

32 11 28

10422x40

2858-411

# Standards & Inspection



# ***ASTM A 123***



**Coatings on Iron &  
Steel Products**

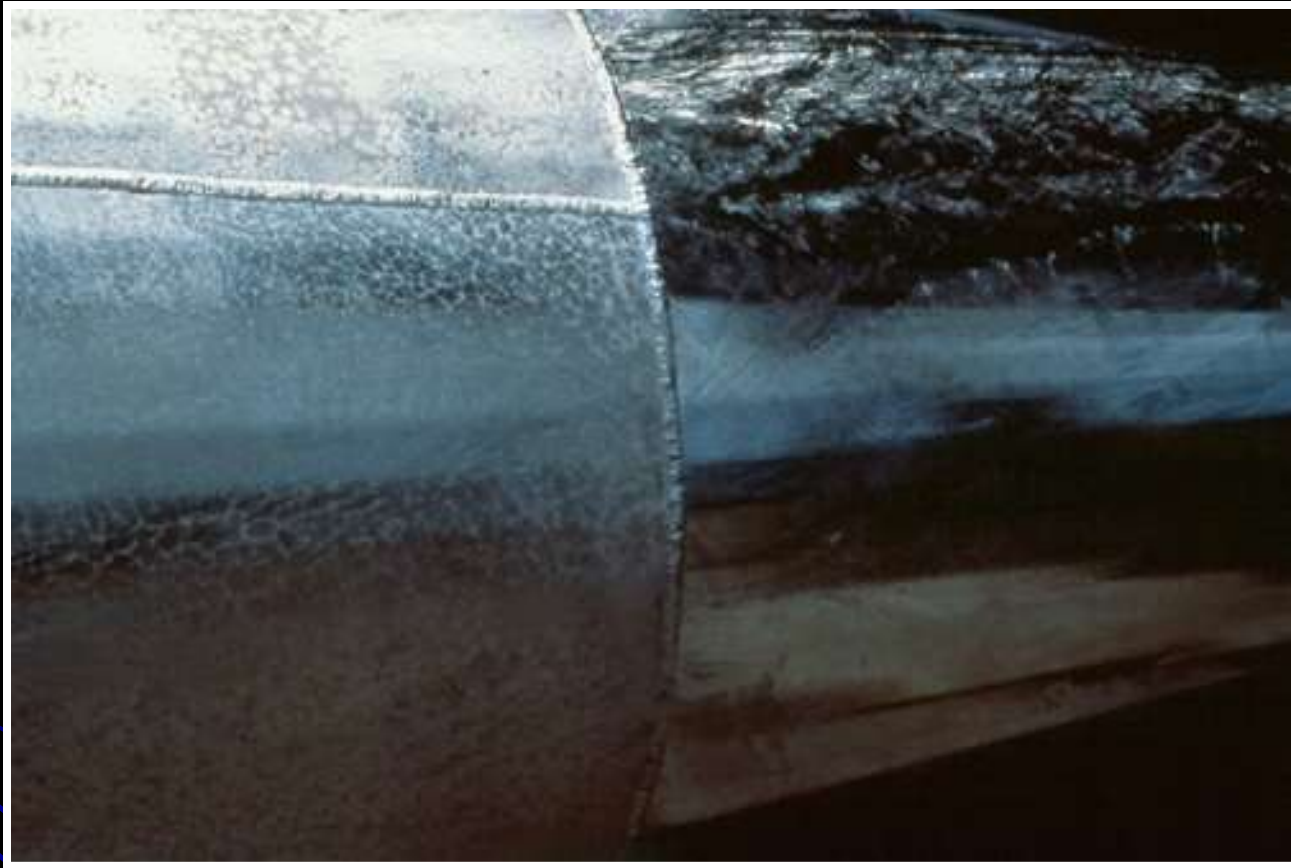
# ***ASTM A 153***



**Coatings on Iron &  
Steel Hardware**

