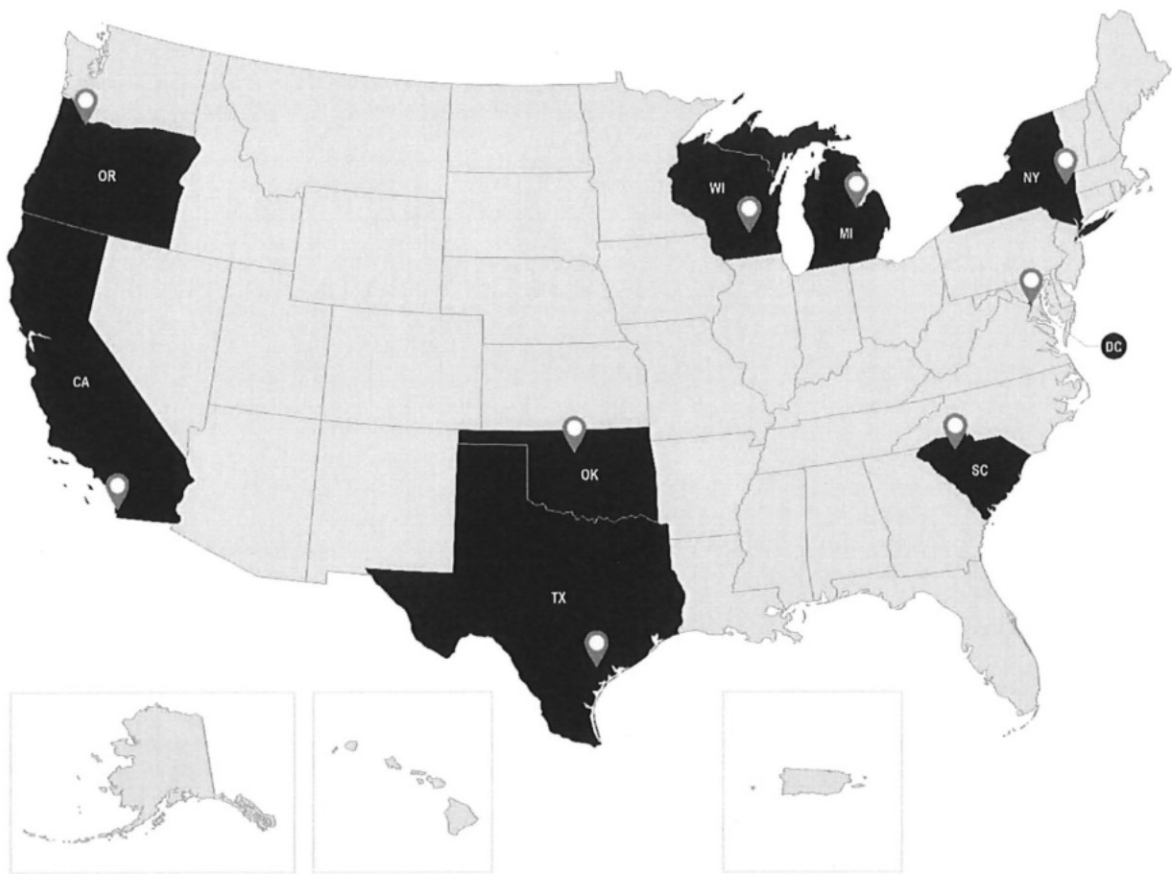




U.S. Department  
of Transportation

**Federal Highway  
Administration**

# Bridge Investment Program (BIP) Bridge Grant Awards 2022



[www.fhwa.dot.gov/bridge/bip](http://www.fhwa.dot.gov/bridge/bip)



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| I-395 Northbound Bridge Over the Potomac River Rehabilitation Project  | District of Columbia | \$72,000,000 | Urban          | <u>2</u> |
| One Bridge, Many Connections: Reinventing the Lafayette Bascule Bridge | Michigan             | \$73,000,000 | Urban          | <u>3</u> |
| Restoring the Castleton-on-Hudson Bridge                               | New York             | \$21,000,000 | Rural          | <u>4</u> |
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| Replacement of John Nolen Drive Bridges in Madison, Wisconsin          | Wisconsin            | \$15,124,596 | Urban          | <u>9</u> |



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## **BIP Bridge Project, Rural**

### **Improving Rural Bridges in Northwest Oklahoma**

Garfield, Grant, Kingfisher, Major, Noble, and Woods Counties, Oklahoma, for combined seven bridges  
2,894 vehicles per day, estimated 15% truck traffic (combined 434 trucks per day)

**Grant Funding: \$11,505,044**

**Estimated Total Project Cost: \$14,381,305**

#### **Project Description**

This project is to replace seven bridges in northwest Oklahoma that were constructed between 1915 and 1981. All bridges are on rural roadways connecting agricultural areas with local towns and larger roadway facilities. All bridges are in fair or poor condition, have deficient horizontal clearances, and are load-posted. These postings affect oversize agricultural and oilfield vehicles, which are important to the region's economy. Energy sector and agricultural equipment, such as oil rig materials, combines, and large wind turbine towers must move on these narrow roadways and bridges.

