



Moving forward

Highway twinning enhances safety, builds legacy

CONTRIBUTED

The Nova Scotia Department of Transportation and Infrastructure Renewal is studying the concept of ramping up the twinning of highways to address traffic volumes and dangerous sections. The NSRBA is supportive of this initiative on many levels.

Grant Feltmate, Executive Director of the Nova Scotia Road Builders Association says: "A major investment in twinning would have significant economic value and importance to the provincial economy."

The NSRBA believes that thousands of jobs will be created both short and long term. "This bodes well for anyone working in the construction industry out west who wants to come home," Feltmate stated. "These are good paying jobs in Nova Scotia."

Gary Rudolph, President of the NSRBA says that the social impact is equally important. "Lives are saved when highways are twinned and good jobs are created. These job opportunities are located in rural Nova Scotia. This is of huge importance for our families living in small towns throughout the province." Rudolph goes on to say that "any significant twinning project would be beneficial to the provinces GDP and simply would boost the economic climate, however, saving lives remains the most important driver."

When the NSTIR receives their final report on the twinning, Feltmate says "we are sure that they will assess all aspects of the initiative from saving lives to ease of travelling to the economic impact. We are sure they will diligently identify construction scenarios and timelines, ultimately select the most cost effective means to move forward and undertake the work."

"All Nova Scotians can relate to the peace of mind when travelling on a twinned section of highway. It is safe, it is efficient and it is good for the economy," Feltmate stated. There are eight sections of highways under consideration for fast tracking of twinning. They include high volume sections of Highway 101, 103, 104 and 107.

"NSTIR acknowledges that safety is a major driving force," says Feltmate. Through conventional funding, it is estimated that twinning these sections of highway would take decades. A concentrated effort and effective funding model could see these same sections completely twinned in less than 10 years.

In summary, the proposed twinning projects could bring a huge financial boost to the province and leave a legacy of assets that will greatly improve the quality and productivity of where we live.



A major investment in highway twinning would have significant economic value and importance to the provincial economy. CONTRIBUTED



Lives are saved when highways are twinned and good jobs are created. CONTRIBUTED

NSRBA Membership 2016

3091592 Nova Scotia Limited
Aberdeen Paving Limited
Absolute Traffic Services Limited
Acklands-Grainger
Aggregate Equipment (Atlantic) Ltd.
Allnorth Consultants Ltd.
Allstar Rebar (Nova Scotia) Ltd.
Allterrain Contracting Inc.
ALPA Equipment Company Ltd.
Alva Construction Limited
Amec Foster Wheeler
Archibald Drilling & Blasting (1986) Limited
ARMTEC Ltd.
Arrow Construction Products Ltd.
Arthur J Gallagher
Asphalte Equipments Canada Inc.
Atlantic Cat
Atlantic Explosives Limited
Atlantic Industries Limited
Atlantic Road Construction & Paving Ltd.
Axis Mobility Limited
B. Spicer Construction Ltd.
Barrett Enterprises Limited
Basin Contracting Limited

Bell Mobility Inc.
BERPIC Inc.
Bird-Stairs
Birrette East Uniacke Rock Quarry
Black and McDonald Ltd.
Blue Water Group
Bluewave Energy
Bourque Security Services NS
Brand Tractor Ltd
Brenntag Canada
Brycon Construction Limited
Canada Culvert
Casey Concrete Ltd.
CBCL Limited
Chapman Bros. Construction Ltd.
CIBC Commercial Bank
Conrad Bros. Limited
Consbec Inc. Drilling & Blasting
Costin Paving & Contracting Limited
Craig Manufacturing Limited
Creighton Rock Drill Ltd.
CRH Canada Group Inc.
Cumberland Paving & Contracting Ltd.
Dexter Construction Company Ltd.
Direct Traffic Control Inc.

Drive Products Inc.
Duron Atlantic Limited
Dyno Nobel Limited
East Coast Capital Inc.
East Coast International Trucks, Inc
Eastern Fence Erectors
Eastern Infrastructure Inc.
Elmsdale Landscaping Limited
Engineered Pipe Group
Englobe
EXP
Fairley and Stevens Ford
Gary Parker Excavating Ltd.
Gateway Insurance Group
Gateway Materials Ltd.
GE Canada Equipment Financing GP
GEMTEC Limited
General Liquids Canada
GHD Limited
Gillis Truckways Inc. (Trailer Sales)
Grant Thornton LLP
Graymont NB
Hertz Equipment Rental
Higgins Construction
Howard E. Little Excavating Ltd.

Industrial Cold Milling
Innovative Surface Solutions
IronPlanet
Irving Equipment Limited
Irving Oil Commercial GP
J.A. Larue Inc.
Jardine Lloyd Thompson Canada
J. R. Eisener Contracting Ltd.
K & M Inspection Consultants Ltd.
Keltic Motors Ltd.
L.S.W. Wear Parts Limited
Lafarge Canada Inc.
Laurentian Bank of Canada
Leica Geosystems Ltd.
Liebherr Canada
LVM / Maritime Testing Limited
Mac Williams Engineering Limited/
Division of Strum Consulting
MacKays Truck & Trailer Ltd.
Maritime Fence Ltd.
Maritime Road Recycling Inc.
Marsh Canada Limited
Martin Marietta Materials Canada Ltd
McAsphalt Industries Ltd.
McLennan Sales Div. of EMCO Limited

McLeod Safety Services Ltd.
McNally Construction Inc.
Metso Minerals Canada Inc.
Modern Enterprises Ltd.
Municipal Ready-Mix Ltd.
National Leasing
Norquip Supply Ltd.
North East Truck & Trailer
Northeast Equipment Ltd.
Northern Construction Inc.
Northern Contracting Limited
Nova Construction Company Ltd.
Nova International Ltd.
Nova Truck Centres
O'Regan's National Leasing
Ocean Contractors Limited
Ocean Paving Limited
Ormac Industrial Supply Inc.
OSCO Concrete
Parts for Trucks, Inc.
Peterbilt Atlantic
Poly-Mor Canada Inc.
R.S.T. Industries Ltd.
Ritchie Bros. Auctioneers (Canada) Ltd.
Roadtec Inc.

Ron Chisholm Hydro-Seeding Ltd.
Roto-Mill Inc.
S. W. Weeks Construction Ltd.
Sackville Trenching Ltd.
Safety First-SFC Ltd.
Sancton Equipment Inc.
Scotian Materials Limited
Seaboard/Harmac Transportation Group
Selby Testing & Engineering Ltd.
Shaw Group Limited
Sitech QM
Sojourn Signs
Soleno Inc.
Source Atlantic
South Shore Ready-Mix
Stanhope Simpson Insurance Ltd.
Stantec Consulting Ltd.
StrataWorks Canada Ltd.
Strescon Ltd.
Strictly Sales & Service Inc.
Strongco Equipment Limited
Superior Screens, Conveyors & Crushers, Inc.
T.G. Mac Sales Ltd.

The Canadian Salt Company Ltd.
The Cat Rental Store/Hewitt Rentals
The Guarantee Company of North America
Tirecraft
Trans East Trailers Ltd.
Trout River Industries Inc.
TruNorth Communications
Tsurumi Canada
Turf Masters Landscaping Ltd.
United Rentals of Canada Inc.
Urquhart-MacDonald & Associates
V. J. Rice Concrete Ltd.
WAJAX Equipment
Weightronic Canada Inc.
Wilcraft Concrete Services
Will-Kare Paving & Contracting Ltd.
Wilson Equipment Limited
Wolsley Waterworks
WSP Canada Inc.



