



Designation: D8 – 20a

# Standard Terminology Relating to Materials for Roads and Pavements<sup>1</sup>

This standard is issued under the fixed designation D8; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

## 1. Scope

1.1 This standard incorporates generic terms and generic definitions of terms specifically associated with road and paving materials. These generic terms and definitions are used within the standards developed by Committee D04 on Road and Paving Materials.

1.2 Only terms that appear in more than one standard under the jurisdiction of Committee D04 will be included in Section 3 of Terminology D8. Terms that were historically part of this terminology but never appeared, or no longer appear, in more than one standard under the jurisdiction of Committee D04 are listed in Appendix X1. The terms in Appendix X1 are not maintained and updated by Subcommittee D04.91. The terms in Appendix X1 are available for reference purposes only. The terminology in Appendix X1 may not reflect current practices, standards, and technology used in materials for roads and pavements.

1.3 This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

## 2. Referenced Documents

### 2.1 ASTM Standards:<sup>2</sup>

D242/D242M Specification for Mineral Filler for Asphalt Mixtures

D2026/D2026M Specification for Cutback Asphalt (Slow-Curing Type)

D2027/D2027M Specification for Cutback Asphalt (Medium-Curing Type)

D2028/D2028M Specification for Cutback Asphalt (Rapid-Curing Type)

<sup>1</sup> This terminology is under the jurisdiction of ASTM Committee D04 on Road and Paving Materials and is the direct responsibility of Subcommittee D04.91 on Terminology.

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<sup>2</sup> For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For Annual Book of ASTM Standards volume information, refer to the standard's Document Summary page on the ASTM website.

D3142/D3142M Test Method for Specific Gravity, API Gravity, or Density of Cutback Asphalts by Hydrometer Method

D4124 Test Method for Separation of Asphalt into Four Fractions

D4552 Classification for Hot-Mix Recycling Agents

D5505 Practice for Classifying Emulsified Recycling Agents

D5821 Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate

D6995 Test Method for Determining Field VMA based on the Maximum Specific Gravity of the Mix ( $G_{mm}$ )

E11 Specification for Woven Wire Test Sieve Cloth and Test Sieves

## 3. Terminology

**agency**, *n*—an organization, company, bureau, or other entity engaged in testing, sampling, or inspection of road and paving materials.

**aggregate**, *n*—a granular material used as a construction material, meeting the requirements of road and paving applications.

DISCUSSION—Examples of aggregate include sand, gravel, shell, slag, and crushed stone. See *coarse aggregate* and *fine aggregate* for more information.

**air voids (Pa)**, *n*—the volume of air between the asphalt-coated aggregate particles throughout a compacted asphalt mix, expressed as a percent of the total volume of the sample.

DISCUSSION—A variable previously used for this term was *V<sub>a</sub>*.

**anionic emulsified asphalt (anionic emulsion)**, *n*—a type of emulsified asphalt such that a particular emulsifying agent establishes a predominance of negative charges on the discontinuous phase.

**API gravity**, *n*—a function of specific gravity represented by the equation in Test Method D3142/D3142M.

DISCUSSION—A specific gravity scale developed by the American Petroleum Institute (API) used to compare how heavy or light a petroleum liquid is compared to water.

**asphalt**, *n*—a dark brown to black cement-like residuum obtained from the distillation of suitable crude oils.

DISCUSSION—The distillation processes may involve one or more of the following: atmospheric distillation, vacuum distillation, steam

distillation. Further processing of distillation residuum may be needed to yield a material whose physical properties are suitable for commercial applications. These additional processes can involve air oxidation, solvent stripping or blending of residua of different stiffness characteristics. In Europe asphalt is called *bitumen*.

**asphalt binder**, *n*—asphalt which may or may not contain an asphalt modifier (see *asphalt modifier*).

DISCUSSION—this term is often used in the Performance Graded Binder system.

**asphalt cement**, *n*—see *asphalt*.

**asphalt concrete**, *n*—see *asphalt mix*.

**asphalt mix (asphalt mixture)**, *n*—a mixture of asphalt binder, emulsified asphalt, or cutback asphalt and aggregates. The mixture may also include other materials.

**asphalt pavement**, *n*—a structure consisting of one or more prepared layers of asphalt mix atop one or more supporting layers of unbound, modified, or treated subgrade, subbase or base materials.

**asphalt-rubber**, *n*—a blend of asphalt cement, reclaimed tire rubber, and certain additives in which the rubber component is at least 15 % by weight of the total blend and has reacted in the hot asphalt cement sufficiently to cause swelling of the rubber particles.

**asphaltenes**, *n*—insoluble materials that are precipitated by use of selected solvents, such as *n*-heptane.

DISCUSSION—The asphaltene fraction should be identified by the solvent and solvent-asphalt ratio used.

