



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

Remote participation for these portions of the meeting was broadcasted through Zoom:

- Wednesday Joint Session with Midwest Pooled Fund Group, beginning @3 pm Central Time after the crash test on Wednesday April 18th, 2018.
- Subcommittee #7 Certification of Test Facilities, beginning @1:15 pm Central Time on Thursday April 19th, 2018.
- Review of recent research and technical presentations, beginning @9:00 am Central Time on Friday April 20, 2018.

Thursday, April 19th
Venue - Embassy Suites, Lincoln, NE

- **8:00 am** **Begin Task Force 13 Meeting - Introductions** Durkos
 - There is a number of vacancies on the Sub-Committees Co-Chairs
 - TF13 website is back up after the data dump was reassembled.
 - Secured the new address for website www.tf13.org
 - Guides available at www.TF13.org/TF13/TaskForce13 & www.TF13.org/Guides
 - In process of turning TF13 into a non-profit.
 - Recently received a draft for Memorandum of Understanding (MOU) from AASHTO.
 - Requested Mac Ray to add a note to the www.aashtotf13.org website, directing/pointing users to the new www.tf13.org website.
 - Recognition of Olaf Johnson's efforts to put the website back together.
 - CEU Certifications are available.
 - Recognition of the MwRSF folks, Secretary, and Co-Chairs
 - Discussion on FHWA representation at TF13 meetings.
 - Eric Smith will assist Greg Neece with meeting notes tomorrow.
- **8:15 am** Recap of College Station Subcommittee Meetings Neece
- **8:30 am** Approval of Minutes from Fall 2017 (College Station) Meeting Durkos
 - Motion made by John and seconded by Eric to accept the minutes. Vote passed.
- **8:35 am** Contract for Website Services Lohrey
 - Subcommittee #1 Publications Maintenance
 - Focus has been restoring the website to the new location at www.TF13.org
 - Updating drawings for GR Components
 - Olaf Johnson restored the TF13 website
 - Website revisions:
 - Removed references to AASHTO, AASHTO, & AGC
 - Updated host information
 - Updated Organizational pages and Sub-Committee information.
 - PWE01-04, Wide-Flange Guardrail Posts – hole size/location corrections, steel specifications (voted on Option A, to allow A36, A709, or A992). (ACTION ITEM)
 - State and Industry suggestion to add a note to the various GR posts to state that there could be additional holes in various locations to accommodate state specific applications – such as the addition of rubrails and future overlay considerations.
 - FBB01-05, Unclipped Bolt Head not shown – new drawing reflects both.
 - Update to website to reflect various products receiving FHWA eligibility letters.
 - Current “litmus test” to be inserted into guide for systems is a FHWA eligibility letter; however, based on recent FHWA letter to the states concerning “State Self-Certified”, we will need a new criteria for insertion to the guide. (ACTION ITEM).
 - Future projects – merge Guides, add delineation, add TMAs (ACTION ITEM)



