



Route 66 Bridge Bundle

Honoring a Century, Enabling the Future

June 2026

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Project Description, Location, and Parties

Project Description

The Oklahoma Department of Transportation (ODOT) is requesting \$28.4 million in fiscal year (FY) 2023 through 2026 Bridge Investment Program (BIP) funding for the **Route 66 Bridge Bundle: Honoring a Century, Enabling the Future Project** (the Project). The Project includes the replacement or rehabilitation of eight bridge and culvert structures located along Historic Route 66 in Beckham, Canadian, and Lincoln counties in Oklahoma.

Historic Route 66 is a nationally recognized Scenic Byway and All-American Road that serves local traffic, tourism, and regional connectivity while preserving Oklahoma’s transportation heritage. Most structures included in the Project are components of this historic corridor and provide critical access along I-40 for freight movement associated with Historic Route 66. Many of the structures are more than 60 years old and were constructed to design standards that no longer meet current safety, operational, or resiliency expectations.

Based on the most recent National Bridge Inventory (NBI) inspections, two of the structures as being in “poor” condition and the other six structures as being in “fair” condition but at-risk of falling into poor condition in the next three years.

[Inspection reports](#) document active deterioration, including deck cracking and spalling, exposed reinforcing steel, section loss at beam ends and bearings, exposed piles, scour concerns, and failing joints. Without intervention, these conditions are expected to worsen, increasing the likelihood of load restrictions, emergency repairs, or closures.

The Project will address these deficiencies through a combination of bridge replacements and rehabilitations, tailored to the specific condition and function of each structure. Improvements include full bridge replacements where structural deficiencies are severe, superstructure and deck replacements, substructure repairs, bearing and joint replacements, culvert replacements, and slope and scour protection measures. All work will be completed on existing alignments and will not add capacity to the roadway network.

Figure 1: Historic Route 66 in Oklahoma



Historic Route 66 is a nationally recognized corridor supporting tourism, local commerce, and regional connectivity; however, many roadway and bridge assets along the route are aging and in need of rehabilitation to ensure continued safe and reliable use.

Source: [Texas Monthly](#)

Bridge Challenges and Benefits

The Project addresses longstanding challenges associated with aging bridge and culvert infrastructure along Oklahoma’s Historic Route 66 corridor and will result in measurable improvements to safety, mobility, resiliency, and corridor reliability. The Project focuses on restoring critical assets to a state of good repair while preserving the historic character and functional role of the corridor.



Aging Infrastructure and State of Good Repair: All eight structures included in the Project were constructed prior to 1970 and are built to outdated design standards. The [most recent inspections](#) identified two of the structures as being in “poor” condition and the other six structures as being in “fair” condition but at-risk of falling into poor condition in the next three years. Inspection reports document widespread deck deterioration, spalling with exposed reinforcing steel, section loss at beam ends and bearings, exposed piles, and scour concerns at multiple locations. These conditions have resulted in frequent maintenance activities and emergency repairs to keep structures serviceable. As deterioration progresses, the likelihood of load postings, lane restrictions, or closures increases. The Project will replace or rehabilitate these structures to restore structural integrity, extend service life, and ensure the corridor remains reliable for daily travel and tourism-related use. See the **Criterion #1: State of Good Repair** section for additional details.



Geometric Deficiencies: Many of the existing bridges and culverts lack adequate lane widths, shoulders, and recovery areas. These geometric constraints contribute to operational challenges and increase crash risk, particularly given the narrow cross sections and deteriorated deck surfaces. The Project will bring all structures into compliance with current AASHTO and ODOT design standards, including 12-foot travel lanes and the addition of shoulders. These improvements will reduce conflict points, improve driver expectancy, and enhance safety for both motorized and non-motorized travelers. See the **Criterion #2: Safety and Mobility** section for additional information.



Corridor Continuity and Reliability: Historic Route 66 functions as a continuous scenic byway and tourism corridor that parallels or aligns with I-40 and I-44 but serves a distinct role for local access, recreation, and economic activity. All of the Project structures are located in rural areas with limited roadway redundancy. If these structures were to fail or require closure, detours would range from 61 to 84 miles, resulting in significant travel delays and increased vehicle miles traveled. Unplanned closures would disrupt access for residents and visitors, and would divert traffic to local roadways not designed to accommodate additional volumes. The Project improves corridor continuity by addressing structural deficiencies before closures occur, maintaining reliable access along the Historic Route 66 corridor. See the **Criterion #4: Resiliency and the Environment** section for detour impacts and single-point-of-failure discussion.



Preserving a Historic and Economic Corridor: Historic Route 66 is a nationally recognized Scenic Byway and a key driver of tourism and small business activity across Oklahoma. The corridor’s continued success depends on maintaining safe, reliable

infrastructure that allows travelers to remain on Historic Route 66 rather than diverting to nearby interstates. Degraded structures or closures would undermine tourism-related economic activity and reduce access to historic destinations and local businesses. By restoring critical bridges and culverts, the Project supports continued investment along the corridor, reinforces Route 66's role in local and regional economies, and ensures the roadway remains functional ahead of the 2026 Centennial and beyond. See the **Criterion #3: Economic Competitiveness and Opportunity** and **Criterion #5: Quality of Life** sections for additional discussion.

Statement of Work

Below describes the type of work that will be completed for each of the structures:

- **12596:** ODOT is improving a four-mile corridor of State Highway 66 (SH-66) from SH-102 to US-177. The existing facility consists of a two-lane roadway with 12-foot-wide driving lanes and 2-foot-wide shoulders. Proposed improvements include widening and resurfacing the roadway, adding shoulders, repairing the bridge at Captain Creek, and improving or replacing the existing culvert over Spring Creek. For this project, ODOT is exclusively seeking BIP funds to help replace the culvert in Spring Creek only.
- **12629 and 12630:** This project will rehabilitate twin bridges on SH-66. The project will repair the substructures, piers and provide a full deck replacement. For added resiliency, ODOT will address the slope walls of the bridges and creek bed. These improvements will create a new clear approach roadway width on both bridges that will be 38 ft. wide consisting of two-12-foot driving lanes, a 4-foot paved inside shoulder and 10-foot paved outside shoulder.
- **15089:** The proposed improvements will rehabilitate the structure. The existing superstructure will be replaced with a widened deck. The beams, diaphragm, and bearings in the superstructure will be replaced. The deck will be widened to 32 feet with new expansion joints at the piers and a new traffic railing will be installed. Additionally, abutments and piers will be repaired, and new rip rap will be installed to limit erosion impacts.
- **01751:** The proposed improvement will replace the existing bridge with a new two-lane bridge with 12-foot lanes on the same footprint over Stillwater Central Railroad (SLWC) rail tracks.
- **14138, 17529, and 17530:** The proposed improvements along I-40 (on [Historic Route 66 alignment](#) (p.13)) will replace all three bridges on their existing alignment including the roadway approach. The existing facilities consist of a two-lane roadway with 12-foot driving lanes and 2-foot-wide shoulders. The replacement facility will have a two-lane roadway with 12-foot driving lanes and varied shoulder widths.

