

Vince Dillman (March 1932 – April 2010)

Chairman's Message

The Nova Scotia Asphalt User Producer Association is entering its fourth year of service to the asphalt industry in Nova Scotia. The brainchild of our outgoing Chairman Mike Deering; the Association continues to work towards promoting and educating the HMA industry in the province. By way of introduction, I, Andrew Lake of Will-Kare Paving and Contracting Ltd. have accepted the role of Chairman of the Association for the next two years. Supporting me in this role will be our new executive team that consists of Phil Sullivan, of AMEC in role of Vice Chair, Jeff Spares of HRM in the role of Treasurer, and Ryan Clark of the Municipal Group will take over the Secretary duties.

I'd like to recognize Mike for his efforts in bringing the idea of an asphalt user producer association to fruition. Some three years ago, Mike assembled a team of contractors, consultants, government officials and academia within the industry. This effort has led to three successful asphalt seminars and a partnership with the Nova Scotia Community College to provide HMA testing equipment to their Civil Engineering Technology Program. Although Mike has relinquished the Chairman duties, he will remain on the steering committee offering the group his wisdom.

I'd like to further thank all participants, presenters and sponsors that contributed to another successful seminar earlier this year. Over 250 representatives of industry were entertained by a diverse group of speakers on various topics that appealed to all sectors of the industry

As the end of the paving season rapidly nears, the NSUPA steering committee is already preparing for the 2011 seminar. The seminar will once again be held at the Holiday Inn Harbourview, Dartmouth on April 14. If you have any ideas for topics or speakers that you would like to hear, please respond to the "Call for Topics" section in this newsletter.

I hope to see everyone again in April 2011 for another informative session. Details to follow in our February newsletter...

Andrew Lake
Chairman, NSUPA

The Man.....

Vince Dillman left school in grade four to help support his family, which was not uncommon in that era. This is a fact that his children are very proud of, as he has come so far. This also made him very insistent on his children finishing high school.

Vince had one son, Wayne, who died in 1972 in a construction accident, & four daughters, Betty, Dale, Sheila, & Wanda. Vince had 11 grandchildren & 6 great grand children.

The Contractor.....

Vince started working as a labourer with Diamond Construction in 1955, the same year the company built the Halifax Airport. Over the next 20 years he did every job that was asked of him, from shovel operator to mechanic to superintendent. In 1975 he changed companies & started working with Dexter Construction, which only lasted about 1.5 years. In 1977 he bought an old crusher & a couple of loaders launching Dillman Enterprises. Vince had his first asphalt paving contract in Big Cove, CB, before he had his first asphalt plant, which arrived in August 1980. The plant was a Barber Greene DM-55 Parrell Flow-Drum Mixer all-in-one with a wet collector on the same chassis, 4 cold feed bins, extended slingerbelt, 50 tonne silo & slat, 30,000 gallon AC tank and control house. Vince was officially in the paving business.

"Vince had just got his first paving job in the Margaree Valley in Cape Breton. I hadn't heard of Vince Dillman before, but I know who he is now" - Aubrey Martell.

"I took Vince to Chicago & Wisconsin to look at used plants. He didn't like what he saw, but put a proposal together on the way back, and before landing in Halifax, Vince decided to buy the new plant. We landed in Halifax at midnight, and he asked that I meet him & his accountant (Kenny MacPhee) at his house in Cooksbrook on Sunday at 1pm. We reviewed the proposal, signed the paperwork, and he gave me the deposit cheque. The following week we flew on the small Atmus Company plane to look at the similar BG plant that Chapman Bros had recently purchased from us....." - Mark Howard, Gencor.

Dillman Enterprises did other large road projects as well, including Trafalgar, Ten Corners, and the road into Point Aconi, but mostly concentrated on paving &

crushing. Vince employed many people from his community including his own family. Sheila worked in the company from 1978 – 1995, and Wanda also worked with the company for a few years.

In 1994 Vince decided to retire & sell the business to Sintra, a Quebec firm. He stayed with the company for a year to oversee the transition. Sintra continued to run the company as Dillman Enterprises.

