

**EFFECT OF FINE AGGREGATE ANGULARITY ON RUTTING  
RESISTANCE OF ASPHALT CONCRETE AC10**

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*Specially dedicated to my beloved parents,*

*Hj Ramli Ismail & Hjh Nor Azian Ahmad*

*and my family members,*

*Izzat & Suliza*

*Thanks for your prays and supports....*

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## ABSTRACT

Fine Aggregate Angularity (FAA) has been identified as one of the important aggregate properties contributing to the stability of Hot Mix Asphalt (HMA) and its resistance against permanent deformation such as rutting. The performance of dense graded asphalt mixture is significantly influenced by the shape, angularity and surface texture of fine aggregates. This study determines the FAA for different types of aggregates namely granite and natural sand and evaluates the rutting resistance of AC 10 mixture added with the aforementioned aggregates. Besides the FAA test, other tests that were carried out include Marshall test and wheel tracking test for measuring the rutting resistance. Marshall Procedures were undertaken to obtain the stiffness, stability, density, flow, VTM and VFB. It was found that Marshall properties for mixture added with crushed aggregate are higher than mixture with natural sand in terms of Stability, Stiffness, and Flow. The result shows that mixture with crushed granite has higher percentage of FAA (46%) compared to the one with natural sand (37%). From wheel tracking test, it was observed that the rut depth for specimen with crushed granite is higher compared to specimen with natural sand. Therefore it can be concluded that fine aggregates with more angular shape, increase the rutting resistance.

## ABSTRAK

Kesegian Agregat Halus (FAA) dikenal pasti sebagai salah satu daripada sifat penting agregat yang menyumbang kepada kestabilan Asfalt Campuran Panas (HMA) Ia juga memberi kekuatan rintangan terhadap kerosakan ubah bentuk kekal jalan seperti aluran. Prestasi campuran asfalt bergred tumpat ketara dipengaruhi oleh tekstur bentuk, kesegian dan permukaan agregat halus. Objektif kajian ini adalah untuk menentukan nilai FAA bagi jenis agregat yang berbeza iaitu granit yang hancur dan pasir semulajadi, dan penilaian terhadap rintangan aluran campuran AC 10 dengan agregat yang dinyatakan. Selain ujian FAA, ujian lain juga dijalankan termasuklah ujian Marshall dan ujian roda pengesanan untuk mengukur rintangan aluran. Prosedur Marshall telah dijalankan untuk mendapatkan kekukuhan, kestabilan, ketumpatan, aliran, VTM dan VFB. Ujian mendapati ciri-ciri Marshall bagi agregat hancur adalah lebih tinggi daripada pasir semulajadi dari segi Kestabilan, Kekukuhan, dan Aliran Ia juga menunjukkan bahawa granit terhancur mempunyai peratusan FAA yang lebih tinggi (46%) berbanding dengan pasir semulajadi (37%). Daripada ujian pengesanan roda, diperhatikan bahawa kedalaman aluran untuk spesimen yang mempunyai granit hancur adalah lebih rendah berbanding spesimen dengan pasir semulajadi. Oleh itu kesimpulan dapat dibuat bahawa agregat yang mempunyai nilai FAA lebih tinggi boleh meningkat rintangan kepada aluran.

## CONTENTS

<b>CHAPTER</b>	<b>TITLE</b>	<b>PAGE</b>
	<b>TITLE</b>	i
	<b>DECLARATION</b>	ii
	<b>ACKNOWLEDGEMENT</b>	iv
	<b>ABSTRACT</b>	v
	<b>ABSTRAK</b>	vi
	<b>CONTENT</b>	vii
	<b>LIST OF TABLES</b>	xi
	<b>LIST OF FIGURES</b>	xii
	<b>LIST OF ABBREVIATIONS</b>	xiv
	<b>LIST OF APPENDICES</b>	xv
<b>I</b>	<b>INTRODUCTION</b>	
	1.1 Introduction	1
	1.2 Problem Statement	1
	1.3 Background Study	2
	1.4 Aims and Objectives	3
	1.5 Scope of Study	3

## **II LITERATURE REVIEW**

2.1	Introduction	4
2.2	Asphalt Mixture Components	5
2.3	Dense Graded Mixes	6
2.4	Aggregates in Asphalt Mixture	8
2.5	Fine Aggregate Angularity	9
2.5.1	Effect of Fine Aggregate Properties on Asphalt Mixture Performance	10
2.5.2	Effect of Fine Aggregate Angularity on Void in Mix Asphalt	12
2.6	Aggregate Influence on Rutting Resistance	12
2.7	Conclusion	17

