

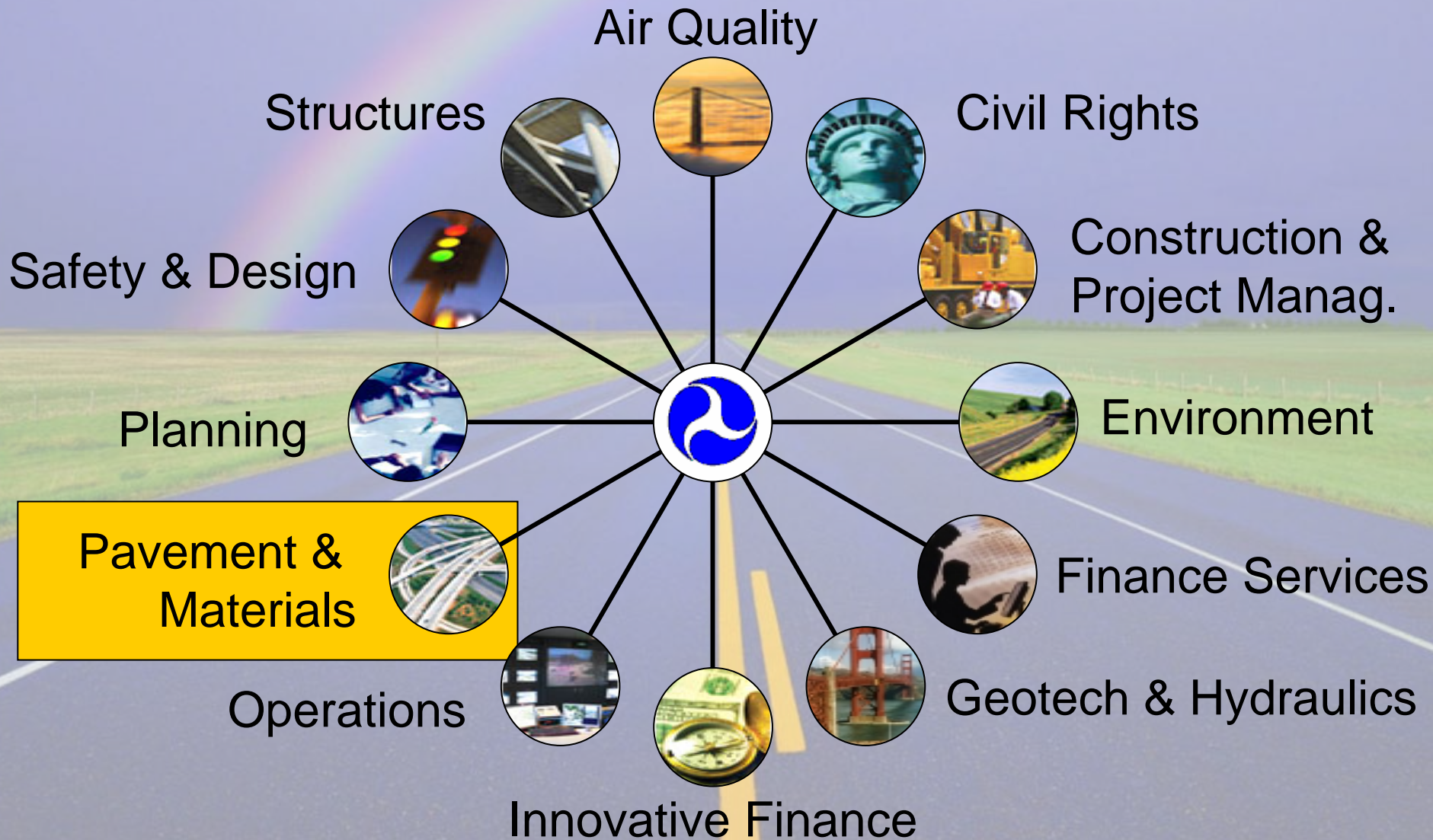


# Warm Mix Asphalt SCAN

May – June 2007

Norway-Germany-Belgium-France

# Centered on Service





**CHANGE:**

*The dogmas of the quiet past  
are inadequate to the stormy  
present... as our case is new, so  
we must think anew and act  
anew.*



