

Development of resilient response and damage models for HMA.

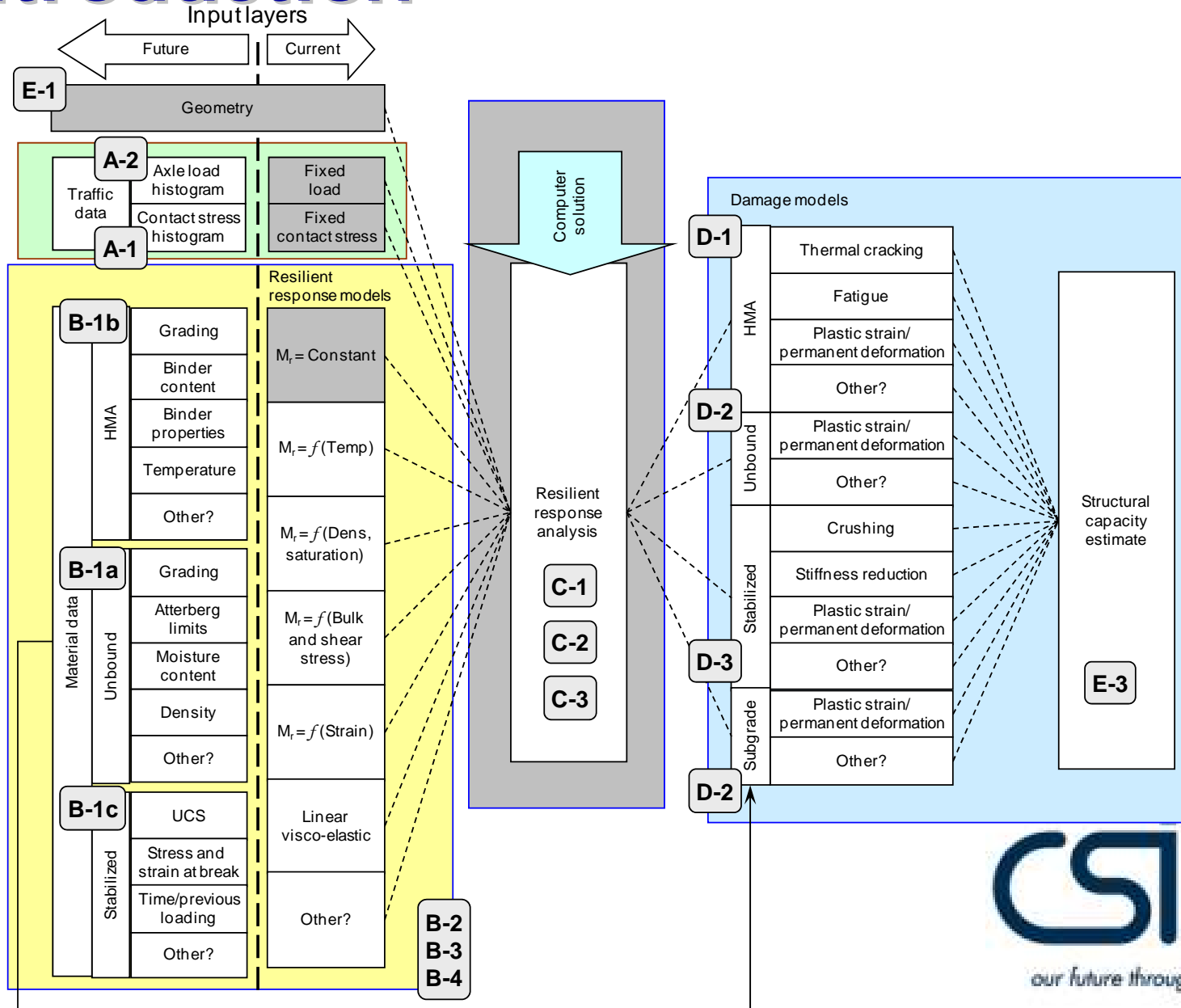
Prepared for presentation at the 18th RPF
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Presentation structure

