

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

DATE: Monday, October 3, 2011
TIME: 11:45 a.m.
PLACE: Commission Meeting Room, ODOT Building

BE IT REMEMBERED that on Monday the 3rd day of October, 2011, at the hour of 11:45 a.m., the Transportation Commission met in the Commission Meeting Room of the ODOT Building in Oklahoma City, Oklahoma.

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

Presiding: Greg Love

The agenda for the Commission Meeting was posted at or before 8:50 a.m. on Friday, September 30, 2011 prior to the meeting. The notification was posted on the Atrium Informational Monitor in the ODOT building, on the glass doors on the north side of the ODOT Building and sent to the Secretary of State in accordance with 25 O.S. Section 311.

The following items were presented and approved as written at the Transportation Commission meeting of October 3, 2011. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

120. Approval of the Minutes of the Special Transportation Commission Meeting of September 12, 2011.

ACTION: Burgess moved and Fidler seconded that the Minutes be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Love, Huckabay, Alexander, Burgess, and Regan
NAYES:
ABSTAIN: Burrage

ITEMS PRESENTED BY THE COMMISSION CHAIRMAN

121. Traffic Control Improvement Projects – Mr. Smart

- a) McIntosh County – District I - installation of longitudinal cable barrier along I-40 beginning at MP 256 and extending east approximately 5.2 to 0.25 mile east of MP 261.

- b) Muskogee County – District I - installation of longitudinal cable barrier along I-40 beginning at 0.10 mile west of MP 282 and extending east 8.0 miles to 0.10 mile west of MP 290.
- c) Oklahoma County – District IV - installation of longitudinal cable barrier along I-240 beginning at 0.40 mile east of MP 8 and extending east approximately 3.0 miles to 0.40 mile east of MP 11.
- d) Okmulgee County – District I – installation of longitudinal cable barrier along I-40 beginning at 0.25 mile west of MP 238 and extending east approximately 6.6 miles to 0.60 mile west of MP 245.
- e) Payne and Noble Counties – District IV – installation of longitudinal cable barrier along I-35 at following locations:
 - 1. I-35; beginning at 0.50 mile north of MP 170 and extending north approximately 4.0 miles to 0.45 mile north of MP 174 in Payne County.
 - 2. I-35; beginning at 0.60 mile north of MP 180 and extending north approximately 1.7 miles to 0.30 mile north of MP 182 in Noble County.
- f) Tulsa County – District VIII - installation of longitudinal cable barrier along I-244 and SH-11 at the following locations:
 - 1. I-244; beginning at 0.10 mile east of MP 0 and extending approximately 2.0 miles east to 0.10 mile east of MP 2.
 - 2. SH-11; beginning at the east end of the Harvard Avenue overpass bridge and extending approximately 4.3 miles southeast to the I-244 interchange.

122. Speed Zone Revision – Mr. Smart

- a) Blaine County - District V – Various locations along SH-8 (City Concurrence) in the town of Okeene

123. Land Sales – Mr. Bell

- a) McClain County – District III – Land Sale – Approximately 500 feet South of the intersection of US Highway No. 62 and NE 24th in the City of Newcastle
- b) Canadian County – District IV – Land Sale – East side of South Shepard Street, approximately 0.50 miles North of State Highway No. 66 in El Reno

ACTION: Burrage moved and Overland 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:

END OF CONSENT DOCKET

Mr. Streb before presenting his items introduced the new Planning and Research Division Engineer, John Bowman. Mr. Bowman has been with ODOT since January, 1988 and has done numerous projects, but his biggest project has been the Crosstown Expressway which he done an excellent job on.

ITEMS PRESENTED BY THE DIRECTOR OF ENGINEERING – Mr. Streb

124. Engineering Contract Supplements

- a) Statewide – All Districts – Bridge Redeck and Rehabilitation – Three (3) Consultants
EC-1347, Supplemental No. 1 – Aggregate Amount 750,000.00
 - 1. Garver LLC
 - 2. Professional Engineering Consultants PA
 - 3. White Engineering Associates, Inc.

