

MICHIGAN



STATE HIGHWAY DEPARTMENT

April 14, 1965

To: Traffic Control Devices Committee:

H. H. Cooper, Chairman

J. J. Becker

J. L. Byers

W. W. McLaughlin

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From: A. J. Permoda

Subject: Progress Report on 1964 Traffic Paint Performance Tests.
Research Project 47 G-36(17). Research Report No. R-506.

This report is presented for review by the Committee, which at its Spring meeting is scheduled to initiate requisitions for traffic paints for the forthcoming 1965 performance tests. The following summary gives the Committee information to serve as a basis for selecting producers to submit paints for the tests.

The following producers were asked to submit paints for the 1964 tests, currently in progress:

1. Argo Paint & Chemical Co. of Detroit.
2. Baltimore Paint & Chemical Co. of Baltimore.
3. Glidden Co. of Cleveland.
4. Jaegle Paint & Varnish Co. of Philadelphia.
5. Prismo Safety Corp. of Huntingdon, Pennsylvania.
6. Standard Detroit Paint Co. of Detroit.
7. Stiles Paint Co. of Kalamazoo.
8. Tropical Paint Co. of Cleveland.
9. Truscon Division of Devoe & Reynolds of Detroit.
10. Paint Division of Ford Motor Co. of Detroit.

All producers complied except the Ford Motor Co. The list is shorter than in 1963, since four producers (Acme, Boydell, DeSoto, and Wm. Armstrong Smith) were dropped because of poor past performance, while only one producer (Tropical Paint Co.) was added.

In order to indicate the trend in performance of traffic paints as evaluated in recent years, the following range of six-month Service Factor ratings is tabulated for paints in the 1964 tests, along with similar ratings for the preceding three years:

Paints	Six-Month Service Factor Range			
	1964	1963	1962	1961
Whites	74-52	79-46	80-56	81-57
Yellows	77-66	81-49	84-57	85-54

Comparison of the 1964 ratings with the others indicates a slight lowering in quality of the best paints in both whites and yellows, and a rather narrow range in performance of the 1964 yellows. The poorest 1964 white shows a value about average over the four-year period.

Paints submitted for the 1964 tests were put down in the same four field areas as for the 1963 tests, from August 6 to 14, 1964. Specific locations are shown in Fig. 1. All paints are being evaluated in full performance tests even though a few did not meet all specification requirements and others were borderline in conforming to the requirements. Deficiencies were as follows:

1. Baltimore Paint Co.: borderline low settling index of the white paint.
2. Glidden Co.: borderline in meeting color standard for the yellow paint.
3. Jaegle Paint Co.: borderline in bleeding index on asphalt base for the white paint.
4. Standard Detroit Paint Co.: borderline in bleeding index on tar base for the white paint.
5. Stiles Paint Co.: borderline low settling index of the white paint, and borderline in meeting color standard for the yellow paint.
6. Tropical Paint Co.: excessively low settling index of the white paint.
7. Truscon Division of D & R Co.: borderline in meeting color standard, borderline high viscosity, and borderline low settling index of the yellow paint.

Only one of the submitted paints (a white) failed to meet all specification requirements. Four other whites and three yellows were borderline in meeting all requirements. In this respect, compliance to requirements is better than average, perhaps because of deletion of four producers who established poor past records.

The producers listed above should be notified of the deficiencies of their respective products when Requests for Bids are placed for the 1965 performance paints. These

Traffic Control Devices Committee

- 3 -

April 14, 1965

notifications should emphasize that a paint's failure to meet specification requirements is cause for disqualification from field performance tests, and therefore, from bidding on roadway striping requirements.

Traffic paints purchased for the 1965 performance tests must be received by June 18, 1965, to provide the Laboratory time to run qualification tests prior to application in mid-August.

Specifications to accompany the 1965 Requests for Bids are those dated "4-23-63" with amendment of "4-24-64" and are the same as used last year.

Experimental Paints

No experimental paints or beads were included in the 1964 performance tests.

Cooperative Tests

As in the past few years, the Department cooperated with Wayne County and the City of Detroit with assistance in depositing their performance stripes. Two sets were applied in Detroit, the first set serving as a basis for purchases from July 1, 1965, through July 1, 1966, and the second set for purchases during the following year.

