



# concrete pipe & precast journal

SPRING 2024



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## O-Series Precast Arches Provide Four Creek Crossings

**Gianfranco Tamburrini**  
Operations Manager  
KAPP Infrastructure Inc.  
Vaughan, ON

Precast Producer: **DECAST Ltd.**

**In 2021, KAPP Infrastructure Inc. commenced a multidisciplinary, multiyear project commissioned by North Pickering Community Management Inc. and The Region of Durham. The contracted works were for the construction of Alexander Knox Road, formerly Whitevale Road, from Peter Matthews Drive to Brock Road in the City of Pickering. The project's design engineer and contract administrator was RJ Burnside, WSP Golder served as the geotechnical consultant, and SCS Consulting Group Ltd. oversaw the project.**

The venture unfolded as a collaborative effort, necessitating various levels of government involvement and fostering cooperation with adjacent landowners and developers. The main aspects of the development were:

- installation of deep sanitary sewers,
- installation of a new Concrete Pressure Pipe (CPP) water main,
- construction of four culvert crossings, including concrete MSE walls and stream realignment,
- implementation of a new storm sewer system,
- new road construction including new traffic lights and street lighting.



Phase 2 culvert install begins with uninterrupted traffic flow.

Beyond enhancing the local transportation system, the successful completion of this project would play a pivotal role in providing essential sewer and water main infrastructure, thereby contributing significantly to the development of much-needed new homes in the Greater Toronto Area.

The four creek crossings magnified the complexities of the project. The first major challenge was the demanding schedule expectations for delivering services to the adjacent lands. Furthermore, Durham Region insisted on installing the CPP water main above the creeks for future serviceability. Simultaneously, the team faced the challenge of excavating to a depth of ten meters from the existing road while ensuring the road's continuous functionality and safety for

*continued on page 2*



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# O-Series Precast Arches Provide Four Creek Crossings

continued from page 1

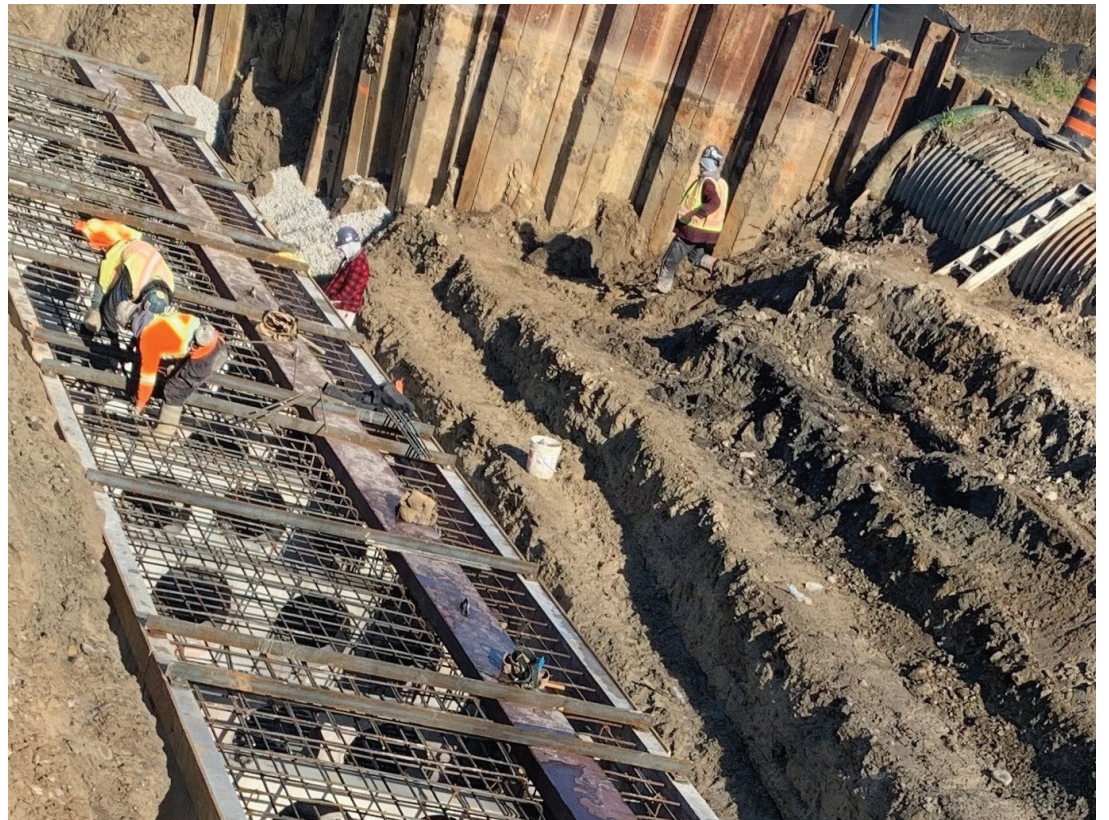
residents. An additional layer of difficulty involved completing the culvert sections within three defined ten-week periods, all under the scrutiny of strict environmental controls.