# Our Visit

- Background
- Warm Mix Technologies
- European Experience
- SCAN Findings
- Implementation Direction

# What's the Purpose of a SCAN Tour?

- Provide the opportunity to access innovation
- Joint Program... FHWA, AASHTO, NCHRP, and Industry

# What is WMA?

- Allows reduction of temperatures at which asphalt mixes are produced and placed
  - Reduces viscosity at lower temps
  - Allowing the complete coating of aggregate

# Issues of Interest

The purpose of the SCAN was to investigate innovative technologies and policies related to WMA.

- WMA processes
- Mix design & construction practices
- WMA performance
- Limitations
- Benefits

# Our Team

- Eric Harm, chairman
- John D'Angelo, co-chairman
- Gaylon Baumgardner
- John Bartoszek
- Matthew Corrigan
- Jack Cowsert
- Tom Harman
- Mostafa (Moe) Jamshidi
- Wayne Jones
- Dave Newcomb
- Brian Prowell, reporter
- Ron Sines
- Bruce Yeaton
- Illinois DOT
- FHWA
- Paragon Technical Services
- Payne & Dolan
- FHWA
- North Carolina DOT
- FHWA
- Nebraska DOT
- Asphalt Institute
- NAPA
- Adv. Materials Services LLC
- P.J. Keating
- Maine DOT



# 2007 WMA Scan Team



# Who Did We Visit?



# What Did the Scan Team Do?



# Factors Driving European Development of WMA

- The environment and sustainable development concerns, “**Green** Construction”
  - Reduction in energy consumption
  - Reduction in CO<sub>2</sub> emissions
- Extension of paving season and potential for longer haul distances
- Improvement in field compaction
- Welfare of workers, particularly with Gussasphalt, which is not used in the US

# European Experience

## The **PUSH** for Implementation

- Norway
  - Contractor/Supplier Driven
- Germany
  - Contractor Driven
  - Bitumen Forum
  - Gussasphalt (Fumes)
- France
  - Contractor Driven/Agency Supported
  - Sustainable Technologies
- Netherlands
  - Contractor Driven



Bitumen Forum

# What is Gussasphalt?

Also called mastic asphalt, Gussasphalt is not SMA. It is a binder rich mixture placed at 0% voids with coarse aggregate rolled into the surface. Typically placed at 450°F

