

ASPHALT**Topics**

SPRING 2025 | VOL38 | N01



CHRIS CAMPBELL
incoming OAPC chair

GLOBAL TRENDS
high RAP mixtures

AWARDS 2024

asphalt ontario rides on us



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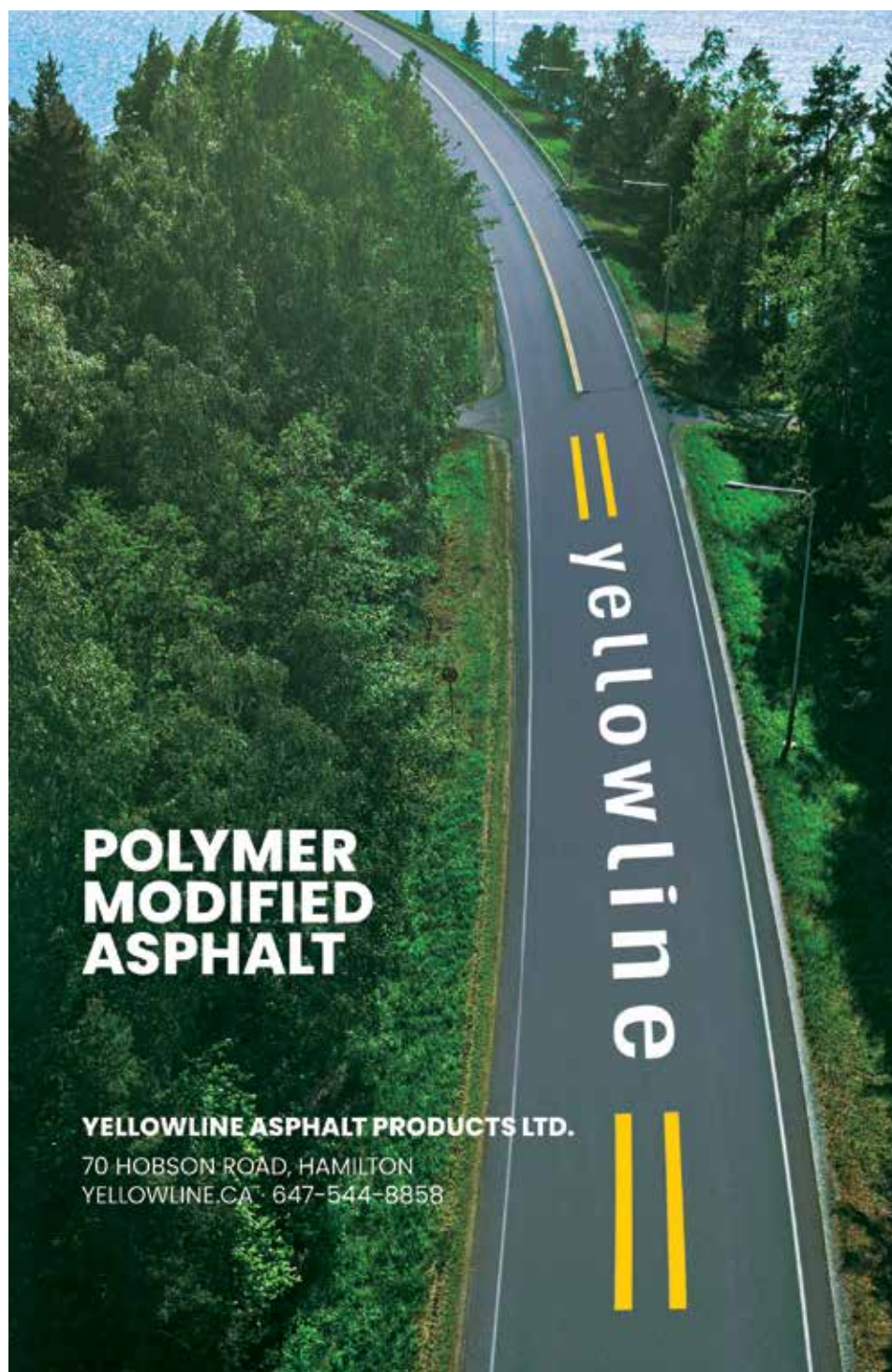
COVER PHOTO
NPA Ltd. paving high RAP mixture on Highway 55 in Alberta. (Miller)

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Asphalt Mix Performance Testing (AMPT)
Bridge Deck Waterproofing Membrane (OPSS 1213)
Joint and Crack Sealant (ASTM D6690)





CHAIR'S CORNER

Steven Manolis
Chair

OAPC priorities matter

Our success in promoting quality and sustainable asphalt products and paving techniques in Ontario is driven by our focus on the priorities of the council.

Quality

OAPC is highly committed to quality. Our *Top 10 List - Ways to Get More Durable HMA Pavements* publications are available on our [website](#).

Each June we host the Asphalt Technical Symposium (ATS) bringing together some of the best minds in Ontario to discuss leading edge asphalt testing and technology. Topics at this year's ATS included requirements for the proper implementation of balanced mix design and performance testing, performance testing research undertaken by the Ontario Asphalt Expert Task Group (OAETG), efficient test parameters to identify the best performing asphalt binders, and a framework for a high RAP pave-in.

We have launched the development of an asphalt plant certification program to add elements of quality to the environmental best practices in our Trillium Award program. Our government stakeholders have expressed their interest and support of this initiative.

Sustainability

Roads that last and are constructed with sustainable materials and processes such as RAP, reductions in mixing temperatures, and improvements in compaction with the use of warm mix technologies will advance the sustainability of our industry. We are pleased to be working with the Regional Municipality of York on a high RAP pavement trial in 2025 which includes funding from the National Research Council Canada (NRC) for long-term monitoring of pavement performance.

We have also undertaken the development of an Environmental Product Declaration for asphalt mixes in Ontario with the support of funding from the NRC.

Codes, Standards, and Specifications

Effective specifications are ones that ensure quality, may be challenging but are practical to meet, and are consistent across the province. One of the most significant challenges that we face is with the rapid changes to and many different versions of

municipal specifications across the province – some of which we do not believe can be practically met on a consistent basis. We will continue to advocate for harmonized specifications which ensure quality and are practical to achieve as we believe that this is the best way to improve quality.

The OAPC Environment Committee has worked with the Ministry of Environment, Conservation and Parks to improve the consistency with which air modelling assessments are conducted for asphalt plant ECAs.

Research and Education

Highlights on the OAPC calendar are the Spring Operations Seminar and the Fall Asphalt Seminar which bookend the start and the end of the paving season and provide valuable educational opportunities for our members and stakeholders.

The OAPC Roads Scholarship program awards scholarships to deserving Ontario college students in order to promote our industry to the next generation.

OAPC continues our sponsorship of a multi-year research program into mix performance testing conducted by the OAETG. The research has yielded important findings into the challenges which must be overcome when considering the implementation of mix performance test specifications in Ontario.

Advocacy and Stakeholder Relations

OAPC values and seeks to build strong relationships with our stakeholders. We will continue to advocate quality and sustainable pavements and an industry where we can all be successful.

It has been a pleasure to serve as the 2024 chair of the Ontario Asphalt Pavement Council. I am humbled by the extraordinary commitment and support that we have received from our board of directors, committee chairs and members, ORBA, and all of the dedicated industry members that I have met this past year. We are a passionate industry and we are 'all-in'! I would like to congratulate incoming chair, Chris Campbell. I know that we are in good hands. ■



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OPERATIONS CORNER

Doubra C. Ambaiwei
Director, Technical Services

All hands on deck!

Welcome, asphalt professionals and enthusiasts! We are excited to introduce the 2025 spring edition of your favourite *ASPHALTopics* magazine – your essential guide to everything asphalt-related in our vibrant province. Whether you are an industry veteran, an emerging engineer, or someone passionate about asphalt innovation, this magazine is designed to unite and empower our community for the betterment of our industry.

In case you missed it, there has been a leadership transition within OAPC's governing structure. As of February 4, Chris Campbell has officially taken on the role of chair for the council for 2025 which includes a seat on the ORBA board of directors. **Congratulations** to the 2025 OAPC executives and all returning and new directors on the council! We extend our heartfelt thanks to the outgoing 2024 executives and council directors for their dedicated service.

