9.32	-19.54	N/A	Lab control panel.
	1	2,363	23.9	69.29	-12.39	-17.76	8	Panels unchanged at Year 2.
	2	2,171	27.8	69.09	-12.45	-17.66	8	Panels unchanged at Year 3.
	3	2,310	23.9	69.00	-12.48	-17.67	8	
NET CHANGE								
Year 0 to 1		+407	+2.5		3.61ΔE			
Year 0 to 2		+215	+6.4		3.68ΔE			
Year 0 to 3		+440	+2.5		3.69ΔE			
6 OZ/U	0 <sup>(7)</sup>	2,228	21.7	68.11	-9.23	-19.41	N/A	Slight to moderate pinpoint edge rusting observed at Year 1.
	1	2,092	16.5	67.50	-9.72	-17.88	8	Slight chipping around edges at Year 2.
	2	2,226	12.9	68.68	-12.72	-16.55	8	Some rusting where steel substrate is exposed at Year 3.
	3	1,929	12.1	67.02	-12.19	-14.43	8	
NET CHANGE								
Year 0 to 1		-136	-5.2		1.72ΔE			
Year 0 to 2		-2	-8.8		4.55ΔE			
Year 0 to 3		-759	-9.6		5.89ΔE			
7 OZ/U	0 <sup>(7)</sup>	2,242	17.4	68.20	-9.24	-19.51	N/A	Slight to moderate pinpoint edge rusting observed at Year 1.
	1	2,160	16.3	67.26	-9.52	-17.56	8	Panels unchanged at Year 2.
	2	2,348	12.8	67.46	-12.65	-15.46	8	Panels unchanged at Year 3.
	3	2,011	9.5	67.67	-12.52	-15.22	8	
NET CHANGE								
Year 0 to 1		-82	1.1		2.18ΔE			
Year 0 to 2		+106	-4.6		5.35ΔE			
Year 0 to 3		-718	-7.9		5.43ΔE			
8 OZ/U	0 <sup>(7)</sup>	2,201	18.2	67.59	-9.70	-19.28	N/A	Slight to moderate pinpoint edge rusting observed at Year 1.
	1	1,861	18.5	66.66	-9.65	-17.00	8	Slight chipping around edges at Year 2.
	2	1,559	17.3	67.60	-12.71	-15.89	8	Rusting where steel is exposed and spot rusting at Year 3.
	3	1,344	13.1	-66.72	-12.18	-14.12	8	
NET CHANGE								
Year 0 to 1		-340	+0.3		2.46ΔE			
Year 0 to 2		-642	-0.9		4.53ΔE			
Year 0 to 3		-1,588	-5.1		5.79ΔE			

**NOTES:**

- (1) Panels 1 through 4 coated w/3-ct SW System (Zinc Clad III HS Primer/Macroepoxy 646/Acrolon 218 HS Urethane).  
Panels 5 through 8 coated w/2-ct SW System (Corothane I Galvapak Zinc Rich Primer/Fast Clad Urethane).
- (2) Tensile adhesion measured in accordance with ASTM D 4541, "Pull-Off Strength of Coatings Using Portable Adhesion Testers," (Pneumatic Tester used).
- (3) Gloss measured using 60° gloss meter in accordance with ASTM D 523, "Specular Gloss."
- (4) Color retention measured in accordance with ASTM D 2244, "Calculation of Color Tolerances."
- (5) Chalking evaluated in accordance with ASTM D 4214, "Evaluating Degree of Chalking of Exterior Paint Films."
- (6) Comments section provides results of visual inspection of the coating surface along with other pertinent information.
- (7) Year 0 = initial baseline measurements.



**SHERWIN-WILLIAMS**  
**Industrial & Marine Coatings**

September 12, 2006

Mr. Michael Lignos  
CorCon Painting  
Lowellville, Oh.

Re: Pre-paint meeting follow-up

Michael,

As you recall there were several issues brought up at the referenced meeting requiring clarification by Sherwin-Williams. These issues are as follows:

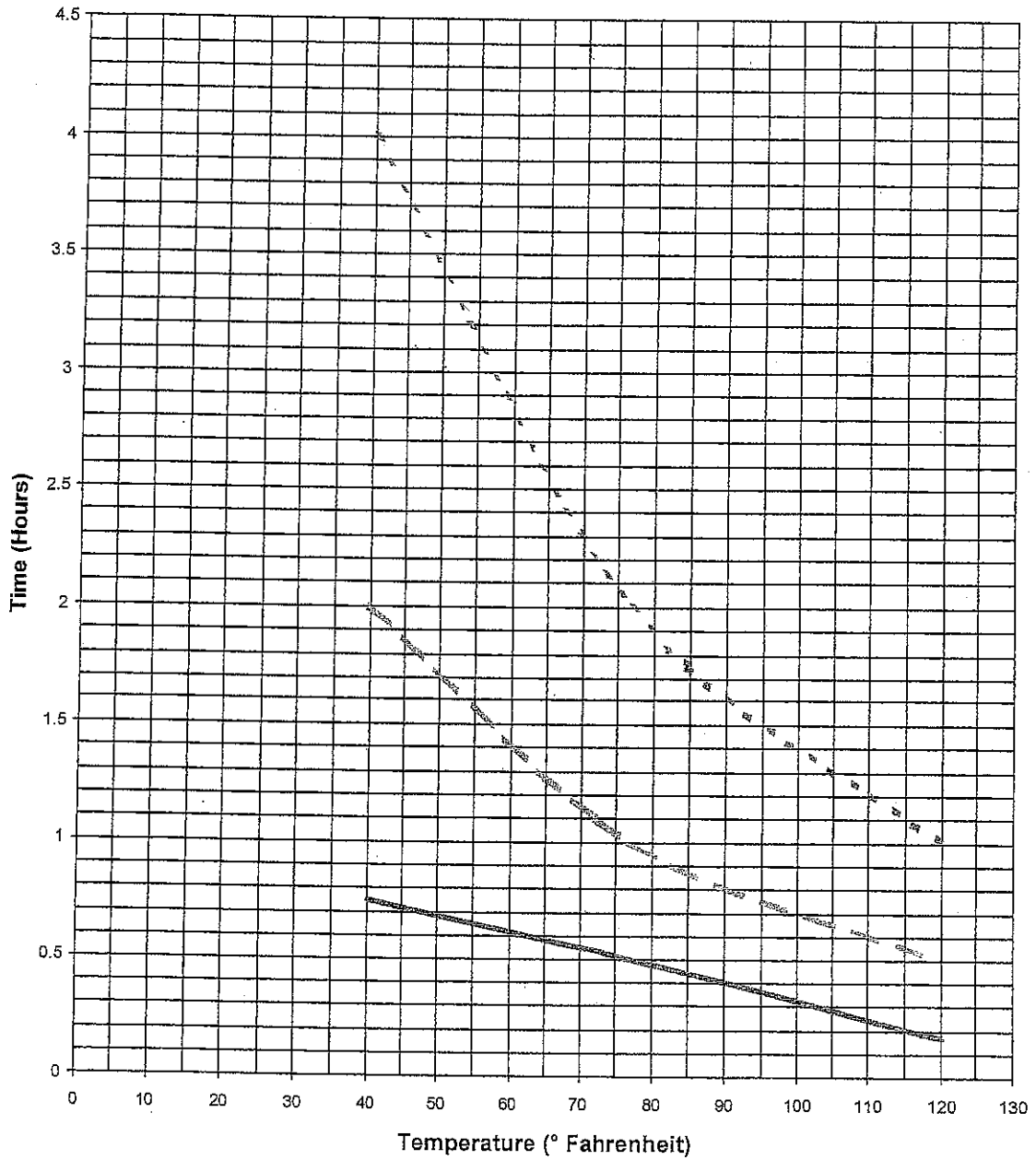
1. Sherwin Williams to provide a detail and instructions for the over lap areas where the two coat paint system meets the three coat paint system.
2. Sherwin Williams to provide an expanded dry film thickness range for the GalvaPac Primer.
3. Sherwin Williams to provide a maximum value for spot dry film thickness readings, in accordance with SSPC-PA2.
4. Sherwin Williams to provide dry time curves for each component of the two coat and three coat paint system.
5. Sherwin Williams to provide mixing instructions as regards the accelerator and the GalvaPac primer.

Our response to these issues is as follows:

1. Detail and instructions for the overlap area are attached for your review. We will also provide on site technical support to implement this procedure.
2. The acceptable dry film thickness range for the GalvaPac Primer is 3-5 mils DFT when measured in accordance with SSPC-PA2
3. Maximum spot value dry film thickness readings are as follows when measured in accordance with SSPC-PA2:
  - a. GalvaPac = 5 mils dft
  - b. GalvaPac + FastClad = 17 mils dft
  - c. ZincClad III HS = 5 mils dft
  - d. ZincClad III HS + Macropoxy 646 = 15 mils dft
  - e. ZincClad IIIHS + Macropoxy 646 + Acrolon 218HS = 21 mils dft
4. Dry Time Curves for each component are attached.
5. The addition of the accelerator must occur during the agitation of the Galvapac. Add 12 ounces of the accelerator per full kit of GalvaPac prior to agitation. Twelve ounces is equal to one full clean soda can. The accelerator should not be added for applications with brush and/ or roller. These applications are limited to small areas to repair holidays and light areas, and stripe coating.



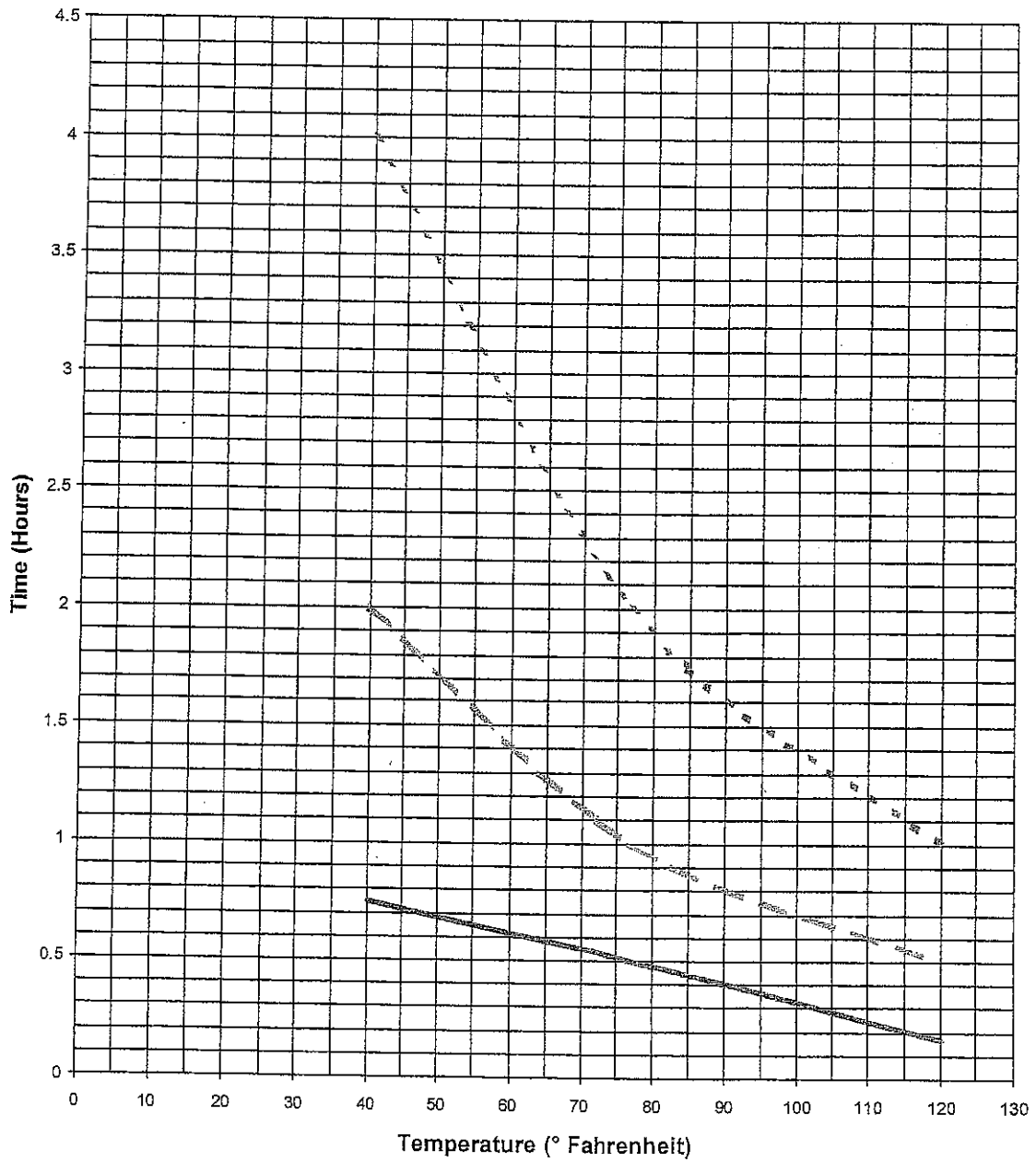
# Zinc Clad™ III HS



To touch     
  To handle     
  To recoat

The above drying schedule is at 5.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only.

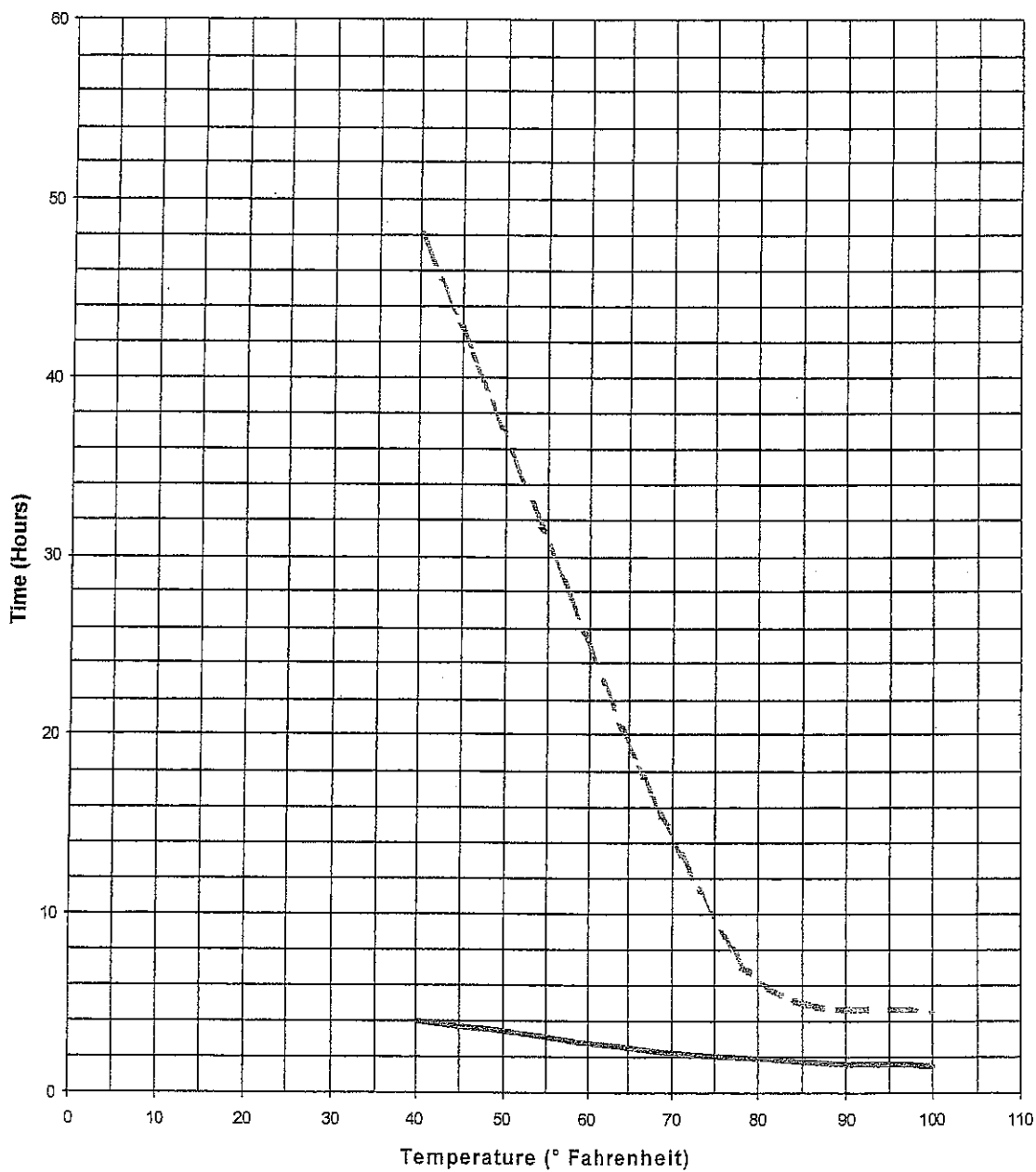
# Zinc Clad™ III HS



To touch
  To handle
  To recoat

The above drying schedule is at 5.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only.

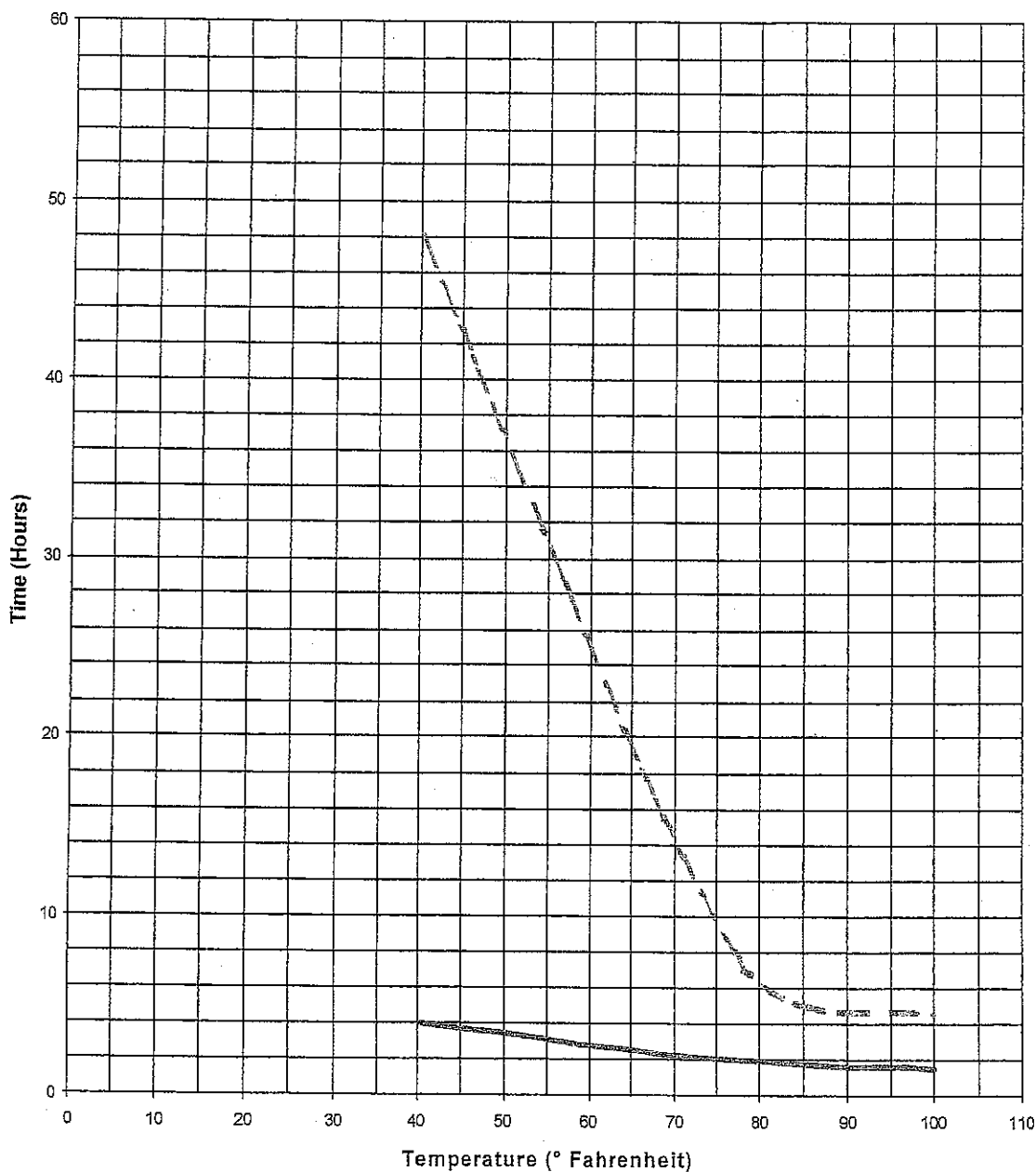
# Macropoxy® 646 Fast Cure Epoxy



— To touch      - - - To handle      = = = To recoat

*The above drying schedule is at 7.0 mils wet at 50% relative humidity.  
Drying time is temperature, humidity, and film thickness dependent.  
The above information is provided for guideline use only*

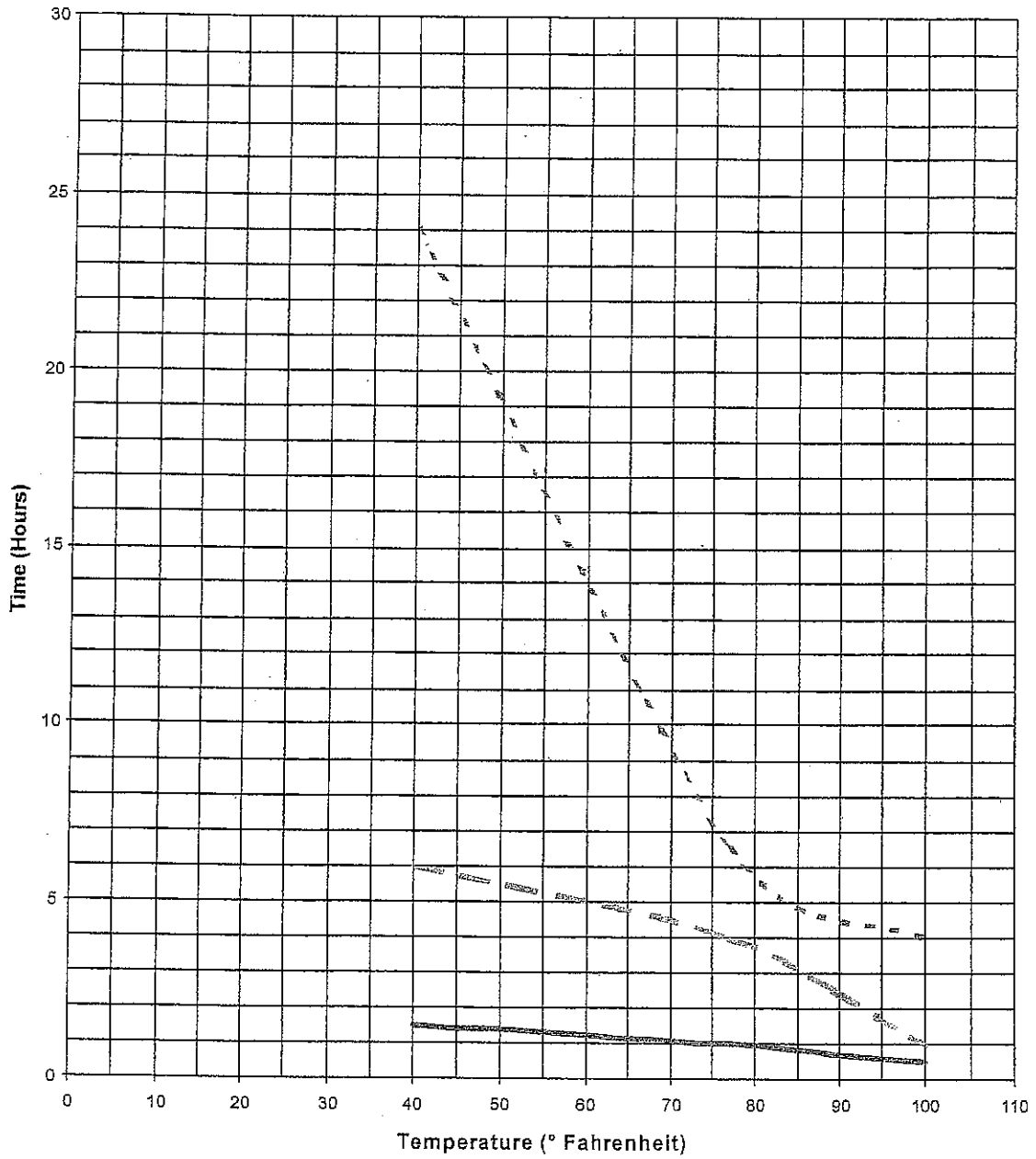
# Macropoxy® 646 Fast Cure Epoxy



— To touch      - - - To handle      - · - · - To recoat

*The above drying schedule is at 7.0 mils wet at 50% relative humidity.  
Drying time is temperature, humidity, and film thickness dependent.  
The above information is provided for guideline use only*

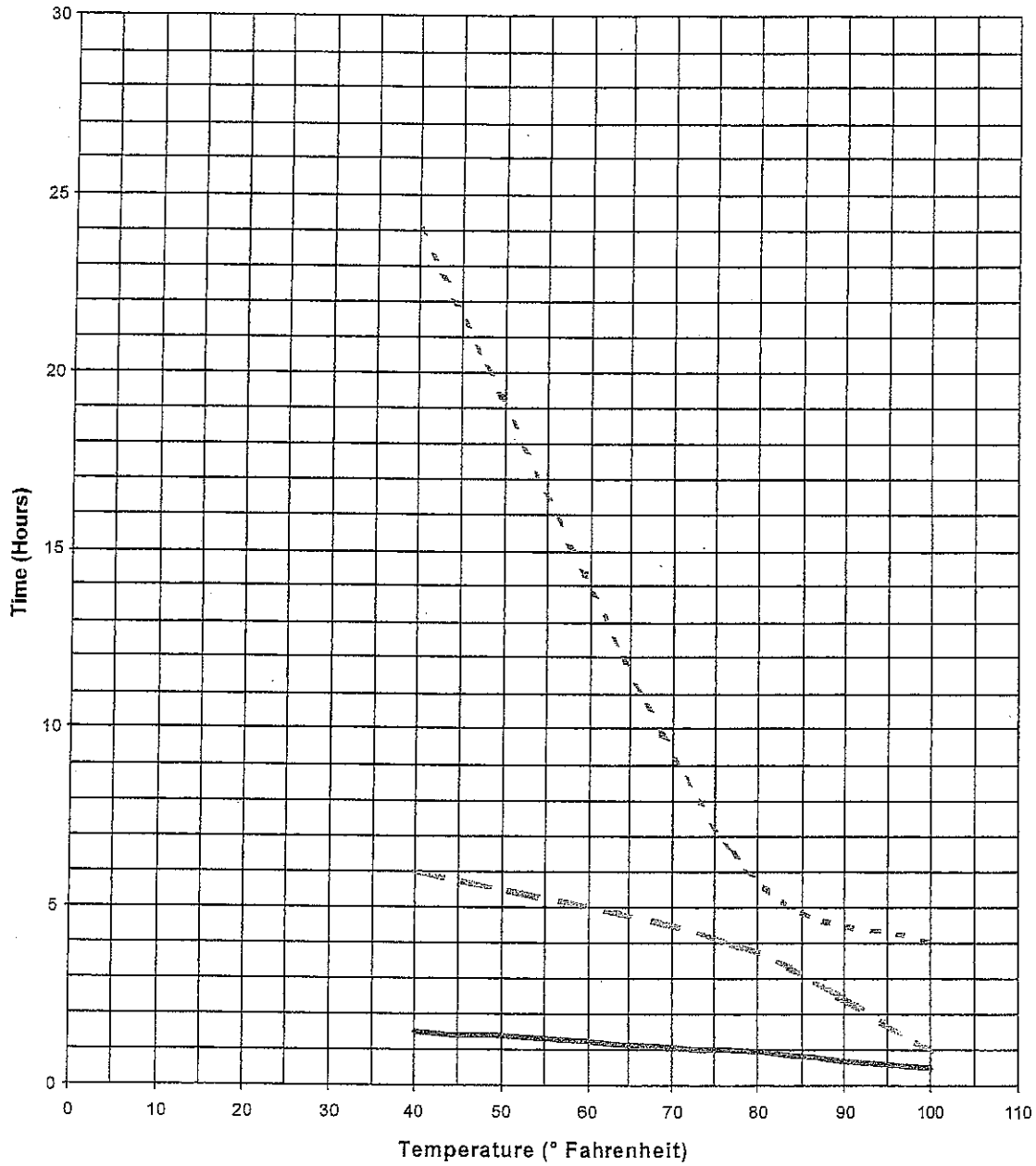
# Macropoxy® 646 Fast Cure Epoxy with Quik-Kick Epoxy Accelerator (B60V200)



To touch
  Tack free
  To recoat

The above drying schedule is at 7.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only

# Macropoxy® 646 Fast Cure Epoxy with Quik-Kick Epoxy Accelerator (B60V200)

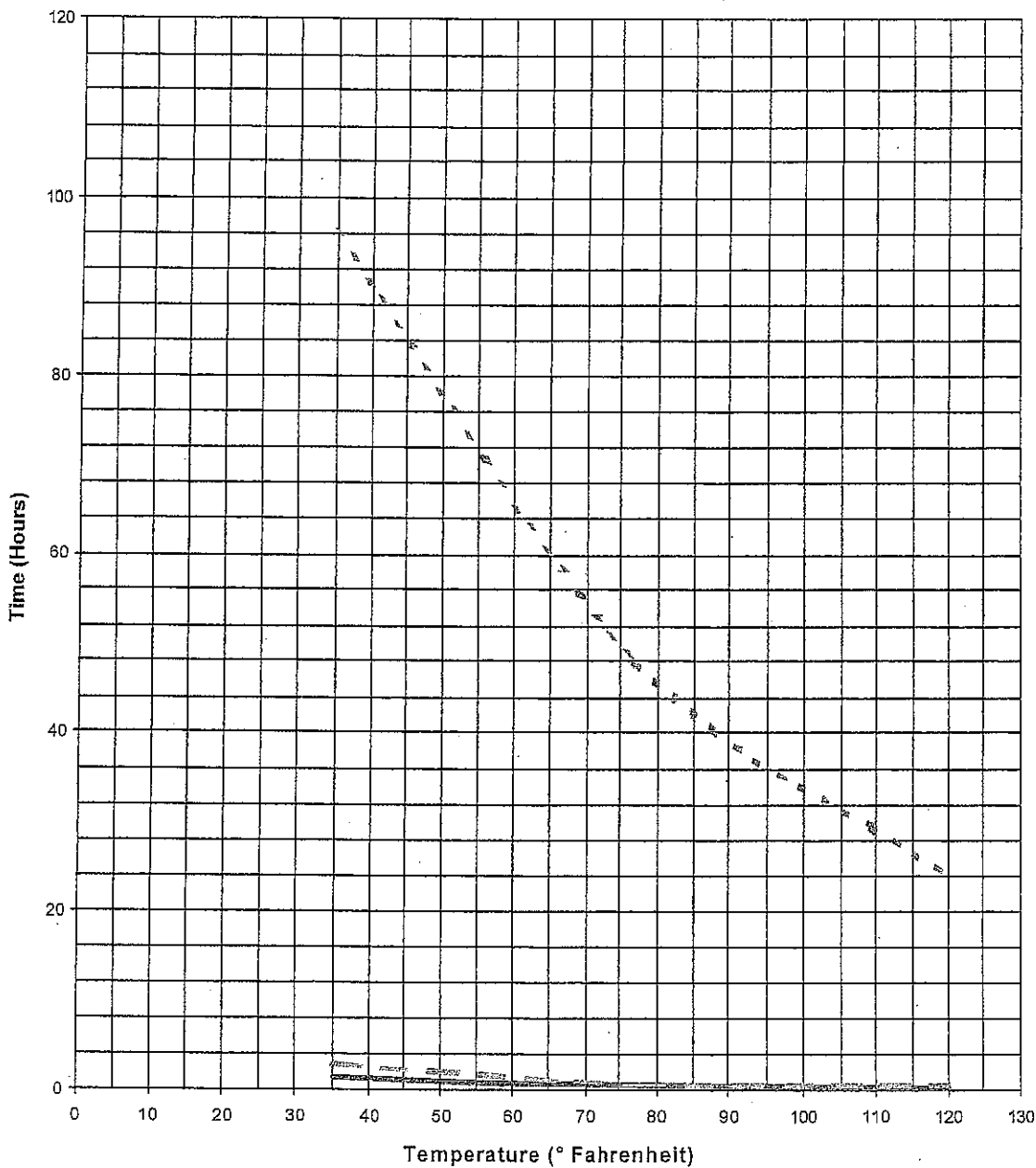


To touch     
  Tack free     
  To recoat

The above drying schedule is at 7.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only

