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(54) **HIGHLY VISIBLE COLORED PAVEMENT TREATMENTS**

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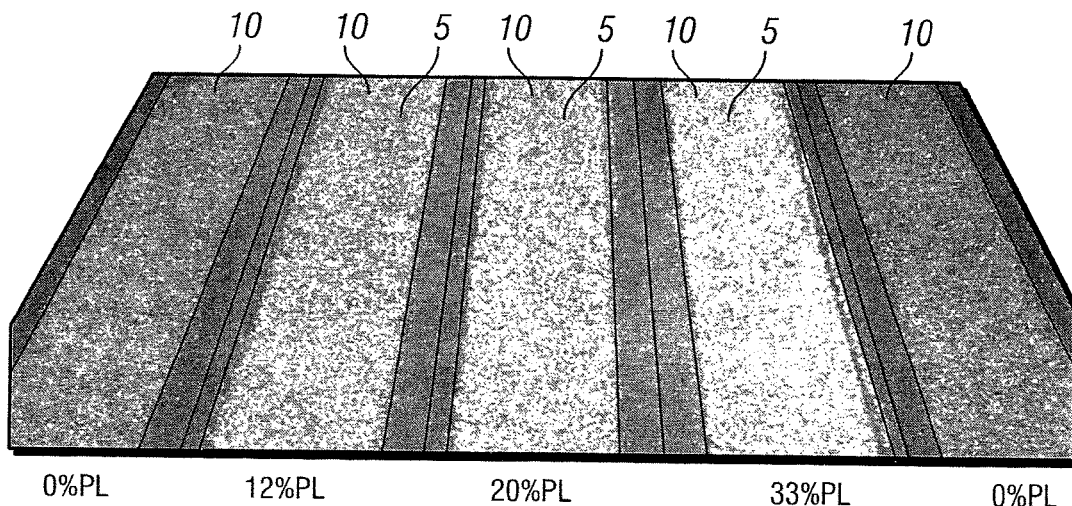
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(57) **ABSTRACT**
Composite and methods are applied to the surface as a
highly visible colored pavement treatment. In an embodi-
ment, a highly visible colored pavement treatment com-
prises an aggregate material, an enhanced visibility material,
and wherein the enhanced visibility material is mixed with
and blended into the aggregate material to form a composite.
In another embodiment, the method of applying the highly
visible colored pavement treatment to a surface may com-
prise applying an adhesive to a target area, applying
enhanced visibility material to the target area, and applying
an aggregate material to the target area.

