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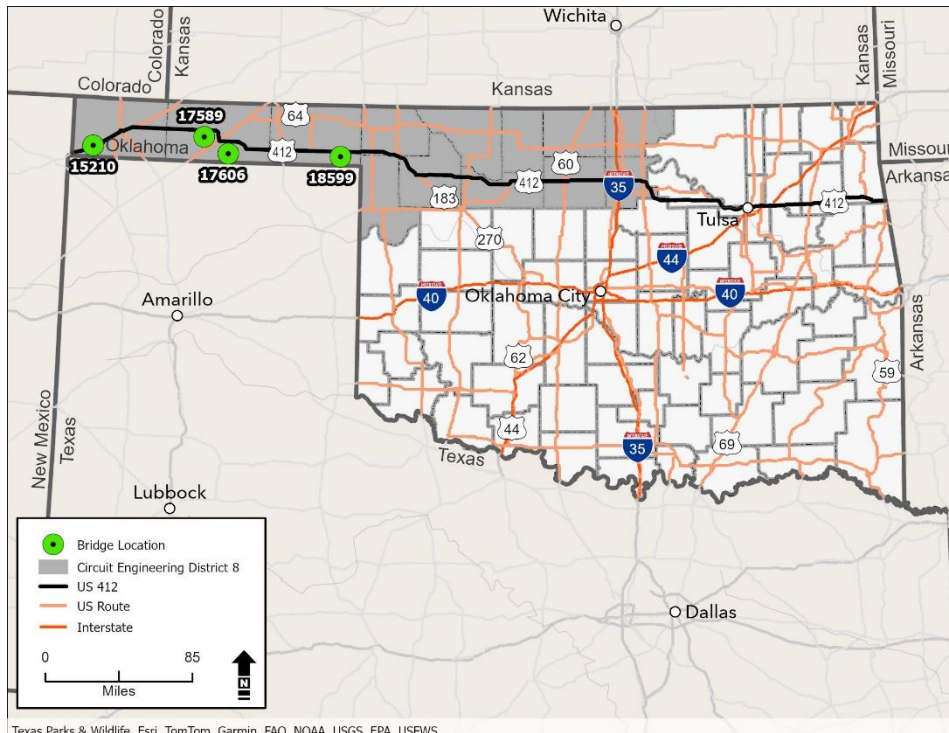
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I. Basic Project Information

Project Description

Circuit Engineering District (CED) 8 is requesting \$18,283,000 from the Bridge Investment Program (BIP) to fund the Oklahoma Panhandle Safe Bridges Project. BIP funds will be used to replace four (4) bridges in fair condition in northwest Oklahoma (see **Map 1 and Figures 1-4.**) The purpose of the Oklahoma Panhandle Safe Bridges Project (the Project) is to eliminate these deficient bridges and restore safe crossings that are up to today's design standards and meet the transportation needs of the current and future regional network. CED 8 intends to construct the Project as a bundle, letting all four bridges as a single project to a single contractor. The scope of the Project is a regional project that includes the counties of Cimarron, Texas, and Beaver, which when combined, make up the entirety of the Oklahoma panhandle whose population totals 28,729¹.



Texas Parks & Wildlife, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS

Map 1: Project Location Map

connections to daily activities such as schools, work, medical facilities, and the grocery store. There could also be negative consequences to agriculture, an existing oil and gas industry, and a growing wind energy sector, not to mention there would be serious safety concerns for any delay of first responders.

All bridges are in fair condition, and either have deficient transitions from the approach guardrail to the bridge railing and/or the approach guardrail ends do not meet currently acceptable standards. Bridge NBI 18599 is 23.4 feet in width, below AASHTO standard guidelines, has a history of

The bridges' contexts are similar in nature, they are all surrounded by productive land uses, either agricultural or the energy sector and serve as direct connections to US-412, a major cross-state, east-west connection for freight and other travel. Net detour lengths range from 3 miles to 27.7 miles, and any possible future closure of any one of these bridges would pose a hardship for the regional residents'

¹ Based on 2020 Census

overtopping, and is load posted. Bridge NBI 15210 is load posted at 15 tons. Previously, Bridge 17606 over Coldwater Creek had a head-on collision by two trucks that caused the closure of the bridge.² Due to the narrow width, the bridge had to be closed while the incident was cleared, causing considerable delays and necessitating repairs.



Figure 1: NBI 18599

Steel Stringer/Multi-Beam
Design

EW 30 Rd. over Kiowa
Creek, Beaver County

NBI# 18599

Built 1973

Condition- Fair



Figure 2: NBI 17606

Concrete Stringer/Multi-
Beam Design

Mile 35 Rd. over Coldwater
Creek, Texas County

NBI# 17606

Built 1969

Condition- Fair

² The crash occurred in 2006. The BCA evaluated the most recent 10-year data, 2012-2022; therefore, this crash is not counted in data used for the BCA analysis.



Figure 3: NBI 17589

Concrete Stringer/Multi-Beam Design

Mile 22 Rd. over Beaver River, Texas County

NBI# 17589

Built 1969

Condition- Fair



Figure 4: NBI 15210

Concrete Stringer/Multi-Beam Design

NS 13 Rd. over Beaver River, Cimarron County

NBI# 15210

Built 1960

Condition- Fair

History and Challenges

Safety of the bridges is a challenge for CED 8. Three of the four bridges are load posted, and yet heavy equipment trucks for oil and gas production, trucks used to transport heavy sand and water loads, and school buses continue to use the bridges. Two of the inspection reports cite it is not advisable for school buses to use the bridge. Traffic projections show up to a 90% increase in truck volume by the year 2059 (see [CED 8 Project](#).) This adds wear and tear to the bridges, decreasing their safety. In 2006, CED 8 had to make repairs to NBI 17606 due to two trucks having a head-on collision on the bridge because of its narrow width. Repairs included replacement of the girder span and parapet and miscellaneous patching repair. NBI 18599 in Beaver County had to have rusted pier piles under the bridge repaired in 2019. NBI 15210 had an overlay completed in 2022

that improved the bridge's condition from poor to fair. A challenge CED 8 has experienced with repairs of the bridges is the repairs do not last as long as anticipated, increasing the cost of maintenance, but by far, the greatest challenge that keeps CED 8 from repairing or building new bridges is funding.

A lack of financial resources in rural communities that are necessary to repair and/or rebuild bridges greatly decreases equity and quality of life compared to urban regions that have greater funding through sales and property taxes. CED 8 is responsible for fourteen (14) counties in northwestern Oklahoma. This region has some of the lowest population densities of the state, with over half of the counties in the district having fewer than 10 people per square mile. The counties in CED 8 maintain 21,477 road miles (approximately 26% of statewide miles) and 2,816 bridges. Of the 2,816 bridges in CED 8, 364 are considered deficient or obsolete (see **Figure 5.**) Programming funding for bridge replacement and repair projects would not be possible without outside support, which is provided in large part by the Oklahoma Department of Transportation (ODOT) County Improvements for Roads and Bridges (CIRB) revolving fund. The CIRB fund was established by the Oklahoma state legislature in 2006, allocating \$120 million per year (now increased to \$150 million) from the state's motor vehicle tax to fund county road and bridge improvements. However, the Oklahoma Legislature has periodically redirected CIRB funds to balance shortfalls elsewhere in the state budget. A [2021 report by the Oklahoma Legislative Office of Fiscal Transparency \(LOFT\)](#), found that despite CIRB funding, significant infrastructure challenges remain in Oklahoma's counties.

