

**Quadrant:** U  
**Section:** 45  
**Sublot:** 1

**Laboratory Diary**

General Description of Mix and Materials

Design Method: 413.3  
 Compactive Effort: 50 gyrations  
 Binder Performance Grade: 76-22  
 Modifier Type: SBS  
 Aggregate Type: Granite  
 Design Gradation Type: GAP

Avg. Lab Properties of Plant Produced Mix

Sieve Size	Target	QC
25 mm (1"):	100	100
19 mm (3/4"):	100	100
12.5 mm (1/2"):	97	94
9.5 mm (3/8"):	79	78
4.75 mm (#4):	35	42
2.36 mm (#8):	23	29
1.18 mm (#16):	18	23
0.60 mm (#30):	14	18
0.30 mm (#50):	10	13
0.15 mm (#100):	6	9
0.075 mm (#200):	4.1	5.9
Binder Content (Pb):	5.1	6.0
Eff. Binder Content (Pbe):	4.6	NA
Dust-to-Eff. Binder Ratio:	NA	NA
RAP Binder Replacement (%):	0.0	0.0
RAS Binder Replacement (%):	0.0	0.0
Total Binder Replacement (%):	0.0	0.0
Rice Gravity (Gmm):	NA	2.423
Bulk Gravity (Gmb):	NA	2.355
Air Voids (Va):	NA	2.8
Agg. Bulk Gravity (Gsb):	NA	NA
VMA:	NA	NA
VFA:	NA	NA

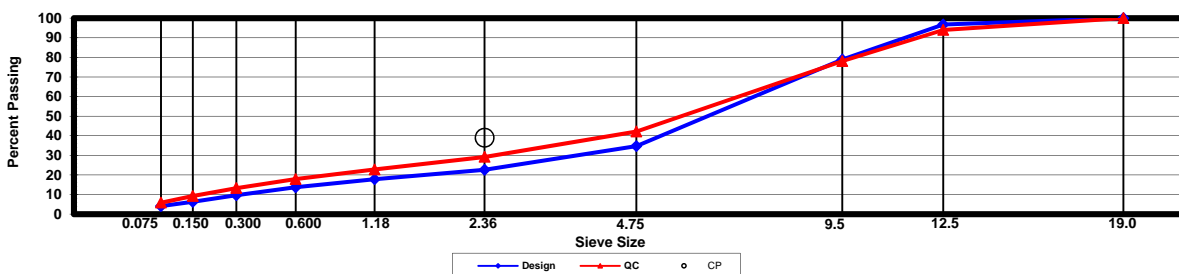
**Construction Diary**

Relevant Conditions for Construction

Completion Date: August 25, 2015  
 24 Hour High Temperature (F): 87  
 24 Hour Low Temperature (F): 64  
 24 Hour Rainfall (in): 0.00  
 Planned Sublot Lift Thickness (in): 0.8  
 Paving Machine: Roadtec

Plant Configuration and Placement Details

Component	% Setting
Binder Content (Plant Setting)	5.6
78 Granite	60.0
7 Granite	15.0
M10 Granite	25.0
Evotherm P15	0.5
As-Built Sublot Lift Thickness (in):	0.8
Total Thickness of All New Sublots (in):	0.8
Approx. Underlying HMA Thickness (in):	Pending
Type of Tack Coat Utilized:	eTac
Undiluted Target Tack Rate (gal/sy):	0.23
Approx. Avg. Temperature at Plant (F):	340
Avg. Measured Mat Compaction:	91.1%



**General Notes:**

- References are by quadrant (E=East, N=North, W=West, S=South, L=Lee Rd 159, U=US-280), section #, and sublot (top=1).
- DGA, SMA, & OGFC refer to dense graded asphalt, stone matrix asphalt, & open-graded friction course, respectively.
- Production Gsb estimated using the actual production Gse and the difference between Gse and Gsb in the mix design.

**Section and/or Sublot Specific Notes:**

No spray paver was available for mobilization at the time this section was paved. Consequently, a spray paver rate was shot with eTac using a conventional tack distributor. All non-paver construction traffic was run on the shoulder in order to prevent pickup.