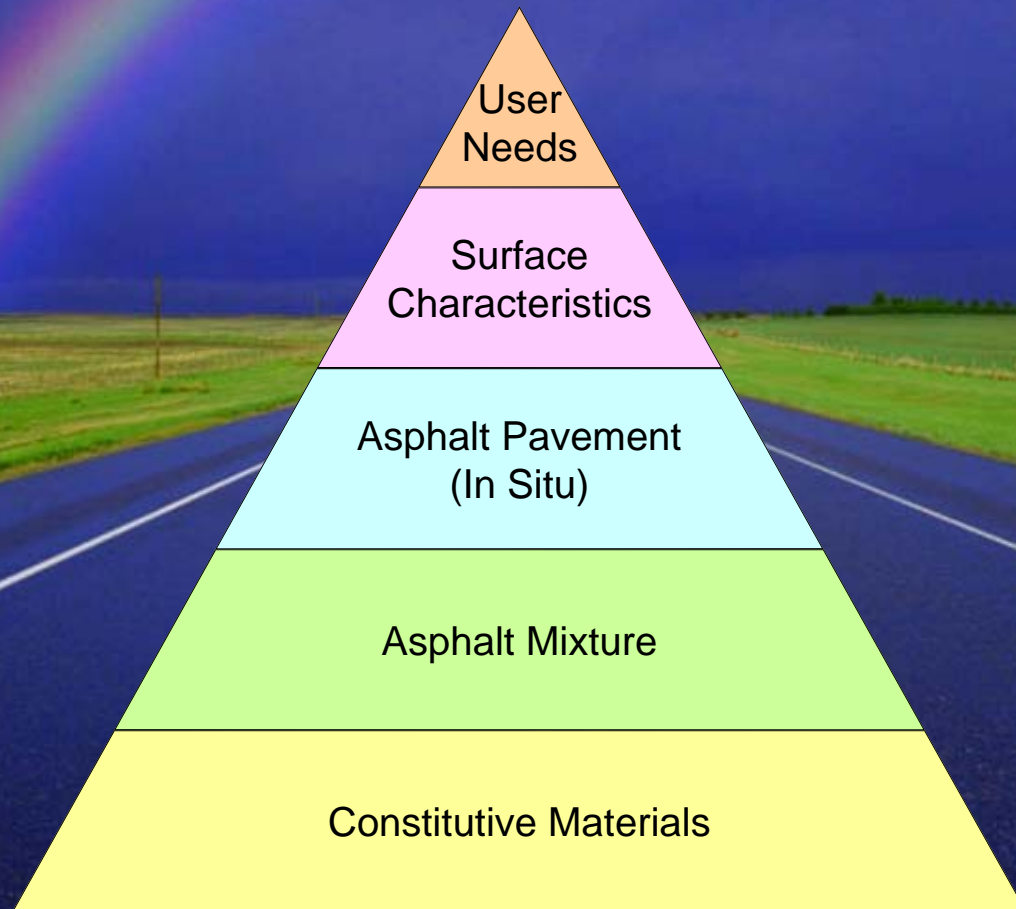


# European Mix Design Practices

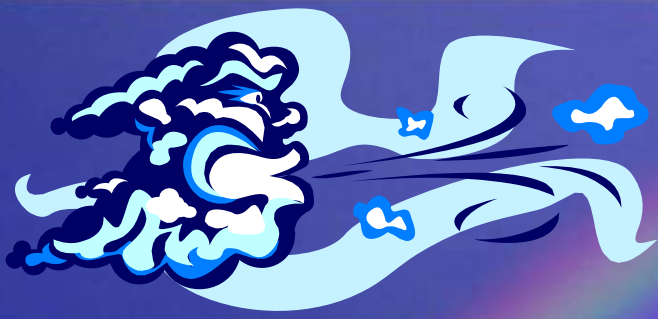
- Mix design practices varied from country to country
- Some gyratory, some Marshall
- Some empirical, some fundamental
- All used performance tests!



