Galvanizers & Strategic Partnerships

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Valmont Coatings

Galvanizer Partnerships

Galvanizers can add value and efficiency beyond corrosion protection

Hot-dip galvanizing provides maintenance-free corrosion protection for decades, making it an excellent option for steel bridges. Often overlooked is the additional value and efficiency galvanizers can provide when involved early in the planning process.

- Involve the galvanizer early as a technical partner
  - Review Design for Galvanizing: produce better quality, speed, safety.
  - Discuss Project Timelines: define the schedule, turnaround expectations, and deadlines.
  - Identify Pre & Post-Galvanizing Processes: save time, money, and improve logistics flow
- Value Added Services includes, but isn't limited to, the following:

Pre-Galvanizing

- Burn / Drill Holes
- Design Consultation
- Masking
- Material Incoming Inspection
- Transportation

Post-Galvanizing

- Assembly
- Fit-Up
- Inspection (internal & external)
- Passivation
- Plug Holes
- QC Documentation / Certifications
- Sequencing
- Storage
- Transportation

Case Studies

- Pulaski Skyway Project
- RK-73 Triborough Bridge

Pulaski Skyway Project

Overview

Pulaski Skyway Bridge

Location: New Jersey

Date Completed: 2014

Fabricator: Haberle Steel

Scope: ~4,000,000 Pounds of Galvanized Steel

- 232 Floor Girders (up to 89’ long and 7’ tall)
- 1,479 Stringers (from 8’6” to 32’6” long)
- 1 G1 Girder
- 700 Diaphragms

Special Features:

- Advanced Masking
- Hybrid Zinc Coating
- Inspection

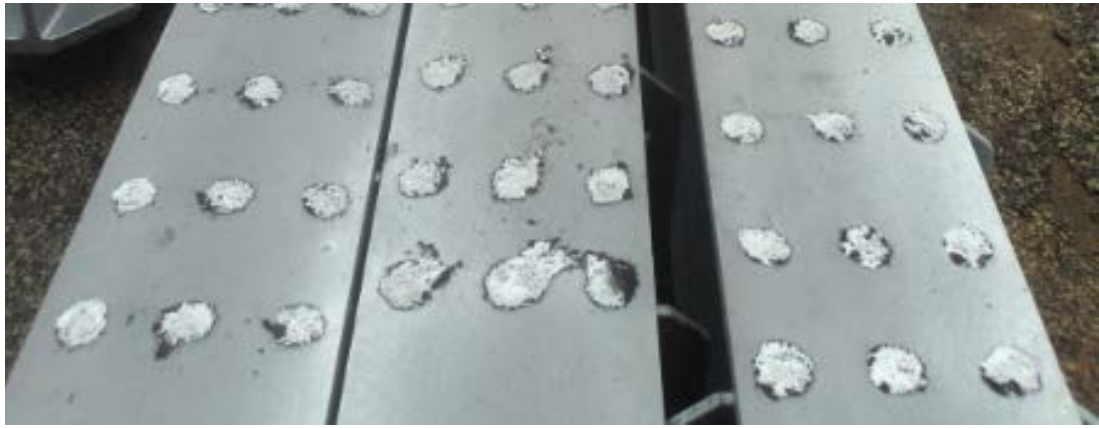
Pulaski Skyway, is an 80-year-old elevated highway that carries 67,000 motor vehicles per day between Newark and Jersey City and serves as an express link for cars and buses to and from the Holland Tunnel. In addition to replacing the skyway deck, the project rehabilitated the steel superstructure and the substructure, along with ramp structures.

The project transformed the skyway from “poor condition” into a structure with the life expectancy of 75 + years.

Pulaski Skyway Project

Planning Discussions

- Valmont was invited to the discussion during the design phase of the project
- Key Discussion Points
  - Plant Capacity
  - Options for oversized material
  - Specifications
    - Galvanizing preferred, metallizing is secondary
    - Hybrid Coating
  - Masking Requirements
  - Project Schedule
  - Post Galvanizing Expectations
  - Inspection
  - Storage



Pulaski Skyway Project

Masking

Galvanizers can help find solutions to challenging or unique project requirements.

