

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 6th day of May, 2019, 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 2019 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, May 2, 2019 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. Bobby Alexander called the meeting to order at 11:06 a.m.

ROLL CALL:

Present:	Bob Coburn	Member
	James Grimsley	Member
	T.W. Shannon	Member
	Don Freymiller	Member
	David Dyson	Member
	Bobby Alexander	Acting Chairman
	Steve LaForge	Member
	Bob Peterson	Member
	Gene McKown	Newly Elected Chairman
Absent:	None	
Presiding:	Bobby Alexander/Gene McKown	

The following items were presented and approved as written at the Transportation Commission meeting of May 6, 2019. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner Alexander thanked everyone for coming and introduced Special Guests: Former Transportation Secretary, Gary Ridley, John Cox from TRUST and Bobby Stem, AOGC Director. We really do appreciate everybody coming and participating in our Commission Meeting.

Commissioner Alexander recognized Secretary/Director, Tim Gatz for an announcement.

ANNOUNCEMENTS AND PRESENTATIONS

Secretary Gatz said at this time, I would like to recognize Miss Terri Angier. She was recently honored by the Oklahoma Chapter of the WTS in April as the "Woman of the Year" during its annual scholarship and awards banquet. This organization supports the advancement of women in the transportation industry. Mrs. Angier was cited for serving as an outstanding role model for supporting programs which provide leadership training, professional development and networking opportunities for women in transportation. She is the second recipient of this award by the chapter.

Under Terri's direction, her Department is responsible for all aspects of public relations administration and information management at ODOT, including media, external communications, and publications. Her specific responsibilities include building the Department's image, serving as media relations and liaison to Senior Management and staff, and coordinating projects with the Governor's Office and other state agencies. I had the opportunity in a forum recently to recognize Terri; and some of the words that I used were, she is a "Consummate Professional" and she is absolutely the best in the business when it comes to agency relations, and has done a fantastic job for the Department of Transportation.

Secretary Gatz then recognized Sherri Hiller, Vice President of the Oklahoma Chapter Women's Transportation Seminar International. Ms. Hiller presented ODOT Chief of Media and Public Relations Terri Angier with its "Woman of the Year" award.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

56. Approval of the Minutes of the Transportation Commission Meeting of April 1, 2019

ACTION: Peterson moved and Freymiller seconded that the Minutes be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, Dyson, Alexander, LaForge, Peterson and McKown
NAYES: None
ABSTAIN: None
ABSENT: None

ITEM PRESENTED BY THE GENERAL COUNSEL

57. Election of Transportation Commission Officers

Chairman

ACTION: Peterson moved and Shannon seconded that Gene McKown be elected as the Chairman.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, Dyson, Alexander, LaForge, Peterson
NAYES: None
ABSTAIN: McKown
ABSENT: None

Gene McKown, At Large Commissioner was elected Chairman of the Transportation Commission.

Commissioner Alexander passed the gavel to the newly elected Chairman, Commissioner McKown, who took over the proceedings of the meeting.

Vice-Chairman

ACTION: Alexander moved and Freymiller seconded that Bob Peterson be elected as the Vice-Chairman.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, Dyson, Alexander, LaForge and McKown
NAYES: None
ABSTAIN: Peterson
ABSENT: None

Bob Peterson, District VIII was elected Vice-Chairman of the Transportation Commission.

Secretary/Treasurer

ACTION: LaForge moved and Coburn seconded that T.W. Shannon be elected as the Secretary/Treasurer.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Freymiller, Dyson, Alexander, LaForge, Peterson and McKown
NAYES: None
ABSTAIN: Shannon
ABSENT: None

T.W. Shannon, District III was elected Secretary/Treasurer of the Transportation Commission

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

58. Programming of Federal Railroad Crossing Safety Funds–Section 130 Title 23 Funds – Mr. Hatt

a) Multiple Counties – Commission District V

Farmrail Corporation rail lines: Construction funding for the installation of new railroad Crossbuck signs and Yield signs which includes the installation of breakaway sign posts at 155 locations in Beckham, Custer, Greer, Jackson, Kiowa and Washita County in ODOT Division 5.

