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TESTING AND EVALUATION OF LARGE STONE MIXES USING MARSHALL MIX DESIGN PROCEDURES

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ABSTRACT

Premature rutting of heavy duty asphalt pavements has been increasingly experienced in recent years primarily due to high pressure truck tires and increased wheel loads. Many asphalt technologists believe that the use of large size stone (maximum size of more than one inch) in the binder and base courses will minimize or eliminate the rutting of heavy duty pavements.

The equipment specified in the Marshall procedure (ASTM D 1559) used by76 percent of the states in the United States consists of a 4-inch diameter compaction mold intended for mixes containing aggregate up to l-inch maximum size only. This has inhibited the use of large stone mixes.

A standard method for preparing and testing 6-inch diameter specimens has been presented. The proposed method has the following significant differences from ASTM D 1559: (a) hammer weighs 22.5 pounds, (b) specimen size is 6-inch diameter and 3-3/4 inch height, (c) specimen weighs about 4,050 grams, and (d) the number of blows needed is 1-1/2 times the number of blows needed for a standard Marshall specimen to obtain equivalent compaction levels.

Comparative test data (4-inch versus 6-inch diameter specimens) obtained from various highway agencies and producers indicates that the compaction levels are reasonably close. The average stability ratio (stability of 6-inch specimen/stability of 4-inch specimen) and flow ratio (flow of 6-inch specimen/flow of 4-inch specimen) were determined to be very close to the rationally derived values of 2.25 and 1.50, respectively.

Typical mix designs using 6-inch specimens are also given. Construction data and experience gained from six field projects in Kentucky and Pennsylvania is also included. It is believed that the proposed test method will be useful in determining the optimum asphalt content of large stone asphalt mixes.

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INTRODUCTION

Premature rutting of heavy duty asphalt pavements has been increasingly experienced in recent years. This phenomenon is primarily resulting from high pressure truck tires and increased wheel loads. The design of Hot Mix Asphalt (HMA) which served reasonably well in the past needs to be re-examined to withstand the increased stresses. Various asphalt additives are being promoted to increase the stability of HMA pavements at high temperatures. However, most asphalt technologists believe that fundamental changes in the aggregate component of the HMA (such as, size, shape, texture and gradation) must be made first. There is a general agreement that the use of large size stone in the binder and base courses will minimize or eliminate the rutting of heavy duty asphalt pavements.

The use of large stone mixes is not new. Warren Brothers Company had a patent issued in 1903 which specified a top size aggregate of three inches (*1*). Most paving companies started to use small stone mixes to avoid infringement of the patent, and such use is still prevalent today.

Marshall mix design procedures are used by 76 percent of the states in the United States according to a survey conducted in 1984 (*2*). The equipment specified in the Marshall procedure (ASTM D1559) consists of a 4-inch diameter compaction mold which is intended for mixtures containing aggregate up to l-inch maximum size only. This has also inhibited the use of HMA containing aggregate larger than one inch because it cannot be tested by the standard Marshall mix design procedures. There are other test procedures such as, gyratory compaction, TRRL refusal test and Minnesota DOT vibrating hammer which use 6-inch diameter molds accommodating 1-1/2 -2 inch maximum aggregate size (*3*). However most agencies are reluctant to buy new equipment because of cost and/or complexity. They tend to prefer and utilize the existing equipment and/or methodology (such as, Marshall test) with some modifications. There are preliminary indications from the NCHRP'S AAMAS (Asphalt-Aggregate Mix Analysis System) research study that a laboratory gyratory compactor better simulates the aggregate particle orientation obtained in the field compared to an impact type compactor used in the Marshall procedure (*4*). However, it will be a few years before many agencies start to implement AAMAS study's recommendations and use gyratory compactors. In the meantime there is an urgent need to start designing large stone hot mix asphalt using modified Marshall design procedures based on the current knowledge and experience. It is expected that these procedures will be continually modified as more experience is gained in the field.

The term "large stone" is a relative one. For the purpose of this report large stone is defined as an aggregate with a maximum size of more than one inch which cannot be used in preparing standard 4-inch diameter Marshall specimens.

BACKGROUND OF DEVELOPMENT

Pennsylvania Department of Transportation (PennDOT) implemented Marshall mix design procedures in the early 1960s. The Marshall method was generally based on ASTM D1559 (Standard Test Method for Resistance to Plastic Flow of Bituminous Mixtures Using Marshall Apparatus). ASTM D1559 specifies the use of 4-inch diameter specimen mold for mixes containing aggregate up to l-inch maximum size. The compaction hammer weighs 10 pounds and a free fall of 18 inches is used. It became apparent that ASTM D1559 could not be used for designing Pennsylvania ID-2 binder course mix and base course mix which specified maximum permissible sizes of 1-1/2 inches and 2 inches, respectively. Therefore, a study was undertaken by PennDOT in 1969 to develop the equipment and procedure for testing 6-inch diameter specimens (5) since it is generally recognized that the diameter of the mold should be at least four times the maximum nominal diameter of the coarsest aggregate in the mixture to be molded (6).

A series of compaction tests were run using 4-inch and 6-inch diameter specimens of wearing and binder mixes. The nominal height of the 6-inch diameter specimen was increased to 3-3/4 inch to provide the same diameter/height ratio that is used for a 4-inch diameter x 2-1/2 inch high specimen. When the 6-inch compactor was designed it was assumed that the weight of the hammer should be increased in proportion to the face area of the Marshall specimen, and the height of hammer drop and the number of blows on the face of the specimen should remain the same as that used for the 4-inch diameter specimens. The weight of the hammer, therefore, was increased from 10 lbs. to 22.5 lbs., and the hammer drop was maintained at 18-inches with 50 blows on each face. However, the initial test data indicated that the energy input to the specimen during compaction should have been based on ft lb/cu inch of specimen instead of ft lb/sq inch of the specimen face. Therefore, to obtain the same amount of energy input per unit volume in a 6-inch by 3-3/4 inch specimen the number of blows had to be increased from 50 to 75. The comparative compaction data given in Table 1 substantiates this. Based on this data, it was specified that a 6-inch diameter, 3-3/4 inch high specimen should be compacted with a 22.5 lb. hammer, free fall of 18-inches and 75 blows per face. The details of equipment, such as mold, hammer and breaking head are given in Pennsylvania Test Method 705 developed by Kandhal and Wenger (7).

Table 1. Comparative Data (4" Versus 6"-Diameter Specimens) - 1969 Data

	WEARING MIX				BINDER MIX		
Specimen Diameter, in.	4	6	6	6	4	6	6
Specimen Height, in.	2.50	3.75	2.50	3.75	2.50	3.75	3.75
Hamer Weight. lbs.	10	22.5	22.5	22.5	10	22.5	22.5
Hammer Drop, in.	18	18	18	18	18	18	18
No. of Blows/Face	50	50	50	75	50	50	75
Energy Input:							
Ft.lb/sq. in. of Specimen Face	119.4	119.4	119.4	179.1	119.4	119.4	179.1
Ft.lb/cu. in. of Specimen	47.7	31.8	47.7	47.7	47.7	31.8	47.7
Percent Compaction of Theor. Max. Specific Gravity	94.2	92.9	93.9	94.0	97.5	96.4	97.4
Percent Void Content	5.8	7.1	6.1	6.0	2.5	3.6	2.6
Stability, lbs.	2049	5316	--	--	1622	3785	3440
Flow, Units	10.0	20.4	--	--	10.8	20.8	17.5

Preliminary test data obtained in 1969 during the developmental stage is given in Tables 2 and 3 for ID-2 wearing course (maximum aggregate size 1/2 inch) and ID-2 binder course (maximum aggregate size 1-1/2 inches) mixtures, respectively. The data indicates that reasonably close compaction levels are achieved in 4-inch and 6-inch diameter molds when the number of blows for 6-inch specimen is 1-1/2 times that used for 4-inch specimen. Marshall void parameters such as, percent air voids, percent VMA and percent VFA are also reasonably close. Table 3 shows that a preliminary stability ratio (stability of 6-inch specimen/stability of 4-inch specimen) of 2.12, and a flow ratio (flow of 6-inch specimen/flow of 4-inch specimen) of 1.62 was obtained for the binder course mix. Additional comparative test data (4-inch versus 6-inch diameter specimens) obtained by various agencies will be presented and discussed later in this report.

Table 2. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Pennsylvania Dept. of Transportation (1969 Data) Mix type : ID-2 Wearing Course

Aggregates: Limestone coarse aggregate and limestone fine aggregate.

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
--	--	--	--	100	95	63	43	28	18	12	8	4.5

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
No. of Blows	50	75	Stability, pounds	2049	--
% Compaction	94.2	94.0			
% Air Voids	5.8	6.0	Flow, units	10.0	--
% VMA	18.8	18.9			
% VFA	69.4	68.4			

Remarks: Data on stability and flow of 6" specimens is not available.

Table 3. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Pennsylvania Dept. of Transportation (1969 Data) Mix type : ID-2 Binder Course

Aggregates: Limestone coarse aggregate and limestone fine aggregate.

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	95	--	58	--	34	25	20	15	10	7	3

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
No. of Blows	50	75	Stability, pounds	1622	3440
% Compaction	97.5	97.4	Flow, units	10.8	17.5
% Air Voids	2.5	2.6	Stability Ratio	2.12	
% VMA	14.7	15.1	Flow Ratio	1.62	
% VFA	83.2	83.0			

Remarks: Results are based on average of 3 specimens each.
Stability Ratio = Stability of 6" specimen/Stability of 4" specimen.
Flow Ratio = Flow of 6" specimen/Flow of 4" specimen.

The next step taken by PennDOT in 1970 was to evaluate the repeatability of the test results using 6-inch equipment. A binder course mix similar to the one tested in 1969 was used to compact nine 4-inch diameter specimens and ten 6-inch diameter specimens. Statistical analysis of stability, flow and air voids data given in Tables 4 and 5 indicates better repeatability of 6-inch specimens compared with 4-inch specimens when testing a large stone mix. This is evident from lower values of the coefficient of variation obtained on 6-inch specimens.

Table 4. Repeatibility of Marshall Test (4" Diameter Specimens) Binder Course Mix (1970 Data)

	Stability Pounds	Flow 0.01 Inch	Voids Percent
	1290	9.0	3.2
	1750	13.5	3.4
	1635	17.0	2.8
	2035	10.0	3.0
	1540	22.0	3.2
	2090	13.5	2.8
	1975	19.0	2.3
	2200	14.0	2.6
	1620	11.5	2.6
N	9.0	9.0	9.0
Mean	1793	14.4	2.9
Std Dev	300	4.2	0.4
Coeff of Var. (%)	16.7	29.2	13.8

Table 5. Repeatibility of Marshall Test (6" Diameter Specimens) Binder Course Mix (1970 Data)

	Stability Pounds	Flow 0.01 Inch	Voids Percent
	4850	13.0	3.2
	4653	18.0	3.0
	4605	19.0	2.5
	5428	15.0	2.7
	5188	15.0	2.7
	4960	15.5	2.7
	5232	18.0	2.7
	5886	19.0	2.4
	-	-	2.8
	-	-	2.2
N	8	8	10
Mean	5100	16.6	2.7
Std Dev	427	2.2	0.3
Coeff of Var. (%)	8.4	13.2	11.1

Note: Stability ratio and flow ratio (6" versus 4" diameter) in these repeatability experiments were determined to be 2.81 and 1.15, respectively.

ASTM Subcommittee D04.20 on Mechanical Tests of Bituminous Mixes appointed a task force in December 1988 to develop an ASTM standard test for preparing and testing 6-inch diameter Marshall specimens. The author who is chairman of this task force has prepared a draft for this proposed standard which is given in Appendix A. The proposed standard follows ASTM D1559-82 (8) which is intended for 4-inch diameter specimens except the following significant differences:

1. Equipment for compacting and testing 6-inch diameter specimens such as, molds and breaking head (Section 3).
2. Since the hammer weighs 22.5 pounds, only a mechanically operated hammer is specified (Section 3.3).
3. About 4,050 grams of mix is required to prepare one 6-inch Marshall specimen compared to about 1,200 grams for a 4-inch specimen.
4. The mix is placed in the mold in two approximately equal increments, spading is specified after each increment (Section 4.5. 1). Past experience has indicated that this is necessary to avoid honey-combing on the outside surface of the specimen and to obtain the desired density.
5. The number of blows needed for 6-inch diameter and 3-3/4 inches high specimen is 1-1/2 times the number of blows needed for 4-inch diameter and 2-1/2 inches high specimen to obtain equivalent compaction level (Note 4).

Figures 1, 2 and 3 show a view of 4-inch and 6-inch molds, hammers, and complete assembly, respectively.

