

# MINUTES OF THE TRANSPORTATION COMMISSION MEETING SEPTEMBER 6, 2022

MINUTES OF THE COMMISSION MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, WAS HELD SEPTEMBER 6, 2022 IN THE COMMISSION MEETING ROOM OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, 200 NE 24<sup>ST</sup> STREET, OKLAHOMA CITY, OK 73105

Notice of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2022 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view on the website of the Oklahoma Department of Transportation, [www.ok.gov/odot](http://www.ok.gov/odot), and on the glass doors on the north side of the ODOT Building twenty-four (24) hours prior to this meeting, excluding Saturdays, Sundays and legal holidays, in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

## **ITEMS PRESENTED BY COMMISSION CHAIRMAN**

**CALL TO ORDER:** Mr. McKown called the meeting to order at 11:00 a.m.

**ROLL CALL:**

<b>Present:</b>	Gene McKown	Chairman
	Bob Peterson	Vice Chairman
	Bob Coburn	Member
	TW Shannon	Member
	David Dyson	Member
	Bobby Alexander	Member
<b>Absent:</b>	Don Freymiller	
	James Grimsley	
	Steve LaForge	
<b>Presiding:</b>	Gene McKown	

The following items were presented and approved as written at the Transportation Commission meeting September 6, 2022. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner McKown thanked everyone for coming and introduced Special Guests: State Representative, Nicole Miller, Paul Zachary, City of Tulsa and former Secretary of Transportation, Mike Patterson. We really do appreciate everybody coming and participating in our Commission Meeting.

Chairman McKown recognized Secretary Gatz for an announcement.

Secretary Gatz said in Oklahoma we have about 3,800 railroad crossings statewide. I would like to recognize the September 19-25, 2022 is Rail Safety Week. This is a National Awareness push that's called "Red Out for Safety"; this annual week-long event is a collaborative effort with Operation Lifesaver to place an emphasis on educating and empowering the public to make safe decisions around trains and tracks and raising awareness of the need for rail safety education. This is the 50<sup>th</sup> year anniversary for Operation Lifesaver and it has made a huge difference in rail safety.

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

**117. Approval of the Minutes of the Transportation Commission Meeting of August 1, 2022**

ACTION: Peterson moved and Coburn seconded that the Minutes be approved as presented.  
MOTION: Carried by the following vote:  
AYES: Coburn, McKown, Dyson, Alexander and Peterson  
ABSTAIN: Shannon  
ABSENT: Grimsley, Freymiller and LaForge

**CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN**

**118. Programming of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen**

**a) Carter County – Commission District VII**

In Ardmore, Construction funding for a signal and surface project which includes the installation of four pedestal mounted flashing lights and gates and four 32' concrete crossing surfaces at the intersections of US 77/South Commerce Street and the BNSF Railway's mainline. Total cost is \$1,011,368.12

**b) Carter County – Commission District VII**

In Ardmore, Construction funding for a signal and medians project which includes the installation of pedestal mounted flashing lights and gates and 237' concrete medians at the intersections of 3<sup>rd</sup> Street and the BNSF Railway's mainline. Total cost is \$1,076,067.96

**119. Modification of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen**

a) Garfield County – Covington – 6th St. – JP35932(16) – BNSF- \$121,804 – 35.2%

**120. Speed Zone Revisions – Ms. Parrish**

a) LeFlore County - Commission District II - Along SH-63 for 17.68 miles including the unincorporated Community of Whitesboro

**121. Land Sales – Mr. Phillips**

a) LeFlore County – District II – located on the west side of US-59 (Cavalan Expressway), approximately 2 miles north of US-271 on the west side of Poteau, OK - \$16,501.00

b) McCurtain County – District II – located along US-70, approximately 2.37 miles west of the Oklahoma & Arkansas state lines and approximately 4.32 miles east of Eagletown, OK - \$6,581.00

c) Oklahoma County – District IV - located along the east side of I-44 and on the north side of NW 26<sup>th</sup> Street in Oklahoma City, OK - \$2,740.00

