Pavement Technology, Inc.

PAVEMENT PRESERVATION EXPERTS
FOR
39 YEARS

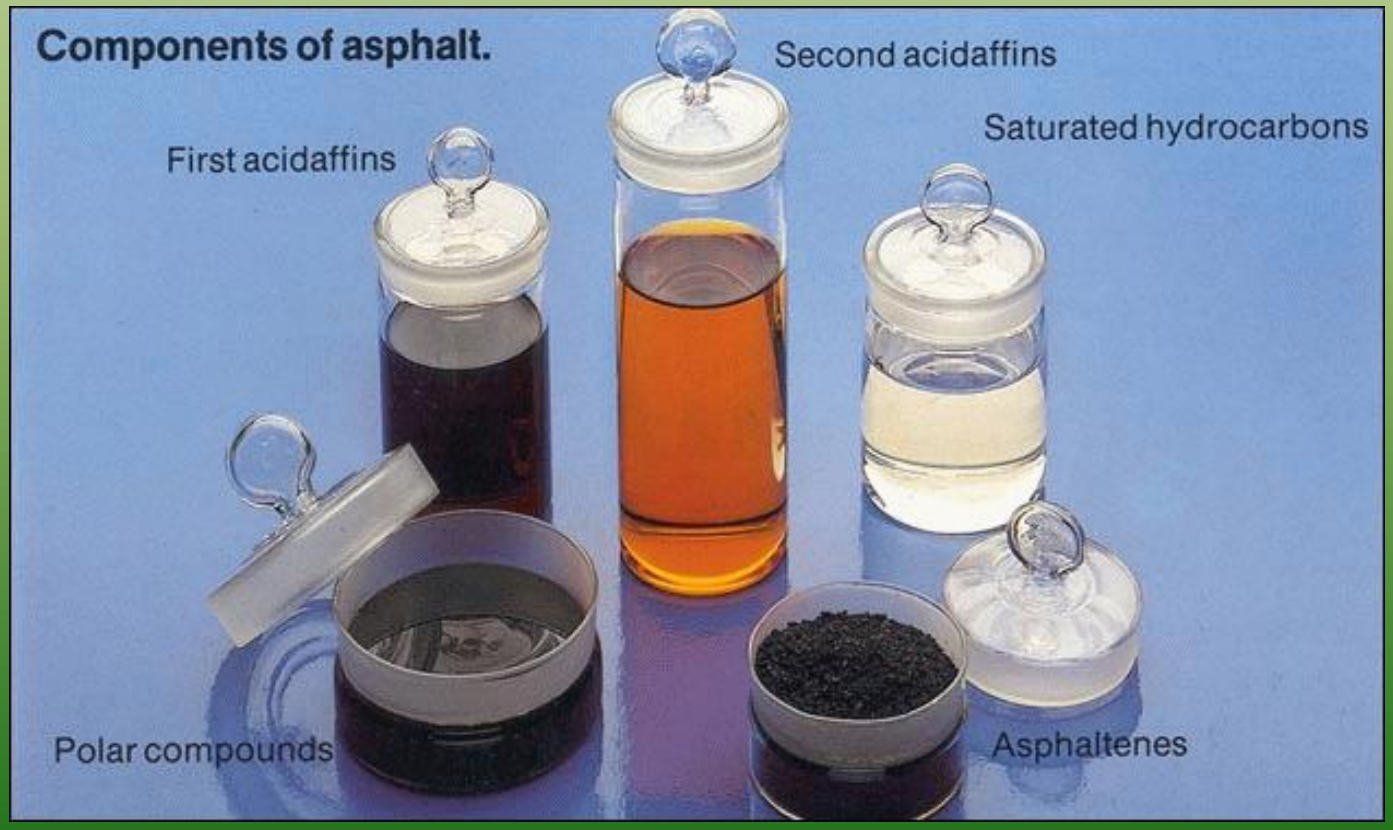
PTI has been involved in Pavement Preservation Since 1972

