

Asset Management for Business Support/Administration Staff

The demands on our agency continue to grow; increased traffic, increased system size and complexity, cost inflation, increased system aging and deterioration, and increased public expectations. Resources are not keeping up, making it harder and harder to meet all the needs.

MnDOT needs to optimize its use of resources, have compelling data to be able to show its costs and productivity, and articulate its prioritization strategies to optimize management of the infrastructure, but also show objective financial and human resource gaps in its ability to do so.

Did you know that several Business Services and Administrative roles in a typical district can have an impact on MnDOT's Asset Management effectiveness?

Minnesota Department of Transportation
 Highway Maintenance Safety Barriers

WORK ORDER
 WRITE #:

Page: 1 of 2
 Date: 02/15/2022
 Time: 4:36 PM

Admin Unit: 7331 - Plymouth Subarea
 Activity: Upgrade Termini
 Priority: (2) Default
 Asset Type: Termini
 ICR #:
 Comments: Change Out NB 494 before exit to Carlson PKWY
 Guardrail: Change out to Reverse ET
 Ref Post: 020+00.083
 City: Plymouth
 Co: Hennepin

Work Order #: 171411
 Sub-Activity: 156 - No Subactivity
 Start Date: 02/07/2022
 Project ID (Chg #): TP5C4941
 Created By: SPEC1ALA
 Status: (Closed) Ready to Complete

Inv. Element	Route	Begin Measure	End Measure	Accomp.
TBT-494-020-09	0100000000000494-1	19.66	19.67	12.5

Labor

Employee Name	Work Date	Hours	TRC Time	Labor Cost	Arrived	Departed
Katler, Jesse	02/07/2022	3.00	01 REG - Base Pay	\$ 115.26		
Katchmark, Michael	02/07/2022	3.00	01 REG - Base Pay	\$ 121.71		
Speck, Alan	02/07/2022	3.00	01 REG - Base Pay	\$ 100.65		
Elizondo, John	02/07/2022	3.00	01 REG - Base Pay	\$ 98.79		
Adams, Shane	02/07/2022	3.00	01 REG - Base Pay	\$ 100.65		
Harris, Anna	02/07/2022	3.00	01 REG - Base Pay	\$ 104.67		
Gesting, Charles	02/07/2022	3.00	01 REG - Base Pay	\$ 98.79		
Vandermark, Lisa	02/07/2022	3.00	01 REG - Base Pay	\$ 100.65		
Donahue, Brianna	02/07/2022	3.00	01 REG - Base Pay	\$ 100.65		

Equipment

Equipment ID	Equipment Class	Work Date	Total Hrs	Mileage	Equipment Cost
207359	ATTENUATORS	02/07/2022	3.00	10.00	\$ 60.12
220275	ATTENUATORS	02/07/2022	3.00	10.00	\$ 60.12
219350	ATTENUATORS	02/07/2022	3.00	10.00	\$ 60.12
218287	CAB CHASSIS 14,001-19,500	02/07/2022	3.00	10.00	\$ 19.00
216593	CHANGEABLE MESSAGE BOARDS	02/07/2022	3.00	10.00	\$ 132.44
219036	PICKUP 8,501-14,000	02/07/2022	3.00	10.00	\$ 10.30
218294	PICKUP 8,501-14,000	02/07/2022	3.00	10.00	\$ 10.30
217019	PICKUP <8501	02/07/2022	3.00	10.00	\$ 9.50
213299	PRESSURE WASHERS, STEAMERS	02/07/2022	3.00	10.00	\$ 354.00
210413	TRAILER, >10,000 GVW	02/07/2022	3.00	10.00	\$ 111.27
216510	TRUCK, SINGLE AXLE >26,000 PLOW>26	02/07/2022	3.00	10.00	\$ 59.90
213231	TRUCK, SINGLE AXLE NON-PLOW>26	02/07/2022	3.00	10.00	\$ 41.70
209485	TRUCK, SINGLE AXLE NON-PLOW>26	02/07/2022	3.00	10.00	\$ 41.70
205553	TRUCK, TANDEM AXLE >26,000	02/07/2022	3.00	10.00	\$ 56.20