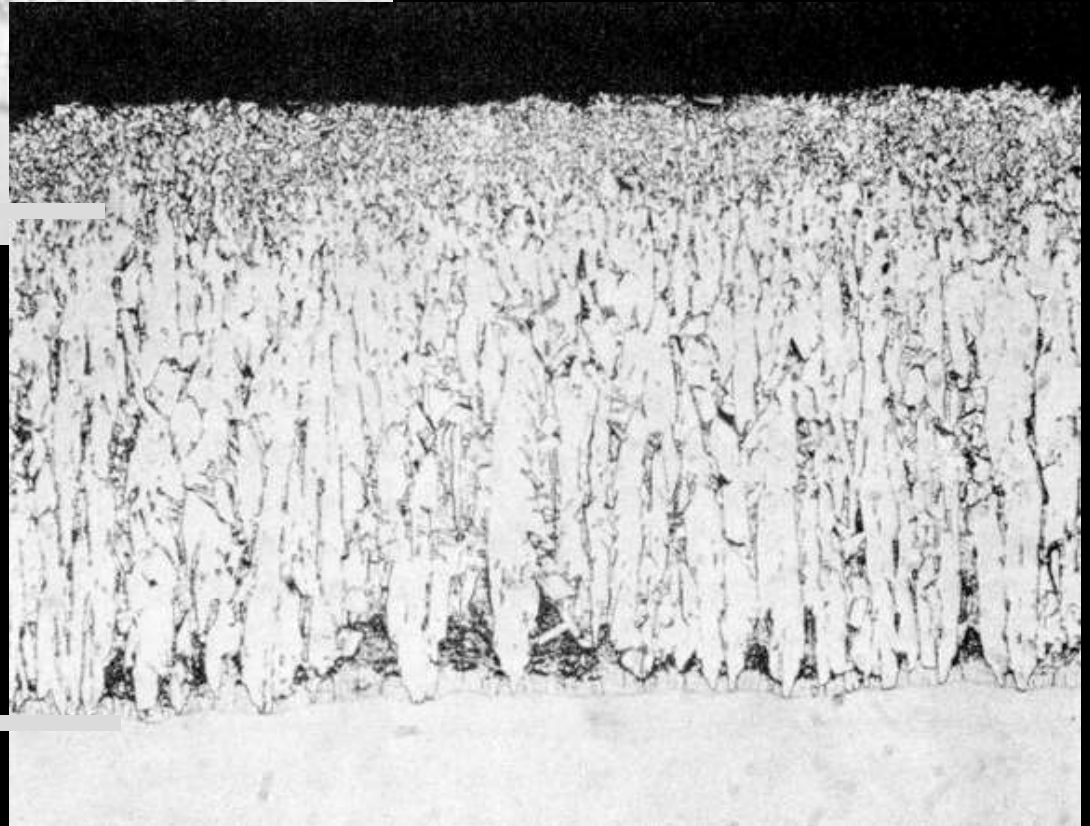
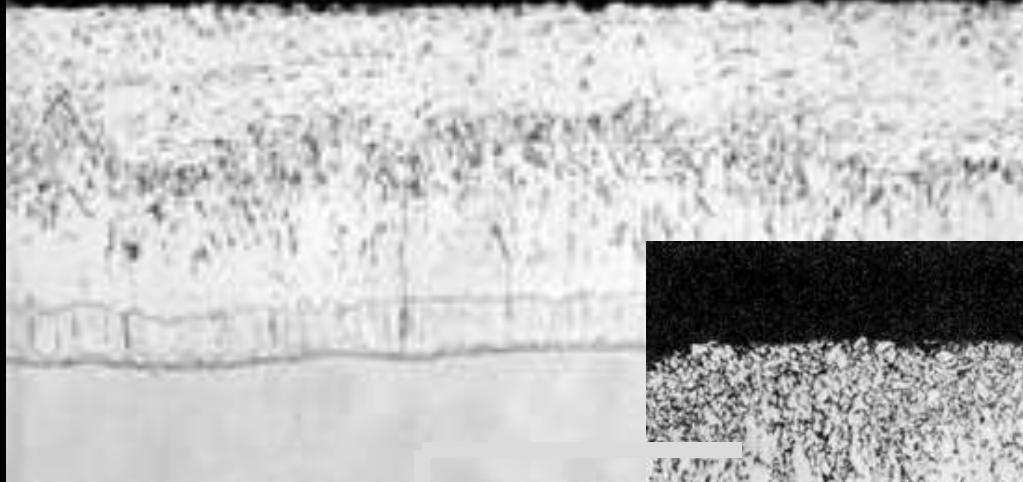


# ***ASTM A 385***



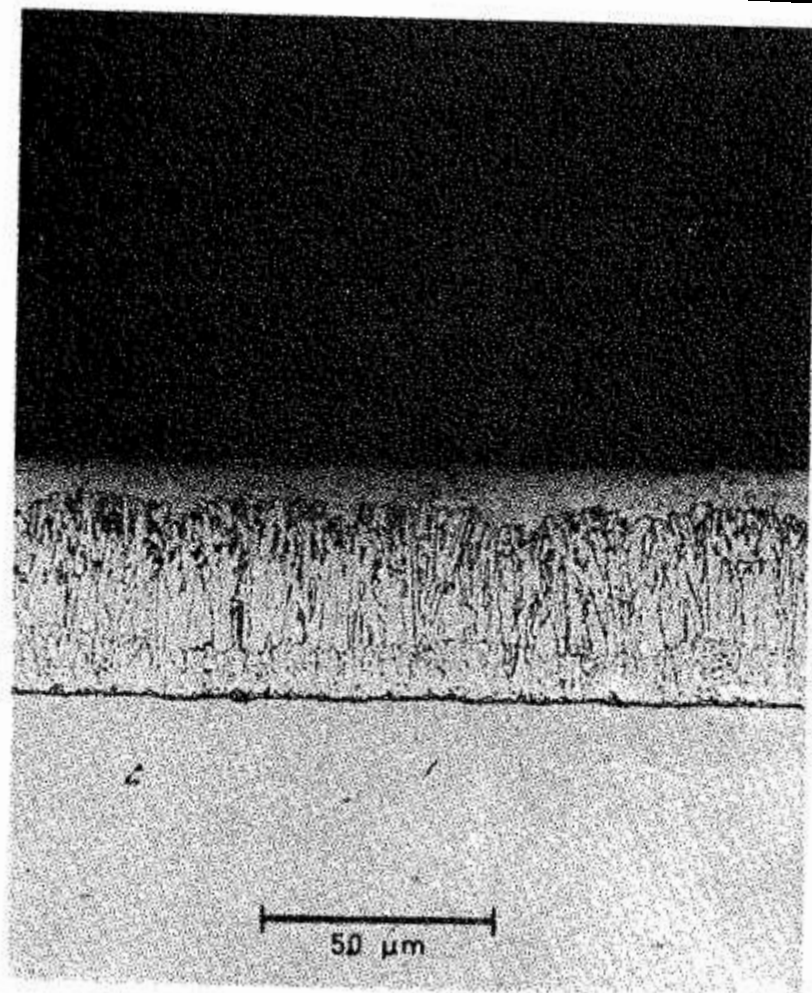
**Providing High-Quality  
Zinc Coatings**