For NSRBA Membership and other information, please call 405-3497

Critical investments for our country

Infrastructure renewal underway across Canada

CONTRIBUTED

The federal government plans to spend \$120 billion on long-term infrastructure funding over the next decade.

The Canadian Construction Association, the national body for the Nova Scotia Road Builders Association, says that's good for business and good for the country.

"Infrastructure renewal is critical to the future of Canada," Michael Atkinson, president of CCA, said when the budget was announced.

"Budget 2016 commits an impressive additional \$60 billion plus in new federal infrastructure investments in two phases, while accelerating portions of the existing Building Canada Fund. The budget also commits unused portions of the previous Building Canada Fund to the Gas Tax Fund over the next two years."

Brad Scott volunteers to represent NSRBA on the CCA board and is vice-chair of the Civil Infrastructure Council of Canada. He's also the vice-president of finance at Basin Contracting Ltd. in Elmsdale, N.S. He says more than half of the \$120 billion is new money.

"Together with numerous counterpart organizations across the country, the Nova Scotia Road Builders Association supports this investment. It is key to the economy of Nova Scotia that goods and the motoring public travel efficiently and safely. Increased investment in our aging infrastructure is critical for job creation, trade and economic growth," Scott says.

"The challenge going forward will be to access these federal funds. Nova Scotians deserve to benefit from these programs, however the process and planning required to utilize them has not been completely refined. It is a priority of NSRBA to assist our province and municipalities. It is essential that incremental funds are available to expand their capital spending."

In addition to these new infrastructure funds, the budget commits \$3.4 billion in investments for federal infrastructure assets, as well



Infrastructure renewal is critical to the future of Canada. CONTRIBUTED

as \$2 billion over three years starting this fiscal year for a new post-secondary institution investment fund. Combined, these commitments will significantly accelerate the pace of infrastructure modernization across Canada.

That's great news for the 1.35 million Canadians who work in construction. Over the next decade, Canada will grow to own the

world's fifth-biggest construction market, driven by the demand for natural resources and the need to update the country's infrastructure.

"The association also looks forward to working with the government in helping to shape phase two of its infrastructure plan, which promises to be broader and more ambitious than phase one," Michael Atkinson added.

The budget will also put \$5 billion over five years into water, wastewater and green infrastructure projects. Another \$3.4 billion over that period will go to social housing, early learning and child care, cultural and recreational infrastructure, along with community care facilities. Some \$255 million over two years will go to the First Nations Infrastructure Fund to build

bridges, roads, energy systems, and infrastructure to offset natural disasters.

According to the 2016 Canadian Infrastructure Report, increasing reinvestment will actually save money. For example, if a road is let to go below fair condition, it'll cost much more to repair. Preventative maintenance avoids service disruptions and costs less.



The Nova Scotia Road Builders Association made a \$33,905 donation to the Colchester East Hants Hospice Society from the proceeds of their 2016 AGM live auction. The charity was chosen by Immediate President Pam Sullivan and funds will be directed to Jason Fahey Legacy Fund within the Hospice Society. Those present for the presentation were Doris Fahey (Jason's mother), Bridget Fahey (Jason's sister), Craig Johnson (ED Hospice Society), Pam Sullivan (NSRBA Past President), Gary Rudolph (NSRBA President), Peter Fahey (Jason's brother), Andrew Lake (NSRBA Past President) and Grant Feltmate (ED NSRBA). CONTRIBUTED

Giving back to the community

NSRBA assists with numerous worthwhile causes across Nova Scotia

CONTRIBUTED

The Nova Scotia Road Builders Association realizes how important it is for businesses to give back to the province where their livelihood is made, both as individual companies and under the umbrella of the Association. Beginning in 2008, the NSRBA has held an auction at its annual general meeting, with the proceeds going to a local charity.

The first year, the Association held a live auction with the proceeds going to the Children's Wish Foundation of Canada. This formal evening raised more than \$80,000, one of the largest that the charity had ever received from a third-party event.

The next year, the format changed to a silent auction, a tradition which continues to this day. Some of the charities which have benefited have included the Truro Star program for disabled children, the Bedford Sackville Develop-

mental Centre, Laing House, Tearmann House, Third Place Transition House, the Canadian Association for Community Living, and the RK MacDonald Nursing Home. At this year's annual general meeting, the NSRBA returned to the live auction format.

Some years, as many as 110 items were available for auction but the organizers have come up with a format that sees fewer items for the organizers to collect, deliver to the venue at the Westin Hotel, and display. The items up for auction have included trips to hockey games in Montreal and golf excursions. The president of the Road Builders Association picks the charity that will benefit from the auction.

Members contribute to the auction in other ways, as well. For example NRSBA member Thompson's Moving has assisted in transporting donations from the volunteer auction coordinator's office to the Westin Hotel, a major and welcome time saver.

In the summer, members of the NSRBA gather in Truro for the annual fundraising golf tournament. The charity of choice for

this event is the Turkey Club. Last year's tourney attracted more than 144 players and raised \$5,000. The Turkey Club was founded in 2004 by the late Jack Cruikshank as a means of providing families in need with the fixings for a turkey dinner during the holidays.

Ron Legere, a former NSRBA president, is the person behind this initiative. "I was playing golf with the late Jack Cruikshank and three others from the club and they told me about the work of the Club, which raises money all year round so people can have a Christmas dinner," Legere said in an interview two years ago. "They give out at least 1,000 turkey dinners with all the fixings every year. Since his death, it's been operated out of the Parker Street Food Bank. It's a worthwhile charity, run by volunteers and less than five per cent of the money raised goes to overhead."

Additionally as it has done for the past few years, the NSRBA made a \$650 last year to the TAPA Cat Rescue Society, ensuring its charity extends not only to residents of the province but to animal friends as well.

Awareness saves lives

Speed and attentiveness are the two major issues in highway safety

CONTRIBUTED

If you were zipping along a highway and suddenly found yourself driving between desks, chairs, dividing walls and office workers, you'd slow to a crawl until you had safely passed through.

If the workers have hardhats and steel-toed boots rather than shirts and ties, you should still slow down until you've safely made it through the work site.

That's the message from the Nova Scotia Road Builders Association.

"The main issues are driver awareness and driver speed," says Gary Rudolph, president of the association. "Awareness would be paying attention to the signage and the channeling of the traffic through the work zone. Sometimes there is a speed reduction — especially in the 100 series of highways — from 100 or 110 down to 80."

Rudolph says too often drivers treat the signs as suggestions and speed through the narrow passage in the on-road work site. So don't text mid-drive to tell your friends you're running late because you've hit construction.

"We're looking for safe passage of the public through the construction zones," Rudolph says. "It's equally important to protect the public. You have some slow-moving vehicles coming and going."

Safety extends beyond the construction site, as some people begin to slow down as the advanced signage tells them too, but others aren't paying attention and rear-end another vehicle.

"Orange cones and traffic drums are usually what stand between highway workers and drivers during road construction," says Transportation and Infrastructure Renewal Minister Geoff MacLellan. "We're asking all drivers to slow

down, be patient and remain alert when travelling through work zones. By doing so we can save lives."

NSRBA also backs the call to twin more of the province's highways to increase driver safety. That will also mean an increase in construction on the highways. For now, they're waiting for the government to decide how to deal with the issue.

