

ASPHALT**topics**

SPRING 2020 | VOL33 | N01



ONTARIO ASPHALT PAVEMENT COUNCIL



MEET IVAN LEVAC | 10
incoming OAPC chair

ASPHALT RESEARCH FUND | 14
delivering bankable results

AWARDS 2019
honouring the best

Asphalt.

ONTARIO RIDES ON US



A NEW KIND OF POWER TOOL



MADE FOR HIGHWAY MILLING

Roadtec mills combine power with durable construction and flexibility. The 1050 horsepower RX-900 offers superior material evacuation, ACE™ Automated Control of Elevation, and Auto Cut™ entry making it your best choice for milling.

See the full range of products at roadtec.com



ROADTEC
an Astec Industries Company

Dedicated to Your SuccessSM

ROADTEC an Astec Industries Company

© 2020 ROADTEC, INC. ALL RIGHTS RESERVED

800 MANUFACTURERS RD • CHATTANOOGA, TN 37405 USA

1.800.272.7100

1.423.265.0600

The official publication of the Ontario Asphalt Pavement Council, **ASPHALTopics** is published three times a year.

Ontario Asphalt Pavement Council

365 Brunel Road, Unit #1, Mississauga, ON, L4Z 1Z5

Tel: (905) 507-1107

Fax: (905) 890-8122

Email: info@onasphalt.org

Website: www.onasphalt.org

Publications Mail Agreement #40011181

ADVERTISING SALES REPRESENTATIVE

Patricia Abbas | 416.438.7609 | pabbas8@gmail.com

EDITOR

Lara Henry | 647.638.8294 | larahenry@sympatico.ca

DESIGN & EDITORIAL LAYOUT

pdplante.com inc. | pdplante@sympatico.ca

COVER PHOTO: Paving on the 401, Port Hope. (Tomlinson)

EDITOR'S NOTE: On page 28 of the fall 2019 print edition of **ASPHALTopics**, the graphics for Option 1 and 3 were reversed. This has been corrected in the online edition of the magazine on the OAPC website.

© 2020 All Rights Reserved.



TABLE OF CONTENTS

- 05 Chair's Corner
- 07 Operations Corner
- 09 Marcom Matters
- 10 Meet incoming OAPC chair Ivan Levac
- 14 Asphalt Research Fund delivers bankable results
- 20 Join the best of the best with the Trillium Award Program
- 26 Paver of the Year awarded to Tomlinson
- 28 Include adequate surface preparations in the plans – Top Ten List #5
- 30 Gamble wins Bleeds Black Award
- 32 OAPC service award winners
- 35 Unsung Heroes
- 36 Technically Speaking
- 39 Environmental Essentials
- 40 Industry News
- 42 The Last Word



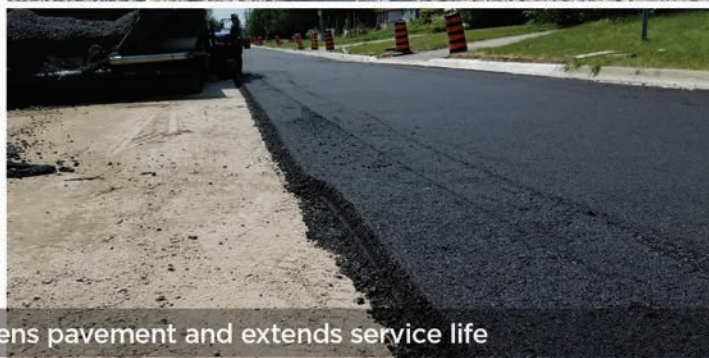
Geogrids and geotextiles used in road design to improve subgrade support



Liquid-activated patching material for quick, easy and permanent pothole repair



Fiber reinforced technology strengthens pavement and extends service life



Roads & Rail
Containment
MSE Walls & Slopes
Water Management
Erosion & Sediment Control

NILEX
CIVIL ENVIRONMENTAL GROUP

NILEX.COM
1.800.667.4811



We offer a wide & comprehensive range of services in the following areas:

- Earth and Environmental Engineering
- Pavement Engineering Services
- General Inspection Testing
- Materials Engineering
- Forensic Engineering
- Contract Administration Services



Engtec also offers the following testing services:

- Hot-mix Asphalt, Expanded and CIR Mix Designs
- High Speed Inertial Profilograph
- Heavy Weight Deflectometer (FWD/HWD) Testing
- Hamburg Rut Wheel Testing
- UTM-30 Dynamic Frame (Performance Testing)

Four Point Bending Fatigue
Disc-Shape Compact Tension (DCT)
Semicircular Bend Geometry (SCB)
Flexibility Index Test (FIT)
Indirect Tensile Test (Creep and Resilient Modulus)
Thermal Stress Restrained Testing (TSRT)
Interlayer Shear Strength (ISS)
Asphalt Mix Performance Testing (AMPT)
Bridge Deck Waterproofing Membrane (OPSS 1213)
Joint and Crack Sealant (ASTM D6690)





CHAIR'S CORNER

Rick Logozzo
2019/2020 Chair

Awards celebrate more than success

Awards acknowledge more than just success. They are a means to recognize accomplishment, effort and quality. Winning an award and being recognized publicly for personal achievements is always very satisfying, and the same can be said for winning an industry award. Awards such as OAPC's Trillium Award, the Bleeds Black Award and MTO's Paver of the Year Award are not only endorsements of a company's reputation, but also help companies to stand out in the crowd. They say something about the quality of workmanship that a company provides and are an indication that a company and its employees go above and beyond the typical expectations within that industry.

The Trillium Award, which was first introduced in 2002, plays a very significant environmental role within our industry. Ontario's Ministry of the Environment, Conservation and Parks sets a gold standard for industry regulations regarding asphalt plants in Ontario. This award recognizes asphalt plants and their operators who go above and beyond these already strict standards. Trillium Award winners get recognized within the asphalt industry and increasingly by the general public as good corporate citizens as visibility of the award grows. As an association, OAPC encourages all its member plants to work towards being awarded the Trillium Award by 2021. It would be a win not only for the plant and the company, but also for the environment.

The Bleeds Black Award underscores the passion and dedication of individuals within the asphalt industry who promote the superiority of asphalt as the first choice for

pavement surfaces in Ontario. The winner of this award must be involved in the asphalt industry anywhere in North America, and while they do not necessarily need to be a member of OAPC, their work must directly benefit Ontario's asphalt industry. Winners of this award are committed and passionate about the promotion of asphalt pavement to the point that, in the words of past director Tim Fawcett, "when cut, the winner bleeds black."

Every year, Ontario's Ministry of Transportation proudly presents the Paver of the Year Award in recognition of exceptional work done on major Ontario projects. This award applauds an asphalt paving company for excellence in hot mix paving on projects completed during the same year that the award is presented. Projects are judged based on criteria such as smoothness, night paving, completion and workmanship. This award is so highly coveted that even being named a finalist in consideration for this award is accolade in itself.

I encourage you to take the time to consider nominating an individual or a company for their exceptional work and contribution to the asphalt pavement industry in Ontario. The nomination forms are easily accessible on the OAPC website, and these awards truly have a positive impact on Ontario's asphalt industry as we all strive to make our industry the very best that it can be. ■

BUILDING ONTARIO SINCE 1903



WE Build Communities And Careers.

When a community is built from the ground up, there is no labour force on the planet, better skilled to get the job done right the first time. LiUNA members and retirees made a commitment to their careers, which means a commitment to our communities. A commitment to build the BEST schools, airports, hospitals, office buildings, pipelines, tunnels, power plants, roads, bridges, low rise and high rise housing in the country. When the work is done, LiUNA members and retirees continue to live, play and grow in their communities, with the guarantee of a pension that is also....simply the BEST!

Jack Oliveira
Business Manager

Joseph S. Mancinelli
President

Luigi Carrozzi
Secretary-Treasurer

Carmen Principato
Vice President

Robert Petroni
Recording Secretary

Mike Maitland
Executive Board Member

Brandon MacKinnon
Executive Board Member

Labourers'
International
Union of
North America

LiUNA!

Ontario Provincial District Council

visit www.liunaopdc.ca today



OPERATIONS CORNER

Ashley Manson
Manager, Governance Administration

Training and development strengthens our industry

It is no secret that training is a vital component to any industry's overall success. Expanding the knowledge base of employees should not be perceived as an expense or lost productivity, but rather as an investment in human capital – an asset that while not typically listed on a company's balance sheet, is equally essential to a company's ability to produce and maintain economic value.

In keeping with OAPC's mandate to promote excellence in asphalt pavements, we are providing opportunities for members to invest in their employees through training in 2020. This spring, the council will facilitate unique professional development experiences that foster specification consistency and personnel training in asphalt binder testing and overall quality of asphalt in Ontario.

ORBA has partnered with the Centre for Pavement and Transportation

Technology (CPATT) at the University of Waterloo and the Asphalt Institute (AI) to provide a training and certification course on asphalt binder testing. The two-day training component of the ORBA-CPATT-AI joint **Asphalt Binder Training Course** is scheduled to take place from May 4 to 5 at the University of Waterloo.

Training includes a comprehensive review of AI's National Binder Technician Certification (NBTC) program, the *MS-25 Asphalt Binder Testing Manual*, a lab safety review, and an ORBA Technical Program detailing the test methods, procedures, industry challenges, and opportunities for improvement with the Extended Bending Beam Rheometer (EBBR) testing and Double Edge Notched Tension (DENT) tests used in Ontario.

The NBTC program also includes hands-on demonstrations of asphalt binder tests, specifically the Dynamic Shear Rheometer (DSR) and Bending

Beam Rheometer (BBR). To expand this training opportunity even further, an optional certification component will be available through a two-hour written exam and laboratory proficiency exam on May 6 (depending on the number of students, some exams may take place on May 7). For details on how to register for either training and/or certification, please contact the ORBA office. Students seeking to achieve certification must attend the NBTC Program Review Training Course.

Following the success of the 2019 **Asphalt Technical Symposium** (ATS), OAPC is excited to host the well-received event again in 2020 from June 15 to 16. The 2020 ATS will continue the conversation on recovered asphalt testing by exploring regional experiences and seeking pathways for mix performance testing in Ontario. As part of the symposium, OAPC will further engage with leading experts and key decision-makers from the industry, municipal and provincial government representatives, and academia. This dialogue will foster learning, provide information on the challenges, solutions and benefits of pursuing additional binder and performance testing, and provide understanding into how these findings could be included in contracts and agency specifications.

