

ISRI Position on the Use of Rubberized Asphalt in Road Construction¹

Overview

This position was adopted by the Institute of Scrap Recycling Industries, Inc. (ISRI) Board of Directors at the behest of the Tire & Rubber Division as a way to encourage the wide spread use of rubberized asphalt. Rubberized asphalt is a crumb rubber market that adds tremendous value to processed tire rubber and has the potential to consume millions of scrap tires on a nationwide basis.

It is the position of the Institute of Scrap Recycling Industries, Inc. that:

Rubberized asphalt provides a safer, smoother and quieter road surface while at the same time providing fiscal and environmental benefits to the communities that utilize it.

Accordingly, the Institute of Scrap Recycling Industries, Inc. supports legislation that:

- Seeks to expand the use of rubberized asphalt as the preferred material of choice when evaluating alternatives for a conventional asphalt surface project;
- Requires standards and specifications that would allow rubberized asphalt to be used whenever possible and;
- Seeks to reduce carbon emissions and climate change through the use of rubberized asphalt.

The justification for using rubberized asphalt are many. Among these advantages are:

- The reduction in road noise
 - Is environmentally friendly – the use of scrap tires can minimize the creation of tire piles. The use of :
 - rubberized asphalt also provides a significant reduction in the production of carbon emissions.²
 - Is cost effective – considerable savings can be achieved when looking at the entire life cycle of a project. Rubberized asphalt has shown to be more durable and resistant to cracking and rutting. This translates to lower maintenance costs.³
 - Is safer – Over time, rubberized asphalt makes roads safer by allowing an open grade friction course to last longer. The safety characteristics of OGFC allow precipitation to drain through the road significantly reducing salt and water spray. This enhances driver vision and allows better control of the vehicle during slick driving conditions.

¹ As approved by the ISRI Board of Directors on April 24, 2017

² Carbon Footprint of USA Rubber Tire Recycling, Institute for Environmental Research and Education, 11/09, 8

³ Life Cycle Cost Analysis: Conventional Versus Asphalt Rubber Pavements, Arizona State University, 8/02, 13.