

GENERAL NOTES

LAK-2-0.00

FHWA REGION	STATE	PROJECT	
5	OHIO		

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THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO COMPLY WITH POLLUTION LAWS, RULES OR REGULATIONS OF FEDERAL, STATE, OR LOCAL AGENCIES. THE COATING MATERIALS SPECIFIED FOR THE WORK CAN BE HAZARDOUS TO THE HEALTH OF THE APPLICATOR IF NOT APPLIED AS PER THE MANUFACTURERS INSTRUCTIONS. THE CONTRACTOR SHALL FOLLOW THE RECOMMENDATIONS CONTAINED ON THE MATERIAL SAFETY DATA SHEET, PRODUCT DATA SHEET AND THE LABEL ON THE PAINT CONTAINERS. THESE PRECAUTIONS SHALL INCLUDE THE USE OF RESPIRATORS AND EYE AND SKIN PROTECTION AS SPECIFIED. THE CONTRACTOR SHALL ALSO INSURE THAT HIS PAINTING OPERATIONS AND LOCATION WILL NOT ENDANGER OR AFFECT THE PUBLIC IN GENERAL. THE ENGINEER SHALL HAVE THE CONTRACTOR CEASE PAINTING OPERATIONS IF THE WIND OR OTHER CONDITIONS ARE SUCH THAT THE SURROUNDING ENVIRONMENT IS BEING DETRIMENTALLY AFFECTED DUE TO THE WORK.

THE PROPOSED CLEANING AND COATING OPERATIONS SHALL BE PERFORMED ONLY WHEN THE AMBIENT TEMPERATURE IS 50 DEGREES F OR ABOVE. ALL STEEL SURFACES OF TRUSS AND END FRAMES INCLUDING THE WELDED AREAS, BALLAST ENCLOSURE MOUNTING BRACKET AND THE BASE PLATES ARE TO BE CLEANED AND COATED. BEFORE EACH COATING IS APPLIED, IT SHALL BE MIXED WITH AN APPROVED POWER, MECHANICAL MIXER TO A UNIFORM CONSISTANCY WHICH SHALL BE MAINTAINED DURING ITS APPLICATION. EACH COAT SHALL BE APPLIED IN A WORKMANLIKE MANNER AS A CONTINUOUS FILM OF UNIFORM THICKNESS WHICH IS FREE OF HOLIDAYS, PORES, RUNS OR SAGS. ALL COATS SHALL BE APPLIED BY BRUSH. THINNING OF PAINT IS STRICTLY PROHIBITED. PAINT NOT CAPABLE OF BEING APPLIED AS SPECIFIED SHALL NOT BE USED. THE COATING SHALL PENETRATE ALL JOINTS AND CONNECTIONS. THE ENGINEER SHALL BE NOTIFIED 24 HOURS PRIOR TO ANY CLEANING OR COATING OPERATIONS SO THAT INSPECTION SERVICES CAN BE PROVIDED.

THE WORK OF COATING THE EXISTING GALVANIZED SUPPORT SECTIONS IS INTENDED TO BE DONE IN THE FIELD AT THE SUPPORT LOCATION WITH THE SUPPORT SECTION IN PLACE. THE NEW GALVANIZED SECTIONS ARE INTENDED TO BE DONE BY THE MANUFACTURER. IN SOME INSTANCES, IF APPROVED BY THE ENGINEER, THE WORK OF COATING EITHER THE EXISTING GALVANIZED SUPPORT SECTIONS OR THE NEW GALVANIZED SECTIONS COULD BE DONE AT THE CONTRACTOR'S MAINTENANCE YARD OR STORAGE AREA. IF THE WORK OF COATING IS PERMITTED AT THE CONTRACTOR'S MAINTENANCE YARD OR STORAGE AREA THE CONTRACTOR SHALL BE RESPONSIBLE FOR HANDLING, LOADING, AND TRANSPORTATION COSTS. ONCE SUPPORT SECTIONS ARE COATED THEY SHALL BE HANDLED AND TRANSPORTED WITH EXTREME CARE SO AS NOT TO SCRAPE, MAR, OR DAMMAGE THE COATING IN ANY MANNER. NYLON SLINGS AND PADDED BLOCKS SHALL BE REQUIRED IN HANDLING AND TRANSPORTATION.

SURFACE PREPARATION AND COATING OF THE EXISTING GALVANIZED SUPPORT SECTIONS, ESPECIALLY CANTILEVER ARMS, AT THE FIELD LOCATION WILL REQUIRE PROTECTIVE SHIELDS AND/OR TARPS WHERE INTERFERENCE OR POSSIBLE DAMAGE TO VEHICLES USING THE HIGHWAY MAY OCCUR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THESE PROTECTIVE SHIELDS AND/OR TARPS AND IF NEEDED SHALL IMMEDIATLY INSTALL THEM OR CEASE OPERATIONS.