OAPC hopes that this insight will aid in the formation of an Expert Task Group on Binder Testing and Mix Performance Testing in Ontario. Stay tuned for more updates! ■

Reliable. Trusted. Canada's Choice.



At **Gencor**, we've led the industry with the most fuel-efficient, environmentally clean and lowest-maintenance design available to the hot mix industry. From the award winning Ultraplant® to the Green Machine, our record is unrivaled in innovative design. That's the kind of leadership you've come to expect from **Gencor**.

The Leader in Performance and Efficiency!

Call 407-290-6000 or visit www.gencor.com





MARCOM MATTERS

Abigail Wright Pereira

Marketing and Communications Director

However, one thing hasn't changed over the years, and that is the fact that building upon a solid relationship between road owners and the industry is a cornerstone towards building quality roads. The PIQ seminars facilitate bringing together all stakeholders in one room with the common goal of producing quality asphalt pavements that last and will continue to build the backbone of Ontario's transportation sector.

In November 2019 we sent a survey out to our municipal stakeholders to find out what we could do differently this year that would provide more value. The overwhelming response was to change the locations from year to year and to showcase more municipal innovative projects within each region. We have heard our respondents loud and clear. This year we will kick off the PIQ Road Tour in Sarnia on April 7 followed by Mississauga on April 9. The tour will resume the following week in Kingston on April 14, and the last stop will be North Bay on April 16.

Where possible, seminars will feature a local municipal project that will provide highlights of innovations and lessons learned. Additionally, the seminar program will have presentations that will cover the challenges and solutions with using stone mastic asphalt; a review of Ontario Provincial Standards: past, present and future; and the need for higher AC content in mixes. MTO will also discuss bituminous specifications updates and other initiatives, while OGRA/MEA will provide updates on the Municipal HMA Liaison Committee Report and 2020 Local Municipal Forecast.

We believe that cost should not be a hindrance to attending the PIQ seminars. Therefore, registration is free to municipal agencies and MTO and only \$55 for ORBA/OAPC members. This April, we look forward to once again making the worthwhile journey for the Partners in Quality Road Tour Seminar circuit. We hope to see you there. ■

A worthwhile journey – 23 years of Partners in Quality

OAPC's Partners in Quality (PIQ) Road Tour has been hitting the road each spring, traveling from the eastern to the western, to the northern and to the central regions of Ontario for the past 23 years. The roads between diverse Ontario regions have been well worn by OAPC staff and our PIQ partners from the Ontario Ministry of Transportation (MTO), municipal agency representatives, Canadian Council of Independent Laboratories (CCIL), and the Ontario Good Roads Association (OGRA).

The first Partners in Quality seminar took place in March of 1997 and was called the Partners in Quality Pavements in Ontario Symposium. The agenda covered End Result Specification results from the previous year, what contractors could expect for the upcoming season's contracts, the latest developments in Performance Grade Asphalt Cement, and the first steps toward implementing Superpave.

During that time, the Clinton administration had began its second term, the Right Honourable Jean Chrétien was prime minister of Canada, and Dolly the sheep out of Scotland's Roslin Institute was the first successfully cloned mammal. Over the past two decades much has changed in our world and industry.

Advances in asphalt technology and innovations have revolutionized paving techniques that result in a superior product. Automation of equipment has had a great impact on efficiency, enabling contractors to achieve tighter specifications within a short amount of time. 3D-GPS capabilities have greatly reduced human error and resulted in greater precision and accuracy. From exponential growth and demand for transportation infrastructure to extreme weather conditions, the landscape of challenges our industry now faces is in some respects quite different than it was in 1997.

Meet incoming OAPC chair

by **Steve Pecar**

Ivan Levac

As incoming chair of OAPC, Ivan Levac of R.W. Tomlinson Limited admits he has his work cut out for him. The asphalt industry is facing several key issues including asphalt quality, environmental changes, and maintaining a strong workforce. Levac's experience and commitment have guided him throughout his career, and he intends to bring that same passion to the chair's role for the year ahead.

Q

&

A

TELL US ABOUT YOUR BACKGROUND.

I was born in northern Ontario in Sturgeon Falls. I went to primary school in North Bay and high school in Sudbury, then moved to the Ottawa area where I've lived since the last year of high school.

HOW DID YOU GET INTO THE BUSINESS OF ASPHALT?

I obtained a co-op position with Lafarge in quality control and was also exposed to aggregates and concrete. I worked from the Gatineau office as lab manager for two years and later as an estimator for five years before coming back to Ottawa as a construction manager. There I also became more involved with asphalt plants. In 2009, Coco Paving

bought Lafarge and I worked for Coco from 2009 to 2013. By the time I left Coco, I was the assistant general manager for Ottawa and Gatineau. As you can see, I was very fortunate to progressively gain experience in many different facets of the construction industry.

YOU DON'T SEE THAT A LOT IN THE INDUSTRY, PEOPLE WORKING IN BOTH ONTARIO AND QUEBEC.

I am fortunate to have the experience of working in asphalt road construction in both provinces. They have very different specifications.

My first language is French, but I am fluently bilingual. Working in Quebec gave me a lot of exposure to how Quebec specifications are put together. Knowing »



JUST THE FACTS

EXPERIENCE

Worked for Lafarge, Coco and Tomlinson

OAPC ROLES

- Member of the Plant and Paving Committee
- Current chair of OAPC

OTHER ASSOCIATIONS

- National Capital Heavy Construction Association

EDUCATION

- BAsC in Civil Engineering, University of Ottawa

FAMILY

Spouse, Cindy Parker, and two boys, Samuel (12) and Kai (9)

HOBBIES

- Canoe camping
 - Hiking
 - Telemarking
-

how these different specs work, and being able to understand their procedures and technical issues, have given me a unique perspective and helped in my career. Not too many people have worked on both sides of the Ottawa River, and done so simultaneously.

HOW DID YOUR CAREER AT OTTAWA-BASED R.W. TOMLINSON BEGIN?

I arrived here in 2013 when I became assistant manager in the Heavy Civil Division while project managing the large-scale widening of Highway 417. This was roughly a four kilometre section of the highway in downtown Ottawa that included seven bridge replacements or rehabilitations. I then switched to our City Division, which is essentially a road construction division with focused operations within 100 kilometres of Ottawa. That is where I am now, as assistant manager of the division and manager of asphalt plants.

WHAT HAS MADE YOU STAY IN THE INDUSTRY?

I found there were a lot of hard working people who wanted to do good things and who enjoy their work. It is an industry where you get to see the fruits of your labour and be involved in all kinds of different projects. I can drive around Ottawa and Gatineau and point to projects I have been involved with, and that is pretty satisfying.

IT REALLY IS AN INDUSTRY WHERE PEOPLE COME TOGETHER TO PRODUCE GOOD THINGS.

Absolutely. I have been involved with associations as a director since 2010 and with strong local and provincial associations. I have found that you become involved, not as competitors, but as industry collaborators who work to improve the industry in many different aspects. I think this is particularly important to improve the industry for employees, as our industry really needs that.

YOU BECAME INVOLVED IN ASSOCIATION WORK VERY EARLY IN YOUR CAREER.

In 2010 I became a director of the National Capital Heavy Construction Association (NCHCA) based here in Ottawa,

and was fortunate to serve as president in 2014-2015. It's very important for Tomlinson to be involved in as many associations as possible that relate to our business. We have directors with many different associations. We didn't have anyone involved with OHMPA and I had just finished serving with the NCHCA, so the timing was right and I came on board in 2016. In 2017, OHMPA merged with ORBA and became the Ontario Asphalt Paving Council (OAPC).

WHAT HAS BEEN YOUR ROLE WITH OAPC SO FAR?

I have been part of the Plant and Paving Committee where I have helped establish bursaries for Algonquin and Canadore colleges. I am usually pretty vocal and not afraid to speak



An important part of quality is not simply technical; it's also having the qualified industry staff to be able to perform the work.

up. I've been involved with Quality of Asphalt discussions with the MTO and stay involved with municipalities. As an eastern Ontario representative of OAPC, I try to get the local municipalities here involved, or at least make them aware of what's going on at OAPC.

AS CHAIR OF OAPC, WHAT WILL SOME OF YOUR DUTIES BE AND WHAT WILL YOU BE LOOKING FORWARD TO?

I'm looking forward to working more with provincial matters. My background has been on the municipal side, so this will give me a chance to promote provincial matters, and to learn more about it myself. I want to get to know and work with MTO staff and have more exposure to the way they do things. That is important from an executive level as I will be more involved with the direction of OAPC. We've been working very hard to rebuild a relationship with MTO which

was strained for a period of time after the Auditor General's report.

Some of the issues mandated by OAPC, with which I will be involved, include pushing for more recycled asphalt to be allowed in hot mix and increasing awareness of the negative environmental issues by allowing less of it. It's not a question of straight up quality. It's a question of cost and environmental responsibility in terms of reusing materials with very beneficial repercussions related to the environment and cost. We will also want to support the use of warm mix asphalt, which again has great environmental benefits.

WHAT OTHER ISSUES DO YOU HOPE TO ADDRESS?

I would like to create awareness that an important part of quality is not simply technical; it's also having the qualified industry staff to be able to perform the work. This may be more of an ORBA issue, but part of the OAPC mandate is to focus on providing quality asphalt. A big part of having quality asphalt is to have qualified staff produce and place the asphalt. With the hours that we work, and restrictions imposed on our operations, it is becoming more challenging to find and retain qualified staff while providing the best product possible. Part of the quality is people and not just what goes into the mix.

THAT IS A BIG CHALLENGE FOR THE FUTURE.

It is all about the people. It's well known that there is a shortage of skilled workers. And for the most part, what we do is seasonal work. There is a very small window of employment, which is less attractive to young people coming into the workforce. This is particularly a problem in the northern part of the province where there is a very short work season. In addition to having seasonal restrictions, we face operational restrictions such as reduced work

hours due to peak traffic periods, which, in turn, further reduce work hours. The solution for us is to find ways of extending the season through technology or extending the hours each day. But, even if this were to happen, you still need good people. We as an industry have to make sure the workers are happy and able to attain a good work-life balance. ■

Steve Pecar is a Mississauga-based writer, editor and designer.

