OKLAHOMA Transportation

Project Narrative

Restoring Safety, Reliability, and Modernizing Infrastructure on I-35 over SH-39 in McClain County, Oklahoma

Oklahoma Department of Transportation

June 29, 2026

FY 2026 Bridge Investment Program (BIP) Grant

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PROJECT DESCRIPTION

The Oklahoma Department of Transportation (ODOT) is seeking $19.2 million in FY 2026 Bridge Investment Program (BIP) funding to replace the Interstate 35 (I-35) northbound and southbound bridges over State Highway 39 (SH-39) in McClain County, Oklahoma. As shown in **Table 1**, the I-35 northbound bridge over SH-39 is structurally deficient and both bridges are geometrically non-compliant. The northbound bridge (NBI: 17208) carries an overall condition rating of Poor (4), with a substructure rated Poor (4) and superstructure rated Fair (5). The southbound bridge (NBI: 17207) carries an overall condition rating of Fair (5), with a substructure rated Fair (5). Both structures also fail to meet minimum vertical clearance standards over SH-39, with a posted clearance of 14 feet 8 inches, which is more than 2 feet 4 inches below the 16-feet 9-inch ODOT Standard. Without intervention, continued deterioration will further compromise structural integrity, increase ODOT maintenance burdens, and pose growing safety risks to the traveling public on one of Oklahoma and the nation's most critical north-south interstate corridors. Replacing these bridges will restore full structural functionality, bring the crossing into compliance with current standards, and ensure a safe and reliable passage over SH-39 for years to come. ODOT, as project sponsor, will administer the grant upon award and oversee all phases of project delivery. The project is included in the Federal Fiscal Year (FFY) 2026–2029 Statewide Transportation Improvement Program (STIP) under Job Piece Number 38545(05).

TABLE 1: BRIDGE CONDITION RATINGS

7–9 Good | 6 Satisfactory | 5 Fair | ≤4 Poor | Standard

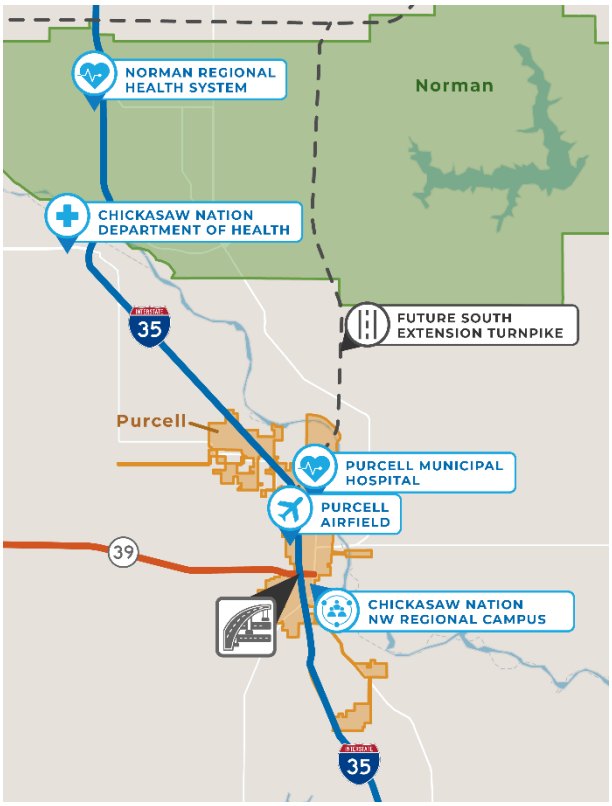
Component	Structure 17207 Southbound	Structure 17208 Northbound	NBI Standard Target threshold
Overall Condition	5 – Fair	4 – Poor	7 or above (Good)
Deck	6 – Satisfactory	6 – Satisfactory	7 or above (Good)
Superstructure	7 – Good	5 – Fair	7 or above (Good)
Substructure	5 – Fair	4 – Poor	7 or above (Good)
Structural Status	Not Structurally Deficient	Structurally Deficient	Not Deficient
Year Built	1968 (57 years old)		Design life: 75 years

Source: ODOT Bridge Inspection Reports, Structures 17207 & 17208, Inspection Date: 09/04/2025
NBI Rating Scale: 0 (Failed) to 9 (Excellent) | Structurally deficient threshold: any major component rated 4 or below

PROJECT LOCATION

As shown in **Figure 1**, the project is in McClain County, Oklahoma, located adjacent to the City of Purcell. Purcell serves as the county seat of McClain County and sits approximately 35 miles south of downtown Oklahoma City and 10 miles south of Norman along the I-35 corridor. The project site lies along one of the nation's most strategically significant north-south interstates, connecting the Dallas/Fort Worth metroplex to Oklahoma City and continuing northward through Kansas, Missouri, Iowa, and Minnesota. ODOT has identified a critical need to address the corridor from Oklahoma City to the Texas state line and has actively been engaged in finding ways to solve the acute need for improvements. The Department has produced the I-35 Corridor Report – Red River to the Oklahoma River to document the importance of I-35 and the traffic it carries and to establish a programmatic approach to standard project development elements within the corridor. This report, and other information, including the ODOT's progress and remaining needs, is available on the Department's I-35 website.

FIGURE 1: PROJECT LOCATION



I-35 runs in a north-south direction through the rolling plains of central Oklahoma, passing through a transitional zone between the Oklahoma City metropolitan area and the more rural communities of southern McClain and Garvin counties. SH-39, which crosses beneath I-35 at the project site, is a 68-mile east-west state highway connecting Chickasha in Grady County to communities including Dibble, Purcell, Lexington, Asher, and Konawa, serving McClain, Cleveland, Pottawatomie, and Seminole counties. Serving as a vital local and regional connector, SH-39 carries 4,000 vehicles daily at the I-35 bridges.

The project is located within the boundary of the Oklahoma City, Oklahoma Urbanized Area as designated by the 2020 Census. Purcell, with a 2020 Census population of approximately 6,651, sits at the southern fringe of the Oklahoma City metropolitan area and within the broader urbanized influence of the region's 1.2 million population center. This positioning makes the I-35 and SH-39 crossing a critical link between the urban core and the surrounding

rural area, serving both metropolitan commuters and residents of outlying communities who depend on I-35 for access to employment, healthcare, and services.

The I-35 bridges currently carry 35,900 vehicles per day, with heavy trucks accounting for roughly 36% (12,924) of that total, which reflects the corridor's outsized role in freight movement. Traffic is projected to grow to 64,800 vehicles per day (3% annually) over the next 20 years, driven by continued population growth in the Oklahoma City metropolitan area, expanding commercial activity along the I-35 trade corridor, the widening of I-35 to six lanes, and a new Oklahoma Turnpike connection to I-35 just north of the project location. As a FHWA-designated freight corridor and a key segment of the broader NAFTA/USMCA trade route connecting Mexico, Texas, Oklahoma, Kansas, and the Upper Midwest, I-35 in McClain County serves as a critical roadway for agricultural products, manufactured goods, energy sector materials, and consumer freight.

