

MINUTES OF THE TRANSPORTATION COMMISSION MEETING OCTOBER 3, 2022

MINUTES OF THE COMMISSION MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, WAS HELD OCTOBER 3, 2022 IN THE COMMISSION MEETING ROOM OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, 200 NE 21ST 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, 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. Peterson called the meeting to order at 11:00 a.m.

ROLL CALL:

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

The following items were presented and approved as written at the Transportation Commission meeting October 3, 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 Peterson thanked everyone for coming and introduced Special Guests: Bobby Stem, AOGC Executive Director and Mike Patterson, former Secretary of Transportation. We really do appreciate everybody coming and participating in our Commission Meeting.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

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

Note: Continued to next month for lack of majority.

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

135. Speed Zone Revisions – Ms. Parrish

a) Commission District II – Multiple Locations

1. Latimer County – Along rural SH-1 including the Buffalo Valley School District for 12.92 miles
2. Pittsburg County – Along SH-113 including the Town of Indianola for 14.75 miles

136. Land Sales – Mr. Phillips

- a) Adair County – District I – located along the north side of US-59, 1.65 miles northerly of the Ballard Creek bridge south of the Town of Watts, OK - \$770.00
- b) Lincoln County – District III – located along the west side of SH-102 and the northwest corner of US-62 – \$2,450.00
- c) Pottawatomie County – District III – located along the west side of SH-102, approximately 0.25 miles south of the intersection of SH-102 and EW County Road 116 – \$50,100.00
- d) Custer County – District V - located along the east side of I-40 Business at Clark Avenue in Weatherford, OK - \$770.00
- e) Delaware County – District VIII – located along the west side of US-59, approximately 0.25 miles south of Sailboat Bridge in Grove, OK - \$10,101.00
- f) Tulsa County – District VIII - located along the south side of I-44 at the southwest corner of South Peoria Avenue and East Skelly Drive in the City of Tulsa, OK - \$235,000.00

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

137. Engineering Contracts

- a) Statewide – All Districts - On-Demand General Environmental/Engineering

CI-2392A	Altamira-US, LLC
CI-2392B	Enercon Services, Inc.
CI-2392C	Environmental Works, Inc.
CI-2392D	Freese and Nichols, Inc.
CI-2392E	StanTech, LLC
CI-2392F	Terracon Consultants, Inc.

Total aggregate not to exceed amount for these six (6) contracts is \$1,200,000.00

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

CI-2393A	Enercon Services, Inc.
CI-2393B	Environmental Hazard Control Lab, Inc.
CI-2393C	Terracon Consultants, Inc.

Total aggregate not to exceed amount for these three (3) contracts is \$450,000.00

c) Statewide – All Districts - On-Demand Bridge Rehabilitation 8 Year CWP

CI-2394A	Burgess & Niple, Inc.
CI-2394B	EST, Inc.
CI-2394C	Garver, LLC
CI-2394D	H W Lochner, Inc.
CI-2394E	Jacobs Engineering Group, Inc.
CI-2394F	NEO Design, LLC

Total aggregate not to exceed amount for these six (6) contracts is \$1,500,000.00

d) Statewide – All Districts – On-Demand Shop Drawing Review

CI-2395A	CONSOR Engineers, LLC
CI-2395B	S&B Infrastructure, L.P.

Total aggregate not to exceed amount for these two (2) contracts is \$500,000.00

e) Statewide – All Districts – On-Demand Aerial Photography

CI-2396	Aerial Data Service, Inc.	\$100,000.00
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f) Okmulgee County – District I - to provide preliminary engineering and prepare construction plans for US-75A: under BNSF Railroad, 3.45 miles west and 4.51 miles northwest of US-75 junction.

CI-2384	BKL, Inc.	\$216,200.00
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g) Sequoyah County – District I - to prepare construction plans for US-64: over Garrison Creek Tributary O’Flow and general overflows, approximately 20 miles east of US-59 junction (westbound only).

CI-2386A	Conzor Engineers, LLC	\$1,092,600.00
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h) Garvin County – District III - to prepare construction plans for I-35: from just north of SH-145, north approximately 4.3 miles.

CI-2355B	Benham Design, LLC	\$1,026,000.00
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i) Pawnee County – District VIII - to prepare construction plans for SH-18: from the Cimarron Turnpike to US-64.

