

**2010 Annual Report to the Legislature and
the Department of Resources Recycling and Recovery
Senate Bill 876
Waste and Used Tires**

Purpose

This report was prepared in accordance with Senate Bill 876 (Escutia) (Stats. 1999, ch. 838, § 20), which amended and added numerous sections to the Public Resources Code, including Section 42889.3, which states:

On or before January 1 of each year, the Department of Transportation shall report to the Legislature and the board on the use of waste tires in transportation and civil engineering projects during the previous five years, including, but not limited to, the approximate number of tires used every year, and the types and location of these projects.

Background

According to the California Department of Resources Recycling and Recovery (CalRecycle), a new department that administers programs formerly managed by the California Integrated Waste Management Board, more than 44 million used and waste tires were generated in the State in 2006. Of these tires, 33 million were diverted from disposal or stockpiles through recycling, reusing, retreading, and as tire-derived fuel. For the approximate 11 million tires that did not have an established secondary use, the expansion of the existing markets for waste tire usage such as Rubber Hot Mix Asphalt (RHMA)¹, playground mats or other surfacing, civil engineering applications, and tire-derived fuels will assist in addressing potential tire stockpile issues and their associated environmental impacts.

Department's Efforts

The California Department of Transportation (Department) has established a variety of uses for recycled content tire products for civil engineering applications in transportation projects. The Department is committed to helping reduce the number of waste tires entering California's landfills by aggressively pursuing innovative uses for these tires. Although RHMA is viewed by many as the main avenue to aid in this effort, the Department is also pursuing other uses that can potentially consume larger quantities of waste tires. "Shredded waste tires," also known as Tire-Derived Aggregate (TDA), consume large quantities of tires when installed as lightweight fill material in the Department's engineering applications. The Department also uses waste tires in other asphalt applications and innovative products.

¹ Rubber Hot Mix Asphalt (RHMA) and Hot Mix Asphalt (HMA) supersede the Rubberized Asphalt Concrete (RAC) and asphalt concrete (AC) terms used in previous reports. The RHMA and HMA terms are consistent with accepted industry and academia references and will now be the exclusive terms used for this report.

The Department uses RHMA as an alternative to Hot Mix Asphalt (HMA). RHMA is similar to HMA except that it incorporates crumb rubber harvested from waste tires. The Department has seen a steady increase in RHMA use and attributes this to the continual promotion of RHMA, the development of the Asphalt Rubber Usage Guide, and to making RHMA the strategy of choice when evaluating flexible pavement alternatives for the Department's projects.

In 2009, 32.9 percent of all flexible pavements, by weight, were constructed with RHMA, representing the highest percentage ever achieved by the Department. Although the waste tire usage for 2010 is estimated to be lower due to fewer projects being funded, once the economy improves and funding increases, more construction projects will follow. A complete list of the Department's RHMA projects is included in Appendix 1.

Waste Tires Used in the Department's Projects					
Year	Number of Tires Used in RHMA Projects¹	Number of Tires Used as TDF³	Number of Tires Used as TDA^{1,4}	Number of Tires Used in Other Applications^{1,5}	Totals
2006	3,343,533	199,800	131,500	105,339	3,780,172
2007	3,140,808	199,800		86,699	3,427,307
2008	3,888,962	199,800	176,957	164,858	4,430,577
2009	3,610,106	385,000	109,637	142,547	4,247,290
2010	2,500,000 ²	385,000		127,542 ⁶	3,012,542
Subtotal	16,483,409	1,369,400	418,094	626,985	18,897,888

¹ Based on projects listed in Appendix 1. Formula for conversion of RHMA tonnage to number of waste tires consumed is 2.72 tires/RHMA metric ton or 2.47 tires/RHMA US ton.

² Actual quantity through second quarter is 1,770,128 tires with an estimated projection of 2,500,000 tires through the end of the calendar year.

³ Based on the 4th Edition of CalRecycle's Waste Tire Recycling Management Program, the number of tires used as Tire Derived Fuel (TDF) in cement kilns in California was projected for 2006, 2007, and 2008 to be 7.4 million tires. These values were then multiplied by the estimated Department's 2.7 percent share of cement usage in those years. Based on the 5th Edition of CalRecycle's Waste Tire Recycling Program, the number of tires used as TDF in 2009 and 2010 is projected to be 7 million tires. This amount was then multiplied by the estimated Department's share of cement usage of 5.5% to determine the number of tires used as TDF.

⁴ Amount represents TDA used as lightweight fill material. If experimental installations continue to perform as anticipated, proving that this is a good engineering application, then this can be adopted as a standard tool. Additional pilot projects are being aggressively pursued.

⁵ Other applications include the use of waste tires used in asphalt – rubber binder material for chip seal projects and in the production of rubber weed abatement mats.

⁶ Actual quantity through second quarter only.

To further enhance the Department's effort to reduce waste tire stock piles in this country, the Department revised its project specifications to limit the crumb rubber used in the Department's RHMA projects to only material produced in the United States from waste tires taken from vehicles owned and operated in the United States. Imported crumb rubber is not allowed.

In October 2009, the Department issued Pavement Policy Bulletin (PPB 09-02), Quieter Strategies for Noise Sensitive Areas. The goal of this bulletin is to build quieter pavements that will maintain noise reduction benefits over time without compromising safety, ride quality, or the sustainability of pavement surfaces. RHMA is one of the approved quieter pavement strategies established through research data collected throughout the state and nationally.

Through an interagency agreement, the Department and CalRecycle conducted research to seek opportunities to expand the use of RHMA in the Department's projects. This research helped to confirm the cost-effectiveness of the Department's strategies for RHMA, confirmed the feasibility of recycling reclaimed RHMA into newly placed pavement, and established the core elements for product deployment through statewide training and partnerships with industry. Funds were also used to develop an on-line RHMA training course for Department employees.

The increased use of the RHMA comes with opportunities to test the limits of the product and placement. The successful installation of RHMA is dependent on many factors, with the most critical ones being related to temperature. RHMA is produced at a higher temperature than HMA and must also be placed at a hotter temperature. The ambient air temperature of the construction site at the time of material placement plays a key role in the ability to compact the material for good durability. Forensics on three recent RHMA pavement failures attributed those failures to installations conducted outside the acceptable temperature range. All three projects were constructed in the fall season, during night work, where temperatures had dropped dramatically.

The Department considers TDA as the first option whenever lightweight fill is required for a project. To support the Department's consideration of project-specific TDA uses, CalRecycle has provided the Department with access to industry experts to supplement education to the Department's technical staff to promote the innovative use of shredded waste tires in highway construction.

In 2006, the Department piloted the use of TDA as backfill material behind a retaining wall on State Route 215 in Riverside County that consumed 131,500 waste tires. This pilot allowed the Department to construct a full-scale, fully instrumented test installation of lightweight TDA. The Department continues to monitor this installation for reduced retaining wall pressures. Verification of reduced pressures

may allow for a significant reduction in the retaining wall mass in future designs, ultimately reducing the costs for such structures.

Most recently, TDA was used in the Confusion Hill Realignment Project, which was designed to bypass a significant landslide area on U.S. Highway 101 in Mendocino County. Here, lightweight fill material was strategically placed over a culvert, approximately 90 feet below the roadway. TDA was selected for this project due to its many good engineering characteristics including durability, high permeability, and low earth pressures. Stage 1 of the construction project was completed in 2008 and stages 2 and 3 were completed in 2009. A total of 286,594 waste tires were used on this project. This was the first independent project where the Department did not rely on CalRecycle to furnish or deliver the TDA to the jobsite. The limited number of TDA suppliers close to the project site as well as a limited number of properly equipped trucks to deliver the TDA, made it difficult to receive the material in a timely manner. Another issue was inconsistent aggregate size, with much that was delivered found to be larger than anticipated. This required additional TDA to be placed to account for settlement and deflection of the TDA once it was compacted in place. Although these were viewed as relatively minor issues, they have been noted and will be shared for future projects.

In addition to RHMA and TDA, the use of tires as a fuel supplement in cement kilns and cogeneration facilities constitutes a large market for the consumption of waste tires. Based on the Five-Year Plan for the Waste Tire Recycling Management Program 5th Edition, of the approximate 44 million waste tires generated in California in 2006, approximately 7 million were consumed as Tire Derived Fuel in various cement kilns in California. These kilns produce cement used to create concrete the Department uses in many of its construction projects.

Other transportation applications that incorporate waste tires include asphalt rubber binder material used in chip seals and rubber mats. Asphalt rubber chip seal projects are used to correct surface deficiencies and to seal and protect the pavement against the intrusion of surface water. The Department continues to monitor and evaluate the pilot installation of rubber mats underneath guardrails as a method of vegetation control. This application has performed well in addressing the Department's historic maintenance need to suppress fire risk through weed control, while reducing herbicide usage and the exposure of maintenance staff to traffic and chemicals.

Although program funding limitations have continued to restrict the Department's overall ability to meet the construction needs for both new highway construction and for the maintenance and rehabilitation of the existing facilities this year, the Department's recent focus on RHMA and TDA as strategies of choice has allowed the Department to increase its percent usage of waste tires. Appendix 2 compares the various pavement types (by weight) constructed by the Department each year and

shows a decline for all pavement installations since 2008. Appendix 3 shows the increasing percent usage of RHMA when compared to all flexible pavement strategies.

Summary

The Department has promoted the use of RHMA as a roadway pavement strategy, and will continue to use RHMA as the strategy of choice when evaluating flexible pavement designs. The increasing percentage of use of RHMA versus HMA installed is expected to continue on a positive trend. As the Department helps to reduce the number of waste tires entering into California's landfills and stockpiles through the means described in this report, the Department is continually looking for new and innovative uses of recycled waste tires for transportation projects.

The Department's use of RHMA is largely dependent upon the available funding in the State Highway Operation and Protection Program (SHOPP) for pavement projects. With the current state of the economy, the Department anticipates a significant reduction in funding for the construction of highway maintenance and SHOPP projects in the coming years that may result in a reduction in waste tire usage.

One final observation to note that there is a substantial investment of State and Federal funds on local roads. Some of these investments include the local share of the State Transportation Improvement Program congestion relief programs, and gas tax revenue. Although the Department cannot accurately quantify the use of RHMA on local roads, it is a pavement strategy currently used by many local agencies.

The Department is dedicated to the stewardship of natural resources and will continue to look for opportunities for innovative uses of recycled products in transportation projects.

