

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

TO BE HELD IN THE ODOT BUILDING COMMISSION MEETING ROOM
OKLAHOMA CITY, OKLAHOMA

BE IT REMEMBERED that on Monday the 5th day of November, 2018, 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 2018 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, November 1, 2018, 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 11:00 a.m.

ROLL CALL:

Present:	David Burrage	Chairman
	Dan Overland	Member
	Greg Love	Member
	Todd Huckabay	Secretary
	Bobby Alexander	Member
	Brad Burgess	Vice Chairman
	Bob Peterson	Member

Absent: John Fidler

Presiding: David Burrage

The following items were presented and approved as written at the Transportation Commission meeting of November 5, 2018. 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 reminded everyone that Election Day is tomorrow and encouraged them to get out and vote. He introduced Special Guests: Lori Peterson, Oklahoma Rail Association Director, Bobby Stem, AOGC Director and Former Secretary of Transportation, Gary Ridley.

ANNOUNCEMENTS AND PRESENTATIONS

ODOT Receives National Recognition for I-235 Bridge Installation

NOTE: Commissioner Burrage said Announcements and Presentations will be done right before the Director's Report.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

135. Approval of the Minutes of the Transportation Commission Meeting of October 1, 2018

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

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

a) Garfield County - Commission District IV

Between Hayward and Fairmont, Construction funding for a rail safety corridor project which includes the installation of flashing light signals with gate arms at three locations, surface improvements at two locations and the permanent closure of one grade crossing with the BNSF Railway Company. Total cost is \$1,143,418.

b) Woods County – Commission District VI

Near Waynoka, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at Woods County Road N2350, with the BNSF Railway Company. Total cost is \$257,507.

c) Craig County – Commission District VIII

Near Vinita, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at Craig County Road S4460, with the BNSF Railway. Total cost is \$212,766.

NOTE: Commissioner Love reminded everyone that Item 136 is for improving rail crossings throughout the state. I wanted to mention this, because it's really a very noteworthy thing; ODOT had sold a rail line that we had purchased and we turned around and sold it in 2014. We ended up with a large amount of money that we were able to reinvest back into our rail infrastructure. This really was a huge thing that kind of went under the radar, in my opinion; but I wanted to be sure that ODOT got credit for that.

Commissioner Burrage thanked Commissioner Love for his comment. ODOT's foresight to originally take those rail lines and then make private-public partnerships and then sell, has been very good for the state. You are so right; it has been one of the greatest things that has happened here; and it probably did fly under the radar. Thank you for mentioning that.

137. Transportation Safety Improvement Projects – Mr. Pendley

a) Bryan County – District II – for the installation of a 4-way stop with LED advance warning signs, approach rumble strips and pavement markings at SH-48 and SH-22 in the Town of Kenefic. The project is estimated to cost \$10,000.

b) Tulsa County – District VIII – installation of guardrail at various location in Tulsa County.

1. Ten (10) locations on SH-11 in Tulsa County beginning approximately 4.2 miles south of the Washington County line, in the City of Skiatook and extending south approximately 6.7 miles;
2. Two (2) locations on US-64 in Tulsa County at approximately 8.6 miles southeast of Creek Turnpike and US-64 interchange, in the City of Bixby;
3. Two (2) locations in Tulsa County, in the City of Tulsa, at the I-44, I-244 and Gilcrease Expressway interchange;
4. Three (3) locations on SH-51 in Tulsa County at a location approximately 10.0 miles east of the Creek County line, in the City of Sand Springs, extending east approximately 0.2 mile.

The project is estimated to cost \$300,000.

138. Speed Zone Revision

Cotton County – District VII – along Interstate 44 beginning at the Oklahoma Texas State line, extending northerly 5.65 miles to the interchange of I-44 and US-70

139. Land Sales – Mr. Phillips

- a) Pottawatomie County – District III – located at the SE corner of the intersection of SH-18 and E 36th Street in Shawnee - \$4,900.00
- b) Oklahoma County – District IV – Land Sale – located at the SW corner of Walnut Avenue and NE 21st Street, Central Oklahoma City - \$604,500.00

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

MOTION: Carried by the following vote:

