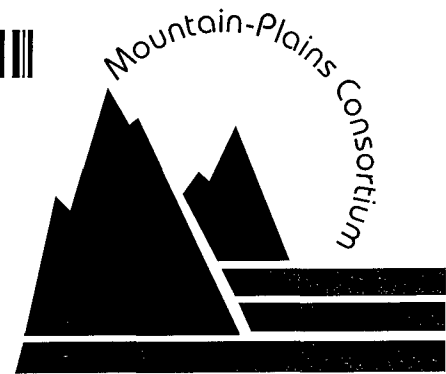




PB98-157548



Transportation Research, Public Service & Education

MPC REPORT NO. 98-94

A Preliminary Evaluation of Superpave Level One Mix Design Procedure

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July 1998

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REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.

1. AGENCY USE ONLY (Leave blank)	2. REPORT DATE July 1998	3. REPORT TYPE AND DATES COVERED project technical	
4. TITLE AND SUBTITLE A Preliminary Evaluation of Superpave Level One Mix Design Porcedure		5. FUNDING NUMBERS	
6. AUTHOR(S) Khaled Ksaibati, Jason Stephen, George Hunting University of Wyoming and WY Dept. of Transportation		8. PERFORMING ORGANIZATION REPORT NUMBER MPC 98-94	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Mountain-Plains Consortium North Dakota State University Fargo, ND 58105		9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) U.S. Department of Transportation University Transportation Centers Program Washington, DC	
10. SPONSORING/MONITORING AGENCY REPORT NUMBER			
11. SUPPLEMENTARY NOTES			
12a. DISTRIBUTION AVAILABILITY STATEMENT		12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) In this study, the researchers evaluated the performance of asphalt mixes prepared using the Marshall mix design method and the Superpave level one mix design method. The Georgia Loaded Wheel Tester and the Thermal Stress Restrained Specimen Tester were used to test the rut-resistance and low-temperature cracking of asphalt mixes. This evaluation will assist in implementing the Superpave level one mix design method in Wyoming.			
14. SUBJECT TERMS asphalt, Superpave, Marshall mix design, Georgia Loaded Wheel Tester, Thermal Stress Restrained Specimen Tester		15. NUMBER OF PAGES 51	
17. SECURITY CLASSIFICATION OF REPORT		16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT	18. SECURITY CLASSIFICATION OF THIS PAGE	19. SECURITY CLASSIFICATION OF ABSTRACT	20. LIMITATION OF ABSTRACT UL

**A PRELIMINARY EVALUATION OF
SUPERPAVE LEVEL ONE MIX DESIGN PROCEDURE**

by

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Acknowledgment

This Report has been prepared with funds provided by the United States Department of Transportation to the Mountain-Plains Consortium (MPC). The MPC member universities include North Dakota State University, Colorado State University, University of Wyoming, and Utah State University.

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Preface

This report describes a study conducted at the University of Wyoming by Dr. Khaled Ksaibati, Associate Professor of Civil Engineering, and Jason Stephen, graduate student of Civil Engineering. This study was coordinated with George Huntington of the Wyoming Department of Transportation. In this study, the researchers evaluated the performance of asphalt mixes prepared using the Marshall mix design method and the Superpave level one mix design method. The Georgia Loaded Wheel Tester and the Thermal Stress Restrained Specimen Tester were used to test the rut-resistance and low-temperature cracking of asphalt mixes. This evaluation will assist in implementing the Superpave level one mix design method in Wyoming.

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CHAPTER 1

INTRODUCTION

Background

The purpose of an asphalt mix design method is to determine the optimum proportions of aggregate and asphalt cement to use in an asphalt pavement. Highway agencies around the country commonly use two empirical mix designs, Marshall and Hveem. A newer mix design developed by the Strategic Highway Research Program (SHRP), Superpave, is being considered for full implementation as a design method by highway agencies in the near future. The main advantage of Superpave over currently used mix design methods is that it is performance-based, which implies a direct relationship between laboratory analysis and field performance after construction [1]. Other design methods are empirical and therefore cannot accurately predict how a pavement will perform after construction [2].

The purpose of developing Superpave was to improve the field performance of asphalt pavements. There are several modes of failure that an asphalt pavement may experience the two most common are rutting and low-temperature cracking. Repeated, heavy traffic loads permanently deform an asphalt pavement causing rutting. This occurs during the warmer months due to a decrease in asphalt viscosity. Low-temperature cracking occurs at sub-freezing temperatures when the viscosity of asphalt is high and is caused by the tensile stress that develops as a result of shrinkage [2]. For a pavement to resist rutting and low-temperature cracking, it must perform well under a wide range of environmental conditions.

Objectives

Several highway agencies currently are experimenting with the Superpave mix design method to determine its effectiveness. The Wyoming Department of Transportation (WYDOT) has obtained the necessary equipment to perform the Superpave testing. The objective of this study was to compare the Superpave mix design to the Marshall mix design on a typical aggregate source in Wyoming. The

comparison concentrated on the resistance to rutting and low-temperature cracking of asphalt mixes prepared using the two design methods.

Report Organization

Chapter 2 of this report contains a literature review related to the Marshall and Hveem mix design methods in addition to the newer Superpave level one mix design method. Chapter 3 describes the design of the experiment including information about the materials used in the study, the Marshall and Superpave level one mix designs, and the accelerated testing devices used in the study. Results from the Marshall and Superpave mix designs are summarized in chapter 4. Chapter 5 contains the Georgia Loaded Wheel Tester and Thermal Stress Restrained Specimen Tester accelerated testing results on the Marshall and Superpave samples. Finally, conclusions and recommendations based on the study are presented in chapter 6.

CHAPTER 2

LITERATURE REVIEW

For approximately the past 50 years, engineers have designed asphalt mixtures using the Marshall or Hveem mix design methods. Over this period, different highway agencies have modified the two design procedures to better fit their particular needs. Both methods have proven to be satisfactorily effective in aiding the design of highways and interstates, but some problems exist. The primary problem is that both the Marshall and Hveem design methods are empirical — they do not produce samples that share the properties or performance of the finished product. This makes it difficult to accurately predict how a particular mix will perform in the field [2].

Congress initiated SHRP in 1987 as a five-year, \$150 million program designed primarily to improve the performance and safety of roads in the United States. The Superpave (Superior Performing Asphalt Pavements) mix design method, is a product of SHRP and still is being evaluated for implementation into federal, state, and local specifications of asphalt mix design [1].

The Superpave mix design method is divided into three levels. Level one mix design is used for low-volume roads, while levels two and three are used for intermediate-volume and high-volume roads, respectively. Each level becomes more rigorous than the one before it and provides more information on the mixture's performance. This report concentrates on level one mix design because levels two and three still are being refined at the national level.

The Superpave mix design method differs from the Marshall and Hveem mix design methods by using performance-based and performance-related criteria to design the proper asphalt mix. This allows a direct relationship to be drawn between the lab and field performance of the asphalt mix [1]. The remainder of this chapter briefly reviews current material selection procedures, the Marshall and Hveem mix design procedures, and the Superpave material selection and level one mix design procedure.

Current Design Methods

Marshall is the design method most commonly used by highway agencies. Hveem is used less because of its complexity [2]. WYDOT currently uses the Marshall design method to design all of its Hot Mix Asphalt (HMA) for highways and interstates. The following two sections of this report describe the material-selection process used for current mix design methods.

Asphalt Cement

Before a good asphalt mix can be designed by Marshall or Hveem, designers must select the proper asphalt cement grade and determine its properties. They decide on a proper asphalt cement grade by examining the type of asphalt mix being designed and the geographical location of its use. After the asphalt cement is selected, designers may determine its viscosity and whether the asphalt meets specifications of flash point, penetration, ductility, and solubility. Once they conclude an asphalt cement is acceptable, they find its specific gravity and create a temperature-viscosity plot to determine its appropriate mixing and compaction temperatures [2].

Aggregate

For a mix design to be successful, the appropriate aggregate also must be selected. Designers may perform several tests to determine if an aggregate is acceptable for an asphalt mix. The tests include the Los Angeles abrasion, sulfate soundness, sand equivalent, deleterious substances, polishing, crushed face count, and flat-elongated particle count. When designers accept a particular aggregate, they test its gradation, specific gravity, and absorption. They determine the final combination of aggregate for the mix design using local gradation specifications and a Federal Highway Administration (FHWA) 0.45 power gradation chart [2].

It should be noted there are no universal procedures or specifications when determining the specific aggregate and the aggregate gradation to use in a mix design. Each highway agency determines the tests and specifications that will be used.

Marshall Design Method

Bruce Marshall developed the Marshall design method at the Mississippi Highway Department around 1939. In 1943, the Corps of Engineers Waterways Experiment Station (WES) began to study Marshall's mix design procedures in an attempt to develop a method for designing asphalt mixtures for airfield pavements. The corps' study involved a series of laboratory and field experiments designed to find a laboratory compaction procedure that produced the same densities found in the field during construction and aircraft loading [2]. Based on the results of the study, a standard compaction procedure was adopted using a sliding hammer with a 98.4 mm (3.88 in.) diameter head weighing 4.54 kg (10.0 lb.) to deliver 50 blows per side to the sample. The WES then established stability, flow, density, and void criteria based on the standard compaction procedure [2]. The compacted test specimens are 63.5 mm (2.5 in.) high and 102 mm (4.0 in.) in diameter [3].

In the 1950s, WES further refined its specifications with a special set of criteria for high tire pressure. The agency's test procedure included a compactive force generated by 75 blows per side. WES also increased the Marshall stability criteria to control the use of natural sands which tend to cause rutting [2].

To determine the optimum asphalt cement content, three test specimens are prepared at five different asphalt contents. The asphalt contents are 0.5 percent apart from each other and include an estimated optimum asphalt content, two above the estimated optimum asphalt content, and two below the estimated optimum asphalt content. The estimated optimum asphalt content can be determined using specifications or experience.

A test specimen is prepared by first heating the asphalt cement and aggregate to mixture temperature, then mixing and allowing them to reach compaction temperature. Test specimens are compacted by applying 50 or 75 blows per side with the compaction hammer. The number of blows is determined by the expected traffic level of the pavement section [2].

Once the Marshall samples have been prepared, the designers use them to determine the average of several asphalt mix properties for each asphalt cement content. They use a density voids analysis to determine the unit weight, percent air voids, percent voids in mineral aggregate (VMA), and percent voids filled with asphalt (VFA). Designers use the Marshall test machine to measure stability and flow of the specimens. Stability is a value for the load under which the specimen fails. Flow is the amount of deformation that occurs when the specimen fails. If a sample has a low stability and a high flow value, the mixture will tend to rut and deform under a load. If the sample has a high stability and a low flow value, the mix will tend to be brittle and crack under a load [4].

Six plots help determine the optimum asphalt cement content. They are unit weight, percent air voids, VMA, VFA, stability, and flow versus the asphalt contents. Designers find the optimum asphalt content by using the plots to determine the average asphalt content at the maximum unit weight, maximum stability, and at 4 percent air voids. They then check this percentage of asphalt cement to insure that it is within the limiting criteria for flow, stability, percent air voids, VMA, and VFA [4].

Table 2.1 contains the current Marshall mix design criteria as given by the Asphalt Institute. Table 2.2. can be used to determine the limiting VMA [5].

Table 2.1. Marshall Mix Design Criteria [5].

Design Criteria Property	50 Blows		75 Blows	
	Minimum	Maximum	Minimum	Maximum
Stability N (lb)	5338 (1200)	N/A	8006 (1800)	N/A
Flow 0.025 mm (0.01 in.)	8	16	8	14
Percent Air Voids	3	5	3	5
Percent VFA	65	78	65	75

Table 2.2. Marshall Mix Design Minimum Percent VMA Criteria [5].

Nominal Maximum Aggregate Size	Minimum Percent VMA For Design Percent Air Voids		
	3.0	4.0	5.0
mm (in.)			
1.18 (No. 16)	21.5	22.5	23.5
2.36 (No. 8)	19.0	20.0	21.0
4.75 (No. 4)	16.0	17.0	18.0
9.50 (3/8)	14.0	15.0	16.0
12.5 (1/2)	13.0	14.0	15.0
19.0 (3/4)	12.0	13.0	14.0
25.0 (1.0)	11.0	12.0	13.0
37.5 (1.5)	10.0	11.0	12.0
50.0 (2.0)	9.5	10.5	11.5
63.0 (2.5)	9.0	10.0	11.0

Hveem Design Method

Francis Hveem, a resident engineer in California, developed the Hveem design method. In the late 1920's, Hveem began working on oil mixes, a combination of fairly good-quality aggregate and slow-curing asphalt. At that time, many different agencies were using oil mixes in California as an intermediate-type surface for use under moderate traffic conditions.

As time went on, Hveem noticed a relationship between the gradation of the aggregate and the amount of oil it took to maintain a consistent appearance in an asphalt mix. This eventually led to the development of the kerosene equivalent test by Hveem. This test takes into account oil requirement differences as the absorption and surface area of the aggregate change. Hveem then developed another test to evaluate the stability of an asphalt mixture with the Hveem stableometer. The stableometer measures the horizontal transfer of a vertical load on an asphalt sample. Hveem also developed a test to determine the cohesive properties of a mix using a cohesionmeter. However, because HMA has replaced oil mixes and has cohesion values large enough to prevent raveling of the pavement, the cohesionmeter is rarely used anymore. The Hveem method evolved into its final form by 1959. Approximately 25 percent of the state highway departments, most in western states, have adopted this method [2].

Superpave Design Method

The level one mix design incorporates performance-based asphalt binder specifications with performance-related aggregate specifications and empirical volumetric criteria. This mix design method produces a mix design for low-traffic roads without using the performance-based testing required by levels two and three mix designs [6]. This makes the level one mix design simple to use, yet it still produces adequate performing asphalt pavements.

Asphalt Cement Grading

Asphalt selection for the Superpave mix design is performance-based and dependent on climate and traffic conditions. The high and low temperature requirement of the binder differentiates among the various grades of binders. For example, an asphalt binder grade of PG 58-28 means that the asphalt must meet high temperature requirements of 58°C (136.4°F) and low temperature requirements of -28° C (-18.4°F). Once a designer selects a binder grade based on temperature, the grade may be adjusted for different loading conditions [1].

Aggregate Selection

Aggregate selection for Superpave is based on two categories of aggregate properties: consensus aggregate properties and source aggregate properties. Consensus properties include coarse aggregate angularity, fine aggregate angularity, flat-elongated particles, and clay content. Source properties include toughness, soundness, and deleterious materials. Superpave provides criteria for these properties, but they also can be determined by local highway agencies.

Designers determine aggregate gradations using the 0.45 power gradation chart. If the aggregate meets the suggested Superpave or highway agency criteria, it is suitable for use in asphalt mixes [1].

Level One Mix Design Method

The Superpave level one mix design can accommodate an aggregate size as large as 50.0 mm (1.97 in.) and can be applied to virgin, recycled, dense-graded, and HMA with or without modification. This mix design can be used when constructing new surfaces, binder layers, base layers, and overlays [6].

