

PROJECT BUDGET

MIDAMERICA CONNECTIVITY PROJECT:

ODOT is seeking \$35 million in MPDG Rural grant funding from the USDOT for the MidAmerica Industrial Park (MAIP) Connectivity Project. The total estimated construction cost for all project components is \$99.2 million, where ODOT and MAIP are committing to nearly one-third of the total cost. The requested federal funding is entirely for construction. ODOT and MAIP have provided funding for all pre-construction activities including NEPA, preliminary engineering, utilities, and right-of-way acquisition to help expedite the project for construction.

Cost estimates are based on current engineer's estimates with pay items, quantities, and prices consistent with similar nearby ODOT projects. All costs shown in this section are in year of expenditure dollars. Future operations and maintenance costs will be covered 100 percent by State and local transportation funds. A contingency of 15% is included because the construction cost estimate is based on preliminary design, to allow for inflation, and to account for future labor and supply chain-driven cost increases.

TABLE 1: Future Eligible Costs by Project Component

	Construction	Contingency	E&C	Total	MPDG Funds	Other Federal Funds	Non-Federal Funds	Total
US-412/SH-412B Interchange	\$24,434,783	\$3,665,218	\$1,686,000	\$29,786,001	\$10,508,602	\$9,638,699	\$9,638,700	\$29,786,001
SH-412B South Widening	\$12,500,000	\$1,875,000	\$862,500	\$15,237,500	\$5,375,841	\$4,930,829	\$4,930,830	\$15,237,500
SH-412B Roundabout	\$4,869,565	\$730,435	\$336,000	\$5,936,000	\$2,094,241	\$1,920,879	\$1,920,880	\$5,936,000
Patrol Road Improvements	\$9,391,304	\$1,408,696	\$648,000	\$11,448,000	\$4,038,893	\$3,704,554	\$3,704,553	\$11,448,000
Williams Street Improvements	\$11,826,087	\$1,773,913	\$816,000	\$14,416,000	\$5,086,013	\$4,664,994	\$4,664,993	\$14,416,000
SH-412B North Reconstruction	\$6,673,913	\$1,001,087	\$460,500	\$8,135,500	\$2,870,232	\$2,632,634	\$2,632,634	\$8,135,500
US-69 / Main Street Intersection	\$347,826	\$52,174	\$24,000	\$424,000	\$149,589	\$137,206	\$137,205	\$424,000
Zarrow Street Widening	\$5,513,043	\$826,956	\$380,400	\$6,720,399	\$2,370,979	\$2,174,710	\$2,174,710	\$6,720,399
Rocket Road Improvements	\$5,826,087	\$873,913	\$402,000	\$7,102,000	\$2,505,610	\$2,298,195	\$2,298,195	\$7,102,000
Subtotal	\$81,382,608	\$12,207,392	\$5,615,400		\$35,000,000	\$32,102,700	\$32,102,700	
TOTAL		\$99,205,400				\$99,205,400		

Previously Incurred Expenses

ODOT and MAIP have expended and budgeted for a total of \$9.70M and \$3.96M in previously incurred costs, respectively. By the end of Calendar Year 2024, all design and project development costs listed will be expended with the exception of the US-412 and SH-412B Interchange. Design on all project components is currently underway. None of the previously incurred expenses are requested for reimbursement as part of this funding request.

In addition, MAIP previously paid for the design and construction of the east half of Williams Street through the park - from Zarrow St to SH-412B. It is a 4-lane roadway that provides access to the central core of the park area accelerating opportunities for immediate development within the park. The total cost of this roadway project was \$8.1M, and it was paid for exclusively by

MAIP dollars. Beyond this, they have paid for several traffic studies and transportation planning assessments to plan ahead for the sustained growth occurring across the park and to aid ODOT, MAIP, developers, and industry-partners in making infrastructure investment decisions.

Table 2 summarizes previously incurred expenses by ODOT and MAIP across all project components.

Future Eligible Costs

The future eligible costs of this project are \$99,205,400. A 35.3% grant-funded match is requested at \$35,000,000. The cost breakdown for each of the individual components is provided below with current construction estimates, a 15% contingency, and construction engineering and inspection. In the event of a partial award of grant funding, the project could be scaled proportionally based around project components.