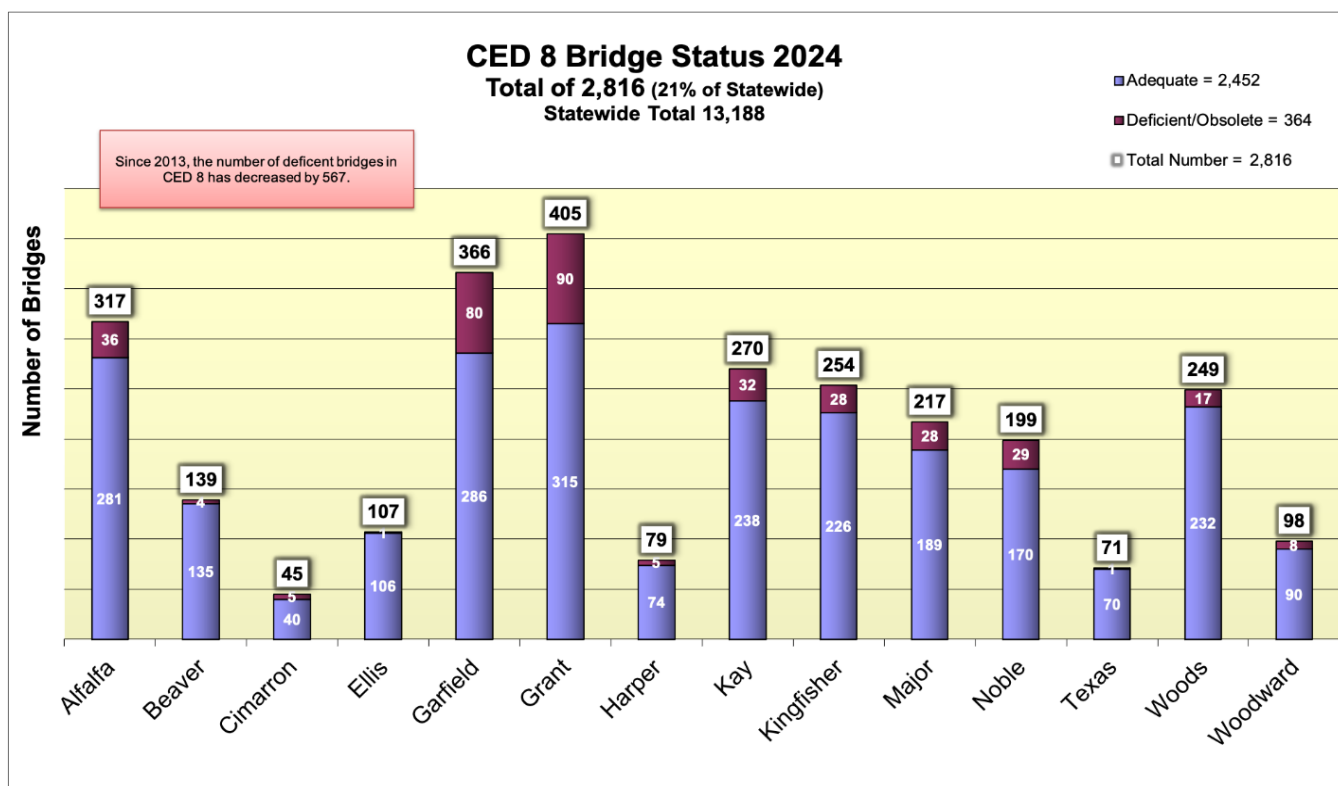


Figure 5: CED 8 Bridge Status 2024- Source: ODOT statewide bridge inventory, Association of County Commissioners of Oklahoma.

With an approximate \$15 million yearly budget in District 6 CIRB funds³ and 364 bridges in need of replacement, CED 8's funding gap is significant. In addition to bridge replacement, CIRB funds are used for roadway construction as well as design, right-of-way acquisition, and utility relocation expenses. CED 8 is able to program approximately 5 bridges per year (in District 6) on average in the most recent [CIRB 5-Year Plan](#) (SFY 2025- SFY 2029). Without the BIP grant, CED 8 would be required to allocate approximately one year of bridge projects in the 5-Year Plan to construction of the four bridges in this application.

In addition to funding challenges, CED 8 maintains critical infrastructure for Oklahoma's economy. Northwestern Oklahoma's economy is based on agriculture, both crops and livestock as well as oil and gas production and a growing wind energy sector. While these rural counties do not experience the day-to-day congestion common in many urban areas, the prolonged harvest season—which begins with planting as early as February and lasts through December with the final harvests—creates the added seasonal stress on the infrastructure network. During this time, heavy haul trucks and large farm equipment travel down the mostly dirt or gravel county roads and bridges. Oilfield vehicles, including heavy sand and water trucks, also use these bridges to access well sites and tank batteries. Wind energy requires transport of large turbine parts over county roads. The roads and bridges in the CED 8 counties are not adequate to support the heavier trucks, larger modern farm equipment, increased traffic demands, and higher operating speeds needed to be competitive in today's economy.

The goals of the Oklahoma Panhandle Safe Bridges Project are:

- Improve the safety, efficiency, and reliability of the movement of people and freight over bridges;
- Reduce the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years;
- Reduce the total person miles traveled over bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years;
- Reduce the number of bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network; and
- Reduce the total person-miles traveled over bridges that do not meet current geometric design standards.

CED 8 intends to construct this Project as a bundle, letting all four bridges as a single project to a single contractor.

CED 8 considered the need to accommodate pedestrians and bicycles on the four bridges in this Project. As has been described in this application, the subject bridges are in rural, sparsely populated areas with little to no alternative transportation use. Three of the four bridge surfaces have asphalt surfaces and one has gravel (TBSC). The roadways carried by these bridges have no shoulders on the bridge approaches. CED 8 intends to add 5' shoulders on two of the bridges (**see Figure 11**) For the other two bridges, the width of the two driving lanes will be 11' wide with a 2'

³ CED 8 also receives funding from District 4, not included in this amount

shoulder. The combined 13' width will allow room for vehicles to safely share the bridge with people on bicycles and pedestrians (see **Figure 12**).

Location

All four bridges are located in the panhandle of Oklahoma, in three contiguous counties, Cimarron, Texas, and Beaver. Total population for the three counties is 28,729 and all project census tracts are considered rural. In fact, both Beaver and Cimarron counties are completely defined as rural (**Table 1**). When totaled, the average persons per square mile of the entire Oklahoma Panhandle is 4.8 persons. This emphasizes the much-needed resources CED 8 needs to complete the Project as rural areas often do not have the same resources to pull from as their urban counterparts.

All bridges are within 1.75 miles – 7.5 miles of US-412, a major east-west freight and transportation route and future interstate that extends from the three corners of Texas, Colorado, and Oklahoma, intersecting I-35 in central Oklahoma, bisecting the urban area of Tulsa, and east to Arkansas where it crosses I-49. Urban areas in northwestern Oklahoma that are connected by US-412 include Boise City, Guymon, Woodward, and Enid. US-412 also directly connects tourists through the panhandle to Black Mesa State Park in Cimarron County, a popular recreational destination that draws visitors from across the region.

Table 1: Location Attribute Table

NBI#	County	Project Census Tract	Rural	Lat.	Long.
15210	Cimarron	40025950100	yes	36°35'42.10"	102°47'22.18"
17589	Texas	40139951000, 40139950700	yes	36°35'42.10"	101°38'12.98"
17606	Texas	40139950700	yes	36°34'20.90"	101°22'53.82"
18599	Beaver	40007951700	yes	36°34'21.34"	100°12'55.46"

NBI 15210 directly connects Celebrity Feeders to Hwy 56/412. Celebrity Feeders is a 3,483-acre commercial cattle feeding operation that includes prime irrigated acreage and native pasture. It is permitted for 31,500 heads of cattle. This bridge directly contributes to the growth of the economy by connecting the feedlot to Hwy 412, where large cattle trailers enter and exit the feedlot. Agricultural workers of the feedlot and other agricultural industries live in Boise City, the closest urban area to the bridge, and use the bridge to access work. The bridge also directly connects rural school age children to Felt Public Schools and is a current bus route. The load-posting of the bridge is 15 tons, and a loaded school bus weighs approximately 18 tons⁴, creating an unsafe daily situation for the students. Were the bridge to be closed due to poor condition, the detour would be 21.1 miles⁵.

⁴ [The Ultimate Guide to School Buses: Your Questions, Answered \[FAQs\] - School Bus Fleet](#)

⁵ Detour maps can be found at [CED 8 Project](#).

NBI 17589 is a major collector in Texas County that feeds directly into Goodwell, Oklahoma, home of Oklahoma Panhandle State University, a baccalaureate degree granting institution. The bridge is a connection for rural residents to the only state funded university in the panhandle. The education of rural residents in the panhandle contributes directly to the growth of the economy. This bridge is also the current bus route for Goodwell Public Schools, but per the Bridge Inspection Report, it is not desirable to drive buses on the bridge due to safety factors. The detour length for this bridge, if closed, would be 23.8 miles.