In response to these multifaceted challenges, KAPP Infrastructure partnered with DECAST Ltd. to develop innovative precast solutions for the unique project requirements. DECAST assumed the lead in designing the four structures, teaming with the engineering groups at RJ Burnside and WSP Golder. The outcome of the design phase was the implementation of the 'O-Series' culvert spans and "Express Footings." This resulted in a series of precast products that created installation efficiencies for KAPP Infrastructure. This collaboration ensured the creek crossings' safe, timely, and cost-effective construction.

DECAST's O-Series precast bridge system, with dimensions of 16.76 meters in span and 4.2 meters in rise, emerged as a fundamental element in overcoming the challenges posed by the creek crossings. The total lengths of each culvert ranged from 38.5 to 40 metres. Each culvert required up to 18 precast units, weighing approximately 40 tonnes each.

The engineering team at DECAST was able to redesign the base of the footings at approximately eight-metre depths from the existing road. This enabled more effective roadway protection and created efficiencies in the excavation process. The O-Series geometry offered sufficient frost cover protection to the proposed water main, from the roadway above and the culvert beneath the concrete pressure pipe. DECAST was able to deliver within an impressive 40-day timeline, from the acceptance of the engineered drawings, through production, to the swift on-site installation. KAPP worked closely with DECAST's production facility to plan the manufacturing of the precast elements to align with the rigid construction schedule. This provided a net benefit to the other works that were required to be completed in the short durations of time that were allotted for in and near water works by the governing bodies.

Incorporating DECAST's Express Footing product was instrumental in maintaining the construction schedule. This innovative solution featured a partial precast shell, which included embedded reinforcing bars precast



Precast Express Footings prepped for culvert foundation pour

into the individual units. KAPP forces were required to install the overlapping reinforcing bars before pouring concrete into the units to complete each footing. Each culvert crossing required twelve precast Express footings to complement the structures. On average, each crossing took approximately 20 days of in-field construction between footing construction, installation of the precast arches, waterproofing, and backfill.

The collaboration with the team at DECAST and utilizing their precast product line allowed for significant schedule control. Concurrently, it supported KAPP's unwavering commitment to safety and quality on-site. DECAST's precast solutions, coupled with their proactive cooperation with project engineers and constructors, played a pivotal role in navigating the complex challenges of this project. They assisted in mitigating the project challenges by offering high-quality precast solutions to a very demanding and highly controlled project.

## CCPPA Adds a New Region Engineer



Chris Phippen, P.Eng.,

I am very pleased to announce the addition of Chris Phippen, P.Eng., to our Canadian Concrete Pipe & Precast Association team. Chris will be taking on the role of Region Engineer for Eastern Ontario/East of GTA (as of January 2, 2024) and will be based out of Kingston, Ontario.

Chris grew up in Kingston and graduated in 1989 from Queen's University in the Civil Engineering program. He began his career working in heavy construction with Peter Kiewit Sons and then joined a consulting firm, Eastern Engineering Group Ltd., based out of Brockville (Ontario), where he worked for ten years. After a short 2-year stint in

Ottawa working as a design engineer for Hovey Industries, Chris returned to Kingston in a senior engineering position with Utilities Kingston, where he spent 24 years. During his last 12 years, he has managed the Utilities Kingston Engineering Department.

Chris is an excellent addition to our team and brings a significant breadth of knowledge and experience with respect to infrastructure design and construction.

