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THE 2nd MAKASSAR INTERNATIONAL CONFERENCE
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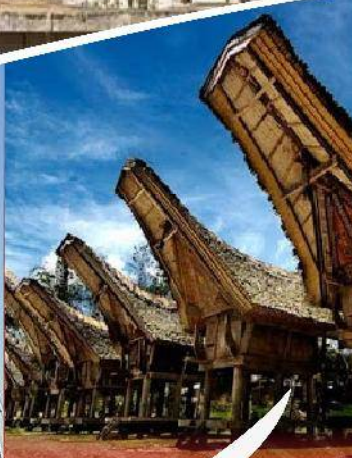
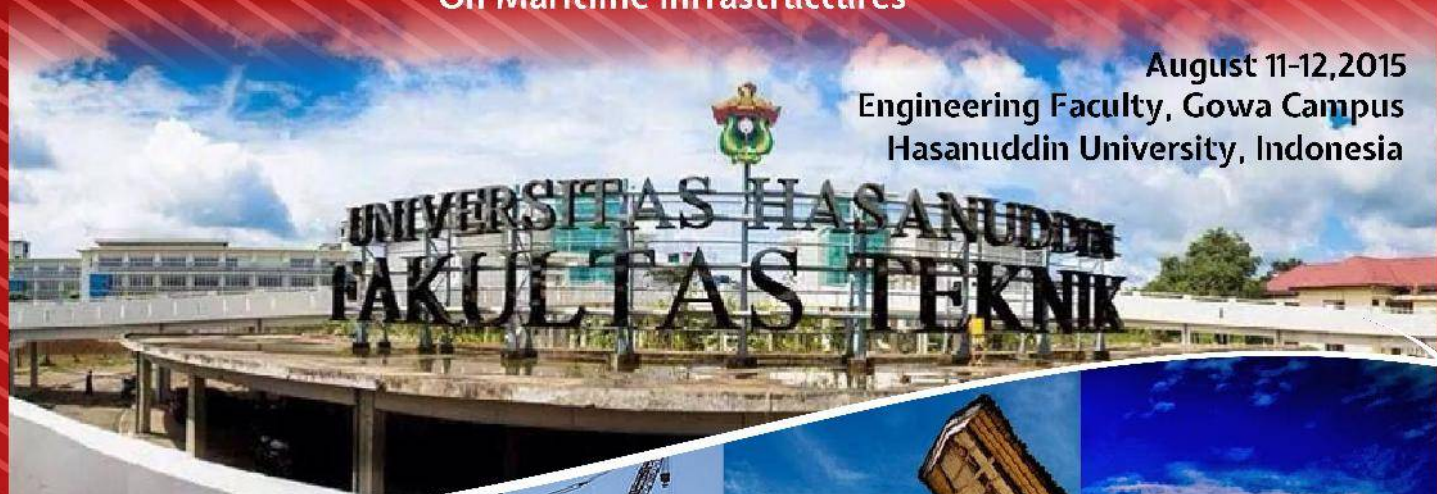


MICCE 2015

Civil Engineering for Sustainable Development
On Maritime Infrastructures

August 11-12, 2015

Engineering Faculty, Gowa Campus
Hasanuddin University, Indonesia



EDITORS:

Bambang Bakri
M. Asad Abdurrahman

Organized by:

Civil Engineering Department
Hasanuddin University, Indonesia



In collaboration with:



*Proceedings of
the 2nd Makassar International Conference
on Civil Engineering*

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Department of Civil Engineering
Kyushu University
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WELCOME MESSAGE

Dear Colleagues,

In this opportunity of the 2nd Makassar International Conference on Civil Engineering (MICCE 2015), on behalf of the organization committees, we would like to welcome all of you to attend this prestigious conference in Makassar, Indonesia.

The MICCE 2015 compiles 87 papers that have been submitted and accepted for presentation in plenary session and parallel technical session. The presentation is divided into several sessions, such as water resources, structural and material engineering, geotechnical and geo-environmental engineering, transportation and urban planning, and construction management. In addition, invited speaker from well known universities and government officials also present their technical and research papers.

We sincerely thanks to all member of the scientific committee who have contributed idea and time to support the organization of this conference. We would like also to thank all our colleagues in the organizing committee that having given hard efforts to prepare this conference.

Finally, we wish this conference will have a great success; all participants will deepen their knowledge and experience during the technical sessions and will widen their networking with the colleagues in the same fields of research. We do hope you will have a sweet memory in Makassar.

