



## Warm Mix Asphalt Site Report

Job No: NBDOT Rte 144 (10-0796)  
 Date (D/M/Y): Aug 17 – 19, 2010  
 Other Job Reference: N/A  
 Contractor/Agency: Ray’s Paving Ltd/NBDOT  
 Location: Rte 144 in North West N.B. Doucet Rd to Ste-Anne Village limits  
 Job Description: 3GV                       DAT                       ET  
11.3km stretch of Rte 144 to be rehabilitated by milling existing surface and pave 14,200MT of NBDOT Type-D Surface Mix with Evotherm 58-28 GV. Ray’s Paving, Grand Falls was awarded this contract. Rte 144 is located in Madawaska County between Grand Falls and Edmundston in North Western New Brunswick.

Arrival Time: 5.00am Daily  
 Departure Time: 4:30pm Daily

Weather Conditions: Foggy early morning then Sunny rest of the rest day.  
 Length of Job: 11.3km  
 Total Tonnage: 14,200MT total job; 1250MT August 18 and 1400MT August 19  
 Stations: N/A

### WMA General Info:

- Mix Type: Type D Surface Mix
- A/C Type: Evotherm 58-28 3GV (@ 0.4% additive)
- A/C Source: McAsphalt Valleyfield
- Temp. A/C in Storage Tanks: ~150C
- Antistripping Type and Amt: Adhere 7700 @ 0.5%
- McAsphalt Ticket No(s): NA- various
- WMA Discharge Temperature: 125-130C requested
- WMA Laydown Temperature: 90 -120C
- Compaction Equipment Used: Breakdown – Double Steel Wheel Vibratory Roller, intermediate- Rubber Tire, Finish – Steel Wheel



# EVOTHERM - Warm Mix Asphalt Site Report

(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		
Were all surfaces clean prior to tacking (longitudinal jts, transverse jts and roadway)?	X		
Were the distributor's spraying 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?	X		
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: Michael Esenwa

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Mix Production – Discharge/Hauling

Early Morning  
Temperature



Mix Laydown – Compaction/Temperature





Pavement Surface Condition – Tack/Finish

