

IN MEMORIAM

William M. Heenan, Jr., Former President of SRI, Dies

William M. Heenan, Jr., former president of the Steel Recycling Institute (SRI) and 2013 recipient of the Steel Market Development Institute's (SMDI) Lifetime Achievement Award, died this past December at the age of 65.

Thomas J. Gibson, president and CEO of the American Iron and Steel Institute (AISI), of which SRI and SMDI are both business units, issued the following statement earlier this month on Heenan's death:

"On behalf of the AISI family and our member companies, we were deeply saddened to hear of Bill's passing. Bill was a tireless and devoted leader in the steel industry, building SRI from the ground up and establishing steel as the world's most recycled material. We are forever grateful for the lasting impact Bill had on our industry and send our deepest sympathy to his family."

Lawrence W. Kavanagh, president of SMDI and longtime colleague of Heenan's, said, "Beyond work, Bill was a generous and devoted family man. He set an example for all of us by crediting every success he had to his family."

Heenan, who had retired in recent years to Daufuskie Island, S.C., was presi-

dent of SRI from 1990-2010. Prior to joining SRI, he was general manager of tin mill products for the United States Steel Corp., a position to which he was appointed in 1988. He was a lifetime board member of the National Recycling Coalition, served as a board member of Keep America Beautiful, Inc., and was co-chairperson of Keep Pennsylvania Beautiful.

Heenan is survived by Barbara, his wife of 43 years; two sons, Sean and Brian; and a daughter, Becky.



PROJECTS

First B2 Modules Hoisted

The first steel-framed modular units of Brooklyn's B2 tower—planned to be the tallest modular building in the world when it's completed late this year—were recently hoisted into place.

The building schedule called for the placement of three adjacent "mods," which together will compose a single apartment. The mods were built by union labor affiliated with the New York Building and Construction Trade Council. Mods are built fully assembled, including kitchens, bathrooms and appliances, then trucked to the construction site and hoisted by crane and bolted into place.

At 32 stories, B2 will be the world's tallest modular building and is one of 15 buildings planned at the \$4.9 billion, 22-acre Atlantic Yards site. The structure will be comprised of 4,000 sq. ft of retail space as

well as 362 residential units of which almost 50% will be designated as affordable housing for low-to-middle-income residents.

Banker Steel (an AISC member/AISC certified fabricator), the steel fabricator for the project, expanded one of its Lynchburg, Va., facilities earlier this year by an additional 45,000 sq. ft to create a purpose-built workshop solely dedicated to the fabrication of these modules. It is estimated that B2 will weigh almost half as much as a traditional steel building, cost 30% less to build and take significantly less time to complete, according to Banker Steel. In addition to requiring less labor, material and erection time, this process is expected to be safer, cause minimal disruption to the surrounding neighborhoods during construction and be environmentally friendly—estimated to reduce construction site waste by as much as 90%.

People and Firms

- **Lincoln Electric** (an AISC member) has acquired an ownership interest in **Burlington Automation Corporation**, a designer and manufacturer of 3D robotic plasma cutting systems based in Hamilton, Ontario. (Terms of the transaction were not disclosed.) In separate news, Lincoln Electric announced that it has entered into a definitive agreement to acquire **Robolution GmbH**, a provider of robotic arc welding systems based outside of Frankfurt, Germany.

- **Anthony Naccarato, P.E.**, has been promoted to president of Philadelphia-based structural engineering firm **O'Donnell & Naccarato**. He succeeds **Nick Cinalli, P.E.**, who served as president since 2003 and will remain a principal and active member of the firm's executive leadership team.



- **Victor Technologies**, a provider of solutions for cutting, gas control and specialty welding equipment, recently opened its West Lebanon Design Center. Dedicated to innovation in plasma cutting and arc welding technologies, the 50,000-sq.-ft facility employs approximately 75 people.

