

EXPERIMENTAL PROJECTS CONSTRUCTION REPORT

HIGH FRICTION SURFACE TREATMENTS (HFSTs) FOR BRIDGE DECKS

Location:	•¹Kalispell-Flathead River: Highway 35 •²Roundup-Musselshell River: Highway 87 •³Big Timber-Yellowstone River: Highway 191 •⁴Bigfork-Swan River Bridge: Highway 35
Project Name:	•¹East of Kalispell •²South of Roundup •³Big Timber North •⁴Safety Improvement Bigfork
Project Number:	•¹HSIP 52-2(38)49 •²HSIP 16-2(14)47 •³STPP 45-1(26)0 •⁴HSIP 52-2(44)31
Project Type:	•¹Poly-Carb Mark: 135 Safe-T-Seal/163 Flexogrid •²Poly-Carb Mark: 135 Safe-T-Seal/163 Flexogrid •³Dayton Superior: Unitex High Surface Friction •⁴Dayton Superior: Unitex High Surface Friction
FHWA Project Number:	MT-12-10/13-01/14-05
Principal Investigator:	Craig Abernathy, Experimental Project Manager (ExPM)
Date of Installations:	June 2014/June 2015
Date of Inspections:	March 2015

Objective

HFSTs are pavement surfacing systems that provide skid-resistant, and deck sealing properties not typically associated with conventional materials. The spot application of a thin layer of durable, high friction aggregates as a topping on specially engineered resin or a polymer binder affords long-lasting traction (as stated by manufacturer information), while making the overlay much more resistant to wear and polishing.

The Montana Department of Transportation (MDT) has initiated this project to apply these treatments to the selected decks in effort to validate the added friction and durability claims.

Evaluation Procedures

The purpose of an experimental features report is to document the phases and events of any given project to provide the reader with an understanding of the general activities required to install or incorporate the research element into an active construction or maintenance project. This report also establishes a baseline for defining performance for any given feature under actual service conditions to determine its relative merits.

Construction Documentation: Will include information specific to the installation process.

Post Documentation: Will entail semiannual inspections of the HFSTs for visual distress; in addition, an initial friction skid test on all decks (excluding Bigfork) will be conducted after installation and then annually for the next four years. As the friction data are completed and collected, they will be added to this report.

Product Descriptions and Installation Issues

•The Kalispell and Roundup projects were performed by the vendor Poly-Carb using their **135 Safe-T-Seal** as an initial crack seal repair then followed by the **163 Flexogrid Overlay System**.

•The Big Timber Site was managed by the contractor Z & Z Asphalt Inc. The Bigfork project was managed by L & J Construction. Both used the vendor Dayton Superior as the supplier of the **Unitex High Surface Friction** (Pro-Poxy) Components.

Each vendor's procedures were similar in applications in applying two (2) courses (or lifts) of aggregate using a two-part epoxy binder blended onsite during application.

Each vendor used the same **Armor Stone** (basalt quartzite granite) 100% fractured aggregate, supplied by Washington Rock Quarries Inc.

Other than necessary deck repairs required (Class A), the first critical element of the process was the preparation of the deck surface for adequate adhesion of the epoxy binder and subsequent aggregate courses which will be detailed in this report.

One main difference between the Poly-Carb and Dayton process is Poly-Carb promotes the addition of an initial crack-welding, low-viscosity polymer (135 Safe-T-Seal) application prior to the overlay system. The Dayton approach is to apply an initial heavy coat of epoxy in an effort to seal any existing cracks or porous surfaces.

Each epoxy and aggregate course required a curing time based on ambient atmospheric conditions and judgment based on the vendor's knowledge of the product attributes.

After each course was applied and allowed to cure the loose aggregate was broom swept and air blasted to a clean surface. In some cases the recovered stone was reused.

Kalispell Deck: One issue was reported, beginning on the east-end of the eastbound lane of the Poly-Carb application at the Kalispell project. During the initial start of the 163 epoxy application, the vendor noticed a visual inconsistency with the epoxy treatment, about a linear length section of about fifty feet. The run was halted and determined the epoxy blend proportion was inconsistency.

