



PRODUCTION OF HIGH-QUALITY ROAD BITUMEN ON THE BASIS OF PETROLEUM SMOILS AND USED MOTOR OILS

Duysenbay Abdikamalov

Karakalpak State University named after Berdakh
Assistant of the Department of Oil and Gas Technology

Muxtor Jamolovich Maxmudov

Bukhara Engineering and Technological Institute
Professor of the Department of "Oil and Gas Processing Technology"
Doctor of Chemical Sciences, Professor.

Abstract:

The increasing demand for sustainable and eco-friendly construction materials has led to the exploration of alternative sources for road pavement production. One of the promising solutions is utilizing oil residues and waste lubricants to develop high-quality bitumen for road construction. This study focuses on the potential of reprocessed petroleum waste in producing durable and environmentally friendly asphalt binders. The research highlights the advantages of using waste oil and petroleum sludge, emphasizing their chemical composition and impact on the performance of bituminous materials. The study further examines the feasibility of integrating these waste materials into road construction practices, considering economic and environmental benefits. By analyzing laboratory experiments and industrial applications, the paper aims to demonstrate the effectiveness of modified bitumen derived from recycled petroleum waste. The findings suggest that this approach can contribute to reducing environmental pollution while ensuring high durability and performance of road surfaces.

Keywords: Oil residues, waste lubricants, bitumen production, sustainable road materials, petroleum waste recycling, eco-friendly asphalt, road construction, modified bitumen.



Аннотация:

в связи с растущим спросом на устойчивые и экологически чистые строительные материалы все больше внимания уделяется поиску альтернативных источников для производства дорожного покрытия. Одним из перспективных решений является использование нефтяных остатков и отработанных масел для разработки высококачественного битума, применяемого в дорожном строительстве. В данном исследовании рассматривается потенциал переработанных нефтяных отходов для создания долговечных и экологически безопасных асфальтовых вяжущих. Исследование подчеркивает преимущества использования отработанных масел и нефтяного шлама, акцентируя внимание на их химическом составе и влиянии на характеристики битумных материалов. Кроме того, анализируется возможность интеграции этих отходов в практику дорожного строительства с учетом экономических и экологических преимуществ. Посредством лабораторных экспериментов и промышленных применений в статье доказываем эффективность модифицированного битума, полученного из переработанных нефтяных отходов. Результаты показывают, что такой подход способствует снижению загрязнения окружающей среды, обеспечивая при этом высокую долговечность и эксплуатационные характеристики дорожных покрытий. Ключевые слова: нефтяные остатки, отработанные масла, производство битума, устойчивые дорожные материалы, переработка нефтяных отходов, экологичный асфальт, дорожное строительство, модифицированный битум.

**NEFT GUDRONLARI VA ISHLATILGAN MOTOR MOYLARI
ASOSIDA YUQORI SIFATLI YO'L BITUMLARINI OLISH**

Duysenbay Xojabay uli Abdikamalov
Berdaq nomidagi Qoraqalpoq davlat universiteti
“Neft va gaz texnologiyasi kafedrası” assistenti

Muxtor Jamolovich Maxmudov
Buxoro muhandislik-texnologiya instituti
“Neftni va gazni qayta ishlash texnologiyasi” kafedrası professori
Kimyo fanlari doktori, professor.



Annotatsiya:

Barqaror va ekologik toza qurilish materiallariga bo'lgan talab ortib borayotganligi sababli yo'l qoplamalarini ishlab chiqarish uchun muqobil manbalarni o'rganishga e'tibor kuchaymoqda. Shunday istiqbolli yechimlardan biri sifatida neft qoldiqlari va chiqindi moylardan yuqori sifatli bitum ishlab chiqarish yo'l qurilishida qo'llanilishi mumkin. Ushbu tadqiqotda qayta ishlangan neft chiqindilaridan foydalanib, mustahkam va ekologik xavfsiz asfalt bog'lovchilarini ishlab chiqarish imkoniyatlari tahlil qilinadi. Tadqiqotda chiqindi moylar va neft gudronlarining tarkibi va ularning bitum materiallari xususiyatlariga ta'siri o'rganilib, ularning afzalliklari ta'kidlanadi. Bundan tashqari, ushbu chiqindilarni yo'l qurilishi amaliyotiga integratsiya qilish imkoniyatlari iqtisodiy va ekologik jihatdan baholanadi. Laboratoriya tajribalari va sanoat amaliyotlari tahlil qilinib, qayta ishlangan neft chiqindilaridan olingan modifikatsiyalangan bitumning samaradorligi namoyish etiladi. Natijalar shuni ko'rsatadiki, bu yondashuv atrof-muhitning ifloslanishini kamaytirishga yordam beradi, shu bilan birga yo'l qoplamalarining yuqori chidamliligini va ishlash samaradorligini ta'minlaydi.

