

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

BE IT REMEMBERED that on Monday the 6th day of April, 2015, 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 2015 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, April 2, 2015, 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. David Burrage called the meeting to order at 11:02 a.m.

ROLL CALL:

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

The following items were presented and approved as written at the Transportation Commission meeting of April 6, 2015. 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

Mr. Burrage introduced Mike Bracken who recognized the following recipients of the 2014 Safety Awards:

Director's Safety Excellence Awards:

| | | |
|--------------|--|------------------------------------|
| Division I | Sequoyah County Maintenance | Billy Jacobs, Superintendent |
| | Cherokee County Maintenance | Jeff Perry, Superintendent |
| Division II | Pushmataha County Maintenance | David Hyde, Superintendent |
| Division III | Division Wide Crew A | Henry Garrison, Superintendent |
| | <i>(Paul Rachel, Division Engineer accepted the award for Mr. Garrison).</i> | |
| Division IV | Payne County Maintenance | Robert Kirkpatrick, Superintendent |

| | | |
|---------------|---|----------------------------------|
| Division V | Traffic Crew | William Cornell, Superintendent |
| Division VI | Bridge Crew | Jarrid Drew, Superintendent |
| Division VII | Duncan Residency | Jerry Harwell, Resident Engineer |
| Division VIII | Pawnee County Maintenance | Melvin Marshall, Superintendent |
| Division IX | Right-of-Way Division Outdoor Advertising Branch | Montie Smith, Branch Manager |

Progressive Excellence Awards:

The Progressive Excellence Award is given to the Division that has shown the most improvement in the last year.

Division I Darren Saliba Division Engineer
(Mr. Bracken noted that Division I increased their safety rating by 91% over last year's rating).

Governor's Safety Excellence Award:

The Governor's Safety Excellence Award is given to the Division that has the best safety record for the year.

Division IV Brian Taylor Division Engineer

Mr. Bracken announced that ODOT has had an average of 70% reduction in employee accidents over the past 15 years. He stated, "Even though our numbers now are much lower than ever before, it still means we have to work harder towards keeping our employees safer and our accidents lower."

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

37. Approval of the Minutes of the Transportation Commission Meeting of March 2, 2015

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

38. Speed Zone Revisions – Mr. Smart

- a) Bryan County – District II – various locations along SH-91 in the City of Colbert
- b) Johnston County – District III – various locations along SH-48

39. Land Sales – Rick Johnson

- a) Okmulgee County – District I – Land Sale – South of Okmulgee on the Southeast corner of US-75 and E. 36th Street - \$5,450
- b) Sequoyah County – District I – Land Sale – NW corner of the intersection of US-64 and Tate Lane in the town of Roland - \$46,250

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

40. Programming Item

Carter, Cleveland, Garvin, Kay, Logan, Love, McClain, Murray, Noble and Oklahoma Counties – Districts III, IV, and VII – to install new Roadway Weather Information Systems (RWIS), Closed Circuit Television Cameras (CCTV) and Vehicle Detectors at various locations along I-35 from Texas to Kansas - \$600,000.00

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

41. Engineering Contract

a) Statewide – All Districts - to provide Post-Earthquake Bridge Inspection Guidelines

EC-1609 – Infrastructure Engineers - \$570,000

b) Statewide – All Districts – Eight (8) firms to provide On-Demand Hydraulic and Hydrology services – EC-1628 – Aggregate Total - \$1,200,000

CP&Y, Inc.
Garver, LLC
Meshek and Associates, PLC
Olsson Associates
Poe and Associates
Professional Engineering Consultants
Ellen W. Stevens, Ph.D., P.E., PLLC
Utley and Associates, LLC

c) Statewide – All Districts – Seven (7) firms to provide On-Demand Land Surveys – EC-1629 – Aggregate Total - \$1,750,000

Carroll Surveying Service
CEC Corporation
Garver, LLC
Keystone Engineering & Land Surveying
Lemke Land Surveying, Inc.
MKEC Engineering, Inc.
White Hawk Engineering & Design

