A STRUCTURAL DESIGN PROCEDURE FOR EMULSION TREATED PAVEMENT LAYERS

JOHANNES JACOBUS ERASMUS LIEBENBERG

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DISSERTATION SUMMARY

A STRUCTURAL DESIGN PROCEDURE FOR EMULSION TREATED PAVEMENT LAYERS

JJE LIEBENBERG

Supervisor: Professor AT Visser
Department: Civil and Biosystems Engineering
University: University of Pretoria
Degree: Master of Engineering (Transportation Engineering)

The use of bitumen emulsion treated pavement layers is well established and is becoming more popular in road building. Current structural design procedures include mainly empirical methods or methods derived from laboratory studies. No design method based on results from accelerated pavement testing of full scale pavements currently exists and no provision for emulsion treated materials exists in the South African Mechanistic Pavement Design Method or the TRH4 structural design guideline document on flexible pavements.

The need therefore existed to provide some guidelines on the structural design of emulsion treated materials based on accelerated pavement testing on a full-scale pavement. The aim of this research was to provide interim guidelines for the structural design from accelerated pavement testing supported by relevant laboratory testing.

A test section, constructed with an emulsion treated ferricrete, was subjected to Heavy Vehicle Simulator testing. Samples from the test site were tested in the laboratory to investigate the engineering properties of the material under different bitumen and cement contents. The laboratory study was used to determine parameters, which are important to the structural design procedure. Results from the laboratory study indicated that the cement content contributes towards the strength of the material, while the bitumen content contributes towards the flexibility of the material.

Results with the Heavy Vehicle Simulator indicated that the test section had a good resistance to permanent deformation. It was determined that the behaviour of the material was two-phased, similar to that of lightly cemented materials. During the first phase, the material demonstrates fatigue properties. The end of the fatigue life phase was defined to be when the resilient modulus of the material reduced to a value of 500 MPa. During the second phase, the material is in an “equivalent granular” phase with a reduced resistance to permanent deformation. The permanent deformation resistance behaviour of an emulsion treated material in its second phase is similar to that of unbound...
granular materials. The concept of the stress ratio was introduced to describe the permanent deformation behaviour.

Failure criteria for fatigue and permanent deformation were developed and presented as a transfer function that can be used in the South African Mechanistic Pavement Design Method. The transfer functions were developed for different road categories and a design procedure is proposed.

Finally, a design catalogue for emulsion treated base layers was developed from these transfer functions and is presented.
SAMEVATTING VAN VERHANDELING

STRUKTURELE ONTWERPMETODE VIR EMULSIE BEHANDELDE PLAVEISELLAE

JJJE LIEBENBERG

Promotor: Professor AT Visser
Departement: Siviele en Biosisteem Ingenieurswese
Universiteit: Universiteit van Pretoria
Graad: Magister in Ingenieurswese (Vervoeringenieurswese)

Die gebruik van bitumen emulsie behandelde plaveisellae is goed gevestig en word al hoe meer populêr in die bou van paai. Huidige ontwerpprosedures bestaan meestal uit empiriese metodes, of metodes ontwikkel uit suiwel laboratoriumstudies. Geen ontwerpmetode wat gebaseer is op volskaalse plaveiseltoets bestaan tans vir emulsie behandelde materiale nie. Daar word ook nie voorsiening gemaak in die Suid-Afrikaanse Meganistiese Plaveiselontwerpmetode, of die TRH4, vir die gebruik emulsie behandeling nie.

Daar bestaan dus 'n behoefte na riglyne vir die structurele ontwerp van emulsie behandelde materiale wat gebaseer is op volskaalse plaveiseltoets. Die doel van hierdie studie was om voorlopige riglyne daar te stel vir die structurele ontwerp van hierdie materiale wat verkry is uit die volskaalse plaveiseltoets en relevante laboratoriumtoets.

'n Toetseksie van emulsie behandelde ferrikreet is gebou en onderwerp aan toetse met die Swaarvoertuisignabootser. Monsters van die toetseksie is in die laboratorium getoets om die invloed van verskillende sement en bitumen inhoudé op die ingenieurseienkappe van die materiaal te ondersoek. Parameters wat belangrik is vir die structurele ontwerp van emulsie behandelde materiale is in dié laboratoriumstudie bepaal. Resultate van die laboratoriumstudie dui aan dat die sement hoofskaaklik verantwoordelik is vir die sterkte van die materiaal, terwyl die bitumen bydra tot die buigsaamheid.