Operationally speaking, 2025 presents several opportunities for OAPC to advance key initiatives aligned with our strategic priorities of **Quality; Sustainability; Standards, Specifications and Regulations; Research and Education; and Advocacy and Stakeholder Relations**. We continue to build on the momentum from 2024, emphasizing implementing our strategies, particularly "**efforts to decarbonize the asphalt industry**." This includes exploring cutting-edge developments in asphalt materials and techniques, providing expert advice on construction and maintenance best practices, and offering essential updates on specifications and regulations that

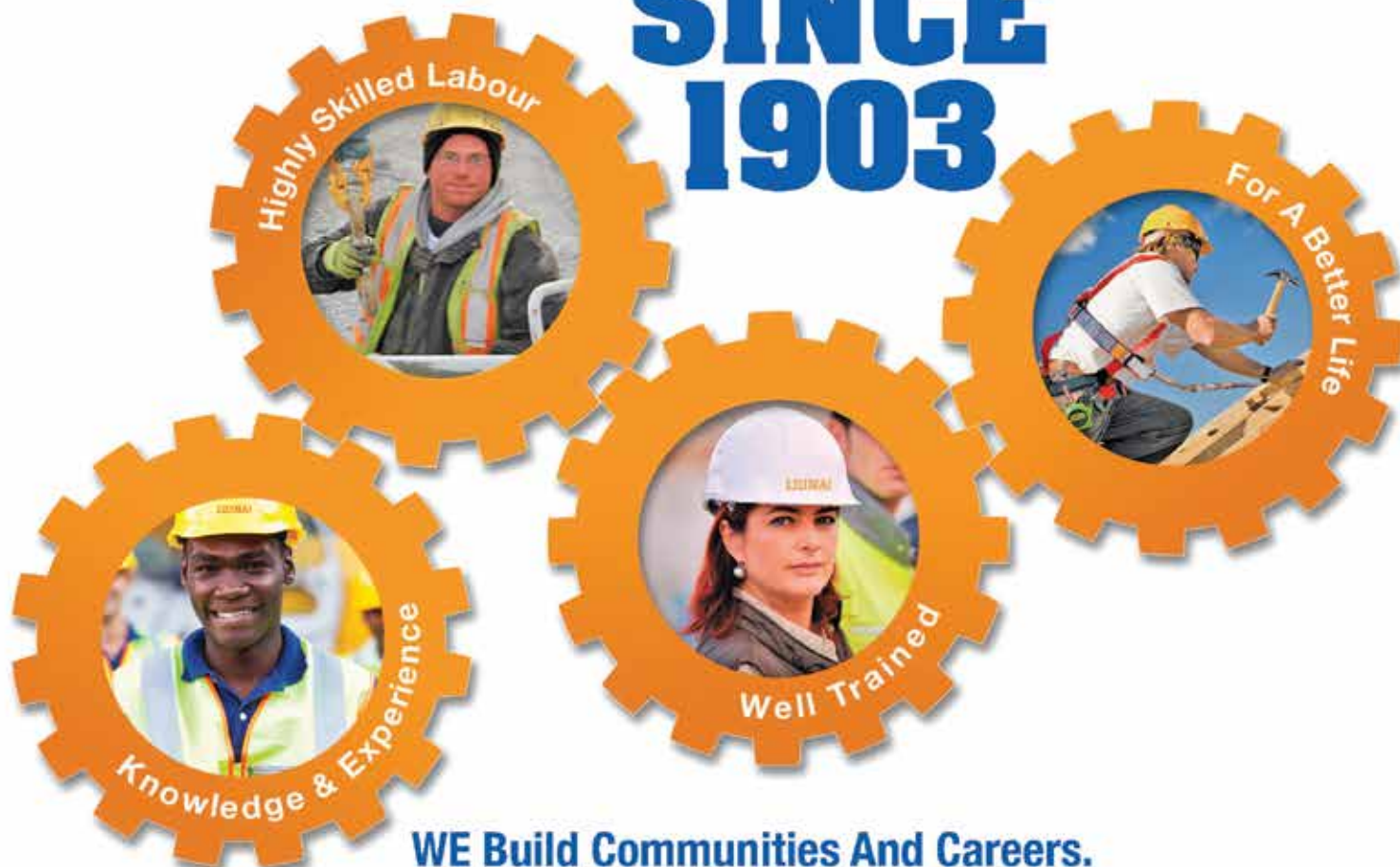
impact our work. We will spotlight visionary companies and groundbreaking projects across Ontario to provide fresh ideas and necessary tools for success in this dynamic field.

Our commitment to mentoring the next generation of road builders is enhanced at this year's **Spring Operations Seminar** (SOPs 2.0). Mark your calendars for April 10 in Hamilton. The discussion will highlight experiences, insights, and visions that emphasize the importance of mentorship in attracting and retaining talent in the road-building industry, particularly within asphalt paving. We will address the role of educational institutions and strategies for fostering mentorship principles that engage and inspire students from various educational levels, especially those in high schools.

We firmly believe that collaboration and shared expertise are keys to success. We invite our readers and members to actively participate by submitting your knowledge – whether it be pioneering research, innovative solutions, or real-world experiences. Your contributions are crucial in shaping the future of asphalt technology in Ontario. Thank you for being part of this exciting journey, because it is "**all hands on deck – together, we can pave the way toward a more sustainable and progressive future for the asphalt and road-building industry in Ontario.**"

As always, I look forward to hearing from you about all things asphalt. Enjoy the spring activities and the content of this spring edition of *ASPHALTopics*. Thank you! ■

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MARCOM MATTERS

Kourtney Adamson

An exciting year ahead!

As we put the long, cold, and snowy winter behind us, we welcome spring and the warmer weather and an exciting new season.

OAPC is looking forward to a wonderful line-up of outstanding events starting with the OAPC Spring Operations Seminar with its amazing line up of presentations followed by a first ever tour of an asphalt cement terminal. Key sessions include Mentoring the Next Generation of Road Builders, RAP Moisture Management, Asphalt Cement 101 and Asphalt Binders 101. Don't miss out on the equipment show and technical tour of asphalt blending at the Yellowline Asphalt Products Ltd. terminal.

We also have the "one and only" must-attend golf tournament on August 28 which is always a sold-out event, and this year promises more unique hole sponsorship and fantastic networking. We'll round out our full year agenda with the Fall Asphalt Seminar on December 4, the largest asphalt seminar in Ontario, and the OAPC Chair's Dinner the night before, a special evening to celebrate the hard work of our industry and our partners who support us throughout the year.

OAPC is also dedicated to our continuous goal of education so we will also be offering webinars throughout the year.

Keep an eye out for those educational opportunities in the Industry News section of *ASPHALTopics*, Information Highway Newsletter, and the website.

As one of the mandates of the council, OAPC will be focusing on the harmonization of specifications throughout Ontario through marketing and communications. OAPC started this drive for harmonization of specifications in 2025 with an informative presentation at the ORBA convention in February. A panel of highly qualified and respected experts in the industry laid out the importance of harmonization of specifications from a variety of perspectives and the challenges of working with a scattered number of current specifications.

OAPC will keep all our members updated on all emerging developments towards our objectives through regular communications. We are looking forward to an exciting, successful, and safe 2025 season. ■

Kourtney Adamson is Sales Manager for Yellowline Asphalt Products Ltd. and Chair of the OAPC Marketing Committee.

As the incoming chair of OAPC, Chris Campbell brings a wealth of knowledge through his educational background, experience, and on-the-job training. Eager to get started in his new role, he believes his perspective will help him build on the strong foundation provided by past leadership and hopes that his passion for both learning and teaching can further advance the goals of the industry.

Meet incoming OAPC chair

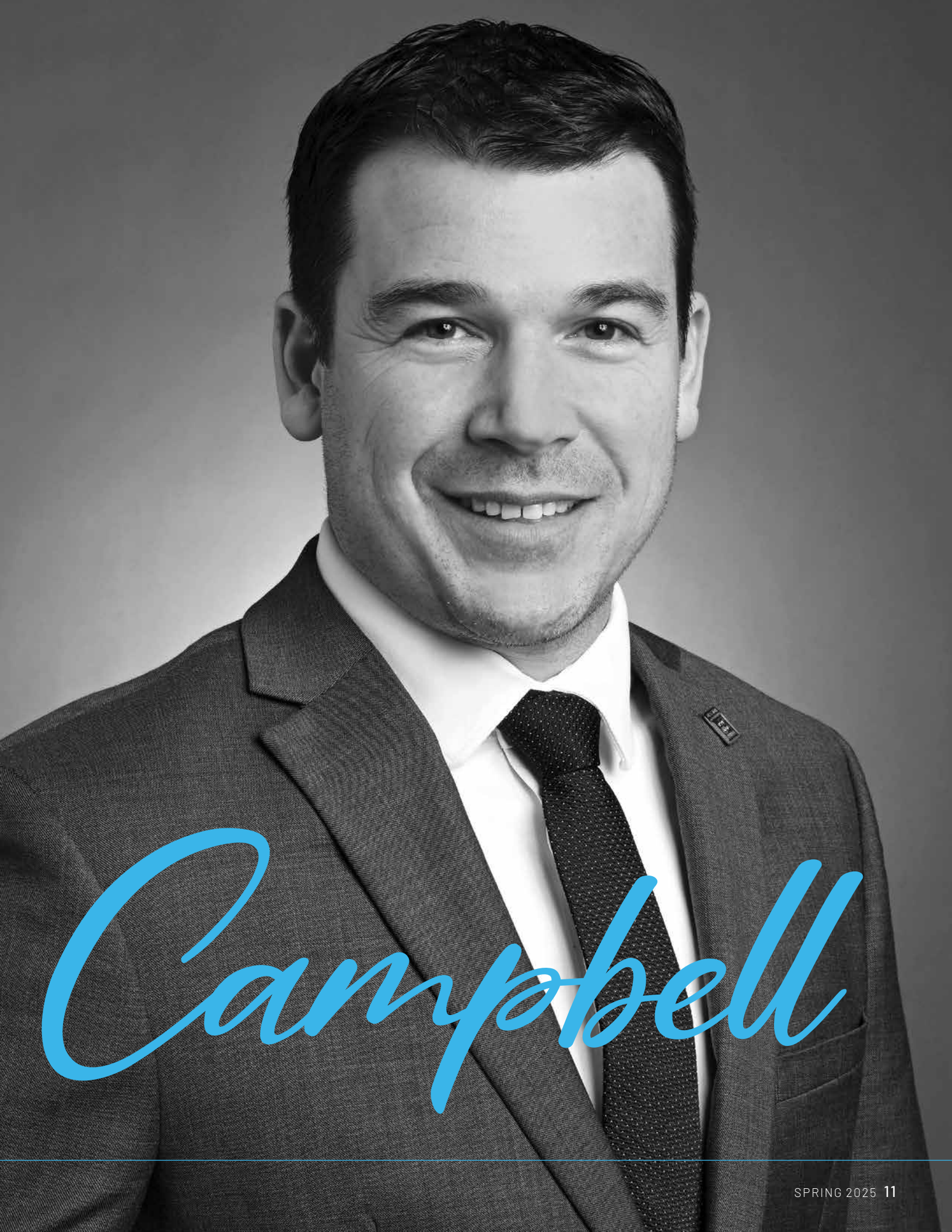
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&
A

Q: TELL US ABOUT YOUR BACKGROUND AND HOW YOU GOT STARTED IN THE BUSINESS.