**122. Memorial Highway and Bridge Designations - Ms. Smith**

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

**END OF CONSENT DOCKET**

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

**123. Programming Item**

Sequoyah County – District I - a project to repair vehicle impact damage to SH-64D over US-64 - \$80,000 - Party responsible for the damage is unknown

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

**124. Engineering Contracts**

a) Muskogee County – District I - to prepare construction plans for SH-10: from CR E0870, extending north approximately 1.89 miles to CR N4390 Road

CI-2383	Freese and Nichols, Inc.	\$768,176.00
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b) Bryan County – District II - to provide preliminary engineering for US-69: from approximately 4.25 miles north of the Oklahoma/Texas State line, extending north approximately 4.5 miles

CI-2372B	TEIM Design, PLLC	\$1,268,760.00
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c) Multiple Counties – District III & VII – to provide preliminary engineering for I-35: from Ladd Road to Mile Marker 7

CI-2379	EST, Inc.	\$2,000,000.00
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d) Multiple Counties – Districts IV & VIII - to provide preliminary engineering for US-412: from I-35 in Noble County, Oklahoma to I-49 in Benton County, Arkansas

CI-2378	HNTB Corporation	\$3,151,110.00
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e) Beckham County – District V - to prepare construction plans for SH-6: beginning 5.6 miles east of SH-152 and extending east 5.2 miles to US-283

CI-2390A	CONSOR Engineers, LLC	\$1,255,150.00
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- f) Beckham County – District V - to prepare construction plans for SH-152: beginning 1.5 miles east of I-40 and extending east 5.0 miles to SH-34
- |          |                   |                |
|----------|-------------------|----------------|
| CI-2390B | H W Lochner, Inc. | \$1,624,377.00 |
|----------|-------------------|----------------|
- g) Custer County – District V - to prepare construction plans for SH-33: at Unnamed Creek, located 1.4 miles east of SH-34
- |          |                        |              |
|----------|------------------------|--------------|
| CI-2386B | Poe & Associates, Inc. | \$420,840.00 |
|----------|------------------------|--------------|
- h) Harmon County – District V - to prepare construction plans for US-62: at the east fork of Sandy Creek, located 2.9 miles east of SH-30
- |          |                   |              |
|----------|-------------------|--------------|
| CI-2386C | H W Lochner, Inc. | \$387,773.00 |
|----------|-------------------|--------------|
- i) Harmon County – District V - to prepare of construction plans for US-62: at the west fork of Sandy Creek, located 0.3 miles east of the Texas State line
- |          |            |              |
|----------|------------|--------------|
| CI-2386D | CP&Y, Inc. | \$479,973.00 |
|----------|------------|--------------|
- j) Harmon County – District V - to prepare construction plans for SH-30: at the east fork of Sandy Creek, located 3.4 miles north of US-62
- |          |                                            |              |
|----------|--------------------------------------------|--------------|
| CI-2386E | Professional Engineering Consultants, P.A. | \$437,300.00 |
|----------|--------------------------------------------|--------------|
- k) Washita County – District V - to prepare construction plans for US-54B: at an unnamed creek, located 2.6 miles east of SH-54
- |          |              |              |
|----------|--------------|--------------|
| CI-2386F | Rhombic, LLC | \$196,175.00 |
|----------|--------------|--------------|

**NOTE:** *Commissioner Peterson asked why 124 b) project on US-69 in Bryan County is costing so much money.*

*Mr. Tegeler this is going to be a Phase 1 and Phase 2 project. We have 4.5 miles of roadway that we will be widening and it has got interchanges in it; those 2 things have a very high potential for high costs.*

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

**125. Engineering Contract Supplements**

- a) Statewide – All Districts – On-Demand NESHAP Investigations/Analysis

CI-2246A	Supplement 1	Enercon Services, Inc.
CI-2246B	Supplement 1	Environmental Hazard Control Lab, Inc.
CI-2246C	Supplement 1	Terracon Consultants, Inc.