**Rubber Hot Mix Asphalt (RHMA) Project Listing 2006-2010 (through second quarter only)
Formerly Rubberized Asphalt Concrete (RAC)**

2006 Year

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	METRIC TONNES	TIRES
1 01-462004	01-Hum-96-0.0/8.0	10-Apr-06	ASPHALT-RUBBER BINDER	370120	20.80.010.010	320	11,734
2 01-297704	01-Men-20-53.9/R61.0	5-Jun-06	RAC (TYPE G)	390126	201.12	13,100	35,632
3 01-297704	01-Men-20-53.9/R61.0	05-Jun-06	RAC (TYPE O)	390127	201.12	4,210	11,451
4 02-1C8304	02-Mod-139,299-Var	28-Feb-06	RAC (TYPE G)	390126	HM1	4,480	12,186
5 02-1C8204	02-Plu-36-R22.5/29.6	07-Jun-06	RAC (TYPE G)	390126	20.80.010.010	4,850	13,192
6 02-1C8204	02-Plu-36-R22.5/29.6	07-Jun-06	ASPHALT-RUBBER BINDER	370120	20.80.010.010	33	1,210
7 02-387304	02-Sha,Sis-5-93.3/107.8,0.0/4.3	20-Jun-06	RAC (TYPE G)	390126	HA22	61,200	166,464
8 02-3C2004	02-Las-36-39.3/47.3	12-Dec-06	RAC (TYPE G)	390126	HM1/20.80.010/10.122	9,070	24,670
9 03-2M3904	03-But-32-0.1/12.4	11-May-06	RAC (TYPE O)	390127	20.80.010.010	5,600	15,232
10 03-2M1004	03-Yub-20,65-3.2/10.9,0.0/4.7	23-May-06	RAC (TYPE G)	390126	20.80.010.010	9,790	26,629
11 03-4A5704	03-Yub-70-30.4/32.1	30-Jun-06	RAC (TYPE G)	390126	201.01	3,320	9,030
12 03-1A5304	03-Yub,Nev-20-34.6/34.9,0.0/R6.6	19-Sep-06	RAC (TYPE O)	390127	HB1/201.01	4,770	12,974
13 03-1A97W4	03-Col,Sut-20-52.7/63.4,0.0/4.0	22-Nov-06	RAC (TYPE O)	390127	HA22/20.20.201.120	12,100	32,912
14 03-1E6804	03-Sac-51-1.7/8.2	27-Nov-06	RAC (TYPE O)	390127	HM1/20.80.010.122/10.1	14,400	39,168
15 03-1E7204	03-Sac-5-40.8/55.2	07-Dec-06	RAC (TYPE O)	390127	HM1/20.80.010.122/10.1	34,300	93,296
16 03-2E1404	03-Sac-50-24.0/29.6	20-Nov-06	RAC (TYPE O)	390127	HB4N/20.20.201/201.31	3,940	10,717
17 03-2E1504	03-Sac,ED-50-36.6/37.2,0.0/1.8	14-Nov-06	RAC (TYPE O)	390127	201.31	3,120	8,486
18 03-367814	03-Pla,Sac-80,5530-0.3/3.3	07-Nov-06	RAC (TYPE G)	390126	HB5	5,400	14,688
19 03-2C2104	03-PLA-80-0.0/1.6	06-Feb-06	WEED CONTROL MATS (RUBBER)				1,453
20 04-263704	04-CC-80-15.8/20.8	19-Jan-06	RAC (TYPE G)	390126	HB4C	1,310	3,563
21 04-0C8604	04-Son-37-3.2/6.6	05-Apr-06	RAC (TYPE G)	390126	201.121	10,200	27,744
22 04-0C6904	04-Ala-680-R19.9/R28.9	08-May-06	RAC (TYPE G)	390206	201.121	14,300	38,896
23 04-0C6904	04-Ala-680-R19.9/R28.9	08-May-06	RAC (TYPE O)	390207	201.121	9,930	27,010
24 04-272014	04-SCI-280-R3.5/8.2	24-May-06	RAC (TYPE G)	390126	201.12	12,600	34,272
25 04-0E0504	04-Mrn-101-R37.0/44.4	08-Jun-06	RAC (TYPE G)	390126	HM1	11,800	32,096
26 04-249044	04-Ala-238,580,880-R23.2/R26.8,	17-Aug-06	RAC (TYPE G)	390126	HE13/201.12	12,000	32,640
27 04-249044	04-Ala-238,580,880-R23.2/R26.8,	17-Aug-06	RAC (TYPE O)	390127	HE13/201.121	9,050	24,616
28 04-272124	04-CC-4-50.0/R65.6	31-Aug-06	RAC (TYPE G)	390126	HA22/20.80.201.121	28,700	78,064
29 04-4C2904	04-Nap-29-11.9/18.2	06-Sep-06	RAC (TYPE G)	390126	HA22/201.121	15,500	42,160
30 04-0C9504	04-SM-101-0.0/10.9	29-Sep-06	RAC (TYPE G)	390126	HA22 20.10.201.121	39,000	106,080
31 04-0C7204	04-CC-4-7.9/R27.1	22-Dec-06	RAC (TYPE G)	390206	20.20.201/201.121	34,700	94,384
32 04-0C8304	04-Sol-505-0.0/17.0	05-Oct-06	RAC (TYPE G)	390126	201.121	87,400	237,728
33 04-172404	04-Ala-84-33.3/37.0	21-Dec-06	RAC (TYPE G)	390126	20.20.201/201.01	9,500	25,840
34 05-345304	05-SLO-41-17.5/19.6	10-Jul-06	RAC (TYPE O)	390127	HE13/600/75.6	480	1,306
35 05-0L9104	05-SLO-41-0.1/16.9	25-Sep-06	RAC (TYPE O)	390127	HM1A 20.80.010.010	12,000	32,640
36 05-0N6404	05-SLO-46-R0.2/R12.6, R24.3/R3	05-Oct-06	RAC (TYPE O)	390127	20.80.010/10.122	21,000	57,120
37 05-0N8104	05-SLO-46-R12.5/R24.3	10-Oct-06	RAC (TYPE G)	390126	20.20.201.130/201.13	19,100	51,952
38 06-422304	06-Ker-178-12.1/21.9	05-Jan-06	RAC (TYPE G)	390206	120	20,800	56,576
39 06-364604	06-Kin-41-45.7/53.1	06-Apr-06	RAC (TYPE G)	390206	HA22	12,900	35,088
40 06-463604	06-Ker-58-107.8/124.3	23-Jun-06	RAC (TYPE G)	390126	120	44,800	121,856
41 06-0E2604	06-Fre-99-32.5/44.0	10-Aug-06	RAC (TYPE O)	390127	HA22/201.122	15,200	41,344
42 06-0F4304	06-Kin,Ker-33,166-20.1/27.5;8.0/1	25-Sep-06	RAC (TYPE G)	390126	HM1A/10.01	4,800	13,056
43 06-0F4104	06-Tul-65,190,201-Var	13-Nov-06	RAC (TYPE G)	390126	20.80.010.010/10.01	6,120	16,646
44 07-224404	07-LA-170-R30.2/R31.9	27-Mar-06	RAC (TYPE G)	390126	0	360	979
45 07-1Y7704	07-Ven-23-5.9/16.7	25-Apr-06	RAC (TYPE G)	390126	HM1A	7,300	19,856
46 07-2Y0104	07-LA-710-R34.8/R43.3	28-Apr-06	RAC (TYPE G)	390126	HM1A	3,850	10,472

2006 Year Continued

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	METRIC TONNES	TIRES
47	07-1Y7404	07-Ven-34-10.1/20.0	04-May-06 RAC (TYPE G)	390126	HM1A	6,860	18,659
48	07-1Y8104	07-LA-118-R15.9/R21.4	08-May-06 RAC (TYPE G)	390126	HM1A	2,200	5,984
49	07-2Y3604	07-LA-110,405-17.9/20.9,24.6/33.	08-May-06 RAC (TYPE G)	390126	HM1A	4,310	11,723
50	07-1Y1504	07-LA-110-48.6/51.3	24-May-06 RAC (TYPE G)	390126	HM1A	2,900	7,888
51	07-1Y5604	07-LA-1-10.9/14.9	24-May-06 RAC (TYPE G)	390126	HM1A	4,810	13,083
52	07-2Y3204	07-Ven-118-25.8/R28.8	26-May-06 RAC (TYPE G)	390126	HM1A	6,100	16,592
53	07-1Y5304	07-LA-164-6.5/8.9	30-May-06 RAC (TYPE G)	390126	HM1A	3,590	9,765
54	07-1Y8204	07-LA-138-8.1/16.1	30-May-06 RAC (TYPE G)	390126	HM1A	4,800	13,056
55	07-1P1504	06-LA-5-137.8/139.2	22-Jun-06 RAC (TYPE G)	390126	120	1,400	3,808
56	07-214204	07-LA-2-39.3/132.4	22-Jun-06 RAC (TYPE G)	390126	121	111,000	301,920
57	07-2Y3304	07-Ven-33-18.0/33.4	23-Jun-06 RAC (TYPE G)	390126	HM1A	9,070	24,670
58	07-184904	07-LA-23-0.0/14.3	21-Jul-06 RAC (TYPE G)	390126	HA22/201.121	14,700	39,984
59	07-4L7504	07-Ven-126-47.2/52.7	12-Sep-06 RAC (TYPE G)	390206	HB1/20.20.201.010	60	163
60	07-2203U4	07-LA-710-8.9/10.9	21-Nov-06 RAC (TYPE G)	390126		12,800	34,816
61	07-4S3504	07-LA-27-11.1	11-Dec-06 RAC (TYPE G)	390126	HA42/20.XX.201/201.15	170	462
62	08-358424	08-SBd-38-R15.0/R15.5	27-Mar-06 RAC (TYPE G)	390126	114	700	1,904
63	08-481904	08-Riv-95-17.7/40.2	28-Mar-06 RAC (TYPE G)	390126	121	12,100	32,912
64	08-0F8104	08-Riv-79-R54.4/R65.0	21-Apr-06 RAC (TYPE O)	390127	HM1A	9,410	25,595
65	08-0F8304	08-Riv-74-44.3/49.1	21-Apr-06 RAC (TYPE G)	390126	HM1A	8,110	22,059
66	08-0F8904	08-SBd-395-74/83.7	25-Apr-06 RAC (TYPE O)	390207	HM1A	8,920	24,262
67	08-0F9004	08-SBd-247-38.6/52.0	04-May-06 RAC (TYPE G)	390126	HM1A	7,380	20,074
68	08-0F7904	08-Riv-95-45.0/58.3	15-May-06 RAC (TYPE G)	390126	HM1A	7,780	21,162
69	08-0F8704	08-SBd-2-0.0/6.8	17-May-06 RAC (TYPE G)	390126	HM1 A	6,180	16,810
70	08-0G5104	08-Riv-95-0.0/10.5	25-May-06 RAC (TYPE G)	390126	HM1A	8,600	23,392
71	08-0F9104	08-Riv-74-148.5/154.5	15-Jun-06 RAC (TYPE G)	390126	HM1A	10,300	28,016
72	08-0G6804	08-SBd-395-R6.9/11.4,14.1/18.8	19-Sep-06 RAC (TYPE O)	390127	HA22/20.20.201.122	8,420	22,902
73	08-482304	08-SBd-247-Var	20-Nov-06 RAC (TYPE G)	390126	HA22/201.121	25,400	69,088
74	09-319704	09-Iny-395-50.1/66.6	01-Mar-06 RAC (TYPE G)	390126	10	16,500	44,880
75	09-301404	09-Iny-395-41.1/50.2,2.66/73.4	25-Apr-06 RAC (TYPE G)	390126	121	16,500	44,880
76	09-335304	09-Mno-395-9.6/20.3,83.7/89.5	09-May-06 ASPHALT-RUBBER BINDER	370120	HM1A	650	23,836
77	09-301704	09-Iny-395-184.9/189.9,R196.3/R2	12-Sep-06 RAC (TYPE G)	390126	HA22/20.10.201.121	19,230	52,306
78	10-0M6704	10-SJ,Sta-12,26,132-Var	24-Feb-06 ASPHALT-RUBBER BINDER	370120	20.80.010.010	1,290	47,304
79	10-300164	10-SJ-5,205-R20/R22.0,R3.8/R21	28-Mar-06 RAC (TYPE G)	390206	HB4C	32,000	87,040
80	10-0M4004	10-Tuo-120-11.9/18.2,R57.1/R61.	19-Apr-06 RAC (TYPE O)	390127	20.80.010.010	6,880	18,714
81	10-0M3504	10-Mer-152,165-Var	04-May-06 RAC (TYPE G)	390126	20.80.010.010	4,100	11,152
82	10-0M2804	10-SJ-12-29.6/33.5	09-May-06 RAC (TYPE O)	390127	20.80.010.010	4,310	11,723
83	10-0M3804	10-Mer-99-28.4/38.3	12-May-06 RAC (TYPE O)	390127	20.80.010.010	5,500	14,960
84	10-0M4104	10-Tuo-108-73.2/80.9	22-May-06 RAC (TYPE G)	390126	20.80.010.010	4,660	12,675
85	10-0P2804	10-Mer-99-8.0/33.6	11-Sep-06 RAC (TYPE G)	390126	HA22/20.20.201.121	15,400	41,888
86	10-0N2104	10-Sta,SJ-5-0.0/45.2,0.0/0.5	20-Sep-06 RAC (TYPE G)	390126	20.80.010.122	48,100	130,832
87	11-238504	11-SD-805-17.4/19.0	06-Apr-06 RAC (TYPE G)	390126	120	3,300	8,976
88	11-261004	11-SD-79-16.1/32.5	30-May-06 ASPHALT-RUBBER BINDER	370120	HM1A	370	13,568
89	11-072804	11-SD-78-5.1/8.0,19.3/R25.7	18-Oct-06 RAC (TYPE G)	390126	HA22/201.12	48,600	132,192
90	12-0H0104	12-Ora-55,91-17.3/28.5,11.1/11.9	22-Jun-06 RAC (TYPE G)	390126	HM1A	6,980	18,986
91	12-0G7604	12-Ora-91-27.2/28.0	29-Jun-06 RAC (TYPE G)	390126	10	1,970	5,358
92	12-0F9504	12-Ora-5-36.8/R39.9	01-Aug-06 RAC (TYPE G)	390126	HB1/201.01	19,500	53,040
93	12-0F1804	12-Ora-241-28.3/40.2	12-Sep-06 RAC (TYPE O)	390127	HA22/20.20.201.122	12,500	34,000
94	12-0C5504	12-Ora-133-0.0/0.5	25-Sep-06 RAC (TYPE G)	390206	201.12	730	1,986
95	12-0C5504	12-Ora-133-0.0/0.5	25-Sep-06 ASPHALT-RUBBER BINDER	370120	201.12	20	733
96	12-0C5504	12-Ora-133-0.0/0.5	25-Sep-06 RUBBERIZED SEAL COAT	375024	201.12	150	5,501
97	12-043214	12-Ora-74-21.4/26.7	22-Dec-06 RAC (TYPE G)	390126	20.10.201/201.01	6,060	16,483
2006 TOTAL						1,232,073	3,448,872

