

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

BE IT REMEMBERED that on Monday the 4th day of May, 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 30, 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
	Bobby Alexander	Member
	Brad Burgess	Vice Chairman
	Pete Regan	Member

Absent: None

Presiding: David Burrage

The following items were presented and approved as written at the Transportation Commission meeting of May 4, 2015. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner Burrage called upon Director, Mike Patterson for his presentation.

Director Patterson introduced special guest, Senator, Larry Boggs.

ANNOUNCEMENTS AND PRESENTATIONS

Director Patterson in honor of Employee Appreciation Week, thanked all ODOT Employees for their work to improve the State; and extraordinary performance above and beyond. He also recognized 4 Central Office ODOT employees who saved the life of a CompSource Mutual employee who was pinned under her car in February. The employees honored for their selflessness and heroism were: Angel Boyer, Andy Nguyen, Joe Stevens and Roy McBride.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

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

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

52. Programming of Federal Railroad Crossing Safety Funds—Section 130 Title 23 Funds – Mr. Moody

- a) LeFlore County – District II - a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms, utilizing prediction circuitry and the installation of a full-depth concrete crossing surface at Possum Valley Road in Poteau with the Kansas City Southern Railway
- b) Pittsburg County - District II – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms, utilizing prediction circuitry at State Highway 113, North of McAlester with the Union Pacific Railroad
- c) Oklahoma County - District IV – a signal/surface project which includes the installation of cantilever-mounted flashing light signals with gate arms, utilizing prediction circuitry at SW 29th Street in Oklahoma City with the Stillwater Central Railroad

53. Traffic Control Improvement Projects – Mr. Smart

- a) McIntosh, Muskogee, Okmulgee and Sequoyah Counties – District I – installation of thermoplastic and multi-polymer pavement markings at various locations
- b) Adair County – District I – installation of multiple safety improvements along US-59, beginning approximately 1.6 miles north of Stilwell, and extending north 6.34 miles
- c) Cleveland, McLain, Okfuskee, Pottawatomie and Seminole Counties – District III – installation of thermoplastic and multi-polymer pavement markings at various locations
- d) Garfield County - District IV - installation of School Zone Advance Warning Signs with Flashing Beacons on SH-74 in the town of Garber
- e) Garfield, Kay and Noble Counties – District IV – installation of thermoplastic and multi-polymer pavement markings at various locations
- f) Carter and Murray Counties - District VII – installation of multi-polymer pavement markings at various locations
- g) Delaware County – District VIII – installation of multiple safety improvements along SH-125, beginning approximately 2.8 miles north of the south end of SH-125, and extending north 8.24 miles to junction SH-125/East 240 Road

54. Land Sales – Mr. Johnson

- a) Muskogee County – District I – Land Sale – on east side of Standwaite Blvd. between Raymond and Lynch Street in the City of Webbers Falls - \$4,440
- b) Roger Mills County – District V – Land Sale - 1 mile south of Cheyenne, Oklahoma on the East side of US-283 - \$83,000

55. Certification of County Road Mileages – Mr. Ooten

Statewide – All Districts – Title 69, O.S. Section 316, requires that the Transportation Commission annually certify to the Tax Commission the county road mileage of each county in Oklahoma as it existed on the first day of January each year.

56. State Highway System Revision – Mr. Ooten

This item is necessitated by the construction of US 70 in Bryan County – District II, south of Durant.

- Add to the State Highway System a segment of new highway to be designated US 70, beginning at a tie with the existing facility west of Durant and extending southeasterly 4.76 miles to junction with SH 78 south of Durant.
- Add to the State Highway System, upon **open to traffic**, a segment of new highway that is presently under construction to be designated US 70, beginning at a tie with the existing facility and junction with SH 78 south of Durant and extending northeasterly 4.02 miles to tie into existing facility east of Durant.
- Remove US 70 and US 69 Business designations off of SH 78, beginning at the south junction of US 70 and extending north 0.44 miles and ending at the north junction of US 70.
- Remove US 69 Business designation off of SH 78, beginning at the north junction US 70 and extending 3.29 miles north and ending at the junction of US 69.

