The environmental road of the future:
Analysis of energy consumption and greenhouse gas emissions

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Paper prepared for presentation
at the Quantifying Sustainability in Pavement Rehabilitation Projects Session
of the 2008 Annual Conference of the Transportation Association of Canada
Toronto, Ontario
ABSTRACT

Road construction companies are aware of the strategic and universal issues associated with sustainable development and wish to make their own contribution to this collective effort, although the last decade has already seen a considerable number of environmental protection measures.

This paper describes the contribution made by road construction as for energy consumption and greenhouse gas emissions. The latter is the main issue for sustainable development. The principal road construction techniques are analyzed (hot asphalt mixes, bitumen emulsion technologies, concrete cement, in place or plant recycling, etc.). The different types of road pavement structure are examined and compared over a thirty year service life from cradle to grave.

The output of this study has driven us to develop an efficient tool to assist in quantifying sustainability in pavement projects. It can be used for research and development of tomorrow structures. Among the techniques, cold mix technologies and in place pavement recycling are promising.

As a last update, in a specific project analysis, the concept of an "ecologiciel" or software to evaluate various alternative solutions in respect of sustainability will be presented.

RÉSUMÉ

Les entreprises de construction routière sont conscientes des enjeux stratégiques et universels du développement durable. Elles souhaitent contribuer à cet effort collectif qui a déjà vu lors de la précédente décennie la mise en place de nombreuses mesures dans le domaine de la protection et la sauvegarde de l’environnement.

Cet article décrit la contribution de l’activité de construction routière en ce qui concerne la consommation d'énergie et l’émission de gaz à effet de serre. Les principales techniques routières sont analysées (enrobés à chaud, techniques à l’émulsion de bitume, béton de ciment, recyclage en place ou en centrale..). Les différents types de structures de chaussée routière sont analysés et comparés sur une durée de vie de 30 ans du « berceau à la tombe ».

Les résultats de cette étude nous ont conduit à développer un outil efficace pour quantifier les aspects du développement durable pour la sélection de structure de chaussée écologique. Parmi les techniques étudiées, les technologies de recyclage à froid ou de retraitement en place présentent les meilleurs scénarii.

Cet article évoquera le cas d'un projet particulier ainsi que les dernières évolutions d'un logiciel permettant l'évaluation de solutions alternatives plus soucieuses de l'environnement.
1.0 INTRODUCTION

In the framework of its policy of sustainable development, the Organisation for Economic Co-operation and Development (OECD) has set a priority for the first ten years of the 21st century on two actions: limiting the impact of industry on climate change and optimizing the management of natural resources.

Road construction companies are aware of the strategic and universal issues associated with sustainable development and wish to make their own contribution to this collective effort, although the last decade has already seen a considerable number of environmental protection measures.

This paper describes the contribution made by road construction in the area of energy consumption and greenhouse gas emissions. The latter is the main issue for sustainable development.

The principal road construction techniques are analyzed (hot asphalt mixes, bitumen emulsion technologies, concrete cement, in place or plant recycling, etc.). The different types of road pavement structure are examined and compared over a thirty year service life.

The entire production and construction process is taken into consideration, from the extraction of raw materials to the end of the pavement’s service life, including the phases of materials manufacture, laying for the construction of a new pavement, and maintenance works during its anticipated service life.

The results are an efficient tool that assists in the selection of environmentally-friendly pavements. It can be used for research and development of tomorrow’s structures. Among the techniques, cold mix technologies and in place pavement recycling are promising.

In order to illustrate the approach, a specific project is analyzed under this concept and an opening is done on the possibility of a software development to assist the decision process.

2.0 HYPOTHESES AND STUDY COMPONENTS

2.1 Hypotheses for structural design and traffic evolution.

The analyses involve the construction of a pavement and its maintenance over a service life of 30 years. Such a long service life is more in line with the spirit of sustainable development.

As the traffic has a key role in pavement design, the total cumulative Equivalent Single Axial Load (ESAL) is used for comparison.