CANADIAN COUNCIL OF INDEPENDENT LABORATORIES

**On a roadway project,
what assurance do you
have that the materials
and construction meet
standards?**

**By hiring an
independent, CCIL
member laboratory,
you can rely on
accurate, objective
and unbiased test
results.**

**Insist on independent
laboratory testing.
Accept nothing less.**



THERE'S A CCIL MEMBER LAB NEAR YOU
To find one, go to www.ccil.com or call us at 613-746-3919

ASPHALT RESEARCH FUND DELIVERS BANKABLE RESULTS

by James Careless

In business, knowledge isn't just power, it's profit. For Ontario's asphalt paving industry, understanding the chemical, environmental, and physical properties of specific asphalt mixes — including which ones are best suited to this province's traffic demands — is critical to building long-lived pavements. To encourage and support asphalt research, the Asphalt Research Fund (ARF) was established in 2003.



“

The goal of the Asphalt Research Fund is to support made-in-Ontario asphalt research that will stimulate, facilitate, and expedite the deployment and adoption of new and innovative technology relating to asphalt pavements,” says Doubra Ambaiowei, ORBA/OAPC Technical Director. “The fund was originally an initiative of the then Ontario Hot Mix Producers Association (OHMPA) that has been carried on by OAPC as part of our commitment to excellence in asphalt paving, and our mandate to make asphalt the pavement of choice in Ontario.”

Pursuing this specialized research-based knowledge is of prime importance to OAPC members continues Ambaiowei. Such knowledge can help members respond to increasing production and material costs that are having a negative impact on asphalt’s competitive advantage. “Research into new materials, application methods, and life cycle studies of material/roadbeds are also vital at a time when ever tougher government specifications are transferring more and more of the risk to the private sector,” he adds.

Factor in the increasing emphasis on life cycle costing in pavement design decisions, plus the necessity of validating innovative new mixes and asphalt technology, and the Ontario paving industry absolutely requires the kind of practical and innovative research being supported by the Asphalt Research Fund.

This is why the fund has invested more than \$500,000 in Ontario-centric asphalt research and development (R&D) projects. Among the projects that have been fully or partially underwritten by the fund are MTO Life Cycle Costing studies, the Pavement Asset Design and Management Guide, the impact of asphalt fumes on workers, and a review of MTO’s low temperature test procedures. ARF has also invested substantially in the University of Waterloo’s Centre for Pavement and Transport Technology (CPATT), who has proven to be a vital partner in asphalt industry R&D and personnel training. »



Fatigue crack testing. (CPATT)



Testing the stability of asphalt mixes with recycled concrete aggregates. (CPATT)



Studying high performance asphalt for airport applications at Pearson International Airport. (CPATT)

"Our ARF commitment has been sustained through silent and live auctions to raise funds for asphalt research as well as other worthy projects and partnerships with a whole host of academic and industry sources," says Ambaiowei. "Industry members, associate companies and other stakeholders have contributed over \$632,000 in donations to the auctions since 2003 when this initiative was born."

CPATT AT CENTRE OF ARF EFFORTS

Since its formation in 2002 with the support of the University of Waterloo (UW), government, and the private sector, the Centre for Pavement and Transport Technology (CPATT) has been a pivotal partner in OAPC's research efforts through ARF.

"CPATT's mission is to provide leadership in research related to pavement engineering, management and technology," says Dr. Susan Tighe, Deputy Provost and Norman W. McLeod Professor in Sustainable Pavement

Engineering in UW's Department of Civil and Environmental Engineering. "We look at innovative technologies and their application for the asphalt pavement industry. We also educate the future generation of leaders in this industry in our undergraduate and graduate programs — something that is not generally offered by other universities and colleges — and we co-ordinate research with other national and international experts."

According to Ambaiowei, the relationship between OAPC, ARF, and CPATT is principally based on a partnership that recognizes CPATT's excellence in the advancement and optimization of conventional pavement technology using the latest emerging and innovative approaches. "This relationship has been supported since 2003 when OHMPA's Board of Directors first approved a motion to provide \$100,000 over five years to support CPATT's research mission of tackling specific problems, developing new

technologies, and training skilled people for the industry," he says.

WHY CPATT MATTERS

For OAPC's members, CPATT's true value lies in finding and developing long-range solutions and innovations that can improve the quality and durability of the roads they build. This is the kind of research that member companies generally don't have the time or resources to do on their own.

"When I worked in the asphalt industry, we were mainly caught up in dealing with the short-term needs of the day," says Dr. Hassan Baaj, CPATT Director and Norman W. McLeod Associate Chair. "In academia, we have the time to go beyond solving current problems and anticipate the industry's future needs and requirements. This is why we can take an in-depth look at advanced ideas such as Smart Pavement with built-in monitoring sensors, and self-healing asphalt that can repair itself when a crack occurs."

CPATT also works with OAPC members on different cutting-edge research projects. "We strive to develop new high-performance asphalt mixes and binders to extend the service life of the pavement, investigate innovative solutions to integrate different recycled materials in asphalt binders and mixes, and collaborate with national and international researchers to bring the highest level of knowledge and expertise to Ontario," says Dr. Baaj.

TWO STANDOUT CPATT/ARF PROJECTS AND MORE

Two important ARF-funded projects conducted by CPATT are their research into how Recycled Asphalt Pavement (RAP) is being used in Ontario roads and whether its qualities and usages can be further optimized (the RAP Study); and a recent study on the accuracy of methods used to assess the condition of in situ asphalt pavement.

The RAP Study, which was shared at the 2013 Fall Asphalt Seminar, explored the performance and characteristics of RAP as it underwent numerous CPATT tests. The study found that RAP could »



**BLACKHAWK
COMBUSTIONEERING LTD.**

Combustion-instrumentation specialists since 1969

WE MAKE HEAT

- Burner supply and installation
- PLC burner management and burner control
- Setups for maximizing dryer efficiency
- Hot oil heater and burner combustion 24/7 service
- TSSA reviews, applications and approvals

Exclusive Ontario representative of Elster Hauck
Manufacturing Company Asphalt Plant Burners

Contact us today! 905 547 5757

Doug Whitelaw, Manager, Asphalt Division
doug@blackhawkcombustion.com

Jim Walton, General Manager
jim@blackhawkcombustion.com



MAKING A CONTRIBUTION TO ASPHALT RESEARCH

There are two ways to contribute to asphalt pavement research in Ontario. The first way is by being a donor to OAPC's Auction for Asphalt Research & Advocacy which raises money for OAPC's Asphalt Research Fund (ARF). The second is by contributing directly to the University of Waterloo's Centre for Pavement and Transportation Technology (CPATT) and earning tax advantages for doing so through the federal government's Scientific Research & Experimental Development (SR&ED) tax incentive program.

Raising funds for ARF through OAPC's Auction for Asphalt Research & Advocacy is a long-standing tradition, with the first auction taking place in 2003. OAPC offers participants the option of providing items for the auction or donating cash for the purchase of auction items. Alternatively, donors can give directly to the Asphalt Research & Advocacy Fund. In the first case, the donors provide the auction items to OAPC. In the second and third options, OAPC sends donors invoices for the pledged amounts.

The money raised by the OAPC auction is not small. Since 2003, the combination of generous donations and bids made by OAPC members has resulted in over \$632,000 being raised for the Asphalt Research Fund.

It is also possible to contribute directly to CPATT through the federal SR&ED tax incentive program, and to gain some tax advantages by doing so. According to the website (visit www.canada.ca and search for 'Scientific Research & Experimental Development'), the SR&ED program uses tax incentives to encourage Canadian businesses of all sizes and in all sectors to conduct research and development in Canada.

Sponsors of research projects undertaken by CPATT through SR&ED can either pool these contributions along with their other SR&ED expenditures and deduct them against their current-year income taxes, or hold them for deductions in a future year.

The SR&ED website also notes: "You can earn the SR&ED investment tax credit (ITC) and use it to reduce your income tax payable. In some cases, the Canada Revenue Agency (CRA) can refund the remaining ITC. Whatever eligible SR&ED work

you are doing, your investment tax credit will be at least 15% and can be as much as 35% of your qualified SR&ED expenditures. If you have any unused ITCs, you can carry them back 3 years or forward 20 years and apply them against tax payable for other years."

According to the University of Waterloo's (UW) Engineering Research Office, companies need to bear in mind that payments to universities for a research project sponsorship are eligible expenses. "We do strongly encourage companies to take advantage of this program since it can decrease their overall cost of conducting R&D by 15 to 35 per cent depending on how their organization is structured," says a UW spokesperson.

The precise percentage of a sponsor's SR&ED tax credit varies depending on the circumstances associated with the contribution. Determining the appropriate percentage is a job for the experts, the UW spokesperson adds. "Unless they already have an accountant that's familiar with the program, they may want to consider hiring a professional services firm to handle their claim to ensure they maximize the credits they receive."

The value of banking on the asphalt pavement industry's future by funding research cannot be overstated. "Through our investments in the Asphalt Research Fund, the industry and our transportation infrastructure are strengthened," says a statement from OAPC's 2020 Board of Directors. "In support of our commitments, we also rely on our membership to both increase contributions to the fund and advance the success of Ontario's paving and road building industry through research and technology development."

To learn more about donating to the Asphalt Research Fund through an OAPC auction or directly, contact OAPC at 905-507-1107 or Abigail Wright Pereira, ORBA/OAPC Marketing & Communications Director, at abigail.wright@orba.org

To learn more about funding research projects through CPATT, contact Dr. Hassan Baaj at 519-888-4567, ext. 84494 or hbaaj@uwaterloo.ca

comprise up to 40 per cent of HMA without affecting the low temperature PG (performance grading) of the mix. It also discovered that adding RAP did not affect a pavement's fracture resistance, and that HMA with RAP added could meet all Superpave design consensus and specified properties.

The more recent study, "Solvent Extraction-Recovery Procedures and Their Effect on Recovered Asphalt Properties," is a joint CPATT/OAPC effort that compares current techniques for assessing the physical properties of asphalt cement recovered from HMA as it goes through production and placement. This study was driven by concerns about premature cracking in pavement and the methods of assessing pavement durability.

CPATT and OAPC had six labs in Canada and the U.S. analyse samples of plant-produced and recovered asphalt using a range of MTO-approved approaches and laboratory standards. The researchers found that mixing asphalt binders with aggregate and RAP, combined with the aging that occurs during production and the variability of the recovery methodology, can affect the measured properties.