- **Tekla** has released **Tekla BIMsight 1.9**, the latest version of its free software tool for building information modeling (BIM) project coordination. The tool now supports SketchUp models to improve the design coordination process and BIM collaboration.

BOARD NEWS

AISC Board Elects New Chair and Vice Chair

The AISC Board of Directors elected a new chair and vice chair this fall during its Annual Meeting of the Members of the Institute in Cape Elizabeth, Maine. Jeffrey E. Dave, P.E., president and CEO of Dave Steel Company, Inc., Asheville, N.C., succeeds William B. Bourne III, president and CEO of Universal Steel, Inc., Lithonia, Ga., as chair of the 27-member board. James G. Thompson, CEO of Palmer Steel Supplies, Inc., McAllen, Texas, is the board's new vice chair. Both positions carry a two-year term.

"As past chair, I am very excited about the future of AISC," said Bourne. "The Board has chosen two exceptional people to lead our industry over the next four years. Our next chair, Jeff Dave, is a proven volunteer, an AISC board member since 2003 and a successful businessman. He has led his company, Dave Steel, for more than 20 years and is an important part of the Virginia Carolinas Structural Steel Fabricators Association. Jeff will have great backup with vice chair Jim Thompson. Jim has also successfully led his company, Palmer Steel Supplies, for more than 20 years and has served as a board member since 2007. Congratulations and thank you to both Jeff Dave and Jim Thompson."

Dave has worked in all areas of the steel fabrication business since 1985. During the past 20 years, he's played an instrumental role in the timing and implementation of significant process and technology changes at AISC-member fabricator Dave Steel Company, which has AISC Certified facilities in Asheville, N.C., and Chesnee, S.C., and an engineering office in Cincinnati. He was COO of the company from 1992 to 2004, and since then has served as president and CEO.

"Our industry will continue to experience quick advancements in the opportunities to use models throughout the design and fabrication processes," commented Dave on his new position. "As we push the edge of this technology and its use on steel construction projects, it will be very important for all to exercise due diligence in transitioning from research to case studies to normal use

and implementation on projects. One of my goals during my tenure as Chair is to make sure this transition process occurs in a manner that assures that we continue to achieve our mission of increasing the market share of steel by making structural steel the material of choice on construction projects."

Dave graduated from North Carolina State University with a bachelor's degree in civil engineering. In his early career he worked for several years at Newport News Shipbuilding in Newport News, Va. He also worked for a structural engineering firm on a contract at Langley Air Force Base in Hampton, Va., and an engineering firm in Raleigh, N.C. He's remained very active with various industry boards and associations as well as several local community boards. Since 1989 he's served on the Board of Directors of the Virginia Carolinas Structural Steel Fabricators Association, including a term as president. He joined the AISC Board in 2003 and has served for three years as chair of the Certification Committee as well as a two-year term as vice chair. Dave's grandfather, Joseph Dave, served on the AISC Board from 1959-1965, as well as his uncle, Bernard Dave, from 1970 to 1976.

Thompson has more than 30 years of experience in steel fabrication and erection. His expertise includes sales,

estimating, production management, operations management and administration management. He joined Palmer Steel Supplies, an AISC-member fabricator and AISC Certified fabricator, as a management trainee and promptly ascended to general manager in 1975. That same year he was promoted to vice president, and in 1984 he achieved the position of president. He currently serves as CEO, after passing on the presidency of the company to his son, Palmer, who is now the third generation of family management.

He grew up in numerous locations in the U.S. and Europe, and in 1969 he graduated from Texas Christian University (TCU) with a bachelor's degree in mathematics. While at TCU, he was enrolled in the Reserve Officers' Training Corps (ROTC) and was commissioned a 2nd lieutenant in the U.S. Air Force after graduating. He immediately entered pilot training and, after 53 weeks, earned his wings. He served on active duty for the next four years as an instructor pilot in Mississippi and Texas. Following his departure from the USAF, he moved to McAllen, Texas, and began his career at Palmer Steel Supplies.