The pavement structures have been determined on the basis of the AASHTO design guide (1993) (8).

All the new pavement structures have been studied on the basis of the same existing natural soil having a resilient modulus of 7500 psi or 50 MPa. The granular subgrade is a layer of 700 mm sand which are usually used for frost protection in Quebec. This layer has a resilient modulus of 15 000 psi or 100 MPa. Either rigid or flexible, the pavements layer lays down on
150 mm of granular base 0-20 mm. The structural coefficient and the other parameters are the one used by the Ministry of Transport of Quebec.

2.2 Environmental data

The data for the environmental analysis is provided by the relevant bodies or specialized agencies, Eurobitume for bitumen and Athena for cement and steel in the report for the Canadian Portland Cement Association, Swedish Environmental Institute, IVL, etc.

<table>
<thead>
<tr>
<th>PRODUCT OR TECHNIQUE</th>
<th>Energy (MJ/t)</th>
<th>CO2 eq (kg/t)</th>
<th>Data from</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt</td>
<td>4900</td>
<td>285</td>
<td>Eurobitume</td>
</tr>
<tr>
<td>Emulsion (60% residual asphalt)</td>
<td>3490</td>
<td>221</td>
<td>Eurobitume</td>
</tr>
<tr>
<td>Cement</td>
<td>4976</td>
<td>980</td>
<td>Athena &amp; IVL</td>
</tr>
<tr>
<td>Crushed aggregates</td>
<td>40</td>
<td>10</td>
<td>Colas</td>
</tr>
<tr>
<td>Aggregates (pit-run)</td>
<td>30</td>
<td>2.5</td>
<td>Athena &amp; IVL</td>
</tr>
<tr>
<td>Steel</td>
<td>25100</td>
<td>3540</td>
<td>Athena &amp; IVL</td>
</tr>
<tr>
<td>Water</td>
<td>10</td>
<td>0.3</td>
<td>IVL</td>
</tr>
<tr>
<td>Fuel</td>
<td>36680</td>
<td>2765</td>
<td>IVL</td>
</tr>
<tr>
<td>Hot Mix Plant</td>
<td>275</td>
<td>22</td>
<td>IVL</td>
</tr>
<tr>
<td>Cold Mix Plant</td>
<td>14</td>
<td>1</td>
<td>IVL</td>
</tr>
<tr>
<td>Milling/Reclaiming</td>
<td>12</td>
<td>0.8</td>
<td>IVL</td>
</tr>
<tr>
<td>Cold in-place recycling</td>
<td>15</td>
<td>1.3</td>
<td>IVL</td>
</tr>
<tr>
<td>Laying down of HMA</td>
<td>9</td>
<td>0.6</td>
<td>IVL</td>
</tr>
<tr>
<td>Laying down of Cold Mix</td>
<td>6</td>
<td>0.4</td>
<td>IVL</td>
</tr>
<tr>
<td>Diamond grinding (m² concrete slab)</td>
<td>79</td>
<td>5.7</td>
<td>IVL</td>
</tr>
<tr>
<td>Cement Concrete paving</td>
<td>2.2</td>
<td>2</td>
<td>IVL</td>
</tr>
<tr>
<td>Hauling tm/km</td>
<td>0.9</td>
<td>0.06</td>
<td>IVL</td>
</tr>
</tbody>
</table>

Table 1: Typical energy consumption and GHG emissions for product and techniques

Pavement construction companies are mainly involved in the manufacture and laying of road construction materials, as shown in the diagram below.

Figure 1: Construction of a road pavement

All the phases and stages of production, extraction, manufacture, transport, laying, etc. that are required to obtain a pavement with an acceptable level of service over the selected service life are therefore considered. The typical values set out the stages and transport distances are taken into account for a road pavement built in Quebec.
To manufacture one metric tonne of mix, the average distances considered are:

- 150 km between the refinery for bitumen production and the mixing plant,
- 150 km between the cement plant and the plant where the concrete is mixed,
- 800 km between the steel factory and the site,
- 5 km between the aggregate quarry and the manufacturing site.

