AESS APPLIED

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School of Architecture
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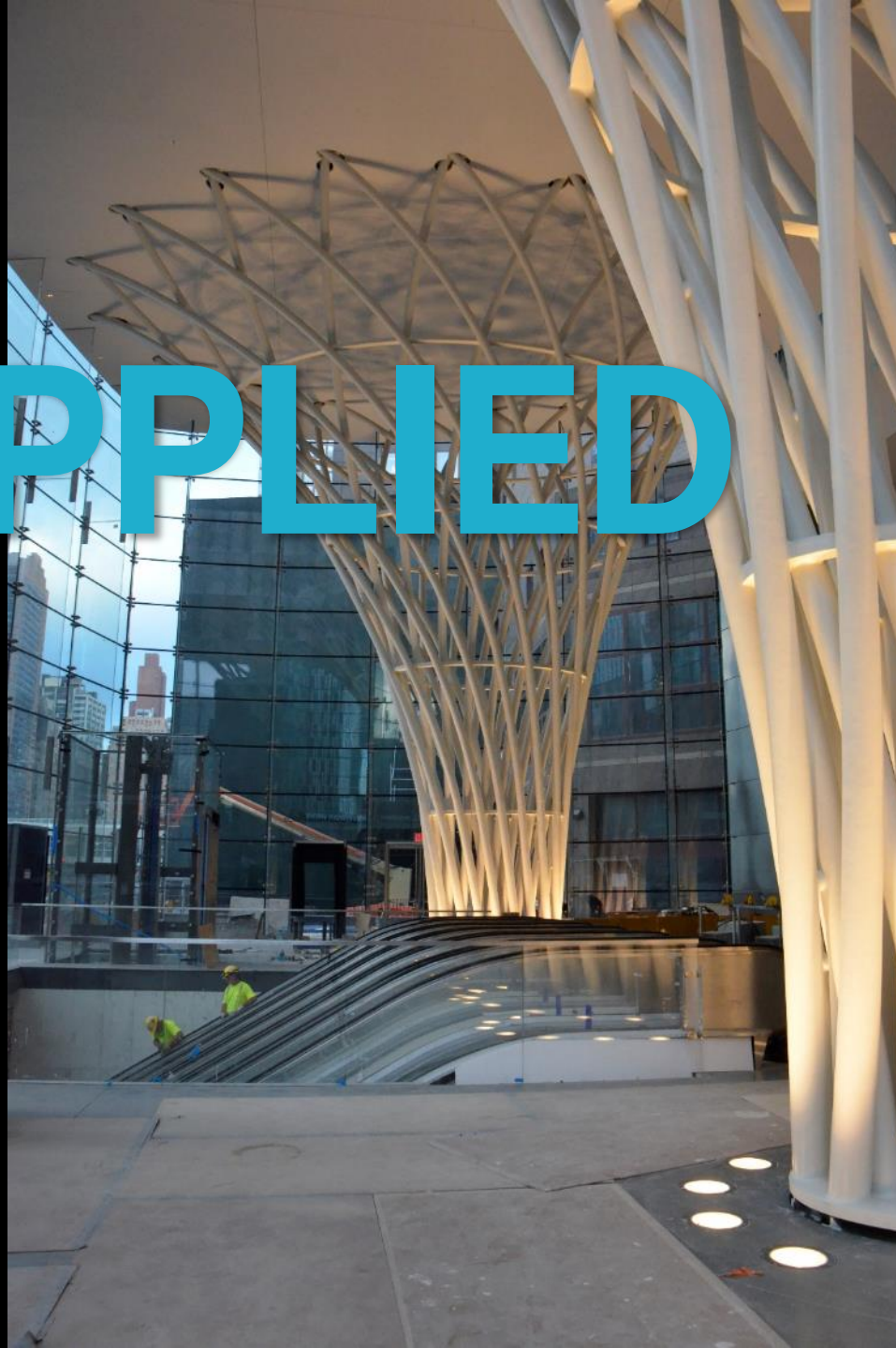

What is AESS?

- Architecturally Exposed Structural Steel is steel that has been purposefully left exposed
- It must fulfill structural functions
- It is normally part of the Architectural aesthetic of the space
- It usually requires detailing, finish and handling that requires more attention and care than regular structural steel
- It adds to the cost of the contract

Table 1 - AESS Category Matrix

Id	Characteristics	AESS C *Custom Elements*	AESS 4 *Showcase Elements*	AESS 3 *Feature Elements* Viewed at a Distance ≤ 6 m	AESS 2 *Feature Elements* Viewed at a Distance > 6 m	AESS 1 *Basic Elements*	SSS *Standard Structural Steel* CSA S16
1.1	Surface preparation to SSPC-SP 6		√	√	√	√	
1.2	Sharp edges ground smooth		√	√	√	√	
1.3	Continuous weld appearance						
1.4	Standard structural bolts						
1.5	Weld spatters removed						
2.1	Visual Samples		optional	optional	optional		
2.2	One-half standard fabrication tolerances		√	√	√		
2.3	Fabrication marks not apparent		√	√	√		
2.4	Welds uniform and smooth		√	√	√		
3.1	Mill marks removed		√	√			
3.2	Butt and plug welds ground smooth and filled		√	√			
3.3	HSS weld seam oriented for reduced visibility		√	√			
3.4	Cross sectional abutting surface aligned		√	√			
3.5	Joint gap tolerances minimized		√	√			
3.6	All welded connections		optional	optional			
4.1	HSS seam not apparent		√				
4.2	Welds contoured and blended		√				
4.3	Surfaces filled and sanded		√				
4.4	Weld show-through minimized		√				
C.1							
C.2							
C.3							
C.4							
C.5							
	Sample Use:	Elements with special requirements	Showcase or dominant elements	Airports, shopping centres, hospitals, lobbies	Retail and architectural buildings viewed at a distance	Roof trusses for arenas, retail warehouses, canopies	
	Estimated Cost Premium:	Low to High (20-250%)	High (100-250%)	Moderate (60-150%)	Low to Moderate (40-100%)	Low (20-60%)	None 0%

Categories go from lowest at the right to highest at the left.

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Viewing distance is noted as the differentiating factor between the high and low end AESS Categories.

Grinding permitted $$

No Grinding!!

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Characteristics are listed from the most common/least expensive at the top to the more specialized at the bottom.

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Estimated cost premiums over Standard Structural Steel are noted at the bottom.

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Estimated Cost Premium:	Low to High (20-250%)	High (100-250%)	Moderate (60-150%)	Low to Moderate (40-100%)	Low (20-60%)	None 0%

Standard Structural Steel

- The initial point of technical reference is Standard Structural Steel as it is already an established and well-understood as a baseline in construction Specifications.

NOTE: Even if “non rectilinear steel” LOOKS like Standard Structural Steel, the TOLERANCES and FIT required are likely to be more in tune with AESS requirements!

Table 1 - AESS Category Matrix

AESS 1

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Estimated Cost Premium:		Low to High (20-250%)	High (100-250%)	Moderate (60-150%)	Low to Moderate (40-100%)	Low (20-60%)	None 0%

Roof trusses for arenas, retail warehouses, canopies
Cost premium: Low (20-60%)

AESS 1 - Basic Elements

- the first step above Standard Structural Steel
- suitable for "basic" elements, which require enhanced workmanship
- should only require a low cost premium in the range of 20% to 60% due to its relatively large viewing distance as well as the lower profile nature of the architectural spaces in which it is used.

Table 1 - AESS Category Matrix

AESS 2

Id	Characteristics	AESS C *Custom Elements*	AESS 4 *Showcase Elements*	AESS 3 *Feature Elements* Viewed at a Distance ≤ 6 m	AESS 2 *Feature Elements* Viewed at a Distance > 6 m	AESS 1 *Basic Elements*	SSS *Standard Structural Steel* CSA S16
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1.4	Standard structural bolts		√	√	√	√	
1.5	Weld spatters removed		√	√	√	√	
2.1	Visual Samples		optional	optional	optional		
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Sample Use:		Elements with special requirements	Showcase or dominant elements	Airports, shopping centres, hospitals, lobbies	Retail and architectural buildings viewed at a distance	Roof trusses for arenas, retail warehouses, canopies	
Estimated Cost Premium:		Low to High (20-250%)	High (100-250%)	Moderate (60-150%)	Low to Moderate (40-100%)	Low (20-60%)	None 0%

Retail and architectural bldgs viewed at a distance
Cost premium: Low to Moderate (40-100%)

AESS 2 - Feature Elements (> 6 m)

- **structure that is intended to be viewed at a distance > 6 m**
- The process requires basically good fabrication practices with enhanced treatment of welds, connection and fabrication details, tolerances for gaps, and copes
- might be found in retail and architectural applications where a low to moderate cost premium in the range of 40% to 100% over the cost of Standard Structural Steel would be expected.
- NO GRINDING

Although using fairly standard W and C sections, this AESS has incorporated castellated members

Table 1 - AESS Category Matrix

AESS 3

Id	Characteristics	AESS C *Custom Elements*	AESS 4 *Showcase Elements*	AESS 3 *Feature Elements*	AESS 2 *Feature Elements*	AESS 1 *Basic Elements*	SSS *Standard Structural Steel*
				Viewed at a Distance ≤ 6 m	*Viewed at a Distance > 6 m*		CSA S16
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1.3	Continuous weld appearance		√	√	√	√	
1.4	Standard structural bolts		√	√	√	√	
1.5	Weld spatters removed		√	√	√	√	
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	Sample Use:	Elements with special requirements	Showcase or dominant element	Airports, shopping centres, hospitals, lobbies	Retail and architectural buildings viewed at a distance	Roof trusses for arenas, retail warehouses, canopies	
	Estimated Cost Premium:	Low to High (20-250%)	High (100-250%)	Moderate (60-150%)	Low to Moderate (40-100%)	Low (20-60%)	None 0%

Airports, shopping centres, hospitals, lobbies
Cost premium: Moderate (60-150%)

AESS 3 - Feature Elements (≤ 6m)

- **structures that will be viewed at a distance ≤ 6m**
- suitable for "feature" elements – where the designer is comfortable allowing the viewer to see the art of metalworking
- welds should be generally smooth but visible and some grind marks would be acceptable
- Welds can be ground if desired

- Tolerances must be tighter than normal standards. As this structure is normally viewed closer than six meters it might also frequently be subject to touch by the public, therefore warranting a smoother and more uniform finish and appearance.
- could be expected to incur a moderate cost premium that could range from 60% to 150% over Standard Structural Steel as a function of the complexity and level of final finish desired

Table 1 - AESS Category Matrix

AESS 4

Id	Characteristics	AESS C *Custom Elements*	**AESS 4** *Showcase Elements*	AESS 3 *Feature Elements* *Viewed at a Distance ≤ 6 m*	AESS 2 *Feature Elements* *Viewed at a Distance > 6 m*	AESS 1 *Basic Elements*	SSS *Standard Structural Steel* CSA S16
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1.4	Standard structural bolts		√	√	√	√	
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Showcase or dominant elements, sculptures
Cost premium: High (150-250%)

	AESS C	**AESS 4**	AESS 3	AESS 2	AESS 1	SSS
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AESS 4 - Showcase Elements

- used where the designer intends that the form is the only feature showing in an element
- All welds are ground and filled edges are ground square and true
- All surfaces are sanded and filled. Tolerances of these fabricated forms are more stringent, generally to half of standard tolerance for standard structural steel

- All of the surfaces would be "glove" smooth
- The cost premium of these elements would be high and could range from 100% to 250% over the cost of Standard Structural Steel – completely as a function of the nature of the details, complexity of construction and selected finishes.

Challenge Points for Design

- Decide on the AESS categories
- Understand transportation limitations (how large are the pieces that can fit on a truck, height weight, width)
- How big is the staging area?
- Can you sub assemble larger components on site before lifting?
- Crane position? Reach? How many cranes?
- Limits on access due to roads, traffic, rail lines, etc.
- Determination of splice positions and therefore site welding versus bolting

Owner
Calgary International Airport

Architect
DIALOG

Structural Engineers
Read Jones Christoffersen Ltd.

Construction Manager
Ellis Don Construction Management Services

Steel Fabricator / Detailer / Erector
Supermétal

Project Profile

CALGARY INTERNATIONAL AIRPORT

International Facilities Project

Photo credits this section: Supermétal
Content: Sylvie Boulanger, Vice President, Technical Marketing

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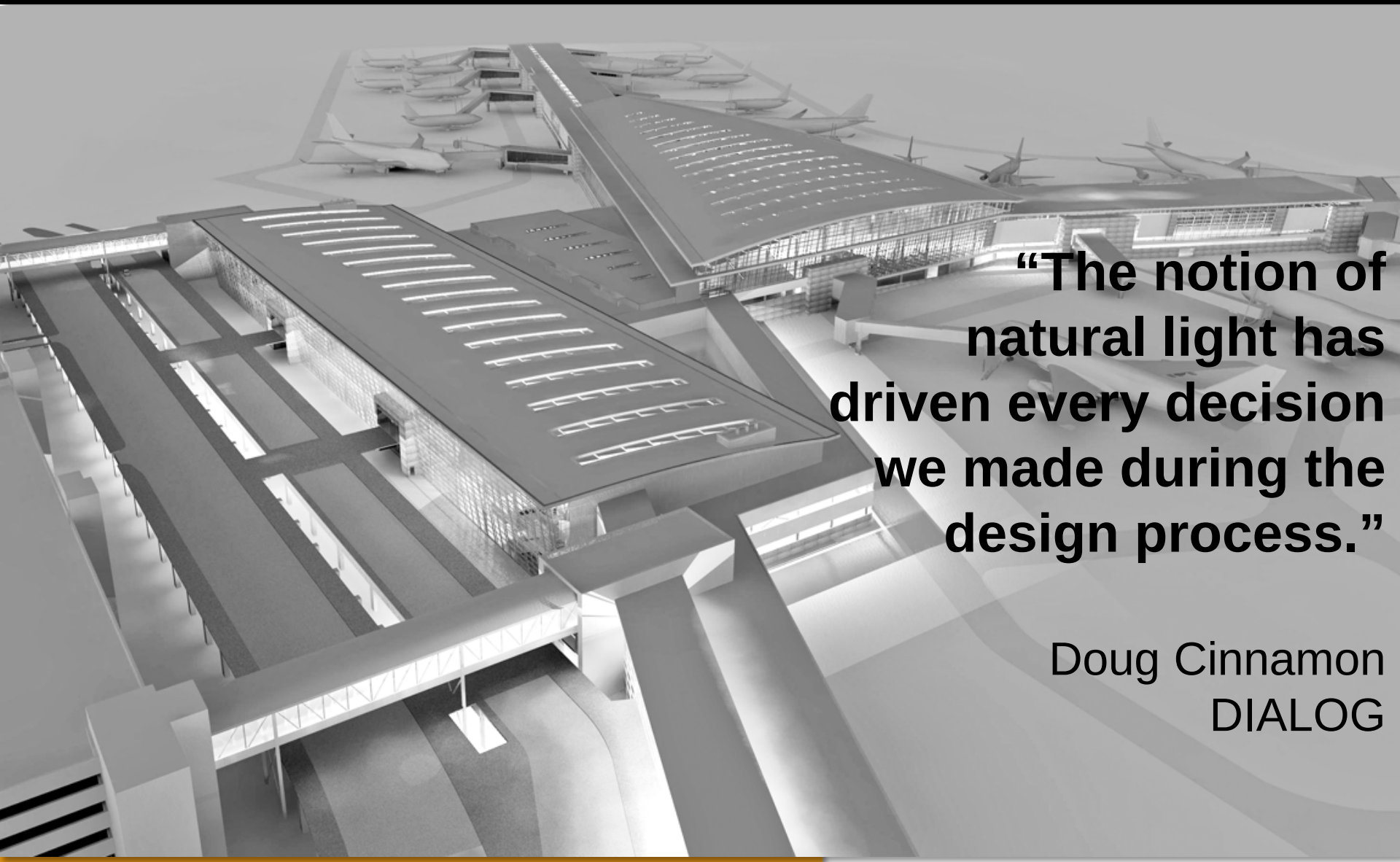
Calgary Airport International Facilities Project

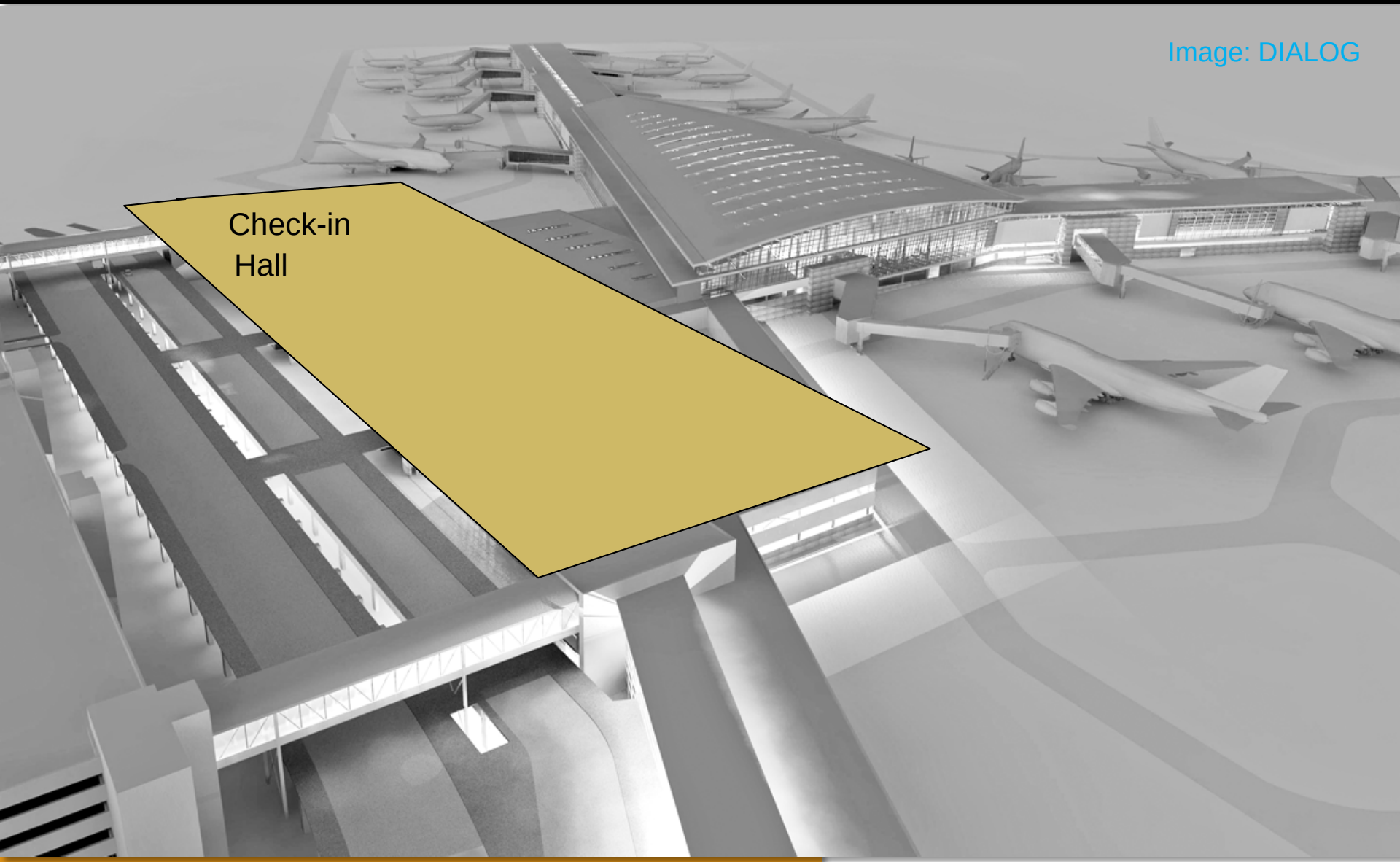
image: DIALOG



“The notion of natural light has driven every decision we made during the design process.”

Doug Cinnamon
DIALOG

Calgary Airport International Facilities Project



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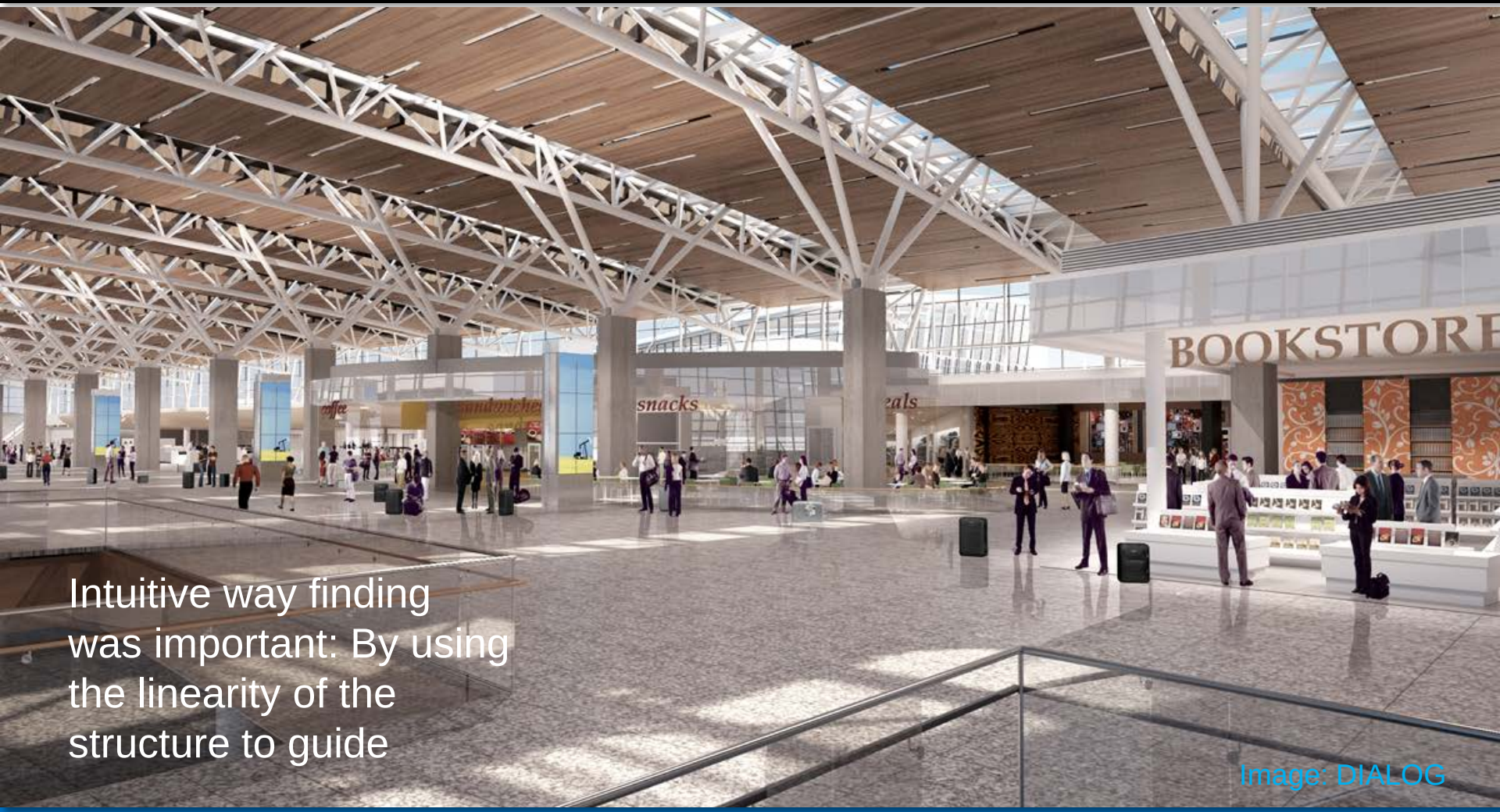
Check-in Hall



Intuitive way finding was important: By using the linearity of the structure to guide

Image: DIALOG

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Calgary Airport International Facilities Project

Clear open space was another driver:
Fewest columns for maximum flexibility and comfort

Image: RJC

Quick Facts

International Facilities Project

$1.4 billion investment
In-service October 2015
Five levels and 183,500 m^2
22 new aircraft gates
Green building features

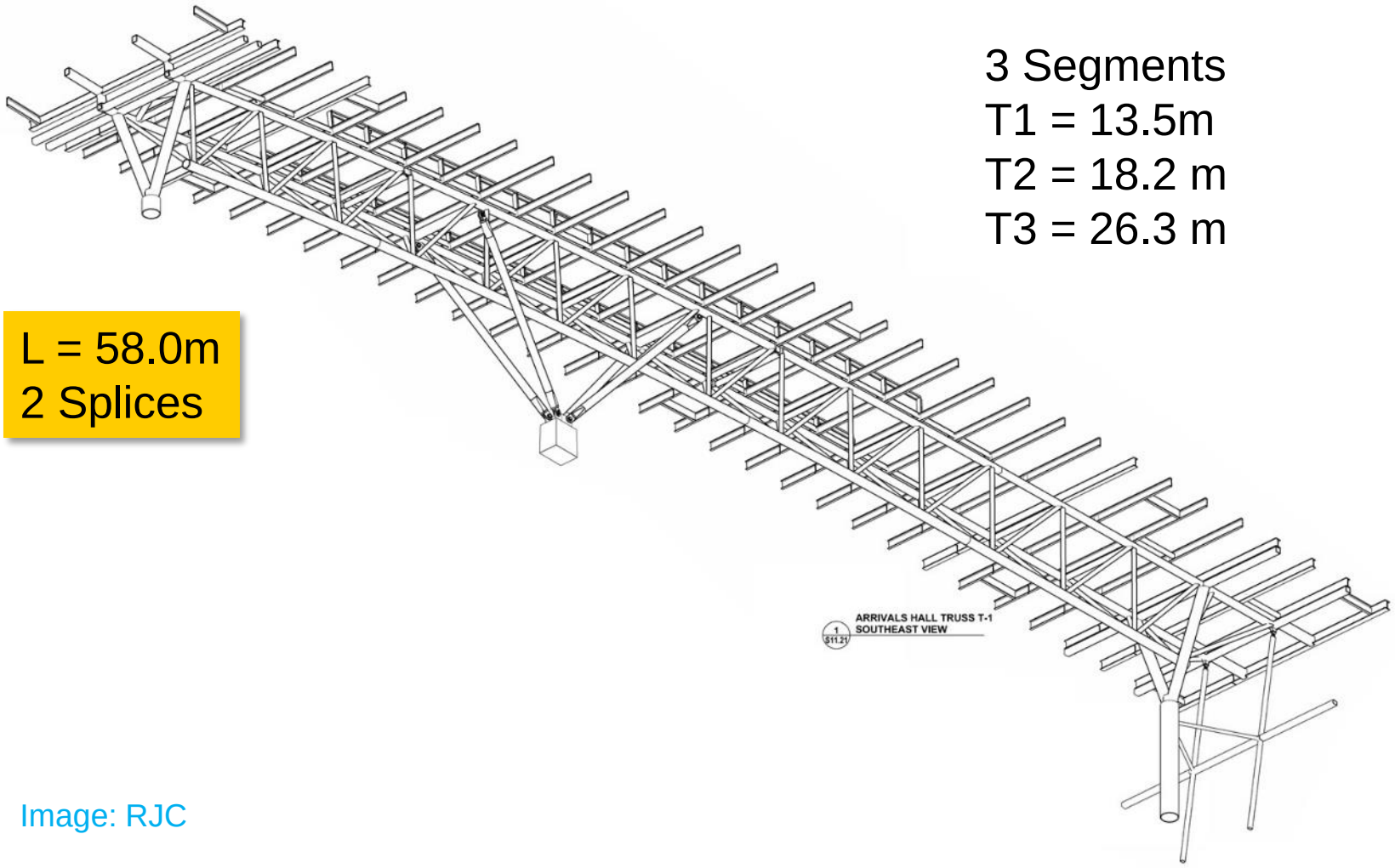
Structural Steel

8000 tons, including
2000 tons of AESS in
Check-in and Departures Halls

Check-in Hall

Area of 48,100 m^2
17 x 58m triangulated trusses
Weight per truss: 22.5 tons
Heaviest segment: 9 tons

Typical truss



3 Segments
T1 = 13.5m
T2 = 18.2 m
T3 = 26.3 m

L = 58.0m
2 Splices

Image: RJC

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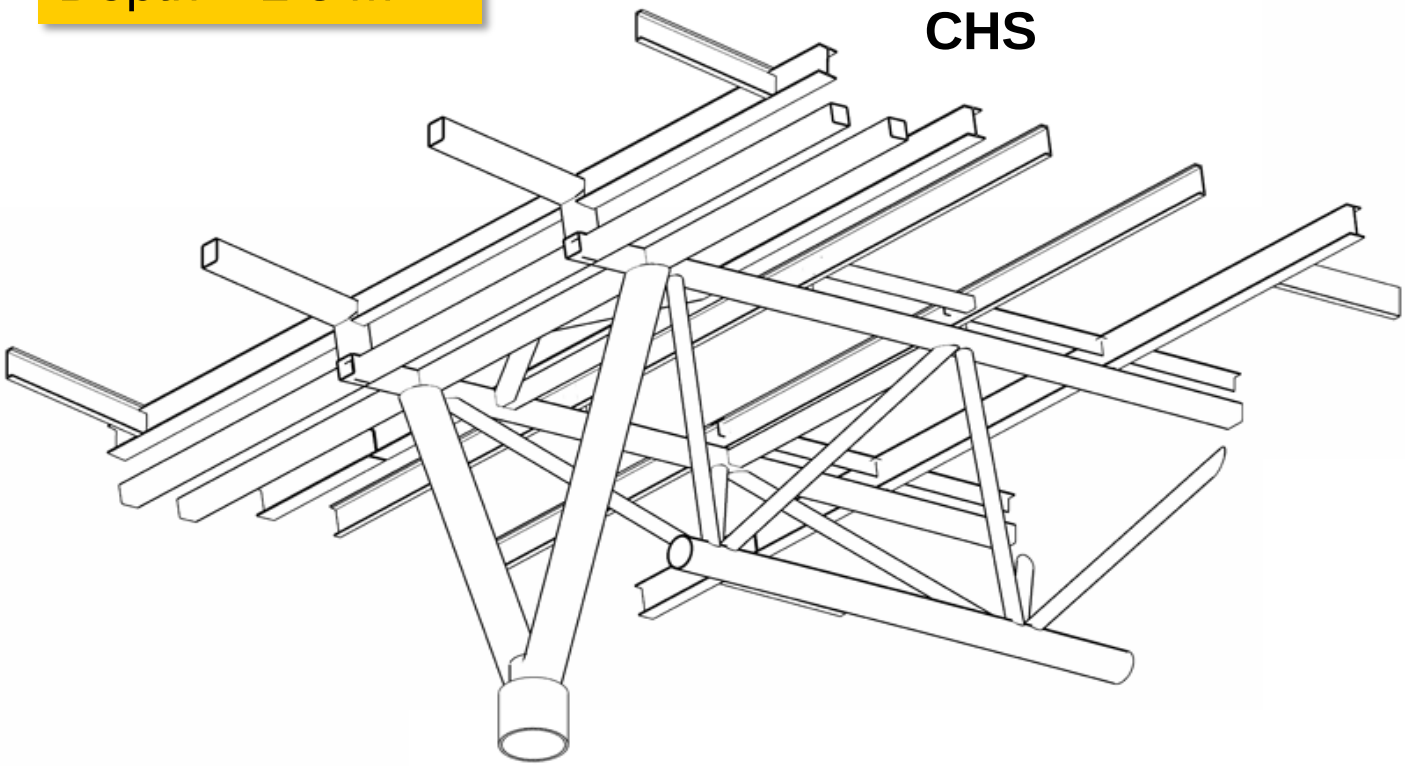
Typical Truss

Width = 3.2m
Depth = 2.3 m

Top Chords – **RHS**
Bottom Chord and Web – **CHS**



ARRIVALS HALL TRUSS T-1 GRID 'AF'
SOUTHEAST VIEW
2
S11.21

Image: RJC

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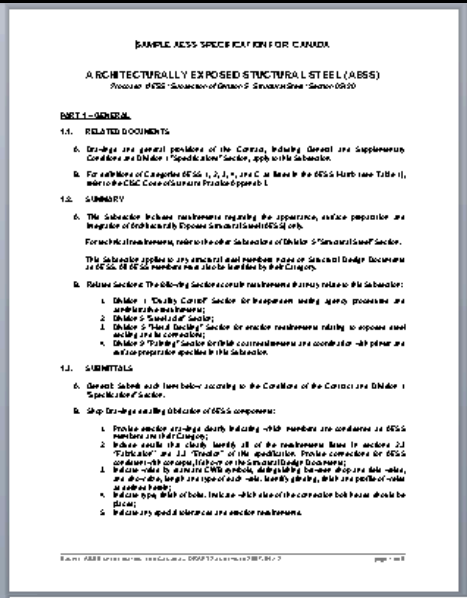
Select AESS Categories associated to members or assemblies

Sample AESS Specification



SAMPLE AESS SPECIFICATION FOR CANADA

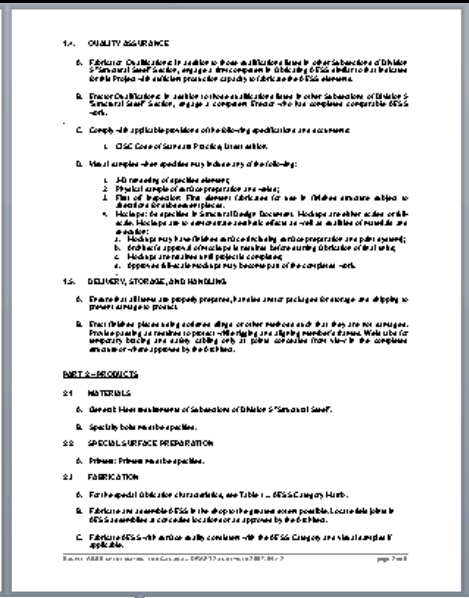
A RCHITECTURALLY EXPOSED STRUCTURAL STEEL (AESS)

PART 1 – GENERAL

1.1. RELATED DOCUMENTS

1.2. SUMMARY

1.3. SUBMITTALS



1.4. QUALITY ASSURANCE

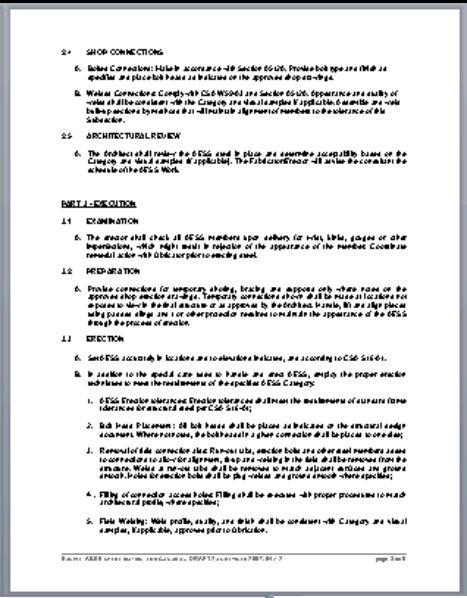
1.5. DELIVERY, STORAGE, AND HANDLING

PART 2 – PRODUCTS

2.1 MATERIALS

2.2 SPECIAL SURFACE PREPARATION

2.3 FABRICATION



2.4 SHOP CONNECTIONS

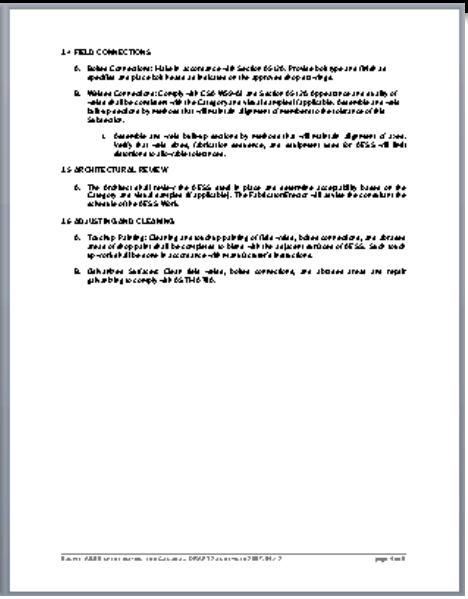
2.5 ARCHITECTURAL REVIEW

PART 3 – EXECUTION

3.1 EXAMINATION

3.2 PREPARATION

3.3 ERECTION



3.4 FIELD CONNECTIONS

3.5 ARCHITECTURAL REVIEW

3.6 ADJUSTING AND CLEANING

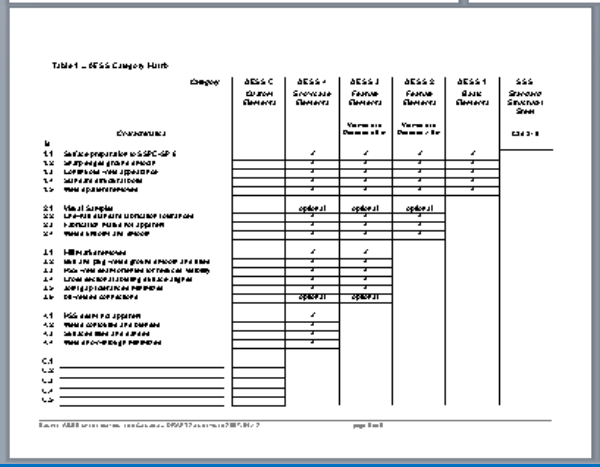
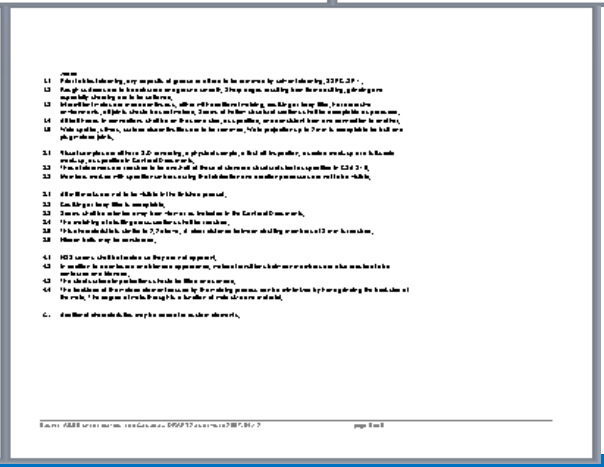


Table 1 – AESS Category Matrix

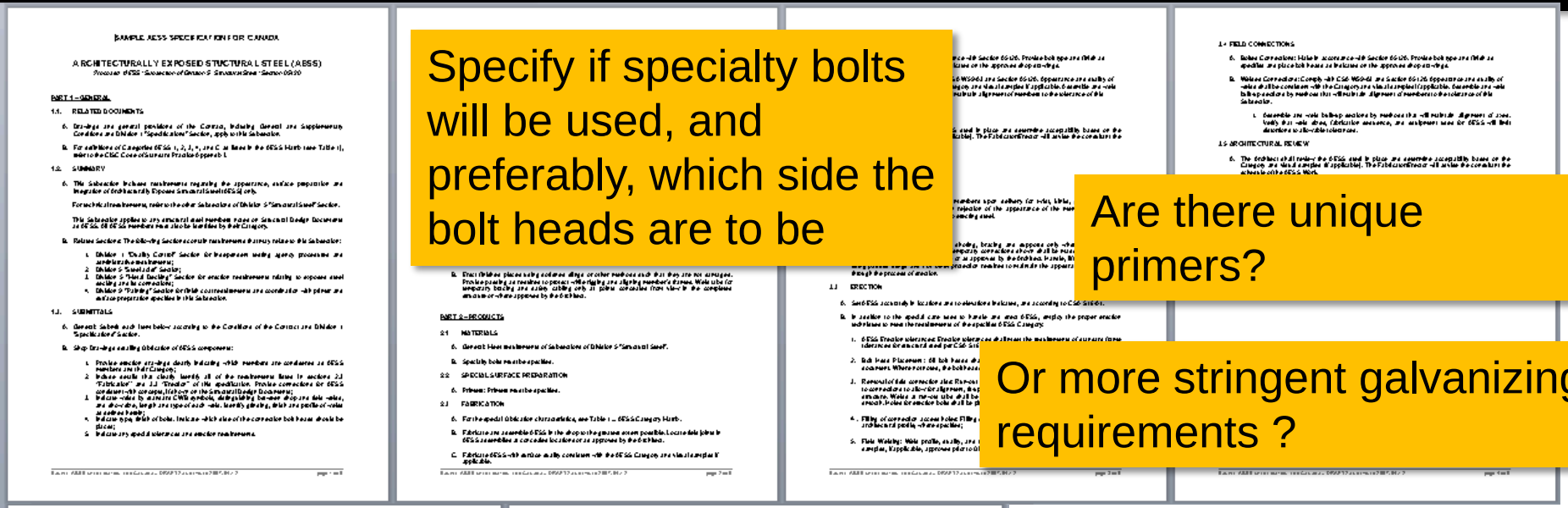


Subdvision in Structural Steel Division of Engineer's Specification

cisc icca

Select AESS Categories associated to members or assemblies

Sample AESS Specification



SAMPLE AESS SPECIFICATION FOR CANADA

ARCHITECTURALLY EXPOSED STRUCTURAL STEEL (AESS)

PART 1 – GENERAL

1.1 RELATED DOCUMENTS

1.2 SUMMARY

1.3 SUBMITTALS

PART 2 – PRODUCTS

2.1 MATERIALS

2.2 SPECIAL SURFACE PREPARATION

2.3 FABRICATION

3.1 ERECTION

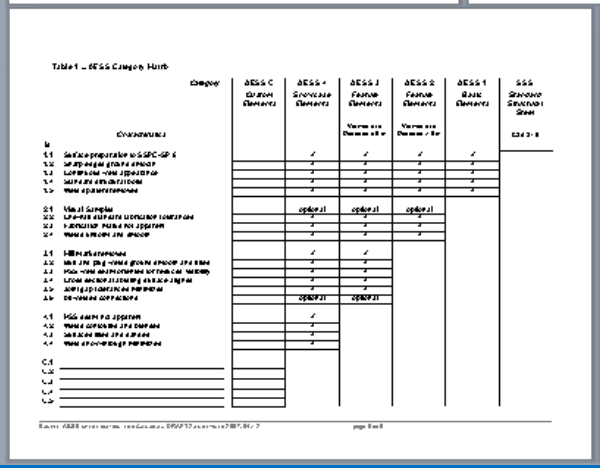
3.4 FIELD CONNECTIONS

3.5 ARCHITECTURAL REVIEW

Specify if specialty bolts will be used, and preferably, which side the bolt heads are to be

Are there unique primers?

Or more stringent galvanizing requirements ?



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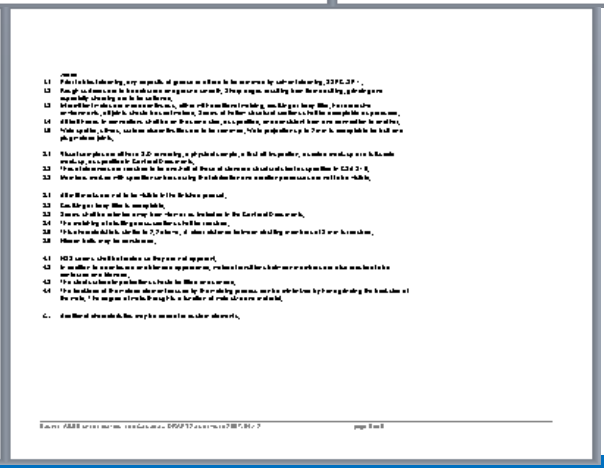
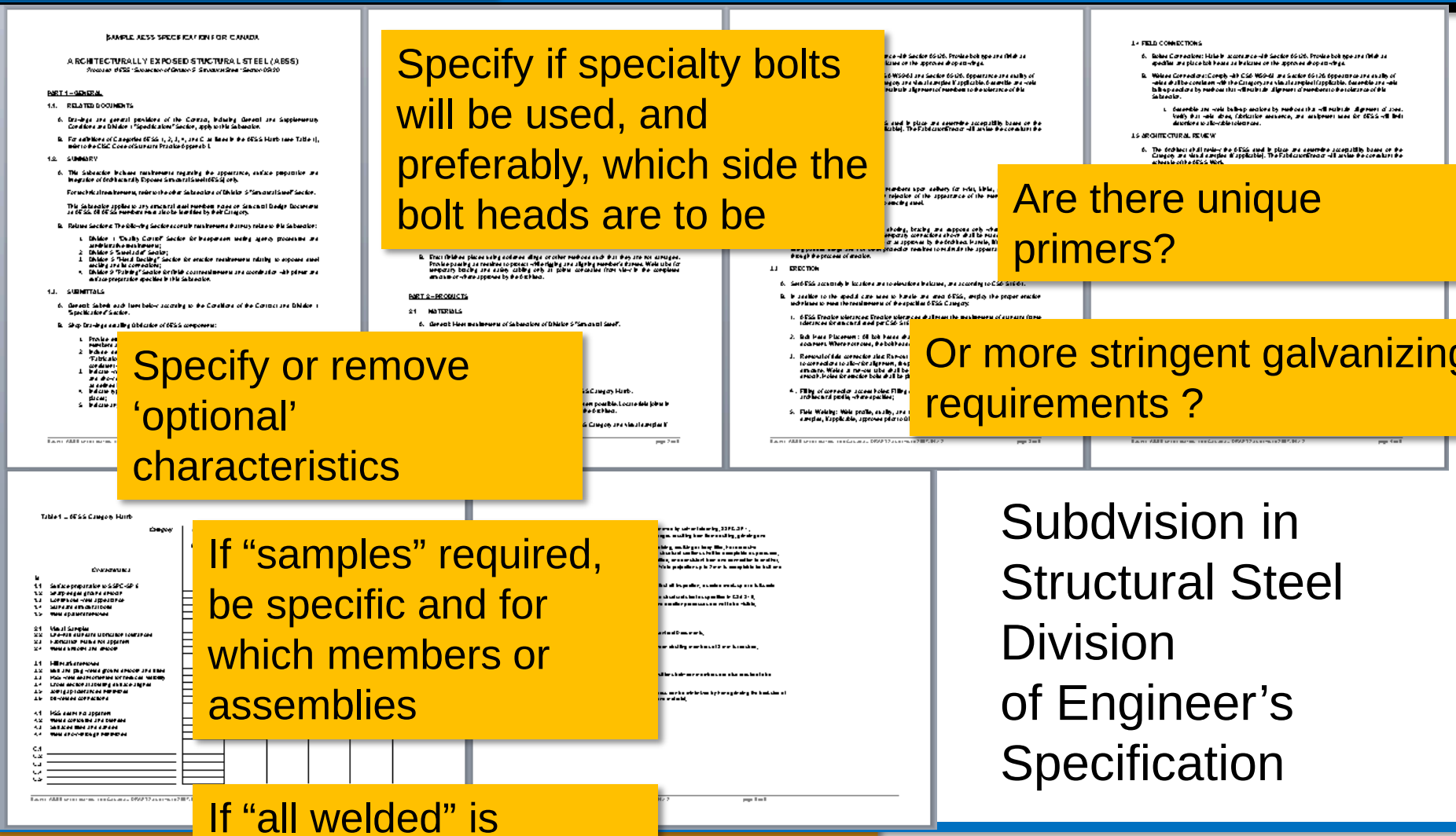


Subdvision in Structural Steel Division of Engineer's Specification

cisc icca

Select AESS Categories associated to members or assemblies

Sample AESS Specification



Specify if specialty bolts will be used, and preferably, which side the bolt heads are to be

Are there unique primers?

Specify or remove ‘optional’ characteristics

Or more stringent galvanizing requirements ?

If “samples” required, be specific and for which members or assemblies

If “all welded” is chosen …. negotiate!