Other CPATT activities and studies made possible by OAPC's ARF include the establishment of the Dr. Norman McLeod Chair in Sustainable Pavement Engineering at UW (OAPC describes Dr. McLeod as being "Canada's most accomplished asphalt innovator"), installation of monitoring equipment in MTO's Hwy 401 perpetual pavement trial project, and the ORBA/OAPC Quality of Asphalt Review to address concerns with premature pavement cracking and a new approach to paving in Ontario.

"OAPC is recognized as the authoritative voice of the asphalt-producing industry in Ontario and we are dedicated to excellence in asphalt pavements," observes Ambaiowei. "CPATT's work is essential for pavement engineering modelling/management and aligns with our core objectives and commitment to find solutions that help the industry to build more sustainable and resilient pavement infrastructure through research and innovation."

WHY CPATT IS A GOOD INVESTMENT

The research being done by CPATT has proven to be a good investment for Ontario's asphalt paving industry at a time when such research has never been more vital. To continue this important work, OAPC members are being encouraged to contribute to the Asphalt Research Fund or fund CPATT directly through the federal government's Scientific Research & Experimental Development (SR&ED) tax incentive program.

"When a company invests in R&D, they position themselves to cope with change," says Dr. Baaj. "But often companies do not have the right tools or the expertise to do this research



**YOUR ROAD TO SUCCESS IS PAVED
WITH OUR INNOVATIVE SOLUTIONS**

AME Materials Engineering knows the road. When it comes to pavement engineering and design solutions, we offer a full range of analysis, consulting and testing services to ensure cost-effective strategies for all your infrastructure expansion and maintenance needs. Whether the job calls for new construction, rehabilitation or pavement preservation, our proven expertise and focus on green energy technologies are here to support your success.

AME
Materials Engineering
AN AECOM COMPANY

AME...AS INNOVATIVE AS THE ROAD IS LONG.

CALEDON/OTTAWA
905 840 5915
ame@amecorp.ca

aecon.com

themselves.” Investing in research through OAPC and CPATT is a smart strategy for Ontario’s asphalt pavement industry, especially now that UW/CPATT is planning to initiate a new long-term research alliance to spearhead projects under the wide ‘Road Building’ umbrella.

Donations to CPATT give private companies a bigger bang for their buck since these funds are typically matched by government agencies: for every \$1,000 invested, the company gets \$2,000 in R&D value. As well, the University of Waterloo supports CPATT such that the organization has zero reduced overhead. This means that the money goes directly to research projects and paying the UW undergraduate/graduate students who work on them.

“Hiring UW students gives them personal experience in helping us tackle some serious issues,” says Dr. Tighe. “This includes better incorporating sustainability into industry practices, improving recycling and material characterization, and preparing the industry and its practices to deal with climate change.”

Another benefit to the asphalt industry is that the UW students who work on CPATT projects become the skilled professionals that the industry needs. OAPC’s Doubra Ambaiowei is one such student – a UW PhD graduate who worked with CPATT.

“Dr. Ambaiowei is a former student of mine who studied rubberized asphalt with CPATT,” Dr. Tighe says. “So are many senior people in the Ontario asphalt industry, both in the private and public sectors. In fact, I’d say CPATT’s biggest impact has been in training and educating successful leaders who are moving up in the industry.”

THE IMPORTANCE OF ARF/CPATT GOING FORWARD

In a very real sense, OAPC’s Asphalt Research Fund and CPATT are a critically important team jointly serving the needs of the Ontario asphalt industry.

In association with government and the private sector, ARF helps provide the money to underwrite CPATT’s research and the talent it is training for the industry. In turn, this talent is bringing the cutting-edge knowledge they’ve gained by working with CPATT to Ontario asphalt pavement companies.

This infusion of new ideas comes at a time when the industry is undergoing fundamental change. Considerations such as premature aging, adding RAP, and developing sustainable practices for constructing and maintaining pavements weren’t issues when the Babylonians laid the first asphalt roads in 625 BCE.

Today, these issues and others are changing the world in which asphalt pavement companies must operate, which is why ARF and CPATT are more important than ever. This is why OAPC continues to support CPATT’s research efforts and urges its member companies to do the same. After all, knowledge is both power and profit – and CPATT is the industry’s best path to both. ■

James Careless is an Ottawa-based freelance writer with credits in the National Post, Toronto Star, and AI’s Asphalt magazine.



Bus Rapid Transit (BRT) lanes are built or being built along the three most heavily travelled roads in York Region: Yonge Street, Highway 7 and Davis Drive.

To improve the level of safety through enhanced visibility and help residents and motorists easily understand this new transit system and follow the right-of-way, York Region has used a coloured asphalt surface course. Using coloured asphalt is an innovative technique that has its own unique challenges.

A key to proper management of BRT lanes for York Region is to identify innovative and sustainable future maintenance and rehabilitation solutions that can be effectively used as a means of ensuring durability and high performance throughout the material’s life cycle. York Region and Metrolinx retained CPATT to provide an assessment on the performance of the in-situ materials and its expected long-term behaviour.

Materials collected during paving operations and materials produced under controlled laboratory conditions were systematically evaluated at CPATT’s state-of-the-art pavement laboratory to capture the impact of colouring pigment on the mixture’s strength. This research is expected to provide reliable guidance for future usage of the material within Ontario and Canada.

“Our work with CPATT has been a great example of a true partnership. York Region and Metrolinx have been moving forward with a Rapid Transit infrastructure program that has required a number of technical innovations including coloured pavement. Understanding that the capital costs of the project are only a small portion of the life-cycle costs, CPATT is helping to inform future design and maintenance plans,” says Brian Titherington, Director, Roads and Traffic Operations, Transportation Services, The Regional Municipality of York.

Excerpted from Red Asphalt Opportunities and Challenges featured in the spring 2016 issue of ASPHALTopics.



Join the
BEST 
of the
BEST
today

Trillium Award Program

by Lara Henry

If you drive by Miller Paving Limited's plant on Tapscott Road in Scarborough, you might notice the new Trillium Award decal prominently displayed on one of its silos. It's been a busy year for the Trillium Award program as the program kicks into high gear.

"We're targeting 2021 to have every member on board and Trillium awarded. That's less than two years away, so we need our members to make it happen," says Mike Deckert, Vice President of FLO Components and chair of the Plant and Paving Committee which administers the award.

Coco Paving Inc. was a Trillium Award winner for three of its plants this year. "We believe it's a really important award for our industry. It increases the asphalt industry's credibility and reputation, and shows that we care about our community and

want to do more to be good neighbours," says Taylor Lefebvre, Asphalt Quality & Production Manager for Coco Paving Inc.

OAPC has implemented a number of new processes and initiatives to make it easier for applicants to complete the process.

To make the application process easier, a revised and streamlined application has been developed. The updated application contains fewer sections, and credits plants that are already COR certified and following the OHMPA/OAPC »

The three
newly
awarded
plants are:



COCO PAVING INC. – *Boyce*



COCO PAVING INC. – *Kemptville*



COCO PAVING INC. – *St. Catharines*



WE DO THIS...

You know Astec for durable, reliable equipment with proven performance. A pioneering team with decades of experience and a culture committed to putting the customer first has culminated in a range of options including drum styles, baghouse styles, and silo styles which allow you to configure the precise plant for your needs. Only Astec offers a complete line of portable, relocatable and stationary asphalt plants from 80tph to 600tph. Astec manufactures both Astec and Dillman brand equipment.

ASTEC, INC. an Astec Industries Company

4101 Jerome Avenue • Chattanooga, TN 37407 USA • 423.867.4210 • astecinc.com



No other North American manufacturer offers more options than Astec.



4 DRUM OPTIONS

Double Barrel / DBX / DBXHR / Dillman UniDrum



4 BURNER OPTIONS

Phantom / Talon II / Fury / Whisper Jet



2 BAGHOUSE OPTIONS

Pulse Jet / Reverse Pulse



2 SILO OPTIONS

Long-term Silos / Dillman Silo Systems

Asphalt plants that renewed the three-year Trillium Award are:

- Coco Paving Inc. – Belleville
- Coco Paving Inc. – London
- Coco Paving Inc. – Wolfedale
- The Miller Group – Plant #27 Iroquois Falls
- The Miller Group – Plant #24 Elora (Murray Group)
- The Miller Group – Plant #23 Mt. Forest (Murray Group)
- The Miller Group – Plant #22 Clinton (Lavis)
- The Miller Group – Plant #21 Port Colborne
- The Miller Group – Plant #18 New Liskeard
- The Miller Group – Plant #11 Sydenham (E.C. King)
- The Miller Group – Plant #10 Windsor (Mill-Am)
- The Miller Group – Plant #3 Whitby
- Tomlinson – Moodie
- Tomlinson – Stittsville
- Tomlinson – Portable
- Tomlinson – Rideau

Our goal is for all OAPC member plants in Ontario to achieve the Trillium Award by 2021.

APPLY TODAY!

Environmental Practices Guide. Companies score themselves using a points system for each section. Two bonus sections have also been added – one credits companies that have made changes to reduce their carbon footprint, while the other rewards companies who have hired a student from a college apprenticeship program.

“The application process itself is fairly easy because it’s a self application,” says Lefebvre. “The challenge is keeping on top of yourself and making sure you have everything done to meet the deadline, especially when it’s a very busy. Last year seemed particularly busy with many projects being pushed back and crammed into shorter time period. So finding the time wasn’t always easy, but we think the award is important so we just had to work to make the time.”

In addition to the new application process, last year also saw an initial deadline change from October 31 to June 28. The idea was to have plants complete the application process over the winter months before the busy construction season started. However, feedback from members indicated that they appreciated the extra time to work on the application and complete the process, so the end of October deadline was reinstated.

To help members with their application, OAPC has established a mentoring program to assist applicants with the process. Members of the Plant & Paving Committee have been nominated as mentors and can be called upon as needed. “We’re here to help our members with any stage of the process and with any questions they may have. Our message is that you are not alone. Just contact Doubra Ambaiowei at OAPC and he will put you in touch with a mentor,” says Deckert.

Mentors can also share tips and advice on completing the application, such as using a drone to take photographs and video. “We’ve been using drones for a few years now to take photos or video of job sites, measure stock piles, and so on. They have been very helpful in capturing the plant images and footage required for the award submission,” says Lefebvre.