19 Claims, 2 Drawing Sheets



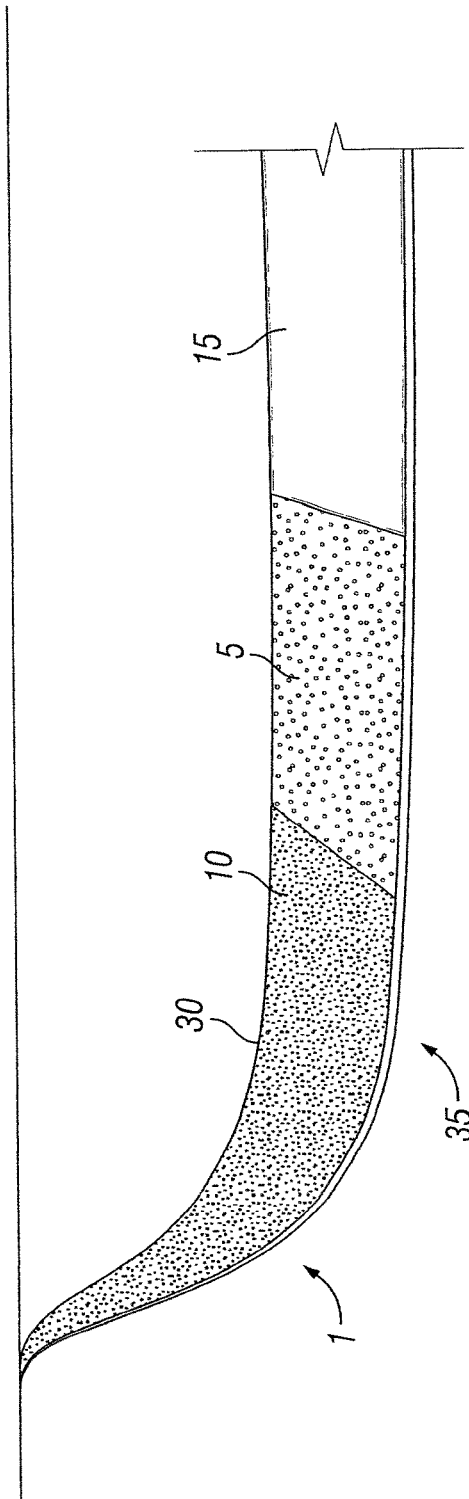


FIG. 1

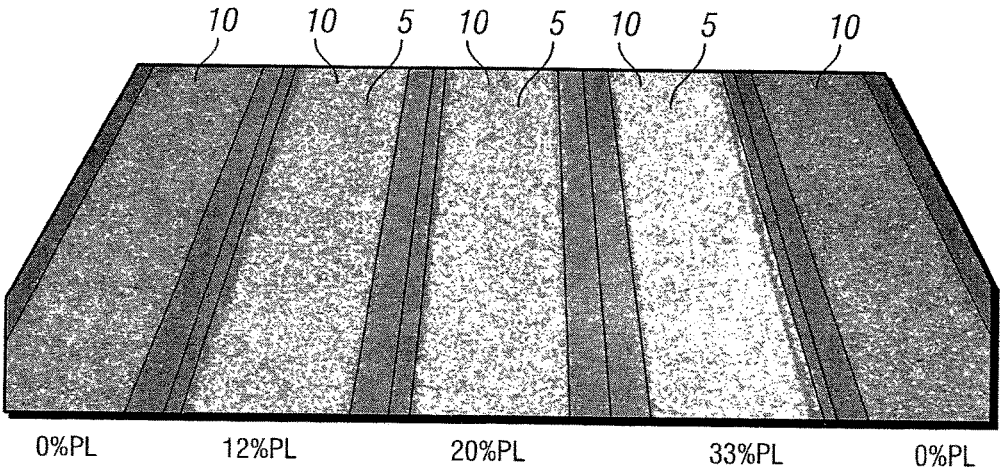


FIG. 2

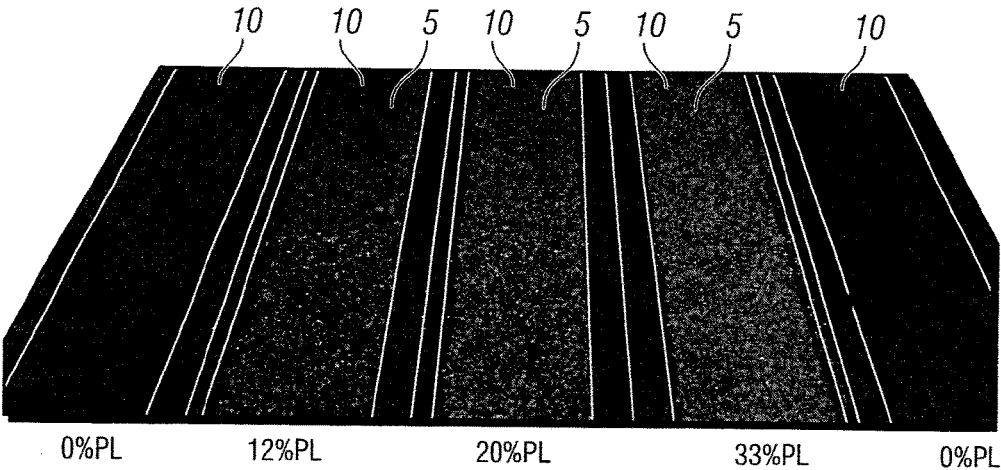


FIG. 3

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HIGHLY VISIBLE COLORED PAVEMENT TREATMENTS

BACKGROUND OF THE INVENTION

Field of the Invention

The present embodiments relate to pavement treatments, and more particularly, to enhanced visibility pavement treatments and methods of producing enhanced visibility pavement treatments.

Background of the Invention

Roadway features and lane designations are increasingly distinguished through the use of colored paving materials. These paving materials may mark a portion of or the entirety of the road or lane. For example, in many municipalities, the color green may be used to designate a bike lane. The purpose of this designation is to warn drivers against traversing the lane or parking in the lane.

At night, it may become difficult or even impossible to detect the colored paving materials without adequate lighting. In areas where such lighting is not installed or may be difficult to install, colored pavement may lose most of, if not all of its functionality. A similar result may occur during the day at times when visibility is impaired due to weather, and the like.

Previous attempts to solve this issue have included the use of retroreflective materials. However, the use of retroreflective materials may reduce the coefficient of friction between the pavement and the rubber of the tires. This reduction may create a driving surface that provides less than sufficient friction; furthermore, the surface may be unsuitable for some or even all vehicles.

Consequently, there is a need for enhanced visibility colored paving materials.