## **III RESEARCH METHODOLOGY**

3.1	Introduction	18
3.2	Research Framework	19
3.3	Materials Selection	21
3.4	Material Properties	21
3.4.1	Bitumen Test	21
3.4.2	Sieve Analysis	22
3.4.3	Washed Sieved Analysis and Mineral Filler	26
3.5	Determination of Aggregate Specific Gravity	27
3.5.1	Determination of Coarse Aggregate Specific Gravity	28
3.5.2	Determination of Fine Aggregate Specific Gravity	29
3.6	Fine Aggregate Angularity	30

3.6.1	Sample Preparation	31
3.6.2	Test Procedure	33
3.7	Marshall Test	37
3.7.1	Preparation of Compacted Specimen	38
3.7.2	Determination of Specific Gravity for compacted Specimen	39
3.7.3	Stability and Flow Test	39
3.7.4	Determination of the Optimum Bitumen Content	40
3.7.5	Theoretical Maximum Density (Loose Mix)	41
3.8	Wheel Tracking Test	44

## **IV RESULTS AND DISCUSSIONS**

4.1	Introduction	49
4.2	Aggregate Gradation	50
4.2.1	Washed Sieve Analysis	52
4.3	Specific Gravity Determination	52
4.3.1	Bitumen	52
4.3.2	Course Aggregate	53
4.3.3	Fine Aggregates	53
4.3.4	Filler	54
4.4	Bitumen Test	54
4.5	Fine Aggregate Angularity	55
4.6	Optimum Bitumen Content Determination	56
4.6.1	Theoretical Maximum Density	58
4.7	Marshall Properties for Different Fine Aggregates	58
4.8	Wheel Tracking Test	59
4.9	Summary of Findings	61

**V CONCLUSIONS AND RECOMMENDATIONS**

5.1	Introduction	62
5.2	Conclusions	62
5.3	Recommendations	63

**REFERENCES**

## LIST OF TABLES

<b>TABLE NO.</b>	<b>TITLE</b>	<b>PAGES</b>
Table 2.1	FAA Criteria	9
Table 2.2	Typical FAA Value	9
Table 2.3	Possible Causes and Treatments for Rutting	14
Table 3.1	Gradation Limit for AC10	24
Table 3.2	Aggregate Gradation Design	25
Table 3.3	Individual Size of the Retained Material	32
Table 3.4	Specification for AC10 as Recommended by JKR/SPJ/rev2008	37
Table 3.5	Numbers of Samples Tested for Different Mixture Types	40
Table 3.6	Minimum Sample Size Required for Maximum Theoretical Specific Gravity	42
Table 4.1	Aggregates Specification for AC 10 Mixture and Design Mixture	51
Table 4.2	Specific Gravity of Fine Aggregate	53
Table 4.3	Required Specification and Binder Properties Selected	54
Table 4.4	Result of the Aggregate Angularities For each Material	55
Table 4.5	No. of Samples to Determine Optimum Bitumen Content	57
Table 4.6	OBC for each Fine Aggregate	57
Table 4.7	Comparison of Marshall Properties Values	58

## LIST OF FIGURES

NO.OF FIGURE	TITLE	PAGES
Figure 2.1	Dense graded Hot Mix Asphalt	6
Figure 2.2	FHWA Standard Specifications for Construction of Roads	7
Figure 3.1	Research Framework	19
Figure 3.2	Flowchart of the Specimen Preparation	20
Figure 3.3	Mechanical Sieve Shaker	23
Figure 3.4	Aggregate Gradation for AC10	25
Figure 3.5	Aggregate Samples for Specimen Preparation	26
Figure 3.6	Sieve Size for Sieving Process	32
Figure 3.7	Samples for FAA Test	33
Figure 3.8	Apparatus for FAA Test	34
Figure 3.9	Pouring Sample into Funnel	34
Figure 3.10	Sample Free Fall into Calibrated Cylinder	35
Figure 3.11	Sample Weighed	36
Figure 3.12	Specimens after Compaction	38
Figure 3.13	Loose Mixture	43
Figure 3.14	Vacuum Vessel for TMD Determination	44
Figure 3.15	Wessex Dry Wheel Tracker	45
Figure 3.16	Compaction process for the slab sample	46
Figure 3.17	Preparation of the Slab Samples	46

