

MnDOT Statewide Work Zone Safety Committee Meeting Minutes

*April 9, 2013 --- MnDOT Training & Conference Center, Rm 4, 1900 W Co Rd I, Shoreview, MN
- Meeting: 9:00 am to 3:00 pm -*

Attendees

The attendance roster is listed at the end of these minutes. The list includes members, people substituting for members, and guests.

Welcome and Introductions

Steve Lund (MnDOT Office Maintenance, **OM**) welcomed the group and thanked everyone for attending.

Each participant introduced themselves.

Committee Reports

Statewide Work Zone Executive Committee – Sue Groth

As there are newer members of the Statewide Work Zone Safety committee, Sue explained the purpose of the committee. She mentioned that it meets twice a year and reviewed the [mission and purpose](#). She then mentioned the following regarding how this committee works:

- Multiple viewpoints is very valuable
- Pointed out that this is a multi-disciplinary group including engineers, enforcement, local agencies, utilities, state and others
- The group members may not always agree, but this is a venue to share information and discuss ideas
- Extolled the group to speak up to share ideas

She mentioned the Statewide Work Zone Executive committee has given direction to MnDOT's functional groups to focus on: training, crash reporting, Transportation Management Plans, and the inspection/reviews of functioning work zones.

Sue let the group know that there are a variety of groups looking at Automated Speed Enforcement (ASE):

- MnDOT put forward an idea of a pilot project for ASE in legislation. Concerns were raised by various agencies, so MnDOT decided to rescind the suggestion until more is understood about the concerns.
- The Center for Transportation Studies at the University of MN has a research project looking at proposed legislation for ASE in School Zones and Work Zones. This research is looking at other states and focus groups.
- A MN city and a vendor brought forward Red Light Running Photo Enforcement up to the Legislature. Some groups raised concerns with the idea. The ACLU and the MN Peace Officers League spoke against it. It was controversial so it was tabled.
- AASHTO may help with the overall effort. There are a couple of the AASHTO Committees that may research ASE, perhaps as a Synthesis project. Steve Lund will bring up with SCOM (Maintenance) and Sue will bring up with SCOTE (Traffic Engineers).

Action: Sue and Steve will author research statements to bring through the necessary AASHTO channels.

While the group was discussing ASE, Tom Dumont brought up an effort being piloted in St. Cloud - called Enhanced Red Light Enforcement. The system uses cameras connected to a Digital Video Recorder, a laser recorder, and a trooper on-site. The camera captures the video (including the red light and the driver violating it) which the trooper can watch and store and then the trooper can pull over the violating driver without going through the red light. If the driver contests, the trooper can immediately pull up the video to show the driver. URS is involved in developing a report on the effectiveness. Both the State Patrol and St. Cloud Police can use the system.

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Action: Tom Dumont will provide the report and a summary at the next SWWZSC meeting.

Sue reiterated that if anyone has suggestions to improve work zone safety, to please make sure that the Executive Committee (and the Committee Coordinator - Ken Johnson of OTST) is aware.

Work Zone Safety and Mobility Process Feedback Discussion Team – Ted Ulven

MnDOT's Work Zone Safety and Mobility Process requires feedback meetings with each of the districts on a timely basis. The goal of these meetings is to conduct Process Feedback Discussions with the functional units involved with temporary traffic control in each of the districts. These discussions allow the Team to:

- assess the effectiveness of our policies, standards and guidelines
- identify best practices
- discover issues to make temporary traffic control work better on a statewide basis

A feedback discussion team has met with 4 districts in the fall of 2012 and plan to meet with 3 others in the fall of 2013. Ted Ulven gave a presentation on what was found in the latest feedback discussions. The presentation can be found at the web address of <http://www.dot.state.mn.us/trafficeng/workzone/wzcommittees.html> with the title of *2012 WZ Process Feed-Back Discussions.pdf*.

