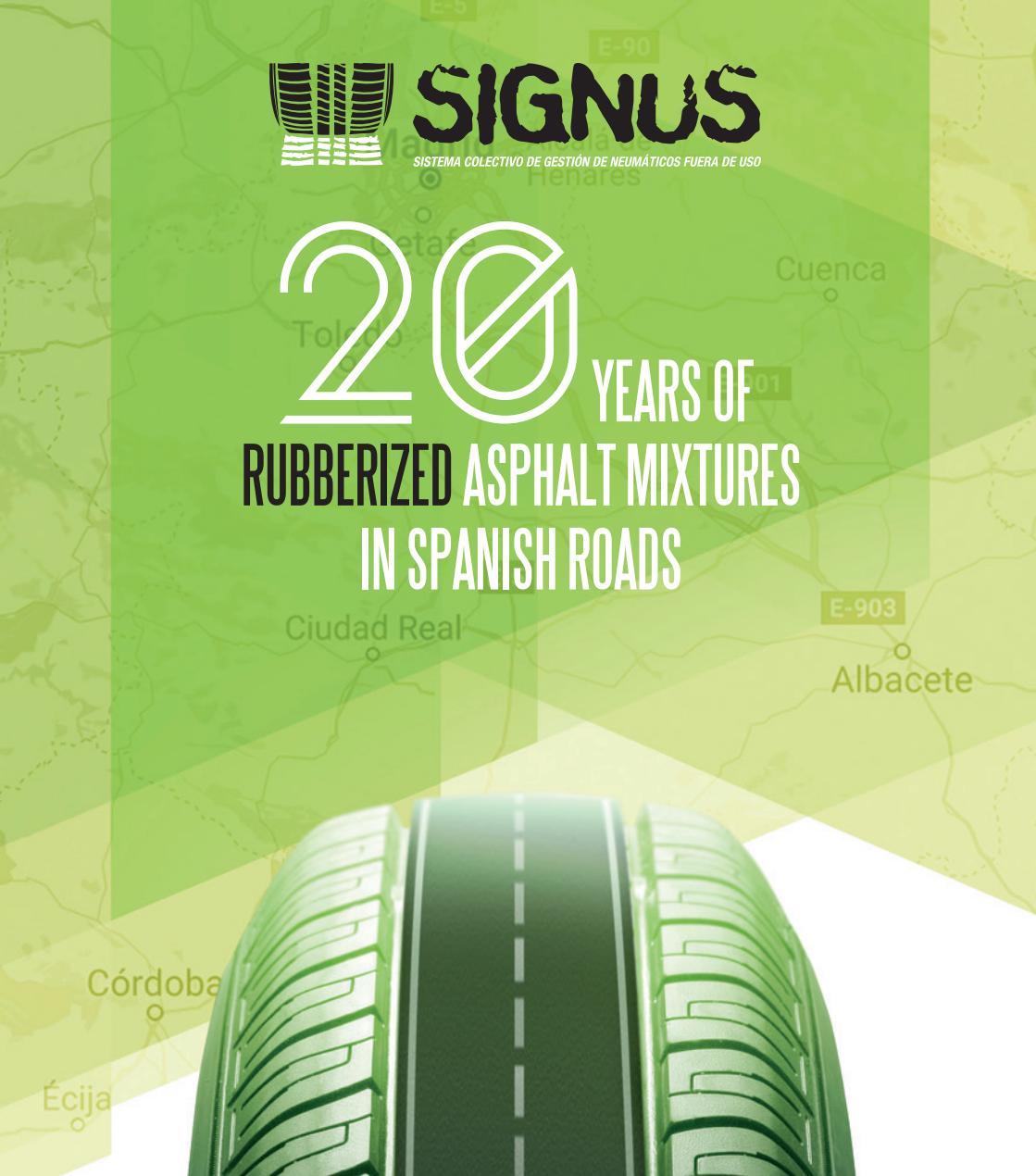


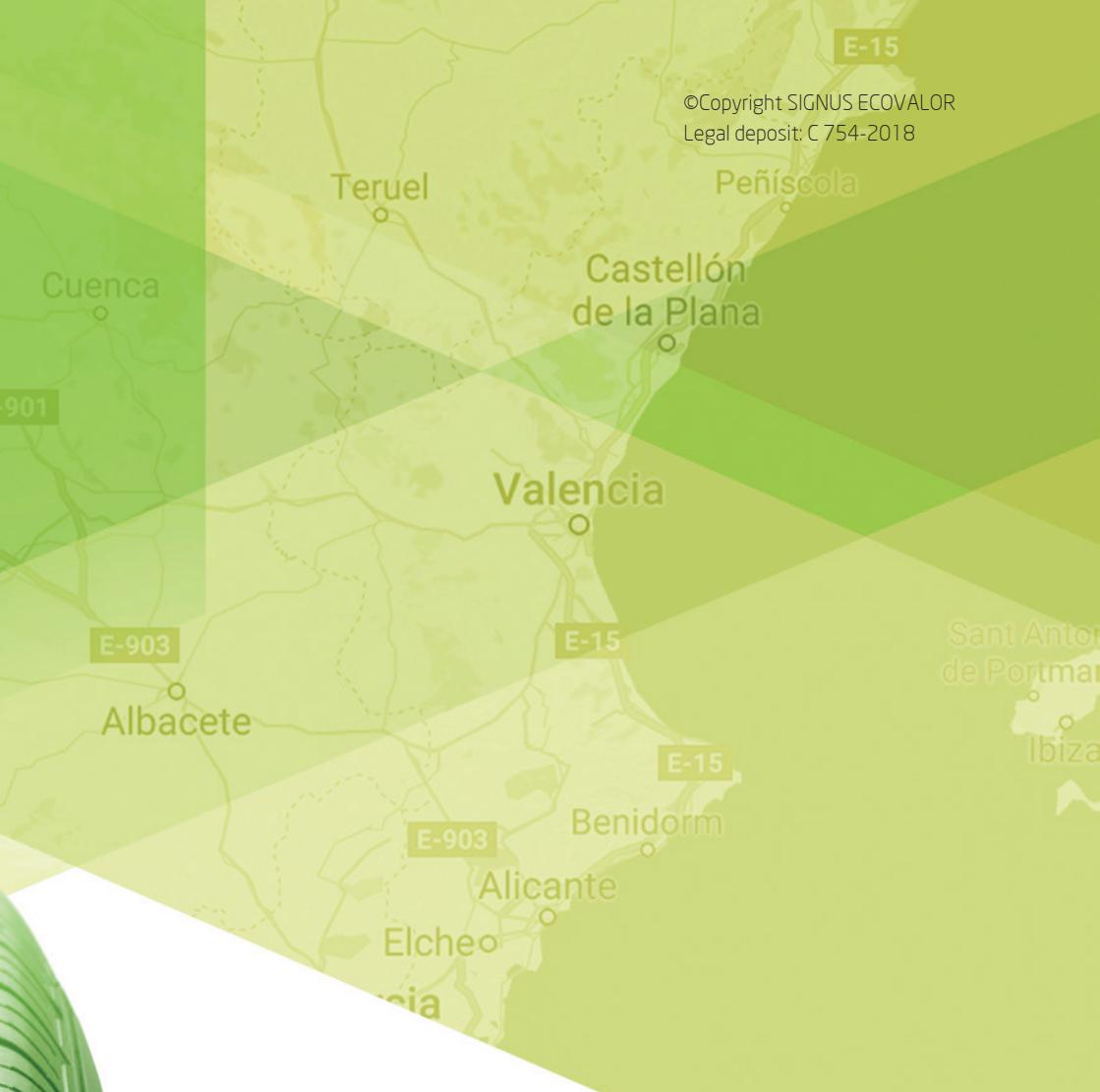


SIGNUS

SISTEMA COLECTIVO DE GESTIÓN DE NEUMÁTICOS FUERA DE USO

20 YEARS OF RUBBERIZED ASPHALT MIXTURES IN SPANISH ROADS





AUTHORS

Luis Alfonso de León Alonso

MEng Civil Engineer

Leticia Saiz Rodríguez

Recovery Markets Development and
New Applications Responsible in SIGNUS Ecovalor

Roberto Pérez Aparicio

Recovery Markets Development and
New Applications Technician in SIGNUS Ecovalor



SIGNUS

SISTEMA COLECTIVO DE GESTIÓN DE NEUMÁTICOS FUERA DE USO



OVERVIEW

SIGNUS Ecovalor is a non-profit organization created as a collective system of extended producer responsibility, available to all those producers and importers that must comply with the legal obligations regarding used tyres.

The aim of SIGNUS is to satisfy the social demand to live in a sustainable environment, guaranteeing the appropriate treatment of used tyres right from generation to the transformation into valuable raw materials.

One of the most important applications in order to maximize this value is the use of crumb rubber from end-of-life tyres in the production of bituminous mixtures, conferring certain specific properties and thus closing the cycle of the Circular Economy Concept.



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For the preparation of this document SIGNUS has required the collaboration of Mr. Luis Alfonso de León, who has been in charge of gathering all the information contained herein, contacting over 40 professionals from a variety of different organisms and companies.

From the beginning, SIGNUS had no doubt that Mr. Luis Alfonso de León would be the ideal person to carry out this task, not only due to almost 20 years of professional experience as a Civil Engineer, but also thanks to his experience and involvement in the field of binders and bituminous mixtures made with crumb rubber. From here, SIGNUS would like to thank him for his commitment, his labour in believing, promoting and supporting the use of crumb rubber from end-of-life tyres (ELT) in asphalt mixtures.

Similarly, SIGNUS would like to thank the Spanish Federation of Recovery and Recycling (FER) and all those who took part in the writing of the document entitled "*Experiencia española del caucho NFU en mezclas asfálticas*" (Spanish experience of ELT crumb rubber in bituminous mixtures, 2011). Their excellent work has been useful as a starting point regarding the gathering of information concerning the executed road sections with crumb rubber ELT mentioned in this document.

Finally, SIGNUS would like to thank the following institutions, organisms and companies for their valuable collaboration:

Public Administrations: AENA, City Council of Fuenlabrada, City Council of León, City Council of Madrid, Community of Madrid, Provincial Council of Ciudad Real, Provincial Council of Valencia, Governing Body of Andalucía, Governing Body of Castilla y León, Governing Body of Galicia, and Spanish Ministry of Public Works and Transport.

Motorway operating companies: AUCALSA and ABERTIS.

Construction companies and asphalt mixture manufacturers: ASFALTOS Y PAVIMENTOS (ASFALPASA), COLLOSA, PAMASA, and PAVASAL.

Manufacturers and suppliers of crumb rubber modified bitumen: ASFALTÓMEROS, COLLOSA, DITECPESA, CEPSA, and REPSOL.



PRES

ENTATION



“There are over 1,600 kilometres of road works with crumb rubber from ELT in Spain”

There are over 1,600 kilometres of road works with crumb rubber from end-of-life tyres (ELT)¹. Companies specialized in this field have made possible the implementation of this advantageous technology that has become a reality in our roads. Road surfaces that despite the passing of years and the adverse conditions still look and operate as they did when first laid down.

All these kilometres of road surfaces are part of a new generation of bituminous mixtures that have been modified with a rubber-based product that was once waste; end-of-life tyres (ELT). However, this material has been transformed into a resource that confers the road pavement improved properties and allows for further resistance and therefore a longer service life.

(1) Throughout this guide the designation crumb rubber or ELT crumb rubber is used to when referencing the small fraction of rubber obtained from reducing and transforming end-of-life tyres.



At the request of the Directorate of Roads of the Ministry of Public Works and Transport, this document tries to gather the information regarding the Spanish experience using crumb rubber in road surfaces over the last two decades, working with a sustainable and green technology that contributes to a Circular Economic model we are committed with. The main target is to make available and disclose for all people involved in road projects the maximum information, to take fears out and minimize situations where tradition resists innovation even when the advantages are justified and supported by numerous scientific studies. In this case, the objective was not to carry out studies in the laboratory but to go out and visit our roads and identify those produced using crumb rubber in order to check their current condition after years have passed.

On the other hand, an economic study has been carried out to compare conventional bituminous mixtures with rubberized asphalt mixtures with the aim of clarifying doubts regarding this field of study.



The present document, as well as the *"Guideline for the Production of Rubber Modified Binder"*, published in 2014 and the *"Guideline for the Production and Placement of Rubberized Asphalt Mixtures"*, published in 2017, take part of an action plan designed by SIGNUS Ecovalor to promote the use of crumb rubber in road pavements and in this way comply with the additional requirements established in the Waste Framework Strategic Plan 2016-2022 from the Ministry of Agriculture and Fishing, Food and Environment, as well as complying with the development policies of economic sustainability launched by the Circular Economy Package of the European Commission.



INTRODUCTION

2

For over twenty years, there has been continuous research in Spain regarding the development and implementation of bituminous mixtures modified with crumb rubber from shredding and grinding of ELT.

Trial and test works have been performed using different technologies for adding crumb rubber into asphalt mixtures gaining knowledge and improving techniques and processes. For over two decades, a great number of reinforcement actions, rehabilitation projects and new road works have been carried out by public administrations, concessionaire companies, constructors, manufacturers of asphalt mixtures, bitumen suppliers, etc.

At the same time, during this period specific regulations have been developed to control the features and specifications that must be complied by rubberized binders and asphalt mixtures produced with those rubber modified binders. This has enabled the standardization of these products and has boosted, in theory, the use of this material due to the benefits it brings to the asphalt mixtures.

This document includes almost all the projects carried out in Spain with rubberized asphalt mixtures since 1996 up to the first quarterly period of 2017. The aim is to provide information and experience concerning real works and the efficiency and improvements of certain features that crumb rubber lends to bituminous mixtures.



