



## Multimodal Project Discretionary Grant Application

# CROSSROADS-OF-AMERICA:

## Replacing Bridges on I-35/I-240 in Oklahoma City

### Mega Data Plan

Grant Request:  
**\$61,250,000**

Total Project Cost:  
**\$122,500,000**

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**OKLAHOMA**  
Transportation

## 1. Mega Data Plan

The Oklahoma Department of Transportation (ODOT) is committed to collecting and analyzing performance indicators to measure the impacts of the Crossroads of America: Replacing Bridges on I-35/I-240 in Oklahoma City Project (Project). The information provided in this Plan identifies the performance indicator, method in which the data will be collected, the performance target that ODOT strives to achieve compared with the baseline condition, and the timeline for collecting and analyzing the data. These targets build on the performance measures developed for ODOT's MAP-21 Performance Measures dashboard, [available here](#).

### 1.1 Outcome Criterion: Safety

ODOT recorded an average of 0.7 collisions per day resulting in 1.2 fatalities and 232 injuries per year at the I-35/I-240 interchange (the Project area) in its Highway System Collision Listing from 2012 to 2021. It is anticipated that a total collision reduction of 15% should occur through the Project extents, based on the Crash Reduction Factors for the Project.

**Table 1. Performance Measures and Targets for Safety**

Measure	Baseline	Target
Number of Fatalities	▪ 1.2	▪ 1
Number of Injuries	▪ 232	▪ 196.4

ODOT will collect data in its crash database up to 5 years after significant construction tasks have been completed. Data will be compiled at an annual rate over the 5-year period to be compared with the pre-construction 5-year collision rates.

### 1.2 Outcome Criterion: State of Good Repair

The Project bridge condition had been classified as “Fair” until the most recent inspection in 2022, when it became classified as “Poor” after the substructure condition rating dropped. ODOT understands that if the bridge is not replaced, it may threaten future transportation network efficiency, mobility of goods and people, and regional and local economic growth; thus, ODOT included this Project in the 8-year Construction Work Plan. Additionally, reconstructing this structurally deficient bridge is consistent with one of the Transportation Asset Management Plan's State Key Performance Indicators to achieve and sustain less than 1% structurally deficient bridges.

**Table 2. Performance Measures and Targets for State of Good Repair**

Measure	Baseline	Target
Bridge Deck Condition	5 – Fair	7 – Good
Bridge Superstructure Condition	5 – Fair	7 – Good
Bridge Substructure	4 – Poor	7 – Good

ODOT conducts regular bridge inspections every 2 years to assess their condition, as required by the National Bridge Inventory program. The results of these inspections are included in ODOT's reporting to the Federal Highway Administration and in the National Bridge Inventory.

### 1.3 Outcome Criterion: Economic Impacts, Freight Movement, and Job Creation

This Project addresses a critical freight bottleneck in Oklahoma as identified in the 2023–2030 Oklahoma Freight Transportation Plan. The 2022 Truck Travel Time Reliability (TTTR) on the I-35 northbound and southbound bridges was 2.16 and 3.63, respectively, which is rated as Poor. ODOT’s TTTR interstate target is 1.33; the current statewide average TTTR is 1.27.

**Table 3. Performance Measures and Targets for Economic Impacts, Freight Movement, and Job Creation**

Measure	Baseline	Target
Truck Travel Time Reliability – Northbound	2.16 (Poor)	1.49
Truck Travel Time Reliability – Southbound	3.63 (Poor)	1.49

ODOT collects TTTR data as part of the National Performance Management Research Data Set.

### 1.4 Outcome Criterion: Climate Change, Resiliency, and the Environment and Equity, Multimodal Options, and Quality of Life

Project outcomes measure: Actual annual CO2 reduction (compared to projected annual CO2 reduction). ODOT will measure the change in actual annual CO2 reduction compared to projections in the BCA. ODOT will evaluate the vehicle mix for this time period using traffic count data to identify share of vehicles attributable to cars, light trucks, and heavy trucks. ODOT currently has access to NPMRDS data on all NHS routes through FHWA. This data is updated on a monthly basis. ODOT traffic counts will be used to identify the vehicle-type mix.

### 1.5 Outcome Criterion: Innovation

ODOT plans several innovative elements of the construction and funding process, including using Accelerated Bridge Construct, a “No Excuses Bonus” for early project delivery, and bundling, as listed in the Outcome Criteria Narrative. While these methods will not relate to long-term performance measures, they will result in on-time and on-budget project delivery.

### 1.6 Reporting

ODOT will submit a project outcomes report that compares the baseline data with quarterly project data for the duration of 2033, based on a projected completion of Spring 2028.