Project Location

The eight structures are located in Beckham, Canadian, and Lincoln Counties along historic Route 66, as shown in **Figure 2**. Within Oklahoma, Historic Route 66 is comprised of multiple roadway designations, including I-40, I-44, and SH-66, reflecting the evolution of the corridor over time. The Project structures are distributed across SH-66 and I-40 facilities.

The structures are located within Oklahoma Congressional Districts 3 and 5. All of the structures are located in Census Tracts designated as rural by the [Grant Project Location Verification](#) tool, as shown in **Table 1**.

Figure 2: Project Area



Table 1: Project Bridge Census Tracts

NBI Number	County	Census Tract	Congressional District	Urban / Rural
14138	Beckham	9665	3	Rural
17529	Beckham	9665, 9668	3	Rural
17530			3	
12629	Canadian	3013.2	5	Rural
12630			5	
01751	Lincoln	9617	5	Rural
15089	Lincoln	9611	5	Rural
12596	Lincoln	9613	5	Rural

Source: USDOT [Grant Project Location Verification](#)

Project Parties

ODOT is the lead applicant and is investing 100 percent of the non-Federal match for the Project. ODOT has decades of experience with receipt and expenditure of Federal transportation funds and is committed to improving conditions and safety on Oklahoma bridges and roads. ODOT has the technical and financial capacity to deliver the Project within the timeframe prescribed in the **Project Readiness and Permitting Risk** section.

There is not identified entity that can or will receive direct financial benefit from the Project.

Additional Eligibility Requirements

ODOT will uphold the maintenance of the NBI structures in alignment with the organization's [Transportation Asset Management Plan](#). ODOT will allocate funding for the Project's maintenance costs through their dedicated maintenance fund. More information on anticipated maintenance expenses can be found in the **Reduce Maintenance Costs** section.

Project History

Oklahoma is home to the longest continuous stretch of [Historic Route 66](#) of any state, spanning more than 400 miles. Over time, portions of the corridor west of Oklahoma City were replaced by I-40, while the Turner Turnpike (I-44) and Will Rogers Turnpike were constructed parallel to Historic Route 66 east of Oklahoma City. As a result, Historic Route 66 has remained in use as an alternate route, continuing to serve local communities, tourism traffic, and regional travel. The corridor retains a high concentration of historic assets, including roadway segments, bridges, commercial buildings, service stations, and roadside attractions.

Figure 3: [1926 – 2026 Route 66 Centennial](#)



Historic Route 66 is designated as a [National Scenic Byway](#) and was recognized by the Federal Highway Administration (FHWA) as an All-American Road in 2008, the highest designation within the National Scenic Byways Program. This designation reflects the corridor's exceptional cultural, historic, and tourism value, attracting visitors from across the United States and internationally.

In 2026, Historic Route 66 marks its centennial, representing 100 years of continuous significance to the nation's transportation system and cultural identity. This milestone has elevated national and international attention on the corridor and reinforced its role as one of the most iconic roadways in the United States. Oklahoma's segment of Historic Route 66 is central to these celebrations, given its length, integrity, and concentration of historic resources. The State of Oklahoma, through the [Route 66 Centennial Commission](#) and coordinated efforts with ODOT and partner agencies, is actively supporting events, infrastructure improvements, and revitalization initiatives across the

corridor. The [Oklahoma Route 66 Grant Program](#) continues to invest in projects that support historic preservation, economic development, and tourism-related improvements, ensuring that the corridor remains functional and attractive for visitors during the centennial year and beyond.

For decades, a collaborative effort among government agencies, local communities, private organizations, and preservation groups has supported the study, maintenance, and enhancement of Historic Route 66 resources in Oklahoma. Numerous properties associated with the corridor are listed on the National Register of Historic Places (NRHP), reflecting their importance to both state and national history. Continued investment in infrastructure, including the Project bridges and culverts, is critical to preserving the integrity and accessibility of the corridor, allowing it to serve future generations while supporting ongoing economic activity tied to tourism and community development.

National Bridge Inventory Data

Most structures included in the Project are components of this historic corridor or provide critical access along I-40 for freight movement associated with Historic Route 66. The 2024 and 2025 NBI condition ratings identify two of the structures as being in “poor” condition and the other six structures as being in “fair” condition but at-risk of falling into poor condition in the next three years. The determination of at-risk is substantiated by the FHWA’s [InfoBridge Data](#) tool and viewing 2025 NBI data.

Table 2: NBI Structure Conditions

NBI Number	Location	Structure Type	Most Recent Inspection Year	Overall Rating	At Risk of Falling into Poor in Three Years (2029)
01751	Stillwater Central Railroad (SLWC) Under	Bridge	2024	Poor	-
12629	S.H. 66 over Shell Creek	Bridge	2025	Fair	Yes
12630	S.H. 66 over Shell Creek	Bridge	2025	Fair	Yes
14138	I-40 EB over Sand Creek	Bridge	2025	Fair	No
15089	S.H. 66 over Salt Creek	Bridge	2024	Poor	-
17529	I-40 EB over Turkey Creek	Bridge	2025	Fair	Yes
17530	I-40 WB Over Turkey Creek	Bridge	2025	Fair	Yes
12596	S.H. 66 over Spring Creek	Culvert	2024	Fair	Condition forecasts not available for culverts

Source: [FHWA InfoBridge Data](#)

Project Budget, Sources, and Uses of Funding

The total Project cost is \$35.5 million in 2026 dollars. ODOT is seeking BIP bridge grant funding in the amount of \$28.4 million. This amount accounts for 80 percent of the total remaining Project cost. The Project includes a previously incurred cost amount of \$2.5 million, as shown in the **BCA Memo and Workbook**. Project costs for all eight structures include roadway, construction, staking, traffic control, striping and signing, and bridge cost categories.

To cover the 20 percent non-Federal match, ODOT will contribute \$7.1 million. The matching funds will come from the [Rebuilding Oklahoma Access and Driver Safety \(ROADS\)](#) fund. **Table 3** outlines the Project costs according to task and funding splits. The [cost estimates](#) are based on completion of most recent [design packages](#) and incorporate various contingency costs ranging from 10-15 percent.

