



TASK FORCE 13

www.aashtoTF13.org

Thursday and Friday ○ November 16th & 17th, 2017 ○ College Station, Texas

Thursday, November 16th

- **8:00 a.m. Begin Task Force 13 Meeting – Welcome and Introductions** Durkos
 - ~ 60 attendees on Thursday
 - ~ 10 persons are 1st time attendees to meeting
 - ~ 8 DOT representatives attending meeting
 - ~ 15 people need rides to dinner
 - Discussion of possible disbanding of Subcommittee #10, FHWA is supportive of continuing.
 - TF13 direction ...
 - Organized in 1969
 - Sponsoring organizations of TF13 have moved on – TF13 is “Liberated”. AASHTO still supportive but the move is necessary due to reorganization of Committee Structure of AASHTO.
 - Continued relationship with AASHTO and TF13 has been offered through Memorandum of Understanding (MOU).
 - Discussions with AASHTO continues.
 - AASHTO acknowledges TF13 within the Roadside Design Guide. Joe Jones who is updating RDG anticipates reliance on TF13 for updated drawings for standard products/systems.
 - Acknowledgement of Sarah Wolf and TTI as hosts and the hard work that they have done.
 - Acknowledgement of TF13 Secretary and Co-Chair’s hard work.
 - Discussion on lack of recent attendance of FHWA officials.
 - Since MASH ’16 was published over 50 questions have been pushed from FHWA to AASHTO-TCRS to address. Meeting to be held on November 28th by TCRS and FHWA to discuss direction forward.
 - Short tribute to David Lewis, who passed away in August 2017.
 - Andy Artar’s last TF13 meeting, due to retirement. TF13 recognized his contributions.
 - Self-Introductions
- 8:45 a.m. Recap of Lincoln (April 2017) Subcommittee Meetings Neece
- 8:25 a.m. Approval of Minutes from April 2017 (Lincoln) Meeting Durkos
- 8:30 a.m. Update from Roadside Safety Pooled Fund group Bligh/Sheppard
 - 20 US States, plus Transportation Ministry of Ontario is currently in the TTI group ... total of 21 agencies.
 - Funded FY18 projects. Note: Projects for beam guardrail includes analysis for both 8” and 12” blockouts.
 - MASH Implementation Support
 - Support for Engineering Evaluations for MASH Compliance. Group is unable to fund full scale testing on all non-proprietary products being developed by the states. States will implement without FHWA eligibility letter and will self-certify through engineering analysis, pendulum testing, bogie testing and crash testing.
 - MGS with reduced post spacing (TL-3)
 - Transitions to MGS with reduced post spacing (TL-3)
 - MGS on critical flare (TL-3)
 - Thrie beam transition from W-beam median barrier to concrete median barrier (TL-3)
 - Treatment of gaps in concrete barrier (TL3)
 - Foundation requirements for 42” median barrier (TL-4)
 - Pin-and-Loop portable concrete barrier pinned to concrete (TL-3)
 - MGS on 8:1 slope (TL-3) – subject to funding
 - Question from audience – is there any talk or desire on the pooled fund groups to test plastic barriers, telescope products, etc ... Answer is no – group is addressing products on the 1st MASH implementation timelines. Also mentioned NCHRP 03-119 (schedule for completion in Q2-2018) which addresses a small amount of these products.
 - Durkos follow-up ... anything not funded that could be discussed? Yes – one example was sand barrels (which is far down the list).
 - Follow-up from Alberson – did states discuss how proprietary products would be treated within the states as far as conducting the complete suite (or matrix) of MASH tests. States are not addressing this.



