

HANDLING AND SHIPPING

EXTREME CARE SHALL BE EXERCISED IN HANDLING THE STEEL IN THE SHOP, DURING SHIPPING, DURING ERECTION, AND DURING SUBSEQUENT CONSTRUCTION OF THE BRIDGE. PAINTED STEEL SHALL NOT BE MOVED OR HANDLED UNTIL SUFFICIENT CURE TIME HAS ELAPSED AND APPROVAL HAS BEEN OBTAINED FROM THE INSPECTOR. THE STEEL SHALL BE INSULATED FROM THE BINDING CHAINS BY SOFTENERS APPROVED BY THE ENGINEER. HOOKS AND SLINGS USED TO HOIST STEEL SHALL BE PADDED. DIAPHRAGMS AND SIMILAR PIECES SHALL BE SPACED IN SUCH A WAY THAT NO RUBBING WILL OCCUR DURING SHIPMENT THAT MAY DAMAGE THE COATINGS. THE STEEL SHALL BE STORED ON PALLETS AT THE JOB SITE, OR BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT IT DOES NOT REST ON THE GROUND OR SO THAT IT DOES NOT REST ON THE GROUND OR SO THAT COMPONENTS DO NOT FALL OR REST ON EACH OTHER. ALL SHIPPING AND JOB SITE STORAGE DETAILS SHALL BE PRESENTED TO THE ENGINEER PRIOR TO FABRICATION IN WRITING AND BE APPROVED PRIOR TO SHIPPING THE STEEL. APPROVAL OF THE ABOVE DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF SHIPPING OR STORAGE DAMAGE.

REPAIR OF DAMAGED AREAS (QCP #9)

DAMAGED AREAS OF PAINT AND AREAS WHICH DO NOT COMPLY WITH THE REQUIREMENTS OF THIS SPECIFICATION, SHALL HAVE THE PAINT REMOVED AND ALL DEFECTS CORRECTED. THE STEEL SHALL THEN BE RETEXTURED TO A NEAR WHITE CONDITION TO PRODUCE A PROFILE BETWEEN 1 TO 3/2 MILS. THIS PROFILE SHALL BE MEASURED IMMEDIATELY PRIOR TO THE APPLICATION OF THE PRIME COAT TO INSURE THAT THE PROFILE IS NOT DESTROYED DURING THE FEATHERING PROCEDURE.

THE EXISTING PAINT SHALL BE FEATHERED TO EXPOSE A MINIMUM OF 1/2 INCH OF EACH COAT.

DURING THE REAPPLICATION OF THE PAINT, CARE SHALL BE USED TO INSURE THAT EACH COAT OF PAINT IS ONLY APPLIED WITHIN THE FOLLOWING AREAS. THE PRIME COAT SHALL ONLY BE APPLIED TO THE SURFACE OF THE BARE STEEL AND THE EXISTING PRIME COAT, WHICH HAS BEEN EXPOSED BY FEATHERING. THE PRIME COAT SHALL NOT BE APPLIED TO THE ADJACENT INTERMEDIATE COAT. THE INTERMEDIATE COAT SHALL ONLY BE APPLIED TO THE NEW PRIME COAT AND THE EXISTING FEATHERED INTERMEDIATE COAT. THE INTERMEDIATE COAT AND THE EXISTING FINISH COAT WHICH HAS BEEN FEATHERED OR LIGHTLY SANDED. THE FINISH COAT SHALL NOT EXTEND BEYOND THE AREAS WHICH HAS BEEN FEATHERED OR LIGHTLY SANDED.

THE FIRST TWO COATS SHALL BE APPLIED BY BRUSH. THE FINISH COAT SHALL BE APPLIED BY EITHER BRUSH OR SPRAY.

IT MAY BE NECESSARY TO MAKE SEVERAL APPLICATIONS IN ORDER TO ACHIEVE THE PROPER THICKNESS FOR EACH COAT.

DURING THE APPLICATION OF THE PRIME COAT, THE PAINT SHOULD BE CONTINUOUSLY MIXED.

ALL ABRASIVE BLASTING AND PAINTING SHALL STILL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS.

ALL REPAIRS SHOULD BE MADE IN A MANNER TO BLEND THE PATCHED ARE WITH THE ADJACENT COATING. THE FINISHED SURFACE OF THE PATCHED AREA SHALL HAVE A SMOOTH EVEN PROFILE WITH THE ADJACENT SURFACE.