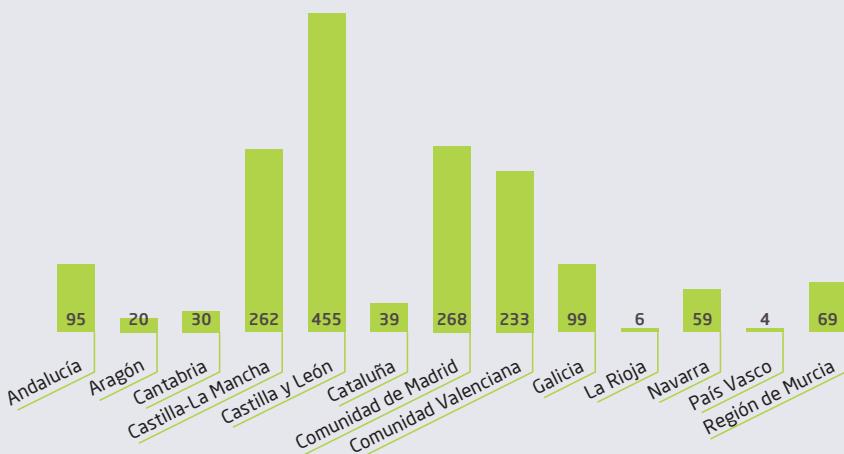
ANALYSIS OF ROAD WORKS INCLUDING ELT CRUMB RUBBER



Since 1996, almost 300 road works using ELT crumb rubber have been identified all over Spain, which means 1,600 kilometres where 17,000 tonnes of crumb rubber have been used. In Annex 1, those road works up to the first quarterly period of 2017 are presented.

The Autonomous Community with more experience is Castilla y León, followed by the Community of Madrid, Castilla-La Mancha and Valencian Community. Figure 1 shows the length of the works with crumb rubber in each Autonomous Community.

**Figure 1. Kilometres of road works with ELT crumb rubber in Spain
by Autonomous Community**



The following figure (Figure 2) shows the estimated data of crumb rubber consumption in each Autonomous Community. As shown, Castilla y León has the highest consumption followed by the Valencian Community, despite Castilla-La Mancha and the Community of Madrid have more kilometres than the Valencian Community. This fact is due to the technologies used in the Valencian Community which include more quantity of crumb rubber per kilometre (dry process and high viscosity rubber modified binders).

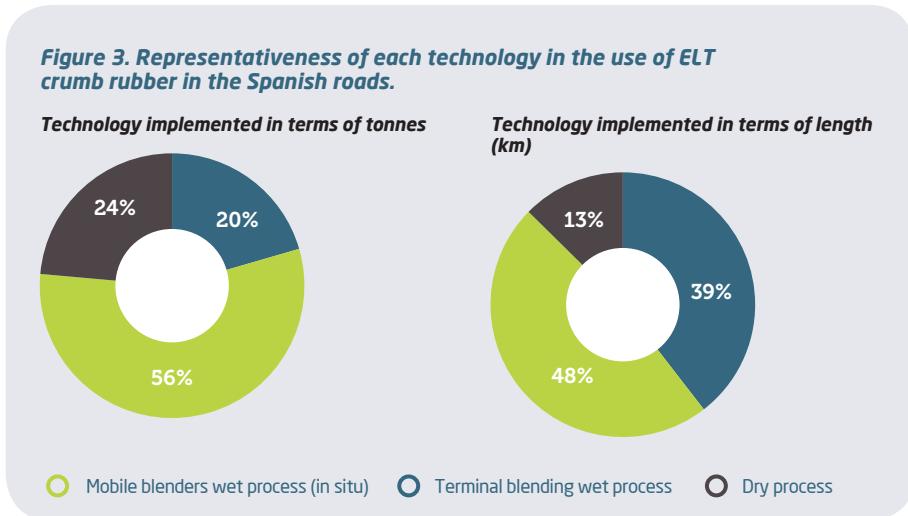
Figure 2. ELT crumb rubber in the Spanish roads by Autonomous Communities (tonnes)



Then, a more detailed analysis is offered of the road works carried out depending on the technology employed, but before that a brief description of these techniques is offered. According to this, crumb rubber used in the works included in this document was added to the bituminous mixtures in one of the two following ways:

- **Wet process:** production of rubberized binders and subsequent manufacture of the asphalt mixture. There are two different options:
 - Terminal blending: binders modified with crumb rubber in a terminal facility of modified bitumen and then delivered, stored and used in an asphalt mixture plant.
 - Mobile blenders (*in situ*): binders modified with crumb rubber produced in a mobile blender equipment located at the asphalt mixture plant.
- **Dry process:** manufacture of bituminous mixtures by adding crumb rubber directly into the mixer of the asphalt plant as another aggregate fraction. However, there is a partial interaction between crumb rubber particles and bitumen, which causes a modification of the final asphalt mixture.

Figure 3 shows the representativeness of each technology depending on length of road works and tonnes of ELT crumb rubber used:



“ Castilla y León is the Autonomous Community with more experience in Rubberized Asphalt Mixtures”

Figure 4 shows the works length for each Autonomous Community and for each technology. On the other hand, Figure 5 shows length of works with rubberized asphalt mixture per year.

Figure 4. Kilometres of road works with ELT crumb rubber by technology and Autonomous Community

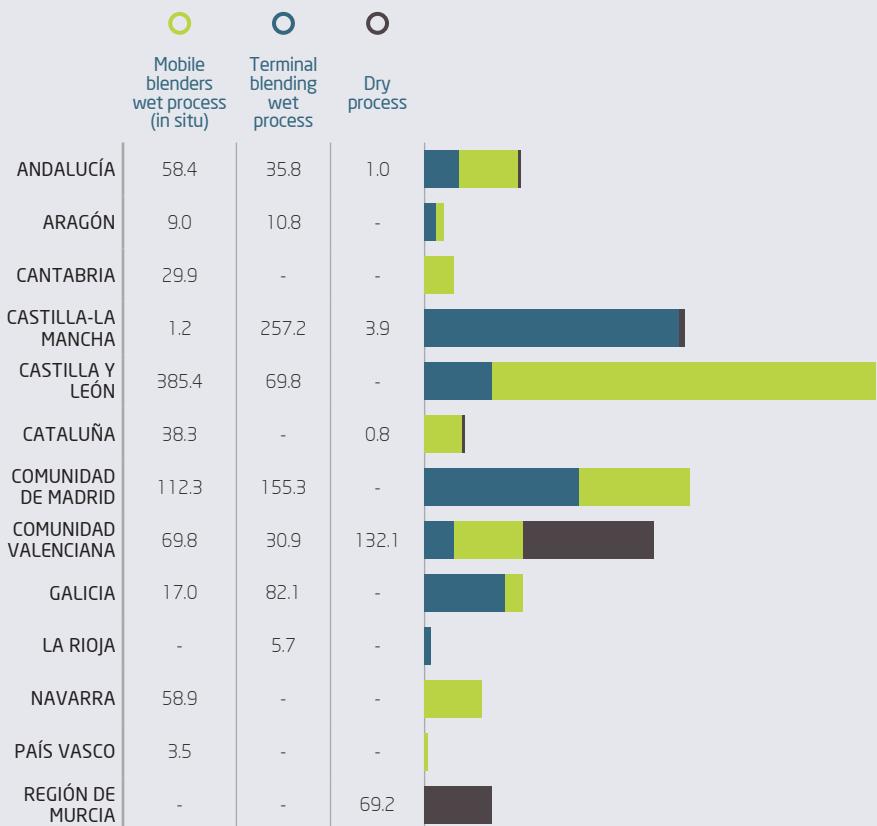
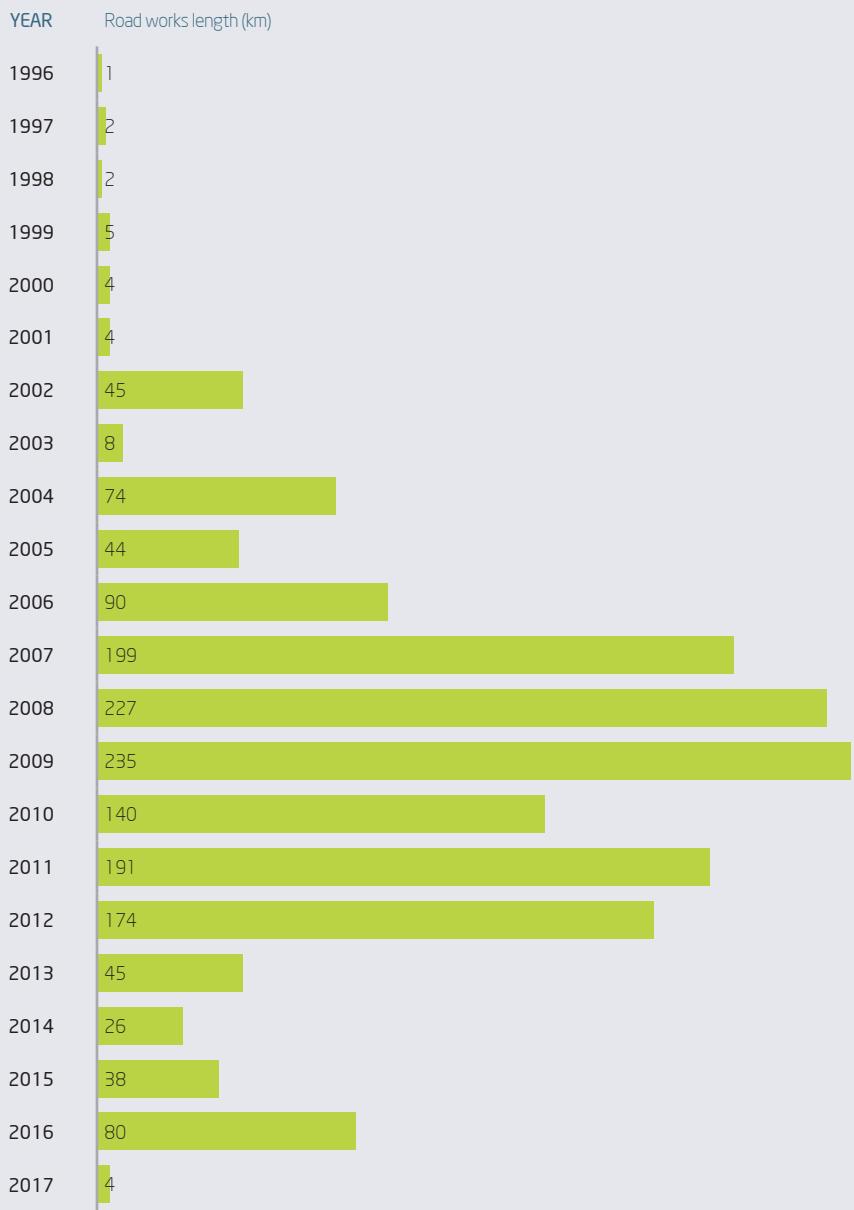


Figure 5. Kilometres of road works with ELT crumb rubber per year until the first quarter period of 2017





COMPARATIVE ECONOMIC STUDY



“In the light of experience over the last few years, the use of crumb rubber contributes to numerous technical, economic and environmental advantages”

Hereunder, a brief comparative economic analysis is offered of the different types of bituminous mixtures that are most frequently used in Spain. The analysis takes into consideration those mixtures manufactured with conventional bitumens and modified with polymers or other kind of additives, in comparison with the same asphalt mixtures produced with rubberized binders.

4.1. DESIGNATION OF BITUMINOUS MIXTURES

Table 1 summarizes the current designation of hot mix asphalt (HMA) types used in the different road works with rubberized binders.

Table 1. Hot mix asphalt with rubberized binders used in Spain⁽¹⁾.

TYPE	CLASS			
	LAYER	TYPE OF MIXTURE	CURRENT DESIGNATION	
ASPHALT CONCRETE	Wearing course (surf)	Dense (D)	AC16 surf B D AC22 surf B D	
		Semi-dense (S)	AC16 surf B S AC22 surf B S	
	Binder course (bin)	Dense (D)	AC22 bin B D	
		Semi-dense (S)	AC22 bin B S AC32 bin B S AC22 bin B S MAM	
	Base (base)	Semi-dense (S)	AC32 base B S	
		Coarse (G)	AC22 base B G AC32 base B G AC22 base B S MAM	
WEARING COURSES	GAP-GRADED	Wearing course (surf)	A	BBTM 8A BBTM 11A
			B	BBTM 8B BBTM 11B
				SMA 8 SMA 11 SMA 16
	OPEN GRADED	Wearing course (surf)		PA 11 PA 16

4.2. FACTORS CONSIDERED IN THE ECONOMIC STUDY

There are many factors when assessing a reliable order of magnitude of the unit cost of each component required for production and placement of a HMA: nature of aggregates, type of bitumen, filler characteristics, tonnes of HMA (size of the work), distances from the asphalt plant to the work site, etc.

(1) In the designation for the bituminous mixtures of type AC, "B" refers to the maximum aggregate size.

Due to the large number of factors it is almost impossible to "tabulate" the different unit costs since as occurs in other economic sectors, one product may have different unit costs depending on the area where the product is sold and distributed, apart from other factors.

The purpose of this economic study is to give certain order of magnitude for unit costs of the different items which take part of a HMA tonne. Conventional bitumen price is the key to fix the final price of the HMA, therefore it is considered as the reference value in this study.

The unit cost of bitumen, being a derivative of oil, is linked to the crude oil price trends. Over the last few years, this one has experienced substantial fluctuations both positive and negative depending on the economic conditions and other socio-political factors that have had a decisive influence on the cost evolution of this raw material.

In 2012, the unit cost of bitumen reached values up to 500 €/t and decreased progressively to around 200 €/t at the beginning of 2016. The reference unit cost of bitumen considered for the current study is 350 €/t (corresponding to the first quarterly period of 2017).

Thus, this unit price is considered a reference value in order to estimate the unit costs of other binders. In this way, price differentials have been used in order to reflect the increase or decrease of the other binder prices compared to the reference one.

Regarding the asphalt mixtures considered in this document, there are several factors involved in the determination of the final cost, but only two are considered to be the most influential when establishing the unit cost per tonne: the type of aggregate and the content of bitumen in the asphalt mixture.