The Retirement Years....

Vince had a portable sawmill to fill some of his time. When he heard the local church had fallen to disrepair, he oversaw the rebuilding of the church basement. They later dedicated it to his son. Vince had a passion for gardening & he usually planted enough for the whole community. He never lost touch with what was going on in the paving industry though. He seemed to know as much about what every company was doing as those in the business did.

“Even when Dad was sick, he was always in his world of construction”
– Dale Singer.

NSCC Lab Equipment Donation

Many industries in Nova Scotia have been struggling to find talented new individuals to join the workforce. The asphalt industry is no exception. One possible reason for this is there was a window of time in which there were no institutions in NS offering a Civil Engineering Technology Program. In the spring of 2009 the Nova Scotia Community College (NSCC) Waterfront Campus graduated its first class of Civil Technologists. Since the first graduating class of 10 students, the class size has increased with 12 graduates in 2010 and anticipated graduating class of 15 for 2011. This relatively small pool of trained individuals is sought after by many industries.

One of the goals of the NSUPA is to make a connection with these students over the duration of their studies to peak their interest in the asphalt industry. To that end, the NSUPA donated an important piece of testing equipment which is very familiar to those in the industry; an NCAT asphalt ignition oven. The oven was supplied by *M&L Testing Equipment* who assisted NSUPA in the financing of this piece of equipment over the next 3 years.

Below is a picture of NSCC presenting a plaque of appreciation to the NSUPA for the donation of their first asphalt content ignition oven. The oven had just been installed and is ready for use by the students this coming year.



People from left to right:

Lisa Boyle, Academic Chair, Civil and Building Technologies, **Mike Deering**, **Phil Sullivan**, **Peter Rosvall**, Faculty, Civil & Building Technologies, **Andrew Lake**, **Rachael Donovan**, Principal, Waterfront Campus

NSTIR RAP & WMA Review

By Keith Purdy, M.Eng. P.Eng – Pavement Management Engineer, NSTIR

In 2009, the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) conducted two trial projects to evaluate two different asphalt concrete technologies: Warm Mix Asphalt (WMA) and Recycled Asphalt Pavement (RAP).

Warm Mix Asphalt or WMA is a technology either through a process or an additive that allows asphalt concrete mixes to be produced and placed at temperatures lower than those normally associated with hot mix asphalt.

The 2009 WMA trial project, awarded to Basin Contracting Limited, was conducted on Trunk 2, from Gibb Road southerly to the Route 224 Overpass, Hants County. The WMA technology used was MeadWestvaco's Evotherm 3G, supplied through McAsphalt Industries Limited. The product is a chemical additive that is blended into the asphalt binder allowing asphalt contractors to easily use it without modifying the asphalt plant. The trial project used approximately 3000-tonnes of WMA, a portion of which was placed on the base lift of the trial section. NSTIR did not notice any discernible differences in the mix during placement other than the free edges of the mat were stiffer. Despite some gradation problems at the plant when the production temperature was reduced, NSTIR considers the project a success. The trial section will continue to be monitored to gauge its long term performance.

In 2010, NSTIR tendered three WMA projects that required all the asphalt concrete to be placed, unless otherwise indicated in the contract documents, to incorporate a WMA process or additive. S.W. Weeks Contracting Inc., who was awarded the Route 212 (Old Guysborough Road) project, will be using the Evotherm 3G additive. For this project the contractor will be using the technology to increase the haul distance from the asphalt plant and to maintain compactability of the mix once placed. The other two projects utilizing WMA are the Margeson Drive Interchange project requiring approximately 14,300-tonnes of WMA and a four section project of pavement preservation paving requiring approximately 6,250-tonnes of WMA. The successful paving contractor for these two projects was Basin Contracting Limited who will be using Gencor's "The Green Machine" Ultrafoam GX System. The Gencor system uses a water injection system to foam the asphalt binder to allow easier coating of the aggregates during mixing. It should be noted that the Margeson Drive Interchange project will also allow NSTIR to evaluate WMA with the use of

RAP. Paving completed to date on these projects looks promising and there has been no issues brought forward.