This was corrected, and the run continued on the eastbound lane. The section of inconsistent application was allowed to cure with no application of stone. The deck area was then shot blasted to remove the suspect epoxy and the 135 & 165 system reapplied.

Bigfork Deck: MDT staff noticed the base of the Bobcat sweeper was scraping the surface of the aggregate leaving noticeable scuff marks during operation. The contractor was directed to raise the sweeper and adjust the angle so that only the brush attachment was contacting the surface.

Ongoing inspections will take place for the next five years for all sites in late fall and early spring to document any potential visual distress. That information will be added to this report.

Pavement friction testing will be performed after installation and annually thereafter to determine a potential trend with reduction in friction due to deterioration, weathering, or other characteristics.

This report will be updated annually and available at:
<http://www.mdt.mt.gov/research/projects/polycarb.shtml>

Initial Friction Resistance (Skid) Numbers- Conducted July 2014

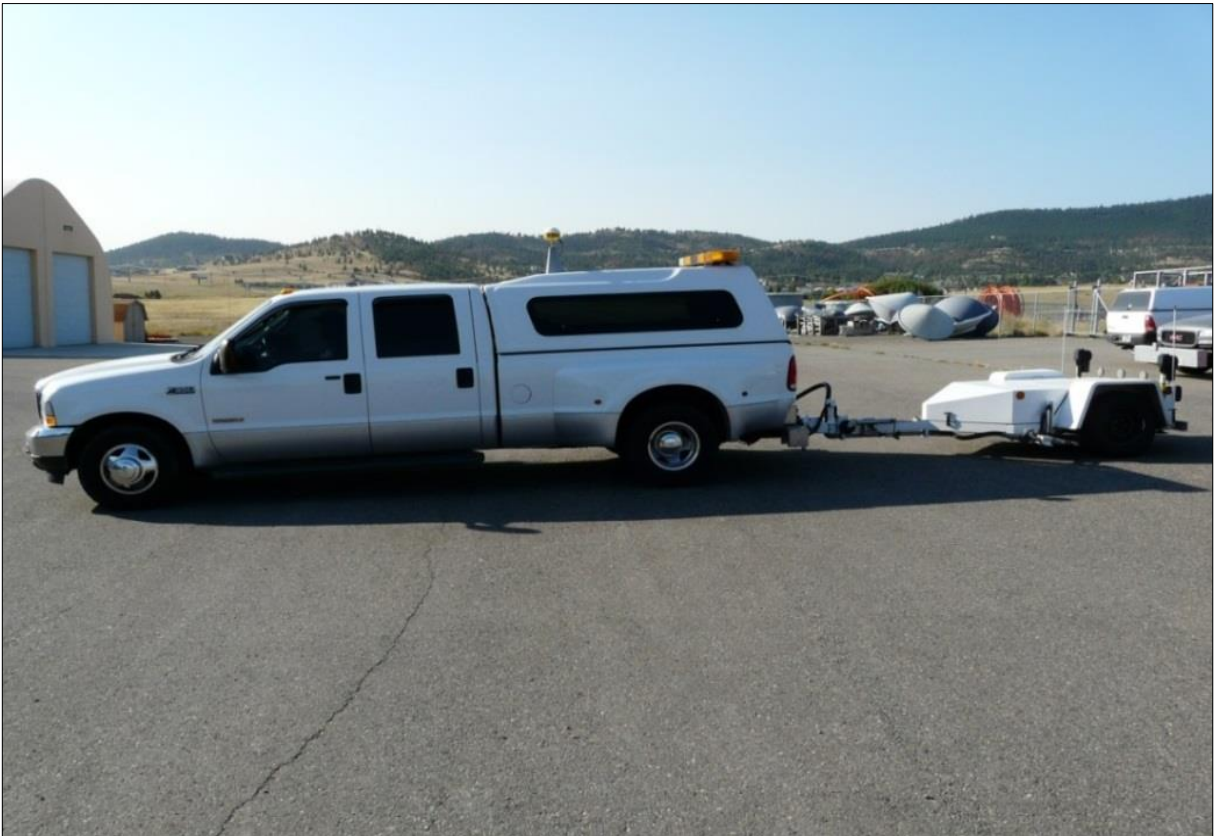
Kalispell: Average skid number 82

Roundup: Average skid number 81

Big Timber: Average skid number 83

Current scale of acceptable friction rates a number above 35 as sufficient with any rating below 30 as an indicator which may require an onsite inspection to determine if some type of remedial action to the pavement surface to restore suitable friction (per MDT requirements) is required.

