



concrete pipe & precast journal

FALL 2023



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Heidelberg Materials Provides a Micro-Tunnelling Solution for the Trans Mountain Project

Ethan Zhang, Ph.D., P.Eng., P.M.P.,
Trenchless Practice Lead – Canada
Aldea Engineering Services Ltd.

Danish Abbas
Construction Project Manager
Heidelberg Materials

Precast Producer: Heidelberg Materials

Everyone who has watched the North American news in the last decade has heard of the Trans Mountain Pipeline Expansion Project. The existing Trans Mountain Pipeline is a vital component of the Canadian energy sector and carries crude oil and refined petroleum products from Strathcona County, Alberta, near Edmonton, to Burnaby, British Columbia. The oil and refined petroleum products from the Burnaby terminal are then distributed to other terminals for further refining or shipped via the Westridge Marine Terminal to international purchasers.

The Federal Government of Canada purchased the Trans Mountain Pipeline and the Expansion Project in 2018. There was much debate about the Expansion Project, and on June 18, 2019, the Government of Canada approved it, subject to 156 conditions from the Canada Energy Regulator (CER). The Expansion Project is large in scale and nation-building. One

element of focus for this Concrete Pipe and Precast Journal article is the innovative use of reinforced concrete jacking pipe (RCJP) in micro-tunnelling in four select locations.

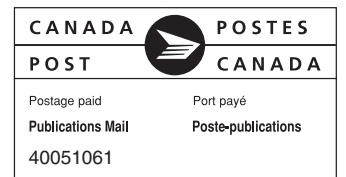
The details of the four select locations that use reinforced concrete micro-tunnelling pipe are:

- Kamloops, British Columbia. 4200 m of 2000 mm internal diameter pipe.
- Silverhope Creek Crossing, British Columbia. 231 m of 1800 mm internal diameter pipe.
- CN Rail Micro-Tunnel at KP310, Alberta. 144 m of 1800 mm internal diameter pipe.
- Micro-Tunnel at KP 997, British Columbia. 213 m of 1200 mm internal diameter pipe.

Micro-tunnelling pipe refers to specially designed pipes for trenchless construction techniques utilizing a remote-controlled tunnel boring machine, to install underground pipelines with minimal surface disruption. These micro-tunnelling pipe installations serve as casings or conduits for the 36-inch and 42-inch petroleum pipeline. The decision to employ precast concrete pipes was driven by their strength, durability, reliability, and ensuring the safe and efficient transportation of these essential energy resources.

Micro-tunnelling was installed at these four locations for several reasons. Installation in settlement-sensitive locations, like the rail and highway crossings, benefited from micro-tunnelling by eliminating the backfill that can settle over time. These locations also permitted installation without surface disruption, eliminating the need for trains and traffic to be delayed or diverted. Micro-tunnelling allowed for installing the concrete

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Heidelberg Materials Provides a Micro-Tunnelling Solution for the Trans Mountain Project

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pipe in various ground conditions, from very soft to very hard, and wet, boggy to dry, arid surface soil. Aside from all these benefits, a major determining factor for using micro-tunnelling was the reduction of environmental disturbance. The environmental impact of this project has been under a microscope since it was first drafted, and reducing the disturbance during installation is a small step to creating a superior level of environmental stewardship for the overall project.

Bothar won the tender and became one of the micro-tunnelling contractors responsible for the micro-tunnelling at the four locations detailed above. They relied on the expertise of Heidelberg Materials and other suppliers to manufacture quality micro-tunnelling pipe for their installation work.

Heidelberg Materials served as a subcontractor, providing 1800 mm and 2000 mm diameter Reinforced Concrete Jacking Pipes (RCJP) for specific tunnelling sections within the Trans Mountain Project. These tunnelling sections posed distinct design challenges and required unique pipe characteristics. For the Kamloops segment in the British Columbia Interior, Heidelberg Materials established a temporary remote facility in Kamloops for manufacturing micro-tunnelling precast pipes. These pipes, together with pipe manufactured in the Calgary facility and imported from Germany, weighing over 19 tons, with a diameter of 2000 mm ID, 2500 OD, and a length of 4 meters, were designed to meet the exacting demands of the Trans Mountain Pipeline Expansion Projects underground infrastructure, covering a distance of 4.2 kilometres.



Reinforced Concrete Jacking Pipe (RCJP) in yard storage and some tented for steam curing.

the micro-tunnelling pipe met the tunnelling and timeline demands. This synergy between all stakeholders allowed the project to progress with a shared vision of safety, innovation, and environmental stewardship.

