

## Warm Mix Asphalt Site Report

Job No: MTO 2010-6006  
Date (D/M/Y): July 20-23, 2010  
Other Job Reference: Hwy 11/17 Resurfacing  
Contractor/Agency: Pioneer Construction  
Location: Thunder Bay – Hwy 11 close to Pass Lake  
Job Description: 3GV  DAT  ET  
Hwy 11/17 near Thunder Bay is being improved to enhance safety and it's role as a major regional transportation carrier. Pioneer Construction was awarded the 4.1 million dollar contract with work completed September 2010.

Arrival Time: 6:30am/1:30pm Daily  
Departure Time: 12:00pm/5:30pm Daily

Weather Conditions: Clear, high 23°C, Low 17°C  
Length of Job: 7.8km  
Total Tonnage: 2,000 tons +  
Stations: Mackenzie Station

### WMA General Info:

- Mix Type: 12.5mm Superpave Warm Mix/Surface
- A/C Type: PG 64-34 PMA
- A/C Source: Thunder Bay
- Temp. A/C in Storage Tanks: ~135°C
- Antistripping Type and Amt: N/A
- McAsphalt Ticket No(s): N/A
- WMA Discharge Temperature: 125-130°C
- WMA Laydown Temperature: 85°C - 110 °C
- Compaction Equipment Used: Steel Wheel Vibratory Roller, Rubber Tire Roller and Steel Wheel Static Roller



# 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?			Not all trucks were tarped

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 & Ivan Chrusch

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Tack Coat Surface Condition - Before/After





Mix Laydown – Compaction/Temperature