2007 Year

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	METRIC TONNES	TIRES	
1	02-2C74U4	02-Sha-5-1.9/R19.0	04-Jun-07	RAC (TYPE O)	390127	HM1/010.122.030.115	28,123	76,495
2	02-3C4604	02-Las-395-158.1/191.5	17-May-07	A-R BINDER	370120	HM1/20.80.010.10.01	880	32,270
3	02-3C4804	02-Mod-139,299-R9.7/R17.1,60.4/	13-Jun-07	RAC (TYPE G)	390126	HM/20.80.010.010	10,000	27,200
4	03-1E7704	03-Sac,Yub-50, 70, 80-Var	10-Jan-07	WEED CONTROL MAT (RUBBER)	10902	HB1/20.20.201.010		3,971
5	03-1A9104	03-Sut-20,99-25.1,46.0/R49.7	03-Apr-07	RAC (TYPE O)	390127	HA22/20.20.201.120	5,590	15,205
6	03-1E3604	03-Sac-16-7.9/9.2	18-Apr-07	RAC (TYPE O)	390127	HB1/20.20.201.010	1,070	2,910
7	03-1E6904	03-Gle-5-R0.0/R20.0	16-May-07	RAC (TYPE O)	390127	HM1.20.80.010.122	31,752	86,365
8	03-1E1604	03-But-70-17.6/18.9	20-Aug-07	RAC (TYPE O)	390127	SHOPP/20.20.201.010	1,340	3,645
9	03-3A0104	03-Sac-5-25.0/36.6	06-Sep-07	RAC (TYPE G)	390126	SHOPP/20.10.201.121	44,500	121,040
10	03-2m4104	03-Yol-5-R22.8/R27.0	03-Dec-07	RAC (TYPE O)	390127	Maint./20.80.010.010	7,176	19,519
11	04-0C7904	04-Sol-12-L2.9/12.7	24-Apr-07	RAC (TYPE G)	390126	HA22/20.20.201.121	30,400	82,688
12	04-0C9204	04-SF-101-0.0/R6.8	07-May-07	RAC (TYPE G)	390126	HA22/201.121	12,900	35,088
13	04-0C9604	04-SM-280-17.4/R43.0	11-Jan-07	RAC (TYPE G)	390126	HA23/20.20.201.121	12,500	34,000
14	04-269604	04-CC-24-0.2/13.3	15-Mar-07	RAC (TYPE G)	390126	HA22/201.12	68,000	184,960
15	04-447204	04-Ala-92-10.9/13.2	02-Aug-07	RAC (TYPE G)	390126	SHOPP/20.20.201.120 H	8,820	23,990
16	04-0060a4	04-CC,Sol-680,780-38.0/41.0,L0.0	21-Nov-07	RAC (TYPE G)	390126	SHOPP/201.020.3842 &	1,190	3,237
17	04-0t2404	04-Sol,Nap-80-6.3/13.1	05-Dec-07	RAC (TYPE G)	390126	SHOPP/20.20.201.120	34,500	93,840
18	04-444004	04-Ala-84-7.9/9.5	20-Dec-07	RAC (TYPE G)	390126	STIP/20.10.075.600HB5	3,200	8,704
19	05-0N9204	05-SCr-1-41.4/46.7	16-May-07	RAC (TYPE G)	390126	HM1A/20.80.010.010	5,300	14,416
20	05-0P0404	05-SB,SLO-166-R41.0/R45.4, R49	18-May-07	RAC (TYPE G)	390126	HB1/20.80.010	9,290	25,269
21	06-0F4204	06-Fre-145,168,180-Var	30-Apr-07	RAC (TYPE G)	390126	HM1/20.80.010.010	12,500	34,000
22	06-0F4704	06-Mad-99-R12.0/15.5,20.9/31.5	27-Apr-07	RAC (TYPE O)	390127	HM1/20.80.010.122	12,200	33,184
23	06-0F7504	06-Ker-184-L0.1/0.8	21-May-07	RAC (TYPE G)	390126	HA22/201.121	6,387	17,373
24	06-459404	06-Tul-99-R54.7/67.6	16-May-07	RAC (TYPE G)	390126	HA22/201.12	28,500	77,520
25	06-0E0504	06-Fre-05-59.9/78.2	24-Jul-07	RAC (TYPE G)	390126	SHOPP/201.121	61,400	167,008
26	06-0e2704	06-Kin,Fre-41-R73.9/R77.7,R0.0/R	27-Nov-07	RAC (TYPE G)	390126	SHOPP/20.20.201.121	10,800	29,376
27	06-0g6504	06-Fre-99-11.1/15.4,28.4/31.6	18-Dec-07	RAC (TYPE O)	390127	Maint./20.80.010.122	11,340	30,845
28	07-116794	07-Ven,LA-23,118-Var	22-Feb-07	RAC (TYPE G)	390126	20.XX.075.600/75.6	3,060	8,323
29	07-183114	07-LA-710-15.1/29.6	31-May-07	RAC (TYPE G)	390126	HA22/201.125	42,400	115,328
30	07-1Y4504	07-LA-210-R36.2/R39.6	05-Apr-07	RAC (TYPE G)	390126	HM1/20.80.010.020	2,340	6,365
31	07-254204	07-LA-1-28.1/33.1	28-Feb-07	RAC (TYPE G)	390126	10.122	6,130	16,674
32	07-254604	07-LA-138-25.9/39.6	26-Apr-07	A-R BINDER	11449	HM1/20.80.010.122	410	15,035
33	07-2Y3504	07-LA-10, 110-23.8/30.9,34.7	11-Jan-07	RAC (TYPE G)	390126	HM1A/20.80.010.010	1,330	3,618
34	07-2Y4204	07-LA-10-60.8/62.1	19-Apr-07	RAC (TYPE G)	390126	HM1/20.80.010.020	1,900	5,168
35	07-2Y4504	07-LA-60-R48.4/R48.8	20-Jun-07	RAC (TYPE G)	390126	20.80.010.010	440	1,197
36	07-2Y5804	07-LA-110-41.4/41.9	17-May-07	RAC (TYPE G)	390126	HM1A/20.80.010.010	450	1,224
37	07-1x8404	07-LA-5-C45.4/C46.1	29-Oct-07	RAC (TYPE G)	390126	Other/20.20.201.130	109	296
38	07-254304	07-LA-1-35.3/46.9	12-Dec-07	RAC (TYPE G)	390126	Maint./20.80.010.122	39,553	107,584
39	07-254304	07-LA-1-35.3/46.9	12-Dec-07	A-R BINDER	370120	Maint./20.80.010.122	136	4,987
40	07-4L7304	07-LA-105-R0.5	16-Nov-07	RAC (TYPE G)	390126	Minor A/20.10.201.121	472	1,284
41	08-0G7204	08-Riv-10-R215.7/R231.9	29-Mar-07	RAC (TYPE O)	390127	HA22/20.80.010.122	12,600	34,272
42	08-0H6104	08-Riv-62-R10.8/14.8	11-May-07	RAC (TYPE G)	390126	HM1/20.80.010.010	5,410	14,715
43	08-0H6204	08-SBd-18-33.0/49.9	23-Mar-07	RAC (TYPE O)	390127	HM1/20.80.010.010	7,120	19,366
44	08-0H6404	08-SBd-247-61.2/66.0	30-May-07	RAC (TYPE G)	390126	HM1/20.80.010	2,790	7,589
45	08-0H6504	08-SBd-62-88.5/127.9	25-May-07	RAC (TYPE O)	390127	HM1/20.80.010	12,200	33,184
46	08-0H6704	08-Riv-74-65.3/68.5	30-May-07	RAC (TYPE G)	390126	HM1/20.80.010	5,150	14,008
47	08-0H6804	08-Riv-195-10.6/11.9	05-Mar-07	RAC (TYPE G)	390126	HM1/10.01	850	2,312
48	08-0H6904	08-Riv-371-90.9/98.2	07-Jun-07	RAC (TYPE O)	390127	HM1/20.80.010.010	13,300	36,176
49	08-0H7104	08-SBd-18-64.1/71.3	14-Jun-07	RAC (TYPE O)	390127	HM1/10.01	4,180	11,370
50	08-0H8604	08-SBd-18-94.9/97.8	27-Apr-07	RAC (TYPE G)	390126	HM1/20.80.010.010	2,070	5,630
51	08-0J2504	08-Riv-79-7.9/21.7	16-Mar-07	RAC (TYPE O)	390127	HM1/010.010	1,880	5,114