# European Standards- Marking Road Materials CE TC227

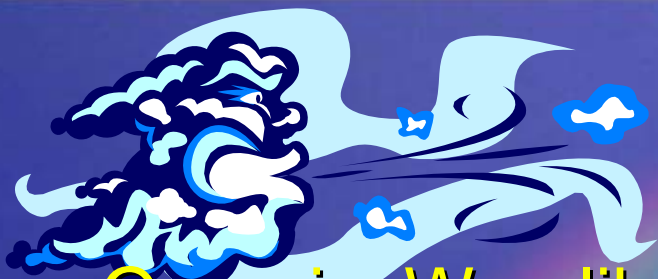






# WMA Technologies

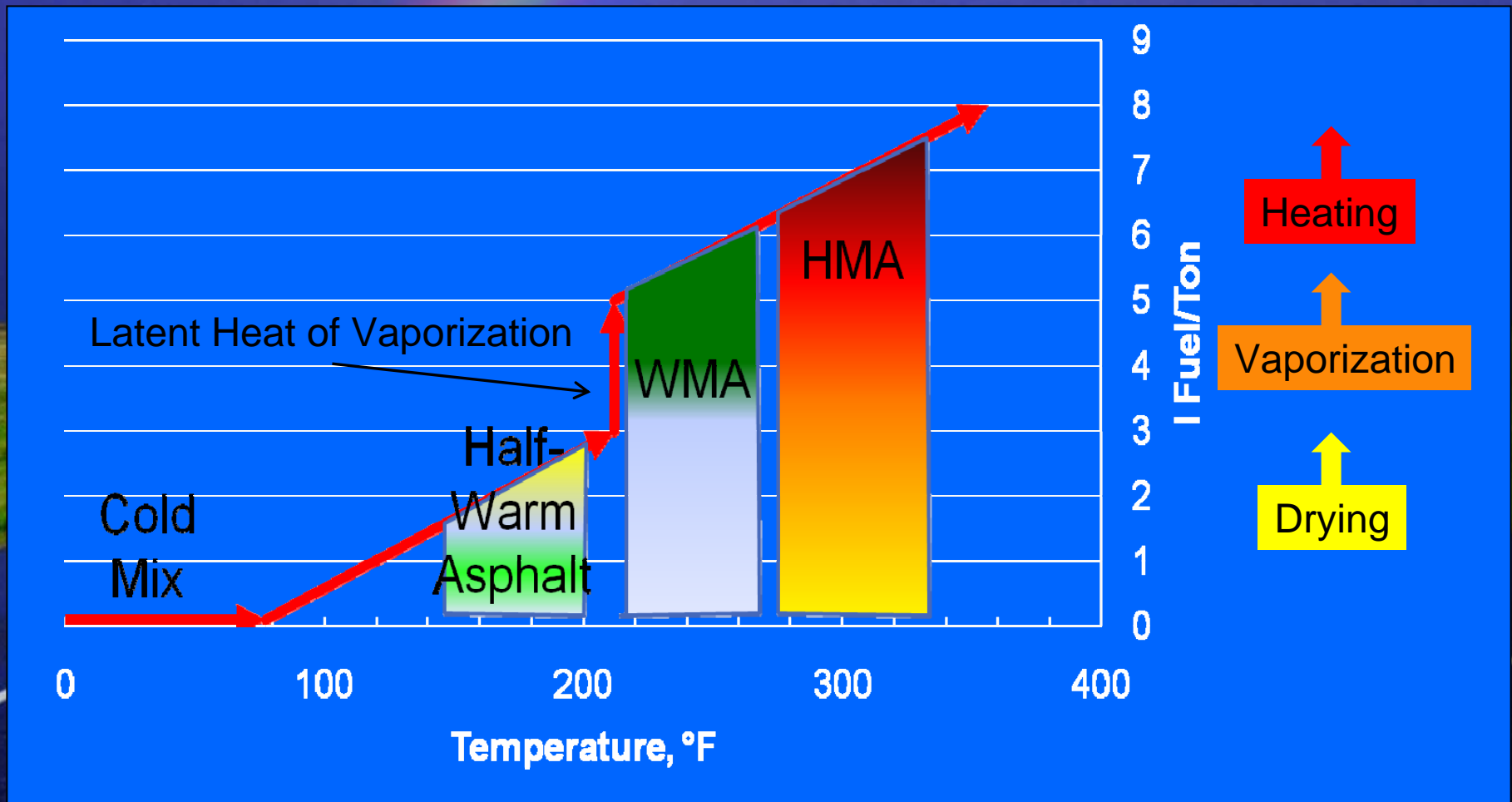
- Organic Additives
- Foaming Systems w/ Stabilizers
- Emulsion Systems
- Others...



# WMA Technologies

- **Organic, Wax-like additives**
  - Sasobit® – Sasol International
  - Asphaltan B – Romanta
  - Fatty Acid Amides – Licomont S 100
- **Foaming Processes**
  - Aspha-min zeolite – MHI/Eurovia
  - Low Energy Asphalt – Fairco/Eiffage Travaux Publics
  - WAM Foam – Kolo Veidekke/Shell/BP
  - LEAB® – BAM
- **Emulsion Based**
  - Evotherm™ – MeadWestvaco
- **Vegetable based synthetic binders**
- **Emerging US Technologies**

# Classification of WMA by Temperature Range



# Placement and Compaction

“Business as usual”

Primarily use:

