

OAPC-MTO HOT MIX TECHNICAL COMMITTEE MEETING MINUTES

Date: March 30, 2023

Time: 10:00 am to 1:00 pm

Location: Virtual meeting via Microsoft Teams

ATTENDEE	ORGANIZATION	ATTENDEE	ORGANIZATION
Doubra Ambaiowei (DA)	OAPC/ORBA	Joel Magnan (JM)	MTO
Fernando Magisano (FM)	Canadian Asphalt	Michelle McGrath (MM)	MTO
Vincent Gangaram (VG)	Dufferin Construction	Gelu Vasiliu (GV)	MTO
Selena Lavorato (SL)	GIP (formerly COCO)	Giselle Cotton (GC)	MTO
Sina Varamini (SV)	Engtec Consulting	Imran Bashir (IB)	MTO
Kevin Martin (KM)	Fermar Paving	Sonja Dambremont (SD)	MTO
John MacKay (JM)	Aecon Materials Engineering	Stephen Lee (SL)	MTO
Trevor Moore (TM)	COLAS Construction	Fiona Tam (FT)	MTO
Amma Wakefield (AW)	Asphalt Institute	Loan Le (LL)	MTO

REVIEW/ APPROVAL OF PREVIOUS MEETING MINUTES/WELCOME AND INTRODUCTIONS

- **Previous Meeting Minutes** – No concerns were raised from the previous meeting minutes and it is considered accepted from all parties. Final minutes have been posted on TCP.
- **Introductions – Welcoming MTO Staff**
 - **Loan Le** – to replace Fiona Tam as new coordinator starting from next meeting
 - **Imran Bashir** – to join in from Bituminous Office

OPEN ITEMS

ITEM #	ITEM NAME AND INFORMATION	ACTION BY
1.	<p>Safety Item</p> <p>Background:</p> <ul style="list-style-type: none">• To promote a safety culture, this is being implemented at each stakeholder committee by MTO <p>Topic discussed was Safe Driving Tips:</p> <ul style="list-style-type: none">• Always wear your seatbelt• Don't drive under the influence, which impairs a driver's judgement and reaction• Don't drive if you're tired or distracted. Always pull over and deal with what is at hand first.• Make sure your vehicle is in good condition before starting to drive. Ensure tires, brakes, lights, and signals all work• Lastly, pay extra attention when driving on the construction sites. Respect the driving speed limit on site and be aware of surroundings.	

	Standing Item	
2.	<p>TACK COAT SPECIFICATION</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • In early 2020, MTO implemented an updated version of the tack coat specification. OAPC-MTO working group was established. • MTO continues to share ISS information with OAPC when available. MTO will add examples of tack coat application to the 2023 update of Field Guide for HMA. <p><i>Discussion:</i></p> <ul style="list-style-type: none"> • MTO provided a status update to the 2023 Field Guide for the Acceptance of Hot Mix Asphalt and Bridge Deck Waterproofing. Work is ongoing and will reflect changes in the tack coat specification as well as updates on the waterproofing specification. • MTO confirmed photo examples to the tack coat application will be included in the yearly Field Guide update. <p>No Action</p>	
2.	<p>MIX PERFORMANCE TESTING (MPT)</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • ORBA members were asked to take extra samples. Samples are for evaluating MPT. ORBA asked MTO for continued updates on progress. MTO currently conducting correlation testing. • MTO to develop specification for MPT that can be included to any project. 	

- OAPC wondering if ministry has preferred method for balanced mix designs
- OAPC enquiring about Ideal CT, a consideration for Ontario?
- MTO is conducting ongoing MPT Lab Correlations

Discussion:

MTO provided follow up to 2 action items from previous meetings:

MTO will send out letters to all participants in HMA and MPT correlations – mandating reporting of angle of gyration and certificate of calibration according to AASHTO T312

- MTO confirms letters have been sent to all participants. Most of the labs have provided information on equipment including the SuperPave gyratory compactor used.