NBI 17606 is also in Texas County, located on Mile 35 Rd. It is a major north-south route and connects the surrounding farms and a feedlot to Hwy 412 and to SH 15 in Texas. The bridge is a current bus route, but per the Bridge Inspection Report, it is not desirable to drive buses on the bridge due to safety factors. The City of Guymon, OK is the closest urban area to the bridge and residents of Guymon use this bridge to access agricultural and energy sector jobs. The net detour length for this bridge is 27.7 miles.

NBI 18599 is in Beaver County, the most eastern county of the panhandle. It is in the unincorporated area of Logan, surrounded entirely by productive farmland. The bridge is a current bus route, but per the Bridge Inspection Report, it is not desirable to drive buses on the bridge due to safety factors. School-age children in and around Logan attend Beaver Public Schools in Beaver Oklahoma, approximately 33.7 miles northwest from the bridge. Net detour would be 3 miles.

Parties

Lead Applicant

CED 8 is the Lead Applicant for this Project. Circuit Engineering Districts (CEDs) were established by law in Oklahoma in 1992 ([Title 69 § 687.1](#)). This law allows counties to come together as a cooperative and provide efficiencies not available to an individual county. The CEDs act as political subdivisions of the state managed by the counties they represent. The eight CEDs in the state are governed by the Oklahoma Cooperative Circuit Engineering Districts Board ([OCCEDB](#)) and receive state, federal, and county funds. Through ODOT, the CEDs receive and expend Federal-aid highway program funds under title 23, U.S.C. In addition, CED 8 has been directly awarded USDOT grants, thus CED 8 has experience with the receipt and expenditure of federal funds and the requirements and timely delivery of the project. They have worked closely with ODOT to execute bridge projects, funded with both state and federal dollars. An example is a bridge and approaches construction project in Wood County over the Salt Fork River, and a 6-mile widening and resurfacing road project in Harper County.

Other Public and Private Parties

ODOT will be assisting CED 8 with funding and management of the Project. The matching funds for the Project will come from CED 8's allocation of ODOT's CIRB fund. Each CED across the state produces a 5-year plan showing how CIRB and other funds will be programmed based on local priorities. ODOT compiles the CED plans into a Statewide [5-Year CIRB Plan](#) which is updated annually. Individual counties are then responsible for developing their CIRB-funded projects. ODOT also provides assistance to the counties through the provision of NEPA services, project letting, and construction oversight of CIRB projects.

Additional Eligibility Requirements

CED 8 is dedicated to maintaining the four bridges of the Project. It currently receives funding in the amount of \$3.75 million per year from ODOT's County Improvements for Roads and Bridges (CIRB) revolving fund for maintenance in ODOT District 6. Maintenance costs for the new bridges would be funded by the individual counties in which the bridges are located and will ensure the new bridges will remain in a state of good repair.

II. National Bridge Inventory Data

National Bridge Inventory (NBI) data for each bridge is provided in the Project Application Template.

III. Project Budget

Total cost of Project components is shown in **Table 2. CED 8 is requesting \$18,283,000 in BIP grant funding to construct the four bridges listed in the Project.** Costs for design, environmental, right-of-way and utilities have already been encumbered and are not a part of the matching funds, nor funding request. No other federal funds will be used for the Project, and no other Federal grants are currently being requested. CED 8 submitted the Project for the FY 2025 BIP funding cycle but has not been awarded funding. **The total match of \$4,571,000 (20%) for the Project will come from CED 8's allocation of the ODOT District 6 CIRB fund.**

Two of the bridges, NBI 15210 and 18599 are listed in the current CIRB 5-Year Work Plan and have federal funds programmed. However, should the BIP grant be awarded, these federal funds will be moved to other projects. The other two bridges, NBI 17589 and 17606 are currently not programmed. CED 8 and ODOT will coordinate the creation of a single project for the bridge bundle upon award and will add the Project to the current CIRB 5-Year Plan. Construction costs include a 20% contingency to account for potential cost increases. Construction costs reflect a 10%

Table 2: Project Sources and Uses of Funds

Sources of Funds (\$YoE)						
Project Component	Other Federal	BIP	Non-Federal Funds (ODOT)	Future Project Costs	Previously Incurred Costs	Total Project Costs
Design	\$0	\$0	\$0	\$0	\$949,725	\$949,725
Environmental	\$0	\$0	\$0	\$0	\$120,000	\$120,000
Right-of-Way and Utilities	\$0	\$0	\$0	\$0	\$310,000	\$310,000
Construction and Inspection	\$0	\$14,626,400	\$3,656,600	\$18,283,000	\$0	\$18,283,000
Subtotal	\$0	\$14,626,400	\$3,656,600	\$18,283,000	\$1,379,725	\$19,662,725
20% Contingency	\$0	\$3,656,800	\$914,200	\$4,571,000	\$0	\$4,571,000
TOTAL	\$0	\$18,283,200	\$4,570,800	\$22,854,000	\$1,379,725	\$24,233,725
ROUNDED	\$0	\$18,283,000	\$4,571,000	\$22,854,000		
% OF FUTURE ELIGIBLE COSTS	0%	80%	20%	100%		

savings due to bundling. Unbundled, the cost of construction for these four bridges would be \$25,393,360.

IV. Merit Criteria

State of Good Repair

The four bridges proposed for BIP funding are in fair condition (**Figures 6-10**). They were all constructed between 1960 and 1973. Three of the bridges are concrete stringer/multi-beam bridges and one is steel. (See [CED 8 Project](#) for Inspection Reports.) Three of the four bridges are currently load posted. Horizontal clearances on the bridges range from 23.4 feet to 27 feet which do not meet today's standards. Inspection reports for all four bridges propose replacement of bridges because of substandard load carrying capacity or substandard bridge roadway geometry. They state that structural adequacy and compatibility of the approach guardrail with the transition designs and the approach



Figure 6: 15210 Spall in cap and exposed rebar

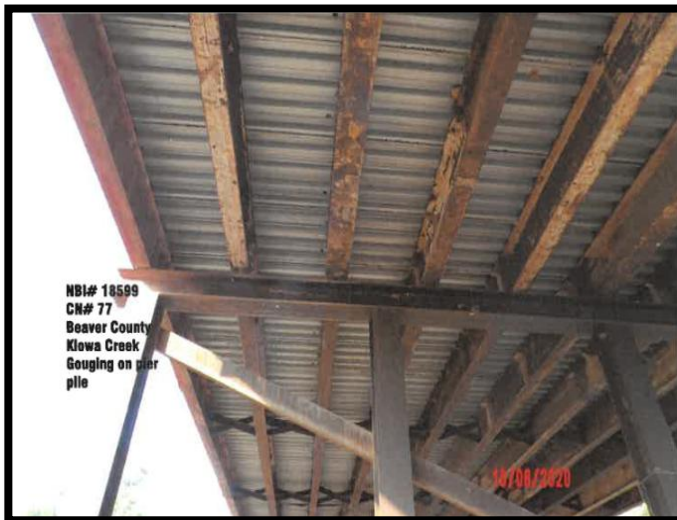


Figure 7: 18599 Gouging on pier pile and rust on steel supports posted and/or their deck, superstructure and substructure rating are 5 (fair), right above a rating of 4 (poor) (see **Table 3**). Hydrologic and hydraulic analysis has been performed on all four bridges to ensure the bridges are designed and built with adequate capacity to provide long-term resiliency for a 100-year flood event.



Figure 8: 17606 Spalling in cap and signs of delamination



Figure 9: 17589 Spalling in cap, exposed rebar



Figure 10: 17589 Scour of the base

Table 3: Bridge Condition Data (Deficiencies noted in red)

NBI	Year Built	Suff. Rating	Horiz. Clr.	ADT (2023)*	Deck Rating	Super Rating	Sub Rating	Load Posted	Condition
18599	1973	81.4	23.4'	100	5	6	6	Yes-28T	Fair
17606	1969	79.5	27'	321	8	6	5	At legal load	Fair
17589	1969	65.9	27'	329	6	5	5	Yes-20T	Fair
15210	1960	42.5	26.9'	658	6	6	5	Yes-15T	Fair

*Field counts from 2023 were used for 15210, 17589, and 17606; NBI values were used for 18599 since no recent counts were taken. (See [CED 8 Project](#) for ADT data.)