The feedback report of the 2012 discussions can be found at the following website:
<http://www.dot.state.mn.us/trafficeng/workzone/wzreports.html>

Action: A preliminary report of the fall 2013 district feedback meetings will be given at the next meeting.

Gary Thompson of URS brought up the fact that their company has been asked by the FHWA to look into how the Federal Work Zone Safety and Mobility Rule relates to Design-Build Contracts. Initial direction is that agencies have to be more specific in the special provisions for D-B Contracts. His company is developing a report that will highlight the particular areas of the special provisions that special attention should be given to in these types of projects. One key element is that the TMP needs to be created by both the agency and the contractor team.

Steve Lund and Sue Groth wanted to make sure that the overall committee knew that the MnDOT Work Zone Safety and Mobility Policy is fundamental to how MnDOT approaches work zones and is thus important to this group.

Traffic Engineering Organization Temporary Traffic Control (TEO TTC) Committee

– Chair: Ted Ulven

Ted Ulven (OTST) let the group know that the TEO TTC meets quarterly and discusses issues topical to temporary traffic control. The minutes to these meetings are on the same page as the minutes to this committee:

<http://www.dot.state.mn.us/trafficeng/workzone/wzcommittees.html>

Some highlights from the most recent meetings follow:

- The Electronic Work Zone Speed Limit system used on I-35 in 2012 and is intended to be studied in more depth in 2013
- MnDOT's [Standard Sign Manual](#) and [Standard Sign Summary](#) are being updated
 - Kent Barnard's suggested sign from the October 2012 meeting is being added
- The standard sign detail for construction signs will be added to the temporary traffic control template sheets
- ATSSA work zone training classes (developed through the FHWA work zone safety grant) are being brought in (taught in Spring 2013)
 - Urban Work Zone Traffic Control Design
 - Short Duration and Maintenance Temporary Traffic Control

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- MnDOT provided a Traffic Control Plan Development Course through Albeck and Associates
- Future items for the TEO TTC Committee
 - MnDOT's Traffic Engineering Manual is being rewritten - the TEO TTC Committee will need to review changes to the TTC chapter
 - Field Manual may be updated this summer for publication next year

Trudy Kordosky posed a question: has there been any discussion about detours and the sign message 'open to local traffic' as the Standard Signs Summary was being modified? Should the sign message be changed?

- Ted mentioned that it hadn't been up to this point.
- Craig Mittelstadt said that he'd bring it up to the Resident Engineers at a meeting the following week.
- A suggestion was made to add the fine amount to the sign.
- Ted and Craig will bring this topic up at the multi-state work zone roundtable to find out what other state's practices are.

Action: Sue Groth will add this issue to the research statement request for the AASHTO committees.

Presentation: Work Zone Crash Data Issues and Using Georilla to Show Crash Data

Ken Johnson presented how an internal tool to MnDOT called Georilla, currently developed and used by a variety of MnDOT Metro functional units can be used to show, geographically:

- Where work zone crashes have occurred on a yearly basis (using crash report data that is not immediately available)
- Construction project limits on a per year basis - allowing the user to identify elements of that project (State Project number, etc.)
 - Metro Traffic is also using the construction project limits to identify expected detour routes
- Where '*Incidents*' identified by State Patrol have occurred over specific time limits (past hour, past 12 hours, past 1 day, past 12 days, etc) - allowing the user to find all Patrol reported incidents, which could be used to find crashes that have occurred in the project limits of a work zone

This can be a part of identifying crashes that may be related to work zones. Metro Traffic staff can also create ways to interpret the data to be shown provided that there is a database sort that can provide information to be shown on the map.