CI-2371F	CEC Corporation	\$786,600.00
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j) Tulsa County – District VIII - to prepare construction plans for ramp rehabilitation in various Tulsa County locations.

CI-2376	Hudson Prince Engineering & Inspection, PLLC	\$1,043,500.00
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ACTION: Grimsley moved and Alexander seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Freymiller, Dyson, Alexander, LaForge and Peterson
NAYES: None
ABSENT: Shannon and McKown

138. Engineering Contract Supplements

a) Statewide – All Districts – On-Demand Airborne LiDAR Mapping

CI-2333B Supplement 1 Bearing Tree Land Surveying, LLC \$750,000.00

b) Custer County – District V – this supplement if for additional engineering to develop final construction plans for SH-33: beginning 0.37 miles east of SH-47 and extending east 0.67 miles in the City of Thomas

EC-1843 Supplement 7 Atkins North America, Inc. \$9,962.00

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Atoka County - SH:3 - NHPP-017N(148)PM / 20307(04), \$0.00, 0.00%
- b) Bryan County - US-70 - SSR-022N(219)SR / 31334(04), \$7,176.00, 0.77%
- c) Caddo County - County Road - STP-208D(103)CI / 29361(04), \$18,673.07, 2.30%
- d) Cleveland County - US-77 - NHPP-214N(096)TR / 34141(04), \$15,658.83, 1.86%
- e) Harper County - County Road - CIRB-230D(044)RB / CIRB-230C(045)RB / 29831(04), \$983.80, 0.05%
- f) Hughes County - County Road - CIRB-232C(067)RB / 27886(04), \$2,150.16, 0.03%
- g) Kay County - US-60 - STP-236F(091)3B / 35225(04), \$49,975.00, 5.31%
- h) Kay County - I-35 - NHPPI-CRRS(001)PM / 35291(04), \$156.28, -0.00% Underrun
- i) Kiowa County - US-183 - NHPP-009N(101) AD / 32949(04), \$5,159.18, 1.11%
- j) Lincoln County - SH-102 - STP-241C(079)PM / 31879(04), \$0.01, 0.00%
- k) Love County - I-35 - NHPPI-3500-(081)PM / 19576(05), \$50,166.10, 0.16%
- l) Love County - I-35 - SSP-3500(126)PM / 31896(04), #1, \$34,186.00, 0.30%
- m) Love County - I-35 - SSP-3500(126)PM / 31896(04), #2, \$379.56, -0.00% Underrun
- n) Murray County - SH-7 - TAP-250C(035)TP / 34112(04), #1, \$6,201.55, 1.14%
- o) Murray County - SH-7 - TAP-250C(035)TP / 34112(04), #2, \$5,773.13, 1.06%
- p) Noble County - US-77 - SSR-252C(091)(090)SR / 33775(04), \$33.88, -0.00% Underrun
- q) Osage County - SH-99 - STP-257B(090)PM / 29686(04), \$4,420.00, 0.11%
- r) Osage County - County Road - STP-257C(042)CI / 30499(04), \$0.00, 0.00%
- s) Pawnee County - SH-99 - STP-259B(064)PM / 29690(04), \$32,700.00, 2.73%
- t) Pontotoc County - SH-48 - STP-262C(046)3P / 31315(04), \$56,254.06, 9.08%
- u) Pottawatomie County - US-177 - SSR-263B(082)SR / 35305(04), \$52,035.69, 14.36%
- v) Seminole County - County Road - CIRB-267C(007)RB / 29212(04), \$2,598.80, 0.21%
- w) Seminole County - SH-99A - MC-267C(095)MD / 35796(04), \$0.00, 0.00%
- x) Tulsa County - I-244 - SSP-272F(220)SS / 31943(05), \$10,263.80, 6.18%
- y) Tulsa County - US-75 - SBR-014N(117)SB / SAP-014N(121)ES / 33802(04), \$51,367.05, 2.00%
- z) Tulsa County - I-44 - STP-272F(276)3B / 34157(04), \$141,254.00, -13.47% Underrun
- aa) Tulsa County - City Street - SAP-019N(153)ES / 35983(04), \$3,772.65, 1.69%
- bb) Wagoner County - City Street - TAP-273N(055)TP / 33002(04), \$467.50, 0.04%
- cc) Woods County - SH-50 - STP-276C(041)AD / 33412(04), \$18,267.17, 5.22%

