



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BRIDGE INSPECTION AND REPAIR OFFICE  
NASHVILLE, TENNESSEE 37243-0338

November 13, 2002

Mr. Christopher Scott  
The TDJ Group, Inc.  
760 - A industrial Drive  
Cary, Illinois 60013

Re: Use of Blastox on TDOT Lead Abatement Projects

Dear Mr. Scott,

In an effort to maintain Tennessee's highway bridge infrastructure, repainting of structural steel in the field is necessary. Many older bridges were once painted with the red lead primers and various topcoats from the silico-chromates to the aluminum. Removal of these systems in preparation of repainting with today's premier system can be expensive and very labor intense.

Currently, the TDOT Standard Specifications for Road and Construction (March 1995) Section 603 refers to the painting and/or repainting operations of a project. TDOT is primarily concerned with the degree of cleanliness of the steel (for example: all metal surfaces shall be prepared to a condition equivalent to SSPC-SP10, Near White Blast Clean) prior to applying the new primer. Our prime focus is on the surface prep. and application of the new coatings. The section 603 also refers to containment and handling the waste product of the blasting operation. While we do not specify the type of blast media or method of removal, we are concerned with the waste material and the level of lead within that product to be disposed. Testing requirements of the waste are identified in the specification and instructions of proper disposal are also given.

Therefore, I can say at this point, TDOT would have no problem in allowing the use Blastox in the blasting operation of a repaint project. Testing of the waste material would continue to be required as called for in the spec. However, the Blastox product should render the waste below a hazardous disposal level.

Respectfully,

A handwritten signature in blue ink that reads "Wayne J. Seger".

Wayne J. Seger, P.E.  
Civil Engineering Manager II  
Bridge Inspection and Repair