

OPEN FORUM MINUTES

FOR June 12, 2000

MINUTES: Accepted as presented

OLD BUSINESS: Idaho is developing a computer based training for snowplow operators; Dave Jones has a BETA version copy of the disc that he will let the PNS members take a look at it. *Montana has a new maintenance manual if anyone wants to take a look at it contact Dan Williams. * Washington has developed a Maintenance Academy that they like to send their new employees to. Tort driven, if we have an accident and don't train the people, more damages* Dave Jones will contact all the PNS members and put together a list of the training that is available and distribute it to all members.

MISSION STATEMENT: Dan Williams read the Mission Statement

ASSOCIATE MEMBERSHIP:

Formally make a written request to Diane Tordale to be added to the Associate Member List.

Notice of specification changes, PNS meeting notices, notice of minutes being posted to the WEB

Information on the Associate Members will be posted to the WEB site

PRESERVATION OF OUR HIGHWAY INFRASTRUCTURE SYSTEM:

*Corrosion: vehicular corrosion; concerns about bridge decks; looking for someone neutral to conduct the tests, no pre-conceived bias; the last TRB meeting noted that this is a priority; Washington has been taking core samples for several years and have not noticed any difference; Need to have more interaction with our bridge folks so they are aware of what we are doing and why. Dave Jones will make sure that this topic gets on the agenda of the next NW Bridge Assoc. meeting. Dave will contact his bridge person and then have him get in touch with all other PNS member bridge people.

FORENSIC DYNAMICS:

Tim Leggett – Slickness report - continuation of what was done last year (last year was on glass); this research is on asphalt; used the same system and logic to conduct the test; findings in the last paper, the chemicals pass through a slurry phase (28% - 32% humidity). Latest paper confirms the glass findings only on asphalt. Due to the degradation of the tire, cannot use this report to compare the chemicals "head to head". The next test will be on concrete and the tire will be changed everyday to alleviate the tire degradation problem. The chemicals themselves are not slippery, but the conditions of the road (dirt, oil, etc)

cause the reaction of the chemical with the road to produce the slippery condition. There are huge differences depending on the inhibitor that was used in the product.

MULTI-STATE/PROVINCE BID UPDATE:

Tom Strandberg of Oregon is heading up this effort. Presented the early draft of the time frame necessary to have a contract in place for next season.

One bid process to add products to the QPL list. Another bid process to actually bid the specific products for each State and Zone.

1. Initial rough draft is out. Plan is to award by zones within each State.
2. End of August, 2000: Zones maps, categories and estimated quantities
3. End of Sept, 2000: first run comments on bid draft, specs and zones
4. End of Oct, 2000: have bid documents and zone maps approved by all states.
Submit bid to OR Attorney General
5. End of Nov, 2000: Bid approved by OR AG
6. End of Jan, 2001: QPL bid on street, pre-bid conference held; QPL bid closes by end of month
7. End of Feb, 2001: new products evaluated, specs updated as necessary
8. End of Mar, 2001: Deicer bid released and closed by end of month
9. End of April, 2001: bid results posted, award recommendations defined, intent to award letters sent to vendors, award recommendation to OR AG for approval
10. End of May, 2001: all necessary insurance, etc received from vendors; award contracts

Need to get some "round table" discussion on the subject of how to bid to maximize the quantities and prices for both the states and the vendors. Tom will bring this issue to the multi-state purchasing group.

SPECIFICATIONS REVIEW:

Go through specs at every meeting. Make any necessary changes.

Housekeeping:

1. Changing the information available on the QPL list. It will show, Product Name, Manufacturer that the product is supplied by, corrosion rate of % effective, % of concentration, date product was approved
2. Revisit field sampling protocols
3. Product delivery of liquid products; will now accept flow meters per the new language; will have the option to require the trucker to provide certified scale tickets if a problem is suspected
4. Price adjustment for the corrosion rate variance; currently examining this to decide what should be the price adjustment rate for not meeting the rate as established in the approval process.
5. Looking at determining if there should be some test tolerances established
6. Create a Category (Category 10) for new products that don't fit into the existing categories.
 - a. Product will need to meet the general spec requirements (constituents, corrosion, freezer test, etc)
 - b. Vendor will need to provide ice cutting/melting characteristics
 - c. Vendor supply compliance testing programs
 - d. Field testing; how well it works in the truck, tanks, ease of handling, etc
 - e. Environmental concerns need to be addressed by the vendor and submitted for a review process
7. Dilution ratio that we currently use in our testing. We use 1:100 dilution, there have been other studies that use different ratios. ICBC is currently doing a study on this ratio to help us determine what the ratio should be.
8. Trace metals; currently don't allow a deviation from the upper limits. Looking at having a % limit or staircase effect depending on what comes back from our round robin testing
9. Analytical testing requirements from the vendor. Make sure that these reports address the limit noted in the specifications

PNS CERTIFIED LABORATORIES:

Setting up some type of criteria to qualify labs.

1. MUST be able to run the entire scope of tests(trace metals, corrosion, freezer test, etc)
2. May require specific credentials for the independent labs
3. Looking at an approval process for these labs

VEHICULAR STAINING, CORROSION, ELECTRICAL PROBLEMS & PUBLIC AWARENESS:

Need to be better in letting our customers know what we are doing and why. Also need to let them know that we are constantly looking at new products. We are actually using more product than in the past, so there will be more problems. Let them know that we are doing a balancing act with safety and their concerns.

There was some research done on aluminum. It was found that there are hundreds of variations in the aluminum configurations. The one constant from the manufacturer is that they clear coat the aluminum. We may need to re-visit this subject.

Aluminum is actually a "sacrificial" metal.

Wiring harnesses seem to disintegrate quickly with deicer products. Idaho set a standard for their trucks that they wash the truck at the end of each shift. This has eliminated their harness problem.

WE ALL NEED TO DO BETTER AT PUBLIC AWARENESS.

Q & A:

1. % concentration: If the vendor submits a BQC that is greater than the 1% variance allowed, they will not be able to qualify for the bid. They will be notified of the % that the tests showed and they can then choose to qualify the product at the actual tested %.

If a vendor is no longer producing a product, we would like them to notify us to take the product off the QPL.