

SA13-15

HB6023

House	1407-1415	9
Senate	4376-4378, 4414-4415	5
Transportation	372, 381-382, 387-390, 528-531	11
		25

H - 1154

**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2013**

**VOL.56
PART 5
1361 - 1694**

The bill is passed.

Will the Clerk please call Calendar Number 222.

THE CLERK:

House Calendar 222, Favorable Report of the joint standing Committee on Transportation, House Bill 6023, AN ACT CONCERNING THE USE OF RECYCLED ASPHALT ROOFING SHINGLES IN ROAD PAVING MATERIALS.

SPEAKER SHARKEY:

Representative Sayers, of the 60th District.

REP. SAYERS (60th):

Thank you, Mr. Speaker.

I move for the joint committee's Favorable Report and passage of the bill.

SPEAKER SHARKEY:

Question is on acceptance of the joint committee's Favorable Report and passage of the bill. You have the floor, madam.

REP. SAYERS (60th):

Thank you.

This bill requires DOT and DEEP to develop a plan to encourage the use of recycled asphalt roofing shingles in road-paving materials used for state highways. Currently, 31 states do this.

It would also benefit our municipalities as it

would lower the cost of road-building materials. It would also reduce the amount of roofing materials in our landfill. Asphalt shingles contain the same type, oil-base binders used in asphalt.

I move adoption.

SPEAKER SHARKEY:

Question before the Chamber is adoption of the joint resolution.

Will you remark?

Representative Scribner, of the 107th District.

Good to see you this afternoon, sir.

REP. SCRIBNER (107th):

Thank you, Mr. Speaker. Good to see you as well.

I rise in support of the bill before us. Just a quick question for the proponent of the bill, through you, Mr. Speaker.

SPEAKER SHARKEY:

Representative Sayers, please prepare yourself.

Please proceed, sir.

REP. SCRIBNER (107th):

Thank you, sir.

It's my understanding that this practice has already been tested. Could you comment on that? I -- I believe that we've already taken advantage of the

opportunity of utilizing these otherwise disposed, recycled asphalt shingles. Could you comment on that?

Through you, Mr. Speaker.

SPEAKER SHARKEY:

Representative Sayers.

REP. SAYERS (60th):

Through you, Mr. Speaker.

Yes, that is true. The DOT has had a pilot program where, that they have begun to look at the right mix of how much asphalt shingles will be allowed in road-building materials. And they currently have a couple patches out in the state. They have to go back and monitor this and see how long that, how well it holds up under the weather conditions.

My feeling is that we should move the process along a lot quicker because 31 other states have done this, including Minnesota, which certainly has winters there as cold as ours and so that we could use other specifications and have what we need to know to use this more quickly.

Thank you.

SPEAKER SHARKEY:

Representative Scribner.

REP. SCRIBNER (107th):

Thank you, Mr. Speaker.

And just more question for the proponent, through you.

SPEAKER SHARKEY:

Please proceed, sir.

REP. SCRIBNER (107th):

Thank you.

It -- it seems to me that the -- the recycling benefit to the environment is rather obvious, which is certainly willing or worthy of our support. Do you have any information that would identify what potential cost savings there might be to the Department of Transportation to utilize this process as opposed to purchasing or creating asphalt otherwise?

SPEAKER SHARKEY:

Representative Sayers.

REP. SAYERS (60th):

Through you, Mr. Speaker, I do not actually have the exact figures of what the savings would be, but it is one of those things that there's not only a savings in the cost of the asphalt road mix that we would have but there's a savings, in that towns that now currently have to take this asphalt shingles into

their landfill, we would relieve space, and it wouldn't be taking up that space, and there would be a saving on that end of it as well.

SPEAKER SHARKEY:

Representative Scribner.

REP. SCRIBNER (107th):

And thank you, Mr. Speaker.

And I thank you for the answers to my questions.

I, again, strongly support the bill. It had very strong, universal support from the members of the Transportation Committee and those who testified and provided testimony for us.