Kalit so'zlar: neft qoldiqlari, chiqindi moylar, bitum ishlab chiqarish, barqaror yo'l materiallari, neft chiqindilarini qayta ishlash, ekologik asfalt, yo'l qurilishi, modifikatsiyalangan bitum.

Introduction

The increasing global concern over environmental sustainability has led researchers and engineers to explore alternative materials for road construction. One of the major challenges in road infrastructure is the dependence on petroleum-based bitumen, which is derived from crude oil refining. With the depletion of natural resources and the rising costs of conventional bitumen, the need for sustainable alternatives has become more pressing. This has encouraged the utilization of waste materials, such as used motor oils and petroleum residues, as potential substitutes for traditional bitumen in road pavement production.



Oil residues and used lubricants are significant sources of pollution, as improper disposal can lead to severe environmental hazards, including soil contamination and water pollution. However, through advanced processing techniques, these waste materials can be repurposed into high-quality road binders, offering an eco-friendly solution to both waste management and sustainable road construction. The reuse of petroleum waste materials presents a promising opportunity to reduce the reliance on virgin bitumen while simultaneously addressing the issue of industrial waste accumulation.

Bitumen is a key component in asphalt mixtures, playing a crucial role in determining the durability and performance of road pavements. The physical and chemical properties of bitumen influence the resistance of asphalt surfaces to traffic loads, temperature fluctuations, and weathering effects. Research has shown that modifying bitumen with waste oil and petroleum sludge can enhance its characteristics, leading to improved flexibility, adhesive properties, and longevity. Several studies have indicated that incorporating recycled petroleum-based materials into bitumen production can enhance its viscosity and resistance to aging, making it a viable alternative for conventional road binders.



The integration of waste oil and petroleum sludge in bitumen production also offers economic advantages. Since these materials are considered industrial byproducts, their repurposing can significantly reduce material costs in road construction projects. Additionally, the reduced dependence on crude oil-derived bitumen helps mitigate the impact of fluctuating oil prices on infrastructure development. From an environmental perspective, recycling petroleum waste decreases greenhouse gas emissions associated with bitumen production and reduces the carbon footprint of road construction.



This study aims to investigate the effectiveness of using oil residues and used lubricants in the production of high-quality road bitumen. The research will analyze the chemical composition, physical properties, and performance characteristics of bitumen modified with petroleum waste. Moreover, the study will explore the economic and environmental implications of adopting this approach in road construction practices. Through laboratory experiments and case studies, the potential benefits of integrating recycled petroleum materials into bitumen formulations will be assessed.

By addressing the challenges associated with waste disposal and the demand for sustainable construction materials, this research contributes to the growing efforts



toward greener infrastructure development. The findings are expected to provide valuable insights into the feasibility of using oil residues and used lubricants as sustainable alternatives for road bitumen, promoting environmental conservation and economic efficiency in the construction sector.

Main Part

The use of oil residues and waste lubricants in the production of road bitumen has gained significant attention due to its environmental and economic benefits. Traditional bitumen, derived from crude oil refining, requires extensive energy consumption and contributes to greenhouse gas emissions. As an alternative, recycling petroleum waste products not only reduces dependency on virgin bitumen but also mitigates the environmental impact associated with improper disposal of used lubricants and oil residues.



Petroleum waste materials such as used motor oil, refinery sludge, and asphaltic residues contain valuable hydrocarbon compounds that can enhance the properties of bitumen. These waste materials undergo specific treatment processes, including filtration, distillation, and chemical modification, to improve their adhesive and viscosity properties. When mixed with conventional bitumen,



they contribute to the enhancement of thermal stability, oxidation resistance, and overall performance in road construction.

One of the primary benefits of using oil residues in bitumen production is the improvement in rheological properties. Modified bitumen exhibits increased elasticity, reduced brittleness, and better resistance to temperature fluctuations. These characteristics enhance the durability of road surfaces, preventing issues such as cracking and rutting, which are common in conventional asphalt pavements. Studies have shown that incorporating used lubricants into bitumen formulations enhances fatigue resistance and extends the service life of road infrastructure.

In addition to mechanical improvements, the environmental advantages of this approach are substantial. The recycling of waste lubricants and petroleum residues reduces the accumulation of hazardous materials in landfills and prevents the contamination of soil and water sources. By repurposing these industrial byproducts, the road construction sector can significantly lower carbon emissions and decrease the environmental footprint associated with conventional bitumen production.