And finally, an average 50 km is estimated for the distance between the manufacturing site and the construction site.

The major well known products, for which data exists, are selected. The data (energy and greenhouse gas emissions) for these products can be obtained from the references. Extreme values are removed, in order to select the ones which seem to be the subject of consensus.

This study will concentrate on energy consumption, materials consumption and greenhouse gas emissions during road construction and maintenance operations.

We shall deal with the different types of available techniques separately.

3.0 ENERGY CONSUMPTION

Energy consumption for the manufacture and laying is studied per metric tonne of manufactured and laid material, per m² of pavement structure built.

3.1 Energy consumption per metric tonne of material laid

Figure 2 shows the total amount of energy required to manufacture and lay one metric tonne of material from extraction of the raw materials to placement at the worksite. Energy is expressed in MJ per metric tonne of laid material.

Comments:
- “Binders” are counted the energy consumed in order to extract and transport raw materials and manufacture binders (bitumen, cement, modified binder, etc.).
- “Aggregates” are counted the energy consumed in order to extract and manufacture aggregates at the quarry.
- “Manufacturing” is counted the energy consumed in order to manufacture mixes in a plant or production unit.
- “Hauling” is counted the energy consumed in order to transport the constituents and mixes from the plants where the constituents are manufactured to the worksite.
- “Laying down” is counted the energy consumed in order to lay the material and perform the works.
- Cement concrete corresponds to undowelled concrete slab pavements.
- In the case of continuously reinforced concrete pavements also includes the reinforcement bars.
- As road materials, in particular bituminous mixtures, can be recycled, the energy contained in the binder used in the pavement is not considered as being lost.
- RAP refers to reclaimed asphalt pavement.
Conclusion 1

We can see that these technologies fall into five groups:

- Concrete cement: between 750 and 1,350, with an average value of 1000 MJ/t,
- Hot mixes, whether recycled or not: between 550 and 650, with an average value of 600 MJ/t
- Stabilized material in-place: between 150 and 200, with an average value of 175 MJ/t
- Granular foundation with an average of 80 MJ/t
- Materials issued from reclaiming, milling or rubblizing, with an average value of 40 MJ/t

3.2 Energy consumption for each type of structure (construction only)

In order to make an objective comparison, it seems necessary to take into account the real quantities of materials used for the construction of pavement structures with reference to traffic and the same bearing capacity of the existing ground.

Figure 3 shows the total energy consumption for each type of pavement as a function of the traffic (number of ESAL) for the following structure:
⇒ Type 1: Rigid pavement: concrete slab, short with dowel on a 150 mm granular base 0-20 mm
⇒ Type 2: Rigid pavement: continuous reinforced concrete slab on a 150 mm granular base 0-20 mm
⇒ Type 3: Flexible pavement: Hot mix asphalt on a 150 mm granular base 0-20 mm
⇒ Type 4: Rehabilitated flexible pavement: Reclaiming of 300 mm of existing structure, stabilisation with emulsion on 150 mm and hot mix asphalt.
⇒ Type 5: Rehabilitated flexible pavement: Reclaiming of 300 mm of existing structure, stabilisation with emulsion and cement on 150 mm and hot mix asphalt.
⇒ Type 6: Rehabilitated rigid pavement into flexible pavement by rubblizing 200 mm of an existing concrete slab and new layers of hot mix asphalt.

Energy is expressed in MJ per m² of pavement structure.

Figure 3: Energy consumption for pavement construction
Conclusion 2

We can see that when the products are included in techniques for an equivalent level of service, we have now only three groups:

- The new flexible pavement (type 3 HMA on 150 mm granular base) is taken as reference at a level of 1.0.
- The new rigid pavement which have an consumption of energy per m2 at a level 1.4 to 1.9 times their equivalent as flexible pavement
- The pavement which can be rehabilitated using reclaiming, stabilisation or rubblizing techniques and a new flexible pavement are at a level between 0.75 to 0.85.