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

Subcommittee Meetings - Discuss Goals, Tasks & Assignments

- **9:45 am** Subcommittee - **Breakout Session A**
 - #2 - Barrier Hardware Review Groups Smith
Lechtenberg
 - Guardrails/Median Barriers
 - Crash Cushions
 - End Treatments/Terminals Sheppard
 - No reports, as website has been down the entire time since last meeting.
 - Discussion and agreement that the website review process is needed and will be reestablished.
 - How can guide be improved for the future?
 - Desire for easily printable listing of the guide contents – pdf or such.
 - Desire for website to show or provide notification of when “new” items have been added.
 - What organization best suited to maintain the guide?
 - No comments, but TF13 needs to reach out and obtain the joint meeting notes on topic.
 - Is the guide and website being updated timely?
 - This is difficult to discuss today, as both have been down unexpectedly for last five months.
 - Would there be benefit to being able to provide a searchable database that would breakdown components and be printable? Generally ... yes.
 - Is there funding available to maintain the guide and website? Should we be reaching out to AASHTO-TCRS, NCHRP, TRB or other and seeking funding – such as NCHRP 20-07?
 - RoadSafe LLC’s contract was for \$6,250/quarter.
 - Currently Lohrey and Johnson have been contracted to meet current needs.
 - Going forward, it is likely additional funding may be needed, as there is not currently a mechanism in place for ongoing website maintenance.
 - Mark Bush suggests approaching AASHTO-TCRS, as we would need their full support to approach NCHRP. As information, 20-07 has been eliminated, but new program may provide project funding – but not annual funding. **ACTION ITEM**
 - Discussion on utilizing a subscription service with nominal (\$20/year?) user fees and/or state DOT (\$1000/yr?) user fees. Suggestion made that if the State DOT participates in TF13 meetings, their fee could be cut in half? Example - \$500 vs \$1000.
 - Advertising on website?
 - General consensus is that most attendees (including state DOTs attending and industry) are opposed to advertising; however, most are supportive of possible user fee(s) and/or approaching AASHTO for funding.
- **10:45 am** **BREAK**
- **11:00 am** Subcommittee - **Breakout Session B**
 - #3 - Bridge Railing & Transition Hardware Bligh/Brauner
 - No system reviews were accomplished since the fall meeting due to the TF-13 web site being down. The review of bridge rail systems requires access to the online guide to enable review of system content, assigned attributes, and links.
 - MASH implementation date for bridge rails is December 31, 2019. Several bridge rail resources were discussed. NCHRP Project 20-7 Task 395 was completed in November 2017. The project establishes equivalencies between NCHRP Report 350 and MASH test levels for different categories of bridge rails. Additionally, numerous bridge rail systems were individually analyzed for MASH compliance. The report is available through the project web site.
 - NCHRP Project 22-35 *Evaluation of Bridge Rail Systems to Confirm AASHTO MASH Compliance* is about to get underway. The objective of the project is analyze bridge rail systems through crash simulation and crash testing and to update the *AASHTO LRFD Bridge Design Specifications* and the *AASHTO Roadside Design Guide* as needed.
 - The TTI Roadside Safety Pooled Fund has developed a MASH Crash Test Database that is capturing all known MASH testing in different categories of roadside safety hardware including



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

bridge rails. The database is accessible through the TTI Roadside Safety Pooled Fund website (www.roadsidepooledfund.org). There are currently approximately 32 bridge rail systems in the database. Additional submittals for inclusion in the database are encouraged. It was noted that the content being captured in the database includes the attributes captured in the TF-13 Bridge Rail Guide. Subsequently, transferring data from the database into the guide should be simplified.

- Bligh introduced several discussion topics and engaged the attendees for feedback. One topic discussed was the minimum requirements for inclusion of a bridge rail system in the guide. It was noted that many bridge rail systems do not have FHWA eligibility letters. The consensus was that a report from an accredited testing laboratory or peer reviewed entity (e.g., NCHRP) or an eligibility determination by at least one state would be sufficient. It was suggested that the states including the system in their standards be indicated in the Guide.
- Bligh led a discussion on how to encourage more submissions to the Guide, particularly MASH compliant systems. Testing labs could be more active in submitting content on behalf of the state DOTs. An interface to or transfer of content from the MASH Crash Test Database was recommended.
- The Guide content and format was reviewed and discussed. It was determined that any new content should be submitted to Eric Lohery for assignment of a designator and incorporation into the Guide. It was decided that NCHRP Report 350 content should be retained in the Guide. Some systems in the Guide are missing the Test Specification and this needs to be corrected through the review process.
- Finally, it was noted that more content is needed for the Transition Guide. Bligh thanked the attendees for their participation and the meeting was adjourned.

- #11 – Delineation

Gentry/Schulz

- Call to order with introductions around the room
- Review of the definition of what Delineation details and where it falls presently under Section 3 of the MUTCD, how should this group define the term and what should be included in our documents?
- Update of the FDOT Managed Lane Markers testing along with our Final report that was just issued in March, 2018.
- Update of the NTPEP TTCD project work plan which details the newest testing protocol to be used for testing of various types of delineators.
- Discussed what test data did we want to include in the Component Guide?
- Discussion of possibly adding those work zone devices that are not being addressed in Subcommittee 6 under work zone hardware. This would include, but not limited to, cones, tubular markers, drums, type 1, 2 and 3 barricades, direction indicator barricades, vertical panels and longitudinal channelizing devices. At present, several of these devices require crash testing and some are usable through Category 1 self-certifications.