The total aggregate increase for these (3) three Contract supplements is \$150,000.00

- b) Statewide – All Districts – On-Demand Preliminary Engineering, Site Plans & Inspection for Railroad Crossings

CI-2331	Supplement 1	JWebb, & Associates, LLC	\$350,000.00
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- c) Statewide – All Districts – On-Demand Project Reconnaissance Data Collection

CI-2351A	Supplement 1	BKL, Inc.
CI-2351B	Supplement 1	Garver, LLC
CI-2351C	Supplement 2	Half Associates, Inc.
CI-2351D	Supplement 1	Native Strategies, LLC
CI-2351E	Supplement 1	Parkhill, Smith, & Cooper, Inc.
CI-2351F	Supplement 1	Poe & Associates, Inc.
CI-2351G	Supplement 1	Professional Engineering Consultant, P.A.
CI-2351H	Supplement 1	The Schemmer Associates, Inc.
CI-2351I	Supplement 1	Walter P. Moore and Associates, Inc.
CI-2351J	Supplement 1	White Hawk Engineering & Design, LLC

The total aggregate increase for these (10) ten Contract supplements is \$2,500,000.00

- d) Oklahoma County – District IV – this supplement is for additional engineering to develop final construction plans for I-40 at Douglas Blvd.

EC-1394W	Supplement 6	Triad Design Group, Inc.	\$130,785.00
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- e) Roger Mills County – District V – this supplement is for additional engineering to develop final construction plans for US-283: from 8.0 miles north of the Beckham County line, north to SH-47 in Cheyenne

EC-1374	Supplement 2	CEC Corporation	\$92,756.00
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ACTION: Dyson moved and Peterson seconded that the Item be approved as presented.  
 MOTION: Carried by the following vote:  
 AYES: Coburn, Shannon, McKown, Dyson, Alexander and Peterson  
 NAYES: None  
 ABSENT: Grimsley, Freymiller and LaForge

**ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard**

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

- a) Atoka County - US-69 - SSP-013N(202)PM / 34366(04), \$7,700.00, 0.20%
- b) Blaine County - ROMAN NOSE ST. PK. - STP-106E(125)EH / TAP-206E(058)(059)TP / 28830(04), \$9,578.22, 0.57%
- c) Carter County - US-70 - STP-010B(306)PM / 10154(04), \$34,953.18, 0.19%
- d) Cherokee County - SH-51 - STP-011C(345) / 10437(04), \$4,361.05, 0.05%
- e) Cleveland County - SH-9 - STP-214B(103)PM / 20266(11), #4, \$14,004.50, 0.09%
- f) Cleveland County - SH-9 - STP-214B(103)PM / 20266(11), #5, \$1,562.80, 0.01%
- g) Cleveland County - US-77 - NHPP-214N(096)TR / 34141(04), \$17,995.10, 2.14%
- h) Cleveland County - City Street - STPG-214F(117)AG / 34978(04), \$5,100.00, 2.91%
- i) Comanche County - County Road - STP-216D(091)CI / 31122(04), \$8,757.70, 0.77%
- j) Dewey County - SH-34 - STP-222B(039)PM / 30333(04), \$67,121.41, 0.45%
- k) Grady County - SH-37 - SSR-226C(099)SR / 34416(04), \$71,793.96, 4.79%
- l) Harper County - SH-149 - STP-230C(046)3P / 33903(04), \$59,983.57, 2.22%

