

In this issue >>>

eAdvertising update (pg. 1)

Employee news (pg. 2)

2014-2016 SRTS grants awards announced (pg. 2)

Pavement markings in the Electronic Proposal Document Tool (pg. 3-4)

Federal Aid - final cost breakdowns (pg. 4)

Pro rata items (pg. 5)

MnMUTCD Language (pg. 5)

Labor Compliance Tools (pg. 5)



Issue Number 68, June 2014

State Aid E-Scene

eAdvertising update

By: Merry Daher, State Aid Project Delivery Engineer

The 2014 legislature revised MN statute [331A.12](#) to align with the terminology in statute [331A.01](#) allowing counties to use their websites as official publications for advertising construction projects, as follows:

Sec. 22. Minnesota Statutes 2012, section 331A.12, is amended to read:

331A.12 WEBSITE ADVERTISEMENT FOR TRANSPORTATION PROJECT BIDS.

Subdivision 1. Definitions. (a) The terms defined in this subdivision and section 331A.01 apply to this section. (b) "website" means a specific, addressable location provided on a server connected to the Internet and hosting World Wide Webpages and other files that are generally accessible on the internet all or most of the day.

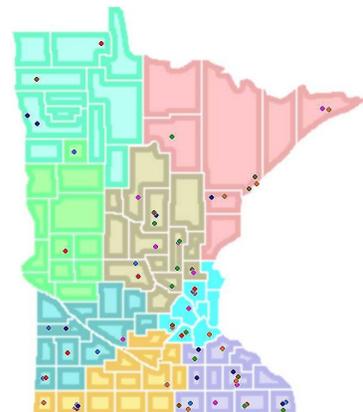
Subd. 2. Designation. At the meeting of the governing body of ~~The local public corporation a~~

~~political subdivision~~ at which the governing body ~~must designate~~ designates its official newspaper for the year, the governing body may designate in the same manner publication of transportation projects on the local ~~public corporation's~~ political subdivision's website. ~~Publication on the website may be used in place of or in addition to any other required form of publication.~~ Each year after designating publication on the website for transportation projects, the local ~~public corporation~~ political subdivision must publish in a qualified newspaper in the jurisdiction and on the website, notice that the local ~~public corporation~~ political subdivision will publish any advertisements for bids on its website.

Subd. 3. Form, time for publication same. A local ~~public corporation~~ political subdivision that publishes notice on its website

~~under this section must ensure that a permanent record of publication is maintained in a form accessible by the public.~~

This law becomes effective August 1, 2014. So until then, you should continue to follow MN Statute [331A.03](#) subd. 3 if you choose not to run full ads in the paper. What this means in that every time you go out for bids, you need to publish an abbreviated ad in the paper for a specific project, then direct the readers to the website.



Employee news

New staff: John Pantelis joined the CSAH section in SALT on March 26th as CSAH Needs Specialist, filling the position left vacant in December 2012 when Lisa Krenz left. John has been with MnDOT since 1998. He has most recently worked as Lead Research Technician for the Office of Materials & Road Research in Maplewood. Prior to this, John also worked in MnDOT's Office of Research Services & Library and the DMV's license Bureau.

Bill Lanoux joined the State Aid team on April 9th, filling the MSAS Needs Manager position left vacant by Marshall Johnston's recent retirement. Prior to joining State Aid, Bill worked in MnDOT's Office of Transportation Data & Analysis, in the Geographic Information & Mapping Unit.

Promotions: Dan Erickson has been appointed as Metro's new District State Aid Engineer, effective March 26th. Dan has replaced Ted Schoenecker, who was appointed as Deputy State Aid Engineer on March 3rd. Prior to working in Metro State Aid, Dan worked in Computer Aided Engineering Services, Traffic, Planning, Preliminary Design, Construction and Freeway Operations. Most recently, he's worked as Metro State Aid Federal Aid Engineer.

Mobility: Malaki Ruranika, Assistant Project Development Engineer, has taken a six month mobility in MnDOT's Office of Research Services & Library. Malaki will return to State Aid on September 24th.

As announced in our December 2013 E-Scene, Kim Kildal from

State Aid Finance is on a one year mobility as the Assistant Budget Director of MnDOT. Effective 6/4 through 12/4 please contact Candy Harding as interim contact. Contact information for Candy can be found on [finance's contact webpage](#).