- 12:15 pm LUNCH @ Embassy Suites

- 1:15 pm Subcommittee - Breakout Session C

- #6 - Work Zone Hardware (lead by Eric Perry of ATSSA, as there is no current co-chair).
 - Work zone section of guide includes temporary longitudinal barriers (concrete, steel, etc.).
 - We need a subcommittee chair.
 - Do other work zone devices need to go into the guide? TMAs, Others, Sign stands, Barricades?
 - From LCDs down, there hasn't been much discussion about these products and what has to be tested and how many tests need to be run. The deadline is approaching fast.
 - Even the Stop/Slow paddle needs to be tested. (Cat. 1 device)
 - North Carolina and California has a memo that states self-certified products are acceptable.
 - Product is defined under MASH but the testing isn't well defined. Every state is proceeding on their own.
 - FHWA and AASHTO are pushing the liability to the states.



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

- Who is going to take the role of the “Eligibility Letter” from the crash tests to the use in workzone?
- Industry can’t get someone to make a determination on what the test matrix is for the devices.
- States want to have eligibility letter. FHWA says you don’t need letter.
- FHWA and AASHTO are working on a letter on TL-5 and TL-6. Questions and Answer letter to clarify some issues.
- Pennsylvania is working on a process to identify which tests need to be completed.
- States are struggling with dealing with this issue.

- #7 - Certification of Test Facilities (This session broadcasted via Zoom) Lechtenberg/Bullard

- Good agreement between labs for MASH 5.3 analysis for current ILC.
 - Labs agree that T=0 is at the curb.
 - However very small variations exist, this appears to be related to secondary impacts, effects of “zeroing” by analyst and tape switches. After discussion, agreement that the ILC for T=0 meets MASH Section 5.3 Although it will be reran and resubmitted to ensure that the solutions implemented result in more consistent alignment of the labs, on this topic.
- Labs has received input from FHWA/AASHTO-TCRS that in regards to the 2012 Kia Rio (wider wheel track) issue to utilize older models that do meet the MASH specification.
- Future 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
3-32/3-33 angles & CIP for 3-34/36/37	?????	??????

- 2:30 pm Subcommittee - Breakout Session D

- #5 - Sign, Luminaire & Traffic Signal Support Hardware Lohrey/Jollo
 - Luminaires previously had a breakaway as the tested system and the posts were variables.
 - MASH defined “the system” as what was crash tested.
 - What should be crash tested – the worst case even if it is only ½ % of the installations.
 - Who owns the system if some of it is interchangeable?
 - By show of hands the majority of the room indicated the entire as tested device constitutes “the system”.
 - Is NCHRP 03-119 going to shed some light on this? Dr. Faller indicates 03-119 is nowhere near at a point to be able say what the nominal or range of the system is to be tested. Project has submitted their report for phase 1 of the project to the review panel. The review panel will identify what they would like to have tested, mostly based on that report.
 - Dr. Faller said that hopefully one of the notable results of the project will better identify the matrix in the aspect of “what is to be tested” within each of the required tests.
 - Dhafer Marzougui will attempt to look at most critical aspects of “the system” to be tested under the project.
 - Eric moved on to the “Guide” stating that it is pretty much set for signs, but not for luminaires.
 - Dr. Faller concurred with Eric that there is a remote possibility of a “moving out the date”.
 - Utah DOT stated that their records show that in the past 7 years there have been about 14 traffic deaths in the state caused by sign structures.

