

The DIRECT-MAT project will end in three months and the web database is taking shape.

The database will contain literature syntheses, case studies data and Best Practice Guides (BPG) regarding dismantling and recycling or safe disposal of road materials.

So far, the literature syntheses and a preliminary version of case studies' reports with field and laboratory data are delivered.

Now, it is time for the BPGs, namely the BPGs for

- WP2 Dismantling unbound layers and recycling various road materials in new Unbound layers
- WP3 Dismantling hydraulically bound layers and recycling various road materials in new Hydraulically bound layers
- WP4 Dismantling asphalt layers and recycling various road materials in new Asphalt layers
- WP5 Dismantling and recycling other materials not commonly recycled in roads

As part of the project work we are holding a European workshop for end users to promote the database, present draft BPGs and collect feedback. The final versions will be ready in December 2011 and incorporate improvements due to feedback from the Reference Group and from this European workshop. At the workshop we will also initiate follow-up activities at the national level.

What do we expect from you today?

The workshop morning will comprise short presentations by the work package leaders.

This afternoon we would like you to **GIVE US YOUR OPINION** about

1. The technical content of our best practice guides. Do they describe the best practice? What is missing? Are they easy to understand? How can they be improved?
2. Possible improvements of the database user interface
3. The relevance and comprehensiveness of identified knowledge gaps and research issues. Priorities to elaborate a European integrated road infrastructure research framework
4. The maintenance of the database (how?)

DIRECT-MAT – Dismantling and RECYcling Techniques for road MATerials - sharing knowledge and practices

Please visit the project website at <http://direct-mat.fehrl.org> and fill in the Questionnaire

WP2 - Unbound road materials

- A) Is recycling of unbound materials into new unbound layers actually widely applied?
- B) What content of crushed recycled concrete is necessary to obtain a good base layer – 50%, 95%, other?

WP3 – Hydraulically bound road materials

- A) Is 20% the upper limit for asphalt “contamination” in recycled concrete aggregate for new cement concrete pavements?
- B) Is 350 mm the maximum mixing depth for in situ cement stabilised base layers?
- C) Is stabilisation of base layers with cement + bituminous binder also suitable for roads with medium traffic volume?

WP4 – Asphalt road materials

- A) Is there a need to reduce emissions during asphalt paving?
- B) Is there any experience with dangerous fumes due to recycling (other than tar)?
- C) Are there any sticking problems for recycling (in plants) of reclaimed asphalt containing modified binders?
- D) How to handle the mechanical properties of bitumen stabilized materials (cold mixes) for pavement design compared to unbound layers or HMA?

WP5 – Other road materials

- A) What is the definition of tar containing asphalt? How do we measure it? (total PAH content or indirectly?)
- B) Do European roads contain tar asphalt?
- C) Is cold recycling of tar containing asphalt back into roads a good solution?

Thank you for your contribution!