"We care about the safety of our workers and everyone who travels on our roads," said Grant Feltmate, executive director of the association. "If everyone does their part, plans ahead and respects work zones, we will be able to work through the 2016 road construction season safely and successfully."

With the Department of Transportation and Infrastructure Renewal, NSRBA launched a campaign this year called The Road Is Our Workplace. They're running ads to educate the public. The province says it spent \$235 million to build and improve roads over the last few years. That puts hundreds of Nova Scotians to work on the roads.

The campaign calls on drivers to:

- Watch for construction zones
- Use caution
- Slow down
- Obey construction zone signs
- Obey traffic-control people

It also points out that drivers face fines of up to \$2,400 plus demerit points on their licence if they speed in a work zone. And a moment's inattention can and has led to deaths — the deaths of workers and the deaths of people driving through the construction zones.

"Safety is such an important aspect of executing the work and making sure that no one's injured on the work site itself, on the approach, or leaving," Rudolph says.

"We as an industry put a lot of focus on safety and look forward to another construction season ahead and safe passage for everyone through these work sites."

The raw materials for progress

Pits and quarries provide the necessary ingredients for infrastructure development

CONTRIBUTED

Pits and quarries in Nova Scotia provide the essential raw materials to build hospitals, schools, residential units, recreation facilities, commercial and industrial buildings, as well as the very means to construct and maintain our entire infrastructure. Quarries co-exist with communities in every county of the province and are fundamental contributors to our lifestyles, our towns and our economy.

Aggregate producers work collectively and diligently to promote the responsible use of aggregate resources through the effective engagement of communities, stakeholders and government regulators. Local aggregate producers take pride in their communities and willingly step forward with many good will initiatives. They provide much needed employment, offer ongoing training and operate safe facilities with a long term approach.

By definition, a “quarry” is an excavation requiring the use of explosives, made for the purpose of removing consolidated rock. Quarries vary in size and scope but are responsibly operated and managed with regard for provincial regulations and established guidelines. Of importance, history has proven that many quarries have successfully transitioned to recreational lands, housing and commercial use. It is estimated that the total land use for quarries in Nova Scotia is approximately 0.11 per cent of the total land base in the province.

On average, highways require 18,000 tonnes of aggregate per km, homes require 160 tonnes, hospitals and schools typically 15,000 tonnes and each person uses directly or indirectly 10-15 tonnes of aggregate per year (one truck load). Aggregate facilities provide significant employment in rural Nova Scotia and support a broader economic and recreational base with all of our communities. In total, approximately 13 million tonnes of aggregate is produced annually in Nova Scotia to sustain our lifestyle and infrastructure needs. Identifying good geology is a key factor when determining quarry locations, as concrete and asphalt require the highest quality rock available. This ensures our buildings, bridges and roads stand the test of time.



Quarries co-exist with communities in every county of the province and are fundamental contributors to our lifestyles, our towns and our economy. CONTRIBUTED

Most of the aggregate sourced

through pits and quarries is used in the local area. For taxpayers this is the most cost effective and environmentally responsible approach. Trucking aggregate unnecessarily long distances is expensive for taxpayers and adds substantially to the carbon footprint.

Quarries, of all sizes, whether less than four hectares or over, are highly regulated and monitored by Inspectors from Nova Scotia Environment. The existing Pit & Quarry Guidelines are some of the most stringent of all jurisdictions in Canada. In any given year, it is not

unusual for a quarry to be inactive or dormant for an extended period, especially if there is no demand in that area. Regardless, aggregate producers continue to monitor their respective sites to ensure full compliance to NS Environment requirements. At the end of its useful life pits and quarries are rehabilitated, a mandatory requirement of approved sites.

The Public Consultation Protocol recently introduced by the NSRBA is a best practice template through which aggregate producers diligently identify future sites, consult

with local communities, neighbors and stakeholders, communicate important information and potentially develop quarries of less than four hectares in size. Once operational, aggregate producers ensure all activities remain respectful of the environment and the local communities which they work within. Quarry producers safely manage operations and ensure full compliance to all the environmental Terms and Conditions associated with their respective Nova Scotia Environment Approvals.

DEXTER

As the workhorse of the Municipal Group of Companies, and a longtime member of the Nova Scotia Road Builders Association, Dexter Construction has been serving Atlantic Canada and beyond for over 50 years. Our team is committed to safety and efficiency, and our expertise is demonstrated across a wide range of integrated heavy civil services. Please visit www.dexter.ca to learn more.



GLC | GENERAL LIQUIDS CANADA

General Liquids Canada is one of the Municipal Group's newest divisions as well as a proud member of the NSRBA. Backed by a full-scale production and lab facility, we deliver numerous maintenance-preservation solutions, including: Micro/Slurry Seals · Chip/Fog Seal · 100% Recycle Mix Dust Suppressants · Ultra Thin Lift Overlays · Asphalt Emulsions · Asphalt Cements

www.general-liquids.ca | 902-835-3381



Proud member and supporter of The Nova Scotia Road Builders Association



HIGHWAY CONSTRUCTION

BRIDGE CONSTRUCTION

ASPHALT PAVING

QUARRIED AGGREGATES

Over 50 Years Serving Atlantic Canada's Heavy Civil Construction Industry

Nova Construction Co. Ltd.

Head Office: P.O. Box 1328, 3098 Post Road
Antigonish, Nova Scotia B2G 2L7
T: 902.863.4004 Fx: 902.863.2291
novaconstruction@ns.sympatico.ca

Bridges that connect communities

Bridge upgrades critical to province's highway infrastructure

CONTRIBUTED

In a province that has many rivers and streams, bridges are an important part of the highway infrastructure. Travelers on three of the province's main roads, Highway 7, Highway 102, and Highway 14 have seen construction on three major bridges in the past couple of years.

In Sheet Harbour, the 60-year-old East River Bridge has been replaced with a modern one to the south.

"We went from a steel arch type bridge to one with a concrete deck and realigned the road," Ryan Swinemar, a senior bridge engineer with the Nova Scotia Department of Transportation and Infrastructure Renewal, says. "The total cost of the project was \$16 million and that included removing the old bridge. The new bridge was opened in December last year and we're now in the process of removing the old one. It was a pretty complicated structure to build and it's taking us four months to remove."

Another project that is now complete is the replacement of the Shubenacadie River Bridges, both north and southbound on Highway 102.

"Anyone who's traveled that road is familiar with how we did this project," he says. "It was a two-year project costing \$22 million. We built a temporary bridge in the middle as we worked on each side. What is interesting about that is that we didn't have to build any type of pier to support the temporary bridge, we were able to connect it to the two existing bridges, something that we've never done before."

The third major bridge project is the realignment of Highway 104 and building a new, twin Lower South River Bridge as part of the twinning of Highway 104 outside of Antigonish between Beech Hill Road and Taylors Road. This new section of highway will replace the old two-lane road and bridge. Swinemar says these two bridges have the longest spans in the province. The two new bridges are multi-span, trapezoidal steel box girders. The eastbound bridge will be 309 metres in length, while the westbound will be even longer, at 328 metres.

"The total cost to build these two bridges is \$32-33 million, one of the largest tenders we've ever had in the province," he says. "They are scheduled to be paved this summer and open in the fall." The lead construction company



South River Bridge. CONTRIBUTED



Shubenacadie River Bridge. CONTRIBUTED

for the Shubenacadie and East River Bridges was Dexter Construction while Nova Construction was responsible for building

the Lower South River Bridge. "All of these projects have been designed so they would not be too disruptive to the travelling

public," he says. "In fact, if you drive over them, without even noticing that we're working, then we're doing our job."

