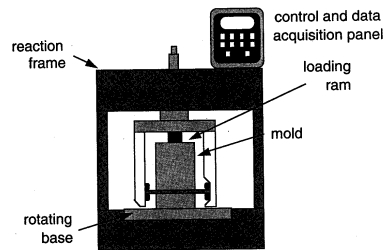


# SUPERPAVE VOLUMETRIC MIXTURE DESIGN AND ANALYSIS HANDBOOK

## Volume III Laboratory Study Manual (2024)



Developed by:

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&

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*AD ASTRA PER ASPERA*

December 2023

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## Preface

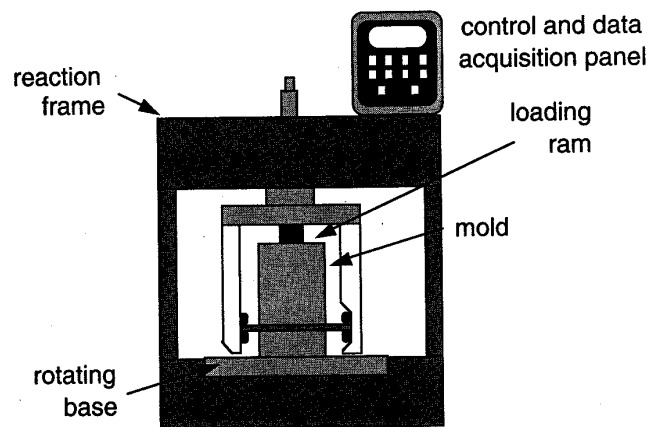
This study manual has been developed by heavily drawing from the M-TRAC training manual developed under the sponsorship of the Federal Highway Administration (FHWA). The M-TRAC manual was a part of a multi-regional effort to assist states with meeting the requirements of the Code of Federal Regulations, Part 637, for “qualified” personnel to perform material sampling and testing for quality control and quality acceptance (QC/QA). The ultimate goal of the group was also to promote reciprocity of this “qualification” across state lines. The development team members were **Tom Deddens**, formerly with the Asphalt Institute, **John Hinrichsen**, Asphalt Technician of the Iowa Department of Transportation, and **Rebecca McDaniel**, Technical Director of the North Central Superpave Center at Purdue University. The authors of this compilation acknowledge and appreciate this pioneering effort to have uniformity in training for bituminous material sampling and testing.

This study manual is intended to give an introduction to the tests that will be taught in the Superpave Field Technician (SF) Training classes at Kansas State University. The Kansas test methods are listed in the “Table of Contents” for this volume. References to other standards are listed on the first page of each test method. Knowledge of certain methods and tests is necessary before proceeding to other standard tests.

Training participants are expected to use the mathematical rounding rules recommended by KDOT in performing calculations for qualification testing.

**METHOD FOR PREPARING AND DETERMINING  
THE DENSITY OF HOT MIX ASPHALT (HMA)  
SPECIMENS BY MEANS OF THE SUPERPAVE  
GYRATORY COMPACTOR**

**(Kansas Test Method KT-58 / AASHTO T312)**



### **NOTE**

This discussion and KT-58 refer to the following KT Methods:

- \* KT-6/AASHTO T84 & 85, Specific Gravity and Absorption of Aggregate
- \* KT-15/AASHTO T166, Bulk Specific Gravity and Unit Weight of Compacted Asphalt Mixtures
- \* KT-25/AASHTO T168, Standard Method of Test for Sampling Bituminous Paving Mixtures
- \* KT-39/AASHTO T209, Theoretical Maximum Specific Gravity of Asphalt Paving Mixtures
- \* KT-56/AASHTO T283, Resistance of Compacted Asphalt Mixture to Moisture Induced Damage

## GLOSSARY

$C_x$  = Correction factor for specific gravity after “x” number of gyrations ( $C_x = h_{\text{final}} / h_x$ )

$h_x$  = Height after "x" number of gyrations

$h_{\text{final}}$  = Height after final/maximum number of gyrations

**Corrected %G<sub>mm</sub>** = the density of a specimen determined at x number of gyrations and expressed as a percentage of the maximum theoretical specific gravity of the mixture, corrected for the fact that it has been determined based on the bulk density of the Superpave gyratory specimen compacted to the maximum number of gyrations.

**N-initial (N<sub>ini</sub>)** = the initial number of gyrations, a relatively low number of gyrations based on the design traffic volume, and used to analyze the early densification properties of the Superpave mix during construction.

**N-design (N<sub>des</sub>)** = the design number of gyrations, also based on the design traffic level, and used in the design of Superpave mixture.

**N-maximum (N<sub>max</sub>)** = the maximum number of gyrations applied to a specimen, based on the design traffic volume, and used to assess the densification properties of the Superpave mixture after many years in service.

# **PREPARING AND DETERMINING THE DENSITY OF HMA SPECIMENS BY MEANS OF THE SUPERPAVE GYRATORY COMPACTOR**

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Compacted samples of the Superpave mix are used to determine the volumetric and mechanical properties during the mix design phase and for quality control/quality assurance during construction. These volumetric properties are then evaluated to select a mix design or to control the mixture quality during production. The specimens produced with the Superpave gyratory compactor very closely simulate the density, aggregate orientation and structural characteristics of the mixture on the actual roadway.

The gyratory compactor is used to prepare specimens for later analysis of the volumetric properties of the mixture, evaluation of mixture densification properties, evaluation of moisture sensitivity, field quality control and/or other testing purposes.

This text will explain the method of compacting samples of the Superpave mix using the Superpave gyratory compactor and determining their percent compaction. This method may be used with laboratory-prepared specimens, as in the mix design process, or with plant-mixed material during construction.

## **Common Testing Errors**

- Not placing a paper protection disk at the bottom or on the top of the specimen.
- Not placing the top plate.
- Not preheating the mold and base plate.
- Not charging the mold with mix quickly, in one lift without spading or rodding.
- Not compacting the mixture at proper temperature.
- Not removing the paper disks while the specimen is still warm.



## TEST METHODOLOGY

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### Apparatus

- Superpave Gyrotory Compactor: The compactor may also include a printer or a computer and software for collecting and printing the data. (Pine AFGC125X referenced in this manual)
- Specimen molds, and top and bottom plates
- Thermometer
- Balance readable to 0.1 g
- Oven, thermostatically controlled with a range from 50 to 260°C with  $\pm 3^\circ\text{C}$  tolerance
- Calibration equipment recommended by compactor manufacturer
- Safety equipment: insulated gloves, long sleeves, etc.
- Miscellaneous equipment: paper disks, lubricating materials recommended by compactor manufacturer, scoop or trowel for moving mixture, funnel or other device for ease of loading mixture into mold (optional).

### Calibration

The means of calibrating the gyrotory compactor vary with different manufacturers. Refer to the operation manual of the particular brand and model of gyrotory available for use. Calibration of the following items should be verified at the noted intervals of the Contractor's Quality Control Plan approved by the State or according to manufacturers' recommendations (as applicable):

Item	Tolerance	Calibration/Verification Interval (months)
Height	Record to nearest 0.1 mm, Compact to $115 \pm 5$ mm	12*
Angle (Internal)	$1.16^\circ \pm 0.02^\circ$	12*
Pressure	$600 \pm 18$ kPa	12*
Speed of Rotation	$30.0 \pm 0.5$ gyrations per minute	12*

\*6 for large Pine Models AFGC125X

Mold and plate dimensions, hardness and smoothness should also be verified. Oven temperature should be verified; oven must be capable of maintaining the temperature as required for short-term aging according to KT-58 section 4.2.

## Sample Preparation

Samples for compaction in the gyratory may be obtained in one of two ways; mixture may be prepared in the laboratory or plant-mixed material may be obtained from the roadway behind the paver.

