



OUR HISTORY THROUGH A DIFFERENT LENS



Yves Bisson - HWY416 rock blast

In the last edition, we shared Tomlinson's history through the lens of Bill Tomlinson, leaving off with the purchase of Ontario Trap Rock (OTR) in 1993. This edition is diving back in right where we left off but through the lens of Ron Tomlinson, our current CEO and the third generation of our family business.

Our goal when purchasing Ontario Trap Rock in 1993 was to ship aggregates across the Great Lakes to Eastern Ontario and the United States. To achieve this, we needed to make the waterway in front of our quarry accessible to seaway ships with a draft up to 30 feet. Meaning, we had to build a port and dredge a 1.4 km canal to make the water deep enough for the ships to successfully navigate. To dredge the channel, we built clay lined containment cells with veins in the quarry-like areas which remained from when the property was originally a copper mine. Pumping slurry into the cells, we treated the material and discharged the clean water back into Lake Huron. This project wouldn't have been possible without the supportive town of Bruce Mines standing behind our efforts to build a port and quarry (story of water).

The next year, 1994 was the beginning of large, heavy infrastructure

projects for Tomlinson. That year we won a \$12.5 million dollar job to build Highway 416 from Fallowfield through to Hunt Club. This was our first fully integrated highway project, requiring rock excavation and paving to create a four lane highway with two overpass bridge approaches to the Log Farm Bridge. To complete this project, which was more complex, and on a larger scale than anything we had done before, we needed new equipment. This led to our purchase of the first Caterpillar 350 shovel sold in Ontario, a 330 shovel and two dozers - a D5N and a D58.

With a very tight timeline, we got to work, but as soon as we started our team realized the rock was much harder then anticipated. The wear on the excavators was crazy, and we were wearing out a bucket a week! The thought on everyone's mind was "how the hell are we going to do this?". But in typically Tomlinson style, working seven days a week, pulling equipment from quarries on the weekend, and bringing a welder on-site to do repairs 24/7, our team got the job done.

The 90s were a big decade for Tomlinson. Diving headfirst into heavy infrastructure with our Highway 416 job. Then a large



MESSAGE TO THE CEO

As I transition into retirement, I often find myself reflecting on the past 20 years of my life with Tomlinson and I just want to say thank you.

Working for Tomlinson has been great, filled with tremendous opportunities and experiences that have allowed me to develop into who I am today. When I started at Tomlinson, there were just 450 employees and now the company has grown to over 1800 employees, yet it still feels like a family run business to me. And what I will remember most about my time here is the many amazing people I have had the pleasure of working with over the years.

I began my journey here in May 2003. Prior to that, I had worked for a company subcontracting to Tomlinson. Of all the companies we worked for, Tomlinson was always the one that stood out as a good place to work. It had the best people, many resources, and the highest respect throughout the industry. So, when the opportunity came to work for Tomlinson I jumped at the chance, and I have never looked back. Every opportunity I have had at Tomlinson has enhanced my knowledge, helping me to grow both professionally and personally.

My first position was working for Gary Carriveau (since retired from Tomlinson) as a Project Manager in the newly formed Bridge Division. That division eventually merged with our Highway Division and evolved into the Heavy Civil Division. From there I became Manager of the Municipal Division under the guidance of Bert Hendriks (since retired from Tomlinson). This division, together with the Commercial Division, managed by Tim Vizena, transformed into the Construction Division, now known as Tomlinson Infrastructure. For my next 10 years I was mentored by Ron Tomlinson whose vast knowledge, understanding and perspective shaped me into a stronger leader. I took a position managing the recently established Planning and Environmental Division. As my experience and knowledge of the company grew, I was then fortunate enough to be able take on the position as Manager of Aggregates, which included all our pits and quarries, Ontario Trap Rock and Tatlock. Several years ago, this division merged with the Asphalt plants and Quality Control, and I became the Vice President of the Materials Division.

It has been a fantastic journey and I am grateful for all that Tomlinson has been for me over the years. I will always remember the people and the experiences I have had at Tomlinson. It has been quite the ride. The next leg of my journey is truly uncharted territory as I contemplate retirement after a very fulfilling career with Tomlinson. What I do know is that the last 20 years here will be a hard act to follow.

Truly grateful,

Scott Berquist, Vice President

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job completing parking lots, roads, and interchanges for the Palladium Center (now known as the Canadian Tire Centre) our reach was growing for construction infrastructure projects. But it didn't stop there! We also started making major steps in building our environmental division. Securing our first curb side collection contract and a long-term landfill operation contract in the City of Osgoode in 1996. Two years later, following the release of the Three R's "reduce, reuse, recycle", we opened our Construction and Demolition (C&D) Materials Recycling Facility.

