



UNIVERSITI PUTRA MALAYSIA

**SKID RESISTANCE AND TEXTURE DEPTH ANALYSIS OF
STONE MASTIC ASPHALT**

ABDULLAHI ALI MOHAMED

FK 2001 66

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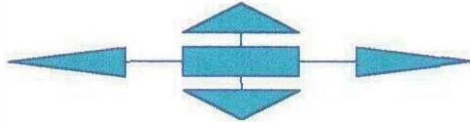
By

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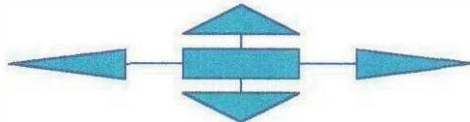
**Thesis Submitted in Fulfilment of the Requirements for the Degree of
Master of Science in the Faculty of Engineering
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January 2001





*Dedicated to My Beloved Family:
Dad (Ali Mohamed Hogsade), Mum (Haw
Haji Hassan)
Brothers (Dr. Cabdiryaq, Abuker,
Cabdikadir) and Sisters (Fatima, Canab and
Luub)*



Abstract of thesis presented to the Senate of Universiti Putra Malaysia in
fulfilment of the requirement for the degree of Master Science

**SKID RESISTANCE AND TEXTURE DEPTH OF STONE MASTIC
ASPHALT (SMA)**

By

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January 2001

Chairman: Mr. Ratnasamy Muniandy

Faculty: Engineering

The skid resistance of highway pavements, particularly when wet, is a serious problem. As traffic speeds and densities continue to rise, the chances of skidding accidents as well as their consequences are both growing at an alarming rate with each passing year. Skid resistance between tire and road surface is a function of contact area. Maximum grip may be generated in dry conditions while in wet conditions the presence of surface water on the road surface may reduce the contact area and consequently reduce the available grip.

Since 1994, Universiti Putra Malaysia had been involved in Stone Mastic Asphalt (SMA) Technology research, to formulate for Malaysian roads, SMA, presents a very uniformly textured surface that can achieve grip or friction between rubber tire and road surface. In this study, pavement surface



interaction was given the highest priority, and slab specimens were prepared by varying gradation of SMA 14 to simulate the actual behavior of field skid resistance. Conventional hot mix asphalt was also prepared as a control.

The results of skid resistance and texture depth were tabulated with the variables (Angularity Number, Particle Index, and Percentage of Asphalt, Voids in Total Mix, Voids in Mineral Aggregate, Distribution of Coarse Aggregate and Polished Stone Value). Statistical analyses were performed to assess the relationship between physical and mechanical properties of the mix, and to study how the mixing materials contribute to the skid resistance and the texture depth of SMA. SPSS and EXCEL packages were employed to investigate these relationships.

The foregoing data indicate convincingly that Angularity Number as measured by the angularity test, had highly significant effects on the skid resistance of SMA. In this case, the British Portable Number is shown to increase with increasing value of angularity number. For coarse aggregate and percentage of asphalt has significant effect $P < 0.05$ on texture depth.

It was also noted that the data of skid resistance and texture depth indicated a wide spread of values obtained ranging from SMA 14 ranging 93 up to 124 BPN units, regardless of composition of the mixture. It may therefore be concluded that SMA has the potential to optimize the contact area between tires and road surface under dry and wet surface conditions.

Abstrak tesis yang dikemukakan kepada senat Universiti Putra Malaysia
sebagai memenuhi keperluan untuk ijazah Māster Sains.

**RINTANGAN GELINCIRAN DAN KEDALAMAN PERMUKAAN
CAMPURAN ASPHALT MAMAH**

Oleh

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Januari 2001

Pengerusi: Encik Ratnasamy Muniandy

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Rintangan gelinciran permukaan turapan, terutamanya ketika basah, merupakan satu masalah yang serius. Ketumpatan dan kelajuan trafik meningkatkan peluang berlakunya kemalangan akibat gelinciran dan kesannya meningkat pada kadar yang membimbangkan. Rintangan gelinciran antara tayar dan permukaan jalan adalah merupakan satu fungsi permukaan sentuh. Permukaan sentuh maksimum boleh dicapai pada keadaan kering. Bila terdapatnya kehadiran lapisan air di dalam keadaan basah, ia mengurangkan lagi permukaan sentuh ini sekaligus mengurangkan geseran permukaan.