BRIEF SUMMARY OF SOME OF THE PREFERRED EMBODIMENTS

These and other needs in the art are addressed in one embodiment by a composition comprising a combination of aggregate materials and enhanced visibility materials to enhance nighttime visibility of at least a portion of the paving material. The composition comprises aggregate materials mixed with ground or unground enhanced visibility materials to produce a highly visible colored pavement treatment. Enhanced visibility materials include any photoluminescent material, chemiluminescent material, or combination thereof. The enhanced visibility paving material allows drivers and/or pedestrians to detect the colored pavement during nighttime conditions, with a color similar to that of the daytime color. In embodiments, this is achieved by enhancing the colored pavement with the materials that produce a similar color of light that is observed under daytime conditions.

An additional embodiment comprises a method for producing a composition comprising a combination of aggregate materials and enhanced visibility materials. The method may comprise grinding the enhanced visibility materials until the enhanced visibility materials are of the same average particle size as the aggregate materials comprising the paving materials. Optionally, the materials may be unground. The method further comprises mixing the aggregate materials with the enhanced visibility materials to produce a highly visible colored pavement treatment.

In embodiments, a highly visible colored pavement treatment may comprise a rough aggregate material and an enhanced visibility material that emits light. Furthermore,

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the highly visible colored pavement treatment may be applied to a surface by applying an adhesive to a target area, applying enhanced visibility material to the target area, and applying an aggregate material **10** to target area **35**.

The foregoing has outlined rather broadly the features and technical advantages of the present invention in order that the detailed description of the invention that follows may be better understood. Additional features and advantages of the invention will be described hereinafter that form the subject of the claims of the invention. It should be appreciated by those skilled in the art that the conception and the specific embodiments disclosed may be readily utilized as a basis for modifying or designing other embodiments for carrying out the same purposes of the present invention. It should also be realized by those skilled in the art that such equivalent embodiments do not depart from the spirit and scope of the invention as set forth in the appended claims.

BRIEF DESCRIPTION OF THE DRAWINGS

For a detailed description of the preferred embodiments of the disclosure, reference will now be made to the accompanying drawings in which:

FIG. 1 illustrates a surface, wherein a target area has an application of an adhesive with enhanced visibility materials and aggregate materials embedded within the adhesive;

FIG. 2 illustrates five different combinations of enhanced visibility materials and aggregate materials viewed in daylight conditions;

FIG. 3 illustrates five different combinations of enhanced visibility materials and aggregate materials viewed during nighttime conditions;

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Using a highly visible colored pavement treatment **1** may benefit any user during the day, in low light situations, and at night. Highly visible colored pavement treatments **1** may comprise aggregate materials **10** and enhanced visibility materials **5**. During the day, aggregate materials **10** may be visible to a user, wherein visibility during the day may be defined as the time the sun emits visible light across the atmosphere. Light emitted by the sun during the day may range from about one to about twenty four hours, about five to about eighteen hours, about eight to about twelve hours, about eight to about twelve hours, or about one to about four hours. At night, enhanced visibility materials **5** may emit light in the same color as aggregate material **10**, wherein at night may be defined as the period of time in which light emitted from the sun is not visible. Night, or absence of visible light emitted from the sun, may range from about one to about twenty four hours, about five to about eighteen hours, about eight to about twelve hours, about eight to about twelve hours, or about one to about four hours. The use of aggregate material **10** and enhanced visibility material **5** may allow a user to see the same color during the day and night. Furthermore, aggregate materials **10** may have a rough surface. In embodiments, the rough surface may be coarse and jagged. Without limitations, such rough surfaces may allow the aggregate material **10** to provide additional friction to surface **30**. The increased friction may provide notice to a user. For instance, the notice may be to notify the user that they may be passing between different marked areas, which are marked by highly visible colored pavement treatment **1**. An example of such means may be using highly visible colored pavement treatment **1** on lines that separate

a bike lane from a car lane. The additional friction may notify a bike user or car user that they are moving into different designated areas. In addition, the increased friction allows constant contact between tires and highly visible colored pavement treatment **1**.

In embodiments, highly visible colored pavement treatments **1** may be used indoors. As used outside, highly visible colored pavement treatment **1** may designate areas or lead users to certain areas. With embodiments of indoor use, aggregate material **10** may be smoother than and not as coarse as embodiments of aggregate material **10** in outdoor use. This may prevent unsuspecting travelers from injuries due to higher friction pathways. An example of use may be in a mall, where shopping patrons may see aggregate material **10** that points to exits. In an emergency, where the lights shut off, enhanced visibility materials **5** may emit light, allowing a shopping patron to see the same exit signs they normally see with aggregate materials **10**.