MTO to clarify if there is a precision and bias statement for the Hamburg Wheel Track Testing procedures

- MTO notes that his action stems from a question from OAPC. There is no precision and bias statement in AASHTO T324
- MTO referred to the NCHRP Research Results Digest 390, Table 1 (Appendix I) for the precision estimates for AASHTO T324 – MTO also notes that the MPT correlation program is to determine the precision and bias for materials native to Ontario. This work has been ongoing.
- MTO provided an update that they are currently working on a single Non-Standard Special Provision (NSSP) for MPT specification. This document will streamline potential future changes in MPT.

- OAPC inquired about the nature of MTO's discussions with CCIL in relation to MPT specification. MTO clarified that there are ongoing discussions with CCIL to create a certification program for MPT and there is no discussion with CCIL regarding specifications.

- OAPC inquired about status of work for collecting MPT lab results on current construction contracts (included for info only). OAPC has interest in the field performance for MPT and inquired about MTO's analysis of the results as that would ultimately impact the thresholds established in the NSSP for MPT.

- MTO confirmed that at the upcoming PIQ Seminar, an update on MPT test data from 2021 Regression contracts will be provided in a presentation. This was prioritized from a request from OAPC. For other aspects, work is ongoing for compiling and verifying MPT contract data and this information needs to be validated.

- OAPC requested MTO to share the calibration results for the gyratories used in lab correlations. Specifically, the brands and specified angle of gyration. MTO will provide this information in a graphical format. Pretty much all the labs were within the $1.16^\circ \pm 0.02^\circ$.

- OAPC inquired about the year when contract trials for MPT started. MTO confirmed the MPT implementation for information only started in 2021 with the Regression Method. MTO had previously conducted trials in 2016/2017 period and published the results in a 2020 CTAA research paper on this topic.

	<p>OAPC inquired whether there is ARAN data from the 2016-2017 trials; MTO is working on this.</p> <ul style="list-style-type: none"> - MTO provided information on the requirements for labs to participate in the HWT correlation program. All participating laboratories are required to have HWT equipment verified as per AASHTO T324 Appendix 2 and compliance with the requirements of Section 5 of AASHTO T324. OAPC requested a summary of the guidelines but MTO confirmed that equipment calibration/verification is as per the requirements of T324 Appendix X2. <p>ACTION:</p> <p>MTO will provide the calibration results for the gyratory used in lab correlations (the brands and specified angle of gyration). MTO will provide this information in a graphical format.</p>	<p>MTO</p>
<p>3.</p>	<p>REGRESSION METHOD TRIAL CONTRACTS</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • Status update on the regression mix design method trial contracts. • Regression method is a way to add more AC into asphalt mixes. <p><i>Discussion:</i></p> <ul style="list-style-type: none"> • As noted under Item 3 was discussed in Item 2. MTO will present an update at PIQ on MPT test results from 2021 Regression contracts. 	

	No Action	
4.	<p>REDUCING # OF GYRATIONS for CAT. E & D MIXES</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • MTO is looking at reducing the number of gyrations for Category E and D mixes as another way to increase AC content. Suggested study is to review reduction of gyration from 125 to 100 for Category E mix, and from 100 to 85 gyrations for Category D mix. • OAPC Lab performance testing on a traprock mix is complete, with draft of findings being reviewed for CTAA conference submission. Findings generally support the ORBA Quality of Asphalt recommendation to increase AC contents in Ontario mixes by 0.5 – 1.0%. The 0.3% AC increase seen from reduced gyrations on the traprock mix, is consistent with earlier trials completed on a granite type mix. • The traprock mix met or exceeded all performance thresholds for rutting and cracking, with a general trend of improved performance with increasing AC content; particularly at the lower and upper limits of the optimum AC. The performance at optimum AC needs further review. At this time, variation in specimen air voids is the only viable interpretation. • OAPC presented at 2022 Fall Seminar on “Lower Gyration and the Impact on Mix Durability.” <p><i>Discussion:</i></p> <ul style="list-style-type: none"> - Item #3 Regression and Item #4 Reducing Number of Gyration is extensively discussed in conjunction with Item #2 MPT. - OAPC noted no new updates to provide for this meeting. The next step in the study is to review different aggregate sources (i.e. Dolomitic Sandstone and Limestone, as well as Granite Mixes). OAPC 	

inquired if MTO would accept change proposal for reducing number of gyrations.