Our team knew that trying to source separate on job sites would never truly work. So, with their experience in materials processing, Chris Kollar, Al Conboy and Ron Tomlinson got to work spending weekends trying to recreate what Bill Tomlinson had built with Bakermat to separate metals back in 1976. Leading to the creation of our C&D facility, the first of its kind in Eastern Ontario. Looking

to change the way construction waste materials were handled, our new process switched from source separation on job sites to mechanical separation off-site. Enabling us to divert over 70% of C&D materials, a number that has now grown to over 80%. The processing system allowed us to build our roll-off business to support our customers first on the residential housing side, and then we moved into a variety of other areas.

As many of you know, bringing businesses together to build a stronger team is not easy, but ultimately, we are stronger together. Up until 2000 we were running three separate construction companies - Tarcon, Beaver, and Tomlinson and were losing efficiencies across the different businesses. So, in 2001 we amalgamated all three of the businesses into Tomlinson bringing all of our strengths together to form a stronger team as a whole.

Throughout the years, we were always looking to diversify and keep our drivers busy year-round. This led us to bidding a winter maintenance contract for City of Ottawa, Highway 174 for 2004-2009. Being able to turn-over the trucks in October, put a plow harness on them and keeping them running all year round was a major advantage for us at this time.

Plus, it allowed us to provide our drivers with year-round work, which was always what we wanted to be able to do.

In 2004 as the outside pressure of large construction companies from Toronto grew on MTO projects in the Ottawa area, we looked to expand our area of influence to continue growth. To win these bids, we purchased a portable asphalt plant which we were able to move around Eastern Ontario to complete jobs such as Highway 7. We also bought \$5 million dollars in CAT equipment. A major purchase at the time, but small in comparison to where we are now.

As our construction reach grew, we were also looking expand our waste management footprint. To us the best way to do this was by bidding on large city collection contracts. So, we bid on a contract for Pembroke, Petawawa, and the Laurentian Valley. When they opened the tenders and Ron Tomlinson found out they left a million dollars a year to second place, he walked out the front door of the office and puked! When you come in a lot lower than your competition on tender there is always a worry you won't be able to do the job at the price you gave. However, not only did we do the job and get the numbers we wanted, but we also kept the contract for multiple terms.

As competition continued to enter the market, and our team's expansion efforts drove decision making within our organization. With the geologist on our team researching resource heavy locations that had potential to be assets for Tomlinson. This led to the purchase of the Stittsville Quarry in 2006. As we looked to continue our vertical integration, we purchased Cumberland Ready Mix in 2008 and proceeded to build a state-of-the-art wet batch plant. Which to this day, delivers the perfect batch of concrete every time. When Cumberland Ready Mix was purchased, they just changed the names on the door and the previous owners

continued to operate the business just as they had before, but with the "background strength" of Tomlinson behind them. Both Bob and Luke Brazeau had agreements to stay on for three years, but they stayed on for eight and five years, respectively.

Leveraging the value of Tomlinson as an aggregate supplier and valuable team members which

"gave us the power to grow a bit more than a smaller family



business [...] letting it run the way it was run with more background strength from Tomlinson, and the business grew substantially in those couple of years and continued to grow essentially every year since then" (Francis Brazeau, General Manager of Tomlinson Ready Mix). To this day a Brazeau runs our Ready Mix business.

In 2009 a unique opportunity to expand our waste services came along. After being awarded a City of Ottawa contract to process all the cities organic waste, ORGA World called us in a panic, the planned location for the facility received a huge outcry from the residents and they needed to relocate. At the time, Tomlinson had property that was zoned for the facilities beside their Rideau Quarry in Hawthorne Business Park, so we entered a 20-year lease. During the facilities construction, one of the partners of Lystek, approached Tomlinson, looking for additional investment. At this time Lystek was a very small entity, but technically really strong and had a patented method to treat biosolids that was unlike anything else out there.

With many municipalities interested, potential projects lined up, and a Class A liquid fertilizer product being created from their process, Tomlinson saw strong potential. Speaking to the Technical Director of Lystek International and one of the founders, Ajay Singh, the transition felt was very smooth, like going from "one family to another" and they are "very grateful for Tomlinson, they helped us grow to this stage where we have lots of projects now in Canada, the US, and internationally".

Stay tuned to hear more about how Tomlinson has grown throughout the years, and head over to our YouTube channel to watch interviews with team members who have joined the Red Army through acquisition!



PHOTOGRAPHED ABOVE: Large tower being cut in half to be transferred from Bourget to the new Cumberland Ready Mix plant.

KEEP YOUR STICK ON THE ICE

On February 8-9th players from across multiple Tomlinson divisions joined forces (#oneteam) to participate in the 24th Annual Stantec Charity Hockey Tournament in support of BGC Ottawa and Camp Smitty at the Bell Sensplex in Kanata.

This 2023 edition quickly sold out, with 36 participant teams ranging in age and skill, all coming together in support of the BGC Ottawa and the community in which we live, work, and play. Tomlinson has had a long-standing presence in and been an avid supporter of this event for a great cause. We look forward to the 25th installment of this tournament.

This year's participant teams proudly represented the consultant, construction and development communities.