Bridge beam damage after the January 2023 bridge strike.

On January 12, 2023, a large piece of earthmoving equipment, a Caterpillar scraper traveling on SH-39 beneath the I-35 bridges, struck all 10 support beams on the I-35 bridge superstructure. ODOT crews responded immediately, narrowing I-35 to a single southbound lane and restricting SH-39 to one lane with temporary traffic control to reduce stress on the damaged structure while emergency repairs were assessed. ODOT declared an emergency and hired a contractor specializing in bridge beam repair to perform the restoration work, which was completed on January 22, 2023. While the repairs were documented as successful in subsequent inspections, the incident exposed the vulnerability of the existing substandard vertical clearance over SH-39, the same geometric deficiency that this project is designed to correct permanently.

PROJECT HISTORY AND INCURRED COSTS

In 2025, ODOT hired a consultant to develop a Bridge Assessment Report as part of the State Bridge Rehabilitation (SBR) program for the two I-35 Bridges over SH-39. The report documents the in-depth inspection of the I-35 southbound bridge (17207) and the I-35 northbound bridge (17208). The report details existing conditions and evaluates four alternatives: minor rehabilitation, major rehabilitation, superstructure replacement, and full bridge replacement. The inspection date was October 24, 2025. The $68,000 Bridge Assessment Report is the only project cost incurred to date.

LEAD APPLICANT AND OTHER/PRIVATE PARTIES

ODOT is the lead applicant and will serve as project sponsor and grant administrator for the replacement of the I-35 bridges over SH-39 in McClain County. ODOT has deep and sustained experience managing federal-aid highway funds. ODOT annually programs and obligates hundreds of millions of dollars in federal-aid funds through its Eight-Year Construction Work Plan (CWP), which currently encompasses approximately 1,647 projects valued at more than $8.6 billion. ODOT updates the CWP annually on conservative funding forecasts and has a demonstrated record of advancing projects from programming through construction on schedule and within budget.

Additionally, since the start of the Infrastructure Investment and Jobs Act (IIJA), ODOT has been awarded several discretionary grants, including an $85.0 million Mega grant to help fund projects related to the I-44 and US-75 interchange, a $123.8 million Large BIP grant award for the Roosevelt Memorial Bridge Investment Project, and a CHBP grant to replace 2 State-owned bridges and 1 county-owned bridge under 1 project bundle. ODOT's grant management team has extensive experience in addressing grant obligation, monitoring, compliance, and grant close-out requirements. No other parties will be involved in delivering the I-35 bridges over SH-39.

ADDITIONAL ELIGIBILITY REQUIREMENT

Maintenance: ODOT will use dedicated maintenance funds to maintain the two new structures. These funds are committed and will be available for this Project in the future. As documented in ODOT's 2022-2031 Transportation Asset Management Plan (TAMP), maintenance and preservation funds come from State and federal sources. ODOT forecasts future funding based on historical data and allocates this revenue to its eight districts. Maintenance funds are allocated annually based on a lifecycle analysis of existing assets to determine the most cost-effective uses of these funds for maintenance, preservation, rehabilitation, and reconstruction. ODOT currently has $43.7 million in the TAMP for bridge maintenance and preservation. While ODOT's TAMP does not list specific projects, the I-35 bridges over SH-39 are consistent with the TAMP goals; replacing the bridges will result in a lower lifecycle cost (over 30 years) than continuing the ongoing maintenance and preservation activities.

Accommodation for Bicyclists and Pedestrians: Bicyclists and pedestrians are not allowed to use interstates in Oklahoma; as a result, sidewalks will not be included on the I-35 bridges over SH-39.

NATIONAL BRIDGE INVENTORY

NBI data is provided in the Project Application Form. ODOT inspected the two I-35 bridges over SH-39, NBI 17207 and 17208, in September 2025, and the condition rating is the same as reported in the Project Application Form.

PROJECT BUDGET – GRANT FUNDS, SOURCES, AND USES OF ALL PROJECT FUNDING

ODOT is requesting $19.2 million in 2026 BIP funding to replace the I-35 northbound and southbound bridges over SH-39 in McClain County, Oklahoma. Cost estimates were developed by an engineering firm hired by ODOT and the cost estimates were based on estimated quantities and recent similar projects. **Table 2** includes the preliminary estimate for the project by category. These cost estimates do not include any previously incurred costs. A 30% contingency was used to develop the project budget due to the preliminary nature of the project status. The total project cost for the 2026 BIP grant request equals $24,059,807.

TABLE 2: PROJECT BUDGET BY ITEM

Item and Component	Total Cost
Administrative (Not Requested)	$0
Right-of-Way	$0
Engineering (Not Requested)	$0
Construction	$18,507,544
Inspection (Not Requested)	$0
Contingencies (30%)	$5,552,263
TOTAL	**$24,059,807**

Source: ODOT and Poe & Associates

Table 3 shows how non-federal, BIP, and other federal funds will be allocated to the Project budget for the 2026 BIP grant request. The $19.2 million BIP grant request represents 79.8% of total project costs. The remaining $4,859,807 (20.2%) is committed state matching funds drawn from the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund under Title 69, Section 1521, Oklahoma Statutes — a funding source with no limits or conditions. All matching funds are committed and secured as noted in the **Funding Commitment** letter.

TABLE 3: PROJECT BUDGET BY FUNDING SOURCES

Funding Source	I-35 Bridges, Roadway & Ramp	Total Funding	Percent
BIP Funds	$19,200,000	$19,200,000	79.8%
Other Federal Funds	$0	$0	0%
Non-Federal Funds	$4,859,807	$4,859,807	20.2%
Total	**$24,059,807**	**24,059,807**	**100%**

Source: ODOT

MERIT CRITERIA

STATE OF GOOD REPAIR

Wide cracking throughout pier 2 cap with spalls around and below bearings

Bridge Conditions. The I-35 northbound bridge over SH-39 is structurally deficient and both bridges are geometrically non-compliant. Based on a September 2025 inspection, the I-35 northbound bridge (17208) carries an overall condition rating of Poor (4), with a substructure rated Poor (4) and superstructure rated Fair (5). The I-35 southbound bridge (17207) carries an overall condition rating of Fair (5), with a substructure rated Fair (5). The condition history data documents a clear deterioration trend: the substructure was rated Satisfactory (6) through 2019, declined to Fair (5) in the 2021 inspection, and remained at 5 through the 2023 and 2025 inspection cycles. Three consecutive inspections at the same declining rating, against a backdrop of worsening element conditions, establish a credible path toward a Poor (4) substructure rating within the next 3 years. Replacing these structures with bridges utilizing modern designs and appropriate clearances eliminates one structurally deficient bridge and another in Fair condition that requires frequent and recurring reactive maintenance events, resulting in more resilient and reliable infrastructure that will place fewer maintenance demands on ODOT.