The type and quality of the aggregate directly affect the price of the bituminous mixture since the higher the quality is, the better its properties and, therefore, the better the technical performances of the bituminous mixture will be compared to other aggregates. Although this implies an increase in the initial unit cost, it will probably be offset by the maintenance savings assessed in the life cycle analysis (LCA) due to the higher quality of the aggregate.

On the other hand, the bitumen content is also an important factor in the cost analysis, the higher the content, the higher the initial cost. In the same way as the aggregates, the increase of the initial cost will be compensated by a decrease in maintenance costs during the working life of the mixture due to the durability compared with a bituminous mixture with less bitumen content.

All these observations allow us to estimate the following unit costs table for the different types of conventional bitumen, rubberized binders, and polymer modified binders, taking into account the conventional bitumen price as reference.

Table 2. Unit costs of conventional bitumen and modified binders.

CLASS			
Type of Bitumen/Binder	Manufacturing and supplying	Unit cost (€/t)	Price differential (reference price B 35/50 and B 50/70) (€/t)
B 35/50 ⁽¹⁾ B 50/70 ⁽¹⁾	Terminal	350	0
BC 35/50 ⁽²⁾ BC 50/70 ⁽²⁾	Terminal	375	25
	In situ	375	25
PMB 45/80-60 ⁽³⁾ PMB 45/80-65 ⁽³⁾	Terminal	460	110
PMB 45/80-60 C ⁽⁴⁾ PMB 45/80-65 C ⁽⁴⁾	Terminal	505	155
	In situ	460	110
BMAVC-1 ⁽⁵⁾ BMAVC-2 ⁽⁵⁾ BMAVC-3 ⁽⁵⁾	Terminal	550	200
	In situ	460	110

All binders shown in the previous table are regulated by the current Spanish legislation regarding the technical specifications they must meet: technical regulations OC 21/2007 and OC 21bis/2009 for rubber improved binders (BC) as well as for high viscosity rubber modified binders (BMAVC); the article 212 in the Spanish General Technical Road Specifications (PG-3) for the rubber/polymer modified binders (PMB-C).

Apart from the unit costs of bitumen or modified binders detailed above, it is necessary to add the unit cost of all other elements involved in the manufacturing of the bituminous mixture:

- Aggregates
- Filler
- Manufacture of the mixture at the asphalt plant
- Transport and placement
- Spreading and compacting of the hot mix asphalt

The cost of these items will depend, at least for some of them, on the quality of the materials used (aggregate typology and filler), and in other cases depending on the specific work conditions (distance between asphalt plant and work site, ambient temperature, etc.)

(1) Conventional bitumen; (2) Rubber improved binder (8-12% crumb rubber); (3) Polymer modified binder; (4) Rubber-polymer modified binder; (5) High viscosity rubber modified binder (15-22% crumb rubber)

According to the later, unit costs (approximate) for different HMA are detailed in Table 3, taking into account the use of an aggregate with superior features than the average (porphyry) for wearing courses, and the use of lower performance aggregates (silica, limestone) for the binder and base courses.

A limestone filler has been considered for the production of these mixtures; in case of using cement as filler, the unit cost of the HMA increases by 1-1.5 €/t.

Table 3. Unit prices of hot mix asphalt (HMA).

Hot Mix Asphalt (without including bitumen, Ex Works at the asphalt plant)	
TYPE	Unit cost (€/t)
BBTM 8A	36
BBTM 11A	35
BBTM 8B	36
BBTM 11B	35
SMA 8	38
SMA 11	36
SMA 16	34
AC 16 D	32
AC 22 D	30
AC 16 S	32
AC 22 S	30
AC 32 S	28
AC 22 S MAM	30

In this sense, the combination of the elements included in Table 2 (unit costs of binders) and in Table 3 (production unit costs of different asphalt mixtures), together with the binder content in the final HMA, give rise to a large list of final unit costs of each HMA.

The following table shows some examples of the most common HMA used in Spain.

Table 4. Unit cost of most common HMA used in Spain.

TYPE OF HMA	BITUMEN / BINDER			
	TYPE	% BITUMEN	UNIT COST (€/t)	BITUMEN COST/ TONNE OF MIXTURE (€/mixture t)
BBTM 11 B	PMB 45/80-65	5.00	460	23.00
BBTM 11 B	PMB 45/80-65 C (central)	5.00	505	25.25
BBTM 11 B	PMB 45/80-65 C (in situ)	5.00	460	23.00
SMA 11 + 0.4% fibres	PMB 45/80-65	7.10	460	32.66
SMA 11 with BMAVC-1	BMAVC-1	7.50	460	34.50
SMA 16 + 0.3% fibres	PMB 45/80-65 C	6.20	460	28.52
SMA 16 with BMAVC-1	BMAVC-1	6.50	460	29.90
AC 22 base S MAM	B 15/25	4.75	370	17.58
AC 16 bin S	B 35/50	4.50	350	15.75
AC 16 bin S	BC 35/50	4.50	375	16.88

In view of the reported data in Table 4, the following conclusions may be drawn:

- The economic impact of rubberized binder with ELT crumb rubber is relatively low compared to its counterpart without crumb rubber in the case of rubber improved binder (approximately 1 €/t HMA); negligible (or even lower) for polymer modified binder; and variable in the case of high viscosity rubber modified binders depending on the layer thickness.
- Rubberized binders allow the manufacture of any typology of standardized HMA in Spain, as well as the new types (e.g. Stone Matrix Asphalt, SMA) whose use is becoming more and more frequent due to their outstanding performance.
- There are other additives (polymers) that modify the properties of a conventional bitumen in order to improve the performance of the bituminous mixture. In the light of experience over the last few years, the use of crumb rubber as the only or main modifier contributes to numerous technical, economic and environmental advantages making it highly competitive.

AGGREGATES + (MANUFACTURING + TRANSPORT + SPREADING) HMA			TOTAL HMA
% AGGREGATES	UNIT COST (€/t)	AGGREGATES COST/ TONNE OF MIXTURE (€/mixture t)	TOTAL UNIT COST (€/t)
95.00	35.00	33.25	56.25
95.00	35.00	33.25	58.50
95.00	35.00	33.25	56.25
92.90	42.00	39.02	71.68
92.50	36.00	33.30	67.80
93.80	38.00	35.64	64.16
93.50	34.00	31.79	61.69
95.25	30.00	28.58	46.15
95.50	32.00	30.56	46.31
95.50	32.00	30.56	47.44

- On the other hand, in certain cases additives are incorporated into the asphalt mixture (e.g. cellulose fibres) in order to increase the dosage and amount of binder without drainage or rutting problems. A suitable dosage of crumb rubber in the manufacturing of the corresponding rubber modified binder achieves equivalent or even superior performance, thus allowing a reduction of the final HMA cost, due to crumb rubber has a much lower unit cost compared to the other additives.
- In this sense, crumb rubber enables high contents of binder highly modified in HMA (above 8%) without technical drawbacks and with a very competitive price taking into account the benefits.
- It is important to point out that the unit prices shown in Table 4 are considered to be indicative as they may vary depending on different factors like geographic area of the road works, the type of aggregate available in that area, the volume of HMA needed, etc.



PHOTOGRAPHIC REPORT



Some fact sheets have been attached of the road works executed with rubberized binders and rubberized asphalt mixtures included in Annex 1 "Road works with ELT crumb rubber".

These sheets include information concerning the promoting body, work designation, location (road kilometre point or "KP"), type of rubberized binder, and year of execution. Below are the photos showing the road state before the action (in some cases) or just after the execution (in other cases). Furthermore, there are photos taken years after where it is possible to see the evolution of the mixture over the years regarding cracking, surface regularity, tonality, etc.

Fact sheet CV-608 Llutxent-Pinet



YEAR 2012 (before reinforcement)



YEAR 2014

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
PROVINCIAL COUNCIL OF VALENCIA	REINFORCEMENT CV-608	Llutxent - Pinet	BC	2013

Fact sheet AP-66 León-Campomanes



YEAR 2012
(before reinforcement)



YEAR 2014

YEAR 2016

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
AUCALSA	REINFORCEMENT AP-4	KP 122 to KP 113	BMAVC-1	2012

Fact sheet N-340 Travesía de Nerja



YEAR 2009
(before reinforcement)



YEAR 2012



YEAR 2016

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
MINISTRY OF PUBLIC WORKS AND TRANSPORT	REINFORCEMENT N-340	Travesía de Nerja	BC	2009

Fact sheet AP-4 Sevilla-Cádiz



YEAR 2009
(before reinforcement)



YEAR 2012



YEAR 2016

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
AUMAR (ABERTIS GROUP)	REINFORCEMENT AP-4	KP 72+640 to KP 69+934 decreasing direction	BMAVC-1	2009

Fact sheet M-119 Camarma



YEAR 2008



YEAR 2011



YEAR 2015

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
COMMUNITY OF MADRID	REINFORCEMENT M-119	Alcalá de Henares - Torrejón del Rey	BMAVC-I	2007

Fact sheet Paseo de Extremadura, Madrid



YEAR 2008
(before reinforcement)



YEAR 2011



YEAR 2016

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
CITY COUNCIL OF MADRID	Rehabilitation of the road pavement on the A-5. Paseo de Extremadura	Recta Batán - cuarteles	BMAVC-I	2008

Fact sheet CR-504 Puertollano



YEAR 2008
(before reinforcement)

YEAR 2012

YEAR 2014

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
PROVINCIAL COUNCIL OF CIUDAD REAL	REINFORCEMENT CR-504	KP 0+000 to KP 24+600	BC	2010

Fact sheet A-316 Úbeda (vía seca)



YEAR 2008
(before reinforcement)

YEAR 2010

YEAR 2012

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
PUBLIC WORKS AGENCY OF GOVERNING BODY OF ANDALUCIA	REINFORCEMENT A-316 SERVICE ROAD	KP 0+000 to KP 0+800	BC (wet process)	2009

Fact sheet M-423 Valdemoro



YEAR 2008

YEAR 2012

YEAR 2015

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
COMMUNITY OF MADRID	REINFORCEMENT ROAD M-423	Valdemoro West Variant	PMB 45/80-65 C	2008

“ Despite the passing of years and the adverse conditions, rubberized asphalt mixtures still look and operate as they did when first laid down”

Fact sheet AP-7 Oropesa



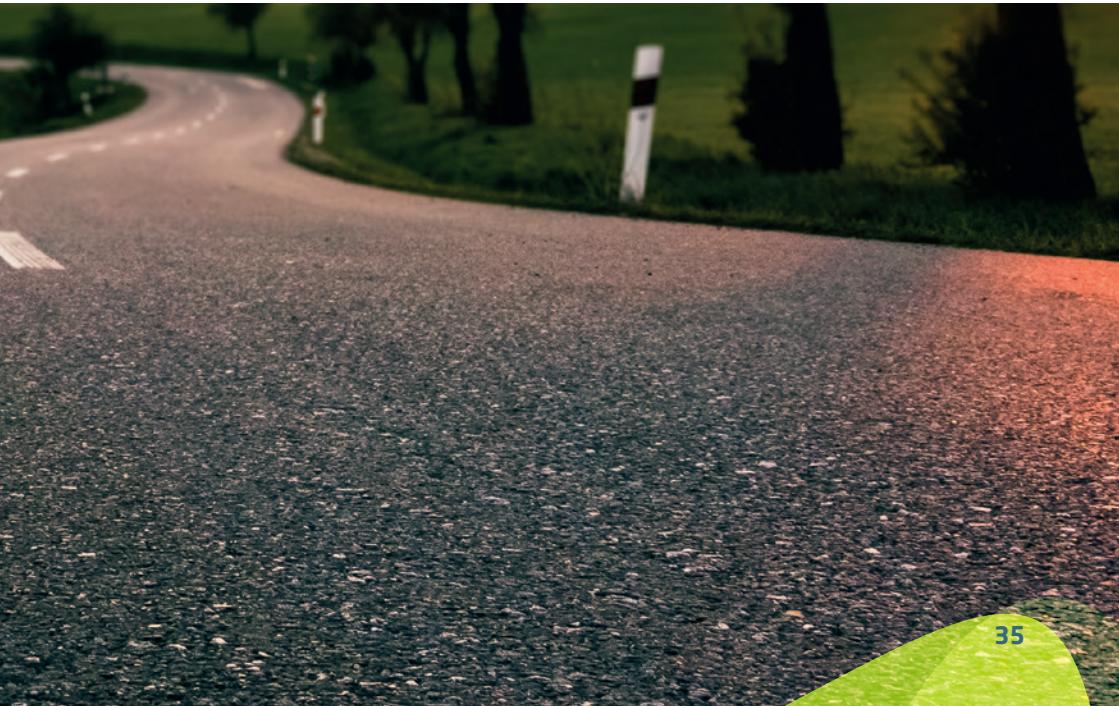
YEAR 2002

YEAR 2009

YEAR 2016

PROMOTING BODY	WORK DESIGNATION	LOCATION	RUBBERIZED BINDER	YEAR OF EXECUTION
AUMAR (ABERTIS GROUP)	REINFORCEMENT AP-7	KP 407 north direction	BMAVC-1	2002

Source: Photos from Google Maps





ANNEX 1. ROAD WORKS WITH ELT CRUMB RUBBER

“ This document tries to gather the information regarding the Spanish experience using crumb rubber in road surfaces over the last two decades”

NOTE: Some mass, length and surface data are estimated from the data supplied.

