

CONTAINMENT ENCLOSURE - ACCESS WORK PLATFORM

PROJECT: MASSACHUSETTS TURNPIKE AUTHORITY MARBLE STREET (STRUCTURE No. A14) TOWN OF LEE

PREPARED FOR: BLAST-ALL INC
148 MILL ROCK ROAD E OLD SAYBROOK, CT 06475



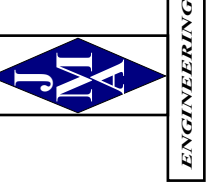
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MASSDOT TURNPIKE AUTHORITY
BRIDGE RECONSTRUCTION
MARBLE STREET (STR. # A-14)
TOWN OF LEE, MASS

PROJECT NO. JMA18-327-09

Scale Unless Noted

N.T.S.

DWG. No.

COVER

DATE: 02 / 12 / 2018

GENERAL NOTES:

1. PLATFORM INSTALLATION

THE ERECTOR OF THE QUIKDECK PLATFORM SHALL COMPLY WITH THE LATEST REVISION OF:
 --> QUIKDECK SUSPENDED ACCESS SYSTEM/SAFETY GUIDELINES SAFWAY SERVICES LLC PUBLICATION #ORN 1802
 --> QUIKDECK SUSPENDED ACCESS SYSTEM ASSEMBLY GUIDE SAFWAY SERVICES LLC PUBLICATION #ORN 1803

2. FIELD MODIFICATION OF SCAFFOLD:

THE SCAFFOLD LAYOUT MAY VARY DUE TO ACTUAL FIELD CONDITIONS, AND ADJUSTMENT MAY BE EFFECTED WITH A TOLERANCE OF +/- 12" FROM THE DIMENSIONS SHOWN. FOR CHANGES OUTSIDE THIS TOLERANCE CONTACT THE ENGINEER (JM ALBAINE ENG'G LLC).

3. DRAWING APPROVAL

ERECTOR SHALL REVIEW, VERIFY, AND APPROVE ALL DIMENSIONS AND ELEVATIONS PRIOR TO ERECTION OF THE QUIKDECK SUSPENDED ACCESS SYSTEM.

4. SCOPE OF WORK

JM ALBAINE ENG'G LLC WILL NOT SUPERVISE, DIRECT, CONTROL OR HAVE AUTHORITY OVER OR BE RESPONSIBLE FOR CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OF CONSTRUCTION, OR THE SAFETY PRECAUTIONS AND PROGRAMS INCIDENT THERETO, OR FOR ANY FAILURE OF CONTRACTOR TO COMPLY WITH LAWS AND REGULATIONS APPLICABLE TO THE FURNISHING OR PERFORMANCE OF WORK.

5. LIVE LOADS

THIS ACCESS WORK PLATFORM IS DESIGNED FOR A MAXIMUM LIVE LOAD OF 25 psf UNIFORMLY DISTRIBUTED AND A DEAD LOAD OF 10 PSF UNIFORMLY DISTRIBUTED.

6. CONCENTRATED LOADS

ALL CONCENTRATED LOADS APPLIED ON THE SUSPENDED PLATFORM SHALL BE PROPERLY DISTRIBUTED USING PLYWOOD SHEATHING PANELS OR SCAFFOLD PLANKS. ALL PLYWOOD PANELS SHALL BE 3/4"-INCH THICK APA 7 PLY BBOES STRUCTURAL GRADE 1 PLYFORM. ALL PLYWOOD PANELS SHALL BE PROPERLY SECURED PER PUBLICATION #ORN 1803.

7. WELDING / ELECTRICAL WORK

UNLESS OTHERWISE SPECIFIED, QUIKDECK SUSPENDED ACCESS SYSTEM SHALL BE PROPERLY GROUNDED AND SUSPENDERS PROPERLY INSULATED WHERE DANGER OF STRAY VOLTAGE MAY EXIST. GROUNDING OF THE CONTAINMENT PLATFORM IS THE RESPONSIBILITY OF OTHERS.

8. HOT WORK

UNLESS OTHERWISE SPECIFIED, FIRE RETARDANT PLYWOOD DECKING PANELS SHALL BE USED AND SUSPENDERS AND SYSTEM COMPONENTS PROPERLY PROTECTED FROM EXCESSIVE HEAT WHERE HOT WORKS SUCH AS FLAME CUTTING IS PERFORMED ON OR ABOVE THE QUIKDECK SUSPENDED ACCESS SYSTEM.

9. WIND ENCLOSURE

THE ACCESS WORK PLATFORM HAS BEEN DESIGNED FOR A MAXIMUM WIND VELOCITY OF 40 MPH WITH A 4:1 SAFETY FACTOR. ALL PERSONNEL MUST EVACUATE THE CONTAINMENT PLATFORM WHEN WIND VELOCITY EXCEEDS 40 MPH.

10. TOEBOARDS AND GUARDRAILS

TOEBOARDS AND GUARDRAILS MUST BE SECURED ON ALL OPEN SIDES OF THE PLATFORM AS REQUIRED BY ALL APPLICABLE REGULATIONS.

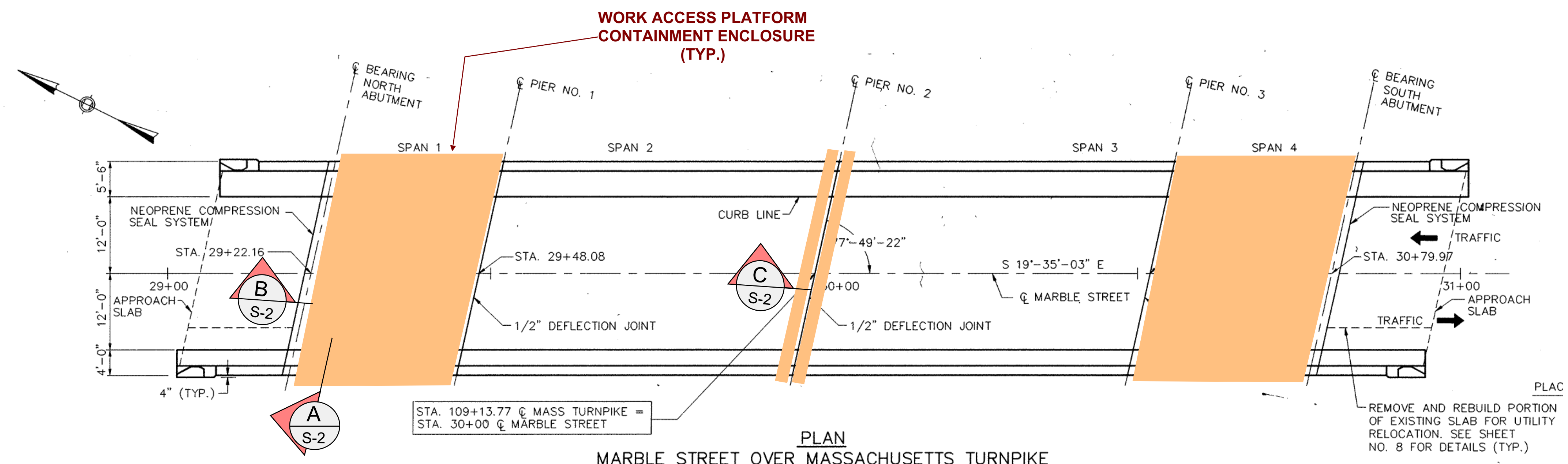
REFER TO ATTACHMENT "D"

QUIKDECK SUSPENDED ACCESS SYSTEM SAFETY GUIDELINES

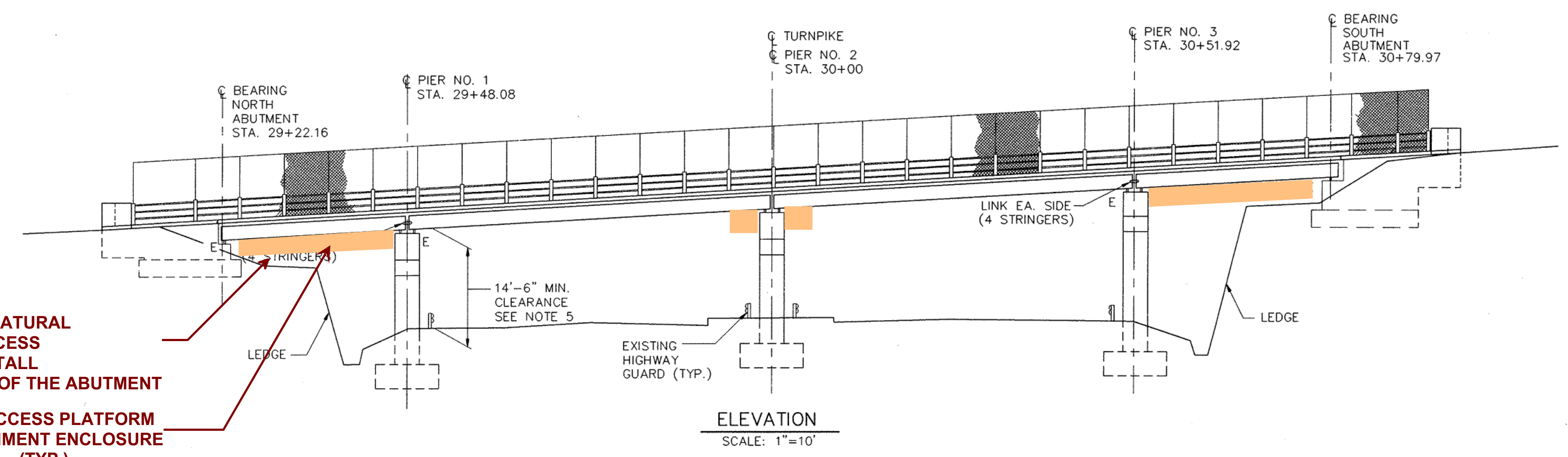
WIND LOAD CRITERIA

THIS SCAFFOLDING IS DESIGNED FOR 100% CONTAINMENT AT A MAXIMUM WIND VELOCITY OF 40 MPH

FOR WIND VELOCITY EXPECTED TO EXCEED 40 MPH THE ENCLOSURE FOR THE CONTAINMENT MUST BE REMOVED AND ALL PERSONNEL MUST EVACUATE THE SCAFFOLDING