The friction testing was conducted using an ICC Cybernetic Model SFT5041 single tire skid unit. The trailer has two tires, but only the left tire conducts the skid test, as seen in the image below.



March 2015 Site Inspection

During these inspections, both the Poly-Carb and the Unitex decks applied in 2014 exhibited no abnormal wear or any other visual anomaly which may attribute to performance.

Topical aggregate mat appeared tight, with no areas of delamination or debonding of the binder apparent.

Friction resistance data will be conducted in mid-summer and added to this report.

The next site inspections will be conducted in late fall of 2015 and early spring of 2016 in which this report will be updated at that time.

The following images are representative of: the practice regarding the Poly-Carb and Dayton applications in June 2014; the inspections in March 2015 on the Kalispell, Roundup and Big Timber projects; and in June 2015, the installation at the Bigfork project.

- Big Timber/Dayton: Page 6
- Bigfork/Dayton: Page 17
- Roundup/Poly-Carb: Page 29
- Kalispell/Poly-Carb: Page 39

Big Timber – Yellowstone River: Dayton Superior Unitex: June 2014



← Bridge over Yellowstone River prior to start of project; view north.



↙ Sample images of average deck surface condition. Most of the deck exhibited polished aggregate, minor popouts and longitudinal cracking.





← Portions of the deck (mainly on the south end) needed repair due to deterioration of the deck surface.



← Areas that needed repair (class A) were delineated by concrete saw cut; damaged concrete was removed to the first layer of rebar.

The exposed patch is sandblasted and blown free of loose material and dust.



← Exposed rebar was coated with two-component aerosol epoxy.



◀ The repair material used is the Dayton Sure Patch.

This is an epoxy resin mixture consisting of three parts: component "A" epoxy resin, component "B" modified amine curing agent, and component "C" specially graded aggregate.

A conventional mortar mixer is used to blend the resin components.



◀ ↓ Once the patch components are thoroughly mixed, it is placed, screed and troweled as conventional mortar.

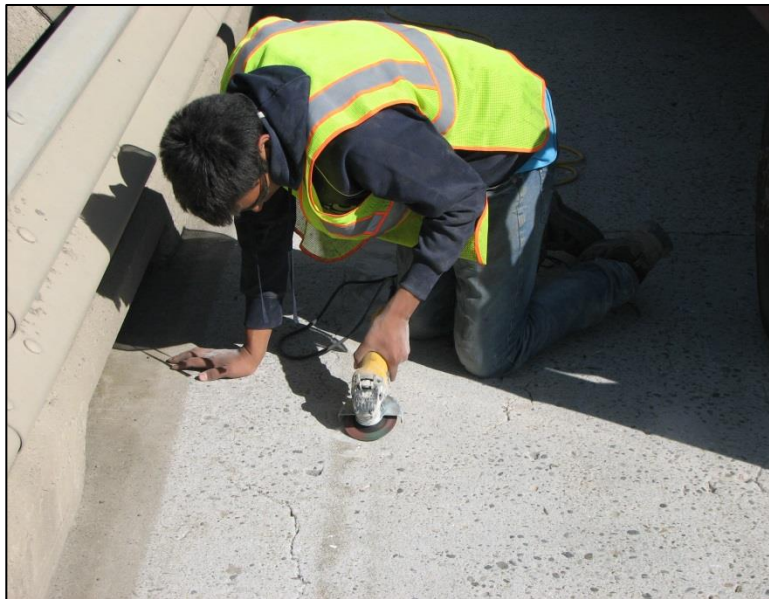
The patch goes to gel state in twenty minutes and may allow traffic in 2-3 hours based on atmospheric conditions.





◀ Preparation of the Unitex applications begins with a metal shot abrasive blasting of the deck surface.

Note that the southbound lane will initially receive the HFST to allow the northbound lane for active traffic. Once the southbound lane is completed, the northbound lane will begin preparation for the HFST process of deck preparation and application of epoxy and aggregate.



