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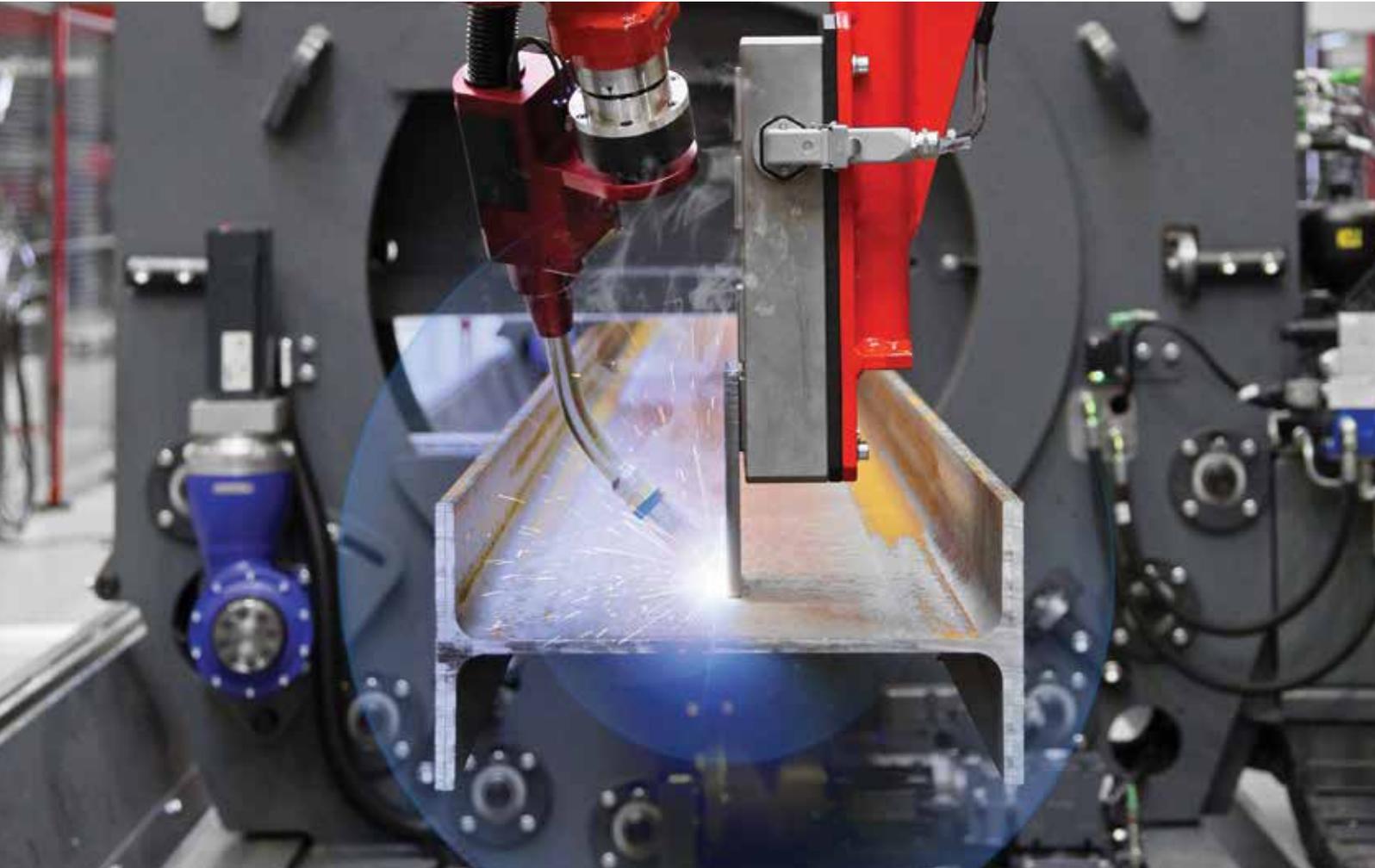
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Professional engineers, architects, structural steel fabricators and others interested in steel construction are invited to inquire about CISC membership. Readers are encouraged to submit their interesting steel construction projects for consideration for inclusion in this publication by contacting CISC.



On the Cover:
A rendering of Edmonton's forthcoming ICE District



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Win-win

CANADA HAS EVERYTHING we need as a country to be self-sufficient and prosper. We are world leaders in food production, have one of the largest reserves of fresh water in the world, have all the energy and mineral resources we would ever need and some to spare. There is little we need from outside of Canada and in fact the rest of the world needs us. We shouldn't be timid victims of global extortion and dumping but aggressive producers and sellers of products made from our own resources. So why is this not the case? Governments at all levels do not have an aligned vision nor economic foresight to understand how Canada can be a global leader in the two sectors that any country needs to be successful. In this day and age, successful countries need hard industries (manufacturing) and soft industries (high tech). Canada has both but they are suffering.

Jim Balsillie (Blackberry fame) suggested on CBC Radio in February that the Canadian "innovator sector" (think high tech) is lagging the rest of the world and the TPP (Trans-Pacific Partnership) will be its death. Is this prediction going to come true? I suppose there is no one better qualified to see death on the high tech horizon better than Jim Balsillie. However, if Jim is correct, governments had better start rethinking their hard industry strategy. I don't hear governments talking about how they will support and protect the industries that are paying the bills today such as manufacturing and construction and specifically the steel and steel construction industry. That said, millions of Canadians are in these industries.

Let's have a quick look at a few things that governments across Canada are doing to make industries more competitive to the likes of China and other countries. I like to call these Canadian Values (or industry killers, if governments are not careful):

- Minimum wage
- Corporate tax on manufacturers

- Sales taxes (provincial and federal)
- Provincial health care
- CPP
- EI
- Health and safety regulations
- Environmental regulations
- Minimum number of stat holidays
- Weekly maximum hours of work and overtime regulations
- Carbon taxes?
- Industry energy rates

The message here is that industries are not the problem, governments are. Now don't get me wrong, I believe in these Values too (ish), but if Canadian companies are not given credit for living under these rules by the same governments that apply them, then only two things are going to happen: the business will fail or they leave town. Governments have to stop setting minimum industry standards while ignoring these same values when it comes to government procurement and at the same time criticize Canadian industries for not being competitive. Talk about schizophrenia!

Recently, the US announced tariffs on China as high as 255%. The same levels have been applied here in Canada on a number of different goods including steel for years. This is proof that China and other countries are giving their companies the global advantage making it appear that our domestic supply is non-competitive. In fact our domestic producers are being strategically attacked.

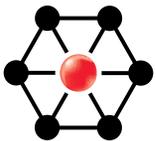
My analysis of this whole problem is as follows:

1. The penalties for dumping are not high enough.
2. Believe it or not, there are other countries that help out dumpers when the dumper gets caught and high tariff gets imposed.

 <small>CANADIAN INSTITUTE OF STEEL CONSTRUCTION</small>	CHAIRMAN Laurier Trudeau, Abesco Ltd.	MANAGING EDITOR Tareq Ali, CISC
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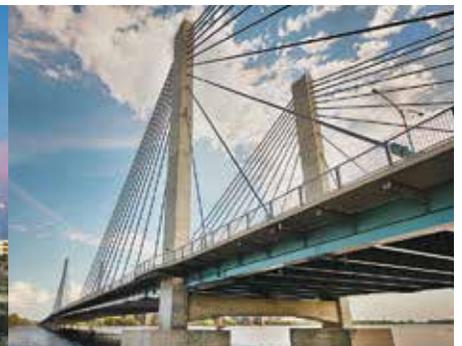
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FROM THE PRESIDENT

3. The real kicker is that we have importers in Canada that will recode imports to disguise the product and evade the tariff.
4. No national industry strategy.
5. Provinces and municipalities are ignorant of trade obligations, care little about the national trade deficit and don't understand the positive impact of local companies.



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MY SOLUTIONS:

1. Make countries that illegally dump and subsidize their companies at the expense of Canadian companies pay and pay big time! Implement a two strikes you're out policy. Get caught once dumping into Canada and the existing tariff penalty would apply. Get caught twice, in the same general product category, then the country is banned in the general product category for a minimum period and I would argue for 10 years.
2. Countries that assist dumpers and act as decoy country of origin should be banned from Canadian ports for a minimum period of time and I would argue for 2 years.
3. Importers that fraudulently disguise their imports to evade tariffs or bans should be prosecuted and banned from importing anything for a period of 5 years. Owners and Directors of these importers should be banned from operating an import business for a period of 10 years.
4. Federal Government
 - a Implement a National Trade Strategy and Council with provinces and industry.
 - b Impose adjustments on transfer payments tied to provincial trade deficits. Make provinces think twice about buying offshore and make them look within Canada.
 - c Educate provinces and municipalities on trade obligations.
 - d Impose Canadian content or foreign price adjustment based on key Canadian Values.
5. Provincial and Municipal Governments
 - a Remove the lowest bid wins policy from the books and replace with best bid for the local, provincial and Canadian economy.
 - b Implement Provincial Trade Strategy and Council including Municipalities.

So let's stop "digging and shipping" and start digging and processing, manufacturing, upgrading and building. Start to incent private owners to buy products and services from Canadian companies while leveling the playing field on government procurement. Let's play hard ball with import cheaters with a two strikes you're out policy including business suspensions and criminal prosecutions for Canadians. Maybe a sentence of deportation to the country they are colluding with would be just reward. **AS**

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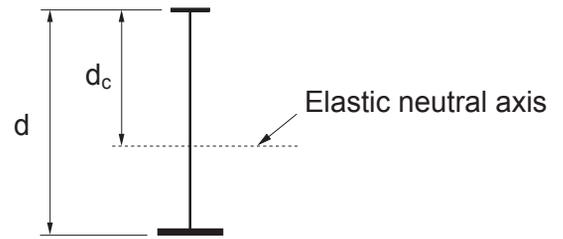
CISC provides this column as a part of its commitment to the education of those interested in the use of steel in construction. Neither CISC nor the author assumes responsibility for errors or oversights resulting from the use of the information contained herein. Suggested solutions may not necessarily apply to a particular structure or application, and are not intended to replace the expertise of a professional engineer, architect or other licensed professional.

