

**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 July, 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, July 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 11:04 a.m.

**ROLL CALL:**

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

The following items were presented and approved as written at the Transportation Commission meeting of July 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.

Commissioner Burrage recognized special guests, Senator Bryce Marlatt, and Tim Stewart, Director of the Oklahoma Turnpike Authority.

Commissioner Burrage called upon Paul Green, Director of Operations for an announcement.

Mr. Green announced that Kevin Bloss had been chosen as the new Division 3 Engineer. Mr. Bloss has been with the agency for 29 years; he replaces Paul Rachel who retired last month.

**ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION**

87. a) **Approval of the Minutes of the Transportation Commission Meeting of June 1, 2015**  
b) **Approval of the Minutes of the Special Transportation Commission Meeting of June 30, 2015**

**NOTES:** Commissioner Burrage authorized Commissioner Love to sign the minutes of June 1, 2015 since Commissioner Burgess was absent.

Commissioner Burrage authorized Commissioner Fidler to sign the minutes of June 30, 2015 since Commissioner Overland was absent.

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

### **CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN**

**88. Speed Zone Revisions – Mr. Smart**

Cimarron, Texas, Beaver, Harper, Ellis and Woodward Counties – District VI – speed zone revisions at various locations

**89. Land Sales – Mr. Johnson**

- a) Canadian County – District IV – Land Sale – NE Corner of W. Foreman Dr. and N/S 2820, El Reno, Oklahoma - \$119,254.50
- b) Okmulgee County – District I – Sale of Access Rights - on the South side of Fairgrounds Road, West of the Intersection of US-75 and the SH-56 loop - \$18,250.00
- c) Oklahoma County – District IV – Land Sale – located between the intersections of I-235 and Lincoln Blvd., north of NE 4<sup>th</sup> Street at Geary Avenue (now Research Parkway) in the commercial redevelopment area known as the OU (Presbyterian Health Foundation) Research Park in Oklahoma City - \$28,799.63
- d) Oklahoma County – District IV – Land Sale – located north of NE 10<sup>th</sup> Street up to NE 12<sup>th</sup> Street along the West side of Oklahoma Avenue and I-235 in Oklahoma City - \$63,025.13

**90. Memorial Bridge and Highway Designations – Mr. Bigbie**

***Commissioner Fidler asked that the Item 89b) be voted on separately.***

ACTION: Regan moved and Love seconded that the Consent Docket Items 88, 89a), c), d) and 90 be approved as presented.  
MOTION: Carried by the following vote:  
AYES: Fidler, Burrage, Love, Alexander and Regan  
NAYES: None  
ABSENT: Overland, Huckabay and Burgess

ACTION: Alexander moved and Regan seconded that the Consent Docket Item 89b) be approved as presented.  
MOTION: Carried by the following vote:  
AYES: Burrage, Love, Alexander and Regan  
NAYES: None  
ABSTAIN: Fidler  
ABSENT: Overland, Huckabay and Burgess

**END OF CONSENT DOCKET**

**ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler**

**91. Engineering Contract**

- a) Statewide – All Districts – to provide On-Demand Design Analysis to Support Section 4(f) Analysis for Historic Bridges

EC-1658A - Infrastructure Engineers, Inc.

EC-1658B - Mead & Hunt, Inc.

The aggregate not to exceed amount for these two contracts is \$500,000.00

- b) Statewide – All Districts – to provide On-Demand Environmental Services for Local Government Projects

EC-1661A - CC Environmental

EC-1661B - CEC Corporation

EC-1661C - C.H. Guernsey & Company

EC-1661D - CP&Y, Inc.

EC-1661E - Enercon Services, Inc.

EC-1661F - Garver, LLC

EC-1661G - Kleinfelder, Inc.