TEAM RED: Jon Code, Will Ansell, Ryan Downing, Jeremy Lemieux, Brandon Fournier, Cory Bretzlaff, Keirwyn Dunn, Charles Gareau, Craig Bellinger, Dan Lepenski, Patrick Patenaude, Kyler Hammel, Clark Little

Missing: Rico Coscarella, Everett Markell

TEAM WHITE: Rocky White, Michael Mohr, Dan King, Alan Legue, Drew Hamill, Ryan Paquette, Alex Campbell, Dylan Boltz, Brendan Morin, Riley Boyle, Tyler Cross Nesbitt, Zach Salsman, Dean Galasso, Joseph Vaughan, Robin Maly.



TOMLINSON IS THE PLACE TO BE **TOP EMPLOYER AWARD**

For the 4th year in a row Tomlinson has won a spot on the National Capital Region's Top Employer list. The awards program is managed by an independent firm in partnership with The Globe and Mail.

There are eight key evaluation criteria, but the top areas where Tomlinson ranks the highest compared to others in our industry offering – where we're the most progressive and forward-thinking are:

1. **Work Atmosphere & Social**
2. **Health, Financial & Family Benefits**
3. **Performance Management**
4. **Training & Skills Development**

Our Tomlinson University programs really set us apart offering training and development opportunities for individuals at various

stages of their careers, from mentoring and career planning services for current employees, to paid internships and co-op placements for students and recent grads just starting out, tuition reimbursement and both external and internally developed training programs.

These programs all directly tie back to our corporate goals of:

- **Create outstanding operational performance**
- **Strengthen and build our team in both technical and leadership skills**
- **Create One Team**

We believe Tomlinson is a great place to work. Getting some external recognition for everything that we do, it's a great pat on the back! Well done!



MANAGING EXCESS SOIL HOW FAR WE'VE COME

The Ontario Ministry of Environment, Conservation and Parks (MECP) has been implementing the On-Site and Excess Soil Management Regulation (O.Reg 406/19) for several years now. In fact, we wrote about it in the Spring 2021 issue of Tomlinson Times. The regulation has certainly given the industry a shake. It's created a lot of challenges and has required a lot of changes to the way we manage excess soil, or "fill". Tomlinson has been impacted by the regulation across almost all our divisions. We generate excess soils through construction projects, we haul excess soil, and we receive and manage excess soils at our fill sites. However, in true Tomlinson fashion, we've faced these challenges head on and have made a lot of great strides to achieve compliance with the regulation.

With the Regulation requiring that every load of excess soil hauled be tracked from its generation at the project site to its final placement at the reuse site, it was evident right away that we needed staff to oversee the loads that go into our fill sites. We have a couple of permanent fill sites in the Ottawa area- Standard Pit and Albion Pit- and these two fill sites have dedicated Fill Site Attendants to manage what is coming into the site. In the busy season, these workers have been known to manage upwards of 300 loads per day! Between checking that the project is approved to haul, tracking the load, visually checking the material, and directing trucks where to dump, this is no small feat.

As the Regulation impacts many aspects of our company, another key task was creating protocols to help implement the Regulation. Procedures and guides were created to help all divisions navigate the regulation. We also developed procedures for accepting excess soil, which ensures that the material we import to our fill sites will not negatively impact human health or the environment. Every project that we or customers import to the fill sites must first be reviewed and given permission to deposit.

Arguably the biggest challenge that we've faced is implementing a digital tracking and hauling record system. Tread has been used



by our Trucking Dispatch Team for many years to plan and send job requests to both internal and external trucks. Rather than implementing a new technology, Tread has helped us to innovate and tweak the system so that it can also fulfill the requirements of the Regulation. This involves the drivers creating a digital ticket for every load of fill that they haul using the Tread App on their phones. Once the driver deposits the load, the Fill Site Attendants sign off on those tickets on their own device to acknowledge that the load was received. One of the purposes of the Regulation is to prevent the illegal dumping of soil, and the tracking system is used to document the loads and to prove that material was handled appropriately.

GOOD PEOPLE KNOW GOOD PEOPLE



Did you know that if you refer an employee to Tomlinson, you are eligible for **up to \$1,000** for a referral bonus? **We need your help to build our team!**

Check out the job postings on our website.

Questions? Email hr@tomlinsongroup.com

BUILDING TO SERVICE OUR CUSTOMERS EVEN BETTER

In February, the sales groups came together as **One Team**.

This training session was the motivator to kick-start the year on the right foot, get to know the different lines of business and brainstorm on how we can improve support to our customers, especially those that use a number of our different services.

The positive energy was contagious and we're looking forward to doing this again next year!