- m) Haskell County - SH-9 - SSR-231B(045)SR / 33445(04), \$73,585.42, 5.56%
- n) Jackson County - US-62 - SBR-020N(051)SB / 34757(04), \$6,291.40, 0.36%
- o) Lincoln County - SH-102 - STP-241C(079)PM / 31879(04), \$16,324.06, 0.55%
- p) Lincoln County - County Road - CIRB-241C(081)RB / 32370(04), \$75,000.00, 1.99%
- q) Logan County - County Road - CIRB-142C(152)RB / 25089(04), \$14,850.00, 0.47%
- r) Major County - County Road - STP-247C(029)CI / 32832(04), \$39,135.46, 1.92%
- s) Mayes County - SH-28 - SSP-249C(073)RW / 23270(08), \$5,500.00, 3.51%
- t) McClain County - I-35 - NHPPI-3500-(133)PM / 35644(04), #1, \$17,250.00, 0.65%
- u) McClain County - I-35 - NHPPI-3500-(133)PM / 35644(04), #2, \$2,000.00, 0.08%
- v) Murray County - County Road - STP-250D(037)CI / 32369(04), \$16,446.35, 1.75%
- w) Muskogee County - SH-165 - NHPP-251N(073) / HSIPG-251N(074)TR / 33094(04), \$53,824.20, 3.72%
- x) Oklahoma County - City Street - STP-155E(922)EH / 28820(04), \$1,400.00, 0.54%
- y) Oklahoma County - County Road - STP-255D(548)CI / 32595(04), \$6,957.50, 1.41%
- z) Osage County - SH-20 - NHPP-257N(073)PM / 27168(04), \$25,023.05, 0.47%
- aa) Ottawa County - US-60 - STP-258B(084)PM / 29687(04), \$26,931.85, 0.70%
- bb) Ottawa County - County Road - STP-258D(082)CI / 30555(04), \$26,010.55, 1.80%
- cc) Pontotoc County - SH-1 - NHPP-262N(061)PM / 28946(04), \$990.00, 0.01%
- dd) Pontotoc County - SH-48 - STP-262C(046)3P / 31315(04), \$10,644.91, 1.72%
- ee) Seminole County - SH-99 - SBR-267N(094)SB / 34232(04), \$34,894.25, 1.99%
- ff) Sequoyah County - County Road - CIRB-268C(069)RB / 28513(04), \$2,742.90, 0.08%
- gg) Sequoyah County - SH-101 - STP-268C(078)PM / 29779(04), \$13,200.00, 0.84%
- hh) Texas County - SH-136 - STP-270C(041)PM / 24241(07), \$60,620.00, 0.49%
- ii) Tulsa County - City Street - TAP-272D(296)IG / 31601(04), \$16,910.48, 1.62%
- jj) Tulsa County - City Street - SAP-028N(006)ES / 35944(04), \$616.00, 1.08%
- kk) Washita County - SH-55 - STP-275C(073)PM / 30336(04), \$18,000.00, 1.26%