Please join me in welcoming Chris to our association.

Jude Tremblay, P.Eng.,  
President  
Canadian Concrete Pipe & Precast Association

# Sumas Road Box Culvert – Abbotsford, British Columbia

**Scott Girvan, E.I.T.**  
Civil EIT  
Onsite Engineering Ltd.

**Laura McGillivray**  
Contractor Sales  
Langley Concrete Group

Precast Producer: **Langley Concrete Group**

Located approximately 10 km east of Abbotsford, British Columbia, the existing culvert was slated for replacement due to extensive flooding, especially during the significant rainfall events in 2021. The existing culvert system consisted of a 600 mm HDPE culvert crossing Sumas Mountain Road connected to a 700 mm HDPE culvert parallel to the road along the ditch line. The replacement was included in a large multiuse pathway project that involved installing retaining walls and raising the road elevation. Wedler Engineering LLP was awarded the engineering, design, inspection and contract management for the project. They subcontracted the culvert engineering, design, and inspection to Onsite Engineering Ltd., and the General Contractor for the entire project was MAREX Constructors Ltd.

Key considerations during design were fitting the culvert into the road profile while avoiding the existing water main (300 mm PVC), gas main (100mm), and sanitary force main (100 mm PVC). To avoid the existing infrastructure, it was decided to use a precast concrete structure so that the culvert had a smaller vertical profile.

The new structure's design was composed of a 3650 mm wide x 1800 mm tall precast concrete box culvert. The precast box structure design included two precast concrete headwalls with metal grills and a safety railing at each headwall. One of the headwalls incorporated a "V" notch baffle in the invert to accommodate fish passage.

The City of Abbotsford contacted the Langley Concrete Group in the design stage so that the structure could be designed and put into production before the general contractor was selected. Selecting a precast producer early, saved time after the project was tendered as the precast concrete structure was ready to be shipped when the contractor was ready for it. Langley Concrete Group engineering staff completed the structural design based on the provincial standard design requirements of CL-625 highway loading. The precast concrete box sections utilize pre-lubricated gaskets

on the spigot end. The headwalls used in this project are the Langley "Max Headwall" system. They are a standard precast headwall product that incorporates the headwall, wingwall, cutoff wall, and any added options such as the safety railing used in this project.

The culvert replacement location also had some construction challenges due to the road use. The road is the primary access for a rock pit and has private residential access. As a result of the road use, the contractor was required to maintain one lane for as much of the construction as possible. The detour added an additional 20 minutes of travel and was inconvenient for the residents and the commercial rock pit. The contractor was permitted one window of 48 hours to close the road completely.

The other major construction challenge was the restrictive space on site. Many trees and overhead power restricted potential staging areas for the precast concrete pieces.



*Final installation of culvert structure.*

The installation was completed in two stages. Materials were delivered to the site as needed and installed as supplied. The bedding material was prepared, and steel "I" beams were installed on grade. This precast box culvert installation detail allows the joints to be perfectly aligned and "homed." This gives the joints the tightest possible seal. The first installation stage consisted of one headwall piece and five precast concrete box sections. Once installed and backfilled, the second stage was excavated and prepared. The remaining precast and headwall installation went into the evening, and the last section, the other headwall piece, was installed with construction lighting. To add further complexity to the installation, the final piece had to be lifted high in the air and over the overhead power that ran parallel with the road and the trees encroaching into the site.

The remainder of the structure was backfilled, and the final road was constructed over the new precast concrete box.

The City of Abbotsford, On-Site Engineering MAREX Constructors, and the Langley Concrete Group worked effectively and in unison to deliver this project with minimal disruption to the road users and created a sustainable buried infrastructure that will perform for decades.



