

Information on Colorful Colorado

- CDOT maintains 23,105 lane miles of the total 136,287 lane miles in the state.
- Currently, we are capped at 3,316 FTEs.
- In 2007, 95 construction projects were awarded that totaled approximately \$390 million dollars.



CDOT's Experiences With HIP

In the past 5 years CDOT has:

- Not done any in-house projects and
- Awarded 28 construction projects.
 - ✓ 18 were Heater Remix that totaled \$18.6 million dollars.
 - ✓ 8 were Heater Scarify that totaled \$2.8 million dollars.
 - ✓ 2 were Heater Repaving that totaled \$650,000 dollars.



Why CDOT Uses HIP

Heater Remix is used because:

- It is a single process that adds a small amount of virgin HMA.
- It can be used when the pavement is slightly structurally deficient.
- We are limited in overhead clearance.

Heater Scarification is used because:

- It can correct surface distresses prior to an overlay.
- It can be used on low volume roads with a chip seal.
- Another wearing course is required.

Heater Repaving is used because:

- It bonds well with a thin overlay.
- When only one paving operation is required.
- The distresses are a little more severe.



Why More HIP is Not Used by CDOT

- Still an art.
- Too much variability within our pavement sections.
- Final smoothness can be an issue.
- Higher altitudes require more energy.
- Pavements are structurally deficient.



Suggestions to Improve HIP

- More night work will be required.
- Improve smoothness issues.
- Reduce the heating temperature.