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Subcommittee Meetings - Discuss Goals, Tasks & Assignments

- 9:30 a.m. Contract for Website-Subcommittee #1 Publications Maintenance Lohrey
 - Olaf is no longer working under contract for RoadSafe, LLC.
 - TF13 Content Update
 - Focusing only on MASH Systems and Components
 - 20 new systems and 12 new components added since April 2017 meeting. Some proprietary ...
 - 3 x Bridge Railing (1 x Temporary Application), 2 x Median Barriers (both TL-5), 9 x Roadside Barriers, 1 Transitions, 5 WorkZone Barriers.
 - Encouraging everyone (particularly licensees and manufacturers) need to search/review the online guide to ensure your contact information is correct.
 - PWE01-04 Wide Flange Guardrail Posts drawings were reviewed for consistency, several items identified for correction/clarification. Flange hole sizes/ locations, specifications (A36 vs A992). Drawings were separated into four distinct drawings for clarity and have been pre-reviewed for TF13 final review.
 - 4 categories in the Barrier Guide were separated into their own guides to establish better “attributes” for searches.
 - SC= Crash Cushions, SE=End Treatment/Terminals, SG= Guardrail/Median Barriers, SW= Work Zone Barriers.
 - Various Attributes of each category were shown. Seeking additional attributes for all systems, in particular Work Zone Barriers.
 - Durkos suggests that the attributes be submitted to the working groups within the subcommittees for resolution. TF13 needs to provide better feedback to website/publication services. Eric will send to those representatives.
 - Proposed Future Guide Activities
 - Merge TF13 Main and Guide Websites to have common look, remove duplicate functionality, improve/expand user privileges.
 - Add Delineators, TMAs and Work Zone Hardware.
 - Suggestion made to go to website to look at some of the items discussed above, since a few minutes remained in the time allotted for this topic.
 - Lohrey visited the website and showed some of the “issues” with the current configuration for the website.
 - Also showed the various search functions and how the attributes would help the user search.
- 10:50 a.m. Subcommittee - **Session A Breakout**
 - #2 - Barrier Hardware Review Groups Smith
 - Currently seeking co-chair from FHWA/DOT.
 - Guardrails/Median Barriers and Associated Components Lechtenberg
 - Review of Technical Representative responsibilities and process – which is significantly simplified. Started the new process after the April 2017 meeting, all is now completed in adobe and not online. Typical review time is now three weeks.
 - 6 x Guardrail/Median Systems were reviewed (4-7 persons) in May and 3 x Components
 - 7 x components were submitted for review (1-3 persons) in October and 4x systems
 - Working “offline” the website and through adobe seems to be working well.
 - Only reviewing MASH systems/components.
 - Karla recommends that “Guardrail/Median Barrier” reflect the terminology to include “Components”.
 - Crash Cushions No Report
 - Accepting recommendations for Tech Rep position.
 - Current MASH products for Crash Cushions are up-to-date, per Lohrey.
 - Terminals Sheppard
 - Derwood suggests that this should be changed to End Treatments/Terminals, to reflect anchors
 - Process with the adobe review is working well for this group as well.



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- 11:30 a.m. Subcommittee - **Session B Breakout**

- #3 - Bridge Railing & Transition Hardware

Bligh/Brauner

- Roger Bligh welcomed the subcommittee and gave a brief introduction and overview of the subcommittee for the benefit of the new members in attendance.
- Bligh then introduced Eric Lohrey who discussed changes to the guide since the last meeting including the addition of 6 new systems that had received FHWA eligibility letters. Lohrey then discussed the significance of the letter at the end of each designator stating that they indicated the Test Level. (a = TL-1, b = TL-2, etc.). This will need to be confirmed on all systems that are designated “Review Complete”.
- One of the subcommittee members discovered that a link on the Bridge Rail Guide homepage directed users to a list of only those rails marked “Review Complete”. The group decided that such a link was misleading and might confuse users regarding the extent of the guide content. It was agreed that the link and the associated text would be removed.
- Kurt Brauner then gave an update on the Concrete Working Group’s status. Currently there are 39 concrete systems in the guide of which 6 have “Review Complete” status. Brauner then recommended that three systems, SBC08d, SBC09b, and SBC15d be removed from the guide as they did not have enough information to verify the attributes or test level.
- Brauner then discussed the “Deck Type” attribute assigned to every system in the guide and how it relates to the “Mounting Type” attribute. After a brief discussion, the group decided to use simply “Deck Type” and reduce the number of possible options to “Concrete”, “Wood” and “Other”.
- Brauner closed his presentation with a call for volunteers to help review the system in the guide and gave a very brief overview of what a typical review would involve.
- Next, Bligh gave a presentation on NCHRP Report 20-07 Task 395 which identified bridge rail systems used by the states, categorized them, and evaluated the highest priority systems for MASH compliance. The prioritization scheme was based on weighted frequency of use among the states. The project also developed recommendations for test level equivalency between NCHRP Report 350 and MASH test levels. The final report on the project is being transmitted to NCHRP in the month of November.
- As time expired, Bligh thanked the committee members for attending and closed the meeting.