- d) Statewide – All Districts – Six (6) firms to provide On-System Bridge Inspections – EC-1631 – Aggregate Total - \$1,550,000**
- Burgess & Niple, Inc.
CEC Corporation
Guy Engineering Services
H.W. Lochner, Inc.
Infrastructure Engineers, Inc.
TranSystems Corporation
- e) Statewide – All Districts – Four (4) firms to provide Off-System Truss and Fracture Critical Bridge Inspection services – Aggregate Total - \$4,382,000**
- EC-1632A Burgess & Niple, Inc.
EC-1632B H.W. Lochner, Inc.
EC-1632C Infrastructure Engineers, Inc.
EC-1632D TranSystems Corporation
- f) Statewide – All Districts – Two (2) firms to provide On-System Truss and Fracture Critical Bridge Inspection services – Aggregate Total - \$2,690,000**
- EC-1633A Burgess & Niple, Inc.
EC-1633B Infrastructure Engineers, Inc.
- g) Statewide – All Districts – Five (5) firms to provide On-Demand Roadway GeoTechnical services – EC-1635 – Aggregate Total \$1,250,000**
- Burgess Engineering & Testing, Inc.
Kleinfelder Inc.
Professional Services Industries
Red Rock Consulting
Terracon Consultants
- h) Statewide – All Districts – Five (5) firms to provide On-Demand Bridge GeoTechnical services – EC-1636 – Aggregate Total - \$1,250,000**
- EST, Inc.
Kleinfelder, Inc.
Professional Services Industries
Red Rock Consulting
Terracon Consultants
- i) Haskell County – District I – to provide preliminary engineering services and prepare construction plans for SH-9 over Sans Bois Creek**
- EC-1579M – White Engineering Associates - \$86,500
- j) Pittsburg County – District II – to provide preliminary engineering services and prepare construction plans for SH-31 over Gaines Creek and Ash Creek**
- EC-1579C – CP&Y, Inc. - \$381,150
- k) Pittsburg County – District II – to provide preliminary engineering services and prepare construction plans for US-270 over Blue Creek**
- EC-1579F – Garver, LLC - \$309,700

- l) Coal County – District III – to provide preliminary engineering services and prepare construction plans for US-75 over Briar Creek
EC-1579G – Infrastructure Engineers - \$161,600

- m) Garvin County – District III – to provide preliminary engineering services and prepare construction plans for I-35 North and South Bound bridges over Rush Creek
EC-1579L – Poe & Associates - \$299,000

- n) Lincoln County – District III – to provide preliminary engineering services and prepare construction plans for SH-18B over Quapaw Creek
EC-1579E – Frankfurt-Short-Bruza Associates, P.C. - \$106,000

- o) McClain County – District III – to provide preliminary engineering services and prepare construction plans for SH-74 over I-35
EC-1579B – CEC Corporation - \$168,500

- p) McClain County – District III – to provide preliminary engineering services and prepare construction plans for SH-74B over an Unnamed Creek, 3 miles East of SH-76
EC-1579H – Jacobs Engineering Group, Inc. - \$167,500

- q) McClain County – District III – to provide preliminary engineering services and prepare construction plans for I35 under SH-74 East and West Bound
EC-1579J – MacArthur Associated Consultants - \$399,840

- r) Pottawatomie County – District III – to provide preliminary engineering services and prepare construction plans for US-270 SB and NB under US-270B
EC-1579A – Aguirre and Fields, LP - \$83,800

- s) Garfield County – District IV – to provide preliminary engineering services and prepare construction plans for SH-132 over Unnamed Creek, 6.6 miles North of SH-45
EC-1614C – White Hawk Engineering and Design, LLC - \$301,950

- t) Kay County – District IV – to provide preliminary engineering services and prepare construction plans for SH-156 over Cowskin Creek, 2.8 miles North of the Noble County Line
EC-1614B – C.H. Guernsey & Company - \$174,500

- u) Oklahoma County – District IV – to provide preliminary engineering services and prepare construction plans for SH-77H (Sooner Road) North Bound and South Bound over I-240
EC-1579D – EST, Inc. - \$218,000

- v) Custer County – District IV – to provide preliminary engineering studies and environmental studies for I-40 Interchange modification at Exit 65 (I-40/Gary Blvd.) including intersection modification at I-40B/Gary Blvd. at Lexington/Oliver Avenue which may include Exit 65A to the East and/or the 28th Street Bridge to the West
EC-1637 – Poe & Associates - \$1,256,000

- w) Caddo County – District VII – to provide preliminary engineering services and prepare construction plans for US-281 over the Canadian River
EC-1408A – CP&Y, Inc. - \$1,116,000