I was born and raised in and around Halifax, Nova Scotia. I attended Dalhousie University and finished with a Bachelor of Science in Chemistry. During the summers, I worked as a general labourer to support myself, gaining experience in the road construction industry. When I finished my degree and began looking at job opportunities, I found it more practical to continue in the construction industry rather than pursue a doctorate or a career in a laboratory.

The company I worked my summers with offered me a project co-ordination role. One day, I happened to bump into the new president of the company who informed me that they were building a new asphalt emulsion facility and lab and he thought it sounded like a good fit for me based on my background. Through this unexpected opportunity, I altered my career path to starting up an asphalt lab, working around asphalt products, and procuring asphalt materials for the road-building industry. »

Chris



Campbell

JUST THE FACTS

EDUCATION

- B.Sc. Chemistry (2007), Dalhousie University, NS

WORK HISTORY

- 2024 – present Global Asphalt Group Lead; North America Asphalt Technical Lead – Imperial Oil
- 2021 – 2024 North America Asphalt Group and Technical Lead – Imperial Oil
- 2019 – 2021 Asphalt Regional Technical Advisor – Imperial Oil
- 2015 – 2019 General Manager – General Liquids Canada
- 2011 – 2015 Operations Manager – General Liquids Canada

OAPC PARTICIPATION

- Council Chair
- Asphalt Technical Symposium (ATS) Co-Chair

HOBBIES

- Traveling
- Playing/watching sports

Q: YOU HAD A LOT OF EDUCATION BEFORE ENTERING THE FIELD AND THERE ARE CERTAINLY A LOT OF EDUCATED PEOPLE IN THIS INDUSTRY, BUT YOU BELIEVE THAT EXPERIENCE ALSO PLAYS A GREAT ROLE.

While education is valuable, this is still an industry where hands-on experience can be just as critical. We have plenty of well-educated engineers, scientists, and managers, but we also have senior leaders who started with boots on the ground and have worked their way up. It's an important part of why I like this industry.

Q: SO YOU BELIEVE YOUR COMBINED EXPERIENCE HAS BEEN A BENEFIT.

Yes. When I started working summers in road building and construction, I promised my parents that I would never pursue a career in the industry. But once you get indoctrinated into the construction industry, you tend to stay – and I was young and the money was good! Once I fell into the world of liquid asphalt, I realized that it was a niche field where I could combine my skills and experience with my education in chemistry, and I knew I had found my place.

Q: HOW DID YOUR CAREER PROCEED FROM THERE?

As I mentioned, the lab where I started was kind of a start-up. The company had previously bought materials from others, and it was the first opportunity for them to build their own internal supply. I started as a lab technologist but quickly moved up to become the operations manager. This is where I was able to lead tasks such as asphalt emulsion production, product testing, terminal operation, raw material procurement, asphalt product R&D, and customer support. From there I worked my way up to general manager, where my responsibilities now included day-to-day site management, supply chain management, industry advocacy, business growth and financial stewardship.

Q: HOW DID YOUR MOVE TO IMPERIAL OIL TAKE PLACE?

Imperial Oil was looking for somebody for their technical portfolio who had exposure to the end use of their product. The goal was for me to help them better balance the science that goes into the refining process of making asphalt products with how the customer perceives that and works with it, as well

as assisting with their advocacy and product development. I was hired in 2019 and made the move from Halifax to Sarnia.

Since then, I've worked my way from being a regional technical advisor for the asphalt group, focused on production, advocacy and customer support in the northeast U.S. and eastern Canada, to my current role as the global asphalt group lead. I now assist asphalt production at all our global sites within ExxonMobil by supporting our technical teams in North America, Europe and Asia-Pacific.

Q: HOW DID YOUR RELATIONSHIP WITH OAPC COME ABOUT?

When I joined Imperial Oil, a key part of my role was to provide support and advocacy to industry and customers. Given my background and experience with specification requirements and relationships with government departments in eastern Canada, engaging with OAPC was a natural fit. I saw the opportunity to bring a fresh regional perspective, provide a different exposure and history, and see how the association runs. I jumped in quickly and I love being part of the council.

Q: HOW DO YOU SEE YOUR ROLE AS CHAIR?

For me, my role as chair is not about imposing my own agenda, but about learning, teaching, and supporting the industry through the council. I'm passionate about advocating for the good use of asphalt and am excited and energetic about what I do. I didn't actively seek a leadership role, but when I was asked to take on an executive role within the council, I saw it as an opportunity to further my personal development while bringing a new outlook to the council and contributing meaningfully to the industry.

Q: DO YOU HAVE PRIORITIES?

I think we have a fantastic set of strategic pillars already in place, and my goal is to continue building on the great program and criteria set by my predecessors. I want to continue to engage and push our strategic plan and continue to develop tactical opportunities as they come up. A lot of owners and agencies are looking for information on how they can improve their roads and they may be making specification changes without a true understanding of the science or industry consequences. Our role is to go and speak with

them, develop good relationships, show them that we are promoting fundamental science, and advocacy. It's about trying to rebuild and re-establish communication, continuing the collaboration, showing our agency friends that we're here to talk, and we're here to help.

Q: WHAT ARE SOME OF THE CHALLENGES THAT YOU WILL HAVE TO DEAL WITH?

One of the biggest challenges we face is the specification changes I mentioned. Agencies are looking for new specifications to help them improve the lifecycle of their infrastructure, and although they may be well-founded, sometimes the changes can cause unintended challenges, affecting the industry's ability to supply quality asphalt. Our role is to explain the impact of these changes and work closely with the agencies, owners and suppliers to find solutions to their problems, allowing them to make informed decisions that lead to better, more sustainable roads. As well, through changes in organization, we sometimes lose touch with the local associations. We must continue to foster those relationships.

Another challenge we face is the integration of recycled products, like reclaimed asphalt pavement (RAP), and how we can leverage some of the materials that tend to be stockpiled so we can integrate them effectively back into new mixes. While this is not a new topic, it is still a real problem. Our association needs to work with our agencies to better understand this and to come up with a solution that can be effectively implemented.

Q: FINAL THOUGHTS?

Though, as an industry, we need to move away from being reactive and set our sights on proactive initiatives, I still love to be caught up in the rush of a challenge. I thrive on working through the problem, coming up with a plan, and collaborating to overcome and

find a solution. As much as it sometimes intimidates me to be in that moment, it is exhilarating to work through those challenges, meet new people and build new connections while establishing change and finding resolution. ■

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



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A photograph of a paved road winding through a landscape with trees and hills under a clear blue sky. The road is dark asphalt and curves to the right in the distance. The background shows a line of trees and a clear sky.

GLOBAL TRENDS IN ASPHALT & PAVING TECHNOLOGY

What's the rest of
the world doing?

by **Mate Jurkin**

As an industry, it's important that we stay informed about global trends in asphalt and paving technology, and what the rest of the world is doing. In 2024, two articles in *ASPHALTopics* focused on asphalt sustainability trends currently happening within the United States, and the technological advances within the asphalt production processes that enable improved quality within mixes where RAP contents exceed 50 per cent.

This article focuses on how agency and contractor collaboration as well as a Quality Management Plan can be effective in allowing more RAP into asphalt mixtures.

AGENCIES WORKING COLLABORATIVELY WITH CONTRACTORS ON SUSTAINABLE BEST PRACTICES

In 2024, we saw a multitude of publications and information sharing focused on carbon reduction strategies and allowing more RAP into asphalt mixtures. To highlight a few:

- Environmental Product Declarations (EPDs) first published in Canada;
- OAPC proactively working with York Region to set up a high RAP pavement pilot project to be completed in 2025;
- MTO expressing an interest in exploring higher RAP contents within their highway mixtures with emphasis on the quality of the RAP; and
- Private owners continuously asking for lower carbon alternatives for their parking areas that will still maintain quality.

We are headed in the right direction here in Ontario, and here is an example from Alberta where the agency worked with the contractor to successfully implement more RAP into the mixes that were tendered and how it was successfully completed. »

Completed high RAP surface course on Highway 750 in Alberta. (Miller)

The project

In 2022, NPA Ltd. (Colas Canada Inc.) and Alberta Transportation partnered up on two highway projects (Hwy 55 and Hwy 750) to produce asphalt containing 40 per cent reclaimed asphalt pavement (RAP) which was higher than their typical limit of 30 per cent.

Nearly 72,000 tonnes of 40 per cent RAP mixes were successfully produced and placed on the two projects between July and November of 2022.

