

## Warm Mix Asphalt Site Report

Job No: NSTIR Rte 212 60140313  
Date (D/M/Y): Oct 13, 2010  
Other Job Reference: N/A  
Contractor/Agency: XXXX/NSTIR  
Location: Rte 212 Old Guysborough Rd  
Job Description: 3GV       DAT       ET  
WMA Base & Seal; Sandwich Seal (Existing HMA + Gravel + WMA)

Arrival Time: 7AM (Plant); 9AM (job site)

Departure Time: 7:40AM (Plant); ~3:30PM (job site)

Weather Conditions: Fog in AM; 5C @ 7AM; high of 13C; sunny light winds remainder of the day.

Length of Job: 8.3km

Total Tonnage: ~13000MT total mix; WMA-Base = ~6500 MT, WMA-Seal = ~6500 MT

Stations: NA

### WMA General Info:

- Mix Type: WMA-Base= 14mm, WMA-Seal= 14mm
- A/C Type: Evothem 58-28 3GV
- A/C Source: McAsphalt Eastern Passage
- Temp. of A/C in Storage Tanks: ~155C
- Antistripping Type and Amt: None required
- McAsphalt Ticket No(s): NA- various
- WMA Discharge Temperature: 125-130C typical; Target 155C for the 1<sup>st</sup> day's production due to long haul distance, cool ambient & base temperatures. To be adjusted as job progresses.
- WMA Laydown Temperature: 124-132C; higher than typical temp until cores come back
- Compaction Equipment Used: DD Vib Break., Rubber Tire interm., Steel Finish

# 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.			NA; no tack used while on site because paving over primed granular base
Were all surfaces clean prior to tacking (longitudinal jts, transverse jts and roadway)?			NA
Were the distributor's spray nozzles between 15 to 30 deg. and all at the same angle?			NA
Was the surface free of signs of moisture?	X		Yes
Were the rollers keeping up with the spreader?	~		For the most part
Did the spreader stop frequently to wait for WMA trucks?		~	At times, because earlier that a.m. only 12-14 trucks were available for the 108km haul; however, more trucks available later in the day and following days
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		Yes

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

# Warm Mix Asphalt Site Report (Cont'd)

## Additional Comments or Concerns:

- Due to the long haul distance of 108km (~1hr 25 min truck haul), cold ambient temperature, cool base temperature and lack of available trucks, on day 1 we decided to target a plant discharge temperature of 155C, while hoping to achieve a temperature behind the spreader of ~125-130C in order to get a wider compaction window vs. the typical 115-125C laydown temperature. Adjustments can be made to get closer to the typical 115-125C as the job progresses if the cores show that density is easily achieved.
- AC content of mix = 5.35%
- Plant production 155 MT/hr

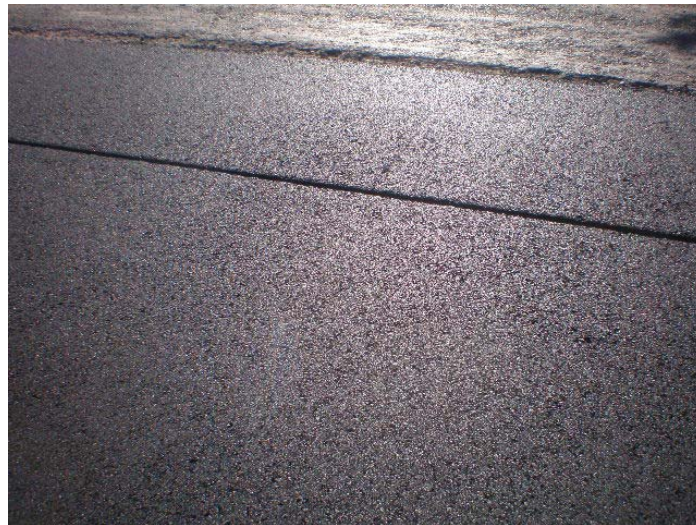


Pic 1. Green McAsphalt WMA with Green Windpower in Background!!!

- They were placing WMA base mix during this site visit.
- Existing Surface: Old HMA + ~4-6" of granular base material + 1 L/m<sup>2</sup> of RC-30 prime coat.
- Mix was quite stable on Day 1 behind all rollers (See Pic. 2). There was no bow wave or lateral movement of the mix; only vertical settlement/densification (See Pic. 3).



Pic. 2. Nice Stable Mat and Good Edge Support



Pic 3: Mat Compressing Vertically with no Lateral Movement and no Bow Wave ahead of DD Vib.

- Spread rate ~110kg/m<sup>2</sup>
- Target uncompacted lift thickness 2.5" = 2" once rolled.
- Nuke readings taken @ 10:45AM when the DD Vib. and Rubber Tire were staying close to the spreader indicated that 93.6% was achieved behind the RT Roller. Finish roller had yet to hit the mat. I.e keeping a tight train is key.
- Left site @ 3:30PM.

Please call if you have any questions or comments.

Regards,  
Alain Cormier, P. Eng.  
McAsphalt Atlantic Marketing