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

- a) Blaine County - ROMAN NOSE ST. PK. - STP-106E(125)EH / TAP-206E(058)(059)TP / 28830(04), #5, \$19,723.27, 1.17%
- b) Blaine County - ROMAN NOSE ST. PK. - STP-106E(125)EH / TAP-206E(058)(059)TP / 28830(04), #6, \$77,658.36, 4.62%
- c) Blaine County - SH-58 - STP-206C(061)PM / 29512(04), \$7,033.95, 0.31%
- d) Bryan County - US-69 - BSAP-207N(012)FM / BSAP-207C(102)FM / SSP-013N(182)PM / 25909(17), #4, \$153,035.66, 0.85%
- e) Bryan County - US-69 - BSAP-207N(012)FM / BSAP-207C(102)FM / SSP-013N(182)PM / 25909(17), #5, \$41,273.89, 0.23%
- f) Cleveland County - County Road - CIRB-214C(105)RB / 31129(04), \$46,301.00, 1.10%
- g) Cleveland County - I-35 - STP-214B(104)AG / 31506(04), \$90,703.12, 1.80%
- h) Custer County - SH-54 - STP-120C(133)PM / 24145(10), \$87,765.10, 1.35%
- i) Custer County - I-40 - NHPPI-4000-(145)3P / 35398(04), \$80,806.01, 7.48%
- j) Ellis County - SH-15 - NHPP-019N(118)PM / 26497(04), \$113,008.77, 1.76%
- k) Garfield County - US-60 - STP-224B(058)(059)SS / 27981(04), \$365,397.48, 2.09%
- l) Harmon County - County Road - STP-229C(018)CI / 33517(04), \$112,941.55, 12.43%
- m) Haskell County - County Road - CIRB-131C(087)RB / 24967(04), \$20,161.36, 0.75%
- n) Kay County - US-77 - STP-236B(054)SS / 26368(04), \$174,437.06, 4.27%
- o) Kay County - I-35 - NHPPI-3500-(101)PM / 29845(04), \$24,083.50, -0.23% Underrun
- p) McClain County - I-35 - NHPPI-3500(094)PM / 31045(04), \$11,000.00, 0.09%
- q) McIntosh County - County Road - STP-246C(030)CI / 29374(04), \$17,000.22, 1.53%
- r) Okfuskee County - I-40 - NHPPI-4000-(077)PM / 21007(06), \$186,735.71, 0.99%
- s) Okfuskee County - I-40 - NHPPI-4000-(100)PM / 21007(09), \$188,859.27, 1.07%
- t) Okfuskee County - County Road - CIRB-254C(051)RB / 30087(04), #2, \$362,185.20, 6.51%
- u) Okfuskee County - County Road - CIRB-254C(051)RB / 30087(04), #3, \$5,532.80, 0.10%
- v) Oklahoma County - SH-66 - STPY-155C(611) / 24357(04), \$34,325.11, 0.85%

- w) Oklahoma County - City Street - SBR-4000(124)SB / 34233(04), #5, \$87,127.00, 6.76%
- x) Oklahoma County - City Street - SBR-4000(124)SB / 34233(04), #6, \$68,845.74, 5.34%
- y) Osage County - US-60 - NHPP-257N(060)SS / 29587(04), \$37,637.48, 1.62%
- z) Pittsburg County - US-69 - NHPP-261N(084)PM / 14999(09), \$750,000.00, 2.34%
- aa) Pittsburg County - US-69 - STP-261F(106)3B / 35285(04), \$173,397.00, 37.46%
- bb) Pottawatomie County - SH-102 - STP-163C(328)PM / 21788(07), \$637,299.48, 5.98%
- cc) Rogers County - SH-266 - STP-CRRS(005)PM / 33784(04), \$226,898.53, 17.57%
- dd) Seminole County - SH-99 - NHPP-267N(062)PM / 23289(10), \$4,551.42, -0.05% Underrun
- ee) Tulsa County - US-64 - NHPP-272N(204)SS / 27015(04), \$18,560.78, 0.25%
- ff) Tulsa County - City Street - STP-172B(533)IG / 28656(04), #4, \$54,013.34, 3.43%
- gg) Tulsa County - City Street - STP-172B(533)IG / 28656(04), #7, \$27,782.09, 1.77%
- hh) Tulsa County - I-44 - NHPP-4400(054)(077)PM / 33788(04), \$540,000.00, 0.62%
- ii) Tulsa County - City Street - STP-272N(358)IG / 34740(04), \$82,897.60, 17.31%
- jj) Woodward County - US-183 - NHPP-017N(206)(256)PM / 17457(54), \$31,622.59, 0.15%
- kk) Woodward County - SH-34 - STP-277B(052)3P / 33904(04), \$137,379.48, 6.86%

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

**ITEMS PRESENTED BY THE COMPTROLLER DIVISION**

**128. Proposed Bid Openings – Mr. Hackney, Project Funding Manager**

- a) Final October, 2022 Proposed Bid Opening
- b) Tentative November, 2022 Proposed Bid Opening

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

**ITEMS PRESENTED BY THE DIRECTOR OF OPERATIONS – Mr. Davis**

**129. Declaration of Emergencies Bridge Repair Projects**

- a) Okmulgee County - District I – US-62/75 WB & EB Bridges over BNSF Railroad - \$700,000.00
- b) Pottawatomie County – District III – I-40 WB Bridge over Old US-270 - \$60,000.00

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

**130. Assignment of certain Contracts for Highway Construction**

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

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

### **131. Awards**

August 18, 2022 – Regular Bid Opening

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

## **ITEM PRESENTED BY THE DIRECTOR – Mr. Gatz**

### **132. Director's Report**

Secretary Gatz told Commissioner Shannon that we are absolutely thrilled to have you back with the Transportation Commission. I very much appreciate Speaker McCall and his thoughtful reappointment; welcome back to the Commission.