- b) Statewide – All Districts – Fiber Optic Installation – Six (6) Consultants
EC-1346, Supplemental No. 1 – Aggregate Amount \$1,600,000.00
 - 1. Jacobs Engineering Group, Inc.
 - 2. Garver LLC
 - 3. PBS&J
 - 4. Telvent USA Corporation
 - 5. Cobb Engineering Company
 - 6. Lee Engineering LLC

- c) Statewide – All Districts – Reconnaissance Data – Nine (9) Consultants
EC-1338, Supplemental No. 1 – Aggregate Amount \$2,250,000.00
 - 1. Guy Engineering Services, Inc.
 - 2. Garver LLC
 - 3. Able Consulting
 - 4. Cobb Engineering Company
 - 5. HW Lochner
 - 6. C.H. Guernsey & Company
 - 7. The Schemmer Associates, Inc.
 - 8. Gonzalez – De La Garza & Associates LLC
 - 9. Whitehawk Engineering and Design LLC

- d) Delaware County – District VIII - SH-10 Bridge over Elk River
EC-1042, Supplemental No. 1 - \$27,000.00 – Poe & Associates

NOTE: *Commissioner Love asked in reference to Part b), what type of communications/information the fiber optic is going to provide? Mr. Streb deferred the question to Mr. Gatz who was more knowledgeable on details about this item. Mr. Gatz explained that this is a part of a larger partnership between ODOT, the Offices of State Finance, and Higher Education through OneNet. The intent of the fiber optic system is to extend the bandwidth to rural counties that don't currently have access to high speed internet at this time.*

ACTION: Burgess moved and Fidler 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:

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

125. Addition to the Industrial Access Road Program

Commission District VIII – Rogers County

The City of Claremore is requesting approval for an industrial access project for AXH Air-Coolers. AXH is investing more than \$2,000,000.00 in new facilities in Claremore's North Business Park, which will create more than 40 new full-time jobs. The total cost of the project is estimated at \$600,000.00. The Department's participation shall not exceed \$220,000.00.

ACTION: Overland 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:

ITEMS PRESENTED FOR THE PROGRAMS DIVISION – Mr. Hackney

126. Lettings

- a) Deletions and Additions to the Bid Openings
- b) Final December 2011 Bid Opening
- c) Tentative January 2012 Bid Opening
- d) Tentative February 2012 Bid Opening

ACTION: Burrage moved and Fidler 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:

ITEMS PRESENTED BY THE CONSTRUCTION DIVISION ENGINEER – Mr. Raymond

127. Change Orders – Cumulative Total - \$50,000.00 or Less – Information Only

- a) Atoka County – SH-7 – SBR-103C(101)SB / 24759(04), \$4,502.40
- b) Beckham County – SH-152 – SBR-105C(190)SB / 27530(04) / \$50,000.00
- c) Caddo County – Co. Rd. – ERSTP-108C(279)ER / 25331(06), \$6,317.50
- d) Caddo County – US-281 – BPMY-108F(287)3B / 27780(05), \$7,203.70 Underrun
- e) Canadian County – US-81 – NHY-011N(092)3P / 28244(04), \$22,952.10
- f) Carter County – IS-35 – BRFY-110C(217) / 23125(06), \$2,225.50
- g) Choctaw County – SH-2 - BHFY-164F(164) / 20920(04), \$1,680.00
- h) Cleveland County – Ct. St. – STP-STIM(501)AG / 27289(04), \$11,030.57
- i) Comanche County – US-62 – NHY-020N(030)(032) / 27048(04), \$308.87
- j) Comanche County – IS-44 – IMG-44-1(116)030TR / 27454(04)#2, \$14,214.20
- k) Comanche County – IS-44 - IMG-44-1(116)030TR / 27454(04)#3, \$1,069.39
- l) Comanche County – US-62 – NHY-020N(039)3P / 28153(04), \$26,968.93
- m) Creek County – SH-117 – SSR-119B(175)(210)SR / 25446(04), \$2,310.00
- n) Garvin County – SH-7 – NHY-021N(055)3P / 28158(04), \$19,000.00
- o) Grady County – Co. Rd. – BRF-126C(108)CI / 23136(04), \$5,159.06
- p) Grady County – US-81 – SSP-126N(121)(120)SS / 24515(04), \$4,914.34 Underrun
- q) Johnston County – SH-99 – BRFY-135B(064) / 21790(04), \$350.00
- r) Kay County – US-60 – NHY-018N(055)3P / 11643(04), \$8,580.00
- s) Kay County – SH-156 – BRFY-036C(267) / 12302(04), \$38,189.54