TRILLIUM AWARD WINNERS MEET HIGH STANDARDS IN:

- **Appearance (building condition, signage, landscaping)**
- **Operations (calibration, inspection, emissions, noise management)**
- **Environmental (EPG, fuel storage, permitting and compliance, sustainability)**
- **Safety (traffic, accident prevention, training)**
- **Community Relations**



Trillium Award Winners and Renewals: Coco Paving Inc.

L to R: Mike Deckert, Chair, OAPC Plant & Paving Committee; Coco Paving Inc: Rick Logozzo, Taylor Lefebre, Oussama Ibrahim, Kirby Cuellar, Mark Carscadden; Kyle Martin, OAPC Plant & Paving Committee.



Trillium Award Renewals: Miller Paving Limited

L to R: Mike Deckert, Chair, OAPC Plant & Paving Committee; Miller Paving Limited: Justin Baxter, Jeff Morley, Eric Clarkson, Jason Cosby, Jamie Simser, Amanda Swan; Kyle Martin, OAPC Plant & Paving Committee.



Trillium Award Renewals: R.W. Tomlinson Limited

L to R: Mike Deckert, Chair, OAPC Plant & Paving Committee; Ivan Levac, R.W. Tomlinson Limited; Kyle Martin, OAPC Plant & Paving Committee.

To increase visibility of the award, the committee has introduced Trillium Award pins for winners and other stewards of the award to wear, and produced easy-to-apply Trillium Award decals to apply to silos and office windows. Thus far ten silo decals have been ordered by Coco Paving Inc., Miller Paving Limited, R.W. Tomlinson Limited, and Thomas Cavanagh Construction Limited, and window decals are proving to be popular as well. These decals are a fantastic opportunity to showcase the award not only to employees and customers, but also to the community at large.

Since 2002, the Trillium Award has been recognizing plants that go above the already gold standard set by industry regulations. Recipients of the award have to meet high standards in appearance, operations, environmental, safety and community relations. New for 2020 is the possible addition of a RAP section to the application. "It's an important part of our members' business and we want to acknowledge that by adding it to the Trillium Award process," says Deckert.

Plants that receive the Trillium Award retain the status for three years and are then eligible for recertification. To date, eighty-two plants have earned the Trillium Award representing about 55 per cent of OAPC member plants.

"As a company, we are looking to highlight good business and environmental practices in the industry, and plants that go above and beyond. Our plant employees work very hard doing work that can be difficult and demanding. The Trillium Award is a way to recognize that work, and they are proud to participate. There's also some competition between plants to get awarded which keeps things fun," says Lefebre.

It's time to tap into that pride and competitive spirit and get those plants started now on the road to getting the Trillium Award — an award that drives employee engagement as well as innovation and advancement in the asphalt industry. ■

Lara Henry is a communication specialist and editor of ASPHALTopics.

PAVER *of the year*

by Steve Pecar

TOMLINSON

Ontario's Ministry of Transportation (MTO) has named Tomlinson the recipient of the 2019 Paver of the Year Award for contract 2019-4001, the resurfacing of a 15 kilometre stretch on Highway 401.

The award was presented by Ontario's Transportation Minister Caroline Mulroney at the 93rd annual Ontario Road Builders' Association Convention held in Toronto from February 2 to 4. MTO presents the Paver of the Year Award to recognize exceptional work done on major projects in Ontario.

MTO also acknowledged the two other finalists, Coco Paving Ltd. and Dufferin Construction. Coco Paving qualified as a finalist for contract 2019-4003 for work done on Highway 33 from the east end of Bloomfield connecting link to the west end of Picton connecting link, and Dufferin Construction for contract 2018-2023 for Highway 8 from west of Morrison Rd. to west of Safari Rd. between Hamilton and Cambridge.

In granting the award to Tomlinson, MTO noted the quality of work, specifically the surface smoothness of the asphalt mat which had minimal defects. As well, MTO highlighted the quality of the asphalt mix and compaction densities along with the general workmanship of the project.



"The quality aspect was a major factor and we are very pleased about that," says James Rosien, Vice-President of the Heavy Civil Division for Tomlinson. "Our quality control team was onsite for the entire project."

With a price tag of almost \$9.5 million, the project was a major one for Ottawa-based Tomlinson, one that was taken on with enthusiasm due to its complexities and importance as a major provincial highway.

Rosien says the company is proud of both the work done and the acknowledgment because it was a team effort involving people at many levels. He adds the honour is especially important because of the tight specifications that are required by MTO and which were met by Tomlinson.

Because of the specification requirements, it was important for Tomlinson to continually monitor gradation, asphalt cement content, compaction, air voids, and driving smoothness. As well as the constant presence of the quality control team, Tomlinson also used a portable asphalt plant that allowed the operations and paving crews to work in a seamless and efficient way.

"Everything that is required is very precise in terms of the specifications," Rosien says. "But we have an accomplished and experienced team that knew what had to be done and went out and did it. It was a challenge, but that is what made it such a worthwhile project."

Rosien says the team effort was carried out under the direction of Glenn Pye, Paving Superintendent of the Tomlinson paving crew, who took great pride in every step of the process. Pye was featured in the fall 2019 issue of *ASPHALT*Topics as an Unsung Hero due to his well-earned reputation in the industry.

The project, which began in mid-May 2019, stretched from 2.2 km east of Nagle Rd. to Lake Rd. near Grafton. The work also included culvert and storm sewer rehabilitation. The majority of the work was completed by October and finished on time.

Tomlinson's Project Co-ordinator, James Colton, says paving operations were conducted at night due to the high volume of traffic that flows along the Highway 401 corridor. Working at night demanded detailed planning and execution in order to manage traffic. He says traffic oversight was also a key component of the project because made it safe for both the driving public and workers.

Colton adds that by using the portable asphalt plant, the work was done quickly with shorter delivery cycles for hot mix asphalt. Communication and organization between all of those on the job, including milling sub-contractor Roto-Mill Inc., helped to keep the work flowing.

Ken McIntyre, Contracts Manager for the Heavy Civil Division at Tomlinson, says the company is delighted to receive the award. "This celebrates the company's commitment to high quality projects," McIntyre says. "Congratulations to everyone who was part of this team!" ■

For Total Lube Solutions, **GO WITH THE FLO!**



- ✓ Autogreasers for Your Mobile Equipment
- ✓ Fluid Handling Equipment for Your Garage
- ✓ Our Mobile Workshops Come to You



Visit us at OAPC Spring Operations Seminar - March 26

Mississauga 1.800.668.5458 Winnipeg 204.832.3040 sales@flocomponents.com www.flocomponents.com

INCLUDE ADEQUATE SURFACE PREPARATIONS IN THE PLANS

top10
list #5

by Amin Mneina and James Smith

Every year, municipal and provincial pavement infrastructure throughout the province is routinely constructed, maintained and rehabilitated to preserve the quality of the road transportation network.

The Ontario Asphalt Pavement Council has developed a concise list of recommendations that forms a roadmap to ensure the longevity of asphalt pavement assets covering all aspects of its life cycle. Item number five on OAPC's *Top 10 List – Ways to Get More Durable HMA Pavements* recommends *Including Adequate Surface Preparation in the Plans*.

Flexible pavements are layered structures, meaning that the condition of each layer has a substantial influence on the performance of the entire structure. Likewise, the interaction between adjacent layers significantly affects how the structure reacts under loading.

After developing a suitable pavement structure and mix design for the bound layers, different surface preparation measures must be addressed prior to paving to ensure that the strength of the entire structure is mobilized under traffic loads. Surface preparations are important for both new pavement construction and for rehabilitation of existing pavements.

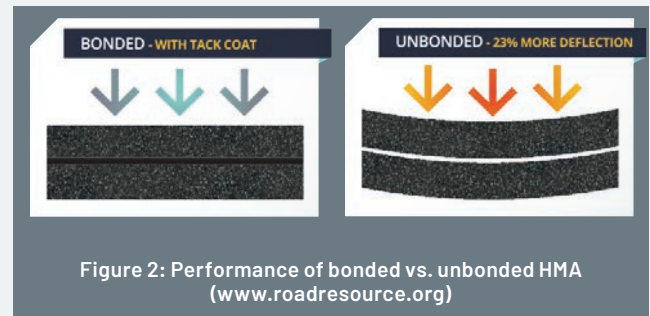
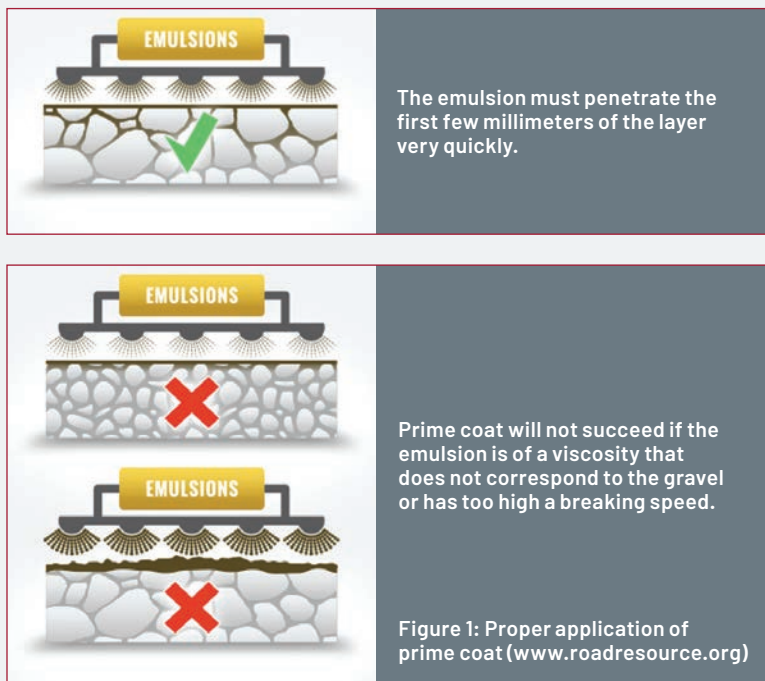


Placing proper tack coat ensures the pavement will perform as designed.

