Here is the original data as used by NCAT in their LCCA analyses comparing the values of N8 and N9

		New Const	1st rehab	2nd rehab	NPV	Discount rate
N8 original data	Costs	$ 305,606	$ 186,663	$ 248,659		2.0%
10", 5", 5½"	Year	0	18	24.3		
	Discounted cost	$ 305,606	$ 130,694	$ 153,681	$ 589,981	
		New Const	Resurface			
N9 original data	Costs	$ 405,849	$ 86,827			
14"	Year	0	18			
	Discounted cost	$ 405,849	$ 60,793		$ 466,642	

And here is the revised analysis if Oklahoma had done the HiMA rehab in 2009.

		New Const	revised rehab		
N8 if HiMA rehab	Costs	$ 305,606	$ 248,659		
10", 5½"	Year	0	18		
	Discounted cost	$ 305,606	$ 174,101		$ 479,707

These are the same three comparisons as above, but using the actual bid prices for the Oklahoma I 40 project

		New Const	Std rehab	HiMA rehab	
N8 using OK costs	Costs	$ 305,290	$ 193,403	$ 198,906	
10", 5", 5½"	Year	0	18	24.3	
	Discounted cost	$ 305,290	$ 135,413	$ 122,931	$ 563,634
		New Const	Resurface		
N9 using OK costs	Costs	$ 398,476	$ 86,827		
14"	Year	0	18		
	Discounted cost	$ 398,476	$ 60,793		$ 459,270

		New Const	HiMA rehab	
N8 if HiMA rehab	Costs	$ 305,290	$ 198,906	
using OK costs	Year	0	18	
10", 5½"	Discounted cost	$ 305,290	$ 139,266	$ 444,555

And this is the same analysis assuming the original 2006 pavement was a 10" HiMA design, the most cost effective solution of all!

		HiMA Const	Resurface	
N9 revised	Costs	$370,251	$86,827	
to HiMA structure	Year	0	18	
using OK costs, 10"	Discounted cost	$ 370,251	$ 60,793	$ 431,044