# Fast Clad™ Urethane

2 coat system

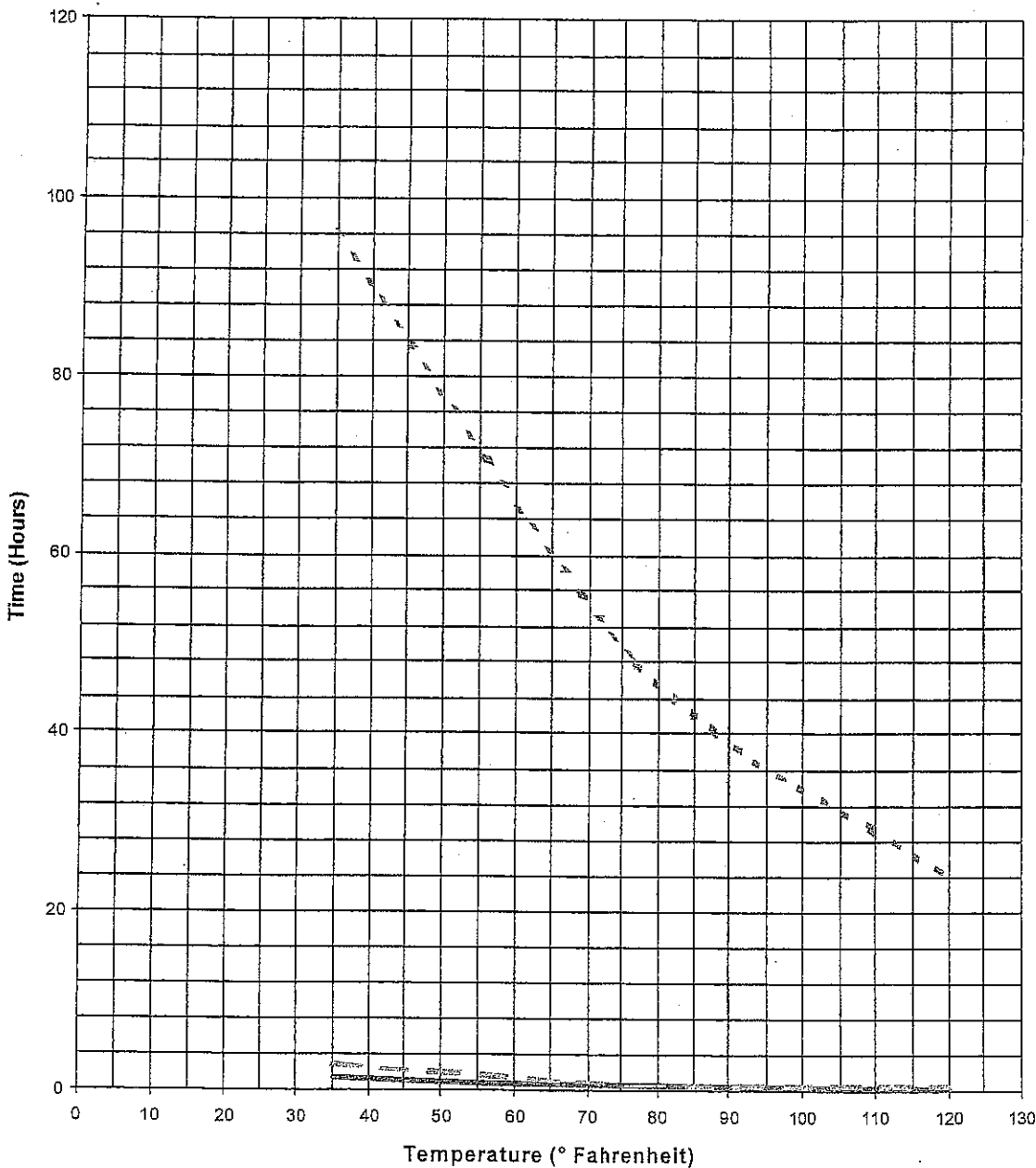


To touch     
  To handle     
  To cure

The above drying schedule is at 10.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only.

# Fast Clad™ Urethane

2 coat system



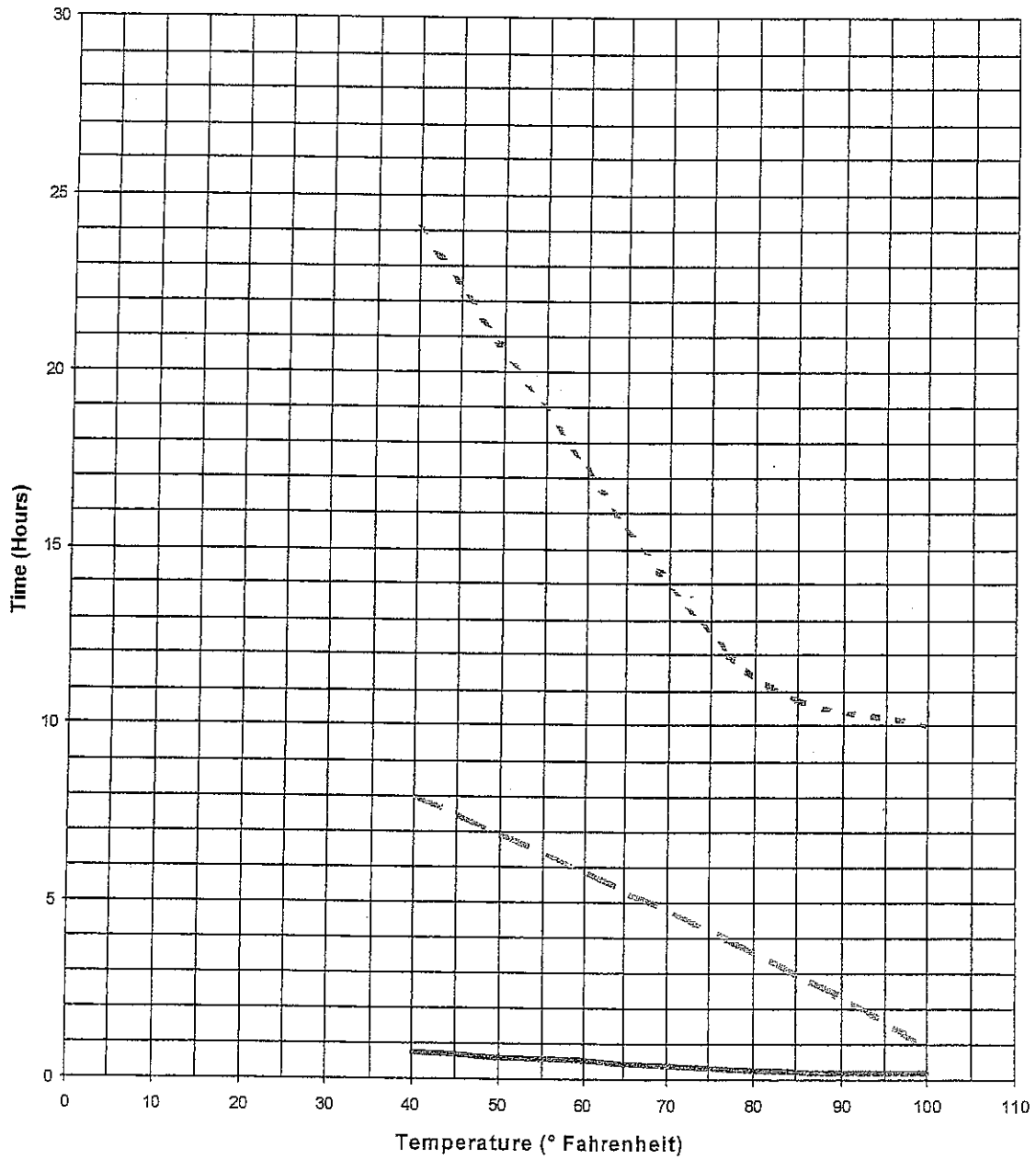
— To touch      - - - To handle      . . . To cure

The above drying schedule is at 10.0 mils wet at 50% relative humidity.  
Drying time is temperature, humidity, and film thickness dependent.  
The above information is provided for guideline use only.



# Corothane® I GalvaPac Zinc Primer

2 coat system

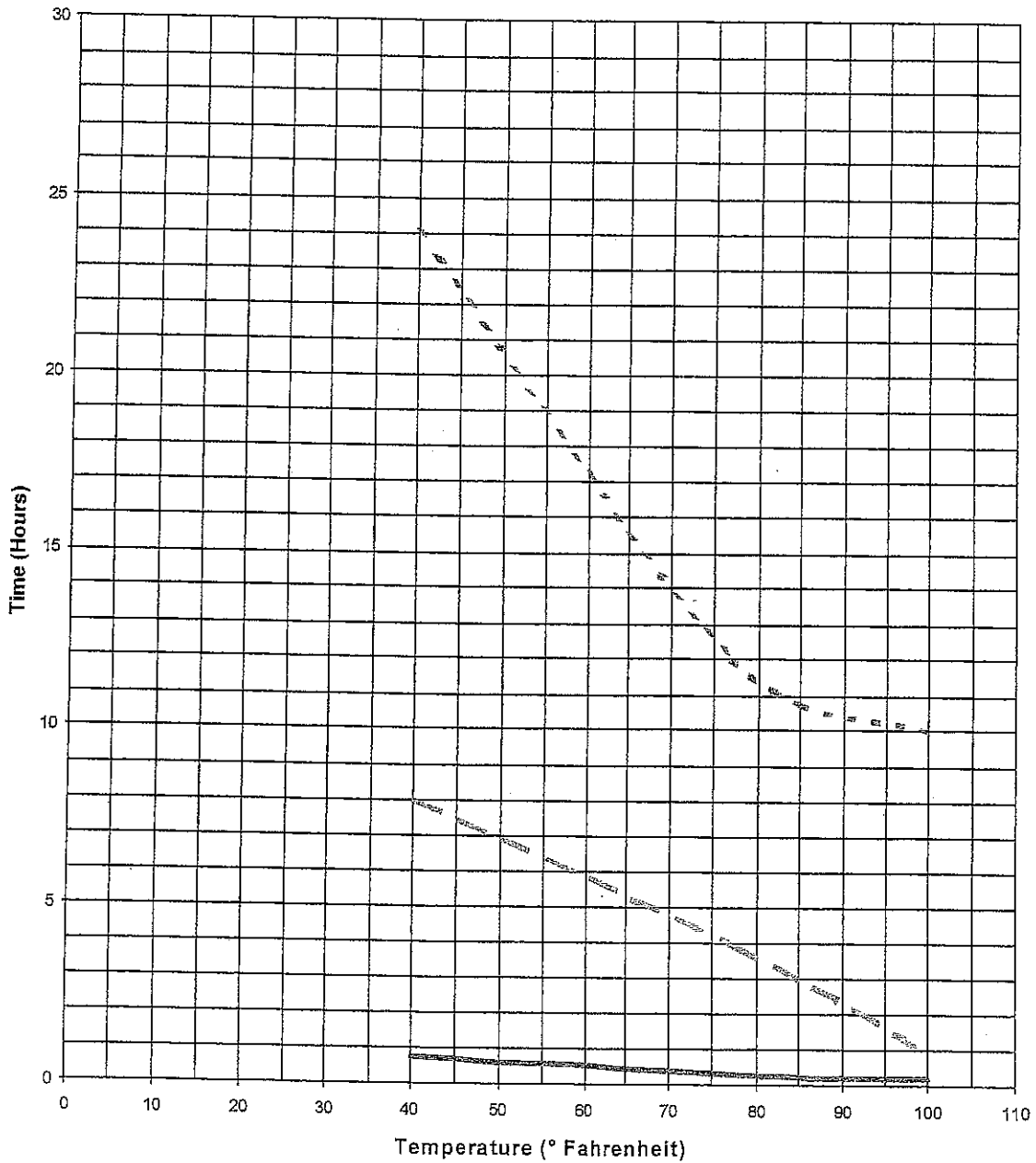


— To touch      - - - To recoat (atmospheric)      - · - · - To recoat (immersion)

The above drying schedule is at 5.0 mils wet at 50% relative humidity.  
Drying time is temperature, humidity, and film thickness dependent.  
The above information is provided for guideline use only

# Corothane® I GalvaPac Zinc Primer

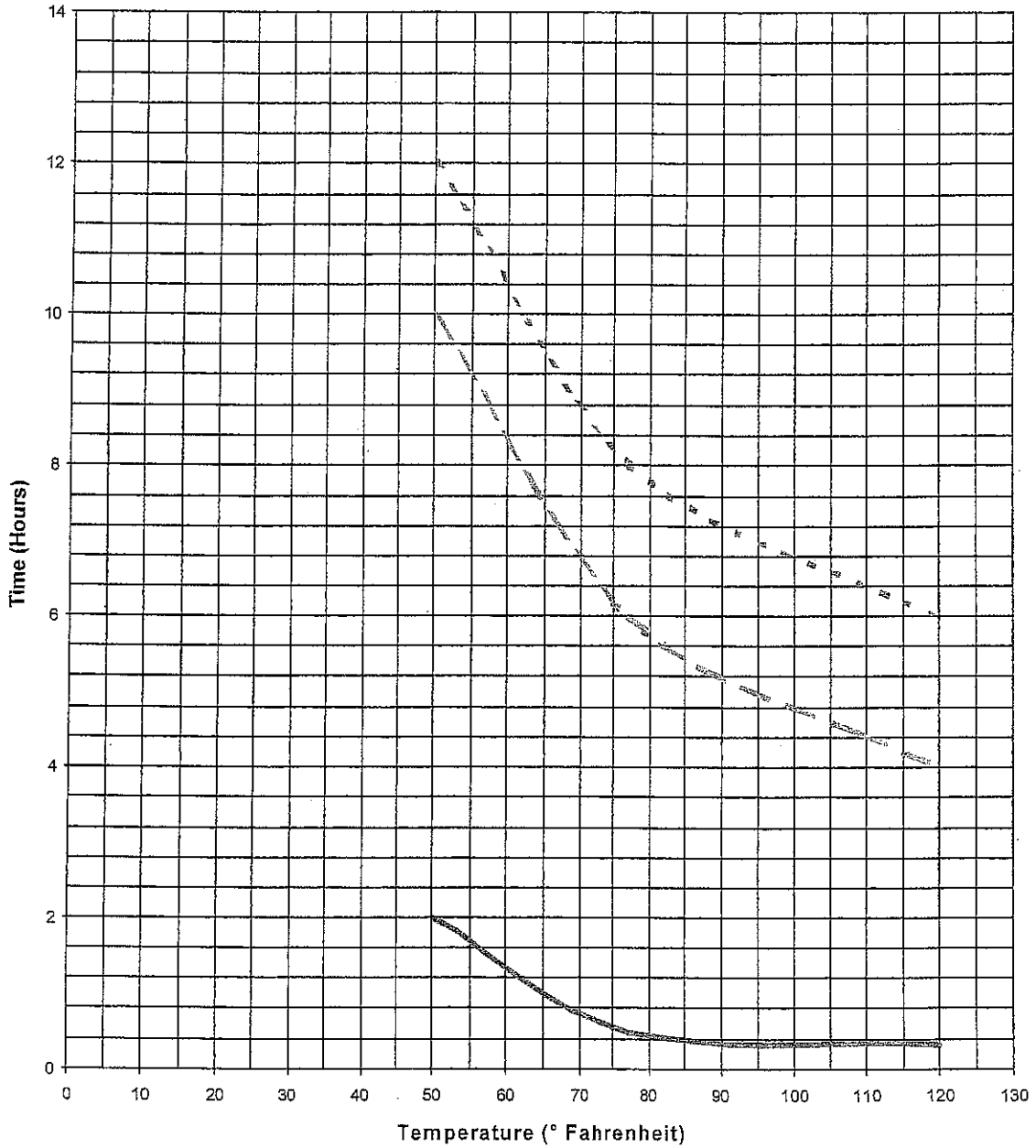
2 coat system



— To touch      - - - To recoat (atmospheric)      . . . To recoat (immersion)

The above drying schedule is at 5.0 mils wet at 50% relative humidity.  
Drying time is temperature, humidity, and film thickness dependent.  
The above information is provided for guideline use only

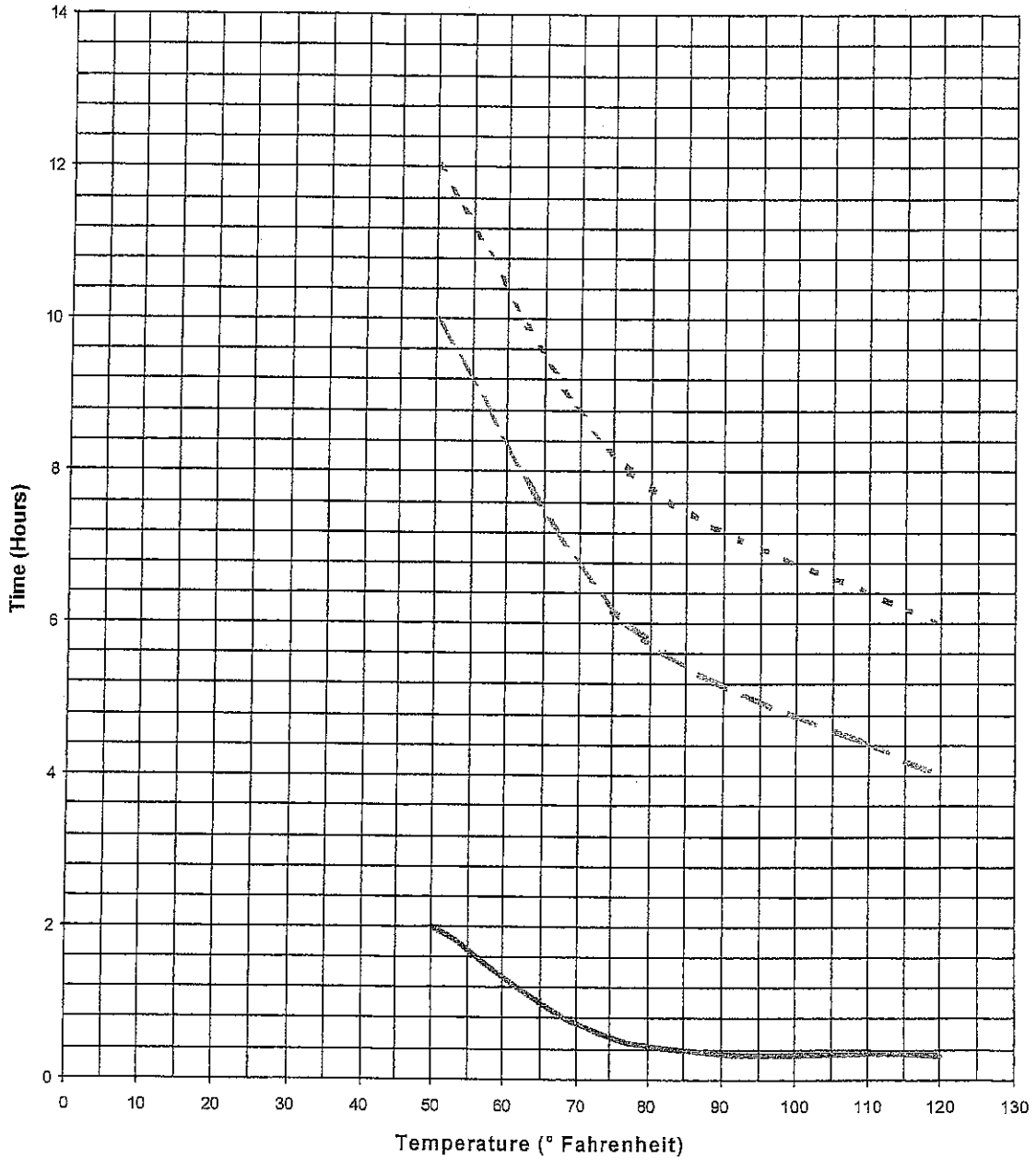
# Acrolon™ 218 HS



To touch
  To handle
  To recoat

The above drying schedule is at 6.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only

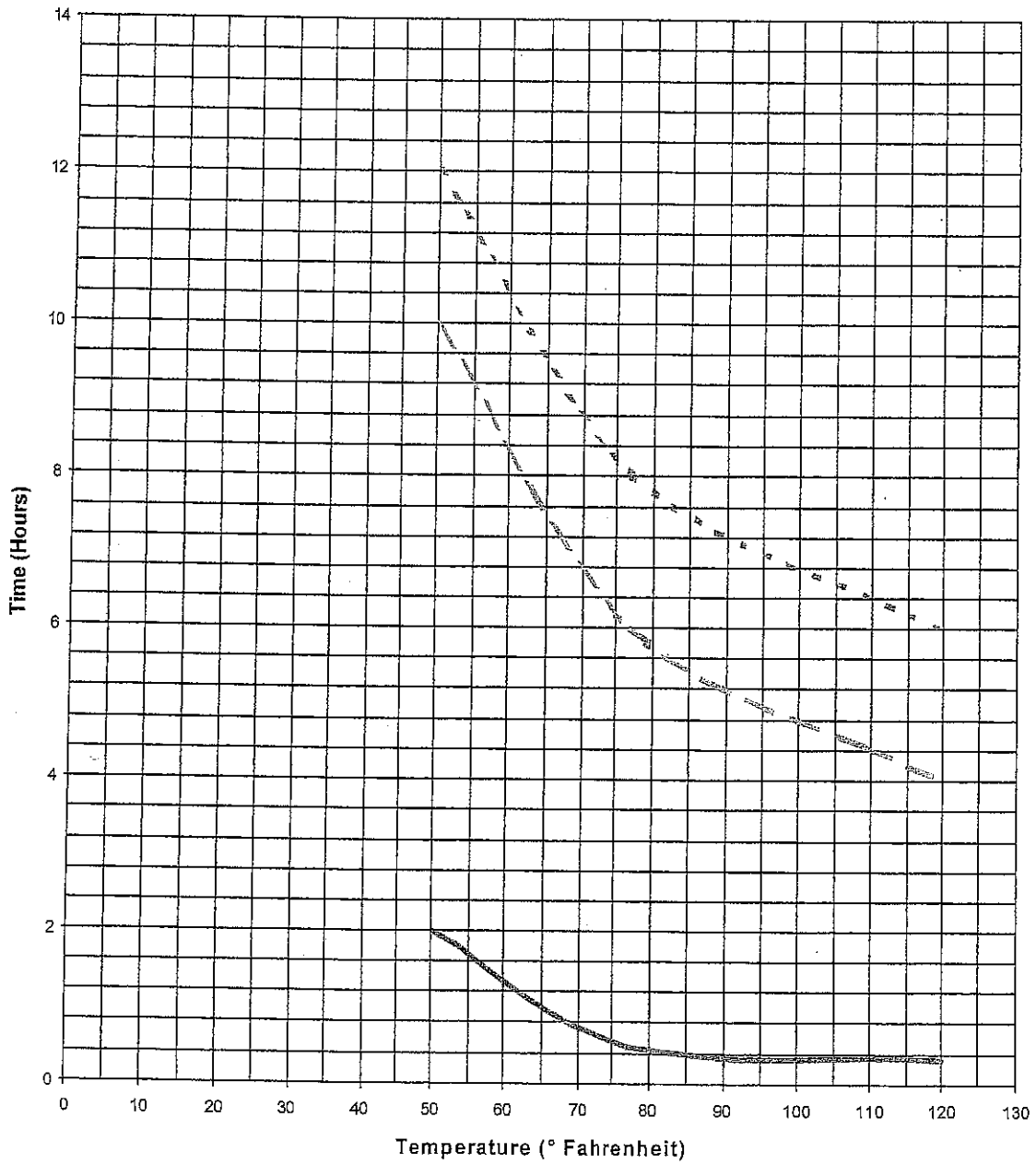
# Acrolon™ 218 HS



To touch     
  To handle     
  To recoat

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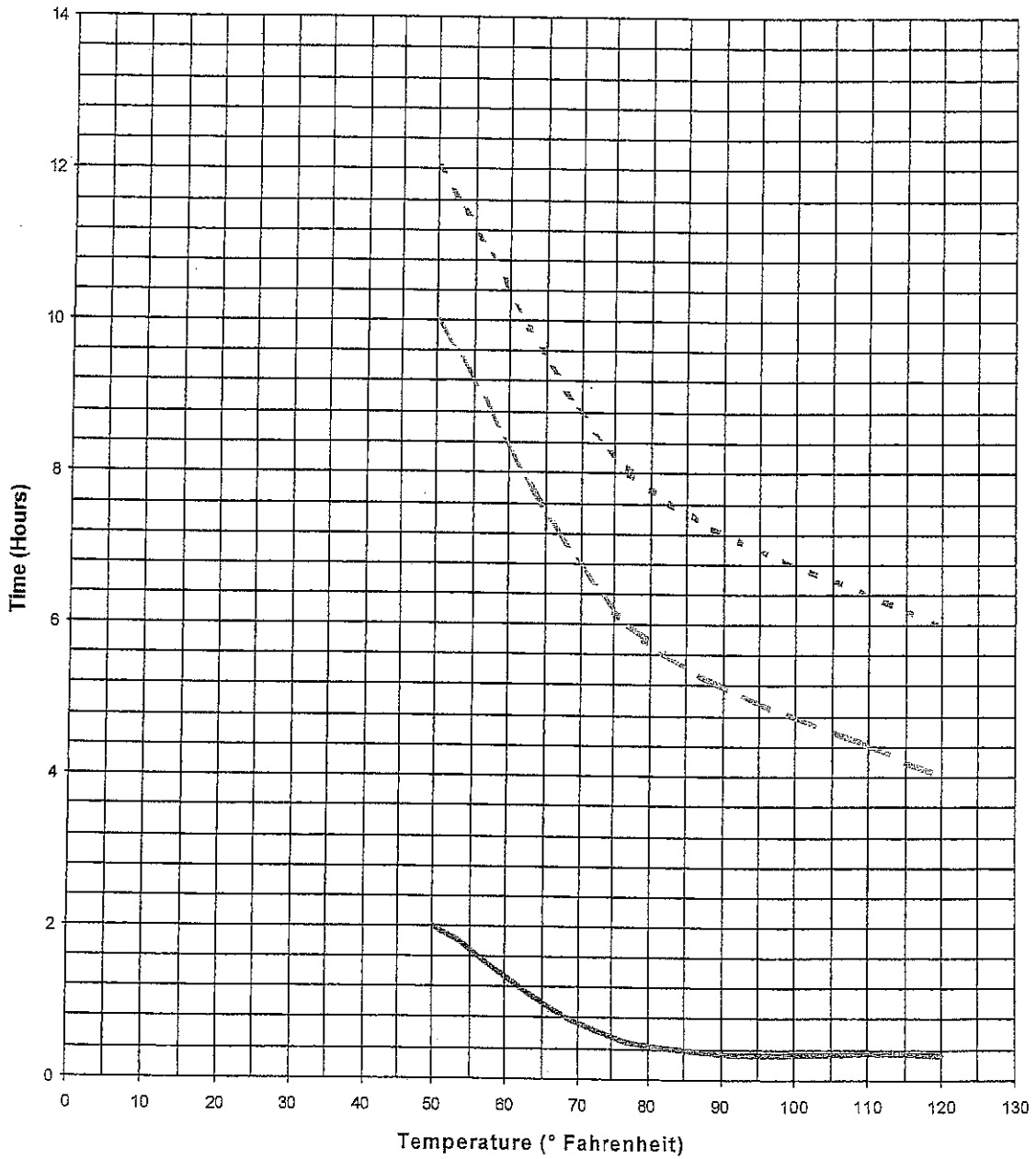
# Acrolon™ 218 HS



To touch
  To handle
  To recoat

The above drying schedule is at 6.0 mils wet at 50% relative humidity.  
 Drying time is temperature, humidity, and film thickness dependent.  
 The above information is provided for guideline use only

# Acrolon™ 218 HS



— To touch      - - - - - To handle      ······ To recoat

*The above drying schedule is at 6.0 mils wet at 50% relative humidity.  
Drying time is temperature, humidity, and film thickness dependent.  
The above information is provided for guideline use only*





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5.11A

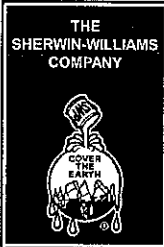
**COROTHANE® I**

**GALVAPAC TWO PACK ZINC PRIMER**

PART A  
PART F

B65G10  
B69D210

BINDER  
ZINC DUST



*Industrial  
and  
Marine  
Coatings*

INDUSTRIAL  
& MARINE  
COATINGS

## APPLICATION BULLETIN

Revised 11/04

### SURFACE PREPARATION

Surface must be clean, dry, and in sound condition. Remove all oil, dust, grease, dirt, loose rust, and other foreign material to ensure adequate adhesion.

#### Iron & Steel (Immersion service)

Remove all oil and grease from surface by Solvent Cleaning per SSPC-SP1. Minimum surface preparation is Near White Metal Blast Cleaning per SSPC-SP10. Blast clean all surfaces using a sharp, angular abrasive for optimum surface profile (2 mils). Remove all weld spatter and round all sharp edges by grinding a minimum 1/4" radius. Prime any bare steel the same day as it is cleaned or before flash rusting occurs.

#### Iron & Steel (atmospheric service)

Remove all oil and grease from surface by Solvent Cleaning per SSPC-SP1. Minimum surface preparation is Commercial Blast Cleaning per SSPC-SP6. For better performance, use Near White Metal Blast Cleaning per SSPC-SP10. Blast clean all surfaces using a sharp, angular abrasive for optimum surface profile (2 mils). Prime any bare steel the same day as it is cleaned or before flash rusting occurs.

#### Previously Painted Surfaces

If in sound condition, clean the surface of all foreign material. Smooth, hard, or glossy coatings and surfaces should be dulled by abrading the surface. Apply a test area, allowing paint to dry one week before testing adhesion. If adhesion is poor, or if this product attacks the previous finish, removal of the previous coating may be necessary. If paint is peeling or badly weathered, clean surface to sound substrate and treat as a new surface as above.