Subdvision in Structural Steel Division of Engineer’s Specification

cisc icca

Select AESS Categories associated to members or assemblies

Sample AESS2 / AESS3 Table

Contract Area(s)	Element (Members and Associated Connections)	AESS Category (Refer to TABLE 1)
Hotel Terminal	Canopies	-
Hotel Terminal Piers	Glazing Supports (Interior)	AESS 3
Terminal Piers	Glazing Supports (Exterior	AESS 3
Hotel Terminal Piers	Glazing Support Pin Connections at Floor Level	AESS 3
Hotel Terminal Piers	Columns	AESS 3
Hotel Terminal Piers	Column Struts to Glazing	AESS 3
Terminal	Column Struts to Trusses	AESS 3
Terminal	Roof Trusses	AESS 2
Hotel Terminal	Braces	AESS 3
Hotel Terminal Piers	Moment Frames	AESS 2

Select AESS Categories associated to members or assemblies

Sample AESS2 / AESS3 Table

Contract Area(s)	Element (Members and Associated Connections)	AESS Category (Refer to TABLE 1)
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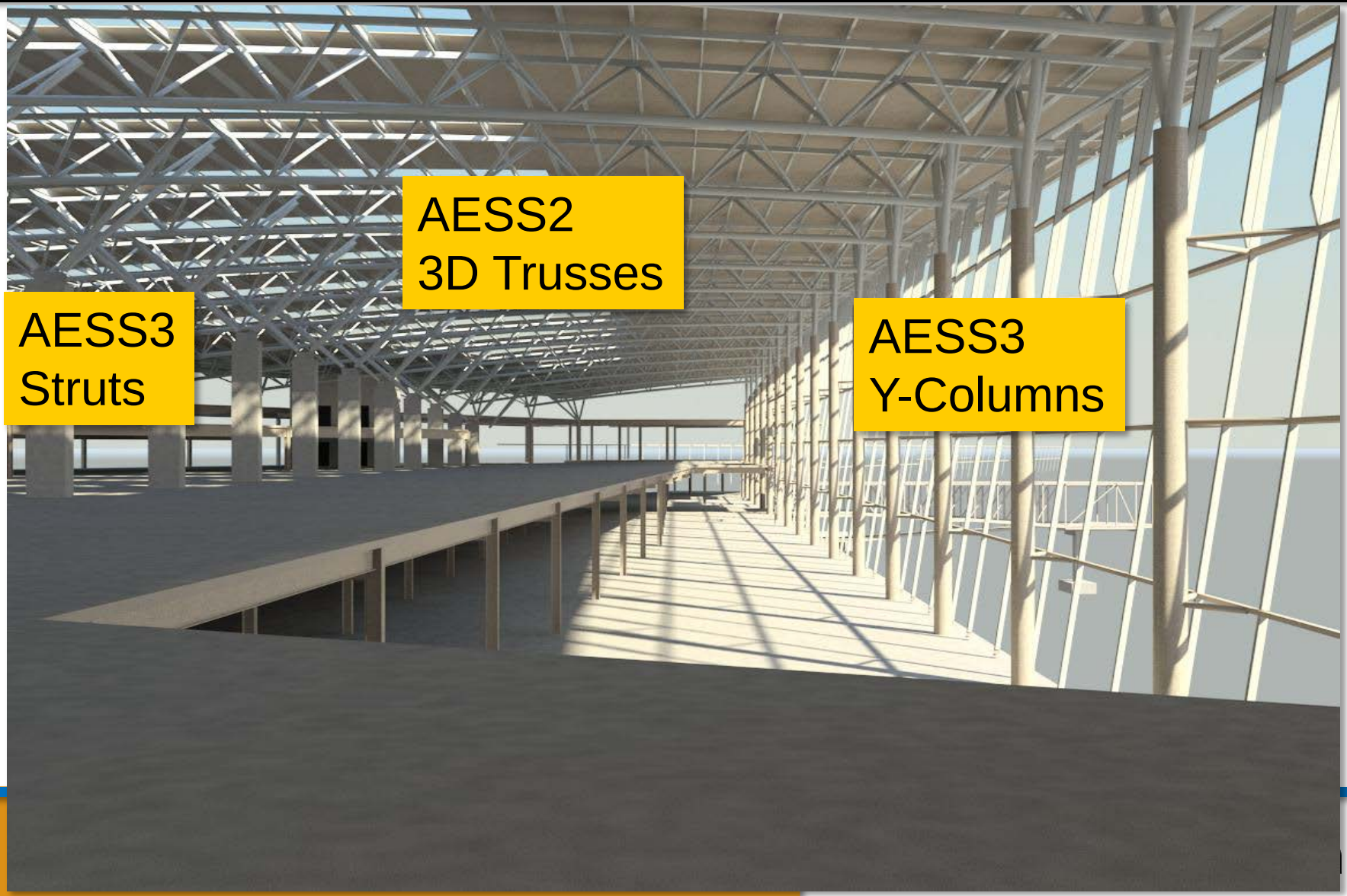
Hotel Terminal Piers	Columns	AESS 3
Hotel Terminal Piers	Column Struts to Glazing	AESS 3
Terminal	Column Struts to Trusses	AESS 3
Terminal	Roof Trusses	AESS 2
Hotel Terminal	Braces	AESS 3
Hotel Terminal Piers	Moment Frames	AESS 2

Location of the AESS elements



Mockups at Supermétal Plant

cisc icca

Mockups at Supermétal Plant

During fabrication it is essential that elements provide good access for operations.

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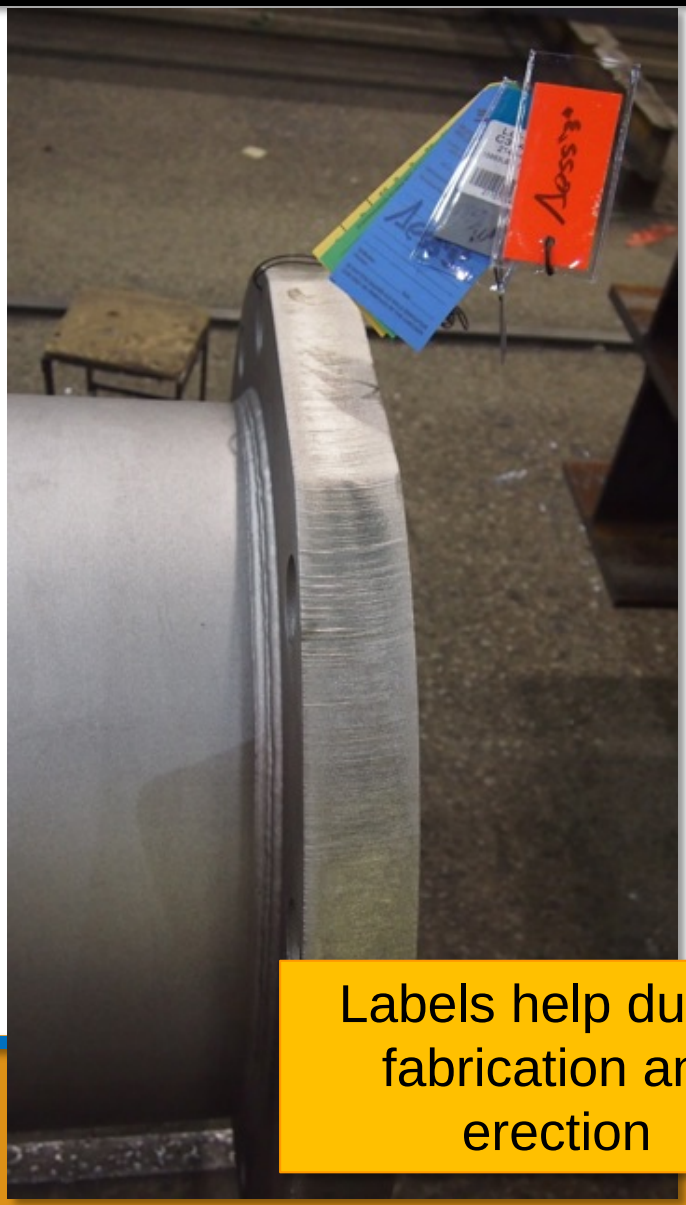
The “Rotator”!

The main truss elements were placed in a jig that rotated to permit access for operations.

Calgary Airport Assemblies
Mockup at Supermétal Plant

cisc icca

Avoiding confusion



Labels help during fabrication and erection

When a Mockup is required …

Remember that the shop conditions are different than the final conditions, with respect to:

- Distance
- Position
- Lighting

When a Mockup is required …

When a Mockup is required …

Photos: Sylvie Boulanger, Supermétal

Member sizes and alignment issues

- It is critical to understand the physical ‘size’ of the weld when choosing member sizes.
- Must allow for the weld.

cisc icca

Alignment issues

From square to round hollow section

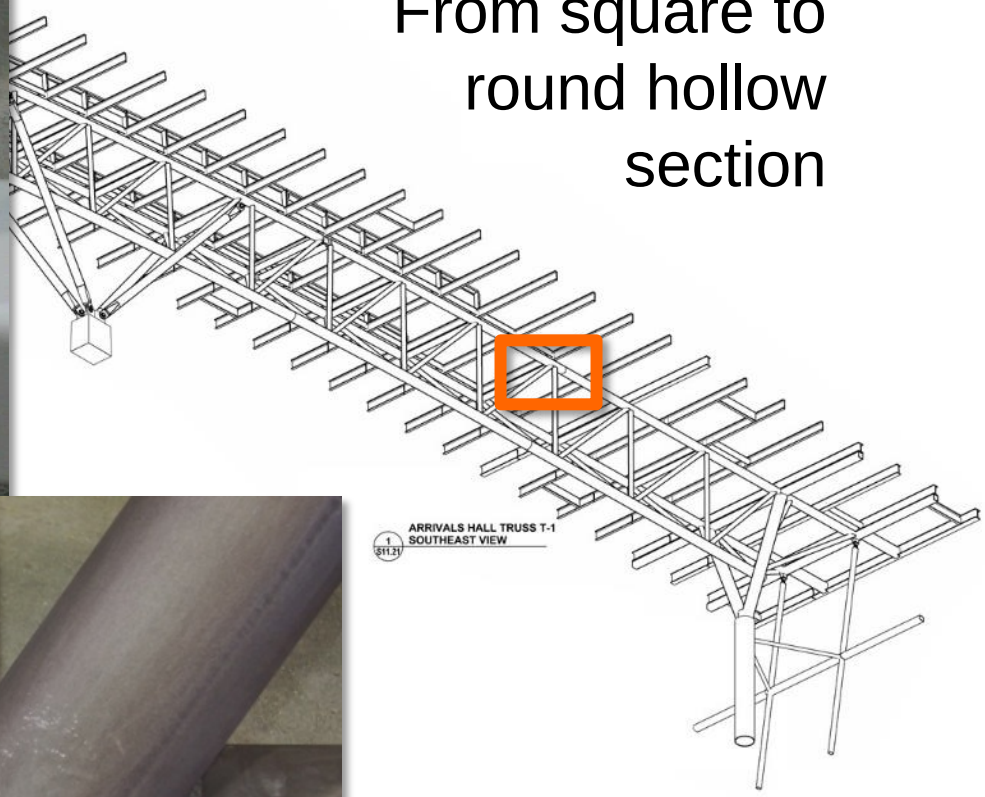
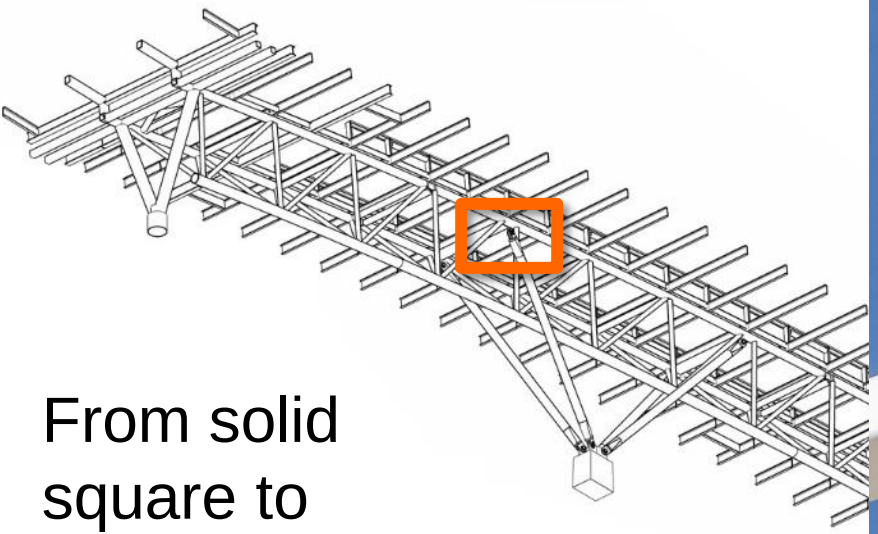


Image: RJC

cisc icca

Alignment issues



From solid square to hollow square

Image: RJC

cisc icca

Hidden splices

Hiding bolted splice with steel sleeves

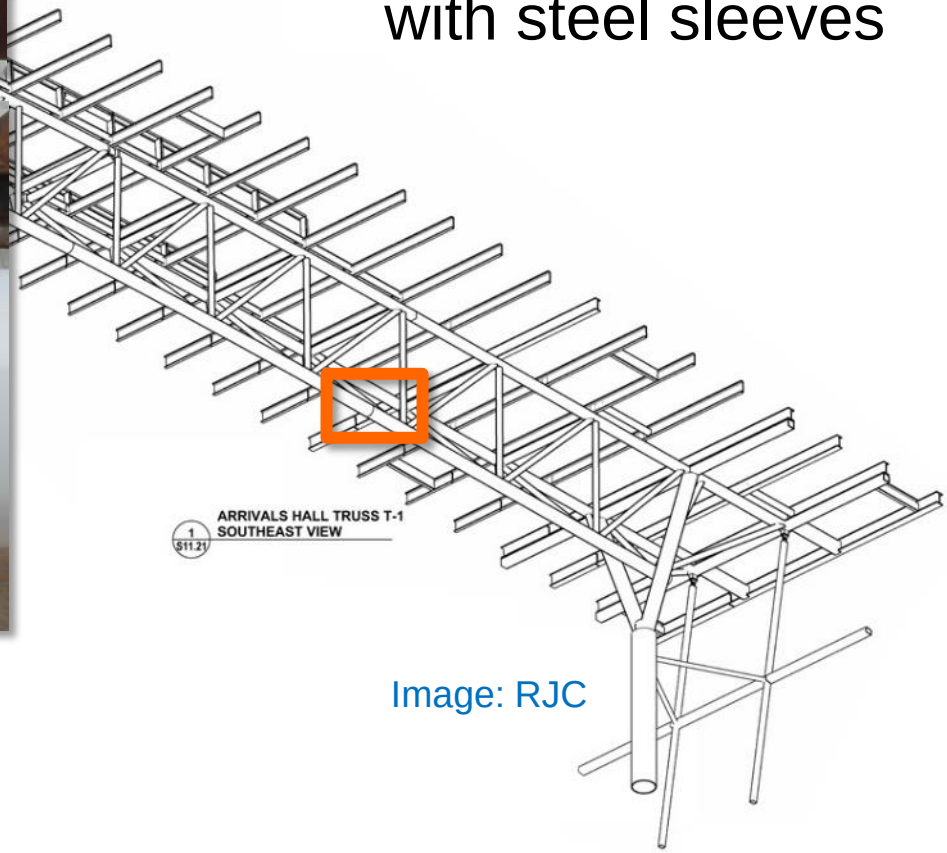
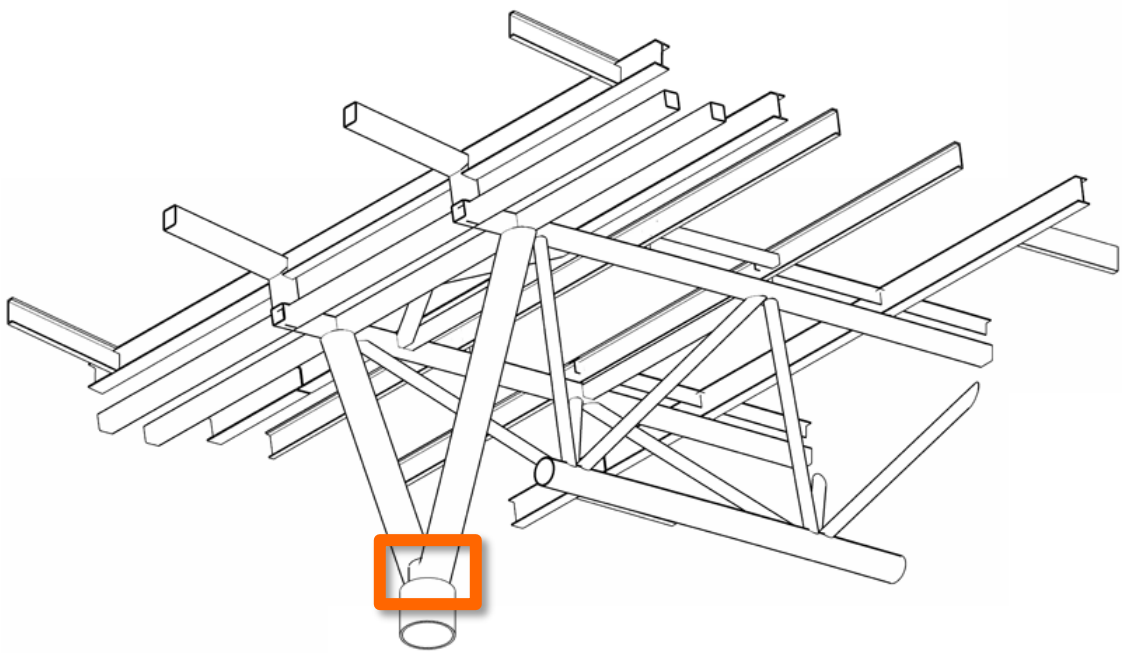


Image: RJC

How round is round?



From round column to round plate

Image: RJC

How round is round?

FACT:
A round plate is not the same shape as a round tube!

Plate either goes on top of tube or inside tube...

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Care in transportation and handling

- AESS is normally shop painted
- Must be well protected during transport
- Use padded slings and supports

Lifting a truss element

Threading the struts

Bolting the strut

Location of AESS Categories

Truss is AESS2

Struts and columns are AESS3

Overall progress

Closer view

Panoramic view

Calgary Airport Panorama – Terminal / Hotel – From North side at Grid 10

28 AOÛt 2012

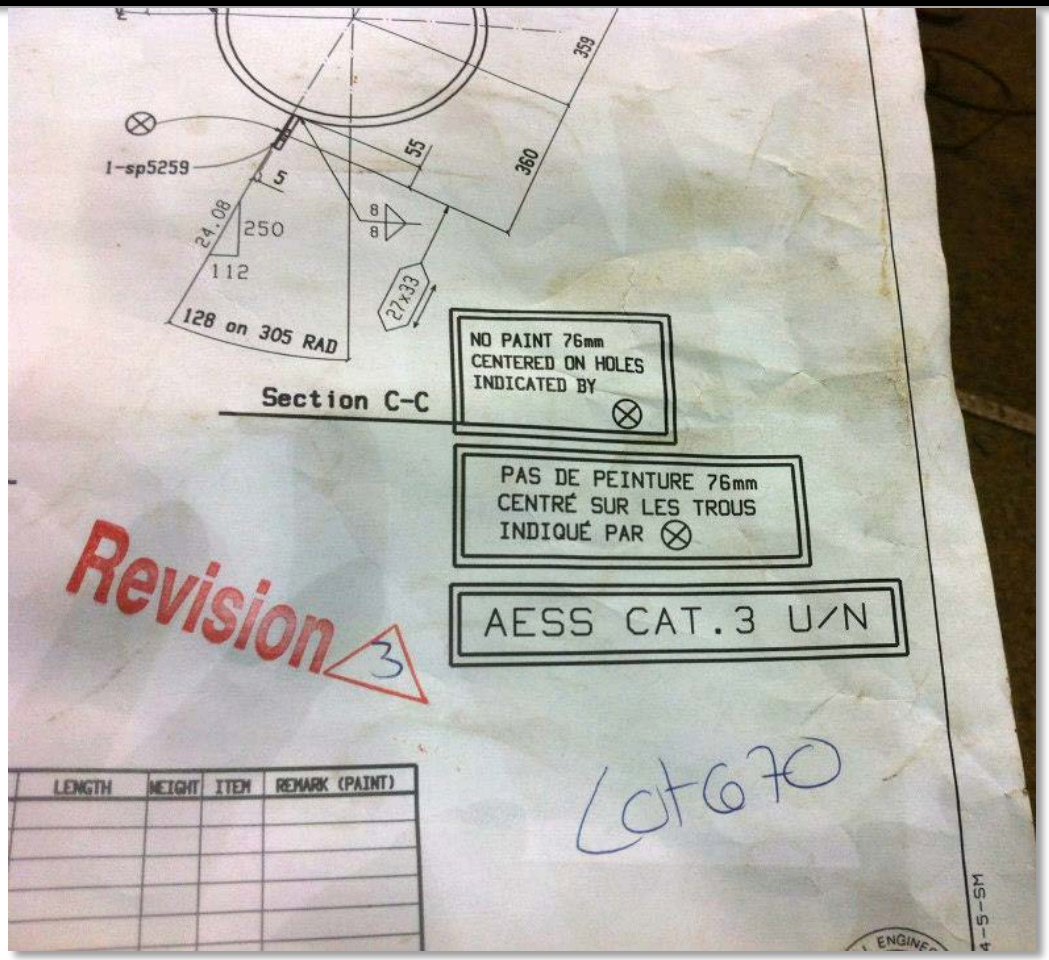
30 SEPTEMBRE 2012

26 OCTOBRE 2012

Lessons Learned

- Better bids
- More productive plant visits
- Expectations more aligned

- Smooth weld still subject to interpretation
- Identical vs equivalent reproduction
- Inspection consistency



Next phase!

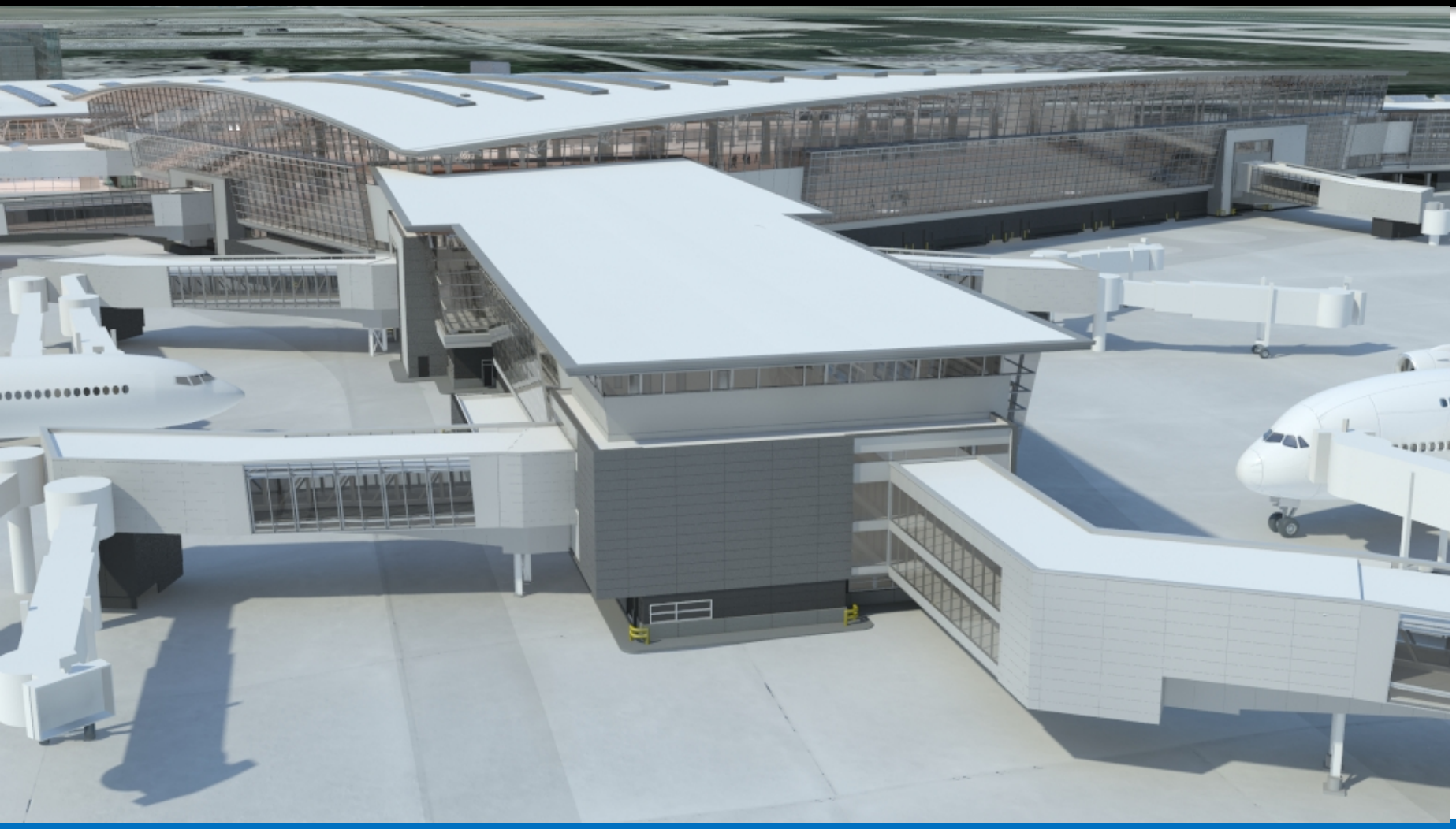


Image: DIALOG

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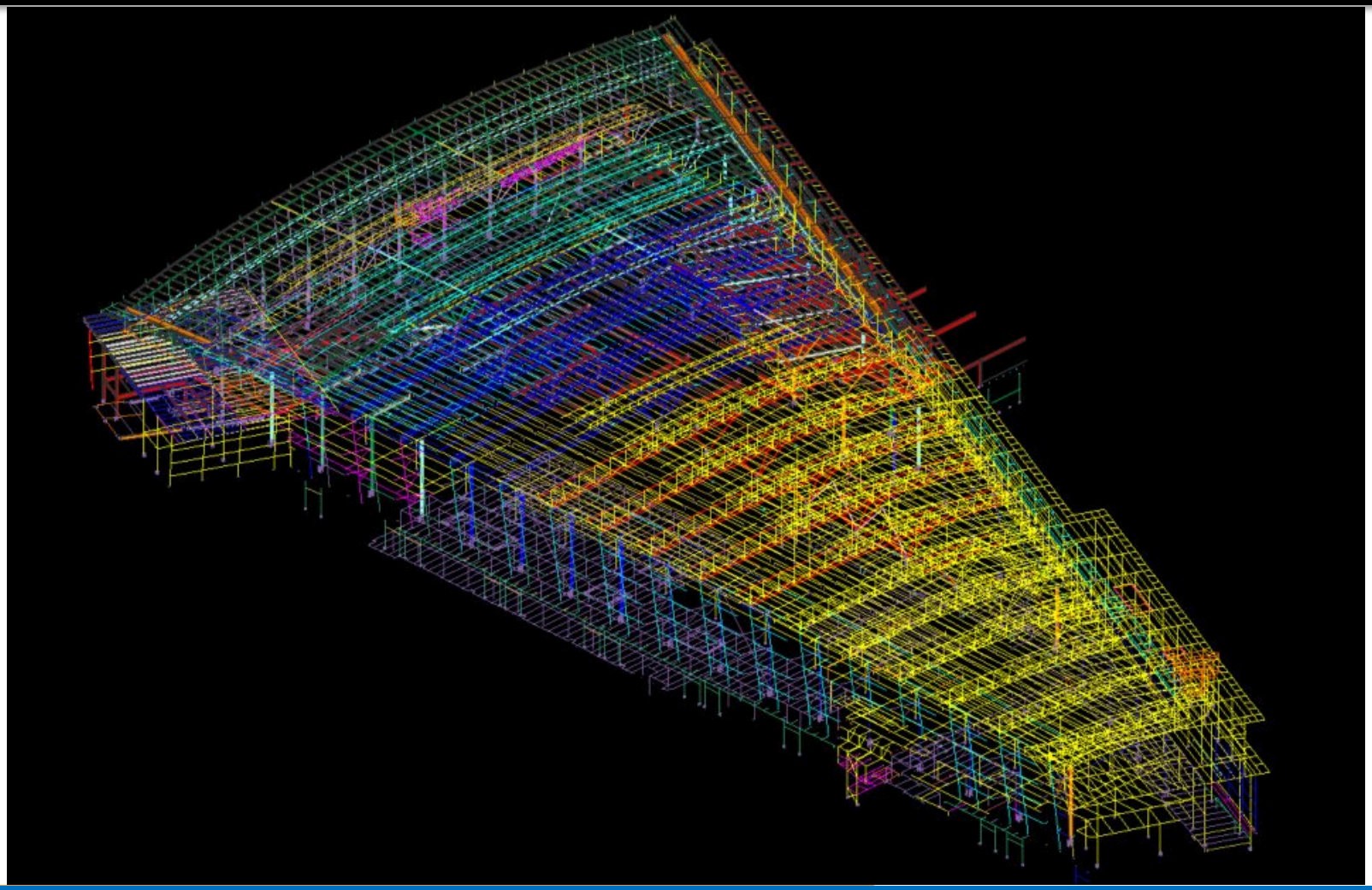
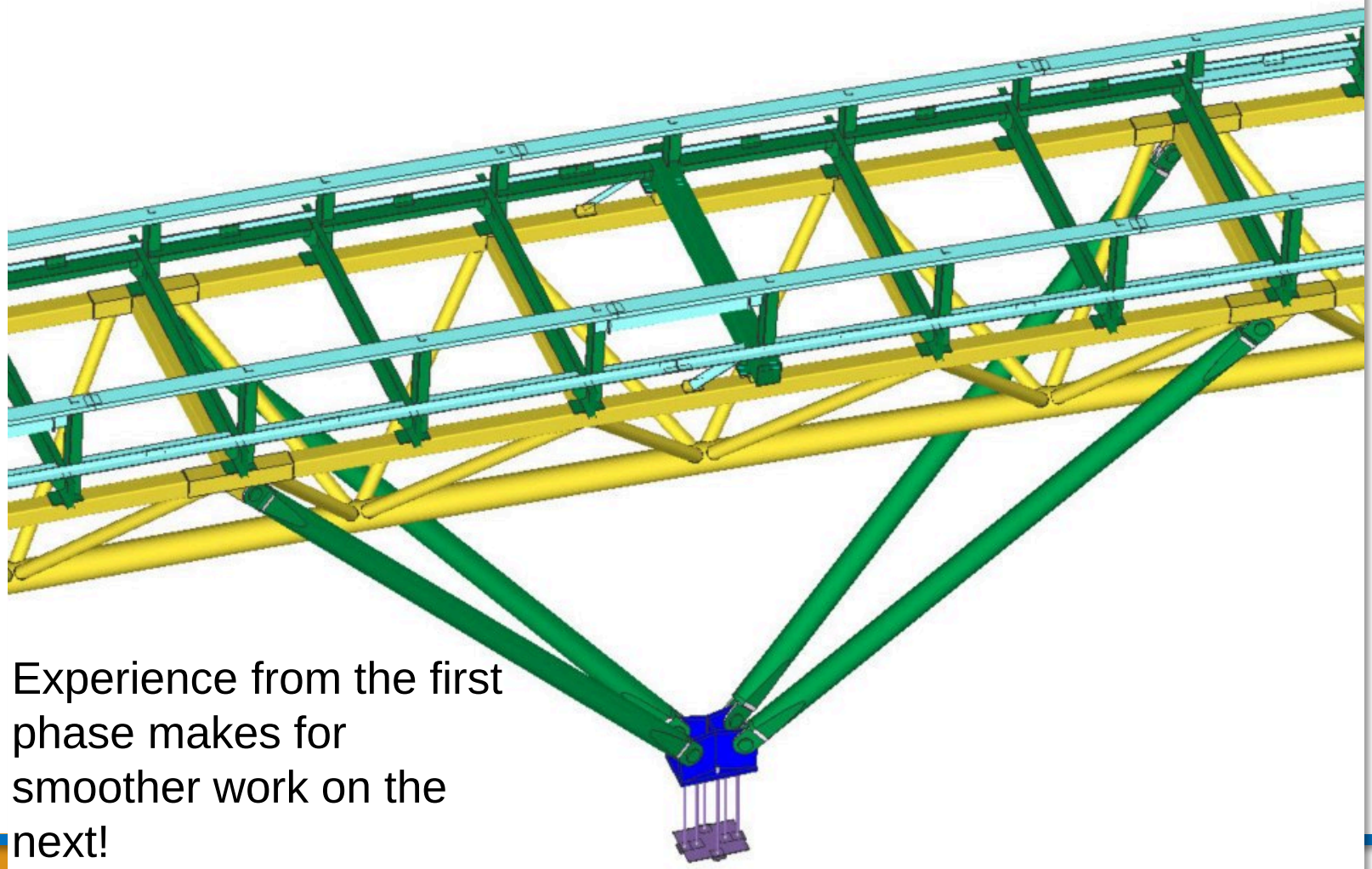
Overall structural drawing



Detail



Experience from the first phase makes for smoother work on the next!

https://www.facebook.com/media/set/?set=a.280522345386864.54021.194585130647253&type=3

The core idea! FORM, FIT & FINISH

Two “TREES” – both AESS – each quite different from the other – so why would the AESS Specification be even remotely the same????

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Cost impact items

- Custom “shapes”
- Use of welded plate in lieu of W, C and L sections
- Connection details
- Transportation restrictions
- Staging area restrictions
- Bending the steel
- Custom castings
- General level of complexity of the elements or structure
- Eccentric elements

Design process implications

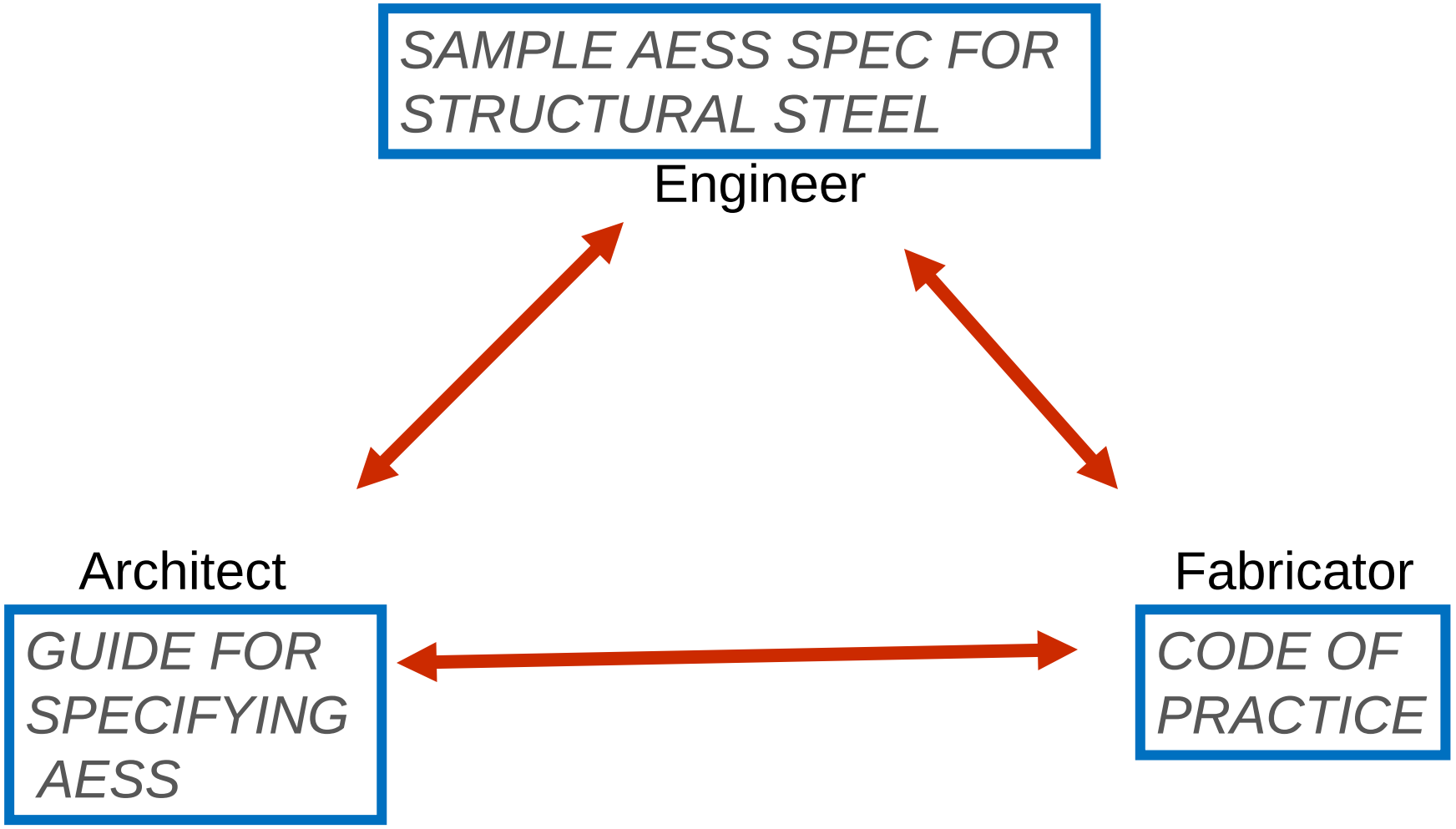
- Architects and engineers have to talk to decide on AESS Categories.
- AESS Categories need to appear on all contract documents as per Spec.
- We typically expect that there will be 2 Categories specified per structure
  - ex. AESS 2 upper portion of atrium, AESS 3 for the lower portion; 1 and 2; 2 and 3; 3 and 4…
- Fabricators to bid on Engineering documents and the Categories specified.

Fabrication and Erection Implications

- Architects need to fully appreciate and include AESS considerations in their designs and *negotiate with the Fabricator for more appropriate details*
- Categories specified infer sequencing, cost and constructability issues.
- Higher level of care as provided for in the Code for Fabricators.
- AESS Categories to appear on all Shop and Erection drawings.

Positive outcomes

- AESS system standardizes basic design and fabrication issues
- Eliminates many ‘routine’ issues through the Category System
- Very important NOT to change AESS Categories
- If you want something different, pick CUSTOM
- Allows team to concentrate efforts on more particular issues for the project


SAMPLE AESS SPEC FOR STRUCTURAL STEEL
Engineer
Architect
GUIDE FOR SPECIFYING AESS
Fabricator
CODE OF PRACTICE

Project Profile

Owner
University of Toronto, Scarborough Campus

Architects
NORR Architects

Construction Manager
PCL

Structural Engineer
Yolles

Steel Fabricator / Detailer / Erector
Walters Inc., Benson Steel, Casey Welding

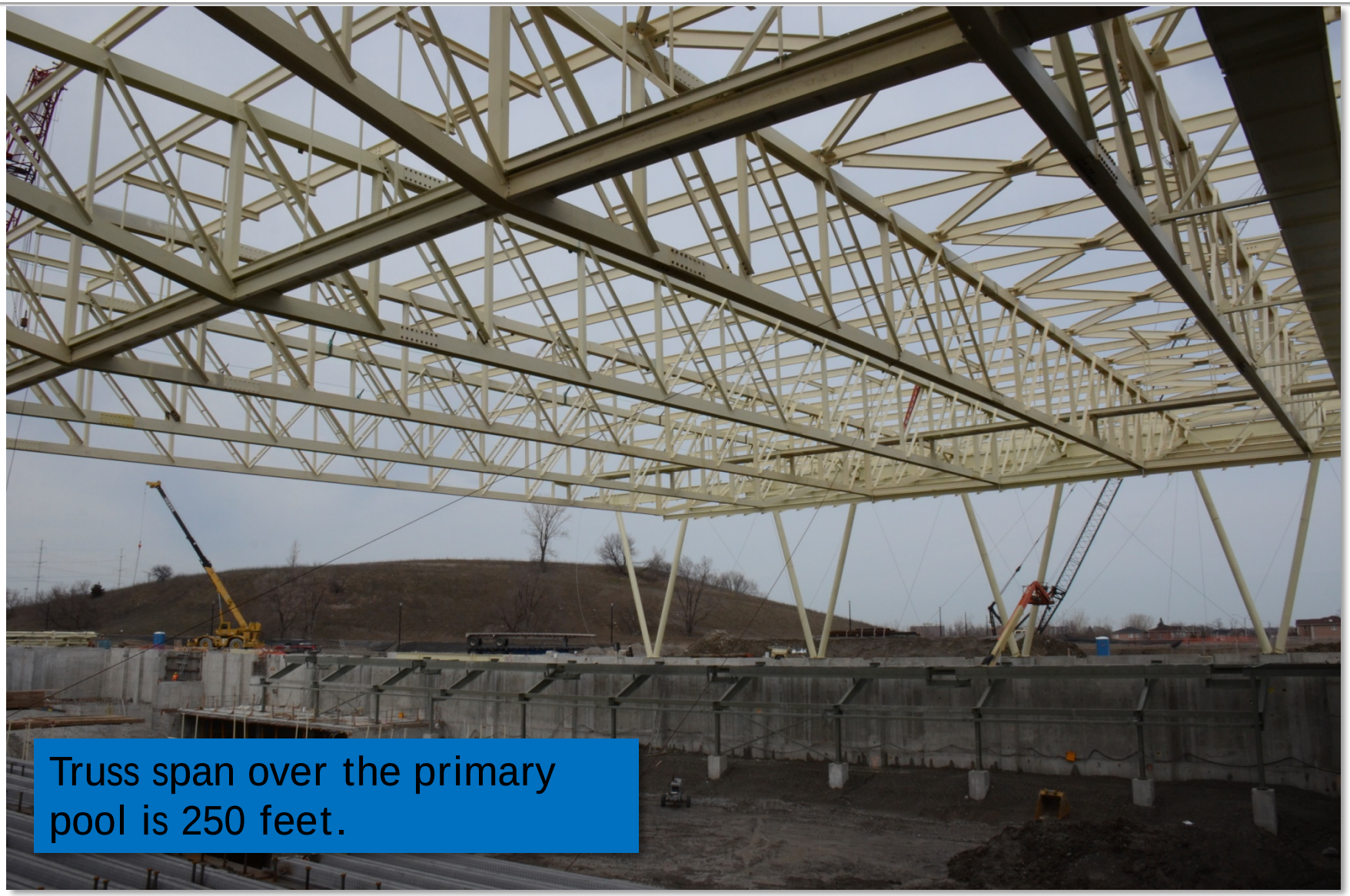
AQUATIC CENTRE FOR THE 2015 PANAM GAMES
Toronto, Ontario

Site access courtesy: Walters Inc.

Working with the fabricator

Taking the steel design from the rendering, through AESS Category consideration and to reality requires the input of the fabricator.

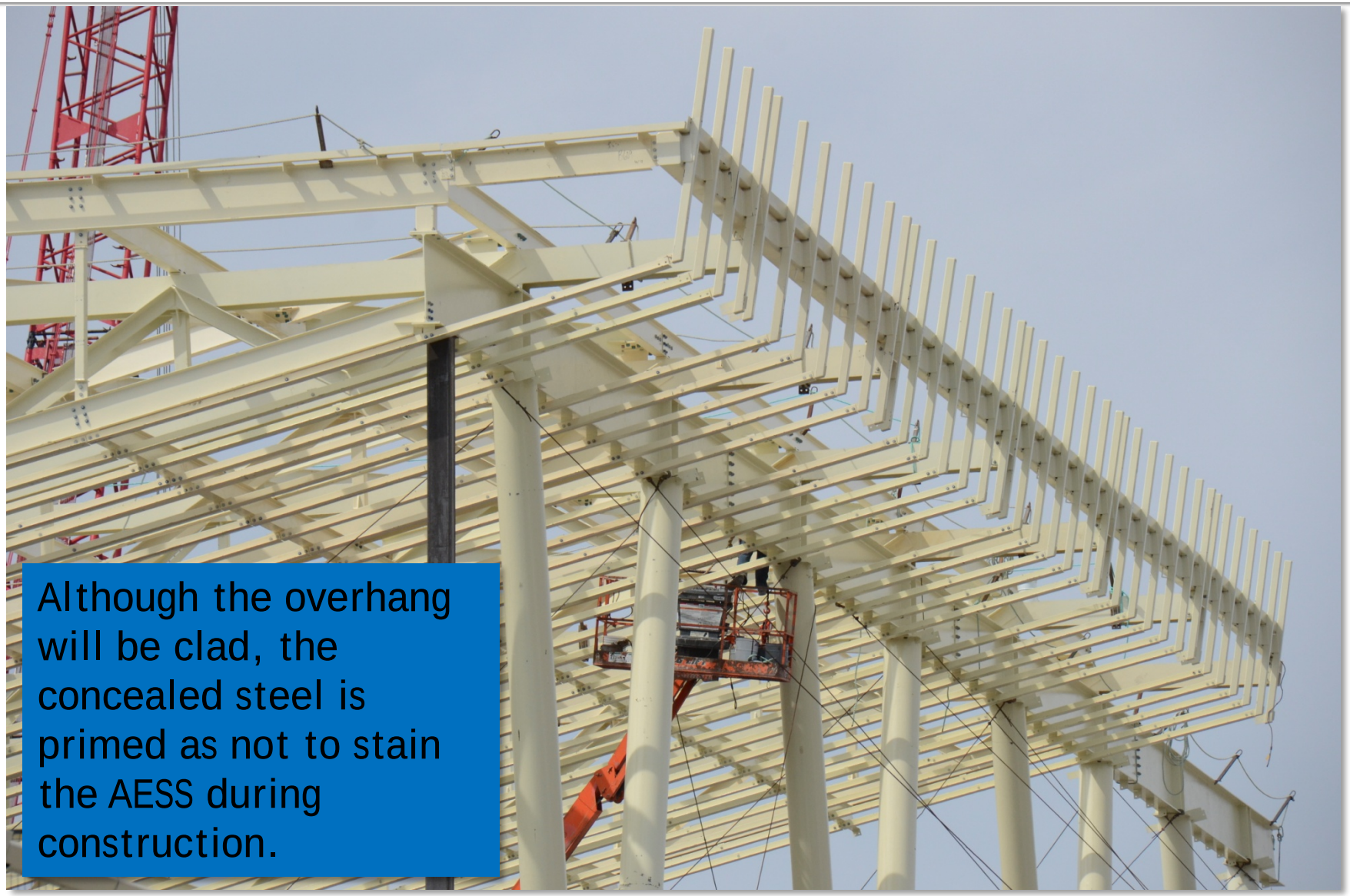
Details of the trusses



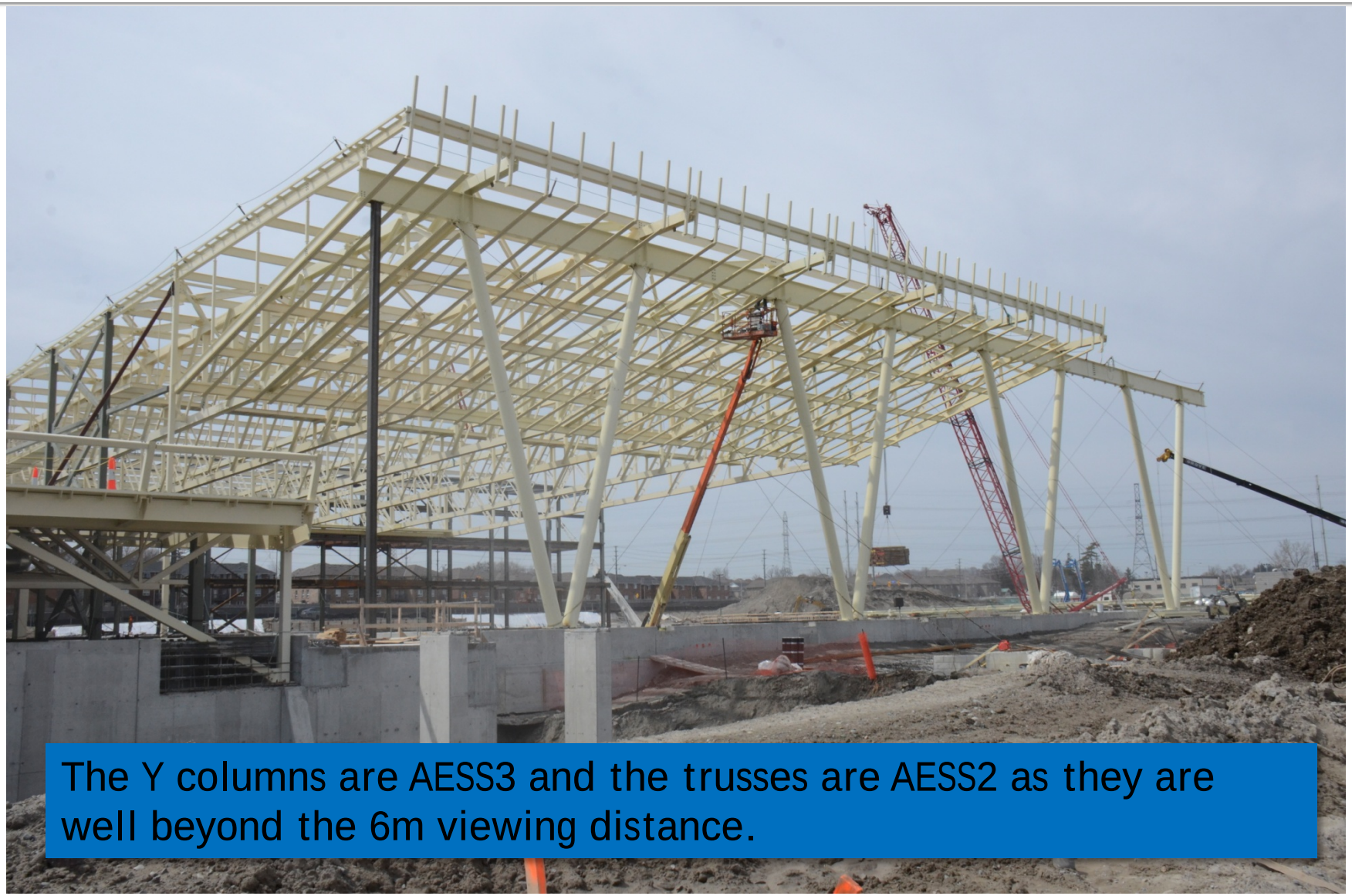
Differentiated steel throughout

Different categories of AESS are chosen in combination with standard structural steel for concealed work.

Primed steel



Different categories



The Y columns are AESS3 and the trusses are AESS2 as they are well beyond the 6m viewing distance.

Column to beam connection

Ladder design of web members

Simple steel shapes and welding create an interesting truss detail.

Bolted vs welded connections

Splicing the trusses

Splicing the trusses

The 250 foot long trusses arrive to the site in transportable sections. They are assembled on the ‘flat’ prior to lifting. Site connections are bolted.