*Commissioner Shannon said, "Thank you, Mr. Secretary, it's an honor to be here".*

Secretary Gatz in reference to the project Commissioner Peterson asked about in Bryan County, on US-69, I think if you look at the improvements that we have are doing right now in Calera, those improvements are significant. We've done a lot of interchange work, and that was more than \$160 million project by itself. What we are looking at now is the mileage that is south of that location to connect with Texas to what they are working on now in the 69 corridor. So, the \$181 million price tag is probably looking at that whole corridor; not just the engineering part, it's going to include a couple of interchanges, so it's extensive work and District II is certainly focused on it.

He talked about the 4<sup>th</sup> quarter distribution that we received from the federal government; 4<sup>th</sup> quarter redistribution is just a redistribution of national-level federal funds that's left over at the end of a federal fiscal year. Normally the 4<sup>th</sup> quarter redistribution of federal funds provides ODOT with \$30-70 million, but this year we received \$191 million. Some of the caveats that are necessary to be a recipient of 4<sup>th</sup> quarter is:

#1. You have got to have projects ready; because they'll have to be authorized before the end of the federal fiscal year.

#2: You have to have contract authority, which is authority on hand to be able to spend those dollars. The Department works really hard, as the Commission has supported, in having projects on the shelf. So, we always want to have projects ready in order to take advantage of opportunities like this.

Since we got roughly 3 times the amount that we normally do, this will require some adjustments to our 8 Year Construction Work Plan. You District Engineers will be communicating with you shortly, and we will bring a rebalanced 8 Year CWP to you in October for your approval and recommendation. I assure you we will maximize all of those funds; and the team has done a good job of getting us ready and in position where we can take advantage of those dollars. We are really excited about it, and it's going to move some projects forward faster!

He talked about the article in the Daily Oklahoman that indicated Oklahoma doesn't rank in the top states for bridges. When I talk about our Top 10 ranking, I always qualify that statement with talking about on-highway system bridges. On-highway system bridges means interstates, US-numbered routes, and state-numbered routes; no county bridges, no municipal bridges, because we don't have jurisdictional responsibility for those.



So, a couple of points of emphasis, when you look at an article like that, you really have to understand a more complete picture. There are 12,300 centerline miles of highway across the State of Oklahoma; and that's those interstate routes, US-numbered routes and state highway-numbered routes. 33,000 lane miles, so 1 mile of 2-lane highway is 2 lane miles, and about 6,800 bridges; so that's our jurisdictional responsibility.

The county road system, by comparison, is more than 80,000 miles of county roads and it's got about 15,000 plus bridges out there on that network. So, they have a very large transportation system that the County Commissioners are doing everything that they can to take care of. Those 80,000 miles and 15,000 bridges is relatively low-volume, it only carries about 10% or 11% of all of the vehicle miles traveled every day in the State of Oklahoma. *And I want you to listen to this*; 70 million vehicle miles traveled in the State of Oklahoma every day; the interstate system, US-numbered routes, and state highway routes carry 70% of that volume of traffic! So, that doesn't lessen the importance of the county road system, because Oklahoma is an agricultural state; we are an energy-producing state, and that road system is important. The County Commissioners are doing everything they can to take care of it. And in response to that, you may recall the you approved here just recently the County Improvements for Roads and Bridges Program (CIRB). That's the Legislature's response to recognizing the need for investment out there on the county system, and that program is \$100 million plus dollars a year on the average. Also, the Department of Transportation provides \$34 million in surface transportation block grant federal dollars to the county road system; and we work with the County Commissioners on everything from bridge inspections to actually invest those dollars in the network.