◀ Areas of the deck (such as pavement marking residual) were removed by a hand grinder.



◀ Areas where the shot blast equipment was unable to reach was completed by hand-held sand blasting.



← Representative image of deck surface prepared for HFST treatment.



← Bridge expansion joints were covered with duct tape.



← A magnetic sweeper is used to remove any remaining metal shot on the deck surface.



← The Unitex epoxy distribution unit and Pro-Poxy parts A & B product tanks are positioned to begin the epoxy application phase.

Deck temperature was approximately 84°F (29° C).



← The aggregate is applied using a conventional TurfEx Model MS2000 agricultural truck mounted spreader.

The aggregate totes are on the truck ready to fill the spreader bin as needed.



← Close-up of the Armor Stone aggregate.



◀ A flexible 1/4" (inch) notched squeegee is used to spread the epoxy.



◀ The Unitex epoxy distribution unit insures the correct proportion of epoxy elements is dispersed through the product hoses; a two foot (2') static mixing nozzle is added to the product dispensing unit to complete the blending process.



◀ The blended epoxy is applied directly on the deck in an initial heavy coat to insure all cracks and pores of the surface are saturated.

Although difficult to view in this the image, the workman with the squeegee is wearing an over shoe with one-inch spikes which will minimize the creation of air pockets and maintain consistent material thickness when walking on the epoxy.



◀ Once the epoxy layer is determined adequate, the spreader truck is calibrated to apply the necessary amount of aggregate defined by the lane width.



◀ The workman adjusts the output of aggregate for the initial run to insure complete coverage.

The contractor stated that the first lift (or layer) of aggregate is place at a greater density than the second application.



◀ With the calibration complete, the spreader truck proceeds with the run as the workman manages the filling of the hopper.

The contractor has a window of approximately twenty (20) minutes from application of the epoxy to the broadcast of the aggregate.

Cure time on average is 3-4 hours. Each completed lift will be broom swept.



↑↓ These images show the level of aggregate layer with the first of run about midway through the length of the bridge. Note there are areas of epoxy bleeding through the aggregate. The contractor was not concerned since it was stated that they apply a very heavy first coat and material bleed through was common. The second lift will create a more uniform appearance.

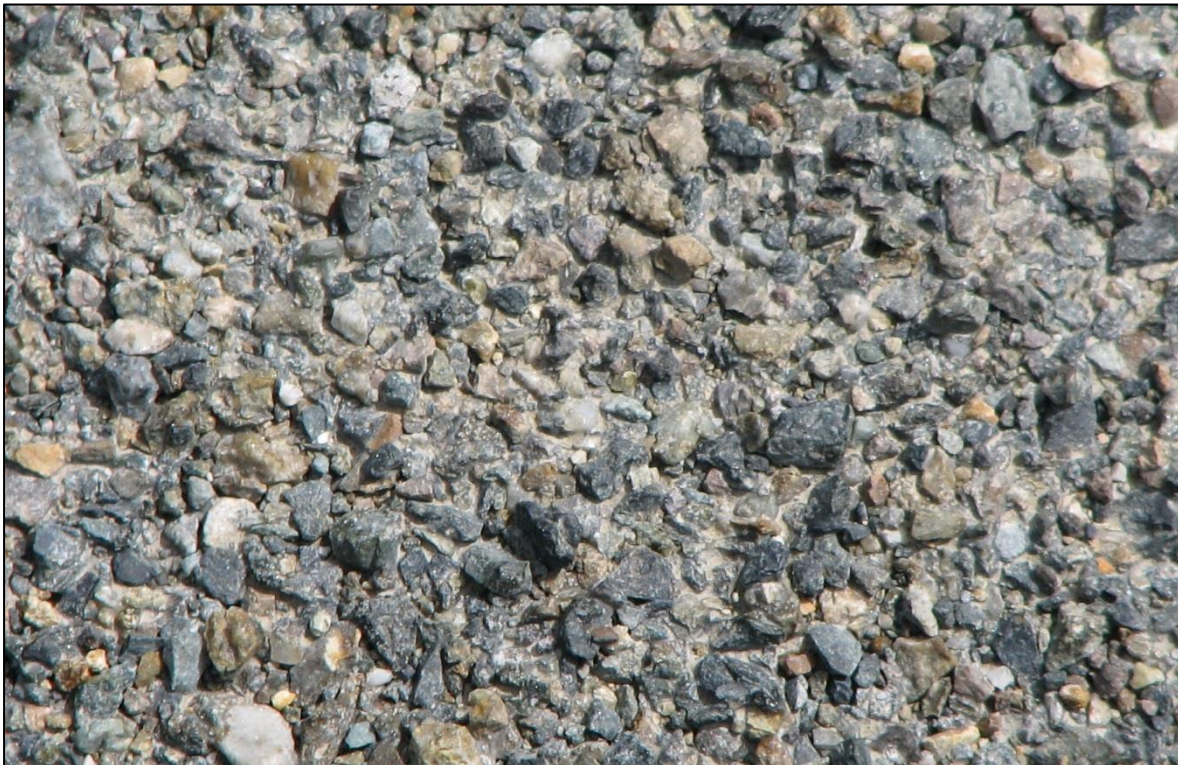
Each cured course is broom swept and air blasted.