*Challenging installation with numerous utilities.*

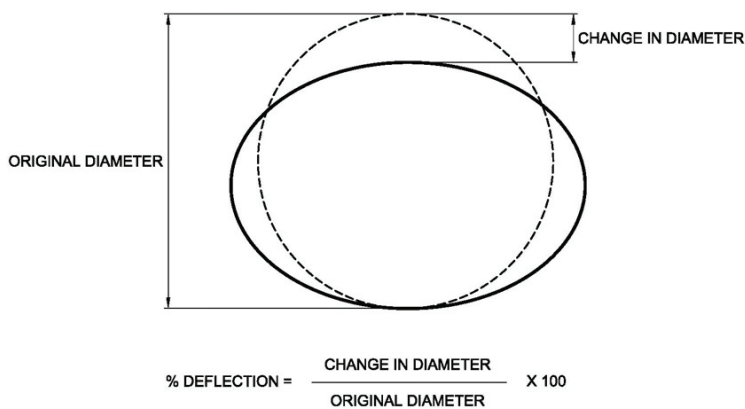


# Why Deflection Matters for Plastic Pipe

**Paul Imm, P.Eng.**  
 Director of Engineering  
 Rinker Materials

Pipes used in sewer and culvert applications are categorized as either “rigid,” such as clay or concrete pipes, or “flexible,” such as thermoplastics (i.e. polyvinyl chloride, high-density polyethylene, polypropylene), glass-reinforced polymer, or corrugated steel pipes. The common definition of a flexible pipe is “a pipe that can deflect 2% or more without cracking.” While new types of flexible pipe products are continually being introduced, one critical aspect of flexible pipe design has not changed; minimize ring deflection to ensure good, long-term performance of the pipe.

Concrete pipe is available in different strengths where the pipe walls are designed to resist a specified load. In contrast, flexible pipe is much more installation-sensitive because the pipe itself has very little load-carrying capacity and as a result needs to transmit the loads to both its bedding support and the soil at the sides of the pipe. Flexible pipe is available in different stiffnesses, which indicate the pipes ability to resist deflection, however, it’s the pipe-soil interaction that is the major structural component of flexible pipe design. As the load on a flexible pipe increases, it becomes oval, with the vertical diameter of the pipe decreasing and the horizontal diameter increasing. This decrease in vertical diameter is termed the deflection, which is always expressed as a percentage.



Checking ring deflection in flexible pipe used for a sewer application is already mandatory in the Ontario Provincial Standards (OPS). OPSS. MUNI 410, the construction specification for Pipe Sewer Installation in Open Cut, states that “ring deflection testing shall be performed on all pipe sewers constructed using flexible pipe.” This clause highlights the fact that ring deflection is a critical component of flexible pipe performance and is an important measure for assessing the quality of the installation. While most of the deflection of a flexible pipe occurs in the first few months after backfilling, it could continue to increase for several years, especially for plastic pipe under sustained loading, or fluctuating groundwater levels. This is the reason for OPSS.MUNI 410 also specifying that the initial deflection test must be performed “not sooner than 30 Days after the completion of backfilling and installation of service connections.”

The time dependency of deflection in flexible pipes is also reflected in the City of Calgary’s requirements as outlined in Standard Specifications Sewer Construction, whereby, the long-term deflection is the measure of interest. Flexible pipe up to 1500 mm in diameter shall be inspected by either a mandrel or by laser profiling to confirm vertical deflection does not exceed the long-term deflection limits.

The shape of a flexible pipe goes through several changes before it even reaches its final installation condition. The initial shape of a flexible pipe is rarely a perfect circle, especially for thermoplastic pipe that is left out in the hot sun or is secured for transportation over long distances. In some cases, a pipe’s own weight will cause the pipe to sag which requires temporary internal struts to keep the pipe as round as possible during installation.

A proper flexible pipe design must specify the allowable deflection and specify the soil embedment necessary to ensure the pipe will not deflect more than its allowable limit. This is done by specifying a trench width that is appropriate for the native soil condition, using the proper granular backfill materials and compaction effort, and using the highest quality flexible pipe products available. This latter point can be difficult because the long-term performance history of many flexible pipe products is limited.

