Dynamic modulus is the main input required for design of Hot Mix Asphalt (HMA) pavements using the nationally recognized AASHTO Mechanistic-Emperical Pavement Design Guide (MEPDG). HMA pavement materials are viscoelastic in nature and their dynamic modulus values vary dramatically in response to changes in loading rate and temperature. For example, HMA materials exhibit much lower modulus values (significant strength loss) as pavement temperatures increase. In contrast, dynamic modulus testing shows that EMC SQUARED Stabilized Aggregate materials retain a relatively consistent dynamic modulus (consistent strength) through the full range of loading rates and temperature changes, indicating elastic rather than viscoelastic behavior. Cold-mixed EMC SQUARED Stabilized Aggregate materials have the further advantage of gaining strength with additional curing time.

The above chart references data from a report by Peter Sebaaly, Ph.D., P.E. University of Nevada, Reno, Director of the Western Regional Superpave Center. The original charts are provided on the following pages of this document.
The viscoelastic behavior of Hot Mix Asphalt (HMA) pavement materials is again illustrated in the two Figures below, as the modulus of the HMA material drops from a strength of over 1,000,000 psi when evaluated at a temperature just below freezing to a modulus value of less than 10,000 psi when tested under slow loading conditions at a temperature of 130°F. For the purpose of pavement design using the AASHTO (MEPDG) method, the variations in the behavior of a viscoelastic pavement material related to various combinations of loading frequency and temperature are presented as a Dynamic Modulus (E*) Master Curve.

Dynamic Modulus Data for Typical HMA Mixture

Dynamic Modulus E* Master Curve for HMA Mixture

The above figures are from a report by Peter Sebaaly, Ph.D., P.E. University of Nevada, Reno, Director of the Western Regional Superpave Center.
COMPARISON OF DYNAMIC MODULUS AND REPEATED LOAD TRIAXIAL TEST RESULTS FOR TYPICAL HOT MIX ASPHALT (HMA) MIXTURE AND EMC SQUARED® STABILIZED AGGREGATE

The above figures are from a report by Peter Sebaaly, Ph.D., P.E. University of Nevada, Reno, Director of the Western Regional Superpave Center.

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The above figures are from a report by Peter Sebaaly, Ph.D., P.E., University of Nevada, Reno, Director of the Western Regional Superpave Center.

Figure 6: Dynamic Modulus of EMC SQUARED Stabilized Aggregate Cured for 72 Hours @ 104°F

Figure 9: Comparison of Dynamic Modulus and Repeated Load Triaxial Test Results for Typical Hot Mix Asphalt (HMA) Mixture and EMC SQUARED® Stabilized Aggregate

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Figure 11: COMPARISON OF DYNAMIC MODULUS AND REPEATED LOAD TRIAXIAL TEST RESULTS FOR TYPICAL HOT MIX ASPHALT (HMA) MIXTURE AND EMC SQUARED® STABILIZED AGGREGATE

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The Typical Deformation Curve for HMA Mix and the Permanent Deformation Characteristics of the EMC SQUARED Stabilized Aggregate, as shown below, are developed from the results of Repeated Load Triaxial (RLT) testing. RLT testing measures the resistance of a material to rutting and permanent deformation. In comparison to the HMA Mix, the EMC SQUARED Stabilized Aggregate Mix showed only 0.1% permanent axial strain. The report on the testing indicates that the deformation characteristics of the stabilized aggregate are expected to remain constant at all temperatures used in the related Dynamic Modulus testing and that the stabilized aggregate is not anticipated to generate any permanent deformation under a wide range of loading conditions.
The laboratory evaluation under the direction of Dr. Sebaaly included both Dynamic Modulus (E*) and Repeated Load Triaxial (RLT) testing, the state of the art test methods for evaluating Hot Mix Asphalt (HMA) materials and providing input for AASHTO MEPDG pavement designs. EMC SQUARED Stabilized Aggregate materials exhibit flexible, or elastic behavior, and modulus values most similar to HMA materials. Consequently, those test methods are equally appropriate for evaluation of these stabilized aggregate materials and for pavement design purposes. The study found that the Dynamic Modulus property of the stabilized aggregate after one week of curing was in the range of 450,000 to 500,000 psi and that it was a very stable material that could be expected to resist permanent deformation very effectively and without excessive stiffening and risk of shrinkage cracking. Dr. Sebaaly states “The combination of the elastic behavior of the EMC SQUARED stabilized aggregate material with its good level of long-term modulus makes it an appropriate choice for pavements serving heavy loads at slower speeds (worst case conditions) as well as for pavements subjected to standard loading conditions.” Unlike HMA materials, which are weakened by increasing temperatures and slower loading conditions due to their highly viscoelastic nature, the study found that changes in loading frequency and temperature, from below freezing to 130°F temperature, had minimal impact on the modulus of the EMC SQUARED Stabilized Aggregate, and that the EMC SQUARED Stabilized Aggregate can therefore be represented by an average constant Dynamic Modulus property of 475,000 psi (versus the Master Curve required for HMA).

The resistance of the EMC SQUARED Stabilized Aggregate material to permanent deformation was evaluated in RLT testing with a finding that under a wide range of loading conditions no permanent deformation is anticipated. Furthermore, even in the worst case conditions for a flexible pavement layer, which are slow moving loads in hot environments, the behavior of the stabilized aggregate “…makes it a good candidate for pavements loaded under such severe conditions.” according to Dr. Sebaaly.

As an example of a severe service application, it should be noted that the EMC SQUARED Stabilized Aggregate materials for this laboratory evaluation were sampled during the construction of military heavy haul road projects designed by the U.S. Army Corps of Engineers (USACE). This high-strength stabilized aggregate material was plant-mixed and placed by asphalt paving machines as a surface course, or running surface, to be used by convoys of military battle tanks and other tracked military equipment as well as heavy haul trucks weighing over 120 tons when fully loaded. The EMC SQUARED Stabilizer product was specified by USACE for stabilization of subgrade soils as well as stabilization of aggregate surface course materials for over 100 miles of heavy haul road construction projects. Of additional interest, the stabilization of subgrade soils eliminated the need to manufacture and transport over 1 million tons of crushed aggregate subbase material that otherwise would have been required for these projects.
Stabilization Products LLC is a leading edge stabilization product technology company, setting the standard for economic improvement of soil, aggregate and recycled pavement materials in construction applications. SP LLC has pioneered the implementation of green products in the highway industry. We have proven that clean technology can provide far more sophisticated, effective and environmentally appropriate answers than bulk application of asphalt, cement, fly ash and lime products. The cost-savings and performance advantages of the EMC SQUARED System are contingent upon thorough preliminary engineering reviews, competent designs and specifications, and proper installation.

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