REF. BRIDGE MARBLE ST. (STR A-14) SHEET No. 6



NOTE:
 IF PERMITTED DUE TO NATURAL ACCESSIBILITY THE ACCESS PLATFORM MAY BE INSTALL AWAY FROM THE FACE OF THE ABUTMENT

WORK ACCESS PLATFORM CONTAINMENT ENCLOSURE (TYP.)

KEY LOCATION PLAN
REF. BRIDGE MARBLE ST. (STR A-14) SHEET No. 6

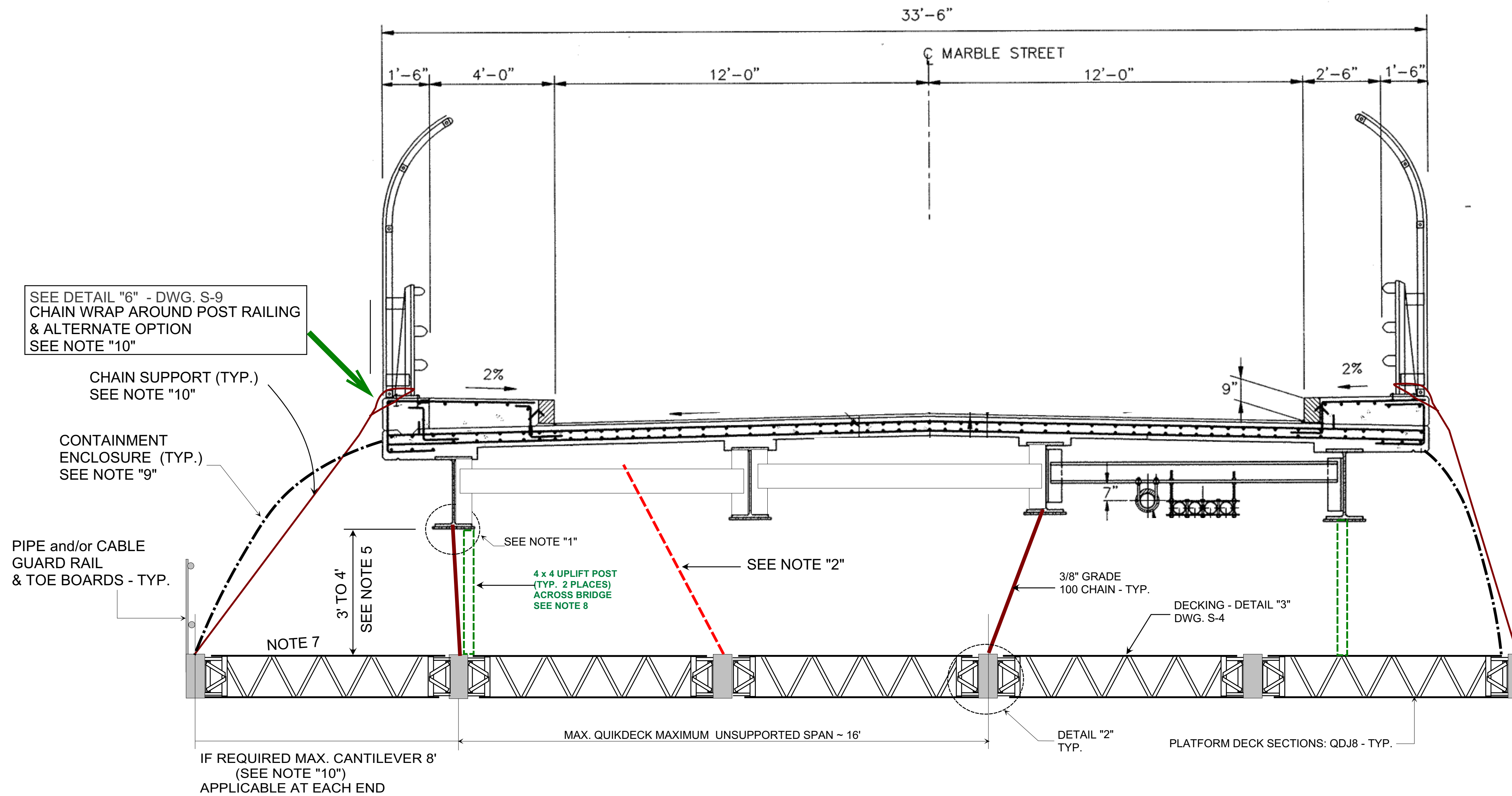


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S - 1
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SECTION A

SECTION A-A: TYPICAL BRIDGE SECTION

NOTES

"1": CONNECTION METHODS VARY - SEE DETAIL "1" - DWG. S-4
TOLERANCE: HANGER CHAIN MAY BE ATTACHED TO ANY OF THE BRIDGE GIRDER (STRINGER) AS NECESSARY TO MEET FIELD CONDITION

"2": OPTIONAL LATERAL BRACING AS REQUIRED ONCE THE PLATFORMS ARE ERECTED AND TESTED FOR LATERAL STABILITY BY THE ERECTING CREW
FINAL LOCATION TO BE DETERMINED IN FIELD - SEE DETAIL "4" - DWG. S-5

"3": CONTRACTOR SHALL VERIFY MAXIMUM ANGLES. PROVIDE DOCUMENTATION SHOWING THAT THE MAXIMUM ANGLES VARY FOR INTERIOR PERIMETER AND CANTILEVER CONDITIONS. OPTIONAL DETAIL "5" - DWG. S-5 MAY BE USED IF REQUIRED TO DECREASE THE ANGLE

"4": THE MAXIMUM CHAIN TENSION FOR A MAXIMUM INTERIOR SUSPENDER ANGLE OF 30° IS COMPUTED AS 5,420 lbs < 8,800 lbs (WORKING LOAD LIMIT FOR 3/8" CHAIN)
REFER TO JMA ENGINEERING CALCULATION JMA18-327-09, APPENDIX "A"

"5": APPLICATION OF THE 12" TOLERANCE (3 FT TO 4 FT) SHOULD NOT EXCEED THE MAXIMUM ALLOWED 30° SUSPENDER ANGLE

"6": IF REQUIRED: TILT PLATFORM TO FOLLOW BRIDGE GIRDER SLOPE AND MAINTAIN A 3' TO 4' DISTANCE BETWEEN THE BOTTOM OF THE BRIDGE GIRDER AND THE PLATFORM DECK