Question 1: For wide-flange sections used for building construction, should I specify CSA G40.21 Grade 350W or ASTM A992?

Answer: ASTM A992/992M should be specified. It is the grade that North American wide-flange mills produced to and CSA Standard S16-14 (and S16-09) explicitly recognize. Introduced in the 1990s as a product with enhanced properties for seismic applications, A992 is produced to additional controls for mechanical properties, such as a maximum yield stress limit and a maximum yield-to-tensile strength ratio. ASTM A992/992M steel is also preferred for greatest sourcing flexibility although mills in North America would certify their products destined for Canada to CSA G40.21 350W as well as ASTM A992/A992M.

Question 2: In National Building Code of Canada 2015, the period dependant Site Coefficient $F(T)$, used for determination of seismic Design Spectral Accelerations, has replaced Site Coefficients F_a and F_v . CSA Standard S16-14, however, continues to reference Site Coefficients, F_a and F_v . Is S16-14 out of step with NBC 2015?

Answer: CSA S16-14 is compatible with NBC 2015. In S16-14, coefficients F_a and F_v , appear in two expressions: the short-period specified spectral acceleration ratio, $I_E F_a S_a(0.2)$, and the one-second specified spectral acceleration ratio, $I_E F_v S_a(1.0)$. Certain values of these quantities serve as triggers for more stringent requirements whereas other values set the conditions for relaxation. Although $F(T)$ has replaced F_a and F_v for the purpose of determination of Design Spectral Accelerations in NBC 2015 the Code retains the expressions $I_E F_a S_a(0.2)$ and $I_E F_v S_a(1.0)$ as triggers. As defined in Sentence 4.1.8.4. 7) of NBC 2015, $F_a = F(0.2)$ and $F_v = F(1.0)$. Ideally, $F(0.2)$ and $F(1.0)$ should also replace



Figure

F_a and F_v respectively in these trigger expressions. This was not possible in the 2015 code cycle for the following reason: In order to be considered for adoption by NBC 2015, CSA material design standards, S16, A23.3 etc., must be published in 2014. However, changes proposed for NBC, including the period dependant Site Coefficient $F(T)$, could not be finalized in time to meet the publication schedule for the CSA standards.

Question 3: I am proportioning a mono-symmetric I-girder whose web-slenderness, h/w , marginally satisfies the Class 3 limit for W-shapes in pure bending in accordance with Table 2 of S16-09. Does this limit apply to mono-symmetric sections?

Answer: No, the limits for I-sections are provided in Table 2 of S16-09 for sections with equal flanges. CSA Standard S6, Canadian Highway Bridge Design Code, in Clause 10.10.3.1, addresses Class 3 web-limits for mono-symmetric I-sections. In this clause, the value of h is replaced by $2d_c$, where d_c is the distance from the neutral axis to the compressive extreme fibre (see Figure). **AS**

Questions on various aspects of design and construction of steel buildings and bridges are welcome. They may be submitted via email to faq@cisc-icca.ca. CISC receives and attends to a large volume of inquiries; only a selected few are published in this column.



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Alfred F. Wong, P.Eng., FCSCE
Director of Engineering

NBC 2015 Simplified Force Procedure for Low Seismicity

IN ORDER TO simplify the procedure for determining earthquake loads and effects in regions of low seismicity, a simplified static procedure has been introduced in National Building Code of Canada 2015. In this article, the force magnitude of a building in terms of the base shear, as determined in accordance with this simplified procedure, is compared to the base shear derived using the equivalent static force procedure and the base shear due to wind.

MAIN RESTRICTIONS

The application of this simplified procedure is subject to a number of restrictions. The main conditions that apply to structural steel *seismic-force resisting systems*, *SFRS*, are low specified spectral acceleration ratios at 0.2 second and 2.0 seconds, specifically, $I_E F_s S_a(0.2) < 0.16$ and $I_E F_s S_a(2.0) < 0.03$,

where:

I_E and $S_a(T)$ are the *importance factor* and the *5% damped spectral acceleration ratio for a period of T* respectively, and

F_s , the *site coefficient* based on the top 30 metres of soil, = 1.0 for *rock sites*, when $N_{60} > 50$ or when $S_u > 100$ kPa, = 1.6 when $15 \leq N_{60} \leq 50$ or when $50 \text{ kPa} \leq S_u \leq 100$ kPa, and = 2.8 for all other cases (see NBC 2015 for precise definitions).

Unlike the *site coefficient, F*, used in other procedures, F_s is not period-dependent.

“The seismic design base shear of a six-storey steel-framed commercial building is determined in accordance with the simplified procedure and the equivalent static force procedure.”

MINIMUM LATERAL DESIGN FORCE

Within the stated restrictions, the minimum lateral earthquake design force at the base of the structure,

$$V_s = I_E F_s S_a(T_s) W_t / R_s$$

where:

W_t = the building weight,

$R_s = 1.5$ except $R_s = 1.0$ where a weak storey condition exists, and

$T_s = 0.025 h_n$ for steel braced frames and

$= 0.085 (h_n)^{3/4}$ for steel moment frames,

h_n being the height from the base.

V_s is subjected to a minimum value that corresponds to $T_s = 1$ second and, where $R_s = 1.5$, V_s need not exceed the value corresponding to $T_s = 0.5$ second.



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SEISMIC CORNER

CASE COMPARISON

The seismic design base shear of a six-storey steel-framed commercial building (see Figure 1) is determined in accordance with the simplified procedure and the equivalent static force procedure. The seismic force parameters are as follows:

Locality: Windsor, Ontario

$$S_a(0.2) = 0.096, S_a(0.5) = 0.063, S_a(1.0) = 0.035,$$

$$S_a(2.0) = 0.017;$$

$$N_{60} = 40; W_t = W = 33\,900 \text{ kN};$$

$$h_n = 22.7 \text{ m}; \text{ steel braced frame SFRS};$$

weak storey precluded, i.e. $R_s = 1.5$.

Simplified procedure:

$$F_s = 1.6 (N_{60} < 50)$$

$$I_E F_s S_a(0.2) = 1.0(1.6)(0.096) = 0.154 < 0.16$$

$$I_E F_s S_a(2.0) = 1.0(1.6)(0.017) = 0.027 < 0.03$$

$$T_s = 0.025h_n = 0.025(22.7) = 0.568 \text{ s}$$

$$T_s < 1 \text{ s but } > 0.5 \text{ s}$$

$$S_a(0.568) = 0.059 \text{ (by interpolation)}$$

$$I_E F_s S_a(T_s) W_t / R_s$$

$$= 1.0(1.6)(0.059)(33\,900)/1.5 = 2130 \text{ kN}$$

Equivalent static force procedure:

$$R_d = 1.5; R_o = 1.3 \text{ (Conventional Construction)}$$

$$T_a = 1.14 \text{ s } (T_a \text{ is longer but limited to } 2 \times 0.025h_n)$$

$$V = I_E F_s(1.14) W M_v / (R_d R_o) = 869 \text{ kN}$$

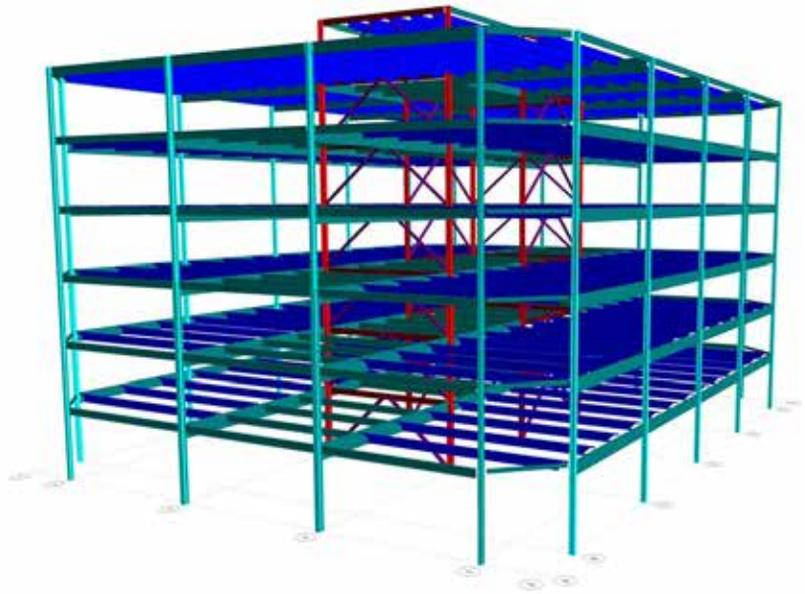


FIGURE 1: Six-storey steel-framed commercial building

Wind base shear for open terrain = 1480 kN

In summary, the simplified procedure gives a seismic base shear that is 2.5 times the value derived from the equivalent static force procedure. If the simplified procedure is used, seismic forces control the design; otherwise wind effects govern.