Vertical Clearance Deficiency. Both structures were designed to 1968 standards and fail to meet current AASHTO geometric requirements on multiple dimensions. Both bridges also fail to meet minimum vertical clearance standards over SH-39, with a minimum clearance of 14 feet 8 inches, which is more than 2 feet 4 inches below the 16 feet 9 inches ODOT Standard. This

project will provide at least the ODOT standard 16 feet 9 inches of clearance from SH-39 to the bottom of the I-35 bridges, improving safety and reliability of both the interstate and state highway systems by reducing the potential for the bridges to be struck by traffic along SH-39.

Signs of recent impact damage (scrapes and gouges) in the bottom flange

Bridge Width and Shoulder Deficiency. The current two-lane configuration with inside shoulder width of 4 feet and outside shoulder width of 10 feet is no longer sufficient. The Dallas-Fort Worth to Oklahoma City corridor along I-35 is an emerging urban mega-region and the economies are both increasingly intertwined. Texas is pursuing eight lanes of interstate to the Oklahoma state line, and Oklahoma is moving forward with plans to ultimately have a minimum of six lanes from Oklahoma City to the state line to accommodate the increased traffic that will utilize this critical corridor. Concurrently addressing the deteriorating condition of these bridges, the substandard clearance and the additional capacity needed along the corridor with new structures generates a cost-effective solution to all of these problems.

Design Load Obsolescence. Replacing these bridges that were constructed in 1968 allows for the removal of structures that suffer from design load obsolescence as they were not designed to meet current AASHTO LRFD Bridge Design Standards. Replacing the structurally deficient and load-obsolescent assets will bring this location into a state of good repair. The proposed replacement will upgrade the live-load capacity to current design criteria, effectively eliminating weight-restriction risks, reducing ongoing reactive maintenance costs, and extending the asset's useful life by a minimum of 75 years.

The bottom flange exhibits local deformation up to 1/4 inch due to impact damage on Span 2

Seismic or Scour Protection. While Oklahoma previously experienced an uptick in seismic activity, Oklahoma's drilling practices in recent years have reduced the number of earthquakes in the state. All structures, including the ones being designed over SH-39, have seismic designs. Information from *ShakeCast,* a USGS software system implemented by ODOT, is used to prioritize infrastructure inspections in the vicinity of a seismic event immediately following an earthquake. Due to the location of the I-35 bridges over SH-39, and the lack of significant channels flowing under the bridge location, the bridges are not threatened by water-induced erosion, and no scour protection is required.

29-inch wide by 4-foot long by up to 2-inch deep spall with several exposed and corroding reinforcing steel bars and adjacent delaminations at pier 1

Threat to Transportation Network Efficiency, Mobility, and Economic Growth. The I-35 bridges serve approximately 35,900 vehicles per day, including an estimated 12,294 commercial trucks per day (36% of AADT). I-35 holds simultaneous designations such as a National Highway System route, STRAHNET Strategic Highway Network corridor, and Primary Highway Freight System route. Both bridges are designated Emergency Evacuation Routes. Additional information on the topic is available in the **Economic Competitiveness and Opportunity** section.

Maintenance Cost Reduction. If the existing bridges are not replaced, ODOT faces a sequence of significant near-term and long-term maintenance expenditures driven directly by the documented poor and fair condition of the bridges. As shown in **Table 4**, the near-term No-Build costs, totaling $2.6 million between 2026 and 2029, are not routine maintenance but significant structural interventions directly tied to the deficiencies documented in the September 2025 ODOT inspection. Beyond these near-term interventions, an additional $3.2 million in long-term maintenance costs is projected through 2060, bringing the total No-Build maintenance burden to $5.9 million over the analysis period.

TABLE 4: NO-BUILD MAINTENANCE COSTS

Year	Maintenance Activity	Cost per Bridge	Cost Both Bridges
2026	Short-Term Rehabilitation	$561,000	$1,122,000
2026	Striping	$10,000	$20,000
2027	Beam Repairs	$150,000	$300,000
2028	Encase Columns and Pier Caps	$500,000	$1,000,000
2029	Joint Replacement	$100,000	$200,000
2037	Striping	$10,000	$20,000
2044	Resurfacing	$1,500,000	$3,000,000
2046	Paint Superstructure	$100,000	$200,000
2056	Striping	$10,000	$20,000
Total		**$2,941,000**	**$5,882,000**

Source: ODOT District 3

Under the Build scenario, the 30-year maintenance cost for both bridges includes $40,000 for routine striping in 2040 and 2050 and $200,000 for joint replacement in 2056. Replacement of both structures reduces projected 30-year maintenance expenditures by $4,520,000; a 95% reduction compared to the No-Build scenario.

Commitment to State of Good Repair. ODOT commits to maintaining the replacement bridges in a state of good repair through its National Bridge Inspection Program (NBIP)-compliant biennial inspection program, routine maintenance protocols, and the Transportation Asset Management Plan.

SAFETY AND MOBILITY

Bridge beam damage from the January 2023 bridge strike.

The I-35 bridges over SH-39 carry one of Oklahoma's primary freight routes across a busy state highway, but the outdated structures no longer meet current design criteria, resulting in unsafe conditions along both corridors. The crossing provides substandard vertical clearance over SH-39, leading to a documented history of bridge strikes, including a 2023 event that forced emergency lane restrictions on I-35. Rebuilding both structures to current ODOT standards will create safer conditions for drivers and improve mobility in the surrounding communities.

Crash Reduction and Continued Safety Benefits. The proposed replacement bridges will be built to modern standards, with 10-foot inside and outside shoulders, updated railing, and new approach guardrail, reducing run-off-road crash severity and facilitating improved incident recovery. Raising the vertical clearance over SH-39 should eliminate the overheight-strikes that have damaged the superstructure and put motorists at risk multiple times.

Additional safety benefits come from avoiding the need for frequent routine and emergency repairs, which require work zones and lane closures on both I-35 and, more frequently, SH-39. These work zones increase crashes by 31% to 66% (Crash Modification Factors 544 and 520, for work zones with and without lane closures, respectively), increasing the chance of a serious injury or fatal crash on a corridor that saw eight crashes, one of which was incapacitating, from 2021 to 2025. Replacing the structures eliminates this recurring exposure. Under the build scenario, work zone crashes are eliminated.

Targeting Known, Documented Safety Problems. The low clearance along SH-39 is a documented, longstanding safety problem. In 2023, a large piece of earthmoving equipment on

SH-39 struck the bridge. ODOT was forced to declare an emergency, restricting I-35 to a single southbound lane and reducing SH-39 to one lane while the bridge was repaired. This incident, and similar events in the past, share one cause: a vertical clearance over SH-39 of 14 feet 8 inches, well below the 16-foot 9-inch ODOT standard. The project will elevate both structures to meet that standard, alleviating the strike hazard.

Protecting Motorized and Non-Motorized Travelers. Replacing the I-35 bridges and updating their geometry will protect users above and below from dangerous bridge strike events and provide additional shoulder space for drivers to safely avoid accidents. Other planned safety features include updated bridge railing and transitions, a new approach guardrail, and consistent pavement markings. Bicycles and pedestrians are prohibited on Oklahoma interstates, but SH-39 below, which links neighborhoods, schools, and businesses in Purcell, gains directly from the clearance and hazard correction.