- OAPC will also review other jurisdiction works on reducing gyration (i.e. New Brunswick had implemented reducing to 75 gyrations for their mixes).
- Discussion between MTO/OAPC on this agenda item, where it may evolve to exploring technologies to increase AC Content in mixes. MTO notes that there is more test data/ research to support promoting Regression Method as it has shown promising results.
- Discussion between MTO/OAPC on how to promote Regression Method on MTO Contracts. OAPC noted that many members are not opting into this, even though efforts have been made to educate members on the benefits. OAPC suggested that this technology can be promoted by raising the topic at the Pre-Construction meetings.
- Further discussion between MTO/OAPC on what may be the barriers that prevent contractors from adopting this initiative. MTO suggested that an anonymous survey can be circulated for members, to identify the issue.
- MTO shared some experiences from NE Region where two contractors adopted Regression Method by Change Order. One had a positive experience and continually requests Regression Method on subsequent contracts. Another contractor had an initial poor experience and has not further requested it.
- MTO further notes these negative barriers need to be identified in order to promote more contractors to adopt Regression Method.
- MTO will also discuss internally (i.e. QA Committee Meetings) on raising this topic at Pre-Construction meetings. It was noted that discussions early would

	<p>be a \$0 Change Order versus later, where the cost to re-design or have multiple mixes may have cost implications. The costs could be minimal since no further testing is needed. All that is required is an analysis of the data and a new cover page.</p> <p>ACTION ITEM</p> <p>OAPC to share regression webinar and inform members about change proposals</p> <p>MTO to inform regions and technical staff about regression change proposal</p>	<p>OAPC</p> <p>MTO</p>
<p>5.</p>	<p>END RESULT SPECIFICATION (ERS) REVIEW of FINANCIAL ADJUSTMENT AND CPR IMPACTS</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • This item is included as a placeholder at OAPC’s request. • MTO has met with executive level of ORBA and MTO has provided a clear response to industry at that level. This is the anticipated direction for the near future, and any discussions of this committee are to take place within that context. • OAPC inquired about the ERS pay factor adjustments. OAPC inquired if MTO would consider bringing back bonuses. MTO indicated that there is no known intention to do so. OAPC position is the original standard deviation curves included bonus payments to contractors and with the removal of bonuses, the curves should not be adjusted. <p><i>Discussion:</i></p> <ul style="list-style-type: none"> - Further to last meeting, MTO reviewed the request to initiate a review for revisiting/ adjusting pay factors on ERS. 	

	<ul style="list-style-type: none">- MTO noted that prior to this meeting, ORBA had met with the Minister and this item was raised. As such, there will be a formal response provided back to the Minister. MTO noted that at this time, they don't anticipate further review of pay factor adjustments.- MTO provided further clarification that upon the AG Report, a thorough review was completed. Through the process, bonuses were removed and the impacts of this removal, along with the rationale was provided to the Asphalt Industry. At the time, this was communicated through bulletins and specification alerts.- OAPC noted in response to the AG Report, changes were made very quickly, and with great pressure to MTO. As such, the decision for change was driven by political reasons, and not related to quality or technical in nature.- MTO disagreed, that the response to the AG Report was regarding pre-mature cracking in pavements and is technical in nature. OAPC notes that the cracking issue was related to the binders and not mix quality. Binder issues have been corrected since 2016 but mix quality, and adjustments to ERS have not ensued.- MTO reiterated that the direction to remove bonus from the ERS remains in effect.- Discussion between OAPC/MTO regarding fairness of the penalties when pay adjustment is within the 0.97-1.0 range. OAPC inquired how penalties can be removed if compaction is within this range.- OAPC noted in the past PIQ presentation by MTO, hot mix payment averages from each region was presented and updated yearly. This information is an indicator of how Industry has improved (or not).	
--	--	--