- #11- Delineation

Gentry/Schulz

- 18 persons attended this breakout session.
- Definition of delineation:
 - MUTCD in section 3 refers primarily to roadside delineators – steel posts with round reflectors. How do we want to define?
- Suggestion to change scope of subcommittee to Delineation and Channelization, to help incorporate all products along the roadside which provide reflectorization. Drums, cones, LCDs, barricades, etc. Some felt that if going this route, we distinguish between WZ (temporary) and Permanent.
- Gentry notes that in Florida another year has gone by and the MASH testing clarifications for Category I-IV devices have not progress and the timeline is approaching (January 2020).
- General discussion on the FHWA/AASHTO lack of guidance on how to handle these types of products.
- Some states are still requiring the FHWA Eligibility letter, some are not. Reportedly Massachusetts, North Carolina, and Georgia are discussing coming together to provide guidance for testing.
- Schulz Suggestion – before NEXT TF13 meeting in April – ask manufacturers to make suggestions as to how the categories should be set-up and the testing criteria and send to him for compiling. There is no way to do this in a 45 minute meeting.
- Component guide for Delineators – what data is used for inclusion?
 - Old NTPEP
 - FDOT ELM
 - New NTPEP



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- 1:15 p.m. Subcommittee - **Session C Breakout**

- #6 – Work Zone Hardware

Lohrey

- Group discussion regarding the possibility of adding TMAs to Guide. There were no objections, but also no strong support at this time. Subject will be revisited as more MASH TMAs become available.
 - May 2017 “Open Letter” from FHWA indicating all MASH products must be tested to the full matrix/suite. However, State DOTs are going more towards self-certification for non-proprietary products and thus not complete the full MASH test matrix. Essentially a “double standard” seems to exist – one for industry/business and another for state/DOT?
 - The Guide currently includes Temporary (Work Zone) barriers. There are no other work zone products at this time. Most systems are concrete or steel. New system search and data attributes that have been added to the Guide are as follows: Type (Anchored, Free-Standing); Deflection Category (Rigid, Semi-Rigid, Flexible); Dynamic Lateral Deflection (number value); Working Width (number value).
 - TMAs are under the crash cushion subset included in the January 2019 sunset dates. This interpretation is in question, by some states. Example: Florida considers TMAs to be work zone devices, so the sunset date should be one (1) year later. Note: The Crash Cushion test matrix is more detailed than it is for work zone products.
 - The group consensus is that MASH was supposed to innovate but it is doing the opposite.
 - Subcommittee #6 is very interested in NCHRP Project 03-119, and will follow progress as related to evaluations of common work zone devices.
 - It is anticipated that results from NCHRP Project 03-119 will provide guidance on application of MASH Test Criteria to Breakaway hardware and other work zone devices.



