

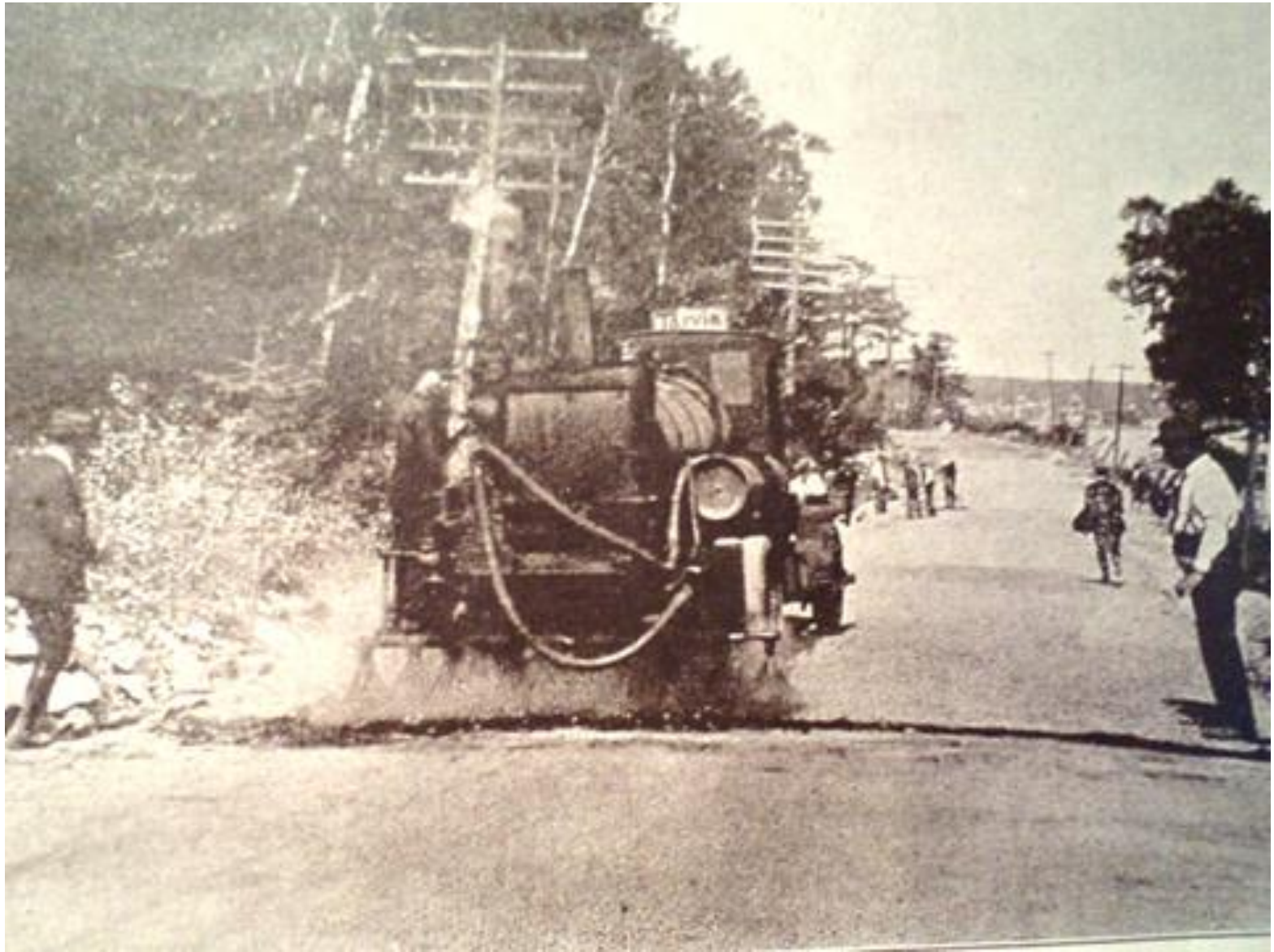
TRUCKERS ASSOCIATION OF NOVA SCOTIA 2015 AGM



HISTORY of ROAD BUILDING in NS

- A record of asphalt paving in the province can be traced to two streets in New Glasgow in 1894
- Early roads were paved with Tarvia, a soft tar from the U. S. southwest it had a consistency somewhere between crude oil and asphalt when heated. Gravelled roads were graded and rolled and the Tarvia sprayed on the surface, After a day or two a layer of sand or crushed rock was graded to give a waterproof wearing surface. Traffic was kept off the road for a day or so to allow curing





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1923

On April 15 it became law that driving would be on the right hand side of the road. A sign was to be placed in windshields displaying

“Keep to the Right”





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Designations in 1924 by Provincial Highways Board



Trans Canada Highway Halifax to N. B. Border via Parrsboro



Evangeline Trail Halifax to Yarmouth via Kentville



South Shore Trail Halifax to Yarmouth via Bridgewater



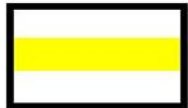
Scenic Look Off Trail Kentville to Blomidon



Mooseland Trail Annapolis to Liverpool via Caledonia



Wentworth Trail Truro to Amherst via Oxford



Black Diamond Trail Truro to Sydney via St. Peters





ROAD GRADER AT WORK NEAR JAMES RIVER IN ANTIGONISH COUNTY.



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1932

Caterpillar changed color from grey and red to 'Hiway Yellow'.

Adnun introduced an asphalt spreader that needed no forms.



1934

On April 20, Municipal Spraying and Contracting was formed. It had operated as a branch of the

P.F. Law Company before this time in the business of dust control on gravel roads.

They opened a quarry at Grand Lake to supply aggregate for paving old Highway 2 from Fall River to Enfield.