For determination of volumetric properties for mix design or quality control, a finished specimen height of  $115 \pm 5$  mm is required. When compacting specimens for testing in KT-56, *Resistance of Compacted Bituminous Mixture to Moisture Induced Damage*, a specimen height of  $95 \pm 5$  mm is required. In this case, the batch mass must be varied to provide the desired specimen height at a specified air void content; samples are then compacted to the specified height rather than for a fixed number of gyrations (See KT-56 for more details.)

## Laboratory Prepared Materials

Preparing samples of mixture in the laboratory requires batching out the aggregates, mixing proper amount of asphalt binder, conditioning the prepared mixture, heating the mixture to compaction temperature, and compacting the specimen. The steps involved in preparing the mixture in the laboratory are as follows:

1. Weigh out appropriate amounts of the required aggregate size fractions and combine in a bowl to the proper batch mass. Typically, a batch mass of 4,500 grams of aggregate will provide enough material for a finished specimen height of  $115 \pm 5$  mm.
2. Heat the asphalt binder and the combined aggregate in an oven to the appropriate mixing temperature for the binder to be used. This temperature is determined from an equi-viscous temperature chart or will be provided by the binder supplier. The appropriate temperature range for mixing is defined as the range of temperatures that produces a viscosity of  $0.17 \pm 0.02$  Pa·s for the unaged binder. This ensures that the binder is fluid enough to coat the aggregate particles. *Some modified binders do not follow these temperature-viscosity relationships; the manufacturer's recommendations should be followed.*
3. The heated aggregate should be placed in the mixing bowl and thoroughly dry mixed. Make a crater at the center of the aggregate in the bowl and weigh in the required amount of asphalt binder. Begin mixing immediately.
4. A mechanical mixer is recommended for preparing laboratory mixtures. Mixing should continue until the asphalt binder is uniformly distributed over the aggregate particles.
5. Determine the proper compaction temperature range for the asphalt binder used. This is defined as the range of temperatures that yields a binder viscosity of approximately  $0.28 \pm 0.03$  Pa·s. *Modified binders may not conform to these mixing and compaction temperatures, so the manufacturer's recommendations should be followed.*
6. After mixing, spread the loose mixture in a flat, shallow pan and short term age it as follows:

Place the mixture on a baking pan and spread it to an even thickness. Place the mixture and pan in the aging oven set at compaction temperature 2 hours  $\pm$  5 minutes at the specified mixture's compaction temperature. The compaction temperature varies depending on the grade of binder used and can be determined from state specifications or the binder supplier's recommendations. (*Note: The compaction temperature range of an HMA mixture is defined as the range of temperatures where the unaged asphalt binder has a kinematic viscosity of  $280 \pm 30 \text{ mm}^2/\text{S}$  (approximately  $0.28 \pm 0.03 \text{ Pa}\cdot\text{s}$ ) measured in accordance with ASTM D4402. The target compaction temperature is generally the mid-point of this range. When using modified asphalts, the binder manufacturer's recommendation for compaction temperature should be considered.*)

Stir mixture every  $60 \pm 5$  minutes to maintain uniform aging.

After 2 hours  $\pm$  5 minutes, remove the mixture from the oven. The aged mixture is now ready for further tests.

7. Place the mold and base plates in an oven permitting the pieces to reach the established compaction temperature prior to the estimated beginning of the compaction process.

## **Plant-Mixed Materials**

*When plant-mixed materials are sampled from the roadway behind the paver (KT-25), no aging or conditioning is required.* The mixture must be brought to the proper compaction temperature then compacted and analyzed if the temperature of the mixture has dropped below the compaction temperature. Place the material in an oven at the compaction temperature and bring the mixture to the proper temperature by careful, uniform heating. The mix should be stirred periodically to help assure uniform heating. In general, the shortest heating time that will bring the mixture to the compaction temperature is preferred. Avoid over-heating the mix. When the compaction temperature has been reached, proceed with specimen compaction as outlined below.

## **Compaction Procedure**

Once the mixture sample has reached the proper compaction temperature, it is compacted in the Superpave gyratory compactor. For most purposes, the finished specimens will be used to calculate volumetric properties and the specimens will be compacted to a fixed number of gyrations. When preparing specimens for testing under KT-56, *Resistance of Compacted Bituminous Mixture to Moisture Induced Damage*, specimens may be compacted to a fixed height to produce a specified air void content.

The procedure **to compact to a fixed number of gyrations** is as follows:

1. Ensure that the gyratory compactor has been turned on and allowed to warm up for the time recommended by the manufacturer. Verify all settings for angle, pressure and number of gyrations.

2. When the compaction temperature has been reached, remove the mold and base plate from the oven. Put the base plate in position in the mold and place a paper disk in the bottom of the mold. If necessary apply some lubricant to the top and base plates.
3. Thoroughly mix the material. Charge the mixture into the mold in one lift. A funnel or other device may be used to place the mixture into the mold. Avoid segregating the mix in the mold, but work quickly so that the mixture does not cool excessively during loading. Verify the temperature of the material. The temperature of the material is to be at the midpoint of the established compaction temperature  $\pm 1.5^{\circ}\text{C}$  for the specified PG asphalt. Level the mix in the mold, place a paper disk on top, and put the top plate on top of the paper disk.
4. Place the mold in the Superpave gyratory as per manufacturer's recommendations (*Some gyratories allow charging the mold with mix after the mold has been positioned in the compactor*). Lubricate the mold or gyratory parts as recommended by the manufacturer.
5. Apply the load to the mixture in the mold according to manufacturer's recommendations. The pressure applied should be  $600 \pm 18$  kPa.
6. Apply the gyratory internal angle of  $1.16^{\circ} \pm 0.02^{\circ}$  to the specimen.
7. Input the desired number of gyrations ( $N_{\text{max}}$ ) to apply on the Superpave compactor control pad. Start the compaction process and compact to the required number of gyrations. The number of gyrations to apply is determined from the Table 1 and is based on the expected design traffic volume in Equivalent Single Axle Loads (ESALs) over a 20-year design life. This information is provided in the special provisions for the project. Compact to the desired number of gyrations. Volumetric and densification properties are determined at  $N_{\text{ini}}$  and  $N_{\text{des}}$  as well as  $N_{\text{max}}$ , as described later.
8. The gyratory compactor will stop automatically when the specified  $N_{\text{max}}$  has been reached. Remove the angle from the specimen and raise the loading ram if needed (*this is done automatically on some compactor models*).
9. Remove the mold from the compactor, if required, and extrude the specimen from the mold. Take care not to distort the specimen when removing it from the mold. A cooling period of 5 to 10 minutes may be necessary with some mixtures; a fan may help speed up the cooling process. Remove the paper disks while the specimen is still warm to avoid excessive sticking.

**Table 1 Gyrotory Compactive Effort**

20-year Design ESALs (millions)	Compaction Parameter			
	N <sub>ini</sub>	N <sub>des</sub>	N <sub>max</sub>	
< 0.3 ***	6	50	75	
0.3 to <3 ***	7	75	115	
3 to <30	8	100	160	
> 30	9	125	205	
Shoulder *	A	6	50	75
	B	**	**	**

(\*) At the contractor's option A or B may be used

(\*\*) Use traveled way design properties

(\*\*\*) Some projects may use Nini = 6 & Ndes = 60 with no Nmax requirement

## Density Procedure

When compacting specimens for determination of volumetric properties for mix design or quality control/quality assurance, it is necessary to know the specimen height and bulk specific gravity and mixture maximum theoretical specific gravity. This requires following additional steps:

1. Prepare a loose sample of the same mixtures and determine the maximum theoretical specific gravity ( $G_{mm}$ ) in accordance with KT-39 or AASHTO T209, *Maximum Specific Gravity of Bituminous Paving Mixtures*.
2. Compact a specimen using a Superpave Gyrotory compactor and the maximum number of gyrations ( $N_{max}$ ) for the project. Record the height of the specimen to the nearest 0.1 mm after each gyration.
3. Measure and record the mass of the compacted specimen to the nearest 0.1 g. Determine the bulk specific gravity ( $G_{mb}$ ) of the compacted specimen in accordance with KT-15, Procedure III or AASHTO T166, Method A, *Bulk Specific Gravity of Compacted Bituminous Paving Mixtures Using Saturated Surface Dry Specimens*.

