



## **Modified Bitumen in Flexible Pavement- A Review**

**Praveen Kumar P**

*Assistant Professor*

*Department of Civil Engineering*

*Government Sri Krishnarajendra Silver Jubilee  
Technological Institute, Bangalore (Karnataka) India  
Email: [praveepkumar@yahoo.com](mailto:praveepkumar@yahoo.com)*

**Manjunatha S**

*Assistant Professor*

*Department of Civil Engineering*

*Government Sri Krishnarajendra Silver Jubilee  
Technological Institute, Bangalore (Karnataka) India  
Email: [manjunathswamy67@gmail.com](mailto:manjunathswamy67@gmail.com)*

**Subramanya K G**

*Assistant Professor*

*Department of Civil Engineering*

*Government Sri Krishnarajendra Silver Jubilee  
Technological Institute, Bangalore (Karnataka) India  
Email: [mail2subbu.kg@gmail.com](mailto:mail2subbu.kg@gmail.com)*

### **ABSTRACT**

*The utilization of flexible pavements with bituminous surfacing is extensively prevalent in India. The occurrence of distress such as rutting, cracking, bleeding, shoving, and potholing in bituminous surfacing can be attributed to several factors, including high traffic intensity involving commercial vehicles, overloading of trucks, and large fluctuations in daily and seasonal pavement temperatures. Research findings have demonstrated that the characteristics of bitumen and bituminous mixes can be enhanced or altered through the inclusion of specific additives or a combination of additives. The substances referred to as "Modifiers" are utilized together with bitumen to produce a substance known as "Modified Bitumen". The utilization of modified bitumen in the top layers of pavement is anticipated to greatly improve the durability of the surfacing and prolong the interval between subsequent renewals. Comprehensive performance studies on overlay have demonstrated that the incorporation of Modified Bitumen in the construction and maintenance of bituminous roads leads to a substantial enhancement in*

*pavement performance and proves to be a cost-effective approach when the life-cycle cost is considered.*

**Keywords:**— *Flexible pavement, Distress, Modified Bitumen, Pavement Performance, Life Cycle Cost*

### **I. INTRODUCTION**

India has made significant developments in road construction and maintenance techniques within the domain of transportation infrastructure. The use of modified bitumen in the construction of flexible pavements is a notable innovation. This innovative method involves combining specific additives with bitumen to produce Modified Bitumen, which improves the performance and durability of pavements in response to the challenges posed by varying climatic conditions, high traffic loads, and the environment.

India experiences a broad range of climatic conditions, from hot summers to heavy monsoon rains. The enhanced resistance of modified bitumen to temperature fluctuations reduces the risk of pavement

distress such as rutting, ravelling, showing, edge breaks, surface cracks, and so on [1]. The road networks of India support a substantial volume of traffic, which includes heavy commercial vehicles. The enhanced load-bearing capacity of modified bitumen allows pavements to withstand these high traffic loads without succumbing to premature deterioration, resulting in more durable road surfaces. Although the initial investment in modified bitumen may be slightly higher than that of conventional bitumen, the long-term cost savings are substantial. In flexible pavement construction, the use of modified bitumen contributes to overall cost-effectiveness by reducing maintenance and extending pavement life. The increased durability of pavements resulting from the use of modified bitumen is consistent with sustainable development objectives. This strategy conserves valuable natural resources and reduces the environmental impact of road construction by reducing the need for frequent resurfacing or reconstruction. Indian research institutions, such as the Indian Institutes of Technology (IITs), the Central Road Research Institute (CRRI), and numerous state Public Works Departments (PWD), have conducted extensive research on the application of modified bitumen. Collaborations between academic institutions and government agencies are essential to the development of guidelines, specifications [2], and best practices for the effective application of this technology.

## **II METHODS AND METHODOLOGY**

Modified Bitumen application in India's flexible pavement construction necessitates meticulous consideration of additive selection, dosage, and mixing procedures. In addition, a well-coordinated effort among engineers, researchers, policymakers, and industry stakeholders is

required to assure the successful integration of this technology into road construction projects. The successful integration of Modified Bitumen into flexible pavement construction in India depends on a thorough comprehension of the application and benefits of the technology. These investigations include variables such as techniques for binder modification, additive types, dosage levels, and mixing protocols.

### **2.1 Research and Guidelines**

These research efforts inform the formulation of guidelines and specifications for the application of modified bitumen. The implementation of modified bitumen necessitates modifications to construction practices. These modifications may involve the use of specialized apparatus for mixing and laying, as well as procedures for maintaining the quality and consistency of the modified binder throughout the construction process. Training and capacity-building initiatives are necessary to equip construction personnel with the skills needed to work effectively with modified bitumen.

### **2.2 Quality Control and Assurance**

In order to ensure the quality and performance of modified bitumen pavements, stringent quality control and assurance mechanisms are required. This includes regular testing of the modified binder's properties and long-term monitoring of the pavement's performance. Real-world project feedback should inform construction methods and material formulation refinements, thereby contributing to continuous improvement. It is essential that the success of Modified Bitumen be demonstrated through well-executed case studies and demonstration projects in order to gain industry-wide

acceptance. These projects demonstrate the advantages of the technology, allowing engineers, contractors, and decision-makers to observe its favorable influence on pavement performance, durability, and overall cost-effectiveness.

### 2.3 Industry Adoption

Collaboration between government agencies, research institutions, and the construction industry is essential for the widespread adoption of modified bitumen. This collaborative endeavour may result in the development of national standards, specifications, and codes of practice for the use of modified bitumen in various regions of India.