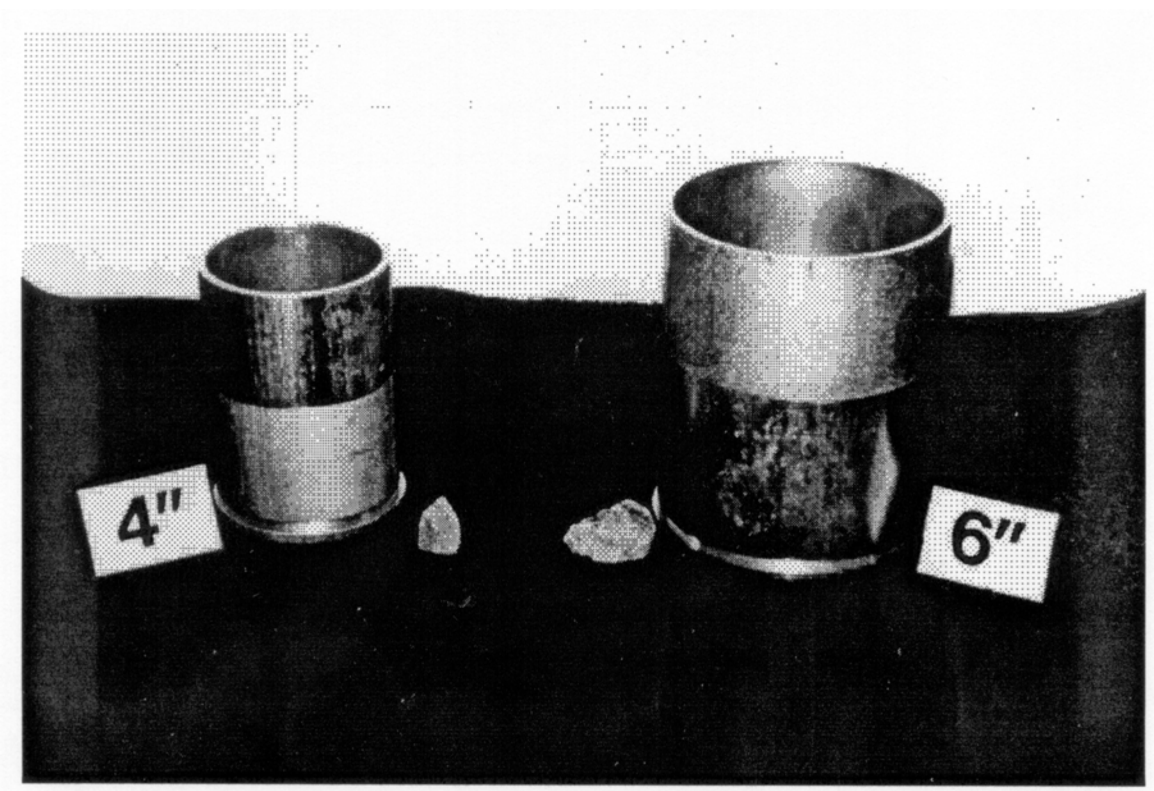

Figure 1. View of 4-inch and 6-inch Mold (Aggregate Particles of 1" and 2" Maximum Size Also Shown)

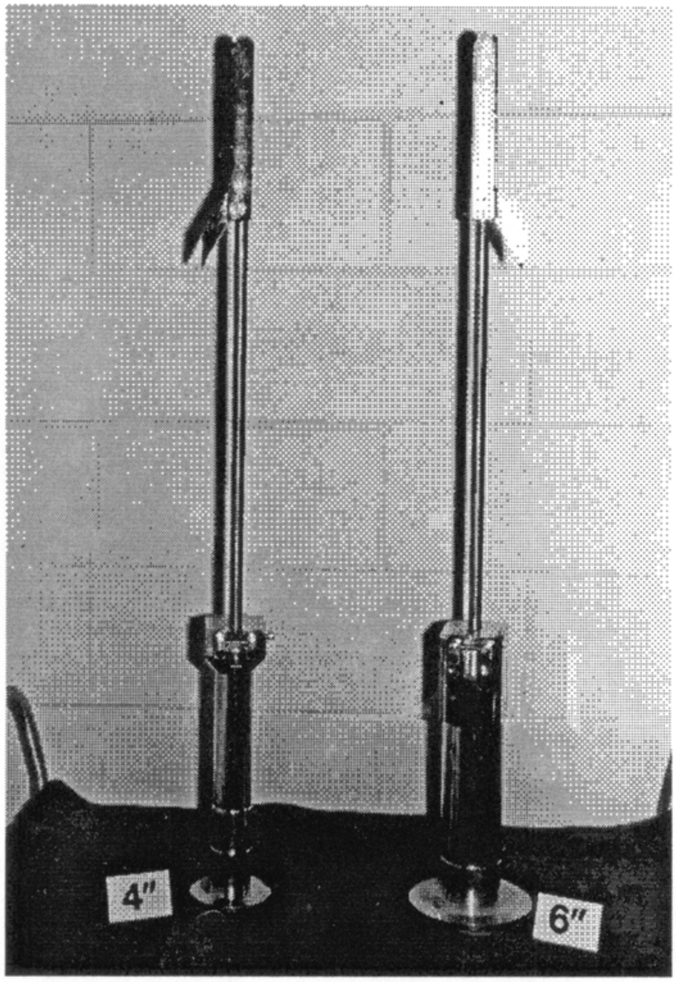

Figure 2. View of 4-inch and 6-inch Mechanical Hammers

Since the hammer weighs 22.5 pounds and the number of blows on each side is 75 or 112 depending on the anticipated traffic, some crushing of the aggregate at the surface has been observed. However, it is believed that its effect on Marshall properties is minimal.

Vigorous spading in the mold is necessary to prevent voids near the large stones. The mix should not be allowed to cool below the intended compaction temperature. There are two known suppliers of 6-inch Marshall testing equipment:

1. Pine Instrument Company
   101 Industrial Drive
   Grove City, PA 16127
   Phone (412) 628-6391

2. Rainhart Company
   P.O. Box 4533
   Austin, TX 78765
   Phone (512) 452-8848

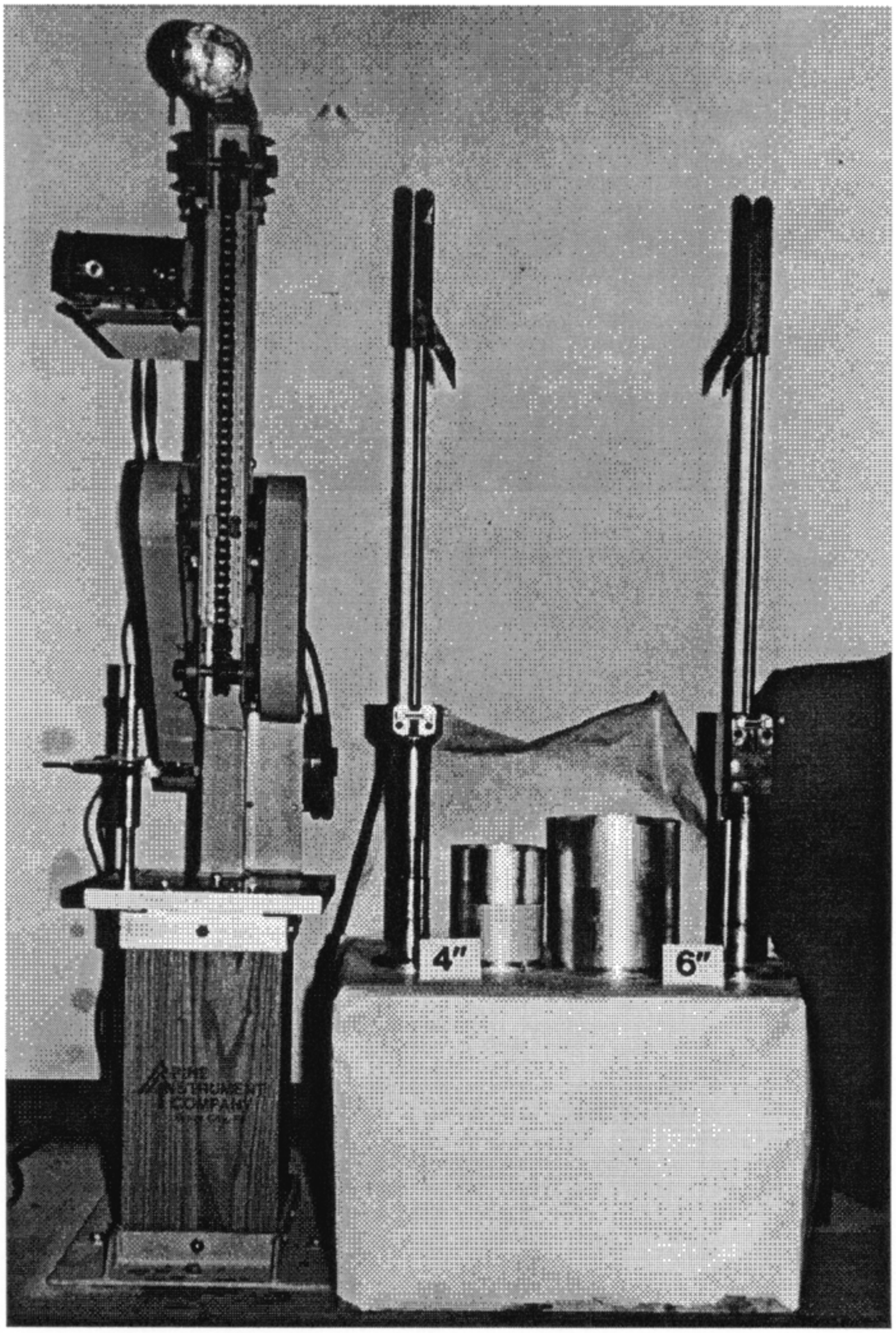

Figure 3. View of 4-inch and 6-inch Molds and Hammers With a Common Compactor

The same mechanical compactor is used for compacting 4-inch and 6-inch diameter Marshall specimens. Therefore, if a mechanical compactor is already on hand, one needs to buy the following additional equipment (estimated cost $1,800):

1. 6" complete mold assembly consisting of compaction mold, base plate and collar (3 are recommended);
2. 6" additional compaction molds (6 are recommended);
3. 6" compaction hammer (2 are recommended);
4. 6" mold holder (ensure that the spring is strong);
5. 6" breaking head assembly;
6. Specimen extractor for 6" specimen; and
7. 6" paper discs (box of 500).

Although not included in the proposed test method, the automatic recording equipment for stability and flow curve is recommended for reasonable interpretation of Marshall data. Flat topped curves are very common in large stone mixes. Frequently, a seating load also occurs prior to actual specimen loading. This can be readily observed and corrected when recording equipment is used. If not corrected excessive flow may be recorded. PennDOT requires the use of recording equipment for both 4-inch and 6-inch diameter Marshall specimens.

4-INCH VERSUS 6-INCH DIAMETER SPECIMENS

After the preliminary developmental work done by PennDOT during 1969 and 1970 there was minimal use of 6-inch Marshall equipment until 1987. Interest in this equipment was revived because various agencies and producers wanted to test large stone mixes for minimizing or eliminating rutting of HMA pavements as discussed earlier. These agencies (including PennDOT) and producers who procured the 6-inch Marshall testing equipment ran a limited number of tests to verify the degree of compaction obtained in 6-inch mold compared to 4-inch mold. Also, a need was felt to verify the stability ratio (stability of 6-inch specimen/stability of 4-inch specimen) and the flow ratio (flow of 6-inch specimen/flow of 4-inch specimen) obtained in PennDOT’s preliminary work. This was necessary so that minimum stability values, and the range of flow for 6-inch specimens could be derived from the values specified for 4-inch specimens.

Personal contacts were made with various agencies and producers, and the comparative data (4-inch versus 6-inch diameter specimens) was obtained. The discussion of data follows.

Kentucky Department of Highways (KY DOH)

KY DOH developed a large stone base course mix (Type K Base) containing a 2-inch maximum size aggregate for heavier coal haul roads. This mix is designed and controlled using 6-inch Marshall testing equipment. This mix was tried in the field during 1987 construction season. KY DOH obtained comparative test data (4" versus 6") on their conventional Class I Base mix as shown in Table 6. The levels of compaction obtained in 4-inch and 6-inch molds using 75 and 112 blows, respectively are reasonably close. Stability and flow ratios are 2.08 and 1.34, respectively.

Table 6 . Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Kentucky Dept. of Highways (Johnson County) Mix type: Class I Base

Aggregates: Limestone #57 (50%), limestone #8 (10%), and limestone sand (40%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	--	91	--	64	44	34	24	18	14	7	3.5

		4" Specimen	6" Specimen			4" Specimen	6" Specimen
% Asphalt Content		4.1	4.1	Stability, pounds	(1)	2898	--
No. of Blows		75	112		(2)	2998	6430
Bulk Sp. Gr.	(1)	2.439	2.441		(3)	2798	5629
	(2)	2.428	2.450		Mean	2898	6030
	(3)	2.430	2.437	Flow, units	(1)	13.0	--
	Mean	2.432	2.443		(2)	14.0	18.0
Max. Sp. Gr.		2.517	2.517		(3)	14.0	18.5
% Air Voids		3.4	3.0		Mean	13.7	18.3
% VMA		14.0	13.6	Stability Ratio		2.08	
% VFA		76.0	78.3	Flow Ratio		1.34	

Remarks: AASHTO gradations #57 (1" to #4) and #8 (3/8" to #8) used.
Stability values adjusted for specimen thickness.

Pennsylvania Department of Transportation (PennDOT)

Comparative test data obtained in 1988 on two binder course mixes are given in Tables 7 and 8. The levels of compaction obtained in 4-inch and 6-inch molds using 50 and 75 blows, respectively are reasonably close. Surprisingly, the coefficient of variation (measure of repeatability) of the specimen bulk specific gravity of the 6-inch specimens was greater than 4-inch specimens. However, 6-inch specimens gave better repeatability on stability and flow compared to 4-inch specimens when large stone is used. Stability and flow ratios ranged from 1.95 to 2.17 and 1.39 to 1.58, respectively.

Table 9 gives the comparative test data obtained in early 1989 also on a binder mix. Six specimens each were compacted in 4-inch and 6-inch molds using 50 and 75 blows, respectively. The levels of compaction obtained in both molds was reasonably close. The test data indicates significantly better repeatability (lower coefficient of variation) of specimen specific gravity, stability and flow when 6-inch mold is used in lieu of 4-inch mold for large stone mixes. Stability and flow ratios were determined to be 1.68 and 1.40, respectively.

Table 7 . Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Pennsylvania Dept. of Transportation (1988 Data) Mix type: ID-2 Binder Course (Interstate Amiesite)

Aggregates: Dolomite coarse aggregates #467 (48%), #8 (9%), and Dolomite fine aggregate (43%)

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	90	--	65	59	47	35	20	12	7	5	4

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
% Asphalt Content	4.6	4.6	Stability, pounds		--
No. of Blows	50	75	Mean	2650	5169
Bulk Sp. Gr.			Std. Dev.	319	530
Mean	2.541	2.549	Coeff. of Variation (%)	12.0	10.3
Std. Dev.	0.009	0.013	Flow, units		
Coeff. of Var. (%)	0.35	0.51	Mean	21.0	29.1
Max. Sp. Gr.	2.606	2.606	Std. Dev.	3.2	0.9
% Air Voids	2.5	2.2	Coeff. of Var. (%)	15.2	3.1
% VMA	13.5	13.1	Stability Ratio	1.95	
% VFA	81.4	83.4	Flow Ratio	1.39	

Remarks: Five (5) samples each of 4" and 6" diameter specimens were analyzed.