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

- a) Bryan County - US-69 - BSAP-207N(012)FM / BSAP-207C(102)FM / SSP-013N(182)PM / 25909(17), \$144,524.37, 0.80%

- b) Canadian County - I-40 - SBR-4000(146)SB / 33420(04), \$127,444.23, 10.29%
- c) Carter County - County Road - CIRB-110C(205)RB / 24819(04), \$27,587.66, 0.37%
- d) Cleveland County - I-35 - NHPPIY-0035-2(176)(304) / 09031(05), \$204,626.66, 0.29%
- e) Cleveland County - US-77 - STP-114C(111)SS / 20997(04), \$60,258.96, 0.52%
- f) Comanche County - I-44 - SBR-4400(080)SB / 33890(04), \$150,000.00, 3.46%
- g) Delaware County - US-59 - NHPP-CRRS(009)(008)PM / 33781(04), \$269,458.15, 4.50%
- h) Dewey County - SH-34 - STP-222B(039)PM / 30333(04), \$232,465.61, 1.56%
- i) Ellis County - County Road - CIRB-223C(017)RB / 28457(04), \$87,669.13, 2.10%
- j) Ellis County - US-60 - SSR-223C(024)(025)SR / 33910(04), \$162,052.19, 4.52%
- k) Garvin County - I-35 - NHPPI-3500-(086)PM / 20970(08), \$189,357.03, 0.96%
- l) Grady County - County Road - STP-226C(083)CI / 31113(04), \$26,775.71, 1.29%
- m) Kay County - US-60 - STP-236F(091)3B / 35225(04), \$151,376.43, 16.07%
- n) McClain County - SH-59 - STP-244C(072)PM / 29459(04), \$125,338.20, 3.63%
- o) McCurtain County - US-70 - NHPP-022N(102)(225)SS / 18859(04), \$3,000.00, 0.01%
- p) Okfuskee County - I-40 - NHPPI-4000-(077)PM / 21007(06), \$617,644.24, -3.26% Underrun
- q) Okfuskee County - SH-27 - SSR-254C(056)SR / 33767(04), \$158,378.58, 12.84%
- r) Oklahoma County - City Street - TAP-255D(330)AG / SRS-255E(340)ST / 31437(04), \$10,906.66, 0.78%
- s) Pawnee County - SH-99 - SSP-259B(056)SS / 27983(04), \$15,244.41, 0.10%
- t) Payne County - SH-33 - NHPP-260N(055)(054)PM / 28983(04), \$382,955.88, 2.02%
- u) Pottawatomie County - SH-39 - STP-163B(212)SS / 24240(07), \$642,172.96, 9.27%
- v) Tillman County - US-70 - STP-271C(067)PM / 29514(04), \$12,350.56, 0.39%
- w) Tulsa County - City Street - STP-172B(533)IG / 28656(04), \$86,338.58, 5.49%
- x) Tulsa County - County Road - CIRB-272D(303)CO / 33566(04), \$130,694.34, 6.76%
- y) Tulsa County - I-44 - SBR-4400(072)SB / 34661(04), \$115,000.00, 4.30%
- z) Washington County - County Road - STP-274B(026)CI / 27821(04), \$53,667.43, 1.10%

ITEMS PRESENTED BY THE COMPTROLLER DIVISION

141. Proposed Bid Openings – Mr. Hackney, Project Funding Manager

- a) Final November, 2022 Proposed Bid Opening
- b) Tentative December, 2022 Proposed Bid Opening
- c) Tentative January, 2023 Proposed Bid Opening

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

142. Settlement for Damages to State Property – Mr. Hackney

- a) Mr. Spencer – Tulsa County - \$280.35
- b) Mr. Jackson – Delaware County - \$41.43
- c) Ms. Thrower – Oklahoma County - \$149.65
- d) Mr. Martin – Noble County - \$2,536.88

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

ITEMS PRESENTED BY THE PROJECT MANAGEMENT DIVISION – Mr. Nguyen

143. Asset Preservation Plan

The Department has completed the proposed Asset Preservation Plan with consideration for the critical needs of Oklahoma's transportation infrastructure and the financial constraint mandated by the projected federal and state funding availability. The Work Plan is balanced by District within the budgetary limitations of State fiscal years 2023 through 2026. The encompassed projects have been defined, validated and included in accordance with the transportation needs and priorities of the State.

Information Only: No Commission action required.