Structures, Travel, and Freight Mobility. The project replaces two structures on a segment of I-35. The route is part of the National Highway System, the Primary Highway Freight System, and STRAHNET, and both bridges are designated emergency evacuation routes. **Table 5** summarizes the traffic and freight demand affected by the project on I-35 and SH-39, for current and design-year conditions. In total, the I-35 bridges support 387,000 person miles traveled (PMT) each year, and are expected to experience up to 698,000 by 2044, highlighting the criticality of the corridor and the necessity of replacing the two bridges.

TABLE 5: TRAFFIC AND FREIGHT DEMAND AFFECTED BY THE PROJECT

Metric	I-35 Bridges (2024)	I-35 Bridges (2044)	SH-39 Roadway (2024)	SH-39 Roadway (2044)
Average Daily Traffic (AADT)	35,900	64,800	4,000	5,943
Average Daily Truck Traffic (ADTT)	12,924 (36%)	23,328 (36%)	280 (7%)	416 (7%)
Annual Person Miles Traveled (PMT)	387,000	698,000	43,100	64,200

Source: ODOT

In addition to volume, the geometric improvements will add capacity to SH-39. The current clearance restricts larger loads on SH-39, including agricultural equipment, livestock haulers, and specialized freight common to the area that must currently route around the crossing. Rebuilding to the updated standard opens the route to these taller vehicles and removes a constraint on freight movement. For I-35, the bridges are designed to accommodate a planned six-lane section in the future, ensuring the bridge can support mobility in this growing community well into the future.

ECONOMIC COMPETITIVENESS AND OPPORTUNITY

Job Creation and Economic Opportunity. The project serves as a significant catalyst for regional economic activity. The White House Council of Economic Advisers (CEA) and the FHWA have historically estimated that every $1 billion in federal highway and transit investment supports approximately 13,000 to 28,000 total "job-years". Drawing from the CEA/FHWA benchmark of 13,000 to 28,000 job-years per $1 billion in federal highway investment, the $24 million project is estimated to support approximately 300 to 670 job-years across the regional economy, encompassing direct construction employment, supplier and materials industries, and induced spending in the local community. These positions will generate meaningful payroll activity in McClain County and the surrounding communities throughout the construction period, providing a direct near-term economic benefit to the region in addition to the project's long-term infrastructure value.

REGIONAL EMPLOYMENT IMPACT

This **$24 million** project is estimated to support approximately **300 to 670 job-years** across the regional economy, encompassing direct construction, supplier industries, and induced local spending.

Source: White House Council of Economic Advisers (CEA); FHWA Economic Impact Methodology

The project's long-term economic value lies in the permanent jobs it protects. Deteriorating bridges on a corridor carrying 12,924 commercial trucks per day represent a credible threat to the supply chain operations, distribution networks, and freight-dependent businesses across the agricultural, manufacturing, energy, and logistics sectors that depend on uninterrupted I-35 access to regional and national markets. Replacing these structures removes that threat and preserves the conditions employers need to operate reliably, hire, and grow.

Supply Chain Reliability and Freight Value. The replacement of the I-35 bridges over SH-39 in McClain County delivers direct, measurable improvements to supply chain performance on one of the nation's most strategically significant freight corridors, with verifiable supporting data noted in this section.

The Corridor's Freight Significance. I-35 is the only continuous interstate connecting Mexico and Canada through the American heartland, designated a Tier 1 Primary Freight Network corridor and identified by Congress as a High Priority Corridor. In Oklahoma, I-35 carries more commercial truck traffic than any other interstate in the state, nearly 13,000 trucks per day. Oklahoma's 2023–2030 Freight Transportation Plan identifies approximately 435.5 million tons of freight valued at more than $300 billion moving through the state annually, with trucking accounting for 75% of tonnage and 70% of value. The I-35 corridor is the primary highway for that

OKLAHOMA FREIGHT MOVEMENT

Approximately **435.5 million tons** of freight valued at more than **$300 billion** move through Oklahoma annually — with trucking accounting for **75% of tonnage** and **70% of freight value**. The I-35 corridor is the primary highway for this movement.

Source: Oklahoma Freight Transportation Plan 2023–2030

movement, linking Oklahoma producers and manufacturers to markets in Dallas–Fort Worth and Kansas City, as well as to the Port of Laredo, the nation's busiest land port of entry for U.S.-Mexico trade.

At the project location, the I-35 bridges carry 35,900 vehicles per day, of which approximately 36%, or 12,924 trucks per day, are commercial vehicles. Traffic on this segment of I-35 is projected to grow at 3% annually, reaching 64,800 vehicles per day within 20 years, which includes an estimated 23,328 commercial trucks per day. This growth rate reflects the sustained expansion of freight demand on this corridor, driven by population growth in the Oklahoma City metropolitan area, the continued integration of the U.S.-Mexico-Canada supply chain along I-35, the future widening of I-35 to six lanes, and a future new Oklahoma Turnpike connection to I-35 just north of the project location.

Signs of recent impact damage (scrapes) along the bottom flanges.

Current Geometric Deficiencies and Their Freight Impact. The existing bridges fail to meet minimum vertical clearance standards over SH-39, and this is a deficiency with direct operational consequences for freight carriers. Substandard vertical clearance creates a documented constraint for overheight commercial vehicles, including certain livestock haulers, oversized agricultural equipment, and specialized freight carriers that operate routinely on SH-39. This geometric deficiency is not just an engineering metric; it is a restriction on the full range of commercial vehicle configurations that the regional freight network requires. The replacement bridges will be constructed to meet current AASHTO and ODOT geometric standards, restoring full clearance compliance and eliminating a restriction that has constrained freight operations at this crossing.

The Cost of Inaction: Load Posting, Closure Risk, and Detour Economics. The condition of the existing bridges, with poor-to-fair ratings across both the superstructure and substructure, creates a credible and quantifiable risk of load posting or emergency closure. Using ATRI's 2025 average truck operating cost of $2.26 per mile, and accounting for the fact that any realistic detour from this segment of I-35 would add substantial mileage through Purcell's surface street network and US-77, routes entirely unsuited to sustained commercial truck volumes. The daily vehicle operating cost impact of a diversion event for commercial traffic alone would be significant. At $2.26 per mile per truck, each additional mile of detour imposed on 12,924 daily trucks generates approximately $29,208 in incremental operating costs per day. Even a modest

detour of five additional miles would impose over $146,000 in daily freight operating costs on carriers and these costs are ultimately passed through to shippers, retailers, and consumers.

