



OKLAHOMA

FY 2026 BRIDGE INVESTMENT PROGRAM

SH-74 Bridge over I-35 Replacement Project

Daniel Nguyen, P.E., MBA
ODOT Director of Project Delivery
dnguyen@odot.org

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PROJECT BUDGET NARRATIVE

ODOT requests \$11,516,000 in BIP Grant funding and includes \$2,879,000 in non-federal funding to complete construction of the Project. The estimated Project cost is \$14,395,000.

- Table 1 shows eligible Project costs and does not include any previously incurred expenses.
- Table 2 provides further details on eligible construction costs.
- Table 3 shows the Project budget for the cost classifications in SH-424C.
- Table 4 provides an explanation of ineligible costs.

Table 1. BIP Project Budget Summary by Funding Source

Major Project Activity	Total Cost	BIP Funds	Other Federal Funds	Non-Federal Funds
Demolition	\$140,000	\$112,000	\$0	\$28,000
Construction	\$12,377,000	\$9,901,600	\$0	\$2,245,400
Contingency	\$1,878,000	\$1,502,400	\$0	\$375,600
Total	\$14,395,000	\$11,516,000	\$0	\$2,879,000
Percentage	100%	80%	0%	20%

Table 2. Eligible Construction Cost Detail

Construction Cost Component	Cost Estimate
Roadway Work	\$1,839,000
Bridge Construction	\$5,330,000
Retaining Walls	\$3,915,000
Barriers	\$628,000
Signage	\$14,000
Traffic Control	\$315,000
Staking	\$5,000
Stormwater Pollution Prevention Plan	\$3,000
Field Office	\$7,000
Mobilization	\$321,000
Total Construction	\$12,377,000



Table 3. Project Budget Summary by SF-424C Category

Cost Classification	Total Cost	Costs not Allowable for Participation	Allowable Costs
Administrative and legal expenses	\$0	\$0	\$0
Land, structures, rights-of-way, appraisals, etc.	\$1,000,000	\$1,000,000	\$0
Relocation expenses and payments			\$0
Architectural and engineering fees	\$2,050,000	\$2,050,000	\$0
Project inspection fees	\$0	\$0	\$0
Site work	\$0	\$0	\$0
Demolition and removal	\$140,000		\$140,000
Construction	\$16,598,000	\$4,221,000	\$12,377,000
Equipment	\$0	\$0	\$0
Miscellaneous	\$0	\$0	\$0
SUBTOTAL	\$19,788,000	\$7,271,000	\$12,517,000
Contingencies	\$2,511,150	\$633,150	\$1,878,000
SUBTOTAL	\$22,299,150	\$7,904,150	\$14,395,000
Project (program) income	\$0	\$0	\$0
TOTAL PROJECT COSTS	\$22,299,150	\$7,904,150	\$14,395,000
Federal Assistance Requested (80% of Allowable Costs)			\$11,516,000

Table 4. Explanation of Costs not Allowable for Participation

Cost Classification	Costs not Allowable for Participation	Explanation
Land, structures, rights-of-way, appraisals, etc.	\$1,000,000	Work is underway prior to BIP application submittal, includes previously incurred expenses.
Architectural and engineering fees	\$2,050,000	Work is underway prior to BIP application submittal, includes previously incurred expenses.
Construction	\$4,221,000	Construction of a roundabout at the SH-74/I-35 interchange, which is determined to be beyond the nominal amount of approach work to connect the new facility to the existing roadway.
Contingencies	\$633,150	Associated with construction of roundabout.
TOTAL	\$7,904,150	



Non-Federal Funds

ODOT commits state funding in the amount of \$2,879,000 (20% of total eligible Project costs) to the Project, sourced from the ROADS fund. The ROADS fund is a dedicated state transportation funding source established by the Oklahoma Legislature to provide consistent, long-term investment in the state's highway and bridge system. Created in 2005 and refined through subsequent legislation, the fund was designed to establish a stable funding structure that supports multi-year transportation planning. The ROADS fund is funded through fuel taxes, motor vehicle revenues, and other dedicated allocations to create a reliable funding stream, delivering critical highway and bridge improvements across Oklahoma.

Other Federal Funds

No other federal funds will be used for the Project.

Components and Phases

The Project components are identified in Table 3. The Project does not contain multiple distinct phases.

Contingency Amount and Plan

Included in the budget is a construction contingency amount equal to 15% of the construction cost. It is expected that there is sufficient funding to cover unanticipated cost increases. However, if unanticipated cost overruns exceeding the budgeted contingency were to occur, ODOT would address potential cost overruns with other funding sources.