THE SURFACE PREPARATION AND COATING SHALL BE SCHEDULED TO COINCIDE WITH LANE CLOSURES THAT WILL BE NEEDED FOR OTHER WORK ITEMS ON THIS PROJECT. THIS SHALL BE NECESSARY TO MINIMIZE THE AMOUNT OF TIME THAT LANES NEED TO BE CLOSED DURING THE DURATION OF THE PROJECT. IF OTHER TIMES ARE REQUIRED FOR LANE CLOSURES PRIOR APPROVAL BY THE ENGINEER MUST BE GIVEN. ALL TRAFFIC MAINTENANCE REQUIREMENTS PER THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE FOLLOWING SUMMARY OF MAJOR SUPPORT SECTIONS TO HAVE A PROTECTIVE COATING APPLIED IS NOTED BELOW:

SUPPORT NO.	NEW GALVANIZED SECTIONS	EXISTING GALVANIZED SECTIONS
7		2 END FRAMES
9		1 VERT. POLE, 1 CANTILEVER ARM
11	1 VERT. POLE, 1 CANTILEVER ARM	
14	2 END FRAMES	
17	2 END FRAMES	
34		1 VERT. POLE, 1 CANTILEVER ARM
40		2 END FRAMES
42		1 VERT. POLE, 1 CANTILEVER ARM
44		1 VERT. POLE, 1 CANTILEVER ARM
53		1 VERT. POLE, 1 CANTILEVER ARM
55		1 VERT. POLE, 1 CANTILEVER ARM
63	1 VERT. POLE, 1 CANTILEVER ARM	
72	1 VERT. POLE, 1 CANTILEVER ARM	
87		1 VERT. POLE, 1 CANTILEVER ARM
91		1 VERT. POLE, 1 CANTILEVER ARM
94		1 VERT. POLE, 1 CANTILEVER ARM
102	1 END FRAME	1 END FRAME
113		1 VERT. POLE, 1 CANTILEVER ARM
118	1 VERT. POLE, 1 CANTILEVER ARM	
121	1 END FRAME	1 END FRAME
127		1 VERT. POLE, 1 CANTILEVER ARM
129	1 VERT. POLE, 1 CANTILEVER ARM	
132		1 VERT. POLE, 1 CANTILEVER ARM
133	1 VERT. POLE, 1 CANTILEVER ARM	
150		1 VERT. POLE, 1 CANTILEVER ARM
151		1 VERT. POLE, 1 CANTILEVER ARM
153		1 VERT. POLE, 1 CANTILEVER ARM
155		1 VERT. POLE, 1 CANTILEVER ARM
157	2 FRAME ENDS	
163	2 FRAME ENDS	
166		1 VERT. POLE, 1 CANTILEVER ARM
167		2 FRAME ENDS
171	2 FRAME ENDS	
194		1 VERT. POLE, 1 CANTILEVER ARM
197		1 VERT. POLE, 1 CANTILEVER ARM
198		1 VERT. POLE, 1 CANTILEVER ARM
200		1 VERT. POLE, 1 CANTILEVER ARM
202		1 VERT. POLE, 1 CANTILEVER ARM
205	1 VERT. POLE, 1 CANTILEVER ARM	
213	1 VERT. POLE, 1 CANTILEVER ARM	
214	1 VERT. POLE, 1 CANTILEVER ARM	
217	1 VERT. POLE, 1 CANTILEVER ARM	
222	1 VERT. POLE, 1 CANTILEVER ARM	
226	1 VERT. POLE, 1 CANTILEVER ARM	
248	1 VERT. POLE, 1 CANTILEVER ARM	
252	1 VERT. POLE, 1 CANTILEVER ARM	
256	1 VERT. POLE, 1 CANTILEVER ARM	
259	1 VERT. POLE, 1 CANTILEVER ARM	
262	1 VERT. POLE, 1 CANTILEVER ARM	
265	1 VERT. POLE, 1 CANTILEVER ARM	

COATING SYSTEM

THE COATING SYSTEM SHALL CONSIST OF AN EPOXY PRIME COAT, AN EPOXY INTERMEDIATE COAT, AND A URETHANE TOP COAT.