It should be noted that the simplified procedure gives even more conservative results for Site Classes A and B because $F_s = 1$. However, when the simplified procedure is permitted and used, some restrictions and additional requirements for post-disaster buildings, including the use of more ductile systems, are waived. **AS**

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Tareq Ali, RPM
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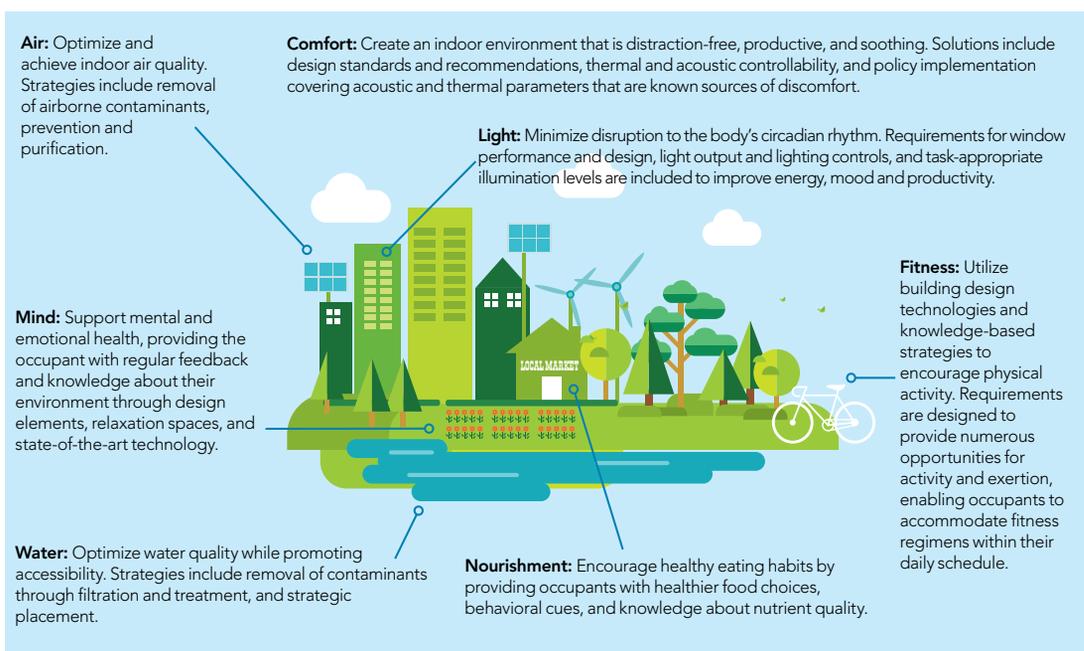
In 2014, the U.S based International WELL Building Institute™ (IWBI) launched the WELL Building Standard® [WELL] to provide a framework for designing such “healthy” buildings where we tend to spend 90% of our time. The WELL Building Standard was developed by integrating scientific and medical research and literature on environmental health, behavioral factors, health outcomes and demographic risk factors that affect health with leading practices in building design and management. WELL also references existing standards and best practice guidelines set by governmental and professional organizations where available, in order to harmonize and clarify existing thresholds and requirements.

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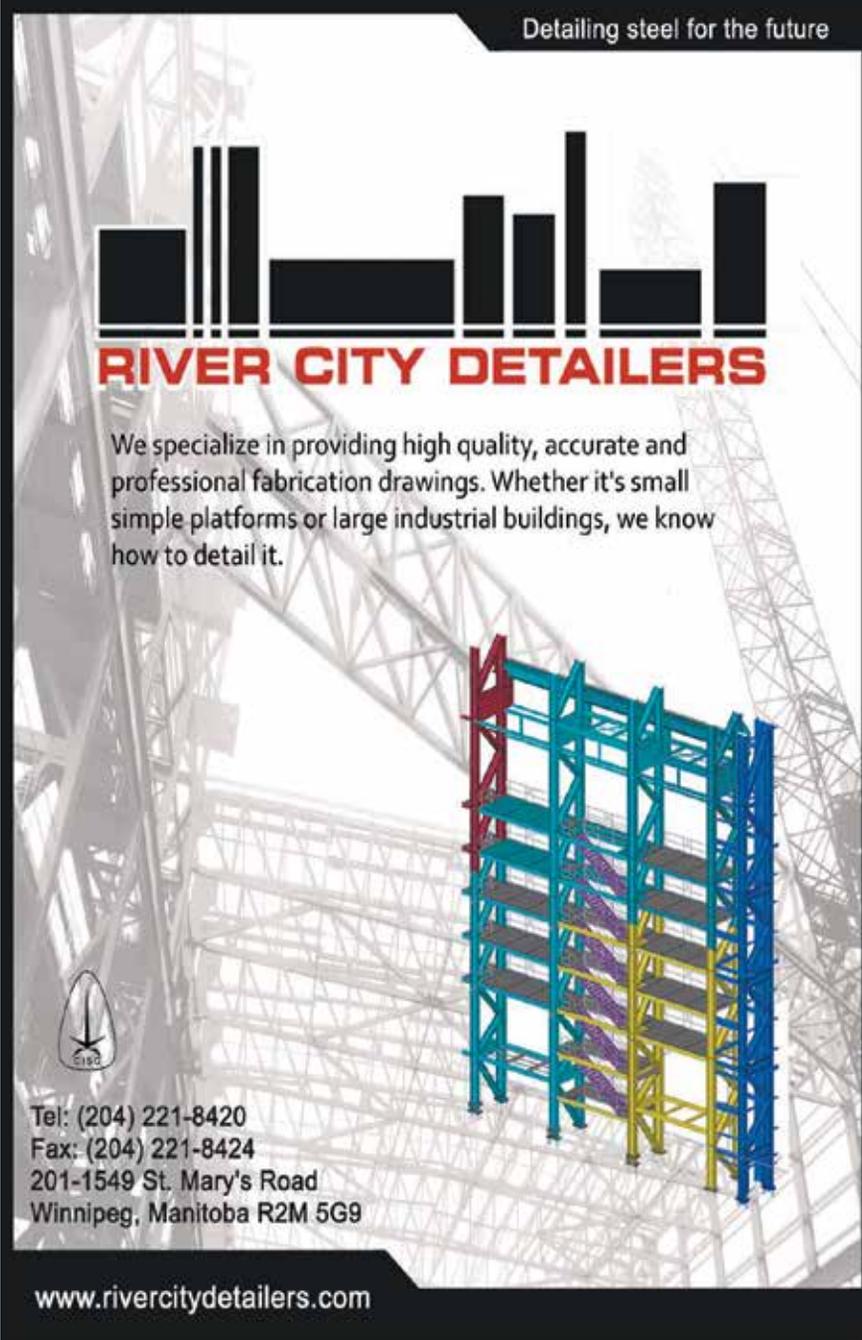
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More than 120 projects encompassing more than 25 million square feet have already registered or certified through WELL globally. **AS**

Source: *The International WELL Building Institute website. For more information, visit www.wellcertified.com.*

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FEATURE

MACODRUM LIBRARY'S S

Carleton University facility becomes star campus attraction

Matt Bradford



STEEL TRANSFORMATION



Photo credit: All photos by DoubleSpace Photography

OTTAWA'S CARLETON UNIVERSITY inked another chapter in its Campus Master Plan with the recent renovation and expansion of its MacOdrum Library – and it's a story that could only be told with steel.

A campus staple since 1958, the MacOdrum Library has undergone numerous upgrades throughout its 60-plus years. None, however, were as dramatic as its 2015 revitalization which saw additions constructed on its east and west sides, as well as extensive renovations within.

"The MacOdrum Library at Carleton University has seen many transformations over the decades," says Sydney Browne, Principal with Diamond Schmitt Architects, designers of the project. "This latest – and largest – project added close to 75,000 square feet of space and relied on steel moment frames to tie into the existing structure, support the vertical steel addition, and integrate with the design in order to provide unimpeded views throughout the five-storey glazing on the new façade."

Conducted as part of the University's ongoing Campus Master Plan initiative, the MacOdrum Library project included the development of a two-storey addition atop an expansion built in the 1990s; and five more storeys added to the east side's older 1950s frame.

The work was carried by consulting project managers Turner Townsend alongside Toronto-based Diamond Schmitt Architects, who partnered for the final construction with Ottawa-based Edward J Cuhaci and Associates Architects. Along with engineer WSP (formerly Halsall Associates), steel fabricator Mometal Structures Inc., and a seasoned team of trades, the team retrofitted the original facility with 74,200 square feet of new usable space and a refreshed facade, and renovated approximately 34,700 square feet of the library's interior.

"This was a rewarding project," says Arrigo Ciccarelli, Mometal General Manager. "Using steel allowed students to benefit from a nicer place to visit and the University was able to

save money. To do what we did with steel using concrete would have cost a lot more and be a lot harder to achieve."

Certainly, the choice to use steel was critical to achieving both those goals. Fortunately, the Quebec-based team at Mometal brought the experience and skills necessary to see those goals through.

On the west side, for example, crews were challenged with adding two new levels to an existing structure that, while initially designed to accommodate vertical expansions, no longer adhered to modern seismic hazard codes. This left the University with the choice of either paying for a costly upgrade to the original concrete structure or finding a more effective and budget-friendly alternative.

"When we started this project, we were trying to minimize the extra seismic force that we're putting on the existing building," says David Arnold, Structural Engineer with WSP. "Seismic forces are directly proportional to weight, and steel framing is inherently a lighter system than a concrete framed system, which is one of the main reasons we relied on it for the project."

Herein, steel moment frames were used to construct the fourth and fifth-floor additions thanks to their reduced weight and installation flexibility. In the end, this allowed owners to bypass a full structure upgrade and architects to pursue greater creativity with their exterior designs.

Moreover, Browne notes, constructing the west side additions afforded crews a more convenient way of installing sunshade features into the vertical expansion: "A system of exposed steel framing and perforated screens on the building's exterior allowed for the use of extensive perimeter glazing, which in turn provides daylight and views for occupants while reducing solar heat gain within the building."

Adds Arnold: "It's really nice when you have a steel frame building. It's easy to just connect those bits of jewellery around the outside of the



MacOdrum Library's revitalized interior promotes a fresh and open approach to learning

“The university was strongly motivated to improve both the outside look of the building, to make it a more attractive building, and create an interior place where students would want to come, study, and congregate.”



building to the steel framing. That really worked quite nicely.

MacOdrum’s east side renovation also owes its success to steel. Construction took place over an underground pedestrian walkway, tasking crews with installing the new floors and a curtain wall while being mindful of putting too much weight on the tunnel passage.

