

Director's Notes

As I travel around the country, many of the DOTs frequently talk about the funding issues facing their agencies. They are concerned about the ability to maintain their transportation systems and concerned about the safety of the traveling public. They are also concerned about changes in their ability to inspect materials used in construction. I am also hearing about more bridge closures than we have heard about in the past. For example:



A year ago, DeIDOT shut down the I-495 bridge going over the Christina River for emergency repairs. The construction project cost the state millions, caused traffic headaches for motorists and impacted nearby businesses. 5/28/15 Damian Giletto/The News Journal.

Safety concerns have closed the only bridge leading to a cluster of homes on a tiny island along Lake Erie in northern Ohio. The closure of the Harbor Island Causeway this past week means the only way residents living in the 30 homes on the island can get out is by boat or a pedestrian bridge. 2015 The Associated Press.

There are only two solutions to our bridge crisis: accept the problem of bridges being closed, or find the funding to repair our infrastructure. Unfortunately, it appears that the first option is being chosen.

Epoxy-coated bars are part of the funding solution. Our bars perform extremely well and provide low initial and life-cycle costs. More agencies are hearing this message and EIG is proud to distribute technically sound information on our product performance.

CRSI Spring Meeting, San Antonio, TX

EIG attended the CRSI Spring Meeting in San Antonio. At the Marketing meeting, discussions were held regarding the increased use of FRP reinforcing bars in the bridge sector. At the Members Services meeting, EIG provided a brief activity update. A significant amount of time at the Government affairs committee was related to federal transportation funding, which seems to be stalled and moving to a funding extension.

Funding Roads and Bridges

It is now known that Congress will extend funding for Transportation by two months, until July 31, 2015, during which time they will try again to find a way to provide a long-term funding bill. This marks the 33rd straight short-term extension for highway and transit funding.

Despite the lack of funding at the federal level, an investment analysis was recently published by Morningstar that was relatively upbeat on road and bridge spending, which is forecast to grow by about five percent per year, to \$136 billion, through 2024.

Our bullish outlook for highway and street construction spending is anchored in our belief that the government will increase spending to stem the tide of deteriorating conditions, yet spending has clearly remained below adequate levels, as road quality across the entire system has deteriorated over the past decade.

A government commitment to "improve system wide quality" would improve the spending forecast, but that is unlikely, "given the difficulty in finding enough funding to even maintain current conditions," the report says.

NTPEP, Scottsdale, AZ

EIG was unable to attend the NTPEP meeting in Anaheim, due to a conflict with the ASTM meeting; however, Dr. Kleinhans from CRSI provided a report indicating 47 states were in attendance with over 200 participants. No items relating to epoxy-coated reinforcing bars were presented. EIG will continue to monitor any items that may affect epoxy-coated bar certification.



CRSI Certification Program

The CRSI Epoxy Plant and Fabrication programs have moved into a new phase, with several plants being audited. Please keep EIG informed of issues that may affect more than one facility so we can share this information.

During the month, 14 people met at the CRSI offices on Version 2 of the three epoxy standards. Extensive revisions to clarify requirements were presented and these will be balloted prior to the CRSI Fall Business Meeting by the Epoxy Plant and Epoxy Fabrication Task Groups.

During the past six months, many of the plants have struggled to pass their Quality Manual audits, which is the first step towards continued certification. Once the manuals are passed, then plants need to only “do what you say” to minimize the number of non-compliance items that they will have to deal with following a plant audit.



ASTM

EIG participated in the ASTM meeting in Anaheim along with several of its members. At the A01.05.04 meeting on Coated Reinforcement, 37 people were in attendance. Items relating to A775 included:

1. Modification of CD test requirements to decrease the amount of testing.
2. Modification of the inspection requirements.
3. Modification of holiday tests to permit retests.
4. General review of the specification.

Unfortunately, no changes were able to be made due to the presence of persuasive negatives on the main committee ballot.

A new standard, A1094 Standard Specification for Continuous Hot-Dip Galvanized Steel Bars for Concrete Reinforcement, has recently been published. Please keep note of this standard and let EIG know if you see this in any purchasing requests.

It appears that two new chemistries for the ASTM A1035 specification will be permitted in the updated standard. These chemistries have two and four percent chromium, compared with the nine percent chromium currently required by this specification. Bars will still be required to meet 100 ksi yield strength requirements.

Quote

"Not everything that counts can be counted, and not everything that can be counted counts."~ William Bruce Cameron

Date	Event
June 7 – 10	IBC, Pittsburgh, PA
June 15 – 18	ASTM D04, Anaheim, CA
June 23 – 24	ACPA, Chicago, IL
June 29 – 30	NACE Concrete Life Extension, Philadelphia, PA
July 19 – 22	WASHTO, Boise, ID
September 8 – 11	Western Bridge Conference, Reno, NV

