UTC Project Information	
Project Title	MPC-468 – Performance Evaluation of Highway Surface Treatments, Phase I: Short-Term Performance
University	Utah State University
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Funding Agencies	USDOT, Research and Innovative Technology Administration
Agency ID or Contract Number	DTRT12-G-UTC08, Modification No. 1
Project Cost	$83,960
Start and End Dates	April 1, 2014- July 31, 2017
Project Duration	3 Year
Brief Description of Research Project	Surface treatments are used throughout the region to provide adequate riding surfaces as well as to protect the pavement structure. Four of the most common surface treatments are Open Graded Surface Courses (OGSC), Bonded Wearing Courses (BWC), Stone Matrix Asphalt (SMA), and Dense Graded Courses (DGC). Collectively, these surface treatments are used in primary roads and thus are referred to as 'higher costs' surface treatments. Each of these courses has different design, different costs, and different performance. While the design process and the cost are known, very little can be said about their performance or where should each of them be used; there is a need to document their performance and understand their optimal application. At the end of this project, state highway agencies should be able to select the most appropriate surface treatment to ensure longevity and the state of good repair of the infrastructure.
Describe Implementation of Research Outcomes (or why not implemented) Place Any Photos Here	Based on the information provided, highway agencies can determine what type of thin lift treatment best suites their conditions. Therefore, it is important to understand, within the PMS, where the thresholds are so that a pavement engineer may apply the most appropriate treatment at the right time.
Impacts/Benefits of Implementation (actual, not anticipated)	The most cost-effective maintenance treatment type during a pavement's life is often uncertain as it depends on many factors (e.g., environment, traffic). Delaying maintenance for rehabilitation can increase cost by as much as seven times compared to preservation. At the same time, applying preservation treatment too soon does not provide a benefit that is worth the cost of a preservation treatment. Additionally, electing for preservation when rehabilitation is needed

	will result in rapid deterioration and a “backlog of pavements in need of repair”.
Web Links • Reports • Project Website	https://www.ugpti.org/resources/reports/details.php?id=976