

Quantification Protocol for Gravel and Lightly Surfaced Road Rehabilitation Projects: Summary of Comments & Revisions*January 24th, 2008: Stakeholder 'Second' Round of Review*

Page Number	Comment	Resolution
15	<p>In the baseline are you accounting for removal and disposal of preexisting road surfaces?</p>	<p>This is not accounted for as road is typically laid on top of the old surface. This is true for top dressing existing road on gravel. In cold mix (oil and gravel) they will do some deconstruction and relaying of new surface.</p> <p>These considerations fall under the B6 SSR, which is excluded as it is only in the baseline and emissions are negligible, so it is naturally conservative to ignore it.</p>
4,	<p>Concern about gravel roads and lightly surfaced roads being combined, and concern that this is normal business presently and we are currently using technologies very similar to the equipment under the project condition in this protocol.</p> <p>Response was that the condition of the existing road is what determines what gets added on top. It was agreed that for gravel roads this equipment reduces the amount of fracturing of the gravel and allows you to use the gravel and with certain technologies there is more/less material needed on site. However for lightly surfaced roads it was argued that there is already existing equipment that rehabilitates that road and the use of this equipment is business as</p>	<p>This was resolved and consensus was reached that concerns would be solved by specifying that the baseline condition is resurfacing and the project condition is rehabilitation. Following this change the B9 SSR was renamed as "Road Resurfacing", and related definitions under the baseline were reworded to reflect the change.</p>

	usual.	
4	There is a problem with terminology and the definition of road rehabilitation, especially in the baseline.	Consensus was reached that this problem would be solved by specifying that the baseline condition is resurfacing and the project condition is rehabilitation (see above).
N/A	A suggestion was made to consider separating out gravel and lightly surfaced roads. Also a suggestion was made to consider separating cold mix/ hot mix and maybe even warm mix. There was also a related question regarding how to treat other mixes such as hot mix.	With the change of definition of the baseline, consensus was that cold mix and gravel can be maintained as they are. Alternate protocols would be needed for warm mix and hot mix given that they are fundamentally different technologies. The decision to separate out gravel and asphalt due to this difference was made in the early stages of development of this protocol.
N/A	What is the key factor for determining that the substitution of material creates an offset?	This specific technology is not seen often, maybe 10% of the time and financial additionality in the AB Context is not considered in this protocol.