Replacing the four bridges in CED 8 will reduce lifecycle costs. Should no major rehabilitation or replacement occur, it is estimated that all bridges will continue to decrease their load posted limits or be closed entirely within the next 30 years, causing vehicles to detour between 3 and 27.7 miles.

CED 8 estimates yearly maintenance costs for all four bridges to be \$16,000. Maintenance activities include regular inspections, guardrail repairs, and deck and joint patching. If overtopping occurred (NBI 18599 has a history of overtopping), or there was a crash on a bridge (such as the 2006 crash described in the Project Description), maintenance costs would be higher. All bridges will require maintenance for the entire analysis period except NBI 18599 which is projected to close in 2044. Total maintenance costs over the 30-year analysis period without the Project would be \$448,000 (in \$2024). This is a conservative estimate and does not include costs for non-routine maintenance such as in the event of overtopping or a collision that might require additional, more substantial repairs.

While building all new bridges has maintenance costs associated with the project lifecycle planning, it is less than what would be incurred if no new bridges were built (approximately \$210,000). The net savings in maintenance costs over the lifecycle of the project is approximately \$238,000 (\$95,000 discounted), or a 48% savings (see the BCA at [CED 8 Project](#) for details.) Maintenance costs for the new bridges would be funded by the individual counties in which the bridges are located and will ensure the new bridges will remain in a state of good repair. Maintenance commitments are codified in every CIRB funding agreement with ODOT (see the CIRB Project Agreement at [CED 8 Project](#).) This project is consistent with [ODOT's 2026-2029](#)

Asset Preservation Plan which seeks to rehabilitate bridges that are at risk of becoming structurally deficient. The bridges in this application are either in poor or fair condition, have minor section loss, cracking, spalling, or scour, or are structurally deficient.

The most significant benefit of the Project is travel-time and vehicle operating cost savings due to avoided detours. As expressed in user costs, closing these four bridges would have significant negative impact on transportation network efficiency, accessibility and mobility of people and goods, and economic growth. The costs of closing the bridges far outweigh the costs of the new structures. The four bridges collectively carry approximately 1,426 vehicles per day. Assuming 1.52 passengers per vehicle⁶, 2,167 persons per day would be impacted by the improvement. More

information on the travel time and vehicle operation cost savings is provided in **Section V. BCA** below.

Three bridges will be rebuilt using prestressed concrete beams (PCB) and one will be built using a Valmont steel U-Beam system. Benefits of PCB include reduced cracking, longer spans, and can be designed with slimmer profiles, which can decrease the budget because it saves on materials and space. Benefits of using a Valmont U-Beam include faster construction because the lighter weight beams are easier to lift than traditional concrete, and they can be transported and stockpiled to the construction site in a more efficient manner. Bridges NBI 15210 and 17606 will be widened to 34'2". Bridges NBI 18599 and 17589 will be

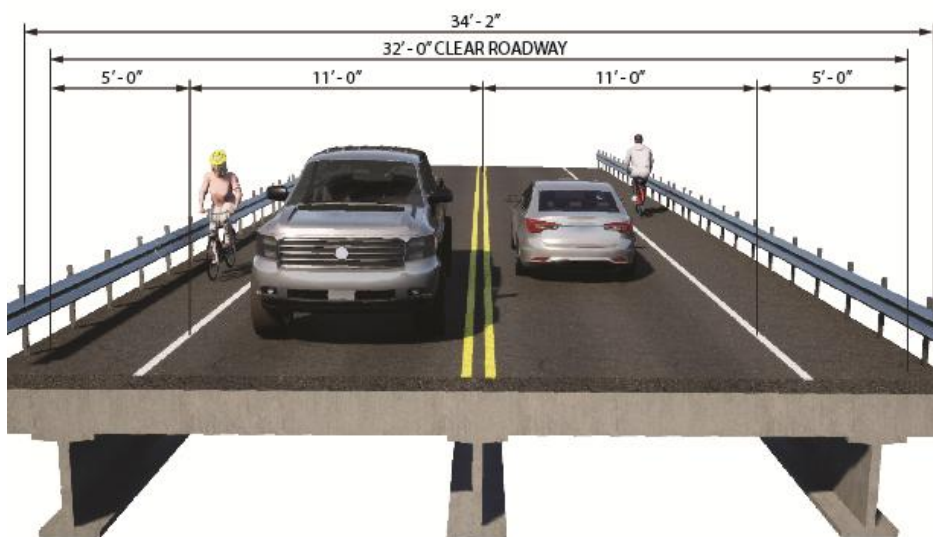


Figure 11 Proposed Bridge Typical for NBI 15210 and 17606

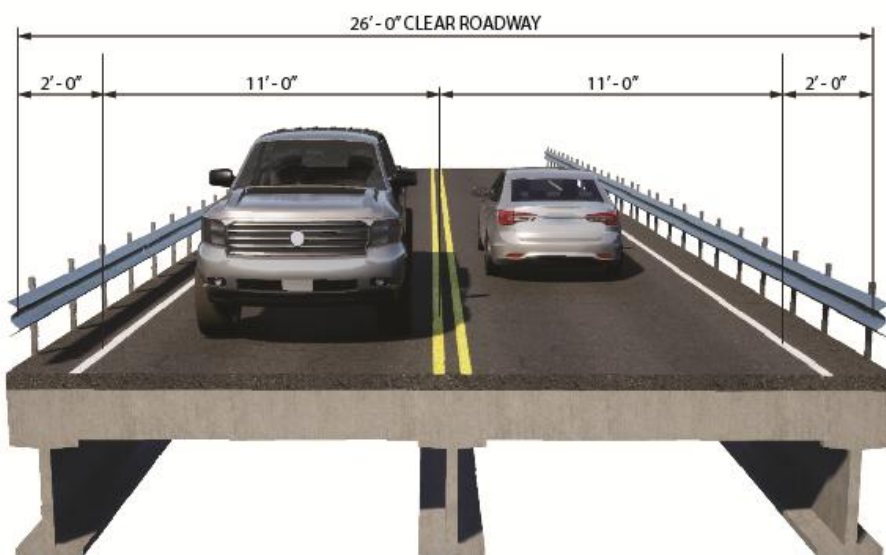


Figure 12 Proposed Bridge Typical for NBI 18599 and 17589

⁶ Table A-3, USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs, December 2025

widened to 28'2" (see **Figures 11 and 12**). Bridges NBI 15210 and 17606 were chosen for a wider design due to their current and estimated future truck ADT (see Traffic Volumes at [CED 8 Project](#)).

If any of the bridges are not improved and any of them have to be load posted even lower, or worse, permanently closed, there will be a threat to the future transportation network efficiency, mobility of goods and people, and a disruption to economic growth. The State of Oklahoma was originally surveyed for a systematic subdivision into a rectangular grid system, referred to as section-line roads. There are no minor collector roads in the rural area of the Panhandle that can be used if a bridge were closed. If a segment of this grid is disrupted, it causes a domino effect of disruptions such as added travel distance (net detours range from 3 miles to 27.7 miles) which may increase travel time up to 31 minutes, delayed time for first responders, burden for students to access schools and universities, and increased cost of transportation and logistics for the agricultural and energy sectors. As previously mentioned, bridges NBI 17606 and 15210 connect feedlots to grain mills and US-412 and the bridges NBI 17589, 17606, and 18599 in Texas and Beaver Counties are used to access oil and gas fields as well as wind farms.

The new bridges proposed in this Project would also provide long-term resiliency to extreme weather events. The new bridges will be designed to accommodate the 100-year storm and minimize overtopping. See **Resiliency and the Environment** below for more discussion about resiliency.

