

Detailed Budget

Budget Narrative Introduction

This section provides the proposed budget for the improving Bragg Roads and Access for Greater Growth (iBRAGG) (the Project), which identifies sources, uses and availability of funds; contingency provisions; and cost estimation methodology for the budget. The anticipated construction start date of the Project is Q4 2026, and the anticipated construction end date for the Project is Q2 2031, with final inspection and closeout in Q2 2031.

The North Carolina Department of Transportation (NCDOT) is requesting \$14,039,356 from the U.S. Department of Transportation's FY 2024-2026 Nationally Significant Federal Lands and Tribal Projects Grant Program (NSFLTP). If funded, this would comprise 80% of the total Project cost, leaving NCDOT with a 20% local match, double the minimum required 10% match.

Request for NSFLTP grant program award: \$14,039,356

The Project totals \$21.1 million (in Year of Expenditure [YOE] dollars); \$3.6 million has already been spent on NEPA, Final Design, Right of Way, and Utilities. The NSFLTP eligible costs are therefore \$17.5 million.

Grant Funds, Sources and Uses of Project Funds

NCDOT has committed \$3.5 million to completing the Project, in addition to the \$3.6 million in previously incurred funds. This funding is sourced entirely from local, non-federal revenue streams. Attached to this application, please find the Letter of Funding Commitment from NCDOT.

Table 1 shows the sources and uses of funds by funding source for each phase as well as for the total eligible Project costs. **Table 2** shows the cost classifications by funding source for the Project.

Table 1: Sources and Uses of Funds by Funding Source (\$YOE)

Funding Source	Total Project	Funding Share
NSFLTP Funds	\$14,039,356	80%
Other Federal Funds	\$0	0%
Non-Federal Funds	\$3,509,839	20%
Total Project Cost Less Previously Incurred Costs	\$17,549,196	100%

Table 2: Sources and Uses of Funds by Activity (\$YOE)

Activity	NSFLTP Funds (80%)	Other Federal Funds (80%)	Non- Federal Funds (20%)	Total Project Cost (100%)	Eligible for NSFLTP Funding?
Right of Way (ROW) Acquisition	\$0	\$1,686,188	\$421,547	\$2,107,735	No; previously incurred
Utilities	\$0	\$1,168,000	\$292,000	\$1,460,000	No, previously incurred
Construction + Escalation	\$12,871,356	\$0	\$3,217,839	\$16,089,196	Yes
Construction	\$11,680,000	\$0	\$2,920,000	\$14,600,000	Yes
Escalation	\$1,191,356	\$0	\$297,839	\$1,489,196	Yes
Contingency	\$1,168,000	\$0	\$292,000	\$1,460,000	Yes
Total Project Cost	\$14,039,356	\$2,854,188	\$4,223,386	\$21,116,930	0
Previously Incurred Planning and Design Costs	\$0	\$2,854,188	\$713,547	\$3,567,735	No
Total Project Cost Less Previously Incurred Costs	\$14,039,356	\$0	\$3,509,839	\$17,549,196	Yes

*Note: sums may not total due to rounding

Planning and Design Status

PE approval was achieved in 2018, with NEPA Notice to Proceed in 2018. A Categorical Exclusion (CE) was obtained in 2024. The design drawings and CE are attached to this application.

Right of Way (ROW) acquisition began in 2024 and is estimated to be completed in 2027. For the purposes of this grant, all ROW and Utilities are assumed to be completed prior to the grant agreement and obligation deadline; therefore, ROW and Utilities costs are considered previously incurred costs and are not part of the NSFLTP request.

Cost Estimates by Activity

In 2026, NCDOT's contractor estimated the Project cost at \$21.1 million (YOE\$). The total project cost, excluding \$3.6 million of previously incurred planning and design costs, is \$17.5 million.

Previously Incurred Costs

All the ROW and Utilities costs are expected to be incurred before the grant agreement is in place; therefore, these costs (\$2.1 million for ROW; \$1.5 million for Utilities) are considered previously incurred and are not included in the Total Eligible Project Costs.

Construction and Escalation

NCDOT's estimate includes a 3% inflation factor per year to the midpoint of spending. Construction costs include earthwork, drainage, pavement, drainage structures, erosion control, signage, traffic control, and installation of four (4) stream gauges. Construction totals \$16.1 million, inclusive of escalation. The \$200,000 for the stream gauges are included as row 11. Miscellaneous in the SF424C form; the remaining \$17.3 million is included in row 9. Construction.

Contingency Amount

The budget includes sufficient contingency to address unanticipated cost increases. Additionally, any potential cost overruns will be covered by NCDOT funding sources. A total of \$1.5 million is included in the budget for construction contingency. This amounts to 8.3% of the total Project budget.

Cost Share

The total Project cost, excluding \$3.6 million of previously incurred costs, is \$17.5 million. NCDOT is committed to covering 20% of this amount, contingent upon receiving a \$14 million award, which would account for the remaining 80% of the Project funding. NCDOT is committing twice the minimum required non-federal match (20%), totaling \$3.5 million.