

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

BE IT REMEMBERED that on Monday the 10th day of March, 2014, at the hour of 11:00 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 11:00 a.m. on Thursday, March 6, 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 11:10 a.m.

ROLL CALL:

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

The following items were presented and approved as written at the Special Transportation Commission meeting of March 10, 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 new Division Manager for the Facilities Management Division. Mr. Tegeler stated that he was pleased to announce Rick Johnson has been selected as the new Facilities Management Division Manager. Mr. Johnson has been with the Department since 1997. As leader of the newly-organized division, Mr. Johnson will oversee the design, the construction and maintenance of the agency's buildings statewide, including maintenance facilities, construction residencies, field division offices and port of entry weigh and inspection stations.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

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

b) Approval of the Minutes of the Emergency Commission Meeting of February 14, 2014

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

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

- a) Hughes County - District III – a signal/surface project for the installation of pedestal mounted flashing signals with gate arms and a full depth concrete surface at County Road E-W 131 near Holdenville with the BNSF Railway
- b) Creek County - District VIII – a signal project for the installation of pedestal mounted flashing signals with gate arms at Dugan Road south of Sapulpa with the BNSF Railway

29. Traffic Control Improvement Projects – Mr. Smart

- a) Haskell County – District I – installation of school zone advance warning signs with flashing beacons on SH-26 in McCurtain
- b) Garfield County - District IV – installation of advance warning signs with flashers at railroad grade crossing on US-412 approximately 4.60 miles east of Enid
- c) Various Counties – District VII - installation and upgrading of signing, striping and transverse rumble strips on various at grade intersections
- d) Various Counties - District VIII – installation of guardrail/cable barrier in various locations in Division 8

30. Speed Zone Revisions – Mr. Smart

Tillman County – District V – along SH-5 in the City of Tipton

31. State Highway System Revisions – Mr. Ooten

Addition of Highway Numerical Designation onto the Creek and Muskogee Turnpikes – Muskogee, Wagoner, Creek, Tulsa and Rogers Counties

Commission District I

Add SH-351 designation on the North portion of Muskogee Turnpike, between SH 51 in Broken Arrow and SH-165 at the Port of Muskogee exit of Harris Road, and on SH-165, between the North portion of Muskogee Turnpike at the Port of Muskogee exit of Harris Road and the South portion of Muskogee Turnpike in Muskogee and on the South portion of Muskogee Turnpike between the SH-165 in Muskogee and I-40 in Muskogee County. (See Map A)

Commission District VIII:

Add SH-364 designation on the East portion of Creek Turnpike, between Turner Turnpike at Sapulpa in Creek County and US-64/US-169 in Tulsa and on US-64/US-169, between the West portion of Creek Turnpike and East portion of Creek Turnpike in Tulsa and on the West portion of Creek Turnpike, between US-64/US-169 in Tulsa and Will Rogers Turnpike in Rogers County. (See Map B)

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

32. Engineering Contract

Statewide – All Districts – to perform Wetland and Stream Mitigation and Biological Studies Proposals

EC-1449H Stantec Consulting Services, Inc. \$250,000

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

33. Engineering Contract Supplements

- a) McCurtain County – District II – additional engineering services to develop final design plans for SH-3 from 5.09 miles west of Broken Bow east 5.09 miles
EC-1329 – Supplemental No. 3 - \$774,970 – H. W. Lochner, Inc.
- b) McCurtain County – District II – additional engineering services to develop final design plans for SH-3 corridor between SH-98 and Broken Bow
EC-1330 – Supplemental No. 1 - \$811,520 – MacArthur Associated Consultants
- c) Marshall County – District II – additional engineering services to develop final design plans for US-70 on Madill Bypass from SH-199 east 4.8 miles
EC-1371A – Supplemental No. 1 - \$161,323 – EST, Inc.
- d) Cleveland County – District III – additional engineering services to develop final design plans for I-35/Lindsey Street Interchange
EC-1311B – Supplemental No. 1 - \$144,525 – Poe & Associates, Inc.
- e) Oklahoma County – District IV – additional engineering services to develop final design plans for I-235/Harrison Avenue and 10th Street Ramps
EC-1003 – Supplemental No. 3 - \$208,870 – Poe & Associates, Inc.
- f) Dewey County – District V – additional engineering services to develop final design plans for US-270/SH-3 beginning 5.7 miles SE of US-60 extending 8 miles and US-270/SH-3 intersection modification
EC-1332A – Supplemental No. 1 - \$256,250 – PSA-Dewberry, Inc.

