

# HIGHWAY REHAB. CORP.

## HOT IN-PLACE MILL ASPHALT PAVEMENT RECYCLING



**Hot In-Place Mill**  
Asphalt Recycling

The Energy Saving Method!

**Highway Rehab. Corp.**

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## HOT IN-PLACE RECYCLING HISTORY

### A History of Highway Rehab. Corp.

The company was started in 1981 by Ken Carr, one of the original founders of the Asphalt Reclaiming and Recycling Association (ARRA)

With over 40 years of experience in **Asphalt Milling** and **Hot In-Place Asphalt Recycling**, Ken was the first to introduce asphalt milling to the United States through the Wirtgen Corporation.

In the 1970's, road and bridge deck milling became commonplace throughout the U.S. Simultaneously, a number of contractors developed what is now known as **Hot In-Place Asphalt Recycling**, a low-cost road maintenance process that effectively reuses existing asphalt material.

For over 35 years, Highway Rehab has focused exclusively on improving the techniques and equipment for **Hot In-Place Asphalt Recycling**.

Today Highway Rehab is in the forefront of advancing the technology of **Hot In-Place Mill Asphalt Recycling**. Utilizing 4 fully equipped custom designed recycling trains, fabricated at the company's facility in Cheektowaga, NY. Highway Rehab recycles roads throughout 8 states in the Northeast and New England.



*Working in the Northeast and New England States for over 35 years.*



## HOT IN-PLACE MILL RECYCLING PROCESS

### DEFINITION:

Hot in-place mill recycling is a rehabilitation process that restores cracked, brittle, and irregular pavement in preparation for a final thin wearing course as selected by the contracting agency.



Truck mounted surface recyclers are capable of recycling speeds and highway speeds with a change in gears for easy mobilization.



Heater boxes are lined with refractory bricks to ensure deep heating and softening of the aged pavement.



Multiple rows of spring loaded scarifiers penetrate the softened asphalt to the desired recycling depth.

### APPLICATION:

Roadways that possess a stable and structural adequate base are appropriate candidates for this process. The depth and nature of the existing material must be evaluated prior to constructions.



Application of rejuvenating agent along with hot dual milling head produces a homogenous recycled mix.



The recycled material levels previously deformed surface in preparation for a thin wearing course.



Compaction achieved with a 10-12 ton vibratory roller.

**HOT IN-PLACE MILL RECYCLING - THE ENERGY SAVING METHOD**



## HOT IN-PLACE MILL RECYCLING BENEFITS

### Hot In-Place Mill Asphalt Recycling

**Hot In-Place Mill Recycling** is an on-site, in-place method that rehabilitates deteriorated bituminous pavements, minimizing the use of new materials. It is a pavement preservation technique that is cost effective, extends pavement life, improves safety and motorist satisfaction while saving public tax dollars.

Because asphalt is a unique construction material that can be effectively and economically restored, Hot In-Place Mill Recycling encourages restoration rather than applying new material over deteriorating pavement. *The process involves heating, scarifying/milling, adding a rejuvenating agent, mixing, placing and compacting the new recycled bituminous pavement structure.*

Hot In-Place Mill Asphalt Recycling presents the opportunity to spread available funds over a much greater area, especially during times of rapidly increasing costs and limited funding. In other words, the process allows communities and agencies to address roadway deterioration ensuring that pavements are preserved and upgraded, and costly reconstruction is avoided.

### Benefits

Hot In-Place Mill Recycling effectively addresses the classic symptoms of deteriorated oxidized lifeless pavements.

In addition to being financially practical, the benefits of asphalt recycling include:

- Cracks are interrupted and filled.
- Aggregate stripped of the bitumen is remixed and recoated.
- Ruts and holes are filled, shoves and bumps are leveled, drainage and crowns are re-established.
- Aggregate gradation and asphalt content may be modified by some variations of this process.
- Pavement is corrected without applying a leveling course.
- The use of in-place material reduces the amount of new asphalt applied in the overlay.
- Stronger bonding of old and new asphalt compared to conventional overlay.
- Later occurrences of reflection cracking in the overlay is eliminated or significantly reduced.
- Thinner overlays allow grade restrictions to be met with greater ease.
- Shorter construction times and greater user satisfaction.
- Easier to work around catch basins, manholes, and water valves than other recycling processes.
- Enhanced highway safety through improved ride and skid resistance.
- Flexibility restored by rejuvenating aged asphalt.
- Lower engineering and traffic control costs.



## HOT IN-PLACE MILL RECYCLING CANDIDATES



Excellent alternative to true and leveling or shimming.



Fatigue cracking and wheel rutting.