OFFICE OF TESTING AND RESEARCH



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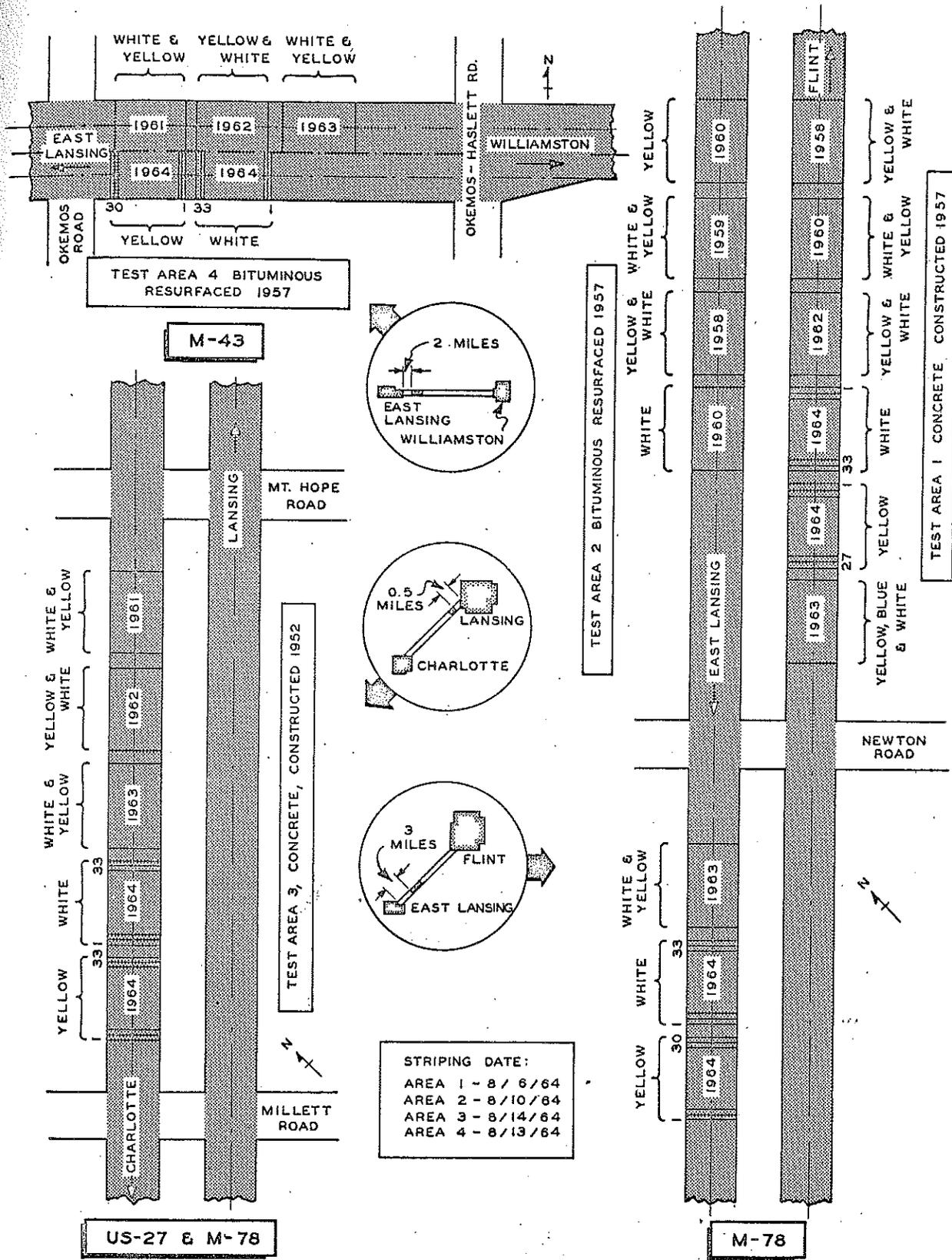


Figure 1. Location of 1964 Traffic Paint Performance Test Areas.