↑ Completed project with two fully cured lifts of epoxy and stone; view north.

↓ Close-up of Armor Stone aggregate in cured polymer epoxy base.



Big Timber – Dayton Superior Unitex: March 2015



↩↓ The following are images (deck overview and surface texture) depicting the general condition of the HFST.

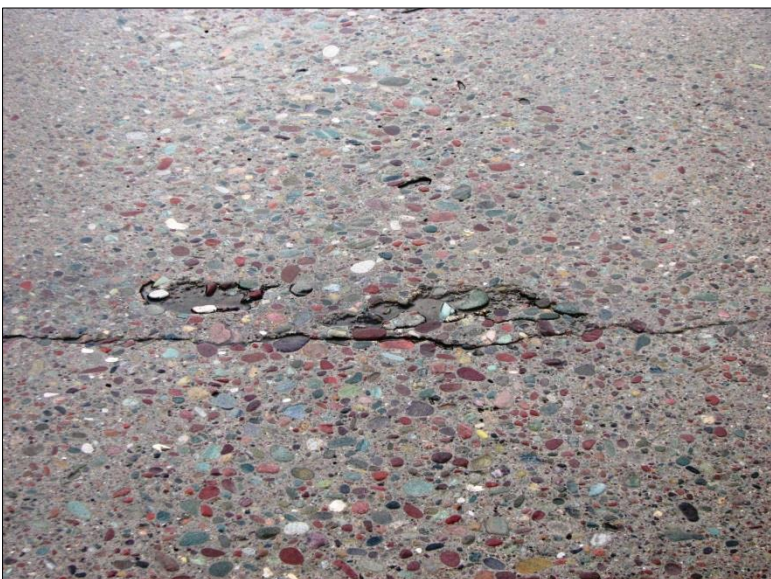
No issues to date to report; aggregate surface has uniformity in texture and appearance. No areas of raveling or debonding visible.



Bigfork – Swan River Bridge: Dayton Superior Unitex: May 2015



↩↓ Images of deck prior to repairs and overlay. Exposed, polished aggregate is apparent, with areas of cracking and spalling.



Bigfork – Swan River Bridge: Dayton Superior Unitex: June 2015



↑ The project begins with the Class A deck repairs; orange paint delineates selected areas to be chiseled out to the top layer of rebar. Image on right shows completed section using Dayton Sure Patch: See pages 6 & 7 (Big Timber site), for specific examples of the repair which were similar to this deck.

↓ Class A repair completed on the north bound lane; view south.





↩️ The contractor applied several different applications of deck preparation as seen with scarification to remove striping material (top photo).

The center image shows sandblasting the edge of the deck.

Final phase of using shot blast to prepare the deck for the first coat of epoxy (bottom photo).



↩️ A Blastrac 2-20D portable shot blaster coupled with a Blastrac 854 dust collector finished the prep work with a single pass at a 20" width shot pattern.

The southbound deck lane received the first application of the polymer overlay.



↩️ Several close-up images of the PCCP deck and repair patch after a shot blast past.



