



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

MEDIA RELEASE

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CALIFORNIA DEPARTMENT OF TRANSPORTATION WINS TWO 2021 PERPETUAL PAVEMENT AWARDS

The Asphalt Pavement Alliance (APA) announced today that the California Department of Transportation (Caltrans) has won a 2021 Perpetual Pavement Award: By Design (PPA) and a Perpetual Pavement Award: By Conversion. This is Caltrans' first PPA: By Design and PPA: By Conversion during these awards' inaugural year. Caltrans previously earned two PPAs: By Performance since that program began in 2001.

To qualify for the PPA: By Design, the pavement must be a newly designed and constructed asphalt road built over new or reconditioned subgrade. The PPA: By Conversion requires the pavement be a new asphalt road constructed over an existing road. For both prestigious awards, the pavements must meet strict Perpetual Pavement criteria and 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.

The PPA: By Design award-winning section is for both directions of a section of Interstate 5 from postmile marker 9.7 to postmile marker 24.9 in Sacramento County. Granite Construction Co. and Teichert Aggregates, each focusing on the southbound and the northbound lanes simultaneously, completed this 67 lane miles Long-Life Pavement in 2021. In addition to being designed as a Perpetual Pavement, recycled crumb rubber, aggregate base and reclaimed asphalt pavement (RAP) was used during construction. All this added up to a successful fiscally and environmentally responsible project.

“Caltrans is honored to receive this prestigious, nationally recognized award for the extraordinary paving project on Interstate 5 in Sacramento,” said Caltrans District 3 Director Amarjeet S. Benipal. “This route is the major north-south freight corridor on the west coast, and durable pavement is essential to minimize disruptions to both commuters and goods movement. While this project was the vision of dedicated engineers from the department, it was only made possible by the hard work of construction professionals and extraordinary details of our university partners.”

The reconstruction of 18 lane miles of Interstate 5 from postmile marker 37.1 to postmile marker 41.6 both northbound and southbound in Tehama County earned Caltrans their first PPA: By Conversion. With close communication among the contractor Tullis, Inc., Caltrans and University

of California Pavement Research Center (UCPRC), the project consisting of three layers, with the top two layers containing RAP, was opened to traffic in 2012.

“The Caltrans team for the Red Bluff Long Life Pavement Rehabilitation project on I-5 in Tehama County in District 2 is honored to have been selected for the 2021 Perpetual Pavement Award: By Conversion,” said Caltrans engineer Sri Holikatti. “This project rehabilitated a critical link on Interstate 5. I-5 is the most important North-South route on the west coast of United States, connecting the three Pacific coast states as well as Mexico and Canada for trade and commerce. This extraordinary project was only made possible through the teamwork between government vision, university innovation and industry commitment to turning those into a built project.”

Both sections of I-5 easily meet the criteria for a PPA and will continue to serve the travelers in California well into the future requiring little maintenance. Winning agencies 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.”

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.sapa-inc.org) represent the interests of asphalt pavement producers and paving companies at the state and local level across the United States.