

933 N Plum Grove Rd
Schaumburg IL 60173
Wednesday, April 08, 2009

Mr. A. Gamble
Young Galvanizing, Inc.
P.O. Box 334 - Route 551
Pulaski, Pennsylvania 16143

Re: Veterans Bridge near Steubenville Ohio

Dear Mr. Gamble:

I recently received a copy of photos and letter that you have widely distributed regarding the Veterans Bridge near Steubenville Ohio. You indicate that the photos represent ECR failure. You further state that “this failure confirms... that ECR provides no substantial increase in lifespan of steel concrete reinforcement.” You further state that this distribution is to “unseat epoxy rebar as king of concrete reinforcement.”

I have reviewed the photos carefully and have found that your conclusions are completely false. As shown in the following photos, the concrete itself is deteriorating, not the rebar and it is this deterioration that has led to repair. It is more than likely that during the repair process, the epoxy-coated reinforcing steel has been disrupted. One would expect to observe removal of the ECR during a repair process.



We believe that your misinformation is not helpful to the engineering or DOT communities.

Sincerely,

David McDonald, Ph.D., P.E., F.A.C.I
Managing Director
Epoxy Interest Group of CRSI.

COPY OF LETTER FROM Mr. YOUNG

This disk has photos from an epoxy-coated rebar, ECR, failure from the Veterans Bridge-US22 located over the Ohio River between Steubenville, Ohio and Weirton, West Virginia.

This bridge was completed and opened for traffic in 1990.

This failure confirms what many researchers have stated for quite some time, that ECR provides no substantial increase in the lifespan of steel concrete reinforcement. Porous concrete structures are where ECR should prove its value. It should have prevented this failure; instead it provided no additional protection.

This, in fact, shows that quality concrete cover is required to protect ECR.

This failure represents a serious safety hazard as any vehicle could have easily crashed through the barrier and plunged into the river below. It also represents a permanent and expensive maintenance problem for the DoT that owns and repairs this bridge

I am forwarding these photos in an ongoing effort to unseat epoxy rebar as the king of concrete reinforcement. If we are going to be successful at this, as more failures come to the surface they need to be documented and shared within all industries.

Please pass along to all state and federal Dot's, engineering contacts, bridge builders etc.

Feel free to use photos in presentations...

Andrew Gamble
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