Excessive deflection will not only affect the pipe’s hydraulic performance such as decreased flow velocity, sediment build-up, corrugation growth, and other factors that contribute to hydrogen sulfide corrosion; but it may lead to harmful strain levels in the pipe wall that can trigger structural failure modes such as cracking, inverse curvature, and wall buckling. Excessive deflection can also compromise the pipe joint performance which can lead to exfiltration or the migration of fines through infiltration, leading to the loss of backfill material supporting the pipe. Engineers must be aware that the allowable deflection limit is different for the various flexible pipe materials. Applying a standard allowable deflection such as 5% will provide a factor of safety that ranges from more than 4 for some flexible pipe installations, to less than 1 (likely failure) for others depending on the stability and load-carrying capability of the soil around the pipe. In British Columbia, the Master Municipal Construction Documents (MMCD) stipulates the maximum short-term deflection for installed PVC, HDPE, and polypropylene storm sewers does not exceed 5.0% of the base inside diameter. This is important when checking deflection limits since base inside diameters will vary between different thermoplastic material types, of the same nominal diameter. The variance in diameters between nominal to base inside diameter, including different pipe materials, is captured in the table below (as taken from the CSA B1800 compendium). Use of the nominal diameter can minimize the calculated deflection in many cases.



Typical mandrel with 9 arms

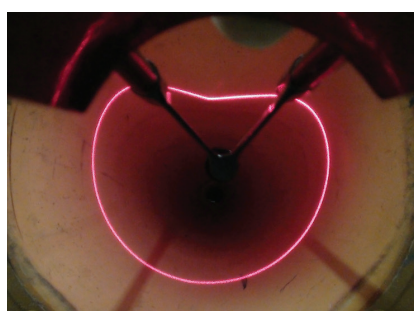
Municipalities must realize that CCTV inspections of pipelines are not adequate for checking deflection. While CCTV inspections are useful for visually checking a pipeline, it does not provide quantitative data such as ring deflection measurements. For the ring deflection test, OPSS. MUNI 410 requires a suitably designed mandrel, cylindrical in shape, and constructed with an odd number (minimum of 9) of evenly spaced arms or prongs. The minimum diameter of the circle scribed around the outside of the mandrel arms is equal to the allowable deflected pipe diameter ± 1 mm.

Nominal Pipe Size	PVC SDR 35 Base ID (mm)	HDPE Base ID (mm)	Polypropylene Base ID (mm)
450	436.64	438.70	455
600	579.11	584.17	607
750	747.68	734.14	757
900	894.77	883.46	899

As the mandrel is pulled through a pipeline, any section of pipe that does not allow the mandrel to pass is considered to have failed the deflection test. The mandrel pull is the most common field test for checking ring deflection, however, because it is only a Go/No-go test, newer methods like laser profiling is gaining popularity as an accurate means to measure deflection in flexible pipe.



Mandrel test starting at a MH



Inverse curvature outlined by laser profiler  
 (Image: Courtesy of Maverick Inspection Ltd.)

A laser profiler is a tool that can be mounted to a CCTV camera, a laser ring is projected onto the internal surface of the pipe and the recorded video image is then processed by computer software to produce a continuous, 3D model of the pipeline. This information can be easily analyzed for deflection issues and becomes an invaluable tool for asset management departments to determine if a pipe is changing by comparing laser profile reports over time.



# CCPPA Holds Inspector Information Sessions in Okotoks (Calgary), Ancaster (Hamilton) and Ottawa

**Enrico Stradiotto, P.Eng.,**  
Director of Engineering  
CCPPA

**Trevis Hanson, C.E.T.,**  
Technical Resources Manager – Western Canada  
CCPPA

**Chris Phippen, P.Eng.,**  
Region Engineer – Eastern Ontario/Eastern GTA  
CCPPA



Pipe to maintenance hole connection



Inspection, installation of pipe and maintenance hole gaskets

First and foremost, the Canadian Concrete Pipe and Precast Association focuses on knowledge and education. In keeping with that goal, we presented our Inspector Information Sessions earlier this winter in Ottawa (ON), Ancaster (ON), and Okotoks (AB).

These sessions provided a hands-on practical opportunity for field inspectors from area Municipalities and Consulting Engineering groups to “get up close and personal” with producer products and experts. Member producers brought pipe, structures, reinforcing cages, gaskets, and other materials to the presentations, as well as industry leaders who helped the attendees navigate six informative stations.

Attendees were encouraged to install a gasket on a pipe and maintenance hole. They had the opportunity to see first-hand examples of properly and improperly aligned pipes engaged with structures to understand various connection methods. Several sections of the pipe were also set up so that participants could see acceptable and unacceptable cracking and evaluate it with the assistance of experts from the manufacturer.

