

Promoting Use and Advancing Quality of Epoxy-Coated Reinforcing Steel.

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Visit Our Newly Designed Website...

www.epoxyinterestgroup.org



Welcome

Plant Certification

For the past 20 years, the Concrete Reinforcing Steel Institute (CRSI) has provided certification services for plants manufacturing epoxy-coated reinforcing steel. This CRSI Epoxy Coating Plant Certification

Program and its independent inspection services ensures that the 38 participating plants have the management oversight, training and procedures to manufacture products which meet the requirements to deliver products that provide a long life.

During annual non-announced inspections, the inspectors check records, interview staff and observe testing procedures and protocols. Based upon the inspection, the plants receive a plant inspection record and are required to provide corrective action reports. The program is routinely updated and CRSI recently released its 12th Edition of the Program.

The 38 certified plants are located in 21 States and Provinces in North America, ensuring that products are readily available to the 25 State and Province Transportation Departments that reference the program in their standard specifications. Essentially all epoxy-coated reinforcing steel in North America is subject to the certification program.

While each plant is inspected on an annual basis, approximately 10 – 15 percent of the plants are selected for an additional inspection to ensure that the plants continue to provide high-quality product to the market. CRSI and EIG welcome any comments regarding the program and any observations regarding epoxy-coated reinforcing products in your area.

Emails may be sent to info@epoxy.crsi.org or call 847-517-1200

Projects Using Epoxy-Coated Reinforcing Steel Wanted

EIG wants to feature your project in upcoming editions of Anti-Corrosion Times and our Project Gallery. All project types are welcome. Please send basic information on the project and information on how to access photography (construction and/or finished, all photo credits) to info@epoxy.crsi.org.

ARTICLES

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- Washington Bypass Bridge

CERTIFIED PLANTS

NEW EIG PUBLICATIONS

FOR INSPIRATION

“Even the most tedious chore will become enduring as you parade through each day convinced that every task, no matter how menial or boring, brings you closer to fulfilling your dreams.”

— Og Mandino,
American author

Projects



Chincoteague Bridge Replacement

Rte 175 Over Black Narrows and Lewis Creek Channel

The new Chincoteague Bridge was opened in October 2010, replacing a 1939 swing span bridge. The bridge is a 59-span structure, measuring over 4700 feet with a width of over 43 feet. In 2011, the Route 175 Chincoteague Bridge Replacement project, which was designed by Hardesty & Hanover was recognized with the *2010 Infrastructure Excellence in Concrete Award*, and was presented to the team at the 2011 Annual Virginia Concrete Conference by the Virginia Chapter of American Concrete Institute (ACI).

MORE 

Lincoln Memorial Reflecting Pool

Washington (Beaufort County), NC

The Lincoln Memorial Reflecting Pool is the largest of many reflecting pools in Washington, DC and hosts over 24-million visitors per year. It was designed by Henry Bacon in 1922 to complement the Lincoln Memorial. The Lincoln Memorial Reflecting Pool measures over 2000 feet long, is 165 feet wide and holds approximately 6,750,000 U.S. gallons of water. In 2010, the National Park Service started reconstruction of the pool adding paved walking paths to the north and south sides of the pool. Approximately 12,000 cubic yards of concrete reinforced with 1600 ton of epoxy-coated reinforcing steel is being used throughout the project.



MORE 



Washington Bypass Bridge

Washington (Beaufort County), NC

Construction of a new four lane Washington Bypass bridge started in February 2007. The 6.8 mile project includes four bridges, two major interchanges and will relieve congestion on US 17. The project required a major crossing of the Tar River and adjoining environmentally sensitive wetlands. More than 80% of the bridge (2.3 miles) is on tangent horizontal alignment with a continuous 70-ft. deck width. A vertical clearance of 45 ft. is provided over the Tar River navigational channel.

MORE 

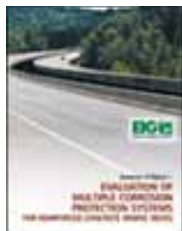
New Publications from the Epoxy Interest Group

The following documents may be downloaded from www.epoxyinterestgroup.org or if you wish hard copies, please contact us at info@epoxyinterestgroup.org



Cost-Effective Corrosion Protection Systems for Reinforced Concrete

The study found that the life-cycle cost of a deck using epoxy-coated reinforcing steel was almost half that of the deck containing uncoated reinforcing steel and approximately 35 percent lower than a deck containing Type 2205 Stainless steel. This report is of value to those evaluating alternative corrosion-protection systems for concrete bridges.



Evaluation of Multiple Corrosion Protection Systems for Reinforced Concrete Bridge Decks

The research supports continued use of epoxy-coated reinforcing steel as corrosion rates were substantially reduced even in cracked concrete and initial and life-cycle costs were lower than the other systems that were evaluated. This report is of value to engineers and researchers that are considering various corrosion-resistant reinforcing systems.

Epoxy Interest Group now on Facebook

Become a fan of the Epoxy Interest Group on Facebook and stay updated as we find new research and projects.



[Visit EIG on Facebook](#)

Questions from the Field

Question: How sustainable is epoxy-coated reinforcing steel?

Answer: Epoxy-coated reinforcing steel is extremely sustainable as it uses low production energy compared with other systems, uses coatings that do not contain VOC's and provides a long life in corrosive environments. The vast majority of domestically produced reinforcing steel is typically greater than 97% recycled from post-consumer and/or pre-consumer scrap and epoxy-coatings are applied using a low energy method. Based upon recently completed work at the University of Kansas and analysis of embodied energies, epoxy-coated reinforcing steel has the lowest life-cycle carbon footprint during a 75-year life for bridge desks in Kansas.

Editors Note:

We hope that you find information on this website useful and please [contact us](#) if additional information is required.