- x) Murray County – District VII – to provide preliminary engineering services and prepare construction plans for US77 over Honey Creek beginning approximately 5 miles North of the Carter County Line, extending North 0.15 miles

EC-1579K – Nicholls Consulting, PLLC - \$229,700

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

42. Engineering Contract Supplements

- a) Statewide – All Districts – to continue task driven on-call services as agreed upon by the Consulting Firm and Department as needed to provide airborne On-Demand LiDAR Mapping services

EC-1400 – Supplemental No. 2 - \$250,000 – Bearing Tree Land Surveying

- b) Statewide – All Districts - to continue task driven on-call services as agreed upon by the Consulting Firm and Department as needed to provide mobile On-Demand LiDAR Mapping services

EC-1478 – Supplemental No. 1 - \$500,000 – CEC Corporation

- c) Pittsburg County – District II – additional engineering services to develop final construction plans for the US-69 Corridor from the new Comanche Interchange North of McAlester to Indian Nation Turnpike and the Interchange at Hereford and Comanche on US-69

EC-529 - Supplemental No. 7 – \$1,768,537 - Craig & Keithline, Inc.

- d) Logan County – District IV – additional engineering services to develop final construction plans for SH-51 over West Beaver Creek, 12.6 miles East of Kingfisher Center Line

EC-1500K - Supplemental No. 1 – \$82,916 – CP&Y, Inc.

- e) Stephens County – District VII – additional engineering services to develop final design plans for SH-29, 2.6 miles East of US-81 in Marlow

EC-1377 – Supplemental No. 2 - \$36,386 – CEC Corporation

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

ITEMS PRESENTED BY PROGRAMS DIVISION MANAGER – Mr. Adkins

43. Lettings

- a) Final June 2015 Bid Opening
- b) Tentative July 2015 Bid Opening
- c) Tentative August 2015 Bid Opening

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

ITEMS PRESENTED BY ASSISTANT DIRECTOR OF OPERATIONS – Mr. Raymond

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

- a) Atoka County – SH-3 – NHY-017N(219) / 23141(05), \$5,897.00
- b) Beckham County – Co. Rd. – STP-205D(012)CI / 28700(04), \$3,211.00
- c) Blaine County – Co. Rd. – STP-106D(117)CI / 26789(04)#1, \$5,053.28
- d) Blaine County – Co. Rd. – STP-106D(117)CI / 26789(04)#2, \$1,226.50
- e) Cleveland County – SH-9 – SSP-114N(099)SS / 20266(04), \$6,800.00
- f) Delaware County – US-59 – SSR-121B(151)SR / 28276(04), \$25,229.29
- g) Ellis County – Co. Rd. – CIRB-123C(061)RB / 24866(04), \$9,700.78
- h) Garvin County – SH-19 – STPY-225B(022)3P / 29710(04), \$12,100.00
- i) Grady County – US-81 – SSP-226N(011)SS / 30513(04), \$8,500.00
- j) Grant County – SH-11 – STPY-127B(135)(136) / 24429(04), \$16,801.90
- k) Jackson County – Co. Rd. – CIRB-133C(123)RB / 23534(07), \$21,966.69
- l) Jefferson County – Co. Rd. – BRO-134D(079)CI / 27474(04), \$2,000.00
- m) Kay County – US-77 – SSP-136C(101)SS / 21854(04), \$1,138.28
- n) Kiowa County – SH-115 – STPY-238F(015)3B / 30951(05), \$20,925.00
- o) Lincoln County – SH-66 – STPY-141C(207) / 26787(04), \$493.68
- p) Mayes County – SH-82 – STPY-149C(082)SS / 21911(04), \$8,843.60
- q) Mayes County – SH-69A – SSP-149C(103)SS / 24235(04), \$31,626.56
- r) McClain County – SH-37 – SSP-244N(014)SS / 29568(04), \$1,800.00
- s) Oklahoma County – Ct. St. – STP-255B(179)AG/STP-255A(208)AG / 29297(04), \$10,388.62
- t) Oklahoma County – Ct. St. – STP-255A(087)AG / 29309(04), \$26,730.00
- u) Oklahoma County – Ct. St. – STPG-255D(092)AG/STP-255B(213)AG / 30194(04), \$3,606.04
- v) Osage County – SH-99 – SSP-157B(110)SS / 24264(04), \$16,782.40
- w) Payne County – SH-33 – SSP-160B(132)SS / 21868(04), \$825.00
- x) Pittsburg County – SH-9A – SBR-261N(005)SB / 28916(04), \$13,795.25
- y) Stephens County – US-81 – SBR-269N(014)SB / 29550(04), \$40,000.00
- z) Washita County – SH-55 – SSP-175C(087)SS / 24367(04), \$12,535.82

