

New Vitality for I-86 and Route 15 Interchange in New York

It used to be that drivers through the Steuben County area interchange at New York State Route 17 and Route 15 found themselves going in circles. Literally.

Back in the 1970s and 1980s, the interchange was essentially a large oval-shaped traffic circle. Built in the 1950s, it was intended to slow the flow of traffic. It did. By the 1980s, a new diamond interchange design took its place. That worked for a while, directing traffic to the north, south, east and west.



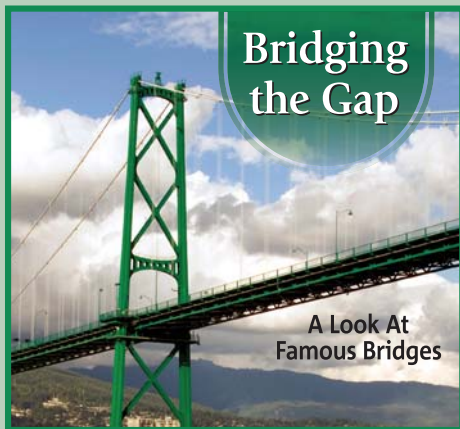
By the 1990s, it was clear a new solution was needed for what was now known as the I-86 and Route 15 Interchange. There was a need to create smooth flowing lanes to lead traffic to outside destinations and to improve access to the local areas of Erwin, Gang Mills, Painted Post, Corning

and Riverside. A number of alternatives were proposed and studied to offer a streamlined, effective means for achieving improved traffic flow and accessibility.

The three-phase \$141 million project was first bid in 2003, with the Phase I contract awarded to low bidder Cold Spring Construction of Akron, N.Y. Work began in November 2003, which was completed in February 2006. Phase II was also awarded to Cold Spring in 2004, as well as Phase III awarded in 2005. High Steel was awarded the steel on all three contracts.

With all three phases underway at the same time, it was a monumental undertaking for design consultant Stantec Consulting Services of Rochester, N.Y. and contractor Cold Spring Construction. Construction inspection services were provided by Popli Engineers and Surveyors of Rochester, N.Y.

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Bridging the Gap

A Look At
Famous Bridges

Lion's Gate Bridge

Vancouver, British Columbia,
Canada

Long before there was any talk about building green, the Lion's Gate Bridge in Vancouver really was green. Built in 1939, the landmark Lion's Gate Bridge spans the first narrows of Burrard Inlet, connecting the City of Vancouver to the North Shore areas. Currently being renovated, the bridge is 5,890 feet long with a 364-foot tower. The name refers to the Two Lions peaks to the north of Vancouver, and a pair of lion sculptures stand guard at the entrance of the bridge.

Message from the President Jeffrey L. Sterner, P.E.

Flexible Solutions in Steel

Have you ever seen an interior wall framed up with metal studs instead of wood studs? When that framing is installed, using C-shaped studs as thin as 25-gauge, it looks flimsy in comparison to a wall built with wooden 2x4s. But when the drywall is attached, bracing the metal studs in position, the wall is very strong. Similarly, a steel plate girder with flanges several inches thick is surprisingly flexible when picked up by a crane for erection. But once the steel girder is in place with the designed cross frames or braces, the strength of steel is boldly captured in a sleek structure.

The flexibility of steel is one of its greatest advantages. And for applications in bridge construction, steel's flexibility goes beyond its elastic properties. Steel also offers flexibility to the bridge's designer and owner, yielding economy throughout the life of the structure.

Steel bridges are fabricated in all imaginable configurations to extraordinary

tolerances. This gives the designer multiple options to address every situation. More than just cambers and curves, special shapes and architectural enhancements are all easily accommodated. If the site mandates limitations on the height, weight, or construction duration; cost effective solutions are found with a steel design.

The flexibility of steel doesn't end with fabrication or construction either. Throughout the life of the structure, steel offers advantages that other materials just can't match. Bridge deck in need of replacement? Not a problem, as long as you are working on a steel superstructure. Traffic volumes increasing? Standard steel girder bridges are the easiest structure to widen, even if the bridge is curved! Is that bridge due for inspection? Well, there are no hidden surprises on a steel bridge. It's all visible, and if need be, repairable.

Fabricating girders for America's bridges and buildings is our business and our

passion. If you have a unique need that you are trying to address, I hope that you will look to a steel solution first. And if you would like to call upon High Steel Structures to work on that solution with you, please give us a call.