Non-Inventory Material

Non-Material Name	Work Date	Amount	Unit	Non-Material
GR0118 - FLARED END	02/07/2022	1.0000	Each	\$ 57.87
GR0324 - 12GA 12'-6" GUARDRAIL PANEL(ET-2000) (TRINITY)	02/07/2022	1.0000	Each	\$ 544.63
GR0307 - CABLE ANCHOR BRACKET (ET-2000)	02/07/2022	1.0000	Each	\$ 158.28
GR0309 - 5/8" X 8" X 8" BEARING PLATE (TRINITY)	02/07/2022	1.0000	Each	\$ 105.52
GR0310 - ANGLE STRUT (ET HBA)	02/07/2022	1.0000	Each	\$ 153.18
GR0313 - HBA (SYTP #2)E.T.2000(2-#) TOP 2' 5-3/4"	02/07/2022	2.0000	Each	\$ 408.48
GR0314 - HBA POST #3 - #8 BOTTOM X 3' 8-1/2"ET-2000	02/07/2022	2.0000	Each	\$ 561.66
GR0315 - POLY BLOCK 6" X 8" X14" (TRINITY)	02/07/2022	3.0000	Each	\$ 17.89
GR0316 - 3/8"X1-1/2" HEX BOLT FENDER WASHER, WASHER NUT (TRINITY)	02/07/2022	16.0000	Each	\$ 52.00
GR0318 - 3/8" X 2" HEX BOLT (SPREARBOLT)	02/07/2022	4.0000	Each	\$ 11.64
GR0320 - 5/8" X 10" POST BOLT, WASHER, NUT (TRINITY)	02/07/2022	3.0000	Each	\$ 16.23
GR0330 - 3/4" X 2'-1/2" HEX BOLT WASHER LOCK WASHER NUT (TRINITY)	02/07/2022	4.0000	Each	\$ 36.12
GR0341 - GROUP - 6" CABLE WITH 2 NUTS & 2 WASHERS (Inv. GR0308, GR0338, GR0337)	02/07/2022	1.0000	Each	\$ 221.91

Note:
 The costs shown below are summarized costs for the work order. On completion, these costs reflect the sum of estimated costs based on work order day cards. When work order actuals are made available from the

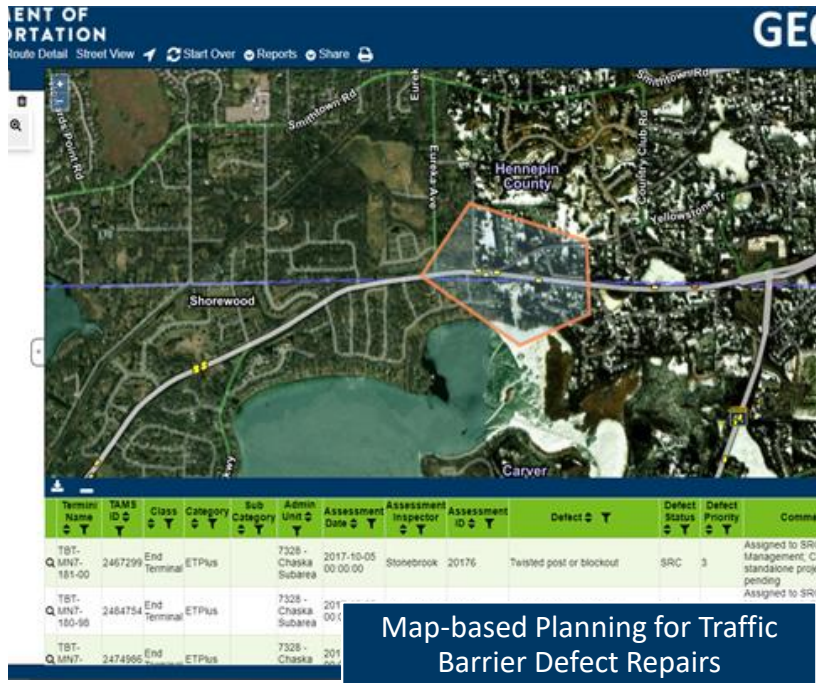
Labor Cost:	\$ 956.43	Contract Cost:	\$ 0.00
Equipment:	\$ 1,027.07	Other Costs:	\$ 0.00
Material Cost:	\$ 2,345.40	Work Order	\$ 4,328.90

Work Order Summary Reporting

To meet the demands of this complex situation, asset management principles rely on good data such as asset inventory and inspection information, and tools such as the TAMS (Transportation Asset Management System) to improve management efficiency. This is important over both the short- and long-term.