- g) Osage County – District VIII – additional engineering services to develop final design plans for intersection at SH-20 and Jayvine Hill Road

EC-1385 – Supplemental No. 1 - \$56,232 – Poe & Associates, Inc.

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

ITEMS PRESENTED BY THE PROGRAMS DIVISION MANAGER – Mr. Adkins

34. Lettings

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

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Raymond

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

- a) Atoka County – SH-3 – NHY-017N(219) / 23141(05), \$25,193.88
- b) Beckham County – IS-40 – NHPPIY-0040-1(095) / 29546(04), \$14,673.00
- c) Blaine County – Co. Rd. – CIRB-106D(087)RB / 24799(04), \$3,876.90
- d) Cleveland County – Ct. St. – STPY-014B(377)MS / 14392(04), \$1,020.60
- e) Cleveland County – SH-9 – STPG-214A(020)AG / 29291(04)#1, \$999.96 Underrun
- f) Cleveland County – SH-9 – STPG-214A(020)AG / 29291(04)#2, \$803.70
- g) Cleveland County – SH-9 – STPG-214A(020)AG / 29291(04)#3, \$5,299.78
- h) Comanche County – US-62 – BTOP-116E(211) / 28128(15), \$968.74
- i) Creek County – SH-16 – BRFY-119C(105) / 20891(04), \$9,946.09
- j) Grant County – US-60 – BRFY-127B(058)(120) / 21849(04), \$22,732.59
- k) Grant County – Co. Rd. – CIRB-127C(137)RB / 24946(04), \$24,826.00
- l) Latimer County – US-270 – BTOP-239B(001) / 28128(47), \$28,000.00
- m) Mayes County – Co. Rd. – CIRB-049C(286)RB / 06549(04), \$6,800.00
- n) Okmulgee County – Co. Rd. – STP-156C(147)CI / 25333(04), \$1,800.00
- o) Payne County – Co. Rd. – STP-160D(123)CI / 21677(04), \$3,200.00
- p) Payne County – US-177 – SSR-160A(206)SR / 28225(04), \$6,504.80
- q) Pittsburg County – US-270 – BTOP-261B(002) / 28128(46), \$371.60
- r) Pontotoc County – US-377 – STPY-162B(149) / 23285(04), \$4,800.00
- s) Pottawatomie County – Ct. St. – STPY-163A(356)SG / 22908(05), \$52,355.70 Underrun
- t) Pottawatomie County – US-270B – STPY-263B(006)3P / 29430(04), \$11,000.00
- u) Rogers County – SH-66 – STPY-166C(260) / 27091(04), \$36,547.00
- v) Seminole County – SH-99 – BTOP-167N(002) / 28128(33), \$49,995.25
- w) Tillman County – Co. Rd. – CIRB-171C(126)RB / 25485(04), \$23,357.24 Underrun
- x) Tulsa County – US-169 – SBR-272N(035)SB / 29764(04), \$2,365.28
- y) Woods County – US-281 – SSP-276C(004)SS / 27002(05), \$20,000.00

