OKLAHOMA

FY 2026 BRIDGE INVESTMENT PROGRAM

SH-74 Bridge over I-35 Replacement Project

Daniel Nguyen, P.E., MBA
ODOT Director of Project Delivery
dnguyen@odot.org

June 29, 2026

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I. PROJECT INFORMATION

Project Description

The Oklahoma Department of Transportation (ODOT) requests $11,516,000 in Fiscal Year 2026 Bridge Investment Program (BIP) funding to construct the **SH-74 Bridge over I-35 Replacement Project** (Project). The Project will replace the structurally deficient bridge in Goldsby, Oklahoma, to improve the safety, efficiency, and reliability of the movement of people and freight.

Replacing this McClain County bridge, which is currently in Poor condition, is vital for the integrity and functionality of the State Highway 74 (SH-74) and Interstate 35 (I-35) corridors in central Oklahoma. The existing bridge is both structurally deficient because of deck deterioration and functionally obsolete because of its narrow shoulders. The Project enables future improvements on I-35.

The Project provides safety benefits and prevents future traffic delay through the following improvements:

- Replace the structurally deficient bridge with a new bridge to avoid future closures and bottlenecks.
- Widen the bridge to allow for two 12-foot travel lanes with full-width, paved shoulders to improve safety.
- Lengthen and raise the bridge and increase the pier spacing to accommodate a future I-35 project.
- Complete a nominal amount of approach work sufficient to connect the new bridge to the existing roadway.

SH-74 is a rural two-lane major collector. The ODOT Traffic Division estimates annual average daily traffic (AADT) for the bridge to be 9,580 in 2028, 15% of which is truck volume. AADT on the bridge is expected to grow to 12,940 by 2048. If the structurally deficient bridge is left unaddressed, it will continue to deteriorate, and commuters, families, tourists, and freight would experience impactful delays and safety risks. The Project will prevent a future bottleneck between south-central Oklahoma and the Oklahoma City Metropolitan area by avoiding significant bridge closures.

The Project has a benefit-cost ratio of 2.54, with total benefits calculated at $28.5 and total capital costs calculated at $11.2 million in discounted 2024 dollars.

Project Background and History

Built in 1959, the 67-year-old bridge has exceeded its design lifespan of 50 years. The Project has years of research and evaluation through the work and collaboration of ODOT, state, county, and municipal officials; third-party consultants; the public; and the Federal Highway Administration (FHWA). ODOT began planning the Project in 2012 and has since completed public outreach, preliminary design, and an alternatives analysis (Attachment A). To date, approximately $1,250,000 has been spent on the Project.

In 2023, ODOT conducted an alternatives analysis (Attachment A) to determine an interchange configuration that accommodates future traffic while minimizing the environmental, utility, right-of-way, and economic impacts. ODOT selected Alternative 5B, based on the engineering design study and the public involvement process, which determined it to have lower cost, greater safety benefits, and fewer potential right-of-way and utility delays.

Transportation Challenges and Solutions

The Project addresses a key transportation challenge and aligns with ODOT's efforts to reduce the number of structurally deficient bridges throughout Oklahoma. Structurally deficient bridges present safety risks and can lead to load restrictions, lengthy detours, bottlenecks, frequent need for repairs and maintenance, emergency response challenges, economic impacts, and accessibility barriers, especially in rural areas.

A strategic objective identified in ODOT's 2025 Annual Report is to sustain less than 1% structurally deficient on-system bridges. In 2004, Oklahoma reported 1,168 of its 6,800 National Highway System (NHS) bridges as structurally deficient. Since then, an aggressive effort was launched with the implementation of the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund to reduce these numbers. As a result, today the number of Oklahoma's structurally deficient bridges is 35, a 97% drop since 2004. The Project will remove a structurally deficient bridge from the National Inventory, strengthening the safety of travelers on both SH-74 and I-35. The Project corridor is experiencing substantial growth driven by increases in population, residential development, and employment in areas adjacent to the Project location.

The Project will support ODOT's plans to expand capacity and improve safety on I-35. The current I-35 configuration does not provide adequate capacity for existing and forecasted traffic demand for regional travel, commuter traffic, and the substantial volume of heavy trucks along I-35. ODOT is proceeding with a separate project to add capacity to I-35 in the Project area. However, the current bridge configuration does not allow for full-width shoulders on I-35 beneath the bridge without the Project's completion. The I-35 corridor carries up to 150,000 vehicles per day, with traffic south of Oklahoma City anticipated to grow by as much as 1.4 million vehicles per day over the next 20 years (Figure 1). Of the 10 megapolitan areas, the I-35 corridor ranks first in both population growth and job growth for the 2005 to 2022 period.

Figure 1. I-35 Corridor Statistics

Replacing the structurally deficient bridge will increase safety for the local community who use SH-74 as one of the primary north-south roadways in the area. SH-74 connects multiple key destinations, including the nearby Airport and a regional urgent care facility, both of which are located less than half a mile from the bridge. The new bridge's design includes wide shoulder lanes to facilitate emergency stops, in addition to providing a safer way for pedestrians and bicycles to cross the bridge.

Broader Transportation Infrastructure Investments

From 2004 to 2021, Oklahoma improved from 49th to 5th in the nation for highway bridge condition. ODOT's Eight-Year Construction Work Plan contains 1,738 projects with a total value of nearly $8.8 billion. The Eight-Year plan marks the continuation of ODOT's commitment to improving at-risk bridges, addressing 290 bridges currently at risk of becoming structurally deficient. The plan also calls for addressing 1,100 miles of rural two-lane highways with deficient shoulders, inadequate pavement conditions, as well as other safety upgrades.

The Project aligns with ODOT's broader transportation goal to eradicate structurally deficient bridges from the state highway system and significantly improve aging infrastructure. ODOT's highway system—consisting of interstates, U.S. routes, and state routes—is one of Oklahoma's largest physical assets, with an estimated value exceeding $90 billion. The bridge connects SH-74 to I-35, facilitating traffic flow from a two-lane roadway on SH-74 to a future six-lane roadway configuration on I-35.

In 2020, ODOT completed a rehabilitation project on the bridge that included reconstructing the SH-74/I-35 ramp and constructing the first roundabout in the state. ODOT is proceeding with a separate project on I-35 under the SH-74 bridge. Although the I-35 project will provide additional travel lanes under the SH-74 bridge, the current bridge's configuration impedes ODOT's ability to widen the I-35 shoulders to 12-feet.

In 2024, ODOT completed the Forward 35 Report, conducting a comprehensive analysis of the significance and impact of I-35 as well as the infrastructure investments needed over the next 20 years. This bridge is identified as a condition red bridge—a bridge that needs major modification or replacement to allow for additional widening that has been deemed as an immediate need.

Project Location

The Project is located at the juncture of I-35 and SH-74 in the town of Goldsby in McClain County, Oklahoma (Figure 3). The town of Goldsby has a population of 2,694. Nearby communities include Norman (population 128,026), approximately 5 miles north along I-35; Purcell (population 6,651), approximately 11 miles south along I-35; and Blanchard (population 8,879), approximately 10 miles west of the I-35 and SH-74 interchange. The Project area sits at the junction of three traffic analysis zones, which are expected to jointly have a population growth up to 1,477 and an employment growth of 2,842 by 2045 (ENCOMPASS 2045).

