



# Standard Practice for Sampling Aggregates<sup>1</sup>

This standard is issued under the fixed designation D 75; 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.

*This standard has been approved for use by agencies of the Department of Defense.*

## 1. Scope

1.1 This practice covers sampling of coarse and fine aggregates for the following purposes:

- 1.1.1 Preliminary investigation of the potential source of supply,
- 1.1.2 Control of the product at the source of supply,
- 1.1.3 Control of the operations at the site of use, and
- 1.1.4 Acceptance or rejection of the materials.

NOTE 1—Sampling plans and acceptance and control tests vary with the type of construction in which the material is used. Attention is directed to Practices E 105 and D 3665.

1.2 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

## 2. Referenced Documents

### 2.1 ASTM Standards:

- C 125 Terminology Relating to Concrete and Concrete Aggregates<sup>2</sup>
- C 702 Practice for Reducing Field Samples of Aggregate to Testing Size<sup>2</sup>
- D 8 Terminology Relating to Materials for Roads and Pavements<sup>3</sup>
- D 2234/D 2234M Test Method for Collection of a Gross Sample of Coal<sup>4</sup>
- D 3665 Practice for Random Sampling of Construction Materials<sup>3</sup>
- E 105 Practice for Probability Sampling of Materials<sup>5</sup>
- E 122 Practice for Calculating Sample Size to Estimate, With a Specified Tolerable Error, the Average Quality of a Lot or Process<sup>5</sup>

<sup>1</sup> This practice is under the jurisdiction of ASTM Committee D04 on Road and Paving Materials and is the direct responsibility of Subcommittee D04.30 on Methods of Sampling.

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<sup>2</sup> *Annual Book of ASTM Standards*, Vol 04.02.

<sup>3</sup> *Annual Book of ASTM Standards*, Vol 04.03.

<sup>4</sup> *Annual Book of ASTM Standards*, Vol 05.05.

<sup>5</sup> *Annual Book of ASTM Standards*, Vol 14.02.

E 141 Practice for Acceptance of Evidence Based on the Results of Probability Sampling<sup>5</sup>

## 3. Terminology

### 3.1 Definitions:

3.1.1 *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. **C 125, D 8**

3.1.2 *maximum aggregate size, (Superpave)  $n$ —in specifications for, or descriptions of aggregate*—one size larger than the nominal maximum aggregate size.

3.1.3 *nominal maximum aggregate 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. **C 125, D 8**

3.1.4 *nominal maximum aggregate size (Superpave),  $n$ —in specifications for, or descriptions of aggregate*—one size larger than the first sieve that retains more than 10 % aggregate.

3.1.4.1 *Discussion*—These definitions in 3.1.2 and 3.1.4 apply to hot mix asphalt (HMA) mixtures designed using the Superpave system only, and differ from the definitions published in D 8

3.1.4.2 *Discussion*—Specifications on aggregates usually stipulate a sieve opening through which all of the aggregate may, but not need to, pass so that a slated maximum portion of the aggregate may be retained on that sieve. A sieve opening so designed is the *nominal maximum size*.

## 4. Significance and Use

4.1 Sampling is equally as important as the testing, and the sampler shall use every precaution to obtain samples that will show the nature and condition of the materials which they represent.

4.2 Samples for preliminary investigation tests are obtained by the party responsible for development of the potential source (Note 2). Samples of materials for control of the production at the source or control of the work at the site of use are obtained by the manufacturer, contractor, or other parties responsible for accomplishing the work. Samples for tests to be used in acceptance or rejection decisions by the purchaser are obtained by the purchaser or his authorized representative.

NOTE 2—The preliminary investigation and sampling of potential aggregate sources and types occupies a very important place in determining the availability and suitability of the largest single constituent entering into the construction. It influences the type of construction from the standpoint of economics and governs the necessary material control to ensure durability of the resulting structure, from the aggregate standpoint. This investigation should be done only by a responsible trained and experienced person. For more comprehensive guidance, see the Appendix.

## 5. Securing Samples

5.1 *General*—Where practicable, samples to be tested for quality shall be obtained from the finished product. Samples from the finished product to be tested for abrasion loss shall not be subject to further crushing or manual reduction in particle size in preparation for the abrasion test unless the size of the finished product is such that it requires further reduction for testing purposes.

