

ASPHALT**topics**

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MEET JOHN MACKAY | 10

incoming OAPC chair

PAVING AT PEARSON | 14

fuel-resistant asphalt

AWARDS 2020

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COVER PHOTO
Paving in echelon with fuel-resistant asphalt at Pearson. (McAsphalt)

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CHAIR'S CORNER

Ivan Levac
Chair

Thank you

Thank you to OAPC and our membership for having provided me the opportunity to serve as the chair of the Ontario Asphalt Pavement Council for the 2020 year. It has been an honour to represent OAPC's directors, members, and associates.

Despite the obvious challenges related to COVID that became a significant reality just weeks after my becoming chair, the council was able to continue to focus on meeting the needs of our industry.

We began discussions with MTO about our displeasure with the current state of their ERS specification, but have not yet progressed to our satisfaction. We will continue this discussion as our members have made it clear that the current format is unbalanced and heavily weighted towards penalties.

Another continuing initiative is to have every OAPC committee promote the use of RAP. Areas of the province have mountains of RAP that can be used responsibly in asphalt to minimize the use of valuable natural resources and dramatically reduce the carbon footprint of roadbuilding. It is important that we continue to educate and work with our customers and stakeholders to move towards a more balanced approach to RAP utilization.

We continue to advocate for quality asphalt with the support of many invaluable committee volunteers as highlighted by these achievements:

- publication of all the *Top 10 List – Ways to Get More Durable HMA Pavements* factsheets;

- publication of the *COVID-19 Asphalt Industry Best Practices Guide*;
- publication of the Asphalt Mix Industry Standard and the rollout of the AMIS best practices webinar; and
- rollout of three new asphalt-specific courses to help educate and retain staff – the Paving Inspector Course, Fundamentals of Asphalt Plant Operations, and Practical Solutions in Hot Mix Technology 2.0.

Another notable success was the Fall Asphalt Seminar on November 26, which even in a virtual format attracted a large audience. With a great list of speakers and captivating presentations, it once again proved itself to be the best and largest asphalt seminar in Canada.

These are just a few of the accomplishments of OAPC, and the great work of our dedicated council directors will carry on as we continue to build and strengthen our relationship with ORBA and industry stakeholders under the guidance of John MacKay. I have worked with John for the past three years, and I know from experience that OAPC is fortunate to have an individual with his talent and drive guiding us through 2021/22.

As always, I want to thank our membership for the hard work performed by each one of you. I fully recognize that it is the expertise, dedication and drive of the employees in the field and office that form the backbone of our industry.

Enjoy reading this spring issue of *ASPHALT*Topics – there is a lot of great content. Thanks to our contributors who help make it what I consider to be the best industry magazine! ■



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OPERATIONS CORNER

Doubra C. Ambaiowei
Technical Director

Another thing to be enthusiastic about is a time when we can return to our normal-life routines — hopefully sooner rather than later. Ontario's readiness to administer the COVID-19 vaccine and expand the number of vaccination sites as soon as doses are received is a positive development. A return to in-person gatherings will quickly facilitate OAPC's plans to deliver the **National Binder Technician Training Certification Course**, which is intended to aid, educate and provide training to bridge the gap in expertise and knowledge with asphalt binder testing in the paving industry.

We also extend a special thank you to all past and present OAPC directors, the reconstituted executive team, and all council committees for their leadership, contributions, and continuing dedication. OAPC looks toward another successful year navigating through the various municipal issues with asphalt, and the continuing conversations, consultations and collaborations with regard to the never-ending discussions on End Result Specification (ERS), promoting responsible and sustainable use of Recycled Asphalt Pavement (RAP), improving understanding on asphalt mix 'performance' testing, and the possible adoption of 'balanced' mix design in Ontario.

Finally, in this issue we feature an unsung hero, an overview of the newly published Asphalt Mix Industry Standard (AMIS), and a unique fuel-resistant high-stability asphalt mix that was placed at Pearson International Airport for the first time in Canada. Last Word is kindly provided by our honorary life awardee. Certainly lots of other interesting technical content and industry news to digest and enjoy. As you do, please remember that **SAFETY** remains our collective responsibility; always play your part. ■

Enthusiasts are achievers!

Once again we recognize the invaluable contribution of specific members and member companies for all their hard work in support of OAPC and an outstanding commitment to delivering quality asphalt pavements.

At this year's 5th Annual General Meeting on January 28, OAPC honoured Paul Lum, Technical Director, Colas Inc., with the Honorary Life Membership Award; Domenic Passalacqua, General Manager, D. Crupi & Sons Limited, with the Joe Bunting Mentorship Award; Mike Deckert, Senior Vice President at FLO Components Ltd., with the King Beamish Excellence Award; and Pavel Kriz, Americas Asphalt Technical Leader, ExxonMobil, with the Earl Kee Volunteer of the Year Award.

In addition, Donn Bernal, Principal of Corfinium Solutions Inc., and Bruce Armstrong, Director of Sales, Canadian Asphalt Industries Inc., were both recognized with the Bleeds Black Award at the 2020 Fall Asphalt

Seminar in November. In all of our award winners, we see great examples of asphalt enthusiasts who convey an exemplary and continuing commitment to the council's core quality asphalt objectives. In the words of Ralph Waldo Emerson, an American philosopher, *"Nothing great was ever achieved without enthusiasm."* Each and all awardees are deserving of the recognition. **CONGRATULATIONS!**

Furthermore, this issue recognizes the 2020 Trillium Award winners for being good environmental stewards, and the Ministry of Transportation Paver of the Year Award winner.

We also highlight the winner of the 4th Municipal Paving Award administered by OAPC and the Ontario Good Roads Association (OGRA). The award is shared jointly between the project asphalt producer and municipality.

Please take the time to read about all our award winners, and thank them for the continued support.



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MARCOM MATTERS

Abigail Wright Pereira

Marketing and Communications Director

Strengthened through the storm

By the time this spring edition of *ASPHALT* topics is published, we will have marked a full year of living in the era of COVID-19 pandemic restrictions. Being able to see the positive in the midst of a year-long-and-counting global crisis is challenging. This time last year, we had to quickly put the breaks on our plans, adapt and learn how to use new technologies, and completely reinvent the way we live and work.

Hindsight is 2020. Looking back, we can be proud of the successful programs OAPC and ORBA presented. At the start of the pandemic, ORBA launched its six-part webinar series *COVID-19 and the Road Building Industry*. A total of 315 members and non-members attended. It was clear that our webinar programming would become a permanent part of our communications initiatives.

After a brief summer break, we launched the Fall ORBA Webinars series which covered occupational health and safety pandemic-related

issues, diversity and inclusion, mental health, and the responsible use of reclaimed asphalt pavement, drawing a total of 171 attendees.

On November 26, for the first time in its 29-year history, the Fall Asphalt Seminar went virtual. Thanks to our members, stakeholder partners and generous sponsors McAsphalt, FLO Components, Lafarge, Engtec Consulting Inc., HMA Hot Mix and Aggregate Equipment Company of Canada, Canadian Asphalt and Yellowline Asphalt Products Ltd., the virtual seminar was a resounding success.

The seminar engaged 186 attendees with key note speakers Matthew Sweezie, Paving Engineer, Department of Transportation and Infrastructure, New Brunswick, who presented on Warm Mix Implementation, and Gerald Huber, Associate Director of Research, Heritage Research Group, who presented on The Superpave 5 Concept, as well as Gelu Vasiliu, MTO

Head of the Bituminous Section, who provided MTO specification updates and initiatives, and Dr. David Newcomb, Principal Investigator, Texas A&M TTI, who presented on Understanding End Result Specifications. Each question and answer segment at the end of every presentation had so many questions that we ran out of time; a good problem to have when your goal is to actively engage your audience.

Similarly, after 93 years of annual conventions, ORBA hosted a virtual summit, *Forging the Roadway Ahead*, January 28 to 29 and February 3 to 4. The virtual summit exceeded our expectations with 576 registrants. Sessions remained available for 30 days after the summit with the virtual platform's video on demand (VOD) feature. If you missed the ORBA or OAPC award presentations or the industry tribute video, Ontario's Road Builders – A Story of True Grit and Determination, you can view them anytime on the ORBA OAPC Awards YouTube Channel.

We are looking forward to providing dynamic programming with our virtual Spring Operations Seminar on March 25 and Partners in Quality Seminar on April 29. Please go to <https://orba.org/2021-events-calendar/> for full program details.

It is our ardent hope that in the coming year we will be able to celebrate our award winners in person, swing golf clubs and clink glasses together, and make eye contact face-to-face rather than screen-to-screen.

In light of our current situation, sometimes I reflect on the story of Noah and the ark and think how incredibly difficult it must have been to hold out hope and keep releasing the dove for signs of dry land. According to the story, Noah was in the ark for about a year until the dove returned with an olive leaf in its beak. I believe that our olive leaf will appear on the horizon. In the meantime, we can look back and see how we've been strengthened while we endure and are more ready than ever to successfully pave the way forward. ■

Meet incoming OAPC chair

by Abigail Wright Pereira

John MacKay

John MacKay, General Manager of GTA Construction and Materials Engineering at Aecon Group Inc., was named 2021 chair of the Ontario Asphalt Pavement Council at OAPC's virtual Annual General Meeting on January 28, 2021.

Taking the helm of the council in front of a computer screen without the traditional passing of the gavel was anything but ordinary. Also anything but ordinary is MacKay's multifaceted career spanning more than thirty years. Through his experience, he brings a breadth and depth of industry knowledge that will guide the council as the industry faces the challenges that lie ahead.

Q
&
A

Q: HOW DID YOU FIRST GET INVOLVED AND BECOME INTERESTED IN THE ASPHALT INDUSTRY?

When I was a teenager, my family moved to the town of Lindsay, Ontario. We just happened to move into a home across the street from Don Headley, now retired, who was the vice president of Royal Paving Ltd. He gave me my first job in 1987 as a flag man when I was 17 years old. At the time, I was just a kid taking a summer job to earn money. I wasn't necessarily looking for a career in the asphalt industry. The asphalt industry more or less found me, rather than me seeking it out. »



JUST THE FACTS

EXPERIENCE

1996 - present
The Aecon Group
1987 - 1996
K.J. Beamish
Construction Co. Ltd.

OAPC COMMITTEES

OAPC Hot Mix Asphalt
Technical Working
Group - Chair
OAPC Hot Mix Paving
Committee

FAMILY

Spouse, Alexandra,
and two children,
Colin (17) and Olivia (15)

HOBBIES

Spending time with family
alpine skiing, gardening
and boating

Q: HOW DID YOU GO FROM A LABOURER TO GENERAL MANAGER, GTA CONSTRUCTION AND MATERIALS ENGINEERING AT AECON GROUP INC.?