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Section—Saltsprings Corner to Broadway excluding Town of New Glasgow, 28.2 miles.

Paving on this section was completed under contract let to the Storms Contracting Company in 1935, with the exception of short sections at West River Bridge and at French River Bridge.

Section—Broadway to Heatherton Church excluding Town of Antigonish, 32.2 miles.

Tenders for paving this section were called for between March 30th and April 15th, 1936, and were received as follows:

Dufferin Paving & Construction (Maritimes) Ltd.....	\$223,830 90
Storms Contracting Co., Ltd.....	229,499 70
Standard Paving Maritime Ltd.....	232,034 16
Acadia Construction Co., Ltd.....	233,601 95
Dominion Construction Corporation Ltd.....	233,622 15
Warren Bituminous Paving Co., Ltd.....	234,691 66
Municipal Spraying & Contracting Ltd.....	236,756 15
Eastern Paving & Construction Co., Ltd.....	238,134 61
Dibblee Construction Co., Ltd.....	249,392 29
Department of Highways.....	251,046 81
St. George Construction Co., Ltd.....	259,002 27
Modern Paving Limited.....	269,027 89
Rayner Construction Limited.....	289,241 90

The tender of the Dufferin Paving & Construction (Maritimes) Limited being the lowest received was accepted.

Estimated Cost of Work to be done under Contract—

Amount of tender.....	\$223,830 90
Estimated cost of bitumen.....	69,000 00
Estimated cost of additional under-drainage and base course not included in tender quantities.....	42,000 00
Estimated cost of inspection.....	7,000 00
Estimated cost of engineering.....	8,000 00
Contingencies.....	17,000 00
Total Estimated Cost of Work.....	\$ 366,830 90

The contract called for completion of the work by September 15th, 1937. During 1936 sections James River to Antigonish East Town Line and Antigonish West Town Line to Heatherton Church, totalling 15.8 miles, were completed. The paving is bituminous dense aggregate type (Plant Mix Hot).

Section—Broadway to One-half mile East of Middle Barney River Bridge, 6.5 miles.



1936

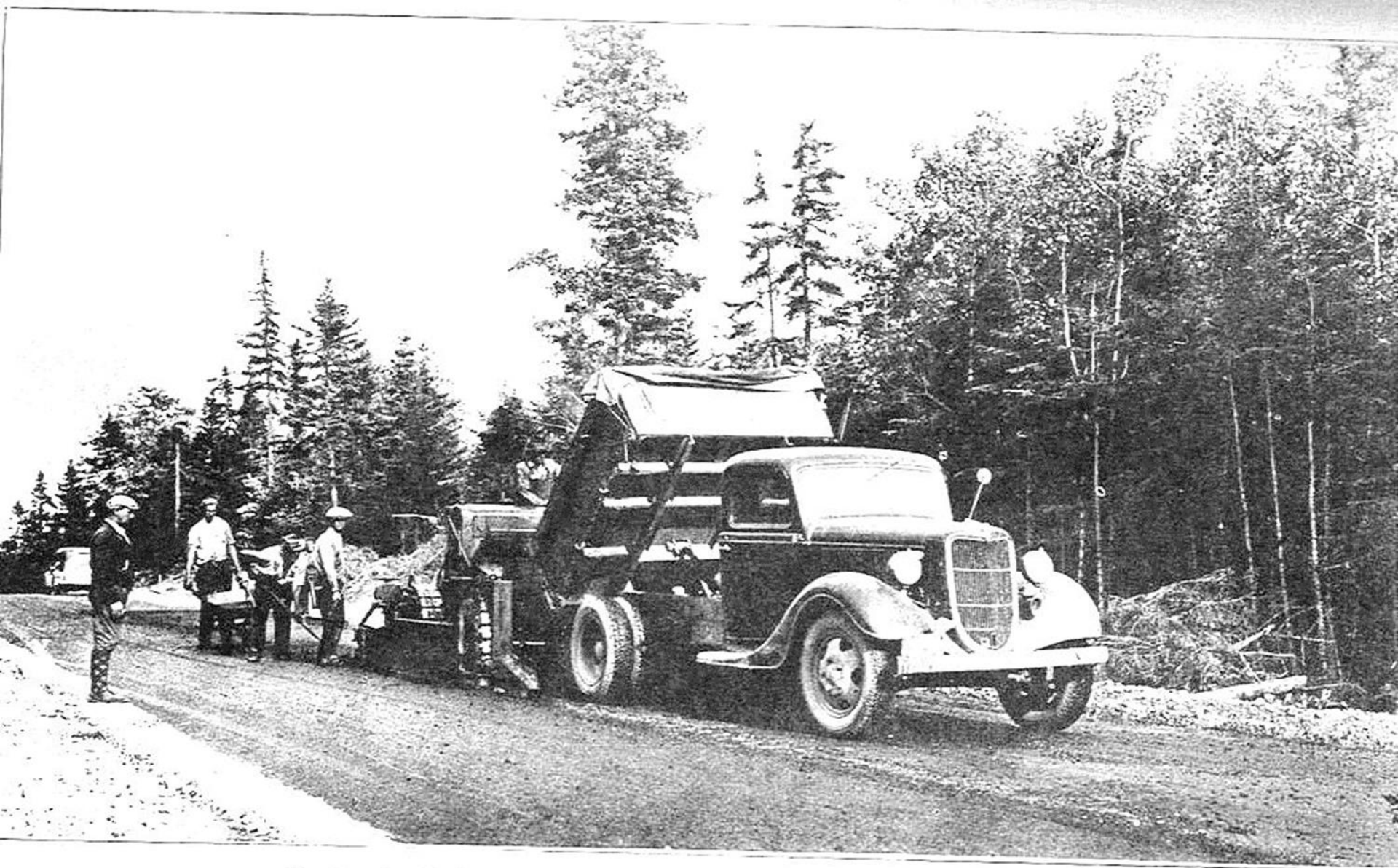
Motor Vehicle Inspection began
with 23,242 cars checked and
4,061 were found defective.



