TIGER Discretionary Grant Application

from

Circuit Engineering District #1

State of Oklahoma

(Representing 11 Counties in Northeast Oklahoma)

Type of Project:	Roadway, Bridge, and Railway
Location:	State of Oklahoma
	Counties of Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, Rogers, Tulsa, & Washington
Congressional Districts:	#1 John Sullivan (R)
	#2 Dan Boren (D)
	#3 Frank D. Lucas (R)
Geographic Setting:	Rural
Amount:	$98,546,672
DUNS #:	Application underway

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TIGER Discretionary Grant Application

Circuit Engineering District #1

Executive Summary

Circuit Engineering District #1 (CED #1) of Oklahoma submits this TIGER Discretionary Grant application on behalf of 550,000 residents in 11 counties of northeast Oklahoma. This grant would provide the sustainment of 1,800 jobs and the creation of 1,525 future long term jobs while also creating 1,260 man-years of work in the construction industry. The requested $98 million in funding would greatly benefit the economically depressed rural areas of northeast Oklahoma by replacing 36 unsafe bridges, improving 270 miles of roadway, constructing 8 miles of new roadway and rehabilitating 2 miles of railway in northeast Oklahoma.

CED #1 herewith makes application for a TIGER Discretionary Grant to improve county roads, replace unsafe county bridges, construct new industrial park roadways, and improve a railway spur. All of these projects are located in an 11-county area in northeast Oklahoma. The projects specified in this application range from roadway improvements and a rail spur to facilitate access to industrial parks and jobs, to replacement of structurally deficient bridges to allow farm goods to reach markets, to improvement of roads from a community in one county to a community in the adjacent county facilitating commerce. This project application is supported by 33 County Commissioners as well as the Oklahoma Department of Transportation.

The projects are located almost entirely within HUBZone qualified areas, Indian Territory, or designated a difficult development area by SAB. This designation indicates the federal government has designated northeast Oklahoma as an economically depressed area. The projects are located in Congressional Districts 1, 2, and 3, represented by Congressmen John Sullivan (R), Dan Boren (D), and Frank Lucas (R), respectively. This application seeks $98 million in TIGER grant funds to assist in funding 70 projects in 11 counties. The estimated total cost of these projects is $121 million; the counties and their partners will provide the remaining balance.

CED #1 is made up of ten rural counties and one urban county, relatively rich and poor counties, who have been partnering over the last 10 years to share equipment and funds to construct and maintain roads, bridges, and transportation infrastructure. See www.ced1.org.

Circuit engineering district legislation allows counties to come together as a cooperative and provide efficiencies that are not available to an individual county. The districts act as political subdivisions of the counties. For more information about circuit engineering districts in Oklahoma go to this link: http://www.okacco.com/circuit-engineering-districts/ced-page.html

Oklahoma became a state in 1907 and is in the process of replacing the bridges built in that era. State and federal funding has fallen short of that needed to keep up with the replacement of deficient bridges and maintenance/improvement of roadways. For more information on the state of Oklahoma county roads and bridges follow this link: http://www.okacco.com/transportation/crandbfacts.html

CED #1 receives $2.5 million each year in Federal Bridge Replacement (BR) funds. This is an average of $227,000 per county per year. Since this is not enough to build the average bridge, the counties of CED #1 must get creative in gathering funds to build a bridge. Usually this is done by pooling the allocation of more than one county or taking turns in constructing bridges. With current funding, it will take 27 years to replace the county bridges less than 15 tons. This does not include the narrow bridges

which also need to be replaced for safety reasons. Gasoline taxes collected by the State are used to match federal funds and to pay for engineering, right-of-way acquisition, and utility relocations. There is very little money available for hard surfacing of gravel roads.

Therefore, the projects put forth in this application are projects from each of the counties in CED #1. These projects need supplemental funds in order to be constructed. Only projects which could be constructed by the February 2012 time-frame were selected for the TIGER Discretionary Grant application. Most bridge projects in the application are under design and will be shovel-ready by the first of 2010. The roadway projects included in the application need overlays of chip/seal or are gravel roads which would allow quicker, safer travel to the destination.

With this TIGER grant 36 deficient bridges will be replaced. These bridges are below standards and create a safety hazard every day for the public. The bridges cause detours for heavy vehicles adding mileage for commercial trucks, farm trucks, and most importantly, school buses and emergency vehicles. Most of the bridges not only have low tonnage ratings which make them unsafe, but are also too narrow for two lanes of traffic causing safety hazards for approaching vehicles. Many of these bridges are also undersized and located below the 25-yr flood elevation. This causes the roads to be impassible during heavy rainfall events which frequent northeast Oklahoma. Overall, the bridges in Oklahoma are the worst in the nation and in desperate need of improvement. Current funding is inadequate to maintain or replace these deficient bridges in northeast Oklahoma.

With this TIGER Discretionary Grant, the driving surface of 270 miles of roadway will be improved for thousands of Oklahomans. Some of the roads are gravel roads in need of asphalt due to their high traffic volumes, or are chip and seal roads that need rehabilitated with an asphalt overlay. This grant will allow Counties to repair and patch poor subgrades and then construct a 3-inch overlay providing for a 20-year wear life. Many of the existing roads are rutted due to frequent use by heavy vehicles. This rutting causes water to stand on the roadway increasing the chance of hydroplaning during wet conditions. The poor rural Counties do not have sufficient funding to properly upgrade these roadways.

The railway spur upgrade is desperately needed to maintain 300 jobs and create 75 future permanent jobs. The railway supports a growing industry that relies heavily on rail for distribution of products. The railway company and the County do not have sufficient funds to improve the rail spur. This railway project would be innovative and new to Oklahoma in that the County and the Industrial Authority would take ownership, upgrade, maintain, and operate the rail. This will provide additional opportunities for new businesses next to the railway bringing even more jobs to northeast Oklahoma.

In conclusion, the TIGER Discretionary Grant for which CED #1 is applying is critical to the upkeep and improvement of the transportation systems in northeast Oklahoma. The 36 deficient bridges and 270 miles of roadway will continue to be substandard and increase loss of life due to accidents if funding is not acquired. The TIGER Discretionary Grant is a real opportunity to make these improvements in a consolidated program managed by CED #1. CED #1 requests these funds in the name of the public citizens who desperately need safe and efficient transportation systems to eliminate safety hazards, sustain and create jobs, improve access to emergency vehicles, promote commerce, and reduce fuel consumption in rural northeast Oklahoma.

TIGER Discretionary Grant Application

Circuit Engineering District #1

1. Project Description

Circuit Engineering District #1 is submitting 70 projects as one grant application benefiting the entire 11 county area in northeast Oklahoma. All 70 projects will be managed centrally by CED #1 who will be responsible for any tracking and reporting of projects and funding back to FHWA.

The project application consists of roadway, bridge, and railway projects totaling $121 million dollars in infrastructure improvements. In order to execute these projects CED #1 is requesting a TIGER Discretionary Grant for $98 million.

The projects propose to rehabilitate 270 miles of roadway, replace 36 bridges, construct 8 miles of new roadway, and rehabilitate 2 miles of railway. These projects are critical to the infrastructure needs of northeast Oklahoma. The commerce and trade which is depressed in northeast Oklahoma depends heavily on the transportation systems. These transportation systems have been under-funded for many years with little to no increase in federal funding for almost 20 years while cost of construction rises rapidly.

The projects propose to create 1,260 man-years of construction work, retain 1,800 jobs, and create an additional 1,525 jobs in the next 3 years. The population of rural northeast Oklahoma is in excess of 550,000 and depends heavily on the jobs sustained and created by these projects.