After the summer job as a flag man, I became an equipment operator. Still, I knew I didn't want to be an operator/labourer my entire career. So, I reached out to Bob Graham, retired senior vice president at K.J. Beamish, and through him I got hired on at the Orillia plant as a junior estimator. It was there that I worked with Doug Leslie who was ORBA president in 2005. I would later move on to work out of K.J. Beamish's King City office and with mentors like Allan West, 2016 ORBA president, and Fernando Magisano, 2010 OHMPA president.

In 1996, I met Teri McKibbin, former president and CEO of the Aecon Group and 1998 OHMPA president, and subsequently I got hired on at ARMBRO. When I finished the paving on the 407 project in 1997, Teri connected me with Tom Dziedziejko, the director of quality for Infrastructure at Aecon Group Inc., who would have the greatest impact on my career. That is when I went over to Aecon Materials Engineering (AME) and eventually became the general manager of that group.

I spent a lot of time in quality before I went back into construction operations. It was through the support of these mentors that I was able to hold numerous positions with increased responsibility in highway paving and civil construction including quality control, materials engineering, contract management and estimating.

Q: HOW DOES YOUR BREADTH OF EXPERIENCE GIVE YOU A UNIQUE PERSPECTIVE?

It is helpful having worked in various facets of the industry. For example, as a manager, when I go on a site to conduct a safety talk with workers about improving processes, it helps in coming up with solutions. When a labourer or equipment operator brings me their issues, I understand where they are coming from because I have done their jobs. I may not have done their job as long as they have, but I can have a good dialogue with them. They understand that I am not just talking from a 'text book'; I've physically been in their work boots before.

Q: WHAT ARE SOME OF THE MOST REWARDING ASPECTS OF YOUR CAREER?

It's the everyday challenges. In construction, you put a solid plan and schedule together, but most times the plan we finish with doesn't look like the one we started with. It's a challenge to get to the finish line as a profitable and successful project. Currently, I am more involved in material sales. I'm not a natural sales person. Yet, at this point in my career, I really enjoy this new challenge, selling aggregates and asphalt through building relationships.

I enjoy the diversity of construction. In the course of one week, I can go from dealing with clients to dealing with the Ministry of Environment, the Ministry of Labour, and the Ministry of Transportation, to dealing with labour boards







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and union negotiations. Every day is different.

Most of all, I enjoy the people. I have had the opportunity to be mentored by several outstanding pillars of our industry. Now I get to pay it forward and mentor others. To watch those that I have the privilege to mentor grow in their careers is very rewarding.

Q: HOW DID YOU BECOME INVOLVED WITH OAPC?

In 1998, Tom Dziedziejko invited me to attend the Fall Asphalt Seminar to support Teri McKibbin who was OHMPA's president that year. I was struck by the size of the seminar and the high-calibre presenters. After that I began attending events such as Spring Operations, Partners in Quality, the annual golf tournament, and the AGM. Tom was instrumental in getting me involved with OHMPA. Later I joined the Technical Committee, which is now the Technical Working Group. Then in 2015, I joined the OHMPA Board of Directors.

Q: WHAT ARE SOME OF THE RECENT ACCOMPLISHMENTS OF THE INDUSTRY THAT STAND OUT TO YOU?

This past year was odd, to say the least, with the lock downs and most working from home. But when you would go onto a construction site, you'd see that the work never stops. The construction industry is essential; there is no option to go home. Our industry did a fantastic job in demonstrating its nimbleness to innovate and adapt nearly overnight.

Right out of the gate back in March 2020, we implemented the improved portable sanitation facilities. We were able to quickly procure PPE. Our industry adopted the new safety protocols without a hitch. In the office, we were able to implement new technologies allowing for remote work. Rapid change like this isn't easy, but we have been resilient and continue to get the job done.

Q: WHAT ARE YOUR GOALS FOR OAPC AND THE INDUSTRY IN THE COMING YEAR AND BEYOND?

As an industry, one of our goals is the implementation of fair specifications,

and we want to approach that head on with End Result Specifications. We will keep pushing forward with MTO for fair specifications. We aren't looking for a handout or easier specs; we are seeking a fair balance of risk.

What we accomplish as an industry is done through the work of committees. As a council, we have terrific volunteers. I would like to see our committees strengthened by getting the right people on the right committees to create synergies and momentum to enable us to accomplish our goals. Committees are the backbone of OAPC and it is through the committees that we also work with the staff. That is where the work gets done. ■

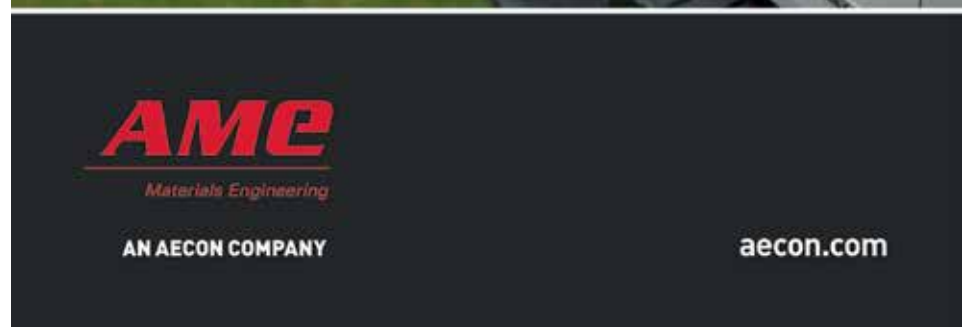


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FIRST-IN-CANADA COULD SAVE AIRPORT DOWNTIME, EXTEND ASPHALT LIFE

Airports are confronted by a dilemma when it comes to paving their runways and taxiways. Asphalt pavement is the quickest and less expensive of their two surfacing options, but aviation gasoline (AVGAS) leaking from airplanes and fuel trucks can dissolve asphalt binders – resulting in rutting, shoving, and premature surface deterioration. While the option of concrete pavement doesn't suffer from the same problem, the high cost and many hours required to apply this surface leads to expensive downtimes and traffic disruptions for the airlines that use these airports.

IN TESTS PERFORMANCE JET ASPHALT

by James Careless



Seeking to achieve a 'best of both worlds' solution to this problem, airports such as Boston's Logan International have laid down a polymer-enhanced, fuel-resistant asphalt on their paved surfaces with considerable success. They achieve the economy and speed of conventional asphalt paving while attaining the resistance to jet fuel erosion offered by concrete.

The official name of this fuel-resistant asphalt mix, which has been approved by the Federal Aviation Administration, is FAA AC150/5370-10H Item P-404 Fuel-Resistant Asphalt Mix Pavement (P-404). The FAA's approval, plus the positive results with P-404 experienced by Logan and other U.S. airports, has led to interest in this mix in Canada.

In a first-in-Canada field trial, the Greater Toronto Airports Authority (GTAA) laid down 500 tonnes of P-404 hot mix asphalt (HMA) on Pearson International Airport's Taxiway Bravo in October 2020. The specific formulation of the P-404 binder was created by McAsphalt Industries under the StellarFlex FR® brand name.

"Using a jet-fuel-resistant asphalt mix is a good alternative for Pearson, because until P-404 became available, the only jet-fuel-resistant material was concrete pavement," says Kevin Chee, GTAA Senior Engineer (Airside Civil). "With P-404 asphalt, we shouldn't have to worry about damage due to jet fuel spills, plus this material is very resistant to rutting."

The results of this field trial, which will take two years to assess, could have significant implications for Canadian airports nationwide. Specifically, the Pearson field trial will show just how well P-404 stands up to a constant stream of heavy, slow-moving aircraft moving across Taxiway Bravo.

"If the P-404 field trial goes as planned, having access to this kind of paving material would be a major advantage for us," says Chee. "With asphalt paving we can reopen the surface to traffic within a day. With regular concrete, we have to wait up to three weeks. This obviously has implications when it comes to delaying the operations of our airline partners." »

MAKING THE MIX

The P-404 fuel-resistant HMA used for the Pearson field trials was formulated by SNC-Lavalin's laboratory in Vaughan, incorporating McAsphalt Industries' StellarFlex PG 82-28FR grade binder. It is based on the FAA P-404 standard.

"Our initial development work dates back to early winter 2017, when we first started formulating the FR binder using Associated Asphalts' 15-plus years of international experience with this type of binder/mix," says Dr. Sina Varamini, McAsphalt Industries' Manager of Research & Development. "The FR binder is uniquely formulated for the extreme stresses that airport pavements must endure, namely exposure to jet fuel and the enormous weight of slow-moving

aircraft. This FR binder is produced using engineered polymers and additives to increase the mix resistance to heavy load combined with fuel-induced failure modes. The lubricity of the binder is also balanced using special additives to achieve lowered design air voids of 2.5 per cent despite the significantly high 82-28 PG grade. This allows us to create a mix that is less permeable and thus more resistant to fuel and de-icing ingress."

The precise blend of StellarFlex with the right mix of aggregates and other elements was created by SNC-Lavalin. The company made three similar mixes using the StellarFlex asphalt binder to see which specific blend would work best. The three mix designs incorporated premium aggregate from three different sources on MTO's Designated Sources for Material list.

The aggregate size variances between the mixes were small. "The FAA P-404 specs call for a very fine graded mix, with 95 to 100 per cent passing a 9.5 mm sieve and about 60 per cent passing a 4.75 mm sieve," says Mohammed Ahmed, Manager of Quality Assurance in SNC-Lavalin's Environment & Geoscience Infrastructure division. "The asphalt cement (StellarFlex FR binder) was also very rich, ranging from 6.5 to 7 per cent. So this is a very unique mix in terms of designing it."

Finding aggregate that provided a small percentage of air voids was a top priority. "To achieve this, we used premium Drain Brothers' aggregate from their Havelock Quarry, namely HL-1 stone, 6.0 mm washed chips, manufactured sand, and dry screenings," says Zlatko Brcic, SNC-Lavalin's Laboratories Manager in its Environment & Geoscience division.

SNC-Lavalin completed the mix designs using a 50 blow Marshall mix design, and also utilized Superpave design methods using the equivalent number of gyrations for comparing mix volumetrics. The 50 blow Marshall mix design was the specified method. SNC-Lavalin did the Superpave testing for research purposes.