AYES: Burrage, Overland, Love, Huckabay, Alexander, Burgess and Peterson

NAYES: None

ABSENT: Fidler

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

140. Engineering Contracts

- a) Pottawatomie County – District III – to provide construction plans for I-40 from Oklahoma County Line, east 2.5 miles, I-40 from 2.5 miles east of the Oklahoma County Line, east 2.2 miles and I-40 from 4.7 miles east of the Oklahoma County Line, east 2.7 miles

EC-2012

CEC Corporation

\$3,142,959.00

- b) Tulsa County - District VIII – to prepare construction plans for the I-44/US-75 interchange reconstruction from Union Avenue to the Arkansas River

EC-2049 Garver, LLC \$3,790,063.00

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

141. Engineering Contract Supplements

- a) Statewide – All Districts – to provide Off-System Bridge Inspections

EC-1925A Supplement 2 AIA Engineers, LLC \$20,416.30

- b) Payne County – District IV – to perform additional engineering services to develop 5 sets of final construction plans rather than the 2 sets originally requested for SH-33 bridge and approach over the Cimarron River at the Payne County Line & SH-33 from 1.0 miles east of the Logan County Line and extend east 6.9 miles to the 5 lane section, widen to 4 lanes

EC-1745 Supplement 1 EST, Inc. \$160,667.00

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

142. Change Orders with Cumulative Total of \$75,000.00 or Less – Information Only

- a) Alfalfa County - US-64 - STPY-102C(116)SS / 24124(04), \$6,128.90, 0.07%
- b) Alfalfa County - SH-58 - ACSTP-202C(029)SS / 28032(04), \$2,860.00, 0.11%
- c) Cherokee County - Co. Rd. - ACSTP-111C(099)CI / 23430(04), \$19,835.88, 0.63%
- d) Cherokee County - Co. Rd. - CIRB-211C(027)RB / 28508(04), \$5,095.89, 0.27%
- e) Cherokee County - Co. Rd. - CIRB-211D(034)RB / 30719(04), \$666.40, 0.09%
- f) Choctaw County - SH-109 - STP-212C(035)SS / 27906(04), \$8,990.65, 0.62%
- g) Choctaw County - SH-93 - SSR-212C(034)SR / 29716(04), \$26,195.59, 2.69%
- h) Cleveland County - Co. Rd. - STP-114D(204)CI / 24618(04), \$126.84, 0.03%
- i) Cleveland County - SH-9 - STP-114E(258)EH / 26879(04) #1, \$14,304.00, 2.20%
- j) Cleveland County - SH-9 - STP-114E(258)EH / 26879(04) #2, \$60,007.50, 9.23%
- k) Cleveland County - SH-39 - SBR-214A(079)SB / 30579(04), \$8,748.92, 0.95%
- l) Cleveland County - Ct. St. - NHPPI-3500(065) / 32155(04) #2, \$4,000.00, 0.04%
- m) Cleveland County - Ct. St. - NHPPI-3500(065) / 32155(04) #3, \$9,240.00, 0.08%
- n) Coal County - Co. Rd. - STP-215D(026)CI / 30012(04), \$28,894.59, 6.33%
- o) Comanche County - I-44 - NHPPI-216N(073)3P / 31343(04), \$19,398.00, 0.92%
- p) Cotton County - US-277 - ACSTP-217C(029)SS / 28036(04), \$9,581.82, 0.12%
- q) Craig County - SH-10 - ACSTP-218C(054)SS / 27069(04), \$9,635.61, 0.21%

