

MEETING NOTES

Ministry of Transportation (MTO)/Ontario Asphalt Pavement Council (OAPC)

Hot Mix Asphalt Subcommittee Meeting

Date	September 24, 2026
Time	10:00 am – 1:00 pm
Meeting Hosted By	OAPC
Location	ORBA Roadhouse and Microsoft Teams

ATTENDANCE:

Attendee	Organization
Joel Magnan (Co-Chair)	MTO, Engineering Materials Office (EMO)
Jenn Meleschuk	MTO, Construction Management Office (CMO)
Gelu Vasiliu	MTO, EMO
Warren Lee	MTO, EMO
Imran Bashir	MTO, EMO
Heather Bell	MTO, EMO
Stephen Lee	MTO, EMO
Sonja Dambremont	MTO, Construction Northeast
Gizelle Cotton	MTO, Construction East
Christopher Parsons	MTO, Construction Central
Fernando Magisano (Co-Chair)	Canadian Asphalt Industries Inc.
Donn Bernal	OAPC
Alexis Del Rosario	ORBA
Sina Varmini	CRM of Americas
Amma Agbedor	Asphalt Institute
Selena Lavorato	GIP Inc.
Trevor Moore	COLAS Construction
Hashim Anwar	CRH Canada

Guests	Organization
N/A	

Regrets	Organization
Mark Laytn	Capital Paving Inc.
Steve Manolis	GIP Inc.
Dana McLachlin	Morrison Hershfield
Kourtney Adamson	Yellowline Asphalt Products Inc.
Kevin Martin	Fermar Paving Inc.

INTRODUCTIONS / ANNOUNCEMENTS / SAFETY MOMENT:

1	Item No.	Lead: MTO/OAPC
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Introductions / Announcements

Description:

- Welcome attendees, introduces new members or guests, and share relevant announcements.

Discussion:

- MTO introduced a new member, Chris Parsons, the new Head of Quality Assurance in Central Region.

Action:

- None.

2	Item No.	Lead: MTO
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Safety Moment

Description:

- Whichever party is not hosting provides a safety moment.

Discussion:

- MTO presented a safety moment on lockout safety procedures.

Action:

- OAPC to present the safety moment at the next meeting.

3	Item No.	Lead: MTO/OAPC
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Review of Past Meeting Notes

Description:

- The past meeting notes are reviewed for any action items that are from the previous meetings, as well as any comments or concerns.

Discussion:

- Past meeting notes were reviewed, accepted, and posted on the MTO Technical Consultation Portal (TCP). Updates to action items to be addressed under relevant open items.

Action:

- None.
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OPEN ITEMS:

4	Item No.	Lead: MTO
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Mix Performance Testing

Description:

- Item initiated by MTO in December 2019.
- MTO to develop specifications for Mix Performance Testing (MPT) that can be included on any project.
- MTO is conducting ongoing MPT lab correlations.

Discussion:

- OAPC advised that they received the mix properties of the HMA samples used in MPT correlations and requested additional data to better assess test variability.
- MTO suggested OAPC obtain individual results directly from participating laboratories as it is unlikely MTO can get permission to share individual results due to the small number of participants.

- MTO advised that there was no update on the MPT correlation. The 2026 Round 1 results were recently submitted and may be available for discussion at the December meeting.
- MTO requested that OAPC provide the outstanding MPT brief and a proposed agenda before scheduling a dedicated meeting.
- OAPC and MTO discussed variability in the Hamburg Wheel Tracking test (HWT). OAPC expressed concern that some aggregate sources fail HWT despite demonstrating satisfactory field performance, while MTO noted that updated LS test methods are intended to reduce variability.
- MTO encouraged OAPC to compile data to support concerns regarding aggregate sources and failing in HWT.
- MTO suggested that OAPC make clear connections to what aggregates properties make HWT fail. Is it the aggregate gradation, flat and elongated, MDA, etc.?
- OAPC reiterated that the purpose of the requested MPT meeting is to identify sources of test variability and discuss potential improvements, rather than focusing on non-compliant aggregates.
- MTO noted that the O-MAP study demonstrated that MPT requirements can be achieved and commended OAPC for its efforts on the initiative.
- OAPC agreed to prepare an agenda for a focused MPT meeting and consider inviting municipal representatives with MPT implementation experience.
- MTO reiterated that it has not implemented MPT requirements to allow for a cautious, evidence-based assessment of test results, field performance, variability, and impacts.
- OAPC question whether Ontario-specific adjustments to rutting criteria may be necessary and whether BMD would provide significant additional benefits given MTO's existing robust requirements.
- MTO advised that it has been mandated following the Auditor General's 2016 report to move toward BMD and MPT and that acceptance criteria may be refined as additional performance data becomes available. The objective is to implement more performance-based end-result testing.
- Both parties agreed that implementation should not exclude mixtures that have demonstrated satisfactory field performance without supporting evidence.