## Calculations

Using the measured bulk specific gravity of the final compacted specimen and the measured maximum specific gravity of a loose sample of the mixture, and knowing the height of the specimen at different numbers of gyrations, it is possible to calculate the corrected %G<sub>mm</sub> of the specimen. The corrected %G<sub>mm</sub> at any number of gyrations is expressed as a percentage of the maximum theoretical specific gravity (G<sub>mm</sub>) for the mix. This allows a determination of the air void content of the specimen at any number of gyrations as (100 - %G<sub>mm</sub>).

The %G<sub>mm</sub> at any number of gyrations is calculated as follows:

1. Calculate the **correction factor** (C<sub>x</sub>) for specific gravity after “x” number of gyrations as:

$$C_x = h_{\text{final}} / h_x$$

where: h<sub>x</sub> = height of the specimen (in mm) during compaction at x gyrations, and  
h<sub>final</sub> = height of the specimen (in mm) after N<sub>max</sub> gyrations.

2. The corrected bulk specific gravity G<sub>mb</sub> (corrected) of a specimen at any level (x) of gyration can be computed as:

$$G_{\text{mb}} (\text{corrected}) = G_{\text{mb}} (\text{measured}) \times h_{\text{final}} / h_x$$

where:

G<sub>mb</sub> (measured) is the bulk specific gravity of the extruded specimen (*determined using KT-15, Procedure III/AASHTO T 166, Method A*).

3. The % G<sub>mm</sub> at any gyration level is then calculated as:

$$[G_{\text{mb}} (\text{corrected}) / G_{\text{mm}}] * 100,$$

where: G<sub>mm</sub> is the maximum theoretical specific gravity of the mixture (*determined according to KT-39/AASHTO 209*)

4. Report the %G<sub>mm</sub> to the nearest 0.1 percent and the average %G<sub>mm</sub> value for the two companion specimens is typically used.

[Note: the relative density is described as “corrected” because of the calculation process. The volumetric properties of the compacted specimen at any compaction level are calculated based on the bulk specific gravity (G<sub>mb</sub>) of the specimen measured at N<sub>max</sub> according to KT-15, Procedure III/AASHTO T166, Method A. To compute %G<sub>mm</sub> at any gyration level, the “corrected” or “back calculated” bulk specific gravity needs to be determined at that level from the measured bulk specific gravity (G<sub>mb</sub>) of the specimen measured at N<sub>max</sub>. The correction factor in the form of “height ratio” is used to back calculate the “corrected” bulk specific gravity at any level of gyration. The calculations are as described above and in the following example.]

## Example:

Given:  $G_{mb}$ , measured bulk specific gravity = 2.369  
 $G_{mm}$ , maximum theoretical specific gravity = 2.403  
 $h_{final}$ , height of specimen at  $N_{max}$  = 117.5 mm

Calculate % Gmm at  $N_{ini}$  = 8 gyrations,  $h_8$  = 135.4 mm  
 $N_{des}$  = 100 gyrations,  $h_{100}$  = 119.4 mm  
 $N_{max}$  = 160 gyrations,  $h_{160}$  = 117.5 mm

At  $x$  = 8 gyrations level:

$$C_8 = (117.5 \text{ mm}/135.4 \text{ mm}) = 0.868$$
$$G_{mb} \text{ (corrected)} = 2.369 \times C_8 = 2.369 \times 0.868 = 2.056$$
$$\% \text{ Gmm} = 2.056/2.403 \times 100 = 85.6\%$$

At  $x$  = 100 gyrations level:

$$C_{100} = (117.5 \text{ mm}/119.4 \text{ mm}) = 0.984$$
$$G_{mb} \text{ (corrected)} = 2.369 \times C_{100} = 2.369 \times 0.984 = 2.331$$
$$\% \text{ Gmm} = (2.331/2.403) \times 100 = 97.0\%$$

At  $x$  = 160 gyrations level:

$$C_{160} = (117.5 \text{ mm}/117.5 \text{ mm}) = 1.0$$
$$G_{mb} \text{ (corrected)} = 2.369 \times C_{160} = 2.369 \times 1.0 = 2.369$$
$$\% \text{ Gmm} = (2.369/2.403) \times 100 = 98.6\%$$

$$\begin{aligned} \% \text{ Air Voids at } N_{des} &= 100 - \% G_{mm} @ N_{des} (x= 100) \\ &= 100 - 97.0 \\ &= 3\% \end{aligned}$$

## GYRATORY COMPACTOR



**Gyratory Compactor  
(Pine AFGC125X)**



**Placing Mix in the Mold**





**Placing Mold into the Compactor**



**Mold in Compactor Ready to Test**

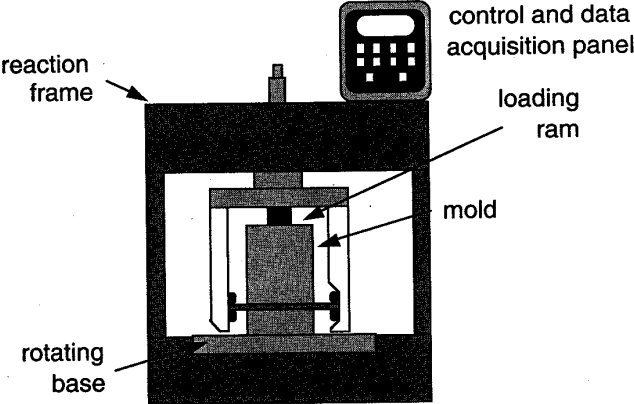
## Review Questions

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- 1) The required sample height for the design mix in the gyratory compaction is \_\_\_\_\_  $\pm$  \_\_\_\_\_ mm.
- 2) The vertical pressure applied by the gyratory compactor is \_\_\_\_\_  $\pm$  \_\_\_\_\_ kPa.
- 3) The internal angle of gyration is \_\_\_\_\_  $\pm$  \_\_\_\_\_<sup>o</sup>.
- 4) The number of revolutions per minute is \_\_\_\_\_.
- 5) The compaction temperature depends on the type of PG binder? \_\_\_\_\_  
(Yes or No)

# BULK SPECIFIC GRAVITY AND UNIT WEIGHT OF COMPACTED ASPHALT MIXTURES

(KT-15, Procedure III / AASHTO T166)



**NOTE**

This discussion and KT-15 refer to the following KT Methods:

- \* KT-25/AASHTO T168, Standard Method of Test for Sampling Bituminous Paving Mixtures
- \* KT-58/AASHTO T312, Method For Preparing and Determining the Density of Hot Mix Asphalt (HMA) Specimens by Means of the Superpave Gyratory Compactor

## GLOSSARY

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**Specific gravity:** the ratio of the mass in air of a given volume of material to the mass in air of an equal volume of water.

**Saturated surface dry (SSD):** the condition of a material when it has absorbed as much water as it can during a specified time period in its water permeable pores but the outside of the material has no free water.

## **BULK SPECIFIC GRAVITY AND UNIT WEIGHT OF COMPACTED ASPHALT MIXTURES**

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The compaction of a Superpave mixture, both in the field and in the laboratory, is an important characteristic to be determined for mixture quality control. The bulk specific gravity ( $G_{mb}$ ) of compacted specimens can be determined on pavement cores or laboratory compacted specimens. The bulk specific gravity of compacted bituminous mixtures, using a saturated surface-dry specimen, is used to determine air voids ( $V_a$ ), and may be used for comparison between roadway compaction tests and laboratory compacted specimens.

