



Going 3 wide at Capital City Speedway

R.W. Tomlinson raised the bar in customer service when it put its unique resources and expertise to work at Capital City Speedway.

Tomlinson was awarded the contract to re-surface Capital City's track with a 40mm lift of friction course asphalt. The track's width varied from 15 metres to 17 at its widest (in the curves), which meant we would have had to pave three lanes wide. Standard paving techniques of a single paver and three rollers would leave cold joints between the three lanes and lead to premature cracking of the surface.

So we put our heads together and came up with a solution that would give our customer the best possible product. The decision was made to pave the track using three Caterpillar AP-1000 pavers in echelon, which meant that the pavers operated side by side so there would be no cold joints. It is common to see two pavers in echelon, but this was the first time in company history that we went three wide.

The job posed unique challenges because the banking in the turns varied from five to 10 per cent, preventing us from safely dumping the trucks. Our Roadtec RP-2500 shuttle buggy was used instead to transfer the asphalt from the trucks to the pavers, which kept a constant forward



speed. Despite early morning rain, all three crews and the equipment performed flawlessly, placing 1,000 tonnes in 5 1/2 hours. The quality of the job was exceptional, and we are sure all of the race car drivers and fans will appreciate the new surface. In fact, they have seen lap times decrease by 1 1/2 seconds.

Capital City Speedway is home to local stock car racing in Canada's National Capital Region. In operation since 1961, the pavement was close to 50 years old and in serious need of repair. The track is a three-eighths-of-a-mile oval and will host 18 events this summer.

Welcome to the family

As of April 1, 2010, Goulbourn Stittsville Sanitation becomes part of Tomlinson Environmental Services. This strategic purchase solidifies our position in the commercial collection and recycling market in the Ottawa and surrounding Valley area. Situated on Carp Road, Goulbourn operates a recycling facility for blue box material, a waste transfer facility for wet waste and compostable materials, roll off and commercial collection vehicles.

Ministry of Environment approvals have already started to create operational efficiencies with the current Tomlinson Environmental Services and Goulbourn operations to gain additional market penetration in the region. We welcome all of the Goulbourn staff and customers to the Tomlinson Family and we hope this transition to Tomlinson's will be enjoyable and fulfilling.



Stimulus funding

It's turning out to be a busy year and Tomlinson is up to the challenge. Our infrastructure construction divisions are set to bid on more than \$600 million worth of business for infrastructure and stimulus projects with the City of Ottawa, which recently finalized its capital and rate-supported budgets. With the lifting of seasonal load restrictions on April 23, and having the Rideau, Moodie and Stittsville asphalt plants commencing operations on April 26, we're ready, willing and able to shoulder the load of what is looking to be an exceptional year.

In conjunction with Ontario Road Builders Association (ORBA), National Capital Heavy Construction (NCHA) and other provincial and federal associations, Tomlinson's management team will be working to extend the completion date for stimulus-funded projects from March 31, 2011, to Aug. 31, 2011, a move that will result in a superior finished product and the greatest value.

HEADLINES

17 hours to replace bridge: Tomlinson has been awarded an \$11.6 million contract to replace the Carling Avenue bridge using rapid-lift technology. Crews will have 17 hours to remove the old bridge, replace it with a newly constructed one and reopen the Queensway at Carling Avenue. The bridge replacement is scheduled for July 30, 2011.

TES recycles in Perth: On June 1, Tomlinson Environmental Services began recycling pickup of blue boxes, black boxes and organics for the town of Perth. The contract will run until 2015.

Tomlinson wins contract for Walmart: Tomlinson crews are busy working on the new Walmart site at Baseline Road and Clyde Avenue in Ottawa. Work includes excavation, granular, paving and site services with a completion date of November 2010.

Heavy civil and highway divisions win two MTO contracts: The portable plant and highway division will be setting up in the Bancroft area to repave 8.1 kilometres of Highway 62. The heavy civil crews will be rehabilitating the CPR/Highway 401 overpass in the Prescott area. The work will be completed by July 2011.

Tomlinson triumphs with contract to pave ultra-thin asphalt on Heron Road:

The City of Ottawa tendered its first ultra-thin resurfacing project in May, and Tomlinson was the successful contractor. Tomlinson believes that the ultra-thin paving option has a better life-cycle value and is the pavement preservation system of the future. This new asphalt system uses our grinder and a new mix design that is a half-inch thick, with the skid resistance qualities of major highways.

RIDEAU'S READY AND ROLLING

After purchasing O'Leary Ltd.'s plant three years ago, Cumberland Ready Mix (CRM) refurbished the site and opened the Rideau plant to provide better service in Ottawa's southeast end. With a production capacity of more than 80 cubic metres per hour, the plant will enable CRM to expand into additional markets.

New customers who have jobs in the plant's vicinity have already partnered with CRM. Efficiencies will increase, with loading bottlenecks dissipating at the Vars and Stittsville plants. A fleet of five trucks will eventually be stationed at that location, reducing fuel costs, truck wear and travel times. Because the plant is located only one kilometre from Rideau Quarry, transportation costs for coarse aggregate and manufactured sand will also be trimmed.

