TEMPORARY TRAFFIC CONTROL DEVICES (TTCD)
Meeting Agenda

Working Session #7
May 2, 2012 – 1:00pm - 3:00 pm

- Minutes of 2011 Meeting – San Antonio (3 min)
- Minutes from Conference Calls (3 min)
- Testing Status (3 min)
  - 2011 testing
  - Test site Temporary closing
    Temporary asphalt plant was set up on the test deck. TN DOT had to move the test site for one cycle during the shutdown. TN DOT has since reacquired the test deck.
- Missed Cold weather Evaluation
  There was a delay with this year’s testing. When winter testing commenced, the car took some damage that halted the evaluation (delineator stuck and ripped the oil pan out), thus winter testing window was missed.
  TDOT will resume with summer testing and follow with winter, which will still be completed within the 1 year timeframe. (Approximately 8 months)
However with the evaluation of Workzone drums, (from the old SASHTO, protocol it stated that winter testing must be conducted prior to summer) Manufacturers saw this as a more severe test, also if Manufacturers saw unfavorable results the manufacturer could withdraw and reapply for the next cycle;

**Jeff Tidaback (Plastic Safety Systems):** If summer testing is conducted prior to winter, the warm weather impacts may create more damage that could potentially cause the product to fail testing.

This prevented one manufacturer’s product not to be evaluated in the winter cycle first.

**With permission from the manufacturer and the TTCD committee, TN DOT would like to start the Workzone drums cycle either winter or with summer testing (manufacturers choice).**

**Manufacturer agrees, and (The committee did not dissent to allowing summer testing to occur before winter.).**

The caveat to allowing summer testing to be conducted first, the winter testing must also be performed prior to release of any data.

**TTCD panel discuss further about adding a skid plate to the undercarriage of the test vehicle.**

This will assure that all delineators are treated equal (bumper impacts) pertaining to the test vehicle undercarriage.

**AI: The work plan will be revised accordingly and sent out for ballot.**

**This has been completed and pictures and info will be sent to the TTCD panel for a vote.**
- NTPEP Documents (30 min)
  
  - AASHTO Designation
    
    Review work plans and submit any requested revisions in advance of the November 15th ballot.
    
    Automatic release reviewed. No issue with 30 day automatic release of data.
    
    TTCD panel passed 30 day automatic release of data.
    
    Withdrawal procedures reviewed, will be further discussion
    
    Discussion concerning withdrawal of data:
    
    Show all data up to the point of failure/withdrawal? Or is all data withdrawn completely?
    
    Manufacturers may market their products being “NTPEP Evaluated” even if showing failure.
    
    If no data available then potentially may not be able to market this?
    
    AI: Look into adding retesting cycle. (Add to work plan for ballot. Hold conference call?)

- Sampling Protocol
  
  TN DOT has a standard protocol for contacting local DOT, sending tags, and getting samples selected.

- Quality Control Plan
  
  Video component added (aside from training provisions, etc) to ensure quality and integrity of testing maintained.
➢ Data Usage Guide

TN DOT gave a detailed review of the usage guide

For those states wishing to better understand how to utilize and implement the data generated by this committee, the Data Usage Guide is Posted on the NTPEP.org site.

Laboratory evaluation is listed – TN DOT explains the 6 “bowties” taken from the delineator sample, 3 of which are used as controls while the other 3 are exposed to 1000 hour testing (to simulate weathering).

TN DOT is looking to implement IR scans for fingerprinting.

➢ State & Industry Concerns

Kent Kekeis(safe-hit): any discussion about the environmental impacts of metal delineators (paint chips).

TN DOT has evaluated the metal (flexible?) Delineator’s approx. 3 to 4 times, each cycle the metal delineators would fail to meet the TN DOT Specifications. Also considerable more damage to the test vehicle occurs with this type of delineator.

AI: Will discuss with NTPEP Manager about evaluating delineators of this type

Paul Gentry: FL DOT wishes to implement High Impact/Multi Impact delineators within the TTCD work plan; the purpose of which is to have acceptance of third party testing. (Not sure that this is not solely something to be specified by an individual state).

AI: Schedule conference call to discuss these items for ballot. Include Derrick Castle (KY DOT), Jim Swisher (VA DOT), Tobey Reynolds (NH DOT)

➢ Other Issues (Questions)
PORTABLE CHANGEABLE MESSAGE SIGNS AND FLASHING ARROW PANELS (PCMS/FAP) 
TECHNICAL COMMITTEE AGENDA

- Minutes of 2011 Meeting – San Antonio TX (5 min)

- Minutes from Conference Calls (5 min)
  - August 12, 2011 (Discuss site testing protocol with Indiana DOT)
  - March 14, 2012 (Update on 2012 testing, conference call with IN DOT)

- Testing Status (5 min)
  - 2012 testing

- FAP Testing Requirements (10 min)
  - Feedback from other States
  - Changes to site test location
  - Outcome

  Presentation covered this information. No discussion from committee.

- Usage Guide (5 min)
  - FAP
  - PCMS

  Presentation covered this information. No discussion from committee.

- NC DOT Specifications for PCMS and FAP (10 min)
  - FAP
  - PCMS

  Presentation covered this information. No discussion from committee.
State & Industry Concerns

Paul Gentry: while winter testing is acceptable in NC, FL DOT would like to see summer evaluation. They are open to discuss volunteering to evaluate PCMS/FAP products in the FL environmental conditions (heat and humidity). An issue they also have is that products are submitted throughout the year in FL.


AI: Evan to schedule conference call with TC and FL DOT and TX DOT to discuss changing work plan to add summer testing of devices in FL. Additionally discuss luminescence testing and NTCIP.

Other Issues (Questions)

States not policing disreputable practice of boards submitted for testing that are specialized to meet requirements of testing (extra battery banks, different battery types, etc...). However the products sold/bid upon are a different configuration (fewer batteries, etc...).

AI: Discuss whether signs with different battery types and arrays need to be tested separately.
## Attendance Sheet

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**National Transportation Product Evaluation Program 2012**

Sheraton Indianapolis City Center
Indianapolis, Indiana
### AASHTO/NTPEP 2012 ANNUAL MEETING
Portable Changeable Message Signs (PCMS)/Flashing Arrow Panels (FAP)
Temporary Traffic Control Devices (TTCD)
Technical Committees
Wednesday, May 2, 2012 (1:00pm-3:00pm)
Working Session #7

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