Thompson joined the AISC Board in 2007 and has also been active on several local community boards.



Dave



Thompson

MARKET NEWS

Construction Spending Spikes to Four-Year Peak

An unusual surge in public construction in October pushed total construction spending to its highest level since May 2009 despite a dip in both private residential and nonresidential activity, according to an analysis of new Census Bureau data by the Associated General Contractors of America (AGC). Association officials urged lawmakers in Washington to make water and surface transportation investment a top federal priority.

“Nearly every category of public construction increased in October, according to the preliminary Census figures, although for the first 10 months of 2013 combined, public spending continues to lag the 2012 year-to-date total,” said Ken Simonson, the association’s chief economist. “Meanwhile, residential spending slipped for the month but still showed strong year-to-date gains, and nonresidential spending remained stuck in neutral.”

Construction put in place in October totaled \$908 billion, 0.8% higher than in September. But figures for August and July were revised down below levels that initially exceeded the current October estimate. The total for the first 10 months of 2013 was 5.0% above the year-to-date

mark for the same months in 2012.

Public construction spending jumped 3.9% for the month but trailed the 2012 year-to-date total by 2.8%. The two largest public components were mixed: highway and street construction increased 0.6% in October and 0.3% year-to-date, while educational construction leaped 8.5% for the month but fell 8.5% year-to-date, Simonson said.

Private residential spending slid 0.6% for the month but still climbed 17% year-to-date. New single-family construction decreased 0.6% in October but soared 30% in the first 10 months of 2013 compared with 2012. New multifamily spending advanced 2.2% in October and 46% year-to-date.

Private nonresidential spending edged down 0.5% for the month and up 0.8% year-to-date, Simonson observed. The largest private nonresidential category, power—including oil and gas as well as electricity—plunged 5.7% and 5.8% over the two time periods. But the next three niches by size—manufacturing, commercial (retail, warehouse and farm) and office—rose for the month and year-to-date.

“Construction will likely display varied patterns in the next several months,” Simonson said. “Multi-family construction will keep burgeoning but single-family homebuilding may stall. Private nonresidential spending should benefit from more power, energy and manufacturing work. Public construction remains threatened.”

Association officials said Congress and the administration should keep public construction from returning to its recent slump by quickly completing water resources development legislation that has already passed both the House and Senate, as well as passing a new surface transportation bill this year that funds repairs to deteriorating highway, bridge and transit infrastructure. They added that any new transportation bill must include provisions to adequately fund the nearly depleted federal Highway Trust Fund.

“If Congress can act in a bipartisan way on transportation funding as it did on the water resources bill, it can avoid a cliff-like drop in highway spending,” said Stephen E. Sandherr, the association’s CEO.

PROJECTS

Rehabilitating the Heaviest Double-Deck Lift Bridge

Bridge engineering firm Modjeski and Masters has been selected by the Michigan Department of Transportation (MDOT) for the rehabilitation design of the Portage Lake Lift Bridge, a 269-ft-long, 54-ft-wide steel lift bridge. The lift span, which can be raised up to 100 ft, features upper and lower decks capable of carrying a total of eight lanes of U.S. Highway 41 and M-26.

As part of the agreement, Modjeski and Masters will lead the steel replacement design as well as the electrical and mechanical design of the rehabilitation.

The project will focus primarily on the replacement of the wire ropes, a critical hoisting mechanism. To successfully accomplish this, Modjeski and Masters engineers proposed that replacement take place during winter months when the bridge can be left in the fully lowered position, with traffic maintained on the

upper deck. This would also help to accommodate snowmobile traffic, which commonly uses the lower deck during the same season. The engineering team will also implement homeland security recommendations, provide structural repairs to the operator’s house and design upgrades to the barrier gates.

Preservation of this historic structure is a high priority for the state. The Portage Lake Lift Bridge was completed in 1959 and is the fourth bridge crossing to be built at the site (following two steel swing bridges as well as the original 1875 wooden swing bridge).