# Typical Zinc-Iron Alloy Layers

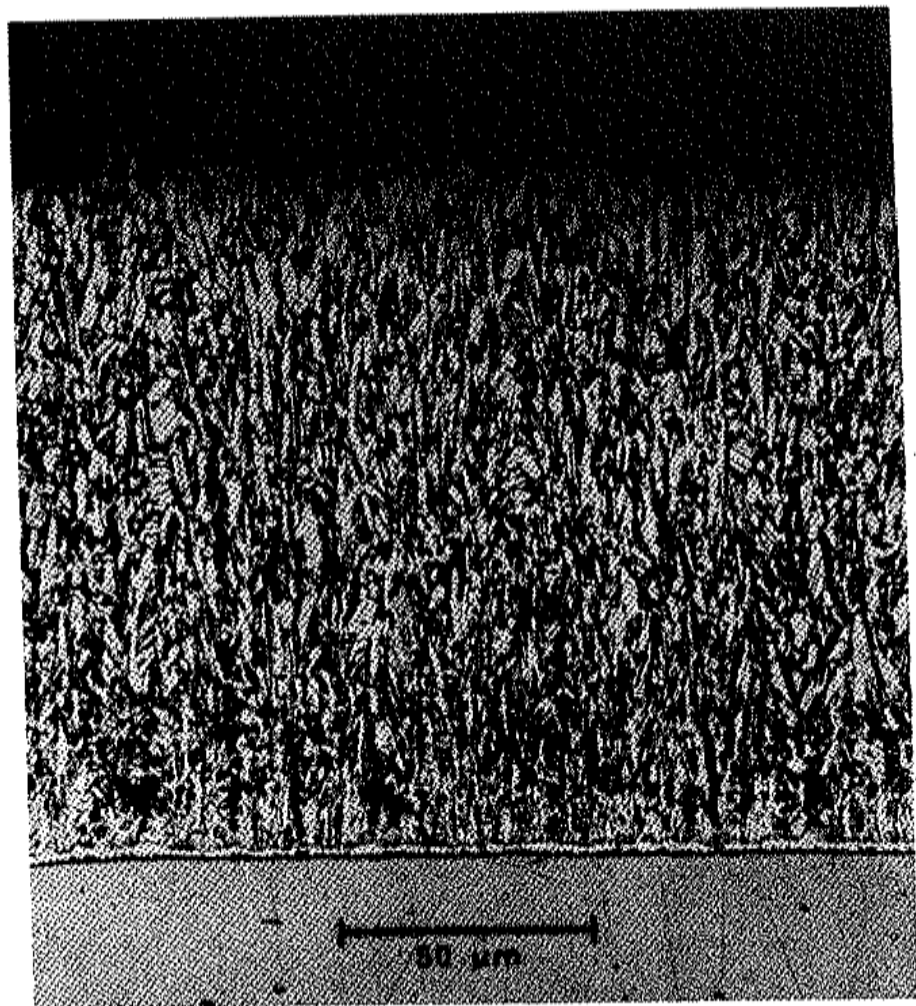


Irregular  
Zinc-Iron  
Alloy Layers



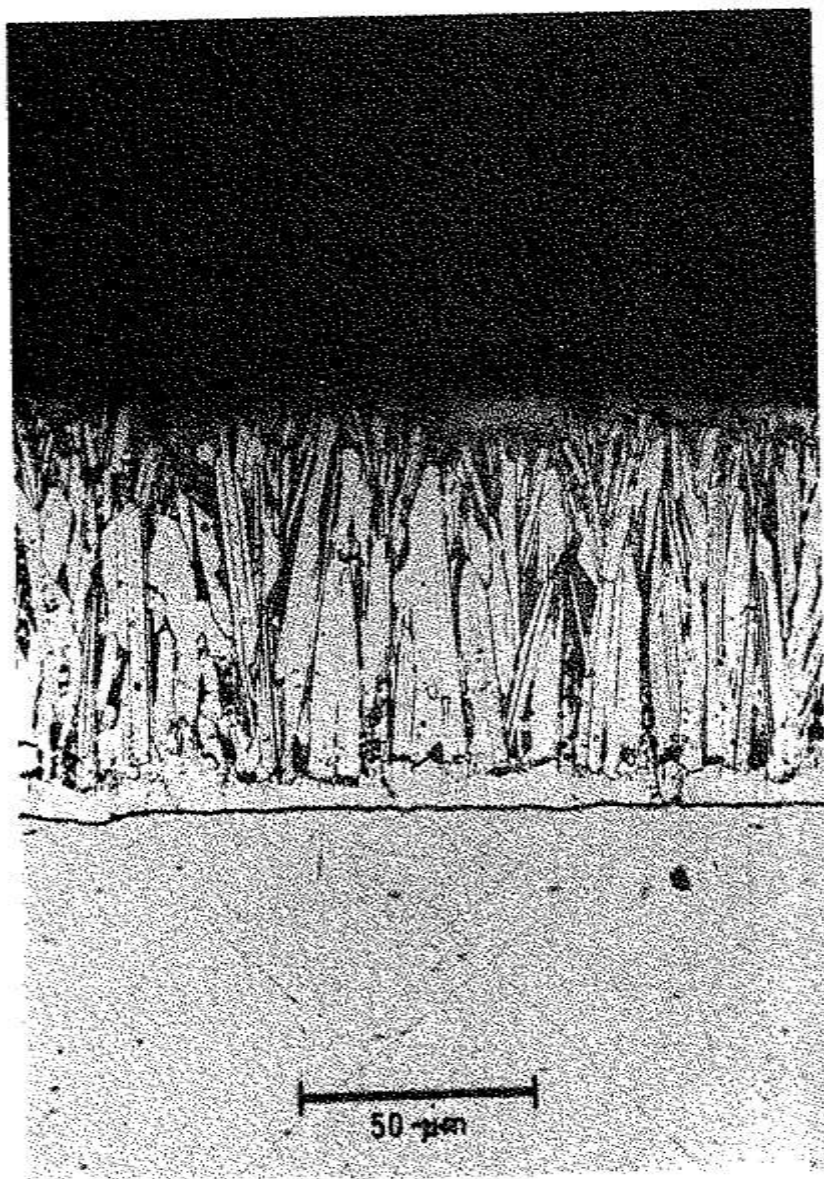


03% Si

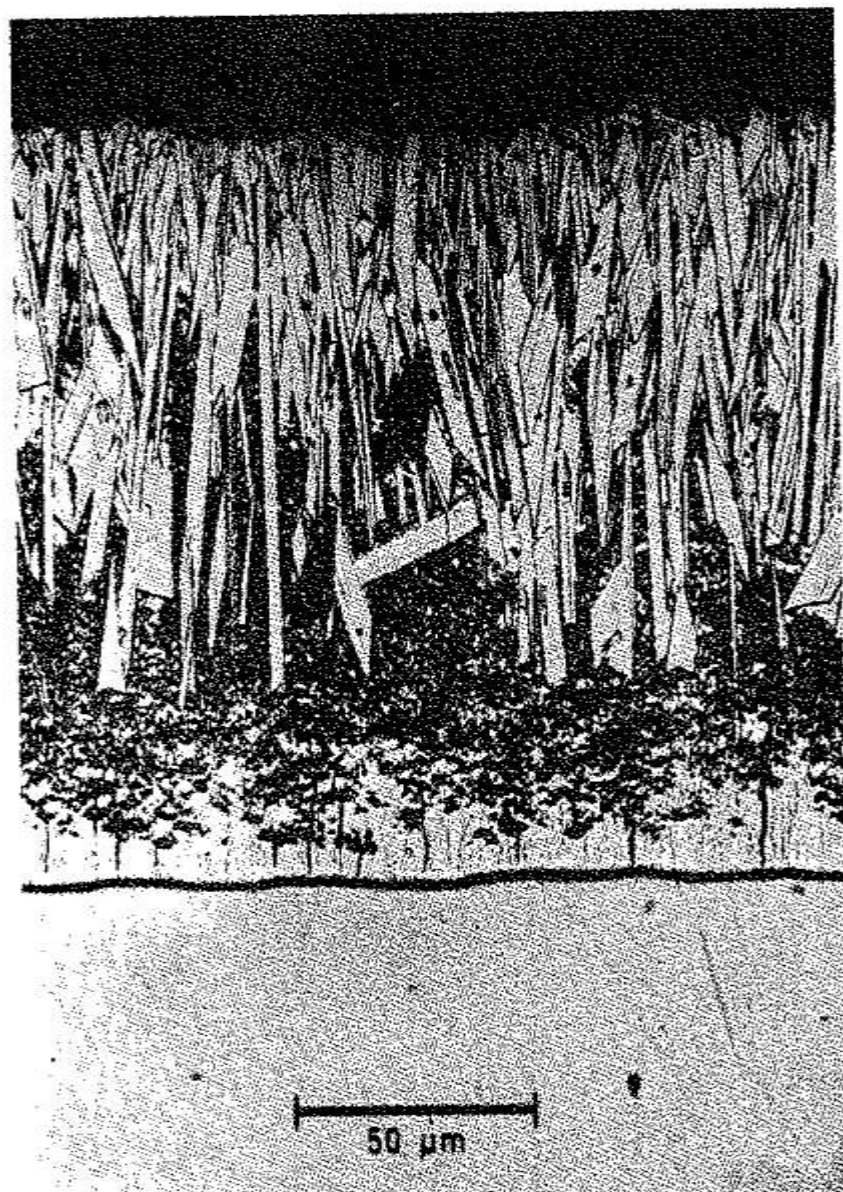


10% Si





.24% Si



