



Faculty of Engineering

**COMPARISON OF MARSHALL MIX PROPERTIES  
BETWEEN NORMAL ACW14 HOT MIX ASPHALT MIXTURE  
AND ACW14 WITH CARBIDE LIME AS FILLER  
REPLACEMENT MATERIAL**

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Bachelor of Engineering with Honours  
(Civil Engineering)  
2010

UNIVERSITI MALAYSIA SARAWAK

BORANG PENGESAHAN STATUS TESIS

**Judul: COMPARISON OF MARSHALL MIX PROPERTIES  
BETWEEN NORMAL ACW14 HOT MIX ASPHALT MIXTURE AND  
ACW14 WITH CARBIDE LIME AS FILLER REPLACEMENT  
MATERIAL**

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Hot Mix Asphalt Mixture and ACW14 with Carbide Lime as Filler  
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**COMPARISON OF MARSHALL MIX PROPERTIES BETWEEN NORMAL  
ACW14 HOT MIX ASPHALT MIXTURE AND ACW14 WITH CARBIDE  
LIME AS FILLER REPLACEMENT MATERIAL**

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This project is submitted in partial fulfilment of the requirements for the degree  
of Bachelor of Engineering with Honours  
(Civil Engineering)

Faculty of Engineering  
UNIVERSITI MALAYSIA SARAWAK  
2010

*“Dedicated to my beloved family...”*

# ACKNOWLEDGEMENT

I would like to take this opportunity to express a million thanks and appreciation to my final year project supervisor, Mr. Larry ak Silas Tirau for his ideas, support, motivation and guidance along the research. I am greatly indebted to him for his encouragement and incessant help to achieve more than I expected of myself.

My sincere appreciation also extends to lab technicians, Mr. Saiful Edi and Mr. Adha Abd. Wahab and all staffs of Highway and Transportation Laboratory for their guidance and help when using the apparatus and useful technique to conduct test on prepared sample.

To all my dearest friends, thanks for always be there. Last but not least, I would like to convey my appreciation to my beloved parent and brother for always supporting me.

# ABSTRACT

Many researchers have been using Marshall Mixture design method for designing Hot Mix Asphalt (HMA) mixtures. The objective of this study is to evaluate the Marshall Mix properties for both types of mixtures using normal aggregate and carbide lime as filler material in ACW 14 mix. One using ordinate aggregate available at UNIMAS civil lab and another one the filler size of 75  $\mu\text{m}$  was replace by carbide lime. The asphalt cement use varies from 4.5% to 6.5% and having penetration grades of 80/100. The mix were compare in term of Marshall Properties such as stability and flow; and volumetric properties are mixture density, Voids Filled with Asphalt (VFA), Voids in Mineral Aggregate (VMA), and Voids in Total Mix (VTM). Study show that the hot mix asphalt for the normal aggregate mix having a greater density but carbide mix having greater stability. The optimum binder content for the normal mix asphalt was 5.67% and 5.63% for the carbide mix. The ACW 14 for the carbide mix does not satisfied JKR requirement for flow, void in total mix and voids in aggregate filled with asphalt mean while the ACW 14 for normal only fail to satisfy the void in total mix and voids in aggregate filled with asphalt.



# ABSTRAK

Banyak pengkaji telah menggunakan kaedah rekabentuk campuran Marshall dalam mereka bentuk asfal campuran panas (HMA). Objektif kajian ini adalah untuk menilai parameter ujian Marshall untuk dua jenis sampel yang menggunakan “carbide lime” dan agregat biasa telah digunakan dan dicampurkan dalam campuran asphalt haus ACW 14. Satu menggunakan agregat biasa yang tersedia di makmal sivil UNIMAS. Satu lagi agregat berukuran 75 $\mu$ m digantikan dengan “carbide lime”. Kandungan asfal berbeza dari 4.5% ke 6.5% dengan gred penembusan 80/100. Kedua-dua campuran ini dibandingkan dari segi Marshall parameter seperti kestabilan, aliran: dan ciri-ciri volumetric seperti lompang dalam campuran (VTM), lompang dalam agregat (VMA), lompang terisi simen asfal (VFA) dan kekukuhan. Keputusan kajian menunjukkan campuran menggunakan agregat biasa mempunyai ketumpatan yang lebih besar tetapi campuran menggunakan “carbide lime” akan mempunyai kestabilan yang lebih tinggi. Kandungan asfal optimum untuk campuran biasa adalah 5.67% manakala 4.67% untuk campuran “carbide lime”. ACW14 untuk campuran “carbide lime” gagal menepati piawaian JKR dari segi aliran, lompang dalam campuran (VTM) dan lompang dalam agregat (VFA) manakala campuran *agregat biasa* gagal menepati lompang dalam campuran (VTM) dan lompang dalam agregat (VFA) sahaja.