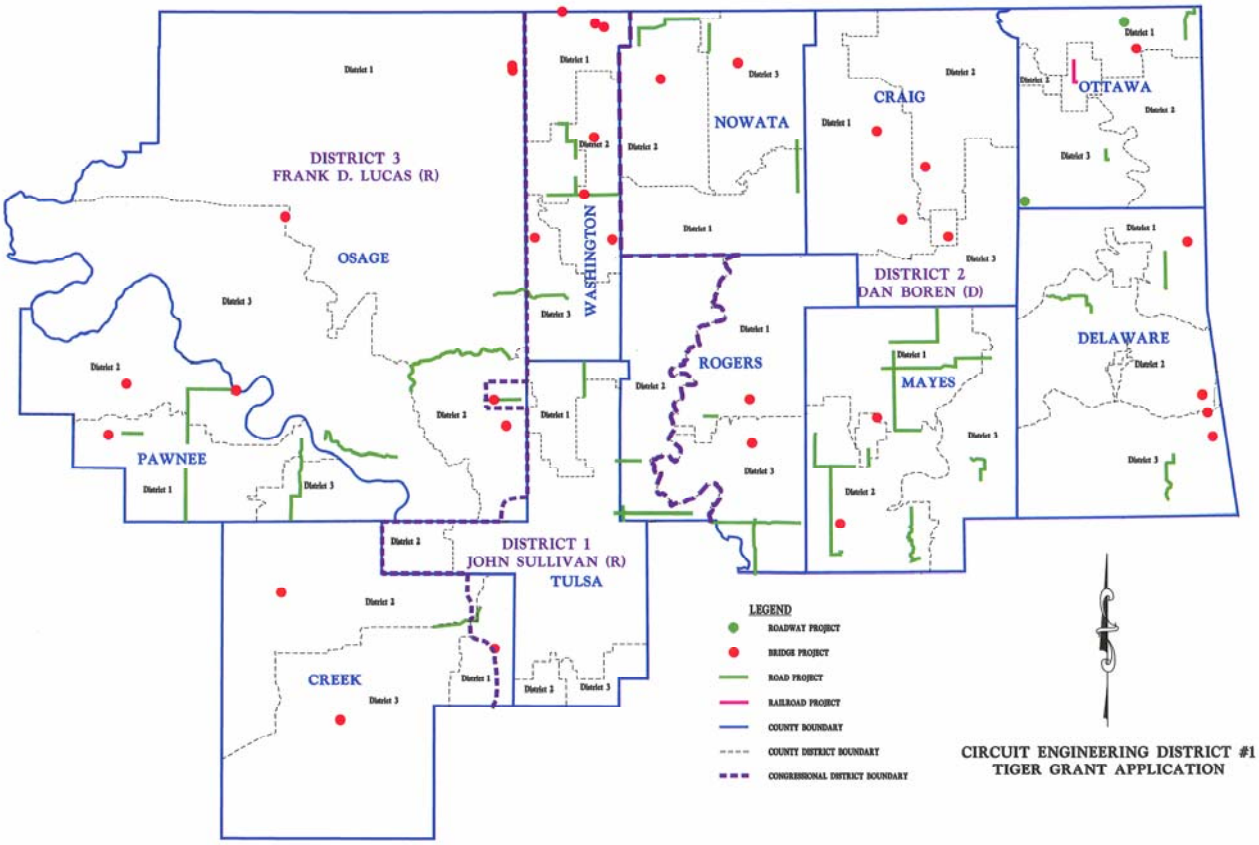
Projects Summary

County	Population	Temp Jobs	Perm Jobs		Project Cost		Grant Amount
Craig	15,132	81	-	$	5,627,126	$	4,247,806
Creek	69,822	60	-	$	3,979,000	$	3,779,000
Delaware	40,425	120	-	$	7,613,900	$	6,791,000
Mayes	39,912	342	-	$	22,455,243	$	21,405,243
Nowata	10,729	102	-	$	6,730,073	$	6,410,073
Osage	45,489	246	-	$	23,505,318	$	18,580,978
Ottawa	31,849	99	2,465	$	4,350,000	$	4,000,000
Pawnee	16,307	162	230	$	10,500,000	$	10,050,000
Rogers	56,833	273	500	$	17,937,572	$	13,737,572
Tulsa	206,347	18	-	$	1,200,000	$	1,100,000
Washington	14,538	264	130	$	17,245,000	$	8,445,000
Totals	**547,383**	**1,260**	**3,325**	**$**	**121,143,232**	**$**	**98,546,672**

A detailed project listing by County is located in Appendix A.
Project listing by priority is located in Appendix B.
Project listing by Congressional District is located in Appendix C.
A more detailed description is located in technical reference data, Appendix D.

Project Map

The projects are scattered across 11 counties and 3 congressional districts in northeast Oklahoma. See a larger map in Appendix E.



2. Transportation Needs of Rural Northeast Oklahoma

There are 366 deficient bridges within Circuit Engineering District #1 in northeast Oklahoma. Bridges in Oklahoma have been rated the worst in the nation by a study executed in 2007. Additional funding has been created by the State; however, with shrinking budgets the funding still remains below acceptable levels. The federal funding has not increased significantly in nearly 20 years.

The current funding provides $2.5 million in federal funds, $4.9 million in fuel tax collection, and $10 million from HB1176 County Improvements to Roads and Bridges State funds. Using all these funds, with the average bridge costing more than $1 million to replace, it will take 27 years to replace all the bridges under 15 tons. Spending all funds on these bridges would allow zero funding for unsafe narrow bridges or roadway surface improvements. As indicated, the current funding is greatly insufficient to address the transportation needs in northeast Oklahoma.

The 11 counties within CED #1 have an inventory of 11,028 miles of roadway to maintain and operate, many of which are gravel roads with high traffic volumes. Many of the Major and Minor Collectors have a gravel surface and desperately need to be upgraded to asphalt surfacing. The old section line gravel roads provide insufficient drainage which makes them impassable during the frequent heavy rains of northeast Oklahoma. The roadway system is key to future development, shipment of goods (primarily agriculture and oil related products), and most importantly the safety of the public.

A more detailed description is located in the technical reference data, Appendix D.

3. Transportation Challenges

Emergency Vehicles - Emergency vehicles such as ambulances and fire trucks are commonly hampered by flooding roads, low tonnage bridges, and narrow bridges. Many times this requires large detours and delayed responses to emergencies in rural areas. These detours could delay medical response as much as 30 minutes. There are 366 deficient bridges rated less than 15 tons which are impassible by fire trucks. That means 1 out of every 6 bridges is closed to fire trucks.

School Buses - A typical school bus weighs approximately 15 tons. The CED #1 currently has 366 bridges (out of 2,189) in northeast Oklahoma which are rated less than 15 tons. That is 17% of all bridges in northeast Oklahoma counties. Therefore; 1 out of every 6 bridges cannot be crossed by a school bus. This requires the school bus to use long detours and expend more fuel which is a drain on rural school district budgets. The constant flooding of roads also hampers school attendance due to inaccessibility.

Farming - Farming is the main source of income for most rural Oklahomans. The farms must be able to transport their crops to distribution centers. This is greatly hampered by low tonnage bridges, narrow bridges, and closed bridges. Fully loaded grain trucks exceed 10 tons and cannot cross most bridges. The other critical item is moving harvesting equipment from field to field. Large combines cannot cross narrow bridges. This also causes farmers to haul equipment for long distances detouring around narrow low tonnage bridges.

Ranching - Ranching is a major business in northeast Oklahoma. When cattle need to be sold, they must be transported to market. This requires large cattle hauling trucks which exceed the load limit of many bridges. These cattle trucks expend large amounts of fuel driving up the cost of beef.

Energy - The oil and gas industry is a major economic engine for Oklahoma. The energy deposits continue to produce quality natural gas and oil supporting America's energy needs. The oil and gas business is greatly hampered by poor access to the rural areas. Access is reduced due to low tonnage and narrow bridges causing long haul routes in and out of the fields. The cost of energy production is higher because of deficient transportations systems making Oklahoma energy less competitive.

4. Project Partners

Partnerships are vital to the transportation needs of CED #1. The partners included in this TIGER Discretionary Grant request are:

Counties of CED #1 - The 11 counties within CED #1 are a subdivision of state government with elected commissioners representing a population of more than 500,000 in northeast Oklahoma.

State of Oklahoma - The State is a willing partner through program management of all FHWA funding and State tax collection funding. The Oklahoma Department of Transportation (ODOT) is the responsible party for oversight and regulatory requirements involving State and Federal funding.

Oklahoma Turnpike Authority (OTA) - A governmental agency constructing, operating, and maintaining toll roads within the State of Oklahoma. The OTA partners with Counties for the replacement of turnpike overpasses.

Federal Highway Administration (FHWA) - This federal Administration is a cabinet level organization responsible for the nation's transportation systems.

Bureau of Indian Affairs (BIA) - The BIA is a federal agency with oversight of federal funding for sovereign Indian nations and their Indian Reservation Roads program.