Yours Sincerely,

Dr. Rudy Djamaluddin
Chairman

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CONTENTS

Welcome Message	iii
Committee	iv

PART 1: GEOTECHNICAL ENGINEERING

EFFECT OF HORIZONTAL DRAIN ON SLOPE STABILITY Muhammad Mukhlisin and Nurul Aini Binti Abd Aziz	1
OPTIMIZATION OF CALCITE PRECIPITATION AS A SOIL IMPROVEMENT TECHNIQUE Heriansyah Putra, Hideaki Yasuhara, Naoki Kinoshita and Debendra Neupane.....	9
EFFECTS OF DEGREE OF SATURATION ON LIQUEFACTION RESISTANCE OF SAND IMPROVED WITH ENZYMATIC CALCITE PRECIPITATION Minson Simatupang, Yoshihira Kosaka and Mitsu Okamura	15
GIS BASED ANALYSIS FOR LANDSLIDE SUSCEPTIBILITY MAPPING USING LOGISTIC REGRESSION MODEL AT LOMPOBATTANG MOUNTAIN, INDONESIA Abdul Rachman Rasyid, Netra P. Bhandary and Ryuichi Yatabe	25
THE EFFECT OF CURING PERIOD TO THE PHYSICAL AND ENGINEERING PROPERTIES OF FIBROUS PEAT SOIL STABILIZED WITH LIME CaCO_3 +POZOLON N. E. Mochtar, F. E. Yulianto and F. Harwadi	35
THE PHYSICAL AND ENGINEERING PROPERTIES OF PEAT SOIL USING VARIOUS SAWDUST REINFORCEMENT Muhammad Afief Ma'ruf and Ferdianur Ramadhan	41
PARAMETRIC STUDY OF LATERAL DISPLACEMENT DUE TO PILE GROUP INSTALLATION Arik Triarso, Indarto and Farid Maruf	51
EXCAVATION ADJACENT TO THE EXISTING BUILDING: A STUDY CASE M. F. Ma'ruf and H. Darjanto	59
AN OVERVIEW OF GEOCHEMICAL TRAPPING SYSTEM FOR CO_2 SEQUESTRATION STUDY IN THE ULTRAMAFIC ROCK FROM SULAWESI, INDONESIA Adi Maulana	65
SOIL STABILIZATION UNDER ELECTRIC FIELD APPLICATION (A BENCH SCALE EXPERIMENTAL STUDY OF IONIC INJECTION) R.M. Rustamaji and E. Priadi	71
THE SUBSTITUTE EFFECT OF RESIDUUM CATALYTIC CRACKING (RCC) AND LIME ON EXPANSIVE SOIL SHEAR STRENGTH Yulia Hastuti, Ratna Dewi and Desy Yahra Siregar	77
THE NUMERICAL SIMULATION OF PULL-OUT TEST IN CIRCULAR AND STAR SHAPED ANCHOR PLATE TYPE Wa Ode Sumartini, Ardy Arsyad, A. Bakri Muhiddin, A. Rachman Djamaaluddin	87
INVERSION GRAVITY IN MAKASSAR Muhammad H. Syahrudin	93
GEOLOGY AND AVALANCHES IN THE REGENCY OF ENDE Veronika Miana Radja	99

EFFECT OVERBURDEN PRESSURE AND HOLE SIZE ON SELF HEALING CAPACITY OF GEOSYNTHETIC CLAY LINER Kartika Sari and Jinchun Chai	105
GIS GEOPROCESSING SYSTEM DEVELOPMENT FOR SEISMIC MICROZONATION ASSESSMENT: A CASE STUDY OF BENI SUEF, EGYPT I. Djamaluddin, A. M. Meneisy, P. Indrayani, Y. Osman and A. A. Omran	115
INFLUENCE OF SAND PERMEABILITY AT SAND COLUMN TO GROUNDWATER RECHARGE Akhmad Azis, Hamzah Yusuf and Zulviyah Faisal	129
EXPERIMENTAL AND NUMERICAL OF PULL-OUT TEST OF STAR ANCHOR PLATE EMBEDDED IN COHESIVE SOIL A. Rachman Djamaluddin and Wa Ode Sumartini	137
 PART 2: STRUCTURAL ENGINEERING	
ENERGY DISSIPATION OF MASONRY STRUCTURES UNDER CYCLIC LOADING Milad M. Alshebani	143
EFFECT OF MINERAL ADMIXTURES ON CARBONATION OF SEAWATER MIXED CONCRETE Adiwijaya, H. Hamada, Y. Sagawa and D. Yamamoto	153
APPLICATION OF SACRIFICIAL ANODE TO PREVENT MACROCELL CORROSION IN REPAIRED RC MEMBER M. A. Caronge, H. Hamada, Y. Sagawa and D. Yamamoto	163
EXPERIMENTAL STUDY OF ENGINEERED CEMENTITIOUS COMPOSITE MATERIAL FOR STRUCTURAL APPLICATION A. Tambusay, P. Suprobo, Faimun and A.A. Amiruddin	171
FLEXURAL STRENGTHENING EFFECT OF CFRP STRAND SHEET TO RC BEAMS WITH VARIOUS TYPES OF ADHESIVE R. Bahsuan, S. Hino and A. Komori	179
THE EXPERIMENTAL TEST OF CORROSION INDUCED CRACKING IN REINFORCED CONCRETE USING ACCELERATED METHOD Wahyuniarsih Sutrisno, I Ketut Hartana, Priyo Suprobo, Endah Wahyuni and Data Iranata	189
FINITE ELEMENT MODELING OF TWO WAY HALF SLAB PRECAST CONCRETE SUBJECTED TO MONOTONIC LOADING Djoko Irawan, Priyo Suprobo and Data Iranata	195
UTILIZATION OF COPPER SLAG AS A CEMENTITIOUS MATERIAL IN REACTIVE POWDER CONCRETE Romy Suryaningrat Edwin, Mieke De Schepper, Elke Gruyaert and Nele De Belie	203
DAMAGE INVESTIGATION AND SEISMIC RETROFITTING OF WEST SUMATRA GOVERNOR'S OFFICE BUILDING AFTER 2009 SUMATERA EARTHQUAKE Fauzan, Febrin Anas Ismail, Abdul Hakam, Zaidir and Nugrafindo Yanto	209
EXPERIMENTAL STUDY ON SCANNING ELECTRON MICROSCOPE OF ASPHALT CONCRETE BINDER COURSE (AC BC) MIXTURE USING BUTON GRANULAR ASPHALT (BGA) Abdul Gaus, Wihardi Tjaronge, Nur Ali and Rudy Djamaluddin	217
EFFECT OF SEA WATER TO THE FLEXURAL BEHAVIOUR OF RC BEAM STRENGTHENED GFRP-S Mufti Amir Sultan, Herman Parung, M. Wihardi Tjaronge and Rudy Djamaluddin	225