Travel Time Reliability and Supply Chain Performance. Travel time reliability is among the most critical metrics for freight carriers and supply chain operators, and it is directly tied to infrastructure condition. Unreliable travel times force carriers to build in buffer time, reduce load efficiency, and absorb schedule disruption costs, all of which erode the supply chain's economic performance. Oklahoma's Freight Transportation Plan, applying NPMRDS-based methodology consistent with FHWA's Freight Mobility Trends Tool, reports a statewide interstate TTTR index of 1.27, meaning carriers must budget 38 minutes for a 30-minute free-flow trip. The Plan identifies I-35 through the Oklahoma City corridor, which encompasses the project location, among the top 5% of truck delay locations statewide. Beyond congestion-based delay, FHWA's bottleneck guidance explicitly recognizes "bridges with weight or clearance restrictions" as a distinct freight bottleneck category, precisely the condition of the two I-35 bridges. The 14-foot 8-inch vertical clearance on SH-39, more than 25 inches below ODOT standard, forces overheight commercial vehicles to detour around the crossing. The January 2023 bridge strike, which damaged all 10 beams that support both structures and simultaneously restricted travel on both I-35 and SH-39, illustrates the real-world cost of this deficiency. At ATRI's 2025 truck operating cost of $2.26 per mile, each additional mile of detour for 12,924 daily trucks costs approximately $29,200 per day in vehicle operating costs alone. According to the latest USDOT Benefit-Cost Analysis Guidance, the recommended standard value of truck drivers is $35.70 per hour. At 12,924 trucks per day crossing the project bridges, even a modest average delay of five minutes per truck, due to congestion, lane restrictions, or the risk of closure, generates approximately $40,064 in daily freight travel time costs, or $14.6 million annually. Over the projected 20-year life of the replacement structures, eliminating that uncertainty has a compounding economic value that strongly supports the investment to replace the I-35 bridges.

FREIGHT DELAY COST — I-35 OVER SH-39, MCCLAIN COUNTY

At **12,924 commercial trucks per day**, a modest 5-minute delay per truck generates approximately **$40,064 in daily freight travel time costs** — or more than **$14.6 million annually** — based on USDOT's value of truck driver travel time of $37.20 per hour.

Formula: 12,924 trucks × (5 ÷ 60 hrs) × $37.20/hr = $40,064/day × 365 = $14.6M/year

Future Traffic Demands and Long-Term Freight Capacity. The replacement bridges are being designed and constructed to accommodate a future six-lane configuration on I-35, with a full typical section of six 12-foot travel lanes and 10-foot outside and inside shoulders. The bridges will initially be striped for the existing two-lane configuration per direction and will remain so until the broader I-35 corridor is widened, at which point the bridges will be fully operational without the need for replacement or modification. The replacement bridges are designed to serve not only the corridor's current demand of 35,900 vehicles per day, but the projected

64,800 vehicles per day anticipated within 20 years, ensuring the BIP federal investment made today remains functional and sufficient well into the future. This forward-looking design also directly supports the broader I-35 corridor investment strategy. The I-35 Corridor Report – Red River to the Oklahoma River identified over $2.5 billion in investment needs through south Oklahoma over the next two decades. Building to the future standard now avoids the prohibitive cost of replacing these structures a second time during the I-35 widening effort. This fiscally responsible approach maximizes the long-term value of the BIP award.

National and Regional Economic Benefits. The I-35 corridor is the primary trade route linking the United States, Mexico, and Canada, terminating at the Port of Laredo, which processes more than $300 billion in annual U.S.-Mexico trade. Oklahoma's 2023–2030 Freight Transportation Plan documents 435.5 million tons of freight valued at more than $300 billion moving through the state annually, 75% by truck, with the I-35 corridor as the dominant route and volumes projected to grow nearly 50% over the next 30 years. The OKC metropolitan area, of which McClain County is a part, generates approximately $80 billion in regional GDP annually, and employers across the agricultural, energy, manufacturing, and logistics sectors depend on predictable, unrestricted I-35 access to manage inventory, fulfill contracts, and compete in national markets. A structurally deficient bridge introducing load posting risk or closure uncertainty imposes real costs on employers, such as rerouting expenses, schedule disruptions, and reduced supply chain efficiency, which ultimately affect hiring, investment, and growth decisions.

Public and Private Investments in Land-Use Productivity. The I-35 bridges over SH-39 are essential for Purcell and McClain County's economic vitality. With more than 55% of the county's workers commuting to Norman and Oklahoma City via I-35, reliable bridge performance directly sustains the residential land values and private investment that define Purcell as a growing OKC bedroom community. On the local level, the existing 14-foot 8-inch clearance deficiency on SH-39 restricts delivery vehicles, agricultural equipment, and service trucks from freely accessing Purcell's commercial corridors, suppressing investment along the city's main street. Replacement bridges built to current geometric standards eliminate that restriction and restore full commercial access to SH-39. The project also preserves connectivity to the Chickasaw Nation Northwest Regional Campus, a 73-acre public-tribal investment hub serving the region, and requires no right-of-way acquisition or property displacement, ensuring the $24 million investment is directed toward infrastructure that enables, rather than disrupts, the public and private investment activity it is designed to support.

RESILIENCY AND THE ENVIRONMENT

ODOT recognizes the importance of infrastructure resiliency and environmental stewardship. The project is designed to minimize environmental impact while significantly improving the

resilience of a critical travel corridor. It does so by replacing two aging structures within the existing alignment and by correcting the clearance deficiency that has repeatedly exposed the crossing to overheight strikes.

Environmental Benefits. Today, oversize loads, including tall agricultural equipment and permitted freight, are required to route 15 miles around the existing crossing's substandard clearance, adding vehicle miles, fuel burn, and emissions to each trip. Restoring full clearance removes that detour and reduces truck VMT on the affected routes. The project's environmental footprint is otherwise low. It is built on the existing alignment, requires no new right-of-way, and is anticipated to qualify for a Categorical Exclusion under NEPA. The bridges do not cross water, so the work involves no in-stream construction and the crossing carries none of the flooding, scour, or storm-surge exposure that many bridges face. Replacing the aging structures also lowers long-term maintenance activity, which reduces recurring work zones and material use over the life cycle (see **State of Good Repair** for the maintenance reduction estimate).

Criticality and Disruption Impact. The two bridges are a potential single point of failure on an important segment of the National Highway System, the Primary Highway Freight System, and STRAHNET, and designated emergency evacuation routes. I-35 carries 35,900 vehicles per day, including 12,924 trucks. Any disruption to I35 in the project area is severe and widespread because there is no adjacent reliever route able to absorb interstate freight; diversion falls onto US-77 and the Purcell surface street network. A closure, load posting, or emergency lane restriction would threaten regional and national supply chains, lengthen passenger travel, and remove an emergency evacuation route. Because of this vulnerability, the bridge replacements represent a significant upgrade for the resilience and reliability of the entire corridor.

RECURRING FAILURE MODE — I-35 OVER SH-39, MCCLAIN COUNTY

The existing clearance deficiency is a **design-induced, recurring failure mode**. The most recent overheight strike forced **emergency repairs and lane restrictions on both I-35 and SH-39**. Rebuilding to ODOT's current **16-foot 9-inch standard** permanently removes the mechanism that caused every prior disruption.

