

***DRAFT Minutes***  
**Winter Maintenance Policy Coordination Committee Meeting**  
**AASHTO/APWA/NACE**

November 19-20, 2001  
Council Bluffs, Iowa

Attendees

Pat Hughes, Chairman—AASHTO WMPCC (Minnesota DOT)  
Lee Smithson, SICOP Coordinator—AASHTO (Loaned Staff from Iowa DOT)  
Mujeeb Basha—AASHTO Staff  
Paul Pisano—FHWA  
Larry Frevert—APWA (Kansas City, Missouri)  
Diana Clonch—APWA (City of Columbus, Ohio)  
Steve Brandau—NACE (Henry County, Illinois)  
Rick Nelson—Lead States Program (Nevada DOT)  
Dan Roosevelt—for Andy Bailey, AASHTO Southeastern Region (Virginia DOT)  
John Blacker—AASHTO Western Region (Montana DOT)  
Joe Doherty—AASHTO Northeastern Region (New York State DOT)  
Dave Jones—AASHTO Highway Subcommittee on Maintenance (Idaho DOT)  
Wilfrid Nixon—TRB Committee A3C09 Chair (University of Iowa)

Chairman Hughes called the meeting to order at 8:00 am on Monday, November 19, 2001 and had everyone introduce him or herself. Since there was a new member Pat explained WMPCC background and the two previous scanning tours. Members also added what progress in snow and ice control operations has been made since the scanning tours.

Work Plan Reports

Project #1—RWIS/AI CBT Training Program (Rick Nelson and Lee Smithson)—Lee reported that 28 states and APWA had signed up and paid for the CBT. He had been in contact with the other snow belt states and received commitments from four of them that they were interested and would start the paperwork to use SPR funding to join the pooled fund study. Rick reported that the contractor was progressing well and the material presented at the September 10-13, 2001 review exceeded the Technical Working Group's (TWG) expectation in most areas of the program content. The TWG spent considerable time at the September review making sure the material was technically correct and adequately covered field operations. WMPCC discussed how the CBT should be marketed and rolled out. It was felt that the package should be presented at the major winter expos.

Project #2—State of the Practice Equipment and Facilities for RWIS and Anti-icing Operations (Rick Nelson and John Blacker)—the focus of this project is to canvas the snow and ice community to determine and document the RWIS/AI facilities and equipment currently in use. Some specifications could be posted to the SICOP web site

in the SICOP Document Repository, but it will probably be more useful to hot link to available state and local government web sites to look at their detailed specifications. A note needs to be applied to the SICOP web site to clearly state that this listing and linkage does not imply endorsement of the products or specifications. Wilf Nixon will hot link the Aurora web site since it has a listing of RWIS specifications and forecast service provider specifications. A discussion that there are many practices and both homemade and commercially produced equipment available, but these don't necessarily represent best practices. Should SICOP be looking at developing a process for requisite testing and evaluation that could lead to best practice?

Project #3—Determine Appropriate Friction Indicators to Describe Winter Road Conditions for Maintenance Operators and the Traveling Public (Lee Smithson)—Lee reviewed progress on the NCHRP Project 6-14 “Feasibility of Using Friction Indicators to Improve Winter Maintenance Operations and Mobility”. The project contract began in May 2000 and was originally scheduled to be completed by August 2001. However, the contract was modified at the request of WMPCC to include communicating road condition information (slipperiness) to the customer. The contractor developed a questionnaire to obtain information about using friction measurements in field operations and using these measurements in developing practical scenarios. WMPCC discussed how friction was being used in countries outside the U.S. for contract quality measurements and traffic management operations. WMPCC needs to monitor papers presented at TRB and the PIARC Winter Road Congress in January 2002 as well as the NCHRP 6-14 project and consider these for future directions for this project.

Project #4—Driver Education (John Blacker)—John reviewed that the Montana DOT has a half time position which makes presentations to driver training classes about winter driving. WMPCC felt this is a worthwhile project but the scope should probably involve others from the insurance industry (Insurance Institute on Highway Safety) and the National Traffic Safety Association. A telephone conference call with John Blacker, Pat Hughes, Wilf Nixon and Lee Smithson needs to be held to develop a plan of action.

Project #5—Anti-Icing Chemical Specifications (Dave Jones)—Dave reported that each state seems to have their own needs. The Pacific Northwest Snowfighters (PNS) published a base specification which others use and modify according to their particular needs. PNS also published an approved product list and have a working model on how to evaluate the chemical. ( Wilf you referred to a version 1 and I don't have the title, will you and Dave fill in the details for me please)

Project #6—Anti-drifting Snow Measures (Joe Doherty)—Joe reported that Project Snowman for New York has made some progress but will need another six months before it is ready for implementation. Beta version will be sent to design staff next month. Lee reported that NCHRP Project SP20-7, Task 147, “Update Design Guidelines for Control of Blowing & Drifting Snow” has been approved and a panel is being formed. Project start was delayed so a completed program won't be ready for review until fall 2002. Lee will follow NCHRP progress and keep WMPCC informed.

Project #7—Urban Winter Maintenance Practice Guide (Larry Frevert)—Larry reported on the status of the project. Progress has been slow and very little input was received during the Spring APWA meeting. APWA will want to publish and sell the manual so SICOP will not be able to post it to the public side of the web site.