FLEXURAL CAPACITY OF REINFORCED CONCRETE BEAMS STRENGTHENED USING GFRP SHEET AFTER SEA WATER IMMERSION DUE TO FATIGUE LOADS Arbain Tata, Herman Parung, Wihardi Tjaronge and Rudy Djamaluddin	231
PARAMETER ANALYSIS OF NON-LINIER BEHAVIOR UNCONFINED CONCRETE BY TRIAXIAL LOADING USED SOFTWARE BASED FINITE ELEMENT ANALYSIS Data Iranata and Alfin Septya Nugroho	239
KERANG DARAH (ANADARA GRANOSA) CLAMS AS FINE AGGREGATE IN CONCRETE MIX Wiku A. Krasna and Pebri Putra Hidayat	249
THE EFFECT OF REED AS FILLER UPON BRICK PERFORMANCE OF BUILDING MATERIAL Kurniati Ornam and Masykur Kimsan	257
STUDY ON RESIDUAL STRENGTH AND CARBONATION OF CONCRETE IN CENTRAL MARKET SHOP AFTER FIRE Ulfa Fatmasari, M. Wihardi Tjaronge and Rita Irmawaty	265
ANALYSIS OF OFFSHORE PLATFORMS LIFTING WITH FIXED PILE STRUCTURE TYPE (FIXED PLATFORM) BASED ON ASD89 Andi Marini Indriani and Agus Sugianto	273
BEHAVIOR OF THE PRECAST AND MONOLITH CONCRETE ON BEAM-COLUMN JOINTS UNDER CYCLIC LOADING Mardewi Jamal, Herman Parung, M. Wihardi Tjaronge and Victor Sampebulu	283
PERFORMANCE ANALYSIS OF SHEAR WALL RC BUILDING DUE TO SEISMIC LOAD UPON BAR BUCKLING LIMIT STATES M. Kimsan, L.Rahman and M.R. Alhas	295
THE EFFECT OF FIRE DURATION ON MECHANICAL PROPERTIES OF CONCRETE I.A. Ahmad	301

PART 3: URBAN AND TRANSPORTATION ENGINEERING

TESTING MULTI LAYER ON THE ROAD PAVEMENT Sabaruddin, M. Wihardi Tjaronge, Nur Ali M., and Rudi Djamaluddin	307
ATTRIBUTES AFFECTING THE BUS NETWORK SYSTEM OF DHAKA CITY AND THEIR DEFICIENCIES. T. Das, and S. Hoque	313
A GEOGRAPHICAL INFORMATION SYSTEM BASED APPLICATION FOR REGIONAL PLANNING DEVELOPMENT P. Indrayani, Y. Osman, I. Djamaluddin and Y. Mitani	325
THE ANALYSIS OF SERVICE DEMAND OF FERRY TRANSPORT ROUTE KENDARI – WAWONII POST REGIONAL DIVISION AT REGENCY KONAWE ISLANDS La Ode Muh. Magribi	335
TRANSPORTATION PLANNING MODEL FOR EARTHQUAKE DISASTER DEBRIS - ISSUES RELATING TO TEMPORARY STORAGE SPACE IN METROPOLITAN TOKYO - Y. Arai, A. Koizumi and T. Inakazu	347
COMPOSITION ANALYSIS OF EMISSION TRUCK ON URBAN ROAD NETWORK IN MAKASSAR Mukhtar Lutfie, Lawalenna Samang, Adi Sakti and Isran Ramli	355
SPATIAL MODEL OF GRADUATE STUDENT TRAVEL IN MAKASSAR CITY Syafuruddin Rauf, Shirley Wunas, Roland A Barkey and Sakti Adji Adisasmita	363

SELECTION OF AIRPORTS LOCATION IN SMALL ISLANDS USING MULTI CRITERIA DECISION MAKING (CASE STUDY: KEPULAUAN SERIBU REGION IN INDONESIA) A. Doddy Ari Suryanto and B. Sakti Adji Adisasmita	371
CHARACTERISTICS AND PATTERNS OF PEOPLE MOVEMENT OF USERS CITY TRANSPORT USERS IN FULLFILLING DEMANDS IN PALU Jurair Patunrangi, Shirly Wunas, Isran Ramli dan Sakti Adji Adisasmita	377
THE OPERATIONAL COST CHARACTERISTIC OF INTER CITY FREIGHT TRANSPORT IN SOUTH SULAWESI – INDONESIA Hakzah, Lawalenna Samang, Muhammad Isran Ramli and Rudy Djamaluddin	387
AGING SIMULATION OF HOT MIX ASPHALT MIXTURES UTILIZING RECLAIMED ASPHALT PAVEMENT I. Rismawansyah and M. Ihsan	393