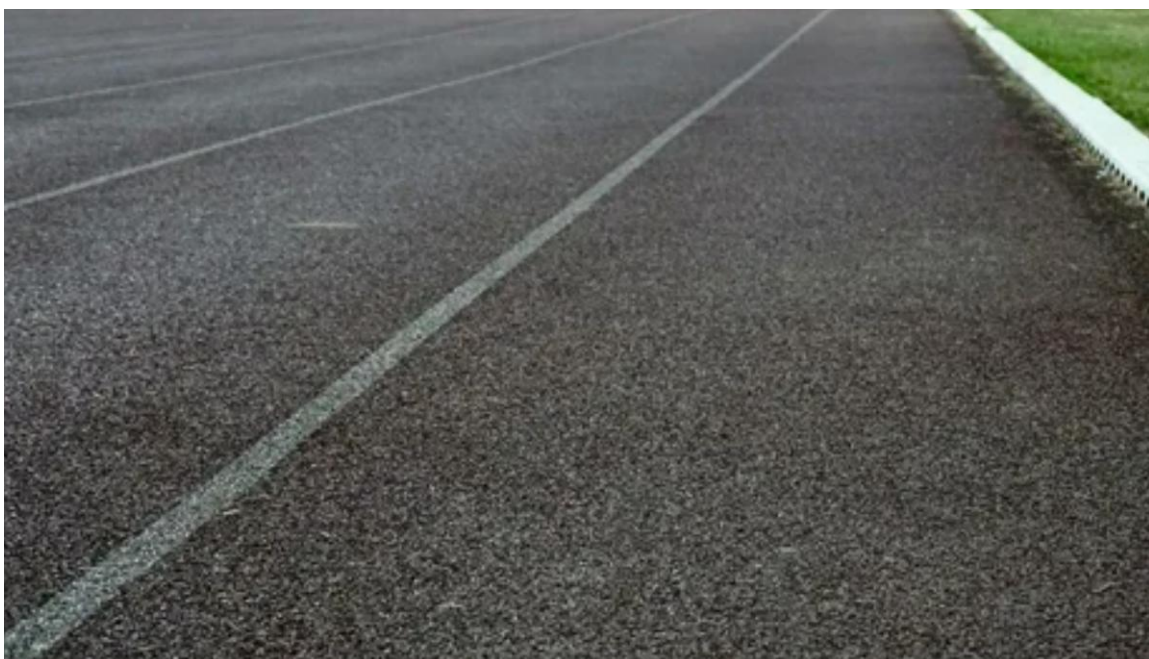


Economic feasibility is another critical factor driving the adoption of recycled petroleum waste in bitumen production. The availability of waste lubricants and



oil residues at relatively low costs makes them an attractive alternative to traditional raw materials. Many road construction projects, particularly in developing regions, face budget constraints that limit the use of high-quality bitumen. The integration of recycled petroleum waste can offer a cost-effective solution without compromising the performance and longevity of road pavements. Field studies conducted in various regions have demonstrated the effectiveness of modified bitumen derived from oil residues and used lubricants. Researchers have observed that asphalt mixtures containing recycled bitumen exhibit superior resistance to weathering effects, reduced susceptibility to oxidation, and improved structural integrity. Moreover, laboratory tests have confirmed that the incorporation of petroleum waste materials enhances the binding properties of bitumen, ensuring strong adhesion between aggregate particles in asphalt mixtures.

Despite the promising advantages, challenges remain in the large-scale implementation of recycled petroleum waste in bitumen production. The variability in the chemical composition of used lubricants and oil residues necessitates rigorous quality control measures to maintain consistency in asphalt formulations. Additionally, the presence of contaminants in waste materials may require advanced purification techniques to ensure compliance with road construction standards.