The Project area is designated as rural by the 2020 U.S. Census with a population of about 2,700 people on about 26 square miles of land. The bridge is in the center of town, serving as a vital connection for the western and eastern portions of Goldsby. The nearest east-west connections are 2 miles to the north at the periphery of Goldsby and 3 miles to the south beyond the town limits. The bridge connects to David Jay Perry Airport directly to the northeast and to the Goldsby Church, Norman Regional Urgent Care, and Goldsby Town Hall to the southwest. The bridge provides connections to I-35, the main north-south interstate in Oklahoma, helping connect the town of Goldsby to the city of Norman, the third-largest city in the state.

The Project will contribute to the functioning and growth of the economy by improving safety and preventing a future bottleneck by replacing a structurally deficient bridge. This will facilitate the movement of goods, services, and people while improving connections to economic opportunities for local residents and families. Maintaining traffic flow and avoiding increased gas consumption by preventing bridge closure will result in affordable travel costs and improved economic growth. Preventing bridge closure and avoiding a bottleneck will also facilitate freight connectivity, as trucks will be able to continue to transport goods.

The Project location ties into a network that is essential to a wide range of daily traffic and serves as a critical freight corridor between the Texas border and Oklahoma City. I-35 has the following designations:

- NHS
- Primary Highway Freight System
- Federal Strategic Highway Network

Figure 2. SH-74 Bridge over I-35

Figure 3. Project Location Map

Lead Applicant

ODOT, the lead applicant, is the state government agency responsible for planning, designing, constructing, and maintaining Oklahoma's extensive transportation infrastructure. ODOT oversees more than 30,000 lane miles of highways, manages state-owned railroads, and administers programs for public transit, rail, and waterways. The agency has a successful record of collaborating with various entities, including local governments and Tribal nations, to execute projects to construct, improve, and maintain Oklahoma's transportation infrastructure. ODOT is committed to improving transportation throughout Oklahoma, including roadway and bridge maintenance and preservation, construction management, and planning.

ODOT routinely receives and expends federal aid highway program funds under Title 23, U.S.C. ODOT's extensive history of administering federal awards under FHWA includes recent projects such as the following:

- $124 million for the Large Bridge category of the BIP for the Roosevelt Memorial Bridge Investment Project in FY24
- $7 million under the Bridge Formula Program for highway bridge infrastructure improvements on SH-29
- $1 million in an Accelerated Innovation Deployment Demonstration award in 2018 to build the state's first "diverging diamond interchange," which has been shown in many other states to be safer than traditional four-leaf clover or other standard interchanges

Other Public and Private Parties

No additional public or private parties will be involved in delivering the Project. ODOT will oversee and manage all aspects of the project, complying with relevant standards and regulations. The Quality of Life section discusses public engagement efforts.

Bridge Maintenance

ODOT will be responsible for maintaining the new bridge in alignment with the organization's Transportation Asset Management Plan (TAMP). ODOT's comprehensive $500 million Asset Preservation Plan strategically targets issues pertaining to bridges, roadways, and accessibility. The three following objectives identified in ODOT's TAMP are consistent with the Project:

- **Infrastructure Preservation** — Preserve and maintain the condition of Oklahoma's multimodal transportation system in a state of good repair through risk-based, data-driven decision-making processes.
- **Safety and Mobility** — Provide a safe and secure transportation system for all users and facilitate the movement of people and goods while improving connectivity.
- **Economic Vitality** — Provide a reliable, multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.

ODOT has allocated funding for the Project's maintenance costs through their dedicated ROADS fund, funded through fuel taxes, motor vehicle revenues, and other dedicated allocations to create a reliable funding stream.

II. NATIONAL BRIDGE INVENTORY DATA

The bridge is identified as National Bridge Inventory (NBI) Number 14496 with the condition ratings shown in Table 1. The bridge is considered functionally obsolete because of its inadequate shoulders.

Table 1. NBI Condition Data

NBI Item	NBI Rating
Bridge Condition	Poor
Deck Condition	4 (Poor)
Superstructure Condition	5 (Fair)
Substructure Condition	6 (Satisfactory)

III. PROJECT BUDGET

ODOT requests $11,516,000 in BIP grant funding to complete Project construction. The estimated Project cost is $14,395,000, which includes $2,879,000 (20%) in non-federal funding. Table 2 shows the eligible Project costs and does not include any previously incurred expenses. Additional details are provided in the Budget Narrative (Attachment B).

Table 2. BIP Project Budget Summary by Funding Source

Major Project Activity	Total Cost	BIP Funds	Other Federal Funds	Non-Federal Funds
Demolition	$140,000	$112,000	$0	$28,000
Construction	$12,377,000	$9,901,600	$0	$2,245,400
Contingency	$1,878,000	$1,502,400	$0	$375,600
Total	$14,395,000	$11,516,000	$0	$2,879,000
Percentage	100%	80%	0%	20%

Non-Federal Funds

ODOT commits state funding in the amount of $2,879,000 (20% of total eligible Project costs) to the Project, sourced from the ROADS fund. The ROADS fund is a dedicated state transportation funding source established by the Oklahoma Legislature to provide consistent, long-term investment in the state's highway and bridge system. Created in 2005, the fund was designed to establish a stable funding structure that supports multi-year transportation planning. The ROADS fund is funded through fuel taxes, motor vehicle revenues, and other dedicated allocations to create a reliable funding stream, delivering critical highway and bridge improvements across Oklahoma.

Other Federal Funds

No other federal funds will be used for the portion of the Project included in the BIP application.

Components and Phases

Table 2 identifies the Project components. The Project does not contain multiple distinct phases.

Contingency Amount and Plan

Included in the budget is a construction contingency amount equal to 15% of the construction cost. It is expected that there is sufficient funding to cover unanticipated cost increases. However, if unanticipated cost overruns exceeding the budgeted contingency were to occur, ODOT would address potential cost overruns with other funding sources.

IV. MERIT CRITERIA

Criterion #1: State of Good Repair

Bridge Condition

Figure 4. Existing Bridge Corrosion

The Project eliminates an estimated 6,500 total person miles traveled over a bridge in poor condition. The most recent structural inspection was in August 2025 (Attachment C). The lowest-scoring bridge elements are the deck surface and the bridge joints, which both received ratings of "Poor." The substructure, railing, bearing, and railing transition were determined to be "Satisfactory," and the superstructure was rated "Fair." The condition forecast tool on FHWA's Long-Term Bridge Performance (LTBP) Portal suggests the superstructure is at risk of falling into the "Poor" condition in 2026. Furthermore, the 2023 Alternatives Analysis (Attachment A) found the bridge to have a Sufficiency Rating of 49.1. Further detail is provided in Table 3.

Table 3. Bridge Condition

Bridge Component	Condition
Deck	▪ Significant cracking and leaching are visible from the underside of the deck. ▪ The soffit overhang on the outside edges is deteriorated, with visible efflorescence and stains from corroded reinforcing steel.
Superstructure	▪ Superstructure is at risk of falling into the "Poor" condition in 2026.

Bridge Component	Condition
	▪ Cracks in the concrete deck have allowed water and deicing salts to infiltrate, which has caused damage to the girders, diaphragms, and bearing assemblies. ▪ Girders have previously been patch repaired using bolted and welded cover plates and drop-in panels under the spans directly over I-35. ▪ The top of the deck has been treated with an asphalt overlay but is now showing cracking and pop-outs.
Substructure	▪ There is one spall with exposed rebar to the abutment face. ▪ Bearings have some deformation.

