

What is Being Said About TEX•COTE®

July 6th, 2017



People like to say “we’ll cross that bridge when we come to it,” but what happens if you get there and you can’t? In many parts of America, bridges are in crises. They need replacement, and after that, a high quality protective coating. We spoke with Jay Haines, President/CEO of TEX•COTE® (Textured Coatings of America), which has developed high performance coatings to protect bridges from the wear and tear of heat, cold, and pounding traffic. Founded in Los Angeles in 1961 and now HQ’d in Florida, the company sells masonry, roof, and specialty coating products internationally.

The image shows the cover of a magazine titled "the Paint contractor". The title is in a large, white, sans-serif font with a blue outline, set against an orange background. Above the title, "the Paint" is written in a smaller, blue, sans-serif font. To the right of the title, "June 2017" is written in a smaller, white, sans-serif font. Below the title, "Supplement to The Paint Dealer" is written in a smaller, white, sans-serif font. The main image on the cover shows two men in plaid shirts standing outdoors. The man on the left has his arms crossed, and the man on the right has his arm around the other's shoulder. In the foreground, there is a circular logo featuring an orange elephant. Below the logo, the text "ORANGE ELEPHANT" is written in a large, bold, orange, sans-serif font, and "RALEIGH, NC" is written in a smaller, white, sans-serif font. At the bottom of the cover, a dark blue banner contains the text "Also Inside: Abrasives & Masonry Coatings" in a white, sans-serif font.

Haines has seen his fair share of bridges, so he’s a pretty good indicator of whether they should be crossed or not. He’ll tell you that a quality concrete coating will keep that expensive extensive bridge in crossable condition for a lot longer. If you’re a painter, the good news is that a lot of bridges are being repaired and replaced—Haines notes that the last year has seen a remarkable upsurge in bridge building, especially in places such as Ohio and Minnesota. The Minnesota DOT has taken a liking to Tex-cote’s XL 70® Bridge Cote® with Silane and has sped it for several projects. Hanes reports that they’ve sold about 92,000 gallons for the Minnesota projects. Minnesotans remember when part of I-35 fell into the Mississippi in 2007, so this state has a vested interested in making sure there is safe crossing.

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So, We've Come To It

Superior Coatings for Bridges

People like to say "we'll cross that bridge when we come to it," but what happens if you get there and you can't? In many parts of America, bridges are in critical need of replacement, and that's a high-quality protective coating. We spoke with Jay Haines, President/CEO of TEXCOTE® (Textured Coatings of America),

which has developed high performance coatings to protect bridges from the wear and tear of heat, cold and pounding traffic. Founded in Los Angeles in 1967 and now HQ'd in Florida, the company sells masonry, road, and specialty coating products internationally.

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Pretty Protection

The reasons to coat a bridge are the same as almost any other structure: protection and beautification. "XL 70 is a unique product in that it penetrates the concrete more than a typical bridge coating, and it can be applied in inclement weather down to 32 degrees," said Haines. "It's a much more user-friendly product than some other typical coatings."

Tex-Cote products were used for the new I-90 Mississippi River bridge, popularly known as the Dresbach, which consists of a pair of bridges over the Mississippi to link up La Crosse, Wisconsin with Winona County, Minnesota. The new bridges, with girder bridge built in 1967 that was deemed not safe for traffic—it had narrow shoulders that lead to lane closures when disabled cars needed to get over to the side or during routine maintenance, for example. The new bridges, ordered by the Minnesota Department of Transportation, went up at a cost of \$185.5 million. They were designed to last 100 years, improve safety for drivers, and improve traffic flow. That comes out to \$1.855 million a year, so

perhaps it's a steal! It was up to Rainbow Inc., a paint contracting firm headed up by Mike DeBuhr, to apply the thousands of gallons needed for the project. Also involved were Courtland, LLC., a Tex-Cote distributor; the general contractor was Ames Construction, Inc.

by Jerry Rabushka, Editor

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Like Grandpa Used to Make

This is carrying on a family tradition, Haines tells us. "My grandfather, Joseph Haines, created the first classified bridge coatings spec for concrete," he said. "The reason you coat concrete whether you're in Florida or Minnesota is that it has steel or rebar in it. The chloride ion intrusion that attacks that steel and rebar needs to be protected from rusting. Also, spalling takes place when water gets into the concrete in a place like Minnesota. The water freezes and it can crack and pop the concrete loose. Those are the general performance requirements of why they spec a particular coating, to keep the water from going into the concrete."

The Secret of Silane

It's not such a secret; Haines tells us that Silane is hydrophobic, which allows this product to dig deeper into the concrete for better adhesion. On top of that (literally, come to think) it's water repellent. "The more water you keep out the better long-term performance that bridge is going to have," he said. "So you might be thinking: 'I don't want to cross this bridge either,'" in a figurative sense, because it's a lot of work and you don't know how to paint a wall, either. While you won't jump from painting houses to coating a 200-million dollar bridge across two states, Tex-Cote is definitely willing to help qualified contractors get to that all elusive other side.

This company needs to make sure the process is done right, so they have a lot to gain when they come up to train. "We have technicians at our factories in Florida and California, and we often send them up to these bridges," Haines said. "They help contractors in the application of product. If

you bid on the project and you get the contract, we get involved helping train you on how to apply products," said Jay. "If there is a new incoming contractor who has not been in the business, we get involved in training and teaching him how to use the equipment to spray." In other words...if you've come to the bridge, they'll help you cross it. Haines notes that every state's Department of Transportation has standards a product must meet before it can be accepted. "M-DOT likes our product so they spec it on the bridges going up right now."

Tex-Cote reports involvement in many other types of masonry products as well. The company's ongoing research and development efforts have led to industry advancements and the development of "green" products with low volatile organic compounds (VOCs). "Tex-Cote's patented Coolwall® IR System has been proven to reduce energy usage and its manufacturing process incorporates post-consumer recycled content," the company reports. textcote.com TPC



Above: On to Wisconsin! The bridge is finished and ready for traffic. Other photos show the Dresbach bridge in various stages of construction.

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The new bridges opened to traffic in October 2016, replacing a previous plate girder bridge built in 1967 that was deemed not as safe for traffic—it had narrow shoulders that lead to lane closures when disabled cars needed to get over to the side or during routine maintenance, for example. The new bridges, ordered by the Minnesota Department of Transportation, went up at a cost of \$185.5 million. They were designed to last 100 years, improve safety for drivers, and improve traffic flow. That comes out to \$1.855 million a year, so perhaps it's a steal! It was up to Rainbow Inc., a paint contracting firm headed up by Mike DeBuhr, to apply the thousands of gallons needed for the project. Also involved were Courtland, LLC., a Tex-Cote distributor; the general contractor was Ames Construction, Inc.

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