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Contractor laying pavement Trunk Route No. 4 near Antigonish—1936



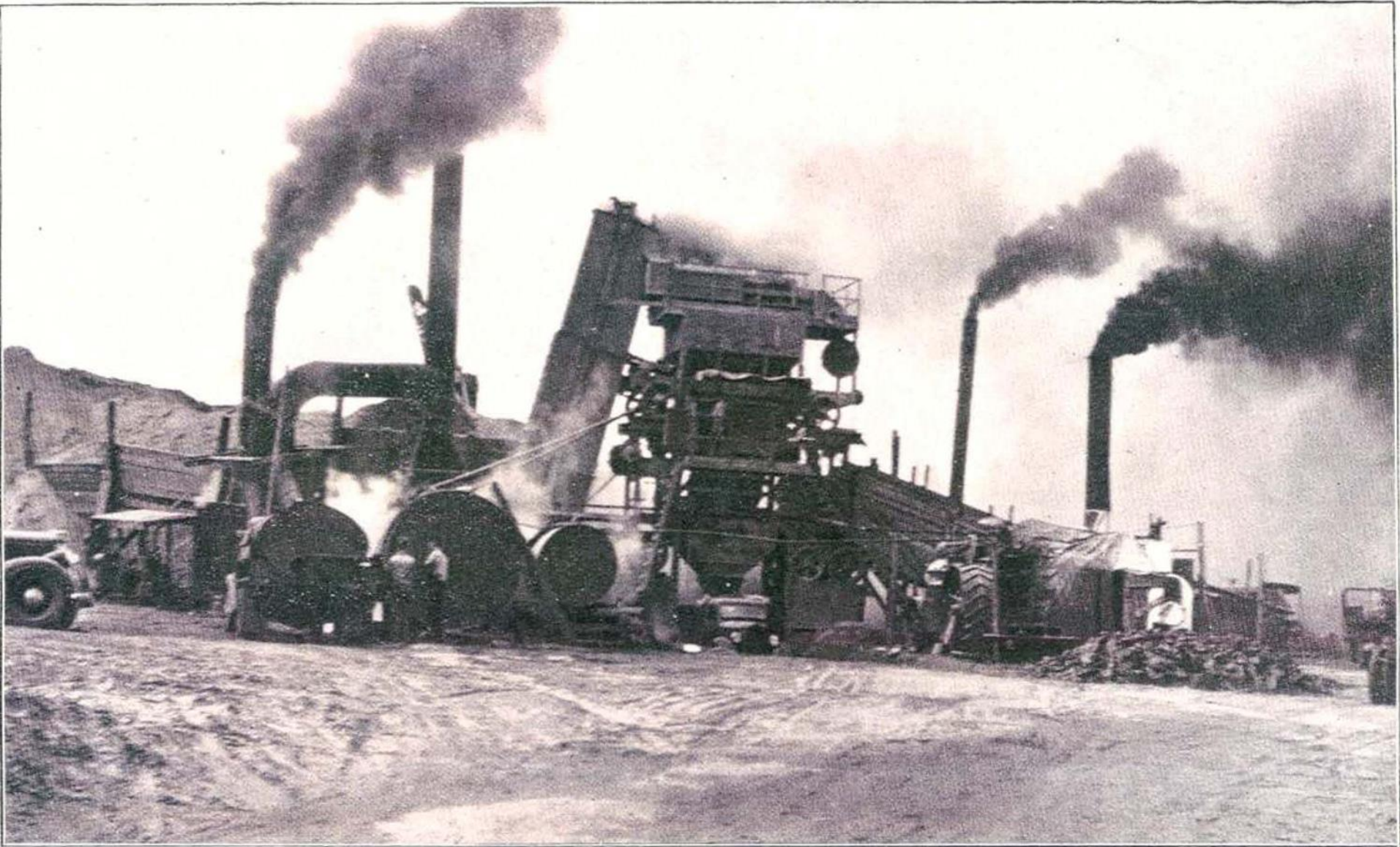
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1937

Route 1 Halifax to Yarmouth through Kentville paving completed. First white centre lines painted on a trial basis.



