

**MINUTES FOR THE TRANSPORTATION COMMISSION MEETING
HELD IN THE ODOT BUILDING COMMISSION MEETING ROOM
OKLAHOMA CITY, OKLAHOMA**

BE IT REMEMBERED that on Monday the 3rd day of February, 2014, at the hour of 10:00 a.m., the Transportation Commission met in the Commission Meeting Room of the ODOT Building in Oklahoma City, Oklahoma.

NOTICE of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2014 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view at or before 10:00 a.m. on Thursday, January 30, 2014, prior to the meeting, on the Atrium Informational Monitor in the ODOT building, and on the glass doors on the north side of the ODOT Building in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

ITEMS PRESENTED BY COMMISSION CHAIRMAN

CALL TO ORDER: Mr. Greg Love called the meeting to order at 10:06 a.m.

ROLL CALL:

Present:	John Fidler	Member
	Dan Overland	Member
	Greg Love	Chairman
	Todd Huckabay	Secretary
	Brad Burgess	Member
	Pete Regan	Member
Absent:	Bobby Alexander	
	David Burrage	
Presiding:	Greg Love	

The following items were presented and approved as written at the Transportation Commission meeting of February 3, 2014. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

ANNOUNCEMENTS AND PRESENTATIONS

Commissioner Love asked Tim Tegeler, Director of Engineering, to come introduce a new Division Department Head. Mr. Tegeler stated that he was pleased to announce Caleb Austin has been selected as the new Roadway Design Division Engineer. Mr. Austin is from Okarche; he has 12 years of experience with the Department, and will now oversee the design of highway projects, ensuring that they meet engineering standards and safety requirements.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

12. Approval of the Minutes of the Special Transportation Commission Meeting of January 6, 2014

ACTION: Burgess moved and Fidler seconded that the Minutes be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

13. Programming of Federal Railroad Crossing Safety Funds--Section 130 Title 23 Funds – Mr. Moody

Okmulgee County - District I – a signal project for the installation of pedestal mounted flashing signals with gate arms at East 13th Street in Okmulgee with the BNSF Railway

14. Traffic Control Improvement Projects – Mr. Smart

- a) Okmulgee County – District I – change in traffic control at the intersection of SH-56 & Okmulgee Avenue in Okmulgee
- b) Pittsburg County - District II – installation of longitudinal cable barrier along US-69 beginning north of Kiowa and extending northeast of Savanna
- c) Oklahoma County – District IV – installation of an overhead sign structure across the westbound lanes of I-40 east of the Air Depot Boulevard
- d) Various Counties - District V – installation and upgrading of signing, striping and transverse rumble strips on various at grade intersections

ACTION: Overland moved and Regan seconded that the Consent Docket be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess, and Regan
NAYES: None
ABSENT: Burrage and Alexander

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

15. Engineering Contracts

- a) Payne County – District IV – Preliminary Engineering studies and Geotechnical studies – (Intersection Modification) for SH-33: SH-18 (Little Avenue) & Linwood Avenue Intersection in Cushing
- | | | |
|---------|-----------------------|-----------|
| EC-1458 | Meshek and Associates | \$190,820 |
|---------|-----------------------|-----------|

b) Statewide – All Districts – Bridge Redeck and Rehabilitation - Aggregate Total - \$1,500,000

EC-1483	CP&Y	\$250,000
EC-1483B	Garver, LLC	\$250,000
EC-1483C	Infrastructure Engineers, Inc.	\$250,000
EC-1483D	MacArthur Associated Consultants	\$250,000
EC-1483E	Tetra Tech, Inc.	\$250,000
EC-1483F	White Engineering Associates, Inc.	\$250,000

ACTION: Fidler moved and Huckabay seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

16. Engineering Contract Supplements

a) Cherokee County – District I – six (6) new alternatives developed in Phase 1 of the Project for SH-82 from SH-51 extending north and west to Town of Gideon

EC-1369 – Supplemental No. 2 - \$312,525 – Garver, LLC

b) Caddo and Grady Counties - District VII – Phase 2 of Project for US-277

EC-1357 – Supplemental No. 3 - \$829,680 – Garver, LLC

c) Tulsa County – District VIII – additional engineering services on Eastbound I-244 Bridge over Arkansas River in Tulsa

EC-1294 – Supplemental No. 4 - \$159,400 – Garver, LLC

d) Statewide – All Districts – Year two routine NBIS Bridge Inspections

EC-1426 – Supplemental No. 1 - \$2,250,000

ACTION: Overland moved and Regan seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