Semenjak 1994, unit penyelidikan keselamatan Jalan Raya UPM telah terlibat dalam kajian menghasilkan teknologi Campuran Asphalt Mamah bagi kegunaan jalan raya di Malaysia; di mana ia dapat memberikan permukaan



yang kasar yang boleh mengurangkan kesan gelinciran antara tayar kenderaan dan jalan.

Dalam kajian ini, interaksi permukaan jalan diberikan keutamaan dan specimen slab disediakan dengan menggunakan variasi gradiasi SMA14 bagi mendapat keadaan sebenar di jalan terhadap rintangan gelinciran. Campuran asphalt panas yang lazim digunakan di jalan di sini juga disediakan sebagai sampel kawalan.

Keputusan rintangan gelinciran dan kedalaman permukaan ditabulusikan dengan pembolehubah (AN, PI, PA, VMA, DOC dan PSV). Analisa statistik juga dijalankan bagi membantu mendapatkan hubungan antara sifat mekanikal dan fizikal campuran berkenaan dan juga bagi mengkaji bagaimana campuran ini menyumbang kepada rintangan terhadap gelinciran dan kedalaman permukaan asphalt mamah. Analisa ini dilakukan dengan menggunakan SPSS, SAS dan EXCEL.

Daripada data yang dianalisis, didapati Nombor Angularasi yang diperolehi melalui ujian Nombor Angularasi menghasilkan kesan paling ketara terhadap rintangan gelinciran campuran asphalt mamah. Dalam kes ini didapati BPN meningkat apabila meningkatnya nombor angularasi. Sementara itu, batuan kasar dan peratusan asphalt mempunyai kesan yang ketara terhadap kedalaman permukaan.

Dalam kajian ini juga mendapati data rintangan gelinciran dan kedalaman permukaan bagi SMA 14 adalah dalam lingkungan 93 ke 124 unit BPN tanpa mengira komposisi campuran berkenaan. Dengan ini dapat disimpulkan bahawa SMA, mempunyai potensi bagi memaksimumkan kawasan sentuh antara jalan dan tayar dalam keadaan kering dan basah.

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TABLE OF CONTENTS

	Page
DEDICATION	ii
ABSTRACT	iii
ABSTRAK	v
ACKNOWLEDGEMENTS	viii
APPROVAL SHEETS	x
DECLARATION FORM	xii
LIST OF TABLES	xvi
LIST OF FIGURES	xviii
LIST OF APPREVIATION	xx
 CHAPTER	
 I	
INTRODUCTION	1
Background of the study.....	1
Tire -Pavement Interaction Phenomena.....	5
Problem Statement	8
Brief History of Stone Mastic Asphalt	9
Project Aim and Objectives	12
Research Hypothesis	12
Research Significance	13
Scope of Study	14
 II	
LITERATURE REVIEW	15
Skidding and Skid resistance	15
Recommendations and Specifications of Skid Resistance ...	20
Belgium	20
Great Britain	21
France	22
Japan	24
Malaysia	25
Skidding and Skid Resistance in Malaysia	25
Methods of Skid Resistance Measurements	26
Road Measuring Instruments.....	26
Comparison and Correlation of Skid Testing Instruments...	30
Indirect Skid resistance Measurements	32
Micro-texture Measurements	32
Macro-texture Measurements	32