- 3:45 pm BREAK

- 4:00 pm Recap of Subcommittee activities



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

- **4:15 pm** Update from the *MidWest Pooled Fund Program Meeting* Bielenberg
 - The pooled fund group has been in existence for 29 years and currently there are 19 states, including new states – NC, SC, and KY.
 - Year 29 – Program
 - MGS with curb and omitted post
 - Permanent Concrete Barriers to MASH 2016
 - Redesign of High-Tension Cable Median Barrier
 - Generic End Terminal, Phase 2 (design)
 - Guidelines for flaring Thrie-Beam Approach Guardrail Transitions
 - Annual Consulting Service support
 - Website Improvements
 - Revisions to the Q&A Technical Information on website
 - MASH 2016 Implementation Support
 - MASH Hardware Clearinghouse
 - Pooled Fund Center for Highway Safety
 - LS-DYNA Modeling Enhancement Support
 - Review of the MASH 3-30 testing we saw yesterday on the Thrie-Beam Bullnose (MSPBN-4)
 - Product is exactly the same as the previous generation NCHRP Report 350 device.
 - Comparison to same test conducted previous utilizing NCHRP 350 criteria
 - In MASH testing the Thrie-Beam rides up the 1100C vehicle and allows it to submarine through the Bullnose.
 - Rapid rupture of the lower Thrie-Beam corrugation – possible solution is to add a third cable to the lower corrugation section.
 - Previous tests ran on this device prior to MASH 3-30 were MASH 3-32, 3-33, and 3-31.
- **5:15 pm Task Force 13 Executive Meeting**
 - Attendees: E. Smith, G. Neece, L. Bullard, N. Schultz, E. Lohrey, D. Sheppard, K. Lechtenberg, R. Mauer, J. Durkos, R. Bligh, & E. Perry.
 - Discussion on recruitment of Co-Chairs. Should the industry/state requirement be removed, since we are now not a part of AASHTO, which was a requirement from AASHTO? Tabled for time being, until the “non-profit” status is established.
 - Discussion on drawing reviews – conduct two conference calls per year (1 hour each) to get the drawings/systems reviews accomplished. Voted against ...
 - Discussion on possible email to members (11am EST start time for 1hr) for drawing/system log-in “workshop” – with drawings attached. Review drawings prior and provide comments prior to the meeting or be on-line to discuss. Tabled in favor of returning to the previous process that Karla had implemented prior to the website being taken down. **(ACTION ITEM)**: Reestablish the website review process, needed by the SubCommittees for system/drawing reviews.
 - AASHTO/TF13 MOU - draft document recently received. It is a work on progress ...
 - Non-Profit status.
 - John is pursuing details. Need elected officers – President, Secretary & Treasurer at a minimum.
 - Must have a charter, by-laws and board. Board Members and such would have terms.
 - Suggestion to consult with Bob Felt of ATSSA for guidance, as each ATSSA chapter is a non-profit.
 - Non-Profit would be formed in Ohio.
 - Discussion on name of organization “Task Force 13”. Karla made a motion, Lance 2nd it and vote passed to keep the name “Task Force 13” (“**TF13**”) for the Non-Profit.
 - Discussion on treasurer position ... **(ACTION ITEM)**: seek nominations/volunteers for all three positions during tomorrow’s meeting.
 - Location of TTI Roadside Safety Pooled Fund meeting is in Denver, CO and the dates are the week of September 17th, 2018. Monday is a travel date for group and meetings will be held all day on Tuesday and Wednesday. Location will be at the CDOT facility, so to have a “joint” meeting will require more



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

logistics to co-ordinate and would be Thursday only. John to take the lead to make contact for discussion.

- Agenda for TF13 meeting would include a mini-joint session on Thursday morning or at least an update.
- **SECRETARY NOTE:** It was subsequently learned that the TTI Roadside Pooled Fund Group would be meeting at the Hyatt House hotel and not a CDOT facility.
- Motion made by John and 2nd by Mauer to add a third tier to the pricing to attend TF13, based on the submittal date of the registration. Discussion on the tiers to be base (x), base (x) plus \$50 for Tier 2 and Tier 3 would be base (x) plus \$100. John amended his motion and Mauer reaffirmed his motion. Motion passed. Secretary note – “base” (x) may vary by location, date, and length of future Task Force 13 meeting. (ACTION ITEM)
- Discussion on Princeton, WV company promoting a new retroreflective guardrail bolt.
- Motion by Greg to continue Johnson/Lohrey website/drawing services through 2018 at a rate not to exceed \$2,000 per month (combined). Lead on work and project would be Eric Lohrey. Motion was 2nd by Karla. Motion passed. (ACTION ITEM)
- Motion for dismissal made by Mauer at 5:50pm, 2nd by Lance. Motion passed

Task Force 13 Dinner – Single Barrel:

130 N. 10th St. Lincoln, NE 68508 Phone: (402) 904-4631

- **6:15 pm** Appetizers and cash bar
- **6:45 pm** Dinner



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

Friday, April 20th Venue – Embassy Suites, Lincoln, NE

- **6:00 am** Breakfast at the hotel for guests staying at the Embassy Suites
- **8:00 am** **Begin Task Force Meeting – Day 2**
- **8:00 am** **Affiliated Committee/Activity Reports**
 - AASHTO Subcommittee on Bridges and Structures No Report
 - AASHTO Headquarters / TF-13 Status Durkos
 - Based on Jim McDonald presentation given in April 2017
 - AASHTO is supportive of TF13.
 - TF13 Guide is referenced in the RDG and AASHTO certainly wants that to continue.
 - A draft version of a MOU has been provided by AASHTO recently.
 - TF13 is the process to become a Non-Profit organization, so we can align and engage with AASHTO in this MOU.
 - Timing of signing of the MOU and formation of non-profit is expected prior to the September 2018 meeting.
 - Non-Profit Officers nomination and election:
 - Nomination & 2nd for John Durkos as President, passed.
 - Nomination & 2nd for Greg Neece as Secretary, passed.
 - Nomination & 2nd for John Durkos as Treasurer, passed.
 - American Traffic Safety Services Association (“ATSSA”) Durkos
 - Presentation made by Durkos instead of Eric Perry, as Eric had taken ill overnight.
 - ATSSA-MidYear scheduled for Williamsburg, VA August 22nd- 24th, 2018.
 - ATSSA Expo and Annual Meeting will be held in Tampa, FL on February 8th - 12th, 2019.
 - National Association of County Engineers No Report
 - TRB Committee AFB20 Roadside Safety Bligh
 - July 8th-11th, 2018 meeting in Austin – Joint Meeting with AASHTO-TCRS
 - Workshop theme:
 - *Advancing Roadside Safety for Roads of Today and Tomorrow*
 - Subcommittee meetings
 - AFB20(1) – Computational Mechanics
 - AFB20(2) – International Research Activities → Motorcycle Safety
 - 4 technical sessions with associated breakouts
 - Relevance of Current Test Criteria and Future Outlook
 - Progress on ISPEs and How to Use Them
 - MASH Implementation, Interpretations, & Insights
 - Roadside Design Guide – Past, Present, and Future
 - AASHTO Technical Committee on Roadside Safety Bizuga
 - Last few months they have been working on a FAQs document with approximately 40 questions to publish for the industry to provide some clarity to the industry.
- **8:30 am** **Reports from Special Subcommittee Co-Chairs**
 - #9 - Marketing Mauer
 - Upcoming newsletter with the various changes within TF13 to published prior to next meeting.
 - Proposal is to add the 17025 Accredited Labs to the TF13 website and it will be completed prior to the next meeting. It didn’t get added to the website prior, due to the website issue.
 - New Standardization Areas Discussion



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

Update of ongoing research projects related to Roadside Safety and/or Safety Hardware

The remainder of the meeting broadcasted via Zoom.

- **9:00 am** NCHRP Bush
 - Extensive update on various projects – complete listing/presentation can be provided, upon request.
 - Major points, no more 20-7 programs. The replacement program will have:
 - 15-53 – Roadside Barrier Designs Near Bridge Ends with Restricted Rights of Way <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3657> Dick Powers is the PI on this project.
 - 22-31 Recommended Guidelines for the Selection and Placement of Test Levels 2 through 5 Median Barriers <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3893>, is getting extended.

- **9:30 am** Texas A&M Transportation Institute Schultz
 - 36" vertical Wall MASH TL4 4-12– showed crash test video. Vehicle rolled after impact due to bad conditions off the test deck. PASSED
 - TxDOT Single Slope Barrier with ACP Overlay. 42" height concrete barrier – showed crash test video – PASSED MASH TL4
 - TxDOT Single Slope Barrier Free-Standing – 42" using x-bolt connection. – showed crash test video – PASSED MASH TL4
 - 31" W-Beam Guardrail w/steel and wood posts in concrete mow strip – 4 tests 3-10 and 3-11 for Steel and Wood Posts – Showed crash test video
 - 3-10 steel post – small car – PASSED MASH TL3
 - 3-11 steel post – pick up truck – PASSED MASH TL3
 - 3-10 wood post – small car – PASSED MASH TL3
 - 3-11 wood post – pick up truck – FAILED MASH TL3

- **10:00 am** **BREAK**

- **10:15 am** Midwest Roadside Safety Facility Schmidt
 - TL-2 Bridge Rail for Low Volume Rural Roads – Sponsored by pooled fund state (Nebraska)
 - Design to not be damaged during snow removal in states with heavy snowfall.
 - Deck types 7" minimum CIP slab and 12" pre-stressed beam.
 - Welded Socket Attachment options – Straight bars, angled u-bars, hooked bars and gussets.
 - Bolted Socket Attachment options – bolted to side of deck.
 - 6 total bogey tests completed – videos shown.
 - Selected design for full scale testing – 7" CIP Deck, t/8" rods, coupling nuts and bolts, C7x9.8 channel.
 - Full Scale videos shown – Only ran 2-11 Pick Up Truck – smooth redirection – PASSED MASH TL-2, but could be used at MASH TL-3 with updated post spacing.
 - MASH TL-3 Evaluation of Timber Noise Wall – sponsored by pooled fund state (Minnesota)
 - Re-sized timber rail for MASH TL-3 loads
 - Noise Wall Connections – dome head rail to post bolts, hex head rail to post bolts
 - Test MNNW-1 – Pick Up Truck – PASSED
 - Test MNNW-2 – Small Car – PASSED
 - Test MNNW-3 – Pick Up Truck – Noise Wall on front side of post – PASSED

