One of the most versatile tools for road preservation and maintenance.
Microsurfacing

State-of-the-Art Process

Microsurfacing is a cost-effective polymer modified cold-mix paving system that can remedy a broad range of problems on today's streets, highways, and airfields. Introduced in the U.S. in 1980, Microsurfacing is now routinely used in more than 30 states in preventive maintenance programs and for rut filling and texturing moderate to heavy volume roads, over both asphalt and concrete pavements.

- Invented in Germany. Tested and perfected in use on the Autobahn.
- In use in the USA for more than 20 years.
- Prevents deterioration caused by ultraviolet light.
- Prevents water penetration.
- Prevents sub-base failure.
- High and low volume applications.
- Water tight surface.
- User friendly to bikes, skateboards, walkers.
- No need to work beyond the curb.
- No post project operations, loose stone.
- Esthetically pleasing.
- No changing grade. No adding thickness.
- No need to raise iron or steel castings.
- Six to nine year life span.

Deterioration curves for pavements with and without preventive maintenance (PM).

 Typical variation in pavement conditions as a function of time.

Quality Pavement Insurance

Even the best of surfaces are subject to the wear and tear caused by ultra violet light, weather and traffic. No surface is permanent.
Advantages

A quick, economical surface treatment for asphalt, Microsurfacing provides a smooth, black, durable pavement surface. The cold thin surface paving system consists of a water-based polymer modified asphalt emulsion, 100% crushed fine aggregate, mineral filler, water, and additives.

Because of its quick-setting properties, Microsurfacing can be applied in a broad range of temperature and weather conditions, effectively lengthening the paving season. It is particularly suitable for night applications on heavy-traffic streets, highways, and airfields.

Applied at ambient temperatures, Microsurfacing has low energy requirements. It is environmentally safe, emitting no pollutants.

On asphalt pavement, it can be used for texturing, sealing and rut filling.

It can be applied in a thin lift. It sets quickly. Roads can usually be reopened to traffic in about an hour. The polymer modified slurry cures and develops strength faster than conventional slurry seals allowing Microsurfacing to be placed in greater thicknesses and to fill non-working ruts.

In applications as thin as 3/8 inch (9.5mm), Microsurfacing can increase color contrast, surface restoration, and service life to high-speed roadways.

Loading feeder truck with emulsion.

Loading feeder with front end loader. Front end loader transfers stone dust from stock pile to feeder.

Stockpile of stone dust.

Casting being covered.

Road surface ready for Microsurface application.

Casting locations are marked for easy removal after completion

Conveyor loads stone dust continuously during application.

Paving train in motion. Material being worked to the edge of roadway.

Variable width screed adapts to road width.
The Microsurfacing Process

Modern, continuous-load pavers can lay 500 tons of Microsurfacing per day, with no long traffic delays. This equates to an average 6.6 lane miles (10.6 lane kilometers) per day for surfacing applications.

On airfields, dense-graded Microsurfacing produces a surface without loose rock that damages aircraft engines.

As a thin, restorative surface cover on urban arterials and heavy traffic intersections, Microsurfacing does not alter drainage. There is no loss of curb reveal.

Microsurfacing applied to problem sections of roads or runways restores the surface profile and conditions.

Because Microsurfacing can be effectively applied to most surfaces at 3/8 inches (9.5mm) or less, more area per ton of mix is covered, resulting in cost-effective surfacing. Microsurfacing creates a new, stable surface that is resistant to rutting and shoving in summer and to cracking in winter.

Used as a scratch (leveling) course, to be followed by a surface course, Microsurfacing can provide transverse surface leveling.

The process can fill wheel ruts up to 1-1/2 inches (38mm) deep when the pavement has stabilized and is not subject to plastic deformation. Only Microsurfacing can solve this problem without milling.

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About Sealcoating, Inc.

Sealcoating is a proven, innovative leader in the field of Pavement Preservation. We provide creative and industry-leading solutions for all your pavement and bridge maintenance needs using the most up to date products and most modern equipment.

Sealcoating constantly searches worldwide for technologically advanced, innovative, reliable, cost-effective, and proven pavement preservation products.

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