Claremore Industrial Economic Development Authority (CIEDA) - CIEDA is a public trust organization formed in 1948 under Oklahoma state law with the City of Claremore as the beneficiary of the trust. CIEDA's mission is to carry out economic activities, community development, and to bring jobs and prosperity to the Claremore area by marketing nationally and regionally to attract new businesses.

Osage Nation - A sovereign nation located in Osage County, Oklahoma. Osage Nation has partnered with Osage County in roadway and bridge funding for many years.

Quapaw Tribe - A sovereign nation located in Ottawa County, Oklahoma. Quapaw Nation has partnered with Ottawa County in roadway and bridge funding for many years.

5. Grant Funds & Sources

Funding Sources

Funding Partner	Contribution	
Counties of CED #1 (CBRI)	$4,050,000	
State of Oklahoma (CIRB)	$11,076,560	
Oklahoma Turnpike Authority	$100,000	
FHWA (BR & STP)	$4,400,000	
Bureau of Indian Affairs	$50,000	
Claremore Industrial Economic Development Authority	$2,400,000	
Osage Nation	$500,000	
Quapaw Nation	$20,000	
TOTAL Partner Funding	**$22,596,560**	(18.65%)
TIGER Discretionary Grant	**$98,546,672**	(81.35%)
TOTAL PROJECT COSTS	**$121,143,232**	(100%)

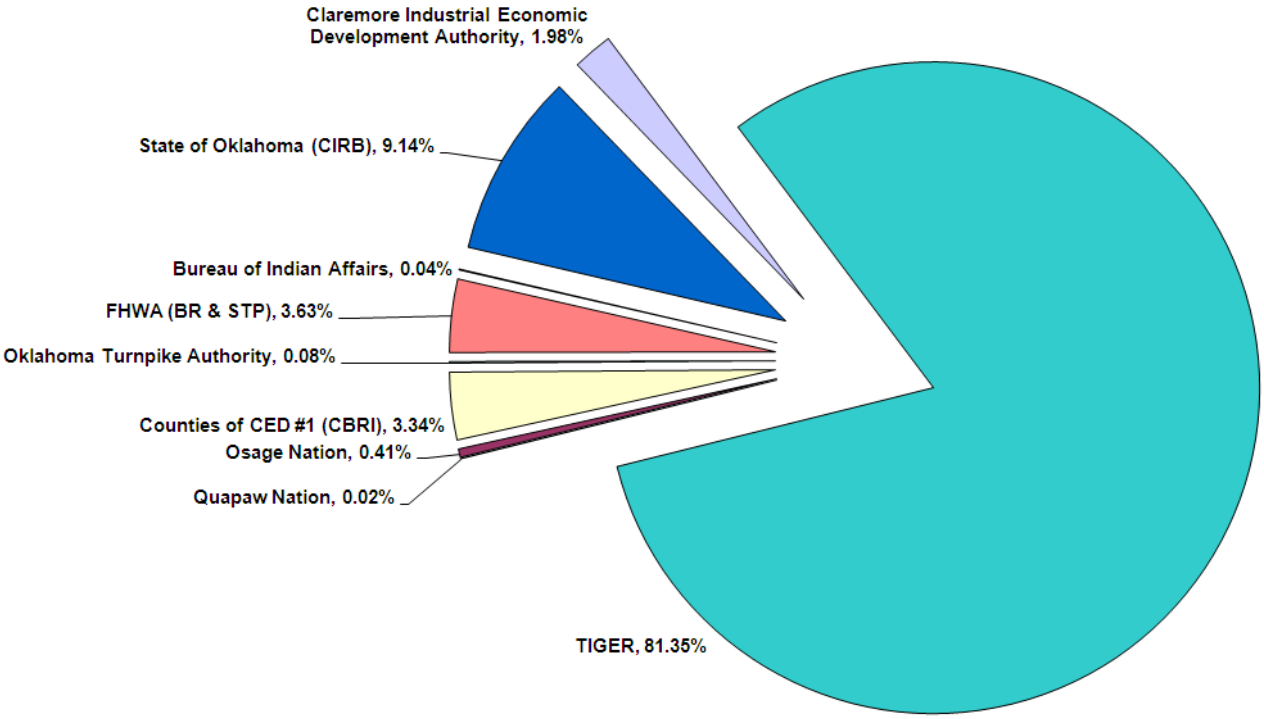
Use of funds

A small portion of the total $98,546,672 will be utilized for administering the program. The administration and reporting is estimated to cost approximately $300,000 which is 0.3 % of the TIGER Discretionary Grant funds.

A large portion of the partner funding will be utilized to acquire right-of-way and relocate utilities, as well as providing labor and equipment, and oversight of the projects. This will primarily be funded through the Counties' (CBRI) funds and matching funds from other partners.

Project Costs

County	Approx Total Cost	TIGER Grant $	TIGER Grant %	County $	County %	Partner $	Partner %
Craig	$5,627,126	$4,247,806	75.49%	$300,000	5.33%	$1,079,320	19.18%
Creek	3,979,000	3,779,000	94.97%	200,000	5.03%	-	0.00%
Delaware	7,613,900	6,791,000	89.19%	350,000	4.60%	472,900	6.21%
Mayes	22,455,243	21,405,243	95.32%	450,000	2.00%	600,000	2.67%
Nowata	6,730,073	6,410,073	95.25%	220,000	3.27%	100,000	1.49%
Osage	23,505,318	18,580,978	79.05%	450,000	1.91%	4,474,340	19.04%
Ottawa	4,350,000	4,000,000	91.95%	280,000	6.44%	70,000	1.61%
Pawnee	10,500,000	10,050,000	95.71%	350,000	3.33%	100,000	0.95%
Rogers	17,937,572	13,737,572	76.59%	500,000	2.79%	3,700,000	20.63%
Tulsa	1,200,000	1,100,000	91.67%	100,000	8.33%	-	0.00%
Washington	17,245,000	8,445,000	48.97%	850,000	4.93%	7,950,000	46.10%
TOTAL	**$121,143,232**	**$98,546,672**	**81.35%**	**$4,050,000**	**3.34%**	**$18,546,560**	**15.31%**



A full breakdown of funding sources and percentages is located in the technical reference data, Appendix D.

6. Selection Criteria

The technical reference data includes the criteria met by each individual project. Below is a summary of the criteria for all 70 projects.

A. Long-Term Outcomes: The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. The following types of long-term outcomes will be given priority:

(i) State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.

This grant application seeks to improve the condition of existing transportation systems in northeast Oklahoma. Almost all the projects rehabilitate existing roads or replace deficient bridges. This proposal is not about new roads or new bridges which would add to the inventory and create more facilities to maintain. The projects included in this application will provide a 20-year life for roadways, a 50-year life for bridges. These projects will greatly reduce future maintenance costs to the counties. In the end, the citizens are provided safer transportation systems that are cheaper to maintain resulting in less tax dollars needed in the future.

(ii) Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.

Port of Catoosa - The Port of Catoosa is the largest most inland water port in the United States. This port ships 2.2 million tons of cargo every year supporting the export business. The Port is a critical part of the McClellan-Kerr Navigation system which transports goods from 'middle' America to the world. Numerous projects involved in this grant request support the transport of goods to the Port of Catoosa. Lock & Dam 18 road is used for personnel operating and maintaining the lock & dam along this navigation system. Pine Street and N. 161st E. Avenue provide access from industrial and commercial areas straight to the Port of Catoosa. Also, many of the roadway projects support farming and the transport of product; many of these products are eventually shipped out of the Port of Catoosa. This port is critical to the economic competitiveness of the United States.

Railway - The railways are critical to transportation of cargo. The cost to transport cargo by rail is substantially more economical than trucking. The rail spur project in Ottawa County is critical to the continued operation of a business than provides 300 jobs and plans to expand adding an additional 75 jobs. By rehabilitating this rail spur, additional businesses may also develop along the 2 mile stretch. Low shipment costs by rail enhance the competitiveness of the local businesses.

(iii) Livability: Improving the quality of living and working environments and the experience for people in communities across the United States.

Improving the transportation systems will greatly improve the quality of life for residents in northeast Oklahoma in many ways. By keeping - and creating - jobs in rural areas, the commute time is shorter whereby giving the residents more time with their families. Reducing the cost of fuel through fewer miles driven provides a positive affect on family budgets. The less a family spends on fuel the more the family can allocate towards college funds, retirement, household goods, mortgage, etc. Reducing their fuel costs increases their income!