Rob Pierce • Special Guest Speaker: Steven Nash • Ron Tomlinson

CROSS-SELLING FOR SUCCESS

MATERIAL REMOVAL

- CONSTRUCTION & DEMOLITION MATERIAL
- EXCESS SOIL
- ASPHALT
- CONCRETE

ON SITE BINS

- FRONT LOAD WASTE / RECYCLING CONTAINERS
- WASTE / RECYCLING / ORGANICS COLLECTION
- IN-GROUND FRONT LOAD CONTAINERS
- ROLL-OFF CONTAINERS SERVICE

CONSTRUCTION

- BRIDGES
- PAVING ROADWAYS/ PARKING LOTS
- SEWER & WATER MAIN
- SHORING & PILING
- DIGGING BASEMENTS
- GRADING

SENSITIVE MATERIAL

- HAZARDOUS AND NON-HAZARDOUS WASTE COLLECTION
- 24-HOUR SPILL RESPONSE
- INDUSTRIAL CLEAN UP
- SITE REMEDIATION

LANDSCAPING

- MULCH
- TOPSOIL
- WASHED LANDSCAPING STONE

SPECIAL EQUIPMENT

- VACUUM TRUCKS
- BUSINESS WASTE COMPACTORS & BALERS



OUTDOOR BATHROOMS

- PORTABLE TOILETS
- HEATED COMFORT STATIONS
- TRAILERS

OFFICE SOLUTIONS

- CONFIDENTIAL DOCUMENT STORAGE & DESTRUCTION
- BANKER BOXES
- CONFERENCE & EVENT CENTRE

SPECIAL MATERIALS

- BEDDING
- RUBBLE
- BIOMASS

READY-MIX CONCRETE

- OVER 450+ MIXES
- 85+ VALUE-ADDED PRODUCTS
- OTHER SPECIFICATIONS
- SENSORS, GPS TRACKING, E-TICKETS, CONCRETE TESTING

ASPHALT MIXES

- DRIVEWAY MIXES
- INDUSTRIAL, COMMERCIAL, & INSTITUTIONAL MIXES
- HIGHWAY MIXES
- COLD MIX / HOT MIX
- SPECIALTY MIXES

GRANULARS

- ROAD GRANULARS
- CLEAR GRANULARS
- SPECIALITY PRODUCTS

SAND

- MORTAR SAND
- HYDRO SAND
- SAND FILL
- ARENA SAND
- BEDDING SAND
- SEPTIC SAND

RECYCLED MATERIALS

- RECYCLED CONCRETE
- RECYCLED ASPHALT

Don't see what you're looking for?



This isn't everything we offer! Reach out and we'll steer you in the right direction.

LOOK AFTER YOUR PPE AND IT WILL LOOK AFTER YOU

What if you were to expose any part of your body to dirt, chemicals, sunlight, misuse and not take care of yourself? How would you look? How would you perform?

Think of PPE as an extension of yourself but more importantly, think of it the only barrier between you and serious injury or even death.

What can you do to keep that extension of yourself performing as effectively as it was designed to?

You can take the proactive approach to identify issues or problems with your PPE before an incident happens by

inspecting your PPE before every use. Using worn out or malfunctioning PPE could have grave consequences. "It was fine yesterday," or "I checked it this morning and it was good" could give you a false sense of security, putting yourself and others at unnecessary risk.

True or False: You only need to inspect specialty PPE.

False. All PPE including your safety glasses, safety boots, hard hat and high vis vest need to be inspected before every use. I often hear "I wear it every day I know its fine," but is it? Do you know what you are looking for? Do you know how to thoroughly inspect your PPE?

THINGS TO LOOK FOR IN THE PPE YOU WEAR EVERY DAY:



HARD HAT – cracks, discolouration fading, too many stickers causing deterioration, over 10 years past manufacturing date, missing components, taken an impact.



SAFETY GLASSES – scratched, not CSA approved.



WORK BOOTS – not done up, visible steel toe, ripped, sole detached, sole pierced.



HIGH VIS CLOTHING – dirty, ripped, faded, missing reflective markings.



GLOVES – Ripped, torn, holes, and excessive dirt. Do you have the correct gloves for the task?

Now let's talk specialty PPE. What would it be like if you lost your hearing or lost the sense of touch in your fingers from chemical burns or continuous vibration?

Look at your hearing protection for damage like wearing, cracks, splits, or any sign of being compromised. You made the effort to wear the PPE now take that extra step to inspect it to be sure that you are being protected and most importantly wear it correctly.

Remember, after 85db every 3 DB increase, doubles the sound intensity, and reduces your exposure time by 50%. You only get once chance to save your hearing.

Check your respirators and filters. Ask yourself "is this filter going to work for what I am exposed to, is it the right size and was I fit tested in the past 2 years?"

Did you know that gaining or losing weight in your face will cause your mask to have gaps, exposing your lungs to the very thing you are trying to protect yourself from?

This is why it is important to check the straps for damage, face mask for scratches, cracks and excessive wear and tear. Another great question, "is your filter attached to your mask correctly?" Check the valves and valve seats for dirt and debris clogging them up and check the filter for cleanliness.

THINGS TO LOOK FOR IN YOUR SPECIALTY PPE:



RESPIRATORS & FILTERS – strap damage, scratches, cracks, excessive wear, proper fit, valves & seals, dirt, debris, filter cleanliness.



