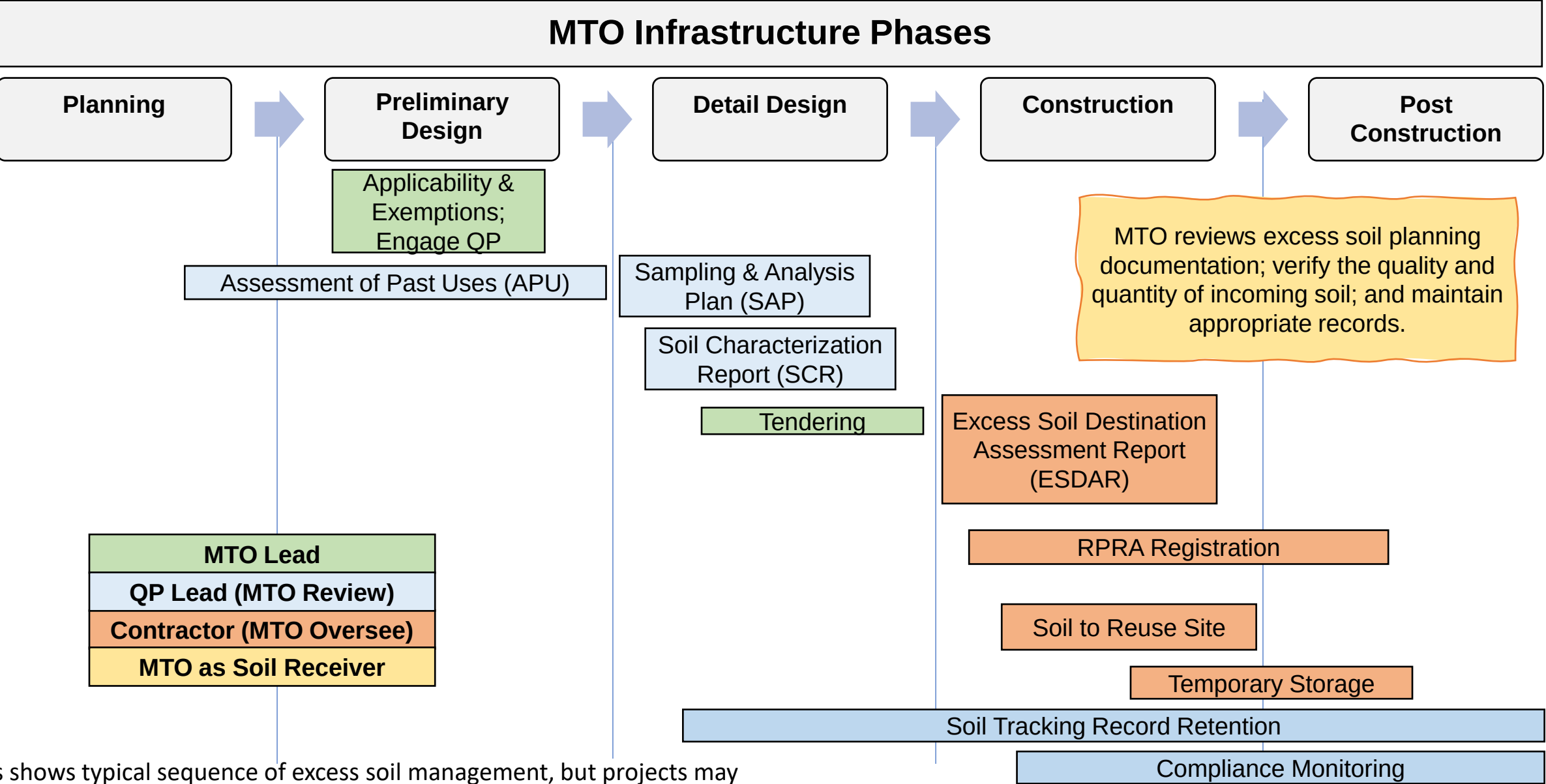


MTO Excess Soil Management

ORBA Meeting October 2025

IPPD
Integrated Policy & Planning Division

MTO's Excess Soil in Infrastructure Projects*



*This shows typical sequence of excess soil management, but projects may have unique sequencing that does not align with this infographic.



Challenges

Design

- Often the soil management isn't known until after 60% design
- No standard approach(es) to management of soil (e.g., berms, expectations of reuse, etc.)

Tendering

- Current contract documentation (i.e., NSSP ENVR0014 does not address all excess soil management needs)

Construction

- Time constraints for the ESDAR
- Contractor QP / Design QP / Receiving Site QP
- Receiving sites: identification, location, soil quality and reporting requirements (especially in cases where MTO is exempt from Planning requirements)

Current MTO Processes

- No Class 2 Soil Management Sites
- Difficult to match one project to another

Discussion:

What are the top challenges that ORBA is seeing?

- Do they align with challenges identified by MTO?
- Any other challenges?
- Form for input to be distributed with meeting minutes.

Challenges Identified by MTO

Design

- Often the soil management isn't known until after 60% design
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Current MTO Processes

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MTO Approach to Challenges

MTO Guidance Documents

- Development of Excess Soils Best Management Practices (delayed due to competing priorities and evolving regulation)
- MTO's Environmental Reference for Highway Design

Training

- MTO Support for External Training Opportunities
- Knowledge Transfer for MTO Staff

MTO Work Supports

- Specific Support during Design, Construction, Maintenance
- Contract Documentation
 - ✓ Planned updates to OPSS 180 and NSSP ENVR 0014, including enhanced “notes to drafter”
- Excess Soils Internal MTO Working Group
 - ✓ Supports operational enhancements (e.g., how to improve RFP scope wording, potentially pilot an MTO Class 2 Soil Management Site, etc.)



Questions?

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