NOVA SCOTIA ROAD BUILDERS ASSOCIATION

Honorary Members:

- Arthur Dechman*
- Peter Ross*
- Dan Arbing*
- Vincent Dillman*
- John W. Chisholm*
- Allister MacDonald
- Cecil Vance
- Ron Legere

*Deceased



AP LTD. *Aberdeen Paving Ltd.* **OVER 50 YEARS**
PAVING NOVA SCOTIA ROADS SINCE 1963
Commercial, Residential and Highway Paving
Sand and Gravel Sales • Custom Crushing • Heavy Equipment Rentals
1-866-400-2276

Archibald Drilling & Blasting (1986) Ltd.
86 Parkway Drive
Truro Heights, NS B6L 1N3
Tel: 902.897.2673 • Fax: 902.897.2677
www.archibald drilling.ca

PROUDLY SUPPORTING NSRBA SINCE 1965.

DARTMOUTH 800.565.1916
MONCTON 800.332.3338
MOUNT PEARL 888.542.2202

The Unmistakable Power of **STRONGCO**
www.strongco.com

Volvo Construction Equipment

McASPALT

GOING THE EXTRA MILE

McAsphalt has been the industry's leading asphalt expert for more than 40 years. From technical support to training to R&D, we're committed to delivering the asphalt products that keep Canada moving.

Visit us at mcasphalt.com to find out what we can do for you.

Recognizing Ron Legere

Past President receives NSRBA Honorary Member status

CONTRIBUTED

On Jan. 21, 2016, Ron Legere was awarded Honorary Member status at the 69th annual Nova Scotia Road Builders Association general meeting held at the Westin in Halifax, Nova Scotia.

As the Contracts and Marketing Manager for the asphalt and concrete rehabilitation and maintenance company Industrial Cold Milling, Legere helped oversee many important road building projects in Nova Scotia. In 2000 he became President of the NSRBA for their traditional twelve-month term. He quickly distinguished himself, balancing the challenges of a significantly reduced highways paving budget that year with offsetting efforts to encourage the Transportation Department to ramp the budget back up to a sustainable level, while maintaining the industry's focus on continuing to build safe, durable and cost-effective roads.

According to award presenter, Municipal Group Director of Aggregates and current NSRBA President Gary Rudolph, Ron "worked hard" on many critical industry issues. "Ron was President when the Nova Scotia Transportation and Infrastructure capital budget was very small," Rudolph explains. "It was a challenging time for road builders. He worked closely with the NSTIR to turn the spending around and the industry hasn't looked back since then." Rudolph is also quick to

note that Ron "continues to actively participate in virtually every board meeting."

In 2001, Legere became a member of the Canadian Construction Association. In this capacity he quickly made his mark on the Road Builders Council and as a pivotal member of the Gold Seal Committee. His dedicated attendance record at CCA meetings and conferences as the NSRBA representative gave Legere the authority to promote effective communications between the two organizations.

Even now, Ron continues to improve the state of road building via the Gold Seal Program, which is meant to "establish, administer and continuously improve professional certification standards for construction management excellence." In an effort to promote education and awareness and ensure that construction site managers are properly certified based on national standards, Ron goes out of his way to administer and appraise examinations and promote the value of Gold Seal designations at road building workshops. In 2011 these efforts were recognized when he was awarded the Canadian Construction Association Award of Recognition.

Prior to presenting Ron with the Honorary Member award, Rudolph took the opportunity to inventory his colleague's many personal and professional achievements. This includes the organization of several high profile fundraising events including a golf tournament which ultimately raised \$35,000.00 for the Turkey Club, a volunteer group dedicated to providing less fortunate families with holiday meals. Legere is also



Current NSRBA President Gary Rudolph, left, presents Honorary Member status to Past President Ron Legere at the 69th annual meeting of the Nova Scotia Road Builders Association. **CONTRIBUTED**

responsible for organizing an annual curling bonspiel that NSRBA members look forward to every year.

But it's Legere's personal attributes that are most telling, with Rudolph describing his peer as "honest, respected, genuine,

knowledgeable and a good friend." By all accounts the Honorary Member recognition is both timely and well-deserved.

- Asphalt Paving - Commercial & residential
- Municipal Sewer & Water Installation
- Excavation & Commercial Site Development
- Portable Custom Crushing

Proud Member of the
Nova Scotia Road Builders Association Since 1971

Head Office • 186 Terra Cotta Dr. • New Glasgow • NS
Tel: 902-755-3777 • Fax: 902-755-2580

7 BRANCH LOCATIONS

60 FIELD SERVICE TECHNICIANS

90+ YEARS OF SERVICE

110 SERVICE TECHNICIANS

300+ MACHINE MODELS

7,000 TOTAL HOURS OF TECHNICIAN TRAINING ANNUALLY

44,000 OIL SAMPLES PROCESSED/YEAR

55,000 INDIVIDUAL PART NUMBERS IN INVENTORY

285,000 SQUARE FEET DEDICATED TO SERVE YOU

\$20,000,000 IN PARTS INVENTORY

INCREASE YOUR PRODUCTIVITY WITH NUMBERS THAT WORK

WITH NUMBERS LIKE THESE, YOU CAN COUNT THE DIFFERENCE

Dartmouth 902 468-0581	Fredericton 506 452-6651
Sydney 902 564-8166	Moncton 506 852-4545
Yarmouth 902 742-7673	Bathurst 506 548-9871
Charlottetown 902 894-7329	

Atlantic CAT
The difference counts.

atllcat.ca

Atlantic Industries Limited
We Support You.

WE HAVE YOUR BRIDGES. AND MORE.

Stream Crossing, Highway 103 Connector, Ingraipport, NS

ail.ca • 1-877-245-7473 • Ask about our **RAPID RESPONSE EMERGENCY SOLUTIONS**

ATLANTIC
ROAD CONSTRUCTION & PAVING LIMITED

OFFICE: **902.404.8547**
FAX: **902.405.0901**

Atlantic Region
www.blackandmcdonald.com
Nova Scotia (902) 468-3101
New Brunswick (506) 547-8070
Newfoundland (709) 747-1406

Single Source Utility Services

A Tradition of Quality
...Since 1921

high quality, solid security

free estimates

Since 1898

professional installation & repairs

our products

Chain Link - 4 Colours
Swimming Pool Fence
Baseball Backstops
Tennis Courts
Custom Wood Products
Guard Rail

Coloured Privacy Slats
Factory Partitions
Bollards
Automatic Gate Openers
Rental Fence
Gabion Rock Baskets

468-2455 www.easternfence.ca

47 Troop Avenue • Burnside Industrial Park • Dartmouth • NS • B3B 2A7
Toll Free: 1-800-563-2455 • Fax: 468-3773

residential & commercial

New bridge to span St. Peter's canal

CONTRIBUTED

For more than a century and a half, the St. Peter's Canal has been an important conduit between St. Peter's Bay on the east coast of Cape Breton and the Bras D'Or Lakes. The 800-metre long canal was originally built in several phases between 1854 and 1869, blasted from underlying granite, and has been enlarged twice. It has been in continuous operation since its construction as a transportation facility for commercial and industrial goods during the 19th and early 20th centuries, and more recently for allowing pleasure craft to access the lakes and the ocean.