EC-1661H - Leidos Engineering, LLC

The aggregate not to exceed amount for these eight contracts is \$2,400,000.00

- c) Oklahoma County – Commission District IV – to provide preliminary engineering and prepare construction plans for I-40 over Scott Street Eastbound and Westbound and over Sunnyslane and Paris Road (Hudiburg Drive)

EC-1457A – Garver, LLC - \$1,617,300.00

**Note:** The above Item c) should read Scott Street over I-40, Eastbound and Westbound I-40 over Sunnyslane and Hudiburg Drive over I-40

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

**92. Engineering Contract Supplements**

- a) McClain County – Commission District III – to perform all engineering services to prepare final design plans for I-35 under Ladd Road South of the Cleveland County Line

EC-1427 – Supplement 1 – Poe & Associates, Inc. - \$225,252.00

- b) Seminole County – Commission District III – to perform all engineering services to prepare final design plans for SH-99A over Sand Creek, 9.98 miles East of SH-99

EC-1470J – Supplement 2 – Grossman & Keith Engineering Company - \$73,700.00

- c) Logan County – Commission District IV - to perform all engineering services to prepare final design plans for SH-51 over West Beaver Creek, 12.6 miles East of the Kingfisher County Line

EC-1500K – Supplement 1 – CP&Y, Inc. - \$89,916.00

- d) Beckham County – Commission District V - to perform all engineering services to prepare final design plans for I-40B over Tributary to Little Turkey Creek.

EC-1459B – Supplement 1 – Poe & Associates, Inc. - \$12,400.00

- e) Blaine County – Commission District V - to perform all engineering services to prepare final design plans for SH-8 over Spring Creek

EC-1503F – Supplement 1 – C.H. Guernsey & Company - \$29,767.00

- f) Washita County – Commission District V - to perform all engineering services to prepare final design plans for SH-152 over Trail Creek

EC-1503C – Supplement 1 – Aguirre & Fields, LP - \$29,045.00

- g) Alfalfa County – Commission District VI - to perform all engineering services to prepare final design plans for SH-8 over Driftwood Creek

EC-1506A – Supplement 1 – MacArthur Associated Consultants, LLC - \$75,110.00

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

**ITEMS PRESENTED BY PROGRAMS DIVISION MANAGER – Mr. Adkins**

**93. Lettings**

- a) Final September 2015 Bid Opening
- b) Tentative October 2015 Bid Opening
- c) Tentative November 2015 Bid Opening

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

**ITEMS PRESENTED BY ASSISTANT DIRECTOR OF OPERATIONS – Mr. Raymond**

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

- a) Alfalfa County – US-64 – STPY-102C(116)SS / 24124(04), \$15,125.00

- b) Alfalfa County – Co. Rd. – ACSTP-202C(010)CI / 28639(04), \$1,650.00
- c) Atoka County – Co. Rd. – CIRB-103C(102)RB / 24835(04), \$15,680.15
- d) Beckham County – IS-40B – SSR-105A(199)SR / 28136(04), \$8.00 Underrun
- e) Beckham County – Co. Rd. – STP-205D(012)CI / 28700(04), \$12,286.40
- f) Bryan County – Co. Rd. – STP-107C(102)CI / 22696(04), \$487.68 Underrun
- g) Caddo County – IS-40 – SBR-208N(002)SB/SBR-220N(008)(009)(010)SB / 29236(04), \$2,295.49
- h) Carter County – IS-35 – STPY-210F(016) / 23125(10), \$1,692.91
- i) Cleveland County – SH-9 – STPG-214A(020)AG / 29291(04), \$2,897.02
- j) Delaware County – SH-10 – HSIPG-121A(136) / 26228(04), \$37,974.58
- k) Garvin County – SH-19 – STPY-125C(210) / 27064(04), \$20,960.75
- l) Grady County – Ct. St. – STP-126C(192)AG/STPG-226C(006)AG / 28424(04), \$2,670.00
- m) Kay County – SH-11 – SBR-236B(016)SB / 29491(04), \$14,693.40
- n) Logan County – IS-35 – STPY-242F(021) / 24239(12), \$9,900.00
- o) Major County – Co. Rd. – STP-247D(011)CI / 28353(04), \$1,198.16
- p) McClain County – SH-37 – SSP-244N(014)SS / 29568(04), \$1,669.00
- q) Oklahoma County – Ct. St. – OKC-XTWN(006)(048)SS / 17428(60)#2, \$17,553.80
- r) Oklahoma County – Ct. St. – OKC-XTWN(006)(048)SS / 17428(60)#3, \$14,598.64
- s) Oklahoma County – Ct. St. – STPY-255F(178)3B / 30282(04), \$19,506.97
- t) Rogers County – IS-44 – NHPPIY-44-2(507) / 21898(07), \$6,361.74
- u) Rogers County – SH-266 – SBR-266N(025)(026)(027)SB / 29772(04), \$6,200.00
- v) Tulsa County – SH-266 – NHPPY-172N(319) / 23167(04), \$219,076.45 Underrun
- w) Washita County – SH-115 – STPY-275C(002) / 26998(04), \$1,800.00