Small groups of 6 to 10 individuals rotated through the good, bad, and the ugly for a large portion of the day, including precast basics, principals of bedding, gaskets, maintenance holds, and crack evaluation. Keeping the groups small allowed for, and encouraged excellent collaboration between the participants and the presenters. A lot of information was exchanged, challenging questions were asked of industry experts, and interesting feedback was provided from the experienced field staff in attendance.

The morning and afternoon sessions were held at the Ontario locations, and in Okotoks, spread over two days. Attendance was excellent, with 90 participants in Ottawa, 109 in Ancaster, and 81 in Okotoks. Attendees included employees from many of the municipalities in the surrounding area. Representatives from major engineering consulting firms and many smaller engineering firms were also in attendance. From all the attendees, there was an even mix of field personnel onsite during installation and office staff responsible for design and the review of the final CCTV inspections.

Feedback from both attendees and presenters was very positive. Thank you to all those who attended our sessions and to our Producer members for helping to set up and facilitate these sessions.

We are working on the agenda and some new material based on comments received. We will post updates on our website and social media platforms.

The CCPPA plans to hold Inspector Information Sessions in early 2025.



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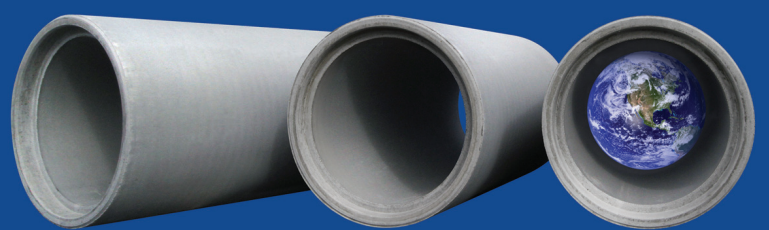
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# Introducing OMNI PRECAST

The following is an excerpt of an article that appeared in the February 2024 edition of Apeiron Construction Magazine

## OMNI PRECAST – Building the Future

**David O'Neill**  
*Apeiron Construction Magazine*

For twenty years, M CON Pipe & Products Inc. has delivered precast concrete drainage infrastructure across a variety of sectors in a peerless fashion. However, as the industry has developed, so too have the skills, products, and services that the company offers. With the company now bringing an all-encompassing service to its clients, Cristina Mion, General Manager, explains how a continuous process of rigorous self-evaluation led to an exciting decision. “Internal evaluation is an ongoing practice for us. Over the last 20 years, we’ve really grown - through our own operations and in the partnerships that we’ve established. A big part of our future plan is to continue offering unique customizable solutions addressing any construction challenges that are present for our customers on a variety of development sites.”

The result is OMNI PRECAST. A forward-facing company that is built on the foundation of 20 years’ experience and service to the precast industry across its many facets. The rebrand is the cornerstone of the company’s 20th anniversary celebrations, reflecting as Cristina says, “the company that we’ve grown into, and the future we’re committed to.” As she explains, OMNI - meaning ‘all’ - is a brand that best covers the comprehensive body of work the company brings to its clients. “We are a precast solutions provider. We address evolving infrastructure challenges with sustainable precast products developed in collaboration with our network. With our incredibly skilled team of engineers and production personnel, we’re able to provide completely custom offerings to any and all construction challenges.”

As part of this change, OMNI PRECAST makes clear that it is business as usual. The only difference is that clients can now enjoy a clear understanding of the pillars that drive the company. Quality, Innovation, Reliability, and Community are the foundation of OMNI PRECAST. These are not, however, aspirational targets. Rather, they are qualities that have carried this company for two decades to the summit of the precast industry. Cristina believes that these four pillars of the company operate in partnership with each other. Quality is something that permeates every aspect of OMNI PRECAST, from relationship building to the finished product. “We are providing infrastructure for the developing communities all around us. People rely on our products to be safe, and to be sustainable, to stand the test of time. We take that responsibility very seriously.” One way that OMNI PRECAST ensures the highest levels of quality is by managing its production environment to an exacting standard. As Cristina explains, “It is an absolute priority for us in our manufacturing practices. We have really invested to make sure that every aspect of our operation caters to that quality. From our manufacturing facility to our experienced team, and the quality assurance

practices that are in place, everything has to align with the fact that our customers expect a premium quality product.”