Bridge strike event: January 12, 2023 — all 10 support beams impacted; emergency repairs completed February 2, 2023

Improved Resiliency of At-Risk Infrastructure. The crossing is subject to a recurring, design-induced failure mode. Overheight loads have struck the I-35 on multiple occasions, with the most recent event forcing emergency repairs that required lane restrictions on both I-35 and SH-39. Rebuilding the bridges to meet the latest 16-foot 9-inch ODOT standard removes the deficiency, so the structure is no longer exposed to the mechanism that caused the prior disruptions. The replacement structures also carry current design loads and details in place of

the existing 1968 design, which improves long-term resiliency to heavy truck loading and deterioration.

QUALITY OF LIFE

Public Involvement. Community awareness of this project's necessity is well established. The January 2023 bridge strike demonstrated firsthand the consequences of deferred action and generated broad, documented public awareness of the need for replacement. That event prompted ODOT's commissioning of the 2025 Bridge Assessment Report and the project's inclusion in the FFY 2026–2029 STIP, reflecting a planning process directly responsive to community experience. Informal coordination has been conducted with the City of Purcell, McClain County, and the Chickasaw Nation.

As part of the Categorical Exclusion (CE), ODOT will conduct a stakeholder meeting to inform local governments, Tribal governments, business owners, freight operators, and community members of the project scope and solicit input to inform design decisions. Feedback will be documented and considered in project development consistent with FHWA public involvement requirements, including meaningful access for low-income, minority, and limited English proficiency populations.

Prevention of Physical and Economic Displacement. The project will be constructed on the existing horizontal alignment within the existing right-of-way. No new right-of-way acquisition is required, and no residential or commercial properties will be displaced.

Nonvehicular and Public Transportation. As a controlled-access interstate facility, the project does not incorporate dedicated nonvehicular facilities. However, it delivers meaningful indirect benefits to transit-dependent residents: Delta Public Transit relies on I-35 to provide door-to-door medical, employment, and essential travel services across McClain, Garvin, and southern Cleveland Counties, and intercity bus carriers use I-35 as the primary route connecting Purcell, Norman, and Oklahoma City.

Employment Access. The largest employment centers are located outside McClain County in Norman and the Oklahoma City metropolitan area to the north. U.S. Census Bureau commuting data (ACS 5-Year Estimates) indicates that a substantial share of McClain County's working residents, over 55%, commute outside the county for employment, with the Oklahoma City-Norman corridor accounting for the majority of those trips. I-35 is the only practical high-speed commuting route for these workers.

EMPLOYMENT ACCESS — MCCLAIN COUNTY, OKLAHOMA

More than **55% of McClain County's working residents commute outside the county** for employment, with the Oklahoma City–Norman corridor accounting for the majority of those trips. I-35 is the only practical high-speed commuting route. A bridge-related closure or load restriction would force a **15-mile detour via US-77**, adding **20 or more minutes per trip** each way for daily commuters.

Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates — Commuting Characteristics by Sex, McClain County, Oklahoma

Healthcare Access. The I-35 corridor provides McClain County residents with their primary route to regional healthcare facilities, including Norman Regional Health System (3,000+ employees), OU Medical Center and Children's Hospital at OU Health (13,000 employees), and VA Medical Center (2,600 employees). These facilities serve as the primary source of specialty, emergency, and inpatient care for Purcell-area residents who cannot access equivalent services locally.

Education Access. The University of Oklahoma in Norman is located 15 miles north of the project area on I-35. McClain County students and employees commuting to OU (22,200 commuting students), Moore Norman Technology Center (1,400 commuting students), and other regional educational institutions depend on I-35 access.

Access to Chickasaw Nation NW Regional Campus. The project also ensures connectivity and access to the Chickasaw Nation NW Regional Campus. That facility serves as a central hub for tribal citizens within this region of the Chickasaw Nation Treaty Territory. The campus offers a wide range of essential services and amenities, including a health clinic, nutrition center and food distribution facility, early childhood development center, wellness center, senior site, and a multimodal trail featuring a large pond. Also located on site is the NW Regional Headquarters Office, where citizens can connect with valuable programs and resources provided by the Chickasaw Nation. Spanning approximately 73 acres, the campus is open to the public and frequently collaborates with local organizations to host community events.

Everyday Destinations in Purcell. SH-39, which passes beneath the bridges, serves as a local connector to residential neighborhoods, restaurants, grocery retail, schools, places of worship, and recreational facilities within the Purcell city limits. The existing 14 feet 8 inches vertical clearance beneath the bridges creates conditions that restrict oversized vehicle access on SH-39 and pose an ongoing hazard to local traffic and the potential for another bridge strike. Replacement bridges designed to current ODOT and AASHTO geometric standards will correct this clearance deficiency, improving safety and accessibility for all users of SH-39.

INNOVATION

Technology Innovations

Bridge Bundling. Yields $1,992,379 in construction cost savings (6.9%) compared to delivering the two structures as separate projects.

Accelerated Bridge Construction (ABC). Use of precast elements is anticipated to reduce on-bridge construction time by approximately 20–30% compared to cast-in-place methods, minimizing lane closure duration and reducing traveler delay.

Intelligent Transportation System (ITS) Deployment During Construction. ITS infrastructure including radar, cameras, Dynamic Message Signs (DMS), and probe data will be deployed to monitor work zone safety, manage congestion, and support incident response. Upon construction completion, these assets may remain in place to provide ongoing traffic monitoring and real-time travel information to the public.

3D Digital Project Plans, Design plans will be developed in OpenRoads, OpenBridge, or equivalent multi-dimensional format, enabling GPS-controlled automated construction equipment that reduces human error, improves grading efficiency, and lowers overall construction costs. These models also serve as effective visual aids during public engagement.

Project Delivery Innovations

No Excuses Bonus. For construction, contractors will be incentivized to achieve early delivery of the whole project and minimize traffic closures by deploying no excuses bonuses, including consideration of a substantial completion incentive valued at 5% to 10% of the contract and smaller incentives for internal milestones tied to key project elements.

Financing Innovations

Non-Federal Funds. The source of the $4,859,807 in non-federal funds (state funds) is the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund created by Title 69, Section 1521, Oklahoma Statutes. This state funding has no limit or conditions to satisfy. All local matching funding is committed and secured for this Project.

BENEFIT-COST ANALYSIS

The I-35 Bridges over SH-39 Replacement Project delivers clear and compelling economic returns, with total quantified benefits of $29.0 million against $18.9 million in discounted project costs, yielding a benefit-cost ratio of 1.53 and a net present value of $10.1 million (in 2024 dollars, discounted at 7%), as shown in **Table 6**. The Project's quantified benefits flow primarily from two sources: avoided maintenance and emergency repair costs, and travel time savings from eliminating the risk of a catastrophic bridge closure on I-35. Because ODOT makes every effort to keep I-35 open during both routine and emergency maintenance, lane closures fall largely on SH-39, and the travel time costs of those closures are captured within the maintenance benefit category.