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CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	METRIC TONNES	TIRES	
52	08-472004	08-SBd-60-R0.0/R16.0	16-Jan-07	RAC (TYPE G)	390126	HA22/20.20.201.120	10,100	27,472
53	08-495204	08-Riv-15-13.2/38.4	07-Sep-07	RAC (TYPE G)	390126	SHOPP/20.20.201.121	33,800	91,936
54	08-0h7204	08-SBd-62-122.0/133.6	21-Dec-07	RAC (TYPE O)	390127	Maint./20.80.010.010	6,777	18,433
55	09-317704	09-Iny,Mno-395-Var	22-May-07	RAC (TYPE G)	390126	HM1/20.80.010.122	29,200	79,424
56	09-333004	09-Iny-395-72.3/81.9,85.1/88.0	31-May-07	RAC (TYPE G)	390126	HA22/201.121	20,600	56,032
57	09-214614	09-Iny-395-124.0/147.4	23-Aug-07	RAC (TYPE G)	390126	STIP/HE13	19,100	51,952
58	10-0M3104	10-SJ-580-8.1/14.5	18-May-07	RAC (TYPE G)	390126	HB1/20.80.010	7,090	19,285
59	10-0M3304	10-SJ-88/99-0.0/8.4, 11.3/16.1	13-Apr-07	RAC (TYPE O)	390127	HM1/20.80.010.010	13,000	35,360
60	10-0M3404	10-Mer-152-18.2/29.3	14-May-07	RAC (TYPE G)	390126	20.80.010	9,600	26,112
61	10-0M3604	10-Sta-132-45.2/48.8	23-May-07	RAC (TYPE G)	390126	HB1/20.80.010	3,290	8,949
62	10-0M3904	10-Alp-89-34.4/38.6	16-Feb-07	RAC (TYPE G)	390126	10.01	3,240	8,813
63	10-0N0204	10-SJ-5-22.2/40.8	21-May-07	RAC (TYPE G)	390126	HA22/10.122	15,200	41,344
64	10-0N1504	10-Fre,Mer-5-105.9/106.4,0.0/52.5	09-Jul-07	RAC (TYPE G)	390126	SHOPP/20.20.201.121	197,000	535,840
65	11-275904	11-Imp-8-R45.1/R65.8	03-Apr-07	A-R BINDER	370120	HM1A/20.80.010.10.01	830	30,436
66	11-276904	11-SD-94-62.7/85.1	13-Jun-07	RAC (TYPE O)	390127	HM1/10.80.010.122	10,100	27,472
67	11-277104	11-SD-78-R16.0/N17.6	14-Jun-07	RAC (TYPE O)	390127	20.80.010.010	3,420	9,302
68	11-275004	11-Imp-115-R5.0/34.1	30-Aug-07	RAC (TYPE O)	390127	SHOPP/20.10.201.121	14,800	9,302
69	11-274804	11-SD-905-4.7/9.2,16.9	19-Nov-07	RAC (TYPE G)	390126	SHOPP/20.20.201.121	12,800	40,256
70	12-0E0604	12-Ora-405-27.7/40.1	12-Jan-07	RAC (TYPE G)	390126	HA22/20.20.201.120	1,560	4,243
71	12-0G4004	12-Ora-5-34.3/50.5	15-Feb-07	RAC (TYPE G)	390126	20.20.201.121	99,000	269,280
72	12-0H2484	12-Ora-57-19.0/20.9	04-May-07	RAC (TYPE G)	390126	HB1/20.10.201.010	200	544
73	12-0H2494	12-Ora-133-13.4	18-Apr-07	RAC (TYPE G)	390126	HB1/20.20.201.010	250	680
74	12-0H3704	12-Ora-5,55-48.7,16.6	01-Jun-07	RAC (TYPE G)	390126	HB1/201.010	470	1,278
75	12-0H4004	12-Ora-39-5.1/9.3	03-Apr-07	RAC (TYPE G)	390126	HM1/20.80.010.010	10,300	28,016
76	12-0H4104	12-Ora,LA-39-27.8/30.9	21-May-07	RAC (TYPE G)	390126	HM1/20.80.010	6,470	17,598
77	12-0E0204	12-Ora-5-23.4/34.4	09-Apr-07	RAC (TYPE G)	390126	HA22/20.20.201.121	2,470	6,718
78	12-0H5404	12-Ora-405-21.4/21.8	20-Aug-07	RAC (TYPE G)	390126	SHOPP/20.20.201.010	360	979
						TOTAL 2007	1,156,965	3,201,993

2008 Year

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES
1	01-363204	01-Hum-101-48.7/56.3	24-Oct-08	RHMA (GAP GRADED)	390137	20.10.201.120	45,500	112,385
2	01-363204	01-Hum-101-48.7/56.3	24-Oct-08	RHMA (OPEN GRADED)	390138	20.10.201.120	36,600	90,402
3	01-398504	01-Lak-29-20.4/R34.4	28-Mar-08	RHMA (GAP GRADED)	390137	20.10.201.121	26,700	65,949
4	01-398504	01-Lak-29-20.4/R34.4	28-Mar-08	RHMA (OPEN GRADED)	390138	20.10.201.121	10,300	25,441
5	01-398504	01-Lak-29-20.4/R34.4	28-Mar-08	A-R Binder	370120	20.10.201.121	610	20,295
6	01-399304	01-Lak-20-0.6/9.4	3-Apr-08	RHMA (GAP GRADED)	390140	20.10.201.121	23,100	57,057
7	01-399304	01-Lak-20-0.6/9.4	3-Apr-08	RHMA (OPEN GRADED)	390138	20.10.201.121	11,600	28,652
8	01-399304	01-Lak-20-0.6/9.4	3-Apr-08	A-R Binder	370120	20.10.201.121	490	16,302
9	01-478904	01-Men-101-R0.1/9.2,11.7/R21.1	25-Apr-08	RHMA (BONDED WEARING COURSE)	390159	20.80.010.122	32,000	79,040
10	02-0C9704	02-Teh-5-R19.0/R20.5	23-May-08	RAC (TYPE O)	390127	20.10.201.111		2,830 7,698
11	02-328034	02-Sha-5,44-R22.5/R26.9,L0.3/L2	5-Mar-08	RAC (TYPE G)	390126	20.10.025.700, 20.10.075.600		8,270 22,494
12	02-328034	02-Sha-5,44-R22.5/R26.9,L0.3/L2	5-Mar-08	RAC (TYPE O)	390127	20.10.025.700, 20.10.075.600		2,720 7,398
13	02-4c6204	02-Sha-299-67.8/77.9	8-Feb-08	RAC (TYPE G)	390126	20.80.010.122	19,600	48,412
14	03-0a7104	03-Yub-70-16.4/18.9, 20.0/25.8	13-Aug-08	RHMA (OPEN GRADED)	390138	201.121/20.10.201.121	8,920	22,032
15	03-1a4614	03-Sut-99,113-26.6/37.4,25.7/R26	24-Jul-08	RAC (TYPE O)	390127	75.6/600/HE13		4,950 13,464
16	03-3338u4	03-Pla-65-R19.3/R38.3	9-Jun-08	RAC (TYPE G)	390126	20.10.025.700		52,700 143,344
17	03-367824	03-Sac,Pla-80-28.1/29.0,0.0/4.7	1-May-08	RHMA (OPEN GRADED)	390138	20.10.025.700		17,200 46,784
18	03-3c8704	03-Gle-5-R20.0/R28.8	3-Jun-08	RHMA (OPEN GRADED)	390138	20.20.201.121	18,400	45,448

2008 Year Continued

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES	
19	04-0A10U4	04-Son-101-35.6/47.7	29-Oct-08	RAC (TYPE G)	390126	20.10.075.600		45,200	122,944
20	04-0t10u4	04-Sol-12-12.7/33.2	17-Dec-08	RAC (TYPE G)	390126	20.20.201.120		27,100	73,712
21	04-1e0704	04-SM-101-6.6/11.9	8-May-08	RHMA (GAP GRADED)	390137	20.80.010.122	16,900		41,743
22	04-2409u4	04-Sol-80-12.9 / 20.8	20-Jun-08	RAC (TYPE G)	390126	201.12		38,500	104,720
23	04-253794	04-Ala-680-M5.2/R10.9	2-Sep-08	RHMA (GAP GRADED)	390140	75.6/20.20.25		14,500	39,440
24	04-290844	04-Ala-580-R12.6/21.2	28-Jul-08	RAC (TYPE G)	390126	20.10.710.870		24,700	67,184
25	04-290844	04-Ala-580-R12.6/21.2	28-Jul-08	RAC (TYPE O)	390127	20.10.710.870		16,100	43,792
26	04-2a9904	04-SF-280-0.0/7.5	3-Jun-08	RHMA (GAP GRADED)	390137	20.80.010.122	2,670		6,595
27	04-4a2204	04-Nap-29-19.4/21.7	24-Jun-08	RHMA (GAP GRADED)	390137	20.20.201.121	3,880		9,584
28	04-4C1524	04-Sol-80-20.1/30.6	18-Mar-08	RAC (TYPE G)	390126	20.20.201.120	87,900		217,113
29	05-0m2004	05-SB-217-0.5/2.7	13-Jun-08	RHMA (GAP GRADED)	390137	20.80.010.010	5,000		12,350
30	05-0P0104	05-SBt-156-R16.2/R16.9	11-Mar-08	RHMA (GAP GRADED)	390137	20.80.010.010	2,010		4,965
31	05-0p0204	05-SB-246-31.1/34.6	13-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	6,560		16,203
32	06-0e1004	06-Mad-41-23.2/23.6	25-Nov-08	RHMA (GAP GRADED)	390137	20.20.201.010	530		1,309
33	06-0e1804	06-Ker-58-R96.0/R103.6	16-May-08	RAC (TYPE G)	390126	20.80.201.120		10,080	27,418
34	06-0g6004	06-Mad-145-8.1/9.1,14.8/16.8	6-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	2,100		5,187
35	06-0g6004	06-Mad-145-8.1/9.1,14.8/16.8	6-May-08	RHMA (OPEN GRADED)	390138	20.80.010.010	2,300		5,681
36	06-0g6104	06-Tul-190-14.9/18.8	8-May-08	RHMA (GAP GRADED)	390140	20.80.010.010	14,300		35,321
37	06-0g6404	06-Ker-99-29.5/31.0,43.9/48.7	14-Jan-08	RAC (TYPE O)	390127	20.80.010.010	6,430		15,882
38	06-0h8404	06-Ker-58-77.3/R107.6	1-May-08	RHMA (BONDED WEARING COURSE)	390157	20.80.010.122	14,100		34,827
39	06-0h8404	06-Ker-58-77.3/R107.6	1-May-08	RHMA (BONDED WEARING COURSE)	390159	20.80.010.122	29,400		72,618
40	06-0h8804	06-Kin,Tul-43, 63-Var	29-May-08	RHMA (GAP GRADED)	390140	20.80.010.010	18,100		44,707
41	06-0h8804	06-Kin,Tul-43, 63-Var	29-May-08	RHMA (OPEN GRADED)	390138	20.80.010.010	1,530		3,779
42	06-0h9104	06-Mad-99-1.0/R7.4	11-Apr-08	RHMA (OPEN GRADED)	390138	20.80.010.010	9,040		22,329
43	06-0j3904	06-Tul-99-27.6/33.3	6-Jun-08	RHMA (OPEN GRADED)	390138	20.80.010.122	8,520		21,044
44	06-0j4304	06-Mad-145, 233-Var	17-Jun-08	RHMA (GAP GRADED)	390137	20.80.010.010	4,600		11,362
45	06-0j4304	06-Mad-145, 233-Var	17-Jun-08	RHMA (GAP GRADED)	390137	20.80.010.010	4,600		11,362
46	06-0j4704	06-Fre-33-0.0/49.5	10-Jun-08	RHMA (GAP GRADED)	390140	20.80.010.010	18,500		45,695
47	06-322104	06-Ker-166-14.5/39.6	30-Sep-08	RHMA (GAP GRADED)	390140	201.12/20.20.201.120		46,100	125,392
48	06-460704	06-Ker-5-0.0/10.2	21-Aug-08	RHMA (GAP GRADED)	390140	201.12	30,800		76,076
49	06-489804	06-Ker-5-15.0/30.0	6-May-08	RHMA (OPEN GRADED)	390138	20.80.010.122	18,700		46,189
50	07-1189f4	07-Ven-150-45.8	18-Jan-08	RAC (TYPE G)	390126	20.10.201.112		310	843
51	07-1189g4	07-Ven-150-18.8	11-Aug-08	RHMA (GAP GRADED)	390137	20.20.201.112	180		445
52	07-166814	07-LA-10-29.5/50.4	6-Oct-08	RHMA (GAP GRADED)	390140	20.20.201.120		23,600	64,192
53	07-1x2404	07-LA-10,710-33.8/34.3,42.1/42.5	15-May-08	RHMA (GAP GRADED)	390137	20.20.201.131		730	1,986
54	07-253404	07-LA-27-3.0	8-Aug-08	RHMA (GAP GRADED)	390137	20.20.201.131	8		20
55	07-259904	07-LA-710-25.9/29.6	19-Aug-08	RHMA (GAP GRADED)	390137	20.20.201.120		7,480	20,346
56	07-2y4304	07-LA-60-30.6/R37.5	24-Mar-08	RAC (TYPE G)	390126	20.80.010.010		6,270	17,054
57	07-2y4804	07-LA-710-18.2/R26.5	3-Dec-08	RHMA (GAP GRADED)	390137	20.80.010.020	5,000		12,350
58	07-2y5104	07-LA-1-9.5/12.2	1-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,430		18,352
59	07-2y5204	07-LA-110, 47-R0.9, R0.0/2.3	29-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010	3,980		9,831
60	07-2y6204	07-Ven-33-0.4/1.8	18-Jan-08	RAC (TYPE G)	390126	20.80.010.010	2,610		6,447
61	07-2y6604	07-Ven,LA-118-R52.0/R2.1	29-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010		2,400	6,528
62	07-2y8404	07-LA-710-16.7/17.3	2-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	1,380		3,409
63	07-2y8504	07-LA-134-0.0/1.6	11-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010		830	2,258
64	07-3y1504	07-LA-1-0.1/2.1	23-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,340		18,130
65	07-3Y1604	07-LA-57-R6.8/R7.7	8-Feb-08	RAC (TYPE G)	390126	20.80.010.020	2,300		5,681
66	07-3y2304	07-LA-18-0.0/4.5	29-Dec-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,710		19,044
67	07-3y2604	07-LA-405-13.3/14.7	23-Dec-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,010		17,315
68	07-3y4704	07-LA-1-50.8/56.5	18-Dec-08	RHMA (GAP GRADED)	390137	20.80.010.122	9,650		23,836

