Micro Surfacing is a Polymer Modified Cold-Mix Paving System that is one of the most cost effective pavement maintenance tools on the market today. Micro Surfacing effectively seals the existing pavement surface, yields high skid resistance, corrects minor rutting issues; thus, helping to extend the life of your asphalt pavements which helps delay more costly construction methodologies.

Features
- Fast set and cure times allowing traffic to return within 1 hour
- Premium long lasting surface with high durability
- Designed to resist pavement shoving and rutting
- Smooth dense surface yields excellent skid resistance

Benefits
- Cost effective treatment compared to conventional asphalt
- Reduces the need to mill, adjust castings or install new ADA ramps
- Extends life of existing pavement delaying expensive reconstruction
- Variable pavement installation thicknesses ranging from ¼” – ¾”
- Versatile product installation either during the day or at night

Applications
- Highways
- Streets and Roadways
- State and Metro Parks
- Airport Runways and Taxiways
- Large Commercial and Industrial Lots

Common Uses
- Effectively performs under heavy traffic on highways and rural routes
- Corrects skidding issues on hills, sharp turns and ramps
- Addresses minor rutting issues up 1½” in depth
- Nighttime product installation minimizes traffic delays
- Arrests deterioration of oxidized, raveled and polished pavement surfaces

For additional information, see reverse side
Performance and innovation are the backbone of our ability to provide products and services to build and maintain the transportation infrastructure. Safety, quality, ethics, environmental awareness, innovation, and financial strength are the keys that allow us to lead in our industry and serve the needs of our customers and employees. Our fully integrated organization includes a broad range of construction products and systems to effectively meet the needs of minor rehabilitation and preservation of streets and highways.

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Type 1 Percent Passing</th>
<th>Type 11 Percent Passing</th>
<th>Type 111 Percent Passing</th>
<th>Stockpile Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8  (9.5 mm)</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>#4  (4.75 mm)</td>
<td>100</td>
<td>90-100</td>
<td>70-90</td>
<td>+/- 5%</td>
</tr>
<tr>
<td>#8  (2.36 mm)</td>
<td>90-100</td>
<td>65-90</td>
<td>45-70</td>
<td>+/- 5%</td>
</tr>
<tr>
<td>#16 (1.18 mm)</td>
<td>65-90</td>
<td>45-70</td>
<td>28-50</td>
<td>+/- 5%</td>
</tr>
<tr>
<td>#30 (600 mm)</td>
<td>40-65</td>
<td>30-50</td>
<td>19-34</td>
<td>+/- 5%</td>
</tr>
<tr>
<td>#50 (330 mm)</td>
<td>25-42</td>
<td>18-30</td>
<td>12-25</td>
<td>+/- 4%</td>
</tr>
<tr>
<td>#100 (150 mm)</td>
<td>15-30</td>
<td>10-21</td>
<td>7-18</td>
<td>+/- 3%</td>
</tr>
<tr>
<td>#200 (75 mm)</td>
<td>10-20</td>
<td>5-15</td>
<td>5-15</td>
<td>+/- 2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Component Size</th>
<th>Limits</th>
</tr>
</thead>
</table>
| Residual Asphalt | Type 1: 10 - 16%  
Type 11: 7.5 - 13.5%  
Type 111: 6.5 - 12%  
(based on dry weight of aggregate) |
| Mineral Filler | 0.5 - 2.0%  
(based on dry weight of aggregate) |
| Additives | As needed |
| Water | As needed to achieve proper mix consistency. Total mix liquids should not exceed the loose aggregate voids. ISSA 106 should be used to check optimum liquids. |

<table>
<thead>
<tr>
<th>Aggregate Type</th>
<th>Location</th>
<th>Suggested Application Rate</th>
</tr>
</thead>
</table>
| Type 1 | Parking Areas  
Urban and Residential Streets  
Airport Runways | 8 - 12 lb / yd²  
(4.3 - 6.5 kg / m²) |
| Type 11 | Urban and Residential Streets  
Airport Runways | 10 - 18 lb / yd²  
(5.4 - 9.8 kg / m²) |
| Type 111 | Primary and Interstate Routes | 15 - 22 lb / yd²  
(8.1 - 12.0 kg / m²) |

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