Resident Engineers' Work Zone Safety Advisory Committee – Co-chairs: Trudy Kordosky and Craig Mittelstadt

The committee is meeting next week so there isn't anything specific to report at this time but Craig wanted the group to know:

- Jon Jackels of OTST Intelligent Transportation Systems is looking for a pilot project for an Automated Flaggers system to be used to control traffic from side roads that are entering the main road that is under the control of a flagging operation.
 - The idea is to use intelligent signs for the side streets that would notify incoming drivers of the direction of the platoon of vehicles (perhaps controlled by a pilot car) and the wait time
 - This will be discussed at the upcoming meeting.

As the discussion was on flagging, Dave Mavec let the group know about a bad crash with a semi that ran into the back of the queue. He is starting to advocate using portable rumble strips to alert the driver of upcoming flagging operations.

Action: Sue Groth was asked to add a request for a synthesis of other states' flagging operations to the research statement request for the AASHTO committees.

Chris Krueger suggested that perhaps a formal Communications message would help. Is there a way to reduce distractions using a message such as: Make a Work Zone a Dead Zone for Cell Phones.

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Tom Dumont mentioned that vehicle to vehicle (V2V), vehicle to infrastructure (V2I), or automated vehicles may help with intrusions and back of queue crashes in the next decade.

- Volvo has cameras that can detect the surrounding environment and traffic, they even have a stated goal that by 2020, no one will die in a new Volvo car.

Presentation: *Metro Maintenance's Cone Setting Cage*

Doug Thies presented a prototype of a cone setting cage that would allow channelizing devices to be placed for a work zone in possibly a safer operation. The presentation can be found at the web address of <http://www.dot.state.mn.us/trafficeng/workzone/wzscommittees.html> with the title of *MnDOT Metro Cone Setting Basket Prototype.pdf*. Also available is a handout *MnDOT Metro Draft Cone Setting Guidelines.pdf*.

Some highlights of the presentation:

- One of the most dangerous operations of maintenance staff is setting up cones in a work zone.
- This prototype cone setting cage has a cone storage and deployment area on the front of a MnDOT truck. There is a smaller prototype and a larger one that has been constructed.
- There may be a concern that the weight of the larger cone setting cage may be too great for the truck it was attached to. This is being assessed.
- Metro would like to create 17 of these - one for each truck station.
- District 4 used the schematics and constructed one for their use.
- District 6 is creating another cone setting prototype - this one has the cone setting occur from the back of the truck.

Worker Safety

Worker safety was moved up in the agenda to accommodate the leads (Todd Haglin of CO and Doug Thies of Metro).

Todd Haglin mentioned that the state OSHA officers have been given a new directive for guidance on an OSHA inspection of a work zone. This directive contains instructions on what to look for within a work zone; unfortunately, this directive cites an out of date version of the Federal MUTCD for a reference document. This is a concern as it is the current version of the MN MUTCD that should be used in the state of Minnesota, which is allowed per federal rules.

- Tim Lewis mentioned that his company had a job in Missoula, Montana where OSHA came through and used the new directive. This directive is being used.

Action: The TEO TTC committee will look into the new Federal Directive to see if there are any concerns with MnDOT standards and policies.

Special Provisions Annual Update Committee – Chair: Craig Mittelstadt

Craig Mittelstadt (OCIC) reminded the committee that his committee meets once per year in October to discuss needed changes in the Time and Traffic Boilerplate Special Provisions - primarily 1404. He let the group know that the 1404 rewrite from October 2012 has been made and will be seen on projects in 2013. If anyone sees any needed grammatical changes, please go through the Special Provisions unit in MnDOT's Office of Project Management and Technical Support.

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Statewide Maintenance Work Zone Safety Committee – Co-Chairs: Sue Lorentz & Randy Reznicek

Sue Lorentz stated that the group hasn't met yet this year, but she will give an update on some of her related activities:

- Sue has been conducting work zone training with Kathy Schaefer.
- They have been hearing from maintenance staff that they'd like to extend the time limit for the use of mobile operation layouts out of the Field Manual.
 - Sheila Johnson mentioned that there is flexibility to use specific layouts on a project by project basis as long as you can document reasons why.
- Documentation:
 - Many or most field personnel don't know anything about the MnDOT Work Zone Safety and Mobility Policy; they are learning that they have to document, but they don't know why.
 - A question is out there about whether or not there should be follow-up for the records and documentation. Maintenance workers are accountable to their own district.
 - Some districts are doing a checklist type of documentation.

