Temporary Traffic Control Device Subcommittee Meeting  
May 10, 2005  10:15am

Panel Chair: Meredith McDiarmid, North Carolina DOT  
Panel Vice Chair: Danny Lane, Tennessee DOT

Member State Representatives:
John Smith, Mississippi DOT
Terry Rawls, South Carolina DOT
Masha Wilson, Nevada DOT
Scott Koczman, Texas DOT (Absent)

Industry Representatives
Jim Crowley, Quixote Transportation Safety
Peter Speer, Bunzl Tacoma (Absent)
Jim Kalchbrenner, Bunzl Tacoma (representative for Peter Speer)
Bill Wellman, Solar Technology
Ken Smith, Ken Smith and Associates/Vermac (Absent)

There were 12 member States represented
There was 1 University represented
There were 7 industries represented
There were 25 total participants

*Action item responsible parties are Bold and Italicized*

**Temporary Traffic Control Devices**

**Data Mine**

A Data Mine Task Force was developed for the Flexible Delineator & Drum Report in order to facilitate implementation by 2006. The Task Force includes the following members:

Danny Lane, Tennessee DOT (Lead)
Jim Kalchbrenner, Bunzl Tacoma
Jim Crowley, Quixote Transportation Safety

**Withdrawal Procedures**

*Danny Lane (Tennessee DOT)* will comply with existing withdrawal procedures by adding a note on each report listing all the products that were withdrawn after testing began. *Danny Lane* will also send an addendum to the most recently published report with that information.
Portable Changeable Message Signs (PCMS) and Flashing Arrow Panels (FAP)

Data Mine

A Data Mine Task Force was developed for the PCMS and FAP Report in order to facilitate implementation by 2006. The Task Force includes the following members:

Meredith McDiarmid, North Carolina DOT (Lead)
Ken Smith, Ken Smith and Associates/Vermac
Bill Wellman, Solar Technology

PCMS and FAP Work Plan

Meredith McDiarmid (North Carolina DOT) made a plea to the member states to consider revisions to the following aspects of the current workplan:

<table>
<thead>
<tr>
<th>Test Type</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Reliability Tests</td>
<td>What is the purpose and is this information useful to the States?</td>
</tr>
<tr>
<td>Dimming Tests</td>
<td>TTI Report used was not intended for this application. This testing needs more clear objectives</td>
</tr>
<tr>
<td>Charging Requirements</td>
<td>This is difficult to evaluate with the variables present. Is it useful to the States?</td>
</tr>
<tr>
<td>Inoperable Signs</td>
<td>What action, if any, should be taken when a sign becomes inoperable? Procedures need to be written and agreed upon to be equitable.</td>
</tr>
</tbody>
</table>

A revised work plan with proposed revisions was available for all parties interested. The subcommittee members and all member states available will meet at the ATSSA mid-year meeting in August to continue specific discussions on these topics. Anyone that will not be able to attend should send their comments to Meredith McDiarmid before that meeting for their consideration. It is imperative that the work plan addresses the needs of the member states and their input is invaluable.

Some other discussion topics including the following:

- Issues on each sign should be reported
- If a sign were repaired during testing, the cost of parts and time for repair would be useful information
- Interpretation of the data by member states seems to be an issue