SUMMARY OF RESULTS OF 1989 FIELD AND LABORATORY EVALUATIONS OF PAVEMENT MARKING MATERIALS

SASHTO REGIONAL TEST FACILITY

prepared by

Kentucky Transportation Center
University of Kentucky

in cooperation with

Kentucky Transportation Cabinet
Commonwealth of Kentucky

Alabama Highway Department
State of Alabama

and

Louisiana Department of Transportation
State of Louisiana

June 1990
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INTRODUCTION

This report summarizes the results of data collected as part of the field and laboratory evaluations of pavement marking materials for the SASHTO Regional Test Facility. The purpose of the Regional Test Facility (RTF) is to minimize the amount of field and laboratory research testing of specific types of materials. This is accomplished by combining efforts in an organized manner to reduce the monetary and man-hour requirements of both the states and industry. A RTF for the twelve SASHTO states was approved at the 1988 SASHTO convention. The twelve SASHTO states are Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia.

The SASHTO Regional Test Facility (SRTF) began operation in November 1988 when informational packets were mailed to all known manufacturers of four types of material. One type of material was classified as striping materials. The manufacturers had until 5:00 p.m. at the end of the first working day in January 1989 to submit a Product Evaluation Form, a check for the testing fee, sample materials, and other pertinent information to the coordinator of the SRTF in order to have their product considered for inclusion in the testing process for that calendar year. A testing fee of $2,000 per sample was established for the striping materials. This fee covered the cost of performing the required field and laboratory tests and reporting the results.

Different states were selected to perform the tests for the various materials. For the striping materials, Kentucky was selected as the lead state responsible for reporting the results. Alabama was selected as the support state. Identical field installations were placed in Kentucky and Alabama. The laboratory tests were performed by Louisiana. The Transportation Center at the University of Kentucky performed the work in Kentucky for the Kentucky Transportation Cabinet. The Alabama Highway Department conducted the field tests in Alabama while the Louisiana Department of Transportation performed the laboratory tests in Louisiana.

PROCEDURE

The procedure was developed by a task force established by the Standing Committee of the SRTF. The evaluation procedures were the standard for the RTF. Following is a description of the testing procedures used.

SITE LOCATION

Field test decks on both Portland cement concrete (PCC) and bituminous concrete (asphalt) surfaces were evaluated. The decks were selected using the
guidelines of ASTM D-713. Four-lane divided sections were considered desirable with a minimum average daily traffic (ADT) for the outside lane of 5,000. The field site had to be free-rolling with no grades, curves, or intersections or access points near enough to cause excessive braking or turning movements and had to have good drainage. The wear was to be uniform with full exposure to the sun throughout daylight hours. The surfaces had to be representative of the pavements upon which the traffic marking materials would be applied in practice. Originally, a requirement was that the test deck had to have been open to traffic for at least two years, but this requirement was changed to a minimum of one year.

MATERIALS TESTED

A total of 63 materials were originally approved for testing with 61 materials actually placed. When divided into specific categories, 37 materials would be classified as a paint, 11 were thermoplastic, 7 were a non removable tape, and 6 were a removable tape. A listing of the materials is given in Table 1. Each material is assigned a number as shown in Table 1. This reference number is used when reporting the results of the evaluations.

INSTALLATION

The test installations were placed in Alabama in May 1989 and were placed in Kentucky in June 1989. In Kentucky, both the asphalt and PCC installations were placed on Interstate 64 near Frankfort. The asphalt installation was near milepoint 52 and had an average daily traffic (ADT) of about 20,000 while the PCC installation was near milepoint 61 and had an ADT of approximately 19,000. In Alabama, the asphalt test section was placed on a four-lane arterial road in Montgomery which had an ADT of about 20,000 while the PCC test section was on Interstate 65 south of Montgomery (with an ADT of about 14,000). The dates and times of the test stripe installations are given in Tables 2 and 3 for Kentucky and Alabama, respectively.

All of the striping materials were installed by the manufacturers. The manufacturers supplied all the necessary installation equipment. The state supervised the installation and provided traffic control. Various types of striping materials were included. Both liquid and preformed marking materials were evaluated. Because of the large number of paints that could be submitted for testing, a maximum number of 25 paint samples per manufacturer was established. The specific quantity limits were three colors (white, lead based yellow, and organic yellow), three binder systems (alkyd and/or chlorinated rubber and water base), three no-track times (60 seconds, 90 seconds, and 3 minutes), and no more than three samples made up of combinations of color, binder system, and no-track time.
Each manufacturer supplied one five gallon container of each type of liquid marking material. The manufacturers were required to supply a two-quart sample of liquid materials and a 20-foot sample of tapes at the test site. These samples were used for laboratory testing. For the paint portion of the study, AASHTO Type 2 moistureproof glass beads were used and were supplied by the states. In specific instances, a request was made to use another glass bead for a thermoplastic marking material. Samples of any type of glass bead used were obtained. Samples of glass beads were obtained from Flint Trading Co., Degussa Corporation, and Cataphote.

With the exception of some of the removable tape lines, the test lines were transverse lines approximately 12 feet in length and 4 inches wide placed in the shoulder lane. The only exceptions were six longitudinal lane lines 10 feet in length which were placed for each removable tape. The transverse lines were placed at 8- to 12-inch centers.

For the liquid materials (including the thermoplastic material), four beaded lines and one unbeaded line were placed for each sample. For the preformed tape, four lines were placed for each sample. For removable tape, six transverse lines and six longitudinal lines were installed for each sample.

Liquid materials were applied at a wet film thickness of 15 plus or minus one mil. Glass beads were to be applied at a rate of six plus or minus 0.5 pound per gallon of paint, unless specifically designated otherwise. Manufacturers were responsible for machine calibration and roofing paper was supplied by the evaluators for calibration purposes. Each manufacturer notified the evaluators when they were ready to commence installation. An unbeaded check stripe was placed on an aluminum panel and weighed for determination of mil thickness. After the mil thickness met the established guidelines, a beaded stripe was placed on the aluminum panel and weighed to check the bead application rate. After the bead application rate met the established guidelines, the test lines were applied. The mil thickness and bead application rate of each liquid sample were recorded (Tables 4 and 5).

For the thermoplastic material, the manufacturer prepared the material and notified the evaluators when they were prepared to install the test lines. No pre-installation checks of thickness or bead application rate were conducted. The minimum mil thickness for thermoplastic material was to be 60 mils. The average mil thicknesses measured for the various installed thermoplastic materials are given in Table 6.

The preformed tapes (both removable and non-removable) were placed by the manufacturers at the locations indicated by the evaluators.
The use of a primer was noted, and a sample was obtained. Primers were used for permanent tapes and thermoplastic material. Samples of primer were obtained from Flint Trading Co., Degussa Corporation, Linear Dynamics, and Cataphote.

The test deck was divided into several sections. Unbeaded liquid materials were placed in the first section followed by unbeaded thermoplastic material. There was one unbeaded line for each material. The beaded liquid material was placed next. Two sets of two lines each were placed for each material resulting in four beaded lines placed for each material. The same procedure was then used for the thermoplastic material. Next, two sets of two lines each were placed for the nonremovable preformed tape. Separating the four transverse lines into two sets of two lines each was done so that all the lines for one manufacturer would not be placed at one location. The removable tapes were then placed. Six transverse and six longitudinal lines were placed for each material. The last portion of the test deck was used for the checking of the no-track times.

No-track tests were conducted for the liquid materials using the no-track time requested by the manufacturer. These tests were conducted after placement of the unbeaded and beaded lines. A vehicle was driven over the test line at the specified time after placement at a speed of approximately 10 mph. The no-track determination was judged at a distance of 50 feet. The results of the no-track tests are given in Table 7. The mil thickness that each line was placed as well as the relative humidity and air temperature at the time of each no-track test are given in Table 7.

The air and pavement temperatures as well as the relative humidity were recorded hourly during times of installation. The application temperature was obtained for the liquid material at the time of the no-track time test. The weather conditions during the test stripe installations are shown in Tables 8 and 9 for Kentucky and Alabama, respectively.

FIELD DATA COLLECTION

Field data collection was initially made within a few days of the original installation and then at monthly intervals for a one-year period such that 12 sets of data were collected. The types of data collected at the field installations in Alabama and Kentucky included subjective ratings of the appearance and durability of all the stripes, reflectivity measurements of each stripe using a Mirolux 12 portable retroreflectometer, and subjective ratings of the removability and discernability of the removable tapes. In Kentucky, data concerning the brightness of each stripe was obtained using a colormeter. A Colorgard II Reflectometer was used for the colormeter data. The subjective ratings were made
The subjective appearance rating is the complete impression conveyed when the stripe is viewed at a distance of at least 10 feet before any detailed inspection has been made. It includes a comparison of the color of the surface under consideration with the original color, taking into account changes due to such factors as yellowing, bleeding, darkening, fading, dirt collection, and mold growth. This rating was made without preliminary washing or other modification of the surface of the test lines and a rating of 0 to 10 was made with 10 being the highest rating.

