ISRI'S POSITION STATEMENT CONCERNING THE USE OF RUBBERIZED ASPHALT IN ROAD CONSTRUCTION

Rubberized asphalt provides a safer, smoother and quieter road surface. In addition, the use of rubberized asphalt will provide an environmentally friendly way to draw down the nation's stock of scrap tires which are currently being stored in illegal tire piles across the country. Eliminating this threat to human health and the environment has been a priority of the federal, state and local governments for decades.

Accordingly, ISRI supports legislation that:

• Releases funds currently allocated, to rubberized asphalt projects ahead of other conventional asphalt surface paving projects;

• 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.
Additionally, ISRI supports efforts on behalf of federal, state and municipal governments to utilize rubberized asphalt in their road construction projects. Among these advantages are:

• Reduces road noise – studies have indicated that on a stretch of road where rubberized asphalt was tested, the reduction in road noise was 4db.[2]

• Is environmentally friendly – ensures scrap tires are recycled responsibly while at the same time can minimize the creation of tire piles. The use of rubberized asphalt also provides a significant reduction in the production of carbon emissions.

• 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.

• 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. Advancing and promoting the use of this technology would ultimately benefit the public by having safer, smoother and quieter roads. The long term cost savings states could realize by utilizing this technology can provide fiscal benefits in terms of lower maintenance costs. Additionally, the ability to ensure scrap tires are utilized in this environmentally friendly manner contribute to a reduction in the production of green house gas emissions.

[2] Report on the Status of Rubberized Asphalt Traffic Noise Reduction in Sacramento County, Sacramento County Public Works Agency, 11/99, pg. 1.
[3] Carbon Footprint of USA Rubber Tire Recycling, Institute for Environmental Research and Education, 11/09, 8.
[4] Life Cycle Cost Analysis: Conventional Versus Asphalt Rubber Pavements, Arizona State University, 8/02, 13.