"7": OPTIONAL: PLATFORM MAY WRAP AROUND PIER TO CONNECT TO ADJACENT PLATFORM ON THE OPPOSITE SIDE OF THE PIER

"8": CONTRACTOR TO MONITOR THE 4 x 4 UPLIFT POSTS FOR TIGHTNESS, USE SHIMS AS REQ'D IF THEY BECOME LOOSE

"9" THE ENCLOSURE (TARP) MAY BE FASTENED TO THE UNDERSIDE OF THE CONCRETE DECK OVERHANG

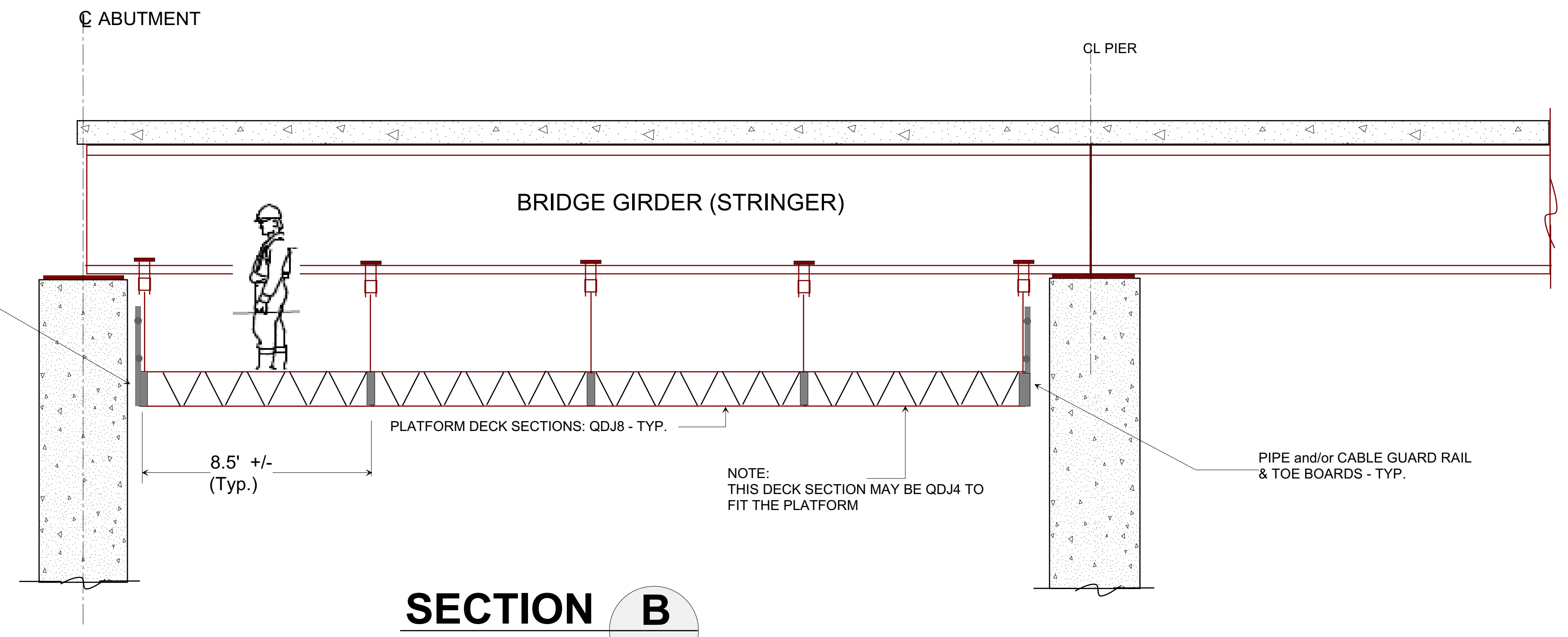
"10" IN CASE PARAPET HAS BEEN REMOVED DUE TO ON-GOING BRIDGE REPAIR WORK, IT IS PERMISSIBLE TO OMIT THE CHAIN SUPPORT AND ALLOW CANTILEVER OF THE PLATFORM A MAXIMUM DISTANCE OF ONE TRUSS MEMBER, OR - 8 FT (REFER TO SAFWAY PUBLICATION ORN 1803, SECTION 2.3) - CAPACITY OF 8' CANTILEVER PLATFORM IS EQUAL TO 50 psf, AND 75 psf FOR A 4' CANTILEVER - IN NO CASE THE CANTILEVER SHALL EXCEED 8', AND WHEN THE 4' OPTIONAL EXTENSION IS USED, CHAIN SUPPORT WILL BE REQUIRED AT THE ADJACENT NODE (~4' AWAY FROM THE CANTILEVER END) - SEE DETAIL "7" - DWG. S-5



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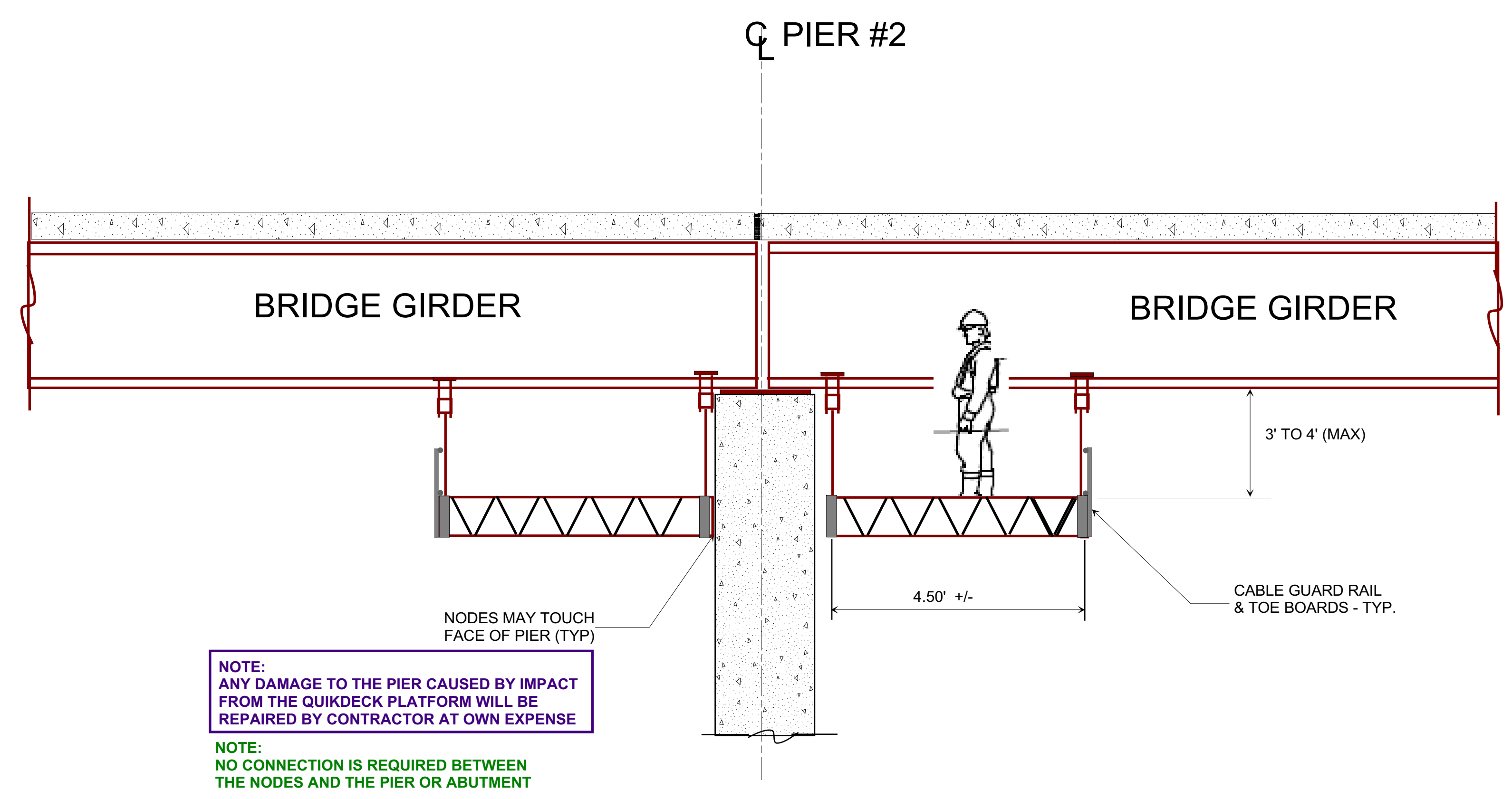
NOTE:
 ANY DAMAGE TO THE PIER CAUSED BY IMPACT FROM THE QUIKDECK PLATFORM WILL BE REPAIRED BY CONTRACTOR AT OWN EXPENSE

