



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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WASHINGTON STATE DEPARTMENT OF TRANSPORTATION WINS 2024 PERPETUAL PAVEMENT AWARD

The Asphalt Pavement Alliance (APA) announced today that the Washington State Department of Transportation has won a 2024 Perpetual Pavement by Conversion Award for the concrete pavement rehabilitation of I-5 southbound in Clark and Cowlitz Counties.

The Perpetual Pavement by Conversion award honors agencies that demonstrate outstanding design and construction practices, specifically in constructing new asphalt roads over existing roads. To qualify for this prestigious award, the converted pavement must meet Perpetual Pavement design criteria: the completed project must have asphalt mixture binder and surface layers and be at least two miles in length--municipal roadways must be at least 1,200 feet in length. A National Center for Asphalt Technology engineer evaluated the nominations and validated the winners.

The Washington State Department of Transportation received the award for its concrete pavement rehabilitation of I-5 in Clark and Cowlitz Counties. The project focused on a 1.72-mile segment of the three southbound lanes between the East and North Forks of the Lewis River, which serve an average of 41,400 vehicles daily. This section of the interstate was originally constructed in 1970 with Portland cement concrete pavement over an asphalt treated base and untreated base. In 2007 and 2017, the concrete pavement was rehabilitated with dowel bar retrofits, slab replacements, and grinding. In 2021, the concrete pavement was cracked, seated, and topped with hot mix asphalt. The “crack and seat” technique breaks concrete slabs into smaller pieces, which reduces the likelihood of reflective cracking when asphalt overlays are placed on top. These improvements extended the service life of this section of I-5, ensuring a smooth ride on this Perpetual Pavement for years to come.

“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. 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 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.