A. SURFACE PREPARATION FOR NEW PAVEMENT

Subgrade preparation is critical as all pavement structures are supported on the subgrade regardless of the surfacing. In traditional flexible pavements, a significant portion of the structural capacity is derived from the granular. So before paving with asphalt pavement, it is essential to ensure that:

- Proper, consistent and uniform compaction have been achieved on the subgrade and granular subbase and base layers according to **OPSS.501**;
- If soft wet subgrade is encountered, over-excavation of subgrade or stabilization solutions should be considered including the use of geosynthetics (geotextiles);
- The granular subbase and base layers are strong enough to support construction traffic after rainfall without shoving, rutting or rolling – allowing sufficient time to dry prior to paving is critical as paving on a soft wet surface may result in blistering, delamination, and improper smoothness; and
- Consideration is given to the use of a prime coat application on the compacted base layer to protect against moisture and provide better bonding between asphalt surfacing and the base layer – improper bonding can result in rutting in the sublayers which translates into fatigue cracking on the surface HMA.



B. SURFACE PREPARATION FOR OVERLAYING EXISTING STRUCTURES

The first step before preparing tenders for overlaying existing pavements is to conduct a visual investigation of the candidate section. The goal of the investigation is to identify the state and type of distresses in the existing surface, and make appropriate recommendations.

- Identify and make recommendations to address/repair localized areas of severe distress. Extreme surface damage usually reflects structural or drainage problems in the sublayers. If not fixed, the distresses can make their way into the newly placed surface in a very short time.
- Determine whether a levelling course is warranted or if part of the existing surface should be milled to ensure consistent thickness and smoothness of the overlay.
- In the case of overlaying a highly deteriorated concrete pavement, localized repairs would not be a feasible option. Rubblization of the existing concrete surface should be considered. This approach changes the distressed slabs to a stiff flexible base layer that eliminates reflective cracking and slab faulting.
- Clearly describe proper cleaning techniques (mechanical brush or air blow) of the existing surface in the contract documents. Improperly cleaned surfaces result in lack of bond and shoving of the newly-placed surface.
- Include the application of tack coat under the first lift and between subsequent lifts to ensure layers are bonded. This increases the strength of the pavement and increases the resistance to rutting deformations. The type of emulsion and rate of application should be in accordance with **OPSS.308**.

According to a survey conducted by the Ontario Good Roads Association, only 67 per cent of municipalities specify and require the use of tack coat in their paving projects. Achieving the best layer interaction by taking all the above measures is one of many factors that guarantees longer service life and more return on the infrastructure investment. Whether it is a new pavement construction, or overlay on

an existing structure, making sure that adequate surface preparation is included in the planning and tendering is key to successful paving results. ■

James Smith is Manager, Member/Technical Services and Amin Mneina is Member Services Coordinator for the Ontario Good Roads Association.

bleeds black award

by Steve Pecar

Innovation and loyalty mark Gamble's career



L to R: Rick Logozzo, OAPC Chair; Peter Gamble, General Manager, Operations, Dufferin Construction Company; Peter Hamstra, District Manager, Southwest Ontario, Dufferin Construction Company.

Peter Gamble has been bleeding black even before there was black to bleed.

Starting his career as a truck driver in 1975, he hauled asphalt for the family business including runs for Dufferin Construction. Back then, Dufferin was owned by a cement company, so the topic of asphalt was usually talked about off line.

"It's funny because when I started, Dufferin Construction was owned by a cement company, so bleeding black wasn't a good thing, it wasn't our core business, and we talked about it in hushed tones," Gamble says. "But it has come full circle as

Dufferin is now owned by CRH which is the largest asphalt producer in North America."

Peter Gamble is the recipient of OAPC's 2019 Bleeds Black Award. The award recognizes those who have demonstrated exceptional commitment and passion to the continual improvement of asphalt pavements throughout their career. The name figuratively refers to asphalt coursing through the veins of the recipient.

It didn't take long for Gamble to bleed black once he started in the business. He says his driving days led to a growing knowledge of the industry and, in particular, the lay down process, as well as the furthering of relationships. Eventually he started experiencing more interest in laying the asphalt than hauling it.

Gamble says the business hooked him right from the start as he became fascinated with its intricacies and how the projects came together. He says he found that people were always willing to share their knowledge and lend a hand, something that stuck with him throughout the years.

"I got to know the crews, the pavers, and the people that worked at the plants, so I learned a lot," he says. "I went from hauling, to raking, to running rollers and pavers and using all the different kinds of equipment. I really started from the ground and worked my way up."

By 1985, Gamble was running an asphalt plant in Oakville before taking on various foreman jobs supervising the crews. From there came more supervisory roles both in



the field and at the plants until he was managing the plants and equipment. For the past several years he has been the general manager responsible for all of the asphalt technology.

Gamble's dedication to the industry branched out over the years as he immersed himself in various trade organizations and committees. Actively involved with OHMPA, OAPC, and ORBA, Gamble has always believed in outreach and sharing ideas. "These organizations provide a common ground for all of us," Gamble says. "The sharing of information helps your company, but it also helps the industry as whole, and that is good for everyone."

Peter Hamstra, Southwest District Manager for Dufferin, has known Gamble for 20 years and nominated him for the Bleeds Black Award. He believes his colleague is the perfect choice. "Asphalt has been his life," explains Hamstra. "His dedication and commitment to the job have made Dufferin a better company. Peter has made the industry better."

Hamstra believes Gamble has had a passion for the job like few others — a type of dedication that is hard to come by. He credits him with being a catalyst for the company, using his knowledge to move Dufferin forward in both technology and quality, and not afraid to look at innovative ways of doing things. He says once Gamble became involved with the plants, he came into his own and found ways to run them better.

"There are people who make asphalt, and there are people who make quality asphalt, and Peter's always been on the cutting edge to make sure we had quality asphalt," says Hamstra. He is quick to point out that even with his in-house expertise, Gamble has never been someone stuck in the office.

"You would always find him out and about," Hamstra continues. "He went to sites, plants, he moved around. He went to committee meetings, board meetings, he went everywhere. That's why so many people know him. He has always been willing to do what is best for the industry, and remains very dedicated to his company."

That dedication has been career long as Gamble's loyalty to Dufferin has never wavered. In an industry where there is plenty of movement, Peter Gamble started with Dufferin Construction and will retire from Dufferin Construction, which he intends to do this spring.

While he admits that it will be tough leaving a job that he loves, Gamble says the timing is right for him to move on

and acknowledges that industry changes are getting more difficult to keep up with. He adds the industry must find ways to meet the challenges of the future, specifically recruiting and maintaining a strong workforce.

"Health and safety issues, and night work, make it very difficult for the crews and all of the workers," Gamble says. "Although I am not out there anymore, I see how people struggle to balance their work and family life. It's a tougher business now."

Still, he believes the industry will find solutions and be able to adapt to change, just as it has always done. For Hamstra, that change will be undertaken without Peter Gamble, who, he confesses, will be difficult to replace as his passion and knowledge make him one of a kind and someone who truly bleeds black. ■



Coco Group

COCO DIVISION

- ◆ Coco Paving Inc.
- ◆ Coco Asphalt Engineering
- ◆ Co- Pipe
- ◆ Coco Aggregates
- ◆ Russell – Redi-Mix and Langenburg Redi-Mix
- ◆ Coco Properties Corporation

949 Wilson Avenue,
Toronto, ON M3K 1G2
Phone: 1-416-633-9670
Fax: 1-416-633-6765

OAPC AWA

The OAPC awards recognize and celebrate individuals who make a positive difference in the asphalt industry and who are leaders and role models who teach, inspire and encourage the leaders of tomorrow. This year two awards were presented at the Awards Breakfast held at ORBA's 93rd Annual Convention and AGM which took place on February 4 at the Fairmont Royal York Hotel in Toronto.



The **King Beamish Excellence Award** recognizes an OAPC member who has made an exemplary volunteer contribution to the council. The award was set up to honour King Beamish, who founded KJ Beamish Construction and who was a respected and valued OHMPA and ORBA member.

This year the honour goes to Christina Wright, a senior environmental scientist and partner at BCX Environmental Consulting in Newmarket. The company specializes in air quality consulting services. Wright has been involved with the industry in a professional and volunteer capacity since 2005. She has served tirelessly as vice-chair of OAPC's Environment Committee since 2016, helping members

KING BEAMISH EXCELLENCE AWARD

*Incoming OAPC Chair Ivan Levac presents the King Beamish Excellence Award to **Christina Wright**, Senior Environmental Specialist and Partner, BCX Environmental Consulting.*

interpret and implement environmental regulations, and provided invaluable expertise in the development of the council's Environmental Practices Guide. She has also taken part in key discussions with the Ontario Ministry of the Environment, Conservation and Parks, and helped ensure the council's interests were represented when the ministry was drawing up new legislation.

Wright is a regular speaker at OAPC events and is known for being able to communicate technical language in plain English. In addition, her contributions to the Environmental Essentials column in *ASPHALT*Topics magazine have provided valuable advice to council members.

"The asphalt community is filled with willing and active volunteers. I am very honoured to have been selected from this impressive group to receive this award," says Wright. "I've always been impressed with how industry members help each other and give back to the community."

ORDS OUTSTANDING MEMBER SERVICE

HONORARY LIFE MEMBERSHIP AWARD

*Incoming OAPC Chair Ivan Levac presents the Honorary Life Membership Award, awarded posthumously to **William "Bill" Graham**, which was accepted by Bill's son-in-law Frank Steblaj, Vice President of Administration, Graham Bros. Construction.*



The **Honorary Life Membership Award** recognizes members for their dedication to advancing the objectives of OAPC and who have performed notable service to the council. This year the honour was awarded posthumously

to William (Bill) Graham who died last year. In 1959, he founded Graham Bros. Construction Limited, a large Ontario independent heavy equipment construction contractor.

Graham Bros. Construction was a founding member of OHMPA, predecessor of OAPC, and has been an ORBA member for 50 years. Graham served on ORBA's board and in 2010 was inducted into ORBA's Hall of Fame. Beyond his work as a road builder, Graham was a renowned thoroughbred horse breeder and racer. He also played professional football for several years in the CFL. ■

THE LEADER IN CONSTRUCTION TESTING EQUIPMENT



NEW! Troxler PMW Wheel Tracker
Linear Compactor
High Energy Asphalt Mixer **NEW!**

These new products now complement Troxler's high quality and long lasting line of products including **Nuclear Gauges, Gyrotory Compactors, Infrared Ignition Ovens** and more. For Ontario and Eastern Canada two (2) sales and service centres with qualified staff are at your disposal. Please contact us for any of your servicing and testing equipment requirements.