2008 Year Continued

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES
69 07-4s3704	07-LA-1-47.5/62.2	9-Oct-08	WEED CONTROL MAT (RUBBER)	14937	20.20.201.015			7,491
70 08-0g6404	08-SBd-15-R124.2/R137.3	16-Apr-08	RHMA (OPEN GRADED)	390138	20.80.010.122		16,500	44,880
71 08-0G7004	08-Riv-10-R105.0/R134.3	7-Mar-08	RHMA (OPEN GRADED)	390138	20.80.010.122	35,600		87,932
72 08-0g7304	08-Riv-10-R144.1/R156.6	17-Mar-08	RHMA (OPEN GRADED)	390138	20.80.010.122	19,000		46,930
73 08-0j0304	08-Riv-95-25.0/28.0	29-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010	3,840		9,485
74 08-0j0404	08-SBd-62-94/97,100/104	3-Jun-08	RHMA (GAP GRADED)	390137	20.80.010.010	11,600		28,652
75 08-0k4604	08-SBd-62-27.2/30.7	28-Mar-08	RHMA (GAP GRADED)	390137	20.80.010.010	1,270		3,137
76 08-0k5704	08-SBd-62-137.3/142.3	23-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,540		18,624
77 08-0k5804	08-SBd-95-42.0/45.0	30-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	4,330		10,695
78 08-0k6304	08-Riv-177-0.0/27.0	14-May-08	RHMA (OPEN GRADED)	390138	20.80.010.122	22,800		56,316
79 08-0k6504	08-Riv-86-0.0/2.4	16-May-08	RHMA (OPEN GRADED)	390138	20.80.010.010	1,430		3,532
80 08-0k9204	08-Riv-91, 215-21.6/21.7, 39.5/41	30-Jul-08	RHMA (GAP GRADED)	390140	20.20.201.121/HA22	17,700		43,719
81 08-0L6504	08-Riv-62-0.5/4.2	29-Dec-08	RHMA (GAP GRADED)	390137	20.80.010.010	11,900		29,393
82 08-472304	08-Riv-10-R0.0/13.2	21-Nov-08	RHMA (GAP GRADED)	390140	HA22 (20.20.201.120)		12,400	33,728
83 09-2144u4	09-Iny-395-R104.6/122.5	16-Jun-08	RAC (TYPE G)	390126	20.10.075.600		44,500	121,040
84 09-316604	09-Iny-395-R13.7/R19.0	10-Sep-08	RHMA (GAP GRADED)	390140	201.12/20.10.201.120		12,900	35,088
85 09-332104	09-Iny-395-R11.8/25.9	10-Apr-08	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	20,000		49,400
86 09-332604	09-Mno-203-L0.0/R8.7	16-Apr-08	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	15,200		37,544
87 09-336704	09-Mno-120,158,395-Var	3-Apr-08	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.010	10,200		25,194
88 09-337004	09-Mno-120,167-Var	15-Apr-08	A-R Binder	370120	20.80.010.010	640		21,293
89 09-338004	09-Mno-395-55.6/58.1,63.9/65.1,6	12-Jun-08	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	19,800		48,906
90 09-339104	09-Iny,Mno-6,168-Var	19-Dec-08	A-R Binder	370120	20.80.010.010	1,050		34,934
91 09-339704	09-Iny-395-R11.8/R20.4	3-Nov-08	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	12,200		30,134
92 10-0a8704	10-Sta-219-0.1/2.8	19-Jun-08	RAC (TYPE G)	390126	20.20.721.600 (HB4C)		6,000	16,320
93 10-0g7504	10-Tuo-120-R3.5/8.0	15-Aug-08	RHMA (GAP GRADED)	390140	20.20.201.121	11,100		27,417
94 10-0g7604	10-SJ-88-12.6/16.4	19-Aug-08	RHMA (GAP GRADED)	390137	20.20.201.121/HA22	9,720		24,008
95 10-0H3804	10-Cal-12-22.5/23.3	21-Feb-08	RHMA (GAP GRADED)	390137	20.20.201.310		670	1,822
96 10-0I7204	10-Sta-108-30.5/31.6	2-Sep-08	RHMA (GAP GRADED)	390137	201.01	2,810		6,941
97 10-0M3704	10-Cal,Ama-4,104-24.0/28.0;0.0/R	31-Jan-08	RAC (TYPE G)	390126	20.80.010.010	10,400		25,688
98 10-0m4304	10-Tuo-49-12.6/16.5	16-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010	5,500		13,585
99 10-0m8404	10-Alp-207-0.0/2.2	22-Apr-08	RHMA (GAP GRADED)	390137	20.20.201.120		3,930	10,690
100 10-0n0104	10-SJ-5-0.3/R13.8	24-Mar-08	RHMA (GAP GRADED)	390140	20.80.010.122	17,500		43,225
101 10-0N5804	10-SJ-580-9.0/15.3	11-Feb-08	RAC (TYPE G)	390126	20.80.010.010	10,400		25,688
102 10-0n5904	10-Cal-12-10.2/18.2	8-Apr-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,250		17,908
103 10-0s2804	10-SJ-5-R13.8/25.4	9-May-08	RHMA (GAP GRADED)	390140	20.80.010.010	19,500		48,165
104 10-0s4204	10-SJ-4-25.0/29.5	12-Jun-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,050		17,414
105 10-3a7404	10-Sta-108-R36.1/42.6	6-Aug-08	RHMA (GAP GRADED)	390140	20.20.201.120/HA22		18,000	48,960
106 11-261204	11-SD-67-R18.5/24.4	21-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	8,230		20,328
107 11-276614	11-Imp-111-R4.7/T8.2	12-May-08	RHMA (OPEN GRADED)	390138	20.80.010.122	8,200		20,254
108 11-277014	11-SD-78-0.0/3.3	14-May-08	RHMA (GAP GRADED)	390137	20.80.010.122	7,810		19,291
109 11-277604	11-Imp-78-15.5/41.0	20-Oct-08	RHMA (OPEN GRADED)	390138	20.80.010.122	7,960		19,661
110 11-277604	11-Imp-78-15.5/41.0	20-Oct-08	A-R Binder	370120	20.80.010.122	1,230		40,922
111 11-285104	11-SD-78-57.9/66.0	9-May-08	RHMA (GAP GRADED)	390137	20.80.010.010	7,030		17,364
112 11-287404	11-Imp-115-21.2/35.2	14-Feb-08	A-R Binder	370120	20.80.010.010	710		23,622
113 12-0C6404	12-Ora-5-42.8/43.6	13-Mar-08	RAC (TYPE G)	390126	20.20.075.600/20.20.40		750	2,040
114 12-0e0704	12-Ora-5-15.2/16.0	22-Jul-08	RAC (TYPE G)	390126	20.20.075.600	1,860		4,594
115 12-0F8204	12-Ora-5-13.8	19-Mar-08	RAC (TYPE G)	390126	201.31	890		2,198
116 12-0G2204	12-Ora-22,405,605-R0.0/R0.6,23.2	22-Sep-08	RHMA (GAP GRADED)	390137	20.20.201.121	9,920		24,502
117 12-0h0094	12-Ora-90, 142-2.6/5.1, 0.8/1.8	27-May-08	RHMA (GAP GRADED)	390140	20.80.010.010	11,500		28,405
118 12-0h1804	12-Ora-1-18.5/19.8	22-Jan-08	RAC (TYPE G)	390126	20.80.010.122	4,300		10,621
119 12-0h2194	12-Ora-261-0.0/6.3	18-Apr-08	RAC (TYPE G)	390126	20.80.010.122	30,300		74,841
120 12-0h3404	12-Ora-55-11.6/17.6	11-Apr-08	RAC (TYPE O)	390127	20.80.010.122	40,600		100,282
121 12-0H3604	12-Ora-241-14.4/17.5	5-Mar-08	RAC (TYPE O)	390127	20.80.010.122	7,500		18,525
122 12-0J4604	12-Ora-55-0.0/0.5	21-Feb-08	RAC (TYPE G)	390126	20.80.010.010	1,340		3,310
TOTAL 2008						1,063,598	468,220	4,053,823

