WHEN IT COMES TO ROADWAY CONSTRUCTION

DRIVABILITY MATTERS

ASPHALT DELIVERS DRIVABILITY

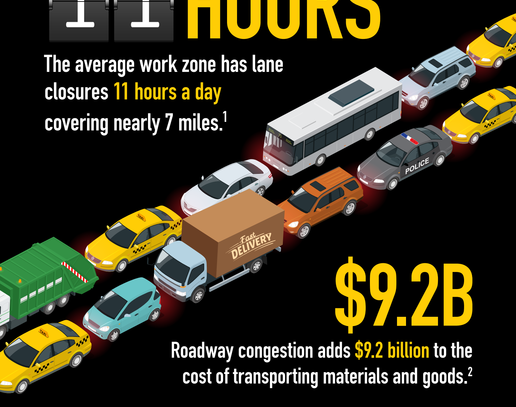
SMOOTHNESS | NOISE | SAFETY | SUSTAINABILITY | CONSTRUCTION

What's drivability? It's what makes a road the one you want to take.

Roadway construction and maintenance keep pavements safe and comfortable for road users. Whether you're driving for leisure or work, a safe on-time arrival is vital. Asphalt's **SPEED OF CONSTRUCTION** makes it easier to build and maintain roads, resulting in minimal delays for the public. Fewer delays minimizes congestion and saves the U.S. economy billions of dollars each year in wasted fuel, time, and productivity. That matters.

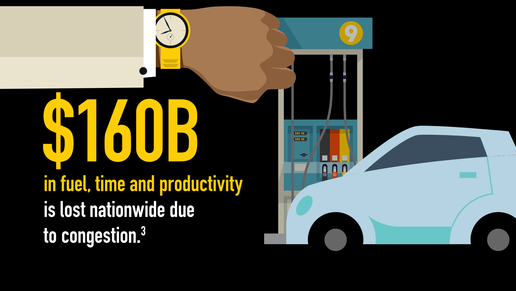
11 HOURS

The average work zone has lane closures **11 hours a day** covering nearly 7 miles.[1]



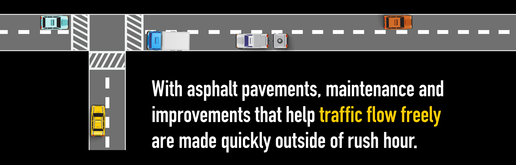
$9.2B

Roadway congestion adds **$9.2 billion** to the cost of transporting materials and goods.[2]



$160B

in fuel, time and productivity is lost nationwide due to congestion.[3]



With asphalt pavements, maintenance and improvements that help **traffic flow freely** are made quickly outside of rush hour.

70% FASTER

Utilizing accelerated techniques, asphalt pavement construction can be up to **70% faster.**[4]

2.5×

more lane-miles can be reconstructed during a single road closure with asphalt's crack seat and overlay process compared to reconstruction with concrete.[5]

48% LESS

Construction and maintenance of an asphalt Perpetual Pavement **costs 48% less** and takes **14% less** time than other comparable pavement types over 55 years.[6]

APA ASPHALT PAVEMENT ALLIANCE

DriveAsphalt.org

The Asphalt Pavement Alliance is a partnership of the Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations.

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2. Pierce, D., & Q. Murray (2014). Cost of Congestion to the Trucking Industry. American Transportation Research Institute. Arlington, Virginia.
3. Schrank, D. B. Eisele, T. Lomax, & J. Bak (2015). 2015 Urban Mobility Scorecard. Texas A&M Transportation Institute. College Park, Texas.
4. Epps, J.A., & D.E. Newcomb (2015). Considerations and Case Studies in Rapid Highway Construction Using Asphalt Pavement. Texas A&M Transportation Institute, College Park, Texas.
5. Lee, E.-B., C. Kim, & J.T. Harvey (2011). Pavement Type Selection for Highway Rehabilitation Based on a Life-Cycle Cost Analysis: Validation of California Interstate 710 Project (Phase 1). Presented at 90th Annual Meeting of the Transportation Research Board, Paper No: 11-1127. Washington, D.C., January 23–27.
6. Pavia Systems (2013). Figure 10.9 in SHRP2 R23: Using Existing Pavement in Place and Achieving Long Life — Project Assessment Manual. Pavia Systems, Seattle, Washington. http://www.pavementrenewal.org/