Since the current bridge was purchased in Ontario and brought to Cape Breton in 1936, cars have had to stop and wait patiently to cross the canal, either while waiting for the single lane swing bridge to swing open and shut to allow boats through the canal or to allow vehicles to cross the closed bridge en route to Sydney or Port Hawkesbury. The total cost of the project is \$10.4 million and is part of an allotment of more than \$85

million announced for Parks Canada sites in Cape Breton last year.

According to Terry Walsh, the project manager for Public Works and Procurement Canada is managing the project for Parks Canada as the canal is a National Historic Site. Public Services and Procurement Canada awarded a contract to construct a replacement swing bridge to Dexter Construction in March 2016. The project also involves realignment of the Trunk 4 highway and Denys Street in St. Peter's. The new bridge is being constructed south of the existing bridge, allowing the existing bridge to remain operational during the 2016 operating season.

"We're currently undertaking the roadwork for the new alignment," Bill Harding, from Dexter Construction, says. "The first forms are already out of the ground and we're working on the new footings."

He adds the current bridge will continue to operate as normal during the summer tourism and boating season.

Walsh adds that the mechanical and structural elements of the new



The new bridge is being constructed south of the existing bridge. CONTRIBUTED

bridge are being constructed off-site, with the erection of the new bridge scheduled to begin this fall.

"Once the boating season ends, the bridge isn't opened for boats to

pass through," Harding says. "So the new bridge will be built during the winter months and should be operational by next spring. One thing motorists will notice is that,

with the new two-lane bridge, the traffic lights will be removed and there will be smooth sailing across the bridge in both directions. No more stopping to wait."



Since 2008, a collaborative program has introduced young people to the potential of jobs in all aspects of the construction industry, from labourer to CEO. CONTRIBUTED

Building futures for youth

CONTRIBUTED

Being able to drive on safe, accessible roads is essential for the provincial economy. People and products have to be able to get from point A to point B on well-constructed roads. That's why there will always be a need for skilled workers in the road building industry.

Here in Nova Scotia, since 2008, young people have been introduced to the potential of jobs in all aspects of the construction industry, from labourer to CEO. The Construction Association has partnered the NS Department of Education, the NS Apprenticeship Agency, the Nova Scotia Community College, local school boards and industry employers to create a program designed to provide students in grades 10 and 11 with the opportunity to safely explore careers.

"In 2015 The Building Futures for Youth program was fortunate enough to have the Nova Scotia Road Builders Association come on board as an official program

partner," Alain Lefebvre, the Manager, Industry and Corporate Education, for the Construction Association of Nova Scotia, says. "The NSRBA brings to the table a supportive network of more than 160 potential companies from regions all across Nova Scotia. Building Futures for Youth offers NSRBA members the opportunity to contribute to the development and retention of their future workforce."

He adds many of the program's biggest and longest supporters are NSRBA Members, including; Dexter Construction, Black & McDonald Limited, and Ocean Contractors.

To participate, youth must participate in information sessions in their school, submit an application, and go through an interview process. Currently, there are 90 who have been accepted for this summer's program. Once the students have been accepted into the BFY program, they undergo seven weeks of safety training at the Nova Scotia Community College.

"The safety training is paramount," he says. "It's really good

basic training to give them knowledge of industry-specific safety."

In addition to the safety training, they also hear from guest speakers from the CANS Developing Executives Group (industry representatives under the age of 35), industry safety officer, local contractors, and current trades' students. If possible, a tour of a non-residential construction worksite or plant is offered. Once the student has successfully completed the safety training they are connected with an employer for seven weeks of summer employment.

"It's a program that's beneficial for the employers," he says. "They know they are getting youth who have been pre-screened, are motivated, have been prepared to work safely, and have the potential to be employees in the future."

This summer, students from across the province will be working with several NSRBA member host employers including J. R. Eisener Contracting Ltd., Nova Construction Company Ltd., Bird Stairs, McLeod Safety Services Ltd., Turf Masters Landscaping Ltd., and United Rentals.

NOVA SCOTIA ROAD BUILDERS ASSOCIATION

Past Presidents

Dr. H.W.L. Doane*
D.F. MacLissac*
W.P. Bickle*
G.C. Hault*
O.H. Norman*
M.H. McManus*
R.S. Parsons*
F.C. Hudson*
J.D. Harnett*
H.H. Latimer*
D.R. MacKay*
W.W. Spicer*
L.H. Langley*
H.W. Doane Jr.
A.O. Parsons*
D.W. Latimer
J.S. Stevens*
J. A. Domville*
C.A. Maier*
R.K. Chappell*
L.D. Hopkins*
P.W. Ross*
J.T. Douglas*
F.A. Martell*
R.E. Bayard
A.M. Dechman*
R.F. Titus*
R.G. Steed
J.G. Flemming
S.W. Weeks*
Dave Mackenna

Vic Lunn*
John W. Chisholm*
Dan Arbing*
Eric Barker
Haluk Alemdar
Aubrey Martell
Tim McSorley
Gerry Holle*
Elmer Thomas
Fred Benere
Jack Eisener
Greg Burke
D.J. Campbell
Cecil Vance
Ron Legere
Gary Rudolph
Barry Hunter
John Flemming
Wally Caldwell
Carl Baillie
Don Maillet
Paul White
Ken Thomas
Brad Scott
Ron Dunn
Donald Chisholm
Andrew Lake
Greg MacDonald
Pam Sullivan

*Deceased



WOLSELEY

Waterworks Group

15 Borden Avenue, Dartmouth, NS B3B 1C7

www.wolseley.com

902.481.2756

LOCALLY GROWN.

Bell & Grant Insurance and Fraser & Hoyt Insurance are now Arthur J. Gallagher Insurance & Risk Management

6380 Lady Hammond Road, Halifax
133 Church Street, Antigonish
91 Archimedes Street, New Glasgow
www.ajg.com | 1-888-301-2213



Arthur J. Gallagher
INSURANCE & RISK MANAGEMENT

SANCTON EQUIPMENT

SANCTON EQUIPMENT INC

6-75 MacDonald Avenue
Dartmouth, NS B3B 1T7

902.468.4366

equipment@sancton.com

www.sancton.com

ATLANTIC EXPLOSIVES LIMITED

Independent distributor of Orica Explosives and Accessories in Nova Scotia and Newfoundland

Upper Musquodoboit, NS • Ph: (902) 568-2527
St. John's, NL • Ph: (709) 368-3741



Improving the Cabot Trail

REPRINTED FROM
 THE CHRONICLE HERALD

Parks Canada has a series of construction projects penned for the Cabot Trail in 2016, but they shouldn't be a burden on your annual camping trip around the trail.

The 10 projects, mostly fixing bridges, include rock stabilization across the Cabot Trail, Grand Falaise Culvert, Cabot Trail Realignment at Corney Brook, French Mountain Culvert, Cabot Trail Road Rehabilitation, North Aspy Bridge, Neil's Brook Bridge, Black Brook Bridge, Warren Brook Bridge, and the Clyburn Brook Bridge.

"Most construction zones will have delays no longer than 20 minutes with single lane alternating traffic," said Coody Slaunwhite, spokesman for Parks Canada Cape Breton, in an email.

As a way of mitigating the delays, Parks Canada will use a variety of traffic control methods, including traffic control flaggers when not using traffic lights, briefly shutting down traffic at night, and using detours during bridge maintenance.

Slaunwhite said Parks Canada will also update tourists about construction zones as much as possible through social media and any other means possible.