Steve Lund suggested that perhaps some type of performance measure is necessary regarding documentation.

Action: Sue Lodahl will bring the identification of the need for appropriate documentation of maintenance traffic control to the Operations Managers Group.

PERCOM – Chair: Rod Clark

Rod Clark was unable to make this meeting. No update for PERCOM.

Discussion: *Work Zone Related Research Efforts*

There was discussion about the following work zone related research efforts (notes from the meeting included):

- Using Smartphone App to Help the Visually Impaired Navigate Work Zones Safely
 - Ken Johnson is the technical lead for this research and updated the group with its intent and status.
 - MnDOT OTST is working with Chen-Fu Liao from the University of Minnesota regarding the development of a smartphone app that would allow pedestrians with visual disabilities better navigate work zones. The idea is to include low-power Bluetooth devices in select locations of the work zone that would provide a unique id to a smartphone that would then access a database that includes a message created for the specific device's location.
 - Included in the research is the determine the appropriate message to provide to a pedestrian with a visual disability.
 - The report should be completed by the end of 2013.
- District 3 AFAD Research
 - Tom Dumont is the technical lead for this research and updated the group with its intent and status.
 - This research will look at using AFADs in a moving work zone to assess the feasibility in such an operation.
 - To be investigated are possible methods to move the AFAD along.
 - Some changes to the MN MUTCD or the Field Manual may be necessary.
 - Some AFADs will be purchased as part of the research to be tested.
- Portable, Non-Intrusive Advance Warning Devices for Work Zones with or without Flag Operators
 - Bob Vasek is the technical lead for this research and updated the group with its intent.

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- This project will look at the human factors impacts of a variety of treatments intended to improve the safety of flagging operations. The treatments include portable transverse rumble strips, a directed horn, signing conspicuity lights and the use of additional channelizing devices.
- The simulator at the University of MN will be used for part of the assessment.
- A field evaluation will be done based on the results from the simulator.
- Part of the research is to get the moral decision making.
- The contract will be started sometime after July 2013.

- Work Zone Diversion Rates and Capacity Reduction
 - Tiffany Dagon is the technical lead for this research and updated the group with its intent.
 - As part of MnDOT's Work Zone Safety and Mobility policy, MnDOT needs to be able to assess the traffic operations impact of temporary traffic control. This includes the need to estimate the delay and queue of specific types of projects. To do this, diversion rates and capacity reduction numbers are needed.
 - This project will develop guidelines to MnDOT can know what capacity can be expected and what diversion will occur depending on the temporary traffic control and the surrounding road system.
 - The Highway Capacity Software has factors, but these are a very broad range. This research will help narrow those factors for MN roads.
 - This project will also look at the attractiveness of alternate routes.

External Partners

Law Enforcement – Lt. Bruce Brywell for Major Jeff Huettl (State Patrol)

Bruce Brywell reported for Jeff Huettl that the Towards Zero Deaths efforts are starting in earnest from the Department of Public Safety.

He also mentioned that the TOCC consolidation is going to Rochester and Metro. There are continuing discussions going on for the partnership effort between agencies to make sure communication works.

Craig Mittelstadt said that they will have a ton of Extraordinary Enforcement this year.

Tiffany Dagon mentioned that there have been instances where State Patrol was used to encourage drivers to move over for a short time for a contractor to do some construction work - it's happened on some CPR jobs. For example, the patrol car was encouraged to "straddle" the imaginary line created by the channelizing devices. This is not a safe activity.