TABLE 2: Previously Incurred Costs by Source and Use

	ODOT			MAIP
	DESIGN	RIGHT OF WAY	UTILITIES	DESIGN
US-412/SH-412B Interchange	\$2,529,000	\$562,000	\$1,405,000	\$0
SH-412B South Widening	\$1,293,750	\$0	\$718,750	\$0
SH-412B Roundabout	\$0	\$0	\$280,000	\$504,000
Patrol Road Improvements	\$0	\$0	\$540,000	\$972,000
Williams Street Improvements	\$0	\$0	\$680,000	\$1,224,000
SH-412B North Reconstruction	\$0	\$0	\$383,750	\$690,750
US-69 / Main Street Intersection	\$36,000	\$0	\$20,000	\$0
Zarrow Street Widening	\$0	\$0	\$317,000	\$570,600
Rocket Road Improvements	\$603,000	\$0	\$335,000	\$0
Subtotal	\$4,461,750	\$562,000	\$4,679,500	\$3,961,350
TOTAL	\$9,703,250			\$13,664,600

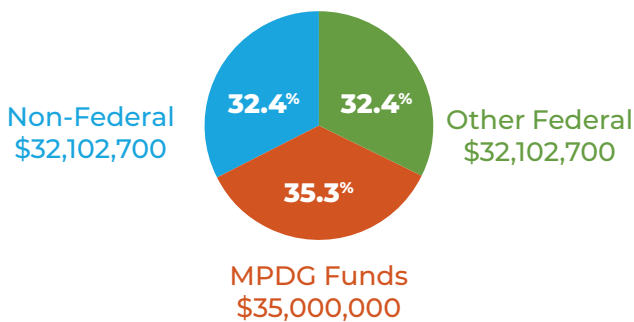
Project Funding Sources

The Project funding sources include an equal share of state/MAIP funding to other Federal funding sources. Improvements for US-412, SH-412B and US-69 adjacent to the park are currently identified in ODOT’s 8-Year Construction Plan, 4-Year Asset Preservation Plan, and the STIP as provided on the project webpage. ODOT has programmed approximately \$15 million total for these components. Additionally, due to the sustained growth of the park and the future conversion of US-412 to an interstate freeway, ODOT

and MAIP began study and design of a new grade-separated interchange at US-412 and SH-412B. The interchange project has an initial programmed budget of \$30 million and is on an accelerated design schedule to ensure its construction as soon as possible.

A breakdown of future eligible costs by project component and funding source is illustrated below. In addition to the MPDG grant funding, the share of other federal funding sources is anticipated to be 50%. Funding letters of commitment from ODOT and MAIP are provided on the project webpage.