And most recently, the Infrastructure Investment and Jobs Act brought forward the Bridge Formula Program, which is \$53 million a year to the State of Oklahoma, of which we've dedicated \$28 million to off-system bridges, and 18 million of that 28 specifically to address the 1,000-plus county bridges out there that are scoured critical and structurally deficient because of that scour issue. That was in response to the Legislative Office of Fiscal Transparency (LOFT) and some of the conversation we had with them, primarily about the County Improvements for Roads and Bridges Program. But they want an emphasis put on that county bridge infrastructure; so, we are working very closely with the County Commissioners, who are absolute primary Transportation Partners for the Department, and we are trying to make a difference out there on the county system. It will take time, but the dedication is there; the plan is taking shape, and we are going to begin to make a difference out on the county system by working closely with them.

And again, the article was factual and everything in it was accurate; but there are dynamics in play behind those rankings, and I think there needs to be a clearer understanding of.

Talking about LOFT in that CIRB Review, they asked us to bring forward a listing of county bridges out there that were posted below the weight limit of a school bus. They wanted us to provide a map of that to the State Department of Education, so when the Superintendents plan bus routes, they could be cognizant of where those bridges were located. Again, that's not being critical to the county's efforts to take care of their system, because they've got a lot to look after. That's just a simple map that we provided to try to make sure that the Superintendents were making good safety decisions, on behalf of the kids, that those buses are carrying. And that's all that was; I know it alarmed a few of the County Commissioners. We did our best to make sure that they understood what we were going to put out, and why we were putting it out. And again, that's not critical of the County Commissioners' efforts to take care of their network. It's just something that the Legislative Office of Fiscal Transparency asked us to do, along with a lot of other things that we're working on. But because that one is the nature and takes the shape of a GIS map, relatively easy to put that information out there, where it can be accessible.

Commissioner Coburn asked us a question recently about cable barrier. And a lot of times, recently, we've had cable barrier hits, they may go a little bit longer unaddressed, in standing the post backup than we'd like for them to; but some of that's been supply chain issues that we've experienced, just the availability of the posts. We're starting to recover from that and get ahead of it again, but we've got over 700 miles of cable barrier up now, and here's a statistic, I think, that is worth recognizing; from 2017-2021 we averaged about 1,000 hits on those 700 miles of cable barrier a year. Those numbers are significant because of a couple of reasons:

- #1. A very high percentage of those 1,000 hits could have resulted in a severe injury or fatality accident. We've seen those numbers go down from about 100 fatalities in crossovers back in the early 2000's to now, with 700 miles of cable barrier, near 0 fatalities.
- #2. So that is the 1 safety improvement that I can point to and tell you without hesitation absolutely saves lives! We are doing our best and it's a big lift for our Maintenance Forces to take care of that cable system, but it is paramount in the safety of the traveling public! And we will continue to do our best to get those hits fixed as quickly as we possibly can; but I thought those statistics were worth mentioning.

He thanked the Commission for approving and recommending awards on 2 projects:

- Northbound US-169 bridge ramp reconstruction and repair project up at 244 in the US-412, it's a \$19.2 million project, that's a replacement of that highly recognizable ramp in the Tulsa area that certainly had some bridge deck problems with it, and it's had impacts on the traveling public. It'll be disruptive while it's under construction, so we want to make sure everybody's aware that it's been let to contract.
- Also awarded a \$57 million reconstruction project on 270 near Seminole; that project is a grade, drain surface and bridge, and it's about a 7.6-mile project, in District III that we're excited about.

