FY 2022 Bridge Investment Program (BIP) Bridge Projects

Application Template

This FY 2022 BIP Application Template is provided to assist project sponsors who intend to apply for a Bridge Project FY 2022 BIP grant. Interested eligible applicants should read the FY 2022 BIP Notice of Funding Opportunity (NOFO) in its entirety and especially where noted in this application template to submit eligible and competitive applications.

Basic Project Information

Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.

Project Name	Improving Tulsa's River Crossings

Eligibility Criteria

Project Description (Replacement, Rehabilitation, Preservation, or Protection projects, including bridge bundling and NBIS culvert replacement and rehabilitation)	This preservation project involves state of good repair improvements to Tulsa's three non-Interstate crossings over the Arkansas River and an adjacent crossing over Joe Creek. Each of the four bridges are identified in the National Bridge Inventory, as further explained below. These improvements, intended to extend the bridges' functional life, improve safety, and reduce the frequency, magnitude, and overall costs of bridge operations and maintenance (O&M), will address deck, superstructure, and substructure structural deficiencies. Through the acquisition of BIP grant funding, the City of Tulsa aims to fully complete design plans and proceed with the necessary construction. More basic project information can be found in the Project Narrative and additional information, including Letters of Support, can be found on the Project Website.
BIP Request Amount (minimum grant award is $2.5 million):	The City of Tulsa is requesting $9,996,120 in BIP grant funding for these state of good repair improvements.
Total Project Cost (total project cost cannot exceed $100 million for Bridge Projects):	The total project cost for these state of good repair improvements is $11,498,100.
Applicant:	3. A unit of local government or a group of local governments – the City of Tulsa

Maintenance Commitment	The City of Tulsa certifies that the completed project will be maintained over the extended service life of each bridge. Funding for O&M will come directly from the city's annual budget for infrastructure state of good repair.
Bike and Pedestrian Accommodation required by 23 U.S.C. 217(e)	The three Arkansas River crossings have barrier-separated multimodal paths on one side. The last bridge, spanning Joe Creek on East 71st Street, has sidewalks on both sides of the bridge. As part of the state of good repair improvements, these multimodal paths will be repaired. The project also calls for the installation of new LED lighting along two of the three Arkansas River crossings which will improve safety for pedestrians and bicyclists.

Additional Project Information

List State(s) in which the project is located:	Oklahoma
Does the project serve an urban or rural community?	Tulsa, OK Urbanized Area.
List all Project Co-Applicants:	N/A
Identify the Lead Applicant (who will also be the applicant responsible for administration of BIP funds if application is selected, and the point of contact for the application)	City of Tulsa
Was an application for USDOT discretionary grant funding for this project previously submitted?	No
Is the project located (entirely or partially) in Federal or USDOT designated areas?	Yes, the project serves both Opportunity Zones and a Choice Neighborhood. The portions of West Tulsa served by the Southwest Boulevard and 23rd Street Bridges are designated Opportunity Zones. The area of West Tulsa adjacent to the 23rd Street Bridge is also one of five countrywide locations designated in 2017 for the Choice Neighborhoods Implementation (CNI) grant to develop sustainable mixed-income housing and improve the quality of life for the community. Further south, the neighborhood to the immediate north of the 71st Street Bridge in South Tulsa is a designated Opportunity Zone. More information and a map can be found in the Project Narrative.

National Bridge Inventory Data

For each bridge on the project, fill out the NBI data in the following form. For projects with multiple bridges, including those utilizing bridge bundling, this table should be duplicated and populated with data for each individual bridge. This data is used to support and verify statements made about the project in other sections in this application template, as noted in Section D.2.d.II of the NOFO. Data, format, and coding information can be downloaded from Download NBI ASCII files - National Bridge Inventory - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration (dot.gov):

Identification – Bridge 1

Item 1 – State Code & Name	40 - Oklahoma
Item 8 – Structure Number	19838
Item 5A – Record Type	1 – Route carried “on” the structure
Item 3 – County Code & Name	143 – Tulsa County
Item 6 – Feature Intersected	Arkansas River
Item 7 – Facility Carried	'FAU 8225 (11 ST.)'
Item 16 - Latitude	36d 08m 28.21s
Item 17 – Longitude	-96d 00m 22.27s