2009 Year

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES
1 02-0E6504	02-Las-139-40.0/53.0	09-Jun-09	ASPHALT-RUBBER BINDER	370120	20.80.010.010	490		16,302
2 02-1E3204	02-Mod-395-0.0/20.8	08-Jun-09	ASPHALT-RUBBER BINDER	370120	20.80.010.122	970		32,272
3 03-0C2814	03-Col,Pla,Sac-5, 51, 80, 99-Var	17-Jun-09	WEED CONTROL MAT (RUBBER)	16185	20.10.201.315			316
4 03-366904	03-But-99-13.8/21.1	26-Jun-09	WEED CONTROL MAT (RUBBER)	15430	20.20.201.120			1,403
5 03--367834	03-Pla-80-4.5/8.3	10-Aug-09	RHMA (OPEN GRADED)	390138	20.20.721.000		13,400	36,448
6 03-388004	03-Yol-50-0.9/3.0	14-May-09	RAC (TYPE O)	390127	20.10.075.600, 20		110	299
7 03-3A6314	03-But-70-18.7/21.9	12-Aug-09	RHMA (OPEN GRADED)	390138	20.10.025.700		3,620	9,846
8 03-3C8804	03-Sut-70, 99-0.0/0.7, 0.0/8.7	05-Jun-09	RHMA (OPEN GRADED)	390138	20.20.201.121	29,500		72,865
9 03-3M1104	03-Sac-51-5.3/8.5	19-Feb-09	RHMA (OPEN GRADED)	390138	20.80.010.122	13,500		33,345
10 03-441614	03-Sac-50-R5.3/12.8	26-Oct-09	RHMA (OPEN GRADED)	390138	20.10.075.600	50,130		123,821
11 04-0A18U4	04-Son-101-14.4/22.4	23-Dec-09	RHMA (GAP GRADED)	390140	20.10.075.600		28,300	76,976
12 04-0C9014	04-SCI-101-R27.6/40.2	12-Nov-09	RHMA (GAP GRADED)	390140	20.10.201.121	135,000		333,450
13 04-129654	04-Son-101-22.4/25.0	03-Mar-09	RHMA (GAP GRADED)	390137	20.20.721		6,610	17,979
14 04-171334	04-Ala-84,580-46.4/47.2,21.0/24.0	23-Jul-09	RHMA (GAP GRADED)	390137	20.xx.721.000		6,240	16,973
15 04-171334	04-Ala-84,580-46.4/47.2,21.0/24.0	23-Jul-09	RHMA (OPEN GRADED)	390138	20.xx.721.000		6,410	17,435
16 04-1E1904	04-Nap-29-21.3/29.3	08-Jun-09	RHMA (GAP GRADED)	390137	20.80.010.010	3,970		9,806
17 04-1E3204	04-SM-101-23.0/26.1	20-Jul-09	RHMA (GAP GRADED)	390140	20.80.010.123	15,800		39,026
18 04-1E3904	04-SCI-35-7.7/14.1	16-Jul-09	RHMA (GAP GRADED)	390137	20.80.010.123	7,840		19,365
19 04-1E5304	04-Son-12-21.7/29.6	02-Apr-09	RHMA (GAP GRADED)	390140	20.80.010.122	14,300		35,321
20 04-1E5404	04-Sol-29-0.0/6.0	07-May-09	RHMA (GAP GRADED)	390140	20.80.010.122	20,300		50,141
21 04-1E5504	04-SM-101-6.5/11.9	05-Mar-09	RHMA (GAP GRADED)	390140	10.122	19,000		46,930
22 04-1E5604	04-Mrn-131-0.0/4.0	20-Apr-09	RHMA (GAP GRADED)	390137	20.80.010.122	8,570		21,168
23 04-263724	04-CC-80-15.3/21.9	22-Oct-09	RHMA (GAP GRADED)	390140	HB5		4,630	12,594
24 04-272024	04-SCI-280-5.1/7.8	19-Jun-09	RHMA (GAP GRADED)	390140	201.020.1120	10,100		24,947
25 04-290834	04-Ala-580-21.2/ 30.7	22-Jul-09	RAC (TYPE G)	390126	20.20.710.870; 20.20		29,100	79,152
26 04-290834	04-Ala-580-21.2/ 30.7	22-Jul-09	RAC (TYPE O)	390127	20.20.710.870; 20		19,800	53,856
27 04-294914	04-CC,Ala-24-8.2/10.0,0.0/2.7	10-Nov-09	WEED CONTROL MAT (RUBBER)	15831	20.20.075.600 STIP-RIP			9,283
28 04-294924	04-Ala-24-7.6/8.8	22-Dec-09	WEED CONTROL MAT (RUBBER)	15503	20.20.400.000			3,778
29 04-294934	04-Ala-24-R8.8	23-Dec-09	WEED CONTROL MAT (RUBBER)	15519	20.20.025.700			853
30 04-4A5804	04-Ala-24-R2.0/R2.8	01-Jun-09	RHMA (GAP GRADED)	390137	20.20.201.121	3,560		8,793
31 04-4C15U4	04-Sol-80-15.4/20.1	21-Apr-09	RHMA (GAP GRADED)	390140	20.10.201.120	42,900		105,963
32 04-4C3404	04-SCI-880-6.7/8.4	14-May-09	RHMA (GAP GRADED)	390137	20.20.201.121	3,730		9,213
33 05-0G0304	05-SLO-101-35.6/46.3	31-Dec-09	RHMA (GAP GRADED)	390140	20.20.201.120	51,400		126,958
34 05-0N3104	05-Mon-101-R1.9/R9.6	09-Feb-09	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	16,100		39,767
35 05-0R7704	05-SLO-101-58.9/63.6	04-Mar-09	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	12,600		31,122
36 05-0R7804	05-Mon-101-98.8/101.3	17-Feb-09	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	7,200		17,784
37 06-0H9004	06-Ker-33, 46-45.5/54.8, 37.5/43.0	01-May-09	RHMA (GAP GRADED)	390140	20.80.010.010	16,000		39,520
38 06-0J3704	06-Ker-58-R118.0/R143.8	11-Feb-09	RHMA (GAP GRADED)	390140	20.80.010.122	26,300		64,961
39 06-0J3804	06-Ker-395-0.0/8.7	28-Jan-09	RHMA (GAP GRADED)	390140	20.80.010.122	12,500		30,875
40 06-0J4004	06-Ker-46, 58, 99-Var	20-Mar-09	RHMA (OPEN GRADED HIGH BINDE	390139	20.80.010.122	19,600		48,412
41 06-0J4804	06-Fre-5-48.6/65.8	03-Jun-09	RHMA (BONDED WEARING COURSE	390159	20.80.010.122	24,600		60,762
42 06-0J5004	06-Mad-152-R0.0/15.3	05-Jun-09	RHMA (OPEN GRADED)	390138	20.80.010.122	10,700		26,429
43 06-0K6504	06-Fre,Kin-33,198,269- Var	20-May-09	RHMA (GAP GRADED)	390140	20.80.010.010	23,500		58,045
44 06-0K6604	06-Ker-14-37.1/46.2	20-Apr-09	RHMA (OPEN GRADED)	390138	20.80.010.122	15,300		37,791
45 06-0K6704	06-Ker-43,119-0.0/6.1, R10.0/19.7	14-Apr-09	RHMA (GAP GRADED)	390137	20.80.010.010	2,400		5,928
46 06-0K6704	06-Ker-43,119-0.0/6.1, R10.0/19.7	14-Apr-09	RHMA (OPEN GRADED)	390138	20.80.010.010	12,500		30,875
47 06-0K7004	06-Mad-49-1.4/9.2	13-May-09	RHMA (GAP GRADED)	390137	20.80.010.010	9,760		24,107
48 06-0K9104	06-Fre-33,198-Var	08-Jun-09	RHMA (GAP GRADED)	390137	20.80.010.010	8,890		21,958
49 06-0K9304	06-Mad-41, 145-9.3/11.4, 16.8/20.	28-Apr-09	RHMA (GAP GRADED)	390137	20.80.010.010	7,430		18,352
50 06-0L1104	06-Ker-46, 99-43.0/49.0, R31.1/33	23-Dec-09	RHMA (GAP GRADED)	390140	20.80.010.010HM1A	9,260		22,872
51 06-0L1104	06-Ker-46, 99-43.0/49.0, R31.1/33	23-Dec-09	RHMA (OPEN GRADED)	390138	20.80.010.010HM1A	2,780		6,867
52 07-0P7904	07-LA-5-16.6	10-Jun-09	RHMA (GAP GRADED)	390137	20.20.201.121	270		667
53 07-2411U4	07-LA-110-34.1/36.7	12-Nov-09	RHMA (GAP GRADED)	390137	20.20.201.310		170	462
54 07-252714	07-LA-5-39.4/R43.9	28-Sep-09	RHMA (GAP GRADED)	390137	20.20.201.121	1,590		3,927
55 07-266704	07-Ven-118-R43.3/R52.3	24-Nov-09	RHMA (GAP GRADED)	390140	20.20.075.600		14,000	38,080