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2017	MINISTERIO DE FOMENTO	ZARAGOZA	Rehabilitación estructural del firme de la N-122. Tramo: Intersección N-232-Bulbuente	PAVASAL
2017	MINISTERIO DE FOMENTO	VALENCIA	Acceso Sur Puerto de Gandia	COPCISA
2016	AENA	VALLADOLID	Actuaciones en pavimentos. Base aérea abierta al tráfico civil de Villanubla	VÍAS Y CONSTRUCCIONES
2016	AYUNTAMIENTO DE FUENLABRADA	MADRID	Plan Asfalto Fuenlabrada 2.016. Zona industrial	ASFALTOS Y PAVIMENTOS S.A. (ASFALPASA)
2016	AYUNTAMIENTO DE FUENLABRADA	MADRID	Asfaltado de la Avenida de la Cantueña	ASFALTOS Y PAVIMENTOS S.A. (ASFALPASA)
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme localizado varias carreteras	EXPLORACIONES GALLEGAS S.L.
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme localizado varias carreteras	ARIAS INFRAESTRUCTURAS
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme localizado	LANCER PROYECTOS Y OBRAS
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme localizado	MOVIMIENTO DE ÁRIDOS Y CONSTRUCCIONES DE AROSA
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme localizado varias carreteras	CRC OBRAS Y SERVICIOS S.L.
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme en travesías	CONSTRUCCIONES LÓPEZ CAO
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme en travesías	CONSTRUCCIONES PONCIANO NIETO S.L.
2016	XUNTA DE GALICIA	A CORUÑA	Refuerzo de firme en travesías	NEMESIO ORDÓÑEZ S.A.
2016	XUNTA DE GALICIA	LUGO	Refuerzo de firme localizado varias carreteras	ARIAS INFRAESTRUCTURAS
2016	XUNTA DE GALICIA	LUGO	Refuerzo de firme localizado varias carreteras	OVIDA PAVIMENTOS Y OBRAS
2016	XUNTA DE GALICIA	LUGO	Refuerzo de firme localizado varias carreteras	ARIAS INFRAESTRUCTURAS
2016	XUNTA DE GALICIA	LUGO	Refuerzo de firme localizado varias carreteras	GRUPO BASCUAS 2008 S.L.
2016	XUNTA DE GALICIA	LUGO	Refuerzo de firme en travesías	CONSTRUCCIONES TABOADA Y RAMOS
2016	XUNTA DE GALICIA	OURENSE	Refuerzo de firme localizado varias carreteras	OBRAS, PAVIMENTOS E INSTALACIONES INDUSTRIALES S.L.
2016	XUNTA DE GALICIA	OURENSE	Refuerzo de firme localizado varias carreteras	CONSTRUCCIONES RAFER S.L.
2016	XUNTA DE GALICIA	OURENSE	Refuerzo de firme localizado	EXTRACO, CONSTRUCCIONS E PROXECTOS S.A.
2016	XUNTA DE GALICIA	OURENSE	Refuerzo de firme localizado varias carreteras	MISTURAS OBRAS E PROXECTOS
2016	XUNTA DE GALICIA	OURENSE	Refuerzo de firme en travesías	----
2016	XUNTA DE GALICIA	OURENSE	Refuerzo de firme en travesías	AGLOMERADOS Y CONSTRUCCIONES VALDEORRAS
2016	XUNTA DE GALICIA	PONTEVEDRA	Refuerzo de firme localizado varias carreteras	CONSTRUCCIONES, OBRAS Y VIALES S.A.
2016	XUNTA DE GALICIA	PONTEVEDRA	Refuerzo de firme localizado varias carreteras	CONSTRUCCIONES, OBRAS Y VIALES S.A.
2016	XUNTA DE GALICIA	PONTEVEDRA	Refuerzo de firme localizado varias carreteras	CONSTRUCCIONES TABOADA Y RAMOS
2016	XUNTA DE GALICIA	PONTEVEDRA	Refuerzo de firme localizado varias carreteras	CONSTRUCCIONES, OBRAS Y VIALES S.A.
2016	XUNTA DE GALICIA	PONTEVEDRA	Refuerzo de firme localizado varias carreteras	CONSTRUCCIONES, OBRAS Y VIALES S.A.

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	PK 49+485 al PK 70+000	Terminal blending wet process	AC 22 base AC 22 bin	3,000	BC 50/70	141	15	1.92	20,000
	----	Terminal blending wet process	AC 22 base AC 22 bin	3,000	BC	141	15	1.92	20,000
	Calle de rodaje	Mobile blenders wet process (in situ)	T-40	1,440	BMAVC-1	104	20	0.45	10,683
	Varias calles polígono industrial	Mobile blenders wet process (in situ)	AC 16 surf D	3,263	BC 35/50	147	13	2.73	28,400
	Avda. de La Cantueña	Mobile blenders wet process (in situ)	SMA 11 surf	490	PMB 45/80-65 C BMAVC-1	39	6	0.60	7,000
	Carreteras AC-523, AC-400 y AC-413	Terminal blending wet process	AC 16 surf S	3,762	BC 50/70	188	20	2.41	25,080
Carreteras AC-542, AC-161, AC-163, AC-211, AC-173, AC-174, AC-183 y AC-190	Terminal blending wet process	AC 22 surf S	3,062	BC 50/70	153	16	1.96	20,413	
Carretera AG-64	Terminal blending wet process	AC 22 surf S	2,265	BC 50/70	102	11	1.45	15,100	
Carretera AC-305	Terminal blending wet process	AC 22 surf S	2,726	BC 50/70	123	13	1.75	18,173	
Carreteras AC-960 y AC-250	Terminal blending wet process	AC 22 surf S	541	BC 50/70	27	3	0.35	3,607	
Travesías AC-133 y AC-131 (Mugardos) y AC-934 (Sobrados dos Monxes)	Terminal blending wet process	AC 22 surf S	962	BC 50/70	43	4	0.62	6,413	
Travesías AC-175 y AC-180 (Oleiros) y AC-552 (Arteixo, Vimianzo Coris-tanco y Zas)	Terminal blending wet process	AC 16 surf S	3,431	BC 50/70	170	18	2.20	22,873	
Travesías AC-544 Bertamiráns, AC-445 Fisterra y A Anchoa, AC-455 Portomouro, AC-196 en Ponte Nafonso	Terminal blending wet process	AC 16 surf S	1,689	BC 50/70	151	16	1.08	11,260	
Carreteras LU-540, LU-160 y LU-161	Terminal blending wet process	AC 16 surf S	165	BC 50/70	13	1	0.11	1,100	
Carreteras LU-652, LU-546 y LU-641	Terminal blending wet process	AC 22 surf S	5,118	BC 50/70	237	25	3.28	34,120	
Carreteras LU-530, LU-111 y LU-113	Terminal blending wet process	AC 22 surf S	4,838	BC 50/70	218	23	3.10	32,253	
Carreteras LU-611 y LU-621	Terminal blending wet process	AC 22 surf S	8,443	BC 50/70	376	39	5.41	56,287	
Carreteras LU-533 en Chantada, LU-661 y LU-617 en Monforte	Terminal blending wet process	AC 16 surf S	2,515	BC 50/70	126	13	1.61	16,767	
Carreteras OU-304, OU-301, OU-540 y OU-531	Terminal blending wet process	AC 16 surf S	5,902	BC 50/70	328	34	3.78	39,344	
Carreteras OU-504, OU-536 y OU-901	Terminal blending wet process	AC 16 surf S	6,911	BC 50/70	332	35	4.43	46,071	
Carretera OU-533	Terminal blending wet process	AC 16 surf S	4,492	BC 50/70	216	22	2.88	29,950	
Carreteras OU-402, OU-212 y OU-404	Terminal blending wet process	AC 16 surf S	4,498	BC 50/70	216	22	2.88	29,985	
Travesías OU-209 y OU-188 en Leiro, OU-187 en Cea, OU-172 en Carbaliño, travesía de Valdepereira en Ribadavia	Terminal blending wet process	AC 16 surf S	1,679	BC 50/70	76	8	1.08	11,194	
Travesías OU-113 y OU-115 en Verín, OU-143 en Monterrei y OU-101 en Maceda	Terminal blending wet process	AC 16 surf S	775	BC 50/70	35	4	0.50	5,167	
Carreteras PO-511, PO-331, PO-329 y PO-340	Terminal blending wet process	AC 22 surf S	2,560	BC 50/70	120	12	1.64	17,067	
Carreteras PO-531, PO-302, PO-306, PO-530 y VG-4.3	Terminal blending wet process	AC 22 surf S	3,026	BC 50/70	142	15	1.94	20,171	
Carreteras PO-552, PO-553 y PO-352	Terminal blending wet process	AC 22 surf S	3,992	BC 50/70	180	19	2.56	26,612	
Carreteras PO-250, PO-323 y PO-330	Terminal blending wet process	AC 22 surf S	4,544	BC 50/70	200	21	2.91	30,292	
Carreteras PO-550, PO-224, y PO-504	Terminal blending wet process	AC 22 surf S	3,167	BC 50/70	158	16	2.03	21,116	

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2016	XUNTA DE GALICIA	PONTEVEDRA	Refuerzo de firme en travesías	NAROM S.L.
2016	MINISTERIO DE FOMENTO	ZARAGOZA	Rehabilitación estructural de firme. Carretera A-68. Tramo: Variante de Casetas	TRAUXIA / ECOASFALT
2016	AUDASA (AUTOPISTAS DEL ATLÁNTICO)	A CORUÑA	Tramo prueba campaña refuerzo AP-9	UTE VALORIZA - ARIAS
2016	DIPUTACIÓN DE ZAMORA	ZAMORA	Rehabilitación del firme	COLLOSA
2016	JUNTA DE CASTILLA Y LEÓN	ZAMORA	Renovación superficial del firme de la carretera ZA-711 entre las carreteras N-122 y CL-612	COLLOSA
2016	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Refuerzo carretera CR-5136	CNES. ANTOLÍN GARCÍA LOZOYA
2015	PUERTO DE ALGECIRAS	CÁDIZ	Accesos al Puerto de Algeciras	TECOPSA
2015	AUMAR (GRUPO ABERTIS)	SEVILLA	AP-4. Autopista Sevilla-Cádiz	EIFFAGE INFRAESTRUCTURAS
2015	AYUNTAMIENTO DE LEÓN	LEÓN	Plan Asfalto 2.015	UTE HERGONSA-GEOXA
2015	AENA	VALLADOLID	Actuaciones en pavimentos. Base aérea abierta al tráfico civil de Villanubla	VÍAS Y CONSTRUCCIONES
2015	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Rehabilitación carretera CR-5136	UTE CALATRAVA (VÍAS Y CNES-ROUTES MA)
2015	AGENCIA DE OBRA PÚBLICA JUNTA DE ANDALUCÍA	JAÉN	Autovía del Olivar A-316	FERROVIAL AGROMÁN
2015	AGENCIA DE OBRA PÚBLICA JUNTA DE ANDALUCÍA	JAÉN	Autovía del Olivar A-316	SACYR
2015	AGENCIA DE OBRA PÚBLICA JUNTA DE ANDALUCÍA	JAÉN	Autovía del Olivar A-316	UTE OHL - VERA
2015	GOBIERNO DE ARAGÓN (DGA)	HUESCA	Refuerzo A-1605	VIDAL OBRAS Y SERVICIOS
2015	OHL	JAÉN	Tramo de prueba proyecto Pavisost	OHL
2014	PUERTO DE HUELVA	HUELVA	Mantenimiento de los viales de la autoridad portuaria de Huelva	TECOPSA
2014	CONSORCIO AIRBUS	MADRID	Base militar aeródromo Getafe. Adecuación calle rodaje taxiway Airbus	SACYR
2014	CONSORCIO AIRBUS	MADRID	Base militar aeródromo Getafe. Adecuación calle rodaje taxiway Airbus	SACYR
2014	JUNTA DE COMPENSACION DEL SECTOR I2 DEL P.G.O.U. DE SAN FDO. DE HENARES	MADRID	Urbanización del sector SUPI-2 San Fernando de Henares	SACYR
2014	AYUNTAMIENTO DE LEÓN	LEÓN	Plan Asfalto 2.014	UTE HERGONSA-GEOXA
2014	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Rehabilitación carretera CR-5031	CORSÁN-CORVIÁM
2014	COMUNIDAD DE MADRID	MADRID	Tercer carril en la carretera M-503	FERROVIAL AGROMÁN
2014	AYUNTAMIENTO DE MÁLAGA	MÁLAGA	Plan Asfalto 2.014	PAMASA
2013	DIPUTACIÓN DE VALENCIA	VALENCIA	Refuerzo CV-608	SACYR
2013	AENA	SEVILLA	ZV-8. Regeneración plataforma estacionamiento	FERROVIAL AGROMÁN
2013	AUMAR (GRUPO ABERTIS)	SEVILLA	AP-4. Autopista Sevilla-Cádiz	EIFFAGE INFRAESTRUCTURAS