Ground breaking on the new Stittsville plant took place the first week of May. The plant fabrication has already started and is slated for delivery in August. The fall season will definitely be busy on the site since construction of the structures and buildings will take place simultaneously. Concrete production at that location is scheduled to start in December.

QUARRY NEWS

It has been a busy off-season with the quarry group. With the process of building and developing new plants slowing down, focus has now shifted to people. For the last several years, the quarry team has been taking leadership training, which was developed by the No. 1 leadership trainer in North America, John Maxwell. The one thing that has become very evident through the training is everything rises and falls on leadership. While strong leadership is very important, so is developing all employees. We are lucky to have some of the best equipment operators and tradesmen in the province working with us, and that's something we're all very proud of.

We have been having great success with our suggestion boxes. All suggestions are considered and a monthly winner is collectively picked by the managing team. The winning suggestion is then implemented, using the same method as Toyota uses in its factories with the Plan-Do-Check-Act system. First we plan how we best apply the improvement, then do the improvement. At that point, we check to see if it works the first time (it usually does not), then we act on changing the idea until it does work. All quarry hard hats sport a Plan-Do-Check-Act sticker, so we won't forget that we are in a continuous improvement mode.

Thanks to all of the crews who have put forth suggestions. We appreciate your support

EMPLOYEE PROFILE

Ross Lavallee — Superintendent, Heavy Civil Division
Ross Lavallee brought 20 years of bridge construction experience to the Tomlinson Group when he came to work for us in 2007. After one year and several projects as a foreman, Lavallee took over the position of superintendent with the heavy civil division.

Lavallee's experience in bridge rehabilitation and construction has been of great value for our company. Over the last two years, he has worked on several of Tomlinson's more challenging projects, such as the Highway 7 bridge, the Hazeldean bridge, the West Transit way project, the King Edward bridge rehabilitation, the Renfrew bridge rehabilitation and the construction of six new bridges for the Highway 17-417 twinning at Arnprior.

A native of St-Augustin, a small village on the east coast of Quebec near Labrador, Lavallee has lived in Orleans for 15 years. He still carries his home-town people's courage, good temper and spirit — qualities he shares with 20 of his fellow co-workers, who have followed him and joined the Tomlinson Group. Well respected by all, Lavallee is an important member of the Tomlinson heavy civil division supervisory team.

SAFETY IS EVERYONE'S BUSINESS

The year 2009 saw the momentum continue to build for a safer work place at the Tomlinson Group. All key benchmarks of a good health and safety program finished in the positive range, with reductions noted in all categories company-wide. Personal injuries saw a 27

per cent reduction from 2008 and lost-time injuries were down by an astounding 79 per cent. Vehicle accidents fell by 16 per cent from 2008.

Although all divisions saw reductions, the biggest took place at Tomlinson Environmental Services (TES). TES recorded a drop in personal injuries of 49 per cent, with a 100 per cent drop in lost-time injuries. Vehicle accidents also were down 44 per cent over 2008. Congratulations to the management and workers of TES for a job well done. Their efforts helped ensure a safe working environment for all of their workers.

Our goal for 2010 is to reduce our injuries, vehicle accidents and incidents by a further 20 per cent. It will take support from all to assist in achieving this goal; of course the ultimate goal is zero injuries.

Several other facilities managed to achieve excellent benchmarks by not recording one reportable injury. These were Moodie Quarry, Moodie Asphalt Plant, Rideau Asphalt Plant, Stittsville Asphalt Plant, Tatlock Quarry, Ontario Trap Rock and the materials testing facility. A "well done" also goes out to the management and workers at all of these facilities.

During 2008 there was an emphasis by the Ministry of Labour to ensure traffic control plans were written and on site. In 2008, we received a number of orders concerning these plans. A concentrated effort by the construction division and the health and safety department produced a package for preparing these plans. In 2009, all of our effort paid off when we received no ministry orders dealing with traffic control plans.

For 2010, there is an expected emphasis on the new Workplace Harassment & Violence Bill that has set out specific requirements. These requirements include training and surveys, and it is our intention to ensure the entire Tomlinson Group is aware of the new regulation.

The health and safety department was busy throughout the year preparing lockout procedures for all quarries, asphalt plants, and Springhill and Cumberland ready mix plants. A lot of work and effort were put into this process, and in the end, we have ensured all lockouts can be performed in a safe and proper manner.

In 2010, the health and safety department will conduct three blitzes on these three key items: Safe lifting chains and slings, proper marking of electrical panels and ensuring all the proper health and safety documentation is posted. These blitzes will take place throughout the summer.

In 2009, 836 workers received safety training of various types, including WHMIS, fall protection, lockout and tag. In 2010, we hope to increase the number of workers receiving their orientation and WHMIS training to a minimum 80 per cent. We are striving to ensure all quarry workers obtain the Common Core Specialty modules that are required in order to safely complete their jobs.

Overall, 2009 was a good year and it becomes evident every passing year that safety is first priority to the Tomlinson Group. Although we are not yet where we want to be, we are definitely on the right track. Our target for 2010 is a continued reduction in injuries, accidents and incidents, and ensuring more workers receive the safety training they require and ultimately garnering the support of every worker in the Tomlinson Group to promote the safety culture within.