



OKLAHOMA
Transportation

I-35 CAPACITY IMPROVEMENTS

FY 2023-2024 MPDG

Project Budget

PROJECT BUDGET

ESTIMATES AND TOTAL PROJECT COSTS

ODOT is requesting \$30M in MPDG funding for construction of the project. Design and NEPA costs will be funded through ODOT’s state funding allocation and other federal funding. Other federal funding will be utilized to split eligible future costs in excess of the requested \$30M. The total costs of the project are shown in **Table 1**. The requested federal funding is entirely for construction costs. ODOT has provided funding for all pre-construction activities including NEPA, preliminary engineering, utilities, and right-of-way acquisition to help expedite the project for construction.

Table 1: I-35 Project Budget

		I-35 North Section Widening	I-35 South Section Widening	SH-74 Interchange/ Bridge	Sub-total	
PROJECT DEVELOPMENT <small>(Previously Incurred)</small>	Design	\$1,273,769	\$1,980,000	\$1,237,032	\$4,490,801	USE
	Right of Way & Utility Relocation	\$500,000	\$200,000	\$1,906,300	\$2,606,300	
	MPDG Funds	\$0	\$0	\$0	\$0	SOURCE
	Other Federal Funds	\$886,885	\$1,090,000	\$1,571,666	\$3,548,551	
	Non-Federal Funds	\$886,884	\$1,090,000	\$1,571,666	\$3,548,550	
					TOTAL	\$7,097,101
CONSTRUCTION COSTS	Construction	\$34,388,836	\$18,560,619	\$11,596,000	\$64,545,455	USE
	E&C	\$2,063,330	\$1,113,637	\$695,760	\$3,872,727	
	Contingency	\$5,158,325	\$2,784,093	\$1,739,400	\$9,681,818	
	MPDG Funds	\$15,983,543	\$8,626,767	\$5,389,690	\$30,000,000	SOURCE
	Other Federal Funds	\$12,813,474	\$6,915,791	\$4,320,735	\$24,050,000	
	Non-Federal Funds	\$12,813,474	\$6,915,791	\$4,320,735	\$24,050,000	
					TOTAL	\$78,100,000

Construction cost estimates are based upon current design stages for each component of the project. The North Section Widening of I-35 is at 65 percent design, and the South Section Widening of I-35 and the SH-74 Bridge/Interchange are in the preliminary design stages prior to plan development.

Cost estimates provided are based on the current engineer's estimates, which consider pay items, quantities, and prices that are consistent with similar ODOT projects in the area. It's worth noting that all costs shown in this section are in year of expenditure dollars. Future operations and maintenance costs will be covered 100 percent by state and local transportation funds. It's important to keep in mind that a contingency of 15 percent has been included in the estimate, as the construction cost estimate is based on preliminary design. This allows for inflation and accounts for any future labor and supply chain-driven cost increases. 55% of ODOT's overall 8-year Construction Work Plan is comprised of formula federal funding⁶.

Total future eligible cost of the project is estimated at \$78.10M and ODOT is committing \$24.05M in state funding, a 30.8 percent match, and utilizing other federal funds for the remaining \$24.05M. The requested \$30M constitutes 38.4 percent of the eligible future cost and is well below the threshold allowed for rural grants. ODOT has expended and budgeted for a total of \$7,097,101 in previously incurred costs. All previously incurred expenses are not requested for reimbursement as part of this funding request. **Table 1** on the previous page summarizes previously incurred expenses by ODOT across all project components.

IMPACT OF FEDERAL FUNDING

ODOT closely tracks their funding needs and capacity issues along I-35 from the Texas state line into the Oklahoma City metro area. Widening I-35 to six lanes has and will remain a programming priority in order to address interstate capacity issues. This commitment is evidenced by the establishment of the I-35 Committee to look into current and future traffic needs as well as funding investments to be made⁴. The MPDG grant will allow these critical improvements to I-35 to progress to construction within the next three years and will help ODOT stay on schedule toward achieving their commitment to improve operations and safety along the I-35 corridor.

Traffic volume growth along I-35 have consistently grown at a very challenging rate to keep pace with from a funding perspective, as evidenced by the traffic volumes plot on the project [webpage](#) and the I-35 Committee Study Website⁴. The total need for widening I-35 across the remaining portions of the southern half of the state is currently estimated at \$2.5 billion⁴. This MPDG grant funding will not only greatly expedite construction of this critical 6-mile corridor of I-35, but it will help keep ODOT from falling behind on future planned widening projects for the southern half of the state.

Should MPDG funds not be awarded, the timeline for the project components' construction would extend to 2031 or beyond. The I-35 North Section Widening would be the only piece of these improvements to be awarded within the next two years, with the SH-74 bridge/interchange project and the I-35 South Section Widening not going out to construction until 2027 and 2030,

respectively. Compounding issues, the recent inflationary spikes that have caused significant increases in materials and labor costs could push those projects out to 10 years or more in the future, causing ODOT's dollars to accomplish much less for the same investment.

The I-35 corridor in this area is consistently increasing in traffic volume – not only due to increased truck traffic from Texas to the south, but from commuters coming into the Oklahoma City metro area from smaller communities. Rural residents and businesses will be continually impaired by travel delays and quality of life impacts due to the congestion of the I-35 corridor. As each year goes by without these improvements, costs continue to increase, congestion and the resulting pollution increase, risks from the safety enhancements not being in place continue to increase, and growth and quality of life for rural residents is impaired. The requested MPDG funds will allow ODOT to address these needs in a timely and much more efficient manner.

PROJECT PARTIES

The Oklahoma Department of Transportation is the sponsor for this application and would be the grant recipient. The mission of ODOT is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma¹³. This project is part of this mission and ODOT will oversee and manage this project in accordance with these core values.

The project is expected to have a positive impact on local communities as well as the traveling public. I-35 will benefit from reduced travel time, reliability, safety improvements, and increased economic opportunity for the surrounding communities. The project has received letters of support from organizations and officials, and they can be found on the project [webpage](#).