The level one mix design method requires three basic steps. First, designers must select the proper aggregate and asphalt cement. Next, they select the design aggregate structure and estimated optimum asphalt cement content by preparing test specimens using trial aggregate gradations and a trial asphalt content. A design aggregate structure and estimated optimum asphalt content are selected by estimating a trial mix's VMA, VFA, and percent of maximum density at the initial and maximum compaction levels at 4 percent air voids and determining if they meet limiting criteria. Compaction levels are measured in terms of the gyratory compactor. Finally, designers must determine the optimum asphalt cement content for the design aggregate structure by compacting two test specimens at four different asphalt cement contents. The asphalt contents are 0.5 percent above and below, 1.0 percent above, and one at the estimated optimum asphalt cement content. The design optimum asphalt cement content then is selected by determining which asphalt cement content satisfactorily conforms with the

requirements for air voids, VMA, VFA, and dust proportions at the design compaction level. Percentage of maximum density criteria at the initial and maximum compaction levels is also used. Designers may evaluate the moisture sensitivity of the design mixture at an air void content of 7 percent [6]. Designers determine the Superpave criteria for material selection and the compactive effort required for the test samples using the design Equivalent Single Axle Loads (ESALs) for the project.

Chapter Summary

This chapter provided a brief history and description of currently used Marshall and Hveem mix design methods. In addition, a brief description of Superpave mix design method was included. All highway agencies have already received the necessary equipment for the Superpave level one mix design method. Some highway agencies have started experimenting with the three levels of design.

CHAPTER 3

EXPERIMENT DESIGN

In this research, the Marshall and Superpave level one mix design methods were performed on the same source of aggregate and asphalt cement. At the time the asphalt cement and aggregate were selected, they also were being used in a Wyoming construction project (Interstate 80, Cheyenne Marginal, project number NHI-80-6(163)362). These materials were used so the laboratory and field performance could be compared at a later time.

The performance of asphalt samples based on the Marshall and the Superpave level one mix design methods were compared through laboratory accelerated performance testing. The results of the tests were analyzed for differences in performance. Figure 3.1 summarizes the data collection strategies used in this research project.

Material Characteristics

Frontier Oil Refinery of Cheyenne, Wyoming, manufactured the asphalt cement used in this study. The properties of the asphalt cement determined by the Wyoming Department of Transportation (WYDOT) are shown in Table 3.1.

Star Aggregates, Inc. of Cheyenne, Wyo., supplied the 100 percent virgin aggregate used in this study. The aggregate was crushed and sieved into coarse and fine piles. The coarse pile contained material retained on a 4.75 mm (No. 4) sieve, the fine pile contained material which passed a 4.75 mm (No. 4) sieve, as verified in a WYDOT sieve analysis. The sieve analysis results are shown in Table 3.2.

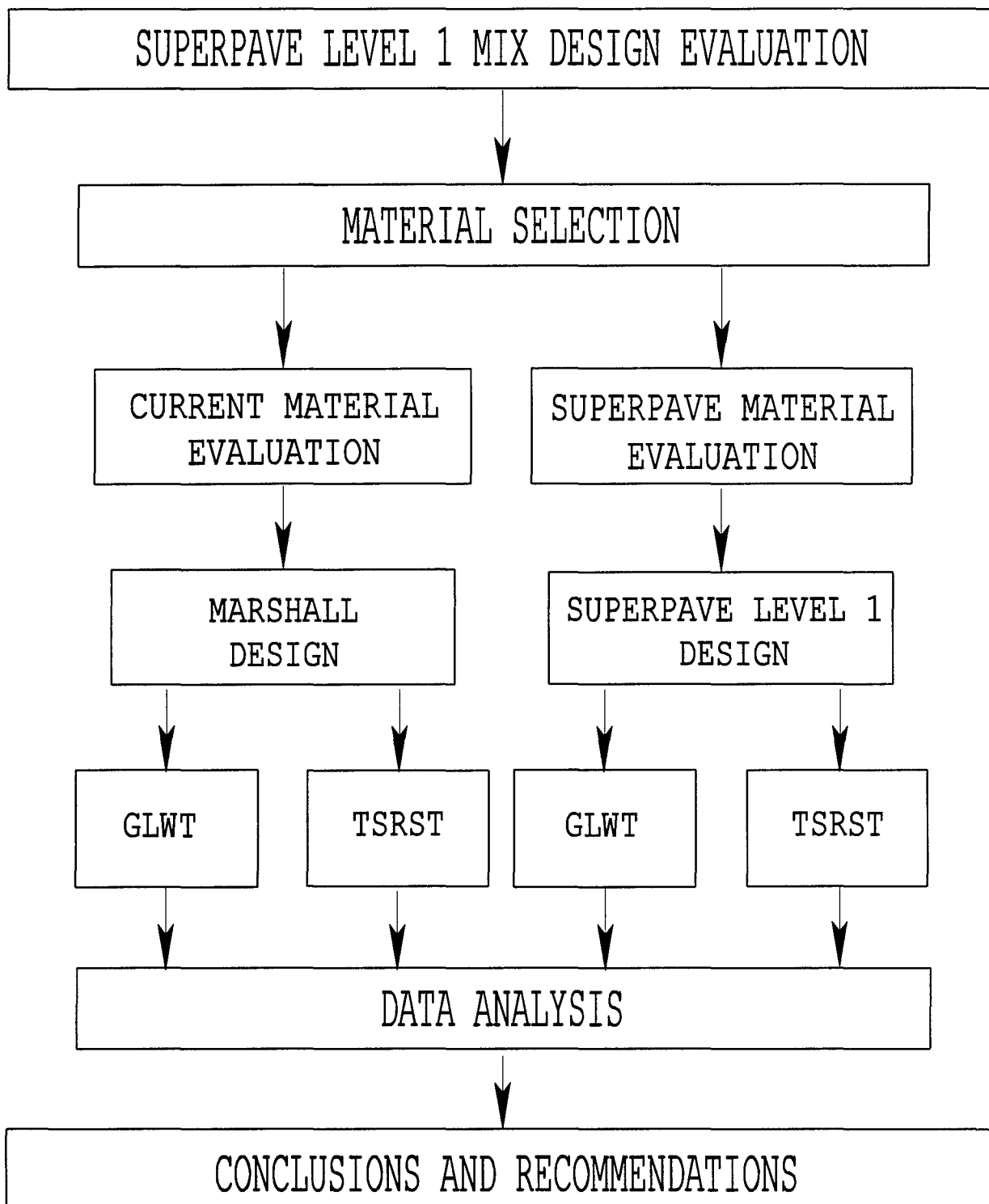


Figure 3.1. Overview of Data Collection Strategies.

Table 3.1. Asphalt Cement Properties.

Property	Result
Penetration Grade	40-50
Viscosity Grade	AC-20
Mix Temperature	146°C (295°F)
Lay down Temperature	143°C (290°F)
Specific Gravity	1.034

Table 3.2. Sieve Analysis of Coarse and Fine Star Aggregate.

Sieve Size	Coarse (% Passing)	Fine (% Passing)
25.0 mm (1 in.)	100.0	100.0
19.0 mm (3/4 in.)	95.0	100.0
12.5 mm (1/2 in.)	43.0	100.0
12.5 mm (3/8 in.)	25.4	100.0
4.75 mm (#4)	1.3	89.7
2.36 mm (#8)	0.8	60.3
1.18 mm (#16)	0.6	39.7
600 mm (#30)	0.5	25.9
300 mm (#50)	0.4	15.5
150 mm (#100)	0.3	8.5
75.0 mm (#200)	0.2	4.4

Mix Design Methods

For this study, WYDOT performed the Marshall mix design and the University of Wyoming (UW) performed the Superpave level one mix design. Both mix designs used the same aggregate and asphalt cement described in the previous section, but the materials were subjected to different tests and combined differently in each case, as per mix design specifications.

Accelerated Performance Testing

After the Marshall and Superpave mix designs were completed, accelerated testing was used to analyze the rutting and cold temperature cracking resistance of each design. To accomplish the accelerated testing, the Georgia Loaded Wheel Tester (GLWT) and the Thermal Stress Restrained Specimen Tester (TSRST) were used. Descriptions of the tests follow.

Georgia Loaded Wheel Tester

The GLWT was developed by the Georgia Department of Transportation to test the rut-resistance of asphalt mixes. The original asphalt specimens used in the GLWT were rectangular and measured 76.2 x 76.2 x 381 mm (3 x 3 x 15 in.). Because this size specimen is difficult to prepare, UW began using smaller, round specimens. Due to the change in their size, asphalt samples were placed between two concrete spacers before being secured in the machine [7].

The gyratory compactor was used to prepare a 152 mm (6.0 in.) round and 76.2 mm (3.0 in.) tall asphalt specimen for testing in the GLWT. Once an asphalt specimen was made, it was confined in the GLWT and a rubber hose pressurized to 0.69 MPa (100 psi) was placed in the mounting brackets just above the top of the sample. A steel wheel loaded with 45.4 kg (100 lb) was placed on top of the hose. A motor then repeatedly rolled the loaded wheel back-and-forth over the hose, producing a contact pressure of approximately 0.69 MPa (100 psi) between the hose and the sample. Each back-and-forth motion of the wheel counted as one cycle [7].

Once a specified number of loadings cycles had been achieved by the GLWT, the rut depth was measured with an aluminum dowel containing three dial indicators. This device constructed to accommodate the round specimens was placed in the rubber hose mounting brackets inside the GLWT, above a sample. It measured the rut depth of the asphalt sample in the center and 50.8 mm (2 in.) off center in each direction. The measurements were averaged to find a final rut depth for a particular number of cycles [7].

Thermal Stress Restrained Specimen Tester

The TSRST tests an asphalt mix's resistance to cold temperature cracking, by cooling an asphalt sample in an environmental cabinet with liquid nitrogen while restraining it from contracting. The cooling creates a tensile stress in the specimen, and when the tensile stress equals the tensile strength of the specimen, the specimen fractures. The temperature and the pressure continuously are recorded by a computer until the sample fails [8].

The specimens tested in the TSRST had a diameter of 50.8 mm (2.00 in.) and were approximately 229 mm (9.00 in.) tall. Each specimen was constructed by compacting a rectangular sample 76.2 x 76.2 x 381 mm (3 x 3 x 15 in.), and coring it using a drill press to produce a 50.8 mm (2.00 in.) cylinder. The cylindrical sample was then trimmed to the appropriate length.

The compaction process consisted of placing the asphalt mix in a steel mold in three even lifts, each being tamped 20 times. The mix was compacted by the application of three, 356 kN (80,000 lb) static loads with a hydraulic press, the first two were immediately released; the third was sustained for five minutes. On completion of compaction, samples were removed from the mold, cored, and trimmed to size, as described earlier.

CHAPTER 4

MIX DESIGNS

The following sections describe results of the Marshall and Superpave level one mix designs.

Marshall

The aggregate used in the Marshall mix design consisted of 43.0 percent coarse and 57.0 percent fine aggregate. The combined gradation and job mix formula limits used for the Cheyenne marginal project are shown in Table 4.1. The aggregate was tested by the Wyoming Department of Transportation (WYDOT) and the University of Wyoming (UW) for coarse aggregate angularity, fine aggregate angularity, thin elongated particles, and sand equivalency. It was determined by WYDOT that the aggregate was acceptable for use in the Cheyenne marginal project. The results from the aggregate tests are shown in Table 4.2. WYDOT also determined the specific gravities of the coarse, fine, and combined aggregate, which are shown in Table 4.3. The FHWA 0.45 power gradation chart for the combined aggregate is displayed in Figure 4.1. The asphalt cement used to construct the asphalt mix was AC-20. This is the standard asphalt cement grade used in this region.

WYDOT completed the Marshall mix design with a compaction effort of 75 blows from the Marshall compaction hammer. The optimum asphalt content was determined to be 5.50 percent. The stability, flow, unit weight, percent air voids, percent VFA, and percent VMA versus asphalt cement content plots used to determine the optimum asphalt content are shown in Figure 4.2. The properties of the asphalt mix at 5.50 percent asphalt cement content pass the criteria shown in Table 2.1 and Table 2.2.

Table 4.1. Sieve Analysis of Aggregate for Marshall Mix Design.

Sieve Size	Combined	JMF Limits
37.5 mm (1 1/2 in.)	100.0	-
25.0 mm (1 in.)	100.0	100
19.0 mm (3/4 in.)	97.9	90-100
12.5 mm (1/2 in.)	75.5	66-80
12.5 mm (3/8 in.)	67.9	-
4.75 mm (#4)	51.7	46-60
2.36 mm (#8)	34.7	31-41
1.18 mm (#16)	22.9	-
600 mm (#30)	15.0	12-22
300 mm (#50)	9.0	-
150 mm (#100)	5.0	-
75.0 mm (#200)	2.6	2-7

Table 4.2. Aggregate Test Results.

Aggregate Test	Result
Coarse Aggregate Angularity	100/100
Fine Aggregate Angularity	50.3
Thin Elongated Particles	0%
Sand Equivalency Test	64

Table 4.3. Specific Gravities of Aggregate.

Specific Gravity	Coarse (43%)	Fine (57%)	Combined
Bulk	2.607	2.582	2.593
Apparent	2.663	2.659	2.661
Absolute	0.810	1.112	2.647

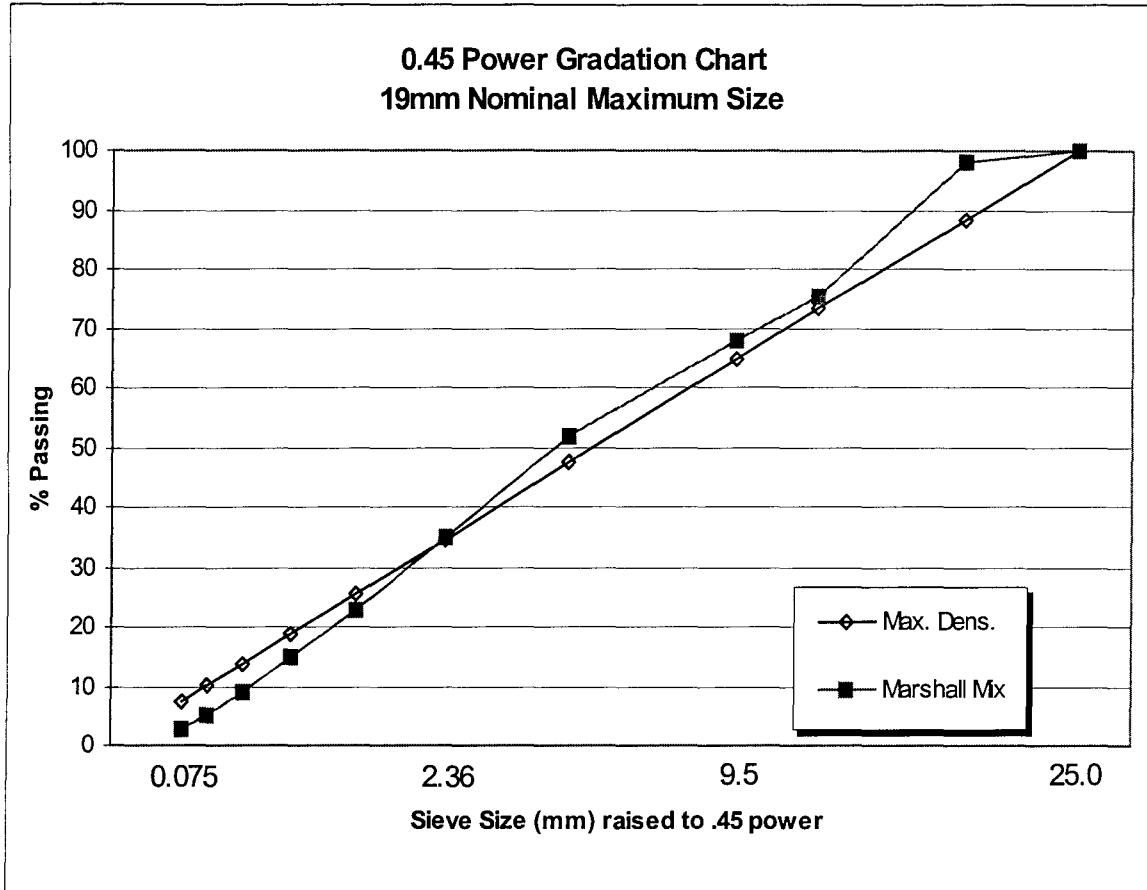


Figure 4.1. 0.45 Power Gradation Chart for Marshall Mix Design.