- r) Craig County - Co. Rd. - CIRB-218D(058)RB / 30443(04), \$1,914.27, 0.23%
- s) Craig County - US-69 - NHPP-218N(060)3P / 31355(04), \$7,169.82, 1.84%
- t) Creek County - Co. Rd. - CIRB-219C(058)RB / 29408(04) #1, \$37,242.31, 2.03%
- u) Creek County - Co. Rd. - CIRB-219C(058)RB / 29408(04) #2, \$6,133.80, 0.33%
- v) Custer County - I-40 - SSR-220C(003)SR / 29152(04), \$613.07, 0.09%
- w) Garfield County - Ct. St. - STP-124B(080)UR / STP-124E(146)EH / 23087(04) #6, \$8,483.30, 0.22%
- x) Garfield County - Ct. St. - STP-124B(080)UR / STP-124E(146)EH / 23087(04) #8, \$136,900.75, -3.53% Underrun
- y) Garfield County - US-60 - ACNHPP-224N(055)PM / 24637(04), \$1.58, 0.00%
- z) Grant County - Co. Rd. - CIRB-127C(188)RB / 28419(05), \$18,502.97, 0.87%
- aa) Haskell County - SH 9 - ACSTP-231B(024)SS / 30511(04), \$28,503.06, 3.92%
- bb) Kingfisher County - US-81 - NHPP-237N(019)SS / 27980(04), \$5,830.00, 0.07%
- cc) Kiowa County - SH-54 - STPY-138C(108)SS / 23244(04), \$4,032.25, 0.06%
- dd) Kiowa County - US-183 - MC-238N(051) / 33658(04), \$55,675.63, 3.44%
- ee) Leflore County - US-59 - ACSTP-240F(061)SS / 24333(09), \$5,944.96, 2.08%
- ff) Lincoln County - SH-99 - SSR-241N(056)SR / 33222(04), \$3,838.15, 0.74%
- gg) McClain County - US-77 - ACNHPP-244N(052)SS / 27946(04), \$15,870.12, 0.04%
- hh) McClain County - SH-74 - STP-244C(062)3P / 33632(04), \$53,032.97, 8.67%
- ii) McIntosh County - US-69 - NHPP-246N(027) / 29755(04), \$56,653.06, 0.23%
- jj) Muskogee County - US-64 - HSIP-251C(086)TR / 33479(04), \$1,662.74, 7.07%
- kk) Okfuskee County - US-62 - STP-254C(040)SS / 27963(04), \$48,516.28, 1.93%
- ll) Okfuskee County - SH-62 - ACHSIPG-254C(039)AD / TAP-254D(038)TP / 32966(04), \$0.00, 0.00%
- mm) Oklahoma County - I-235 - NHPPI-2350-(007)PM / 27905(04), \$14,067.00, -2.05% Underrun
- nn) Oklahoma County - I-40 - NHPPI-3500-(062)SS / 30444(06), \$15,000.00, 0.30%
- oo) Osage County - SH-20 - SSR-157C(185)SR / 28284(05), \$25,943.50, 3.14%
- pp) Osage County - SH-18 - SSR-257C(002)SR / 29095(04), \$56,115.05, 4.97%
- qq) Ottawa County - CITY STREET - HSIP-258N(036)TR / 33078(04), \$2,141.35, 1.28%
- rr) Pontotoc County - SH-19 - STPY-262B(025)SS / 27988(04), \$35,656.53, 0.62%
- ss) Pottawatomie County - Ct. St. - HSIPG-263E(056)AD / TAP-263D(051)TP / 33015(04), \$14,322.84, 7.13%
- tt) Pottawatomie County - SH-9 - HSIP-263N(047)TR / 33159(04), \$2,985.65, 2.06%
- uu) Roger Mills County - Co. Rd. - CIRB-165C(100)RB / 25478(04), \$0.01, -0.00% Underrun
- ww) Sequoyah County - Co. Rd. - ACSTP-268D(050)CI / 29386(04), \$13,724.46, 1.07%
- xx) Stephens County - Co. Rd. - CIRB-269C(002)RB / 27847(04), \$9,575.00, 0.20%
- yy) Tulsa County - US-75 - NHPPI-4400-(013)SS / NHPP-272N(150)SS / 28876(04), 2,280.00, 0.08%
- zz) Tulsa County - US-64 - SAP-272N(234) / 33285(04), \$57,661.71, 4.79%
- aaa) Washita County - I-40 - ACNHPP-4000-(057)PM / 27935(04), \$55,930.00, 0.66%
- bbb) Woodward County - SH50 - SBR-277C(036)SB / 29475(04), \$4,620.00, 0.49%
- ccc) Woodward County - Ct. St. - ACSTP-277C(043)UR / ACSTP-277D(044)UR / TAP-277D(041)TP / 29799(04), \$15,932.25, -0.19% Underrun

