Development and Field Evaluation of High Performance and Fuel Resistant Asphalt Mixture

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Outline

- Brief background on airfield pavements and asphalt testing
- Need for high performance and fuel resistant asphalt mixtures
- Development of fuel-resistance test
- Initial projects
- Mix performance testing results
- Field performance at various airports
- Updates to specifications
- Summary
Roads Versus Airfield Pavements
## Road Versus Airfield Pavements

- **Airfields provide unique pavement challenges that are different from highways**

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Airfield</th>
<th>Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Repetitions</td>
<td>LOW (often 100,000 or less)</td>
<td>HIGH (more than 1,000,000)</td>
</tr>
<tr>
<td>Loading</td>
<td>HIGH (up to 25 tonnes/wheel)</td>
<td>LOW (often 3 tonnes/wheel)</td>
</tr>
<tr>
<td>Traffic Wander</td>
<td>HIGH (wide spread aircraft over pavement width)</td>
<td>LOW (very channelized traffic in the design lane)</td>
</tr>
<tr>
<td>Tire Pressure</td>
<td>HIGH (up to 1.7 MPa, and often up to 2.5 MPa for Military aircrafts)</td>
<td>MODERATE (generally not more than 0.8 MPa)</td>
</tr>
<tr>
<td>Sensitivity to Foreign Object Damage (FOD)</td>
<td>VERY HIGH</td>
<td>LOW</td>
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</table>
Exposure to Fuel and De-icing Chemicals

- Can happen on runways and taxiways while aircraft are parked at the gates or awaiting clearance.

- Spillage mainly occurs:
  - Thermal expansion of fuel from the overflow port of the storage tank of an aircraft
  - Refueling vehicle, or from fuel being spilled during the refueling process (problems with auto shut-off)

- De-icing at the gates or designated de-icing areas (run-off to asphalt pavements)
DEVELOPMENT OF FUEL-RESISTANT BINDER

Unmodified (typical PG 58-28)

Engineered Fuel Resistant (PG 82-28FR)

More resistant to fatigue

Stiffer for better rutting/shoving resistance

Lower production and placement temperatures

More flexible at lower temperatures

Stiffness

Temperature (°C)

-18 19 58 150
DEVELOPMENT OF FUEL AND HIGH SHEAR RESISTANT MIX

1. Engineering aggregate structure – promoting low permeability while maintaining stone-on-stone strength
2. Custom formulation of asphalt cement with specialty polymers/additives – Fuel Resistant
3. Potential for increased workability and ease of compaction by using warm mix technology – cost savings at plant and field
Development of Fuel-Resistant Binder and Mix

- Developed test to measure fuel resistance
- Weigh 4 Marshall samples after compaction
- Immerse in jet fuel for 24 hours
- Remove samples from fuel bath, dry and weigh
- Average weight loss of 4 Marshall specimens must be less than 1.5%
Development of Fuel-Resistant Binder and Mix

- Standard Hot Mix Asphalt mixture loses 10% weight from 24 hour soak in jet fuel
- Standard Polymer Modified Asphalt (PG 76-22) loses 5-6% weight after 24 soak in jet fuel
- Fuel Resistant PMA – less than 1.0% weight loss
Fuel-Resistant Mix Usage

- First Fuel Resistant Mix Construction Project—La Guardia Airport in 2002
  - Severe rutting caused by fuel-softened pavement
  - Test section on Taxiway GG – 450 tons

Indentations in Taxiway GG
Asphalt Pavement Analyzer (APA) - Rutting Evaluation of HMA

- Moving wheel load (100 lbs) applied to a pressurized hose (100 psi) which lies on top of asphalt samples
- Tested at 64°C for 8,000 loading cycles
- Computer data acquisition system
Fuel Resistant Mix – Rut Resistance

APA Rutting, mm

- PG 64-22: 10.2
- PG 76-22: 6.8
- PG 82-22: 4.3
- PG 88-22FR: 1.6
Fuel Resistant Mix – Crack Resistance