.44% Si



# Steel Composition

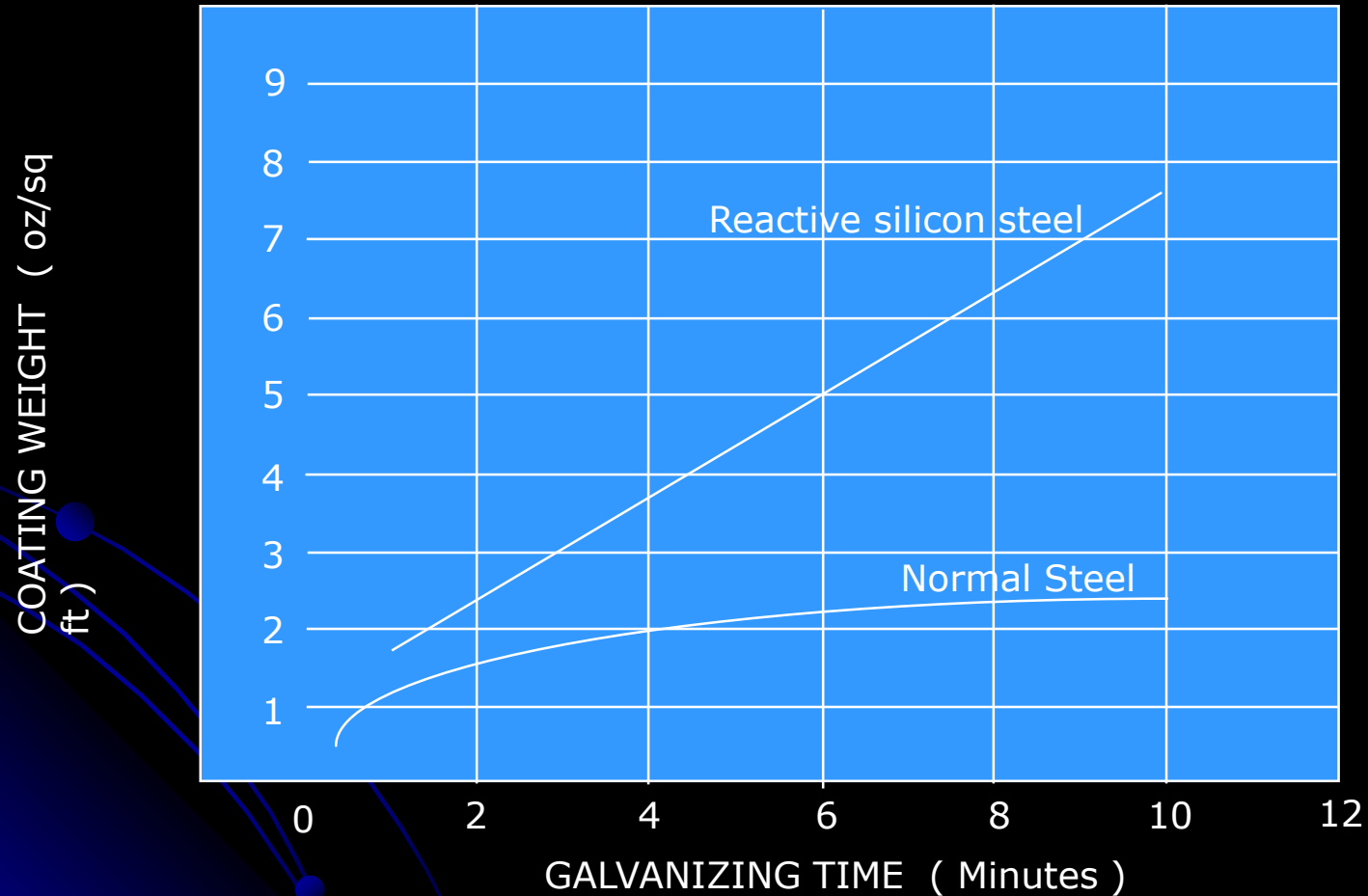


# Reactive Pipe





# REACTIVE STEELS GROWTH RATE VS TIME



# ***ASTM A 767***

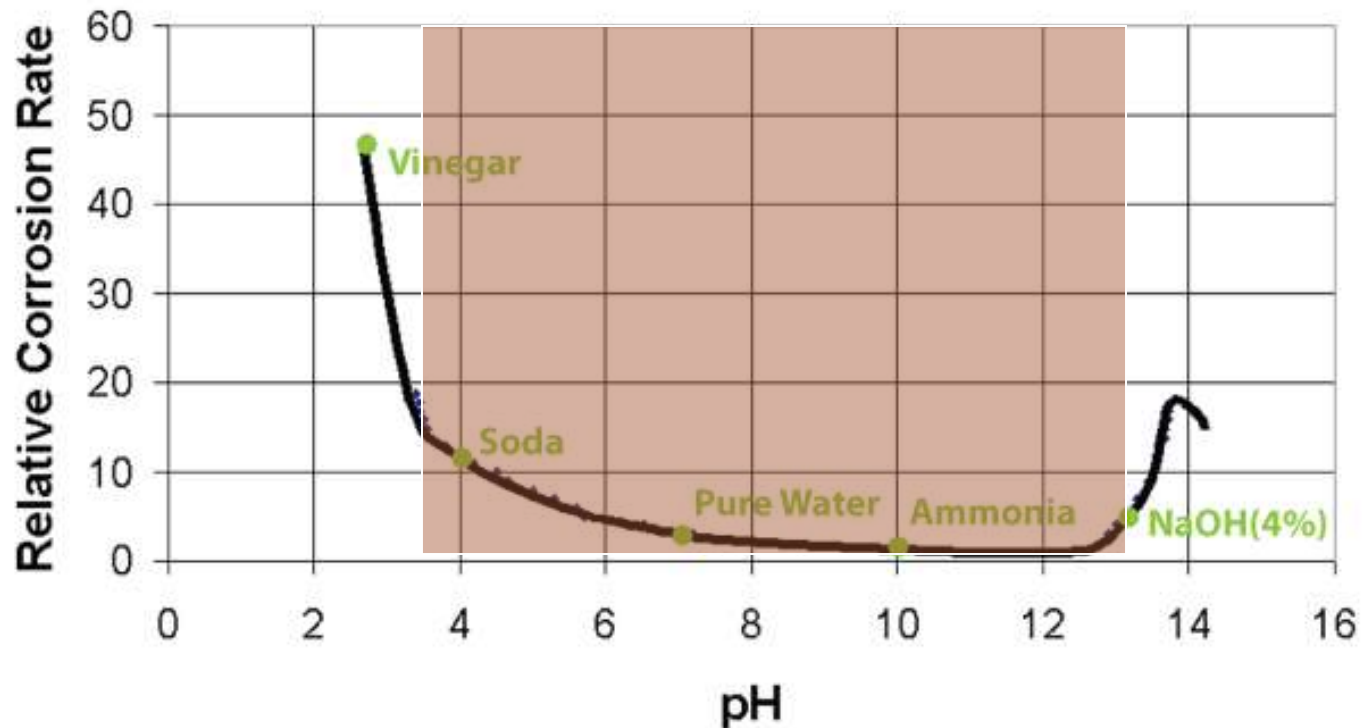


**Zinc-coated Steel Bars  
for Concrete Reinforcement**