Table 3: Project Budget

Element (NBI #)	BIP Funds	BIP Share	Non-Federal Funds	Non-Federal Share	Total
12596	\$11,250,922	80%	\$2,812,730	20%	\$14,063,652
12629	\$1,495,679	80%	\$373,920	20%	\$1,869,598
12630	\$1,492,646	80%	\$373,161	20%	\$1,865,807
15089	\$1,016,358	80%	\$254,090	20%	\$1,270,448
14138	\$3,424,028	80%	\$856,007	20%	\$4,280,035
17529	\$3,808,028	80%	\$952,007	20%	\$4,760,036
17530	\$3,975,503	80%	\$993,876	20%	\$4,969,379
01751	\$1,973,557	80%	\$493,389	20%	\$2,466,946
Total	\$28,436,720	80%	\$7,109,180	20%	\$35,545,900

Criterion #1: State of Good Repair

Structure Conditions

The Project structures are in poor condition or at risk of falling into poor condition in the next three years, as discussed in **Table 2** of the **National Bridge Inventory Data** section. Of the eight structures, two of the structures as being in “poor” condition and the other six structures as being in “fair” condition but at-risk of falling into poor condition in the next three years. [Structure inspection reports](#) indicate the structures are actively deteriorating, demonstrating a need for intervention.

Figure 4: NBI #12629 Condition



All Project bridges exhibit significant deck deterioration, including widespread delamination, spalling, and exposed reinforcing steel. In many instances, emergency patching and routine maintenance have been required to keep structures serviceable, which is not sustainable long term. Substructure elements are also deteriorating, with several bridges exhibiting exposed piles, scour concerns, and section loss at abutments and piers. Superstructure issues include corrosion, beam end section loss, failed expansion joints, and bearing deterioration. More information about the deterioration of each structure can be found in the inspection reports in [Supporting Documents](#).

Without the Project, these conditions will continue to worsen, accelerating deterioration cycles and increasing the likelihood of load postings, lane restrictions, or full closures. This would significantly impact system reliability and safety, particularly given the corridor's regional connectivity and historic importance.

Design Standards and Load Requirements

All structures in the Project were constructed prior to 1970 and no longer meet current design standards. Existing deficiencies include substandard lane widths, limited or nonexistent shoulders, and insufficient vertical and horizontal clearances. These geometric and structural limitations reduce operational safety and limit the ability of the corridor to accommodate modern vehicle sizes and weights. The corridor serves local and regional traffic that requires safe, reliable infrastructure.

The structures will all be brought to current American Association of State Highway and Transportation Officials ([AASHTO](#)) and [ODOT](#) design standards, bringing the structures into a state of good repair.

Figure 6: NBI # 17530 Condition



Crack-arrest drilling at a flange-to-web weld addresses fatigue cracking in a steel plate girder.

Figure 5: NBI# 15089 Conditions



Failed expansion joints at SH 66 over Salt Creek have resulted in significant girder-end deterioration, including web section loss and diaphragm failure.

Figure 7: NBI # 14138 Condition



Exposed bridge piling resulting from pier scour and channel degradation highlights the need for rehabilitation.

Reduce Maintenance Costs

The Operation & Maintenance (O&M) costs will see a significant reduction upon completion of the Project. Under the no-build scenario, continued deterioration will necessitate frequent maintenance interventions, including emergency repairs and major rehabilitations. As calculated in the BCA, ODOT estimates that unreplaced structures will experience frequent annual maintenance and multiple major rehabilitation activities as the bridge deteriorates, resulting in higher and increasing long-term costs. In contrast, replacing the bridge as anticipated leads to fewer and less frequent maintenance activities, especially in the early years.

For the benefit-cost analysis, structures requiring rehabilitation assume that major bridge maintenance and surveillance costs at around \$450 thousand every 5-years until bridge failure occurs. In contrast, the build scenario results in substantially lower long-term costs, with annual maintenance estimated at approximately \$7,500 per structure, limited to routine activities such as deck cleaning, minor repairs, and weather-related upkeep.

This reduction in lifecycle costs reflects the improved condition, durability, and performance of the upgraded structures, allowing ODOT to allocate resources more efficiently while maintaining the corridor in a state of good repair.

Figure 8: Crashes on Project Bridges (2017-2021)

Criterion #2: Safety and Mobility

Crash Reduction Benefits

Crash statistics were evaluated for each bridge over a five-year period (2017 to 2021) (see **Figure 8**). The analysis is limited to crashes documented on the bridge or culvert structures themselves and does not include crashes occurring along approach roadways or at nearby intersections, where additional safety concerns may exist.

Structure Number	Property Damage Only	Injury	Total
17529	1	0	1
17530	2	0	2
14138	0	1	1
12629	0	0	0
12630	0	2	2
12596	0	1	1
01751	0	0	0
15089	0	0	0
Total	3	4	7

Source: ODOT

Across the structures, crash frequency is relatively low; however, the data indicates recurring crash types and underlying conditions that are consistent with geometric and operational deficiencies. The majority (71 percent) of all reported crashes were rear-end collisions, which can be indicative of constrained roadway widths, lack of shoulders, or limited recovery area for vehicles. Several structures also experienced injury crashes, further emphasizing the need for improvements.

While total crash counts are modest, they are occurring on infrastructure that is structurally deficient or approaching poor condition. As conditions worsen, the likelihood of crashes related to poor pavement conditions, narrow travel ways, and limited recovery areas is expected to increase. The Project will improve safety performance at each location by addressing these risk factors and bringing the facilities into compliance with current AASHTO and ODOT design standards.

Improvements include widening travel lanes to 12 feet and providing shoulders, which increases available recovery space, reduces driver stress, and improves overall operational safety. These upgrades address both the existing structural deficiencies and the operational limitations contributing to crash risk.

Protecting Motorized and Non-Motorized Travelers

The Project structures are located along the Historic Route 66 Scenic Byway, which serves a mix of local traffic and tourism-related travel rather than high-volume commuter or freight movement. [Average annual daily traffic \(AADT\)](#) across the eight structures range from around 2,500 to 9,100 total vehicles. Truck traffic ranges from 6% to 18% across majority of bridges. However, the three Beckham County bridges experience upwards of 50% truck traffic.

Although traffic volumes are relatively low, the condition of the structures introduces safety concerns for all users. Existing deficient bridges and culverts lack adequate shoulder width, forcing motorists and bicyclists to share travel lanes with no refuge area. This condition is particularly problematic for non-motorized users and can contribute to unsafe passing maneuvers and rear-end conflicts.

