

### Director's Notes

At the beginning of March, EIG members will be meeting in Tempe as part of the CRSI Technical Meetings. These bi-annual EIG meetings provide an opportunity for all members to offer input into the activities of EIG and to understand concerns relating to the coated reinforcing steel business. The meeting period is also great for informal discussions on business concerns and needs.



I hope that you will attend these meetings and I look forward to seeing you there.

During the Tempe meetings, EIG will be participating as CRSI Staff Liaison for Durability, IMCC, Epoxy Plant and Epoxy Fabrication as Danielle Kleinhans is expecting her baby to arrive sometime during these meetings.

### Illinois Department of Transportation/CRSI Training

In February, EIG provided training along with Illinois Department of Transportation (IDOT) and CRSI on the performance and use of epoxy-coated reinforcing steel. This training was attended by 29 people.

Special thanks are extended to ABC Illinois for bringing equipment to the training classes and demonstrating proper use of the equipment.



### Utah Pavement Conference

EIG gave a presentation at the Utah Concrete Pavement Conference to approximately 80 people outlining the

use and performance of epoxy-coated dowel bars. The paper outlined the improvements of these dowels due to changes in the specifications and recommended use of ASTM A1078 rather than AASHTO M254. Questions were raised by the audience regarding the relative performance of ASTM A775 compared with ASTM A994 coatings.

A presentation at the conference was also made by Larry Scofield and Mike Darter on the Long-Term Pavement Project, titled "SPS-2: What have we learned in 20 plus years?" After their presentation I asked them about the performance of epoxy-coated dowels and whether data exists on their performance. They indicated that while the data does not exist, there is a strong perception that epoxy-coated dowel bars are not performing as well as required and that changes are needed.

EIG met up with Maria Masten, from Minnesota Department of Transportation (MNDOT), who is leading discussions within the AASHTO community on dowel bar performance. MNDOT has areas of pavement where 60 year performance is expected and the current epoxy-coated dowel bars are regarded as inadequate. EIG will be meeting with the Concrete Paving Association of Minnesota (CPAM) and MNDOT to discuss their needs and desires further.

### PA Concrete Conference

EIG had a booth at the Pennsylvania Concrete Conference held in Harrisburg. Many thanks are extended to Jim Riemenschneider representing Akzo Nobel for assisting with this well-attended conference.

Tom Corbett, the Governor of Pennsylvania, spoke to the group. He had used the fact that 1.5 million school children pass over 4000 deficient bridges every day in Pennsylvania to convince the legislature that transportation should not be a partisan issue. He was also charged by the attendees of the conference to bring this message to the Washington Legislature.

EIG held discussions with the Pennsylvania Department of Transportation (PennDOT) Chief Materials Engineer, Bob Horwhat, regarding products being used by PennDOT. While they have added A1035 to the

specifications, they have added it as an option alongside galvanized reinforcing steel. It was not believed that this product would find wide support due to its cost.

EIG also contacted Winson King, the Chemical Manager at the Materials Lab for PennDOT. During discussions, he indicated that he would pursue a meeting between epoxy coaters and PennDOT to ensure that any issues are resolved prior to the busy construction season.

### Transportation Funding

AASHTO recently provided an update on insolvency of the federal Highway Trust Fund and indicated that this issue *“poses a threat to state budgets, the construction industry and the overall economy that is real and that is even closer than originally estimated...Unless Congress acts to either increase Highway Trust Fund revenues or provide additional General Fund support, the states will be unable to obligate virtually any new federal funds starting in Fiscal Year 2015.”*

Delays in reimbursement from FHWA may prevent states from being able to pay contractors in a timely manner.

CRSI is participating in the Transportation Construction Coalition (TCC) Fly-In on May 12 – 14. The TCC is co-chaired by the American Road & Transportation Builders Association (ARTBA) and the Associated General Contractors (AGC) of America. Please consider attending.



### ASTM

ASTM members recently reapproved ASTM A775-2007. This will provide some additional time to complete modifications to the specification that are in process. A ballot to increase the coating thickness for thicker bars coated according to ASTM A934 received one negative. This item will be discussed at the upcoming ASTM meeting in Toronto.

### Quote

*We live in a society exquisitely dependent on science and technology, in which hardly anyone knows anything about science and technology.*

*Carl Sagan*



Date	Event
March 4 – 7	CRSI, Tempe, AZ
March 9 – 13	NACE, San Antonio, TX
March 24 – 27	ACI, Reno, NV
April 22 – 24	National Concrete Consortium, Jacksonville, FL
April 26 – 29	CRSI, Isle of Palms, NC
May 5 – 8	ASTM, Toronto ON
May 18 – 22	NTPEP, Greenville, SC
June 8 – 12	IBC, Pittsburgh, PA
June 22 – 26	AASHTO Bridge, Columbus, OH
July 27 – Aug 1	AASHTO Materials, Minneapolis, MN