EVALUATION OF PAVEMENT SURFACE TREATMENT
WITH MICRO ASPHALT ON MAIN ROADS IN YUGOSLAVIA

MIROSLAV J. STEFANOVIC AND JOVANKA P. DJURAN
The Highway Institute - 11000 Belgrade; Kumodraska 257; Yugoslavia
Pavement Structure Department; Tel.:+381-11-463-332 Fax.: +381-11-466-866

SUMMARY

Pavement surface treatments by the micro asphalt were applied for the first time
in 1990 on selected sections of main roads in Republic of Serbia and Monte Negro. Main
reasons for the use of micro asphalt were insufficient pavement skid resistance and macro
texture. The old pavement wearing courses were constructed of asphalt concrete with
limestone aggregate. Up to 1990, on the road sections in question, there were a few traffic
accidents per year under wet pavement condition.

Measurements of pavement surface condition indicators before and few weeks after
application of the micro asphalt were carried out. The measurement were repeated in 1995
too. All collected data enable evaluation of the micro asphalt for the technical, road safety
and economics point of view. Micro asphalt surfacing evaluation show that this technology
improve pavement skid resistance, macro texture and impregnation. On the available data,
it is concluded that traffic accidents are reduced after micro asphalt application. When the
pavement bearing capacity is relative good but with low skid resistance with or without
thermal cracking in asphalt pavement surfacing and when the resource of stone aggregate
with good polish stone value is so far from site, it is economically to use the micro
asphalt instead of conventional overlay with asphalt concrete layer. The life cycle of one
micro asphalt application is 5-7 years on main roads depending of traffic and climate
ccondition. After that perode the distress type as well as weathering and ravelling appear.