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5. Title and Subtitle Evaluation of 3M's Stamark Pliant Polymer Pavement Marking Tape, A380, Applied on Edge and Skip Lines		6. Report Type Work Plan <input type="checkbox"/> Construction <input type="checkbox"/> Evaluation <input type="checkbox"/> <u>Final</u> <input checked="" type="checkbox"/>	7. Project No. 8. Project No. 9. Project No. 10. Project No.
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12. Performing Organization Name and Address NDDOT M+R <input checked="" type="checkbox"/> North Dakota DOT NDDOT OTHER* <input type="checkbox"/> Materials and Research Division NDSU <input type="checkbox"/> 300 Airport Road UND <input type="checkbox"/> Bismarck ND 58504-6005 UGPTI <input type="checkbox"/> OTHER* <input type="checkbox"/> *see supplementary notes		13. Sponsoring Agency Name and Address North Dakota DOT Materials and Research Division 300 Airport Road Bismarck ND 58504-6005	
14. Supplementary Notes			
15. Abstract <u>Purpose and Need</u> Due to high volumes of traffic and the desire to make a first impression to out-of-state travelers, the North Dakota Department of Transportation (NDDOT) selected this area to evaluate the performance of 3M's Stamark Pliant Polymer Pavement Marking Tape system, designation A380 for white marking and A381 for yellow marking material. <u>Objective</u> The objective is to evaluate the performance and durability of the marking system and include comments from the Fargo District. <u>Scope</u> 3M's Stamark Pliant Pavement Marking Tape system was placed as part of two projects. Project IR-094-8(113)350, 1.472 miles in length, is located on I-94 from Station 175+00 to 252+71.67. The second project, M-8-984(029)004, 0.398 miles in length, is located on the 25th Street Interchange from Station 14+03 to 35+05. The marking tape system was evaluated for a period of five years. The tape was evaluated for its ability to withstand snowplowing and its ability to maintain color and retroreflectivity over time. <u>Summary</u> It is not feasible or cost effective to mark all the State's highways with 3M's A380 and A381 marking material. But if we consider all the administrative costs associated with putting together stripe plans and contracts that we do each year then maybe it would be cost effective. The State should consider using 3M's A380 and A381 marking material in areas of high traffic, dangerous curves, dangerous approaches, etc. we could mark these areas with paint once a year or every other year but they began fading the moment the marking material is placed.			
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