UHP/LV Waterjet Surface Re-texturizing for Bitumen Flushing / Bleeding

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Co-founder

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About Steve / Devco..

- Background in applied mechanics
- 16 years experience with UHP systems
- Inventor and lead architect UHP/LV
- Problem solver and a 'kiwi' !

Aquamax Devco is located @ the Wellington Institute of Technology



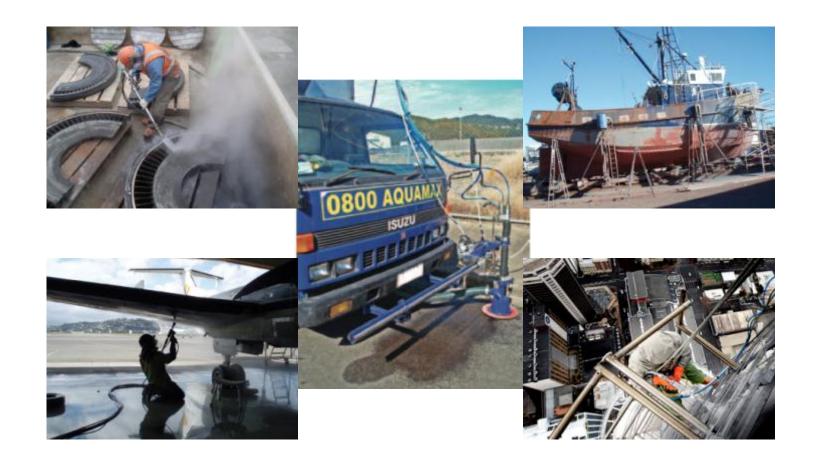
So what is UHP/LV?..

- UHP/LV = Ultra High Pressure/Low Volume waterjet.
- Derivative of core technology from Flow International Corporation, originators & global patent holders of UHP.
- Underlying premise is to convert *ultra-high* water pressure (>40,000 psi) into *ultra high* velocity (> Mach 2) for the purpose of cleaning or preparing a given surface.

Key benefits of UHP/LV?..

- Around 90% less water than HP alternatives, with at least the same surface result.
- Reduced volumes mean significantly lower mass, so physics of high velocity (as opposed to high volume) becomes predominant characteristic.
- High precision milling cutting action (vs water stream erosion) = minimal residual surface damage.
- Much lower back thrust reaction so pumps and equipment can be more compact, more lightweight and more portable.
- Low volume equates to minimal material waste recovery processing requirements.
- Environmentally friendly no chemicals, less waste.

A platform technology..



What is flushing (aka bleeding)?..

"Flushing is a film of bituminous material on the pavement surface which creates a shiny, reflecting surface that usually becomes quite sticky when hot. Flushing is the result of free asphalt migrating upward to the pavement surface. It occurs most often in the wheel-paths, especially during hot weather. Since the flushing process is not reversible during colder weather, asphalt will accumulate on the surface. Flushing results in low frictional charateristics when the pavement is wet and is, therefore, a safety hazard."

3M Road Surface Guide - Flushing Definition





Growing problem in the US?..

State	Approx. Total System Lane Miles	Approx. Chip Seal Lane Miles	% of Chip Seal Lane Miles with Bleeding
Texas	194,460	147,700	30%
North Carolina	170,128	51,300	14%
Virginia	125,365	40,000	5%

Table 1. PMS Chip Seal Data provided by state agency Pavement Engineers

"...growing recognition that chip seals are among the most costeffective preservation treatments for extending the life of all flexible pavement types. Chip seals, however, are susceptible to two modes of failure, raveling and bleeding.."

MR1 Engineering Design Review, Steve Varnedoe, Former Assoc Director, NCPP

MR1 prototype – lab on wheels..



Linear rail & carriage



Hydraulic controller





Interactive recovery shroud



Interceptor

- Mobile Pavement Preservation Unit
- Has NZ Govt backing
- Specifically addresses flushing in chip sealbased bitumen aggregates
- Multi-purpose capability with small footprint and ideal for use in compact urban areas
- High degree of automation including intelligent sensors and data capture
- Treats even very hot bitumen without surface damage
- On board recovery & waste removal system



A) Atmospheric valve B) AccumulatorC) Regenerative blower

Trial results are promising..



Figure 2. Before treatment

Figure 3. After treatment.

Test Location	Position	BPN Before	BPN After	
1	Outer wheel path	54	85	
2	Between	84	84 86	
3	Inner wheel path	49		
4	Outer wheel path	54	81	
5	5 Between		86	
6 Inner wheel path		49	80	

Table 3. Wise Street, Skid Resistance

MR1 Engineering Design Review, Steve Varnedoe, Former Assoc Director, NCPP

It's about pavement preservation..

Pavement Preservation Guidelines							
	Type of Activity	Increase Capacity	Increase Strength	Reduce Aging	Restore Serviceability		
	New Construction	х	х	X	Х		
Pavement Preservation	Reconstruction	Х	х	x	Х		
	Major (Heavy) Rehabilitation		х	Х	х		
	Structural Overlay		х	х	Х		
	Minor (Light) Rehabilitation			х	х		
	Preventive Maintenance			X	Х		
	Routine Maintenance				х		
	Corrective (Reactive) Maintenance				х		
	Catastrophic Maintenance				Х		

"Preventative maintenance is a planned strategy of cost effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition.."

US DoT / FHA Memo from David R. Geiger, Director Asset Management

Towards a new economic model..

Old way ROI ("big iron" approach)

× How many lane miles per day?

New way ROI (MR1 equivalent approach)

- Lower capital costs due to small footprint, modular design and off-the-shelf proprietary components.
- Lower running costs due to less fuel/energy, fewer returns-tobase, reduced manpower, minimal water use, materials recovery/recycling.
- Improved asset utilization due to multi-purpose capability and urban maneuverability.
- \checkmark Increased safety and reduced litigation risk due to better BPN.
- Proactively preserve state roading assets, retard future deterioration, and maintain or improve the functional condition – i.e. pavement preservation aims.

To Summarize...

- □ 90% Less Water Usage
- Environmentally Friendly
- □ Low Volume Key Characteristic
- Milling Cutting Action vs. Water Stream Erosion
- Equipment 'Lightweight' and Portable
- Low Waste Recovery Processing Requirements



Thank you and go well ! To explore how UHP/LV could assist with your pavement preservation needs, please contact:

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