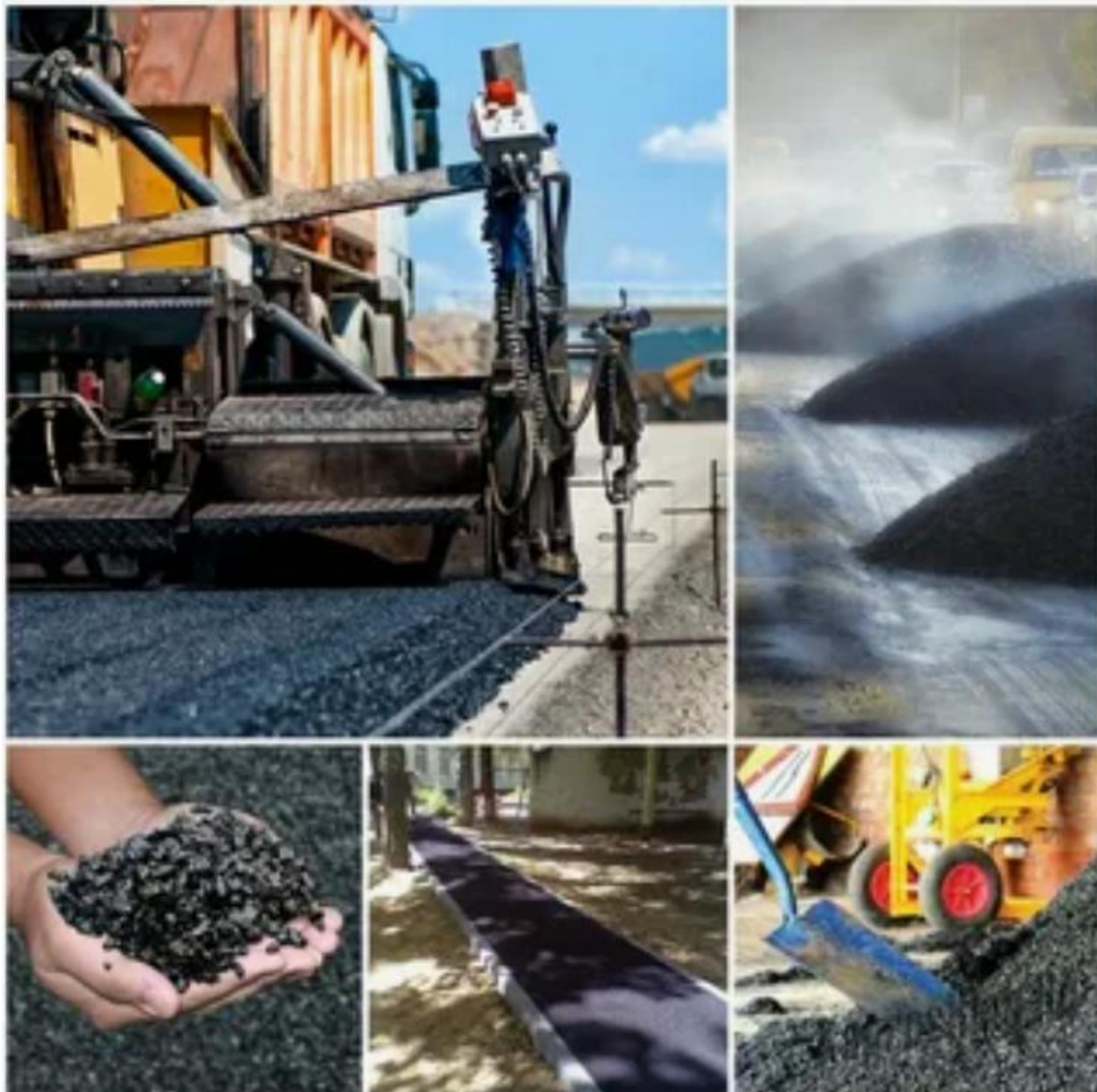
Ongoing research aims to optimize the processing methods for refining oil residues and waste lubricants into high-performance bitumen. Advanced modification techniques, including polymer additives and chemical stabilizers, are being explored to enhance the compatibility of recycled materials with conventional bitumen. Future developments in this field will focus on improving the standardization of waste-based bitumen formulations and expanding its application in road infrastructure projects.

The adoption of oil residue-based bitumen presents a viable strategy for promoting sustainability in road construction. By leveraging petroleum waste materials, the industry can achieve cost savings, environmental conservation, and enhanced road performance. As technological advancements continue to refine the processing and application of recycled bitumen, its widespread implementation has the potential to revolutionize the construction of durable and eco-friendly road networks.

Methodology

The research methodology employed in this study focuses on evaluating the feasibility of using oil residues and waste lubricants in the production of high-quality road bitumen. A combination of laboratory experiments, material characterization techniques, and performance analysis was conducted to assess the physical, chemical, and mechanical properties of modified bitumen. The methodology follows a systematic approach, including the selection of raw materials, processing of waste lubricants, formulation of modified bitumen, and performance testing under various conditions.

The first stage involved the collection and preparation of oil residues and waste lubricants from different sources, including used motor oils, refinery sludge, and asphaltic byproducts. These materials were carefully filtered and subjected to preliminary treatment processes such as sedimentation, centrifugation, and thermal processing to remove impurities and contaminants. The composition of the waste materials was analyzed to determine their hydrocarbon content, viscosity, and potential for bitumen modification.



In the second stage, the treated waste lubricants and oil residues were blended with conventional bitumen in varying proportions. The mixing process was carried out at controlled temperatures to ensure homogeneity and proper dispersion of the recycled components. Different formulations were developed to examine the effects of waste oil concentration on the rheological properties of bitumen. The modified bitumen samples were prepared and stored under standardized conditions before further testing.



To evaluate the performance of the modified bitumen, a series of laboratory tests were conducted. The penetration test was used to determine the consistency and hardness of the bitumen samples, while the softening point test assessed their temperature susceptibility. The viscosity measurements provided insights into the flow behavior and workability of the modified bitumen. Additionally, the ductility test was performed to analyze the elongation and flexibility characteristics of the samples.