Total cost is \$337,399.00

b) Multiple Counties – Commission Districts IV, V & VI

Grainbelt Corporation rail line: Construction funding for the installation of new railroad Crossbuck signs and Yield signs which includes the installation of breakaway sign posts at 195 locations in Garfield County in ODOT Division IV, Blaine, Custer, Dewey, Kiowa, Tillman and

Washita County in ODOT Division V. Total cost is \$420,160.00

c) Tulsa and Creek Counties – Commission District VIII

Tulsa Sapulpa Union Railroad: Construction funding for the installation of new railroad Crossbuck signs and Yield signs which includes the installation of breakaway sign posts at 27 locations in Tulsa and Creek County in ODOT Division VIII. Total cost is \$61,854.00

d) Tulsa County – Commission District VIII

Near Sand Springs, additional funding for the relocation of track necessary to facilitate the completion of a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms, a traffic signal installation, intersection improvements and a 48' concrete crossing surface at South 65th Avenue West, with the Sand Springs Railroad mainline, the funding originally authorized by the OTC was \$664,085 and the additional authorization being requested is \$161,042. Total project cost increases to \$825,127.00

59. Extension of Existing Logo Sign Agreement – Mr. Pendley

The Department request approval to renew the existing Agreement with Oklahoma Logos, LLC for the third five-year extension term.

60. Safety Improvement Projects – Mr. Pendley

a) Adair County – District I - to develop a project for the installation of School Zone Advance Warning Signs with Flashing Beacons on SH-100 in the City of Stilwell - \$25,000.00

b) Okmulgee County – District I – to purchase solar powered equipment for the installation of new school zone advanced warning signs with flashing beacons and pavement marking improvements along US 266 in the Town of Dewar - \$8,000.00

- c) Bryan County – District II – to purchase solar powered equipment for the installation of new school zones at various locations - \$16,000.00
- d) Multiple Counties - District III - to purchase solar powered equipment for the installation of new school zones at various locations in Garvin, Johnston, Lincoln, McClain and Okfuskee Counties - \$84,000.00
- e) Oklahoma County District IV – for the installation of pavement markings at various locations - \$2,342,449.00
- f) Multiple Counties – District VII – to purchase solar powered equipment for the installation of new school zones at various locations in Caddo, Carter, Grady, Love and Murray Counties - \$32,000.00
- g) Washington County – District VIII – to purchase solar powered equipment for the installation of a new school zone along US-75 in the City of Dewey - \$8,000.00

61. Speed Zone Revisions – Mr. Pendley

- a) Grady County – District VII – various location along SH-37 in the City of Tuttle
- b) Rogers County – District VIII – various locations along SH-20 in the City of Claremore

62. Land Sales – Mr. Phillips

- a) Okfuskee County – District III – Land Sale – located along the south side of US-62, west of the intersection of US-62 and S. River Rd - \$4,690.00
- b) Pontotoc County – District III – located along the Easterly side of SH-1 located approximately 6.50 miles southwest of Allen - \$752.00
- c) Kay County – District IV – located on US-177, approximately 0.5 mile south of Ponca City and the US-60 intersection - \$4,900.00
- d) Greer County – District V – located along the east side of SH-34, approximately 0.10 miles south of Mangum - \$20,110.00
- e) Texas County – District VI – located at the SW corner of US-54 and SH-3/US-412 in Guymon - \$64,350.00
- f) Oklahoma County - District IV – Land Sale – located at the SW quadrant of the I-40/I-35 interchange and north of the Oklahoma River in the City of Oklahoma City - \$287,000.00

63. Certification of County Road Mileages – Mr. Planteen

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.