- **10:45 am** George Mason University/CCSA Marzougui
 - 2018 Dodge Ram Model Development for LS-DYNA



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

- 2018 RAM 1500 Quad Cab 2WD
- Capture inertia measurements, CG locations including CG height
- Conducted non-destructive suspension testing, Conducted suspension failure testing.
- Dummy Model Development – been doing this modeling for 15 years.
- 4 models in development – 5th percentile, 50th percentile, 95th percentile and H3 6 YO.
- Head and Neck calibrations, Thorax calibration, and Pelvis and other body part(s) calibrations.
- Development of test barrier. – Test 1A & Test 1B
 - Thanks to Gregory Industries for supply of guardrail used in testing.

Technical Presentations: Relevant research on roadside design and hardware.

- **11:15 am** New Jersey Guardrail Upgrades Bizuga
 - Part 1 Replace all NCHRP 230 & earlier on their State controlled roadways.
 - Part 2 Inventory what guardrail is on roadway.
 - They are using a 20 year service life and will not replace or increase the height of GR that is NCHRP 350 at lower than 31".
 - NJ 385 miles of pre NCHRP 230 rail on highways. To replace this rail is estimated at \$186M "all in". This equates to 820 miles of project limits... They are currently only spending \$3M a year to replace guardrail...so under current spending rates would take 62 years to replace NCHRP 230 guardrail. Funding is a major issue...

- **11:30 am** TED Talk (ATSSA MASH – Crash Test Dummy Video) Durkos

- **11:45 am** New/Old Business Durkos
 - New Standardization Areas
 - Denver, CO is location of 2018 Fall Task Force 13 Meeting with TTI Roadside Safety Pooled Fund
 - Task Force 13 meeting will be held September 20th-21th, 2018.
 - Roadside Safety Pooled Fund Meeting September 18th-19th, 2018
 - Location of Various 2018 Industry Meetings:
 - AFB20 Summer meeting (jointly w/ AASHTO-TCRS) in Austin from July 8th - 11th, 2018.
 - ATSSA-MidYear Meeting will be held in Williamsburg, VA August 22nd – 24th, 2018.
 - FAST Act-Montana Training is September 18th - 20th, 2018.
 - FAST Act-Washington Training is October 16th - 18th, 2018.
 - IRF Meeting is November 7th – 9th, 2018 in Las Vegas, NV
 - TRB 98th Annual Meeting in Washington DC scheduled for January 13th – 17th, 2019.
 - ATSSA Expo and Annual Meeting will be held in Tampa, FL on February 8th - 12th, 2019.
 - Executive Committee Summary.
 - Forming a non-profit
 - Formalize the AASHTO Memo of Understanding
 - Co-Chairs needed – especially #6.
 - Re-organization has opened the opportunity for the designation of state and industry co-chairs to be removed. Currently looking for committed volunteers to head up these groups.
 - Tiered pricing for future registration. X, X+50, X+100
 - Drawing Review Process – will go back to what we have done in the past.
 - Resolved to continue/keep the Task Force 13 name and logo.
 - Formalize contract through 2018 with ECL and Olaf to keep website updated.



TASK FORCE 13

www.TF13.org

Thursday and Friday ○ April 19th - 20th 2018 ○ Lincoln, NE

- **Review of Task Force 13 “To Do List” (ACTION ITEMS), generated from meeting.**
 - **Issue** PWE01-04, as voted on
 - New criteria is needed for insertion of systems into the guide, going forward. Current is a FHWA Eligibility letter; however, this does not account for State Self-Certified systems going forward.
 - Future projects – merge Guides, add delineation, add TMAs
 - Sub-Committee vacancies which need to be filled.
 - Reestablish the website review process, needed by the SubCommittees for system/drawing reviews.
 - Need a Treasurer to fill the position in the new “Task force 13” non-profit organization.
 - Contract the Website services, through Eric at a rate not to exceed \$2000/month.
 - Tier pricing to attend TF13, based on date registration is received.
 - Thanks to Eric Smith for taking excellent notes during Friday’s meeting, for Greg Neece.
- **Adjourned at 12:03pm**