	<p>OAPC would like to see the statistical analysis of pay factor be shared in the future.</p> <ul style="list-style-type: none"> - MTO noted that this will not be in the 2023 presentation as the focus is on MPT and specification changes. MTO noted due to competing priorities, there are not enough resources available to compile the information at this time. It was suggested that in the future (i.e. Fall Seminar), this can be prepared and presented. - OAPC's position is that none of the ERS pay factor calculations should be changed. All that was required was to cap the final PF (pay factor) at 1.000. <p>Standing Item</p>	
<p>6.</p>	<p>MTO TECHNICAL CONSULTATION PORTAL</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • OAPC would like to provide recommendations for TCP. • <i>A Guideline of TCP Process is available on TCP Website</i> <p><i>Discussion:</i></p> <ul style="list-style-type: none"> - As noted in previous meetings, all meeting minutes for this committee will be posted on TCP. Since last meeting, the subcommittee portal is now live and last meeting minutes have been posted. - Information about TCP posting was shared that it is the standard practice to post track change version. MTO practices are that documents to be presented with track changes unless it is a complete overhaul where it doesn't make sense to track the changes and it is completely revised document. Moving forward to provide track changes in the posting. 	

<p>7.</p>	<p>ENVIRONMENTAL PRODUCT DECLARATIONS (EPD'S) FOR ASPHALT IN ONTARIO – MTO'S POSITION?</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • As part of the net zero emissions goal, OAPC is seeking to understand MTO perspectives on EPD's for Ontario Asphalt Mixes and forging a collaborative approach to make it work. • MTO in receipt of documents related to EPD and it is under review. Review requires consultation with other offices (i.e. MTO Climate Change Office). <p><i>Discussion:</i></p> <ul style="list-style-type: none"> - OAPC shared that a representative from National Asphalt Pavements Association (NAPA) will be presenting about EPDs at the upcoming PIQ. - OAPC inquired with MTO whether there is a "Decarbonization Plan/ Road Map" to share. MTO will clarify with Climate Change Office. OAPC shared information that EPDs is an emerging topic at the Federal level and inquired if anything was mandated in the Provincial level. - MTO inquired to OAPC about the plans to submit EPD for Asphalt Industry in Ontario. MTO is in receipt of a lot of information from Concrete Industry and is awaiting for similar submission from Asphalt Industry. - OAPC responded that the objective of the Study with Carlton University is to quantify the amount of GHG from asphalt plants and is in response to providing EPD information to MTO. The timeline for the emissions study is 3 years. In the meantime, OAPC will work with NAPA to see what data is available. 	

	<p>MTO notes that supporting data from both industries is needed for GreenPave.</p> <ul style="list-style-type: none"> - OAPC will work NAPA to support asphalt industry in addition to pushing members to take EPDs seriously. <p>ACTION:</p> <p>MTO to follow up with Climate Change Office and confirm if there are any plans such as a decarbonization plan or road map.</p>	<p>MTO</p>
<p>8.</p>	<p>CONSULTATION REVIEWS IN PROGRESS</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • MTO interested in more precise milling operations when the road is being shaped by variable milling. Two specifications amending OPSS 510 developed and posted on TCP for comments. • MTO developed a specification to address cross slope tolerances and acceptance criteria that was sent to TCP for comment. • CAIS for specification has been published <p><i>Discussion:</i></p> <p>Latest specification consultation posted on TCP was discussed:</p> <ul style="list-style-type: none"> - BITU 0031 – NSP for use of infrared joint heaters has been published for consultation - OAPC notes there are no additional comments from members. 	

	<ul style="list-style-type: none"> - OAPC inquired about the warrant condition to this NSSP. MTO notes this NSSP will be available for use province wide and is initiated when requested by Regional Geotechnical level (decision upon conducting a pavement condition assessment). <p>Standing Item</p>	
<p>9.</p>	<p>MTO'S GREENPAVE RATING SYSTEM</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • Ministry provided a presentation on GreenPave and OAPC would like to see some updates to the rating system for asphalt to make the rating more applicable and fairer. <p><i>Discussion:</i></p> <ul style="list-style-type: none"> - OAPC noted the commitment to Trillium Award Program will eventually transition it to a 3rd party inspection system. This direction is supported by asphalt producers and contractors. OAPC noted that the City of Mississauga has moved forward to adopt the Trillium Award requirements for select contracts. - The MTO GreenPave System work to cross analyze against the Trillium Award System will commence. OAPC hopes to see points for improvements to their program. OAPC noted that further presentation on the award process will be discussed at Good Roads Conference. 	