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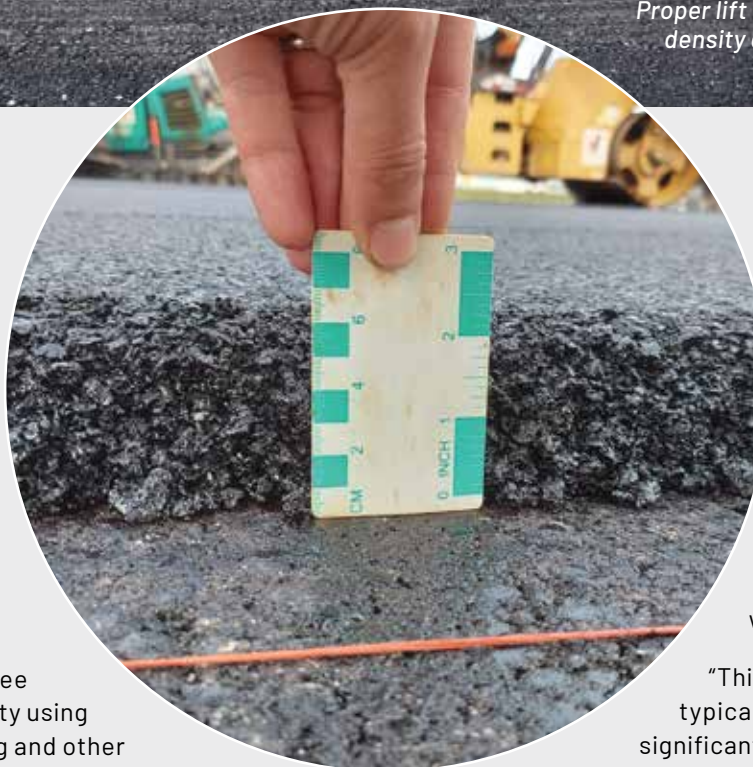
With P-404 asphalt, we shouldn't have to worry about damage due to jet fuel spills, plus this material is very resistant to rutting.

| KEVIN CHEE, GTAA

Proper lift thickness is essential to achieve density and performance. (SNC-Lavalin/McAsphalt)

Samples of the compacted mixes then underwent performance testing. The results were impressive. "The tensile strength ratio for the three mixes ranged from 91 to 98 per cent compared to the required 80 per cent," says Ahmed. "The dynamic modulus (ratio of stress to strain) of all the mixes at a frequency of 10 hertz was around 340 ksi, which was good."

SNC-Lavalin checked the three compacted mixes for durability using Hamburg-wheel track testing and other similar methods. The mixes stood up to these tests extremely well. For instance, after 20,000 Hamburg-wheel passes, the P-404 samples showed rut



depressions of 2 mm against the FAA standard of 10 mm.

With the SNC-Lavalin mix recipe finalized, the production of the P-404 HMA for the Pearson contract was handled by Fermar Paving at its Etobicoke plant. According to the company, the Pearson mix was a bit different than what they were accustomed to.

"This was a finer mix than we typically would do, plus it had significantly more asphalt cement which made this mix very, very rich," says Kevin Martin, Fermar Paving's Vice President of Sales & Marketing. "In fact, there was some initial uneasiness »

about adding that much asphalt cement to it. So we did some production trials to look out for problems, but there weren't any. The resulting HMA came out fine."

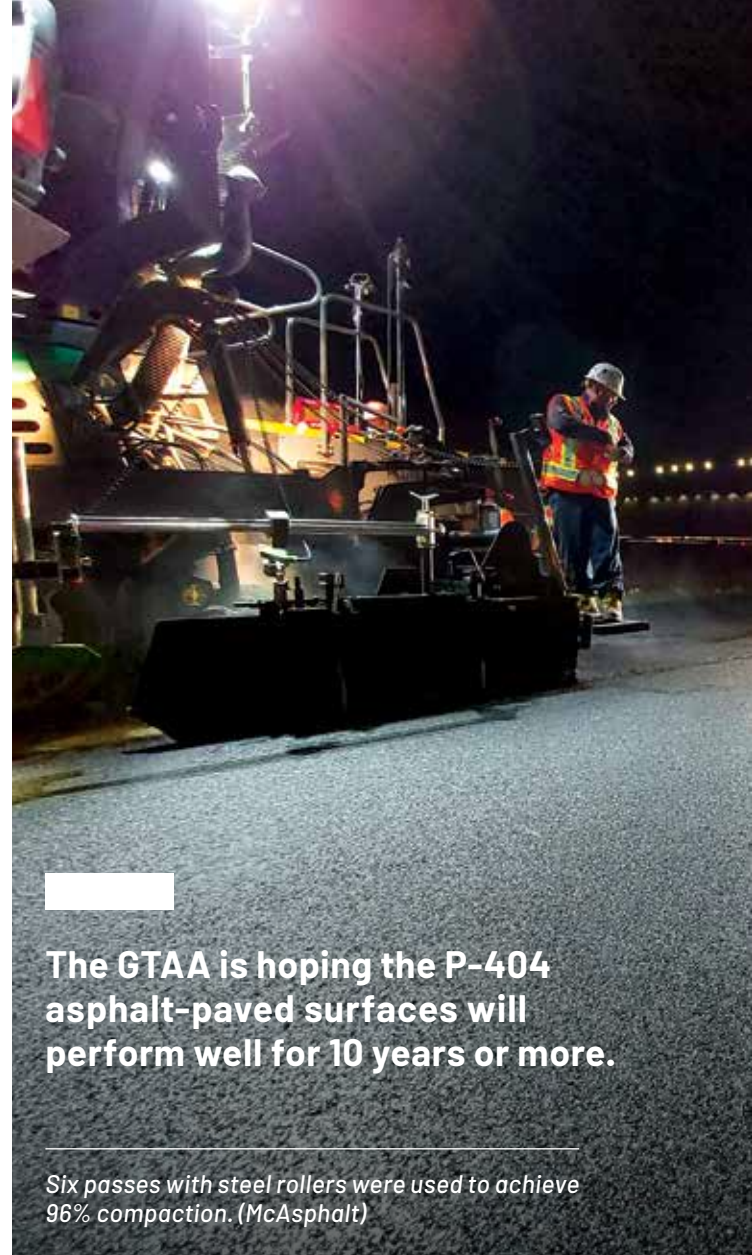
LAYING THE PAVEMENT

The paving of Pearson's Taxiway Bravo took place over two days in October 2020. The paving itself was done by Dufferin Construction Company/CRH Canada Group.

"We did a test strip on October 13 at Taxiway Bravo of roughly two live bottom loads, which was about 50 tonnes," says Sam Goddard, Assistant Project Superintendent with Dufferin Construction Company/CRH Canada Group. "We did that quick test strip to let everybody experience the product going down and get a baseline for compaction. Having gained this knowledge, we then did the actual paving job the next day on October 14, using 500 tonnes of the P-404 HMA."

The existing asphalt surface had been milled down to the top of the original concrete taxiway. A 65 mm (compacted depth) of PG 64-28 base course was placed first followed by the P-404 surface course, which was 50 mm thick after being compacted.

To do the paving on Taxiway Bravo, Dufferin Construction used four Vögele Super 2000-3i pavers with 8.6 metre wide screeds along with two Roadtec SB-2500es shuttle buggies. Compaction



The GTAA is hoping the P-404 asphalt-paved surfaces will perform well for 10 years or more.

Six passes with steel rollers were used to achieve 96% compaction. (McAsphalt)

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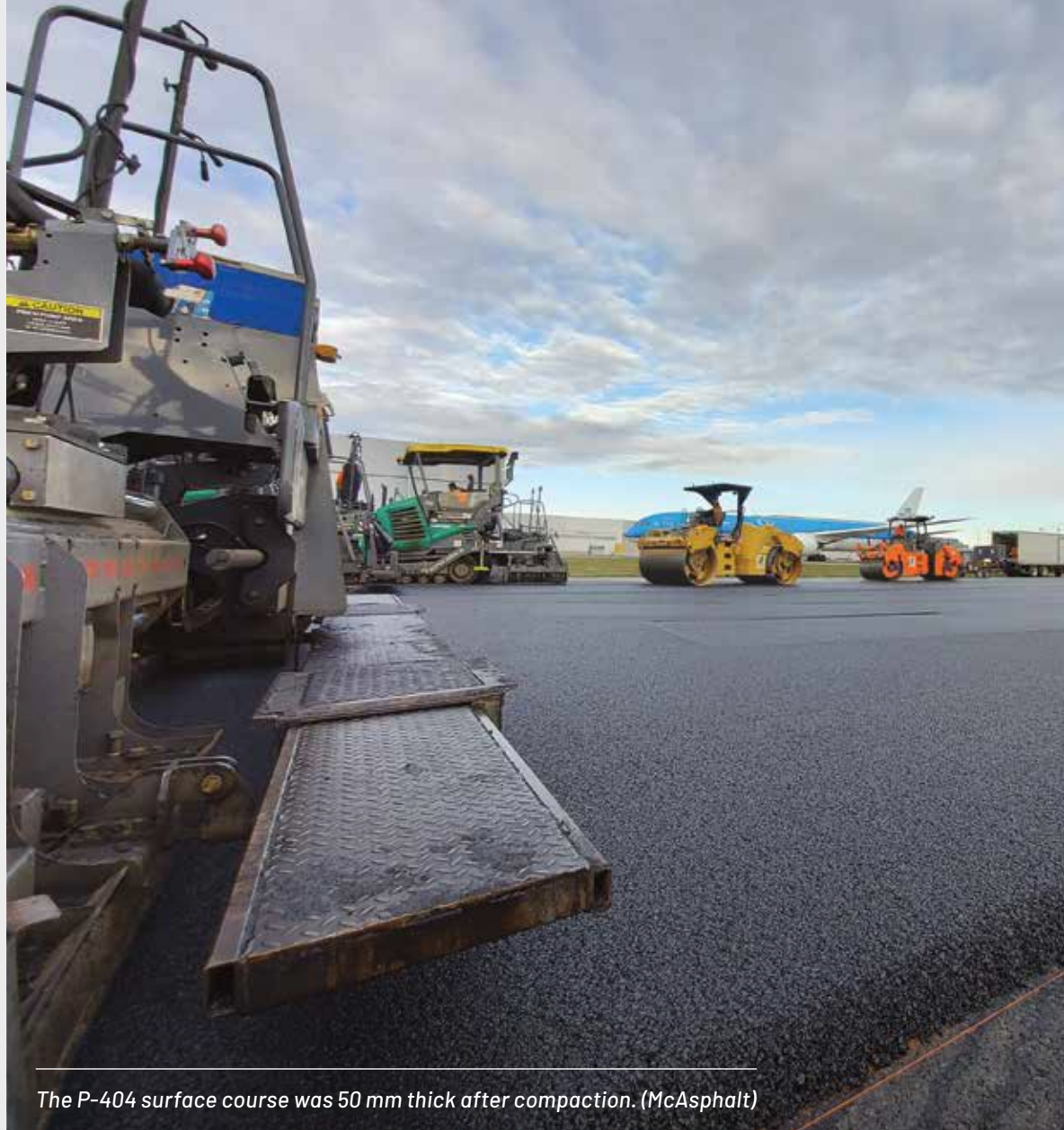
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ALBERTA

was done by three Caterpillar steel rollers: a CB15, a CB34 and a CB64.

During the job, Dufferin Construction kept a rubber tire roller on standby. The reason: "Due to the product and the time of the year, we were unsure if we were going to achieve enough compaction with just the steel rollers," Goddard says. "This is because the P-404 HMA is better suited to application during the summer months due to its high polymer content, high asphalt cement content (6.5 to 7 per cent) and the very fine aggregates that are used in it. This combination can make the P-404 HMA very tacky and potentially difficult to compact in cold weather conditions."

