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 HI P 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.