- Before pavement preservation was as popular as it is today;
- Processes we provide to DOT's include:
  - **Longitudinal Joint Stabilization with JOINTBOND®;**
  - **Asphalt Rejuvenation with Reclamite®;**
  - **Skidabrader-Reclamite Treatment.**

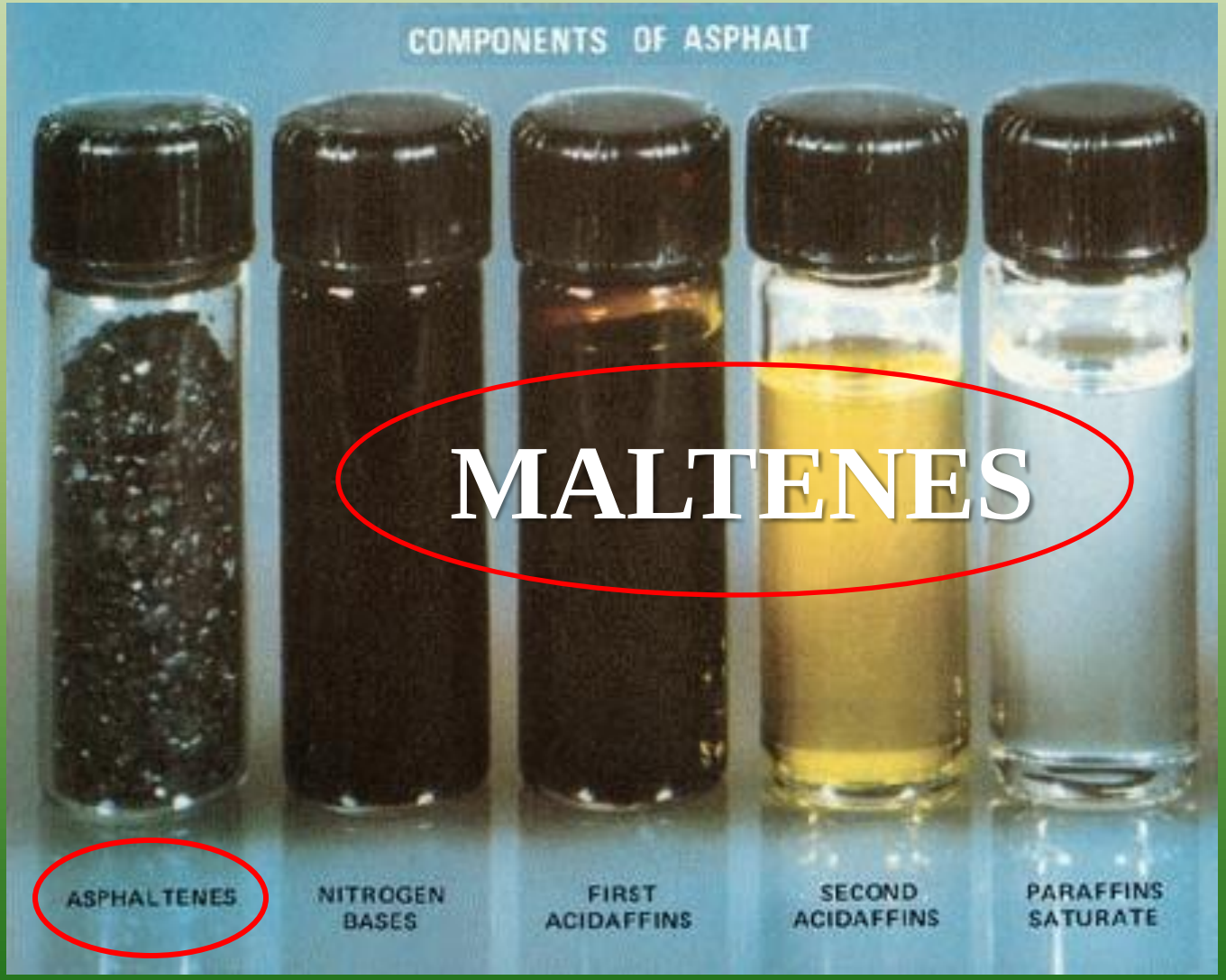
ALL ARE <u>MALTENE</u> REPLENISHMENT PROCESSES

Why MALTENE replenishment?

