

















The History of Asphalt Asphalt is well known and used since ancient times, > because it is the oldest and widely accepted structural material It is used since 6000 B.C. > As a waterproofing and binder material of great quality

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The History of Asphalt *History*The Sumerians used to use it in the prosperous shipbuilding industry The Babylonians used it as a binder in the mixture production for castle construction (Babel Tower). The Egyptians used asphalt to mummify the dead bodies and to waterproof tanks. Around 3000 B.C., the Persians also used asphalt for road construction. The Greek word asphaltos was used during Homeric times which means a stable or solid substance. Afterwards, it was used by the Romans (asphaltus) hence, the term asphaltic, or even its root, exists until now in all modern languages







The History of Asphalt

- Until the beginning of the 20th century
 - The asphalt or asphalt used was a natural product
 - The first natural deposits were found at the <u>Dead Sea (or Salt Sea</u>) where asphalt used to emerge from the bottom of the sea, floated to the surface and discharged into the banks
 - This was the reason why the ancient Greeks called this lake "Lake Asphaltites"



Large asphalt mass floating on the Dead Sea in 1969 (Gideon Hadas)

Oron, A., Galili, E., Hadas, G. et al. Early Maritime Activity on the Dead Sea: asphalt Harvesting and the Possible Use of Reed Watercraft. J Mari Arch 10, 65–88 (2015). https://doi.org/10.1007/s11457-015-9135-2







Terminology Today

According to European specifications

- Bitumen is
 - Virtually an involatile, adhesive and waterproofing material derived from crude petroleum or present in natural asphalt
 - Completely or almost completely soluble in toluene and very viscous or almost solid at ambient temperatures.
- Asphalt is
 - A mixture of mineral aggregate and bituminous binder
- Bituminous binder
 - is the adhesive material containing asphalt
- Bituminous is
 - the adjective applicable to binders and mixtures of binders and aggregates containing asphalt













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Asphalt types

Refining produces asphalt with specific characteristics for varied uses

- Roofing asphalt
- Paving asphalt
- Other special uses





Asphalt types

Paving asphalt

□ Asphalt most commonly used in flexible pavement construction can be divided into:







Cutback asphalt

Asphalt cement (binder)

Emulsified asphalt



Asphalt cement

Asphalt can be described as a darkcoloured petroleumlike material that has a consistency ranging from sticky liquid to a glossy solid.





Asphalt cement



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Asphalt types

Asphalt cement

- □ At room temperatures,
 - asphalt cement is a semisolid material that <u>cannot</u> be applied readily as a binder without being heated



Asphalt types

Asphalt cement

- Asphalt cement has excellent adhesive characteristics as compared to the liquid asphalt (cutback and emulsified asphalt),
 - > which make it a superior binder for pavement applications









Chemical Composition of Asphalt

□ Asphaltenes

- The asphaltene content directly affects the rheological properties of the asphalt.
- When asphaltene content increases
 - The asphalt is harder
 - Low penetration
 - High softening point
 - The asphalt is more viscous
 - High viscosity
- The percentage of asphaltenes in asphalt usually ranges from 5% to 28%

Typical images of liquid petroleum (left) and the glassy asphaltene fraction (center). Asphaltene molecules have a condensed aromatic core (right).





Asphaltenes Separate from the Same Crude Oil Sample in the Laboratory, Using N-C5 (A) and (B) N-C7







Chemical Composition of Asphalt

- The exact composition of asphalt differs, and it depends on
 - > The source of the crude oil
 - The modification during its fractional distillation
 - > The oncoming aging in service
- Any variation in the percentage of asphaltenes and maltenes (particularly of resins and saturates)
 - influences the viscosity and the temperature sensitivity of asphalt.
- The variation of the abovementioned substances takes place mainly during production of asphalt
 - ✤ Will be discussed later



















1.1 Asphalt Materials

Emulsified asphalt (Emulsion)

Asphalt types

Emulsified asphalt (emulsion)

- It's a mixture of asphalt cement, water, and emulsifying agent (e.g., soap)
 - ➤ 1-2% by volume
- It classified as liquid asphalts because
 - they are liquid at ambient temperatures

Emulsions are made to

Reduce the asphalt viscosity for lower application temperatures



Photo of magnified asphalt emulsion showing minute droplets of asphalt cement dispersed in a water medium.

















1.1 Asphalt Materials

Cutback asphalt



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Asphalt types

Cutback asphalt

- □ A liquid asphalt which are manufactured by adding (cutting back) petroleum solvents to asphalt cement
 - Cutback asphalt = AC + Petroleum solvent
- □ They are made to reduce the asphalt viscosity for lower application temperature
- ❑ Application to aggregate or pavement causes the <u>solvent to escape by evaporation</u>, thus leaving the asphalt cement <u>residue on the surface</u>



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Asphalt types

Cutback asphalt

Based on the relative rate of evaporation, cutback asphalts are divided into

- 1. Rapid Curing (RC)
 - Produced by adding a high volatility solvent (generally gasoline or naphtha)
- 2. Medium Curing (MC)
 - Produced by adding an intermediate volatility solvent (generally kerosene)
- 3. Slow-Curing (SC) (or road oils)
 - Produced by adding a low volatility solvent (generally diesel or other gas oils)



Asphalt Types
Cutback VS. Emulsions
Cutback Asphalts <mark>used less frequently now</mark> and use of emulsions becoming more common because of :
Environmental Concerns (especially with RC's)
> Hydrocarbons evaporate into air.
costly to buy 2 petroleum products.
Safety
Iow flash pts - danger of fire.
Higher application temp, dry conditions required
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Oxidized Asphalt

Production Process

- This type of bitumen obtains from the blowing hot air with a temperature of 200 to 300 degree Celsius to the penetration grade bitumen in the reactor of Bitumen Blowing Unit (BBU) of the refinery.
- □ Hydrogen atoms of bitumen react with oxygen atoms of air when heated with hot air in the reactor.
- □ Then it generates some steam that should be removed from the oxidation chamber.
- Consequently, the bitumen remains.

