GENERAL NOTES - STRUCTURES

ITEM SPECIAL - SHOP PAINTING AND FIELD TOUCHUP OF STRUCTURAL STEEL (CONT.)

foot area shall be randomly selected and measured.

4. If the dry film thickness for any 100 square foot area (sections 2 & 3 is not in compliance with the requirements of paragraph I of this section, then each 100 square foot area shall be measured.

5. Other size areas or number of spot measurements may be specified in the contract plans as appropriate for the size and shape of the structure to be measured.

Each coat of paint shall have the following mil thickness measured above the peaks:

	Min. Spec Thickness	Max. Spec. Spot	Min. Spot	Max
Prime	3.0	5.0	2.5	7.5
Intermediate	5.0	7.0	4.0	10.5
Sub Total	8.0	12.0	6.4	18.0
Finish	2.0	4.0	1.6	6.0
Total	10.0	16.0	8.0	24.0

Film thicknesses greater than the maximum specified thicknesses that do no exhibit defects (such as runs, sags, bubbles, mudcracking, etc.) and for which the Contractor has received a written statement from the coating manufacturer stating that this excessive thickness is not detrimental, may remain in place at the discretion of the Director.

For any spot or maximum average thickness over 24 mils, it will be necessary for the Contractor to prove to the Department that the excess thickness will not be detrimental to the coating system. This shall be accomplished by providing the Director, for approval, certified test data proving that the excessive thickness will adequately bond to the steel when subjected to thermal expansion and contraction. This thermal expansion and contraction and expansion cycles have taken place, the tested system shall be subjected to pull off tests and the results compared to the results of pull off tests which have been performed on a paint system with the proper thicknesses. In addition to the certified test results, it will also be necessary for the Contractor to provide the Director a written statement from the paint manufacturer stating that this excessive thickness is not detrimental.

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 cure or dryness before the application of the succeeding coat. Paint shall be considered ready for recoating 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 manufacture'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 recoat 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 recoating shall be removed and the steel reblasted 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 or 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 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 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 of between 1 to 3 1/2 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

DESIGN AGENCY: O.D.O.T. DISTRICT TWELVE L&D DEPARTMENT

DESIGNED	DRAWN	REVIEWED	DATE
BGW	JMB	MJM	08/20/98
CHECKED GWM	REVISED	STRUCTURE FILE NUMBER 4305019	

SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL NOTES

LAKE COUNTY LAK-90-26.87

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