Retirements

On May 6th, after more than 10 years with State Aid, Rick Kjonaas retired from MnDOT. Rick started in 2002 as Deputy State Aid Engineer and held this position until



Julie presenting Rick with Certificate of Recognition from the State of Minnesota and MnDOT



June of 2013 when he was reassigned to work as Special Projects Engineer. While in that position he assisted in transitioning his duties and cross training Mel Odens, on mobility from District 8, and finally Ted Schoenecker, his permanent replacement. Prior to working for State Aid, Rick worked as County Engineer of McLeod County for 15 years, and was also a County Engineer in North Dakota.

Rick's great breadth of knowledge and infectious sense of humor will be greatly missed. We all hope Rick has a long, happy retirement.

2014-2016 Safe Routes to School grants awards announced

By: Mao Yang, Assistant Project Development Engineer

MnDOT announced \$4.8 million in federal grants for 2014-2016 SRTS projects.

2014 Planning

103 schools will receive SRTS planning assistance from their Regional Development Commission or a planning consultant. \$400,000 was awarded to the Regional Development Commissions to provide this assistance to 66 schools. Approximately \$400,000 will go towards one planning consultant to complete plans in 37 schools.

2015-2016 Infrastructure Implementation

34 schools in 17 communities were awarded \$4 million infrastructure funding. The funds will be used to provide connections and improve the conditions of routes for kids to walk or bike to schools. Future federal funding for SRTS infrastructure projects will be provided through regional Transportation Alternatives Program solicitations.

Pavement markings in the Electronic Proposal Document Tool

By: Mitch Bartelt, Construction Engineer

When putting together a project proposal, you may have noticed that the standalone pavement marking specifications are no longer to be included. This is because most of them were outdated. Currently, the proposal document table directs you to the [MnDOT Standard Specifications for Construction](#) or [MnDOT Boiler Plate Special Provisions](#).

Here are a few things to keep in mind when putting together your proposal, as it relates to pavement markings.

- Be sure to check both the Spec Book and the Boiler Plate Special Provisions that relate to each material type. If you're still using the 2005 Spec Book, you will need to pull language from the Boiler Plate Special Provisions for all items except for temporary tape.
- When pulling language from the Boiler Plate Special Provisions, be sure to check both the application specification (2581 or 2852) and the material specification (numbered in the 3000's) for each pay item.

I recommend using the Boiler Plate Special Provision language on the MnDOT website for all pavement marking applications installed as part of a construction project.

Ground In and WR pay items

There is a difference between Ground In and WR pay items. Ground In is appropriate for installing a standard pavement marking in a groove. WR is for

wet-reflective/recoverable markings to be installed in a groove. The pay item WR implies the marking is to be installed within a groove, and the boiler plate special provision language includes the proper grooving application information.

If you do choose to compose your own language for Ground In or WR pavement marking installations, I strongly advise including the following information:

- Language that requires the use of gang-stacked diamond cutting blades mounted on a floating head with controls capable of providing uniform depth and alignment. I would suggest explicitly disallowing grinder-type cutting heads for grooving operations, particularly for WR markings, as it is difficult to meet the groove depth tolerances in the manufacturer's specifications with such equipment.
- Language that calls out the required groove depth, within a reasonable tolerance.
- Language that notes that if markings are to be installed in the same location where there are existing pavement markings, including interim or temporary, the removal of the existing pavement markings shall be incidental to and included within the pay item. This is especially important, as some Contractors might argue that in the absence of this language, a Pavement Marking

Removal item should be added as an extra. The average bid price for that pay item in 2013 was \$0.54 per lineal foot.

Paint (WR)

When utilizing the Paint (WR) quantity, it is important to include the Boiler Plate Special Provision information from 3591 for High-Build Latex. High-Build Latex is used instead of standard latex, in order to hold the larger wet-reflective/recoverable optical elements. High-Build Latex generally needs to be put down with a greater thickness than standard latex, as well.

Rumble StripEs

A Rumble StripE describes both the rumble strip and the pavement marking applied atop it. As such, it is necessary to include both the 2582 pavement marking and the appropriate 2232 rumble strip item in your plans.

Choose the appropriate rumble strip pay item based on location of application, and whether or not it is intermittent. Also, you will likely need to grab the specific special provision language that applies to your installation.

Note: The Boiler Plate Special Provisions for some 2232 Milled Rumble Strip items contain the following language:

"Rumble strips shall be coated with an asphalt emulsion fog seal per MnDOT 2355 prior to final-striping. This work shall be incidental."

(continue on page 4)

continued...Pavement markings in the Electronic Proposal Document Tool

While I feel this is a good practice for shoulder rumble strips that are not to be covered with a pavement marking, I do not advise this for rumble stripE projects.