These projects are part of the government's \$52.3 million investment to improve bridges, culverts and roads on the Cabot



A series of construction projects is penned for the Cabot Trail in 2016. HERALD FILE

Trail and part of Parks Canada's \$3 billion of infrastructure investments over the next five years.

Parks Canada recently released a report outlining the top 15 "rock

cuts that were deemed most hazardous and requiring stabilization" on the Cabot Trail.

The top 15, mostly on the western side of the Cape Breton Highlands National Park, have

been taken into consideration for the upcoming road construction, according to Parks Canada.

Parks Canada said officers conducted the report to make sure there wasn't any serious risk to

motorists on the Cabot Trail.

"There were no slopes identified in this study that presented an immediate or imminent public safety issue on the Cabot Trail," said Slaunwhite.



- Road Construction
- Parking Lots
- Concrete Curbs & Sidewalks
- Sand, Stone & Gravel
- Equipment Rentals

Road Construction
ASPHALT PAVING

P.O. Box 70
 Enfield, NS
 B2T 1C6

Office:
 Elmsdale
 902-883-2235

Fax:
 Elmsdale
 902-883-8881

www.basin-gallant.com



BUILT ON QUALITY. TRUSTED TO MOVE FORWARD.

Proud members of the Nova Scotia Road Builders Association since 1974.

www.oceancontractors.ca








Proudly serving
 Nova Scotia
 Road Builders.



Proud to be driven by you.

For locations and more visit Tirecraft.com



Bird Stairs is your
 trusted distributor for
 major manufacturers
 to the bridge and
 highway industry
 since 1958.

Matt Brunt: Bird Stairs
 employee since 1994

Bird Stairs.ca

CONTACT BIRD STAIRS FREDERICTON 506-453-9915 SAINT JOHN 506-652-6034
 MONCTON 506-384-2200 DARTMOUTH 902-468-2884 ST. JOHNS 709-747-0040

COUNT ON THE CONSTRUCTION EXPERTS FOR:

Top quality fuels
and Shell lubricants

- > Diesel
- > Gasoline
- > Marine gas oil
- > Heating oil
- > Propane
(select locations)

Extensive delivery
and cardlock network



Custom service and
flexible delivery options



Proudly serving NSRBA Members



VISIT
BluewaveEnergy.ca/NSRBA

CALL
 1-888-690-2244



Shell Distributor

Precast deck panels improve construction

CONTRIBUTED

Precast panels for bridge decks is not a totally new construction method, but these type of installations have been gaining traction in Nova Scotia recently. These customized precast and post-tensioned bridge deck panels are highly customizable and built in a plant that is CSA certified to build structural concrete products. Advantages of precast deck panels include superior quality compared to cast-in-place decks. The cover over reinforcing is more consistent leading to reduced deterioration and maintenance. This results in a lower life-cycle cost. Installation time is also greatly reduced shortening the construction schedule when compared to cast-in-place construction. Upwards of ten panels can be set in place in a day with the post-tensioning done in sections, usually consisting of about 20 panels at one time. Running the strands and the tensioning normally only takes a few hours per section because all the required accessories are embedded in the precast deck for faster installation/connections once the panel is on site. Examples include

deck drains, curb reinforcing, barrier anchorages, and light pole pilaster anchorages. A typical installation sequence would roll out in the following order: Panels are shipped in the order they will be placed; typically from one end to the other. Once they are lifted from the trailer, they are either set in place by a crane on the steel girders, or pulled into place along the girders using a winch, the panels are then leveled with the embedded leveling rods. Studs are welded to the top of the girders inside the provided stud pockets and once a section of panels are complete, they are post tensioned. After post tensioning, the ducts are grouted along with the small voids between each precast panel, and after all panels are in place, post-tensioned, and grouted a waterproof membrane is applied to the precast deck panel. The bridge deck is then ready to be paved. By using precast panels significant cast-in-place concrete formwork can be eliminated, and weather is substantially less of a factor in the project schedule. Precast panels also eliminate the



By using precast panels significant cast-in-place concrete formwork can be eliminated, and weather is substantially less of a factor in the project schedule. **CONTRIBUTED**

need for covering and curing large quantities of in-place concrete on-site. These advantages allow the bridge building contractors to focus on other aspects of the project and meet the targeted schedule and costs while providing a superior quality product for the owner.

WILL - KARE PAVING & CONTRACTING LTD.
Serving Central Nova Scotia, Canada Since 1974

Your Paving Specialists serving Truro and surrounding areas.

TRURO, NS
Phone: (902) 897-7283
www.willkarepaving.ns.ca

ARROW
CONSTRUCTION PRODUCTS LIMITED
Quality Product Solutions for Design and Construction

Moncton 506.858.5952	Fredericton 506.452.8178	Dartmouth 902.468.1551	Saint John 506.634.1705	St John's 709.745.2505
-------------------------	-----------------------------	---------------------------	----------------------------	---------------------------

www.arrowco.ca

Martin Marietta "Supporting Our Communities"
Suppliers of all sizes of Crushed Granite from Sand to Armourstone

We supply locally and throughout the Maritimes, the Eastern Seaboard, the Full Coast States, and the Caribbean

Our deep water ice free marine terminal located at the Strait of Canso is capable of handling bulk carrier vessels up to 70,000 ton capacity.

Our Product Lines:
• Fine Aggregates • Coarse Aggregates
• Granular Materials • Drainage Materials

P.O. Box 278, Mulgrave, Nova Scotia B0E 2G0
Telephone: (902) 747-2882 • Fax: (902) 747-2396
Contact: Mike Shea, P.Eng, Plant Manager
E-mail: mike.shea@martinmarietta.com

LVM | MARITIME TESTING
a division of Englobe Corp. we are now...

Englobe
Soils Materials Environment
englobecorp.com

Dartmouth, NS 97 Troop Avenue T: 902.468.6486 F: 902.468.4919	Dieppe, NB 1067 Champlain Street #118 T: 506.384.5555 F: 506.384.8899	Mount Pearl, NL 39 Sagona Avenue T: 709.576.8148 F: 709.576.3713
---	---	--

A Member of the NSRBA

ALVA CONSTRUCTION LTD.

GENERAL CONTRACTORS

P.O. Box 1193, Antigonish, NS
(902) 863-6445

SHAW PRECAST SOLUTIONS ...providing the right solutions

ShawPrecastSolutions.com

Shaw Precast Solutions is a supplier & manufacturer of precast concrete products...

- Concrete Pipe
- Manholes
- Catch Basins
- Lift Stations
- Box Culverts
- Retaining Walls
- ShawSpan
- BEBO Arches
- CONTECH Stormwater Solutions
- Water & Wastewater
- Utility Vaults
- Specialty Products
- Gaskets & Connections
- Frames and Covers

Stanhope Simpson INSURANCE LTD.

Did you know?

We protect more road building work in the Maritime Provinces than any other insurance or surety bonding provider.

Construction is our passion.
Our specialty.
It is what we do **best**.

Contact us today and experience the Stanhope Simpson difference.

stanhopesimpson.com
(902) 454-8641

You build roads. We build businesses.

Whether your business is involved in the building of roads, its crucial infrastructure components or any other area of the construction industry, we can help. From business advisory to audit and tax services, we offer the resources and expertise to help your company thrive and grow. Visit **GrantThornton.ca** for more information.

At Grant Thornton, we're supportive of industry organizations and events, and we're a proud member of the Nova Scotia Road Builders Association.

Grant Thornton
An instinct for growth™

Audit • Tax • Advisory
In Nova Scotia. Across Canada.

