

FY 2025 Bridge Investment Program

Oklahoma Panhandle Safe Bridges Project

Budget Narrative

The total costs of the Project are shown in **Table 1**. CED 8 is requesting \$21,083,040 in BIP grant funding to construct the Project. Funds for design, right-of-way, and utilities will come from ODOT CIRB funds. Two of the bridges, NBI 17589 and 18599 are listed in the CIRB 5-Year Work Plan for construction in 2027. The other two bridges NBI 15210 and 17606 are currently slated for 2030. CED 8 and ODOT will coordinate the creation of a single project for the bridge bundle upon award and add the Project to the current CIRB 5-Year Plan. NEPA is funded through ODOT and will be completed prior to obligation of any BIP funds. No other federal funds will be used for the Project. No other federal grants have been requested or awarded to the Project. All of the match (20% as required) for the Project will come from CED 8's allocation of the ODOT District 6 CIRB fund. The necessary CIRB funds will be programmed for the bundled project. A letter of funding commitment from CED 8 is attached to this application and included at [CED 8 Project](#). Estimates for construction and inspection include a 20% contingency. Construction costs in **Table 1** reflect a 10% savings due to bundling. Unbundled, the cost of construction and inspection for these four bridges would be \$29,282,000 in 2024 dollars.

Sources of Funds						
Project Component	Other Federal	BIP	Non-Federal Funds (ODOT)	Future Project Costs	Previously Incurred Costs	Total Project Costs
Design	\$0	\$0	\$0	\$0	\$910,294	\$910,294
Environmental	\$0	\$0	\$0	\$0	\$120,000	\$120,000
Right-of-Way and Utilities	\$0	\$0	\$0	\$0	\$310,000	\$310,000
Construction and Inspection	\$0	\$16,866,432	\$4,216,608	\$21,083,040	\$0	21,083,040
Subtotal	\$0	\$16,866,432	\$4,216,608	\$21,083,040	\$1,340,294	\$22,423,334
20% Contingency	\$0	\$4,216,608	\$1,054,152	\$5,270,760	\$0	\$5,270,760
TOTAL	\$0	\$21,083,040	\$5,270,760	\$26,353,800	\$1,340,294	\$27,694,094
% OF FUTURE ELIGIBLE COSTS	0%	80%	20%	100%		

Table 1 Sources and Uses of Funds

Construction risk is minimal. Both CED 8 and ODOT have extensive experience with completing projects of this type. Cost escalation is likely the greatest risk to the Project, given the upward trends affecting materials and labor. CED 8 has accounted for potential escalation in its construction estimates. However, if the full amount of BIP funding is not awarded to the Project, CED 8 would not be able to construct the Project as described in this application. It would be preferable to scale the project to match the BIP funding provided. Should a lesser amount of BIP funding be awarded, CED 8 would propose to reduce the number of bridges included in the bundle. Alternatively, CED 8 could reallocate other federal (i.e., STP) funding from other projects in the CIRB 5-Year Plan to this Project.