

Amendment to SP 103S08, January 2020 always with OPSS 308

Comment ID	Comment number	Organization	Comment	Response
235	235-1	ORBA	The options stipulated in 308.08.03.05.01 should be determined by the contractor. This should be clarified explicitly the in the spec to avoid confusion.	No change made. It is part of the Contract Administrator's activities.
	235-2		MTO still using "visual" assessment in section 308.08.03.05.02. During consultation with the OAPC – Tack Coat Working Group, we suggested a manual to be followed to ensure the requirements can be implemented fairly and consistently, but there is no mention of this in the release.	The <b>Field Guide for the Acceptance of Hot Mix Asphalt and Bridge Deck Waterproofing</b> is currently on MTO Technical Publication portal. Previous versions were accessible to the industry through RAQS/MERX website. The Field Guide is regularly updated to reflect changes in the specifications and has a section dedicated to tack coat that includes photos of uniform and non-uniform application.
	235-3		MTO still has vehicle tracking in section 308.08.03.05.02. What is the basis for acceptance and rejection? This should also be included in the aforementioned field guide.	The above mentioned Field Guide will be updated to provide additional guidance.
	235-4A		TABLE 2 Application Rate Requirements for Tack Coat Materials:	The values noted in Table 2 are correct. All calculations are based on undiluted SS-1 with a minimum residue of 55% and diluted SS-1 with a minimum residue of 27.5%. Residual application rate refers to asphalt

		Residual and undiluted application rates don't correspond in Table 2 – why?	<p>cement left on the pavement surface after all the water has evaporated.</p> <p>Diluted SS-1 (with minimum 27.5% residue) at an application rate of 0.35 kg/m<sup>2</sup> is equivalent to a residual application rate of 0.10 kg/m<sup>2</sup>. Similarly, an undiluted SS-1 (with a minimum residue of 55%) at an application rate of 0.18 kg/m<sup>2</sup> is equivalent to a residual application rate of 0.10 kg/m<sup>2</sup>.</p>
235-4B		There is a comment in the notes “*May not be achievable by the equipment” which refers to the application rates for undiluted tack coat. This seems to be a very confusing comment! Why was this added?	<p>This was added to give flexibility to apply undiluted tack coat if needed. Some tack coat distributors may have limitations to a minimum application rate of 0.25 kg/m<sup>2</sup>. The sentence “May not be achievable by the equipment” will be replaced by “If undiluted tack coat is used, consult with the tack coat distributor’s manufacturer or equipment supplier”.</p>
235-5		<p>Clause (a) in section 308.07.02.03 Pavement Core Samples for Interlayer Shear Strength Testing:</p> <p>a) The pavement cores shall be approximately 150 mm in diameter (145 to 150 mm) with all surfaces of the perimeter perpendicular to the surface of the core within 6 mm;</p> <p>An explanation of what “perpendicular to the surface within 6 mm” means, may be worthwhile.</p> <p>Most cores are not absolutely perpendicular to the surface due to the cross slope of the pavement.</p>	<p>This requirement noted in the specification is from AASHTO TP114 Standard Method of Test for Determining the Interlayer Shear Strength (ISS) of Asphalt Pavement Section 8.2.4 for test samples cored from asphalt pavement for ISS testing. As, MTO follows this test method for ISS test on core samples, the cored samples should meet this requirement. The 6 mm equates to a maximum 4% slope over the 150 mm core diameter with reference to the top surface. Similar wording can be found in ASTM D8225-19 Section 8.3.1. The wording will be clarified.</p>

236	236-1	ORBA	Section 308.07.01.01 – Would the Ministry be willing to go back to the original wording of “standing water”? – “Surfaces to be tack coated and joint painted shall be free of all standing water and contamination...”?	No change made. The wording is part of the current tack coat specification.
	236-2		Section 308.07.02.01 – “A <del>sublot</del> lot shall be terminated...for a period of 20 <u>Business</u> Days or more.” Would the Ministry consider giving the contractor the option to request to keep the lot open (i.e., wording similar to OPSS.PROV 313.08.01.02.01.01)?	The wording will be changed to “20 Business Days”. No other changes will be made.
	236-3		Section 308.07.02.03 – Is the Ministry satisfied with having one pavement core sample, for ISS testing, per application rate on the majority of their projects? At one sample per 400,000 m <sup>2</sup> (or roughly 50,000 tonnes of HMA), this will most likely be the case.	This is for information purposes only. This may change if in the future if the ministry moves to ISS testing for acceptance.
	236-4A		<b>Section 308.07.02.03</b> – “...no later than the next Business Day after the completion of <del>the sublot</del> paving for testing for information purposes only.”;	The wording will be changed to “paving” instead of “sublot”.
	236-4B		“The traffic direction, and lot <del>and sublot</del> numbers shall be clearly...”	No changes made.
	236-5		Section 308.03.04 – Not sure if penetration and oil portion of distillate should be included here for referee testing since they are both reported for	Clause reference is not correct. May be meant Section 308.08.03.04 (Referee Testing). Penetration and oil portion of

			information purposes only. Please Clarify!	distillate should be included in the referee as they are part of the QA testing.
	236-6		TABLE 2 – When does the range apply? In accordance to Section 308.03.05.01, only if the rate is less than the minimum is it considered rejectable.	The range applies at all times. The range was put at the request of OAPC to account for equipment variability, and it was part of the previously held OAPC-MTO consultation process.