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	Travesía PO-552 en Baiona	Terminal blending wet process	AC 22 surf S	644	BC 50/70	30	3	0.41	4,293
	PK 249+000 al PK 256+000	Terminal blending wet process	AC 16 bin S	13,800	BC 35/50	689	72	8.85	92,000
	PK 89+400 a PK 90+200 sentido creciente	Mobile blenders wet process (in situ)	BBTM 11 B	514	PMB 45/80-65 C	29	3	0.53	8,000
	Milla de Tera - Cruce con A-52	Terminal blending wet process	SMA 16 surf	800	BMAVC-1	44	9	0.22	4,211
	Coreses-Molacillos	Terminal blending wet process	AC 16 surf S	8,000	BC 35/50	400	42	9.90	102,960
	PK 7+050 al PK 11+769	Terminal blending wet process	AC 16 surf S	5,391	BC 35/50	228	24	4.72	42,480
	Vial acceso puerto	Mobile blenders wet process (in situ)	AC 16 surf S	400	BC	20	2	0.26	2,667
PK 96+000 al PK 103+000 sentido creciente PK 93+000 al PK 92+000 sentido decreciente	Mobile blenders wet process (in situ)	BBTM 11 B	4,929		BMAVC-1	414	77	5.50	106,700
	Varias calles	Mobile blenders wet process (in situ)	AC 16 surf D	6,317	BMAVC-1	518	99	4.04	78,352
	Calle de rodaje	Mobile blenders wet process (in situ)	T-40	2,108	BMAVC-1	165	33	0.76	18,200
	7+050-11+769	Terminal blending wet process	AC 16 surf S	4,281	PMB	210	17	4.95	34,650
	Puente del Obispo	Mobile blenders wet process (in situ)	BBTM 11 B	7,305	PMB 45/80-65 C	350	39	5.70	119,700
	Cuesta de Baeza	Terminal blending wet process	BBTM 11 B	7,395	PMB 45/80-65 C	335	27	4.70	98,700
	Variante de Baeza	Terminal blending wet process	BBTM 11 B	10,699	PMB 45/80-65 C	485	39	6.80	142,800
	Graus-Capella	Mobile blenders wet process (in situ)	AC 16 surf D	5,300	BMAVC-1	420	78	5.00	97,000
	Acceso planta Cnes. Maygar	Mobile blenders wet process (in situ)	----	218	PMB 45/80-65 C	12	2	0.10	1,516
	Viales de acceso a zona puerto	Mobile blenders wet process (in situ)	AC 16 surf S	472	PMB 45/80-65 C	26	3	0.26	4,000
	Calle de rodaje	Mobile blenders wet process (in situ)	AC 16 surf S	17,309	BC	952	97	3.00	31,200
	Calle de rodaje	Mobile blenders wet process (in situ)	BBTM 11 B	1,853	BMAVC-1	152	29	3.00	58,200
	Viales urbanización	Mobile blenders wet process (in situ)	AC 16 surf D	2,920	BC	146	15	1.87	19,467
	Varias calles	Mobile blenders wet process (in situ)	AC 16 surf D	5,512	BMAVC-1	452	86	5.50	65,385
	PK 3+390 AL PK 9+160	Terminal blending wet process	AC-16 surf	4,669	BC	219	23	5.77	47,026
	Enlace con M-40 a enlace con M-516	Mobile blenders wet process (in situ)	AC 22 bin S	14,695	BC 35/50	625	66	6.00	62,400
	Avenida de Europa, Leónco Talavera, Leopoldo Morante, Juan Sánchez	Mobile blenders wet process (in situ)	PA-11	523	BMAVC-1	34	7	0.80	15,520
	Llutxent-Pinet	Mobile blenders wet process (in situ)	AC 22 surf S	11,832	BC	562	62	7.00	72,800
	Zona estacionamiento aeronaves	Mobile blenders wet process (in situ)	T-30	9,203	BMAVC-1	681	109	2.50	48,435
	PK 69+000 al PK 72+600 sentido creciente	Mobile blenders wet process (in situ)	BBTM 11 B*	1,929	BMAVC-1	162	30	2.50	48,500

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2013	AUCALSA	LEÓN	Refuerzo de firme AP-66 León-Campomanes	PADECASA
2013	GOBIERNO DE ARAGÓN (DGA)	ZARAGOZA	Ctra. Intersección A-2 con Z-40	GRUPO MARIANO LÓPEZ NAVARRO
2013	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Rehabilitación carretera CR-5033	FERROVIAL
2013	DIPUTACIÓN DE VALENCIA	VALENCIA	Refuerzo en carretera CV-380	----
2013	DIPUTACIÓN DE VALENCIA	VALENCIA	Refuerzos en carreteras CV-424 y CV-416	ELSAN-TORRECÁMARA
2013	COMUNIDAD DE MADRID	MADRID	Travesía de Carabaña	----
2013	VARIOS	VALENCIA	Varias obras	PAVASAL
2012	AUTOVÍA DEL ARLANZÓN	BURGOS	Autovía A-1 Madrid-Burgos	SACYR
2012	AUMAR (GRUPO ABERTIS)	SEVILLA	AP-4. Autopista Sevilla-Cádiz	EIFFAGE INFRAESTRUCTURAS
2012	COMUNIDAD DE MADRID	MADRID	Carretera M-307	----
2012	COMUNIDAD DE MADRID	MADRID	Carretera M-300	----
2012	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Rehabilitación carretera CR-5033	CONSTRUCCIONES LEÓN TRIVIÑO
2012	GENERALITAT VALENCIANA	VALENCIA	Refuerzo de firme A-7	PAVASAL
2012	JUNTA DE CASTILLA Y LEÓN	PALENCIA	Refuerzo de firme Autovía A-231	SACYR
2012	JUNTA DE CASTILLA Y LEÓN	PALENCIA	Refuerzo de firme P-980	TECNOFIRMES
2012	JUNTA DE CASTILLA Y LEÓN	SORIA	Refuerzo de firme	PADECASA
2012	JUNTA DE CASTILLA Y LEÓN	SEGOVIA	Refuerzo de firme SG-343	PADECASA
2012	AUCALSA	LEÓN	Refuerzo de firme AP-66 León-Campomanes	PADECASA
2011	AUTOVÍA DEL ARLANZÓN	SEGOVIA-BURGOS	Autovía A-1 Madrid-Burgos	SACYR
2011	AUMAR (GRUPO ABERTIS)	SEVILLA	AP-4. Autopista Sevilla-Cádiz	EIFFAGE INFRAESTRUCTURAS
2011	XUNTA DE GALICIA	A CORUÑA	Carretera AC-522 en Vimianzo	PROBISA
2011	XUNTA DE GALICIA	A CORUÑA	Carretera AC-522 en Carballo	PROBISA
2011	COMUNIDAD DE MADRID	MADRID	Carretera M-209	----
2011	COMUNIDAD DE MADRID	MADRID	Duplicación M-206	ISOLUX-CORSÁN
2011	COMUNIDAD DE MADRID	MADRID	Supresión glorietas M-407	UTE SANDO - VELASCO
2011	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Carretera CR-504	PROBISA

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	PK 113+400 al PK 112+800 (hacia León) PK 112+800 al PK 117+000 (hacia Asturias) PK 118+500 al PK 125+000 (hacia León) PK 132+000 al PK 132+500 (hacia Asturias)	Mobile blenders wet process (in situ)	BBTM 11 B	11,037	BMAVC-1	905	168	11.70	122,850
	----	Mobile blenders wet process (in situ)	AC 16 surf BC 35/50 S	3,687	BC	184	19	4.00	41,600
	PK 3+390 AL PK 9+160	Terminal blending wet process	AC-16 surf BC	4,669	BC	219	23	5.77	47,026
	Variante norte de Pedralba	Mobile blenders wet process (in situ)	SMA 11 BMAVC-1	2,300	BMAVC-1	184	35	3.00	58,200
	CV-424 PK 10+500 al PK 11+445 CV 416: PK 4+400 al PK 8+000	Mobile blenders wet process (in situ)	BBTM 11 B	2,461	BMAVC-1	203	36	4.60	89,240
	----	Terminal blending wet process	SMA 8	350	PMB 45/80-65 C	19	2	0.42	6,367
	----	Mobile blenders wet process (in situ)	----	5,700	BC	285	28	3.65	38,000
	Sto. Tomé del Puerto - Burgos	Mobile blenders wet process (in situ)	AC 22 base 10 R	113,881	BC	4,783	499	71.00	738,400
	PK 101+00 al PK 95+000 sentido decreciente PK 45+490 al PK 45+000 sentido decreciente	Mobile blenders wet process (in situ)	BBTM 11 B	3,571	BMAVC-1	300	58	4.00	77,600
	PK 4+700 al PK 5+200	Terminal blending wet process	AC 16 surf S	700	BC	31	3	0.50	5,200
	Acceso a Alcalá de Henares	Terminal blending wet process	AC 22 surf S	620	BC	30	3	0.43	4,472
	PK 3+570 al PK 7+050	Terminal blending wet process	AC-16 surf BC AC 22 bin BC	8,000	BC	376	39	3.48	31,320
	PK 411+000 al PK 417+000	Terminal blending wet process	BBTM 11 B	9,600	PMB 45/80-60 C	470	38	8.00	160,000
	Provincia Palencia	Mobile blenders wet process (in situ)	AC 16 surf S	28,000	BC	1,176	137	45.00	468,000
	Frómista - Carrión de los Condes	Mobile blenders wet process (in situ)	AC 16 surf S	9,524	BC	400	43	6.00	62,400
	Almenar - Gomara	Terminal blending wet process	AC 16 surf S	6,190	BC	326	34	7.25	50,750
	Nava de la Asunción a N-601	Terminal blending wet process	AC 16 surf S	19,000	BC	950	99	19.60	156,800
	PK 122+000 al PK 113+400 (hacia León)	Mobile blenders wet process (in situ)	BBTM 11 B	7,857	BMAVC-1	660	128	8.60	90,300
	Sto. Tomé del Puerto - Burgos	Mobile blenders wet process (in situ)	AC 22 base 10 R	282,595	BC	11,869	1,202	146.00	1,518,400
	PK 92+000 al PK 94+000 sentido creciente PK 103+000 al PK 101+000 sentido decreciente PK 70+000 al PK 69+000 sentido decreciente PK 58+500 al PK 56+000 sentido decreciente	Mobile blenders wet process (in situ)	BBTM 11 B	4,262	BMAVC-1	358	70	4.80	93,120
	----	Terminal blending wet process	BBTM 11 A	7	BC	0.3	0.03	0.00	47
	----	Terminal blending wet process	BBTM 11 A	7	BC	0.3	0.03	0.00	47
	PK 12+000 al PK 12+600	Terminal blending wet process	AC 16 surf S	756	BC	35	4	0.60	6,240
	----	Terminal blending wet process	AC 22 surf S AC 32 bin G	26,200	PMB 45/80-65 C BC	1,160	58	9.00	136,440
	----	Terminal blending wet process	BBTM 11 B	9,120	PMB 45/80-65 C	630	63	2.80	42,448
	----	Terminal blending wet process	AC 16 surf S	10	PMB	0.5	0.04	0.01	143

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2011	MINISTERIO DE FOMENTO	ALICANTE	Puesta a cero de la A-31 en Alicante	PAVASAL
2011	MINISTERIO DE FOMENTO	ALICANTE	Puesta a cero de la A-31 en Alicante	----
2011	MINISTERIO DE FOMENTO	ALBACETE	Rehabilitación firmes y corrección de peraltes A-31	----
2011	AUCALSA	LEÓN	Refuerzo de firme AP-66 León-Campomanes	AGLOMERADOS LEÓN
2010	AUCALSA	LEÓN	Refuerzo de firme AP-66 León-Campomanes	AGLOMERADOS LEÓN
2010	XUNTA DE GALICIA	LUGO	Carretera Paradela - Alto do Hospital	PROBISA
2010	XUNTA DE GALICIA	LUGO	Carretera LU-633	PROBISA
2010	XUNTA DE GALICIA	LUGO	Carretera LU-122	PROBISA
2010	XUNTA DE GALICIA	PONTEVEDRA	Carretera PO-533	PROBISA
2010	XUNTA DE GALICIA	PONTEVEDRA	Carretera a Valga	PROBISA
2010	XUNTA DE GALICIA	PONTEVEDRA	Plataforma ADIF	PROBISA
2010	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Carretera CR-5136	PROBISA
2010	COMUNIDAD DE MADRID	MADRID	Carretera M-206	TRABIT
2010	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Carretera CR-5136	PROBISA
2010	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Refuerzo carretera CR-504	CONSTRUCCIONES LEÓN TRIVIÑO
2010	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Rehabilitación carretera CR-506	UTE CANTERAS DEL VÉRTICE - ARCIÓN
2010	MINISTERIO DE FOMENTO	ALICANTE	Autovía A-31	UTE BONETE ALICANTE
2010	MINISTERIO DE FOMENTO	VALLADOLID	Rehabilitación del firme autovía A-6: Arévalo - Medina del Campo	COLLOSA
2010	MINISTERIO DE FOMENTO	VALLADOLID	Rehabilitación del firme autovía A-6: Arévalo - Medina del Campo	COLLOSA
2010	MINISTERIO DE FOMENTO	ÁVILA	Rehabilitación del firme autovía A-6: Arévalo - Medina del Campo	COLLOSA
2010	AENA	VITORIA	Aeropuerto de Vitoria	VÍAS Y CONSTRUCCIONES
2010	AYUNTAMIENTO DE MADRID	MADRID	Plataforma para autobuses	ISOLUX-CORSÁN
2010	AUMAR (GRUPO ABERTIS)	SEVILLA	AP-4. Autopista Sevilla-Cádiz	EIFFAGE INFRAESTRUCTURAS
2010	JUNTA DE CASTILLA LA MANCHA	CIUDAD REAL	Carretera CM-3102	----
2010	COMUNIDAD DE MADRID	MADRID	Calles en Coslada	ELSAN
2010	AYUNTAMIENTO DE LEÓN	LEÓN	Plan Asfalto 2.009	AGLOMERADOS LEÓN
2009	AGENCIA DE OBRA PÚBLICA JUNTA DE ANDALUCÍA	JAÉN	Vía de servicio en A-316 Úbeda-Baeza	ALDESA CONSTRUCCIONES
2009	MINISTERIO DE FOMENTO	ALBACETE	Rehabilitación de firme rígido autovía A-31	AUTOVÍA DE LOS LLANOS UTE