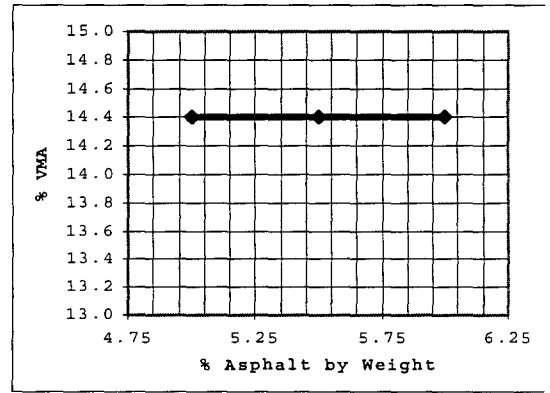
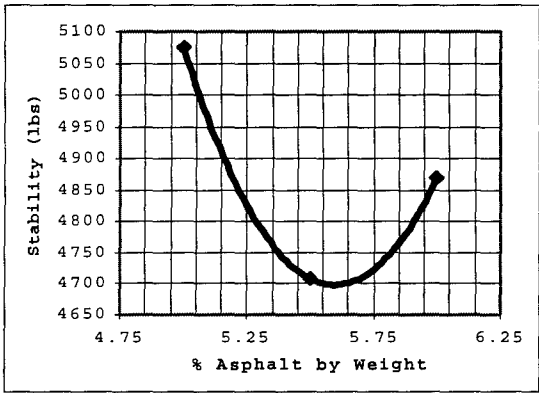
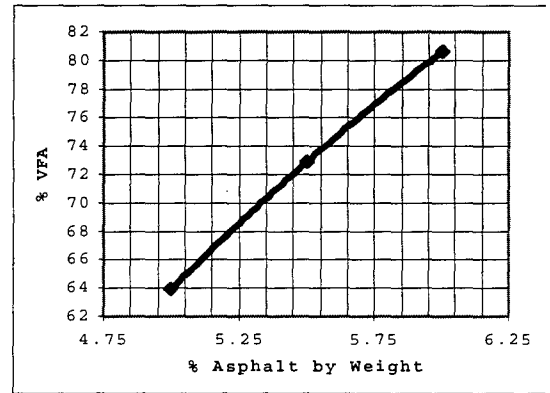
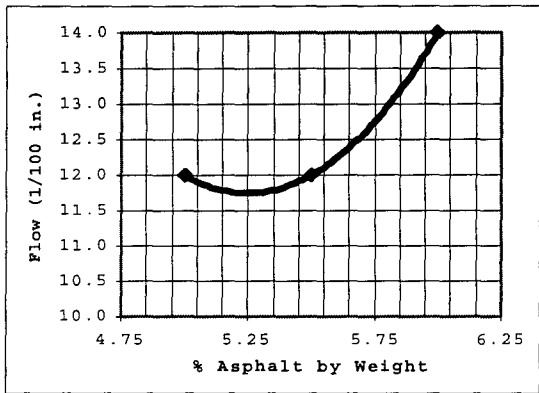
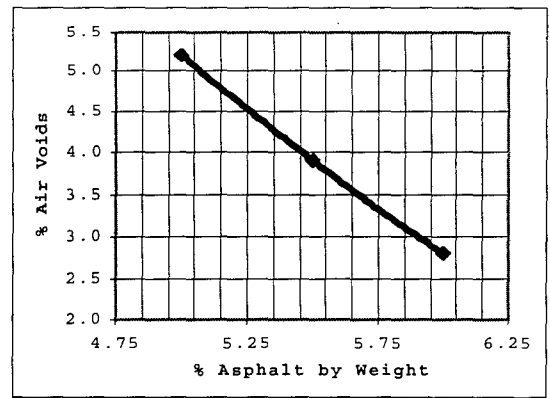
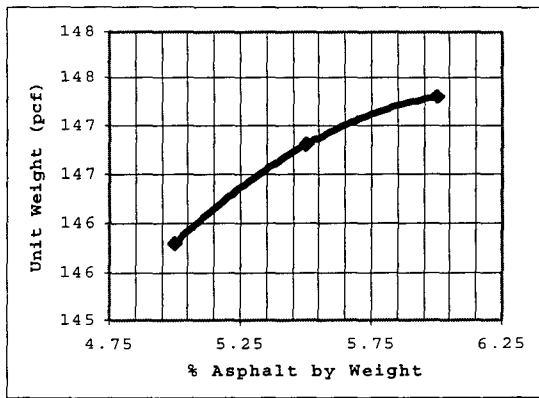


Figure 4.2. Marshall Mix Design Plots.

Superpave

The aggregate and asphalt cement used for the Superpave level one mix design were the same materials used in the Marshall mix design, but in this case, the Superpave mix design used several different trial blends of the coarse and fine aggregates. The trial blends are shown in Table 4.4. The trial blends were chosen to cover a wide range of aggregate gradations. The fifth aggregate combination was chosen the same as the Marshall mix design aggregate combination in an effort to determine if this combination would be acceptable based on Superpave criteria. The combined sieve analysis for all five blends are shown in Table 4.5.

A 0.45 power gradation chart containing each trial blend is displayed Figure 4.3, which includes the Superpave mix design criteria. The criteria were determined based on a 19 mm (0.75 in.) nominal aggregate size. Note that trial blends number four and number five crossed into the “restricted zone” of the 0.45 power gradation chart. This implies that the two gradations contained too much fine sand and may cause the asphalt mix to not compact properly, making them insufficient. For this reason, the last two blends were not tested further.

According to the Superpave mix design method, several tests may be performed on the aggregate to determine its consensus and source properties, which help determine if the aggregate is suitable for use in an asphalt pavement. In this study, only the consensus properties were determined. Table 4.6 shows the Superpave criteria and consensus properties, which included coarse and fine aggregate angularity, sand equivalent of fine aggregate, and thin elongated particles. The criteria was based on a design load for the Cheyenne marginal project of 10 million ESALs.

Table 4.4. Aggregate Blending for Trial Blends.

Trial Blend Number	Percentage of Total Aggregate Mix	
	Coarse	Fine
1	45	55
2	50	50
3	55	45
4	20	80
5	43	57

Table 4.5. Combined Sieve Analysis for Superpave Trial Blends.

Sieve Size	Blend #1	Blend #2	Blend #3	Blend #4	Blend #5
37.5 mm (1 1/2 in.)	100.0	100.0	100.0	100.0	100.0
25.0 mm (1 in.)	100.0	100.0	100.0	100.0	100.0
19.0 mm (3/4 in.)	97.8	97.5	97.3	99.0	97.9
12.5 mm (1/2 in.)	74.4	71.5	68.7	88.6	75.5
12.5 mm (3/8 in.)	66.4	62.7	59.0	85.1	67.9
4.75 mm (#4)	49.9	45.5	41.1	72.0	51.7
2.36 mm (#8)	33.5	30.6	27.6	48.4	34.7
1.18 mm (#16)	22.1	20.2	18.2	31.9	22.9
600 mm (#30)	14.5	13.2	11.9	20.8	15.0
300 mm (#50)	8.7	8.0	7.2	12.5	9.0
150 mm (#100)	4.8	4.4	4.0	4.3	5.0
75.0 mm (#200)	2.5	2.3	2.1	3.6	2.6

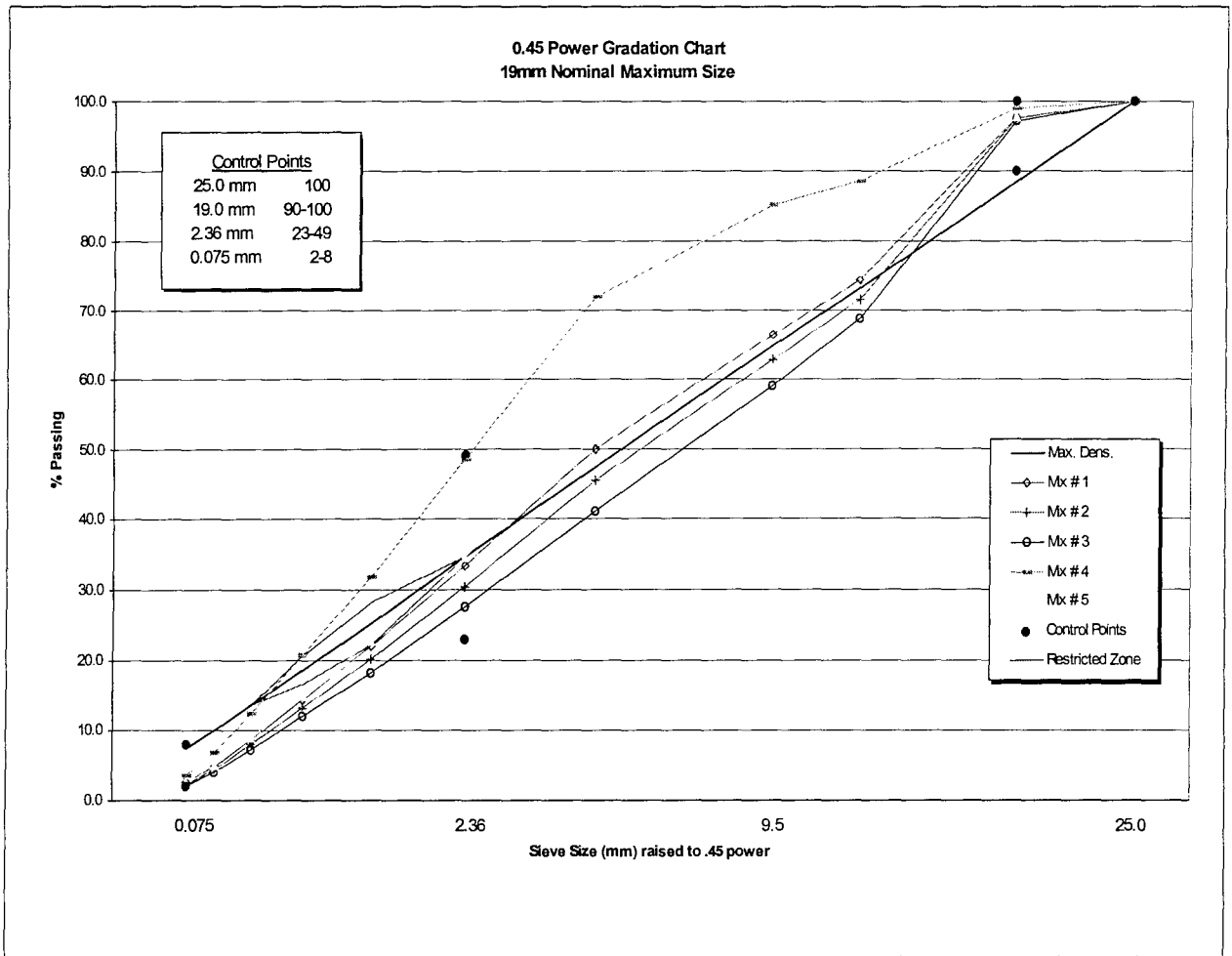


Figure 4.3. 0.45 Power Gradation Chart for Superpave Trial Aggregate Blends.

Table 4.6. Consensus Aggregate Properties and Superpave Criteria [1].

Property	Aggregate	Criteria
Coarse Aggregate Angularity	100/100	85/80
Fine Aggregate Angularity	50.3	45
Sand Equivalent of Fine Aggregate	64	45
Thin Elongated Particles	0	10

WYDOT tested the Frontier AC-20 asphalt cement used in this study to determine its performance grade based on the criteria set by Superpave and analyzed two different asphalt cement samples. The tests used to determine the asphalt cement grade were, dynamic shear rheometer (DSR), rotational viscometer (RV), bending beam rheometer (BBR), and direct tension tester (DTT). Results from the tests are shown in Appendix A. WYDOT determined the grade of the asphalt cement to be PG 58-22. This grade provides an actual reliability against failure of 99.9 percent at the high temperature and 94.8 percent at the low temperature in Cheyenne Wyoming [1].

At UW, trial blends one, two, and three were evaluated by compacting two asphalt samples and using volumetric properties to analyze them. The initial trial asphalt content was determined to be 4.7 percent for each of the three blends. The gyratory compaction effort was $N_{\text{initial}} = 8$, $N_{\text{design}} = 96$, $N_{\text{maximum}} = 152$ gyrations, based on the design specification of 10 million ESALs. The maximum specific gravity of the asphalt mixes (G_{mm}), determined using AASHTO T 209, with the average percent of G_{mm} of each trial blend at N_{ini} , N_{des} , and N_{max} , are shown in Table 4.7. The estimated volumetric properties of the samples and the criteria used to select the appropriate aggregate blend are listed in Table 4.8. These criteria also were determined based on the 10 million design ESALs.

In the end, the only mix to pass all of the Superpave level one criteria was trial blend number one, which was selected as the best possible aggregate blend. Trial blend number two and three failed to meet the Superpave criteria for dust proportion.

Table 4.7. G_{mm} and Percent G_{mm} for Compacted Trial Blends at N_{ini} , N_{des} , and N_{max} .

Blend #	Max. Specific Gravity (G_{mm})	% Of Maximum Density or Specific Gravity		
		N_{ini} 8 Gyration	N_{des} 96 Gyration	N_{max} 152 Gyration
1	2.431	86.7	94.5	95.6
2	2.452	86.3	94.2	95.4
3	2.453	86.0	94.2	95.5

Table 4.8. Estimated 4.0 Percent Air Voids Properties @ N_{des} [1].