143. Change Orders with Cumulative Total Greater than \$75,000.00

- a) Beaver County - US-83 - SSR-204B(025)SR / 30529(04), \$25,000.00, 1.16%
- b) Cleveland County - I-35 - NHPPIY-0035-2(176)(304) / 09031(05), \$43,475.26, 0.06%
- c) Cleveland County - Ct. St. - STP-214B(077)AG / 30501(04), \$74,776.75, 6.76%
- d) Garvin County - SH-76 - ACSTP-225C(070)3P / 31829(04), \$28,722.42, 6.76%
- e) Jackson County - US-62 - ACNHPP-233N(029)SS / 29528(04), \$8,000.00, 0.14%
- f) Johnston County - Co. Rd. - STP-135C(129)CI / 27846(04), \$41,990.93, 1.89%
- g) Johnston County - SH-1 - SBR-235C(017)SB / 29603(04) #3, \$17,093.37, 0.69%
- h) Johnston County - SH-1 - SBR-235C(017)SB / 29603(04) #5, \$2,574.36, 0.10%

- i) Latimer County - SH-1 - SSP-139C(055)SS / 21735(04), \$69,342.56, 1.28%
- j) Leflore County - US-59 - STP-240C(029)(031)SS / SBR-245C(004)SB / SBR-240N(022)SB / NHPP-240N(032)SS / 27029(04), \$278,129.03, 2.23%
- k) McClain County - Co. Rd. - CIRB-144C(129)RB / 25448(04), \$14,942.80, 0.47%
- l) McClain County - US-77 - ACNHPP-244N(052)SS / 27946(04), \$465,000.00, 1.29%
- m) McCurtain County - US-70 - ACNHPP-245N(037)SS / 18853(04), \$850,629.84, 7.35%
- n) Okfuskee County - SH-84 - STP-254C(041)PM / 28927(04), \$1,579,525.23, 45.78%
- o) Oklahoma County - I-40 - ACNHPP-0040-5(382) / ACNHPP-4000-(047) / 20324(04), \$357,923.59, -0.50% Underrun
- p) Oklahoma County - I-44 - NHPP-4400-(027)PM / 29495(04), \$33,300.00, 0.82%
- q) Oklahoma County - Ct. St. - STP-255A(450)AG / 30230(04), \$354,327.16, 12.35%
- r) Osage County - SH-123 - SSR-257C(066)SR / 30519(04), \$12,723.12, 0.60%
- s) Pawnee County - SH-18 - STPY-159B(036) / 20895(04), \$68,899.01, 0.52%
- t) Pottawatomie County - I-40 - NHPP-4000-(035)SS / 28928(04), \$7,035.60, 0.10%
- u) Pushmataha County - SH-2 - SBR-264C(049)SB / 30432(04), \$83,097.64, 4.90%
- v) Seminole County - SH-99 - ACNHPP-267N(065)3P / 31929(04), \$4,561.59, 2.83%
- w) Stephens County - US-81 - ACNHPP-011N(100)SS / 20316(04) #6, \$8,097.33, 0.06%
- x) Stephens County - US-81 - ACNHPP-011N(100)SS / 20316(04) #7, \$2,664.75, 0.02%
- y) Stephens County - US-81 - NHPP-269N(020)SS / 20316(23), \$11,921.67, 0.08%
- z) Tulsa County - I-44 - ACNHPP-4400-(438)SS / 21899(04), \$3,434.00, 0.01%
- aa) Tulsa County - Ct. St. - STP-172B(398)IG / STP-172B(399)IG / STP-172B(456)IG / 25211(04), \$197,268.37, 1.87%
- bb) Tulsa County - Ct. St. - NHPP-2440-(013) / NHPP-2440-(014) / 29071(04), \$620,000.00, 7.66%
- cc) Tulsa County - US-169 - NHPP-272A(126)3B / SSP-272N(203)SS / STP-272A(174)3B / 31672(04), \$230,000.00, 3.89%

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

ITEMS PRESENTED BY THE COMPTROLLER DIVISION MANAGER – Ms. Hilmes

144. Lettings

- a) Final January, 2019 Bid Opening
- b) Tentative February, 2019 Bid Opening
- c) Tentative March 2019 Bid Opening

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

145. Awards

- a) Deferral from the September 20, 2018 Regular Bid Opening
- b) October 18, 2018 – Regular Letting
- c) November 2, 2018 – Emergency Bid Opening

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

NOTE: Governor Fallin entered the Commission Meeting

Commissioner Burrage said we have a special lady with us; thank you Governor for joining us. At this time, I'm going to turn the meeting over to Secretary/Director Mike Patterson for his announcements and presentations.