ODOT is committed to maintaining the bridge in the safest possible operating condition through interim repairs while actively seeking funding for a full replacement. The bridge was repaired following a collision in which a vehicle, traveling on I-35 below, struck the underside of the bridge. Sheet metal was installed on the underside of the bridge to prevent deck material falling onto I-35 below. By replacing the existing bridge structure, another structurally deficient bridge will be removed from the NBI.

Long-term Resiliency

ODOT's 2050 Long Range Transportation Plan indicates that Oklahoma is experiencing increasing pressure on its transportation network from a combination of factors, including population and economic growth as well as the rising frequency of extreme weather events. The plan highlights the importance of improving the resilience and reliability of the transportation network, considering the increasing frequency of disaster events, and the need to strengthen critical infrastructure to withstand future challenges. The Project aims to enhance structural resilience, improve the reliability of regional travel, and improve the corridor so it can better withstand future environmental stresses and increasing demand.

Figure 5. Existing Bridge Corrosion

To aid in the state's resiliency efforts, the bridge will be designed in accordance with the latest American Association of State Highway and Transportation Officials (AASHTO) Specifications for Bridge Design. Modern design specifications rely on regional seismic and wind distribution maps to provide site-specific data to help engineers design structures with local design conditions in mind. This adherence to updated standards will better equip the bridge to withstand extreme events. By incorporating these advanced design requirements, the new structure will not only meet current engineering standards but also

help to provide a robust and secure solution to address future environmental challenges and safety concerns.

The Project also includes drainage upgrades that will improve resilience to extreme weather events and natural disasters by removing runoff more effectively and reducing flood risk. Drainage improvements will prevent pavement pooling, extending the infrastructure's service life and lowering flood-induced environmental impacts. Additional flood mitigation includes pavement edge drains added to a drainable base as well as roadway cross drains. The Project will include an increase in the quantity of inlets in the area, including center-median barrier-wall inlets. Pavement will also be sloped to provide rapid surface drainage, and positive surface drainage should be maintained away from the edge of the paved areas.

Risks without Project

The 67-year-old bridge was constructed before modern advancements in bridge design. Notably, the bridge was originally constructed with a 50-year design life at a time in which the volume of freight traffic and oversized loads could not have been anticipated. As the bridge is now beyond its intended design lifespan, the Project will eliminate the current structure's vulnerable features, such as structural deficiency, lack of shoulders, and other aspects of the existing design that require attention.

Maintenance Plan and Cost

ODOT will be responsible for maintaining the new bridge. ODOT has a well-demonstrated history of maintaining bridges in a state of good repair, as documented in the ODOT 2025 Annual Report. Since 2004, ODOT has reduced the number of structurally deficient bridges in the state by over 97%, from 1,168 structurally deficient bridges in 2004, to only 35.

The replacement bridge will be maintained in a state of good repair after construction, as ODOT will rely on its comprehensive maintenance framework, which includes routine inspections, preventive maintenance, and timely rehabilitation to extend service life and minimize lifecycle costs.

The existing bridge (referred to in Table 4 as No Build Scenario) would require major near-term maintenance and repair activities to keep the existing deteriorated bridge operational. These costs include approximately $2.0 million in 2031 for resurfacing and rehabilitation, $0.15 million in 2032 for beam repairs, and $0.1 million in 2033 for painting the superstructure, followed by an additional $0.8 million in resurfacing and rehabilitation in 2047. The Project (Build Scenario) has lower average annual maintenance costs as shown in Table 4 (further detail is provided in Attachment D and E).

Table 4. Maintenance Costs

	No Build Scenario	Build Scenario
Average Annual O&M Cost	$137,000	$16,000
Total O&M Cost over 20 years	$3,304,000	$353,000

Criterion #2: Safety and Mobility

Known Safety Problems

The bridge is a critical facility in central Oklahoma that presents significant safety and mobility challenges. The bridge does not include full shoulders, creating a constrained environment that increases crash frequency and severity, particularly for truck traffic.

The bridge geometry further exacerbates safety risks. The current vertical clearance of 16.3 feet, only marginally above the minimum of 16 feet over interstate, has contributed to vehicle strikes, reflecting incompatibility with modern freight vehicles. These geometric and clearance constraints fall short of current design standards and present ongoing risks to both motorists and the structure itself. The surrounding area has experienced substantial growth over the past decade, increasing traffic volumes and placing additional stress on an already constrained facility.

Between 2017 and 2022, 13 collisions were recorded on the SH-74 bridge. Many involved impacts with bridge elements, highlighting how the narrow cross section and constrained clearances contribute directly to crash risk. As a designated emergency evacuation route, these deficiencies also affect regional resilience. Without intervention, the bridge will continue to pose elevated safety and operational challenges, which the proposed Project will address through structural improvements and updated geometry.

Safety Improvements

The Project impacts 6,500 daily person miles traveled, improving known safety deficiencies of the existing bridge by replacing the aging, structurally deficient, and geometrically obsolete structure with a new bridge that meets current design standards. The new bridge will widen the cross section to provide two 12-foot travel lanes with full-width paved shoulders, addressing the current lack of recovery space that contributes to rear-end, sideswipe, and fixed-object crashes. By introducing adequate shoulders, the Project will safely accommodate disabled vehicles and reduce crash severity, particularly for truck traffic. The replacement bridge will also be lengthened and raised, with increased pier spacing, to address the existing constrained vertical clearance that has led to documented vehicle strikes and to better accommodate modern freight movements.

In addition, replacing the deteriorated bridge deck and joints, currently rated in Poor condition, will eliminate structural deficiencies that degrade ride quality and pose ongoing safety risks. The new bridge will also be designed to accommodate planned future improvements to I-35, reducing the likelihood of future work zone conflicts, closures, and bottlenecks that can elevate crash risk and disrupt mobility.

Notably, the bridge serves as a designated emergency evacuation route, making reliability and safe operations under high-demand conditions essential. The existing narrow, constrained bridge creates significant vulnerability during emergency events, where increased traffic volumes, limited shoulders, and reduced clearances can lead to congestion, incidents, and delays that compromise evacuation efficiency and emergency response. By providing a wider, more resilient structure with improved geometry and operational performance, the Project will enhance the corridor's ability to safely and

reliably accommodate surge traffic during evacuations, support emergency vehicle access, and maintain critical regional connectivity when it is most needed.

To further address documented crash patterns at the interchange, including rear-end and conflict-related collisions, the Project enables future construction of a modern roundabout at the SH-74/I-35 southbound ramps intersection. The roundabout construction costs are not included in the BIP funding request as it is beyond the nominal amount of approach work sufficient to connect the new bridge to the existing roadway. Roundabouts are known to improve safety by reducing the number and severity of conflict points compared to traditional signalized or stop-controlled intersections.

Collectively, these improvements (Table 5) will transform the corridor into a safer, more resilient facility that supports both everyday travel and emergency response needs.