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

- a) Atoka County – SH-3 – BRFY-103A(089)SS / 20306(04), \$189,442.13
- b) Atoka County – Co. Rd. – CIRB-103C(074)RB / 22079(04), \$3,400.00
- c) Beckham County – SH-30 – SBR-205C(009)SB / 29235(04)#2, \$50,000.00
- d) Beckham County – SH-30 – SBR-205C(009)SB / 29235(04)#3, \$41,541.00
- e) Canadian County – IS-40 – IMY-0040-4(436)/IMY-0040-4(435)138/ SBR-109N(182)SB / 24424(07), \$2,284.92
- f) Cotton County – IS-44 – NHPIY-0044-1(098)000 / 23292(04), \$197.14 Underrun
- g) Delaware County – SH-10 – BRFY-021C(256) / 10441(04), \$18,350.46 Underrun
- h) Garfield County – US-412 – SBR-224N(005)SB / 29833(04), \$1,678.41

- i) Hughes County – Co. Rd. – CIRB-132C(115)(116)RB / 24968(04), \$0.00
- j) Kingfisher County – SH-51 – SSP-137C(070)SS / 24211(05), \$3,694.71
- k) Love County – Co. Rd. – CIRB-143C(088)RB / 25091(04), \$63,582.74
- l) Mayes County – SH-28 – STPY-149C(076) / 21909(04), \$113,777.00
- m) McClain County – US-270 – STPY-244F(006)3B / 30286(04), \$30,931.43
- n) McCurtain County – Co. Rd. – CIRB-245D(021)RB / 29317(04), \$65,060.85
- o) Noble County – SH-156 – SSP-152C(137)SS / 24249(04), \$38,275.00
- p) Oklahoma County – IS-40 – OKCY-XTWN(009)/OKCY-XTWN(012)TI/ SEC115-155N(807)SG / 17428(28), \$9,707.50
- q) Oklahoma County – Ct. St. – STP-255A(134)AG / 30003(04), \$89,606.69
- r) Osage County – US-60 – NHPPY-257N(020)SS / 24287(04), \$1,200.00
- s) Osage County – US-60 – SBR-157N(176)SB / 27630(04), \$36,101.64
- t) Ottawa County – US-59 – SSR-158B(190)(191)SR / 28278(04), \$68,079.37
- u) Payne County – SH-33 – STPY-160B(102)SS / 20331(04)#5, \$412,228.04
- v) Payne County – SH-33 – STPY-160B(102)SS / 20331(04)#6, \$53,357.89
- w) Payne County – US-177 – STPY-160B(103)SS/STPY-160B(135) / 20332(04), \$56,122.23
- x) Pittsburg County – US-69 – BTOP-203N(001) / 28128(45), \$16,603.90
- y) Tulsa County – IS-44 – IMY-0044-2(399)226 / 06374(47), \$152,350.92
- z) Tulsa County – IS-244 – IMY-244-2(500)014/IMY-244-2(499)011 / 27146(04), \$5,594.27 Underrun
- aa) Tulsa County – SH-51 – SSP-272A(062)SS / 28885(04), \$182,897.96
- bb) Woods County – US-281 – STPY-176B(096)SS / 23278(04), \$84,787.67
- cc) Woodward County – SH-3 – NHY-017N(057) / 17457(14), \$10,266.95

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

46. Awards

March 19, 2015 – Regular Letting

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

ITEM PRESENTED BY THE COMPTROLLER – Ms. Hilmes

47. Fiscal Year 2015 Budget Revisions

a) Request to increase federal share of Capital Outlays for the carryover of federal funds:

| | |
|-----------------------|---------------------|
| Engineering Contracts | \$20,000,000 |
| Federal Aid Projects | <u>\$53,000,000</u> |
| Total | \$73,000,000 |

b) Request to transfer \$52,000,000 from State Aid Projects to fund the state share of:

| | |
|-----------------------|---------------------|
| Engineering Contracts | \$12,000,000 |
| Federal Aid Projects | <u>\$40,000,000</u> |
| Total | \$52,000,000 |

c) Request to increase Weigh Station Capital Outlays by \$1,888,000. Unbudgeted revenue will cover this increase.

d) Request to increase Industrial Access by \$475,000. Prior year carryover will cover this increase.