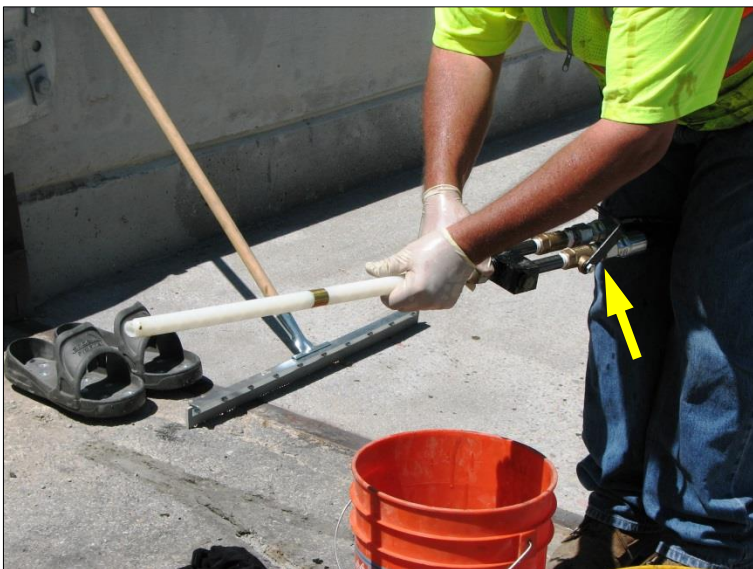
↩️ A magnetic sweeper removed any stray shot from the blasting phase.



← Duct tape is applied to the deck's drain channel to prevent epoxy from exiting the deck.



← To insure even blending of the two-part epoxy a 2' static mixing nozzle is used; part of the internal mixing element is exposed (red arrow).



← The static mixing nozzle is attached to the dual polymer applicator (yellow arrow).

The applicator receives precisely metered polymer epoxy (parts A & B) to the entrance of the mixing nozzle.



← This device pulls part A & B epoxies from loaded carboys and delivers it to the polymer applicator in a 50/50 ratio.



← Workers, who spread the blended polymer by squeegee, wear spiked overshoes to eliminate any potential air pockets that may be formed by wearing flat-sole shoes.

Air pockets may inhibit the curing properties of the epoxy.



← The application of polymer begins and is spread consistently by squeegee.



◀ Broadcasting of the Armor Stone aggregate begins after about one-third length of the polymer epoxy is placed on the deck.

This first course of stone is applied in a thick layer.

The contractor used a Saltdogg Salt Spreader to apply the chips.



◀ The first pass of the polymer application is almost completed.

Deck temperature was 95°F, average ambient air temperature was 80°F with relative humidity at 55%.



◀ Photo shows near completion of the first course of Armor Stone aggregate.



← After approximately 60 minutes, the contractor, by checking the firmness of the stone to polymer by touch, determines the excess stone may be removed for the application of the second course.



← Removal of the excess stone is done by broom sweeper and compressed air.



← As with the first course, the second application of polymer begins at the south end of the deck.



◀ Nearing completion of the second course of polymer and aggregate lift.



◀ Prior to removal of excess material the deck is inspected prior to cleaning.

Deck temperature was 109°F, average ambient air temperature was 91°F with the relative humidity at 38%.