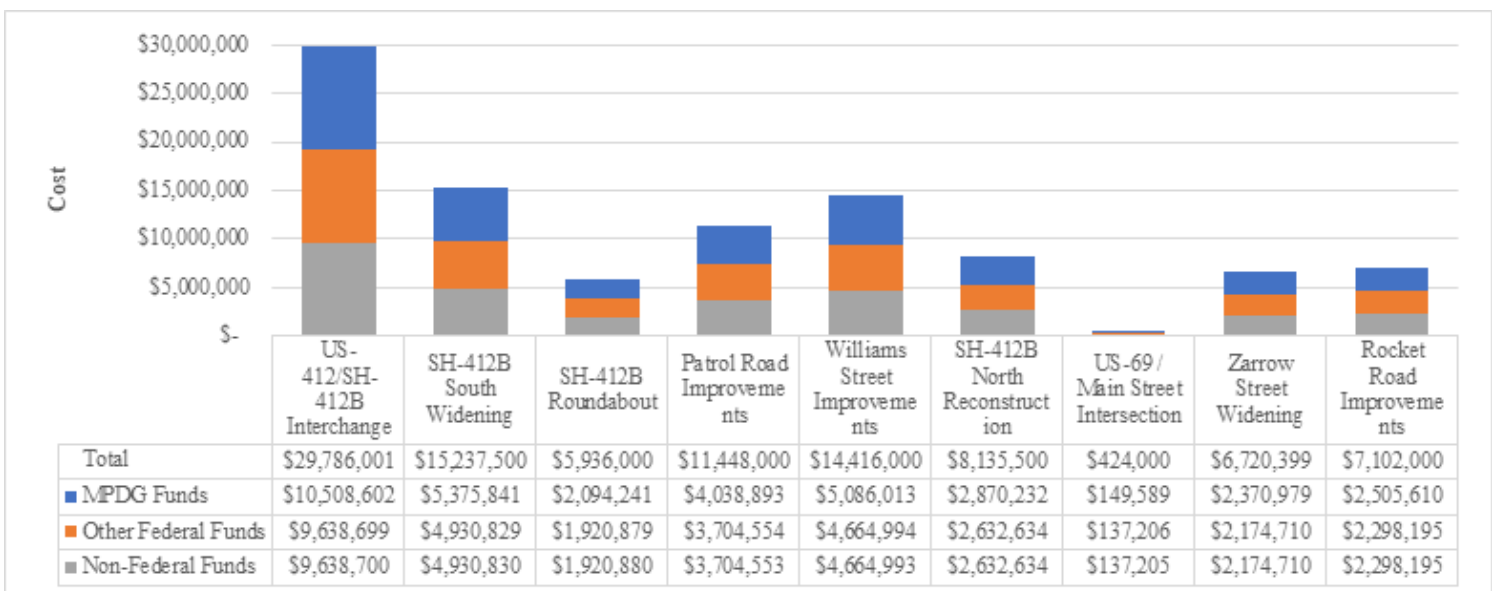
Project Budget by Source



Project Parties

As discussed above ODOT and MAIP have made direct funding commitments in support of this project, but there are many additional local stakeholders who have and are continuing to support this vital infrastructure investment project more indirectly. These project partners are providing key resources, expertise, and sustained support, ensuring the project’s success and meaningful positive impacts to the surrounding community and its citizens.

TABLE 3:



Oklahoma Department of Transportation is the lead applicant for this application. ODOT satisfies the eligibility requirements and will be responsible and accountable for the expenditure of MPDG funds and, if awarded, will comply with all relevant federal and state laws, regulations, policies, and procedures. ODOT is in compliance with all applicable registration and labor requirements. ODOT has successfully leveraged other local and regional funding sources for the Project. ODOT has long exemplified best practices in fiscal management of taxpayer funds and has a track-record of prudent fiscal management.

ODOT, MAIP, and the state of Oklahoma have coordinated multiple projects over the last few decades in support of projects enhancing the economic development in northeast Oklahoma and at MAIP. The industries supported at MAIP rely upon their proximity to the Ports of Catoosa and Inola, to being only 6 miles east of the transportation management boundary for the Tulsa metropolitan area (INCOG), and other local partners. These established partnerships will continue to play a key role in overseeing the Project.

Throughout the planning process, the project has garnered unwavering support from ODOT, Mayes County, and City of Pryor Creek elected officials. This collaboration reinforces the Project's compliance with regional

transportation standards, fostering an atmosphere of seamless coordination and cooperation.

Additionally, the partnership of the Cherokee Nation reflects the broader commitment to fostering economic growth and improving the livelihoods of residents in the region. Together, these stakeholders work in harmony to advance the infrastructure that will catalyze opportunities and bridge economic disparities.

Other key stakeholders for the Project include major regional employers, including the operations of Fortune 500 companies within MAIP, who recognize the significance of improved infrastructure in attracting talent, facilitating business operations, and nurturing economic development within the park. This involvement serves as a testament to the project's potential to unlock economic prosperity and drive a positive ripple effect throughout the region.

The Project is a manifestation of visionary planning, strategic foresight, and collaborative dedication. By forging a robust and well-connected infrastructure network, the project ignites a transformative wave of growth, economic expansion, and improved quality of life within MAIP and its surrounding communities. The enduring legacy of this initiative will be one of progress, prosperity, and a brighter future for all those who call this thriving industrial hub their home.