The proposal

This partnership was to collaboratively study the behaviour of asphalt mixes with higher than previously specified RAP contents and to document noticeable differences as the RAP content varied. NPA proposed various mix designs based on three approaches:

1. The Conventional Approach in accordance with Alberta Transportation Specifications;
2. The State of Georgia Department of Transportation (GDOT) Approach which does not factor all of the RAP's binder content into the mix design, resulting in a higher total binder content than a conventional mix; and
3. The Binder Rejuvenator Approach which is to use a bio-based recycling agent that activates the RAP binder incorporated into the mix design while optimizing workability.

In addition to the typical test methods used for material acceptance, rutting and cracking resistance tests were conducted to validate the performance of the different mix designs.

Results and path forward

Both projects were completed successfully under these parameters. Additional mechanical tests are being conducted on asphalt samples from both projects to verify the performance. The future is to potentially incorporate these high RAP mix designs to the list of acceptable products for future projects.

GDOT METHODOLOGY

What differentiates the GDOT method from conventional mix design methodology? GDOT collaborated with GAPA (Georgian Asphalt Pavement Association) to study the true performance of the RAP binder contribution to various mixes. As the RAP content within asphalt mixes increased, the performance of the resulting road structures would worsen. In 2012, they began a program focussing on COAC (Corrected Optimum Asphalt Content) where instead of the common practice of 100 per cent RAP binder contribution, they reduced it to 75 per cent and then subsequently to 60 per cent to see the effects this would have on the performance of the roads.

CORRECTED OPTIMUM ASPHALT CONTENT (COAC)

(60% RAP Binder Contribution)
RAP and Virgin Binder Calculation

- Total optimum AC in mix design = 4.25%
- Percentage of RAP in mix design = 30%
- AC in RAP = 5.09%
- RAP AC contribution = $(5.09 \times .30) = 1.53\%$
- Using GDOT 0.60 RAP binder credit ratio
- $1.53\% \times 0.60 = 0.92\%$
- $1.53\% - 0.92\% = 0.61\%$
- JMF COAC = $4.25 + 0.61 = 4.86\%$
- Virgin AC % = $4.86 - 1.53\% = 3.33\%$

For this example, 0.61% increase in virgin binder content. All mix design performance testing will be conducted at 4.86% binder content.

Note: Information obtained from article "Georgia addresses Pavement Performance Problems linked to High RAP Usage" written by Bob Horan, P.E. dated December 5, 2020.



The pilot project had over 200 field verifications where noticeable improvements were observed with respect to appearance, uniformity of the surface texture, and very few density-related pay reductions.

QUALITY MANAGEMENT PLAN (QMP) FOR THE RAP

Another concern of owners here in Ontario is how do we ensure the quality of the RAP that is being introduced into the asphalt mixes? Is it feasible for asphalt that was once used for a private driveway to be now incorporated into a mix that will be used on a 400 series highway?

This is where a Quality Management Plan is critical. For the project described within this article, the RAP was removed from the job site, brought back to the plant



site for inspection and processing, and then re-introduced back into the mixes for the same road. The project in Alberta was remote and supplied with a portable plant which made this very easy and cost effective as room was not an issue to do this.

The image above shows an example of a site within Ontario where the producer separates millings from regular broken RAP on their site as room allows for it.

Bringing it back to the GTA here in Ontario, real estate is at a premium and asphalt producers may not have the room to do such a thing for each specific project. However, there is something producers can do that could yield the same type of results. They can establish a QMP for their RAP stockpile(s)

that ensures the quality through increased testing frequency, visual inspections, and focus on the recovered asphalt cement from the RAP.

As Ontario agencies begin to allow for more RAP into their asphalt mixtures, the project described within this article is a positive occurrence where the agency collaborated with the contractor to achieve a common goal. There was trust within both parties where they were both pushed outside of their initial comfort zones, but ultimately succeeded. ■

Mate Jurkin, P.Eng., is GTA Asphalt Plant Manager of The Miller Group. Special thanks to Jean-Martin Croteau and Arash Ghahremani of Colas Canada for their input into this article.

TRILLIUM AWARD PROGRAM LOOKS TO THE FUTURE

by Lara Henry

Trillium Award winners care about:

- **quality**
 - **the environment**
 - **their neighbours**
-

The Trillium Award has been recognizing plants that go above the already gold standard set by industry regulations since 2002. 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. To date, 117 plants have earned the Trillium Award and 187 award renewals have been issued.



Recipients of the award have to complete a rigorous self-assessment process to meet high standards in:

- appearance,
- operations,
- environmental (fuel storage, use of the Environmental Practices Guide and Emergency Response Plants),
- safety,
- permitting and compliance (including spill prevention and attention to visible emissions),
- community relations, and
- industry participation.

Plants that receive the Trillium Award retain the status for three years and are then eligible for award renewal.

New for 2024 was the inclusion of the 6th edition of the Environmental Practices Guide (EPG) released by the OAPC Environment Committee which was included in the environment section of the application.

Julian Romano, Operations Manager, Forest Materials Division, of Forest Paving Ltd. was involved in certifying a plant for the first time. Here he reflects about the value of the award and the experience of going through the certification process for the first time.

Q: WHY DID YOU CERTIFY?

A: The Trillium Award recognizes not only excellence in asphalt production and quality but also highlights our commitment to safety, cleanliness, and community engagement. It is one of the few industry awards that goes beyond the material itself, acknowledging the positive impact our industry has on local communities. Receiving this award affirms our efforts to be a responsible and respected business – both within the industry and in the community we serve. »

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EASTERN CANADA

ONTARIO

Where are we today?

- **152 plants in Ontario (approx.)**
- **Roughly 95% are ORBA members**
- **117 new Trillium Awards issued**
- **184 Trillium renewals issued**



The new 2024 Trillium Award winning plants are:



BEAMISH CONSTRUCTION INC.
Hanmer Asphalt Plant



FOREST PAVING LTD.
Forest Asphalt Plant

The 2024 Trillium Award renewals effective through 2027 are:



GAZOLLA PAVING LTD.
Gencor Drum Asphalt Plant



**GREEN INFRASTRUCTURE
PARTNERS (GIP) INC.**
Ajax Asphalt Plant



**GREEN INFRASTRUCTURE
PARTNERS (GIP) INC.**
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Q: WHAT WAS YOUR EXPERIENCE AS A FIRST-TIME CERTIFIER?

A: The certification process allowed us to take a deeper look at our facility beyond our standard protocols. While we regularly assess safety, production, and efficiency, this process encouraged us to evaluate our operations from a broader social and environmental perspective. As part of the certification, we enhanced the appearance of our facility, improved safety and informational signage, and reinforced the importance of engaging with the community where we live, work, and take pride in.

Q: WHAT DID YOU FIND HELPFUL OR CHALLENGING?

A: Self-evaluation can be challenging – it's easy to over think responses or be biased. However, the application was well-structured, with clear prompts that helped guide us through the process smoothly, making it easier to assess our operations objectively.

Q: HOW WAS THE OVERALL EXPERIENCE?

A: The entire experience was rewarding, from completing the application to being recognized at the Fall Asphalt Seminar in front of industry peers. Being able to share this achievement with our employees, customers, and community is a testament to our commitment to being both a good neighbour and an industry leader.

Q: HOW DO EMPLOYEES AT THE PLANT FEEL ABOUT THE AWARD?

A: Our team takes great pride in this recognition. It reinforces that they are part of a company that values excellence and community responsibility. Wearing the Forest Paving brand already comes with a sense of pride, and this award further validates our efforts and direction.

Q: ANY TIPS OR ADVICE?

A: Take the time to complete the application – it's a valuable exercise in evaluating your facility, refining your processes, and reflecting on your role in the community. As asphalt producers, we don't just represent our own companies; we represent the road-building industry as a whole.

Seeing a Trillium Award sticker on freshly painted silos is a special feeling, and I hope more plants across Ontario get to experience it.

JULIAN ROMANO Forest Paving Ltd.

2025 OAPC Trillium Award Program

Apply NOW!

Applications for the 2025 Trillium Award Program are now being accepted until the deadline on **Friday, October 24, 2025**. This is an opportunity for your plant to be acknowledged as among the best in the industry. The application is available [here](#) or on the OAPC website under [Trillium Program](#).

2024 Trillium Award Program Status Report

Since 2002, 117 new Trillium Awards have been issued, and 187 renewals have been completed. Recipients may renew their awards after three years, with an additional 2-year grace period. [Click here](#) to view the 2024 Trillium Award/Renewal Status Report.

FUTURE OF THE TRILLIUM AWARD PROGRAM

OAPC has been reviewing the future of the Trillium Award Program and the feasibility of transitioning the current program into an official asphalt certification program. Corfinium Solutions Inc. has been hired to develop a framework for an Ontario Asphalt Plant Certification (OAPC) Program.

The council's vision for the OAPC Program is to ensure continuity in quality asphalt production and encourage environmental stewardship in Ontario, with particular emphasis on:

- 1) A third-party inspection of asphalt facilities in the province of Ontario;
- 2) Assisting plant operators to maintain and operate their asphalt plants in a manner that minimizes environmental impact; and
- 3) Ensuring quality and durability outcomes that continue to meet stakeholder and OPSS specifications.