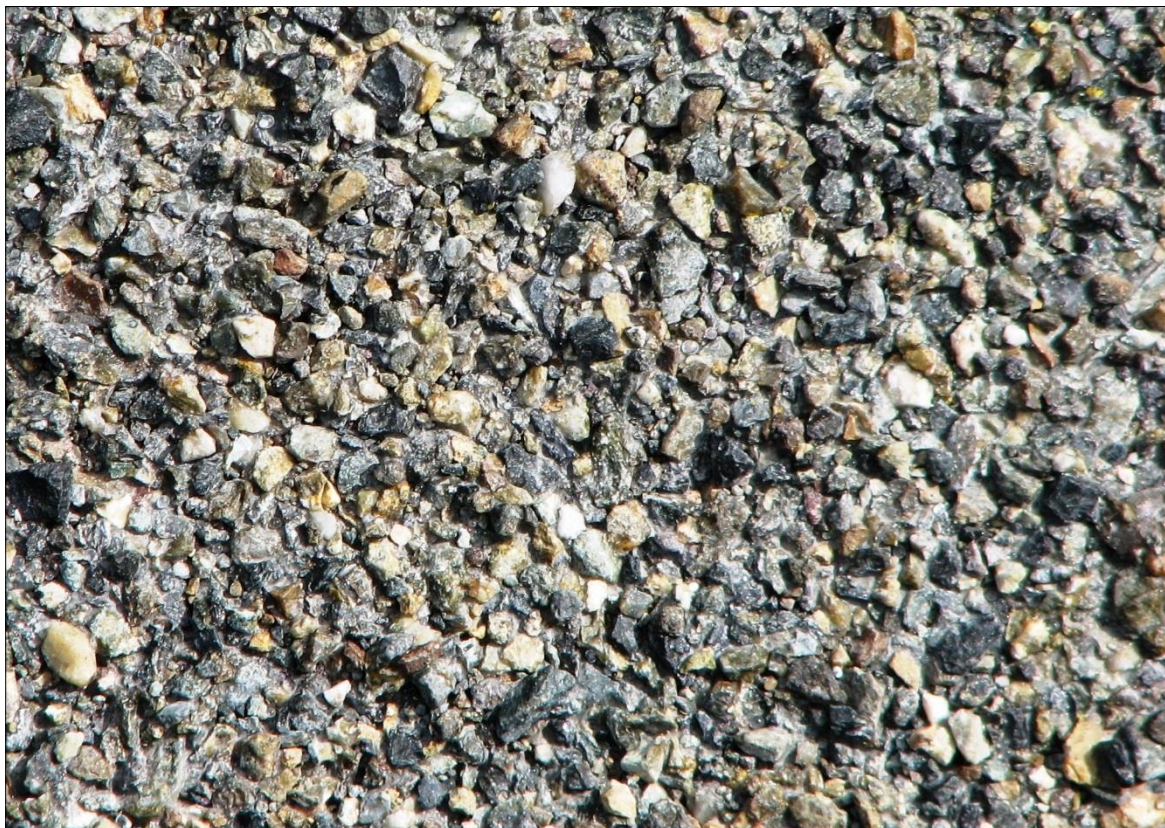
◀ Southbound lane is now open to traffic with work beginning on the northbound lane deck preparation; view south.

There will be an approximate 6" overlap of overlay between lanes.



↑ Close-up photo of cured first course.

↓ Close-up photo of cured second course.





↑ June 30, 2015: Project completed; view south.

No issues were reported during the placement of the Dayton Superior polymer overlay which may affect future performance of the application.

Bigfork Project – June 2015: Supplemental



↩️ Wood fragments were seen embedded in the deck concrete of enough quantity to be noted in this report.

MDT project staff assumed the aggregate for the deck (constructed in 1954), was dredged from the old Flathead River bed.

At this time, this issue is not considered detrimental to the polymer performance.



↩️ After the first course had cured and cleaned, this hole (assuming a wood chip) did not have any stone embedded on the surface.

To date, no explanation can be found for this anomaly.

Roundup – Musselshell River: Poly-Carb 135 Safe-T-Seal/163 Overlay: June 2014



◀ Musselshell River Bridge prior to Poly-Carb treatment.



◀ Representative image of condition of deck surface prior to treatment.



◀ A previous maintenance patch placed a layer asphalt cement (AC) beyond both approaches of the PCCP deck which will require removal prior to the HFST.



← A Bobcat 18" (inch) planer attachment is used to remove the excess asphalt.



← A hand grinder completes the asphalt removal process.



← The approaches are now ready for the shot blasting phase of the process.



← The Bobcat planer is used to lightly scarify the existing pavement markings prior to shot blasting.

The southbound lane will receive the HFST initially to allow the northbound to remain active to traffic.

Once the overlay application is complete the southbound lane will be open to active traffic and the northbound lane will be prepared for the HFST overlay.



← The metal shot blasting unit being prepared.

This process (as related to all the HFSTs in this report) removes contamination and micro-fractured concrete and creates a mechanical profile for the polymer base to bond to.



← Areas of pavement markings that still remain after shot blasting are removed by hand chisel.



← Sections of the deck that the shot blasting machine could not reach are shot by hand.