TABLE 6: BCA RESULTS

Benefit/Cost Category	Bridge 17208 (Northbound)	Bridge 17207 (Southbound)	Combined Total
Safety Benefits	($0.06m)	($0.06m)	($0.13m)
Travel Time Benefits	$8.75m	$8.84m	$17.59m
Maintenance Benefits	$5.45m	$5.47m	$10.92m
Residual Value	$0.32m	$0.32m	$0.64m
Total Benefits	**$14.45m**	**$14.57m**	**$29.02m**
Total Discounted Costs	$9.47m	$9.47m	$18.94m
Benefit-Cost Ratio (BCR)	**1.53**	**1.54**	**1.53**
Net Present Value (NPV)	**$4.98m**	**$5.10m**	**$10.08m**

Note: Numbers may not add to totals shown because of independent rounding

PROJECT READINESS AND PERMITTING RISK

TECHNICAL FEASIBILITY AND TECHNICAL COMPETENCY

Statement of Work

The project consists of replacing the existing I-35 northbound and southbound bridges over SH-39. Both structures will be replaced with the existing alignment, with added capacity to the outside, and constructed to meet current 4R design criteria. The project termini extend 1,250 feet south of the south approach to 1,250 feet north of the north approach, with survey limits extending 1,500 feet beyond project extents, 200 feet left and right.

Roadway and Bridge Improvements

The I-35 replacement bridges will be designed to accommodate a 56-foot roadway approach width, expanding the cross-section from the existing four-lane divided configuration to a six-lane open section. The replacement bridges will be designed and constructed to accommodate a future six-lane configuration on I-35, with a full typical section of six 12-foot travel lanes and 10-foot outside and inside shoulders. The bridges will initially be striped for two lanes of traffic, consistent with the existing I-35 configuration, and will remain so until the broader I-35 is widened to six lanes, at which point the bridges will be fully operational without the need for replacement or modification. Design speed for the new structures will be 70 mph desired and 65 mph minimum. Bridge height will be increased to 16 feet 9 inches to meet ODOT's vertical

clearance standards over SH-39, correcting the existing geometric deficiency of 14 feet 8 inches that currently renders the bridges non-compliant with current design standards. **Table 7** provides the existing condition, proposed design, and initial configuration of the I-35 bridges and approaches. With the widening and grade change, ODOT will ensure that pavement markings are consistent with the new six-lane configuration. New guardrail with Sequential Kinking Terminal (SKT) end treatments will be installed as required. Lighting conduit may be installed to accommodate future highway lighting needs.

TABLE 7: PROPOSED BRIDGE DESIGN FEATURES

Design Feature	Existing Condition	Proposed Design	Initial Configuration
Roadway Configuration	4-lane divided	6-lane open section	4 lanes until widening
Roadway Approach Width	38 ft	56 ft	Full width built now
Travel Lanes	2 lanes per bridge	6 lanes × 12 ft	Striped for 4 lanes *Restriped to 6 when I-35 widening occurs — no reconstruction needed*
Shoulder Width	Non-standard	10 ft inside & outside	AASHTO standard
Design Speed	Substandard	70 mph desired / 65 mph min	ODOT standard
Vertical Clearance over SH-39	Non-compliant	Meets minimum standard	Geometric deficiency corrected
Alignment	Existing alignment	Existing alignment	No new ROW required
Future Adaptability	Requires replacement	No modification needed	Ready for 6-lane widening

Traffic Handling and Construction Phasing

The project will be constructed using a phased construction approach. Crossovers will be utilized, and a temporary bridge will be required to maintain a minimum of two lanes of traffic each direction at all times throughout the construction period, ensuring that I-35 remains operational and that freight and passenger travel on this critical corridor is not interrupted during construction.

Right-of-Way and Utilities

No right-of-way acquisition is anticipated for this project. Utility relocation may be required, and a utility project has been identified accordingly. Utilities within the vicinity include Lumen, Indian Nation Fiber, Windstream, Purcell Electric and Purcell Water, but conflicts have not been determined yet. A project footprint KMZ file will be developed, and it will define the project boundary, reflecting anticipated construction limits and utility relocation requirements. The project footprint will be submitted to ODOT's Environmental Programs Division to initiate environmental studies and will serve as the boundary reference throughout preliminary design.

Environmental

Environmental studies will be initiated concurrently with preliminary design, guided by the project footprint boundary.

Public Involvement

ODOT is fully committed to ensuring that the planning, development, and delivery of the I-35 and SH-39 bridge replacement project complies with all applicable federal civil rights and public involvement requirements. ODOT's established Title VI Program ensures that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any ODOT program or activity based on race, color, national origin, sex, age, or disability.

A stakeholder meeting will be conducted as part of the project development process to inform affected parties, including local governments, business owners, freight operators, and community members, of the project scope, schedule, and anticipated impacts, and solicit input that can inform design decisions. ODOT will document stakeholder feedback and demonstrate how it was considered in the project development process, consistent with FHWA's public involvement requirements.

Title VI and Nondiscrimination Program

ODOT operates under an approved Title VI/Nondiscrimination Program governing all aspects of project delivery, including designated coordinators, Limited English Proficiency (LEP) plans, and established complaint procedures. For this project, public involvement will ensure meaningful access for persons with limited English proficiency, disabilities, and members of minority and low-income communities. Outreach materials will be available in accessible formats and meeting venues will be ADA-compliant.

DBE Program

As of October 3, 2025, USDOT issued an Interim Final Rule that significantly restructured the program, removing the race- and gender-based presumptions of disadvantage that previously defined DBE eligibility. Every existing DBE certification is being reevaluated, and ODOT is currently not permitted to set DBE goals or count DBE participation until reevaluations are completed.

ODOT’s Technical Capacity and Competency

ODOT has the technical capacity and competency to successfully complete this project. ODOT has been awarded several discretionary grants from various programs, as discussed in the **Lead Applicant and Other/Private Parties** section. ODOT has the technical expertise and resources dedicated to the project to provide quality control over all aspects of design and construction,

ensure the project meets all federal requirements, and keep the public informed of the project's progress.

PROJECT SCHEDULE

As shown in **Figure 2**, ODOT is committed to completing construction of the project by mid-2030, and the project is structured for efficient, on-schedule execution from the moment a BIP award is made. A State Bridge Rehabilitation Project is programmed for 2027 to address immediate safety needs on the deteriorating structures and maintain safe operations for the traveling public while the replacement project advances. This interim investment reflects ODOT's responsibility to the corridor and its users and it does not displace or delay the replacement. Both efforts will advance concurrently. BIP award initiation activities will be completed by the end of 2026, positioning the project for an efficient design phase launch. Plan development will proceed through 2027, with Plans, Specifications, and Estimate (PS&E) complete and ready for the obligation of funds and letting by late-2028. Environmental review under NEPA is anticipated to qualify for a Categorical Exclusion, with clearance complete by early 2028. The construction advertisement is targeted for November 2028, with construction complete and the replacement bridges open to the traveling public by July 2030, which is before the BIP statutory deadline.