Several challenges came with setting up a temporary facility for a specialized precast product. Logistics posed a significant hurdle during the mobilization phase, exacerbated by the global post-COVID-19 supply chain crunch. They faced delays in international deliveries of essential equipment, which was overcome by rerouting shipments and using alternative transportation methods to maintain progress. As the pipes were manufactured outdoors, extreme winter weather conditions in Kamloops posed a considerable challenge. Heidelberg Materials engineering, quality control, and quality assurance teams worked tirelessly to maintain the thermal insulation of the molds, the concrete quality, and a safe work environment for all employees.

Choosing a site location was a critical consideration in the success of the project. The location needed to be within close proximity to the tunnelling sites to minimize transportation costs. It also required a large enough footprint to store the finished pipe, allowing for a curing period before transportation and installation. While the location had a lower storage capacity than initially planned, Bothar assisted by procuring additional storage space in the area. Heidelberg Materials also leveraged our existing ready-mix concrete operations in Kamloops to ensure a reliable supply of high-quality concrete, which is crucial for producing micro-tunnelling precast pipes.

The establishment of the Heidelberg Materials temporary precast facility in Kamloops stands as a remarkable feat, showcasing the successful collaboration with key stakeholders and overcoming logistical, operational, and environmental challenges. The micro-tunnelling precast pipes produced for the Trans Mountain

Expansion Project contribute to Canada's energy infrastructure, demonstrating the thorough safety and operational standards set by Heidelberg Materials and reinforcing their commitment to excellence in the precast industry.



Reinforced Concrete Jacking Pipe (RCJP) being loaded on a transport vehicle and an Intermediate Jacking Section (IJS) is visible in the foreground on the lower RHS.

The segment's success was a collaborative effort involving key stakeholders. Heidelberg Materials engaged closely with the Stk'emlupsemc Te Secwepemc Nation (SSN) in recognition of the cultural significance of the land. They worked closely with Bothar to ensure that the production of



Gerry Mulhern Retirement and Jude Tremblay Appointed as New President

Bob Brown
Chairman of the Board
Canadian Concrete Pipe & Precast Association

The Canadian Concrete Pipe & Precast Association (CCPPA) Board is excited to announce the appointment of Jude Tremblay as President of the Canadian Concrete Pipe & Precast Association, effective Monday, June 12, 2023. Our current President, Gerry Mulhern, has decided to take a well-deserved retirement effective Friday, June 9, 2023. We want to thank Gerry for his 16 years of dedicated service, which includes many advancements for the industry and the association. One major milestone achieved during Gerry's tenure was the expansion of the association from the provincial level, the Ontario Concrete Pipe Association (OCPA), to the National level, as the Canadian Concrete Pipe & Precast Association (CCPPA).

We wish Gerry all the best as he embarks on his next chapter with Mary and his family. We look forward to hearing about his numerous camping adventures and reading his soon-to-be-released autobiography.

We welcome Jude Tremblay as our new President. Jude has worked in the concrete industry since graduating from Carleton University with a bachelor's degree in civil engineering in 1989. Jude began his career working in various operations within the Lafarge group, starting in Ottawa. He progressively took on more significant management roles, including a stint in Quebec where he served as the General Manager of the ready-mix concrete and aggregate operation for Lafarge's Western Quebec area. From 2003 to 2013, Jude was transferred back to Ontario, where he took on the role of General

Manager for the 401 corridor, comprised of ready-mix and aggregate operations between the East GTA and Ottawa. After leaving Lafarge, Jude spent four years with an Ontario-based precast concrete producer as Vice President of Anchor Concrete's engineering and sales departments.



Gerry Mulhern



Jude Tremblay

Since July 2017, Jude has worked as a Region Engineer for the Canadian Concrete Pipe & Precast Association. Jude is a licensed Professional Engineer in the province of Ontario and has held the designation since 1992. Jude brings a breadth of knowledge, experience and passion to his new role and is now entering his 35th year in the concrete/precast industry. We look forward to working with Jude to continue to develop and promote the concrete pipe and precast industry across Canada.

Forterra is now Rinker Materials

The Quikrete name is easily recognized by its iconic and unmistakable yellow bags of concrete, found in a wide range of projects, from large-scale civil construction to home renovations. While known in the US, the Rinker name is less familiar here in Ontario. In March of 2022, Forterra Pipe and Precast were purchased by Quikrete and integrated into their Rinker Materials division, which was founded in 1964 and became part of the Quikrete companies in 2017.