Table 8. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Pennsylvania Dept. of Transportation (1988 Data) Mix type: ID-2 Binder Course (Eastern Industries)

Aggregates: Limestone coarse aggregate #467 (60%), and limestone fine aggregate (40%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	90	73	63	54	44	30	17	10	7	5	4

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
% Asphalt Content	4.3	4.3	Stability, pounds		--
No. of Blows	50	75	Mean	2524	5477
Bulk Sp. Gr.			Std. Dev.	530	363
Mean	2.461	2.455	Coeff. of Variation (%)	21.0	6.6
Std. Dev.	0.009	0.031	Flow, units		
Coeff. of Var. (%)	0.37	1.27	Mean	16.7	26.4
Max. Sp. Gr.	2.551	2.551	Std. Dev.	2.2	2.5
% Air Voids	3.5	3.8	Coeff. of Var. (%)	13.2	9.5
% VMA	13.9	14.1	Stability Ratio	2.17	
% VFA	74.5	73.6	Flow Ratio	1.58	

Remarks: Seven (7) samples each of 4" and 6" diameter specimens were analyzed.

Table 9 . Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Pennsylvania Dept. of Transportation (1989 Data) Mix type: ID-2 Binder Course

Aggregates: Dolomite coarse and Dolomite fine aggregate.

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	92	--	62	--	40	30	19	13	9	7	4.3

		4" Specimen	6" Specimen			4" Specimen	6" Specimen
% Asphalt Content		4.4	4.4	Stability, pounds	(1)	2730	5350
No. of Blows		50	75		(2)	3640	5450
Bulk Sp. Gr.	(1)	2.494	2.494		(3)	2975	5500
	(2)	2.504	2.491		(4)	3430	5550
	(3)	2.514	2.492		(5)	2870	4700
	(4)	2.530	2.502		(6)	3185	5100
	(5)	2.506	2.495		Mean	3138	5275
	(6)	2.511	2.483		Std. Dev.	348	324
	Mean	2.510	2.493		Coeff. of Var. (%)	11.1	6.1
	Std. Dev.	0.012	0.006	Flow, units	(1)	13.3	25.0
	Coeff. of Var. (%)	0.5	0.2		(2)	19.3	21.6
Max. Sp. Gr.		2.613	2.613		(3)	13.7	22.0
% Air Voids		3.9	4.6		(4)	16.3	24.0
% VMA		13.4	14.0		(5)	15.0	22.3
% VFA		70.8	67.3		(6)	22.5	25.3
					Mean	16.7	23.4
					Std. Dev.	3.7	1.6
					Coeff. of Var. (%)	21.6	6.8
				Stability Ratio		1.68	
				Flow Ratio		1.40	

Remarks: AASHTO gradations #57 (1" to #4) and #8 (3/8" to #8) used.
Stability values adjusted for specimen thickness.

Jamestown Macadam, Inc.

Jamestown Macadam, Inc. of Jamestown, NY tested a binder course mix consisting of crushed gravel aggregate. The compaction levels achieved in 4-inch and 6-inch molds using 50 and 75 blows, respectively are very close (Table 10). Stability and flow ratios were determined to be 1.89 and 1.24, respectively.

American Asphalt Paving Company

American Asphalt Paving Company of Chase, PA tested four (4) binder course mixes. All mixes had the same gradation, only the asphalt content and/or the proportion of manufactured sand were varied as shown in Tables 11, 12, 13, and 14. The compaction levels achieved in 4-inch and 6-inch molds using 75 and 112 blows, respectively are reasonably close except the mix in Table 14. Stability and flow ratios ranged from 1.98 to 2.58 and 1.27 to 1.68, respectively.

Table 10. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: Jamestown Macadam, Inc., Jamestown, NY   Mix type: ID-2 Binder Course

Aggregates: Crushed gravel coarse aggregate (76%), gravel fine aggregate (12%), and concrete sand (12%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	98	--	62	--	24	20	16	11	7	5	3

		4" Specimen	6" Specimen			4" Specimen	6" Specimen
% Asphalt Content		4.5	4.5	Stability, pounds	(1)	--	2900
No. of Blows		50	75		(2)	--	3200
Bulk Sp. Gr.	(1)	2.357	2.369		(3)	--	3400
	(2)	2.350	2.340		Mean	1675	3167
	(3)	2.346	2.355	Flow, units	(1)	--	18.0
	Mean	2.351	2.355		(2)	--	20.0
Max. Sp. Gr.		2.430	2.439		(3)	--	18.5
% Air Voids		3.3	3.4		Mean	15.2	18.8
% VMA		13.5	12.9	Stability Ratio		1.89	
% VFA		76.0	73.3	Flow Ratio		1.24	

Remarks: Max. Sp. Gr. values of the mixes used in 4" and 6" specimens are different because the specimens were compacted in different years.

Table 11. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: American Asphalt Paving Co., Chase, PA   Mix type: ID-2 Binder Course (Special) Design #2

Aggregates: Siltstone coarse aggregate (64%), manufactured sand (27%) and natural sand (9%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	90	--	61	--	40	30	18	15	12	7	4.5

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
% Asphalt Content	4.0	4.0	Stability, pounds	2723	6450
No. of Blows	75	112			
Bulk Sp. Gr.	2.450	2.457	Flow, units	9.8	16.0
Max. Sp. Gr.	2.565	2.565			
% Air Voids	4.5	4.3			
% VMA	12.9	12.7	Stability Ratio	2.37	
% VFA	65.1	66.6	Flow Ratio	1.63	

Remarks: 4" data is average of 3 specimens whereas 6" data is average of 2 specimens only.

Table 12. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: American Asphalt Paving Co., Chase, PA — Mix type: ID-2 Binder Course (Special) Design #5

Aggregates: Siltstone coarse aggregate (64%), manufactured sand (27%) and natural sand (9%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	90	--	61	--	40	30	18	15	12	7	4.5

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
% Asphalt Content	3.8	3.8	Stability, pounds	2416	6225
No. of Blows	75	112			
Bulk Sp. Gr.	2.444	2.446	Flow, units	10.0	15.2
Max. Sp. Gr.	2.573	2.573			
% Air Voids	5.0	5.0			
% VMA	13.0	12.9	Stability Ratio	2.58	
% VFA	60.3	61.5	Flow Ratio	1.52	

Remarks: 4" data is average of 3 specimens whereas 6" data is average of 2 specimens only.

Table 13. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: American Asphalt Paving Co., Chase, PA — Mix type: ID-2 Binder Course (Special) Design #3

Aggregates: Siltstone coarse aggregate (64%), manufactured sand (36%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	90	--	61	--	40	30	18	15	12	7	4.5

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
% Asphalt Content	4.2	4.2	Stability, pounds	2961	5850
No. of Blows	75	112			
Bulk Sp. Gr.	2.435	2.448	Flow, units	11.3	19.0
Max. Sp. Gr.	2.551	2.551			
% Air Voids	4.5	4.1			
% VMA	13.5	13.1	Stability Ratio	1.98	
% VFA	66.6	69.2	Flow Ratio	1.68	

Remarks: 4" data is average of 3 specimens whereas 6" data is average of 2 specimens only.

Table 14. Comparative Test Data (4" Versus 6"-Diameter Specimens)

Source: American Asphalt Paving Co., Chase, PA

Mix type: ID-2 Binder Course (Special) Design #6

Aggregates: Siltstone coarse aggregate (64%), manufactured sand (36%).

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	90	--	61	--	40	30	18	15	12	7	4.5

	4" Specimen	6" Specimen		4" Specimen	6" Specimen
% Asphalt Content	4.0	4.0	Stability, pounds	2791	6700
No. of Blows	75	112			
Bulk Sp. Gr.	2.432	2.559	Flow, units	14.0	17.8
Max. Sp. Gr.	2.559	2.559			
% Air Voids	5.0	3.9			
% VMA	13.5	12.6	Stability Ratio	2.40	
% VFA	63.3	68.9	Flow Ratio	1.27	

Remarks: 4" data is average of 3 specimens whereas 6" data is average of 2 specimens only.

Analysis of All Comparative Data

The preceding discussion of comparative data (4-inch versus 6-inch specimens) obtained by various highway agencies and producers indicates that the compaction levels obtained in 4-inch and 6-inch molds (using the appropriate hammer and number of blows) are reasonably close. As expected, the repeatability of stability and flow test is significantly better when 6-inch diameter specimens are used for large stone mixes. Therefore, it is recommended that 6-inch diameter specimens be used for designing such mixes.

Table 15 summarizes the stability and flow ratio values obtained by various agencies and producers on large stone base or binder mixes (maximum aggregate size 1-1/2 -2 inches). The average of 11 stability ratios is 2.18, and the average of 11 flow ratios is 1.44. These values are very close to theoretically derived values as follows.

From a theoretical viewpoint, an external load applied to the circumference of a cylinder may be considered as acting directly on the diametrical cross section of the cylinder. This permits calculation of the stress in pounds per square inch. The standard 6-inch specimen is 3-3/4 inches high, which gives a diametrical cross section of 22.5 square inches. The standard 4-inch specimen is 2-1/2 inches high and it has a diametrical cross section of 10.0 square inches. Therefore, on the basis of unit stress, the total load on a 6-inch specimen should be 2.25 times the load applied to a 4-inch specimen of the same mix. This means the stability ratio should be 2.25.

Flow units measured by the testing machine are the values for the total movement of the breaking heads to the point of maximum stability. When flow is considered on a unit basis (inches per inch of diameter), the flow value for a 6-inch specimen will be 1.5 times that of a 4-inch diameter specimen. This means the flow ratio should be 1.5.

Table 15. Summary of Stability and Flow Ratios for Large Stone Mixes

Agency (Year data obtained)	No. of Blows		Ratio	
	4"	6"	Stability	Flow
Penn. DOT (1969)	50	75	2.12	1.62
Penn. DOT (1970)	50	75	2.81	1.15
Penn. DOT (1988)	50	75	1.95	1.39
Penn. DOT (1988)	50	75	2.17	1.58
Penn. DOT (1989)	50	75	1.68	1.40
Jamestown Macadam (1989)	50	75	1.89	1.24
Kentucky DOH (1988)*	75	112	2.08	1.34
American Asphalt Paving (1989)*	75	112	2.37	1.63
American Asphalt Paving (1989)*	75	112	2.58	1.52
American Asphalt Paving (1989)*	75	112	1.98	1.68
American Asphalt Paving (1989)*	75	112	2.40	1.27
	No. of Mixes (N)		11	11
	Mean		2.18	1.44
	Std. Dev.		0.33	0.18

*Note: The average stability and flow ratio for these five mixes compacted with 75/112 blows are 2.28 and 1.49, respectively.

Surprisingly, the average stability and flow ratio of specimens compacted with 75 and 112 blows (4-inch and 6-inch mold, respectively) are 2.28 and 1.49 which are very close to the theoretically derived values of 2.25 and 1.50, respectively.

It is recommended that the minimum Marshall stability requirement for 6-inch diameter specimens should be 2.25 times the requirement for 4-inch diameter specimens. For example, if 1000 pounds minimum stability is currently being specified using ASTM D1559 (4-inch specimen), then 2,250 pounds minimum stability should be specified for large stone mixes using the 6-inch Marshall testing equipment.

Similarly, the range of flow values for 6-inch specimens should be adjusted to 1-1/2 times the values required for 4-inch specimens. For example, if the specified range for 4-inch is 8-18, it should be adjusted to 12-27 for 6-inch specimens.

It should be noted that Pennsylvania DOT requires the flow value to be measured at the point where the stability curve on the chart begins to level off, whereas other agencies measure the flow at the point where the stability starts to decrease. However, these differences in measuring methods will not significantly affect the flow ratios because the same method is employed both for 4-inch and 6-inch specimens by an agency.

TYPICAL MIX DESIGNS USING 6-INCH SPECIMENS

Kentucky DOH has completed a substantial number of large stone mix designs using the 6-inch Marshall testing equipment. They require the contractor to buy the testing equipment for the project so that proper quality control is maintained. Kentucky DOH Class K Base mix has been used on coal haul roads carrying very heavy trucks (gross loads varying from 90,000 to 150,000 pounds or more). Tire pressures are also higher than generally encountered, ranging from 100 to 130 psi (9). Kentucky DOH's experimental specifications for Class K Base are given in Appendix B.

Tables 16 through 19 give the typical Marshall mix design data for four projects along with the gradation used for Class K Base. AU mixes have limestone aggregates and a maximum aggregate size of 2 inches with a substantial amount of material retained on l-inch sieve. This results in substantial amount of l-inch - 3/4 inch material in the mix. AU mix designs were developed using 6-inch mold and 112 blows on each side. Asphalt content was varied generally from 3.0 to 4.5 percent in 0.5 percent increments. Either AASHTO Gradation #467 (1-1/2 inch to No. 4) or #4 (1-1/2 inch to 3/4 inch) is used for coarse aggregate to incorporate + l-inch material in the mix. The following design criteria has been used by Kentucky DOH:

Stability	3000 lbs. minimum
Flow	28 maximum
Air Voids	4.5 ± 1.0 percent
VMA	11.5 percent minimum

All mix designs satisfy the above criteria except the mix in Table 17 (Mountain Parkway-Powell County) which is slightly lower in stability. However, very high Marshall stability (typically 5900 lbs) was noted in the field on this project (9).