Property	Blend #			Criteria
	1	2	3	
% Air Voids of Sample	4.0	4.0	4.0	4.0
Estimated AC Content	5.3	5.4	5.4	-
Estimated % VMA	15.3	14.9	14.8	13.0% Min
Estimated % VFA	73.9	73.1	73.0	65% - 75%
Estimated % G_{mm} @ N_{ini}	88.2	88.0	87.7	89% Max
Estimated % G_{mm} @ N_{max}	97.2	97.2	97.2	98% Max
Dust Proportion	0.6	0.5	0.4	0.6 - 1.2

The estimated volumetric properties found in Table 4.8 for the asphalt mix containing aggregate blend number one at 4.0 percent air voids was used to estimate the optimum asphalt cement content, determined to be 5.3 percent. To determine the actual optimum asphalt cement content, two samples were made at the estimated optimum asphalt cement content and at 4.8 percent, 5.8 percent, and 6.3 percent, asphalt cement contents. For the samples, the G_{mm} and the average percent of G_{mm} at N_{ini} , N_{des} , and N_{max} are shown in Table 4.9. The volumetric properties of the compacted specimens used to determine the optimum asphalt content are shown in Table 4.10. Plots showing the properties versus percent asphalt cement content, at an N_{des} of 96 gyrations, are shown in Figure 4.4. Based on the

volumetric analysis, the optimum asphalt cement content was established at 4.0 percent air voids and was determined to be 5.55 percent. The other volumetric properties were checked to determine if the Superpave criteria were met. The estimated properties of the asphalt mix at 5.55 percent asphalt cement content and the criteria are shown Table 4.11. As before, the criteria were based on a design of 10 million ESALs. The optimum asphalt cement content of 5.55 percent passed all of the criteria in the Superpave manual except dust proportion, which was slightly lower than that specified in the criteria.

Table 4.9. G_{mm} and Percent G_{mm} for Trial Mixes of Blend #1 at N_{ini} , N_{des} , and N_{max} .

Percent AC	Max. Specific Gravity G_{mm}	Percent G_{mm}		
		N_{ini} 8 Gyration	N_{des} 96 Gyration	N_{max} 152 Gyration
4.8	2.451	85.5	93.7	94.9
5.3	2.425	87.2	95.5	96.9
5.8	2.409	87.0	96.6	97.7
6.3	2.387	88.9	98.2	99.5

Table 4.10. Volumetric Properties at N_{des} for Blend #1 Samples.

Property	Percent AC Content			
	4.8	5.3	5.8	6.3
% Air Voids	6.3	4.5	3.2	1.8
% VMA	15.7	14.4	15.3	15.3
% VFA	59.7	71.0	78.9	88.2

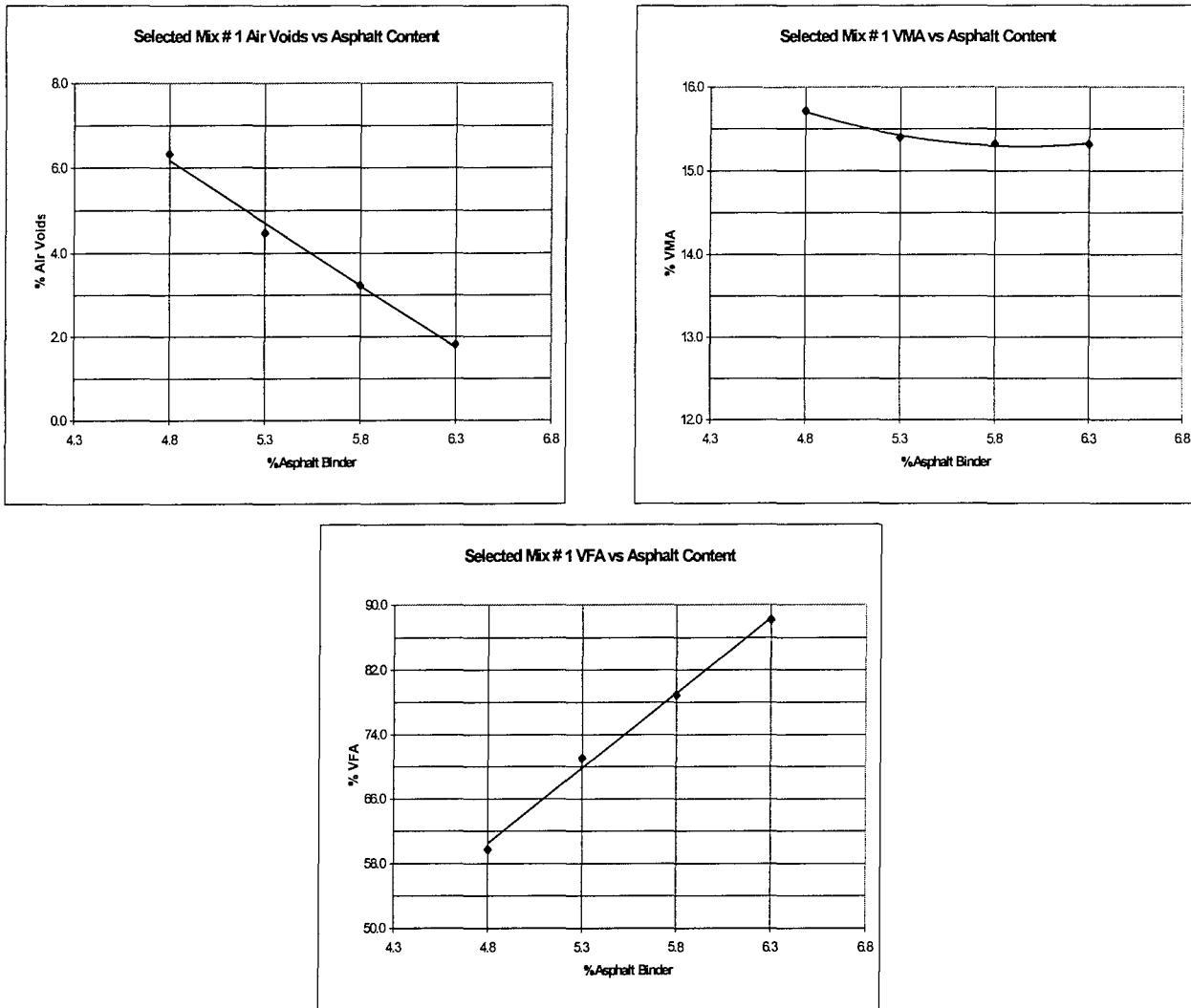


Figure 4.4. Volumetric Properties Versus Asphalt Cement Content for Level One Mix Design.

Table 4.11. Estimated Properties at 5.55 Percent Asphalt Cement Content and Superpave Criteria [1].

Property	5.5 % AC Content	Criteria
% Air Voids @ N_{des}	4.0	4.0 %
% VMA @ N_{des}	15.3	13.0% Min.
% VFA @ N_{des}	73.9	65% - 75%
% Gmm @ N_{ini}	87.6	89% Max
% Gmm @ N_{max}	97.3	98% Max
Dust Proportion	0.52	0.6 - 1.2

CHAPTER 5

ACCELERATED PERFORMANCE TESTING

The Georgia Loaded Wheel Test (GLWT) and the Thermal Restrained Specimen Tester (TSRST) were used to determine the temperature susceptibility of the asphalt mixtures constructed using the Marshall and Superpave level one mix designs. The GLWT tested the high-temperature susceptibility. The TSRST tested the low-temperature susceptibility of the asphalt mixes. The following sections describe the results of the tests.

Georgia Loaded Wheel Test

Two samples based on the Marshall mix design and two samples based on the Superpave mix design were prepared and tested in the GLWT. The samples were compacted to densities similar to those found in the field using the gyratory compactor, then tested at 46.1°C (115°F) for a total of 8,000 cycles with a pressure in the rubber hose of 0.69 MPa (100 psi). Rut depth measurements were taken at 2,000, 4,000, and 8,000 cycles in each case. Tables 5.1 and 5.2 show the rut depths that were achieved during testing of the Marshall and Superpave samples.

The maximum acceptable rut depth in the GLWT is 7.62 mm (0.30 in.) after 8,000 cycles. In this case, both the Superpave and the Marshall samples showed excellent rut resistance. The Superpave showed slightly more rut depth than the Marshall samples due to the slight increase in asphalt content.

Table 5.1. GLWT Results for Marshall Samples.

Number of cycles	Rut Depth (mm)		
	Sample #1	Sample #2	Average
1,000	0.46	0.71	0.58
4,000	0.51	0.81	0.66
8,000	0.66	0.86	0.76

Table 5.2. GLWT Results for Superpave Samples.

Number of cycles	Rut Depth (mm)		
	Sample #1	Sample #2	Average
1,000	1.27	1.04	1.16
4,000	1.50	1.57	1.54
8,000	1.68	1.96	1.82

Thermal Stress Restrained Specimen Test

Two samples from each of the two mix designs also were prepared for the TSRST. The samples were cored to a 50.8 mm (2 in.) diameter and were trimmed to 229 mm (9 in.) long. During the TSRST testing process, a computer recorded the temperature and pressure in two-minute intervals until the samples fractured.

Tables 5.3 and 5.4 show the TSRST results, which include the fracture temperatures, pressures, and time it took for the Marshall and Superpave samples to fail. The tables also contain the slope of the linear portion of the stress versus temperature curve. Actual test results are shown in Appendix B. It is clear from Table 5.3 and 5.4 that the Superpave samples will offer slightly better resistance to low temperature cracking.

Table 5.3. TSRST Results for Marshall Samples.

Result	Sample #1	Sample #2	Average
Fracture Temperature (°C)	-28.3	-26.9	-27.6
Fracture Pressure (ka)	1722.0	1875.0	1799.0
Time To Fracture (min.)	204.0	190.0	197.0
Slope ds/DT	95.9	105.6	100.8

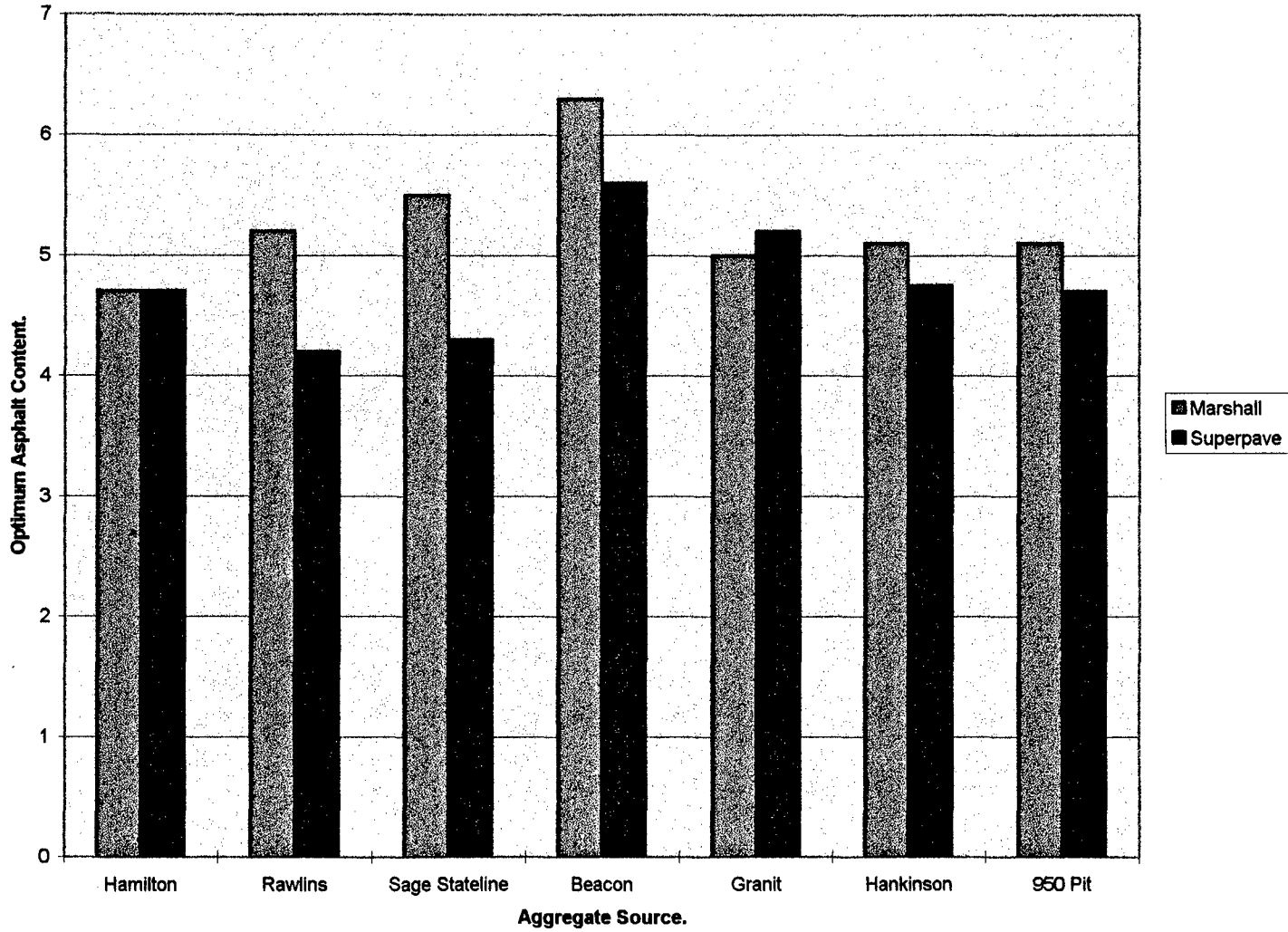
Table 5.4. TSRST Results for Superpave Samples.

Result	Sample #1	Sample #2	Average
Fracture Temperature (°C)	-28.6	-29.5	-29.1
Fracture Pressure (kPa)	1893.0	1919.0	1906.0
Time To Fracture (min.)	196.0	216.0	206.0
Slope $\delta S/\delta T$	130.0	120.6	125.3

Chapter Summary

In this chapter, accelerated testing was performed on the Marshall and Superpave samples. Because both mix designs procedures resulted in similar mixes, the results from the accelerated testing were close. WYDOT has performed the Marshall and Superpave design procedures on other sources of aggregates. As shown in Figure 5.1, for some aggregate sources the two mix design procedures resulted in identical optimum asphalt contents, while for others the resulting asphalt contents were significantly different. Future studies will concentrate on the aggregate sources with different optimum asphalt contents.

Figure 5.1. Marshall and Superpave Optimum Asphalt Contents for Various Wyoming Aggregates.



CHAPTER 6

CONCLUSIONS AND RECOMMENDATIONS

In this study, samples made using the Marshall mix design method and the Superpave mix design method were compared using accelerated testing. The following conclusions and recommendations are based on the data analysis of the results this study produced.