Action:

- OAPC to provide an agenda and participant list for a focused MPT meeting.

5	Item No.	Lead: OAPC
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Environmental Product Declarations (EPDs) for Asphalt in Ontario

Description:

- Item initiated by OAPC in March 2022.
- As part of the net zero emissions goal, OAPC is seeking to understand MTO's perspectives on EPDs for Ontario asphalt mixes and forging a collaborative approach to make it work.

Discussion:

- OAPC advised that the EPDs are expected to be completed within the next few weeks, after which the final report will be released and presented at the Fall Asphalt Seminar.
- OAPC noted that tools are being developed to generate mix-specific and asphalt cement EPDs and expects to provide EPD data to MTO once available.
- MTO advised that updates to GreenPave and the surface course directive are being deferred pending the availability of EPD data from OAPC. Concrete industry has already provided their EPDs.
- MTO indicated that, once the EPDs are available, it will prepare draft updates and consult with the concrete and asphalt industries before finalizing revisions.

Action:

- OAPC to provide EPD data to MTO once available.

6	Item No.
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Lead: MTO

SMA Applications – SMA Grit Specification Revisions

Description:

- Item initiated by OAPC in May 2022.
- OAPC requested MTO look at revising specifications due to lack of grit sand sources available.
- OAPC indicated that consistency is missing in how Contract Administration (CA) firms accept gritting material on MTO contracts.

Discussion:

- MTO advised that no correlation results are available at this time. A second round of testing is scheduled later this month, and the correlation will continue.
- MTO noted that the LS test method has been updated to prevent sieve overloading. A revised specification is nearly ready for internal consultation and

includes expanded gradation bands to accommodate more sources and improve consistency in administration.

- MTO confirmed that the asphalt cement content acceptance range will also be expanded based on variability observed from the correlation.
- OAPC asked whether any field performance or application issues have been observed.
- MTO responded that only compliant sources are currently being used, making field performance difficult to assess. However, issues related to application practices, including the number of passes and application temperatures, are being considered as part of the specification review.
- MTO noted that, despite the expanded acceptance bands, it is uncertain whether additional sources will enter the market due to the relatively small demand for SMA grit.

Action:

- MTO to provide the updated SMA gritting specification through TCP for industry comment following completion of internal consultation.

7	Item No.	Lead: OAPC
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Balanced Mix Design

Description:

- Item initiated by OAPC in September 2023.
- OAPC wants to understand MTO's process on BMD.
- MTO assisting CCIL on BMD and MPT certification.

Discussion:

- OAPC advised that it is working with Asphalt Institute to develop an Ontario-specific BMD course, targeted for March, and requested MTO participation.
- MTO advised that feedback on the presented agenda was provided a few months prior to this meeting and that participation in the BMD course could be considered if a formal request is submitted and approved.
- MTO indicated it could not commit at this time due to existing CCIL commitments. MTO noted that CCIL certification will be based on laboratory inspections and demonstrated competency rather than prerequisite training.
- OAPC emphasized that the course should align with MTO's expectations given MTO's role in CCIL certification and transition towards BMD.

- MTO stated that, as the mix designers, industry members are the subject matter experts and are responsible for training their laboratory staff.
- OAPC noted that the course is intended for experienced technicians and others considering performance testing. It is recommended that participants have prior mix design experience.
- MTO noted that laboratories with a CCIL profile can currently apply for Type G certification and select the specific tests for which certification is sought. Laboratory inspections are expected to begin in January 2027, with the first batch of laboratories to be certificated by May 2027. MTO advised that it has already requested to be among first laboratories inspected and certified.

Action:

- OAPC to submit an updated course outline and a formal request for MTO to present at the BMD course.

8	Item No.	Lead: MTO
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OPSS 313 – Revisiting Quality Evaluation

Description:

- Item initiated by OAPC in September 2023.
- OAPC asked how MTO can incentivize better quality in asphalt pavement?

Discussion:

- OAPC noted that this item has been on the agenda for three years.
- MTO advised that, following the 2016 Auditor General's report, it committed to exploring opportunities to incentivize compaction. As part of that work, MTO reviewed the commonly cited assumption that a 1% increase in compaction results in a 10% increase in pavement life. MTO found that this was based on a 1989 article on a limited number of Marshall mixes. MTO previously presented additional concerns regarding the potential impacts of over-compaction. MTO has since completed a jurisdictional scan and reviewed a limited MTO dataset. Based on the available information, MTO has decided to maintain the existing compaction limits for now and is currently evaluating the financial impact of a compaction incentive. Concurrently, projects with various levels of PWL for compaction (good or not so good) are being identified to evaluate field performance and life-cycle costs. Following this analysis, it will be decided if further changes are warranted.