144. 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 transportation infrastructure and the financial constraint mandated by the projected federal and state funding availability. The Work Plan is balanced by District within the budgetary limitations of Federal fiscal years 2023 through 2030. The encompassed projects have been defined, validated and included in accordance with the transportation needs and priorities of the State.

NOTE: *Commissioner Grimsley said, I do plan to vote yes, these are all important projects and I'm a strong supporter of the 8-Year Construction Work Plan; but I would be remiss if I don't raise some concerns. I represent a rural district that is decades behind, just like a lot of parts of Oklahoma. One of the concerns I've had is that back in the spring we were presented with statistics and I want to point out that 65% of our highway fatalities happen in rural districts, even though only 35% or so live there. So that translates into you have almost twice the chance of dying just being on the roadways; and so, we have a severe problem in the rural areas.*

We did have a history of deficient bridges, but that is being resolved right now. A serious bridge accident triggered us to fix our SD bridges. But a lot of that risk was speculative, we were saying if we don't act, this will happen, this will occur, accidents will happen. Our rural highway problem is happening now; it's not speculative! We lose several hundred people per year and unfortunately, at least a family or two a day get that tragic call of an unexpected, unplanned death or possibly several deaths. This is something that's very real in my district, I drive these highways every day, I see these accidents occur, I've avoided and narrowly missed several of them. My concern is the way we operate right now, we're not going to ever catch up on that. I have tried my best to understand and appreciate our funding allocation process. And as a reminder for everyone, our district funding allocation process is that we look at population numbers, center miles and then we look at the history of funding. None of these 3 factors factor in fatalities, road conditions and economic growth or expansion. It's basically set up to be more of a political entitlement formula, than it is a true needs-based formula. My background is engineering, so if you bring me a problem and you quantify it, my teeth are going to be into it, and I'm not going to let it go until we can figure out a solution.

Right now, we are at a high watermark on funding, our legislature has been very generous in helping us, and at the federal level we have a lot of funding. What we do not have is a strategy to ensure that funding is being set aside for rural highways and actually going toward the intended purpose. I've not seen the strategic plan; but I think we need to adopt a strategic plan similar to what we did with our deficient bridges, and it needs to be a long-term plan and vision to get there. Otherwise, we're never going to catch up. I would like in the next year to have some more serious discussions about this and try to figure out if we can either modernize that, is there a better approach? Is there a way that we can develop a plan like we do with deficient bridges? So, we have an example in Oklahoma where we were able to work something long-term even with the ups and downs. My hope is that sitting here a year from now when we vote like this again, we have a strategy and we have a way that we can have a long-term solution to that problem.

Commissioner Peterson thanked Commissioner Grimsley for his comments.

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

145. Awards

- a) September 8, 2022 – Emergency Bid Opening
- b) September 15, 2022 – Regular Bid Opening

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

ITEM TO BE PRESENTED BY THE DIRECTOR – Mr. Gatz

146. Director's Report

Secretary Gatz expressed appreciation to the Transportation Commission, the District Engineers, and all of the ODOT staff that were involved in the rebalancing process. The 8-Year Construction Work Plan, certainly, is an important part of the Department of Transportation's operations. And one of the things that I want to really focus on for just a second is making sure we've got an understanding of where we came from. When you look back at our bridge infrastructure, as Commissioner Grimsley pointed out, we had a significantly serious challenge back in 2003 when we did our first 8-Year Construction Work Plan and was woefully under-resourced in order to make a difference. You gentlemen have heard me say that there's no such thing as instant gratification in managing the highway system infrastructure; but over time through increasing resources both at the state and the federal level, we've been able to make a difference.

We have challenges ahead of us and one of the things that Commissioner Grimsley pointed out, in particular, is rural 2-lane highways. We have known that those are the highways that we have the most serious accidents on, both fatalities and severe injuries and we have known that we needed to focus on them. I can tell you over time we have begun to put more and more focus, and direct more and more resources through a managed measured performance metric on rural 2-lane highways. It will take us time to be able to get the work done that we need to. The District Engineers, are doing an exceptional job of understanding and planning for the location of those improvements and directing those improvements onto facilities:

- #1 – We have got a recognized problem and;
- #2 - That those 2-lane highways are carrying some of the higher volumes of traffic.

I wish that we could remedy that situation in the near term, but it's going to take us some time to get our arms around it. But for the long-term I'm optimistic that we will continue to have growing resources to invest in trying to address some of those problems and get at those needs across the state.