Jeffrey L. Sterner, P.E.
President
High Steel Structures Inc.

Steel on a Rollercoaster Ride

by **Steve Bussanmas**, Senior Vice President of Sales & Marketing

Where is the cost of plate steel headed? That is a good question but it is very difficult to answer. Let's start with some history, then review the current situation.

For those of you with a good memory, you'll remember that steel took its first giant leap in early 2004 when it doubled in price after years of no price rise. Factors driving that increase were a steep rise in scrap steel, which is the primary raw material for plate steel, due to world demand.

At the same time the world economy was strong, creating heavy steel consumption, and the U.S. dollar was weak as compared to foreign currencies. It was called "The Perfect Storm." After this price rise, the market leveled off, as did the price of steel, which stayed close to the new higher benchmark.

Fast forward to early 2008, and steel pricing had been level for three and a half years, when suddenly the price started another meteoric rise. What was causing it? Was scrap pricing to blame? Was the dollar weakening? Was demand going through the roof?

Well, scrap was volatile, but certainly not enough to cause this type of increase, and the dollar was no weaker than it had been before. The cause of this round of price increases was solid world demand. The Steel Mills did what they did because they could, pure and simple. They were maximizing their profits for their owners—this is capitalism after all.



As we entered into the final quarter of 2008, we saw another shift underway. This time it is in the opposite direction. The financial crisis in the United States has led to a worldwide economic slowdown. Manufacturing has slowed to equal demand and thus the demand for steel has waned. Scrap steel is back down under \$200 per ton and the dollar has strengthened modestly versus foreign currencies.

Prices for commodity steels such as coil have retreated all the way back to 2007 levels. The price for plate, which is more of a niche product, has retreated more slowly but is back down to within 5% of December 2007 pricing. Will pricing fall further? Is it prone to go back up, and if so, when?

Forecasts are that pricing will be under pressure for the next six to 12 months. Beyond that time frame, any conjecture would be no better than using a crystal ball. We will keep you informed of market trends as 2009 progresses.



High Steel Powers Up for the Energy Generation Market

Keeping America fueled with energy efficient power may be one of the biggest challenges the country faces.

It's also an area of construction growth.

High Steel's increasing involvement in the power and energy sector can be exemplified by two current projects which are underway. They include the PSE&G Hudson Generating Station in New Jersey and the Kleen Energy Systems Power Plant in Connecticut.

When E&H Steel of Alabama was awarded the 5,000 ton steel fabrication package for the construction of a new Selective Catalytic Reduction System at PSE&G's Hudson Generating Station in Jersey City, NJ, the company turned to High Steel for help with the heavy built-up portions of the package, totaling 450 tons.

The scope of the work includes fabricating 20 built-up columns and eight large trusses. An unusual design, the truss chords are comprised of plate girders with two-inch webs that are full-penetration welded to four-inch thick flanges. The finished trusses weigh 1,500 lbs. per foot and are 14 feet deep. High Steel is fully assembling the trusses prior to shot blasting and painting them at its Lancaster facility.

"This is our first experience working with High Steel and we have been real impressed," says Jimmy Henderson, executive vice president of E&H Steel Corporation, adding that E&H Steel is



Truss chord for PSE&G project in High Steel's paint bay



Kleen Energy plant under construction

looking at High Steel for other projects that are planned for coming months.

According to Sales Manager Rich Truxel, High Steel's ability to shop-assemble and deliver these large pieces saved the contractor a great deal of time, effort—and energy—in erecting the pieces at the job site.

For Kleen Energy Systems, LLC's new 620 MW Combined Cycle Electric Generating Facility in Middletown, Connecticut, High Steel provided the large roof girders, crane girders and several very large transfer girders for a total of 750 tons of built-up sections.

Unlike older power plants that are less than 30 percent efficient, the new gas-fired, combined cycle power plant is designed to operate at over 60 percent efficiency. The combined cycle process achieves this increased efficiency by sending waste heat from the gas turbine

generator that would normally be lost, to a steam turbine to generate even more electricity.

For this project, Berlin Steel of Massachusetts took the lead bidding the complete steel fabrication package, which totaled approximately 5,000 tons. Berlin involved High Steel early in the budgeting phase, and after working closely together through the bidding process, Berlin was awarded the fabrication contract, with High Steel as a subcontractor.

"Our estimating department contacted High Steel to work on this, because we were looking for the best guys in this area," says Bill Trubia, project manager at Berlin Steel Construction Co. "The project has been going very well."