Safety & Mobility

Known documented safety problems have been recorded on the inspection sheets. One of the four bridges is only 23.4 feet wide, below the standard bridge width for CED 8. The other three bridges are 27 feet in width, which does not allow room for shoulders in case of a breakdown on the bridge, or if other obstacles were to obstruct a lane. NBI 17606 in Texas County experienced a crash on the bridge in 2006, and because the bridge had no shoulders it had to be temporarily closed and vehicles were delayed. NBI 17589 also has a documented history of crashes. Some of the large equipment used to transport wind turbines cannot turn around on a 2-lane road and must wait for the bridge to clear to continue their route. In addition, all four bridges are school bus routes. Two (NBI 17589 AND 18599) are noted as not desirable routes in the Bridge Inspection Reports, and NBI 15210 is load posted at 15 tons. Large and fully loaded school buses can weigh up to 18 tons⁷, above the posted weight limit of the bridge. Constructing all new bridges to AASHTO geometric standards is a goal of the Project that will alleviate these documented safety issues. Planned safety improvements include wider lanes, the addition of shoulders, reflective striping, and new guardrails. The new guardrails will be up to AASHTO standards as the existing guardrails are too low and considered inadequate.

Cimmaron, Texas, and Beaver Counties and CED 8 are partnering agencies that work with Oklahoma Department of Transportation (ODOT) to update its [Long Range Transportation Plan](#) every 5 years. The most recent plan, 2050 LRTP, lists "Ensure a safe and secure transportation system for all users," as its first goal. To "preserve and maintain Oklahoma's transportation system in good condition," is another listed goal. When analyzing field counts and growth rates based on nearby ODOT traffic counts, total ADT is predicted to increase between 16% on the Beaver County

⁷ <https://www.schoolbusfleet.com/school-bus-faq>

bridge (NBI 18599) to 90% on the Texas County bridge (NBI 17606) by year 2059. (See [CED 8 Project](#) for traffic count data). Assuming 1.52 passengers per vehicle, by 2059 the Project is anticipated to impact 95,372 person-miles traveled (PMT) assuming a one-mile distance per bridge (see BCA at [CED 8 Project](#).) Accounting for current traffic demands and estimating future demands, the project will improve the mobility and reliability of the movement of people and freight throughout the counties and state. If the bridges are not rebuilt, the alternative is load posting and eventual closure of the bridges. Load posting poses a dangerous situation to the transportation network because heavy agricultural equipment, including loaded cattle trucks, school buses, and energy sector equipment can and could continue to use the bridges instead of using a detour which can add up to 31 minutes travel time. This does not ensure a safe and secure transportation system. Travel time savings are anticipated to result in a \$20 million savings over the 30-year analysis period.

Between 2012 and 2022, there were three total collisions documented on the four bridges, one on NBI 17606 and two on NBI 17589, including one fatality. While the improvements are anticipated to improve safety on all four bridges, quantified safety benefits were calculated only on the bridges with documented collisions. Safety benefits of the new bridges include reduction in expected number of crashes through the addition of shoulders, new guardrail, and new striping. Crash Modification Factors (CMF) were investigated and identified for these improvements⁸.

In addition, the Project will realize safety benefits from avoided detouring. Three of the bridges are already load posted. According to NBI data, without improvement, one bridge would be required to be load posted for 50% of buses and trucks by 2035 and the other three by 2040. One bridge would require closure in 2044. In total, safety benefits of the Project are estimated at \$7.7 million. See [CED 8 Project](#) for crash data and net detour/crash maps.

When analyzing field traffic counts and growth rates based on nearby ODOT traffic counts, total ADT is predicted to increase between 16% on the Beaver County bridge (NBI 18599) to 90% on the Texas County bridge (NBI 17606) by year 2059. Assuming 1.52 passengers per vehicle, by 2059 the Project is anticipated to impact 95,372 person-miles traveled (PMT) assuming a one-mile distance per bridge. Accounting for current traffic demands and estimating future demands, the project will improve the mobility and reliability of the movement of people and freight throughout the counties and state. If the bridges are not rebuilt, the alternative is load posting and eventual closure of the bridges. Load posting poses a dangerous situation to the transportation network because heavy agricultural equipment, including loaded cattle trucks, school buses, and energy sector equipment can and could continue to use the bridges instead of using a detour which can add up to 31 minutes travel time. This does not ensure a safe and secure transportation system.

The Bureau of Transportation Statistics states that, “While only 19% of the U.S. population lives in rural areas, 43% of all roadway fatalities occur on rural roads, and the fatality rate on rural roads is almost 2 times higher than on urban roads.”⁹ According to [USDOT’s “Our Roadway Safety Crisis” interactive map](#), all three counties experience a high fatality rate (per 100,000 people), when analyzing fatality rates from 2017-2021. Cimarron County’s rate is 69.69, Texas County’s is

⁸ See BCA Memo submitted with this application

⁹ [Rural Transportation Statistics | Bureau of Transportation Statistics \(bts.gov\)](#)

19.64, and Beaver County's was 59.42. To put this into perspective, the national median value for all counties is 18.15.

As previously stated, there have been documented crashes on the bridges in addition to a larger number of crashes on the net detours. The four bridges are part of the overall transportation network, and any safety improvements to a part makes the whole system safer for public use. CED 8 believes one death is too many. In addition, they have firm convictions that safety is proactive, and CED 8 is committed to the responsibility of creating a safe transportation system rather than being reactive. CED 8 has proven this time and again, by successfully completing bridge safety construction projects, collaborating with both ODOT and local governments.

Economic Competitiveness and Opportunity

Improving the structural and geometric conditions of the four bridges in this application will improve the mobility, efficiency, and reliability of the movement of people and freight in the area. Today, three of the four bridges are load posted, meaning big rig cattle trucks, agricultural equipment, energy sector equipment, and in some cases school buses must find alternate routes; however, some of these vehicles continue to use the bridges due to the inconvenience of the long detour routes. (See [CED 8 Project](#) for detour maps.) In addition, the bridges range from 23.4' to 27' in width, and as can be seen in **Figure 13**, some of this equipment requires ample width for the safe passing of another vehicle. The energy and agricultural sectors must move on these narrow roadways for the continued growth of the economy. Improving bridges to allow these oversized and overweight vehicles to pass will allow for reduced travel time of the equipment and therefore reduce shipping costs. These improvements will cumulatively enhance the mobility of equipment that serves these sectors.

Rural Oklahoma is an economically productive, vital part of the State and the nation. In 2022, Oklahoma generated approximately \$9.8 billion in agricultural cash receipts, roughly 4.06% of State GDP.¹⁰ Two large feedlots use two of the bridges to transport cattle to production facilities. Beef production is a crucial part of Oklahoma's agricultural sector. Oklahoma ranks 2nd in the nation for the number of beef cows in the state. Ninety-one percent of beef farms are family owned and operated.¹¹ According to the USDA 2022 Census of Agriculture, Texas County ranks the number one county in Oklahoma in



