

1. Report No. MR 2002-01	2. Report Date April 2007	3. Contract No. N/A	4. Project No. NH-5-085(041)041
5. Title and Subtitle Microsurfacing Performance Evaluation		6. Report Type Click on link to open report Work Plan <input type="checkbox"/> Construction <input type="checkbox"/> Evaluation <input type="checkbox"/> Final <input checked="" type="checkbox"/>	
7. Project No.		8. Project No.	
9. Project No.		10. Project No.	
11. Author(s)/Principle Investigator(s) Kyle Evert			
12. Performing Organization Name and Address NDDOT M+R <input checked="" type="checkbox"/> North Dakota DOT NDDOT OTHER* <input type="checkbox"/> Materials and Research Division NDSU <input type="checkbox"/> 300 Airport Road UND <input type="checkbox"/> Bismarck ND 58504-6005 UGPTI <input type="checkbox"/> OTHER* <input type="checkbox"/> *see supplementary notes		13. Sponsoring Agency Name and Address North Dakota DOT Materials and Research Division 300 Airport Road Bismarck ND 58504-6005	
14. Supplementary Notes			
15. Abstract <u>Purpose and Need</u> Microsurfacing is a polymer modified cold mix paving system that can remedy a broad range of pavement distresses. It can be used to repair; rutting and shoving, improve surface friction, and restore the road profile with minimal surface preparation. <u>Objective</u> This study will evaluate the performance and cost effectiveness of microsurfacing as a method to fix rutting and depressed transverse cracks in a rural highway segment. <u>Scope</u> The physical characteristics the two sections will be compared to are; distresses, overall surface condition, performance, ride, and skid resistance. These physical characteristics will be evaluated by the pathways van annually. The evaluation period for this project will be 7-years or until failure. The project location is located on Highway 85 near Amidon. <u>Construction</u> The construction of this project had a problem with the paving of the second lift of the microsurfacing section. The paving operation could not get a uniform product from the paver. The cause of this problem was due to operator error. The problem was corrected and the rest of the microsurfacing for the project was continued as planned. The project was completed on time and has improved the pavement surface. <u>Conclusion</u> The microsurfacing section of this research project did not perform as expected. It may have failed because it appears the pavement is continuing to rut. This makes it difficult to make a valid decision on the effectiveness of the microsurfacing slurry product. The objective of this project was not met because the pavement was still rutting. Due to the pavement continuing to rut it is difficult to determine if the poor performance of the microsurfacing section was caused by the microsurfacing slurry of the rutting of the pavement.			
16. Key Words Gradation Emulsion Slurry Overlay Roughness	17. Distribution Statement No restrictions. This document is available to the public from: North Dakota Department of Transportation Materials and Research Division: 300 Airport Road Bismarck ND 58504-6005 Office: (701) 328-6900 Fax: (701) 328-0310		18. No. of Pages 46 19. File type/Size Pdf / 1.1