**bitumen**, *n*—dark brown to black cement-like residuum obtained from the distillation of suitable crude oils.

DISCUSSION—The distillation processes may involve one or more of the following: atmospheric distillation, vacuum distillation, steam distillation. Further processing of distillation residuum may be needed to yield a material whose physical properties are suitable for commercial applications. These additional processes can involve air oxidation, solvent stripping or blending of residua of different stiffness characteristics. In North America bitumen is called asphalt.

**bituminous**, *adj*—containing or treated with bitumen (also *bituminized*).

DISCUSSION—Examples: bituminous concrete, bituminized felts and fabrics, bituminous pavement.

**blast-furnace slag**, *n*—the nonmetallic product, consisting essentially of silicates and aluminosilicates of calcium and other bases, that is developed in a molten condition simultaneously with iron in a blast furnace.

DISCUSSION—Depending on the way of cooling of the liquid slag, it can be distinguished between crystalline air-cooled blast furnace (ACBF) slag and glassy granulated blast furnace (GBF) slag.

**bond breaker**, *n*—a material applied between two adjoining materials to prevent adhesion between them.

**bulk density**, *n*—the ratio of the mass of a material to the volume it occupies.

DISCUSSION—Another common phrase for this term is *unit weight*.

**bulk specific gravity**, *n*—the ratio of the mass of a given volume of material, including the impermeable and perme-

able voids, to the mass of an equal volume of water at a specified temperature.

DISCUSSION—This term is also sometimes referred to as *relative density*.

**cationic emulsified asphalt (cationic emulsion)**, *n*—a type of emulsified asphalt such that a particular emulsifying agent establishes a predominance of positive charges on the discontinuous phase.

**cleanability**, *n*—the ability of a raised retroreflective marker to keep its optical surfaces clean under traffic and environmental conditions.

**coarse aggregate**, *n*—(1) aggregate predominantly retained on the 4.75-mm (No. 4) sieve, or (2) the portion of aggregate retained on the 4.75-mm (No. 4) sieve.

DISCUSSION—The definitions are alternatives to be applied under differing circumstances. Definition (1) is applied to an entire aggregate either in a natural condition or after processing. Definition (2) is applied to a portion of an aggregate. Requirements for properties and grading should be stated in the specification. Some specifying agencies use alternative sieve sizes to define coarse aggregate, such as the No. 8 and  $\frac{3}{8}$  in.

**cold-laid plant mix**, *n*—a mixture of cutback asphalt, asphalt emulsion, or tar and mineral aggregate prepared in an asphalt mixing plant, then spread and compacted at the job site when the mixture is at or near ambient temperature.

**constant mass**, *n*—the state of a specimen in which the difference in mass between two consecutive weighings taken at a specified time interval and under specified testing conditions is considered to be negligible.

DISCUSSION—If the time interval and negligible difference in mass are not specified in a standard, a specimen can typically be assumed to be at constant mass when the difference in mass between two consecutive weighings taken 1 h apart is less than 0.1 % of the last weighing.

**crack filler**, *n*—bituminous material used to fill and seal cracks in existing pavements.

**cutback asphalt**, *n*—asphalt binder which has been blended with hydrocarbon distillates.

DISCUSSION—Slow-curing materials may be made and are often referred to as road oils. See Specifications [D2026/D2026M](#), [D2027/D2027M](#), and [D2028/D2028M](#).

**dense-graded aggregate**, *n*—an aggregate that is graded from the maximum size down to and including filler, with the objective of targeting a lower void content in the compacted aggregate than in an open-graded aggregate.

**emulsified asphalt (bituminous emulsion)**, *n*—(1) a suspension of minute globules of asphalt material in water or in an aqueous solution, or (2) a suspension of minute globules of water or of an aqueous solution in a liquid asphalt material.

**fine aggregate**, *n*—(1) aggregate predominately passing the 4.75-mm (No. 4) sieve, or (2) the portion of aggregate passing the 4.75-mm (No. 4) sieve.

DISCUSSION—The definitions are alternatives to be applied under differing circumstances. Definition (1) is applied to an entire aggregate either in a natural condition or after processing. Definition (2) is applied to a portion of an aggregate. Requirements for properties and grading should be stated in the specifications. Some specifying agencies use

alternative sieve sizes to define fine aggregate, such as the 2.36-mm (No. 8) and 9.50-mm (3/8-in.) sieve.

**fog seal**, *n*—a light application of asphalt material to an existing pavement as a seal to inhibit raveling, or to seal the surface, or both.

DISCUSSION—Emulsified asphalts are typically used and are applied by a spraying technique.

**fractured face**, *n*—an angular, rough, or broken surface of an aggregate particle created by crushing, by other artificial means, or by nature.