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	PK 200+000 al PK 235+400	Terminal blending wet process	AC22 bin	6,495	BC 35/50	260	27	6.80	47,605
	PK 165+585 al PK 200+000	Terminal blending wet process	AC22 bin	6,495	BC 35/50	260	27	6.80	47,605
	PK 124+000 al PK 165+585	Terminal blending wet process	AC22 bin	8,170	BC 50/70	392	41	7.77	85,470
	PK 106+000 al PK 112+500 (hacia Asturias)	Mobile blenders wet process (in situ)	BBTM 11 B	8,768	BMAVC-1	667	120	6.60	69,300
	PK 139+800 al PK 128+000 (hacia León) PK 125+000 al PK 122+000 (hacia León)	Mobile blenders wet process (in situ)	BBTM 11 B	13,600	BMAVC-1	1,034	190	14.80	155,400
	---	Terminal blending wet process	BBTM 11 A	14	BC	1	0,07	0.01	93
	Sarriá - Paradela	Terminal blending wet process	BBTM 11 A	9	BC	0.4	0,04	0.01	57
	Paraxes - Lourenza	Terminal blending wet process	BBTM 11 A	21	BC	1	0,10	0.01	137
	Alto de Faro	Terminal blending wet process	BBTM 11 A	22	BC	1	0,11	0.01	147
	---	Terminal blending wet process	BBTM 11 A	2	BC	0.1	0,01	0.00	13
	---	Terminal blending wet process	BBTM 11 B	3	BC	0.1	0,01	0.00	17
	Vilar del Pozo - Ballesteros	Terminal blending wet process	AC 16 surf S	15	BC	1	0,07	0.01	100
	PK 14+730 al PK 18+020	Terminal blending wet process	AC 16 surf S	5,500	BC	220	9	3.30	34,320
	Variante del Minero	Terminal blending wet process	AC 16 surf S	4	BC	0.2	0,02	0.00	27
	PK 0+000 al PK 24+600	Terminal blending wet process	AC 16 surf S AC 22 bin S	50,000	BC	2,250	234	24.60	172,200
	PK 0+000 al PK 6+730	Terminal blending wet process	AC 16 surf S AC 22 bin S	10,000	BC	450	47	6.73	47,710
	Provincia de Alicante	Terminal blending wet process	AC 22 bin S	10,700	BC 35/50 BC 50/70	428	45	6.86	71,333
	PK 131+100 al PK 136+000 sentido Madrid	Mobile blenders wet process (in situ)	BBTM 11 B	4,324	BMAVC-1	363	72	4.90	95,060
	PK 129+076 al PK 122+000 sentido Madrid PK 120+000 al 128+000 sentido A Coruña PK 139+075 al PK 155+100 sentido A Coruña	Mobile blenders wet process (in situ)	AC 16 bin S	57,540	BC 35/50	3,280	426	31.00	322,400
	PK 155+100 al PK 137+083 sentido Madrid PK 131+088 al PK 129+084 sentido Madrid PK 128+000 al 134+080 sentido A Coruña PK 135+097 al PK 139+027 sentido A Coruña	Terminal blending wet process	AC 16 bin S AC 22 bin S	85,700	BC 35/50	4,812	500	30.00	312,000
	Pista	Mobile blenders wet process (in situ)	SMA 16 surf	38,040	BMAVC-1	3,138	604	3.50	157,500
	Avenida de Córdoba	Mobile blenders wet process (in situ)	BBTM 11 B*	988	BMAVC-1	83	17	1.30	25,220
	PK 54+165 al PK 62+000 sentido creciente	Mobile blenders wet process (in situ)	BBTM 11 B*	4,501	BMAVC-1	378	70	5.00	97,000
	Tomelloso - Socuéllamos	Dry process	BBTM 11 A	100	BMAVC-1	8	1	2.70	52,380
	---	Terminal blending wet process	BBTM 8 A	3	BC	0.1	0,01	0.00	22
	Varias calles	Mobile blenders wet process (in situ)	----	8,452	BMAVC-1	971	184	5.01	97,162
	PK0+000 al PK 0+800	Dry process	AC 16 surf S AC 22 surf S	1,250	BC 50/70	63	5	1.00	5,000
	PK 29,8 al PK 30,0 Carril derecho PK 29,8 al PK 30,7 Carril izquierdo	Terminal blending wet process	AC 22 surf S	1,325	BC	58	6	1.10	11,550

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2009	MINISTERIO DE FOMENTO	ALBACETE	Autovía de los Llanos AP-31	PROBISA
2009	MINISTERIO DE FOMENTO	JAÉN	Acceso a Jaén desde la A-4	PROBISA
2009	COMUNIDAD DE MADRID	MADRID	Carretera M-300	PROBISA
2009	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Carretera CR-503	PROBISA
2009	XUNTA DE GALICIA	A CORUÑA	----	PROBISA
2009	XUNTA DE GALICIA	LUGO	----	PROBISA
2009	AUDENASA	NAVARRA	Refuerzo del firme autopista AP-15	VIARIA
2009	GOBIERNO DE CANTABRIA	CANTABRIA	Carretera CA-234	ASCÁN
2009	MINISTERIO DE FOMENTO	MÁLAGA	Carretera N-340	CHM
2009	AUMAR (GRUPO ABERTIS)	SEVILLA	AP-4. Autopista Sevilla-Cádiz	EIFFAGE INFRAESTRUCTURAS
2008	LOS SERRANOS	VALENCIA	Cantera de Real de Gandía	----
2008	AYUNTAMIENTO DE ALICANTE	ALICANTE	Cantera de Aspe	----
2008	AYUNTAMIENTO DE FUENLABRADA	MADRID	Plan Asfalto 2.008	PROBISA
2008	JUNTA DE ANDALUCÍA	JAÉN	Autovía A-311	PROBISA
2008	MINISTERIO DE FOMENTO	ALBACETE	Autovía de los Llanos AP-31	PROBISA
2008	AUDENASA	NAVARRA	Refuerzo del firme autopista AP-15	VIONASA
2008	COMUNIDAD DE MADRID	MADRID	Duplicación calzada M-501	ISOLUX-CORSÁN
2008	COMUNIDAD DE MADRID	MADRID	Rehabilitación del firme M-508	VELASCO
2008	COMUNIDAD DE MADRID	MADRID	Carretera M-423	FERROVIAL
2008	AYUNTAMIENTO DE MADRID	MADRID	Rehabilitación del firme A-5	VELASCO
2008	MINISTERIO DE FOMENTO	MADRID	Autovía A-2	ELSAN
2008	COMUNIDAD DE MADRID	MADRID	----	ELSAN
2008	MINISTERIO DE FOMENTO	MADRID	Autovía A-3	ELSAN
2008	GENERALITAT VALENCIANA	VALENCIA	Carretera CV-550	ELSAN
2008	JUNTA DE CASTILLA Y LEÓN	PALENCIA	Tramo de ensayo Proyecto Investigación	COLLOSA
2008	AYUNTAMIENTO DE ORIHUELA	ALICANTE	PAU 21	----
2008	AUNOR	MURCIA	Autovía del Noroeste	----
2008	AYUNTAMIENTO DE ASPE	ALICANTE	Refuerzo de firme y renovación pavimento varias zonas	----
2008	GENERALITAT VALENCIANA	VALENCIA	Refuerzo de firme y renovación pavimento CV-440	----
2008	AYUNTAMIENTO DE MURCIA	MURCIA	----	----
2008	GENERALITAT VALENCIANA	ALICANTE	Conservación COPUT. Obras varias	----

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	----	Terminal blending wet process	AC 22 base G	150,000	PMB	7,350	595	141.35	2,142,857
	----	Terminal blending wet process	AC 16 surf S	5,500	PMB	270	22	5.18	78,571
	----	Terminal blending wet process	BBTM 11 B	6,000	PMB	294	24	5.65	85,714
	----	Terminal blending wet process	AC 16 surf S	10,000	PMB	490	40	9.42	142,857
	Xubia - Ortigueira	Terminal blending wet process	BBTM 11A	10,000	PMB	490	40	9.42	142,857
	Barbeitos - Fontecada	Terminal blending wet process	AC 22 surf D BBTM 11 B	20,000	PMB	980	79	18.85	285,714
	----	Mobile blenders wet process (in situ)	BBTM 11 B*	16,961	BMAVC-1	1,425	278	18.85	15,045
	Renedo - Zurita	Mobile blenders wet process (in situ)	AC 16 surf S	7,673	BMAVC-1	633	122	11.24	218,056
	Travesía de Nerja	Mobile blenders wet process (in situ)	AC 22 surf S	4,620	BC	232	26	5.00	52,000
	PK 72+640 al PK 69+934 sentido decreciente	Mobile blenders wet process (in situ)	BBTM 11 B*	2,652	BMAVC-1	223	45	3.00	58,200
	----	Dry process	AC 32 G AC 22 G	116	----	----	1	0.06	850
	----	Dry process	AC 32 G AC 22 G	89	----	----	1	0.04	650
	Varias calles	Terminal blending wet process	AC 22 surf S BBTM 11 A	8,000	PMB	392	32	7.54	114,286
	----	Terminal blending wet process	AC 16 surf S	15,000	PMB	735	60	14.13	214,286
	----	Terminal blending wet process	AC 22 surf S	20,000	PMB	980	79	18.85	285,714
	----	Mobile blenders wet process (in situ)	BBTM 11 B*	36,000	BMAVC-1	3,024	594	40.00	15,045
	M-522 a Navas	Mobile blenders wet process (in situ)	BBTM 11 B*	7,620	BMAVC-1	640	125	11.24	112,380
	M-502 a M-503	Mobile blenders wet process (in situ)	BBTM 11 B*	1,745	BMAVC-1	147	29	2.20	19,800
	Variante Oeste de Valdemoro	Terminal blending wet process	BBTM 11 B (M-10)	10,980	BMC	770	77	5.70	86,412
	Recta Batán - cuarteles	Mobile blenders wet process (in situ)	BBTM 11 B*	9,200	BMAVC-1	759	150	6.80	102,000
	----	Terminal blending wet process	AC 22 surf S	253	BC	12	1	16.20	168,480
	----	Terminal blending wet process	AC 22 surf S	499	BC	23	2	32.00	332,800
	----	Terminal blending wet process	AC 22 surf S	293	BC	14	1	18.80	195,520
	----	Dry process	BBTM 11 B	77	----	----	1	5.40	56,160
	Herrera de Pisuegra - Saldaña	Mobile blenders wet process (in situ)	PA-12	936	BC 35/50	44	7	1.00	10,400
	Orihuela	Dry process	AC 16 surf S	53,163	----	----	532	25.96	389,000
	----	Dry process	BBTM 11 B	4,100	----	----	41	2.00	30,000
	Aspe	Dry process	S-12	2,733	----	----	27	1.33	20,000
	----	Dry process	AC 22 surf S	4,100	----	----	41	2.00	30,000
	Avenida Miguel Induráin	Dry process	BBTM 11 B	6,053	----	----	61	2.96	44,290
	----	Dry process	BBTM 11 B	3,461	----	----	35	1.69	25,323

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2008	GENERALITAT VALENCIANA	VALENCIA	Refuerzo de firme y renovación pavimento CV-440	----
2008	GENERALITAT VALENCIANA	ALICANTE	Pavimentación Ronda Sureste. Novelda	----
2008	AYUNTAMIENTO DE ELCHE	ALICANTE	Urbanización E-5	----
2008	MINISTERIO DE FOMENTO	MURCIA	Rehabilitación superficial firme autovía CT-32 y A-7	----
2008	AYUNTAMIENTO DE ELCHE	ALICANTE	Sector E-27	----
2007	AUNOR	MURCIA	Autovía del Noroeste	----
2007	AYUNTAMIENTO DE ELCHE	ALICANTE	Sector E-27	----
2007	AYUNTAMIENTO DE ALGÜEÑA	ALICANTE	Renovación del pavimento	----
2007	AUMAR (GRUPO ABERTIS)	ALICANTE	Refuerzo firme AP-7	PAVASAL
2007	COMUNIDAD DE MADRID	MADRID	Autovía M-407	UTE M-407 (FCC-SARRIÓN)
2007	AUMAR (GRUPO ABERTIS)	TARRAGONA	Refuerzo firme AP-7	LUBASA
2007	AYUNTAMIENTO DE MADRID	MADRID	Refuerzo firme en Avda. Albufera	ELSAN-PACSA
2007	COMUNIDAD DE MADRID	MADRID	Carretera M-503	PADECASA
2007	COMUNIDAD DE MADRID	MADRID	Refuerzo firme carretera M-119	ELSAN-PACSA
2007	COMUNIDAD DE MADRID	MADRID	Carretera M-506	PROBISA
2007	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Carretera CR-503	PROBISA
2007	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Refuerzo carretera CR-502	TRABIT
2007	COMUNIDAD DE MADRID	MADRID	Carretera M-225	TRABIT
2007	AYUNTAMIENTO DE ELCHE	ALICANTE	Sector E-27	----
2007	AYUNTAMIENTO DE ELCHE	ALICANTE	Sector E-27	----
2007	GENERALITAT VALENCIANA	ALICANTE	Mejora CV-95 Orihuela - Bigastro	----
2007	GENERALITAT VALENCIANA	ALICANTE	Mejora CV-83 El Maña - Monóvar	----
2007	GENERALITAT VALENCIANA	ALICANTE	Mejora CV-83 El Maña - Monóvar	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Urbanización Sector Zp-Ch3	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Senda de Granada	----
2007	GENERALITAT VALENCIANA	ALICANTE	Mejora CV-83 El Maña - Monóvar	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Avenida Miguel Induráin	----
2007	AYUNTAMIENTO DE ELCHE	ALICANTE	Sector E-5	----
2007	AYUNTAMIENTO DE ELCHE	ALICANTE	Sector E-5	----