Fortunately, Dufferin Construction's concerns were unfounded. "Judging by the test strip that we laid down on October 13, there weren't any problems to be dealt with," says Goddard. "We did roughly six passes on it and achieved 96 per cent compaction



The P-404 surface course was 50 mm thick after compaction. (McAsphalt)

on the product, which was good enough without having to run a rubber tire roller on it."

Meanwhile, the working conditions were optimal for this time of year. "We started the trial portion paving at 3 p.m. on October 14 and ended around 8 p.m.," says Chee. "The weather was nice without any rain or cold temperatures. The conditions throughout the process were favourable to our efforts."

RESULTS TO DATE

It has only been a few months since Pearson's Taxiway Bravo was test-paved with P-404 HMA. Everything has gone well and the P-404 is standing up to everything the aircraft can throw at it, including fuel spills. "So far we are very happy with it," says Chee. "We like the texture and we haven't had any issues with the surface in regular use."

At least some of this P-404 success can be attributed to careful planning beforehand. "The GTAA and Dufferin Construction spent a tremendous amount of time with all

the parties involved to really make sure that all the proper processes were happening at the aggregate, asphalt cement, and laydown side," says Martin. "Everybody certainly did their homework upfront."

Looking ahead, the GTAA is hoping that P-404 HMA-paved surfaces will perform well for 10 years or more, as they have at Logan International Airport. The two-year P-404 field trial should help the GTAA assess whether this is a realistic expectation in a cold Canadian climate. That said, the substantial reduction in Pearson aircraft traffic during the COVID-19 pandemic could skew these results, Chee notes. "This is why we may extend the field trial to three years to ensure that the data is accurate," he says. "We want to be sure that we are assessing P-404's capabilities accurately." ■

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

Trillium Award program moves to goal



close

While the pandemic might have slowed or curtailed many things last year, the Trillium Award program was not one of them. In fact, the program saw a highly successful year with an increase in both the number of winners and renewals of the award.



by Lara Henry

"For 2020, it was really great to award four plants and recertify nineteen plants. To date, 86 plants have earned the Trillium Award and, since the inception of the Trillium Awards in 2002, 119 award recertifications have been issued. That speaks highly of our members and Ontario's asphalt industry," says Mike Deckert, Vice President of FLO Components and chair of the OAPC Plant and Paving Committee. "We are maintaining the ambitious goal to have all member plants Trillium-awarded by 2021."

D. Crupi and Sons Limited won the Trillium Award for its Oshawa plant, and all four of the company's plants are now award winners. "There are so many reasons to get the Trillium award. It sets the bar for all asphalt plants, and shows that we go above and beyond in key areas including environmental and safety. Once they've received the award, our employees take great pride in keeping things up to those high standards. Plus it makes it relatively straightforward to renew the award if you maintain things over the three years," says Domenic Passalacqua, General Manager.

Over the past few years, the Plant and Paving Committee has introduced a number of new initiatives to encourage applications for the award. In 2017, they introduced a revised and streamlined application form that included fewer sections and recognition for plants that are COR certified and following the OHMPA (OAPC) Environmental Practices Guide (EPG). The application also rewarded companies who had made improvements to reduce their carbon footprint or who had hired an employee through a college apprentice program.

Now the committee is working on further refinements to the application based

on member feedback. The application will go from having seven to four categories and the list of criteria in each is being reviewed to make sure they are staying current. Possible additions include sections for RAP, environmental guidelines and the new BaP AMIS technical standard, and COVID best practices.

"The application form is not that complicated, but it does take time to go through it. My suggestion is to start right away, using the application form as an internal audit system. There are many parts that can't be done at the last minute and have to be done ahead of time like, for instance, the community relations section. So it's important to work on it over the long term," says Passalacqua.

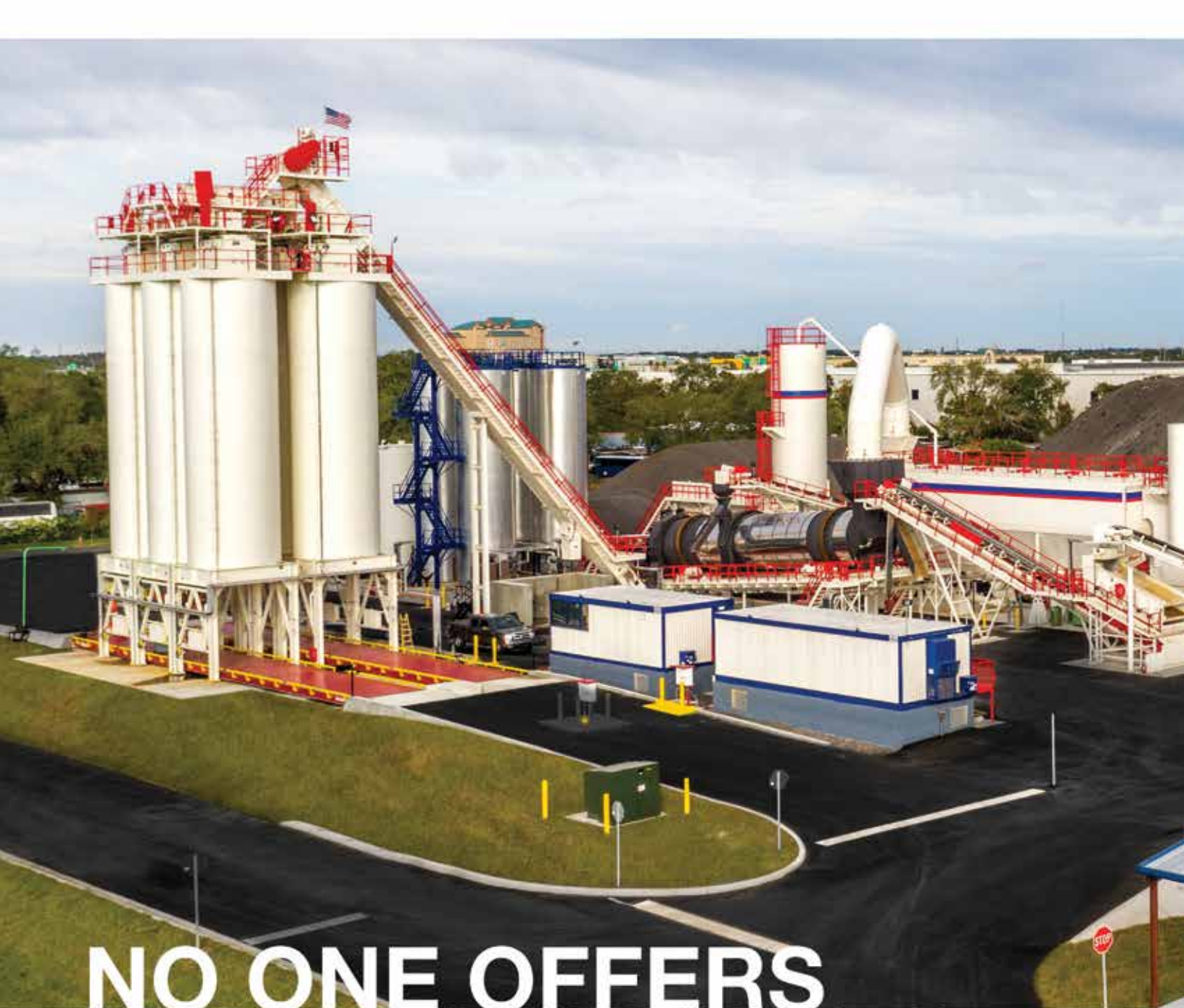
Steed and Evans Limited's Kitchener plant was a Trillium Award winner this year and Jim Karageorgos, Manager of Materials, has this advice: "Like Nike's trademarked slogan, 'Just do it', producers just need to apply for the Trillium Award for their asphalt plants. I believe the primary reason some producers haven't is not because they wouldn't qualify, but because they feel they don't have the necessary time and resources to put into it. If you wait till the peak summer months to start the process, it can be difficult in an already fast paced industry, so it's important to make the commitment and start planning early."

If members need assistance with understanding the process or completing the application, the Plant and Paving Committee members are there to help and answer any questions they may have. Another great resource for applicants are those OAPC member plants who have already gone through the process and have the experience.

"Over the last few years, I've seen more and more companies apply for the Trillium award. There's always a bit of good competition between companies and plants of those who've applied. But what's even more important is that it starts a friendly connection between those plants. They are able »

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

- Capital Paving Inc. – Puslinch
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- Coco Paving Inc. – Kitchener
- Coco Paving Inc. – Leaside
- Coco Paving Inc. – Maple
- Coco Paving Inc. – Hamilton-Nebo
- Coco Paving Inc. – Oshawa
- Coco Paving Inc. – Wilson
- D. Crupi and Sons Ltd. – Passmore
- D. Crupi and Sons Ltd. – Brimley
- D. Crupi and Sons Ltd. – Bethridge
- Harold Sutherland Construction Ltd. – Downs Pit
- The Miller Group – Mosport Plant 25 (Kawartha Lakes)
- The Miller Group – Pave-All Plant 26 (Mississauga)
- The Miller Group – Tapscott Plant 28 (Scarborough)
- The Miller Group – Georgian Plant 29 (Barrie)
- The Miller Group – NFN Plant 13 (North Bay)
- The Miller Group – Plant 15 (Timmins)
- The Miller Group – Plant 17 (Timmins)



OUR GOAL IS FOR ALL OAPC MEMBER PLANTS IN ONTARIO TO ACHIEVE THE TRILLIUM AWARD BY 2021.

DON'T DELAY AND START ON YOUR APPLICATION TODAY.

to share tips about how they did things and give each other ideas and suggestions," says Passalacqua.

He also adds that it's important to have a champion within the company who will take charge of the application process and the team to get everything done and submitted on time. "I've found that once one plant starts and gets the award, the momentum keeps going and it spreads until all the other plants are awarded."

Applicants for the award have also noticed that technology is making many elements of the application process easier, particularly in taking photographs and videos of their plants. "Today with the use of drones for videos and camera work, it's become a lot easier to complete the award application and submission process," says Karageorgos. "Making the video used to be quite an involved process, but now it's so much quicker," adds Passalacqua. "I use the drone, download the footage to the computer, and then use Microsoft Editor to put it all together and even add music."

Last year the committee introduced Trillium Award decals to apply to office windows and silos. The decals have proved to be extremely popular and can now be seen at many plant winners. "We have purchased decals for all four of our plants. The decals are a point of pride for our employees and also a great way to showcase the award to our customers and the community," says Passalacqua.

Next up for 2021 is a new seminar at ORBA's Road Building Academy called Fundamentals of Asphalt Plant Operations. The course will include information on the Trillium Award, how to apply, and the benefits of being an award winner.

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 complete a self-assessment process to meet high standards in appearance, operations, environmental, safety and community relations. Plants that receive the Trillium Award retain the status for three years and are then eligible for recertification.

