Minutes from PCO Call on 10/31/14 at 11:00 AM (EST)

Attendees: Katheryn Malusky (AASHTO), Pat Galarza (NY DOT), Derrick Castle (KY Transportation Cabinet), Dave Meggers (KS DOT), Danny Lane (TN DOT), Joe Kerstetter (TN DOT), Michelle Owens (AL DOT)

- Scott Phelps has not officially resigned from being chair for this Committee. Derrick is going to discuss with Scott whether or not he will be able to remain the Chair. Joe Kerstetter is currently the vice-chair. In the immediate future, Joe will most likely become the chair of this technical committee.

- In 2012, this TC had 4 manufacturers and 4 systems go down. The second year evaluation was just completed; 8 unique systems went down in 2013; 1 year evaluation was just completed on these products. 7 unique products were installed in 2014.

- All installations went down reasonably well. An addendum needs to be made to the submission information regarding installation. Several installations were short material.

- **ACTION ITEM**: The categories need to be cleaned up in the work plan. This will be worked on within the next week so that it can be balloted this year. Joe Kerstetter will lead this project.

- The SOM standard has been sent out and is in place. The work plan needs to be cross linked to the current AASHTO standard to make sure they are in line with one another.

- Test Deck Status: There are 2 systems; one out of 2012 batch, on the two pavements that have unraveled. Manufacturer has reviewed this and withdrew the product. Manufacturer has submitted an official letter of withdrawal to NTPEP. They determined the product included a formulation that wasn’t fully vetted. They will submit the correct product in 2015. They are in full support of the program. They understand this was their mistake. But this product on the bridge deck looks great. Another system, a single layer on asphalt from 2013, is showing measurable wear on asphalt and it is in really bad shape on the bridge deck. Other than this, the products are doing quite well.

- KY owes the manufacturers the data. Derrick has expressed his apologies for the delay on getting the data to them. The manufacturers have been made aware of their data; it has not been put into a report yet. Once the manufacturers approve the data, this data will then be put on the NTPEP website and shared with the states.

- KY has all of the 20 mph data collected. All block wheel testing will be completed next week. UK collected dynamic friction data. These are all interstate tangent section installs. ATSSA wants data generated at 20mph, collected under the same environment as 40mph and then a comparison will be made.

- The rig is TIC calibrated at 40mph and not recalibrated for the other speeds. The water output changes based on speed. NY is concerned about the accuracy and variance with operating this way. Derrick indicated the reproducibility of the data is very good. 3 passes/tire/speed are done-lots of passes!