



**OKLAHOMA**  
Transportation



# Hochatown Community Access and Pedestrian Safety Project

## *Project Budget*

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**FY25 BUILD Grant Application**

**BUILD Grant Request: \$20,000,000**



## PROJECT BUDGET

This section provides an overview of the Hochatown Community Access and Pedestrian Safety Project (Project) budget, consisting of final design and construction. The Project will improve U.S. Route 259 (US 259) to meet the current and future needs for the area surrounding Hochatown, Oklahoma through highway design improvements and the construction of a parallel multi-use path for pedestrians and cyclists. This Project will incorporate the following:

- Coordination with the Hochatown officials and the advisory committee as representatives of the public stakeholders.
- Development of final design and construction plans for the preferred alternative, which will culminate in a plans, specifications, and estimate deliverable.

The current estimated Project cost is \$66 million, as shown in Table 1. The budget estimate was developed based off of the completion of 30% design, environmental work, and permitting. A contingency of 10% is included in the budget estimate to ensure the project can be completed on schedule in case of unanticipated cost overruns.

The Oklahoma Department of Transportation (ODOT) will allocate \$13 million, representing 20% of the Project’s funding, sourced from various state outlets such as the [Statewide Transportation Improvement Program \(STIP\)](#). Tim J. Gatz, the ODOT Executive Director, has pledged that 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 Better Utilizing Investments to Leverage Development (BUILD) award. ODOT seeks \$20 million in BUILD Grant funding. The remaining funds will be secured through other federal roadway funds and the state’s local match. A funding commitment letter is attached for the non-federal matching funds.

The cost estimate was developed by staff at Freese and Nichols, a privately owned engineering, planning and consulting firm serving clients across the United States. Founded in 1894, the firm has a long-established track record as a trusted advisor and national expert in highway projects and the development of budgets through cost estimating. ODOT has sufficient funds to cover any cost overruns.

### Sources, Uses, and Availability of Funds

A simplified Project budget is summarized below in Table 1, while a detailed line-item estimate is provided in the attachments. The budget is a 30% preliminary cost estimate with a 10% built in contingency.

*Table 1. Project Budget Summary by Component*

Funding Use	State Funds <sup>a</sup>	Other Federal Funds	BUILD Grant	Total
<b>Construction Total</b>	\$11,926,399	\$29,705,596	\$18,000,000	\$59,631,995
<b>Contingency (10%)</b>	\$1,325,155	\$3,300,622	\$2,000,000	\$6,625,777
<b>Project Total</b>	<b>\$13,251,554</b>	<b>\$33,006,218</b>	<b>\$20,000,000</b>	<b>\$66,257,772</b>
<b>Funding Source Percent</b>	<b>20%</b>	<b>50%</b>	<b>30%</b>	<b>100%</b>

<sup>a</sup> State funds come from the [STIP](#) and various other outlets. The Project is anticipated to receive state funding from the Rural Economic Transportation Reliability and Optimization (RETRO) Fund and the ROADS Fund in 2025, which have effectively financed rural transportation projects in Oklahoma in the past. These funds will expedite construction, repair, and maintenance of CWP projects in qualifying rural areas experiencing significant economic growth leading to heightened traffic volumes and safety concerns. There are no restrictions on the use of funds, once the BUILD grant is awarded, the funds will become available for use.



### Project Costs by Location

The Project is located in the central area of McCurtain County, Oklahoma. The Project is split between Census Tracts 982 and 985.02. Table 2 shows the estimated Project cost per census tract. Both census tracts are designated as Areas of Persistent Poverty Census Tracts according to the [Grant Project Verification Tool](#). The Project is situated outside an urban area and is classified as rural by the BUILD Notice of Funding Opportunity (refer to Table 3).

*Table 2. Project Costs per 2020 Census Tract*

2020 Census Tract(s)	Project Costs per Census Tract
982	\$33,128,886
985.02	\$33,128,886
<b>Total Project Cost</b>	<b>\$66,257,772</b>

*Table 3. Urban and Rural Project Costs*

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	Not applicable
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$66,257,772
Total Project Cost	\$66,257,772

### Operations and Maintenance Costs

An additional \$1 million is allocated for the completion of the design 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, designated as a high-truck-volume corridor as a result of the logging industry. 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 of the Project, this portion of the US 259 corridor 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. Complementing the 8-year CWP, this strategy 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.