

# Meeting Notes

## MTO-OAPC Hot Mix Asphalt Subcommittee

<b>Date</b>	December 11, 2025
<b>Time</b>	10:00 am to 1:00 pm
<b>Meeting Hosted By</b>	Ontario Ministry of Transportation (MTO)
<b>Location</b>	CETI & 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
Sina Varamini	CRM of Americas
Hashim Anwar	CRH
Joel Magnan	MTO, Engineering Materials Office (EMO)
Jenn Meleschuk	MTO, Construction Management Office (CMO)
Gelu Vasiliu	MTO, EMO
Stephen Lee	MTO, EMO
Warren Lee	MTO, EMO
Imran Bashir	MTO, EMO
Sonja Dambremont	MTO, Construction Northeast
Gizelle Cotton	MTO, Construction East

### Introduction / Announcements:

- OAPC delivered a safety talk on cold weather construction tips.

## 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 shared MPT 2025 Round 1 correlation results. For the FIT, 13 labs participated this round. Two labs were excluded due to sample preparation issues. Flexibility Index COV has come down from last year likely due to more care in sample preparation and better training. For the DCT, 7 labs participated this round. DCT COV has also improved from last year. For HWT, 12 labs participated this round, same participation from last year. All labs completed 20,000 passes for left and right wheel and the COV came down from last year. Round 2 will be sent out in January 2026.
- OAPC noted concerns with COV for HWT and excluding labs.
- MTO stated COV isn't the only statistic to consider for such a small data set. The labs are improving and still being educated on how to prepare and perform these tests. The implementation of the Type G certification will help as well.
- OAPC informed the MTO they have connected with the correlation sample vendor and have a –34 sample coming in.
- OAPC requested AC content and aggregate gradations for the mixes used in the correlations as well as where these mixes were placed since many did not meet the MTO minimum thresholds and it would be interesting to correlate the results to the field performance.
- MTO responded that their vendor gets random mixes, so the mix properties are not all the same and since their vendor gets these mixes from OAPC members OAPC has access to this information.
- MTO stated they will try to monitor the performance of these mixes. However, MTO did publish a CTAA paper that has more information on the mixes.
- MTO reached out to York Region to request ISS test results and were told they didn't do any ISS testing.
- MTO is still collecting ISS results on each contract. Late season paving is a problem not just for compaction, it also affects curing of the tack coat and the bond between lifts. Cores taken late November for the ISS correlation debonded. MTO will have to collect ISS correlation cores next year.
- OAPC suggested a dedicated site for ISS that can be cored after different time periods.
- MTO mentioned that they will consider it.

#### Action Items:

- No action.

## **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 anticipates data from about 30 plants by the end of the year and plan to start the analysis of the data in early 2026.

### 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 shared the SMA grit 2025 correlation results. There are now 30 labs participating and the weight of sample was increased from 500 g to 1000 g. Increasing the sample size improved the standard deviations.
- OAPC commented that they had no concerns with the correlation results, but did note that it looks like round 2 had a chip or two that were oversized. It is very difficult to not have a couple oversized chips with a large plant that is hard to keep clean.
- MTO acknowledged this but also stated that they are concerned about oversized chips damaging windshields. However, the specification includes rounding rules that may address small deviations.
- MTO is currently working on updating the specification and acceptance criteria with hopes to start the consultation process in January 2026. Trying to widen the bands to include more sources but are still working on how to deal with non-conformances.

### Action Items:

- No action.

## **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 asphalt plants. 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 provided an update on the O-MAP and OAETG programs. There is not a strategic plan yet but, feel it is good value to continue and have connections with great support from academia.
- OAPC invited MTO to collaborate on next round and will send a proposal to MTO.

Action Items:

- OAPC to provide proposal for collaboration with MTO for O-MAP study.

## **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 had York Region present about their high RAP trial at the Asphalt Fall Seminar. The trial had several test sections with a variety of RAP content, warm mix and rejuvenators. Instrumentation was also installed in the pavement, and they are already gathering data. NRC (National Research Council) & York Region will share openly with OAPC.
- MTO offered to run the ARAN over the trial for monitoring, starting with baseline condition, but will need project limits.
- OAPC foresees publishing a paper on this with NRC either at CTAA or TAC.

Action Items:

- OAPC to get a copy of the York Region high RAP trial presentation to provide MTO with the limits for the ARAN.