In 2016, the Plant and Paving Committee initiated a campaign to have 100 per cent of OAPC plants meeting the standards of the Trillium Award by 2021. It's not too late to move the needle forward to reach the goal and really make a difference in the industry.

"From all the industry awards a company could potentially receive, the Trillium Award should be at the top of the list. It displays your commitment to running a clean, environmentally-compliant operation, and in this day and age that's paramount. It also contributes to a greater sense of pride for your staff working at the facility, so no matter how you view it, it's just good business!" says Karageorgos. ■

Lara Henry is a communication specialist and editor of ASPHALTopics.

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ONTARIO

bleeds black award

by James Careless

A passion for asphalt has two winners bleeding black

This year, the Ontario Asphalt Pavement Council's prestigious Bleeds Black Award has been given to two deserving 2020 winners: Bruce Armstrong, Director of Sales with Canadian Asphalt Industries Inc., and Donn Bernal, Principal with Corfinium Solutions Inc.

The Bleeds Black Award recognizes those OAPC members who are so dedicated to the asphalt pavement industry that they 'bleed black'. This year's awards were presented during the first-ever virtual Fall Asphalt Seminar which was held online on November 26, 2020.



Bruce Armstrong

To say that Bruce Armstrong is humbled to win the 2020 Bleeds Black Award is an understatement. "It is certainly an honour, but I don't know if I deserve to be part of that club," Armstrong says. "I was totally shocked. To be nominated by a customer and have that supported by peers makes it extra special."

Bruce Armstrong was nominated for this award by Darcy Miskie, Project Manager & Estimator with Brantco Construction, who is unequivocal

in his regard for Armstrong. "Everything that he's doing down in the industry, his involvement in OAPC, all of his volunteering — he just seems like a guy that's really, really dedicated to the industry," Miskie says.

This high opinion of Armstrong is echoed by Fernando Magisano, Senior Technical Advisor with Canadian Asphalt Industries Inc., who also endorsed him for the award. "Bruce has had quite an extensive career," says Magisano. "He's also always been willing to share his knowledge to improve the industry."

Bruce Armstrong started his asphalt career over 32 years ago on a crack sealing crew at K.J. Beamish Construction Co. Ltd. Armstrong soon advanced from this entry-level job to focus on the manufacturing and supply of bituminous materials at Ashwarren International Inc., Lafarge Asphalt Engineering, and then Canadian Asphalt Industries Inc.

During his long career, Armstrong has become known as one of Ontario's top professionals in emulsions and performance grade asphalt cements. He has also dedicated a considerable amount of his time to promoting the asphalt industry, including serving as 2011 president of the Ontario Hot Mix Producers' Association (now OAPC). In recognition of his efforts, Armstrong received the 2014 Earl Kee Volunteer of the Year Award. Ever dedicated to this industry, he currently serves on both the OAPC Environment Committee and the Asphalt Mix Industry Technical Standard (AMIS) Sub-Committee.

Despite his many achievements and honours, it is the friends and colleagues working in the asphalt pavement industry that matter most to Armstrong. "By far the highlights of my career are the people that I have met and relationships that have developed," he says. "Working for and being inspired by people like Andre Parent, Don Budd, Mark Rivett and Ray Legault, and seeing the success of people like Steve Manolis and Gelu Vasiliu (both of whom I hired at Ashwarren), to name a few, is especially rewarding. Recently being able to work closely with industry icons like Angela Wilson and fellow Beamish alumus, Fernando Magisano, has been an honour."

"To see so many former Warren people all over our industry in senior leadership roles is awesome," Armstrong reflects. "I have to note that four of the eleven current Bleeds Black awardees were Warren folks — Steve Manolis, Domenic Passalacqua, Donn Bernal and me."

Turning back to career highlights, he adds. "My wife and I have developed so many great, strong, lasting friendships with people that we've met in the industry which we will cherish. My OHMPA presidency and many years on the OHMPA/OAPC Board, and many years as chair of the Asphalt Institute Canadian Committee, stand out too."



For Fernando Magisano, it makes sense that Bruce Armstrong received the Bleeds Black Award despite Armstrong's own doubts about his deservedness. "I want to thank Darcy personally for starting the nomination process and reminding us all of Bruce's longstanding dedication," Magisano says. "Bruce Armstrong certainly does bleed black."



Donn Bernal

It is literally true that Donn Bernal was the last person to know that he had won the Bleeds Black Award. "I was attending the Fall Asphalt Seminar using my smartphone and I was in a poor reception area," Bernal explains. "I didn't hear the award video on my phone, so I texted someone to ask, 'Who won the Bleeds Black Award?' They texted me back, 'You did!' And I'm like, 'Yeah, right! So who won?'"

Once he accepted that he had indeed won the award, Bernal says that he was "very surprised and very honoured. It means a lot when you get

this type of appreciation from your industry peers."

That Bernal 'bleeds black' was never in question for Kourtney Adamson, Sales Manager with Yellowline Asphalt Products Ltd., who nominated him for this award. "Donn has done every single part of the job — mix designs, field testing, you name it," says Adamson. "I think he dreams about asphalt at night. Honestly, he is so passionate about asphalt and he wants to make our industry so much better."

Donn Bernal entered the asphalt pavement industry in 1998 as an assistant laboratory supervisor at Ashwarren Engineering Services. He then moved up through the ranks, eventually serving as general manager for asphalt plant operations for Lafarge Canada, Oxford Sand & Gravel Ltd., and Aecon Group Inc.

When Yellowline Asphalt Products Ltd. was formed as a joint venture company between Aecon Construction Materials Ltd. and Dufferin Construction Company in 2013, Bernal became its general manager. He has since become principal of his own consulting firm, Corfinium Solutions Ltd., specializing in business development and environmentally-responsible asphalt solutions to help the industry go green.

Throughout his career, Donn Bernal has maintained a passion for all things asphalt. "It's a job where you get to see the final product of your efforts," he says. "You see and drive on it every day, which I find very satisfying."

Asked when he became passionate about asphalt, he replies: "It all started when I began working in the industry as a third-year summer student. Having a career to go to after I graduated in Civil Engineering was a big deal to me. Then when I moved from quality control to asphalt plants, this added another new learning component to my experience."



From that point on, Bernal has embraced every step of his asphalt industry journey, acquiring more skills, achieving new successes, and bringing young talent into the industry along the way. "Every year we hire summer students and when the summer students come on board, Donn spends a lot of time with them," says Adamson. "He makes the asphalt industry so exciting that I don't think we've ever had one that didn't want to come back."

Bernal's passion also extends to giving back to the industry, which is why he has played an active role in advancing its interests. His contributions include serving as OHMPA president in 2016 and on the OAPC Marketing Committee today. Bernal is also the current vice chair of the OAPC Environment Committee.

"I've known Donn for about 15 years. In that time he's become a confidante, a co-worker, a fellow board member and a friend," says Mike Deckert, Vice President of FLO Components Ltd. and the other of Bernal's Bleeds Black Award nominators. "He accepted the role of president a year earlier than actually planned. He knew that he was stepping up into the amalgamation and he navigated both OAPC and ORBA through the whole amalgamation of the associations. He didn't shy away." Meanwhile, Bernal's willingness to share his expertise in all things asphalt — from mix designs and product analysis to small/large-scale plant operations — has made him a well-known and respected industry advisor.

Today, in his new role as a private consultant, Bernal remains passionately committed to the asphalt industry. "I started Corfinium Solutions Inc. to stay in the asphalt industry because I do love it," he says. "It allows me to do different things and help companies grow using the experiences that I have had."

"I am also happy to mentor individuals because there's a big gap between those veterans who are retiring and those just starting out," Bernal adds. "There's about a 20-year knowledge gap between these two groups based on experience. I want to help companies who need someone to fill in that gap for them." ■

OAPC Awards

outstanding service

OAPC CONGRATULATES THIS YEAR'S AWARD WINNERS AND THANKS THEM

The Ontario Asphalt Pavement Council awards program celebrates individuals who make a positive difference in the asphalt industry — leaders and role models who teach, inspire and encourage the leaders of tomorrow. This year, OAPC presented the Honorary Life Membership Award, King Beamish Excellence Award, Joe Bunting Mentorship Award and Earl Kee Volunteer of the Year Award during its fifth Annual General Meeting on January 28 during ORBA's virtual summit.



Honorary Life Membership Award

The Honorary Life Membership Award recognizes members who are dedicated to advancing the objectives of OAPC and who have performed notable service to the council. The 2020 honour is awarded to Paul Lum, Technical Director of Colas Inc.

Paul Lum was the 2008 president of the Ontario Hot Mix Producers Association

(OHMPA), predecessor of OAPC. He is the first and only two-time recipient of the Earl Kee Volunteer of the Year Award, winning the award as the inaugural recipient in 1999 and then again in 2003. In 2009, he was the recipient of the King Beamish Excellence Award.

"The fact that Paul is a two-time winner of the Earl Kee Award gives you some idea of how much work he put into the association over almost three decades. He's a huge contributor," says Fernando Magisano, Senior Technical Advisor of Canadian Asphalt Industries Inc.

Upon graduating with a degree in Civil Engineering from the University of Waterloo in 1987, Lum worked with Dr. John Emery as a manager of laboratory services. From there he managed the asphalt materials testing laboratory for Warren Paving & Materials Group and also managed Ashwarren Engineering Services. Throughout his career, Lum has held several technical, research and development positions with Lafarge Holcim, CRH Canada and CRH Americas.

"Paul has always been very passionate about asphalt even before my days. When you say Paul Lum, pretty much everyone knew him in the industry. A lot of it had to do with him being part of the Ontario Hot Mix Producers Association at the time. He was president, part of the board, and on committees," says Donn Bernal, Principal of Corfinium Solutions Inc.

In the mid-1990s, Lum joined OHMPA's Technical Committee for which he was chair for several years and served for over a decade. Through his service and leadership, he was instrumental in introducing Superpave to the province.

"People like Paul don't come along very often," says Magisano. "When you look at the list of recipients for this award, he's well placed in that list of people that we've bestowed that honour to — I'd have to say one of the top people. So it's well deserved and it's certainly time that we recognized him."

by Lara Henry



King Beamish Excellence Award

The King Beamish Excellence Award recognizes an OAPC member who has made an exemplary volunteer contribution to the council.

The award was

established to honour King Beamish, founder of K.J. Beamish Construction Co. Ltd., who was a respected and valued OHMPA and ORBA member.

The 2020 honour goes to Mike Deckert, Senior Vice President of FLO Components Ltd. Deckert is also the 2013 recipient of the Earl Kee Volunteer of the Year Award. He has served tirelessly as chair of OAPC's Plant and Paving Committee since 2010. Under his leadership, OAPC has greatly expanded the reach of the Trillium Award program with the goal of having all member plants Trillium-awarded in 2021.