ANNOUNCEMENTS AND PRESENTATIONS

Secretary Patterson said, Governor, thank you for being here. I know that you have a very busy schedule today and for you to take time to come and celebrate with us the opening of I-235. We could have done a ribbon cutting, but all the problems of cutting a ribbon under traffic, that's a challenge; so we didn't want to do that. But we thought this would be a great opportunity to talk about I-235 and the accomplishments of this Agency, this Commission and this Administration in getting that project completed with our partners.

Over the weekend I got to thinking about this and most of these guys have heard this story. Governor I want you to think about where you were in 1989. Okay, you got that in your mind? That's when we cut the ribbon on the first segment of I-235. We have been working on this 5.4 miles for 30 years, and we're not finished yet! We still have the interchange at I-44 and I-235 to undertake; that is going to be a huge challenge, and we will talk about that in a little bit.

But this particular project, Governor, I remember last January when we moved those 2 railroad bridges into place, and you were down on the ground with us, ground zero so to speak. One of the aspects that I'll never forget is the Bridge Contractor that was helping Allen Contracting, he came over to me and he asked, "Who is that and why is everybody paying attention"? I said, "Well, that's the Governor of Oklahoma, Mary Fallin".

Governor Fallin chuckled and said, "I actually think that he get that woman off the highway, she is not supposed to be here"!

Secretary Patterson commented he did say that; but that's a company that has done business internationally all over this country; and he had never seen a Governor on a project before. I've got to tell you, Governor that meant so much to me that you and the first gentleman came down that day to see such an innovative effort by this agency. It would have been easy to be like all other Governors and stayed at home and maybe watched livestream; but you were there; and you wanted to be there. And that means a great deal to this agency and to this state, that you care that much about transportation.

This project, we talk about what the highway looks like; we are widening it to 6 and 8 lanes. If you've driven it since we opened it up, it is amazing!

There's another thing going on; drainage. You know that place floods all the time; and it flooded during construction; but it was flooding back in the '70's before there was construction. Because the drainage pipes were only 1 – 2 feet; we have replaced that now with an 8-foot drainage pipe. I don't think it's going to flood anymore, because if an 8 feet can't drain the water, then we are in trouble. So you got better drainage, a better highway, it's safer, there is more mobility to it, the railroad has a better bridge; I don't think we could do much better than that.

Governor, I know there are some things that you wanted to talk about. I wanted to introduce you to the team; but go ahead and say a few words.

Governor Fallin said she would love to meet them and thanked Secretary Patterson for his very kind comments. She said it has been a great pleasure to get to know you and work with you over the many years; I don't remember how many years you've been here, but you've been here a long time.

Secretary Patterson said, "Yes, ma'am. I have, it's been 40 years.

Governor Fallin stated, well I've been here in public office 28 years; so I've worked with you 28 of those 40 years. It's been a great pleasure to work with you; and it's been fun to watch you come up through the ranks in this department. To be able to be the Director, and certainly to be the Cabinet Secretary now for the Department of Transportation; we appreciate all that you've done. And you certainly have built a great staff, a great team and you certainly have wonderful Commissioners. And Commissioners, I appreciate all your great work. As I said, I've had the opportunity to be working in this area, this space, for 28 years. I think this is probably one of the best Transportation Commissions that we have had since I've been here. And I can still remember the days; I've been around long enough, where we didn't always have a plan that focused on a vision for the future. One that would prioritize our spending; one that would look at what's the most important needs of the State; and to take the politics out of it! I can still remember those days when politics were involved in road and bridge construction. And whoever had the most power at the Capitol back in those early days, decades ago, might be able to get their project done first, even though it may not be something that was really that critical at that time for the State's infrastructure system. So I'm very proud that we have an 8 Year Plan in the State of Oklahoma, and that we try to protect it as much as possible, even during some really tough economic times that we experienced in 2014, beginning for about 3 years of economic downturns with the energy sector. But we tried really hard, as much as we could, to protect transportation funding. In fact, I think over the last 8 years, I think we've allocated and spent about \$1.1 billion in infrastructure in the state, which is a record amount of money that we've spent in Oklahoma. And there's been decades of neglect for many, many decades, from, I don't even know how far back 50 – 60, maybe even more years ago, that we've had that neglect. We had a lot of catching up to do in the state, but we've made great progress, and I'm very proud that we have fixed, I think you told me now about 80% of our structurally-deficient bridges. I see Secretary Ridley here; and I always think about him. And Secretary, it's always great to see you; I'm so glad you are here today. I think about you often; I can still remember the days when I was on the Congressional Transportation Committee, and I specifically requested, when I was a member of Congress, to be on that Committee; because it's always been an issue that's near and dear to my heart. But I can still remember Secretary Ridley coming up to Congress, and we would ask him to testify about the state's challenges and problems that they might have with infrastructure. And of course, back in those days, we were ranked as one of the Top 5 Worst in bridges in our nation! I think now we are in the Top 5 Best in the nation.

