

THE *NEW* HOT-MIX ASPHALT ABSOLUTELY!

Perpetual Pavement Awards

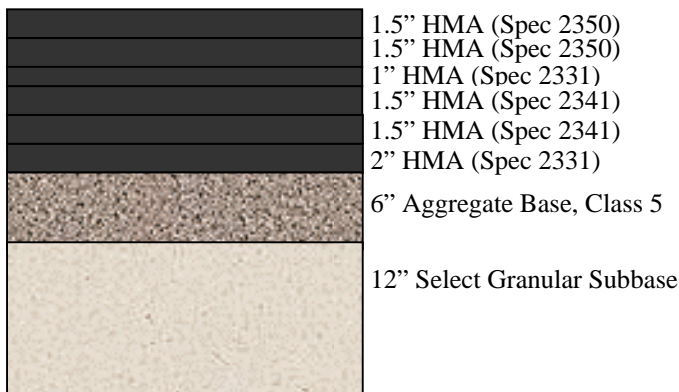
The Minnesota Department of Transportation (Mn/DOT) has received five National Perpetual Pavement Awards over the past five years for the following roadways:

- Interstate 35 near Willow River in 2002,
- USTH 71 south of Park Rapids in 2003,
- USTH 10 in Anoka in 2004,
- TH 18 between Garrison and Brainerd in 2005, and
- TH 61 in southeast Minnesota between Wabasha and Kellogg in 2006.

The criteria for this prestigious national award are pavement sections that are 35 years or older, have not had major structural failure, has on average at least 13 years between overlays, and should demonstrate excellence in design, quality in construction and value to the traveling public.

Through projects such as this, Minnesota played an outstanding role in the history of transportation, technological change, and asphalt construction thanks to the progressive vision and partnering efforts of agency and industry representatives. These projects have demonstrated outstanding design, construction, and performance value for more than 35 years of service to the traveling public of Minnesota and continue to do so today.

2006 Perpetual Pavement Award* TH 61 from Wabasha to Kellogg, Open to Traffic 1969

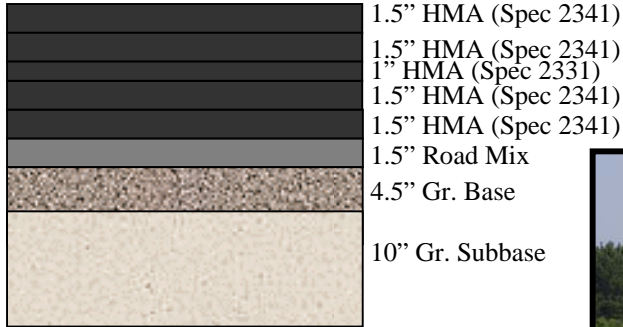


1988 (19 years of service) 1" Overlay (Spec 2361)
over 1" Overlay (Spec 2331)

2000 (31 years of service) 1.5" Mill and 3" Overlay
(Spec 2350)



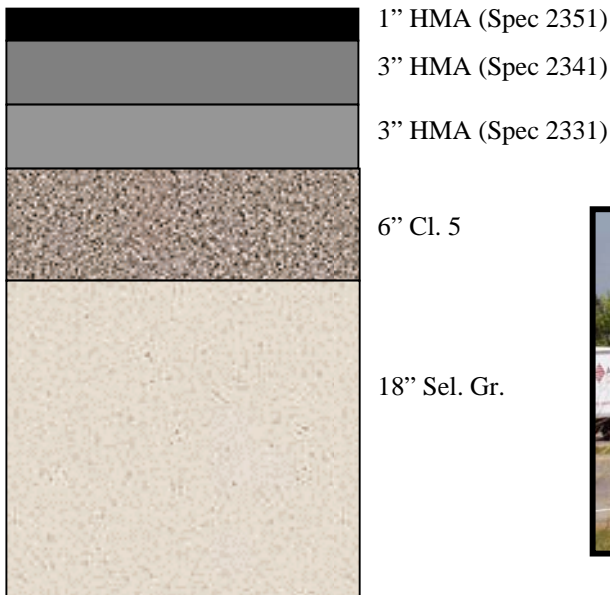
2005 Perpetual Pavement Award*
TH 18 from Garrison to Brainerd,
Open to Traffic 1959



1982 (23 years of service) 1.5" Overlay (Spec 2341)
 over 1" Overlay (Spec 2331)
1993 (34 years of service) 1.5" Overlay (Spec 2341)