Simple Asphalt Chemistry!



Asphalt Cement = Asphaltenes & Maltenese

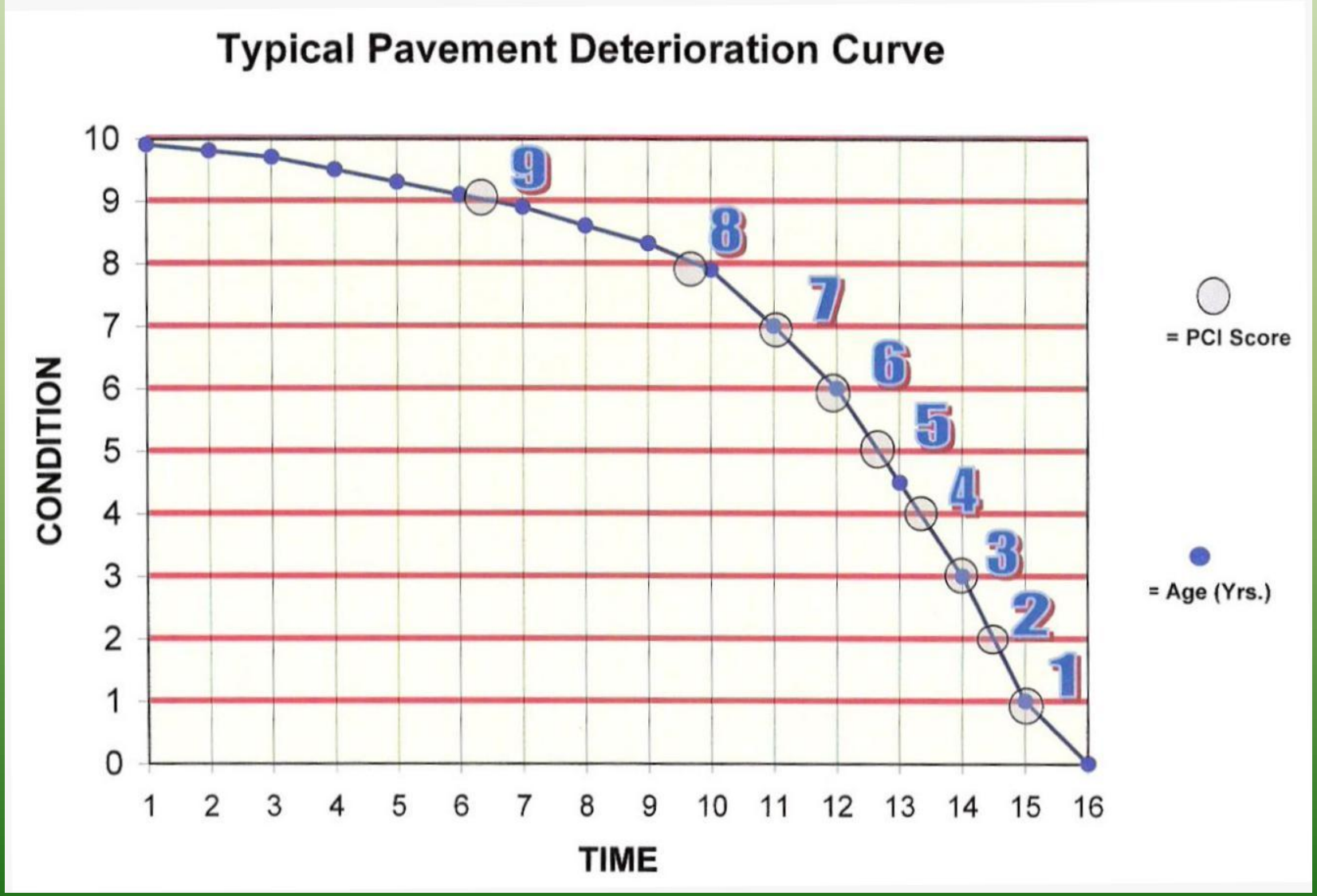


Maltene Loss

Due to high temps during hot-mix production

Constant exposure to the sun's UV rays and subsequent surface flushing by rains

Maltene Loss = Deterioration



JOINTBOND®

Prevent longitudinal joint deterioration

JOINTBOND® Polymerized Maltene Emulsion for Longitudinal Joints

After 3 years

Reclamite Asphalt Rejuvenator

Skidabrader & Reclamite® Surface Treatment

Skidabrading the surface increases Skid Numbers Prior to Reclamite Application

Reclamite Asphalt Rejuvenator is applied and penetrates down into the pavement.

Skid Testing 30 Minutes After Reclamite application verifies acceptable skid numbers

Skidabrader & Reclamite® Surface Treatment

PAVEMENT CORE TEST RESULTS

Testing by APART, Inc. , Shafter, CA - Nov. 5, 2010

Top 3/8-inch of Treated and Untreated Core Samples

Sample Location	Viscosity 60C, Poises	% Change	Phase Angle, Deg.	MODULUS, 60C, Pa			
				Complex	Elastic	% Change	Viscous
TN SR12 Reclamite Treated	15260	41.73%	78.2	15300	3127	51.86%	14978
TN SR12 Untreated	26189		75.7	26258	6496		25442