Bolted splice

Training pool roof

This smaller roof is simple AESS1.

Owner
Brookfield

Architects
Pelli Clarke Pelli Architects

Construction Manager
Plaza Construction

Steel Fabricator / Detailer / Erector
Walters Inc. Hamilton/Metropolitan Walters

Project Profile

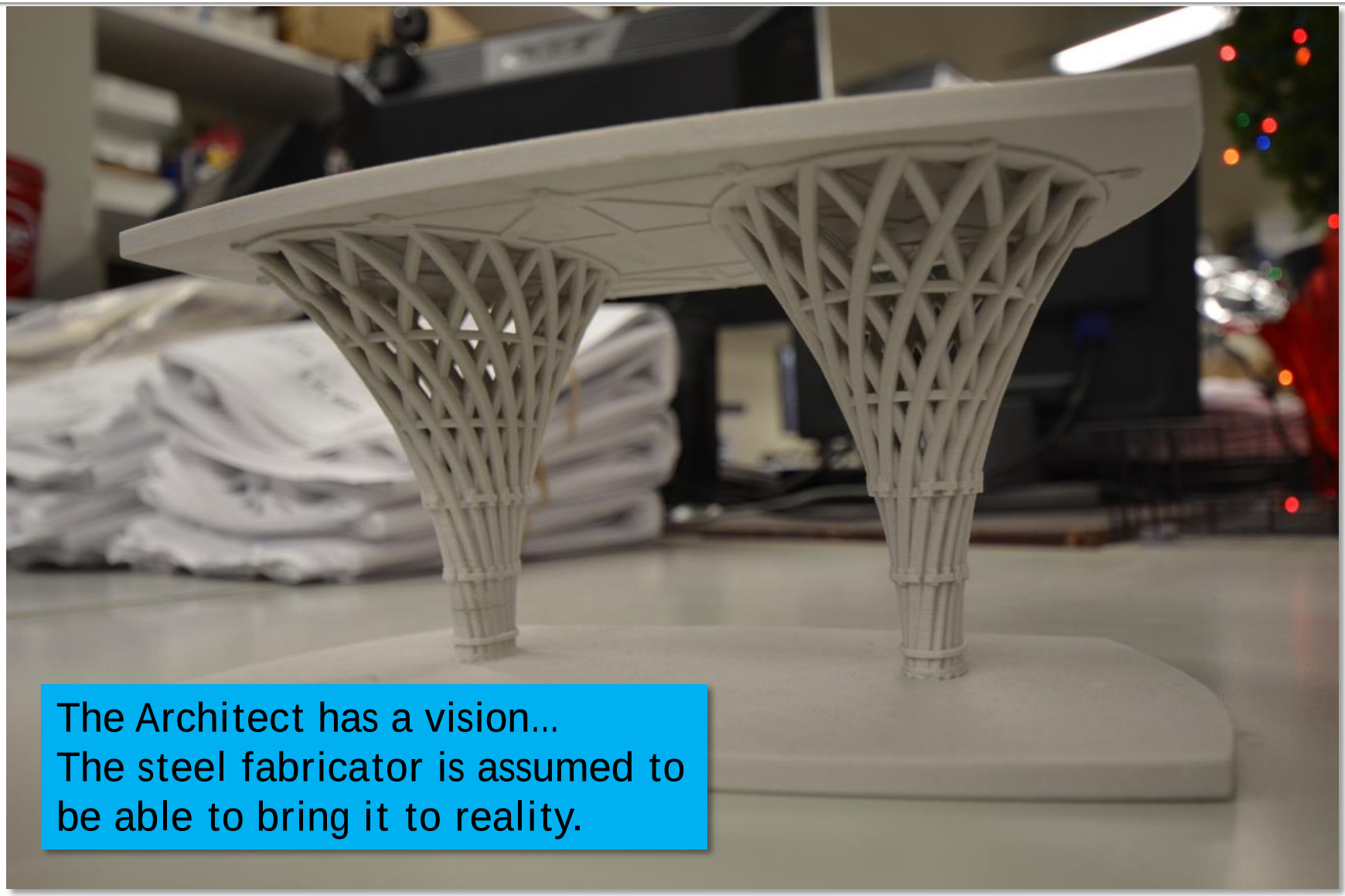
WORLD FINANCIAL CENTRE ENTRY PAVILION
New York City, New York

Site access courtesy: Walters Inc.

The Architect's Concept

Image: Pelli Clarke Pelli Architects

The 3D Model


The Architect has a vision…
The steel fabricator is assumed to be able to bring it to reality.

Complex steel uses digital methods

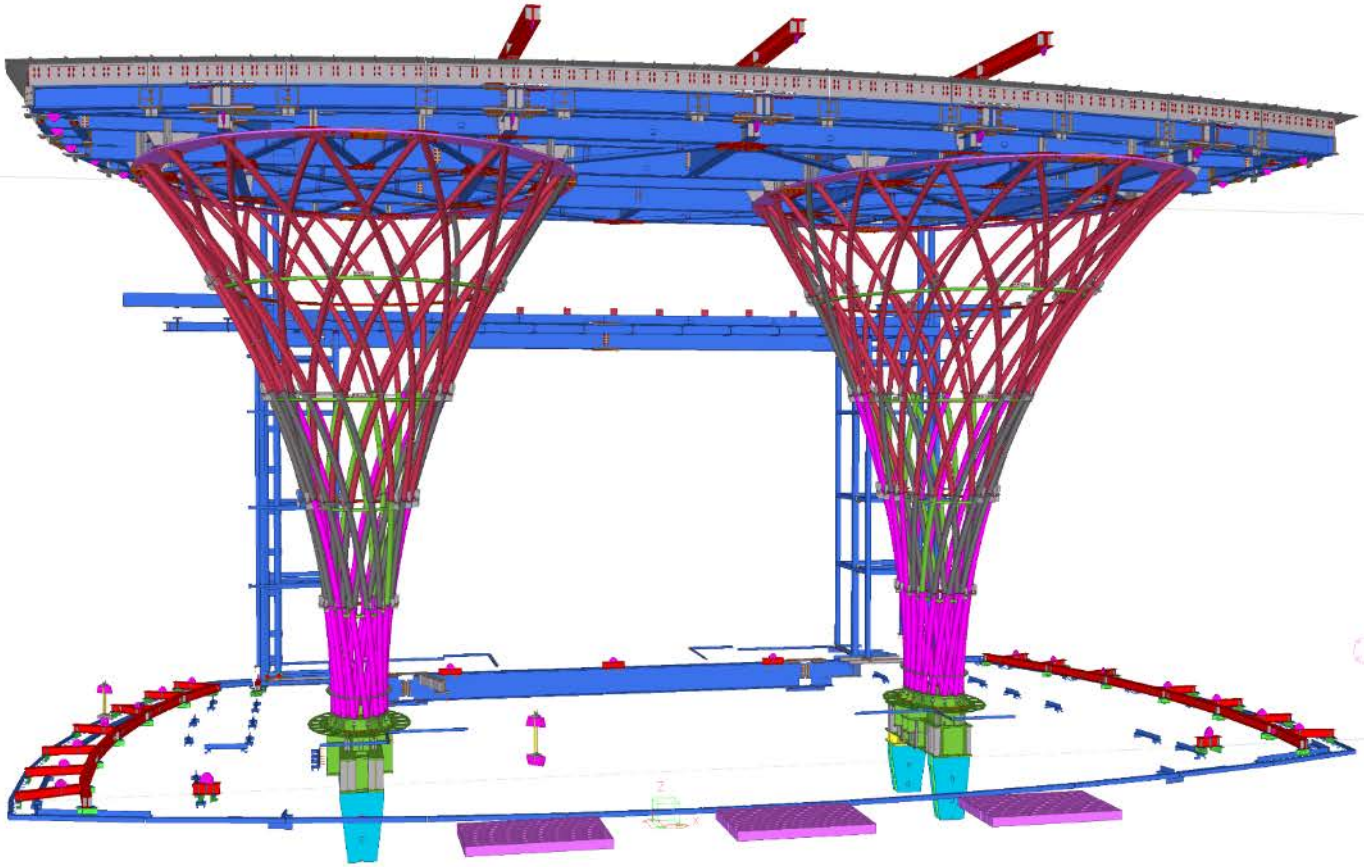


Image: Walters Inc.

Top view of plan

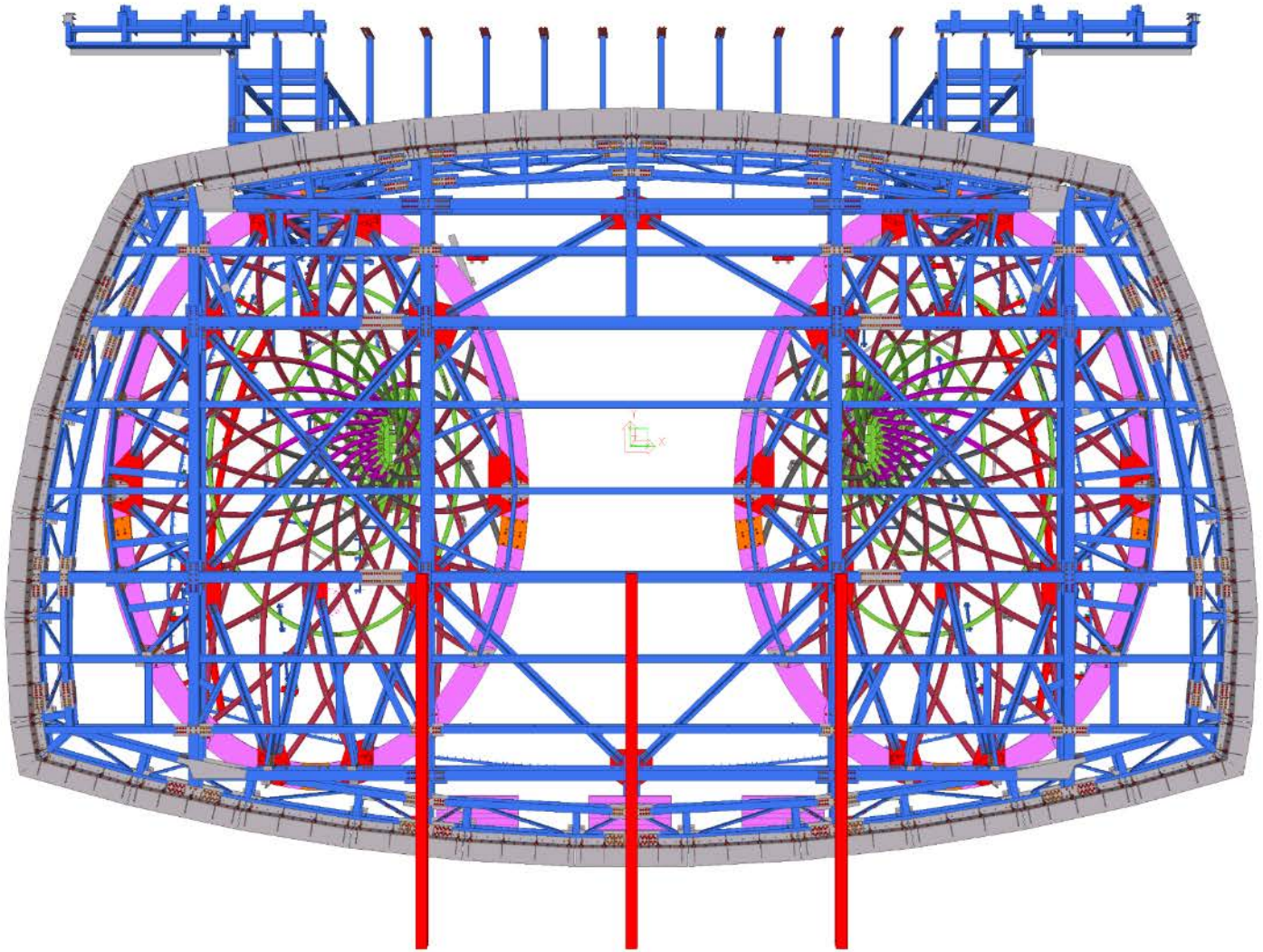


Image: Walters Inc.

Detailed view

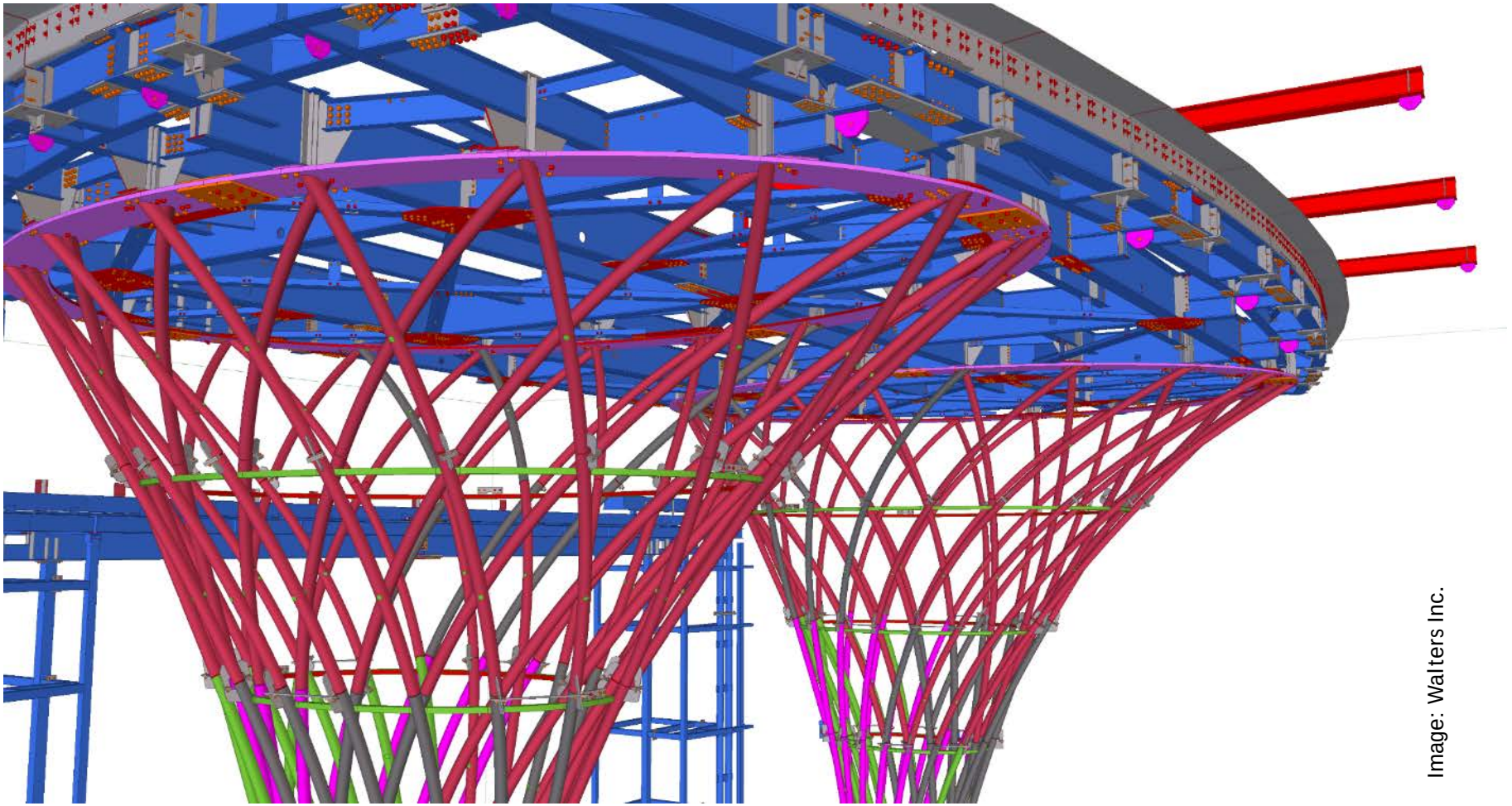
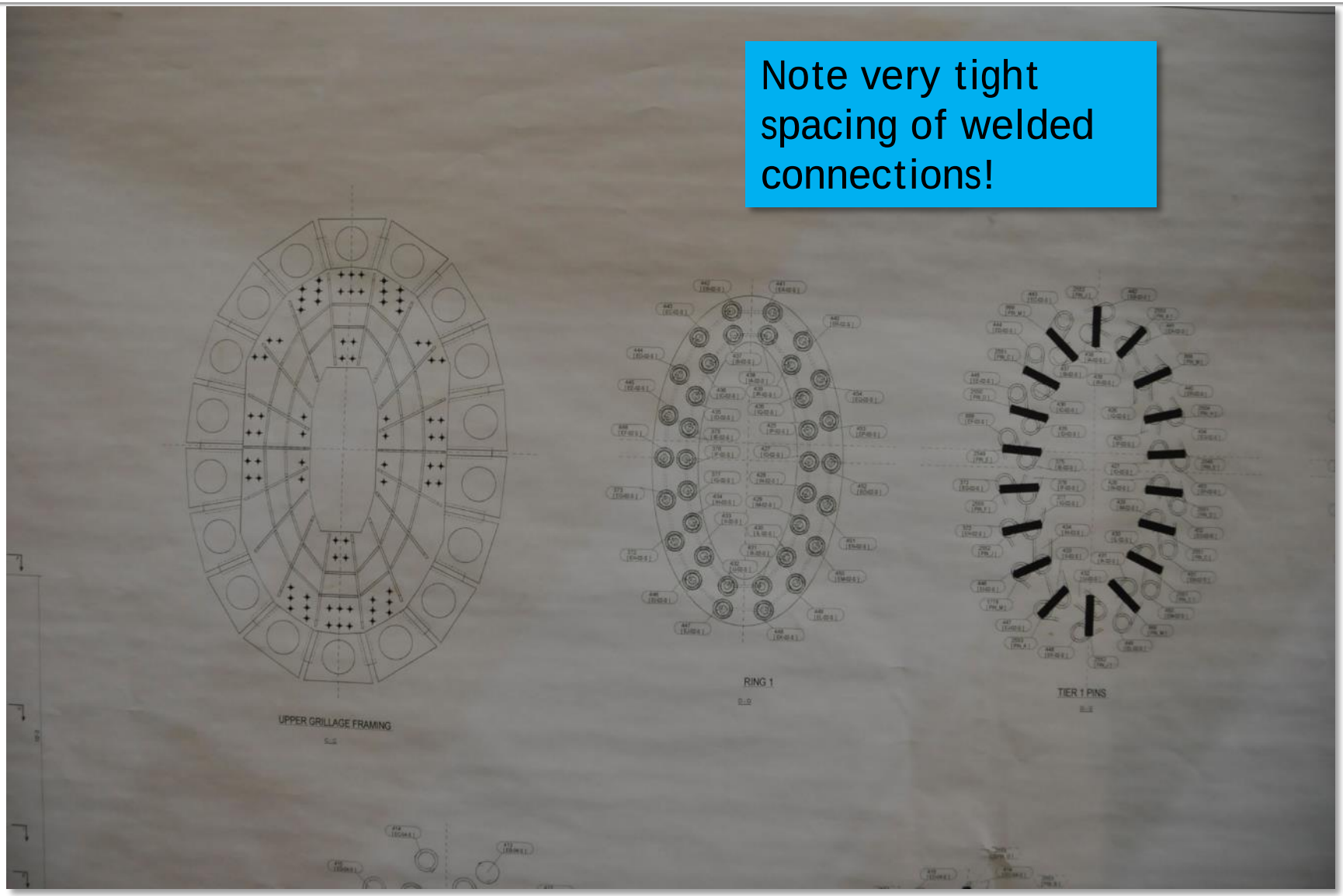


Image: Walters Inc.

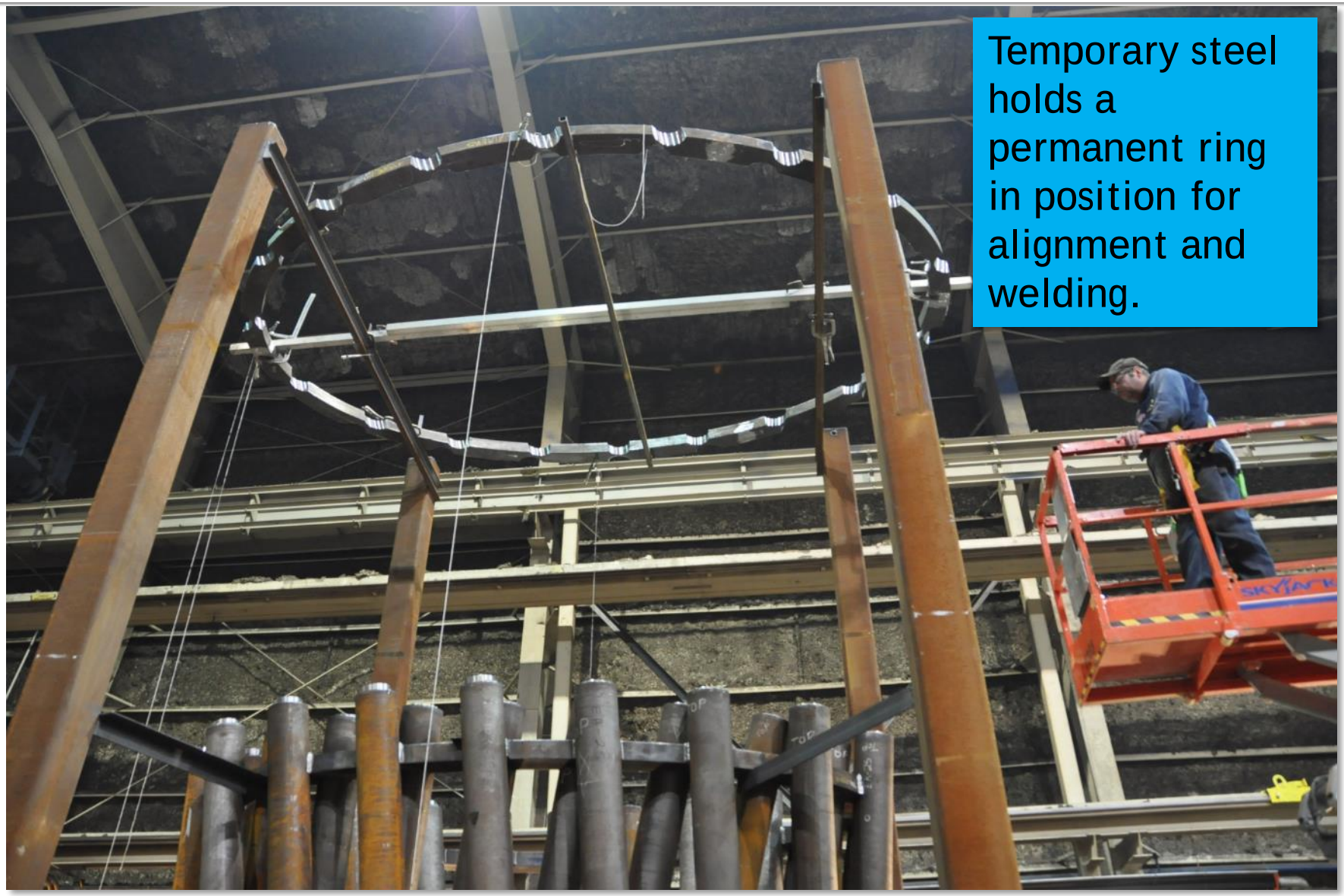
Planimetric drawings



Setting the jigs

- Two “baskets”
- 5 tiers each
- Fully welded AESS4
- Understand truck limitations
- Minimize site connections
- Transport to NYC from Hamilton

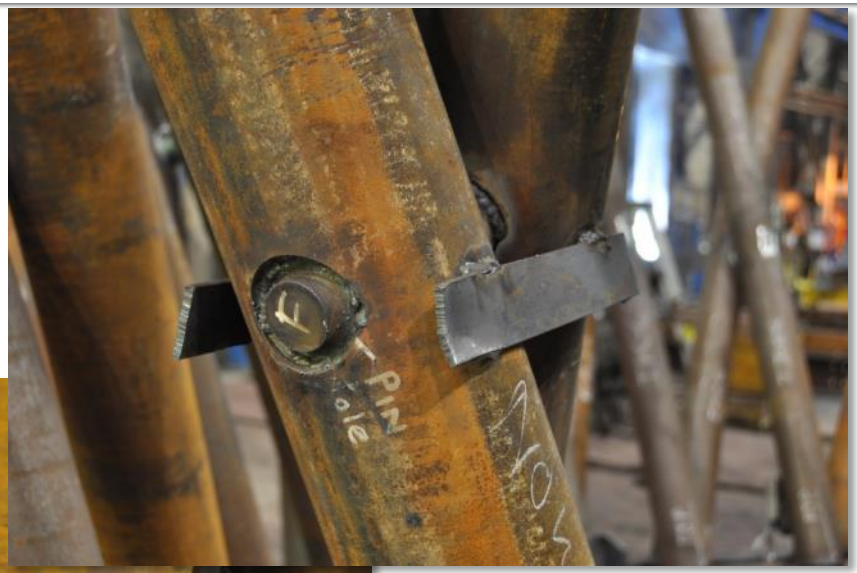
Maximizing the fabrication in shop



Curved tubular steel

Issues with matching connecting curved pieces for seamless welded connections.

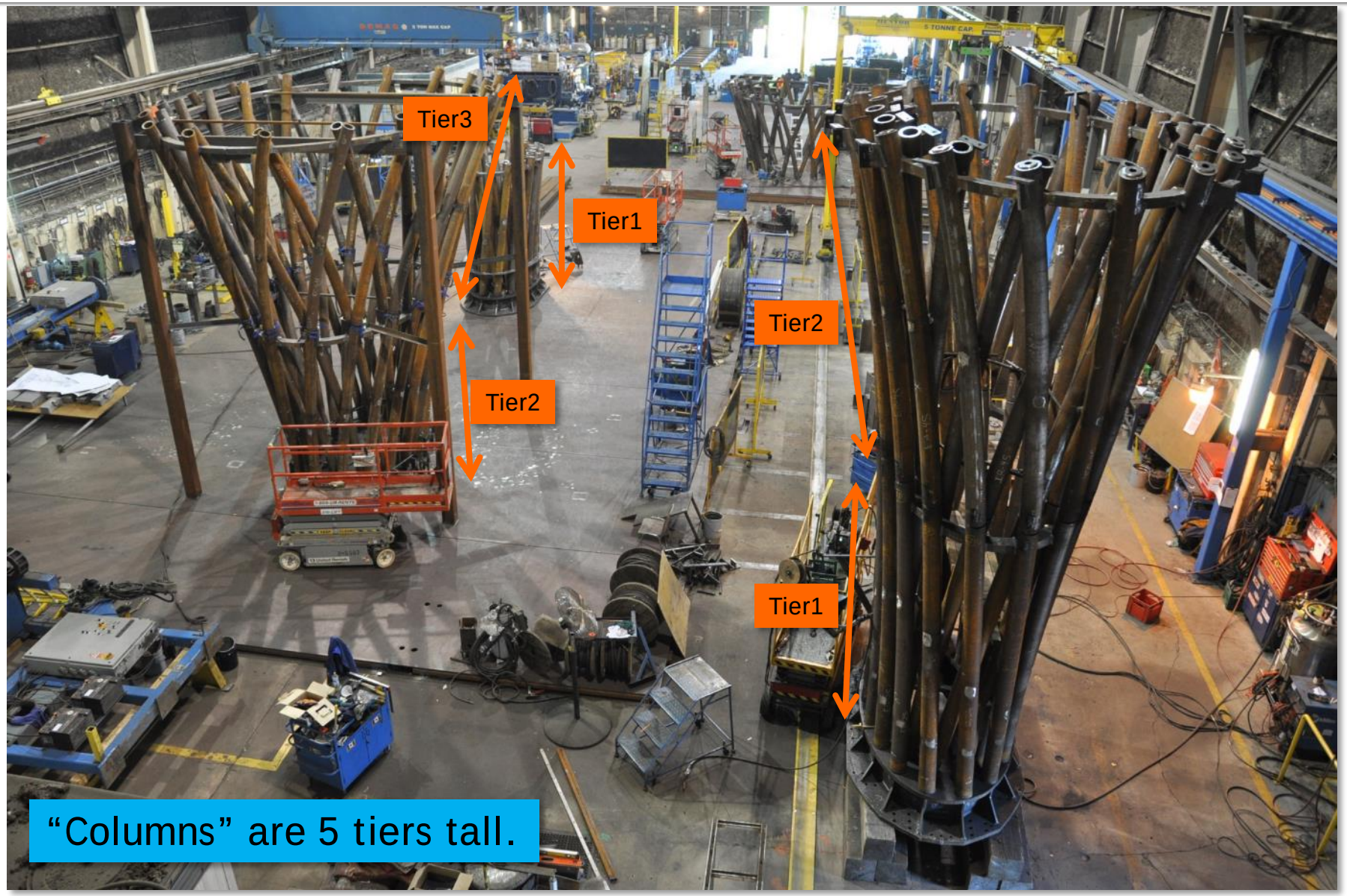
Solid connecting steel rods



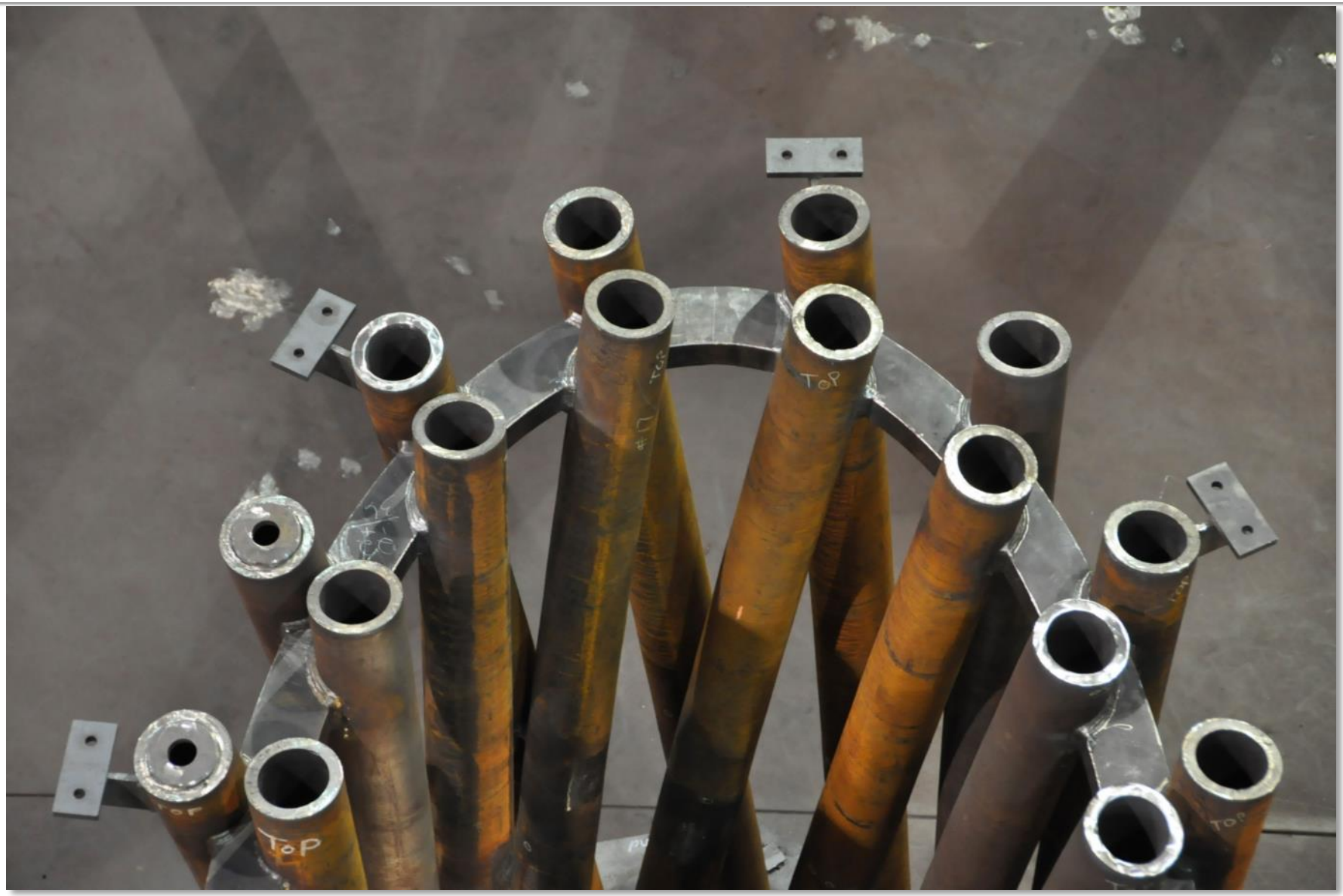
For AESS4 these connections must be ground and filled and
'made to disappear'

Curves, overlaps and geometry

Shop space and pre-fitting



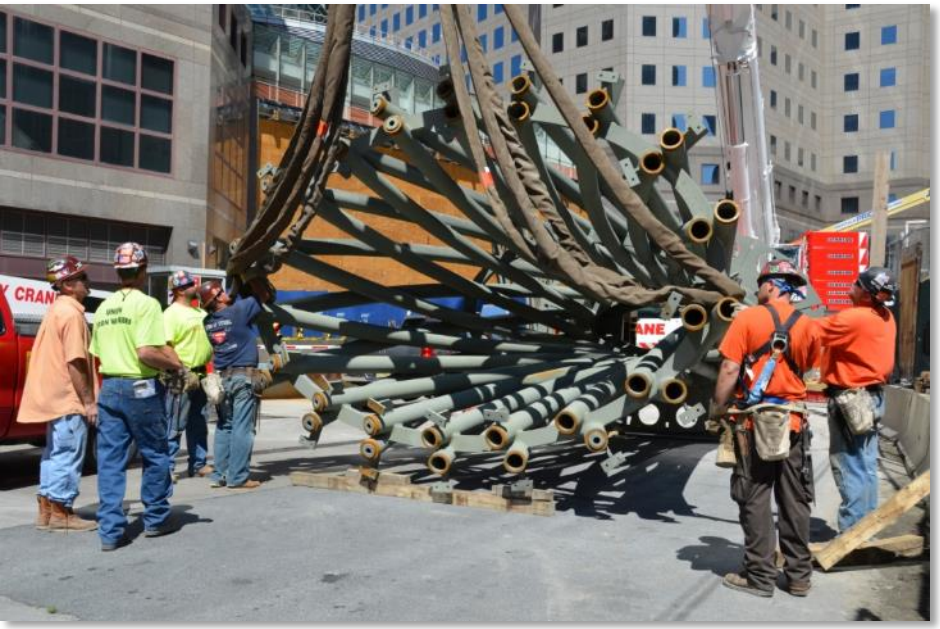
Aligning future site connections



Why shop weld?

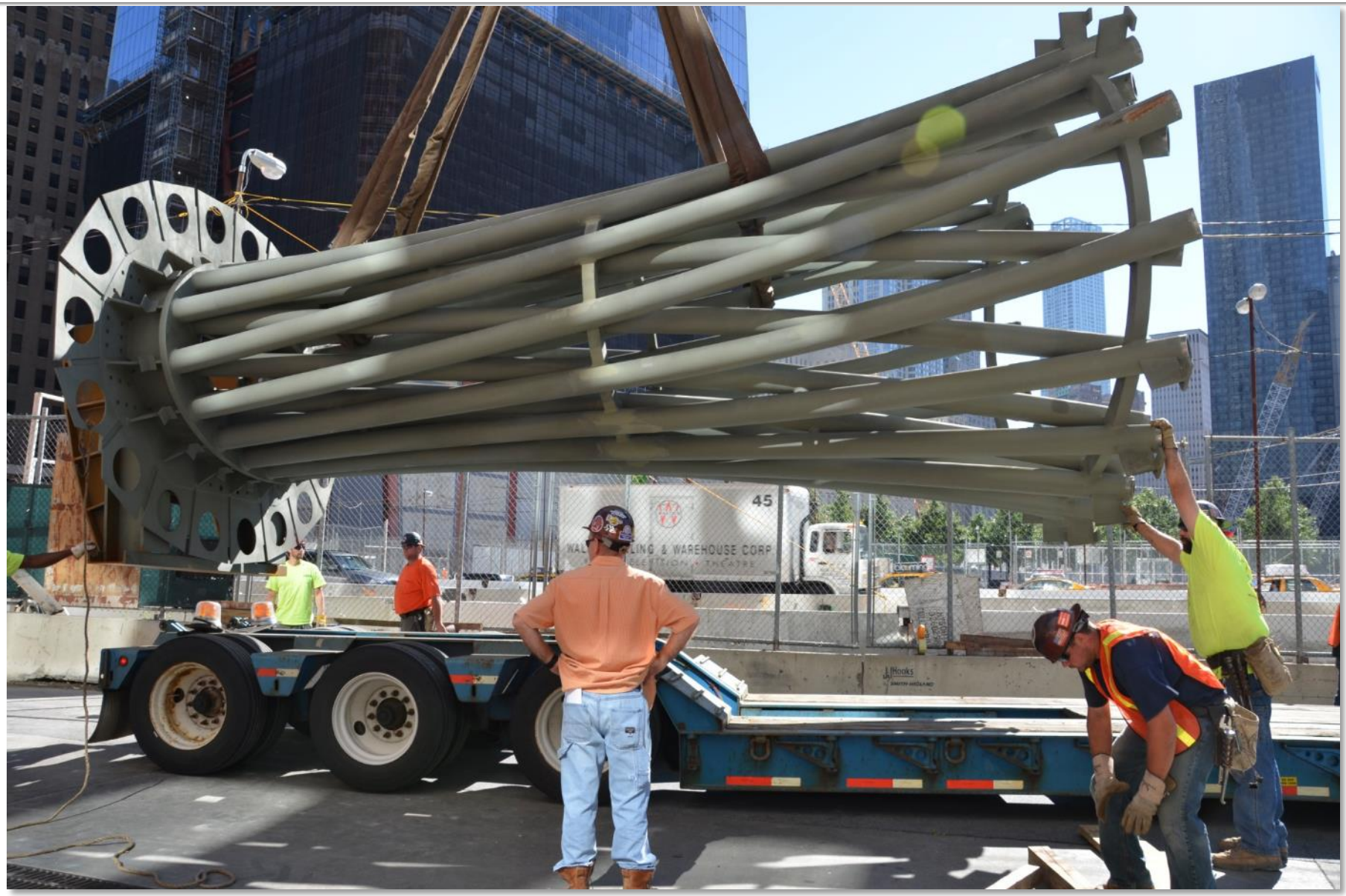
Transportation

Handle with care



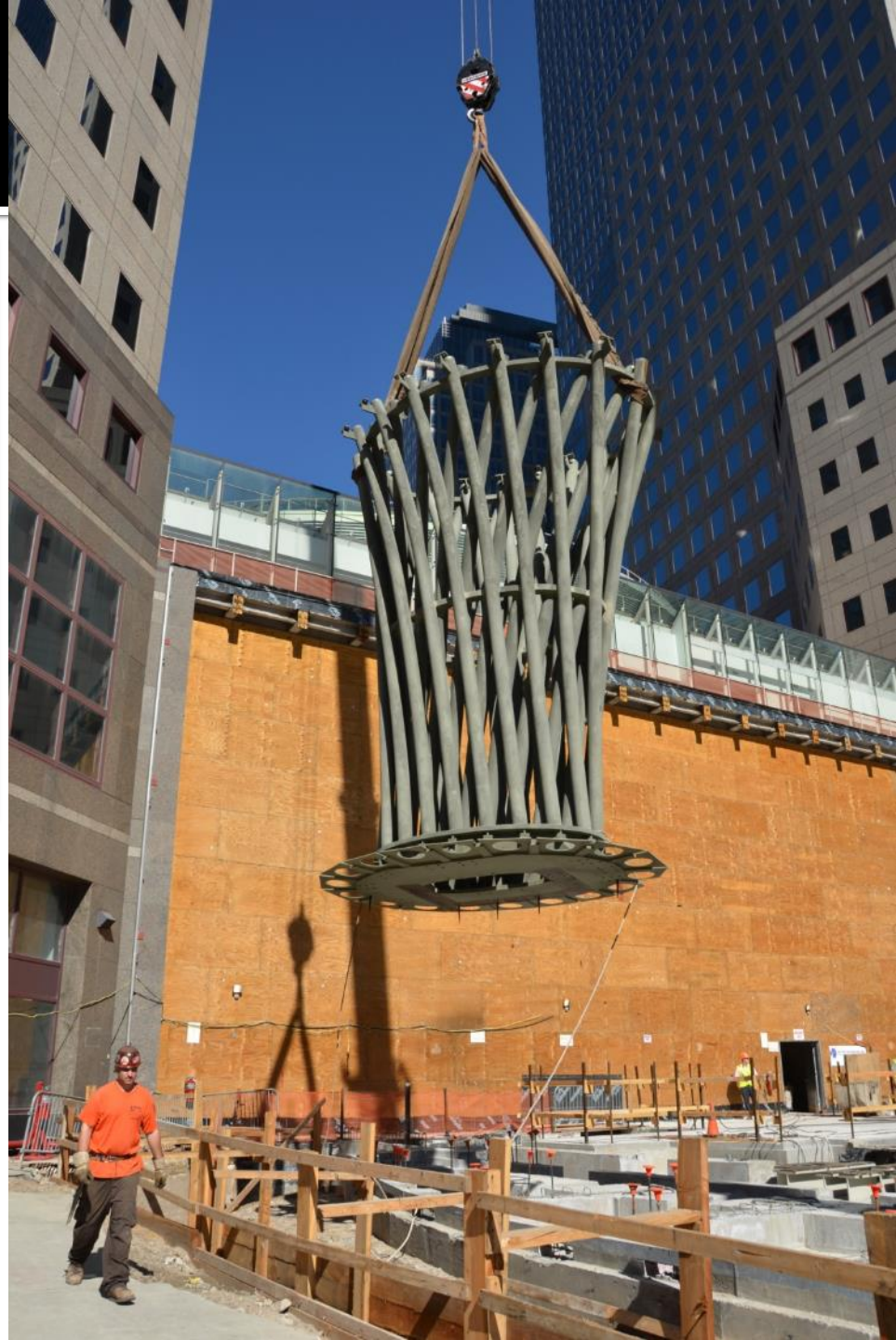
- Erection crew different from fabrication crew
- Lifting odd shapes difficult
- Steel is primed
- Surfaces must not be damaged

Lift off of the truck



Lift into place

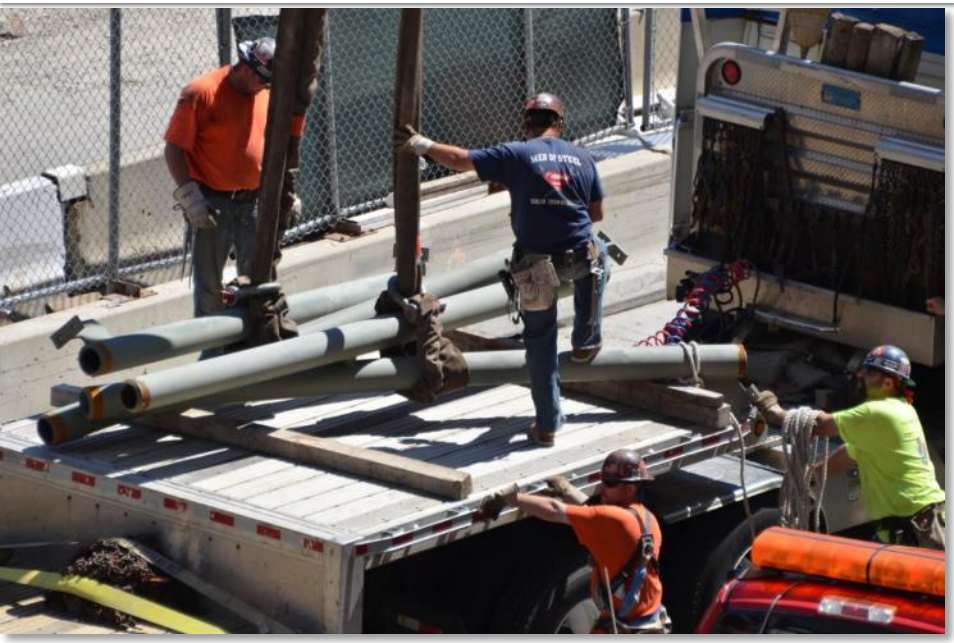
- Site preparations must be accurate
- AESS requires precision
- Plumb element
- Remember this is structural steel



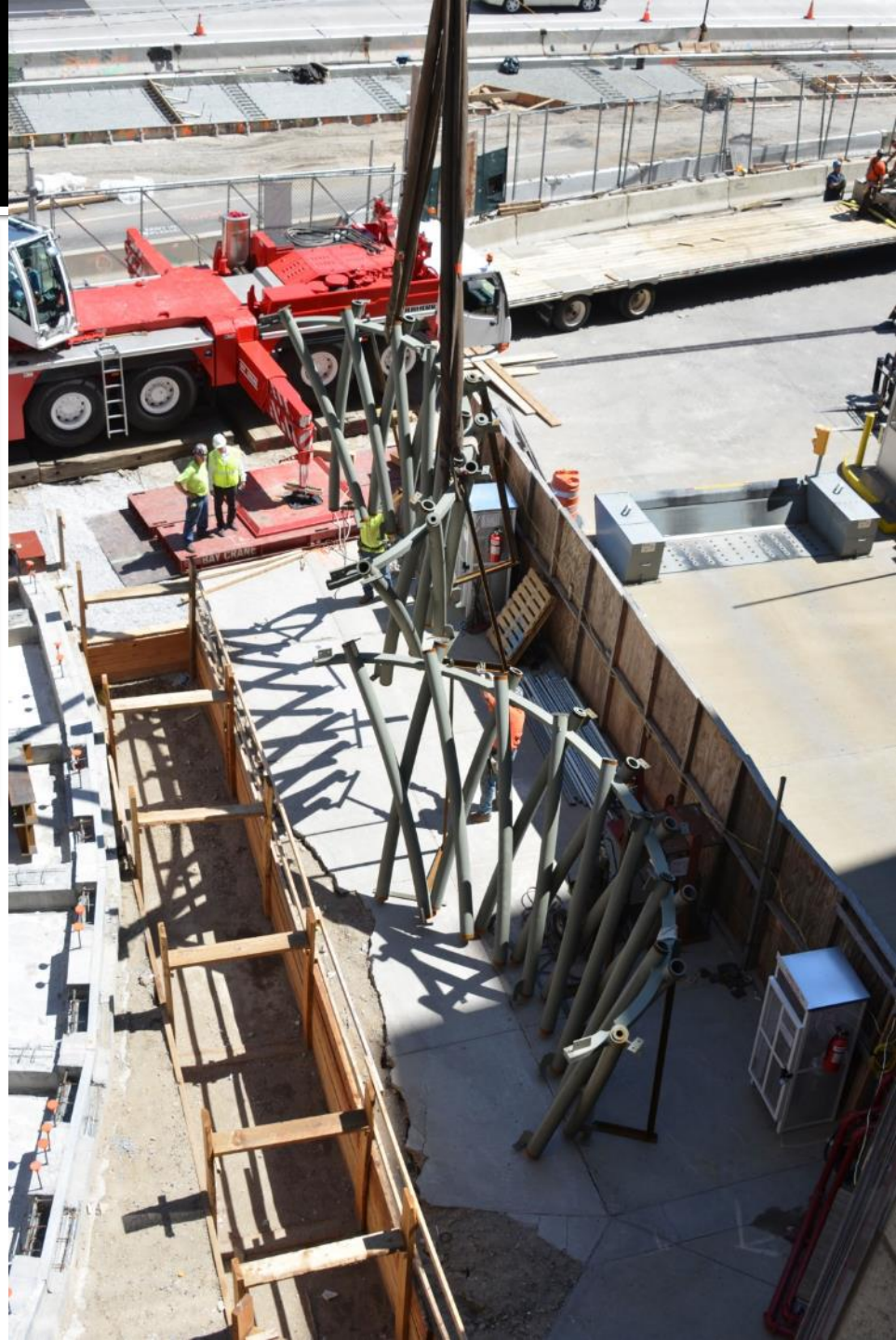
Access to complete connections

Staging and site issues

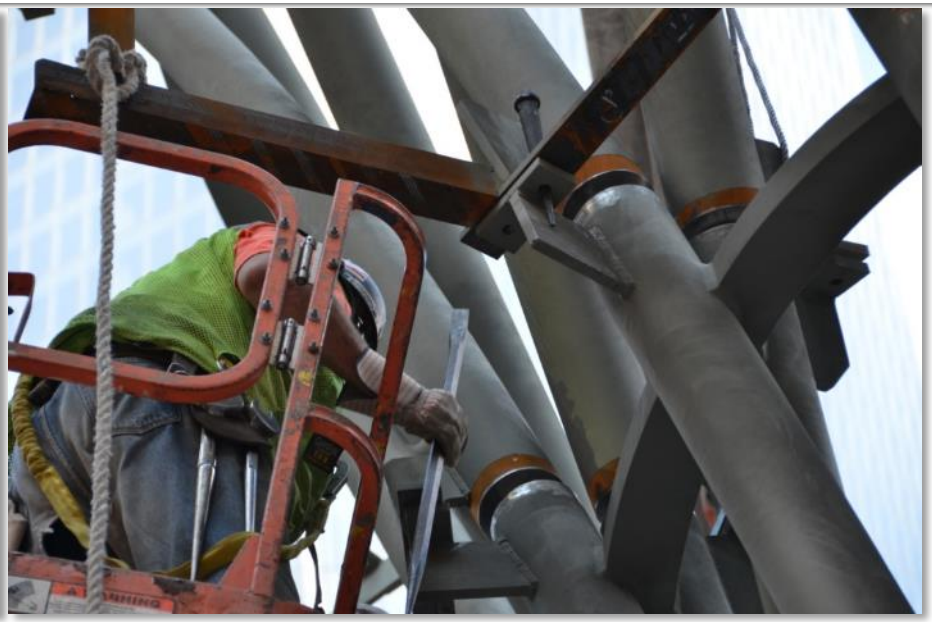
Sorting pieces



- Many pieces for a complex project
- Need to ensure adequate labeling to avoid confusion
- Upper tiers too large to be shipped assembled
- Subdivided into sections to fit shipping limitations