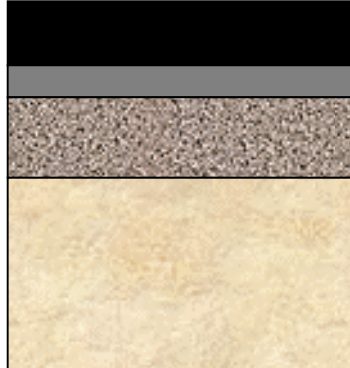
2004 Perpetual Pavement Award
TH 10 in Anoka,
Open to Traffic 1966



1978 (12 years of service) 3/4" Overlay (Spec 2361)
1994 (28 years of service) 2" Mill & 3.5" Overlay (Spec 2340, Type 47)



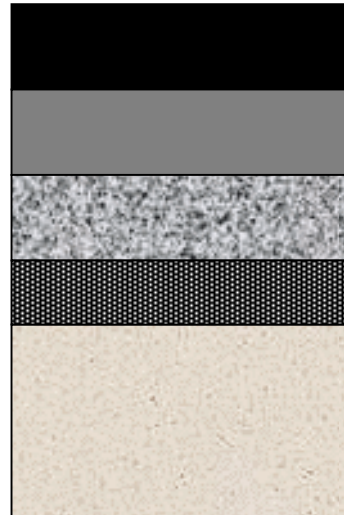
2003 Perpetual Pavement Award*
TH 71 South of Park Rapids,
Open to Traffic 1964



3" HMA (Spec 2341)
 1.5" Road Mix (in-place)
 4.5" Aggregate Base (in-place)
 Granular Soil (in-place)

1994 (30 years of service) Spot Tightblade & 1.5" Overlay

2002 Perpetual Pavement Award*
I-35 near Willow River,
Open to Traffic 1966



4" HMA (Spec 2351)
 4" HMA (Spec 2331)
 4" Bit. Treated Cl. 5
 3" Bit. Treated Sel. Gr.
 9" Sel. Gr.

1989 (23 years of service) 1" Mill & Overlay
1998 (32 years of service) 4.5" Mill & Overlay

*Note: High performance sections that do not consist of a 30-inch select granular criteria for frost susceptibility.



"Mn/DOT is honored to accept this national Perpetual Pavement Award for the fifth year in a row," said Keith Shannon, Director, Office of Materials. "These awards demonstrate Mn/DOT's historical commitment to maintaining smooth pavements on Minnesota highways with cost-effective overlay treatments. Less maintenance on this road has also meant less disruption for motorists."⁽¹⁾

Hot-Mix Asphalt (HMA) overlays are one of the most cost effective, efficient, and versatile pavement preservation options available. The benefits include:

- additional structural capacity,
- Quality Management in construction,
- enhanced skid resistance,
- reduced noise levels,
- improved ride,
- preserve pavement against environmental elements,
- improved drainage,
- enhanced aesthetics, and
- extended service life, thus *improved life cycle costs savings*.

Overlays can be placed in varying thicknesses, allowing the engineer flexibility to design according to the needs of the roadway. **A thin HMA overlay** (thickness less than two inches) is an excellent option for structurally sound flexible pavements and is compatible with future maintenance activities. Thin HMA overlays consist of well-blended aggregate and asphalt cement. The quality of the pavement preservation technique is controlled through the Quality Control/Quality Assurance (QC/QA) process. These award-winning pavements received a thin overlay in their lifetime. Thin overlay and stage construction are viable and cost-effective means to prolong the life of low, medium, and high volume HMA pavements. **Each of these award-winning pavements has received a thin overlay** (ranging from ¾" to 2" thick) in their lifetime and they are still going strong.

Stage Construction was used in the construction of TH 61 and is an ideal way to account for future traffic and optimize on materials and costs. The original 2-lane road was designed and constructed in 1969 with plans to transition it to southbound lanes and add two northbound lanes. When the two northbound lanes were added in 1972, the remaining lifts of hot-mix asphalt were also placed.

"The methodology used during the road's construction in 1969 was innovative and now has become an accepted standard," said Nelrae Succio, District 6 Transportation Engineer.⁽¹⁾

Congratulations to the Minnesota Department of Transportation!

1. Minnesota Department of Transportation Press Release dated June 7, 2007.

