


Sustainable Concrete Construction

Dr. Peter Taylor, PE FACI

IOWA STATE UNIVERSITY
Institute for Transportation


National Concrete Pavement
Technology Center



Setting the Stage

Imagine a world without infrastructure:


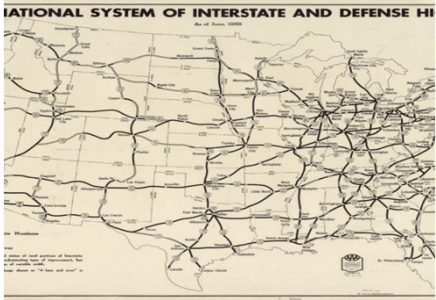
- Transportation
 - Sustenance
 - Shelter
 - Expertise
- Energy



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Setting the Stage

- Transportation effects are non-trivial

3 Python Maps
Library of Congress

Setting the Stage

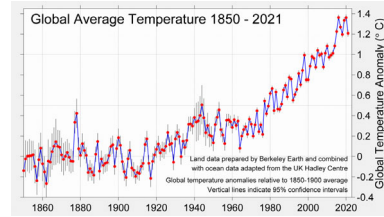
- Imagine a world without concrete
 - Buildings
 - Services
 - Transportation



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Setting the Stage

- So lets keep building!
- But...

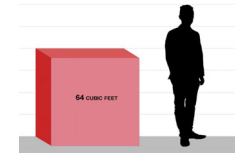


Berkeley Earth

Why Sustainability?

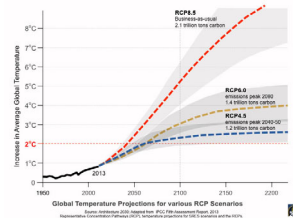
- 30 billion tons of concrete is used each year worldwide
- ~½ ton CO₂ per person per year

We need a lot of concrete so the impact is high



Setting the Stage

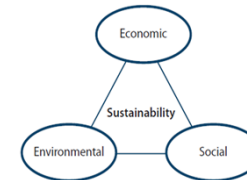
The conundrum then is: how do we deliver/maintain the infrastructure without hurting the planet?



https://architecture2030.org/ipcc_analysis/

Setting the Stage

- Economics still rule
- But carbon...



NEWS

Building's hard problem - making concrete green

By Helen Jones

Climate change

As new buildings become ever taller, they are underlining the need for green targets to work. Says Chris Thompson, managing director of Biffa, which specialises in building waste removal.

There's because many of the materials and fuels used to build them.

The building's hard problem - making concrete green

The world's largest concrete producer, China's Hebei Steel, has announced plans to invest 1.2 billion yuan in a new plant in Hebei, which is about 1,000 miles east of Beijing.

BBC

Where Does the Carbon Come From

- Heating the kiln
 - Can and has been reduced
- Decomposing limestone rock
 - Has to be balanced
- Traffic
 - Can be reduced



How?

- What can we do to reduce impact?
 - Use less concrete
 - Use less binder in the concrete
 - Use less clinker in the binder
- Reduce construction impacts
- Reduce user impacts



Use Less Concrete in the Structure

- Avoid replacing it
 - Longer lasting
 - Use existing equity of older pavements (overlays)
- More efficient designs
 - Beware of rules of thumb, and cut-and-paste
 - Appropriate construction systems



Use Less Binder in the Concrete

- Many specifications call for more than needed

	Conventional	Optimized
Cement	400	351
SCM 1	170	150
SCM 2	0	0
Coarse Agg	457	662
Fine Agg	1171	1303
Intermediate 1	1167	954
Intermediate 2	244	254
Water	228	200
Air	7.0	7.0
Total	3837	3874
Cementitious	570	501
vp/vv	208	180
w/cm	0.40	0.40
% SCM 1	30	30

	Conventional	Optimized
Slump	2.0	2.0
HRWRA	2.0	2.3
Air content	6.8	7.0
Box	1 - 0	1 - 0
Initial set	6:27	6:12
Strength at 7	3,340	3,650



Use Less Cement in the Binder

- Supplementary cementitious materials
 - Enhance performance
 - Increase longevity
 - Reduce disposal headaches
- Ternary combinations
- Harvested fly ash



Use Less Cement in the Binder

- Other SCMs
 - Recycled Ground Glass, ASTM C1866
 - Locally processed waste products ASTM C 1709
- LC3 cement



Use Less Cement in the Binder

- Portland Limestone Cements
 - Up to 15% ground limestone
 - Similar performance
- Becoming the norm
- Non-portland cements
 - Geopolymer cements / Activated fly ashes
 - Calcium sulfo-alumina-cements



Use Low-Carbon Cements

- Test sections built at MNRoad
 - Assess CO₂ savings
 - Measure performance under traffic
 - 16 sections
 - Control and optimized mixtures
 - Reclaimed fly ashes
 - Carbon injection
 - Innovative SCMs



Put the Carbon Back!

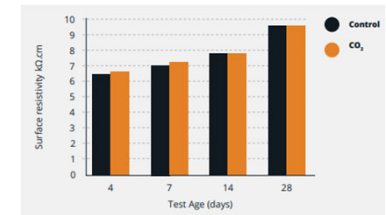
Natural carbonation

- Slow
- Dependent on environment
- Can compromise steel protection
- Can be accelerated with grinding



Put the Carbon Back!