Aging resistance was another critical parameter examined in this study. The rolling thin-film oven test (RTFOT) and pressure aging vessel (PAV) test were applied to simulate the aging process of bitumen and assess the durability of the modified formulations. The results from these tests provided valuable data on the oxidation stability and long-term performance of the bitumen samples under real-world conditions.

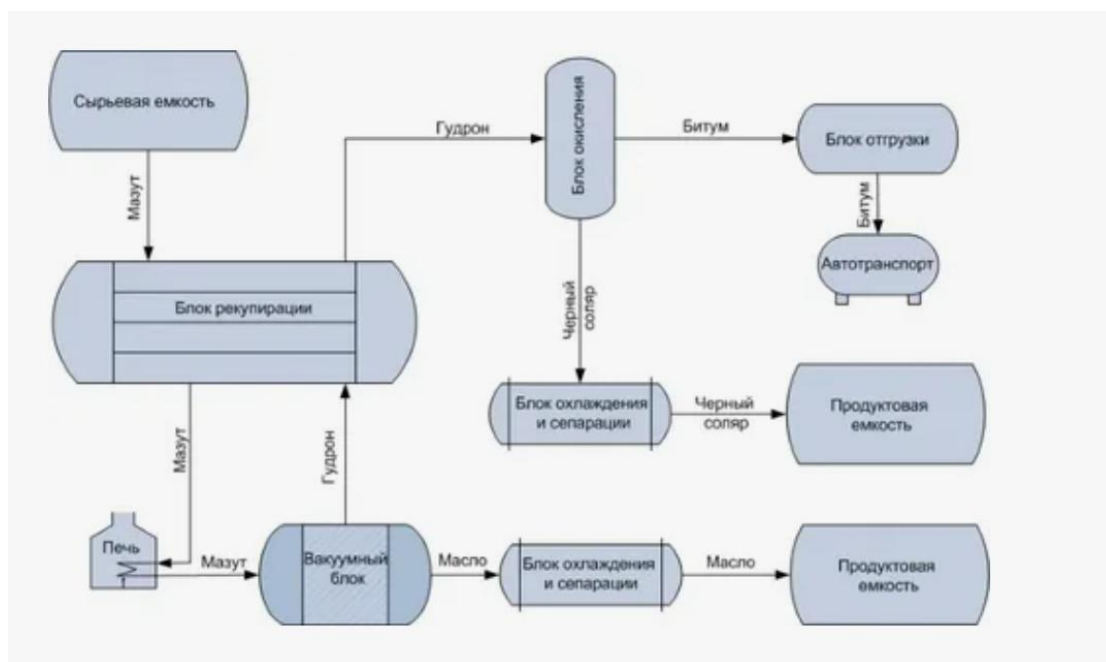
The adhesive properties of the modified bitumen were also evaluated through the asphalt binder adhesion test. This test determined the bonding strength between the bitumen and aggregate particles, which is essential for ensuring the durability of asphalt mixtures. Additionally, moisture susceptibility tests were conducted to assess the resistance of modified bitumen to water damage, a crucial factor in road construction.



For further validation, asphalt mixtures incorporating modified bitumen were prepared and subjected to mechanical performance tests. The Marshall stability test was used to determine the load-bearing capacity of the asphalt mixtures, while the dynamic modulus test analyzed their stiffness and resistance to deformation. Wheel tracking tests were conducted to evaluate rutting resistance under simulated traffic loading conditions.

The economic and environmental aspects of using oil residues and waste lubricants in bitumen production were analyzed through a comparative cost-benefit assessment. The analysis considered factors such as raw material costs, processing expenses, environmental impact reduction, and long-term savings in road maintenance. Life cycle assessment (LCA) was performed to quantify the environmental benefits associated with reduced emissions and waste disposal.

By integrating experimental data with economic and environmental analyses, this methodology provides a comprehensive approach to assessing the viability of recycled petroleum waste in bitumen production. The findings contribute to the development of sustainable road construction practices and offer insights into optimizing the use of waste-based materials for infrastructure projects.