PART 4: CONSTRUCTION MANAGEMENT

DELAY CLAIM ANALYSIS ON HOSPITAL PROJECTS Peter F.Kaming and Aditya P. Poernomo	401
AN EVALUATION OF RELATIONSHIP BETWEEN MOTIVATION, WORK ENVIRONMENT, LEADERSHIP, WORK DISCIPLINE, AND PERFORMANCE OF EMPLOYEE IN A CONSTRUCTION COMPANY Peter F Kaming and Frances G.L.Raja	409
CRITICAL SUCCESS FACTOR IN PARTNERSHIPS BETWEEN MAJOR STAKEHOLDERS IN LOW- COST APARTMENT DEVELOPMENT IN SURABAYA METROPOLITAN AREA Farida Rahmawati, Ria A.A. Soemitro, Tri Joko W. Adi and Connie Susilawati	417
TIME-PERFORMANCE PREDICTION OF CONSTRUCTION PROJECTS USING BELIEF NETWORKS Fahirah F., Tri Joko Wahyu Adi and Nadjadji Anwar	423
PROJECT ASSESSMENTS AND DESIGNS MONITORING AND EVALUTION (M&E) EMERGENCY PROCUREMENT IN CENTRAL SULAWESI Tutang Muhtar, Mary Selintung, Djayani Nurdin and Amar	429
MANAGING RISK IN THE ROAD MAINTENANCE WORK OF PERFORMANCE BASED CONTRACT Benny Mochtar, Herman Parung, Johaness Patanduk and Nur Ali	441

PART 5: WATER AND RESOURCES ENGINEERING

LABORATORY FLUME EXPERIMENTS ON LOG ACCUMULATION AT A BRIDGE DURING A FLOOD EVENT M. F. Maricar, M. I. Rusyda, M. Kusukubo, S. Ikematsu, and H. Hashimoto	449
NUMERICAL SIMULATIONS OF BAROCLINIC FLOWS IN THE ARIAKE SEA JAPAN AFTER HEAVY RAIN FELL OCCUR USING THREE-DIMENSIONAL OF SALINITY STRATIFICATION ANALYSIS Shinichiro Yano, Abdul Nasser Arifin and Edistri Nur Fathya	457
RAINFALL-RUNOFF MODELING OF BENGAWAN SOLO CATCHMENT AREA WITH TANK MODEL USING IFAS Hary Puji Astuti, Umboro Lasminto and Andi Patriadi	463
THE GEOGRAPHY OF DILI AND THE FLOOD CONTROL PROBLEMS O. R. Santos Almeida, J. Piedade Brás, G. da Cruz	471

SLOPING BREAKWATER WITH TAPERED CHANNEL AS A WAVE ENERGY CONVERTER Asrini , A. Thaha and F. Maricar	497
COMBINATION OF ECOLOGICAL AND HIDRAULICAL IN RIVER MANAGEMENT (CASE STUDY AT LAWU RIVER SOUTH SULAWESI) Nurlita Pertiwi	503
HYDRODYNAMIC MODELING OF JENEBERANG ESTUARY Yassir Arafat, M. Saleh Pallu, Farouk Maricar and Rita Tahir Lopa	509
NUMERICAL MODELING OF HIGH VELOCITY FLOW IN THE COMPOUND CHANNEL U. Lasminto	517
BED LOAD TRANSPORT STUDY IN CHANNEL WITH NON UNIFORM BED MATERIAL Weka Adi Suryawan, Ahmad Syarif Sukri, Bambang Agus Kironoto, Bambang Yulistianto and Ica Capriyati Husen	525
SANITATION AND BEHAVIORAL STUDY ON ENVIRONMENTAL HEALTH RISK IN THE COASTAL AREA AS A SPATIAL REFERENCE IN DISTRICT KONawe A. Santi, B. Siti Belinda Amri, C. La Ode Abdul Syukur and D. Aspin	537
BED LOAD TRANSPORT AT DOWNSTREAM SIDE OF PALU RIVER AROUND FOURTH BRIDGE Alifi Yunar, Saleh Palu, Farouk Maricar and Rita Lopa	547
IN-SITU MEASUREMENT ON PHYSICAL PROCESS DURING DEVELOPMENT OF SALINITY STRATIFICATION DUE TO FLOOD EVENTS IN THE NORTHERN ARIAKE SEA, JAPAN Shinichiro Yano, Yohei Kitagawa, Camilla Ralund, Akira Tai ,Sangyeob Kim and Akihida Tada	553
THE EFFECT OF LAND USE CHANGE ON FLOOD PEAK IN THE INTEGRATED AREA OF CAMPUS UII Ruzardi	559
DESIGN STRATEGY APPROACH FOR FLOODING AREA AS A MITIGATION APPROACH, CASE STUDY: GORONTALO CITY Andi Harapan and Sugeng Triyadi	567
MODEL OF WATER PUMP POWERED BY WINDMILL DESIGN FOR IRRIGATION PURPOSED Benny Syahputra	577
ENVIRONMENTAL MANAGEMENT EFFORTS DEVELOPMENT OF PIER IN PULAU MARABATUAN SOUTH KALIMANTAN Riswal and Ashury	585
FLOOD PREDICTION TO PREVENT FLOODING (Case Study : Pasangkayu River) M Lukman, S. Pallu, F Maricar and A. Thaha.....	593
FLOODS ANALYSIS IN JEMBER URBAN DRAINAGE SYSTEM E. Hidayah, Sriwahyuni and W. Yunarni	599
ROOT STRENGTH OF UNDERSTORY VEGETATION FOR EROSION CONTROL ON FOREST SLOPES OF KELARA WATERSHED, INDONESIA Hasnawir, Laura Sanchez-Castillo, Tetsuya Kubota and Andang Suryana Soma	607
HYDRODYNAMIC MODELING OF JENEBERANG ESTUARY Yassir Arafat , M. Saleh Pallu, Farouk Maricar and Rita Tahir Lopa	615
MEASURING OCEAN WAVE POTENTIAL ENERGY USING DIGITAL VIDEO PROCESSING SOFTWARE (Case Study West Coast of Kab. Pinrang, South Sulawesi Indonesia) Masjono, Salama Manjang, Dadang A. Suriamiharja and Arsyad Thaha	623