3.3 Energy consumption for each type of structure taking account of maintenance

To allow an analysis over the life of the structure, we need to add the consumption of energy due to the maintenance requirements over a 30 years life span.

We have defined a maintenance schedule based on the schedule of maintenance of various pavement as expressed in “Le guide technique de conception et dimensionnement des chaussées” of SETRA LCPC in France (5), in the Highway design manual- Chapter 605.3 Life-Cycle Cost Analysis (LCCA) of Cal Trans, (6) and in the recommendations of the report on the benefits of new technologies prepared in December 2000 for the Ontario Department of Transportation (7).

Generally speaking, these agencies used a maintenance schedule such a new layer of HMA every 8 to 12 years on flexible pavement, and a surface overlay after 15 years and a partial reconstruction or reinforcement overlay after 28 years on rigid pavements.

We have considered the rehabilitated pavements as new flexible pavements as they are designed for the same life span.

The energy consumption for the maintenance during 30 years is of 161 MJ/m2 for the flexible pavement and 195 MJ/m2 for the rigid pavement.

Conclusion 3

When looking at the energy consumption for the maintenance during 30 years for an equivalent level of service, the results show a higher value for rigid structures at a level of 1.2 compared to flexible or rehabilitated structures.

4.0 GREENHOUSE GAS EMISSIONS

The main greenhouse gases (GHG) in the field of road construction are carbon dioxide (CO₂), nitrous oxide (N₂O) and methane (CH₄). As the contribution of these gases is not the same, their GWP (Greenhouse Warming Potential) must be expressed as a CO₂ equivalent. It is accepted that the GWP of N₂O is 310 and that of CH₄ is 21. That is to say that one kg of N₂O has as much effect as 310 kg of CO₂. Therefore, in order to be able to compare the GHG emission, all the effect of various gases have been reduced in CO₂ equivalent (CO₂ eq).
GHG emissions are studied for a metric tonne of material manufactured and laid, and per m² of pavement structure.

### 4.1 GHG emissions per metric tonne of laid material

Figure 4 shows the GHG emissions for the manufacture of one metric tonne of material from extraction of the raw materials to laying on the worksite. GHG emissions are expressed in kg of CO$_2$ eq per metric tonne of material.

![Figure 4: GHG emissions during manufacture and construction for the main road technologies](image)

**Conclusion 5**

While five groups were identified in the analysis of energy consumption, only three are apparent for GHG emissions

- Cement concrete: 140 to 200 kg/t
- Hot mixes whether recycled or not: 45 to 50 kg/t
- Cold in-place recycling (bitumen emulsion or cement), “as dug” gravel, non treated aggregate base 5 to 20 kg/t,
4.2 GHG emissions for each type of structure without taking account of maintenance

As for energy consumption, in order to make an objective comparison, it seems necessary to take into account the quantities of materials used for the construction of pavement structures with reference to traffic and the bearing capacity of the existing ground.

The pavement structures and traffic levels are those described in paragraph 3.2 of this document.

Figure 5 gives the GHG emissions for one m² of new pavement without taking into account maintenance operations. GHG emissions are expressed in kg per m² of pavement structure.

![Figure 5: GHG emissions for the construction of pavement structures as a function of the traffic the pavement is expected to carry during its service life](image)

**Conclusion 6**

We can see that when the products are included in techniques for an equivalent level of service, we have three groups:

- The new flexible pavement (Type 3 HMA on 150 mm granular base) is taken as reference at a level of 1.0.
- The new rigid pavement which has a value of GHG emissions per m² at a level 3 to 4 times their equivalent as flexible pavement.
- The pavement which can be rehabilitated using reclaiming, stabilisation or rubblizing techniques and a new flexible pavement are at a level of 0.75.

In this case also, we can notice the advantage of recycling techniques.

