



SAMI SOLUTIONS

SAMiflex 'E'

Redlands Shire Council



SAMiflex Solution No. 3

No complaints with emulsion reseal programme

Redlands Shire Council in south eastern Queensland recently completed its annual road resealing programme and is delighted with the success of the venture which, for the first time, included the use of a high bitumen content emulsion binder — Samiflex "E" — rather than conventional hot bitumen.

"We have never looked forward to this time of year," said Norm Gough, the Council's Technical Officer Special Projects.

"Whenever we resealed roads in residential areas, our switchboard would run hot with people complain- ing about loose pre-coated aggre-

gates sticking to them and their cars," he said.

When Redlands Shire Council sought tenders for this year's road resealing programme, it asked for bids for both bitumen and emulsion alternatives.

"The emulsion alternative was slightly more expensive — around 5% — but the fact that complaints were reduced by more than 90% throughout the entire resealing programme more than justifies this small premium," said Norm.

"As well as eliminating the prob- lems associated with bituminous pre-coats, there were none of the

odours caused by solvents fuming during construction or environmental problems caused by solvents continuing to leach out of the surface after it was completed," he said.

"The safety factor was another plus. By only needing to heat the material up to about 85°C as op- posed to more than twice that for bitumen, the whole process was a lot safer for those handling the material. Applying the emulsion at a lower temperature also seems to have reduced the incidence of flush- ing from patches," added Norm.

"Another benefit of the emulsion was that it set quickly. Even on very





The viscosity of Samiflex "E" is such that run-off is minimal even at very high application rates.

hot days we could confidently open the road to traffic as soon as rolling was completed, without concerns about short-term damage.

"This is much better than bitumen which, if the weather is hot, can sometimes stay quite soft and tacky for a couple of weeks, making the surface vulnerable to damage.

"This also meant we were able to get our suction sweepers onto the finished road quickly. With bitumen we would normally wait at least a week, however, this year, we were able to clear any loose stones after just three days.

"Overall we have been so impressed by the emulsion's performance that we are now going to consider its use in preference to hot bitumen wherever possible," concluded Norm Gough.

The contract for this year's programme was awarded to Queensland Transport, which sprayed around 250,000 litres of Samiflex "E" over a four week period, during which more than 180,000m² of road surface was resealed — it is the Council's aim to reseat all roads in the shire every eight to 10 years.

After spraying the emulsion in a single pass at 1.5 litres/m², 10 mm aggregate (which had been lightly pre-coated with a kerosene-based pre-coat that quickly dried to the touch) was spread and rolled, with a final 7 mm unprecoated scatter coat also spread and rolled in.

QT's Bitumen Business Unit Supervisor, Ron Hemley, said his crew had been initially apprehensive about using Samiflex "E", however, were quickly convinced of its benefits.

Ron and his crew also appreciated the assistance provided by SAMI's Sprayseal Manager, Ian Swanston, who made himself available on a number of occasions to provide advice on application and finishing.

"We were also impressed by the reliability and consistency of the emulsion," added Ron.

"On a few occasions work was halted for a couple of weeks due to heavy rain. This meant that large quantities of emulsion were kept in holding tanks until we could use it. However, even after lengthy delays the emulsion was still in top condition and did not appear to suffer any degradation in quality while in storage."

This Case Study was prepared with the kind assistance of Redlands Shire Council and Queensland Transport.



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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