2009 Year Continued

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES
56	07-269004	07-LA-710-17.9/20.8	06-Aug-09 RHMA (GAP GRADED)	390140	20.20.201.120	24,600		60,762
57	07-2Y4104	07-LA-10-33.2/35.1	09-Feb-09 RHMA (GAP GRADED)	390137	20.80.010.010	3,400		8,398
58	07-2Y4604	07-LA-91-R15.4/R20.5	16-Mar-09 RHMA (GAP GRADED)	390137	20.80.010.020	1,630		4,026
59	07-2Y4904	07-LA-27-14.8/17.0	20-Jan-09 RHMA (GAP GRADED)	390137	20.80.010.010	7,400		18,278
60	07-2Y5904	07-LA-118-R2.4/R5.9	12-Jan-09 RHMA (GAP GRADED)	390137	20.80.010.020	2,660		6,570
61	07-2Y6304	07-Ven-34-13.6/17.6	16-Jun-09 RHMA (GAP GRADED)	390137	20.80.010.020	8,270		20,427
62	07-2Y6404	07-Ven-33-42.0/48.5	02-Feb-09 RHMA (GAP GRADED)	390137	20.80.010.010	7,210		17,809
63	07-3Y2504	07-LA-5-15.3/16.1	06-Jan-09 RHMA (GAP GRADED)	390137	20.80.010.020	3,690		9,114
64	07-3Y2704	07-LA-138-69.3/75.0	23-Feb-09 ASPHALT-RUBBER BINDER	370120	20.80.010.010	250		8,318
65	07-3Y3404	07-LA-2-15.0/R22.8	17-Apr-09 RHMA (GAP GRADED)	390140	20.80.010.020	1,210		2,989
66	07-3Y4304	07-LA-213-3.4/8.0	01-Apr-09 RHMA (GAP GRADED)	390137	20.80.010.010	120		296
67	07-3Y5204	07-LA-1-4.5/6.8	02-Apr-09 RHMA (GAP GRADED)	390137	20.80.010.010	7,710		19,044
68	07-3Y7104	07-LA-5-11.8/12.8	08-Dec-09 RHMA (GAP GRADED)	390137	20.80.010.010	4,150		10,251
69	07-3Y7804	07-LA-210-R6.1/R14.2	26-Oct-09 RHMA (GAP GRADED)	390140	20.80.010.020	13,400		33,098
70	07-3Y8104	07-LA-134-2.6/9.0	03-Aug-09 RHMA (GAP GRADED)	390137	20.80.010.123	7,940		19,612
71	07-4Y1104	07-LA-138-69.3/75.0	04-Nov-09 RHMA (GAP GRADED)	390137	20.80.010.020	7,300		18,031
72	08-0H7604	08-SBd-10-25.3/29.2	20-Mar-09 RHMA (GAP GRADED)	390137	20.20.201.310 (HB4N)	1,100		2,717
73	08-0K7604	08-SBd-15-R28.9/40.4	12-Jan-09 RHMA (OPEN GRADED)	390138	20.80.010.122	27,600		68,172
74	08-0K8004	08-SBd-395-51.9/58.1/61.0/65.6	16-Jun-09 RHMA (GAP GRADED)	390140	20.80.010.123	10,300		25,441
75	08-0L2904	08-SBd-38-R5.0/15.0	14-Apr-09 ASPHALT-RUBBER BINDER	370120	20.80.010.010	520		17,300
76	08-0L3104	08-SBd-138-9.0/13.0	13-Apr-09 RHMA (GAP GRADED)	390137	20.80.010.010	4,080		10,078
77	08-0L3604	08-SBd-40-R3.0/R15.4	27-Mar-09 RHMA (OPEN GRADED)	390138	20.80.010.122	24,000		59,280
78	08-0L5604	08-Riv-215-22.5/r38.0	27-Feb-09 RHMA (OPEN GRADED)	390138	20.80.010.122	26,300		64,961
79	08-0L6704	08-Riv-10-R25.1/44.5	14-Apr-09 RHMA (OPEN GRADED)	390138	20.80.010.122	45,600		112,632
80	08-0L7404	08-SBd-18-72.1/87.9	27-Apr-09 RHMA (OPEN GRADED)	390138	20.80.010.010	17,000		41,990
81	08-0L9604	08-Riv-10-R60.9/74.0	09-Mar-09 RHMA (OPEN GRADED)	390138	20.80.010.122	15,500		38,285
82	09-269014	09-Iny,Mno-395-R206.9/R208.4	11-Feb-09 RHMA (GAP GRADED)	390140	20.xx.201.120		23,000	62,560
83	09-339204	09-Mno-395-R12.6/36.1	18-Jun-09 ASPHALT-RUBBER BINDER	370120	20.80.010.122	1,570		52,234
84	10-0G3204	10-SJ-88-6.7/7.4	26-May-09 RHMA (OPEN GRADED)	390138	20.20.201.010		730	1,986
85	10-0G7704	10-Sta-33-0.5/1.5, 12.6/14.5	17-Aug-09 RHMA (GAP GRADED)	390140	20.20.201.121	11,800		29,146
86	10-0H04U4	10-SJ-4-8.7/R11.1	03-Sep-09 RHMA (GAP GRADED)	390140	20.20.201.010		4,280	11,642
87	10-0K7004	10-Sta-99, 219-R22.6, 0.1	15-Jul-09 RHMA (GAP GRADED)	390137	20.20.201.310	1,030		2,544
88	10-0L6304	10-SJ,Sta-99-R24.3/R24.8, 0.0/1.7	07-Dec-09 RHMA (GAP GRADED)	390140	20.20.201.020	11,300		27,911
89	10-0S4004	10-Mer-152 -R0.0/R13.2	01-Apr-09 RHMA (GAP GRADED)	390140	20.80.010.122	34,000		83,980
90	10-0S4104	10-Cal,Ama-49-R20.5/30.9,0.0/4.0	06-Jan-09 RHMA (GAP GRADED)	390140	20.80.010.010	15,800		39,026
91	10-0S4304	10-SJ-205-L0.0/R3.2	27-Apr-09 RHMA (GAP GRADED)	390137	20.80.010.122	9,570		23,638
92	10-0S4504	10-Tuo-49-18.6/R27.5	11-Jun-09 RHMA (GAP GRADED)	390137	20.80.010.010	9,180		22,675
93	10-0S4604	10-Mer,Sta-33- R0.0/L5.6, 17.8/27	16-Jun-09 RHMA (GAP GRADED)	390140	20.80.010.010	16,400		40,508
94	10-0S4704	10-Ama-88-32.3/38.0	11-Jun-09 RHMA (GAP GRADED)	390140	20.80.010.010	7,130		17,611
95	10-283204	10-SJ-4-R13.4/T23.0	23-Jul-09 RHMA (GAP GRADED)	390140	20.20.201.120		14,400	39,168
96	10-3A6504	10-Sta-132-L24.1/27.1	10-Apr-09 RAC (TYPE G)	390126	201.12		15,600	42,432
97	11-261714	11-SD-94-1.5/R13.4	24-Jun-09 WEED CONTROL MAT (RUBBER)	16152	20.20.201.230			289
98	11-277704	11-SD-79-20.2/35.3	13-Apr-09 RHMA (OPEN GRADED)	390138	20.80.010.122	13,200		32,604
99	11-296004	11-imp-7-0.0/1.2	02-Jan-09 RHMA (GAP GRADED)	390137	20.80.010.010	6,880		16,994
100	11-296404	11-SD-94-52.9/65.4	13-Feb-09 RHMA (OPEN GRADED)	390138	20.80.010.122	3,010		7,435
101	11-296404	11-SD-94-52.9/65.4	13-Feb-09 RHMA (TYPE O, SASO BIT)	15628	20.80.010.122	2,930		7,237
102	11-296404	11-SD-94-52.9/65.4	13-Feb-09 RHMA (TYPE O, ADVE RA)	15629	20.80.010.122	2,980		7,361
103	11-296404	11-SD-94-52.9/65.4	13-Feb-09 RHMA (TYPE O, EVOT HERM)	15630	20.80.010.122	3,050		7,534
104	11-296504	11-SD-8, 163-R0.7/2.9, 3.3/4.0	08-Jun-09 RHMA (BONDED WEARING COURSE)	390156	20.80.010.122	13,300		32,851
105	12-085104	12-Ora-39,72-19.2/23.2,11.4/11.9	09-Jul-09 RHMA (GAP GRADED)	390137	20.20.201.120	26,800		66,196
106	12-0J0904	12-Ora-90-5.1/8.1	11-Jun-09 RHMA (GAP GRADED)	390140	20.80.010.010	11,500		28,405
107	12-0J7004	12-Ora-1-4.6/9.6,12.2/14.1	04-Jun-09 RHMA (GAP GRADED)	390137	20.80.010.123	7,330		18,105
108	12-0J7104	12-Ora-55-0.3/1.4	09-Apr-09 RHMA (GAP GRADED)	390137	20.80.010.010	4,960		12,251
109	12-0J8404	12-Ora-241-24.9/27.8	09-Feb-09 RHMA (OPEN GRADED)	390138	20.80.010.122	19,000		46,930
110	12-0J9704	12-Ora-405-9.8/10.8	29-Jun-09 RHMA (GAP GRADED)	390137	20.20.201.121	2,810		6,941
111	12-0J9704	12-Ora-405-9.8/10.8	29-Jun-09 ASPHALT-RUBBER BINDER	370120	20.20.201.121	6		200
112	12-0K2004	12-Ora-73-10.0/22.5	25-Jun-09 RHMA (OPEN GRADED)	390138	20.80.010.122	76,900		189,943
TOTAL 2009						1,255,716	190,400	3,752,653

2010 Year

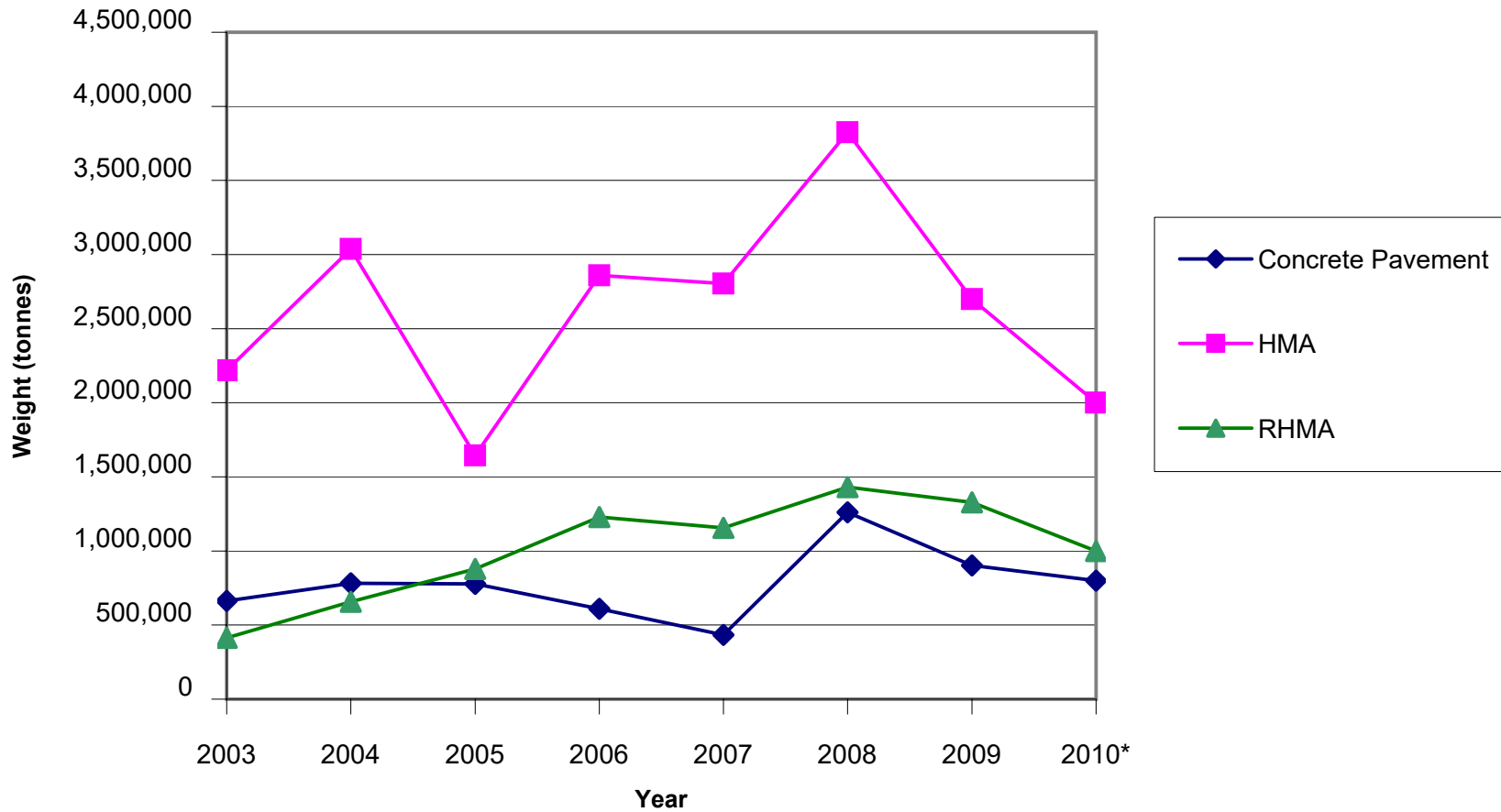
CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES
1 01-467514	01-Lak-175-19.5/28.0	29-Apr-10	ASPHALT-RUBBER BINDER	370120	20.80.010.010	450		14,972
2 01-491204	01-Lak-29-0.0/11.9	21-Apr-10	ASPHALT-RUBBER BINDER	370120	20.80.010.010	610		20,295
3 01-0A0704	01-Lak-29-R40.6/R48.4	14-Jun-10	RHMA (GAP GRADED)	390137	10	31,800		78,546
4 021E8604	02-Mod,Sis-89, 139-7.0/24.2 R0.2	12-Jan-10	ASPHALT-RUBBER BINDER	370120	20.80.010.010	1,010		33,603
5 02-371004	02-Sha-5-0.9/R4.3	21-Apr-10	RHMA (OPEN GRADED HIGH BINDE	390139	20.20.721.000	9,040		22,329
6 03-2A6904	03-Nev-49-15.4/18.0	28-May-10	RHMA (OPEN GRADED)	390138	20.20.075.600		3,050	8,296
7 03-3E3904	03-Sac-99-16.8/18.1	23-Jun-10	RHMA (OPEN GRADED)	390138	0	6,650		16,426
8 03-3M1904	03-Gle-32-R4.3/R4.8,5.9/10.8	15-Mar-10	RHMA (GAP GRADED)	390137	20.80.010.010	7,090		17,512
9 03-4M1404	03-Pla-49-7.5/R11.0	28-Jun-10	RUBBERIZED WARM MIX ASPHALT	18933	10	8,800		21,736
10 04-1E2904	04-Nap-121-6.0/9.4	22-Jun-10	RHMA (BONDED WEARING COURSE	390156	10	2,560		6,323
11 04-1E7204	04-SM-92-7.3/13.9	22-Jun-10	RHMA (GAP GRADED)	390140	124	22,100		54,587
12 04-1E7404	04-SM-82-8.6/12.1	20-May-10	RHMA (GAP GRADED)	390140	20.80.010.124	11,500		28,405
13 04-1E8804	04-SCI-25 & 156-0.0/2.5 & 0.0/0.6	24-Jun-10	RHMA (GAP GRADED)	390137	10	5,990		14,795
14 04-1E9904	04-Nap-221-0.0/2.7	16-Jun-10	RHMA (GAP GRADED)	390137	10	9,220		22,773
15 05-0S1804	05-SLO-41-41.2/43.8	08-Apr-10	RHMA (GAP GRADED)	390137	20.80.010.010	2,790		6,891
16 05-0S6204	05-SLO-46-29.9/31.1, 31.4/32.0	23-Jun-10	RHMA (GAP GRADED)	390137	20.80.010.124	6,780		16,747
17 06-0L0804	06-Ker-14, 395-59.9/64.6; 29.6/36	21-Jun-10	RHMA (GAP GRADED)	390140	122	26,600		65,702
18 06-0L0904	06-Fre-5-37.2/48.6	28-Jun-10	RHMA (OPEN GRADED HIGH BINDE	390139	122	18,000		44,460
19 06-0L1504	06-Ker-33, 58-63.0/68.8,15.4/21.7	25-May-10	RHMA (GAP GRADED)	390140	20.80.010.010	13,300		32,851
20 06-0L1704	06-Fre-33-53.0/57.4	19-May-10	RHMA (GAP GRADED)	390137	20.80.010.010	4,940		12,202
21 06-0L7404	06-Ker,Tul-65-6.1/25.2,0.0/11.8	22-Jun-10	RHMA (GAP GRADED)	390140	20.80.010.122	35,600		87,932
22 06-463704	06-Ker-58-21.7/27.2	08-Apr-10	RHMA (GAP GRADED)	390140	20.20.201.121	14,900		36,803
23 06-490004	06-Kin-198-R9.2/R14.7	23-Mar-10	RHMA (GAP GRADED)	390140	20.20.201.121	13,000		32,110
24 07-1219U4	07-LA-5,170-58.0/63.4,R32.3/R33	06-May-10	RHMA (GAP GRADED)	390137	20.20.075.600		4,290	11,669
25 072Y5304	07-Ven-23-R12.9/17.8	7-Apr-10	ASPHALT-RUBBER BINDER	370120	20.80.010.010	21		699
26 07-2Y5304	07-Ven-23-R12.9/17.8	07-Apr-10	RHMA (GAP GRADED)	390137	20.80.010.010	6,760		16,697
27 073P1604	07-LA-5-24.3	23-Feb-10	WEED CONTROL MAT (RUBBER)	17370	20.20.201.170			1,083
28 07-3Y4404	07-Ven-33-20.8/29.6	08-Feb-10	RHMA (GAP GRADED)	390137	20.80.010.010	9,350		23,095
29 07-3Y4504	07-Ven-101-8.9/11.5	24-Jun-10	RHMA (BONDED WEARING COURSE	390156	20.80.010.124	8,540		21,094
30 07-3Y7504	07-LA-5, 60, 605-Var	14-Jan-10	RHMA (GAP GRADED)	390137	20.80.010.020	4,090		10,102
31 07-3Y8204	07-LA-118-R2.7/R13.4	17-Jun-10	RHMA (GAP GRADED)	390137	20.80.010.124	5,840		14,425
32 07-3Y8504	07-LA-27-17.0/18.6	24-Mar-10	RHMA (GAP GRADED)	390137	20.80.010.020	5,280		13,042
33 07-3Y9004	07-LA- 47, 103-4.3/4.6, 0.0/1.6	16-Jun-10	RHMA (GAP GRADED)	390137	20.80.010.124	4,090		10,102
34 07-3Y9304	07-LA-405-13.4/17.1	14-Jun-10	RHMA (GAP GRADED)	390140	20.80.010.124	11,300		27,911
35 07-4S7004	07-LA-213-0.0/0.3	29-Jun-10	RHMA (GAP GRADED)	390137	121	2,160		5,335
36 08-0A5504	08-Riv-91-R0.0/9.0	26-Jan-10	RHMA (GAP GRADED)	390140	20.10.201.121	14,500		35,815
37 08-0M5004	08-SBd-40-S0.0/S0.8	16-Jun-10	RHMA (GAP GRADED)	390137	20.80.010.010	2,380		5,879
38 08-0M8604	08-SBd-247-0.0/8.5, 36.6/68.6	16-Jun-10	RHMA (OPEN GRADED)	390138	20.80.010.124	41,500		102,505
39 08-0N1104	08-SBd-62-18.2/26.7, 66.0/79.5	07-Jun-10	RHMA (GAP GRADED)	390137	20.80.010.010	17,000		41,990
40 08-0N1304	08-SBd-18-53.0/72.1	25-Jun-10	RHMA (BONDED WEARING COURSE	390156	20.80.010.124	16,500		40,755
41 08-0N2504	08-SBd-395-12.0/73.5	24-Jun-10	RHMA (GAP GRADED)	390140	20.80.010.122	42,200		104,234
42 08-0N2904	08-Riv-111-T53.0/56.2	14-Jan-10	RHMA (OPEN GRADED)	390138	20.80.010.010	7,200		17,784
43 08-0N3004	08-Riv-60-13.3/30.4	23-Jun-10	RHMA (OPEN GRADED)	390138	20.80.010.124	39,200		96,824
44 08-0N7004	08-SBd-18-87.9/101.0	09-Jun-10	RHMA (GAP GRADED)	390140	20.80.010.122	26,100		64,467
45 08-1A3604	08-Riv-60-2.9	18-Mar-10	RHMA (GAP GRADED)	390137	201	100		247
46 10-0S4804	10-SJ-33-0.0/5.0	04-May-10	RHMA (GAP GRADED)	390137	20.80.010.010	6,740		16,648
47 10-0S5004	10-Alp-4-R0.0/9.0	08-Jun-10	RHMA (GAP GRADED)	390137	124	9,960		24,601
48 10-0S5104	10-Mer-140-11.9/24.0	28-May-10	RHMA (GAP GRADED)	390140	20.80.010.124	17,000		41,990
49 10-0S5304	10-Mer-152-11.5/16.1	27-May-10	RHMA (GAP GRADED)	390137	20.80.010.010	6,110		15,092