NOTE:
 NO CONNECTION IS REQUIRED BETWEEN THE NODES AND THE PIER OR ABUTMENT



SECTION B

NOTE: FOR SPANS 1 & 4



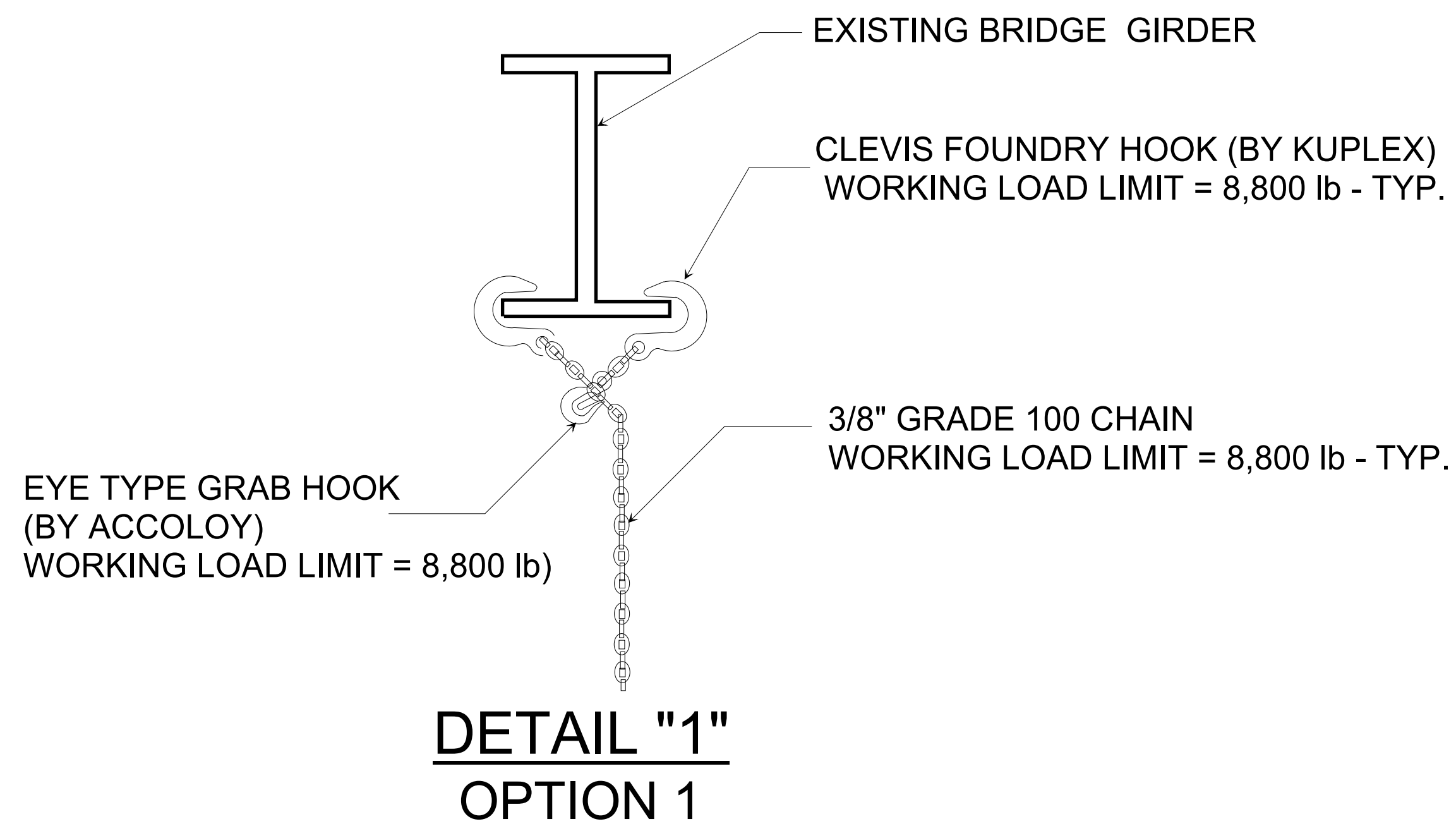
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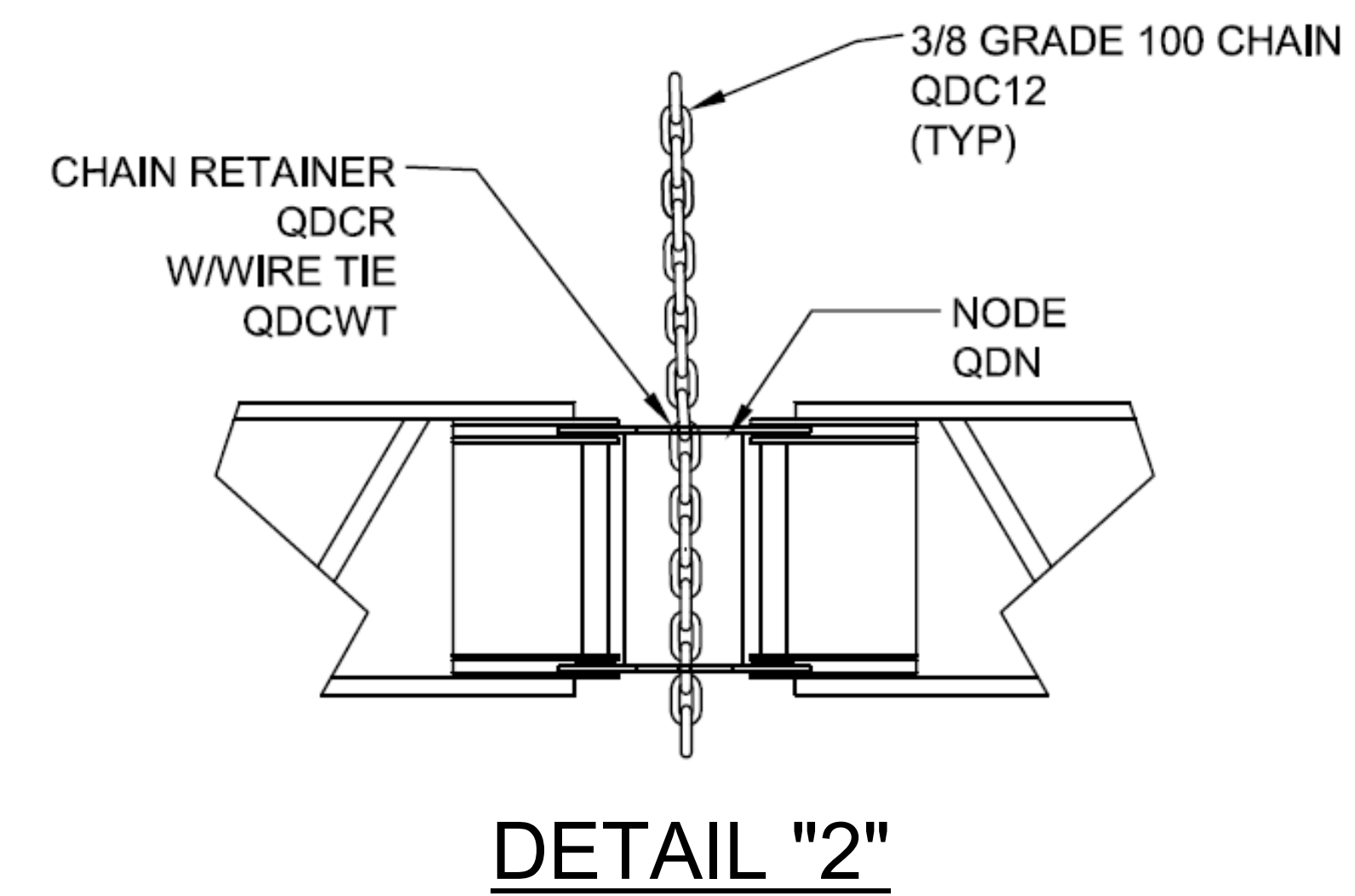
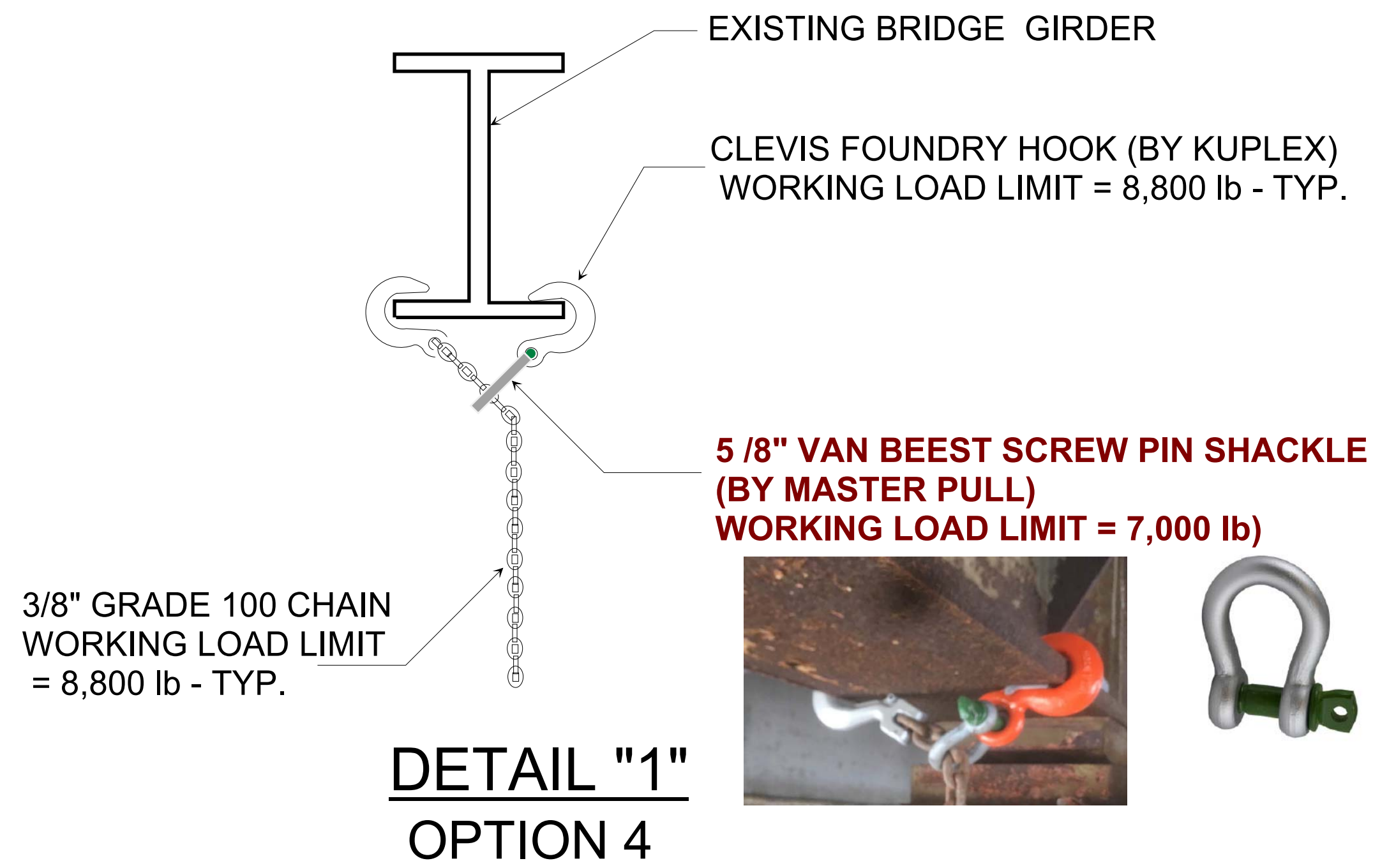
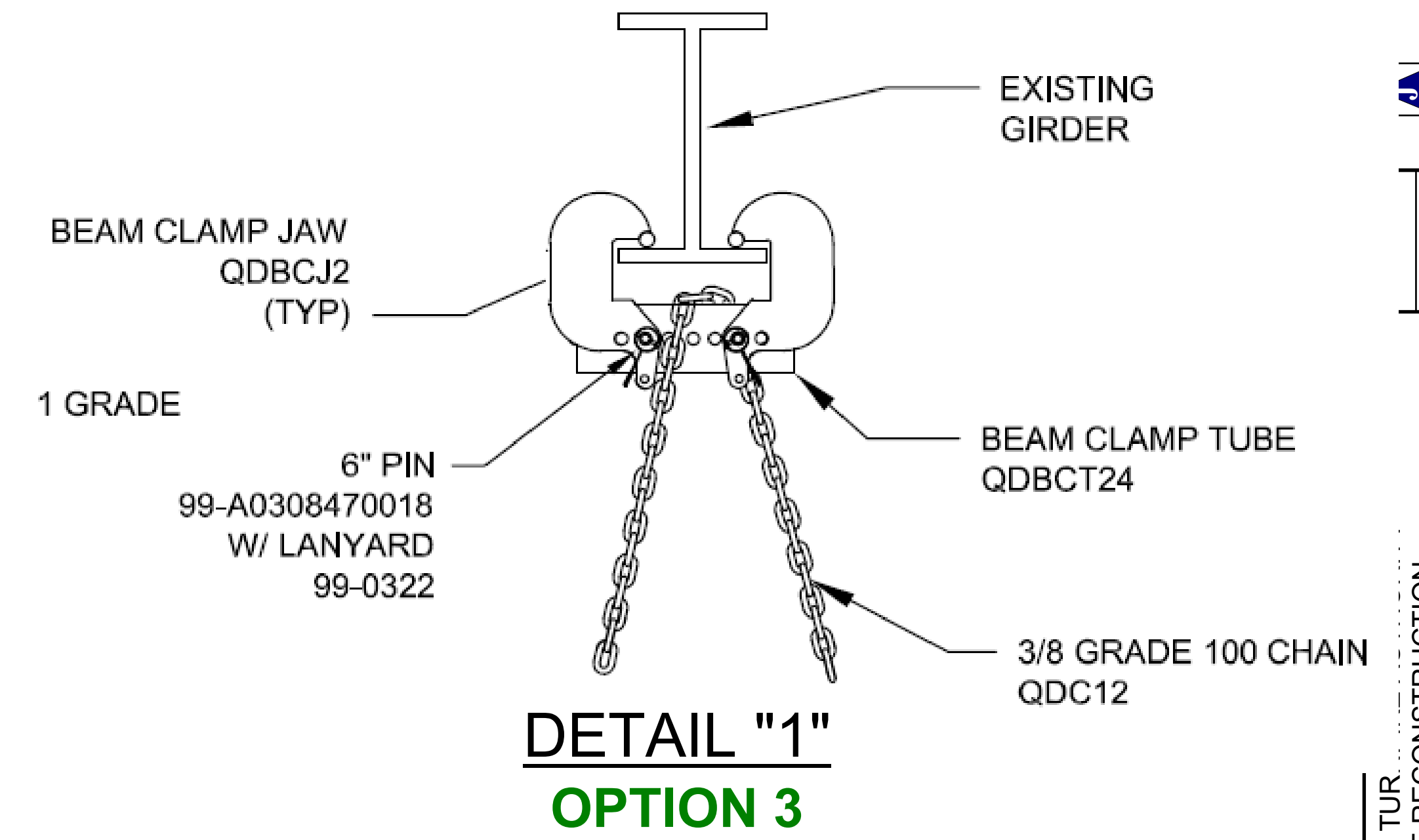
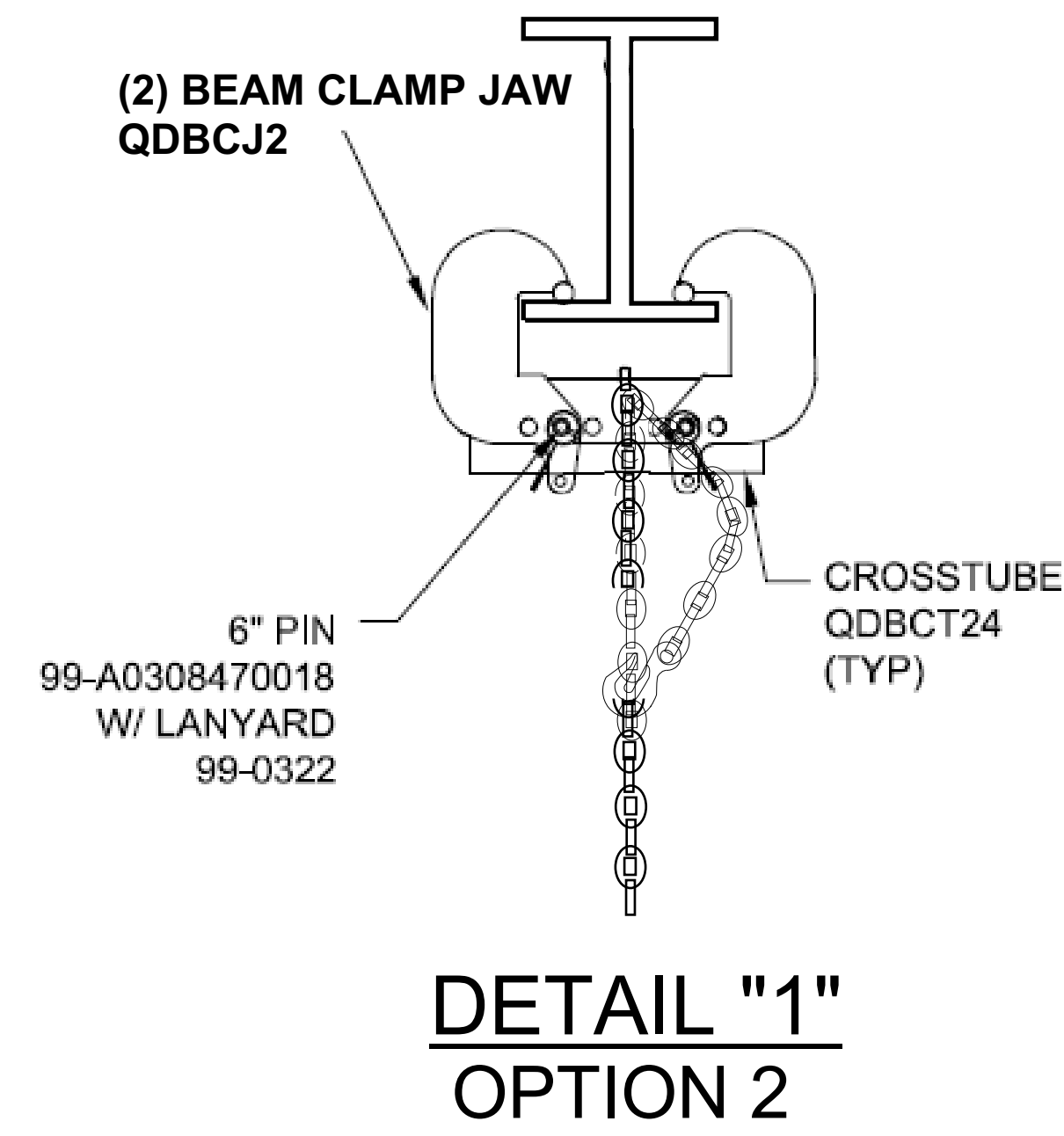
SECTION C