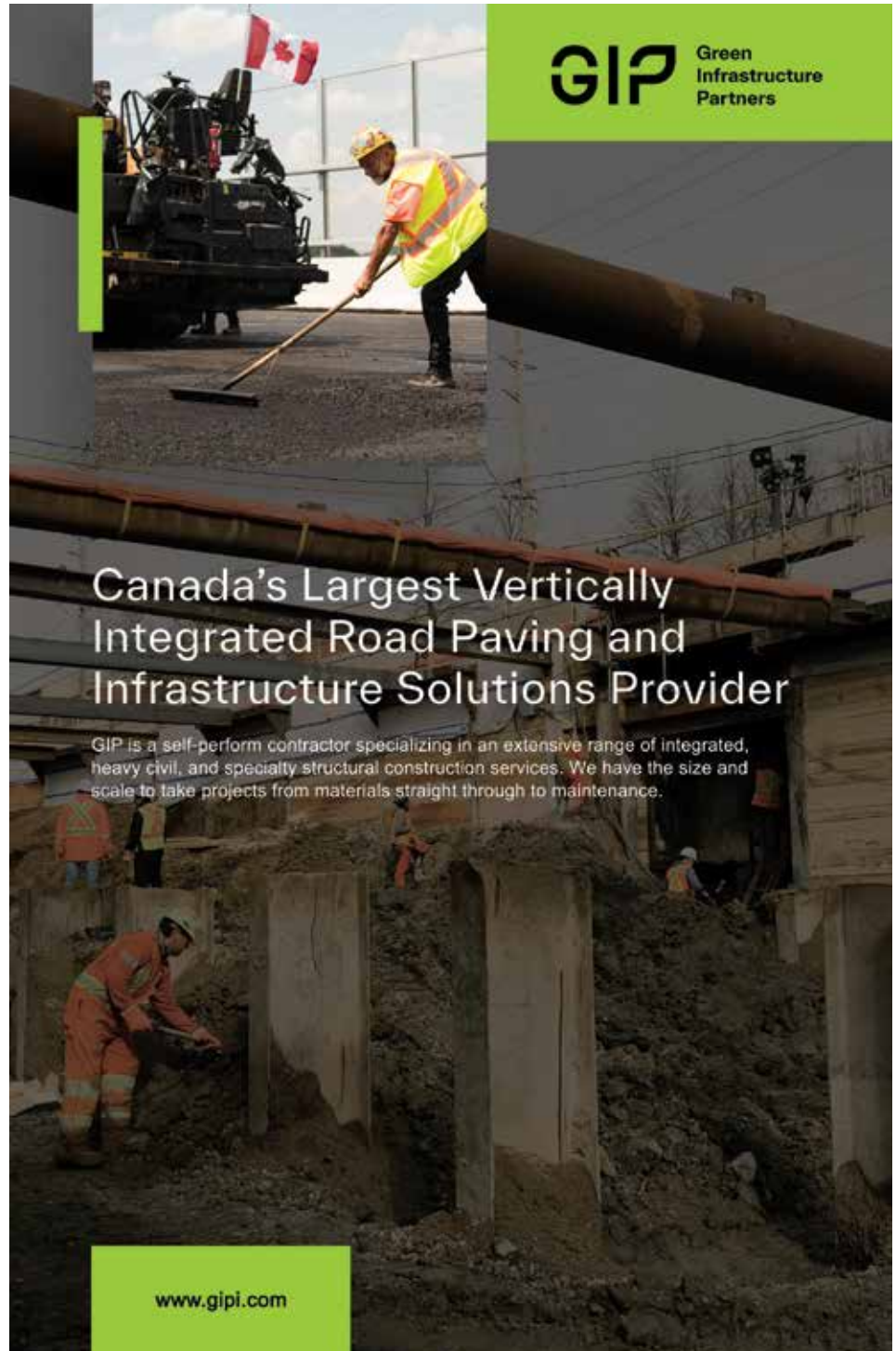
The consultant is expected to work within the guidelines and in consultation with the OAPC Plant and Paving Committee to develop a framework which should be completed by the end of March 2025. Once the framework is accepted by the membership, a timeline for the transition towards asphalt plant certification will be determined. For more information, see the **Environmental Essentials** column by Doubra Ambaiwei in the fall 2024 issue of *ASPHALT*Topics.

"This is the next step in the evolution of the Trillium Award Program. We always need to be improving and picking up our game, and this is a real opportunity to look at the Trillium Award Program and its future," says Mike Deckert, Vice President of FLO Components Ltd. and the chair of the OAPC Plant and Paving Committee. ■

Lara Henry is a communication specialist and editor of *ASPHALT*Topics.

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The push by the Ontario Ministry of Transportation (MTO) and Ontario municipalities for performance-based acceptance of asphalt mixtures is a significant challenge for the province's asphalt pavement industry. While the industry supports MTO's efforts to ensure high-quality asphalt pavement, it also stresses the importance of achieving consistent, replicable test results across laboratories – an issue that remains unresolved.

To address this challenge, the Ontario Asphalt Expert Task Group (OAETG) was formed by the Ontario Asphalt Pavement Council (OAPC) and the Ontario Road Builders' Association (ORBA). The OAETG subsequently launched the Ontario Mix Asphalt Program (O-MAP) study, a multi-phase initiative evaluating performance-based asphalt testing procedures through collaborative rounds of testing across Ontario laboratories.

One of the key laboratories in this effort is PNJ Engineering of Etobicoke which has played a critical role in the O-MAP study. "PNJ was the designated lab responsible for producing all the asphalt pavement specimens for O-MAP Phase 3 tested at the PNJ facility and other O-MAP labs," says Prabhdeep Lubana, P.Eng., one of PNJ Engineering's five principals. Additionally, Lubana serves as vice-chair of the OAETG, placing PNJ Engineering at the forefront of efforts to ensure the reliability

by James Careless



(PNJ Engineering)

PNJ Engineering tackles the issues of performance-based asphalt testing

of performance-based testing for the benefit of the industry, government, and Ontario's road users.

PNJ Engineering specializes in geotechnical engineering, hydrological assessments, pavement technology, environmental engineering, instrumentation and monitoring, and tunneling and underground structures engineering, as well as construction materials and inspection testing. "In construction, we provide a wide range of services," explains Lubana. "From soil composition testing before construction to aggregate, asphalt pavement design, and concrete testing, we ensure quality control for both private sector and government clients."

Using its state-of-the-art laboratory, PNJ Engineering conducts a full spectrum of compositional and durability tests on asphalt products. This expertise enabled the company to take a lead role in the O-MAP study by producing test specimens for all participating labs. "The reliability of our work has been accepted by the OAETG and the provincial government," Lubana adds.

Founded in 2019, PNJ Engineering was the vision of Param Dhillon, a well-known name in the consulting industry. Dhillon previously founded DBA Engineering Ltd. in 1991 and later sold the company to SNC Lavalin (AtkinsRéalis) in 2012. He served as General Manager of SNC Lavalin GEM Ontario until he left to establish PNJ Engineering. Joining Dhillon in this new venture were his former DBA Engineering colleagues Prabhdeep Lubana, Nick Sibila, Abid Sahi, and Jimmy Misketi. Together, they are the company's five principals. »

Currently we're in Year Four of a five-year study using a specific asphalt mix (SP 12.5 FC2 surface mix with PGAC 70-28XJ). Moving forward, we aim to expand this approach.

PRABHDEEP LUBANA



OAETG members and the Oversight Study Team (OST) conduct a detailed inspection of the fabricated asphalt specimens by PNJ Laboratory, prepared for distribution to participating laboratories for performance testing as part of Round 3 evaluations. L-R: Fernando Magisano, OAPC Council Director, MTO-OAPC Hot Mix Asphalt Subcommittee Co-Chair, Canadian Asphalt; Dr. Sina Varamini, OAETG Chair, CRM Co. LLC.; Prabhdeep Lubana, PNJ Engineering Inc.; Dr. Doubra Ambaiowei, OAPC/ORBA; and Mike Aurilio, Yellowline.



Initially operating out of a lab in Vaughan, PNJ Engineering moved in January 2023 to a larger 19,000 square-foot facility at 70 Galaxy Boulevard, Suite 100, in Etobicoke. "Our lab is subdivided into specialized testing areas like asphalt mix designs, QA/QC, PGAC, emulsions, waterproofing membranes, aggregates, soils and concrete, and geo-environmental assessments," says Lubana.

Beyond its role in the O-MAP study, PNJ Engineering offers a broad range of geotechnical and geoenvironmental services. This includes pre-construction soil analysis, environmental monitoring, excess soil management and quality assurance (QA) testing during construction projects.

The company's growth reflects its success. "Last year, we had around 60 employees. This year, we're aiming for about 80," Lubana says. "Around 50 to 60 per cent of our team works as field staff with the rest comprising senior technicians, managers, environmental technicians, geotechnical engineers and administrative staff."

Another testament to PNJ Engineering's reputation is that three of its five principals are professional engineers. "This instills confidence in our industry, municipal, and provincial government clients," Lubana says. "Our lab is also fully certified by the Canadian Council of Independent Laboratories (CCIL) for material testing and serves as MTO's referee lab for aggregates, asphalt, and soils."

PNJ Engineering is involved in several high-profile projects across the Greater Toronto Area. Notably, the company is providing QA testing services for five stations along Metrolinx's Ontario Line project in Toronto's west end. "We'd also like to participate in future public-private partnership (P3) projects related to Metrolinx's transit development," Lubana adds.