Classification

Item 112 – NBIS Bridge Length	Yes – meets standards
Item 104 – Highway System of Inventory	0 – Inventory Route is not on the NHS
Item 26 – Functional Classification	17 – Urban Collector
Item 110 – Designated National Network	0 – The inventory route is not part of the national network for trucks.
Item 21 – Maintenance Responsibility	4 – City of Tulsa
Item 22 – Owner	4 – City of Tulsa

Age and Service

Item 27 – Year Built	1980
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	42A Type of Service on bridge: 5 – Highway-pedestrian 42B Type of Service under bridge: 5 – Waterway
Item 28A – Lanes on the Structure	4
Item 29 – Average Daily Traffic	2,000
Item 109 – Average Daily Truck Traffic	5%
Item 19 – Bypass, Detour Length	3 KM

Structure Type and Material

Item 43 – Structure Type, Main	5 – P/S Concrete– 02 – Stringer/Multi-beam or Girder

Condition

Item 58 – Deck Condition	4 – Poor Condition
Item 59 – Superstructure Condition	5 – Fair Condition
Item 60 – Substructure Condition	5 – Fair Condition
Item 61 – Channel and Channel Protection	8 – Protected
Item 62 – Culverts	N/A

Geometric Data

Item 49 – Structure Length	430.4 M
Item 50 – Curb or Sidewalk Widths	Left = 0.8 M Right = 3.1 M

Item 51 – Bridge Roadway Width, curb-to-curb	16 M
Item 52 – Deck Width, out-to-out	21.2 M
Item 32 – Approach Roadway Width	15.4 M
Item 47 – Inventory Route, Total Horizontal Clearance	16 M
Item 53 – Minimum Vertical Clearance over Bridge Roadway	9999 – No Restriction
Item 54 – Minimum Vertical Underclearance	N/A
Item 55 – Minimum Lateral Underclearance on Right	N/A
Item 56 – Minimum Lateral Underclearance on Left	0

Load Rating and Posting

Item 70 – Bridge Posting	5 – At/Above Legal Loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A – Open, no restriction

Appraisal

Item 113 – Scour Critical Bridges	8 – Stable Above Footing

Inspections

Item 90 – Inspection Date	09/21

Identification – Bridge 2

Item 1 – State Code & Name	40 - Oklahoma
Item 8 – Structure Number	20866
Item 5A – Record Type	1 – Route carried “on” the structure
Item 3 – County Code & Name	143 – Tulsa County
Item 6 – Feature Intersected	Arkansas Riv./Riverside
Item 7 – Facility Carried	'FAU 8340 (21 ST.)'
Item 16 - Latitude	36d 07m 49.19s
Item 17 – Longitude	-95d 59m 41.67s

Classification

Item 112 – NBIS Bridge Length	Yes – meets standards
Item 104 – Highway System of Inventory	0 – Inventory Route is not on the NHS
Item 26 – Functional Classification	17 – Urban Collector
Item 110 – Designated National Network	0 – The inventory route is not part of the national network for trucks.
Item 21 – Maintenance Responsibility	4 – City of Tulsa
Item 22 – Owner	4 – City of Tulsa

Age and Service

Item 27 – Year Built	1984
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	42A Type of Service on bridge: 5 – Highway-Pedestrian 42B Type of Service under bridge: 6 – Highway-Waterway
Item 28A – Lanes on the Structure	4
Item 29 – Average Daily Traffic	14,000
Item 109 – Average Daily Truck Traffic	5%
Item 19 – Bypass, Detour Length	2 KM

Structure Type and Material

Item 43 – Structure Type, Main	6 –P/S Concrete Cont. 02 – Stringer/Multi-beam or Girder

Condition

Item 58 – Deck Condition	5 – Fair
Item 59 – Superstructure Condition	5 – Fair
Item 60 – Substructure Condition	5 – Fair
Item 61 – Channel and Channel Protection	6 – Bank Slumping
Item 62 – Culverts	N/A

Geometric Data

Item 49 – Structure Length	528.8 M
Item 50 – Curb or Sidewalk Widths	Left = 0.8 M

	Right = 3.1 M
Item 51 – Bridge Roadway Width, curb-to-curb	16.2 M
Item 52 – Deck Width, out-to-out	21.2 M
Item 32 – Approach Roadway Width	16.2 M
Item 47 – Inventory Route, Total Horizontal Clearance	16.2 M
Item 53 – Minimum Vertical Clearance over Bridge Roadway	9999 – No Restriction
Item 54 – Minimum Vertical Underclearance	5.03 M
Item 55 – Minimum Lateral Underclearance on Right	0.9 M
Item 56 – Minimum Lateral Underclearance on Left	30.4 M

Load Rating and Posting

Item 70 – Bridge Posting	5 – At/Above Legal Loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A – Open, no restriction

Appraisal

Item 113 – Scour Critical Bridges	5 - Bridge foundations determined to be stable for calculated scour conditions; scour within limits of footing or piles.

