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Snowplowable Pavement Market Test Deck Inspection, November 9, 2005

Maine Department of Transportation

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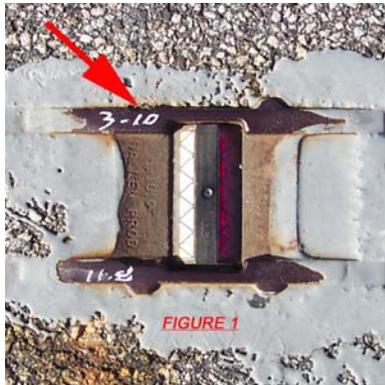
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Snowplowable Pavement Marker Test Deck Inspection

November 9, 2005

Location: Scarborough Connector, northbound

Present: Steve Landry, Wayne Arsenault, Doug Gayne, and Scott McPherson and Crew from MaineDOT; Dave McKew from Ray-O-Lite Corp; Ken Everhart from Avery-Dennison.

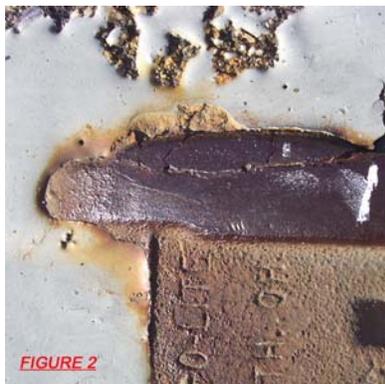


Marker assemblies appear to be in good condition overall in spite of receiving as many as 700 snowplow passes over the course of the previous winter and a high year-round traffic volume.

Most castings show at least moderate wear on upper surface with some scarifying apparent. Light surface rusting, which is to be expected, is also evident. It appears that the units have been impacted by a sideways force, perhaps by plow blades, shearing some "ears" off of the castings. This appears to be typical damage to all brands (Figure 1).

The field observation rating system used for this test deck, as described in the original work plan, is as follows:

- 5 - Excellent, like-new condition
- 4 - Good, some wear evident...still performing well
- 3 - Fair, visibly worn...much abrasion evident on housings, loss of marker reflectivity
- 2 - Poor, significant wear...reduced performance
- 1 - Very poor, no longer functioning as intended
- 0 - Missing or damaged beyond use

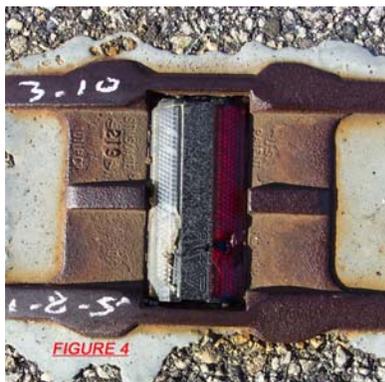


The Ray-O-Lite units seemed to have suffered the most wear with several cracked and broken castings (Figure 2). The Ray-O-Lite units averaged a 2.9 durability rating.

Hallen followed with a couple of cracked castings but still in overall good condition earning them a 3.8 rating (Figure 3).



Avery-Dennison appears to be the best performer at this point in time with all of their units rating a 4 (Figure 4).



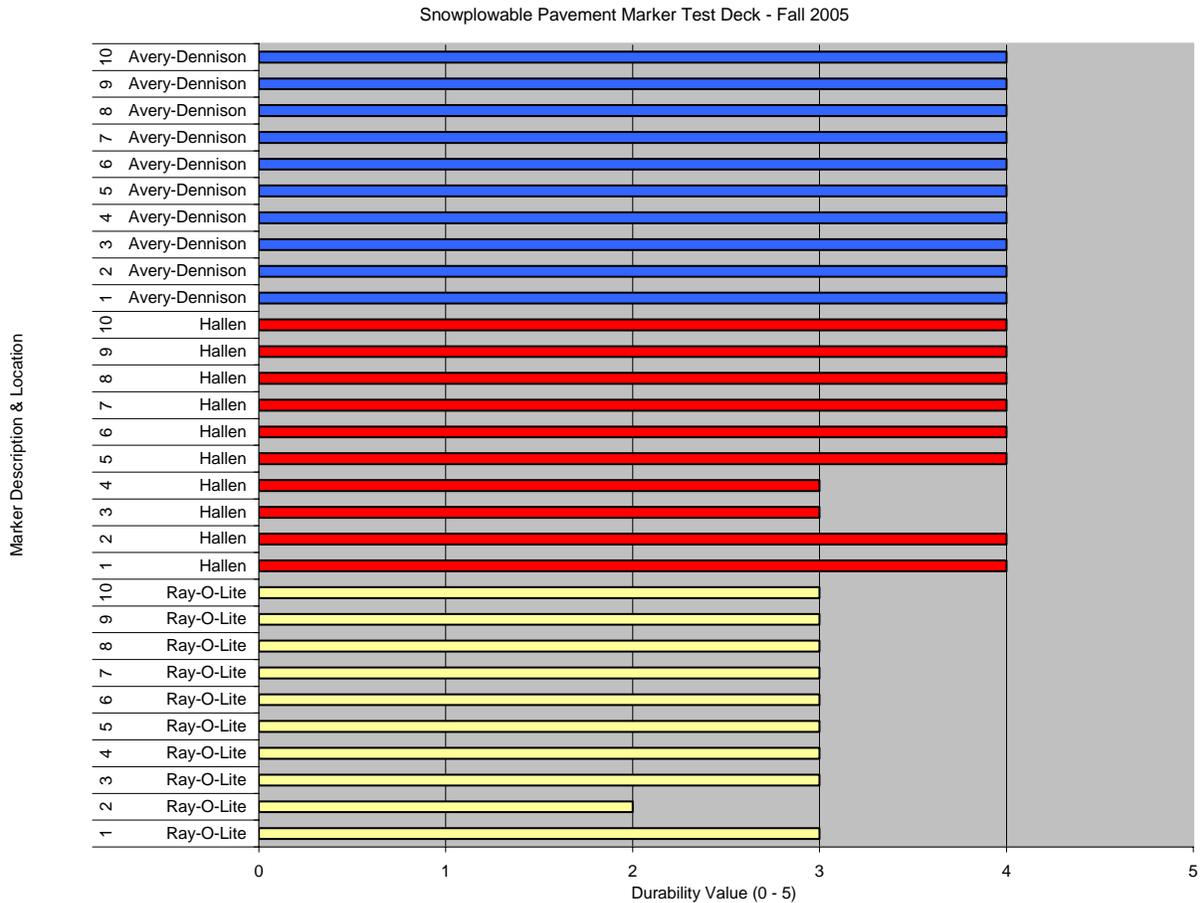
It was noted that the epoxy adhesive used to anchor the units in the pavement is standing up quite well to traffic and snow removal efforts as excess epoxy is still apparently well-bonded to the pavement. None of the units appear to be loose or coming free of the surrounding pavement. No reflectors were missing in any of the units, and only one appeared to be severely damaged, but still functioning (Ray-O-Lite #2, Station 0+40).

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During my March inspection I noted that there was considerable road film built up on the reflectors. It now appears that the road film has cleared up considerably over the summer.

Below is a graphic depiction of the results of this evaluation:



This test deck will be inspected at least one more time, in 2006. Please contact me with any questions you may have.

Doug Gayne, Product Approval Coordinator, December 2, 2005

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