### 2.4 The Construction

Bituminous mixtures are essential for the construction and maintenance of road surfaces. Commonly known as bituminous or asphalt mixes, these mixtures consist of aggregates and bitumen binders. They serve as the drive surface for vehicles, providing a smooth, durable, and skid-resistant surface that can withstand traffic loads, weather conditions, and environmental conditions. Bituminous mixtures are manufactured materials composed of mineral aggregates and bitumen binders. The aggregate particles provide structural support and contribute to the load-bearing capacity of the mixture, whereas the bitumen binder bonds the aggregates and imparts flexibility and durability.

### 2.5 Methods and Types

The following are the commonly adopted methods and types of bituminous mixtures utilized in India:

**Hot Mix Asphalt (HMA):** This is the most commonly used form of bituminous mix, in

which the aggregates and bitumen are heated and mixed at high temperatures prior to being applied to the road surface. HMA provides a durable, comfortable riding surface that can withstand high traffic loads.

**Warm Mix Asphalt (WMA):** Warm Mix Asphalt is produced at lower temperatures than Hot Mix Asphalt, reducing energy consumption and greenhouse gas emissions. It provides comparable efficacy to that of HMA but with less environmental impact.

**Bitumen Macadam (BM):** BM is a coarse-graded bituminous mixture that is frequently used for road base courses. It provides a solid foundation and effectively distributes the traffic burden.

**Dense Bituminous Macadam (DBM) and Open-Graded Premix Carpet (OGPC):** These mixtures provide a balance of stability, drainage, and skid resistance, making them appropriate for intermediate layers and surface courses.

**Bituminous Concrete (BC):** BC is a superior-quality bituminous mix used for all the important highways in India, particularly the National Highways (NH) and State Highways (SH). They provide a superior riding surface.

### 2.6 The Advantages of Modified Bitumen

- Reduced vulnerability to fluctuations in temperature.
- Increased resilience to deformation under higher pavement temperatures.
- Enhanced age-resistant characteristics.
- Enhanced interfacial bonding between aggregates and binder.
- The higher fatigue life of mixtures.

- Enhanced overall performance.

### 2.7 The general requirements of Modified bitumen binder

- Compatibility with bitumen.
- Resistance to degradation at mixing temperatures.
- Suitability for typical mixing and laying processes machinery.
- Create coating viscosity at the application temperature.
- Preserve premium assets when in storage, use, and service.
- Able to provide a uniform blend of bitumen.

### 2.8 Classification

The classification of rubber and polymer modified bitumen is shown in Table 1.

**Table 1. Classification of Rubber and Polymer based Bitumen Modifiers [3]**

Plastomeric Thermoplastics	Polyethylene (PE), Ethylene Vinyl Acetate (EVA), Ethylene Butyl Acrylate (EBA), Ethylene-Methyl-Acrylate copolymers (EMA) etc.
Elastomeric Thermoplastics	Styrene Isoprene Styrene (SIS), Styrene-Butadiene-Styrene (SBS) block copolymer, Styrene-Butadiene Rubber, and Ethylene Ter Polymer (ETP) etc.
Synthetic Rubber Latex	Styrene Butadiene Rubber (SBR), latex and any other suitable synthetic rubber
Natural Rubber	Latex or Rubber Powder
Crumb Rubber or treated Crumb Rubber	Crumb Rubber, Treated Crumb Rubber

### 2.9 Application of Modified Bitumen

The bituminous mix made with modified bitumen is appropriate as a wearing course, a binder course, and an overlay material on cracked and heavily trafficked surfaces because it has a higher stiffness modulus, improved fatigue life, better resistance to creep, and higher indirect tensile strength. Additionally, modified binders used for applications such as closing cracks with Stress Absorbing Membrane (SAM), Stone Matrix Asphalt (SMA), Porous Asphalt, and Stress Absorbing Membrane Interlayer (SAMI) are all types of asphalt used to delay reflection cracking.

### 2.10 Specifications and Requirements

The specification, requirements, quality control tests on modified bitumen, and design of the bituminous should be carried out as per the provisions of IRC 53-2010.

## III. CONCLUSIONS

Road construction and maintenance techniques in India have witnessed notable advancements due to the implementation of modified bitumen and new bituminous mix technology. The advent of modified bitumen, which involves the incorporation of specialized additives into bitumen, has significantly transformed the field of flexible pavement construction. This methodology improves the longevity of pavements, particularly when exposed to various weather conditions and high volumes of traffic. The resistance of modified bitumen to temperature variations, its load-bearing capability, and its ability to increase the lifespan of pavements are in accordance with the objectives of sustainable development. The integration of modified bitumen has been facilitated through collaborations among academic institutions, government agencies, and the construction sector,

resulting in the development of guidelines and best practices for its effective implementation.

Within the domain of bituminous mixtures, several varieties have evolved as vital constituents of India's road infrastructure, such as Hot Mix Asphalt (HMA) Warm Mix asphalt (WMA), Bitumen Macadam (BM), Bituminous Concrete (BC) and so on. These mixtures provide surfaces that are resistant to skidding, capable of holding heavy loads, and able to withstand different weather conditions. This helps to overcome the difficulties posed by fluctuating weather patterns and high volumes of traffic. The continuous evolution of bituminous mix technologies is ensured by the collaborative efforts between research institutions and industry partners, which focus on the development of new mix designs, building methods, and quality control systems.

India's efforts to improve its transportation networks are evident through the utilization of modified bitumen and new bituminous mixes, which demonstrate the country's

dedication to developing durable, environmentally friendly, and efficient road infrastructure. The aforementioned developments exemplify India's commitment to addressing the needs of its expanding community while simultaneously facilitating the development of road infrastructure that is characterized by enhanced safety, efficiency, and seamless transportation.

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