



**OKLAHOMA**  
Transportation



# Hochatown Community Access and Pedestrian Safety Project

## *Project Budget*

Daniel Nguyen, P.E., MBA  
Director of Project Delivery  
dnguyen@odot.org

**FY2025-2026 MPDG Application**

**MPDG Request: \$30 million**

## 1. Project Budget

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This section provides an overview of the Hochatown Community Access and Pedestrian Safety Project (Project) budget, including preliminary design through the Project's two phases based on its 60% plans and estimates (Phase 1), and 30% plans and estimates (Phase 2). The general scope of the Project is to improve US Route 259 (US 259) to meet the current and future needs for the area surrounding Hochatown, Oklahoma. To achieve this, the Project will include two phases. The first phase includes the Project's 2-mile southern segment, and the second phase includes the Project's 4-mile northern segment. This Project incorporates the following:

- Performance of preliminary engineering to develop concepts for the selection of a preferred alternative
- Coordination with the advisory committee as representatives of the public stakeholders
- Local public engagement
- Development of construction plans for the preferred alternative, which will culminate in plans, specifications, and estimate deliverable

### Sources, Uses, and Availability of Funds

The current estimated Project cost is \$60 million, as shown in Table 1. ODOT seeks \$30 million in MPDG funding, 50% of the total Project cost for Phase 1 and Phase 2.

The Oklahoma Department of Transportation (ODOT) will allocate \$20 million, representing 33% of the Project's funding, sourced from various state outlets such as the [Statewide Transportation Improvement Program \(STIP\)](#), the Rural Economic Transportation Reliability and Optimization (RETRO) fund, and the 8-year [Construction Work Plan \(CWP\)](#). ODOT will allocate the entirety of non-federal funds for future eligible project expenses as a local match for the Project, contingent upon its selection for the Multimodal Project Discretionary Grant (MPDG) funds award. The remaining funds will be secured through federal formula programs and the state's local match, as shown in Table 2.

**Table 1. Project Budget Summary by Project Phase**

Phase	Description	Engineer's Estimate	Construction Management (6%)	Contingency (14%)	Total Project Cost
Phase 1	2-mile segment	\$16,000,000	\$1,000,000	\$3,000,000	\$20,000,000
Phase 2	4-mile segment	\$34,000,000	\$2,000,000	\$4,000,000	\$40,000,000
Estimated Total Project Cost				\$60,000,000	

**Table 2. Sources and Uses of Funds by Component (Including Percent Share)**

Phase	Description	MPDG Funds (50%)	Other Federal Funds <sup>b</sup> (17%)	Non-Federal Funds <sup>a</sup> (33%)	Total Project Cost (100%)
Phase 1	2-mile segment	\$10,000,000	\$0	\$10,000,000	\$20,000,000
Phase 2	4-mile segment	\$20,000,000	\$10,000,000	\$10,000,000	\$40,000,000
<b>TOTAL</b>		<b>\$30,000,000</b>	<b>\$10,000,000</b>	<b>\$20,000,000</b>	<b>\$60,000,000</b>

<sup>a</sup>Non-federal funds are state funds that come from the [STIP](#), the RETRO fund, and the 8-year [CWP](#)

<sup>b</sup>Other federal funds is funding from federal formula funding programs

## Contingency

Contingency is included in costs outlined in Table 1. A contingency of 14% has been included for Phase 1 and Phase 2.

## Project Costs by Location

The Project is located in the central area of McCurtain County, Oklahoma. Approximately 33% (2 miles) of the Project length is completely within census tract 89.985, and the remaining 67% (4 miles) follows the boundary between census tracts 89.985 and 89.982. Both census tracts carry the Area of Persistent Poverty and Historically Disadvantaged Community designations. They are identified as Disadvantaged Census Tracts according to the [Climate and Economic Justice Screening Tool](#), and are located outside an urban area and classified as rural. All Project costs will be spent in these Disadvantaged Census Tracts.

## Operations and Maintenance Costs

An additional \$1 million is allocated for design completion within the next year, preceding the construction letting date. Operation and maintenance costs are currently incorporated in ODOT's state budget for the next 30 years, ensuring reliable and resilient highway operations. ODOT maintains a commitment to the US 259 corridor, which is designated as a high-truck-volume corridor as a result of the logging industry in its predominantly rural and natural areas. Given the absence of an

alternative north-south connection in the southeastern region, ODOT prioritizes investments to enhance safe and efficient travel for the movement of goods and services while supporting growing tourism activities.

Upon completion, the Project will qualify for consideration in ODOT's [Asset Preservation Plan](#). This plan encompasses initiatives aimed at enhancing pavement conditions on interstates and highways, renovating bridges, and implementing accessibility enhancements across Oklahoma. This strategy, which complements the 8-year CWP, aims to maintain the state's infrastructure assets. Presently, the 4-year plan encompasses 290 projects statewide, with a cumulative worth of approximately \$496 million.