I thank you, to the proponent, for bringing it before us, and I urge its passage.

Thank you, sir.

SPEAKER SHARKEY:

Thank you, sir.

Will you remark further on the bill before us?

The distinguished Minority Leader, Representative Cafero, of the 142nd.

REP. CAFERO (142nd):

Thank you, Mr. Speaker.

Ladies and gentlemen of the Chamber, I -- and I say this with all due respect, certainly to my Ranking

Member and certainly to Representative Sayers, who I respect highly and think the world of -- you know, there's that old saying, there ought to be a law. And sometimes there ought not to be one.

And with all due respect -- and I know maybe I'm just singling this one -- here's a classic example of why some people don't like us. The bill we are about to vote on says that we want the Commissioner of Transportation in consultation with the Commissioner of Energy and Environmental Protection to develop a plan to encourage the use of recycled asphalt roofing shingles in road paving.

So when we pass this law, the Commissioner of Transportation has to have at least one meeting with the Commissioner of DEEP to talk about developing a plan to encourage the use of recycled asphalt shingles. And once they develop this plan, by February 1st, they have to submit the plan to the, to the Committee on Energy and -- excuse me -- Transportation and the Environment. And as we're discussing, we sort of find out we sort of already do that.

And I -- I don't mean to pick on this bill, but it's just what's wrong a lot of times with state

government. What's wrong with picking up the phone and saying, hey, Fred, Sam, Betty, I guess we already do this recycle asphalt stuff, let's keep doing it? Do we really need to pass a law to encourage a plan to be submitted by a date to have a consultation and a meeting and a vote? Some things don't make any sense.

And with due respect, though, the underlying principle of using recycled asphalt shingles for road resurfacing is a great one; it's one we already do. I'm not so sure we got to do this.

And if you were to add up all the money behind this bill just to be enforced, the printing of the bill, the time we've we taken here today, that big meeting they're going to have when they discuss it, how they're going to encourage it, the plan they got to come up with, when they got to file it, who's got to meet to see what they did; then two committees got to meet, maybe we'll have even more bills on using asphalt shingles. Come on.

That's all I had to say.

Thanks, Mr. Speaker.

SPEAKER SHARKEY:

Thank you, Mr. Minority Leader.

Would you care to remark further on the bill

before us? Would you care to remark further on the bill before us?

If not, staff and guests please come to the Well of the House. Members take your seats. The machine will be open.

THE CLERK:

The House of Representatives is voting by roll.

The House of Representatives is voting by roll. Will members please return to the Chamber, immediately.

SPEAKER SHARKEY:

Have all the members voted? Have all members voted? If all the members have voted, will the members please check the board to make sure your vote is properly cast?

If all the members have voted, the machine will be locked, and the Clerk will take a tally.

Will the Clerk please announce the tally.

THE CLERK:

Bill Number 6023.

Total Number Voting	143
Necessary for Passage	72
Those voting Yea	124
Those voting Nay	19
Absent, not voting	8

SPEAKER SHARKEY:

The bill is passed.

Will the Clerk please call Calendar Number 239.

THE CLERK:

Calendar Number 239, Favorable Report of the joint standing Committee on Transportation, Substituted House Bill 6253, AN ACT CONCERNING THE PENALTY FOR FAILURE TO REMOVE ICE OR SNOW FROM A MOTOR VEHICLE.

SPEAKER SHARKEY:

Representative Guerrero.

REP. GUERRERA (29th):

Thank you, Mr. Speaker; nice to see you.

Mr. Speaker, I move acceptance of the joint committee's Favorable Report and passage of the bill.

SPEAKER SHARKEY:

The question is on acceptance of the joint committee's Favorable Report and passage of the bill. You have the floor, sir.

REP. GUERRERA (29th):

Thank you, Mr. Speaker.