ACTION: Overland moved and Love seconded that the Items be approved as presented.

MOTION: Carried by the following vote:

AYES: Fidler, Burrage, Overland, Love, Huckabay, and Regan

NAYES: None

ABSENT: Burgess and Alexander

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

48. Declaration of Emergency Bridge Repair Project

LeFlore County – District II – SH-83 over the Kansas City Southern Railroad - \$265,000

Director Patterson said it seems like that Friday's at ODOT are bridge days and on March 27th we had one of those bridge days. We actually had 2 bridges come to our attention that day, one being in Division 3, Johnston County, while not an emergency; we are going through some repair issues with that bridge. The other bridge and the one that we had to declare the emergency on, is on SH-83 in LeFlore County. During routine maintenance operation to repair potholes Division 2 forces discovered significant deterioration of the inner beams of the bridge. Director Patterson praised Division 2 maintenance forces for not just walking away from the situation, but for recognizing that their asphalt repairs were not doing what they were supposed to, and they took the next measure and stepped up and did further investigation to identify this situation. The Director read the Declaration of Emergency; and then had Anthony Echelle, Division II Engineer come forward and discuss the repairs that are going to have to be made to the bridge.

Mr. Echelle said, who would think that we would ever say, "Thanks God for a pothole", but that was definitely the case on March 27th. Because of the way the bridge was moving when traffic was on it, triggered some further investigation by our crews. Fortunately we were able to mobilize equipment to get underneath the structure so that our bridge division could get bridge experts down immediately to analyze it. We got take photos up very close to the situation and the photos are hanging on the wall for your viewing. When cars would drive across the bridge, the deck would sink a little bit. As you can tell, the beams are badly corroded and there are section loss in those beams and as the vehicles would drive across it those would deflect. There are 16 locations just like that throughout the bridge. Fortunately, the two outside beams are in very good condition, it's the interior beams that are in bad shape. Thankfully we have the two outside beams to rely on, because there is a railroad track underneath that the trains travel through pretty quickly and frequently, we are going to have to take a different approach to repair the bridge. By using the outside beams, we're going to be able to support the load of the bridge deck and the self-weight of the bridge. By doing this it will minimize our interaction with the rail, it won't eliminate it, but it will minimize the need to be underneath the bridge. So we'll be able to remove a section of the concrete deck that is over the top of about six feet of the ends of the beams. We'll be able to cut those beams away and weld in new sections. The detour for this bridge is very long, about 60 miles if you use State Highway system, and about

half of that is in Arkansas. The Arkansas Highway Department has assisted us with traffic control to help inform drivers.

NOTE: Commissioner Regan asked what the traffic count is for the bridge.

Mr. Echelle said the latest traffic count was about 2300 vehicles per day.

Commissioner Regan asked when the bridge was last inspected; and if there wasn't a pothole, "Thank God there was", when would we have caught this.

Mr. Echelle answered that this bridge is on a contract that was approved, I believe last September by this Commission to have an arm's length inspection of railroad crossings, just like this bridge. It's part of that contract and it was scheduled to be inspected via that contract; it just hadn't been inspected yet.

Commissioner Burrage stated that it was his understanding, that you had to get up under the bridge to see this; and it wasn't going to be caught until an inspection was done.

Mr. Echelle said that's correct you couldn't see this from the ground. It was not obvious until we had our equipment up underneath there to where you could be very close to the ends of the beams; they are about 25 feet off the ground.

Mr. Huckabay asked what is the frequency of the arm length inspections you talked about.

Mr. Echelle said he didn't know the answer and he would have to defer that question to the bridge division.

Steve Jacobi, Bridge Division Engineer stated that the frequency of the inspections on this bridge was every 2 years. This bridge is considered what we call one of our "Normal Bridges", since it doesn't fall under our fracture critical or truss bridge inspections. The contract you approved last September, EC-1555 was to address inspections and also bridge washings on 175 railroad bridges. It's one of our initial forays into kind of a bridge preservation area. I believe that was just going to be a one-time contract; we're going to evaluate the effectiveness of the bridge washing and of that arm length inspection. This should have been caught on the normal biannual bridge inspection; it is evident that it wasn't. This bridge was over-coated in 1993 with an over-coating paint system; and it's our belief that was aiding capillary action of water wicking into the beam ends at these leaking expansion joints and that expedited some of the corrosion that we saw here. We are currently going through our records to see what bridges we have this overcoat system on so we can go out and re-evaluate those. We believe this is the only bridge that had this particular type of overcoat system. It was looked at in the early 90's as a cost saving measure, because you didn't have to remediate for lead-based paint.