The  $G_{mb}$  is determined by measuring the volume of the specimen by displacement when submerged in water. Measure the specimen dry mass, mass of the specimen submerged in water, and the SSD mass to determine  $G_{mb}$ .

The submerged mass is subtracted from the SSD mass to determine the mass of an equal volume of displaced water. Dividing the dry mass of the specimen by the mass of an equal volume of the water as the specimen yields the  $G_{mb}$ .

KT-15, Procedure III is applicable when the water absorption is **less than 2.0 %**.

### **Common Testing Errors**

- Submerged specimen touches the side of the water container.
- Water temperature is not  $25 \pm 1^\circ\text{C}$  ( $77 \pm 2^\circ\text{F}$ ).
- Specimens with high voids ( $>10\%$ ) may absorb excess water.
- Dirty water used.
- Specimens not cooled to  $25 \pm 3^\circ\text{C}$  ( $77 \pm 5^\circ\text{F}$ ) or less.

## TEST METHODOLOGY

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### Apparatus

- Balance (accurate to 0.1 gram).
- Oven for heating specimen
- Submersion basket
- Water bath
- Damp towel

### Sample Preparation (Field mix)

The sample should be obtained using KT-25/AASHTO T168. The mixture should then be compacted for testing using KT-58/AASHTO T312.

### Testing Procedure

Cool the specimen to room temperature at  $25 \pm 3^{\circ}\text{C}$  ( $77 \pm 5^{\circ}\text{F}$ ) and record the dry mass to the nearest 0.1 g. The specimen is then immersed in a  $25 \pm 1^{\circ}\text{C}$  ( $77 \pm 2^{\circ}\text{F}$ ) water bath and saturated at  $4 \pm 1$  minutes. Determine the mass in water to the nearest 0.1 g. Remove the immersed saturated specimen from the water bath and damp dry with a damp absorbent cloth as quickly as possible. The specimen is then weighed. Any water that seeps from the specimen during the weighing operation is considered as part of the saturated specimen.



**Weighing Specimen in Air**

Note: If desired, the sequence of testing operations can be changed to expedite the test results. For example, first the mass of saturated damp dry specimen can be taken. Then the saturated specimen in water can be weighed. The dry mass of the specimen can be determined last.

### Calculations

Calculate the bulk specific gravity of the specimen as follows:

$$G_{mb} = A / (B-C)$$

where:

A = dry mass,

B = SSD mass, and

C = submerged mass.

Report bulk specific gravity to three decimal places.



**Blotting Sample Dry**

### Example

Given: Dry mass of the specimen (A) = 4,799.0 g  
SSD mass of the specimen (B) = 4,801.0 g  
Submerged mass of the specimen (C) = 2,799.0 g.

$$\begin{aligned} G_{mb} &= 4799.0 / (4801.0 - 2799.0) \\ &= 2.397 \end{aligned}$$



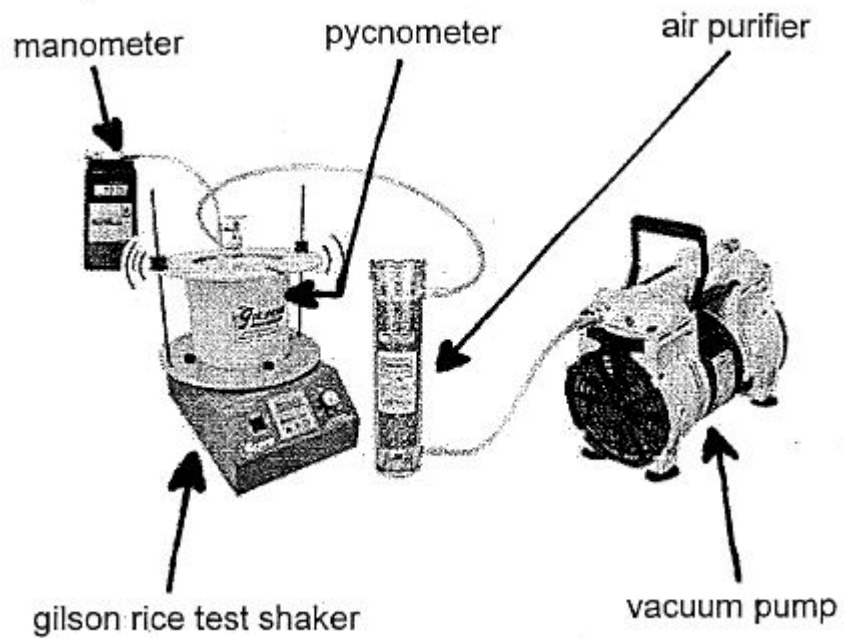
## Review Questions

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- 1) In KT-15 test method, mass of dry sample in air is determined at \_\_\_\_\_  $\pm$  \_\_\_\_\_  $^{\circ}\text{C}$ .
- 2) In KT-15 test method, Procedure III, the sample is immersed in water before weighing for \_\_\_\_\_  $\pm$  \_\_\_\_\_ min.
- 3) In KT-15, the temperature of water bath is \_\_\_\_\_  $\pm$  \_\_\_\_\_  $^{\circ}\text{C}$ .
- 4) Percent water absorption for the specimen for test in KT-15 Procedure III should be less than \_\_\_\_\_ %.
- 5) If the dry mass of a Superpave gyratory plug is 4,440 g, the mass in water is 2,600 g and the SSD mass is 4,490 g then the bulk specific gravity is \_\_\_\_\_?

# THEORETICAL MAXIMUM SPECIFIC GRAVITY OF ASPHALT PAVING MIXTURES

(Kansas Test Method KT-39 / AASHTO T209)



**NOTE**

This discussion and KT-39 refer to the following KT Method:

- \* KT-25/AASHTO T168, Standard Method of Test for Sampling Bituminous Paving Mixtures
- \* KT-58/AASHTO T312, Method For Preparing and Determining the Density of Hot Mix Asphalt (HMA) Specimens by Means of the Superpave Gyratory Compactor

## GLOSSARY

**Specific gravity:** the ratio of the mass in air of a given volume of material to the mass in air of an equal volume of water.

**Pycnometer:** a vessel of known volume used to measure the volume of a material placed in it by determining how much water is displaced.

**Mercury Manometer:** a tube sealed at one end and filled with mercury, which, when subjected to a vacuum, will register a comparison between the applied vacuum and the nearly total vacuum that exists in the sealed end. The degree of vacuum is expressed as absolute pressure or residual pressure, in mm. Smaller numbers (lower pressure) indicate more vacuum.

**Digital Manometer:** A digital, electronic manometer designed to read absolute pressure. The degree of vacuum is also expressed as absolute pressure or residual pressure, in mm.

**Maximum Aggregate Size:** one sieve size larger than the “nominal maximum aggregate size”. For reference, the “nominal maximum aggregate size” is one sieve size larger than the first sieve that retains more than 10 percent of the aggregate. (*Note: This terminology and these definitions are used for Superpave mixtures and may not apply to other types of mixtures.*)

**Tare:** setting the balance to zero with a mass on top (*usually an empty container*), so that when a sample is placed in the container it can be placed on the balance and only the sample mass will be displayed.

# THEORETICAL MAXIMUM SPECIFIC GRAVITY OF ASPHALT PAVING MIXTURES

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The volumetric properties of compacted Superpave mixtures must be controlled during design and production in order to produce durable pavements. James Rice invented a test to measure the specific gravity of a loose mixture with all air removed. This specific gravity is known as the maximum specific gravity ( $G_{mm}$ ), and is the ratio of the mass of the loose sample to the mass of an equal volume of water at the standard temperature of 25° C (77° F).

$G_{mm}$  is used along with the bulk specific gravity ( $G_{mb}$ ) of the compacted mixture to determine air voids ( $V_a$ ).  $G_{mm}$  is also used in determining percent compaction achieved in the field.