A few years back, through the help of the Minority Leader, Representative Cafero and my Ranking Member, Representative Scribner, we passed the bill in

S - 665

**CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
2013**

**VOL. 56
PART 14
4130 - 4472**

gdm/cah/meb/gbr
SENATE

121
June 1, 2013

THE CHAIR:

Senate will stand at ease.

(Chamber at ease.)

THE CHAIR:

Senate will come back to order.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, if we might have the Clerk call as the next item Calendar page 5, Calendar 355, House Bill 6023 from the Transportation Committee.

THE CHAIR:

Mr. Clerk.

THE CLERK:

On page 5, Calendar 355, House Bill Number 6023, AN ACT CONCERNING THE USE OF RECYCLED ASPHALT ROOFING SHINGLES IN ROAD PAVING MATERIALS, Favorable Report of the Committee on Transportation.

(Senator Duff in the Chair.)

THE CHAIR:

Senator Maynard.

SENATOR MAYNARD:

Yes. Thank you, Mr. President.

I move the Joint Committee's Favorable Report and passage of the bill.

gdm/cah/meb/gbr
SENATE

122
June 1, 2013

THE CHAIR:

On acceptance and passage in concurrence, will you remark?

SENATOR MAYNARD:

Yes. Thank you, Mr. President.

This bill would require the Department of Transportation and the Department of Energy and Environmental Protection to develop a plan to encourage the use of recycled asphalt roofing shingles in road paving materials that are used on state highways.

And the Department of Transportation is currently stuttering and -- studying and monitoring a pilot project for the proper percentage of use of these asphalt shingles. It's a very positive environmental bill. It helps utilize widely used asphalt shingles that can be -- a portion of them can be sorted and used to be included in pavement, saving us room in landfills, and also cutting costs per tonnage for asphalt -- bituminous asphalt that's used on our roads.

THE CHAIR:

Will you remark further?

Senator Boucher.

SENATOR BOUCHER:

Thank you, Mr. President.

Mr. President, I rise to support the bill. It is a important recycling effort. There may be some concerns on the part of the department about the quality of the materials and its ability to withstand long-term wear, but that is something that should be studied and, in fact, we should encourage recycling these products in any way that we can.

Thank you, Mr. President.

THE CHAIR:

gdm/cah/meb/gbr
SENATE

123
June 1, 2013

Thank you, Senator.

Will you remark further on the bill? Will you remark further on the bill?

If not, Senator Maynard.

SENATOR MAYNARD:

Thank you, Mr. President.

If there's no objection, I'd ask that it be added to the Consent Calendar.

THE CHAIR:

Without objection, so ordered.

Mr. Clerk.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam -- Mr. President.

Mr. President, if the Clerk would call as the next item Calendar page 18, Calendar 617, House Bill 5441, to be followed by Calendar page 19, Calendar 624, House Bill 6151.

THE CHAIR:

Mr. Clerk.

THE CLERK:

On page 18, Calendar 617, Substitute for House Bill Number 5441, AN ACT AUTHORIZING CERTAIN EMERGENCY RESPONSE EMPLOYEES TO ENROLL IN THE MUNICIPAL EMPLOYEES' RETIREMENT SYSTEM, Favorable Report of the Committee on Planning and Development.

THE CHAIR:

Senator Osten.

gdm/cah/meb/gbr
SENATE

159
June 1, 2013

Thank you, Madam President.

Madam President, if the Clerk would list the items on the first Consent Calendar and then if we might call for a vote on that Consent Calendar.

THE CHAIR:

Thank you.

Mr. Clerk.

It's not open, I'm not opening it. I'm waiting for you to call the (inaudible).

THE CLERK:

On Page 3, Calendar 209, Senate Bill 1033.

Page 5, Calendar 355, House Bill 6023.

Page 7, Calendar 460, House Bill 6506.

On Page 11, Calendar 505, House Bill 6406.

On Page 18, Calendar 617, House Bill 5441; Calendar 620, House Bill 6683; Calendar 623, House Bill 6365.