Meanwhile, PNJ Engineering continues its work on the O-MAP study. "We're developing a balanced mix design approach with performance-based testing while incorporating reclaimed asphalt pavement (RAP) into the mixes," says Lubana. "Currently we're in Year Four of a five-year study using a specific asphalt mix (SP 12.5 FC2 surface mix with PGAC 70-28XJ). Moving forward, we aim to expand this approach to different aggregate sources and explore various PG and asphalt content levels to see what's possible."

With its well-equipped lab, growing workforce, and strong leadership, PNJ Engineering is well-positioned for continued success. Whether contributing to major infrastructure projects or helping to shape the future of asphalt testing in Ontario, the company remains committed to quality, innovation, and collaboration for the benefit of the industry and the province. ■

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



The lab is subdivided into specialized testing areas like asphalt mix designs, QA/QC, PGAC, emulsions, waterproofing membranes, aggregates, soils and concrete, and geo-environmental assessments. (PNJ Engineering)

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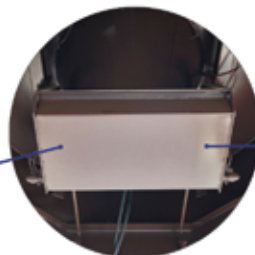
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OAPC Awards

outstanding service

OAPC CONGRATULATES THIS YEAR'S AWARD WINNERS AND THANKS THEM

Earl Kee Volunteer of the Year Award



L-R: Steve Manolis, Mate Jurkin and Walid Abou-Hamde.

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

The 2024 recipient of the Earl Kee Volunteer of the Year award goes to Mate Jurkin, GTA Asphalt Plants Manager of The Miller Group.

Mate Jurkin's knowledge, dedication and passion are demonstrated in the numerous initiatives he is involved in. He is an active participant on the OAPC Plant & Paving Committee and the Municipal Liaison Committee. He has done webinars on data tracking and environmental product declarations (EPDs), and brings his knowledge of specifications to assist in trying to standardize asphalt specifications from one region to another.

"Right from the very first meeting of the Plant and Paving Committee, Mate was there providing some very good input and insight," recalls Mike Deckert, Vice President of Flo Components Ltd. "Part of his role in the committee is the planning and co-ordinating of the Spring Operations Seminar every year. Mate is one of the first to step up to either participate himself or arrange to get people on panels, answer questions, or get people to be presenters. He's always been and continues to be there for OAPC/ORBA and the Plant and Paving Committee, and we are very appreciative that he is part of our association."

Jurkin also suggested to the Plant and Paving Committee that they look at global trends in the asphalt industry and volunteered to write the first feature article in the spring 2024 issue of *ASPHALT*Topics. He followed it up with a second article in the summer issue and has now contributed a third article in this issue.

The first article focused on asphalt sustainability trends currently happening in the United States, including EPDs. "With environmental product declarations, Mate teamed up with Paul Lum at one of Colas's asphalt plants and came up with a consumer label for asphalt which showed the detailed carbon footprint of asphalt," explains Domenic Passalacqua, General Manager, D. Crupi & Sons Limited.

The second article focused on technological advances within the asphalt production processes that enable improved quality within mixes where RAP contents exceed 50 per cent. "You can't just start preaching the use of high RAP," says Passalacqua. "So Mate teamed up with ASTEC and is trying to come up with technology to use high RAP which Ontario is still lagging behind in. Mate deserves the award because of the work he has done and continues to do."

Congratulations, Mate Jurkin!

by Lara Henry

The Ontario Asphalt Pavement Council awards program celebrates 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. OAPC presented three awards for 2024 at its Fall Asphalt Seminar on November 28 – the Earl Kee Volunteer of the Year Award, the Joe Bunting Mentorship Award, and the Bleeds Black Award.

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 2024 honour is awarded to John Thomas, Past General Manager of Beamish Construction Inc.

John Thomas has spent his long career at Beamish mentoring numerous employees within the company, helping them to rise through the ranks from field staff to key positions in the business.

“The guidance, mentorship, and dedication John has shown to the staff and the business over the last 51 years will be felt in our business for years. Everyone here has learned from John and continues to mentor others in the way that John mentored them over the years,” says Lindsay Tallon, General Manager of Beamish Construction Inc.

“I had the privilege of knowing Joe Bunting, and I can say without a doubt that John shares a lot of the same qualities and skills when it comes to mentoring others,” says Fernando Magisano, Senior Technical Advisor at Canadian Asphalt Industries Inc. “Over the years, John has been a dedicated mentor, always helping people grow professionally, and generously sharing his knowledge. John leads by example, showing us that great leadership is about lifting up others not just achieving personal success.

“When I was new in my role in the company, he always made me feel like my contributions were valued in any conversation



L-R: Steve Manolis, John Thomas and Walid Abou-Hamde.

we had,” continues Magisano. “He took the time to teach and to show me new things almost every time I went up. Every time I met John, I left having learned something valuable, and I know many others feel the same way.

“Because of John’s position managing our northern operation, he couldn’t always be as involved as he wanted to with the association. But he still believed strongly in the educational programs that were being offered. He ensured that the Beamish northern division was always represented at all the events such as the Spring Operations Seminar, Partners in Qualify, the Fall Asphalt Seminar, and the ORBA AGM,” says Magisano.

“John’s impact as a mentor is clear and we are lucky to have had him as part of our team.”

Congratulations, John Thomas! ■

bleeds black award



**L-R: Steve Manolis, John MacKay
and Walid Abou-Hamde.**

The Bleeds Black Award highlights OAPC members who have demonstrated exceptional commitment and passion to the continuous improvement of asphalt pavement and who are so dedicated to the asphalt pavement industry that they 'bleed black'.

The 2024 winner of the Bleeds Black Award is John MacKay, Area Vice President at Green Infrastructure Partners (GIP) Inc.

John MacKay's involvement in the asphalt industry has stood out since day one. He has always gone out of his way to lend a hand or promote the industry to someone in a way that will help get them involved and potentially build a career in asphalt.

MacKay's involvement in and contribution to the asphalt industry and OAPC speak for themselves. In 1998, he attended then OHMPA's Fall Asphalt Seminar for the first time where he was struck by the size of the seminar and the high-calibre presenters. He began attending other OHMPA/OAPC events and later joined the Technical Committee, now the Technical Working Group. In 2015, he joined the OHMPA Board of Directors and in 2021 was elected chair of the OAPC Council. He is currently a board member for OSSGA and ORBA as well as the Asphalt Institute.

"If John were to be cut, I truly believe that he would bleed black. I've spent the majority of my career in the construction industry working for him and I think everyone would agree that his passion for asphalt is second to none. The passion

that John has for asphalt is contagious. Our industry is lucky to have someone like him in it," says Ryan Smetaniuk, Operations Manager, GTA Materials, GIP.

MacKay started in the asphalt industry as a junior estimator at Beamish Construction Inc. In 1996, he was hired on at ARMBRO before moving over to Aecon Materials Engineering where his career grew until he eventually became the general manager of that group. John's most recent position is Vice President of the Materials Group for GIP where he oversees all asphalt plant and material operations and Yellowline Asphalt Products Ltd.

Kourtney Adamson, Sales Manager at Yellowline has this to say in support of MacKay's award: "I've had the extreme privilege of working with John for the last nine-plus years. Just talking to John, it is evident how truly passionate he is about the industry. His depth of knowledge, as well as his continued support to educate and mentor anyone and everyone, is unwavering. John has spent many years supporting OAPC in committees and as a director, and now as a director with ORBA. I personally truly believe that John bleeds black."

Congratulations John MacKay! ■

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by Ray Atrvash



Why proactive road monitoring matters

Imagine you're driving down a familiar road when suddenly – thud – your car dips into a pothole. The jarring impact isn't just an annoyance; it's a costly reminder of what happens when road maintenance falls behind. Across cities and industries, deteriorating roads lead to more than just rough rides. They increase vehicle repair costs, disrupt supply chains, pose safety hazards, and diminish the overall aesthetic and reputation of the city.

Roads are everywhere. A fun fact is that with the estimated global road network of approximately 64 million kilometres, we could circle the planet approximately 1,597 times or travel from earth to the moon and back about 83 times.

Canada has one of the highest road lengths per capita in the world. As of 2020, the country's publicly owned road network stretched over 1,066,180 kilometres. With an estimated population of 41,465,298 as of October 1, 2024, this equates to approximately 25.73 metres of road per person. This extensive network underscores the vastness of Canada's infrastructure relative to its population (www.150.statcan.gc.ca).

As of 2024, the total length of roads in Ontario is 213,900 km or about 20.1 per cent of Canada's total public road network. This represents an increase from 201,205 km in 2015 which translates to a six per cent growth over a nine-year period (sobr.ca). Without accounting for complex structures and elevated bridges, there is variability in construction costs and no single simplified average applies to the entire road network. Estimates range from 1.5 million to 3 million dollars per kilometre. Given this variability, Ontario manages an asset valued at approximately 400 to 600 billion dollars based on a simplified assumption.

Quebec's road network accounts for approximately 14.1 per cent of Canada's total public road network. The Quebec provincial »



road network is managed by the Quebec Ministry of Transportation and includes about 185,000 kilometres of highways and roads (tdih-cdit.tc.canada.ca). Using the same metric, Quebec is managing approximately a 300 to 500 billion dollar asset.

From a national perspective, roads are a significant asset in Canada. The total road infrastructure in Canada on a conservative simple assumption represents an asset valued at approximately 2.5 to 3 trillion dollars. This massive investment requires consistent and proactive maintenance to ensure longevity and efficiency.