- t) Marshall County – Co. Rd. – BRF-148C(043)CO / 21303(04), \$529.18
- u) McClain County – SH-74 – STPY-144B(159)3P / 28211(04), \$1,927.14
- v) McCurtain County – US-70 – NHY-022N(204)3P / 28197(04), \$28,027.65
- w) Muskogee County – US-62 – SSP-151A(218) / 26524(05), \$22,952.00
- x) Noble County – US-77 – SBR-152B(155)SB / 24749(04), \$10,923.95
- y) Nowata County – US-60 – STPY-153A(195) / 28094(04), \$4,915.00
- z) Oklahoma County – Ct. St. – STP-STIM(517)AG / 21978(04)#2, \$25,090.00
- aa) Oklahoma County – Ct. St. - STP-STIM(517)AG / 21978(04)#3, \$22,194.00
- bb) Okmulgee County – US-75 – NHY-014N(079)(082) / 24271(04), \$0.00
- cc) Okmulgee County – US-75 – NHY-014N(091)3P / 28296(04), \$16,350.00 Underrun
- dd) Ottawa County – US-69 – STPY-158A(186) / 28096(04)#1, \$2,700.00
- ee) Ottawa County – US-69 – STPY-158A(186) / 28096(04)#2, \$816.00
- ff) Payne County – SH-33 – STPY-160B(166)(171) / 20331(06), \$32,643.78
- gg) Payne County – SH-33 – STPY-160B(209)3P / 28235(04), \$45,873.20
- hh) Pottawatomie County – IS-40 – IMY-040-5(411)180 / 27148(04), \$29,271.11
- ii) Rogers County – Co. Rd. – STP-166C(210)CO / 25427(04), \$1,387.50
- jj) Seminole County – SH-9 – BRFY-167C(088) / 21005(04), \$20,978.14
- kk) Texas County – SH-3 – NHY-017N(234)3P / 27476(04), \$4,478.22 Underrun
- ll) Tulsa County – US-69 – BPMY-172F(500)3B / 27781(05), \$9,581.23
- mm) Wagoner County – SH-51B – STPY-173C(173) / 28081(04), \$5,887.88

128. Change Orders – Cumulative Totals Greater Than \$50,000.00

- a) Bryan County – US-69B – SSP-107B(148)SS / 26148(04)#1, \$111,537.85
- b) Bryan County – US-69B - SSP-107B(148)SS / 26148(04)#2, \$3,178.34
- c) Canadian County – US-81 – BRFY-011N(053) / 20227(04), \$168,848.03
- d) Cherokee County – SH-82 – STPY-011C(341)SS / 10010(04), \$0.00
- e) Cleveland County – SH-9 – SSR-114A(270)SR / 27417(04)#1, \$139,535.24
- f) Cleveland County – SH-9 – SSR-114A(270)SR / 27417(04)#2, \$37,404.12
- g) Comanche County – SH-7 – SAP-021N(029) / 20298(04), \$43,741.82
- h) Comanche County – IS-44 – IM-STIM(296) / 20313(04)#5, \$48,526.90
- i) Comanche County – IS-44 – IM-STIM(296) / 20313(04)#6, \$39,046.11
- j) Garvin County – US-77 – STPY-125C(202)(203)(204)3P / 28212(04), \$63,269.51
- k) Kingfisher County – SH-33 – STPY-137B(100)(104)3P / 28237(04), \$166,251.25
- l) LeFlore County – US-271 – NH-STIM(008) / 11395(12), \$3,661.53
- m) McClain County – IS-35 – IMY-035-2(311)088 / 20999(06), \$186,124.94
- n) Oklahoma County – IS-40 – OKCY-XTWN(003)TI / 17428(22), \$260,000.00
- o) Oklahoma County – Ct. St. – STP-155C(387)AG / 20474(04), \$17,509.82
- p) Osage County – Ct. St. – STP-157A(066)(067)IG / 22146(04)#2, \$57,219.82
- q) Osage County – Ct. St. – STP-157A(066)(067)IG / 22146(04)#3, \$52,063.00
- r) Payne County – SH-108 – SBR-160C(176)SB / 24753(04), \$59,610.96
- s) Pushmataha County – US-271 – SSP-164C(097)SS / 23201(04), \$159,079.19
- t) Rogers County – SH-88 – STPY-166C(072) / 18887(05), \$22,582.24
- u) Seminole County – IS-40 – IMY-040-5(415)206/HSIPIG-040-5(405)203TR / 13626(07)#7, \$43,759.50
- v) Seminole County – IS-40 – IMY-040-5(415)206/HSIPIG-040-5(405)203TR / 13626(07)#8, \$10,927.00 Underrun
- w) Sequoyah County – IS-40 – IMY-040-6(346)(367)325 / 20910(04), \$0.12 Underrun
- x) Stephens County – SH-7 – NHY-021N(053)3P/NHY-011N(091)3P / 28155(04), \$261,016.20
- y) Tulsa County – IS-44 – IMY-044-2(402)227 / 06374(50), \$40,820.14
- z) Tulsa County – Ct. St. – STP-STIM(283)IG / 26702(04), \$696.88
- aa) Tulsa County – US-64 – BPMY-172C(471)3B / 26815(05), \$19,347.72
- bb) Washita County – SH-54 – STPY-175C(129)3P / 28142(04), \$80,700.00
- cc) Woods County – US-64 – BRFY-176B(072) / 20950(04), \$98,079.52