"Mike has always been a leader and the guy who's the first to try to get other people involved," says Kyle Martin, Project Manager, Fermar Paving Limited.

Deckert was instrumental in the creation of the Roads Scholarship program that was launched in 2013 and is partnered with six colleges throughout diverse regions of Ontario. Since 2013, the Roads Scholarship program has awarded \$48,000 in total to students who demonstrate academic success, leadership, and a desire to have a career in the road building industry.

"Mike is always pushing us to our limits and supporting us to look at how we can improve on the education side and with the schools. We're always looking at how we can expand what we do with the colleges. When I first started, we only had four colleges and now we're up to six," says Mate Jurkin, GTA Asphalt Plants Manager, Miller Paving Limited.

Deckert is an instructor at ORBA's Road Building Academy, teaching the Fundamentals of Asphalt Plant Operations course. He is a regular speaker at OAPC events, including the annual Spring Operations Seminar.

"Mike has been involved with so much stuff for so long. For Mike, it's not necessarily about business; it's about relationships and just being there whether it's as a friend or someone to listen to. He's been just that easy, approachable guy right from the moment you meet him. He's got a smile, he's got a love for life, and he's certainly got a passion for our industry. It's really motivating to have someone that involved in our industry and willing to give back so much time," says Martin. »

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OAPC Awards

OAPC CONGRATULATES THIS YEAR'S AWARD WINNERS AND THANKS THEM



Joe Bunting Mentorship Award

The Joe Bunting Mentorship Award was established to recognize the importance of mentorship to our community. To quote Joe Bunting from an article in *ASPHALT*Topics, "You learn fairly early on in your career that your success depends on the success of others and

I have always valued the opportunity to hire young people, to be their mentor and share in their achievements." This award not only honours him, but turns a spotlight on those people in our industry that take the time to teach, inspire and encourage tomorrow's leaders of our industry.

The 2020 honour is awarded to Domenic Passalacqua, General Manager of D. Crupi & Sons Limited. Passalacqua joined the OAPC Plant and Paving Committee in 2015. Over his 30-plus year career, he has mentored numerous people in asphalt plant operations who have gone on to become industry leaders.

"When I think about mentorship, Domenic's awesome. He's the perfect selection," says Mike Deckert, Vice President, Flo Components Ltd. "He's very passionate about the industry, what is happening in the industry, and the longevity of the employees within the industry. In terms of him being a mentor, he doesn't just give the answer, which is great. As far as I'm concerned, a mentor works with people to allow them to come up with the answer rather than giving them the answer."

"He really does put a lot of effort into explaining why things are done a certain way, giving examples and feedback on previous situations where he's had a similar experience and why something works that way or why something is done to get to an outcome in a specific way. He has the patience to see it through and make sure that anybody he's working with really gets something out of the whole experience. I can't really think of anybody I've come across in the industry who puts more time into creating teaching moments out of everything he does," says Dominic Crupi, Vice President, D. Crupi & Sons Ltd.

Passalacqua is a regular presenter at OAPC events, lunch and learns, and webinars on asphalt plant operations. He is also an instructor at ORBA's Road Building Academy, teaching the Fundamentals of Asphalt Plant Operations course.

"For the past 25 years that I've known him, he's dedicated his life to this industry and he's mentored so many people that it's automatic. He deserves this award with the amount of people he's mentored over the years – plant operators, office people, everyone," says Donato Rita, Superintendent, Coco Group.

Earl Kee Volunteer of the Year Award

The Earl Kee Volunteer of the Year Award recognizes a member who has made an exemplary voluntary contribution to the work of OAPC in the past year and has made a significant contribution to the development or progress of the council's objectives.

The 2020 honour is awarded to Pavel Kriz, Americas Asphalt Technical Leader for ExxonMobil.

"Pavel's just a great benefit to our industry. He carries highly specialized knowledge on asphalt cement that's become so relevant to our industry in recent years in trying



to get to specifications that not only help our roads last longer and be more durable, but that are also workable so that industry can achieve the testing and specifications that are required. I think he's been instrumental in that regard," says Steve Manolis, General Manager, Coco Asphalt Engineering.

Mr. Kriz served on the OAPC Board in 2018. Through his leadership, he was instrumental in developing the OAPC/Imperial Oil Asphalt Technical Symposium (ATS), which first met in June 17, 2019, bringing together asphalt industry experts with diverse perspectives from across North America to work together to develop solutions to achieve the common goal of producing quality asphalt pavements. From the ATS, the Ontario Expert Task Group has been established.

"He did a lot of groundwork to put the technical symposium together. As a result of his work, Ontario's done it now for two years, and we're going to continue to put on a very, very high quality symposium on asphalt cement binders. We have world experts

presenting to us on asphalt technology and I think it's become a must attend event. That's all happened in the last couple of years and Pavel really drove it," says Manolis.

"Pavel is very motivated, very dedicated to what he does, and also he's a great mentor to those of us who work with him and other people that are in the field of asphalt. He's always willing to lend an ear, answer some questions, and help do some work to both improve asphalt as a whole but also answer some questions he might have in regards to something that might be localized," says Christopher Campbell, Asphalt Technical Advisor, Imperial Oil.

"The really amazing thing about Pavel is that he can take really, really complex topics and big, big equations, and when he does his presentations he explains so that everybody in the room can understand it. He always listens, he's so humble, and he's just a great person," says Manolis. ■



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PAVER *of the year*

by Steve Pecar

LEVEQUE BROS.

J. & P. Leveque Bros. Haulage Ltd. of Bancroft is the winner of the 2020 Provincial Paver of the Year Award. The company won the award for contract 2019-5037, Northeast Region: Highway 64, 0.1 km north of Island Lake Rd to Highway 11, Unnamed Creek Culvert 3.1 km south of Highway 575, and Highway 539A at Poor Man Creek Culvert.

Laurie LeBlanc, Deputy Minister of Transportation, announced the award on February 3 during the Ontario Road Builders' Association Virtual Summit.

The Paver of the Year Award is given annually to recognize contractors who have completed high-quality asphalt projects for the Ministry of Transportation of Ontario (MTO). This is the 29th year MTO has presented the award. Criteria used in selecting the winner include the quality of the materials supplied, workmanship, visual appearance of the finished work, and methods of innovation.

Three other companies were finalists for the award:

■ DUFFERIN

CONSTRUCTION COMPANY

for contract 2019-3077, West Region:
Hwy 403, Garden Avenue to 875 m
west of Jerseyville Road and
Fairchild Creek Bridges
(Site 1-192/1, Site 1-192/2)

■ GRAHAM BROS.

CONSTRUCTION LIMITED

for contract 2018-2012, Central
Region: Hwy 401 from 980 m south
of Eglinton Avenue to 700 m east
of Tomken Road

■ COCO PAVING INC.

for contract 2019-4038, East
Region: Hwy 401, 3 km west of
Joyceville Road interchange
(I/C 632) easterly 1.5 km
to Highway 2 (I/C 648)

A family-run operation founded in 1976, Leveque Bros. typically operates in the north-eastern and eastern regions of Ontario. According to MTO, Leveque Bros. was selected "for excellent quality and workmanship, producing a very good pavement on one of the more traveled portions of highway in the province."

Tim Leveque, president of the company, says he was pleased with the award, but quickly adds that the approach to the project was no different than what they try to do every day, which is to do the best job possible. "I don't think this was any more special or important than any other job that we do; they are all important," says Leveque. "It's what we do – we rebuild highways for the MTO all over the province."

Still, he says it is great to be recognized since a lot of effort goes into each job and such an award lets the workers know their contributions are being noticed.

The project involved reconstruction and rehabilitation and the company had its work cut out for it, but nothing that it couldn't overcome. Leveque says the paving went exceptionally well and believes that is what the ministry recognized when considering the award. "Between the test results and the smoothness of the job, that's what won us the paver of the year," he says.

Although the project was in a remote area of the province with no nearby communities, the section of the highway is heavily used with a lot of commercial traffic which made it essential to getting it done efficiently and quickly to keep the users moving. Up to 60 workers were involved in the construction, and Leveque points out that even though the award recognizes paving, the process involved much more.

"Even though the title is Paver of the Year, it takes a lot more than paving to get it done," he says. "It starts with

excavation and producing the granular material. Then if the road isn't smooth when they start to pave, they have no chance to get the smoothness right later. And if the material, the aggregate, that you incorporate into the mix isn't 100 per cent within specification, then you have no chance of meeting the other testing requirements."

As such, Leveque says this project, like all of the other projects the company tackles, takes an entire team to get it right and that is something everybody at Leveque Bros. can take pride in. ■

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



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Oldham sticks around for life at Crupi



Dale Oldham

Dale Oldham is a bit of a rarity in the asphalt paving business. Starting out at D. Crupi and Sons Ltd. in 1979, he spent his entire career with the company fixing machinery. Now happily retired, Oldham can be called a loyal company guy, and that's alright with him.

"There was never any reason for me to leave. I liked it there, it was home, and it had a family atmosphere," says Oldham.

A life-long resident of Mount Albert, Oldham grew up on a farm where he was exposed to a lot of responsibilities early on. Tinkering with the farm machinery gave him an early love of figuring out how things worked, and as time went on, he also figured out how to fix things when they didn't work. That curiosity grew into a life-long pursuit.

In college he pursued trade work through a mechanics certificate for the automotive industry, then became more interested in heavy machinery and began working for Navistar International Trucks where he earned his truck and coach papers. Armed with two trade certificates, Oldham knew he had made himself into a marketable commodity.

"I can remember exactly what happened," Oldham relates. "It was Labour Day weekend in 1979 and I answered an ad in the newspaper that Crupi and Sons were looking for a truck technician with Mack experience. I didn't have a lot of Mack experience, but I went anyway. I think they were just excited to have someone who was at least interested in doing that kind of work."

Oldham was interviewed for the job by Cosimo Crupi, now president of the company, who had to deal with the concerns of his future employee.

"I had some issues that the work would be seasonal, so I told him I was looking for a fulltime job," explains Oldham. "And Mr. Crupi sort of leaned back and his chair and said, 'I think we have enough stuff around here to repair that we can keep you going fulltime.' I think that's the biggest understatement anybody's ever said in my whole career at the company!"

For the next 40-plus years, he fixed machinery whenever and wherever it needed fixing, doing so on the shop floor and out on the road, keeping the paving operations running. It didn't matter what needed to be done, Oldham's expertise was a valuable asset the company embraced and utilized, making him very much a part of the brand that is known in the industry.

According to Dominic Crupi, vice-president of the Scarborough-based company, the support provided by maintenance teams often goes unnoticed, but without them, the operation suffers and often comes to a standstill. He says workers like Oldham are truly the unsung heroes of the paving industry.

"I have known him almost my entire life, and I can say he has been one of the most stable and positive influences in our operations his entire time with our team," says Crupi. "Dale is the definition of reliability and dedication, and I know if you asked anyone in the field at Crupi in the last 30 years who their first call is if a piece of vital equipment goes down, it would be the man they know they can rely on to get it back up and running ASAP."