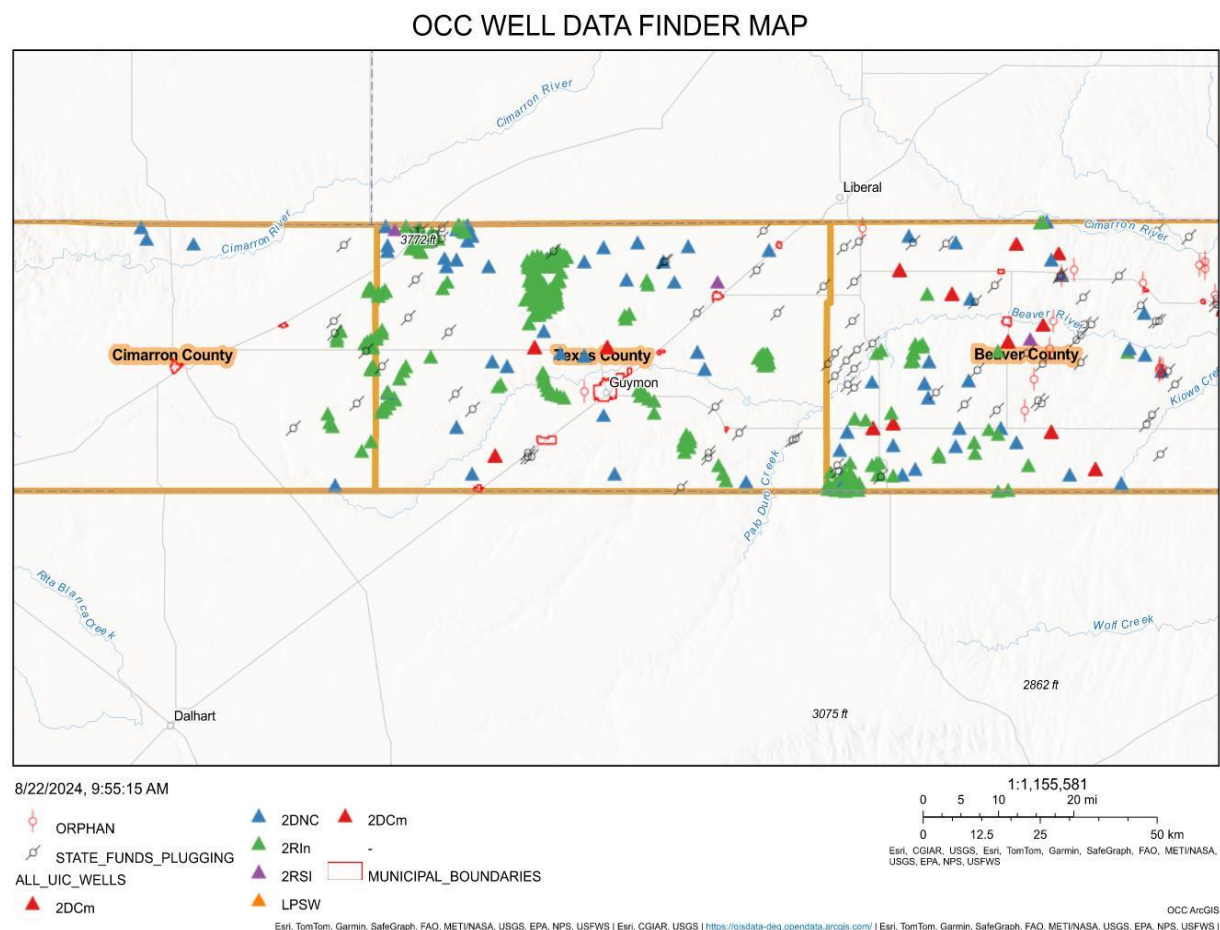
Figure 13: Transporting a Wind Turbine Tower Component

¹⁰ <https://economic-impact-of-ag.uada.edu/oklahoma/>

¹¹ [Oklahoma Ag Overview – ODAFF](#)

Market Value of Agricultural Products sold, and is ranked number 39 in the U.S.¹² It is inevitable if the current conditions of the bridges do not improve, loads will need to be further restricted on the bridges, and the long detours will need to be taken. For family-owned farms and ranches, this causes a greater burden than large-scale corporate owned farms and ranches. Long detours cost more in fuel and more wear and tear on vehicles on the dirt roads. Family farms and ranches often do not have the capital nor the liquidity of corporate owned farms.

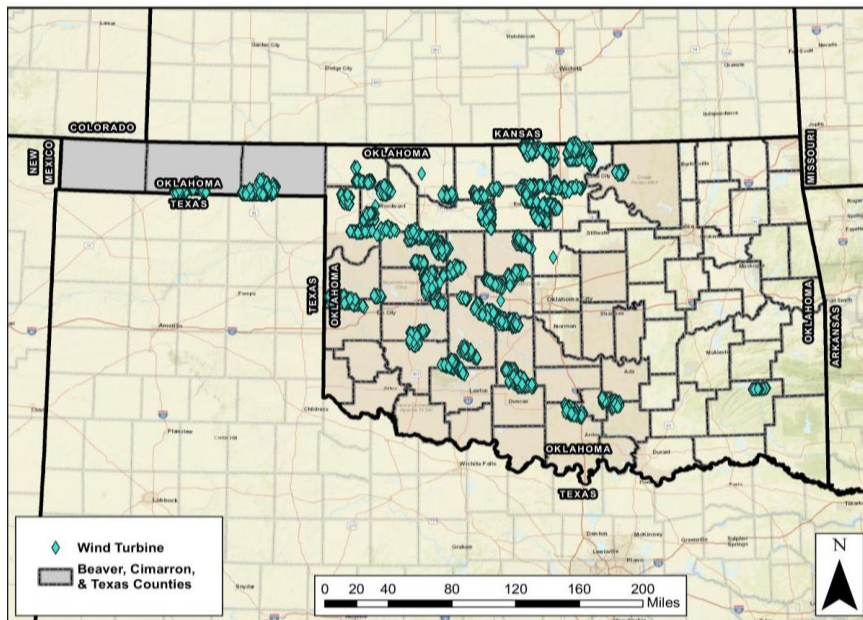
The energy sector drives roughly one third of Oklahoma's economic activity, with wind energy, oil, and gas located primarily in the State's rural areas (see **Maps 2 and 3.**) This Project will directly support the mobility necessary to keep these sectors thriving. Oklahoma ranks 8th in the U.S. for oil and gas production¹³, with nearly 455,000 wells drilled and over 1,350 active producers contributing to a diverse mix of oil, natural gas, and NGLs. Oklahoma ranked third in the nation in electricity net generation from wind in 2023. Renewable resources accounted for 45% of Oklahoma's total in-state electricity generation in 2023, an increase from about 19%



Map 2: Oil and Gas Wells in the Oklahoma Panhandle, [OCC Well Data Finder](#)

¹² [2022 Census of Agriculture, Texas County Profile](#)

¹³ Based on Barrels of Oil Equivalent (BOE) produced in November 2025 ([Oklahoma Oil & Gas Activity - MineralAnswers.com](#))



Map 3: Wind Turbine Locations in Oklahoma (USGS Wind Turbine Dataset)

in 2013. About 94% of the state's renewable generation came from wind energy.”¹⁴ Both oil/gas and wind production require large, heavy loads to travel the state's rural roadways. Addressing current geometric conditions of the bridges and ensuring conditions are sufficient for current and future load and requirements of the regional network is important to the expansion of energy in Oklahoma and promotes greater and public-private investments in land-use productivity.

The CED 8 bridges become even more critical transportation links in the light of regional transportation patterns and lack of alternative routes. Given their rural context, closures of these bridges would result in detours ranging from 3 to 27.7 net miles. The savings in vehicle operating costs and travel times because of avoiding these detours are substantial. Network reliability is extremely important in the agricultural and energy industries that rely on getting products to market in a cost-effective manner. Unexpected delays due to bridge postings or closures add time and cost to transporting materials and equipment, affecting carriers' ability to provide on time delivery and impacting the downstream supply chain. If an oversized vehicle approaches a load posted bridge and must backtrack, this increases travel time and costs even more.

The Project will directly lead to job creation in the construction sector. The latest information (2024) from the Bureau of Labor Statistics shows the annual mean wage for Highway Street, and Bridge Construction laborers in Oklahoma is roughly 25-35% higher than other types of construction laborers.¹⁵ These wages then create indirect economic benefits for the communities housing the workers. A \$22.9 million construction contract for four bridges would require large numbers of laborers, who are not necessarily required to hold a college degree, attracting employees and further enhancing economic benefits in northwestern Oklahoma.

Resiliency and the Environment

Replacing the four bridges in the Oklahoma Panhandle will provide improved resilience to at-risk infrastructure and benefits to the environment. Oklahoma's weather varies greatly from one side

¹⁴ [Independent Statistics and Analysis, U.S. Energy Information Administration, Oklahoma State profile and Energy Estimates](#)

¹⁵ [Construction Laborers](#) (bls.gov)

of the state to the other. The panhandle's average temperature, 60°F, is the lowest compared to the rest of the state and the number of freeze-thaw cycles is 80.¹⁶ Freeze-thaw cycles can cause damage to concrete in many ways, including surface spalling and pitting and internal or surface cracking. The number of days with measurable precipitation for all three counties in the panhandle is 60, and though this is less than the rest of the state, three of the four bridges show visible signs of damage to the channel embankments, indicating increased susceptibility to wash out.