ACTION: Huckabay 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:

ITEM PRESENTED BY DIRECTOR OF OPERATIONS – Mr. Shell

129. Settlement of Contractor’s Claim

Project BRO-159D(056) CO, 22133(04) – Belk Bridge, Inc. – Additional compensation for delays incurred and extra work performed on Bridge & Approaches on CR NS-347 over Skedee Creek, 1.4 Miles South and 1.0 Mile West of the Junction of SH-15 and SH-18 in Pawnee County - Claim in the amount of \$62,390.88

ACTION: Burrage 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:

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Schmitt

130. Awards

September 15, 2011 – Regular Letting

ACTION: Burgess moved and Regan 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:

ITEM PRESENTED BY THE PROJECT MANAGEMENT DIVISION – Mr. Sanders

131. 8-Year Construction Work Plan

The Department has completed the proposed 8-Year Construction Work Plan with consideration for the critical needs of Oklahoma’s infrastructure and the financial constraint mandated by the projected Federal and State funding availability. Mr. Sanders introduced Gary Evans, Deputy Director/Chief Engineer who gave more information on the 8 Year Work Plan.

Mr. Evans explained that it is a 3 part process to developing the 8 Year Work Plan:

- Part 1: Budget.
- Part 2: Rebalance
- Part 3: Select the new Projects.

When we develop this Plan we concentrate on 2 areas bridges and highways. On Bridges, we added 201 Bridges for a total of 799 Bridges that are included in the 8 Year Work Plan. We also look at critical improvement of 2 lane highways and we added 65 Miles of 2 lane highways to rehabilitate, which gives us a total of 587 Miles of 2 lane roadways that will be improved over the next 8 years. The total estimated new Transportation investment represented by the 8 Year Work Program is about 834 Million Dollars, for a total estimate of the entire contents of the 8 Year Program at about 4.7 Billion Dollars

ACTION: Overland 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:

ITEM PRESENTED ON BEHALF OF THE SECRETARY/DIRECTOR – Mr. Evans

132. Emergency Bridge Repair Project

Oklahoma County – District IV – I-40 Crosstown Hudson Ramp over Walker in Downtown Oklahoma City

The bridge was damaged by a vehicle on September 22, 2011. An Emergency Contract was issued to Flame On, Inc. for an estimated cost of \$50,000.00. The bridge was repaired within a couple of days, thanks to all the hard work of our staff for getting this completed so quickly.

Information Only; No Commission action required.