Secretary Patterson said we are getting close.

Governor Fallin stated she didn't want to go back to #10, I want to stay one of the Top 5 in our infrastructure and our bridges in Oklahoma. But Secretary Ridley was one of the big voices for our state at that time; and Secretary, we wish you well in your retirement; hope you are having some fun and we miss you here! But certainly, Secretary Patterson has some big shoes to fill and he is doing a great job. But because of his leadership, your leadership, this Commission, and people who have gone before us, we've done some great things. It's one of things I think that's working very well for the State of Oklahoma. You hear of a lot of instability these days in politics. But when we talk about efficiency, effectiveness, being able to open up, this major transportation project that was expected to take 3 years and to be finished in 22 months on one of the state's largest road construction projects! As you mentioned, that back in 1989 we were having all kinds of problems. That was the year before I was elected; I was running for office that year as a Legislator.

But to see the great accomplishments we've made and to be able to do it quickly and to be able to take care of one of the major corridors for Oklahoma City, and frankly even for our state. A lot of people from all over the state travel up and down the I-35 corridor.

I made a couple notes just to remind myself of just the important work of this particular project itself. We certainly know it's one of our busiest thoroughfares. Any of us that get caught in that traffic trying to get home or trying to get to a meeting, trying to get to an event over the decades; not even recently, but for decades we have had this serious issue on that highway! And it certainly has been one of our most important construction projects that we've planned over the years. And we finally saw it to fruition and got the funding for it; that is very, very important. It has certainly eased all the traffic congestion; and when you ease that congestion, you also make a road safer. And of course, safety is always one of the most important things you want to do; so we can make sure that our motorists and our public are able to get to and from a location safe and come home at night to their families. It's also probably one of the most complicated projects, because you had a major railroad going across the facility. You had flooding, as you mentioned, so you had a lot of pipe work and drains that you had to install. And you were also doing all this road construction during motorists traveling up and down the highway, which was not easy! And I'm very proud to say that I think you had 4 lane closures; only 4 times the road was closed; mainly when we were moving the big railroad crossing, which was fascinating to watch, by the way I still want lights on that thing, I think it would be cool.

Secretary Patterson said I know you do.

Governor Fallin said it was certainly one of the most complicated projects that we have had. You did keep our lane closures down to a minimum, which we truly appreciate; and reopened, as I said, 22 months is quite remarkable! Now the good part is, that it will certainly make traveling much easier for everyone; but the other big part of it is, that it was an \$88 million expenditure. This is one of the largest dollar amount contract ever awarded for a major highway construction, in one of the major traffic areas of our state. I think my statistics show that about 100,000 vehicles have traveled daily up and down that highway; and probably more, because I bet more people use it, now that it will be less congested with more lanes coming up and down it. It will save a lot of time. I remember driving down that construction area, or even before we even started construction, you might drive 35-40 miles an hour, because there were so many cars, before it was even expanded. Now people can travel quicker and up to maybe even the speed limit of 60 miles per hour. But it will certainly save people on their fuel costs, just people traveling back and forth, those who commute between the 2 cities for work. It will save on commerce from delivery trucks going up and down the highway; the fuel costs on that. Time costs; time is money, which will really help. I think it'll save time for, frankly, the Highway Patrol. When you don't have as much congestion, when it's easier to get up and down the highways, and you don't have all that construction, it should save time for the Highway Patrol. And certainly for the Department of Transportation employees to have something that's new and modern, and there's not all the flooding problems and lane congestion, things like that. To be able to make the trip between Edmond and Oklahoma City in 15 minutes versus 30 minutes at different times in the past, it will certainly help with economic development and commerce. It may help our city expand in so many different directions; and it is a great example of the public sector and the private sector working together. I know that you had several incentives that were put in place early on to finish the project quickly. They were innovative; they were wise; and Secretary Ridley, once again, thank you and the Commissioners and Secretary Patterson for working so hard on that. Also Allen Construction and all the subcontractors that worked on this project, we appreciate their diligence and seeing the wisdom and being innovative too, to be able to finish it so quickly during that time period. It's just a great example of what's working well. And there are things that work well in State Government that are efficient and making things more effective in a timely manner.