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

- a) Comanche County – SH-115 – SSP-116C(114)(195)SS / 21716(04), \$43,370.12
- b) Custer County – US-183 – NHY-009N(019)SS / 09278(04), \$19,208.36
- c) Custer County – SH-54 – BRFY-120C(086)(089) / 20804(04), \$119,658.44
- d) Garvin County – SH-74 – BRFY-025C(274) / 10444(04), \$339,309.59
- e) Harmon County – Co. Rd. – CIRB-129C(039)RB / 24949(04), \$65,620.73
- f) Lincoln County – US-177 – BRFY-141B(206) / 24180(08), \$453.75
- g) Mayes County – Co. Rd. – CIRB-049C(286)RB / 06549(04), \$23,124.45
- h) Oklahoma County – IS-40 – OKCY-XTWN(070) / 17428(80), \$15,576.65
- i) Oklahoma County – Co. Rd. – STP-255C(089)AG / 29255(04), \$5,545.20
- j) Rogers County – SH-66 – STPY-NBIP(465) / 20926(04), \$75,000.00
- k) Rogers County – Ct. St. – STP-166B(205)IG / 24606(04), \$24,339.41 Underrun
- l) Tulsa County – IS-44 – IMY-0044-2(399)226 / 06374(47), \$18,790.98
- m) Tulsa County – IS-44 – IMY-0044-2(492)225NI / 06374(83), \$85,288.50

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

ITEM PRESENTED ON BEHALF OF THE DIRECTOR'S OFFICE – Mr. Surrent

37. Additions to the Industrial Access Road Program

a) Commission District II – Choctaw County

The Choctaw County Commissioners are requesting approval for an industrial access project for Jones Lumber. Jones is investing over \$1,000,000 to expand their facility and creating 15 new full-time jobs.

The proposed project begins at US-70 on NS-4060 and extends south approximately 1.0 miles. The county will be responsible for the initiation, construction and completion of all work associated with the project. The Department's participation in the project shall not exceed **\$210,000**.

b) Commission District II – Seminole County

The City of Wewoka is requesting approval for an industrial access project for Oklahoma Fiberglass Mfg. Oklahoma Fiberglass is investing over \$1,100,000 in a new facility and creating 29 new full-time jobs.

The proposed project begins on NS3650 (just west of Wewoka) approximately 560 feet north of US-270, then extends north and east for approximately 370 feet in the industrial area. The city will be responsible for the initiation, construction and completion of all work associated with the project. The estimated cost of the project is \$71,000. The Department's participation in the project shall not exceed **\$16,000**

c) Commission District VII – Comanche County

The City of Lawton and the Comanche County Commissioners are requesting approval for an industrial access project for Goodyear Tire and Rubber. Goodyear has invested over \$150,000,000 to expand their facility and created hundreds of new full-time jobs. This new expansion brings the total investment in their facility to over \$850,000,000 and more than 2500 full-time jobs.

The proposed project is Phase II of the original project. Phase II begins just north of the intersection of the Stillwater Central Railroad, on 112th street and extends north approximately 1.20 miles to Cache Road. The city and county will be responsible for the initiation, construction and completion of all work associated with the project. The estimated cost of the project is \$2,400,000. The Department's participation in the project shall not exceed **\$960,000**

d) Commission District III – Cleveland County

The Norman Economic Development Coalition and the City of Norman are requesting approval for an industrial access project for the North University Park Advanced Manufacturing Center. Two new industries will be locating in the park, investing over \$20,000,000 in new facilities and creating more than 400 new full-time jobs.

The proposed project begins at 24th Street NW, just south of Tecumseh Road and extends south for approximately 2200 linear feet. The city will be responsible for the initiation, construction and completion of all work associated with the project. The total estimated cost of the project is \$7,600,000. The Department's participation in the project shall not exceed **\$360,000**.

NOTE: On Item 37.b) Mr. Surrett said it should be corrected to Commission District III.

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Schmitt

38. Awards

February 20, 2014 – Regular Letting

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

39. Director's Report

Director Patterson gave a big thanks to our Maintenance Divisions for their great work they did during the winter storms. He said he appreciates their long hours and dedication.

Director Patterson gave a detailed report on the ongoing emergency repair work at the Purcell/Lexington Bridge on US-77/SH-39 that was closed in late January. As additional cracks continue to be discovered in bridge beams, ODOT engineers, upon recommendations from expert consultants, have determined the bridge will remain closed to all traffic until all cracked areas have been reinforced at 264 locations by specifically-manufactured brackets, which is estimated to be in June, 2014. He stated, "We know we must reopen this bridge as quickly as possible, but public safety is always ODOT's number one priority; and it would not be safe to reopen the bridge to any traffic until all the affected areas have been addressed."