### APPLICATION CONDITIONS

Temperature:  
air and surface: 20°F minimum, 120°F maximum  
material: 45°F minimum  
  
Do not apply over surface ice  
  
Relative humidity: Can be applied at relative humidities up to 99%.

### APPLICATION EQUIPMENT

The following is a guide. Changes in pressures and tip sizes may be needed for proper spray characteristics. Always purge spray equipment before use with listed reducer. Any reduction must be compliant with existing VOC regulations and compatible with the existing environmental and application conditions.

Reducer/Clean Up ..... Reducer #15, R7K15

#### Airless Spray

Pump ..... 30:1  
Pressure ..... 1800-2000 psi  
Hose ..... 1/4" ID  
Tip ..... .015" - .019"  
Filter ..... 60 mesh  
Reduction ..... As needed up to 10% by volume

#### Conventional Spray

Unit .....	<u>Graco</u>	<u>Binks</u>
Gun .....	900	95
Fluid Nozzle .....	070	66/65
Air Nozzle .....	947	66PR
Atomization Pressure ..	60-70 psi	60-70 psi
Fluid Pressure .....	15-20 psi	15-20 psi
Reduction .....	As needed up to 10% by volume	

#### Brush

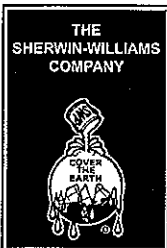
Brush ..... Natural bristle  
Reduction ..... As needed up to 10% by volume

#### Roller

Cover ..... 3/8" natural or synthetic with phenolic core  
Reduction ..... As needed up to 10% by volume

If specific application equipment is listed above, equivalent equipment may be substituted.





*Industrial  
and  
Marine  
Coatings*



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**COROTHANE® I**

**GALVAPAC TWO PACK ZINC PRIMER**

PART A  
PART F

B65G10  
B69D210

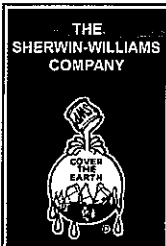
BINDER  
ZINC DUST

INDUSTRIAL  
& MARINE  
COATINGS

**PRODUCT INFORMATION**

Revised 11/04

PRODUCT DESCRIPTION		RECOMMENDED USES																									
<p><b>COROTHANE I GALVAPAC TWO PACK ZINC PRIMER</b> is a two component, VOC compliant, moisture curing urethane zinc-rich primer that contains micaceous iron oxide, designed for low temperature application to blast cleaned or power tool cleaned steel surfaces.</p> <ul style="list-style-type: none"> <li>• Low temperature application - down to 20°F</li> <li>• NSF approved to Standard 61 for potable water</li> <li>• Easy to apply and recoat</li> <li>• Usable for immersion service with recommended topcoated</li> <li>• Resistant to mudcracking</li> <li>• Abrasion and chemical resistant</li> <li>• Meets Class B requirements for Slip Coefficient and Creep Resistance, .54</li> <li>• Conforms to AWWA D102-03 Inside Coating System #5 (ICS-5)</li> </ul>		<ul style="list-style-type: none"> <li>• <b>Immersion Service - potable water:</b> Meets NSF Standard 61 for use in potable water storage and Federal EPA requirements for composition of coatings used in potable water. <ul style="list-style-type: none"> <li>• 250,000 gallon untopcoated</li> <li>• 20,000 gallon minimum topcoated</li> </ul> </li> <li>• On steel where resistance to rust or corrosion undercutting is required</li> <li>• As a primer in a urethane coating system for bridges, tanks, chemical, and marine structures</li> <li>• Ideal for priming water assisted abrasive blasted surfaces where flash rusting or blooming limits the use of conventional zinc rich coatings</li> <li>• As a spot primer on hand and power tool cleaned surfaces for lead overcoating systems</li> <li>• Acceptable for use with cathodic protection with select top-coats</li> </ul>																									
PRODUCT CHARACTERISTICS		PERFORMANCE CHARACTERISTICS																									
<p><b>Finish:</b> Flat</p> <p><b>Color:</b> Gray</p> <p><b>Volume Solids:</b> 67% ± 2%, mixed</p> <p><b>Weight Solids:</b> 91.7% ± 2%</p> <p><b>VOC (calculated):</b> &lt;340 g/L; 2.8 lb/gal, mixed</p> <p><b>Mix Ratio:</b> 2 components; premeasured 2.75 gallon mix</p> <p><b>Zinc Content in Dry Film:</b> 83% ±2% by weight</p> <p><b>Recommended Spreading Rate per coat:</b></p> <p>Wet mils: 4.5 - 6.8 Dry mils: 3.0 - 4.0 Coverage: 268 - 358 sq ft/gal approximate</p> <p><b>Drying Schedule @ 5.0 mils wet @ 50% RH:</b></p> <table border="1"> <thead> <tr> <th></th> <th>@ 40°F</th> <th>@ 77°F</th> <th>@ 100°F</th> </tr> </thead> <tbody> <tr> <td>To touch:</td> <td>45 minutes</td> <td>20 minutes</td> <td>10 minutes</td> </tr> <tr> <td>To recoat (minimum), atmospheric service:</td> <td>8 hours</td> <td>4-6 hours</td> <td>1 hour</td> </tr> <tr> <td>To recoat (minimum), immersion service:</td> <td>24 hours</td> <td>12 hours</td> <td>10 hours</td> </tr> <tr> <td>To cure, atmospheric service:</td> <td>5 days</td> <td>3 days</td> <td>1 day</td> </tr> <tr> <td>To cure, immersion service:</td> <td>14 days</td> <td>7 days</td> <td>5 days</td> </tr> </tbody> </table> <p>Drying time is temperature, humidity, and film thickness dependent. For <b>Potable Water Service</b>, allow a minimum cure time of 7 days @ 77°F prior to placing in service. Sterilize and rinse per AWWA C652.</p> <p><b>Shelf Life:</b> Part A - 12 months Part F - 24 months Store indoors at 40°F to 100°F.</p> <p><b>Flash Point:</b> 94°F, PMCC</p> <p><b>Reducer/Clean Up:</b> Reducer #15, R7K15</p>			@ 40°F	@ 77°F	@ 100°F	To touch:	45 minutes	20 minutes	10 minutes	To recoat (minimum), atmospheric service:	8 hours	4-6 hours	1 hour	To recoat (minimum), immersion service:	24 hours	12 hours	10 hours	To cure, atmospheric service:	5 days	3 days	1 day	To cure, immersion service:	14 days	7 days	5 days	<p><b>System Tested:</b> (unless otherwise indicated) Substrate: Steel Surface Preparation: SSPC-SP5 1 ct. Corothane I GalvaPac Zinc Primer @ 3.5 mils dft 1 ct. Corothane I MIO-Aluminum @ 3.0 mils dft</p> <p><b>Abrasion Resistance:</b> Method: ASTM D4060, CS17 wheel, 1000 cycles, 1 kg load Result: 45 mg loss</p> <p><b>Adhesion (Zinc Only):</b> Method: ASTM D4541 Result: 1943psi</p> <p><b>Corrosion Weathering:</b> Method: ASTM D5894, 15 cycles, 5000 hours Result: Rating 10 per ASTM D610 for Rusting (field) Result: Rating 10 per ASTM D714 for Blistering</p> <p><b>Direct Impact Resistance (Zinc Only):</b> Method: ASTM D2794 Result: 160 in. lb.</p> <p><b>Dry Heat Resistance:</b> Method: ASTM D2485 Result: 300°F continuous, 350°F intermittent</p> <p><b>Flexibility:</b> Method: ASTM D522, 180° bend, 1/4" mandrel Result: Passes</p> <p><b>Moisture Condensation Resistance (Zinc Only):</b> Method: ASTM D4585, 100°F, 4000 hours Result: Rating 10 per ASTM D610 for Rusting Result: Rating 10 per ASTM D714 for Blistering</p> <p><b>Pencil Hardness:</b> Method: ASTM D3363 Result: 2H (zinc only)</p> <p><b>Salt Fog Resistance (Zinc Only):</b> Method: ASTM B117, 5000 hours Result: Rating 10 per ASTM D610 for Rusting Result: Rating 10 per ASTM D714 for Blistering</p> <p><b>Slip Coefficient (Zinc Only):</b> Method: AISC Specification for Structural Joints Using ASTM A325 or ASTM A490 Bolts Result: Class B, .54</p> <p><b>Wet Heat Resistance:</b> Method: Non-immersion Result: 190°F</p>	
	@ 40°F	@ 77°F	@ 100°F																								
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*Industrial  
and  
Marine  
Coatings*



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5.11

**COROTHANE® I**

**GALVAPAC TWO PACK ZINC PRIMER**

PART A B65G10  
PART F B69D210

BINDER  
ZINC DUST

INDUSTRIAL  
& MARINE  
COATINGS

**PRODUCT INFORMATION**

**RECOMMENDED SYSTEMS**

**Immersion Service (Potable Water)**

**Steel:**

1 ct. Corothane I GalvaPac Zinc Primer  
@ 3.0 - 4.0 mils dft  
(250,000 gallon minimum tank size)

**Steel, shop applied system(s):**

1 ct. Corothane I GalvaPac Zinc Primer  
@ 3.0 - 4.0 mils dft  
2 cts. Tank Clad HS @ 4.0 - 8.0 mils dft/ct\*  
(60,000 gallon minimum)  
or Hi-Solids Catalyzed Epoxy @ 5.0 - 6.0 mils dft/ct  
(20,000 gallon minimum tank size)

Other acceptable topcoats

	<u>Min. tank size</u>
Dura-Plate 235 NSF	20,000 gallons
Macropoxy 646 NSF	20,000 gallons
Macropoxy 846 NSF	20,000 gallons

**Immersion Service (Non-Potable Water)**

**Steel:**

1 ct. Corothane I GalvaPac Zinc Primer  
@ 3.0 - 4.0 mils dft  
2 cts. Corothane I Coal Tar @ 5.0 - 7.0 mils dft/ct

**Atmospheric Service**

**Steel: Moderate Service**

1 ct. Corothane I GalvaPac Zinc Primer  
@ 3.0 - 4.0 mils dft  
1-2 cts. Corothane I Aliphatic Finish Coat  
@ 2.0 - 3.0 mils dft/ct  
or Corothane I MIO-Aluminum @ 2.0 - 3.0 mils dft/ct  
or Corothane I HS @ 2.0 - 3.0 mils dft/ct

**Steel: Moderate Service, Rapid Return to Service**

1 ct. Corothane I GalvaPac Zinc Primer  
@ 3.0 - 4.0 mils dft  
1 ct. Fast Clad Urethane @ 6.0 - 9.0 mils dft

**Previously Painted Steel:**

(including red lead overcoatings)

Spot prime bare steel with 1 coat of Corothane I GalvaPac Zinc Primer

1 ct. Corothane I Mastic @ 2.5 - 3.5 mils dft  
1 ct. Corothane I Aliphatic Finish Coat  
@ 2.0 - 3.0 mils dft

\*System acceptable for use with cathodic protection

The systems listed above are representative of the product's use. Other systems may be appropriate.

**SURFACE PREPARATION**

Surface must be clean, dry, and in sound condition. Remove all oil, dust, grease, dirt, loose rust, and other foreign material to ensure adequate adhesion.

Refer to product Application Bulletin for detailed surface preparation information.

Minimum recommended surface preparation:

Iron & Steel	
Atmospheric:	SSPC-SP6, 2 mil profile
Immersion, with recommended topcoat:	SSPC-SP10, 2 mil profile
Spot Prime/Touch-Up:	SSPC-SP3

**TINTING**

Do not tint.

**APPLICATION CONDITIONS**

Temperature:	
air and surface:	20°F minimum, 120°F maximum
material:	45°F minimum

Do not apply over surface ice

Relative humidity:	Can be applied at relative humidities up to 99%.
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Refer to product Application Bulletin for detailed application information.

**ORDERING INFORMATION**

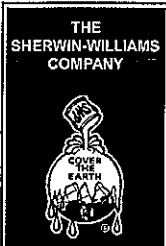
Packaging:	
Part A:	1.73 gallons in a 3 gallon container
Part F:	60 lb zinc dust

Weight per gallon:	28.5 ± 0.2 lb
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**SAFETY PRECAUTIONS**

Refer to the MSDS sheet before use.

Published technical data and instructions are subject to change without notice. Contact your Sherwin-Williams representative for additional technical data and instructions.



*Industrial  
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Coatings*



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5.11A

**COROTHANE® I**

**GALVAPAC TWO PACK ZINC PRIMER**

PART A  
PART F

B65G10  
B69D210

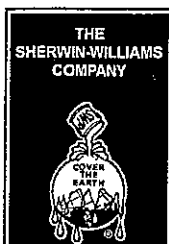
BINDER  
ZINC DUST

INDUSTRIAL  
& MARINE  
COATINGS

**APPLICATION BULLETIN**

APPLICATION PROCEDURES	PERFORMANCE TIPS																														
<p>Surface preparation must be completed as indicated.</p> <p><b>Corothane I - GalvaPac Zinc Primer</b> comes in 2 premeasured containers which when mixed provides 2.75 gallons of read-to-apply material.</p> <p><b>Mixing Instructions:</b> Thoroughly agitate Binder Part A. Using continuous air driven agitation, slowly mix all 60 lbs. of Zinc Dust, B69D210, Part F into Binder Part A until mixture is completely uniform. After mixing, pour mixture through 30-60 mesh screen. Mixed material must be used within 8 hours. Do not mix previously mixed material with new.</p> <p>If reducer solvent is used, add only after both components have been thoroughly mixed.</p> <p>Apply paint at the recommended film thickness and spreading rate as indicated below:</p> <p><b>Recommended Spreading Rate per coat:</b></p> <table border="0"> <tr> <td>Wet mils:</td> <td>4.5 - 6.8</td> </tr> <tr> <td>Dry mils:</td> <td>3.0 - 4.0</td> </tr> <tr> <td>Coverage:</td> <td>268 - 358 sq ft/gal approximate</td> </tr> </table> <p><b>Drying Schedule @ 5.0 mils wet @ 50% RH:</b></p> <table border="0"> <tr> <td></td> <td><b>@ 40°F</b></td> <td><b>@ 77°F</b></td> <td><b>@ 100°F</b></td> </tr> <tr> <td>To touch:</td> <td>45 minutes</td> <td>20 minutes</td> <td>10 minutes</td> </tr> <tr> <td>To recoat (minimum), atmospheric service:</td> <td>8 hours</td> <td>4-6 hours</td> <td>1 hour</td> </tr> <tr> <td>To recoat (minimum), immersion service:</td> <td>24 hours</td> <td>12 hours</td> <td>10 hours</td> </tr> <tr> <td>To cure, atmospheric service:</td> <td>5 days</td> <td>3 days</td> <td>1 day</td> </tr> <tr> <td>To cure, immersion service:</td> <td>14 days</td> <td>7 days</td> <td>5 days</td> </tr> </table> <p>Drying time is temperature, humidity, and film thickness dependent. For <b>Potable Water Service</b>, allow a minimum cure time of 7 days @ 77°F prior to placing in service. Sterilize and rinse per AWWA C652.</p> <p>Application of coating above maximum or below minimum recommended spreading rate may adversely affect coating performance.</p>	Wet mils:	4.5 - 6.8	Dry mils:	3.0 - 4.0	Coverage:	268 - 358 sq ft/gal approximate		<b>@ 40°F</b>	<b>@ 77°F</b>	<b>@ 100°F</b>	To touch:	45 minutes	20 minutes	10 minutes	To recoat (minimum), atmospheric service:	8 hours	4-6 hours	1 hour	To recoat (minimum), immersion service:	24 hours	12 hours	10 hours	To cure, atmospheric service:	5 days	3 days	1 day	To cure, immersion service:	14 days	7 days	5 days	<p>Stripe coat all crevices, welds, and sharp angles to prevent early failure in these areas.</p> <p>When using spray application, use a 50% overlap with each pass of the gun to avoid holidays, bare areas, and pinholes. If necessary, cross spray at a right angle.</p> <p>Spreading rates are calculated on volume solids and do not include an application loss factor due to surface profile, roughness or porosity of the surface, skill and technique of the applicator, method of application, various surface irregularities, material lost during mixing, spillage, overthinning, climatic conditions, and excessive film build.</p> <p>Excessive reduction of material can affect film build, appearance, and adhesion.</p> <p>In order to avoid blockage of spray equipment, clean equipment before use or before periods of extended downtime with Reducer #15, R7K15.</p> <p>Pour a small amount of Reducer #15, R7K15 over the top of the paint in the can to prevent skinning or gelling.</p> <p>Place a temporary cover over the pail to keep excessive moisture, condensation, fog, or rain from contaminating the coating.</p> <p>Do not use continuous agitation.</p> <p>For <b>Potable Water Service</b>, allow a minimum cure time of 7 days @ 77°F prior to placing in service. Sterilize and rinse per AWWA C652-92.</p> <p>It is recommended that partially used cans not be sealed/closed for use at a later date.</p> <p>An intermediate coat is recommended to provide a uniform appearance of the topcoat.</p> <p>Not for use with cathodic protection except as indicated under the recommended systems.</p> <p>Corothane I KA Accelerator is acceptable for use. See data page 5.98 for details.</p> <p>Refer to Product Information sheet for additional performance characteristics and properties.</p>
Wet mils:	4.5 - 6.8																														
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<p><b>CLEAN UP INSTRUCTIONS</b></p>	<p><b>SAFETY PRECAUTIONS</b></p>																														
<p>Clean spills and spatters immediately with Reducer #15, R7K15. Clean tools immediately after use with Reducer #15, R7K15. Follow manufacturer's safety recommendations when using any solvent.</p>	<p>Refer to the MSDS sheet before use.</p> <p>Published technical data and instructions are subject to change without notice. Contact your Sherwin-Williams representative for additional technical data and instructions.</p>																														

The statements made herein are based on our research and/or the research of others believed to be accurate. No guarantee of their accuracy is made however, and such statements may be changed without notice.  
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# FAST CLAD® URETHANE

PART A B65-950 SERIES  
PART A B65-960 SERIES  
PART B B65V950

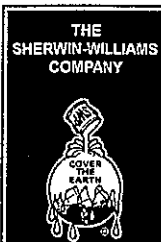
SEMI-GLOSS  
GLOSS  
HARDENER

INDUSTRIAL  
& MARINE  
COATINGS

## PRODUCT INFORMATION

Revised 12/04

PRODUCT DESCRIPTION		RECOMMENDED USES																												
<p><b>FAST CLAD URETHANE</b> is a fast dry, single coat, aliphatic polyurea urethane specifically formulated for accelerated maintenance painting.</p> <ul style="list-style-type: none"> <li>• Fast drying minimizes dust and grit "pick-up"</li> <li>• Allows entire maintenance coating systems to be completed in one shift</li> <li>• Single coat application</li> <li>• High build</li> <li>• No "outgassing"</li> </ul>		<p>Ideal for use as a finish coat for projects requiring rapid return to service, such as bridge maintenance painting. Use directly over organic zinc rich primers.</p> <p>Can be used in various coatings applications where fast cure-to-service is desired, such as:</p> <ul style="list-style-type: none"> <li>• Bridges</li> <li>• Hand rails</li> <li>• Structural steel</li> <li>• High visibility areas</li> </ul> <p>Acceptable for use in high performance architectural applications.</p>																												
PRODUCT CHARACTERISTICS		PERFORMANCE CHARACTERISTICS																												
<p><b>Finish:</b> Semi-gloss or gloss</p> <p><b>Color:</b> Wide range of colors possible</p> <p><b>Volume Solids:</b> 64% ± 2%, calculated and mixed May vary by color</p> <p><b>Weight Solids:</b> 80% ± 2%, mixed</p> <p><b>VOC (EPA Method 24):</b> 289 g/L; 2.4 lb/gal, unreduced 335 g/L; 2.8 lb/gal, reduced 10% (with R6K10)</p> <p><b>Mix Ratio:</b> 4:1 by volume (Pre-measured units)</p> <p><b>Recommended Spreading Rate per coat:</b></p> <p>Wet mils: 10.0 - 15.0 Dry mils: 6.0 - 9.0 Coverage: 116 - 174 sq ft/gal approximate</p> <p><b>Drying Schedule @ 10.0 mils wet @ 50% RH:</b></p> <table border="1"> <thead> <tr> <th></th> <th>@ 35°F</th> <th>@ 77°F</th> <th>@ 120°F</th> </tr> </thead> <tbody> <tr> <td>To touch:</td> <td>1-1/2 hours</td> <td>30 minutes</td> <td>15 minutes</td> </tr> <tr> <td>To handle:</td> <td>3 hours</td> <td>45 minutes</td> <td>30 minutes</td> </tr> <tr> <td>To recoat:</td> <td></td> <td></td> <td></td> </tr> <tr> <td>  minimum:</td> <td>3 hours</td> <td>45 minutes</td> <td>30 minutes</td> </tr> <tr> <td>  maximum:</td> <td>3 months</td> <td>3 months</td> <td>45 days</td> </tr> <tr> <td>To cure:</td> <td>4 days</td> <td>2 days</td> <td>24 hours</td> </tr> </tbody> </table> <p>Drying time is temperature, humidity, and film thickness dependent. If maximum recoat time is exceeded, abrade surface before recoating.</p> <p><b>Pot Life:</b> 3 hours      2 hours      30 minutes</p> <p><b>Sweat-in-Time:</b> None      None      None</p> <p><b>Shelf Life:</b></p> <p>Part A 24 months, unopened Part B 24 months, unopened Store indoors at 40°F to 100°F</p> <p><b>Flash Point:</b> 55°F, PMCC, mixed</p> <p><b>Reducer/Clean Up:</b></p> <p>Below 80°F: R6K10 (MEK) Above 80°F: R7K216 Brush and roll: R7K216</p>		@ 35°F	@ 77°F	@ 120°F	To touch:	1-1/2 hours	30 minutes	15 minutes	To handle:	3 hours	45 minutes	30 minutes	To recoat:				minimum:	3 hours	45 minutes	30 minutes	maximum:	3 months	3 months	45 days	To cure:	4 days	2 days	24 hours	<p><b>System Tested:</b> (unless otherwise indicated) Substrate: Blasted steel Surface Preparation: SSPC-SP10 or SP6 1 ct. Corothane I Galvapac @ 3.0-4.0 mils dft 1 ct. Fast Clad Urethane (semi-gloss) @ 6.0 - 9.0 mils dft</p> <p><b>Tested in accordance with NTPEP (National Transportation Product Evaluation Program) requirements as outlined by AASHTO Designation R31-02.</b></p> <p><b>Requirements</b></p> <p><b>Abrasion Resistance:</b> Method: ASTM D4060 CS17 wheel, 1000 cycles, 1 kg load Result: 90 mg loss</p> <p><b>Adhesion:</b> Method: ASTM D4541 Result: 825 psi</p> <p><b>Corrosion Weathering:</b> Method: ASTM D5894, 15 cycles Result: Rating 10 per ASTM D714 for Blistering Rating 10 per ASTM D610 for Rusting</p> <p><b>Flexibility:</b> Method: ASTM D522, 180° bend, 3/4" mandrel Result: Passes</p> <p><b>Freeze/Thaw Stability:</b> Method: 30 cycles Result: No loss of Patti Adhesion</p> <p><b>Salt Fog Resistance:</b> Method: ASTM B117, 5000 hours Result: Rating 10 per ASTM D714 for Blistering Rating 10 per ASTM D610 for Rusting</p> <p>Meets the requirements of SSPC Paint 39, Level III (QUV).</p>	
	@ 35°F	@ 77°F	@ 120°F																											
To touch:	1-1/2 hours	30 minutes	15 minutes																											
To handle:	3 hours	45 minutes	30 minutes																											
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maximum:	3 months	3 months	45 days																											
To cure:	4 days	2 days	24 hours																											



*Industrial  
and  
Marine  
Coatings*

# FAST CLAD® URETHANE

PART A B65-950 SERIES  
PART A B65-960 SERIES  
PART B B65V950

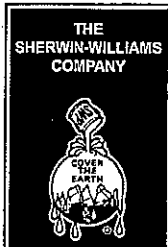
SEMI-GLOSS  
GLOSS  
HARDENER

INDUSTRIAL  
& MARINE  
COATINGS

## PRODUCT INFORMATION

RECOMMENDED SYSTEMS	SURFACE PREPARATION								
<p><b>Steel:</b> 1 ct. Corothane I GalvaPac Zinc Primer @ 3.0 - 4.0 mils dft* 1 ct. Fast Clad Urethane @ 6.0 - 9.0 mils dft</p> <p><b>Steel:</b> 1 ct. Macropoxy 646 @ 5.0 - 10.0 mils dft 1 ct. Fast Clad Urethane @ 6.0 - 9.0 mils dft</p> <p><b>Concrete, masonry:</b> 1 ct. Kem Cati-Coat HS Epoxy Filler/Sealer @ 10.0 - 20.0 mils dft 1 ct. Fast Clad Urethane @ 6.0 - 9.0 mils dft</p> <p><b>Aluminum/Galvanizing:</b> 1 ct. DTM Wash Primer @ .7 - 1.3 mils dft 1 ct. Fast Clad Urethane @ 6.0 - 9.0 mils dft</p> <p>*Other acceptable zinc rich primers: Fast Clad Zinc HS Steel Spec Epoxy Primer Zinc Clad III HS Zinc Clad IV</p>	<p>Surface must be clean, dry, and in sound condition. Remove all oil, dust, grease, dirt, loose rust, and other foreign material to ensure adequate adhesion.</p> <p>Refer to product Application Bulletin for detailed surface preparation information.</p> <p>Minimum recommended surface preparation:  <b>**Iron &amp; Steel:</b> SSPC-SP6, 2 mil profile  <b>**Concrete/Masonry:</b> SSPC-SP13/NACE 6  <b>**Aluminum/Galvanizing:</b> SSPC-SP1            Spot Prime / Touch-up: SSPC-SP3</p> <p>**Primer required</p>								
	<h3 style="text-align: center;">TINTING</h3> <p>Tint with 844 colorants only into Part A at 100% tint strength. Five minutes minimum of mixing on a mechanical shaker is required for complete mixing of color.</p>								
	<h3 style="text-align: center;">APPLICATION CONDITIONS</h3> <p>Temperature: 20°F minimum, 120°F maximum (air, surface, and material) At least 5°F above dew point</p> <p>Relative humidity: 85% maximum</p> <p>Refer to product Application Bulletin for detailed application information.</p>								
	<h3 style="text-align: center;">ORDERING INFORMATION</h3> <p>Components are pre-measured for either 1 gallon mixes or 5 gallon mixes.</p> <p>Packaging:</p> <table data-bbox="836 1549 1279 1633"> <tr> <td>Part A:</td> <td>1 gallon - short filled</td> </tr> <tr> <td></td> <td>4 gallon - short filled</td> </tr> <tr> <td>Part B:</td> <td>1 quart - short filled</td> </tr> <tr> <td></td> <td>1 gallon</td> </tr> </table> <p>Weight per gallon: 12.0 ± 0.2 lb, mixed (may vary with color)</p>	Part A:	1 gallon - short filled		4 gallon - short filled	Part B:	1 quart - short filled		1 gallon
Part A:	1 gallon - short filled								
	4 gallon - short filled								
Part B:	1 quart - short filled								
	1 gallon								
<p>The systems listed above are representative of the product's use. Other systems may be appropriate.</p>	<h3 style="text-align: center;">SAFETY PRECAUTIONS</h3> <p>Refer to the MSDS sheet before use.</p> <p>Published technical data and instructions are subject to change without notice. Contact your Sherwin-Williams representative for additional technical data and instructions.</p>								

The statements made herein are based on our research and/or the research of others believed to be accurate. No guarantee of their accuracy is made however, and such statements may be changed without notice.  
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*Industrial  
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Marine  
Coatings*

# FAST CLAD® URETHANE

PART A B65-950 SERIES  
PART A B65-960 SERIES  
PART B B65V950

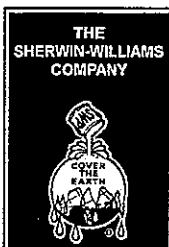
SEMI-GLOSS  
GLOSS  
HARDENER

INDUSTRIAL  
& MARINE  
COATINGS

## APPLICATION BULLETIN

Revised 12/04

SURFACE PREPARATION	APPLICATION CONDITIONS		
<p>Surface must be clean, dry, and in sound condition. Remove all oil, dust, grease, dirt, loose rust, and other foreign material to ensure adequate adhesion.</p> <p><b>Iron &amp; Steel (primer required)</b> Remove all oil and grease from surface by Solvent Cleaning per SSPC-SP1. Minimum surface preparation is Commercial Blast Cleaning per SSPC-SP6. For better performance, use Near White Metal Blast Cleaning per SSPC-SP10. Blast clean all surfaces using a sharp, angular abrasive for optimum surface profile (2 mils). Prime any bare steel the same day as it is cleaned or before flash rusting occurs.</p> <p><b>Aluminum</b> Remove all oil, grease, dirt, oxide and other foreign material by Solvent Cleaning per SSPC-SP1. Primer required</p> <p><b>Galvanized Steel</b> Allow to weather a minimum of six months prior to coating. Solvent Clean per SSPC-SP1. When weathering is not possible, or the surface has been treated with chromates or silicates, first Solvent Clean per SSPC-SP1 and apply a test patch. Allow paint to dry at least one week before testing adhesion. If adhesion is poor, brush blasting per SSPC-SP7 is necessary to remove these treatments. Rusty galvanizing requires a minimum of Hand Tool Cleaning per SSPC-SP2, prime the area the same day as cleaned or before flash rusting occurs.</p> <p><b>Poured Concrete</b> <b>New</b> For surface preparation, refer to SSPC-SP13/NACE 6. Surfaces must be clean, dry, sound and offer sufficient profile to achieve adequate adhesion. Minimum substrate cure is 28 days at 75°F. Remove all form release agents, curing compounds, salts, efflorescence, laitance, and other foreign matter by sandblasting, shotblasting, mechanical scarification, or suitable chemical means. Refer to ASTM D4260. Rinse thoroughly to achieve a final pH between 6.0 and 10.0. Allow to dry thoroughly prior to coating.</p> <p><b>Old</b> Surface preparation is done in much the same manner as new concrete, however, if the concrete is contaminated with oils, grease, chemicals, etc., they must be removed by cleaning with a strong detergent. Refer to ASTM D4258. Form release agents, hardeners, etc. must be removed by sandblasting, shotblasting, mechanical scarification, or suitable chemical means. If surface deterioration presents an unacceptably rough surface, Kem Cati-Coat Epoxy HS Filler/Sealer is recommended to patch and resurface damaged concrete. Fill all cracks, voids and bugholes with Steel-Seam VSE.</p> <p><b>Always follow the ASTM methods listed below:</b> ASTM D4258 Standard Practice for Cleaning Concrete. ASTM D4259 Standard Practice for Abrading Concrete. ASTM D4260 Standard Practice for Etching Concrete. ASTM F1869 Standard Test Method for Measuring Moisture Vapor Emission Rate of Concrete. SSPC-SP 13/Nace 6 Surface Preparation of Concrete</p>	<p>Temperature: 20° F minimum, 120° F maximum (air, surface, and material) At least 5° F above dew point</p> <p>Relative humidity: 85% maximum</p> <tr> <th colspan="2" data-bbox="837 758 1490 793">APPLICATION EQUIPMENT</th> </tr> <p>The following is a guide. Changes in pressures and tip sizes may be needed for proper spray characteristics. Always purge spray equipment before use with listed reducer. Any reduction must be compliant with existing VOC regulations and compatible with the existing environmental and application conditions.</p> <p><b>Reducer/Clean Up</b> Below 80°F ..... R6K10 (MEK) Above 80°F ..... R7K216 Brush and roll ..... R7K216</p> <p><b>Airless Spray</b> Pump ..... 30:1 Pressure ..... 2800 - 3000 psi Hose ..... 3/8" ID Tip ..... .017" - .021" Filter ..... 60 mesh Reduction ..... As needed up to 5% by volume</p> <p><b>Conventional Spray</b> Gun ..... Binks Cap ..... 63P Fluid Tip ..... 69PB Atomization Pressure .. 50-70 psi Fluid Pressure ..... 20-25 psi Reduction ..... As needed up to 5% by volume</p> <p><b>Brush (small areas only)</b> Brush ..... Natural Bristle Reduction ..... R7K216, up to 10% by volume</p> <p><b>Roller (small areas only)</b> Cover ..... 1/4" woven with phenolic core Reduction ..... R7K216, up to 10% by volume</p> <p>If specific application equipment is listed above, equivalent equipment may be substituted.</p>	APPLICATION EQUIPMENT	
APPLICATION EQUIPMENT			



*Industrial  
and  
Marine  
Coatings*

## FAST CLAD® URETHANE

PART A B65-950 SERIES  
PART A B65-960 SERIES  
PART B B65V950

SEMI-GLOSS  
GLOSS  
HARDENER

INDUSTRIAL  
& MARINE  
COATINGS

### APPLICATION BULLETIN

#### APPLICATION PROCEDURES

Surface preparation must be completed as indicated.