And on Page 19, Calendar 624, House Bill 6151.

On Page 20, Calendar 635, House Bill 5926.

Page 23, Calendar 659, House Bill 5358.

On Page 26, Calendar 680, House Bill 5666.

And on Page 29, Calendar 182, Senate Bill 1000.

Page 33, Calendar 384, Senate Bill 1067.

And on Page 36, Calendar 649, House Bill 5113.

THE CHAIR:

Thank you.

gdm/cah/meb/gbr
SENATE

160
June 1, 2013

Mr. Clerk, will you call for a roll call vote and the machine will be open.

THE CLERK:

Immediate roll call has been ordered in the Senate.
Senators please return to the Chamber. Immediate roll call on Consent Calendar Number 1 has been ordered in the Senate.

THE CHAIR:

If all members have voted, if all members have voted, the machine will be closed.

Mr. Clerk, will you please call a tally.

THE CLERK:

On the first Consent Calendar of the day.

Total Number Voting	35	
Necessary for Adoption	18	
Those Voting Yea	35	
Those Voting Nay	0	
Those Absent and Not Voting		1

THE CHAIR:

Consent Calendar passes.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, if the Clerk would please call as the next item Calendar Page 10, Calendar 495, Senate Bill 840 from the Finance, Revenue and Bonding Committee.

THE CHAIR:

Good evening, Senator Fonfara.

SENATOR FONFARA:

**JOINT
STANDING
COMMITTEE
HEARINGS**

**TRANSPORTATION
PART 2
296 - 649**

2013

included in that.

RAPHAEL PODOLSKY: I received a copy of the DMV testimony which is I guess written testimony on that bill, and in their testimony they say that it is covered by the statute. So I don't know, there may be a communications issue within the department. Perhaps the constituent talked to the wrong person, I don't know. But again, I don't see it harmful as saying something explicit.

REP. GUERRERA: Yes. Even -- like I said, even if we have to clarify it to make sure it is, again, I don't see an issue with that. And obviously you don't either, correct?

RAPHAEL PODOLSKY: Not that I could tell, at least from just what I heard in this room.

REP. GUERRERA: Okay. Give me a solid answer, Rafi, just say yes or no. Thank you.

Any questions?

Thanks Rafi.

RAPHAEL PODOLSKY: Thank you very much.

REP. GUERRERA: Commissioner Redeker followed by -- is Mike Riley here? No.

COMMISSIONER JAMES P. REDEKER: Good morning, Mr. Chairman, and members of the committee -- afternoon, sorry. I don't know what day it is after the storm. I have no idea where we are. So thank you for the chance to be here this morning -- afternoon. I would like to start actually by just saying a word or two about the phenomenal efforts of the DOT workforce and municipal people. They've been out there constantly. We have not stopped plowing and

HB 5544 HB 5127
(HB 5128) (HB 5301)
HB 6023

program that continues all essential operations and capital projects and adds additional monies to some of the very critical issues that have been brought up around bridges.

So I think within constrained resources and difficult times, you know, the budget proposes some significant good things for the Department of Transportation, and we're pleased to be working through that with the administration.

REP. STEINBERG: Thank you. And we're prepared to help you squawk if the Governor gets greedy and tries to grab --

COMMISSIONER JAMES P. REDEKER: Thank you. We appreciate the support.

REP. GUERRERA: Thank you, Representative.

Representative Mikutel.

REP. MIKUTEL: Thank you, Mr. Chairman. Good afternoon, commissioner. Commissioner, I wondered if you have any comment on Proposed Bill 6023. It caught my eye. And that is to use recycled asphalt work shingles in road paving. It seems to me that I sort of like that idea.

COMMISSIONER JAMES P. REDEKER: Actually recycling in all aspects and looking at more efficient ways for, you know, what we can use in construction is a priority of the department. We've been working on recycled asphalt shingles in lots of different things. We're actually seeking a pilot program at this time. So we're trying to advance this. We're also working with DEEP on sort of a permanent strategy and policy.