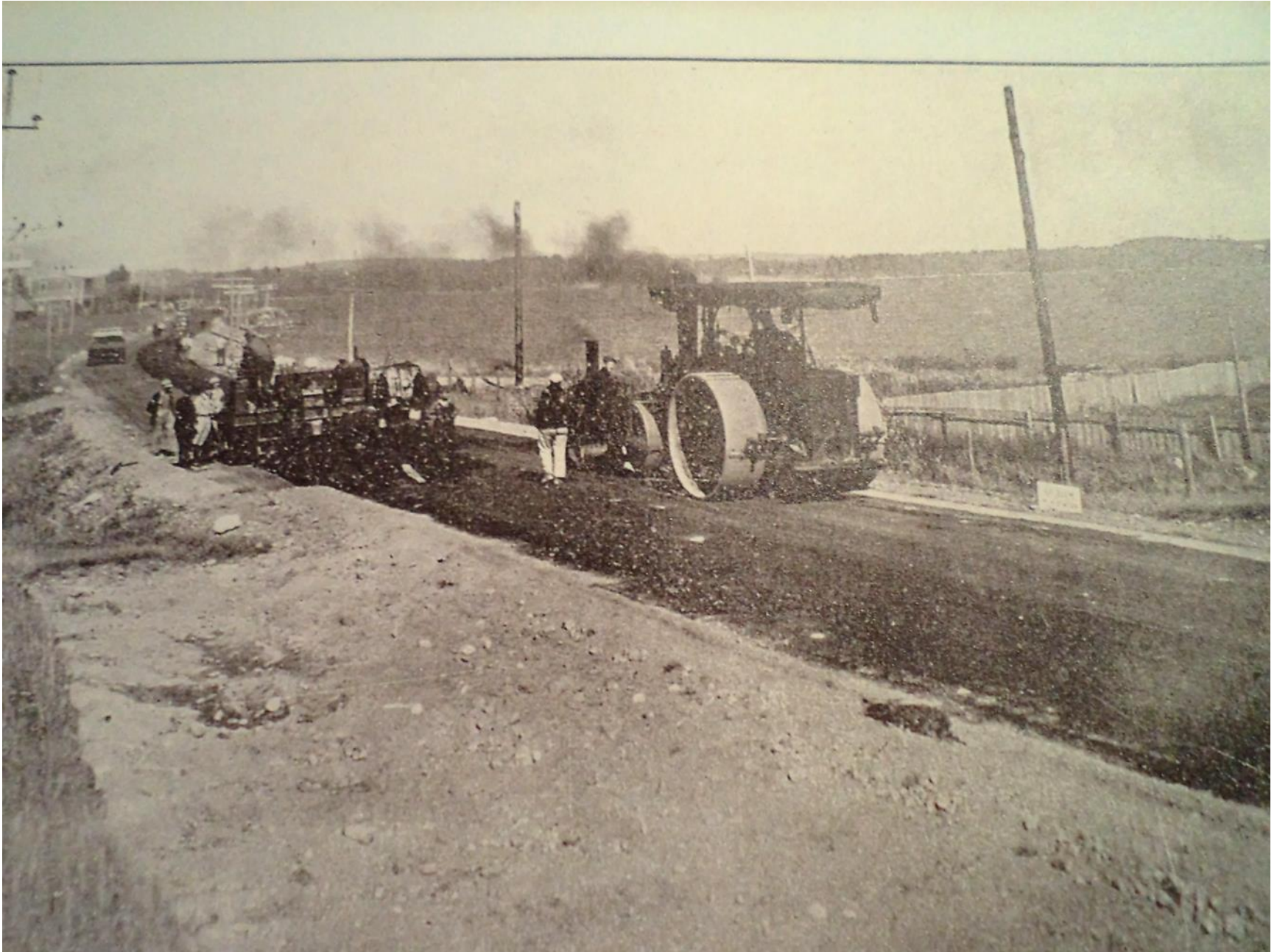
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Trunk Route No. 3 - Broad River to Wall's Corner- Contractor's Hot Mix Paving Plant at Sable River--1938.



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NSRBA Established

- Established April 9, 1947
- Group of Contractors
- Discuss Industry Problems
- Build Close & Friendly Relationship w/ Dept. of Highways
- Raise Industry Standards
- Encourage Efficiency
- Exchange Ideas and Expertise



1958

Liquid Asphalt selling for \$59 to \$65 a ton
(add 20% for metric)

Fuel at 17 cents a gallon

