



On June 27, 2011, Burt Sutker of SBS Systems, LLC representing Brite-Line Technologies, LLC was present to assist MaineDOT Bridge Maintenance forces in a trial use of blackout tape. The project is located on Route 4, just south of the intersection with Route 117. Traffic patterns will be changed to accommodate reconstruction work on the bridge deck. Here, a worker uses a leaf blower to remove debris from the existing line prior to tape application.



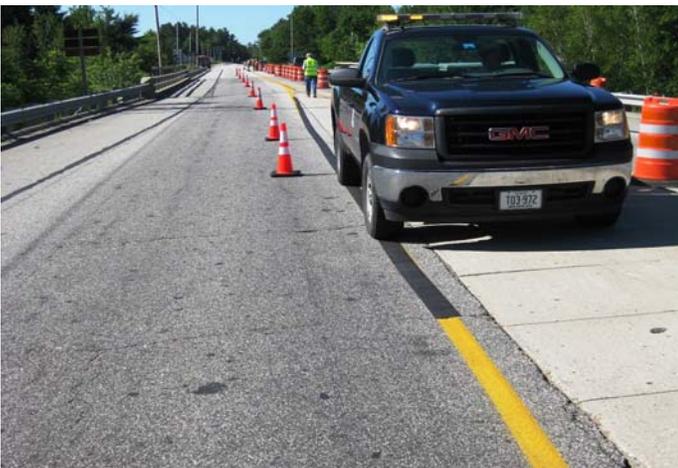
The yellow edge line adjacent to the flush island has been painted over so many times that the 4" line has grown to a width greater than the 6" tape will cover. It was decided to apply the tape along one edge and use black paint to mask any remaining exposed yellow. Two types of tape are being tried on this project: patterned and smooth (see page 2 for more information).



As the tape is rolled out, Burt guides the tape into position. About ten feet were rolled out at a time.



The tape is cut at major pavement cracks and gaps, but minor cracks are rolled right over without cutting as the tape has some inherent crack bridging properties.



The crew's pickup is used to firmly press the tape into position. Just a little rubber tire compaction does the trick!



White edge lines (and others) are painted over with a flat black paint. These lines will have to be re-painted once the project is complete. The hope is that the lines that were obliterated with the tape will be able to be put right back into service once the tape is removed...without having to re-paint them.

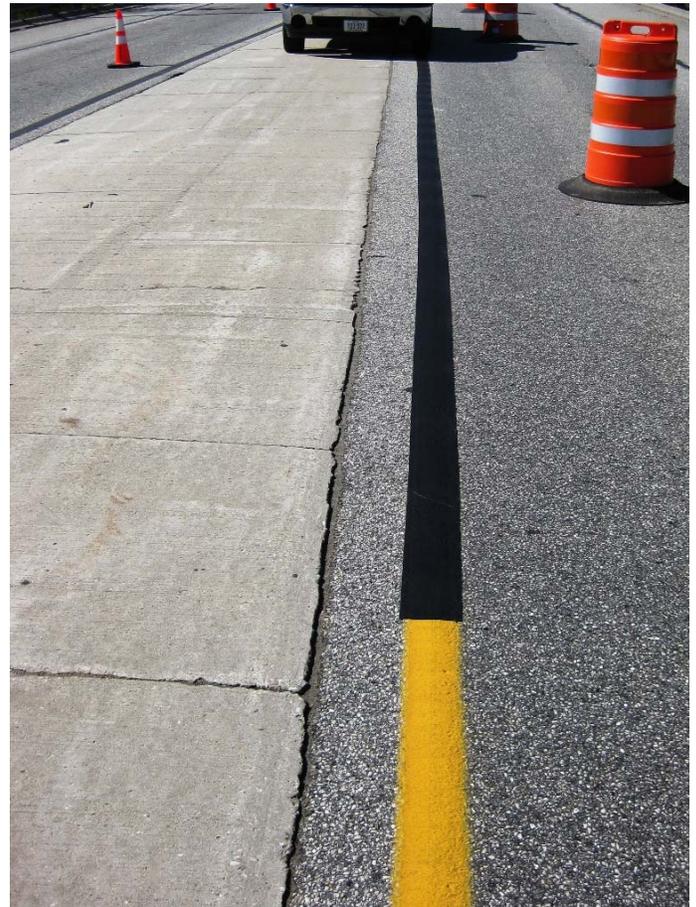


The first tape to be applied was Brite-Line's "Deltaline BTR" a black temporary removable patterned masking tape. This tape is available in a variety of widths and is intended for construction zones when permanent markings are masked out temporarily but will be used in the future. The tape is made of specially formulated polymer resins. The adhesive layer is a pressure sensitive adhesive formulated to adhere to pavement surfaces and markings. The top surface is coated with anti-skid particles that are bonded to the patterned surface.

Estimated cost is \$1.35 per linear foot for the 6" wide patterned black material.

Generally, the tape is removable in large pieces. Removal procedures are as follows:

1. Use a sharp tool to pry up one edge of the tape.
2. Pull tape straight up at a 90° angle to the pavement.
3. When temperature conditions are below 40°F, the tape may be difficult to remove in large pieces.



The second tape applied was Brite-Line's "Blackout-Series 100" removable pavement masking tape. This is a non-patterned tape intended for construction zones when permanent markings are masked out temporarily but will be used in the future.

The properties of the tape, as well as installation and removal procedures are the same as for the Deltaline product.

Estimated cost is \$0.90 per linear foot for the 6" wide flat black material.

It is recommended that future applications of blackout or colored tapes be done with a special pavement marking tape applicator. This unit speeds up production, consequently lessening workers' exposure to traffic.

Expanded product details are available upon request.

WWW Link: <http://www.brite-line.com>

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