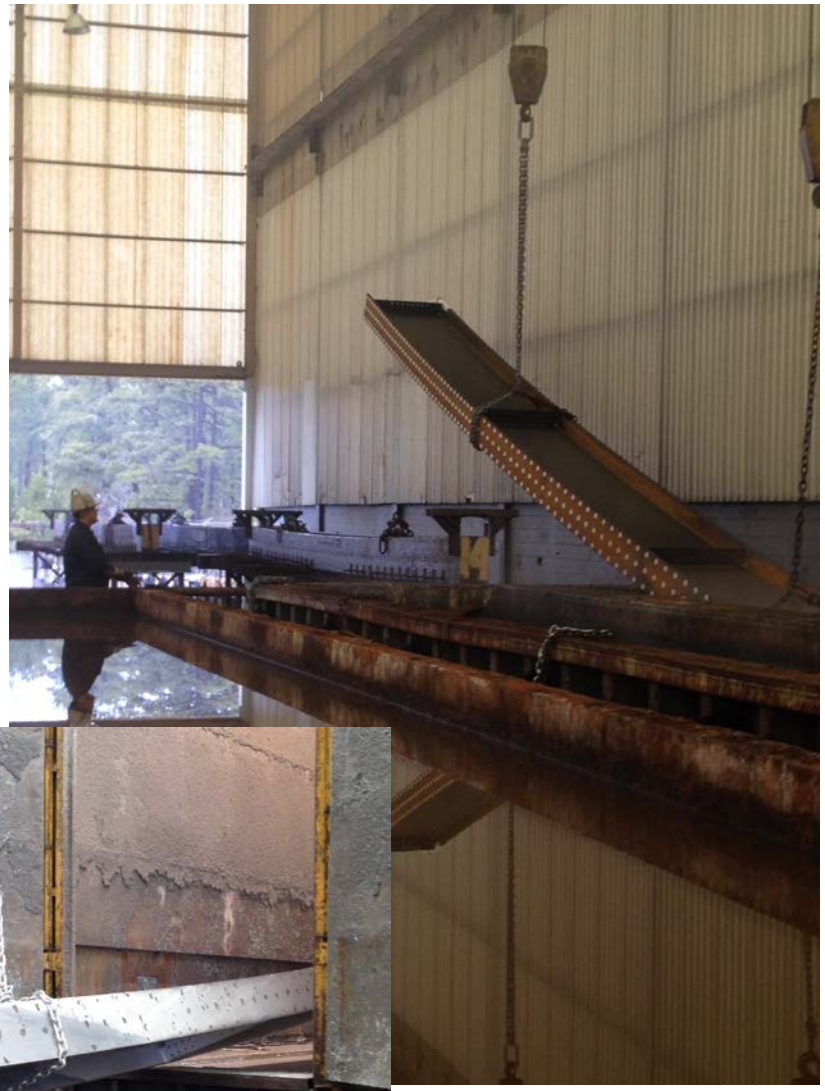
For this project:

- The top flange required masking for field stud installation
- The state was sensitive to over-masking the top flange, desiring as much galvanized coverage possible
- We provided 3 options to the fabricator:
  - Mask the full top flange
  - Run masking strips along top flange
  - Create a template for masking to maximize galvanized area

Pulaski Skyway Project

Hybrid Zinc Coating

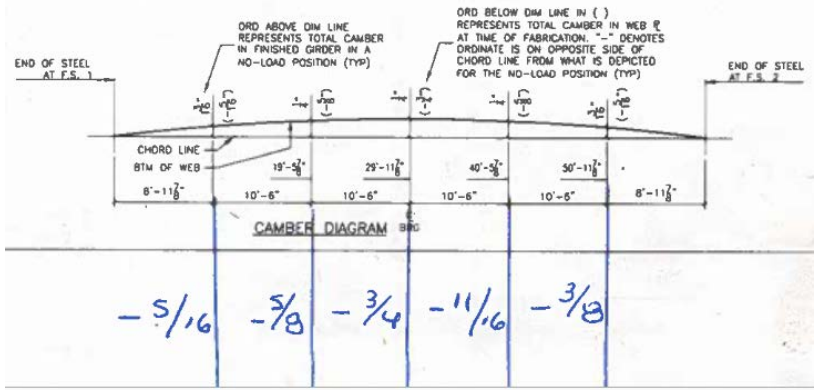
- Galvanizing Capacity Restraint
  - Potential limitation for galvanizing in bridge projects
    - Up to 90’+ long possible at some facilities
  - For this project, height was the limiting factor, not length
  - Original plan was to metalize large members
  - We suggested galvanizing to our maximum capacity and metalizing the bare diamond in the center
  - The fabricator proposed the solution to the state and received final approval
    - Galvanizing is the state’s preferred coating solution



Pulaski Skyway Project

Post-Galvanizing Value Add

- Dimensional QC Documentation
- Blocking Girders - to cool within fabricating tolerances
- Storage & Staging
- NJ Inspection