We have tried many many different, you know,

mixtures and types of materials in our paving. Obviously our goal is the longest life cycle so we set standards for that, but we are advancing a pilot program. We encourage and support recycled shingles and will continue to work on that to get to a place where we know it can be effective when we get the quality at the end which is, you know, life cycle impairment, so we're going to try to balance all of that but move in this direction because there is obviously a need to deal with an effective way of recycling that material.

REP. MIKUTEL: Thank you. Thank you, Mr. Chairman.

REP. GUERRERA: Thank you.

Any other comments?

Seeing none, Commissioner, thank you for waiting and again please let your colleagues know at the DOT what a tremendous job they have done over this for this storm. I really mean that. Please let them know that.

COMMISSIONER JAMES P. REDEKER: We'll certainly do that. And thank you for your time.

REP. GUERRERA: Michael Riley.

MICHAEL RILEY: Thank you, Mr. Chairman, members of the committee, I'm Mike Riley from the Motor Transport Association of Connecticut. We would also like --

REP. GUERRERA: Good afternoon, Mike.

MICHAEL RILEY: Thank you. Good afternoon to you, Mr. Chairman. We would like to join you in expressing our appreciation to the DOT that did a tremendous job in this storm. We have a new working relationship with DOT where we're in

HB6041

SB698

JOHN PIZZIMENTI: Hello, committee, I thank you for allowing me to speak. My name is John Pizzimenti. I'm the director of environmental services for Murphy Road Recycling. And I'm here to offer my strong support for House Bill Number 6023, THE ACT CONCERNING THE USE OF RECYCLED SHINGLES IN ASPHALT PAVING. And I want to thank the commissioner for his support.

I am confident that you and your colleagues have read about the importance of recycling and using recycled goods, and these products have a lot of beneficial reuses. The focus of the bill before you allows the use of recycled asphalt roof shingles in road paving material. Every single one of us is familiar with the asphalt shingles being put in dumpsters and then transported to out-of-state landfills.

As technology has advanced, we have realized that there is a better use for these discarded shingles and that is to make them a useful component of the manufacture of asphalt or road paving material. The purpose of this bill would be to require that the paving material manufactured for use in state roads would consist of a certain small percentage of five percent of recycled asphalt shingles. Other states have recognized the benefits of this approach, and I offer the following points to support this position:

More than 11 million tons of shingles are generated annually with 2 million tons being recycled. Most often used as a binder replacement in asphalt production, the same type of oil-based binder used in asphalt is used in shingles. It's environmentally friendly, it reduces the need for fossil fuel, it saves landfill space and provides green jobs in the recycling industry.

And as you may know, February 28th you have a Recycling Jobs at the State Capitol that afternoon. It's economically friendly, and there is a substantial amount of savings for the recycled shingles. You talked about ways to get the money for the rail project by saving money with these types of projects. Also this is in line with the Governor's working group where they suggested reusing recycled materials more in the state. Thank you.

REP. GUERRERA: Thank you. No, I agree, I think this is a great idea. I thank Representative Sayers for bringing that up. As we know, the landfill is getting more and more filled up when we have all these shingles in there from the construction industry, but you know, if we can implement a percentage of that in the asphalt for our roads I think it would be a homerun, and I wouldn't be surprised within years to come if we jump that up to maybe 10 or 15 percent.

JOHN PIZZIMENTI: Some states -- there is a lot of states that have already approved the use of shingles, and some states have approved as much as 10 percent. We recently did a project of our own with 7 percent recycled content.

REP. GUERRERA: Great.

Any comments for John?

Representative Sayers.

REP. SAYERS: Thank you, John, for coming to testify and for bringing this really important thing to my attention so I could put forward this legislation. To me right now one of the things we have a major problem with in this state is our landfills.

They are rapidly filling and we have no options for opening more landfills, and here we have a great opportunity for recycling this material that not only has worked well in other states. And I notice one of the ones like Michigan uses up to five percent.