	<ul style="list-style-type: none">- OAPC is conducting a survey on “Level of Awareness about the Trillium Award Program,” which has been shared with contractors and municipalities- As noted earlier, MTO is looking for improvements to the GreenPave System and wants to know of OAPC’s progress (as noted in Item 7). <p>ACTION</p> <p>OAPC to send the Trillium Award Level of Awareness survey to MTO for completion.</p>	<p>OAPC</p>
--	--	--------------------

10.	<p>SMA Applications – Grit Sand Specification Revisions</p> <p><i>Background:</i></p> <ul style="list-style-type: none">• OAPC is looking to see if the ministry can look at revising specification due to lack of grit sand sources available.• Grit Sand information from recent contracts provided by Region is under review. <p><i>Discussion:</i></p> <ul style="list-style-type: none">- MTO shared that this review is still ongoing and in consultation with Soils & Aggregates Section. MTO hopes to share an update by next meeting. As part of the Study, different aspects need to be considered, including aggregate source, quality, etc. <p>Standing Item</p>	
-----	---	--

11.	<p>Developments from OAPC – 2022 ATS & MTO Feedback</p> <ul style="list-style-type: none">• The OAETG O-MAP Study & Next Steps• PAV DSR Criterion <p><i>Background:</i></p> <p><u>The OAETG O-MAP Study</u></p> <p>OAPC conducting Phase 2 O-MAP Study. The focus of this round of testing will be on the Hamburg Test with samples gyrated to 60mm & 115mm in height. The top portion of the sample and fractured surface will be tested. Also SCB/DCT Testing will be carried out with test procedures and temperatures established by MTO. Depending on the findings from this round, the lab study will be adjusted.</p> <p><i>Discussion:</i></p> <ul style="list-style-type: none">- Asphalt Technical Symposium (ATS) scheduled for June 13th. ATS will be hosted at MTO's CETI Building. One part of the event will include a lab tour (approximately 65 participants expected). Tours will be divided into smaller groups. ATS will be an in-person event only. MTO notes the lab tour may take 1hr 30 min with 4 groups.- OAPC shared that updates will be provided ATS including round 2 performance study for O-MAP, and RAP use on projects from Municipal and Industry perspectives.- MTO inquired if a draft agenda can be shared. OAPC to provide copy.- OAPC inquired about MTO presenting at ATS, suggesting a technical presentation about current asphalt specifications from MTO and feedback on performance. OAPC also suggested MTO contribute to opening remarks.	
-----	--	--

- OAPC will confirm the number of participants 1-2 weeks prior. OPAC to confirm with MTO about the room logistics and details.

OAPC provided O-Map Study Round 2 Updates:

- 9 labs volunteered to participate. Samples were distributed to labs mid-January. Not all labs are fully capable of completing all MPT tests (variations of SCB, HWT or all tests).
- Request from MTO for calibration certificate and gyratory compactor for MPT equipment prompted some labs to postpone testing for O-MAP Study until after MTO calibrations.
- Some results were received and OAPC expecting to share some initial results at next meeting
- The labs will perform Hamburg, SCB and DCT, with few labs conducting Ideal CT and Ideal RT, for information. For Hamburg, the 60mm compacted specimens will be compared with 60mm specimens cut from 165mm compacted specimens. OAPC notes that this is the same mix design used in HMA Correlations
- OAPC inquired whether MTO can share the calibration records with OAPC. MTO notes the information is confidential, however maybe a graph format can be shared without disclosing lab names. It is up to the labs to share this info with OAPC if willing to do so. In 2020 an official invitation was sent to MTO to be part of OETG. MTO's responded that cannot participate, however OETG can keep MTO informed. At that time OETG decided to send meeting invites, share agenda and grant access to a shared folder. MTO would prefer to have the findings presented through this committee since no MTO commitment was expressed at the time. OAPC notes that MTO will be removed from OETG's distribution