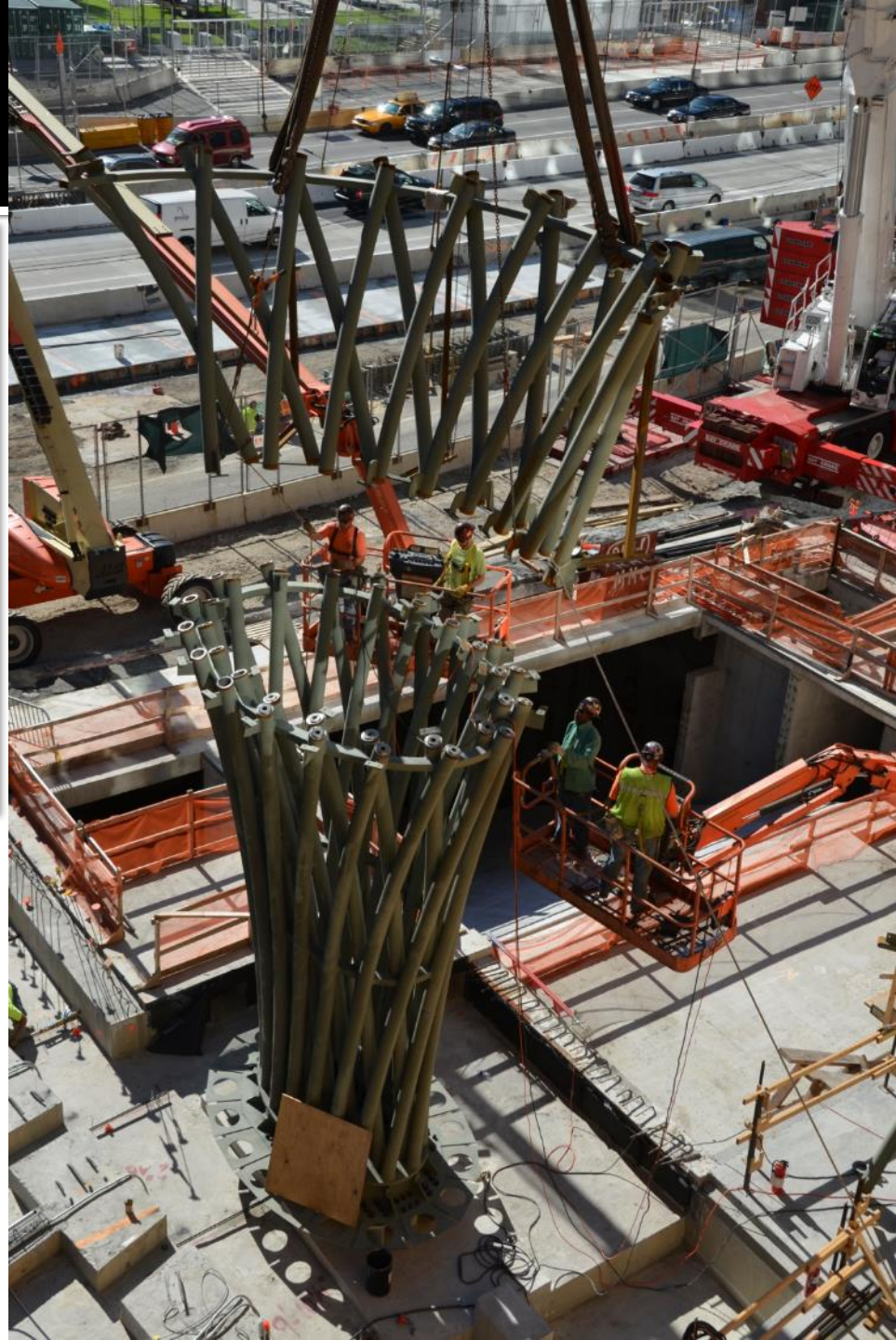


Access to perform work



Complex fit

- If it does not fit, it is a HUGE problem
- Precision at the shop AND precision at the site

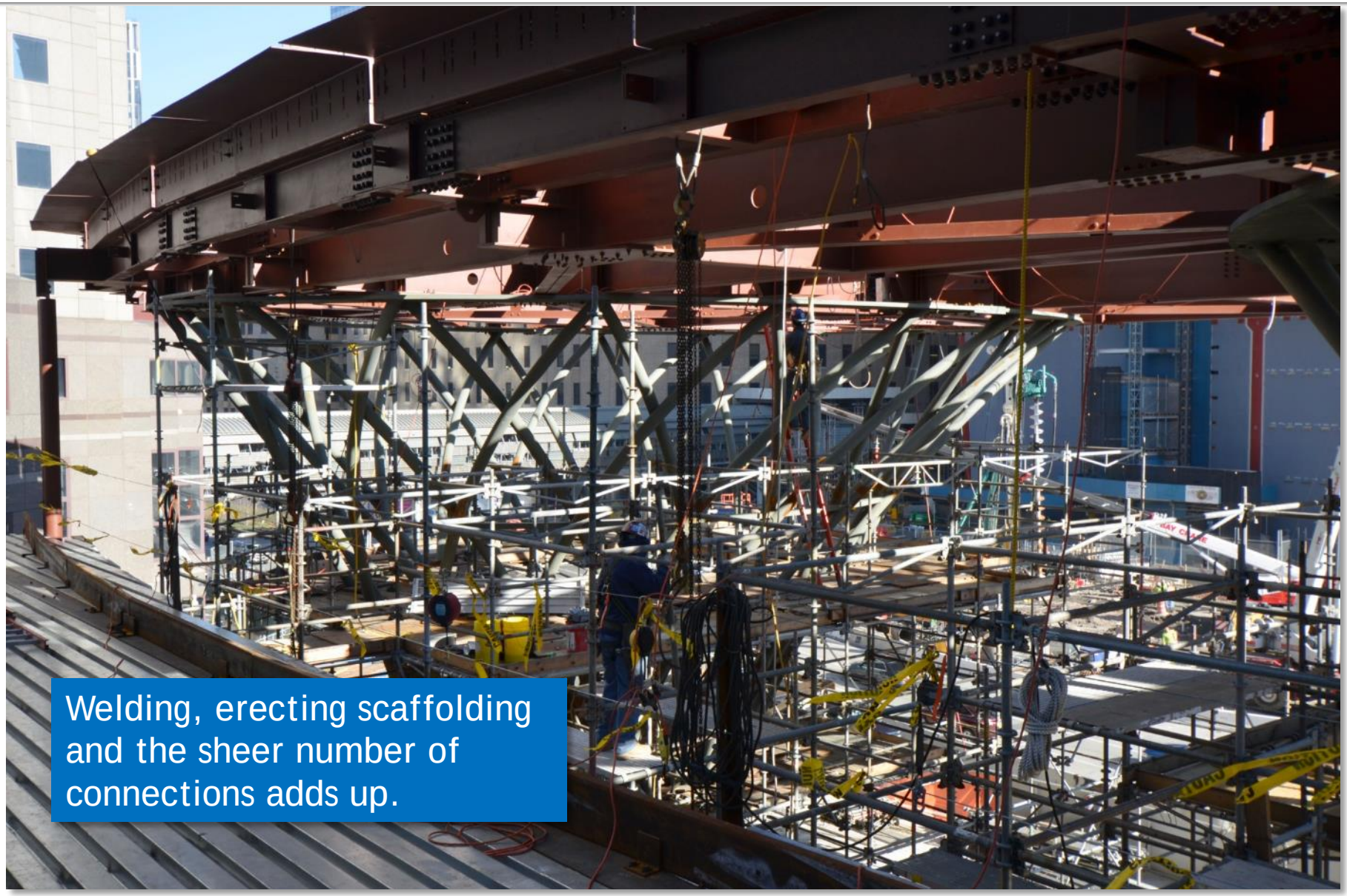


3 months later…

Weld remediation

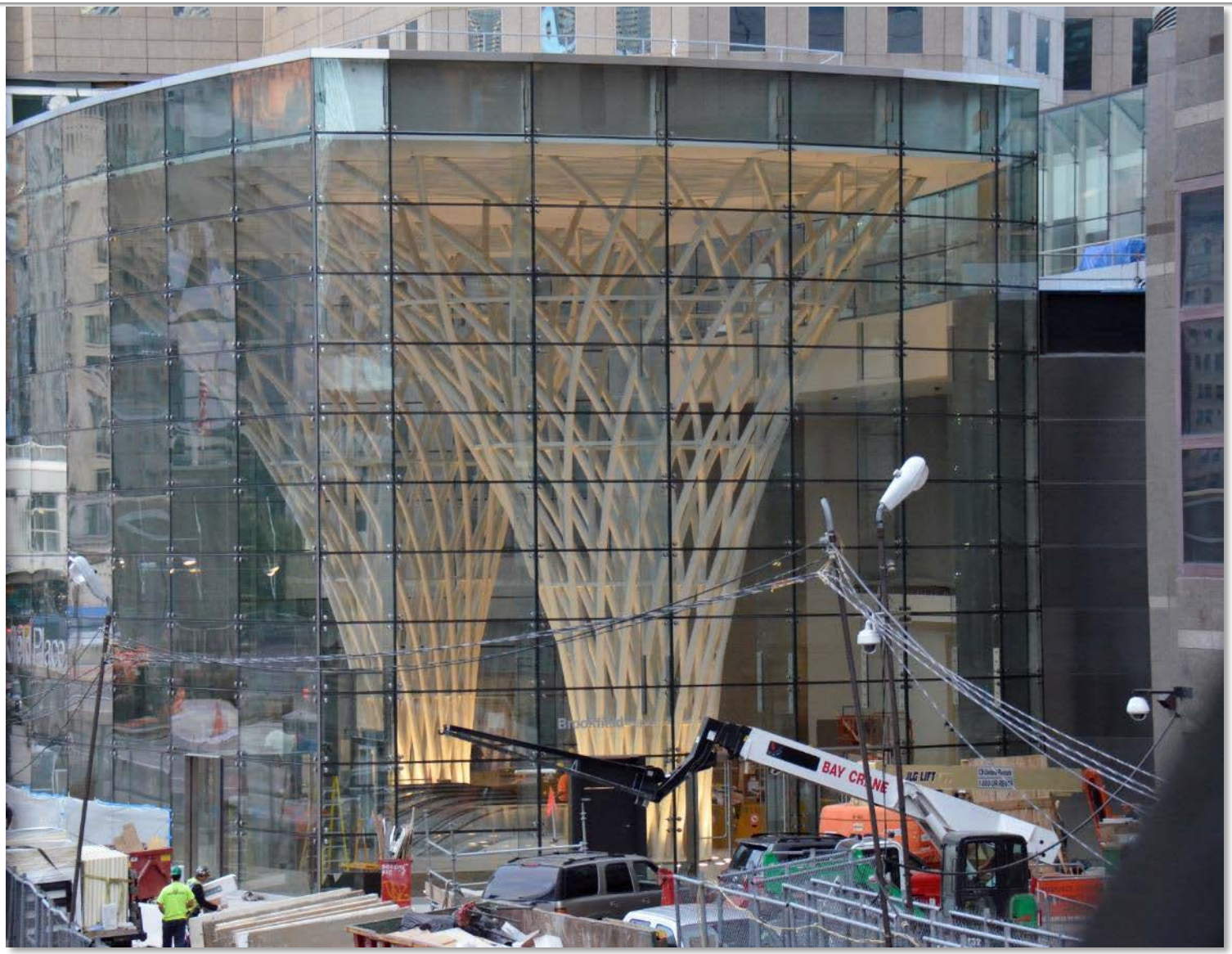
Installation of roof decking

This takes a long time...

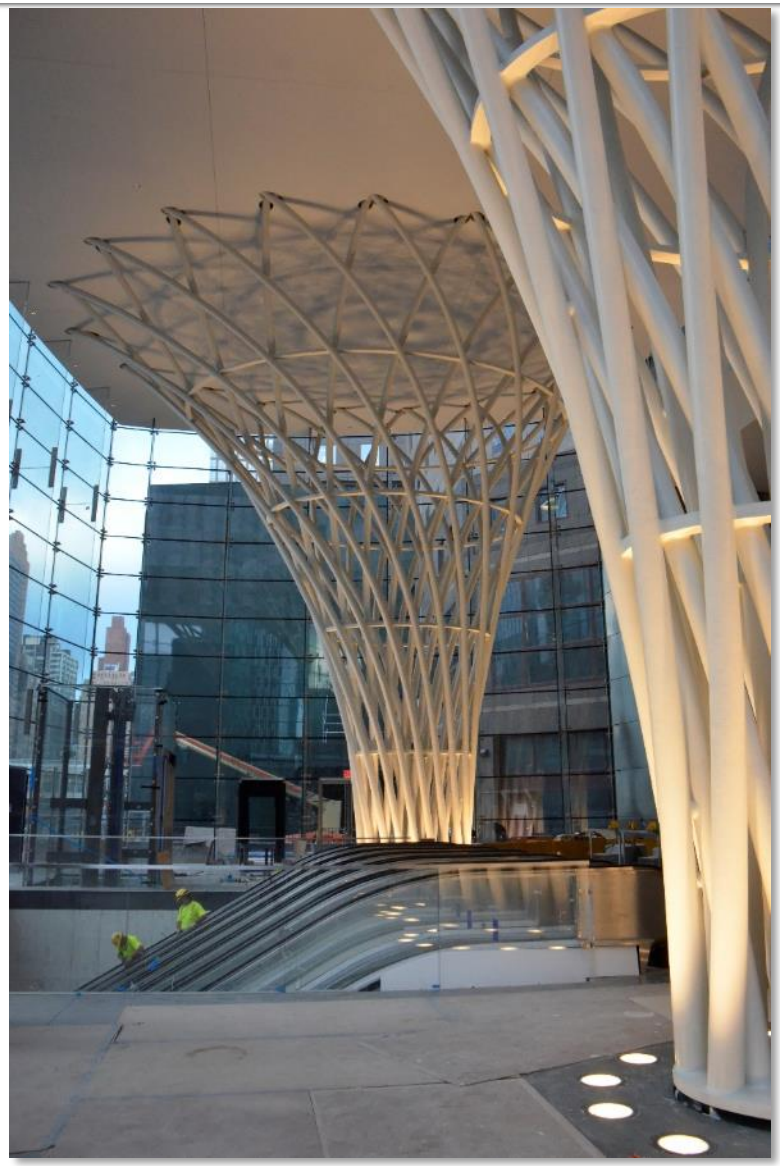


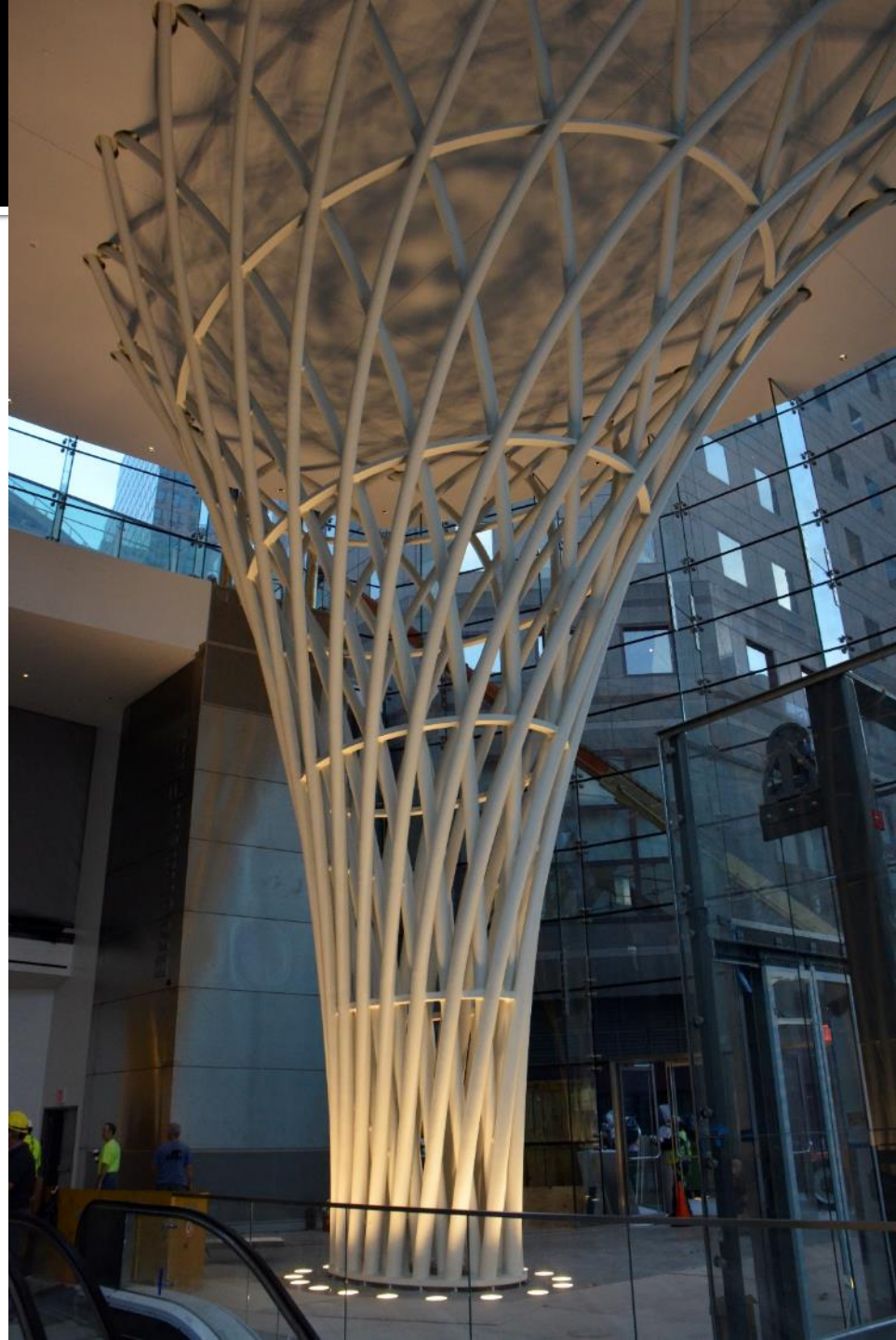
Welding, erecting scaffolding and the sheer number of connections adds up.

The Glass Box



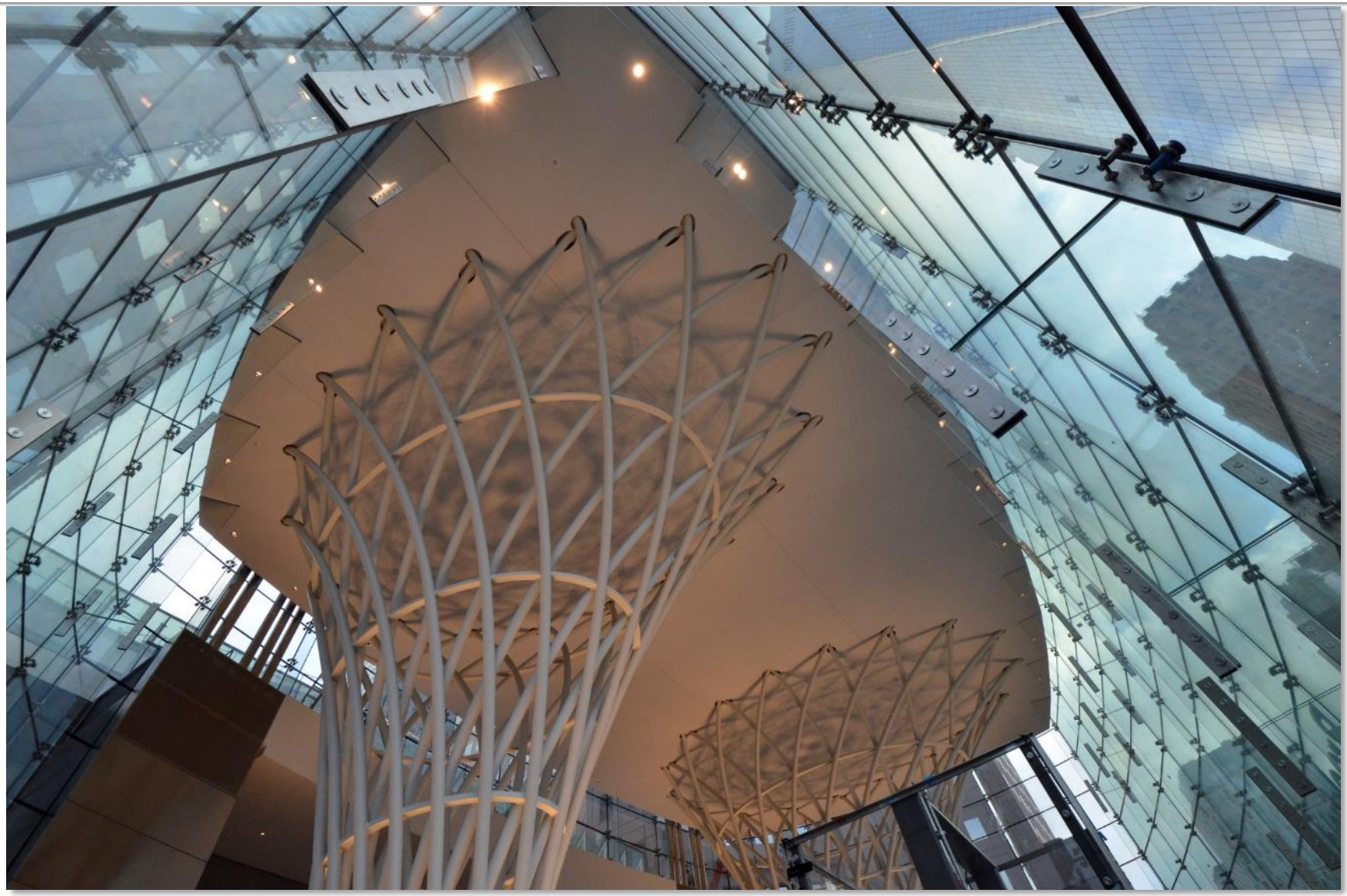
Finished steel





Intumescent coating

Structural columns in glass box



Project Profile

EIGHTH AVENUE PLACE
WINTERGARDEN
Calgary, Alberta

Owner
Penny Lane II Limited Partnership

Development Manager
Hines Canada Management Co., ULC

Architects
Pickard Chilton International Design architect
Gibbs Gage Architects AOR
Kendall/Heaton Associates Inc. Production architect

Structural Engineers
Dr. P.V. Banavalkar, CBM Design engineer
Read Jones Christoffersen Ltd. EOR

Construction Manager
Ellis Don Construction Management Services

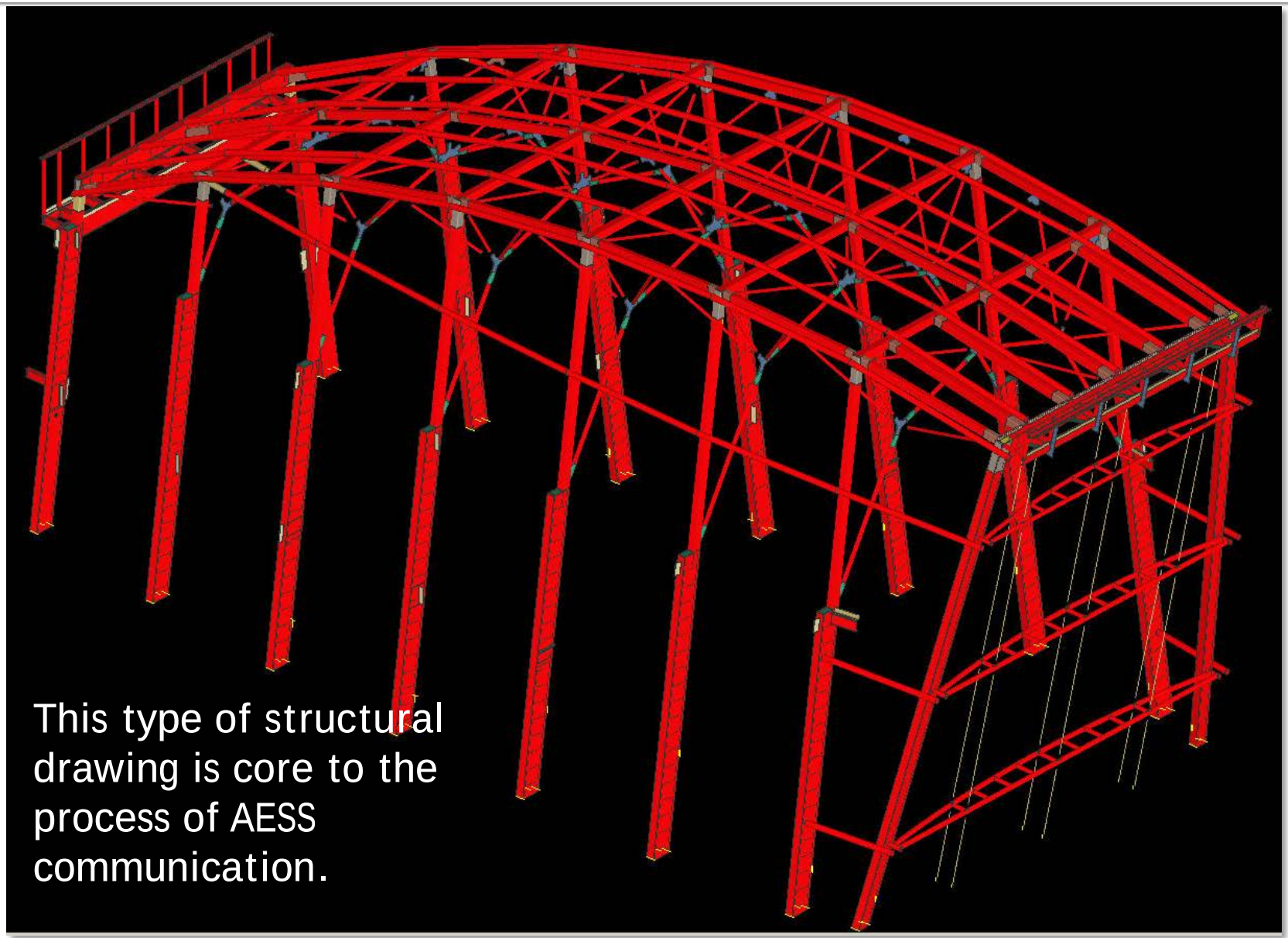
Steel Fabricator / Detailer / Erector
Supermétal

Photo credits this section: Supermétal
Content: Sylvie Boulanger, Vice President, Technical Marketing

Concept

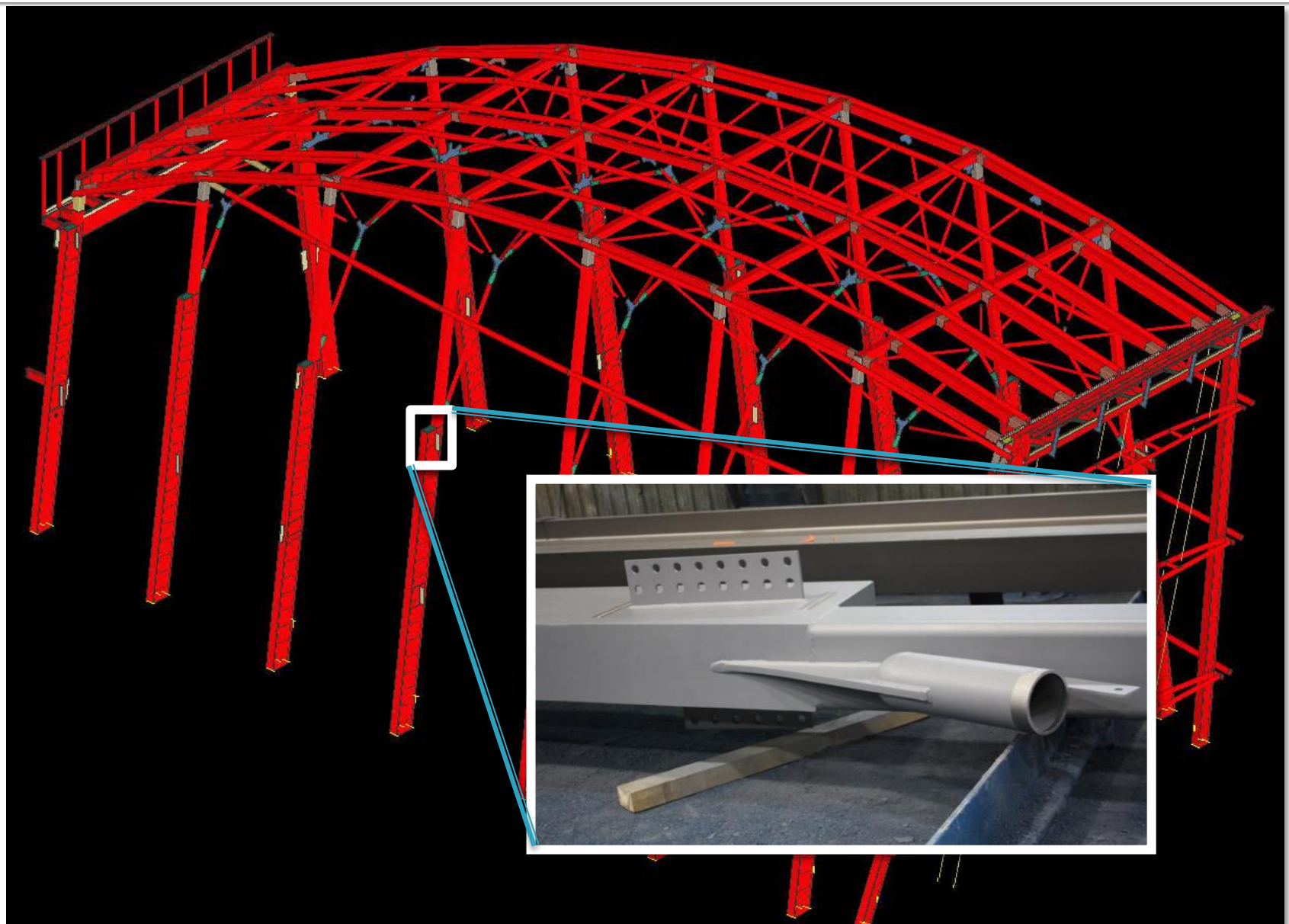
- The main structure comprises **eight large trapezoidal arches** connected by a web of smaller steel tubes, which form an interconnected three dimensional truss-frame.
- All of the **complex structural connections** between the steel arches and tubes were architecturally designed and engineered
- Specification approaches **CISC's AESS2 and AESS3** Categories, for 'far from view' and 'close to view' steel

Overall structural drawing

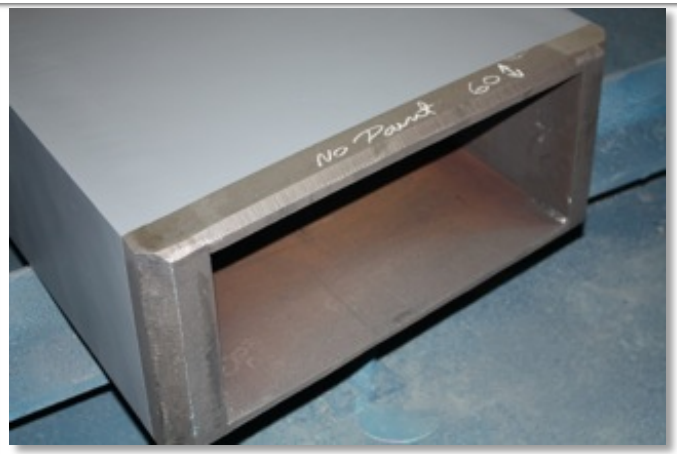


This type of structural drawing is core to the process of AESS communication.

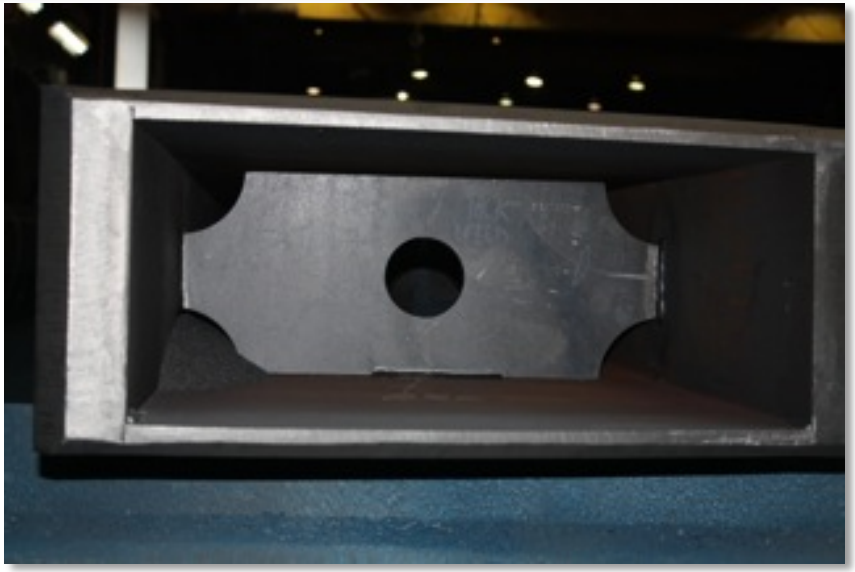
Haunch detail

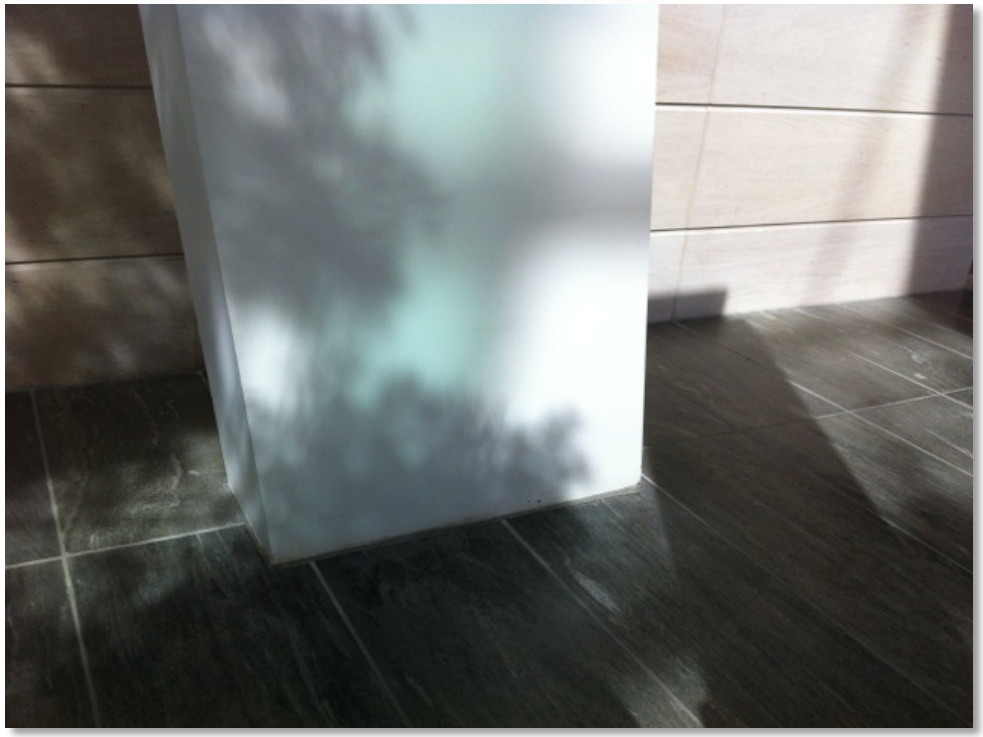


Column fabrication

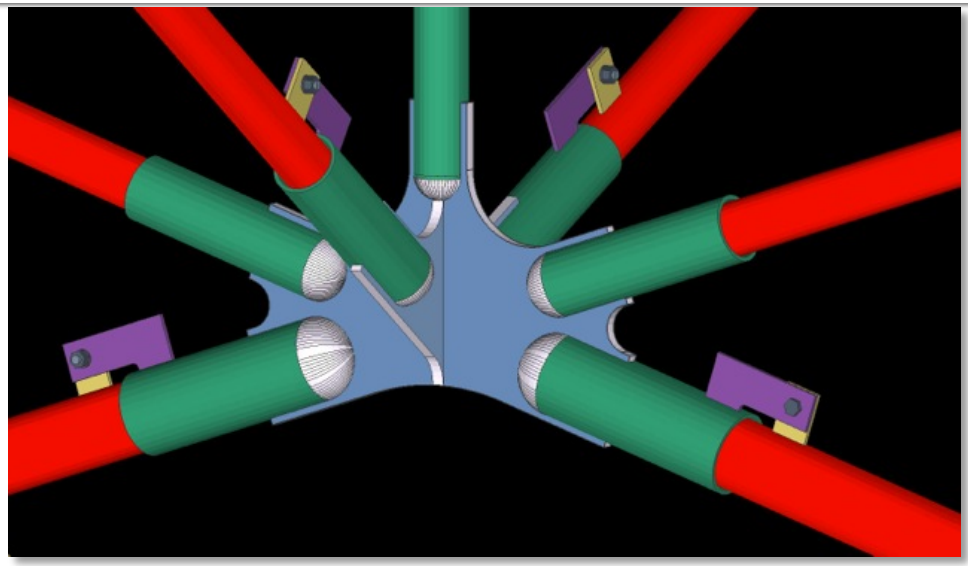


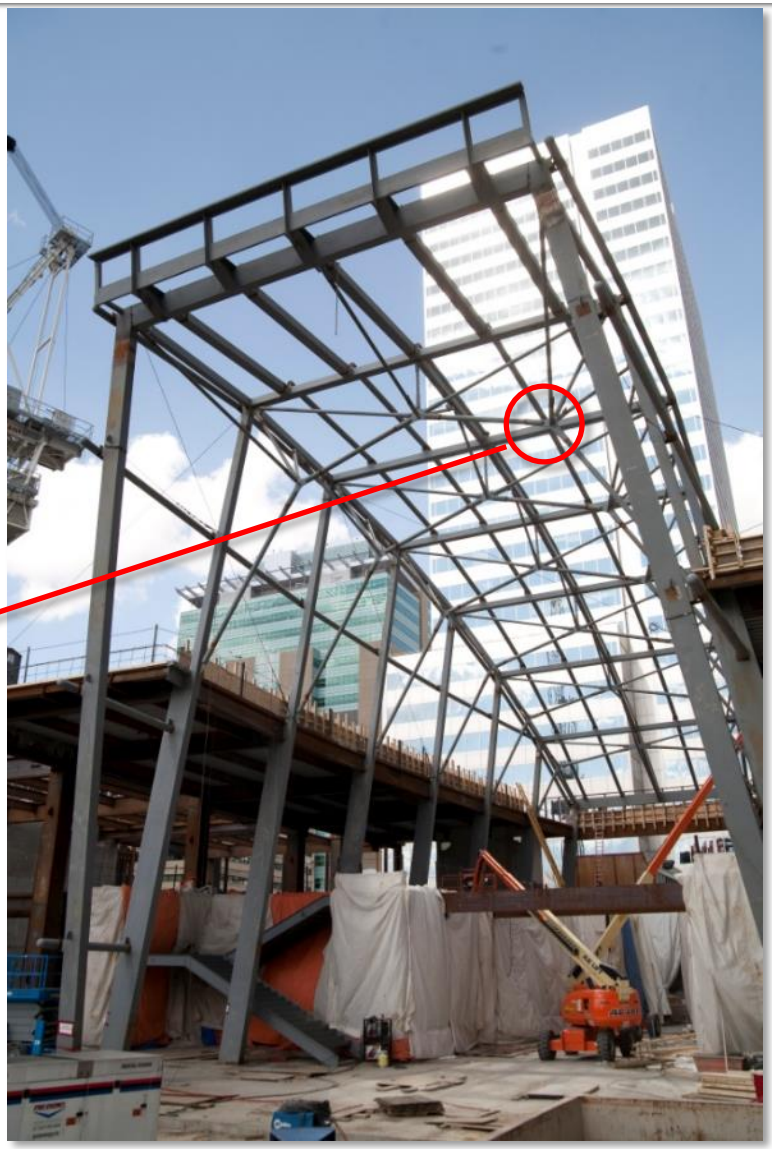
Custom plate columns with sharp corners are typical of high level AESS





Node connection





Steel erection

Last Arch erection

2nd Arch erection

Completed node

Completed Wintergarden

Details

Owner
Cityzen, Fernbrook Homes

Architects
architectsAlliance

Construction Manager

Steel Fabricator / Detailer / Erector
Walters Inc. Hamilton/Metropolitan Walters

Project Profile

PIER 27 RESIDENCES
Toronto, Ontario

Site access courtesy: Walters Inc.

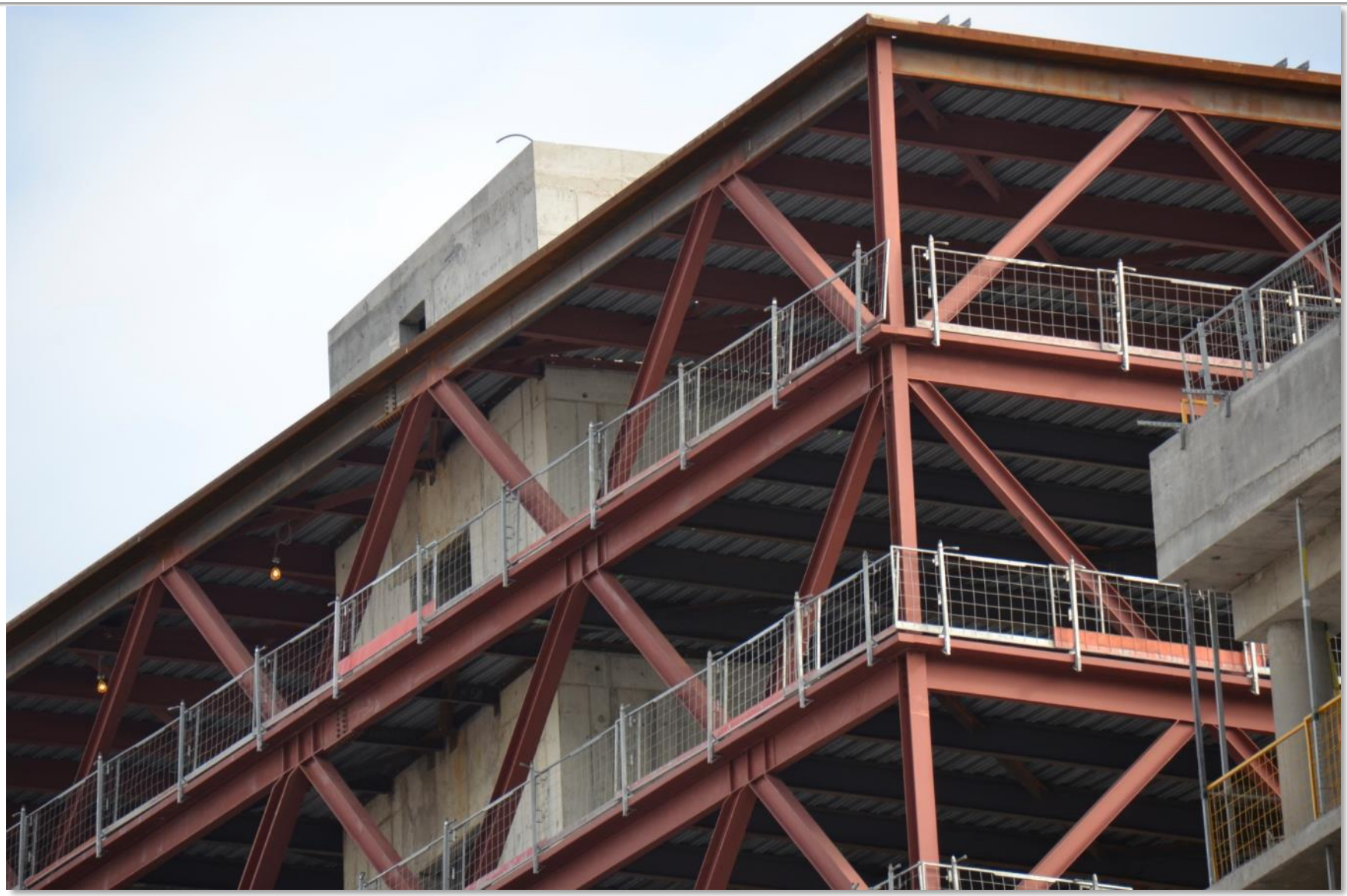
Bridging with a diagrid ‘truss’

Prepping for a lift

Floor support element erected

Team accepting element

What is exposed? What is not?