The subjective durability rating was obtained by rating both the left and right wheel paths in the transverse line and averaging the ratings. The area covering 9 inches on each side of the mid-point of the wheel path was viewed and the percentage of the stripe remaining (nonexposed substrate) was estimated. Ten percent of this number was the rating assigned. For example, a stripe with no wear would receive a rating of 10 while a stripe with 60 percent of the stripe remaining would receive a rating of 6.

The Mirolux 12 measurements were taken in the left wheel path and centerline area of each transverse stripe and in the center of each longitudinal stripe. Reference points were marked on the pavement so the data would be collected at the same points each month. Data were taken for both the beaded and unbeaded paint and thermoplastic lines as well as for the various tapes. The Mirolux 12 measurements were reported in units of millicandels per square foot per footcandle (or millicandelas).

The colormeter data were taken in the left wheel path and centerline area of each transverse stripe and in the center of each longitudinal stripe. Data were taken for both the beaded and unbeaded paint and thermoplastic lines as well as for the various tapes. The colormeter data are dimensionless with higher numbers representing a brighter line.

During each of the first six monthly inspections, one lateral and one transverse stripe of each removable tape were removed. After six months, all of the removable tape had been removed. The removability of each line was subjectively rated each month when it was removed using a scale of 0 to 10. A 10 rating would be for a line which was easily removable in one complete section while a 0 rating was for a line which was removable in only very small pieces. The ability to discern on the pavement where the removable tape was removed was subjectively rated for each stripe until the point that a particular stripe was removed could not be discerned. A discernable marking is any marking, stain, or discoloration that can be detected on the pavement surface under any light or
weather condition after line removal. A 10 rating was for a line which left no discernable markings while a 0 rating was for a line which was completely discernable.

Weather information over the evaluation period is given for the Kentucky and Alabama test sites in Table 10. This information is summarized by month and includes the average temperature, total rainfall, and total snowfall. Information concerning the extent of snowplow operation at the Kentucky sites was obtained. It was found that the sites had been snowplowed on about seven days with approximately 15 to 20 passes at the asphalt site and approximately 25 to 30 passes at the PCC site.

LABORATORY EVALUATIONS

The evaluations were divided into four categories based on the material tested. These categories were thermoplastic, solventborne traffic paint, waterborne traffic paint, and traffic striping tape. The tests performed in the evaluation of the thermoplastic included softening point, specific gravity, bond strength, indentation resistance (Type A), flowability, flowability (extended heating), low temperature stress resistance, and bead content and grading. The tests performed in the evaluation of the solventborne traffic paint included pigment content, total solids, no track dry time, viscosity, opacity (contrast ratio), infrared spectra, and X-ray diffraction. The tests performed in the evaluation of the waterborne (acrylic latex polymer) traffic paint included pigment content, total solids, no track dry time, viscosity, heat stability, freeze-thaw stability, water resistance, opacity (contrast ratio), infrared spectra, and X-ray diffraction. A tensile strength test was performed on the traffic striping tape.

The laboratory tests were conducted on either the sample from Kentucky or Alabama. Tests were conducted on all materials except STR-89-31 and STR-89-32. Tests were not conducted on these materials because the standard tests performed were not applicable to the components of these materials as they were submitted.

RESULTS

REFLECTIVITY DATA

The reflectivity data obtained with the Mirolux 12 are presented in Tables 11 and 12 for the asphalt pavement at the Kentucky and Alabama test sites, respectively. Data taken on the PCC pavements are presented in Tables 13 and 14. The data are for all materials except the removable tapes and the unbeaded stripes. For each material, the averages of the data taken for the four transverse lines are given. The average measurements in the left wheelpath and centerline
areas are presented separately. The materials are grouped into several categories based on the type of material and no-track time. There were a couple of difficulties with the reflectivity data collection at the Alabama sites. There was rutting in the wheel paths at the asphalt site which caused problems with sunlight interfering with the data collection. The grooved PCC pavement caused similar problems at the Alabama site.

For the paint and thermoplastic lines, the reflectivity measurements for the unbeaded transverse lines are given in Tables 15 and 16 for the asphalt pavement at the Kentucky and Alabama test sites, respectively. Data taken on the PCC pavements are given in Tables 17 and 18. The measurements in the left wheel path and centerline areas are presented separately.

For the removable tapes, the reflectivity measurements taken on asphalt pavements are presented in Tables 19 and 20 with data on PCC pavements presented in Tables 21 and 22. Data are given for up to six months after installation when all lines were removed. The data for each month represents the stripes remaining that month. The average measurements in the left wheel path and centerline areas of the transverse stripes and the center of the longitudinal stripes are presented separately.

**DURABILITY**

The durability data for the beaded paint and thermoplastic lines and nonremovable tape lines are given in Tables 23 and 24 for the asphalt pavements and Tables 25 and 26 for the PCC pavements at the Kentucky and Alabama test sites, respectively. For each material, the averages of the ratings for the four transverse lines are given.

Ratings for the unbeaded paint and thermoplastic lines are given in Tables 27 and 28 for asphalt pavements and Tables 29 and 30 for the PCC pavements at the Kentucky and Alabama test sites, respectively. Durability data were not collected for the removable tapes.

**APPEARANCE**

The appearance data for the beaded paint and thermoplastic lines and nonremovable tape are given in Tables 31 and 32 for the asphalt pavements and Tables 33 and 34 for the PCC pavements at the Kentucky and Alabama test sites, respectively. For each material, the averages of the ratings for the four transverse lines are given.

Ratings for the unbeaded paint and thermoplastic lines are given in Tables 35 and 36 for the asphalt pavements and Tables 37 and 38 for the PCC pavements at
the Kentucky and Alabama test sites, respectively. Appearance data were not collected for the removable tapes.

**COLORMETER**

Colormeter data were taken only in Kentucky. Colormeter data for the transverse stripes (excluding unbeaded lines and removable tapes) are given in Tables 39 and 40. The data are an average of all transverse stripes for a given material. Separate measurements are given for the wheel path and centerline areas. Data for the unbeaded paint and thermoplastic lines are given in Tables 41 and 42. Separate measurements are given for the wheel path and centerline areas. Colormeter data for the removable stripes are given in Tables 43 and 44. The averages of all remaining stripes are given. Separate averages are given for the transverse and longitudinal removable stripes.

**REMOVABILITY**

One transverse and one longitudinal removable stripe were removed each month for six months on both pavement types. The removability ratings are presented in Tables 45 and 46 for the asphalt pavements and Tables 47 and 48 for the PCC pavements at the Kentucky and Alabama test sites, respectively. Ratings are from 0 to 10 with higher ratings for material which was easier to remove. The ratings for the transverse and longitudinal stripe removed each month are given with an average calculated for the ratings over the study period. It was found that the ability of the tapes to be removed was related to temperature with the tapes being much harder to remove when the temperature was extremely cold. The low ratings given for all the stripes in Kentucky in December would be related to very cold temperatures.

**DISCERNABILITY**

The discernability of each removable tape stripe which had been removed was rated each month. The discernability ratings are presented in Tables 49 and 50 for the asphalt pavements and Tables 51 and 52 for the PCC pavements at the Kentucky and Alabama test sites, respectively. The ratings were averaged separately for the transverse and longitudinal lines as a function of the length of time a given stripe had been removed. A 10 rating was for a line which left no discernable markings.
LABORATORY TESTS

A description of the test methods and the results of the laboratory tests are given in Appendix A for thermoplastic material, Appendix B for solventborne traffic paint, Appendix C for waterborne (acrylic latex polymer) traffic paint, and Appendix D for traffic striping tape. The specific test methods used are referenced. The results for each material type are summarized, and the specific results of the tests for each material are listed.
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* The following codes were used to describe the type of striping material:

- L - Leaded
- LF - Lead Free
- A - Alkyd
- CRA - Chlorinated Rubber Alkyd
- ALP - Acrylic Latex Polymer
- UPR - Unsaturated Polymer Resin
- FD - Fast Dry
- H - Hydrocarbon
- P - Permanent
- R - Removable
- NR - Nonremovable
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### TABLE 7. RESULTS OF NO-TRACK TESTS

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* Millicandelas per square foot per footcandle.
** Top number is wheel track measurement and bottom number is centerline measurements.
*** White methacrylate #31 was not applied on the PCC pavement.
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TABLE 14. Reflectivity Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Alabama) (continued)
### TABLE 14. Reflectivity Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Alabama)(continued)

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TABLE 14. Reflectivity Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Alabama) (continued)

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* Millicandels per square foot per foot-candle.
** Top number is wheel track measurement and bottom number is centerline measurements.
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* Millicandela per square foot per footcandle.  ** Top number is wheel track measurement and bottom number is centerline measurements.
### TABLE 16. Reflectivity Data for Unbeaded Paint and Thermoplastic Transverse Lines on Asphalt Pavement (Alabama)

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TABLE 16. Reflectivity Data for Unbaked Paint and Thermoplastic Transverse Lines on Asphalt Pavement (Alabama)(continued)

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* Millicandelas per square foot per footcandle.
** Top number is wheel track measurement and bottom number is centerline measurements.
*** Data not available.
### TABLE 17. Reflectivity Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Kentucky)

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*Reflectivity measurements taken at various times throughout the study period.
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TABLE 17. Reflectivity Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Kentucky) (continued)

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* Milliacandelas per square foot per footcandle.
** Top number is wheel track measurement and bottom number is centerline measurements.
*** White methacrylate #31 was not applied on the PCC pavement.
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* Transverse stripe - left wheelpath.
** Transverse stripe - centerline.
*** Longitudinal stripe - centerline.
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* Transverse stripe - left wheelpath.
** Transverse stripe - centerline.
*** Longitudinal stripe - centerline.
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* Transverse stripe - left wheelpath.
** Transverse stripe - centerline.
*** Longitudinal stripe - centerline.
### TABLE 22. Reflectivity Data for Removable Tape Lines on Portland Cement Concrete Pavement

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* Transverse stripe - left wheel path.
** Transverse stripe - center line.
*** Longitudinal stripe - center line.
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# TABLE 23.