	Sand –patch Method	32
	Grease Method	33
	Profile and Filtered Ratio Method	34
	Out-flow Meter	34
	Review of Pavement Surface Functions	35
	Material Properties of Surface Mix Design	36
	Effects of Angularity Number on Skid Resistance	36
	Aggregate Size and Shape Influence on Skid Resistance ..	37
	Wear Resistance of Aggregate	39
	Skid Resistance of Bituminous Pavements	40
	Hot-Rolled Asphalt	41
	Surface Dressing	42
	Porous Asphalt	43
	Mechanics of Tire-Pavement Interaction	44
	Pavement Surface Texture and Skid Resistance	47
	Problems Associated with Texture	48
	Traffic Noise	48
	Spray	50
	Factors affecting Skid Resistance other than Surface.....	51
	Vehicle Tires' Influence on skidding	51
	Vehicle speed Influence on skidding	53
	Geometrics	53
	Surface Texture and Contact Characteristics	54
	Phenomena of dynamic hydroplaning	56
	Viscous Hydroplaning	62
	Rubber Reversion Hydroplaning	62
III	METHODS AND MATERIALS	64
	Overview of Study Design	64
	Methodology	68
	Material Selection	69
	Aggregate Impact Value	69
	Aggregate Crushing Value	70
	Los Angeles Abrasion Test	70
	Determination of Flakiness Index	71
	Polished Stone Value	71
	Angularity Number	73
	Binder Selection for SMA Use	73
	Penetration Test	73
	Asphalt Thickness	74
	Selection of Gradation	74
	Over View of Marshall Mix	76
	Preparation of Specimen for Marshall	76
	Marshall Stability and Flow of Bituminous Mixtures.....	80
	Optimum Asphalt Content	82
	Method of Skid Resistance Measurement....	83



	Fabrication of Design Mould	83
	Preparation of SMA Slabs	85
	Specimen Preparation	85
	Skid and Texture Depth Testing	86
	British Pendulum Tester	86
	Sand Patch Method	87
	Step-Wise Regression Method	89
	Forward Procedure	89
	Back Elimination	90
	Step-Wise Procedure	91
IV	RESULTS AND DISCUSSION	92
	Material Selection for SMA Use.....	92
	Gradation Selection of SMA 14	101
	Determination of Asphalt Content	102
	Preliminary Evaluation and Analysis	103
	Relationship between Physical and Mechanical proper..	106
	Skid Resistance of Surface Mix	107
V	CONCLUSION AND RECOMMENDATION.....	121
	Summary of Material Properties.....	121
	Summary of Optimum Asphalt Content	122
	Conclusion of the Study	123
	Limitation of the Study	124
	Future Research	125
	BIBLIOGRAPHY	126
	APPENDIX	
	A Determination of Asphalt Content	134
	B Single Factor Analysis	144
	C Stepwise Output	146
	VITA.....	158



LIST OF TABLES

Table		Page
1.1	Road crash by Road Surface Condition	3
1.2	Percentage of Skidding Accidents	4
2.1	Suggested Minimum Value of Skid Resistance.....	22
2.2	Recommended Polished Stone Value	23
2.3	Recommended Macro-texture	23
2.4	Effect of Macro texture on the change skid resistance with Speed	33
4.1	Polished Stone Value	94
4.2	Los Angles Abrasion Test	95
4.3	Aggregate Impact Value	95
4.4	Aggregate Crushing Value	96
4.5	Soundness Test	97
4.6	Flakiness Index Test	97
4.7	Angularity Number	99
4.8	Penetration of Asphalt	97
4.9	Softening Point of Asphalt	97
4.10	Results of Thick Film Thickness	100
4.11	SMA 14 five Gradations	101
4.12	SMA14 Physical and Mechanical Properties.....	102
4.13	Statistical Relationship between Mixing materials	107
4.14	SMA 14 Skid Resistance and Texture Depth	108
4.15	ANOVA, Relationship Skid Resistance and Variab.	118
4.16	Density and Distribution Coarse Aggregate	118
4.17	Distribution of Fine and Coarse Aggregate	119
4.18	Density and and Distribution of Fine Aggregate	119



4.19	Variance of Density, Distribution of Aggregate	120
5.1	Aggregate Physical Properties	121
5.2	Asphalt Properties.....	122