Aggregate materials **10**, as illustrated in FIGS. **1** and **2**, may refer to different types of paving material, which may be used to create or make a paved surface. Examples of paving material may include, but are not limited to, asphalt, concrete, asphalt concrete, bituminous asphalt concrete, gravel, calcium bauxite, flint, basalt, glass, and the like, or any combinations thereof. In embodiments, the paving material may be colored. The color may result from the use of colored paving materials and/or painting or treating aggregate materials **10** with a color treatment. Color may include, but is not limited to green, blue, black, red, purple, yellow, orange, white, and the like, or any combination thereof. Aggregate material **10** may be coarse and jagged, giving the aggregate a high friction surface. This may allow a user to "feel" the difference between the roadway and aggregate material **10**. Feel may refer to the user (i.e., driver) feeling a vibration of the vehicle. To properly apply aggregate material **10**, it may be ground down into a proper diameter for application. In embodiments, aggregate material **10** may be about one millimeter to about three millimeters, about two millimeters to about four millimeters, or about three millimeters to about five millimeters in diameter. In additional embodiments, aggregate material **10** may be about one millimeter, about two millimeters, about three millimeters, about four millimeters, or about five millimeters in diameter.

Highly visible colored pavement treatments **1** further comprise enhanced visibility materials **5**. In some embodiments, enhanced visibility materials **5** are mixed with aggregate materials **10**. As illustrated in FIGS. **1** and **2**, enhanced visibility materials **5** include photoluminescent materials, chemiluminescent materials, or any combination thereof. Photoluminescent material may refer to any material that emits light after the absorption of photons. Photoluminescent materials that may be suitable for use as enhanced visibility materials **5** comprise phosphors. Phosphors include oxides, nitrides, oxynitrides, sulfides, selenides, halides or silicates of zinc, cadmium, manganese, aluminum, silicon, various rare earth metals, zinc sulfide, and the like, or any combinations thereof. In some embodiments, phosphors may be activated by the use of a dopant, also referred to as an activator. In embodiments, dopants are added to phosphors to create a desired type of nonhomogeneities. Nonhomogeneities provide a material with luminescence properties. In embodiments, dopants comprise copper, silver, europium, cerium, thallium, and the like, or any combination thereof.

In additional embodiments, photoluminescent material may comprise the phosphor strontium oxide aluminate

