



ASPHALT PAVEMENT ALLIANCE ANNOUNCES WINNERS OF 2020 PERPETUAL PAVEMENT AWARD

Twelve departments of transportation honored for success of long-life asphalt roads.

ORANGE PARK, Florida – Twelve departments of transportation (DOTs) were named winners of the 2020 Perpetual Pavement Award (PPA) by the Asphalt Pavement Alliance (APA). This number ties last year's record of PPAs awarded in a single year since the awards were first presented in 2001. The award celebrates long-life asphalt pavements that reflect the characteristics of a Perpetual Pavement design.

The award is presented to state DOTs and local agency road owners for high-performing asphalt pavements that are at least 35 years old with proven high-quality structural design. To earn the award, the pavement must have not suffered a structural failure, and it should have an average interval between resurfacing of no less than 13 years. The pavement must demonstrate the characteristics expected from long-life, Perpetual Pavement design: excellence in design, quality in construction, and value to taxpayers.

Engineers at the National Center for Asphalt Technology (NCAT) at Auburn University evaluated the nominations and validated the results for the 12 Perpetual Pavement Award winners for 2020. Since the PPA was first presented in 2001, 156 pavements in 31 U.S. states and one Canadian province have been honored with the award.

The 2020 winners are:

- **Alabama Department of Transportation (ALDOT), North Region** for a 2-mile section of a four-lane highway with a center turn lane on U.S. Highway 411 (State Route 25) in Etowah County. Original construction was completed in 1979. This is the 12th PPA for ALDOT.
- **Arizona Department of Transportation (ADOT)** for a 2.46-mile segment of a four-lane divided highway on Interstate 40 in Mohave County originally opened to traffic in 1976. This is ADOT's second PPA.
- **Arkansas Department of Transportation (ARDOT)** for a 2.85-mile section of two-lane State Highway 1 (Section 17) in Craighead County. This roadway is more than 44 years old and marks ARDOT's 11th PPA.

- **Florida Department of Transportation (FDOT)** for a 3.012-mile section of a two-lane section of State Road 40 in Marion County, originally constructed in 1954. This is FDOT's 11th PPA.
- **Maryland Department of Transportation (MDOT) State Highway Administration** for a 66-year-old, 8.89-mile section of four-lane Interstate 270 NB in Frederick County. MDOT has earned six PPAs.
- **Mississippi Department of Transportation (MDOT)** for a 5.8-mile section of a divided four-lane state route, MS 63, in Jackson County. Original construction was completed in 1977. This is MDOT's fifth PPA.
- **Ohio Department of Transportation (ODOT) District 2** for a 3.66-mile section of two-lane State Route 199 in Wood County. At 91-years old, this is the oldest roadway at the time of recognition to earn a PPA. This is ODOT's fifth PPA.
- **Pennsylvania Department of Transportation (PennDOT) Engineering District 9-0** for a 10.16-mile section of two-lane State Route 0096 in Bedford County, originally constructed in 1958. PennDOT has earned 10 PPAs.
- **South Carolina Department of Transportation (SCDOT)** for a 6-mile section of four-lane Interstate 26 in Berkeley County. This roadway is more than 58 years old. SCDOT has earned nine PPAs.
- **Tennessee Department of Transportation (TDOT)** for a 2.93-mile section of two-lane State Route 72 in Loudon County. Original construction was completed in 1962. This is TDOT's 16th PPA.
- **Virginia Department of Transportation (VDOT)** for a 2.51-mile section of Interstate 81 SB in Roanoke County, originally opened to traffic in 1964. This is VDOT's second PPA.
- **Washington State Department of Transportation (WSDOT)** for a 6.9-mile section of two-lane State Route 395 in Franklin County, which is more than 40 years old. WSDOT has earned seven PPAs.

Winning agencies are honored by their local state asphalt pavement association and are presented with an engraved crystal obelisk.

"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."