Summary of Testing: Testing the top 3/8" of each core, the asphalt was extracted and recovered as prescribed by California Test Method 365. 60 C Viscosities, Pa*s, phase angles, complex, elastic, and viscous moduli were determined on recovered asphalt binder using the Dynamic Shear Rheometer as prescribed by AASHTO T316.

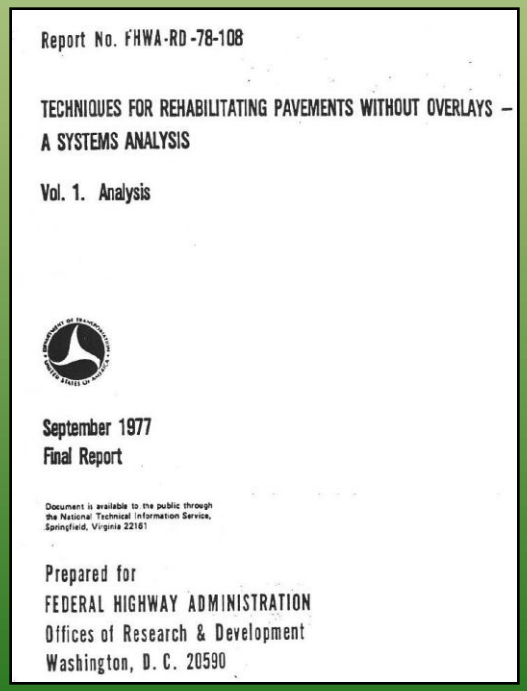
Tennessee DOT Skidabrader-Reclamite Treatment Test - State Route 12

Skid Test Results : Day Before, Day of Treatment, and Day After Treatment

Day Before		9/16/2010 AM (30 Min. After) 1st run		9/16/2010 AM (60 Min. After) 2nd run		9/16/2010 PM (3-1/2 Hr. After) 3rd run		9/17/2010 AM (24 Hrs. After) 4th run	
9/15/2010 PM 1st run	9/15/2010 PM 2nd run								
45.2	48.1	Abraded & untreated	55.7	Abraded & untreated	59.2	Abraded & untreated	52.3	Abraded & untreated	52.3
		Abraded & treated	**35.0**	**Abraded & treated**	**35.8**	**Abraded & treated**	**46.9**	**Abraded & treated**	**48.7**
44.7	47.7	Abraded & untreated	53.7	**Abraded & treated**	**36.9**	**Abraded & treated**	**36.0**	**Abraded & treated**	**44.2**

Note: Rain/standing water was present at this time

Numerous studies and reports conducted over the past 30+ years have confirmed the effectiveness of Reclamite in extending pavement life.