The corridor also overlaps with [U.S. Bicycle Route 66](#) (USBR 66), which extends approximately 429 miles through Oklahoma. Within the project area, USBR 66 utilizes Historic Route 66 but lacks pavement markings and dedicated bicycle accommodation, relying solely on route signage. As a result, bicyclists must travel within vehicular lanes on project structures due to the absence of shoulders, creating an unsafe environment.

The majority of proposed improvements (NBI #s 12596, 12629, 12640, and 15089) will provide shoulders of sufficient width on the bridges and roadway approaches to accommodate bicyclists and disabled vehicles, creating separation between motorized and non-motorized traffic. In Chandler, Oklahoma (NBI 01751) the proposed improvement will include a 5' 2" sidewalk with a pedestrian rail for additional safety. There are no bicycle or pedestrian paths on I-40 (NBI #s 141380, 17528, and 17530) as it is an Interstate facility and ODOT is restricted from placing bicycle and pedestrian facilities on the roadway. However, the other Project structure upgrades reduce conflict points, improve user comfort, and enhance overall corridor usability. The improvements also ensure that non-motorized travelers utilizing USBR 66 can do so in a safer and more predictable environment.

In addition to geometric improvements, replacing or rehabilitating deteriorated structures eliminates hazards such as uneven deck surfaces, potholes, and failed joints, which pose risks to both motorized and non-motorized travelers. Maintaining the corridor in a state of good repair reduces exposure to these hazards and improves reliability for all travelers. The Project also reduces exposure to unsafe conditions by ensuring that users are not required to traverse structures in poor or declining conditions, thereby lowering overall person-miles traveled (PMT) on deficient infrastructure.

Criterion #3: Economic Competitiveness and Opportunity

The Project enhances regional and national economic competitiveness by strengthening critical transportation corridors that support the movement of goods, services, and tourism activity across Oklahoma and beyond. By improving infrastructure reliability and connectivity along I-40 and Historic Route 66, the Project supports efficient supply chains, sustains key industries, and reinforces long-term economic productivity.

Regional and National Economic Benefits

The Projects are located along SH-66 and I-40 throughout Oklahoma. Three of the bridges are located on I-40 (previous Route 66 historic alignment), which is a major east-west transcontinental Interstate Highway spanning over 2,500 miles from California to North Carolina, functioning as the third-longest Interstate Highway in the US. I-40 passes through many major cities in Arizona, Texas, Oklahoma, Arkansas, Tennessee and North Carolina. This Project is essential to ensuring the functioning of the regional and national economy and freight connectivity.

Historic Route 66

Historic Route 66 remains one of Oklahoma’s most significant tourism and economic development corridors. While major freight movement occurs primarily along I-40, the Historic Route 66 corridor continues to generate substantial economic activity for communities across the state through tourism, small business development, hospitality, and local retail spending.

“Fifty-two percent of sales tax collected in of Oklahoma is from communities along Route 66.”

— Lt. Governor Matt Pinnell

In 2025, The Oklahoma Tourism & Recreation Department found that statewide the tourism industry generated nearly [\\$12.8 billion in direct visitor spending](#), supporting more than 109,000 jobs across the state, and contributed \$955 million in tax revenue. The economic significance of Route 66 communities is further illustrated by the fact that the 52 percent share of sales tax, highlighted by Lieutenant Governor Matt Pinnell, equates to approximately \$6.6 billion of the state's direct visitor spending

This data demonstrates the substantial contribution that Route 66 corridor communities make to Oklahoma’s economy and tax base. The counties in which the proposed Projects are located also experience [significant economic benefits](#) from tourism, with annual visitor spending reaching \$58.5 million in Beckham County, \$212.7 million in Canadian County, and \$45.1 million in Lincoln County, further underscoring the corridor’s importance to regional economic vitality.

Preservation and continued investment along Historic Route 66 provide documented economic and labor market benefits. A [Route 66 Economic Impact Study](#) by Rutgers University found that the Route provided an annual gain of 2,400 jobs, \$90 million in income, \$262 million in overall output, \$127 million in gross domestic product and \$37 million in tax revenues for communities along US-66. The study further concluded that the long-term economic success of the corridor is

dependent upon maintaining and preserving the roadway, bridges, drainage infrastructure, and historic character-defining features that support tourism and visitation.

As described in the **Project Location** and **Project History** sections, Historic Route 66 in Oklahoma is comprised of multiple roadway designations, including I-40 and SH-66. While Route 66 serves as a nationally recognized Scenic Byway and tourism corridor, I-40 functions as its modern parallel facility (also the historic alignment for Route 66) and provides critical capacity for long-distance travel, freight movement, and regional economic activity. Together, these corridors support complementary roles, with I-40 carrying the majority of through traffic and freight while Route 66 preserves local access, tourism, and community connectivity.

I-40 serves as a critical national freight corridor and the primary commercial spine for western Oklahoma, connecting key agriculture and aerospace industries to markets in Texas and across the United States. The corridor supports the efficient movement of high-volume commodities, specialized equipment, and livestock that sustain the regional agricultural economy and national supply chains. Oklahoma ranks seventh in U.S. cotton production, with the majority of its approximately 693,000 annual bales grown in the southwest; in 2020, cotton exports totaled \$228.8 million and contributed approximately [\\$287.8 million](#) to the state's economy. Communities such as Sayre, which host cotton processing facilities along I-40, depend on the corridor for timely access to processing and distribution hubs.

The I-40 bridges, which include NBI structures 17529, 17590, and 14138, also provide critical access to the Burns Flat aerospace hub. Burns Flat is home to the Infinity One Oklahoma Spaceport and the Clinton-Sherman airport which features a [2,700-acre aerospace industrial complex](#) and a 1,100 industrial park and generates [\\$44 billion in economic activity](#) annually.

These improvements support regional economic productivity and help sustain thousands of jobs across agriculture, aerospace, and related industries, while reinforcing national economic competitiveness through more efficient and dependable delivery of goods to domestic and global markets. Investments to rehabilitate these bridges will improve freight reliability, reduce delays, and strengthen supply chain resilience, sustaining thousands of jobs and reinforcing regional productivity and national economic competitiveness through more efficient and dependable movement of goods and services.

Continued Investment Along Route 66

In conjunction with the Route 66 Centennial, ODOT and partner agencies, including the Oklahoma Department of Commerce, have advanced projects to enhance the corridor for visitors. This public investment underscores Oklahoma’s commitment to strengthening the economic capacity and long-term viability of the Route 66 corridor. Approximately 1.4 miles west of NBI 12595, the FHWA and the Oklahoma Turnpike Authority (OTA) recently completed a reconstructed bridge along I-44 over Historic Route 66, complemented by public artwork marking the historic midpoint of the corridor, see **Figure 9**. This project demonstrates how modern infrastructure improvements can enhance mobility while supporting tourism and community identity.