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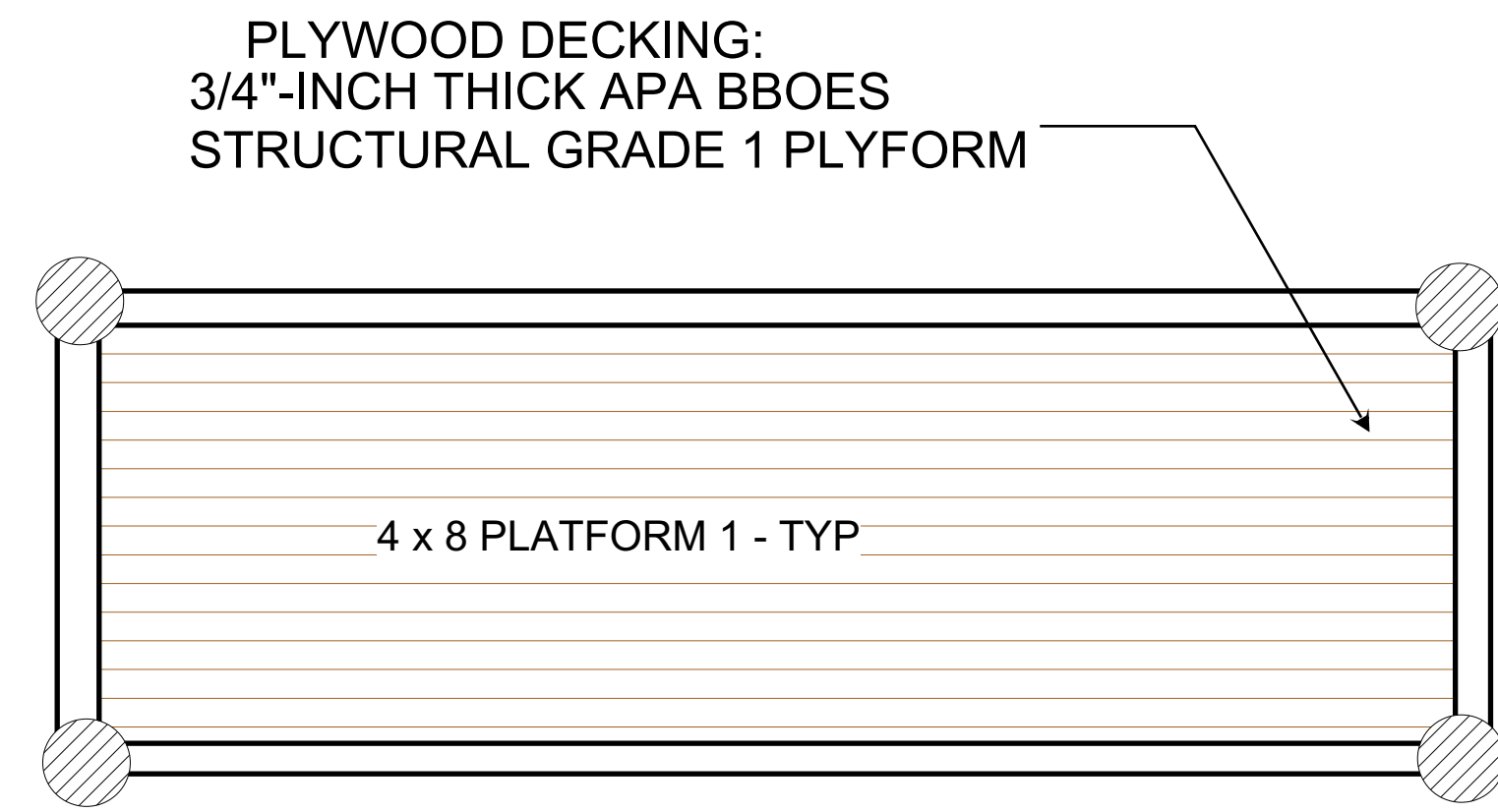
EXISTING BRIDGE GIRDER