ACTION: Alexander moved and Dyson seconded that the Consent Docket be approved as presented.
 MOTION: Carried by the following vote:
 AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge and Peterson
 NAYES: None
 ABSENT: None

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

64. Programming Item

Cleveland County – District III - a project to repair vehicle impact damage to SH-9 over US-77 located 3.6 miles east of I-35 in Cleveland County - \$25,000 using state-aid funds - Party responsible for the damage is known.

ACTION: Shannon moved and Coburn seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

65. Engineering Contract

Sequoyah County – District I – to provide construction plans for I-40; Bridges over US-64, 9.10 miles and bridges over Old US-64 (Sequoyah Street), 15.0 miles east of US-59 junction.

CI-2088	White Engineering Associates, Inc.	\$1,328,890.00
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ACTION: Freymiller moved and Dyson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

66. Engineering Contract Supplements

a) Statewide – All Districts – this supplement is for the task driven On-Demand Bridge Rehabilitation services

CI-1822C	Supplement 2	Conzor Engineers, LLC	\$80,000.00
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b) Statewide – All Districts – this supplement is for the task driven Site Adaptation, Engineering and Architectural Services for field facilities and future maintenance yards

CI-2000	Supplement 4	CEC Corporation	\$1,500,000.00
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c) Kingfisher County – District IV – this supplement is for additional engineering services to develop final construction plans for US-81 northbound and southbound bridges over the UP Railroad 5.3 miles north of SH-33

CI-1500G	Supplement 1	MacArthur Associated Consultants, LLC	\$76,884.00
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d) Tulsa County – District VIII – this supplement is for additional engineering to develop final construction plans for the I-44 at US-169 interchange

CI-1710	Supplement 1	Craig & Keithline, Inc.	\$49,660.00
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NOTE: *Commissioner Peterson asked why Item 66 b) amount is so significantly larger than all the other supplements.*

Mr. Tegeler said, right, this contract, when it was originally set up, was at \$1.5 million to do the design of these buildings. And what we have done before, as you can see, this is supplement #4, so we previously then have increased it an additional 1.5 million; so that was one of our money supplements.

So we're doing this one more time because we're just adding money to continue to design these buildings that are scheduled all the way out into 2047 if I'm not mistaken.

Commissioner Peterson replied, oh my goodness, can you briefly describe the project.

Mr. Tegeler said this is going to be any of the projects that are currently in our smaller program, which is out of our Facilities Management Division. So they're broken out into probably 6 or 7 different locations each year. So this \$1.5 million dollars will be used until we run out of that, or the contract expires, then we'll go ahead and solicit for this contract once again.

Commissioner Peterson asked, and the not to exceed amount is?

Mr. Tegeler said it is going to be negotiated on every task order, so it will not be a full \$1.5 million, typically. So if we have task orders against certain projects, that's what we'll negotiate one at a time.

Commissioner Peterson said, "Alright, thank you for the explanation".

