



2015 Executive Committee

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**ITS Technical Committee
Meeting Minutes
Tuesday, December 1, 2015**

Name	Agency
Tina Roelofs	Athey Creek
Sarah Tracy	TKDA
Morrie Luke	MnDOT – RTMC
Cory Johnson	MnDOT - ITS
Matt Gjersvik	WSB & Associates
Kyle Halligan	WSB
Terry Haukom	MnDOT
Steve Rippey	Metro Transit
Dan Rowe	MnDOT – ITS
Steve McHenry	SRF
Brian Scott	SRF
Allen Eisinger	TCC
Reid Golyer	Kilmer
John Gorg	Egan Co.
Doug Bischoff	Design Electric
Ken Hansen	MnDOT – ITS
Jerry Kotzenmacher	MnDOT
Tom Jensen	Alliant Eng
Sue Zarling	MnDOT
Rashmi Brewer	MnDOT – ITS
Derek Nieveen	Alliant Eng
Ralph Adair	MnDOT - RTMC
Durga Panda	Retired

Meeting Location: MnDOT Waters Edge, Room 323

Meeting Topic: Panel discussion:
Intelligent Transportation Systems from Contractors'
Perspective

Panelists: Doug Bischoff, Design Electrical Contractors Inc.,
Reid Golyer, Killmer Electric Company, Inc.,
John Gorg, Egan Company

Panel Moderator: Steve McHenry, SRF

1. Introductions / Sign-up sheet
2. Approve Minutes of Tuesday, October 6, 2015

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3. Review Agenda of Tuesday, December 1, 2015
4. Durga invited the attendees to suggest via email later discussion topics and speakers for 2016 meetings.
5. Discussion Topic – Panel discussion: Intelligent Transportation Systems from Contractors' Perspective.
 - Moderator Steve McHenry set the goal of the panel discussion: Real world feedback based on what the contractors experience in the field. He outlined the discussion format: He would begin the discussion with a series of questions for the panelists, each question being followed by responses from the three panelists; this would be followed by a series of questions from the audience in general, each question being followed by responses from any of the panelists. He invited the three panelist to self-introduce:
 - Doug Bischoff: Design Electric, based in St. Cloud, has been in business for 45 years; in transportation for 30 years; has worked on RICWS project.
 - John Gorg: Eagan has been in business for 75 years; did the original MnPass; acquired ColliSys 5 years ago.
 - Reid Golyer: Killmer has been in traffic signal business since 1970.

Below are questions/ topics posed to the panel for comment, followed by the panel's responses.

- Being electrical contractor, what do you (the panel) define as ITS vs electrical work? Panel's response:
 - Control and fiber.
 - Something cutting edge; unique solution of something.
 - Complex.
- What in ITS has worked well in your experience:
 - Replace 394 MnPASS speed arms- everything is buried. Eventually, everything worked out well. Biggest reason: openness and communication.
 - Five miles of fiber in Faribault was a challenge. It helped that people were good to work with.
 - RICWS
- What in ITS has been major challenge:
 - RICWS had lots of challenge. There were different viewpoints on how it is supposed to work. Each of the 4 or 5 styles of intersections provided different challenge.
 - Working with railroad companies, communicating with them, is challenging. MnDOT has special staff who are expert at working with railroad; they know the language, they know the personnel, they get result.

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- MnDOT will make available to the contractors the contact info of MnDOT's railroad expert. MnDOT suggested that it would benefit the companies to have a designated railroad point of contact who would work with MnDOT railroad person.
- Working with utility is a challenge; the contractors keep waiting for them.
- Supplier delay: Fiber supplier sell to telecom companies in very large volumes compared to relatively miniscule ITS orders and the suppliers keeps stringing one along, first 3 weeks, then 5 weeks; 494-694 is an example; not sure what the solution is.
- APL is an issue. No one can ship for 4-5 weeks.
- Equipment non-uniformity is a challenge.
 - Other districts don't know cabinet standards in Metro.
 - Different cities specify different equipment, often driven by vendor's pitch to the city.
 - Lighting non-uniformity is an issue.
 - MnDOT explained that typically local planners and landscape architects decide equipment, such as lighting, at different locations.
 - State furnished material is an issue. As example: in RICWS, blank-out sign furnished by the State- ESS wasn't aware what it is.
 - MnDOT acknowledged that lesson learned from RICWS is that ITS team needs to work with ESS.
- Suggestion was made to tie a TE number to each product
- What does the panel like or not like in Design-Build vs Design-Bid-Build:
 - Design-Build: Door is open for ATC but door is closed after that.
 - In DB, temp fiber spec is not easily found. It would be desirable to put it in S section (not SV) or in requirement. Spell out the requirements, e.g.: 4 cameras, 2 loops, etc.
 - Conflict with general contractor. General contractor doesn't seem to pay attention to the SE section. It would be helpful if MnDOT can put words for general contractor.
 - Place temp lighting in S section also.
 - Different consultants view differently as to what needs to be done to keep the progress in temp stage.
 - In DB, there is no team. It would be desirable for MnDOT to require electrical contractor be at the table.
- ITS details in plan: If there is a change, it is desirable to put it in bold. Place variations from standard plates in special cards.
- Enhancements: Some have station marks, would prefer stationing to more easily match up with overall construction plans.

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- Paper vs PDF: PDF is great, typically make paper copies for field workers.
 - Suggestion regarding working with the cities: Give address of intersection. Addresses given by the cities, Excel, and MnDOT don't match. Designers should get address from the cities and give it to the electrical contractors. MnDOT should specify them in their participation agreement with the city.
 - GPS:
 - Some hire specialty firms to do GPS, others have trained internal staff. Still slipping through the cracks on some projects and not being completed.
 - Project letting in Spring: Panel expressed desire to start projects in Spring vs in August.
 - Work zone safety class: Different panelists have different method of training internal staff.
6. Round Robin:
- a. Ralph Adair:
 - 35E MnPASS is open, transponder is required, however, currently there is no charge.
 - b. Tom Jensen:
 - Finishing up as-builts for 35E.
 - c. Ken Hansen:
 - RICWS: 48 out of 50 running. It will be all done by June.
 - Working on remote monitoring for ITS signals.
 - d. Cory Johnson:
 - Truck rest area counting and signing started. This involves technology in rest areas to count trucks.
7. Other: Next meeting will be held on Tuesday, February 2, 2016, 1:00pm-to-3:00pm at Waters Edge Conference Room A.
- Meeting topic: Turning Connected Vehicle Data into Traffic Measures Using V2I Emulator, by James McCarthy, FHWA.