Tired and lifeless pavements.



Pavement De-lamination.



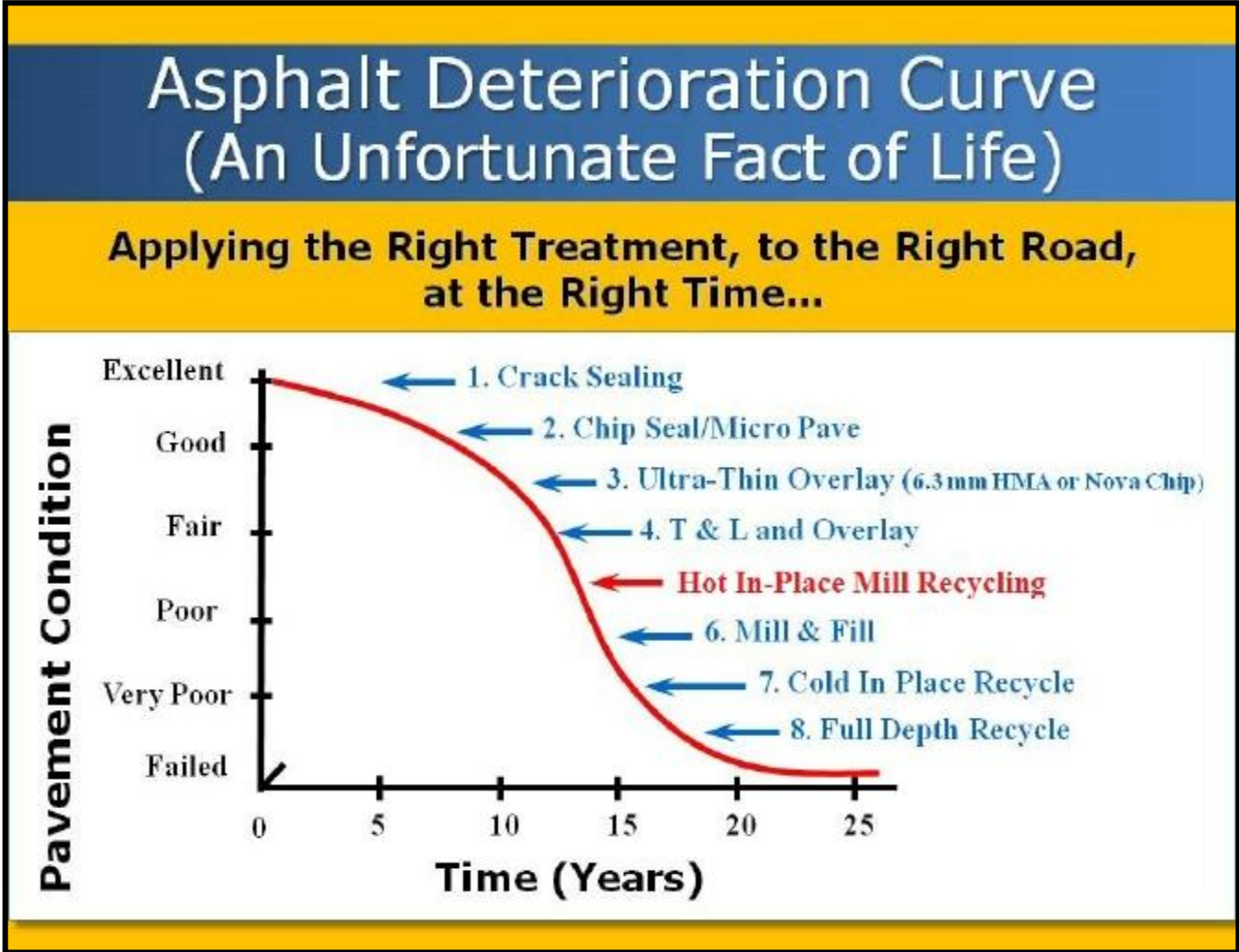
No need to adjust manhole structures during recycling process.



Easy workability against curb and around drainage structures.



# HOT IN-PLACE MILL RECYCLING APPLICATIONS



PRESERVE  
RECYCLE  
SAVE \$\$\$\$

## THE “FOUNDATION” OF PAVEMENT PRESERVATION



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## HOT IN-PLACE MILL RECYCLING PROJECTS



**HIP ON CITY STREETS**



**HIP ON TOWN ROADS**



**HIP ON COUNTY ROUTES**



**HIP ON INTERSTATE HIGHWAYS**

**HOT IN-PLACE MILL RECYCLING - THE ENERGY SAVING METHOD**



## CONTACTS

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*Thank You Past, Present, & Future Customers*