Inspections

Item 90 – Inspection Date	09/2021

Identification – Bridge 3

Item 1 – State Code & Name	40 - Oklahoma
Item 8 – Structure Number	20579
Item 5A – Record Type	1 – Route carried “on” the structure
Item 3 – County Code & Name	143 – Tulsa County
Item 6 – Feature Intersected	'ARKANSAS RIVER'
Item 7 – Facility Carried	'FAU 8220 (S 71 ST)'
Item 16 - Latitude	36d 03m 38.63s
Item 17 – Longitude	-95d 59m 04.79s

Classification

Item 112 – NBIS Bridge Length	Yes – meets standards
Item 104 – Highway System of Inventory	0 – Inventory Route is not on the NHS
Item 26 – Functional Classification	17 – Urban Collector
Item 110 – Designated National Network	0 – The inventory route is not part of the national network for trucks.
Item 21 – Maintenance Responsibility	4 – City of Tulsa
Item 22 – Owner	4 – City of Tulsa

Age and Service

Item 27 – Year Built	1983
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	42A Type of Service on bridge: 5 – Highway-Pedestrian 42B Type of Service under bridge: 5 – Waterway
Item 28A – Lanes on the Structure	4
Item 29 – Average Daily Traffic	14,000
Item 109 – Average Daily Truck Traffic	5%
Item 19 – Bypass, Detour Length	6 KM

Structure Type and Material

Item 43 – Structure Type, Main	6 – P/S Concrete Cont. 02 – Stringer/Multi-beam or Girder

Condition

Item 58 – Deck Condition	6 – Satisfactory Condition
Item 59 – Superstructure Condition	5 – Fair Condition
Item 60 – Substructure Condition	5 – Fair Condition
Item 61 – Channel and Channel Protection	7 – Minor Damage
Item 62 – Culverts	N/A

Geometric Data

Item 49 – Structure Length	663.6 M
Item 50 – Curb of Sidewalk Widths	Left = 3.2 M

	Right = 0 M
Item 51 – Bridge Roadway Width, curb-to-curb	23.2 M
Item 52 – Deck Width, out-to-out	28.4 M
Item 32 – Approach Roadway Width	23 M
Item 47 – Inventory Route, Total Horizontal Clearance	11.7 M
Item 53 – Minimum Vertical Clearance over Bridge Roadway	99.99 – N/A
Item 54 – Minimum Vertical Underclearance	3.96 M
Item 55 – Minimum Lateral Underclearance on Right	99.9 – N/A
Item 56 – Minimum Lateral Underclearance on Left	0 – N/A

Load Rating and Posting

Item 70 – Bridge Posting	5 – At/Above Legal Loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A – Open, no restriction

Appraisal

Item 113 – Scour Critical Bridges	8 - Stable Above Footing

Inspections

Item 90 – Inspection Date	09/2021

Identification – Bridge 4

Item 1 – State Code & Name	40 - Oklahoma
Item 8 – Structure Number	16548
Item 5A – Record Type	1 – Route carried “on” the structure
Item 3 – County Code & Name	143 – Tulsa County
Item 6 – Feature Intersected	'JOE CREEK'
Item 7 – Facility Carried	'FAU 8220 (E 71ST S'
Item 16 - Latitude	36d 03m 38.20s
Item 17 – Longitude	-95d 58m 02.84s

Classification

Item 112 – NBIS Bridge Length	Yes – meets standards
Item 104 – Highway System of Inventory	0 – Inventory Route is not on the NHS
Item 26 – Functional Classification	17 – Urban Collector
Item 110 – Designated National Network	0 – The inventory route is not part of the national network for trucks.
Item 21 – Maintenance Responsibility	4 – City of Tulsa
Item 22 – Owner	4 – City of Tulsa

