

Bridging the Gap: Multimodal Connections on I-35 over the Oklahoma River

Oklahoma Department of Transportation
Multimodal Project Discretionary Grant Application

August 21, 2023



PROJECT BUDGET



OKLAHOMA
Transportation

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Project Budget

The Oklahoma Department of Transportation (ODOT) is requesting \$80 million in Fiscal Year (FY) 2023 and 2024 Multimodal Project Discretionary Grant (MPDG) funds from the National Infrastructure Project Assistance grants program (Mega) or the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA) to replace the I-35 northbound (NB) and southbound (SB) bridges, ramps (Component 1), and construct a new multimodal bridge adjacent to the I-35 SB bridge (Component 2). The Project cost totals \$165,710,000 and Component 1 totals \$145,750,000 and Component 2 totals \$19,960,000.

Cost estimates were developed by ODOT based on estimated quantities and recent similar projects. **Table 1** includes a 30 percent preliminary estimate for the Project with the cost breakdown of the anticipated components, which does not include any previously incurred costs. To account for potential cost overruns, ODOT included a 30 percent contingency to the roadway and multimodal bridge and trail connection in the Project budget. ODOT has consistently seen a contract growth of less than 3 percent, which is covered by other formulas federal funds or Oklahoma State ROADS funds. In addition to the \$80 million requested in MPDG funds, ODOT will use \$52,568,000 in other Federal funds. To cover the 20% match, ODOT will contribute \$29,142,000 of state funds and the City of Oklahoma City will contribute \$4,000,000. **Table 2** shows how non-federal (state and local), MPDG, and other federal funds will be allocated to the budget. As noted in Secretary Gatz's [funding commitment letter](#), the non-federal sources will be provided by the State of Oklahoma. As shown in **Table 3**, Component 1 of the Project is in Census Tract 1053, which is a historically Disadvantaged Community and an Area of Persistent Poverty. The multimodal bridge (Component 2) is in Census Tract 1097.

Design and environmental costs for all components of the Project will be covered 100 percent by ODOT's state transportation funds. ODOT has allocated \$29,142,000. ODOT will use 80 percent MPDG and 20 percent state and local funds to construct the Project, which meets the statutory cost-sharing/matching requirements. The source of the \$29,142,000 million in non-federal funds (state funds) is the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund created by Title 69, Section 1521, Oklahoma Statutes. This state funding has no limit or conditions to satisfy. Based on a State statute, ODOT obligates all required construction funding prior to advertising a project for construction and again prior to awarding a contract for construction. In addition, ODOT has consistently seen a contract growth of less than 3 percent, which is covered by other formulas federal funds or Oklahoma State ROADS funds. The source of the local funds is from the City of Oklahoma City [MAPS 4 program](#). The MAPS 4 [resolution](#) includes \$25 million in beautification funding for various projects along major corridors, including the I-35 interstate bridges over the Oklahoma River. Oklahoma City voters approved the sales tax to fund MAPS 4 in a special election on Dec. 10, 2019, moving forward with a unique and ambitious plan to transform the community. MAPS 4 is a debt-free public improvement program funded by a temporary penny sales tax that will raise a projected \$1.1 billion over eight years.

The City of Oklahoma City will maintain the multimodal bridge in a state of good repair. ODOT is responsible for maintenance for on-system facilities throughout the state. As such, ODOT has a

\$500 million 4-Year Asset Preservation plan which is both federally and state funded to address pavement and bridge condition throughout the state. ODOT and the City of Oklahoma City have dedicated funds for maintenance and ODOT has an approved Transportation Asset Management Plan (TAMP). The TAMP dedicates funding to improving surface conditions, rehabilitating bridges, and providing access improvements. ODOT and City of Oklahoma City have negotiated maintenance agreements on previous projects and have standard language and terms. ODOT and City of Oklahoma City have successfully negotiated maintenance agreements on previous projects and intend to do the same with this Project. The City supports this Project and is participating in the development of related maintenance agreements, aesthetic design treatments and have indicated that they are considering financial commitment as well.

Table 1: Project Budget by Item and Component

Item and Component	Total Cost
Roadway	
Construction	\$27,500,000
Other Items (Traffic Control, Striping, etc.)	\$4,000,000
30% Contingency	\$9,450,000
I-35 Bridges	
I-35 SB over Oklahoma River	\$47,400,000
I-35 NB over Oklahoma River	\$33,900,000
I-35 Ramp over Oklahoma River	\$20,700,000
I-35 over Stillwater RR Bridge Rehab	\$2,800,000
Sub Total I-35 Roadway and Bridges (Component 1)	\$145,750,000
Multimodal Bridge & Trail	
Multimodal Bridge over Oklahoma River	\$13,200,000
Trail Improvements	\$5,200,000
30% Contingency	\$1,560,000
Sub Total Multimodal Bridge & Trail (Component 2)	\$19,960,000
Total	\$165,710,000

Source: ODOT, (Q4 2022 Dollars)

Table 2: Project Budget by Funding Sources and Component

Funding Source	I-35 Bridges, Roadway, & Ramp	Multimodal Bridge & Trail Connection	Total Funding
	Component 1 Funding Amount	Component 2 Funding Amount	
MPDG Funds	\$63,983,424	\$16,016,576	\$80,000,000
Other Federal Funds	\$52,568,000	\$0	\$52,568,000
Non-Federal Funds	\$29,137,856	\$4,004,144	\$33,142,000
Total	\$145,689,280	\$20,020,720	\$165,710,000

Source: ODOT, (Q4 2022 Dollars)

Table 3: Project Budget by Census Tracts and Component

Census Tract	Project Costs per Census Tract
1053 (Component 1)	\$145,750,000
1097 (Component 2)	\$19,960,000
Total	\$165,710,000

Source: ODOT, (Q4 2022 Dollars)