- She asked if there a way to get the word out to Patrol that they shouldn't need to do this based on a contractor's request.
- The group reiterated that the trooper should do what the MnDOT project personnel says.

Action: Craig will raise awareness of this issue at the Resident engineers meeting

Engineering Consultants – John Crawford and/or Gary Thompson (URS)

Gary Thompson mentioned that he'd be willing to present the findings of the report regarding how the Federal Work Zone Safety and Mobility Rule relates to Design-Build contracts. He reiterated that additional items are needed in the contract documents to assure that a Transportation Management Plan is done effectively.

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Northland Chapter ATSSA – Rick Shomion (President), Jay Blanchard (Past President), Ken Russell (Treasurer), Lynn Berg (SignCAD)

Rick Shomion reported that they just recently held the 21st annual Northland Chapter of ATSSA's How-To Conference.

- 450 attendees pre-registered
- Over 50 vendors attended
- The next event will be March 18-19, 2014 in Fargo, ND
- The How-To planning session will occur on July 22&23, 2013 in Ottertail, MN.

The committee raised some ideas raised for the planning committee to consider:

- How to prep the pavement surface before installing a pavement marking
- Present the results of the Electronic Work Zone Speed Limit study
- Mobile barrier or Balsi beam used by Caltrans
- Innovative products
- Intelligent Transportation Systems in work zones

Contractors – Abby Ferri (AGC), Woody Bear (Shafer), Larry Hanson (Egan)

Larry Hanson is the Safety Director at Egan Companies. This is his first meeting so he's learning the dynamics. He appreciates the invitation to attend.

Temporary Traffic Control Providers – John Story (Traffic Technologies), Mike Granger (Street Smart Rental), & Tim Lewis (Highway Technologies)

Tim Lewis had a few comments for the group:

- He is concerned about the OSHA directive using the old edition of the Federal MUTCD, which does not apply in Minnesota.
- He feels that visual alerts are becoming ineffective - signs seem to be just becoming white noise to the driver. More may need to be done with sound and tactile devices.
- He suggested to the group that transition areas need wider pavement marking stripes, perhaps increase from 4 to 8 inches in width to give the driver greater guidance.

Federal - Will Stein (FHWA)

Will Stein was not able to make the meeting.

County - Wayne Sandberg & Adam Bruening (Wash.Co.) & Wayne Fingalson (Wright County)

Adam Bruening mentioned that Washington County is constructing a lot of roundabouts and was wondering what others were doing about traffic control.

Ken Johnson mentioned that MnDOT intends to put guidance for TTC in roundabouts into the field manual when it is republished.

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Sheila Johnson mentioned that preformed thermoplastic seems to be holding up well in roundabouts. So that could be used to reduce the need of replacing pavement marking operations.

Municipal - Jay Koslucher (Fridley)

Jay Koslucher mentioned that State Aid has been a good source of work zone guidance, but additional guidance may be needed for Temporary Pedestrian Access Routes.

Education - Kathy Schaefer (LTAP)

Kathy Schaefer let the group know that a new LTAP Orientation to Work Zone Safety training is now available online.

- It is located at the following web address: <http://www.mnltap.umn.edu/training/web/workzone/>
- It's based on MnDOT's Orientation to Work Zone Safety online training.
- The audience is intended to be new employees in road agencies. It takes about ½ to 1 hour to complete.
- Leigh Kriewall mentioned that she had made changes to MnDOT's online training based on what was done for the LTAP training.

Utilities - Dale Anderson (CenterPoint Energy) & David Haedtke (CenturyLink)

David Haedtke raised the following points and issues:

- CenturyLink has been having issues with relocating utilities in roundabouts. His company is finding this difficult as the existing infrastructure has been in place for many years.
- His company currently uses Federal guidelines training and is interested in the LTAP training just mentioned.
- For larger scale work, his company uses a traffic control contractor (currently Highway Technologies) as they have the experience with traffic control on a greater scale.
- He is appreciative of the idea of adding utility coordination into the TMP development.