Table 5. BIP Project and Associated Project Safety Improvements

Project Component	Safety Impact
Replace the structurally deficient bridge	▪ Eliminates hazards associated with deteriorated deck and joints (currently rated Poor) ▪ Reduces risk of unplanned closures, load restrictions, and structural-related incidents ▪ Minimizes congestion and queuing that contribute to rear-end crashes ▪ Improves overall corridor reliability for daily traffic and emergency conditions ▪ Enhances safety and dependability along a designated emergency evacuation route
Lengthen and raise the bridge and increase the pier spacing to accommodate future I-35 project	▪ Increases vertical clearance beyond the minimum standard, reducing risk of vehicle strikes from trucks ▪ Improves safety and operational compatibility for modern freight traffic ▪ Reduces fixed-object hazards through wider pier spacing and improved clear zones ▪ Minimizes long-term work zone exposure and associated crash risks ▪ Supports future system improvements, maintaining safe operations over time
Widen bridge to provide two 12-foot lanes with full-width shoulders (integrated into replacement)	▪ Reduces sideswipe, fixed-object, and lane-change crashes ▪ Provides safe refuge for disabled vehicles, lowering secondary crash risk ▪ Improves safety for heavy vehicles and mixed traffic conditions ▪ Enhances overall operational safety and reduces crash severity
Associated Project (enabled by the Project)	**Safety Impact**
Construct a new roundabout at the SH-74/I-35 southbound ramps intersection to improve safety and traffic flow	▪ Reduces vehicle speeds, lowering crash severity ▪ Simplifies traffic movements and reduces conflict points ▪ Addresses rear-end, angle, and lane-change crash patterns

Project Component	Safety Impact
	▪ Improves intersection efficiency and reduces congestion-related incidents
I-35 shoulder expansion	▪ Access for emergency vehicle response ▪ Safe area for emergency stopping ▪ Recovery area for errant vehicles ▪ Reduced sideswiping and lane departure crashes

Accident Reduction

The Project will deliver accident-reduction benefits by directly addressing the documented causes and patterns of collisions on the bridge. Between 2017 and 2022, 13 crashes were recorded on the bridge, attributed to driver inattention, unsafe maneuvers such as speeding, failure to yield, and improper lane changes. The prevalence of rear-end, same-direction sideswipe, and fixed-object crashes reflects a roadway environment with limited lateral clearance, no shoulders, and constrained geometry, conditions that provide little margin for error and increase both crash frequency and severity. Documented impacts with bridge elements further confirm that the narrow cross section and restricted clearances are directly contributing to these crash types (Table 6).

The Project will further reduce accidents by widening the bridge to include full shoulders, thereby improving driver recovery space and reducing sideswipe and fixed-object collisions. Improved geometry and increased clearances will reduce the likelihood of vehicle strikes and lane-positioning conflicts, particularly for heavy vehicles. The addition of a roundabout at the SH-74/I-35 southbound ramps intersection will further reduce crash frequency and severity by lowering speeds and reducing conflict points, specifically targeting rear-end and angle-related crashes. This work will be enabled by the Project.

The Project will prevent future crash risks associated with bridge deterioration, closures, and detours. Extended detours caused by potential bridge closures increase overall exposure to crashes on alternate routes; by replacing the structurally deficient bridge and maintaining continuous operations, the Project reduces this systemwide collision risk.

Table 6. Crash Summary Report

Crash Type	Number of Crashes	Average Annual Crashes	Average Annual Crashes Reduced
Property Damage Only (PDO)	10	1.67	0.57
Possible Injury	2	0.33	0.11
Non-incapacitating	1	0.17	0.06
Total	13	2.17	0.74

Protecting Non-Motorized Travelers and Maximizing Right-Of-Way

The Project will improve safety for both motorized and non-motorized users by providing widened shoulders where none currently exist. Under existing conditions, the absence of shoulders forces pedestrians and other non-motorized travelers to share travel lanes with vehicles, creating unsafe and uncomfortable conditions and increasing the risk of conflicts. The Project will include 8-foot-wide shoulders that meet ODOT standards, providing critical recovery space for vehicles while also offering a separated area for pedestrians and other nonmotorized users outside of the travel lanes, reducing their exposure to traffic.

Mobility and Traffic Flow Improvements

The intersection of the SH-74/I-35 bridge is often congested, causing roadway users to experience delays. These issues are driven by the existing bridge's constrained geometry, lack of shoulders, and substandard intersection operations, which limit capacity and reduce overall efficiency. As shown in Table 7, the Project will improve mobility for roadway users by addressing these constraints through a modernized bridge design and improved intersection control. The widened cross section and upgraded geometry will enhance traffic flow by reducing bottlenecks and smoothing vehicle movements across the bridge. Adding shoulders will allow disabled vehicles to clear the travel lane, minimizing incident-related delays. The roundabout, enabled by the Project, will also improve mobility and traffic flow by allowing vehicles to move continuously at more consistent speeds, reducing delay and congestion.

Table 7: Traffic Data

Data	2028	2048
Average daily traffic	9,580	12,940
Average daily truck traffic	15%	15%

Criterion #3: Economic Competitiveness and Opportunity

Commuter Impacts

The town of Goldsby is primarily a commuter town in which over 86% of residents commute to work in surrounding larger cities. Residents rely on the bridge to access I-35 for daily commutes or trips to surrounding major cities. If the bridge were to close temporarily or permanently, it would have a major impact on the local economy.

Closure of the bridge would significantly reduce access for residents who rely on it for daily commutes, increasing travel times and transportation costs. This disruption can limit workforce mobility, making it more difficult for employers to attract and retain employees and reducing the reliability of regional labor markets. Reduced connectivity can weaken local economic competitiveness by discouraging business investment and slowing the movement of goods and services. For workers, longer or less reliable commutes can constrain access to job opportunities, limiting economic mobility and opportunity within the region.

Supply Chains and Congestion Reduction

If the Project were not completed and the structurally deficient bridge were to close, it would create a major bottleneck for traffic. In the case of temporary or permanent closure, travelers would face a minimum 5.3-mile detour. The NBI suggested detour distance is 29.2 miles which may be necessary for heavy trucks.

Daily traffic in the Project area is projected to rise from 9,580 AADT in 2028 to 12,940 AADT in 2048. Out of the total AADT, trucks comprise 15% of vehicles. The full-width paved shoulders included in the Project will help prevent congestion caused by collisions. Travel time reliability will improve as congestion is reduced, accounting for current travel demands as well as additional future load and traffic requirements of the regional network.

The Project will accommodate ODOT's planned I-35 project, which will help alleviate traffic congestion on I-35. I-35 is a crucial highway corridor in the state as the only north-south interstate highway serving as a key artery for interstate mobility, economic development, and freight traffic throughout Oklahoma.

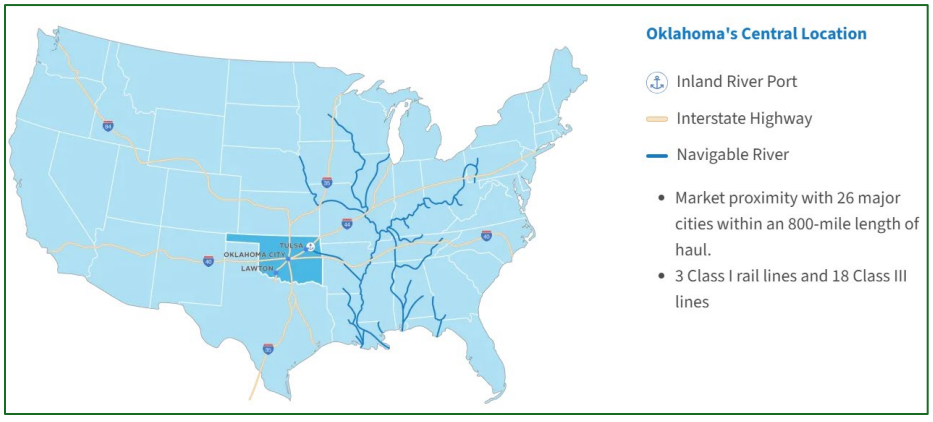
National and Regional Economic Benefits

The Project will provide both national and regional economic benefits by improving travel flows for rural, regional, and national goods movement to support the significant amount of freight movement in the state.