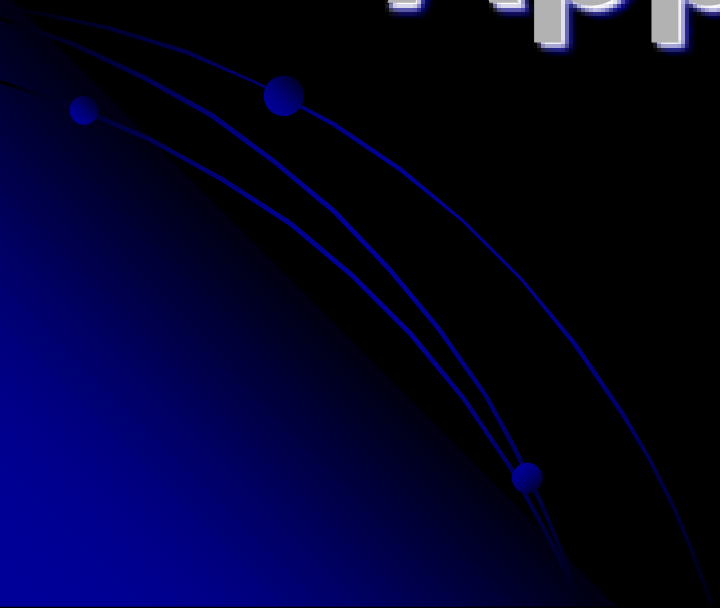


# Electrochemical Corrosion Zone

## Corrosion Rate of Zinc vs. pH



# Real-world Applications





A photograph of the Stears Bayou Bridge, showing its concrete structure and support pillars. The bridge has a light-colored concrete deck and a blue-grey concrete wall. Two large, cylindrical concrete support pillars are visible in the foreground. The background shows some greenery and a fence.

