VT, ME and many northern states are experiencing a new phenomenon in HMA pavements.

Despite long term historic performance in VT with the aggregate sources and producers, pavements are experiencing very premature failures.

Pavement deterioration can be rapid, with wear rates in the $\frac{1}{4}$ to $\frac{1}{2}$ inch per year range documented.

Here are some photos of an unexplained change in performance:
VT
I 89 Middlesex, VT
Loss of mastic, erosion through surface 5 yr

Visible raveling through surface

Textural change Coarsening to wheelpath
VT
I 89 Middlesex, VT
Loss of mastic 3 yrs

Visible loss of mastic in wheelpath
VT
US 2 Montpelier, VT
Raveling through surface course, loss of mastic 5 yrs

Severe Raveling
ME
State Rt 163
Presque Isle –
Mapleton, ME
Severe raveling
10yr (through wearing course at 5 yr)
ME
State Rt 163 Presque Isle – Mapleton, ME
Severe raveling
10yr (thru wearing course at 5 yr)
ME
US Route 1A, Holden, ME
Loss of mastic, raveling
7 yr

Visible erosion through surface course

Textural Change
MT
US 2 near Marias Pass, MT Mastic loss, severe raveling 3 yr

Textural Change
Loss of mastic, raveling 3 yr
Current research continues to assess pavements through both the components and the final product.

Performance standards developed under SHRP have been effective, but show no insights on these failures that are occurring on fully compliant mixtures and materials, yet...

Examination of the most volatile component of technologic change in HMA: the energy sector and refining.
Technology advances and market forces in the petroleum industry are driven by high value products.

Side streams like asphalt are not high profit, asphalts are commonly sold after reformulation to meet standards.

Advanced knowledge and sophistication have introduced new materials into asphalt production.

Our current standards could not have contemplated the scope of manufacturing change.
Product Values and Market Pressures

Refining Economics:

Brent Crude - $79.19/barrel

- Gases: Propane or Butane
  - Propane: $0.84/GAL or $35.28 per barrel
- Gasoline: $2.07/GAL or $86.94 per barrel
- Distillates: Diesel, Heating Oil, Kerosene, Jet fuel
  - Heating Oil: $2.40/GAL or $100.80 per barrel

Asphalt: $450/ST ($1.94/gal) or $81.82 per barrel

Prices reflect 11/19/2014 indices: MLP indices, NYMEX prompt, T&D 54-22, Northeast Sarge
Moving forward

- Support a research agenda to address the changes - NCHRP Problem 2016-D-04, The Impacts on Pavement Performance from Changes in Asphalt Production

- Identify changes in crude oil refining related to asphalt binder production that have occurred since 1996.
- Investigate incidents of premature asphalt pavement failure occurring in several states and provinces since the mid-2000s. Identify the principal failure mechanisms.
- Evaluate the correlation between major changes in oil refining/energy market demands and occurrences of premature pavement failure.
- Compare the physical and chemical properties of current asphalt binders with binders from different periods, either through recovery from field samples or from stockpiled reference samples such as those collected by the Long Term Pavement Performance program.
- Identify gaps in the existing PG binder specification that may be leading to use of binders that contribute to early pavement failure.
- Evaluate binder tests to determine how they can be used to better predict actual pavement performance.
The nationwide investment in pavements is in the billions of dollars. Some agencies are experiencing reductions in expected pavement life of fifty percent or more, requiring earlier application of pavement preservation or rehabilitation treatments. Considering the reduced funding levels for highway agencies, coupled with increased costs of asphalt pavements, these reductions in pavement life will make it extremely challenging to meet the performance measures required under MAP-21.