Table 20 gives Marshall mix design data developed by Jamestown Macadam, Inc. for a mix containing crushed gravel coarse aggregate. The 6-inch specimens were compacted using 75 blows on each side. Although the mix has only 2 percent material retained on l-inch sieve, the stability values are above 3,000 lbs. Application of 112 blows would have yielded even higher stability values.

Table 16. Typical Marshall Mix Design Data (6"-Diameter Specimens)

Source: Kentucky Dept. of Highways (#97 Pike) Mix type: Class K Base

Aggregates: Limestone #97 (50%), limestone #8 (20%), limestone sand (30%).

No. of Blows: 112 Asphalt: AC-20

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	94	83	74	59	50	32	19	12	10	6	5	3.5

	% Asphalt Content					% Asphalt Content			
	3.0	3.5	4.0	4.5		3.0	3.5	4.0	4.5
Bulk Sp. Gr.(1)	2.402	2.383	---	2.412	Stability, lbs. (1)	4349	4345	---	3326
(2)	2.406	2.389	2.417	2.398	(2)	3961	3427	3911	2908
(3)	2.400	2.400	2.414	---	(3)	3909	3724	3866	---
Mean	2.403	2.391	2.416	2.405	Mean	4073	3832	3889	3117
Max. Sp. Gr.	2.580	2.560	2.541	2.521	Flow, units (1)	26.5	19.0	---	19.0
% Air Voids	6.9	6.6	4.9	4.6	(2)	18.5	20.0	19.0	20.0
% VMA	13.6	14.5	14.0	14.8	(3)	20.0	18.0	21.0	---
% VFA	49.4	54.3	64.9	69.0	Mean	21.7	19.0	20.0	19.5

Remarks: AASHTO Gradations #467 (1-1/2" to #4) and #8 (3/8" to #8) were used.
Stability values adjusted for specimen thickness.

Table 17. Typical Marshall Mix Design Data (6"-Diameter Specimens)

Source: Kentucky Dept. of Highways (Powell County - Mountain Parkway)

Mix type: Class K Base

Aggregates: Limestone #4 (30%), limestone #57 (25%), limestone #8 (5%) and limestone sand (40%).

No. of Blows: 112

Asphalt: AC-20

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	97	80	69	52	45	40	24	15	11	8	6	4.5

	% Asphalt Content					% Asphalt Content			
	3.0	3.5	4.0	4.5		3.0	3.5	4.0	4.5
Bulk Sp. Gr.(1)	2.408	2.427	2.445	2.450	Stability, lbs. (1)	3489	2724	3332	2607
(2)	2.399	2.431	2.441	2.446	(2)	2651	2737	2844	2605
(3)	2.399	2.398	2.446	2.434	(3)	2700	2620	2678	3050
Mean	2.402	2.419	2.444	2.443	Mean	2947	2694	2951	2754
Max. Sp. Gr.	2.555	2.536	2.517	2.498	Flow, units (1)	25.0	19.0	17.0	23.5
% Air Voids	6.0	4.6	2.9	2.2	(2)	17.5	18.5	19.5	23.5
% VMA	13.6	13.4	13.0	13.4	(3)	20.0	15.5	17.5	24.0
% VFA	55.8	65.5	77.6	83.6	Mean	20.8	17.7	18.0	23.7

Remarks: AASHTO Gradations #4 (1-1/2" to 3/4"), #57 (1" to #4), and #8 (3/8" to #8) were used.
Stability values adjusted for specimen thickness.

Table 18. Typical Marshall Mix Design Data (6"-Diameter Specimens)

Source: Kentucky Dept. of Highways (Lawrence Co. - Louisa Bypass)

Mix type: Class K Base

Aggregates: Limestone #467 (55%), limestone #8 (20%), limestone sand (25%).

No. of Blows: 112

Asphalt: AC-20

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	99	86	75	58	50	29	21	15	10	8	5	3.5

		% Asphalt Content					% Asphalt Content		
		3.2	3.6	4.0			3.2	3.6	4.0
Bulk Sp. Gr.	(1)	2.424	2.410	2.440	Stability, pounds	(1)	5037	4980	4915
	(2)	2.428	2.430	2.440		(2)	5663	5326	4627
	(3)	2.419	2.434	2.437		(3)	5625	5236	5376
	Mean	2.424	2.425	2.439		Mean	5448	5181	4973
Max. Sp. Gr.		2.546	2.530	2.515	Flow, units	(1)	17.5	14.5	14.0
% Air Voids		4.8	4.2	3.0		(2)	19.0	19.5	17.0
% VMA		11.4	11.7	11.6		(3)	17.0	14.5	15.0
% VFA		57.8	64.5	73.8		Mean	17.8	16.2	15.3

Remarks: AASHTO Gradations #467 (1-1/2" to #4) and #8 (3/8" to #8) were used.
Stability values adjusted for specimen thickness.

Table 19. Typical Marshall Mix Design Data (6"-Diameter Specimens)

Source: Kentucky Dept. of Highways (Henderson County) Mix type: Class K Base

Aggregates: Limestone #4 (35%), limestone #57 (20%), limestone #9 (15%) and limestone sand (30%).

No. of Blows: 112 Asphalt: AC-20

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	99	79	67	54	45	31	21	14	10	7	5	4

	% Asphalt Content					% Asphalt Content			
	3.0	3.5	4.0	4.5		3.0	3.5	4.0	4.5
Bulk Sp. Gr.(1)	2.403	2.414	2.420	2.418	Stability, lbs. (1)	4966	4364	4674	3302
(2)	2.393	2.405	2.411	2.413	(2)	4200	5480	4082	4614
(3)	2.410	2.402	2.402	2.412	(3)	4746	4769	4176	4385
Mean	2.402	2.407	2.411	2.414	Mean	4637	4871	4311	4100
Max. Sp. Gr.	2.569	2.549	2.530	2.511	Flow, units (1)	18.0	22.0	23.5	25.0
% Air Voids	6.5	5.6	4.7	3.9	(2)	15.5	27.5	17.0	21.0
% VMA	12.8	13.1	13.4	13.7	(3)	18.5	16.5	21.0	23.0
% VFA	49.3	57.5	65.0	72.0	Mean	17.3	22.0	20.5	23.0

Remarks: AASHTO Gradations #4 (1-1/2" to 3/4") and #57 (1" to #4) were used.
Stability values adjusted for specimen thickness.

Table 20. Typical Marshall Mix Design Data (6"-Diameter Specimens)

Source: Jamestown Macadam, Inc., Jamestown, NY Mix type: ID-2 Binder Course

Aggregates: Crushed gravel coarse aggregate (76%), gravel fine aggregate (12%), and concrete sand (12%)

No. of Blows: 75 Asphalt: AC-20

Design Gradation (% Passing):

2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
100	100	98	--	62	--	24	20	16	11	7	5	3

	% Asphalt Content				% Asphalt Content		
	4.2	4.5	4.8		4.2	4.5	4.8
Bulk Sp. Gr. (1)	2.348	2.369	2.378	Stability, pounds (1)	3500	2900	3500
(2)	2.343	2.340	2.365	(2)	3200	3200	3100
(3)	2.346	2.355	2.367	(3)	3800	3400	3300
Mean	2.346	2.355	2.370	Mean	3500	3167	3300
Max. Sp. Gr.	2.449	2.439	2.427	Flow, units (1)	15.0	18.0	17.0
% Air Voids	4.2	3.4	2.3	(2)	19.0	20.0	21.5
% VMA	13.0	12.9	12.6	(3)	18.5	18.5	22.0
% VFA	67.4	73.3	81.2	Mean	17.5	18.8	20.2

FIELD CONSTRUCTION DATA

The validity of any laboratory compaction method (such as, applying 112 blows to compact 6-inch Marshall specimens for heavy duty pavements) must be verified in the field. Usually it is not possible to achieve the laboratory density in the field at the time of construction. It is assumed in the Marshall mix design procedures that the laboratory density (if properly obtained) will be achieved in the field after 2-3 years' densification by traffic. Although it has been shown in the laboratory that 112 blows for 6-inch specimen and 75 blows for 4-inch specimen yield comparable densities, it is recommended to measure the actual densities achieved after 2-3 years' service. This would require collection of field compaction data just after construction and periodically thereafter for the projects utilizing large stone mixes. A discussion of preliminary construction data obtained from Kentucky DOH and PennDOT follows.

Kentucky

Kentucky DOH's experimental specifications (Appendix B) require construction of a control strip (at least 500 ft. long and 12 ft. wide) at the beginning of construction of Class K base. Construction of the control strip is accomplished using the same compaction equipment and procedures to be used in the remainder of the Class K base course. After initial breakdown rolling and two complete coverages of the pneumatic-tired intermediate roller, three density measurements are made at randomly selected sites. Measurements are repeated at the same sites after each two subsequent complete coverages by the pneumatic-tired roller until no further increase in density is obtained. After the completion of the control strip 10 field density measurements are performed at random locations. The target density for the compaction of the remainder Class K base is the average of these 10 measurements. The target density obtained from the control strip should be no greater than 97.0% nor less than 93.0% of the measured maximum specific gravity (Rice Specific gravity) as determined by AASHTO T209. The minimum acceptable density for the project is:

Single Test:	96.0 percent of the target density
Moving average of last 10 tests:	98.0 percent of the target density

Four heavily trafficked sections were constructed during 1988 in Kentucky for field testing Type K Base. These projects comprised the Louisa Bypass in Lawrence County, the Mountain Parkway in Powell County, Route No. 3 in Johnson County, and the Pennyrile Parkway in Henderson County. Tables 21 through 23 give detailed data on target densities and actual densities obtained on the first three projects using nuclear gauge. Table 24 gives the summary of mix design data and average field compaction data for these projects. It should be noted that the bottom lift has higher asphalt content than the top lift(s) and is typically designed for about 3 percent voids. This is done for full depth pavements or very thick asphalt layers (for example, Louisa Bypass had twelve inches of Type K Base placed in three lifts and one-inch thick surface course). The objective is to reduce water or vapor entry from the subgrade. The second and third top lifts are usually designed for about 4.5 percent voids.

Table 21. Field Density Data (Lawrence County - Louisa Bypass)

Sampling Date	Target Density pcf	No. of Tests	Actual Density, pcf		Actual as % of Target
			Average	Standard Dev.	
Bottom Lift (1)					
07/22/88	150.8	7	149.9	2.51	99.4
07/25/88	150.8	10	150.4	2.72	99.7
07/26/88	150.8	8	151.4	1.63	100.4
07/27/88	150.8	10	148.2	3.42	98.3
Cumulative		35	149.9	2.85	99.4
Bottom Lift (2)					
07/28/88	149.5	8	148.4	3.57	99.3
07/29/88	149.5	8	150.1	1.95	100.4
08/01/88	149.5	5	150.7	2.70	100.8
08/02/88	149.5	6	149.4	2.84	100.0
08/08/88	149.5	12	150.7	2.07	100.8
08/15/88	149.5	10	147.7	3.32	98.8
08/16/88	149.5	2	145.8	1.56	96.8
08/17/88	149.5	4	147.0	3.72	100.4
08/18/88	149.5	5	151.3	2.07	101.2
08/24/88	149.5	3	147.4	1.85	97.4
08/25/88	149.5	9	148.6	1.95	99.4
Cumulative		72	149.2	2.85	99.8
Top Lift (1)					
08/05/88	148.9	12	149.6	3.25	100.5
08/09/88	148.9	7	149.5	3.75	100.4
08/10/88	148.9	12	148.1	3.03	99.5
08/11/88	148.9	12	148.4	2.28	99.6
08/16/88	148.9	8	148.8	2.16	100.0
08/17/88	148.9	5	149.4	2.86	10013
08/18/88	148.9	5	148.6	0.84	99.1
08/22/88	148.9	9	148.7	2.72	99.9
08/23/88	148.9	5	148.5	1.33	99.7
08/24/88	148.9	6	149.8	1.77	100.6
Cumulative		81	148.9	2.59	100.0
Top Lift (2)					
10/03/88	149.0	8	150.8	2.15	101.2
09/29/88	149.0	13	150.1	1.74	100.7
09/30/88	149.0	8	148.7	2.97	99.8
10/05/88	149.0	3	150.2	3.712	100.8
10/06/88	149.0	11	147.1	1.21	98.7
10/07/88	149.0	11	148.7	2.40	99.8
10/08/88	149.0	10	148.2	2.73	99.5
10/10/88	149.0	9	150.5	1.41	101.0
10/11/88	149.0	8	151.1	2.31	101.4
10/13/88	149.0	10	148.2	2.56	99.4
10/14/88	149.0	6	149.3	2.04	100.2

Table 21. Field Density Data (Lawrence County - Louisa Bypass)

Sampling Date	Target Density pcf	No. of Tests	Actual Density, pcf		Actual as % of Target
			Average	Standard Dev.	
Cumulative		97	149.2	2.46	1.00.1
Bottom Lift (3)					
10/04/88	147.1	10	147.2	2.84	100.0
Cumulative		10	147.2	2.84	100.0

Note: Target densities (control strip) and actual densities were obtained with nuclear gauge. More than one control strip were constructed for bottom and top lifts.

