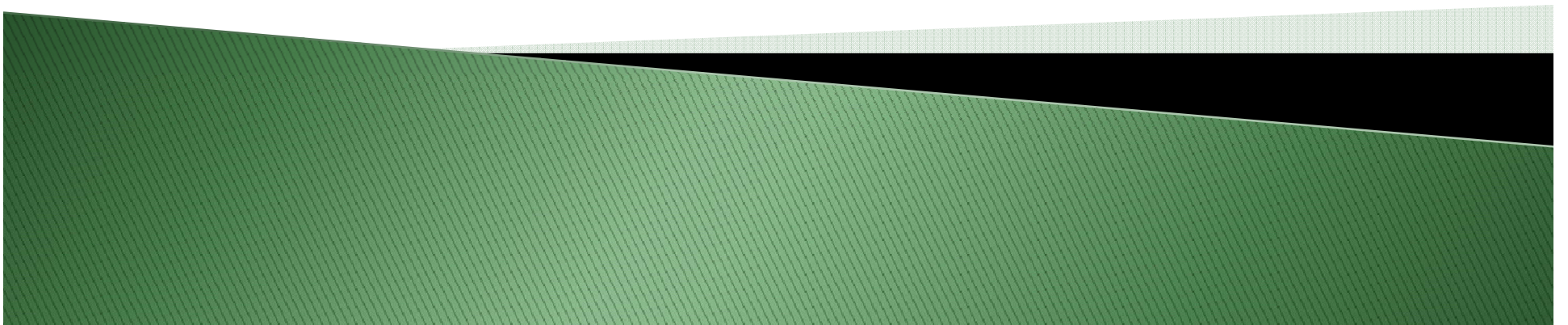


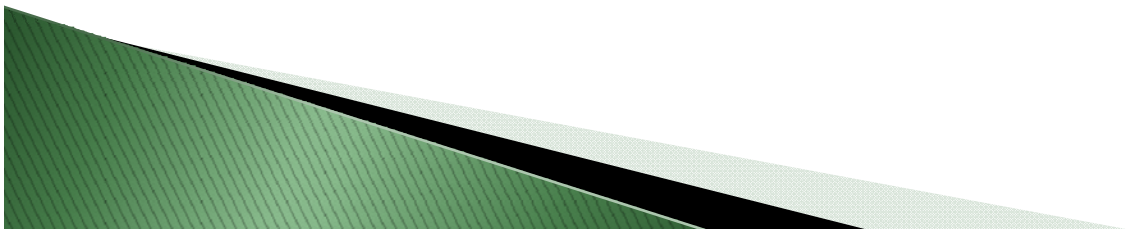
Direct Appeal Approach

Letter to the Editor



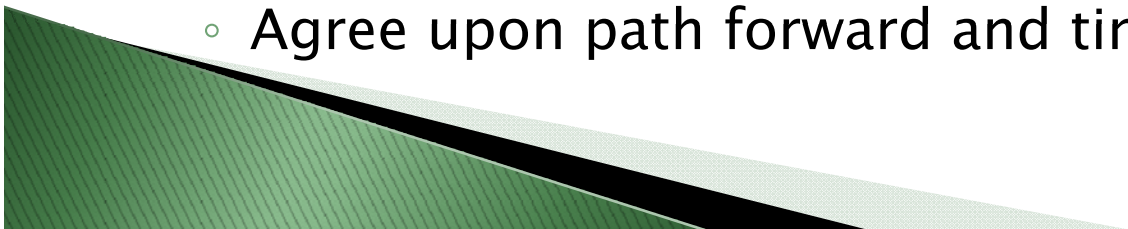
Concept

- ▶ Identify target States (4 – 6) which limit RAP use below current state-of-the-practice levels
- ▶ Schedule meetings with Chief Engineers of these States – important that Chief Engineer participate
- ▶ Team would include (3 members)
 - FHWA
 - State Highway Agency
 - Industry
- ▶ Coordinate with:
 - State APA or other organization representing producers
 - Local FHWA office



Concept

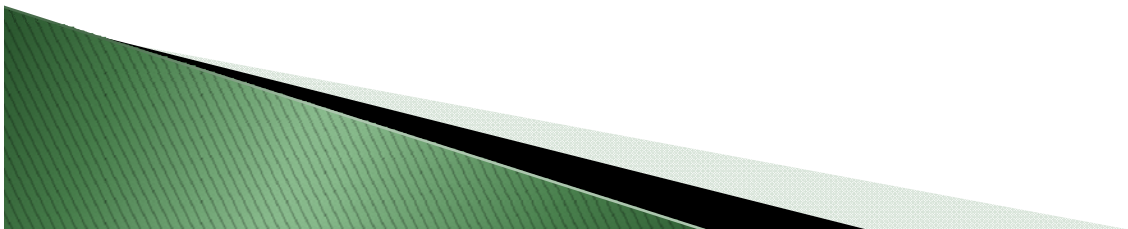
- ▶ Meeting preparation
 - One month prior – conference call to identify obstacles and assign research tasks
 - Two weeks prior – conference call to report out and develop state specific strategy
 - Day prior – meet to prepare and refine roles
- ▶ During meeting the following would be reviewed:
 - Current state-of-practice for processing RAP, mix design, binder selection, etc.
 - Recent research
 - Current state specifications
- ▶ Meeting objectives
 - Identify rationale behind current specifications limits
 - Identify data needed to allow specification change
 - Identify local resources to be dedicated to process
 - Agree upon path forward and timeline for progress