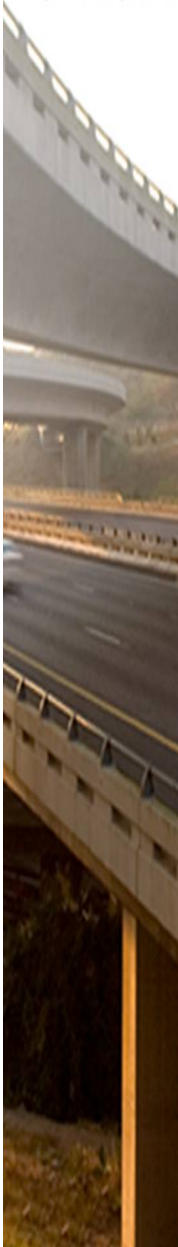
- Introduction,
- State of the art in M-E design of HMA and the availability of models for SAn practise,
- Components of the envisaged design method,
- Structure of laboratory test program,
- Test results: by Dr. Joseph Anochie- Boateng

Introduction



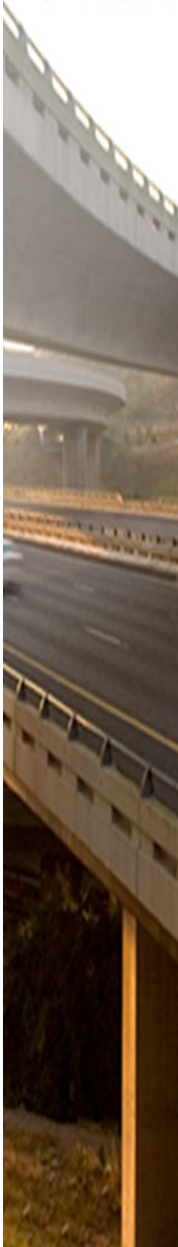
State of the art in HMA design

- Three components:
 - Environment,
 - Traffic load, speed, temperature.
 - Resilient response,
 - Complex modulus as a function of age, density, grading, binder type, frequency, etc.
 - Damage models,
 - Rutting: as a function of stiffness, or based on repeated load test,
 - Fatigue: as a function of stiffness, or based on beam test results.