Age and Service

Item 27 – Year Built	1965
Item 106 – Year Reconstructed	1984
Item 42 – Type of Service	42A Type of Service on bridge: 5 – Highway-Pedestrian 42B Type of Service under bridge: 5 – Waterway

Item 28A – Lanes on the Structure	6
Item 29 – Average Daily Traffic	14,523
Item 109 – Average Daily Truck Traffic	5%
Item 19 – Bypass, Detour Length	6 KM

Structure Type and Material

Item 43 – Structure Type, Main	3 – Steel 02 – Stringer/Multi-beam or Girder

Condition

Item 58 – Deck Condition	6 – Satisfactory Condition
Item 59 – Superstructure Condition	6 – Satisfactory Condition
Item 60 – Substructure Condition	4 – Poor Condition
Item 61 – Channel and Channel Protection	7 – Minor Damage
Item 62 – Culverts	N/A

Geometric Data

Item 49 – Structure Length	51.2 M
Item 50 – Curb of Sidewalk Widths	Left & Right = 1.5 M
Item 51 – Bridge Roadway Width, curb-to-curb	23.5 M
Item 52 – Deck Width, out-to-out	32 M
Item 32 – Approach Roadway Width	23.5 M

Item 47 – Inventory Route, Total Horizontal Clearance	12.8 M
Item 53 – Minimum Vertical Clearance over Bridge Roadway	99.99 – N/A
Item 54 – Minimum Vertical Underclearance	0
Item 55 – Minimum Lateral Underclearance on Right	0
Item 56 – Minimum Lateral Underclearance on Left	0

Load Rating and Posting

Item 70 – Bridge Posting	5 – At/Above Legal Loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A – Open, no restriction

Appraisal

Item 113 – Scour Critical Bridges	8 - Stable Above Footing

Inspections

Item 90 – Inspection Date	05/2022

Project Selection Criteria

Provide narrative response how the project responds to the project selection criteria in Section E.1.b of the NOFO. In responding to project selection criteria, refer to statutory selection criteria included in Section E of the NOFO and address them in the appropriate project selection criteria.

Criteria #1: State of Good Repair	This project contributes to the State of Good Repair criteria by improving the structural classification ratings of each bridge based on deck, superstructure, and substructure needs. The current NBIS classifications for each bridge are as follows: -Southwest Boulevard Bridge: Structurally Deficient (Poor Rating) -23rd Street Bridge: At Risk (Fair Rating) -71st Street Bridge: At Risk (Fair Rating) -Joe Creek Bridge: Structurally Deficient (Poor Rating) Through these state of good repair improvements, the NBIS ratings for each bridge are expected to increase to a satisfactory rating. For the 23rd Street Bridge, currently classified in fair condition, the deck, superstructure, and substructure are at risk of falling into poor condition within the next three years based on insight from recent inspections in 2021, as well as the Federal Highway Administration's InfoBridge analytical tool. Similarly, the 71st Street bridge superstructure and substructure are at risk of falling into poor condition within the next three years, based on the same sources of information. More information can be found in Section 4.1 of the Project Narrative.

Criteria #2: Safety	This project contributes to the Safety criteria through the repainting of lane markings, as well as the installation of LED lighting on two of the bridges. For these two bridges spanning the Arkansas River where new lighting is planned, crashes are expected to decline by 59 percent. For non-motorized users, the LED lighting will improve the safety of bicyclists and pedestrians who utilize the bridges during the evening and nighttime hours. This is beneficial for those lower-income individuals without automobile access who may work in retail, freight, or medical industries, which can have work shifts during non-daytime hours. More information can be found in Section 4.2 of the Project Narrative.
Criteria #3: Mobility and Economic Competitiveness	This project contributes to the Mobility and Economic Competitiveness criteria by supporting accessibility to key employment centers in Tulsa. This includes direct access to Downtown Tulsa, a freight corridor in West Tulsa, and a mix of employers in South Tulsa. In all, over 66,000 jobs are located within 1.5 miles of the four bridges. In addition, the project will lead to well-paying jobs in the state's construction industry. More information can be found in Section 4.3 of the Project Narrative.
Criteria #4: Climate Change, Resiliency, and the Environment	This project contributes to the Climate Change, Resilience, and the Environment criteria by employing the use of energy-efficient LED lighting on two of the four crossings. In addition, the state of good repair improvements will allow for the continued use of these bridges by three public transit routes. Multimodal paths along all four bridges will also be repaired, which will promote the use of environmentally sustainable modes of transportation. These repairs will also help reduce the negative effects from yearly freeze and thaw cycles which can accelerate concrete deterioration. Lastly, the project may be able to utilize a Snooper vehicle to perform repairs, which would reduce waterflow impacts during the construction phase, in comparison to the use of a temporary work road. More information can be found in Section 4.4 of the Project Narrative.