Mix contents of each component thoroughly with power agitation. Make certain no pigment remains on the bottom of the can. Then combine 4 parts by volume of Part A with 1 part by volume of Part B. Thoroughly agitate the mixture with power agitation.

If reducer solvent is used, add only after both components have been thoroughly mixed.

Apply paint at the recommended film thickness and spreading rate as indicated below:

#### Recommended Spreading Rate per coat:

Wet mils:	10.0 - 15.0
Dry mils:	6.0 - 9.0
Coverage:	116 - 174 sq ft/gal approximate

#### Drying Schedule @ 10.0 mils wet @ 50% RH:

	@ 35°F	@ 77°F	@ 120°F
To touch:	1-1/2 hours	30 minutes	15 minutes
To handle:	3 hours	45 minutes	30 minutes
To recoat:			
minimum:	3 hours	45 minutes	30 minutes
maximum:	3 months	3 months	45 days
To cure:	4 days	2 days	24 hours

Drying time is temperature, humidity, and film thickness dependent. If maximum recoat time is exceeded, abrade surface before recoating.

**Pot Life:** 3 hours 2 hours 30 minutes

**Sweat-in-Time:** None None None

Application of coating above maximum or below minimum recommended spreading rate may adversely affect coating performance.

#### PERFORMANCE TIPS

Stripe coat all crevices, welds, and sharp angles to prevent early failure in these areas.

When using spray application, use a 50% overlap with each pass of the gun to avoid holidays, bare areas, and pinholes. If necessary, cross spray at a right angle.

Spreading rates are calculated on volume solids and do not include an application loss factor due to surface profile, roughness or porosity of the surface, skill and technique of the applicator, method of application, various surface irregularities, material lost during mixing, spillage, overthinning, climatic conditions, and excessive film build.

Excessive reduction of material can affect film build, appearance, and adhesion.

Do not apply the material beyond recommended pot life.

Do not mix previously catalyzed material with new.

In order to avoid blockage of spray equipment, clean equipment before use or before periods of extended downtime with Reducer R6K10 (MEK).

When used as part of a rapid recoat system for bridge maintenance painting over Corothane I Galvapac Primer, use 4 oz. per gallon of the KA Accelerator, B65V11, in the Galvapac Primer. This will allow topcoating within 1-2 hours.

Mixed coating is sensitive to water. Use water traps in all air lines. Moisture contact can reduce pot life and affect gloss and color.

Refer to Product Information sheet for additional performance characteristics and properties.

#### CLEAN UP INSTRUCTIONS

Clean spills and spatters immediately with Reducer R6K10 (MEK). Clean tools immediately after use with Reducer R6K10 (MEK). Follow manufacturer's safety recommendations when using any solvent.

#### SAFETY PRECAUTIONS

Refer to the MSDS sheet before use.

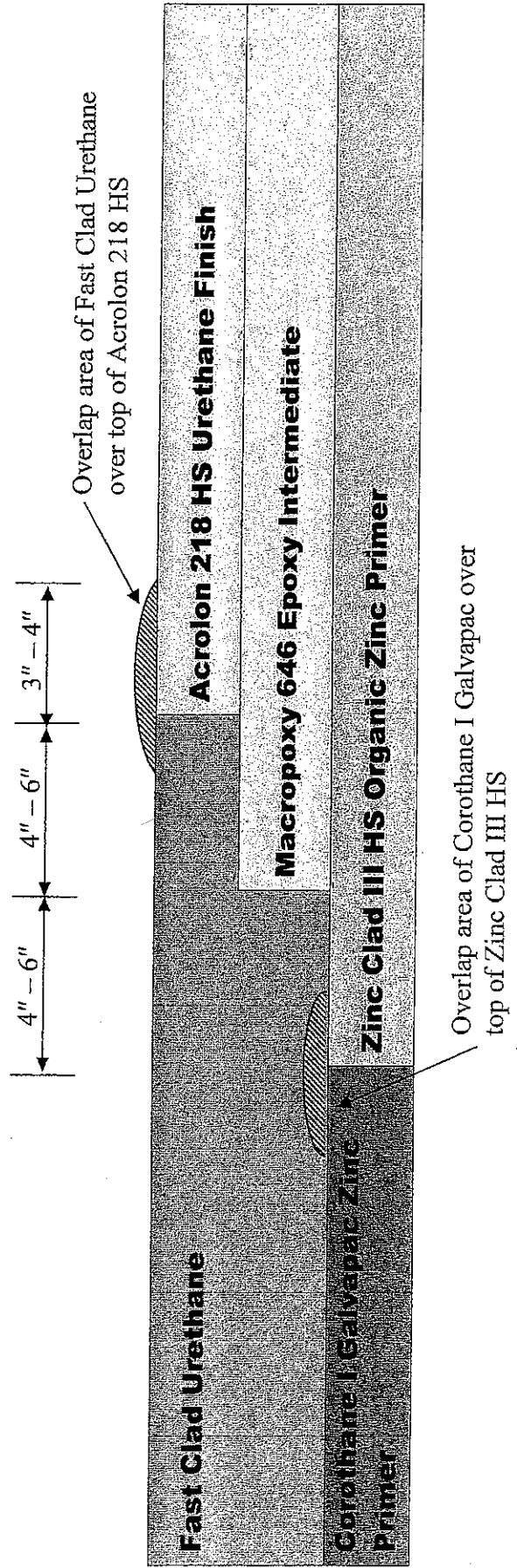
Published technical data and instructions are subject to change without notice. Contact your Sherwin-Williams representative for additional technical data and instructions.

**California Avenue Accelerated Bridge Painting Research Project  
Span 3, Bay 3 Control Section Overlap on Exterior Fascia**

Provided below is a detail of the overlap to be used when applying the SW Accelerated 2-Coat Bridge Paint System (Corothane I Galvapac Zinc Primer/Fast Clad Urethane Finish) over the SW Standard 3-Coat System (Zinc Clad III HS Zinc Primer/Macroproxy 646 Epoxy Intermediate/Acrolon 218 HS Urethane Finish)

**NOTES:**

- 1) Cleanly step back (i.e., tape off overlap area) the 3-coat system (Zinc Clad III HS/Macroproxy 646/Acrolon 218 HS) for a distance of 4 to 6 inches.
- 2) Superficially scarify (hand sand) the 3-coat standard system overlap area with a finely graded abrasive paper (i.e., 120-150 grit)
- 3) Solvent clean the overlap area in accordance with SSPC-SP 1, Solvent Cleaning, using SW \_\_\_\_\_ solvent
- 4) Overlap the 2-coat zinc primer (Corothane I Galvapac Zinc Rich Primer) onto the 3-coat zinc primer (Zinc Clad III HS)
- 5) Overlap the 2-coat urethane finish (Fast Clad Urethane) onto the 3-coat zinc primer (Zinc Clad III HS), epoxy intermediate (Macroproxy 646) and the urethane finish (Acrolon 218 HS)



TOM



MATCH ABOVE

C BRG-ABUT. EB3  
STA. 953+07.429

B CALIFORNIA AVE EB

SPAN 3

4 SPS. @ 13'-7" = 54'-4"

12'-2 1/2"

EXP.

CROSS GIRDER

R=470.000'

24 WF94

GIRDER C1

24 WF68

GIRDER C2  
(TAPERED)

R=450.000'

24 WF68

20'-0"

24 WF94

CONTROL  
LINE

FLOOR BEAM 2

P.T. 953.+53.933

TYPE A  
SCUPPER

C BRG-ABUT. EB4  
STA. 953+74.096

CONC.  
COUNTER  
WEIGHT

P.T. 953+68.507

4'-0"

**PHOTOGRAPHIC APPENDIX**

**SW Accelerated Bridge Paint Study**

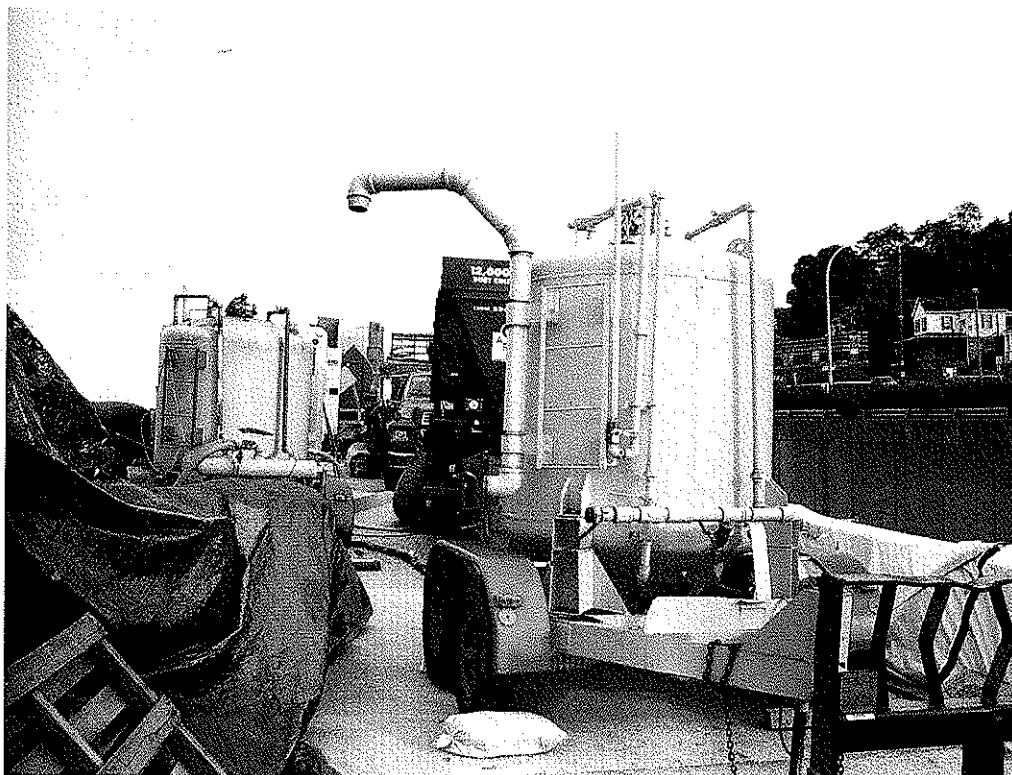
**California Avenue Bridge**

**Construction Phase**

**October–November 2006**

<b>Photograph No.</b>	<b>Description</b>
<b>1-7</b>	Contractor Equipment mobilized for surface reparation and painting.
<b>8-10</b>	California Avenue Bridge Span 3 prior to blast cleaning and painting.
<b>11-13</b>	Containment surrounding Span 3 where control paint systems were applied.
<b>14-17</b>	Initial abrasive blast cleanliness in Span 3.
<b>18-19</b>	Painting of test panels with painting work in Span 3.
<b>20-22</b>	Runs and sags during the initial application of Corathane I Galvapak Zinc Rich Primer in Span 3.
<b>23-25</b>	Finish coat of 3-coat control paint system in Span 3, Bay 3.
<b>26-27</b>	Finish coat of 2-coat system in Span 3, Bays 1 and 2.

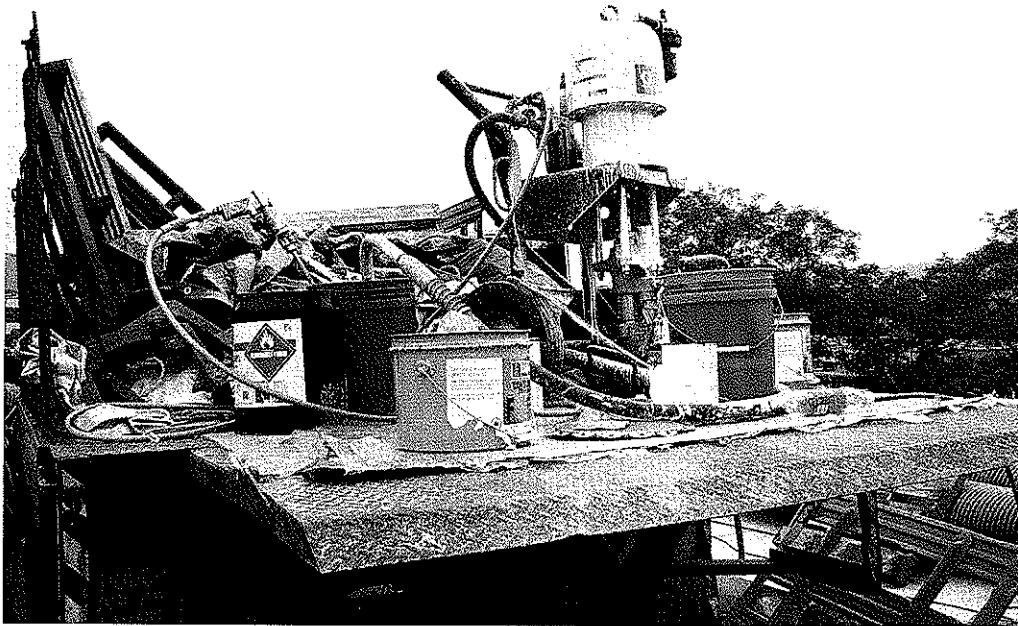
Photographs 1 through 7 show contractor equipment mobilized for surface reparation and painting.



Photograph No. 1



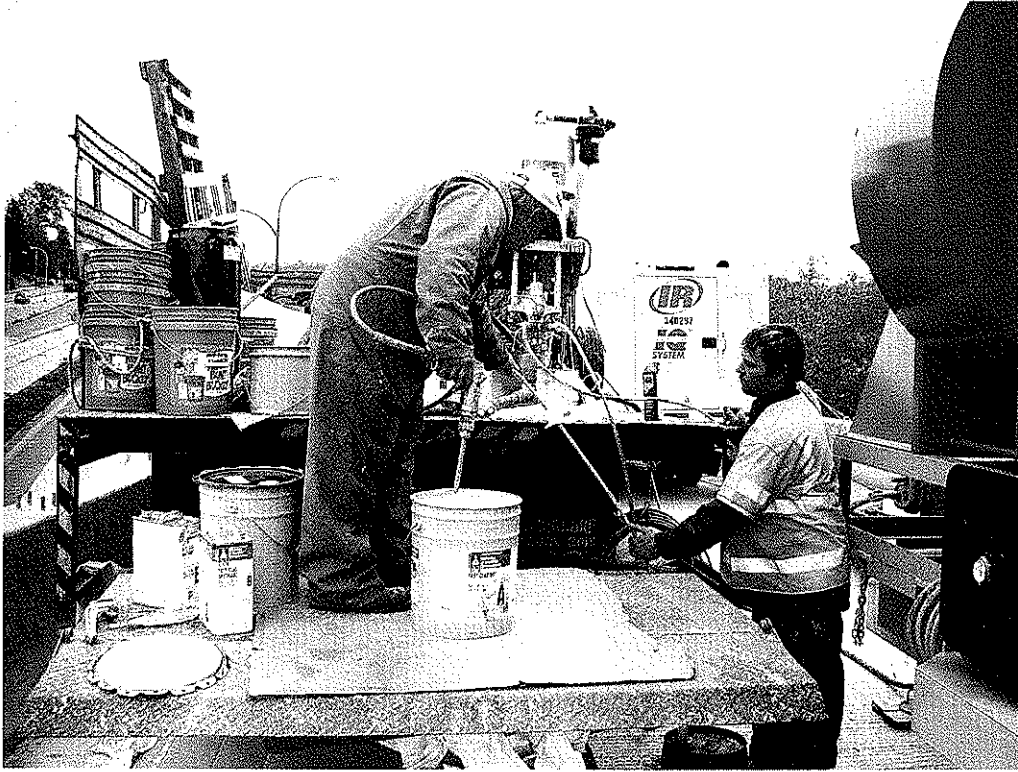
Photograph No. 2



Photograph No. 3



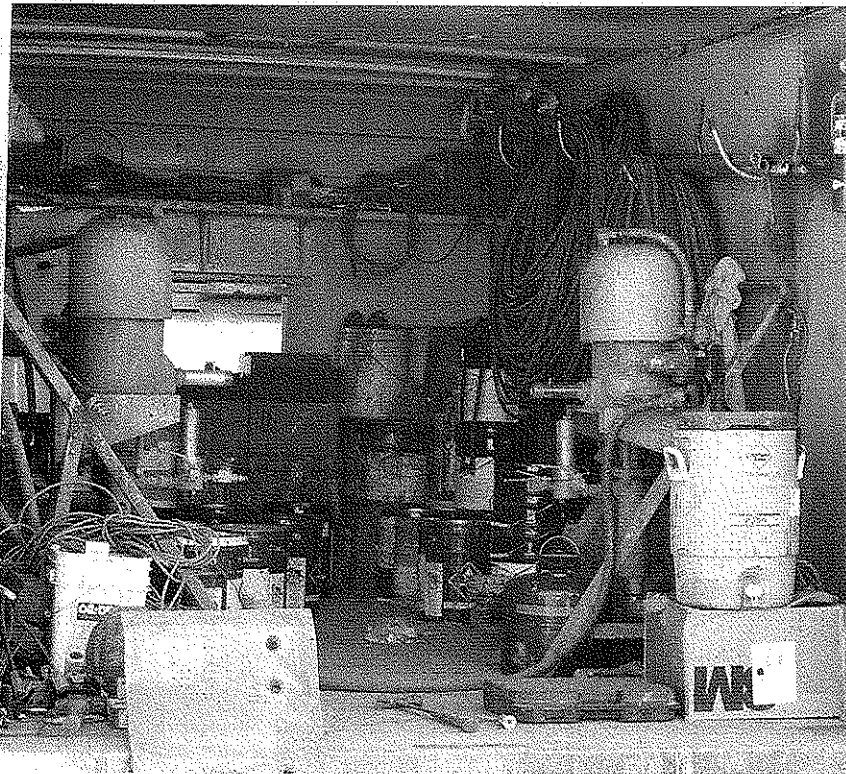
Photograph No. 4



Photograph No. 5

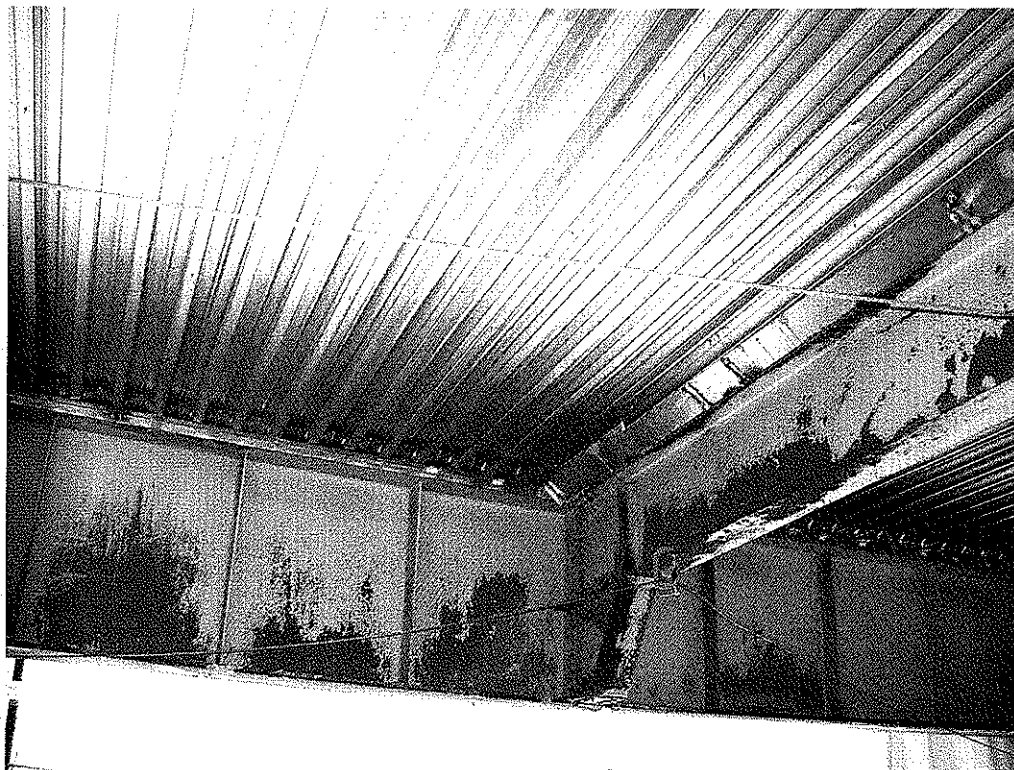


Photograph No. 6

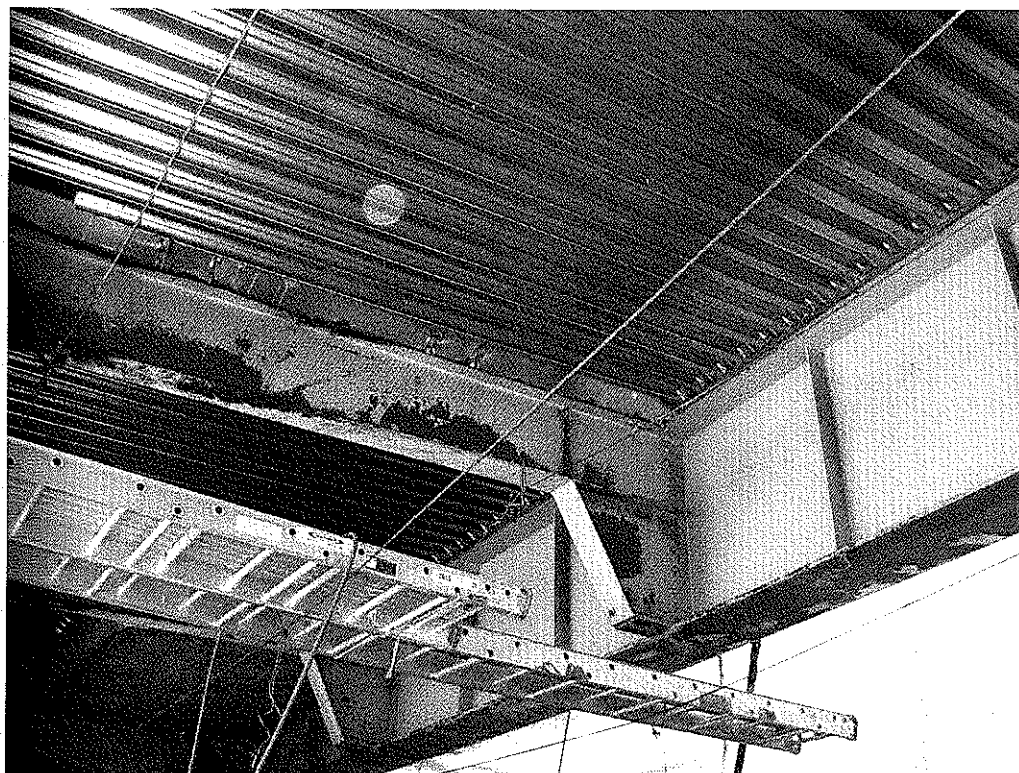


**Photograph No. 7**

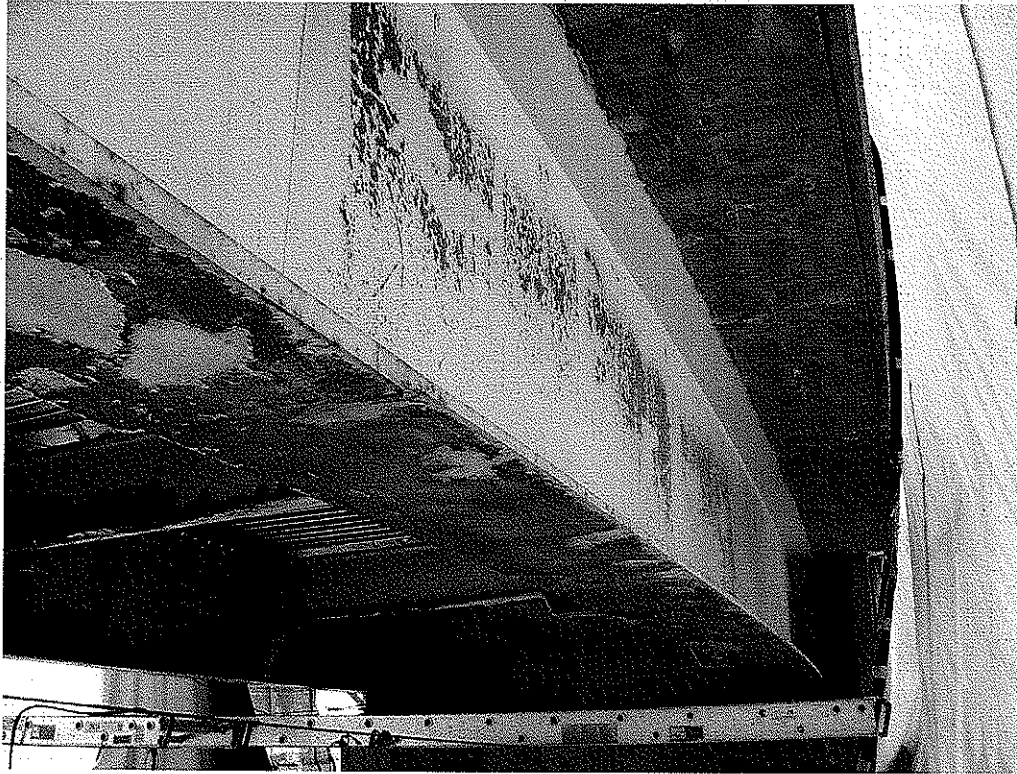
**Photographs 8 through 10 show California Avenue Bridge Span 3 prior to blast cleaning and painting.**