Figure 3.18	Slabs for Wheel Tracking Test	47
Figure 3.19	Slab Specimen Placed in the Machine	48
Figure 3.20	Initial Reading Before Conducting the Test	48
Figure 4.1	Aggregate Gradation Envelope	51
Figure 4.2	Graph of Rut Depth Versus the Cycle	60

**LIST OF ABBREVIATIONS**

AASHTO	American Association of State Highway and Transportation Officials
AC10	Asphaltic Concrete Wearing With 10 mm Nominal Maximum Aggregate Size
ASTM	American Society for Testing and Materials
FAA	Fine Aggregate Angularity
HMA	Hot Mix Asphalt
JKR	Jabatan Kerja Raya
MS	Malaysian Standard
TMD	Theoretical Maximum Density
VMA	Voids in Mineral Aggregate
VTM	Void Ratio in Mix
VFB	Void Filled Bitumen
OBC	Optimum Bitumen Content
g	gram
mm	millimetre
Mpa	Megapascal
N	Newton
°C	Degree celcius
%	Percent

**LIST OF APPENDICES**

<b>APPENDIX NO.</b>	<b>TITLE</b>	<b>PAGES</b>
Appendix A	Specific Gravity and Water Absorption for Coarse Aggregate of AC10	67
Appendix B	Marshall Test Results	68
Appendix C	Theoretical Maximum Density	74
Appendix D	Rutting Test Results	75

## **CHAPTER 1**

### **INTRODUCTION**

#### **1.1 Introduction**

The main mechanisms of pavement deterioration are rutting and fatigue cracking. Nowadays, rutting has become a major problem due to traffic growth and higher axle loads projected from heavy vehicles. Rutting in asphalt pavements continues to create problems and reduce pavement performance. One factor that has been identified in determining the rutting susceptibility in asphalt pavement is the fine aggregate angularity (FAA) in the asphalt mix.

#### **1.2 Problem Statement**

HMA pavements have experienced premature rutting due to increases in the traffic loading. Truck tire pressure, axle load, and volume of traffic have increased considerably in recent years. Inappropriate selections of aggregate and binder quality and quantity for HMA production, contribute to rutting of asphalt pavements. The use of poorly graded aggregates having smooth, sub-rounded particles and a high

percentage of rounded sand have contributed to the loss of shearing resistance in asphalt mixtures.

In HMA mixtures, aggregate particles usually comprise of 94 to 96 percent by weight of the total mix with approximately 40 percent is fine aggregate (passing 4.75 mm or No. #4 sieve). The quality and quantity of fine aggregates play a very important role in determining the rutting resistance in asphalt mixtures. Their properties that influence the rutting resistance are particle shape or angularity, particle surface texture and particle porosity (Chowdhury, Button, Kohale, & Jahn, 2001).

### **1.3 Background Study**

Fine aggregate can be considered as a primary constituent in asphalt mixtures. Hence, the properties of fine aggregates such as physical, chemical and mechanical properties play a significant role in determining the characteristics of the bituminous mixtures. The physical properties of aggregates are gradation, particle shape, surface texture, durability, cleanliness, toughness, and absorption. These properties primarily control the performance of mixtures.

Recent studies of Strategic Highway Research Program (SHRP) identified Fine Aggregate Angularity as one of the important aggregate properties contributing to the stability and resistance against permanent deformation of asphalt mixture.

## **1.4 Aims and Objectives**

The aim of this study is to investigate the effect of fine aggregate angularity on the rutting resistance. The relative effect of angularity of fine aggregate is determined by using different type of aggregate shape with different sources which represent a wide range of materials used in pavement industry. This variety of aggregates shape will offer a variety of geometric irregularities. The aggregates used in this study are natural sands and crushed granite to make up AC10 for the evaluation.

The objectives of this study are as follows:

- i. To determine the Fine Aggregate Angularity for different types of fine aggregate namely crushed granite and natural river sand.
- ii. To evaluate the rutting resistance of AC10 by using different types of fine aggregate.

## **1.5 Scope of Study**

This study focuses on the rutting problem on asphalt pavement type AC 10 by using different types of Fine Aggregate Angularity .The rutting test was conducted on two different aggregate samples that having different FAA values. The fine aggregate angularity test was done to determine the uncompacted void content of fine aggregate material. The void content gives the information of the effect of fine aggregate on the stability and voids in the mineral aggregate. The results were factors like mineralogical properties of fine aggregate and the crusher type that determining the angularity of fine aggregate. The rutting test also shows that higher FAA values will increase the resistance to rutting problem of asphalt mixture.

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