	<p>list for agenda and minutes, and from users list accessing the shared drive. Since there is no MTO commitment to participate in OETG, and OETG is part of this committee, this should be the environment where this information can be shared.</p> <p>ACTION</p> <p>OAPC to provide a copy of the draft agenda for ATS (June 2023) to MTO for review.</p>	<p>OAPC</p>
<p>12.</p>	<p>Smoothness Specification – Future Changes</p> <p><i>Background:</i></p> <ul style="list-style-type: none"> • MTO requested for a review the current smoothness specification and the list of exemptions for existing pavements. Specifically, MTO would like to modify Section 8.01.02 Paragraph F • MTO noted that currently projects have excluded entire lanes from smoothness measurements due to the tie-in exemption. <p><i>Discussion:</i></p> <ul style="list-style-type: none"> - MTO provided updates that this revision has gone through internal consultations and in process of publication on TCP (expecting after PIQ posting). - OAPC made a suggestion that a working group might be beneficial to discuss the proposed changes. MTO noted the update is only for a minor change. Due to the minor change, MTO noted if a working group is needed, then it can be initiated after posting. Furthermore, the TCP is a transparent consultation process and gives opportunity for comments to other 	

	<p>stakeholders, not only OAPC. OAPC reiterated for the group the TCP consultation process: draft specification are published for consultation for a period of minimum 21 days, sometime longer, and during these consultations or comments have to be submitted on the TCP. After the closing date these comments are analyzed. Later a decision notice is published accompanied by comments and responses. Maybe a working group will be needed after the initial TCP consultation.</p> <ul style="list-style-type: none"> - OAPC notes that the single sentence revision has large implications. MTO acknowledged that the clause is a challenge specifically for major expansion work where the adjacent matching lane does not have similar IRI values. MTO has concerns that in case of a major highway expansion of \$1-2billion, adjacent highway lane can be exempt under this clause, and possible 10-20 km of an entire new lane can be constructed with IRI is already ready at borderline or not acceptable. Those are the projects that are targeted. From this perspective, there are design implications (i.e. pre-engineering work required to determine the smoothness). <p>ACTION ITEM</p> <p>MTO to publish the specification on TCP for consultation.</p>	<p>MTO</p>
--	---	-------------------

13	<p>Additional OAPC 2023 Research Program Outline</p> <p><i>Background:</i></p> <ul style="list-style-type: none">• OAPC initiated a new Study in collaboration with Carleton University. The expected timeline to complete Study is 3 years.• The study objective is to quantify the GHG emissions at asphalt plants. This study supports the move to net zero emissions. <p><i>Discussion:</i></p> <ul style="list-style-type: none">• OAPC updates on O-Map Study provided earlier in the meeting (item 7).• Still awaiting funding approvals for this study.• Beyond the GHG Emission Study, there is also interest in completing more research on high RAP mixes. Specifically OAPC would like to conduct a field trial study and has been in consultation with GIP. <p>Standing Item</p>	
----	--	--

14	<p>Subcommittee TOR</p> <p><i>Background:</i></p> <p>As part of the response to the 2016 OAGO to MTO, TORs are prepared for all stakeholder subcommittees. This document speaks to mandates, memberships, meeting frequencies and processes. A draft copy of the TOR for this subcommittee was provided to OAPC for their review. OAPC confirmed receipt and will provide any comments shortly.</p> <p><i>Discussion:</i></p> <p>No discussion during this period. Requesting item to be closed once TOR is finalized.</p>	
-----------	---	--

NEW ITEMS

ITEM #	ITEM NAME AND INFORMATION	ACTION BY
15.	<p>Extending AC Price Index</p> <p>Webinar – Stakeholder engagement request from OAPC to extend the AC Price Index to other items</p> <p>MTO is working on 2 NSPs for extending price index to:</p> <ol style="list-style-type: none"> 1) Tack coat – sq m – application rate – calculate asphalt that is subject to the price adjustment 2) Granular sealer – kg or tons, of the residual distillation <p>OAPC raised a concern about AC Price Index, where during off-season (Nov to Feb) index does not change. MTO was not aware that the index is ‘frozen’ during off-season but will review. OAPC raised the concern that Municipalities rely on the off-season index to for budget forecast of the following season. Hence there is benefit for MTO to continually update the index.</p>	