© Grant Thornton LLP. A Canadian Member of Grant Thornton International Ltd

Miller THE MILLER GROUP

Cumberland Paving & Contracting
MacDonald Paving & Construction
Industrial Cold Milling

Paving and Rehabilitation services throughout Atlantic Canada

Cumberland Paving Springhill 902-597-3320	Cumberland Paving Halifax 902-865-2111	MacDonald Paving Moncton 506-857-2805	Industrial Cold Milling Moncton 506-857-0112	Industrial Cold Milling Halifax 902-468-1448
---	--	---	--	--

website: www.millergroup.ca

Pothole-free roads in our future?

CONTRIBUTED

Zydex is poised to add a few new chapters in the way roads are paved in Atlantic Canada with its ZycoTherm asphalt liquid additive. Pothole-free roads is one of them, says Doug Zuberer, Zydex's business development manager and a familiar face in Atlantic Canada's transportation construction industry.

ZycoTherm, which is based on nanotechnology, does a lot more. It's significantly cheaper than any of its competitors — 30 to 40 per cent per ton than either amines or lime additives — and perhaps most important of all, it will extend the life of a highway three to five times longer than traditional asphalt.

It's also a totally green product, odourless, and has a great safety rating. "It's win-win for everyone — contractors as well as Departments of Transportation, not only saving money in upfront construction costs but in getting more life out of their roads."

There are a few hoops it must go through before New Brunswick's Department of Transportation is prepared to approve the use of ZycoTherm on its roads and highway building program.

Field trials were slated for October, when material will be pulled from the test areas and brought to their labs for Tensil Strength Ratio (TSR) assessment. The TSR test measures the moisture susceptibility of the asphalt mixes using ZycoTherm. It must reach 80 per cent in N.B. It's a standard test used by many provinces.

"If you pass it, your job mix is good," adds Doug. "Every single job mix in the province has to go through this test. If it fails, it means there's too much moisture in the mix, and the binder will strip from the aggregate, resulting in fracturing and crunching. And potholes."

In its N.B. test, ZycoTherm will be assessed by an independent lab — Fredericton-based Gemtec, working with the province's DOT and two independent contractors.

Similar tests were carried out in Nova Scotia by AMEC Environment and Infrastructure to evaluate the impact of ZycoTherm on asphalt binder bonding.

"In all tests," said AMEC in its final report, "the asphalt cement additive combination exceeded the suite of specified acceptance tests required for product acceptance."

In addition to Nova Scotia, it is also approved for use in 14 U.S. states, with pending approvals in Ontario, Québec and N.B. as well as several southern states in the U.S. It's also approved in Ontario as a replacement for lime for anti-strip at dosage rates that offer significant savings.

"When it comes to performance," says Matt Brunt, division manager, construction products, in Halifax for Bird Stairs, "ZycoTherm has shown it can outperform all other additives, and that contractors will find this a very beneficial product for asphalt paving."

ZycoTherm can be used at typically one-tenth of the dosage of any of the amines technology-based products.

"We've had no problems in the

field whatsoever," says Doug Zuberer. "Three months ago, I was trying to finish out qualifications with the Pennsylvania DOT, which wanted a core from an existing pavement that was two years old."

"Easier said than done. Unless you pull cores while you're paving, DOTs don't like the idea of having anyone pulling cores later. We got lucky with the State of Washington, where we had done an extension, a year and a half ago. They allowed us to pull cores, which were better than when the pavement was laid."

While he takes nothing for granted, he has high hopes that ZycoTherm will pass the Tensil Strength Ratio (TSR) tests "and when that happens, we'll be able to compete for business in New Brunswick".

ZycoTherm's main competitors use amines and limes — a completely different technology. Their technology is 20 years old, he says, and uses a physically bonded way to hold aggregates together. "At best," he adds, "a bandaid solution."

ZycoTherm uses a chemically bonding method — "a far more permanent solution. We have the only chemically nano technology on the market today."

The problem with physically bonded technology, he adds, is that as soon as moisture gets inside the asphalt, it will start to break away. "That's not the case with ZycoTherm is added to the mix. It does two things:

It's preblended with the binders that are being used, and provides a chemical bond. It fastens itself to



A new asphalt liquid additive could extend the life of a highway three to five times longer than traditional asphalt. **CONTRIBUTED**

the rock — so that it's going to stay in place a lot longer. It also comes out a lot blacker than traditional asphalt and doesn't oxidize as quickly.

This is important because every aggregate structure has a number of solinol groups (chemical groups of molecules that are in the binder) as well as every aggregate structure on the planet.

The higher the number of solinol groups, the lower the amount of raw material — with the result that the bonding to the rock is going to stay in place a lot longer.

It means longer-lasting roads with no potholes — and the cost savings from less repair and tear, especially every spring.

ZycoTherm loves water and oil and hates steel, resulting in lower maintenance at the asphalt plant and paving level.

Its companion product, Nanotac, is used with cationic emulsion and 100 per cent chemically bonded waterproofing, offering total coverage and less stress and strain. It also keeps tack nozzles from ever clogging. Nanotac can also be used as a chip seal and fog and seal.

There are two ways ZycoTherm can be added: Either at the terminal, or at the plant — of it can be

injected when the binders are done. If approved, the additive will likely be terminally blended in N.B. by the companies supplying the project — Irving Oil, Bitumar and McAsphalt. From the terminal, it will be shipped to the hot mix plant.

Based on studies that have been done on these products, "nano technology products like ZycoTherm and Nanotac offer the most cost-effective, long-term solutions, with absolutely no impact on our environment — unlike many of the existing methods in use today".

Bird Stairs is exclusive distributor for ZycoTherm in Atlantic Canada. As a distributor, the company does varying amounts of due diligence on all products its represents, especially the newer ones.

"It's tricky," adds Matt, "because you want to really do a lot of due diligence. With new products, that's not always possible. With BP Composites and ZycoTherm we've talked to them for a couple years, had numerous meetings with them, had a good look at their products and talked to the people who've used their products before actually making a deal with them."

"At Bird Stairs, we don't rush into these things."

NSRBA membership 2015 list

3091592 Nova Scotia Limited
Aberdeen Paving Limited
Absolute Traffic Services Limited
Acklands-Grainger
Aggregate Equipment (Atlantic) Ltd.
Allnorth Consultants Ltd.
Allstar Rebar (Nova Scotia) Ltd.
Allterrain Contracting Inc.
ALPA Equipment Company Ltd.
Alva Construction Limited
Amec Foster Wheeler
Archibald Drilling & Blasting (1986) Limited
ARMTEC Ltd.
Arrow Construction Products Ltd.
Asphalte Equipements Canada Inc.
Atlantic Cat
Atlantic Explosives Limited
Atlantic Industries Limited
Atlantic Road Construction & Paving Ltd.
Axis Mobility Limited
B. Spicer Construction Ltd.
Barrett Enterprises Limited
Basin Contracting Limited
Bell and Grant Insurance/Fraser & Hoyt Insurance
Bell Mobility Inc.
BERPIC Inc.
Bird-Stairs
Birrette East Uniacke Rock Quarry
Black and McDonald Ltd.
Blue Water Group
Bluewave Energy
Bourque Security Services NS
Brandt Tractor Ltd
Brenntag Canada
Brycon Construction Limited
Canada Culvert
Casey Concrete Ltd.
CBCL Limited
Chapman Bros. Construction Ltd.
CIBC Commercial Bank
Conrad Bros. Limited
Consbec Inc. Drilling & Blasting
Costin Paving & Contracting Limited
Craig Manufacturing Limited
Creighton Rock Drill Ltd.
CRH Canada Group Inc.
Cumberland Paving & Contracting Ltd.
Dexter Construction Company Ltd.
Direct Traffic Control Inc.
Drive Products Inc.
Duron Atlantic Limited
Dyno Nobel Limited
East Coast Capital Inc.
East Coast International Trucks, Inc