Bracing in all planes

Intersections

Stiffness through structural choices

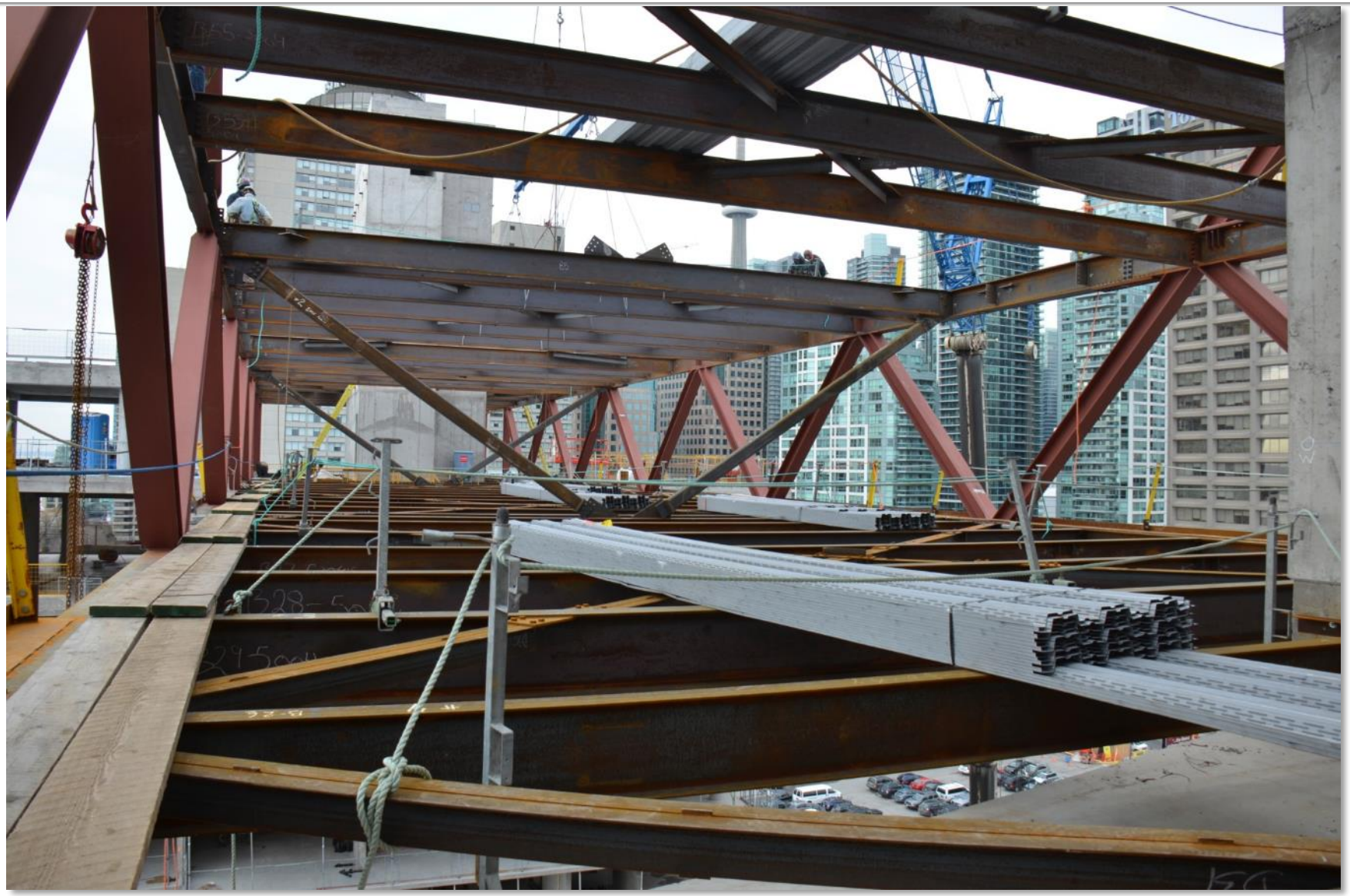
Steel to concrete issues

AESS vs structural components

Splice locations

Shipping restrictions

Temporary stabilization systems

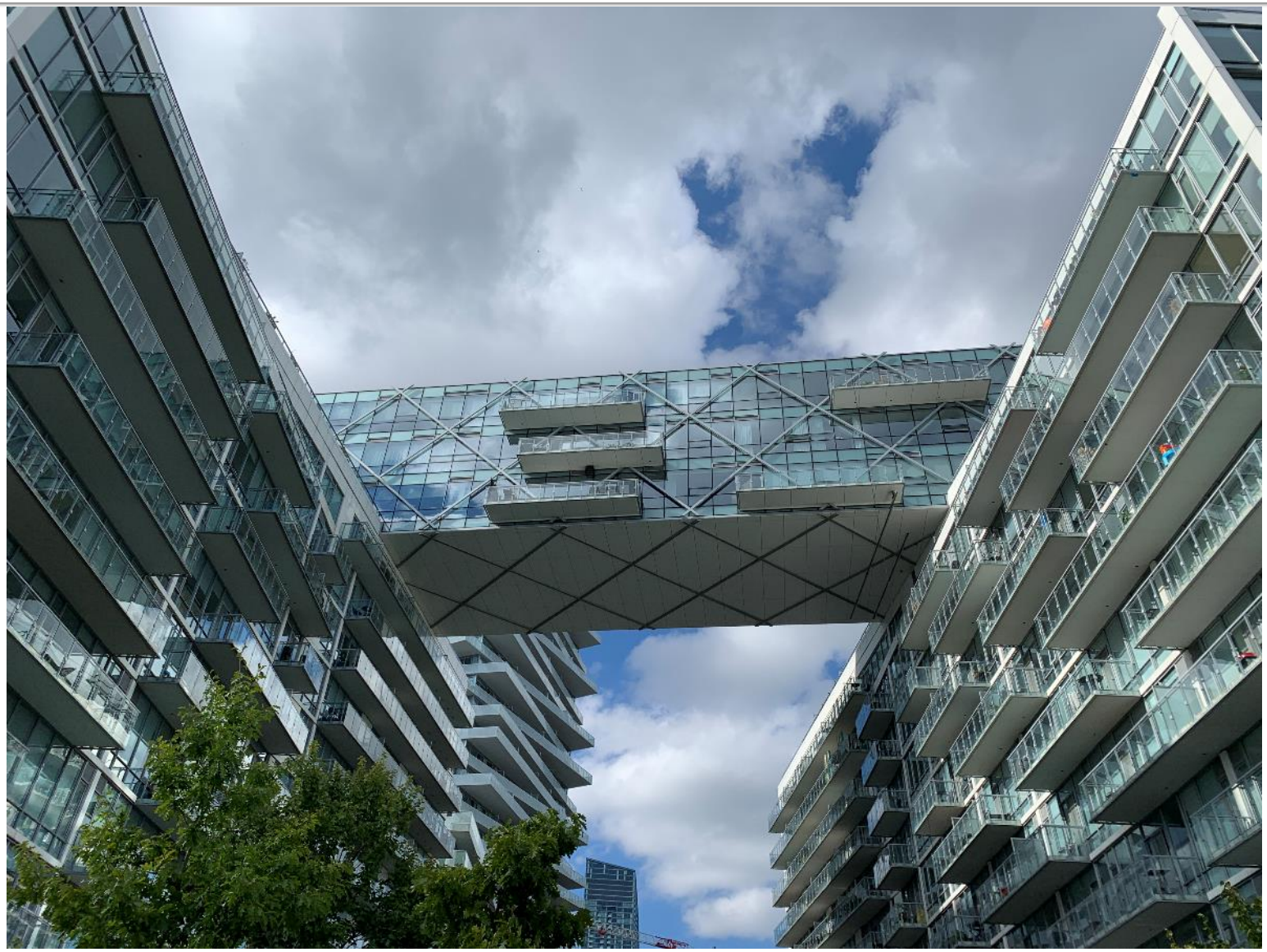


Bridges and cantilevers

Diagrid as result

Subtle differentiation

Completed project



Project Profile

PEMBINA HALL
University of Manitoba
Winnipeg, Manitoba

Owner
The University of Manitoba

Architects
Raymond S.C. Wan Architect

Structural Engineers
Crosier Kilgour & Partners Ltd.

SMS Engineering Ltd.

McGowan Russell Group

Stantec Engineering

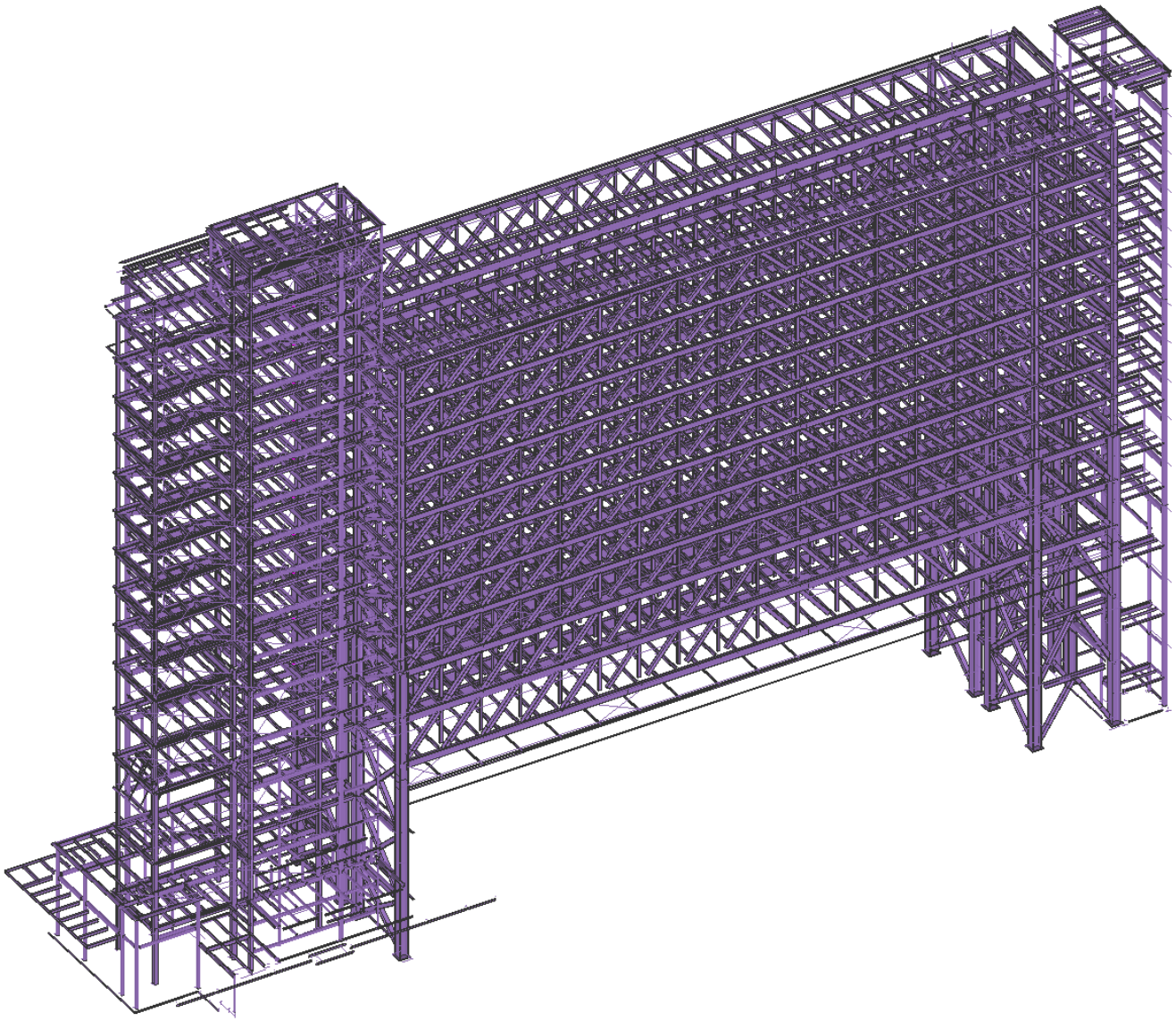
Dyregrov Robinson Inc.

Construction Manager
Bird Construction Company Ltd.

Steel Fabricator / Detailer / Erector
Supermétal

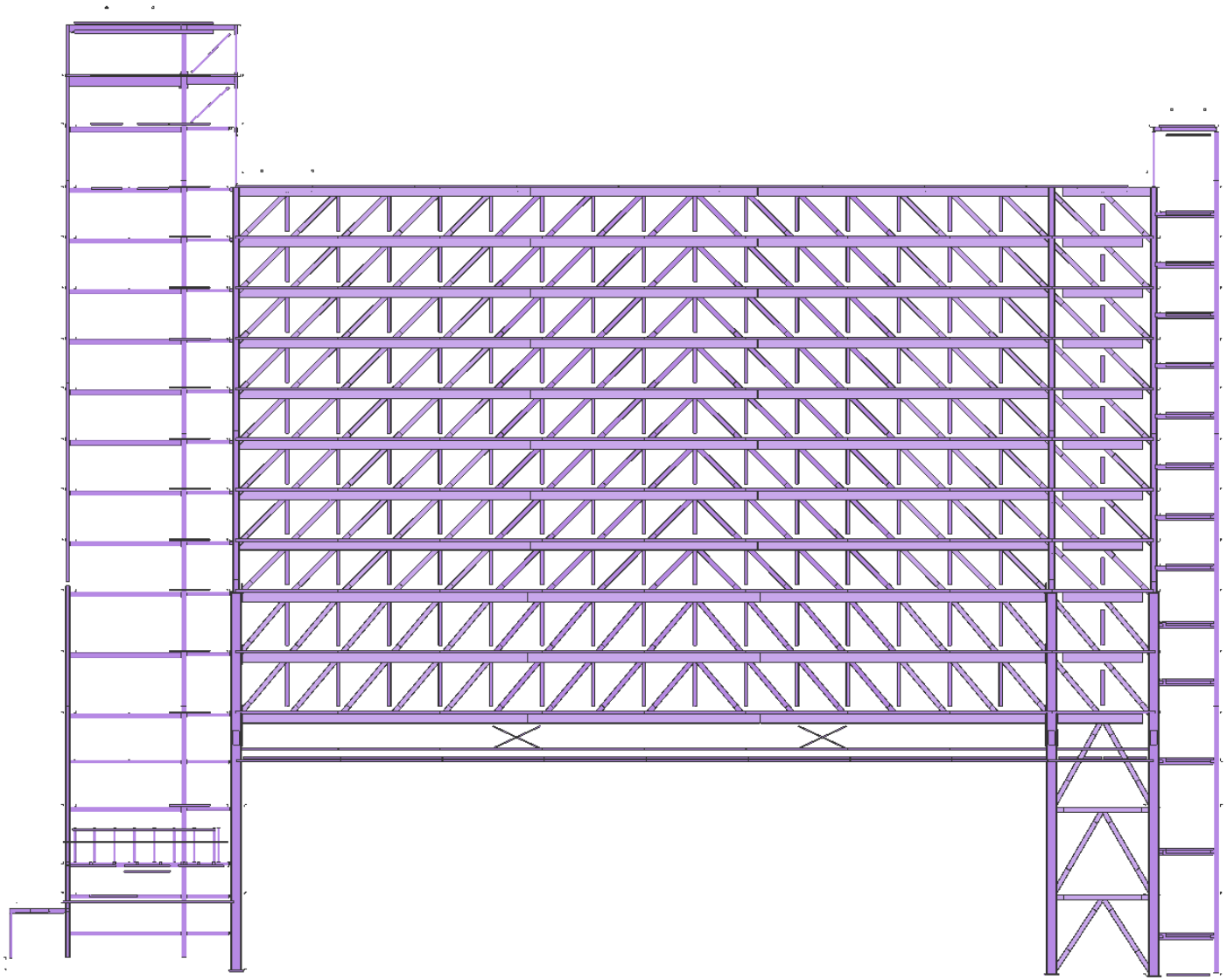
Photo credits this section: Supermétal
Content: Sylvie Boulanger, Vice President, Technical Marketing

Structural Isometric



This drawing type is useful for showing the extent of the steel in the project as it excludes other materials such as reinforced concrete from the view.

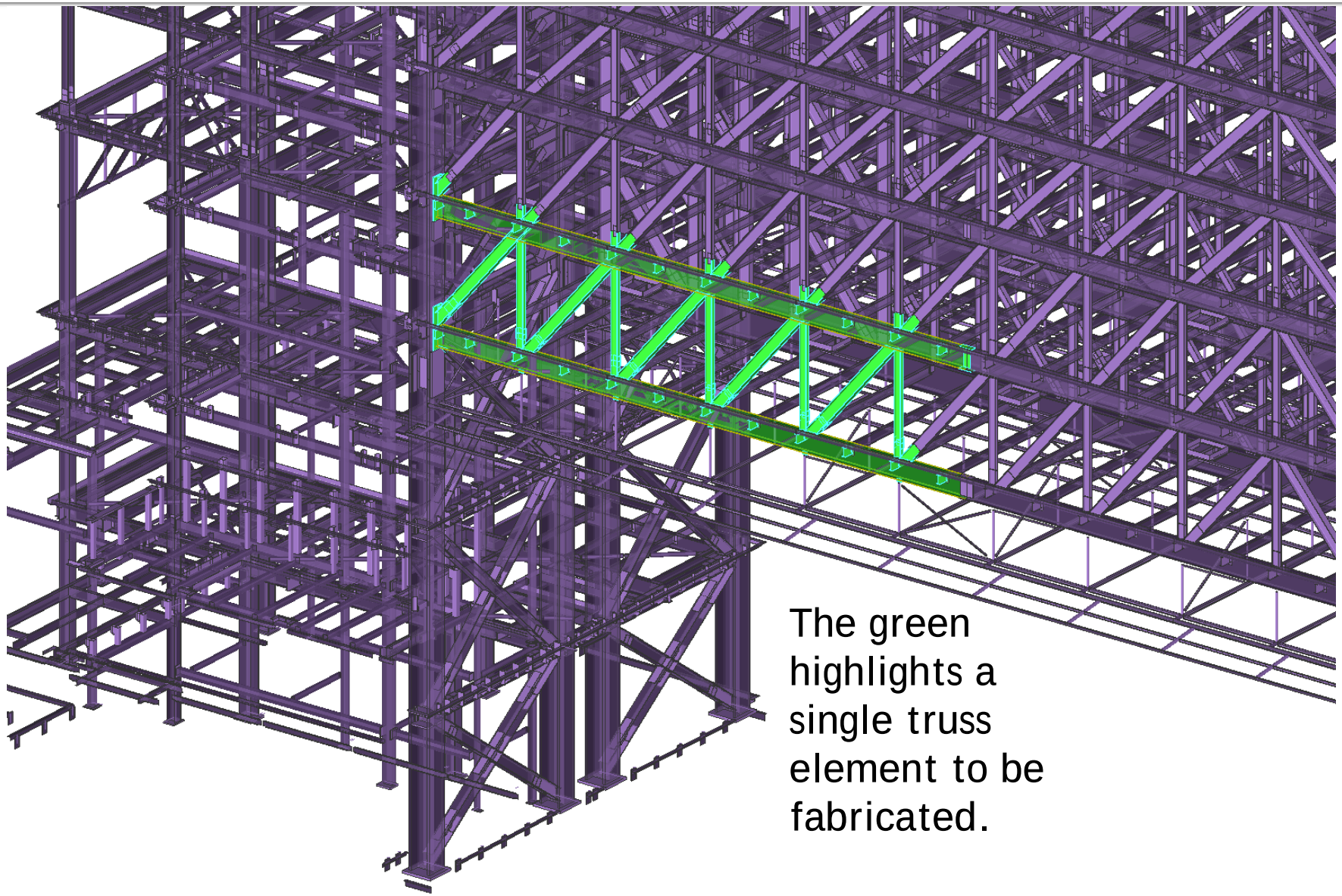
Elevation view of steel



The elevation view highlights that the main slab of student residences will be clear spanning between the tower elements.

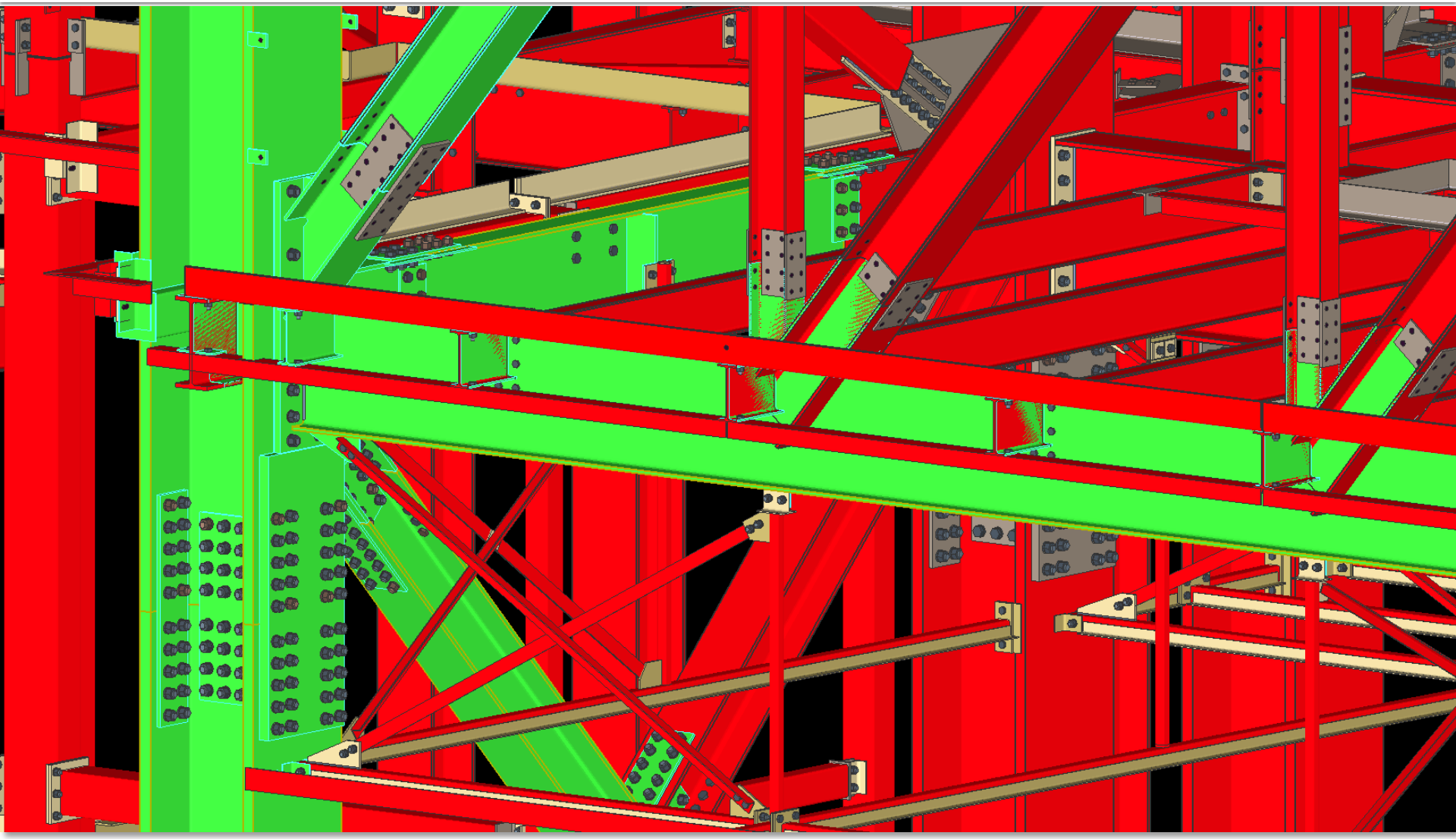
The direction of the diagonal chords was an aesthetic choice as it puts them in compression which is not optimal loading.

Truss element

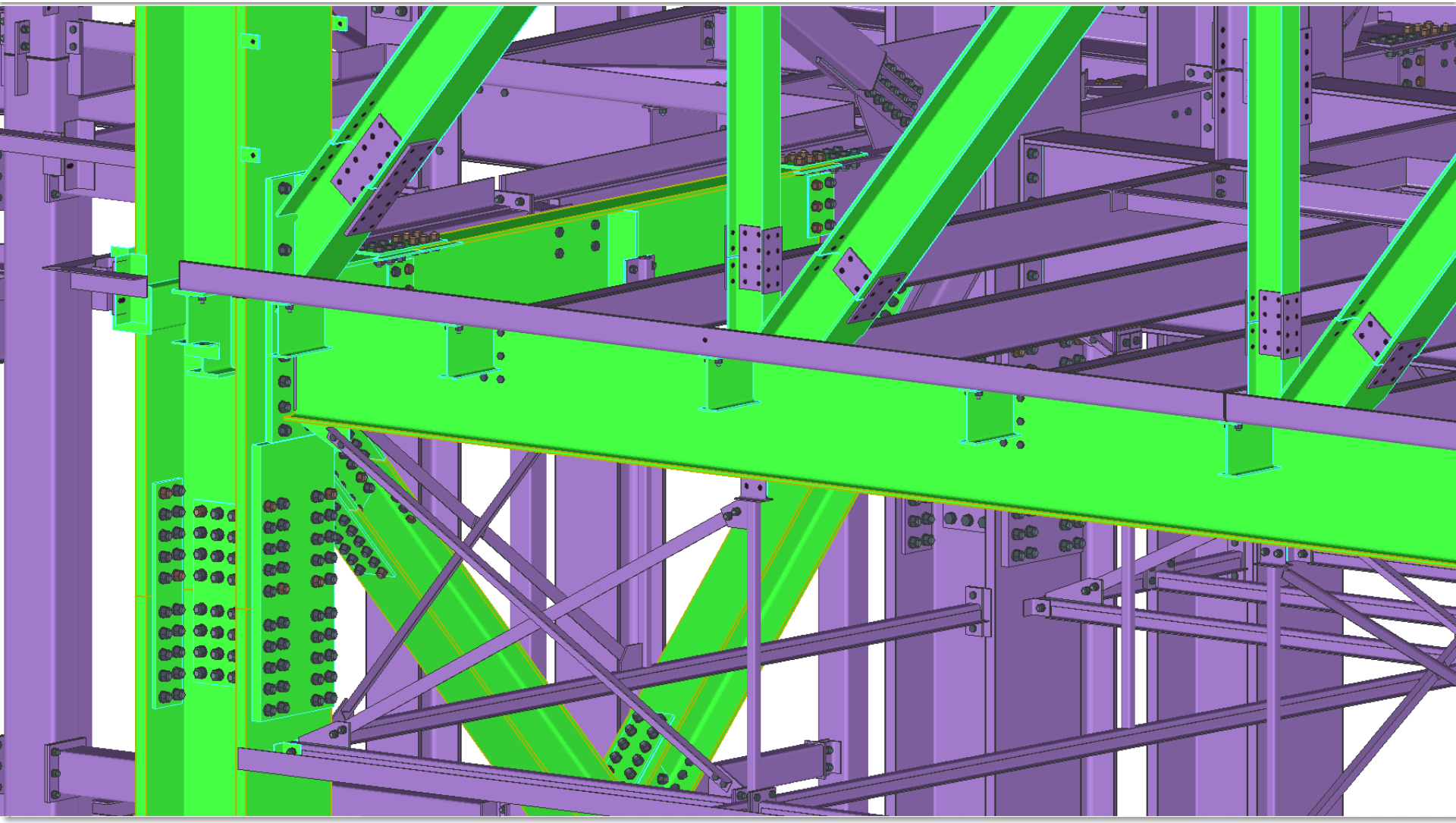


The green highlights a single truss element to be fabricated.

Connections and splices



Connections and splices



Site assembly of truss components

Lifting an assembled truss section

First truss in place

Site bolting

Semi finished structural frame

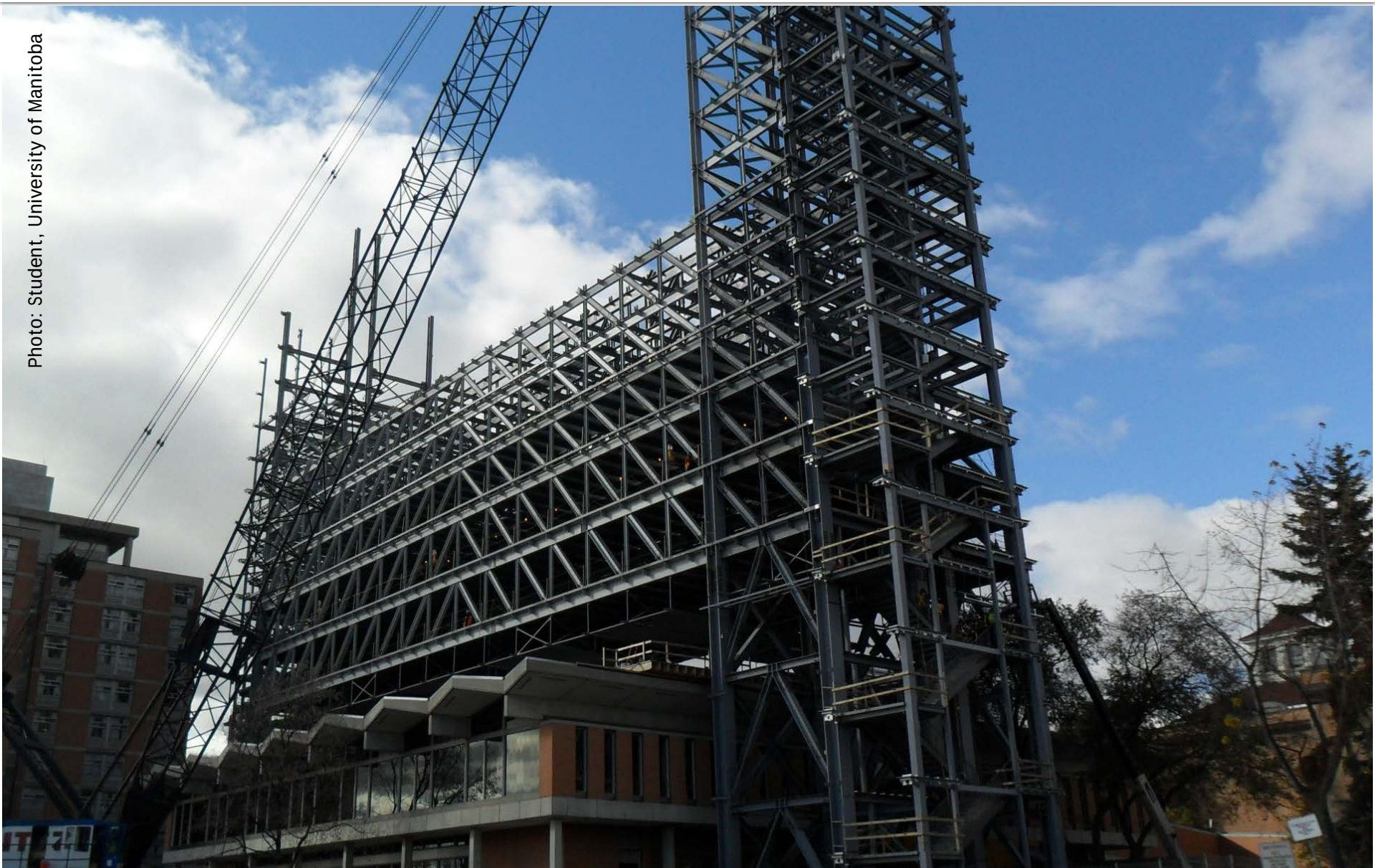
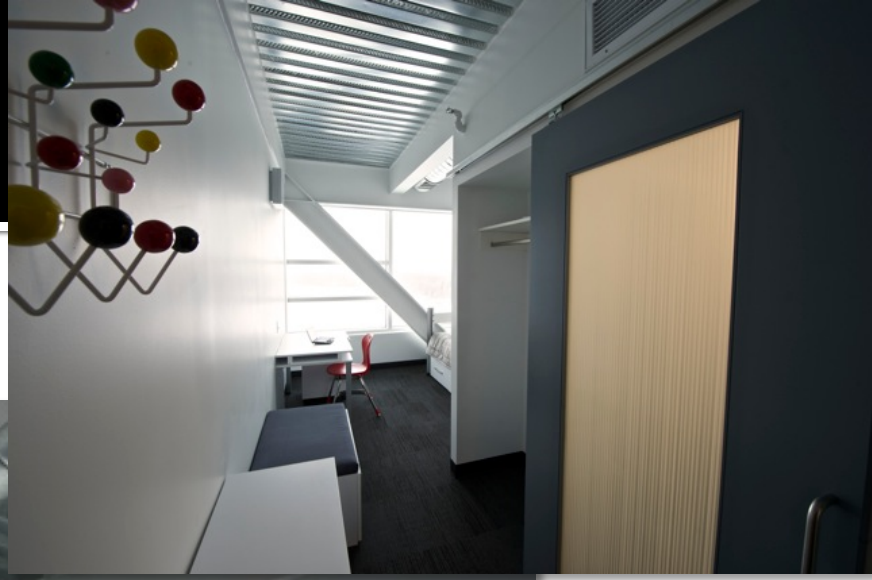
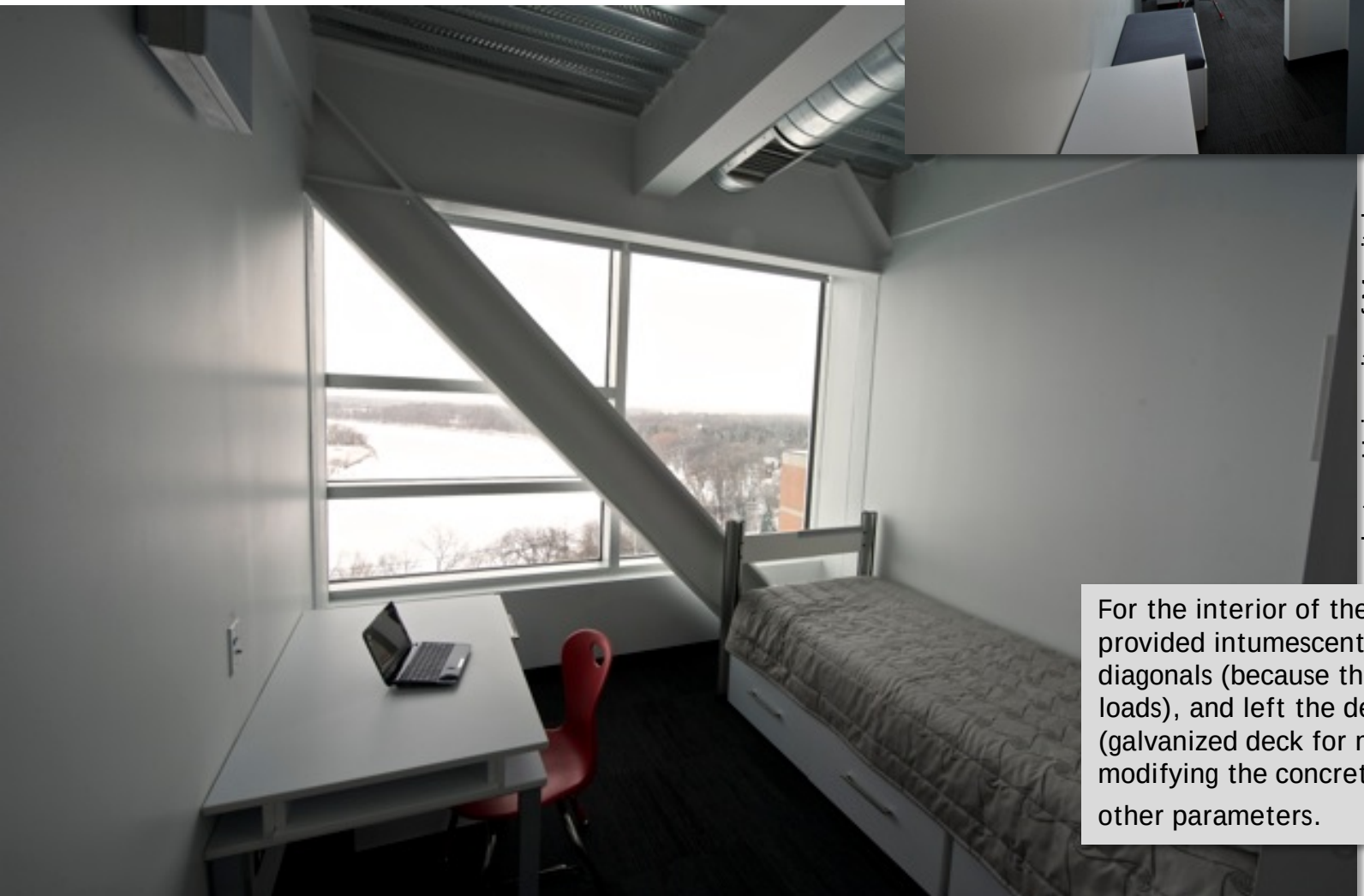


Photo: Student, University of Manitoba

Interior





photos: University of Manitoba

For the interior of the rooms they provided intumescent coating on the diagonals (because they transfer gravity loads), and left the deck exposed (galvanized deck for more luminosity) modifying the concrete mix above and other parameters.

Project Profile

UNION STATION ATRIUM
Toronto, Ontario

Owner
Yolles (CH2M HILL) – lead for GO Transit / Metrolinx

Architects
Zeidler Partnership

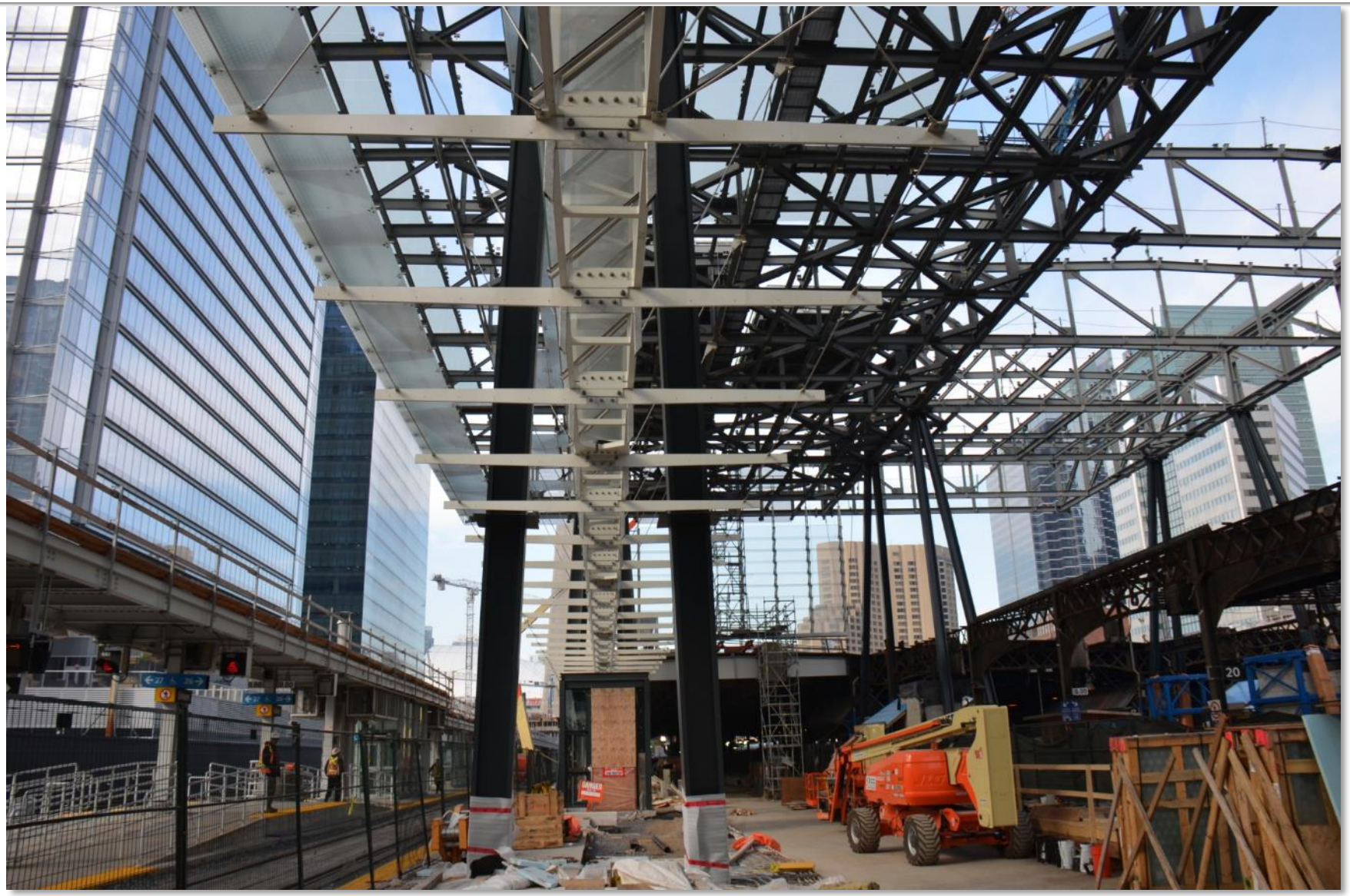
Construction Manager
Aecon

Structural Engineer
Yolles

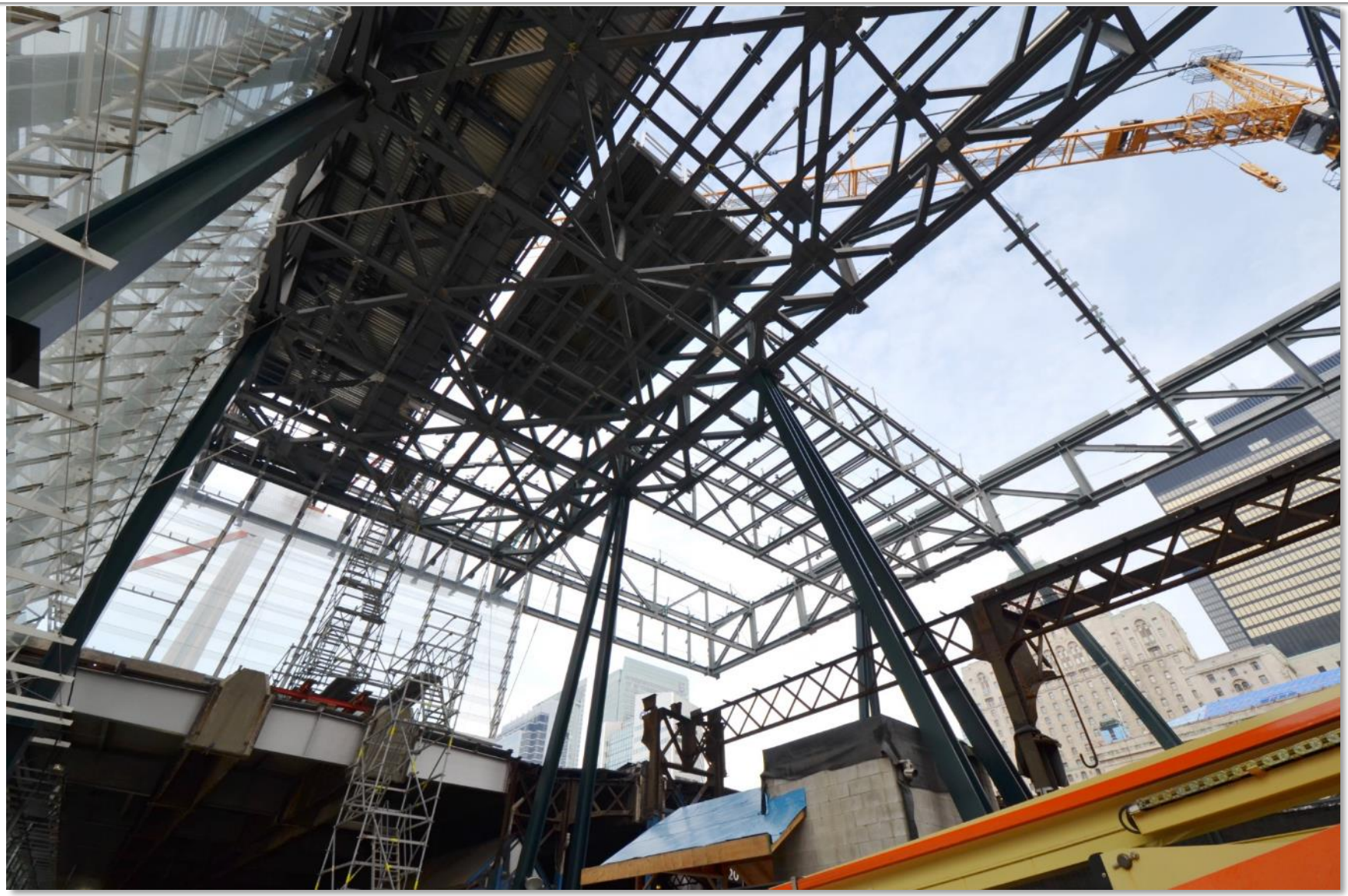
Steel Fabricator / Detailer / Erector
Walters Inc.

Site access courtesy: Walters Inc.

Union Station Train Shed

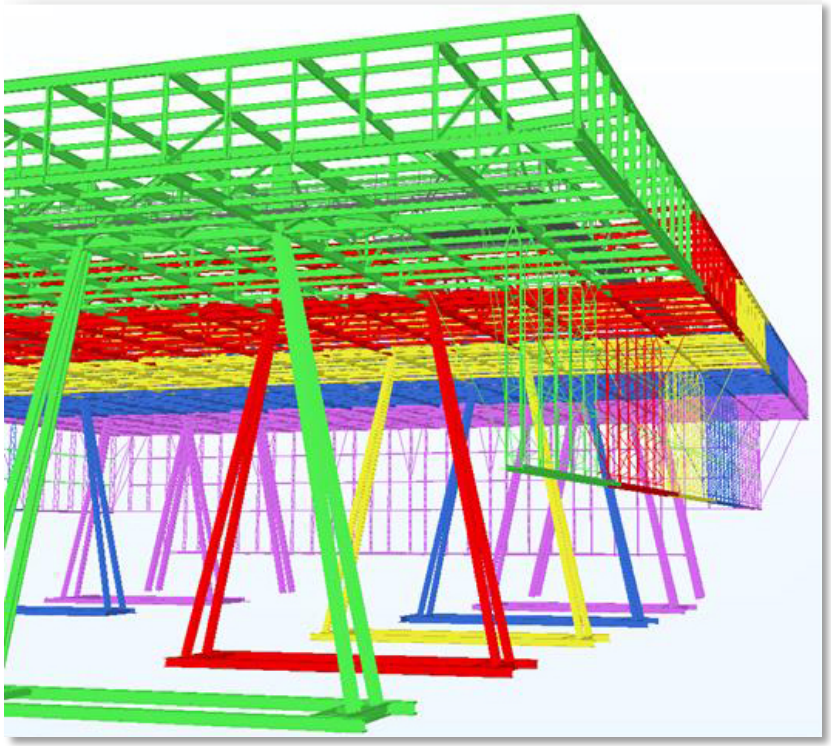


View towards roof

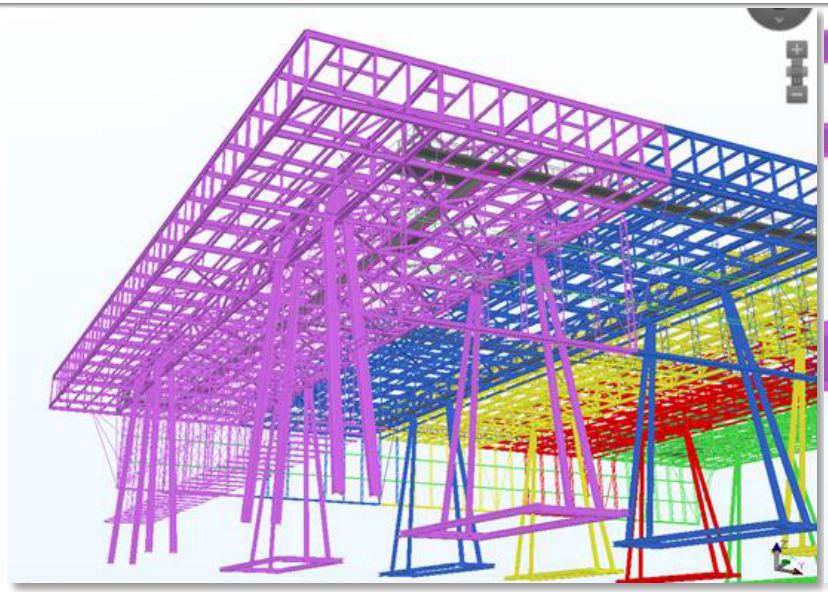


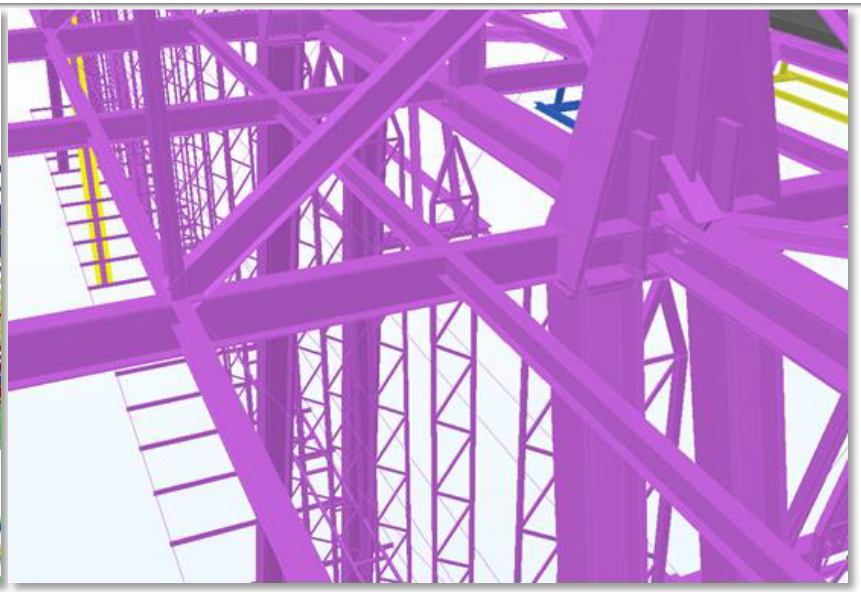
Construction phasing

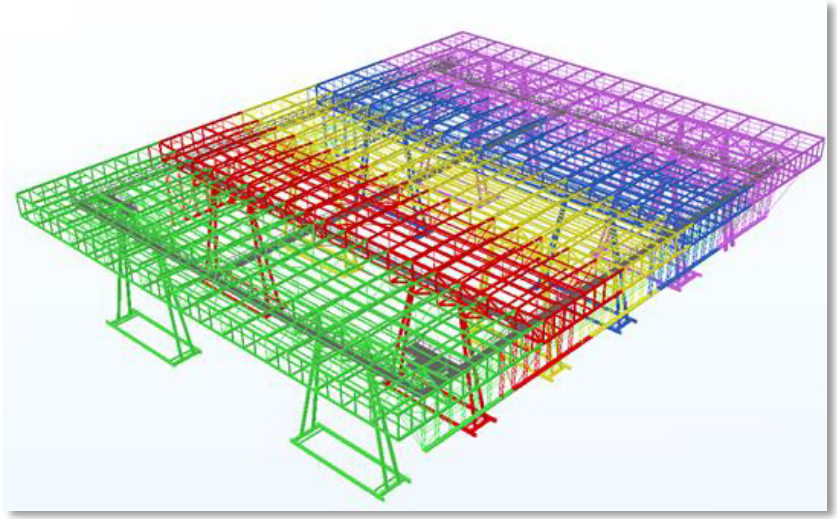
- The location provides many ‘issues’
- The tracks have to be kept open and operational
- The work has to be sequenced
- Major lifting that does require track closure can only occur at night
- This costs ‘extra’ given the time of day issues



Drawings





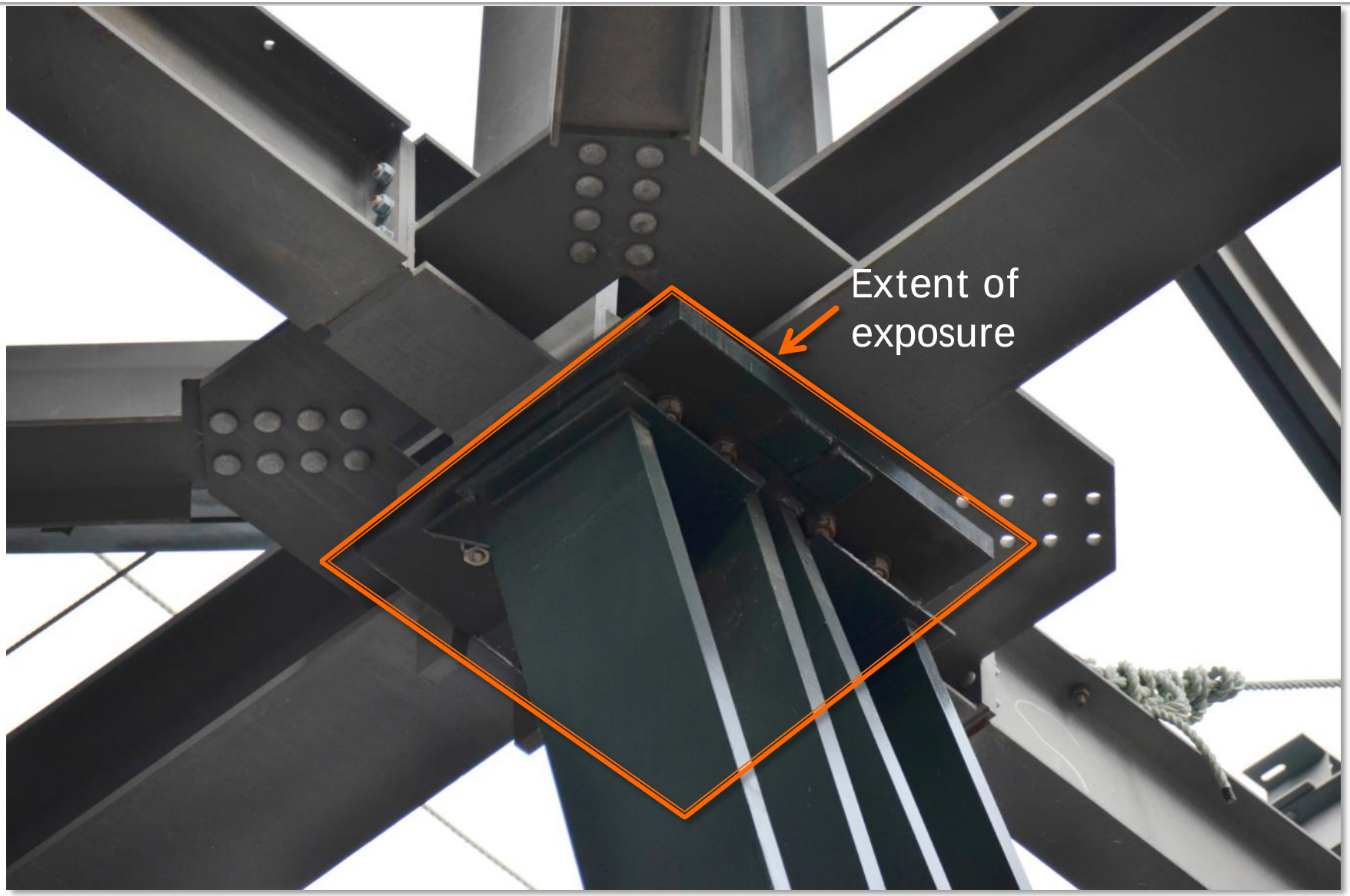


Detailing software allows the fabricator to design all of the connections as well as produce drawings for each element and for erection sequencing.