MnDOT Internal Partners

Management Teams

- PCMG Mark Waisanen
- CMG Mark Panek
 - Mark Panek mentioned that CMG is meeting soon and he'll bring an update of this meeting to that group.
- OMG Sue Lodahl
 - Sue Lodahl mentioned that OMG will be meeting the next day and also brought up the following:

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- Through the Destination Innovation program, 20 licenses of Cone Zone are going to be purchased to see how this program fits in with Maintenance temporary traffic control planning and deployment. Ryan Otte is finding the appropriate personnel and they expect baby steps until maintenance staff get used to it.
- The Office of Maintenance is purchasing about 60 TL-3 TMAs to be distributed statewide. About 39 of them will go to Metro.

Maintenance

- OM Steve Lund, Bob Vasek
 - Bob Vasek let the group know that Sue Lorentz has been visiting maintenance staff in the districts for their best practices and these will be shared with OMG to head towards consistency and more effective use of the tools.
- Training (Maint/Locals) Sue Lorentz and/or Kathy Schaefer
 - Sue Lorentz mentioned that much of her time has been going towards updating MnDOT's Maintenance Manual and July is the target date for completion.
 - She is also planning on visiting a lot of districts this year for maintenance operations temporary traffic control reviews and is willing to bring others. Contact her if you'd like to go with.
- Districts Sheila Johnson, Randy Reznicek
 - Sheila Johnson mentioned the following to the group:
 - Metro Maintenance has installed upcoming Construction Information Signs. As of the date of this meeting, 4 of the 10 are up. The installed cost of each sign is \$4500.
 - Many supervisors have been supplied with iPads and they intend to use to record work zone installations and they are determining data steward requirements

Traffic Engineering

- OTST Sue Groth, Peter Buchen, Ken Johnson
 - Peter Buchen mentioned that he has seen a few devices recently that were placed close behind cable barrier. The cable barrier does deflect (distance depends on provider of the system), so he recommends that they are not placed there and if they have to be, they should be delineated with channelizing devices per the Field Manual.
- Districts Tom Miles, Jeff Rieder, Jerilyn Swenson, Tiffany Dagon, Mike Engh
 - Tiffany Dagon brought up the advance Construction Information Sign and mentioned that the sign was installed much earlier than usual and the type of work has been added. Mike Engh added that these will be placed a month prior to the construction work starting.
 - Tiffany queried Sheila Johnson about the recent use of iPads to record traffic control set ups. Sheila said that this has only been done on a couple of situations with unique traffic control set ups. She is not certain whether the practice will be continued. Bev Farreher is working with Pam Newsome and Betsy Parker to determine retention schedule and legal impacts.

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- Dave Mavec mentioned that maintenance workers in MnDOT District 1 think that there is less being done with Speaker's Bureau than in the past. Leigh Kriewall mentioned that there really needs to be a local champion for the Bureau to be successful in the district and suggested that Dave work with district internal staff to increase the output of the Speaker's Bureau.

Construction

- OCIC Tom Ravn, Craig Mittelstadt
- Training/Speaker Bur. Leigh Kriewall
- Leigh Kriewall let the group know the following:
 - The *Anatomy of a Winter Storm* video is changing for the Speakers Bureau - it will be ready for next year.
 - Demand has been high for the Traffic Control Supervisor course. There were 2 this year with over 100 attendees. She expects that there will be 3 classes next year.
- Resident Engineers Trudy Kordosky
- Trudy Kordosky of District 4 MnDOT has mentioned that this will be a very busy year for her district. There are twice the normal amount of projects.

