

ONLY ASPHALT CAN MEET *these changed* CONDITIONS

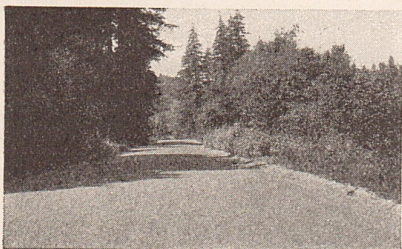
IN the past decade highway engineers have been obliged to confine their energies primarily to the development of highway systems capable of carrying the rapidly increasing traffic on primary arteries and in the areas of congestion. That problem has been substantially overcome. But in the meantime new needs have arisen.

Intensified in recent years, attention is now being focused on these changed conditions. Progressive engineers, who know from practical experience that there is no phase of highway paving that has not been most successfully met by the use of asphalt, have turned to this age-old binder. And in asphalt they have found the answers.

More Secondary Roads

Universal demand that highway systems be extended beyond the main-traveled arteries must now be met by the extension and further improvement of the country's secondary road system.

Such asphalt types as "surface treat-



Attractive asphalt paving for secondary roads



Asphalt salvages worn-out pavements

ment", "oil-processed pavements", and "asphalt macadam" have proven the answer to this demand. Inexpensive to build, these asphalt types are doubly economical because the valuable gravel or rock surfacing on existing roads can invariably be salvaged and used in the new low-cost construction.

Smooth-riding and attractive in appearance, these modern medium-type highways are sufficiently durable to give years of service, at low upkeep cost, to nominal volumes of traffic. They are becoming more and more a factor in our road-building program.

That asphalt is the only economical answer to the increasing need for improved surfaces on secondary and intermediate roads is universally recognized. Through its use every engineer has a great opportunity of insuring additional savings to the people of his community.

Widening

Traffic on many of the main highways has

increased to such extent as to require widening of the travelway.

Substantial progress is being made in this regard. In some cases the immediate need is met by the use of inexpensive local rock or gravel, bound with asphalt. In others, by the construction of permanent asphalt concrete shoulders.

Asphalt is the only material by means of which it is possible successfully to bind new areas of pavement to old.

Reconstruction

Built to withstand far smaller volumes of traffic, many of the antiquated pavements on the main highways are now so worn that they are in immediate need of reconstruction.

These old expensive pavements should not be torn up and scrapped.

The huge investment in them should be salvaged and preserved through the use of asphalt. They should be used as bases for new high-type asphalt concrete pavement.

Double savings are thus effected: first, the original investment in the old pavement is conserved; second, construction costs are greatly reduced, because the old pavement serves as the base for the new.

Only with a material having the unique binding characteristics of asphalt can the economical salvaging and resurfacing of these expensive worn-out pavements be effected.

Asphalt the Proven Answer

Whatever the paving problem of your state, county, or city—you will find the answer in asphalt. The Asphalt Institute has recently published a manual on Road-Mix Types and will gladly mail copies to interested persons.



Asphalt meets the need for wider highways

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