**Photograph No. 8**



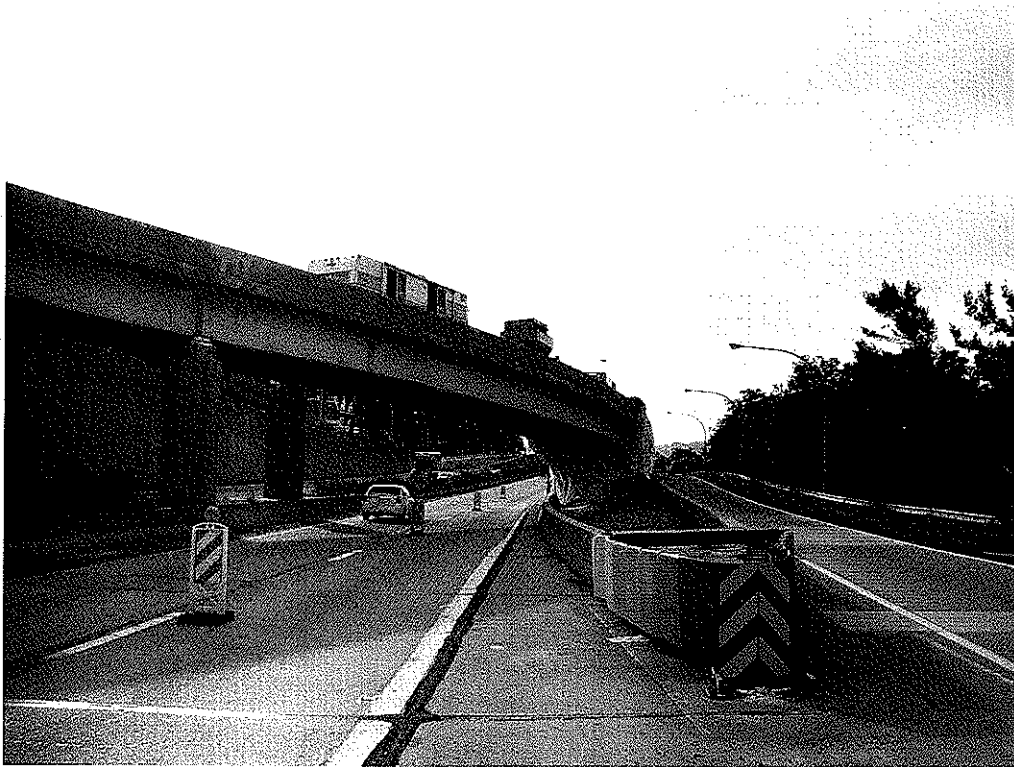
**Photograph No. 9**



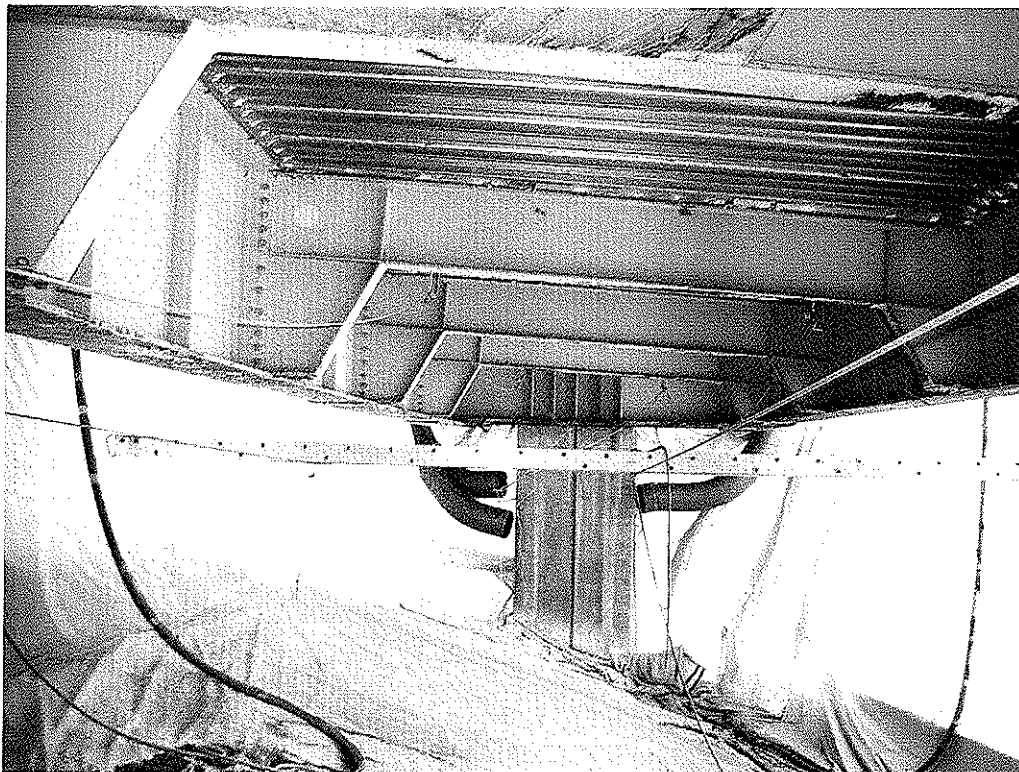
**Photograph No. 10**



**Photographs 11 through 13 show the containment surrounding Span 3 where control paint systems were applied.**



**Photograph No. 11**

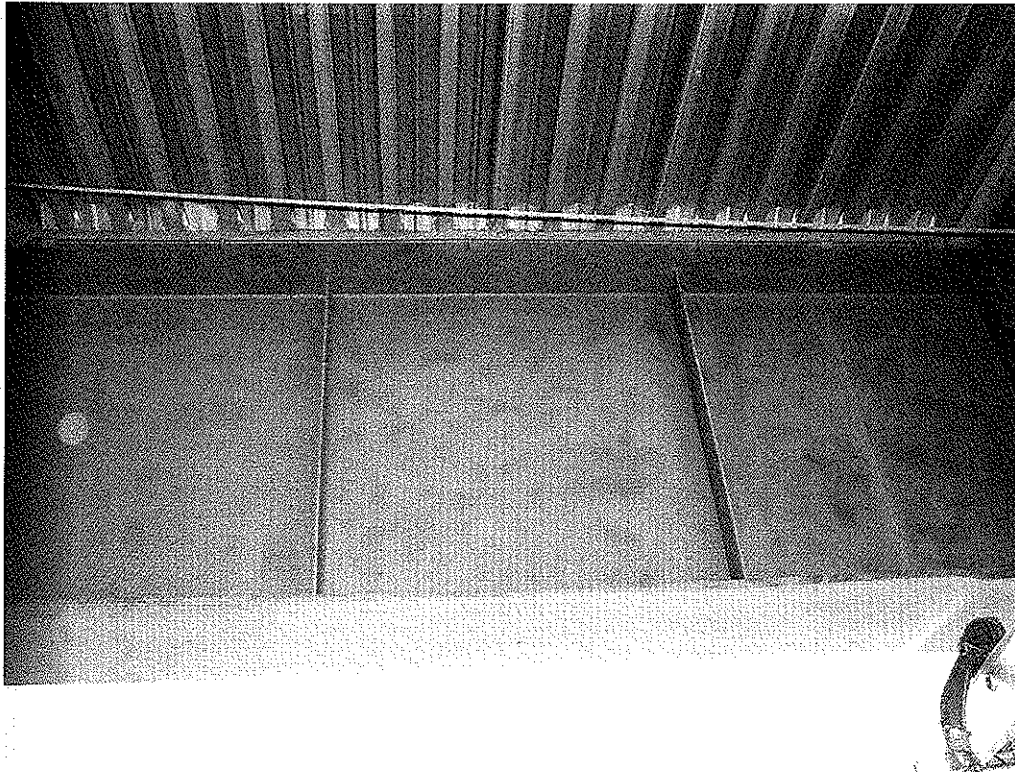


**Photograph No. 12**

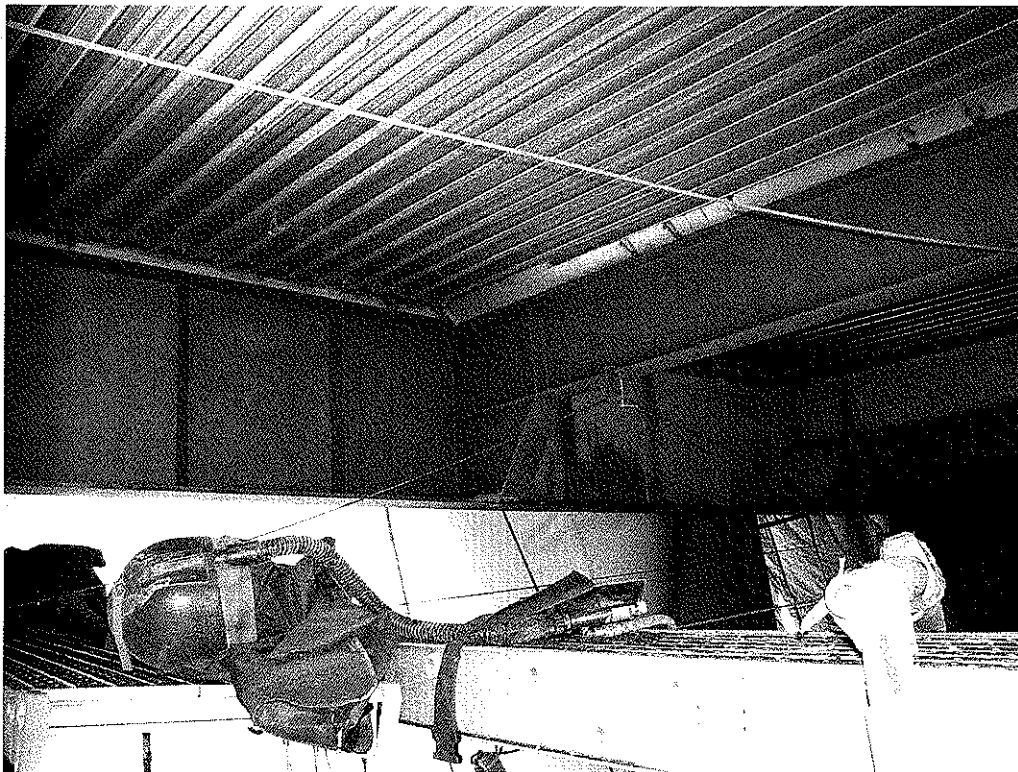


**Photograph No. 13**

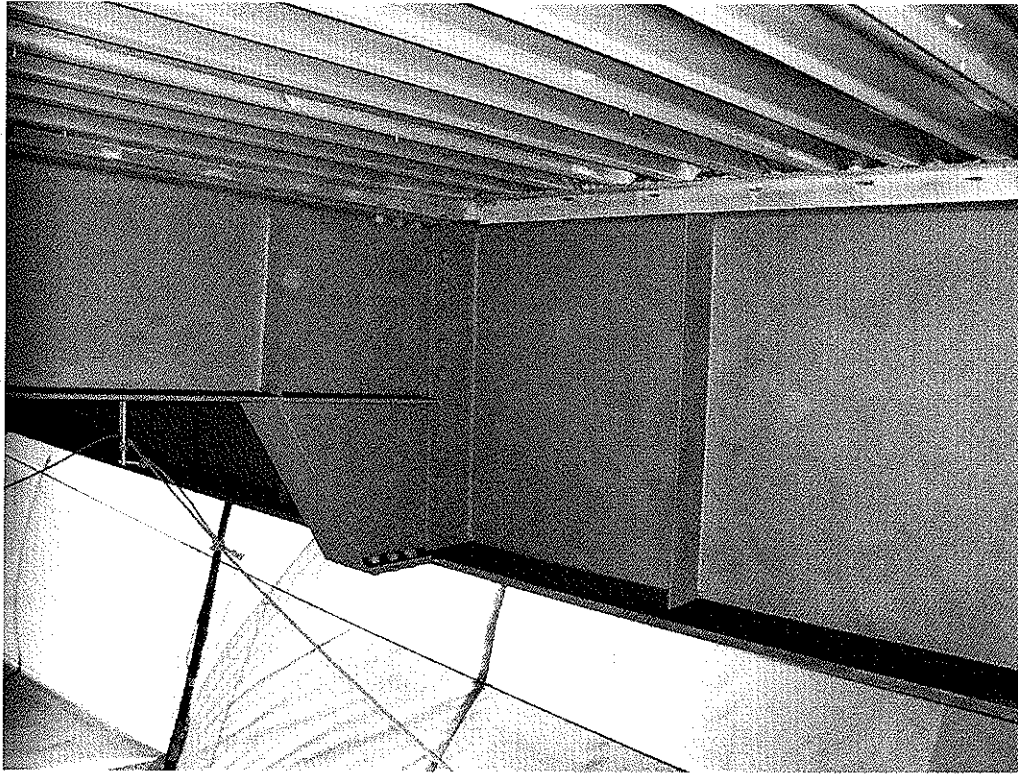
Photographs 14 through 17 show initial abrasive blast cleanliness in Span 3.



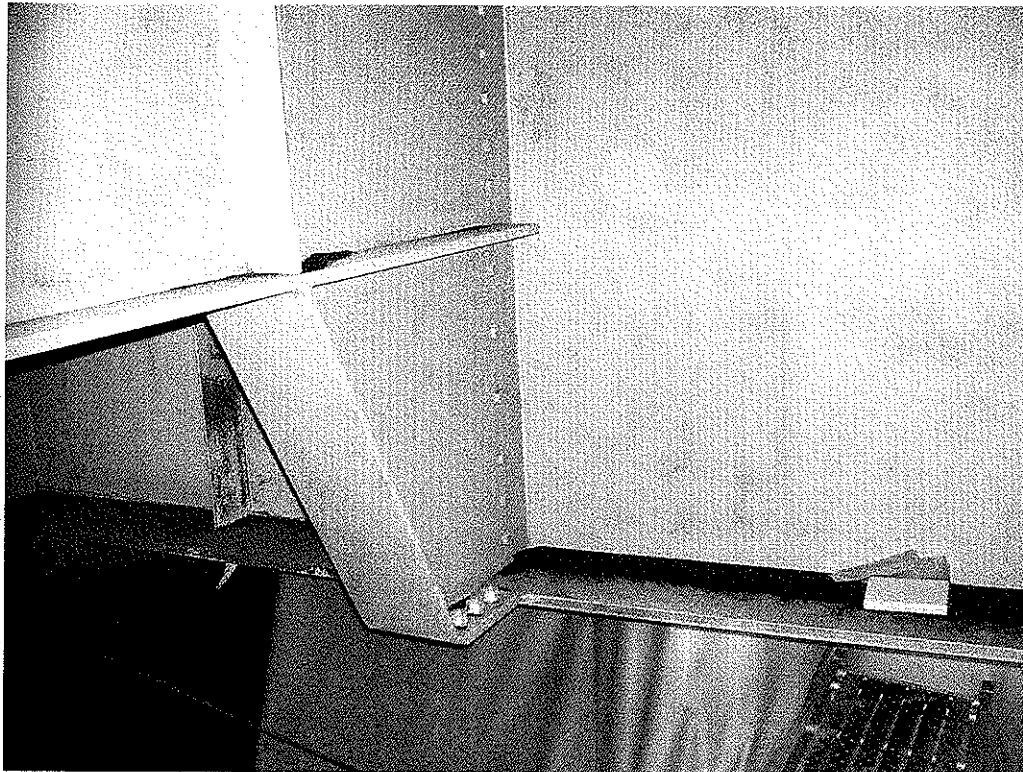
Photograph No. 14



Photograph No. 15

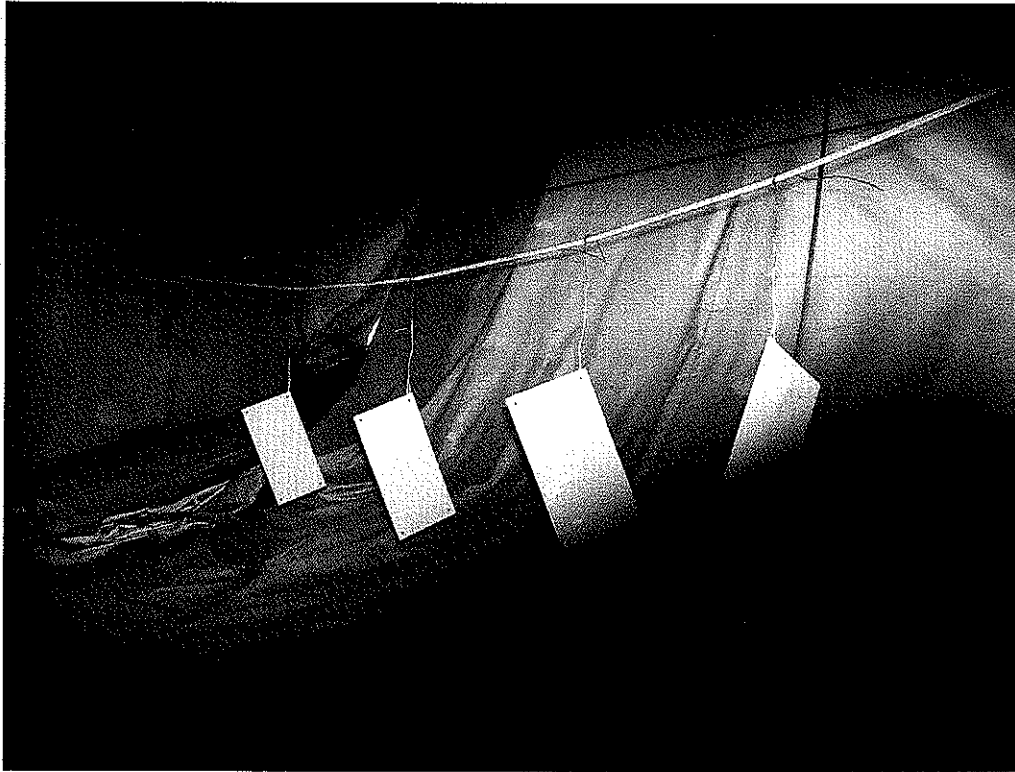


Photograph No. 16

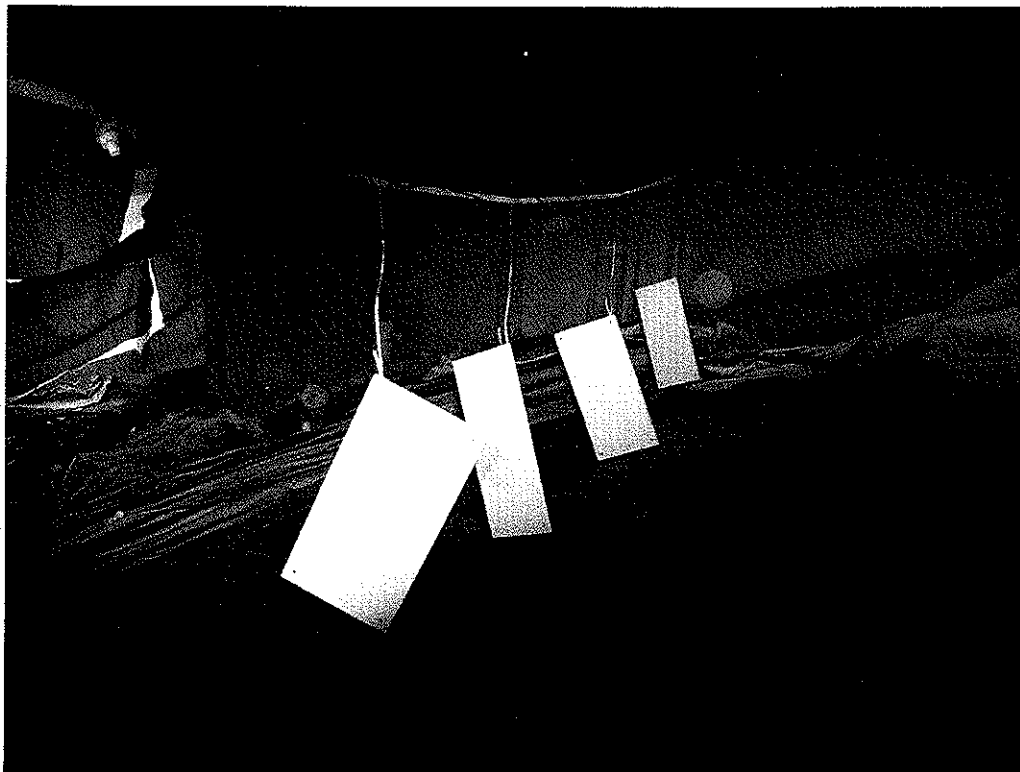


Photograph No. 17

Photographs 18 and 19 show painting of test panels with painting work in Span 3.

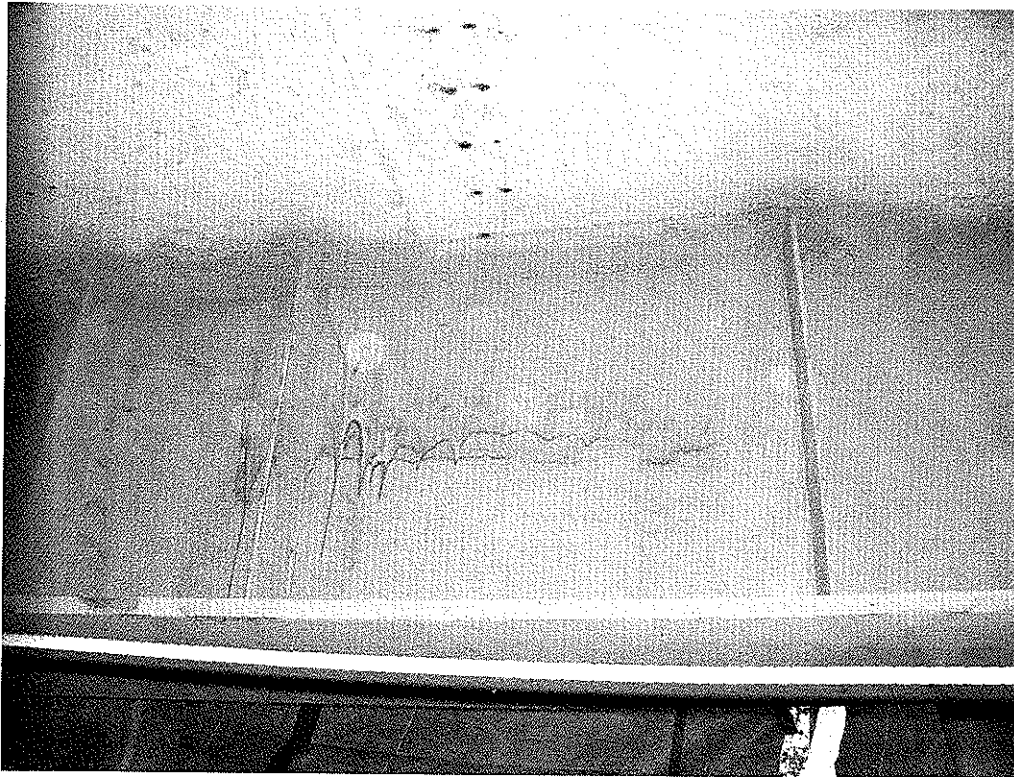


Photograph No. 18

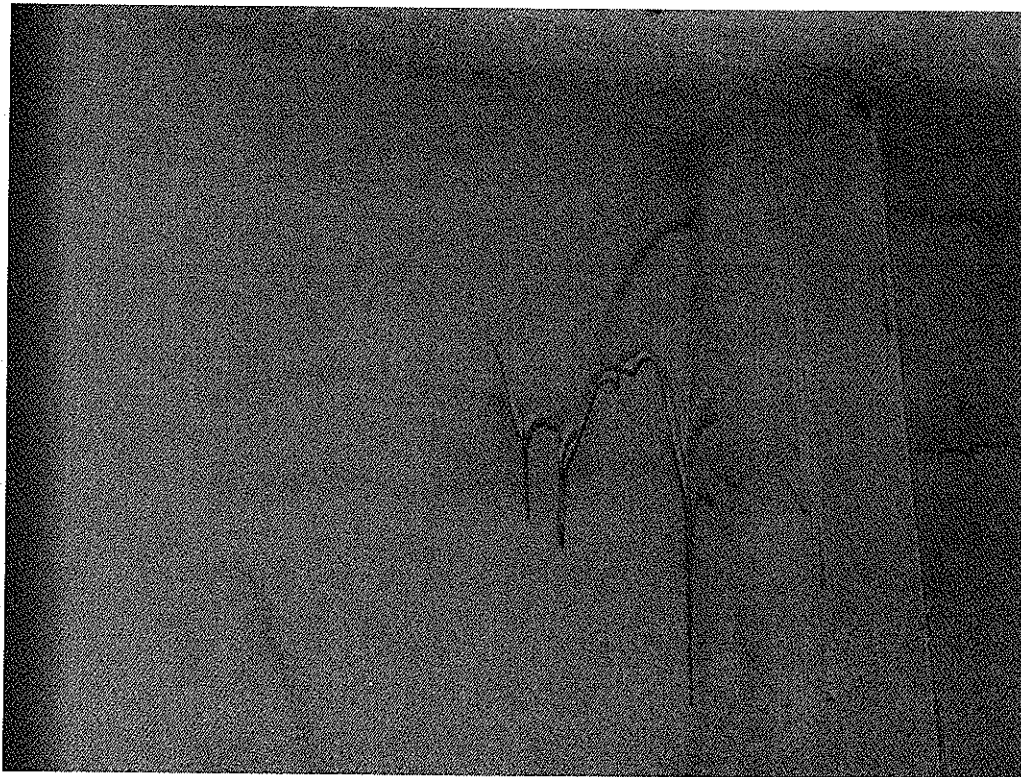


Photograph No. 19

Photographs 20 through 22 show runs and sags during the initial application of Corathane I Galvapac Zinc Rich Primer in Span 3.



Photograph No. 20

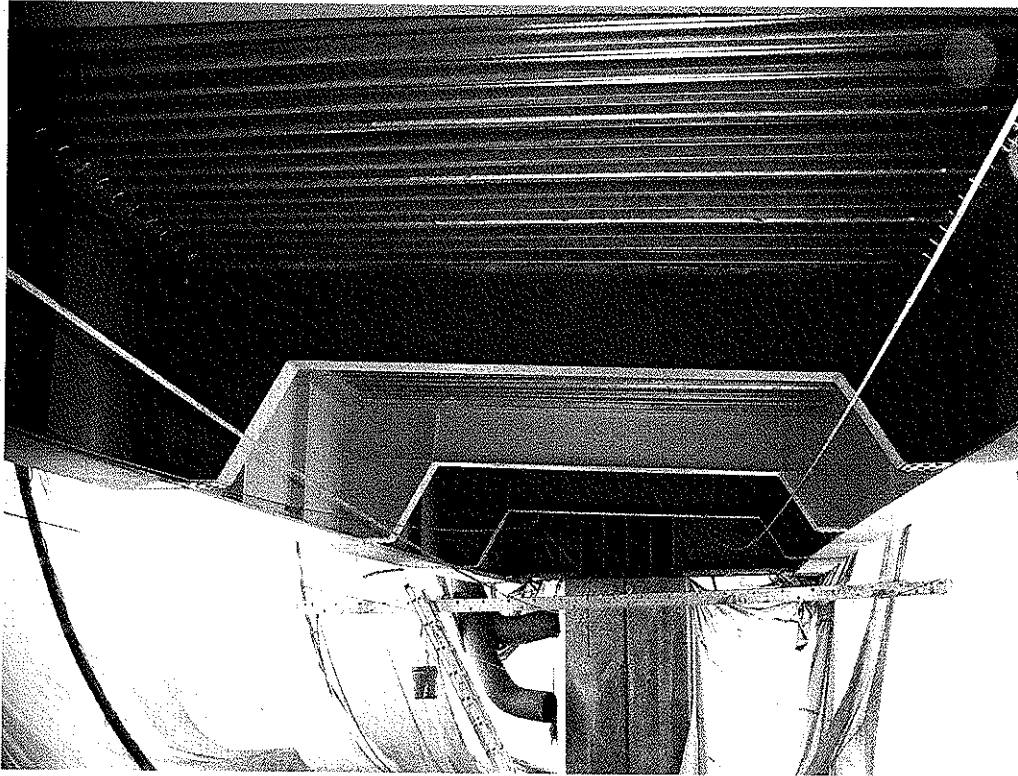


Photograph No. 21

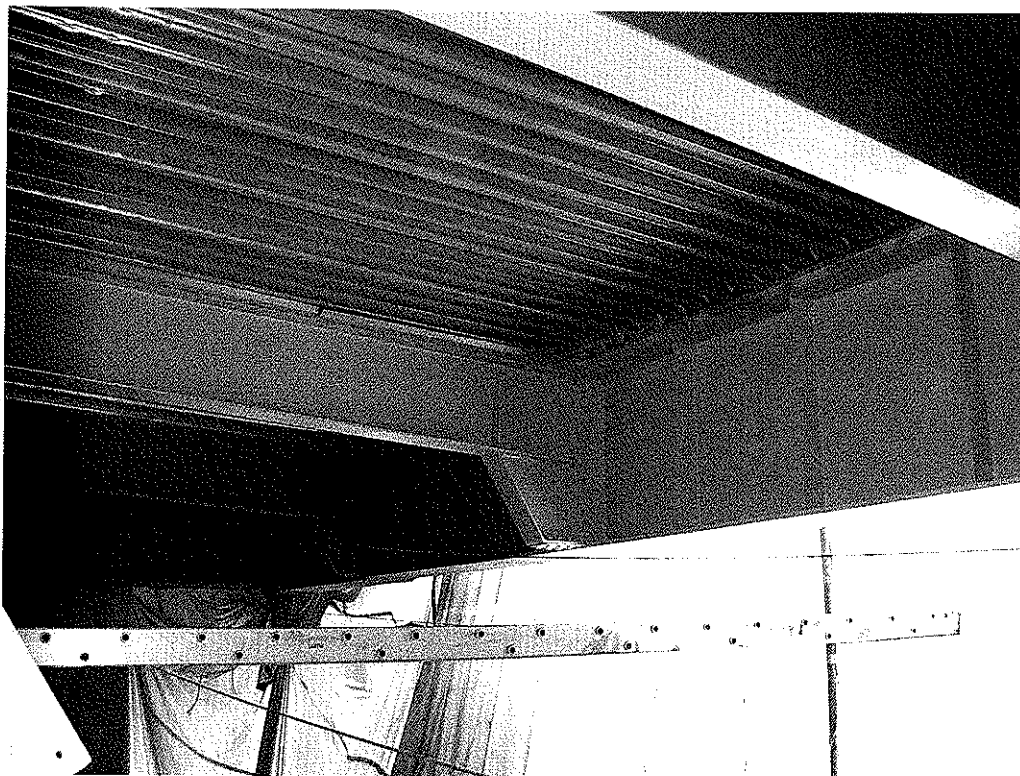


**Photograph No. 22**

Photographs 23 through 25 show finish coat of 3-coat control paint system in Span 3, Bay 3.



Photograph No. 23



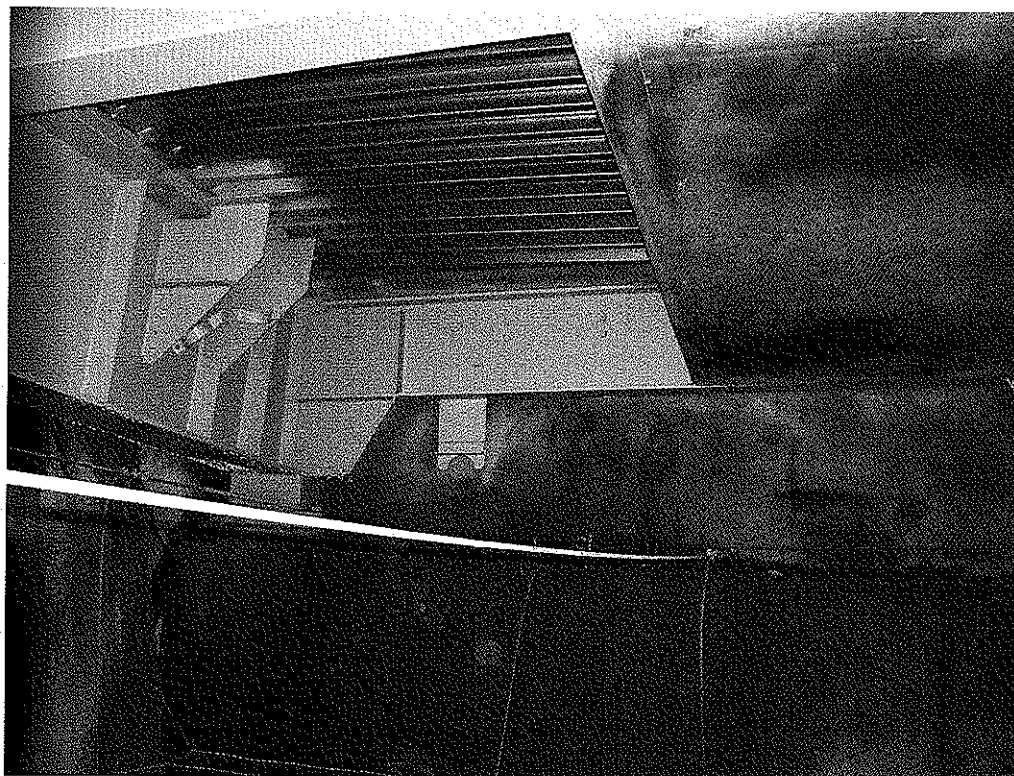
Photograph No. 24





Photograph No. 25

Photographs 26 and 27 show finish coat of 2-coat system in Span 3, Bays 1 and 2.



Photograph No. 26



Photograph No. 27

**PHOTOGRAPHIC APPENDIX**

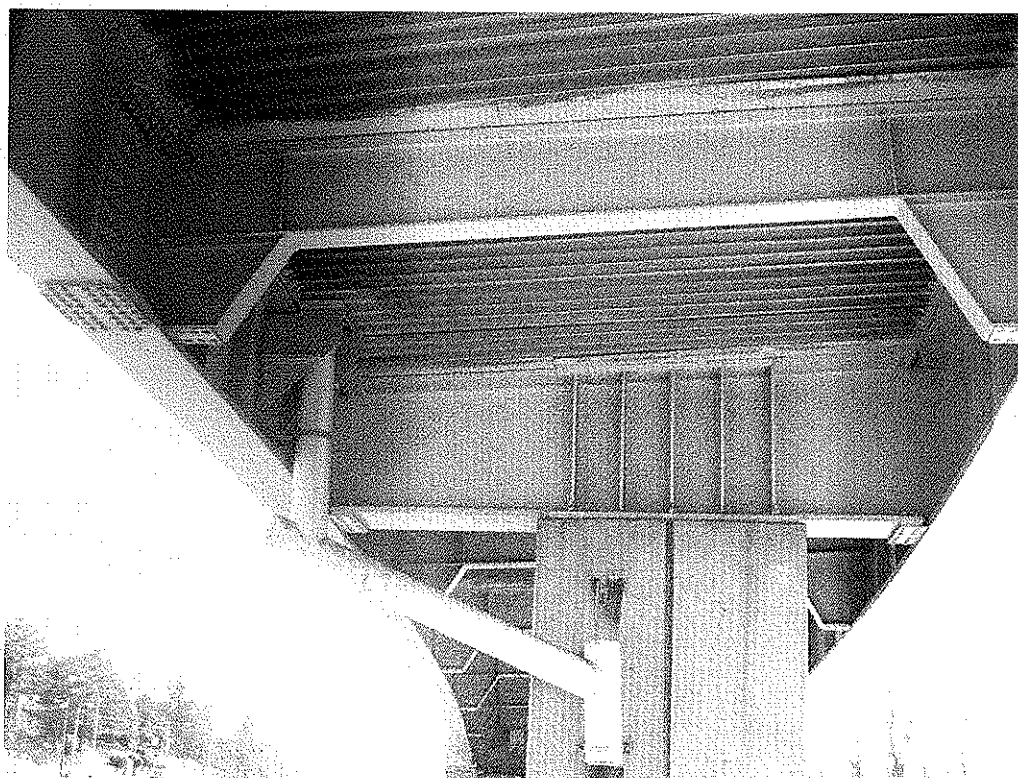
**SW Accelerated Bridge Paint Study  
California Avenue Bridge  
Study Phase Year 1, 2007**

<b>Photograph No.</b>	<b>Description</b>
<b>1-4</b>	General Views of Spans 2 and 1 in Year 1, 2007.
<b>5</b>	3-coat OZ/E/U Control Span 3, Bay 3 in Year 1, 2007.
<b>6-12</b>	2-coat OZ/U Control Span in Year 1, 2007. Note minor pinpoint rust on flanges/edges and minor rust stain bleed from crevice areas.
<b>13-16</b>	Test Panel placement within Span 3.