- Flexural Beam Fatigue Device, AASHTO T-321
  - Tests mix’s ability to withstand repeated bending which causes fatigue failure
  - Data = number of loading cycles to failure (loss of stiffness)
  - Failure occurs when stiffness of beam < 50% of initial stiffness
  - Test parameters – 1000 micro strain, 15°C, 10 HZ
Fuel Resistant Mix – Crack Resistance

Flexural Beam Fatigue, Cycles to Failure

- PG 82-22: 4200 cycles to failure
- PG 88-22FR: 45000 cycles to failure

Ratio 10.7 to 1
Fuel-Resistant Mix Usage – La Guardia

- Placed Fuel-Resistant Mix on Taxiway GG at La Guardia Airport August 2002
- Graded as PG 94-22
- Pumped into plant at 165°C
- Produced mix at 170°C
- Placed in silo for 4 hours
Fuel-Resistant Mix Usage – La Guardia

- Milled off 50mm, placed 50 mm thick 19mm (max size) P-401 mix with FR binder
- Paved at 165°C
- No problems with placement
- Handwork and longitudinal joints look good
- Density achieved
- Paving crew could not see a difference in Fuel-Resistant PMA material from standard PMA
Fuel-Resistant PMA Usage – La Guardia

- Inspected fuel resistant pavement in October 2003
- Excellent condition
  - No rutting
  - No cracking
  - No surface deterioration
- 2019 – still performing well, only pavement at LaGuardia not rutted
Fuel Resistant Mix Specification

- Working with engineers at MassPort (Boston Logan Airport), developed generic specification for fuel resistant HMA
  - PG 88-22FR or PG 82-28FR
    - Pass fuel resistance test
    - Minimum 85% Elastic Recovery
  - Standard test method for fuel resistance
  - 12.5mm P-401 Mix #3 (max size)
    - 50 blow Marshall design
    - Design at 2.5% air voids
- Typical P-401 mix has ≈ 5.5% asphalt content
- These changes to P-401 yield a fuel resistant mix with ≈ 7% asphalt content
- Result – additional asphalt in P-401 mix decreases permeability, increases fuel resistance, increases crack resistance, and durability while maintaining excellent rut resistance
Fuel-Resistant Mix – Logan Airport

- First use of modified P-401 mix with FR binder at Boston Logan Airport
- Placed 1300 tons of fuel resistant mix 50mm thick on Taxiway N and Runway 4L-22R at Logan Airport in June 2004
Fuel Resistant Mix at Logan Airport
Fuel-Resistant Mix – Logan Airport

- FR Asphalt graded as PG 94-22
- 12.5mm P-401 mix designed at 2.5% air voids
- 7% asphalt content design target
- MassPort engineers concerned about rutting
- APA testing at Worcester Polytechnic Institute
Worcester Polytechnic Institute – APA Rut Testing

APA Rutting, mm

19mm P-401 Mix: 3.6
12.5mm FR Mix: 0.7
Ratio 5.1 to 1
Logan P-401 Mix vs FR Mix

Asphalt Mix Performance Tester (AMPT)
Logan P-401 Mix vs FR Mix

AMPT Dynamic Modulus

Ratio 3 to 1

12.5mm FR mix
19mm P-401 mix

Loading Frequency (Hz)
Logan P-401 Mix vs FR Mix

Repeated Load Flow Number @ 54°C

Traffic Level | Million ESALs | Minimum Flow Number Cycles | General Rut Resistance
---|---|---|---
< 3 | --- | --- | Poor to Fair
3 to < 10 | 53 | 19 | Good
10 to < 30 | 190 | 740 | Very Good
≥ 30 | 740 | 740 | Excellent

Ratio 21.7 to 1
Logan P-401 Mix vs FR Mix

Texas Overlay Tester
Logan P-401 Mix vs FR Mix

Texas Overlay Tester

Overlay Tester Cycles to Failure @ 25°C

<table>
<thead>
<tr>
<th>Mix Type and Conditioning Level</th>
<th>STOA</th>
<th>LTOA</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.5mm FR</td>
<td>4134</td>
<td>102</td>
</tr>
<tr>
<td>19mm P-401</td>
<td>745</td>
<td>6</td>
</tr>
<tr>
<td>Ratio 5.5 to 1</td>
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<tr>
<td>Ratio 17 to 1</td>
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Texas Overlay Tester
Logan P-401 Mix vs FR Mix