Die toetse onder die Swaarvoertuisignabootser het daarop gewys dat die materiaal regdelik gogie weerstand teen permanente vervormings besit. Dit is verder ondanks dat emulsie behandelde materiale 'n twee fase gedrag het wat soortgelyk is aan die van liggesementeerde materiale. Gedurende die eerste fase het die materiaal vermoeingseienkappe getoon. Die einde van dié fase is gedefinieer wanneer die elastiese veerkragmodulus 'n waarde van 500 MPa bereik. Die tweede fase is 'n "ekwiwalente granulêre fase" waar die materiaal 'n verminderde weerstand teen permanente
vervorming het. Die permanente vervormingsgedrag van die materiaal is dieselfde as die van granulêre materiale. Die konsep van Spanningsverhouding, om die permanente vervormingsgedrag van die materiaal te beskryf, is voorgestel.

’n Swittingsstandaard vir die vermoeingsleeftyd en permanente vervorming is ontwikkel in die vorm van oorgangsfunksies, wat in die Suid-Afrikaanse Meganistiese Plaveiselontwerpmethode gebruik kan word. Die oorgangsfunksies is ontwikkel vir die verskillende kategorieë paasie in Suid Afrika.

Laastens is ‘n katalogus ontwikkel vanaf die oorgangsfunksies wat die ontwerp van emulsie behandelde materiale kan vergemaklik. Die katalogus is ingesluit.
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project possible:

The dissertation is based on a research project by Coenraad van Zyl. Permission to use the results is
gratefully acknowledged. The opinions expressed are those of the author and do not necessarily
represent the opinion of Coenraad.

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AAN: My ouers

Lieb en Elsie Liebenberg
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<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AASHO</td>
<td>American Association of State Highway Officials</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway Transportation Officials</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Standard Test Methods</td>
</tr>
<tr>
<td>CBR</td>
<td>California Bearing Ratio</td>
</tr>
<tr>
<td>COLTO</td>
<td>Committee of Land Transportation Officials</td>
</tr>
<tr>
<td>CSIR</td>
<td>Council for Scientific Industrial Research</td>
</tr>
<tr>
<td>CSRA</td>
<td>Committee of State Road Authorities</td>
</tr>
<tr>
<td>ETB</td>
<td>Emulsion treated base</td>
</tr>
<tr>
<td>GEMS</td>
<td>Granular emulsion mixes</td>
</tr>
<tr>
<td>GM</td>
<td>Grading modulus</td>
</tr>
<tr>
<td>HVS</td>
<td>Heavy Vehicle Simulator</td>
</tr>
<tr>
<td>ICL</td>
<td>Initial Consumption of Lime</td>
</tr>
<tr>
<td>ITS</td>
<td>Indirect Tensile Strength</td>
</tr>
<tr>
<td>LVDT</td>
<td>Linear Variable Displacement Transducer</td>
</tr>
<tr>
<td>MDD</td>
<td>Multi Depth Deflectometer</td>
</tr>
<tr>
<td>PI</td>
<td>Plasticity Index</td>
</tr>
<tr>
<td>SABITA</td>
<td>Southern Africa Bitumen and Tar Association</td>
</tr>
<tr>
<td>SAMPDP</td>
<td>South African Mechanistic Pavement Design Procedure</td>
</tr>
<tr>
<td>TRH</td>
<td>Technical Recommendations for Highways</td>
</tr>
<tr>
<td>UCS</td>
<td>Unconfined Compressive strength</td>
</tr>
</tbody>
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LIST OF SYMBOLS

\( a' \) structural coefficient for recycled layers used as base

\( a_1, a_2, a_3 \) AASTHO layer coefficients

\( B_V \) Proportion of bitumen present in asphalt mix

\( c \) Cohesion (kPa)

\( CDF \) Cumulative damage factor (Miner’s law)

\( c_{term} \) Cohesion term

\( d \) Thickness of asphalt layer (mm)

\( E \) Modulus of elasticity (MPa)

\( e \) natural logarithm = 2.718 281 828 46…. 

