

Transportation Pooled Fund Program

Project Title: Pavement Marking Life Cycle

Project Manager and Phone Number:

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Project No.

SPR-3(094)

Project is:

PLANNING

R&D

Reporting Period:

12/31/07 to 3/31/08

Multi Year Project

2002 to 2008

Description of Work Performed and Progress:

Study Objective

The study objective is to collect, compile and analyze retro-reflectivity data for four durable pavement marking materials on selected routes in nine states and to use that data to develop service life performance curves of retro-reflectivity vs. time for those same marking materials. The four pavement marking materials chosen for this study are thermoplastic, epoxy, tape and methyl methacrylate (MMA). The nine participating states are Alaska, Oregon, Idaho, Utah, Montana, North Dakota, South Dakota, Nebraska and Minnesota. Of these states Alaska, Oregon, Idaho, and Utah are collecting their own data. The contractor is collecting data in the remaining states. All data is to be forwarded by the states to the contractor for compilation, analysis and presentation.

Tasks

The seven tasks identified to be performed are:

1. Develop a preliminary Research Management Plan
2. Develop a preliminary Procedure Plan for the research effort by all data collection personnel.
3. Develop a recommendation for the number and location of the sites where data is to be collected in all nine states.
4. Collect pavement marking inventory and field data
5. Compile and analyze the pavement marking and field data
6. Prepare a draft final report
7. Prepare final report and document data

Progress

To date, tasks 1, 2, 3 and 4 are complete. Data from all states has been sent to Texas Transportation Institute (TTI) for performance of tasks 5, 6 and 7. Task 5 is underway.

STATUS AND COMPLETION DATE

Project is 86% complete. See attached progress report from the prime contractor, Rick Beck of B.C. Traffic.

9 State Pavement Marking Study

All the data for this project was collected over the original time frame of the study. The raw data collected by both the individual states and the consultant might not all be utilized because of an array of issues that happened during the data collection, some of which include but are not limited to:

- Test markings not in place when data collection efforts began.
- Test zones contaminated by other material being striped over original material being tested.
- Data collection protocol not being followed (i.e., intervals not consistent with other data collection practices, white and yellow markings mixed together in same files, etc.).
- States not submitting all the data for the full 4 years of data collection.
- Suspect data collection results (material performance fluctuations from year to year that do not fall within a normal relationship).

Once the remaining funds from the original study are verified to be still available to complete the study the raw data will be analyzed. The results from the data that is reliable will be analyzed and reported on by Texas Transportation Institute (TTI) within the coming months. There are at least 4, possibly 5, of the 9 states participating that provided four years worth of good data that fall within the parameters of the original study scope. The Final Report will be available by September 30, 2009.