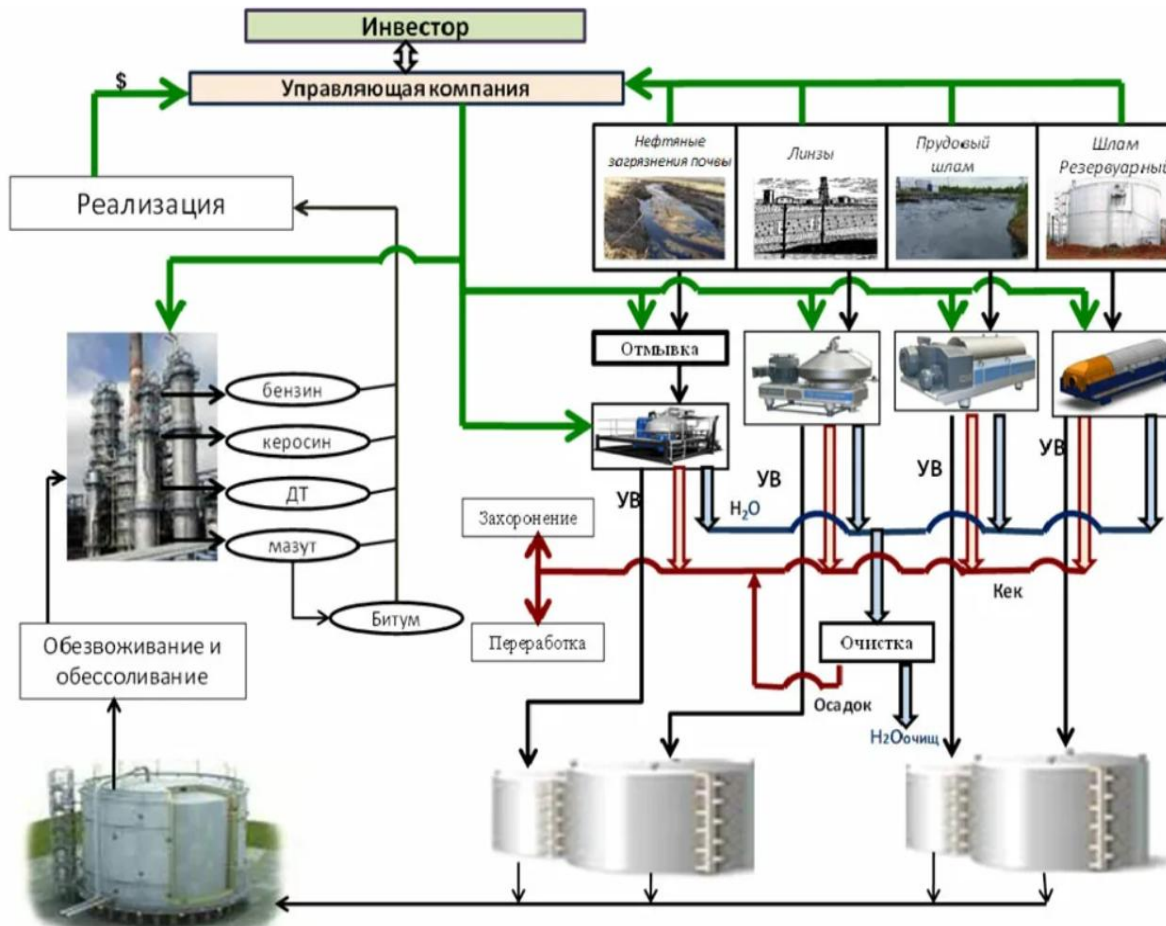
Discussion

The results obtained from the laboratory experiments and performance tests indicate that oil residues and waste lubricants can be effectively utilized in the production of high-quality road bitumen. The incorporation of recycled petroleum waste into bitumen formulations has demonstrated significant improvements in the physical and mechanical properties of the modified binder, making it a viable alternative to conventional bitumen.

One of the most notable benefits observed in this study is the enhancement of the rheological properties of bitumen. The modified bitumen samples exhibited increased elasticity, reduced temperature susceptibility, and improved resistance to aging. These factors contribute to the overall durability of road pavements, ensuring better performance under varying climatic conditions. Compared to conventional bitumen, the recycled formulations showed higher resistance to cracking at low temperatures and improved resistance to rutting under high-temperature conditions. This suggests that oil residues and waste lubricants can serve as effective softening agents that maintain the flexibility of bitumen over extended periods.

Another important observation is the improved adhesion properties of modified bitumen. The adhesion between the binder and aggregate particles is critical in preventing stripping and water-induced damage in asphalt mixtures. The results from the asphalt binder adhesion test confirmed that the recycled bitumen exhibited superior bonding strength, reducing the risk of premature pavement failure. The enhanced moisture resistance observed in the study further supports the use of waste-based bitumen in road construction projects exposed to wet and humid environments.

Aging resistance is another crucial factor in evaluating the long-term performance of bitumen. The rolling thin-film oven test and pressure aging vessel test demonstrated that bitumen modified with waste lubricants exhibited better oxidation resistance compared to conventional bitumen. This suggests that the incorporation of oil residues can slow down the aging process, extending the service life of asphalt pavements. Given that aging leads to hardening and cracking of bitumen over time, the improved durability of recycled bitumen offers significant advantages in road maintenance and rehabilitation projects.