- OAPC questioned why compaction incentives now require additional justification and stated that its goal is to move away from the current negative pay factor approach rather than revisit established PWL methodology re-examination of historical assumptions regarding the benefits of more compaction.
- MTO responded that the 2016 Auditor General's report emphasized that the MTO should not provide additional payment for performance that is already expected. As a result, stronger justification is required for any incentive.
- OAPC suggested modifying the payment adjustment structure rather than reintroducing bonuses as the payment curves were artificially truncated.
- MTO acknowledged the industry's concerns and advised that options are being evaluated; however, any changes will require a strong, data-driven business case. MTO noted that compaction remains one of the most significant contributors to the overall payment factor.

Action:

- MTO to assess the financial and life-cycle impacts of introducing a compaction incentive.

9	Item No.	Lead: MTO
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Change Proposals for RAP in Surface Mixes

Description:

- Item initiated by MTO in June 2025.
- MTO has developed guidelines for what the MTO would expect from a change proposal to use Reclaimed Asphalt Pavement (RAP) in surface mixes to manage expectations for contractors and consistency in evaluating proposals. Additionally, this will provide valuable experience to contractors and laboratories with BMD and RAP.

Discussion:

- MTO confirmed that the extracted aggregate MDA and freeze/thaw sample size requirements have been clarified and communicated to staff.
- MTO advised that one RAP surface mix change proposal has been constructed, one is pending clarifications, while the contractors on three others ultimately elected not to proceed. Some projects were impacted by the cost and complexity of separately milling and stockpiling premium RAP material. RAP in shoulders has also been approved to gain BMD experience without the performance under traffic.

- MTO is developing a Non-Standard Special Provision (NSSP) to facilitate RAP surface mix trials and expects to see more change proposals next season as awareness and planning increase.
- OAPC requested that RAP surface mix opportunities be highlighted during pre-construction meetings.
- MTO noted that OAPC should be also informing their members.
- OAPC expressed support for the initiative and noted that progress is moving in the right direction.

Action:

- None.

10	Item No.	Lead: MTO
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Update on Harmonization Initiative

Description:

- Item initiated by OAPC in September 2025.
- ORBA/OAPC is seeking MTO's perspective on the harmonization initiative, as well as an update on the progress achieved to date.

Discussion:

- OAPC noted that discussions with MTO were held in mid-August and the regulation was enacted shortly thereafter.
- MTO advised that the regulation includes about 60 specifications that will be mandated by July 2027 and that work is underway to develop an exemption process, an evaluation framework, and a governance structure.
- MTO noted that ORBA has been asked to provide representatives for the various subcommittees and that implementation will require significant effort for all parties involved.

Action:

- None.

11	Item No.	Lead: MTO
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Warm Mix Implementation

Description:

- Item initiated by OAPC in December 2025.

- OAPC requested an update on warm mix asphalt implementation.

Discussion:

- OAPC noted that MTO has paused further Warm Mix Asphalt (WMA) trials and thanked Fermar for hosting a plant tour to demonstrate WMA production practices.
- MTO thanked OAPC and Fermar for the plant tour and noted it provided valuable information regarding positioning of temperature probes, temperature records, etc.
- MTO advised that the pause will allow analysis of seven additional contracts, bringing the total to 14 WMA trials. Some data may be of limited value because the WMA was not produced at WMA temperatures and there were issues obtaining production temperature records from some plants. The results will help determine whether WMA should be mandated or remain permissive in OPSS 313.
- OAPC noted that plant modifications can improve emissions performance when WMA is produced routinely.
- MTO acknowledged that plants may be optimized for WMA production and indicated that additional plant requirements may need to be considered if WMA becomes mandatory.
- OAPC suggested that future evaluations consider additional parameters, including aggregate moisture content, energy consumption, and joint compaction performance. OAPC also advised that a WMA roundtable may be held at the Fall Asphalt Seminar and expressed interest in MTO's participation.
- MTO indicated that participation would require approval and acknowledged OAPC's efforts to support industry's understanding of WMA.

Action:

- MTO to analyze WMA trial data.

12 Item No.	Lead: MTO
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Tack Coat

Description:

- Item initiated by MTO in February 2026.
- Interlayer Shear Strength (ISS) test is required on all contracts for information only. MTO is conducting correlations. MTO is also reviewing application rates.