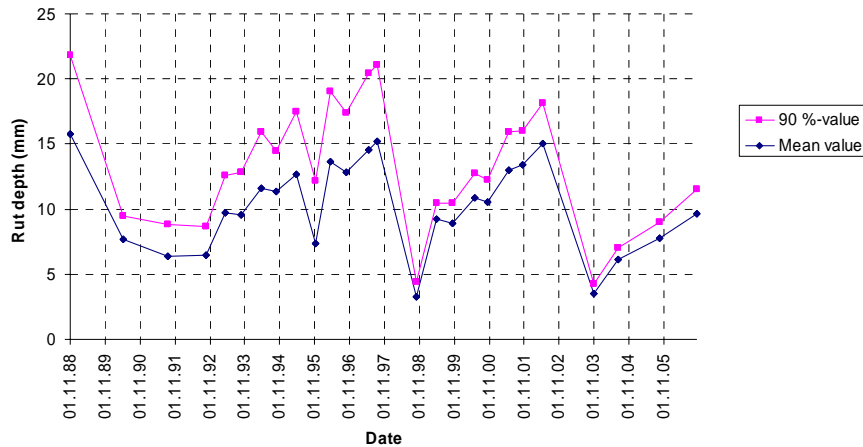
- Heavy, tamping bar, vibratory screed pavers
- Steel-wheel vibratory and static rollers
- Workability generally good



# Performance of WMA



Rv152, Hp3, Km 0.046-2.339  
Akershus



# Performance of WMA

- Consensus of European Countries that WMA should provide **equal or better** performance than HMA
  - Norway – performance mixed, problems not attributed to WMA
  - Germany – performance same or better, developed guidelines to allow use of waxes and zeolite
  - France – toll road, district, and city of Paris pleased with performance to date

# Benefits of WMA

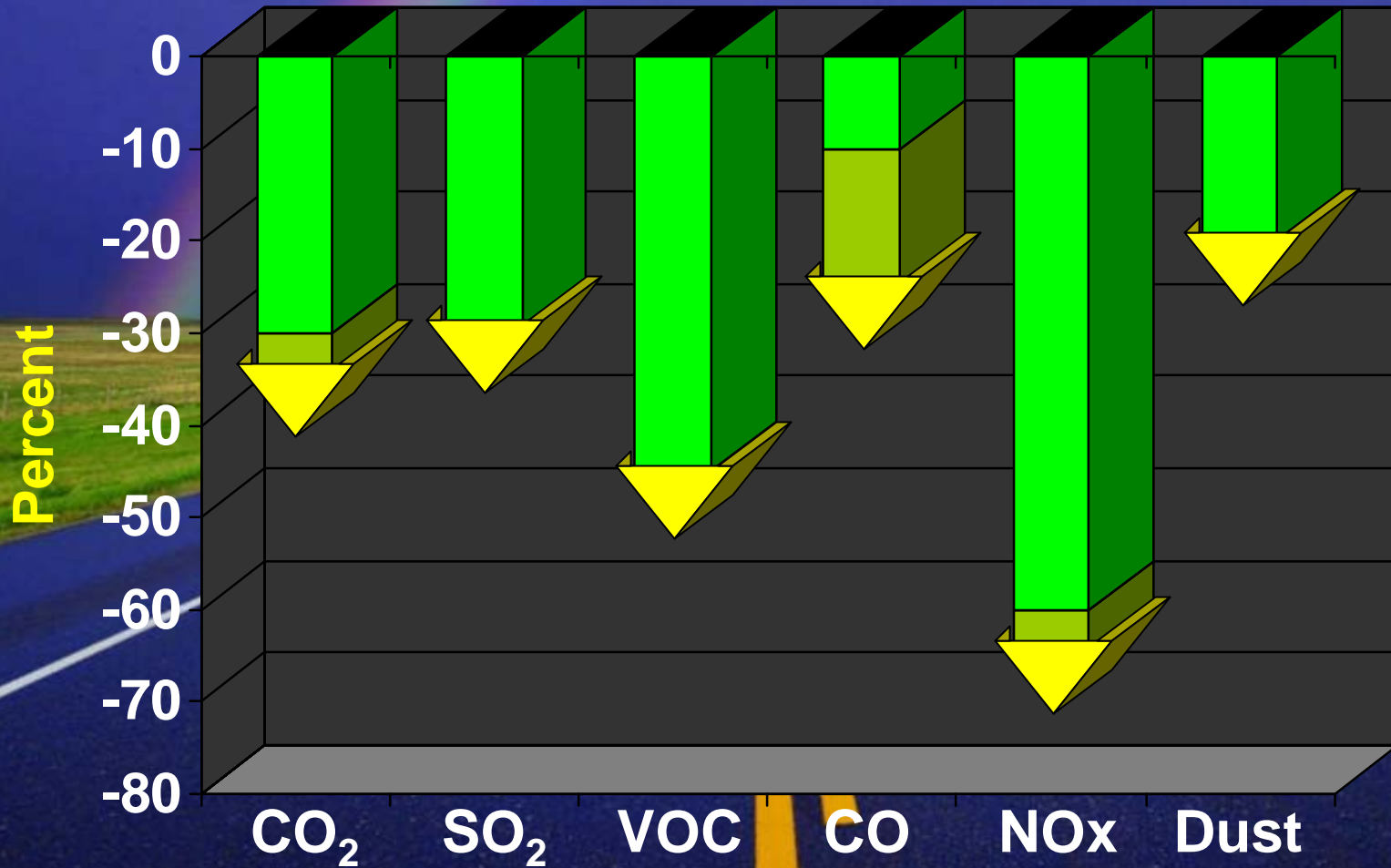
- Reduced Emissions
- Reduced Fuel Usage
- Paving Benefits
  - Pave in cool weather and still obtain density
  - Haul mix longer distances and still have workability
  - Improved compaction
  - Facilitate deep patches
  - Ability to use more RAP
- Reduced Worker Exposure