ACTION: Freymiller moved and Coburn seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Canadian County - I-40EB - SAP-4000(069) / 33702(04), \$7,974.00, 7.00%
- b) Carter County - Co. Rd. - CIRB-110C(205)RB / 24819(04), \$6,354.40, 0.09%
- c) Carter County - Co. Rd. - STP-210D(059)CI / 28448(04), \$4,819.01, -0.32% Underrun
- d) Cherokee County - SH-51 - STP-011C(345) / 10437(04), \$15,125.90, 0.16%
- e) Cleveland County - SH-37 - SBR-214C(086)SB / 33414(04), \$28,896.27, 1.53%
- f) Comanche County - I-44 - NHPPI-216N(021)SS / 27050(04), \$30,000.00, 0.45%
- g) Comanche County - US-62 - HSIPG-216B(067)SS / 28834(08), \$16,525.38, -0.98% Underrun
- h) Comanche County - SH-36 - HSIPG-216N(077)AD / 32940(04), \$14,547.16, 12.99%
- i) Craig County - SH-2 - NHPP-218N(033)PM / 21904(04), \$8,436.98, -0.08% Underrun
- j) Custer County - I-40 - STP-220F(057)3B / 33493(04) #1, \$24,709.00, 3.60%
- k) Custer County - I-40 - STP-220F(057)3B / 33493(04) #2, \$26,695.00, 3.89%
- l) Garvin County - SH-17A - SSR-225C(065)SR / 30566(04), \$10,776.78, 1.61%
- m) Grady County - US-62 - HSIPG-226N(073)AD / 32938(04), \$10,951.54, 14.65%
- n) Johnston County - SH-22 - STP-135C(135)SS / 27058(04), \$267.15, -0.01% Underrun
- o) Latimer County - SH-1 - STP-239C(029) / 27138(04), \$44,722.02, 0.72%
- p) Lincoln County - Co. Rd. - STP-241D(053)CI / 30018(04), \$8,144.48, 0.89%
- q) Love County - Co. Rd. - CIRB-243C(023)RB / 29373(08), \$6,253.50, 3.33%
- r) Major County - US-60 - STP-247B(017) / 29446(04), \$18,519.55, 0.35%
- s) McCurtain County - US-259 - SBR-245N(036)SB / 29735(04), \$41,538.85, 1.94%
- t) McCurtain County - US-70B - RRCS-245B(050)CS / 33075(56), \$18,186.95, 9.16%
- u) Muskogee County - SH-10 - SBR-251C(068)SB / 31339(04), \$26,308.46, 1.62%
- v) Oklahoma County - SH-66 - HSIP-255N(257)TR / 30793(04), \$13,478.75, -18.48% Underrun
- w) Oklahoma County - Ct. St. - STP-255D(419)AG / 31526(04) #3, \$21,567.40, 2.36%
- x) Oklahoma County - Ct. St. - STP-255D(419)AG / 31526(04) #5, \$23,862.50, 2.61%
- y) Pittsburg County - SH-31 - SSR-261C(078)SR / 31327(04) #1, \$12,331.63, 2.06%
- z) Pittsburg County - SH-31 - SSR-261C(078)SR / 31327(04) #2, \$35,949.47, 6.02%
- aa) Pontotoc County - Co. Rd. - ACSTP-262C(042)CI / 30674(04), \$10,449.95, 0.25%
- bb) Rogers County - Co. Rd. - CIRB-166C(212)RB / 25480(04), \$800.00, 0.05%
- cc) Rogers County - US-169 - STP-272F(228)3B / 33220(04), \$22,678.50, 1.44%

- dd) Seminole County - SH-9 - SSR-267N(069)SR / 31834(04), \$15,793.52, 1.65%
- ee) Tillman County - Co. Rd. - CIRB-271C(002)RB / 28689(04), \$9,321.30, 0.21%
- ff) Tulsa County - I-444 - NHPPI-4440-(005)(007)PM / 28900(04) #2, \$28,401.34, 0.12%
- gg) Tulsa County - I-444 - NHPPI-4440-(005)(007)PM / 28900(04) #3, \$22,289.96, 0.09%
- hh) Wagoner County - US-64 - SBR-273C(045)SB / 32063(04), \$2,925.00, 1.70%
- ii) Washita County - SH-55 - STP-275C(044)PM / 27902(04), \$3,850.00, 0.16%

NOTE: *Commissioner Shannon asked if \$75,000 amount was a statutory requirement.*

Mr. Leonard said it is established by the Administrative Code; and the Secretary of Transportation can authorize \$75,000 worth of approval to the Field Division Engineers. So until we appropriate \$75,000 to the contract, a Field Division Engineer can have approval on those.

Commissioner Shannon said, I understand; is \$75,000 still the right limit consideration threshold for these type of items?