ITEMS PRESENTED BY THE PROGRAMS DIVISION MANAGER – Mr. Adkins

17. Lettings

- a) Final April 2014 Bid Opening**
- b) Tentative May 2014 Bid Opening**
- c) Tentative June 2014 Bid Opening**

ACTION: Fidler moved and Burgess seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Raymond

18. Change Orders with Cumulative Total of \$50,000.00 or Less – Information Only

- a) Atoka County – US-69 – HSIPG-203N(015)TR / 30100(04), \$3,729.00
- b) Beckham County – Co. Rd. – BRF-105C(180)CI / 26657(04), \$7,830.00
- c) Blaine County – Co. Rd. – CIRB-106D(087)RB / 24799(04), \$26,994.42
- d) Cherokee County – US-62 – HSIPG-211F(002)TR / 29229(04), \$13,649.99
- e) Coal County – SH-31 – STPY-215C(001)3P / 29036(04), \$2,938.12
- f) Comanche County – Ct. St. – SBR-216N(010)SB / 29519(04), \$6,523.36
- g) Grady County – US-62 – MC-226N(010) / 30262(04), \$4,294.52
- h) Grant County – US-81 – BRFY-027B(243) / 13413(04), \$13,856.76
- i) Haskell County – SH-9 – STPY-131B(112)3P/STPY-231C(003)3P/STPY-231B(006)3P / 28294(04), \$21.91 Underrun
- j) Jefferson County – US-81 – BTOP-234B(001) / 28128(44), \$3,394.51
- k) Johnston County – SH-48A – SSP-135C(053)SS / 20972(04), \$14,857.99
- l) Kay County – US-77 – SSP-136C(101)SS / 21854(04), \$847.00
- m) Mayes County – Co. Rd. – CIRB-049C(286)RB / 06549(04)#2, \$2,052.05
- n) Mayes County – Co. Rd. – CIRB-049C(286)RB / 06549(04)#5, \$25,584.00
- o) Mayes County – Co. Rd. – CIRB-049C(286)RB / 06549(04)#6, \$4,100.70
- p) Pawnee County – SH-99 – SBR-259B(005)SB/SBR-259N(006)SB / 29768(04), \$0.00
- q) Pittsburg County – US-270 – BTOP-261B(002) / 28128(46), \$119.20 Underrun
- r) Seminole County – Ct. St. – STPY-267E(015)SG / 23533(06), \$1,202.10
- s) Seminole County – US-270 – BTOP-267N(001) / 28128(32), \$13,897.16 Underrun
- t) Seminole County – SH-56 – STPY-267E(014)SG / 30045(04), \$17,410.50
- u) Texas County – Co. Rd. – CIRB-170C(141)RB / 25483(08), \$12,391.28 Underrun
- v) Tulsa County – Ct. St. – STP-STIM(506)IG / 27382(04), \$8,958.66
- w) Woodward County – Co. Rd. – STP-177C(104)CI / 26802(06), \$36,350.22

19. Change Orders with Cumulative Total Greater than \$50,000.00

- a) Beckham County – IS-40 – IMY-0040-1(075)006 / 26239(07), \$75,064.19
- b) Bryan County – US-70 – NHY-022N(195)(207) / 18847(15), \$490,433.42
- c) Bryan County – US-69B – BRFY-107B(151) / 26231(04), \$1,807.03
- d) Cleveland County – Ct. St. – TCSP-0H68(007)TC/STP-STIM(504)HP / 22670(04)#12, \$82,287.02
- e) Cleveland County – Ct. St. – TCSP-0H68(007)TC/STP-STIM(504)HP / 22670(04)#13, \$386,111.26
- f) Cleveland County – Ct. St. – SBR-214N(004)SB / 29106(04), \$107,604.98
- g) Comanche County – Co. Rd. – STP-116C(110)CI / 21614(04), \$580.80
- h) Comanche County – IS-44 – SSP-116N(187)SS / 27054(04), \$12,009.38
- i) Craig County – US-60 – BRFY-018N(009)DC / 16229(04), \$248,193.48
- j) Custer County – US-183 – NHY-009N(019)SS / 09278(04), \$252,653.45
- k) Custer County – SH-33 – SSP-120B(124)SS/SBR-120B(178)SB/SBR-220B(007)SB / 24133(04), \$30,000.00
- l) Delaware County – US-59 – STPY-021B(273) / 15015(04), \$540,916.44
- m) Kingfisher County – SH-51 – STPY-137C(103)3P / 28249(04), \$64,500.00
- n) Logan County – Co. Rd. – STP-142C(184)AG / 26861(04), \$2,340.25
- o) Love County – IS-35 – IMY-0035-1(161)003 / 28584(04), \$1,439.90
- p) McIntosh County – IS-40 – IMY-0040-6(369)265 / 20884(06), \$5,513.95 Underrun
- q) Nowata County – US-60 – NHPPY-253N(013)(012)3P / 29099(04), \$207,019.85
- r) Oklahoma County – IS-40 – OKCY-XTWN(004)TI/ACOKCY-XTWN(073)TE/ SEC115-155N(826)SG / 17428(23), \$75,000.00