(iv) Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.

Investing in roads and bridges will improve energy efficiency, reduce foreign oil dependence, and reduce greenhouse emissions. Reducing commuting lengths by keeping jobs in the rural communities, reducing congestion of roads, reducing detours (due to closed bridges, low rated bridges, flooded roads), and providing smooth flow of commercial trucking all will save in fuel consumption and economy. This will reduce the dependence on foreign oil. As roads are improved, bridges replaced, and detours reduced the distant oil fields will become more economically feasible by reducing the transportation cost of the raw product. Many oil fields in northeast Oklahoma are hampered by routes required due to the tonnage of the oil transports.

The expansion of safe quality roads will increase oil production and help reduce the dependency on foreign oil. Many oil fields in Oklahoma are not fully utilized due to the long detour routes required because of the weight of the truck which transports the oil.

The reduction of travel times and less congestion will increase fuel efficiency and reduce the consumption of fuels used by motor vehicles including large commercial and farming trucks.

(v) Safety: Improving the safety of U.S. transportation facilities and systems.

By far the most important benefit of these projects is the increased safety of the roads and bridges. The bridges in this proposal were constructed in the 1900-1940 timeframe and have low tonnage limits. These limits create unsafe crossings daily for motorists. As the bridges rapidly deteriorate no one knows when the next collapse will occur. Several recent collapses have occurred at night during heavy rainfall events. No one is aware when or where these will occur. Even though a robust inspection program is in place it cannot predict these occurrences. The best solution is to replace these with properly sized bridges that are unaffected by high water flows. Many of the old bridges overtop during 5-year and even 10-year flooding events. The county goal is to have all bridges above a 50-year flood event. Even when 100-year floods occur, the newer standard bridges can withstand the floodwaters with minimal to no impact.

B. Job Creation & Economic Stimulus: Consistent with the purposes of the Recovery Act, the Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

Unemployment is currently 6.5 percent in Oklahoma. The high unemployment has a bigger impact in the rural areas which already have a difficult time sustaining jobs during good economic times. The rural communities are the backbone of the American economy and provide a substantial amount of food and energy products to US citizens nationwide. The potential jobs sustained and created by this proposal will greatly increase the future economic strength in northeast Oklahoma. The grant will sustain 1,800 existing jobs. Without these jobs in the rural areas, residents must commute to the cities greatly increasing the use of fuels and reducing their quality of life. The construction created by this grant proposal will provide 1,260 man-years of work over the next 3 years. These construction jobs are highly skilled and provide highly valued incomes to rural communities. The specialized equipment required will increase renting and purchasing of equipment from dealers which have seen reduced business because of the current recession. The construction projects will also require a large amount of materials to be purchased locally increasing the sales of quarries, steel plants, concrete companies, and asphalt companies. Construction is one of the quickest and best ways to revitalize an economy. These projects create a benefit three times the construction cost because of the funds flowing from contractor, to supplier, to employee, to the local economy.

(i) Innovation: The Department will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.

Many, if not all, of the projects in this proposal will use state of the art construction methods to reduce costs, increase life cycle, and reduce construction time on projects. Precast options and standard designs for bridges provide efficient and routine work which reduces costs and construction time. The life cycle of these bridge designs is 50 years or greater. Newer asphalt paving designs allow for a 20-year roadway life expectancy and reduce rutting whereby creating safer roadways during the frequent rainfall events. Most importantly, the newer designs will reduce maintenance costs which are a huge drain on county budgets. By reducing maintenance time and costs, counties can focus on other projects.

(ii) Partnership: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

Partnerships are vital to Circuit Engineering District #1. The counties must partner on all projects to ensure adequate funding. State and Federal funding are the majority of the counties' current funding. In recent years, key partners have also been the many native Indian tribes within Oklahoma. The Cherokee, Osage, Creek, Quapaw, and many other tribes have assisted counties with improving roads and bridges in northeast Oklahoma. Within this proposal these partners will provide more than $23 million in funding. The other partners include industrial authorities, cities, and private business which understand the importance of safe and efficient transportation systems.

7. Federal Wage Rate Requirement

The Counties and State of Oklahoma abide by the rules and regulations of the most stringent authority of those parties contributing funds to a project. These projects will follow the same guidelines.

Certification

The undersigned hereby certifies he/she will comply with requirements of subchapter IV of chapter 31 of title 40, USC (Federal wage rate requirements) as required by Recovery Act.

John E. Blickensderfer
CED #1 Project Manager

8. National Environmental Policy Act Requirement

Projects requiring NEPA according to federal guidelines will be coordinated and studies conducted through the Oklahoma Department of Transportation. The NEPA oversight is delegated from the FHWA to ODOT for all federally funded projects. The point of contact is:

Dawn Sullivan (or Siv Sundaram)
Environmental Programs Division
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105
405-521-2927
dsullivan@odot.org (or ssundaram@odot.org)

For projects requiring NEPA the following table provides the current NEPA status:

County	Project Title	NEPA (CE1 or CE2)
Craig	BR#78 Paw Paw Creek Bridge	CE2 near completion
Craig	BR#31 West Fork Big Cabin Creek Bridge	CE2 Complete
Craig	BR#50 Big Cabin Creek Bridge	CE1 Complete
Creek	BR#100 Childres Creek Bridge	CE2 Complete
Creek	BR#28 Buckeye Creek Bridge	CE2 Complete
Creek	BR#180 Sand Creek Bridge	CE2 near completion
Delaware	BR#21 Carr Creek	CE2 near completion
Delaware	BR#62 Hog Eye Creek Bridge	CE2 near completion
Delaware	BR#65 Spavinaw Creek Bridge	CE2 near completion
Delaware	BR#84 Cherokee Creek Bridge	CE1 near completion
Mayes	Salt Branch LWC Bridge	CE1 Complete
Mayes	Elliott Street	CE3 Complete
Mayes	BR#105 Snake Creek Bridge	CE2 Complete
Nowata	BR#29 California Creek Bridge	CE1 Complete
Nowata	BR#28 Unnamed Creek Bridge	CE2 Complete
Osage	BR#27 & #28 Coon Creek Bridge	CE2 near completion
Osage	BR#109 Clear Creek Bridge	CE2 Complete
Osage	BR#251 Guesso Creek Bridge	CE2 Complete
Osage	BR#246 Quapaw Creek Bridge	CE2 Complete
Osage	BR#238 Blackburn Bridge	CE3 near completion
Ottawa	BR#43 Beaver Creek Bridge	CE2 Complete
Pawnee	BR#84 Pepper Creek Bridge	CE2 Complete
Pawnee	BR#34 Skedee Creek Bridge	CE2 Complete
Rogers	BR#79 Dog Creek Bridge	CE2 near completion
Rogers	BR#96 Panther Creek Bridge	CE2 Complete
Washington	BR#2 Unnamed Creek (Trib to Mud) Bridge	CE2 Complete
Washington	BR#8 Unnamed Creek Bridge	CE2 Complete
Washington	BR#12 Unnamed Creek Bridge	CE2 Complete
Washington	BR#78 Fish Creek Bridge	CE2 Complete
Washington	BR#59 Unnamed Creek Bridge	CE2 near completion
Washington	BR#105 Curl Creek Bridge	CE2 near completion
Washington	BR#95 Keeler Creek Bridge	CE2 near completion

All other projects not listed above will not require any studies or permitting. The projects are surface related and will remain within existing right-of-way or easements already permitted for such use.