Both of these projects are expected to be completed in 2010, demonstrating that the mission to make industry more efficient is a national goal.

Employee Spotlight: Russ Panico

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Society of Mechanical Engineers (ASME), American Society for Quality (ASQ), and the American Welding Society (AWS).

"I enjoy working for a family oriented company and being a part of a team where everyone from sales to production

builds quality into the product. We approach problems and challenges as a team," says Russ.

He and his wife, Judith, recently celebrated their 30th anniversary and have four children, the youngest of which is a

freshman in college. The Panico family also includes three pets, two dachshunds and a cat. In his free time, Russ enjoys gardening, golf, hiking and reading, mostly biographies. Not surprisingly, Russ is a big fan of Navy sports.

Employee Spotlight: Russ Panico, Director of Quality

From the high seas to High Steel, Russ Panico's career has taken him all over the world.

Russ has served as High Steel's Director of Quality since October 1996. A native of New York City and Long Island, Russ graduated from the U.S. Naval Academy with a bachelor's degree in Naval Engineering. That's where he gained his training for high tech engineering work for ships on the high seas.

After that, Russ went on to earn his master's degree in Mechanical

Engineering from the naval Postgraduate School and spent 20 years as an Engineering Duty Officer, rising through the ranks to become a Commander. Following his retirement from the military, Russ rejoined civilian life, working as General Manager of an electrical generator manufacturing plant for several years, before coming to High Steel.

As High Steel's Director of Quality, Russ leads the company's quality technicians and staff with the vital task of assuring product quality. He is also responsible for

maintaining the plants' certifications for the American Institute of Steel Construction (AISC), Canadian Welding Bureau (CWB), and the International Standards Institute (ISO). In addition, Russ is active in the industry as a member of the American



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Tech Talk The High Tech Corner

High Steel Re-Launches Website

With the start of the New Year, High Steel promises its website visitors a brand new look and enhanced content for its newly redesigned website.

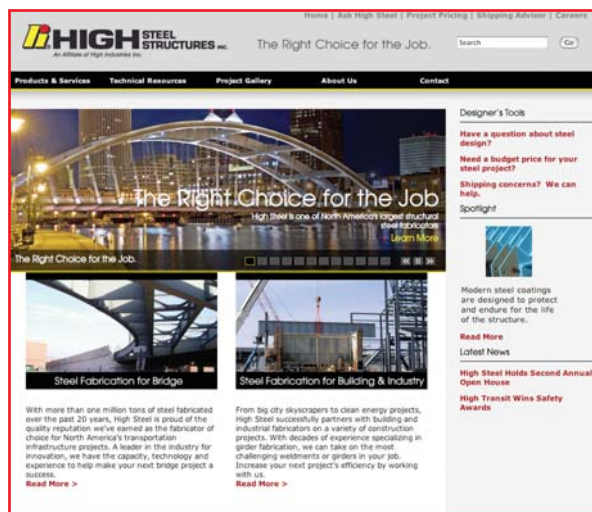
The new and improved High Steel website at www.highsteel.com, was officially re-launched on December 19, 2008, giving it a fresh appearance and content just in time for 2009.

High Steel's first website debuted back in 2002, when few steel fabricators had an Internet presence. In the six years since the original site was launched, the evolution of new web-based technology and increasing customer demand for online information called for an upgrade.

"It's not enough anymore just to have a presence on the web," says Steve Bussanmas, Senior Vice President of Sales and Marketing. "Now, almost every company has a website. The standards have gotten much higher, so we started from scratch and built an entirely new site."

High Steel incorporated customer feedback into the redesign of the website. Visitors will notice a modern look, easier page navigation, defined sections for bridge and building fabrication and a more technical focus, among other changes.

"The ready availability of technical information on the High Steel website reflects our commitment to excellence and leadership," reported Ronnie Medlock, P.E., Vice President of Technical Services. "Sharing our knowledge about con-



structability and erection improves projects while advancing the state-of-the-art in steel bridges."

Notable features on the newly updated website include:

- **Designer's Tools**- useful forms that design consultants may use to request project pricing and shipping information.
- **Technical Resources**- with a library of steel design information, industry links and frequently asked questions about economical steel fabrication.
- **Project Gallery**- expanded and separated into sections for bridge, building and industrial, steel erection and emergency replacement projects.
- **Spotlight and News**- to keep visitors abreast of the latest happenings.