4.3 GHG emissions for each type of structure taking maintenance into account

We have applied the same maintenance program over 30 years than the one described in paragraph 3.3 above. The GHG emissions for the maintenance during 30 years is of 12.9 kg of CO$_2$eq for the flexible pavement and 18.2 kg of CO$_2$eq the rigid pavement

**Conclusion 7**

When looking at the GHG emissions for the maintenance during 30 years for an equivalent level of service, the results show a higher value for rigid structures at a level of 1.4 compared to flexible or rehabilitated structures.

5.0 GENERAL CONCLUSIONS ON VARIOUS TECHNIQUES

The principal purpose of this study is to make an inventory of energy consumption and GHG emissions associated with road construction.

On the basis of a 30 year service life (which is in general more favourable to cement concrete structures), whatever the traffic and irrespective of whether construction alone or construction with maintenance is considered, the results obtained in the study lead to the following conclusions:

- For hot mix bituminous pavements, the two main processes responsible for GHG emissions are binder manufacture and mix manufacture. However in the case of cement pavements, the main processes that are responsible are cement manufacture and steel manufacture in the case of reinforced concrete.

- For new pavements, the most polluting structures are Continuous reinforced concrete pavements, and the least polluting are those using recycled asphalt pavement as part of the new HMA.

- For rehabilitation, in place recycling using asphalt emulsion with or without cement addition is a technique that consumes less energy and which contributes less to the greenhouse effect.

- For rehabilitation of rigid pavements, the rubblizing technique with a new HMA structure is by far a technique that consumes the least energy and which contributes the least to the greenhouse effect.

- This life cycle analysis of pavement structures shows the benefits of using bitumen emulsion and high modulus mixes. These techniques make it possible to manage and optimise energy consumption and reduce impacts on the greenhouse effect. Recycling saves materials and reduces transport.
**6.0 AN EXAMPLE OF A POSSIBLE ANALYSIS: HIGHWAY 40 MONTREAL**

Between 2003 and 2006, highway 40 in Montreal has been completely reconstructed using a continuous reinforced concrete slab. The project length was 16 km (2 x 3 lanes) from the interchange at Côte de Liesse to St-Charles Boulevard. This part of the highway is one of the busiest road in Quebec and the design ESAL value over a 30 year life is evaluated to be 200,000,000 ESAL.

The chosen design is a 275 mm of Continuous Reinforced Concrete (CRC) slab on 96 km kilometres lane of 3.67 meters, for a total area of 352,320 square meter. As the slab is reinforced with 70 kg of steel per cubic meter, the total quantities required are 96,888 cubic meter of concrete and 6,782 tonnes of steel.

We will compare this CRC design with two other alternate design options with respect of the concept of sustainable development. The other alternate design options could have been a short concrete slab with dowel or a flexible pavement with high modulus HMA.

Design calculation for the same traffic (200,000,000 ESAL) gives the thickness for both alternate solutions in order to fulfil the same structural performance. For the short concrete slab we need a 325 mm thick slab and for the flexible HMA, we need 320 mm of high modulus HMA.

These alternate designs require the following quantities for the same 96 km-lanes project: 114,504 cubic meter of concrete in the short concrete slab alternate solution and 105,696 cubic meter or 270,580 tonnes of HMA for the flexible alternate solution.

The energy consumption and GHG emissions are detailed in the following table 2.