The following highway removal portions from the State Highway System of US 70, US 69 Business and US 70 Truck Route, including right-of-way determined by the Department, will be transferred to the appropriate local jurisdiction for further maintenance or abandonment. A Public Removal Hearing was held April 30, 2015 in compliance with state law.

- Remove from the State Highway System US 70, beginning at new construction west of Durant and extending east 2.63 miles to the junction of US 69 Business.
- Remove from the State Highway System US 70 and US 69 Business, beginning at the junction of US 70 and US 69 Business in Durant and extending east 0.56 mile to the south junction of SH 78.
- Remove from the State Highway System US 70, beginning at the north junction of SH 78 in Durant and extending east 2.32 miles to new construction east of Durant.
- Remove from the State Highway System US 69 Business, beginning at the junction of US 69 south of Durant and extending northeasterly 3.99 miles to the junction of US 70 in Durant.

- Remove from the State Highway System US 70 Truck Route, beginning at the junction of US 70 in Durant and extending east 1.84 miles to the junction of US 69 Business.

ACTION: Overland moved and Huckabay seconded that the Consent Docket be approved as presented.

MOTION: Carried by the following vote:

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

NAYES: None

ABSENT: None

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

57. Programming Item

Alfalfa, Beaver, Canadian, Cimarron, Craig, Creek, Delaware, Ellis, Garfield, Grant, Harper, Kay, Kingfisher, Logan, Major, Mayes, Noble, Nowata, Oklahoma, Osage, Ottawa, Pawnee, Payne, Rogers, Texas, Tulsa, Washington, Woods, and Woodward Counties – Districts IV, VI, and VIII – to install ITS System devices on various ODOT Snow Plows trucks to gather important information during weather events - \$300,000.00

ACTION: Huckabay moved and Fidler seconded that the Item be approved as presented.

MOTION: Carried by the following vote:

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

NAYES: None

ABSENT: Burgess and Alexander

58. Engineering Contract Supplements

a) Statewide – All Districts – to continue task driven Bridge Rehabilitations

EC-1414H – Supplemental No. 1 - \$200,000 – White Engineering Associates, Inc.

b) Statewide – All Districts - to continue task driven on-call services as agreed upon by the Consulting Firm and Department as needed to provide Wetland and Stream Mitigation and Biological Studies

EC-1449D – Supplemental No. 1 - \$200,000 – HDR Engineering

c) Oklahoma County – District IV – additional engineering services to develop final construction plans for the I-235 (Broadway Extension) in Oklahoma City from south of 36th Street to north of 63rd Street

EC-651 - Supplemental No. 9 – \$1,279,079 – Leidos Engineering, LLC

d) Oklahoma County – District IV – additional engineering services for the roadway and bridge project with the central portion of the I-40 Crosstown Expressway Realignment Corridor. This project has required extensive coordination with the City of Oklahoma City concerning the boulevard design concepts and the BNSF rail line over the new boulevard

EC-852 - Supplemental No. 8 – \$70,108 – Poe & Associates, Inc.

- e) Woodward County – District VI – additional engineering services to prepare final design plans for roadway and bridge projects within the US-270/SH-3 corridor