TIGER Discretionary Grant Application

Circuit Engineering District #1

Appendix A - Project Listing by County

County and District	Priority	Congressional District	Project Description	Anticipated Let Date	Miles of Road	# of Bridges	Temp Jobs	Perm Jobs	Approximate Total Cost	TIGER Grant $
Craig County, District 1	1	2	BR #31 West Fork of Big Cabin Creek	1/1/2010	0.30	1	18	0	$1,350,550	$1,200,550
Craig County, District 1	2	2	BR#78 Paw Paw Creek Bridge	4/1/2010	0.30	1	27	0	$1,879,320	$1,000,000
Craig County, District 2	3	2	BR #50 Big Cabin Creek	12/1/2009	0.60	1	18	0	$1,197,256	$1,047,256
Craig County, District 2	4	2	Bridge over Oklahoma Turnpike Authority	9/1/2010	0.50	1	18	0	$1,200,000	$1,000,000
				County Totals	**1.70**	**4**	**81**	**0**	**$5,627,126**	**$4,247,806**
Creek County, District 1	1	1	BR #100 Childers Creek	4/1/2010	0.30	1	6	0	$459,000	$409,000
Creek County, District 3	2	3	BR #180 Sand Creek	1/1/2010	0.30	1	12	0	$800,000	$750,000
Creek County, District 2	3	3	BR #28 Buckeye Creek	12/1/2009	0.30	1	9	0	$620,000	$570,000
Creek County, District 1	4	1	Historic Route 66	2/1/2010	7.00	0	33	0	$2,100,000	$2,050,000
				County Totals	**7.90**	**3**	**60**	**0**	**$3,979,000**	**$3,779,000**
Delaware County, District 3	1	2	New Life Ranch Road (NS467)	3/1/2010	7.00	0	27	0	$1,750,000	$1,700,000
Delaware County, District 2	2	2	Green Box Road (EW34)	3/1/2010	7.00	0	27	0	$1,750,000	$1,700,000
Delaware County, District 1	3	2	Berry Road	3/1/2010	4.50	0	21	0	$1,350,000	$1,300,000
Delaware County, District 2	4	2	BR #65 Spavinaw Creek	2/1/2010	0.50	1	24	0	$1,522,900	$1,000,000
Delaware County, District 1	5	2	BR #21 Carr Creek	7/1/2010	0.30	1	6	0	$381,000	$331,000
Delaware County, District 3	6	2	BR #84 Cherokee Creek	4/1/2010	0.30	1	6	0	$360,000	$310,000
Delaware County, District 2	7	2	BR #62 Hog Eye Creek	5/1/2010	0.25	1	9	0	$500,000	$450,000
				County Totals	**19.85**	**4**	**120**	**0**	**$7,613,900**	**$6,791,000**
Mayes County, District 2	1	2	Elliott Street	10/15/2010	2.00	0	30	0	$2,000,000	$1,500,000
Mayes County, District 3	2	2	BR #105 Snake Creek	10/1/2009	0.50	1	9	0	$637,243	$537,243
Mayes County, District 1	3	2	Salt Branch LWC	2/1/2010	0.30	1	9	0	$618,000	$468,000
Mayes County, District 3	4	2	Chimney Rock Reservoir Road, Phase 2	4/1/2010	5.00	0	24	0	$1,500,000	$1,450,000
Mayes County, District 2	5	2	Mayes County Major Collectors	3/1/2010	41.00	0	135	0	$9,000,000	$8,950,000
Mayes County, District 1	6	2	Higgs Road	5/1/2010	9.00	0	42	0	$2,700,000	$2,650,000
Mayes County, District 1	7	2	Coal - Strang	6/1/2010	9.00	0	42	0	$2,700,000	$2,650,000
Mayes County, District 3	8	2	Strang Road	5/1/2010	2.00	0	9	0	$600,000	$550,000
Mayes County, District 1	9	2	True Road	4/1/2010	9.00	0	42	0	$2,700,000	$2,650,000
				County Totals	**77.80**	**2**	**342**	**0**	**$22,455,243**	**$21,405,243**

Circuit Engineering District #1

Appendix A - Project Listing by County

County and District	Priority	Congressional District	Project Description	Anticipated Let Date	Miles of Road	# of Bridges	Temp Jobs	Perm Jobs	Approximate Total Cost	TIGER Grant $
Nowata, County, District 2	1	2	Road EW 2	6/1/2010	9.50	0	30	0	$1,900,000	$1,850,000
Nowata, County, District 3	2	2	Old Hwy 169	5/1/2010	5.00	0	24	0	$1,500,000	$1,450,000
Nowata, County, District 2	3	2	BR #29 California Creek	1/1/2010	0.30	1	9	0	$615,000	$545,000
Nowata, County, District 1	4	2	County Road NS424	7/1/2010	6.00	2	27	0	$1,850,000	$1,800,000
Nowata, County, District 3	5	2	BR #28 Unnamed Creek	12/1/2009	0.30	1	12	0	$865,073	$765,073
				County Totals	**21.10**	**4**	**102**	**0**	**$6,730,073**	**$6,410,073**
Osage County, District 3	1	3	BR #238 Blackburn Bridge	1/1/2010	2.50	1	114	0	$7,511,025	$4,000,000
Osage County, District 1	2	3	Ramona Cutoff Road	4/1/2010	8.30	0	36	0	$2,490,000	$2,440,000
Osage County, District 2	3	3	Oak Street	8/1/2010	4.30	0	18	0	$1,290,000	$740,000
Osage County, District 3	4	3	Prue Road, Phase 3	6/1/2010	8.50	0	54	0	$3,600,000	$3,550,000
Osage County, District 1	5	3	Bull Creek Peninsula	9/1/2010	13.00	0	60	0	$3,900,000	$3,850,000
Osage County, District 2	6	3	BR #251 Guesso Creek	1/1/2010	0.50	1	18	0	$1,100,978	$1,000,978
Osage County, District 1	7	3	BR#27&28 Coon Creek	2/1/2010	1.00	1	18	0	$1,200,000	$1,100,000
Osage County, District 2	8	3	BR#246 Quapaw Creek	1/1/2010	0.30	1	36	0	$1,413,315	$1,000,000
Osage County, District 1	9	3	BR#109 Clear Creek	1/1/2010	0.30	1	15	0	$1,000,000	$900,000
				County Totals	**38.70**	**5**	**369**	**0**	**$23,505,318**	**$18,580,978**
Ottawa County, District 1	1	2	Umicor Access Road	10/1/2009	4.00	0	6	165	$300,000	$230,000
Ottawa County, District 3	2	2	Littlefield Industrial Park	2/1/2010	2.00	0	39	600	$600,000	$550,000
Ottawa County, District 3	3	2	Ottawa County Rail Spur	10/1/2010	2.00	0	15	375	$1,000,000	$950,000
Ottawa County, District 1	4	2	BR #43 Beaver Creek	11/1/2009	0.40	1	6	100	$350,000	$250,000
Ottawa County, District 2	5	2	680 Road	3/1/2010	5.00	0	24	1200	$1,500,000	$1,450,000
Ottawa County, District 3	6	2	Kemp Stone Quarry (S 590 Rd)	8/1/2010	2.00	0	9	25	$600,000	$570,000
				County Totals	**15.40**	**1**	**99**	**2465**	**$4,350,000**	**$4,000,000**
Pawnee County, District 2	1	3	EW44	11/1/2010	6.50	0	30	130	$1,950,000	$1,900,000
Pawnee County, District 2	2	3	NS354	6/1/2010	6.50	0	30	100	$1,950,000	$1,900,000
Pawnee County, District 1	3	3	EW49 Road	8/1/2010	2.00	0	9	0	$600,000	$550,000
Pawnee County, District 2	4	3	BR #34 Skedee Creek	7/1/2010	0.30	1	6	0	$300,000	$200,000
Pawnee County, District 3	5	3	Airport Road	6/1/2010	10.00	0	45	0	$3,000,000	$2,950,000