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

- a) Atoka County – SH-3 – NHY-017N(219) / 23141(05), \$19,907.36
- b) Canadian County – Co. Rd. – CIRB-109C(134)RB / 24804(04), \$435,840.81
- c) Cherokee County – Co. Rd. – CIRB-111C(081)RB / 22151(04), \$295,428.75
- d) Cleveland County – IS-35 – IM-NHIY-0035-2(289)109 / 09031(08), \$52,231.70
- e) Cleveland County – SH-9 – SSP-114N(099)SS / 20266(04)#2, \$10,985.85
- f) Cleveland County – SH-9 – SSP-114N(099)SS / 20266(04)#3, \$62,626.00
- g) Cleveland County – Ct. St. – SBR-214N(004)SB / 29106(04), \$54,026.57
- h) Coal County – US-270 – SSP-215F(011)SS / 23285(05), \$173,863.23
- i) Grant County – SH-11 – STPY-127B(135)(136) / 24429(04), \$39,184.00
- j) Harmon County – SH-5 – STPY-129C(030)SS/STPY-133C(078)(081)SS / 24208(04), \$38,689.00 Underrun
- k) Haskell County – Co. Rd. – CIRB-131C(114)RB / 28411(04), \$331,170.21
- l) McClain County – Co. Rd. – CIRB-144D(131)RB / 25449(04), \$12,010.90
- m) Oklahoma County – Ct. St. – STP-255A(134)AG / 30003(04), \$4,297.98
- n) Oklahoma County – IS-235 – SSP-255N(246)SS / 30422(04)#3, \$46,480.00
- o) Oklahoma County – IS-235 – SSP-255N(246)SS / 30422(04)#4, \$5,450.00
- p) Okmulgee County – US-266 – SSP-156C(093)SS / 21738(04), \$47,855.50
- q) Payne County – SH-33 – STPY-160B(102)SS / 20331(04), \$37,675.38
- r) Payne County – US-177 – STPY-160B(103)SS/STPY-160B(135) / 20332(04)#15, \$19,767.68
- s) Payne County – US-177 – STPY-160B(103)SS/STPY-160B(135) / 20322(04)#16, \$27,067.14
- t) Payne County – US-177 – STPY-160B(103)SS/STPY-160B(135) / 20322(04)#17, \$18,285.54
- u) Payne County – Ct. St. – CIRB-160D(139)RB/SAP-260D(008) / 22169(04)#5, \$54,558.32
- v) Payne County – Ct. St. – CIRB-160D(139)RB/SAP-260D(008) / 22169(04)#6, \$0.00
- w) Pottawatomie County – Ct. St. – STPY-163A(356)SG / 22908(05), \$68,100.86
- x) Rogers County – IS-44 – IMY-0044-2(437) / 21898(04), \$2,691.36

- y) Sequoyah County – IS-40 – SSP-268N(012)SS / 25909(34), \$21,350.72
- z) Tulsa County – US-64 – SSR-172A(512)SR / 23169(08), \$239,806.49 Underrun
- aa) Tulsa County – SH-11 – E-SAP-272B(120) / 31563(04)#1, \$140,000.00
- bb) Tulsa County – SH-11 – E-SAP-272B(120) / 31563(04)#2, \$2,265.82

**NOTE:** Commissioner Burrage asked Mr. Raymond to give our overrun-underrun history.

*Mr. Raymond said the contract growth numbers for State FY 2015 are: We finalized 322 contracts last year; had a combined contract amount of \$862 million dollars. That's the greatest number of contracts finalized in any State fiscal year. The overrun amount of those was about \$8 million, which represents a contract growth of 0.93%. We have been compiling this information since State FY 1989. The average from 1989 through present is 1.37%.*