EC-103G – Supplemental No. 4 - \$29,800 – CEC Corporation

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

ITEMS PRESENTED BY PROGRAMS DIVISION MANAGER – Mr. Adkins

59. Lettings

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

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

ITEMS PRESENTED BY ASSISTANT DIRECTOR OF OPERATIONS – Mr. Raymond

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

- a) Canadian County – IS-40 – NHPPIY-4000-(002)/NHPPIY-4000-(003)SS / 26359(04), \$19,752.20 Underrun
b) Cherokee County – US-62 – HSIPG-211F(002)TR / 29229(04), \$9,677.82
c) Cleveland County – SH-9 – SSP-114N(099)SS / 20266(04), \$10,284.90
d) Grady County – Co. Rd. – CIRB-126C(196)RB / 28341(04), \$400.00
e) Harper County – SH-149 – STPY-030C(105) / 10448(04), \$17.20 Underrun
f) Hughes County – Co. Rd. – STP-132C(152)CI / 27797(04), \$23,373.63
g) Latimer County – Co. Rd. – STP-239D(004)CI / 28613(04), \$29,716.97
h) McIntosh County – US-266 – STPY-146C(065)/STPY-146C(138) / 21731(04), \$15,402.71
i) Murray County – Co. Rd. – CIRB-150D(074)RB / 25418(04), \$11,090.80 Underrun
j) Noble County – US-177 – STPY-152B(059) / 20983(04), \$18,087.60 Underrun
k) Noble County – Co. Rd. – STP-152D(187)CI / 27473(04), \$4,762.22
l) Oklahoma County – Co. Rd. – STP-155C(749)AG / 26984(04), \$30,085.30
m) Osage County – SH-99 – SSP-157B(110)SS / 24264(04), \$17,831.40
n) Tulsa County – US-64 – HSIPG-272I(089)TR / 30743(04), \$5,000.00
o) Washita County – SH-55 – SSP-175C(087)SS / 24367(04), \$744.74
p) Washita County – SH-44 – STPY-175C(112) / 26487(04), \$35,773.45

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

- a) Atoka County – US-69– NHPPIY-203N(011)/HSIPG-203N(018)TR / 27449(05), \$198,432.00

- b) Custer County – IS-40 – NHPPIY-0040-3(082)SS/NHPPIY-0040-3(085) / 26490(04)#4, \$154,109.81
- c) Custer County – IS-40 – NHPPIY-0040-3(082)SS/NHPPIY-0040-3(085) / 26490(04)#5, \$449,648.77
- d) Greer County – Co. Rd. – CIRB-128C(073)RB / 24947(04), \$170,000.00
- e) Harmon County – SH-5 – STPY-129C(030)SS/STPY-133C(078)(081)SS / 24208(04), \$6,000.00
- f) Kay County – US-60 – SBR-136B(210)SB / 28314(04), \$75,565.00
- g) McCurtain County – Co. Rd. – CIRB-245C(028)RB / 29909(04), \$258,153.28
- h) Noble County – US-64 – STPY-152B(146) / 20311(10), \$122,217.71
- i) Oklahoma County – IS-44 – IMY-0044-1(060)127 / 09033(13), \$56,361.82
- j) Oklahoma County – Co. Rd. – STP-155C(749)AG / 26984(04), \$33,077.14
- k) Okmulgee County – IS-40 – IMY-0040-6(370)233/IMY-0040-5(386)207/ BRFY-NBIP(422) / 20908(05), \$17.89 Underrun
- l) Payne County – Ct. St. – CIRB-160D(139)RB/SAP-260D(008) / 22169(04)#2, \$1,802.54
- m) Payne County – Ct. St. – CIRB-160D(139)RB/SAP-260D(008) / 22169(04)#3, \$11,635.84
- n) Rogers County – Co. Rd. – ERSTP-166C(214)ER / 25524(05), \$306,202.37

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, Alexander, Burgess, and Regan
NAYES: None
ABSENT: Burgess and Alexander

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

62. Awards

April 16, 2015 – Regular Letting

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

ITEM TO BE PRESENTED BY THE DIRECTOR – Mr. Patterson

63. Declaration of Emergency Bridge Repair Project

Oklahoma County – District IV – Interstate 44, Belle Isle Bridge in Oklahoma City – Not to exceed \$500,000

Director Patterson read the, “Declaration of Emergency” into the record. He said that during an on-going rehabilitation project to remove and replace bad concrete on the bridge’s piers, ODOT discovered much deeper deterioration on about half of the bridge’s total 95 piers due to years of wear and tear and corrosion by salt and water. He provided an update on on-going emergency repairs and long-term solutions for repair of the bridge

The Director asked, Steve Jacobi, Bridge Division Engineer to come forward and discuss the repairs that are going to have to be made to the bridge.

