

NTPEP



NATIONAL TRANSPORTATION
PRODUCT EVALUATION PROGRAM

TTCD Technical Committee Technical Committee Meeting Agenda Friday March 15th, 2019

Gentry, Paul A	Florida Department of Transportation	Chair	Voting
Hall, Heather	Tennessee Department of Transportation	Vice Chair	Voting
Sirianni, Jonathan	AASHTO	Liaison	None
Ingram, Steven	Alabama Department of Transportation	Member	Non-Voting
Hassan, P.E, Bashir A	Arizona Department of Transportation	Member	Voting
Byram, Karen	Florida Department of Transportation	Member	Non-Voting
Dewitt, Matthew	Florida Department of Transportation	Member	Non-Voting
Pelham, Michael Paul	Indiana Department of Transportation	Member	Voting
Blackburn, Andrew	Indiana Department of Transportation	Member	Non-Voting
Sommers, Scott Michael	Iowa Department of Transportation	Member	Voting
Lane, Danny L.	Tennessee Department of Transportation	Member	Non-Voting
Bassett, John	Texas Department of Transportation	Member	Voting
Swisher, James	Virginia Department of Transportation	Member	Voting
Whitmore, Ted Jeffrey	West Virginia Department of Transportation	Member	Voting
Rizos, Linette	Wisconsin Department of Transportation	Member	Voting
Schulz, Craig M	Pexco, LLC - Davidson Traffic Control Products	Other	None
Intagliata, John	Trinity Industries, Inc.	Other	None
Nathan Shultz	TTI	Other	None

1. Opening comments and introductions of tele-conference participants
2. Discussion of this Winter cycle submission of products for testing
 - TTI impact tested a ground mount, 10 hit delineator in hot weather testing segment
 - It did not perform as expected, so they withdrew from hot weather, but they had a cold weather submission as well

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- For cold weather testing, weather did not cooperate (no 32 degree F day)
 - They are going to do warm weather testing on this submission instead
- April 1st is the opening of the next submission cycle. Will go until May 3rd
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3. Discussion of edits to the existing Project Work Plan

- Jonathan sent Work Plan to everyone earlier this week with the proposed edits.
- 4.1.4 added for clarification of how to handle speed variation
 - Industry question:
 - How is the speed verified?
 - GPS system is built into the TTI system
 - The 60% impacts at less than target impact speed statement was placed to make sure that majority of strikes were not at low end of speed requirement which can affect the results
 - If this was not met, the testing facility would run the testing again
 - Industry noted that this requirement biases the driver to hit at target or higher which can also affect the test results
 - This statement was pulled directly from Florida's requirements
 - TTI has ability to show impact speed for each impact
 - Working on procedure to show the impact speed over each run
 - We are going to hold on voting today in order to give TC and Industry time to discuss fine tuning of this requirement
- 4.4.1 D1925 is no longer active, E313 is only current method for yellowness testing
- 4.4.6
 - During testing, marker would get stuck to the ground sometimes, so they wanted to clarify how to handle this situation

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- **5.1 FHWA website use to list crash testing facilities, but they dropped this list from their website**
 - Paul requested Task Force 13 if this list could exist under Subcommittee 7 and they agreed, so the list is available at the new link within the Work Plan
 - Only testing facilities on this list would be able to run crash testing for the program
 - **5.2 Change to be more broad (accrediting body) rather than specifying AMRL or re:source**
 - Question about whether other labs besides TTI would meet this request
 - Paul believes other testing facilities would have capability to have same accreditation scopes with A2LA or other accrediting bodies
 - **Industry question about 4.1.5 and whether we should add specific ranges for the temperatures**
 - TN has used 32 +/- 5 85 +/- 5 degrees within their testing requirements
 - This may be a problem with the 200 impact options because it takes 8 hours to complete that testing
 - Could look at noting a starting temperature change
- 4. Discussion of TTCD Survey performed by Bill Real, Real Consulting the first of this year**
- a. TTCD Survey
 - b. Summary of lane separator use
 - c. Email from Bill Real
 - d. Delineator specifications from different states
- **Compiled requirements of several states for delineators (available in Outlook invite for this quarterly call)**
 - **Many of the people who deal with delineators & drums in their states are not involved with NTPEP**
- 5. Data Mine discussion**
- 6. Drums**
- **Data releases today to manufacturers**
 - **Car has been fixed up**

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7. Questions about any of the above

- **How to have a submission cycle open if Work Plan isn't balloted**
 - Can push the submission cycle
 - Can personally reach out to any manufacturers that submit and inform them that we will be utilizing the updated work plan

8. Next Meeting Date?

- **Annual Meeting will be our next meeting**

9. Adjournment