(SrAl_2O_4). SrAl_2O_4 may be activated by a suitable dopant, for example, Europium (Eu). When activated the SrAl_2O_4 is referred to as $\text{SrAl}_2\text{O}_4:\text{Eu}$. Activated phosphors suitable for embodiments may include, but should not be limited to: $\text{SrAl}_2\text{O}_4:\text{Eu}$, $\text{SrS}:\text{Bi}$, $\text{CaS}:\text{Bi}$, $\text{ZnS}:\text{Cu}$, $\text{CdS}:\text{Cu}$, $\text{Zn}_2\text{SiO}_4:\text{Mn}$, $\text{ZnS}:\text{Cu}(\text{Ag})(\text{B}^*)$, $\text{Zn}_5:\text{BeSi}_5\text{O}_{19}:\text{Mn}$, $\text{ZnS}:\text{Ag}+(\text{Zn},\text{Cd})\text{S}:\text{Ag}$, $\text{ZnS}:\text{Ag}+\text{ZnS}:\text{Cu}+\text{Y}_2\text{O}_3:\text{Eu}$, $\text{ZnO}:\text{Zn}$, KCl , $\text{ZnS}:\text{Ag}$, Cl , $\text{ZnS}:\text{Zn}$, $\text{Zn}(\text{Mg})\text{F}_2:\text{Mn}$, $\text{ZnO}:\text{Zn}$, $\text{KF}:\text{Mn}$, $\text{MgF}_2:\text{Mn}$, $(\text{Kf},\text{MgF}_2):\text{Mn}$, $\text{ZnF}_2:\text{Mn}$, $\text{Zn}_2\text{SiO}_4:\text{Mn},\text{As}$, $\text{ZnS}:\text{Ag}+(\text{Zn},\text{Cd})\text{S}:\text{Cu}$, $\text{Gd}_2\text{O}_3:\text{Tb}$, $\text{Y}_2\text{O}_3:\text{Tb}$, $\text{Y}_3\text{Al}_5\text{O}_{12}:\text{Ce}$, $\text{Y}_2\text{SiO}_5:\text{Ce}$, $\text{Y}_3\text{Al}_5\text{O}_{12}:\text{Tb}$, $\text{Y}_2\text{SiO}_5:\text{Tb}$, $\text{Y}_2\text{OS}:\text{Tb}$, $\text{Y}_3(\text{Al},\text{Ga})_5\text{O}_{12}:\text{Ce}$, $\text{Y}_3(\text{Al},\text{Ga})_5\text{O}_{12}:\text{Tb}$, $\text{InBO}_3:\text{Tb}$, $\text{InBO}_3:\text{Eu}$, $\text{InBO}_3:\text{Tb}+\text{InBO}_3:\text{Eu}$, $\text{InBO}_3:\text{Tb}+\text{InBO}_3:\text{Eu}+\text{ZnS}:\text{Ag}$, $(\text{Ba},\text{Eu})\text{Mg}_2\text{Al}_6\text{O}_{27}$, $(\text{Ce},\text{Tb})\text{MgAl}_{11}\text{O}_{19}$, $\text{BaMgAl}_{10}\text{O}_{17}:\text{Eu},\text{Mn}$, $\text{BaMg}_2\text{Al}_6\text{O}_{27}:\text{Eu}(\text{II})$, $\text{BaMgAl}_{10}\text{O}_{17}:\text{Eu},\text{Mn}$, $\text{BaMg}_2\text{Al}_6\text{O}_{27}:\text{Eu}(\text{II}),\text{Mn}(\text{II})$, $\text{Ce}_{0.67}\text{Tb}_{0.33}\text{MgAl}_{11}\text{O}_{19}:\text{Ce},\text{Tb}$, $\text{Zn}_2\text{SiO}_4:\text{Mn},\text{Sb}_2\text{O}_3$, $\text{CaSiO}_3:\text{Pb},\text{Mn}$, CaWO_4 , $\text{CaWO}_4:\text{Pb}$, MgWO_4 , $(\text{Sr},\text{Eu},\text{Ba},\text{Ca})_3(\text{PO}_4)_3\text{Cl}$, $\text{Sr}_5\text{Cl}(\text{PO}_4)_3:\text{Eu}(\text{II})$, $(\text{Ca},\text{Sr},\text{Ba})_3(\text{PO}_4)_2\text{Cl}_2:\text{Eu}$, $(\text{Sr},\text{Ca},\text{Ba})_{10}(\text{PO}_4)_6\text{Cl}_2:\text{Eu}$, $\text{Sr}_2\text{P}_2\text{O}_7:\text{Sn}(\text{II})$, $\text{Sr}_6\text{P}_5\text{BO}_{20}:\text{Eu}$, $\text{Ca}_5\text{F}(\text{PO}_4)_3:\text{Sb}$, $(\text{Ba},\text{Ti})_2\text{P}_3\text{O}_7:\text{Ti}$, $3\text{Sr}_5(\text{PO}_4)_2\text{SrF}_2:\text{Sb},\text{Mn}$, $\text{Sr}_5\text{F}(\text{PO}_4)_3:\text{Sb},\text{Mn}$, $\text{Sr}_5\text{F}(\text{PO}_4)_3:\text{Sb},\text{Mn}$, $\text{LaPO}_4:\text{Ce},\text{Tb}$, $(\text{La},\text{Ce},\text{Tb})\text{PO}_4$, $(\text{La},\text{Ce},\text{Tb})\text{PO}_4:\text{Ce},\text{Tb}$, $\text{Ca}_3(\text{PO}_4)_2\text{CaF}_2:\text{Ce},\text{Mn}$, $(\text{Ca},\text{Zn},\text{Mg})_3(\text{PO}_4)_2:\text{Sn}$, $(\text{Zn},\text{Sr})_3(\text{PO}_4)_2:\text{Mn}$, $(\text{Sr},\text{Mg})_3(\text{PO}_4)_2:\text{Sn}$, $(\text{Sr},\text{Mg})_3(\text{PO}_4)_2:\text{Sn}(\text{II})$, $\text{Ca}_5\text{F}(\text{PO}_4)_3:\text{Sb},\text{Mn}$, $\text{Ca}_5(\text{F},\text{Cl})(\text{PO}_4)_3:\text{Sb},\text{Mn}$, $(\text{Y},\text{Eu})_2\text{O}_3$, $\text{Y}_2\text{O}_3:\text{Eu}(\text{III})$, $\text{Mg}_4(\text{F})\text{GeO}_6:\text{Mn}$, $\text{Mg}_4(\text{F})(\text{Ge},\text{Sn})\text{O}_6:\text{Mn}$, $\text{Y}(\text{P},\text{V})\text{O}_4:\text{Eu}$, $\text{YVO}_4:\text{Eu}$, $\text{Y}_2\text{O}_3:\text{Eu}$, $3.5\text{MgO} \cdot 0.5\text{MgF}_2\text{GeO}_2:\text{Mn}$, $\text{Mg}_5\text{As}_2\text{O}_{11}:\text{Mn}$, $\text{SrAl}_2\text{O}_7:\text{Pb}$, $\text{LaMgAl}_{11}\text{O}_{19}:\text{Ce}$, $\text{LaPO}_4:\text{Ce}$, $\text{SrAl}_{12}\text{O}_{19}:\text{Ce}$, $\text{BaSi}_2\text{O}_5:\text{Pb}$, $\text{SrFB}_2\text{O}_3:\text{Eu}(\text{II})$, $\text{SrB}_4\text{O}_7:\text{Eu}$, $\text{Sr}_2\text{MgSi}_2\text{O}_7:\text{Pb}$, $\text{MgGa}_2\text{O}_4:\text{Mn}(\text{II})$, or any combinations thereof. Although example phosphors may be listed above in an activated form with a suitable dopant, it is to be understood that any dopant capable of activation for an individual phosphor may be used in embodiments. Therefore, it is to be understood that the present embodiments are not to be limited to merely the phosphor: dopant combinations listed above.