Forterra began as Waterloo Concrete Products in 1974 in Cambridge; as demand grew, so did operations. Three plants were built on the same site, featuring some of North America's most progressive pipe manufacturing technology. Waterloo's early and sustained success made the company attractive to investors, and over time, through different acquisitions, Waterloo Concrete products became Centennial, Hanson, Forterra and finally Rinker Materials with plants in Cambridge, Ottawa and St-Eustache.

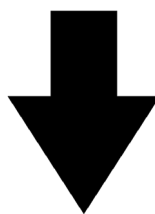
A full range of products, including concrete pipe, trenchless pipe,

maintenance holes, catch basins, box culverts, Stormceptor®, Jellyfish® and concrete pressure pipe, are manufactured in Canada. Earlier this year, a wet cast addition was completed in Cambridge to increase capabilities to produce non-standard products, including vaults and large-span culverts. The five-million-dollar investment represents Rinker's commitment to Canadian operations and its people.

Rinker employs 265 people across Ontario and Quebec, spanning various disciplines, including professional engineers, project managers, millwrights, machine operators, welders, and forklift drivers. Our focus has always been on customer service and quality, which can only be achieved with a team and systems in place to support them.

Our name has changed, but our exceptional service has not. We encourage municipalities, consultants, and contractors to contact us at the link below for quotes, technical data, plant tours, lunch & learn seminars, or any other information regarding our products and services.

Looking forward to hearing from you:
rinkerpipe.com/contact/





Municipal Addendum Addresses Standard of Care for Plastic Pipe

A sanitary sewer project was released for tender by the City of London in early 2013. The sanitary sewer was designed using a reinforced concrete pipe. However, the contract also included a trial section of 65 metres of 900 mm polypropylene plastic pipe. The plastic pipe in question was offered free of charge by the Ohio-based producer of this pipe.

There are major differences between reinforced concrete pipe and plastic pipe. Drainage and sewer systems constructed from concrete and plastic pipes must be designed and installed differently. The consulting engineer for the City of London project recognized those differences and issued a comprehensive addendum to address the design and installation of a relatively large plastic pipe.



The key points of the Addendum included:

- **Certification Letter from contractor – includes shop drawings, calculations, and installation procedures.**
- **Design calculations stamped by a professional engineer registered in the Province of Ontario.**
- **Trench box detail stamped by a professional engineer registered in the Province of Ontario addressing the potential conflict between ASTM D2321 and the Occupational Health and Safety Act.**
- **Shop drawings for connection to manholes.**
- **Deflection testing at completion of construction and again one year before the expiration of the warranty period.**
- **Manufacturer's representative on-site during construction.**

Design engineers and municipal engineers involved with drainage systems and sewer systems across Ontario should take note of the wording of the addendum as follows:

“For the Pipe Trial Section pipe materials, the Contractor shall submit shop drawings. The shop drawing submission shall include a Certification Letter from the pipe manufacturer that the pipe material and installation procedures will meet or exceed City of London Standard Specifications, these Special Provisions and the installation conditions shown on the drawings and as otherwise identified in the Contract Documents. The Contractor (or pipe supplier) shall provide the structural design calculations for this pipe installation, stamped by a professional Engineer licensed in the Province of Ontario.

The Contractor shall submit drawings for the trench box use stamped by a Professional Engineer licensed in the Province of Ontario which meets the requirements of both ASTM D2321 - Standard Practice for Underground Installation of Thermoplastic for Sewers and Other Gravity-Flow Applications and Occupational Health and Safety Act and Regulations for Construction Projects.

The Certification Letter shall be supported by detailed pipe class selection calculations and shall be sealed by an Ontario Professional Engineer, specifically for this project.

The Contractor shall provide a shop drawing identifying the two manhole connections. A cored hole shall be drilled to accommodate the manufacturer's connection boot.

Sanitary sewers are to be installed as per the manufacturer's specifications. The Contractor shall have on-site, at the commencement of construction, a manufacturer representative to advise on the recommended construction procedure for the installation of sanitary sewer.

The Contractor shall maintain liaison with the manufacturer throughout the installation of the sanitary sewer trial section for advice and guidance as required. In addition, the Contractor shall ensure that a representative of the manufacturer makes daily site visits during construction and after completion if required. The representative of the manufacturer should alert the Contractor in writing of any variance to their recommended material and construction procedures. Copies of all correspondence shall be given to the Contract Administrator.

