



June 17, 2009

David Proposes Economical Way To Pave Streets; Doing Business Differently Will Save Taxpayer Money -David's Proposal Is Also Environmental Friendly-

(BINGHAMTON, NY) Binghamton Mayoral candidate Rich David today proposed the use of “Cold Asphalt Recycling”, stressing that the measure would save approximately \$290,000 annually.

David's proposal is to recycle the asphalt that is milled up (ground up) from Binghamton streets and recycle it for reuse as the first layer of asphalt on a newly paved street. The cost of this recycled asphalt is currently about half of what new asphalt costs.

“The City of Binghamton did utilize cold asphalt recycling many years ago, but currently does not,” said David. “The cost savings is directly related to the cost of oil. Since recycling uses substantially less oil and energy to produce, the cost savings in utilizing cold asphalt recycling increase dramatically as oil prices increase. Years ago when oil prices were low there was less incentive to use recycling. The City stopped using recycled asphalt in street reconstruction projects because, at the time, the price of new asphalt was not that much more expensive. Now, given the fact that oil prices have skyrocketed recycling asphalt becomes a very attractive option. Other municipalities also recognize this and are recycling asphalt. Now that street construction season is in full swing it's vital that the City be cost conscious when it comes to paving streets across the City.”

David stressed that conservative estimates indicate the City could save approximately \$290,000 annually, adding that the cost savings between using hot mix asphalt pavement and cold asphalt recycling on Binghamton street projects is approximately \$41,000 per mile. David also said the City is scheduled to mill and pave approximately 7 miles of streets in 2009, leading to the estimated \$290,000 annual savings. David went on to say that the \$41,000 savings per mile is based on the fact that cold asphalt recycling uses existing materials, which lowers the overall cost.

The City could have realized even greater annual savings in the past few years when oil prices were much higher. David highlighted the Town of Union as an example of a Southern Tier municipality that currently utilizes cold asphalt recycling, adding that the recycling process allows Union to reconstruct several more streets each year.

“We will not be able to balance our budget solely on reducing or eliminating personnel expenses and we will not be able to cut our way to success,” stressed David. “We must also reevaluate and modify the way the City functions on a daily basis where there are opportunities for efficiencies and or savings.

Returning to cold asphalt recycling is one example where the City can save hundreds of thousands of dollars annually and I will take advantage of these strategies. As I continue to talk with residents and business owners, the need to repair City streets is high on their list of concerns.”

David explained that instead of milling (grinding) the existing streets and selling the milled asphalt, which is currently done on a competitive basis, the milled asphalt would be used in the recycling process. The process involves adding a rejuvenating oil and additional aggregate to the milled asphalt to make a reusable product. Other than contracting for use of the mixing equipment and the rejuvenating oil, the entire process can be completed using the same equipment and work force the City uses for new asphalt paving.

“Not only do these measures save money but they are also environmentally friendly green initiatives,” added David. “Cold asphalt recycling uses less oil and does not require the asphalt to be heated, which consumes a substantial amount of energy. Given the current financial challenges facing the City and additional issues on the horizon, I propose the City explore this option, which would provide significant immediate savings annually.”

((Footnote: David acknowledged that the cost savings may vary slightly depending on how deep (how many inches) the City may mill (grind up) a particular street. The mill depth can determine how much asphalt is needed, as the deeper you mill the more asphalt is required. It is not uncommon for streets to be milled at different depths depending on the severity of repair required. David added that the estimates he provided are conservative and the savings in some cases will be significantly higher depending on the variables such as cost of oil and revenue currently generated when the City sells its used asphalt to the highest bidder during a competitive bid process.))