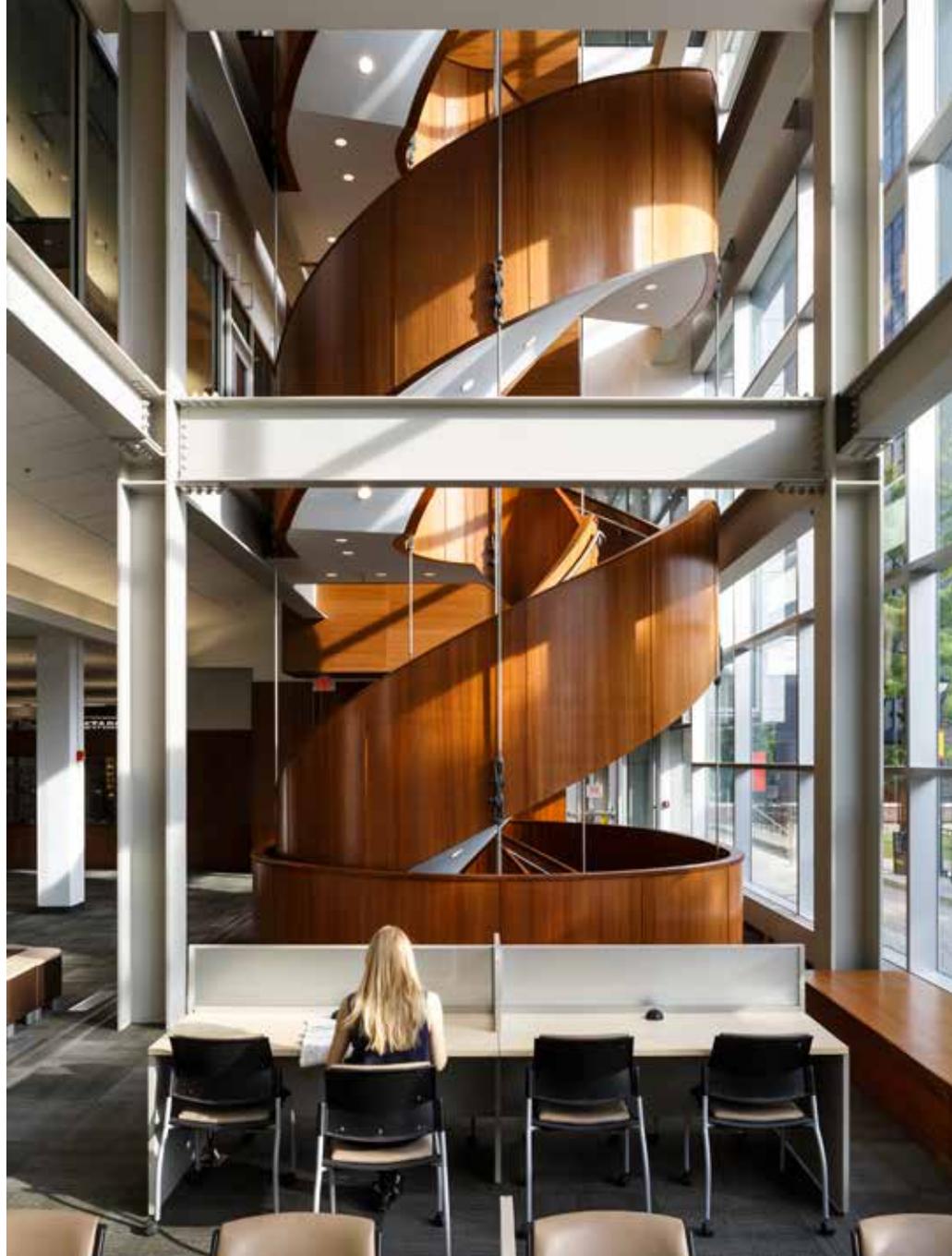
“We were dropping steel columns down through the mid-point of the tunnel roof, so you can imagine needling in the steel structure around this old, existing concrete. That was a lot easier to do with steel than it would have been to do with concrete,” explains Arnold, noting the lightweight nature of steel provided an opportunity to install the pieces by crane without using heavy machinery over the tunnel ceiling.

INSIDE TRANSFORMATION

While the library’s new facade and expanded footprint is turning heads at Carleton University’s campus, MacOdrum Library’s rejuvenated interior is also drawing crowds. Among the highlights of the western expansion include new study rooms, digital media spaces, a special collections study, help desk, and a slate of aesthetic upgrades.

Elsewhere, the new library also enjoys more social spaces, a more inviting educational environment, and a more open design.

“By using moment frames, there is no cross bracing which would cut into the space, just columns and beams. As a result, the steel



Additionally, the curved stringer members of the stair were constructed from specially fabricated steel tube sections.

Speaking to the challenges of installing this centerpiece component, Ciccarelli notes, "To do a circular staircase the way we did...there aren't many companies that could do it. But the challenge wasn't really the fabrication, but the logistics around getting it in there because we were limited in space and schedule."

As such, Mometal prepared a logistical plan for the stair's erection, successfully installing what is now one of the library's most standout features. Speaking to steel's role once more, Arnold adds, "Steel was the obvious choice for the stairs since it would have been almost impossible to build something like that out of concrete framing. With steel, you can be really creative with unusual geometries and the steel fabricator Mometal did a great job of fabricating this corkscrew kind of stair. It's certainly one of the biggest highlights."

A NEW LOOK

Since opening the doors to students in early 2015, the MacOdrum Library has become a standout feature at Carleton University's campus. In addition to inspiring further interior upgrades, the facility stands as a testament to the versatility steel, and the benefits of project leadership.

The project has also captured the attention of the construction industry itself, earning Ontario Library Association's building award for Library Architectural and Design Transformation, and a finalist spot in the Quebec Steel Design Awards of Excellence. "Projects Outside Quebec" category.

"As explained by the Library Director, the renovation and expansion has transformed the library, which is reflected in the significant increase in numbers of students and faculty who come through its doors," says Browne. "It's also allowed the library to expand its services, attract new users, and offer more opportunities to existing clients."

Adds Ciccarelli: "We're proud of this project and the benefits it's brought to students and the University." **AS**

connections are highly integrated and the design work is very detailed, requiring several months of design," explains Browne, adding that the use of a relatively lightweight steel framing system also allowed for the addition of two floors over a portion of the existing building, without triggering the need for additional structural reinforcing of existing lower floor levels.

Perhaps the most notable feature of the new library, however, is its signature helical mahogany

staircase, a steel-made structure which coils upwards through the west side expansion. Fabricated and pre-assembled at Mometal's shop, the feature was shipped to the site in pre-fabricated segments which were assembled and suspended on site. Upon completion, it was hung from the building structure at roof level using exposed stainless steel hanger rods, which were themselves pre-stressed to minimize any pedestrian-induced vibrations in the stair.

PROJECT TEAM

OWNER: CARLETON UNIVERSITY **GENERAL CONTRACTOR:** POMERLEAU **CONSULTING PROJECT MANAGER:** TURNER & TOWNSEND **STRUCTURAL ENGINEER:** WSP (FORMERLY HALSALL ASSOCIATES) **ARCHITECTS:** DIAMOND SCHMITT ARCHITECTS / EDWARD J. CUHACI OF OTTAWA **CISC STEEL FABRICATOR:** MOMETAL STRUCTURES INC.

SUPPORTING THE QUEEN

Steel addition brings new life to downtown Toronto site

Charlie Jenks, CISC Regional Manager, Ontario



RARELY DOES A PROJECT symbolize the true coordination of architectural, engineering, product design, and material selection quite like the Queen Richmond Centre West in Toronto, Ontario.

Launched by project Owner Allied Properties REIT, the goal behind the high-profile development was to create what the firm calls a “truly unique professional office complex” at Peter and Richmond Street in Toronto’s

downtown core by transforming a four-storey and five-storey heritage building into a 305,000 sq. ft. office complex.

To achieve this, an idea was conceived to hover the new building above the existing heritage structures. This created a win-win situation wherein the existing buildings would be rejuvenated. A “soaring atrium” could be built around them and a new tower above. In so doing, however, crews faced a structural

challenge of supporting the eleven-storey addition that was needed to achieve the target square footage.

The design team spent a year researching ways to develop an impressively-designed building while maintaining a collaborative, mutually agreeable approach. The final design they settled on was one with three, 70-foot tall mega delta frames consisting of four lower legs and four upper legs that meet approximately