This text will explain the flask method for determining the maximum specific gravity. The flask method is the preferred test method due to lower variability.

## Common Testing Errors

- Not breaking up the sample completely.
- Not maintaining  $27 \pm 3$  mm of Hg absolute pressure which could be attributed to one of the following:
  - a. Air bubble in mercury manometer\*
  - b. Manometer not connected directly to pycnometer\*
  - c. Clogged or leaking vacuum lines
  - d. Moisture or foreign material getting into the vacuum pump
- Not agitating the sample enough.
- Flask not staying suspended in the water; i.e., hitting the bottom of the water bath
- Not checking water temperatures.
- Uncoated particles or particles that rupture under vacuum which absorb water.
- Overheating absorptive materials.

\* during this training period only digital manometers will be used

## TEST METHODOLOGY - FLASK METHOD

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### Apparatus

- Pycnometer or flask
- Thermometer
- Mercury/Digital Manometer
- Vibrating Table
- Scale
- Vacuum pump, tubing and connectors



Pycnometer and Flask

### Sample Preparation

- If the sample is not tested soon after it has been sampled, it will cool down, and may need to be reheated in the oven before the  $G_{mm}$  test can be run. If necessary, heat the sample only enough to soften it so that separation is possible.
- Reduce the sample to the proper size, if necessary, by quartering or other suitable means that will ensure a representative sample. See Table 2 below for the required sample size.

**Table 2 Required Sample Size**

Maximum Aggregate Size	Minimum Sample Size
25.0 mm (1 in.)	2,500 g
19.0 mm (3/4 in.)	2,000 g
12.5 mm (1/2 in.)	1,500 g
9.5 mm (3/8 in.)	1,000 g
4.75 mm (#4)	500 g



### **Stirring Sample and Breaking Clumps**

- Separate the particles of coarse aggregate. Break up any clumps of fine aggregate so that no clump is larger than 6.3 mm (¼ in.). Stirring or spading the mixture as it cools will prevent clumps. If the clumps are difficult to break up, warming the mixture for a few minutes will be helpful.
- Allow the mixture to cool to room temperature before proceeding with the test.

### **Calibration of Flask**

- The mass of the flask is calibrated when immersed in water while the water is maintained at  $77 \pm 2^{\circ}\text{F}$  ( $25 \pm 1^{\circ}\text{C}$ ). Record the mass to the nearest 0.1 g. This is mass “d” (lower case ‘d’), for use with the weigh in water method.

### **Test Procedure**

- Tare the flask on a scale and add the sample. Record the mass of the sample to the nearest 0.1 gm. This mass is the dry sample mass in air “A”.
- Add enough water to completely cover the sample.
- Connect the flask to the vacuum system and remove the entrapped air. Maintain a vacuum, as measured by a mercury/digital manometer, of  $27 \pm 3$  mm absolute pressure for  $14 \pm 0.5$  minutes. Apply continuous agitation by a mechanical device to help release the air bubbles.
- After the 14-minute vacuum period is complete, slowly release the vacuum (*not to exceed 60 mm of Hg per second*) and proceed with the following determination:

- Weighing in water: Suspend the flask and sample in the water bath and determine the mass after  $10 \pm 1$  minute immersion. Verify that the temperature of the water bath is  $77 \pm 2$  °F ( $25 \pm 1$  °C). Call this mass “e” (lower case ‘e’). Subtract the mass of the calibrated flask (d) from the mass of the flask and sample immersed in water (e) to determine the mass of the sample in water “C”.



**Sample Under Vacuum**

## Calculations

### Weighing in water:

$$\text{Maximum Specific Gravity (G}_{\text{mm}}) = A/(A-C)$$

where:      A = Mass of dry sample in air, g, and  
                   C = Mass of water displaced by loose, airless mixture sample at 77 °F (25 °C).

Report Maximum Specific Gravity (G<sub>mm</sub>) to three decimal places.

### Example

Given: Mass of dry sample in air (A) = 1545.0 g  
 Mass of water displaced by the sample (C) = 917.7 g

$$G_{\text{mm}} = \frac{1545.0}{(1545.0 - 917.7)} = 2.463$$



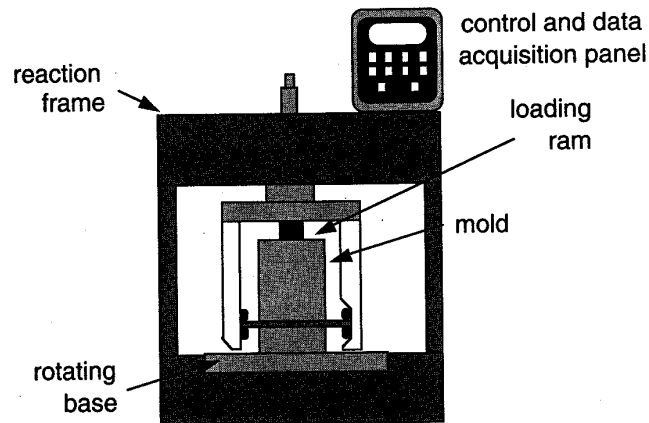
## Review Questions

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- 1) The temperature of water bath in KT-39 is \_\_\_\_\_  $\pm$  \_\_\_\_\_  $^{\circ}\text{C}$ .
- 2) After separation, lumps with fine aggregates in KT-39 will not be larger than \_\_\_\_\_ mm.
- 3) The vacuum applied to remove entrapped air in KT-39 is \_\_\_\_\_  $\pm$  \_\_\_\_\_ mm of Hg.
- 4) For under water weighing, in KT-39 the sample is suspended in water for \_\_\_\_\_  $\pm$  \_\_\_\_\_ minute.
- 5) The sample size for a mix with 12.5 mm maximum aggregate size is \_\_\_\_\_ g.
- 6) The KT-39 sample from behind the paver is obtained by \_\_\_\_\_.  
(Splitting or Quartering)
- 7) The maximum specific gravity ( $G_{mm}$ ) is reported to \_\_\_\_\_ decimal places.
- 8) The KT-39 sample for the design mixture is aged in a preheated draft oven at compaction temperature for \_\_\_\_\_ hours.

# DETERMINING THE ASPHALT CONTENT AND GRADATION OF HOT MIX ASPHALT CONCRETE BY THE IGNITION METHOD

(Kansas Test Method KT-57 / AASHTO T308)



**NOTE**

This discussion and KT-57 refer to the following KT Methods:

- \* KT-1/AASHTO T2 & 248, Sampling Aggregates
- \* KT-25/AASHTO T168, Standard Method of Test for Sampling Bituminous Paving Mixtures
- \* KT-26/AASHTO T40, Sampling Asphalt Materials
- \* KT-34/AASHTO T30, Sieve Analysis of Extracted Aggregate

## GLOSSARY

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**Ignition oven:** A muffle furnace specifically designed for the purpose of burning off organic components from a material at high temperatures.

**Correction factor:** The difference between the actual and the measured asphalt content.

**Sample basket:** A sample container designed for use in the ignition oven which allows the heated air to move through the sample. Each oven manufacturer provides baskets designed for use in their oven.

**Nominal Maximum Aggregate Size:** One sieve size larger than the first sieve that retains more than 10 percent of the aggregates (*Note: This terminology and definition is used for Superpave mixtures and may not apply to other types of mixtures.*)

## TEST METHODOLOGY

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### DETERMINING THE ASPHALT CONTENT AND GRADATION OF HOT MIX ASPHALT CONCRETE BY THE IGNITION METHOD

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Maintaining the proper asphalt content consistency in the Superpave paving mixture is a key factor in producing quality pavement. Various means of determining asphalt content, such as chemical extraction or nuclear gauges, have been used for many years. Newer technology has been perfected by the National Center for Asphalt Technology (NCAT). This process uses a very high temperature oven, commonly called a muffle furnace, to burn off the asphalt. By comparing the mass of the sample before and after the burn off, the asphalt content can be determined. Some aggregates tend to break down at the high temperatures used in the test, and, therefore, a correction factor for each mix may be needed to get accurate results. After the asphalt content has been determined, the aggregate that is left behind can be tested for gradation and other properties. *(Note: Some aggregates have demonstrated significant breakdown at the high temperatures applied in this test and may produce erroneous gradation and specific gravity test results.)* Although the technician may encounter very hot materials and must use proper precautions, this is the easiest and safest method available for determining asphalt content and providing clean aggregate for further testing. This test method is appropriate for both field labs conducting quality control tests and Agency labs performing independent assurance, verification and acceptance testing.

