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14. Supplementary Notes			
15. Abstract Objective The NDDOT is interested in accelerated PCC pavement repairs and is concerned about its durability. Even though there are vast documents in literature on accelerated PCC pavement repairs, different DOTs have distinct experiences, use different materials, and follow different guidelines. The objective of this research project was to survey all the states and literatures having accelerated PCC pavement repairs and find the BMPs for NDDOT. Scope The researchers surveyed more than 20 states with similar climates as North Dakota and reviewed the states' specifications, research reports, and journal papers on accelerated PCC pavement repairs. The survey was conducted in two phases. The first phase was completed through an email survey and data was collected through surveymonkey.com. The second phase was conducted through phone interviews on successful and unsuccessful projects experienced by different DOTs. The literature review was conducted by summarizing state specifications, ACPA PCC pavement maintenance manual, state and federal funded research reports, and journal papers. Summary Based upon findings from the study and guidance from the Project Advisory Committee, the following recommendations were submitted: <ul style="list-style-type: none"> The best accelerated PCC pavement repair material was found to be Type III cement for partial and full depth patching, with conventional additives such as air entrants and water reducers, which could achieve the required early strength and durability. The repair processes for the BMPs are found through the conducted survey and literature review. For partial depth and full depth patching, saw cut perimeter, remove material, sandblast, and place patching material is the typical list of steps. The sources of the specification implementing the BMPs were identified and provided to the NDDOT. 			
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