Images: Walters Inc.

Truss construction

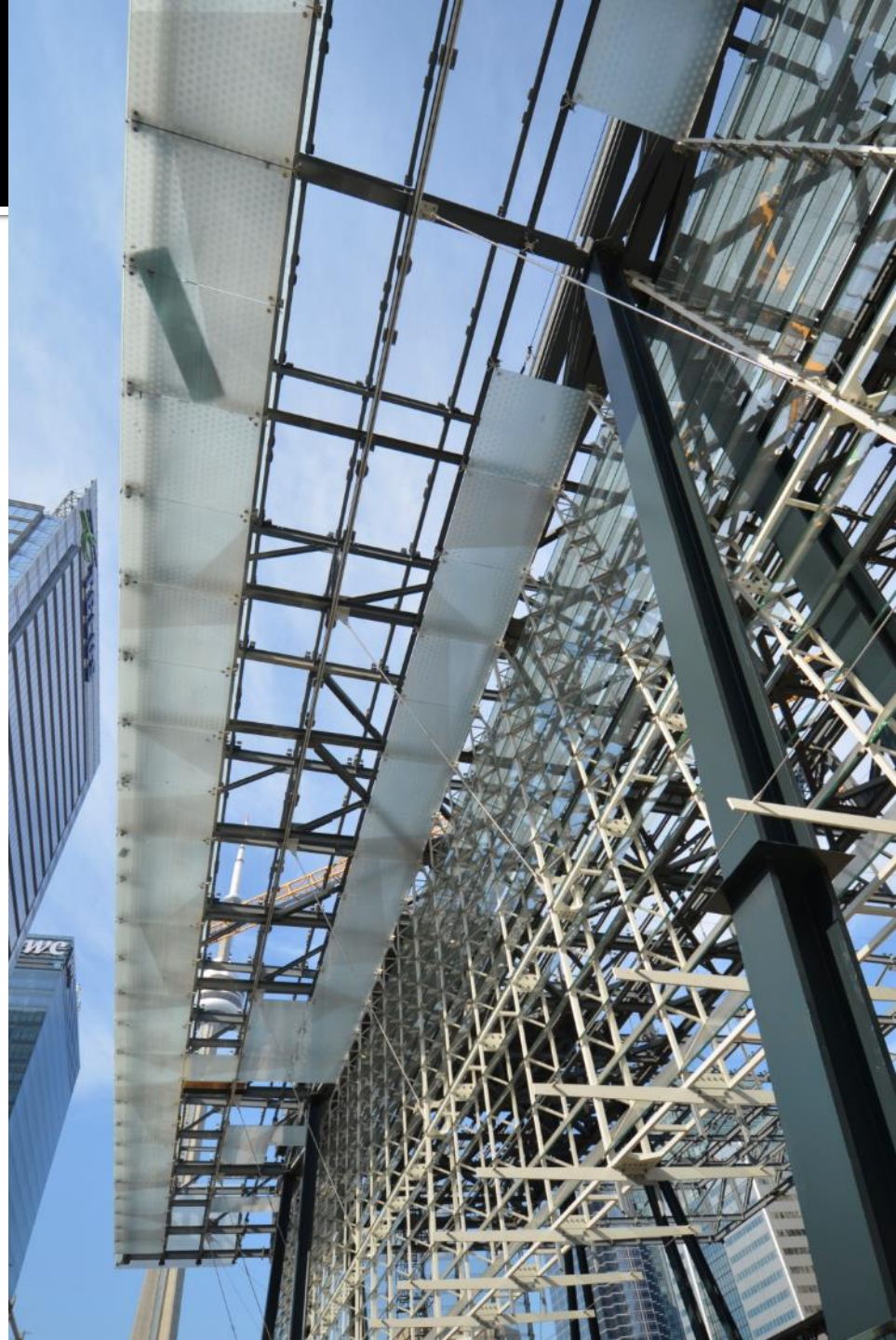
Truss connecton



Column meets heated floor

Exposure levels

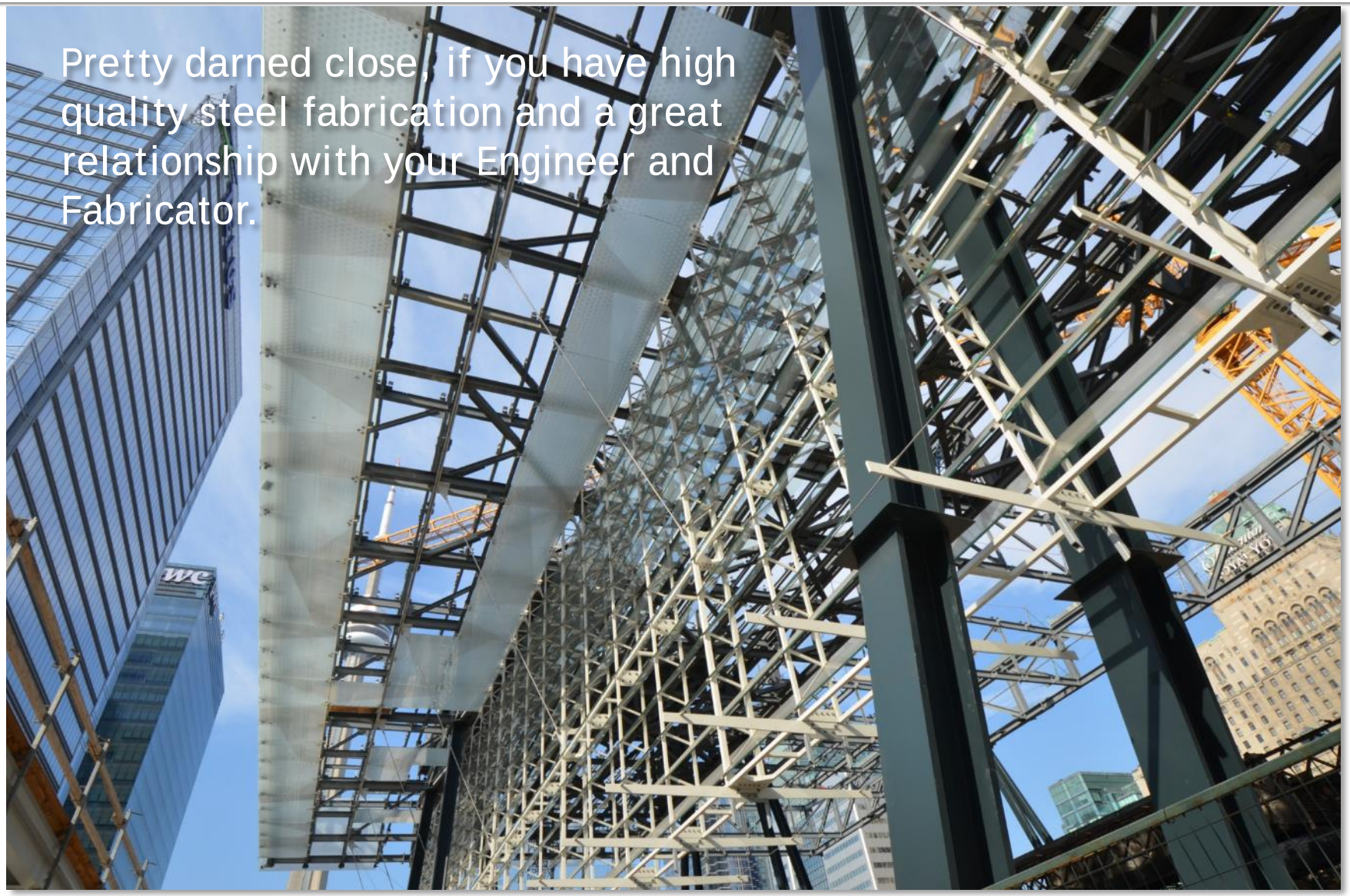
- Not all steel is exposed
- Columns are AESS3
- Hanger system is fabricated to AESS standards but is not considered “structural” per se
- Fritted, translucent glazing on soffit obscures the steel trusses
- Stainless steel cables provide some tension support for the glazed wall



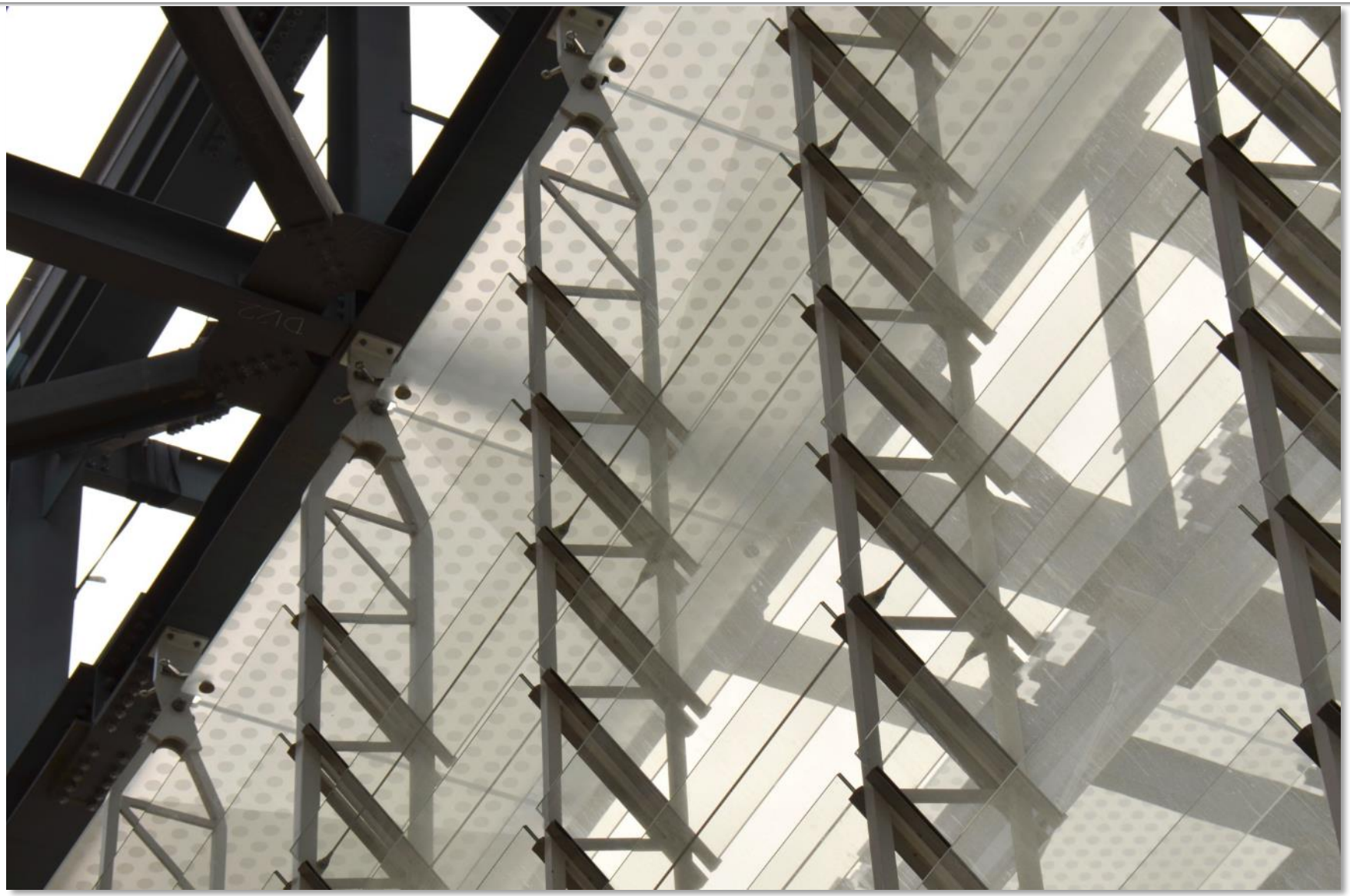
Quality fabrication brings projects to life

Image: Zeidler Partnership

Front elevation



Translucency

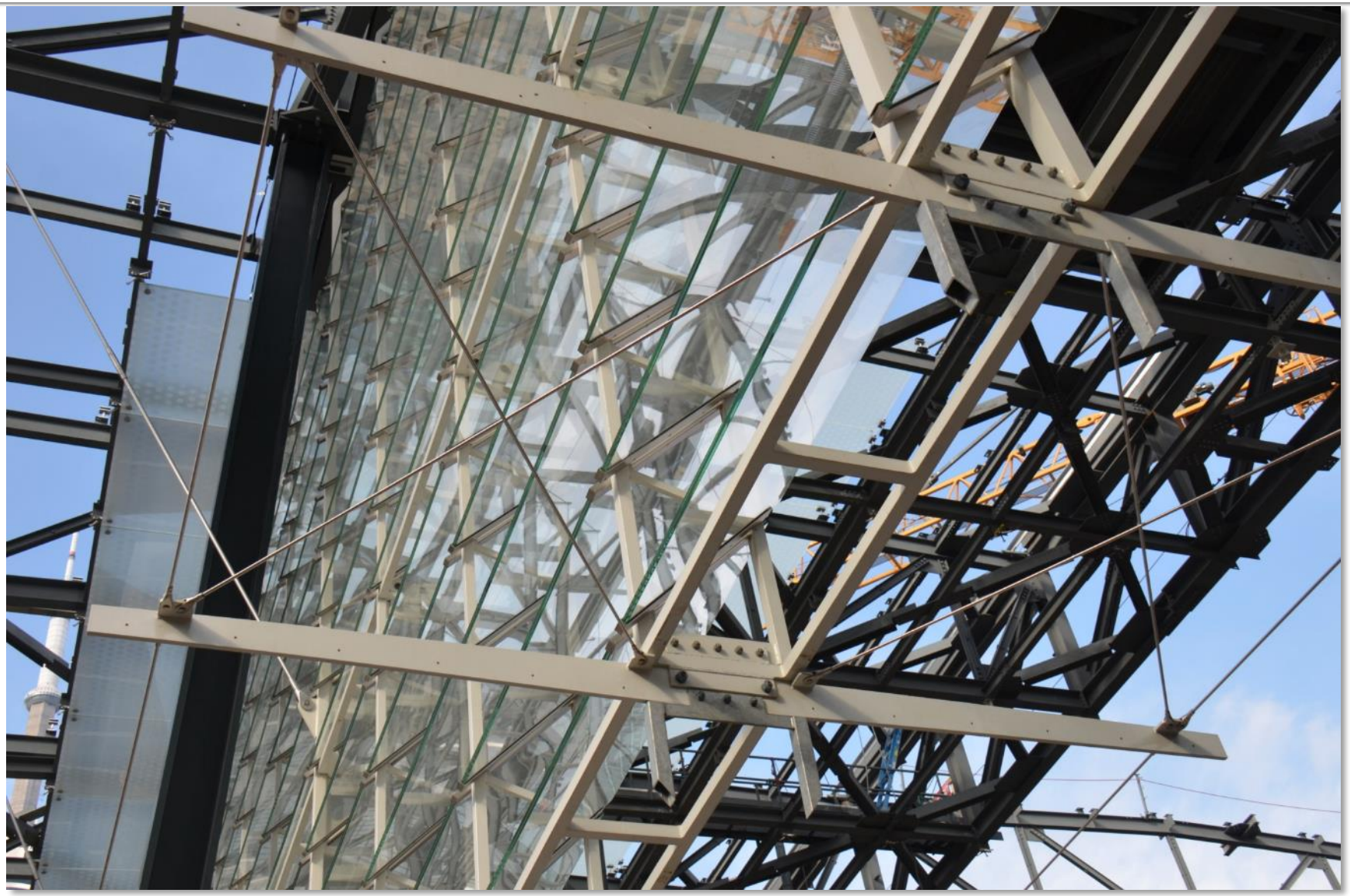


Support for venting glazing

Hanger connection for side glazing

Custom welded plate for columns

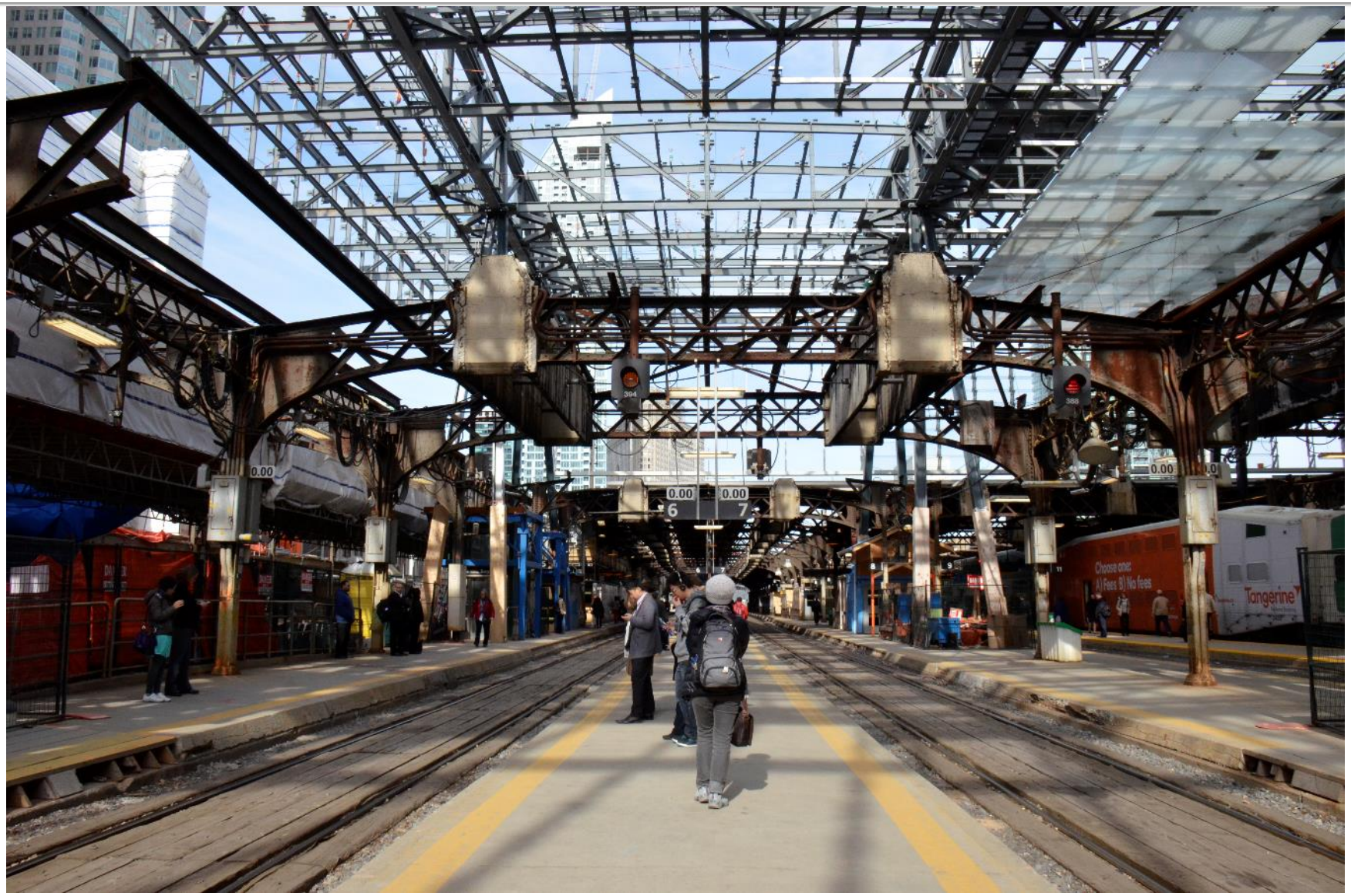
Fine support system for glazing



Obscured by glazing


UNION STATION
adidas

Construction during a live station



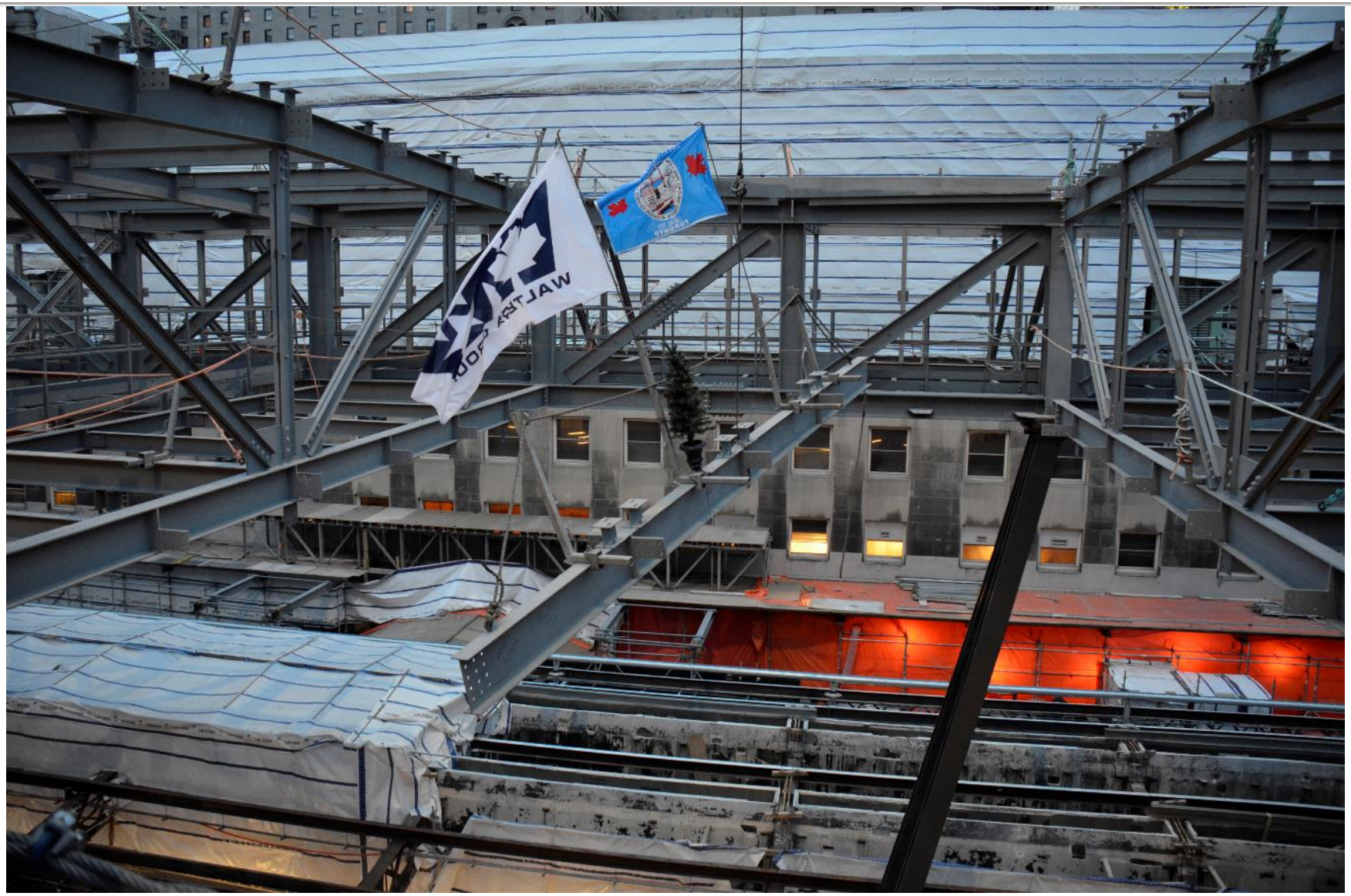
Blending historic with new

Last piece of steel to be lifted


WALTERS GRO
TORONTO

Inside the space truss

Placing the last piece



First Union Station, 1858

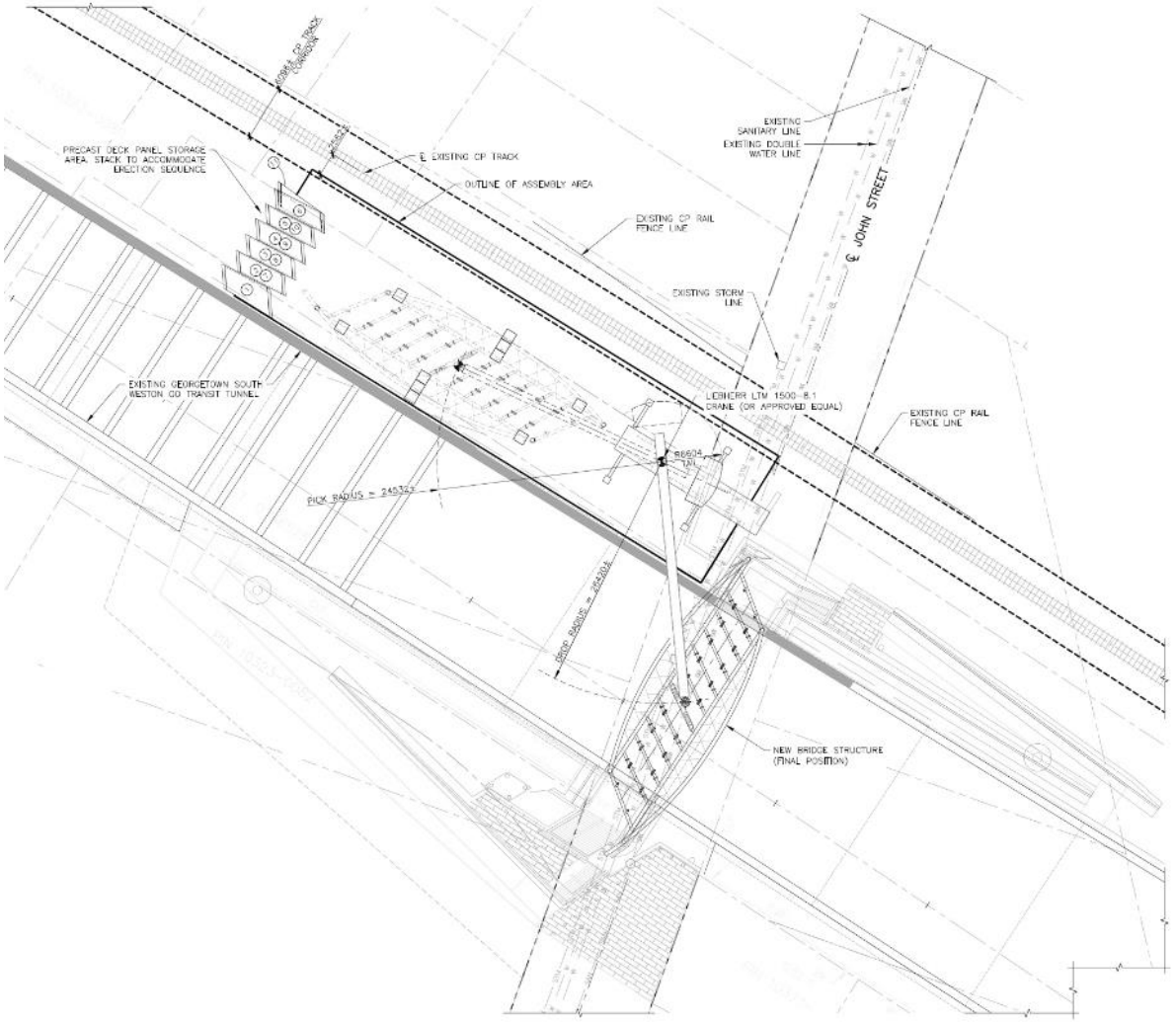
Steel Fabricator / Detailer / Erector
Walters Inc. Hamilton/Metropolitan Walters

Project Profile

John Street Bridge
Toronto, Ontario

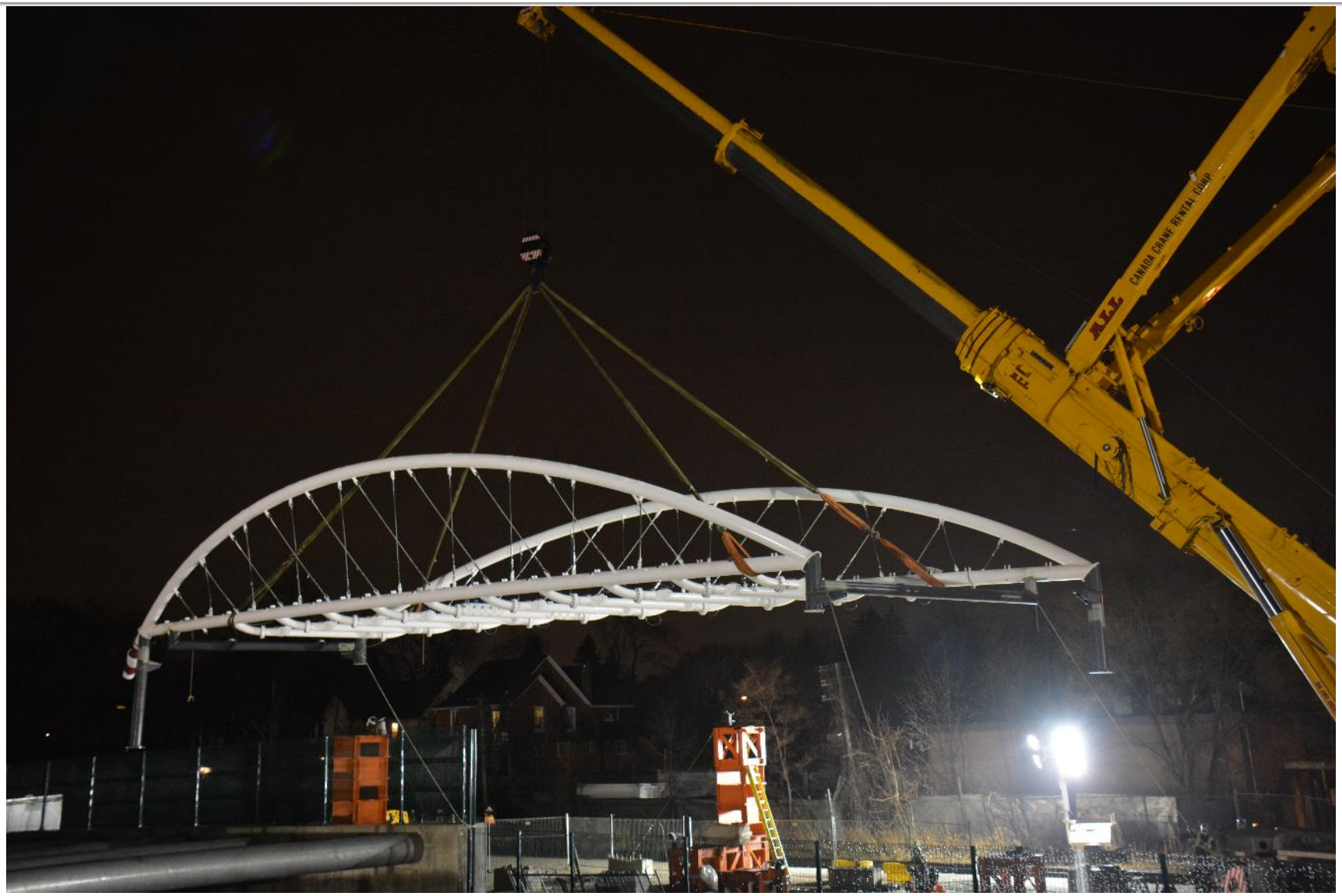
Site access courtesy: Walters Inc.

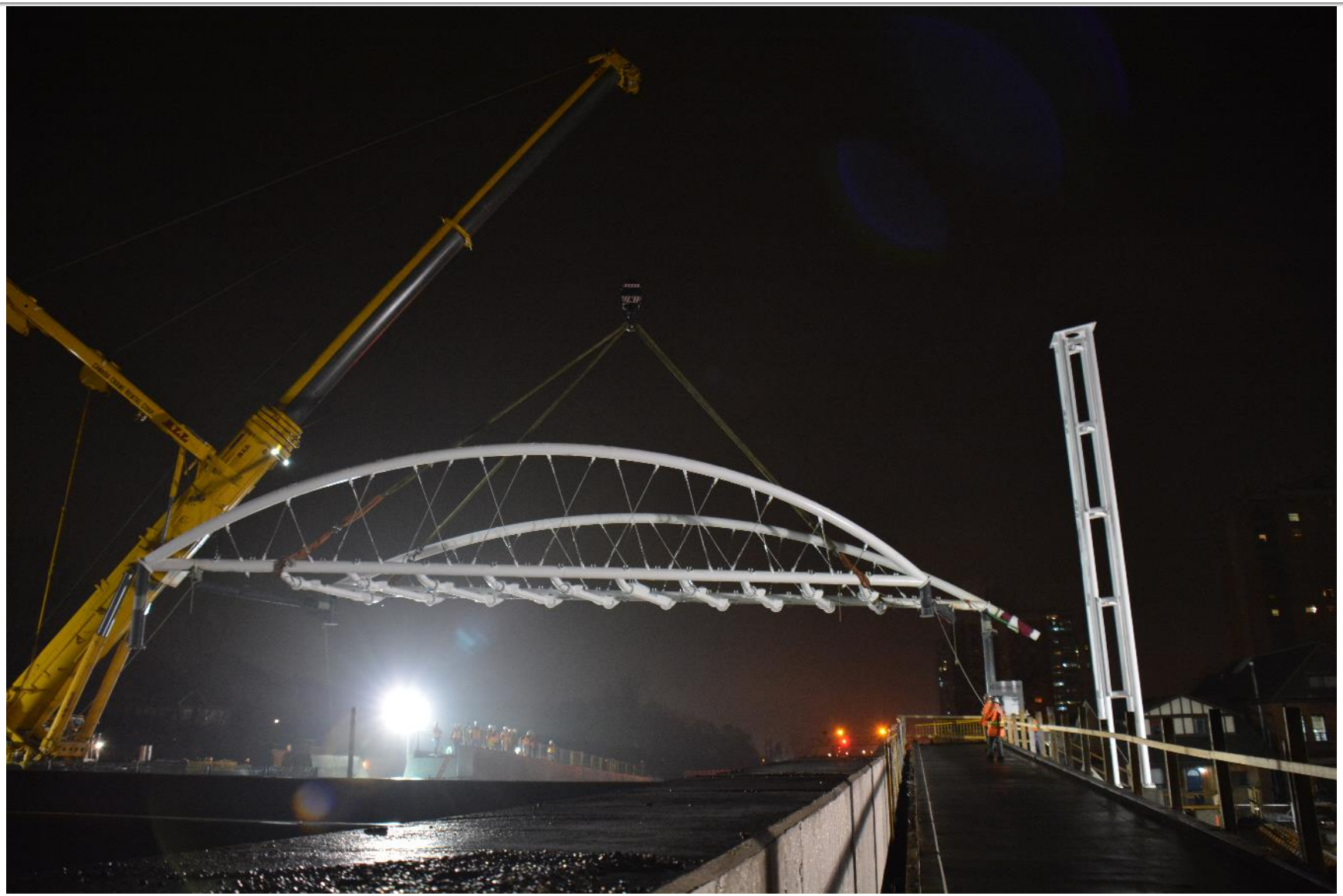
John Street Bridge



3 SITE PLAN (PHASE 5)
1:250 FINAL POSITIONING

All of the pre painted bridge elements were shipped to the site as would fit transport and assembled on site into one element for a unified lift.


ALL
CANADA CRANE RENTAL CORP



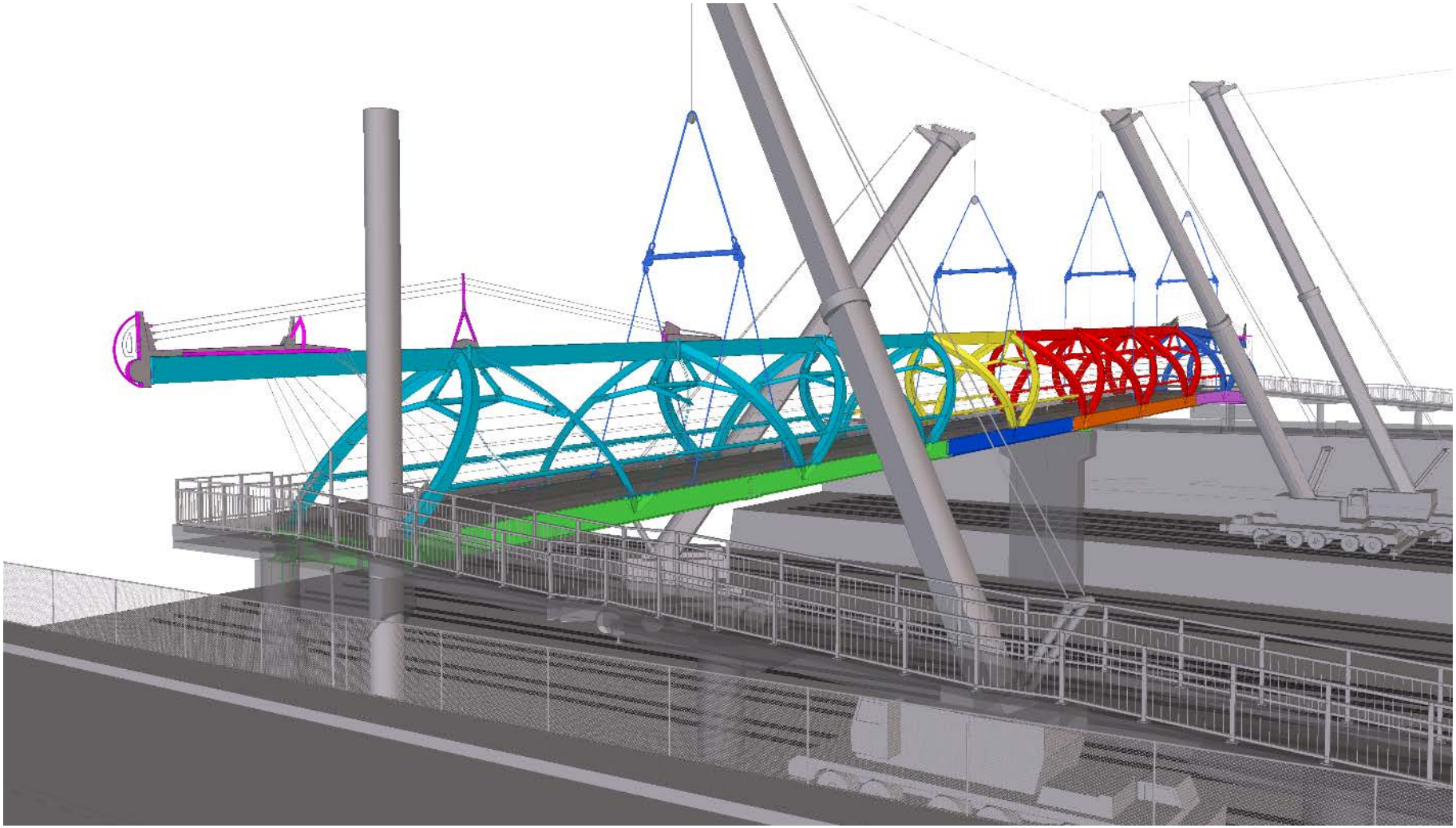
Steel Fabricator / Detailer / Erector
Walters Inc. Hamilton/Metropolitan Walters

Project Profile

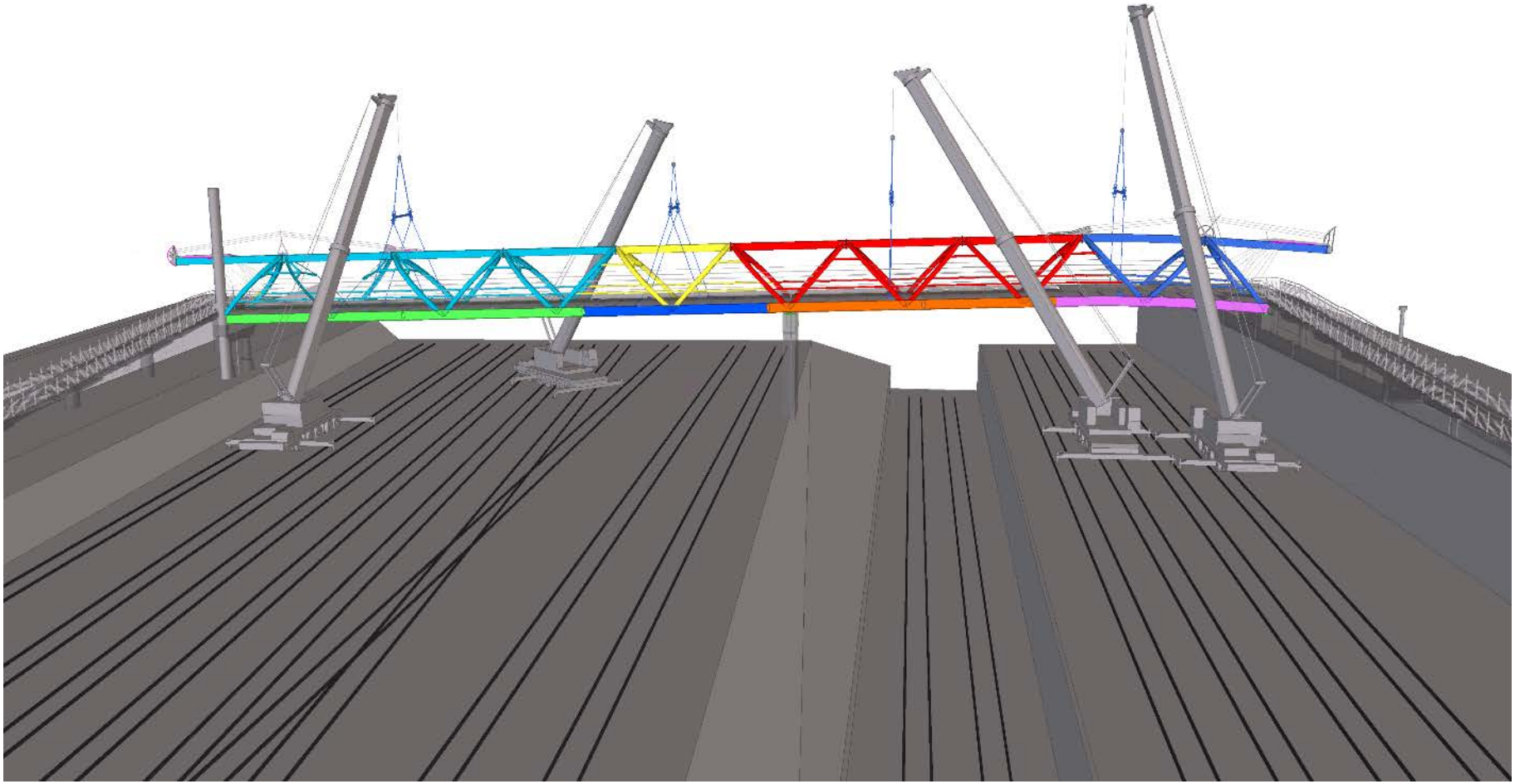
Puente de Luz
Toronto, Ontario

Site access courtesy: Walters Inc.

Erection logistics

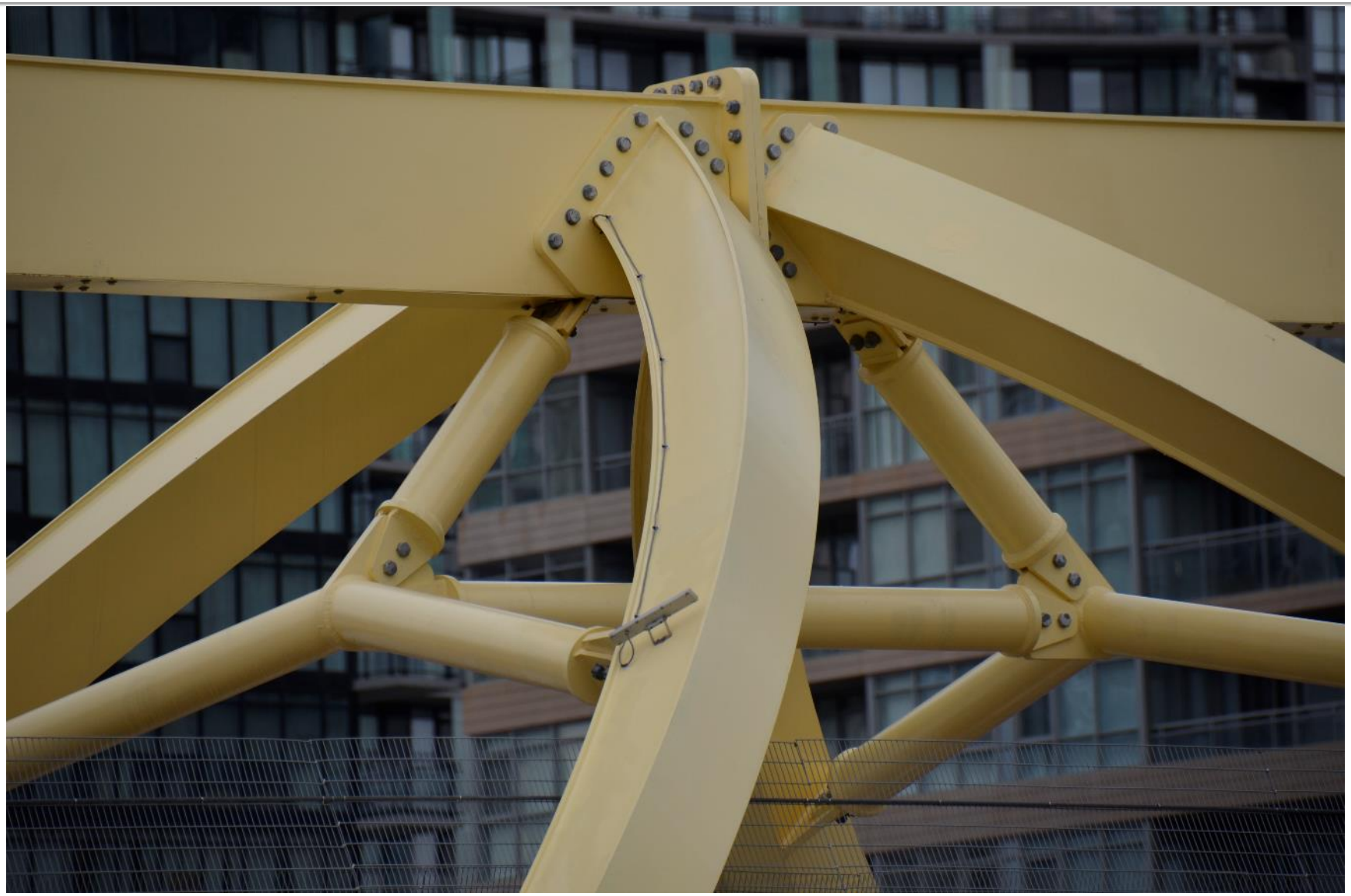


Closure of GO trains for 5 hours max



Placing the splices

Bolted connections



Project Profile

QUEEN RICHMOND WEST CENTRE
Toronto, Ontario

Owner
Allied Properties

Architects
&Co Architects

Construction Manager
Eastern Construction

Steel Fabricator / Detailer / Erector
Walters Inc. Hamilton/Metropolitan Walters

Castings
CastConnex

Site access courtesy: Walters Inc. and CastConnex

Special legs

Image: &Co Architects

- The ‘legs’ that will support the new office tower that sits over the older building at Queen and Richmond Streets in Toronto is set on very large legs created from hollow steel, connected with a large cast connector.
- Referred to as “delta frames” by the team.