Project #8—Automatic Fixed Remote Chemical Distribution Systems (Paul Pisano and Andy Bailey)—WMPCC felt the project has reached critical mass and a synthesis should be requested to show: 1) how well these systems work; 2) what affect have they had on accidents, traffic congestion, etc; 3) what savings can be calculated; 4) if the systems should be installed in other areas such as curves, bottom of vertical curves; 5) and what chemicals work best. There are several studies of a smaller scope and published papers as well as a spread-sheet listing agencies that have installed fixed spray systems and who to contact for more information that should be posted on the SICOP web site.

Project #9—Develop a Model Media Package (Wilf Nixon)—WMPCC discussed this two-part project. Part 1, development of the SICOP web has been accomplished and is being maintained by the University of Iowa. The second part, development of a model media package WMPCC recommended forming a Technical Working Group and establishing budget for this project. The project would collect existing experience and develop a media relations template that could be used by an agency to develop and improve information flow to the media during winter storm situations.

Project #10—State of the Practice AVL Technology (Andy Bailey and Lee Smithson)—WMPCC discussed the need to post and keep current a spread sheet of users on the SICOP web. Performing a benefit/cost analysis does not seem feasible because of lack of base data and the inability to gather good operational data. Need to hot link SICOP web site to FHWA “MCO User Service Addition to the National ITS Architecture” study just completed. Need to also document local government successes with AVL in total operations.

Project #11—On Board Freezing Point Measurement (Wilfrid Nixon and Lee Smithson)—Lee reported that the Iowa Maintenance Concept vehicle has the Aerotelub Fensor unit installed and ready for winter field-testing. This unit has been tested in the laboratory and performed very well. The Swedish National Road Administration has six Fensor units installed and ready for field-testing. Hopefully this winter will provide the needed precipitation events so successful field testing and evaluation will be possible.

### New Project Proposals

WMPCC discussed the need to identify standardized testing methodology for RWIS sensors. Dan Roosevelt will submit a second stage problem for consideration.

WMPCC discussed the MgCl problem that is developing in the western states. Part of the problem seems to be in type of aluminum in the wheel rims. Problems with brake separations are still unresolved. There is also an issue with concrete deterioration. It was proposed having a workshop to identify the facts. Workshop should include truckers,

automobile manufacturers, electrical connector manufacturers and pavement representatives.

#### Other Projects WMPCC members are involved in

Wilf Nixon is involved in snow fence tests this winter with Iowa DOT. He also has a research project involving abrasive applications and what stays on the roadway.

Dave Jones is actively involved with PNS specifications and with PNS as Canada deals with chlorides being declared a toxic substance.

John Blacker discussed the success Montana DOT is having using their radio technicians to maintain their 65 RWIS sites. They are experiencing substantial cost savings and the site is usually up and running 24 hours after the problem is reported.

Larry Frevert chaired a fixed location anti-icing panel at the spring APWA meeting. Larry and Mike Dooley made a SICOP presentation at the summer Iowa Regional APWA meeting. He is also working on a "Service First" program to make services more responsive to public need.

Diana Clonch will be replacing Larry Frevert as the APWA member and has a goal to expand the scope and membership of the APWA Winter Maintenance Committee. One of the first efforts will be a SICOP and scanning tour presentation at the spring APWA meeting.

Rick Nelson reported on Wilf Nixon and his WMPCC/SICOP presentations in Argentina. The concept was well accepted and the Argentina road administration intends to establish a similar program using WMPCC as their model.

#### WMPCC/SICOP Budget

The WMPCC/SICOP administrative budget has been depleted. A resolution has been drafted for presentation at the AASHTO annual meeting in December to replenish the fund. The replenishment will come from a solicitation to the states, APWA and NACE for \$4,000 each for the administrative fund.

#### January 2002 Scanning Tour

WMPCC discussed the upcoming scanning tour and the question sheets that had been transmitted to the Japanese governmental officials to guide the face-to-face meetings. A formal itinerary has been given to the scanning tour participants and the Japanese agencies. The anticipated results from the tour and the implementation strategies were discussed. It is anticipated the draft scanning report and a list of proposed projects will be available to discuss at the spring WMPCC meeting.

#### WMPCC Outreach Activities

Dave Jones reported that the Idaho DOT will be hosting the next Pacific Northwest Snowfighters Conference in Boise in June 2002. He would like to see booths for FHWA and AASHTO SICOP to promote our winter program. He will be recommending to the program committee that presentations be made on the January 2002 scanning tour and the AI/RWIS Computer-base training program. He also felt that WMPCC should be represented at the Eastern States and APWA Western States snow conferences as well as some of the state and local government snow rodeos. WMPCC agreed.

Dan Roosevelt recommended that Aurora be a regular agenda item at the WMPCC meeting.

Diana Clonch will insure WMPCC gets represented on the APWA Snow Conference in April 2002.

Lee Smithson, Joe Doherty and Rick Nelson made WMPCC/SICOP, RWIS, and Environmental presentations at the Eastern Winter Road Maintenance Symposium & Equipment Expo in Worcester, Massachusetts on September 5, 2001.

Wilf Nixon made a winter maintenance presentation at the Kansas DOT winter expo in September 2001.

Lee Smithson and Wilf Nixon will make SICOP and winter maintenance presentations at the TRB annual meeting in January 2002.

#### Next Meeting

The next meeting will be held in Las Vegas in early April 2002.

#### Adjournment

The WMPCC meeting adjourned at 11:30 am on November 20, 2001.