



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

MEDIA RELEASE

For Immediate Release
June 1, 2022

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MARYLAND DEPARTMENT OF TRANSPORTATION WINS TWO 2021 PERPETUAL PAVEMENT AWARDS

The Asphalt Pavement Alliance (APA) announced today that the Maryland Department of Transportation (MDOT) State Highway Administration has won a 2021 Perpetual Pavement Award: By Performance (PPA) and a Perpetual Pavement Award: By Design. This is the seventh PPA: By Performance in Md. since the program began in 2001 and first PPA: By Design for MDOT in this award's inaugural year.

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

The PPA: By Performance award-winning section is for a 48-year-old, 4.99-mile section of four- to six-lane Interstate 68 from milepost 3.62 to milepost 8.61 in Allegany County. This roadway has a current daily traffic count of 40,000 vehicles per day and an estimated loading since the original construction of over 26 million equivalent single-axle loads (ESALs). The years between resurfacing have averaged 17 years.

“The Maryland Department of Transportation, State Highway Administration, is honored by the selection of Interstate (IS) 68 (MP 3.62 to 8.61) in Allegany County for a 2021 Perpetual Pavement Award and MDOT SHA’s sixth PPA: By Performance,” said Ms. Sejal Barot, Director, Office of Materials Technology. “IS 68 which is a 112.9-mile Interstate Highway in the states of West Virginia and Maryland, connecting I-79 in Morgantown, West Virginia, to I-70 in Hancock, Maryland. IS 68 is also Corridor E of the Appalachian Development Highway System. In Maryland, the highway is known as the National Freeway, an homage to the historic National Road, which IS 68 parallels between Keysers Ridge and Hancock. The freeway mainly spans rural areas and crosses numerous mountain ridges along its route and provides an alternative to the Pennsylvania Turnpike for westbound traffic from Washington, D.C., and Baltimore. This project is subject to very high truck traffic and frequent freeze-thaw cycles due to Wet-Freeze climatic conditions. We are extremely pleased to be receiving this award for three consecutive years considering its

stringent criteria. This award simply highlights MDOT SHA's commitment to our System Preservation Program and our successful partnership with Districts and Industry."

A 3.86-mile section of Maryland Route 100 from milepost 1.84 to milepost 5.7 in Anne Arundel County earned MDOT their first PPA: By Design for construction completed in 1996. MD 100 is a major east-west highway.

"The Maryland Department of Transportation, State Highway Administration is honored by the selection of Maryland State Route 100 (MD 100 - MP 1.84 to 5.7) in Anne Arundel County for a 2021 Perpetual Pavement Award (PPA), and MDOT SHA's first PPA by Design," said Barot. "MD 100 is a 22.38 mile (36.02 km) major east-west highway connecting U.S. Route 29 (US 29) in Ellicott City (just north of Columbia) and MD 177 (Mountain Road) in Pasadena. MD 100 also connects to Interstate 95 (I-95), US 1, the Baltimore-Washington Parkway (MD 295), and I-97. The highway connects Howard County to the west with Anne Arundel County and the Chesapeake Bay to the east. MD 100 also provides access to the Baltimore-Washington International Airport (BWI) and the Arundel Mills shopping mall. This project demonstrated exceptional quality in technical design standards and construction quality. MDOT SHA is proud to win this award in its inaugural year and appreciates the sincere efforts of our pavement designers and partners."

Both sections of I-68 and MD 100 easily meet the criteria for a PPA and will continue to serve the travelers in Md. well into the future requiring little maintenance. MDOT will be honored by The Maryland Asphalt Association and 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.sapainc.org) represent the interests of asphalt pavement producers and paving companies at the state and local level across the United States.