

IF THE DIRECTOR DOES NOT APPROVE THE EXCESSIVE COATING THICKNESSES OR THE CONTRACTOR ELECTS NOT TO PROVIDE THE REQUIRED WRITTEN STATEMENT FROM THE PLANT MANUFACTURER AND THE CERTIFIED TEST RESULTS WHEN REQUIRED, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL REMOVE AND REPLACE THE COATING. THE REMOVAL AND REPLACEMENT OF THE COATING SHALL BE DONE AS SPECIFIED IN THE SECTION OF THIS SPECIFICATION TITLED "REPAIR PROCEDURES."

PRIME, INTERMEDIATE AND FINISH COAT APPLICATION
(QCP #5, #6, & #7)

EACH COAT OF PAINT SHALL BE IN A PROPER STATE OF CURVE OR DRYNESS BEFORE THE APPLICATION OF THE SUCCEEDING COAT. PAINT SHALL BE CONSIDERED READY FOR RE-COATING WHEN AN ADDITIONAL COAT CAN BE APPLIED WITHOUT THE DEVELOPMENT OF ANY DETRIMENTAL FILM IRREGULARITIES, SUCH AS LIFTING, WRINKLING, OR LOSS OF ADHESION OF THE UNDERCOAT. THE TIME INTERVAL BETWEEN COATING APPLICATIONS SHALL BE IN COMPLIANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS AND NO MORE THAN THIRTY (30) DAYS BETWEEN THE PRIME AND INTERMEDIATE COATS AND THIRTEEN (13) DAYS BETWEEN THE INTERMEDIATE AND FINISH COATS.

THESE MAXIMUM RE-COAT TIMES INCLUDE WEATHER RELATED DAYS. NO ADDITIONAL TIME FOR WEATHER DELAYS WILL BE ALLOWED. ANY COAT WHICH HAS CURED MORE THAN THE ABOVE ALLOTTED TIME WITHOUT RE-COATING SHALL BE REMOVED AND THE STEEL RE-BLASTED TO SSPC-SP10.

THE COMPLETION DATE (MONTH AND YEAR) OF THE FINISH COAT AND THE LETTERS OZEU SHALL BE STENCILED ON THE STEEL IN 4" LETTERS WITH A BLACK URETHANE PAINT. THIS DATE SHALL BE APPLIED AT FOUR LOCATIONS NEAR THE END OF EACH OUTSIDE BEAM ON THE OUTSIDE WEB VISIBLE FROM THE ROAD AS DIRECTED BY THE ENGINEER.

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 COMPONENTS DO NOT FALL OR REST ON EACH OTHER.

ALL SHIPPING AND JOB SITE STORAGE DETAILS SHALL BE PRESENTED IN WRITING TO THE ENGINEER PRIOR TO FABRICATION AND BE APPROVED PRIOR TO SHIPPING THE STEEL. APPROVAL OF THE ABOVE DOES NOT RELIEVE THE CONTRACTOR OF 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 RE-TEXTURED TO A NEAR-WHITE CONDITION TO PRODUCE A PROFILE OF BETWEEN 1 TO 3 1/2 MILS. THIS PROFILE SHALL BE MEASURED IMMEDIATELY PRIOR TO NOT DESTROYED DURING THE FEATHERING PROCEDURE.

THE EXISTING PAINT SHALL BE FEATHERED TO EXPOSE A MINIMUM OF ONE-HALF INCH OF EACH COAT.

DURING THE REAPPLICATION OF THE PAINT, CARE SHALL BE USED TO INSURE THAT EACH COAT OF PAINT IS APPLIED ONLY 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, OR TO 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 HAVE 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 AREA 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 RELOCATED 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 FASCIA 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 IN ADDITION TO THE SCAFFOLDING REQUIREMENTS SPECIFIED BELOW.

THE MATERIAL SAFETY DATA SHEETS (MSDS) SHALL BE PROVIDED AT THE PRE-CONSTRUCTION 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 HAVE BEEN SUBMITTED.

SCAFFOLDING

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

INSPECTION ACCESS FOR FIELD TOUCHUP

IN ADDITION TO THE REQUIREMENT OF 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 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 42 INCHES ABOVE THE SCAFFOLDING AND THE OTHER ROW AT 20 INCHES ABOVE THE SCAFFOLDING.

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

TWO ROWS OF GUARDRAIL SHALL BE PLACED ON ALL SIDES OF SCAFFOLDING NOT PREVIOUSLY MENTIONED.

ALL SCAFFOLDING MUST BE AT LEAST 24 INCHES WIDE WHEN GUARDRAIL IS USED AND 28 INCHES WIDE WHEN THE SCAFFOLDING IS SUSPENDED LESS THAN 21 INCHES BELOW THE SURFACE TO BE PAINTED AND GUARDRAIL IS NOT USED. IF TWO OR MORE SCAFFOLDING ARE LAID PARALLEL TO ACHIEVE THE 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.

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