Durability Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Asphalt Pavement (Kentucky)

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TABLE 24. Durability Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Asphalt Pavement (Alabama)

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58
### TABLE 24. Durability Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Asphalt Pavement (Alabama) (continued)

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* White methacrylate #31 was not available for the PCC pavement.
TABLE 26. Durability Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Alabama)

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### TABLE 27. Durability Data for Unbeaded Paint and Thermoplastic Transverse Lines on Asphalt Pavement (Kentucky)

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### TABLE 27. Durability Data for Unbeaded Paint and Thermoplastic Transverse Lines on Asphalt Pavement (Kentucky)(continued)

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## TABLE 28. DURABILITY DATA FOR UNBEADED PAINT AND THERMOPLASTIC TRANSVERSE LINES ON ASPHALT PAVEMENT (ALABAMA) (continued)

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### TABLE 31. Appearance Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Asphalt Pavement (Kentucky) (continued)

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TABLE 32. Appearance Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Asphalt Pavement (Alabama)

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TABLE 34. Appearance Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Alabama)

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</tbody>
</table>

| Paint - Solvent, White (3 min or more) | | | | | | | | | | | | |
| 2 | 10.0 | 10.0 | 10.0 | 10.0 | 9.0 | 8.2 | 8.7 | 8.5 | 8.5 | 8.2 | 8.0 | 7.8 |
| 12 | 10.0 | 9.7 | 10.0 | 9.5 | 8.8 | 7.7 | 8.7 | 8.5 | 8.5 | 8.2 | 8.0 | 7.8 |

| Paint - Solvent, Yellow (60 sec) | | | | | | | | | | | | |
| 5 | 10.0 | 10.0 | 10.0 | 10.0 | 9.5 | 8.4 | 9.0 | 8.7 | 8.8 | 8.8 | 8.6 | 8.5 |
| 7 | 10.0 | 10.0 | 10.0 | 10.0 | 9.5 | 8.5 | 9.0 | 8.7 | 8.8 | 8.8 | 8.7 | 8.2 |
| 9 | 10.0 | 10.0 | 10.0 | 10.0 | 9.5 | 8.6 | 9.0 | 8.7 | 8.8 | 8.3 | 8.5 | 8.0 |
| 11 | 10.0 | 10.0 | 10.0 | 10.0 | 9.5 | 8.4 | 9.0 | 8.7 | 8.8 | 8.8 | 8.0 | 7.7 |
| 40 | 10.0 | 10.0 | 10.0 | 10.0 | 9.3 | 8.3 | 9.3 | 8.7 | 8.7 | 8.5 | 8.7 | 8.5 |
| 42 | 10.0 | 9.8 | 10.0 | 9.8 | 9.3 | 8.3 | 9.5 | 9.2 | 9.0 | 8.8 | 8.7 | 8.5 |
| 52 | 10.0 | 10.0 | 10.0 | 9.8 | 9.6 | 8.0 | 9.3 | 9.0 | 9.0 | 8.8 | 8.7 | 8.3 |
| 53 | 10.0 | 10.0 | 9.8 | 9.7 | 9.0 | 7.6 | 8.7 | 8.9 | 8.2 | 8.5 | 7.7 | 7.5 |

| Paint - Solvent, Yellow (3 min or more) | | | | | | | | | | | | |
| 3 | 10.0 | 9.8 | 10.0 | 9.8 | 9.5 | 8.2 | 8.8 | 8.6 | 8.7 | 8.8 | 8.7 | 8.7 |
| 13 | 10.0 | 10.0 | 10.0 | 10.0 | 9.5 | 8.2 | 9.2 | 8.7 | 8.8 | 8.8 | 8.3 | 8.5 |

| Paint - Water, White (60 sec) | | | | | | | | | | | | |
| 14 | 10.0 | 9.7 | 9.8 | 9.5 | 9.3 | 7.8 | 8.3 | 8.7 | 7.8 | 7.5 | 7.5 | 7.3 |
| 16 | 10.0 | 9.8 | 9.8 | 9.5 | 9.5 | 7.7 | 9.0 | 8.8 | 8.2 | 8.2 | 8.0 | 7.3 |
| 51 | 10.0 | 10.0 | 9.8 | 9.7 | 9.4 | 7.8 | 9.0 | 8.5 | 7.7 | 7.3 | 8.0 | 7.2 |

| Paint - Water, White (90 sec) | | | | | | | | | | | | |
| 19 | 10.0 | 9.8 | 9.8 | 9.5 | 9.5 | 7.7 | 9.0 | 8.7 | 8.2 | 8.2 | 8.0 | 7.2 |
| 45 | 10.0 | 9.7 | 9.3 | 9.7 | 8.8 | 7.2 | 9.0 | 8.2 | 7.8 | 7.5 | 7.7 | 7.5 |

| Paint - Water, Yellow (60 sec) | | | | | | | | | | | | |
| 15 | 10.0 | 10.0 | 10.0 | 10.0 | 9.3 | 8.3 | 9.2 | 8.8 | 8.7 | 8.7 | 8.5 | 8.5 |
| 17 | 10.0 | 9.8 | 9.9 | 9.9 | 9.3 | 8.0 | 9.2 | 8.7 | 8.7 | 8.8 | 8.5 | 8.5 |
| 18 | 10.0 | 9.8 | 9.9 | 10.0 | 9.2 | 8.4 | 9.2 | 8.8 | 8.7 | 8.7 | 8.5 | 8.5 |
| 20 | 10.0 | 9.8 | 10.0 | 9.7 | 9.5 | 8.0 | 9.2 | 8.8 | 8.7 | 8.7 | 8.7 | 8.5 |
| 25 | 10.0 | 10.0 | 9.8 | 9.8 | 9.1 | 7.8 | 9.0 | 8.7 | 8.5 | 8.3 | 8.2 | 7.8 |
| 29 | 10.0 | 9.8 | 9.7 | 10.0 | 9.2 | 8.1 | 9.2 | 8.8 | 8.7 | 8.7 | 8.3 | 8.5 |
| 48 | 10.0 | 9.9 | 9.2 | 9.3 | 9.2 | 7.7 | 9.0 | 8.3 | 7.5 | 7.0 | 7.2 | 6.7 |
| 49 | 10.0 | 9.8 | 9.8 | 9.8 | 9.2 | 7.5 | 9.2 | 8.3 | 7.8 | 7.3 | 7.6 | 7.4 |

| Paint - Water, Yellow (90 sec) | | | | | | | | | | | | |
| 44 | 10.0 | 9.8 | 9.8 | 9.8 | 9.3 | 7.8 | 9.2 | 8.3 | 8.7 | 8.7 | 8.2 | 8.3 |

| Paint - Polyester, White (60 sec) | | | | | | | | | | | | |
| 23 | 10.0 | 10.0 | 8.2 | 7.7 | 6.8 | 4.8 | 6.2 | 5.7 | 4.7 | 4.7 | 4.3 | 4.2 |

| Paint - Polyester, White (90 min) | | | | | | | | | | | | |
| 21 | 10.0 | 10.0 | 9.5 | 9.8 | 8.8 | 7.6 | 8.5 | 7.8 | 7.6 | 7.0 | 6.5 | 6.3 |

78
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<th>JULY</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
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TABLE 35. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Asphalt Pavement (Kentucky)