RICHMOND CENTRE WEST

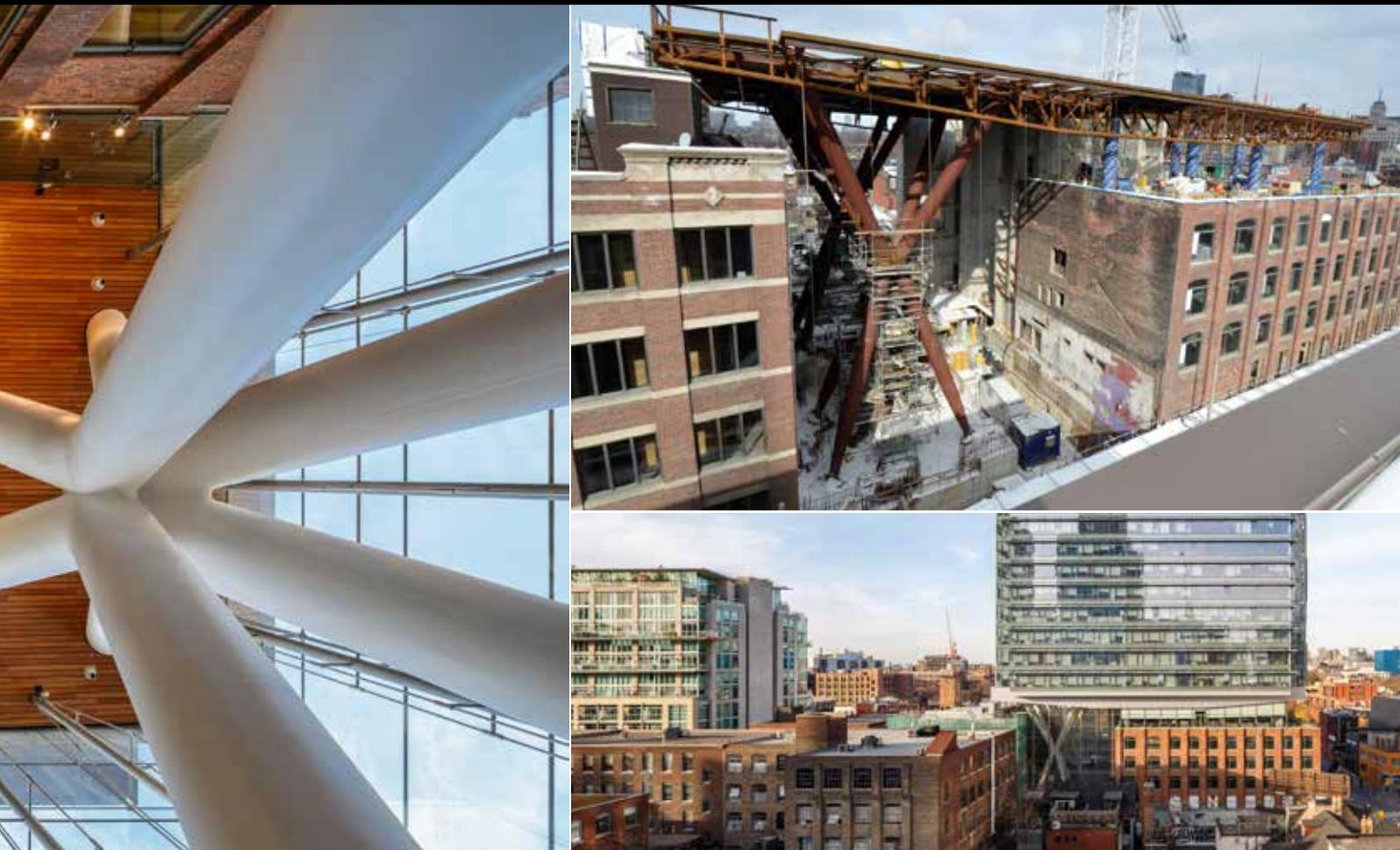
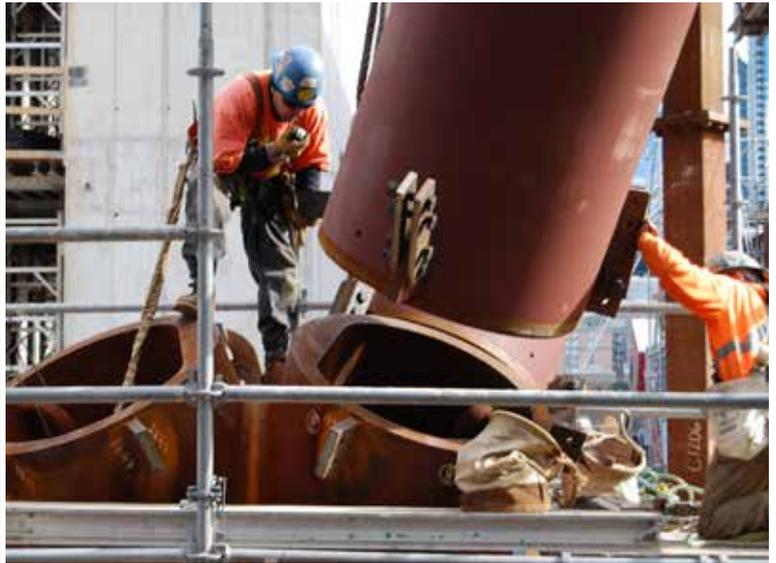


Photo credit: Photos Courtesy of doublespace Photography, Sweeny & Co Architects, Stephenson Engineering, Cast Connex, Walters Group, and Terri Meyer Boake

half way up at a central node. The existing L-shaped atrium would house these enormous frames, and each of the legs would be 1000 mm in diameter, 50 mm thick, and concrete filled. The structural design solution allowed for an unencumbered view through the atrium.

The design team worked closely with Walters Group Inc. under a competitively earned design assist arrangement to determine a fabrication and erection process that

“The goal behind the high-profile development was to create what the firm calls a ‘truly unique professional office complex’ at Peter and Richmond Street in Toronto’s downtown core.”



“Throughout the development process, the use of BIM technology allowed the team to envision the options and determine the best solution for the node.”

would fit the constructability requirements and Sweeny & Co Architects Inc.’s vision, while supporting the significant structural requirements of Stephenson Engineering’s design.

A number of possible structural solutions were investigated, such as splaying the legs out at the central kernel point of the frames and connection to a massive steel transition plate. In the end, it was decided that a structural casting would be used at the nodes. The delta frame’s lower “legs” would also taper down in diameter

to a raft footing. By working closely with Walters, the competing demands of aesthetics, constructability, cost and structural demand were optimized.

Throughout the development process, the use of BIM technology allowed the team to envision the options and determine the best solution for the node.

“Each mega delta frame had to be capable of supporting forces of 80,000kN, which is approximately equivalent to the weight of 400

transport trucks,” explains Sweeny & Co in its project documents.

The engineering requirements of the node included:

- Volumetric optimization of the gross nodal geometry;
- Industrial design of the node, including shaping of its exterior based on aesthetic considerations and shaping of the interior based on structural and manufacturing constraints;

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FEATURE



- Establishing manufacturing requirements in collaboration with Walters with respect to joint detailing; tolerancing, and field erection methodologies

Under the direction of Allied Properties, the Project Team of Sweeny & Co, Stephenson Engineering, Eastern Construction, Walters Group Inc. and Cast Connex worked tirelessly to overcome the project's many challenges to balance vision with economics.

As Carlos de Oliveira, Co-founder, President and CEO of Cast Connex Corporation, recalls, "Collaborating with Sweeny & Co, Stephenson Engineering and Walters on this project was very rewarding, and the success of the collaboration is immediately evident when you enter the building's atrium. Together, we were able to create a steel structure which not only carries an astonishing amount of load, but which is perceived as sculpture."

Speaking to the project's innovative design, he adds, "The node was intentionally shaped to cause the legs of the frames to appear to bend away from one another just as they gracefully meet, which results in a vertical continuity of visual flow and produces frames which appear monolithic in form. We're very proud of the marriage between function and aesthetics that we achieved in this project."

Walking through this incredible project, it is difficult to imagine the tremendous loads these mega delta frames support yet it is easy to be in awe of how the massive truss system tying the three mega deltas completes the backbone of this structure. One can also appreciate how the nodes allow a seamless architecturally-exposed finish, providing a space and quality finish that only structural steel and steel castings could offer. **A5**

PROJECT TEAM

CISC MEMBER FABRICATOR (AND CERTIFIED STEEL STRUCTURES) – WALTERS GROUP INC. **CISC ASSOCIATE** – CAST CONNEX **CISC STEEL DETAILER** – WALTERS GROUP INC. **CISC STEEL ERECTOR** – WALTERS GROUP INC. **OWNER** – ALLIED PROPERTIES REIT **ARCHITECT** – SWEENEY & CO ARCHITECTS
STRUCTURAL ENGINEER – STEPHENSON ENGINEERING LIMITED **GENERAL CONTRACTOR** – EASTERN CONSTRUCTION COMPANY LIMITED

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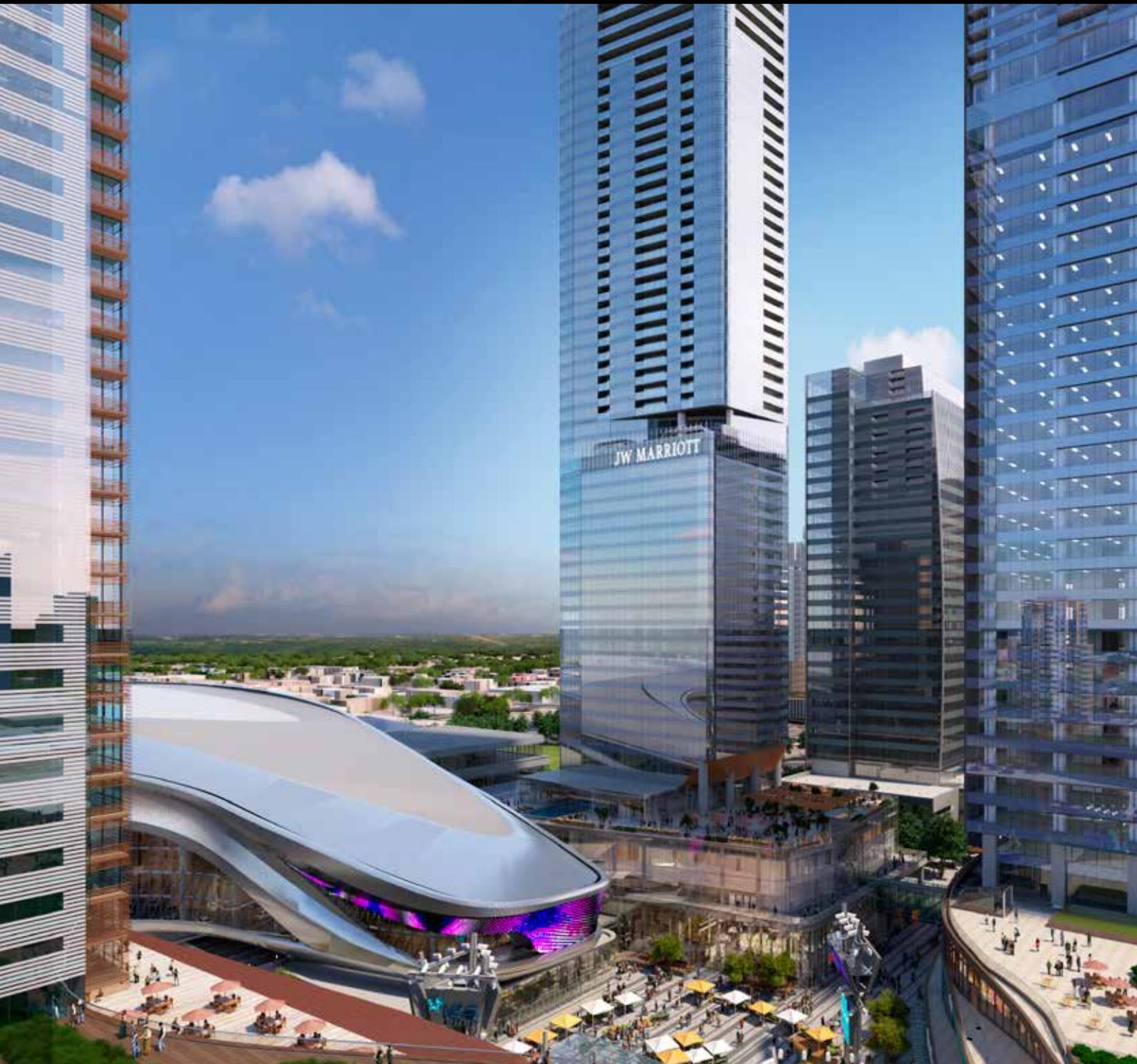
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FEATURE