Modeling to design

The decisions regarding the shape of the lower ‘legs’ were based on these models. The tapered ends were chosen.

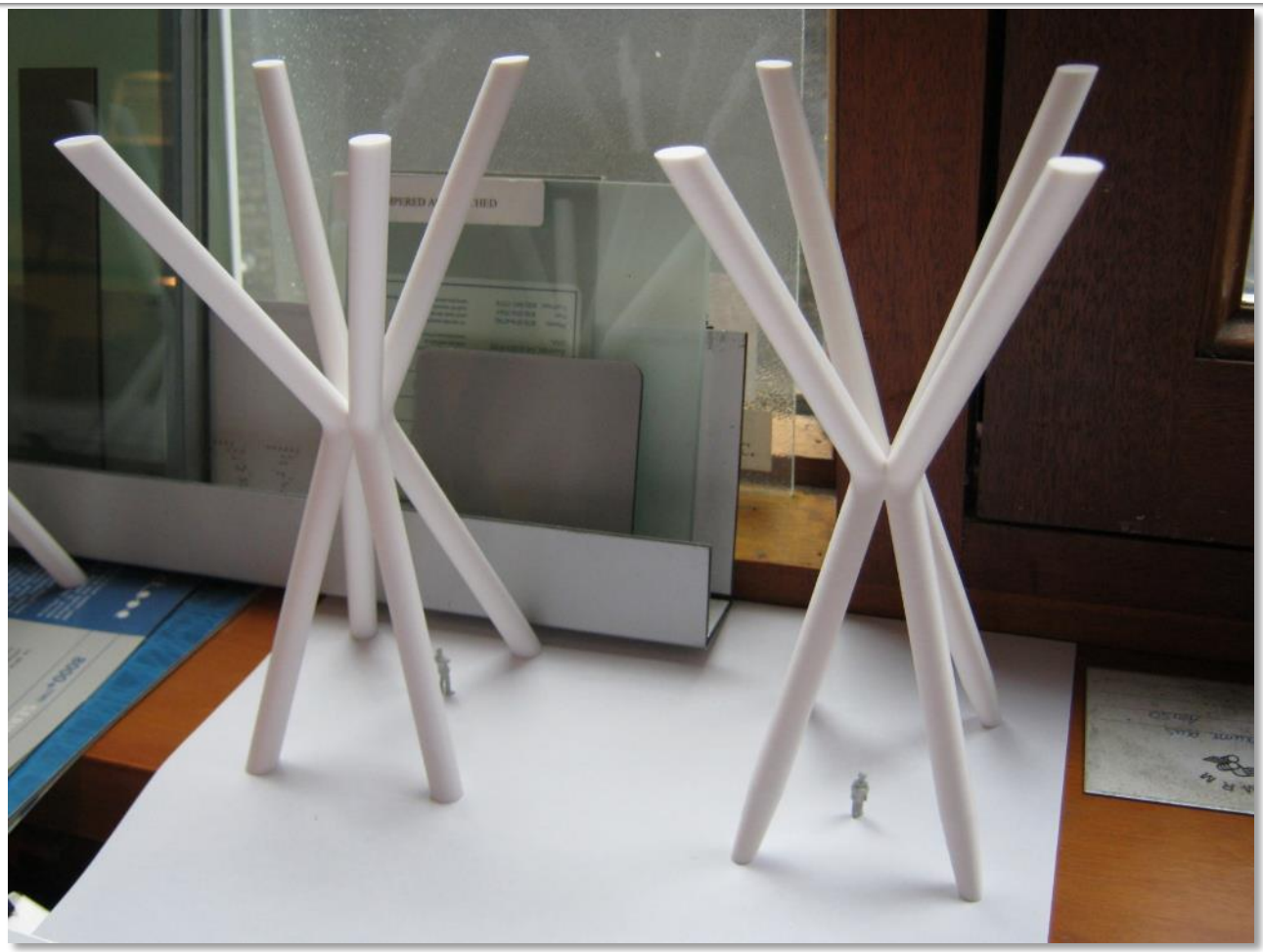


Image: CastConnex


Dofasco No. 2 Blast Furnace Rebuild (2003)

Overall structural model

Tekla Structures was used to model the overall steel system. The software incorporates full structural requirements as well as detailing of connections.

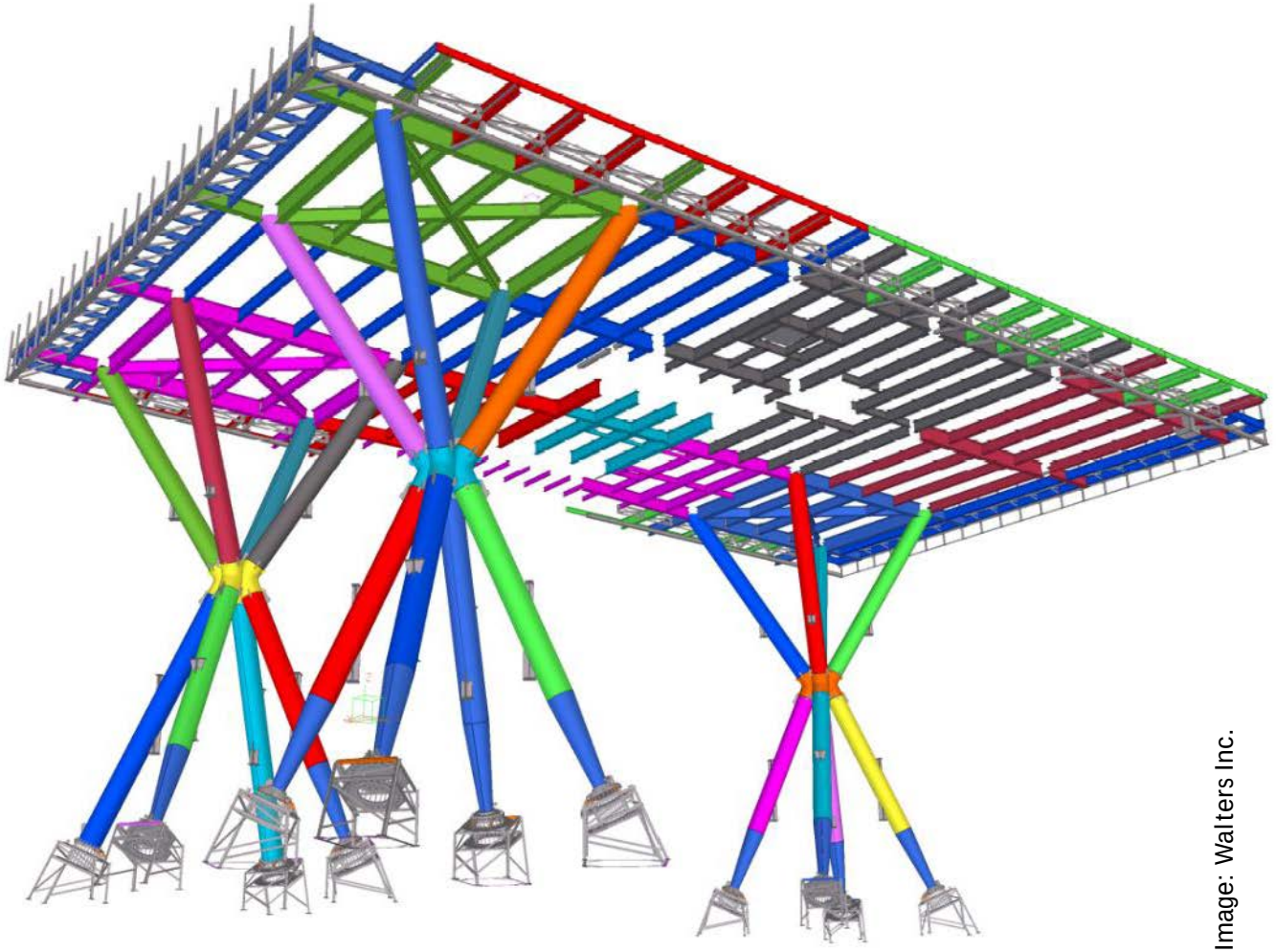
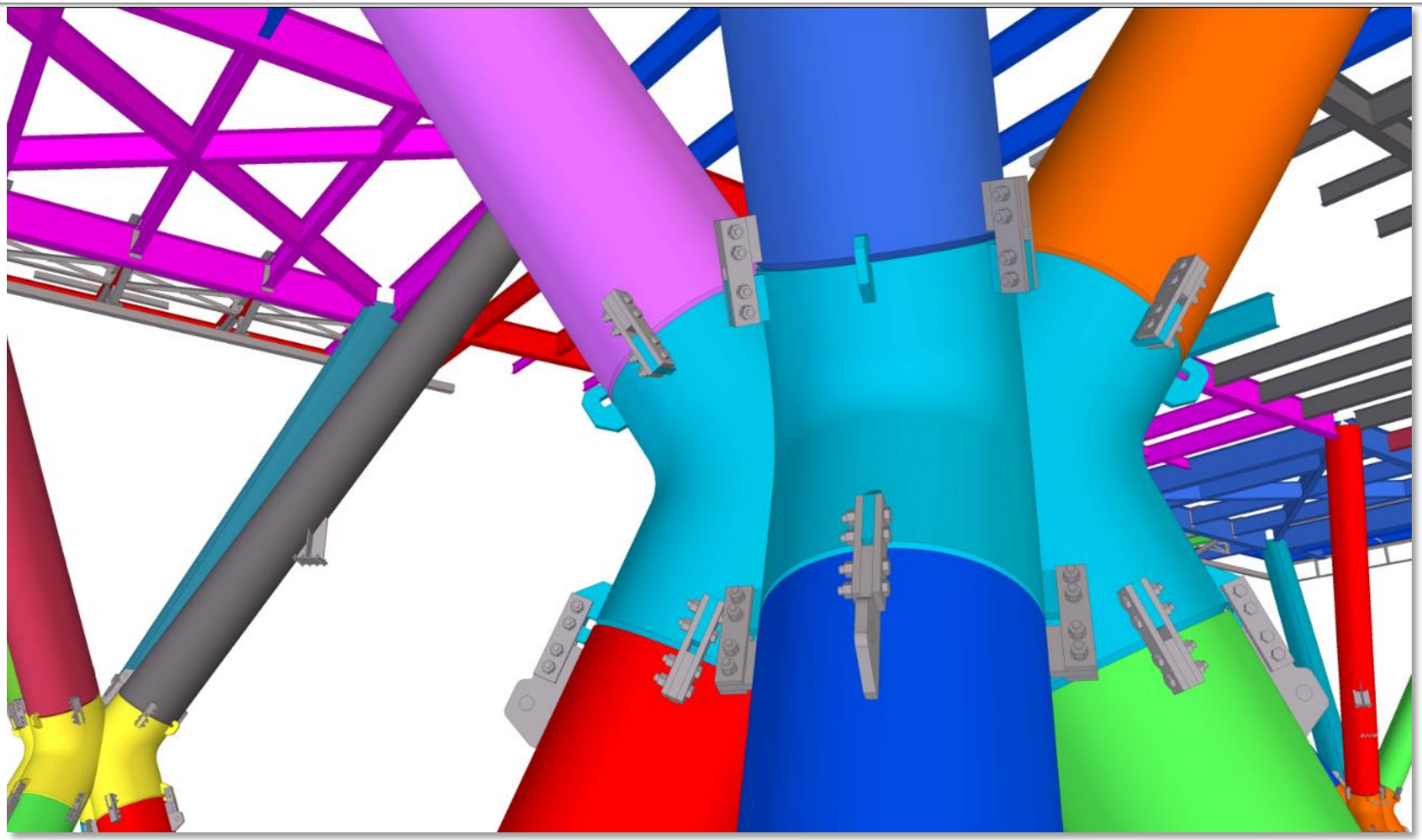


Image: Walters Inc.

Connection details



The Tekla model allows for a very detailed development of the connections. Shows temporary tabs for support during erection.

Resin model

A resin casting of the node allowed better visualization of the connection and its curvatures.

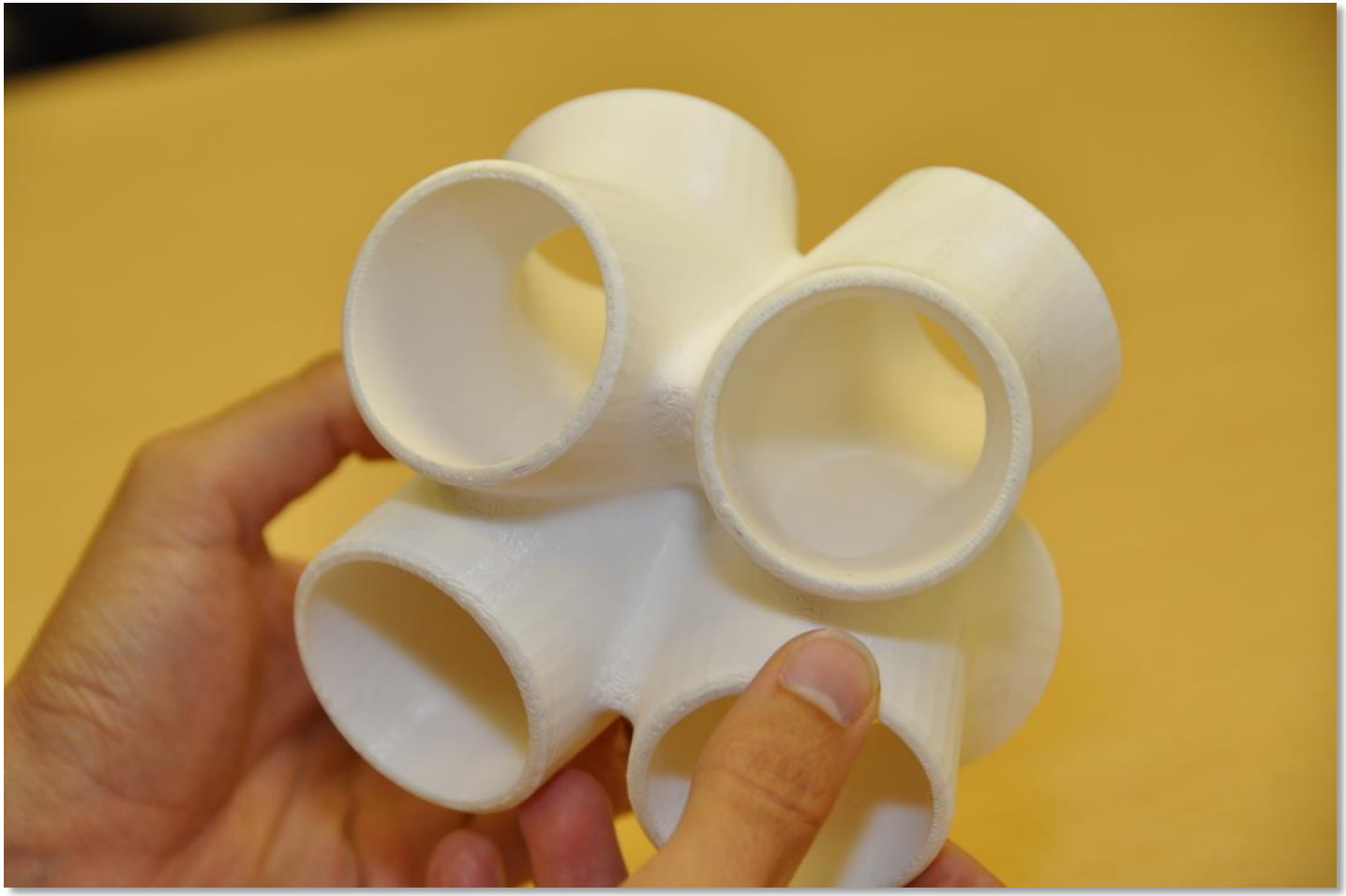


Image: CastConnex

Casting process

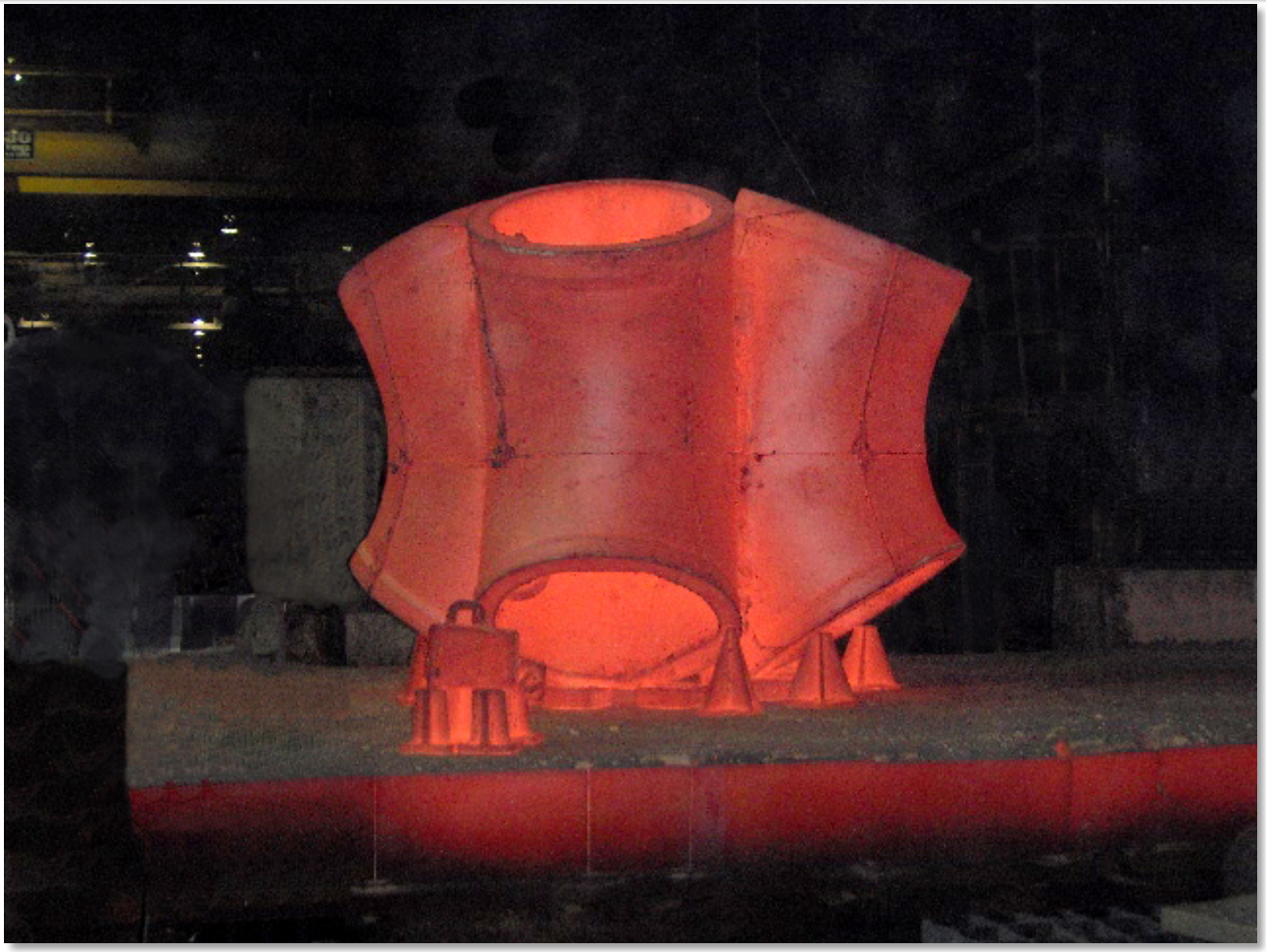


Image: CastConnex

The casting was done in Kansas as this facility offered the best quality and price.

This sort of node is created using an expendible mould. This means that it is broken in order to remove the casting. These are normally made from sand/resin casting.

Cleaned up

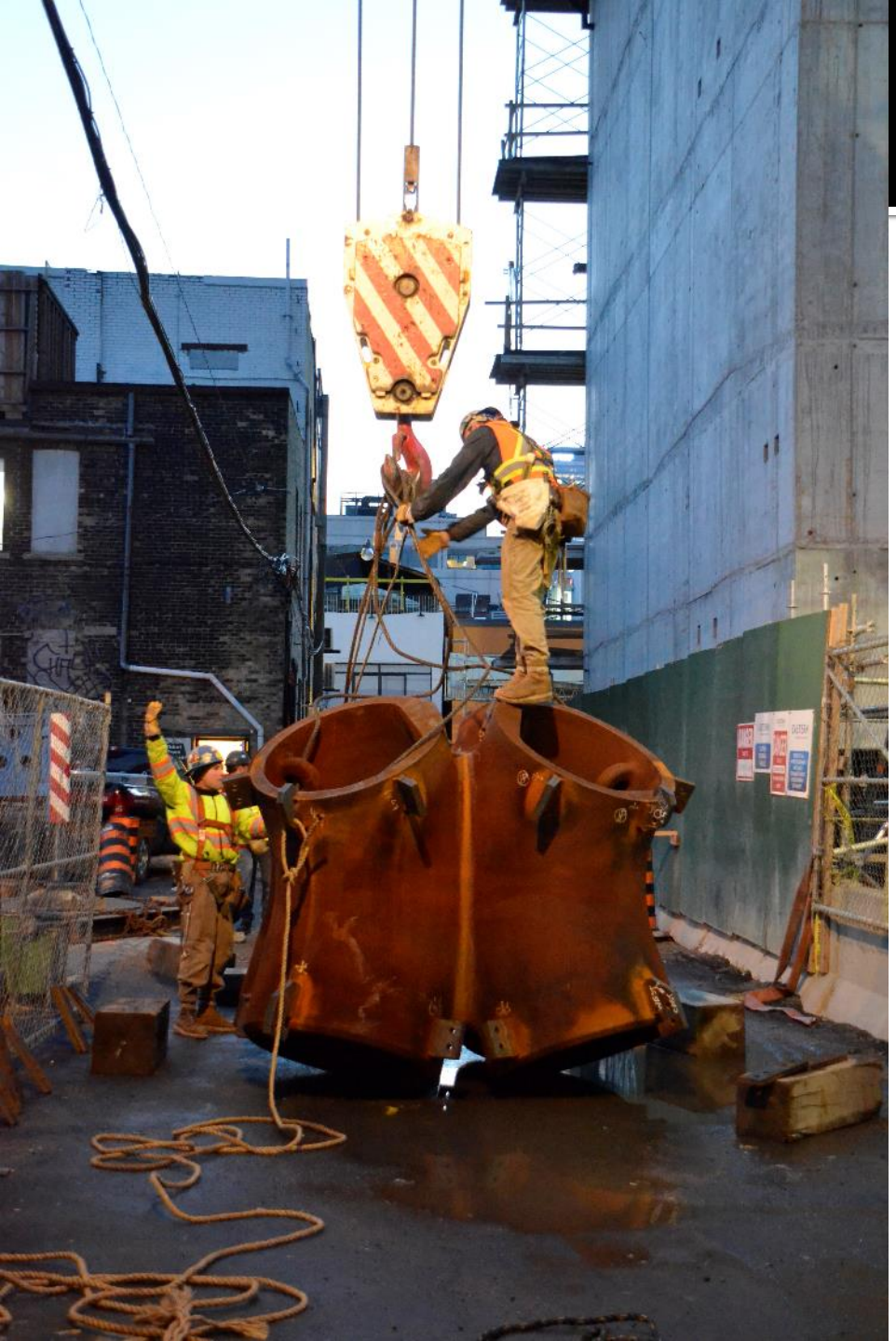
Once the casting is cooled, it is cleaned up and rough edges removed. These were shipped from Kansas to Walters Inc. in Hamilton for further work and preparation for attachment to the legs.

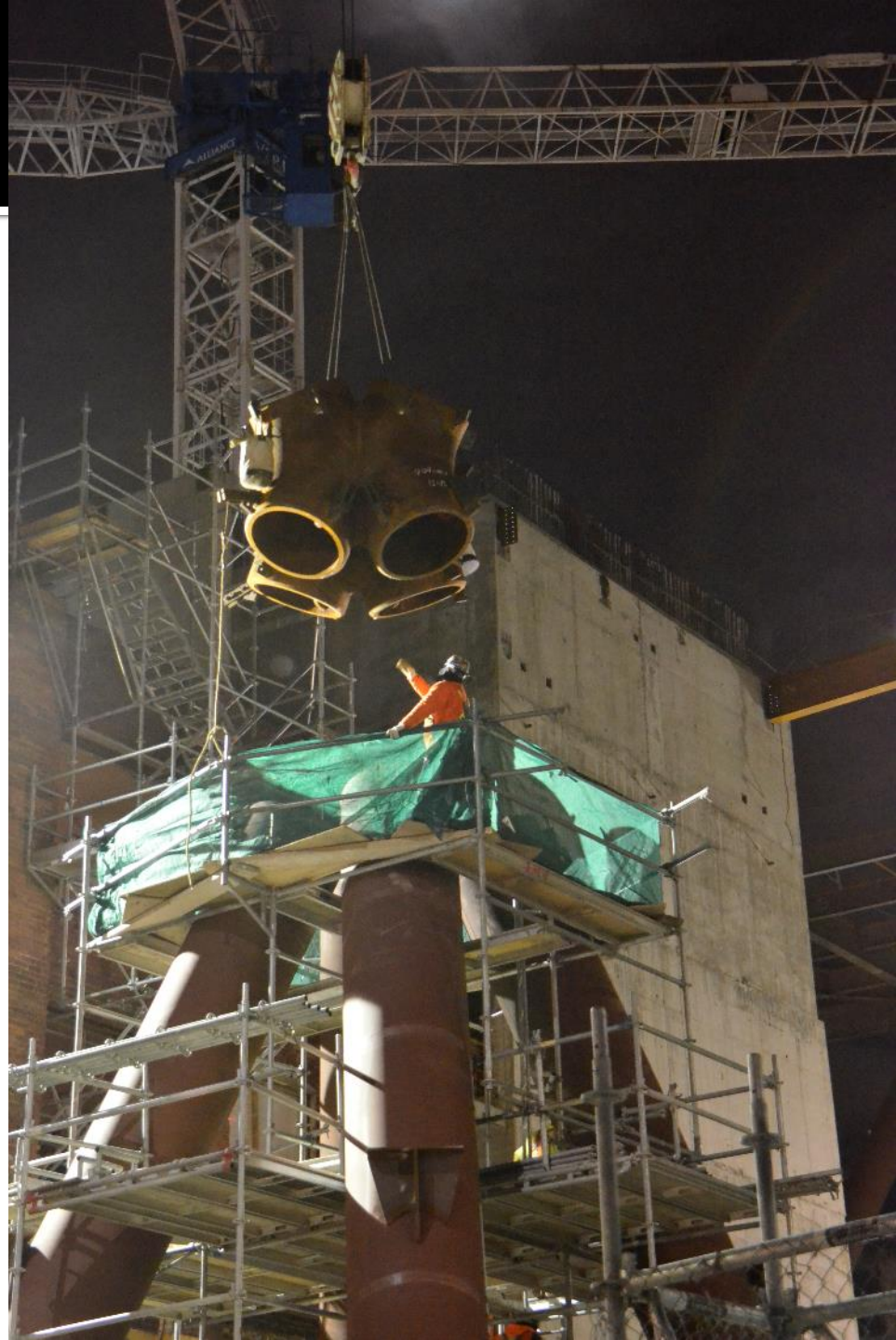
Image: CastConnex

Pre fit the legs to the node

The large tubular legs were fabricated and pre-fit to the node. The system will be filled with concrete to create the required structural strength.


15 TON 4

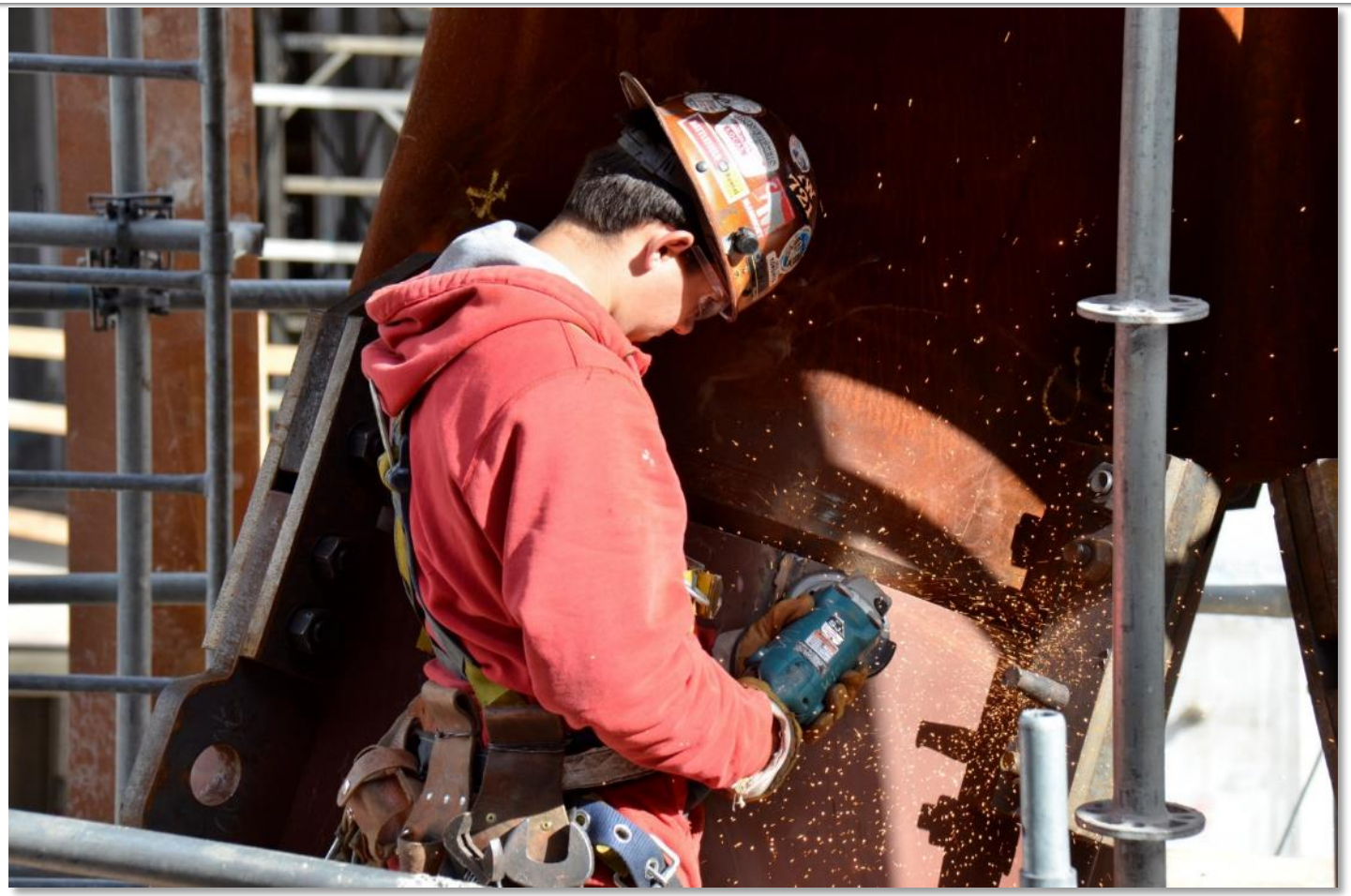




Coordination

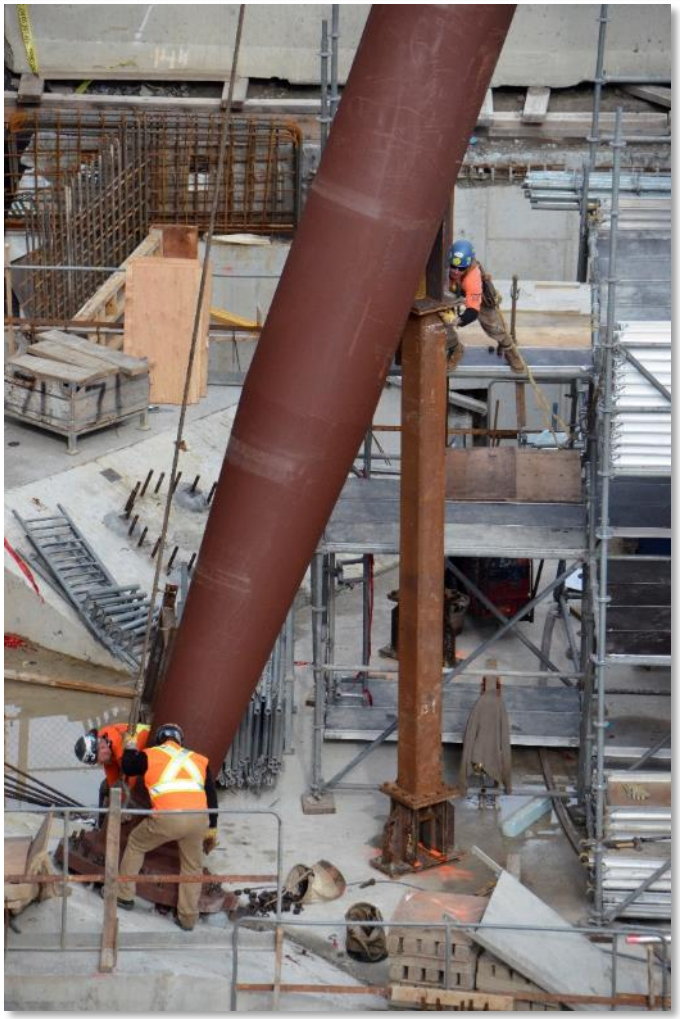
Lifting a 31,500 pound cast node requires lot of precision and planning.

Grinding

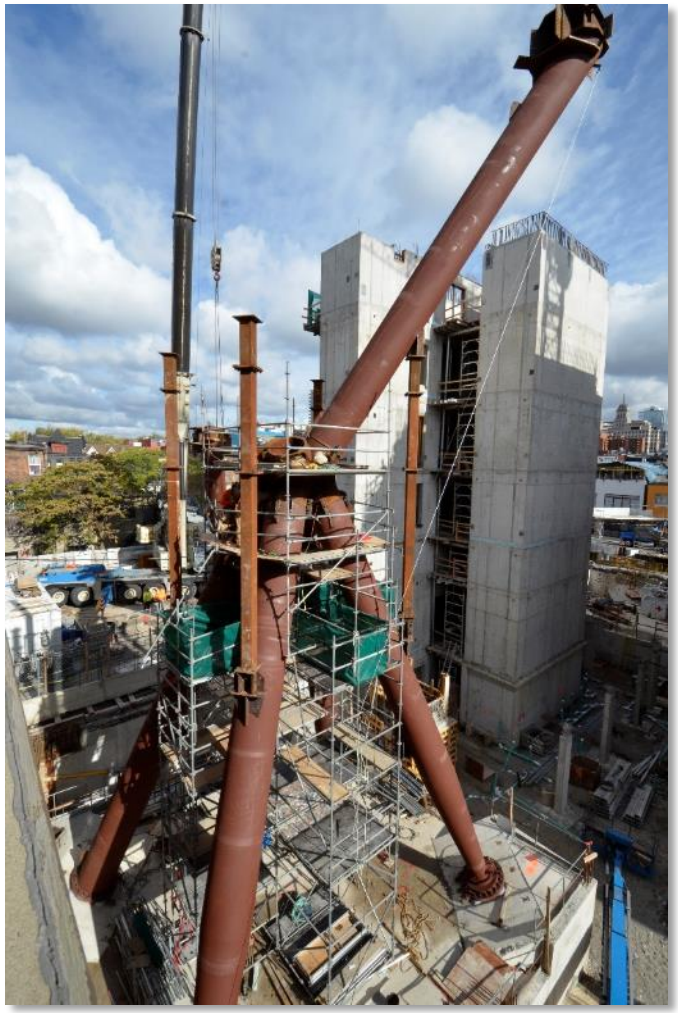


AESS 3 and 4 are the only categories that permit grinding. Here some of the temporary tabs are being removed prior to welding the join.

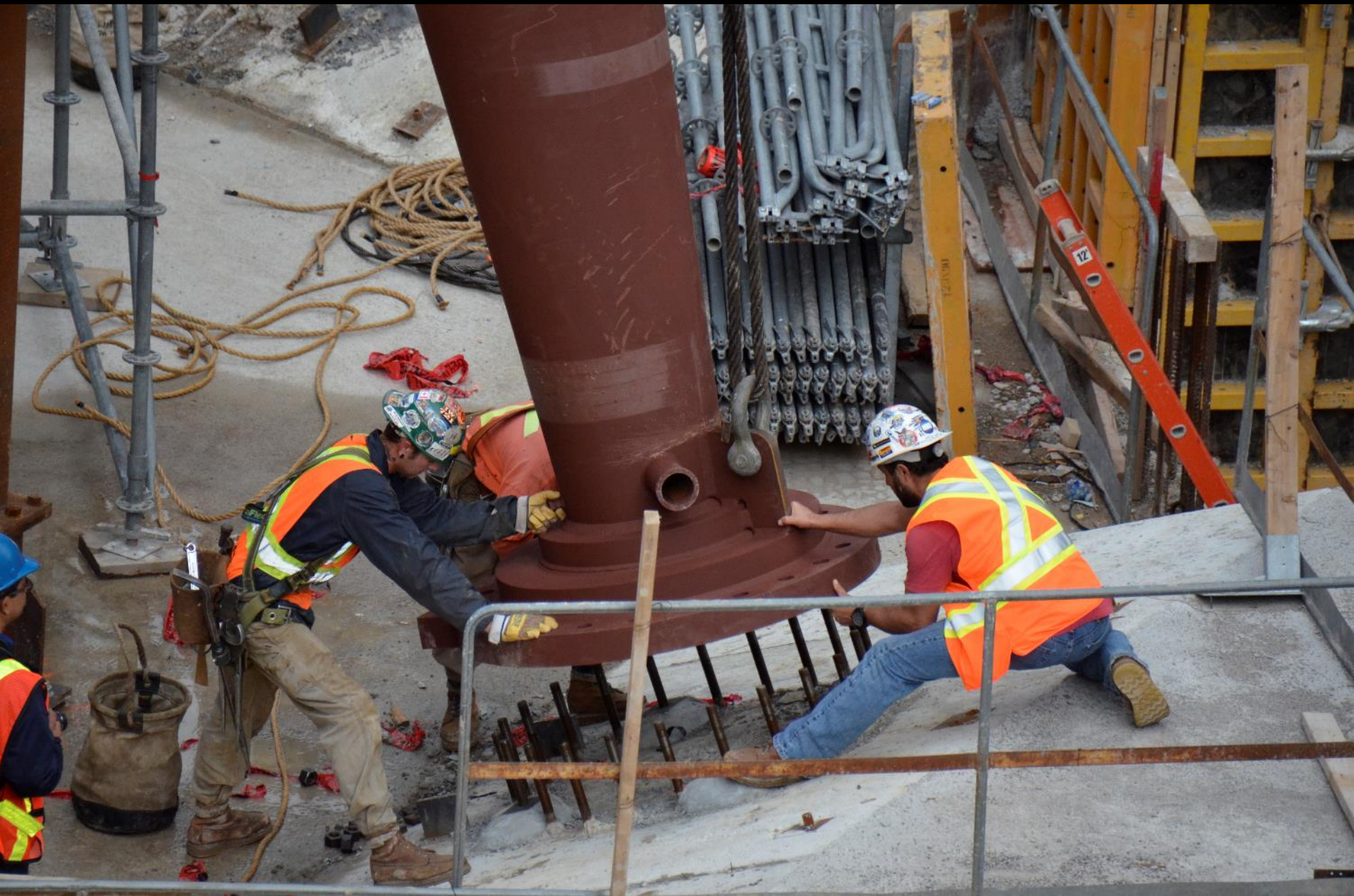
Appreciation of logistics



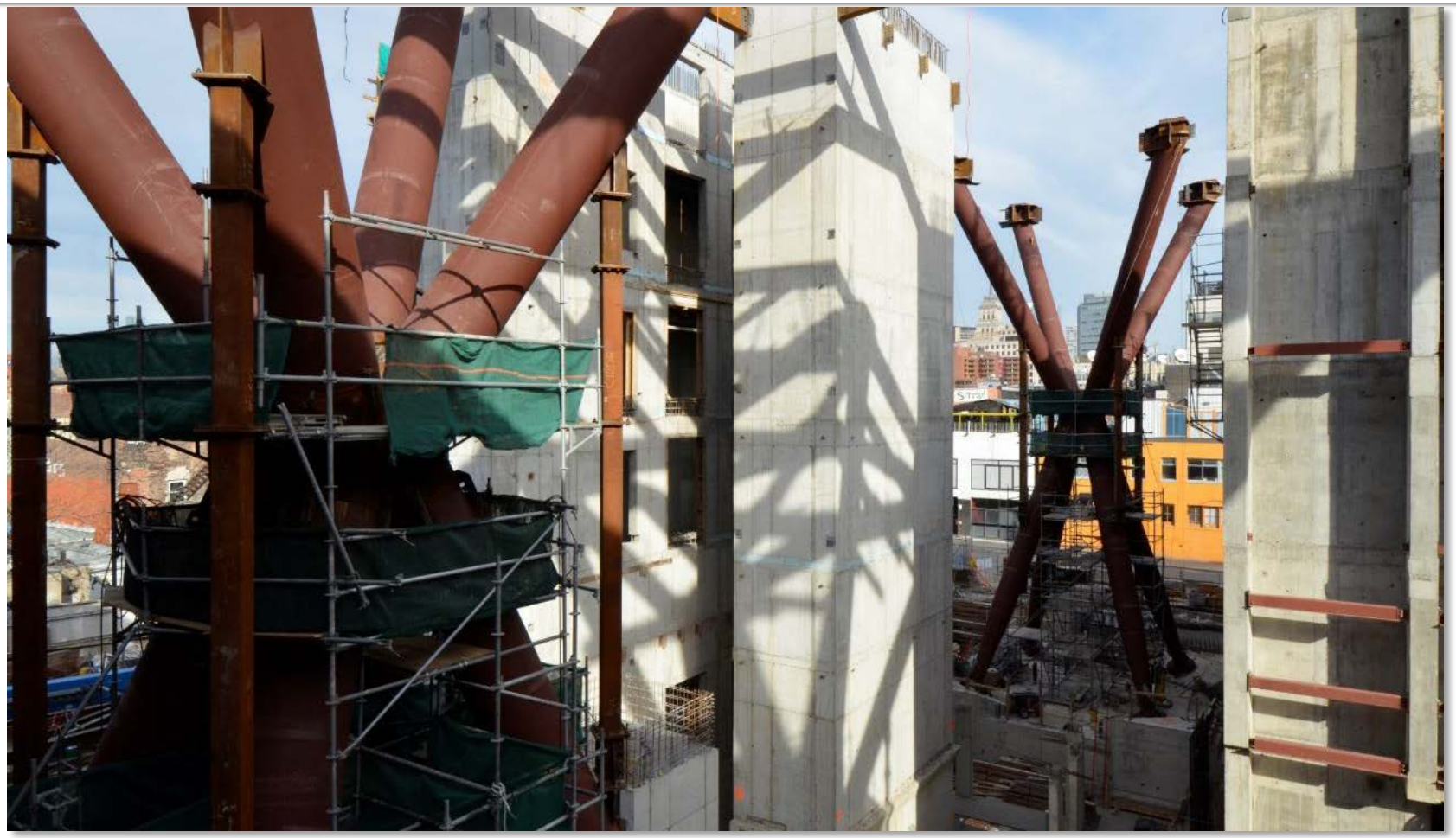
Erectors will need to work out temporary support systems for geometries that are incapable of stability due to eccentric loading during construction.



The bottom of the leg is a tapered tube. Fabricated via break forming with fully ground welds. AESS4 quality.

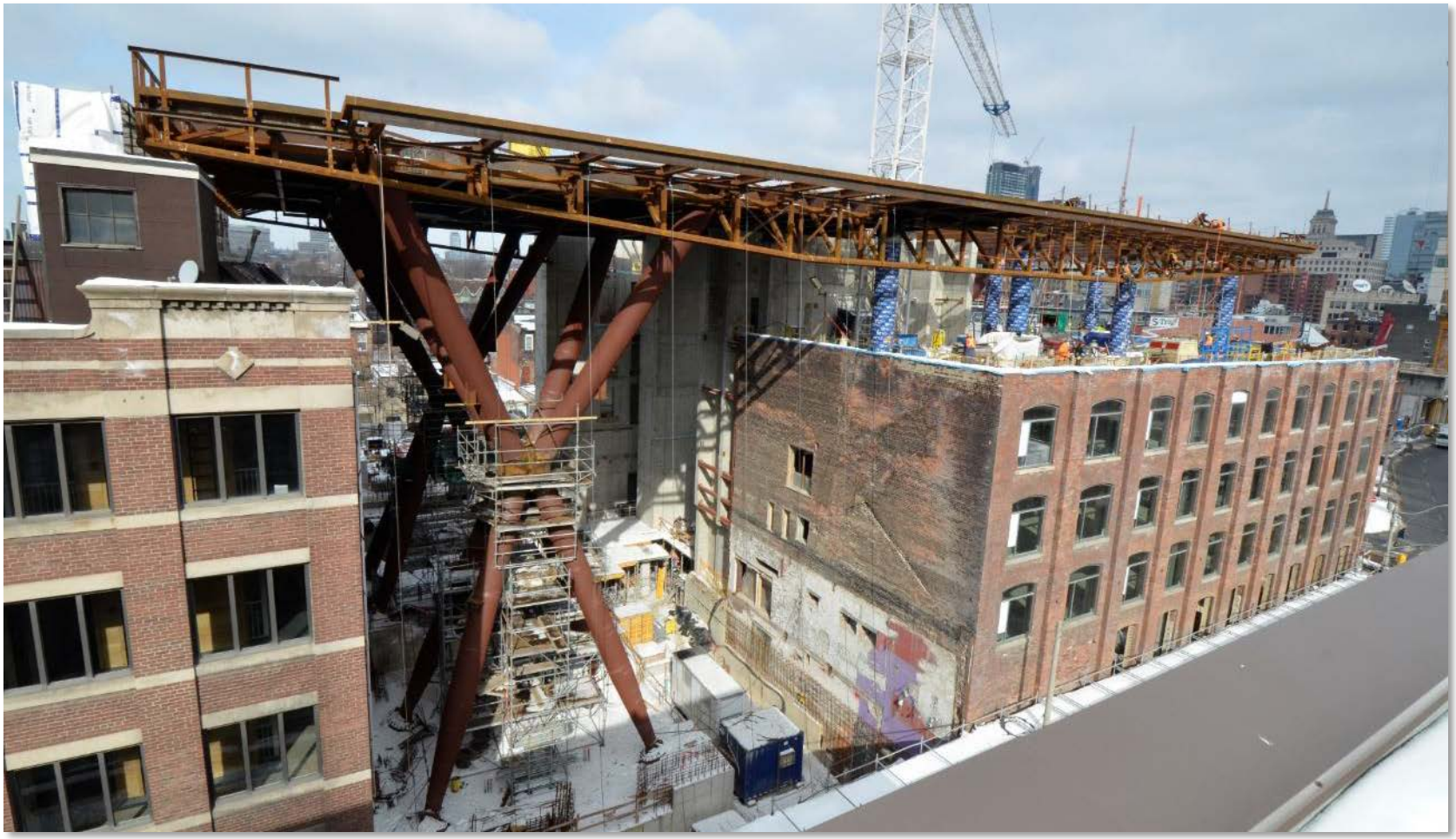


Staging of erection



Timing needed to account for the pouring of the concrete to catch up to the steel which is faster to erect.

Support system



The three delta frames support a steel platform that will in turn be used to support the multiple floors of office above.