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	---	Dry process	BBTM 11 B	10,090	----	----	101	4.93	73,829
	Novelda	Dry process	BBTM 11 B	4,893	----	----	49	2.39	35,800
	---	Dry process	BBTM 11 B	5,400	----	----	54	2.64	39,514
	---	Dry process	BBTM 11 B	590	----	----	6	0.29	4,314
	---	Dry process	BBTM 11 B	2,437	----	----	24	1.19	17,829
	---	Dry process	Antifisura	847	----	----	8	0.41	6,200
	---	Dry process	AC 22 surf S	6,150	----	----	62	3.00	45,000
	---	Dry process	Antifisura ultradelgada	5,467	----	----	55	2.67	40,000
	PK 672+000 al PK 674+500 lado mar PK 644+500 al PK 646+500 lado mar	Mobile blenders wet process (in situ)	BBTM 11 B*	4,088	BMAVC-1	343	69	4.50	38,925
	Enlaces M-407 a M-410 PK 14+775 al PK 11+485 margen derecha PK 12+392 al PK 13+263 margen izquierda	Mobile blenders wet process (in situ)	BBTM 11 B*	7,204	BMAVC-1	605	120	11.14	216,116
	PK 378+000 al PK 387+400 lado monte	Mobile blenders wet process (in situ)	BBTM 11 B*	7,205	BMAVC-1	605	122	9.40	76,140
	Avda. Albufera	Mobile blenders wet process (in situ)	BBTM 11 B*	1,170	BMAVC-1	100	20	1.90	14,000
	Pozuelo - Villanueva de la Cañada	Mobile blenders wet process (in situ)	BBTM 11 B*	20,000	BMAVC-1	1,170	234	20.10	221,250
	Alcalá de Henares - Torrejón del Rey	Mobile blenders wet process (in situ)	BBTM 11 B*	30,000	BMAVC-1	2,100	418	20.30	230,000
	---	Terminal blending wet process	AC 16 surf S	50,000	PMB	2,450	198	47.12	714,286
	---	Terminal blending wet process	AC 16 surf S	15,000	PMB	735	60	14.13	214,286
	PK 1+830 al PK 5+700	Terminal blending wet process	AC-16 surf BC AC 22 bin BC	8,000	BC	376	39	3.83	26,810
	Travesías Torres y Valverde	Terminal blending wet process	BBTM 11 B (M-10)	550	PMB 45/80-65 C (BMC-3c)	27	2	0.67	10,157
	---	Dry process	BBTM 11 B	6,833	----	----	68	3.34	50,000
	---	Dry process	MAM	1,367	----	----	14	0.67	10,000
	---	Dry process	BBTM 11 B	4,811	----	----	48	2.35	35,200
	---	Dry process	Antifisura	1,367	----	----	14	0.67	10,000
	---	Dry process	BBTM 11 B	4,100	----	----	41	2.00	30,000
	Churra	Dry process	BBTM 11 A	4,141	----	----	41	2.02	30,300
	---	Dry process	BBTM 11 B	16,400	----	----	164	8.01	120,000
	---	Dry process	BBTM 11 B	4,100	----	----	41	2.00	30,000
	---	Dry process	BBTM 11 B	4,783	----	----	48	2.34	35,000
	---	Dry process	AC 22 S	1,367	----	----	14	0.67	10,000
	---	Dry process	MAM	6,833	----	----	68	3.34	50,000

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Senda de Granada	----
2007	COMUNIDAD AUTÓNOMA DE LA REGIÓN DE MURCIA	MURCIA	Calles en Mula	----
2007	AUNOR	MURCIA	Autovía del Noroeste	----
2007	AUNOR	MURCIA	Autovía del Noroeste	----
2007	DIPUTACIÓN DE ALICANTE	ALICANTE	Montecoto (Pinoso)	----
2007	DIPUTACIÓN DE ALICANTE	ALICANTE	Montecoto (Pinoso)	----
2007	AYUNTAMIENTO DE PINOSO	ALICANTE	Renovación de pavimento	----
2007	AYUNTAMIENTO DE ALGÜEÑA	ALICANTE	Renovación de pavimento	----
2007	AYUNTAMIENTO DE FORMENTERA DEL SEGURA	ALICANTE	Renovación de pavimento	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Urbanización Sector Zp-Ch3	----
2007	MINISTERIO DE FOMENTO	MURCIA	Renovación firme autovía CT-32 y A-7	----
2007	ADIF	ALICANTE	Novelda - Adif	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Avenida Miguel Induráin	----
2007	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calles Facasa	----
2007	GENERALITAT VALENCIANA	ALICANTE	Carretera CV-840	----
2007	GENERALITAT VALENCIANA	ALICANTE	Carretera CV-840	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Tramo experimental acceso cantera	----
2007	AYUNTAMIENTO DE MURCIA	MURCIA	Tramo experimental acceso cantera	----
2006	GENERALITAT VALENCIANA	ALICANTE	Carretera CV-870	----
2006	GENERALITAT VALENCIANA	ALICANTE	Carretera CV-91	----
2006	GENERALITAT VALENCIANA	ALICANTE	Carretera CV-846	----
2006	GENERALITAT VALENCIANA	ALICANTE	----	----
2006	GENERALITAT VALENCIANA	VALENCIA	Carretera CV-50	ELSAN
2006	COMUNIDAD DE MADRID	MADRID	Nueva carretera M-419	----
2006	AUMAR (GRUPO ABERTIS)	TARRAGONA	Refuerzo firme AP-7	GRUPO FRANCO
2006	AUMAR (GRUPO ABERTIS)	ALICANTE	Refuerzo firme AP-7	PAVASAL
2006	MINISTERIO DE FOMENTO	VALLADOLID	Refuerzo firme A-6. Tramo: Medina del Campo	HERGÓN S.A.
2006	MINISTERIO DE FOMENTO	VALLADOLID	Carretera N-601	HERGÓN S.A.
2006	GOBIERNO DE CANTABRIA	CANTABRIA	Refuerzo San Felices de Buelna	FERNANDEZ ROSILLO

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	---	Dry process	BBTM 11 B	3,417	----	----	34	1.67	25,000
	---	Dry process	BBTM 11 B	7,544	----	----	75	3.68	55,200
	---	Dry process	BBTM 11 A	6,888	----	----	69	3.36	50,400
	---	Dry process	BBTM 11 B	2,050	----	----	21	1.00	15,000
	---	Dry process	MAM	2,733	----	----	27	1.33	20,000
	---	Dry process	Antifisura	1,093	----	----	11	0.53	8,000
	---	Dry process	Antifisura ultradelgada	1,298	----	----	13	0.63	9,500
	---	Dry process	Antifisura ultradelgada	1,367	----	----	14	0.67	10,000
	---	Dry process	Antifisura ultradelgada	2,050	----	----	21	1.00	15,000
	Churra	Dry process	BBTM 11 A	1,162	----	----	12	0.57	8,500
	---	Dry process	BBTM 11 B	3,417	----	----	34	1.67	25,000
	---	Dry process	BBTM 11 A	1,435	----	----	14	0.70	10,500
	---	Dry process	BBTM 11 B	15,170	----	----	152	7.41	111,000
	---	Dry process	BBTM 11 B	6,833	----	----	68	3.34	50,000
	La Romana	Dry process	Antifisura	1,367	----	----	14	0.67	10,000
	La Romana	Dry process	BBTM 11 B	1,367	----	----	14	0.67	10,000
	Abanilla	Dry process	BBTM 11 A	2,050	----	----	21	1.00	15,000
	Abanilla	Dry process	Antifisura ultradelgada	4,647	----	----	46	2.27	34,000
	Benferri	Dry process	Antifisura	1,367	----	----	14	0.67	10,000
	A Granja - Cox - Callosa	Dry process	Antifisura	11,207	----	----	112	5.47	82,000
	La Romana	Dry process	MAM	2,733	----	----	27	1.33	20,000
	Entre intersecciones con CV-846 y CV-844	Dry process	AC 22 surf S	6	----	----	0.06	0.40	4,160
	---	Dry process	BBTM 11 B	36	----	----	0.36	2.50	26,000
	---	Terminal blending wet process	BBTM 11 B	4,600	PMB 45/80-65 C (BMC-3c)	225	18	4.60	69,736
	PK 400+000 al PK 405+600 lado monte PK 429+700 al PK 435+500 lado monte	Mobile blenders wet process (in situ)	BBTM 11 B*	9,861	BMAVC-1	813	160	11.40	221,160
	PK 574+400 al PK 575+200 lado monte PK 643+000 al PK 644+500 lado mar PK 648+000 al PK 654+000 lado monte PK 658+325 al PK 661+000 lado monte PK 671+000 al PK 674+500 lado monte	Mobile blenders wet process (in situ)	BBTM 11 B*	12,353	BMAVC-1	1,050	209	14.50	125,252
	PK 144+400 al PK 144+900 margen derecha	Mobile blenders wet process (in situ)	BBTM 11 B*	390	BMAVC-1	33	7	0.50	5,250
	Travesía Medina de Rioseco	Mobile blenders wet process (in situ)	BBTM 11 B*	890	BMAVC-1	75	15	1.40	9,845
	Travesía San Felices de Buelnas	Mobile blenders wet process (in situ)	AC 16 surf BMAVC-1	1,976	BMAVC-1	162	30	2.80	21,000

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2006	AUMAR (GRUPO ABERTIS)	ALICANTE	Refuerzo firme AP-7	PAVASAL
2006	DIPUTACIÓN DE ALICANTE	ALICANTE	Carretera CV-846	----
2006	GENERALITAT VALENCIANA	ALICANTE	Carretera CV-846	----
2006	AYUNTAMIENTO DE HELLÍN	ALBACETE	Asfaltado vías Hellín	----
2006	DIPUTACIÓN DE ALICANTE	ALICANTE	Renovación del firme carretera CV-910	----
2006	AYUNTAMIENTO DE MURCIA	MURCIA	Asfaltado Nueva Condomina	----
2006	AUNOR	MURCIA	Refuerzo de firme Autovía del Noroeste	----
2006	AYUNTAMIENTO DE CHURRA	MURCIA	Urbanización Sector Zp-Ch3	----
2006	AYUNTAMIENTO DE MURCIA	MURCIA	Avenida Miguel Induráin	----
2006	GENERALITAT VALENCIANA	ALICANTE	Renovación del firme carretera CV-910	----
2006	AYUNTAMIENTO DE MURCIA	MURCIA	Caino Construcciones Ruiz Alemán	----
2006	AYUNTAMIENTO DE MURCIA	MURCIA	Refuerzo de firme carretera N-340	----
2006	AYUNTAMIENTO DE MURCIA	MURCIA	Urbanización Los Geranios	----
2006	AYUNTAMIENTO DE MURCIA	MURCIA	Cantera Abanilla	----
2005	MINISTERIO DE FOMENTO	VALENCIA	Renovación de firme en carretera N-332	----
2005	MINISTERIO DE FOMENTO	ZAMORA	Refuerzo de firme N-610	COLLOSA
2005	JUNTA DE CASTILLA Y LEÓN	LEÓN	Tramo de ensayo Proyecto Investigación	COLLOSA
2005	MINISTERIO DE FOMENTO	VALLADOLID	Carretera N-610	PROBISA
2005	AUMAR (GRUPO ABERTIS)	ALICANTE	Refuerzo de firme AP-7	DRAGADOS
2005	AUMAR (GRUPO ABERTIS)	TARRAGONA	Refuerzo de firme AP-7	GRUPO FRANCO
2005	AYUNTAMIENTO DE SALAMANCA	SALAMANCA	Renovación firme varias calles	GECOSA
2005	AUMAR (GRUPO ABERTIS)	TARRAGONA	Refuerzo de firme AP-7	GRUPO FRANCO
2005	AYUNTAMIENTO DE ELCHE	ALICANTE	Renovación del firme ronda Oeste a ctra. N-340	----
2005	AYUNTAMIENTO DE TORREVIEJA	ALICANTE	Accesos N-332. Puente de Torrevieja	----
2005	AYUNTAMIENTO DE ORIHUELA	ALICANTE	Conservación pavimentos Orihuela	----
2004	AUNOR	MURCIA	Autovía del Noroeste	----
2004	MINISTERIO DE FOMENTO	VALENCIA	Carretera VA-20	PROBISA
2004	GOBIERNO DE LA RIOJA	LA RIOJA	----	PROBISA
2004	DIPUTACIÓN DE CIUDAD REAL	CIUDAD REAL	Carretera CR-4117	PROBISA
2004	GOBIERNO DE CANTABRIA	CANTABRIA	Renovación firme carretera CA-240	ASCÁN

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	PK 643+000 al PK 648+000 lado monte PK 651+000 al PK 656+000 lado monte PK 656+000 al PK 671+000 lado monte	Mobile blenders wet process (in situ)	BBTM 11 B*	13,625	BMAVC-1	1,145	229	15.00	129,750
	Aspe - La Romana	Dry process	Antifisura	2,733	----	----	27	1.33	20,000
	La Romana	Dry process	AC 22 surf S	10,250	----	----	103	5.00	75,000
	Hellín	Dry process	BBTM 11 B	1,367	----	----	14	0.67	10,000
	---	Dry process	BBTM 11 B	2,185	----	----	22	1.07	15,990
	Nueva Condomina	Dry process	BBTM 11 B	4,910	----	----	49	2.40	35,930
	Carretera C-415	Dry process	BBTM 11 A	6,929	----	----	69	3.38	50,700
	Churra	Dry process	BBTM 11 B	4,203	----	----	42	2.05	30,750
	---	Dry process	BBTM 11 B	13,683	----	----	137	6.68	100,120
	---	Dry process	BBTM 11 B	2,067	----	----	21	1.01	15,125
	---	Dry process	BBTM 11 B	6,850	----	----	69	3.34	50,125
	Acceso a Murcia	Dry process	BBTM 11 B	2,733	----	----	27	1.33	20,000
	---	Dry process	BBTM 11 B	293	----	----	3	0.14	2,142
	---	Dry process	S-20, antifisura y MAM	2,802	----	----	28	1.37	20,500
	Favara, Almusafes	Dry process	BBTM 11 B	2,064	----	----	21	1.01	15,100
	Becilla de Valderaduey (Valladolid) - Benavente (Zamora)	Mobile blenders wet process (in situ)	AC 16 bin BC 35/50 S (S-12)	592	BC 35/50	31	4	1.35	14,040
	Sahagún - Almanza	Mobile blenders wet process (in situ)	PA-12	745	BC 35/50	35	6	1.00	10,400
	---	Terminal blending wet process	AC 22 surf S	3,000	PMB	147	12	283	42,857
	PK 656+044 al PK 646+492 lado mar PK 652+000 al PK 653+765 lado mar	Mobile blenders wet process (in situ)	BBTM 11 B*	15,053	BMAVC-1	1,258	240	11.33	219,802
	Puente río Ebro PK 323+420 al PK 324+420	Mobile blenders wet process (in situ)	BBTM 11 B*	1,385	BMAVC-1	116	23	2.10	22,050
	Pº Canalejas, Ctra. de Ledesma, Avda. Cipreses	Mobile blenders wet process (in situ)	BBTM 11 B*	1,720	BMAVC-1	145	28	4.00	42,000
	PK 324+300 al PK 330+800 lado monte PK 364+000 al PK 368+400 lado monte PK 391+500 al PK 396+000 lado monte	Mobile blenders wet process (in situ)	BBTM 11 B*	13,321	BMAVC-1	1,134	226	15.40	298,760
	---	Dry process	BBTM 11 B	4,428	----	----	44	2.16	32,400
	---	Dry process	BBTM 11 B	2,818	----	----	28	1.38	20,620
	Varias calles	Dry process	BBTM 11 B	2,804	----	----	28	1.37	20,520
	---	Dry process	BBTM 11 A	1,240	----	----	12	0.61	9,074
	---	Terminal blending wet process	AC 16 surf S	500	PMB	25	2	0.47	7,143
	Travesía de Baldarán	Terminal blending wet process	AC 16 surf S	6,000	PMB	294	24	5.65	85,714
	Travesía de Argamasilla de Calatrava	Terminal blending wet process	AC 16 surf S	800	PMB	39	3	4.72	42,471
	PK 1+000 a PK 7+480. Revilla- Puente Arce (capa de regularización)	Mobile blenders wet process (in situ)	AC 16 bin S	6,260	BMAVC-1	526	104	6.48	45,360