## **2023-09-1, Balanced Mix Design**

Description:

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

Discussion:

- OAPC completed a balance mix design workshop. There were a number of excellent speakers and a lab demonstration. A lot of great information was shared and want to build on this success by involving MTO in the next one.
- MTO stated that collaboration in this course will be better suited. The Head of the Bituminous Section would be the point of contact for this course.
- MTO has training planned in January to train CCIL inspectors and help roll out the CCIL Type G certification in 2027. CCIL training for inspectors needs to be done prior to January 15, 2026, due to CCIL travel plans.

Action Items:

- No action.

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

Description:

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

Discussion:

- MTO did not make much progress on this since the last meeting due to other initiatives. MTO needs to allocate more resources to have more staff looking at the existing data to get the rationale for the next phase, then the financial impacts after that. MTO has not changed their approach, and staff are working on it.
- OAPC stated the emphasis should be on compaction versus performance. Requested an update at the next meeting.

Action Items:

- MTO to provide update at next meeting.

**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:

- MTO hosted the workshop and tour and believes it went well. Groups were engaged and some good questions were asked. MTO is interested in the feedback.
- OAPC stated it went well overall and would like to see the MTO's internal article. The workshop presentation was well received. OAPC will send a copy of the presentation to MTO.

Action Items:

- Close 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 haven't been receiving these. Are asked about it internally. So, MTO has developed some guidelines for what the MTO would expect.

Discussion:

- MTO shared an updated draft that incorporates comments from OAPC and MTO stakeholders. It is a live document, and it can be changed.

- OAPC asked why carpool lots were not included in the list of project types.
- MTO responded that there is not enough traffic load on carpool lots to see the field performance.
- OAPC stated that this is very important to OAPC and thanked the MTO for taking it on. Generally, OAPC doesn't have any issue with any of the requirements as they are all reasonable to go forward and introduce RAP into surface course mixes. OAPC's issue is having to use a change proposal to get RAP in the surface is difficult when a contract and the working days have already started. In the past, it was paid by the tonne and now its m2 which creates more unknowns. OAPC would rather see this as trial projects so it's easier to prepare for it. Haven't had a chance to build up premium RAP stockpiles, but if MTO puts out trial contracts contractors will mill differently and begin opening space for stockpiling and separation of premium RAP.
- OAPC also suggested these RAP in surface trials could include a compaction incentive to push contractors to move forward.
- MTO stated it is not ready to add a compaction incentive and should keep these separate since the compaction review will take longer than a RAP trial. MTO agreed to take the RAP trial idea back and see if these guidelines can be used as the premise for a trial specification.
- OAPC noted that a guideline for a change proposal is unprecedented since they are for innovation the contractor initiates during construction. This change proposal guideline could influence bidding and is only available to OAPC members at this time.
- MTO stated that when bidding on a job they can't assume the change proposal will be accepted so they need to bid the job as is. RAP in surface courses needs to be approached responsibly, and we have to move forward with unpausing this using the right parameters. MTO thanked OAPC for sharing the challenges of not having premium RAP stockpiles and the tight timelines. MTO will consider trying to facilitate RAP in surface trial projects and keep RAP motivation within industry.
- OAPC requested the guidelines be published on MTO's Technical Publications website and remove the word draft from the title.
- MTO said the guidelines can be shared with OAPC members and the date on the document will identify the most recent version. All change proposals will still be evaluated on a case-by-case basis.

#### Action Items:

- No action.

### **2025-09-1 Anti-Stripping Treatment Clauses**

#### Description:

- On-going concerns regarding inconsistent application of anti-stripping treatment clauses in certain tenders.

Discussion:

- MTO and other offices are all aware of the concerns raised last time. MTO will post the updated specification on TCP as an administrative change to clarify and fix the typos.

Action Items:

- MTO to post updated specification to TCP as administrative change.

**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:

- MTO provided an update that the government has passed legislation to harmonize municipal standards and has made commitments to make this a priority. A number of stakeholders are involved, and consultations are on-going. This initiative has diverted some resources, but it is a government commitment, and a lot of background work is being done. More to come on this file.
- OAPC noted that this is not their file, but ORBA is very interested and can help when needed.
- MTO stated there are technical challenges, involving multiple municipalities, and they are aware that the asphalt specifications are the priority. EMO is not leading this work, other offices are working on it, but EMO will be involved.

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:

- Update provided last meeting. No update. Move to close item.

Action Items:

- Item Closed.

**New Items**

**2025-12-1 Cross-Slope Specification**

Description:

- OAPC has concerns with requirements in the specifications.

#### Discussion:

- MTO provided a post-meeting note that the new specification was posted on TCP and the new version was published in October 2025. Contractors can opt-in to the new specification on older contracts by request to the CSA/AMC.