*Commissioner Burrage stated, "This is more than a commendable record, and deserves all kinds of accolades for the Department; and I believe that most of the overruns were in the current year for incentives for smoothness, quickness, and extraordinary accomplishments on projects; and I can't say enough about the accomplishments of the Department in getting that done".*

*Commissioner Alexander said he wanted to thank the Contractors too, because they do a marvelous job.*

*Mr. Raymond stated, "Absolutely, it is a team effort".*

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

**ITEMS PRESENTED BY DIRECTOR OF OPERATIONS – Mr. Green**

**96. Request for Additional Appropriations to GeoStabilization International (GSI)**

Pushmataha County – District II - Project No.: J3-1304(007), 31304(07) – to fund the Early Completion Incentive as provided for in the Contract for the Emergency Land Slide Stabilization on US-271 approximately 5.6 miles South of Clayton - \$45,000.00

**Information Only;** No Commission action required

**97. Settlement of Contractor’s Claim to Behne Construction Co, Inc.**

Texas County – District VI - Project No.: SBR-170N(160)SB, 28162(04) – For additional work performed on Bridge Rehabilitation on SH-3 over Coldwater Creek, 0.4 miles East of SH-94 - \$64,443.84

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

## **ITEMS PRESENTED BY THE DIRECTOR – Mr. Patterson**

### **98. Declaration of Emergency Repair Project**

Canadian County – District IV – NS272 (Ranch Road) One Half Mile South of the North Canadian River

Director Patterson read the “Declaration of Emergency” into the record. He said that this Item is where we declared an emergency on a county road this time. This was an opportunity for the Department to reach out to the County Commissioners and allow them to use their CIRB money, for emergency repairs on the recent rainfall issues that we've had. Ranch Road in Canadian County was washed out causing an extensive detour to have to take place for the drivers. I was able to declare an emergency after a resolution was received by the County Commissioners and this local CED to include this project as part of the CIRB funding plan. In doing so, we expedited taking bids, and we received five bids for the project. Sewell Brothers was the low bidder, they have completed the project, and the road is now open again. We hope to use this process again in other locations around the state as a result of the recent rainfall, and possibly the upcoming rainfall that we see later this week.

**Information Only;** No Commission action required

### **99. Declaration of Emergency Repair Project**

Murray County – District VII – I-35 at Mile Marker 50, Honey Creek Pass in the Arbuckle Mountains, 4.5 miles north of Carter County Line

Director Patterson read the “Declaration of Emergency” into the record. This particular emergency was to get traffic reopened on the interstate. At the time, we had northbound traffic detoured to US-77, which is a very windy, scenic route through the Arbuckle Mountains; southbound traffic was proceeding on the interstate. We expedited a process to construct crossover lanes so that we could create the detour on the interstate and keep interstate traffic off of US-77. That project was expedited, and the crossovers were completed on June 21st, and so traffic is now one lane in each direction for about a four-mile stretch to get around the rock slide.

**NOTE:** *Commissioner Love commented that he bet the traffic is backed up; what is the timeline that we are looking at here before completion.*

*Director Patterson said that the Commission at the meeting last Tuesday awarded 2 more projects in that area. One contract was to bring to rock down and the other to haul the rock off. The timeline currently looks like it will be the end of August before we're able to open it up to complete traffic. It's a very hands-on process to bring the rock down, they began work last Thursday, the contractor moved in and they've been working over the weekend. Everyone wants to know when they're going to start blasting, right now, that looks to be Tuesday afternoon. We're going to be very definitive in our schedule of blasting because we have to ensure safety above all, so we'll have to close down the interstate while that's occurring.*

*Commissioner Love asked how far traffic is backed up down there.*

*Director Patterson deferred the question to Division 7 Engineer, Bob Rose.*

*Mr. Rose said unfortunately, we commonly are seeing traffic backed up now to the north to mile 55 and beyond; and to the south mile 42 and sometimes beyond. So it's a long line of traffic trying to get through there. He pointed out that this is one of the better publicized emergency projects that have occurred in the state. I think our Media and Public Affairs division are doing a great job of broadcasting to the public that they should try to take alternate routes; and if they have to go this way to expect a lengthy time getting through the project area.*