Count of Assessment Defect S	Column Label	Agency	SRC	Grand Total
Row Labels	Maintenance Fixable	Agency	SRC	Grand Total
7312 - Anoka Subarea			421	421
7313 - Maple Grove Subarea			966	966
7314 - Spring Lake Park Subarea	9		1437	1446
7315 - Golden Valley Subarea			1073	1073
7316 - North Branch Subarea			258	258
7317 - Forest Lake Subarea			437	437
7321 - Mendota Heights Subarea			2185	2185
7324 - Hastings Subarea			798	798
7325 - Lakeville Subarea			748	748
7326 - Jordan Subarea			18	18
7327 - Shakopee Subarea			447	447
7328 - Chaska Subarea			1444	1444
7331 - Plymouth Subarea			1304	1304
7332 - Eden Prairie Subarea			1494	1494
7333 - Maryland Subarea			2135	2135
7334 - Oakdale Subarea			1502	1502
7335 - Camden Subarea			1061	1061
7363 - Cedar SubArea			3006	3006
9120 - Shore Subarea	1717		1172	2889
9121 - Duluth Subarea	330	14	476	1420
9122 - Lakes Subarea	1087	19	688	1794
9124 - South Subarea	1961	42	673	2676
9150 - Range Subarea	936		335	1271
9151 - Border Subarea	560		198	758
9266 - North West Subarea	81		434	515
9267 - South West Subarea	93		239	332
9268 - North East Subarea	96	10	322	428
9269 - East Central Subarea	228		503	731
9270 - South East Sub				
9342 - Subarea Aitkin				
9348 - Subarea Baxter				
9350 - Subarea Little F				
9370 - Subarea River				

Subarea summary for Traffic Barrier Defects



Map-based Planning for Traffic Barrier Defect Repairs

MnDOT believes it is vital to practice and continue to advance Transportation Asset Management because TAM:

- Is a performance-based approach that uses agency goals and objectives to drive resource allocation. Asset management relates resource needs to the construction, maintenance, and operation of transportation infrastructure assets.
- Enables transportation agencies to improve accountability, decision-making, and coordination between maintenance and capital programs and better manage the available funding.

The collection, management, and analysis of quality asset inventory and condition data is a critical part of asset management. Asset management implementation benefits from well-planned information technology systems that consider the decision-making processes that agencies use to keep assets operational and safe.

MnDOT made a strong commitment to managing our assets by adopting an Asset Management Strategic Implementation Plan, which sets a departmental vision (and set of strategic objectives and action plans). In other words, MnDOT is committed *“to effectively manage transportation assets by mitigating risk, optimizing return on investment, and using the best available information and tools.”*

Damage Restitution Home | Hot Topics | FAQs | Processes | Contacts

Hot Topics

Billing for Traffic Control

- Per the Chief Counsel's office, until further notice, we have been told to discontinue billing for traffic control costs in situations where no MnDOT property was damaged and MnDOT crews were only on-site to provide traffic control while the crash scene was being cleared.
- We can bill for traffic control if MnDOT property has been damaged. For instance, if someone from the district goes out to assist with lane control while a crew repairs a MnDOT asset then they add it to the work order and it will be billed out.
- They are looking to amend the statute to allow us to collect on these in the future. Until the statute has been amended, we cannot bill.

Information in TAMS that needs to be documented

Statewide Damage Restitution needs all the location you can provide to us for auditing:

- Through street
- Cross street
- City
- Township
- County
- Latitude and Longitude
- Accident Date
- Asset(s)

Better DR Information

Office of Admin

Home | Create | Copy | My EIOR Search | My EIOR's | 16A | Special Expense

Online Electronic Inter Office Request

EIOR 16A/C Electronic Violation Form - February 23, 2022 - 11:00 am - 12:00 pm Register through your training rep or the r.SWIFT005
 EIOR for Approvers and Requestors - February 22, 2022 - 1:00 pm to 2:30 pm. Register through your training rep or the r.SWIFT006.

Forms & Training Resources

- 16A Approver Div & DOT Doc
- 16A Violation OIG
- Approver / Requestor Guide
- Approver / Requestor OIG
- Requestor OIG
- Requestor Guide
- EIOR Purchases
- General Process
- How to Delete an EIOS
- Information Technology for Business
- IT Enterprise Blanket
- MnDOT Business Manual
- Mobile Device OIG
- MPC - Regulated Maintenance Contracts
- Request OIG
- Special Approvals / Approver EIOSs for IT
- Special Expense
- Training/Conferences/Registration Entry

Required

Things to Remember

As a requester, I
 Use the "Update"
 Select the "Save"

***Experiencing difficulties? report or e-mail TAMS_I

EIOR PO's Interoperability



Collaborating

Maturing Administrative Functions in Asset Management at MnDOT

Administrative staff such as Fleet Managers, Materials Managers, Finance/Accounting and other professionals play a critical role in the asset management picture. Over the past several years, MnDOT has added 1.2 million elements to its asset inventory database. In the past, the best asset management cost data MnDOT had was through an assignment of resources (through RCA) to a generalized type of activity performed somewhere within a "Project ID" (which might have been a road segment 30 miles long!). Now the TAMS system, with uniquely identified individual assets, integrations with SWIFT, RCA, numerous other systems, and map supported work order functions allows for accurate labor, equipment, and materials costing down to a single inventory element such as a culvert or sign. This is much more useful information!