LIST OF FIGURES

Figure		Page
1.1	Road Development Indicators	2
1.2	Relationship between Skid and Accidents.....	5
1.3	Road Allocation and Expenditures	8
1.4	Stone Mastic asphalt and Hot Mix Asphalt	10
2.1	Vechile Skidding Phenomena	16
2.2	Presence of Surface Water on Road Surface	17
2.3	Dirty Pavements or Contaminated pavement	17
2.4	The Effect of Cumulative Passes on Skid.....	19
2.5	Sideway Force Co-efficient Routine I. Machine	27
2.6	Trailer for Measurement BFC	28
2.7	British Pendlum Tester	29
2.8	Comparison of Data Between DF tester and BPT	31
2.9	Smooth and Angular Aggregate.....	37
2.10	Size Distribution of Coarse Aggregate	38
2.11	Porous Asphalt Surface	44
2.12	Components of Friction	46
2.13	Wet Footprint and the Contact Length	63
3.1	Flow Chart of The Study.....	67
3.2	Gradation Selection Chart	75
3.3	Upper and Lower Testing Head	82
3.4	Dimensions Slab Specimen	84
3.5	A slab for Skid and Texture Testing	86
3.6	Sand Patch	87
4.1	Surafce Area of SMA14	103
4.2	Relationship Between Surafce Area and Asphalt.....	104
4.3	Relationship Between VTM and Density.....	105
4.4	Density of SMA 14 Gradations	106



4.5	Comparison of Texture Depth and ACW.....	109
4.6	Comparison of Skid Resistance of SMA & ACW....	110
4.7	Effect of Density on Texture Depth	113
4.8	Effect of Texture depth on Skid Resistance.....	114
4.9	Effect of Film Thickness on Skid Resistance	115
4.10	Effect of Aggregate Size on Skid Resistance	116



LIST OF ABBREVIATIONS

A.C.V	Aggregate Crushing Value Test.
A.I.V	Aggregate Impact Value Test.
AASHTO	American Association of State Highway and Transportation Official
AAV	Aggregate Abrasion Value
AN	Aggregate Angularity Number
ANOVA	Analysis of Variance
ASTM	American Society for Testing and Materials
DOC	Distribution of Coarse Aggregate
DOF.	Distribution of Fine Aggregate
HFWC	High Friction Wearing Coarse
HMA	Hot Mix Asphalt
BPN	British Portable Number
PA	Percentage of Asphalt
JKR	Jabatan Kerja Raya
L.A	Los Angels Abrasion Test
LVDT	Linear Variable Differential Transformer
TTI	Texas Transportation Institute
MATTA	The Material Testing Apparatus
N. R.	Negri Roadstone Quarry



NAA	National Aggregate Association
OECD	Organisation for Economic Co-Operation and Development
OBC	Optimum Binder Content
PDRM	Royal Malaysian Police
PI	Particle Shape Index of stones
PSV	Polished Stone Value
PWD	Public Works Department
RSRC	Road Safety Research Centre
S. G.	Aggregate Specific Gravity Test
SAS	Statistical Analysis Software
SGC	Superpave Gyratory Compactor
SMA	Stone Mastic Asphalt
SPSS	Statistical Package for Social Science
SST	Super Shear Tester
TD	Texture Depth
TRRL	Transport and Road Research Laboratory
TSR	Tensile Strength Ratio
U.S.A	United States of America
UPM	Universiti Putra Malaysia
SMA-UPM	UPM – In House Procedure
VFA	Voids Filled with Asphalt
VMA	Voids in Mineral Aggregate
VTM	Voids in Total Mix



CHAPTER I

INTRODUCTION

Background of the Study

Road surface requirement has been changing significantly over the last thirty years. In the fifties, surface evenness maintenance work was confined to remedying potholes. Assessment of wet weather skid resistance was at an early stage. Since then, in response to rapid growth, most countries have been concerned with road traffic safety (OECD, 1984).

Malaysia is one of the countries that experienced a rapid economic development for the last ten years. This economic growth accompanied by increased building of highways has resulted in a substantial increase of traffic-related problems, such as loss of human lives and properties.

Road Development Index (RDI) as shown in Figure 1.1, prepared by the Public Works Department Malaysia, reported that the RDI which measures the level of road development, taking into account both area and population size of the country, also improved significantly from 0.54 in 1985 to 0.80 in 1985 or an increase of 48% (PWD, 1999).

The road service level comprises three indicators, which measure total road length to population, total vehicles and per RM 100 million Gross Domestic Product (GDP), respectively. The road service level in terms of road length to population increased by 31% from 2.46 kilometres in 1985 to 3.22 kilometres of roads per 1000 persons in 1995.