Epoxy thickness

The 2005 Boiler Plate Special Provisions were changed in April 2013 for 3590: Epoxy Resin Pavement Markings (Free of Toxic Heavy Metals), to call for a thicker application of epoxy. Unfortunately, the 2014 specs don't include similar language. I strongly suggest putting the following language, or something similar, on projects using epoxy governed by the 2014 MnDOT Spec Book:

The provisions of MnDOT 3590.2 B.6 are hereby deleted and replaced with the following:

B.6 Thickness - *apply the epoxy resin pavement marking with a wet film thickness at least 20 mil [508 µm] on pavement surfaces, except apply a wet film thickness at least 25 mil [635 µm] for SUPERPAVE wearing courses in accordance with 2360, "Plant Mixed Asphalt Pavement."*

It also might be preferable to call out the thicker 25 mil thickness on Ultra-Thin Bonded Wearing Course projects.

The MnDOT Boiler Plate Special Provisions include provisions

relating to Data Logging Systems and Mobile Reflectometer Measurements. Feel free to utilize the DLS language on latex or epoxy on jobs longer than one centerline mile in length. At this point, however, I do NOT advise using the MRM language on any local projects without first contacting SALT.

If you have any questions when putting together pavement marking specifications or special provisions, or regarding pavement markings in general, please contact Mitch Bartelt at mitch.bartelt@state.mn.us or 651-366-3832.

Federal Aid - final cost breakdowns

By: Candy Harding, Transportation Program Supervisor Sr.

Every federal project with more than one group or category must have a cost breakdown similar to the bid estimate submitted with each DCP Payment Request and a copy of the Contract Voucher.

The cost breakdown groups should be set-up like the Bid Estimate attached to the Participation Distribution form received from Mark Channer or the Metro District Office. The categories/groups on the Participation Distribution form do not always have the same categories/groups as the Bid Estimate, but **the cost breakdown must match the groups on the Bid Estimate.**

[View](#) (PDF) a few good examples:

- 070-617-022: the Participation Distribution has five groups, but the bid estimate has twelve groups the cost breakdown must have twelve groups. Combining of groups, is usually due to the same SP and same funding, but the groups must still be split out as detailed on the bid estimate.
- 042-610-034 & 042-070-003: the Participation Distribution, Bid Estimate both have two groups, the cost breakdown is from One Office it says it is a Funding Category report, so since it provides the breakdown by category/group, it is acceptable.
- 091-090-048: again the

Participation Distribution, Bid Estimate both have two groups, and the cost breakdown spreadsheet emulates the same two groups.

It is very important that the cost breakdown provided is by category/group and not by funding.



Pro rata items

By: Bob Myers, Senior Engineering Specialist, Municipal Agreement Unit

There has been some confusion on which items should be prorated in construction plans that involve more than one SP. Proration distributes the cost of items such as mobilization and field office among the various funding groups and/or SP's so that they all share in the cost of these items. It should be noted that ONLY the following items should be prorated:

- Mobilization (lump sum)

- Field Office (each)
- Field Laboratory (each)
- Traffic Control (lump sum)

The pro rata percentage assigned to each funding split (including bridge costs, if applicable) shown in the plans is determined by dividing the dollar value of work associated with that split by the total dollar value of the contract (including bridge costs), less the

pro rata items. The pro rata percentage for each funding split is to be computed to two decimal places and tabulated on the estimated quantities sheet. The designer is to use estimated quantities and estimated prices to compute the pro rata percentages. No other items should be taken to two decimal places. Pro rata percentages should be shown on the grading plan only, even when bridge costs are included in calculation.

MnMUTCD Language

By: Mitch Bartelt, Construction Engineer

In December 2011, MnDOT adopted the 2009 version of the Manual on Uniform Traffic Control Devices by releasing the Minnesota Manual on Uniform Traffic Control Devices. The 2011 MnMUTCD supplants the 2005 version. Unlike the Spec Book, which can still use either the 2005 or 2014 version as a reference, all projects must follow the most recent version of the MnMUTCD.

If your project erroneously refers to the 2005 version MnMUTCD, please consider drafting an Addendum or Supplemental Agreement – whichever is more appropriate for your project timeline.

The most current version of the MnMUTCD can found online at the following link on the [MnMUTCD webpage](#).

Labor Compliance eLearning tools

The Labor Compliance Unit has published an eLearning tool for certified payroll reports and for month-end trucking reports. These tools were developed to educate contractors about the reporting requirements.

Below are the links for each eLearning tool:

- [Certified payroll reports](#)
- [Month-end trucking reports](#)



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