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TABLE 36. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Asphalt Pavement (Alabama)(continued)
TABLE 37. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Kentucky)

| TABLE 37. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Kentucky) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Paint - Solvent, White (60 sec) |
| 4 | 8.5 | 9.3 | 8.3 | 7.7 | 8.3 | 8.3 | 8.3 | 8.7 | 8.3 | 8.0 | 8.0 | 7.7 |
| 6 | 9.3 | 9.3 | 8.3 | 7.7 | 8.0 | 8.0 | 8.5 | 8.0 | 8.2 | 7.0 | 7.0 | 6.7 |
| 8 | 9.0 | 9.5 | 8.8 | 7.5 | 8.2 | 8.0 | 8.7 | 7.8 | 7.8 | 7.5 | 7.5 | 6.5 |
| 10 | 9.3 | 9.7 | 9.0 | 8.2 | 8.5 | 8.3 | 8.7 | 7.0 | 7.3 | 6.3 | 6.3 | 5.5 |
| 11 | 9.5 | 10.0 | 10.0 | 9.3 | 10.0 | 9.0 | 9.7 | 8.8 | 8.2 | 8.3 | 8.2 | 8.0 |
| 12 | 9.3 | 10.0 | 10.0 | 9.3 | 9.7 | 9.7 | 9.7 | 9.0 | 8.5 | 8.3 | 8.3 | 8.3 |
| 50 | 9.7 | 10.0 | 9.5 | 8.8 | 9.3 | 9.3 | 9.3 | 8.7 | 8.0 | 7.7 | 7.7 | 7.3 |
| Paint - Solvent, White (3 min or more) |
| 2 | 10.0 | 10.0 | 10.0 | 9.7 | 10.0 | 9.3 | 9.7 | 9.7 | 8.8 | 9.0 | 8.8 | 8.3 |
| 12 | 9.7 | 10.0 | 9.8 | 8.7 | 9.0 | 8.7 | 9.7 | 7.7 | 7.8 | 7.3 | 7.0 | 7.0 |
| Paint - Solvent, Yellow (60 sec) |
| 5 | 9.3 | 9.7 | 9.3 | 8.7 | 8.7 | 8.2 | 8.5 | 8.0 | 7.5 | 7.3 | 7.2 | 6.3 |
| 7 | 9.0 | 9.7 | 9.2 | 8.7 | 8.7 | 8.0 | 8.5 | 8.0 | 7.0 | 7.0 | 6.8 | 6.3 |
| 9 | 9.7 | 10.0 | 9.8 | 9.3 | 9.3 | 8.6 | 8.7 | 8.3 | 7.7 | 7.0 | 7.2 | 6.7 |
| 11 | 9.3 | 10.0 | 9.3 | 8.5 | 8.7 | 8.2 | 8.3 | 7.5 | 7.3 | 6.3 | 6.7 | 6.0 |
| 40 | 8.6 | 9.7 | 9.7 | 9.3 | 9.7 | 9.0 | 9.3 | 9.0 | 8.3 | 8.7 | 8.5 | 7.7 |
| 42 | 9.5 | 10.0 | 10.0 | 9.7 | 9.7 | 9.2 | 9.5 | 9.3 | 8.3 | 8.3 | 8.3 | 8.3 |
| 52 | 9.8 | 10.0 | 10.0 | 9.7 | 10.0 | 9.7 | 9.7 | 9.3 | 8.7 | 8.7 | 8.5 | 8.2 |
| 53 | 9.3 | 10.0 | 10.0 | 9.3 | 9.7 | 9.0 | 9.0 | 9.0 | 8.3 | 8.0 | 8.0 | 7.0 |
| Paint - Solvent, Yellow (5 min or more) |
| 3 | 9.2 | 10.0 | 9.8 | 9.0 | 9.3 | 8.7 | 8.8 | 7.8 | 7.5 | 7.2 | 7.5 | 6.7 |
| 13 | 8.8 | 10.0 | 10.0 | 8.8 | 8.8 | 8.5 | 9.5 | 8.5 | 8.2 | 7.2 | 7.7 | 6.3 |
| Paint - Water, White (60 sec) |
| 14 | 10.0 | 10.0 | 10.0 | 9.7 | 10.0 | 9.5 | 9.5 | 9.7 | 8.3 | 8.7 | 8.7 | 8.7 |
| 16 | 10.0 | 10.0 | 10.0 | 9.7 | 10.0 | 9.3 | 9.5 | 9.7 | 8.3 | 8.7 | 8.7 | 8.7 |
| 51 | 8.5 | 9.3 | 8.7 | 8.3 | 8.7 | 8.0 | 8.5 | 9.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Paint - Water, White (90 sec) |
| 19 | 10.0 | 10.0 | 10.0 | 9.7 | 10.0 | 9.3 | 9.5 | 9.3 | 8.3 | 8.3 | 8.3 | 8.0 |
| 45 | 9.0 | 9.3 | 8.8 | 8.3 | 8.7 | 8.3 | 9.0 | 8.7 | 7.3 | 8.0 | 8.0 | 7.7 |
| Paint - Water, Yellow (60 sec) |
| 15 | 10.0 | 10.0 | 10.0 | 9.7 | 9.7 | 8.8 | 9.0 | 8.8 | 8.0 | 8.3 | 7.7 | 7.7 |
| 17 | 10.0 | 10.0 | 10.0 | 9.7 | 10.0 | 8.8 | 9.2 | 8.8 | 8.0 | 8.3 | 7.7 | 7.7 |
| 18 | 10.0 | 10.0 | 10.0 | 9.7 | 9.7 | 8.5 | 8.8 | 8.5 | 8.0 | 7.7 | 7.7 | 8.0 |
| 20 | 10.0 | 10.0 | 10.0 | 9.6 | 9.8 | 9.0 | 8.8 | 8.7 | 8.0 | 7.7 | 8.0 | 8.0 |
| 25 | 10.0 | 10.0 | 10.0 | 9.3 | 9.7 | 8.3 | 8.6 | 8.7 | 7.7 | 7.8 | 7.8 | 7.0 |
| 26 | 9.7 | 10.0 | 10.0 | 9.3 | 9.7 | 8.3 | 8.8 | 8.3 | 7.5 | 7.7 | 7.7 | 7.0 |
| 48 | 8.7 | 9.5 | 8.8 | 8.2 | 9.2 | 8.3 | 8.7 | 8.3 | 7.7 | 7.8 | 7.7 | 7.7 |
| 49 | 9.2 | 9.7 | 9.2 | 8.7 | 9.2 | 9.9 | 9.2 | 8.7 | 8.0 | 8.0 | 8.0 | 8.3 |
| Paint - Water, Yellow (90 sec) |
| 44 | 9.3 | 10.0 | 9.5 | 9.3 | 9.7 | 9.3 | 9.7 | 8.3 | 7.7 | 8.0 | 8.0 | 7.7 |
| Paint - Polyester, White (90 sec) |
| 23 | 9.5 | 9.7 | 9.5 | 9.3 | 9.3 | 8.7 | 9.3 | 9.3 | 8.3 | 8.3 | 8.3 | 8.3 |
| Paint - Polyester, White (30 min) |
| 21 | 9.6 | 10.0 | 9.5 | 9.3 | 9.7 | 9.0 | 8.0 | 8.3 | 8.0 | 8.0 | 8.0 | 8.0 |
TABLE 37. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Kentucky) (continued)

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<th>MAY</th>
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* White methacrylate #31 was not available for the PCC pavement.
TABLE 38. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Alabama)

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</table>

| Paint·Solvent, Yellow (60 sec) | | | | | | | | | | | | |
| 6             | 10.0     | 10.0      | 10.0      | 10.0     | 9.7      | 8.7      | 9.7      | 9.0      | 8.7      | 9.0      | 8.0      | 8.3        |
| 7             | 10.0     | 10.0      | 10.0      | 10.0     | 9.7      | 8.7      | 9.7      | 9.0      | 8.7      | 9.0      | 8.0      | 8.3        |

| Paint·Water, White (60 sec) | | | | | | | | | | | | |
| 14            | 10.0     | 10.0      | 9.7       | 10.0     | 9.3      | 8.3      | 9.7      | 8.3      | 7.3      | 7.0      | 6.7      | 6.7        |
| 16            | 10.0     | 10.0      | 9.7       | 10.0     | 9.3      | 8.3      | 9.7      | 8.7      | 7.3      | 7.3      | 7.3      | 7.3        |

| Paint·Water, Yellow (60 sec) | | | | | | | | | | | | |
| 15            | 10.0     | 10.0      | 9.7       | 10.0     | 9.3      | 8.3      | 9.7      | 8.7      | 7.3      | 7.3      | 7.3      | 7.3        |
| 17            | 10.0     | 10.0      | 9.7       | 10.0     | 9.3      | 8.3      | 9.7      | 8.7      | 7.3      | 7.3      | 7.3      | 7.3        |

| Paint·Water, Yellow (90 sec) | | | | | | | | | | | | |
| 19            | 10.0     | 10.0      | 9.7       | 10.0     | 9.3      | 8.3      | 9.7      | 8.7      | 7.3      | 7.3      | 7.3      | 7.3        |

| Paint·Polyester, White (90 sec) | | | | | | | | | | | | |
| 23            | 10.0     | 9.3       | 7.0       | 5.8      | 4.0      | 3.3      | 2.0      | 2.3      | 1.3      | 1.7      | 1.7      | 1.7        |

| Paint·Polyester, White (30 min) | | | | | | | | | | | | |
| 21            | 10.0     | 10.0      | 9.7       | 8.3      | 7.0      | 8.0      | 7.0      | 8.0      | 6.3      | 6.3      | 6.3      | 6.3        |
TABLE 38. Appearance Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Alabama) (continued)

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*Top number is wheel track measurement and bottom number is centerline measurements.*
### TABLE 49. Colormeter Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Kentucky)

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TABLE 40. Colorimeter Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Kentucky)(continued)
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## TABLE 40. Colorimeter Data for Beaded Paint, Beaded Thermoplastic, and Nonremovable Tape Transverse Lines on Portland Cement Concrete Pavement (Kentucky)(continued)

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TABLE 42. Colormeter Data for Unbeaded Paint and Thermoplastic Transverse Lines on Portland Cement Concrete Pavement (Kentucky) (continued)

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** White methacrylate #31 was not applied to the PCC pavement.
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** Transverse stripe - centerline.
*** Longitudinal stripe - centerline.
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* Transverse stripe - left wheelpath.
** Transverse stripe - centerline.
*** Longitudinal stripe - centerline.
TABLE 45. Removability Ratings for Removable Tape Lines on Asphalt Pavement (Kentucky)

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APPENDIX A

LABORATORY TESTS FOR THERMOPLASIC MATERIALS
**TEST METHODS USED IN EVALUATION OF THERMOPLASTIC**

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IN = INSUFFICIENT SAMPLE
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF THERMOPLASTIC STRIPING MATERIAL(250)
DISTRICT 22

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REMARKS ..

