



# Roosevelt Memorial Bridge Investment Project

Bryan and Marshall Counties, Oklahoma  
May 2024

### Project Budget

The total project cost for the Roosevelt Bridge project is \$250,633,846, based on a 15% level of design and a 20% contingency. This total cost includes previously incurred costs of \$2,933,846 that ODOT has expended on the Preliminary Engineering Study, Section 4(f) alternatives analysis, public involvement, and NEPA documentation. ODOT intends to deliver the project as Oklahoma’s first Progressive Design Build (PDB) project. PDB is an innovative delivery method that promotes collaboration between the owner, designer, and contractor. Final design, right-of-way acquisition, utility relocation, and construction are anticipated to be completed by the PDB team. Final design costs are estimated at 6% of construction and include planning activities described in the FY 2022 BIP Planning Grant for which ODOT was awarded \$957,300 by FHWA. Future eligible costs include final design, right-of-way acquisition, utility relocation, and construction for a total of \$247.7 million (see **Table 2**).

**Table 2: Roosevelt Bridge Sources and Uses of Funds**

USE OF FUNDS	SOURCES OF FUNDING (in \$1,000s)				
	Non-Federal ODOT State Funds	Other Federal Funds	MPDG Funds	Future Eligible Cost	Total Project Cost
<b>Previously Incurred Costs</b>					
Preliminary Engineering & Environmental	\$2,933,846				\$2,933,846
<b>Future Eligible Costs</b>					
Final Design	\$12,242,700	\$957,300*		\$13,200,000	\$13,200,000
Right-of-Way	\$2,500,000			\$2,500,000	\$2,500,000
Utilities	\$12,000,000			\$12,000,000	\$12,000,000
Construction	\$35,182,300	\$60,967,700	\$123,850,000	\$220,000,000	\$220,000,000
<b>TOTAL</b>	<b>\$61,925,000</b>	<b>\$61,925,000</b>	<b>\$123,850,000</b>	<b>\$247,700,000</b>	<b>\$250,633,846</b>
<b>Percent of Eligible Costs</b>	<b>25%</b>	<b>25%</b>	<b>50%</b>	<b>100%</b>	

\* FY 2022 BIP Planning Grant Award

ODOT is requesting \$123,850,000 in MPDG funds, or 50% of the future eligible project costs. Other federal funds will total approximately \$61.9 million, which includes \$957,300 in BIP planning grant funds. ODOT has submitted the Roosevelt Bridge project for the FY 2023-2024 Large Bridge BIP grant (requested amount: \$123.9 million) and is currently awaiting FHWA award. Should the Large Bridge BIP application be unsuccessful, ODOT intends to apply for a \$61 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to fund the remainder of the Project. ODOT expects to receive authorization to enter into the TIFIA loan in the 2024 legislative session. ODOT has had recent success in obtaining TIFIA loans for other large projects such as the 5-mile new alignment Gilcrease Expressway in Tulsa (joint project with Oklahoma Turnpike Authority, \$120.6 million), and two loans to help fund the Rural Two-Lane Advancement and Management Plan (RAAMP) Phase 1 and 2 Projects to enhance 56 miles of rural roadways by adding shoulders, rehabilitating pavement, and widening bridges (\$86.55 million). ODOT is familiar with TIFIA requirements and is confident a loan for the Roosevelt

Bridge can be secured. TIFIA funds comprise 25% of the total future Project costs. Therefore, the total federal share for this project is 75%. The remaining 25% of the funding will come from ODOT state funds (\$61.9 million, not including previously incurred costs). Documentation of these funding commitments is included with this application. MPDG funds will be used for construction only.

All funds are encumbered and available for the project except the TIFIA loan. In the unlikely event TIFIA is not received, ODOT will seek to finance the remaining funds through GARVEE or state-issued bonds back by federal and state appropriations. Alternatively, ODOT could rebalance funding in its fiscally-constrained [8-Year Construction Work Plan](#) to allocate more funds to the Roosevelt Bridge in the required year(s). ODOT is committed to funding the Roosevelt Bridge Project in full should MPDG funding be awarded. ODOT has been the recipient of dozens of federal discretionary grants and has never failed to meet matching requirements.

None of the proposed funds are subject to the limit on freight rail, port, and intermodal infrastructure. The potential for cost overruns is known and is built into the 20% contingency included in the project budget. ODOT has included \$15 million for the project in its 8 Year Construction Work Plan and remains committed to adjusting as needed to meet all MPDG and statutory deadlines for funding obligation and expenditure. ODOT’s history has consistently shown a contract growth of less than 3%, which is covered by other formula federal funds or Rebuilding Oklahoma Access and Driver Safety (ROADS) state funds.

**Table 2** contains the overall funding share by source of funds. **Table 3** shows the approximate overall funding share by Census tract. The project is located in three 2020 Census tracts: 40013796003 and 40013796004 in Bryan County and 40095094805 in Marshall County. All tracts are rural and are Historically Disadvantaged Communities. Tract 40095094805 in Marshall County is an Area of Persistent Poverty. Because Lake Texoma is the boundary between Bryan and Marshall Counties, it was assumed that half the funds would be spent in each county. In Bryan County, US-70 is the dividing line between the two Census tracts. Therefore, it was assumed half of the funds spent in Bryan County would be spent in each Census tract in that county.

**Table 2: Roosevelt Bridge Funding by Source**

Funding Source	Roosevelt Bridge Future Eligible Costs	
	Funding Amount	Percent Share (%)
<b>MPDG Funds:</b>	<b>\$123.9</b>	<b>50</b>
<b>Other Federal Funds:</b>	<b>\$61.9</b>	<b>25</b>
<b>Non-Federal Funds:</b>	<b>\$61.9</b>	<b>25</b>
<b>Total:</b>	<b>\$247.7</b>	<b>100</b>

**Table 3: Roosevelt Bridge Funding by Census Tract (\$Millions)**

<b>CENSUS TRACTS</b>	<b>Project Costs Per Census Tract</b>
<b>40095094805</b>	<b>\$123.9</b>
<b>40013796003</b>	<b>\$61.9</b>
<b>40013796004</b>	<b>\$61.9</b>
<b>Total Project Cost:</b>	<b>\$247.7</b>