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2004	GOBIERNO DE CANTABRIA	CANTABRIA	Renovación firme carretera CA-240	ASCÁN
2004	MINISTERIO DE FOMENTO	TOLEDO	Refuerzo de firme autovía A-4	TRABIT
2004	AYUNTAMIENTO DE VALLADOLID	VALLADOLID	Renovación firme calles	ZARZUELA EMPRESA CONSTRUCTORA
2004	AYUNTAMIENTO DE SALAMANCA	SALAMANCA	Renovación firme calles	PADECASA
2004	AUMAR (GRUPO ABERTIS)	ALICANTE	Refuerzo de firme AP-7	DRAGADOS
2004	AUNOR	MURCIA	Autovía del Noroeste	----
2004	AYUNTAMIENTO DE TORREVIEJA	ALICANTE	Accesos N-332. Puente de Torrevieja	----
2004	AYUNTAMIENTO DE ALICANTE	ALICANTE	Pavimentación en Avda. Costa Blanca	----
2004	MINISTERIO DE FOMENTO	VALLADOLID	Refuerzo especial zona roderas en semáforos	COLLOSA
2004	JUNTA DE CASTILLA Y LEÓN	ZAMORA	Refuerzo de firme ZA-611	COLLOSA
2004	JUNTA DE CASTILLA Y LEÓN	VALLADOLID	Refuerzo de firme VA-404	COLLOSA
2004	JUNTA DE CASTILLA Y LEÓN	LEÓN	Refuerzo de firme LE-404	COLLOSA
2004	JUNTA DE CASTILLA Y LEÓN	LEÓN	Refuerzo de firme LE-404	COLLOSA
2004	AYUNTAMIENTO DE VALLADOLID	VALLADOLID	Tramo de ensayo Proyecto Investigación	COLLOSA
2004	AUNOR	MURCIA	Autovía del Noroeste	----
2004	AUNOR	MURCIA	Autovía del Noroeste	----
2004	AYUNTAMIENTO DE ALTEA	ALICANTE	Pavimentación conservación calles Altea	----
2004	COPUT	ALICANTE	Carretera N-332	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación conservación calles Elche	----
2003	AUNOR	MURCIA	Autovía del Noroeste	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación conservación calles Elche	----
2003	AYUNTAMIENTO DE ALICANTE	ALICANTE	Pavimentación Avenida Albufereta (San Juan)	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Ronda Avda. Ferrocarril	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación conservación calles Elche	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calle Jorge Juan	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calle Gabriel Miró	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calle José María Pemán	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calle Cristóbal Sanz	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentaciónvenida Vicente Blasco	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calle Coronado del Campo	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación calle Sucre	----
2003	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación conservación calles Elche	----

	LOCATION	TECHNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	PK 0+000 a PK 7+480. Revilla- Puente Arce (capa de rodadura)	Mobile blenders wet process (in situ)	BBTM 11 B*	3,613	BMAVC-1	303	60	7.48	52,360
	PK 90 Tembleque. (sentido sur)	Mobile blenders wet process (in situ)	BBTM 11 B*	1,095	BMAVC-1	92	18	1.20	12,000
	C/ Soto, viales urbanos	Mobile blenders wet process (in situ)	BBTM 11 B*	552	BMAVC-1	47	9	1.20	6,000
	Pº Canalejas, C/ Torres Villaruel, Ctra. de Ledesma	Mobile blenders wet process (in situ)	BBTM 11 B*	1,517	BMAVC-1	127	25	3.00	16,493
	PK 654+000 al PK 658+242 lado monte	Mobile blenders wet process (in situ)	BBTM 11 B*	5,526	BMAVC-1	471	94	4.24	36,676
	---	Dry process	BBTM 11 A	1,209	----	----	12	0.59	8,848
	---	Dry process	BBTM 11 B	3,496	----	----	35	1.71	25,580
	---	Dry process	BBTM 11 B	4,518	----	----	45	2.21	33,060
	Ronda Este de Valladolid	Mobile blenders wet process (in situ)	AC 22 surf S	181	BC 35/50	9	1	0.30	3,120
	Toro - Venialbo	Mobile blenders wet process (in situ)	AC 22 surf S	4,290	BC 35/50	223	29	4.00	41,600
	Medina del Campo - Matapozuelos	Mobile blenders wet process (in situ)	AC 16 surf S	814	BC 35/50	42	6	0.70	7,280
	Carrizo de la Ribera - cruce con ctra.N-120	Mobile blenders wet process (in situ)	AC 16 surf S	4,142	BC 35/50	281	37	4.90	39,200
	Carrizo de la Ribera - cruce con ctra.N-120	Mobile blenders wet process (in situ)	AC 16 surf S	308	BMAVC-1	19	4	0.30	5,820
	Paseo Juan Carlos I	Mobile blenders wet process (in situ)	BBTM 11 B	344	BC 35/50	16	2	0.40	4,160
	Varios tramos	Dry process	BBTM 11 A	3,454	----	----	35	1.59	25,276
	---	Dry process	BBTM 11 A	569	----	----	6	0.28	4,160
	Varias calles	Dry process	BBTM 11 B	3,865	----	----	39	1.89	28,280
	Rotonda La Mata y Torrevieja	Dry process	----	4,473	----	----	45	2.18	32,727
	---	Dry process	BBTM 11 B	1,149	----	----	11	0.56	8,404
	---	Dry process	BBTM 11 A	4,496	----	----	45	2.20	32,899
	---	Dry process	BBTM 11 B	856	----	----	9	0.42	6,260
	---	Dry process	BBTM 11 B	899	----	----	9	0.44	6,580
	---	Dry process	BBTM 11 B	601	----	----	6	0.29	4,398
	---	Dry process	BBTM 11 B	755	----	----	8	0.37	5,526
	---	Dry process	BBTM 11 B	656	----	----	7	0.32	4,800
	---	Dry process	BBTM 11 B	437	----	----	4	0.21	3,200
	---	Dry process	BBTM 11 B	492	----	----	5	0.24	3,600
	---	Dry process	BBTM 11 B	601	----	----	6	0.29	4,400
	---	Dry process	BBTM 11 B	1,025	----	----	10	0.50	7,500
	---	Dry process	BBTM 11 B	820	----	----	8	0.40	6,000
	---	Dry process	BBTM 11 B	547	----	----	5	0.27	4,000
	---	Dry process	BBTM 11 B	2,361	----	----	24	1.15	17,276

YEAR	PROMOTING BODY	PROVINCE	WORK DESIGNATION	CONTRACTOR COMPANY
2002	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación en Avenida Novelda	----
2002	AUMAR (GRUPO ABERTIS)	CASTELLÓN	Refuerzo de firme AP-7	DRAGADOS
2002	JUNTA DE ANDALUCÍA	CÁDIZ	Refuerzo de firme A-373	RUS
2002	JUNTA DE ANDALUCÍA	CÁDIZ	Refuerzo de firme A-372	COLLOSA
2002	COMUNIDAD DE MADRID	MADRID	Refuerzo de firme M-221 y M-222	COLLOSA
2002	COMUNIDAD DE MADRID	MADRID	Carretera M-202	PROBISA
2002	AYUNTAMIENTO DE ALICANTE	ALICANTE	Renovación del firme en carretera CV-936	----
2002	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Avda. Alicante Tramo 2	----
2002	AUMAR (GRUPO ABERTIS)	CASTELLÓN	Refuerzo firme AP-7	DRAGADOS
2001	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Avda. Juan Carlos I	----
2001	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Avda. Alicante Tramo 1	----
2001	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Avda. Puente FFCC	----
2001	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Avda. Libertad	----
2001	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación Avda. Concepción Arenal	----
2000	DIPUTACIÓN DE ALICANTE	ALICANTE	Renovación del firme en carretera CV-833	----
1999	AYUNTAMIENTO DE ELCHE	ALICANTE	Renovación del firme en Ronda Sur de Elche	----
1999	DIPUTACIÓN DE ALICANTE	ALICANTE	Renovación del firme en carretera CV-850	----
1999	MINISTERIO DE FOMENTO	ALBACETE	Renovación del firme en carretera CN-344	----
1999	AYUNTAMIENTO DE ELCHE	ALICANTE	Pavimentación en Camino de Los Magros	----
1998	AYUNTAMIENTO DE MURCIA	MURCIA	Pavimentación en Avda. de la Libertad	----
1998	AYUNTAMIENTO DE MURCIA	MURCIA	Pavimentación en Avda. Juan Carlos I	----
1997	COPUT	ALICANTE	Renovación del firme en CV-95	----
1997	COPUT	ALICANTE	Renovación del firme en travesía de Formentera	----
1997	GENERALITAT DE CATALUÑA	BARCELONA	Carretera B-140	----
1996	COPUT	ALICANTE	Renovación del firme en CV-90	----
1996	COPUT	ALICANTE	Renovación del firme en Los Montesinos - San Miguel	----
1996	----	MURCIA	----	----
1996	COMUNIDAD DE MADRID	MADRID	Carretera M-300	----
1996	JUNTA DE ANDALUCÍA	SEVILLA	Carretera C-433	----

	LOCATION	TECNOLOGY	TYPE OF ASPHALT MIXTURE	TONNES OF MIXTURE	TYPE OF RUBBERIZED BINDER	TONNES OF RUBBERIZED BINDER	TONNES OF ELT CRUMB RUBBER	LENGTH (km)	SURFACE (m ²)
	---	Dry process	BBTM 11 B	2,504	----	----	25	1.22	18,323
	PK 407 y PK 437 lado mar	Mobile blenders wet process (in situ)	BBTM 11 B*	1,690	BMAVC-1	142	28	2.00	38,800
	El Bosque - Ubrique	Mobile blenders wet process (in situ)	AC 22 surf S	7,994	BC 35/50	408	53	8.00	83,200
	Puerto de la Sierra de Grazalema	Mobile blenders wet process (in situ)	BBTM 11 A	11,010	BC 35/50	562	73	11.00	114,400
	Valdaracete - LP. Guadalajara (Madrid)	Mobile blenders wet process (in situ)	AC 22 surf S AC 22 surf D	10,059	BC 35/50	523	68	6.00	62,400
	---	Mobile blenders wet process (in situ)	AC 22 surf D	15,000	PMB	735	60	14.13	214,286
	Almoradí - Saladar	Dry process	BBTM 11 B	899	----	----	9	0.44	6,580
	---	Dry process	BBTM 11 B	601	----	----	6	0.29	4,398
	AP- 7:PK 407 y PK 437 lado mar	Mobile blenders wet process (in situ)	BBTM 11 B*	1,690	BMAVC-1	142	28	1.85	16,003
	---	Dry process	BBTM 11 B	547	----	----	5	0.27	4,000
	---	Dry process	BBTM 11 B	1,640	----	----	16	0.80	12,000
	---	Dry process	BBTM 11 B	547	----	----	5	0.27	4,000
	---	Dry process	BBTM 11 B	4,373	----	----	44	2.14	32,000
	---	Dry process	BBTM 11 B	1,312	----	----	13	0.64	9,600
	Elda - Sax	Dry process	BBTM 11 B	8,610	----	----	86	4.20	63,000
	---	Dry process	BBTM 11 B	2,476	----	----	25	1.21	18,120
	Camino Castilla	Dry process	BBTM 11 B	4,920	----	----	49	2.40	36,000
	Travesía de Caudete	Dry process	BBTM 11 B	998	----	----	10	0.49	7,300
	---	Dry process	BBTM 11 B	861	----	----	9	0.42	6,300
	---	Dry process	BBTM 11 B	615	----	----	6	0.30	4,500
	---	Dry process	BBTM 11 B	2,733	----	----	27	1.33	20,000
	PK 8 y PK 12	Dry process	BBTM 11 B	1,107	----	----	11	0.54	8,100
	---	Dry process	BBTM 11 B	1,615	----	----	16	0.79	11,818
	Sabadell - Mollet	Dry process	AC 16 surf S	12	----	----	0,12	0.83	8,632
	PK 31+200	Dry process	BBTM 11 B	477	----	----	5	0.23	3,490
	---	Dry process	BBTM 11 B	477	----	----	5	0.23	3,491
	Acceso a cantera Los Serranos Abanilla	Dry process	BBTM 11 B	1,698	----	----	17	0.83	12,422
	Alcalá de Henares - Arganda del Rey	Dry process	BBTM 11 A AC 16 bin D	497	----	----	5	0.30	3,120
	Sevilla - Cazalla de la Sierra	Dry process	BBTM 11 A	185	----	----	2	0.30	3,120







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SISTEMA COLECTIVO DE GESTIÓN DE NEUMÁTICOS FUERA DE USO

SIGNUS Ecovalor, S.L.

C/ Caleruega, 102, 5^a
28033 Madrid
T: +34 91 768 07 66
info@signus.es

www.signus.es

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