(Dry one ton of aggregate for about 35
cents)



1966

Minimum wage (first set in 1965) for the province. Halifax and Sydney had the highest rate for men at \$1.10. Nova Scotia Federation of Labour proposed the elimination of zones and a rate increase to \$1.50 with equal pay for men and women.





Warren Maritimes Ltd Pioneer 102 Rough Brook 1978



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Ocean Paving at Black Brook 1977



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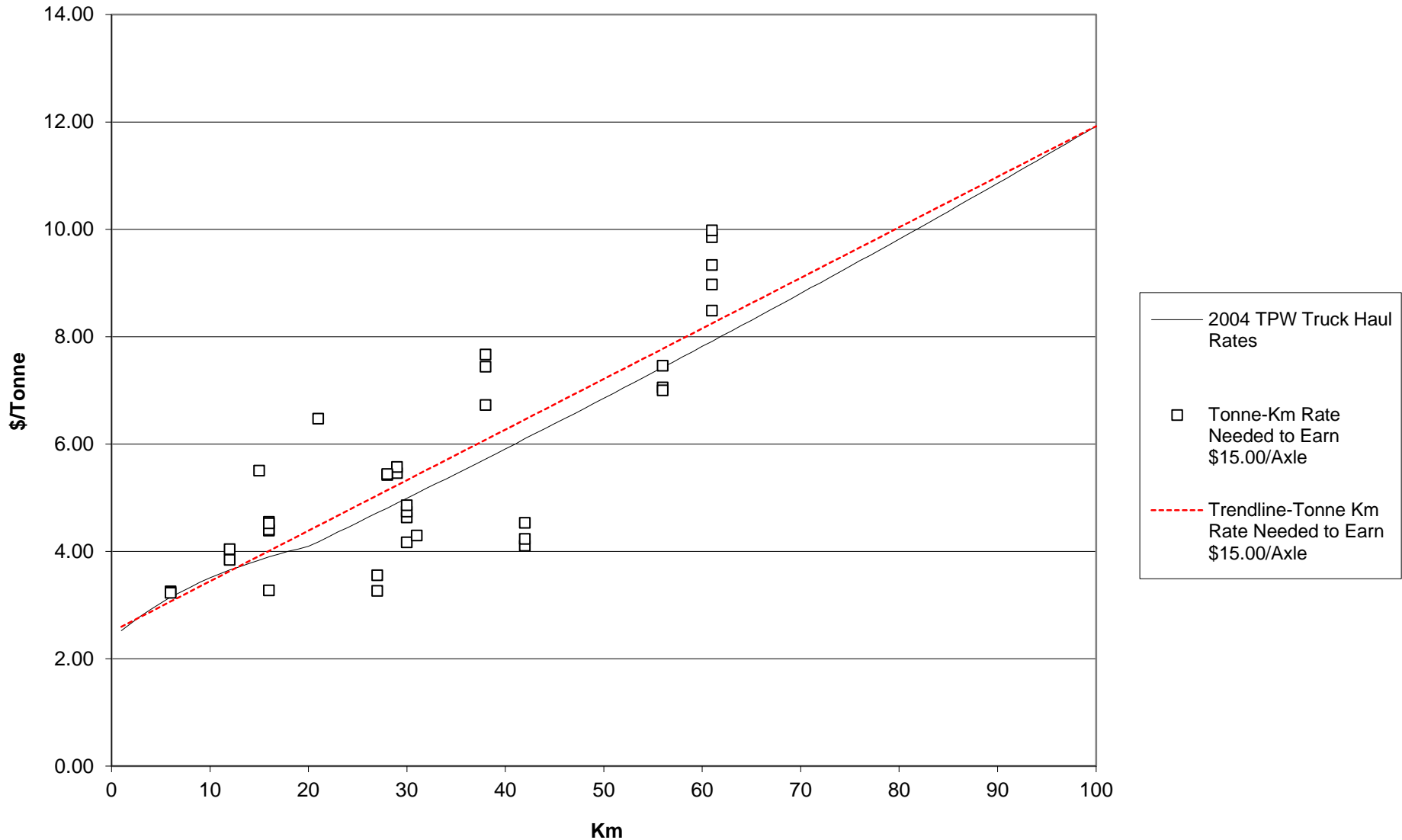
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ASPHALT RATE STRUCTURE