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Neil Kaarsemaker, CISC Regional Manager, Alberta & Saskatchewan



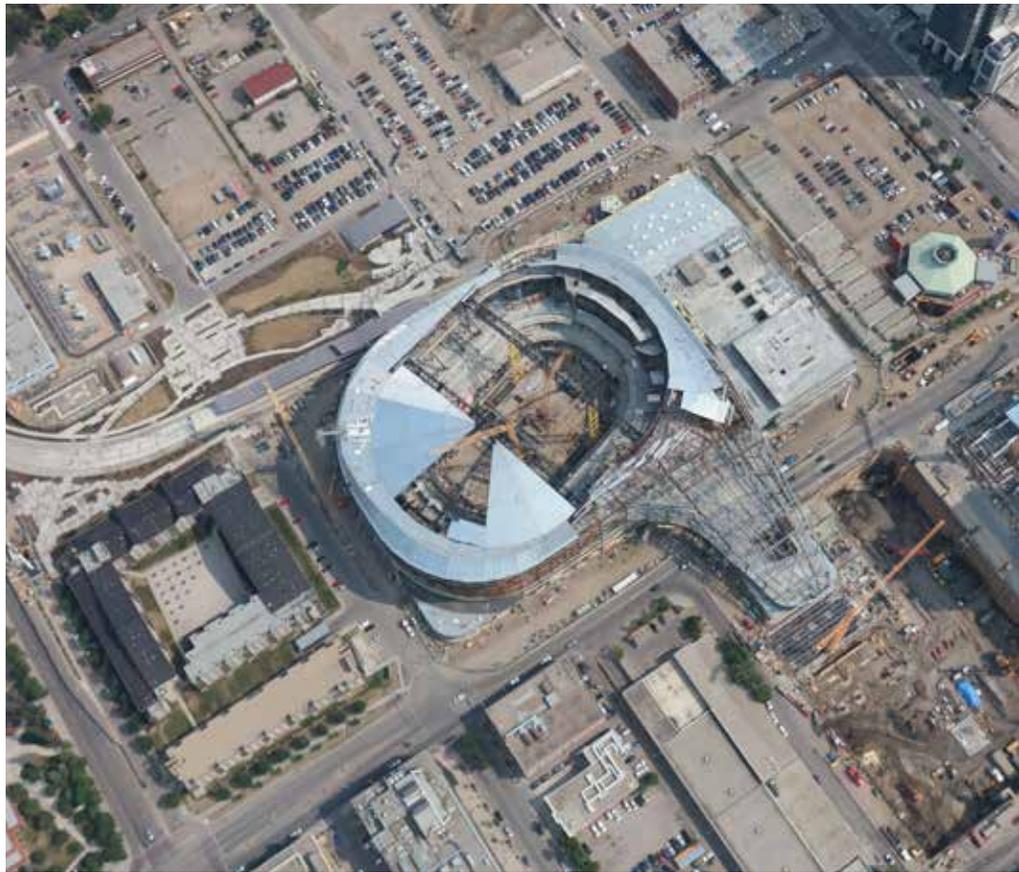
& ROGERS PLACE ARENA

Alberta's capital

TO SAY there is something dramatic happening in Edmonton's downtown would be an understatement. There are multiple construction cranes sweeping the sky in a tight four-block square, and your eye catches the distinctive steel clad curved outline of Rogers Place Arena that straddles 104 Avenue dominating the northern edge of the development branded as the ICE District.

The 27-storey City of Edmonton tower (Tower D) rises along 101 Street, the eastern edge of ICE District, with its steel frame still visible on the upper floors. The foundations are being poured for the 66-floor Stantec tower which, when finished, will be the tallest tower in Canada outside of Toronto, adding another aspect to the intense rivalry between Edmonton and Calgary, Alberta's two major cities.

The vision for this \$2.7 billion of private and public development, which will produce 1.3 million sq. ft. of new office space, over 1,000 new residential units, a new luxury hotel, a Las Vegas style casino, and the most impressive arena in the NHL, has been ten years in the making. The development is an innovative partnership between a private development joint venture and the City of Edmonton.



"The steel fabricators were selected and brought into the design process at a very early stage so that their expertise and perspective could be brought to bear to help identify and resolve construction challenges each of these buildings would present."

"We set out a vision seven years ago for how an iconic new downtown arena could be the catalyst for positive change for downtown and the entire Capital region," said Daryl Katz, Chairman, Katz Group. "It's exciting to see that vision come to life. We are very proud that Phase 1 of this project will be the largest mixed-used sports and entertainment project in Canada and, we believe, a great reflection of Edmonton's spirit and potential."⁽¹⁾

The selection of building designs was crucial to achieve the look and feel the development team had for ICE District. A very tight construction schedule, in a cold weather climate city within a



tightly confined construction site in the middle of an active downtown core, meant the selection of the building material and construction partners were critical to the success of the project.

The Edmonton Oilers, the primary tenant of Rogers Place Arena, were determined to open their 2016-17 National Hockey season in their new home. This meant the completion date for the arena had little to no flexibility. The pressure was on.

When the project architect HOK of Kansas City, structural engineer Thornton Tomasetti of New York, their local design consultant partners, and Edmonton-based construction manager PCL reviewed their options, all agreed that structural steel was the best choice for the arena. Design teams for the other key buildings came to the same conclusion. The speed of construction – especially in cold climate conditions – and the flexibility to allow for design modifications in large, open concept structures meant that structural steel was the building material of choice for Rogers Place Arena, City of Edmonton tower (Tower D), and Block K (Edmonton Oilers Entertainment Group offices, Grand Villa Edmonton Casino, and arena loading dock).

The innovative approach to this development continued with the decision to use a design-assist model in each of these buildings. The steel fabricators were selected and brought into the design process at a very early stage so that their expertise and perspective could be brought to bear to help identify and resolve construction challenges each of these buildings would present.

The design-assist process is attractive to most fabricators as it allows them to bring their experience in constructability and associated fabrication issues early in the design process. The perspective of the fabricator can help to anticipate and overcome construction challenges and bring appropriate solutions to the project team. A high functioning design-assist team has the chemistry that delivers the symmetry needed to achieve creativity for innovative design that achieves construction efficiency.

The benefit of early steel fabricator engagement was stressed in comments from Ryan Gedman of architect HOK and reinforced by Jesse Chrismer of Thornton Tomasetti, who noted, “For any project that requires specialized engineering and fabrication, there are certain factors that are critical to a smooth process. First, all consultants and stakeholders must have a seat at the table to help shape and refine the project approach. This allows them to share knowledge and provide realistic pricing. Second, it’s always helpful to have consultants involved as early as possible in the process. As architects, we



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A COOL ADDITION

The Winter Garden is a defining design feature of Rogers Place Arena. Spanning 104 ave, a major 4 lane downtown traffic artery, this 24,000 sq. ft. multi-use space is up to 70 metres wide and 25 metres tall with 1,100 tons of steel and can hold 850 Ford F-150 half ton trucks stacked atop one another. A number of design modification were made by the project team here as well to cost effectively accomplish the goal of “an iconic front grand entrance at the south face of the arena serving not only as a bridge but also as an exterior lobby and an event space in it’s own right.” (3) Working with the fabrication team at Walters, the project team developed an innovative means of supporting the irregularly shaped open spaces while concealing the expansion joints under the bridge deck and reducing the steel required for the structure by 50 tons. Erecting the Winter Garden presented it’s own logistical challenges and to minimize traffic disruption, work could only proceed in the evenings and weekends.

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IMPACT Project of the Year Winner – Fabrication Category



We would like to recognize the exceptional efforts of the North West Redwater (NWR) Sturgeon Refinery project team, which resulted in Waiward receiving the **IMPACT Project of the Year Award** in the fabrication category.

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appreciate the knowledge base of the experts who help make our designs a reality and we value having them involved from day one.”

There was extensive consultation with the fabrication and erection team for the roof of Rogers Place Arena. Ed Cote of Whitemud Ironworks indicated that they worked with the entire project team to review the positioning of cranes, the number of lifts, the size of the cranes required, and the time each crane would be required.

It was also noted by Serge Dussault of Canam Heavy that these extensive consultations resulted in a significant redesign of the roof truss configuration. The roof surface area for Rogers Place arena was designed to be 40 per cent larger than that of Bell Centre in Montreal or Air Canada Centre in Toronto to cover large concourse areas and open spaces behind the seating bowl. (819k sq. ft. of arena space compared to 650k sq. ft. for other major arenas).

The end result of the roof redesign, according to Jesse Chrismer of Thornton Tomasetti, was an increase in the tonnage of the roof structure and crane lift capacity required at a lower total cost. This was achieved due to a less complex fabrication process that allowed for more ground assembly onsite, less shoring towers, a more simplified erection process and reduced crane time. The staging of the roof truss erection was a delicate logistical ballet as roof sections were trucked to site, positioned on the floor of the seating bowl for pre-assembly, then lifted into place by the massive 350-ton Liebherr cranes from inside the arena. Then there was the staging of the removal of the shoring towers and cranes themselves post erection.