Table 22. Field Density Data (Powell County - Mountain Parkway)

Sampling Date	Target Density pcf	No. of Tests	Actual Density, pcf		Actual as % of Target
			Average	Standard Dev.	
Bottom Lift					
09/13/88	150.5	8	149.7	1.01	99.5
09/13/88	150.5	12	149.1	3.73	99.1
09/14/88	150.5	5	140.1	2.65	93.1
09/15/88	150.5	6	149.0	2.23	99.0
09/16/88	150.5	3	146.4	1.04	97.3
09/19/88	150.5	19	148.2	2.49	98.5
09/23/88	150.5	21	149.5	2.22	99.3
09/26/88	150.5	30	148.8	1.55	98.9
09/27/88	150.5	30	147.9	2.31	98.3
09/27/88	150.5	1	142.5	0.00	94.7
09/28/88	150.5	23	148.4	2.79	98.6
10/10/88	150.5	12	147.0	1.54	97.7
10/11/88	150.5	31	148.0	2.23	98.3
10/17/88	150.5	19	148.1	1.51	98.4
10/19/88	150.5	28	149.3	1.93	99.2
10/20/88	150.5	29	148.7	2.27	98.8
10/24/88	150.5	19	148.9	1.73	99.0
10/25/88	150.5	19	149.5	1.79	99.3
Cumulative		315	148.4	2.51	98.6
Top Lift (1)					
09/15/88	151.7	8	148.9	2.93	98.1
Cumulative		8	148.9	2.93	98.1
Top Lift (2)					
10/29/88	154.0	32	144.6	1.95	93.9
10/31/88	154.0	4	143.8	1.77	93.4
Cumulative	36		144.5	1.92	93.9
Top Lift (3)					
11/02/88	149.6	30	145.2	2.19	97.1
Cumulative		30	145.2	2.19	97.1

Note: Target densities (control strip) and actual densities were obtained with nuclear gauge. More than one control strip was constructed for top lift.

Table 23. Field Density Data (Johnson County)

Sampling Date	Target Density pcf	No. of Tests	Actual Density, pcf		Actual as % of Target
			Average	Standard Dev.	
Bottom Lift (1)					
06/22/88	152.0	18	145.8	1.45	95.9
06/23/88	152.0	9	145.2	1.53	95.5
06/27/88	152.0	17	147.5	2.86	97.0
06/29/88	152.0	23	148.4	3.70	97.6
06/30/88	152.0	24	148.0	3.15	97.4
06/28/88	152.0	14	147.2	2.19	96.8
07/01/88	152.0	17	146.1	1.14	96.1
07/05/88	152.0	14	147.4	1.96	97.0
07/06/88	152.0	19	148.0	1.92	97.3
09/28/88	152.0	19	146.9	2.69	96.7
07/08/88	152.0	14	146.2	1.97	96.2
08/03/88	152.0	11	148.3	3.19	97.6
08/04/88	152.0	18	148.4	2.40	97.6
08/05/88	152.0	18	147.8	1.92	97.3
08/08/88	152.0	5	149.7	2.11	98.5
08/09/88	152.0	6	151.2	3.73	99.5
08/10/88	152.0	9	147.3	1.12	96.9
08/11/88	152.0	8	150.0	1.79	98.7
08/12/88	152.0	19	150.9	1.78	99.3
08/15/88	152.0	22	150.3	1.82	98.9
08/16/88	152.0	27	149.7	1.67	98.5
08/17/88	152.0	24	150.0	1.27	98.7
08/18/88	152.0	26	149.3	1.75	98.2
08/19/88	152.0	22	149.6	1.66	98.4
08/22/88	152.0	29	148.8	1.63	97.9
08/23/88	152.0	19	148.9	1.90	98.0
08/24/88	152.0	14	149.8	2.00	98.5
08/25/88	152.0	24	148.7	1.77	97.9
08/26/88	152.0	20	148.1	2.11	97.4
08/29/88	152.0	9	149.0	2.88	98.0
08/30/88	152.0	28	148.0	1.52	97.3
08/31/88	152.0	28	147.9	1.82	97.3
09/06/88	152.0	19	148.6	2.62	97.8
09/07/88	152.0	8	146.9	1.00	96.7
Cumulative		601	148.4	2.43	97.6
Top Lift (1)					
07/07/88	148.0	2	146.4	4.03	99.0
Cumulative		2	146.4	4.03	99.0
Top Lift (2)					
07/07/88	140.4	7	143.7	4.42	102.4
Cumulative	36	7	143.7	4.42	102.4

Note: Target densities (control strip) and actual densities were obtained with nuclear gauge. More than one control strip was constructed for top lift.

Table 24. Field Compaction Data Summary (Kentucky Projects)

Project	Lift	Asphalt Content, percent	Design			Field Compaction			
			Lab Density	Max. Density	Percent Voids	Control* Strip No.	Avg. Field Density	% of Max. Density	% Voids
Lawrence County (Louisa Bypass)	Bottom	4.0	152.2	156.9	3.0	(1)	149.9	95.5	4.5
						(2)	149.2	95.1	4.9
						(3)	147.2	93.8	6.2
	Top	3.6	151.3	157.9	4.2	(1)	148.9	94.3	5.7
						(2)	149.2	94.5	5.5
Powell County (Mountain Pkwy)	Bottom	4.0	152.5	157.1	2.9	---	148.4	94.5	5.5
	Top	3.5	150.9	158.2	4.6	(1)	148.9	94.1	5.9
						(2)	144.5	91.3	8.7
						(3)	145.2	91.8	8.2
Johnson County (Route No. 3)	Bottom	4.1	151.8	157.1	3.4	---	148.4	94.5	5.5
	Top	3.7	152.1	158.9	4.3	(1)	146.4	92.1	7.9
						(2)	143.7	90.4	9.6

* Some lifts had more than one control strip which were used for determining target densities for accepting the corresponding field densities.
Note: All density values are reported in pounds per cubic foot.

Some lifts had more than one control strip which were used for determining target densities for accepting the corresponding field densities. AU projects generally exceeded the minimum specified density based on the control strip target density. Table 24 give the in-place voids just after construction for three projects. The data indicates that achieving the desired density (compaction) in the field does not appear to be a problem if the compaction process is optimized. The average void content of all three projects (both bottom and top lifts) was about 6.5 percent.

Due to the coarse surface texture, nuclear densities were consistently lower than core densities taken at the same spot. The average nuclear density was about one pound per cubic foot less than core density, indicating that calibration is necessary for determination of actual values. Limited crushing of coarse surface particles occurred. It should be noted that a double drum vibratory roller and a 25-ton pneumatic-tired roller (tire pressure up to 125 psi) were used for principal compaction on Louisa Bypass (*9*).

Careful attention to details was needed to assure uniform delivery and laydown of large stone mix without any significant segregation. The following factors (*9*) were considered important:

1. Uniform component aggregate gradations and good stockpiling practices.
2. Increased sampling and testing is desirable to assure good quality control. Usual extraction tests for control of gradation and asphalt content proved to be a problem due to difficulty in obtaining a representative sample for testing. Bin samples, recombined at the proper percentages, were more representative of gradation. Printout data was relied upon for asphalt content control.
3. Segregation in the surge bin was more difficult to control. This tendency to segregate extended to truck loading. However, segregation due to loading was overcome by using a front, back, center loading scheme for single unit trucks. A five drop loading sequence (front, rear, center, for the first three drops with the last two drops between the front/center and the rear/center) was used for semi-trailer trucks.
4. Coarse particles accumulate in the receiving hopper wings. This effect was reduced by not clearing coarse material from the hopper until the end of each day's paving. The accumulated coarse particles were wasted.
5. Mixture in the receiving hopper should be maintained at a minimum depth of 18 to 24 inches over the slat conveyor to prevent coarse particles collected in the wings from re-entering the mix and producing concentrations of coarse particles.
6. Receiving hopper gates should be set to provide as nearly continuous operation of the slat conveyor as possible. Further, to supply mix to the screed at the required rate, continuous operation of the distribution augers k desirable.
7. Depth of mixture in front of the screed must be maintained at a constant level for the full screed width to assure a uniform spread. Auger extensions, as needed, supply material uniformly to the end plates. If extensions are not used, coarse particles tend to roll to the outer edge of the spread, creating a low density, porous area.
8. Paver speed is very important. The lowest rate of travel that will accommodate production should always be used. Slower rate of movement permits more uniform feeding of mixture under the screed and supplies more vibrating compaction by the screed. Both permit better positioning of coarse particles. Avoiding "stop and go" paving reduces segregation, improves the texture of the spread, and eliminates any tendency for screed settlement.

Pennsylvania

Tables 25 through 27 give mix composition and compaction data obtained on three projects using large stone mixes for the binder course. Mix composition was determined by running extraction tests on mix samples obtained at random behind the paver. Compaction data is based on 6-inch diameter roadway cores taken just after construction. No significant problems in obtaining a uniform mix and achieving specified compaction levels (92 percent minimum of maximum specific gravity) are indicated by the field data. The average void content of all three projects was about 6.5 percent.

Table 25. Field Data (Pennsylvania DOT Project No. 1)

Test	JMF	Averages for Lot Numbers*							
		1	2	3	4	5	6	7	8
Gradation: % Passing									
2"	100	100	100	100	100	100	100	100	100
1-1/2"	95	100	100	100	100	100	98	100	100
1"	90	98	94	92	95	95	90	92	92
1/2"	64	76	73	68	73	72	68	68	61
#4	37	39	37	36	39	36	35	34	33
#8	25	28	27	27	28	28	26	26	25
#16	20	23	21	21	22	22	20	20	20
#30	18	19	17	18	18	18	17	17	16
#50	12	12	10	10	11	11	12	11	10
#100	7	8	6	7	7	7	7	7	6
#200	4.0	5.2	4.3	5.0	4.5	4.3	4.5	4.8	4.2
Asphalt Content, %	4.5	4.6	4.5	4.6	4.7	4.6	4.5	4.4	4.4
Density, pcf	--	147.9	147.8	147.7	148.1	146.3	146.1	144.9	147.0
Std. Dev.	--	1.71	1.64	1.74	1.79	1.86	1.93	2.38	2.50
Max. Sp. Gr., pcf	156.0	157.1	157.1	1 57.1	157.1	157.1	157.1	157.1	157.1
% of Max. Sp. Gr.	92+	94	94	94	94	93	93	92	94

* Each lot consists of 4 sublots. Mix composition is based on extraction tests run on loose mix samples taken behind the paver. Density results were obtained on roadway cores.

Table 26. Field Data (Pennsylvania DOT Project No. 2)

Test	JMF	Averages for Lot Numbers*									
		1	2	3	4	5	6	7	8	9	10
Gradation: % Passing											
2"	100	100	100	100	100	100	100	100	100	100	100
1-1/2"	95	100	100	100	100	98	100	100	99	98	98
1"	90	98	97	95	94	94	97	94	83	87	88
1/2"	64	77	74	68	68	69	67	68	58	64	63
#4	37	39	39	34	35	36	35	37	30	32	33
#8	25	28	28	25	26	28	26	27	23	24	25
#16	20	23	22	20	21	21	21	21	17	18	19
#30	18	19	18	17	17	18	17	17	14	15	16
#50	12	10	10	10	10	13	11	11	9	10	10
#100	7	7	6	7	6	8	7	7	6	6	7
#200	4.0	4.4	3.9	4.3	4.0	5.1	4.6	4.5	3.4	3.8	4.4
Asphalt Content, %	4.5	4.7	4.6	4.3	4.5	4.5	4.4	4.4	4.2	4.2	4.4
Density, pcf	--	145.5	143.7	147.2	145.2	147.5	146.7	145.5	146.0	147.2	147.6
Std. Dev.	--	2.27	1.69	1.19	1.88	1.35	2.11	0.75	1.98	0.92	2.31
Max. Sp. Gr., pcf	156.0	155.9	155.9	155.9	155.9	156.8	156.8	156.8	156.8	156.8	156.8
% of Max. Sp. Gr.	92+	93	92	94	93	94	94	93	93	94	94

* Each lot consists of 4-5 sublots. Mix composition is based on extraction tests run on loose mix samples taken behind the paver. Density results were obtained on roadway cores.

Table 27. Field Data (Pennsylvania DOT Project No. 3)

Test	JMF	Averages for Lot Numbers*		
		1	2	3
Gradation: % Passing				
2"	100	100	100	100
1-1/2"	99	98	99	100
1"	88	82	81	78
1/2"	64	63	59	60
#4	45	43	40	41
#8	30	30	28	29
#16	18	20	18	18
#30	13	13	12	12
#50	9	9	9	9
#100	6	6	6	6
#200	4.5	5.2	5.0	5.0
Asphalt Content, %	4.0	4.0	3.7	3.8
Density, pcf	--	151.6	150.8	150.1
Std. Dev.	--	1.37	2.81	2.54
Max. Sp. Gr., pcf	158.9	158.9	158.9	158.9
% of Max. Sp. Gr.	92+	95	95	94

* Each lot consists of 4 subplots. Mix composition is based on extraction tests run on loose mix samples taken behind the paver. Density results were obtained on roadway cores.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

1. Since large stone mixes will be increasingly used to minimize rutting potential of HMA pavements there is a need to standardize a Marshall design procedure which can test 6-inch diameter specimens. For the purpose of this report “large stone” is defined as an aggregate with a maximum size of more than l-inch which cannot be used in preparing standard 4-inch diameter Marshall specimens.
2. Background and preliminary data obtained during the development of Marshall design procedures for preparing and testing 6-inch diameter specimen has been discussed.
3. A <u>draft</u> standard method has been prepared and is included in Appendix A. The testing equipment is available commercially from two suppliers.
4. Statistical analysis of stability, flow and air voids data indicates better repeatability of 6-inch specimens compared to 4-inch specimens when testing a large stone mix.
5. The proposed method has the following significant differences from ASTM D1559-82 intended for testing 4-inch specimens.
   (a) Hammer weighs 22.5 pounds. Only a mechanically operated hammer is specified.
   (b) The specimen size is 6-inch diameter and 3-3/4 inch height.
   (c) The specimen usually weighs about 4050 grams.
   (d) The mix is placed in the mold in two approximately equal increments, spading is specified after each increment.

   (e) The number of blows needed for 6-inch diameter and 3-3/4 inch high specimens is 1-1/2 times the number of blows needed for 4-inch diameter and 2-1/2 inch high specimen to obtain equivalent compaction levels.