THE FIRST REPAIR AREA SHALL BE USED AS A TEST SECTION AND NO MORE REPAIRS MADE UNTIL THE METHODS ARE APPROVED BY THE ENGINEER.

THE CONTRACTOR OR FABRICATOR SHALL SUBMIT HIS METHOD OF CORRECTING RUNS IN WRITING TO THE DIRECTOR FOR APPROVAL.

DAMAGED PAINT WHICH WILL BE INACCESSIBLE FOR COATING AFTER ERECTION SHALL BE REPAIRED AND RECOATED PRIOR TO ERECTION.

IN ORDER TO MINIMIZE DAMAGE TO THE PAINTED STEEL, CONCRETE SPLATTER AND FORM LEAKAGE SHALL BE WASHED FROM THE SURFACE OF THE STEEL SHORTLY AFTER THE CONCRETE IS PLACED AND BEFORE IT IS DRY. IF CONCRETE DRIES IT SHALL BE REMOVED AND PAINT REPAIRED.

TEMPORARY ATTACHMENTS, SUPPORTS FOR SCAFFOLDING AND FINISHING MACHINE OR FORMS SHALL NOT DAMAGE THE COATING SYSTEM. (IN PARTICULAR, ON THE FASCIAS WHERE BRACING IS USED, SUFFICIENT SIZE SUPPORT PADS SHALL BE USED.)

AFTER THE ERECTION WORK HAS BEEN COMPLETED, INCLUDING ALL CONNECTIONS AND THE APPROVED REPAIR OF ANY DAMAGED BEAMS, GIRDERS OR OTHER STEEL MEMBERS, AND THE DECK HAS BEEN PLACED, THE CONTRACTOR AND ENGINEER SHALL INSPECT THE STRUCTURE FOR DAMAGED PAINT. (QCP #10). DAMAGED AREAS SHALL BE REPAIRED BY REPEATING QCP #1 TO #8. THE CONTRACTOR SHALL WASH THE STRUCTURE AS PER QCP #1 AFTER ALL WORK TO THE STRUCTURE IS COMPLETED.

SAFETY REQUIREMENTS AND PRECAUTIONS

THE CONTRACTOR SHALL MEET THE SAFETY REQUIREMENTS OF THE OHIO INDUSTRIAL COMMISSION AND THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), IN ADDITION TO THE SCAFFOLDING REQUIREMENTS BELOW.

THE CONTRACTOR IS REQUIRED TO MEET THE APPLICABLE SAFETY REQUIREMENTS OF THE OHIO INDUSTRIAL COMMISSION IN ADDITION TO THE SCAFFOLDING REQUIREMENTS BELOW.

THE MATERIAL SAFETY DATA SHEETS (MSDS) SHALL BE PROVIDED AT THE PRECONSTRUCTION MEETING FOR ALL PAINT, THINNERS AND ABRASIVES USED ON THIS PROJECT. NO WORK SHALL START UNTIL THE MSDS HAS BEEN SUBMITTED.

THE FABRICATOR SHALL ALSO PROVIDE MSDS FOR ALL ABRASIVES TO BE USED ON THIS PROJECT TO THE SHOP INSPECTOR. NO WORK SHALL START UNTIL MSDS HAS BEEN SUBMITTED.

SCAFFOLDING

RUBBER ROLLERS, OR OTHER PROTECTIVE DEVICES MEETING THE APPROVAL OF THE ENGINEER, SHALL BE USED ON SCAFFOLD FASTENINGS. METAL ROLLERS OR CLAMPS AND OTHER TYPES OF FASTENINGS WHICH WILL MAR OR DAMAGE COATED SURFACES SHALL NOT BE USED.

INSPECTION ACCESS FOR FIELD TOUCH-UP

IN ADDITION TO THE REQUIREMENT OF CMS 105.11, THE CONTRACTOR SHALL FURNISH, ERECT, AND MOVE SCAFFOLDING AND OTHER APPROPRIATE EQUIPMENT, TO PERMIT THE INSPECTOR THE OPPORTUNITY TO INSPECT (CLOSELY OBSERVE), ALL AFFECTED SURFACES. THIS OPPORTUNITY SHALL BE PROVIDED TO THE INSPECTOR DURING ALL PHASES OF THE WORK AND CONTINUE FOR A PERIOD OF AT LEAST TEN (10) WORKING DAYS AFTER THE TOUCH-UP WORK HAS BEEN COMPLETED. WHEN SCAFFOLDING IS USED, IT SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS.