- s) Oklahoma County – IS-40 – OKCY-XTWN(046) / 17428(58), \$13,426.09
- t) Oklahoma County – IS-40 – OKCY-XTWN(070) / 17428(80), \$40,000.00
- u) Oklahoma County – IS-40 – SBR-255N(014)SB / 29086(04), \$54,245.90
- v) Oklahoma County – Ct. St. – SSP-255N(138)SS / 29859(04), \$90,000.00
- w) Ottawa County – SH-10 – BRFY-058C(235)(237)/STPY-058C(240) / 08932(04), \$522,663.06
- x) Payne County – US-177 – STPY-160B(103)SS/STPY-160B(135) / 20332(04)#3, \$16,175.25
- y) Payne County – US-177 – STPY-160B(103)SS/STPY-160B(135) / 20332(04)#5, \$49,642.53
- z) Rogers County – IS-44 – IMY-0044-2(437) / 21898(04), \$36,818.34
- aa) Tulsa County – IS-244 – IM-STIM(049)(050)(047)(048) / 26362(05), \$81,803.30
- bb) Tulsa County – US-75 – BRFY-272N(025)3B / 28714(05), \$11,496.04

ACTION: Huckabay moved and Burgess seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Schmitt

20. Awards

January 23, 2014 – Regular Letting

ACTION: Huckabay moved and Fidler seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

21. Director’s Report

Director Patterson talked about the Lexington Bridge that we had to close on Friday, January 31st and called upon Chief Engineer, Casey Shell to give an update on this bridge.

Mr. Shell stated that the bridge was closed due to Modjeski and Masters outlined the Department’s plan of action to repair and reopen the US-77/SH-39 Bridge over the South Canadian River between Purcell and Lexington. The bridge was load posted, and then after a recommendation from Modjeski and Masters, (a bridge firm that specializes in repairs of bridge trusses, redecking and rehabilitation) was closed January 31st due to safety reasons following the discovery of several crack in the truss beams. Following recommendations from ODOT’s structural engineers and bridge consultants it was determined that the bridge must remain closed until repairs are completed, which could take several months. The design of this bridge is similar to the I-35 bridge in Minneapolis that collapsed in 2007. Mr. Shell said, “We never want to close any bridge, but it is absolutely the right thing to do if public safety is in jeopardy, and ODOT is working with Modjeski and Masters national bridge experts on a plan to fix this bridge and we’re hoping to bring a repair contract to an emergency commission meeting as quickly as possible.”

NOTE: Commissioner Overland asked how many cracks or failures were discovered.

Mr. Shell stated that 22 cracks were identified during the inspection process.

Commissioner Overland asked if that was considered a lot for a bridge this size.

Mr. Shell stated that yes it is because there a lot of steel on this bridge; 1 crack is too many and 22 is certainly a number that we do not like to see. The size of the cracks varied from less than an inch to 6 3/4 inches long, which on a 9 inch steel member does not leave a whole lot left to be able to carry a load; and that was really the deciding factor for us to close the bridge.

Commissioner Overland wanted confirmation that this bridge is the type and size of the I-35W Minneapolis Bridge that collapsed in 2007.

Mr. Shell stated that yes it is, it is a deck truss structure, which means you drive across the top portion of it. It is similar in nature and has the same design elements that caused problems for the bridge in Minneapolis, St. Paul. We have done some previous projects to our bridge to strengthen some of the weaknesses, which had caused the Minneapolis Bridge to collapse.

Commissioner Overland stated he understood that some of the mitigating circumstances on this bridge are that since it is a historical bridge, that some of the features will have to be retained when the bridge is restructured.

Mr. Shell said that was correct; that is one thing we have to look at on this, and that's why we can't be very committal at this point as to what type of replacement, how it will be replaced, because that is predicated by the Environmental Process. We have to go through this process before we can move on with the design and replacement of the bridge.

Commissioner Overland commented that this bridge looks very big and bulky, and asked does just the sheer weight of the bridge jeopardize the failure of the bridge itself.