Fatigue Life, $N_{f,50\%}$ (Cycles)

Tensile Micro-strain ($\mu$s)

$N_{f,50\%} = k_1 \left( \frac{1}{\varepsilon_t} \right)^{k_2} \left( \frac{1}{E_0} \right)^{k_3}$

Ratio 10.6 to 1
Fuel-Resistant Mix – Logan Airport

- Mix produced in drum plant at 170°C
- Placed at 163°C without difficulty
- Met density specification
- Excellent surface appearance
Fuel Resistant Mix Projects at Logan Airport
Fuel-Resistant Mix Usage – New Projects

- Boston, MA - Logan Airport
- Charlotte, NC - Douglas International Airport
  - Runway Project – Summer 2006
- Florida DOT
  - Truck Inspection Station – Summer 2006
- Portland, ME - Portland Jetport Apron, 2015
- Fryeburg, ME – Eastern Slopes Airport Apron, 2016
- Burbank, CA - Bob Hope Airport Apron, 2019
- Numerous GA airports in SE US
- Hurlburt Field – First DOD project. Apron, 2018
Fuel-Resistant Mix Usage – Charlotte Airport

- Charlotte, NC - Douglas International Airport
  - Runway 18L – 36R
  - August 2006
  - Night work – Runway available from 11:00 pm until 6:00 am
  - Mill 50mm
  - Pave with 50mm of 12.5mm P-601 Mix
  - Lasted eleven years
Logan Airport - 2014

10 year old P-601 Pavement
Logan Airport - 2014

10 year old P-601 Pavement
Logan Airport – Why did the Joints Open Up?
Logan Airport - 2014

10 year old P-601 Pavement
Logan Airport 2014

10 year old P-601

10 year old P-401
Logan Airport - 2014

- De-icing at Logan Airport is done at the gates
- Alleyway P-601 pavement in picture has been exposed to de-icing chemicals for 13 winters – no visible damage to date
FR at Logan Airport

9 year old P-601 Pavement
BWI Freight Apron - 2016

12.5mm P-601 Mix
Bob Hope Airport  Burbank, CA

12.5mm P-601 Mix
P-601 GA Project - Herlong, Florida 2012

Fuel Spill Causes Discoloration, But No Damage to P-601 Pavement
P-601 for Bus Lanes

- Bus lanes have heavy, channelized traffic – rutting may be an issue
- Oil and fuel leaks are also present
- Logan Airport has used P-601 pavement in bus lanes to solve the problem
FAA P-601 Specification

- FAA was looking for alternative to coal tar sealers – projecting it would be outlawed in near future
  - Evaluated performance of Logan Airport Fuel Resistant mixes
  - Adopted Logan Airport FR specification as P-601 “Fuel Resistant Hot Mix Asphalt Pavement” specification in July 2014
FAA P-601 Specification

- FAA has adopted Advisory Circular # 150 / 5370-10G, dated 07/21/2014
- Contains specification item P-601 Fuel Resistant Hot Mix Asphalt (HMA) pavement
FAA P-404 Specification

- FAA issued Advisory Circular # 150 / 5370-10H on December 21, 2018
- Renumbers specification item P-601 Fuel Resistant Asphalt Mix pavement as P-404
FAA P-404 Specification

Asphalt Binder Specification
- ASTM D6373 PG 88-22FR or PG 82-28FR as dictated by climate
- ASTM D6084 Elastic Recovery at 25°C ≥ 85%
- ASTM D7173 Maximum temperature difference of 4°C when using ASTM D36 Ring and Ball apparatus