# Stears Bayou Bridge

# Stearns Bayou Bridge





# Stearns Bayou Bridge



# Sterns Bayou Bridge







Fischer

2.94

Thickness  
mm 95

DEL

ON/OFF





# Sterns Bayou Bridge







Spring Lake Bridge MI



# Dick Vale Bridge Peru, ME



## Lane Avenue Bridge - Columbus, OH



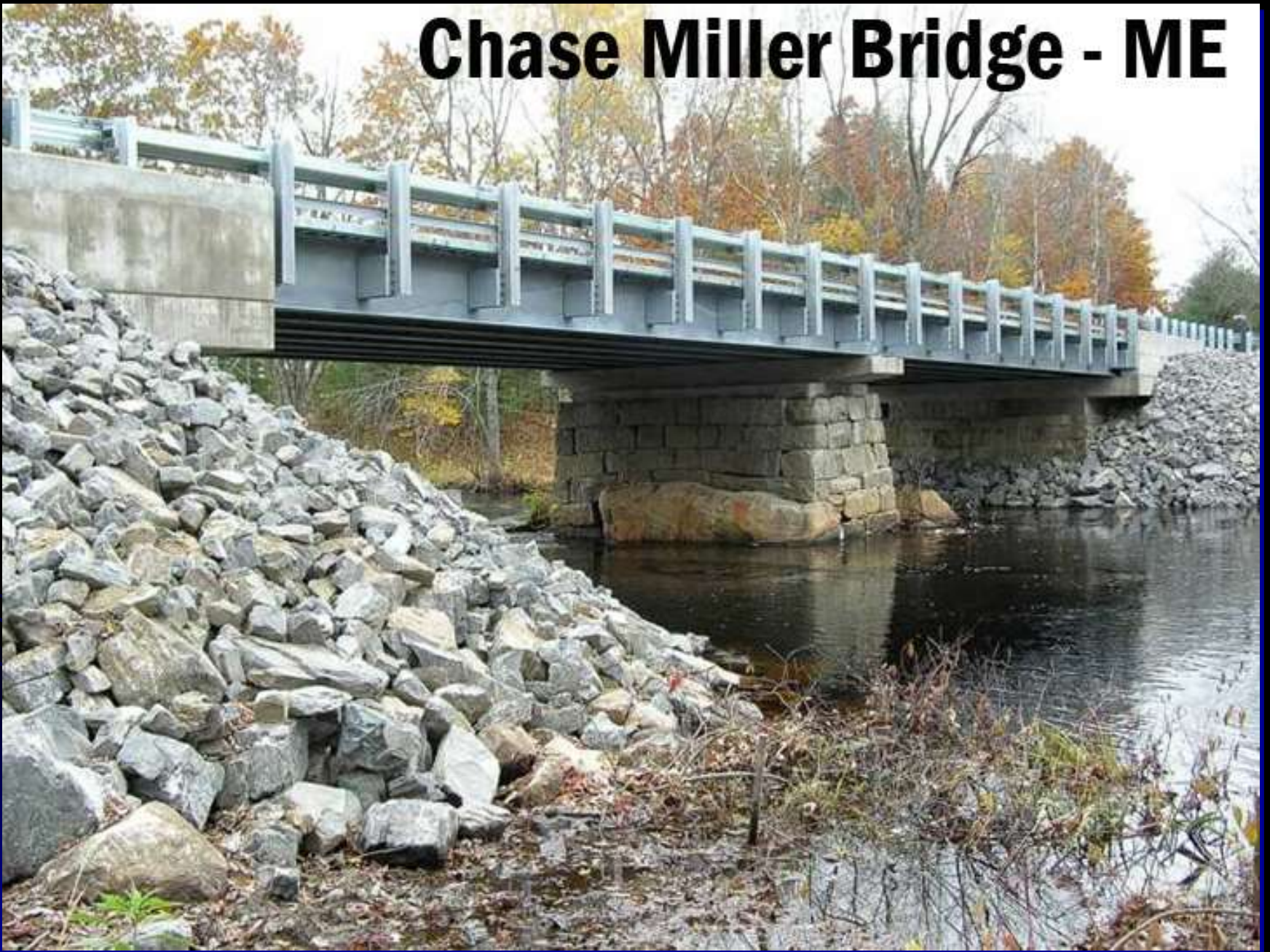




Montgomery County - Maryland



# Chase Miller Bridge - ME







Fallowfield Township – Washington County PA









Bryants Bridge – Saratoga County N. Y.