So if we're talking about a state with cold temperatures, there are other states that have the cold winter temperatures that we do that are already doing this, so I think it really behooves us to move more rapidly forward on this project and the sooner the better. Thank you.

JOHN PIZZIMENTI: You're welcome.

REP. GUERRERA: Thank you, Representative.

Representative Hovey.

REP. HOVEY: Thank you, and thank you for your testimony. I have actually seen recycled shingles used for another form for actually rings for equestrian riding. And one of the things that I noticed about it is that there is absolutely no water that stays on it. It has like a little spring to it, and it's always dry. Would that same process -- would it be a similar process for use on the roads? Is it a different ratio kind of thing? I'm trying to understand how it's actually working.

JOHN PIZZIMENTI: One, it's mixed with the liquid asphalt. It liquifies itself and you would notice no difference in the actual paving.

REP. HOVEY: Oh, okay.

JOHN PIZZIMENTI: We have someone right now though doing a project where they are making trails for horses and they are putting a base of the

recycled shingles down.

REP. GUERRERA: Thank you.

Representative Mikutel.

REP. MIKUTEL: Good afternoon. Did I hear you say that other states have already established specs for this in that they are actually using that on state roads?

JOHN PIZZIMENTI: Yes, sir. You'll see in my written testimony there's several states listed. One that was left out, Illinois, I believe it was last year, passed legislation as well. So yes, many states, many northern states with similar climates to ours are already using the shingles in their road base.

And respectfully, the DOT did in I believe July of last year pave a portion of Route 220 in Enfield with recycled shingles. However, their intent, I believe, is to allow shingles to be used, but the problem is unless it's incorporated into the state specifications, people will not use it and then the state will not use it. You will save millions of dollars in asphalt if the state was to use it in all their road projects.

REP. GUERRERA: Thank you, Representative Mikutel.

Any other comments? Thank you, John.

JOHN PIZZIMENTI: Thank you very much. Have a good day.

REP. GUERRERA: You too.

Kelly Kennedy followed by Shawn Walsh and Colin Pease.

38

Transportation Committee

February 13, 2013

House Bill 6023: AAC the Use of Recycled Asphalt Roofing Shingles in Road Paving Materials

Testimony Submitted by:

John Pizzimenti – Director of Environmental Services
Murphy Road Recycling, LLC

Senator Maynard, Representative Guerrero, Senator Boucher, Representative Scribner and members of the Transportation Committee, my name is John Pizzimenti and I am the Director of Environmental Services for Murphy Road Recycling, LLC headquartered in Enfield, Connecticut.

I present testimony today in strong support of a proposed bill before your Committee, Proposed House Bill No. 6023, entitled "An Act Concerning the Use of Recycled Asphalt Roofing Shingles in Road Paving Materials." As elected officials and policymakers, I am confident that you and your colleagues have read much about the need to recycle more of our discarded products because, among other things, it is helpful to the environment, it reduces stress on other resources and it is good for our economy. As important, I think that you would be surprised as to the beneficial re-uses of some of this discarded material.

The focus of the bill before you is to allow the use of recycled asphalt roof shingles in road paving material. Every single one of us is familiar with asphalt roof shingles and for all of us who have had our roofs re-shingled or driven by a house being re-shingled, you are aware that these "old" shingles are placed in a dumpster and, more often than not, are disposed of as construction and demolition debris in out-of-state landfills. Nevertheless, as technology has advanced, we have realized that there is a better use for these discarded shingles and that is to make them a useful component to the manufacture of asphalt or road paving material. The purpose of this bill would be to require that Connecticut require that the paving material manufactured for use in the State consist of a certain small percentage, 5%, of recycled asphalt shingles. Other states have recognized the benefits of this approach and I offer the following points to support this position:

- More than 11 million tons of shingles generated annually
- An estimated 2 million tons recycled
- Most often used as a binder replacement in asphalt production. The same type of oil-based binder used in asphalt is used in shingles
- Environmentally friendly because it reduces need for fossil fuel, saves on landfill space, and provides green jobs in recycling industry
- Economically friendly because on average savings of around \$2 per ton of asphalt has been realized in projects around the country.