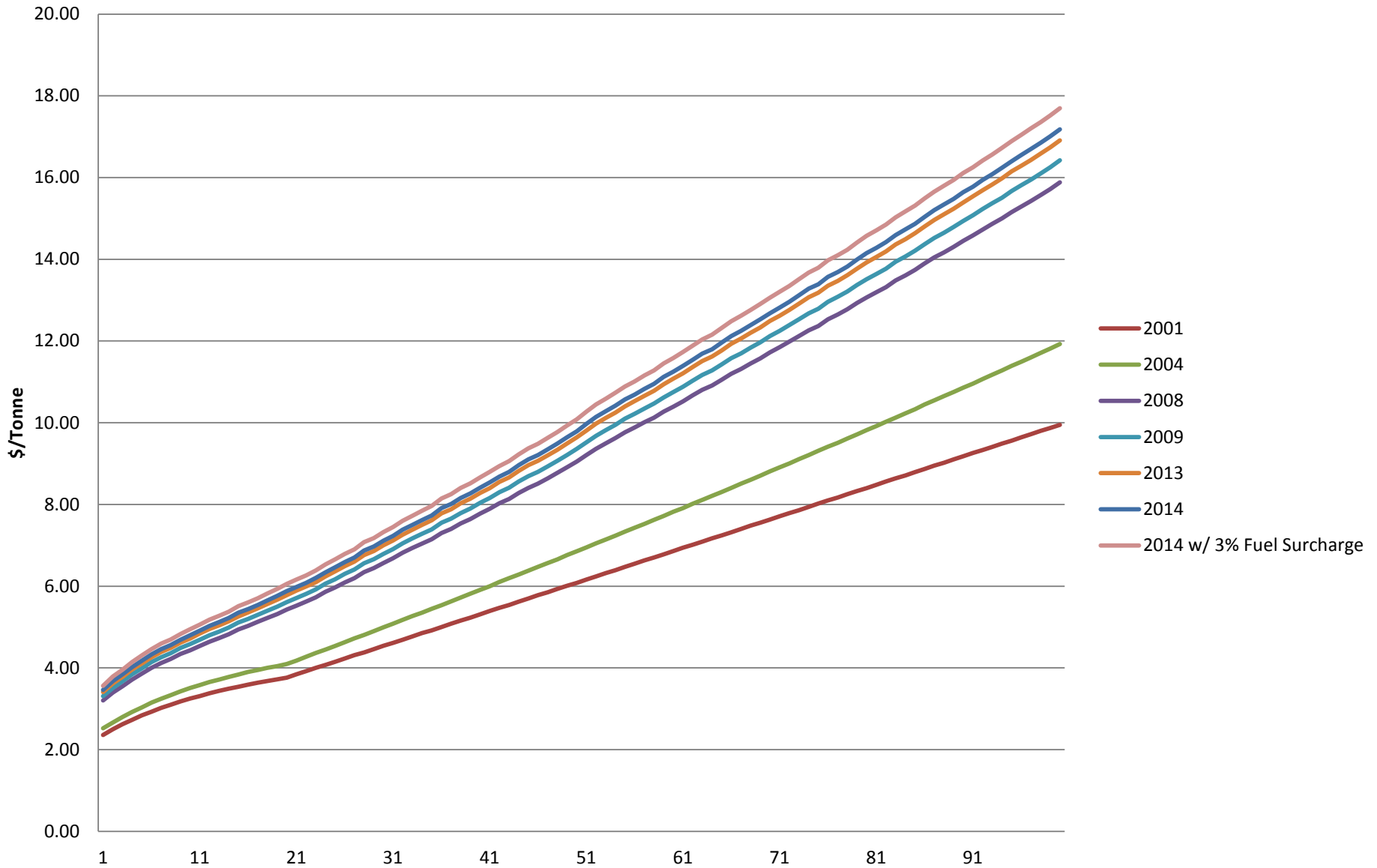
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Tonne Kilometer Rates-Asphalt