AGING SIMULATION OF HOT MIX ASPHALT MIXTURES UTILIZING RECLAIMED ASPHALT PAVEMENT

I. Rismawansyah¹, M. Ihsan²

ABSTRACT: The utilization of reclaimed asphalt pavement (RAP) has become more popular due to increasing concerns of sustainability, environmentally and economically. The research was to investigate the effect of simulated aging to the characteristics of two types of pavement layer, Asphalt concrete-Wearing Course (AC-WC) comprising considerable portion of reclaimed asphalt pavement or bituminous waste materials. Aging simulation includes Short Term Oven Aging (STOA) and Long Term Oven Aging (LTOA) method. The research included determination of the appropriate composition of RAP and new materials, determination of Optimum Asphalt Content (OAC) and production of specimens for the two type of asphalt pavement. Three types of specimen were control condition (non aged), STOA and LTOA specimens. All of specimens are tested to determine the Marshall Properties, effect of immersion and Indirect Tensile Strength (ITS) test. Indirect Tensile Strength, Retained Marshall Stability and Tensile Strength Ratio, have shown decreasing value while the Marshall Stability and Flow have shown incremental value.

Keywords: *Asphalt Recycling Pavement, Aging, Marshall Properties, Durability, Indirect Tensile Strength.*

INTRODUCTION

Background

Nowadays, the conservations of materials, environmental issue, and costs effective are three major issues in pavement construction, rehabilitation and maintenance. Especially for flexible pavement utilizing asphalt cement that comes from natural resources. Asphalt pavement recycling is one of procedure that eminently and realistically meets these concerns because of the economical in terms of energy and materials usage.

In asphalt pavement recycling, materials reclaimed from old pavement structures are reprocessed along with some new materials to produce asphalt mixtures meeting all normal specification requirements (Asphalt Institute, 1983). The asphalt contained in old pavements is an additional valuable resource. Because of factors such as oxidation, the aged asphalt may have lost some of its original properties, but when combined with new asphalt it can again serve as an effective binder. The reuse of aged asphalt may reduce the amount of new asphalt required for pavement reconstruction.

Asphalt pavement materials consists of aggregate and asphalt cement. Asphalt cements are composed of organic molecules that react with oxygen from environment. This reaction is called oxidation and it changes the structure and composition of asphalt molecules. Oxidation causes asphalt cement to harden. Because asphalt cement exists in thin films covering the aggregate, the oxidation reaction occurs at a faster rate. "Short term aging" is used to describe the aging that occurs in this stage of the pavement life. Oxidative hardening also occurs because of exposure to air and water. "Long term aging" happens at a relative slow rate in a pavement, although it occurs faster in warmer climates and during warmer seasons. Because of this hardening, old asphalt pavements are more susceptible to cracking. Improperly compacted asphalt pavements may exhibit premature oxidative hardening because of a higher percentage of interconnected air voids. This allows more air to penetrate into the asphalt mixture, increasing oxidative hardening (Asphalt Institute, 2001).

Research Objectives

1. To perform AC Wearing Course (AC-WC) hot recycling asphalt utilizing bituminous waste materials (RAP) and new materials (aggregates and asphalt cements) and to conduct performance tests by determine the Marshall characteristics, failure plane by Indirect Tensile Strength (ITS) test and durability of the mixture.
2. To determine the effects of aging to the hot recycling asphalt by using short and long term aging procedures which were developed at Oregon State University under the Strategic Highway Research Program (SHRP) A-003A project.

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LITERATURE REVIEW Asphalt

Recycling Pavement

Asphalt pavement recycling is not a new development. Used to called reconstruction, it has been in use for more than 5 decades. In asphalt pavement recycling, materials reclaimed from old pavement are reprocessed with addition some new materials to produce new asphalt mixtures meeting all normal specification requirements. The asphalt contained in old pavements is an additional valuable resource. Because of factors such as oxidation, the aged asphalt may have lost some of its original properties, but when combined with new asphalt it can again serve as an effective binder. The reuse of aged asphalt may reduce the amount of new asphalt required for pavement reconstruction. Recycling can correct many types of pavement distress. By reusing aggregate and asphalt from deteriorated pavements, the need for new materials is appreciably reduced and the overall cost of the improved pavement will be less. The addition of asphalt to existing granular base materials during recycling increases structural strength without adding to pavement thickness, thereby preserving roadway geometrics. Since the pavement thickness is not increased, drainage problems are avoided. Adding asphalt also helps waterproof the base and renders it less susceptible to moisture damage. (Asphalt Institute, 1983)