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#7 - Certification of Test Facilities (Broadcasted)

Lechtenberg/Bullard

- 32 persons attended this breakout session.
- ILC Summary sheet: [ftp://mwrsl.unl.edu/aashto%20accreditation](http://mwrsl.unl.edu/aashto%20accreditation)
User name: AASHTO Password: MWRSF2014
- 2017 ILC: Determination of T=0 for crash test data analysis
 - **Background:** The determination of the beginning of useable data is needed when analyzing in-vehicle accelerometer and angular rate sensor data for occupant risk. The evaluation criteria for occupant risk are defined in the American Association of State Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH), specifically occupant impact velocity and ridedown acceleration limits.
 - **Purpose:** Check consistency between labs when determining beginning of data for impacts involving a curb, sidewalk or ditch placed in front of a longitudinal barrier.
 - **Plan:** Crash test information from a test conducted on a bridge rail with sidewalk was sent to testing labs as part of Task Force 13, subcommittee #7, Certification of Test Facilities. The information provided included a test article description, vehicle description, accelerometer and angular rate sensor data, sample lateral accelerometer data plot, and crash test videos. A questionnaire was provided to collect responses from the labs.
 - Eleven testing labs provided responses (Caltrans RSRG, Cidaut Laboratorio Ensayos Infraestructura Via, E-TECH Testing Services, Federal Outdoor Impact Laboratory, HORIBA MIRA Ltd, KARCO Engineering, LLC., Midwest Roadside Safety Facility (MwRSF), Safe Technologies, Inc., Southwest Research Institute, Transportation Research Center Inc., and Texas A&M Transportation Institute (TTI). The responses were summarized and compared to evaluate the consistency of determining the beginning of useable data. The responses were also evaluated for test guideline improvements when dealing with tests with similar scenarios (curb, sidewalk or ditch).
 - By show of hands, all labs agreed to repeat this exercise with consideration of Section 5.3 in MASH to ensure the accuracy of the results.
- Current programmed ILCs:
 - Soil strength Karco Engineering Fall 2018
 - Soil gradation Safe Technologies, Inc. Fall 2019
 - Ballasting locations and weights E-Tech Testing Services Fall 2020
 - How impact speed is calculated Turner-Fairbanks (FOIL) Fall 2021
 - Lab interpretation per MASH MidWest Roadside Safety Spring 2022
- Suggestion and unanimous vote for 6th ILC to be related to appropriate angle (5 to 15) for MASH 3-32 and MASH 3-33 testing as well as a more defined CIP criteria (MASH 3-34, 3-36 & 3-37), to ensure these tests are less subjective.
- 2012 Kia Rio track dimensions are too wide to comply with MASH (effects labs in January 2018!)
 - TTI has written a letter to the FHWA to continue to use 2009-2011 Kia Rio.
 - Bielenberg will put together the recommendation to AASHTO-TCRS on behalf of TF13 Subcommittee #7 by next week in order to allow it to be submitted to AASHTO-TCRS for their meeting in two weeks for possible discussion/decision.
- Labs have agreed that doors are to remain unlocked during MASH testing. However, this information to be provided to AASHTO-TCRS during same timeframe.
- Notification of errors in MASH documents (both '09 and '16) in regards to the tables associated with Impact Severity ranges on Crash Cushions to also be provided to AASHTO-TCRS.
- Dr. Faller will take all these concerns to AASHTO-TCRS for their consideration during their meeting the week of November 27th, 2017.
- TF13 Website will be updated to reflect the ftp location for the FHWA accredited laboratories under the Subcommittee #7 activities/information.