<table>
<thead>
<tr>
<th>Composition of pavement materials in kg/tonne</th>
<th>Crushed aggregate</th>
<th>Aggregate</th>
<th>Asphalt</th>
<th>Emulsion</th>
<th>Cement</th>
<th>Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous reinforced concrete</td>
<td>410</td>
<td>410</td>
<td>0</td>
<td>0</td>
<td>135</td>
<td>28</td>
</tr>
<tr>
<td>Cement Concrete</td>
<td>410</td>
<td>410</td>
<td>0</td>
<td>0</td>
<td>135</td>
<td>0</td>
</tr>
<tr>
<td>High modulus HMA</td>
<td>940</td>
<td>0</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Energy consumption by tonne of material MJ/tonne</th>
<th>Binder</th>
<th>Aggregate</th>
<th>Manufacturing</th>
<th>Hauling</th>
<th>Laying down</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous reinforced concrete</td>
<td>1.75</td>
<td>0.29</td>
<td>0.14</td>
<td>0.87</td>
<td>0.06</td>
<td>2.10</td>
</tr>
<tr>
<td>Cement Concrete</td>
<td>0.67</td>
<td>0.29</td>
<td>0.14</td>
<td>0.67</td>
<td>0.06</td>
<td>1.70</td>
</tr>
<tr>
<td>High modulus HMA</td>
<td>0.29</td>
<td>0.38</td>
<td>0.275</td>
<td>0.57</td>
<td>0.09</td>
<td>0.73</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GHG Emissions CO2 eq kg/tonne</th>
<th>Binder</th>
<th>Aggregate</th>
<th>Manufacturing</th>
<th>Hauling</th>
<th>Laying down</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous reinforced concrete</td>
<td>231.4</td>
<td>5.1</td>
<td>1.0</td>
<td>5.2</td>
<td>0.4</td>
<td>243.2</td>
</tr>
<tr>
<td>Cement Concrete</td>
<td>132.3</td>
<td>5.1</td>
<td>1.0</td>
<td>4.0</td>
<td>0.4</td>
<td>142.8</td>
</tr>
<tr>
<td>High modulus HMA</td>
<td>17.1</td>
<td>9.4</td>
<td>22.0</td>
<td>3.4</td>
<td>0.6</td>
<td>52.5</td>
</tr>
</tbody>
</table>

*Table 2: Energy consumption and GHG emissions for product and techniques*
Using the value for energy consumption and GHG emissions during construction according the three different techniques we obtain:

<table>
<thead>
<tr>
<th>Techniques used</th>
<th>Unit</th>
<th>Quantities</th>
<th>Total MJ</th>
<th>Total CO2eq tonne</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
<td>Continuous reinforced concrete</td>
<td>m3</td>
<td>96 888</td>
<td>365 849 088</td>
</tr>
<tr>
<td>Alternate 1</td>
<td>Cement Concrete</td>
<td>m3</td>
<td>114 504</td>
<td>225 343 872</td>
</tr>
<tr>
<td>Alternate 2</td>
<td>High modulus HMA</td>
<td>tonne</td>
<td>270 580</td>
<td>182 100 340</td>
</tr>
</tbody>
</table>

**Table 3: Total energy consumption and GHG emissions for the project and the alternates**

From a sustainable development point of view, the project as constructed (CRC solution) has required 2 times more energy (the equivalent of 5 000,000 litters of fuel) and has generated 4.1 times more GHG or an extra 44,693 tonne of CO2 eq.

In its 2001 analyses for a 5 years policies on concrete pavement, the Ministry of Quebec has used the following maximum values for the materials; A cubic meter of concrete is valued at 170 $ per m3 and a tonne of HMA is valued at 65 $ par tonne. As there was no provision for CRC, we have adopted an average value for steel at 550 $ par tonne and the same value for concrete.

The cost of each solution is:

<table>
<thead>
<tr>
<th>Techniques used</th>
<th>Unit</th>
<th>Quantities</th>
<th>unit cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
<td>Continuous reinforced concrete</td>
<td>m3</td>
<td>96 888</td>
<td>208.50 $</td>
</tr>
<tr>
<td>Alternate 1</td>
<td>Cement Concrete</td>
<td>m3</td>
<td>114 504</td>
<td>170.00 $</td>
</tr>
<tr>
<td>Alternate 2</td>
<td>High modulus HMA</td>
<td>tonne</td>
<td>270 580</td>
<td>65.00 $</td>
</tr>
</tbody>
</table>

**Table 4: Cost evaluation of the project and the alternates**

Following the approach of a carbon tax as adopted this year by the province of British Columbia, the carbon tax is valued to 30$ per tonne in 2012. The average price for carbon on the European climate exchange in 2005 was closed to 21.5 euros or 35 $ per tonne.