TIGER Discretionary Grant Application

Circuit Engineering District #1

Appendix A - Project Listing by County

County and District	Priority	Congressional District	Project Description	Anticipated Let Date	Miles of Road	# of Bridges	Temp Jobs	Perm Jobs	Approximate Total Cost	TIGER Grant $
Pawnee County, District 1	6	3	Yale Road (NS354)	6/1/2010	8.00	0	36	0	$2,400,000	$2,350,000
Pawnee County, District 1	7	3	BR #84 Pepper Creek	12/1/2009	0.30	1	6	0	$300,000	$200,000
				County Totals	**33.60**	**2**	**162**	**230**	**$10,500,000**	**$10,050,000**
Rogers County, District 2	1	1	Pine Street	7/1/2010	9.00	0	42	0	$2,700,000	$2,650,000
Rogers County, District 2	2	1	N 161st E Ave	2/1/2010	2.00	0	36	0	$2,400,000	$1,100,000
Rogers County, District 1	3	2	Lowery Road	5/1/2010	2.00	2	75	500	$5,000,000	$2,500,000
Rogers County, District 3	4	1	Old Hwy 33	3/1/2010	9.00	0	42	0	$2,700,000	$2,650,000
Rogers County, District 1	5	2	BR #79 Dog Creek	6/1/2010	0.40	1	27	0	$1,777,572	$1,677,572
Rogers County, District 2	6	1	E 76th St N	5/1/2010	2.00	0	9	0	$600,000	$550,000
Rogers County, District 3	7	1	Lock and Dam 18 Road	3/1/2010	8.00	0	36	0	$2,400,000	$2,350,000
Rogers County, District 3	8	1	BR #96 Panther Creek	3/1/2010	0.30	1	6	0	$360,000	$260,000
				County Totals	**32.70**	**4**	**273**	**500**	**$17,937,572**	**$13,737,572**
Tulsa County, Oklahoma	1	1	Road Resurface	6/1/2010	4.00	0	18	0	$1,200,000	$1,100,000
				County Totals	**4.00**	**0**	**18**	**0**	**$1,200,000**	**$1,100,000**
Washington County, District 2	1	1	Rice Creek Road	12/1/2010	6.00	0	90	0	$6,000,000	$2,000,000
Washington County, District 2	2	1	W1400 Rd and N3980 Rd	12/1/2010	6.00	0	90	0	$6,000,000	$2,000,000
Washington County, District 2	3	1	Voice of the Martyrs Road	12/1/2010	3.00	0	27	130	$1,800,000	$1,700,000
Washington County, District 1	4	1	BR#8 Unnamed Creek	10/1/2010	0.30	1	9	0	$500,000	$400,000
Washington County, District 1	5	1	BR #2 Unnamed Creek (Trib to Mud)	11/1/2010	0.30	1	6	0	$420,000	$320,000
Washington County, District 2	6	1	BR #78 Fish Creek	10/1/2010	0.30	1	6	0	$425,000	$325,000
Washington County, District 1	7	1	BR#12 Unnamed Creek	12/1/2010	0.30	1	9	0	$500,000	$400,000
Washington County, District 2	8	1	BR#59 Unnamed Creek	9/1/2010	0.30	1	9	0	$500,000	$400,000
Washington County, District 2	9	1	BR#105 Curl Creek	10/1/2010	0.30	1	9	0	$500,000	$400,000
Washington County, District 3	10	1	BR#95 Keeler Creek	4/1/2011	0.30	1	9	0	$600,000	$500,000
				County Totals	**17.10**	**7**	**264**	**130**	**$17,245,000**	**$8,445,000**
				Grand Total	**269.85**	**36**	**1890**	**3325**	**$121,143,232**	**$98,546,672**

TIGER Discretionary Grant Application

Circuit Engineering District #1

Appendix B - Project Listing by Priority

County and District	Congressional District	Project Description	Miles of Road	# of Bridges	Anticipated Let Date	Approximate Total Cost	TIGER Grant $
Priority 1							
Craig County, District 1	2	BR #31 West Fork of Big Cabin Creek	0.30	1	1/1/2010	$1,350,550	$1,200,550
Creek County, District 1	1	BR #100 Childers Creek	0.30	1	4/1/2010	$459,000	$409,000
Delaware County, District 3	2	New Life Ranch Road (NS467)	7.00	0	3/1/2010	$1,750,000	$1,700,000
Mayes County, District 2	2	Elliott Street	2.00	0	10/15/2010	$2,000,000	$1,500,000
Nowata, County, District 2	2	Road EW 2	9.50	0	6/1/2010	$1,900,000	$1,850,000
Osage County, District 3	3	BR #238 Blackburn Bridge	2.50	1	1/1/2010	$7,511,025	$4,000,000
Ottawa County, District 1	2	Umicor Access Road	4.00	0	10/1/2009	$300,000	$230,000
Pawnee County, District 2	3	EW44	6.50	0	11/1/2010	$1,950,000	$1,900,000
Rogers County, District 2	1	Pine Street	9.00	0	7/1/2010	$2,700,000	$2,650,000
Tulsa County, Oklahoma	1	Road Resurface	4.00	0	6/1/2010	$1,200,000	$1,100,000
Washington County, District 2	1	Rice Creek Road	6.00	0	12/1/2010	$6,000,000	$2,000,000
		Priority 1 Totals	**51.10**	**3**		**$27,120,575**	**$18,539,550**
Priority 2							
Craig County, District 1	2	BR#78 Paw Paw Creek Bridge	0.30	1	4/1/2010	$1,879,320	$1,000,000
Creek County, District 3	3	BR #180 Sand Creek	0.30	1	1/1/2010	$800,000	$750,000
Delaware County, District 2	2	Green Box Road (EW34)	7.00	0	3/1/2010	$1,750,000	$1,700,000
Mayes County, District 3	2	BR #105 Snake Creek	0.50	1	10/1/2009	$637,243	$537,243
Nowata, County, District 3	2	Old Hwy 169	5.00	0	5/1/2010	$1,500,000	$1,450,000
Osage County, District 1	3	Ramona Cutoff Road	8.30	0	4/1/2010	$2,490,000	$2,440,000
Ottawa County, District 3	2	Littlefield Industrial Park	2.00	0	2/1/2010	$600,000	$550,000
Pawnee County, District 2	3	NS354	6.50	0	6/1/2010	$1,950,000	$1,900,000
Rogers County, District 2	1	N 161st E Ave	2.00	0	2/1/2010	$2,400,000	$1,100,000
Washington County, District 2	1	W1400 Rd and N3980 Rd	6.00	0	12/1/2010	$6,000,000	$2,000,000
		Priority 2 Totals	**37.90**	**3**		**$20,006,563**	**$13,427,243**
Priority 3							
Craig County, District 2	2	BR #50 Big Cabin Creek	0.60	1	12/1/2009	$1,197,256	$1,047,256
Creek County, District 2	3	BR #28 Buckeye Creek	0.30	1	12/1/2009	$620,000	$570,000
Delaware County, District 1	2	Berry Road	4.50	0	3/1/2010	$1,350,000	$1,300,000
Mayes County, District 1	2	Salt Branch LWC	0.30	1	2/1/2010	$618,000	$468,000
Nowata, County, District 2	2	BR #29 California Creek	0.30	1	1/1/2010	$615,000	$545,000

Appendix B - Project Listing by Priority

County and District	Congressional District	Project Description	Miles of Road	# of Bridges	Anticipated Let Date	Approximate Total Cost	TIGER Grant $
Osage County, District 2	3	Oak Street	4.30	0	8/1/2010	$1,290,000	$740,000
Ottawa County, District 3	2	Ottawa County Rail Spur	2.00	0	10/1/2010	$1,000,000	$950,000
Pawnee County, District 1	3	EW49 Road	2.00	0	8/1/2010	$600,000	$550,000
Rogers County, District 1	2	Lowery Road	2.00	2	5/1/2010	$5,000,000	$2,500,000
Washington County, District 2	1	Voice of the Martyrs Road	3.00	0	12/1/2010	$1,800,000	$1,700,000
		Priority 3 Totals	**19.30**	**6**		**$14,090,256**	**$10,370,256**
Priority 4							
Craig County, District 2	2	Bridge over Oklahoma Turnpike Authority	0.50	1	9/1/2010	$1,200,000	$1,000,000
Creek County, District 1	1	Historic Route 66	7.00	0	2/1/2010	$2,100,000	$2,050,000
Delaware County, District 2	2	BR #65 Spavinaw Creek	0.50	1	2/1/2010	$1,522,900	$1,000,000
Mayes County, District 3	2	Chimney Rock Reservoir Road, Phase 2	5.00	0	4/1/2010	$1,500,000	$1,450,000
Nowata, County, District 1	2	County Road NS424	6.00	2	7/1/2010	$1,850,000	$1,800,000
Osage County, District 3	3	Prue Road, Phase 3	8.50	0	6/1/2010	$3,600,000	$3,550,000
Ottawa County, District 1	2	BR #43 Beaver Creek	0.40	1	11/1/2009	$350,000	$250,000
Pawnee County, District 2	3	BR #34 Skedee Creek	0.30	1	7/1/2010	$300,000	$200,000
Rogers County, District 3	1	Old Hwy 33	9.00	0	3/1/2010	$2,700,000	$2,650,000
Washington County, District 1	1	BR#8 Unnamed Creek	0.30	1	10/1/2010	$500,000	$400,000
		Priority 4 Totals	**37.50**	**7**		**$15,622,900**	**$14,350,000**
Priority 5							
Delaware County, District 1	2	BR #21 Carr Creek	0.30	1	7/1/2010	$381,000	$331,000
Mayes County, District 2	2	Mayes County Major Collectors	41.00	0	3/1/2010	$9,000,000	$8,950,000
Nowata, County, District 3	2	BR #28 Unnamed Creek	0.30	1	12/1/2009	$865,073	$765,073
Osage County, District 1	3	Bull Creek Peninsula	13.00	0	9/1/2010	$3,900,000	$3,850,000
Ottawa County, District 2	2	680 Road	5.00	0	3/1/2010	$1,500,000	$1,450,000
Pawnee County, District 3	3	Airport Road	10.00	0	6/1/2010	$3,000,000	$2,950,000
Rogers County, District 1	2	BR #79 Dog Creek	0.40	1	6/1/2010	$1,777,572	$1,677,572
Washington County, District 1	1	BR #2 Unnamed Creek (Trib to Mud)	0.30	1	11/1/2010	$420,000	$320,000
		Priority 5 Totals	**70.30**	**4**		**$20,843,645**	**$20,293,645**
Priority 6							
Delaware County, District 3	2	BR #84 Cherokee Creek	0.30	1	4/1/2010	$360,000	$310,000
Mayes County, District 1	2	Higgs Road	9.00	0	5/1/2010	$2,700,000	$2,650,000

