

I-40 CLINTON

Mobility and Freight Improvement Project

Budget Narrative



OKLAHOMA
Transportation

BRIDGE INVESTMENT PROGRAM:
FY 2025 Bridge Project Application

November 1, 2024

I. BUDGET NARRATIVE

The budget for the I-40 Clinton Mobility and Freight Improvement Project, totaling \$33.9 million, is grounded in a detailed cost analysis based on the completion of 90 percent design plans developed during the Final Design Phase. Each budget category aligns with the SF424C classifications and reflects reconstruction costs of four bridges (NBI Nos. 14477, 14478, 17581, and 17582) and the associated approach roadway and temporary construction costs necessary to maintain traffic to complete the project. Additionally, the Project's budget includes a 20 percent contingency allowance to conservatively budget for cost increases which may occur due to industry cost escalations or other unknowns.

Project Budget

Table 1 provides the Project's Detailed Cost Estimate. As shown in the table, the estimate includes assumptions to generate costs associated with the approach roadway, temporary crossover, the four bridges, earthwork, traffic control, traffic lighting, staking, mobilization, and allowances for utilities, contingency, and construction inspection.

With regards to the cost categories included in the SF 424C, the majority of the Project's costs (\$28.5 million) are classified as Construction, and the remaining \$5.4 million are classified as Contingency.

Table 2 and

Table 3 summarize the how the \$27.1 million BIP grant award will be allocated across the cost estimate categories. Details on the commitment of the local matching funds and the ability to cover potential cost overruns is provided after **Table 3**.

Table 1: Detailed Cost Estimate (2024 dollars)

COUNTY: CUSTER HWY: I-40		JP NO. 31842 (04)		DESCRIPTION: NEW CONSTRUCTION			
DESIGN TEAM: GARVER		DATE: 10/03/2024					
ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANTITY/FT.	TOTAL QUANTITY	UNIT COST	COST/FT.
307(K)	4200	STABILIZED SUBGRADE	SY	11.64	51,949.32	\$ 6.50	\$ 75.66
408	8100	PRIME COAT (2)	GAL	4.50	20,083.50	\$ 5.00	\$ 22.50
411(B)	1330	SUPERPAVE, TYPE S3(PG 64-22 OK) (1)(3)	TON	1.78	7,944.14	\$ 115.00	\$ 204.70
414(A)	5200	P.C.CONCRETE PAVEMENT(PLACEMENT)	SY	3.12	13,924.56	\$ 23.00	\$ 71.76
414(B)	5300	DOWEL JOINTED P.C.C.PAVT.(PLACEMENT)	SY	6.53	29,143.39	\$ 35.00	\$ 228.55
414(G)	5800	P.C. CONCRETE FOR PAVEMENT	CY	3.22	14,370.86	\$ 200.00	\$ 644.00
TOTAL COST PER FOOT						\$1,247.17	
COST PER FOOT X LENGTH = SURFACING COST				APPROACH ROADWAY: \$1,247.17 X 4,463 = \$5,566,119.71			
NOTES:							
(1) ESTIMATED AT 112 LBS PER SQ. YD. PER 1" THICK							
(2) ESTIMATED AT 0.35 GAL PER SQ. YD.							
(3) 4 INCH COMPACT ASPHALT MILLINGS ON 8 OZ/SY NONWOVEN SEPERATOR FABRIC MAY BE USED IN LIEU OF 3 INCH HMA TYPE S3 PG 64-22OK. COST INCREASE ESTIMATED AT \$102.40 COST/FT							
COUNTY: CUSTER HWY: I-40		JP NO. 31842 (04)		DESCRIPTION: NEW CONSTRUCTION			
DESIGN TEAM: GARVER		DATE: 10/03/2024					
ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANTITY/FT.	TOTAL QUANTITY	UNIT COST	COST/FT.
307(K)	4200	STABILIZED SUBGRADE	SY	4.45	10,510.90	\$6.50	\$28.93
408	8100	PRIME COAT (4)	GAL	1.56	3,684.72	\$5.00	\$7.80
414(A)	5200	P.C.CONCRETE PAVEMENT(PLACEMENT)	SY	4.45	10,510.90	\$23.00	\$102.35
414(G)	5800	P.C. CONCRETE FOR PAVEMENT	CY	1.12	2,645.44	\$200.00	\$224.00
TOTAL COST PER FOOT						\$363.08	
COST PER FOOT X LENGTH = SURFACING COST				TEMPORARY CROSSOVER: \$363.08 X 2,362 = \$857,594.96			
NOTES:							
(4) ESTIMATED AT 0.35 GAL PER SQ. YD.							
					Approach Roadway	\$5,566,120	
					Temporary Crossovers	\$857,595	
					Roadway Subtotal	\$6,423,715	
					Bridge A	\$1,982,034	
					Bridge B	\$2,423,722	
					Bridge E	\$5,837,599	
					Bridge F	\$5,892,393	
					Bridge Subtotal	\$16,135,748	
					Earthwork Estimate	\$607,500	
					Traffic Control Estimate	\$348,000	
					Traffic Lighting	\$1,879,000	
					Staking Estimate	\$353,000	
					Mobilization Estimate	\$1,140,498	
					Prelim. Grand Total	\$26,887,461	
					20% Contingency	\$5,377,492	
					6% Const. Inspection	\$1,613,249	
					GRAND TOTAL	\$33,878,202	

NOTE: The costs presented in this estimate are for use in the BIP Grant application process and include the reconstruction costs of four bridges (NBI Nos. 14477, 14478, 17581, and 17582) and the associated approach roadway and temporary construction costs necessary to maintain traffic to complete the project.

