



MEDIA RELEASE

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WASHINGTON STATE DEPARTMENT OF TRANSPORTATION WINS 2020 PERPETUAL PAVEMENT AWARD

The Asphalt Pavement Alliance (APA) announced today that the Washington State Department of Transportation (WSDOT) has won a 2020 Perpetual Pavement Award (PPA) for a 6.9-mile section of a two-lane roadway on SR 395 in Franklin County that was originally constructed in 1980. **This is the seventh PPA for WSDOT.**

To qualify for this prestigious award, a pavement must be at least 35 years old and never experienced a structural failure. The average interval between the resurfacing of the winning pavement must be no less than 13 years. The pavement must demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction, and value for the traveling public.

Engineers at the National Center for Asphalt Technology (NCAT) evaluated the nominations and validated the winners.

This 40-year-old award-winning section of SR 395 extends from the towns of Mesa to Connell in Franklin County. The original construction consisted of 5.4 inches of crushed surfacing top course, 5.4 inches of asphalt concrete pavement (ACP) class E base course, followed by 2.4 inches ACP leveling course, and topped with 1.8 inches of ACP wearing course.

In 2001, the pavement was milled to a depth of 1.2 inches and resurfaced with 2.4 inches of ACP class 0.75-inch performance grade (PG) 70-28 mixture. In 2015, the project was milled and resurfaced to a depth of 2.4 inches and replaced with a 2.4-inch layer of ACP class 0.5-inch PG 70-28 mixture.

Today the road has daily traffic of 10,630 vehicles, including 25.8 percent trucks, resulting in an estimated loading of 11 million equivalent single-axle loads (ESAL).

The road has performed well since its construction in 1980. As it has only been resurfaced twice and the total thickness has increased by only 1.2 inches, it easily meets the criteria for a PPA.

“This is a great honor to be recognized by the Asphalt Pavement Alliance for the Perpetual Pavement Award for our work to on US 395 between Mesa to Connell in Franklin County,” said Brian White, WSDOT Assistant Region Administrator for Construction and Design in South Central Region. “It’s important to provide a durable product that can stand the test of time

because of limited funding. This is a true testament with the help of our contractors, our ability to preserve and maintain roadways to stretch the longevity of our pavement.”

“One key indicator of quality in construction is a smooth, long-life pavement,” said Amy Miller, P.E., National Director of the APA. “Long-life asphalt pavements serve the community, reduce the money needed for maintenance, and conserve raw materials, ultimately leading to a truly sustainable structure that exemplifies the triple bottom line. Asphalt roads can be engineered to last indefinitely with only routine maintenance and periodic surface renewal. Perpetual pavements use fewer natural resources and offer road owners and users what they want most – an economical, smooth pavement that serves the community for decades.”

The Asphalt Pavement Alliance is a coalition of the National Asphalt Pavement Association, the Asphalt Institute, and the state asphalt pavement associations. The Asphalt Pavement Alliance’s mission is to establish asphalt as the preferred choice for quality, performance, and the environment.

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The Asphalt Pavement Alliance (www.driveasphalt.org) is a partnership of the Asphalt Institute (AI), National Asphalt Pavement Association (NAPA) and the State Asphalt Pavement Associations. The Asphalt Pavement Alliance’s mission is to establish asphalt as the preferred choice for quality, performance, and the environment.

The Asphalt Institute (www.asphaltinstitute.org) is the international trade association of petroleum asphalt producers, manufacturers, and affiliated businesses. AI promotes the use, benefits, and quality performance of petroleum asphalt, through engineering, research, marketing, and educational activities.

The National Asphalt Pavement Association (www.asphaltpavement.org) represents the interests of U.S. asphalt producers/contractors before Congress, federal agencies, and other national trade and business organizations. NAPA supports an active research program designed to improve the quality of asphalt pavements and paving techniques used in the construction of roads, streets, highways, parking lots, airports, and environmental and recreational facilities.

The State Asphalt Pavement Associations (www.asphaltpavement.org/sapas) represent the interests of asphalt pavement producers and paving companies at the state and local level across the United States.