Mr. Shell stated, yes, when Modjeski and Masters notified us that we needed to close the bridge immediately, they went on to say they were concerned due to the size of the crack (the 6 3/4 inch crack) and that the bridge itself may not be able to sustain its own weight. They wanted us to get everybody off of there, all vehicles and not even allow foot traffic across the bridge, because it was of that critical of nature.

Commissioner Fidler asked when was the last time the bridge was inspected and wondered how long these crack have been happening.

Mr. Shell replied that the cracks are recent; the bridge is on an annual inspection cycle, it is a fracture critical bridge which means that it is inspected annually. The cracks that formed were associated with the repair project that we had completed out there. This bridge and the bottom members of this bridge are composed of a manganese alloy which is a very high strength material, but is not conducive to welding. This is the only bridge we have been able to identify in the state which has that steel in its bottom member; but the fact that we did weld on it and caused some stress rises in that beam and caused the cracks at those locations and those are the ones that we need to repair.

Commissioner Overland asked how the Department can expedite the project, even though it's going to take some time. Is there ways to expedite it through the bidding process, I assume it's going to be an emergency project.

Mr. Shell said that yes it is going to be an emergency project; we have the designer working on it to get it completed to a design level so that we can let the contract immediately. We will do this as soon as the plans are ready, we will get it out under an emergency letting and we will convene the Commission back to an emergency letting to award that project absolutely as quickly as possible. We know that this is critical and have to get it done absolutely as quickly as we can and that's what we will do.

Commissioner Overland commended the Department for closing the bridge because it is an extremely dangerous situation.

Mr. Shell thanked Commissioner Overland and for all his help, because he knew his involvement in this situation was critical and has been answering a lot of questions, and if we can help him in any way just let us know.

Commissioner Love asked when we anticipate getting the plans.

Mr. Shell said we are hoping to get them within the week.

Commissioner Love stated his understanding of the situation is that when we get the plans, we can give a better idea of how long the time frame will be and what our plan of action is.

Mr. Shell said that was correct, and that the repair being made to this is not just a weld the cracks up repair; it is a much more involved repair, which will entail putting some reinforcements in there and carrying that load or distributing that load over a larger area. So it is a fairly involved repair, we don't know exactly what their design analysis and their attack of the design is yet; and that's why we really can't put a time frame or a cost on it at this point until we see what their recommendations are.

Commissioner Love said so hopefully by sometime next week we should have the plans in; we should have had time to look them over, and we should be able to have a fairly good idea of what the time frame will be for getting it repaired.

Mr. Shell said yes, as soon as we have the plans and have it in a biddable document; we will notify the contractors of an emergency letting and get the thing going as quickly as possible.

Commissioner Love stated that this doesn't make it any easier for the impacted people who live down there and that use this bridge every day. We do want them to know that ODOT and the Commission recognizes this is a major problem; and that there will be a tremendous amount of focus on getting it repaired.

Director Patterson welcomed special guests from the Stillwater Central Railroad, Jeff Van Schaick and Carla Ewing; Jerrod Shouse from BNSF Railway, and the Executive Director of the Oklahoma Railroad Association, Lori Peterson.

Director Patterson had every one refer to the handout about railroads, and gave a presentation on Oklahoma's system of state-owned railroad. Since acquisition of rail lines from bankrupt rail companies in the 1980's and 1990's, more than 580 miles of state-owned rail have been successfully returned to private ownership. Recently, the Department received four proposals from companies interested in purchasing the

Sooner Sub rail line, which runs between Del City and Sapulpa. By law, the proposals will go before a committee of 5 Cabinet Members, who will make a recommendation to the Transportation Commission. He stated, "As good stewards of the taxpayers' investment, ODOT and the Transportation Commission have a clear responsibility to consider all options for the future of this rail line, we're very pleased with the fair and thorough evaluation process instituted by the legislature."

NOTE: *Commissioner Regan asked if there was a certain date that the 5 Cabinet Members had to report their recommendation to the Commission.*

Director Patterson answered that yes there is, according to the statute they have no less than 90 days to get their responses to the Commission.

Commissioner Regan asked if we had enough salt in storage, since we had bad weather over the weekend and more storms coming for the week.

Director Patterson stated we currently have 29,000 tons in storage at the Port of Catoosa, we have some more that are already on barges en route to us from the Louisiana Salt Mines; and we have 22,000 tons on order. So we should have plenty of salt.

Information Only; No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

22. Adjournment Motion

ACTION: Burgess moved and Regan seconded that the Meeting be adjourned.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Burrage and Alexander

Meeting adjourned at 10:46 a.m.

Approval of the Minutes of the Transportation Commission Meeting of February 3, 2014.

Greg Love – Chairman

Brad Burgess - Member