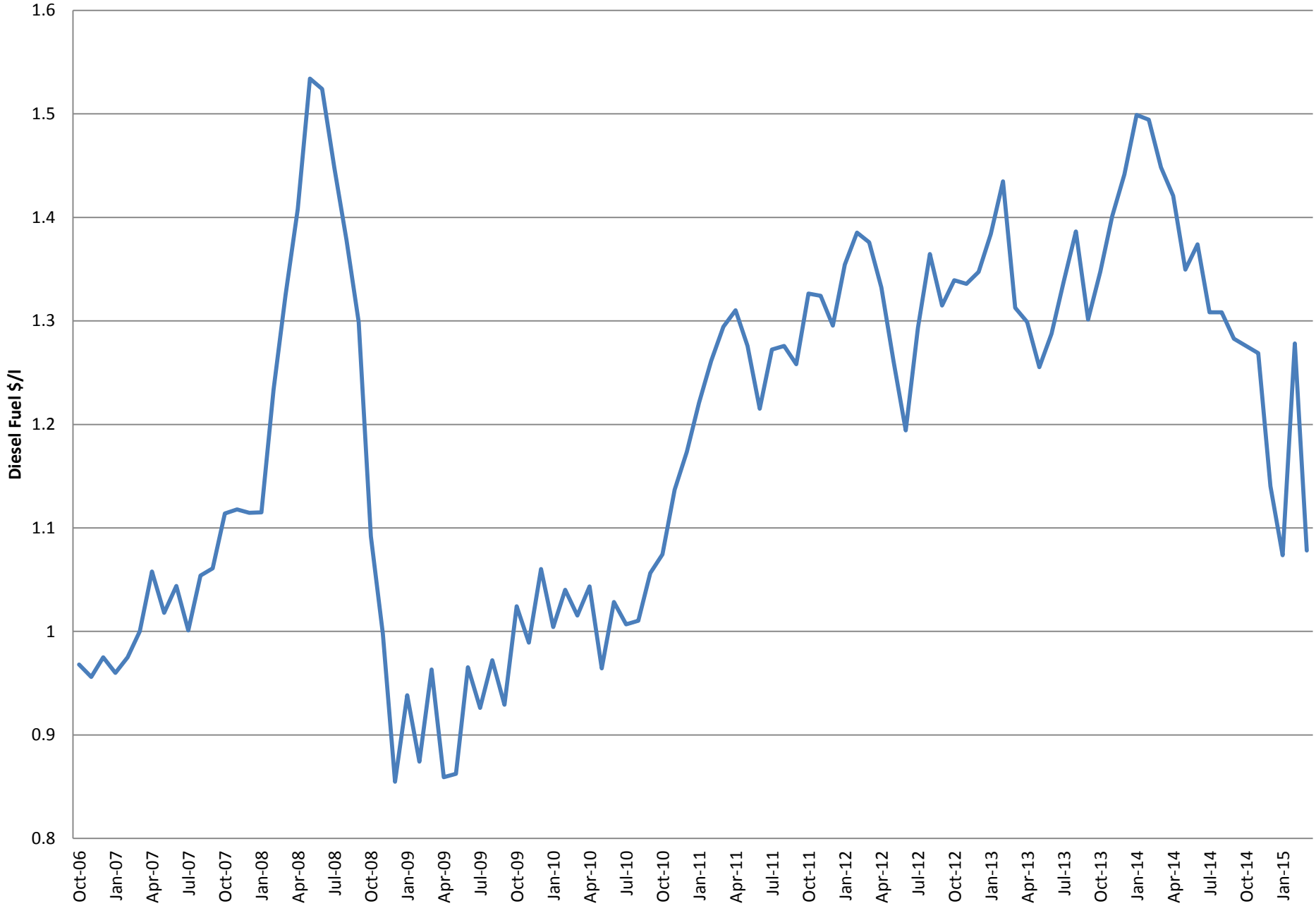


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Tonne-km Rate Asphalt

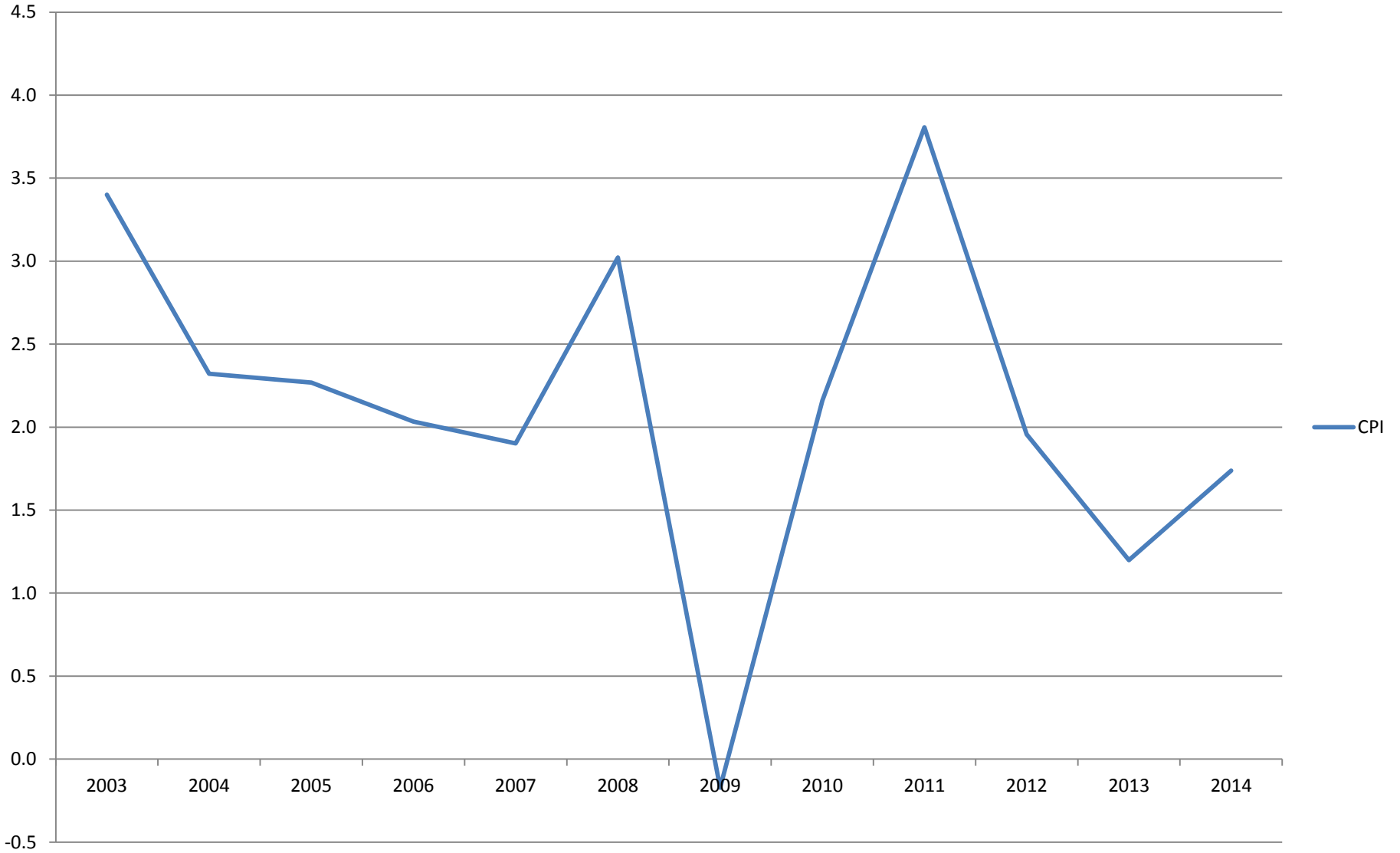


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BEST PRACTICES



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PLANNING

- Quantify truck needs
 - Maintain consistent flow
 - Plant capacity
 - Haul distance
 - Traffic considerations
 - Laydown operation
- Order trucks
- Receive confirmation from dispatcher
 - Call neighbouring association
 - Supplement with company vehicles



PLANT

- Punctual
- Paperwork
 - Registration, WCB, First Aid, Safety Certification
- Clean - dump box, fuel and oil leaks
- Bed release agent
- Load truck – 3 dumps
- Tarp load