- Inject carbon dioxide into concrete in the mixer
- CO₂ is mineralized then converts to solid CaCO₃
- Reported to improve permeability



Other Factors

- Recycled Concrete Aggregate
- Albedo (heat island)
- Lighting (& light pollution)
- TiO₂
- Resilience



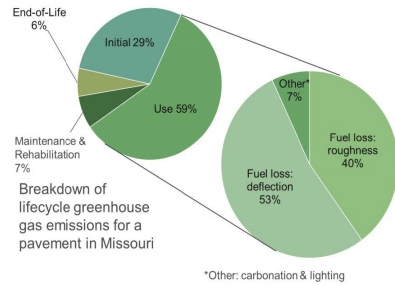
Construction

- Haul distance
- Disturbance
 - Noise
 - Dust
 - Access
- Delays
 - Traffic
 - Safety



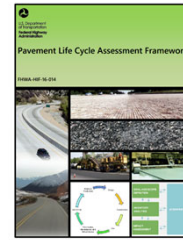
Use Phase

- Fuel consumption
- Care and keeping

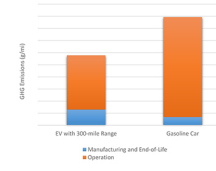


Measurement

- Life-cycle assessment (LCA)



Lifecycle GHGs for an Electric Vehicle and Gasoline Car



Measurement

- Ask for what is needed, and no more
 - Understand what makes concrete “good”
 - Specify the critical properties and test for them
 - Prepare the mixtures to meet those specifications



Measurement

- EPDs are coming

Table 8a. Summary Results (A1-A3): 3001-4000 psi (20.7-27.6 MPa) RMC product mix design, per cubic meter

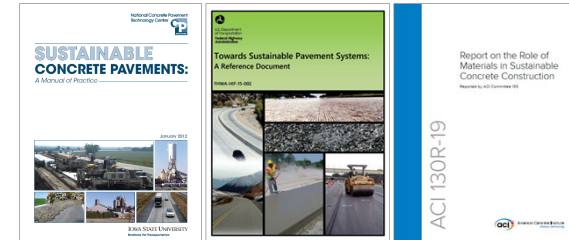
	Minimum	Maximum	3001-4000-00-FA/SL	3001-4000-20-FA	3001-4000-30-FA	3001-4000-40-FA	3001-4000-30-SL	3001-4000-40-SL	3001-8000-50-SL	6001-8000-50-FA/SL	
Core Mandatory Impact Indicators											
GWP	kg CO ₂ e	261.19	426.75	426.75	365.48	332.37	297.41	327.67	294.65	261.62	261.19
ODP	kg CFC11e	7.84E-06	1.11E-05	1.11E-05	9.56E-06	8.73E-06	7.84E-06	1.01E-05	9.75E-06	9.41E-06	8.49E-06
AP	kg SO ₂ e	0.99	1.33	1.33	1.17	1.08	0.99	1.28	1.26	1.25	1.12
EP	kg Ne	0.37	0.55	0.55	0.48	0.44	0.40	0.45	0.41	0.38	0.37
POCP	kg O ₃ e	21.38	28.22	28.22	24.98	23.23	21.38	25.58	24.70	23.82	22.20
ADPF	MJ, NCV	1,522.19	2,229.70	2,229.70	1,921.20	1,754.51	1,578.49	1,850.63	1,724.28	1,597.92	1,522.19
ADPe	kg Sbe	2.44E-04	3.69E-04	3.69E-04	3.25E-04	3.02E-04	2.77E-04	2.94E-04	2.69E-04	2.44E-04	2.46E-04
FFD	MJ Surplus	143.16	180.58	180.58	162.85	153.28	143.16	172.58	169.91	167.24	154.43

In Summary

	Measurable	Phase	Impact	Who	Side effect	Cost	When
Efficient designs	Yes	Construction	Point of delivery	Agencies	None	Reduced	Now
Reduce cement content	EPD	Construction	Point of delivery	All	None	Reduced	Now
PLC	EPD	Construction	Point of delivery	All	None	Reduced	Now
Cement footprint	EPD	Construction	Point of delivery	Cement	None	Reduced	Later
Increased SCM	EPD	Construction	Point of delivery	All	None	Reduced	Now
Carbon injection	??	Construction	Point of delivery	All	None	-	Now
Non-portland	EPD	Construction	Point of delivery	All	Cost	Increased	Later
Construction practices	Yes	Construction	Point of delivery	Contractor	None	Reduced	Now
Recycling	Yes	Construction	Point of delivery	All	Reduced disposal	Reduced	Now
Smoothness	Yes	Use phase	Reduces others' footprint	Contractor	Improved safety	Reduced	Now
Albedo	Yes	Use phase	Reduces others' footprint	Agencies	Cooler city	Reduced	Now
Lighting	Yes	Use phase	Reduces others' footprint	Agencies	Improved safety	Reduced	Now
Long life	Yes	Use phase	Later	Agencies	Improved safety	Reduced	Now
Carbonation	Yes	Use phase	Later	All	None	-	Later
Sequestration	Yes	Use phase	Later	All	None	Increased	Later

In Summary

- This is not new



Where next?

- Keep encouraging the community to adopt change
- Keep working on:
 - Alternative materials
 - Developing the tools to quantify concrete in the field
 - Building long lasting / low impact pavements



So

- Some things we can change now
 - Make better concrete
 - Make better pavements
- Others will take time



**The Difficult We Do Immediately.
The Impossible Takes a Little Longer**



National Concrete Pavement
Technology Center



IOWA STATE
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The image is a promotional graphic for the National Concrete Pavement Technology Center. It features a background photograph of a long, straight concrete road stretching into the distance under a clear blue sky. The road has a yellow center line and is flanked by green fields. In the top left corner, there is a QR code. In the top right, the text 'National Concrete Pavement Technology Center' is displayed above a logo consisting of a stylized 'P' with a circular element and the words 'Tech Center' below it. In the bottom right corner, the text 'IOWA STATE UNIVERSITY Institute for Transportation' is displayed.