The bridge is the terminus for traffic flowing from the southern section of SH-74, a 52.5-mile highway that connects at its northern terminus to I-35 and at its southern terminus to SH-7, a 150.5-mile east-west state highway. The bridge provides a direct connection to I-35, a critical interstate highway for goods movement (Figure 6).

The I-35 corridor is identified in the Oklahoma Freight Transportation Plan | 2023–2030 (page 6–20). The interstate spans nearly 1,600 miles and provides a direct link between Oklahoma City and major metropolitan areas in Texas, Kansas, and Minnesota. Continued growth south of the Oklahoma City Metropolitan area and the growth north of the Texas Dallas/Fort Worth metropolitan area has placed tremendous stress on this rural segment of I-35. The Project connects to a critical freight corridor on I-35 between the Texas border and Oklahoma City, with increasing congestion projected over the next 25 years.

Figure 6. Oklahoma's Regional Connectivity



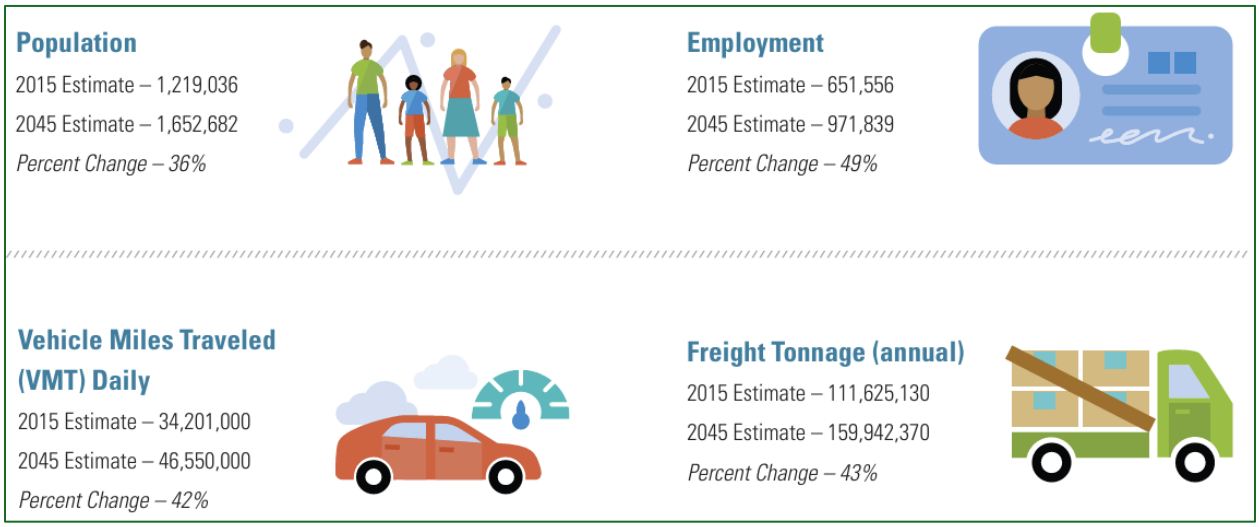
Maintains or Expands Capacity at a Congested Freight Bottleneck

SH-74 terminates at I-35, and all northbound traffic must transition to I-35 to continue traveling further throughout the state. The Project will support ODOT's planned project on I-35, reducing congestion on a corridor that has been deemed as needing immediate capacity improvements within the next decade (I-35 Corridor Report).

Investments in Land-use Productivity

A reduction in traffic congestion will improve travel flows, reducing travel times and making travel into the area more appealing. Land-use productivity is expected to increase because of projected traffic growth, both in part as a result of population growth and economic growth (Figure 7). The benefit-cost analysis estimates that the Project investment will result in a discounted economic benefit of $82.2 million between 2031 and 2060.

Figure 7. Regional Trends Projection (Source: Association of Central Oklahoma)



Good-Paying Jobs

The Project will create good-paying jobs to complete the proposed scope of work. Any work completed internally will be paid at a rate greater than the federal minimum wage. The State of Oklahoma currently has 193 registered apprenticeship programs, overseen by the U.S. Department of Labor, which are pivotal to enhancing workforce skills, particularly in key sectors like transportation. ODOT will comply with all FHWA contracting provisions as required under federal law.

Criterion #4: Resiliency and the Environment

Benefits to the Environment

The Project will benefit the environment by reducing traffic congestion, which will lead to fewer vehicles idling. The BCA calculates emissions reduction benefits associated with avoided detour vehicle miles traveled during intermittent bridge closures under the No Build scenario. When the existing bridge is closed for major maintenance activities, passenger vehicles and trucks would be required to travel additional mileage on alternate routes. By replacing the existing bridge, the Build scenario avoids these detours and the

associated increase in vehicle emissions. The BCA estimates that over the 20-year analysis period, the total value of avoided vehicle emissions is calculated to be $0.3 million in undiscounted 2024 dollars. Assuming a real discount rate of 7.0%, the net present value of avoided vehicle emissions is calculated to be $0.1 million in discounted 2024 dollars. Improved air quality will result in fewer respiratory illnesses such as asthma, healthier crops (particularly important, as the town of Goldsby has several farms), and cleaner water and soil. About two-thirds of the town of Goldsby is zoned as A1, agricultural residential land that is designed primarily for farming and larger residential parcels of land.

Improved Resiliency of At-Risk Infrastructure

The Project will improve the resiliency of the structurally deficient bridge to natural disasters such as earthquakes and tornadoes. The town of Goldsby is in the heart of Tornado Alley, a region known for having the highest frequency of tornadoes in the world. Extremely violent tornadoes with an Enhanced Fujita (EF) of 4 or greater can cause a concrete bridge to collapse. In 2013, a tornado with an EF of 4 killed two people and caused damage valued at about $5 billion. In 2010, a tornado outbreak killed three, with damages valued at about half a billion dollars. A bridge that is structurally deficient could collapse during a severe tornado, potentially leading to deaths, severe injuries, property damage, and the complete disruption of travel flows on SH-74 and I-35.

Earthquake activity has spiked significantly within the past decade in the state of Oklahoma. The surge has been so large that earthquakes with a magnitude of 3 or greater have exceeded California's earthquake activity from 2014 to 2017 (USGS). This led to ODOT's incorporating the use of ShakeCast in 2017 to generate a bridge inspection priority order based on factors such as proximity to the epicenter, bridge condition and age, and U.S. Geological Society seismic data. ShakeCast has enabled ODOT to enact a faster, more pinpointed response targeting the bridges most susceptible to earthquake damage.

The existing bridge design dates back to 1959, at a time when seismic activity was nowhere near as prevalent as it is today. Before 2000, only five earthquakes are known to have occurred within the state with a magnitude of 4.5 or greater, while there have been 16 such earthquakes since 2011. Recognizing growing earthquake activity in recent years, ODOT will replace the bridge with a design expected to withstand current seismic activity.