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- 2:45 p.m. Subcommittee - **Session D Breakout**
 - #5 - **Sign, Luminaire & Traffic Signal Support Hardware (Broadcasted)** Lohrey/Jollo
 - Sign Support Guide: One (1) system was reviewed since the last meeting (SSS21a-b). Review comments were sent to the submitter for minor revisions, and the final drawing will be posted into the Guide ASAP. This is the only MASH-Eligible system listed in the sign guide at this time.
 - Luminaire guide has a lot of information in it, but there is still only a small amount of luminaire options considering the magnitude of products that exist. Scott & Eric are going to review the possibility of reducing the layout of that guide and making them laid out similarly.
 - There is still only 1 system that is MASH Eligible listed in the sign guide.
 - **NCHRP 03-119 Update, provided by Ron Faller:**
 - Objective: Evaluate crashworthiness of breakaway sign & luminaire supports and WZ traffic control devices
 - Approach:
 - Identify common, non-proprietary breakaway devices for:
 - Sign supports, luminaire supports, and WZ traffic control devices
 - Analyze usage & safety of the devices:
 - Conduct broad agency survey & outreach
 - Seek anecdotal or practical knowledge from agency staff
 - Crash test results
 - Review “Safety Performance Assessments” – compile information on crash outcomes & typical maintenance needs for deployed devices
 - Analyze MASH safety performance for devices:
 - Use validated FE models to simulate MASH tests
 - Confirm critical simulations with full-scale crash tests
 - Develop & evaluate design improvements
 - Select candidates from marginally performing devices
 - Use simulation to analyze MASH performance of improved designs
 - Assess new surrogate testing & simulation options
 - The following items have affected project progress & raise concerns for moving forward:
 - Many more devices have been identified than anticipated
 - Usage feedback was inconsistent and may be biased
 - Non-proprietary is a “misleading” label
 - Crash reports do not provide details on specific types of devices that are hit
 - Tracking supplementary data for a larger array of devices has taken much more time than planned
 - There are alternative configurations of many devices
 - Suggestions for Phase 2 analysis:
 - Generate Interim Report with devices from categories for which Tasks 1-4 have been completed (instead of all three).
 - Meet with Panel and decide on which devices are to be analyzed from selected categories
 - Based on feedback from Panel, move forward with Phase 2 analyses of selected devices. At same time, complete prioritizing/ranking of devices from other categories
 - Once ranking for other devices is completed, present findings to Panel and decide on remaining devices to be analyzed.
 - Analyze remaining devices and document results.
- 4:00 p.m. Recap of Subcommittee activities.



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- 5:00 p.m. Task Force 13 Executive Meeting (Co-Chairs to attend)
 - Attendees: Roger Bligh, Lance Bullard, John Durkos, Greg Neece, Karla Lechtenburg, Eric Lohrey, Kurt Brauner, Eric Perry, Paul Gentry, Eric Smith & Scott Jollo.
 - Discussion on website services.
 - Renew the contract with RoadSafe. Take last proposal sent to TF13 and ask for it to be updated and provide additional details. Ask for proposal to be sent back to TF13 by January 2018.
 - Provide better interim direction/feedback to website team. What are the priorities for the time budgeted?
 - Eric proposed to have a 1 hour conference call per month to ensure everyone is on the same page in regards to the website.
 - Since Olaf is no longer with RoadSafe, it's unknown if Mac Ray will do the TF13 website programming or if Mac will hire a replacement.
 - Durkos to reach-out to AASHTO (King W. Gee) and see if we can obtain the Memorandum of Understanding (MOU) which Jim McDonald suggested.
 - Does TF13 need to pursue some form of legal identity? Will this be needed for the AASHTO MOU?
 - #10 Computational Mechanics Subcommittee has been place on “indefinite hold” at this time.
 - #4 Drainage and #8 Rail-Highway Crossing Subcommittees have been sunsetted.
 - Need Chair and Co-Chair for #6 Work Zone
 - Need Co-Chair for TF13 Main Committee.
 - Need Tech Rep for “Crash Cushions”, under #2 Subcommittee for Barrier Hardware as well as a Co-Chair for #2.
 - Need to clarify whether Mac Ray will reassume co-chair of #1 Publications, in absence of Olaf.

- **6:15 p.m. Task Force 13 Dinner (Cost included in Registration)**
Messina Hof Estate Winery 4545 Old Reliance Road Bryan, TX USA 77808



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Friday, November 17th

- 8:00 a.m. **Affiliated Committee/Activity Reports**

AASHTO Headquarters / TF-13 Status

Discussion by Durkos

- John will check into the status of the Memorandum of Understanding (MOU).
- It might be that a “non-profit” business identity could be needed
- Website address may need to be changed, as it is currently www.aashtotf13.org

American Traffic Safety Services Association (“ATSSA”)

