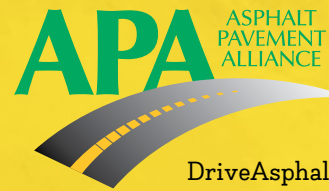


Top 5 Reasons to Design Perpetual Pavements



1 COST SAVINGS

Perpetual Pavement design optimizes layer thickness and can incorporate the addition of recycled asphalt pavement resulting in initial construction cost savings. Also, because these pavements require less maintenance than conventional designs, Perpetual Pavements reduce life-cycle costs 17–28%.¹



FHWA found Perpetual Pavements improved sustainability by reducing ozone depletion, global warming, smog, ecotoxicity, fossil fuels, and water resources.¹ One of the nation's most diligent recyclers, 99% of milled asphalt pavements are reused, including in Perpetual Pavements, conserving natural resources.²

2 ENVIRONMENTALLY FRIENDLY

3 LOW OWNERSHIP COST

Requiring only surface renewal, the 48% lower cost of ownership of a Perpetual Pavement over a 55-year analysis period, enables rehabilitation and reconstruction funding to be reallocated to improve other infrastructure projects optimizing budgets for maximum value.³



The minor, infrequent surface preservation required to restore the surface to a smooth, like new condition results in 14% less traffic disruptions for the traveling public and the transport of consumer goods.³

4 SUPERIOR RIDE

5 DEPENDABLE

Over the past two decades, the Asphalt Pavement Alliance has recognized 181 Perpetual Pavements in the U.S. These pavements averaged 46.42 years old at the time of recognition with periodic servicing occurring on average every 19.25 years.⁴



¹Flintsch, G., Meijer, J., & Smith, K. (2020). "Improved Asphalt Pavement Sustainability Through Perpetual Pavement Design." U.S. Department of Transportation, Federal Highway Administration. FHWA-HIF-19-080. https://www.fhwa.dot.gov/pavement/sustainability/case_studies/hif19080.pdf

²Williams, B.A., Willis, J.R., & Shacat, J. (2022). Asphalt Pavement Industry Survey on Recycled Materials and Warm-Mix Asphalt Usage: 2021. National Asphalt Pavement Association. Information Series 138 (12th Edition). <https://member.asphaltpavement.org/Shop/Product-Catalog/Product-Details?productId={BDAB6C1D-7D96-ED11-AAD1-0022482A4988}>

³Jackson, N. (2014). SHRP2 R23: Using Existing Pavement in Place and Achieving Long Life. Transportation Research Board. DOI: 10.17226/22684

⁴Asphalt Pavement Alliance. (2023, May 11). Awards. www.driveasphalt.org/awards