Asphalt Aging Behaviour

As stated in Asphalt Institute (2001) asphalt cements are composed of organic molecules, because of that they react with oxygen from the environment. This reaction is called oxidation and it changes the structure and composition of asphalt molecules. Oxidation causes asphalt cement to harden. In practice, some oxidative hardening occurs before the asphalt is placed. Because asphalt cement exists in thin films covering the aggregate, the oxidation reaction occurs at a faster rate. "Short term aging" is used to describe the aging that occurs in this stage of the asphalt's life. Oxidative hardening also occurs during the life of the pavement because of exposure to air and water. "Long term aging" happens at a relative slow rate in a pavement, although it occurs faster in warmer climates and during warmer seasons. Because of this hardening, old asphalt pavements are more susceptible to cracking. (Whiteoak et. al., 2003)

According to Klierer et. al. (1995), the development and validation of laboratory aging procedures to simulate short and long term aging for asphalt-aggregate mixtures was undertaken as part of the Strategic Highway Research Program (SHRP) project A-003A at Oregon State University (OSU). The laboratory procedure for short term aging is to heat loose mix in a forced draft oven for 4 hours at a temperature of 135°C. This short term oven aging (STOA) simulates the aging of the mixture during the construction process. The laboratory procedure for long term aging of the compacted mixture is to heat the compacted specimens in a forced draft oven at 85°C. This long term oven aging (LTOA) simulates the aging of the mixture in service. An aging period of 4 or 5 days is recommended to simulate project about 10 years old.

Asphalt Mixture Testing

Asphalt mixture testing conducted to determine the quality of AC Wearing Course must meet the requirements as stated on Indonesian Directorate General of Highway (2007). There are two types of mixture properties that will obtained in this research are volumetric and Marshall properties. According to Asphalt Institute (2001), the test are :

1. Volumetric Properties
 - a. Bulk specific gravity of aggregate
 - b. Effective specific gravity of aggregate
 - c. Maximum specific gravities of mixtures
 - d. Asphalt absorption
 - e. Effective asphalt content
 - f. Percent VMA in compacted paving mixture
 - g. Calculation of air voids in compacted mixture
 - h. Percent VFA in compacted paving mixture
2. Marshall Properties
 - a. *Stability*, the Marshall Stability value is the maximum load before the specimen yields or fails. Marshall stability test provides the performance prediction measurement for the Marshall Mix design method. The primary use of Marshall stability is to evaluate the change in stability with increasing asphalt content to aid in selecting of the optimum asphalt content.
 - b. *Flow*, Marshall Flow, measured in units equal to 0.25 mm, represents the total deformation of the specimen. The deformation is a measure of a decrease in the vertical diameter of the specimen.
 - c. *Marshall Quotient* (MQ), is Marshall Stability divide by Flow. Mixes that have very low flow values and abnormally high Marshall stability values are considered too brittle and rigid for pavement service. Those with high flow values are considered too plastic and have tendency to distort easily under traffic loads.

Indirect Tensile Strength (ITS)

According to AASHTO T 283, HMA made from certain materials are sensitive to the presence of water in the pavement. Water will cause the binder to not adhere to the aggregate. Since the binder is the "glue" that holds the

pavement together, rapid failure of the pavement can be expected if the binder cannot adhere to the aggregate. This is often referred to as stripping. To help prevent stripping, additives such as hydrated lime or liquid anti-stripping chemicals may be required. Indirect Tensile Strength (ITS) test is a test method that can be used to determine if the materials may be subject to stripping and also to measure the effectiveness of additives. The specimens are tested for indirect tensile strength by loading the specimens at a constant rate and measuring the force required to break the specimens. The tensile strength of the conditioned specimens is compared to the control specimens to determine the tensile strength ratio (TSR).

METHODOLOGY

Research procedure consists of preparation, where Reclaimed Asphalt Pavement (RAP) materials were dried before used as material for specimens. Three types of materials that used in this study they are RAP, new aggregate and asphalt concrete have to be tested before used as composition of mixtures. Tests include extraction test for RAP, Los Angeles test, specific gravity test, sieve analysis, absorption to water test, sand equivalent test for new aggregate. Tests for bituminous material include Penetration test, flash point test, softening point test, loss on heating test, ductility test, penetration test after loss on heating and specific gravity. There are four types of specimens design in this research:

- a. Specimen design for determining the composition of RAP and new aggregate without adding asphalt concrete. The variation of the specimens are : 100% RAP, 80% RAP : 20% new aggregate and 75% RAP : 25% new aggregate.
- b. Specimen design for determining asphalt content design. The variation of added asphalt content is by 0.3% from 0.6% until 1.5% asphalt content addition to the chosen composition from 1.
- c. Specimen design with asphalt content design as control specimens that use for testing on Marshall properties, ITS test.
- d. Specimen design with condition Short Term Oven Aging (STOA) and Long Term Oven Aging (LTOA) for testing on Marshall properties, immersion, and ITS test.

