

PERMA-PATCH®

PERMANENT PAVEMENT
REPAIR

SHRP RESULTS

A PERMA-PATCH
SUCCESS STORY



National Research Council Strategic Highway Research Project Finds Perma-Patch Best In Durability Through Multiple Tests

The Federal Department of Transportation obtained five million dollars from Congress on the advice of the National Research Council, to study the best materials and equipment for repairing potholes. This resulted in publication of SHRP-H-348 (Strategic Highway Research Project) under the auspices of the National Academy of Sciences, United States Government, and the American Association of State Highway and Transportation Officials, known as Projects H105 and H106.

Test sections were installed at 22 sites throughout the United States and Canada between March 1991 and February 1992, under the supervision of SHRP representatives. The researchers collected installation and productivity information at each site and periodically evaluated the experimental repairs and treatments for 18 months following installation. As asphalt pavements age and deteriorate, the need for corrective measures to restore safety and ride-ability increases. This not only proves to be expensive, but also costly for ride-ability and pavement lifespan.

SHRP
TEST
SITES

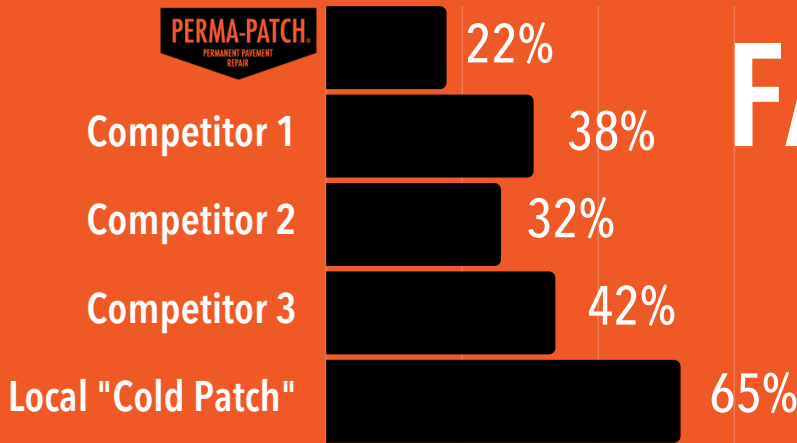


Perma-Patch was proven to have the lowest failure rate through U.S. Federal Government testing across U.S. and Canada over a 4.65-year period.

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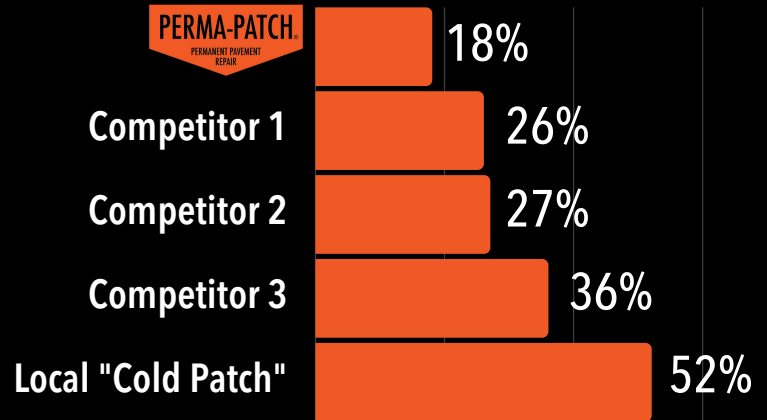
PERMA-PATCH® PROVED TO BE THE MOST DURABLE PRODUCT.

After Projects H105 and H106 tests were administrated by the American Association of State Highway and Transportation Officials, Perma-Patch was determined to be the most durable amidst all competition. Perma-Patch required the least amount of reapplication and offered the lowest failure rate of any product ranging from 18 months to 4.65 years.



FAILURE RATE AFTER 4.65 YEARS

FAILURE RATE AFTER 18 MONTHS



COST BENEFITS

The cost most commonly associated with pothole patching is the cost of purchasing material. This is usually one of the least significant contributors to the overall cost of patching operations. However, the material used for patching does impact the cost of the overall operation when there are differences in performance. More expensive materials that are placed with little effort, yet yield long-term durability, can reduce the cost of the initial patching effort, as well as the amount of re-patching needed. This reduces the labor and equipment costs for the overall operation.

Perma-Patch demonstrates industry leading performance at all testing time-frames. Since Perma-Patch performs better as vehicles drive over the repair, the material can be used for rapid patches while providing long-term benefits in durability and cost reductions in pavement repairs.