Director Patterson called upon Chief Engineer, Casey Shell to give us the particulars, the engineering and the science behind this decision.

Mr. Shell stated that he regrets having to bring this news to everyone, but I have a few slides to show you and hopefully it will explain why we had to make this decision. When we first closed the bridge there were 11 cracks in the manganese alloy member of the bridge, which were a result of a project that we had just completed in January. It was a project that was designed to stiffen up some weakened areas of the bridge, in order to do that we welded brackets to the lower cords of the bridge and we put some supporting tension rods through those brackets. As we tensioned those and finished the project, we followed up with a bridge inspection by our fracture critical inspection team; it was our annual inspection process. During the inspection they found 11 cracks in the bridge associated with those brackets; the first conclusion we drew was that the welding associated with the repair as well as the tensioning of those rods resulted in those cracks. That is how we developed the first milestone on this contract of 45 days to get the bridge open to passenger vehicles; we thought we could just repair those 11 cracks, not have any more cracks and be able to open the bridge. Unfortunately as time has gone by, starting immediately, the day after we had awarded the contract, the daily inspections revealed more cracks had formed and keep forming. This is exacerbated by the extreme temperature changes and it's causing stresses in those beams and is propagating the cracks. The important thing to realize is that everywhere we welded we induced a weakness; it has caused hydrogen gas to be trapped in the base metal adjacent to the weld. So adjacent to every weld we have a weakened plane and our repair project that addresses all 264 locations will stiffen up and repair all those locations so we won't have a problem with the bridge. The brackets that we are attaching will carry the full load of the bridge, as well as any live load driving across the top of it should these cracks continue to move and migrate. We are drilling holes to arrest those cracks in hopes that they won't pass through the remainder bottom cords of this bridge; but in the event they do, these bracket assemblies will carry the full load of the bridge as well as any traffic that is on top of it. At each location we will have 4 brackets and 2 diaphragms that go in between, the weight of the large brackets are 1741 pounds, the anchor bolt that goes through, the tension rod that goes through the center of that weighs 330 pounds each; so the contractor has to use a lift to hold these in place while we bolt them in. Mr. Shell presented a slide show of the brackets, bolts, rods and of the contractor bolting them in. He showed slide of a completed bracket assembly at 1 of the locations, and reminded everyone that there are a total of 264 locations that has to be repaired in this way. He also showed where the cracks were happening.

NOTE: *Commissioner Burrage asked if manganese alloy metal could ever be welded on.*

Mr. Shell stated he didn't want to say that it's not weldable, but that probably only in a factory setting where they can control the temperature. They have to preheat, weld, use special rods, special gases and control the cool which is impossible to do in the field. So the welding we did in the field was not in that controlled environment and that's what caused the cracks. The issue was that we unfortunately were not aware that this bridge incorporated a manganese alloy when we designed the project. There is only 1 in the State that has manganese alloy in it and this happens to be the 1. We have another bridge in the State that has silicon alloy, which is another alloy that is not conducive to welding and it's on SH-18 in Ralston over the Arkansas River and it is being reconstructed right now and thankfully it was not welded on.

Commissioner Fidler asked if the whole bridge was made out the manganese alloy.

Mr. Shell stated that no, there are certain tension members that are made of the manganese alloy, but not all the members are, only in the tension carrying members.

Commissioner Alexander asked if we have to repair the inside and the outside of the beams.

Mr. Shell stated that yes we have to repair the inside and the outside of the beams.

Mr. Shell stated that our original concept in the contract was to address the first 10 in 45 days. Because of the additional cracking and the fact that we now know, that the cracks, associated with these brackets are not due solely to the stress induced by tightening those rods down. Because we immediately found the 10 locations with the 11 cracks and took all those bars off, so that we could be sure they were not causing any additional cracking, but the bridge has continued to crack. So it is not a direct result of the tensioning, but a combined factor of the stress with the tensioning of the rods, as well as stress induced by the changing of the temperature from 0 degree days to 70 degree days. So if we opened up the bridge to passenger vehicle we would also be inducing additional stresses in these locations due to the live load running across the bridge. That is really the main reason why we are not comfortable opening this bridge to a restrictive traffic, is because we are inducing an additional load to it, and we don't want to take any chances with a failure in that member, due to the fact that it is a fracture critical bridge and could come down should one of those members fail.