Mr. Leonard said I believe so; we changed the code around April 2017. Before that it used to be \$50,000, and so we made an addendum to the code and bumped it up to \$75,000.

Commissioner Shannon said, "Thanks".

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

- a) Blaine County - SH-8 - ACSTP-206C(043)PM / SBR-206C(045)(046)SB / 27903(04) #1, \$188,000.00, 5.22%
- b) Blaine County - SH-8 - ACSTP-206C(043)PM / SBR-206C(045)(046)SB / 27903(04) #2, \$21,214.25, 0.59%
- c) Blaine County - SH-8 - ACSTP-206C(043)PM / SBR-206C(045)(046)SB / 27903(04) #3, \$63,128.10, 1.75%
- d) Blaine County - SH-8 - ACSTP-206C(043)PM / SBR-206C(045)(046)SB / 27903(04) #4, \$2,576.00, 0.07%
- e) Blaine County - SH-51 - STP-206C(053)PM / 27950(04), \$165,813.86, 4.90%
- f) Cleveland County - SH-9 - STP-114E(258)EH / 26879(04), \$77,837.40, 11.98%
- g) Cleveland County - Ct. St. - STP-214B(042)(063)AG / 29293(04), \$5,720.00, 0.02%
- h) Comanche County - Ct. St. - STP-116B(137)MS / 23410(04), \$2,655.30, 0.03%
- i) Creek County - US-75A - ACSTP-219C(033)SS / 27075(04), \$12,962.85, 0.16%
- j) Custer County - I-40/US-60/US-62 - STP-220F(057)3B / 33493(04), \$48,460.00, 7.05%
- k) Delaware County - US-59 - STP-221B(011)SS / 30223(04), \$77,938.00, 5.38%
- l) Garvin County - I-35 - NHPPIY-225N-(045) / 29564(04), \$802,868.24, 35.27%
- m) Harmon County - SH-30 - SSP-229C(010)SS / 28768(04) #2, \$108,856.91, 1.50%
- n) Harmon County - SH-30 - SSP-229C(010)SS / 28768(04) #3, \$8,693.30, 0.12%
- o) Jackson County - Ct. St. - STP-033B(157)SG / 17014(06), \$6,318.11, 0.26%
- p) Jefferson County - US-81 - NHPPY-234N(041) / NHPPY-234N(043)SS / 29566(04), \$4,947.47, 0.13%
- q) Kingfisher County - US-81 - NHPP-237N(019)SS / 27980(04), \$79,496.40, 0.92%
- r) Logan County - SH-33 - ACSTP-242C(046)SS / 21860(04), \$503,681.08, 2.92%
- s) Logan County - US-77 - STP-242C(055)PM / 27103(04) #6, \$157,274.10, 2.88%
- t) Logan County - US-77 - STP-242C(055)PM / 27103(04) #7, \$1,757.40, 0.03%
- u) Love County - SH-32 - ACSTP-143C(063)SS / 10147(05), \$74,158.37, 0.94%
- v) Love County - Co. Rd. - CIRB-143C(091)RB / 25447(04), \$35,560.83, 0.54%
- w) Major County - US-60 - STP-247B(017) / 29446(04), \$56,804.33, 1.06%
- x) Oklahoma County - I-235 - ACNHPPI-2350-(004)(005)SS / 09033(16), \$124.22, 0.00%
- y) Oklahoma County - US-77 - STP-155A(646)AG / 25547(04), \$45,628.65, 0.89%
- z) Oklahoma County - Ct. St. - STP-255B(360)AG / 30326(04) #4, \$37,534.91, 0.85%
- aa) Oklahoma County - Ct. St. - STP-255B(360)AG / 30326(04) #5, \$653.33, 0.01%
- bb) Pawnee County - SH-18 - STP-259B(035)SS / 28852(04), \$577.98, 0.03%
- cc) Pawnee County - US-64 - SSR-259N(045)SR / SSR-257N(063)SR / 31352(04), \$93,426.11, 3.52%
- dd) Pittsburg County - US-69 - ACNHPPI-261N(072)SS / 28991(04), \$754,846.57, 14.48%
- ee) Pottawatomie County - Ct. St. - TAP-263E(057)TP / 33013(04), \$96,415.39, 26.32%
- ff) Roger Mills County - Co. Rd. - CIRB-165C(100)RB / 25478(04), \$121,022.02, 2.14%
- gg) Roger Mills County - US-283 - SSR-205B(074)SR / 31707(04), \$84,354.10, 6.02%