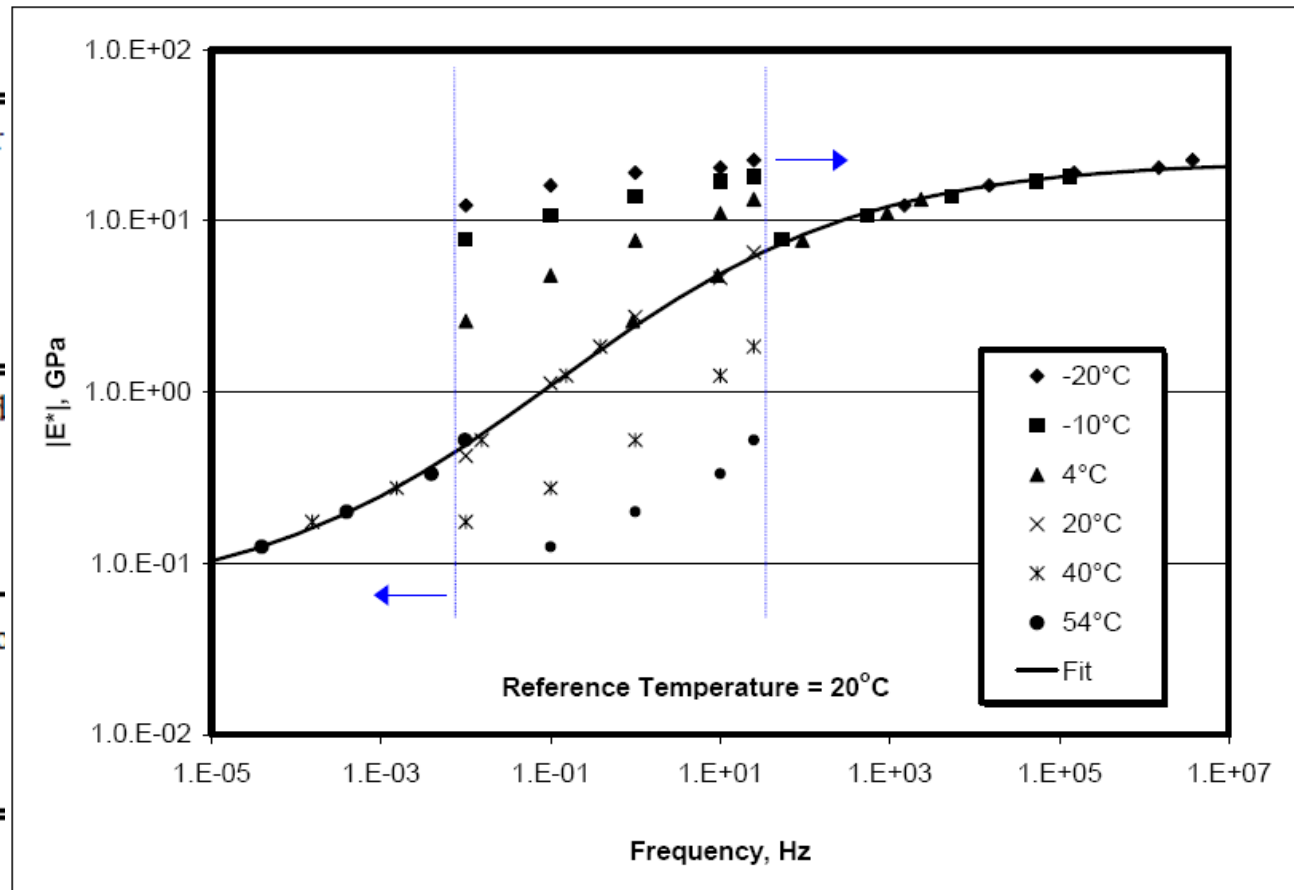
Current HMA design models

- HMA design in South Africa mostly based on reactive specifications.
- ME design:
 - Environment:
 - Load: E80s, loading time (10Hz), average temperature
 - Resilient response
 - Default values
 - Damage models
 - No rutting model,
 - One size fits all fatigue relation



Current HMA design models

Resilient response:



Material grading

Gap-graded

Continuous graded

Temperature

200

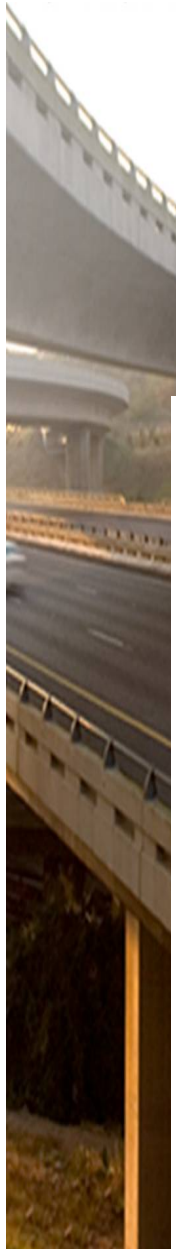
300

400

300

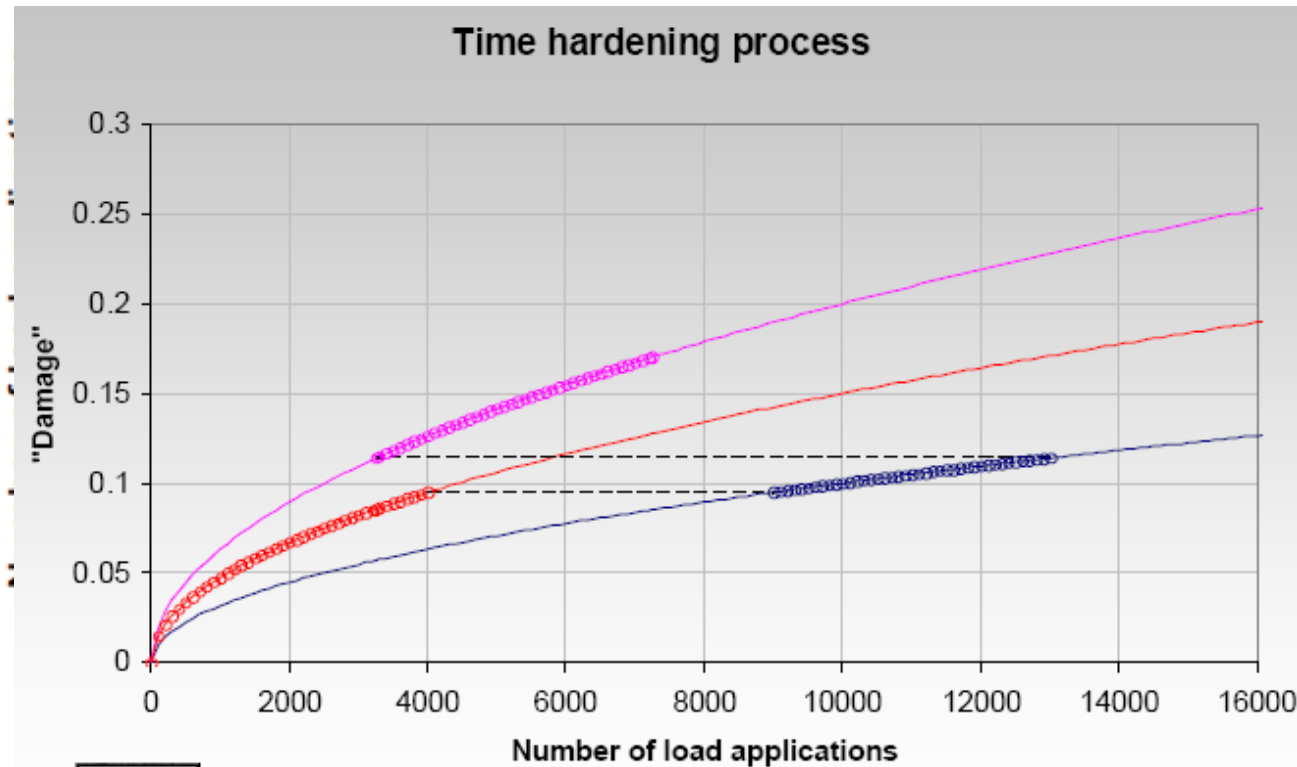
400

750



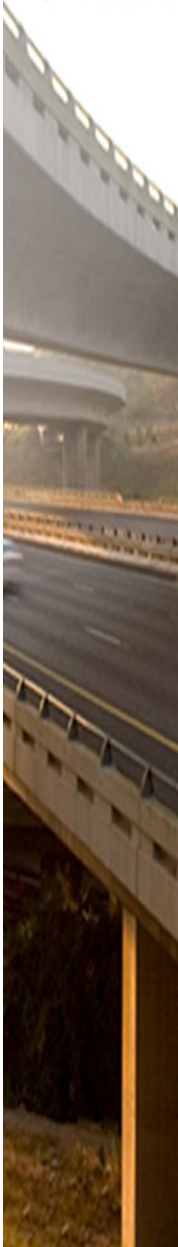
Current HMA design models

- Fatigue & Rutting



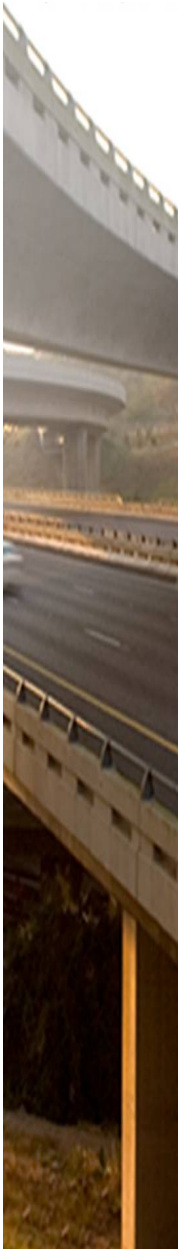
Envisaged M-E design for HMA

- Different levels of analysis depending on client requirements and risk.
 - Level 1: Full material characterization,
 - Level 2: Some material characterization,
 - Level 3: Use of default values
 - Level 1:
 - G^* binder characterization,
 - Complex modulus frequency sweep on mix,
 - Repeated load testing for fatigue and rutting,
 - Modelling based on full set of results.



