

Please contact your local House and Senate members TODAY and ask them to support a robust transportation bill at

https://www.bipac.net/issue_alert.asp?q=HARDHATS&issue=HWYExt&parent=HARDHATS

Director's Notes

During the past month, I have been the Interim President of CRSI. It is fortunate that the EIG conference schedule for the next few months is slower than the rest of the year. During the interim period, budgets for 2016 are being prepared, both for EIG and CRSI. During the interim period, EIG is being helped by members, such as Jim Riemenschneider, who has taken an active role in the WASHTO conference, held in Boise Idaho. He will also be leading the September Western Bridge Conference in Reno. Brent Toller (Western Coating) and Andy Stevenson (Akzo Nobel) will also be helping EIG at the FHWA Hawaii DOT seminar.



During September, I hope to see many EIG members as I travel around to the five regional conference. These meetings, held in St. Louis MO, Park City UT, Biloxi MS, Nashville TN and Lennox MA provide an opportunity for me to meet a wider CRSI audience. I look forward to seeing many EIG members at these meetings.

Transportation Funding

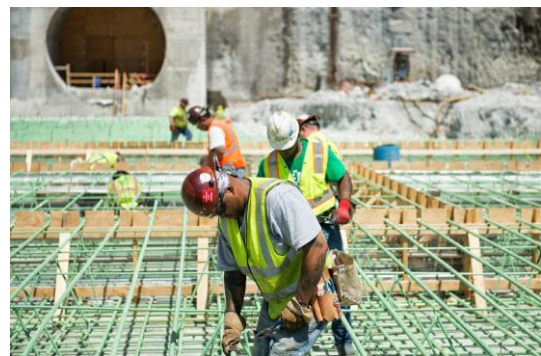
As I write this newsletter, the Senate is debating a 6-year transportation bill (Developing a Reliable and Innovative Vision for the Economy Act), which would then move to the House for discussion, negotiation and hopefully ratification. This bill is being sponsored by U.S. Senator Jim Inhofe, (R) Oklahoma. According to Inhofe, 54 percent of America's major roads are rated poor or mediocre; one in four bridges requires significant repair; 20,000 miles of our highways are congested; and in 2011, Americans wasted 5.5 billion hours and 2.9 billion gallons of gas waiting in congested traffic. The other primary sponsor of the bill is California Senator Barbara Boxer (D) California.

The Senate bill has some interesting components, one of which is funding for large projects; however, these are funded only with approval of the Senate. Another

component would pave the way for taxing electric vehicles and inclusion of the Export/Import Bank.

Funding (\$46B) for the Senate bill would be obtained from a wide variety of sources in addition to the current gas taxes. These include reducing the dividend rate the Federal Reserve pays larger banks, selling oil from the Strategic Petroleum Reserve, using private debt collectors to collect overdue tax payments, devote civil penalties for motor safety violations to the Highway Trust Fund and adjust tax-filing deadlines for businesses.

Unfortunately, leadership in the House has said that this item will not be on the agenda, and it is more than likely that we will see a 6 month extension of the existing transportation bill. House Majority Leader Kevin McCarthy (R-Calif.) on Monday said his chamber will not vote on the Senate's six-year highway bill.



CRSI Certification Program

The CRSI Certification program seems to be turning a corner as members get their Plant Manuals approved. Plant inspections are underway.

One of the frequently asked certification questions relates to the calibration of measuring and testing equipment under the requirements of 4.1.6 of the straight and custom line epoxy-coating standards. The measuring and testing equipment that has a direct result on quality has been identified as the profilometer, IR gun, thickness gage, holiday detectors, and cathodic disbondment test electrode. At a minimum, procedures and frequency of calibration need to be defined for this equipment by the plant for conformance.



Ironworker Magazine

Dr. McDonald had an article published in the June/July 2015 edition of the Ironworker magazine. This article, titled “Use and Handling of Epoxy-Coated Reinforcing Steel” covered basics of corrosion and the reasons for epoxy bar use.

It outlined the reasons for handling epoxy-coated reinforcing steel correctly and provided the recommendations from ASTM D3963. The paper provided the following summary: *Epoxy-coated reinforcing steel will provide long-term protection against corrosion and its life is maximized by reducing coating damage. It should be installed with care to minimize coating damage using common-sense practices, outlined above. If damage to the coating is observed, it should be repaired using a two-part epoxy. By following proper handling and storage, maximum life expectancy can be achieved.*

Aspire Bridge Magazine Article

An article was published in the Aspire Bridge Magazine on “Improving Durability Through Certification of Epoxy-coated Reinforcing Steel.” This article was circulated to approximately 25,000 bridge engineers throughout North America. This article may be viewed at <http://www.aspirebridge.com/>

Project Profile

A new project profile has been provided for Thornton Transitional Reservoir, near Chicago. This project used 2700 tons of epoxy-coated reinforcing steel. For more information see <http://tinyurl.com/qy6orqj>

WASHTO

The WASHTO meeting was held in Boise, ID and EIG had a booth at this meeting. Jim Riemenschneider (Akzo Nobel) and Jeff Estep (Western Coating) assisted with the booth. They reported attendance was approximately 525 people.

Thanks Jeff and Jim for helping EIG.



Quote

At least once a day, allow yourself the freedom to think and dream for yourself.

Albert Einstein

Date	Event
September 8 – 11	Western Bridge Conference, Reno, NV
October 19 – 21	NESMEA, Burlington Vermont
November 1 – 4	CRSI Fall Business Meeting, Chicago, IL
November 8 – 12	ACI Denver, CO
November 17 – 19	ASTM Tampa, FL
December 8 – 10	ABC Miami, FL