Similar rehabilitation efforts, including the proposed culvert replacement, will ensure that residents and ‘Mother Road’ travelers can continue to safely and efficiently utilize Route 66 for both daily travel and tourism-related activities, while maintaining access to key destinations such as the Push Pin landmark.

As emphasized by [FHWA Administrator McMaster](#), “Projects like this bridge replacement and the new Route 66 landmark in Wellston show how we’re honoring the past while delivering modern, safer infrastructure.” Continued investment along the corridor strengthens regional economic competitiveness by improving reliability, supporting tourism-driven revenue, and preserving the transportation assets that connect local communities to broader state and national markets.

As shown in **Figure 10**^{Error! Reference source not found.}, in early 2026 [new pavements markings](#), partially funded by ODOT, which highlighted the iconic official Route 66 badge were added across state.

Figure 9: Center of RT 66 Ribbon Cutting, Wellston, OK



Source: [Oklahoma Farm Report](#), 2026

Figure 10: Custom Route 66 Badge in Oklahoma



Source: [ODOT](#)

Another example of Oklahoma’s continued investment in the Historic Route 66 corridor is the recent [\\$35 million reconstruction](#) of the historic Bridgeport ‘Pony’ Bridge along US-281/Historic Route 66. Completed in 2024 ahead of the Route 66 Centennial, the project modernized the nearly 90-year-old structure by widening the bridge, improving the driving surface, restoring historic elements. In 2023, ODOT received a \$1 million National Scenic Byways grant from the [FHWA](#) to improve safety along roughly 1.3 miles of the Historic Route 66 National Scenic Byway in Oklahoma County.

Together, these investments demonstrate how ODOT and its partners are strengthening the Route 66 corridor to support economic development, increase visitor traffic, and ensure its long-term viability, advancing a legacy that will allow the Mother Road to thrive for at least another century.

Rural Main Street Revitalization

Historic Route 66 functions as the primary “main street” in many of the Project’s rural communities (Error! Reference source not found.), all of which are in rural census tracts, and maintaining reliable infrastructure is essential to sustaining this economic activity. National research shows that scenic byways such as Route 66 can generate between [\\$250,000 and \\$450,000 per mile annually](#) in visitor spending, directly supporting local businesses and increasing the productivity of adjacent land uses. Communities such as Yukon (NBI # 12629 and 12630) participate in the [Oklahoma Main Street](#) program, further demonstrate how coordinated public investment, historic preservation, and private reinvestment work together to strengthen rural economies.

Figure 11: Route 66 in Chandler, 1940



A view of Route 66 through Chandler, Oklahoma in 1940 (above) versus in 2021 (below).

Source: [TheRoute-66, flickr](#)



Historic Route 66 serves as a catalyst for public and private investment across rural Oklahoma communities by supporting tourism, small business development, and the revitalization of historic main street commercial districts. Communities along the corridor continue to leverage Route 66’s national identity to attract entrepreneurs, enhance storefronts, and stimulate reinvestment in downtown areas.

As discussed above, the State of Oklahoma has made significant public investments in the corridor ahead of the 2026 Centennial, including approximately [\\$6.6 million annually](#) through the Oklahoma Route 66 Revitalization Grant Program to fund roadway improvements, placemaking, drainage, wayfinding, and redevelopment projects. These investments are complemented by increasing private-sector activity, as tourism encourages spending at local restaurants, retail shops, museums, and attractions. Recent [reporting](#) indicates that Centennial-related improvements are already generating increased visitation and record traffic levels at Historic Route 66 destinations, demonstrating strong and growing economic demand.

By rehabilitating critical bridges and culverts along the corridor, the Project will ensure continued safe and reliable access to these communities, reducing barriers to travel and supporting ongoing public and private investment. These improvements will reinforce the economic function of Route 66 as a rural main street, enabling continued business growth, increasing tourism-related spending, and enhancing long-term land-use productivity in corridor communities.

“We’re working to ensure Route 66 remains a living, breathing experience for generations to come.”

— Trait Thompson, Executive Director, [Oklahoma Historical Society](#)

Improving Supply Chains

The Project will improve supply chain performance and network reliability by addressing structural and geometric deficiencies that currently introduce risk into the corridor. Many of the bridges and culverts along SH-66 and I-40 exhibit documented deterioration and lack adequate lane widths and shoulders, increasing the likelihood of load restrictions, emergency repairs, or closures. Several of the structures included in the Project (NBI 14138, 17529, and 17530 [pages 6-14 and 6-26]) are identified in the [ODOT 2023–2030 Freight Transportation Plan](#). Additionally, I-40 is designated part of the USDOT’s Draft National Multimodal Freight Network ([NMFN](#)) as a draft designated highway and a Primary Highway Freight System (PHFS) on the National Highway Freight Network ([NHFN](#)), underscoring their importance to the regional freight network and movement of goods.

The Project includes structures located directly on I-40 as well as along Historic Route 66, which functions as a parallel and connected corridor. Together, these routes operate as an integrated network supporting both long-haul freight movement and regional access. While the corridor does not currently experience significant congestion, its reliability is constrained by limited redundancy and the potential for severe disruption if structures fail. In the event of closures or load restrictions,

traffic may be forced to shift between Historic Route 66 and I-40, or onto significantly longer alternate routes.

Given the rural nature of the network, closure of any of these structures would require detours ranging from 61 to 84 miles, creating substantial increases in travel time, fuel costs, and uncertainty for the movement of agricultural products, tourism traffic, and specialized aerospace equipment. These disruptions would also place additional strain on I-40, which [FHWA Freight Analysis Framework projections](#) identify as a major east–west corridor expected to carry significant truck volumes through 2050.

By rehabilitating and replacing these structures, the Project eliminates key points of failure and ensures the infrastructure can safely accommodate current and future traffic and load demands. This will enhance the consistency and dependability of travel across the corridor, support efficient supply chains, and preserve the economic value of goods and services moving through the regional and national transportation network.

Criterion #4: Resiliency and the Environment

Improved Resiliency of At-Risk Infrastructure

The Project structures are increasingly vulnerable to hydraulic forces and extreme weather conditions, as evidenced by recent inspection findings that document scour, exposed piles, cracked substructures, and section loss. Existing deficiencies indicate that several structures are not performing adequately under current environmental stressors and will continue to deteriorate without intervention, as shown in **Figure 12**.

Figure 12: Deterioration of Structures



Deterioration of NBI #s 12596 and 15089 caused by stormwater runoff and scour.