Criterion #5: Quality of Life

Public Engagement

ODOT presented the Project to the community through two virtual public open house events in 2022 and 2024. In October 2022, five alternatives were presented to the public for consideration and input. Following public input and environmental studies, ODOT selected Alternative 5B and hosted a second open house in October and November 2024. The second open house provided the public with an opportunity to learn more about the Preferred Alternative as well as the results of initial environmental studies. An overview, history, interactive map, and right-of-way information was provided along with the opportunity to submit a comment. Once the Project enters construction, ODOT will continue to engage with the community through the construction phase.

Nonvehicular User Benefits

The Project aims to improve safety and access for nonmotorized users who use the bridge to cross I-35. As no shoulders are on the existing bridge, pedestrians and other nonmotorized travelers are forced to share the existing travel lanes with vehicles, leading to unsafe conditions. The design of the new bridge includes 8-foot-wide paved shoulders, which will enable ODOT to create dedicated space for pedestrians and other nonmotorized users.

Access to Critical Community Services

The bridge serves as a vital connector, linking the small, rural town of Goldsby to essential services, major employers, and regional transportation networks. Goldsby has a population under 2,700 and depends heavily on safe and reliable access to I-35—the primary north-south corridor serving central Oklahoma—to meet daily needs. Bridge closures would be impactful to the local community, as residents would be forced to take lengthy detours to access I-35. Travel times would be increased, and trip reliability would be reduced for both daily needs and urgent situations. For a small town with limited alternate routes, even short-term disruptions can have outsized impacts.

For Goldsby residents, the bridge represents a critical access route to hospitals, regional retail centers, educational institutions located in nearby Norman, and Oklahoma City. The bridge is also located along one of central Oklahoma's Regional Snow Routes. As shown on Figure 8, the local community relies heavily on safe and dependable access to I-35 to reach nearby destinations.

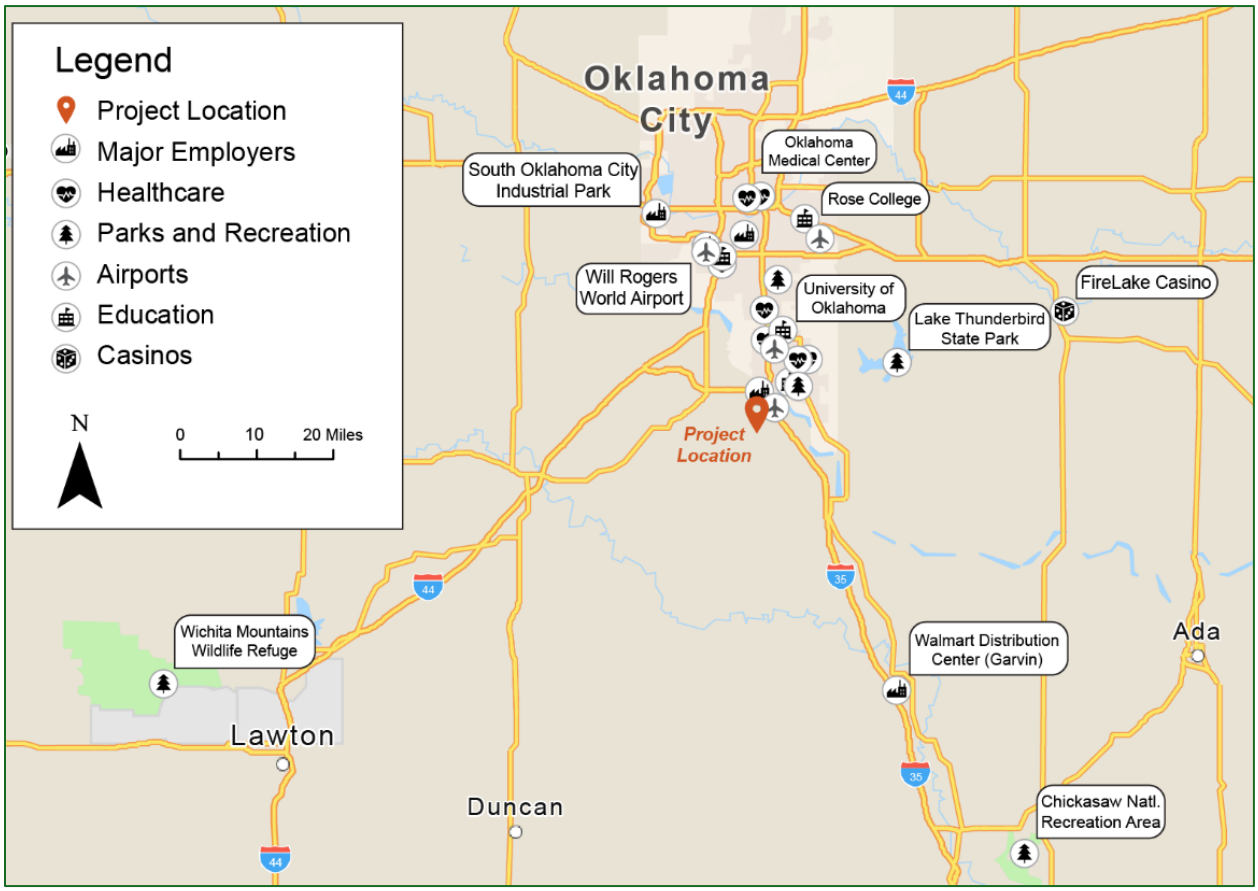
Partnership in Planning

ODOT has engaged and worked with multiple partners and key stakeholders throughout the Project planning phase. Partners and key stakeholders include the town of Goldsby, McClain County, FHWA, Association of Central Oklahoma Government, and the general public. Project planning and design have been informed by targeted outreach efforts and conversations with community organizations, residents, and business leaders. ODOT engaged these stakeholders to review alternatives and discuss the Project's advantages and disadvantages.

Rural Benefits

The proposed replacement of the SH-74 bridge over I-35 will deliver significant benefits to Goldsby, which has a population of fewer than 2,700 people on about 26 square miles of land. Goldsby is a census-designated rural area and functions as a small town with limited local infrastructure and services. Local Goldsby residents rely disproportionately on regional connections, such as the I-35 corridor, to meet the needs of the community. Investment in rural transportation infrastructure, such as this Project, is essential to delivering equitable access to opportunities and services.

Figure 8. Critical Community Services Map



Criterion #5: Innovation

Innovative Construction Techniques

ODOT will explore and evaluate the use of accelerated bridge construction (ABC) techniques for the Project, which have the potential to provide significant benefits for the local Goldsby community while minimizing construction-related impacts. ODOT will evaluate the use of ABC approaches that integrate innovative planning strategies, advanced materials, refined and strategic design practices, and efficient construction methods to shorten Project timelines. By relying on prefabricated materials and bridge elements (such as pre-cast deck panels) or allowing the use of stay-in-place forms, ODOT strives to streamline the construction process by reducing onsite construction requirements. Employing ABC techniques and methods will be useful in minimizing congestion and delays.

Innovative Technologies

Implementation of Smart Work Zone technologies will be considered during construction to improve safety and reliability. Smart Work Zones use intelligent transportation systems (ITS) technologies to provide real-time traveler information, dynamic queue warnings, and speed management to motorists approaching and within construction zones. This is

especially important, as the lack of adjacent reliever routes necessitates additional construction phases to maintain existing throughput during construction.