Bridge 18599 has a history of overtopping, and according to the inspection reports, one bridge is rated 6 indicating the bank is beginning to slump and debris is restricting the channel slightly, and two of the bridges are rated 7, bank protection is in need of minor repairs and there are minor amounts of drift. (See Bridge Inspection Reports at [CED 8 Project](#).) Oklahoma has faced severe and recurring agricultural losses in recent years due to extreme weather, with drought, flooding, and other disasters causing billions in damages.¹⁷ Per the Environmental Protection Agency's assessment of Oklahoma, "during the last 50 to 100 years, soils have become drier, annual rainfall has increased, and more rain arrives in heavy downpours."¹⁸ The project will address channel protection to prevent future damage to the new structures, and the bridges will be designed to prevent overtopping during 100-year flood events.

Should any of these bridges be washed out by flooding, or further load posted or closed due to deteriorating conditions, the result would be severe and widespread disruption of the transportation network. Between the four bridges, over 2,100 vehicles per day would be impacted and forced to detour between 3 and 27.7 miles. The agricultural and energy industries would be particularly hard hit, as the larger and heavier vehicles associated with these industries would be the first to be detoured. Each bridge would be considered a "single point of failure" for the networks they serve.

Detours would also have negative impacts on the environment. Noise would increase and air quality would decrease with the increase in vehicle miles traveled. Per the BCA, emissions reduction benefits for the Project are estimated at \$745,756 and other environmental benefits total \$76,060. New bridges would provide sufficient capacity to allow both directions of traffic to flow freely and would eliminate the additional detour miles.

Quality of Life

The Project will improve access to critical community services and create a more seamless travel experience by upgrading the grid network to current geometric standards and improved safety with wider lanes and shoulders. Because the Project is in a rural context, maintaining connection of the section line roads will positively impact the rural residents of the entire county, not just a small subset of residents. In an urban environment, there are often minor collectors that can be used when a bridge is closed, but this is not the case in rural America.

The disruption of the county road grid directly affects the mobility of the individuals and communities in the surrounding area. People may experience longer travel times and difficulty reaching daily destinations such as housing, jobs, healthcare, grocery stores, schools, places of

¹⁶ [Oklahoma Climate | Oklahoma Climatological Survey](#)

¹⁷ [Drought Exposure and Crop Impacts in Oklahoma and Surrounding States | Oklahoma State University](#)

¹⁸ [EPA What Climate Change Means for Oklahoma](#)

worship, recreation, and parks. In this region of Oklahoma, services are few and far between and maintaining the existing transportation network is critical for those needing access. Long commute times can create significant barriers to employment and resources. Furthermore, all four bridges are current bus routes. If they were to be load posted further or closed completely, the additional distance and cost to transport children to and from school would have to be borne by the rural school districts that are already faced with funding challenges. Forcing school buses to add miles to their trips also increases children to additional collision risk.

The new bridges will either have new 26-foot-wide or 32-foot-wide concrete decks, allowing bicycles and pedestrians room to cross if desired. Shoulders between 2-5-feet wide will be added to all bridges providing space for bicycles and pedestrians. Guardrails will also be provided to protect bicycles and pedestrians. This will provide an improved condition over the existing obsolete guardrail design.

Innovation

Many innovative approaches to project delivery can be utilized with the bundling of multiple bridges. For a typical project, right-of-way acquisition and utility relocation have the potential to delay project delivery. All of the counties in CED 8 have a 66-foot-wide statutory right-of-way on county roadways. This relatively wide existing right-of-way will minimize the need for acquiring additional property from landowners. With four locations bundled into one project, single agreements can more easily be made with public and private utility owners to relocate their lines in advance of project construction. CED 8 has established relationships with the local utility providers and will coordinate any needed utility relocations. Another benefit of bundling is economy of scale. CED 8 intends to use a single contract award for this project to save cost, as well as construction and procurement time. **Bundling is anticipated to save 10% over the costs of the individual bridges.**

Integrated Digital Project Delivery is an Every Day Counts innovation CED 8 would like to explore for this bridge bundle. ODOT has been advancing digital delivery through the Advanced Digital Construction Management System (ADCMS) program, integrating design and construction through open data formats. Information such as materials and plans are integrated into a digital workflow, improving the tracking, exchanging, and archiving of materials. Other digital information such as 3D modeling can also enhance the future usability of the as-built plans for asset management and maintenance. This increases project safety and quality.

The use of Safety Edges on bridge approaches is another Every Day Counts innovation tool. Safety Edge technology helps save lives by correcting drivers who drift off the roadway back into the road. It also improves durability of the road by reducing edge raveling at a low cost compared to other edge treatments.

For the bridge in Beaver County, NBI 18599, CED 8 intends to construct it using a Valmont U-Beam Bridge System. The way the beams are manufactured, using hot-dip galvanization, protects steel from corrosion, and coating provides less maintenance. Installation is also faster because the lightweight beams are easier to lift than traditional concrete, and they can be transported and stockpiled to the construction site in a more efficient manner. When these factors are combined, the cost of the project decreases over the lifetime of the bridge.

V. Benefit-Cost Analysis

The Benefit-Cost Analysis (BCA) for the Oklahoma Panhandle Safe Bridges Project application compares the costs and benefits of the proposed Project. The analysis utilized the Bridge Investment Program Benefit-Cost Analysis Tool v.1.1.2 (BCA Tool) and associated User Manual released by USDOT in January 2026. To the extent possible, expected benefits were monetized. Table 4 summarizes the quantified benefits.

The period of analysis used in the estimation of benefits and costs is 36 years, including six years of project development and construction, and 30 years of operations. The project will construct four new bridges each with a 75-year service life and so a longer analysis period was selected. Total project development and construction costs are estimated at \$24.2 million. Costs were entered into the BCA Tool in today's dollars and automatically de-escalated to 2024 and discounted for a total discounted capital cost of \$13.3 million.

All relevant data and calculations used to derive the benefits and costs of the project are shown in the BCA Tool that accompanies this grant application. Based on the analysis presented in the rest of this document, the Project is expected to generate \$53.4 million in discounted benefits and \$13.3 million in discounted capital costs. Therefore, the Project is expected to generate a Net Present Value of \$40.1 million and a Benefit/Cost Ratio (BCR) of 4.02.

Table 4: Summary of BCA Outcomes, Millions of 2024 Dollars

Category	Benefit	Percent of Total Benefits
Safety	\$ 7,741,109	14%
Travel Time	\$ 20,037,801	38%
VOC	\$ 24,197,023	45%
Resilience	\$ -	0%
Health and Amenity	\$ -	0%
	\$ -	0%
Emissions	\$ 745,756	1%
Other Environmental	\$ 76,060	<1%
Maintenance	\$ 94,887	<1%
Other Benefits	\$ -	0%
Residual Value	\$ 527,513	1%
Total Benefits	\$ 53,420,150	100%
Total Discounted Costs	\$ 13,292,912	N/A
BCR	4.02	N/A
Net Present Value (NPV)	\$ 40,127,238	N/A

VI. Project Readiness and Permitting Risk

Technical Feasibility and Technical Competency

Since its inception in the early 1990s, CED 8 has managed the replacement of hundreds of bridges across northwest Oklahoma. CED 8 is continually seeking financial opportunities to supplement its yearly planning and construction budget. In 2023, CED 8 received an \$11.5 million Bridge Investment Program grant for replacement of seven bridges that have a significant impact on northwestern Oklahoma's transportation system. The locations for these bridges are in six other counties within CED 8's jurisdiction. This project is under construction and ahead of schedule to expend the federal funds as required under authorization. With the addition of the Rural Oklahoma Panhandle Safe Bridges Project, this will greatly further CED 8's mission, "To improve the quality of the County Highway System for the citizens of Oklahoma by supporting and promoting local Circuit Engineering Districts."

Due to ODOT's contribution of CIRB funding, the Project is subject to ODOT design and construction specifications. Survey has been completed for all four bridges. Hydraulic analysis, environmental analysis, and plans are in various stages of completion. The proposed bridges are of common design and design criteria established for the project will follow ODOT's [Roadway Design Standards](#), [Standard Specifications for Highway Construction](#), and [Drainage Manual](#). Cost estimates were based on ODOT's [Roadway Pay Quantities and Notes](#) and include a 20% contingency. Risks to scope, schedule, and budget are described below in **Assessment of Project Risks and Mitigation Strategies**. As a recipient of ODOT and federal funds, CED 8 is subject to Title VI of the Civil Rights Act, the Uniform Relocation Act, and all federal procurement requirements. The Project will comply with all ODOT policies and procedures related to equal opportunity employment. ODOT participates in a statewide comprehensive plan to promote equal opportunity.