# Reduced Emissions

- CO<sub>2</sub> reduced 30-40%
- SO<sub>2</sub> reduced 35%
- VOC reduced 50%
- CO reduced 10-30%
- NO<sub>x</sub> reduced 60-70%
- Dust reduced 20-25%



# Reduced Emissions



# Benefits of WMA



No Fugitive Emissions



# SCAN Challenges

# Adapt technologies from low production European batch/drum plants to higher production plants used in the US

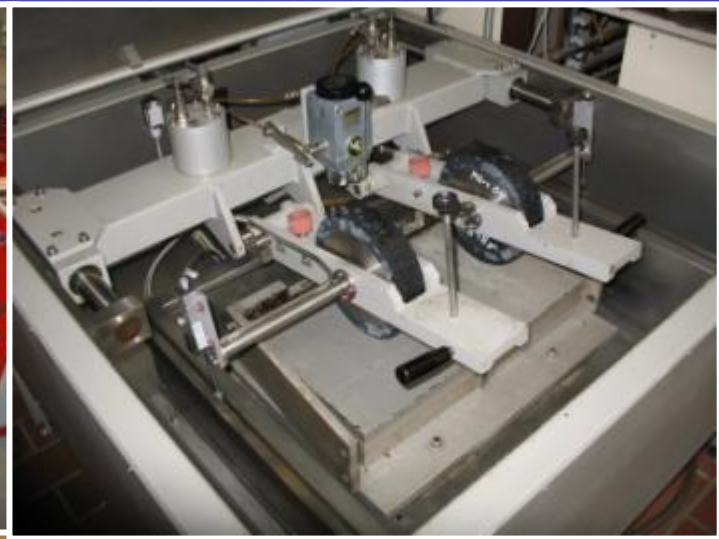


# Coarse Aggregate must be DRY

- Aggregates used in Europe have relatively low water absorptions,  $< 2\%$
- Aggregates routinely used in the US have higher water absorptions
- Best Practices should be used to minimize the moisture content in aggregate



# Initial product approval; how do we sort out the good products from the bad?



# Products should be approved on a national or at least a regional basis

- German agencies, industry, and academia have jointly developed a “Merkblatt” or guidelines for the use of WMA
- In France, SETRA performs certifications of new products. Cooperatively supported between agency and industry



Aspha-min Certificate

Individual Contractors are going to have to determine which WMA process will work over the widest range of applications

In the past changes have been mandated by agencies. In Europe, contractors have staffs who routinely do research to develop new products



