

Memo**To: Minnesota City and County Engineers****From: Joel Uring, Pavement Engineer****Date: January 22, 2018****RE: Cold Weather Bituminous Paving Guidelines**

Cold weather bituminous paving presents many challenges that can affect the long-term performance and durability of the pavement. But, there are things that can be done to help ensure the work performed is the best possible and will result in a long lasting pavement. This information was originally presented in a memo by John Garrity the MnDOT Bituminous Engineer issued on October 23, 2015. Some of the items listed below are specification items that should be required of the Contractor others are points of discussion you can have with the Contractor. You can always discuss alternate ways for the Contractor to do things, but, you want to be careful not to direct the Contractor in their operations; otherwise, you accept a certain amount of liability. The following is a list (in no particular order) of things to do and keep an eye on or discuss with the Contractor during late fall paving.

- 1) Require loads be tarped. Section 2360.3 B.2.b, gives the Inspector the ability to require loads be tarped. Tarping of the load will help protect the mix from the elements and keep the wind from forming a “cold crust” on the top of the load.
- 2) Enforce Table 2360-26, Minimum Temperature Table when using Ordinary Compaction. This section of the specification says no paving is allowed when temperature is below 32F and density requirement is Ordinary Compaction. And, the table specifies minimum mixture temperatures in cooler weather based on paving thickness.
- 3) Watch for mix pick-up when using Pneumatic Roller. 2360.3 E, Surface Requirements, states that after compaction the finished surface of each lift must be reasonably free of segregated, open and torn sections. Pneumatic tired rollers have a tendency to pick up the fines in the mixture in cold weather, especially when a modified binder is used.

The Contractor can help minimize mixture pick-up by keeping the tires clean and warm. Spraying the tires with non-petroleum based release agent should help reduce pick-up. Also, warming up the tires by up by driving the pneumatic roller on the existing pavement for 15 minutes, or so, to generate some heat within the tires before it is placed in the rolling train helps minimize pick-up. Once there is no pick-up it is important to keep the pneumatic rollers moving, that means no stopping, on a hot/warm mat, otherwise, the tires will cool and will start picking up mix again. Keeping the rollers tightly skirted to retain heat helps too. In some cases, it may be best for the Contractor to remove (their decision) the pneumatic roller from the rolling train if it is making more of a mess than helping get density.

- 4) Pave thicker lifts. Thicker lifts retain heat longer and will improve the ability to get density. There may be some situations where you can modify the typical section to allow a thicker lift to be placed on the project.
- 5) Watch for inadequate/improper rolling. It is harder to get density on cold fall days than warm summer days but it can be done. Difficulty in getting density can be the result of inadequate and/or improper rolling. Inadequate rolling might be caused by too few rollers or too few roller passes. Improper rolling can include rollers being too far behind the screed or rollers starting the initial compaction process too late. On a cold, windy fall day mix loses temperature quickly which makes it tough to get density. As the mix is placed on the cold ground heat is drawn from the mix, this, coupled with wind which will quickly draw heat from the surface of the mix greatly reduces the amount of time for compaction. Additional rollers may have to be brought in to compensate for cold, windy conditions. And, sometimes 2 rollers may have to run in echelon directly behind the screed in order to get density.
- 6) Keep the mix en-masse. The mixture will lose heat quickly if the entire load is windrowed in front of the paver when using a pick-up machine. Rather than dumping the entire load in front of the paver, dump the load at the same rate as the paver is moving and picking the material up. If the paver stops for any reason discontinue dumping and only resume dumping when the paver is moving.
- 7) Mixing temperatures. Typically, the Contractor will increase plant mixing temperatures as the ambient temperatures drop. Additional heating of the mixture will aid in getting density. Make sure the Contractor is not overheating the mix. Specification 2360.3 A.5 states, "Unless authorized by the Engineer, do not produce the mixture more than 30°F above the recommended maximum mixing temperature." Contact the Bituminous Office if you see mixture temperatures either at the plant or behind the paver over 330F.
- 8) Paving restrictions. Specification 2360.3 A.4 discusses Weather Limitations and Paving Dates.
- 9) PaveCool: Software gives you the time available for compaction.
<http://www.dot.state.mn.us/app/pavecool/index.html>
- 10) Communication. Good communication is critical to the success of any project any time of the year. In cold weather, stress the need to maintain the balance between the street and the plant operations. If placement operations are slowed down for some reason or if the paver needs to be brought back to the day's start so that lanes can be matched-up the Contractor should make sure the plant stops loading trucks. Otherwise, trucks will be sitting on the grade with mix cooling in their boxes.

For more information or further interpretation of these guidelines, please contact:

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