TROXLER CANADA INC.

WWW.TROXLER.CA

1-800-392-1867

Email: sales@troxler.ca

1011 Highway 13
Laval, QC.
H7W 4V3

EASTERN CANADA

7125 Pacific Circle, Unit #13
Mississauga, ON
L5T 2A5

ONTARIO



COMPLETE ASPHALT AUTOMATION

Batching

Drum Mix

Asphalt Recycling Machines

Asphalt Storage Systems

**Acquisition and reporting for
all plant and environmental
data logging**

Serving industry for over 35 years, Aggressor provides complete electrical services combined with custom plant control automation packages.

New installation or retrofit

Design, installation and Plant Maintenance

35 YEARS
SERVING THE INDUSTRY

Tel: 905-679-6397

www.aggressorautomation.com



Harley's Electrical Services Ltd.

AGGRESSOR
AUTOMATION

Dolomont ready to tackle massive 401 project



Wayne Dolomont

Chances are, at this very moment, Wayne Dolomont is working. He's working because that is what he does, taking care of business and getting the job done.

Right now, taking care of business is work on Highway 401, on one of largest projects taken on by Aecon which will see reconstruction and widening for an 18 kilometre stretch between Mississauga and Milton.

"It's a major project, the biggest one I have ever worked on, so I have my work cut out for me for the next five years," says Dolomont. As Aecon's plant supervisor for both the Brampton and Orangeville sites, Dolomont's job will be to keep things moving, anticipating problems, fixing them when they happen (or before), and making sure things run smoothly.

Dolomont's career resembles that of many in the asphalt industry, unsung heroes who have worked their way up, learning along the way and becoming an essential part of their company's operation without even realizing how important they really are.

John McKay, General Manager, GTA Construction and Materials Engineering for Aecon Infrastructure, says that what makes Dolomont so special is his ability to keep going and get things done because he knows the operation is relying on him. "He does so many things so well," says McKay. "He is always on top of everything because he knows he has to be."

McKay says Dolomont has been able to keep pace with the ever changing needs of the industry and puts it into practice each day. He points out that with 30 different mix designs and Aecon's large client base, Dolomont is always kept busy yet consistently gets the job done.

"The industry has become more dynamic than it used to be," says McKay. "At one time we had two grades of liquid, then we went to Superpave and that made it four grades of liquid,

now those four each have four subgrades. You get pit source aggregates, quarry source aggregates, premium aggregates, and you have to manage all that. Plus we have a depot here with recycled material, so Wayne arranges the crushers for that and all the material for resale, and makes sure those piles are always kept up. Not to mention that he's also our point guy for our trucking."

He says that Dolomont is good at anticipating what is coming next, and that he anticipates needs because he knows the business and the needs of the clients. "He makes sure everyone gets exactly what they need," McKay says. "Each municipality has their own specifications, and that can be very specific. He can handle it all, much like a juggler who keeps getting more balls added to the mix."

Originally from Cape Breton Island, Dolomont says he found himself in the asphalt industry almost by accident. Having some construction background, he came to Ontario looking for work and answered an ad in a newspaper. That led to him getting hired by Lakeside Asphalt in Mississauga. Within a year he was running the asphalt plant at Lakeside, learning as he went, but getting good advice along the way.

Just before Lakeside closed, Dolomont joined Armbro Construction, first working on the mobile plant before becoming plant foreman at the Brampton location. "I learned a lot during this time," Dolomont says. "I was taking care of the plant, running maintenance, looking after the crews, and making sure the asphalt was good and on spec."

As Armbro became Aecon, Dolomont moved up to supervisor, the position he currently holds. "For something I didn't anticipate, it has been a great career," Dolomont says. "I look forward to coming to work each day and I like the challenges we face. It's what I do." ■



TECHNICALLY SPEAKING

Doubra C. Ambaiwei
Technical Director

Use RAP responsibly – Top 10 List No. 9

The use of recycled asphalt pavement (RAP) in hot mix asphalt (HMA) has a long and proven track record in Ontario, producing quality pavements while at the same time promoting sustainability and creating environmental benefits. Over the years, up to 10, 15 or even 20 per cent RAP has been permitted in surface course mixes and up to 40 to 50 per cent in binder course mixes. However, in recent times there has been a decline and, in some cases, a discontinued use of RAP due to concerns of premature cracking and poor pavement performance. These concerns have been attributed to issues with variability, sampling, extraction and recovery of RAP binder and aggregates, determination of RAP aggregate properties, and moisture in RAP.

According to a 2018 survey completed by the Ontario Good Roads Association (OGRA), the total available RAP in

Ontario is estimated to be about **6.7 million tonnes**. The survey further notes that a **“94 per cent increase in stored RAP was captured in Ontario’s Southwest zone between 2009 and 2018.”**¹ These statistics emphasize waste of high-quality aggregates and asphalt binder from RAP, not to mention the environmental impact and cost to pavement rehabilitation and construction should such materials eventually go to landfills.

To ensure that quality asphalt pavements are being constructed, item number nine on OAPC’s *Top 10 List – Ways to Get Durable Hot Mix Asphalt Pavements* recommends the responsible use of RAP. This requires that **RAP should be utilized in accordance with the contract requirements. For higher percentages of RAP, i.e. greater than 15 to 20 per cent, a softer Performance Graded Asphalt Cement (PGAC) should**

be incorporated/engineered into the mix. It is expected that this approach takes into consideration the significant environmental, economic and sustainability consequences.

OAPC continues to advocate for use of RAP in accordance with contract and/or applicable specification requirements. In doing so, the main considerations should be compatibility with the asphalt binder and ultimate engineering or design of the mixture to provide a good balance between rutting and cracking. In addition, adhering to the rules of practice for changing the binder grade specific to the RAP proportions, and use of the binder replacement method, should minimize any risks.

The following discussions expand on the requirements for responsible use of RAP:²

1. Hot mix designers and producers should be mindful of RAP’s most important characteristic – the stiffness (hardness) of the existing asphalt cement or binder which greatly influences the properties and performance of the resulting recycled mix.
2. The effects of aging on binder properties need to be considered in the mix design together with the further aging expected during the production of recycled mix as a result of elevated temperatures.
3. A better reflection of the actual percent of binder contribution from the RAP to the total binder in the mix is recommended. This is particularly critical when RAP is fractionated into fine and coarse RAP, and if fine RAP is incorporated into the mix. From a mix design and production perspective, the availability of contributing asphalt binder from coarse and fine RAP can differ by one per cent or more in the final total binder content of the mix, which in turn will affect the effective asphalt binder content in the asphalt

¹ A. Mneina, J. Smith. “Promoting Sustainability in Infrastructure Through Quantifying Reclaimed Asphalt Pavement – An Ontario Municipal Case Study”. TAC 2019.

² OAPC (formerly OHMPA) Special Bulletin #4-A: Quality of Asphalt Pavement Task Force “The Responsible Use of Recycled Materials in Asphalt Mixtures – Critical Look”. November 2016.



RAP processing and fractionation at Capital Paving.

matrix. Using the RAP Binder Ratio in determining the amount of RAP for the mixture is recommended. This method defines the total allowable amount of asphalt material from recycled asphalt present in a mixture based on the total percentage of asphalt in the mixture. The advantage of the Binder Ratio versus percent RAP is that the percentage of aged AC in the mix can be controlled as the AC content of all recycled products in the mix are accounted for.³

4. Employing quality control and RAP best management practices are recommended. The goal of processing RAP is to make a uniform material that meets the needs of mix designs that will use RAP as a component. Setting the crusher top size is a balance between the need to utilize the material in a range of mix types versus the generation of additional fines. The primary advantage of fractionating RAP is that having stockpiles of different RAP sizes provides more flexibility in meeting mix design requirements.

Sampling, testing, and analysis of the RAP are vital to good management of this valuable material. For mix designs using RAP, the data needed from tests on the RAP include: asphalt binder content of the RAP; gradation of the aggregate recovered from the RAP; bulk specific gravity of the RAP aggregate; consensus properties of the aggregate recovered from the RAP; and for high RAP »

Quality Field & Laboratory Testing Equipment

We carry a full range of testing equipment for Concrete, Soils, Asphalt, Paint, Plastic and Steel.

M & L Testing Equipment has been manufacturing and supplying materials testing equipment for over 50 years. We are the exclusive distributor for Pine Gyratory Compactors and stability machines. Call, write, fax or email your testing equipment requirements.

We can calibrate and repair everything we sell!



M&L Testing Equipment (1995) Inc.

31 Dundas Street E. (Hwy. #5), Dundas, Ontario L9H 7H8
Local: (905) 689-7327 • Toll Free: 1-800-263-9244
Fax: (905) 689-3978

Visit our WEB site at: WWW.MLTEST.COM
email: info@mltest.com

ONTARIO

ALBERTA

³ "The ABCs of RAP" – A 2015 OAPC (OHMPA) publication.

contents, the RAP asphalt binder properties. In some cases, additional aggregate tests such as polishing or mineralogical composition of the RAP aggregate may be necessary. The testing data is not only necessary for use in mix designs, but also essential for assessing uniformity of the RAP. Sampling at 1,000 tonne intervals during processing from raw RAP into a working stockpile is recommended. As with all materials, consistent RAP is important to producing consistent mixes, especially as RAP contents increase.

For quality control and quality assurance purposes, it would be desirable to quantify the amount of RAP in a recycled hot mixture. If RAP is incorporated in higher amounts than approved without a proper design, it can affect the integrity of the mix and can compromise the performance and lifespan of the pavement.

The National Cooperative Highway Research Program (NCHRP) Reports 452 and 752 provide a comprehensive laboratory study to answer basic questions about preparing and characterizing RAP materials for mix designs. The National Asphalt Pavement Association (NAPA) Quality Improvement Series 129 provides best practices and guidance for management of RAP (from the time of collection through processing, sampling and testing of RAP for mix design) and quality control practices during production of asphalt mixtures containing RAP. Readers interested in a concise summary about the responsible

use of RAP are encouraged to consult OAPC's (formerly OHMPA) ABCs of RAP.