Mr. Jacobi stated before he started the slideshow, he wanted to recognize the following people for all their hard work and extra hours: TJ Dill and his people at the El Reno residency, Jason Giebler and Greg Allen my employees from Bridge Division. He then presented a slide show of the Belle Isle Bridge showing work being done on the bridge, and pictures of pier damages that prompted the need for another Emergency Contract. He explained that there are actually a total of 4 bridges that make up the Belle Isle Bridge, and there are a total of 95 piers amongst these 4 bridges. He said the initial contract we had with Restek only addressed superficial work, and when they got into the demolition on this they saw that many of the piers had much deeper and wide spread deterioration than what was to be addressed in the initial contract. He said these bridges have a super elevation which directs drainage basically to the south, and being in an urban area it get lots of attention, gets treated with lots of salt and all this drains to the south and that's where we are finding the most severe deterioration. With most deterioration on the south sides we closed both ramps and the south lanes, so it's down to 2 lanes right now. An additional contractor was brought in to install steel supports under several piers. One of the things that we strive to do is to make sure that it is safe for the traveling public; if this bridge was not safe we would close it. So what we have done is take precautionary measure since it's hard to determine how much capacity there is in those cantilever portions, so we've got the lanes closed over that.

NOTE: *Secretary Ridley asked, have you noticed any deterioration of the ends of the beams on the concrete beams.*

Mr. Jacobi answered, no it is primarily contained to just the pier caps. Long-term, we need to address the expansion joints and any other joints on this structure. I think we'll be looking at a maintenance project, a bridge washing project perhaps annually, this will give us an up close look at the piers over the next 15 to 20 years.

Secretary Ridley commented that the bridge was only 35 years old, and that salt and water is what's causing the corrosion and deterioration. He said please explain how you have changed the design of other bridges in the state to prevent these kinds of problem.

Mr. Jacobi stated that corrosion has always been an issue with highway bridges; in the early 80's we started using an epoxy coated reinforcing steel, it slows down the corrosion rate substantially. We've increased cover requirements, which that is how much concrete is outside of the reinforcing steel on both of our bridges decks and substructure elements. Also the recognition of air-entrainment in concrete reduces the amount of shrinkage cracking and long-term cracking in the concrete. We found that to be very beneficial, but I think most of what we use today, the epoxy-coated reinforcing steel is where we get the most bang for our bucks.

Commissioner Regan asked when the bridge was last inspected.

Mr. Jacobi answered every 2 years. It is currently structurally deficient, and that's based on the substructure rating. The project that we're proposing would eliminate the structural deficiencies on all four of these bridges.

Commissioner Overland commented obviously Oklahoma City has changed quite a bit since that bridge was built, and I'm sure the traffic count is significant. Are there changes that you would consider long-term to change even the engineering of that when you have to fix it again?

Mr. Jacobi answered, long-term I think our best solution is to eliminate much of what exists there today. The bridge in this picture went over the Belle Isle Lake, soon after the bridge was opened, the lake was drained. They decommissioned the Belle Isle Power Plant and it was later imploded. Most of what you see there lake-wise is now the Belle Isle Shopping Center and what we have now is a bridge that really doesn't cross over anything. So long-term, getting this as close to at grade as possible I think would be the most beneficial

Commissioner Alexander asked how long before we think that the bridge will be opened back up to oversized and overweight traffic and have normal traffic flow

Mr. Jacobi answered we should know more in about 2 weeks when we get the repair plans; and see the extent of the plans.

Information Only: No Commission action required.

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

64. Consideration of an Emergency Contract for the Repair of Piers under the Belle Isle Bridge

Director Patterson read the, "Declaration of Emergency" into the record. He said the permanent repairs that we talk about are to lower the bridge to get it at grade. It's going to have to be an elevated at grade, because we have to get across two roads there, but we do want to take down the bridge as much as possible. So we're looking to get 15 years out of this repair.