A free service, the Project Pricing and Shipping Advisor tools have been in place on High Steel's website since 2002, and many designers and project owners have utilized this convenient method to request steel fabrication information during a project's design phase. The new versions of the tools include a separate project pricing form for building and industrial projects, a growing portion of the company's business.

High Steel has recently seen an increase in the number of inquiries, especially about shipping issues.

"It appears more and more Departments of Transportation are asking their consultants to verify that the girders on their design can make it to the job site," commented Tom Wandzilak, High Steel Business Development Manager, explaining that having these tools on our website helps to simplify and expedite the exchange of information.

As Bussanmas notes, "Our goal is to provide easy 24-hour online access to information about our products and services. The new layout and added features on our site make it easier for customers to contact us and get the information they require on our services. We want High Steel to be the industry's preferred partner for fabricated structural steel."

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High Steel Structures worked closely with Cold Spring Construction, providing 10,000 tons of steel, fabricated at both the Lancaster, Pa. and Williamsport, Pa. locations. That's when High Steel's expertise in shipping even the largest structures came into play.

"High Steel is a top quality outfit. I have to give them a lot of credit for the quality, shipping and permitting. They are experts in transporting super loads and getting them there on time," said Andy Bertch, NYS DOT Engineer in Charge of the project.



As Bertch noted, there were 20 different bridges and 18 of them were supplied by High Steel. Not only did High Steel fabricate them, but they delivered them right to the site.

"Over the years, maybe going back to 1986 or so, I have worked with High Steel and they provide an extremely fine product," said Bertch.

Cold Spring Construction has worked with High Steel, "many, many times" over the past 35 years, according to Ted Walker, Project Coordinator at Cold Spring. He reported that High Steel was highly responsive and reacted quickly to changes and adjustments as needed.

"High Steel is the Cadillac of the industry," said Walker. "You have a good team of people who do a good job."

The New York State Department of Transportation officially announced the completion of the ambitious three-phase project in August 2008.

The \$40 million Phase I began in the fall of 2003 and was completed in January 2006, consisting of two new flyover bridges over the Cohocton River and a new diamond interchange. The \$12 million dollar Phase II consisted of the replacement of two railroad structures over I-86 just east of the Hamilton Street/I-86 interchange. This portion began in June 2004 and was completed in December 2006.

Just completed, the final \$90 million Phase III portion of the contract started in

May 2005 and addressed I-86 eastbound and westbound travel to southbound US Route 15.

"By building an improved connection between Interstate 86 and Route 15, we are bolstering both safety and mobility along the critical I-86 corridor," Governor David A. Paterson said. "The completion of this important highway infrastructure project will help attract tourism and business to the region, injecting a renewed vitality in the Southern Tier."



JUST THE FACTS:

- 10,000 Tons of Steel
- N.Y. I-86 and Route 15 Interchange
- \$141 Million Three Phase Project
- Owner: New York State Department of Transportation (NYS DOT)
- Design Consultant: Stantec Consulting Services, Rochester, N.Y.
- Contractor: Cold Spring Construction, Akron, N.Y.
- Construction Inspection Services: Popli Engineers and Surveyors, Rochester, N.Y.
- Steel Fabrication: High Steel Structures Inc., Lancaster and Williamsport, Pa.

Recent Contracts Awarded

I-78 and Garden State Parkway Interchange 142

Union and Essex Counties, NJ
Union Paving & Construction Co., Inc.
4,103 Tons

Corridor H, Bismark-Forman (Sec. 4) Bridges

Grant County, WV
Ahern & Associates, Inc.
3,515 Tons

North Shore Connector Aerial Structure

Allegheny County, PA
Brayman Construction Corporation
2,042 Tons

Mon/Fayette Expressway Uniontown to Brownsville Section 51F

Fayette County, PA
New Enterprise Stone and Lime Co., Inc.
4,665 Tons

I-95 / I-895 Interchange

Baltimore County, MD
Concrete General, Inc.
3,631 Tons

I-495 HOT Lanes, Phase VIII

Fairfax County, VA
Fluor-Lane, LLC
4,345 Tons

Route 46 Section 7L & 8K

Morris County, NJ
PKF Mark III
1,382 Tons

Intercountry Connector, Contract C

Montgomery County, MD
Shirley Contracting Company, LLC
5,670 Tons

Eastside Access, Grand Central Station

New York, NY
Dragados/Judlau
1,250 Tons

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Please address comments and suggestions to: Lisa Fulginiti, Editor
email: Lfulginiti@high.net



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Sanford High 1931

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