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

REG. No. 14823
REGISTERED Professional Engineer

CHEMICAL ENGINEERING
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
RTF THERMOPLASTIC STRIPING MATERIAL (250)  
DISTRICT 22

PROJECT NUMBER: MATLAB  
LAB NUMBER: 22-531801  
DATE SAMPALED: 05-05-89  
IDENT:  
QUANTITY: 2 GAL  
PURPOSE: SOURCE APPROVAL  
SPEC CODE: 3  
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE: LINEAR DYNAMICS, INC.  
BALI, GROUND, GA  
REMARKS: FOR INFORMATIONAL PURPOSES ONLY

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REMARKS...

COPIES TO:  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY  

SIDNEY A. RATHE  
REG. No. 14323  
REGISTERED Professional Engineer  
IN  
CHEMICAL ENGINEERING

116
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF THERMOPLASTIC STRIPING MATERIAL (250)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-531802
IDENT: 
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASITO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: LINEAR DYNAMICS, INC., BALL GROUND, GA

DATE SAMPLED: 05-05-89
DATE TESTED: 02-16-90
QUANTITY: 2 GAL

PROJECT PROPERTY (VALUE)

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REMARKS:

COPIES TO:
SASITO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER

REG. No. 14823
REGISTERED
Professional Engineer
IN

117
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF THERMOPLASTIC STRIPING MATERIAL (250)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-531803
IDENT: STR-89-46
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: LINEAR DYNAMICS, INC., BALL GROUND, GA
REMARKS: FOR INFORMATIONAL PURPOSES ONLY

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

STATE OF LOUISIANA
REG. No. 14823
REGISTERED
Professional Engineer
IN

118
## Exception Report for the Test of RTF Thermoplastic Striping Material (250)

### DISTRICT 22

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**Remarks:**

- For informational purposes only

**Copies To:**

SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

**Materials Engineer by:** [Signature]

**State of Louisiana**

[Stamp: Sidney A. Rathe, Reg. No. 14823, Registered Professional Engineer in Chemical Engineering]
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF THERMOPLASTIC STRIPING MATERIAL (250)
DISTRICT 22

PROJECT NUMBER ... MATLAB
LAB NUMBER .... 22-531805
IDENT ........ QUANTITY ...... 2 GAL
PURPOSE ... SOURCE APPROVAL
SUBMITTED BY ... SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE ... CATAPHOTE, INC. JACKSON, MS
REMARKS ... FOR INFORMATIONAL PURPOSES ONLY

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

REG. No. 14923
REGISTERED
Professional Engineer

120
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF THERMOPLASTIC STRIPING MATERIAL (250)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-531806
IDENT: 
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: CATAPHOTE, INC.
REMARKS: FOR INFORMATIONAL PURPOSES ONLY

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

STATE OF LOUISIANA
REG. No. 14323
REGISTERED PROFESSIONAL ENGINEER

121
PROJECT NUMBER: MATLAB
LAB NUMBER: 22-531807
IDENT: 1 GAL
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: CATAPHOTE, INC., JACKSON, MS
REMARKS: FOR INFORMATIONAL PURPOSES ONLY

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14923
Registered Professional Engineer
IN

122
## Exception Report for the Test of RTF Thermoplastic Striping Material (250)

**District 22**

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**Remarks:**

Copies to:
- SASHTO REGIONAL TEST FACILITY, JACKSON, MS
- DISTRICT LAB ENGINEER
- DISTRICT ADMINISTRATOR

Materials Engineer by

[Signature]

[Registration Seal]

SIDNEY A. RATHE
Reg. No. 14-223
Registered Professional Engineer
Chemical Engineering

123
APPENDIX B

LABORATORY TESTS FOR SOLVENTBORNE TRAFFIC PAINT
TEST METHODS USED IN EVALUATION OF
SOLVENTBORNE TRAFFIC PAINT

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NOTE 1 - DRY OPACITY: On a black-white Leneta Form 2C opacity chart, draw down film covering black and white portions of chart, use a 15 mil gap doctor blade, dry for 24 hours at 77°F, use a Hunter Lab D25-2 Color Difference Meter 0°/45°.

DRY OPACITY = \frac{REFLECTANCE OVER BLACK}{REFLECTANCE OVER WHITE}
## TEST RESULTS FOR REGIONAL TEST FACILITY FOR CALENDAR YEAR: 1989

##### **** SOLVENT BORNE TRAFFIC PAINT ****

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23 RECORDS PRINTED
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533553
IDENT: ............
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASITO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: BALTIMORE PAINT & CHEMICAL
REMARKS: STR 89-2

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REMARKS:

COPIES TO:
SASITO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14823
REGISTERED
Professional Engineer
IN
CHEMICAL ENGINEERING

127
## Exception Report for the Test of Regional Test Facility Traffic Paint (252)

**District 22**

### Project Number: MATLAB  
**Date Sampled:** 07-06-89  
**Lab Number:** 22-533554  
**Date Tested:** 09-13-89  
**Ident.**  
**Quantity:** 1 GAL  
**Purpose:** Source Approval  
**Spec Code:** 3  
**Submitted By:** SASHTO Regional Test Facility, Jackson, MS  
**Source:** Baltimore Paint & Chemical, Baltimore, MD  
**Remarks:** STR 89-3

### TEST PROPERTY | VALUE | REMARKS
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PRODUCT NAME | SETFAST |  
RTF I.D. NUMBER | STR 89-03 |  
TYPE | LEADED ALKYD |  
TYPE (CODE) | LA |  
BATCH NUMBER | BP50-25 |  
COLOR | YELLOW |  
PIGMENT, % | 56.4 |  
TOTAL SOLIDS, % | 74.5 |  
NO TRACK DRY TIME, MINUTES | 16 |  
VISCOSITY, KU | 77 |  
OPACITY (CONTRAST RATIO) | .991 |  
INFRARED SPECTRA | ON FILE |  

### Remarks

COPIES TO:

- SASHTO Regional Test Facility, Jackson, MS
- District Lab Engineer
- District Administrator

MATERIALS ENGINEER BY  

[Signature]

SIDNEY A. RATHE  
REG. No. 14923  
REGISTERED  
Professional Engineer  

128
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER..MATLAB
LAB NUMBER......22-533555
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...BALTIMORE PAINT & CHEMICAL BALTIMORE, MD
REMARKS..STR 89-4

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14523
REGISTERED Professional Engineer

05-31-90
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
REGIONAL TEST FACILITY TRAFFIC PAINT(252)  
DISTRICT 22

PROJECT NUMBER..MATLAB  
LAB NUMBER......22-533556  
IDENT............  
PURPOSE..SOURCE APPROVAL  
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE..BALTIMORE PAINT & CHEMICAL BALTIMORE, MD  
REMARKS..STR 89-5

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REMARKS.

COPIES TO:  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR  
MATERIALS ENGINEER BY  

STATE OF LOUISIANA  
REG. No. 14323  
REG. Professional Engineer IN  

130
## Exception Report for the Test of Regional Test Facility Traffic Paint (252)

**District 22**

**Project Number:** MATLAB  
**Lab Number:** 22-533557  
**Date Sampled:** 07-06-89  
**Date Tested:** 09-22-89  
**Purpose:** Source Approval  
**Spec Code:** 3  
**Submitted By:** SASITO REGIONAL TEST FACILITY, JACKSON, MS  
**Source:** BALTIMORE PAINT & CHEMICAL, BALTIMORE, MD  
**Remarks:** STR 89-6

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**Remarks:**

**Copies To:**
- SASITO REGIONAL TEST FACILITY, JACKSON, MS
- DISTRICT LAB ENGINEER
- DISTRICT ADMINISTRATOR

**Materials Engineer By:**

[Signature]

[Stamp: State of Louisiana]

[Stamp: Sidney A. Rathe]

[Reg. No. 14823]

[Registered Professional Engineer in Chemical Engineering]
**STATE OF LOUISIANA**
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**
**MATERIAL TESTING SYSTEM**
**EXCEPTION REPORT FOR THE TEST OF**
**REGIONAL TEST FACILITY TRAFFIC PAINT(252)**
**DISTRICT 22**

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**REMARKS**

**COPIES TO:**
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER

*STATE OF LOUISIANA*
REG. No. 14823
REGISTERED Professional Engineer
IN

132
PROJECT NUMBER..MATLAB                DATE SAMPLED..07-06-89
LAB NUMBER.......22-533559              DATE TESTED..10-10-89
IDENT............                         QUANTITY....... 1 GAL
PURPOSE..SOURCE APPROVAL                  SPEC CODE.....3
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE...BALTIMORE PAINT & CHEMICAL BALTIMORE, MD
REMARKS..STR 89-8

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14323
REGISTERED Professional Engineer
IN

CHEMICAL ENGINEERING
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533560
IDENT: 
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: BALTIMORE PAINT & CHEMICAL, BALTIMORE, MD

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REMARKS:

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DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

STAFF OF LOUISIANA
REG. No. 14823
REGISTERED Professional Engineer
IN

134
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)

PROJECT NUMBER..MATLAB
LAB NUMBER......22-533561
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...BALTIMORE PAINT & CHEMICAL BALTIMORE, MD
REMARKS..STR 89-10

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REMARKS...