HARNESSES, LANYARDS, AND SRLS – wear and tear, dirt, burns, damaged buckles and clasps, warped rings, fall indicator deployed, brake mechanisms not working, shock absorber deployed, missing stitching, cracked casing, rusty cable.

When it comes to be PPE, it needs to be stored correctly, inspected before every used and tagged out and destroyed if it does not pass inspection. You want to ensure that no one else can use that piece of PPE that you would not trust to wear yourself.

Bottom line, wear your PPE and inspect it before every use. If you are unsure about how to thoroughly inspect your PPE, reach out to your health and safety advisor.

After all, it is your safety on the line!



RED ARMY SHOUT OUT!

Send us photos of you and your team, projects, and job sites.
We want to highlight your awesome work.
Email us at social@tomlinsongroup.com

NEVER MISS A MOMENT
FOLLOW US ONLINE



STRESS MANAGEMENT

WHAT IS STRESS?

Stress can be defined as any type of change that causes physical, emotional, or psychological strain.



GOOD STRESS

It is short-term, it inspires and motivates you, focuses your energy, and improves performance. It is helpful in small amounts and positively impacts your mental health.



BAD STRESS

It is the kind that wears you out, leaves you nervous and is harmful to your health. It can lead to anxiety, confusion, poor concentration, and decreased performance.

COPING SKILLS



Take breaks from watching, reading, or listening to news stories.

It's good to be informed, but constantly hearing about the traumatic events can be upsetting. Consider limiting news to just a couple of times a day and disconnecting from phone, tv, and computer screens for a while.

Make time to unwind.

Try to do some other activities and hobbies you enjoy.

Take Care of yourself and your body.

Eat healthy, exercise, get plenty of sleep, and give yourself a break if you feel stressed out. Avoid excessive alcohol, tobacco, and substance use.

Recognize when you need more help.

If problems continue, or you are thinking about suicide, talk to a psychologist, social worker, or professional counsellor.

Reach out to our Employee Assistance Provider to find a counsellor, more articles, or chat online now.

**Go to www.workhealthlife.com,
or call 1-844-671-3327.**



TRIMBLE

INNOVATION ON THE FRONTLINE

Innovation is a core value here at Tomlinson, and as a company we strive to continuously adapt and improve our practices to achieve operational excellence. We are excited to share that the field has expanded its utilization of the Trimble 3D GPS positioning technology on job sites.

This technology provides real-time information to our



operators by making plans, layouts and designs available in heavy equipment. Enabling our operators to accurately and efficiently complete tasks this will help decrease the need for rework.

The survey department's data prep team can import designs on the backend, but operators also have access to build designs in real-time on the job as change orders come in or access pre-saved common designs to apply to their job!

Where have we done this? Here are few examples of how we are using this technology in the field:

Blue Church Rd Mushroom Plant:

Following the footing elevation plan provided by the survey department, operators were able to dig all site footings without the need to check elevations manually.

Conservancy:

The road crew used the surface models provided to do offsets and trenches were dug using grade assist, alerting the operator when they reached the planned elevation by beeping.

This is only the beginning of how Trimble will integrate with CAT to improve the way we work.



HAVE AN INNOVATION IDEA?

Employees can submit innovation ideas through Salus!

Have Questions? Email innovation@tomlinsongroup.com



WORKING AS ONE TEAM

AT THE PUMPHOUSE

As part of the National Capital Region's ESAP project (Energy Services Acquisition Program – Energy Service Modernization Project), the Shoring and Piling team have been dedicating their efforts at the Pumphouse site and new MG CHCP facility.

The Tomlinson Infrastructure team was first on site in February 2022. With snow-covered ground that sloped into the Ottawa river, the team rolled up their sleeves and started working on realizing the ESAP vision; to have a new pumphouse that pushed water from the Ottawa River to the Central Heating and Cooling Plant (CHCP). The CHCP plant would eventually heat the water which would be used to regulate building temperature across Gatineau and downtown Ottawa.

First things first, like any shoring and piling project, they had to start with digging a hole. Being close to the water and near a busy bridge meant they had to plan their logistics strategically such as proper equipment and materials as well as site access.

Yet again, the team was trying to park an elephant on a postage stamp. The team couldn't build a ramp as they dug down - that meant no large equipment down there. Instead, they had to adapt like getting an excavator with a long stick attachment to remove material that could eventually reach the 12m-deep bedrock.

With deep excavation, you have to anchor to bedrock for stability. The team originally planned to hit solid bedrock, which is a straightforward job. Instead, what was waiting for them at the bottom was glacial till (think compressed sediments). Seeing this, the team had to swiftly pivot and review their drawings to instead build a more unconventional design. Tomlinson's engineering group stepped up to the plate



and provided what the team needed on short notice. Adapting to the situation is definitely what the Red Army does best!

