

**OPEN MEETING AGENDA TOPICS
NOVEMBER 14, 2006
1:00 PM ITD CONFERENCE ROOM**

OLD BUSINESS

1. Review minutes – Diane

Ok as presented

2. Steel Coupon Issue Update– Greg Leist

Still need to “tweek” the coupons to get what we need to run the corrosion tests. We have narrowed it down to a different steel chemistry. We are looking for a master coil of steel to get enough washers to run the industry for 3-5 years. Greg will keep Diane updated on where we are in the process.

3. State/Province Updates – What is happening in our neck of the woods?

- **Washington**; flooding, hauling debris; Have a chain installation program on two (2) passes in Washington.
- **Oregon**; training video on use of mag; updating trucks for corrosion free fittings, etc; looking at new storage; no salt used at all in Oregon
- **Montana**; using a pug mill to mix our salt/sand in two (2) of our districts; worked well; working with the crews on truck calibration, talk to the operators about application rates and use of materials; found equipment issue on the pre-wet systems; Lewistown was having problems with getting the inhibitor out of their truck; AIT training held in Great Falls for managers and operators this year. Maintenance Review folks are trying to get to each “shed” to talk to them about their specific issues and help them understand what is happening when they put out deicer materials; Have three (3) sections in the Kalispell district that are trying to go sand free. Will use salt brine and Ice Slicer Elite in these sections.
- **British Columbia**; also suffered from the rains; lots of flood damage; completed the renewal process for the 28 contract areas. Renewed for 10 years. Contracts came in 3% - 5% less than our estimate. Contractors experimenting with the different chemicals. Some issues on the perception that liquid mag is causing problems in their electrical components and switches. (No hard facts or proof). Causing the Contractors to look at this and they costs. Some are going to salt brine (mainly pre-wetting). Looking at the gradation of the abrasives being used. ½ vs 3/8 material – more reapplication of 3/8” material, with no reduction in windshield claims. Have three (3) partnerships (30 years), design, build, operating and maintaining with Ministry people overseeing the contract. BC does not mandate that the products be inhibited. Has an annual adjustment clause in the contract that accounts for fuel and labor costs.

- **Idaho**; been restructured; new bid opened in November; price increase substantial from last year. Flooding in parts of northern ID; looked at RWIS programs to help curb some of the costs by increased decision making.
- **Colorado**; snowing, avalanche season in full gear; 26% of new hires that we employ quit in the 1st year; training an issue; our new equipment that meet the new emission standards don't work above 10,000 feet (bought 18 trucks); Mfg replaced the engines in 8 of these due to these problems. Gave us a 2007 engine to try – doesn't work as well as the other one; changed specs on trucks; all AVL on new trucks; using a MDSS system based on our operating standards; Live radar in about 100 trucks this year;

4. QPL – Ron

Broke out category 8 after conference in June

5. New Deicer Categories – Ron

3 out of the 5 products in the Experimental category are Acetate products.

Establish a new category for the acetate products – define parameters and specs

Develop a category for a salt brine inhibitor

Look at a category for an inhibitor package for solid salt

Performance issue on performance enhanced products. – Look at Colorado's low temperature products: maybe look at enhanced performance at all temperatures- Steve B will send Ron more information on this issue; 50% dilution – where does it freeze when diluted?

Discussed the problems with testing for ammonia – Ron will work out a testing protocol for detecting ammonia. (Preserving the sample, distillation, known additions to every sample, recovery procedures). Look to see what the rational limit is and start from there.

Phosphorous – method out there is reasonable and fine with the vendors

6. PNS Pooled Fund –Tom

There are lots of unanswered questions that we all struggle with. There are some research opportunities that PNS can take advantage of.

A group of PNS folks met the end of September to discuss possible ways to use the pooled fund money.

The PNS group decided to proceed with two (2) research projects:

Does the corrosion inhibitor stay with the product in the field? Is it cost effective to require inhibitors in our products?

Study the performance characteristics of specific products.

PNS has formed a technical committee to work on what we want/expect from these projects. Do we have enough money to do both projects or just one?

Look at other possible states or organizations that may contribute to these projects. Can we get matching funds from anyone?

Should vendors be allowed to participate, at what level, are the vendors interested? Vendors are really interested and want to be a part of this study.

The research results are going to be “geared” so the field person can read them and put the information to use.

7. Update on Salt Brining

- **Idaho**; Expanded the brining program (I-90 and I-95). Still using mag for pre-wetting. Looking at the benefits of using salt brine vs mag. Is it cost effective to move to brining vs mag? This is economically driven.
- **Washington**; 2 brining process sites: Dairy industry providing us salt brine from their cheese making process to start our brining process; using two (2) different inhibitors; looking at our equipment for corrosion results and continually testing. Looking at volumes vs corrosion to see if there is a correlation. All salt brine is currently inhibited. We are testing each batch to determine if we are getting the 70% corrosion rate for our brine.
- **Montana**; have a site in Whitefish for brine salt in Montana. Found out that we had to put down approx 40% more salt brine to achieve the same results as mag; About 60% of the cost of salt brine is in the inhibitor.
- **Colorado**; nothing at this time – ordered some equipment, but not in operation

8. Corrosion Testing Alternatives – Any updates

- Dave Wilkening
- Greg Leist

Nothing to update at this time.

9. WSDOT update on the concrete rebar study with WTI

This is an interim report. Nothing to report at this time.

NEW BUSINESS

1. Deicer Contracts – What is happening this year in each State/Province

Washington – monthly fuel based on Spokane (penny for penny); rail pass through upon written request and documentation from vendor

Oregon – working on the new contract

Idaho – monthly fuel adjustment; Rail rate pass through on a monthly basis

Montana – adjust fuel on a weekly basis; adjust rail rate on a monthly basis

Colorado – adjust fuel cost once a year

British Columbia – contractors responsible for material contracts

2. Direction of PNS – Where do we go from here?

Research

Update Specs, write new specs

Address environmental concerns

Any reason why vendors are not a part of the board? They used to be, stopped when the perception was that a particular vendor had an inside advantage. Who would represent the vendors in a fair and equitable manner?

Maybe make the open meeting longer?

3. Other

Deicer on metals

University of Iowa and LTAP and the American Truckers association study on metals. Ron will provide Diane a copy of this report for distribution.

Looked at different methods of washing vehicles.

Montana will make the final report on Montana's coupon corrosion study available when he gets it.

Need to get proactive on what we can do (besides washing) to minimize the corrosion on vehicles.

Any documentation that areas that have been using mag for an extended period of time that there are more nitrates in the soil?

2008 Conference – any ideas on the venue, speakers or topics is much appreciated.