2010 Year Continued

CONTRACT	DIST/CO/RTE/PM	AWARD DATE	ITEM DESCRIPTION	ITEM CODE	PROGRAM	U.S. CUSTOMARY TONS	METRIC TONNES	TIRES
50	10-0S5404	10-Alp-89-0.0/10.0	14-Jun-10	RHMA (GAP GRADED)	390140 20.80.010.124	9,900		24,453
51	10-0S5504	10-Sta-4-0.0/R8.9	10-Jun-10	RHMA (GAP GRADED)	390137 122	9,900		24,453
52	10-0T9604	10-SJ-4-0.0/4.4	13-May-10	RHMA (GAP GRADED)	390137 20.80.010.124	6,920		17,092
53	10-0T9704	10-Ama-88-5.5/14.3, 0.0/2.0	26-May-10	RHMA (GAP GRADED)	390140 20.80.010.010	14,100		34,827
54	10-0T9804	10-Tuo-49-0.0/R6.4	17-May-10	RHMA (GAP GRADED)	390137 20.80.010.010	5,370		13,264
55	10-0U0304	10-Mer-165-30.0/36.7	27-May-10	RHMA (GAP GRADED)	390137 20.80.010.124	9,540		23,564
56	10-0U0404	10-Sta-108,120-37.2/38.2, 4.1/6.1	08-Jun-10	RHMA (GAP GRADED)	390137 20.80.010.122	7,650		18,896
57	10-379304	10-Cal-12-3.0/9.9	05-May-10	RHMA (GAP GRADED)	390140 20.20.201.120	17,400		42,978
58	112M1004	11-Imp-8-R10.0/R28.0	21-Jan-10	ASPHALT-RUBBER BINDER	370120 20.80.010.010	1,710		56,892
59	12-0E2504	12-Ora-55-7.0/7.9	17-May-10	RHMA (GAP GRADED)	390137 20.10.075.600	1,240		3,063
60	12-0K2304	12-Ora-90-0.5/2.8	14-Jun-10	RHMA (GAP GRADED)	390137 20.80.010.010	7,330		18,105
61	12-0K5904	12-Ora-241-27.9/39.0	14-Jun-10	RHMA (OPEN GRADED)	390138 20.80.010.124	60,300		148,941
62	12-0K6304	12-Ora-405-13.6	29-Jun-10	RHMA (GAP GRADED)	390137 15	18		44
63	12-0L0604	12-Ora-405-0.0/11.4	14-Jun-10	RHMA (GAP GRADED)	390137 20.80.010.124	4,340		10,720
2010 Through 1st 2 Qtrs. Only						712,369	7,340	1,897,670

Chart of Pavement Types Constructed in Years 2003-2010

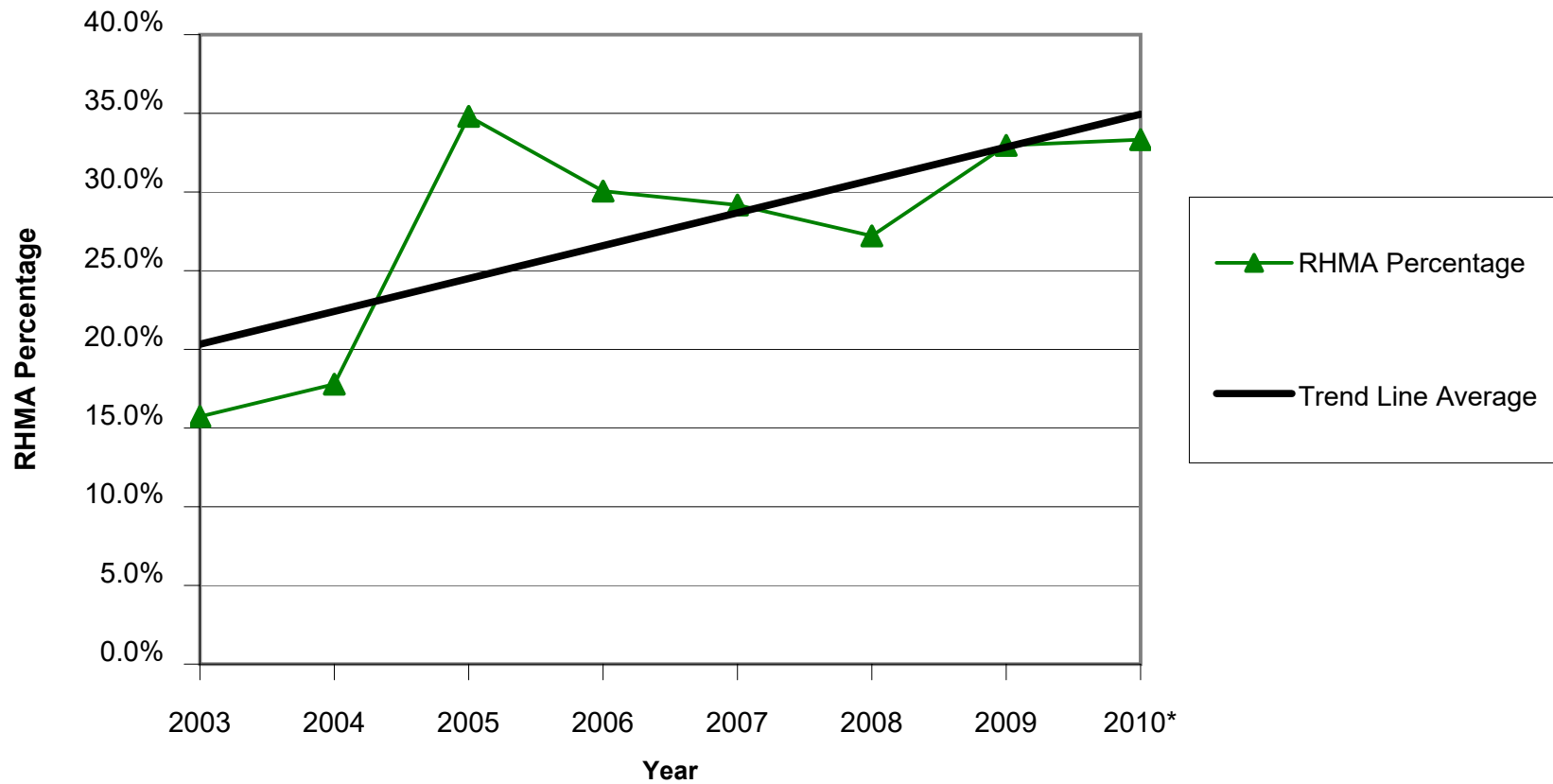
Showing Usage Trends



*Projected year end values based on information through second quarter.

RHMA as Percentage of Total Flexible Pavement Constructed

2003 - 2010



RHMA percentage determined by comparing RHMA to all flexible pavements, by weight.

*Projected year end total, based on data through second quarter.