

Meeting Notes

MTO-OAPC Hot Mix Asphalt Subcommittee

Date	September 18, 2025
Time	10:00 am to 1:00 pm
Meeting Hosted By	Ontario Ministry of Transportation (MTO)
Location	ORBA Roadhouse & Microsoft Teams

Attendance:

Attendee	Organization
Fernando Magisano	Canadian Asphalt Industries Inc.
Donn Bernal	Ontario Asphalt Pavement Council (OAPC)
Mark Latyn	Capital Paving
Selena Lavorato	GIP Inc.
Kevin Martin	Fermar Paving Ltd.
Trevor Moore	COLAS Construction
Ronald Abdul	CRH
Amma Agbedor	Asphalt Institute
Joel Magnan	MTO, Engineering Materials Office (EMO)
Jenn Meleschuk	MTO, Construction Management Office (CMO)
Gelu Vasiliu	MTO, EMO
Warren Lee	MTO, EMO
Imran Bashir	MTO, EMO
Sonja Dambremont	MTO, Construction Northeast
Gizelle Cotton	MTO, Construction East
Heather Bell	MTO, Construction Central

Introduction / Announcements:

- No announcements or changes to members.
- MTO delivered a safety talk on eye safety.

Open Items

2019-12-8, Mix Performance Testing

Description:

- MTO to develop specification for Mix Performance Testing (MPT) that can be included on any project.
- OAPC wondering if MTO has preferred method for Balanced Mix Designs (BMD).
- MTO is conducting ongoing MPT lab correlations.

Discussion:

- MTO is continuing to conduct the MPT correlations and will share summaries once available.
- OAPC was to provide a mix with a -34 PGAC for the MTO to use in the MPT correlation but didn't know how to do this. Requested clarification on the process.
- MTO has a three-year contract with a vendor who arranges the sampling for the correlations by contacting a OAPC member to coordinate getting the samples. MTO only stipulates they need to provide surface and binder course, not the grade.
- MTO said the next round of the correlation may be possible for OAPC to speak directly to the vendor to request getting a -34 mix.
- MTO has no update on ISS testing.
- OAPC asked if MTO is considering the use of CRS-2P as tack coat.
- MTO does not have an update and requested OAPC share any data. The tack coat specification has an option of using alternative tack coats. To date, MTO has not seen the performance on the harder pen tack coats. MTO believes that application rates are too low based on NCHRP research data.
- OAPC asked if there is any merit to core within 24 hours and then after 3 days for ISS testing. York Region has these timelines.
- MTO doesn't have any timelines. The positive benefits of tack coat are less pronounced on milled surfaces.
- OAPC said ISS cores are probably taken at the same time as compaction cores, so you don't set up twice. Won't be practical if we must take them a week later. If correlation shows that testing a week later matches application rates, then we know we can just use application rate.
- MTO is considering a dedicated site or to do a study with different application rates and timelines. This would be separate from correlation programs for testing proficiency.
- OAPC inquired about update on CCIL Type G certification.
- MTO has a commitment from CCIL that Type G certification will be implemented. The required forms are ready. In January or February 2026, CCIL inspectors will be trained at CETI's lab. Some inspectors have already been assigned.
- OAPC inquired about how contractors can be added to MPT qualified labs list.
- MTO clarified that the qualified lab lists are for MTO QA and referee work only. The only exception is the smoothness list, since no other certification program is available. Contractor labs should be CCIL certified.

- MTO clarified for BMD the wording would be what is on the RAP Change Proposal: Type A and participating in MTO's correlations with good results (+/- 3 rating) for now. Once Type G is available it will be much clearer that this will be the requirement.
- OPAC asked how they can make sure a lab can be used for MPT.
- MTO suggested to ask them for the MTO correlation results and Type A certification.
- MTO stated CCIL will be the third party overseeing all labs eventually.
- MTO said O-MAP study showed that with training and practice labs can improve.

Action Items:

- OAPC to contact HMA correlation vendor regarding getting a -34 mix for the next MTO MPT/HMA correlation.
- MTO to request ISS data from York Region's experience.
- MTO to do jurisdictional scan on ISS testing timelines and application rates.