Where the trial pipe section is used, the Contractor shall perform a mandrel test upon completion of construction to ensure that pipe deflection does not exceed 5% deflection. Prior to the end of the one-year warranty period, the Contractor shall perform another mandrel test to the satisfaction of the Contract Administrator.”

Upcoming Inspector Information Sessions – Winter 2024

The Canadian Concrete Pipe & Precast Association will continue expanding its popular Inspector Information Sessions.

The Inspector Information Session involves six separate practical learning stations which have the following themes:

#1 The Basics

Basic pipe design, manufacturing, handling, and site storage.

#2 The Bedding

Proper bedding requirements including how concrete pipe reduced excess soils generation.

#3 The Gasket

Proper care, inspection, and installation of gaskets – both pipe and maintenance hole.

#4 The Maintenance Hole

Proper connection – Pipe to maintenance hole.

#5 The Good, the Bad & the Ugly

Common site issues related to the installation of concrete pipe and precast structures. The discussion covers causes and remedial actions.

#6 Crack Evaluation

Acceptable and unacceptable cracking in a concrete pipe.

The attendees were separated into six smaller groups that started the session at one of the six stations. The information exchange at each station lasted approximately 25 minutes, after which the groups would move on to the next station. The overall length of the session was three hours. We held both a morning and afternoon session to allow for flexibility. Each station had two individuals who were concrete pipe/precast producer staff. These two individuals would facilitate the information exchange/discussion.

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M CON Products Provides Box Culvert Solution for Dam Replacement

Yongjun Wang, P.Eng.
Branch Manager
Jewell Engineering

Precast Producer: M CON Products Inc.

Located approximately 30 kilometres north of Kingston, Ontario, in the Township of South Frontenac, the Thirteen Island Lake Dam was coming to the end of its service life. The existing structure consisted of four corrugated steel pipe culverts and some dam components to enable water level control and outflow control.

Jewell Engineering was awarded the engineering, design, and inspection contract. General Contractor for the project was awarded to Doornekamp Construction.

Long service life and durability was a key consideration during the design phase, and a precast concrete structure was selected to provide these characteristics, given the critical nature of the infrastructure being replaced.



Completed box culvert dam structure.

The design for the new structure was composed of a triple-cell (three parallel runs) of 1800 mm x 900 mm precast concrete box culvert, a new cutoff wall, provisions for water control stop logs, and a pedestrian safety railing.

For production speed, most of the pieces used provincial standard OPSS 1821 drycast box culvert sections. However, the Township of South Frontenac needed a cast-in stop log system to control water flow into Thirteen Island Lake.

M CON Products was selected as the precast concrete supplier for this project. M CON's engineering department provided a solution to have standard 1800 mm x 900 mm box sections to include some custom modifications to allow for the cast-in stop log system to be

incorporated in the box culvert end units. M CON manufactured the end units using their custom wet-cast expertise, with 100 mm deep C-channels cast into the walls to hold the 150 mm x 150mm stop logs and thicker side walls. This was done while keeping the floor and top slabs the same thickness as the rest of the culvert for ease of installation and aesthetics. Custom locking grates were also incorporated in the top slab of the end units to allow Quinte Conservation Authority staff access to add and remove the stop logs when required for flow control.

The twelve drycast units were produced in two days, and each of the three custom end pieces took one day.

Precast concrete boxes offer long service life and durability. They also enable extensive customization of the dam/culvert structure, all while ensuring a remarkably short production and delivery time, crucial in meeting the project's schedule.

I want to thank the M CON Products manufacturing and engineering departments for their support and expertise that helped us meet the project challenges and provide the Township of South Frontenac with durable and resilient infrastructure that will be in service for many years to come.



Overhead view of completed box culvert dam structure.



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Immigration Reform Must Target Key Construction Trades

Patrick McManus
Executive Director
OSWCA

The supply of new labour into the construction industry has slowed to a trickle, and the traditional avenues mined for new entrants are beginning to dry up. Coupled with the baby boom retirement wave cresting early due to the last 30 months of the COVID-19 pandemic, it has put many companies in a difficult position, where demand for construction services is beginning to outstrip capacity for delivery.

It's a problem we all saw coming for the last 15 years, but we have reacted too slowly to it as an industry. The thinking always seemed to be that we had a few more years on the horizon to 'figure it out,' but here we are in the middle of it. All is certainly not lost, as all good challenges seem to spawn interesting and innovative solutions, and this situation is no different. Finding and exploiting these potential remedies has become a core element of what the OSWCA is working on this year, next, and beyond.