From Quality and Innovation to Reliability and Community, these pillars work in tandem. As Cristina points out, in order to succeed they must all be in place. This is no more evident than in the way OMNI PRECAST relates to its community. After 20 years in business, it is no surprise that the company has developed and nurtured strong partnerships in the industry. It prides itself on a comprehensive family of clients who return to OMNI PRECAST for its skill and professionalism but, as Cristina shares, community is not just about customers. From professional partnerships and associations to the company’s own internal community, it is something that extends to all of OMNI PRECAST’s stakeholders.” When we speak about community, I think that extends to several facets of the company. Obviously, one is our client relationships. We have an amazing group of customers that we work in collaboration with to make sure that they’re successful in their projects. We have also developed strong product partnerships with Stone Strong, Storm Trap, Devine & Associates, and Echelon Environmental, as well as industry partnerships, such as the CCPA and other groups across the Ontario construction market. Beyond that, our internal community - the OMNI PRECAST team - is at the heart of what we do and the successes we’ve achieved. We are all working towards the same goal - creating sustainable, value-added infrastructure solutions. We want to be a contributing member of that and help build communities.”

OMNI PRECAST has experience and expertise across all facets of the precast sector. Having built a reputation for quality and innovation, it is now looking to the future with a new brand that best represents the qualities that have brought two decades of success. For Cristina, it all comes down to one simple thing. What this company does really matters. While precast concrete can be



*OMNI Precast Manufacturing Facility*

hidden in the background of a project, it is the foundation upon which all other successes can be built. “We are the groundwork for growing communities. We understand the importance of the products that we supply and that they will stand the test of time. We look at the communities around us, and we understand that we were a foundational part of that. That really helps drive us forward.”



# New Member iNFRA-TECH



Dear CCPPA Members,

I hope this message finds you well. I am thrilled to share some exciting news with you all. John, Brian, and I are delighted to announce that iNFRA-TECH STEEL WORKS has become a proud member of the CCPPA!



iNFRA-TECH STEEL WORKS Team from left to right, Brian Wood, John Quarrie and Brian Weir.

Having spent decades as producer members, our journey has evolved as iNFRA-TECH STEEL WORKS now joins as a supplier member. Founded by John Quarrie in the early 1990s, iNFRA-TECH has a rich history of supplying custom forms to precasters across North America. After an indefinite hiatus starting in 2005, we are thrilled to have revived iNFRA-TECH in 2023.

Drawing from John's extensive experience as a precaster and form designer, iNFRA-TECH offers a unique perspective in designing mechanical wet cast production systems tailored specifically for precasters, by precasters. Brian Weir, our dedicated project manager, brings invaluable expertise as an accredited Millwright, to ensure our mechanical form systems function seamlessly for decades to come. We are eager to connect with all CCPPA members across Canada!

Additionally, I would like to extend our gratitude to MCM Sales in Canada for their unwavering support and encouragement, particularly from Mel Marshall, whose guidance was instrumental in embarking on this exciting journey. For any inquiries or further information, please feel free to contact Braden Marshall or Gary Deppe at MCM Sales (604) 943-8512. Alternatively, you can contact me directly at bw@inftratechsw.com or call (519) 770-5299.

Looking forward to fruitful collaborations and meaningful connections within the CCPPA community.

Best regards,  
Brian Wood, iNFRA-TECH STEEL WORKS

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sales@langleyconcretegroup.com

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# business pipeline

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 Fax: 519-666-0977  
 Email: rsbrown@coldstreamconcrete.com  
 Website: www.coldstreamconcrete.com  
 Contact: Robert Brown

**DECAST Ltd.**  
 Location: Barrie, ON  
 Tel: 1-800-461-5632  
 Fax: 705-734-2920  
 Email: jtully@decastltd.com  
 Website: www.decastltd.com  
 Contact: Jim Tully

**Heidelberg Materials**  
 Locations: Calgary, Edmonton, Regina, Winnipeg, Vancouver  
 Tel: 1-800-268-0785  
 Fax: 403-261-6751  
 Tech Inquiries: Justin Arnott  
 Email: Justin.Arnott@HeidelbergMaterials.com  
 Website: www.heidelbergmaterials.com