Envisaged M-E design for HMA

- Level 2 (tentative):
 - G* binder characterization,
 - Complex modulus frequency sweep on mix,
 - Use of stiffness values to model rutting/fatigue damage
- Level 3:
 - Use default values for G* binder,
 - Predict complex modulus for mix (Witczak, Hirsch type relation)
 - Use of predicted stiffness values to model rutting/fatigue damage



Dynamic Modulus

$$\log |E^*| = 3.750063 + 0.02932 P_{200} - 0.001767 (P_{200})^2 + 0.002841 P_4 - 0.058097 V_a$$

$$- 0.802208 \frac{V_{beff}}{(V_{beff} + V_a)} + \frac{[3.871977 - 0.0021 P_4 + 0.003958 P_{38} - 0.000017 (P_{38})^2 + 0.005470 P_{34}]}{1 + e^{(-0.603313 - 0.313351 \log f - 0.393532 \log \eta)}}$$

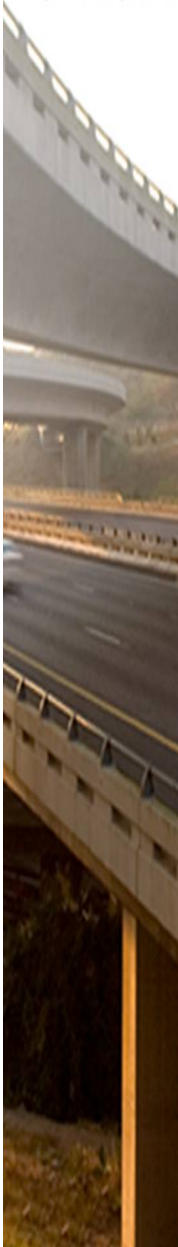
- $|E^*|$ = asphalt mix complex modulus, in 10^5 psi (145 psi = 1 MPa);
- η = binder viscosity, in 10^6 poise [10 Poise = 1 pa.s];
- f = load frequency, in Hz;
- V_a = % air voids in the mix, by volume;
- V_{beff} = % effective bitumen content, by volume;
- P_{34} = % retained on 3/4-in. [19.0-mm]
- P_{38} = % retained on 3/8-in. [9.5-mm]
- P_4 = % retained on No. 4 [4.75-mm]
- P_{200} = % passing No. 200 [0.075-mm]

HMA research effort

- Selection/development of appropriate test protocols,
- Laboratory testing, ←
- Model development,
- Field validation.

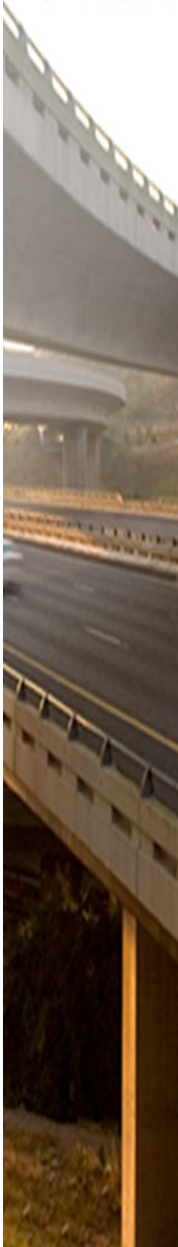
Laboratory test program

- 5 (+1) mixes:
 1. BTB, 40/50 pen binder,
 2. Coarse continuous, AE2 binder,
 3. Medium continuous, AE2 binder,
 4. Bitumen rubber,
 5. Medium continuous, 60/70 binder,
 6. (+HiMA)
- Progress:
 - Mix 1 testing completed,
 - Mix 2 & 3 in progress