Circuit Engineering District #1

Appendix B - Project Listing by Priority

County and District	Congressional District	Project Description	Miles of Road	# of Bridges	Anticipated Let Date	Approximate Total Cost	TIGER Grant $
Osage County, District 2	3	BR #251 Guesso Creek	0.50	1	1/1/2010	$1,100,978	$1,000,978
Ottawa County, District 3	2	Kemp Stone Quarry (S 590 Rd)	2.00	0	8/1/2010	$600,000	$570,000
Pawnee County, District 1	3	Yale Road (NS354)	8.00	0	6/1/2010	$2,400,000	$2,350,000
Rogers County, District 2	1	E 76th St N	2.00	0	5/1/2010	$600,000	$550,000
Washington County, District 2	1	BR #78 Fish Creek	0.30	1	10/1/2010	$425,000	$325,000
		Priority 6 Totals	**22.10**	**3**		**$8,185,978**	**$7,755,978**
Priority 7							
Delaware County, District 2	2	BR #62 Hog Eye Creek	0.25	1	5/1/2010	$500,000	$450,000
Mayes County, District 1	2	Coal - Strang	9.00	0	6/1/2010	$2,700,000	$2,650,000
Osage County, District 1	3	BR#27&28 Coon Creek	1.00	1	2/1/2010	$1,200,000	$1,100,000
Pawnee County, District 1	3	BR #84 Pepper Creek	0.30	1	12/1/2009	$300,000	$200,000
Rogers County, District 3	1	Lock and Dam 18 Road	8.00	0	3/1/2010	$2,400,000	$2,350,000
Washington County, District 1	1	BR#12 Unnamed Creek	0.30	1	12/1/2010	$500,000	$400,000
		Priority 7 Totals	**18.85**	**4**		**$7,600,000**	**$7,150,000**
Priority 8							
Mayes County, District 3	2	Strang Road	2.00	0	5/1/2010	$600,000	$550,000
Osage County, District 2	3	BR#246 Quapaw Creek	0.30	1	1/1/2010	$1,413,315	$1,000,000
Rogers County, District 3	1	BR #96 Panther Creek	0.30	1	3/1/2010	$360,000	$260,000
Washington County, District 2	1	BR#59 Unnamed Creek	0.30	1	9/1/2010	$500,000	$400,000
		Priority 8 Totals	**2.90**	**3**		**$2,873,315**	**$2,210,000**
Priority 9							
Mayes County, District 1	2	True Road	9.00	0	4/1/2010	$2,700,000	$2,650,000
Osage County, District 1	3	BR#109 Clear Creek	0.30	1	1/1/2010	$1,000,000	$900,000
Washington County, District 2	1	BR#105 Curl Creek	0.30	1	10/1/2010	$500,000	$400,000
		Priority 9 Totals	**9.60**	**2**		**$4,200,000**	**$3,950,000**
Priority 10							
Washington County, District 3	1	BR#95 Keeler Creek	0.30	1	4/1/2011	$600,000	$500,000
		Priority 10 Totals	**0.30**	**1**		**$600,000**	**$500,000**
		Grand Total	**269.85**	**36**		**$121,143,232**	**$98,546,672**

TIGER Discretionary Grant Application

Circuit Engineering District #1

Appendix C - Project Listing by Congressional District

County and District	County Priority	Project Description	Miles of Road	# of Bridges	Approximate Total Cost	TIGER Grant $
Congressional District 1						
Creek County, District 1	1	BR #100 Childers Creek	0.30	1	$459,000	$409,000
Creek County, District 1	4	Historic Route 66	7.00	0	$2,100,000	$2,050,000
Rogers County, District 2	1	Pine Street	9.00	0	$2,700,000	$2,650,000
Rogers County, District 2	2	N 161st E Ave	2.00	0	$2,400,000	$1,100,000
Rogers County, District 3	4	Old Hwy 33	9.00	0	$2,700,000	$2,650,000
Rogers County, District 2	6	E 76th St N	2.00	0	$600,000	$550,000
Rogers County, District 3	7	Lock and Dam 18 Road	8.00	0	$2,400,000	$2,350,000
Rogers County, District 3	8	BR #96 Panther Creek	0.30	1	$360,000	$260,000
Tulsa County, Oklahoma	1	Road Resurface	4.00	0	$1,200,000	$1,100,000
Washington County, Dist	1	Rice Creek Road	6.00	0	$6,000,000	$2,000,000
Washington County, Dist	2	W1400 Rd and N3980 Rd	6.00	0	$6,000,000	$2,000,000
Washington County, Dist	3	Voice of the Martyrs Road	3.00	0	$1,800,000	$1,700,000
Washington County, Dist	4	BR#8 Unnamed Creek	0.30	1	$500,000	$400,000
Washington County, Dist	5	BR #2 Unnamed Creek (Trib to Mud)	0.30	1	$420,000	$320,000
Washington County, Dist	6	BR #78 Fish Creek	0.30	1	$425,000	$325,000
Washington County, Dist	7	BR#12 Unnamed Creek	0.30	1	$500,000	$400,000
Washington County, Dist	8	BR#59 Unnamed Creek	0.30	1	$500,000	$400,000
Washington County, Dist	9	BR#105 Curl Creek	0.30	1	$500,000	$400,000
Washington County, Dist	10	BR#95 Keeler Creek	0.30	1	$600,000	$500,000
			58.70	**9**	**$32,164,000**	**$21,564,000**
Congressional District 2						
Craig County, District 1	1	BR #31 West Fork of Big Cabin Creek	0.30	1	$1,350,550	$1,200,550
Craig County, District 1	2	BR#78 Paw Paw Creek Bridge	0.30	1	$1,879,320	$1,000,000
Craig County, District 2	3	BR #50 Big Cabin Creek	0.60	1	$1,197,256	$1,047,256
Craig County, District 2	4	Bridge over Oklahoma Turnpike Authority	0.50	1	$1,200,000	$1,000,000
Delaware County, Distric	1	New Life Ranch Road (NS467)	7.00	0	$1,750,000	$1,700,000
Delaware County, Distric	2	Green Box Road (EW34)	7.00	0	$1,750,000	$1,700,000
Delaware County, Distric	3	Berry Road	4.50	0	$1,350,000	$1,300,000
Delaware County, Distric	4	BR #65 Spavinaw Creek	0.50	1	$1,522,900	$1,000,000
Delaware County, Distric	5	BR #21 Carr Creek	0.30	1	$381,000	$331,000
Delaware County, Distric	6	BR #84 Cherokee Creek	0.30	1	$360,000	$310,000
Delaware County, Distric	7	BR #62 Hog Eye Creek	0.25	1	$500,000	$450,000
Mayes County, District 2	1	Elliott Street	2.00	0	$2,000,000	$1,500,000
Mayes County, District 3	2	BR #105 Snake Creek	0.50	1	$637,243	$537,243
Mayes County, District 1	3	Salt Branch LWC	0.30	1	$618,000	$468,000
Mayes County, District 3	4	Chimney Rock Reservoir Road, Phase 2	5.00	0	$1,500,000	$1,450,000
Mayes County, District 2	5	Mayes County Major Collectors	41.00	0	$9,000,000	$8,950,000
Mayes County, District 1	6	Higgs Road	9.00	0	$2,700,000	$2,650,000