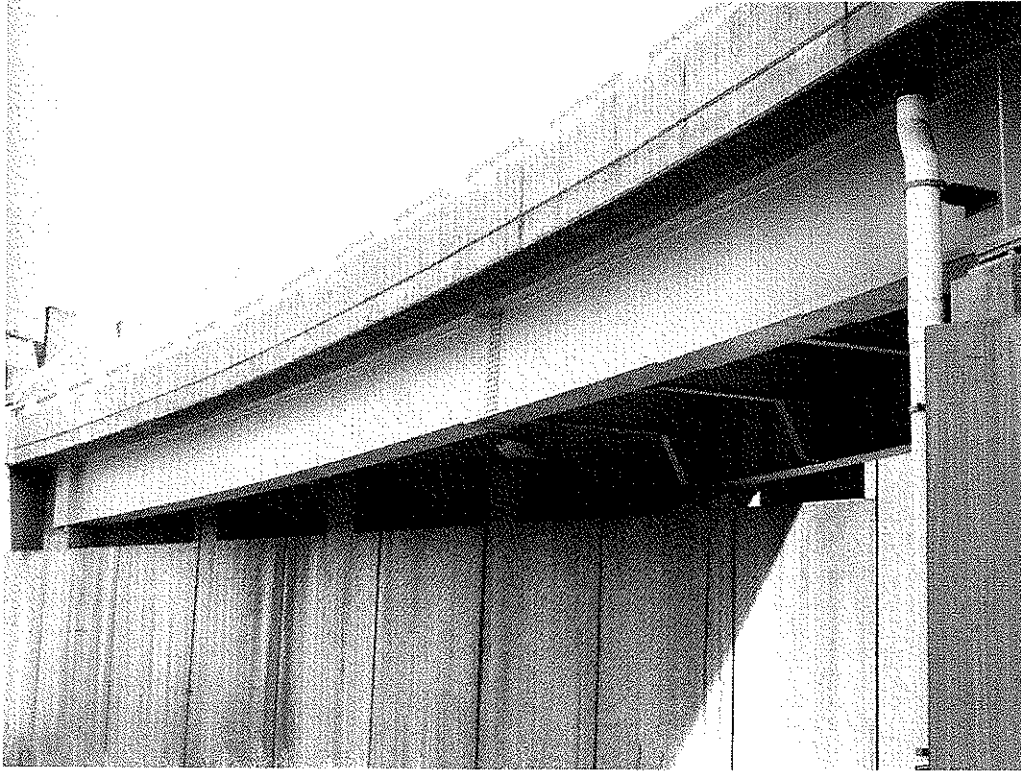
**Photographs 1 through 4 show general views of Spans 2 and 1 in Year 1, 2007.**



**Photograph No. 1**



**Photograph No. 2**

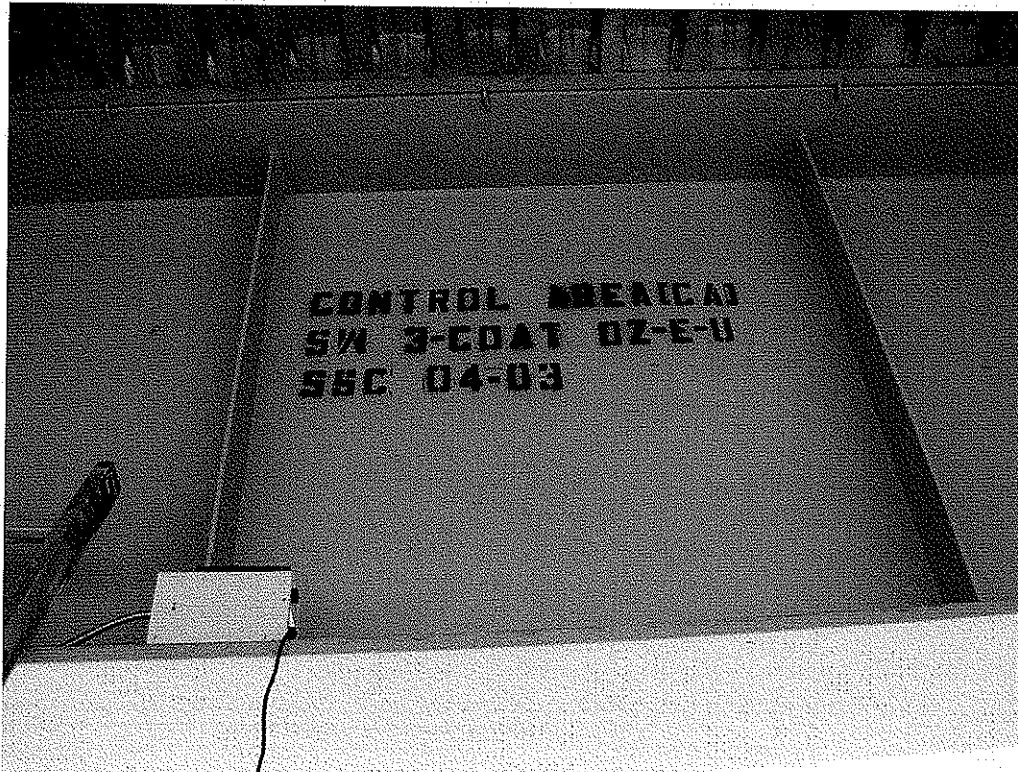


**Photograph No. 3**



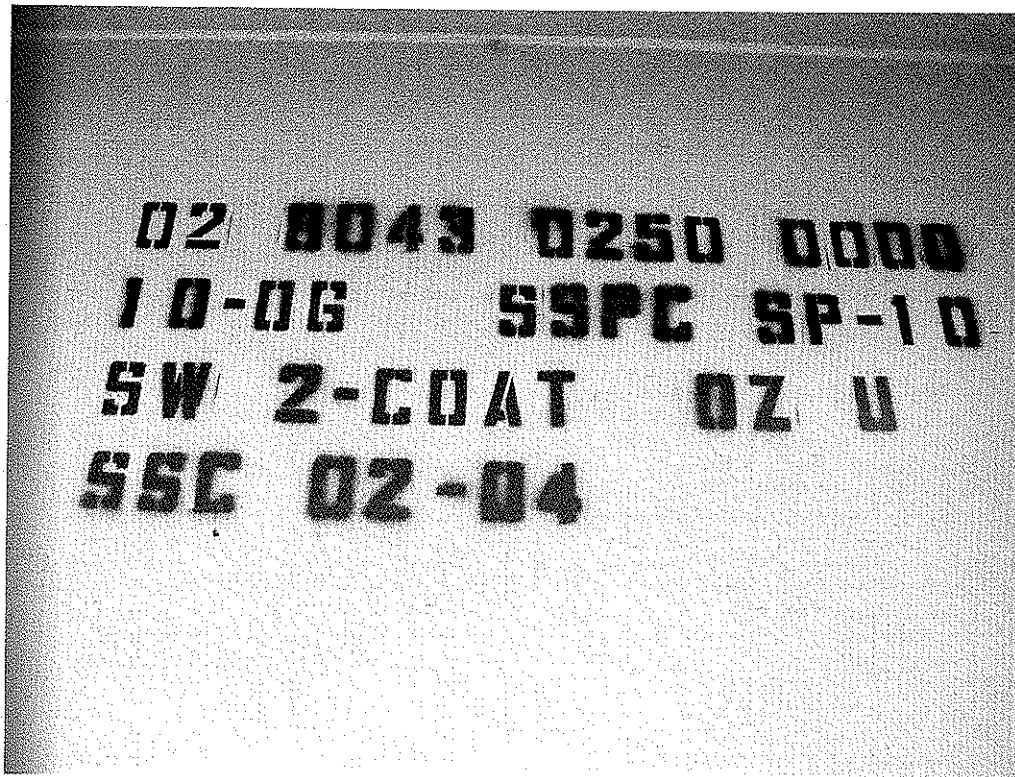
**Photograph No. 4**

**Photograph 5 shows 3-coat OZ/E/U Control Span 3, Bay 3 in Year 1, 2007.**

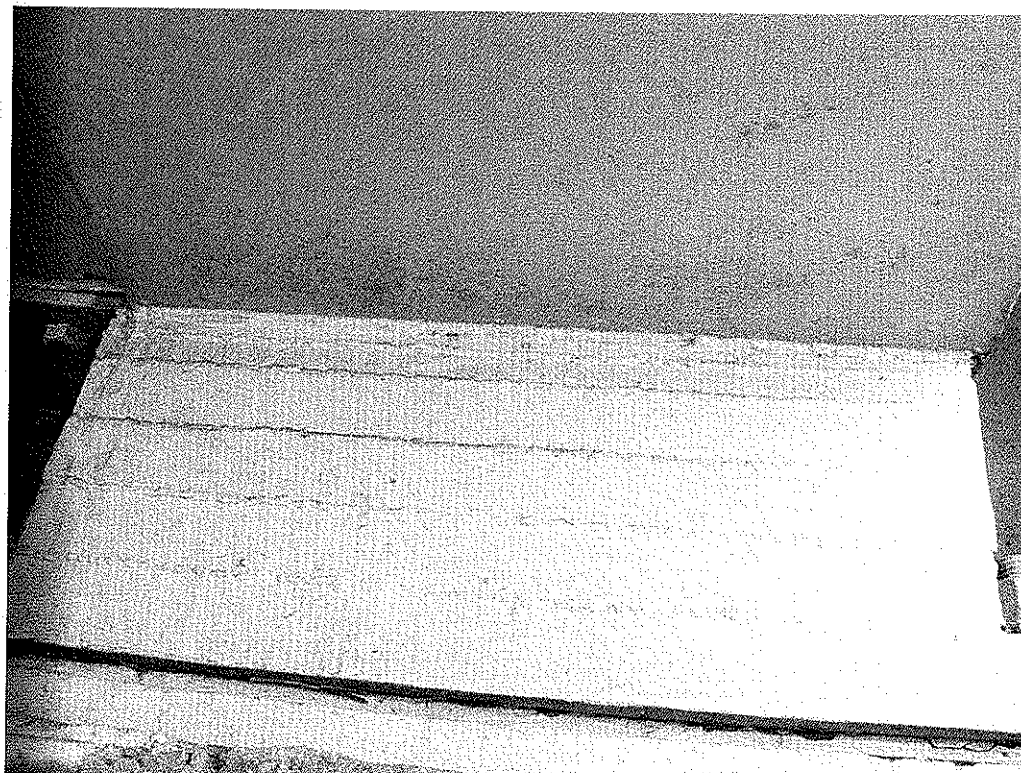


**Photograph No. 5**

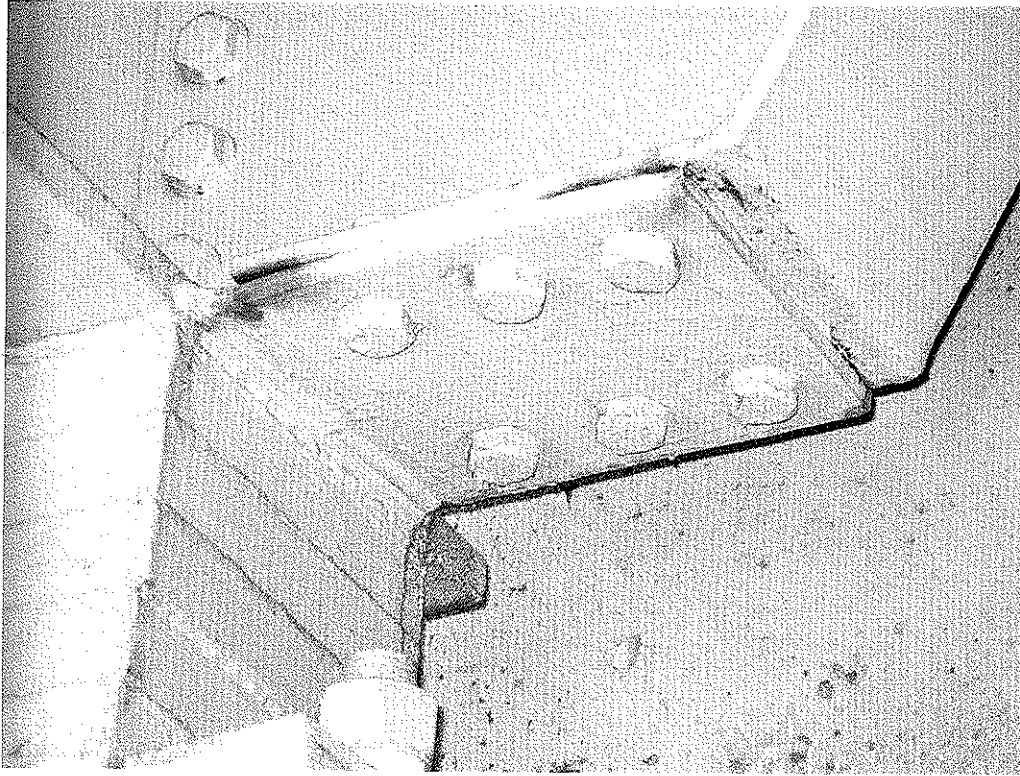
Photographs 6 through 12 show 2-coat OZ/U Control Span in Year 1, 2007. Note minor pinpoint rust on flanges/edges and minor rust stain bleed from crevice areas.



Photograph No. 6



Photograph No. 7

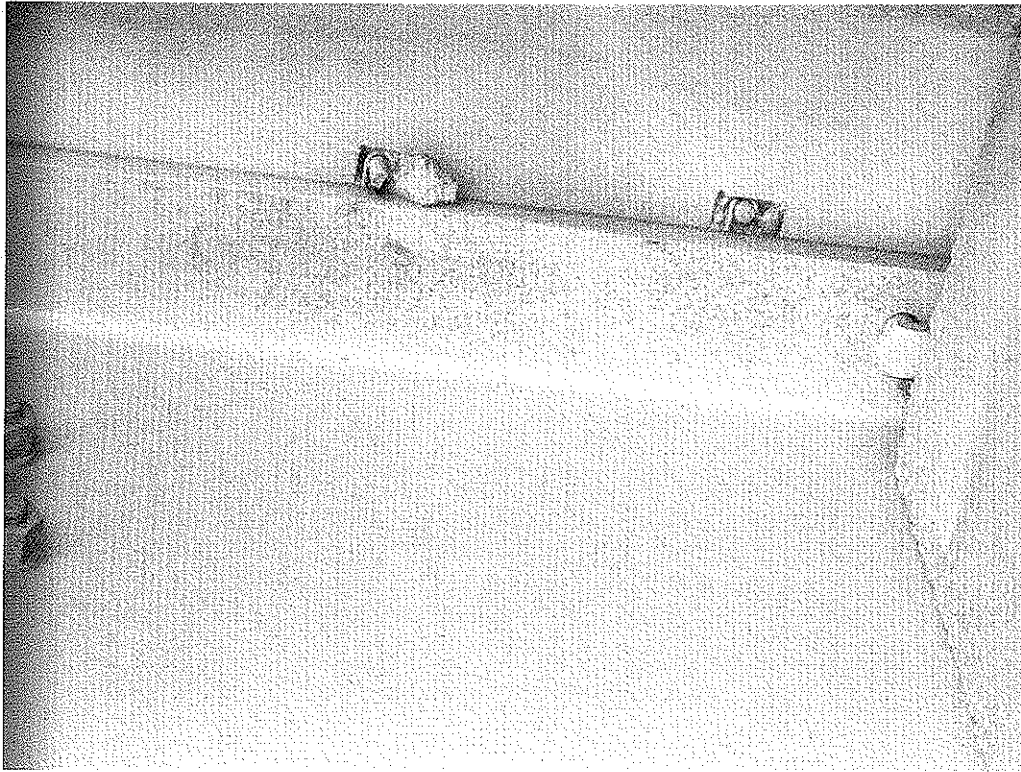


**Photograph No. 8**

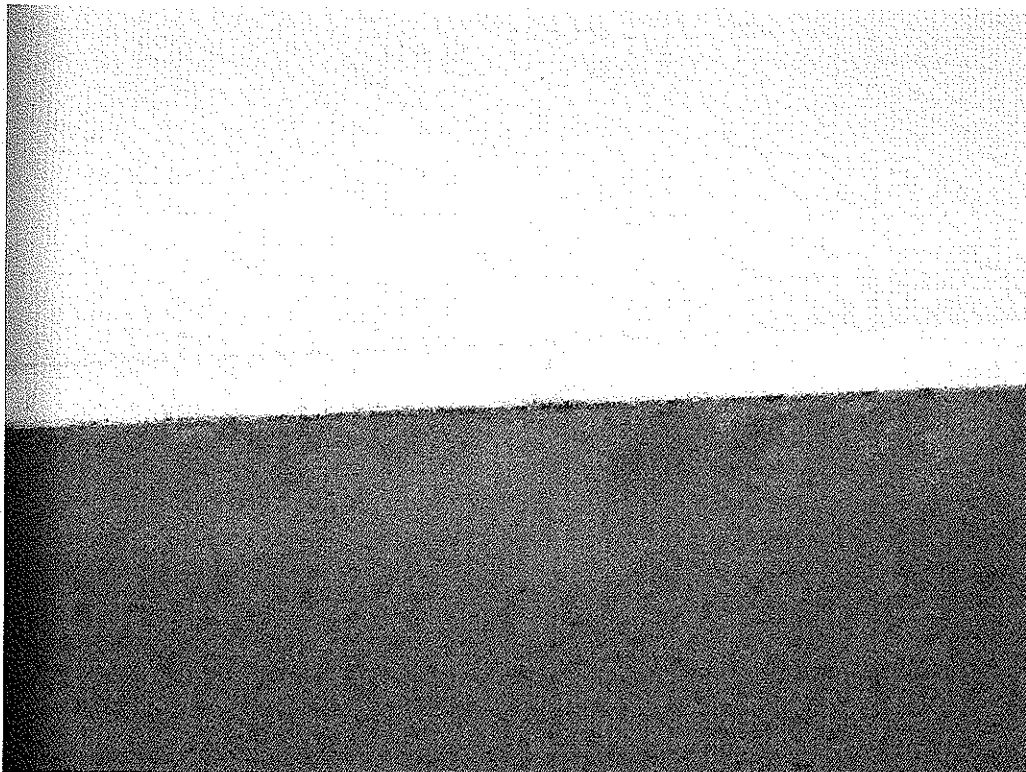


**Photograph No. 9**

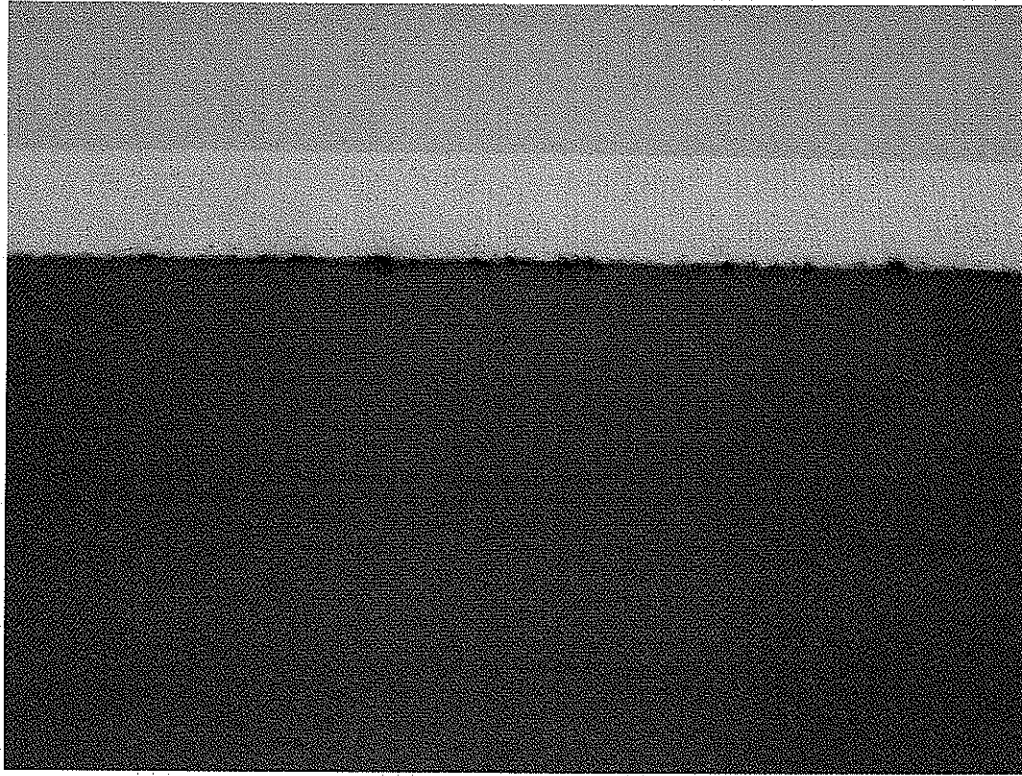




**Photograph No. 10**

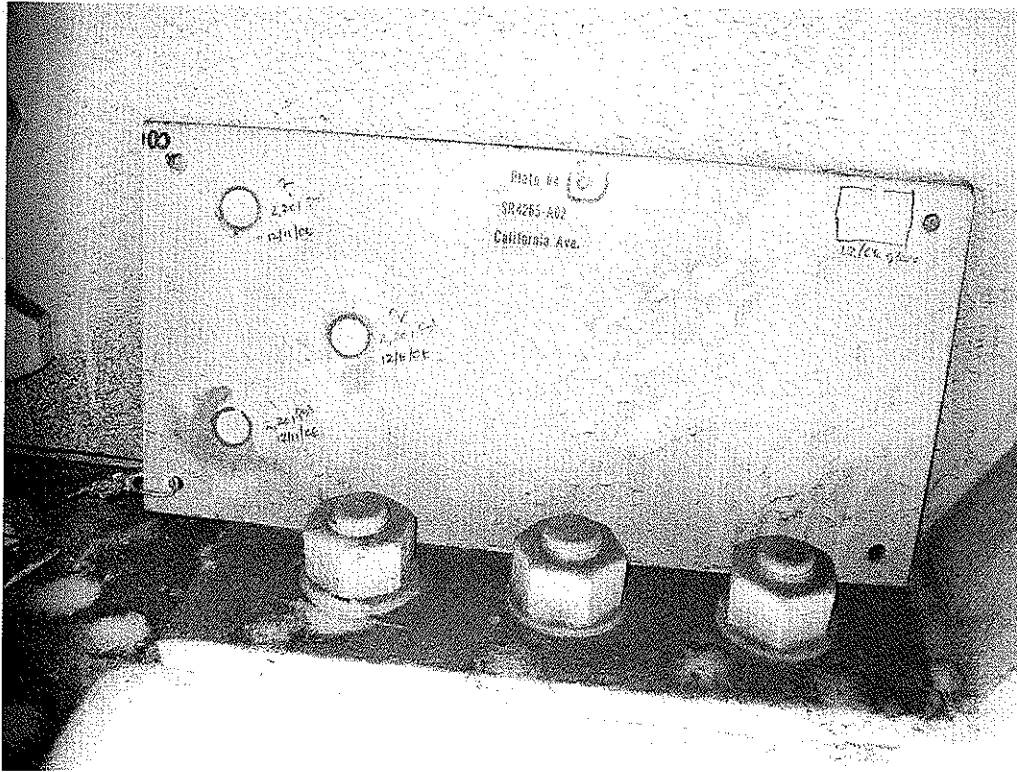


**Photograph No. 11**

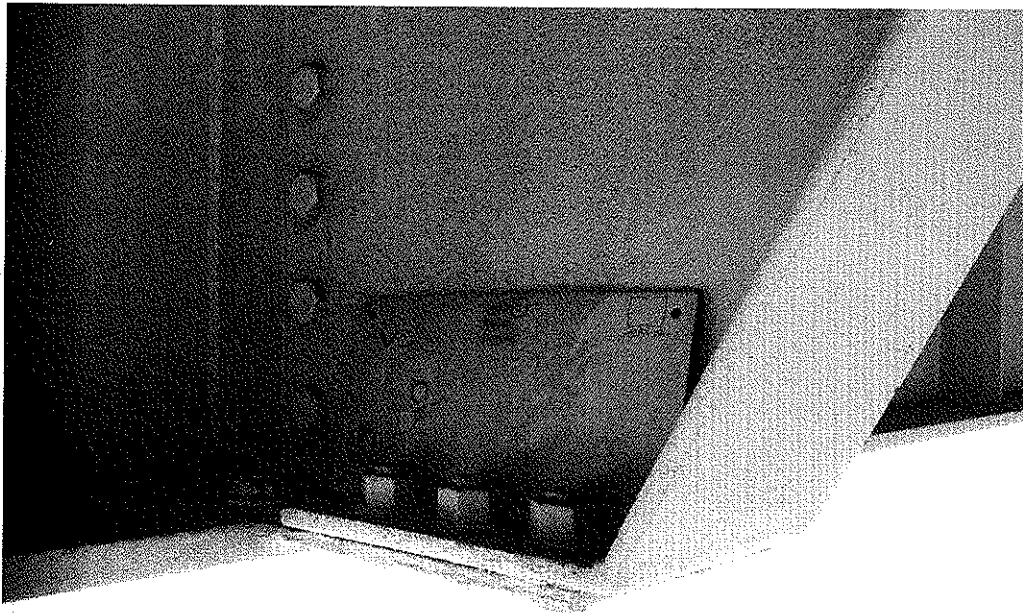


**Photograph No. 12**

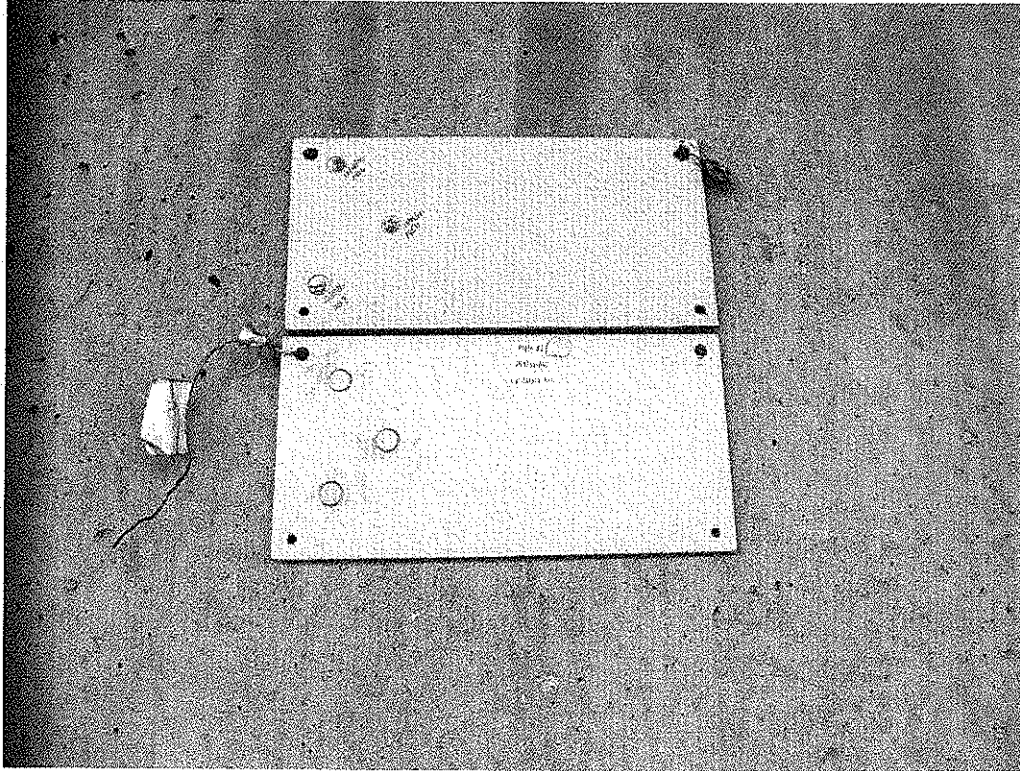
Photographs 13 through 16 show test panel placement within Span 3.



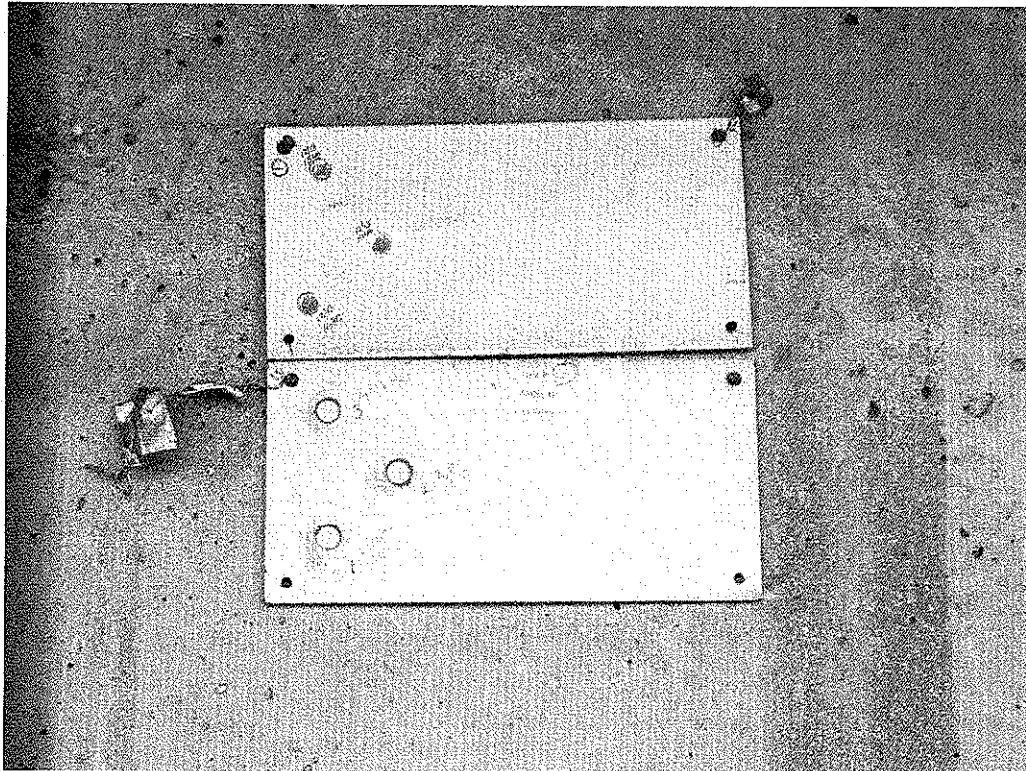
Photograph No. 13



Photograph No. 14



**Photograph No. 15**



**Photograph No. 16**

**PHOTOGRAPHIC APPENDIX**

**SW Accelerated Bridge Paint Study  
California Avenue Bridge Study  
Exposure/Evaluation Phase Year 2, 2008**

<b>Photograph No.</b>	<b>Description</b>
<b>1-2</b>	General views of Spans 2 and 1 in Year 2, 2008.
<b>3-9</b>	2-coat OZ/U Control Span 3, Bay 1 and 2, Year 2, 2008. Note increase in pinpoint rust on flanges/edges vs. Year 2, 2007.
<b>10-13</b>	3-coat OZ/E/U Control Span 3, Bay 3, Year 2, 2008. Only a few very minor pinpoints of rust were visible.