2022-03-10, Environmental Product Declarations (EPD's) for Asphalt in Ontario

Description:

- As part of the net zero emissions goal, OAPC is seeking to understand MTO's perspectives on EPD's for Ontario asphalt mixes and forging a collaborative approach to make it work.

Discussion:

- OAPC provided update on progress. Still gathering data from plants. Making progress. Hopefully, will have a big enough database in the next month or two.

Action Items:

- No Action.

2022-05-13, SMA Applications – SMA Grit Specification Revisions

Description:

- OAPC suggests MTO can look at revising specification due to lack of grit sand sources available.
- OAPC indicated that there is variability in how Contract Administration (CA) firms accept gritting material on MTO contracts.

Discussion:

- MTO said the SMA grit correlation round 2 just closed and is working on the data analysis. Round 2 was expanded to include contractor labs that participate in the HMA correlation. Some contractor labs opted out of the SMA grit correlation because they don't have the 12-inch sieve to do the 1000 g test sample without overloading the sieve.
- MTO changed LS-282 to require 1000 g test sample and in the next revision will make sure to include that the 12-inch sieve is required for SMA grit.
- OAPC asked if samples sent for correlation are the field or lab samples?

- MTO confirmed the samples are plant-produced during production from a contract through our correlation sample vendor.
- OAPC would be interested to know if the samples are from a drum plant or batch plant. Less control on one type versus the other. As long as calibrated for AC content shouldn't make a difference. There is more control of the AC content with a batch plant.
- MTO said correlation is just to obtain sample from the same source. Purpose is not to find out consistency of a plant over time.
- OAPC said if purpose of the correlation is also to help make changes to the specification, the plant's consistency should also be considered for the gradation and AC bands.
- MTO did analyze QA results from contracts that used a variety of plants and sources in addition to correlation results to come up with new enlarged acceptance bands. MTO is still working on other aspects of the specification before finalizing the draft for consultation.
- OAPC asked if MTO has had an issue recently.
- MTO has seen some failed test results outside of the new bands recently and is working on how to deal with rejectable material. MTO wants to have a framework for what to do that addresses safety as well as not to be too heavy handed.
- MTO confirmed that the requirement for 5 cores taken for the SMA grit are being waived because they were for visual assessment when the gritting specification first came out.

Action Items:

- MTO to include requiring the use of the 12-inch sieve in next revision of LS-282.

2022-12-13, Additional OAPC Research Program Outline

Description:

- OAPC initiated a study in collaboration with Carleton University. The expected timeline to complete the study is 3 years.
- The study objective is to quantify the Green House Gas (GHG) emissions at various asphalt plants in different locations using known material inputs. This study supports the move to net zero emissions.
- OAPC is also conducting an Ontario-Mix Asphalt Program (O-MAP) study on MPT.

Discussion:

- OAPC said nothing to share at this time. Still need to meet about the future of O-MAP.

Action Items:

- No Action.

2023-06-1, HMA Optimization

Description:

- Warm Mix Asphalt (WMA) coupled with higher Reclaimed Asphalt Pavement (RAP) combinations to reduce environmental impacts.
- OAPC wants to promote using recycled material.

Discussion:

- OAPC provided an update that the high RAP trial just started. There were delays getting the instrumentation installed. The control strips are done and the webinar introduction was done. Currently, working with Region of York, but don't have paving dates yet.

Action Items:

- OAPC to invite MTO to webinars.
- MTO can do ARAN later.

2023-09-1, Balanced Mix Design

Description:

- OAPC wants to understand MTO's process on BMD.

Discussion:

- OAPC is going to do an introduction to BMD course on October 23rd, 2025. Half a day with Nabil coming to give an overview of CCIL certification. Will also show them the equipment in a lab. Open to contractors, municipalities, and MTO.
- OAPC is holding a course with AI in February. It will include how CCIL process will work for MTO.

Action Items:

- OAPC to send invites for introduction to BMD course.

2023-09-3, OPSS 313 – Revisiting Quality Evaluation

Description:

- How can OAPC increase or strive for better quality in asphalt pavement?