#### Common Testing Errors

- Moisture in the sample.
- Materials used for calibration were not the same as project materials.
- Inaccurate asphalt content used for calibration.
- Improper loading of sample baskets.

There are two methods listed in KT-57 that may be used for this test. They are basically the same; the difference is related to the type of equipment used. Some ignition ovens have built in scales and processors that can detect when the test is complete and report the results (method A). Other ovens require the operator to determine the end point and calculate the results (method B). The calibration and sample preparation processes are the same for both methods.

### Apparatus

- Balance (accurate to 0.1 g)
- Approved ignition oven
- Sample baskets provided by the oven manufacturer
- Safety equipment: insulated gloves, face shield, long sleeves, etc.
- Timer (method B)

### Calibration

- Determine the correct sample size for the mixture to be tested from the following chart:

Nominal Max. Agg. Size, mm	Sieve Size	Minimum Mass Specimen, g
4.75	No. 4	1,200
9.5	3/8 in.	1,200
12.5	1/2 in.	1,500
19.0	3/4 in.	2,000
25.0	1 in.	3,000
37.5	1½ in.	4,000

- Using the aggregates and binder produced for the project, mix two samples in the lab at the design asphalt content. Prior to mixing, prepare a butter mix at the design asphalt content to condition the mixing bowl.
- Weigh a sample basket on a scale and record the mass. If the sample has cooled, oven dry the sample in a  $110\text{ }^{\circ}\text{C} \pm 5\text{ }^{\circ}\text{C}$  oven to a constant mass. Place the sample in the basket. Spread the sample in a thin layer, but avoid placing material near the edge of the basket. Record the mass of the sample at room temperature. For automatic ovens (method A), enter the mass of the sample into the oven processor.

- Place the sample in the ignition oven, preheated to 500°C and burn off the asphalt according to the manufacturer’s recommendation.

**NOTE:** *Temperatures in excess of 538°C (1000°F) may be encountered when using an ignition oven. Use caution when handling hot samples or opening the oven.*      **SAFETY FIRST**

- The automatic ovens (method A) will stop the test when all asphalt is burned off. Remove the sample from the oven and allow it to cool for approximately 30 minutes. Once the sample has cooled to room temperature, weigh and record the final mass. Calculate the asphalt content.
- For manual ovens (method B), allow the sample to burn for at least 40 minutes after the ignition oven has cycled thru the initial burn off phase. Remove the sample from the oven and allow to cool to approximately room temperature (at least 30 minutes). Weigh and record the mass of the sample. Record the final mass of the sample to the nearest 0.1 g. Repeat burn-off until a visual inspection indicates complete burn-off has been accomplished.
- A calibration factor will be established by testing a set of calibration samples for each mix type. If the difference between the measured asphalt contents of the two samples exceeds 0.15%, repeat the calibration process with two more samples and discard the high and low results. Compare the percent asphalt from ignition to the actual asphalt content of the calibration samples. Subtract the actual percent asphalt from the measured percent for each sample and average the two results. This will be the correction factor which must be applied to all tests on the same mixture. Record the correction factor ( $C_F$ ).

For information only purposes, a third sample of aggregate should be prepared but not mixed with asphalt. The gradation of this “blank” sample can then be compared to the gradation of one of the burned off calibration samples to evaluate the amount of aggregate breakdown.

### Sample Preparation

- If moisture is present in the sample, dry the sample in an oven at  $110^\circ \pm 5^\circ\text{C}$ , or determine the moisture content and record it. If necessary, reduce the sample to the proper size by quartering or other suitable means that will produce a representative sample. Preheat the sample, if needed, as described above for calibration.

### Test Procedure

- Weigh a sample basket on a scale and record the mass. If the sample has cooled, preheat the sample in a  $110^\circ\text{C} \pm 5^\circ\text{C}$  oven for 30 minutes. Place the sample in the basket. Spread the sample in a thin layer, but avoid placing material near the edge of the basket. Allow the sample to cool to room temperature. Record the mass of the sample. For automatic

ovens (method A), enter the mass of the sample into the oven processor.

- Place the sample in the ignition oven, preheated to 500°C and burn off the asphalt according to the manufacturer's recommendation.
- The automatic ovens (method A) will stop the test when all the asphalt is burned off. Remove the sample from the oven and allow it to cool for approximately 30 minutes. Once the sample has cooled to room temperature, weigh and record the final mass. Calculate the uncorrected asphalt content by subtracting the final mass from the original mass to get the loss from ignition, then dividing by the original sample mass. Then apply the calibration factor to determine corrected asphalt content.
- For manual ovens (method B), allow the sample to burn for at least 40 minutes after the ignition oven has cycled thru the initial burn off phase. Remove the sample from the oven and allow it to cool to approximately room temperature (at least 30 minutes). Weigh and record the mass of the sample. Record the final mass of the sample to the nearest 0.1 g. Repeat burn-off until a visual inspection indicates complete burn-off has been accomplished.

Report the asphalt content by ignition to two decimal places.

**Example:**     *Calibration factor determination*

Percent asphalt in the calibration sample (AC%) = 5.00%

Original dry mass of the calibration sample ( $W_s$ ) = 2,507.5 g

Final mass of burned off calibration sample ( $W_a$ ) = 2,370.7 g

$$\begin{aligned} \text{Calibration factor, } C_f &= [(W_s - W_a) / W_s * 100] - AC\% \\ &= (2507.5 - 2370.7) / 2507.5 * 100 - 5.00\% \\ &= 5.46 - 5.00 = 0.46 \end{aligned}$$



***Corrected asphalt content determination:***

Original dry mass of the test sample = 2,512.4 g

Final mass of burned off test sample = 2,379.5 g

$$\begin{aligned}\text{Corrected asphalt content} &= [(W_s - W_a) / W_s * 100] - C_f \\ &= (2512.4 - 2379.5) / 2512.4 * 100 - 0.46\% \\ &= 5.29\% - 0.46\% \\ &= 4.83\%\end{aligned}$$

Corrected asphalt content = 4.83%



**Asphalt Placed in Basket**



**Basket Placed in Oven**

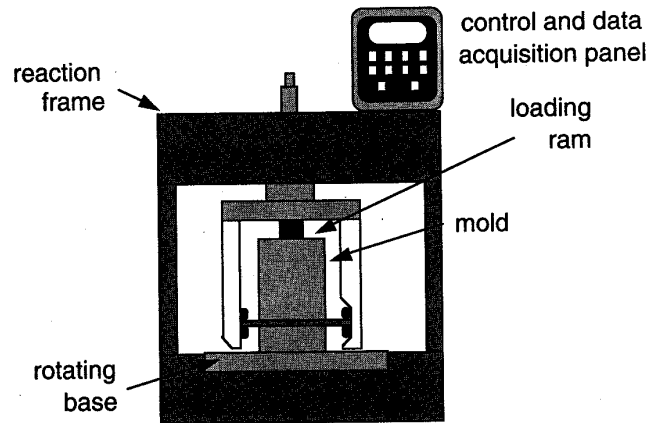
## Review Questions

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- 1) The sample in KT-57 is obtained by \_\_\_\_\_.  
(Quartering/Splitting)
- 2) The sample in KT-57 is dried at \_\_\_\_\_  $\pm$  \_\_\_\_\_  $^{\circ}\text{C}$  to constant mass.
- 3) For calibration in KT-57, the minimum number of samples required is \_\_\_\_\_.
- 4) Additional tests are necessary in KT-57, if the calibration factors differ by more than \_\_\_\_\_ %.
- 5) The sample size in KT-57 test for a nominal maximum aggregate size of 12.5 mm is \_\_\_\_\_ g.
- 6) The ignition furnace used in KT-57 is preheated to \_\_\_\_\_  $^{\circ}\text{C}$  or the calibration temperature.