Eric Perry

- 2017 MidYear meeting in Louisville, KY was very successful.
- 2018 MidYear will be held in Williamsburg, VA
- 2018 ATSSA Expo is San Antonio, TX – January 27-31
- 2019 ATSSA Expo is Tampa, FL - February 8-12
- 2020 ATSSA Expo is New Orleans, LA – January 24-28, 2020
- 2021 ATSSA Expo is San Diego, CA – January 29th – February 2, 2021
- 2017 ATSSA Fly-in was May 3-4 with several members attending and meeting with legislators.
- 2017 Chapter meetings, 81 to date.
- 26 active chapters in the USA
- In 2019 will offer the ATSSA Leadership Program again
- New program added: ATSSA Foundation Experience Camps which are one week camps for grieving children of parents killed on the roadway.

TRB Committee AFB20 Roadside Safety

Bligh

- June 12-15, 2017 International Conference held in San Francisco, CA had 6 states sponsoring it (KY, MN, NE, OH, WA, WV)
- 2018 TRB will be January 7-11 and held in DC. (97th annual). Many different sessions, papers, posters, etc during event.
- 5 research “needs” statements prepared by TRB AFB20 have been submitted by AASHTO TCRS to NCHRP.

- 8:45 a.m. **Reports from Special Subcommittee Co-Chairs**

#9 - Marketing

Mauer & Perry

- When next publication is made, secretary will email it to all.
- Subcommittee #4 and #8 have both been sunsetted.
Subcommittee #10 has been placed on indefinite hold.

New Standardization Areas

Open Discussion

- Andy Artar suggested a subcommittee that would be focused on standardizing the processes, methods, and such for product approvals by the various states. Durkos noted that ATSSA has submitted a problem statement similar to this and Priscilla Tobias is leading the effort within ATSSA to AASHTO-TCRS. Henry (Plasticade) provided additional details on this matter and ATSSA’s role. Also noting that even if standardized, it would naturally require some product segmentation. General agreement within meeting attendees that “standardization” of APL/QPL processes (as Artar suggested) would be beneficial to the industry and that it will be difficult. John provided some history of a similar discussion in the past that resulted in a TF13 letter to the AASHTO and a response from them. Additional discussion amongst attendees on state processes, without naming a specific state. There are reportedly approximately 4-5 states which require a Registered PE from that state to review all drawings. *Task Force 13 needs to continue to have a dialogue on this topic, working towards as well as be involved in a resolution.*



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Update of ongoing research projects related to Roadside Safety

The remainder of the meeting was broadcasted via Adobe Connect

- 9:15 a.m. NCHRP Mark Bush
 - TRB falls under the National Academy of Sciences – it is one of six.
 - NCHRP is under TRB and was founded in 1962 and funding is approximately \$39 million per year and partners with FHWA and AASHTO. Voluntary funding is provided from 5.5% of each State DOT Planning and Research funds. Applied research only, facilitation provided by TRB.
 - Average 65 NCHRP special projects each year.
 - Current NCHRP special projects:
 - 20-5 Synthesis Program (\$1.5M)
 - 20-6 Legal Studies (\$300K)
 - 20-7 AASHTO Highways Committee (\$1.2M)
 - 8-36 AASHTO Planning Committee (\$600K)
 - 25-25 AASHTO Environmental Committee (\$600K)
 - 20-102 Impacts of Connected/Automated Vehicles (\$1,500,000)
 - 20-36 International Information Sharing and Scans (Various)
 - 20-65 AASHTO Public Transportation Committee (\$450K)
 - 20-24 Administration of State DOTs (for CEOs) (\$1.25M)
 - 25-25 Research for AASHTO Std Cmte Environment (\$600K)
 - 20-30 NCHRP-IDEA (\$1.25M)
 - 20-44 Accelerating the App of NCHRP Results (\$2,000,000)
 - 20-68 US Domestic Scan Program (\$600K)
 - NCHRP Problem Statements – AASHTO Committees, Fiscal Year 2018 = **90** ... from 25 different states!
 - Mr. Bush's full 27 page detailed full presentation can be provided to Task Force 13 members/friends who request it.