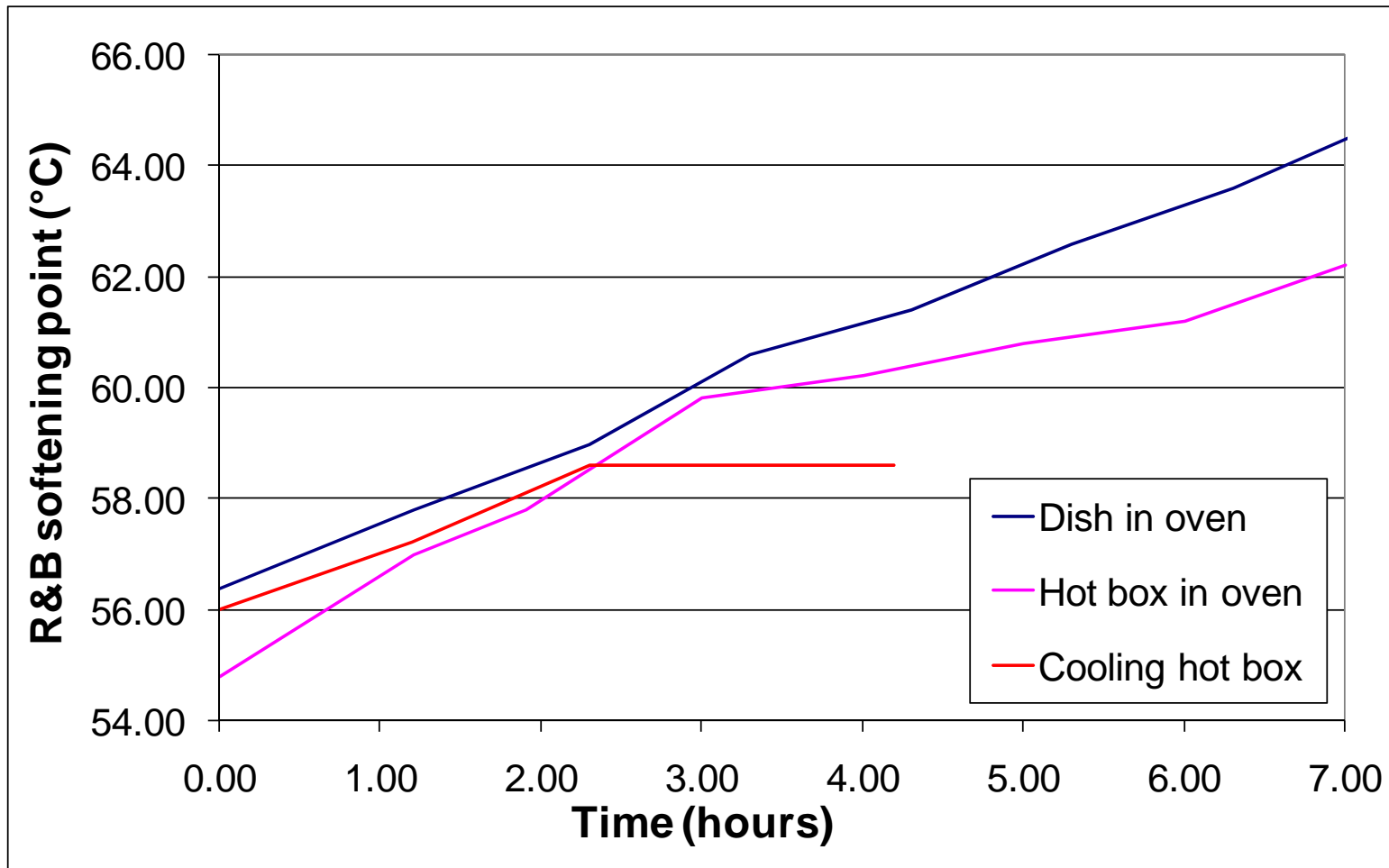
Sample Preparation:

- Binder testing:
 - Binder sourced at the plant => RTFOT, PAV
 - Binder recovered, from the field (aging),
 - Binder recovered from laboratory samples.
- HMA mix preparation:
 - Initial plan: compact plant produced mix,
 - Revised plan: Produce mix from components,
 - Conditioning of samples:
 - Short term aging to simulate production aging,
 - Long term aging to simulate 5-10 years in-service aging.