Eastern Fence Erectors
Eastern Infrastructure Inc.
Elmsdale Landscaping Limited
Engineered Pipe Group
Englobe
EXP
Fairley and Stevens Ford
Gary Parker Excavating Ltd.
Gateway Insurance Group
Gateway Materials Ltd.
GE Canada Equipment Financing GP
GEMTEC Limited
General Liquids Canada
GHD Limited
Gillis Truckways Inc. (Trailer Sales)
Grant Thornton LLP
Graymont NB
Hertz Equipment Rental
Higgins Construction
Howard E. Little Excavating Ltd.
Industrial Cold Milling
Innovative Surface Solutions
IronPlanet
Irving Equipment Limited
Irving Oil Commercial GP
J.A. Larue Inc.
Jardine Lloyd Thompson Canada
J. R. Eisener Contracting Ltd.
K & M Inspection Consultants Ltd.
Keltic Motors Ltd.
L.S.W. Wear Parts Limited
Lafarge Canada Inc.
Laurentian Bank of Canada
Leica Geosystems Ltd.
Liebherr Canada
LVM / Maritime Testing Limited
Mac Williams Engineering Limited/Division of Strum Consulting
MacKays Truck & Trailer Ltd.
Maritime Fence Ltd.
Maritime Road Recycling Inc.
Marsh Canada Limited
Martin Marietta Materials Canada Ltd
McAsphalt Industries Ltd.
McLennan Sales Div. of EMCO Limited
McLeod Safety Services Ltd.
McNally Construction Inc.
Metso Minerals Canada Inc.
Modern Enterprises Ltd.
Municipal Ready-Mix Ltd.
National Leasing
Norquipp Supply Ltd.
North East Truck & Trailer
Northeast Equipment Ltd.
Northern Construction Inc.
Northern Contracting Limited
Nova Construction Company Ltd.
Nova International Ltd.

Nova Truck Centres
O'Regan's National Leasing
Ocean Contractors Limited
Ocean Paving Limited
Ormac Industrial Supply Inc.
OSCO Concrete
Parts for Trucks, Inc.
Peterbilt Atlantic
Poly-Mor Canada Inc.
R.S.T. Industries Ltd.
Ritchie Bros. Auctioneers (Canada) Ltd.
Roadtec Inc.
Ron Chisholm Hydro-Seeding Ltd.
Roto-Mill Inc.
S. W. Weeks Construction Ltd.
Sackville Trenching Ltd.
Safety First-SFC Ltd.
Sancton Equipment Inc.
Scotian Materials Limited
Seaboard/Harmac Transportation Group
Selby Testing & Engineering Ltd.
Shaw Group Limited
Sitech QM
Sojour Signs
Solen Inc.
Source Atlantic
South Shore Ready-Mix
Stanhope Simpson Insurance Ltd.
Stantec Consulting Ltd.
StrataWorks Canada Ltd.
Strescon Ltd.
Strictly Sales & Service Inc.
Strongco Equipment Limited
Superior Screens, Conveyors & Crushers, Inc.
T.G. Mac Sales Ltd.
The Canadian Salt Company Ltd.
The Cat Rental Store/Hewitt Rentals
The Guarantee Company of North America
Tirecraft
Trans East Trailers Ltd.
Trout River Industries Inc.
TruNorth Communications
Tsurumi Canada
Turf Masters Landscaping Ltd.
United Rentals of Canada Inc.
Urquhart-MacDonald & Associates
V. J. Rice Concrete Ltd.
WAJAX Equipment
Weightronic Canada Inc.
Wilcraft Concrete Services
Will-Kare Paving & Contracting Ltd.
Wilson Equipment Limited
Wolseley Waterworks
WSP Canada Inc.



The NSRBA 2016 Board. Standing: Brad Wheby, Mike Clements, Ryan Clark, Rylan MacDow, Mark Underhill, Sheldon Marinelli & Brad Scott; Seated: Vice President, Stephen Weeks; President, Gary Rudolph; Office Manager, Carol Ingham; Immediate Past President, Pam Sullivan; Executive Director, Grant Feltmate. Absent: A.G. MacDonald and Matt Sancton. **CONTRIBUTED**

NSRBA Past Presidents

A.M. Dechman*
A.O. Parsons*
Andrew Lake
Aubrey Martell
Barry Hunter
Brad Scott
C.A. Maier*
Carl Baillie
Cecil Vance
D.F. MacIssac*
D.J. Campbell
D.R. MacKay*
D.W. Latimer
Dan Arbing*
Dave MacKenna
Don Maillet
Donald Chisholm
Dr. H.W.L. Doane*
Elmer Thomas
Elmer Barker
F.A. Martell*

F.C. Hudson*
Fred Benere
G.C. Hault*
Gary Rudolph
Gerry Holle*
Greg Burke
Greg MacDonald
H.H. Latimer*
H.W. Doane Jr.
Haluk Alemdar
J. A. Domville*
J.D. Harnett*
J.G. Flemming
J.S. Stevens*
J.T. Douglas*
Jack Eisener
John Flemming
John W. Chisholm*
Ken Thomas
L.D. Hopkins*
L.H. Langley*

M.H. McManus*
O.H. Norman*
P.W. Ross*
Pam Sullivan
Paul White
R.E. Bayard
R.F. Titus*
R.G. Steed
R.K. Chappell*
R.S. Parsons*
Ron Dunn
Ron Legere
S.W. Weeks*
Tim McSorley
Vic Lunn*
W.P. Bickle*
W.W. Spicer*
Wally Caldwell
* Deceased

URQUHART-MacDONALD & ASSOCIATES
URQUHART-MACDONALD & ASSOCIATES
FINANCING SPECIALISTS {Est.1988} FOR CONSTRUCTION EQUIPMENT.
TEL: 902-861-4444
www.urquhartmacdonald.com
"NSRBA Member Since 1990"

NSUPA
NOVA SCOTIA ASPHALT USER PRODUCER ASSOCIATION
www.nsupa.ca • info@nsupa.ca • @NSUPA_Tweets
Promoting the use & advancement of asphalt technologies in NS



Your Building Partner in Atlantic Canada

irvingoil.com



Quality Asphalt • Commercial Fuels • Fleet Services

WILSON EQUIPMENT

Since 1955, Wilson Equipment has provided quality equipment, parts and service to Nova Scotia's road building, construction, forestry and mining industries. Our product lines include Komatsu, Komatsu Forest, Atlas Copco (Dynapac) and GEHL.



Wilson Equipment is the exclusive dealer for new Komatsu (construction, mining and forestry), Dynapac (Atlas Copco) and GEHL (Utility Equipment) in Nova Scotia.

Contact us or drop by today to discuss your needs:

90 Raddall Avenue, Unit 1 & 2
Burnside Industrial Park
Dartmouth, NS
902.431.1440
1.800.565.1615

66 Atlantic Central Drive
Truro, NS
902.895.1611
1.800.565.1615



www.wilstonequip.ns.ca