So I wanted to come today and say thank you to all the Department of Transportation staff, your engineers, your contractors, your employees that work so hard. Sometimes in some tenuous situations where you had a lot of motorists going up and down, especially during the construction, I may not have always been as patient as I should have been. But our #1 goal was to keep our Department of Transportation employees

safe, to keep our contractors safe, our private sector contractors, Allen Construction, and all those that worked on this project.

And most of all, thank you to Secretary Patterson for all of his great work, Secretary Ridley, for your work in the past, and to the Commissioners here on the Department of Transportation. Commissioners, we appreciate your time and your effort in working with keeping the Legislators informed, which I think will be very important. Just a little side note, after tomorrow you will have about, I've heard two figures, 70 and 80. But you will have somewhere around 70% to 80% of the Legislators that will have less than 2 years of experience; or no experience beginning tomorrow. So one of the things that I hope that you will do with whoever the next Governor is; and whoever is elected to the House and Senate is that you will continue to talk to them about the importance of keeping our commitment over the last 8 years of investing in infrastructure. And I can also add that I went about 3 three weeks ago to New York, to the bond rating agencies. And of course we let bonds to be able to build a lot of these projects. And one of the things that the bond rating agencies were very impressed with, was that we had structurally fixed our budget, made it fiscally more sound than what it has been. And that we now have great economic growth, a lot of new jobs, opportunities and revenue. But they also appreciate the fact that we've been investing in our infrastructure, because that is very important to the bond rating agencies. And that's why we saw one of our bond ratings go up recently over the last couple months. So keep it going, I appreciate all your great work, and it's been a great pleasure to serve with you.

Secretary Patterson said, "Thank you".

Commissioner Burrage said, "Governor, we are going to give you another round of applause for being a transformational transportation governor, unparalleled. Thank you. Let's take some pictures.

Secretary Patterson said as the Governor is walking over here, we do need to take 1 picture; because this project won an award recently for the bridge move. Governor we won 1st Place at a recent Engineering Award Conference, and so we would like to bring you, Commissioner Love, the Chairman and others to receive this award.

Commissioner Burrage said, "I appreciate everybody being so patient today; it is memorial, historic day in our state".

NOTE: Governor Fallin exited the Commission Meeting

Secretary Patterson said I know we are rushed and it's late for an ODOT Commission Meeting, but I think this deserves just a little more conversation. Commissioners, we have brought the team here, just as we would at a ribbon cutting; and we didn't have a chance with the Governor's schedule to get into that. So I think it's important that we recognize the ODOT Team that was part of the construction and the contractors.

So when we got into this project, it took not the normal prequalification, but it took another prequalification. Because we knew the talent that would have to come to make this project what it is today. So Jeff Allen stepped up and he brought American Bridge Company with him. So I think it's important that we recognize Jeff, Jerry Johnson, Kevin Brawner, and Reed Greenhill from Allen Contracting, please stand up.

Now as you know, on any project like this, it takes a lot of people helping. So there are lots of subcontractors. I'm not going to get them all; but I'm going to get some key ones: American Bridge Company, Action Safety Supply, Markwell Paving, Redlands Contracting, Traffic and Lighting Systems (TLS) and W&W AFCO Steel; you guys could stand, please.

And then the Edmond residency. I think the whole residency was out there at one point or another. He recognized: Tom Hubbard, Trenton January, Rick Howland, Whitney Pogue, Shannon "Bubba" Shanks, Jeff

Gardner, Jay Price, Dennis Siglin (retired), Karen Scamman, Paul Delaney, Tommy Jones, and Guerra "Bubba" Fernandez; you guys please stand. Thank you guys for being here and wanting to participate.