NOTE: *Chief Engineer, Casey Shell said that over the weekend it was discovered that Pier 14 needs to be added to this Emergency Contract.*

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

ITEM PRESENTED ON BEHALF OF THE DEPUTY DIRECTOR – Mr. Shell

65. Emergency Authority of the Director

In accordance with House Bill 3087 that was passed during the 2014 Legislative Session and signed into law. We request to increase the Director's authority in emergency contract situations to \$750,000.00, this increase to take immediate effect, and further direct the Department to begin the process to conform the Commission Rules to reflect this additional authority of the Director

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

ITEM PRESENTED BY THE DIRECTOR OF OPERATIONS – Mr. Green

66. Special Crossing Permit Request for Industrial Use

District II – US-271 Highway South of the Junction of US-270 in LeFlore County

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

67. Director's Report

Director Patterson gave an update to the Emergency Contract that was awarded last month on SH-83 over the Kansas City Southern Railroad in LeFlore County. He said this project has been completed.

He thanked the Commissioners for approving the 2 Emergency Contracts, especially the one that was in excess of \$7 million dollars. He stated that we so desperately need to get the repairs underway to keep traffic flowing. When you're talking about locking down an interstate highway like I-44 through central Oklahoma, it becomes a real challenge. If anyone's driven out there in recent history, then you know just knocking down one lane is causing some significant backups in the area. So we're anxious to get started and anxious to get it completed as quickly as possible. That's why we are going to offer incentives on this contract to be very aggressive in getting the lanes back open.

These kinds of emergencies bring to mind the challenges that we have ongoing in front of us. We're often asked what's next for the department when we get through with our bridges. Well, some days we can't imagine that ever happening because it seems that as quickly as we're moving and as diligently as we're going through and making huge improvements to our bridge conditions, and trying to bring our system of bridges to a manageable state, we run into something like this, an excess of \$7 million dollars that we had not budgeted for. So we're going to have to work through that process and come up with the money; and we will come up with the money, but it's those surprises that make you a little bit crazy at times. Had a wise man tell me one time, it's not the condition of the bridges that you know about that keep you up at night, it's the ones that you don't know about. This bridge was certainly one of them that we didn't know about. So as we systematically go through our bridges, undoubtedly we will run into other situations like this, but I certainly hope not!

We are still in discussion with Legislators at the Capitol about our funding. The Legislators say they don't want to harm the eight-year plan, and we can certainly appreciate that; but I will tell you that any reduction in revenue will have an impact, maybe not harm, but will have an impact on the eight-year plan because all money leads to the eight-year plan. He said the scenario is, if there is a reduction in something, in our motor fuel tax, for example and we have to react to that, the reaction would be forestalling employee hiring or limiting travel, but that's a little bit of money, but it's not a great deal. So the next would be to reduce maintenance; well, we're not going to reduce maintenance, if anything we're going to have to increase maintenance to be able to react to things just like this. So ultimately because it's all about maintenance, asset preservation, and the eight-year plan, then there would have to be some reduction someplace. So I just tell you that as we begin to get through the budget process, we are going to hold our maintenance because I and the

department do not want to go back to a situation where we are unable to maintain what we construct. The citizens of Oklahoma put a lot of money into the infrastructure in recent history, and we do not want to go back to not being able to maintain that infrastructure.

In closing he asked that the ODOT family say a prayer for Pete Byers, who was a long time ODOT employee before retiring a few years ago. Mr. Byers is in the hospital and struggling with some health issues.

NOTE: *Commissioner Burrage asked Secretary Ridley to say a few words, because I know Pete was a close associate and friend of yours.*

Secretary Ridley said Pete and the Byers name has been a permanent fixture around ODOT. His dad was a long time division engineer for the department up in Division VIII in Tulsa. Mike and I have gone to see Pete over these last few weeks and he is just struggling real badly. As Mike pointed out, your thoughts and prayers would be appreciated, not only for Pete but for his family.

Information Only: No Commission action required.

ITEM TO BE PRESENTED BY COMMISSION CHAIRMAN

68. 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 11:51 a.m.

Approval of the Minutes of the Transportation Commission Meeting of May 4, 2015.

David Burrage – Chairman

Brad Burgess – Vice Chairman