

RAC video, Chapter 1

Unidentified Woman: RAC is the environmentally friendly and cost-effective choice for California. RAC lasts much longer than conventional materials... often 50% longer saving on maintenance costs and reducing construction traffic.

Theron J. Roschen: The way the product is designed, you can place more asphalt binder into the mix without it rutting, shoving, or bleeding. And that allows the pavement to last longer and not become brittle... longer in its lifecycle.

Gary Hicks: Some of the work that was done earlier by Caltrans showed that you can reduce the thickness by a factor of two and that help off-set some of the cost consideration.

Unidentified Woman: Long lasting roads give cities and counties substantial budget relief. With RAC money that local governments *would* have spent on repairs, is freed up for other uses.

Theron J. Roschen: Maintenance dollars are very flat with local jurisdictions and if they can invest in a superior product that lasts longer, they can save dollars down the road.

Unidentified Woman: City developers can save up to 30% by using RAC. That's as much as \$50,000 per lane mile compared to a traditional four inch thick asphalt overlay. The skid resistant rubber material in RAC reduces road way noise and improves traction so drivers can make shorter safer stops.

Theron J. Roschen: It's a blacker pavement and it remains black for a longer period of time. And the color contrast with striping can be significant, kind of an added safety feature!

Jerry Dankbar: A lot of our roads in Roseville; the houses back up to the arterial stretches of the roadway, and a little bit quieter road is good for our customers... our residents. We've actually gotten compliments on how quiet the road is.

Theron J. Roschen: We studied several roadways, set-up microphones and compared the noise reduction before an overlay and after an overlay with conventional and rubberized asphalt. The results of that were that, a conventional asphalt you could receive about a 4 decibel reduction initially, but then that noise reduction dissipated rather quickly and was not any improvement... but with rubberized asphalt we saw a 6 decibel reduction initially, and then followed-up over time, six years later, we still found a four decibel reduction! Four decibel reduction is significant, it's essentially cutting the traffic speed in half or cutting the traffic volume in half and it's clearly perceptual by the public.