TIGER Discretionary Grant Application

Circuit Engineering District #1

Appendix C - Project Listing by Congressional District

County and District	County Priority	Project Description	Miles of Road	# of Bridges	Approximate Total Cost	TIGER Grant $
Mayes County, District 1	7	Coal - Strang	9.00	0	$2,700,000	$2,650,000
Mayes County, District 3	8	Strang Road	2.00	0	$600,000	$550,000
Mayes County, District 1	9	True Road	9.00	0	$2,700,000	$2,650,000
Nowata, County, District	1	Road EW 2	9.50	0	$1,900,000	$1,850,000
Nowata, County, District	2	Old Hwy 169	5.00	0	$1,500,000	$1,450,000
Nowata, County, District	3	BR #29 California Creek	0.30	1	$615,000	$545,000
Nowata, County, District	4	County Road NS424	6.00	2	$1,850,000	$1,800,000
Nowata, County, District	5	BR #28 Unnamed Creek	0.30	1	$865,073	$765,073
Ottawa County, District	1	Umicor Access Road	4.00	0	$300,000	$230,000
Ottawa County, District	2	Littlefield Industrial Park	2.00	0	$600,000	$550,000
Ottawa County, District	3	Ottawa County Rail Spur	2.00	0	$1,000,000	$950,000
Ottawa County, District	4	BR #43 Beaver Creek	0.40	1	$350,000	$250,000
Ottawa County, District	5	680 Road	5.00	0	$1,500,000	$1,450,000
Ottawa County, District	6	Kemp Stone Quarry (S 590 Rd)	2.00	0	$600,000	$570,000
Rogers County, District 1	3	Lowery Road	2.00	2	$5,000,000	$2,500,000
Rogers County, District 1	5	BR #79 Dog Creek	0.40	1	$1,777,572	$1,677,572
			138.25	**18**	**$53,553,914**	**$47,031,694**
Congressional District 3						
Creek County, District 3	2	BR #180 Sand Creek	0.30	1	$800,000	$750,000
Creek County, District 2	3	BR #28 Buckeye Creek	0.30	1	$620,000	$570,000
Osage County, District 3	1	BR #238 Blackburn Bridge	2.50	1	$7,511,025	$4,000,000
Osage County, District 1	2	Ramona Cutoff Road	8.30	0	$2,490,000	$2,440,000
Osage County, District 2	3	Oak Street	4.30	0	$1,290,000	$740,000
Osage County, District 3	4	Prue Road, Phase 3	8.50	0	$3,600,000	$3,550,000
Osage County, District 1	5	Bull Creek Peninsula	13.00	0	$3,900,000	$3,850,000
Osage County, District 2	6	BR #251 Guesso Creek	0.50	1	$1,100,978	$1,000,978
Osage County, District 1	7	BR#27&28 Coon Creek	1.00	1	$1,200,000	$1,100,000
Osage County, District 2	8	BR#246 Quapaw Creek	0.30	1	$1,413,315	$1,000,000
Osage County, District 1	9	BR#109 Clear Creek	0.30	1	$1,000,000	$900,000
Pawnee County, District	1	EW44	6.50	0	$1,950,000	$1,900,000
Pawnee County, District	2	NS354	6.50	0	$1,950,000	$1,900,000
Pawnee County, District	3	EW49 Road	2.00	0	$600,000	$550,000
Pawnee County, District	4	BR #34 Skedee Creek	0.30	1	$300,000	$200,000
Pawnee County, District	5	Airport Road	10.00	0	$3,000,000	$2,950,000
Pawnee County, District	6	Yale Road (NS354)	8.00	0	$2,400,000	$2,350,000
Pawnee County, District	7	BR #84 Pepper Creek	0.30	1	$300,000	$200,000
			72.90	**9**	**$35,425,318**	**$29,950,978**
		Grand Total	**269.85**	**36**	**$121,143,232**	**$98,546,672**

Appendix D - Technical Reference Data

Click on the County below to be directed to the reference data:

Craig County Projects

Creek County Projects

Delaware County Projects

Mayes County Projects

Nowata County Projects

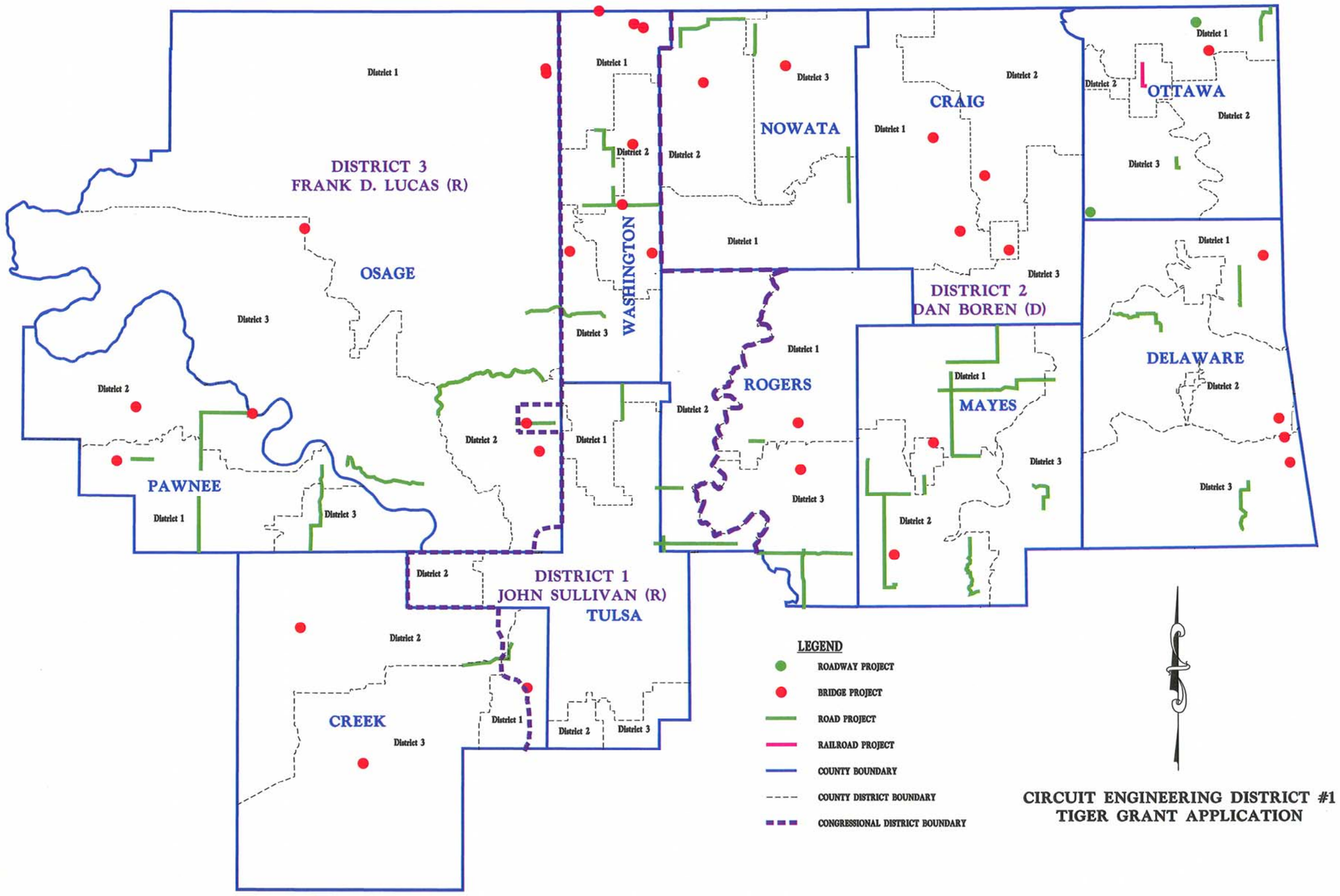
Osage County Projects

Ottawa County Projects

Pawnee County Projects

Rogers County Projects

Tulsa County Projects

Washington County Projects

Appendix E - Map of Projects