As we kind of glossed over that award that the Governor so kindly took a moment, was a 1st place in Best Highway Bridge Project category for the Engineering News Regional Best Projects for 2018 for the South Region. Now it moves on to the National Contest; we like our chances. This is not the last award this project will receive. We are going to go after some more; because it's important that Oklahoma be recognized for the innovation, cooperation and collaboration that we brought to this project.

At the same time, there were other awards that were attributed to this project. And Terri never likes to talk about these, because that gets into their area. But they won 1st place at the AASHTO Transportation Committee Meeting; and it had to do with all that it took, to do live streaming on Facebook and all the communications that went with the project as those bridges were being moved. That's just not MPR, they dress us up, tell us what to say and how to say it; but the notion that the communications on this project was huge and we won 1st place for that! And for these guys, our media group, who are behind the wall taking care of this meeting right now, out there with the cameras; and the whole agency bringing the opportunity for people to watch the bridges get moved, it's a huge deal!

We also got honorable mention for our Facebook Page and the whole effort around that of keeping people informed "Off-Broadway". And when we talk about "Off-Broadway" the next project is coming. Now we're going to introduce 100,000 cars on I-235 with 100,000 vehicles on I-44. This is going to be impactful, if you thought the last one was difficult, the next one is equally or more so. It's going to take that huge collaborative public-private effort that we have, the Edmond Residency Team; it's going to take the entire agency to keep communication strong with the public.

And when we talk about communications it does not go unnoticed what the media did to help the public. When we would make an announcement, they would pick it up and get it out to the public; to provide that service to the public, that they knew exactly what we were going to do and when we were going to do it. And without the media, this would not have been the grand success that it was. But we're going to need their help again. As I said, when we get onto the next contract that we will be letting at the end of this month, and we will be awarding at the next Commission Meeting if all goes to fruition. And we will plan to start construction in April; and so we will start this cycle over again.

Mr. Chairman, one more award I've got to talk about; I'm so proud of these guys! "Work Zone Safety Awareness", another 1st Place for the Media Group! That's a huge deal for the Governor, and she has come over virtually every year to kick off our Work Zone Awareness Campaign. And about 3 years ago, we made it a 24/7, 365 day effort. And it still goes on today with our Work Zone Wednesdays, those cute quips that are supposed to grab your attention and make you think about work zones. So congratulations to you guys!

So Mr. Chairman, I think I'll stop there with my report. But we did miss an agenda item that I do need to speak about.

Commissioner Burrage said I'm not finished, I would mention again the Commission's appreciation and ODOT's appreciation for the fair coverage that the media have given us. But most of all, letting people know what's going on; they have just done a tremendous job, and we can't brag on them enough! We're not trying to get you guys to write anything favorable. But it's just made 1,000 times difference in how the public handles these projects with the way you guys have handled the notification, the information. And especially working with Terri's Group, it's just that more people need to do what you all have done in trading information to keep the public informed.

Secretary Patterson move on to Item 146 the "Declaration of Emergency and your Director's Report is Item 147; and you can move right into those, sir.

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

146. Declaration of Emergency

District VIII – Tulsa County - Bridge repairs at US-169 Bridge over I-244 - \$300,000.00

Information Only: No Commission action required.

NOTE: The Director read the Declaration of Emergency into the record.

147. Director's Report

Secretary Patterson said I already covered the Director's Report when the Governor was here, but I have 1 more thing. On your desk, you have a revision to the Commission Policy or Administrative Code regarding Prequalification Procedures. This is for you to look at, and we will come back to you at the December meeting asking your approval of that Prequalification change. This is a change that the Department and the Association of Oklahoma General Contractors has worked through together. We have done a lot of research on what other states are doing, and then a lot of in-house soul searching to make sure that we are comfortable; and both parties are. So we are bringing it to you for your review and possible approval at the next meeting.

Information Only: No Commission action required.

NOTE: Commissioner Burrage said there is also an explanation of the process in there if anybody is wondering, to kind of guide you through the review process. If you have any questions, call back up here.

ITEM PRESENTED BY COMMISSION CHAIRMAN

148. Adjournment Motion

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

Meeting adjourned at 11:51 a.m.

Approval of the Minutes of the Transportation Commission Meeting November 5, 2018.

David Burrage - Chairman

Brad Burgess – Vice Chairman