#### Action Items:

- Item Closed.

### **2025-12-2 Warm Mix Implementation**

#### Description:

- OAPC requested an update on warm mix implementation.

#### Discussion:

- OAPC believes full implementation of warm mix is warranted after more than 10 years of study as it is great insurance for better performance.
- MTO stated that WMA is claimed to be produced at 20-40°C below HMA sometimes 50°C lower. A 10-year study comparing WMA to HMA show that 10-30°C reduction were achieved, however, no emission reduction was observed due to lack of burners being tuned. At the time it was stated that using a WMA additive added a 5% premium. Despite those findings, in 2012 MTO published a permissive specification. OAPC claimed that GHG emissions may not be achieved due to burners not being tuned and WMA being outbid by HMA. In 2021, BITU0029 mandating WMA was published due to concerns there was not a large enough quantity of WMA tendered and burners were not tuned. It was not long enough for the plant to stabilize to WMA temperatures. Recently, a CTAA paper published by MTO showed a trend that lowering temperatures result in lower GHG emissions and lower fuel consumption. However, 3 out of 7 contracts met the 20°C required temperature reduction and was shown that the paving temperature does not correlate with the plant temperature. MTO is considering collecting data for one more year to confirm lowering the temperatures actually results in lowering GHG emissions. After this, MTO will consider phasing out emission testing. However, MTO would still require temperature readings at plants to be collected in addition to temperature readings at the paving site. MTO inquired what would incentivize OAPC members to further support WMA. Are the presentations by MTO and the ORBA bulletin from 2021 reaching members? Should only plants that have tuned burners be allowed? Only plants with data loggers accessible to MTO? It seems that 4 out of 7 plants were producing a non-conforming mix and accepting a 3% penalty for the project. At the time of consultation, this penalty was considered too high by industry, however, it was lower than the 5% considered previously by the industry. Should the payment adjustment be increased, to further motivate temperature reductions?
- OAPC said it may not always be possible to get a 20°C reduction. The use of WMA additives provides better compaction regardless of the temperature and 1% more compaction results in longer pavement life. WMA additive has been shown to improve the longitudinal joints.



- MTO acknowledged the compaction benefits but stated that compaction is not the only benefit MTO wants to see and was not the main focus of the 2021 implementation.
- OAPC said MTO should keep the penalty because it will move them towards true WMA production temperatures. It will come, they will all get there, especially if compaction is incentivized.
- MTO stated that even if emissions testing is removed, then MTO will still need to keep temperature monitoring at the plant because plant temperature reductions are directly related to GHG reductions.
- OAPC confirmed that temperature monitoring is easy to do at the plant. Some of the plants already have the software built in with reports after each shift because jurisdictions require them. They have sensors at mix drop off. OAPC offered to do a plant tour to show MTO temperature monitoring systems already in-place.

#### Action Items:

- OAPC to get plant tour set up for MTO Bituminous staff to review temperature monitoring systems.

### **Roundtable Discussion**

- OAPC said there have been many changes to the pavement markings specification. May require a learning workshop to educate industry on all the changes.
- MTO stated that they did have an info session with lots of consultations a couple of years ago. Generally, there was no push back regarding enhanced oversight and testing in the field for capital contracts. On the other hand, there have been numerous complaints sent in to government regarding difficulty to see line markings. We need to be responsive on both sides. MTO can no longer rely on only a test plate where contractors know where the sample is being taken. If the retroreflectivity results don't meet initial requirements, they won't meet minimal acceptable thresholds later in the season or in the spring.
- OAPC said an information session is more for information, not to change the specification. Target CAs, Owners, Contractors and Sub-Contractors.
- MTO said keeping it online will reach the most people.

#### Action Items:

- MTO will plan to hold online pavement marking information session.

### **Information Shared for this Meeting**

#### **Documents Share by MTO**

1. MPT Correlations Data for Sharing with ORBA Cumulative 2025 (November 18 2025).pdf
2. 2025 R2 SMA Grit Summary for OAPC (November 18 2025).pdf
3. Guidelines for Evaluating RAP Change Proposal for Surface Course – 17 October 2025 Draft.pdf

## **Documents Shared by OAPC**

1. None

## **Next Meeting**

- 2026 Meeting Dates (10 am to 1 pm):
  - Feb 26 (OAPC to host)
  - May 28 (MTO to host)
  - September 24 (OAPC to host)
  - December 10 (MTO to host)
- Meeting Adjourned 1:10 pm