Chemiluminescent material refers to any material that emits light during or after a chemical reaction (e.g., a fluorophore). Chemiluminescent differs from fluorescence in that the electronic excited state is derived from the product of a chemical reaction rather than the more typical way of creating electronic excited states, namely absorption. An example chemiluminescent reaction is the reaction of luminol and an oxidizing agent. Examples of chemiluminescent materials suitable for embodiments may include proteins and peptides, small organic compounds, synthetic oligomers and polymers, and also multi-component systems. Specific examples include: Xanthene derivatives: fluorescein, rhodamine, Oregon green, eosin, and Texas red; Cyanine derivatives: cyanine, indocarbocyanine, oxacarbocyanine, thiocarbocyanine, and merocyanine; Naphthalene derivatives (dansyl and prodan derivatives); Coumarin derivatives; oxadiazole derivatives: pyridyloxazole, nitrobenzoxadiazole and benzoxadiazole; Pyrene derivatives: cascade blue, and the like; Oxazine derivatives: Nile red, Nile blue, cresyl violet, oxazine 170, and the like; Acridine derivatives: proflavin, acridine orange, acridine yellow, and the like; Arylmethine derivatives: auramine, crystal violet, malachite green; Tetrapyrrole derivatives: porphyrin, phthalocyanine, bilirubin; or any combinations thereof.

In embodiments, enhanced visibility materials **5** may be colored. The color may result from the use of colored enhanced visibility materials **5**, painting enhanced visibility materials **5** with a color treatment, treating enhanced visibility materials **5** without a color treatment, spray, bath, or

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any combination thereof. Color may include, but is not limited to green, blue, black, orange, purple, red, yellow, white, and the like, or any combination thereof. Enhanced visibility materials **5** may be coarse and jagged, giving enhanced visibility materials **5** a high friction surface. This may allow a user to “feel” the difference between the roadway and enhanced visibility materials **5**. To properly apply enhanced visibility materials **5**, it may be ground down into the proper diameter for application. In embodiments, enhanced visibility materials **5** may be about one millimeter to about three millimeters, about two millimeters to about four millimeters, or about three millimeters to about five millimeters in diameter. In additional embodiments, enhanced visibility materials **5** may be about one millimeter, about two millimeters, about three millimeters, about four millimeters, or about five millimeters in diameter.

Both enhanced visibility materials **5** and aggregate materials **10**, in embodiments, are approximately the same diameter. However, in additional embodiments, the aggregate material **10** may be larger than enhanced visibility materials **5**, or vice versa. As illustrated in FIGS. **2** and **3**, applying enhanced visibility materials **5** and aggregate materials **10** to a surface may be accomplished in different ratios. In embodiments, there may be about one part enhanced visibility materials **5** to about every four parts aggregate material **10**, about one part enhanced visibility materials **5** to about every six parts aggregate material **10**, about one part enhanced visibility materials **5** to about every three to about six parts aggregate material **10**, or about one part enhanced visibility materials **5** to about every seven parts aggregate material **10**. In additional embodiments, enhanced visibility materials **5** may make up about five percent, about ten percent, about twelve percent, about fifteen percent, about twenty percent, about twenty five percent, about thirty percent, about thirty three percent, about thirty five percent, about forty percent, about forty five percent, about fifty percent, about fifty five percent, about sixty percent, about sixty five percent, about seventy percent, about seventy five percent, about eighty percent, about eighty five percent, about ninety percent, or about ninety five percent of highly visible colored pavement treatment **1**. As illustrated in FIG. **3**, the greater the ratio of enhanced visibility materials **5** to aggregate material **10**, the greater the amount of emitted light is seen in the dark.