- hh) Rogers County - Ct. St. - STP-166B(164)IG / 22144(04), \$98,966.22, 4.22%
- ii) Rogers County - US-412 - SSP-266N(056)SS / 23170(10), \$628,541.33, 8.22%
- jj) Stephens County - US-81 - NHPP-269N(020)SS / 20316(23), \$7,853.75, 0.05%
- kk) Tulsa County - US-64 - NHPP-272N(204)SS / 27015(04) #4, \$92,973.64, 1.24%
- ll) Tulsa County - US-64 - NHPP-272N(204)SS / 27015(04) #5, \$154,493.79, 2.06%

ACTION: Peterson moved and Alexander seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

ITEMS PRESENTED BY THE COMPTROLLER DIVISION – Ms. Hilmes

69. Lettings

- a) Final July, 2019 Bid Opening
- b) Tentative August, 2019 Bid Opening
- c) Tentative September, 2019 Bid Opening

ACTION: Shannon moved and Peterson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

70. FY2019 Budget Revisions

- a) Request to increase the County Equipment Program by \$250,000, to utilize lease and interest revenue in excess of the original estimated revenue.
- b) Request to increase the Highway Construction Program by \$28,000,000 to utilize federal carryover funds (\$25,000,000) and deposits from third party's (\$3,000,000).

ACTION: Peterson moved and Alexander seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

71. Settlement for Damages to State Property

- a) Clifford Smith – Pottawatomie County – \$1,000.37
- b) Tyrone Scott – Kiowa County - \$18,469.79
- c) Adrienne Pinckney - Bryan County - \$15,975.44

ACTION: Peterson moved and Freymiller seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

ITEM PRESENTED BY DIRECTOR OF OPERATIONS – Mr. Saliba

72. Settlement of Claim for Project Delay to Frontier Bridge, Inc.

Bridge Rehabilitation, SH-20 over Bird Creek near Skiatook in Tulsa County, Division 8 - Project No.:
SBR-272A(162)SB, JP 30598(04) - \$175,562.40

ACTION: Coburn moved and Alexander seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

NOTE: *Commissioner Peterson asked why this wasn't handled by a Change Order.*

Mr. Saliba said, that's a very good question. We have in our Administrative Code the statutory limit for supplemental agreements, and this is a \$1.5 million dollar original contract amount. So that maximum level is set at 10% or \$1.5 million. So we were advised by our General Counsel that this is the appropriate way to go to reimburse the contractor for an unexpected financial burden, and do so with proper protocol. Thank you for the question, Commissioner.

Commissioner Peterson asked if a skewed beam is a beam that's been hurt, or is it designed that way. I don't know what a skewed beam means.

Mr. Saliba said the reference "skew" is a geometric reference. So we've got the beam lines; the bridge is curved, but you don't pre-stress concrete, you don't curve the beams, they're straight. So you obtain your curvature by the location of the substructure elements. The best way to describe a skew, I think, is that instead of the substructure being perpendicular to the beam lines, like a "T", it actually intersects the beam lines at an angle. Now, what's interesting about this, because it's a curved bridge, the 5 spans, actually each substructure element has its own unique angle. So it's pretty complicated; it is a rehab job, and they are invariably kind of tough.

Commissioner Peterson said, "Thank you for that explanation".