From a materials standpoint, the project required both types conventional shoring in one design. Pile and lagging (using H piles and hardwood planks) and sheet pile. While H piles and lagging are often the most efficient and cost-effective form of shoring, this method isn't waterproof. Sheet pile, on the other hand, is material made of steel that are long z-shaped sheets that interlock and act as a retaining wall for the pumphouse to prevent soil and water from entering the excavation area. To install the sheet pile, the team used our 80T tracked crane and both a vibratory hammer for the sheet pile and a large-weight drop hammer for the h-piles (think hammer arcade game but on a massive scale) to push the sheets through layers of soils.

Once the shoring was completed and the building construction was well under way, it was time to set the pumphouse to do what pumphouses do best – drawing water in and pump it out via intake lines from the Ottawa River.

For this project, our excavators were put outside of their comfort zone – they had to work on barges! While you'd think that it's very similar to working on solid ground, there's a lot more to consider for every movement you make.

Now comes the fun part – the connection to the underwater pipes!

Our expertise in heavy civil projects, along with ODS Marine



came to work with the shoring and piling team to bring the pipe portion of the project together. Tomlinson excavators from the sewer and water division were placed on ODS' modular Bentley barges do two things: 1) excavate the trench underwater for the water intake and outfall lines and 2) to position the pipe during the underwater connections.

The shoring and piling team had to have everything in order first: excavating down to the elevation of the pipes and placing a jetty road (a structure that sticks out into the river to protect the pipes from currents) out into the river to allow the excavation of the pipe trench in water too shallow for the excavators on the barge to get to.

Inside the shoring wall, pipe with connection flanges were cast into the pumphouse wall. The concrete wall was poured around the pipe that was going into the pumphouse. It wasn't going anywhere after that!

Once the pipe pieces were set, it was time to flood the space between the shoring wall and river. The area outside the pumphouse was flooded with water by cutting the steel

sheets out with underwater cutting torches and a little stick with-it-ness. It was important for the pipes to be filled with water so that the pressure could be equalized. When it comes to connecting everything, the last thing you want is a huge amount of water moving quickly because it's trying to fill up the space at the other end of a pipe. The connection went smoothly and the water will continue to stay there until the project is completed. It was certainly an exciting component of the project!

But that's not all... as the walls of the building came up, the shoring and piling team backfilled the perimeter of the building and lodged everything into place.

We'll also be back to add site services (water supply, sanitary sewer and road access).

A big thank you to the Red Army for coming together as one team and working through all the interesting challenges this project had to offer. It shows that, with every project, we offer the best services, innovative ideas, and that's what allows us to do incredible projects like this one!

LEARNING AT TOMLINSON

TOMLINSON UNIVERSITY

BUILD YOURSELF. BUILD THE TEAM.

Our vision is to be the strongest transportation infrastructure and environmental services organization in Eastern Canada. To achieve this, we need to continually strengthen and build our team in both technical and leadership skills. Your supervisor has the most influence in this area, but another tool in your career development toolbox is Tomlinson University.

HOW TO REGISTER FOR A COURSE

Go to Halogen > Learning tab > Select a course > Register

Don't know which course to take? Wondering about career growth opportunities? Book some time with HR to talk about career options and development programs.

Text us **613-875-7495** or email **hr@tomlinsongroup.com**



SERVICING THE GREAT LAKES BASIN

ONTARIO TRAP ROCK DOCKS



You may have heard that we work in a marble quarry (Tatlock Quarry), but have you heard of our diabase quarry (Ontario Trap Rock - OTR)?

Diabase, also known as trap rock, is a low absorption, high abrasion rock that was created when squeezed between glaciers.

OTR offers 20 different washed and unwashed products for various uses though predominantly used for hot mix and rail ballast. Because of its characteristics, it is used as sauna rocks, rock wool insulation, and high-traffic areas (400-series highways as well as US interstate, toll roads and airport runways). This type of rock maintains its friction properties for a longer period of time and needs less liquid asphalt when paving. As for rail ballasts, they are a great product because of its hardness and drainage characteristics.



OTR services 18 ports throughout the Great Lakes Basin.

Illinois: Chicago

Ohio: Ashtabula, Cleveland, Toledo

Ontario: Windsor, Sarnia, Port Colborne, Hamilton, Toronto, Owen Sound, Morrisburg

Pennsylvania: Erie

Michigan: Detroit, Saginaw, Cheboygan, Ludington, Muskegon, Benton Harbour



The channel for the Ontario Trap Rock dock was excavated by Tomlinson.