Table 2: Project Budget

Use of Funds (\$ in millions)	ODOT State Funds	Other Federal Funds	BIP Eligible Costs	Future Eligible Costs
Future Eligible Costs				
▶ Construction	\$5.70		\$22.80	\$30.20
○ <i>Earthwork</i>	\$0.12		\$0.49	\$0.61
○ <i>Traffic Control</i>	\$0.07		\$0.28	\$0.35
○ <i>Lighting</i>	\$0.38		\$1.50	\$1.88
○ <i>Staking</i>	\$0.07		\$0.28	\$0.35
○ <i>Mobilization</i>	\$0.23		\$0.91	\$1.14
○ <i>Construction</i>	\$4.51		\$18.05	\$22.56
○ <i>Construction Inspection</i>	\$0.32		\$1.29	\$1.61
▶ Contingency	\$1.08		\$4.30	\$5.38
○ <i>Contingency</i>	\$1.08		\$4.30	\$5.38
Total	\$6.78		\$27.10	\$33.88
Percent of Eligible Costs	20%		80%	

Table 3: BIP Share of Funding by Scope Activity

Scope of Work Activity	ODOT State Funds	BIP Grant Funds	Other Federal Funds
▶ Construction	20%	80%	0%
○ <i>Earthwork</i>	20%	80%	0%
○ <i>Utilities</i>	20%	80%	0%
○ <i>Traffic Control</i>	20%	80%	0%
○ <i>Lighting</i>	20%	80%	0%
○ <i>Staking</i>	20%	80%	0%
○ <i>Mobilization</i>	20%	80%	0%
○ <i>Construction</i>	20%	80%	0%
○ <i>Construction Inspection</i>	20%	80%	0%
▶ Contingency	20%	80%	0%
○ <i>Contingency</i>	20%	80%	0%
Total Future Project Cost	20%	80%	0%

Funding Commitment

As shown in the [2024 to 2027 State Transportation Improvement Program](#) (STIP), ODOT has programmed \$27.6 million in State funds for the larger I-40 at Exit 65 Interchange Project. As documented in the Funding Commitment Letter ([Attachment D](#)), the Department will utilize \$6.7 million from the following two programs to provide the 20% local match for this BIP application.

Rural Economic Transportation Reliability and Optimization (RETRO) Program

ODOT has committed \$9.0 million in Rural Economic Transportation Reliability and Optimization (RETRO) Program funding for the larger I-40 at Exit 65 Project ([Attachment E](#)). In 2023 the Oklahoma Legislature appropriated \$200 million in RETRO funds to ODOT, which is the largest single appropriation to the Department in history. The funds focus on ensuring rural infrastructure supporting and promoting robust economic development and addressing traffic safety and circulation difficulties attributed to significant and unanticipated increases in traffic volumes. The \$200 million was included as part of ODOT's annual rebalancing of the [2025 to 2032 Construction Work Plan](#) (CWP). By combining the funds into the CWP, ODOT is able to advance expected project timeframes or fund additional infrastructure investments - more than the CWP originally planned for prior to the \$200 million in RETRO funds. These additional investment are intended to help better accommodate the needs of the system. Within the CWP, the RETRO funds are partnered with formula Federal funds and Oklahoma State Rebuilding Oklahoma Access and Driver Safety (ROADS) funds to ensure that RETRO funds made up no more than 50% of the total project cost, as specified in HB 1025X.

Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund

The ROADS fund was created by the Oklahoma State Legislature in 2005 to provide a dedicated revenue source to maintain and repair the State's state highway and bridges. Since its inception in 2006, the ROADS funds has steadily increased to its legislatively define maximum annual cap of \$590 million. Originally ROADS was funded from annual appropriations of income tax revenue in the General Fund. Beginning in 2020, funding sources for ROADS was expanded to include motor fuel and motor vehicle taxes.

STIP Update

Finally, upon announcement that the Project has received a BIP Grant Award, ODOT will initiate the process to update the Project's programmed funding in the 2024 to 2027 STIP.

Cost Overrun Plan

The potential for cost overruns is known and been built into the 20% contingency included in the project budget, which is appropriate by Federal and State best practices for this level of design. The Project is included in ODOT's 2025 to 2032 CWP and the Department is committed to adjusting future CWP's as needed to meet all BIP and statutory deadlines for funding obligation and expenditure. Finally, ODOT's history has consistently shown a contract growth of less than 3%, which is covered by other formula federal funds or ROADS state funds.