**LafargeHolcim**  
 Locations: Calgary, Edmonton, Winnipeg, Saskatoon, Thunder Bay  
 Tel: 780-479-5232  
 Fax: 780-410-3699  
 Email: ryan.finlay@lafargeholcim.com  
 Website: www.lafarge.ca  
 Contact: Ryan Finlay

**Langley Concrete Group**  
 Locations: Langley, Victoria & Chilliwack, BC  
 Tel: 604-533-1656  
 Fax: 604-533-8191  
 Email: pipeman@langleyconcretegroup.com  
 Website: www.langleyconcretegroup.com  
 Contact: Mark Omelianiec

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

**Miller Precast**  
 Location: Rossllyn, ON  
 Toll-free: 1-888-290-8986  
 Fax: 1-807-939-1788  
 Email: sales@millerprecast.ca  
 Website: www.millerprecast.ca  
 Contact: Tracy Miller

**OMNI Precast**  
 Location: Ayr, ON  
 Tel: 519-632-9112  
 Fax: 519-632-7440  
 Email: sales@omniprecast.ca

**Proform Construction Products**  
 Locations: Edmonton, Red Deer & Calgary, AB  
 Toll-free: 800.859.5541  
 Email: info@proform.ca  
 Website: www.proform.ca  
 Contact: Travis Paterson

**Rainbow Concrete Industries Ltd.**  
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 Tel: 1-800-461-6281  
 Fax: 705-566-4813  
 Email: sales@rcil.ca  
 Website: www.rcil.com  
 Contact: Boris Naneff

**Rinker Materials**  
 Locations: Whitby, Cambridge, Ottawa  
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 Fax: 519-621-8233  
 Email: Shane.Egan@RinkerPipe.com  
 Website: www.RinkerPipe.com  
 Contact: Shane Egan

**S3 Precast**  
 Locations: Sherwood Park, AB  
 Tel: 780-742-8265  
 Fax: 780-478-5699  
 Email: Amir@s3precast.com  
 Website: www.s3precast.com  
 Contact: Amir Azizi

**Souris Valley Industries**  
 Locations: Weyburn, SK  
 Tel: 306-842-5854  
 Fax: 306-842-1011  
 Email: dustin@sviprecast.com  
 Website: www.sviprecast.com  
 Contact: Dustin Bell

## Gaskets and Connectors

**Hamilton Kent**  
 Location: Etobicoke, ON  
 Tel: 1-800-268-8479  
 Fax: 416-674-6960  
 Email: randy.reimer@hamiltonkent.com  
 Website: www.hamiltonkent.com  
 Contact: Randy Reimer

**Press-Seal Corporation**  
 Location: Fort Wayne, IN  
 Toll-free: 800-348-7325  
 Cell: 617-803-1750  
 Email: mtomkinson@press-seal.com  
 Website: www.press-seal.com  
 Contact: Matt Tomkinson

## Reinforcing Steel

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 Fax: 905-634-7888  
 Email: Colin.odonnell@nucor.com  
 Website: www.laurelsteel.com  
 Contact: Colin O'Donnell

**Numesh Inc.**  
 Location: Laval, PQ  
 Tel: 1-800-363-0847  
 Fax: 450-663-9049  
 Email: David.Metcalf@Numesh.com  
 Website: www.numesh.com  
 Contact: David Metcalfe

**StelCrete Industries Limited**  
 Location: Niagara Falls, ON  
 Tel: 1-866-924-0837  
 Fax: 905-735-3955  
 Email: bhansen@stelcrete.com  
 Website: www.stelcrete.com  
 Contact: Bob Hansen

## Precast Manufacturing Equipment and Accessories

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 Email: p.rancourt@gcipipeproducts.com  
 Website: www.gcigroups.com  
 Contact: Pierre Rancourt

**Afinitas**  
 Location: St. Louis, MO  
 Tel: 314-726-2178  
 Email: derek.voncannon@afinitas.com  
 Website: www.afinitas.com  
 Contact: Derek Von Cannon

**Mel C. Marshall Industrial Consultants Inc.**  
 Location: Surrey, BC  
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