Mix Specification
- Adds Asphalt Pavement Analyzer (APA) rutting requirement
  - <10mm @ 4000 passes, hose pressure 250 psi OR
  - Hamburg Wheel Tracking < 10mm @ 20,000 passes
- Allowable lift thickness: 37.5mm – 75mm
- In place density – Maximum 4% air voids compared to P-401 7.2% maximum air voids
- Maximum Weight Loss Fuel Soak Test = 1.5%
19mm P-404 Mix Development

- Despite demonstrated performance over time, many engineers are uncomfortable with a 12.5mm (max size) mix (FAA Mix #3) that is currently in the P-601 specification.
- They believe a 19mm (max size) FAA Mix #2 gradation is needed to withstand aircraft loadings on taxiways and runways.
- Associated Asphalt sponsored a research project at Rutgers University to see if a 19mm P-401 mix could be designed using P-404 criteria:
  - Designed at 2.5% air voids
  - Designed with 50 Marshall blows
19mm Fuel Resistant Mix

- Asphalt Binders (true grade)
  - PG 82-22: PG 83.1-25.3
  - StellarFlex FR: PG 95.1-25.9
19mm Fuel Resistant Mix

- **Mix Design Results**
  - **Air Voids**
    - 19mm FR = 2.5%
    - 19mm P401 = 3.5%
  - **Optimum Asphalt Content**
    - 19mm FR = 6.7%
    - 19mm P401 = 5.8%
  - **Voids in Mineral Aggregates (VMA)**
    - 19mm FR = 17.4%
    - 19mm P401 = 16.3%
  - **Fuel Resistance Mass Loss**
    - 19mm FR = 0.31%
    - 19mm P401 = 5.07%
19mm Fuel Resistant Mix

Dynamic Modulus Master Stiffness Curve (STOA)
19mm Fuel Resistant Mix

AMPT Repeated Load Flow Number Results

Ratio 4.4 to 1
19mm Fuel Resistant Mix

APA Rutting @ 8,000 Cycles

19mm FR = 1.76 mm (Std Dev. = 0.18 mm)
19mm P-401 = 2.32 mm (Std Dev. = 0.32 mm)

FAA Proposed APA (100psi/100lb) Criteria ≤ 5 mm Rutting

Asphalt Pavement Analyzer (APA) Rutting Performance
Flexural Fatigue Life for 19mm FR, 19mm P401 and 12.5mm P-601 Asphalt Mixtures
Intermediate Temperature Cracking Resistance Test (IDEAL-CT Test)

- Performed at 25°C
- Gyratory-sized (150 mm diameter)
- Thickness range of 38 to 75 mm
- No need for cutting or notching
- Vertically loaded at a rate of 50 mm/min
19mm Fuel Resistant Mix

Mixture Type and Conditioning

<table>
<thead>
<tr>
<th>Mixture Type</th>
<th>Conditioning</th>
<th>Ratio 1.6 to 1</th>
<th>Ratio 3.3 to 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>19mm FR</td>
<td>19mm P-401</td>
<td>483.7</td>
<td>294.7</td>
</tr>
<tr>
<td>STOA</td>
<td>12.5mm P-601</td>
<td>850.9</td>
<td>123.5</td>
</tr>
<tr>
<td>LTOA</td>
<td>12.5mm P-601</td>
<td>37.1</td>
<td>173</td>
</tr>
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IDEAL CT<sub>Index</sub> Test Results
Summary

- Lab and field proven benefits of increased asphalt content in improving fatigue and durability.
- Combination of PMA-FR with higher AC content can be used to increase resistance to all potential airfield pavement damages – longer pavement life and lower life cycle cost analysis.
- More focus on volumetric properties combined with mixture performance criteria.
- Benefits of using higher PG grade in combination with improved volumetric properties to combat extremely heavy loadings.
  - Airfield pavements
  - Heavily-loaded highways with high volumes of trucks
  - Fueling/gas stations and fuel storage tank areas
  - Truck and bus lanes
  - Seaports
  - Commercial loading/off-loading areas
A small plane carrying six people made an emergency landing on a Calgary street (April 2018)

Questions?

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