• Several state DOTs already have specifications for use of shingles in hot mix used in road projects:

- Florida up to 5% manufacturer's scrap
- Georgia up to 5% manufacturer's scrap
- Indiana up to 5% manufacturer's scrap
- Maryland up to 5% manufacturer's scrap
- Michigan up to 5% manufacturer's scrap
- New Jersey up to 5% manufacturer's scrap
- North Carolina up to 5% manufacturer's scrap
- Ohio "certain percentage of recycled material"
- Pennsylvania up to 5% manufacturer's scrap

In addition, several other states, such as Colorado and California, have either pilot projects or are in the process of establishing specifications for the use of shingles in road projects

The use of recycled asphalt shingles in paving materials is economically feasible, safe, and an environmentally preferential practice. The State of Connecticut should examine this suggestion closely. Among other things, it will aid in the State's efforts to attain its overall recycling objectives by increasing its current recycling rate from 30% to the goal of 58%. In addition, the required use of this material is consistent with the recommendations of the Governor's Recycling Task Force which has been working diligently on these issues over the course of the last year.

Our State would not be the first and it certainly won't be the last to take this innovative and thoughtful approach. This approach offers the benefits of saving money while at the same time encouraging the smart, environmentally friendly re-use of a product that otherwise is land filled. In addition, it would not be done at the expense of quality or safety – as noted, it is being done in other states with climates and conditions similar to Connecticut.

Thank you for the opportunity to provide this testimony to the Committee, and I encourage you to move forward with the proposed bill in front of you.



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Commissioner

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**Public Hearing – February 13, 2013
Transportation Committee****Testimony Submitted by Commissioner Jim Redeker
Department of Transportation****Proposed H.B. 6023 – An Act Concerning the Use of Recycled Asphalt Roofing Shingles in Road Paving
Materials.**

The Department of Transportation (ConnDOT) is very interested in the use of recycled materials in asphalt pavement. There are a number of different materials that can be recycled, and other states are also exploring the various alternatives.

ConnDOT has ongoing research to aid in developing the appropriate specification for the use of recycled asphalt shingles (RAS) in bituminous concrete. One challenge of incorporating RAS into asphalt pavements is that the asphalt binder used in roofing shingles is much stiffer than typical asphalt binders used in asphalt pavements. Therefore, the quantity of RAS that can be incorporated in pavements is limited so as not to adversely affect the performance of the pavement. The Department performed a pilot project on a section of Route 220 in Enfield this past construction season using a specification requiring 5% RAS. The project was successfully constructed; however, the performance and durability of the pavement needs to be monitored.

ConnDOT is also evaluating the use of recycled asphalt pavement (RAP) in asphalt pavements. RAP is a waste material, which is produced from the milling of existing bituminous concrete pavement. Hot-mix asphalt (HMA) plants are able to reuse up to 20 percent of this waste material in new pavements. The Department has ongoing research to determine if the amount of RAP can be doubled in new pavements. The use of a high percentage of RAP will likely be the most beneficial way to use recycled materials in our pavements.

The Department is also investigating the use of a bituminous concrete mix that allows both RAS and RAP; however, the challenge again is to find the proper specification that does not result in an asphalt binder that is much stiffer than desired and ultimately leads to a shorter pavement life. The Department is working to find a local partner with a suitable location for a pilot project to be done this construction season.

If the pilots referenced above prove to be successful, the permissive use of RAS and an increase in the percent of RAP will be included in the next update of the Department's Bituminous Concrete Specification.

The Department recently updated its Bituminous Concrete Specification and anticipates that the next update will occur in January 2015.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for the Department of Transportation, at (860) 594-3013.