asphalt-labor
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Abstract

In the frame of the research project "diminishing the production and processing temperature of asphalt through the addition of bitumen liquefier", FE 07.203/2002/CRB, long-term observations of the installed test tracks have been agreed upon. For this purpose, the test sectoins BAB A7 and B 106 are assessed, both visually and by technical measurement, namely after two, four and eight years. The results are presented as annexes to the final report. This very annex provides a résumé after an 8-years long exposure time under traffic.

The visual survey of condition for both test tracks turns out quite positively. Those test sections, that had been built using lower temperature, perform - notwithstanding a few exceptions - with minor advantage on both test tracks compared with reference tracks. The technical measurement confirms this impression. No eminent aberrations in the longitudinal evenness could be discovered. The measured rut depth are, equally, on very low level on both tracks. Sid resistance can be evaluated as very good for both tracks. As can be expected, the absolute adhesion data lie higher on the B 106 with an SMA 0/8 S than on the BAB A7 with an SMA 0/11 S.

Characteristics were determined from the binder, that had been extracted from core samples, and compared with the results as published in the final report.
Regarding the BAB A7, a definite sequence of the respective section concerning positive or negative features taking the examined binder specifications cannot be established. Equally, no systematic reciprocal dependent relationsship can be recognized.
Regarding the B 106, there is one advantageous variant of binder when looking at the conventional binder specifications in comparison to the other two variants. The reference variant with unmodified PmB 45 A, however, shows the least favourable performance with respect to ageing. When looking at performance-oriented methods of testing such clear sequence cannot be observed.

From the current point of perspective, the testing results do not reveal yet any clear-cut disparaties regarding the performance of the individual additives and their aptitude under traffic. Some features begin to show the beginning of alterations. Thus, a further inspection is recommended after another two years. It is expected that greater alterations will appear then.

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