Letter to the Editor

▶ Structure

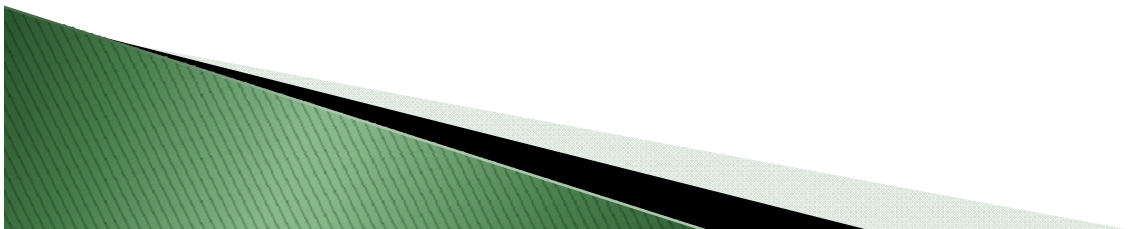
- Industry committed to innovation and quality
- Current economic events and move to sustainability driving renewed interest in recycling
- Why a RAP ETG
- Performance summary of RAP
- FHWA recycling policy
- AASHTO Specifications
- The BIG ASK
- Follow up



Mr. John Q. Public, P.E.
Chief Engineer, Anywhere DOT
1234 Main St.
Younameit, USA 741776

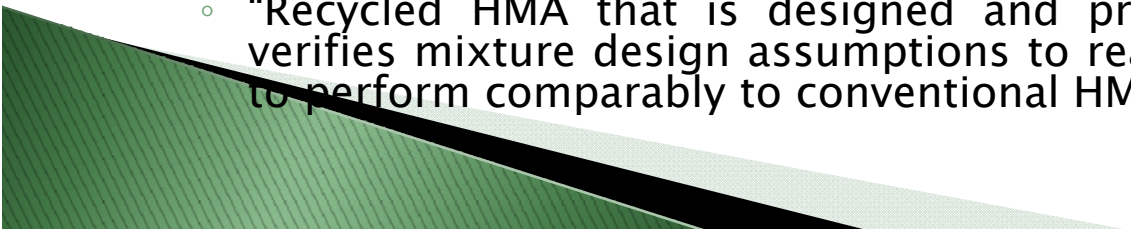
Dear Mr. Public,

The asphalt industry is committed to innovation and quality through the implementation of new technologies. In support of this commitment, industry has recently introduced *Porous Asphalt Pavements*, *Perpetual Pavements*, and *Warm Mix Asphalt*. Events impacting the economy, funding for infrastructure improvement, the availability of liquid asphalt in some markets, and the nationwide move towards sustainable development has placed renewed emphasis on a technology used by the asphalt industry for the past 40 years, the use of Reclaimed Asphalt Pavement (RAP). Use of RAP conserves limited aggregate and liquid asphalt resources while ensuring best use of RAP materials and keeps the asphalt industry competitive.



The RAP Expert Task Group (RAP ETG) was formed in 200X to coordinate, develop, and improve national guidance and recommendations for the asphalt pavement recycling program. This group provides feedback, encourages correct utilization of recycling technologies, and addresses construction problems with current state-of-the-practice solutions. The RAP ETG has members from highway agencies, industry, and academia and is sponsored by the Federal Highway Administration. Additional information regarding the work of the RAP ETG is available at www.morerap.us.


RAP's use and the successful performance of pavements including RAP are documented in several reports prepared by agencies and asphalt researchers. Most notable of these reports is the *Pavement Recycling Executive Summary and Report* (FHWA-SA-95-060), which details the asphalt recycling practices in 17 states. The conclusions to this report include:

- "Pavement performance and detailed evaluations indicate that recycled HMA that is designed and controlled during production will perform comparably to conventional HMA and can improve material properties of the existing pavement layer."
 - "Recycled HMA that is designed and produced in a QA program that verifies mixture design assumptions to reasonable limits can be expected to perform comparably to conventional HMA."
- 

In 2002 the FHWA issued a formal policy on the use of recycled materials in highway applications. The policy outlines the importance of re-using materials previously used in constructing our nation's highway system, and calls on the FHWA and state transportation departments to explicitly consider recycling as early as possible in the development of every project. Specifically the FHWA policy states:

- Recycling and reuse can offer engineering, economic and environmental benefits.
- Recycled materials should get first consideration in materials selection.
- Determination of the use of recycled materials should include an initial review of engineering and environmental suitability.
- An assessment of economic benefits should follow in the selection process.
- Restrictions that prohibit the use of recycled materials without technical basis should be removed from specifications.

Existing AASHTO specifications M323 *Standard Specification for Superpave Volumetric Mix Design* and R35 *Standard Practice for Superpave Volumetric Design for Hot Mix Asphalt* support the FHWA's recycling policy by allowing RAP use in the production of asphalt paving materials to percentages exceeding 25% as long as certain volumetric and performance characteristics are met.



An ongoing effort of the RAP ETG is to meet with state agencies to discuss current state-of-the-practice in the United States, the existing state specifications for the use of RAP, and opportunities to expand the use of this sustainable material. To that end, the RAP ETG would like to meet with you and members of your staff to discuss the latest in RAP technology, research, and testing. We will reach out to you within the next several days to schedule this meeting.

Thank you for your time. We look forward to meeting with you in person in the very near future.

Sincerely,

RAP ETG