*Commissioner Burrage asked what the length of time is to get through the area.*

*Mr. Rose stated that they don't have the Smart Work Zone placed in accordance for this project. It was something that was done quickly and in an emergency type situation as we took bids and awarded the project, and that feature is not incorporated in the work, so I can't actually tell you the wait time to get through it.*

*Commissioner Regan asked if we were going to have all lanes closed when we are doing the blast.*

*Mr. Rose said when we're doing a blast, we will take steps to ensure that there's no traffic, and no motorist will have exposure to that blast. We use what we call rolling roadblocks to stop the traffic in both the southbound and northbound direction and delay it from passing through the blasting area until that blast is over and until all the debris that might be hazardous is cleaned up after the fact. The delay time getting through will be somewhat longer than it has been under normal traffic conditions because of that closure. We're trying to minimize it as much as possible by catching the traffic in the order of 10 miles north of the project to slow it down with law enforcement driving in front of the traffic in both directions and keep traffic moving instead of having it stalled out and waiting for that blast to occur.*

*Commissioner Fidler asked how long the lanes would be closed due to the blasting.*

*Mr. Rose said within the work area where the blast occurs, we're not expecting a time frame of greater than 20 to 30 minutes while it takes place and is then cleaned up.*

*Commissioner Alexander asked how many blasts are you planning on doing.*

*Mr. Rose explained that our experts that we've hired to do this rock mitigation work predicted to us at first that there was a 35% chance that one blast would get the rock down and then we can pick the debris up and haul it out; but that means there's a 65% chance that it will take more than one. After that first blast, they might be able to do most of the work with other techniques of taking the loose rock off of the mountain. They've got several techniques that they've explained to us. One of them involves the use of an airbag, a giant pillow that they insert down in the crevice between the rocks and expand it with air; apply pressure to that unstable formation, trying to break it away from the main formation. They also have equipment that operates similar to a drag line where a giant steel bucket is taken up to the top the slope and dragged down the slope to catch rocks that can be pulled off that way. Every effort will be made to blast as little as possible. There's always a risk of damage to the other rock formations in the area with over blasting. The amount of charge will be watched very closely and the numbers of blast will be minimized as much as possible.*

*Secretary Ridley commented that early on there was some discussion, once you get the rock down, get most of the loose rock down, that you may put up medium barrier and allow the southbound traffic to run free and just move the northbound traffic over along that side while you're hauling the rock off. Is that still an option that you might be using, where you could open up one lane, or one direction?*

*Mr. Rose said, "In my judgment, the workspace is too small, the risk is too great, and the maneuvering of construction equipment would be very difficult to timely remove that material unless we keep traffic in the southbound expressway, where it's at now, until we have picked up the great majority of any of the rock that falls down and must be hauled out". So I don't think it's going to be possible to place a medium barrier and work with one lane of traffic running in that northbound expressway.*

**Information Only; No Commission action required**



**ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce**

**100. Awards**

- a) June 12, 2015 – Emergency Letting (Information Item Only)
- b) June 18, 2015 – Regular Letting
- c) July 1, 2015 – Emergency Letting (Information Only)

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

**ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson**

**101. Director's Report**

Director Patterson updated the Commissioner on the Belle Isle Project. He said that all lanes are now open on I-44, except for Classen Boulevard. The work is progressing ahead of schedule and we should be able to complete this project early.

Director Patterson gave an update on the 5 emergencies from last week's Special Meeting. He said that 2 of the contracts were for the I-35 rockslide near Turner Falls in Murray County. He said the contractors mobilized and began preparation work to remove part of the damaged rock formation in the Arbuckle Mountains. After the rock face is stabilized, another Contractor will remove the fallen debris from the highway. He said the emergency repairs to flood damaged highways and county roads on the other 3 projects have also started. So we are making good progress on all these projects.

Director Patterson talked about the "DRIVE Act" that was introduced by Senator Inhofe. The DRIVE Act" was passed unanimously out of Inhofe's Committee in Washington. D.C. on June 24, 2015. He said, "The DRIVE Act is the new 6 year reauthorization of the highway bill at the federal level. There are 3 provisions that I want to highlight that came out of the DRIVE Act, and this is the first step of a very long process that Chairman Inhofe has been involved in. What it does, it provides for a 6 year bill that totals \$278 billion dollars, that's an average of \$46 billion a year. That is an increase in the first year of 6.9% over the 2015 level. So 2015 is funded at \$41 billion; 2016 will be funded at \$43.8 billion.