Information Only; No Commission action required.

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

49. Director's Report

Director Patterson stated that it was kind of ironic that Anthony Echelle stood up here and said, "Thank God for potholes", because that's one of the things that we want to talk about is the tremendous number of potholes and challenges we have with our surfaces since the winter months. We have been

asked by Legislators, the public and Commissioners, about what's going on with our surfaces. So I have asked our Chief Engineer, Casey Shell to put together a little presentation for you.

Mr. Shell said, "I couldn't have scripted it any better with the bridge slides and the conversation that Anthony had, because that has brought us to the place that we're going to look at, and that is our surface conditions". We have not been able to place the emphasis and spend the funds on our surfaces that we would like to have, that we know that they need, and this winter particularly we had a tough winter with many, many freeze-and-thaw cycles. If you're not getting phone calls, you probably will be, because our surface conditions are certainly not what we would like it to be out there. Mr. Shell showed a slide presentation of potholes from each division, stating that potholes are a statewide problem. We recognize that we do have this problem and we will have our maintenance crews out there patching these holes. The bad bridges are still demanding our primary focus and our primary attention at this point; and until we get those into a manageable state, we're not going to be able to fix the roadways like we want to. When we get our bridges in good shape, we certainly will turn our focus onto our roadway surfaces; and then we will see the same type of turnaround with our roadway surfaces that we are currently seeing with our bridges.

Director Patterson stated that our 8 year plan has been focused on bridges for a number of years; but as we move into the 2020's we believe our bridges will be in a manageable state and you will begin to see more surface types of projects. He told the Commissioners if they receive any calls about potholes, to please alert your Division Engineers, or notify him or Casey Shell, and we will make sure to get out there and take care of the situation.

Director Patterson reported that according to the Federal Highway Administration the official final number of our Structurally Deficient Bridges in 2014 is 372. That is down from 468 last year, so we have made great progress. He said, "Congratulations to ODOT for getting down to 372"! We are well on our way to being down to less than 1% by 2020, a mandate that the Governor and the Legislature gave us.

Director Patterson congratulated all ODOT Crews and stated, "We're making great strides"! In the past 2 decades the total number of employee injury accidents at ODOT has declined more than 72%. He congratulated all the Safety Award Winners and applauded Division 1 who had greatly reduced their accidents by 91% over the past year. He said we are all about safety and the agency has put in a request (Senate Bill 322) which provides the opportunity for us to have variable speed limits. This means if we get into a maintenance work zone situation we want to have the opportunity to reduce the speed limit, not just put up a yellow sign as a suggestion. We want an enforceable speed limit reduction so that we can get law enforcement assistance to protect our maintenance workers, just like we have for our construction work zones. This particular bill is going through the legislative process and is going along very well; so far no opposition, because I think people understand what it's all about. It's all about protecting our workers and the traveling public; because we can start reducing the speed limit before they get into the work zone or the maintenance area.

Director Patterson said last year ODOT officials met with some engineers from the California Department of Transportation to discuss the increased number of earthquakes in central Oklahoma and share techniques for safeguarding the State's bridges and highways. You just awarded a contract for an engineering consultant to create a formal earthquake inspection protocol and evaluate how highway bridges react to Oklahoma's earthquakes. Our bridge division is extremely excited about having this inspection protocol to follow; and help them further understand the seismic activity on our bridges and what to look for during their inspection of our roads and bridges after an earthquake event.

Information Only; No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

50. Adjournment Motion

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

Meeting adjourned at 11:46 a.m.

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, age, national origin, disability/handicap, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors.

If any interested individual has a disability that may require accommodation to participate in this meeting, please contact ODOT ADA Coordinator, Trinia Mullins, at (405) 521-4140. Upon advance notification of the need for accommodation, reasonable arrangements will be made to provide accessibility to the meeting.

Approval of the Minutes of the Transportation Commission Meeting of April 6, 2015.

David Burrage – Chairman

Dan Overland – Member