Criteria #5: Equity, Partnership, and Quality of Life	This project contributes to the Equity, Partnership, and Quality of Life criteria through the plan to utilize the Indian Nations Council of Government (INCOG) public participation plan, which includes a robust strategy for public outreach, including hybrid meetings, mailed notices, and opportunities for adjacent property owners to add comments. In relation to the public transportation, three of the bridges support three key Tulsa Transit routes, providing mobility and economic opportunity to area residents. The multimodal paths along each bridge will also be repaired, facilitating bicycle and pedestrian flows. Two of the four bridges will also include upgraded LED lighting, further allowing for the accommodation of active transportation during non-daylight hours. These improvements will have a direct impact on the Choice Neighborhood in West Tulsa, as well as the Areas of Persistent Poverty, and Historically Disadvantaged Communities located along both sides of the Arkansas River and adjacent to the four crossings. More information can be found in Section 4.5 of the Project Narrative.
Criteria #6: Innovation	This project contributes to the Innovation criteria through the bundling of the four bridges into one comprehensive state of good repair improvement project, resulting in cost savings of 5 percent. In addition, the project may be able to utilize a Snooper vehicle to perform repairs, instead of a temporary work road. This would result in reduced impacts to waterflows during construction. During this construction phase, lane closures will be coordinated to optimize traffic flow. More information can be found in Section 4.6 of the Project Narrative.

Project Costs

Provide information detailing the costs associated with the project. These costs will be used to determine eligible award amount, how the project supports financial goals of the program, and other factors. More information on this section can be found in Section D.2.d.III of the NOFO.

BIP Request Amount	Exact Amount in year-of-expenditure dollars: $9,996,120
Estimated Total of Other Federal funding (excluding BIP Request)	Estimate in year-of-expenditure dollars: N/A
Estimated Other Federal funding (excluding BIP) further detail	Program: N/A
Estimated non- Federal funding	Source: Improve our Tulsa 2 (bond and sales tax revenue) Amount: $1,110,680
Future Eligible Project Cost (Sum of BIP request, Other Federal Funds, and non-Federal Funds, above.	Estimate in year-of-expenditure dollars: $11,106,800
Previously incurred project costs (if applicable)	Estimate in year-of-expenditure dollars: $391,300
Total Project Cost (Sum of ‘previous incurred’ and ‘future eligible’)	Estimate in year-of-expenditure dollars: $11,498,100

If more than one bridge, will bridge bundling be used to deliver the Project?	Yes, the project includes bundling. The use of bundling will result in cost savings of 5 percent, taking into account improved efficiency in the use of labor, transport of materials, and project scoping.
If proposed project utilizes bundling, Cost of Unbundled Projects	Estimate in year of expenditure dollars: $11,934,900
Amount of Future Eligible Costs by Project Type	Bridge Preservation Str. 19838 : $4,155,300 [$4,441,500] Bridge Preservation Str. 20866 : $4,303,300 [$4,601,200] Bridge Preservation Str. 20579 : $2,330,200 [$2,530,800] Bridge Preservation Str 16548 : $318,000 [$361,400]

Benefit-Cost Analysis

Benefit Cost Analysis– Submit the requested information in Section D.2.d.V for the DOT to conduct a review of the benefit-cost analysis for the project and provide a summary of the analysis.
The benefit cost analysis demonstrates that the project will generate $2.40 in benefits for every $1 invested, based on a benefit-cost ratio of 2.40. The project is also estimated to generate nearly $53 million over its lifespan in undiscounted benefits. The overall monetized benefits stem from expected O&M savings as a result of a reduction in the required frequency and magnitude of maintenance and rehabilitation. Additional monetized benefits are expected from safety improvements as a result of the installation of LED lighting on two of the bridges. More information can be found in Appendix A and B.