Discussion:

- OAPC received the letter from the MTO regarding the path forward. Letter reiterated what we have been discussing in this subcommittee. OAPC asked what's next?
- MTO said letter lays out the approach we want to take, what PWL means and how it relates to quality, and clarified the first step was looking at compaction. Compaction is the most important and most impactful in the PF calculation. Compaction is also a final product test of what the actual quality is on the road, based on a core sample. MTO needs to expand literature reviews, look at lifecycle impacts from other jurisdictions and then confirm with our own data from our roads if it makes sense technically. Then MTO will have to complete a financial analysis to show the

financial impact of making changes to the PWL framework. Will likely look at annual impact from a high level based on current values and compare to various alternatives to determine whether there is justification for the change. MTO is currently in the first step of analysis and research. Timelines are difficult to predict as there are a lot of competing priorities. MTO will assign staff specific deliverables to move on this. If it makes sense technically and can demonstrate value to the MTO then we will take the next step.

- OAPC said this is a good first step.

Action Items:

- MTO to provide update at next meeting in December.

2023-12-1, CTAA 2025 & MTO's Collaboration

Description:

- OAPC requested MTO to collaborate for the Canadian Technical Asphalt Association (CTAA) 2025 conference since the conference is coming to Ontario. OAPC feels that MTO should be attending, given their leadership role.
- OAPC requested MTO to showcase their facility during CTAA 2025.

Discussion:

- OAPC has rented buses and is waiting to confirm the number of participants for lab tour. Currently, 30 people are interested. CTAA will share a presentation with MTO for comments.
- Historically, last day of early bird rate is when everyone registers.
- MTO believes it will be able to provide the tour since the schedule for the retrofit work being done on the CETI lab seems to indicate no conflict.
- OAPC confirmed MTO would provide a financial contribution.

Action Items:

- No Action.

2025-04-2 Restriction on US Bidders

Description:

- In response to US tariffs that were initiated on March 3, 2025, the Procurement Restriction Policy (US Bidders) came into effect for the Province of Ontario Public Service on March 4, 2025.

Discussion:

- MTO confirmed no changes since the policy was operationalized in May. Specific circumstances for joint ventures and job specific issues have been addressed. Issues coming in have slowed.
- MTO is required to restrict procurement of US bidders.
- OAPC has a few municipalities that require the use of specific refineries for the PGAC to say it must be sourced from Canada. Is MTO considering this too?
- MTO does not currently specify that PGAC be sourced from Canada.

- MTO is aware of the preference for Alberta crude by some owners in trials.
- OAPC stated it was difficult to transport, store, etc. There is only 1 pipeline from the West, and it requires high-level decisions as to what goes in the pipeline.
- MTO moved to close the item until new information is available.

Action Items:

- Closed item.

2025-06-1 Change Proposals for RAP in Surface Mixes

Description:

- MTO is still interested in receiving change proposals for RAP in surface mixes, but hasn't been receiving these. They are asked about it internally. So, MTO has developed some guidelines for what the MTO would expect.

Discussion:

- MTO asked if OAPC has any comments. In the meantime, MTO has been requesting comments internally and discussing with some contractors who have requested change proposals.
- OAPC commented that they haven't been separating surface mix RAP piles because it has not been allowed in surface mixes since 2017, and we will need to look at how to incentivize separating RAP piles again. Separate stockpiles take up more room and require a commitment. Change proposals will not be enough of an incentive and will probably offer no cost savings.
- Regardless, MTO is still interested in seeing the change proposals. If there isn't a lot of cost saving to the MTO, we are still interested in collecting the information and doing the work. MTO still wants to know why there are no savings, but that shouldn't stop contractors from submitting proposals, as MTO may still accept them for technical reasons.
- OAPC asked if payment for surface courses could be modified. Superpave FC2 mixes are typically m2 items now, which means contractors need to know the density at the time of submitting their bid. RAP is a new source with new density implications that affects the price per m2. Request MTO consider changing to tonnes.
- MTO stated RAP milled from MTO's highway is different than a RAP pile that has known characteristics. RAP management plans are required to control this. OAPC has had several presentations regarding the importance of RAP management over the years.
- OAPC said RAP off the road has no guarantee it will be the density expected.
- The change proposal already requires the use of RAP from piles that have been characterized.
- OAPC requested past testing of the existing material on the road.
- MTO would have to do a pre-engineering investigation and provide this with a disclaimer. Best way would be to require the use of RAP piles and require testing

and managing the RAP piles, since it's known that properly managed RAP is consistent.