# RESISTANCE OF COMPACTED ASPHALT MIXTURE TO MOISTURE INDUCED DAMAGE

(Kansas Test Method KT-56 / AASHTO T283)



### **NOTE**

This discussion and KT-56 refer to the following KT Methods:

- \* KT-6/AASHTO T84 & 85, Specific Gravity and Absorption of Aggregate
- \* KT-14/AASHTO T245 & 269, Marshall Test of Bituminous Mixes
- \* KT-15/AASHTO T166, Bulk Specific Gravity and Unit Weight of Compacted Asphalt Mixtures
- \* KT-25/AASHTO T168, Standard Method of Test for Sampling Bituminous Paving Mixtures
- \* KT-32, Method of Test for Density of Compacted Asphalt Mixtures by Nuclear Method
- \* KT-39/AASHTO T209, Theoretical Maximum Specific Gravity of Asphalt Paving Mixtures
- \* KT-58/AASHTO T312, Method for Preparing and Determining the Density of Hot Mix Asphalt (HMA) by Means of the Superpave Gyrotory Compactor

## GLOSSARY

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**Tensile strength:** a measure of the force required to pull apart a material.

**Loading jack:** a mechanical device or machine that can apply a constant rate of loading.

## RESISTANCE OF COMPACTED ASPHALT MIXTURE TO MOISTURE INDUCED DAMAGE

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Superpave mixtures may be sensitive to the presence of water in the pavement. Water will cause the asphalt to separate from the aggregates. Since the asphalt is the “glue” that holds the aggregates together, rapid failure of the pavement can be expected if the asphalt cannot act as a binder. This phenomenon is often referred to as **stripping**. To help prevent stripping, additives, such as hydrated lime or liquid anti-stripping chemicals may be required. KT-56/AASHTO T283 is a test method that can be used to determine if the mixtures are susceptible to stripping and can also be used to evaluate the effectiveness of anti-stripping additives.

The test is performed by compacting specimens to an air void level of **6.5 to 7.5** percent. Three specimens are selected as a control set and tested dry without moisture conditioning, and three more are conditioned by saturating with water, then freezing, thawing and hot water soaking. The specimens are then tested for indirect tensile strength by loading at a constant rate and measuring the load required to break the specimen. The average tensile strength of the conditioned specimens is compared to that of the dry, control specimens to determine the tensile strength ratio (TSR). This test may also be performed on cores taken from compacted pavement.

### Common Testing Errors

- Voids in the conditioned specimens not approximately the same as the dry unconditioned specimens.
- Conditioned specimens not properly saturated with water.
- Conditioned specimens not soaked for 24 hours in a water bath at  $60 \pm 1^{\circ}\text{C}$  ( $140 \pm 2^{\circ}\text{F}$ ).

## TEST METHODOLOGY - FLASK METHOD

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### Apparatus

- Vacuum container for saturating specimens
- Balance and water bath
- Water bath able to maintain  $60 \pm 1^{\circ}\text{C}$  ( $140 \pm 2^{\circ}\text{F}$ )
- Pans (cake pans)
- Loading jack and force measuring device
- Loading head to hold the specimen
- Forced air oven able to maintain  $60 \pm 1^{\circ}\text{C}$  ( $140 \pm 2^{\circ}\text{F}$ )
- Freezer able to maintain  $-18 \pm 5^{\circ}\text{C}$  ( $0 \pm 10^{\circ}\text{F}$ )
- Plastic wrap and heavy-duty leak proof plastic bags
- 10 mL graduated cylinder (optional)

### Sample Preparation

- The specifications for the specimen are 150 mm diameter (6 in) and  $95 \pm 5\text{mm}$  ( $3.75 \pm 0.20$  in) thick.
- Preparation of Mixes: Individual aggregates or reclaimed material and virgin aggregates are combined by taking proportionate amounts of each size fraction for each individual aggregates in a separate pan for each test specimen. The aggregate quantity should be sufficient to produce a specimen to the above specifications. The asphalt content is the design asphalt content. Then the aggregate and the asphalt are heated within the limits of mixing temperature. The heated aggregates are charged in the mixing bowl and asphalt is added to it and mixed thoroughly for at least 2 minutes. Care is taken to keep the entire sample in the mixing bowl during the process. Either prior to or after compaction, the mix is aged at the room temperature for  $24 \pm 1$  hours. The mixture is then placed in an oven set at the appropriate compaction temperature and aged for 2 hours as outlined in KT-58 section 4.6. The plant mixed sample is obtained by quartering. No aging is required for this sample.
- The mixture is then compacted to  $7 \pm 0.5$  percent air voids. This level of voids can be obtained by adjusting the number of revolutions in KT-58. The exact procedure must be determined experimentally for each mixture before compacting the specimens for each test. The specimens are then extracted and allowed to cool to the room temperature.

## Evaluation of Test Specimen and Grouping

- Theoretical maximum specific gravity of the mixture (*for design mixture, the sample is prepared at design asphalt content*) is determined by KT-39. The specimen thickness is determined to the nearest 0.01 mm (0.001 in) at approximately quarter points on the periphery of the plug. The results are averaged and recorded. The diameter is also determined to the nearest 0.01 mm (0.001 in). The bulk specific gravity is determined by KT-15, Procedure III. Volume of specimens is expressed in mL. The air voids are calculated to the *nearest 0.1%* using the following formula:

$$\% \text{ Air Voids} = 100 (\text{Theoretical Maximum Specific Gravity} - \text{Bulk Specific Gravity}) / \text{Theoretical Maximum Specific Gravity}$$

- The specimens are sorted into two subsets of three specimens each so that the average air voids of the two subsets are approximately equal.

## Moisture Conditioning

- Put the specimens to be conditioned into the vacuum container and fill with potable water so that at least 25 mm (1 in.) of water is covering them. Apply a partial vacuum (250 to 650 mm of Hg) to the container for a short time (5 to 10 minutes). Release the vacuum and allow the specimens to sit submerged in the water for another 5 to 10 minutes. Determine the bulk specific gravity of the saturated specimens. Compare the saturated surface dry (SSD) mass of the saturated specimens to the dry mass of the specimens before saturation. The difference will be the volume of absorbed water. Compare the volume of absorbed water to the original volume of air voids to determine the amount of saturation. The volume of absorbed water needs to be between 70 to 80 percent of the original volume of air voids. If the volume of absorbed water is less than 70 percent, repeat the vacuum saturation procedure. If the volume of absorbed water is greater than 80 percent, the specimens have been damaged and must be discarded and replaced.
- For the freeze cycle, wrap the saturated specimens tightly with plastic wrap and place in a plastic bag with 10 mL of water and seal the bag. Place the bag in the freezer at  $-18 \pm 5^{\circ}\text{C}$  ( $0 \pm 10^{\circ}\text{F}$ ) for at least 16 hours. Remove the bags from the freezer and place in the water bath at  $60 \pm 1^{\circ}\text{C}$  ( $140 \pm 2^{\circ}\text{F}$ ) for  $24 \pm 1$  hours. Remove the plastic bag and plastic wrap from the specimens as soon as possible after placement in the water bath.