Secondly, the program brings about a new formula-based National Freight Program that will provide \$2.2 billion per year. The good thing about the Freight Program, it's going to be allocated to the states on a formula basis. There was some talk that it would be done on a grant basis nationwide, and so states would be competing against each other; but that's not the way the bill currently reads, it will be based on the formula.

Then finally, the other thing that really is a high point for us is, it continues the project delivery in environmental streamlining that began with MAT 21. So many of those things that we've been talking about, environmental issues that really came about over years of what some have called over reaching; but environmental agencies began to see a turn in that with MAT 21. We're going to see some additional provisions to improve that for State DOTs.

On June 26th Senator Inhofe had a Press Conference in Tulsa, and I want to thank both Chairman Burrage and Commissioner Love for attending and participating in the Press Conference. It was really an accumulation of several leaders, like Chairman Burrage and Commissioner Love that have a real impact on our transportation nationally; both an impact in getting things done, but receiving benefit from transportation. So thank you to both of you for attending that Press

Conference. I know Senator Inhofe was pleased with how it came out and the participation of all those who attended. As I said earlier, it's the first step in a long journey, I know Chairman Inhofe is excited, and he's looking forward to having something done quickly.

Director Patterson thanked Senator Marlatt and OTA Director, Tim Stewart for attending the meeting today.

Director Patterson pointed out that Call Order 230 is a project for a cable barrier to be installed in the Arbuckle Mountains. That is the area where the softball bus was hit by a semi. Before that occurrence, that area did not rise to our radars or priority; but once that occurred, it became a major priority, and it was the next month following that accident that this Commission set about in motion the opportunity to take these bids and get this constructed. Thank you for your support in allowing us to move forward on this very important project.

**NOTE:** *Commissioner Burrage asked if it was our policy, that when the roads are so far apart, we didn't feel like we needed the cable barrier; but that accident has proved us differently.*

*Mr. Patterson said that's the short explanation. It was not a high accident location, and the median was wide enough that it had not risen to the level of a priority; but on that particular night, somebody proved to us that they could get across the median and do the damage they did.*

**Director Patterson said that the Commission Meeting next month will be held on August 10, 2015 at 11:00 a.m.**

**NOTE:** *Secretary Ridley wanted to point out something that does not happen very often in the United States Senate. He said Senator Inhofe's DRIVE Act had bipartisan support it passed unanimously with a 20-0 vote.*

**Information Only:** No Commission action required.

**ITEM PRESENTED BY GENERAL COUNSEL DIVISION – Mr. Eldrige**

**102. Proposed Executive Session: Director's Performance Evaluation and Discussion of Director Patterson's Salary**

**ACTION:** Alexander moved and Fidler seconded that the Item be approved as presented; and that the Commissioners enter into Executive Session.

**MOTION:** Carried by the following vote:

**AYES:** Fidler, Burrage, Love, Alexander and Regan

**NAYES:** None

**ABSENT:** Overland, Huckabay and Burgess

**NOTES:** *The Commissioners entered into Executive Session at 11:50 a.m.  
The Commissioners exited Executive Session at 12:10 p.m.*

**ACTION:** Alexander moved and Regan seconded that the Commissioners end Executive Session and reconvene with Regular Meeting.

**MOTION:** Carried by the following vote:

**AYES:** Fidler, Burrage, Love, Alexander and Regan

**NAYES:** None

**ABSENT:** Overland, Huckabay and Burgess

ACTION: Fidler moved and Alexander seconded that Director Patterson's salary be bumped to \$156,128.00  
MOTION: Carried by the following vote:  
AYES: Fidler, Burrage, Love, Alexander and Regan  
NAYES: None  
ABSENT: Overland, Huckabay and Burgess

**103. Declaration of Emergencies considered and approved at the June 30, 2015 Special Meeting**

**Information Only:** No Commission action required.

**ITEM PRESENTED BY COMMISSION CHAIRMAN**

**104. Adjournment Motion**

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

**Meeting adjourned at 12:13 p.m.**

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

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David Burrage – Chairman

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Pete Regan – Member