\( E_1 \) Elastic modulus of base layer (MPa)

\( E_2 \) Elastic modulus of subbase layer (MPa)

\( E_{bend} \) Bending stiffness of beam (kPa)

\( E_i \) Initial modulus of elasticity (MPa)

\( E_{bend}^i \) Initial bending stiffness of beam (MPa)

\( FOS \) Factor of safety

\( h_1 \) Thickness of base layer (mm or inches)

\( h_2 \) Thickness of subbase layer (mm of inches)

\( K \) Constant indication moisture regime when calculating Factor of Safety

\( K_1, K_2 \) Constants describing stress sensitivity material

\( M_f \) Final modulus (MPa)

\( M_R \) Resilient modulus (MPa)

\( M_t \) Modulus at specific time after construction @ 23°C (MPa)

\( N \) Number of load repetitions

\( N_{c1} \) Load repetitions to initiate crushing

\( N_{c2} \) Load repetitions to advanced crushing

\( N_{eff} \) Effective fatigue life
$N_f$ Number of load repetitions to failure

$N_{ff}$ Fatigue and fracture life

$n_i$ Damage of $i^{th}$ load repetition

$n_i$ Number of load repetitions to crack initiation

$N_{if}$ Initial fatigue life

$N_{PRD}$ Number of load repetitions to certain level of plastic strain

$N_{std}$ Number of load repetitions of standard wheel load to certain level of distress

$N_t$ Total number of allowable load repetitions

$N_s$ Number of load repetitions of wheel load to certain level of distress

$Pen$ Penetration of recovered bitumen

$P_f$ normal stress (kPa)

$\pi$ pi = 3.141 592 653 59...

$P_{std}$ Standard wheel load (kN)

$P_x$ wheel load (kN)

$q_f$ Shear stress (kPa)

$RD$ Relative density (%)

$RF$ Early cure reduction factor

$S$ Degree of saturation (%)

$S$ Sand equivalent value (#4 sieve to minus 200 mesh)

$SF$ Shift factor

$SN$ Structural number

$SR$ Stress ratio

$t$ Thickness of emulsion treated base layer (mm)

$V_B$ Bitumen content by volume (%)

$V_v$ Voids content (%)

$\sigma_{1''}^u$ Maximum allowable major principal stress (kPa)

$\sigma_{1'}^w$ Working or applied major principal stress (kPa)
\( \sigma \)  Applied stress from tri-axial test (kPa)

\( \Theta \)  Bulk stress (kPa)

\( \alpha \)  Factor depending on amount of filler voids present in asphalt mix

\( \phi \)  Friction angle (degrees)

\( \rho \)  Relative density (lb/ft\(^3\) or kg/m\(^3\))

\( \varepsilon \)  Resilient strain measured (\( \varepsilon \))

\( \tau \)  Shear stress (kPa)

\( \sigma_1 \)  Major principal stresses (kPa)

\( \sigma_2 \)  Intermediate principal stress (kPa)

\( \sigma_3 \)  Minor principal stresses (kPa)

\( \varepsilon_b \)  Strain at break (\( \mu \varepsilon \))

\( \sigma_b \)  Stress at break (kPa)

\( \sigma_d \)  Deviator stress (kPa)

\( \varepsilon_i \)  Induced tensile strain due to loading (\( \mu \varepsilon \))

\( \varepsilon_m \)  Tensile strain in asphalt mixture (\( \mu \varepsilon \))

\( \sigma_{\text{max}} \)  Maximum stress (kPa)

\( \varepsilon_{\text{mix}} \)  Bending strain repeatedly applied to asphalt mixture (\( \mu \varepsilon \))

\( \varepsilon_p \)  Permanent (plastic) strain (\( \varepsilon \))

\( \varepsilon_h \)  Horizontal tensile strain (\( \mu \varepsilon \))

\( \sigma_v \)  Vertical compressive stress on top of base layer \( \approx \) tyre contact pressure (kPa)

\( \phi_{\text{erm}} \)  Internal friction angle term (degrees)

\( \varepsilon_v \)  Vertical compressive strain (\( \mu \varepsilon \))

\( \sigma_v \)  Vertical compressive strain (kPa)