NOTE: *Commissioner Fidler commented, "So our original plans were to go ahead and fix where all the welds were, but we were just going to be able to let car traffic on to it earlier by fixing the cracks."*

Mr. Shell said that was correct, the overall completion date in the contract was set at 120 days and it carried a \$1500 per hour bonus. The original milestone of 45 days to get open to passenger vehicles carried an incentive of \$2500 per hour bonus. That was the intent, all the locations were addressed in the plans, so once those are done, then we have assurances that the bridge is safe and we will be able to carry the load that it is intended to.

Commission Regan asked how we are going to work the incentives and disincentives.

Mr. Shell stated that the "c" portion of the bid which is \$2500 per hour, we are going to honor that with the contractor; because that was the milestone that we put out there and he brought in resources, equipment and manpower to achieve that bonus, and he did in fact work to that end. They are not quite yet completed with that, but they are very close and we expect that to happen very quickly. What that did, was allow us a window inside his operations to see what his production was going to be like, how quickly he could get the pieces, that is really the controlling factor right now is the manufacture of these brackets. The brackets are being manufactured here in Oklahoma City, as well as in Florida and they are shipping them up. The firm in Florida is doing the Type B's which is the bigger ones and the Type A's are being done here locally. So it has allowed us to see how their production would be and we are going to honor that commitment with them.

Our hopes were to get this bridge open, because we are well aware of the concerns of the citizens of both Lexington and Purcell, the business owners and the impacts of having this bridge closed. Our efforts from the very beginning were to get this bridge open completely, as quickly as possible, with no load restriction and with a 10 year design life; but also at the same time try to ease the impacts on the citizens so they could at least take a light weight car or truck across there to help normalize their lives a little bit, but unfortunately that is not achievable for us.

NOTE: *Commissioner Love asked if the new cracks that were found were going to affect the 120 day completion date.*

Mr. Shell said it will not affect the 120 days at all, because all those locations whether cracked or not, had to be addressed within that 120 day time frame.

Commissioner Fidler asked if the brackets go through an inspection to see if they are safe.

Mr. Shell said yes they do; it is a special certification for a welder that welds on fracture critical members or components of bridges. So there are very few facilities that can manufacture these, so that is why one is being fabricated in Florida because it does take a special certification. Certainly the quality control is very stringent on things that carry a fracture critical nomenclature and potentially have a loss of life associated with a failure.

Commissioner Burgess asked if we can open the bridge to all traffic in 120 days.

Mr. Shell said the fix will carry cars and trucks; the one thing I can't guarantee is that it will be done in 120 days. From talking with the Contractors they are optimistic that they are going to beat the 120 days and earn the incentives; but this will depend on the weather. The things that they can control, they are confident they will be done before the 120 days; but the things that are beyond their control they are on the lookout for such as the river and weather conditions. They are expecting delivery on all these brackets within 75 days, and they are bolting them up as they get them.

Director Patterson wanted everyone to recognize the effort that the Department is putting behind this bridge. He reminded everyone of Governor Fallin's involvement with this bridge; and that we wouldn't be this far along in the project if the Governor hadn't declared this an emergency situation.

Director Patterson gave an update on the transit operations that runs regular routes between Lexington and Purcell. He said as of yesterday, we have had over 1800 passengers on that transit operation; this appears to be a huge success and is being utilized at no cost to the riders.

In closing he stated it is disappointing that we have to bring this news to you; but it is important that we bring this news to you. I appreciate the media's attention to this to get the word out in a positive manner and get the facts on the table so everyone will know.

Information Only; No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

40. Adjournment Motion

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| ACTION: | Burrage moved and Burgess 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 12:50 a.m.

Approval of the Minutes of the Special Transportation Commission Meeting of March 10, 2014.

Greg Love – Chairman

David Burrage - Vice Chairman