

Lets Take Action (Together)

Presentation at

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Why increase RAP in HMA?

- Economic motivation
 - Price increases in liquid asphalt in 2008 were significant
 - While the trend in pricing has flattened, it is not likely pricing will ever return to pre-2008 levels
 - Reduced first and life cycle costs
 - Increase contractor competition

RAP offers a way to immediately offset unparalleled price increases seen in the past year

Why increase RAP in HMA?

- Best use of RAP is in HMA
 - Reuse limited and diminishing natural resources (aggregate and asphalt) to ensure best value of the materials being recycled are being achieved, now and in future
 - Energy savings derived from RAP use
 - RAP used in 2007 would be valued in excess of \$2.5 billion in today's costs
 - This would extend work which could be completed with the existing funding, buying the US Taxpayer more for their money
- Environmental benefits of recycling
 - Sustainability movement
 - Reduction in green house gas emissions
 - Each year over 90 million tons of HMA is reclaimed, over 80% is reused or recycled
 - The asphalt industry recycles nearly twice as much as the combined total of paper, glass, aluminum, and plastics

Why increase RAP in HMA?

- RAP mix quality is equal to virgin HMA
 - Processes in-place currently to ensure quality of HMA containing RAP
 - Technical questions related to RAP can be answered
 - Improvements in mix design methods
 - Improvements in plant quality control
 - Improvements in processing RAP
 - Improvements in handling RAP
 - Modified plants
 - Improvements in placing HMA mixtures

Why increase RAP in HMA?

- RAP has a proven track record
 - FDOT
 - “Hot mix recycling cannot be approached as a means of using a waste product but rather from the standpoint that a paving mixture of equal or superior quality will result”
 - WSDOT
 - “Hot-mix recycling has become an attractive addition to the paving program”
 - GADOT
 - “Comparison of recycled vs. conventional mixes on 15 projects indicated the RAP mixes performed equal to or better than the virgin mixes”
 - FHWA
 - “Recycled HMA, which is designed and produced in a quality assurance program that verifies mix design assumptions to reasonable limits, can be expected to perform comparably to conventional HMA.”

Post Summit Action Plan

- Advocate Recycling
 - Maximize the existing funding sources
 - RAP use will help mitigate increases in mix cost allowing more of the infrastructure to be addressed
 - Poor road conditions cost motorists \$65 billion in repairs every year
 - \$413 per urban motorist
 - Declare increasing the percentage of RAP used a priority within your state
 - Help drive the initiative at to the local level

Post Summit Action Plan

- Address Specifications
 - Where appropriate set specification limits:
 - Surface mixes minimum of 15%
 - Non-surface mixes minimum of 25%
 - Establish specification requirements to ensure quality mixes are constructed
 - “Set the bar” at an appropriate level and let industry innovate to clear the bar
 - Implement programs to move toward higher RAP percentage mixes

Post Summit Action Plan

- Non-DOT RAP Use
 - Reconsider specifications which may preclude the use of RAP from random piles or non-DOT projects
 - New processing techniques may allow the use of a portion of the RAP while still assuring mix quality and safety concerns

Post Summit Action Plan

- RAP Ownership
 - If not currently allowed find mechanisms to transfer ownership of RAP to the producers
 - RAP's most sustainable use is in HMA

Post Summit Action Plan

- RAP Performance
 - Document RAP performance
 - Share the information with your neighboring states and nationally

Establish a National RAP Goal

Increase RAP use on DOT projects from the current 15% average level to 25% over the next five years

Allow a minimum of 15% RAP in surface mixes by 2009