ODOT offers several tools to share road and traffic conditions with the public during construction. OKTraffic.org provides real-time traffic, cameras, weather data, and dynamic messages. ODOT's Drive Oklahoma app is an ITS tool that provides access to traffic cameras and interactive maps of current traffic conditions and road conditions.

Additionally, ODOT completed installation of wrong-way driving systems at interstate access ramps along I-35 in 2024, which use radar and cameras to detect and respond to wrong-way vehicle movement. This included installing a wrong-way driving system at the Johnson Road ramps, which will be especially critical in mitigating wrong-way driving during Project construction.

Innovative Planning and Environmental Review Process Improvements

ODOT is actively advancing the Project through a proactive and data-driven approach that prioritizes minimizing right-of-way and utility impacts. By intentionally limiting these impacts, the Project streamlines environmental documentation and accelerates the *National Environmental Policy Act* (NEPA) process, reducing permitting timelines. The strategy reflects an emphasis on early coordination and impact avoidance, rather than reactive mitigation in the later stages of Project development.

V. BENEFIT-COST ANALYSIS

A benefit-cost analysis (Attachment D and E) was completed to evaluate and monetize the benefits and costs of the Project over a five-year construction period and a 20-year operations period. The benefits and costs evaluated in the analysis are calculated in 2024 constant dollars and their present value is calculated using a 7 percent discount rate, per U.S. DOT FHWA Bridge Investment Program BCA guidance.

The total benefits generated from the Project improvements within the analysis period are calculated to be $28.5 million in discounted 2024 dollars. The total capital costs, including design, right-of-way, and construction, are calculated to be $11.2 million in discounted 2024 dollars. The difference between the discounted benefits and costs equals a net present value of $17.3 million in discounted 2024 dollars, resulting in a benefit-cost ratio of 2.54. Table 8 below summarizes the results of the analysis for the Project by benefit category.

Table 8. BCA Summary Results (in 2024 dollars)

BCA Metric	Monetized Value	
	Undiscounted	Discounted
Total Benefits	**$75,554,000**	**$28,581,000**
Safety Benefits	$22,214,000	$8,890,000
Travel Time Savings	$25,485,000	$10,254,000
Vehicle Operating Cost Savings	$15,403,000	$6,197,000
Reduction in Vehicle Emissions	$391,000	$157,000
Other Environmental Benefits	$18,000	$7,000
Maintenance Cost Savings	$2,951,000	$1,509,000
Residual Value	$9,092,000	$1,566,000
Total Capital Costs	**$15,153,000**	**$11,269,000**
Net Present Value	**$60,401,000**	**$17,311,000**
Benefit-Cost Ratio	**4.99**	**2.54**

VI. PROJECT READINESS AND PERMITTING RISK

Technical Feasibility

ODOT completed an alternatives analysis (Attachment A) for the Project in 2023. The analysis used conceptual plans to determine an interchange configuration that will safely and efficiently accommodate 2050 traffic volumes. The Project is confirmed technically feasible, with the 60% engineering design plans (Attachment F) complete; 100% design is expected to be completed in 2028. The cost estimate is based on 60% design plans and includes a 15% contingency.

Detailed Statement of Work

The Project consists of the complete replacement of the existing SH-74 bridge over I-35 and associated roadway improvements. The new structure will be constructed at a 53-degree skew and will consist of a four-span bridge, using either steel girders or prestressed concrete beams with conventional abutments, designed in accordance with ODOT standards and AASHTO guidelines. The bridge will provide the required vertical and horizontal clearances for the future I-35 cross section. All elements of geometric design, roadside safety, and structural components will conform to AASHTO's *A Policy on Geometric Design of Highways and Streets* (2018) and the *Roadside Design Guide* (2011).

SH-74 will be reconstructed along a refined alignment that initially follows the existing roadway, with minor horizontal curve adjustments to eliminate the need for superelevation, before shifting approximately 45 feet and crossing I-35 at the proposed skew. The roadway will then transition back to the existing alignment before the roundabout at the I-35 northbound ramps. A typical section will include two 12-foot travel lanes with 8-foot paved shoulders in the southbound direction and one 12-foot travel lane

with an 8-foot shoulder in the northbound direction. The corridor will be developed as an open section and will include a retaining wall along the western side of SH-74, approximately 27 feet in height and 460 feet in length, designed to minimize right-of-way impacts and accommodate grading constraints.

Construction phasing and traffic maintenance will be integral to the Project, enabling continuous operation of SH-74 and I-35 during all stages of work. Temporary widening, construction slopes, and phased alignment shifts will be used to maintain traffic. Bridge construction will require either a rolling roadblock operation on I-35 or the implementation of a temporary crossover. Upon completion, the Project will provide uninterrupted, straight-through connectivity along SH-74 between ramp intersections, enhancing operational efficiency, safety, and long-term corridor performance.

Technical Competency

Applicant Capacity

Project delivery will be led by ODOT's experienced staff. Key personnel include following:

- Kevin Hegerberg, District 3 Project Manager, will manage completion of final design, permitting, and NEPA in preparation for grant obligation.
- Ron Brown, District 3 Division Engineer, will provide construction oversight of the Project delivery.
- Daniel Nguyen, Director of Project Delivery, will coordinate with FHWA and provide grant administration oversight.

Technical Competency

ODOT will be the direct recipient of the BIP-awarded funds. ODOT has extensive experience successfully delivering projects with federal grant funds to include multiple large infrastructure projects funded in part by the U.S. Department of Transportation through Infrastructure for Rebuilding America (INFRA), Better Utilizing Investments to Leverage Development (BUILD),and the Competitive Highway Bridge Program.

ODOT works closely with the FHWA Oklahoma Division through which it receives its federal aid allocation and discretionary grant funding. ODOT has a strong Title VI and ADA program. ODOT is familiar with developing and executing grant agreements, administering grant funding, and completing and submitting the required reporting. ODOT effectively manages a substantial portfolio of federally funded projects within the ODOT 8-year CWP, an $8.4 billion program that annually prioritizes projects based on available state and federal appropriations, and currently receives 55% federal funding.

Project Schedule

The necessary activities will be complete to allow BIP funds to be obligated sufficiently in advance of the statutory deadline of September 2029. A NEPA determination is expected in the fourth quarter of 2026, and ODOT will complete a NEPA checklist shortly before proceeding to the next stage of Project development. Project construction will begin quickly upon obligation of grant funds, and the grant funds will be spent expeditiously once

construction starts. The Project has been included in the STIP since 2022. Table 9 provides completed and anticipated dates for the key milestones.

Table 9. Schedule of Activities

Activity	Anticipated Start Date	Anticipated End Date
Alternatives Analysis	Q3 2021	Q1 2024
NEPA and Permitting	Q2 2024	Q4 2026
Right-of-Way Acquisition	Q4 2026	Q2 2028
Final Design and Approval of Plans, Specifications, and Estimate	Q2 2024	Q3 2028
BIP Grant Obligation	Q3 2028	Q3 2028
Construction Contractor Procurement	Q3 2028	Q3 2028
Construction	Q4 2028	Q1 2030

Required Approvals

Environmental Permits and Reviews

ODOT anticipates NEPA process completion in 2026. Preliminary environmental studies findings are summarized here: 2024 Virtual Open House - Environmental Studies Findings. The Project does not require relocations or impacts to historical resources.