**Photographs 1 and 2 show general views of Spans 2 and 1 in Year 2, 2008.**

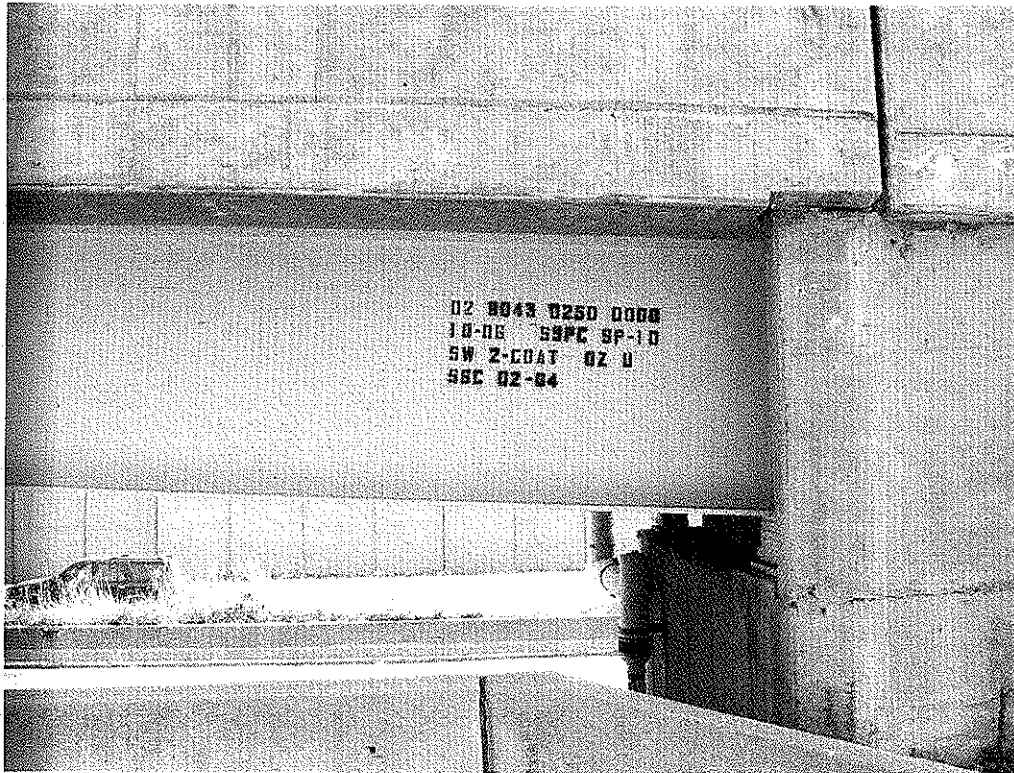


**Photograph No. 1**

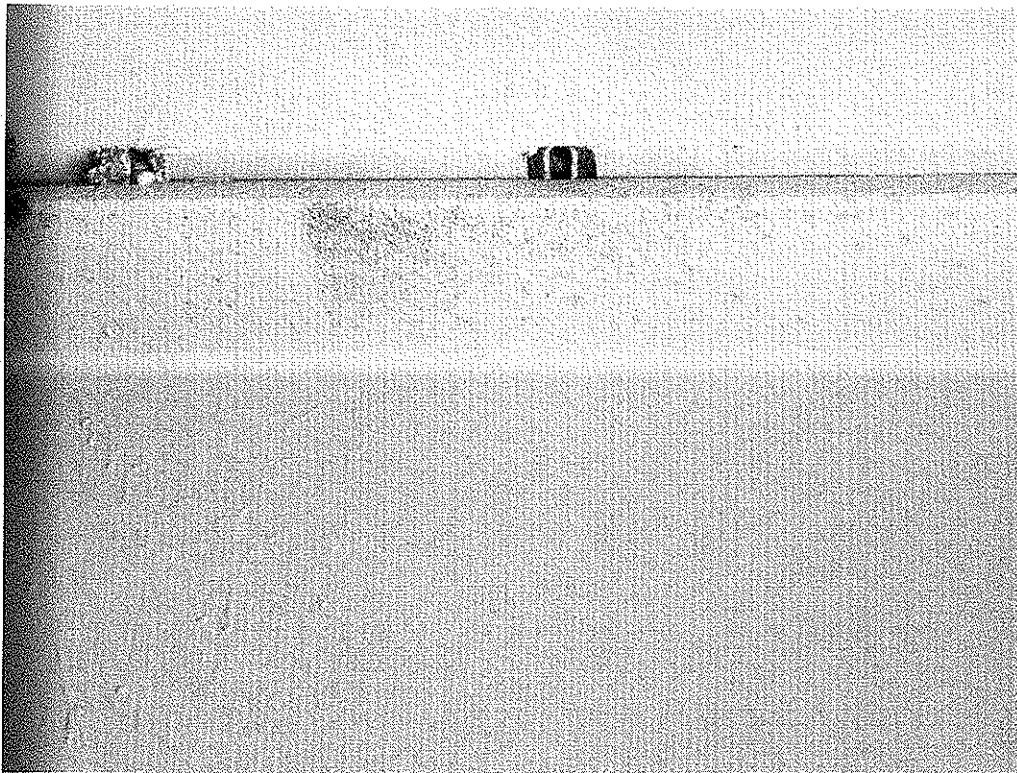


**Photograph No. 2**

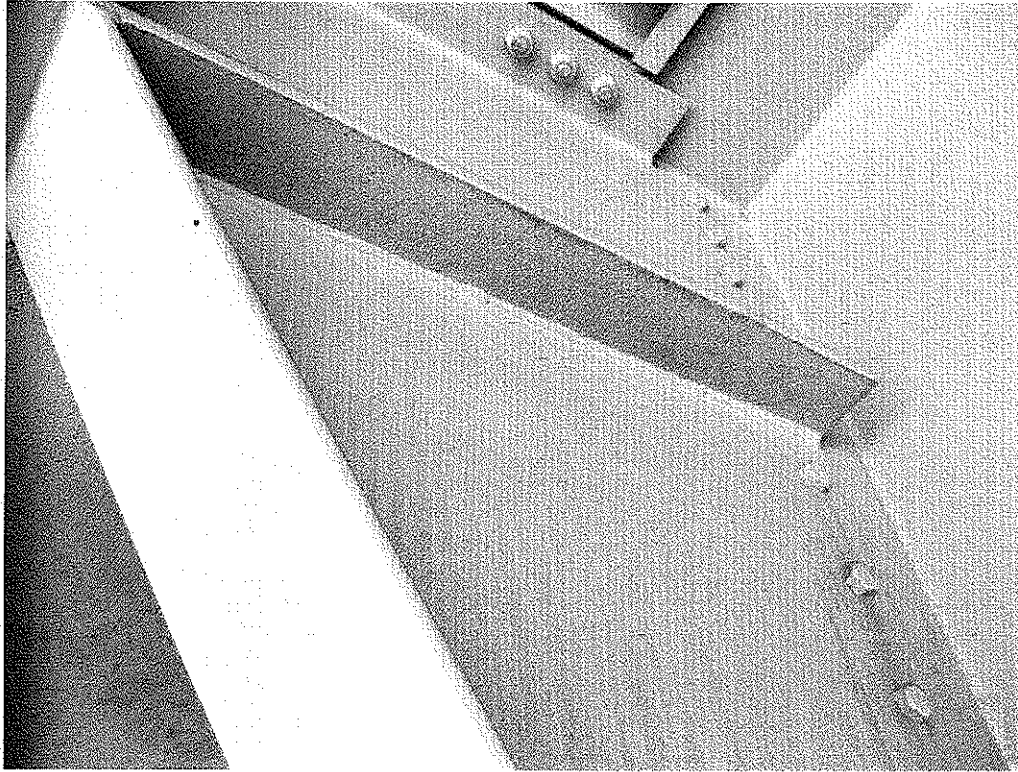
Photographs 3 through 9 show 2-coat OZ/U Control Span 3, Bay 1 and 2, Year 2, 2008.  
Note increase in pinpoint rust on flanges/edges vs. Year 1, 2007.



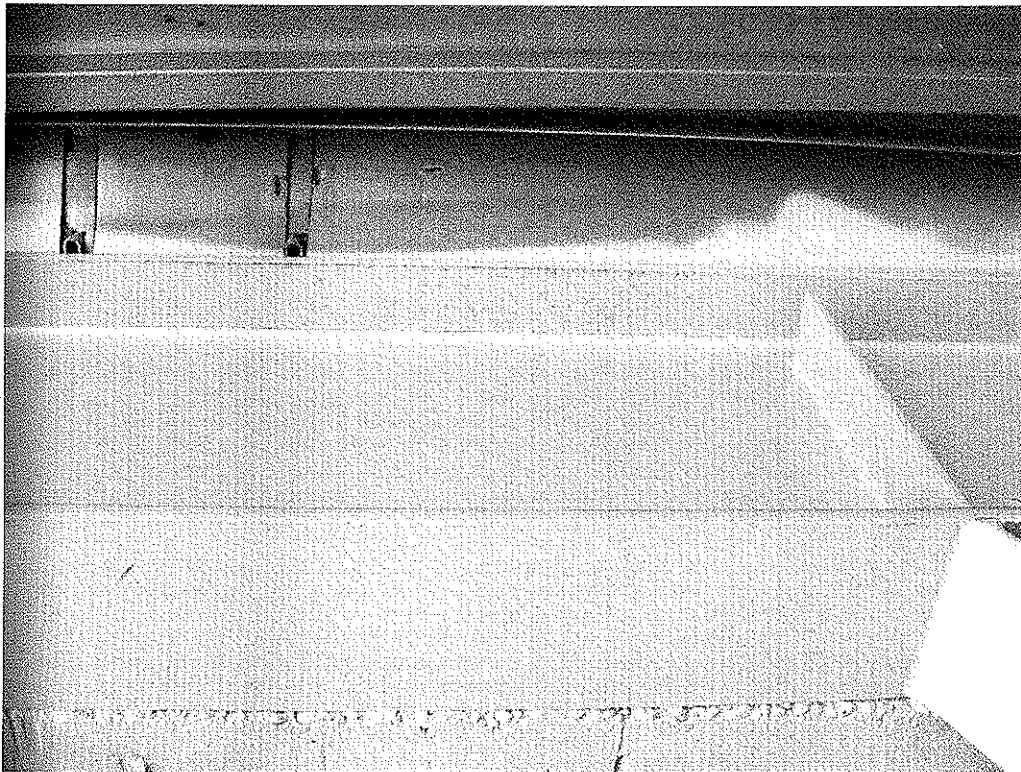
Photograph No. 3



Photograph No. 4

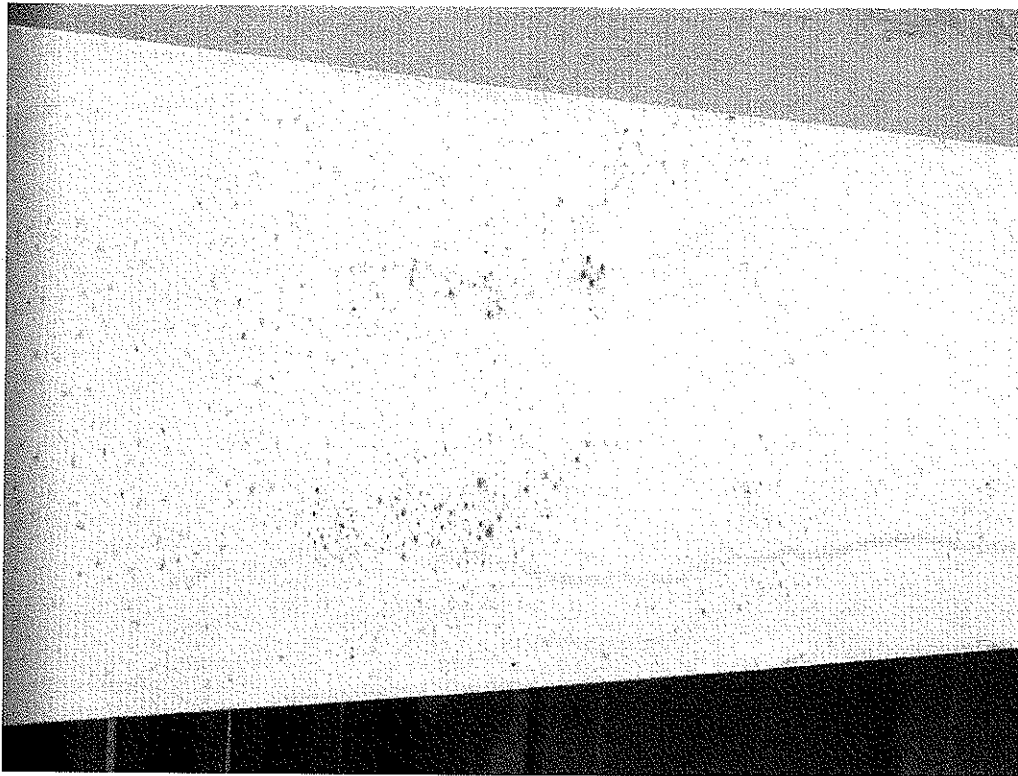


**Photograph No. 5**

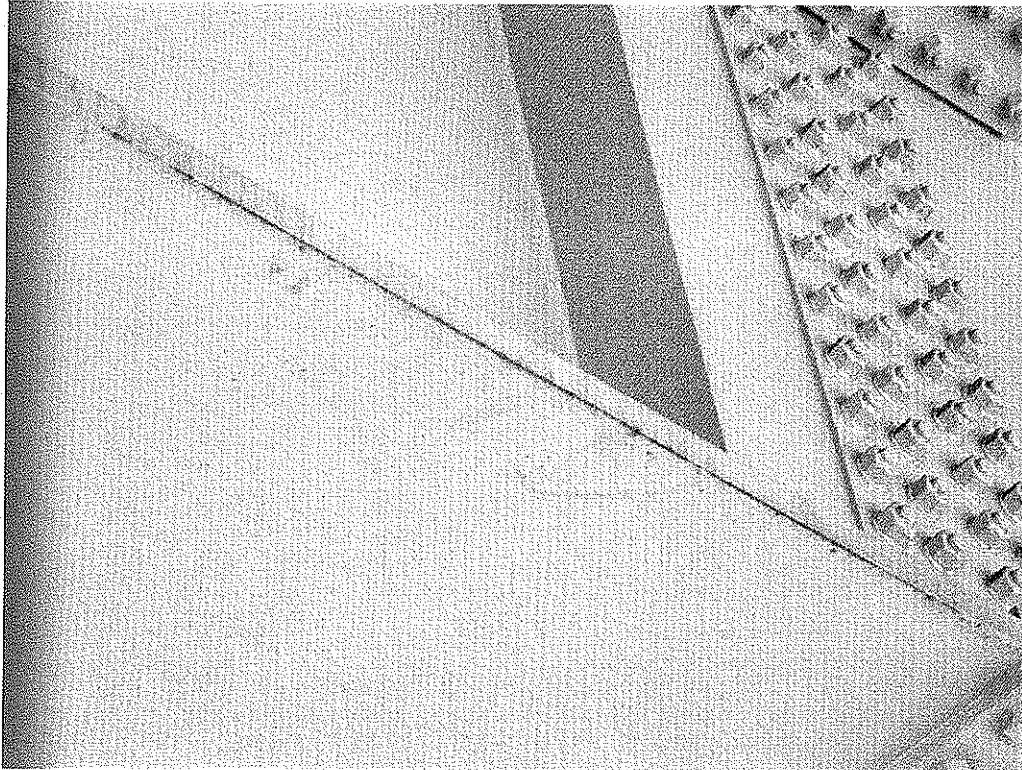


**Photograph No. 6**

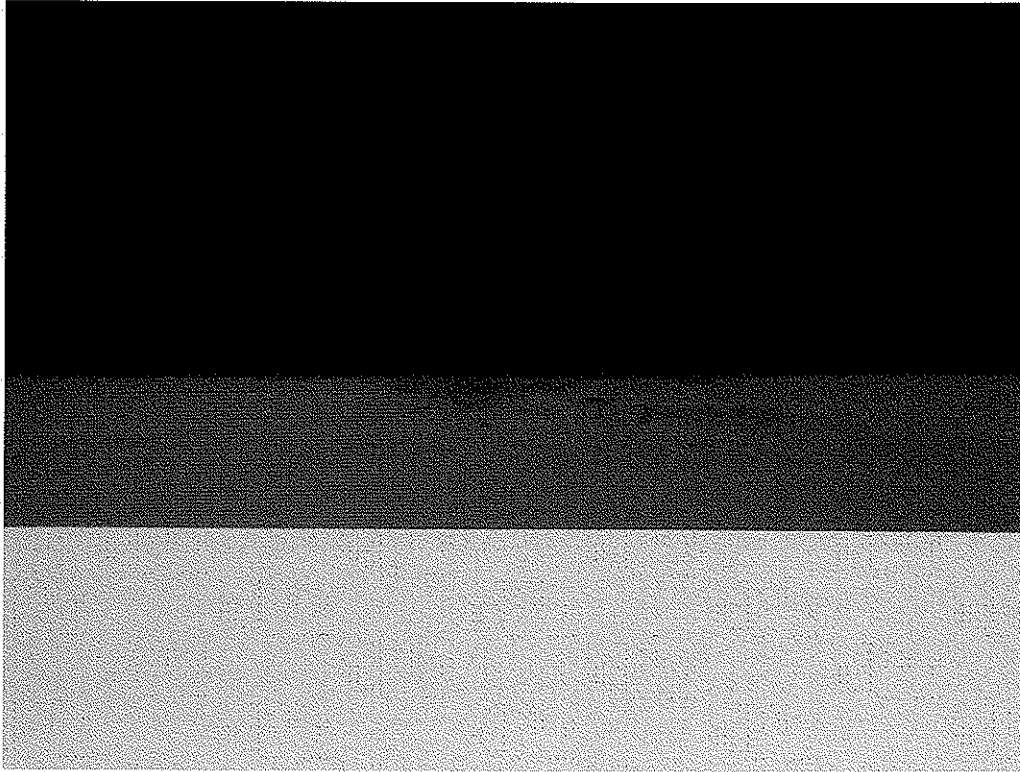




**Photograph No. 7**



**Photograph No. 8**

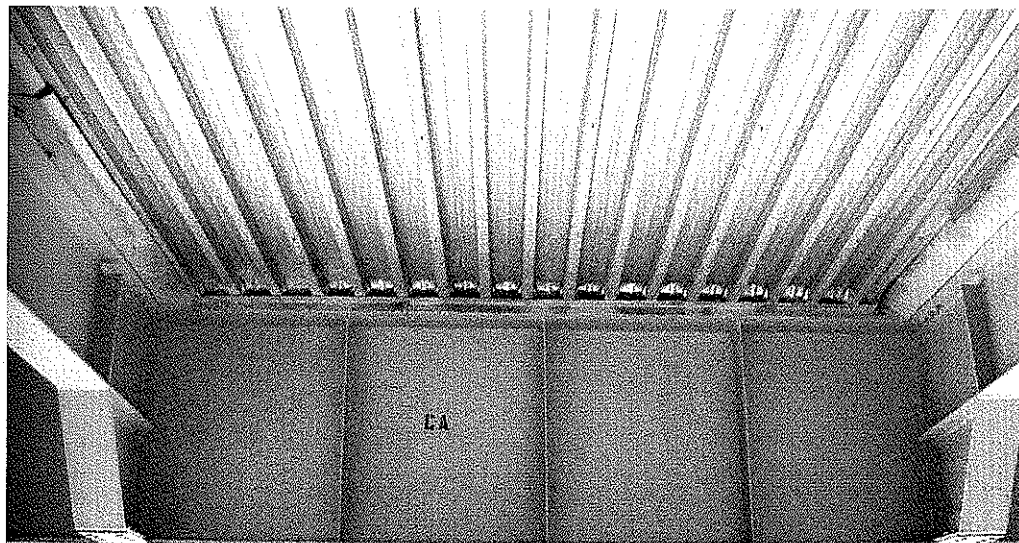


**Photograph No. 9**

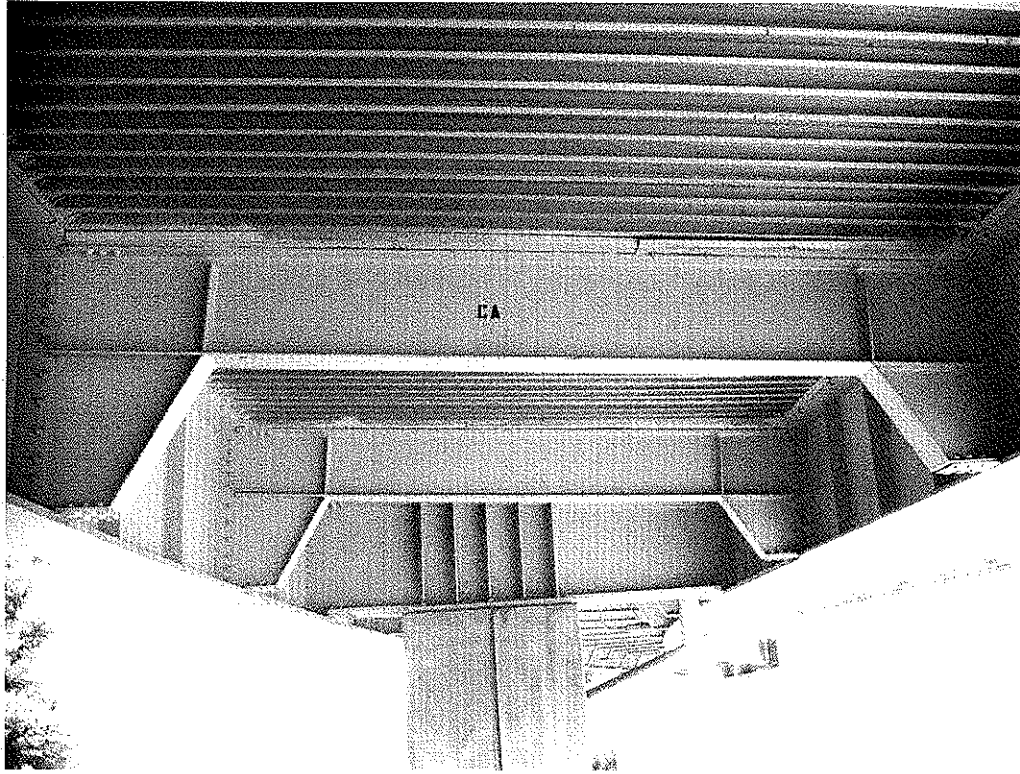
Photographs 10 through 13 show 3-coat OZ/E/U Control Span 3, Bay 3, Year 1, 2008. Only a few very minor pinpoints of rust were visible.



Photograph No. 10



Photograph No. 11



**Photograph No. 12**



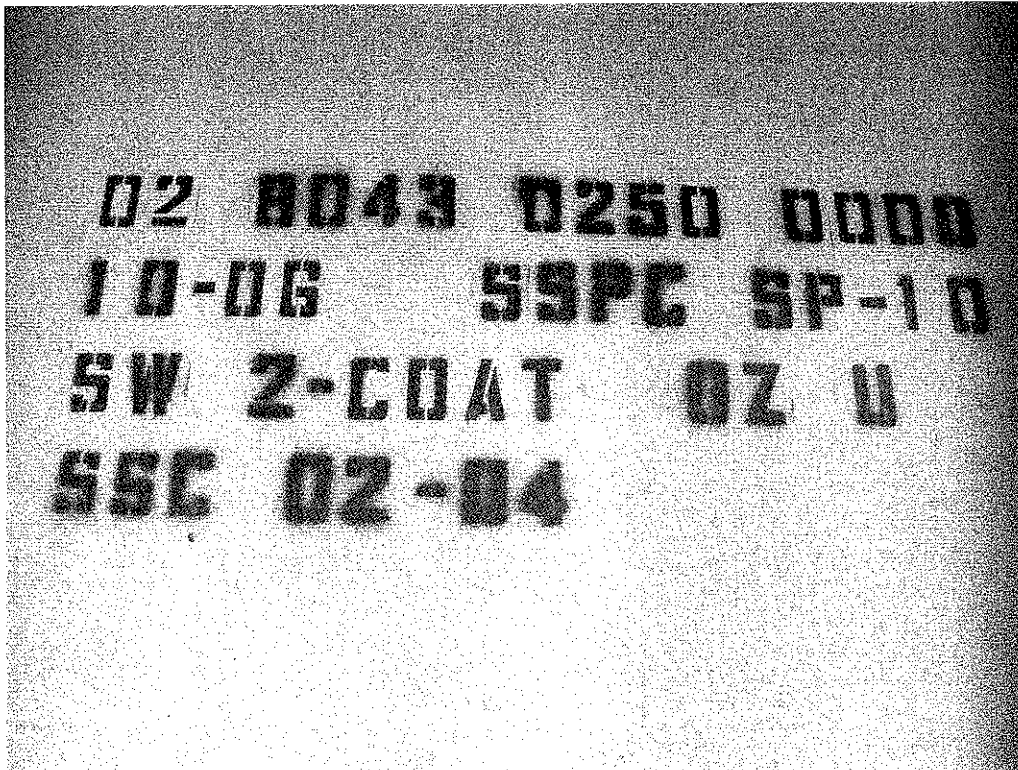
**Photograph No. 13**

## PHOTOGRAPHIC APPENDIX

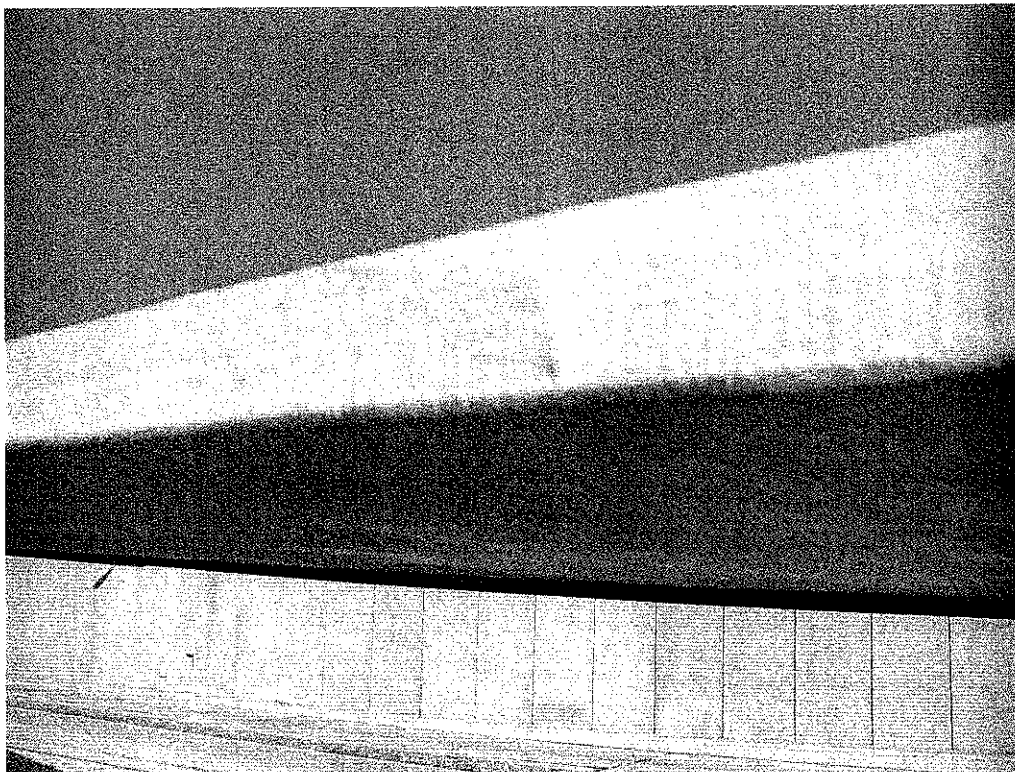
**SW Accelerated Bridge Paint Study  
California Avenue Bridge  
Exposure/Evaluation Phase Year 3, 2009**

<b>Photograph No.</b>	<b>Description</b>
<b>1-7</b>	2-coat OZ/U Control Span 3, Bays 1 & 2, Year 3, 2009. Note continued increase in pinpoint rust on flanges/edges from Year 2, 2008.
<b>8-14</b>	3-coat OZ/E/U Control Span 3, Bay 3, Year 3, 2009. Only very minor pinpoint rust was noted.
<b>15-18</b>	Shows dry film thickness measurement taken at pinpoint rust locations in 2-coat OZ/U Control Span 3, Bays 1 & 2. Note that there was a definite correlation between the occurrence of pinpoint rust and the coating system dry film thickness. These issues are addressed in the "Discussion" section of this report.