Choosing 30 $ per tonne the GHG emission of each techniques have an extra hidden cost to support the carbon tax.

<table>
<thead>
<tr>
<th>Techniques used</th>
<th>CO2 eq</th>
<th>Extra cost for CO2 eq</th>
<th>% of Extra cost for CO2 eq</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
<td>58 898</td>
<td>1 766 940</td>
<td>8.7%</td>
</tr>
<tr>
<td>Alternate 1</td>
<td>40 889</td>
<td>1 226 670</td>
<td>6.3%</td>
</tr>
<tr>
<td>Alternate 2</td>
<td>14 205</td>
<td>426 150</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

**Table 5: Cost of GHG of the project and the alternates**
Therefore, the extra hidden cost represents 8.7% of the cost for the design solution with continuous reinforced concrete compared to only 2.4% for the HMA solution.

7.0 A SOFTWARE TO HELP DECISION MAKERS

As the calculation may be tedious to represent the actual situation in a given area to integer the various parameters and conditions, the Colas group has developed a tool to help decision making. This software is known in Europe as the “ÉCOLOGICIEL”.

![Image of software interface](image)

**Figure 6: Opening window of the software**

With this software, we are able to quantify energy and GHG emissions for various structures including the correction related to local parameters such as composition of the materials or distances. A special folder gives access to the parameters.

As an example 1, we can compare the 3 structures having the same structural performance:

1. 50 mm of HMA on 150 mm of cold in place recycling
2. 40 mm of HMA on 100 mm Asphalt Base Course
3. 40 mm of HMA on 60 mm Binder course on 150 mm crushed gravel 0-20mm
For this example the results are as follows:

<table>
<thead>
<tr>
<th>Structure</th>
<th>Binders</th>
<th>Aggregates</th>
<th>Mix</th>
<th>Transport</th>
<th>Laying</th>
<th>Total</th>
<th>Comparison / Base structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure 1</td>
<td>69.8</td>
<td>7.4</td>
<td>32.5</td>
<td>13.4</td>
<td>2.7</td>
<td><strong>125.8</strong></td>
<td></td>
</tr>
<tr>
<td>Structure 2</td>
<td>72.2</td>
<td>18.5</td>
<td>92.4</td>
<td>25.8</td>
<td>6.3</td>
<td><strong>215.1</strong></td>
<td><strong>+71.1%</strong></td>
</tr>
<tr>
<td>Structure 3</td>
<td>54.1</td>
<td>32.3</td>
<td>65.8</td>
<td>40.0</td>
<td>6.3</td>
<td><strong>198.5</strong></td>
<td><strong>+57.8%</strong></td>
</tr>
</tbody>
</table>

### Table 6: Total energy consumption per pavement structure (MJ/m²)

For the GHG emissions:

<table>
<thead>
<tr>
<th>Structure</th>
<th>Binders</th>
<th>Aggregates</th>
<th>Mix</th>
<th>Transport</th>
<th>Laying</th>
<th>Total</th>
<th>Comparison / Base structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure 1</td>
<td>3.93</td>
<td>0.27</td>
<td>2.50</td>
<td>1.07</td>
<td>0.20</td>
<td><strong>7.97</strong></td>
<td></td>
</tr>
<tr>
<td>Structure 2</td>
<td>4.24</td>
<td>0.67</td>
<td>7.11</td>
<td>2.06</td>
<td>0.48</td>
<td><strong>14.55</strong></td>
<td><strong>+82.7%</strong></td>
</tr>
<tr>
<td>Structure 3</td>
<td>3.17</td>
<td>1.17</td>
<td>5.06</td>
<td>3.20</td>
<td>0.48</td>
<td><strong>13.08</strong></td>
<td><strong>+64.2%</strong></td>
</tr>
</tbody>
</table>

### Table 7: GHG emissions per pavement structure in CO2 eq (kg/m²)
This example shows that, compared to the structure using cold in place recycling techniques, the structure known as full depth pavement is emitting 87.4% more GHG, and the conventional flexible structure on gravel base is emitting 59.2% more GHG.