6. Comparative test data (4-inch versus 6-inch diameter specimens) obtained from various highway agencies and producers indicates that the compaction levels are reasonably close.
7. Data obtained on stability ratio (stability of 6-inch specimen/stability of 4-inch specimen) and flow ratio (flow of 6-inch specimen/flow of 4-inch specimen) by various agencies was obtained and analyzed. The average stability and flow ratios were determined to be very close to the theoretically derived values of 2.25 and 1.50, respectively. Therefore, it has been recommended that the minimum stability requirement for 6-inch diameter specimens should be 2.25 times the requirement for 4-inch diameter specimens. Similarly, the range of flow values for 6-inch specimens should be adjusted to 1-1/2 times the values required for 4-inch specimen.
8. Typical mix designs using 6-inch specimens are given. Kentucky DOH Experimental Specifications for Class K Base mix are also included.
9. The use of large stone mix in field trials in Kentucky and Pennsylvania has been described along with field construction data.
10. There is a need to correlate the compaction levels achieved in 6-inch mold with the field densities obtained at the time of construction and subsequently under traffic during the first 2-3 years.

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APPENDIX A

STANDARD TEST METHOD FOR
RESISTANCE TO PLASTIC FLOW OF BITUMINOUS MIXTURES USING MARSHALL APPARATUS (6 INCH - DIAMETER SPECIMEN)

DRAFT NO. 4
(July 26, 1989)

STANDARD TEST METHOD FOR
RESISTANCE TO PLASTIC FLOW OF BITUMINOUS MIXTURES USING MARSHALL APPARATUS (6 INCH - DIAMETER SPECIMEN)

1. Scope

1.1 This method covers the measurement of the resistance to plastic flow of cylindrical specimens of bituminous paving mixture loaded on the lateral surface by means of the Marshall apparatus. This method is for use with mixtures containing asphalt cement and aggregate up to 2 in. (50.8 mm) maximum nominal size.

1.2 This standard may involve hazardous materials, operations, and equipment. This standard does not purport to address all of the safety problems associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

2. Significance and Use

2.1 This method is used in the laboratory mix design of bituminous mixtures. Specimens are prepared in accordance with the method and tested for maximum load and flow. Density and voids properties may also be determined on specimens prepared in accordance with the method. The testing section of this method can also be used to obtain maximum load and flow for bituminous paving specimens cored from pavements or prepared by other methods. These results may differ from values obtained on specimens prepared by this method.

3. Apparatus

3.1 Specimen Mold Assembly - Mold cylinders nominal 6.5 in. (165.1 mm) outside diameter steel tubing with 6.000 ± 0.008 in. (152.4 ± 0.2 mm) inside diameter by 4.5 in. (114.3 mm) in height, base plates, and extension collars shall conform to the details shown in Figure A-1(a). All shall be plated. Nine mold cylinders are recommended.

3.2 Specimen Extractor, steel, in the form of a disk with a diameter from 5.950 to 5.990 in. (151.1 to 152.1 mm) and 0.5 in. (13 mm) thick for extracting the compacted specimen from the specimen mold with the use of the mold collar. A suitable bar is required to transfer the load from the ring dynamometer adapter to the extension collar while extracting the specimen.

3.3 Mechanical Compactor and Compaction Hammer - Compactor with 1/3 hp (250W) minimum motor, chain lift, frame and automatic sliding weight release. The compaction hammer (Figure A-2) shall have a flat, circular tamping face 5.88 in. (149.4 mm) in diameter and a 22.50 ± 0.02 lb (10.21 ± 0.01 kg) sliding weight with a free fall of 18.0 ± 0.1 in. (457.2 ± 2.5 mm). Two compaction hammers are recommended.

3.4 Compaction Pedestal - The compaction pedestal shall consist of an 8 by 8 by 18-in. (203.2 by 203.2 by 457.2-mm) wooden post capped with a 12 by 12 by l-in. (304.8 by 304.8 by 25.4-mm) steel plate. The wooden post shall be oak, pine, or other wood having an average dry weight of 42 to 48 lb/ft3 (0.67 to 0.77 g/cm3). The wooden post shall be secured by four angle brackets to a solid concrete slab. The steel cap shall be firmly fastened to the post. The pedestal assembly shall be installed so that the post is

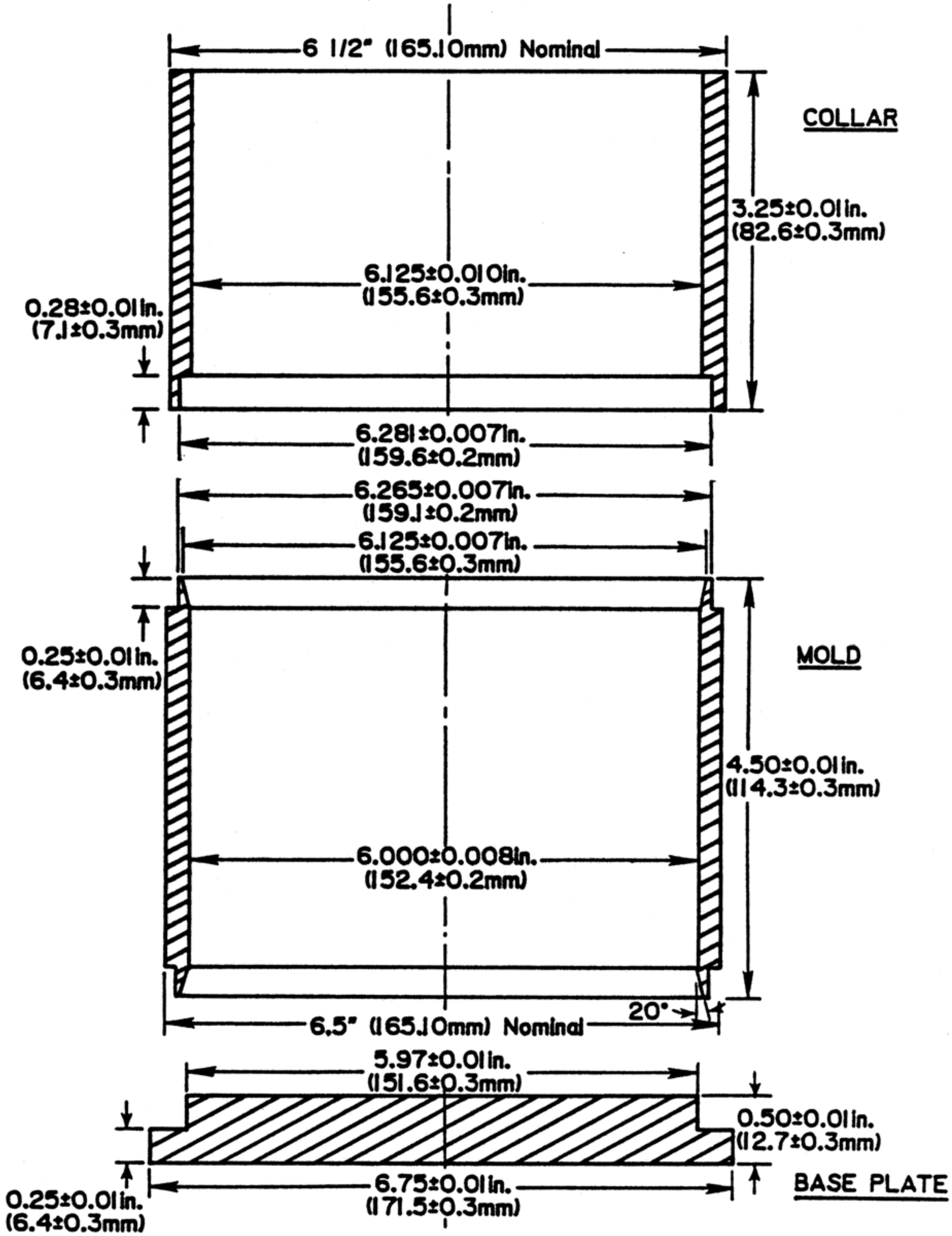

Figure A-1(a). Compaction Mold

plumb and the cap is level.

3.5 Specimen Mold Holder, mounted on the compaction pedestal so as to center the compaction mold over the center of the post. Figure A-1(b) or equivalent arrangement. It shall hold the compaction mold, collar, and base plate securely in position during compaction of the specimen.

3.6 Breaking Head - The breaking head (Figure A-3) shall consist of upper and lower cylindrical segments or test heads having an inside radius of curvature of 3 in. (76.2 mm) accurately machined. The lower segment shall be mounted on a base having two perpendicular guide rods or posts extending upward. Guide sleeves in the upper segments shall be in such a position as to direct the two segments together without appreciable binding or loose motion on the guide rods. When a 6.000 in. (152.4 mm) diameter by 4 in. (100 mm) thick metal block is placed between the two segments, the inside diameters and the gaps between the segments shall conform to Figure A-3. All steel components shall be plated.

3.7 Loading Jack - The loading jack (Figure A-4) shall consist of a screw jack mounted in a test frame and shall produce a uniform vertical movement of 2 in. (50.8 mm)/min. An electric motor may be attached to the jacking mechanism.

NOTE 1- Instead of the loading jack, a mechanical or hydraulic testing machine may be used provided the rate of movement can be maintained at 2 in. (50.8 mm)/min while the load is applied.

3.8 Ring Dynamometer Assembly - One ring dynamometer (Figure A-4) of 10,000-lb. (4536-kg) capacity and sensitivity of 10 lb (4.536 kg) up to 1000 lb (453.6 kg) and 25 lb (11.340 kg) between 1000 and 10,000 lb (453.6 and 4536 kg) shall be equipped with a micrometer dial. The micrometer dial shall be graduated on 0.0001 in (0.0025 mm). Upper and lower ring dynamometer attachments are required for fastening the ring dynamometer to the testing frame and transmitting the load to the breaking head.

NOTE 2 - Instead of the ring dynamometer assembly, any suitable load-measuring device may be used provided the capacity and sensitivity meet the above requirements.

3.9 Flowmeter - The flowmeter shall consist of a guide sleeve and a gage. The activating pin of the gage shall slide inside the guide sleeve with a slight amount of frictional resistance. The guide sleeve shall slide freely over the guide rod of the breaking head. The flowmeter gage shall be adjusted to zero when placed in position on the breaking head when each individual test specimen is inserted between the breaking head segments. Graduations of the flowmeter gage shall be in 0.0 l-in (0.25-mm) divisions.

NOTE 3- Instead of the flowmeter, a micrometer dial or stress-strain recorder graduated in 0.001 in (0.025-mm) may be used to measure flow.

3.10 Ovens or Hot Plates - Ovens or hot plates shall be provided for heating aggregates, bituminous material, specimen molds, compaction hammers, and other equipment to the required mixing and molding temperatures. It is recommended that the heating units be thermostatically controlled so as to maintain the required temperature within 5° F (2.8°C). Suitable shields, baffle plates or sand baths shall be used on the surfaces of the hot plates to minimize localized overheating.