So why shouldn't this valuable asset be monitored and maintained more efficiently? A reactive monitoring approach limits our ability to stay ahead in repairing and maintaining our road network, leading to unnecessary costs and risks. It also involves a variable annual expenditure due to emergency repairs.

For decades, road maintenance has relied on a reactive approach – **waiting for visible damage before taking action**. But by the time a pothole appears, the underlying damage has already worsened, leading to **higher repair costs and shorter infrastructure lifespans**. What if, instead of waiting for problems to surface, we could detect road issues before they become expensive liabilities?

The central theme of proactive maintenance is to extend road longevity and enhance pavement durability. To accomplish this end, it is necessary to monitor roadway conditions to allow a timely response to approaching damage. This avoids unnecessary repairs while at the same time never allowing damage to become a 'normal' condition.

As stakeholders in road infrastructure, we must weigh the long-term investment benefits against the rising costs of neglect. Isn't it time to fully embrace the advantages of cutting-edge technology to better maintain our roads? AI-driven solutions can revolutionize road maintenance by enabling continuous real-time monitoring, early damage detection, and more efficient repair operations.

Unfortunately, as has been found by many municipalities, in the short term the road maintenance budget will increase as reactive maintenance must continue while proactive maintenance is added to the budget. However, in the long term the road maintenance budget will decrease as the

Pavepal's solution is complementary software that does road data analytics using an advanced machine learning algorithm.

need for reactive maintenance decreases and proactive treatments are generally lower cost as the asset is generally in better condition. While proactive road maintenance will reduce budgets in the long term, the turnaround time has proven to be in the range of 6 to 10 years.

In times of increasing budgetary stress, shortening the turnaround time becomes critical. This involves both new methodologies for monitoring as well as for the analysis of the data collected.

With artificial intelligence and machine learning breakthroughs, we now have the tools to protect this critical asset before damage escalates into costly repairs. This is where **proactive road monitoring** transforms the game. Advanced technology is reshaping how we assess road conditions, making it possible to identify early signs of wear and deterioration before they lead to major infrastructure failures. By leveraging AI-powered analytics and smart scanning tools, municipalities and businesses can **save millions in repair costs while ensuring safer, more resilient roads for the future.** ■

Ray Atrvash is CEO of Pavepal Technologies Inc. which, through the use of advanced AI and machine learning, identifies, monitors, and analyzes pavement conditions and deterioration patterns to reduce the cost and carbon footprint of road maintenance significantly. For further information, visit pavepal.ai.

Fallaha's dedication and problem-solving stand out at Engtec



Indispensable is a word you often hear when the discussion turns to Mazen Fallaha. The technical manager at Mississauga-based construction consulting firm Engtec Consulting Inc., Fallaha is always the one with answers as well as a person you look to when you want to get a job done right.

"He's really brought our firm into a Canada-wide name, for sure," says Salman Bhutta, principal of Engtec. "But I will go even further and say our reputation extends across North America because people know Mazen and know his work."

High praise indeed but well earned when you hear of Fallaha's track record. Starting at the company in 2017 following a stint at Coco Paving, Fallaha joined Engtec as the company was about to expand its operations by investing in equipment that allowed it to take the next step in advanced testing for hot mix asphalt, aggregates, and soil. Bhutta said the company looked to Fallaha to get them operating at a high-end competitive level.

A licensed chemical and professional engineer, Fallaha has since continued his duties at Engtec overseeing the asphalt emulsion, concrete and asphalt performance laboratories. He says his work is to provide innovative solutions to address hot mix asphalt design and technical and manufacturing challenges in the industry and he has led numerous research projects and conducted extensive testing on construction materials to help clients enhance their products or introduce new ones to the market.

Fallaha says he strives to do the best work possible each day and takes pride in what his group can achieve by offering the unique service of providing an asphalt performance lab within the framework of a consulting firm, one of only a handful in North America. He also appreciates the trust his employers have in him to complete the tasks at hand, and he repays that faith by making sure that clients are satisfied.

The challenges of the job also keep him motivated, Fallaha says, as his curious nature and instinctive ability to solve problems, especially in the context of what he has learned and been trained to do, fit perfectly with the job.

"I love science and I love digging into a problem and fixing it. I like this industry because it allows me to do these things," says Fallaha. "This is something I have encouraged my kids to do. To find out what is the cause and what is the effect. This is my policy in life."

As proof, he points to his work in improving the way different colours are used on road surfaces to define an area, such as red for bus lanes that some municipalities are adopting. He says the current methods of producing colour asphalt are susceptible to wear, fading, and low visibility. Fallaha is working on developing a formula for a clear binder that can be tinted with any colour, even very light shades. Locally manufacturing this binder will improve availability while enhancing colour vibrancy and durability.

"I have been testing it in the lab and have been getting good results," Fallaha says. "And it should produce very bright red or green and even white asphalt. It's something, I believe, that can have a lot of uses."

Fallaha says he will continue to explore new ideas, new technology and "new things," as he puts it, to improve Engtec's service to the industry and to help the company grow, which he now has a stake in having been made a partner.

As for being indispensable, Fallaha says he will take the compliment and continue to enjoy the support he receives. "It feels good to be appreciated," he says. "It makes the work and effort I put in worthwhile." ■



TECHNICALLY SPEAKING

Doubra C. Ambaiowei
Director, Technical Services

A constructive path forward for high RAP asphalt mixtures in Ontario

As the pressure for sustainable practices in infrastructure construction intensifies, high RAP (Reclaimed Asphalt Pavement) asphalt mixtures are leading the charge toward more environmentally friendly roadways.

By integrating a significant portion of reclaimed materials – over 25 per cent – into asphalt paving, we not only reduce our environmental footprint but also significantly cut costs and energy consumption associated with traditional asphalt production. This article serves as a strong endorsement for the adoption of high RAP asphalt mixtures, illuminating their numerous benefits and emphasizing the importance of a collaborative approach to their successful implementation in Ontario's road construction efforts.

High RAP mixtures are an innovative means to promote sustainability in road construction. All recycling enthusiasts agree that using RAP contributes to conserving natural resources and decreasing the need for virgin materials like aggregates and asphalt binders. This transition not only bolsters environmental stewardship but also encourages economic resilience.

The effectiveness of high RAP mixtures hinges on the quality of the reclaimed materials. MTO guidelines ensure that RAP used

meets stringent quality standards relating to grading, binder content, and contamination levels. By prioritizing consistent material quality, we set the stage for successful pavement performance.

Choosing the right binder is vital for achieving desired performance characteristics in high RAP mixtures. Employing a softer binder or a higher performance grade can help mitigate potential challenges with RAP materials, ensuring longevity and durability. High RAP mixtures require a tailored approach to mix design, typically guided by the Superpave methodology. Critical parameters like optimum binder content and aggregate gradation need rigorous laboratory analysis. The Ontario Bituminous Mix Design Manual is an excellent resource for navigating this process effectively¹.

To guarantee the reliability of high RAP mixtures, thorough laboratory testing is essential. Tests such as the Hamburg Wheel Tracking Test and the Dynamic Modulus Test reveal critical insights regarding moisture susceptibility and deformation resistance, thus safeguarding pavement integrity.

Embracing high RAP mixtures not only conserves resources but also dramatically reduces energy consumption and greenhouse gas emissions. This is a significant stride towards aligning with

¹ Ontario Ministry of Transportation (MTO). (2021). Ontario Bituminous Mix Design Manual. Retrieved from MTO website.

Ontario's sustainability initiatives. Utilizing high percentages of RAP leads to lower construction costs, benefiting both contractors and municipalities alike. Moreover, minimizing the transportation distance for new materials results in even greater savings.

With proper design and quality control, high RAP mixtures can outperform traditional mixes in many scenarios. Research suggests that when rigorously tested and implemented, these mixtures exhibit excellent performance metrics, underscoring their reliability².

The variability in RAP quality can pose challenges. To mitigate this risk, it's crucial to establish stringent quality control protocols throughout the mix design and production processes. Building trust and acceptance among contractors and the public is essential. Effective communication and education about the advantages and performance of high RAP mixtures will foster greater confidence and adoption. Ontario's existing guidelines present a robust framework for RAP use; however, continuous collaboration among industry stakeholders, government entities, and research institutions is essential to adapt to emerging technologies and innovations.

High RAP asphalt mixtures represent a constructive step toward advancing sustainable infrastructure in Ontario. By emphasizing quality materials, thoughtful binder selection, and rigorous performance testing, we can create efficient and environmentally responsible road construction methods. Through collaboration and commitment to these practices, high RAP technologies will play an essential role in constructing a greener and more resilient future for Ontario.

The Ontario Road Builders' Association (ORBA) and its council, the Ontario Asphalt Pavement Council (OAPC), would like to express their gratitude to both the Regional Municipality of York and the National Research Council Canada (NRC) for becoming Partners-in-Quality. This collaboration aims to steer the province toward improved sustainability outcomes.

The partnership between York Region, ORBA/OAPC, and the NRC will allow for a Pave-in: Technology Demonstration Trial this summer. This incorporates a high RAP warm mix asphalt (WMA) as well as explores rejuvenator usage – stay tuned for future updates!