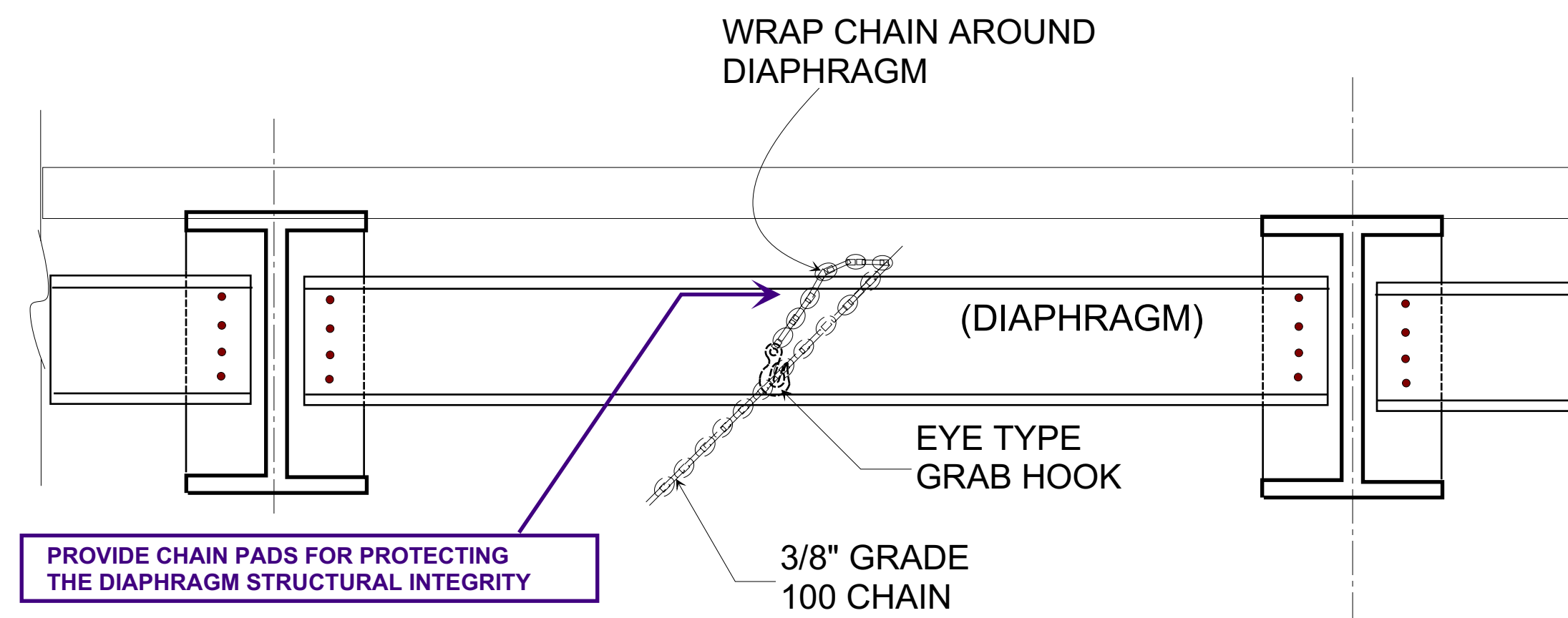
NOTE:
FOUR (4) OPTIONS (DETAIL "1") ARE PROVIDED TO ATTACH THE PLATFORM CHAINS TO THE BRIDGE GIRDERS, IT IS THE CONTRACTOR'S DISCRETION TO CHOOSE THE MOST SUITABLE OPTION TO MEET A PARTICULAR PROJECT REQUIREMENT



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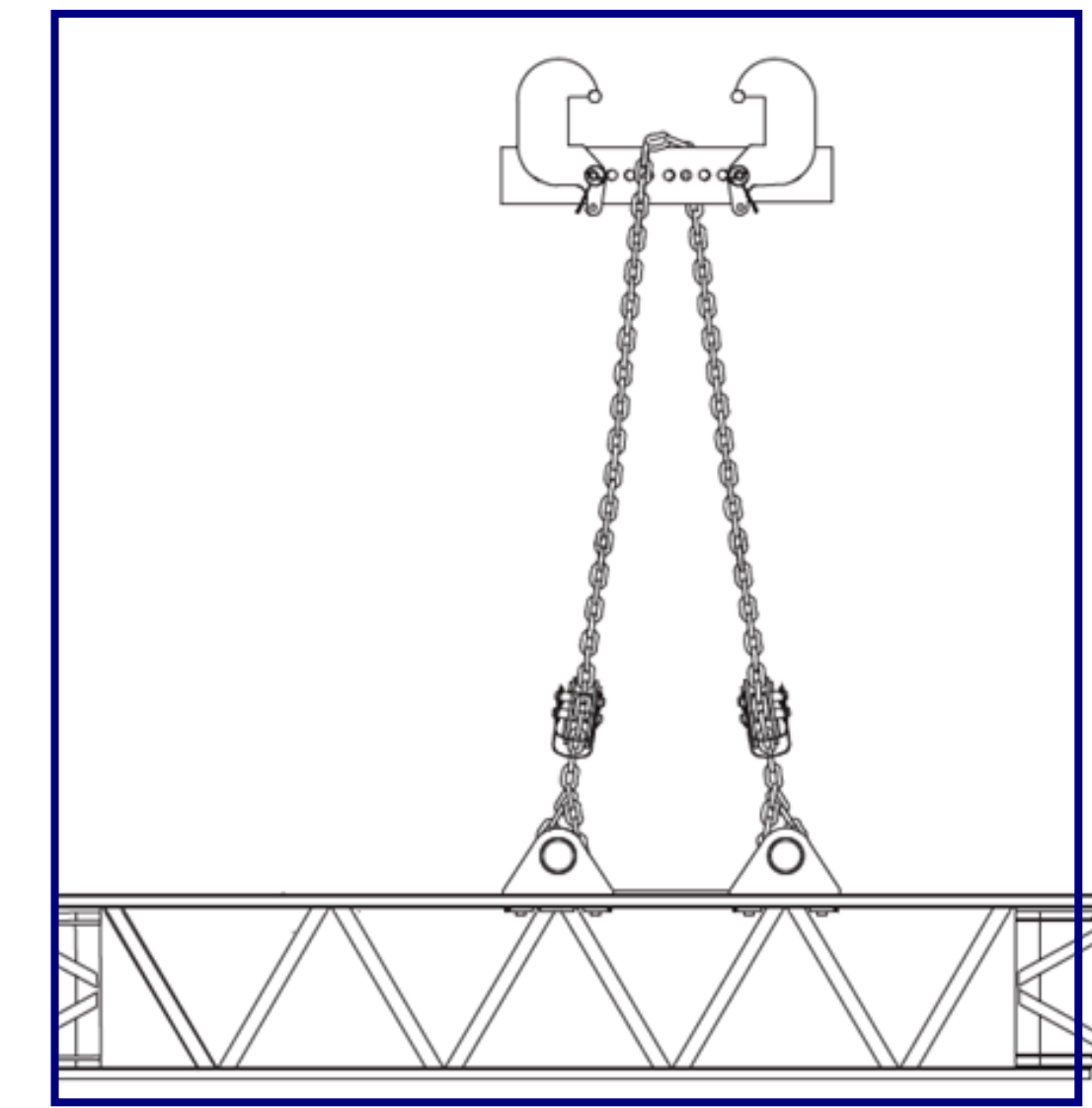
DETAIL "3"



