



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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For more information, contact:  
Amy Miller, P.E., 904-591-3333  
or [amiller@asphaltroads.org](mailto:amiller@asphaltroads.org)

At WSDOT, Emily Glad, 206-716-1116  
or [Emily.glad@wsdot.wa.gov](mailto:Emily.glad@wsdot.wa.gov)

## **WASHINGTON STATE DEPARTMENT OF TRANSPORTATION WINS THREE 2021 PERPETUAL PAVEMENT AWARDS**

The Asphalt Pavement Alliance (APA) announced today that the Washington State Department of Transportation (WSDOT) has won a 2021 Perpetual Pavement Award: By Performance (PPA), a Perpetual Pavement Award: By Design and a Perpetual Pavement Award: By Conversion. This is WSDOT's eighth PPA: By Performance since the program began in 2001. It is also their second PPA: By Design and PPA: By Conversion. They were the first to earn these two new awards in 2020. WSDOT is one of only two road owners to win a 2021 PPA in all three categories.

For all three prestigious PPAs, 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.

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. WSDOT earned this award for a 4.39-mile section of two-lane State Route 7 from milepost 18.14 to milepost 22.53 in Pierce County, which is more than 69 years old.

The winning section of SR 7 has a current traffic volume of approximately 2,000 vehicles per day which has resulted in an estimated loading of 1.1 million equivalent single-axle loads since it opened to traffic in 1952. As the years between resurfacing has averaged almost 18 years, this section of SR 7 easily meets the criteria for a PPA: By Performance.

“This is a tribute to those who were designing and constructing roads in 1952 when this section of SR 7 was opened to traffic and to those who have maintained it for the last 70 years,” said Olympic Region Administrator Steve Roark. “WSDOT continues to prioritize this commitment to lowest life cycle cost solutions.”

To qualify for the PPA: By Design, the winning pavement must be a newly designed and constructed asphalt road built over new or reconditioned subgrade that meet strict Perpetual Pavement criteria. WSDOT earned this award for the 4.25-mile westbound widening of State

Route 502 from milepost 0.85 to milepost 5.10 in Clark County that opened to traffic in 2017. The project was constructed by the Lakeside Industries, Vancouver Division.

“This stretch of highway is a critical east-west route in central Clark County serving as connector between Battle Ground and Interstate 5,” said Southwest Region Administrator Carley Francis. “The project expanded the highway from two to four lanes, with shoulders for bicycle and pedestrian travel, provided traffic signals at major intersections and median safety barriers to help improve safety and efficiency through the area for all travelers. In total, approximately 82,000 tons of asphalt pavement mix on the project, this project maintained a composite pay factor of 1.044 demonstrating a commitment to excellence on this project. The success of this project was possible due to continued partnership efforts between WSDOT construction and design teams, Rotschy Inc., Lakeside Industries and the city of Battle Ground.”

The PPA: By Conversion requires the pavement be a new asphalt road constructed over an existing road that meet strict Perpetual Pavement criteria. The WSDOT winning project is 2.41-miles of Pavement Rehab on Interstate 5 Southbound from milepost 149.78 to milepost 152.19 in King County. Completed in 2017.

“This stretch of southbound I-5 carries over 200,000 vehicles daily which created the challenge of completing the work with minimum impact to traveling public during commuting hours,” said Northwest Region Administrator Mike Cotten. “In total, approximately 60,000 tons of asphalt pavement mix was placed on the project. Notably, 90 percent of the HMA was paved during three 55-hour closures during critical weekends, while at least two lanes were open at all times. The rest of the HMA was placed during extended night closures for the main line and the on/off ramps. The success of this project was possible due to continued successful partnership efforts among WSDOT construction and design teams, MidMountain Contractors Inc. and ICON Materials, A CRH Company.”

The winning sections of SR 7, SR 502 and I-5 all meet the criteria for a PPA and will continue to serve the travelers in Wash. well into the future requiring little maintenance. WSDOT will be honored by Washington Asphalt Pavement Association (WAPA) and will be presented with an engraved crystal obelisk for each winning project.

“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](http://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](http://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](http://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](http://www.sapa-inc.org)) represent the interests of asphalt pavement producers and paving companies at the state and local level across the United States.