RK-73 Triborough Bridge

Overview

RK-73 Triborough Bridge

Location: New York

Date Completed: 2013

Fabricator: Canam Steel

Scope: ~2,000,000 Pounds of Galvanized Steel

- 120 Bridge Girders (51’ to 89’ long)
- 400 Diaphragms
- 180 Lateral Bracing & 186 Bolted Gussets
- 90 Field Splices

Special Features:

- Masking
- Mechanical Cleaning & Touch-Up
- Assembly

The 47-year-old elevated MQ ramp structure is part of the RFK Bridge, a critical piece of New York City’s infrastructure that carries vehicular, commercial, and pedestrian traffic and services to three of the City’s most densely populated boroughs. Work included widening a portion of the ramp and closing the gap between the Queens-Bronx Mainline and the MQ ramp. Ramp approaches were reconstructed, and the bridge superstructure drainage system was upgraded.

RK-73 Triborough Bridge

Planning Discussions

- Valmont was invited to the discussion during the design phase of the project
- Key Discussion Points
  - Plant Capacity
  - Specifications
    - Faying Services
  - Logistics: How can the galvanizer help prepare material to ship directly to the job-site?
    - Masking
    - Apply Zinc Rich Paint
    - Assembly

RK-73 Triborough Bridge

Faying Services

Masking

- Option 1: Galvanizer applies & cleans masking paint to/from faying surfaces
- Option 2: Fabricator applies & galvanizer cleans masking paint to/from faying surfaces

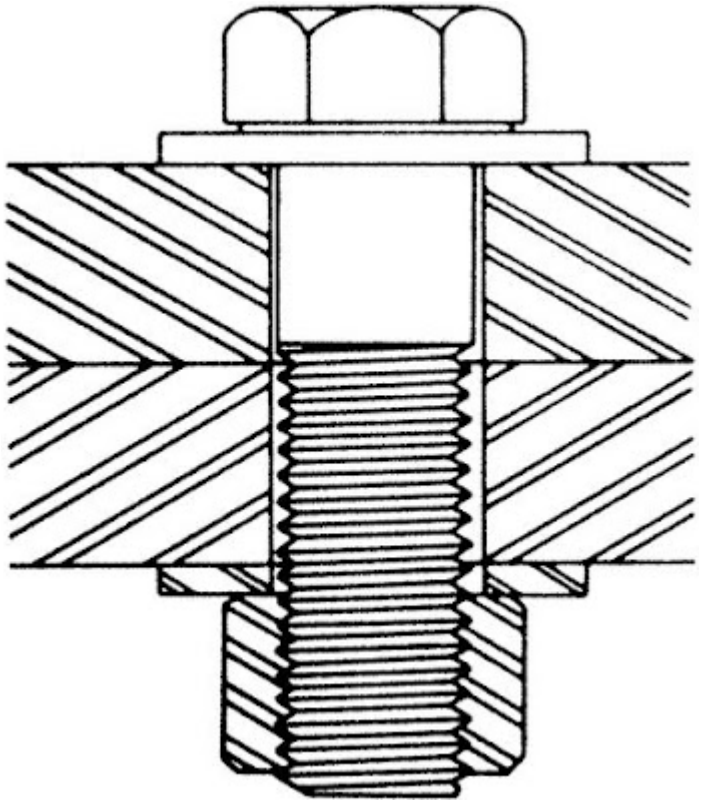
Post-Galvanizing Processing

- Galvanizer to mechanically clean & apply zinc paint to faying surfaces
- Process to be conducted with inspector supervision

RK-73 Triborough Bridge

Assembly

- Assembly was necessary to avoid inefficient shipments back to the fabricator (south of the galvanizer) prior to job-site delivery (north of the galvanizer).
- Two primary assembly options were presented:
  - Bolt connection plates to each designated girder end
    - Two or four bolt options
    - Bolted with a “snug fit”
    - Ends secured with zip-ties
  - Torque connection plates to each designated girder
    - Torque tool available at the galvanizer
    - Tight and secure fit
- To confirm proper assembly, the galvanizer recorded in QC documentation with photo evidence of the girder and plate IDs matching correctly.



RK-73 Triborough Bridge

Results

Demolition and reconstruction of substructure and superstructure components was executed while maintaining traffic flow and protecting the areas below the structure. Innovative traffic management methods, temporary structures, and new pier cap designs resulted in 1 month ahead of schedule completion and $1.3M under budget.

Questions?