DETAIL "4"

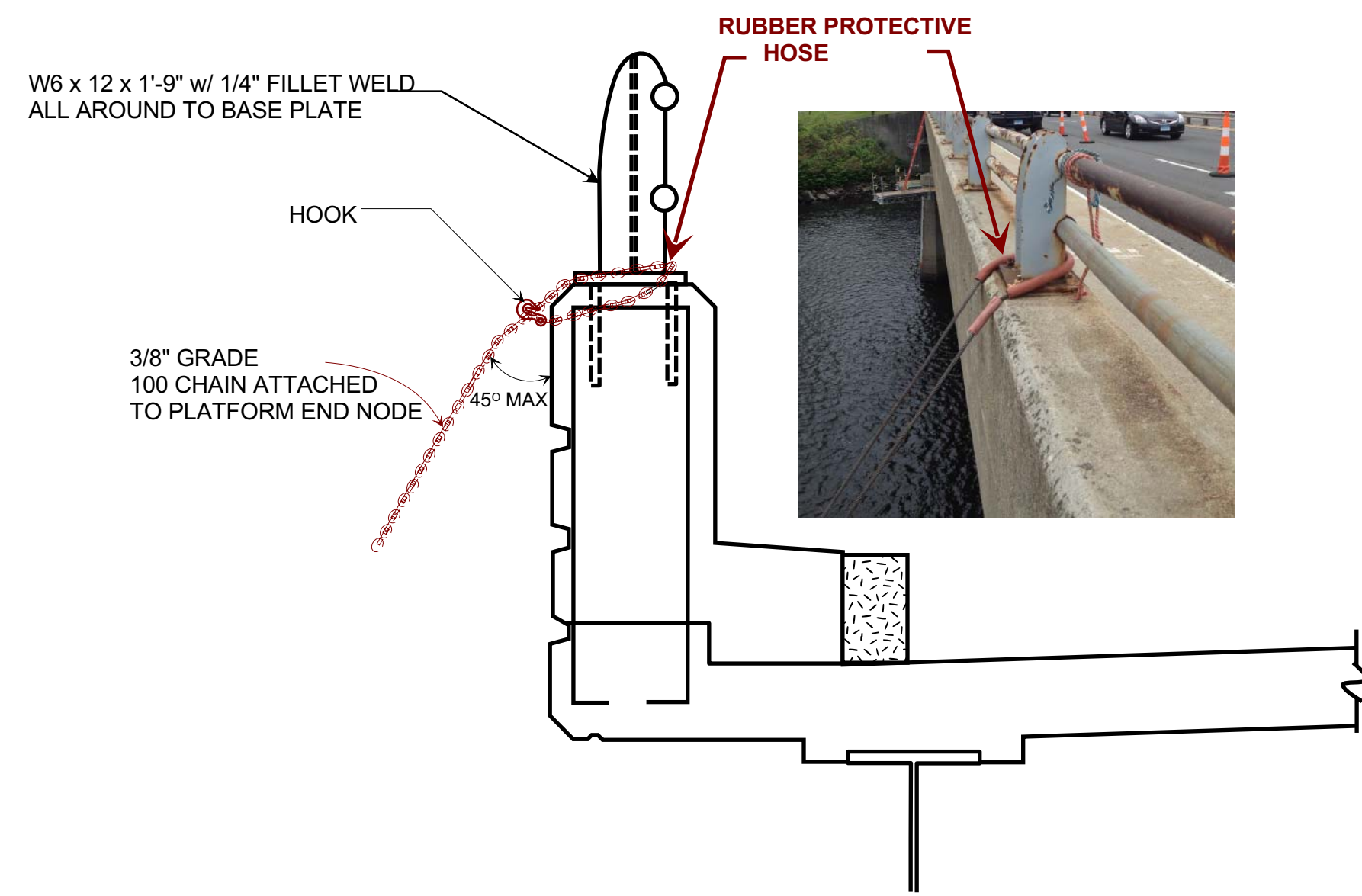
TEMPORARY LATERAL BRACING AS REQ'D

NOTE TO CONTRACTOR / PLATFORM ERECTOR:
ONCE THE PLATFORMS ARE ERECTED AND TESTED FOR LATERAL STABILITY ADD BRACING AS REQUIRED TO ENSURE LATERAL STABILITY



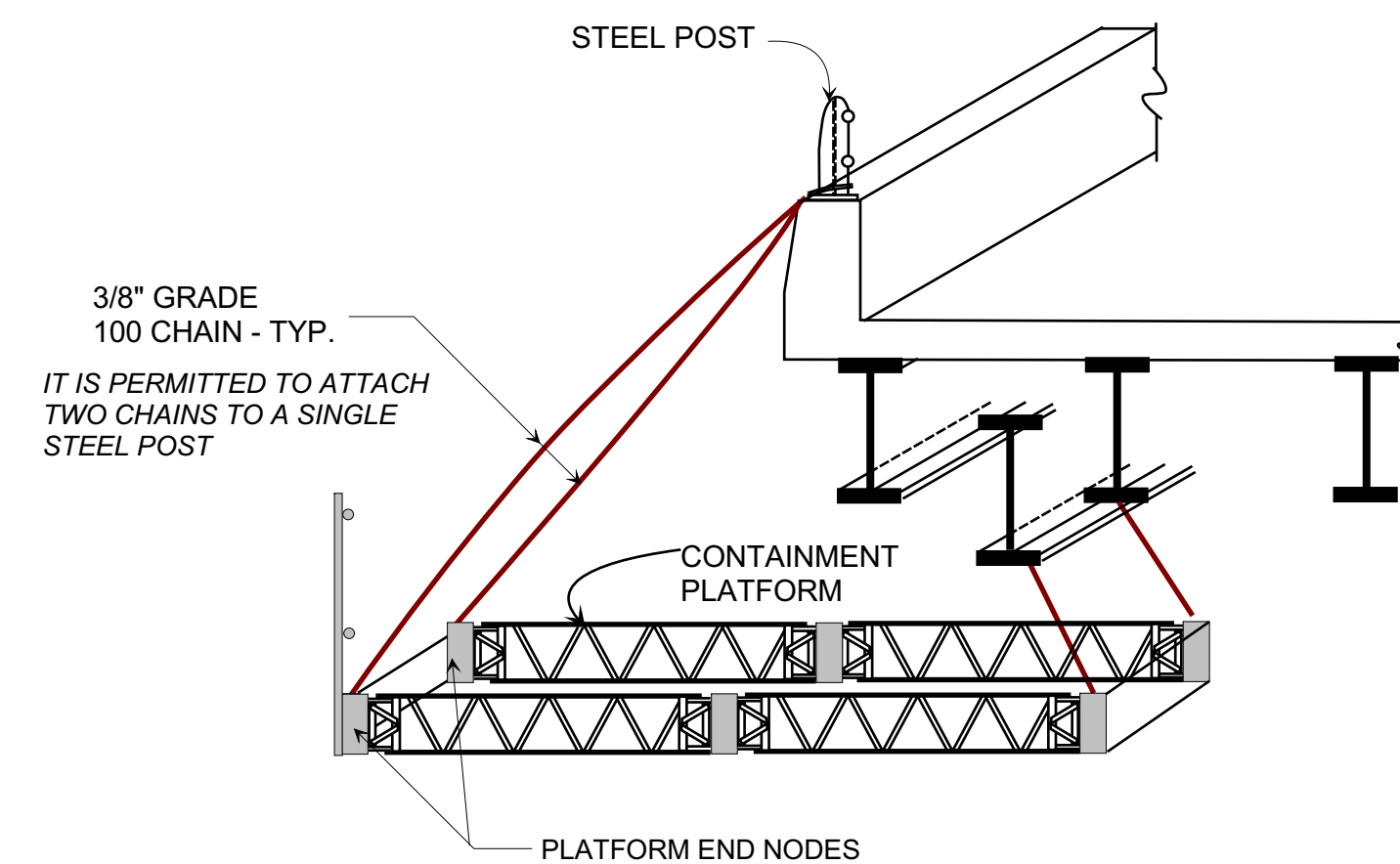
DETAIL "5"

AUXILIARY SUSPENDER BRACKETS (QDSAB)
(BY SAFWAY - SEE QUIKDECK SUSPENDED ACCESS SYSTEM ASSEMBLY GUIDE FOR MANUFACTURER'S INSTRUCTION AND SAFE USE OF BRACKETS)
MAXIMUM CAPACITY = 4,400 lbs



