

## Total Project Cost (Previously Incurred and Future Eligible Costs)

	Previously Incurred Expenses	Future Eligible Costs	Percentage of Future Costs	Total Project Cost
ODOT Funds	\$5,140,644	\$54,785,966	27 percent	\$59,926,610
Federal Formula Funds	\$26,490,793	\$82,178,950	41 percent	\$108,669,743
Other Funds	\$17,000,000	\$14,900,000	7 percent	\$31,900,000
Rural Grant Funds	\$ -	\$50,000,000	25 percent	\$50,000,000
<b>Total Project Costs</b>	<b>\$48,631,437</b>	<b>\$201,864,916</b>	<b>100.00 percent</b>	<b>\$250,496,353</b>

## Sources and Uses of Funds

	Engineering	Toll Structure	ROW & Utilities	Construction	Contingency
<b>Private Funds (OTA)</b>					
<i>Previously Incurred Cost</i>		\$17,000,000			
<i>Future Cost</i>				\$14,900,000	
<b>State Funds (ODOT) <sup>1</sup></b>					
<i>Previously Incurred Cost</i>	\$1,986,940		\$3,153,704		
<i>Future Cost</i>				\$49,307,370	\$5,478,596
<b>Other Federal Funds <sup>2</sup></b>					
<i>Previously Incurred Cost</i>	\$11,009,767		\$15,481,026		
<i>Future Cost</i>				\$73,961,055	\$8,217,895
<b>Grant Funds (MPDG)</b>					
<i>Future Cost</i>				\$50,000,000	
<b>Total Previously Incurred Costs</b>	<b>\$12,996,707</b>	<b>\$17,000,000</b>	<b>\$18,634,730</b>		
<b>Total Future Element Costs</b>				<b>\$188,168,425</b>	<b>\$13,696,491</b>

## Future Project Costs and Construction Phasing

	2022	2023	2024	2025	2026
Grading	\$6,810,053	\$33,810,053	\$33,810,053		
Bridge Construction		\$19,595,151	\$19,595,151	\$19,595,151	
Interchange Construction			\$9,181,055	\$9,181,055	
Surfacing				\$9,181,055	\$27,409,650
Contingency	\$495,693	\$3,887,283	\$4,555,558	\$2,762,851	\$1,995,107
<b>Total Future Project Costs</b>	<b>\$7,305,746</b>	<b>\$57,292,487</b>	<b>\$67,141,816</b>	<b>\$40,720,111</b>	<b>\$29,404,756</b>

<sup>1</sup> State funds will be sourced from a combination of bonding and the Oklahoma ROADS Fund (discussed under Criterion #6 section)

<sup>2</sup> Source of other federal funds is a combination of FHWA formula funding