DISCUSSION—See Test Method **D5821** for more information.

**“free-carbon” in tars**, *n*—the hydrocarbon fraction that is precipitated from a tar by dilution with carbon disulfide or benzene.

**gas-house coal tar**, *n*—coal tar produced in gas-house retorts in the manufacture of illuminating gas from bituminous coal.

**lab mixed lab compacted (LMLC) asphalt mixture specimen**, *n*—a specimen made with an asphalt mixture that is prepared in the laboratory by weighing and blending each constituent, and then the blended mixture is compacted using a laboratory compaction apparatus.

DISCUSSION—LMLC specimens are typically produced during the asphalt mixture design phase. See also *plant mixed laboratory compacted (PMLC) asphalt mixture* and *reheated plant mixed lab compacted (RPMLC) asphalt mixture*.

**macadam, dry-bound and water bound**, *n*—a pavement layer containing essentially one-size coarse aggregate choked in place with an application of screenings or sand; water is applied to the choke material for water-bound macadam. Multiple layers must be used.

**maltenes**, *n*—a red-brown to black heavy oil material remaining after precipitation of asphaltenes from asphalt binder with selected solvents.

**maximum size (of aggregate)**, *n*—in specifications for, or descriptions of aggregate, the smallest sieve opening through which the entire amount of aggregate is required to pass.

**mesh**, *n*—the number of wires or openings per linear inch (25.4 mm) counted from the center of any wire to a point exactly 1 in. (25.4 mm) distance, including the fractional distance between either thereof.

DISCUSSION—See Specification **E11** for additional information.

**mineral filler**, *n*—finely divided mineral matter such as rock dust, slag dust, hydrated lime, hydraulic cement, fly ash, loess, or other material predominantly passing the 75- $\mu$ m (No. 200) sieve.

DISCUSSION—See Specification **D242/D242M** for a description of suitable materials to be used as mineral filler.

**mixed-in-place (road mix)**, *n*—an asphalt mixture produced by mechanically mixing mineral aggregate, cutback asphalt, emulsified asphalt, or other asphaltic material on the roadway.

**mulch treatment**, *n*—a spray application of bituminous material used to temporarily stabilize a recently seeded area. The

bituminous material can be applied to the soil or to straw or hay mulch as a tie-down, also.

**native asphalt**, *n*—asphalt occurring as such in nature.

**nominal maximum size (of aggregate)**, *n*—in specifications for, or descriptions of aggregate, the smallest sieve opening through which the entire amount of the aggregate is permitted to pass.

DISCUSSION—Specifications on aggregates usually stipulate a sieve opening through which all of the aggregate may, but need not, pass so that a stated maximum proportion of the aggregate may be retained on that sieve. A sieve opening so designated is the *nominal maximum size*.

**normal temperature**, *n*—as applied to laboratory observations of the physical characteristics of bituminous materials, 25 °C (77 °F).

**oil-gas tars**, *n*—tars produced by cracking oil vapors at high temperatures in the manufacture of oil gas.

**patch mix**, *n*—a mixture of asphaltic material and mineral aggregate applied at ambient temperature for use in patching holes, depressions, and distress areas in existing pavements using appropriate hand or mechanical methods in placing and compacting the mix.

DISCUSSION—These mixes may be designed for immediate use or for use out of a stockpile at a later time without further processing.

**penetration**, *n*—the consistency of a bituminous material expressed as the distance in tenths of a millimetre (0.1 mm) that a standard needle penetrates vertically a sample of the material under specified conditions of loading, time, and temperature.

**penetration macadam**, *n*—a pavement layer containing essentially one-size coarse aggregate, penetrated in place by a heavy application of bituminous material, followed by an application of a smaller size coarse aggregate, and compacted. Multiple layers containing still smaller coarse aggregate may be used.

**pitches**, *n*—black or dark-brown solid cementitious materials which gradually liquefy when heated and which are obtained as residua in the partial evaporation or fractional distillation of tar.

**plant mixed lab compacted (PMLC) asphalt mixture**, *n*—asphalt mixture samples that are composed of an asphalt mixture that is manufactured in a production plant and sampled prior to compaction, and then the mixture is immediately compacted using a laboratory compaction apparatus.

DISCUSSION—PMLC specimens are often used for quality control testing. This term is limited to specimens that have not been permitted to cool substantially, but PMLC samples may be placed in a laboratory oven to equilibrate the mixture to the compaction temperature before molding. See also *lab mixed lab compacted (LMLC) asphalt mixture specimen* and *reheated plant mixed lab compacted (RPMLC) asphalt mixture*.

**prime coat**, *n*—an application of a low-viscosity asphalt material to an absorptive surface, designed to penetrate, bond, and stabilize this existing surface and to promote adhesion between it and the construction course that follows.