Communications

- Statewide Chris Krueger for Kevin Gutknecht
- Chris notified the group of the following Communications efforts:
 - OTST is using some federal funding for work zone safety and zipper merge
 - Zipper Merge (3rd year of campaign)
 - Billboards, radio and TV
 - Work Zone Safety Message (doing paid spots as opposed to PSAs)
 - last year looked at data to determine appropriate message
 - all age demographics
 - simple, bright
 - billboards already up
 - radio coming in the next couple of weeks
 - television ads
 - Also putting out the message in social media
 - Developing infographics to be put on Facebook
- Visit with Chris if you have ideas or can schedule something
- Metro Kent Barnard

State Aid

- SALT Paul Stine for Mark Vizecky

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- Paul Stine let the group know that MnDOT State Aid has just brought on a new State Aid Construction Support person (Mitch Bartelt). He is open to providing teaching opportunities to locals if desired.
- Districts

Adjourn – Thanks for making it.

Statewide Work Zone Safety Committee – Membership Attendance – October 15, 2012

Name: **present:**

Rotating CHAIRS:

Duane Hill (Duluth - District Engineer)

Sue Groth (OTST - Director)

Steve Lund (OM – Director)

Tom Ravn (OCIC – Director)

EXECUTIVE COMMITTEE:

Nick Thompson (Division Director)

Mike Barnes (Division Director)

Jon Chiglo (Division Director)

Rick Kjonaas (SALT - Asst Director)

FUNCTIONAL ADVISORS:

Ken Johnson (MnDOT OTST)

Bob Vasek (MnDOT OM)

Craig Mittelstadt (MnDOT OCIC)

Ted Ulven (MnDOT OTST)

Mark Vizecky (MnDOT SALT)

EXTERNAL PARTNERS:

Enforcement

Major Jeff Huettl (DPS – State Patrol)

Federal Agency

Will Stein (FHWA)

Counties

Wayne Sandberg (Washington County)

Adam Bruening (Washington County)

Wayne Fingalson (Wright County)

Municipal

James Koslucher (Fridley)

NCATSSA

Rick Shomion (President)

Jay Blanchard (Past President)

Ken Russell (Treasurer)

Lynn Berg (NCATSSA – SignCAD)

Contractors

Abby Ferri (AGC)

John (Woody) Bear (Shafer)

Larry Hanson (Egan)

TTC / IWZ Services

Tim Lewis (Highway Technologies)

John Story (Traffic Technologies)

Mike Granger (Street Smart Rental)

Steve Anderson (Street Smart Rental)

Name: **present:**

LTAP

Kathy Schaefer (LTAP)

Consultants

John Crawford (URS)

Gary Thompson (URS)

Utilities

Dale Anderson (CenterPoint Energy)

David Haedtke (CenturyLink)

INTERNAL PARTNERS:

Construction:

CMG Mark Panek (D-6)

Training/Spk Bureau Leigh Kriewall (OCIC)

Resident Eng Trudy Kordosky (D-4)

Maintenance:

OMG Sue Lodahl (OM)

Statewide MWZSC Sue Lorentz (OM)

PERCOM Rod Clark (Metro)

District Randy Reznicek (D-3)

Sheila Johnson (Metro)

Public Affairs/Communications:

Central Office Kevin Gutknecht (Comm)

District Kent Bernard (Metro)

Design:

PCMG Mark Waisanen (D-4)

State Aid:

District Vacant

Worker Safety:

Central Office Todd Haglin (Admin)

District Doug Thies (Metro)

Traffic Engineering:

Central Office Peter Buchen (OTST)

District Tiffany Dagon (Metro)

District Mike Engh (Metro)

District Jerilyn Swenson (D-3)

District Jeff Rieder (D-6)

District Dave Mavec (D-1)

Subs Attending: **Representing:**

Bruce Brynell State Patrol (Maj. Jeff Huettl)

Tom Dumont D3 Traffic Engineering (Jerilyn Swenson)

Chris Krueger MnDOT CO Comm (Kevin Gutknecht)

Guests Attending:

David Tody MnDOT Metro Maintenance

Reid Golyer Egan Company