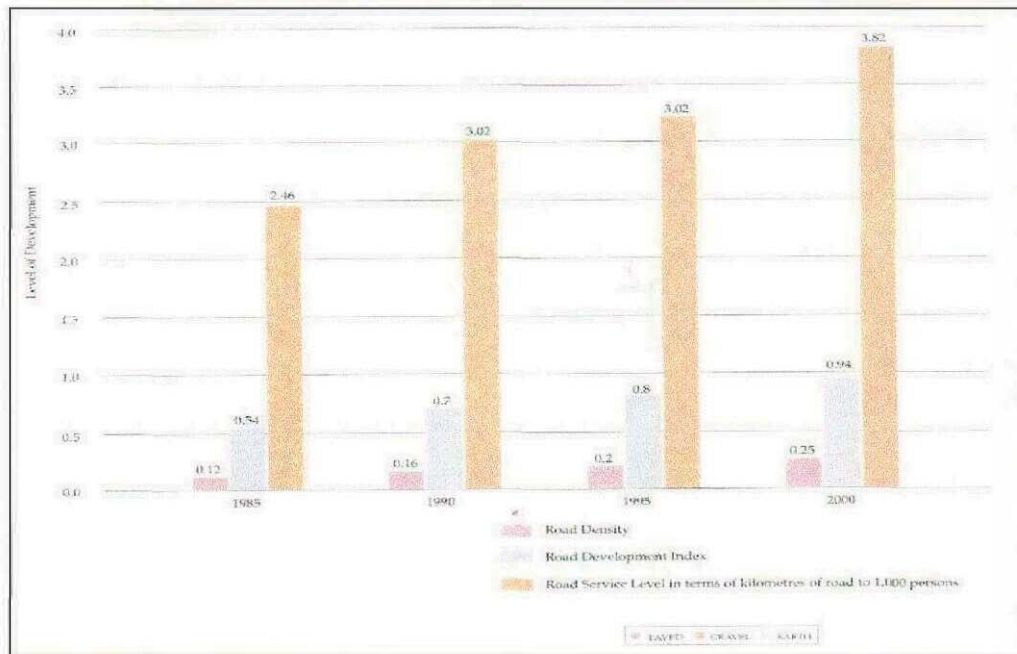


Figure 1.1 Road Development Indicators 1985-2000.
(Source: Public Works Department, 1999)

As a result of this tremendous economic increase, Malaysia entered a different phase of motorization transition. It was observed that there was a resultant growth in the number of registered vehicles during the last two decades, for the period of 1977 to 1997. A total number of registered vehicles increased from 1.78 million vehicles in 1977 to 8.5 million vehicles in 1997 respectively, with the average rate of 7.9 %per annum (PWD, 1999).

This explosive growth of automobile use has brought in, the need to recognize road safety as a complex problem that must be addressed properly, in order to save lives and properties. In 1997 alone, a total of 56, 574 casualties were reported of which 6302 were death, 14,105 were hospitalized, 36,167 were slightly injured (PDRM, 1998). Accidents related to skidding constitute 15% of the total accidents registered.

The Statistical Report on Road Accidents in 1998 by Polis Diraja Malaysia shows that there is a total of 1328 road accidents by surface conditions such as flood, wet, oily and sandy, which accounted to 561 cases of fatal accidents and 767 cases of serious accidents.

Table 1.1: Road Crash by Road Surface Condition

Surface Condition	Types of Road Crashes		
	Fatal	Serious	Total
Dry	4,415	9,087	13,502
Flood	11	31	42
Wet	492	673	1,165
Oily	6	10	16
Sandy	52	53	105
Under Repair	16	41	60
Total	4,995	9,895	16,654

(Source: Polis Diraja Royal Malaysia, 1998)

Accidents related to skidding constituted 15% of the total accidents registered but deaths due to skidding comprises 25%. Studies by (Radin, 1993) have shown that the odd ratio of skidding is 4.7 times higher compared with dry surfaces. This is illustrated in Table 1.2 below: -