Now that he has been retired since last fall, Oldham gets to spend more time with his family as well as pursuing his very active hobby of maintaining and collecting classic cars. In the meantime, Crupi says the company is going to have a hard time filling Oldham's shoes as he was such an integral part of the operation for such a long time.

About that long stay with one company, Oldham says respect, friendships, a safe working environment, and never having to worry about being laid off were the main reasons that kept him at Crupi all those years.

"Having an understanding wife who didn't know when I would be coming home and who put up with the greasy clothes and the smell of oil and diesel helped too," he says. "Just like being a one-company guy, I am happy to say that after 45 years, I am still with my starter wife. It's all worked out pretty good." ■



TECHNICALLY SPEAKING

Doubra C. Ambaiwei

Occupational Exposure Limit (OEL) of asphalt in Ontario

Did you know that the Occupational Exposure Limit (OEL) of asphalt in Ontario changed from **5 ppm total to 0.5 ppm in particulate soluble in benzene**? Early in January, 2020, the OEL for asphalt fumes as a benzene-soluble aerosol, inhalable, was reduced from 5 ppm to 0.5 ppm. If you didn't know, now you do! This change is noted in **Ontario Regulation (O. Reg.) 833 – Control of Exposure to Biological and Chemical Agents**. The details and all references to occupational exposures limits are available in the links provided below:

- Current Occupational Exposure Limits for Ontario Workplaces Required under Regulation 833
- Reg 833 – Control of Exposure to Biological and Chemical Agents

One question arising from the change to O. Reg. 833, and its application to the construction sector, is whether the change requires the occupational use of respiratory protection. This article seeks to provide some clarification in this regard.

To begin, the primary emissions associated with asphalt cement and/or hot mix asphalt are air emissions including particulates (dust), combustion gases, organic compounds and odour, as well as noise. Specific to the chemical releases, these vary depending on the crude oil source, the type of asphalt being produced, and the production and placement processes employed. In general, the asphalt fumes are a mixture of several different types of chemicals including:

sulphur oxides (SO_x), nitrogen oxides (NO_x), carbon monoxide (CO), and carbon dioxide (CO₂), including organic compounds, volatile organic compounds (VOCs) and semi-volatile organic compounds such as polycyclic aromatic hydrocarbons (PAHs).

As reported in the Environmental Essentials column of the spring 2018 issue of *ASPHALTopics*, the Government of Canada deemed from their Final Screening Assessment for Asphalt and Oxidized Asphalt that exposure of the general population to asphalt and oxidized asphalt is low; therefore, they are not considered to constitute a risk to human health at current levels of exposure.

In terms of Occupational Exposure Limits, it is important to note that asphalt fumes are not in the exposure table listings, but the particulate soluble in benzene does have a Time Weighted Average (TWA) of 0.5 ppm in the Ontario table under O. Reg. 833. The Short-Term Exposure Limit (STEL) or Ceiling Limit (C) is 2.5 ppm, and there is a notation regarding skin, which means that this must be considered as part of the contribution of overall exposure by the cutaneous route, including mucous membranes and the eyes, by contact with vapours, liquids and solids. The skin notation indicates that occupational over-exposure may occur following dermal contact with liquid and aerosols even when airborne exposures are below the limits.

ADVERTISERS' Spotlight

To my understanding, exposures are a bigger issue when paving in confined spaces such as tunnels as opposed to open-air paving sites. The amount and, to a certain extent, the composition of emissions to which workers are exposed during operations is highly dependent on temperature. At elevated temperatures, during handling of asphalt cement and hot mix asphalt, small quantities of hydrocarbon emissions are given off. A study into the temperature range relevant for paving applications suggests that the Benzene Soluble Fraction emission rate may increase by a factor of 2 about every 11 to 12.5°C temperature increase at typical paving temperatures¹.

In response to the earlier question on use of respiratory protection, it remains the employer's responsibility to complete a comprehensive risk exposure assessment in order to determine if the OEL is being exceeded as per the January 2020 changes to O. Reg. 833 sections 3 - 7.2. This may involve testing at the worker level during the activity being performed in order to determine whether TWA is being exceeded, and whether any engineering and/or administrative control(s) can or should be put in place to reduce exposure before resorting to personal protective equipment (PPE).

If there is a risk of exposure, the employer must control or mitigate that exposure using the hierarchy of controls to reduce or eliminate that exposure. If the employer determines that the only way to protect the worker from exposure is to provide a respirator to the worker, the employer would require a respiratory program as per O. Reg. 833. If the employer provides a respirator, they will also have to ensure it is NIOSH (National Institute for Occupational Safety and Health) approved and in compliance with O. Reg. 833 sections 9 - 13. The Canadian Safety Association (CSA) standard for supplied-air is also outlined in O. Reg. 833.

It should also be noted that, within the regulation, is the Ontario table listing OELs. Under sections 4 of the regulation, it references that compounds not found in the Ontario table will be found in the ACGIH (American Conference of Governmental Industrial Hygienists) tables.

For further explanation, it is recommended that O. Reg. 833 be read in entirety. It is further recommended to reference OAPC's revised Hot Mix Asphalt Safety Data Sheet (HMA SDS). The SDS can be accessed at the link provided below:

- <https://orba.org/wp-content/uploads/2020/10/2020-OAPC-Safety-Data-Sheet-HMA-SDS.v1.pdf>

OAPC's 2015 *Environment Practices Guide* (EPG), available on the OAPC website, details best practices and references to assist plant operators in operating and maintaining their facilities in a manner that minimizes potential environmental impact. However, it does not claim to be all-inclusive or to cover all possible options. Users are advised to seek manufacturer and/or consultant advice where more extensive process and equipment controls are necessary. The recently published Asphalt Mix Industry Standard (AMIS) may also contain important references pertaining to asphalt fumes. ■

¹ Eurobitume Asphalt institute, The Bitumen Industry-A GLOBAL PERSPECTIVE, second edition, USA: Asphalt Institute Inc. and European Bitumen Association-Eurobitume, 2011.

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ENVIRONMENTAL ESSENTIALS

Christina Wright

The Asphalt Mix Industry Standard is finally here

Years in the making, the Asphalt Mix Industry Standard (AMIS) was published by the Ministry of the Environment, Conservation and Parks (MECP) on October 27, 2020. The AMIS is an industry-type technical standard that all asphalt plants in Ontario (including portable asphalt plants) can register to if they choose. The AMIS was developed because the MECP announced a new, very low, benzo(a)pyrene (BaP) Point-of-Impingement (POI) limit, which came into effect July 1, 2016.

Since some asphalt plants determined that they would not be able to meet the new BaP POI limit, OAPC asked the MECP to develop an industry standard for BaP as an alternative compliance option under O. Reg. 419/05 for those asphalt plants. During the development period, the asphalt plants that identified that they were unable to meet the BaP POI limit entered into abatement action plans. The last action item in these plans is to complete AMIS registration for BaP.

OAPC, along with ORBA, have spent countless hours since 2013 in stakeholder consultation with the MECP advocating on behalf of industry, and the publication of the AMIS is the final milestone in that process. Through the process, the MECP expanded the list of contaminants to include volatile organic compounds (VOCs), metals, nitrogen oxides, sulphur dioxide, suspended particulate matter, and respirable silica in addition to BaP.

The AMIS covers all emission sources for an asphalt plant, plus crushing and screening of recycled asphalt pavement (RAP). Only stationary asphalt plants with no other operations (other than RAP crushing/screening) on the same property or in their Emission Summary and Dispersion Modelling (ESDM) report can register for suspended particulate matter and/or respirable silica.

For those facilities that require the AMIS, or those that want to consider registration, OAPC has developed a

decision matrix for its members to provide guidance.

Under the AMIS, asphalt plants will no longer need to demonstrate compliance to POI limits in their ESDM report for the contaminants they are registered for. Instead, those plants will be required to comply with the requirements in the AMIS for those registered contaminants. Requirements are contaminant-specific and may include: an asphalt mix temperature performance limit, electronic monitoring of temperatures, scavenging systems, inspection and maintenance items, management of complaints, record keeping and reporting, etc. Unregistered contaminants will continue to need to meet POI limits, and be included in the emission calculations and dispersion modelling in the asphalt plant's ESDM report.

The AMIS is available on the MECP's website at <https://www.ontario.ca/document/technical-standards-manage-air-pollution-0/asphalt-mix-industry-standard>. ■

Christina Wright is Senior Environmental Scientist at BCX Environmental Consulting, a Canadian environmental engineering company specializing in providing expert environmental consulting services.

INDUSTRY NEWS

OAPC VIRTUAL FALL ASPHALT SEMINAR

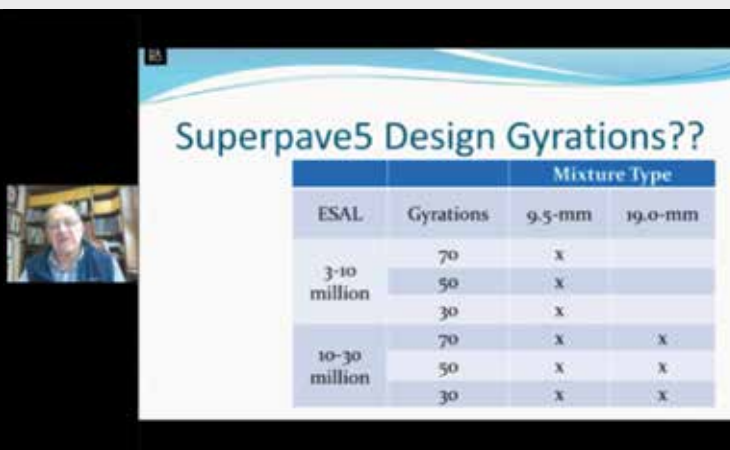
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First keynote speaker Matthew Sweezie, Paving Engineer, Construction Branch, Department of Transportation and Infrastructure, New Brunswick.



Superpave5 Design Gyration??

ESAL	Gyration	Mixture Type	
		9.5-mm	19.0-mm
3-10 million	70	X	
	50	X	
	30	X	
10-30 million	70	X	X
	50	X	X
	30	X	X

Second keynote speaker Gerald Huber, Associate Director of Research, Heritage Research Group.

Innovation and collaboration were at the forefront of the 2020 Virtual Fall Seminar on November 26, 2020.

Leading industry experts presented on cutting-edge practices and new technical advancements in the asphalt industry. Keynote speakers included Matthew Sweezie from the Department of Transportation and Infrastructure, New Brunswick, who presented on Warm Mix Implementation: New Brunswick's Experiences, and Gerald Huber from the Heritage Research Group who presented on Superpave5.

Over 185 individuals registered for the event and were highly engaged within the virtual platform. To learn how together we are paving the way for excellence, go to our event archive found here: <https://orba.org/oapc-fall-asphalt-virtual-seminar/>.