Project Readiness and Environmental Risk

Project Readiness and Environmental Risk – Submit the requested information in Section E.2.b.iii for the DOT to conduct a review of the project readiness and environmental risk criteria for the project and provide a summary. If project includes multiple bridges, indicate the information for each bridge included in the application and what impact would occur on the timeframes if the project were unbundled.

Other Federal Funding and Non-Federal Funding Secured	The City of Tulsa has secured and committed $1,110,680 for this project through municipal bond funding. See Letter of Funding Commitment attached to this application.
NEPA Status – Indicate if the determination will likely be the result of a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS)	Planned or Actual Start of NEPA Date: March 2023 Planned or Actual Completion of NEPA Date: May 2024 Final NEPA Determination or current status of NEPA process: The NEPA process will commence immediately following the awarding of grant funding and will likely be authorized with a CE

Is the project currently programmed in the: • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan	Upon BIP grant funding award, the project will be included in the TIP and STIP through an amendment.
Is right-of-way acquisition necessary?	No
Right-of way acquisition considerations.	N/A
Design Status	Planned or Actual Start of Preliminary Design Date: January 2021 Planned or Actual Completion of Preliminary Design Date: December 2023 Planned or Actual Start of Final Design Date: June 2024 Planned or Actual Completion of Final Design Date: May 2025
Anticipated Construction Start Date:	Date: July 2025 Southwest Boulevard Bridge: July 2025 23rd Street Bridge: January 2026 71st Street Bridge: August 2026 Joe Creek Bridge: January 2027
Anticipated Project Completion Date:	Date: April 2027 Southwest Boulevard Bridge: April 2026 23rd Street Bridge: November 2026 71st Street Bridge: April 2027 Joe Creek Bridge: April 2027

The summary on project readiness and environmental risk demonstrates that the City of Tulsa is prepared to move forward with these state of good repair improvements. With preliminary designs completed, the city will proceed with final designs and construction, as indicated in the Statement of Work. The project will be conducted in accordance with INCOG's Title VI nondiscrimination regulations, and will be guided through the use of INCOG's Public Participation Plan.

Prior to construction, all required approvals will be obtained, including Clean Water Act permits regulating discharging of filled and dredged materials, as well as certifications of water quality.

Key risks associated with the project include time and cost overruns, which may be compounded by the ongoing labor shortage and high levels of inflation seen at the national scale. However, these risks may be mitigated through the bundling of these four bridges into one comprehensive project. These risks also extend to whether the selected contractor chooses to use a temporary work road or Snooper vehicle for construction. If the temporary work road is used, adverse environmental conditions such as flooding could impact construction. Mitigation would include designing the work road to a specific flood event level.

If partial funding is awarded the proposed schedule will remain unchanged for the funded bridges. The other unfunded bridges in the proposal will be delayed pending availability of other funding source(s).

Project Priority Considerations

Project Priority Considerations: Does the application support any of the DOT Priority Considerations – Bridge Projects listed in Section E.2.b of the NOFO? If the applications supports one or more of the considerations for the FY22 submissions, describe which consideration(s) it supports and how. In the discussion below, reference to previous sections in which additional information was detailed to support the consideration(s).

1. This project meets the four priority considerations listed in the FY2022 BIP NOFO. The decks, superstructures, and/or substructures of the four identified bridges carry a rating of ‘Structurally Deficient’ or ‘At Risk’. The two bridges specifically deemed ‘At Risk’ are at risk of becoming structurally deficient in the next three years without remedial action. More information can be found in Section 4.1 of the Project Narrative.

2. Design plans for the project have currently been completed up to 30 percent. Following completion of the NEPA process, expected in May 2024, the project should proceed to the next project development phase (final design) within 12 months of environmental clearance, by June 2024. More information can be found in Section 6.2 of the Project Narrative.

3. Furthermore, final design can be completed within 12 months of funding obligation, assuming an obligation date of June 2024 and final design completed by June 2025. This will put the project on track to beginning construction within 18 months of funding obligation, by July 2025. More information can be found in Section 6.2 of the Project Narrative.

4. Finally, there is currently no programmed funding within the Oklahoma Statewide Transportation Improvement Program for construction, and only minimum funding for small repairs in the City of Tulsa budget. Due to funding constraints, in the absence of a BIP grant, it is unlikely that this project would commence otherwise without BIP grant before September 30, 2025. More information can be found in Section 6.3 of the Project Narrative.