Pavement Marking Materials
Technical Committee Meeting Agenda
Working Session #3
Tuesday, April 23, 2018

Please sign the attendance sheet

- 1:00 PM-1:10 PM: Call to Order and Introductions

- 110PM-1:40PM: Test Deck Updates
  - MnDOT 2013 inlay research (Data Output)
    Routine data collection/review /release complete as of 2016. Recessed line research completed and reviewed for release. Data will be published in the additional documents tab in DataMine. Accessed directly from product page. It is a comparison between recessed and non-recessed pavement markings.
  - Pennsylvania 2014
    Done last July. All data is in DM. Cycle finished last June.
  - Florida 2015
    Introduced Awilda Merced who has taken over to complete the ongoing test sites. 2015 installation has completed 18 months readings. Estimated completion fall 2018. DM 3.0 is missing some lab data for multi-component testing which is being tracked down by lead and testing state. The process is that the host state places material. Samples/lab testing go to following states: thermoplastic to Louisiana, multi-component to NY, tapes go to MinnDOT. PennDOT does paint.
  - Florida 2016 re-installation
    2016 deck completed by fall of next year 2019.
    Question about nighttime test deck issues.
    Tend to have test decks on limited access highways.
  - Wisconsin 2017
Lynette couldn’t be here. Scheduled for first spring reading in April/May this year. Because of recent deicing operations, readings are delayed until salt is off road surface. Data, waiting for picture upload. Hope is that it will be uploaded by 30th.

- **Pennsylvania 2018**

Applications total near 80. This is the last week for submissions.

Cut-off date for temp tapes was the 6th. No temp tapes were submitted. Early submittal deadline for temporary tapes allows for 6 monthly readings before winter.

Month of June for test deck. The location will be announced. Asphalt and concrete will be on two non-contiguous decks so there won’t be access to both sites on the same day. Intent is to finish installation work in 4 weeks.

Many limited access highways have SMA pavements. Rough surface allows paint to settle into recesses. Paint products don’t tend to last as long on these surfaces.

- **1:40PM-1:50PM: Review and disposition of 2017 action items**

- **Task group – Resin Identification**

Has been DOT interest in having more details on resin identity. Nothing in current workplan looks at polymer resin backbone. Reviewed proposed changes brought forth by Eric, Kelly, Todd.

Shortwave UV, UVA fingerprint, Cold Flexibility suggested test methods that will help verify that same polymer is being used. Resin and bead package used could be kept for states only info.

Industry hasn’t had a chance to look at this yet. Discussion about goal. Want resin identified by name? or just type? Proposal is to require resin to be named. Fingerprinting would verify. Discussion about the value of these tests and how they will be used. Need further research, review and vetting before this can be implemented.

Montana is already doing some of this fingerprinting. Missouri would like to see the name of the resin with product submittal with NTPEP data tied to it.

Manufacturer concerns that some info that was supposed to be privileged was not.

- **Field installation – opening/closing activities**

Some concerns from manufacturers that decks were opened to traffic before products were cured. Proposed wording says manufacturer should be scheduled to allow at least an hour of dry time. Proposed wording doesn’t differentiate between nighttime and daytime decks.
Manufacturer concerns about needing more drying time at night especially in Florida where humidity is high. Manufacturers want to know when roadway will be open so that they can allow adequate dry/cure time for their product. As long as manufacturers are provided sufficient advance notice, one hour cure time before traffic is acceptable. Will consider additional wording for nighttime installations if provided by host state (FDOT)

i) Future limitation of product submissions

Brief review of proposed wording to limit permanent products accepted to no more that 100 products to be applied on a given test deck. Discussion

Alternate traffic control during installation

Proposed verbiage saying that initial field performance testing for permanent materials can be taken at any point within 30 days of first product placed if within a permanent work zone. Initial field testing must be conducted before the work zone is taken down.

- 1:50PM-1:55PM: DataMine 3.0 Update
  No discussion
- 1:55PM-2:00PM: ASTM Update

- 2:00PM-2:10PM: Industry Concerns

- 2:10PM-2:15PM: Friction Testing

Some states have been interested in friction testing. What device would be used. FDOT encouraging the submission on new portable tester for field evaluation. Future reports should provide insight.

  - Brandi Mitchell, Jay, Julie Lamberson, Paul Gentry

- 2:15PM-2:20PM: Lab Audits
Audits of all testing labs has been conducted. Nothing substantial was found. Will be done again every 3 years.

- 2:20PM-2:45PM: Various Topics

  - Action Items related to Work Plans (Field)
i) Future limitation of product submissions
   
   Covered previous

ii) Reduction of evaluation intervals/data collection during Year 1
   
   • Covered previous

iii) Future asphalt surface selection
   
   • Covered previous

iv) Product submittal – dates and deadlines
   
   Manufacturers may look at previous year’s results to determine what they want to submit.

   • Action Items related to Work Plans (Lab)

   i) Retention/standardizing accelerated weathering
   
   Is accelerated weathering of value for color purposes? Illinois uses it UVA. 75 hours to detect significant failures. Asked for state interest in adding this to work plan. Not a lot of response.

   • Industry input (Work plan revisions)

   • 2:45PM-3:00 PM: Open Discussion
   
   Beads – work plan says host states can provide beads. Work plan says that host state has to test beads if manufacturer comes in with a special bead. There is interest in performing a full gradation and roundness of bead rather than just running the sieves that are needed to confirm it meets the manufacturers product spec. The results could be added to DM as a pdf.

   Controls – PennDOT used a permanent tape as a control for a period of 3 years on all test decks. 
   - Discussion about using contract white on test deck as a control
Industry – having a tape as a control for water-borne paint doesn’t provide a good control. Should be a material of the same class.

Are states interested in having a control? Or controls?

- **Action Items for 2018**

Volunteers for bead issue. Maribel has list of people who asked questions about beads. Todd and Kelly volunteered.

Nighttime color equipment is not being supported for repair at this point.