

**August 15, 2024**

“Hot in-place recycling (HIP) is an on-site rehabilitation method that can recycle 100 percent of the existing pavement. By saving on new materials, fuel and other resources, HIP can be very cost-effective in a number of road uses, with substantially fewer GHG and other emissions.”

**Other Links**

Green Roads Recycling Ltd. website, <http://greenroadsrecycling.com>.

Ministry of Transportation and Infrastructure (2011), *Reducing Greenhouse Gas Emissions in the B.C. Road Building and Maintenance Industry*, Page 58-61

[https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/engineering-standards-and-guidelines/environment/climate/3348\\_roadbuilding\\_bp-v13-232ppi.pdf](https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/engineering-standards-and-guidelines/environment/climate/3348_roadbuilding_bp-v13-232ppi.pdf)

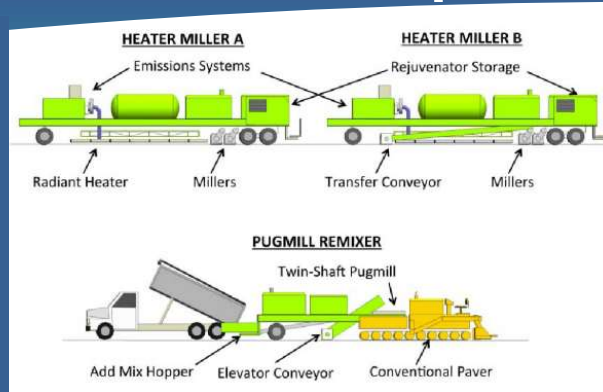
Ecopave Systems website, <http://www.ecopavesystems.com>.

**Contact Us**

**Town of Creston**

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**What is the Town doing to the Roads?**

Work planned at various locations in Creston in August and September 2024 will utilize a process referred to as hot in-place recycling (HIP) (see over for a plan showing location and limits of construction).

Hot in-place recycling is designed to address road surface distresses that are not the result of underlying structural weaknesses. The HIP process involves heating, removing and mixing the existing surface asphalt with a recycling agent (asphalt cement rejuvenator) and up to 15% new asphalt as required, and repaving—all in a single continuous process.



HIP is used to treat surface cracking, raveling, potholes, and rutting. It can also address problems such as bumps, swells and depressions that affect ride quality.

Not all roads are the same: Pavements showing structural base failure or poor drainage are not appropriate candidates for HIP.

**Financial Considerations**

As an on-site recycling process, HIP saves not only on material costs— for aggregate and asphalt cement—but also on the costs of transporting, processing and stockpiling new hot-mix asphalt and old (reclaimed asphalt) pavement. In addition, with HIP, only one lane of traffic is detoured and the pavement can be driven within an hour after compaction. As a result, the impacts of traffic disruption are minimized.

**Emission and Other Impacts**

The HIP process minimizes GHG emissions by reducing the amount of new aggregate and asphalt oil required and minimizing transport of these materials to and from the job site.