5. A total commitment is required from asphalt producers to ensure that maximum allowable percentages of RAP are not exceeded during production of the mix, and that the governing industry mix design guidelines are being adhered to. This is essential for developing and maintaining a relationship of trust. OAPC continues to work with all stakeholders to seek better ways of understanding asphalt materials to produce durable asphalt pavements.

In summary, to use RAP responsibly, proper mix design and ethical practices should be employed. This involves:³

- I. Determining the material properties of the RAP;
- II. Selecting an appropriate blend of RAP and virgin aggregate to meet gradation;
- III. Selecting the appropriate PGAC for the environment and traffic; and
- IV. Designing a mix to comply with the applicable contract and mix design requirements.

By using RAP responsibly, the specific benefits of recycling such as reduced costs of construction, conservation of aggregate and binders, preservation of the environment and conservation of energy are achieved. All stakeholders in the road building industry **MUST** make an effort at this to ensure that our roadways meet their lifespan expectations. ■



yellowline
asphalt products ltd.

High Performance Quality Products
Committed to our Customers
Exceptional Service
Safety Driven

PRICELESS

PERFORMANCE GRADED ASPHALT CEMENT

70 HOBSON ROAD, HAMILTON
YELLOWLINE.CA
647-544-8858



ENVIRONMENTAL ESSENTIALS

Steve Manolis

Environment Committee update

ASPHALT MIX INDUSTRY TECHNICAL STANDARD

The Asphalt Mix Industry Technical Standard is expected to be published by the Ministry of Environment, Conservation and Parks (MECP) in the first or second quarter of 2020. Once the Technical Standard comes into effect, OAPC anticipates that there will be a one year period to allow plants that require the Technical Standard for compliance to register. The registration

period is lengthy and facilities that require the Technical Standard for compliance are advised to consider starting the registration process early. The OAPC Environment Committee plans to provide further information to members once the Technical Standard is published.

NEW MEMBERS WANTED!

The OAPC Environment Committee is seeking new members! The committee is seeking members who have experience with asphalt plant facilities and operations. Environmental experience or specialization is always welcome but not mandatory. Members who have some knowledge of plants and who are in the early to middle part of their career would be most welcome! Some of the important task forces that the Environment Committee would like to form with the support of new members include:

- Training and documentation assistance for compliance with the Technical Standard
- Asphalt plant tour and education session for MECP personnel
- Review and revision of the plant maintenance checklists in the Environmental Practices Guide
- Feasibility assessment of an electronic app for plant maintenance record keeping

This is a wonderful opportunity to contribute to meaningful improvements in the industry and for professional development that can be gained and brought back to member companies by interacting with the knowledgeable and experienced members of the Environment Committee.

Interested candidates may contact Steve Manolis, Chair, at smanolis@cocogroup.com or ORBA/OAPC Technical Director, Doubra Ambaiwei, at doubra.ambaiwei@orba.org.

Steve Manolis is General Manager at Coco Asphalt Engineering, a division of Coco Paving Inc.

INDUSTRY NEWS

FALL ASPHALT SEMINAR

Finding a Better Approach: Getting Paving Right in Ontario



◀ Dr. Gransberg, President of Gransberg & Associates Inc., presents the keynote presentation *Finding a Better Approach: Getting Paving Right in Ontario* at the Fall Asphalt Seminar on December 5. All presentations are available on the OAPC website under the Publications and Education tab.



▲ The OAPC Fall Asphalt Seminar's donation drive to the CP24 CHUM Christmas Wish was a resounding success in helping thousands of families across the GTA have an enjoyable holiday. Thanks to our sponsors we donated \$2,500 in toys and \$1,100 in cash!



◀ OAPC's Blind Auction for Asphalt research raised \$5,375! A big thank you goes to the companies that donated to the auction: FLO Components, M & L Testing Equipment Ltd., Yellowline Asphalt Products Ltd., Canadian Asphalt Industries Inc., McAsphalt Industries Limited, Stuart & Hunt Associates Ltd., Wirtgen Group, Roadtec, and the University of Waterloo.



OAPC ROADS SCHOLARSHIPS – PAVING THE WAY TO A SUCCESSFUL CAREER

2020 OAPC Chair Ivan Levac presents Algonquin College graduate, David Burt, with a \$1,000 Roads Scholarship at Algonquin College's awards reception on November 6, 2019. David graduated from the college's Welding and Fabrication Techniques program in May 2019.

OAPC's Roads Scholarship Program partners with six colleges located in diverse regions throughout Ontario. Our partner colleges are Algonquin, Canadore, Centennial, Conestoga, Fleming and Georgian colleges. Since the inception of the Roads Scholarship program in 2014, 42 students have received \$1,000 scholarships. These scholarships are given to students who demonstrate exemplary leadership within their respective programs and who express an interest in the asphalt paving industry. OAPC's partnership with colleges through the Roads Scholarship Program has made a positive impact in connecting students with industry employers.



OAPC WELCOMES ITS 2020/2021 DIRECTORS



GEORGE BROWN COLLEGE CAREER FAIR

Abigail Wright Pereira, ORBA/OAPC Marketing and Communications Director, was on hand to talk about careers in the road building industry with over 250 students in attendance at George Brown College Career Fair, which took place on November 14 at the Casa Loma Toronto Campus.

3rd ANNUAL MUNICIPAL PAVING AWARD WINNER ANNOUNCED

Pioneer Construction has won the third annual Municipal Paving Project of the Year Award. The award was presented at the Awards Luncheon of the OGRA conference on February 25 at the Fairmont Royal York in Toronto.



The three finalists for the award were Pioneer Construction/ Municipality of Oliver Paipoonge for the replacement of Oliver Road; Miller Paving Limited/City of Timmins for the reconstruction of Highway 101; and Coco Paving Inc./City of York for bus rapidway corridors and ten vivaNext stations along Highway 7 and Centre and Bathurst Streets.

Honourable Mentions went to Forest Contractors Ltd./City of Vaughan; Mar-King Construction/City of Newmarket; and Coco Paving Inc./City of Hamilton.

The award promotes and recognizes the successful collaboration between municipalities and asphalt producers for excellence and innovation in paving projects in Ontario. Submissions are judged on five criteria – conformance of the finished paving to the project's specifications based on physical testing; the visual appearance of the project; the quality of the workmanship; innovations used to execute the project; and other considerations such as tight schedules, working at night, dealing with traffic flow, etc.

SAVE THE DATE

2020 OAPC PARTNERS IN QUALITY ROAD TOUR SEMINARS

- SARNIA: APRIL 7
- GTA: APRIL 9
- KINGSTON: APRIL 14
- NORTH BAY: APRIL 16

NATIONAL ASPHALT BINDER TECHNICIAN CERTIFICATION PROGRAM

UNIVERSITY OF WATERLOO: MAY 4 - 5

SUMMER ROUND-UP JUNE 10

MEMBERS' GOLF TOURNAMENT AUGUST 27

OAPC FALL ASPHALT SEMINAR NOVEMBER 26



2020 RESPONSIBLE IN-PLACE PAVEMENT RECYCLING TECHNOLOGIES SEMINAR

ORBA/OAPC Technical Director Doubra Ambaiowei discusses best practices

in using reclaimed asphalt pavement at OAPC's booth at the Asphalt Reclaiming and Recycling Association's Responsible In-Place Pavement Recycling Technologies Seminar that took place January 28 at the Nottawasaga Inn and Resort Conference Centre in Alliston. Over 200 delegates were in attendance.

ORBA WELCOMES NEW STAFF MEMBERS

ORBA is pleased to announce the addition of two new staff members: Dana Beechey, Co-ordinator, Marketing and Communications, and Brianna Puigmarti, Policy & Research Assistant. For complete information on staff and contact information, please visit: <https://orba.org/staff/>



THE LAST WORD

Stephen Teskey

A heartfelt thank you

I've been involved with the asphalt industry since I graduated from the University of Guelph in 1981, and during that time I've had the privilege of working with a lot of great people and great companies.

I started my career with Chevron reporting to head office in San Francisco and with a territory that included Ontario, Manitoba, Saskatchewan, North Dakota and Montana. After Koch acquired Chevron, they wanted me to transfer to Winnipeg, but we decided that wasn't right for our family and young daughter. So I accepted a position with McAsphalt Industries and subsequently held positions at The Miller Group and Canadian Asphalt Industries.

In 2004, I purchased Balmar Petroleum and became both owner and president. I expanded the company's customer base and its trading area to include Ontario, Quebec, the Maritimes and the U.S. My relatively short time of company ownership has certainly made me more aware of the challenges and risks that those in our industry face every day. I have the utmost respect for the true entrepreneurs that you are. Econo Petroleum purchased Balmar in January 2019. I will continue to run the company so in that respect nothing has changed.

As some of you may know, what has been changing over the years is my deteriorating eye condition known as late-onset retinal degeneration or L-ORD. It is a genetic eye disease caused from a defective gene that I inherited from my father and leads to total blindness. Unfortunately there is no cure at

this time. There is, however, some hope for the future, if not for me then at least for my daughter, sons and grandchildren. Recently I have been able to meet with researchers doing some promising research at the National Eye Institute (NEI) in Bethesda, Maryland. I do not know exactly what the future holds for me, but I intend to keep working for as long as I can as well as continue my efforts towards finding a cure for L-ORD.

During my career of 39 years (and counting), I have been very fortunate to be associated with ORBA and OHMPA, now OAPC. I served as an associate director of ORBA from 2000 to 2004, and during that time lobbied successfully to get the associate directors a vote. I have also sat on both the membership and marketing committees of OHMPA/OAPC and feel privileged to have spent time with so many wonderful caring people.

At the last OAPC Marketing Committee meeting I attended, I noticed how many great young people were at the table — young people who are and will continue to be an asset to our industry. As Pamela Marks said in her Last Word recently, "Young people are our future," so I am encouraged to see this. At the same time I found myself thinking, "Boy, I am getting old!"

One of the most important things you can give to an individual is your time, and I am grateful to all the people I crossed paths with for affording me their precious time through the years. A heartfelt thank you to all of you. ■

Stephen Teskey is the president of Balmar Petroleum Limited.

We're here to help



ENGINEERED ASPHALT PRODUCTS

NORMAN McLEOD
TORONTO, ON.



Supporting our customers with superior
asphalt products, services and technology
for the past 50 years!



mcasphalt.com

ISO 9001/14001/45001