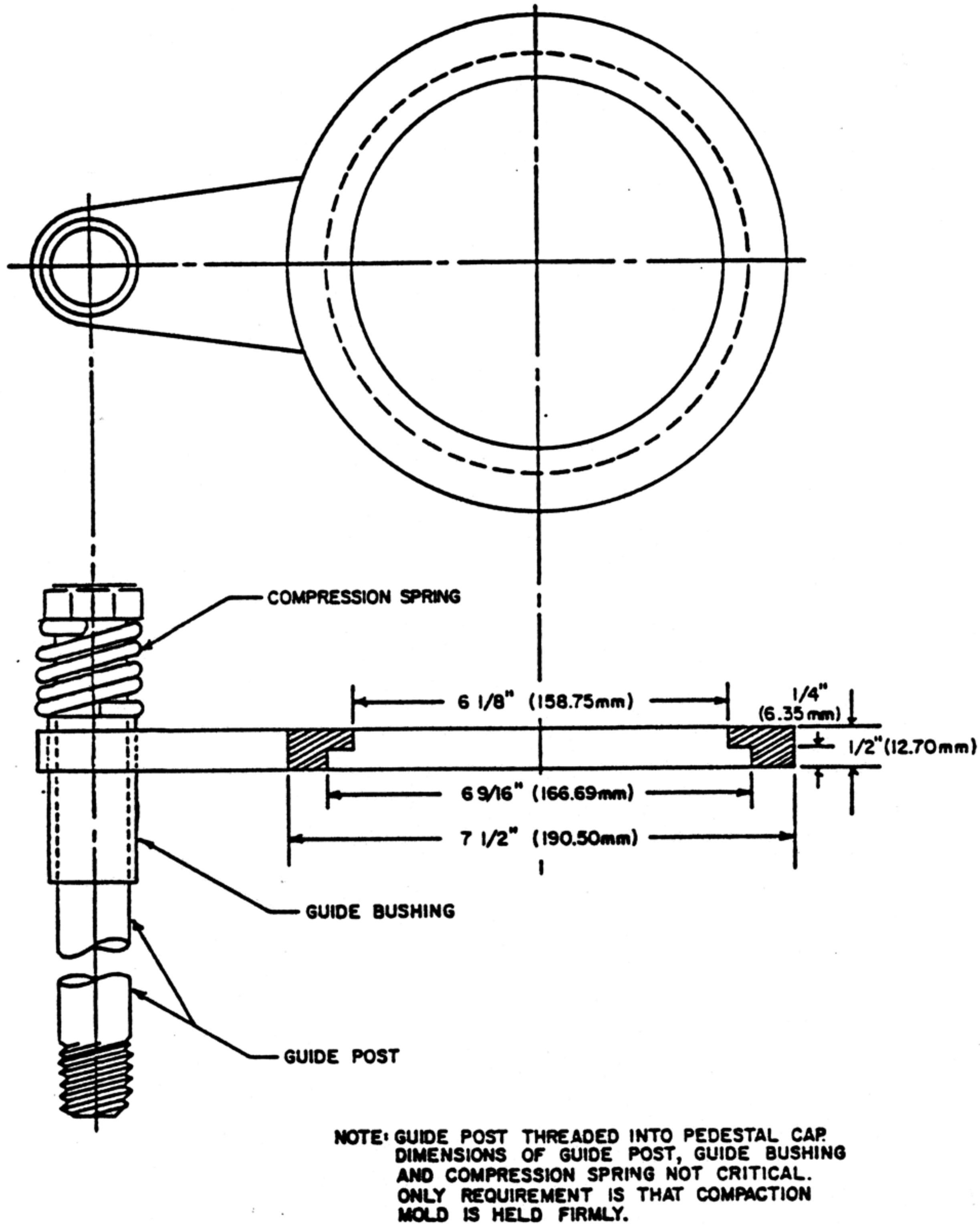

Figure A-1(b). Specimen Mold Holder

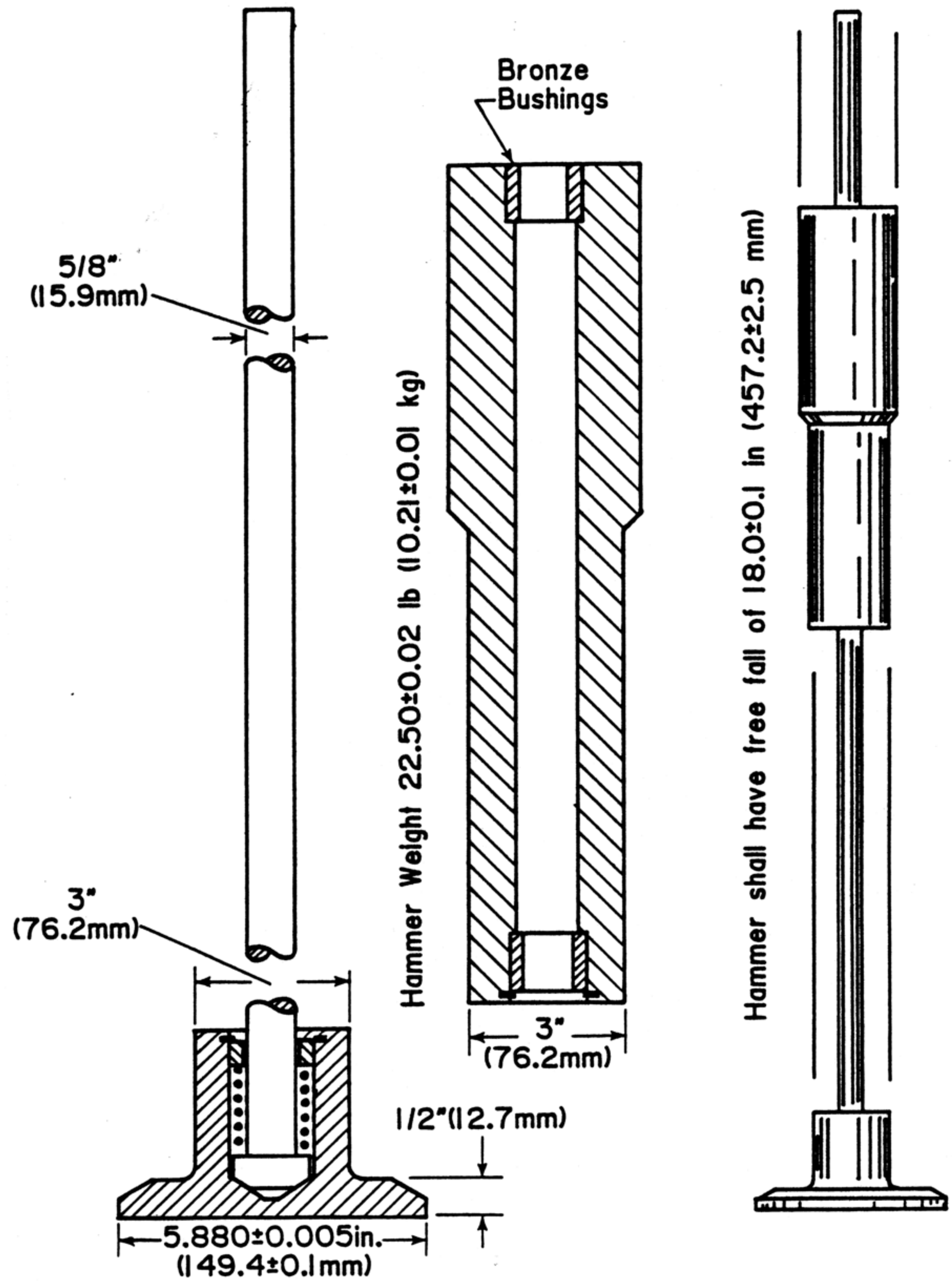

Figure A-2. Compaction Hammer

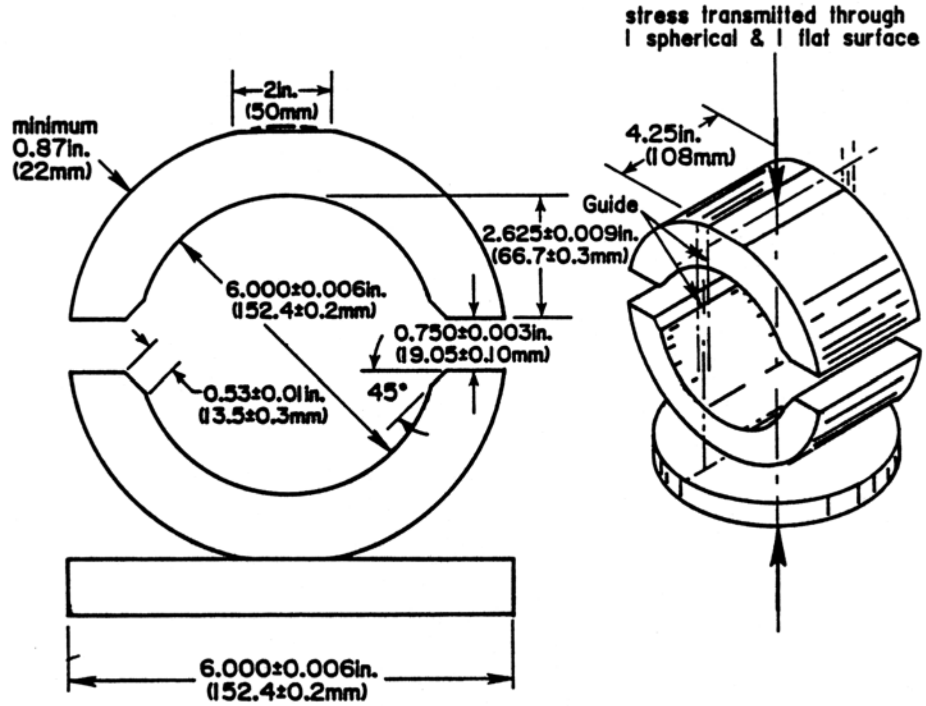

Figure A-3. Breaking Head

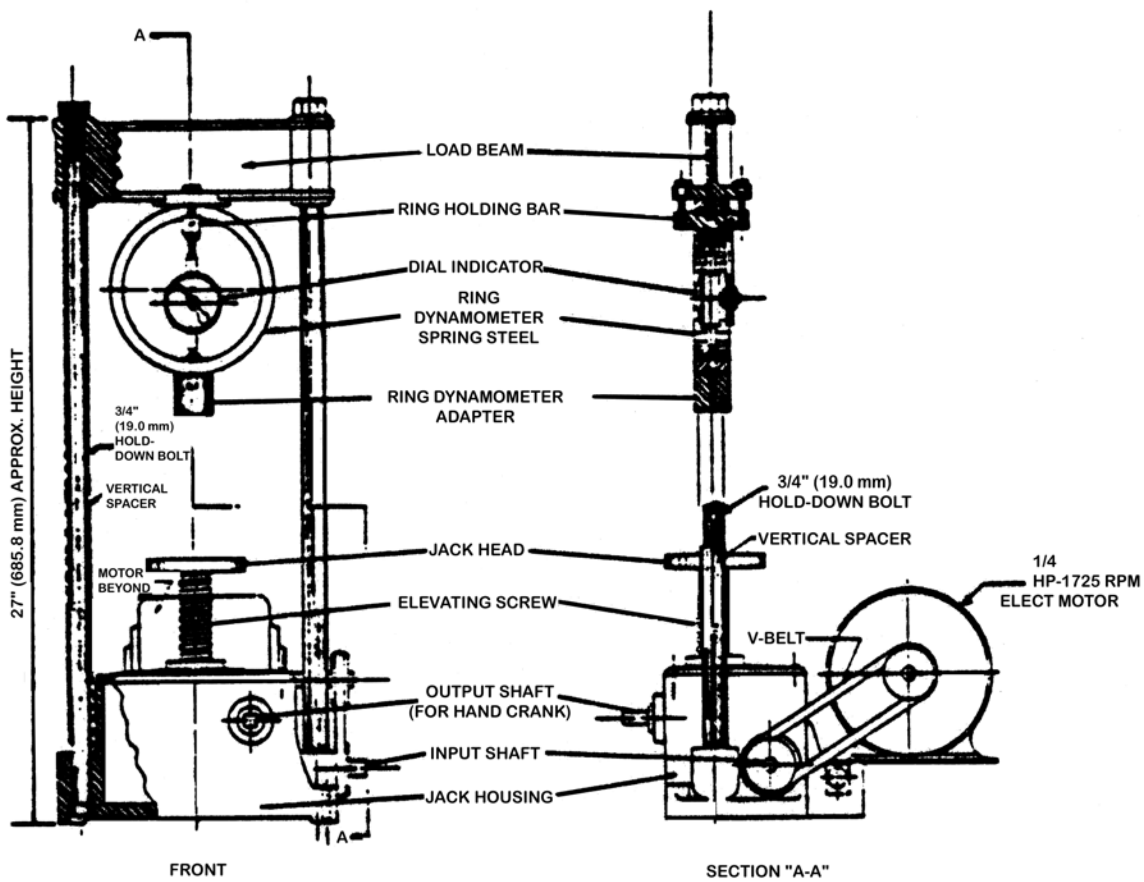

Figure A-4. Compression Testing Machine

3.11 Mixing Apparatus - Mechanical mixing is recommended. Any type of mechanical mixer may be used provided it can be maintained at the required mixing temperature and will provide a well-coated, homogeneous mixture of the required amount in the allowable time, and further provided that essentially all of the batch can be recovered. A metal pan or bowl of sufficient capacity (such as, standard 13 qt. size approximately 6-1/4 inch deep) and hand mixing may also be used.

3.12 Water Bath - The water bath shall be at least 9 in. (228.6 mm) deep and shall be thermostatically controlled so as to maintain the bath at 140 ± 1.8°F (60 ± 1.0°C) or 100 ± 1.8°F (37.8 ± 1°C). The tank shall have a perforated false bottom or be equipped with a shelf for supporting specimens 2 in (50.8 mm) above the bottom of the bath.

3.13 Miscellaneous Equipment:
- 3.13.1 Containers for heating aggregates, flat-bottom metal pans or other suitable containers.
- 3.13.2 Containers for heating bituminous material, either gill-type tins, beakers, pouring pots, or saucepans may be used.
- 3.13.3 Mixing Tool, either a steel trowel (garden type) or spatula, for spading and hand mixing.
- 3.13.4 Thermometers for determining temperatures of aggregates, bitumen, and bituminous mixtures. Armored-glass or dial-type thermometers with metal stems are recommended. A range from 50 to 400°F (9.9 to 204°C), with sensitivity of 5°F (2.8°C) is required.
- 3.13.5 Thermometers for water and air baths with a range from 68 to 158°F (20 to 70°C) sensitive to 0.4°F (0.2°C).
- 3.13.6 Balance 10-kg capacity, sensitive to 1.0g.
- 3.13.7 Gloves for handling hot equipment.
- 3.13.8 Rubber Gloves for removing specimens from water bath.
- 3.13.9 Marking Crayons for identifying specimens.
- 3.13.10 Scoop, flat bottom, for batching aggregates.
- 3.13.11 Spoon, large, for placing the mixture in the specimen

4. Test Specimens

4.1 Number of Specimens - Prepare at least three specimens for aggregates and bitumen content.

4.2 Preparation of Aggregates - Dry aggregates to constant weight at 221 to 230°F (105 to 110°C) and separate the aggregates to dry sieving into the desired size fractions.* The following size fractions are recommended:

1-1/2 to 1 in. (38.1 to 25.4 mm)
1 to 3/4 in. (25.4 to 19.0 mm)
3/4 to 3/8 in. (19.0 to 9.5 mm)
3/8 in. to No. 4 (9.5 mm to 4.75 mm)
No. 4 to No. 8 (4.75 mm to 2.36 mm)
Passing No. 8 (2.36 mm)

*Detailed requirements for these sieves are given in ASTM Specification E 11, for Wire-Cloth Sieves for Testing Purposes see Annual Book of ASTM Standards, Vol. 14.02.

4.3 Determination of Mixing and Compacting Temperatures:

4.3.1 The temperatures to which the asphalt cement and asphalt cut-back must be heated to produce a viscosity of 170 ± 20 cSt shall be the mixing temperature.

4.3.2 The temperature to which asphalt cement must be heated to produce a viscosity of 280 ± 30 cSt shall be the compacting temperature.

4.4 Preparation of Mixtures:

4.4.1 Weigh into separate pans for each test specimen the amount of each size fraction required to produce a batch that will result in a compacted specimen 3.75 ± 0.10 in (95.2 ± 2.54 mm) in height (about 4050 g). Place the pans on the hot plate or in the oven and heat to a temperature not exceeding the mixing temperature established in 4.3 by more than approximately 50/F (28/C). Charge the mixing bowl with the heated aggregate and dry mix thoroughly. Form a crater in the dry blended aggregate and weigh the preheated required amount of bituminous material into the mixture. Care must be exercised to prevent loss of the mix during mixing and subsequent handling. At this point, the temperature of the aggregate and bituminous material shall be within the limits of the mixing temperature established in 4.3. Mix the aggregate and bituminous material rapidly until thoroughly coated.