#### **Project Benefits**

The project would eliminate these deficient bridges and restore safe crossings that meet regional traffic requirements for safety and weight. Load restrictions force commercial trucks, emergency vehicles, and school buses to detour to other routes. If no major rehabilitation or replacement occurs, the existing bridges will likely have to be closed in the next 15 years, which would have significant negative impacts to transportation network efficiency, accessibility and mobility of people and goods, and economic growth. The project will improve reliability and capacity of the bridges for the region's farmers, ranchers, and energy workers.



Image Source: Circuit Engineering District 8, Oklahoma. Existing bridge decks on two of the seven bridges.

September 8, 2022

The Honorable Pete Buttigieg  
Secretary

**UNITED STATES DEPARTMENT OF TRANSPORTATION**  
1200 New Jersey Avenue SE  
Washington, DC 20590

Phone: 202-366-4000  
Email: DOTExecSec@dot.gov

**Subject: Improving Rural Bridges in Northwest Oklahoma**

Dear Secretary Buttigieg,

Circuit Engineering District #8 (CED #8) is requesting \$12,943,175 in federal funds from the Bridge Investment Program to replace a bundle of seven bridges in northwestern Oklahoma. The proposed breakdown for the *Improving Rural Bridges in Northwest Oklahoma Project* is as follows:

- |                               |              |
|-------------------------------|--------------|
| • BIP Share (90%)             | \$12,943,175 |
| • Other Federal Share (0%)    | \$0          |
| • Non-Federal Funds (10%)     | \$1,438,130  |
| • Total Eligible Project Cost | \$14,381,305 |

The funding for the local match will come from the Oklahoma Department of Transportation's (ODOT's) County Improvements for Roads and Bridges (CIRB) fund. The CIRB fund consists of state dollars specifically set aside for road and bridge improvements on Oklahoma's county system. The CIRB fund is allocated equally to ODOT's eight districts. CED #8 covers fourteen counties in northwestern Oklahoma. **CED #8 has committed \$1,438,130** of its CIRB allocation as match for this BIP grant request. These funds are committed and available for this Project. In addition to the 10% match, CED #8 has also committed close to \$800,000 for design and environmental activities (pre-incurred costs).

If you have any questions, please call me at (580) 327-2278.

Sincerely,

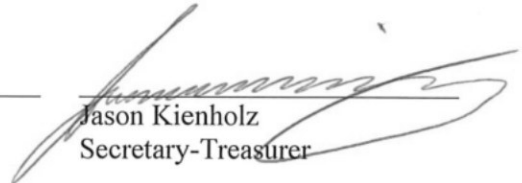
**Circuit Engineering District #8**



Max Hess  
President



Marc Bolz  
Vice President



Jason Kienholz  
Secretary-Treasurer

| PROJECT<br>COMPONENT          | SOURCES of FUNDS |              |                      |                         |                              |                        |
|-------------------------------|------------------|--------------|----------------------|-------------------------|------------------------------|------------------------|
|                               | OTHER<br>FEDERAL | BIP          | NON-FEDERAL<br>FUNDS | FUTURE PROJECT<br>COSTS | PREVIOUSLY<br>INCURRED COSTS | TOTAL PROJECT<br>COSTS |
|                               |                  |              | ODOT                 |                         |                              |                        |
| Design                        | \$0              | \$0          | \$0                  | \$0                     | \$549,000                    | \$549,000              |
| Environmental                 | \$0              | \$0          | \$0                  | \$0                     | \$162,830                    | \$162,830              |
| Right-of-Way and<br>Utilities | \$0              | \$264,600    | \$29,400             | \$294,000               | \$84,000                     | \$378,000              |
| Construction &<br>Inspection  | \$0              | \$12,678,575 | \$1,408,730          | \$14,087,305            | \$0                          | \$14,087,305           |
| TOTAL                         | \$0              | \$12,943,175 | \$1,438,130          | \$14,381,305            | \$795,830                    | \$15,177,135           |
| % OF FUTURE<br>ELIGIBLE COSTS | 0.0%             | 90.0%        | 10.0%                | 100%                    |                              |                        |