Weld finishing


walters group
www.waltersgroupinc.com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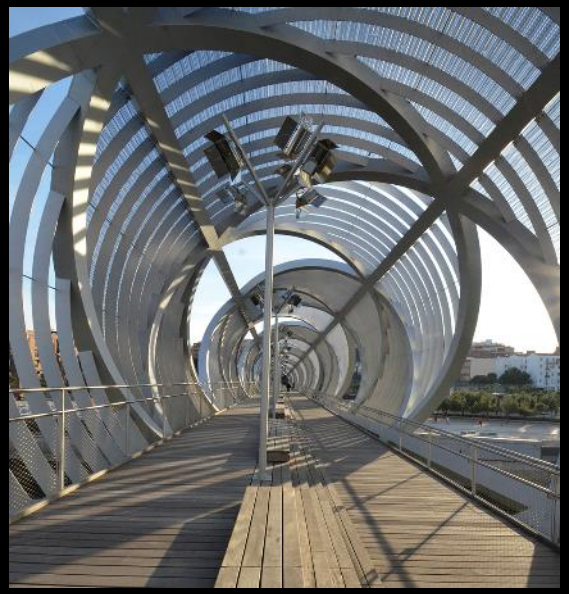
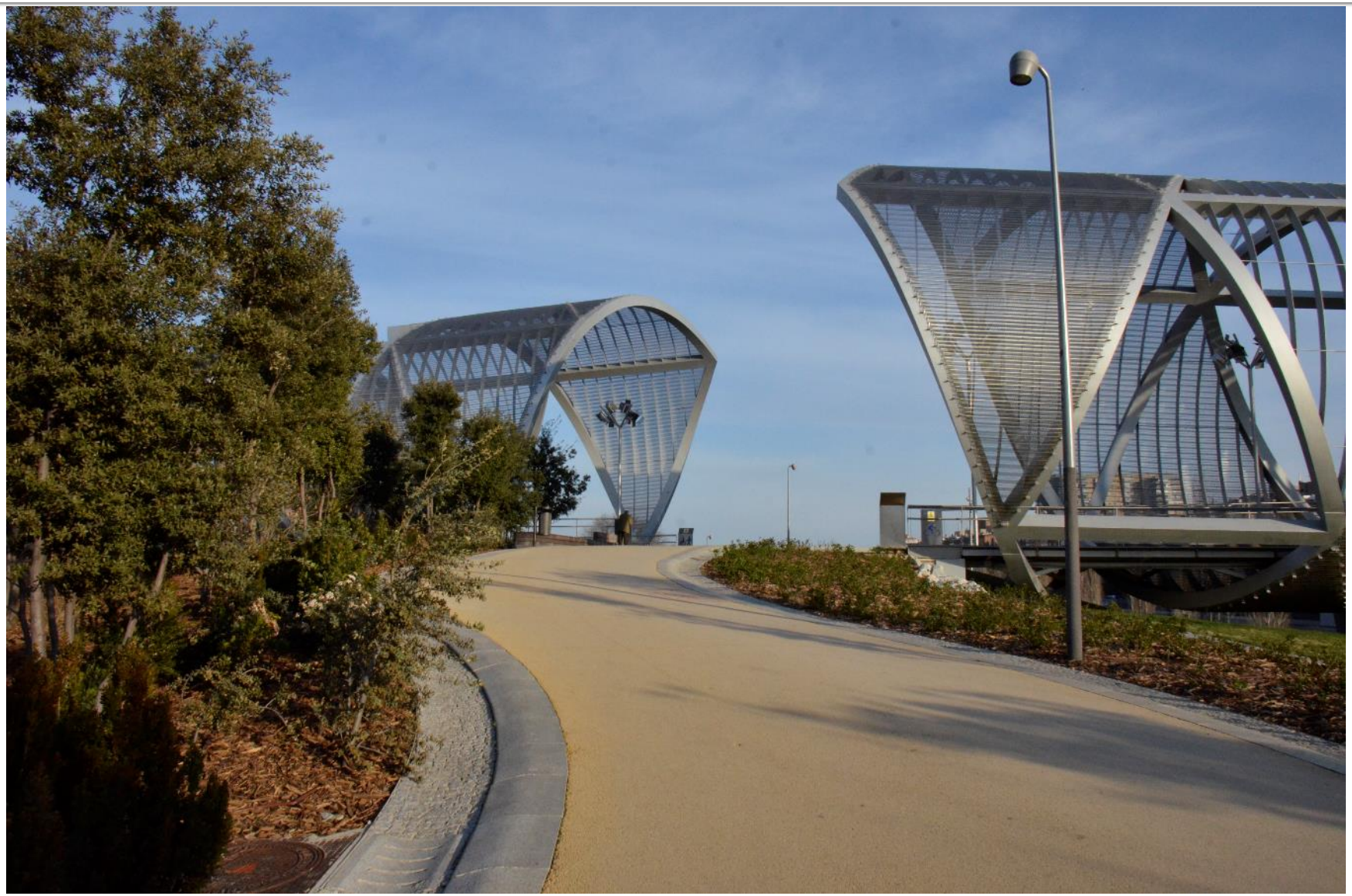


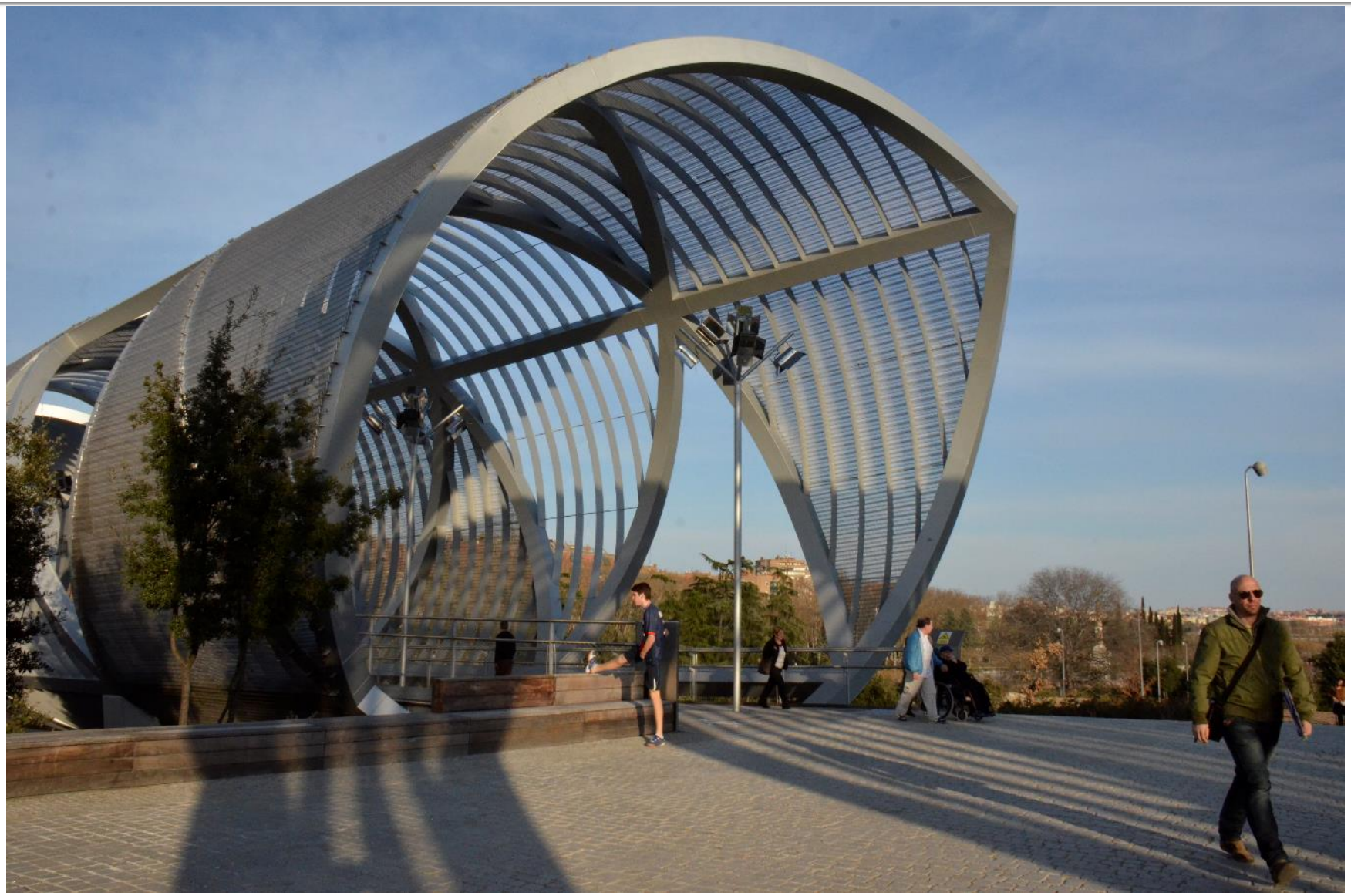
Architects
Dominique Perrault

Project Profile

ARGANZUELA FOOTBRIDGE
Madrid, Spain



Scale: too large to fit on a truck…



Unremediated welded connections

Details

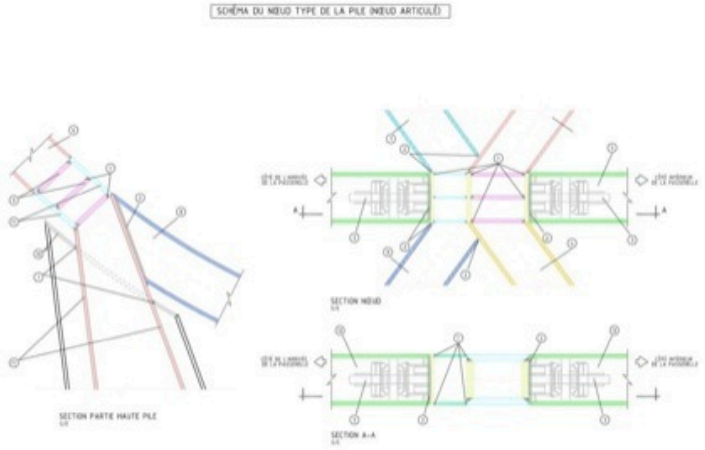
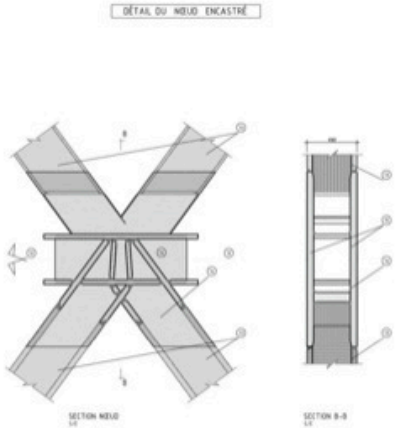
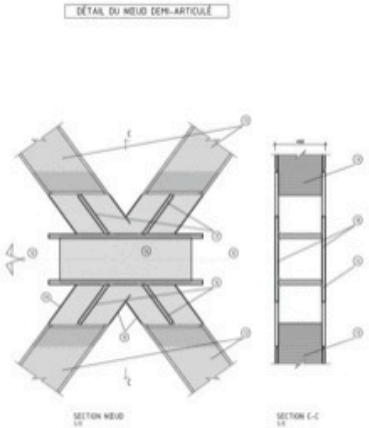


SCHÉMA DU NŒUD TYPE DE LA PILE (NŒUD ARTICULÉ)
SECTION PARTIE HAUTE PILE
SECTION NŒUD
SECTION A-A

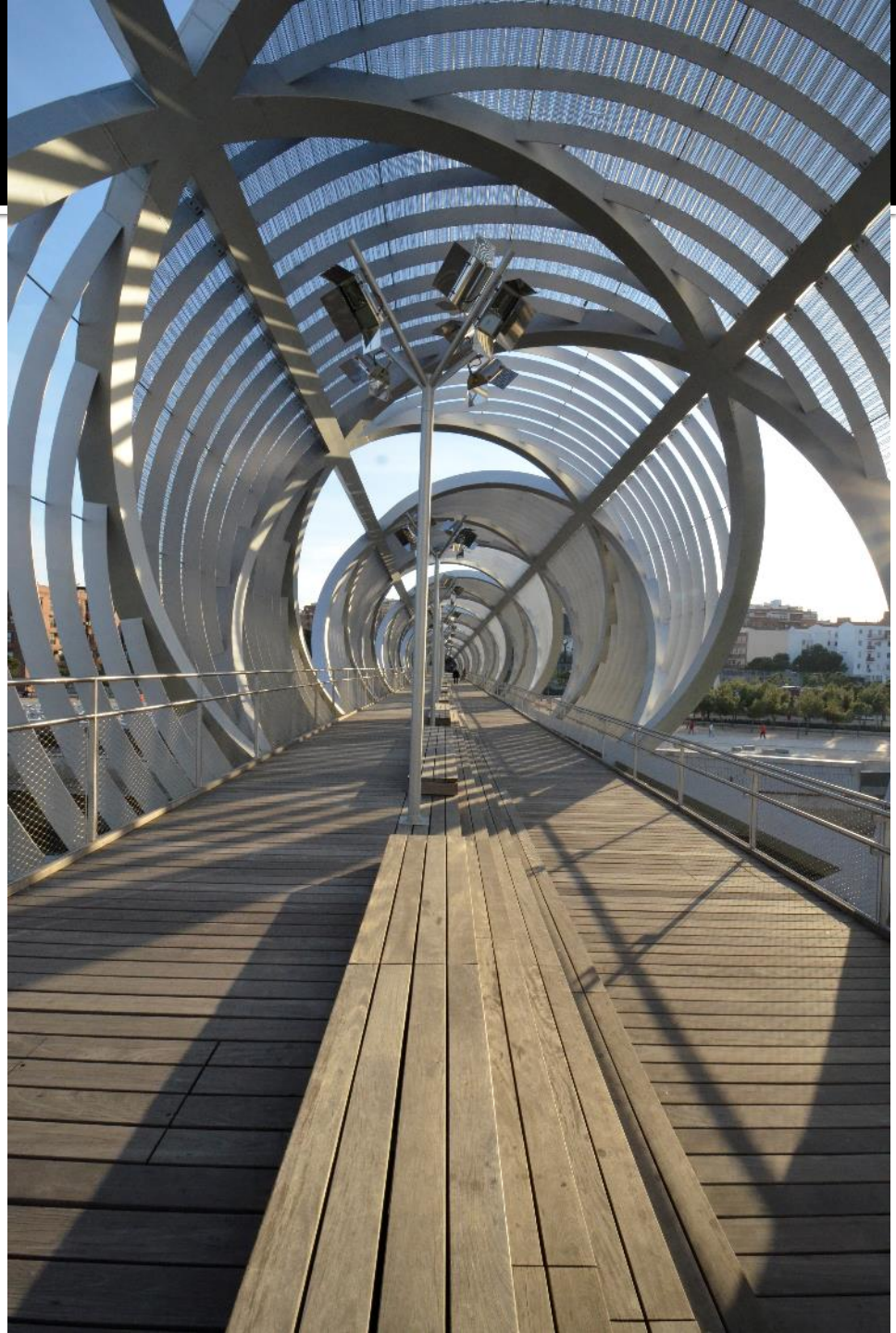

DÉTAIL DU NŒUD ENCASTRÉ
SECTION NŒUD
SECTION B-B

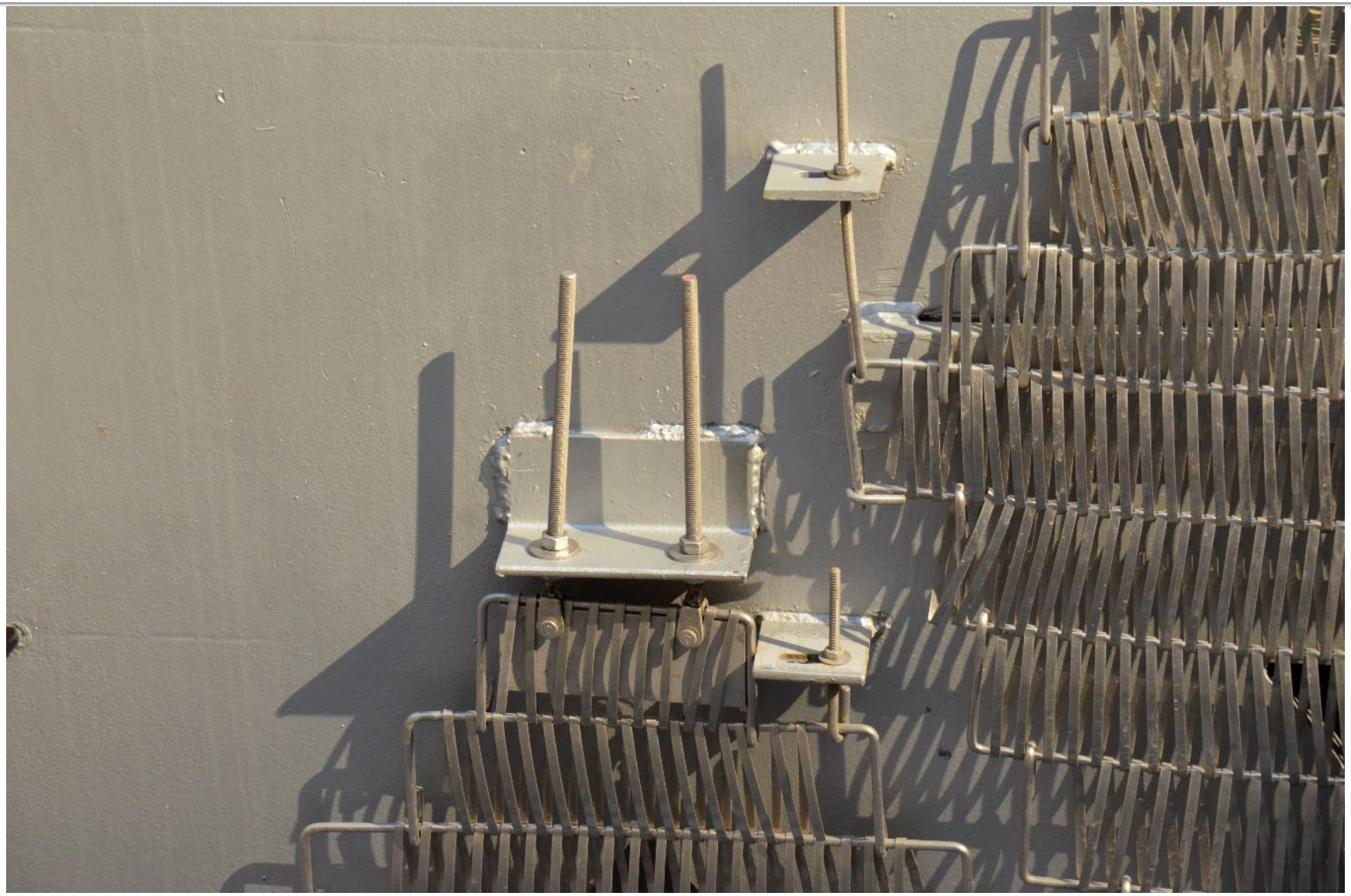

DÉTAIL DU NŒUD DEMI-ARTICULÉ
SECTION NŒUD
SECTION C-C

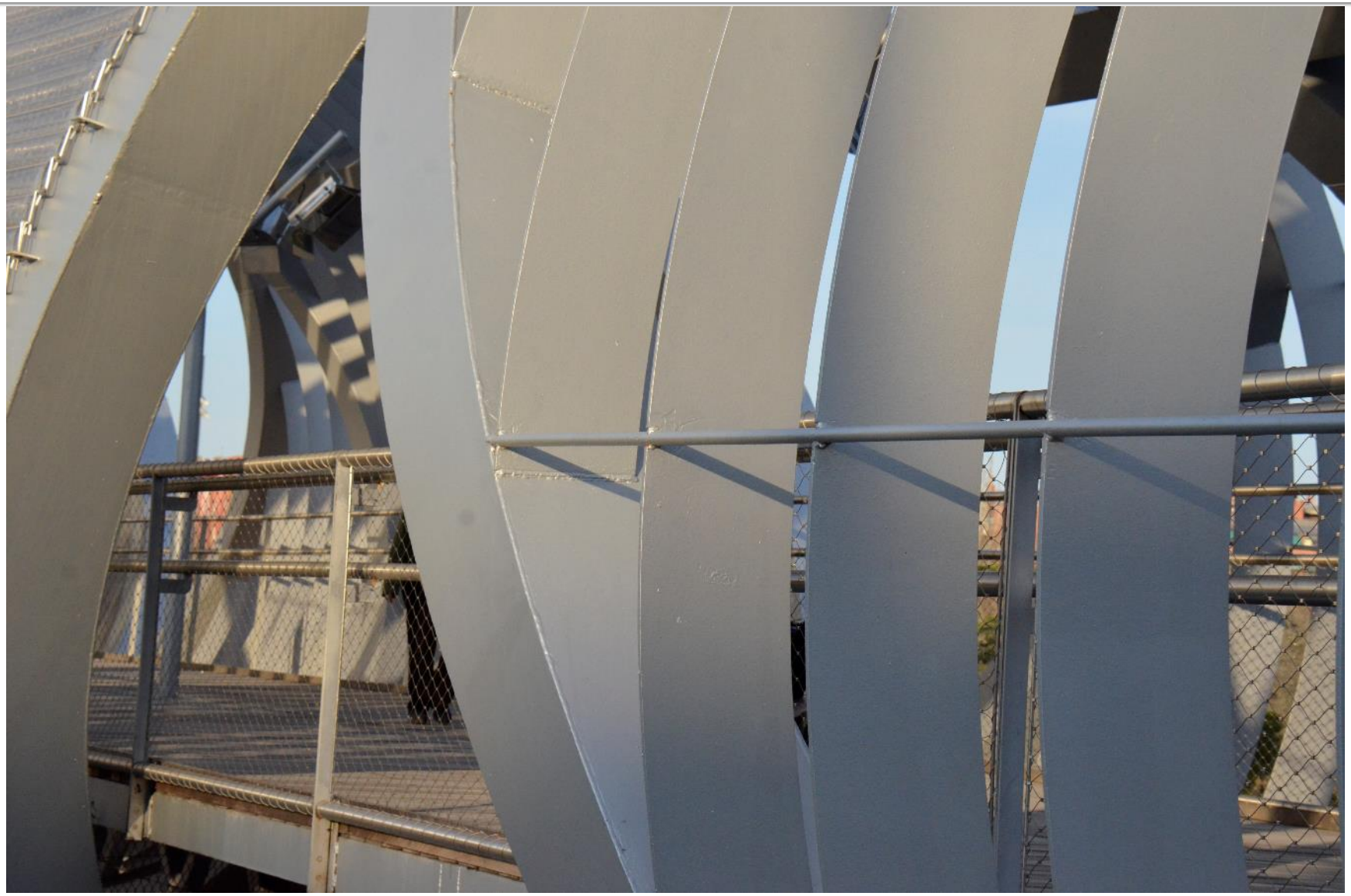

PELIGRO
CON EL
GALIBO

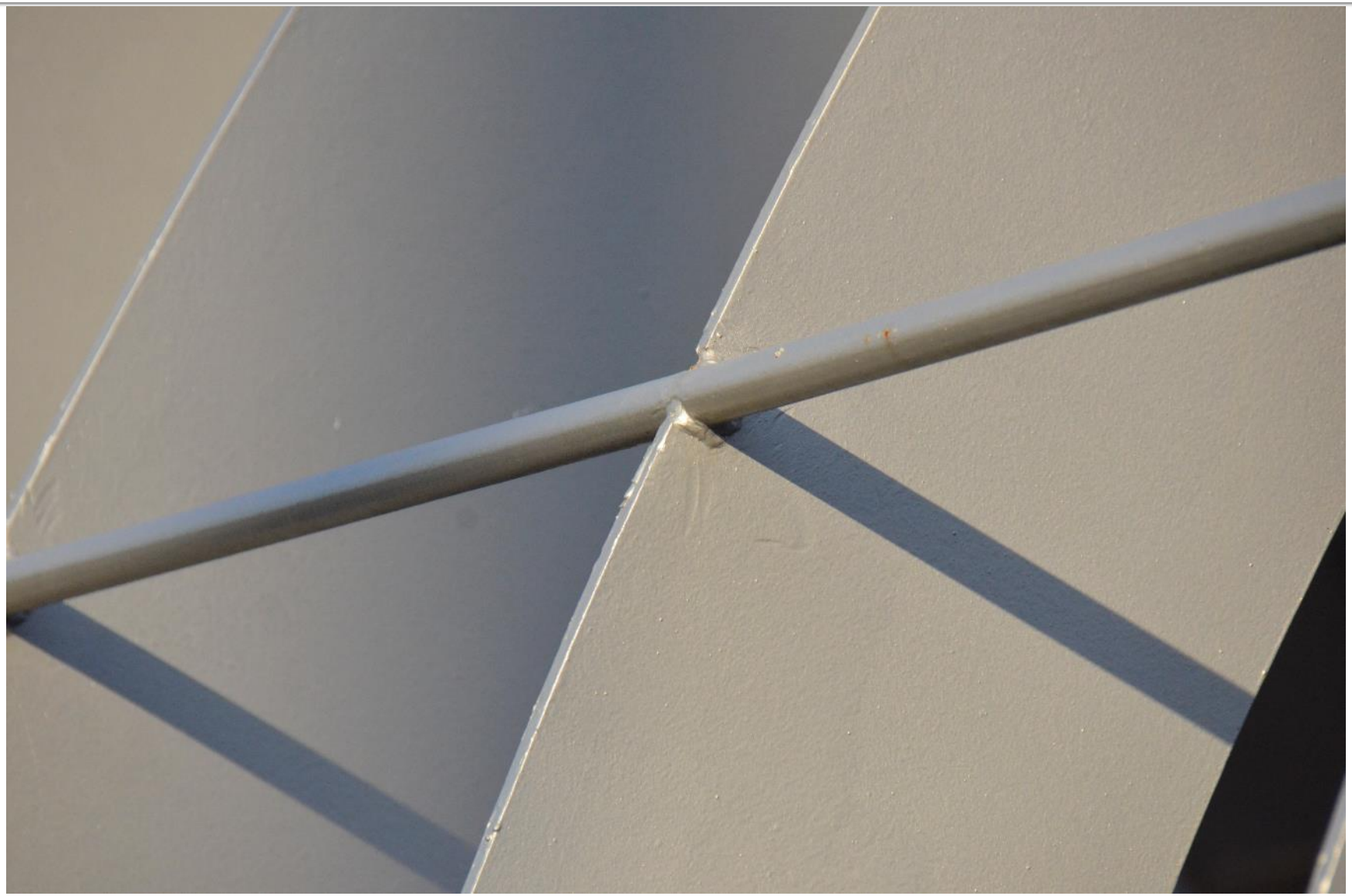
Substantial site welds

Structure of the deck support

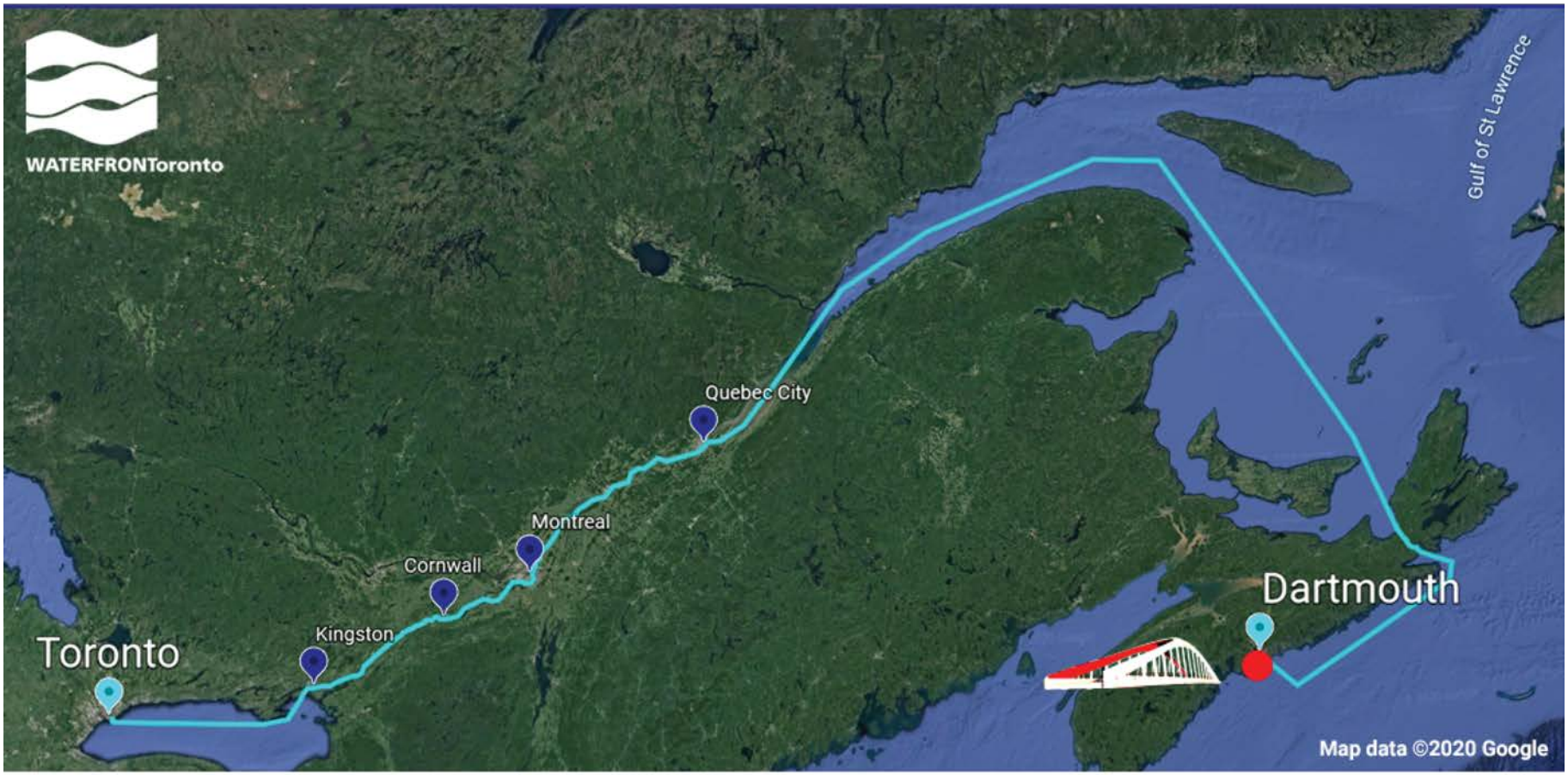




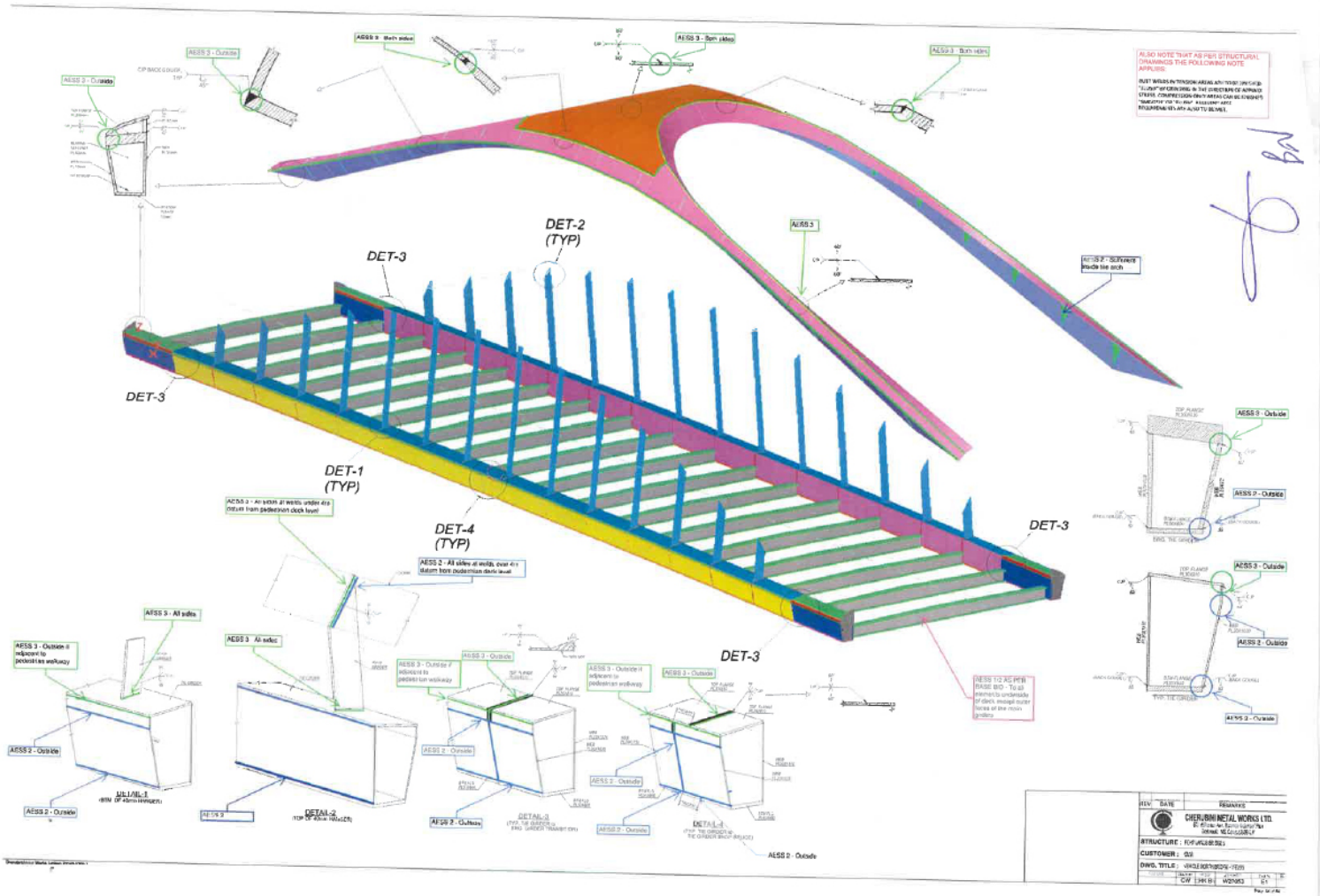


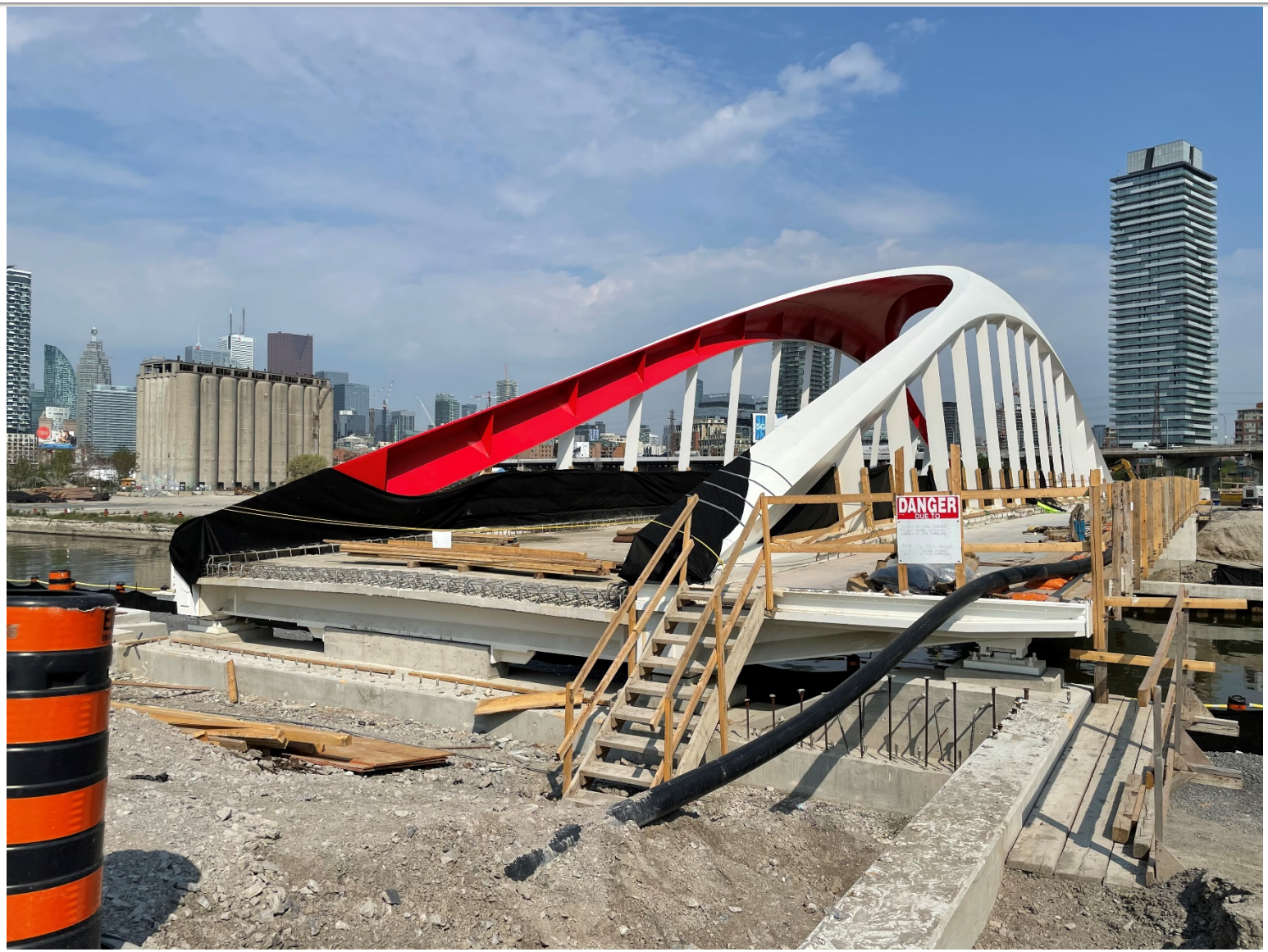
Bolted connections for the fins

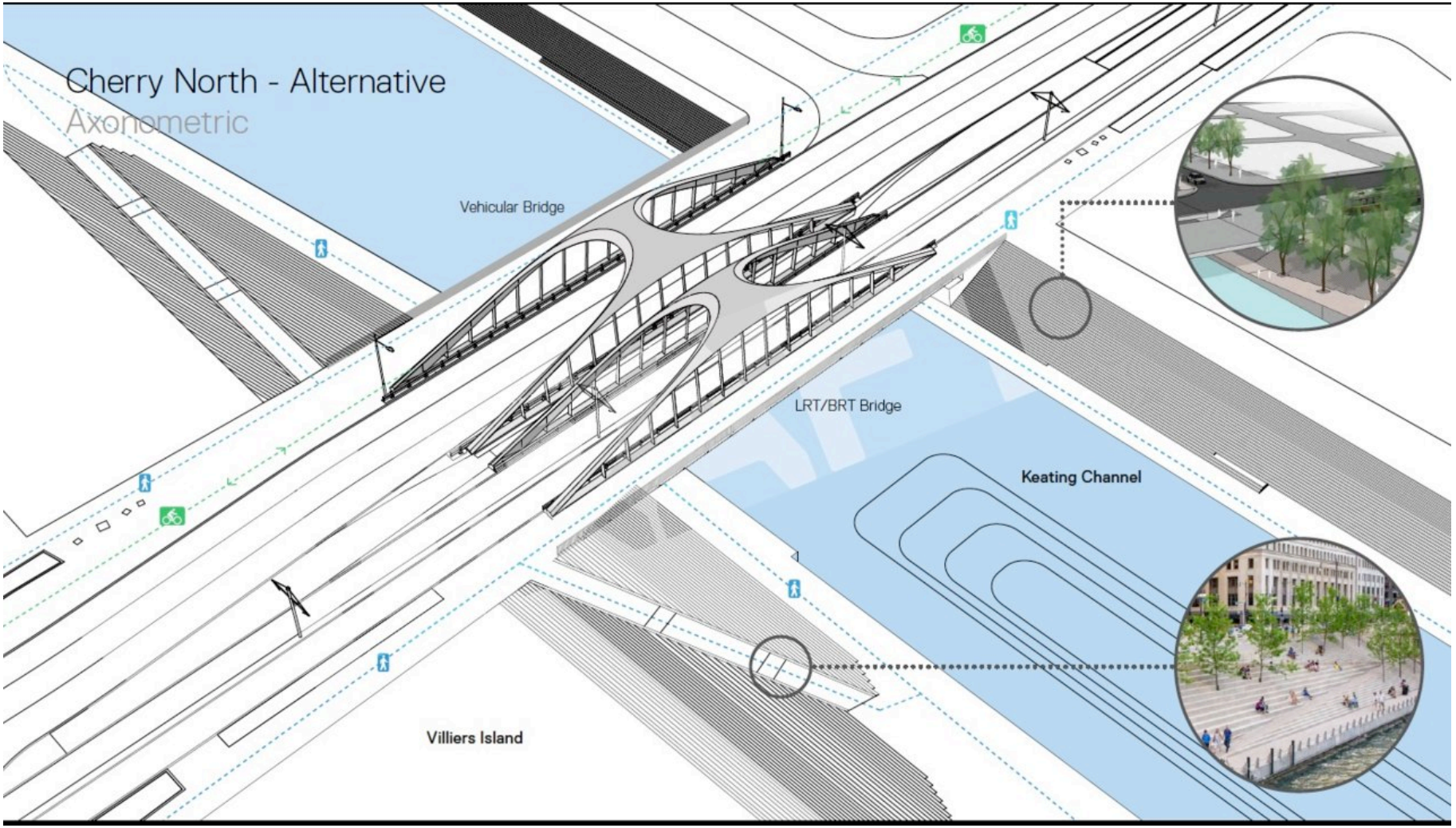
Port Lands Bridges Toronto

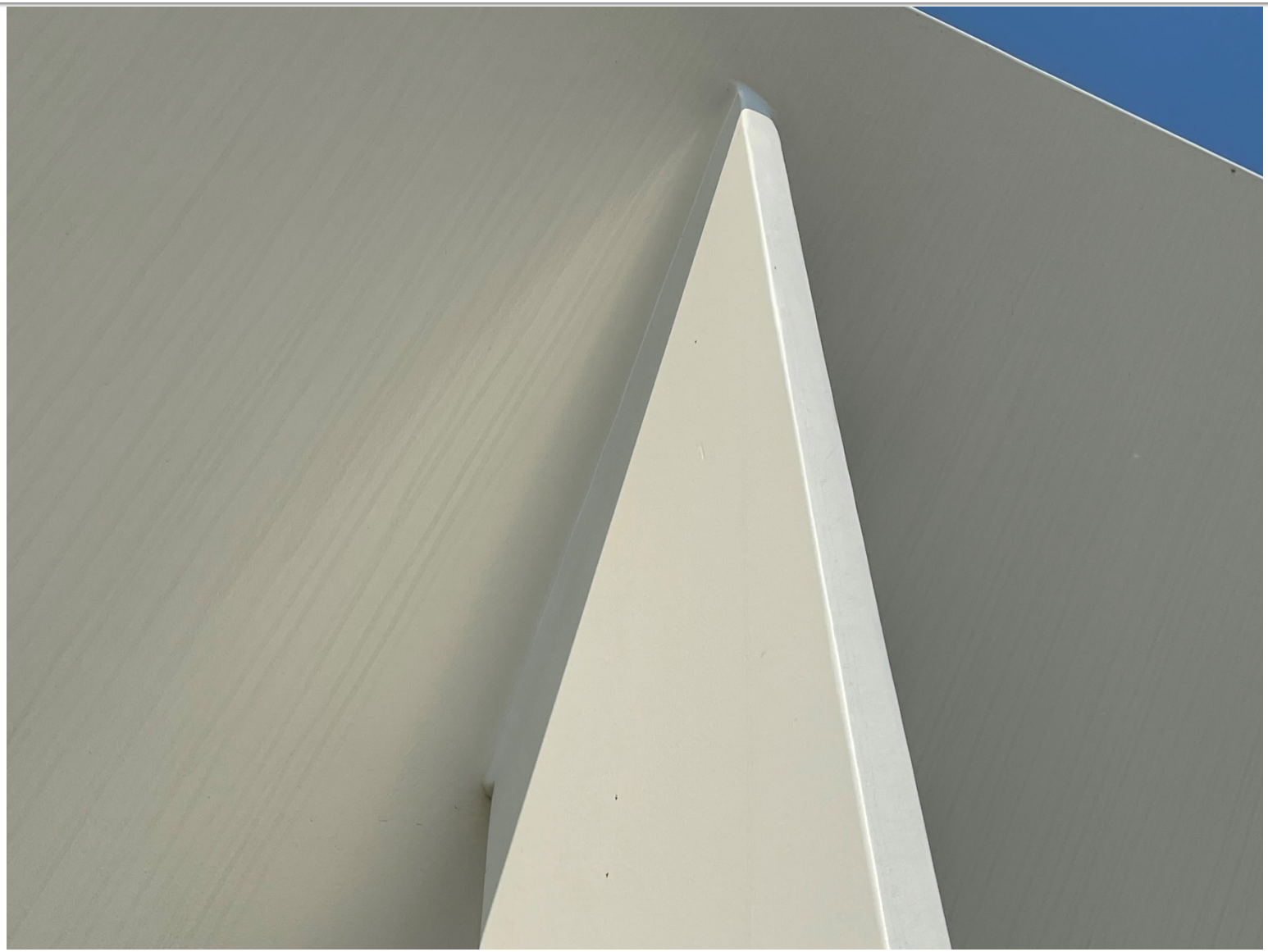

WATERFRONToronto
Gulf of St Lawrence
Quebec City
Montreal
Cornwall
Kingston
Toronto
Dartmouth
Map data ©2020 Google
Barge Route
Barge Location
#BridgeWatchTO

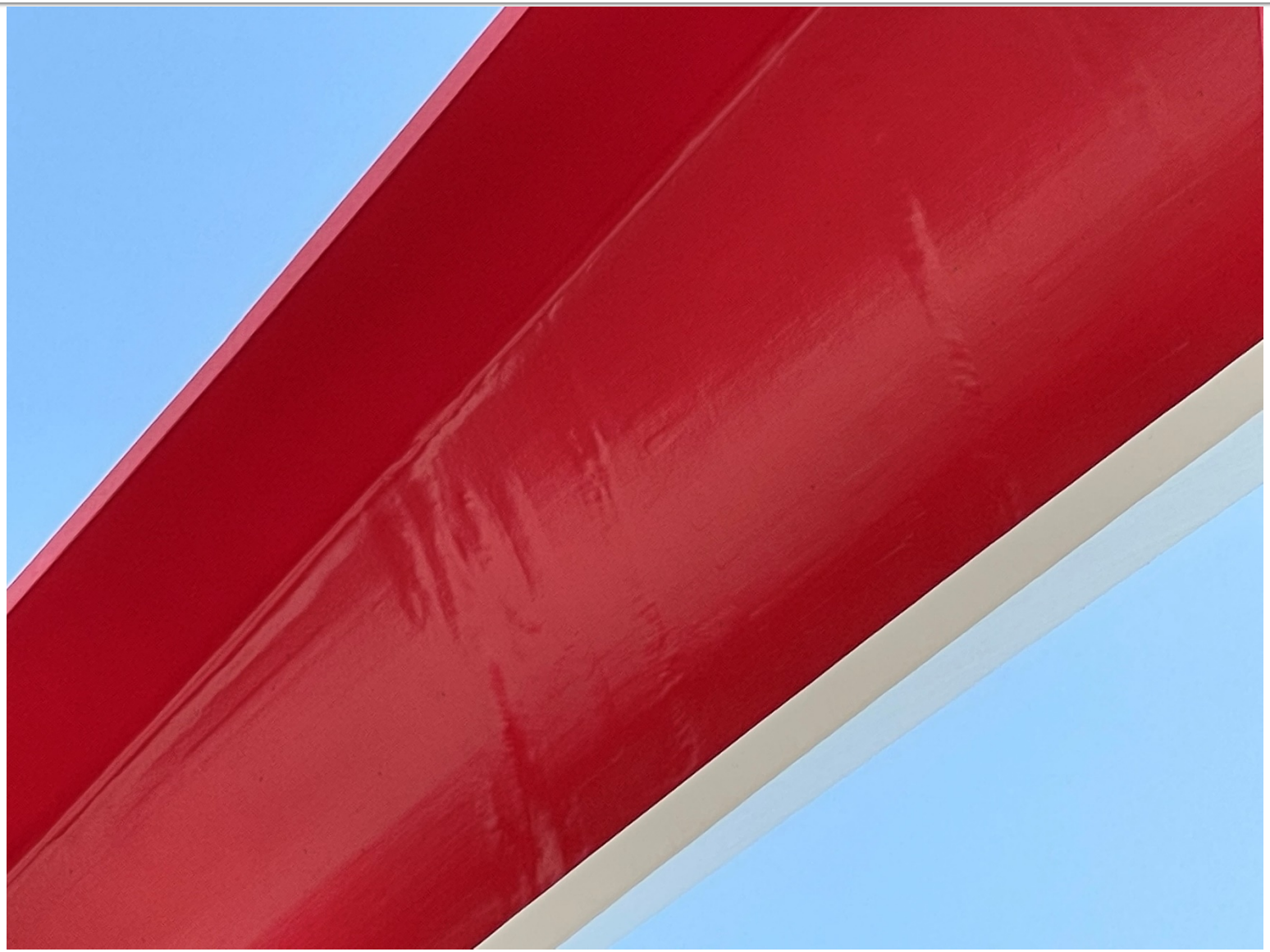

SLOVERTOWN SPIRIT
LOIS M


DET-2
(TYP)
DET-3
DET-3
DET-1
(TYP)
DET-4
(TYP)
DET-3
DET-3
AESS 3 - Outside
AESS 2 - Outside
AESS 3 - All sides
AESS 3 - Outside II adjacent to pedestrian walkway
AESS 3 - Outside I adjacent to pedestrian walkway
AESS 2 - All sides at welds over 4m datum from pedestrian deck level
AESS 1/2 AS PER BASE BID - To all elements underside of deck except outer faces of the main girders
ALSO NOTE THAT AS PER STRUCTURAL DRAWINGS THE FOLLOWING NOTE APPLIES:
DETAIL-1
DETAIL-2
DETAIL-3
DETAIL-4
CHERUBINI METAL WORKS LTD.
REMARKS
STRUCTURE :
CUSTOMER :
DWG. TITLE :


DANGER
DUE TO


Cherry North - Alternative
Axonometric
Vehicular Bridge
LRT/BRT Bridge
Keating Channel
Villiers Island






Goldhofer