I will also acknowledge Commissioner Grimsley's point about how do you split the resources we have available to us. That's something we always are willing to work on and try to make adjustments where we feel like that those adjustments will be of benefit. But it's very difficult, and there's no magic bullet solution to how you split limited resources in an environment where you're chasing a deterioration curve and you're chasing a backlog of need.

So most importantly, I think we took a huge step towards that with this 8-Year Construction Work Plan, and I'm going to talk just for a minute about some of the things that we've implemented that make our investment strategies a little bit more transparent and a little bit more understandable for not only our internal resources and not only for the commission but for the public. He had Daniel Nguyen to pull up the dashboard at <https://oklahoma.gov/odot/programs-and-projects/8-year-construction-work-plan.html> - this dashboard is something that we haven't had available to us in the past. The dashboard that we used for rebalance has both our needs as measured against our investment strategy; and I think that was very well received by the Commission. It certainly was the best opportunity that I've had to understand at a glance how we're matching up our resources with our needs. The version that is on the screen now is a public-facing version that we're about to make available to the public to look at, that shows our projects. It shows our investment strategies, has got some ability to really look at our different performance metrics and make sure that our investment strategies are aligned with our needs. And we've increased our investment in rural 2-lane highways not to the point that we're going to need to, Commissioner; but we certainly acknowledge the challenge that exists there. But again, this is a new tool available for the public.

In addition to that, we've got a new project database that is public facing also that the public can use to drill into project status. He had Daniel pick 1 project from the dashboard; this particular project is I-35 at SH-9 West Interchange. And what this capability will allow is for anybody that accesses this website to really take a hard look at a more detailed project status of a location and how we're making progress towards delivering that project at a pretty fair amount of detail. So again, a new tool that we've got available to us in the toolbox to be more open and transparent with our investment strategies.

We've got a lot of different sources of information that we use to help us with our decision making. We are masters at gathering data, and this helps us turn that data into information that's understandable for the public. I really wanted to acknowledge the efforts that have gone into putting some of these new tools together; our GIS group has really done a great job of working closely with our Project Delivery folks. And again, just a couple of new tools there I wanted to highlight this morning.

As we work to manage the transportation system, we do have an investment strategy that starts really with our boots on the ground folks that are out in the districts that are working every day to deliver routine maintenance activities, whether that's taking care of the right of way or addressing problems that we see develop out there that they can get their arms around. We have our Asset Preservation Plan that is life cycle extending type projects, and that's another part of how we address issues out there and then the 8-Year Construction Work Plan, which is truly reflective of the balance that we have to make between the resources we've got available and where the needs are across the state. And we've got needs not only with rural 2-lane highways, but we've still got a lot of work to do on our bridge infrastructure, or we will find ourselves back where we started. We've got to continue to invest in this 8-Year Work Plan and the Asset Preservation Plan; between the two of them, we have almost 800 bridges in the queue that we will touch over the course of the next 8 years. We have problems in the urban areas, and the challenges we have in the urban areas result in congestion-related accidents because we've got big interchanges that are bottlenecks. We have a lot of different things that we're going to have to do to continue to make traffic flow as freely as we can through our urban areas. And so, a lot of different kinds of challenges that we've got to try to address with limited resources and we will continue to work at that. But the best source of information that we have is right here; it's in these investment strategies. Certainly, we're going to do a better job of making sure that our strategies are aligned with our needs, so we are we getting our dollars in the right places at the right times. And certainly, the rural 2-lane highways that Commissioner Grimsley talks about are a big part of that. So, progress is yet to be made, but progress is coming, and optimistically for our future, we'll see a continuation of rising investment levels. I think the most important thing that we can do with those resources that we've got available to us is to make sure that the public understands what we're accomplishing. We are doing good things both on the bridge front and the pavement surface front and addressing those real 2-lanes that are some of our biggest challenges. So, progress to be made, but I appreciate your consideration this morning of the 8-Year Plan.

Some awarded projects to note today are:

- I-40 grade, drain, surface, and bridge from the Douglas Blvd. interchange extend southeast in Midwest City and Oklahoma City. The public needs to know this project will be a little bit disruptive while we manage traffic through this construction project. But we're pretty excited to get that one going.