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ASPHALT MIX INDUSTRY STANDARD WEBINAR

ORBA and OAPC kicked off the first webinar of the year on January 22, 2021 with presenter Christina Wright, Senior Environmental Scientist, BCX Environmental Consulting. The webinar, *Overview of the Asphalt Mix Industry Standard (AMIS)*, included how industry standards work, how a facility decides if they can/should register, and a summary of requirements. This and other ORBA webinars are in the ORBA Webinar Library: <https://orba.org/orba-webinars/>



ORBA

Overview of the Asphalt Mix Industry Standard (AMIS)

Presented by Christina Wright, M.Env.Sc., EP, Senior Environmental Scientist, BCX Environmental Consulting

ORBA

12:00 PM - 1:00 PM
January 22, 2021

WEBINARS



ORBA VIRTUAL SUMMIT FORGING THE ROADWAY AHEAD

For the first time in 94 years, ORBA's annual

convention was presented as a virtual summit bringing together 576 registrants over four days – January 27 to 28 and February 3 to 4, 2021. The OAPC Annual General Meeting took place on January 28 and included the 2020 OAPC awards ceremony and closing comments by incoming chair, John MacKay, Aecon Group Inc. PDF presentations from the event are on the summit landing page: <https://orba.org/summit/>

L-R: Ivan Levac, R.W. Tomlinson Limited, 2020 OAPC Chair; Rick Logozzo, Coco Paving Inc.; and John MacKay, Aecon Group Inc., 2021 OAPC Chair.

4th ANNUAL MUNICIPAL PAVING AWARD WINNER ANNOUNCED

Steed and Evans Limited was awarded the fourth annual Municipal Paving Project of the Year Award. The award was presented virtually at the Ontario Good Roads Association (OGRA) conference on February 23, 2021.

The three finalists for the award were Coco Paving/County of Simcoe for Simcoe County Road 6; Tomlinson Ltd./Town of Smiths Falls for the revitalization of Beckwith Street; and this year's winner, Steed and Evans Limited/City of Hamilton, for the reconstruction of Highway 8.

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.

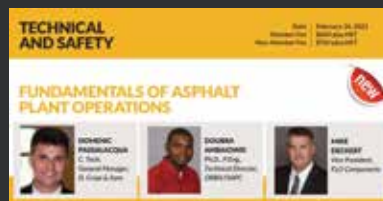


SKILLED TRADES VIRTUAL CAREER FAIR

On February 26, ORBA/OAPC's Marketing & Communications Director Abigail Wright Pereira was a panelist for Canadore College's Skilled Trades Virtual Career Fair. In addition to her presentation on career opportunities in the asphalt and road building industry, there were three presentations from employers representing northern Ontario. Twenty-one students attended. During the Q&A session, students were eager to learn more about the industry, its members, and posting their resume on the student resume portal on OAPC's website. Visit the portal to review resumes at <http://www.onasphalt.org/careers/careers.html>

ORBA ROAD BUILDING ACADEMY WEEK – LEARN FROM THE BEST

The 14th annual ORBA Road Building Academy Week took place from February 22 to 26, 2021 on a digital platform. The 2021 program included three courses with an asphalt focus.



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OAPC ROADS SCHOLARSHIPS SPOTLIGHT



Samantha Everson, Centennial College

Samantha is currently enrolled in the Heavy-Duty Equipment Technician Program and is about to finish her third semester. After graduation she plans on getting an apprenticeship and later

becoming a fully licensed heavy equipment mechanic. She hopes to work as a field technician before going back to her family's excavating business with the goal of taking over management of the company.



Finn Zygowski, Centennial College

Finn is in his second year of study and hopes to secure an apprenticeship in the heavy-duty realm soon after he graduates. He aspires to be an excellent technician, but also wants to continue to

grow and learn new skills that can help him both on the job and in his personal life.

CONGRATULATIONS TO THE 2021 ROAD SCHOLARSHIP RECIPIENTS.

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THE LAST WORD

Paul Lum

Greetings from south of the border!

I recently learned that I was nominated for OAPC's Honorary Life Membership award. It is such an incredible honour to be amongst the thirteen other recipients who have received this award – people like Earl Kee, Don Budd, John Carrick Sr., Joe Boccia, Mike O'Connor, Robin Beamish and Mark Rivett, to name a few.

Where should I start? After graduation, I started my first full-time job working for Dr. John Emery as Manager of Laboratory Services at JEGEL. The salary wasn't great, but I was determined to learn from one of the best in the asphalt industry.

An opportunity to manage my own asphalt materials testing laboratory presented itself when Mark Rivett asked me to join the Warren Paving & Materials Group and manage Ashwarren Engineering Services in early 1991. Mark was very supportive of me getting involved on OHMPA's Technical Committee and the Canadian Technical Asphalt Association, eventually leading me to be presidents of CTAA (2001) and OHMPA (2008).

During the 1990s, Ashwarren was growing and we needed to hire more technical people. One individual who stood out was Donn Bernal who applied for a work term while in his last year at university. We hired him and later brought him on fulltime after he graduated. Some people have the knack to learn and grow and Donn was one of them.

Likewise, after joining Warren in the mid 1990s, Mike Greco was always challenging me to innovate and build a better HMA product to address cracking and longer-term performance. We finally succeeded and started placing these mixtures on the MTO's three year 'Min-O' warranty projects. I've also had the opportunity to work with many other incredible people from Warren/Lafarge including Steve Manolis, Selena Lavarotto, Gelu Vasiliu, Tony Kucharek, Amma Wakefield, Domenic Passalacqua, Michael Esenwa and Andrew Pahalan.

In the mid 90s, MTO decided to re-engineer how they procured and delivered services in the administration of contracts leading to the implementation of HMA end-result-

specification (ERS), and OHMPA played a key role. Ashton Martin asked Fernando Magisano and me to join the ORBA HMA Technical Committee to provide the technical expertise and support during the development of ERS. Industry members supplied their QC/QA test results so that we could analyze whether the proposed specifications were doable! There were many heated discussions; however, we were able to shake hands at the end of each meeting. This was true respect for each other.

When the ministry decided to look at life cycle cost analysis (LCCA), Wayne Carson (OHMPA president) asked Vince Aurilio and me to represent OHMPA. This was very interesting because we were able to get recognition for asphalt innovation such as PMA, smoothness specification, increased compaction requirements, tack coat, etc. to benefit hot mix asphalt LCCA.

I now work for Colas Inc. as Technical Director in Morristown, New Jersey. I am also responsible for the applied research and development laboratory in Cincinnati, Ohio. I have taken up road cycling with cycling trips overseas, and more recently my wife, Soutien, and I went to Riccione, Italy, with several cycling friends to enjoy the scenery, food and wine before COVID. As for retirement, I imagine it may happen in 3 to 5 years so long as I'm still having fun.

As we've seen in Europe, climate change and reduction in the overall CO₂ impact will influence how we manage our production facilities and design asphalt pavements by incorporating products that are environmentally friendly or longer lasting. As a result, OAPC leadership will continue to be needed to provide guidance to specifiers and owners and be a collective voice for the members. In support of this, industry will continue to need technical people with business acumen who are willing to learn and effectively communicate. ■

Paul Lum is Technical Director of Colas Inc.

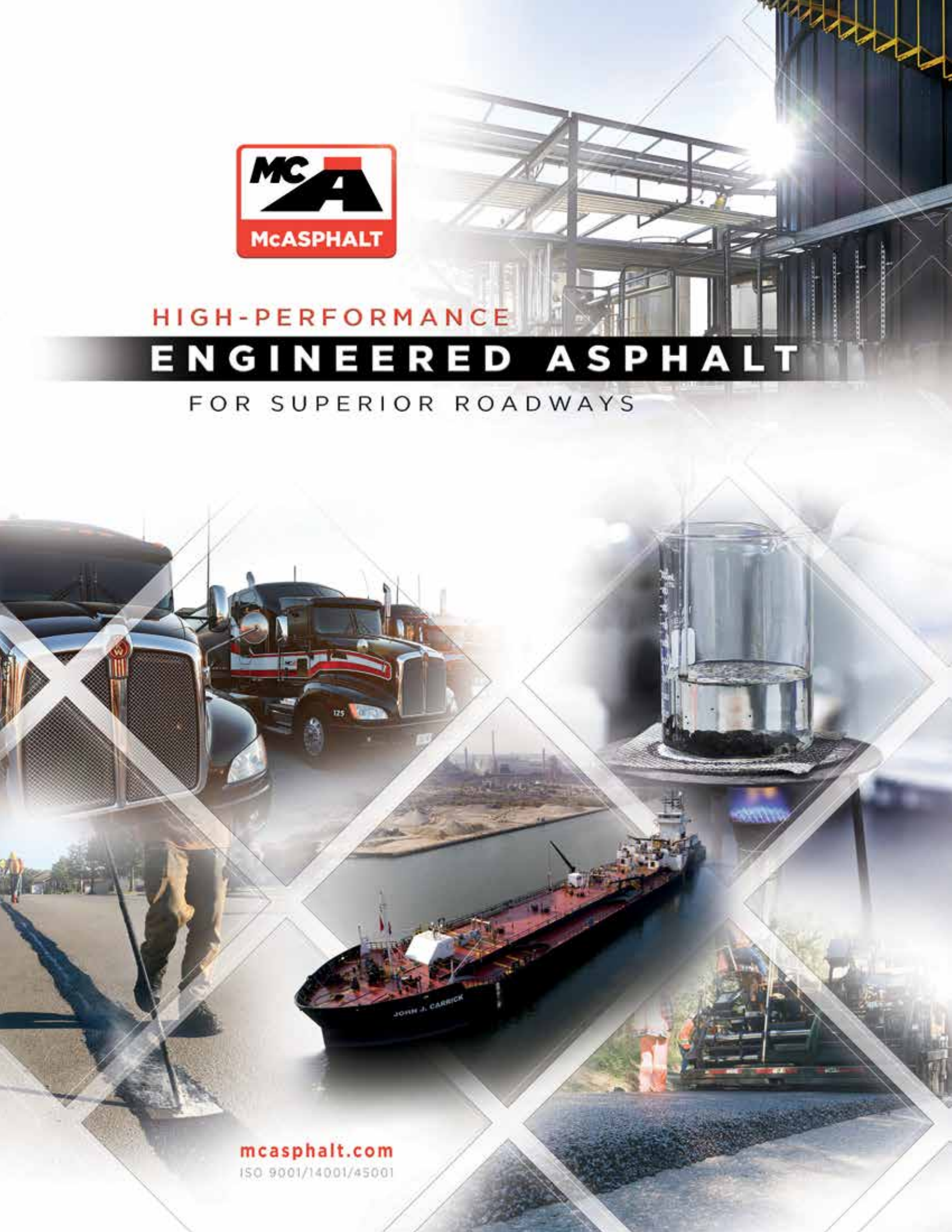


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