ITEM PRESENTED ON BEHALF OF THE SECRETARY OF TRANSPORTATION – Mr. Evans

133. Director's Report

Mr. Evans discussed Governor Fallin's announcement of her new Bridge Improvement and Turnpike Modernization Plan. She has been a long advocate of Transportation and has recognized a need to invest in a sound transportation Infrastructure to support a positive business environment for a growing economy. With respect to the Department of Transportation, this plan will reconstruct or provide major rehabilitation of all 706 existing structurally deficient bridges on the highway system by 2019. 413 of these structurally deficient bridges are currently scheduled to be replaced in the next 7 years. However, 293 structurally deficient bridges remain unfunded at an estimated cost of 869 Million Dollars. Part 1 of Governor Fallin's plan for ODOT is that she directed ODOT to add 126 of those 293 unfunded structurally deficient bridges to the 2012-2019, 8 Year Construction Work Plan. However, Part 2 of Governor Fallin's plan for ODOT will increase the incremental annual contribution to the existing Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund by \$15 million dollars per year beginning in 2013. This will generate the necessary funding to include the remaining 167 structurally deficient bridges to the 2012-2019, 8 Year Work Plan. Governor Fallin's plan will provide for the elimination of all existing structurally deficient bridges from the highway system by 2019. All of these proposed bridge projects will be designed and constructed by the private sector.

The next part of the Bridge Improvement and Turnpike Modernization Plan capitalizes on a unique opportunity for cooperation between State and County Government. The County Road System in Oklahoma also contains many structurally deficient bridges which need repair, or major rehabilitation, or replacement and are beyond the financial means of most counties. Part 1 of Governor Fallin's plan for county bridges, directs the Department of Transportation to provide between 1500 and 1800 safe and reusable steel beams, from the deconstruction of the existing I-40 Crosstown Bridge for use by the counties. Phase 2 of the County Plan is to enhance revenues deposited into the existing County Improvement for Roads and Bridges (CIRB) Fund. This will provide the necessary funding to replace as many as 300, 50 foot single span bridges on a county system utilizing the beams recycled from the I-40 Crosstown Bridge. These bridges will be completed or under construction by December, 2014. In order to maintain accountability ODOT will be required to provide an annual progress report on both the State and County portions of this plan. It should be noted that even though the Governor had us add 126 bridges to the 8 Year Work Plan, it does not delay or eliminate any existing programmed projects. The I-40 Crosstown Expressway is fully funded and will be open in Spring of 2012. I-44 Riverside to Yale is fully funded and will be open in 2013. I-235 & I-44 interchange in Oklahoma City is fully funded. The I-244 Arkansas River Bridge in Tulsa is fully funded and I-35 in the Norman area is fully funded.

Many other improvements on rural interstates are still contained in the plan as they were before, nothing has changed. ODOT supports Governor Fallin's Bridge Improvement and Turnpike Modernization Plan, as it will address the most critical needs of Oklahoma's bridges, without raising taxes, tolls, or fees.

NOTE: *Commissioner Love asked what time frame was it determined that Oklahoma Bridges were determined structurally deficient and was considered one of the worst in the country, and now in 8 years we will be one of the best. Mr. Evans explained that for 20 years we were flat funded by the State, and due to our lack of funding the increasing needs on our highways and bridges went unmet, and in 2005 our number of structurally deficient bridges grew to 1168. Since that time the legislature finally provided some funding for Capital Improvements Projects to the highway system and to our bridges, and we have been able to reduce that number down to 706. We are no longer considered leading the country in structurally deficient bridges, currently we are about 40th, but this plan will help us reduce this number to near 0 making us one of the top 5 in the country. We are very grateful and thankful for the Governor on this plan and her vision on this subject*

Commissioner Love commended ODOT on their ingenious idea of reusing the old I-40 beams. He also commended Governor Fallin on her knowledge of the transportation system.

Commissioner Overland wanted a clarification on the definition of the term "Structurally Deficient". Mr. Evans explained that the term "Structurally Deficient" is a national term that was coined by the Federal Highway Administration. It does not mean that the bridge is in danger of collapsing or is a danger to the public, but it does mean that there are structural members related to bridge that need repaired, replaced or the structure should be looked at for replacement. If at any time we felt that one of the bridges was a hazard or a safety problem for the public we would close it immediately.

Information Only; No Commission action required.

Meeting adjourned at 12:15 p.m.

Approval of the Minutes of the Transportation Commission Meeting of October 3, 2011.

Greg Love – Chairman

David Burrage – Vice Chairman

Information Only; No Commission action required.