We encourage similar partnerships among provincial and municipal road owners to achieve our collective objectives of:

1. Stimulating Ontario's roadway specifications to promote the use of reclaimed asphalt pavement (RAP) and encouraging greener initiatives, innovation, and performance incentives;
2. Addressing challenges related to RAP misuse, asphalt durability, and longevity, particularly through opportunities for a single recovery procedure;
3. Enhancing opportunities for the use of rejuvenating technologies in Ontario's asphalt mixes;
4. Providing opportunities for continuing education, stakeholder dialogue, and more. ■

² National Cooperative Highway Research Program. (2021). Reclaimed Asphalt Pavement: A Guide for Engineers. Transportation Research Board.

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ENVIRONMENTAL ESSENTIALS

Christina Wright

MECP inspections and how to prepare

With warmer weather comes the increased potential of a visit from the Ministry of the Environment, Conservation and Parks (MECP). Whether the inspection is triggered by a complaint, a recent Environmental Compliance Approval (ECA) application, the need to close out previous action items, or just curiosity, every facility should be prepared for a MECP visit.

Often (but not always), the MECP will notify the facility one to two days prior to the visit/inspection. If you get this warning, do not waste it!

Walk around the site to identify any areas of significant fugitive dust or odours, spills or leaks, safety hazards,

etc. and address them. Make sure you can locate required environmental documentation such as the facility's ECA, Emission Summary and Dispersion Modelling (ESDM) report, Acoustic Assessment report, fugitive dust management plan (BMPP), operations and maintenance manual, sample maintenance records, and records of any complaints.

Plan the site tour route and arrange a space to sit to talk with the MECP representatives. Select someone knowledgeable about the facility and environmental requirements to meet with the MECP and lead the site tour. You may want to have your consultant attend to help you answer the inspector's questions. Making these decisions ahead of time will help you relax during the inspection.

DURING THE INSPECTION:

DOS

- ✓ Be polite and respectful.
- ✓ Wear appropriate PPE and have extras available for the MECP in case they are needed.
- ✓ Accompany the MECP while they are on-site.

- ✓ Make note of any observations or requests the MECP makes.
- ✓ Take duplicates of any photos or samples the MECP takes.
- ✓ Ask the MECP to send you their requests or action items in writing as soon as possible.
- ✓ Ask when you can expect a copy of their inspection report.

DURING THE INSPECTION:

DON'TS

- ✗ Do not lose your cool.
- ✗ Do not volunteer information. Only answer the questions asked.
- ✗ Do not guess the answer to a question if you do not know it. Indicate you will respond after the site visit.
- ✗ Do not commit to any deadlines during the meeting, if possible.
- ✗ Your consultant may need more time to complete the action than you think!



AFTER THE INSPECTION:

- Follow-up with the MECP to confirm any action items and their requested timing.
- If needed, prepare an action plan and negotiate appropriate action deadlines.
- Review the inspection report carefully and identify any misstatements.
- Provide requested documents as soon as possible.

Don't wait! Prepare for agency inspections now so you are ready when you get the call. ■

Christina Wright, M.Env.Sc., EP is President and Managing Consultant of BCX Environmental Consulting.

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INDUSTRY NEWS

OAPC 2024 FALL ASPHALT SEMINAR



Leading industry experts presented on the future of asphalt technology at OAPC's 2024 Annual Fall Asphalt Seminar on November 28, 2024. The day included a tradeshow and \$15 from each registration was donated to the Asphalt Research Fund.

The keynote presentation, *Decarbonizing the Asphalt Industry: Paving the Way to a Sustainable Future*, was delivered by Jean-Paul Fort, Director of Pavement Engineering & Innovation, NAPA.

Other presentations included How Do Asphalt Specifications Impact Quality Expectations? • Women of Asphalt • Reducing GHG with WMA • O-MAP Round 3 Performance Testing Outcomes and Next Steps • OAPC Priorities in Review • CTAA Presentation.

Thank you to everyone who attended and to our sponsors. We had an amazing turnout and couldn't have done it without you. We hope you enjoyed the day and look forward to seeing you at the next seminar!

[Click here](#) to view the presentations

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WEBINARS

MARCH 26 - PART 1 - *Introducing the Ontario Asphalt Environmental Impact Benchmarking Project*, presented by Lianna Miller, WAP Sustainability Consulting

APRIL 9 - *Never a Dull Moment: Navigating an Uncertain Tariff Environment in the Age of Donald Trump*, presented by Rocco Ruso, RAR Litigation

MAY 21 - PART 2 - *Introducing the Ontario Asphalt Environmental Impact Benchmarking Project*, presented by Lianna Miller, WAP Sustainability Consulting

OAPC AT MEA

Dr. Stephen Goodman provided a presentation focused on harmonizing municipal specifications on behalf of ORBA/OAPC at the 2024 MEA Conference. The event took place from November 19 to 22, 2024 in Ottawa and sold out with approximately 240 delegates attending each day.



THANK YOU FOR YOUR DONATIONS TO THE CP24 CHUM FM CHRISTMAS WISH PROGRAM



For a sixth year in a row, OAPC supported the annual CP24 CHUM FM Christmas Wish Program. The program is one of the largest distributors of toys to children in need in the Greater Toronto Area and also provides financial assistance to hundreds of agencies, ensuring that hundreds of thousands of children across the GTA enjoy a holiday experience. OAPC has donated over \$22,500 over the past six years.

ORBA'S 2025 CONVENTION AND AGM

ORBA announced Malcolm Croskery of Pioneer Construction Inc. as president of the association during its AGM on February 4 at the 2025 ORBA Convention, *Ready to Build Ontario's Future Together*. Croskery took over from outgoing ORBA president Andrew Weltz of Bauer Foundations Canada Inc. At OAPC's AGM, Christopher Campbell of Imperial Oil was appointed as the 2025 chair of OAPC, taking over the position from Steven Manolis of GIP Materials Engineering.



Malcolm Croskery



Chris Campbell

ORBA ROAD BUILDING ACADEMY

This year's Road Building Academy from March 3 to 7 at the Kingbridge Centre in King City included the Fundamentals of Asphalt Plant Operations and Practical Solutions in Hot Mix Technology 2.0 courses as well as the Asphalt Institute's Paving Inspector Course. New for this year was Mastering Pavement Preservation: Techniques and Best Practices.



REQUEST FOR INPUT: RAP/RCA INVENTORY STUDY

Good Roads is conducting a study to build a fact-based approach towards advocating for recycled aggregates. Your input is crucial to better understand current stockpile levels and contribute to develop strategies that better utilize these sustainable resources. All individual responses will be kept strictly confidential.

Please provide data on RAP and RCA stockpiles at your facility(s) by:

- (a) completing the [online survey](#)
- (b) filling out the excel form - <https://goodroads.ca/wp-content/uploads/2025/01/RAP-RCA-Data-Collection-Template.xlsx> (once completed, email back to amin@goodroads.ca)

For further assistance, contact Amin@goodroads.ca



CTAA 2024

A special thanks to everyone who attended OAPC's partners appreciation dinner at CTAA in Edmonton, Alberta on November 11, 2024. Proudly sponsored by ORBA/OAPC, Engtec, Canadian Asphalt, PNJ Engineering, GIP and Yellowline.



SAVE THE DATE

Scan to see all of our events!



GOOD ROADS CONFERENCE

MARCH 30 TO APRIL 2

SPRING OPERATIONS SEMINAR 2.0

APRIL 10

ASPHALT TECHNICAL SYMPOSIUM

JUNE 10 - By invitation only - email dobra.ambaiowei@orba.org for participation inquiries

AMO CONFERENCE

AUGUST 17 - 20

MEMBERS' GOLF TOURNAMENT

AUGUST 28

OAPC CHAIR'S DINNER

DECEMBER 3

OAPC FALL ASPHALT SEMINAR

DECEMBER 4



THE FINAL WORD

Selena Lavorato

When opportunity arises we must spring forward!

Interesting enough, I have seen the changing of the guard a few times within the 25-plus years I have been in this industry. I began my journey starting out as a youthful QC Technician at Ashwarren Engineering Services, then became the Quality Systems Manager at Lafarge and Coco, and now hold a Quality Director position at Green Infrastructure Partners Inc. (GIP).

From Warren to Lafarge to Coco to GIP, the one thing I have noticed is that the need for quality and change stays the same.

We have come a long way from when asphalt cement specifications involved a simple penetration or viscosity to $G^*/\sin(\delta)$ to low temperature limiting grade and grade loss. Now we have stretched the boundaries to AC recovery and grade span. We have an opportunity to educate ourselves and stakeholders in the industry so that the best course of action can be implemented to improve specifications in a structured process that involves properly vetting the changes and ensuring that the specifications can be met and will deliver the quality improvements expected of them.

I feel that it has become overly complicated and perhaps by going back to basics we can provide a better understanding of what we need to do for us to spring forward. By

determining the direction of change we can create many different opportunities whether it be via specifications or workforce within the industry.

Opportunities come in so many different forms and the need to grasp them is important. When I first started out in this industry, I could not help but notice the dominance of one gender over the other in this industry. That has significantly changed over the years, and what I have also noted is that as long as you are willing to learn and keep an open mind, you will go far.

By becoming part of the leadership team at Women of Asphalt Canada and the current vice president for the Canadian Technical Asphalt Association, I hope to create the opportunities I was given early on in my career for the next generation. We as a group can change the demographic of our industry so that we can continue to build this industry one person and one road at a time. ■

Selena Lavorato is Quality Director at Green Infrastructure Partners Inc. and Vice President of the Canadian Technical Asphalt Association.



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