One of the first target areas that we are working on is the immigration system and lobbying for the necessary changes to the federal Express Entry Program (EEP) and the Ontario Immigrant Nominee Program (OINP) to help address our labour demands. Beginning in the mid-1990s, the immigration system in Canada was modified to target applicants with specific levels of education achievement and professional certifications, as well as those with advanced English and French language capacity. These changes were made when our economy was slowing down and unemployment levels increased in sectors like construction. Our needs, at the time, were in the high-skilled sectors (e.g. advanced manufacturing, tech, healthcare, etc.), as our economy was transitioning. These changes made sense in the 1990s. Almost 30 years on from these changes, they no longer make sense.

Our economy is once again in a period of transition. Our country, specifically our province, is growing at an unprecedented rate. In order to build the necessary infrastructure and housing to support this growth, we need a return to an immigration system akin to the pre-1990s version that makes room for practical skills and experience, as opposed to just certifications and education requirements.

The provincial government has recognized this. They have come to understand that their ambitious housing and infrastructure agenda is doomed without support to grow our construction labour force. So, they are in the process of modifying the OINP to target specific economic

immigrants with construction experience to help address the skills gap. They have solicited our help and partners in the Ontario Skilled Trades Alliance (which we chair) to help identify our specific needs and lobby the federal government to allow for these changes to happen.

The federal government is also listening. They have their own ambitious construction plans to see 1.5 million houses built in Ontario by 2031, and they understand that we need the necessary labour force to achieve this lofty goal without significant policy changes. So, the ball is now rolling.



We expect a major announcement on immigration reform this Fall that will make it easier for those with construction experience to access the immigration system. The next step for the OSWCA is to develop a program that helps our member companies participate and access new workers coming in through this stream (certainly more to come on this in the near future). While this isn't a 'fix-all' solution to our labour force woes, it is a start. It will help to open a new employment pathway into our trades. Our goal moving forward is to find more of these potential pathways. They may not always be conventional, but now is the time to try new things.

Upcoming Inspector Information Sessions – Winter 2024

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Kevin Lamer, Program Manager for City of Ottawa Inspection Group had the following statement after attending the Inspector Information Session:

“The City of Ottawa Inspectors were invited to the CCPPA on-site training event on May 18th 2022, at the City of Ottawa’s EY Centre. This excellent session provided detailed presentations and demonstrations from multiple concrete manufacturers. The inspectors enjoyed the hands-on experience, providing them with a great opportunity to learn more about the different products available to the industry and make some key contacts with the manufacturers. It was well organized, and the inspectors liked the open forum to ask common field questions and share knowledge with other attendees from the Consultant Industry. Thank you

CCPPA for putting on this important event and bringing the industry back together post-COVID-19.”

Three (3) events will be held in 2024:

February 7, 2024	West GTA/Hamilton	Ancaster Fairgrounds
February 7, 2024	Greater Calgary Area	Trains Landscaping Agriple in Okotoks
February 14, 2024	Ottawa	EY Center (Ottawa Airport)

Please visit our website: ccppa.ca and updates will be posted under the events section.



New CCPPA Member Announcement



MST Bar started under B&B FRP Manufacturing Inc. with years of research and product development to develop glass fibre rebar. In 2018, the company completed all certifications and began commercially manufacturing Glass Fibre Reinforced Polymer (GFRP) products.

In 2022, B&B officially changed its name to MST Rebar Inc. and stabilized its position in fulfilling the promise of a better future for concrete reinforcement. Today, MST Bar is the world's largest manufacturer of GFRP rebar, a leader in GFRP rebar technology, and operates across five continents. Their model is simple: believing in one famous statement, "DO IT RIGHT, DO IT ONCE."

GFRP rebar does not corrode and has 3x the tensile strength of steel rebar. Applications for MST Bar include tunnels, dams, residential/commercial buildings, precast products, roads and bridges, parking garages, swimming pools, piers and seawalls. MST Bar meets all CSA, ACI and ASTM specifications and is ICC certified.

Steve Robichaud is MST Bar's Sales & Marketing Director. Steve has spent the last 20 years working in the construction and concrete industry.

You can reach Steve at:
 Steve Robichaud
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 Website: www.langleyconcretegroup.com
 Contact: Mark Omelianiec

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 Location: Ottawa, ON
 Tel: 1-800-267-5515
 Email: info@mconproducts.com
 Website: www.mconproducts.com
 Contact: Marco Mion

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 Contact: Randy Beelman

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