

Quadrant: W
Section: 7
Sublot: 1

Laboratory Diary

General Description of Mix and Materials

Design Method: Super
 Compactive Effort: 65 gyrations
 Binder Performance Grade: 67-22
 Modifier Type: SBR
 Aggregate Type: Granite
 Design Gradation Type: Fine

Avg. Lab Properties of Plant Produced Mix

Sieve Size	Design	QC
25 mm (1"):	100	100
19 mm (3/4"):	100	100
12.5 mm (1/2"):	100	100
9.5 mm (3/8"):	100	100
4.75 mm (#4):	67	69
2.36 mm (#8):	47	43
1.18 mm (#16):	35	33
0.60 mm (#30):	25	25
0.30 mm (#50):	17	18
0.15 mm (#100):	10	11
0.075 mm (#200):	5.9	6.4
Binder Content (Pb):	7.6	7.3
Eff. Binder Content (Pbe):	7.1	6.9
Dust-to-Binder Ratio:	0.8	0.9
Rice Gravity (Gmm):	2.436	2.444
Avg. Bulk Gravity (Gmb):	2.387	2.403
Avg Air Voids (Va):	2.0	1.7
Agg. Bulk Gravity (Gsb):	2.614	2.716
Avg VMA:	15.6	18.0
Avg. VFA:	87	91

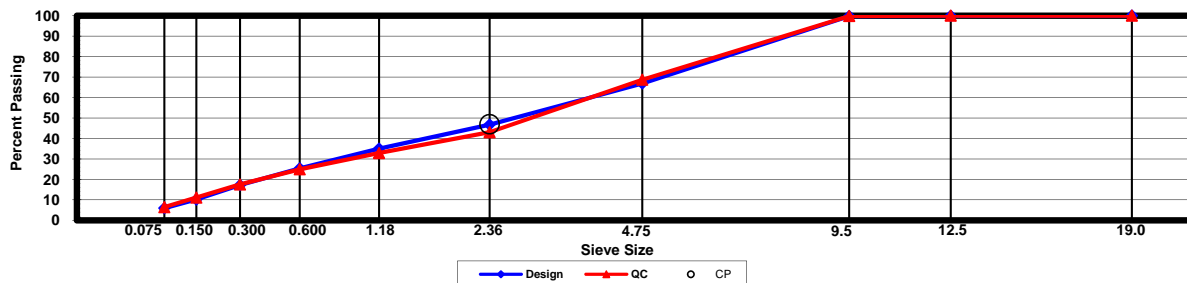
Construction Diary

Relevant Conditions for Construction

Completion Date: May 11, 2010
 24 Hour High Temperature (F): 82
 24 Hour Low Temperature (F): 59
 24 Hour Rainfall (in): 0.00
 Planned Sublot Lift Thickness (in): 1.5
 Paving Machine: Blaw Knox

Plant Configuration and Placement Details

Component	% Setting
Asphalt Content (Plant Setting)	4.4
89 Lithia Springs Granite	41.0
810 Lithia Springs Granite	36.0
W10 Lithia Springs Granite	23.0
Thiopave	40.0
Compaction Agent	1.0
As-Built Sublot Lift Thickness (in):	1.4
Total Thickness of All 2009 Sublots (in):	1.4
Approx. Underlying HMA Thickness (in):	22.6
Type of Tack Coat Utilized:	NTSS-1HM
Target Tack Application Rate (gal/sy):	0.07
Approx. Avg. Temperature at Plant (F):	275
Avg. Measured Mat Compaction:	99.0%



General Notes:

- Mixes are referenced by quadrant (E=East, N=North, W=West, and S=South), section # (sequential) and subplot (top=1);
- The total HMA thickness of all structural study sections (N1-N11 and S8-S12) ranges from 5-3/4 to 14 inches by design;
- All non-structural sections are supported by a uniform perpetual foundation in order to study surface mix performance;
- SMA and OGFC refer to stone matrix asphalt and open-graded friction course, respectively; and
- All liquid asphalt purchased for use in Track reconstruction contained LOF 6500 antistripping additive at a rate of 0.5 percent