- 9:45 a.m. Texas A&M Transportation Institute William Williams
 - Presentation on New Anchorage for SSCB on Bridge Decks Project
 - Presentation on Free Standing & Pinned Temporary Concrete Barrier
 - Presentation of 31" W-Beam Guardrail with Steel/wood in Concrete Mow Strip (8" BO MGS)
 - Presentation of 31" W-Beam Guardrail with Raised 8" BO (post heights of 28" and splices on post)
 - Presentation of *AIMS International* Bridge Rail Retrofit (Fiberglass Tubes and Stainless Steel Posts) for Lake Pontchartrain Bridge – MASH TL-4

- 10:30 a.m. Midwest Roadside Safety Facility Karla Lechtenberg
 - MGS with Curb & Omitted Posts
 - F-shape PCB Tie-Down Anchorage
 - Other current projects
 - Thrie Beam Bullnose
 - Culvert Mounted Strong Post MGS
 - Downstream Anchor Terminal, using Steel Posts, for MGS
 - 34" Thrie Beam Approach Guardrail Transition
 - System for Intersecting Roadways
 - PCB gap connection hardware
 - MASH testing of single post U-Channel sign supports
 - Anchored PCBs
 - Minnesota Noise Wall, on grade



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- 11:00 a.m. FHWA/George Mason University Dhafer Marzougi
 - Presentation on NCHRP 15-53 System for Intersecting Roadway, near bridge (Short Radius W-Beam)
 - Modeling and Simulation of Vehicle Crashes on Curved, Banked Roadway Sections (NCHRP 22-29)
 - General, Concrete and W-Beam barriers and provides guidance for applications.

Technical Presentations: relevant research on roadside design and hardware

- 11:30 a.m. Useful Life of Temporary Concrete Barrier Nick Delaney
 - Nick has been in the industry for 18 years, works for Curtin Brothers Concrete (Charlotte, NC)
 - Definition of Useful Life: Estimate of life of asset before it is permanently damaged or repairs are so costly that it makes the asset have no tangible value.
 - Presentation provided interesting information on history and expected life of concrete barrier.

New/Old Business

- 2018 Spring TF13 Meeting will be held in conjunction with the MwRSF Pooled Fund in late April. Durkos
- Location/Date of Various 2018 Industry Meetings
 - 2018 ATSSA Expo is San Antonio, TX – January 27-31
 - 2018 January 7-11 TRB in Washington D.C.
 - 2018 August 22-24 is MidYear ATSSA in Williamsburg, VA
- Executive Committee Summary Durkos
- Review of Task Force 13 “To Do List”, generated from meeting.
 - Durkos – pursue Memorandum of Understanding (MOU) from AASHTO.
 - Lohrey/Ray – Provide additional guidance to website services team. Add TMAs and Delineators. Add FHWA Accredited Labs listing to the TF13 website, under Subcommittee #7.
 - Various participants of Subcommittee #7 are to provide details of various MASH testing documentation issues by next week to Karla Lechtenberg. Ron Faller will take these items to AASHTO-TCRS meeting being held the week of November 27th and provide them to AASHTO-TCRS for their consideration.
 - Need co-chairs for various subcommittees.
 - Task Force 13 needs to continue to have a dialogue on the standardization of APL/QPL State Submittals, working towards as well as be involved in a resolution.

- **12:15pm Adjournment of meeting**
-

Update or additional information, since meeting adjournment but prior to general distribution of meeting notes from November meeting:

1. On November 20th, TaskForce 13 was informed by Mac Ray that he will not be renewing the web site contract and the TaskForce 13 website has been shut-down. TaskForce 13 is working to obtain the website files and find a new location to have the TF13 web site hosted. When the website is restored, an update will be provided.
2. TaskForce 13 Spring 2018 meeting will be held in Lincoln, Nebraska
 - Wednesday April 18 half day/afternoon in conjunction with the MwRSF Pooled Fund Group
 - Thursday April 19th all day
 - Friday April 20th morning only