The proposed rehabilitations and replacements incorporate modern design practices that improve the ability of these structures to withstand future conditions. Hydraulic performance will be evaluated using HEC-RAS modeling to determine flood elevations, flow characteristics, and scour

depths for each site. This approach allows for accurate assessment of both single-span and multi-opening structures and accounts for long-term changes in stream geomorphology. The structures will be designed to appropriate storm events for their functional classification, improving reliability during high-flow conditions. Culverts included in the Project will utilize Class AA concrete with a 4,000 PSI mix, compared to the 3,000 PSI mix used in older construction. This material provides greater resistance to freeze-thaw cycles, chloride infiltration, and cracking, resulting in improved durability and longer service life. Bridge rehabilitation elements will address joint failures, substructure deterioration, and superstructure corrosion, which are key contributors to accelerated decline under environmental exposure.

The Project structures are within seven Census Tracts which rank high nationally for overall disaster risk according to the Federal Emergency Management Agency (FEMA) [National Risk Index](#), as shown in **Table 4**. Flooding, winter weather, high winds, and tornado activity all contribute to ongoing stress on transportation infrastructure in the area. Upgrading these structures to modern standards reduces the likelihood of failure under these conditions and improves long-term system reliability.

Table 4 4: Risk Index by Census Tract

Census Tract	Overall Risk Index	Individual Hazards (percentile)								
		Cold Wave	Drought	Hail	Heat Wave	Ice Storm	Flooding	Strong Wind	Winter Weather	Tornado
9617	91	98	95	98	95	99	73	78	94	98
3013.02	87	94	91	98	93	99	81	77	93	98
9665	69	76	99	90	50	97	16	90	95	93
9611	92	98	96	98	94	99	70	79	94	99
9668	96	96	99	97	88	99	62	99	99	99
9613	89	98	99	95	94	97	70	70	91	98

Source: [FEMA Resilience Analysis and Planning Tool](#), retrieved June 2026.

By addressing known deficiencies and incorporating updated design practices, the Project improves resiliency in a high-risk environment and reduces lifecycle vulnerability to both routine and extreme events.

Addresses a Single Point of Failure

Several structures included in the Project function as critical links within a rural network that has limited redundancy. If any of these structures were to fail or require closure, detours would be substantial and would result in widespread disruption to the transportation system. The detour lengths for each Project structure are shown in **Table 5**.

Structures with detours exceeding 60 miles, including 01751, 15089, and 12596, represent clear single points of failure. Closure at these locations would significantly increase travel distances, delay emergency response, and shift traffic onto local roadways that are not designed to accommodate additional volumes.

Table 5: Detour Lengths for Project

Structure	Detour Length (miles)
01751	71
12629	0
12630	0
14138	0
15089	61
17529	0
17530	0
12596	84

Source: [NBI Data](#)

Improved Benefits to the Environment

The Project will result in environmental benefits by maintaining existing infrastructure on its current alignment and avoiding the negative impacts associated with structural failure. The primary environmental benefit of the Project is the avoidance of increased emissions and fuel consumption. Several of the structures are in poor condition or at risk of falling into poor condition, and failure would require detours up to 84 miles, significantly increasing vehicle miles traveled.

Improvements to bridge decks, joints, and drainage systems will also reduce the potential for debris, untreated runoff, and deteriorating materials to enter adjacent waterways. Repairing failing structural elements minimizes the frequency of reactive maintenance activities, which can disturb streambeds and surrounding habitat.

Criterion #5: Quality of Life

Prevention of Physical and Economic Displacement

The Project was designed to avoid physical and economic displacement. By maintaining the existing bridge alignments in rehabilitations and replacements, the Project has minimal, if any, property acquisitions or right-of-way expansion. There will be no relocation of residents or businesses for any of the bridges or culverts. The decision to prioritize rehabilitation of the existing bridges over replacement with a new alignment reflects a deliberate effort to avoid physical and economic displacement.

Incorporation of Nonvehicular Transportation

The Project incorporates nonvehicular considerations by improving accommodations for bicyclists along Historic Route 66. Existing bridge structures lack adequate shoulder width, requiring cyclists to travel within vehicle lanes, creating safety risks. Proposed improvements will add shoulders that vary between 4 and 10 feet in width depending on the structure which provide dedicated space for bicyclists, improving safety and usability of the corridor. In addition, the new bridge in Chandler (NBI #01751) will include five-foot-wide sidewalks to accommodate nonvehicular traffic, further enhancing multimodal access at a key crossing.

These improvements directly support [USBR 66](#), a designated 429-mile cycling route across Oklahoma established by the American Cycling Association. By enhancing nonvehicular infrastructure along the corridor, the Project expands affordable transportation options, supports recreational tourism, and improves overall quality of life for residents and visitors.

Access to Daily Destinations

Historic Route 66 functions as a primary local roadway providing access to jobs, small businesses, tourism destinations, and essential services in rural communities across the Project area. Maintaining reliable roadway and bridge infrastructure is critical to ensuring that both residents and visitors can continue to access these destinations directly via Historic Route 66, rather than diverting to the parallel interstate system. Without these improvements, potential load restrictions

or closures would force detours of up to 61 to 84 miles, limiting access to daily destinations and increasing travel time and costs. By restoring these structures to a state of good repair, the Project ensures continued, reliable access to local businesses, employment centers, and community services while preserving Historic Route 66 as a viable and accessible corridor for both local and tourism-related travel.

Criterion #6: Innovation

Technology Innovations

ODOT is advancing implementation of “Interstate 2.0,” a data-driven initiative focused on improving real-time corridor operations through standardized data sharing across state lines. As part of this effort, Oklahoma is serving as an anchor state for the [Work Zone Data Exchange \(WZDx\)](#) initiative along the I-40 corridor, a major route that is part of Historic Route 66.

Through “Interstate 2.0,” ODOT will deploy WZDx-compliant data feeds for the Project, making real-time information on lane closures, detours, and work zone conditions available to third-party navigation providers and connected vehicle platforms. This allows mapping applications and routing systems to dynamically adjust travel paths and inform drivers in advance of construction activity, improving safety and reducing congestion. This aligns with the FHWA’s [Connected Corridors](#) Every Day Counts 8 innovation.

During construction, ODOT will also use Intelligent Transportation Systems (ITS) to ensure work zones are safe and to minimize travel delays for drivers. The [Smart Work Zone](#) uses temporary cameras, sensors, and message signs to monitor travel speeds and congestion, support incident management, and enhance the safety of roadway users and construction workers. By integrating Smart Work Zone technology with WZDx-enabled data exchange, the Project advances USDOT priorities for connected and automated vehicle readiness, enhances work zone safety for both workers and drivers, and improves real-time decision-making for travelers and freight operators.

