



OKLAHOMA
Transportation



Hochatown Community Access and Pedestrian Safety Project

Project Budget

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FY24 RAISE Grant Application

RAISE Grant Request: \$20M

1. PROJECT BUDGET

This section provides an overview of the Hochatown Community Access and Pedestrian Safety Project (Project) budget, including preliminary design through 30% plans and estimates. The general scope of the Project is to improve U.S. Route 259 (US 259) to meet the current and future needs for the area surrounding Hochatown, Oklahoma. This Project will incorporate 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.
- Development of construction plans for the preferred alternative, which will culminate in a plans, specifications, and estimate deliverable.

The current estimated Project cost is \$39.6 million, as shown in Table 1. The Oklahoma Department of Transportation (ODOT) will allocate nearly \$10 million, representing 25% of the Project's funding, sourced from various state outlets such as the [Statewide Transportation Improvement Program \(STIP\)](#) and the 8-year [Construction Work Plan \(CWP\)](#). Tim J. Gatz, the Oklahoma Secretary of Transportation, 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds award. ODOT seeks \$20 million in RAISE Grant funding. The remaining funds will be secured through other federal roadway funds and the state's local match.

Sources, Uses, and Availability of Funds

Table 1. Project Budget Summary by Component

Funding Use	State Funds ^a	Other Federal Funds	RAISE Grant	Total
Roadway	\$6,533,199	\$6,533,199	\$13,328,252	\$26,394,650
Multiuse Trail	\$200,083	\$200,083	\$408,185	\$808,351
Sidewalk	\$46,257	\$46,257	\$94,367	\$186,881
Signing/Striping	\$38,712	\$38,712	\$78,976	\$156,400
Signalization	\$222,768	\$222,768	\$454,464	\$900,000
Highway Illumination	\$308,905	\$308,905	\$630,191	\$1,248,001
Mobilization/MOT	\$329,513	\$329,513	\$672,234	\$1,331,260
Construction Management	\$490,176	\$490,176	\$999,998	\$1,980,350
Construction Total	\$8,169,613	\$8,169,613	\$16,666,668	\$33,005,894
Contingency (20%)	\$1,633,922	\$1,633,922	\$3,333,333	\$6,601,177
Project Total	\$9,803,534	\$9,803,534	\$20,000,000	\$39,607,068
Funding Source Percent	25%	25%	50%	100%

^a State funds come from the [STIP](#) and the 8-year [CWP](#). The Project will receive state funding from the Rural Economic Transportation Reliability and Optimization (RETRO) Fund, which has effectively financed rural transportation projects in Oklahoma. 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.

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. Table 2 shows the estimated Project cost per census tract. Both census tracts carry the Area of Persistent Poverty and Historically Disadvantaged Community designations. The census tracts remain unchanged from the 2010 Census (refer to Table 3) and are also identified as Disadvantaged Census Tracts according to the [Climate and Economic Justice Screening Tool](#). It is crucial to highlight that the Project is situated outside an urban area and is classified as rural (refer to Table 4).

Table 2. Project Costs per 2020 Census Tract

2020 Census Tract(s)	Project Costs per Census Tract
89.982	\$27,152,457
89.985	\$12,454,611
Total Project Cost	\$39,607,068

Table 3. Project Costs per 2010 Census Tract

2010 Census Tract(s)	Project Costs per Census Tract
89.982	\$27,152,457
89.985	\$12,454,611
Total Project Cost	\$39,607,068

Table 4. 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)	\$39,607,068
Total Project Cost	\$39,607,068

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 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 of the Project, it 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.