THE COATING MATERIALS USED SHALL BE THOSE AS LISTED FROM ONE OF THE FOLLOWING MANUFACTURERS:

- AMERON
210 NORTH BERRY STREET
BREA, CALIFORNIA 92621
LOCAL TELEPHONE CONTACT: (216) 896-3602
PRIME COAT: AMERCOAT 71 (ALUMINUM COLOR)
INTERMEDIATE COAT: AMERLOCK 400 (LIGHT GREY)
TOP COAT: AMERCOAT 450 GL (MEDIUM GREY)
- GLIDDEN COATINGS AND RESINS
14979 BAGLEY ROAD
MIDDLEBURG HTS., OHIO 44130
LOCAL TELEPHONE CONTACT: (216) 845-4646
PRIME COAT: GLID-GUARD EPOXY CHROMATE METAL PRIMER
NO. 5251/5252 (ALUMINUM COLOR)
INTERMEDIATE COAT: GLID-GUARD EPOXY CHEMICAL (LIGHT GREY)
RESISTANT FINISH NO. 5240 SERIES
TOP COAT: GLID-THANE ONE POLYURETHANE (MEDIUM GREY)
COATINGS NO. 6100 SERIES
- INTERNATIONAL PAINT COMPANY
MORRIS & ELMWOOD AVENUES
P.O. BOX 386
UNION, NEW JERSEY 07083
LOCAL TELEPHONE CONTACT: (216) 562-6709
PRIME COAT: INTERGUARD EPA 130/131 EPOXY (ALUMINUM COLOR)
INTERMEDIATE COAT: INTERGARD TAA SERIES/TAA 423 HS
EPOXY (LIGHT GREY)
TOP COAT: INTERTHANE PC SERIES FINISH (MEDIUM GREY)
- VALSPAR CORPORATION
901 GREENWOOD AVENUE
KANKAKEE, ILLINOIS 60901
LOCAL TELEPHONE CONTACT: (216) 241-0849
PRIME COAT: ZINC CHROMATE EPOXY PRIMER 13-R-56
(ALUMINUM COLOR)
INTERMEDIATE COAT: HIGH SOLIDS EPOXY 76 SERIES (LIGHT GREY F-44)
TOP COAT: VAL-CHEM URETHANE ENAMEL 40 SERIES (MED. GREY)
- POLY-CARB
33095 BAINBRIDGE ROAD
P.O. BOX 39278
SOLON, OHIO 44139
LOCAL TELEPHONE CONTACT: (216) 248-1223
PRIME COAT: MARK-60 (ULTRAPOX) (ALUMINUM COLOR)
INTERMEDIATE COAT: MARK-60 (ULTRAPOX) (LIGHT GREY)
TOP COAT: MARK-73 (ULTRA-KOTE) (MEDIUM GREY)

ALL THREE COATS OF THE SYSTEM SHALL BE MANUFACTURED BY THE SAME COMPANY TO INSURE COMPATIBILITY AMONG COATS.

SURFACE PREPARATION, EXISTING SUPPORT SECTIONS

THE EXISTING, WEATHERED GALVANIZED SUPPORT SECTIONS SHALL BE CLEANED AND FREE OF MOISTURE OR FROST. TEMPERATURE AND HUMIDITY SHALL BE AT LEVELS TO CAUSE A CLEARLY DEFINED THIN FILM OF WATER PLACED WITH A DAMP CLOTH UPON THE SURFACE TO BE COATED TO EVAPORATE WITHIN 15 MINUTES, OR THE RELATIVE HUMIDITY SHALL BE LESS THAN 85 PERCENT.

AREAS OF RUST, SCALE OR FLAKING MATERIAL ON THE EXISTING SUPPORT SECTIONS SHALL BE CLEANED BY SAND BLASTING. AS NOTED PREVIOUSLY, PROTECTIVE SHIELDS AND/OR TARPS WILL BE REQUIRED WHERE INTERFERENCE OR POSSIBLE DAMAGE TO VEHICLES USING THE HIGHWAY MAY OCCUR. AREAS WHERE THE EXISTING GALVANIZATION IS IN RELATIVELY GOOD SHAPE, SANDBLASTING SHALL NOT BE DONE. THE INTENT IS TO SALVAGE AS MUCH OF THE EXISTING GALVANIZING PROTECTION ON THE SUPPORT SECTIONS AS POSSIBLE. THE DEGREE OF RUSTING ON THE EXISTING SUPPORT SECTIONS VARIES WITH THE MAJORITY HAVING 30-50% OF ITS SURFACE AREA RUSTED. MUCH OF THE RUST IS CONCENTRATED ON THE SIDE FACING THE WIND DIRECTION OR FLOW OF TRAFFIC.