5.2 *Inspection*—The material shall be inspected to determine discernible variations. The seller shall provide suitable equipment needed for proper inspection and sampling.

### 5.3 Procedure:

5.3.1 *Sampling from a Flowing Aggregate Stream (Bins or Belt Discharge)*—Select units to be sampled by a random method, such as Practice D 3665, from the production. Obtain at least three approximately equal increments, selected at random from the unit being sampled, and combine to form a field sample whose mass equals or exceeds the minimum recommended in 5.4.2. Take each increment from the entire cross section of the material as it is being discharged. It is usually necessary to have a special device constructed for use at each particular plant. This device consists of a pan of sufficient size to intercept the entire cross section of the discharge stream and hold the required quantity of material without overflowing. A set of rails may be necessary to support the pan as it is passed under the discharge stream. Insofar as is possible, keep bins continuously full or nearly full to reduce segregation.

NOTE 3—Sampling the initial discharge or the final few tons from a bin or conveyor belt increases the chances of obtaining segregated material and should be avoided.

5.3.2 *Sampling from the Conveyor Belt*—Select units to be sampled by a random method, such as Practice D 3665, from the production. Obtain at least three approximately equal increments, selected at random, from the unit being sampled and combine to form a field sample whose mass equals or exceeds the minimum recommended in 5.4.2. Stop the conveyor belt while the sample increments are being obtained. Insert two templates, the shape of which conforms to the shape of the belt in the aggregate stream on the belt, and space them such that the material contained between them will yield an increment of the required weight. Carefully scoop all material between the templates into a suitable container and collect the fines on the belt with a brush and dust pan and add to the container.

5.3.3 *Sampling from Stockpiles or Transportation Units*—Avoid sampling coarse aggregate or mixed coarse and fine aggregate from stockpiles or transportation units whenever possible, particularly when the sampling is done for the purpose of determining aggregate properties that may be

dependent upon the grading of the sample. If circumstances make it necessary to obtain samples from a stockpile of coarse aggregate or a stockpile of combined coarse and fine aggregate, design a sampling plan for the specific case under consideration. This approach will allow the sampling agency to use a sampling plan that will give a confidence in results obtained therefrom that is agreed upon by all parties concerned to be acceptable for the particular situation. The sampling plan shall define the number of samples necessary to represent lots and sublots of specific sizes. General principles for sampling from stockpiles are applicable to sampling from trucks, rail cars, barges, or other transportation units. For general guidance in sampling from stockpiles, see the Appendix.

5.3.4 *Sampling from Roadway (Bases and Subbases)*—Sample units selected by a random method, such as Practice D 3665, from the construction. Obtain at least three approximately equal increments, selected at random from the unit being sampled, and combine to form a field sample whose mass equals or exceeds the minimum recommended in 5.4.2. Take all increments from the roadway for the full depth of the material, taking care to exclude any underlying material. Clearly mark the specific areas from which each increment is to be removed; a metal template placed over the area is a definite aid in securing approximately equal increment weights.

### 5.4 Number and Masses of Field Samples:

5.4.1 The number of field samples (obtained by one of the methods described in 5.3) required depends on the criticality of, and variation in, the properties to be measured. Designate each unit from which a field sample is to be obtained prior to sampling. The number of field samples from the production should be sufficient to give the desired confidence in test results.

NOTE 4—Guidance for determining the number of samples required to obtain the desired level of confidence in test results may be found in Test Method D 2234/D 2234M, Practice E 105, Practice E 122, and Practice E 141.

5.4.2 The field sample masses cited are tentative. The masses must be predicated on the type and number of tests to which the material is to be subjected and sufficient material obtained to provide for the proper execution of these tests. Standard acceptance and control tests are covered by ASTM standards and specify the portion of the field sample required for each specific test. Generally speaking, the amounts specified in Table 1 will provide adequate material for routine grading and quality analysis. Extract test portions from the field sample according to Practice C 702 or as required by other applicable test methods.

## 6. Shipping Samples

6.1 Transport aggregates in bags or other containers so constructed as to preclude loss or contamination of any part of the sample, or damage to the contents from mishandling during shipment.