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DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY 

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM

05-31-90
**STATE OF LOUISIANA**
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**
**MATERIAL TESTING SYSTEM**
**EXCEPTION REPORT FOR THE TEST OF REGIONAL TEST FACILITY TRAFFIC PAINT (252)**
**DISTRICT 22**

**PROJECT NUMBER**.. MATLAB  
**LAB NUMBER**..... 22-533562  
**IDENT**..........  
**PURPOSE**.. SOURCE APPROVAL  
**SUBMITTED BY**.. SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
**SOURCE**... BALTIMORE PAINT & CHEMICAL  
**REMARKS**.. STR 89-11

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**REMARKS**...

**COPIES TO:**  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**

[Signature]

**SIDNEY A. RATHE**  
REG. No. 14823  
REGISTERED  
Professional Engineer  
CHEMICAL ENGINEERING
# Exception Report for the Test of Regional Test Facility Traffic Paint (252)

**State of Louisiana**
**Department of Transportation and Development**
**Material Testing System**

## Exception Report for the Test of Regional Test Facility Traffic Paint (252)

**District 22**

**Project Number:** MATLAB  
**Lab Number:** 22-533563  
**Date Sampled:** 07-06-89  
**Date Tested:** 10-23-89  
**Ident:**  

**Purpose:** Source Approval  
**Spec Code:** 3  
**Submitted By:** SASHTO Regional Test Facility, Jackson, MS  
**Source:** Baltimore Paint & Chemical, Baltimore, MD  
**Remarks:** STR 89-12

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**Remarks:**

Copies to:
SASHTO Regional Test Facility, Jackson, MS
District Lab Engineer
District Administrator

MATERIALS ENGINEER BY: [Signature]

[Stamp]  
Sidney A. Rathe  
Reg. No. 14323  
Registered Professional Engineer  
in Chemical Engineering
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533564
IDENT: 
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: BALTIMORE PAINT & CHEMICAL BALTIMORE, MD
REMARKS: STR 89-13

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

138
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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

139
## Exception Report for the Test of Regional Test Facility Traffic Paint (252)

### District 22

**Project Number**: MATLAB  
**Lab Number**: 22-533573  
**Date Sampled**: 07-06-89  
**Date Tested**: 10-23-89  
**Quantity**: 1 gal  
**Spec Code**: 3  
**Source**: Baltimore Paint & Chemical, Baltimore, MD  
**Remarks**: STR 89-22

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### Remarks

**Copies To**:
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- DISTRICT LAB ENGINEER
- DISTRICT ADMINISTRATOR

**Materials Engineer By**: [Signature]

**License**: SIDNEY A. RATHE  
REG. No. 14923  
REGISTERED  
Professional Engineer  
CHEMICAL ENGINEERING
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REMARKS:

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DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14823
REG. Professional Engineer
IN CHEMICAL ENGINEERING

141
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
REGIONAL TEST FACILITY TRAFFIC PAINT(252)  
DISTRICT 22

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REMARKS...

COPIES TO:
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DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14323
REGISTERED
Professional Engineer

IN

CHEMICAL ENGINEERING
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER...... 22-533578
IDENT.............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...LINEAR DYNAMICS, INC. BALL GROUND, GA

ITEM NO.

TEST PROPERTY | VALUE | REMARKS
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PRODUCT NAME | LW-89-1-D |
RTF I.D. NUMBER | STR 89-40 |
TYPE | LEADED ALKYD |
TYPE (CODE) | LA |
COLOR | YELLOW |

PIGMENT, % | 58.3 |
TOTAL SOLIDS, % | 74.2 |
NO TRACK DRY TIME, MINUTES | 4 |
VISCOSITY, KU | 77 |
OPACITY (CONTRAST RATIO) | .993 |
INFRARED SPECTRA | ON FILE |

REMARKS.

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

*STATE OF LOUISIANA*

SIDNEY A. RATHE
REG. No. 14323
REGISTERED
Professional Engineer
IN

143
**STATE OF LOUISIANA**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**MATERIAL TESTING SYSTEM**  
**EXCEPTION REPORT FOR THE TEST OF**  
**REGIONAL TEST FACILITY TRAFFIC PAINT (252)**  
**DISTRICT 22**

**PROJECT NUMBER**..MATLAB  
**LAB NUMBER**......22-535379  
**IDENT**............  
**PURPOSE**..SOURCE APPROVAL  
**SUBMITTED BY**..SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
**SOURCE**...LINEAR DYNAMICS, INC. BALL GROUND, GA  
**REMARKS**..STR 89-41

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**REMARKS**....

**COPIES TO:**  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**

[Signature]

**SIDNEY A. RATHE**  
REG. No. 14323  
REGISTERED  
Professional Engineer  
IN  
CHEMICAL ENGINEERING
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
REGIONAL TEST FACILITY TRAFFIC PAINT (252)  
DISTRICT 22

PROJECT NUMBER: MATLAB  
LAB NUMBER: 22-533580  
IDENT:  
PURPOSE: SOURCE APPROVAL  
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE: LINEAR DYNAMICS, INC. BALL GROUND, GA  
REMARKS: STR 89-42

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DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY  

[Signature]

SIDNEY A. RATHE  
REG. No. 14823  
REGISTERED Professional Engineer  
IN CHEMICAL ENGINEERING

145
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER...MATLAB
LAB NUMBER......22-533581
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...LINEAR DYNAMICS, INC.
REMARKS..STR 89-43

DATE SAMPLED..07-06-89
DATE TESTED...11-06-89
QUANTITY......1 GAL

SAMPLED DATE...
TESTED DATE...

05-31-90

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DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14323
REGISTERED PROFESSIONAL ENGINEER
IN CHEMICAL ENGINEERING

146
**STATE OF LOUISIANA**  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
REGIONAL TEST FACILITY TRAFFIC PAINT(252)  
DISTRICT 22

**PROJECT NUMBER**..MATLAB  
**DATE SAMPLED**..07-06-89  
**LAB NUMBER**.....22-53586  
**DATE TESTED**...11-06-89  
**IDENT**.........  
**QUANTITY**.......1 GAL  
**PURPOSE**.SOURCE APPROVAL  
**SPEC CODE**......3  
**SUBMITTED BY**.SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
**SOURCE**...ENNIS/CENTERLINE, INC. ENNIS, TX  
**REMARKS**..STR 89-50

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**COPIES TO:**  
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DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**

[Signature]

[Stamp]  
SIDNEY A. RATHE  
REG. No. 14923  
REGISTERED  
Professional Engineer

147
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER...MATLAB
LAB NUMBER.......22-533588
IDENT.............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...ENNIS/CENTERLINE, INC. ENNIS, TX
REMARKS..STR 89-52

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REMARKS...

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DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

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**STATE OF LOUISIANA**  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF REGIONAL TEST FACILITY TRAFFIC PAINT(252)  
DISTRICT 22  

PROJECT NUMBER: MATLAB  
LAB NUMBER: 22-533589  
IDENT: STR 89-53  
PURPOSE: SOURCE APPROVAL  
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE: ENNIS/CENTERLINE, INC., ENNIS, TX  
REMARKS: STR 89-53  

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**REMARKS:**

COPIES TO:  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR  

MATERIALS ENGINEER BY

[Signature]

SIDNEY A. RATHE  
REG. No. 14323  
REGISTERED  
Professional Engineer  
in  

CHEMICAL ENGINEERING  

149
APPENDIX C

LABORATORY TESTS FOR WATERBORNE (ACRYLIC LATEX POLYMER) TRAFFIC PAINT
## Test Methods Used in Evaluation of Waterborne Traffic Paint

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<td>Heat Stability</td>
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<td>Freeze-Thaw Stability</td>
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<td>Water Resistance</td>
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<td>Opacity (Contrast Ratio)</td>
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<td>Infrared Spectra</td>
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<td>Dried Film Scan</td>
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<td>X-Ray Diffraction</td>
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NOTE 1 - HEAT STABILITY: Put 450 ml of paint in a 473 ml (1 pint) lined container, close the container, seal it with tape, and put it in an oven maintained at $60^\circ \pm 1^\circ$ C for one week. Equilibrate the paint at standard conditions and mix thoroughly with gentle stirring. Perform the consistency test as specified in ASTM D 562.