Test specimens preparation were :

- a. Number of specimens – At least three specimens were prepared for each combination of RAP, aggregates and asphalt content.
- b. Preparation of RAP and aggregates – RAP and aggregates dried to constant weight at 105°C to 110°C.
- c. Mixing and compaction temperature determination.
- d. Mixture preparation – Each test specimen is weighed into separate pans for of each size fraction and percentage of RAP required to produce a batch that will result in a compacted specimen 63.5 ± 1.27 mm in height. This will normally be about 1.2 kg.
- e. Compaction of specimens – 75 blows are applied to compact the specimens to each side using compaction hammer. After compacting, remove the specimens from mold and cool overnight until ready for testing.
- f. For STOA specimens, the procedure is similar but after the specimens mixed, it must placed on oven for 4 hours at temperature of 135°C before compaction.
- g. For LTOA specimens the procedures is similar with STOA procedures but after placed on oven for 4 hours at temperature of 135°C and compaction, the specimens must placed again in oven for 5 days at temperature of 85°C before ready for testing.

Specimens testing follows the procedures :

- a. Marshall Properties Testing
 - 1) Bulk specific gravity determination – This test is performed according to ASTM D2726.
 - 2) Stability and flow tests – After the bulk specific gravity of the test specimens have been determined, the stability and flow tests are performed.
- b. Indirect Tensile Strength testing
 - 1) Height, dry height, submerged weight and surface dry weight of the specimens are measured and the air voids is determined.
 - 2) Each specimen placed in water bath at 25° C and vacuum saturate for 45 minutes, then the wet conditioned specimens placed in a 60°C water bath for 48 hours.
 - 3) The specimen is removed from the bath and then placed on its side between the bearing plates of the testing machine. A load is applied to the specimen by forcing the bearing plates together at a constant rate of 2 in. (50 mm) per minute.
 - 4) The maximum load is recorded, and the load continued until the specimen cracks.

RESULTS AND DISCUSSION

Laboratory Results

1. Material Testing Result

Asphalt mixture consists of fresh aggregate and RAP. For new aggregate and asphalt cement, physical testing is conducted and the result is shown in Table 1.

Table 1. Material testing result

No	Test Type	Specification	Result	Unit
Aggregate				
1.	Abrasion	Max. 40	24,4	%
2.	Bitumen adhesivity	> 95%	98	%
3.	Bulk Specific Gravity Coarse Aggregate	>2,50	2,729	gr/cc
	Bulk Specific Gravity Fine Aggregate	>2,50	2,868	gr/cc
4.	Coarse Aggregate absorption	<3	2,480	%
	Fine Aggregate absorption	<3	2,564	%
5.	Sand Equivalent	Min. 50	85	%
6.	Soundness Test	Max. 7%	1,57	
	Asphalt AC 60/70			
1.	Penetration at 25° C	60 - 79	62,2	0,1 mm
2.	Softening Point	48 – 58	48	° C
3.	Flashing Point	>200	347	° C
4.	25° C Ductility	>100	>100	cm
5.	Loss on heating (163°C, 5 hours)	<0,4	0,050	%
6.	CCl ₄ solutibility	99	99,317	%
7.	Penetration after loss on heating	75	82,0	% of original
8.	Specific Grafty	1	1,030	gr/cc

The result of material testing for aggregate and asphalt cement were passed all the specifications in AASHTO 1982. The existing asphalt content in the mixture of RAP is 5.9% and in the mixture with addition of new asphalt cement is 4.4%, it is decreasing from original asphalt content which was 6 to 7 percent because the effect of oxidation.

2. Composition determination of the mixture

The mixture that tested for the effect of aging are consists of RAP and new aggregate with the addition of asphalt cement. To determine the best proportion of RAP and new aggregate, this research has trial 3 different proportion (100% RAP, 80% RAP : 20% new aggregate, and 75% RAP : 25% new aggregate) without any asphalt cement addition to determine the Marshall Properties. The result of the test is shown in the Table 2.

Table 2. Composition determination of the mixture

Marshall Properties	Specification	Proportion (RAP : New Aggregate)		
		100 : 0	80 : 20	75 : 25
Density (gr/cc)	-	2.199	2.178	2.184
VMA (%)	min. 15	16.29	16.14	15.94
VFB (%)	min. 65	67.46	52.44	51.04
VITM (%)	3.5 - 5.5	5.30	7.68	7.81
Stability (kg)	min. 800	2687	2668	2630
Flow (mm)	min. 3	2.17	2.33	3.03
MQ (kg/mm)	min. 250	1239	1147	907

From Table 2., for 100% RAP composition is passing all the specification except flow and gradation. The mixture is brittle because aging process makes the flow become low and the gradation not meet the requirement for AC-WC gradation because during the service life, the asphalt pavement experiencing degradation by traffic loading and milling process. For 80% RAP :

20% fresh aggregate composition, there are some items that not passed the specification, those are flow, VITM and VFB. But for 75% RAP : 25% fresh aggregate composition, although there are some items that not passed the specification (VITM and VFB), considering the gradation of this mixture is the gradation of AC-WC mixture and the flow are meet the requirements comparing with others composition, hence the choosen composition for this reasearch is 75% RAP : 25% fresh aggregate. With the prediction that is if some percentage of new asphalt is added to this composition, will make the mixture pass all the specification especially VITM and VFB.