Also wanted to mention a couple of projects that have been previously awarded and that are about to start construction are:

- US-62 bridge over the Arkansas River in Muskogee, *that's a \$74.7 million bridge replacement near Muskogee that's going to replace both the EB and WB bridges over the Arkansas River, and it's going to be a traffic disruption and we want everybody to be mindful of that construction work zone and some of the things that will be happening there. We will continue to monitor our traffic updates and reports; and we ask that the public to do that also.*
- Also, I-35, widening in Love County north from the Red River down at the Texas border, and we've got a mile-long project there that is kind of a precursor to a bigger project to replace the bridges over the Red River that we are working on in conjunction with the TxDOT. But this particular project is going to go to construction; relatively short-term, we are widening to 6 lanes there again in preparation to have that bigger construction project going on. But it will be disruptive; as any construction project on I-35, with the volumes that we see there, is pretty major.
- And we've got a resurfacing project out here between I-40 and I-44 on I-35 that's a little bit unique. This particular project is going to be mostly narrowed to 1 lane; but also, we've got a couple of weekend closures, which, when we close interstates in the Metropolitan area, it's pretty significant. But we've got a good plan together, and starting September 16th, SB I-35 will be fully closed between I-44 and I-40, from 7:00 PM on Friday to 6:00 AM on Monday, September 19th. And that southbound traffic, we're going to divert to-- at the I-35, I-44 split, and use 235 as our primary detour, both directions. Then on September 30<sup>th</sup> we will close the NB side of I-35 and have a similar detour, and get that work knocked out and done.

So, I think the guys have got a good plan there to put that project under construction and finish it quickly, which is always the most important thing. When you have to have impacts on traffic, you want to get in and get out as fast as you possibly can.

ODOT is continuing our Safety Campaign and we have a new PSA about seatbelt usage that spotlights a District 6 Employee, Brad Harmon and his wife Lacy who lost their teenage son in a car wreck because he was not wearing his seatbelt. And as part of our efforts to increase seatbelt usage, they were courageous enough to talk about a life-changing event in their life and tape a PSA for us. This is a hugely powerful message!

*(He presented the new PSA Video)*

It's a pretty dramatic message; and our hearts go out to Brad and his wife for their loss. But as a testimonial, to lose an individual or family member, and then subsequently have an accident yourself, where you were buckled and saved your life, that's very dramatic. Because that message is absolutely critical; and his statement about taking one second to buckle that seatbelt, and never knowing when it might just save your life! Nobody ever leaves home planning to have an accident, but they happen all too often; and our fatality numbers are going up. The one way that Oklahoma can make a difference; and we can do better, is to buckle your seatbelt! And again, I thank Brad and Lacy so much for sharing that with us, and hopefully, that message will make a difference for another family. I know it's an on-going theme, and until we see our numbers getting better, I won't stop talking about it. It's critical to us here in Oklahoma, and we can do better.

Work Zone Safety goes hand-in-hand with seatbelt usage and I want to focus on Work Zone Safety, especially the "Move Over" Law. The Turnpike Authority had a mowing crew that was struck recently by a distracted driver on the shoulder of the highway; this happens all too often to our workers. So, we always ask people to put away your distractions, especially when you see those red-and-blue flashing lights. Whether it's a highway patrolman, law enforcement, first responders, slow down and move over for those guys, because there's something going on there that you need to be paying attention to.

So, we'll continue to emphasize Work Zone Safety and seatbelt usage. And I want to recognize, especially here in September that it is Rail Safety Week; and ask everybody to be ultra-careful at rail crossings. Please don't run the barriers. That should be very intuitive, those 2 seconds that it takes you to go and run that barrier, could be a difference-maker for your life; because a vehicle does not win when it encounters a train! So again, don't run the barriers, take those few minutes to let that train go by. Always pay attention, and we're really proud of the work of Operation Lifesaver and the celebration of their 50th anniversary.

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

## **ITEM PRESENTED BY COMMISSION CHAIRMAN**

### **133. Adjournment Motion**

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

**Meeting adjourned at 11:46 a.m.**

Approval of the Minutes of the Transportation Commission Meeting September 6, 2022.

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Gene McKown - Chairman

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Bob Peterson – Vice Chairman