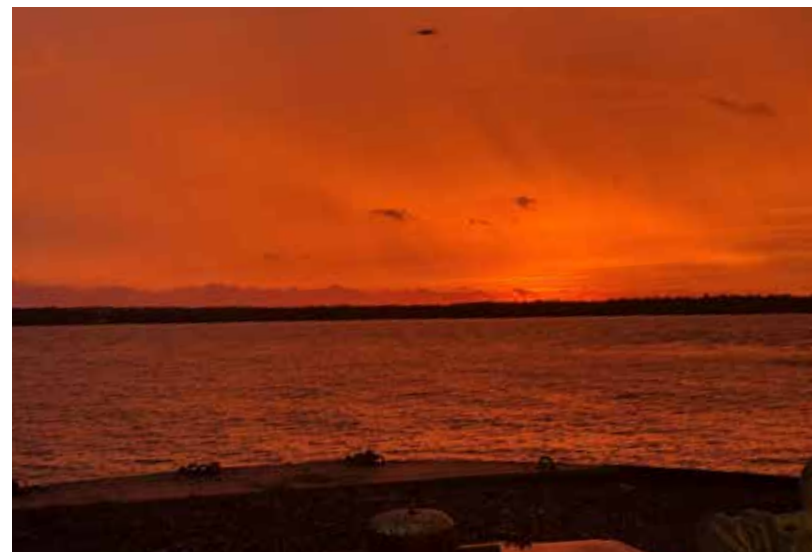
Located in Bruce Mines, 40 minutes east of Sault Ste Marie, the OTR quarry is connected to a port on the north shore of Lake Huron. From there, vessels can reach ports across the Great Lakes. With the use self-unloading vessels, the product can be moved quickly.

Because of ice conditions, this location is only operational from mid-April to mid-November. This year however, the team has had to roll up their sleeves even earlier than usual since the ice allowed large ships to pass as early as March.

Recently, OTR has undergone a dock expansion to better accommodate third party cargos and enhance logistics. Since 95% of OTR's products are shipped by vessel, improving our ability to better serve our customers is always an important priority.

The OTR quarry also has rail access to move material. Recently, OTR has been shipping material by rail to help restore the Agawa Canyon Railway in order to help the tourism industry in Sault Ste Marie.

While coordinating with various partners and companies across both sides of the border, this superstar team is always on the lookout for opportunities to show how remarkable this product is. Customers have often shared their positive experiences of working with Ontario Trap Rock and the team is looking forward to another great year!



ROCK THE RED KARTING RALLY

SATURDAY AUGUST 19TH
LOMBARDY RACEWAY

FAMILY FUN DAY • LIVE MUSIC • KARTING • CARNIVAL GAMES



TRUCKING PAPERLESS

TOMLINSON IS EMBRACING INNOVATION.

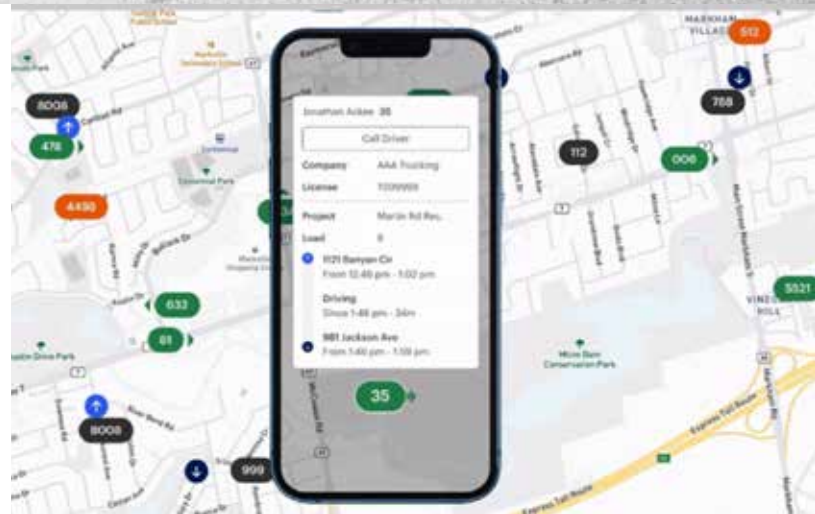
We want our workers and company partners to focus on their expertise rather than the administrative side of things. We value a strong work ethic and that becomes challenging when things such as regulations require more administrative oversight. Now imagine a world where time sheets are processed after a total of 3 minutes of effort, where Tomlinson shares information openly with their subcontractors, where we coordinate as one team... all while simultaneously creating less room for human error. That's where we see Tomlinson's future.

But that future isn't as far off as you might think...

Tomlinson has partnered with Tread, a transportation management system, to help our truck dispatch team coordinate our needs across internal and external customers.

Over the years, this partnership has led to significant improvements. Drivers receive accurate job details along with GPS coordinates, field teams can better plan their time and scales have a better idea of what they can expect for the day.

There's more! As of January 2023, Tomlinson has been pushing the boundaries by transitioning to paperless Trucking External



Rental Tickets (ERTs). Timesheet information flows from Tread to our finance software for faster, more accurate and more complete payment. This information then goes back to Tread for subcontractors to have access to the same information – talk about One Team!

Some may say that the paper process was the way to go. But with the new excess soil regulations, we foresaw us becoming more reliant on the paper, which went against our vision of a strong work ethic. With Tread, we can become more proactive and work in tandem with everyone involved to ensure we stay on track like an automatic greasing machine.