- MTO cannot do pre-engineering for all potential RAP surface mixes jobs; however, a trial may be considered.
- MTO may consider a trial to require the use of RAP in a surface mix that includes the change proposal requirements for BMD and RAP management.
- OAPC asked if MTO is open to using RAP on shoulders.
- MTO confirmed that it is open to RAP in the mainline surface course as well as shoulders following the process outlined in the change proposal guideline. Also, MTO wants to be able to monitor surface course performance over time. When doing a trial, we can learn from the pre-engineering, mix design, BMD results vs production and the QA results obtained to get an idea of what to expect. Also, from evaluating the performance over time of the RAP and control mix through ARAN monitoring. Shoulders are not exposed to the traffic, so only climatic performance can be obtained. Mainline is the best trial location because it involves loading and climatic performance.
- OAPC stated that its members need to get back into this mindset of looking at a project and determining if the road is a good candidate for providing quality RAP or not.
- MTO has communicated that all RAP proposals should be reviewed by EMO and not denied at the field level.
- OAPC suggested that both MTO and Contractors should discuss if a RAP change proposal will be considered at the pre-start meeting.

Action Items:

- MTO to send BITU0027 to OAPC.

New Items

2025-09-1 Anti-Stripping Treatment Clauses

Description:

- Ongoing concerns regarding the inconsistent application of anti-stripping treatment clauses in certain tenders.

Discussion:

- OAPC has seen anti-stripping requirements in southern contract tenders. Clauses were confusing to these contractors, not used to them. Northern contractors are used to it.
- MTO investigated it and found some typos that can cause confusion. MTO will revise the wording to make the anti-stripping requirements clear.
- MTO central region contracts provided by OAPC have been notified to remove this requirement from their contracts.

Action Items:

- MTO to draft changes to the anti-stripping wording in the next specification revision.

2025-09-2 Update on the Harmonization Initiative

Description:

- ORBA/OAPC is seeking MTO's perspective on the harmonization initiative, as well as an update on the progress achieved to date.

Discussion:

- OAPC provided an update that there is work underway with the government to harmonize specifications across the board. Hope to simplify specifications that are out there that cause difficulties and possible quality deficiencies. ORBA is working on a framework to require harmonization to use OPSS standards and specifications as the base.
- MTO said consultations are going on, surveys are going out, with a lot of parallel activities. MTO is involved in the consultation, and it is a priority with a lot of work going on.
- OAPC said it is a good step to ensure quality. Believing MTO's voice in this is very important. Since MTO stepped back from municipal specifications, effects have been seen. Hope MTO will step up and help as a technical leader.

Action Items:

- No Action.

2025-09-3 Asphalt Institute – Conversation to Consensus Workshop

Description:

- OAPC provided a summary of AI's recent workshop titled "Aligning Ontario's Practices Through Partnership".

Discussion:

- OAPC summarized AI's recent workshop since MTO could not attend. The workshop identified that the key request was for the development of shared standards and the lack of standardized performance measures as a major barrier. The workshop included consultants, municipalities, industry, and academia. Other conversation notes were: OPSS specifications rely too much on borderline limits, inconsistent inspection and certification, knowledge gaps and low-bid culture. Requested MTO get involved in future consultation and workshops because municipalities look to MTO for guidance. AI is putting together the program outline and will share it with this subcommittee once approved.

Action Items:

- No Action.

Roundtable Discussion

- Cross slope – OAPC asked if the new version had been published? Not published yet. MTO to ask about the status of the new specification.
- OAPC requested this item to be reopened at the next meeting.

Action Items:

- MTO to ask about the status of the new cross slope specification.
- **Post-Meeting Note** – The updated cross slope specification, SSP 103F56, has gone through internal and TCP consultation and is awaiting publication. In the meantime, the draft SSP has been provided to several regions and implemented in contracts both on a retroactive and go-forward basis. Requests can be made to opt into the draft specification on any contract.

Information Shared for this Meeting

Documents Share by MTO

1. None

Documents Shared by OAPC

1. None

Next Meeting

- 2025 Meeting Dates (10 am to 1 pm):
 - December 11 – MTO to host.
- Meeting Adjourned 12:40 pm