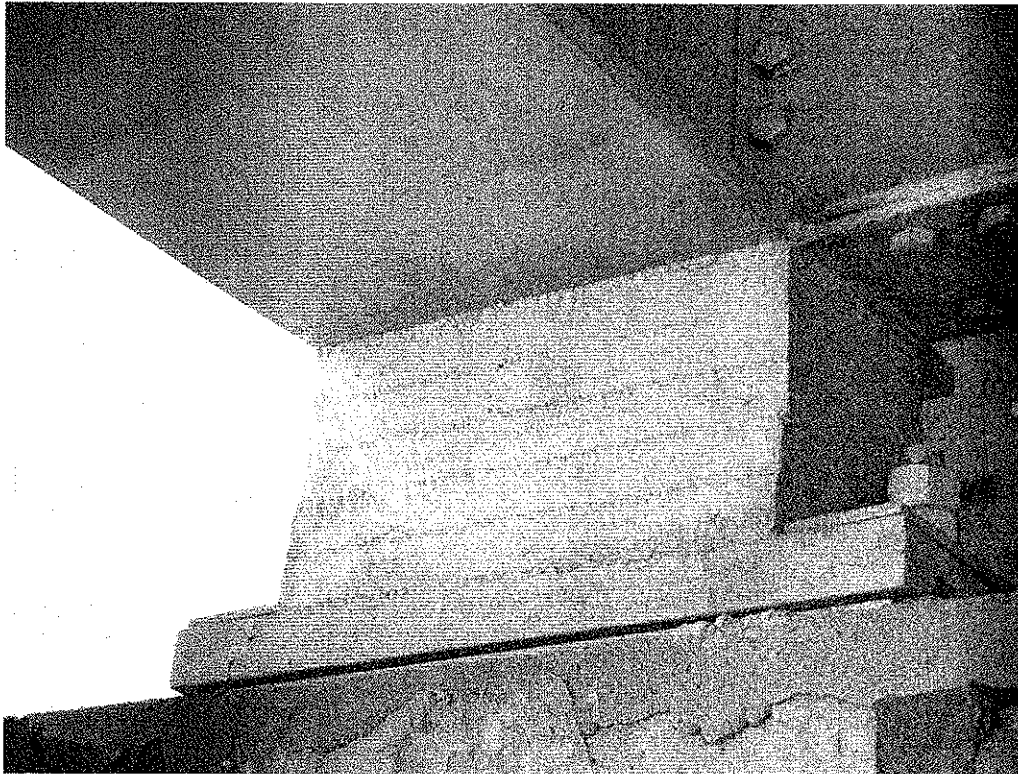
Photographs 1 through 7 show two-coat OZ/U Control Span 3, Bays 1 & 2, Year 3, 2009.  
Note continued increase in pinpoint rust on 1-7 flanges/edges from Year 2, 2008.



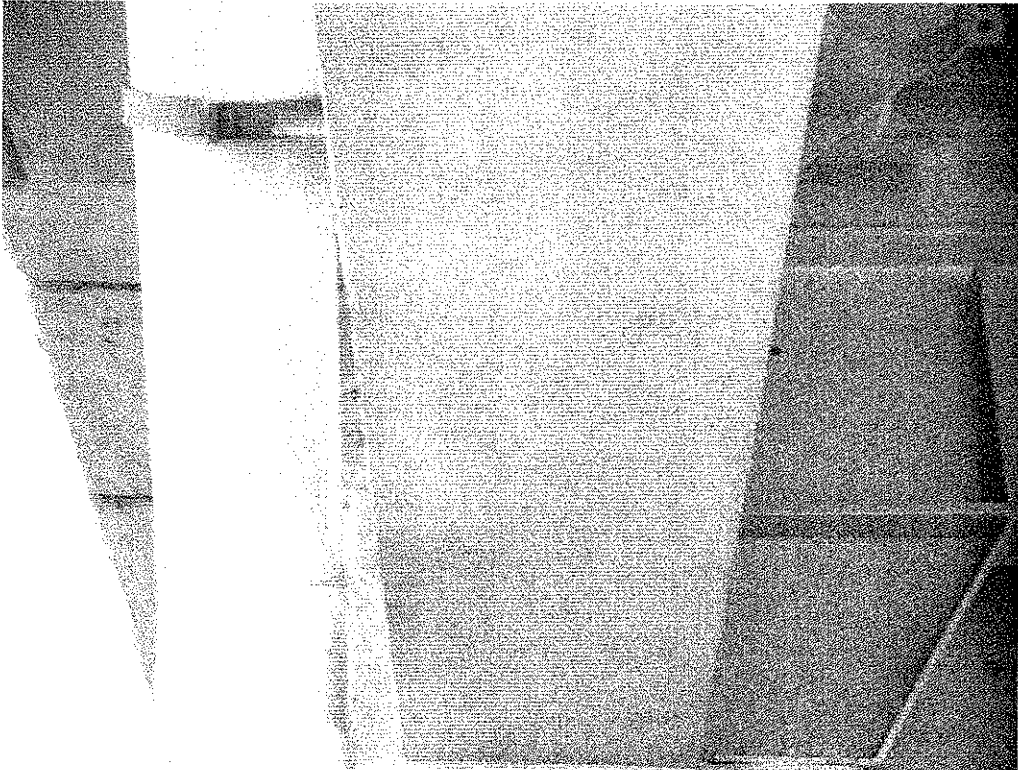
Photograph No. 1



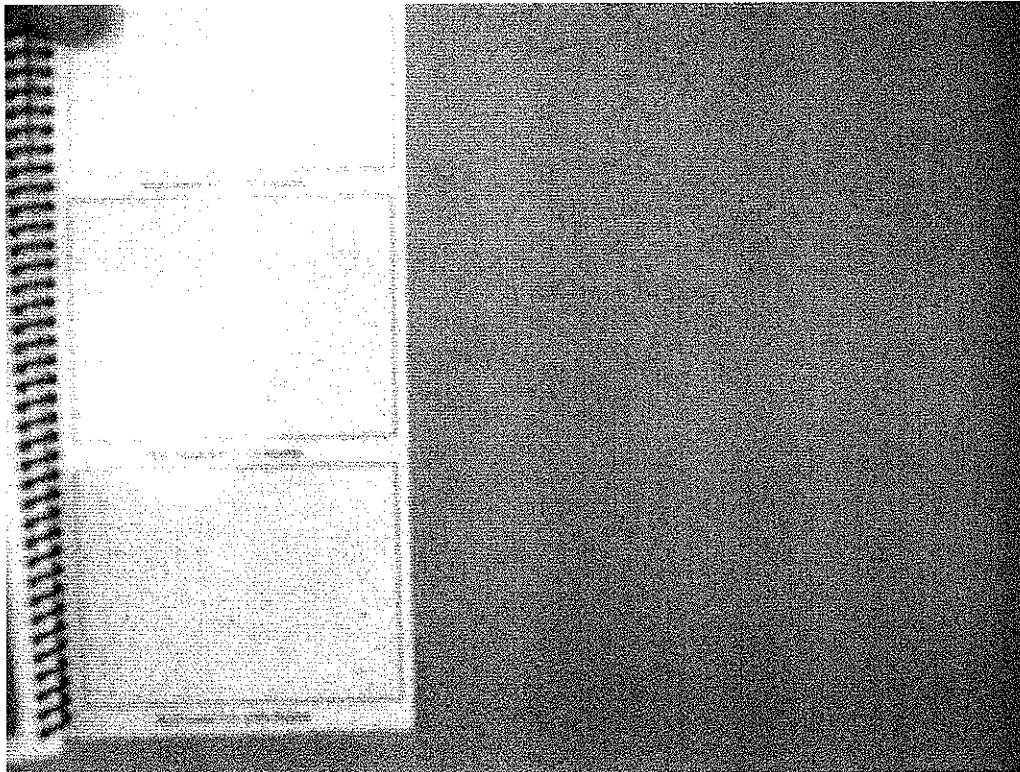
Photograph No. 2



**Photograph No. 3**



**Photograph No. 4**



**Photograph No. 5**



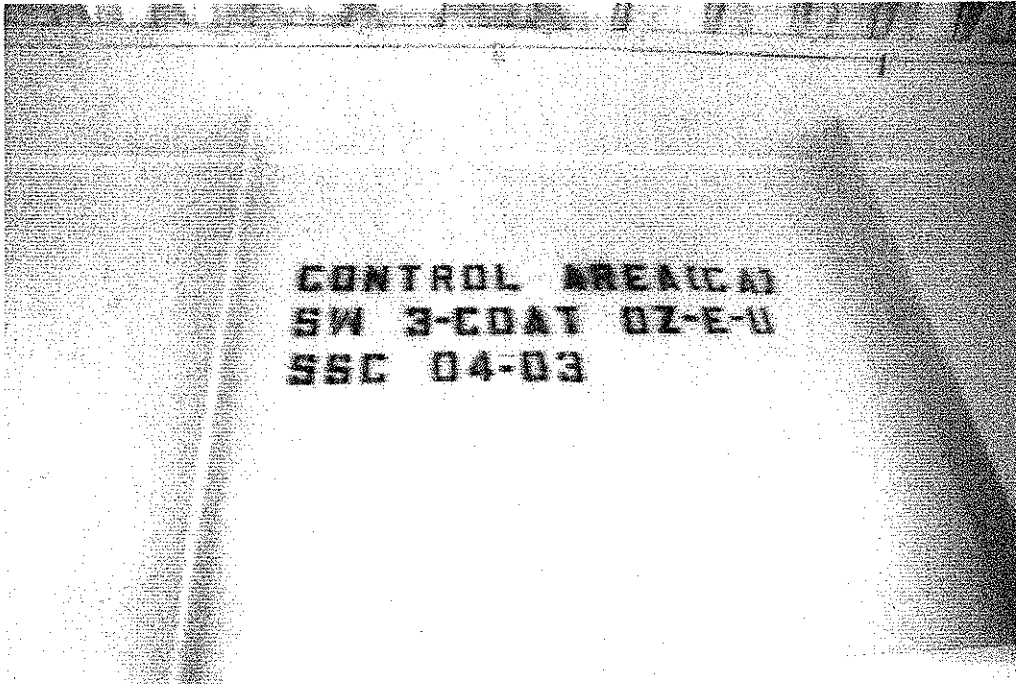
**Photograph No. 6**



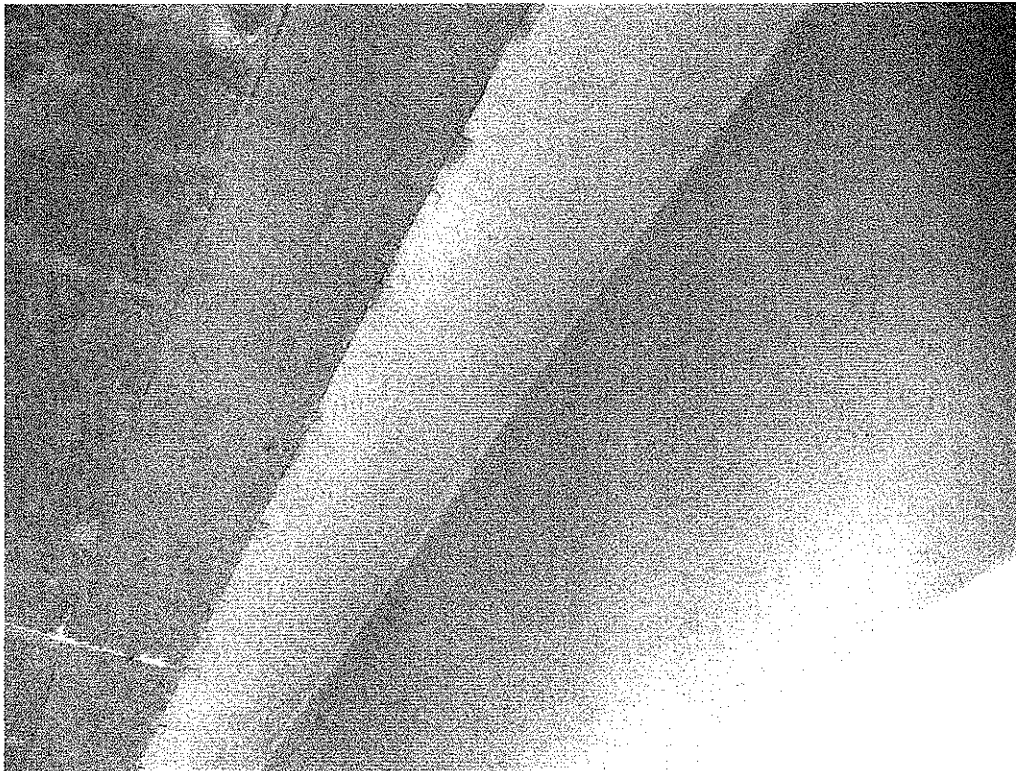


**Photograph No. 7**

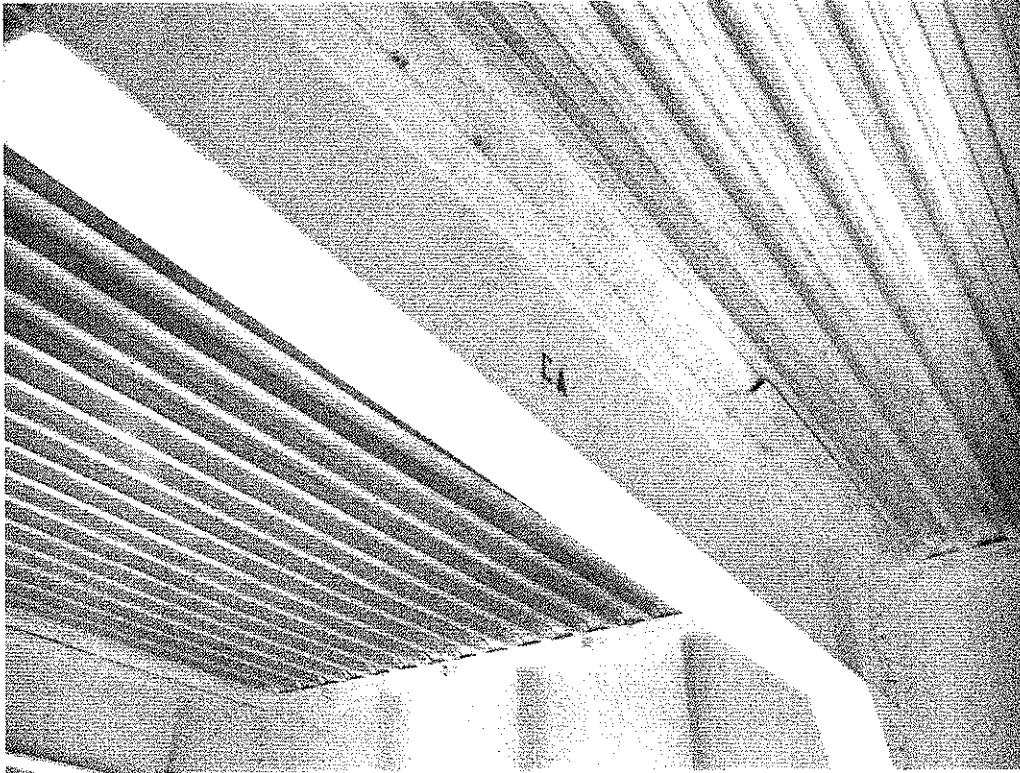
Photographs 8 through 14 show three-coat OZ/E/U Control Span 3, Bay 3, Year 3, 2009.  
Only very minor pinpoint rust was noted.



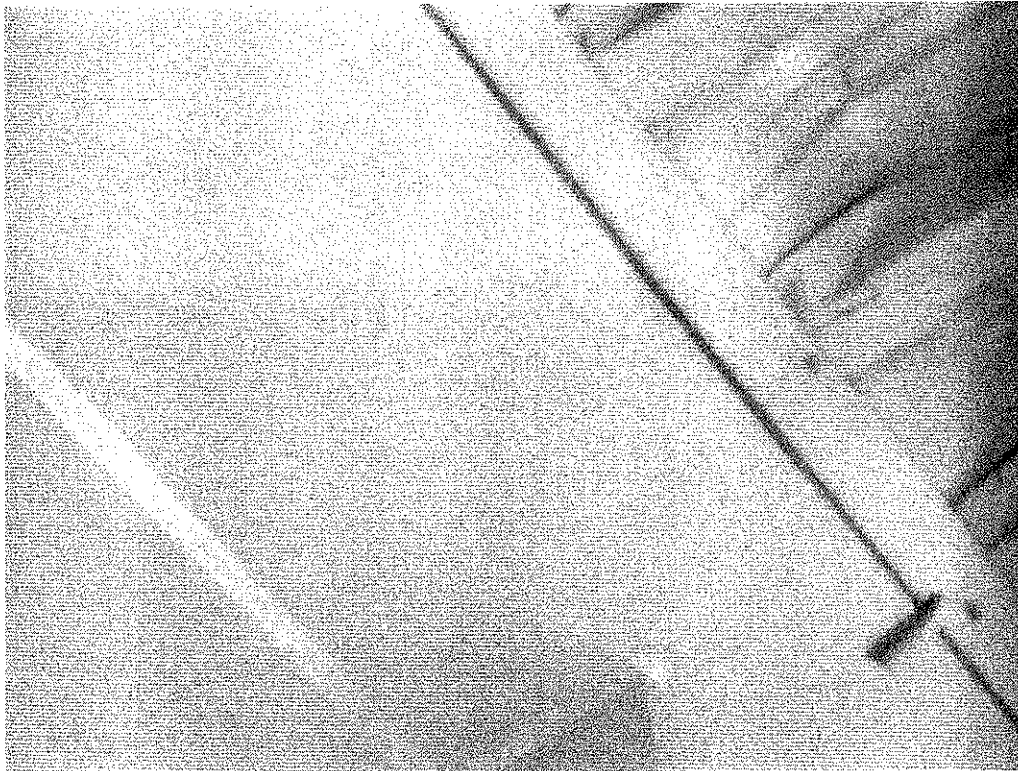
Photograph No. 8



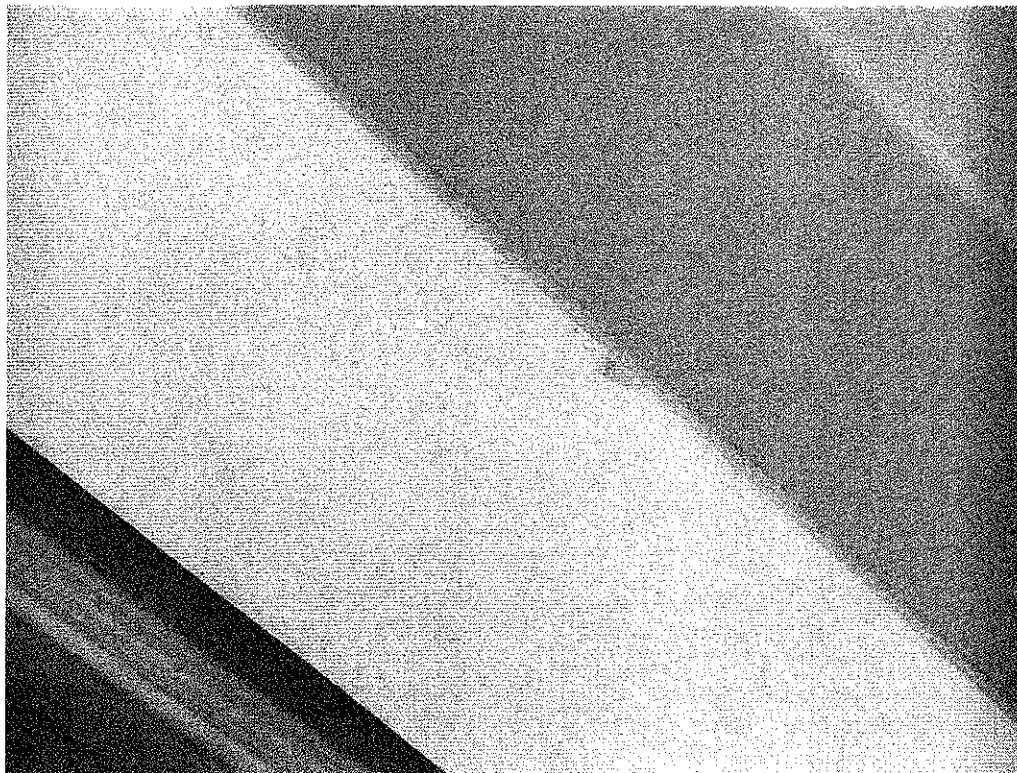
Photograph No. 9



**Photograph No. 10**



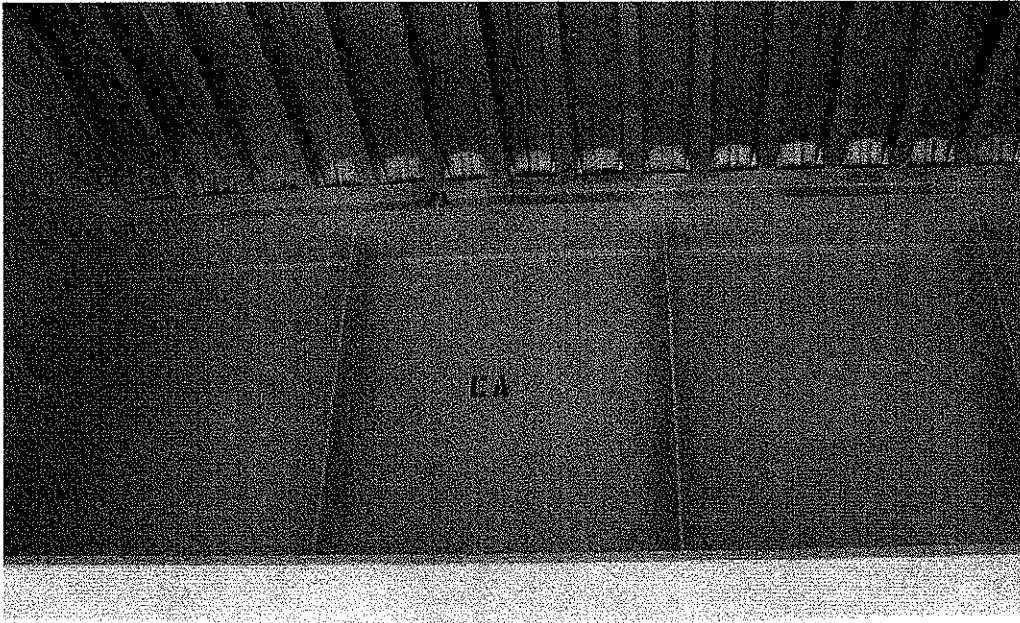
**Photograph No. 11**



**Photograph No. 12**

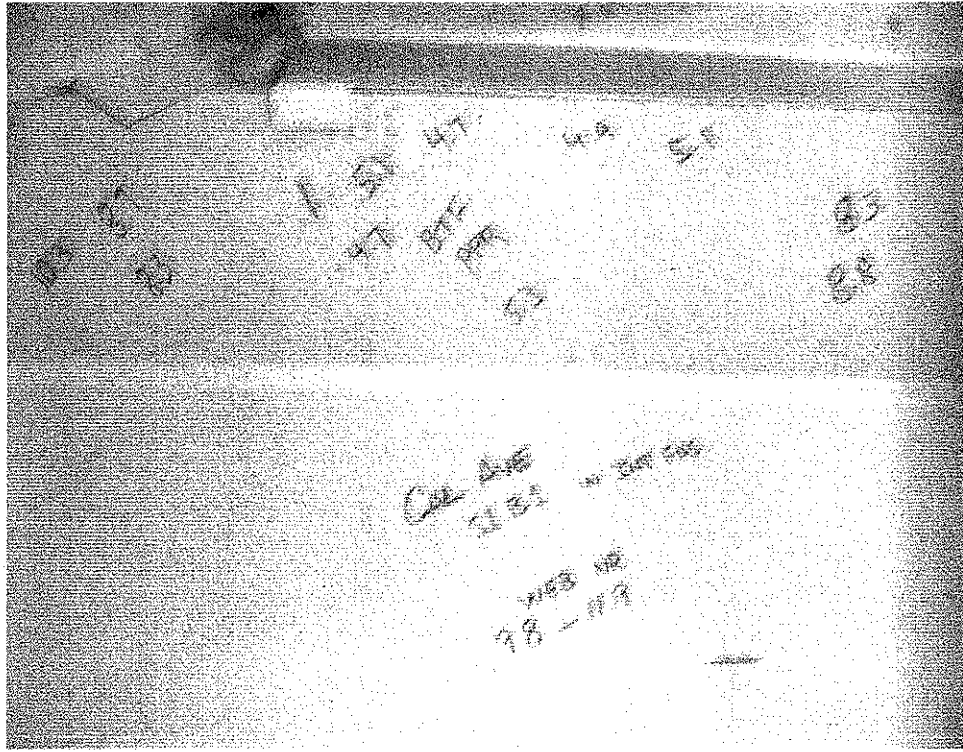


**Photograph No. 13**

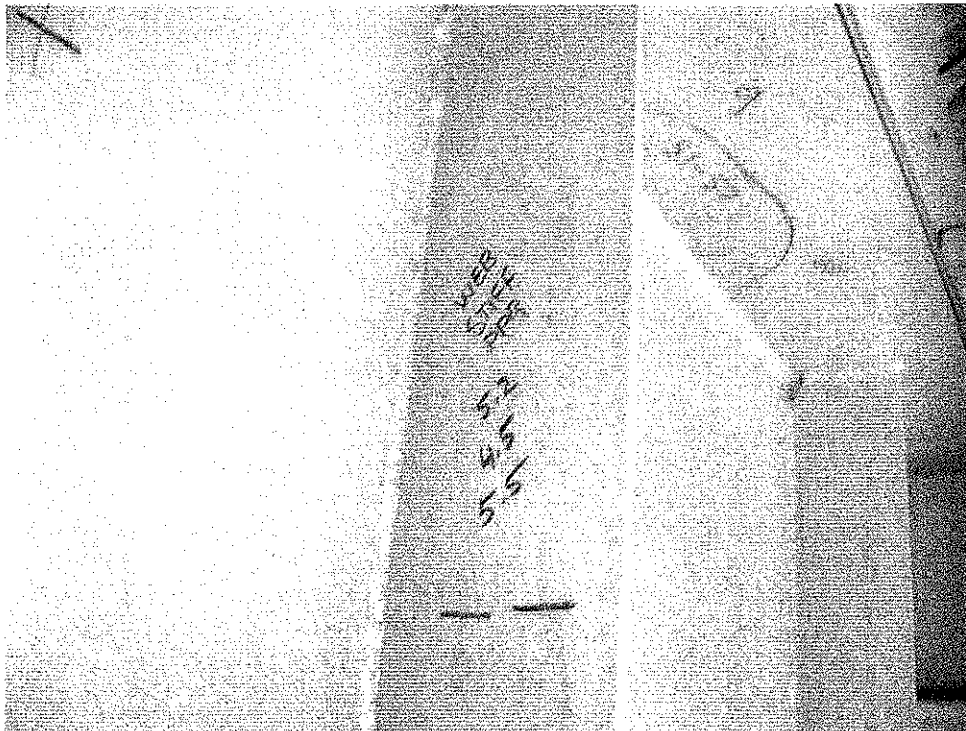


**Photograph No. 14**

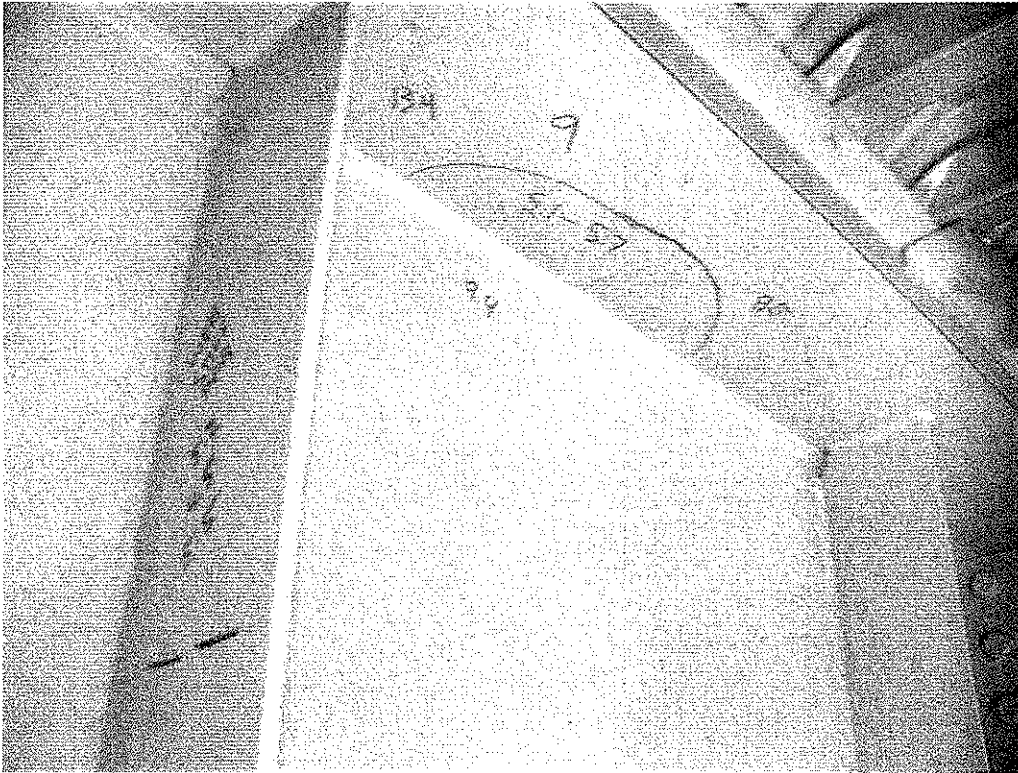
Photographs 15 through 18 shows dry film thickness measurement taken at pinpoint rust locations in two-coat OZ/U Control Span 3, Bays 1 & 2. Note that there was a definite correlation between the occurrence of pinpoint rust and the coating system dry film thickness. These issues are discussed in the "Discussion" section of this report.



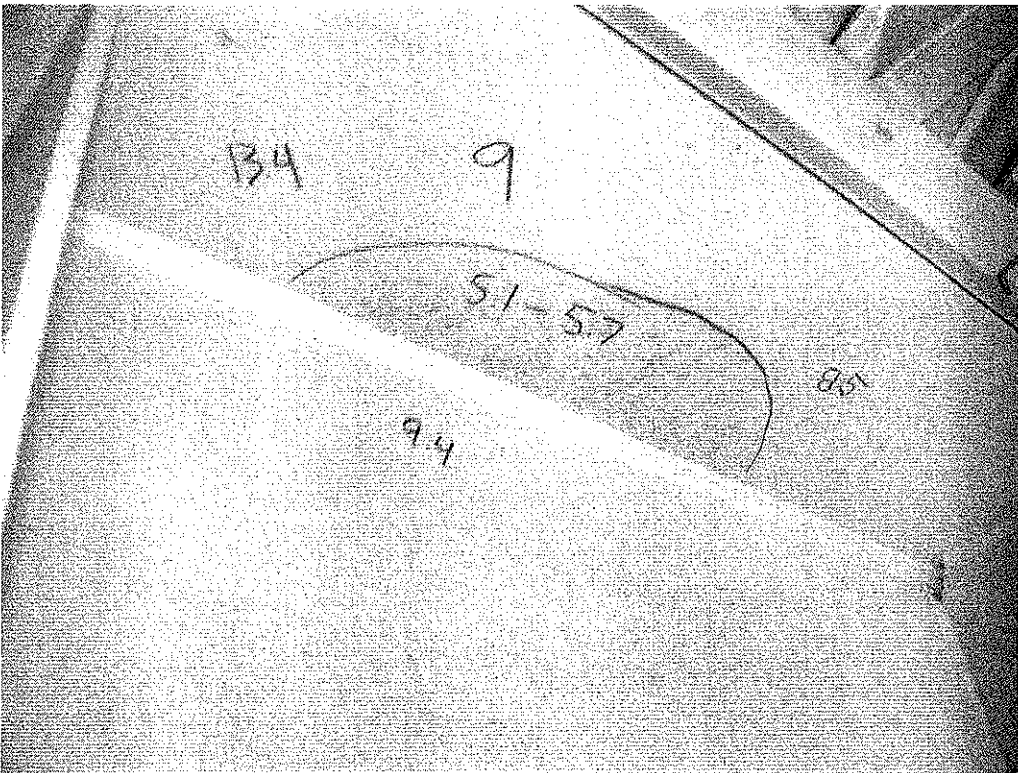
Photograph No. 15



Photograph No. 16



**Photograph No. 17**



**Photograph No. 18**