Recycled Asphalt Pavement or RAP is essentially asphalt milling from the cold planning process. RAP is used as an aggregate replacement when producing new virgin hot mix asphalt. The aged asphalt binder within the milling also allows for the reduction in amount of new binder required in the asphalt mix.

The 2009 RAP trial project was conducted on the base lift of the asphalt placed on Route 215 through the community of Selma. The contractor for the project was Basin Contracting Limited. The project required approximately 4100 tonnes of asphalt concrete of which fifteen percent (15%) was comprised of RAP. During production, placement and compaction there were no observed issues with the mix and was considered a success by NSTIR.

With the success of the 2008 (Ridge Road, Kings County) & 2009 trial projects, NSTIR moved forward by allowing the use of RAP up to a maximum of twenty percent (20%) on any project requiring a Type B or Type B-HF asphalt concrete mix. For these projects, the contractor has the option to use RAP or to use all virgin aggregate during production. NSTIR does not at this time have the amount of tonnage laid that incorporated RAP as it is at the contractor's discretion to utilize. NSTIR will continue to leave the option open to contractors to incorporate RAP in asphalt concrete, but will restrict its use to projects that require a Type B or Type B-HF asphalt concrete mix.

NSUPA Annual Seminar 2011 Call For Topics

Date: April 14th, 2011
Time: 8:00 AM
Location: Holiday Inn Harbourview, Dartmouth

Entering our fourth year of service to the asphalt user / producer's industry, the executive committee realizes the value of the presentations varies to the wide range of attendees at the annual seminar. Ideas are getting more difficult to come by. Please send any ideas and or speaker suggestions for the 2011 seminar to the NSUPA Executive by December 1st. Please forward your request to info@nsupa.ca or directly to rclark@Municipalgroup.ca

Happy Retirement Jim Talbot!

Mr. Jim Talbot, P.Eng.
Retired District Director, Transportation Infrastructure Renewal

Jim started his career with the Department of Highways as a summer student performing various duties including weighing, checking and surveying. Upon graduation from Nova Scotia Tech. in 1975, Jim accepted a position with the Department as a Project Engineer in the Bridgewater office. Transferring to Bible Hill in 1979, Jim continued as a Project Engineer until 1989 when he assumed the Area Manager position. Jim continued as Area Manager until 1997, and then was promoted to District Director of the Central District. Jim's final career move landed him back in his hometown of Bible Hill where he acted as District Director of the Northern Region until his retirement in July. Jim recently celebrated his 37th anniversary. He has two daughters, one son, and one grandchild with another on the way. He enjoys traveling, gardening, cross-country skiing, camping and hiking. The Nova Scotia Asphalt User Producer Association wishes Jim a successful retirement.

People In Our Industry

The "People In Our Industry" section will be introducing prominent members of the Asphalt Industry. This spotlight is intended to give recognition to their contributions to the asphalt industry in Nova Scotia.

Meet Robert White

Originally from Victoria Mines, Cape Breton, Robert graduated as a Civil Engineering Technologist from University College of Cape Breton in 1990. During his school years Robert worked at the former NSDOT Materials Laboratory in Miller Lake and gained valuable experience in the testing of aggregates, concrete and hot mix asphalt. Immediately after graduation, Robert began working with The Miller Group and spent time with Industrial Cold Milling in New Brunswick before moving to Ontario. After five years with Miller, Robert spent four years with The Warren Group before moving to Kingston, Ontario with Cruickshank Construction Limited. During eight years with Cruickshank as General Manager, and later as Chief Administrative Officer, Robert gained a wide range of experience with all aspects of hot mix paving and roadbuilding.

In 2008 Robert and his wife decided to move back to Nova Scotia. He joined AMEC in April of 2009 as Field Supervisor for AMEC's NSTIR Quality Assurance project. His role takes him to the plant sites and jobsites around the province as AMEC provides quality assurance services to both EPS and Method Specification projects.

Thanks To Our 2010 Seminar Sponsors!

Thanks again to our sponsors who continue to support the NSUPA with generous donations to support our organization.

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