Each structure presented its own challenges that the project team needed to tackle. The subtle curvature of the north and south facades of City of Edmonton Tower (Tower D) required extensive planning and consultation between the architect, engineer, and fabricator. We were advised by Martin Savoie and Daniel Proulx of Beauce Atlas that to achieve this distinctive design feature, it required



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FEATURE

sourcing of a larger than normal beam size and very precise fabrication. They indicated that they needed to modify their erection procedure every second floor to maintain the slope of the facade, all the while maintaining the aggressive erection schedule that the project demanded and structural steel provided. The marshalling of the steel sections was a logistical challenge as well. With limited laydown space on site, a marshalling area was established in Fort Saskatchewan, just outside of Edmonton where the steel sections were carefully labeled for appropriate sequencing of shipment to site to achieve a steady and seamless erection process.

For Block K, the challenge for the team was related to the wide range of uses for the structure. Part office space, part Las Vegas style casino, and part arena loading dock, the structure required flexibility and precision in fabrication and erection. The column free loading dock area required beams spanning 27 metres in the three storeys above. We were advised by Steven Oosterhof of DIALOG that these long spans used some of the deepest rolled sections that are available and several custom plate girders. Working with the fabricator, Quirion Metal, they were able to significantly rationalize the steel used and anticipate their needs for steel members with long lead times and bulk pre-order to maintain their schedule. Steven also reported that through collaboration between architect, engineer and fabricator they reduced lag time between design and construction by sharing design details early in the project.

There is a great deal of anticipation in Edmonton for the completion of Rogers Place Arena, scheduled for fall of 2016. The first concert date has been announced and the Edmonton Oilers are scheduled to drop the puck for their 2016-17 NHL season under the meticulously designed, fabricated and erected steel roof. The City of Edmonton is anticipating it's move into their gleaming new tower with it's elegant curved facades. Block K will be ready for business as the new headquarters for Oilers Entertainment Group, home of Grand Villa Edmonton Casino and the crucial loading dock for sports team and entertainers who need to move their bus loads and truck loads of gear into the spacious hold of Rogers Place Arena. The steel construction industry can be justifiably proud of the role they played in the design and construction of what will be known as one of North America's premier sports and entertainment districts and the pride of Edmontonians. **AS**



ROGERS PLACE ARENA

ARCHITECT: HOK AND LOCAL PARTNERS CISC ASSOC DIALOG AND ARCHITECTURE TKALCIC BENGERT **ENGINEER:** THORNTON TOMASETTI & CISC ASSOC DIALOG **FABRICATOR:** CISC MEMBERS CANAM HEAVY & WHITEMUD IRONWORKS **ERECTOR:** ALCO (JOINT VENTURE PARTNERS LPR CONSTRUCTION & WHITEMUD IRONWORKS)

WINTER GARDEN

ARCHITECT: HOK AND LOCAL PARTNERS CISC ASSOC DIALOG AND ARCHITECTURE TKALCIC BENGERT **ENGINEER:** THORNTON TOMASETTI & LOCAL PARTNERS, CISC ASSOC DIALOG **FABRICATOR:** CISC MEMBERS CANAM HEAVY & WALTERS GROUP **ERECTOR:** ALCO (JOINT VENTURE PARTNERS LPR CONSTRUCTION & CISC MEMBER WHITEMUD IRONWORKS)

TOWER D

ARCHITECT: STANTEC CONSULTING **ENGINEER:** STANTEC CONSULTING **FABRICATOR:** CISC MEMBER BEAUCE ATLAS

BLOCK K

ARCHITECT: HOK AND LOCAL PARTNERS CISC ASSOC DIALOG AND ARCHITECTURE TKALCIC BENGERT **ENGINEER:** CISC ASSOC DIALOG & THORNTON TOMASETTI **FABRICATOR:** CISC MEMBER QUIRION METAL

(1) <http://www.marketwired.com/press-release/ead-joint-venture-unveils-new-details-about-the-edmonton-arena-district-1942436.htm>

(2) *Civil Engineering*- 20160315- A Bridge to the Future

(3) *Civil Engineering* – 201601415 – A Bridge to the Future

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Major changes and new provisions that were introduced in the 11th edition of CAN/CSA-S6 and their effect on the design of steel girders are highlighted.

Course Leaders:

Gilbert Grondin, Ph.D., P.Eng., Senior Bridge Engineer, AECOM

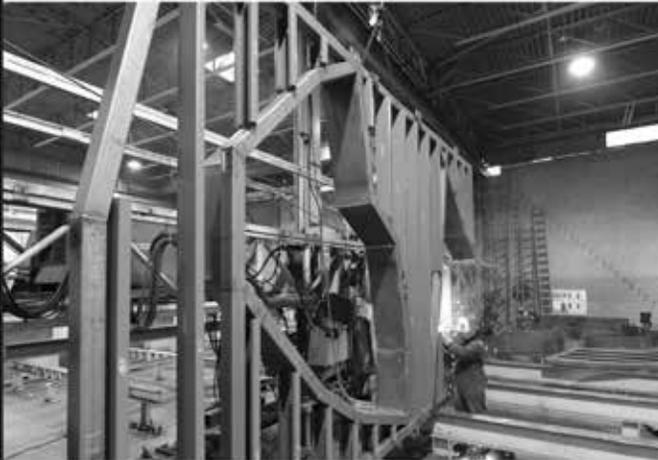
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The new edition features the latest updates to reflect changes to CSA S16-14 and the structural section data. It is intended to be used in conjunction with the National Building Code of Canada 2015. Buy it today at www.cisc-icca.ca.

NEW CISC CODE OF STANDARD PRACTICE, 8TH EDITION

CISC is pleased to launch our new Code of Standard Practice for Structural Steel, 8th edition, available as a free download on our website. The CISC Code of Standard Practice for Structural Steel is a compilation of usual industry practices relating to the design, fabrication, and erection of structural steel.

The following topics have undergone major revisions in the 8th edition: conditions where lintels are included in a steel contract, computations of units and mass, erection stability, temporary bracing, and Electronic documents (BIM, Appendix J). Download your copy today at cisc-icca.ca/solutions-centre/publications.

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SAVE THE DATE: THE NEXT BC REGIONAL MEETING AND GOLF DAY IS ON JULY 26, 2016

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SAVE THE DATES: QUEBEC STEEL SYMPOSIUM AND QUEBEC STEEL DESIGN AWARDS OF EXCELLENCE

The 8th edition of the Québec Steel Symposium will take place on October 25, 2016. On the occasion of the inauguration of the Chair of Leadership in Education (CLE) in Structural Steel, this year the Quebec Steel Symposium will be held at Laval University in Quebec in collaboration with the (CLE) - André Picard. Visit rendezvousacier.com/program for more.

The CISC Quebec Steel Design Awards of Excellence will be held on November 4, 2016. See 300+ participants representing more than fifty companies from across Quebec, 60+ project submissions, 30+ finalists, and 9 winners.

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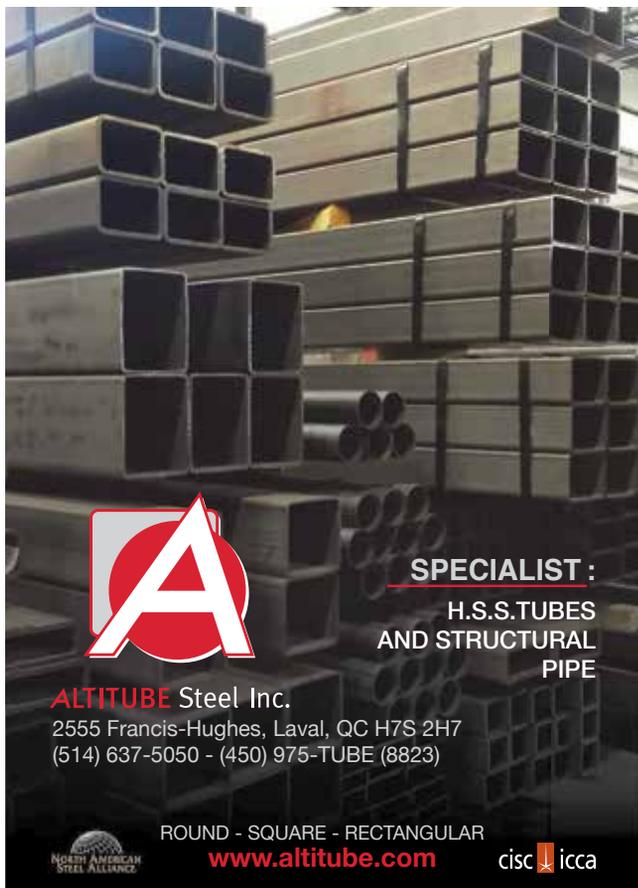
COMMON CODES AND STANDARDS FOR DESIGN AND CONSTRUCTION OF STEEL STRUCTURES

Current Status and Future Publication Targets

Code/Standard/Supplement/ Commentary/Referenced Document	Current Edition	Next Edition/Revision	Publication Target
National Building Code of Canada (NBC)	NBC 2015	NBC 2020	Dec. 2020
NBC Structural Commentaries (Part 4 of Div. B)	NBC 2010 Str. Comm.	NBC 2015 Str. Comm.	late 2016
CSA S16 Design of Steel Structures	CSA S16-14	CSA S16-19	2019
CISC Commentary on CSA S16 (Part 2 of CISC Handbook of Steel Construction)	CISC Handbook 11th Edition ¹	TBA	Early Spring, 2016
CISC Moment Connections for Seismic Applications	2nd Edition ²	TBA	
CSA S6 Canadian Highway Bridge Design Code	CSA S6-14	CSA S6-19	
CSA S6.1 Commentary on Canadian Highway Bridge Design Code	CSA S6.1-14	CSA S6.1-19	2015
CSA G40.20/G40.21 General Requirements for Rolled or Welded Structural Quality Steel/Structural Quality Steel	G40.20-13 G40.21-13	TBA	
CSA W59 Welded Steel Construction (Metal Arc Welding)	CSA W59-13	TBA	
CSA W47.1 Certification of Companies for Fusion Welding of Steel	CSA W47.1-09 (R2014)	TBA	
CSA S136 North American Specification for the Design of Cold-Formed Steel Structural Members	CSA S136-12	CSA S136-16	Sep. 2016
CSA S136.1 Commentary on CSA S136	CSA S136.1-12	TBA	