Discussion:

- MTO advised that development of a NSSP to evaluate tack coat products and application rates is ongoing but has been delayed by other priorities.
- MTO noted that a contractor-submitted trial proposal was unfortunately withdrawn and indicated that a controlled trial is preferred to support the development of the Interlayer Shear Stress (ISS) acceptance criteria.
- OAPC suggested including additional coring at future intervals to assess changes in ISS values over time.
- MTO advised that the ISS correlation continues with two rounds annually and that a NSSP had been developed for coring and pavement reinstatement. A potential long-term site is being considered.
- MTO noted that a new LS test method for ISS was published earlier this year.

Action:

- MTO to draft a NSSP to trial different tack coat products and application rates.

13 Item No.	Lead: MTO
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Recovered Asphalt Cement

Description:

- Item initiated by OAPC in May 2026.
- OAPC inquired about impact of full implementation of Recovered Asphalt Cement (RAC) specifications.

Discussion:

- OAPC confirmed that its comments were submitted through the TCP and requested a status update on the Recovered Asphalt Cement (RAC) specification.
- MTO advised that responses have been posted on the TCP and that the Special Provisions are being published for contract use. No changes were made based on the comments received.
- The committee agreed to close the item and revisit it, if necessary, following the next construction season.

Action:

- Item closed.
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NEW ITEMS:

14 Item No.	Lead: OAPC
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In-person Referee

Description:

- Item initiated by OAPC in September 2026.
- OAPC requested a return to full in-person referee testing.

Discussion:

- OAPC asked for an update on concerns related to virtual referee testing and the request to return to fully in-person referee testing.
- MTO advised that the issue had been reviewed internally. While some stakeholders prefer in-person referee testing, others prefer a virtual option for certain tests and materials. MTO indicated that virtual participation remains necessary to support staff attendance at all referee tests given existing staffing resources.
- OAPC questioned whether contractors could attend in-person while MTO participates virtually.
- MTO responded that staff must be available to address issues that arise during testing and remains reluctant to have contractor and laboratory staff meet in person without MTO staff also physically on-site.
- MTO advised that they have been offering in-person referee testing and has encouraged consideration of in-person testing when requested by contractors.
- OAPC noted that some members have requested in-person referee multiple times but were denied.
- MTO stated that contractors are now being asked to identify their preferred testing format and if any issues are noted with the referee lab or virtual testing EMO should be notified as the administrator of the referee agreements.
- OAPC suggested that improved communication may be needed, as contractors may not be aware that they can request in-person testing.
- The committee agreed to close the item and revisit it, if necessary, after OAPC has raised awareness regarding formal requests for in-person referee testing.

Action:

- Item closed.
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ADJOURNMENT:

15 Item No.

Lead: MTO/OAPC

Roundtable

Description:

- Opportunity for attendees to share updates or discuss any topics requiring attention that was not already mentioned.

Discussion:

- OAPC shared that the Fall Asphalt Seminar has been moved to December 8th.

Action:

- None.
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16 Item No.

Lead: MTO/OAPC

Future Meeting

Date of Meeting:

- Thursday, December 10, 2026

Location:

- MTO Centre for Excellence in Transportation Infrastructure (CETI) & Microsoft Teams

Time:

- 10:00 am to 1:00 pm
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INFORMATION SHARED FOR THIS MEETING:

Item No.	Document Title	Shared By	Format
4	HMA MTO A --- MPT 2024 R1	MTO	PDF
4	HMA MTO C --- MPT 2021 R1	MTO	PDF

4	HMA MTO H --- MPT 2022 R1	MTO	PDF
4	HMA MTO I 2019 --- MPT 2020 R1	MTO	PDF
4	HMA MTO I 2024 --- MPT 2025 R1	MTO	PDF
4	HMA MTO Q --- MPT 2023 R1	MTO	PDF
4	HMA MTO S 2020 --- MPT 2020 R2	MTO	PDF
4	HMA MTO S 2025 --- MPT 2025 R2	MTO	PDF
4	HMA MTO W --- MPT 2023 R2	MTO	PDF

SUMMARY OF ACTION ITEMS:

Item No. 2

Action Item:

- OAPC to present the safety moment at the next meeting.

Item No. 4

Action Item:

- OAPC to provide an agenda and participant list for a focused MPT meeting.

Item No. 5

Action Item:

- OAPC to provide EPD data to MTO once available.

Item No. 6

Action Item:

- MTO to provide the updated SMA gritting specification through TCP for industry comment following completion of internal consultation.
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Item No. 7

Action Item:

- OAPC to submit an updated course outline and a formal request for MTO to present at the BMD course.
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Item No. 8

Action Item:

- MTO to assess the financial and life-cycle impacts of introducing a compaction incentive.
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Item No. 11

Action Item:

- MTO to analyze WMA trial data.
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Item No. 12

Action Item:

- MTO to draft a NSSP to trial different tack coat products and application rates.
-