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

73. Awards

April 18, 2019 – Regular Letting

NOTE: *Commissioner Peterson asked why are you recommending some bids be rejected; was it cost estimates you weren't happy with?*

Mr. Delce asked which one.

Commissioner Peterson said Bid Numbers 210, 255 and 295.

Mr. Delce answered, yes sir, all were overestimated; and on 2 of those, I believe the cities recommended rejection, because they exceeded their budgets.

ACTION: LaForge moved and Shannon seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson
NAYES: None
ABSENT: None

ITEMS PRESENTED BY THE DIRECTOR – Mr. Gatz

74. Declaration of Emergency

District IV - Bridge repairs for bridge at I-40 over US-81, located at Junction of I-40 & US-81 in Canadian County - \$297,500.00

Information Only: No Commission action required.

NOTE: Secretary Gatz read the Declaration of Emergency into the record.

75. Director's Report

Secretary Gatz said, first and foremost, Commissioner Alexander and Commissioner Peterson, I want to tell you how much we appreciate your continuing service as part of the Transportation Commission. To our new Commissioners who are attending their first or second meeting in the case of Commissioner Shannon, I want to welcome you to the Department of Transportation. I also want to thank you for your willingness to serve in this capacity and play a very, very critical role for the Department of Transportation and the Citizens of the State of Oklahoma. We very much appreciate your willingness to serve and very much appreciate what you're going to do for the Department and look forward to our interactions with you as we go forward. So thank you very much, glad to have you gentlemen with us today.

He recognized Dawn Sullivan for an introduction.

Ms. Sullivan said it is her pleasure to introduce our newly selected Local Government Division Engineer, Ms. Shelly Williams. Shelly, please stand. The Local Government Division Engineers are responsible for all interactions and projects partnered with local governments, including our (CIRB) County Improvements for Roads and Bridges program; bike and pedestrian projects, and coordinates with County Commissioners and Local Governments on projects using state and federal funds. Ms. Williams began her career at ODOT in 1988 working at the Ada residency as a highway technician. She pursued her Bachelors of Science degree in Civil Engineering from OU while an ODOT employee, and in 2002, she graduated and became an Engineer in Training. She's worked in various locations across the state, but in 2008, she was named the Local Government Engineer for Division 3, headquartered in Ada, and she was the Stillwater Resident Engineer in 2014. She worked after a brief stint in the private sector for the City of Norman as an Engineer. She returned to ODOT in 2018 and she became a Division 3 Traffic Engineer. She currently serves as the President of the Oklahoma Association of County Engineers and is very familiar with all the county programs and she'll do a great job. She is a native of Ada and continues the family legacy of serving ODOT following her late father's 32 years of service with the Department. Please help me congratulate Ms. Williams.

Secretary Gatz said we are glad to have Shelly serving in that capacity. She's going to do a tremendous job for us she's got long experience working with local governmental entities, and we're really looking forward to her taking that chair.

Secretary Gatz announced that ODOT's Deputy Director and Chief Financial Officer, Russell Hulin will be retiring at the end of June, concluding a 35 year career with the State. I want to recognize Dawn Sullivan as our pick to succeed him as Deputy Director of the Department of Transportation. Dawn started with the Department in 1988. She is a Professional Engineer who has served the Department of Transportation in many capacities and done an exceptional job. Currently, she's serving as Director of Capital Programs. I couldn't find a more qualified individual than Dawn to assume the duties of the Deputy Director. I just want the Commission to be aware of that choice, and we look forward to working with her in that capacity. This will give her an opportunity to work closely with Russell for the coming couple of months to make sure that we don't see any delay in any services. So everyone help me welcome Dawn as Deputy Director; and we will acknowledge Russell's retirement at the June Commission Meeting in a much more formal capacity.

Commissioners, thank you for bearing with us on the voice vote this morning, given the transition and everything that was going on and our desire to make absolutely sure we got the votes recorded properly. A voice vote was our best solution for that. At the next Commission Meeting, we will have the electronic voting in that capacity back up and running.

