

Bridging the Gap: Multimodal Connections on I-35 over the Oklahoma River

Oklahoma Department of Transportation RAISE Grant Application
February 28, 2023



PROJECT BUDGET



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Project Budget

The Oklahoma Department of Transportation (ODOT) is requesting \$14.1 million in FY 2023 RAISE funds to contribute to the construction of the multimodal portion of this project (“the Project”). ODOT intends to utilize state dollars to fund the remainder of the multimodal project cost. The future eligible cost for the multimodal path components covered in this RAISE grant application totals \$17.6 million.

Cost estimates were developed by ODOT based on 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. A 30 percent contingency was used to develop the Project budget. **Table 2** shows how non-federal (state), RAISE, and other federal funds will be allocated to the budget. As noted in Secretary Gatz’s [funding commitment letter](#), the non-federal sources will be provided by the State of Oklahoma. ODOT will provide a total of \$3.5 million to be used for construction. As shown in **Table 3**, 100 percent of the Project is in Census Tract 1053, which is a historically Disadvantaged Community and an Area of Persistent Poverty.

Design and environmental costs for all components of the Project will be covered 100 percent by ODOT’s state transportation funds. ODOT has allocated \$9 million toward this Project as part of ODOT’s [Eight-year Construction Work Plan](#). ODOT will be applying for additional grants to help fund the construction of the I-35 bridges. ODOT will use 80 percent RAISE and 20 percent state funds to construct the Project, which meets the statutory cost-sharing/matching requirements. The source of the \$3.5 million 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.

Future maintenance of the multimodal path will be shared between ODOT and the City of Oklahoma City. Because the Project will share substructure with the interstate system bridges, ODOT will continue to maintain the I-35 bridges in a state of good repair. ODOT has dedicated funds for maintenance as well as an approved Transportation Asset Management Plan (TAMP). The TAMP dedicates funding to improving surface conditions, rehabilitating bridges, and providing access improvements.

Table 1: Multimodal Bridge Project Budget

Description	Total Cost
Approach Slab	\$23,000
42" Shared Parapet	\$200,600
Structural Steel	\$6,900,000
Stainless Steel Fixed Bearing Assembly	\$22,500
Stainless Steel Expansion Bearing Assembly	
Class AA Concrete	\$210,000
Class A Concrete	\$46,200
Epoxy Coated Reinforcing Steel	\$171,000
Type I-A Plain Riprap	\$7,200
Vertical Abutment (North Bank)	\$754,600
MSE Retaining Wall (North Bank)	\$3,400,000
Multimodal Trail (North Bank)	\$244,000
Multimodal Ramp (North Bank)	\$650,000
Multimodal Trail (South Bank)	\$97,600
Multimodal Ramp (South Bank)	\$650,000
Multimodal Ramp (South Bank OKANA Extension)	\$109,800
Handrailing	\$84,000
Construction Total	\$13,570,700
30% Contingency	\$4,071,210
Multimodal Bridge Total	\$17,641,910

Table 2: Multimodal Bridge Project Funding Sources

Funding Source	Multimodal Bridge	Total Funding
	Funding Amount	
RAISE Funds	\$14,113,528	\$14,113,528
Other Federal Funds	\$0	\$0
Non-Federal Funds	\$3,528,382	\$3,528,382
Total	\$17,641,910	\$17,641,910

Table 3: Multimodal Bridge Project Budget by Census Tracts

Census Tract	Project Costs per Census Tract
1053	\$17,641,910
	Total Project Cost: \$17,641,910