4.5 Compaction of Specimens:

4.5.1 Thoroughly clean the specimen mold assembly and the face of the compaction hammer and heat them either in boiling water or on the hot plate to a temperature between 200 and 300/F (93.3 and 148.9/C). Place a piece of filter paper or paper toweling cut to size in the bottom of the mold before the mixture is introduced. Place approximately one half of the batch in the mold, spade the mixture vigorously with a heated spatula or trowel 15 times around the perimeter and 10 times over the interior. Place the second half of the batch in the mold and repeat the foregoing procedure. Remove the collar and smooth the surface of the mix with a trowel to a slightly rounded shape. Place a piece of filter paper or paper toweling cut to size on top of the mix. Temperatures of the mixtures immediately prior to compaction shall be within the limits of the compacting temperature established in 4.3.

4.5.2 Replace the collar, place the mold assembly on the compaction pedestal in the mold holder, and unless otherwise specified, apply 75 blows with the compaction hammer with a free fall of 18 in (457.2 mm). Remove the base plate and collar, and reverse and reassemble the mold. Apply the same number of compaction blows to the face of the reversed specimen.

NOTE 3 - It has been determined that 75 and 112 compaction blows applied to a 6-inch (38. 1 mm) diameter specimen using the apparatus and procedure in this standard give densities equivalent to 50 and 75 compaction blows, respectively, applied to a 4-inch (101.6 mm) diameter specimen using ASTM D 1559.

4.5.3 After compaction, remove the base plate and place the sample extractor on that end of the specimen. Place the assembly with the extension collar up in the testing machine, apply pressure to the collar by means of the load transfer bar, and force the specimen into the extension collar. Lift the collar from the specimen. Carefully transfer the specimen to a smooth, flat surface and allow it to stand overnight at room temperature. Weigh, measure, and test the specimen.

NOTE 4 - In general, specimens shall be cooled as specified in 4.5.3. When more rapid cooling is desired, table fans may be used. Mixtures that lack sufficient cohesion to result in the required cylindrical shape on removal from the mold immediately after compaction may be cooled in the mold in air until sufficient cohesion has developed to result in the proper cylindrical shape.

5. Procedure

5.1 Bring the specimens to the specified temperature by immersing in the water bath 30 to 40 min. or placing in the oven for 2 hr. Maintain the bath or oven temperature at 140 ± 1.8/F (60 ± 1.0/C). Thoroughly clean the guide rods and the inside surfaces of the test heads prior to making the test, and lubricate the guide rods so that the upper test head slides freely over them. The testing-head temperature shall be maintained between 70 to 100/F (21.1 to 37.8/C) using a water bath when required. Remove the specimen from the water bath, oven, or air bath, and place in the lower segment of the breaking head. Place the upper segment of the breaking head on the specimen, and place the complete assembly in position on the testing machine. Place the flowmeter, where used, in position over one of the guide rods and adjust the flowmeter to zero while holding the sleeve firmly against the upper segment of the breaking head. Hold the flowmeter sleeve firmly against the upper segment of the breaking head while the test load is being applied.

5.2 Apply the load to the specimen by means of the constant rate of movement of the load jack or testing-machine head of 2 in. (50.8mm)/min. until the maximum load is reached and the load decreases as indicated by the dial. Record the maximum load noted on the testing machine or converted from the maximum micrometer dial reading. Release the flowmeter sleeve or note the micrometer dial reading where used, the instant the maximum load begins to decrease. Note and record the indicated flow value or equivalent units in hundredths of an inch (twenty-five hundredths of a millimeter) if a micrometer dial is used to measure the flow. The elapsed time for the test from removal of the test specimen from the water bath to the maximum load determination shall not exceed 30 s.

NOTE 5 - For core specimens, correct the load when thickness is other than 3.75 in. (95.2 mm) by using the proper multiplying factor from Table A-1. This table has been developed after Table 1 of ASTM D 1559 basing the correlation ratio on the percent change in specimen volume from standard specimen volume.

6. Report

6.1 The report shall include the following information:

6.1.1 Type of sample tested (laboratory sample or pavement core specimen).

NOTE 6 - For core specimens, the height of each test specimen in inches (or millimeters) shall be reported.

6.1.2 Average maximum load in pounds-force (or newtons) of a least three specimens, corrected when required.

6.1.3 Average flow value, in hundredths of an inch; twenty-five hundredths of a millimeter, of three specimens, and

6.1.4 Test temperature.

Table A-1. Stability Correlations Ratios[A]

Approximate Thickness of Specimen[B]		Volume of Specimen, cm^3	Correlation Ratio
in.	mm		
3-1/2	88.9	1608 to 1626	1.12
3-9/16	90.5	1637 to 1665	1.09
3-5/8	92.1	1666 to 1694	1.06
3-11/16	93.7	1695 to 1723	1.03
3-3/4	95.2	1724 to 1752	1.00
3-13/16	96.8	1753 to 1781	0.97
3-7/8	98.4	1782 to 1810	0.95
3-15/16	100.0	1811 to 1839	0.92
4	101.6	1840 to 1868	0.90

[A] The measured stability of a specimen multiplied by the ratio for the thickness of the specimen equals the corrected stability for a 3-3/4-in. (95.2 mm) thick specimen.
[B] Volume - thickness relationship is based on a specimen diameter of 6 in. (152.4 mm).

7. Precision and Bias

7.1 The precision and bias of this test method are being determined.

APPENDIX B

SPECIAL NOTE FOR BITUMINOUS CONCRETE BASE, CLASS K (EXPERIMENTAL)

SPECIAL NOTE FOR BITUMINOUS CONCRETE BASE, CLASS K (EXPERIMENTAL)

All requirements for Bituminous Concrete Base, Class I in the Department's 1988 Standard Specifications for Road and Bridge Construction shall apply unless specifically modified herein. Section references herein are to the Standard Specifications.

I. DESCRIPTION

This work shall consist of furnishing all materials and the construction of a special hot-mixed, hot-laid and compacted bituminous concrete base in a course (or courses) of three to five inch thickness. This paving mixture is intended to provide a large-size-aggregate, shear-resistant mixture having low deformation properties suitable for very heavy vehicular traffic. Special attention shall be given to handling of aggregates at all points of the construction process to keep segregation (non-uniformity of aggregate sizes) to an absolute minimum. Maximum consolidation (compaction) during construction will be required.

II. MATERIALS

A. Aggregate.

(1) Coarse aggregate shall be crushed stone or crushed slag meeting the requirements of Section 805 except that all slag used shall be 100 percent passing the 3/4 inch sieve. Gravel will not be permitted.

(2) Fine aggregate shall be crushed sand, or blends of crushed sand, and shall meet the requirements of Section 804. Natural sand will not be permitted.

B. Asphalt Cement. Asphalt cement shall be AC-20 meeting the requirements of Section 806. Temperature vs. viscosity curves shall be provided by the asphalt cement supplier for each lot approval of AC-20.

C. Anti-Stripping Additive. Anti-stripping additive may be required as determined by KM 64-428, except as noted in Section III.B(l), Note 2 herein, to meet the Retained Tensile Strength requirement. Any changes in the source of materials or the approved job-mix formula may require further testing by the Contractor for this property. Measurement and payment for anti-stripping additive, when required, will be as specified elsewhere in the contract.

III. MIXTURE REQUIREMENTS

A. Mixture Gradation (Master Range).

Sieve Size	% Passing
2 inch	100
*1 1/2 inch	85-100
1 inch	67-90
*3/4 inch	56-80
1/2 inch	43-72
*3/8 inch	37-60
No. 4	22-45
*No. 8	14-35
No. 16	8-25
*No. 30	6-18
No. 50	4-13
*No. 100	3-9
No. 200	2-6

*The Engineer may waive testing on alternate sieves on daily plant testing provided one test per day includes all sieves. KM 64-407 may be utilized for gradation testing as approved by the Engineer.

JMF tolerances for Class I mixtures shall apply.

B. Mix Design Criteria.

(1) A laboratory mix design shall be required and shall meet the following requirements:

Property	Requirement
Stability (See Note 1)	3,000 lbs minimum
Flow (See Note 1)	28 maximum
VMA (KM 64-429)	11.5 percent minimum
Air Voids (KM 64-411)	4.5 ± 1.0 percent
Retained Tensile Strength (KM 64-428, See Note 2)	70% minimum

Note 1: The mixture shall be designed using 3 3/4" by 6" Marshall specimens compacted 112 blows each side according to the Pennsylvania DOT Test Method No. 705 (March 1983), copy available from the Kentucky Division of Materials. The Contractor shall have available new equipment for performing the Marshall mix design, including the following equipment:

One 6" diameter mechanical compaction hammer.
Six each 6" diameter mold assemblies.
One compaction pedestal with compaction drive assembly.
One 6" mold holder.
One box of 6" mold discs.
One breaking head for 3 3/4" x 6" specimens.

The above equipment shall be as marketed by the Pine Instrument Company, 101 Industrial Drive, Grove City, PA 16127, Telephone No. (412) 458-6391 or shall be an equal approved by the Division of Materials. This equipment shall be available for use by the Department's representative as needed to verify the original mix design or to perform other testing during the course of work, and shall become the property of the Department upon completion of Class K base work on this project.

Note 2: The retained tensile strength test shall be performed on 2 1/2" x 4" specimens according to KM 64-428 except that plus one inch aggregate shall be replaced with an equal weight of minus one inch, plus 3/4" aggregate.

(2) Marshall specimens on plant-mixed material shall be made by the Contractor daily, or at the frequency determined by the Engineer, and verification tests performed to ensure the material for the project meets the mix design requirements specified in paragraph B(l), except stability of production samples shall be at least 80% and flow shall not exceed 150% of the values determined for these two properties on the original approved laboratory mix design. The Department's inspector may observe performance of production sampling and testing.

(3) The first course of Class K base shall be designed at an increased asphalt content and/or with gradation adjustments such that the air voids will be 2 to 3 percent. Other mix design criteria may be waived for this course by the Engineer, provided the same aggregate is used that is used on succeeding courses.

IV. CONSTRUCTION REQUIREMENTS

A. Mixing. When necessary, the Engineer may require that mixing times be increased to assure complete and uniform coating of aggregate particles. AASHTO T 195 may be utilized to determine the percentage of coated particles which shall be 95 or greater.

B. Segregation of Aggregates. Due to the large size aggregate in this mixture, elimination of segregation is extremely important. Care shall be taken to prohibit segregation of aggregates at all points including stockpiling, charging of cold feeders and the drier, conveying, holding and/or mixing, storage of mixture and/or loading of trucks, unloading of trucks and operation of the paver. The Engineer may suspend work when segregation at any point results in any portion of the pavement being non-uniform in appearance and/or gradation. Such areas of nonuniformity shall be removed and replaced with acceptable material, or shall be acceptably repaired as directed by the Engineer.

C. Compaction.

(1) Equipment. Compaction equipment and methods shall conform to Section 401, with the addition of a pneumatic-tired intermediate roller. The pneumatic-tired roller shall have 7 to 9 tires with capability of pressures up to 125 psi, and shall weigh 25 to 35 tons. Inflation pressure in all tires shall be maintained within ±5 psi of the desirable pressure. Tires shall be spaced so the gap between adjacent tires will be covered by the following tire. Wheels shall be mounted in a manner to provide equal contact pressure under all wheels, and tire tread shall be satisfactory to the Engineer. When permitted by the Engineer, the pneumatic tired roller may be used for final rolling on all base courses except the uppermost course.

(2) Control Strips. At the beginning of construction of Class K base, a control strip shall be placed and compacted to determine the level of compaction and target density to be required on subsequent Class K base. Separate control strips shall be constructed for each course, and additional control strips shall be constructed whenever a change is made in aggregate or mixture sources, mixture gradation, asphalt content, type of subgrade, layer thickness, or as required by the Engineer. Control strips will be waived if the total length of mainline paving is less than 1,000 linear feet; if the control strip is waived, minimum acceptable density will be as specified in Section 403.04(B).

Each control strip shall remain in place and become part of the project. Each control strip shall be at least 500 feet long and shall be at least 12 feet wide, unless otherwise approved by the Engineer. Construction of the control strip shall be accomplished using the same equipment and procedures to be used in the construction of the remainder of the Class K base course. After initial rolling and 2 complete coverages of the pneumatic-tired intermediate roller, 3 density measurements will be made to determine the level of compaction. These 3 density measurements will be made at randomly selected sites at least 2 feet from the edge of the base. Each site shall be marked so that subsequent tests can be made at the same location. After each two subsequent complete coverages by the pneumatic tired roller, density measurements shall be made at the same 3 locations. Rolling and testing shall continue until no further increase in density is obtained, or until the Engineer directs compaction efforts to stop because the base material shows signs of distress.

(3) Target Density. After the Contractor has completed compaction of the control strip, the inspector will perform 10 field density measurements at random locations in the control strip. The target density for the compaction of the course will be the average of these 10 measurements.

The target density obtained from the control strip shall be no greater than 97.0% nor less than 93.0% of the measured maximum specific gravity of the plant-mixed material as determined by KM 64-411 or AASHTO T209; the Engineer may waive the 93.0% minimum required on the first course placed directly on the internal drainage blanket, but only if necessary to avoid damage or unacceptable displacement of the internal drainage blanket or the Class K base.

(4) Acceptance Testing. Testing and acceptance of compaction shall be as specified in Section 403.04(B) except the minimum acceptable density shall be:

Single Test:	96.0 percent of the target density.
Moving average of last 10 tests:	98.0 percent of the target density.

D. Opening to Traffic. Traffic shall be prohibited from any freshly compacted mat until the mat temperature, as measured by a surface thermometer, is 140°F or less. When necessary, the Contractor shall cool the mat with water prior to opening to traffic at no additional cost to the Department.

When necessary to control pick-up of aggregate by traffic, the Contractor shall sand the mat slightly as directed by the Engineer, at no additional cost to the Department.

V. MEASUREMENT AND PAYMENT

The requirements for Class I base in Section 403 shall apply.

A target asphalt content of 4.0% is established for estimating asphalt cement quantities before bidding, in accordance with the Department's "Special Note for Bituminous Pavements."