“The Portage Lake Lift is no doubt an iconic structure due to its sheer size, but also its history of connecting the two communities,” says Kevin Johns, P.E., project manager and movable bridge business unit leader with

Modjeski and Masters. “We’re very grateful to continue our long-term relationship with MDOT and are thrilled to help with the rehabilitation of this monumental bridge.”

The rehabilitation design is scheduled to be finished by the end of the summer, and construction will take place during the first half of 2015.



Nathan Hoff

PROJECT NEWS

High Steel and Hirschfeld to Fabricate Steel for Tappan Zee Bridge

High Steel Structures, Inc. (an AISC/NSBA member and AISC Certified fabricator) of Lancaster, Pa., and Hirschfeld Industries (an AISC/NSBA member and AISC Certified fabricator), LLP of San Angelo, Texas, have each been awarded a contract to fabricate structural steel for the approach spans of New York's new Tappan Zee Bridge. The project is the largest design-build transportation project to date in the U.S. and one of the largest construction contracts in New York State history.

After proposals were submitted in mid-2012, the New York State Thruway Authority awarded a \$3.142 billion contract to design and build the project to Tappan Zee Constructors (TZC), a consortium including Fluor Enterprises, Inc., American Bridge (an AISC/NSBA member and AISC Certified fabricator and Advanced Certified steel erector), Granite Construction Northeast, Inc., and Traylor Bros., Inc. (an AISC member erector). The design team working with Tappan Zee Constructors consists of HDR, Buckland & Taylor, URS and GZA.

Shortly after the project was advertised, High Steel Structures and Hirschfeld Industries teamed together to bid the project due to the massive size and scope of the steel production.

Fluor Enterprises is TZC's lead contractor for sourcing the structural steel. The project was divided into two steel

packages: one for the approach steel, totaling nearly 100,000 tons; and another for the main span cable stay steel, totaling approximately 10,000 tons. Each fabricator will produce approximately half of the steel under separate contracts, and will provide portions of both the eastbound and westbound approach spans. The main span steel package has yet to be bid.

Steel deliveries are set to begin in October and will continue into the first quarter of 2017. High performance steel (HPS) plate is being employed in the design. The primary material supplier for the project is ArcelorMittal USA.

"The award of the Tappan Zee structural steel contract to the team of fabricators High Steel Structures, Inc. and Hirschfeld Industries, with material supply by ArcelorMittal USA, validates the fact that the United States steel construction industry has the capacity, capability and collaborative spirit to meet our nation's infrastructure needs," stated AISC president, Roger Ferch.

"We answered our industry's call for leadership," Hirschfeld's executive vice president, John O'Quinn, said. "Together we were able to provide the owner and design-build team with all the tangibles a project of this magnitude required, while mitigating their risks. The largest design-build bridge in U.S. history will utilize the two largest bridge fabricators in the U.S.; it just makes sense."

High Steel president Brian LaBorde said, "We are looking forward to working on this historic project, which demonstrates that fabricators in the U.S. have the capacity and capability to fabricate and deliver the massive quantity of structural steel required for a project of this size—a win for Buy America."

Located north of New York City, the new Tappan Zee Bridge will carry the Thruway, Interstate 87 and Interstate 287 over the Hudson River between South Nyack, N.Y., and Tarrytown, N.Y. According to the Thruway Authority, the first span of the new twin-span bridge is scheduled to open in 2016, and the new bridge should be complete in 2018. The bridge will be designed and constructed to last 100 years without major structural maintenance.

In separate news, High Industries, Inc., the holding company for High Steel Structures, recently announced the formation of High Structural Erectors, LLC, a new company that combines the field operations of High Steel Structures and High Concrete Group, LLC, and provides erection services to the infrastructure, commercial, institutional and industrial markets. The company began formal operations as a High Industries affiliate in October.



Tappan Zee Constructors LLC and HDR Engineering Inc.