6.2 Shipping containers for aggregate samples shall have suitable individual identification attached and enclosed so that field reporting, laboratory logging, and test reporting may be facilitated.

**TABLE 1 Size of Samples**

Aggregate Size <sup>A</sup>	Field Sample Mass, min, kg <sup>B</sup>
Fine Aggregate	
2.36 mm	10
4.75 mm	10
Coarse Aggregate	
9.5 mm	10
12.5 mm	15
19.0 mm	25
25.0 mm	50
37.5 mm	75
50 mm	100
63 mm	125
75 mm	150
90 mm	175

<sup>A</sup> For processed aggregates, use the nominal maximum size as indicated by the appropriate specification or description. If the specification or description does not indicate a nominal maximum size (for example, a sieve size indicating 90-100% passing), use the maximum size (that sieve indicating 100% passing).

<sup>B</sup> For combined coarse and fine aggregates (for example, base or subbase aggregate), the minimum weight shall be coarse aggregate minimum mass plus 10 kg.

## 7. Keywords

7.1 aggregates; exploration of potential sources; aggregates; number and sizes needed to estimate character; aggregates; sampling

## APPENDIXES

### (Nonmandatory Information)

#### X1. SAMPLING AGGREGATE FROM STOCKPILES OR TRANSPORTATION UNITS

##### X1.1 Scope

X1.1.1 In some situations it is mandatory to sample aggregates that have been stored in stockpiles or loaded into rail cars, barges, or trucks. In such cases the procedure should ensure that segregation does not introduce a serious bias in the results.

##### X1.2 Sampling from Stockpiles

X1.2.1 In sampling material from stockpiles it is very difficult to ensure unbiased samples, due to the segregation which often occurs when material is stockpiled, with coarser particles rolling to the outside base of the pile. For coarse or mixed coarse and fine aggregate, every effort should be made to enlist the services of power equipment to develop a separate, small sampling pile composed of materials drawn from various levels and locations in the main pile after which several increments may be combined to compose the field sample. If necessary to indicate the degree of variability existing within the main pile, separate samples should be drawn from separate areas of the pile.

X1.2.2 Where power equipment is not available, samples from stockpiles should be made up of at least three increments taken from the top third, at the mid-point, and at the bottom third of the volume of the pile. A board shoved vertically into the pile just above the sampling point aids in preventing further segregation. In sampling stockpiles of fine aggregate the outer

layer, which may have become segregated, should be removed and the sample taken from the material beneath. Sampling tubes approximately 30-mm min by 2-m min in length may be inserted into the pile at random locations to extract a minimum of five increments of material to form the sample.

##### X1.3 Sampling from Transportation Units

X1.3.1 In sampling coarse aggregates from railroad cars or barges, effort should be made to enlist the services of power equipment capable of exposing the material at various levels and random locations. Where power equipment is not available, a common procedure requires excavation of three or more trenches across the unit at points that will, from visual appearance, give a reasonable estimate of the characteristics of the load. The trench bottom should be approximately level, at least 0.3 m in width and in depth below the surface. A minimum of three increments from approximately equally spaced points along each trench should be taken by pushing a shovel downward into the material. Coarse aggregate in trucks should be sampled in essentially the same manner as for rail cars or barges, except for adjusting the number of increments according to the size of the truck. For fine aggregate in transportation units, sampling tubes as described in X1.2 may be used to extract an appropriate number of increments to form the sample.

## X2. EXPLORATION OF POTENTIAL AGGREGATE SOURCES

### X2.1 Scope

X2.1.1 Sampling for evaluation of potential aggregate sources should be performed by a responsible trained and experienced person. Because of the wide variety of conditions under which sampling may have to be done it is not possible to describe detailed procedures applicable to all circumstances. This appendix is intended to provide general guidance and list more comprehensive references.

### X2.2 Sampling Stone from Quarries or Ledges

X2.2.1 *Inspection*—The ledge or quarry face should be inspected to determine discernible variations or strata. Differences in color and structure should be recorded.