- US-62 over State Highway 165 in Muskogee another bridge deck rehabilitation project. The guys have put together a good plan to accomplish that work while we are working on a current project over the Arkansas River that will make that a more seamless work zone. I appreciate the work that they're doing to share those traffic control measures and the crossovers to the benefit of getting that work done in a timely manner.
- US-169 on Memorial Drive in Tulsa, we're building our second Diverging Diamond Interchange (DDI) at that location. Commissioner Dyson, we built the first one at Highway 6 at Elk City and I-40. Those facilities and those interchanges move traffic very effectively. This is going to be a very difficult location to do construction in, because of the volumes of traffic that concentrate there off US-169, the Creek Turnpike with Memorial Dr/US-64 underneath. So, the public needs to be mindful of that as they travel through those work zones. We'll do our best to minimize the disruption to the point that we can, but it'll be a difficult construction project. When we're done, that interchange will move traffic much more safely and much more efficiently.
- I-35 Northern Corridor from Oklahoma County line to the Kansas State Line, we're working on a wrong way detection system that'll help with identifying some of the traffic that is potentially entering the highway system going the wrong direction at those interchange locations. This a problem that's out there that's tough to address because sometimes when we have someone enter the highway system, it defies logic to understand exactly what happened that caused that situation. But it's something that we're mindful of and if there are some countermeasures that we can put in place to make a difference, we're going to try to do that, and that's part of that initiative. It's a multi-faceted approach on several different interstates; so that will be an on-going effort.

I am going to invite Trenton January, District IV Engineer to come give a about the I-35 mill and overlay project from I-40 to I-44. The Department and the Contractor decided to perform the mainline work by closing the interstate to traffic over 2 weekends. They were able to complete this work in those 2 weekend closures instead of disrupting traffic for months. Thanks to the Contractor, Haskell Lemon, Edmond Residency, and Strategic Communications for making this unique project a success. But let's watch the video, and then we'll have Trent hit a few highlights for us.

(Showed video of the 2 weekend lane closures)

Mr. January said the total stats for the both weekend closures was that there were over 15,400 tons of asphalt milled, 15,340 tons of asphalt laid, nearly 3,000 truckloads in both weekend closures and, again, over 100 contract workers each weekend. It took 100 hours for both weekends to get this work completed. Some of the big things that you can take away from this closure is safety. As you can tell in these videos, the Contractors did not have to worry about the traveling public driving by them, and for the traveling public themselves not having to be in a work zone while we have all of our equipment laying right there on the road. It was originally a 150-day contract, but they were able to get it done in 6 days, **all the lanes done in 6 days!** That all goes back to the safety aspect of the contractors not having to deal with it constantly, and our workers and for the traveling public, but also a user cost for the traveling public as well. We know it was a pain, and it was an inconvenience to the traveling public, but being able to get it done in a couple of weekends versus 150 days with nightly lane closures made a big impact and made it a very successful job. Again, I want to thank Haskell Lemon and their group and all their subcontractors that were out there working, the Edmond Residency overseeing the project and they did a great job, also MPR for getting the word out. So, it was just really a good job and it turned out really well. I would be remiss if I don't mention there will be still some nightly lane closures to finish up a few southbound ramps; but other than that, most of the work is completed. Thank you!

Secretary Gatz said congratulations to the team! All the stars aligned here because we had a good detour opportunity that wasn't terrible for the traveling public. We had lots of good ideas and innovation brought forward by the Contractor's team; and the ODOT team was willing to give this a try. I would tell you it worked out exceptionally well as evidenced by what you saw there in the video. Getting 4-5 months of work done in a couple of weekends is major! And I want to really put an emphasis point on something that Trenton said, *"it's really about safety!"* Because every time you have an active work zone with the traveling public driving through it, it can be super dangerous. The more that we can minimize that disruption, the better we are, and certainly, this is a good example of a success story.

We have got a pretty significant travel day coming up for I-35 South. That is the Red River Rivalry (OU - Texas football game) this coming weekend on October 8th. Even though we have several active projects on I-35 between Oklahoma City and the Texas State Line, we will have 2-lanes open in both directions.

I want to touch on our National Electric Vehicle Infrastructure plan, (NEVI) plan that was approved this past month. And what that does effectively is gives us access to about \$9.8 million of the \$66 million total that we'll have available over the life of the Infrastructure Investment and Jobs Act to get started on building quick chargers and quick charging infrastructure in accordance with the requirements of the NEVI plan. That's a success story in itself; I feel like our plan is very, very well thought out and put together. Jared Schwennesen and his team have done a good job engaging the private sector and that being both Retailers, electric cooperatives and electric companies. Because it's going to take that kind of an effort and an initiative to make sure, that these chargers get put at the right place and that they're supported for the long term. So again, congratulations to the team on getting the plan approved. First quarter of 2023, we will be putting out an inquiry to RFP for partners to come start to help us build that infrastructure out, so more to come there.