NOTE 2 - FREEZE-THAW STABILITY: Put 450 ml of paint in a 473 ml (1 pint) lined container, close the container, invert, and place in a chamber maintained at $-10^\circ \pm 1^\circ$ C. Remove the container after 16 hours and maintain at standard conditions for 8 hours. Repeat this procedure four more times. At the completion of the freeze-thaw cycles, equilibrate the paint at standard conditions, mix thoroughly with gentle stirring, and examine for smoothness and uniformity. Perform the consistency test as specified in ASTM D 562. Evidence of coagulation or breaking of the emulsion shall be reported.

NOTE 3 - WATER RESISTANCE: Apply the paint on a clean glass plate, to a wet film thickness of 15 mil (0.015 inch) and allow to dry in a horizontal position at standard conditions for 72 hours. Immerse one half of the painted plate in distilled water at $25 \pm 1^\circ$ C. After 18 hours, remove the panel from the water and allow to dry for 2 hours at standard conditions. Examine for softening, blister wrinkle or loose adhesion.

NOTE 4 - DRY OPAcity: On a black-white Leneta Form 2C opacity chart, draw down film covering black and white portions of chart, use a 15 mil gap doctor blade, dry for 24 hours at 77°F, use a Hunter Lab D25-2 Color Difference Meter 0°/45°.

DRY OPAcity = \[ \frac{\text{Reflectance over Black}}{\text{Reflectance over White}} \]
## Test Results for Regional Test Facility
### For Calendar Year: 1989

#### Water-Borne Traffic Paint

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<th>Dry Time Min.</th>
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**STATE OF LOUISIANA**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**MATERIAL TESTING SYSTEM**  
**EXCEPTION REPORT FOR THE TEST OF**  
**REGIONAL TEST FACILITY TRAFFIC PAINT(252)**  
**DISTRICT 22**

- **PROJECT NUMBER...MATLAB**  
- **LAB NUMBER......22-533565**  
- **DATE SAMPLED..07-06-89**  
- **DATE TESTED...12-19-89**  
- **IDENT...........**  
- **QUANTITY.......1 GAL**  
- **PURPOSE..SOURCE APPROVAL**  
- **SPEC CODE.....3**  
- **SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS**  
- **SOURCE...BALTIMORE PAINT & CHEMICAL**  
- **BALTIMORE, MD**  
- **REMARKS...STR 89-14**

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**REMARKS**

**COPIES TO:**  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**  
*SIDNEY A. RATHE*  
REG. No. 14323  
REGISTERED  
Professional Engineer  
IN  
CHEMICAL ENGINEERING  

---

**05-31-90**
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER...MATLAB
LAB NUMBER......22-533566
IDENT.......... DATE SAMPLED....07-06-89
PURPOSE...SOURCE APPROVAL DATE TESTED....12-19-89
SUBMITTED BY...SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...BALTIMORE PAINT & CHEMICAL BALTIMORE, MD
REMARKS..STR 89-15

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY [Signature]

STATE OF LOUISIANA
SIDNEY A. RATHE
REG. No. 14823
REGISTERED
Professional Engineer
IN

154
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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR
MATERIALS ENGINEER BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT (252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533567
IDENT:...
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: BALTIMORE PAINT & CHEMICAL, BALTIMORE, MD
REMARKS: STR 89-16

DATE SAMPLED: 07-06-89
DATE TESTED: 12-19-89
QUANTITY: 1 GAL
SPEC CODE: 3

ITEM NO.
---
TEST PROPERTY
---

05-31-90

REG. No. 14323
REG. No. 14323
REGISTERED
Professional Engineer
IN

SIDNEY A. RATHE

155
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER..MATLAB
LAB NUMBER......22-533568
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...BALTimore PAINT & CHEMICAL BALTIMORE, MD

REMARKS..STR 89-17

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| TOTAL SOLIDS, % | 77.9 |
| NO TRACK DRY TIME, MINUTES | 2.5 |
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| VISCOSITY, KU - HEAT STABILITY | 79 |
| VISCOSITY, KU - FREEZE THAW STABILITY | 79 |
| OPACITY (CONTRAST RATIO) | 1.000 |
| WATER RESISTANCE | NO EFFECT |

REMARKS..

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

REMARKS...

SIGNEOf SIDNEY A. RATHE
REG. No. 14823
REGISTERED]
Profesional Engineer

CHEMICAL ENGINEERING
**STATE OF LOUISIANA**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**MATERIAL TESTING SYSTEM**  
**EXCEPTION REPORT FOR THE TEST OF**  
**REGIONAL TEST FACILITY TRAFFIC PAINT(252)**  
**DISTRICT 22**

**PROJECT NUMBER** . MATLAB  
**LAB NUMBER** ....... 22-533569  
**DATE SAMPLED** .. 07-06-89  
**DATE TESTED** .... 12-19-89  
**IDENT** ...............  
**PURPOSE** . SOURCE APPROVAL  
**SOURCE** ....... SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
**REMARDS** .. BALTIMORE PAINT & CHEMICAL  
**SPEC CODE** ....... 3

**SOURCE** ... BALTIMORE PAINT & CHEMICAL  
**Baltimore, MD**  
**REMARDS** .. STR 89-18

**ITEM NO.**  

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**REMARDS** ..

**COPIES TO:**  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**  

**STATE OF LOUISIANA**  
**REG. No. 14323**  
**REGISTERED Professional Engineer**  
**CHEMICAL ENGINEERING**  
**IN**  
157
## STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM

### EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

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### REMARKS

SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

SIDNEY A. RATHE
REG. No. 142823
REGISTERED
Professional Engineer
IN

158
### Exception Report for the Test of Regional Test Facility Traffic Paint (252)

**District 22**

**Project Number:** MATLAB  
**Lab Number:** 22-533571  
**Date Sampled:** 07-06-89  
**Date Tested:** 12-19-89  
**Quantity:** 1 gal

**Purpose:** Source Approval  
**Spec Code:** 3  
**Submitted By:** SASHTO Regional Test Facility, Jackson, MS  
**Source:** Baltimore Paint & Chemical, Baltimore, MD  
**Remarks:** STR 89-20

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**Remarks:**

---

**Copies To:**  
SASHTO Regional Test Facility, Jackson, MS  
District Lab Engineer  
District Administrator

---

**MATERIALS ENGINEER**

---

**Sidney A. Rathe**  
REG. No. 14323  
REGISTERED Professional Engineer  
IN  
CHEMICAL ENGINEER  
IN  
STATE OF LOUISIANA

---

**Date:** 05-31-90  
**Signature:** [Signature]

---

159
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM

EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533576
IDENT: ..
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: BALTIMORE PAINT & CHEMICAL, BALTIMORE, MD
REMARKS: STR 89-25

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

S D O L I U S I A
* * *
SIDNEY A. RATHE
REG. NO. 14323
REGISTERED
Professional Engineer

CHMICAL ENGINEERING

160
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
REGIONAL TEST FACILITY TRAFFIC PAINT(252)  
DISTRICT 22

PROJECT NUMBER: MATLAB  
LAB NUMBER: 22-533577  
IDENT:  
PURPOSE: SOURCE APPROVAL  
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE: BALTIMORE PAINT & CHEMICAL  
REMARKS: STR 89-26

DATE SAMPLED: 07-06-89  
DATE TESTED: 12-19-89  
QUANTITY: 1 GAL  
SPEC CODE: 3

ITEM NO.

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REMARKS...

COPIES TO:  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER  

[Signature]

SIDNEY A. RATHE
REG. No. 14323
REGISTERED
Professional Engineer

IN

CHEMICAL ENGINEERING

161
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM

EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER..MATLAB
LAB NUMBER......22-533582
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...LINEAR DYNAMICS, INC. BALL GROUND, GA

DATE SAMPLED..07-06-89
DATE TESTED...12-19-89
QUANTITY.......1 GAL

ITEM NO.

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14223
REGISTERED
Professional Engineer
IN

162
## Exception Report for the Test of Regional Test Facility Traffic Paint (252)

**District 22**

**Project Number:** MATLAB  
**Lab Number:** 22-533583  
**Ident.:**  
**Purpose:** Source Approval  
**Quantity:** 1 gal

**Sampled Date:** 07-06-89  
**Tested Date:** 12-19-89

**Submitted By:** SASHTO Regional Test Facility, Jackson, MS  
**Source:** LINEAR DYNAMICS, INC. BALL GROUND, GA

**Remarks:** STR 89-45

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**Remarks:**

**Copies To:**  
SASHTO Regional Test Facility, Jackson, MS  
District Lab Engineer  
District Administrator  
MATERIALS ENGINEER BY: [Signature]

**State of Louisiana**  
**Register No. 143223**  
**Registered Professional Engineer in Chemical Engineering**

**Date:** 05-31-90
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT (252)
DISTRICT 22

PROJECT NUMBER...MATLAB
LAB NUMBER......22-533584
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASITTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...ENNIS/CENTERLINE, INC. ENNIS, TX
REMARKS..STR 89-48

PROJECT NUMBER...MATLAB
LAB NUMBER......22-533584
IDENT............
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASITTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...ENNIS/CENTERLINE, INC. ENNIS, TX
REMARKS..STR 89-48

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REMARKS...