X2.2.2 *Sampling and Size of Sample*—Separate samples having a mass of at least 25 kg should be obtained from each discernible stratum. The sample should not include material weathered to such an extent that it is no longer suitable for the purpose intended. One or more pieces in each sample should be at least 150 by 150 by 100 mm in size with the bedding plane plainly marked, and this piece should be free of seams or fractures.

X2.2.3 *Record*—In addition to the general information accompanying all samples the following information should accompany samples taken from ledges or quarry faces:

X2.2.3.1 Approximate quantity available. (If quantity is very large this may be recorded as practically unlimited.)

X2.2.3.2 Quantity and character of overburden.

X2.2.3.3 A detailed record showing boundaries and location of material represented by each sample.

NOTE X2.1—A sketch, plan, and elevation, showing the thickness and location of the different layers is recommended for this purpose.

### X2.3 Sampling Roadside or Bank Run Sand and Gravel Deposits

X2.3.1 *Inspection*—Potential sources of bank run sand and gravel may include previously worked pits from which there is an exposed face or potential deposits discovered through

air-photo interpretation, geophysical exploration, or other types of terrain investigation.

X2.3.2 *Sampling*—Samples should be so chosen from each different stratum in the deposit discernible to the sampler. An estimate of the quantity of the different materials should be made. If the deposit is worked as an open-face bank or pit, samples should be taken by channeling the face vertically, bottom to top, so as to represent the materials proposed for use. Overburdened or disturbed material should not be included in the sample. Test holes should be excavated or drilled at numerous locations in the deposit to determine the quality of the material and the extent of the deposit beyond the exposed face, if any. The number and depth of test holes will depend upon the quantity of the material needed, topography of the area, nature of the deposit, character of the material, and potential value of the material in the deposit. If visual inspection indicates that there is considerable variation in the material, individual samples should be selected from the material in each well defined stratum. Each sample should be thoroughly mixed and quartered if necessary so that the field sample thus obtained will be at least 12 kg for sand and 35 kg if the deposit contains an appreciable amount of coarse aggregate.

X2.3.3 *Record*—In addition to the general information accompanying all samples the following information should accompany samples of bank run sand and gravel:

X2.3.3.1 Location of supply.

X2.3.3.2 Estimate of approximate quantity available.

X2.3.3.3 Quantity and character of overburden.

X2.3.3.4 Length of haul to proposed site of work.

X2.3.3.5 Character of haul (kind of road, maximum grades, and so forth)

X2.3.3.6 Details as to extent and location of material represented by each sample.

NOTE X2.2—A sketch of plans and elevations, showing the thickness and location of different layers, is recommended for this purpose.

## X3. NUMBER AND SIZE OF INCREMENTS NEEDED TO ESTIMATE CHARACTER OF UNIT SAMPLED

### X3.1 Scope

X3.1.1 This appendix presents the rationale used by the responsible committee in the development of this practice.

### X3.2 Descriptions of Terms Specific to This Standard

X3.2.1 *field sample*—a quantity of the material to be tested of sufficient size to provide an acceptable estimate of the average quality of a unit.

X3.2.2 *lot*—a sizable isolated quantity of bulk material from a single source, assumed to have been produced by the same process (for example, a day's production or a specific mass or volume).

X3.2.3 *test portion*—a quantity of the material of sufficient size extracted from the larger field sample by a procedure

designed to ensure accurate representation of the field sample, and thus of the unit sampled.

X3.2.4 *unit*—a batch or finite subdivision of a lot of bulk material (for example, a truck load or a specific area covered).

### X3.3 Test Unit, Size, and Variability

X3.3.1 The unit to be represented by a single field sample should neither be so large as to mask the effects of significant variability within the unit nor be so small as to be affected by the inherent variability between small portions of any bulk material.

X3.3.2 A unit of bulk material composed of graded aggregate or aggregate mixtures might consist of a full truckload. If it were possible, the entire load might be tested; as a practical

matter, a field sample is composed of three or more increments chosen at random from the material as it is loaded or unloaded from the truck. Research has shown that such a procedure permits an acceptable estimate to be made of the average gradation that might be measured from 15 or 20 increments from the truck.

X3.3.3 Significant variability with a lot of material, where it might exist, should be indicated by statistical measures, such as the standard deviation between units selected at random from within the lot.

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