Project Delivery Innovations

Innovative construction techniques implemented by ODOT on the Project will result in faster overall delivery and eliminate impacts to the surrounding communities and Historic Route 66 tourism. The first innovation is the use of an [Accelerated Bridge Construction \(ABC\)](#) method, [Prefabricated Bridge Elements and Systems \(PBES\)](#). Several superstructure bridge elements will be precast or preassembled nearby and lifted into place during construction using closure pours to connect segments. The PBES connections will use [ultra high-performance concrete \(UHPC\)](#) for the closure pours to create a strong structural connection.

The prefabricated structural elements are constructed in a nearby location away from traffic, transported to the site, and installed in segments to the final position. PBES improve site constructability, bridge quality and durability, while reducing traffic impacts and onsite construction times. PBES [have been shown](#) to **minimize environmental impacts, impacts to existing roadway alignments, and the need for utility relocation and ROW property**

acquisitions. The use of PBES will result in reduced construction times and, therefore, minimizing impacts to traffic on the Historic Route 66 corridor. While PBES have been used in the United States since the early 2000s, ODOT has constructed or is constructing only three other projects utilizing PBES. Therefore, the technique is innovative for ODOT, but the contracting community has some level of comfort building these structures.

To connect the PBES superstructure elements together, an innovative cement composite material that has enhanced durability compared to conventional concretes, UHPC, will be used. Due to the unique chemical properties of UHPC, it is found to have [15 to 85 times longer service life span](#) than traditional concrete. This longer service life will reduce the frequency of future repairs, thus reducing the impacts on the movement of people through the corridor.

The Project may benefit from ODOT’s participation in a [Programmatic Agreement](#) between FHWA and ODOT for Processing Categorical Exclusions (CE), executed on October 28, 2024. The Agreement establishes procedures for expeditious and efficient approval of CE-level projects that do not involve significant environmental impacts. By setting clear responsibilities for FHWA and ODOT and allowing ODOT to prepare CE documentation that FHWA can process without procedural delays, the Agreement supports faster environmental approvals and greater predictability in project delivery. This predictable and accelerated CE process allows ODOT to integrate environmental compliance timelines directly into construction planning, reducing schedule risk and enabling earlier coordination of staging, ROW needs, and contractor mobilization.

Benefit-Cost Analysis

The Project has a Benefit-Cost Ratio (BCR) of 3.29. This ratio was derived by dividing total discounted benefits by total discounted costs over a 30-year period. **Table 6** shows the breakdown of BCR. The results throughout this memo were derived based on the [2026 BCA Guidance - December of 2025 Update](#) and USDOT’s 2025 updated guidance on the [BIP BCA Tool](#). See the BCA for the benefit breakdown for each structure.

Table 6: Project Improvements Benefits Summary

Benefits	Total
Safety	\$34,425,596
Travel Time	\$7,704,670
Vehicle Operating Cost	\$40,443,720
Emissions	\$1,126,256
Other Environmental	\$83,978
Maintenance	\$7,337,487
Residual Value	\$819,767
Total Benefits	\$91,941,474
Total Costs	\$27,975,510
BCR	3.29
Net Present Value	\$63,965,964

Project Readiness and Permitting Risk

ODOT has a proven record and the technical capacity to deliver the Project. ODOT has successfully delivered projects that have received federal discretionary awards such as the US 69/75 project in Calera, the US-281 (Route 66) Bridgeport Bridge, and the I-44/US75 interchange project in Tulsa. ODOT has the capacity to successfully deliver the Project and has a history of complying with applicable Federal requirements. Stable funding sources have been identified and committed to delivering the Project and adequate contingency has been accounted for to make the risk of cost overruns as minimal as possible (see **Project Budget, Sources, and Uses of Funding**).

The Projects current level of design is as follows: 100 percent, final design is complete for NBI #s 12696, 12630, 15089, 14138, 17529, and 17530; the remaining bridges NBI #s 12596 and 01751 are at 65 percent design, refer to **Project Schedule** for details. Grant application funding is imperative to move these Projects forward in a timely manner. Design for six of the eight Projects were completed between 2020-2025, however due to funding limitations they have not been able to proceed to construction. BIP funds are being requested so that these important projects can move forward and not be delayed any further.

Right of Way (ROW) impacts for the project are minimal and have been reduced for the various Project components. ROW and utility relocations are complete for six of the eight Projects. NBI #12596 is slated to complete ROW/utility relocations in June 2026 and NBI # 01751 in August 2027. No special ROW permits or approvals are expected and all relocations will be complete prior to letting.

Technical Feasibility and Technical Competency

ODOT has the technical capacity and competency to successfully complete this Project. ODOT has a close partnership with the FHWA Oklahoma Division through which it receives its Federal aid allocation and discretionary grant funding. ODOT has been awarded several discretionary grants from various programs and is familiar with developing grant agreements, administering the funding, and providing the necessary reporting such as the US 69/75 project in Calera, the US-281 (Route 66) Bridgeport Bridge, and the I-44/US75 interchange project in Tulsa. ODOT has 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

The Project Schedule outlined below (**Figure 13: Project Schedule**) identifies the timeline that each project can proceed to construction if BIP funds are awarded. A funding obligation agreement is proposed by the first quarter of 2025. Construction starts and completion for all structures is scheduled to be well in advance of statutory deadlines outlined in the NOFO.

Figure 13: Project Schedule

NBI	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Preliminary Design											
12596	Completed 12/2020										
12629	Completed 7/2018										
12630	Completed 7/2018										
15089	Completed 12/2022										
14138	Completed 6/2016										
17529	Completed 6/2016										
17530	Completed 6/2016										
01751	Completed 4/2022										
NEPA Process											
12596	Completed 12/2023										
12629	Completed 2/2020										
12630	Completed 2/2020										
15089				[Orange bar]							
14138	Completed 5/2021										
17529	Completed 5/2021										
17530	Completed 5/2021										
01751			[Orange bar]								
Final Design											
12596	[Orange bar]										
12629	Completed 3/2020										
12630	Completed 3/2020										
15089	Completed 2/2025										
14138	Completed 6/2023										
17529	Completed 6/2023										
17530	Completed 6/2023										
01751			[Orange bar]								
Permitting											
12596								[Orange bar]			
12629	Completed 2/2020										
12630	Completed 2/2020										
15089								[Orange bar]			
14138	Completed 9/2022										
17529	Completed 9/2022										
17530	Completed 9/2022										
01751	Completed 8/2024										
Right-of-Way Acquisition / Utility Relocations											
12596				[Orange bar]							
12629	Completed 1/2019										
12630	Completed 1/2019										
15089	None Required										
14138	Completed 11/2020										
17529	Completed 11/2020										
17530	Completed 11/2020										
01751								[Orange bar]			
Notice of BIP Funding Award											
								[Orange dot]			
Obligation of BIP Funds											
									[Orange dot]		
Construction											
12596											
12629											
12630											
15089											
14138											
17529											
17530											
01751											