Conclusions

The aggregate gradation used for the Superpave mix design was close to the gradation used for the Marshall mix design, but the 0.45 power gradation plot of the aggregate used for the Marshall mix design crossed into the restricted zone established by Superpave. This made the aggregate gradation used in the Marshall mix design unacceptable for use in the Superpave mix design. However, the performance of the Marshall samples did not appear to be significantly affected by the gradation.

The asphalt cement used in the Marshall mix design was determined to be an acceptable grade for use in the Superpave mix design, with a high reliability of not failing. Based on this, currently used AC-20 asphalt cements may be acceptable for use with the Superpave mix design on projects in the same region.

The optimum asphalt cement content determined by the Marshall and the Superpave mix designs were similar. This shows that in some cases Marshall and Superpave produce nearly identical mix designs when the same materials are used and the aggregate gradations are similar in both designs.

The Superpave samples tested in the GLWT rutted slightly more than the Marshall samples, though both mix designs produced samples that did not come close to failure at a rut depth of more than 7.62 mm (0.30 in.) after 8,000 cycles.

The Superpave samples tested in the TSRST fractured at a slightly higher pressure and lower temperature than the Marshall samples.

WYDOT mix design testing on other sources of aggregate indicates that Superpave and Marshall will result in similar optimum asphalt contents in some cases and significantly different asphalt contents in other cases. It is recommended that additional testing be performed on other aggregate sources to determine if Superpave will produce mixes with better performance.

REFERENCES

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3. Wright, P.H., and Paquette, R.J., "Highway Engineering," Fifth Edition, John Wiley & Sons, Inc., New York, 1987.
4. US Army Corps of Engineers, "Hot Mix Asphalt Paving Handbook," July 31, 1991.
5. Asphalt Institute, "Principles of Construction of Hot-Mix Asphalt Pavements," Asphalt Institute Manual Series No. 22 ms-22), Lexington, KY, January 1983.
6. Cominsky, R.J., "The Superpave Mix Design Manual for New Construction and Overlays," SHRP-A-407, Strategic Highway Research Program, National Research Council, Washington, D.C., 1994.
7. Miller, Tyler R., "Laboratory Evaluation Of Rutting In Asphalt Pavements," A thesis submitted to the Department of Civil and Architectural Engineering and the Graduate School of the University of Wyoming, Laramie, WY. May, 1995.
8. OEM, Inc., "Thermal Stress Restrained Specimen Test User's Manual," OEM, Inc, Corvallis, Oregon, 1995.

APPENDIX A
ASPHALT PERFORMANCE GRADE TEST RESULTS



Project: _____
 Sample: Frontier AC-20 #4
 Tech: P.M.
 Date: 5-29-96
 Comments/Request: _____
 Performance Grade: PG 58-22

Performance Grade
Original Binder

PG 52							PG 58					PG 64					PG 70					
-10	-16	-22	-28	-34	-40	-46	-16	-22	-28	-34	-40	-16	-22	-28	-34	-40	-10	-16	-22	-28	-34	-40

Flash Point Temp.
 Min 230 C

Rotational Visc.
 Max, 3 Pa.s (3000 cP)
 Test Temp., 135 C

0.510 Pa.s

Dynamic Shear
 G'/sin delta, Min. 1.00 kPa
 Test Temp @ 10 rad/s C

52	58	64	70
_____	<u>1.552 kPa</u>	<u>0.850 kPa</u>	<u>0.467 kPa</u>

RTFO Residue
 Percent Change, 1.00 Max loss

0.340

Dynamic Shear
 G'/sin delta, Min. 2.20 kPa
 Test Temp @ 10 rad/s C

52	58	64	70
_____	<u>5.885 kPa</u>	_____	_____

PAV Aging
 20 hrs @ 2.07 MPa

90	180	100	100(110)
----	-----	-----	----------

Dynamic Shear
 G'/sin delta, Max 5000 kPa
 Test Temp @ 10 rad/s C

25	22	19	16	13	10	7	25	22	19	16	13	28	25	22	19	16	34	31	28	25	22	19
									<u>4254</u>	<u>5601</u>	<u>6781</u>											

Cree Stiffness
 S, Max 300.0 MPa stiffness
 Test Temp @ 60s, C
 m-value, Min 0.300 m_value

0	-6	-12	-18	-24	-30	-36	-6	-12	-18	-24	-30	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30
							<u>107.9</u>	<u>217.5</u>	<u>375.1</u>													
							<u>.314</u>	<u>.287</u>	<u>.228</u>													

Physical Hardening
 24 Hours Conditioning

S= _____ m= _____

Direct Tension
 Failure Strain, Min 1.0 %
 Test Temp @ 1.0 mm/min, C

0	-6	-12	-18	-24	-30	-36	-6	-12	-18	-24	-30	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30

APPENDIX B

THERMAL STRESS RESTRAINED SPECIMEN TEST RESULTS

Filename: TSRSTM1.XLS
 Sample Area = 20.27 cm²

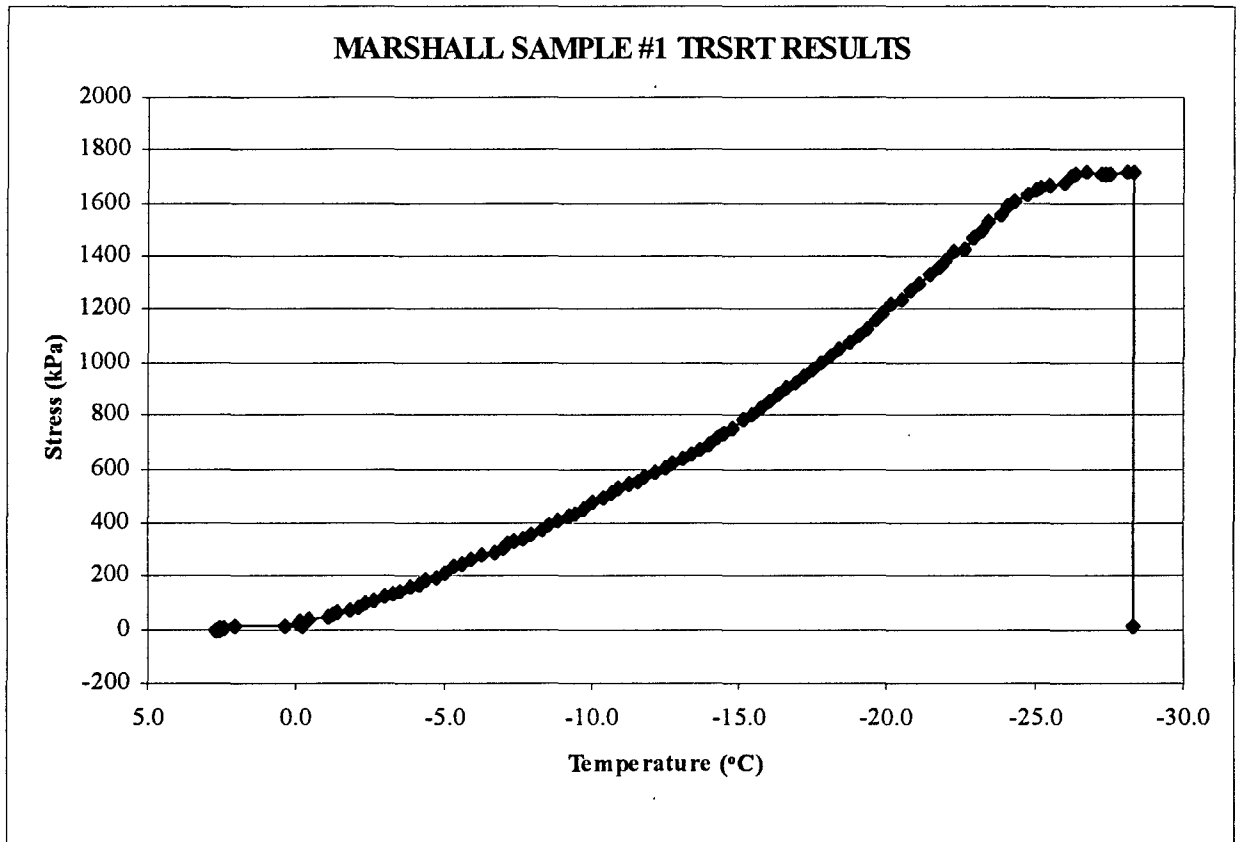
Started at: 10:28:39 7/08/1996

Description: Marshall Sample # 1

SLOPE $\delta S/\delta T = 95.9$									
Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS kPa
0	2.5	2.8	2.8	2.9	2.8	0.00000	0.00000	0.0	0
2	2.2	2.6	2.7	2.7	2.6	0.00005	-0.00013	-0.5	-2
4	2.1	2.5	2.7	2.5	2.5	0.00041	-0.00033	0.9	4
6	2.2	2.7	2.7	2.6	2.6	0.00071	-0.00030	1.8	9
8	1.7	2.2	2.1	2.4	2.1	0.00086	-0.00013	2.3	11
10	-0.1	0.5	0.0	1.2	0.4	0.00097	0.00000	2.7	13
12	-0.7	-0.1	-0.8	0.7	-0.2	0.00089	0.00000	3.6	18
14	-0.5	0.0	-0.5	0.8	-0.1	0.00066	-0.00018	4.5	22
16	-0.6	0.0	-0.5	0.7	-0.1	0.00064	-0.00013	6.4	31
18	-0.9	-0.4	-0.9	0.4	-0.5	0.00058	-0.00010	7.7	37
20	-1.5	-1.0	-1.6	-0.1	-1.1	0.00058	-0.00008	9.5	46
22	-1.7	-1.1	-1.8	-0.4	-1.3	0.00053	-0.00005	11.3	55
24	-1.9	-1.3	-1.9	-0.5	-1.4	0.00053	-0.00003	14.1	68
26	-2.3	-1.7	-2.3	-0.9	-1.8	0.00048	0.00000	15.9	77
28	-2.6	-2.0	-2.6	-1.2	-2.1	0.00048	0.00003	17.7	86
30	-2.8	-2.2	-2.9	-1.4	-2.3	0.00043	0.00005	20.0	96
32	-3.1	-2.6	-3.2	-1.7	-2.7	0.00041	0.00010	22.7	110
34	-3.5	-2.9	-3.5	-2.1	-3.0	0.00038	0.00013	25.4	123
36	-3.7	-3.1	-3.8	-2.4	-3.3	0.00033	0.00018	27.2	132
38	-4.0	-3.4	-4.1	-2.6	-3.5	0.00030	0.00018	29.9	145
40	-4.3	-3.7	-4.4	-2.9	-3.8	0.00030	0.00020	32.7	158
42	-4.6	-4.0	-4.7	-3.2	-4.1	0.00025	0.00023	35.4	171
44	-4.9	-4.3	-4.9	-3.5	-4.4	0.00023	0.00028	38.1	184
46	-5.2	-4.6	-5.3	-3.8	-4.7	0.00020	0.00028	40.8	197
48	-5.5	-4.9	-5.6	-4.1	-5.0	0.00018	0.00036	44.0	213
50	-5.9	-5.2	-5.8	-4.4	-5.3	0.00041	0.00061	48.1	232
52	-6.1	-5.5	-6.1	-4.7	-5.6	0.00041	0.00061	50.8	246
54	-6.4	-5.8	-6.4	-5.0	-5.9	0.00041	0.00061	54.0	261
56	-6.8	-6.2	-6.9	-5.2	-6.3	0.00015	0.00053	57.2	276
58	-7.2	-6.7	-7.3	-5.7	-6.7	0.00000	0.00048	59.9	289
60	-7.5	-6.9	-7.5	-6.1	-7.0	-0.00005	0.00053	63.1	305
62	-7.6	-7.0	-7.7	-6.2	-7.1	-0.00010	0.00056	65.8	318
64	-7.9	-7.3	-7.9	-6.5	-7.4	-0.00013	0.00058	67.6	327
66	-8.2	-7.6	-8.2	-6.8	-7.7	-0.00015	0.00064	70.3	340
68	-8.5	-7.8	-8.5	-7.1	-8.0	-0.00018	0.00066	73.9	357
70	-8.8	-8.2	-8.8	-7.4	-8.3	-0.00020	0.00071	77.1	373
72	-9.0	-8.4	-9.1	-7.7	-8.6	-0.00028	0.00074	80.3	388
74	-9.4	-8.7	-9.4	-8.0	-8.9	-0.00033	0.00076	83.9	406
76	-9.7	-9.0	-9.8	-8.3	-9.2	-0.00033	0.00079	87.1	421
78	-9.9	-9.3	-10.0	-8.6	-9.5	-0.00036	0.00081	90.3	436
80	-10.2	-9.6	-10.2	-8.8	-9.7	-0.00036	0.00086	93.0	450
82	-10.5	-9.8	-10.5	-9.1	-10.0	-0.00038	0.00089	98.4	476
84	-10.9	-10.2	-10.9	-9.4	-10.4	-0.00038	0.00089	102.1	493
86	-11.1	-10.5	-11.2	-9.8	-10.7	-0.00041	0.00089	105.7	511
88	-11.4	-10.8	-11.4	-10.0	-10.9	-0.00041	0.00089	108.9	526