From an economic perspective, the use of oil residues and waste lubricants in bitumen production presents a cost-effective alternative to conventional bitumen. The availability of these waste materials at relatively low costs reduces the dependency on crude oil-derived bitumen, leading to substantial savings in road construction expenditures. Additionally, the reduced need for virgin bitumen helps mitigate the impact of fluctuating oil prices on infrastructure projects. The economic feasibility of this approach makes it particularly attractive for developing countries seeking to optimize road construction budgets without compromising quality and performance.

The environmental benefits associated with this approach are also significant. The recycling of used motor oils and petroleum residues helps minimize the accumulation of hazardous waste, reducing the risk of soil and water



contamination. By repurposing these waste materials, the road construction industry can contribute to waste management efforts and lower the carbon footprint associated with bitumen production. Life cycle assessment studies indicate that the use of recycled bitumen results in lower greenhouse gas emissions compared to conventional bitumen manufacturing processes, making it a more sustainable option for road construction.

Despite these advantages, certain challenges need to be addressed to facilitate the widespread adoption of waste-based bitumen in the industry. One of the key concerns is the variability in the chemical composition of waste lubricants and oil residues. The presence of impurities and inconsistent properties in these materials necessitates strict quality control measures to ensure uniformity in asphalt formulations. Standardized processing techniques and advanced refining methods must be developed to optimize the properties of recycled bitumen and maintain performance consistency across different road construction projects.

Another challenge is the regulatory aspect of using waste materials in road construction. While several studies have highlighted the benefits of incorporating recycled petroleum waste into bitumen production, many countries still lack clear guidelines and technical specifications for its implementation. Establishing regulatory frameworks and industry standards for recycled bitumen will be crucial in promoting its acceptance and large-scale application in the construction sector.

Future research in this area should focus on optimizing the modification process and exploring the potential of combining waste lubricants with other additives such as polymers and nanomaterials. Advanced modification techniques can further enhance the mechanical properties and durability of recycled bitumen, making it even more competitive with traditional bitumen products. Additionally, field trials and real-world applications should be conducted to validate laboratory findings and assess the long-term performance of roads constructed with recycled bitumen under different traffic and climatic conditions.

Overall, the discussion highlights the potential of using oil residues and waste lubricants in bitumen production as a sustainable, cost-effective, and environmentally friendly alternative to conventional road binders. While challenges remain in terms of quality control and regulatory acceptance, the



ongoing advancements in bitumen modification technology provide promising opportunities for integrating recycled petroleum waste into road construction practices. The adoption of this approach can play a crucial role in promoting sustainable infrastructure development and reducing the environmental impact of the road construction industry.

Results

The experimental analysis of bitumen modified with oil residues and waste lubricants has yielded promising results, confirming its potential as a viable alternative to conventional bitumen in road construction. The key findings from the study demonstrate improvements in the physical, chemical, and mechanical properties of the modified bitumen, making it more durable and environmentally sustainable.

One of the primary results observed in the study is the enhanced rheological performance of the modified bitumen. The penetration and softening point tests indicated that the addition of waste lubricants significantly improved the flexibility and temperature resistance of bitumen. The modified samples exhibited lower brittleness at low temperatures, reducing the risk of thermal cracking, while maintaining adequate stiffness at high temperatures, preventing rutting. These results highlight the superior adaptability of recycled bitumen under various climatic conditions.

The viscosity analysis of the modified bitumen further confirmed that the addition of waste lubricants improved its workability without compromising its structural integrity. The recycled bitumen formulations exhibited lower viscosity values compared to conventional bitumen, facilitating easier mixing and compaction during asphalt production. This finding suggests that the use of oil residues and waste lubricants can enhance the construction process by improving the flow properties of the binder, reducing energy consumption, and lowering production costs.

The aging resistance tests, including the rolling thin-film oven test and pressure aging vessel test, revealed that the modified bitumen demonstrated higher resistance to oxidative aging compared to traditional bitumen. The chemical composition of the waste-based binder contributed to slower oxidation rates,



prolonging the service life of asphalt pavements. The ability to withstand aging effects ensures that roads constructed with recycled bitumen maintain their durability and structural stability over an extended period.

The adhesion properties of the modified bitumen were evaluated through asphalt binder adhesion tests, which confirmed superior bonding strength between the bitumen and aggregate particles. The improved adhesion performance minimizes the risk of stripping and water damage, which are major concerns in conventional asphalt pavements. Moisture susceptibility tests further supported this finding, showing reduced water-induced deterioration in asphalt mixtures containing recycled bitumen. These results indicate that incorporating oil residues and waste lubricants can enhance the overall durability and resilience of road surfaces.

The mechanical performance tests conducted on asphalt mixtures prepared with modified bitumen demonstrated significant improvements in load-bearing capacity and resistance to deformation. The Marshall stability test results showed that the recycled bitumen mixtures achieved higher stability values, indicating better resistance to traffic loads. The wheel tracking tests revealed enhanced rutting resistance, confirming that asphalt pavements made with waste-based bitumen can withstand heavy traffic conditions without excessive surface deformation.