WHEN SCAFFOLDING, OR THE HANGERS ATTACHED TO THE SCAFFOLDING ARE SUPPORTED BY HORIZONTAL WIRE ROPES, OR WHEN SCAFFOLDING IS PLACED DIRECTLY UNDER THE SURFACE TO BE PAINTED, THE FOLLOWING REQUIREMENTS SHALL BE COMPLIED WITH:

WHEN SCAFFOLDING IS SUSPENDED FORTY THREE (43) INCHES OR MORE BELOW THE SURFACE TO BE PAINTED, TWO ROWS OF GUARDRAIL SHALL BE PLACED ON ALL SIDES OF THE SCAFFOLDING. ONE ROW OF GUARDRAIL SHALL BE PLACED AT FORTY-TWO (42) INCHES ABOVE THE SCAFFOLDING AND THE OTHER ROW AT TWENTY-TWO (22) INCHES ABOVE THE SCAFFOLDING.

WHEN THE SCAFFOLDING IS SUSPENDED AT LEAST TWENTY-ONE (21) INCHES, BUT LESS THAN FORTY-THREE (43) INCHES BELOW THE SURFACE TO BE PAINTED, A ROW OF GUARDRAIL SHALL BE PLACED ON ALL SIDES OF THE SCAFFOLDING AT TWENTY (20) INCHES ABOVE THE SCAFFOLDING.

TWO ROWS OF GUARDRAIL SHALL BE PLACED ON ALL SIDES OF SCAFFOLDING NOT PREVIOUSLY MENTIONED. THE ROWS OF GUARDRAIL SHALL BE PLACED AT FORTY-TWO (42) AND TWENTY (20) INCHES ABOVE SCAFFOLDING, AS PREVIOUSLY MENTIONED.

ALL SCAFFOLDING MUST BE AT LEAST TWENTY-FOUR (24) INCHES WIDE WHEN GUARDRAIL IS USED AND TWENTY-EIGHT (28) INCHES WIDE WHEN THE SCAFFOLDING IS SUSPENDED LESS THAN TWENTY-ONE (21) INCHES BELOW THE SURFACE TO BE PAINTED AND GUARDRAIL IS NOT USED. IF TWO OR MORE SCAFFOLDING ARE LAID PARALLEL TO ACHIEVE PROPER WIDTH, THEY MUST BE RIGIDLY ATTACHED TO EACH OTHER TO PRECLUDE ANY DIFFERENTIAL MOVEMENT.

ALL GUARDRAIL SHALL BE CONSTRUCTED AS A SUBSTANTIAL BARRIER WHICH IS SECURELY FASTENED IN PLACE AND IS FREE FROM PROTRUDING OBJECTS SUCH AS NAILS, SCREWS AND BOLTS. THERE SHALL BE AN OPENING IN THE GUARDRAIL, PROPERLY LOCATED, TO ALLOW THE INSPECTOR ACCESS ONTO THE SCAFFOLDING.

THE RAILS AND UPRIGHTS SHALL BE EITHER METAL OR WOOD. IF PIPE RAILING IS USED, THE RAILING SHALL HAVE A NOMINAL DIAMETER OF NO LESS THAN ONE AND ONE-HALF (1 1/2) INCHES. IF STRUCTURAL STEEL RAILING IS USED, THE RAILS SHALL BE 2 X 2 X 3/8 INCH STEEL ANGLES OR OTHER METAL SHAPES OF EQUAL OR GREATER STRENGTH. IF WOOD RAILING IS USED, THE RAILING SHALL BE 2 X 4 INCH (NOMINAL) STOCK. ALL UPRIGHTS SHALL BE SPACED AT NO MORE THAN EIGHT (8) FEET ON CENTER. IF WOOD UPRIGHTS ARE USED, THE UPRIGHTS SHALL BE 2 X 4 INCHES (NOMINAL) STOCK.

WHEN THE SURFACE TO BE INSPECTED IS MORE THAN FIFTEEN (15) FEET ABOVE THE GROUND OR WATER, AND THE SCAFFOLDING IS SUPPORTED FROM THE STRUCTURE BEING PAINTED, THE CONTRACTOR SHALL PROVIDE THE INSPECTOR WITH A SAFETY BELT AND LIFELINE. THE LIFELINE SHALL NOT ALLOW A FALL GREATER THAN SIX (6) FEET. THE CONTRACTOR SHALL PROVIDE A METHOD OF ATTACHING A LIFELINE TO THE STRUCTURE INDEPENDENT OF THE SCAFFOLDING, CABLES OR BRACKETS SUPPORTING THE SCAFFOLDING.