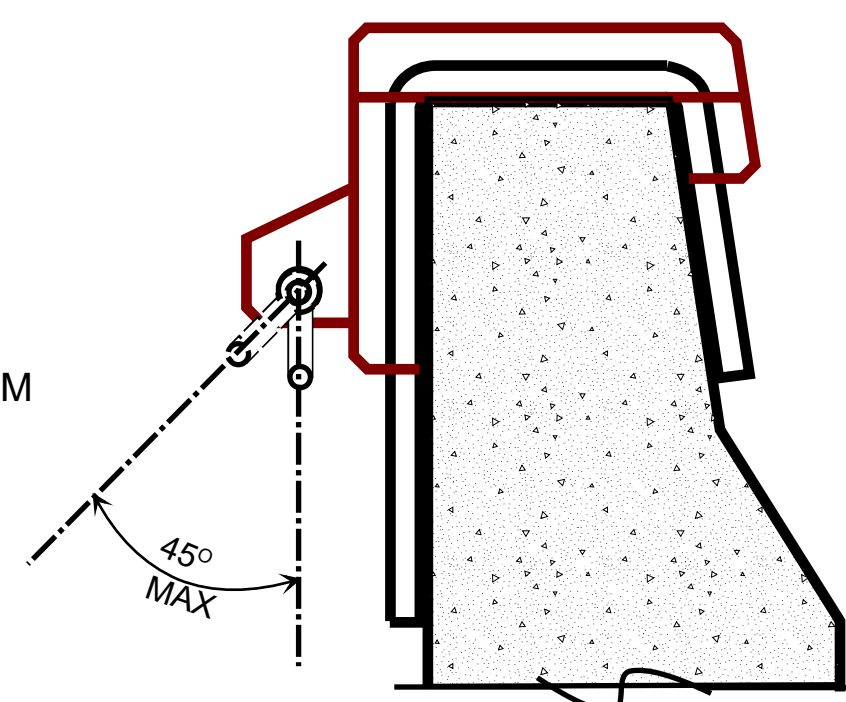
DETAIL "6"

SEE OPTIONS 1 TO 3



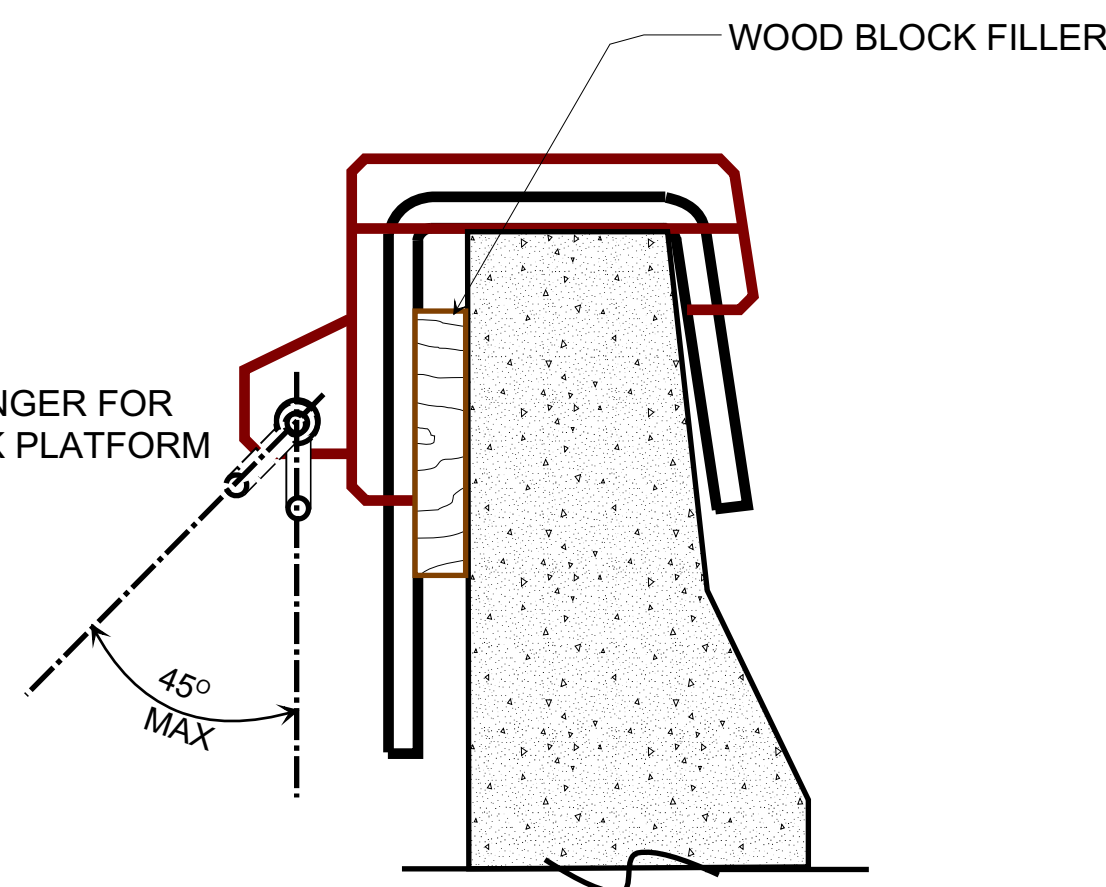
OPTION 1

AUXILIARY HANGER FOR ACCESS WORK PLATFORM (BY OTHERS)



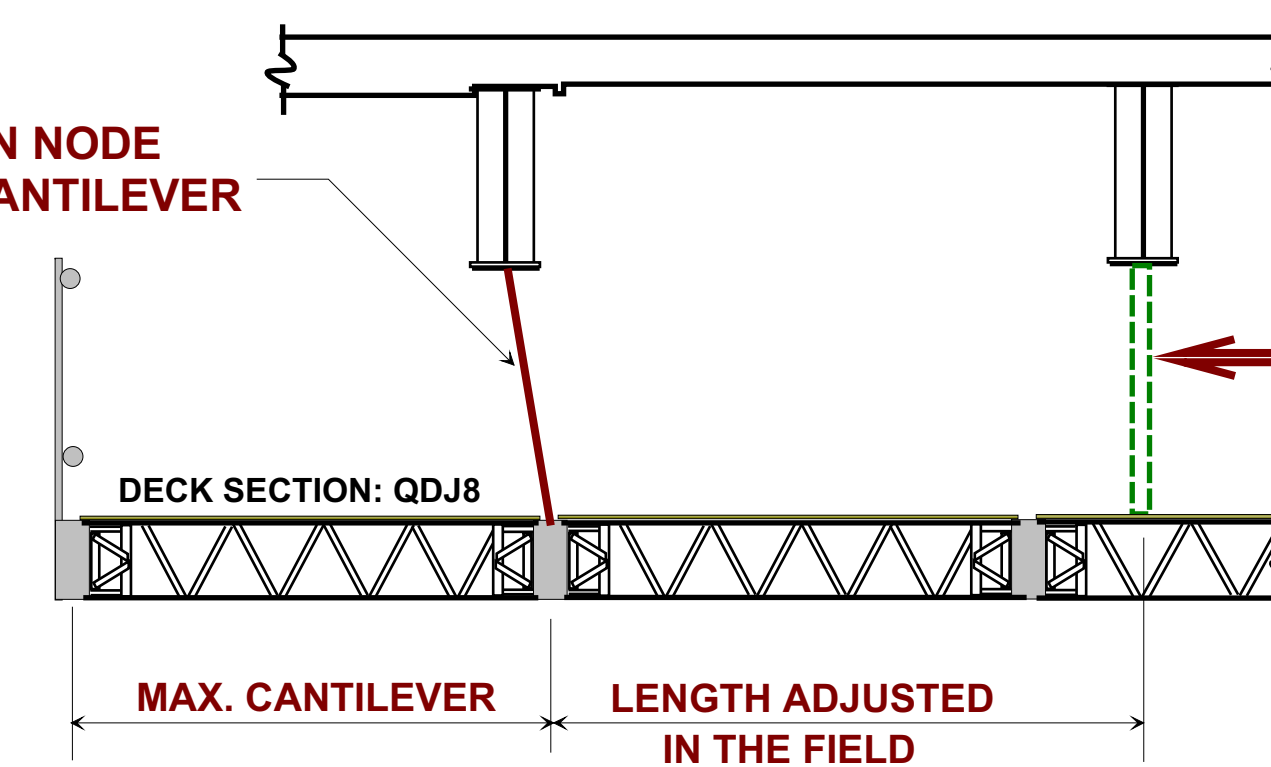
OPTION 2

AUXILIARY HANGER FOR ACCESS WORK PLATFORM (BY OTHERS)



OPTION 3

SUSPENDER IN NODE AT BASE OF CANTILEVER



4 x 4 BRACING MAY BE USED FOR UPLIFT TP PREVENT OVERTURNING OF PLATFORM SEE NOTE 8 ON SECTIONS "A-A"

DETAIL "7"

- Never exceed maximum cantilever distances.
- Never overload cantilevered platform areas.
- Always properly install suspenders in all nodes at base of cantilever.
- Always ensure proper back span, uplift control or counterweight exists to prevent overturning of platform.



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