

Daytona Rising

Daytona Beach, Florida



From the beginning, this was a very high profile project. Daytona International Speedway is the Grand Daddy of the Nascar Racing circuit. The flagship racetrack was in need of some updating and as the original portions of the racetrack were hot-dip galvanized and still in very good condition, it was only natural this new segment of the racetrack would also be hot-dip galvanized.

Barton Malow was selected as the construction company in charge of the project. As it was such a huge undertaking, they awarded the project to two of the south's premier fabricators, SteelFab and FabArc Steel. It was a unique configuration from a structural context, as two different fabricators, SteelFab and FabArc would be working on the project at the same time, starting at two opposite ends of the front stretch and then meeting in the middle. With timing being a key factor for the project and the ability for a galvanizer to coordinate such a huge job with no delays, it left only one galvanizer on the list to be able to handle everything this job would demand.

The two Fabricators on the project, SteelFab and FabArc Steel have had a long history of handling large, high profile projects and knew from a galvanizing standpoint, it would be in their best interest to use one company that could guarantee on time delivery of the material as liquidated damages were very steep on this project. The speedway would still be operating on its normal schedule with the Daytona 500 in February and the Coke Zero 400 in July along with its other functions that it sponsored, The Rolex 24, Bike Week and Budweiser Speedweek. It was a two year endeavor that would require coordination between Barton Malow, SteelFab, FabArc and the galvanizer. The ability to coordinate the project using bar codes was also a must on this size of a project. All companies bought into the system and were able to make it work flawlessly. All material was delivered to the job site on time and under budget. The fact galvanized material can be handled instantaneously after being dipped was not lost on this project.

Perhaps the words from Phil Sayers with Barton Malow sum up the project best of all. Phil said "Having a project with 16,000 tons of total steel and 15,000 tons of it galvanized is perceived as a nightmare. However, in this instance it was far from being an issue. Of all the beams, columns, tubes, channels and angles that were galvanized, there were very few issues on this job."

Phil continued, "The great thing about the job was the ability of the steel fabricators and the galvanizer to address any items that needed to be corrected or fast tracked and to do it seamlessly and what seemed to Barton Malow as effortless. There was not one lost item on the job and everything was completed in a timely manner with no penalties

being assessed to any of the companies working on the project. This was a great project for Barton Malow and with the use of hot-dip galvanizing, one that will last for a lifetime." ■



Galvanizer

Metalplate Galvanizing - Atlanta
Metalplate Galvanizing - Birmingham #2
Metalplate Galvanizing - Jacksonville

Fabricator

Stewart Sherrill, SteelFab
Tony Pugh, FabArc Steel

Specifier

Jason McFadden, Barton Malow

Recreation & Entertainment