WHEN SCAFFOLDING IS MORE THAN TWO AND ONE-HALF (2 1/2) FEET ABOVE THE GROUND, THE CONTRACTOR SHALL PROVIDE A LADDER FOR ACCESS ONTO THE SCAFFOLDING. THE LADDER AND ANY EQUIPMENT USED TO ATTACH THE LADDER TO THE STRUCTURE SHALL BE CAPABLE OF SUPPORTING 250 POUNDS WITH A SAFETY FACTOR OF AT LEAST FOUR (4). ALL RUNGS, STEPS, CLEATS, OR TREADS SHALL HAVE UNIFORM SPACING AND SHALL NOT EXCEED TWELVE INCHES ON CENTER. AT LEAST ONE SIDE RAIL SHALL EXTEND AT LEAST THIRTY-SIX (36) INCHES ABOVE THE LANDING NEAR THE TOP OF THE LADDER.

AN ADDITIONAL LANDING SHALL BE REQUIRED WHEN THE DISTANCE FROM THE LADDER TO THE POINT WHERE THE SCAFFOLDING MAY BE ACCESSED, EXCEEDS TWELVE (12) INCHES. THE LANDING SHALL BE A MINIMUM OF AT LEAST TWENTY-FOUR (24) INCHES WIDE AND TWENTY-FOUR (24) INCHES LONG. IT SHALL ALSO BE OF ADEQUATE SIZE AND SHAPE SO THAT THE DISTANCE FROM THE LANDING TO THE POINT WHERE THE SCAFFOLDING IS ACCESSED DOES NOT EXCEED TWELVE (12) INCHES. THE LANDING SHALL BE RIGID AND FIRMLY ATTACHED TO THE LADDER; HOWEVER, IT SHALL NOT BE SUPPORTED BY THE LADDER. THE SCAFFOLDING SHALL BE CAPABLE OF SUPPORTING A MINIMUM OF ONE THOUSAND (1000) POUNDS.

IN ADDITION TO THE AFOREMENTIONED REQUIREMENTS, THE CONTRACTOR IS STILL RESPONSIBLE TO OBSERVE AND COMPLY WITH ALL FEDERAL, STATE AND LOCAL LAWS, ORDINANCES, REGULATIONS, ORDERS AND DECREES.

THE CONTRACTOR SHALL FURNISH ALL NECESSARY TRAFFIC CONTROL TO PERMIT INSPECTION DURING AND AFTER ALL PHASES OF THE PROJECT.

PROTECTION OF PERSONS AND PROPERTY

THE CONTRACTOR SHALL COLLECT, REMOVE AND DISPOSE OF ALL BUCKETS, RAGS OR OTHER DISCARDED MATERIALS AND SHALL LEAVE THE JOB SITE IN A CLEAN CONDITION.

THE CONTRACTOR SHALL PROTECT ALL PORTIONS OF THE STRUCTURE WHICH ARE NOT TO BE PAINTED, AGAINST DAMAGE OR DISFIGUREMENT BY SPLASHES, SPLATTERS, AND SMIRCHES OF PAINT.

THE CONTRACTOR SHALL INSTALL AND MAINTAIN SUITABLE SHIELDS OR ENCLOSURES TO PREVENT DAMAGE TO ADJACENT BUILDINGS, PARKED CARS, TRUCKS, BOATS, OR OTHER VEHICLES TRAVELING ON, OVER, OR UNDER STRUCTURES BEING PAINTED. THEY SHALL BE SUITABLY ANCHORED AND REINFORCED TO PREVENT INTERFERING WITH NORMAL TRAFFIC OPERATIONS IN THE OPEN LANES. PAYMENT FOR THE SHIELDS SHALL BE INCLUDED AS INCIDENTAL TO THE APPLICABLE FIELD COATING OPERATION. WORK SHALL BE SUSPENDED WHEN DAMAGE TO ADJACENT BUILDINGS, MOTOR VEHICLES, BOATS OR OTHER PROPERTY IS OCCURRING.

WHEN OR WHERE ANY DIRECT OR INDIRECT DAMAGE OR INJURY IS DONE TO PUBLIC OR PRIVATE PROPERTY, THE CONTRACTOR SHALL RESTORE, AT HIS OWN EXPENSE, SUCH PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE OR INJURY WAS DONE.

POLLUTION CONTROL

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO COMPLY WITH POLLUTION CONTROL LAWS, RULES OR REGULATIONS OF FEDERAL, STATE OR LOCAL AGENCIES.

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