

Warm Mix Asphalt Site Report

Job No: NSTIR Trunk 2 Elmsdale North
Date (D/M/Y): Oct 22, 2009
Other Job Reference: N/A
Contractor/Agency: XXX/NSTIR
Location: Trunk 2 Elmsdale North (~15-20min. North of Plant), and Steve Murphy Rd West of Halifax (~1.5hrs from plant)
Job Description: 3GV DAT ET
These were the two first WMA jobs done in the province of NS. The same 14mm mix was utilized in both locations.

Arrival Time: 6:30AM
Departure Time: 3:15PM

Weather Conditions: Ambient temperature 6.9C at 10:15am; cloudy with light winds; light shower in afternoon.

Length of Job: N/A
Total Tonnage: 1600MT total for both jobs
Stations: N/A

WMA General Info:

- Mix Type: 14mm Marshall WMA base mix for Trunk 2 & for Steve Murphy Rd
- A/C Type: Evothem 58-28 3GV
- A/C Source: McAsphalt Eastern Passage
- Temp. of A/C in Storage Tanks: ~150C
- Antistripping Type and Amt: No Antistrip
- McAsphalt Ticket No(s): NA- various
- WMA Discharge Temperature: ~125-130C target at start-up for Trunk 2; Raised to ~130-140C at approx 12:30PM for remainder of Steve Murphy Rd job due to longer haul distance, cool ambient, and low road temps.
- WMA Laydown Temperature: 118-120C on Trunk 2; 101-120C Steve M Rd
- Compaction Equipment Used: DD Vib Breakdown, Intermediate Combination Roller, DD Finish (on Trunk 2); DD Vib Break., Rubber Tire Int., and Single D Finish (Steve Murphy Rd).



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(Cont'd)

**Table 1: General Tack Coat and WMA Checklist
(Re: Bond and Compaction Related Checklist)**

Description of Task	Yes	No	Comments
Was the distributor's application of tack to the existing roadway's surface homogenous? Take note of tack temperature and type.	X		RS-1 had good coverage on Trunk 2 @ 0.14 L/m ² ; NA for Steve Murphy Rd because on gravel
Were all surfaces clean prior to tacking (longitudinal jts, transverse jts and roadway)?	X		
Were the distributor's spray nozzles between 15 to 30 deg. and all at the same angle?	X		
Was the surface free of signs of moisture?	X		
Were the rollers keeping up with the spreader?	X		
Did the spreader stop frequently to wait for WMA trucks?		X	
Was a shuttle buggy used to promote continuous paving and to ensure a more homogenous heat distribution and better overall compaction?			Yes on Trunk 2. No on Steve Murphy Rd (subdivision work)
Were the WMA trucks tarped?	X		

The above checklist focuses only on tack coat issues (i.e. bond issues) and factors which influence compaction and the overall performance of the PG Warm A/C's and polymer modified Warm A/Cs. Other issues such as segregation, profilograph smoothness, mix results, etc, are not directly A/C related and as such are not covered.

McAsphalt Representative: Alain Cormier, P. Eng.

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Additional Comments:

- Plant capacity ~250t/hr; was mixing at ~150t/hr.



Pic 1: Dual drum counter flow plant:
One drum to dry aggregate and one to mix.
Equipped with baghouse.



Pic 2: Cold feed bins had good bin-dividers
to prevent x-contamination! Excellent!

- Mats were very stable with no shoving or checking



Pic 3: Nice uniform WMA mat on Trunk 2

- Existing Surfaces:
 - o Trunk 2: Milled surface with pre-existing transverse, block, longitudinal and random cracks. Reflective cracking is likely, but will not be due to the WMA.



Pic 4: Trunk 2 Existing Surface

- o Steve Murphy Rd: Existing Surface was granular base; no prime.

The first Evotherm trial mixes in NS were a success and undoubtedly paved the road for future work.

Regards,

Alain Cormier, P.Eng.
McAsphalt Atlantic Marketing