State and Local Approvals

The Project is included in ODOT's 2026–2029 Statewide Improvement Program (STIP), job piece numbers 2957106, 2657107, and 2957104 (page 20 and 50). The 2025–2050 Oklahoma Long-Range Transportation Plan designates ODOT's strategic investments to be focused on enhancing safety and efficiency along vital freight and passenger routes. This Project aligns with this objective, contributing to corridor improvements to enhance roadway capacity for vehicles and freight traffic.

ODOT presented the Project to the community through two virtual public open house events in 2022 and 2024. In October 2022, five alternatives were presented to the public for consideration an input. Following public input and environmental studies, ODOT selected Alternative 5B and hosted a second open house in October and November 2024.

Right-of-Way

Minimal right-of-way acquisition is necessary for the Project. All acquisitions will be completed in accordance with 49 CFR 24, 23 CFR 710, and other applicable requirements.

Assessment of Project Risks and Mitigation Strategies

The Project is anticipated to face minimal risks, outlined in Table 10.

Table 10. Project Risk and Mitigation Strategies

Project Risk	Mitigation Strategies
Preconstruction Delays (Low)	▪ Minimal right-of-way acquisition required ▪ Minor utility relocations (No utilities involved with prior rights) ▪ NEPA process is on track for completion in Q4 2026 ▪ Design is currently at 60% and on track for completion Q3 2028 ▪ ODOT will continue close coordination with the design consultant leading both NEPA and final design so that the Project is ready for the obligation of grant funds in Q3 2028 ▪ ODOT will continue tracking and sharing Project status through their DOT Maps app
Construction Bids come in Higher than Engineer's Estimate (Low)	▪ The Project budget is based on a June 2026 estimate ▪ The Project budget includes a 15% contingency for increased costs ▪ ODOT has sufficient non-federal funds to cover any potential cost overruns
Unforeseen Conditions during Construction (Low)	▪ Construction will occur within existing operational right-of-way ▪ The new bridge will be built alongside the existing bridge, maintaining SH-74 traffic in either direction ▪ ODOT has sufficient non-federal funds to cover any potential cost overruns caused by unforeseen conditions affecting construction

VII. DOT PRIORITY SELECTION CONSIDERATIONS

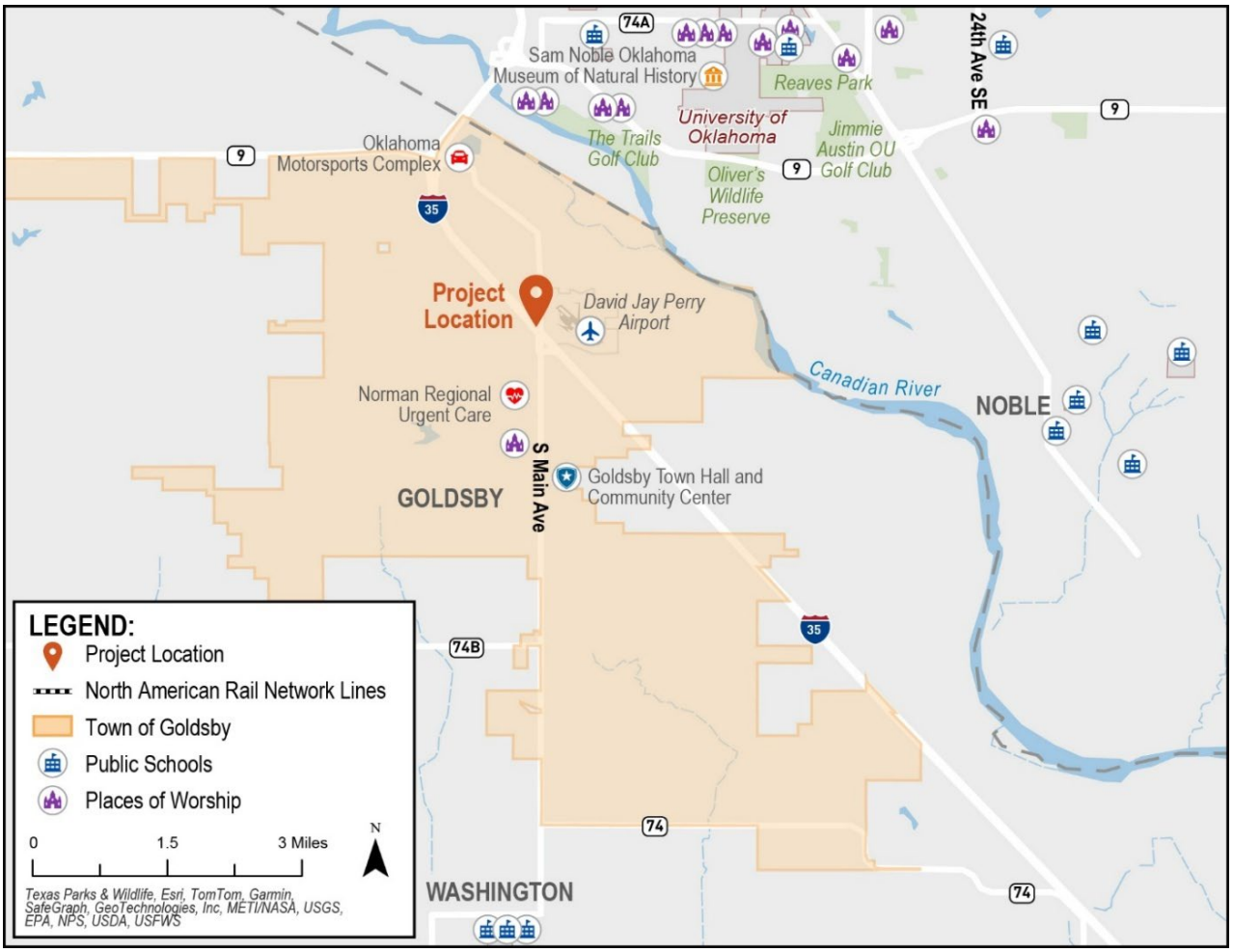
Bridge Condition and Financial Need

The Project improves the condition of a bridge that is currently in Poor condition. Without a BIP grant, ODOT will be unable to complete the Project because of competing transportation needs across the region and limited available state and local resources. Without BIP grant assistance, the Project would be significantly delayed or deferred, prolonging existing deficiencies and presenting safety risks.

American Family

The Project will provide a more seamless travel experience for American families by reducing maintenance related bridge closures, avoiding significant detours for families. Improved safety will reduce collisions, and a new bridge design will support I-35 expansion, facilitating faster travel times to major regional destinations such as the University of Oklahoma campus among others (Figure 9). The majority of children in Goldsby attend the Washington Elementary, Middle, and High Schools (7 miles south of the Project location), as there are no schools within the town limits. Families living east of I-35 would have to take excessively lengthy detours to reach school, if the bridge were to become inaccessible. The number of families is expected to grow rapidly in the Town of Goldsby with the boom in housing developments that has occurred in recent years and is slated to continue. For example, from 2014 to 2024, the number of housing units has grown 29% and the population has grown 37% according to the US Census 5-Year ACS Data.

Figure 9. Family Destinations



Project Delivery

The Project will complete the NEPA process in Q4 2026 and proceed to the next stage of Project delivery, completing final design in Q3 2028 and beginning construction in Q4 2028.

Letters of Support for the Project are provided in Attachment G.