

Project Budget

The total project cost for the Roosevelt Bridge project is \$251,078,800, based on a 15% level of design and a 20% contingency. This total cost includes previously incurred costs of \$3,378,800 that ODOT has expended on the Preliminary Engineering Study, Section 4(f) alternatives analysis, public involvement, and NEPA documentation. Final design, right-of-way acquisition, utility relocation, and construction are anticipated to be completed by the Progressive Design Build team. Final design costs are estimated at 6% of construction and include planning activities as described in the FY 2022 Bridge Investment Program (BIP) Planning Grant for which ODOT was awarded \$957,300 by FHWA. Future eligible costs include final design, right-of-way acquisition, utility relocation, and construction and total \$247.7 million (see **Table 1**).

Table 1: Roosevelt Bridge Sources and Uses of Funds

USE OF FUNDS	SOURCES OF FUNDING				
	ODOT State Funds	Other Federal Funds	MPDG Funds	Future Eligible Cost	Total Project Cost
Previously Incurred Costs					
Preliminary Engineering	\$3,084,500				\$3,084,500
Environmental	\$294,300				\$294,300
Future Eligible Costs					
Final Design	\$12,242,700	\$957,300		\$13,200,000	\$13,200,000
Right-of-Way	\$2,500,000			\$2,500,000	\$2,500,000
Utilities	\$12,000,000			\$12,000,000	\$12,000,000
Construction	\$51,000,000	\$70,000,000	\$99,000,000	\$220,000,000	\$220,000,000
TOTAL	\$77,742,700	\$70,957,300	\$99,000,000	\$247,700,000	\$251,078,800
Percent of Eligible Costs	31%	29%	40%	100%	

ODOT is requesting \$99 million in MPDG funds, or 40% of the future eligible project costs. Other federal funds will total approximately \$71 million, which includes \$957,300 in BIP grant funds. ODOT intends to apply for a BIP construction grant and if awarded, will use those funds as “other federal funds” as allowed by statutory cost sharing requirements. Without BIP construction funds, \$70 million will come from an anticipated TIFIA loan. The exact amount of these requests will depend on MPDG award but will be similar to what is presented in this application. These other federal funds make up 29% of the total future project cost. Therefore, the total federal share for this project is 69%. The remaining 31% of the funding will come from ODOT state funds (\$77.7 million, not including previously incurred costs). Documentation of these funding commitments is included with this application. All funds are encumbered and available for the project. MPDG funds will be used for construction only.

None of these funds are subject to the limit on freight rail, port, and intermodal infrastructure. The potential for cost overruns is known and is built into the 20% contingency included in the project

budget. ODOT has included the project in its [8 Year Construction Work Plan](#) and remains committed to adjusting as needed to meet all MPDG and statutory deadlines for funding obligation and expenditure. ODOT has consistently seen a contract growth of less than 3%, which is covered by other formulas federal funds or Rebuilding Oklahoma Access and Driver Safety (ROADS) state funds. ODOT is responsible for maintenance for on-system facilities throughout the state. As such, ODOT has a \$500M 4-Year [Asset Preservation Plan](#) which is both federally and state funded to address pavement and bridge condition throughout the state.

Table 2 contains the overall funding share by source of funds. **Table 3** shows the approximate overall funding share by Census tract. The project is located in three Census tracts: 40013796003 and 40013796004 in Bryan County and 40095094805 in Marshall County. All tracts are rural and are Historically Disadvantaged Communities. Tract 40095094805 in Marshall County is an Area of Persistent Poverty. Because Lake Texoma is the boundary between Bryan and Marshall Counties, it was assumed that half the funds would be spent in each county. In Bryan County, US-70 is the dividing line between the two Census tracts. Therefore, it was assumed half of the funds spent in Bryan County would be spent in each Census tract in that county.

Table 2: Roosevelt Bridge Funding by Source

FUNDING SOURCE	Roosevelt Bridge Future Eligible Costs	
	Amount (\$million)	Percent Share
MPDG Funds	\$99.0	40%
Other Federal Funds	\$71.0	29%
Non-Federal Funds	\$77.7	31%
TOTAL	\$247.7	100%

Table 3: Roosevelt Bridge Funding by Census Tract (\$Millions)

CENSUS TRACTS	Project Costs Per Census Tract
40095094805	\$123.9
40013796003	\$61.9
40013796004	\$61.9
TOTAL	\$247.7