We have received some incredibly innovative feedback from the field and our partners over this transition and we're looking forward to building an even better system!

RED LIGHT GREEN LIGHT

IT'S A GO FOR THE PRODUCTION APP

The production app has been revamped to improve communication and analytics across construction projects. Based on quantities, teams can now receive real-time feedback for important components of a job. With crew time, equipment time and quantities entered, the app shares how your project did for the day compared to expected productions. Small innovative



PROJECT
BEDROCK

tweaks make a daily impact that builds operational efficiencies over time.

HAVE QUESTIONS?

Reach out to SAPSupport@tomlinsongroup.com

Navigation

Project Details - Productivity

Project:22-TI031

Trailsedge Ph 3-2 Servicing&Rd

Only display rows with time posted ☐ OFF

Date: 10/25/2022

The Goal is based on your crew composition and shift length of the previous shift.

WBS / Description	Goal	Qty	UOM	Bid Qty	Qty to Date	Qty Today	Today	To Date
22-TI031.10000.001 Single Line Sewer, Depth 0m-5m, Earth, 0	6.65 M / DAY	<input type="text"/>	M	1367.000	1758.56	16	<div></div>	<div></div>
22-TI031.12020.001 CB, CBMH, DICB, Twin CB inc leads	0.38 EA / DAY	<input type="text"/>	EA	169.000	164	1	<div></div>	<div></div>
22-TI031.18000.001 Watermain, Earth, 0-300mm, inc. V&VB	60.00 M / DAY	<input type="text"/>	M	2845.700	2351.88	0	<div></div>	<div></div>
22-TI031.19020.001 Subdivision single service lateral	0.07 EA / DAY	<input type="text"/>	EA	320.000	377	2	<div></div>	<div></div>

INTERNET SAFETY REDUCING TOMLINSON SPAM

Did you know that Tomlinson receives tens of thousands of junk emails per day? At Tomlinson, 80% of emails that are trying to reach you are flagged as spam. We're always doing our best to protect the company from cyber security attacks. This large volume of spam puts a big strain on our anti-spam and anti-phishing system.

As I'm sure you know, the more strain on our systems, the higher the chance that spam emails get through the filters. You're then more likely to receive a phishing email that could lead to an IT breach.

The more you use your email address to sign up for things (promotions, newsletters, purchases...), the higher the chance you'll be targeted by a phishing attack or by spammers. Though not legal, email lists are often sold to third party companies on the internet and those companies will also spam you.

As technology becomes more advanced, we're looking for ways to prevent a data breach.

Here's where you can help!

- If you want to sign up for something not work-related, please sign up using a personal email address.
- If you're currently signed up for any non-work-related things with your Tomlinson email, we ask that you please update to a personal email address or unsubscribe. Before you do so, please check that the unsubscribe button is real (no long or cryptic URLs like cvyikinngfs.com).
- Want to check if your email has ever been part of a data breach with other companies? Check out <https://haveibeenpwned.com/> and enter your email address.

Together, let's keep you and Tomlinson technologically safe.



MATERIALS, SUPPLY, AND LOGISTICS (MSL) EXPANDS!

UNIVERSAL TERMINALS - MORRISBURG



In 2022, Tomlinson purchased the Morrisburg Dock property located between Morrisburg and Iroquois along the St. Lawrence Seaway. With 5 acres of dock and 50 acres of industrial land, this property provides an amazing opportunity to further Tomlinson's involvement in materials movement in the St. Lawrence Seaway and Great Lakes. We currently operate docks at both Bruce Mines, ON and Goderich, ON, and ship aggregate to 18 Marine Facilities across the Great Lakes in Eastern Canada and the North-East United States.

Prior to Tomlinson's acquisition, from the 1950s until the early 2000s, the industrial lands at Morrisburg were a bulk fuel storage and transfer operation. To remedy environmental damage from historic uses, Tomlinson Environmental has undertaken work to

remediate historic petroleum hydrocarbon contamination. To date, we have excavated nearly 120,000 tonnes of contaminated soil. This soil is treated on site in plastic lined treatment cells with bacteria that consumes hydrocarbons. As we look to excavate 25,000 more tonnes of soil this year, treatment is projected to conclude in 2024. By this time, all the hydrocarbons will have been consumed and the soil will be re-used on site. While this rehabilitation project is time-consuming, it is a win for both the future use of the site and the environment.

As we expand our capabilities to import and export materials, Morrisburg and Goderich Dock will become a part of Materials, Supply and Logistics, further solidifying our positioning and offerings as a supplier in the market.

NEW

EMPLOYEE DISCOUNT ALERT
SAFETY FOOTWEAR SAVINGS

30% OFF

**PRESTON
HARDWARE**



Purchase your safety footwear at the retail store, 248 Preston Street, Ottawa. At the contract counter, mention that you are part of the Tomlinson team and your exclusive discount will be applied to the invoice.