FIGURE 2: PROJECT SCHEDULE

Task	Start Date	I-35 Bridges over SH-39 Project															
		2026		2027				2028				2029				2030	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Initiation	Oct-26																
Survey	Feb-27																
30% Design Plans	May-27																
65% Design, R/W & Utils Plans	Sep-27																
NEPA	Sep-27																
Right of Way (N/A)	N/A																
90% Design Plans	Jan-28																
Utility Relocation	May-28																
Final PS&E	Apr-28																
Obligation, Authorization & Letting	Sep-28																
I-35 Bridges over SH-39 Construction (520 days)	Feb-29																

REQUIRED APPROVALS

NEPA Status

The NEPA process for the I-35 bridges over SH-39 will begin in mid-2027. During a recent initiation effort, a review of the project site indicated no known historical or archeological resources or concerns. While there is a cemetery located approximately 0.2 west of the existing right-of-way, there should be no impact other than the accounting for the receptor during the future noise study that will be completed as part of the NEPA process. There are no known hazardous waste sites, Aboveground Storage Tanks, Coal Mines, or Leaking Underground Storage Tanks identified in the corridor. While there are five (Whooping Crane, Monarch

Butterfly, Bald Eagle, Piping Plover, and Red Knot) Threatened or Endangered Species identified in the project vicinity, no critical habitat exists within the area. There are two aquatic species (Arkansas River Shiner and Peper Chub) in the area, but the project is not within any critical habitat. There are no 4F or 6F properties, farmlands, or wetlands that will be impacted. Based on this assessment, the risk of a problematic environmental clearance is low, and a Documented Categorical Exclusion (DCE) approval is anticipated in early 2028.

Federal Aviation Administration: The project is located 0.85 miles from the Steven E Shephard Field. A Notice of Proposed Construction or Alteration will be filed, as required, including information related to the location, ground elevation, and height of construction equipment.

State and Local Approvals

The I-35 bridge replacements over SH-39 represent a project that is well-integrated into Oklahoma's statewide transportation planning framework and has broad institutional and community support. The project is currently programmed in ODOT's, Eight-Year CWP and construction is scheduled in 2029 (JP Number (38545(05)).

Statewide Transportation Improvement Program: The I-35 bridge replacements over SH-39 are included in ODOT's Federal Fiscal Year (FFY) 2026–2029 Statewide Transportation Improvement Program (STIP) and construction is scheduled in 2029 under Job Piece Number 38545(05).

Association of Central Oklahoma Governments – Transportation Improvement Program: The project is included in ACOG's FFY 2026–2029 TIP under Job Piece No. 38545(05).

Oklahoma Department of Aerospace and Aeronautics: The project is 0.85 miles from Steven E. Shephard Field; ODOT will coordinate with the Oklahoma Department of Aerospace and Aeronautics for airspace compatibility during crane operations.

Federal Requirements Affecting State and Local Planning

State Long Range Transportation Plan: The project aligns with Oklahoma's 2025-2050 LRTP vision of a connected, multimodal transportation system supporting a thriving economy and improved quality of life through safe and efficient movement of people and goods.

State Freight Plan: This Project aligns with the vision of the 2023-2030 Oklahoma Freight Transportation Plan to provide for the safe, reliable, and productive performance of Oklahoma's multimodal freight system as a mainstay of the state's economy, ensuring it is resilient to interruption and sustainable for the future.

Transportation Asset Management Plan: The Project improves system resilience and reliability and is consistent with the goals set out in ODOT's 2022-2031 TAMP with the intent of maintaining and preserving Oklahoma's transportation network.

ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

Potential Project risks and mitigation strategies to minimize the potential impact of the risks are summarized in **Table 8**.

TABLE 8: PROJECT RISK AND MITIGATION STRATEGIES

Project Risk (Probability of Occurrence)	Mitigation Strategies
Cost Increases (Moderate)	The 30% construction contingency provides a meaningful buffer against scope refinements and market fluctuations, supported by ODOT's proven track record of delivering federally funded projects within budget.
Section 404 Permitting Delays (Minimal)	Two jurisdictional water features are present but are expected to qualify for Nationwide Permits given limited disturbance. A portion of the project falls within FEMA Zone AE, though minimal floodplain work is anticipated.
Weather Related Construction Delays (Minimal)	ODOT collaborates closely with contractors to renegotiate project time while still meeting project commitments.
Issues with Purcell Utilities Agreement (Low)	ODOT and Purcell have worked together on projects in the past and are both committed to constructing the project.
Public Opposition (Low)	Community support is well established. The January 2023 bridge strike demonstrated firsthand the consequences of deferred action, and this project is widely understood as a long-overdue investment.
Contamination from Industrial Use/Underground Storage Tanks (Minimal)	No UST or LUST sites were identified during initial review. ODOT proactively designates potential concern areas as "Areas of Environmental Concern" in construction plans to ensure contractor preparedness.
Earthquakes (Low)	Oklahoma's induced seismicity has declined significantly due to changes in drilling practices. The replacement structures will be designed to current AASHTO seismic standards.
Environmental Constraints (Minimal)	No known NRHP-eligible structures, archaeological sites, or parks are impacted. Threatened and endangered species have been identified; ODOT has a well-documented approach for Section 7 consultation and mitigation. The nearest cemetery is 0.2 miles from the project site.

Project Risk (Probability of Occurrence)	Mitigation Strategies
Airport (Low)	The project is located 0.85 miles from Steven E. Shephard Field. ODOT will comply with all FAA requirements and coordinate with the Oklahoma Department of Aerospace and Aeronautics to ensure airspace compatibility.

DOT PRIORITY SELECTION CONSIDERATIONS

FOCUS ON AMERICAN FAMILIES

I-35 through central Oklahoma is the road Oklahoma families rely on every day, commuters from Purcell and McClain County traveling to jobs in Norman and Oklahoma City, parents accessing healthcare and schools, and families making longer trips along the corridor connecting Texas, Oklahoma, Kansas, and beyond. At 35,900 vehicles per day, replacing these bridges is a direct investment in the safety and reliability that American families depend on.

BRIDGES WILL NOT BE DIVESTED

The I-35 bridges over SH-39 are owned and maintained by the ODOT and will remain in State ownership upon project completion. No divestiture of the bridges will occur.

PROJECT DELIVERY

The NEPA process begins in mid-2027 concurrently with preliminary engineering, with a Documented Categorical Exclusion anticipated in early 2028 and PS&E completion targeted for late 2028, positioning the project for a November 2028 construction advertisement within 12 months of CE determination. This schedule is supported by conditions that reduce post-CE delay risk: no right-of-way acquisition is required, the project is on the existing alignment with no change in footprint or land use, and initial site reviews have confirmed no fatal flaws, NRHP-eligible resources, wetlands, 4(f) or 6(f) properties, or known contamination. Utility conflicts will be coordinated during preliminary design.

WITHOUT BIP GRANT FUNDS

Without a BIP grant, construction of the project is unlikely to commence before 2029 (as currently programmed in ODOT's 8-Year Construction Work Plan). A BIP grant award is the critical funding component that makes the 2029 construction schedule achievable. Without it, ODOT during its annual rebalancing may have to reprogram the project to a later year to accommodate funding availability, pushing construction beyond September 30, 2029.