The Department's Safety Campaign is still on-going! I always want to remind the traveling public to be careful in work zones, put away those distractions and make sure they're paying attention. Most importantly do that activity that can help keep you safe more than anything, "*Buckle Your Seatbelt*"!

The last thing is that we are in a severe drought condition right now; and that severe drought condition is going to result in additional wildfires. I would like to remind the traveling public if you see smoke ahead, try to take corrective action, pull to the shoulder before you get into those conditions. Get off that highway if you have the ability, make sure you understand what's ahead of you, and don't drive into smoke if you can avoid it. We had a severe accident up on I-35 recently that was in conjunction with a wildfire that was burning. We want to be extremely careful of those conditions and remind everybody to be on the lookout for those types of occurrences and pay really close attention. Take care of yourself!

NOTE: *Commissioner Peterson said you talked about earlier in your remarks about making progress; and I think you undersold how much you've accomplished. I know how hard your people work and we are seeing the results of our scoring in the deficient bridges and all of those things. So, I think you've got much to be proud of and great accomplishments on the part of ODOT, great work!*

Commissioner Grimsley said, I would agree and I concur. I think the District Engineers from my experience are wizards. I do have an engineering background, but I'm just not a very good engineer; but some of the innovation that I see that they do is remarkable. And that is something I think we need to take on as a Commission, I love the idea of permissionless innovation. We have some very bright people in ODOT, I think they need to have the latitude and flexibility to think outside of the box and come up with new solutions just like this one; think we're going to have a little short-term problem shut down the road on the weekend, but there was a huge gain because of that. So, I think we need to encourage that, support it, and give a little grace to let that happen. And it's difficult in a government environment, we have a lot of regulations, a lot of things that we must adhere to, but I think we need to continue to find ways to make their job easier if we can.

So, I do want to bring up 1 more thing, it's the elephant in the room in my district and my counterparts of the West, and that's the North Texas growth. I drive 69 into Dallas frequently just part of my workday, and we have heard about I-35 bringing multiple lanes North of 69. This is happening with Texas, we are watching 6 lanes come up, and we're just now on our side finishing up 4 lanes. We are going to have just an incredible demand placed upon the southern districts of Oklahoma. Arkansas and Kansas, to my knowledge are not bringing multiple lanes, but Texas is. And I will never turn down an opportunity to say something negative about Texas; they are horrible at managing traffic during construction, and its night and day when you come across to Oklahoma. So, we do a much better job at that, but they are approaching us with significant investment, significant activity and it's just undeniable it's happening today!

Secretary Gatz said, Commissioner, that's very well taken. To your point, we see traffic growth at 69, at 75, at I-35, the major locations on our southern border; but even the minor locations, we're seeing higher volumes come across the highway system and those bridge locations across the Red, across our entire southern border. At the same time, when you look at what is happening in our neighboring states, I would be remiss if I didn't mention Highway 412 and the interstate designation that is pending for it and the relationship that we have with Arkansas because they're at the West Siloam Springs area. Certainly, both Arkansas on their side and tying that facility into I-49 at some point in the future and the challenges we have on our side of the line of 412 looms large for the future; and it's going to require continued investment.

And I echo Commissioner Grimsley's point about our District Engineers; I think those guys do an incredible job of managing the resources that they've got available, trying to get their arms around all of the different aspects that they have to. The thing that I think they recognize, and I know each and every one of them agonize over just like we do, and just like you do as Commissioners, is that we just don't have enough, to get there fast enough. We have got to continue to work on that and I very much appreciate the confidence that the Commission shows in all of us and your support as we continue to make progress.

Commissioner Freymiller said I'd like to do a special shoutout to Trenton January and his people at District IV for the exceptional job they did over this weekend.

Secretary Gatz said, thank you Commissioner, and I agree wholeheartedly.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

147. Adjournment Motion

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

Meeting adjourned at 11:49 a.m.

Approval of the Minutes of the Transportation Commission Meeting October 3, 2022.

Bob Peterson – Vice Chairman

Bobby Alexander - Member