One of the issues that have garnered some discussion of late is the Speed Limit Legislation that passed through the House and the Senate, and was ultimately signed by Governor Stitt. That legislation effectively authorizes speed limits up to 75 miles an hour on the rural interstate system, but also mandates that the Department perform Engineering Studies in support of that. You will hear the Department talk exclusively about our concern for the "Safety of the traveling public"; that is #1 for us. We are very, very cautious when it comes to increasing speed limits on any of our facilities; but we are going to take a look at some locations on the interstate system and evaluate those from several different engineering perspectives, to see if there are some locations that might support a speed limit increase. And one of the things that we see happening out there and we're certainly paying close attention to is the National Insurance Institute performed studies on speed limits and states that have increased their speed limits. And right now, those studies continue to show that the severity rate and accident rates of states that have increased their speed limits continue to trend upward. One of the things that we believe will happen over time, especially with the introduction of more and more driver assist technologies, whether that be lane departure technologies or some of the intuitive speed

control, the starting and stopping, we think that will eventually cause that trend to reverse and flatten and maybe even trend down. But the fleet is going to have to continue to turn over, to really make those technologies effective; so we're going to be paying close attention to that. We'll be paying close attention to the results of our Engineering Studies, and we'll communicate that to the Commission as we complete some of those locations, if changes are warranted.

We've got a couple of projects on the Commission Award List that was delayed because of the budget impasse that was previously experienced in Washington DC this federal fiscal year. Those projects were delayed because of our uncertainty when it comes to consider the federal revenue stream. The Department operates with the federal government on a reimbursement basis, so we're always very cautious about what's going on in Washington DC; and it made sense for us at that particular moment to delay those projects. And if you look at the Department's 8 Year Construction Work Plan; right now it's approaching 50-50 state and federal funds as far as the revenues that are in that plan, that are necessary to advance projects. But because of that reimbursement basis, the cash flow is left to us on the state fund side before we can seek reimbursement from the federal government. So we're always very cautious and you may hear us talk about that from time to time.

I want to give you an update on the US-69 Project in Bryan County. We have been working closely with some stakeholders down in Bryan County, primarily the Choctaw Nation in the Town of Calera to address some of the concerns that they had voiced about the configurations of that project. We've come up with some solutions and some engineering that supports the concerns that were raised; and we are working feverishly to make sure that project stays on the June Letting. And we will optimistically, in light of a good bid, recommend award of that to you at the July Commission Meeting. So, again, that project is moving forward. It's a very large construction contract the current estimate is around \$140 million dollars. I would advise the Commission that about \$62 million dollars of that is originating in a FAST Lane Grant from the Federal Highway Administration. Without that Grant, a project of that magnitude, at that location would just be impossible. And I wanted to tell you that the US-69 corridor carries an enormous volume of traffic; it carries interstate type traffic; their percentage of trucks is very high! So this is an extremely important project for the State of Oklahoma; and we are going to look forward to advancing that project.

Also, you just approved the award of a project on State Highway 3 on Northwest Expressway; that one is an important project. It was a little bit out of character, because it was over our Engineer's estimate; however, based on our evaluation of the bids and based on our consideration of the competition level that was achieved, we were very comfortable in recommending award of that project; and are going to be glad to see that move forward during really what will be our prime construction season. And that will give us our best opportunity to have a very successful project.

With that, Mr. Chairman, I'd take the opportunity again to welcome the Commission to the Department of Transportation. Again I want to tell you how much we appreciate you and how much we look forward to working with you.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

76. Adjournment Motion

ACTION: Dyson moved and Freymiller seconded that the Meeting be adjourned.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge and Peterson
NAYES: None
ABSENT: None

Meeting adjourned at 11:55 a.m.

Gene McKown - Chairman

Bob Peterson - Vice Chairman