

FY 2022 Bridge Investment Program (BIP) Planning Projects Application Template

Budget Narrative

The planning project budget for the Roosevelt Bridge Project includes \$3,191,000 for completion of the following activities:

- **A study of bicycle/pedestrian accommodations** will include both the feasibility of reusing the existing structure for this purpose, as well as connecting the bicycle/pedestrian facility on either end of the bridge. Currently, there is no bicycle/pedestrian accommodation on the Roosevelt Bridge, or anywhere across Lake Texoma
- **Underwater inspection** is needed to assess the condition of the 80-year substructure inclusive of timber piling capacity exploration. The study of partial removal of the bridge may be warranted. A detailed study to re-purpose the existing Roosevelt Bridge to function as a pedestrian facility will be performed.
- Significant overhead electric lines are supported on the existing bridge. This utility will require **coordination with the owner to maintain and/or relocate**. Determination of how to accommodate this utility is a major factor in selection of a bridge alternative.
- Because Lake Texoma is a relatively deep lake, **geotechnical exploration** is needed to determine the feasibility of replacement alternatives. This data will eventually allow ODOT to optimize the design of the supporting substructures and determine foundation design parameters.
- Because Lake Texoma is a USACE owned and operated lake and functions as a flood control facility, **methods to minimize fill** into Lake Texoma will be studied. Coordination with USACE and studies of potential flood storage replacement options will also be included.
- The **PointeVista development** is under construction adjacent to the Project and requires additional as-built survey. This survey will allow the study of methods to mitigate impacts and provide public access to the development. Significant traffic changes are anticipated requiring a traffic compatibility study and determining appropriate improvements and need for controlled access.
- **Accelerated Bridge Construction (ABC)** methods will be studied as an innovative way to potentially reduce construction duration and increase cost efficiency, safety, and quality control. A detailed study, specific to the span arrangement, would help determine feasibility and applicability to the Roosevelt Bridge project.
- **Feasibility Plans**, showing how the Project would be constructed, and sufficient for completing National Environmental Policy Act (NEPA) documentation and approval for right-of-way acquisition. These plans would also serve as the basis for collaboration and coordination with stakeholders.

Table 1 below shows the breakdown of costs by each planned activity. ODOT is requesting \$957,300 in BIP planning funds, or 30% of the total costs. ODOT will match the BIP funding with \$638,000 of its own funds (Oklahoma ROADS Fund) as well as \$1,595,500 of its Federal-

aid allocation from FHWA. These funds are within the amount ODOT currently has programmed for the Roosevelt Bridge Project and are immediately available upon grant award.

Table 1: Proposed Project Budget and Sources and Uses of Funds

Planning Activity	Estimated Budget	BIP Funds	Other Federal Funds	ODOT Funds
Design Feasibility	\$804,000	\$241,200	\$402,000	\$160,800
<i>Ped/Bike Feasibility</i>	<i>\$472,000</i>			
<i>Utility Relocation</i>	<i>\$23,000</i>			
<i>Compensatory Storage Study</i>	<i>\$75,000</i>			
<i>Inspection</i>	<i>\$234,000</i>			
ABC Study	\$60,000	\$18,000	\$30,000	\$12,000
Geotechnical Exploration	\$1,800,000	\$540,000	\$900,000	\$360,000
Development Studies	\$212,000	\$63,600	\$106,000	\$42,400
Feasibility Plans	\$315,000	\$94,500	\$157,500	\$63,000
TOTAL PLANNING	\$3,191,000	\$957,300	\$1,595,500	\$638,200
Percent	100%	30%	50%	20%