



MEDIA RELEASE

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ANNOUNCING TWENTY-ONE 2025 PERPETUAL PAVEMENT AWARD WINNERS

GREENBELT, MD – The Asphalt Pavement Alliance (APA) announced today that 21 agencies earned a 2025 Perpetual Pavement Award for projects throughout the United States.

“These award-winning projects demonstrate what’s possible when agencies commit to long-term performance, smart investment, and quality construction,” said Mike Skinner, Executive Director of the Asphalt Pavement Alliance. *“Perpetual Pavements represent a forward-thinking approach that delivers lasting value to while supporting durable, sustainable infrastructure.”*

Perpetual Pavement awards honor agencies whose roadways demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction, and value for the traveling public. To win, each project undergoes a meticulous evaluation conducted by engineers at the National Center for Asphalt Technology in Auburn, Alabama. There are three categories of distinction: Perpetual Pavement: By Conversion, Perpetual Pavement: By Design, and Perpetual Pavement: By Performance.

Perpetual Pavement: By Conversion honors agencies that demonstrate outstanding design and construction practices, specifically through constructing new asphalt roads over existing roadways. Congratulations to these four agencies:

- Arkansas Department of Transportation for Highway 55, Section 12 from MM 58.031 to MM 62.461 in Mississippi County
- Chicago Department of Transportation for West Doty Ave. South Rubblization in Cook County
- Washington State Department of Transportation for I-90 Sprague I/C to Argonne I/C Paving from MP 284.41 to MP 287.99 in Spokane County
- West Virginia Division of Highways for Interstate 79 from MP 57.80 to MP 61.35 in Braxton County

Perpetual Pavement: By Design honors agencies whose outstanding roadway network design practices meet Perpetual Pavement design standards. Six agencies earned this award:

- Arkansas Department of Transportation for Highway 18, Section 12 from MM 58.031 to MM 62.461 in Craighead County



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- Iowa Department of Transportation for IM-NHS-080-7 (128) 251-03-52 in Johnson/Cedar County
- Maryland Department of Transportation – State Highway Administration for MD 5 NB from MP 0.37 to MP 3.16 in Charles County
- Mississippi Department of Transportation for US Highway from the Mississippi River Bridge to Leland in Washington County
- Washington State Department of Transportation for SR 17 from MP 14.58 to MP 21.80 in Grant County
- West Virginia Division of Highways for WV Route 10 from MP 12.56 to MP 19.25 in Logan County

Perpetual Pavement: By Performance is awarded to pavements that are at least 35 years old, have never experienced structural failure, and maintain an average interval of at least 13 years between resurfacing. There were eleven pavements recognized in 2025:

- Arkansas Department of Transportation for US Highway 278, Section 13 from LM 0.132 to LM 2.580 in Bradley County
- Colorado Department of Transportation for US 160, Treasure Falls to Wolf Creek in Mineral County
- Florida Department of Transportation for I-75 (SR 93), from MP 0.000 to MP 3.656 in Suwannee County
- Hawaii Department of Transportation for Route 11 in Hawaii County
- Maryland Department of Transportation for US 15 SB from MP 31 to MP 37.8 in Frederick County
- Mississippi Department of Transportation for MS Highway 25 from MS Highway 16 to MS Highway 35 in Leake County
- Pennsylvania Department of Transportation for SR 308 West Sunbury Road in Butler County
- Tennessee Department of Transportation for SR 53 from LM 0.24 to LM 2.46 in Smith County
- Virginia Department of Transportation for I-81 Southbound from MP 121.397 to 123.442 in Montgomery County
- Washington State Department of Transportation for Steven Pass Highway, US 2, from MP 84.75 to MP 86.77 in Chelan County
- West Virginia Division of Highway for US 19 from MP17.73 to MP 22.03 in Lewis County



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“Asphalt roads can be designed, built, and maintained to indefinitely prevent deep distresses,” said Dr. Buzz Powell, P.E., Technical Director of the APA. *“The resulting Perpetual Pavement structure is an excellent investment for taxpayers because it only requires periodic surface renewal, has the most preservation options, and never requires reconstruction. Advantages of Perpetual Pavements include durability, economics, sustainability, and smoothness. The smoothness advantage of asphalt pavements is indefinitely extended with Perpetual Pavement since deep distresses that cause roughness never occur.”*

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

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The National Asphalt Pavement Association (www.asphalt pavement.org) represents the interest 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 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 State Asphalt Pavement Associations (www.sapainc.org) represent the interests of asphalt pavement producers and paving companies at the state and local level across the United States.