Required Approvals

Environmental Permits and Reviews

All construction will occur on existing alignment, reducing the environmental risk associated with the Project. The text below describes the required approvals and permits, their status, and timeline for receiving the necessary documentation:

- **Bridges #12629 & #12630:** Received an [Automatic Categorical Exclusion \(ACE\)](#) in February 2020. ACE's do not require further National Environmental Protection Act (NEPA) approvals by FHWA. ODOT will complete a standard checklist re-evaluation prior to construction, no issues are foreseen.
- **Bridge #15089:** Documents submitted. Expected to be a Programmatic Categorical Exclusion (PCE). Approval expected in July of 2026.
- **Bridge #01751:** Is anticipated to receive a Categorical Exclusion (CE) in July of 2026.
- **Culvert #12596:** Received an [Individual Categorical Exclusion \(ICE\)](#) from ODOT in December 2023. ODOT will complete a standard checklist re-evaluation prior to construction, no issues are foreseen.
- **Bridges # 14138, 17529 & 17530:** Received a [PCE in April of 2021](#). ODOT will complete a standard checklist re-evaluation prior to construction, no issues are foreseen.
- **Bridges #15089 and #01751:** May utilize the 2024 [Programmatic Agreement](#) between the FHWA and ODOT for actions classified as a Categorical Exclusion (CE). The Agreement allows ODOT to prepare CE documentation in accordance with 23 CFR 771.117 and supports efficient approval of CE-eligible actions that do not result in significant environmental impacts. Given the Project's limited footprint and minimal anticipated impacts, it is expected to be processed as an FHWA-approved CE if federal funding is awarded.

Needed resource agency permits have been identified and include the following:

- ODOT – Section 404 Permit Application Form for State Projects. These permits are considered routine and administrative in nature. No complication is anticipated
- Railroad Certification – A signed agreement with SLWC Railroad is required prior to construction on Federal-aid projects. To obtain an agreement, ODOT must submit plans for SLWC to review and approve. ODOT has submitted the 30 percent design, and they have been approved by SLWC. Plans, Specifications, and Estimate (PS&E) are scheduled to be completed and an ODOT/SLWC agreement signed prior to letting. The awarded contractor will have to submit a construction permit for approval by SLWC.

State and Local Approvals

The Project structures are listed in the [FY 2026 – 2029 State Transportation Improvement Program \(STIP\)](#). The STIP incorporates the first four years of the [FY 2026 – 2033 Construction Work Plan](#). STIP job numbers 32765(04), 31693(04), and 34318(04) are currently scheduled for 2030, 2033 and 2033 to begin construction, however if awarded funding this date can be moved up. The STIP

is often updated, and this is not an anticipated schedule concern. The STIP job numbers and scheduled year of construction are shown in **Table 7**.

Table 7: Project Bridges STIP Job Numbers

NBI Number	STIP Job Number	Scheduled Year of Construction
01751	35217(04)	2029
12629	32765(04)	2030
12630		
14138	31693(04)	2033
15089	35601(04)	2027
17529	31692(04)	2027
17530		
12596	34318(04)	2033

Federal Transportation Requirements Affecting State and Local Planning

The Project is aligned with a variety of planning documents:

- [Oklahoma Freight Transportation Plan](#) – The Project preserves and improves the reliability of the Oklahoma freight system and is consistent with the goals set out in the plan including improving the network state of good repair and improving safety, security, efficiency, and resilience.
- [ODOT Long Range Transportation Plan \(LRTP\)](#) – The LRTP is a policy document that provides a strategic direction for the development of the Oklahoma multimodal transportation system. The Project aligns with ODOT’s long-range strategic direction.
- [ODOT Transportation Asset Management Plan \(TAMP\)](#) – The Project improves system resilience and reliability and is consistent with the goals set out in ODOT’s 2022 to 2031 TAMP with the intent of maintaining and preserving Oklahoma’s transportation network.

Assessment of Project Risks and Mitigation Strategies

Potential risks and proposed mitigation strategies are summarized in Table 8. ODOT has sufficient capacity to implement the proposed activities based on the schedule presented in the **Project Readiness and Permitting Risk** section.

Table 8: Project Risks and Mitigation Strategies

Project Risk	Risk Level (High, Medium, Low)	Description / Mitigation Strategies
Coordination with Stillwater Central Railroad	Low	NBI #01751 Crosses over the SWLC tracks requiring a signed agreement prior to construction. SWLC is operated by WATCO. WATCO approved the 30 percent design plans with no concerns. ODOT is confident in getting the final design approval prior to letting.

Project Risk	Risk Level (High, Medium, Low)	Description / Mitigation Strategies
Right-of-Way / Property Acquisition	Low	Most bridges and culverts will be constructed on the existing alignment which has reduced many concerns with ROW acquisition or ROW and/or utility relocations have been completed, see Schedule.
Construction Materials Cost	Low	The cost estimates are specific to each structure but are generally based on 60% percent design to 100 percent design and incorporate 10 to 15 percent contingency, reducing the risk of cost overruns.
Environmental Approvals / NEPA	Low	It is anticipated that all bridges and culverts will receive environmental approvals well before construction begins.
Procurement, Contracting, and Labor Agreements	Low	ODOT, in partnership with the FHWA, will procure a construction team well in advance of the identified construction dates through a competitive process meeting Federal requirements. The team must show proficiency in acquiring the remaining necessary permits required to begin construction on or before the target letting date.
Schedule	Low	The ODOT team has advanced all of the Projects through preliminary design, final design has begun for all structures (final design is complete for 6 of the 8 NBIs). Overall, the Project ready to begin construction in Q3 2027.
Utility Delays	Low	Utility delays are not anticipated as major utilities were avoided in the design of the Project structures.

DOT Priority Selection Considerations

The narrative has established that the bridges are in poor condition or at risk of falling into poor condition in the next three years (see **State of Good Repair**) and that ODOT needs federal BIP funding to complete the Project, otherwise other projects around the state will be delayed. Design for six of the eight Projects were completed between 2020-2025, however due to funding limitations they have not been able to proceed to construction. BIP funds are being requested so that these important projects can move forward and not be delayed any further. The Project:

- Supports American families and seamless travel experience (**Criterion #5: Quality of Life**)
- Is ready to proceed to construction before the statutory deadline of September 2029 (**Project Readiness and Permitting Risk**)
- Is unlikely to proceed to construction without BIP (**Project Readiness and Permitting Risk**)