¹CISC Handbook of Steel Construction - 11th Edition includes CSA S16-14, its Commentary, CISC Code of Standard Practice - 8th Edition (new), and design and detailing aids in accordance with CSA S16-14

²Adopted in S16-14 by reference



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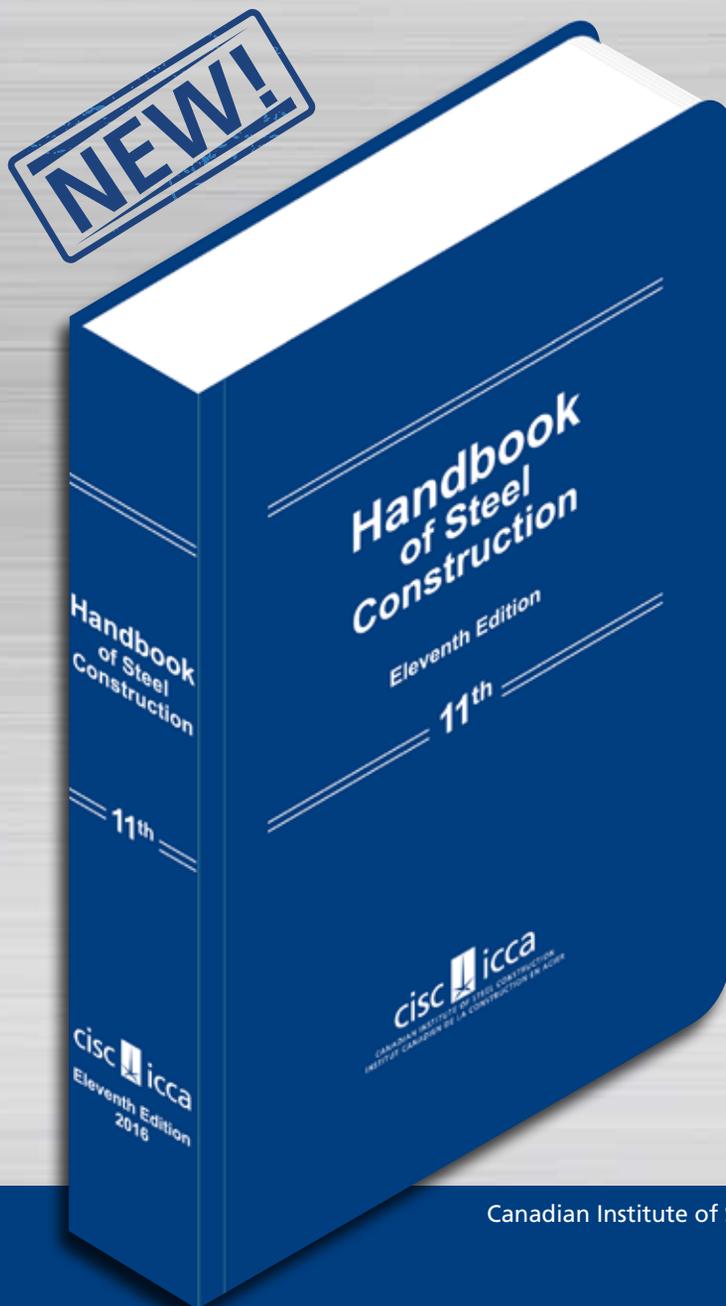



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Handbook of Steel Construction 11th Edition

The Handbook of Steel Construction contains detailed information on the design and detailing of structural steel in metric units. The new 11th Edition is intended to be used together with the National Building Code of Canada 2015. Member design tables are based on steel grades ASTM A992, A572 Grade 50, A913 Grade 65, A500 Grade C and CSA G40.21-350W.



Updates in the 11th Edition:

- Includes CSA Standard S16-14 “Design of Steel Structures”.
- Updated design data for common connections.
- Updated design data for twist-off bolt assemblies and direct tension indicators.
- New design table for all-bolted single-angle beam connections.
- Readily available wide-flange sizes are highlighted in yellow colour throughout the book.
- New tables for columns produced to ASTM A913 Grade 65 steel and for single-angle struts.
- Design and detailing data for anchor rods and accessories.
- Member design tables for angles and channels increased from 300 to 350 MPa yield stress.
- Structural section data for hot-rolled sections has been completely updated.
- Updated range of HSS sizes reflecting availability and including large (Jumbo) sections.
- Includes CISC Code of Standard Practice, 8th Edition, with updated provisions on erection stability and Building Information Modelling (BIM).
- Enhanced colour scheme for easier navigation.

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www.russelmetals.com

Russel Metals Inc.
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www.russelmetals.com

Russel Metals Inc.
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Russel Metals Inc.
Winnipeg, MB 204-772-0321
www.russelmetals.com

Salit Steel (Division of Myer Salit Limited)
Niagara Falls, ON 905-354-5691
www.salitsteel.com

Samuel, Son & Co., Limited
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www.customplate.net

Samuel, Son & Co., Limited
Laval, QC 514-384-5220
www.samuel.com

Samuel, Son & Co., Limited
Hamilton, ON 1-866-972-6835
www.samuel.com

Samuel, Son & Co., Limited
Mississauga, ON 905-279-5460
www.samuel.com

VARSTEEL Ltd.
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www.varsteel.ca
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VARSTEEL Ltd.
Lethbridge, AB 403-320-1953
www.varsteel.ca
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VARSTEEL Ltd.
Nisku, AB 780-955-1953
www.varsteel.ca

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Saskatoon, SK 360-955-3777
www.varsteel.ca

Wilkinson Steel and Metals, Division of Samuel, Son & Co., Limited
Edmonton, AB 780-434-8441
www.wilkinsonsteel.com

Wilkinson Steel and Metals, Division of Samuel, Son & Co., Limited
Saskatoon, SK 306-652-7151
www.wilkinsonsteel.com

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www.russelmetals.com

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Harrow, ON 519-738-5000
www.atlastube.com

Essar Steel Algoma Inc.
Sault Ste. Marie, ON 705-945-2351
www.essarsteelalgoma.com

Gerdau Corporation
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www.gerdau.com/longsteel

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A-1 Detailing and Engineering Ltd. B, P
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Acier MCN/MCN Steel J, P, S
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www.mcnsteel.com

Acklam Drafting Service B, Br, S
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Aerostar Drafting Services B
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www.apexstructural.ca

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Exact Detailing Ltd B, Br, J, P
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www.exactdetailing.com

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www.genifab.com

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www.infocusdetailing.com

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www.steeldetailers.com

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www.jcmdrafting.com

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www.lancorstructural.com

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www.steltec.ca

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www.trusquin.com

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www.asimut.ca

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www.spec5services.com

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www.summyx.com

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www.tdsindustrial.com

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www.techdess.com

Tenca Steel Detailing Inc. Br
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www.tencainc.com

Vet Dessin
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www.vetdessin.com

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www.cwbgroup.org

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www.ccindustries.ca

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www.norweld.com

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www.oldtymerwelding.com

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www.payfordsteel.com

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www.show-canada.com

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www.timesironworks.ca

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Arcweld Industries Inc. B, Br, J, P, S
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www.arcweld.ca

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www.esfox.com

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Montage St-Laurent B, Br
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www.montacier.com

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Woodbridge, ON 905-851-2817

Stampa Steel Erectors Ltd. B, Br
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www.stampasteel.com

Superior Steel Erectors Ltd. B
Sherwood Park, AB 780-922-0520
www.superiorsteel.ca

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www.awcoatings.com

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www.international-pc.com

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Behlen Industries COM-BLD Division
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www.behlen.ca

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www.blastech.com
Abrasive blasting, glass bead

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Canadian Quality Inspections Ltd.
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www.cqinspections.ca

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www.canstud.com

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www.cf-t.com

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www.corrocoat.ca
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www.galv.ca
galvanizing services

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Coating, paint

DryTec Trans-Canada
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www.drytec.ca
Grating, metalizing, paint

EBCO Metal Finishing L.P.
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www.ebcmetalfinishing.com
Hot dip galvanizing

Endura Manufacturing Co. Ltd.
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www.ficepcorp.com

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www.graitec.com

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www.harsco.com

HDIM Protective Coatings
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www.hdimpc.ca

Infasco
Marieville, QC 450-658-8741
www.infasco.com

Kubes Steel Inc.
Stoney Creek, ON 905-643-1229
www.kubesteel.com

La Compagnie Américaine de Fer et Métaux Inc. / American Iron & Metal Inc.
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www.scrapmetal.net

La Corporation Corbec
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Les Industries Méta-For inc.
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www.meta-for.ca

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www.lincolnelectric.com
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SDS/2 Design Software

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www.torqueertools.com

Metal Fabricators and Welding Ltd.
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www.metalfab.ca

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www.midwaywheelabrating.com
Wheelabrating, sandblasting, industrial coatings

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www.moorebrothers.ca

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www.gripmetal.com

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Steel fasteners, structural bolts, anchor bolts, tie rods

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Peddinghaus Corporation
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www.redrivergalvanizing.com
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Reliable Tube Inc.
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www.consortech.com
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http://www.steelplus.com

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Supreme Galvanizing Ltd
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www.ironworkerslocal97.com

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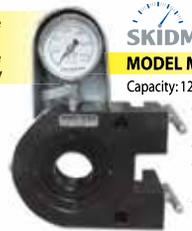
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