Report No. FHWA-RD-78-108

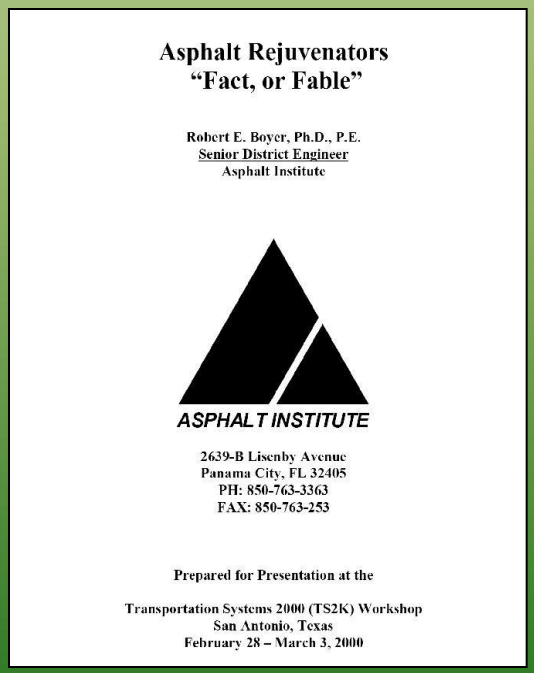
TECHNIQUES FOR REHABILITATING PAVEMENTS WITHOUT OVERLAYS – A SYSTEMS ANALYSIS

Vol. 1. Analysis

September 1977
Final Report

Document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

Prepared for
FEDERAL HIGHWAY ADMINISTRATION
Offices of Research & Development
Washington, D. C. 20590



Asphalt Rejuvenators
"Fact, or Fable"

Robert E. Boyer, Ph.D., P.E.
Senior District Engineer
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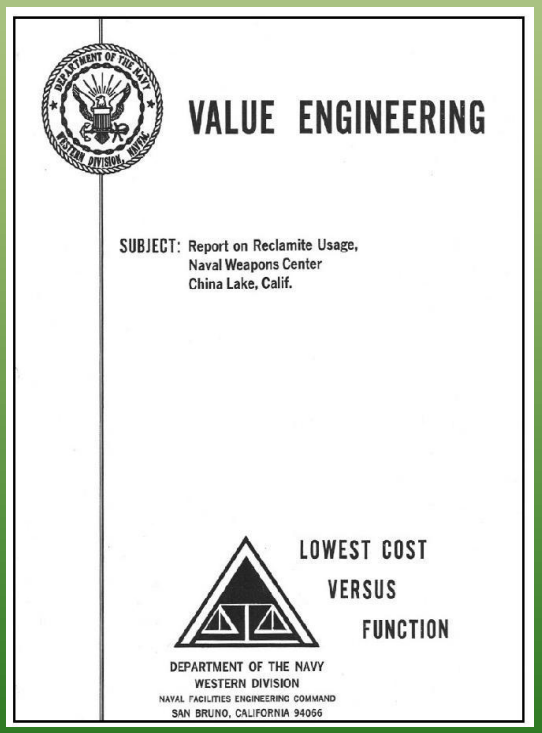

VALUE ENGINEERING

SUBJECT: Report on Reclamite Usage,
Naval Weapons Center
China Lake, Calif.

LOWEST COST
VERSUS
FUNCTION

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WESTERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
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