



TEO Signal Committee Meeting Minutes
Meeting Date: 9/15/2017
Water's Edge Conference Rm A
Meeting Time: 9:00am – 12:00am

Meeting Attendees:

Jerry Kotzenmacher	Sue Zarling	Mike Gerbensky
Kile Holm	Linda Heath	Derek Leuer
Mike Fairbanks	Gennady Begelman	Derek Lehrke
Robin Delage	Peter Skweres	Marty Carlson
Clint McCullough (Phone)	Jim Deans	Brian Vetek
Mark Korwin-Kuczynski (phone)		
Cindy Dittberner (phone)		

Old Business-

Cabinet/Controller Committee – Intelight Maxview software currently is in about 350 signals. 50 more installations are planned by Metro before the end of summer. Dakota County is the first non-state agency to get the software, currently at 50 signals. Weekly call ins with the manufacturer are currently happening. Working on centralizing the system so MnDOT and other agencies can see each other's signals as part of TSMO (Transportation Systems Management and Operations).

ATC controller spec – Peter is working on the spec. A few line items left. Spec should be done in about a month

Cabinet Spec. – ESS has a stock of cabinets. Spec will be looked at February 2018 time frame.

RICWIS – Jim D stated that ESS currently does not have a replacement cabinet for a RICWIS if any existing cabinet gets hit or destroyed. It will take while to get a new cabinet in.

Rodent Inti-intrusion Pipe –Alex will add the product to the APL and draft up special provisions so it can be used on projects. It will be written so that the contractor has the choice between the wire mesh and the pipe. See picture below in attachment.

Dark Signal – Sue had a discussion with District Traffic Engineers at a TEO Exchange. OTST will draft a high level write up on how to handle dark signals still leaving flexibility for districts based on volumes and extent of issue. This letter will go through the A.G. office. It was also questioned whether battery backup should be a mandatory install. Sue will bring this to the TEO Exchange for discussion.

FYA Sign - There is a case where the FYA never comes on. The district asked if they could remove the sign. The practice on the sign is we always install if there is a FYA. But the sign can be removed any time after 6 months.

Sample Plan - Jerry will send examples out for comments on the new label for conductors.

The 4" conduit has been removed on the sample plan and two 3 inch conduits will be installed where a 4 inch conduit used to be installed. This change will be on the next sample plan release. In order to get this out as soon as possible the sample plan will go out with labeling for the conductors that may need to change in the future after further discussion.

New Business

Back plate reflector Project – OTST safety group has received \$500,000 to install backplates with a reflector for as many signals as we can get for this amount of funding. Costs are currently estimated at around \$2000 to \$2500 for all the heads at an intersection. At this price, Derek Leuer (project manager) estimates around 200 intersection will get the reflective back plate. The back plates will be completely replaced with new back plates that have a 2" reflectorized tape. Reflectorized back plates is one of the few FHWA safety strategies that MnDOT has yet to put in place. The reflector is intended to make the signal stand out more, particularly when signal power goes out and the signal is dark. They will be installed throughout the state, typically at the first signal into a city.

Rail Road preemption – OTST met with BNSF Railroad to discuss preemption times. BNSF will now follow a new AREMA statement that vehicle preemption times cannot be over 50 seconds. This means a third circuit for pedestrian times will typically need to be installed. Will still have the standard vehicle preemption circuit and the gate down circuit. Make sure Jerry is part of any design diagnostic team and reviews the design timing form before sending off to the rail road. Ron Christopherson is working on the 3rd pedestrian circuit.

ADA pedestrian crossings – The ADA office has suggested crossings where no peds appear to be currently present and this has become a concern to districts. The committee suggested that the districts should be on field walks with the ADA office when they are out. Sue will send Todd G. an email.

Available Fault Current Calculations – Calculations and a contractor applied label are required by the NEC and 2565.3CC of the MnDOT Standard Specifications for Construction. The installation of this sticker should be enforced.

Personal Protective Equipment (PPE) Label – MnDOT maintenance wants a second printed warning label in the service cabinet on the dead front door. This label will state the minimum PPE required when servicing the cabinet while it is energized. These new requirements will eventually be in 2018 special provisions.

Standard plates on Title Sheet – It was requested that we move the standard plate listing from the title sheet to inside the plan. The standard plate listing will remain as is and be moved to the second sheet of the title sheet. Leave all of the possible plates and fill in the plates that are used as is currently done. Add extra space for additional plates if needed.

Mulch Rock around cabinet – D6 has placed mulch rock around cabinets that do not receive regular mowing's. This prevents mice and other rodents getting into the cabinet. Most committee members liked the idea. Districts can use the mulch if they want. Mulch size should be no more than 3 inch. Larger rock presents an issue for maintenance if they need to get to the conduits.

State Signal Timing Statute - MnDOT State Aid is working with cities and counties to assure that their signal timing practices are current with this law. Cities and counties with roads over 20,000 ADT need to retime these signals every 5 years. MnDOT districts must also assure that any signals they have meeting this criteria are also being retimed. Eventually TAMS should be ready for timing to be entered in for a good tracking method.

Cabinet Pad Layout – Metro District presented a detail of the cabinet pad with recommended changes. OTST will review and discuss with Metro for further action.

MnDOT Certification for indication replacement - Question came up if anyone replacing LED indications needs to be MnDOT Signals and Lighting Certified. The committee agreed they do not need to be MnDOT certified if they are just replacing the LED indications. They must be using LED's listed on MnDOT's APL.

Next meeting: Wednesday 24th, 2018

Waters Edge **Conference Room 176**

9:00am – 12:00 noon

Send agenda items to Jerry K

Attachment

Rodent pipe -