COPIES TO:
SASITTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR
MATERIALS ENGINEER BY

SIDNEY A. RATHE
REG. No. 14223
REGISTERED
Professional Engineer

164
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM

EXCEPTION REPORT FOR THE TEST OF
REGIONAL TEST FACILITY TRAFFIC PAINT(252)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533585
IDENT: 
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: ENNIS/CENTERLINE, INC.

DATE SAMPLED: 07-06-89
DATE TESTED: 12-20-89
QUANTITY: 1 GAL
SPEC CODE: 3

SUBMITTED TO: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: ENNIS/CENTERLINE, INC.

ITEM NO.

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

[Stamp]

[License Number]

[Professional Engineer]

[State of Louisiana]
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
REGIONAL TEST FACILITY TRAFFIC PAINT (252)  
DISTRICT 22

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

166
APPENDIX D

LABORATORY TESTS FOR TRAFFIC STRIPING TAPE
TEST METHODS USED IN EVALUATION OF TRAFFIC STRIPING TAPE

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FOR CALENDAR YEAR: 1989

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**STATE OF LOUISIANA**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**MATERIAL TESTING SYSTEM**  
**EXCEPTION REPORT FOR THE TEST OF**  
RTF TRAFFIC STRIPING TAPE(253)  
**DISTRICT 22**

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**REMARKS..**

**COPIES TO:**  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**

Henry W. Lacinak, Jr.  
REG. No. 15066  
REGISTERED Professional Engineer  
IN

170
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF TRAFFIC STRIPING TAPE(253)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533687
IDENT: ST8928
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHITO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: 3M COMPANY

DATE SAMPLED: 04-11-89
DATE TESTED: 05-14-90

LAB NUMBER: 22-533687
DATE SAMPLED: 04-11-89
DATE TESTED: 05-14-90

IDENT: ST8928
QUANTITY: 1 ROL
SPEC CODE: 3

ITEM NO.

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REMARKS:

COPIES TO:
SASHITO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY [Signature]

171
**STATE OF LOUISIANA**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**MATERIAL TESTING SYSTEM**  
**EXCEPTION REPORT FOR THE TEST OF RTF TRAFFIC STRIPING TAPE (253)**  
**DISTRICT 22**

---

**PROJECT NUMBER:** MATLAB  
**DATE SAMPLED:** 04-11-89  
**LAB NUMBER:** 22-533688  
**DATE TESTED:** 05-14-90  
**IDENT.** ST8929  
**QUANTITY:** 1 ROL  
**PURPOSE . SOURCE APPROVAL:** SPEC CODE 3  
**SUBMITTED BY:** SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
**SOURCE:** 3M COMPANY ST. PAUL, MN  

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**REMARKS.**

**COPIES TO:**  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR  
MATERIALS ENGINEER  

[Signature]

Henry W. Lacinak, Jr.  
REG. No. 15066  
PROFESSIONAL ENGINEER  

---

172
### Exception Report for the Test of RTF Traffic Striping Tape (253)

**State of Louisiana**
**Department of Transportation and Development**
**Material Testing System**

**District 22**

**Project Number:** MATLAB
**Lab Number:** 22-533689
**Ident.:** ST8930
**Source:** 3M Company

**Spec Code:** 3

**Submitted By:** SASHTO Regional Test Facility, Jackson, MS

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**Copies To:**
SASHTO Regional Test Facility, Jackson, MS
District Lab Engineer
District Administrator

**Remarks:**

**Materials Engineer By:**

**Engineer:** Henry W. Lacinak, Jr.
**Registration No.:** 15066
**Professional Engineer:** Registered in Louisiana

**Material Engineer:**

173
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF TRAFFIC STRIPING TAPE (253)
DISTRICT 22

PROJECT NUMBER..MATLAB
LAB NUMBER.......22-533690
IDENT............ST8936
PURPOSE..SOURCE APPROVAL
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...LINEAR DYNAMICS, INC. BALL GROUND, GA

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REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

Henry W. Lacinak, Jr.
REG. No. 15066
REGISTERED Professional Engineer
IN

174
STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
MATERIAL TESTING SYSTEM  
EXCEPTION REPORT FOR THE TEST OF  
RTF TRAFFIC STRIPING TAPE(253)  
DISTRICT 22  

PROJECT NUMBER. . . MATLAB  
LAB NUMBER. . . . . 22-533691  
IDENT. . . . . . . . . . ST8937  
PURPOSE. . . SOURCE APPROVAL  
SUBMITTED BY. . . SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
SOURCE. . . LINEAR DYNAMICS, INC.  
DATE SAMPLED. . . 04-11-89  
DATE TESTED. . . 05-14-90  
QUANTITY. . . . . 1 ROL  
SPEC CODE. . . . . 3  

SASHTO REGIONAL TEST FACILITY, JACKSON, MS  

06-21-90  

IDENT ........... ST8937  

REMARKS..  

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REMARKS..  

COPIES TO:  
SASHTO REGIONAL TEST FACILITY, JACKSON, MS  
DISTRICT LAB ENGINEER  
DISTRICT ADMINISTRATOR  

MATERIALS ENGINEER BY  
Henry W. Lacinak, Jr.  
REG. No. 15066  
REGISTERED Professional Engineer  
IN  
CHEMICAL ENGINEERING  

175
### MATERIAL TESTING SYSTEM

**EXCEPTION REPORT FOR THE TEST OF RTF TRAFFIC STRIPING TAPE(253)**

**DISTRICT 22**

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**SUBMITTED BY** SASHTO REGIONAL TEST FACILITY, JACKSON, MS

**SOURCE** LINEAR DYNAMICS, INC. BALL GROUND, GA

**REMARKS**

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**REMARKS**

**COPIES TO:**

SASHTO REGIONAL TEST FACILITY, JACKSON, MS

DISTRICT LAB ENGINEER

DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER BY**

Henry W. Lacinak, Jr.
REG. No. 15066
REGISTERED Professional Engineer
IN

176
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF TRAFFIC STRIPING TAPE (253)
DISTRICT 22

PROJECT NUMBER: MATLAB
LAB NUMBER: 22-533693
IDENT: ST8939
PURPOSE: SOURCE APPROVAL
SUBMITTED BY: SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE: LINEAR DYNAMICS, INC.

DATE SAMPLED: 04-11-89
DATE TESTED: 05-14-90
QUANTITY: 1 ROL
SPEC CODE: 3

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REMARKS:

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

Henry W. Lacinak, Jr.
REG. No. 15066
REGISTERED
Professional Engineer

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## Exception Report for the Test of RTF Traffic Striping Tape (253)

**District 22**

### Project Number: MATLAB

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### Remarks

COPIES TO:

- SASHTO REGIONAL TEST FACILITY, JACKSON, MS
- DISTRICT LAB ENGINEER
- DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

Henry W. Lacinak, Jr.,
REG. No. 15066
REGISTERED Professional Engineer

IN

C. E.
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF TRAFFIC STRIPING TAPE(253)
DISTRICT 22

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| THICKNESS, MILS | 57 | |
| TENSILE STRENGTH, PSI | 221 | |

REMARKS...

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

[Signature]

Henry W. Lacinak, Jr.
REG. No. 15066
REGISTERED Professional Engineer
IN CHEMICAL ENGINEERING

179
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
MATERIAL TESTING SYSTEM
EXCEPTION REPORT FOR THE TEST OF
RTF TRAFFIC STRIPING TAPE(253)
DISTRICT 22

PROJECT NUMBER..MATLAB
LAB NUMBER.......22-533696
IDENT............ST8956
PURPOSE..SOURCE APPROVAL SPEC CODE....3
SUBMITTED BY..SASHTO REGIONAL TEST FACILITY, JACKSON, MS
SOURCE...CATAPHOTE, INC. JACKSON, MS
REMARKS..

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REMARKS..

COPIES TO:
SASHTO REGIONAL TEST FACILITY, JACKSON, MS
DISTRICT LAB ENGINEER
DISTRICT ADMINISTRATOR

MATERIALS ENGINEER BY

Henry W. Lacina, Jr.
REG. No. 15066
REGISTERED
Professional Engineer
IN

180
**STATE OF LOUISIANA**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**MATERIAL TESTING SYSTEM**  
**EXCEPTION REPORT FOR THE TEST OF**  
**RTF TRAFFIC STRIPING TAPE (253)**  
**DISTRICT 22**

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DISTRICT ADMINISTRATOR

**MATERIALS ENGINEER**  
**BY**  
**HE X W. LACINAK, JR.**  
**REG. No. 15066**  
**REGISTERED Professional Engineer**  
**IN**  
CHMICAL ENGINEERING

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REG. No. 15066
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Professional Engineer
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