Both enhanced visibility materials **5** and aggregate materials **10** may be combined in a method to place highly visible colored pavement **1** on a surface **30**. As illustrated in FIG. **1**, a surface **30** is identified in which highly visible colored pavement **1** may be applied. Highly visible colored pavement **1** may be applied to create any shape at any length, size, and width. Suitable shapes may be, but are not limited to, lines, circles, ovals, squares, rectangles, and the like, or any combination thereof. Surface **30** is cleaned and prepared for application. A layer of adhesive **15** is placed along the targeted area. Adhesive **15** may be a suitable adhesive for use on a roadway. Embodiments of suitable adhesives may include epoxy adhesive, bituminous adhesive, a butane pad, or any combination thereof. Each adhesive **15** may have different rates and times it takes to solidify based upon external elements. For example, when applying adhesive **15**, one of ordinary skill in the art may take into account the weather, drying time required, and foot traffic. Applying the selected adhesive **15** to the surface **30** may allow for enhanced visibility materials **5** to be applied to adhesive **15**. In embodiments, enhanced visibility materials **5** are applied before aggregate material **10** due to the high cost of aggregate material **10**. Application of enhanced visibility materi-

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als **5** may adhere to surface **30** in a ratio of enhanced visibility materials **5** to aggregate material **10**, as disclosed above. A proper amount of enhanced visibility materials **5** may be applied to target area **35** based upon the chosen ratio. Early application ensures a tacky adhesive **15** and plenty of target area **35** in which enhanced visibility materials **5** may be applied. This prevents waste of the much more expensive enhanced visibility materials **5**. Aggregate material **10** may be applied directly to target area **35** in which enhanced visibility materials **5** is embedded in adhesive **15**. Typically, significantly cheaper than enhanced visibility materials **5**, aggregate material **10** may be applied in large quantities over target area **35**. After adhesive **15** has solidified and cured with enhanced visibility materials **5** and aggregate material **10**, excess material may be vacuumed, swept, and/or blown away. This method of application may be accomplished by any suitable means such as, with common painter tools or automation using a vehicle to deliver the material in a controlled manner.

In additional embodiments, a method of application may involve the mixing of enhanced visibility material **5**, aggregate material **10** and adhesive **15** before application. In such a method, each component may be kept separate from each other in individual containers such as hoppers before application. At the time of application, a desired ratio of enhanced visibility materials **5** to aggregate material **10** may be combined with adhesive **15** and applied to target area **35**.

In embodiments, to assure proper application of the chosen diameter size for both enhanced visibility materials **5** and aggregate material **10**, the methods of application may include any such means of reducing or enlarging the size of the enhanced visibility materials **5**. Such means may include size exclusion filtration or the addition or removal of size-increasing/size-decreasing functional groups or binding agents to or from the enhanced visibility materials **5**. In additional embodiments, highly visible colored pavement treatment **1** may be reduced in diameter until the enhanced visibility materials **5** materials have an average particle size similar to the particle size of the aggregate material **10**. Without being limited by theory, highly visible colored pavement treatment **1** having an average particle size similar to the average particle size of the paving material aggregate may provide a highly visible colored pavement treatment **1** without a reduction in the frictional coefficient. Mixing highly visible colored pavement treatment **1** into the paving materials comprises blending highly visible colored pavement treatment **1** with the aggregate of the paving materials such that a composite highly visible colored pavement treatment **1** is produced.

In embodiments, highly visible colored pavement treatment **1** may have an effective product life of about one to ten years, about three to eight years, or about four to seven years. In embodiments, enhanced visibility materials **5** may emit light for about one year to about ten years, about three to eight years, or about four to seven years. In embodiments, the life of emitting light may be about one year, about two years, about three years, about four years, about five years, about six years, about seven years, about eight years, about nine years, or about a ten years.

In embodiments, the enhanced visibility paving material **5** may emit light for a duration of about twelve hours without recharging. For example, enhanced visibility paving material **5** may emit light without recharging for about one to about twelve hours, about two to about ten hours, about four to about eight hours.

After the effective life of the highly visible colored pavement **1**, an additional layer of highly visible colored

pavement 1 may be applied to the top of the original application of highly visible colored pavement 1. In embodiments, the original application of highly visible colored pavement 1 may be removed from the surface before a new layer of highly visible colored pavement 1 is applied. The original application of highly visible colored pavement 1 may be removed by any suitable means, which may include scrapping, etching means, grinding means, or any combination thereof.