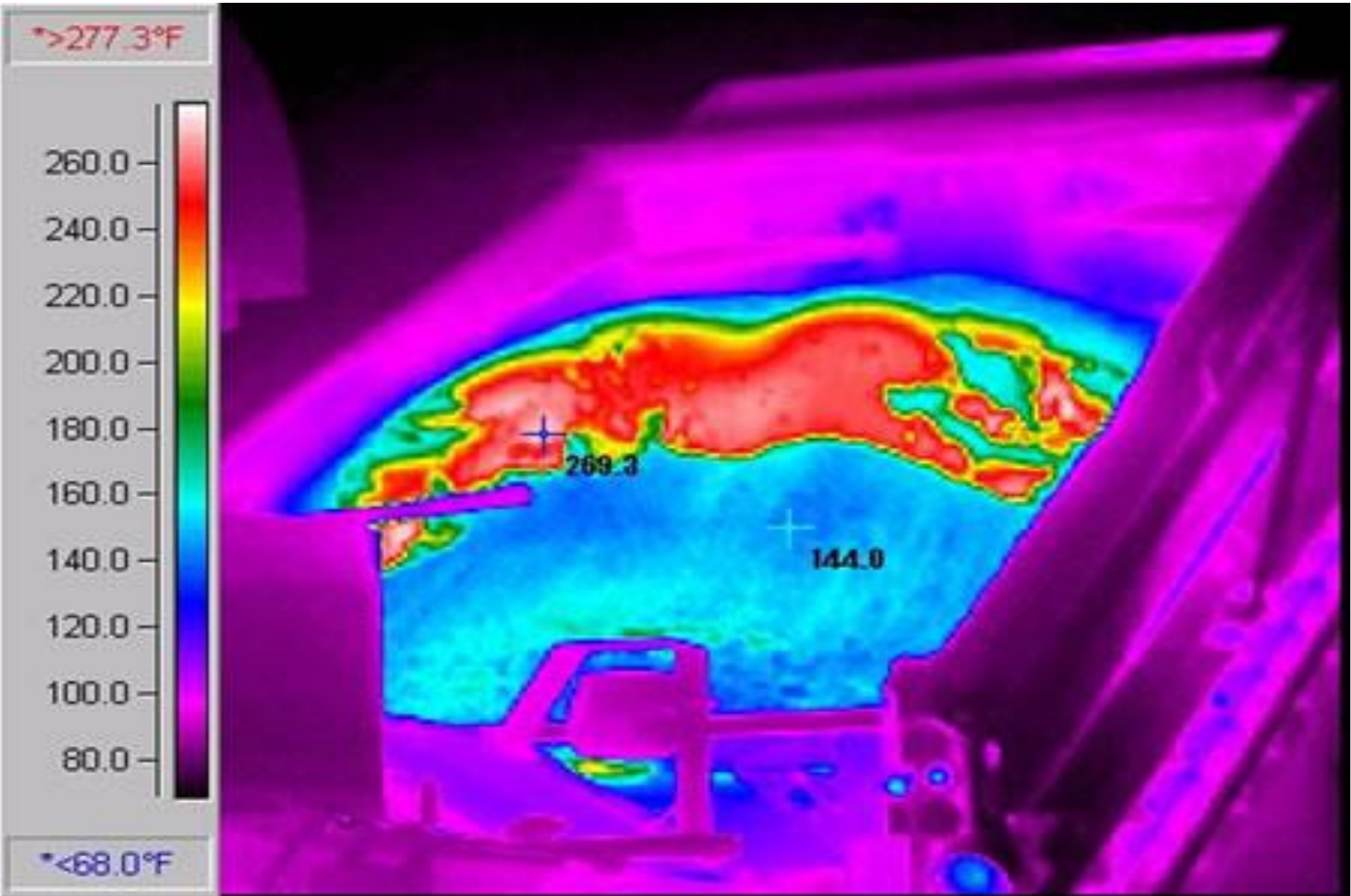
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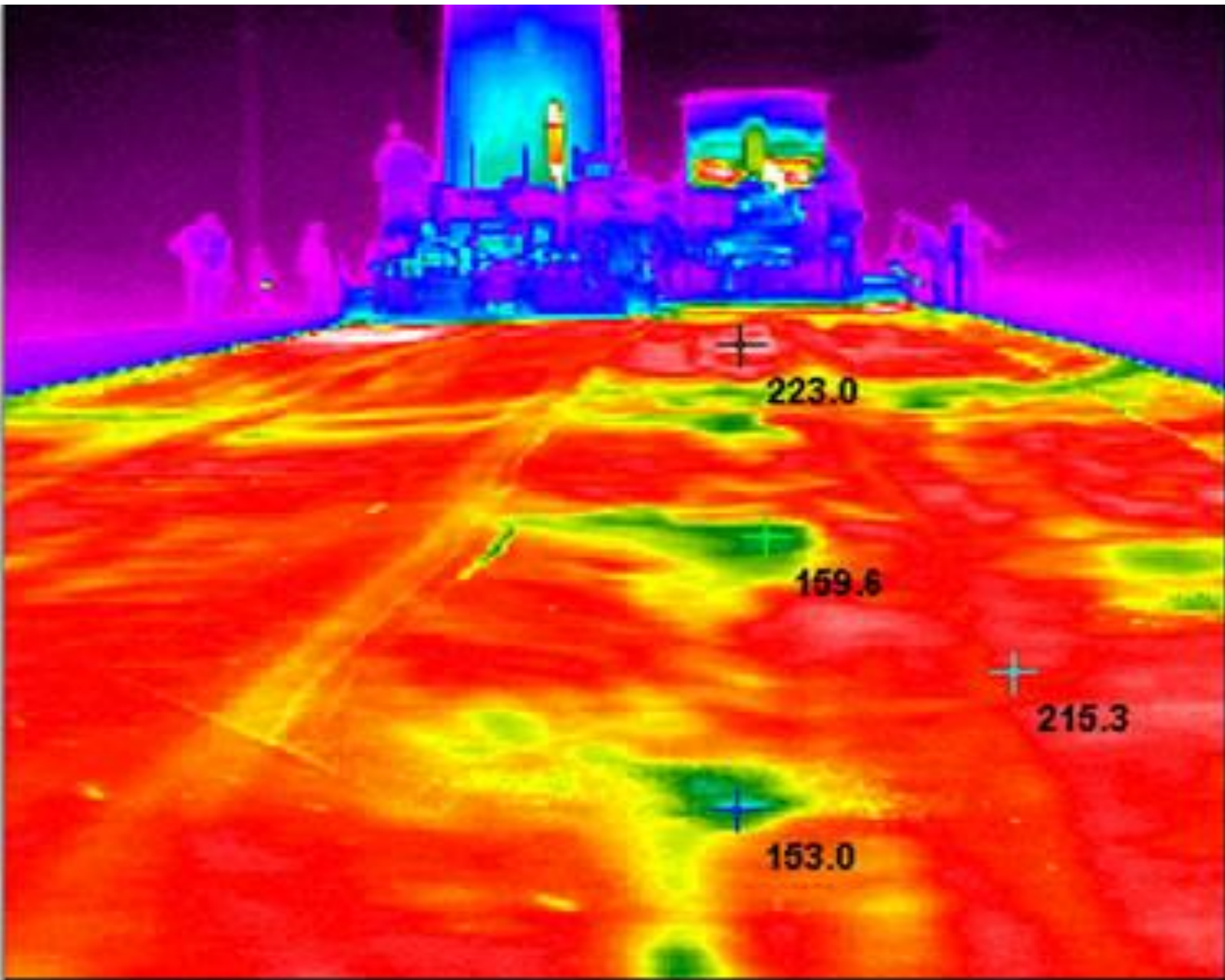
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SOLUTION?



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JOBSITE

- Unload third truck first
- Leave tarp on until ready to unload
- Traffic Control
 - Follow flow of traffic – Pilot Vehicle
 - Avoid turning within TC Zone or private property
- Safety
 - CSA Boots, Safety Vest, Hard Hat
 - Shared Responsibility
 - Administrative Penalties



JOBSITE

- Cigarette packs and coffee cups – leave in cab
- Follow direction of spotter
- Allow paver to pickup truck
- Clean out at designated location
- Dependability and accountability



CONTRACTOR RISK

- Penalty/Bonus Structure
 - Mix Quality
 - Pavement Smoothness
 - Compaction
 - Segregation





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SUMMARY

- Contractors need trucks to build roads
- Consistency provides quality
 - Steady consistent flow of material
 - Non-stop paving
- Partnership
- Shared responsibility
- Effective communication





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