



# SAMI SOLUTIONS

## Hot In-Place Asphalt Recycling Lake Macquarie/ACT Councils



Hot In-Place Asphalt Recycling Solution No. 5

# NEW HIPAR TECHNOLOGY

## Main road re-cycled from open to dense grade asphalt



**The unique HIPAR process removes, modifies and re-lays existing asphalt pavements, restoring rideability and reducing road noise.**

When the ride comfort of one of Lake Macquarie Council's main roads significantly deteriorated, engineers decided that it should be replaced and, in the process, re-graded from open graded asphalt to dense graded asphalt.

The Council commissioned the revolutionary new HIPAR (Hot In Place Asphalt Recycling) process - a technique that completely recycles the existing asphalt and restores the road surface to its original condition or, as in this case, to new

specifications. The recycled asphalt pavement can be then immediately opened to traffic.

Freeman's Drive is a busy (15,000 cars per day) main road in Lake Macquarie NSW. After eight years as open graded asphalt, it was clearly suffering from the effects of the elements and its ride comfort was deteriorating through loss of stone in the wheel paths. As Council's Manager of Civil Maintenance Martin Boyle put it - "the road had passed its economic life and we didn't want to

end up with serious damage underneath as a result of a bad running surface".

### **Environmental and Economical Cost Savings**

The traditional mill and re-sheet method requires removal and disposal of the old asphalt. On top of that there was the \$10.00 per tonne State Government "Waste Services Levy" to dump on land-fill sites. Mr. Boyle warned that this State levy might increase substantially over the next couple of years - "that



**The HIPAR dense grade pavement (left) and the original deteriorated open grade pavement (right).**



**The recycled and restored Freeman's Drive is immediately opened to traffic.**



will make the HIPAR process even more cost effective".

The HIPAR Remix process used on Freeman's Drive heats, removes then modifies the existing open graded asphalt pavement material by adding selected aggregates, bitumen and rejuvenation agent, then re-lays it as new dense graded asphalt.

In this case, the alignment of the old roadway was not changed, but if required, the crossfall can be altered, within certain limits, to improve drainage.

"We will now get a far longer life out of roads

like Freeman's Drive and, therefore, more 'mileage' from the limited funds available from the RTA to help us in re-habilitating

**"... the \$10.00per tonne State Government Waste Services Levy to dump on land-fill sites would make the HIPAR process even more cost effective".**

our roads", said Mr. Boyle.

"We've been involved with SAMI for many years - since they started, and they are one of our

preferred contractors. They are a very professional and progressive organisation. Very switched on".

**A Smoother Ride**

The HIPAR process is not only used to rehabilitate asphalt pavements but also to restore rideability. In the ACT a main road (Coulter Drive) had been surfaced with an open graded asphalt which had poor rideability following placement. The HIPAR process was used to reduce the NAASRA count from around 95 to around 45 counts.

The process was completed quickly with minimal disruption to traffic.

For further information on any of the products featured in this Case Study or any of SAMI's other specialist road maintenance products and services, please contact:

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