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS kPa
90	-11.8	-11.1	-11.8	-10.3	-11.3	-0.00038	0.00089	112.5	544
92	-12.0	-11.4	-12.1	-10.6	-11.5	-0.00041	0.00089	113.9	550
94	-12.3	-11.7	-12.3	-10.9	-11.8	-0.00041	0.00086	117.9	570
96	-12.6	-12.0	-12.7	-11.3	-12.2	-0.00038	0.00089	121.6	588
98	-13.0	-12.3	-13.0	-11.6	-12.5	-0.00041	0.00089	125.6	608
100	-13.2	-12.5	-13.3	-11.9	-12.7	-0.00043	0.00089	128.8	623
102	-13.6	-12.9	-13.6	-12.2	-13.1	-0.00043	0.00086	132.5	640
104	-13.9	-13.2	-13.9	-12.4	-13.4	-0.00041	0.00089	136.1	658
106	-14.2	-13.5	-14.2	-12.7	-13.7	-0.00041	0.00089	139.7	675
108	-14.5	-13.8	-14.5	-13.0	-14.0	-0.00043	0.00089	142.9	691
110	-14.8	-14.1	-14.8	-13.4	-14.3	-0.00043	0.00091	147.4	713
112	-15.0	-14.3	-15.0	-13.6	-14.5	-0.00043	0.00091	151.5	733
114	-15.4	-14.6	-15.3	-13.9	-14.8	-0.00046	0.00091	156.0	754
116	-15.7	-15.0	-15.7	-14.2	-15.2	-0.00048	0.00091	161.5	781
118	-16.0	-15.3	-15.9	-14.5	-15.4	-0.00051	0.00094	166.0	803
120	-16.2	-15.5	-16.2	-14.9	-15.7	-0.00058	0.00099	171.0	827
122	-16.6	-15.8	-16.5	-15.1	-16.0	-0.00066	0.00107	176.5	853
124	-16.9	-16.1	-16.8	-15.4	-16.3	-0.00081	0.00109	181.9	879
126	-17.2	-16.4	-17.1	-15.7	-16.6	-0.00112	0.00109	187.3	906
128	-17.4	-16.7	-17.4	-16.0	-16.9	-0.00130	0.00109	191.4	926
130	-17.8	-17.0	-17.7	-16.3	-17.2	-0.00142	0.00109	196.4	950
132	-18.1	-17.3	-18.0	-16.6	-17.5	-0.00157	0.00109	200.9	972
134	-18.3	-17.6	-18.3	-16.9	-17.8	-0.00173	0.00122	205.9	996
136	-18.6	-17.9	-18.6	-17.2	-18.1	-0.00180	0.00132	211.8	1024
138	-18.9	-18.2	-18.9	-17.5	-18.4	-0.00193	0.00142	216.8	1048
140	-19.3	-18.5	-19.2	-17.8	-18.7	-0.00201	0.00155	222.3	1075
142	-19.6	-18.8	-19.5	-18.1	-19.0	-0.00211	0.00163	227.3	1099
144	-19.8	-19.1	-19.8	-18.4	-19.3	-0.00218	0.00170	233.2	1127
146	-20.1	-19.4	-20.1	-18.7	-19.6	-0.00226	0.00178	239.5	1158
148	-20.4	-19.7	-20.3	-19.0	-19.9	-0.00234	0.00185	244.9	1184
150	-20.7	-19.9	-20.7	-19.2	-20.1	-0.00241	0.00193	252.2	1219
152	-21.0	-20.3	-21.0	-19.6	-20.5	-0.00244	0.00196	256.3	1239
154	-21.3	-20.5	-21.3	-19.9	-20.8	-0.00251	0.00203	262.6	1270
156	-21.7	-20.8	-21.6	-20.2	-21.1	-0.00257	0.00208	268.5	1298
158	-22.0	-21.2	-21.9	-20.5	-21.4	-0.00262	0.00213	275.3	1331
160	-22.3	-21.5	-22.2	-20.8	-21.7	-0.00259	0.00211	281.2	1360
162	-22.5	-21.8	-22.5	-21.1	-22.0	-0.00262	0.00213	286.7	1386
164	-22.8	-22.1	-22.8	-21.4	-22.3	-0.00264	0.00216	293.0	1417
166	-23.2	-22.4	-23.2	-21.7	-22.6	-0.00269	0.00221	295.7	1430
168	-23.5	-22.7	-23.5	-22.0	-22.9	-0.00272	0.00224	303.0	1465
170	-23.7	-23.0	-23.7	-22.3	-23.2	-0.00274	0.00226	308.9	1494
172	-24.0	-23.2	-24.0	-22.5	-23.4	-0.00277	0.00229	315.7	1526
174	-24.4	-23.6	-24.4	-22.9	-23.8	-0.00279	0.00231	321.6	1555
176	-24.7	-23.9	-24.6	-23.2	-24.1	-0.00279	0.00231	328.4	1588
178	-24.9	-24.1	-24.8	-23.4	-24.3	-0.00282	0.00231	332.9	1610
180	-25.3	-24.5	-25.2	-23.8	-24.7	-0.00284	0.00236	338.4	1636
182	-25.6	-24.9	-25.6	-24.1	-25.1	-0.00284	0.00234	341.1	1649
184	-25.8	-25.0	-25.7	-24.3	-25.2	-0.00282	0.00234	342.5	1656
186	-26.1	-25.3	-25.9	-24.6	-25.5	-0.00284	0.00236	344.7	1667
188	-26.6	-25.8	-26.5	-25.1	-26.0	-0.00284	0.00236	346.6	1676

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS (kPa)
190	-26.7	-26.0	-26.7	-25.3	-26.2	-0.00287	0.00234	351.1	1697
192	-26.9	-26.1	-26.8	-25.5	-26.3	-0.00287	0.00239	354.3	1713
194	-27.3	-26.5	-27.2	-25.8	-26.7	-0.00287	0.00239	355.6	1719
196	-27.8	-27.0	-27.8	-26.3	-27.2	-0.00284	0.00241	353.8	1711
198	-27.9	-27.1	-27.9	-26.5	-27.4	-0.00287	0.00241	353.4	1708
200	-28.1	-27.3	-28.0	-26.6	-27.5	-0.00292	0.00241	352.9	1706
202	-28.7	-27.9	-28.6	-27.1	-28.1	-0.00292	0.00244	355.2	1717
204	-28.9	-28.1	-28.9	-27.4	-28.3	-0.00302	0.00312	356.1	1722
204	-28.9	-28.1	-28.9	-27.4	-28.3	-0.00290	0.00218	2.3	11



Filename: TSRSTM2.XLS
 Sample Area = 20.27 cm²

Started at: 10:32:02 8/21/1996

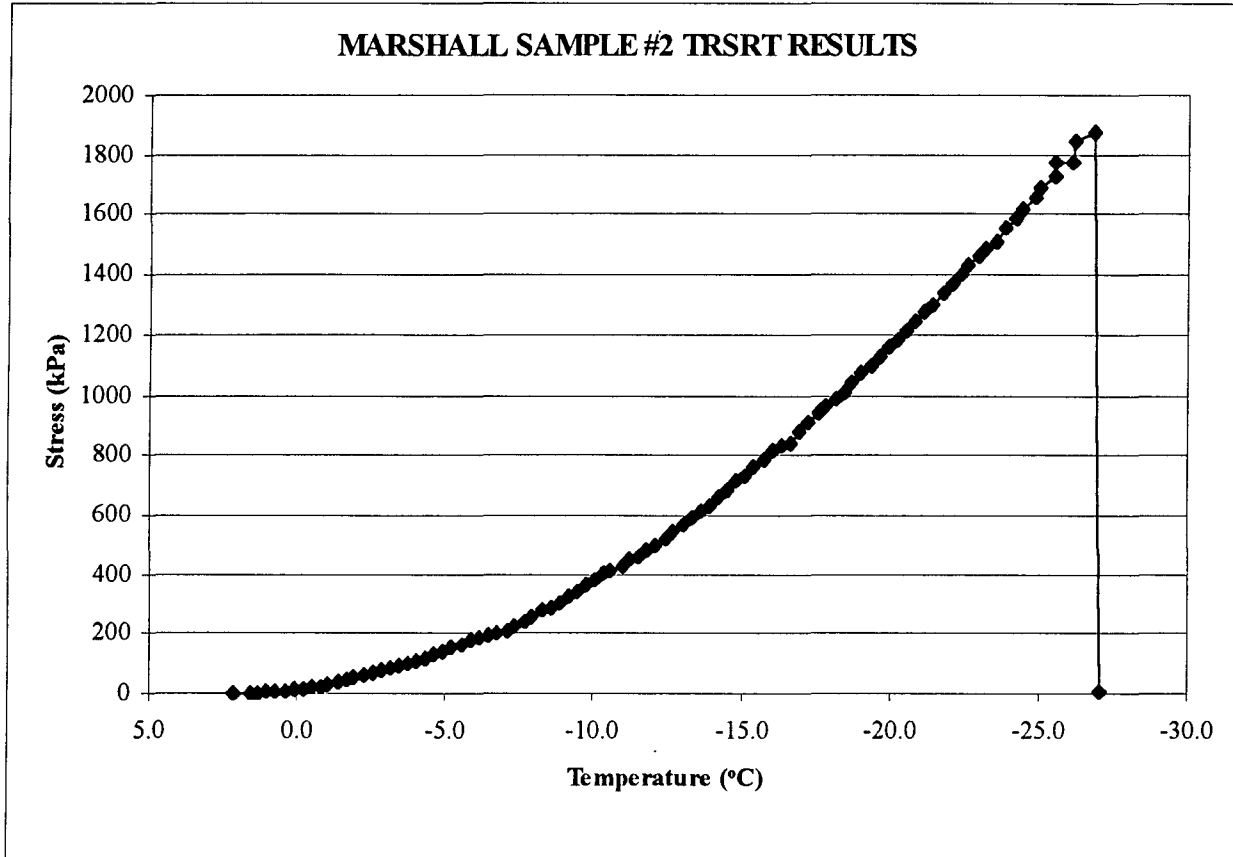
Description: Marshall Sample # 2

SLOPE $\delta S/\delta T = 105.6$

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS (kPa)
0	2.1	2.0	1.7	2.9	2.2	0.00000	0.00000	0.0	0
2	1.5	1.4	1.2	2.2	1.6	0.00028	0.00018	0.5	2
4	1.3	1.2	0.9	2.0	1.4	0.00041	0.00013	0.5	2
6	1.0	0.8	0.6	1.7	1.0	0.00061	-0.00013	0.9	4
8	0.7	0.6	0.3	1.3	0.7	0.00086	-0.00036	1.4	7
10	0.4	0.2	0.0	1.0	0.4	0.00109	-0.00058	1.8	9
12	0.1	0.0	-0.4	0.7	0.1	0.00132	-0.00081	2.7	13
14	-0.2	-0.3	-0.7	0.4	-0.2	0.00155	-0.00107	3.2	15
16	-0.5	-0.6	-0.9	0.1	-0.5	0.00178	-0.00132	4.1	20
18	-0.7	-0.9	-1.3	-0.2	-0.8	0.00206	-0.00160	5.4	26
20	-1.0	-1.2	-1.5	-0.5	-1.1	0.00234	-0.00183	6.4	31
22	-1.3	-1.5	-1.8	-0.8	-1.4	0.00259	-0.00213	7.7	37
24	-1.6	-1.8	-2.1	-1.1	-1.7	0.00287	-0.00239	9.5	46
26	-1.8	-2.1	-2.4	-1.4	-1.9	0.00318	-0.00267	10.9	53
28	-2.2	-2.4	-2.7	-1.7	-2.3	0.00345	-0.00300	12.2	59
30	-2.5	-2.7	-3.0	-2.0	-2.6	0.00376	-0.00328	14.1	68
32	-2.7	-3.0	-3.3	-2.4	-2.9	0.00406	-0.00358	15.4	75
34	-3.1	-3.3	-3.6	-2.6	-3.2	0.00439	-0.00389	17.2	83
36	-3.3	-3.6	-3.9	-2.9	-3.4	0.00470	-0.00422	19.1	92
38	-3.6	-3.9	-4.3	-3.2	-3.8	0.00503	-0.00455	20.4	99
40	-3.9	-4.1	-4.5	-3.5	-4.0	0.00536	-0.00485	22.2	107
42	-4.3	-4.5	-4.8	-3.8	-4.4	0.00569	-0.00521	24.5	118
44	-4.5	-4.8	-5.1	-4.1	-4.6	0.00602	-0.00554	26.8	129
46	-4.8	-5.1	-5.4	-4.4	-4.9	0.00632	-0.00582	29.0	140
48	-5.1	-5.3	-5.7	-4.7	-5.2	0.00668	-0.00620	31.8	154
50	-5.5	-5.7	-6.1	-5.0	-5.6	0.00701	-0.00650	34.5	167
52	-5.7	-5.9	-6.3	-5.4	-5.8	0.00734	-0.00686	36.3	175
54	-6.0	-6.3	-6.7	-5.6	-6.2	0.00767	-0.00719	39.0	189
56	-6.3	-6.6	-7.0	-6.0	-6.5	0.00800	-0.00754	40.8	197
58	-6.6	-6.9	-7.3	-6.3	-6.8	0.00836	-0.00787	41.3	200
60	-6.9	-7.2	-7.6	-6.6	-7.1	0.00871	-0.00818	44.0	213
62	-7.2	-7.4	-7.9	-6.9	-7.4	0.00904	-0.00856	46.7	226
64	-7.6	-7.8	-8.2	-7.2	-7.7	0.00940	-0.00889	49.9	241
66	-7.8	-8.0	-8.5	-7.4	-7.9	0.00973	-0.00925	53.5	259
68	-8.1	-8.4	-8.8	-7.8	-8.3	0.01008	-0.00960	57.2	276
70	-8.4	-8.7	-9.1	-8.1	-8.6	0.01044	-0.00993	59.9	289
72	-8.7	-9.0	-9.4	-8.4	-8.9	0.01080	-0.01031	63.5	307
74	-9.0	-9.2	-9.7	-8.7	-9.2	0.01115	-0.01067	67.1	325
76	-9.3	-9.6	-10.0	-9.0	-9.5	0.01151	-0.01100	71.2	344
78	-9.6	-9.9	-10.3	-9.2	-9.8	0.01186	-0.01133	76.2	368
80	-9.9	-10.1	-10.6	-9.5	-10.0	0.01222	-0.01171	79.4	384
82	-10.2	-10.4	-10.9	-9.8	-10.3	0.01227	-0.01179	83.5	404
84	-10.4	-10.7	-11.1	-10.1	-10.6	0.01265	-0.01217	85.7	415
86	-10.8	-11.1	-11.5	-10.5	-11.0	0.01303	-0.01252	88.0	425
88	-11.1	-11.3	-11.8	-10.7	-11.2	0.01341	-0.01290	93.4	452