In addition to the technical advantages, the economic analysis of the study showed that the utilization of oil residues and waste lubricants in bitumen production offers a cost-effective alternative for road construction. The availability of waste materials at low costs reduces the overall expenses associated with bitumen procurement, making this approach financially feasible, especially in resource-constrained regions. The use of recycled petroleum waste also decreases reliance on virgin crude oil-derived bitumen, reducing the volatility of road construction costs linked to fluctuations in global oil prices.

The environmental impact assessment conducted as part of the study demonstrated that incorporating oil residues and waste lubricants in bitumen production contributes to sustainable waste management and pollution reduction. By repurposing hazardous petroleum waste, the approach minimizes landfill accumulation and prevents contamination of soil and water bodies. The life cycle assessment of recycled bitumen revealed lower greenhouse gas emissions and



reduced energy consumption compared to conventional bitumen manufacturing processes, supporting the environmental sustainability of this technique.

Overall, the results of the study confirm that oil residues and waste lubricants can be successfully utilized in bitumen production, offering both technical and environmental benefits. The improved rheological properties, enhanced mechanical performance, increased aging resistance, and cost-effectiveness of modified bitumen make it a promising solution for sustainable road construction. These findings provide a strong foundation for further research and large-scale implementation of recycled petroleum waste in infrastructure development.

Conclusion

The study has demonstrated that oil residues and waste lubricants can be effectively utilized as sustainable alternatives in the production of high-quality road bitumen. The findings confirm that modified bitumen produced with recycled petroleum waste exhibits improved physical, chemical, and mechanical properties, making it a viable option for road construction. The integration of these waste materials into bitumen formulations offers significant advantages in terms of durability, economic feasibility, and environmental sustainability.

One of the key takeaways from this research is the enhanced rheological performance of the modified bitumen. The results indicate that the addition of waste lubricants improves the flexibility, elasticity, and temperature resistance of bitumen, reducing the likelihood of cracking and rutting in asphalt pavements. This ensures that roads constructed with recycled bitumen can withstand extreme weather conditions and heavy traffic loads, ultimately increasing their longevity and reducing maintenance costs.

Another important conclusion is the superior aging resistance exhibited by the modified bitumen. The study found that recycled petroleum waste contributes to a slower oxidation process, allowing asphalt pavements to maintain their structural integrity over extended periods. This characteristic is crucial for enhancing the long-term performance of road infrastructure and minimizing the need for frequent repairs and rehabilitation.

The economic analysis of the research further supports the feasibility of incorporating oil residues and waste lubricants into bitumen production. The



availability of these materials at relatively low costs makes them an attractive alternative to conventional bitumen, reducing the financial burden on road construction projects. This is particularly beneficial for developing regions where budget constraints limit access to high-quality infrastructure materials. Additionally, by reducing dependence on virgin crude oil-based bitumen, the approach helps mitigate the impact of fluctuating oil prices on the construction industry.

From an environmental perspective, the use of recycled petroleum waste in bitumen production significantly contributes to waste reduction and pollution control. The study highlights that repurposing oil residues and used lubricants prevents hazardous substances from contaminating soil and water sources, promoting sustainable waste management practices. The life cycle assessment of modified bitumen further demonstrates that this approach results in lower carbon emissions and reduced energy consumption compared to conventional bitumen production processes.

Despite the promising advantages, certain challenges must be addressed to facilitate the large-scale implementation of recycled bitumen in road construction. One of the primary concerns is the variability in the chemical composition of waste lubricants and oil residues, which necessitates rigorous quality control measures to ensure consistency in asphalt formulations. Standardized processing techniques and advanced refining methods should be developed to optimize the properties of recycled bitumen and maintain performance reliability across different applications.

Regulatory frameworks and industry guidelines will also play a critical role in promoting the adoption of recycled bitumen. Many countries currently lack clear standards for the use of waste-based materials in road construction, which hinders widespread acceptance and implementation. Establishing comprehensive policies and quality assessment protocols will be essential in integrating oil residue-based bitumen into mainstream infrastructure development projects.

Future research in this field should focus on optimizing the processing methods of waste lubricants and exploring advanced modification techniques, such as the incorporation of polymers and nanomaterials. Additionally, large-scale field trials should be conducted to validate the laboratory findings and assess the long-term



performance of roads constructed with recycled bitumen under real-world conditions.

In conclusion, this study provides strong evidence that oil residues and waste lubricants can serve as sustainable and cost-effective alternatives in bitumen production. The improved properties of modified bitumen, combined with its environmental and economic benefits, make it a promising solution for modern road construction. By addressing the existing challenges and advancing research in this area, the integration of recycled petroleum waste into bitumen formulations can contribute to the development of more durable, efficient, and environmentally friendly road infrastructure.

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