



OKLAHOMA
Transportation

FY 2023-2024 MPDG
***I-35* CAPACITY
IMPROVEMENTS**

Project Requirements

PROJECT REQUIREMENTS

The I-35 corridor project embodies a multifaceted approach to meet regional and national goals, encompassing economic growth, safety enhancements, mobility improvements, and environmental sustainability. This carefully planned and cost-effective initiative aligns with key criteria that include infrastructure condition, congestion reduction, freight movement, and more. A detailed breakdown of how the project meets these criteria, including specific elements such as Benefit-Cost Analysis and construction timelines, is provided in the table below.

Table 1: Project Requirements

Statutory Requirements (Rural)	Project Details
<p>(1) The project will generate regional economic, mobility, or safety benefits</p>	<p>Yes.</p> <p><u>Economic</u>: The I-35 improvements will boost Oklahoma's economy by enhancing the transportation of goods and services, supporting a diverse mix of industries including agribusiness, equine, manufacturing, retail trade, and tourism. See the Outcome Criteria Narrative: Criterion 3.</p> <p><u>Mobility</u>: The project will increase capacity and connectivity, reduce travel time, and improve reliability on the I-35 corridor. See the Outcome Criteria Narrative: Criterion 1.</p> <p><u>Safety</u>: The replacement of the "Structurally Deficient" SH-74 bridge¹⁶, and improvements to ramp merge and diverge alignment, will contribute to enhanced safety to address the 268 collisions recorded between 2016 and 2020, including three fatalities, through design changes aimed at collision reduction. See the Outcome Criteria Narrative: Criterion 1.</p>
<p>(2) The project will be cost effective</p>	<p>Yes.</p> <p>The Benefit-Cost Analysis (BCR) of 3.0 with a net present value (NPV) of \$157,554,864 shows a positive return on investment. See Benefit Cost Analysis Section.</p>
<p>(3) The project will contribute to 1 or more of the national goals described under Section 150</p>	<p>Yes.</p> <p>The project contributes to all the national goals which is further elaborated on in the narrative in the following sections:</p> <p><u>Safety</u>: The project includes the replacement of the "Structurally Deficient" SH-74 bridge¹⁶ and the introduction of features like parallel acceleration and deceleration lanes, concrete barriers, which will enhance overall traffic safety. See the Outcome Criteria Narrative: Criterion 1.</p> <p><u>Infrastructure Condition</u>: The project includes pavement rehabilitation to reuse the existing pavement to the extent possible as well as replace the existing SH-74 bridge. See the Outcome Criteria Narrative: Criterion 2.</p>

Statutory Requirements (Rural)	Project Details
	<p>Congestion Reduction: The project aims to ease travel by extending the life of the corridor and improving Level of Service (LOS), which will accommodate traffic growth and reduce congestion. See the Outcome Criteria Narrative: Criterion 3.</p> <p>System Reliability: Improvements along the I-35 corridor will increase the reliability of the transportation system, ensuring smooth flow and lesser maintenance in the future. See the Outcome Criteria Narrative: Criterion 3.</p> <p>Freight Movement and Economic Vitality: I-35 plays a crucial role in the National Highway Freight Network (NHFN), and improvements will foster Oklahoma's freight industry. This will also support businesses, promote new industries, and directly benefit economic generators like the Chickasaw Nation's Riverwind Entertainment Complex. See the Outcome Criteria Narrative: Criterion 3.</p> <p>Environmental Sustainability: Reduced congestion will decrease air pollution and emissions from slow-moving vehicles. The project's support for wind energy also contributes to renewable energy growth, emphasizing environmental sustainability. See the Outcome Criteria Narrative: Criterion 4.</p> <p>Reduced Project Delivery Delays: If this project is awarded an MPDG grant, this projects timeline can accelerate from 2030 or later time frame to being completed by 2028.</p>
<p>(4) The project is based on the results of preliminary engineering</p>	<p>Yes.</p> <p>All three components have completed preliminary engineering and will complete development by the first quarter of 2026. The project has completed the following activities for each component: topographic surveys, metes and bounds surveys, geotechnical investigations, hydrologic analysis, traffic studies, and cost estimates. See Project Readiness Section for more details.</p>
<p>(5) The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project</p>	<p>Yes.</p> <p>The project is expected obligate funds in the fourth quarter of 2025 and expected to begin construction immediately following the letting process. The letting process is estimated to be three months based on ODOT's vast experience executing similar projects following the federal process.</p> <p>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%, which is covered by other formula federal funds or Oklahoma State ROADS funds. See Project Readiness Section for additional schedule details.</p>