## Test Procedure

- After the 24-hour soak, remove the specimens and place in a water bath at  $25 \pm 0.5^{\circ}\text{C}$  ( $77 \pm 1^{\circ}\text{F}$ ) for 2 hours  $\pm$  10 minutes. The bath should return to  $25 \pm 0.5^{\circ}\text{C}$  ( $77 \pm 1^{\circ}\text{F}$ ) within 15 minutes after the warm specimens are placed in the bath. The unconditioned specimens, still sealed in plastic, also need to be placed in a  $25 \pm 0.5^{\circ}\text{C}$  ( $77 \pm 1^{\circ}\text{F}$ ) bath for at least 2 hours  $\pm$  10 minutes.



- Remove the conditioned plugs from the water bath. Quickly damp dry the saturated specimen with a damp absorbent cloth and weigh the specimen. Any water which seeps from the specimen during the weighing operation is considered part of the saturated specimen. Place the specimen in the basket or bucket and determine its mass to the nearest 0.5 g while immersed in water at  $77 \pm 1^\circ\text{F}$  ( $25 \pm 0.5^\circ\text{C}$ ). The mass of the specimen in water shall be determined as quickly as possible after the specimen is immersed. Determine the height and diameter of the plug prior to breaking.
- Place the specimen between the two bearing plates in the loading machine. Apply the load to the specimen at a constant rate of 51 mm (2 in) per minute. The load should be applied along the diameter of the specimen.
- As the load is applied, watch for and note the maximum load observed. Continue loading until a vertical crack appears and record the maximum load. Remove the specimen from the machine and pull at the crack. Inspect the interior surface for stripping and record the observations.

### Calculations

Calculate the tensile strength as follows:

$$S_t (\text{Metric}) = 2,000 (P) / (\pi)(t)(D)$$

$$S_t (\text{English}) = 2 (P) / (\pi)(t)(D)$$

where:

$S_t$  = tensile strength, kPa (psi)  
 P = maximum load, Newtons (lbf)  
 t = specimen thickness, mm (in)  
 D = specimen diameter, mm (in)

The tensile strength ratio is then calculated as:

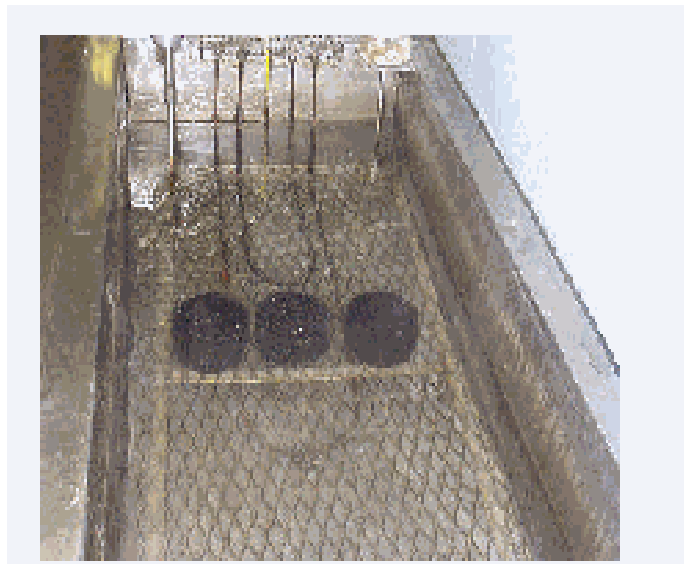
$$\text{Percent Tensile Strength Ratio (\%TSR)} = 100 (S_2) / (S_1)$$

where:  $S_1$  = average tensile strength of dry subset, and  
 $S_2$  = average tensile strength of conditioned subset.

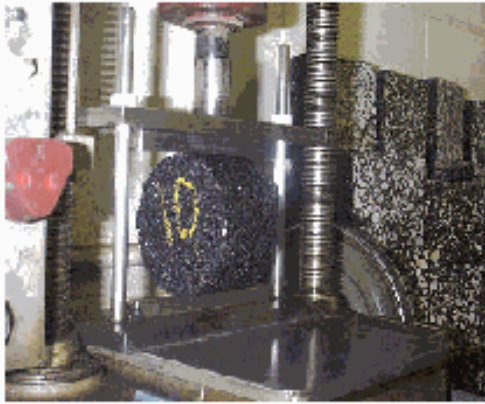
Note: If an anti-stripping agent is used, include the agent in all asphalt mixtures for the conditioned and unconditioned subsets.

## Testing Specimens

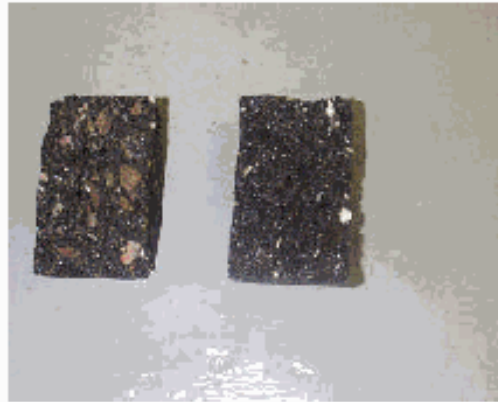
**Specimen in Vacuum Container**



**Specimen in Bath**



**Specimen in Testing Frame**



**Broken Core**

## Review Questions

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- 1) The height of the gyratory plug for KT-56 test is approximately \_\_\_\_\_  $\pm$  \_\_\_\_\_ mm.
- 2) The air voids of the compacted KT-56 specimens should be \_\_\_\_\_  $\pm$  \_\_\_\_\_ %.
- 3) If the bulk specific gravity (KT-15, procedure III) of a KT-56 specimen is 2.322 and the maximum specific gravity (KT-39) is 2.444 then the air void content is \_\_\_\_\_ %.
- 4) The percent saturation of the conditioned sample in KT-56 should be between \_\_\_\_\_ and \_\_\_\_\_ %.
- 5) The test temperature during the indirect tensile strength test in KT-56 is \_\_\_\_\_ °C.
- 6) The conditioned samples in KT-56 are kept in the freezer at \_\_\_\_\_  $\pm$  \_\_\_\_\_ °C for a minimum of 16 hours.
- 7) The conditioned samples in KT-56 are thawed in a water bath at \_\_\_\_\_  $\pm$  \_\_\_\_\_ °C for \_\_\_\_\_  $\pm$  \_\_\_\_\_ hours.
- 8) In the KT-56 test procedure, load is applied during tensile strength test at a constant rate of \_\_\_\_\_ mm/min.

## Answers to Review Questions

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### KT-58

- 1)  $115 \pm 5$  mm
- 2)  $600 \pm 18$  kPa
- 3)  $1.16 \pm 0.02^\circ$
- 4)  $30 \pm 0.5$  revs/min
- 5) Yes

### KT- 15

- 1)  $25 \pm 3^\circ\text{C}$
- 2)  $4 \pm 1$  min
- 3)  $25 \pm 1^\circ\text{C}$
- 4) 2 %
- 5) 2.349

### KT-39

- 1)  $25 \pm 1^\circ\text{C}$
- 2) 6.3 mm
- 3)  $27 \pm 3$  mm of Hg
- 4)  $10 \pm 1$  min
- 5) 1,500 g
- 6) Quartering
- 7) 3
- 8) 2 hours

### KT-57

- 1) Quartering
- 2)  $110 \pm 5^\circ\text{C}$
- 3) 2
- 4) 0.15 %
- 5) 1,500 g
- 6)  $500^\circ\text{C}$

### KT-56

- 1)  $95 \pm 5$  mm
- 2)  $7.0 \pm 0.5$  %
- 3) 5.0 %
- 4) 70 and 80
- 5)  $25^\circ\text{C}$
- 6)  $-18 \pm 5^\circ\text{C}$
- 7)  $60 \pm 1^\circ\text{C}$ ,  $24 \pm 1$  hrs
- 8) 51 mm/min

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**KDOT Standard  
Test Methods**

