Participants:
Kent Berg (Chair) Utah
Scott Phelps (Vice Chair) Kentucky
Derrick Castle – Kentucky
Pete Kemp – Wisconsin
Pat Galarza – New York
Dave Meggers – Kansas
Danny Lane – Tennessee
William Real – New Hampshire
Mike Moravec – FHWA
Mike Stenko – Transpo Industries
Dave Villani – Ennis
Cecil Connor – Poly-Carb
Daniel Patacca – Poly-Carb
Sergio Bravo – Poly-Carb

1. Industry Contact (Derrick Castle)
   a. ATSSA midyear meeting
      KY attended the midyear ATSSA meeting (Rob Dingus invitation)
      Presented on the activities of the TC – subtask group within the ATSSA group looking
      into the testing protocols – Scott Seally with Ennis is the subtask chair and have been
      working with them to determine additional testing protocols. Ennis and Dow Poly-Carb
      have provided input on the testing.

2. Changes to Work Plan (Scott Phelps)
   a. General edits – there are some formatting issues with the current work plan draft

   b. Product submissions
      i. Allowing manufacturers to choose test options
      ii. Separate submittals
      iii. Testing
         1. Addition of Epoxide Number and Amine Content
         2. Addition of Weight Solids for MMA

         Industry concern expressed regarding providing Epoxide Number and Amine
         content as additional tests for the state DOTs. The discussion centered on
         the use of the values as absolute numbers. It was determined that the
         user’s guide that will be developed should contain information to guide the
         DOT specifier regarding the significance of these values.
iv. Field testing
   1. Differentiating products
   2. Surface prep
   3. Traffic Control
   4. Change in initial skid testing timeframe
   5. Manufacturer participation

KY has confirmed 3 deck locations. One bridge deck on I75 and 2 pavement locations (1 concrete, 1 asphalt) on I64. A contractor will be utilized to prepare the surfaces uniformly – shot blast of bridge deck and concrete pavement surface to ICRI standard within the work plan and pressure wash (water only) for the asphalt pavement surface. The pressure wash will be accomplished at a specified flow rate and approximately 3000 PSI. A final pass with an air lance will be done immediately prior to installation of the products.

The asphalt surface will be approximately 15 months old at the projected time of installation. The bridge deck surface is tyned and was constructed using type K cement.

Traffic control for the installation will also be by contract - inspection cycle traffic control will be provided by the District office. It is not determined if the manufacturer will be permitted a unique time to inspect installation during the test time period. There is concern regarding lane closures on the bridge test deck. The TC will discuss further.

The initial skid test will now be conducted between 30 and 60 days to allow for proper curing of the materials.

The test facility will capture weather conditions specifically storm events and attempt to record plow passes.

The manufacturers requested clarification regarding the difference between delamination and debonding. KS indicated they had specification language they would share for the work plan revision.

3. General Discussion (Derrick Castle and Scott Phelps)
   a. Consideration of accelerated weathering on binder for embrittlement

   We are only testing for 24 months – what is the degradation curve of the binder as the overlay ages? How can it be measured? Accelerated testing?

   We could evaluate the neat resin in 4X6 panels in QUV or cyclic QUV/Freeze Thaw – then cut tensile tests to determine if there is a loss of tensile strength or elongation.

   Ennis – validity of test without aggregate?
KY – calculation of amount of aggregate for evaluation
Ennis – dog bones require neat samples
KY – could do mandrel bends - thought the dog bones would give more information
Transpo – some of these systems are resin and agg – some are slurry and filler.
Even though test may have value – need to give thought to test development so that all products are evaluated equally
History has proven that some resins do become more brittle with UV exposure
KY – accelerated testing is best classified as a screening process – may not have a good correlation to field performance You could get comparative information of the neat resin system – would need guidance for use
Any volunteers to help brainstorm for accelerated testing?

Dave Villani, Mike Stenko and Cecil Connor volunteered – Derrick will coordinate. Provide comments thoughts to Derrick by the end of next week.

b. Appropriate analytical testing to identify resin content.
Specific testing for individual chemistries to better identify the products

c. Other recommendations

Aggregate supply if not directly from the manufacturer?

FHWA has sponsored a study at NCAT on 8 of the most typical agg used in US for high friction surface applications - general consensus is that the findings of the study will highlight the top agg choices for these applications.

This is unique to pavements – states will have considerable latitude to specify the stone.

Resin mfg will be responsible for selecting aggregate for evaluation. Product needs to be submitted as a system. Probably need to better define the system and application to specific decks within the work plan.

May need to restrict submissions/manufacturer for the first year as there will only be space for 7 systems on the bridge deck.

Resubmittal cycle – every 5 years – should that be up to the state?

Based on the other TCs we are attempting to make this standard

Suggest that it be extended to 7 years – as the products last 10+ years

Would there be consideration for 5 year retest just on laboratory testing?
This has been tried in another TC and it did not work – states did not accept the analytical testing as the same and requested full retest.

*Industry would like consideration for 7 years on the retest*

Broom decks prior to friction testing?

Deck will be blown off when overlay is completed – why would you blow off prior to testing – not done on pavements prior to testing.

With gap between test sections may not be an issue.

Will have a test section determination (<200 ft) during the first week in October

Estimated time for completing revisions – **October 10, 2011**

**Conference call to finalize work plan October 13, 2011**

**Work plan to be posted as draft in November and balloted through the NTPEP Committee.**