

Bridging The Gap: Multimodal Connections On I-35 Over The Oklahoma River

Oklahoma Department of Transportation

Multimodal Project Discretionary Grant Application

May 6, 2024



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Project Budget

The Oklahoma Department of Transportation (ODOT) is requesting \$100 million in Fiscal Year (FY) 2024 and 2025 Multimodal Project Discretionary Grant (MPDG) funds from the National Infrastructure Project Assistance grants program (Mega) or the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA) to replace the I-35 northbound (NB) and southbound (SB) bridges, ramps (Component 1), and construct a new multimodal bridge adjacent to the I-35 SB bridge (Component 2). The Project cost totals \$190,113,120 with Component 1 total cost of \$168,417,000 and Component 2 total cost of \$21,696,120.

Preliminary engineering studies conducted by ODOT refined conceptual alternatives to a point that estimated quantities are believed to be relatively accurate. Cost estimates were developed by ODOT based on those estimated quantities and recent similar projects. **Table 1** includes a 30 percent preliminary estimate for the Project with the cost breakdown of the anticipated components, which does not include any previously incurred costs. ODOT recognizes the need for contingency funding and the Project budget includes sufficient contingency amounts to cover unanticipated cost increases. As shown in **Table 1**, ODOT included a 30 percent contingency to the cost estimate to account for inflation and unknown costs. Historically, once a project has been let and awarded, ODOT has consistently seen a contract growth of less than 3 percent, which is covered by other formula federal funds or Oklahoma State ROADS funds. Based on a State statute, ODOT obligates all required construction funding prior to advertising a project for construction and again prior to awarding a contract for construction. Design and environmental costs for all components of the Project will be covered 100 percent by ODOT's state transportation funds.

In addition to the \$100 million requested in MPDG funds, ODOT will use \$52,090,496 in other Federal funds to complete the 80 percent federal share of the Project. To cover the statutory cost-sharing/matching required 20% match, ODOT will contribute \$38,022,624 of state funds. The source of the \$38,022,624 in non-federal funds (state funds) is the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund created by Title 69, Section 1521, Oklahoma Statutes. This state funding has no limit or conditions to satisfy. The City of Oklahoma City MAPS 4 program includes \$25 million in beautification funding for various projects along major corridors, including the I-35 interstate bridges over the Oklahoma River. ODOT will coordinate with the City of Oklahoma City to discuss using the MAPS 4 program to fund aesthetics on the multimodal bridge. Oklahoma City voters approved the sales tax to fund MAPS 4 in a special election on Dec. 10, 2019, moving forward with a unique and ambitious plan to transform the community. MAPS 4 is a debt-free public improvement program funded by a temporary penny sales tax that will raise a projected \$1.1 billion over eight years.

Table 2 shows how non-federal (state and local), MPDG, and other federal funds will be allocated to the budget. As noted in Executive Director Gatz's [funding commitment letter](#), the non-federal sources will be provided by the State of Oklahoma.

As shown in **Table 3**, Component 1 of the Project is in Census Tract 1053, which is a historically Disadvantaged Community and an Area of Persistent Poverty. The multimodal bridge (Component 2) is in Census Tract 1097. In addition, ODOT has consistently seen a contract growth of less than 3 percent, which is covered by other formulas federal funds or Oklahoma State ROADS funds.

Table 1: Project Budget by Item and Component

Item and Component	Total Cost
Roadway	
Construction	\$26,450,000
Other Items (Traffic Control, Striping, etc.)	\$5,050,000
30% Contingency	\$9,450,000
Roadway Total	\$40,950,000
I-35 Bridges	
I-35 SB over Oklahoma River	\$42,660,000
I-35 NB over Oklahoma River	\$30,510,000
I-35 Ramp over Oklahoma River	\$18,630,000
Double 10'x10' RCB Extension	\$270,000
I-35 over Stillwater RR Bridge Rehab	\$2,520,000
30% Contingency	\$28,377,000
Mainline Bridge Aesthetics	\$4,500,000
Bridge Total	\$127,467,000
Sub Total I-35 Roadway and Bridges (Component 1)	\$168,417,000
Multimodal Bridge & Trail	
Multimodal Bridge over Oklahoma River	\$13,612,400
30% Contingency	\$4,083,720
Bridge Aesthetics	\$4,000,000
Sub Total Multimodal Bridge & Trail (Component 2)	\$21,696,120
Total	\$190,113,120

Source: ODOT, (Roadway and Bridges Q4 2023 Dollars; Multimodal Bridge Q1 2024)

Table 2: Project Budget by Funding Sources and Component

Funding Source	I-35 Bridges, Roadway, & Ramp	Multimodal Bridge & Trail Connection	Total Funding
	Component 1 Funding Amount	Component 2 Funding Amount	
MPDG Funds	\$82,303,880	\$17,696,120	\$100,000,000
Other Federal Funds	\$52,090,496	\$0	\$52,090,496
Non-Federal Funds	\$34,022,624	\$4,000,000	\$38,022,624
Total	\$168,417,000	\$21,696,120	\$190,113,120

Source: ODOT, (Roadway and Bridges Q4 2023 Dollars; Multimodal Bridge Q1 2024)

Table 3: Project Budget by Census Tracts and Component

Census Tract	Project Costs per Census Tract
1053 (Component 1)	\$168,417,000
1097 (Component 2)	\$21,696,120
Total	\$190,113,120

Source: ODOT, (Roadway and Bridges Q4 2023 Dollars; Multimodal Bridge Q1 2024)

The City of Oklahoma City will maintain the multimodal bridge in a state of good repair. ODOT is responsible for maintenance for on-system facilities throughout the state. As such, ODOT has a \$500 million 4-Year Asset Preservation plan which is both federally and state funded to address pavement and bridge condition throughout the state. ODOT and the City of Oklahoma City have dedicated funds for maintenance and ODOT has an approved Transportation Asset Management Plan (TAMP). The TAMP dedicates funding to improving surface conditions, rehabilitating bridges, and providing access improvements. ODOT and City of Oklahoma City have successfully negotiated maintenance agreements on previous projects and intend to execute an agreement with the City of Oklahoma City to maintain the multimodal bridge.