In embodiments, enhanced visibility material 5 may comprise about five percent, about ten percent, about twenty percent, or about thirty eight percent of highly colored pavement treatment 1 by weight. For example enhanced visibility materials 5 may comprise about five percent to about thirty eight percent, about five percent to about twenty percent, about five percent to about ten percent, about ten percent to about thirty eight percent, about ten percent to about twenty percent, or about twenty percent to about thirty eight percent of highly visible colored pavement treatment 1 by weight.

FIG. 2 illustrates five different samples of aggregate material 10 and enhanced visibility material 5. The samples illustrate what a user may see during daylight hours from the mixture of aggregate material 10 and enhanced visibility material 5. The far left sample and far right sample are about one hundred percent aggregate material 10 and about zero percent enhanced visibility material 5. The three middle samples, from left to right, illustrate a sample of about twelve percent enhanced visibility material 5 and about eighty eight percent aggregate material 10, about twenty percent enhanced visibility material 5 and about eighty percent aggregate material 20, and about thirty three percent enhanced visibility material 5 and about sixty seven percent aggregate material 20.

FIG. 3 illustrates five different samples of aggregate material 10 and enhanced visibility material 5. The samples illustrate what a user may see during hours void of daylight, wherein the enhanced visibility material 5 may be emitting light. The far left sample and far right sample are about one hundred percent aggregate material 10 and about zero percent enhanced visibility material 5. The three middle samples, from left to right, illustrate a sample of about twelve percent enhanced visibility material 5 and about eighty eight percent aggregate material 10, about twenty percent enhanced visibility material 5 and about eighty percent aggregate material 20, and about thirty three percent enhanced visibility material 5 and about sixty seven percent aggregate material 20.

Although the present invention and its advantages have been described in detail, it should be understood that various changes, substitutions and alterations may be made herein without departing from the spirit and scope of the invention as defined by the appended claims.

What is claimed is:

1. A highly visible colored pavement treatment comprising:
 - an aggregate material, wherein the aggregate material comprises at least one paving material, wherein the at least one paving material is not transparent; and
 - an enhanced visibility material, wherein the enhanced visibility material emits a light, wherein the aggregate

material and the enhanced visibility material have approximately the same particle diameter, and wherein the ratio of the highly visible colored pavement to the aggregate material is from about 1:3 to about 1:6.

2. The highly visible colored pavement treatment of claim 1, wherein the enhanced visibility material is a chemiluminescent material.
3. The highly visible colored pavement treatment of claim 1, wherein the enhanced visibility material is a photoluminescent material.
4. The highly visible colored pavement treatment of claim 3, wherein the enhanced visibility material has a diameter of about one millimeter to about three millimeters.
5. The highly visible colored pavement treatment of claim 1, wherein the enhanced visibility material comprises about twenty percent of the composite.
6. The highly visible colored pavement treatment of claim 1, wherein the enhanced visibility material comprises about five percent to about twenty percent of the weight of the composite.
7. The highly visible colored composite of claim 3, wherein the light is emitted as the color green.
8. The highly visible colored composite of claim 3, wherein the light is emitted as the color blue.
9. The highly visible colored composite of claim 1, wherein the color of the aggregate material is green or blue.
10. A method of applying a highly visible colored pavement treatment to a surface, comprising:
 - applying an adhesive to a target area;
 - applying enhanced visibility material that is colored and emits a light to the target area, wherein the surface comprises the target area; and
 - applying an aggregate material to the target area, wherein the aggregate material comprises of at least one paving material, wherein the at least one paving material is not transparent, wherein the aggregate material and the enhanced visibility material have approximately the same particle diameter, and wherein the ratio of the highly visible colored pavement to the aggregate material is from about 1:3 to about 1:6.
11. The method of claim 10, further comprising preparing the surface.
12. The method of claim 10, further comprise removing excess aggregate.
13. The method of claim 10, further comprising allowing the adhesive to cure.
14. The method of claim 10, wherein the enhanced visibility material is a chemiluminescent material.
15. The method of claim 10, wherein the enhanced visibility material is a photoluminescent material.
16. The method of claim 10, wherein the enhanced visibility material has a diameter of about one millimeter to about three millimeters.
17. The method of claim 10, wherein the aggregate material has a diameter of about one millimeter to about three millimeters.
18. The method of claim 10, wherein the aggregate material comprises a rough surface.
19. The method of claim 10, wherein the enhanced visibility material has a diameter of 5 millimeters.

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