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# LIST OF SYMBOLS

%	percent
°C	Celsius
°F	Fahrenheit
μ	Micron
mm	Millimeter
m	Meter
$G_{Sa}$	Apparent specific gravity
$G_{Sb}$	Bulk specific gravity
$G_{Sc}$	Effective specific gravity
$V_B$	Volume of constituent binder
$M$	Mass of specimen
$V$	Bulk volume of specimen
$V_{MM}$	Volume of void-less mix
$V_A$	Volume of air between coated aggregate particles in the mix
$M_G$	Mass of aggregate
$V_G$	Bulk volume of aggregate
$V_{GE}$	Effective volume of aggregate
$W_a$	Weight of specimen in air (kg)
$W_w$	Weight of specimen in water (kg)
$\rho_w$	Density of water ( = 1000 kg/m <sup>3</sup> )
$W_{pa}$	Weight of specimen and paraffin wax coating in air (kg)

$W_{pw}$	Weight of specimen and paraffin wax coating in water (kg)
$G_p$	Relative density of paraffin wax
$M_B$	Mass of constituent binder
$P_{AG}$	Binder absorption, % of mass of aggregate
$P_B$	Binder content, % of total mass of specimen
$\rho_B$	Density of binder
$\rho_G$	Bulk density of aggregate
$m^3$	Meter cubic
kg	kilogram
g	Gram

# LIST OF SUBSCRIPTS

HMA	Hot Mix Asphalt
VMA	Voids in Mineral Aggregates
VTM	Voids in Total Mix
VFA	Voids Filled with Asphalt Cement
SMA	Stone Matrix Asphalt
OGFCs	Open graded asphalt friction courses
ASTM	The American Society for Testing and Materials
OPC	Ordinary Portland Cement
OAC	Optimum Asphalt Content
SSD	Saturated Surface Dry

# CHAPTER 1

## INTRODUCTION

### 1.1 General

Asphalt concrete pavement, or hot mix asphalt (HMA) pavement as it is more commonly called, refers to the bound layers of a flexible pavement structure. For most applications, asphalt concrete is placed as HMA, which is a mixture of coarse and fine aggregate, and asphalt binder. Hot mix asphalt (HMA) is the widely used primarily as paving material for road construction and consists of a mixture of aggregate and liquid asphalt cement, which are heated and mixed in measured quantities.

During World War II, the U.S. Army Corps of Engineers (USCOE) began evaluating various HMA mix design methods for use in airfield pavement design. Motivation for this search came from the ever-increasing wheel loads and tire pressures produced by larger military aircraft.

The most promising method eventually proved to be the Marshall Stability Method developed by Bruce G. Marshall at the Mississippi Highway Department in 1939. We took the original Marshall Stability Test and added a deformation

measurement (using a flow meter) that was reasoned to assist in detecting excessively high asphalt contents [White, 1985].

Marshall Mix Design was widely use because it had several advantage: Firstly, it was designed to stress the entire sample rather than just a portion of it. Secondly, it facilitated rapid testing with minimal effort. Thirdly, it was compact, light and portable. It produced densities reasonably close to field densities. Lastly, it also cheap to be carries out.

The aggregates size smaller than 75  $\mu\text{m}$  are call filler. Filler was a very importance element in term of producing high quality of hot mix asphalt. The filler act as the fill up material between the aggregate void and give the maximum contact surface to all the binder aggregate and avoid segregation of aggregate. Suitable amount of filler added in the hot mix asphalt will produce a dense-grade and strong material.

The filler use in the hot mix asphalt must be not rotten in nature and must able to withstand the heavy load of the traffic flow hence normally nature material like limestone dust or river sand will be chosen as a filler material. In this study the filler will be replace by the carbide lime dust. Carbide was chosen because is a hard metal and stable in term of physically and chemistry. Carbide lime mostly exist in gray color since it was a hard metal hence it able to sustain a very high temperature.

## **1.2 Problem statement**

Carbide lime is the byproduct of liquid oxygen processes. Since carbide lime was belong to metal hydroxide family hence it need to be treated before it can be dump safely. In term of sustainable development it is encourage turning the waste into useable material and in this scope of study the carbide was tested its potential for replacing the fine aggregate in the pavement design.

Then normally use fine aggregate were obtain by harvesting limestone or river sand they need to blast down the mountain or dig the big hole near the river just to obtain the sand. When all this activities were done in big scale it will create a big impact to the nearby ecosystem. In term of sustainable development this should be avoid or reduce.

## **1.3 Objectives**

This study is conducted to achieve several objectives. The objectives for this study are to:

- a) Determine the Marshall properties of hot mix asphalt ACW14 by using carbide as a replacement material for filler element.
- b) Compare the Marshall properties of the carbide HMA ACW14 with the normal HMA ACW14