



NEW JERSEY UPDATES ITS PROGRAM FOR RECLAIMED ASPHALT PAVEMENT

In a number of states, the management of recycled asphalt pavement/reclaimed asphalt pavement/millings (RAP) has become problematic because roadway work is heavy, and engineers and regulatory agencies including Departments of Transportation only allow a certain amount of milled material to be placed as an ingredient mixed into new asphalt. RAP content can go from a few up to several tens of percentages. Excess material which cannot be recycled into new asphalt is frequently produced.

The regulatory status of the material involved is sometimes unclear. At times RAP material is considered waste and at other times, such as in New Jersey the material when used at a remediation site, is considered a regulated discharge, similar to a spill.

In other states, such as Pennsylvania, the material can be utilized as asphalt subbase under a General Permit.

A law was recently passed in New Jersey which can be found [here](#).

There are reportedly tens of thousands of tons of material in New Jersey which either are in piles with slow reuse, or which are placed in surface mines. This can sometimes cause environmental impacts, because the material has PAHs which can sometimes wash into surfacewater.

Gary Brown, RT's President who has worked for asphalt plant owners and contractors for several decades recommends that the New Jersey Department of Environmental Protection and New Jersey Department of Transportation work together to issue a Guidance Document which makes the status of this material clear, but also allows RAP use below pavements or concrete, even at remediation sites.

There remains confusion at construction and redevelopment sites, as in some instances, even Licensed Site Remediation Professionals recommendations are not accepted by their clients. The rules should be the same for RAP beneficial use at all sites, so as to maximize beneficial reuse and avoid more and larger piles.



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