The same software can be used to compare the outputs of energy and GHG between various structure with recycled asphalt pavement and warm mix technologies:

1. Structure 1: 40 mm HMA on 100 mm ACB
2. Structure 2: 40 mm HMA with 15% RAP on 100 mm ACB with 25% RAP
3. Structure 3: 40 mm Surface warm mix with 15 % Rap on 100 mm warm mix base with 25% RAP.
For this example the results are as follows:

<table>
<thead>
<tr>
<th>Structure</th>
<th>Binders</th>
<th>Aggregates</th>
<th>Mix manufacture</th>
<th>Transport</th>
<th>Laying</th>
<th>Total</th>
<th>Comparison / Base structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure 1</td>
<td>72.2</td>
<td>18.5</td>
<td>92.4</td>
<td>25.8</td>
<td>6.3</td>
<td>215.1</td>
<td></td>
</tr>
<tr>
<td>Structure 2</td>
<td>55.1</td>
<td>15.9</td>
<td>92.4</td>
<td>23.7</td>
<td>6.3</td>
<td>193.4</td>
<td>-10.1%</td>
</tr>
<tr>
<td>Structure 3</td>
<td>57.5</td>
<td>15.9</td>
<td>79.0</td>
<td>24.1</td>
<td>6.3</td>
<td>182.9</td>
<td>-15.0%</td>
</tr>
</tbody>
</table>

**Table 8: Total energy consumption per pavement structure (MJ/m²)**

![Energy consumption per pavement structure (MJ/m²)](image)

**Figure 10: Graph of total energy consumption per pavement structure (MJ/m²)**

For the GHG emissions:

<table>
<thead>
<tr>
<th>Structure</th>
<th>Binders</th>
<th>Aggregates</th>
<th>Mix manufacture</th>
<th>Transport</th>
<th>Laying</th>
<th>Total</th>
<th>Comparison / Base structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure 1</td>
<td>4.24</td>
<td>0.67</td>
<td>7.11</td>
<td>2.06</td>
<td>0.48</td>
<td>14.55</td>
<td></td>
</tr>
<tr>
<td>Structure 2</td>
<td>3.23</td>
<td>0.63</td>
<td>7.11</td>
<td>1.90</td>
<td>0.48</td>
<td>13.35</td>
<td>-8.3%</td>
</tr>
<tr>
<td>Structure 3</td>
<td>3.23</td>
<td>0.63</td>
<td>6.08</td>
<td>1.93</td>
<td>0.48</td>
<td>12.35</td>
<td>-15.1%</td>
</tr>
</tbody>
</table>

**Table 9: GHG emissions per pavement structure in CO₂ eq (kg/m²)**
In this example we can quantify the gain in energy and GHG emission of solution using Rap and even more the one using the warm-mix technologies and RAP.

This software, still in a constant improvement can be considered as an important step towards the quantification of the sustainability of techniques, products and road projects.

8.0 CONCLUSIONS

Energy and GHG are increasing concerns in the concept of sustainable development. Roads construction and maintenance are not an exception. The choice of structures could not be longer influences only by the traditional cost evaluation. Quantifying the energy consumption and GHG emissions during construction and maintenance should become part of the economical equation for the best solution.

With this respect, recycling techniques are showing there importance in minimizing climatic impacts. From general data, we can easily start to discriminate solutions. However, a systematic analysis on a project basis can now be performed with the use of software such as “Ecologiciel”. These tools are at a preliminary developing stage and others are already on the drawing boards for new and more precise analysis.

Special acknowledgement:

The author express its deepest thanks to Mr Michel Chappat, Research and development director of the COLAS Group and Mr Julian Bilal, Division Manager for Structures Design of the COLAS Group for their permissions to use the concept and part of the text developed by them in “La route écologique du futur, Analyse du cycle de vie” September 2003
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