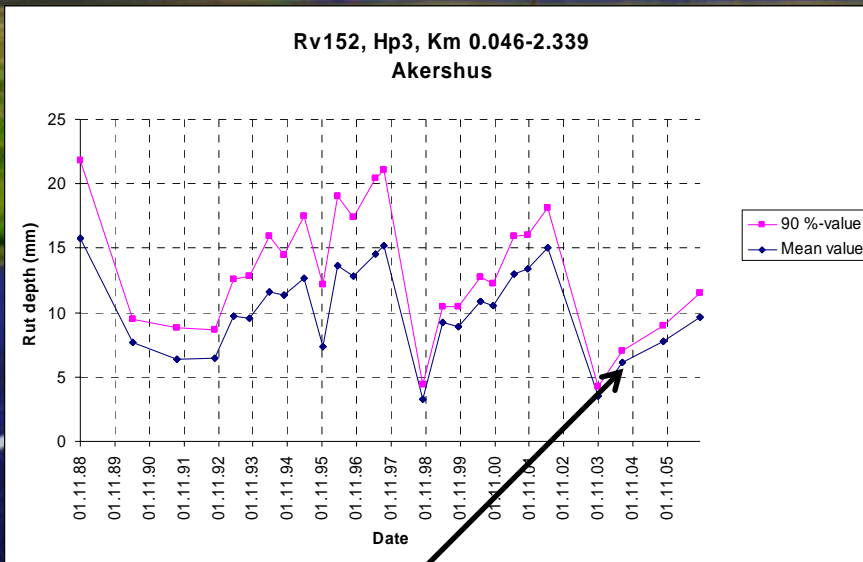
The slide features a blue header with a logo of four white dots and the text 'Research at Eurovia'. The main content is a white box with a blue border containing a bulleted list. To the right of the text are three images: a hand holding a glowing blue cube, a person in a lab coat working at a microscope, and a modern white building with a pond in front.

**Research at Eurovia**

- Research and Development Centre
- 100 machines in 37 rooms, performing 160 different tests
- R&D programme:
  - Environmental protection,
  - Safety,
  - Road infrastructure management,
  - Materials and structures.
- Organisation:
  - 30 engineers and technicians
  - 10 students
  - 20 partnerships with universities, research institutes and laboratories in France and abroad.



The overall performance of WMA must be as good as HMA. On a life-cycle basis, if WMA does not perform as well, there will not be energy savings or reduced emissions in the long run.



WAM-Foam

- Build sections with HMA controls
- Data collection guidelines
- Monitor for 3 to 5 years

# Implementation Goals

- WMA should be an **acceptable alternative** to HMA at the Contractor's discretion, provided the WMA meets applicable HMA specifications.

# Implementation Goals

- An **approval system** needs to be developed for new WMA technologies. The approval system should be based on performance testing and supplemented by field trials.
  - WMA TWG should lead the development of a performance based evaluation plan for new WMA products.
  - Realistically, such a system is needed for a broader range of modifiers/technologies used in HMA.

# Implementation Goals

- The WMA SCAN Team will provide technology transfer of the information gained through presentations, articles, and reports.
- Best practices need to be implemented for handling and storing aggregates to minimize moisture content, burner adjustment, and WMA in general or specific technologies.

# Implementation Goals

- Encourage more field trials with:
  - Higher traffic
  - Larger size with representative production of WMA
  - Built in conjunction with a control section
  - Monitored for a minimum of three years by the agency
  - Data collection guidelines, developed by the WMA TWG can be found at:  
[http://www.hotmix.org/view\\_article.php?ID=537](http://www.hotmix.org/view_article.php?ID=537)
- The factors affecting the economic viability of WMA need to be identified and tracked.

# Conclusions

- There is a consensus among the WMA SCAN Team that WMA is a viable technology and that US Agencies and the HMA Industry need to cooperatively pursue this path
- The US has already made great strides in evaluating WMA, thanks in part to Public-Private Partnerships like the WMA TWG and the WMA SCAN Tour



Thank You!