



Appendix G - Budget Narrative & Cost Estimate

**FY 23-26 US-81 UPRR Bridge
Replacement Project (NBI 16159 &
16167)**



Budget Narrative

This budget narrative corresponds to the SF-424C Construction Budget and is based on ODOT’s detailed engineer’s estimate dated June 11, 2026. Costs reflect current market pricing, anticipated construction conditions, and project-specific requirements associated with replacing the northbound and southbound US-81 bridges over the Union Pacific Railroad corridor. The project includes bridge replacement, roadway reconstruction, traffic control, railroad coordination, construction engineering, and contingency necessary to deliver a complete and operational facility.

Line 6. – Project Inspection Fees

Item	Amount
Total Cost	\$1,183,051
BIP Share (80%)	\$946,441
Non-Federal Share (20%)	\$236,610

This line item represents Engineering and Construction Management (E&C) costs required for project delivery. These costs include construction engineering, inspection, project management, contract administration, documentation, quality assurance/quality control, materials testing oversight, railroad coordination, environmental compliance monitoring, construction staking review, and reporting necessary to maintain compliance with Federal requirements.

The amount is derived from ODOT’s approved estimate and represents approximately six percent of total construction costs, consistent with ODOT’s standard methodology for major bridge construction projects. Engineering oversight is particularly important given the complexity of replacing two highway bridges over an active Union Pacific Railroad corridor while maintaining traffic operations on US-81 throughout construction.

Line 9. – Construction

Item	Amount
Total Cost	\$19,717,509
BIP Share (80%)	\$15,774,007
Non-Federal Share (20%)	\$3,943,502

Construction funding supports all activities necessary to replace the existing northbound and southbound US-81 bridges and improve associated roadway infrastructure.



Major construction elements include:

Category	Cost
Roadway	\$3,738,369
Bridge A	\$6,617,605
Bridge B	\$7,344,953
Traffic Signing & Striping	\$45,827
Traffic Control	\$880,755
Staking	\$250,000
Mobilization/Construction Support	\$840,000
Total Construction	\$19,717,509

Roadway Improvements

(\$3.74 million)

Roadway work includes excavation, embankment, stabilized subgrade, aggregate base, asphalt pavement reconstruction, drainage improvements, erosion and sediment control measures, riprap protection, guardrail installation, and roadway restoration necessary to tie the new bridge approaches into the existing highway system.

Bridge A Replacement

(\$6.62 million)

Bridge A construction includes demolition of the existing structure; substructure excavation; drilled shafts and driven pile foundations; reinforced concrete components; structural steel superstructure; bridge bearings; bridge deck construction; approach slabs; parapets; expansion joints; drainage systems; and all associated bridge appurtenances.

Major cost drivers include approximately \$3.81 million in structural steel, \$505,050 in Class AA concrete, \$447,168 in epoxy-coated reinforcing steel, and \$211,500 in drilled shafts.

Bridge B Replacement

(\$7.34 million)

Bridge B construction includes replacement of the existing bridge with a modern structure meeting current design standards. Major activities include foundation construction, structural steel installation, reinforced concrete components, slope wall protection, bridge drainage improvements, approach work, and removal of the existing bridge.

Major cost drivers include approximately \$3.59 million in structural steel, \$818,820 in



slope wall construction, \$479,024 in Class A concrete, \$477,208 in Class AA concrete, and \$437,597 in epoxy-coated reinforcing steel.

Traffic Signing and Striping

(\$45,827)

This work includes final pavement markings, centerline and shoulder rumble strips, and permanent traffic control devices necessary for project completion.

Traffic Control and Railroad Coordination

(\$880,755)

Traffic control costs support phased construction that maintains traffic on US-81 throughout the project by closing one bridge at a time and using head-to-head traffic operations. Costs include temporary barriers, construction signage, portable message boards, pavement marking modifications, channelization devices, glare screens, and temporary traffic control systems.

This category also includes approximately \$468,000 in railroad flagging and coordination costs required to safely perform bridge replacement activities adjacent to and over the active Union Pacific Railroad corridor.

Construction Staking

(\$250,000)

Construction staking includes layout, surveying, verification, and field support necessary to ensure accurate construction of roadway and bridge improvements.

Mobilization and Project Support

(\$840,000)

Mobilization costs include contractor startup activities, field office establishment, equipment mobilization, temporary facilities, SWPPP implementation and management, and project administration required to initiate and maintain construction operations.

Line 13. – Contingencies

Item	Amount
Total Cost	\$3,943,502
BIP Share (80%)	\$3,154,802
Non-Federal Share (20%)	\$788,700



A contingency equal to approximately 20 percent of the construction estimate is included to address cost escalation, market volatility, railroad coordination requirements, utility conflicts, unforeseen subsurface conditions, material price fluctuations, and other construction risks that may arise during project delivery.

The contingency is particularly appropriate given the complexity of replacing two aging bridges over an active freight railroad corridor while maintaining traffic on a critical freight and regional mobility route. The contingency amount reflects ODOT's risk-based approach to cost estimating and supports successful project delivery without compromising project scope.

Funding Sources and Cost Share

Funding Source	Amount
BIP Federal Share (80%)	\$19,875,249
State Match (20%)	\$4,968,812
Total Project Cost	\$24,844,061

The Oklahoma Department of Transportation will provide the required non-Federal cost share using committed State transportation funds. State matching funds are programmed and available in accordance with the project schedule and will be used to satisfy all applicable statutory matching requirements.

The requested BIP funding does not exceed 80 percent of total eligible project costs and complies with all applicable cost-sharing requirements established under the Bridge Investment Program.