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS kPa
90	-11.3	-11.6	-12.1	-11.1	-11.5	0.01374	-0.01323	95.3	461
92	-11.6	-11.9	-12.4	-11.4	-11.8	0.01410	-0.01359	99.3	480
94	-11.9	-12.2	-12.7	-11.7	-12.1	0.01445	-0.01397	103.0	498
96	-12.3	-12.5	-13.0	-12.0	-12.5	0.01483	-0.01433	108.4	524
98	-12.5	-12.8	-13.3	-12.2	-12.7	0.01521	-0.01468	113.4	548
100	-12.8	-13.1	-13.6	-12.6	-13.0	0.01557	-0.01506	117.0	566
102	-13.1	-13.4	-13.9	-12.9	-13.3	0.01598	-0.01547	122.0	590
104	-13.5	-13.7	-14.2	-13.2	-13.7	0.01636	-0.01588	127.5	616
106	-13.7	-14.0	-14.5	-13.5	-13.9	0.01676	-0.01623	130.6	632
108	-14.0	-14.4	-14.8	-13.8	-14.3	0.01717	-0.01669	136.5	660
110	-14.4	-14.6	-15.1	-14.1	-14.6	0.01760	-0.01712	142.4	689
112	-14.6	-14.9	-15.4	-14.4	-14.8	0.01806	-0.01758	148.3	717
114	-14.9	-15.2	-15.7	-14.7	-15.1	0.01852	-0.01801	152.0	735
116	-15.2	-15.5	-16.0	-15.0	-15.4	0.01897	-0.01849	157.9	763
118	-15.5	-15.8	-16.4	-15.3	-15.8	0.01946	-0.01897	163.3	790
120	-15.9	-16.1	-16.7	-15.6	-16.1	0.01991	-0.01943	168.7	816
122	-16.1	-16.4	-16.9	-15.9	-16.3	0.02045	-0.01991	171.9	831
124	-16.4	-16.8	-17.2	-16.2	-16.7	0.02093	-0.02045	174.2	842
126	-16.7	-17.0	-17.6	-16.5	-17.0	0.02146	-0.02098	182.3	882
128	-17.0	-17.3	-17.8	-16.8	-17.2	0.02200	-0.02149	188.2	910
130	-17.3	-17.6	-18.2	-17.2	-17.6	0.02256	-0.02207	194.6	941
132	-17.6	-17.9	-18.4	-17.5	-17.9	0.02316	-0.02266	199.6	965
134	-17.9	-18.2	-18.8	-17.8	-18.2	0.02375	-0.02327	204.6	989
136	-18.2	-18.5	-19.1	-18.1	-18.5	0.02438	-0.02388	209.1	1011
138	-18.5	-18.8	-19.3	-18.3	-18.7	0.02502	-0.02454	215.5	1042
140	-18.8	-19.1	-19.6	-18.6	-19.0	0.02568	-0.02515	221.4	1070
142	-19.1	-19.4	-19.9	-19.0	-19.4	0.02690	-0.02642	227.7	1101
144	-19.5	-19.7	-20.3	-19.2	-19.7	0.02779	-0.02733	233.2	1127
146	-19.8	-20.0	-20.6	-19.5	-20.0	0.02855	-0.02830	239.5	1158
148	-20.0	-20.3	-20.8	-19.9	-20.3	0.02934	-0.02913	244.5	1182
150	-20.3	-20.6	-21.1	-20.2	-20.6	0.03015	-0.03015	251.3	1215
152	-20.6	-20.9	-21.4	-20.4	-20.8	0.03104	-0.03139	258.1	1248
154	-20.9	-21.2	-21.8	-20.7	-21.2	0.03190	-0.03241	263.5	1274
156	-21.3	-21.4	-22.0	-21.1	-21.5	0.03236	-0.03282	269.4	1303
158	-21.6	-21.8	-22.3	-21.4	-21.8	0.03294	-0.03343	277.6	1342
160	-21.8	-22.1	-22.7	-21.6	-22.1	0.03340	-0.03388	282.6	1366
162	-22.1	-22.4	-23.0	-21.9	-22.4	0.03391	-0.03439	290.3	1404
164	-22.4	-22.6	-23.2	-22.2	-22.6	0.03444	-0.03493	295.7	1430
166	-22.7	-23.0	-23.6	-22.6	-23.0	0.03487	-0.03536	302.6	1463
168	-23.0	-23.2	-23.8	-22.8	-23.2	0.03536	-0.03584	308.0	1489
170	-23.3	-23.6	-24.2	-23.2	-23.6	0.03579	-0.03625	313.0	1513
172	-23.6	-23.8	-24.4	-23.4	-23.8	0.03625	-0.03673	322.5	1559
174	-23.9	-24.2	-24.8	-23.8	-24.2	0.03670	-0.03716	328.4	1588
176	-24.2	-24.4	-25.0	-24.0	-24.4	0.03719	-0.03764	334.8	1619
178	-24.6	-24.9	-25.5	-24.5	-24.9	0.03769	-0.03818	342.9	1658
180	-24.8	-25.0	-25.6	-24.6	-25.0	0.03813	-0.03853	349.3	1689
182	-25.3	-25.6	-26.1	-25.2	-25.6	0.03856	-0.03894	357.9	1730
184	-25.4	-25.5	-26.1	-25.1	-25.5	0.03899	-0.03934	366.5	1772
186	-25.9	-26.2	-26.7	-25.7	-26.1	0.03942	-0.03973	367.0	1774
188	-25.9	-26.1	-26.8	-25.8	-26.2	0.03990	-0.03995	381.5	1844

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS (kPa)
190	-26.6	-26.8	-27.4	-26.6	-26.9	0.04036	-0.04013	387.8	1875
192	-26.8	-26.8	-27.7	-26.9	-27.1	0.02570	-0.02863	1.8	9



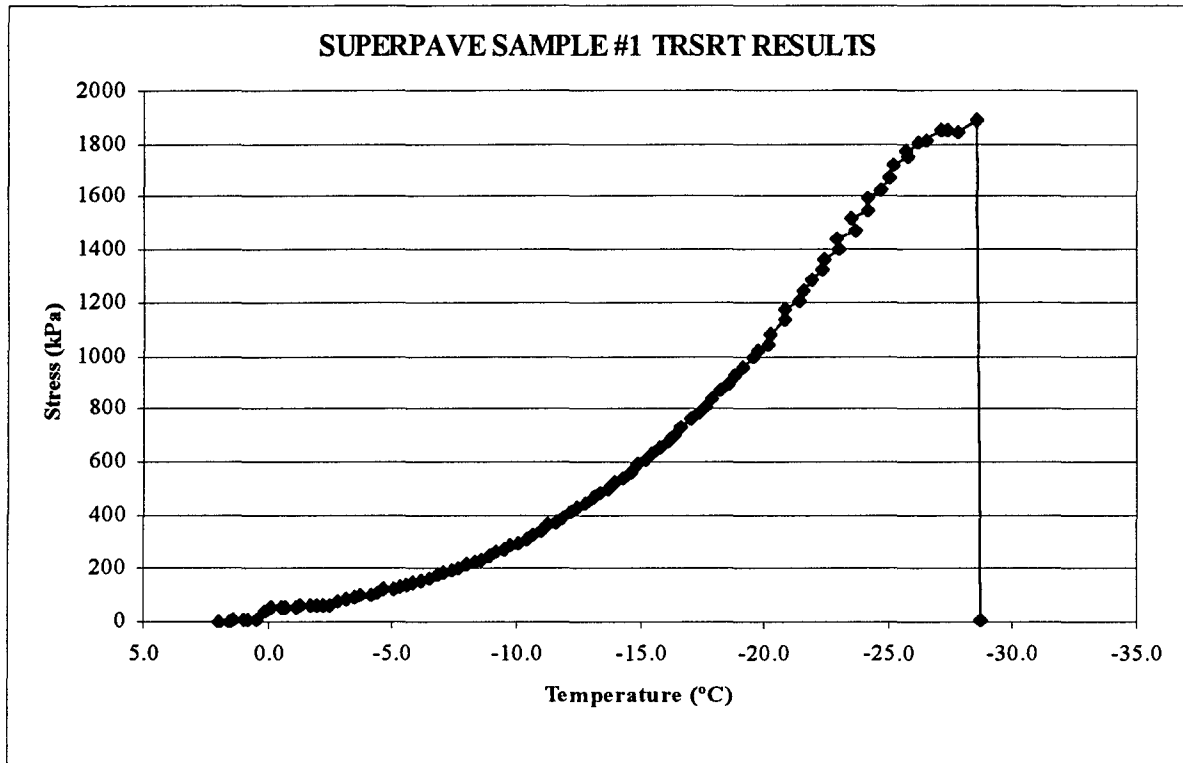
Description: Superpave Sample # 1

SLOPE $\delta S/\delta T = 130.0$

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS kPa
0	1.6	1.8	1.8	2.8	2.0	0.00000	0.00000	0.0	0
2	1.3	1.4	1.3	2.4	1.6	0.00005	-0.00003	0.5	2
4	1.0	1.2	1.1	2.2	1.4	0.00010	-0.00005	0.9	4
6	0.6	0.8	0.7	1.9	1.0	0.00025	-0.00008	0.9	4
8	0.4	0.6	0.5	1.6	0.8	0.00036	-0.00013	0.9	4
10	0.0	0.3	0.2	1.3	0.5	0.00051	-0.00018	1.8	9
12	-0.3	0.0	-0.1	1.0	0.2	0.00071	-0.00023	7.7	37
14	-0.5	-0.3	-0.4	0.8	-0.1	0.00074	-0.00025	11.3	55
16	-0.9	-0.7	-0.8	0.3	-0.5	0.00081	-0.00033	11.3	55
18	-1.1	-0.9	-1.0	0.2	-0.7	0.00089	-0.00036	11.3	55
20	-1.5	-1.3	-1.4	-0.2	-1.1	0.00091	-0.00043	11.8	57
22	-1.7	-1.4	-1.6	-0.4	-1.3	0.00099	-0.00051	12.7	61
24	-2.1	-1.8	-2.0	-0.8	-1.7	0.00104	-0.00053	12.7	61
26	-2.4	-2.1	-2.2	-1.1	-2.0	0.00112	-0.00061	12.7	61
28	-2.7	-2.4	-2.5	-1.3	-2.2	0.00114	-0.00066	13.2	64
30	-2.9	-2.6	-2.8	-1.6	-2.5	0.00124	-0.00076	13.6	66
32	-3.3	-3.0	-3.1	-1.9	-2.8	0.00130	-0.00081	15.9	77
34	-3.6	-3.3	-3.5	-2.2	-3.2	0.00137	-0.00086	17.2	83
36	-3.9	-3.6	-3.8	-2.6	-3.5	0.00142	-0.00094	18.6	90
38	-4.3	-3.9	-4.0	-2.8	-3.8	0.00152	-0.00099	20.4	99
40	-4.6	-4.3	-4.5	-3.2	-4.2	0.00157	-0.00109	21.3	103
42	-4.9	-4.5	-4.7	-3.5	-4.4	0.00165	-0.00117	23.1	112
44	-5.1	-4.8	-5.0	-3.7	-4.7	0.00173	-0.00124	24.9	121
46	-5.5	-5.2	-5.3	-4.1	-5.0	0.00180	-0.00132	26.3	127
48	-5.7	-5.4	-5.6	-4.4	-5.3	0.00191	-0.00140	27.2	132
50	-6.1	-5.7	-5.9	-4.7	-5.6	0.00196	-0.00147	29.0	140
52	-6.3	-6.0	-6.2	-4.9	-5.9	0.00206	-0.00155	30.8	149
54	-6.7	-6.3	-6.5	-5.2	-6.2	0.00213	-0.00163	32.7	158
56	-7.0	-6.6	-6.8	-5.6	-6.5	0.00221	-0.00170	34.5	167
58	-7.3	-6.9	-7.1	-5.9	-6.8	0.00229	-0.00178	36.7	178
60	-7.6	-7.2	-7.4	-6.1	-7.1	0.00236	-0.00188	38.6	186
62	-7.9	-7.5	-7.7	-6.5	-7.4	0.00244	-0.00196	39.9	193
64	-8.2	-7.8	-8.0	-6.8	-7.7	0.00251	-0.00201	42.2	204
66	-8.5	-8.1	-8.3	-7.1	-8.0	0.00262	-0.00208	44.5	215
68	-8.8	-8.4	-8.6	-7.4	-8.3	0.00267	-0.00216	46.7	226
70	-9.1	-8.7	-8.9	-7.7	-8.6	0.00274	-0.00224	48.5	235
72	-9.4	-9.0	-9.3	-8.0	-8.9	0.00282	-0.00231	51.3	248
74	-9.6	-9.3	-9.5	-8.3	-9.2	0.00287	-0.00236	54.4	263
76	-10.0	-9.6	-9.8	-8.6	-9.5	0.00287	-0.00236	56.7	274
78	-10.3	-9.9	-10.1	-8.9	-9.8	0.00282	-0.00231	59.0	285
80	-10.6	-10.2	-10.4	-9.1	-10.1	0.00282	-0.00234	61.2	296
82	-10.9	-10.5	-10.7	-9.5	-10.4	0.00290	-0.00239	64.9	314
84	-11.2	-10.8	-11.0	-9.7	-10.7	0.00290	-0.00241	68.0	329
86	-11.5	-11.1	-11.3	-10.1	-11.0	0.00297	-0.00249	71.2	344
88	-11.8	-11.4	-11.6	-10.4	-11.3	0.00297	-0.00249	74.8	362

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS kPa
90	-12.1	-11.7	-11.9	-10.7	-11.6	0.00302	-0.00254	78.0	377
92	-12.4	-11.9	-12.2	-11.0	-11.9	0.00307	-0.00257	80.7	390
94	-12.7	-12.2	-12.5	-11.3	-12.2	0.00310	-0.00259	84.8	410
96	-12.9	-12.5	-12.8	-11.6	-12.5	0.00315	-0.00264	88.5	428
98	-13.3	-12.8	-13.1	-11.9	-12.8	0.00315	-0.00267	92.1	445
100	-13.6	-13.1	-13.4	-12.2	-13.1	0.00320	-0.00272	97.1	469
102	-13.9	-13.5	-13.7	-12.5	-13.4	0.00320	-0.00269	99.3	480
104	-14.2	-13.8	-14.0	-12.8	-13.7	0.00328	-0.00277	103.4	500
106	-14.5	-14.0	-14.3	-13.0	-14.0	0.00325	-0.00274	107.0	518
108	-14.8	-14.3	-14.6	-13.4	-14.3	0.00333	-0.00282	111.6	540
110	-15.1	-14.7	-15.0	-13.7	-14.6	0.00330	-0.00282	116.1	561
112	-15.4	-15.0	-15.2	-14.0	-14.9	0.00335	-0.00284	121.6	588
114	-15.7	-15.2	-15.5	-14.3	-15.2	0.00335	-0.00292	125.6	608
116	-16.0	-15.5	-15.9	-14.6	-15.5	0.00333	-0.00284	130.2	629
118	-16.3	-15.8	-16.1	-14.9	-15.8	0.00340	-0.00290	135.6	656
120	-16.6	-16.1	-16.5	-15.2	-16.1	0.00343	-0.00292	140.6	680
122	-16.9	-16.4	-16.8	-15.5	-16.4	0.00358	-0.00307	145.6	704
124	-17.2	-16.7	-17.0	-15.8	-16.7	0.00391	-0.00345	151.0	730
126	-17.5	-17.1	-17.4	-16.2	-17.1	0.00401	-0.00371	157.4	761
128	-17.8	-17.4	-17.7	-16.5	-17.4	0.00419	-0.00396	162.4	785
130	-18.1	-17.7	-18.0	-16.8	-17.7	0.00429	-0.00406	167.8	811
132	-18.4	-17.9	-18.3	-17.0	-17.9	0.00439	-0.00417	174.2	842
134	-18.7	-18.3	-18.6	-17.4	-18.3	0.00450	-0.00427	179.6	868
136	-19.0	-18.6	-18.9	-17.7	-18.6	0.00460	-0.00432	184.6	893
138	-19.3	-18.9	-19.2	-18.0	-18.9	0.00467	-0.00442	191.9	928
140	-19.6	-19.2	-19.5	-18.2	-19.1	0.00480	-0.00455	198.2	958
142	-20.0	-19.6	-19.9	-18.7	-19.6	0.00490	-0.00455	205.9	996
144	-20.2	-19.8	-20.1	-18.8	-19.7	0.00500	-0.00455	211.4	1022
146	-20.6	-20.2	-20.6	-19.3	-20.2	0.00503	-0.00460	216.4	1046
148	-20.7	-20.3	-20.7	-19.4	-20.3	0.00505	-0.00462	224.1	1083
150	-21.3	-20.9	-21.2	-20.0	-20.9	0.00518	-0.00475	235.4	1138
152	-21.3	-20.9	-21.2	-20.0	-20.9	0.00533	-0.00490	243.1	1176
154	-21.9	-21.4	-21.8	-20.5	-21.4	0.00556	-0.00513	249.5	1206
156	-22.0	-21.6	-22.0	-20.7	-21.6	0.00561	-0.00526	258.1	1248
158	-22.4	-21.9	-22.3	-21.1	-21.9	0.00569	-0.00533	265.4	1283
160	-22.8	-22.3	-22.8	-21.5	-22.4	0.00572	-0.00536	273.5	1322
162	-22.9	-22.5	-22.8	-21.6	-22.5	0.00602	-0.00566	282.1	1364
164	-23.4	-23.0	-23.4	-22.1	-23.0	0.00625	-0.00589	288.9	1397
166	-23.4	-23.0	-23.3	-22.1	-23.0	0.00640	-0.00605	298.0	1441
168	-24.1	-23.7	-24.1	-22.8	-23.7	0.00640	-0.00607	304.8	1474
170	-24.0	-23.6	-23.9	-22.7	-23.6	0.00643	-0.00610	314.3	1520
172	-24.7	-24.2	-24.6	-23.3	-24.2	0.00658	-0.00625	320.7	1551
174	-24.6	-24.2	-24.6	-23.4	-24.2	0.00663	-0.00635	329.3	1592
176	-25.2	-24.7	-25.1	-23.9	-24.7	0.00691	-0.00663	336.6	1627
178	-25.4	-25.1	-25.4	-24.1	-25.0	0.00691	-0.00663	346.1	1673
180	-25.7	-25.2	-25.5	-24.3	-25.2	0.00709	-0.00681	355.2	1717
182	-26.2	-25.8	-26.3	-24.9	-25.8	0.00721	-0.00691	361.5	1748
184	-26.1	-25.7	-26.1	-24.8	-25.7	0.00732	-0.00704	367.0	1774
186	-27.0	-26.5	-26.9	-25.6	-26.5	0.00742	-0.00714	375.1	1814
188	-26.6	-26.2	-26.6	-25.4	-26.2	0.00757	-0.00729	373.3	1805