Once the shot blasting phase is completed the deck is swept with a rotary bucket sweeper, followed by magnetic sweeper and then cleaned with high-pressure air.



← Duct tape is applied to delineate the southbound prepared deck to the untreated northbound lane.



← The first phase Poly-Carb Mark process is the application of the blended 135 Safe-T-Seal low-viscosity, polymer gravity fed crack welding system.

The 135 is applied directly at the front end of the Poly-Carb Systems truck.



← Close-up of 135 Safe-T-Seal on deck surface.

The lag time between the application of the 135 seal and the 163 overlay is immediate.



← Overview of the Poly-Carb Flexogrid machine being prepared for 163 overlay.

This vehicle houses all components of the Poly-Carb 135 Safe-T-Seal and 163 Flexogrid Overlay system.



← The blended copolymer epoxy is being injected on the deck through a single tube at the rear of the vehicle (yellow arrow).

Workman have spread the epoxy in an area that may allow the material spreader to start broadcasting the aggregate.



← The hopper begins the application run of the aggregate.



← The hopper is continually supplied with aggregate as it progresses along the deck.



← Workman supplements the aggregate application by adding to any observed thin spots.



← The first lift of the overlay is completed and allowed to cure overnight (It was too late in the previous day to perform the second lift, which may be applied 2-4 hours after the first under normal conditions).

The first lift is broom swept and air blasted prior to the second application.

Note plywood planks were hung from the edge of the deck from the guardrails in an effort to prevent epoxy from entering the stream (red arrow).



← Workman begin to apply the second coat of epoxy to the first cured course.



← The second broadcast of aggregate is applied to the south bound lane.



◀ The second lift is nearing completion and as in the first lift, the workman is applying additional aggregate to thin spots.



◀ The duct tape separating the completed overlay and untreated lane is removed.



◀ Once the second lift cure is complete, the deck is swept and air blasted clean.



- ↑ The second lift is complete, and the workmen remove the guardrail boards to begin preparation of the northbound lane to receive the PolyCarb overlay.
- ↓ Close-up of the difference in surface appearance between the first overlay application (right side of image) and the second overlay (left side of image).



Roundup – Poly-Carb 135 Safe-T-Seal/163 Flexogrid Overlay: March 2015



↩↓ The following are images (deck overview and surface texture) depicting the general condition of the HFST.

No issues to date to report; aggregate surface has uniformity in texture and appearance. No areas of delamination or debonding visible.

A snow shower was beginning during the inspection.



Kalispell–Flathead River: Poly-Carb 135 Safe-T-Seal/163 Overlay: June 2014

Due to time constraints, documentation of the Kalispell project recorded only the second HFST application of the west bound lane which completed the overlay project. Other than the construction issue identified on page two of this report, the MDT project manager and inspector stated the application of the Poly-Carb overlay went as planned with no additional issues to report.



← Representative image of deck prior to overlay (view east).



← The eastbound lane (left side of image) has the completed Flexogrid overlay.

The Poly-Carb Systems truck is positioned on the west bound lane to begin its second lift application.



◀ Starting on the east end of the deck, workmen begin applying the second lift of epoxy on the west bound lane.



◀ The spreader begins a uniform placement of the aggregate.

As stated on page 34 of this report (Roundup section), workman will apply additional aggregate to apparent thin areas.



◀ About midway through the run, the Poly-Carb truck was replenished with a tote of the Armor Stone aggregate.



← The bridge finger plate joints were covered with plastic prior to the polymer overlay.



← Drainage inlets were plugged with black plastic and a conventional plastic cup was used as a stopper.



← Drain inlet with plastic block and cup removed after cured second lift.



↑ Close-up of the difference of surface texture of the first lift (right side of image) and the second lift (left side of image).

↓ Completed project, (view west). Image taken during active rain.



Kalispell – Poly-Carb 135 Safe-T-Seal/163 Flexogrid Overlay: March 2015



↩↓ The following are images (deck overview and surface texture) depicting the general condition of the HFST (view east).

No issues to date to report; aggregate surface has uniformity in texture and appearance. No areas of delamination or debonding visible.

The deck pavement was wet during the inspection.



Disclaimer

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