	<p>ACTION:</p> <p>MTO to confirm whether the AC price index is frozen from November to February.</p>	<p>MTO</p>
<p>16.</p>	<p>Introduction of Life Cycle Cost Adjustment Factors in MTO Contracts</p> <p>OAPC inquired: How are the factors derived and what is the calculation?</p> <ul style="list-style-type: none"> - MTO clarified the LC Analysis cost factors is derived from review of the total life span of the pavement, and cost from each stage of the rehabilitation (Stephen to confirm). Each subsequent cycle of “rehab” would create different behavior on the pavement, so understanding LCA requires long term data collection - By inclusion of this specification, it introduces adjustments into the tender process – at this time based on what is implemented, what are the focus points for MTO? Initial LCA adjustments are dependent on each project conditions and the rehab types selected. Some typical values used by MTO in our LCCA project level assessment are available based on study done by ARA on MTO database. MTO continues to track when new combinations of rehab cycles and pavement conditions on how it will impact the assessment. - OAPC requested MTO to pick a specific project (without the project details such as location) and provide a sample calculation of how LCA factor was derived. MTO agree to reach out to Regional Geotechnical Office and noted that OAPC should pick 	

	<p>which contract. OAPC will send an email for the request</p> <ul style="list-style-type: none"> - OAPC inquired about the warrant for this condition. MTO noted this will be warranted if during the pavement design review, it was noted that all 3 rehab strategies contain high variable LCA price factors. <p>ACTION</p> <p>OAPC to review and select a contract for a sample LCA factor calculation. OAPC to send in the request by e-mail.</p>	<p>OAPC</p>
	<p>Referee Sampling and Testing Requirements</p> <p>OAPC noted that the process for referee testing is now implemented and has moved to only “virtual” attendance (based on Owner’s preference).</p> <p>MTO noted the decision to virtual platform was a result of some benefits realized during Covid, including reduced travel time for remote areas and removing sample shipping issues. MTO has addressed the initial technical errors during this move to the virtual platform and at this time would like to continue status quo.</p> <p>OAPC raised several concerns about the process, including the implementation where the consultation process was not followed. In addition, there have been poor experiences from the virtual referee including:</p>	

- when issues arise, the contractor representative asked a question and the lab technician did not acknowledge the question (whether spoken to or on the chat log of Teams).
- The camera remained static for the entire duration and was not in the view of the testing. Contractor representatives attempted to flag the concern but was ignored

MTO acknowledged that there was negative feedback received and those issues have been addressed through sanctions (including non-payment), to enforce referee agreement requirements. **As per the requirements of SP199S64, “Unresolved concerns shall be specific in nature and submitted in writing to the referee laboratory’s designated representative and the other observing representatives present, at the time of testing.”**

Discussions between OAPC/ MTO regarding the attendance, and MTO noted that in fairness both parties should attend using the same method (I.e. both virtual or both in-person).

OAPC had noted that MTO staff members don’t remain for the whole duration of the referee (due to other obligations), which MTO clarified it is not the correct process.

For further guidance, there is an additional document titled Requirements for Virtual referee. OAPC acknowledges the document however not all processes are being followed. Furthermore, it is agreed that the sessions are not to be recorded (to match in-person rules). Without any records, it is hard for contractors to raise a concern and for MTO to validate these concerns.

ACTION:

OAPC

	<p>MTO requested for OAPC to bring forward the incidences where the referee process was not followed for further review.</p>	
<p>17.</p>	<p>Roundtable</p> <p>No item</p>	
<p>18.</p>	<p>NEXT MEETINGS</p> <p>Proposed dates for 2023 meetings:</p> <ul style="list-style-type: none"> - Meeting #1 (OAPC Host): Thursday, March 30th - Meeting #2 (MTO Host): Thursday, May 18th - Meeting #3 (OAPC Host): Thursday, September 21st - Meeting #4 (MTO Host): Thursday, December 7th <p>All meeting scheduled from 10 am - 1 pm</p> <p><i>Information:</i></p> <p>Agreement to change the May 18th meeting to June 1st due to a conflict.</p>	

--	--	--