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS (kPa)
190	-27.6	-27.1	-27.5	-26.2	-27.1	0.00759	-0.00732	382.4	1849
192	-27.9	-27.3	-27.9	-26.5	-27.4	0.00762	-0.00734	382.4	1849
194	-28.2	-27.4	-28.5	-27.1	-27.8	0.00765	-0.00739	381.0	1842
196	-28.6	-28.5	-29.0	-28.2	-28.6	0.00777	-0.00752	391.5	1893
198	-28.9	-28.6	-28.9	-28.5	-28.7	0.00315	-0.00323	0.9	4



Filename: TSRSTSP2.XLS
 Sample Area = 20.27 cm²

Started at: 12:14:40 5/06/1996

Description: Superpave Sample # 2

SLOPE $\delta S/\delta T = 120.6$

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS (kPa)
0	2.3	2.6	2.9	3.3	2.8	0.00000	0.00000	0.0	0
2	2.8	3.3	3.4	3.9	3.4	-0.00003	0.00008	0.5	2
4	2.3	2.4	2.6	3.0	2.6	-0.00025	0.00033	0.9	4
6	2.3	2.4	2.3	2.9	2.5	-0.00030	0.00048	0.9	4
8	2.1	2.2	2.1	2.6	2.3	-0.00036	0.00069	0.9	4
10	1.9	1.8	1.7	2.2	1.9	-0.00041	0.00086	1.8	9
12	1.7	1.6	1.4	2.0	1.7	-0.00041	0.00102	7.7	37
14	1.4	1.3	1.1	1.7	1.4	-0.00041	0.00119	11.3	55
16	1.2	1.1	0.8	1.4	1.1	-0.00041	0.00137	11.3	55
18	1.0	0.9	0.5	1.1	0.9	-0.00038	0.00152	11.3	55
20	0.7	0.5	0.2	0.8	0.6	-0.00041	0.00173	11.8	57
22	0.5	0.2	-0.1	0.5	0.3	-0.00041	0.00188	12.7	61
24	0.1	-0.1	-0.5	0.2	-0.1	-0.00046	0.00198	12.7	61
26	-0.1	-0.3	-0.7	-0.1	-0.3	-0.00041	0.00216	12.7	61
28	-0.4	-0.6	-1.0	-0.4	-0.6	-0.00056	0.00226	13.2	64
30	-0.7	-0.9	-1.3	-0.6	-0.9	-0.00165	0.00198	13.6	66
32	-1.0	-1.2	-1.6	-0.9	-1.2	-0.00211	0.00185	15.9	77
34	-1.3	-1.5	-1.9	-1.3	-1.5	-0.00234	0.00185	17.2	83
36	-1.5	-1.7	-2.2	-1.5	-1.7	-0.00239	0.00191	18.6	90
38	-1.8	-2.1	-2.5	-1.8	-2.1	-0.00244	0.00196	20.4	99
40	-2.1	-2.3	-2.8	-2.1	-2.3	-0.00251	0.00203	21.3	103
42	-2.4	-2.6	-3.0	-2.4	-2.6	-0.00257	0.00208	23.1	112
44	-2.7	-3.0	-3.4	-2.7	-3.0	-0.00262	0.00216	24.9	121
46	-3.0	-3.2	-3.7	-3.0	-3.2	-0.00267	0.00224	26.3	127
48	-3.3	-3.5	-4.0	-3.3	-3.5	-0.00269	0.00231	27.2	132
50	-3.6	-3.8	-4.3	-3.6	-3.8	-0.00274	0.00241	29.0	140
52	-3.9	-4.2	-4.6	-3.9	-4.2	-0.00274	0.00251	30.8	149
54	-4.2	-4.4	-4.9	-4.1	-4.4	-0.00274	0.00259	32.7	158
56	-4.6	-4.8	-5.2	-4.5	-4.8	-0.00274	0.00269	34.5	167
58	-4.9	-5.0	-5.5	-4.8	-5.1	-0.00274	0.00282	36.7	178
60	-5.1	-5.4	-5.9	-5.1	-5.4	-0.00274	0.00290	38.6	186
62	-5.5	-5.6	-6.1	-5.3	-5.6	-0.00272	0.00302	39.9	193
64	-5.8	-6.0	-6.4	-5.7	-6.0	-0.00272	0.00312	42.2	204
66	-6.1	-6.2	-6.8	-6.0	-6.3	-0.00274	0.00325	44.5	215
68	-6.4	-6.6	-7.1	-6.3	-6.6	-0.00284	0.00333	46.7	226
70	-6.7	-6.9	-7.3	-6.6	-6.9	-0.00292	0.00340	48.5	235
72	-7.0	-7.1	-7.6	-6.9	-7.2	-0.00302	0.00351	51.3	248
74	-7.3	-7.5	-8.0	-7.2	-7.5	-0.00307	0.00356	54.4	263
76	-7.6	-7.8	-8.2	-7.4	-7.8	-0.00318	0.00366	56.7	274
78	-7.9	-8.1	-8.6	-7.8	-8.1	-0.00325	0.00376	59.0	285
80	-8.2	-8.3	-8.8	-8.1	-8.4	-0.00335	0.00386	61.2	296
82	-8.5	-8.7	-9.2	-8.4	-8.7	-0.00345	0.00394	64.9	314
84	-8.8	-9.0	-9.5	-8.6	-9.0	-0.00353	0.00401	68.0	329
86	-9.1	-9.3	-9.8	-9.0	-9.3	-0.00363	0.00411	71.2	344
88	-9.4	-9.5	-10.0	-9.3	-9.6	-0.00371	0.00422	74.8	362

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS kPa
90	-9.7	-9.9	-10.4	-9.6	-9.9	-0.00384	0.00434	78.0	377
92	-10.0	-10.2	-10.6	-9.8	-10.2	-0.00396	0.00445	80.7	390
94	-10.3	-10.5	-10.9	-10.2	-10.5	-0.00404	0.00452	84.8	410
96	-10.6	-10.7	-11.2	-10.4	-10.7	-0.00417	0.00465	88.5	428
98	-10.9	-11.1	-11.6	-10.7	-11.1	-0.00422	0.00472	92.1	445
100	-11.3	-11.4	-11.9	-11.1	-11.4	-0.00434	0.00483	97.1	469
102	-11.5	-11.6	-12.1	-11.4	-11.7	-0.00445	0.00493	99.3	480
104	-11.8	-12.0	-12.5	-11.7	-12.0	-0.00455	0.00505	103.4	500
106	-12.2	-12.3	-12.8	-12.0	-12.3	-0.00467	0.00516	107.0	518
108	-12.5	-12.6	-13.1	-12.2	-12.6	-0.00478	0.00528	111.6	540
110	-12.8	-12.9	-13.4	-12.6	-12.9	-0.00490	0.00536	116.1	561
112	-13.1	-13.2	-13.7	-12.9	-13.2	-0.00500	0.00549	121.6	588
114	-13.3	-13.5	-14.0	-13.2	-13.5	-0.00513	0.00577	125.6	608
116	-13.7	-13.8	-14.3	-13.5	-13.8	-0.00544	0.00594	130.2	629
118	-14.0	-14.1	-14.5	-13.8	-14.1	-0.00559	0.00610	135.6	656
120	-14.3	-14.4	-14.8	-14.1	-14.4	-0.00574	0.00625	140.6	680
122	-14.5	-14.7	-15.2	-14.3	-14.7	-0.00587	0.00638	145.6	704
124	-14.9	-15.0	-15.4	-14.6	-15.0	-0.00602	0.00653	151.0	730
126	-15.1	-15.3	-15.8	-15.0	-15.3	-0.00617	0.00665	157.4	761
128	-15.4	-15.5	-16.0	-15.3	-15.6	-0.00630	0.00681	162.4	785
130	-15.7	-15.9	-16.3	-15.5	-15.9	-0.00645	0.00696	167.8	811
132	-16.1	-16.2	-16.7	-15.8	-16.2	-0.00663	0.00711	174.2	842
134	-16.4	-16.4	-16.9	-16.2	-16.5	-0.00676	0.00726	179.6	868
136	-16.7	-16.7	-17.2	-16.4	-16.8	-0.00688	0.00734	184.6	893
138	-16.9	-17.1	-17.5	-16.7	-17.1	-0.00701	0.00749	191.9	928
140	-17.3	-17.4	-17.8	-17.0	-17.4	-0.00716	0.00767	198.2	958
142	-17.6	-17.7	-18.1	-17.4	-17.7	-0.00729	0.00780	205.9	996
144	-17.8	-17.9	-18.4	-17.6	-17.9	-0.00744	0.00792	211.4	1022
146	-18.1	-18.3	-18.7	-17.9	-18.3	-0.00757	0.00808	216.4	1046
148	-18.4	-18.5	-19.0	-18.2	-18.5	-0.00775	0.00820	224.1	1083
150	-18.7	-18.8	-19.3	-18.5	-18.8	-0.00785	0.00836	235.4	1138
152	-19.1	-19.1	-19.6	-18.8	-19.2	-0.00800	0.00848	243.1	1176
154	-19.3	-19.5	-19.8	-19.1	-19.4	-0.00813	0.00866	249.5	1206
156	-19.6	-19.7	-20.2	-19.4	-19.7	-0.00828	0.00879	258.1	1248
158	-20.0	-20.0	-20.5	-19.7	-20.1	-0.00841	0.00892	265.4	1283
160	-20.3	-20.3	-20.8	-20.0	-20.4	-0.00856	0.00907	273.5	1322
162	-20.5	-20.6	-21.0	-20.3	-20.6	-0.00810	0.00881	282.1	1364
164	-20.8	-20.9	-21.3	-20.6	-20.9	-0.00815	0.00871	288.9	1397
166	-21.2	-21.2	-21.7	-20.9	-21.3	-0.00828	0.00879	298.0	1441
168	-21.5	-21.5	-22.0	-21.2	-21.6	-0.00833	0.00884	304.8	1474
170	-21.7	-21.7	-22.2	-21.5	-21.8	-0.00841	0.00889	313.0	1513
172	-22.0	-22.1	-22.5	-21.8	-22.1	-0.00846	0.00897	319.8	1546
174	-22.3	-22.3	-22.8	-22.0	-22.4	-0.00856	0.00907	327.0	1581
176	-22.7	-22.7	-23.1	-22.4	-22.7	-0.00864	0.00914	334.3	1616
178	-22.9	-22.9	-23.4	-22.6	-23.0	-0.00874	0.00925	342.5	1656
180	-23.2	-23.3	-23.7	-23.0	-23.3	-0.00886	0.00935	351.1	1697
182	-23.5	-23.6	-24.0	-23.2	-23.6	-0.00894	0.00945	357.9	1730
184	-23.9	-23.9	-24.3	-23.6	-23.9	-0.00907	0.00955	362.0	1750
186	-24.1	-24.1	-24.6	-23.9	-24.2	-0.00917	0.00965	369.2	1785
188	-24.4	-24.4	-24.9	-24.2	-24.5	-0.00927	0.00978	369.7	1787

Time (min)	Temp1 (°C)	Temp2 (°C)	Temp3 (°C)	Temp4 (°C)	Avg. Temp (°C)	LVDT1 (cm)	LVDT2 (cm)	LOAD (kg)	STRESS (kPa)
190	-24.7	-24.7	-25.2	-24.5	-24.8	-0.00937	0.00988	372.9	1803
192	-25.0	-25.0	-25.5	-24.7	-25.1	-0.00953	0.00998	377.4	1825
194	-25.4	-25.4	-25.8	-25.1	-25.4	-0.00963	0.01013	380.6	1840
196	-25.6	-25.6	-26.0	-25.3	-25.6	-0.00973	0.01024	383.3	1853
198	-26.0	-26.0	-26.5	-25.8	-26.1	-0.00986	0.01036	386.0	1866
200	-26.2	-26.1	-26.6	-25.9	-26.2	-0.00996	0.01046	387.8	1875
202	-26.8	-26.8	-27.3	-26.5	-26.9	-0.01011	0.01059	386.0	1866
204	-26.8	-26.7	-27.2	-26.4	-26.8	-0.01024	0.01074	386.9	1871
206	-27.4	-27.4	-27.9	-27.2	-27.5	-0.01041	0.01090	390.1	1886
208	-27.3	-27.3	-27.8	-27.0	-27.4	-0.01054	0.01105	389.6	1884
210	-28.0	-28.0	-28.5	-27.7	-28.1	-0.01062	0.01140	390.5	1888
212	-28.0	-27.9	-28.5	-27.6	-28.0	-0.01069	0.01196	395.1	1910
214	-28.6	-28.6	-29.0	-28.3	-28.6	-0.01074	0.01201	391.9	1895
216	-29.6	-29.5	-29.8	-28.9	-29.5	-0.01090	0.01222	396.9	1919
220	-29.8	-29.8	-30.2	-29.5	-29.8	-0.01059	0.01013	1.4	7