Stability (kg)	min. 800	1930	1943	1977
Flow (mm)	min. 3	3.17	3.50	3.60
MQ (kg/mm)	min. 250	617	555	549

b. Indirect Tensile Strength (ITS)

ITS test is used to determine the potential crack and indirect tensile strengths of asphalt mixtures at low and intermediate pavement temperatures. There are two types of specimens in this research those are unconditioned and conditioned. For unconditioned, the specimens are tested in standard condition and for the conditioned, the specimens are tested after placed in a 60°C distilled water bath for 48 hours. The result of the test is shown in Table 5. The major item that measured in this test is the maximum loading number (P max) for each specimen to determine the ITS value and Tensile Strength Ratio. Asphalt Institute SP-2 (1996) is used as minimum requirements for this test.

Table 5 ITS test result for Control, STOA, and LTOA condition

Specimens		P max (N)	ITS (kPa)	TSR (%)
Control	Unconditioned	56.33	5161	79.25
	Conditioned	44.67	4090	
STOA	Unconditioned	53.00	4723	76.38
	Conditioned	40.67	3608	
LTOA	Unconditioned	50.33	4517	66.04
	Conditioned	33.67	2983	

DISCUSSION

Effect of aging to Indirect Tensile Strength (ITS)

Indirect Tensile Strength (ITS) test is used to indicate crack potential of the mixture and evaluates susceptibility from effect of water. Figure 2 and Figure 3 shows the effect of aging to Indirect Tensile Strength (ITS) and Tensile Strength Ratio (TSR) of the mixtures.

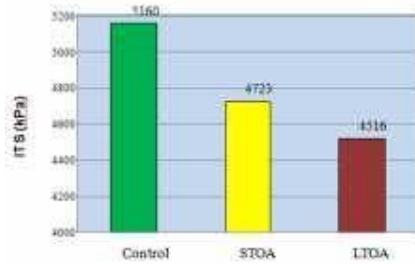


Figure 2. Effect of aging to ITS

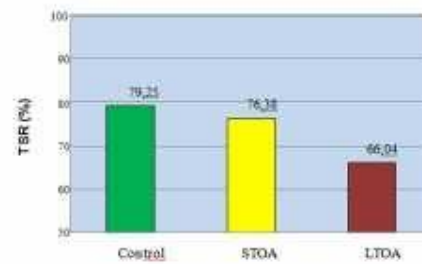


Figure 3. Effect of aging to TSR

The result of testing are ITS for Control specimen is 5160 kPa, for STOA is 4723 kPa and for LTOA specimen is 4516 kPa. It indicates that effect of aging process will make the value of ITS decreasing because the mixture will be more brittle by the effect of aging or oxidation process.

Tensile Strength Ratio (TSR) is strength decreasing rate of the mixture that can effect the resistance of moisture damage and crack potential. TSR is obtained by dividing average tensile strength of the dry subset with average tensile strength of the conditioned subset. The acceptable resistance to moisture damage (TSR) based on Asphalt Institute SP-2 (1996) is 80%. From Figure 3., the TSR for Control specimen is 79.25%, for STOA specimen is 76.38% and for LTOA specimen is 66.04%. The results show that all the specimens cannot fulfill the requirement. Can be concluded that the effect of aging to the recycled AC-WC hotmix asphalt mixture make the resistance of moisture damage decreasing. Aging process in the mixture caused by asphalt cement oxidation will accelerate the asphalt cement hardening. Thus, the ability of asphalt cement as bonding agent weaker. As the result, the resistance of moisture damages become lower and crack potential will be higher.

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

1. AC-WC asphalt hot mix recycled can be used as material for new AC-WC asphalt hot mix with addition of new aggregates and asphalt cements. Composition that selected for this research is 75% RAP : 25% new aggregates with Optimum Asphalt Content is 5.75% of total mixture. The properties of mixture in OAC condition are : density

2.217 gr/cc, VMA 15.48%, 69.47%, VITM 4.73%, stability 1930 kg, flow 3.17 mm, and MQ 617 kg/mm which all of those properties can fulfill the specification.

2. Effect of aging process to AC-WC asphalt hot mix recycled using short and long term aging procedures is The Indirect Tense Strength (ITS) for Control, STOA, and LTOA specimens are 5160 kPa, 4723 kPa and 4516 kPa respectively. The effect of aging process will make the value of ITS decreasing because the mixture will be more brittle by oxidation process. The Tensile Strength Ratio (TSR) for Control, STOA and LTOA specimens are 79.25%, 76.38% and 66.04% respectively. Can be concluded that the effect of aging to the recycled AC-WC hotmix asphalt mixture made the resistance of moisture damage become lower and crack potential will be higher.

Recommendations

Based on the result of the research, there are some recommendation for further research to make the better analysis in effect of aging to hot mix asphalt recycling :

1. The mixture of hot mix asphalt recycling using 75% RAP and 25% fresh aggregates with asphalt cement addition of 1.35% has no problem with the Tensile Stress Ratio (TSR) value that is very low. There are several methods to correct the poor TSR, those are : using different properties of asphalt cement, liquid anti-stripping additives, hydrated lime and change of aggregate or mix design.
2. Effect of aging process using short and long term aging procedures which were developed at Oregon State University under the Strategic Highway Research Program (SHRP) A-003A project must be validate with field experiment to determine exactly the effect of aging to the mixture by actual condition. It will become problem because to conduct the research needs long time and high budget.
3. To have better analysis in effect of aging to the hot mix asphalt recycling, it is recommended that the mixture have a simulation for loading test, for example Wheel Tracking Test because we will have not only effect of oxidation or weather to the mixture, but also the loading from vehicles to the pavement.

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