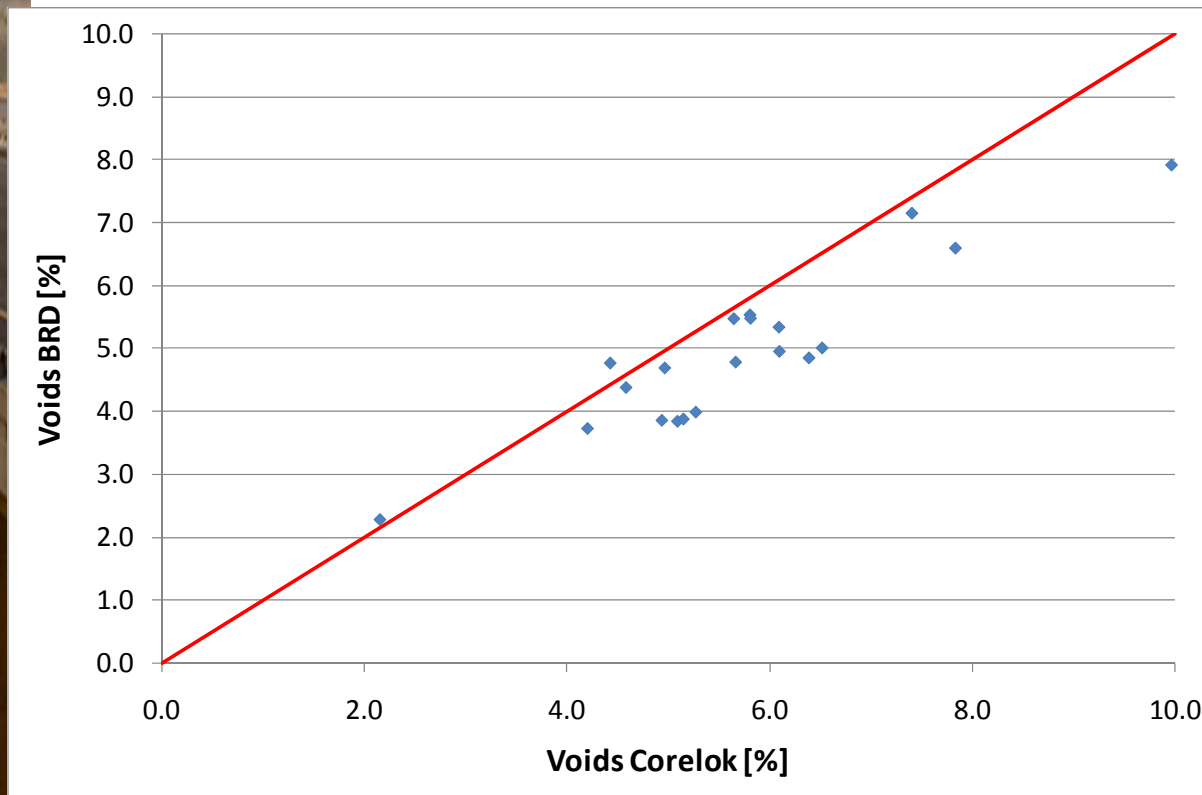
Sample Preparation:

■ Binder aging in hot-box



Density determination

Conventional BRD vs Corelok



Summary

- Process is on schedule,
- International best practise adapted for local conditions,
- The models will allow different levels of assessment,
- Method will be as simple as possible, but no simpler than that.