The Project will replace four bridges in Cimarron, Texas, and Beaver Counties. CED 8 and ODOT have partnered to construct hundreds of bridges across the District. Many of these have included federal funds. Therefore, CED 8 is familiar with federal requirements and receives assistance from ODOT in ensuring compliance with applicable rules and regulations. All bridges will be designed to ODOT specifications for county bridges. Two of the new bridges will carry two 11-foot driving lanes with 2-foot shoulders and two will carry 11-foot driving lanes with 5-foot outside shoulders. All four bridges will have guardrails designed to AASHTO standards. The approach roadways will generally be reconstructed with two 11-foot lanes with 3-foot outside shoulders (either asphalt or gravel, depending on the existing condition.) Three of the bridges will remain open to traffic during construction to minimize impacts on the traveling public. One bridge will be closed during construction, in this case the detour is relatively small at 3 miles.

Project Schedule

The illustration of the major Project milestones is outlined in the summary of schedule milestones below (**Table 5**). The schedule shows the start and completion dates for design, environmental approvals, right-of-way acquisition, utility relocations, and construction for the entire bundled

Table 5: Summary of Schedule Milestones

Project Activity	Schedule	
	Start Date	End Date
Preliminary Design	Started	2/1/2028
NEPA Documentation	Started	5/1/2027
BIP Grant Agreement	1/1/2027	6/1/2027
Right of Way Acquisition	5/1/2027	11/1/2027
Utility Relocation	7/1/2027	1/1/2028
Funding Obligation: June 2028		
Construction	7/1/2028	7/1/2030

Project. Depending on construction sequence, certain bridges would be completed and opened prior to the July 2030 date shown in **Table 5**.

Design, hydraulic analysis, and NEPA approval for the bridges is underway and has made significant progress. Survey for all bridges is complete. Design plans and NEPA documents are anticipated to be fully completed by February 2028. BIP funding obligation will occur by June 2028, well in advance of the September 30, 2029 deadline. Construction is scheduled to begin July 2028 and will take approximately 2 years to complete, allowing the contractor flexibility in their approach to the bundled project. All funds will be expended prior to the statutory deadline of Highway Improvement Program funds.

Required Approvals

Environmental Permits and Reviews

The environmental process has begun on two of the four bridges. Given the location of these bridges, environmental documentation is anticipated to be completed quickly. Northwestern Oklahoma has relatively few sensitive environmental resources. Once preliminary engineering is complete for each bridge, each County will submit a NEPA document to ODOT and FHWA for approval. It is anticipated that all bridges **will be processed with a Categorical Exclusion (CE) and will be completed by May 2027**. It is likely that the CEs can be approved under ODOT's programmatic agreement with FHWA for projects that do not involve other federal lands or approvals. Programmatic CE's do not require FHWA signature and can be approved more quickly.

The Project may require Section 404 permits to replace the existing bridges. Significant impacts to streams and wetlands are not anticipated, and in cases where permits are required, it is likely Nationwide Permit 14 will apply. Nationwide permits include automatic Section 401 water quality certification. The Oklahoma Pollution Discharge Elimination System (OPDES) Construction General Permit (OKR10) is issued by the Oklahoma Department of Environmental Quality and satisfies National Pollution Discharge Elimination System (NPDES) requirements for discharges to surface waters. The contractor will obtain the OKR10 permit for Construction Stormwater and prepare any needed Stormwater Pollution Prevention Plan (SWPPP) prior to construction. These construction commitments are included in the ODOT/County CIRB funding agreement. (See [CED 8 Project](#)).

Right-of-Way Acquisition Plan

Right-of-way acquisition will be limited to the minimum amount of required property to construct the Project. Given that the new bridges will be wider, longer, and higher than what exists today, some right-of-way acquisition is anticipated at all bridges. All acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, ODOT Acquisition Branch Index of Procedures, and other applicable requirements. Acquisition will not involve any structures and will not require any relocations. In most cases the acquisition will consist of a small amount of property from large agricultural parcels which will cause little to no community disruption and will not affect community cohesion. Given the small number of affected landowners, right-of-way acquisition is anticipated to be complete within six months (by November of 2027).

State and Local Approvals

Two of the bridges, NBI 15210 and 18599 are listed in the current [CIRB 5-Year Work Plan](#). The other two bridges, NBI 17589 and 17606 are currently not programmed. CED 8 and ODOT will coordinate the creation of a single project for the bridge bundle upon award and will add the Project to the current CIRB 5-Year Plan. The necessary ODOT District 6 CIRB funds will be programmed for the bundled project. The plan is incorporated by reference into the [Statewide Transportation Improvement Program \(STIP\)](#). No other federal funding is anticipated, and no other state or local approvals are required. The Project has received broad public support from elected officials and educational organizations across the District. All letters of support for the Project can be found at [CED 8 Project](#).

Federal Transportation Requirements Affecting State and Local Planning

Funds for the project are listed in the ODOT Statewide Transportation Improvement Program (STIP) as part of the ODOT CIRB 5-Year Plan for FY-2025-2029. The Project is consistent with the goals set out in ODOT's [2022-2031 Transportation Asset Management Plan \(TAMP\)](#) with the goal of maintaining and preserving Oklahoma's transportation network. Additionally, the application supports the safety, mobility, connectivity, accessibility, environmental, and economic vitality goals of ODOT's [Long Range Transportation Plan](#). The project complies with the goals of the [Oklahoma Freight Transportation Plan, 2023-2030](#), which are consistent with national freight goals, including improving reliability, congestion and bottleneck reduction, safety, state of good repair, ensuring the competitive performance of the state's freight system, and promoting competitive access to domestic and international markets for its industries.

Assessment of Project Risks and Mitigation Strategies

There is some risk to the preconstruction schedule for this Project given that design and environmental work are not yet complete for all bridges. However, the bridges are of similar designs and are not in environmentally sensitive areas.

There are risks associated with right-of-way acquisition and utility relocations. Landowner negotiations could take longer than anticipated and utility companies could take longer than desired to complete the relocation process. The Project schedule mitigates this risk by providing 6 months for right-of-way acquisition and utility relocation. This is a conservative schedule compared to typical time frames for these activities for CED 8.

Construction risk is minimal. Both CED 8 and ODOT have extensive experience with completing projects of this type. Cost estimates include a 20% contingency, appropriate for the current economic environment, the type of project, and the status of design.

Cost escalation is likely the greatest risk to the Project, given the recent upward trends affecting materials and labor. CED 8 has accounted for potential escalation in its construction estimates, including a 20% contingency based on recent project bids. However, if the full amount of BIP funding is not awarded to the Project, CED 8 would not be able to construct the Project as described in this application. It would be preferable to scale the project to match the BIP funding provided. Should a lesser amount of BIP funding be awarded, CED 8 would propose to reduce the number of bridges included in the bundle. Alternatively, CED 8 could reallocate other federal (i.e. STP) funding from other projects in the CIRB 5-Year Plan to this Project.

VII. DOT Priority Selection Considerations

This Project plans to replace four bridges at risk of falling into poor condition in the next three years. The new bridges that will be safe, resilient, and be brought up to design standards to have a 75-year service life. CED 8 would be unable to complete the construction of the bundled Project without BIP funding. To let four bridges simultaneously would be beyond the financial capacity of the District and would halt progress on other ongoing and planned projects.

The schedule shown in **Section VI** shows NEPA to be complete May 2027. It is anticipated that all four bridges will receive a CE determination, and the project will be ready to proceed to the next stage of project delivery (right-of-way acquisition and utility relocation) upon NEPA approval. Without the BIP grant, construction of these bridges is unlikely to commence within the next 3 years.

As explained in detail in **Section IV Quality of Life**, the Project will ensure a more seamless travel experience for the American family. The Project will reduce travel times that would be required by eventual load posting and closure of the bridges. In this rural part of Oklahoma, travel distances can be long and the costs of increasing these distances adds to the burden of rural families. Providing new structures in a state of good repair will increase the safety and reliability of the transportation network and enhance the travel experience.