# West Virginia University & Short Span Steel Bridge Alliance observe press brake forming



# Press Brake Formed Girders



- End view showing
  - Diaphragm welded into the ends
  - Fastening studs welded along top flange



# CDR Bridge

## Univ. of Nebraska, Florida



# Galvanized girders - Town of Uxbridge Mass DOT





# Town of Uxbridge - Mass DOT - Finished Structure



# Tri-Con Concrete Structures

**Tri-Con**  
Precast Limited™





# Con-Struct completed structure



# Corrosion Protection

I69 over East 82<sup>nd</sup> Street,  
Castleton, IN





6.20 6.10 7.60  
8.90 7.70

7.60 8.00 5.70  
5.50 7.40

$\bar{X}=6.82$

7.60 7.70 6.70  
5.80 5.60

6.20 6.10 7.60  
8.90 7.70

7.50 7.50 6.60  
7.30 5.60

Beam 1

# Questions ?

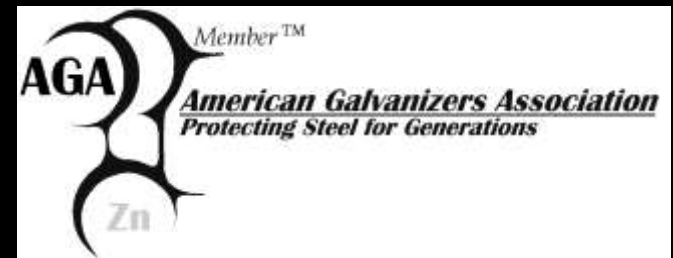




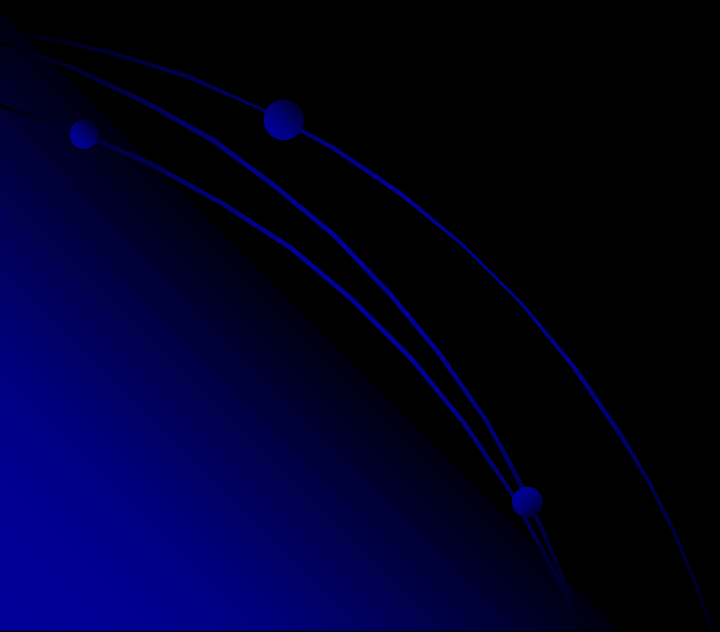
# GalvanizeIt!

## Thank You!

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Central Marketing Manager  
[kevinirving@azzgalv.com](mailto:kevinirving@azzgalv.com)  
815-693-4242



# Hot-Dip Galvanizing Costs Less Lasts Longer





# The Cost of Corrosion Protection

- Initial cost will always factor into decision
- Life-cycle cost analysis is more complete
  - Includes all future maintenance costs
  - Provides total cost of the project over its life
- Life-cycle cost calculation automated online at  
[www.galvanizeit.org/galvanizingcost/](http://www.galvanizeit.org/galvanizingcost/)



# Quantitative Analysis

- Data Sources:

- Paint – 2008 KTA Tator paper
  - Nationwide survey of the paint industry
  - Presented at NACE 2009
- Galvanizing – 2008 AGA Industry Survey

- Project Parameters

- Standard mix of steel (structural, tubing, plate)
- 30,000 ft<sup>2</sup> project
- Moderately industrial environment



# Initial Cost Parameters

- Paint

- Material (one- or two-pack product, number of coats, etc)
- Shop cleaning labor
- Shop/field application
- Field labor

- Galvanizing

- Process is inclusive of all cleaning, material, and labor



# Initial Cost

Inorganic Zinc	\$1.35	\$40,410
Hot-Dip Galvanizing	\$1.60	48,000
Inorganic Zinc/Epoxy	\$2.16	\$64,800
Acrylic WB Primer/ Acrylic WB Intermediate/ Acrylic WB Topcoat	\$2.55	\$76,620
Inorganic Zinc Primer/ Epoxy/ Polyurethane Topcoat	\$3.17	\$94,950



# Life-Cycle Cost

- Maintenance costs calculated on a practical maintenance cycle (vs. ideal)
  - Unique to each paint system
  - Manufacturer recommended cycles provided in the KTA Tator paper
- NACE model for NFV and NPV calculations
  - 2% inflation; 4% interest
- 60-year life
- Maintenance repaint at 5% rust