

# T.I.P. FY 2023-2026

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE LAKE CHARLES URBANIZED AREA

FINAL DRAFT ADOPTED: SEPTEMBER 26, 2022; EFFECTIVE OCTOBER 1, 2022; LAST UPDATE AUGUST 28, 2023

The Imperial Calcasieu Regional Planning and Development Commission (**IMCAL**)

*being designated as the*

Lake Charles Urbanized Area's Metropolitan Planning Organization (**LCMPO**)

*has prepared this*

Transportation Improvement Program for the fiscal years 2023-2026 (**TIP FY 23-26**)

*In cooperation with*

The LCMPO Technical Advisory Committee (**TAC**) and the Transportation Policy Committee (**TPC**)

*as well as in cooperation with, and with funding provided by*

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (**LADOTD**), FEDERAL HIGHWAY ADMINISTRATION (**FHWA**)

FEDERAL TRANSIT ADMINISTRATION (**FTA**)



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# JOINT CERTIFICATION AND RESOLUTION

## JOINT CERTIFICATION

### JOINT CERTIFICATION

#### OF THE METROPOLITAN PLANNING PROCESS FOR THE LAKE CHARLES URBANIZED AREA

For the Lake Charles Urbanized Area Metropolitan Planning Organization, Transportation Improvement Program Fiscal Years 2023-2026.

The State of Louisiana and the Imperial Calcasieu Regional Planning and Development Commission (IMCAL) for the Lake Charles Urbanized Area hereby certify that the transportation planning process is addressing the major issues facing the Lake Charles Urbanized Area and is being conducted in accordance with all applicable requirements of:

*Sec. 450.336 Self-Certifications and Federal Certifications. (a) for all MPAs, concurrent with the submittal of the entire proposed TIP and the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:*

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination based on race, color, creed, national origin, sex, or age in employment of business opportunity;
- (5) Section 1101(b) of the FAST Act (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination based on age in programs or activities receiving Federal financing assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
 Dr. Shawn Wilson, Secretary  
 Louisiana Department of  
 Transportation and Development

Date: 10/1/2022

  
 Mayor Nic Hunter, Chairman  
 Transportation Policy Committee  
 Lake Charles MPO – IMCAL

Date: 9-21-22

RESOLUTION

**LAKE CHARLES URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION (MPO)  
TRANSPORTATION POLICY COMMITTEE**

**RESOLUTION NO. 2022-020**

**APPROVING AND ADOPTING**

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 - 26**

**WHEREAS**, the Southwest Louisiana Regional Planning Commission (aka IMCAL) is the designated Metropolitan Planning Organization (MPO) for the Lake Charles Urbanized Area; charged with overall responsibility for managing the four (4) year Transportation Improvement Program (TIP) for the Lake Charles MPO Study Area; **AND**

**WHEREAS**, changes and modifications are required from time to time affecting the scope, design, funding, and/or timeline for improvements identified in the current TIP; **AND**

**WHEREAS**, it is a responsibility of the Transportation Policy Committee (TPC) to receive, review and act on proposed changes and modifications to the TIP as submitted for consideration; **AND**

**WHEREAS**, the Transportation Policy Committee has reviewed recommendations of the Technical Advisory Committee (TAC) for specific changes and adjustments to the new Transportation Improvement Program FY 2023 - 26 as noted; **AND**

**NOW THEREFORE BE IT RESOLVED BY THE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE FOR THE LAKE CHARLES URBANIZED AREA, THE ADOPTION OF TRANSPORTATION IMPROVEMENT PROGRAM FY 2023 – 2026.**

**THIS RESOLUTION BEING VOTED ON AND ADOPTED THIS 19<sup>th</sup> DAY OF SEPTEMBER 2022, CONTINGENT ON PUBLIC COMMENT PERIOD ENDING ADOPTION ON SEPTEMBER 26, 2022.**

  
\_\_\_\_\_  
Mayor Nic Hunter, Chairman  
Transportation Policy Committee

ATTEST:

  
\_\_\_\_\_  
Michael Hollier  
Executive/MPO Director

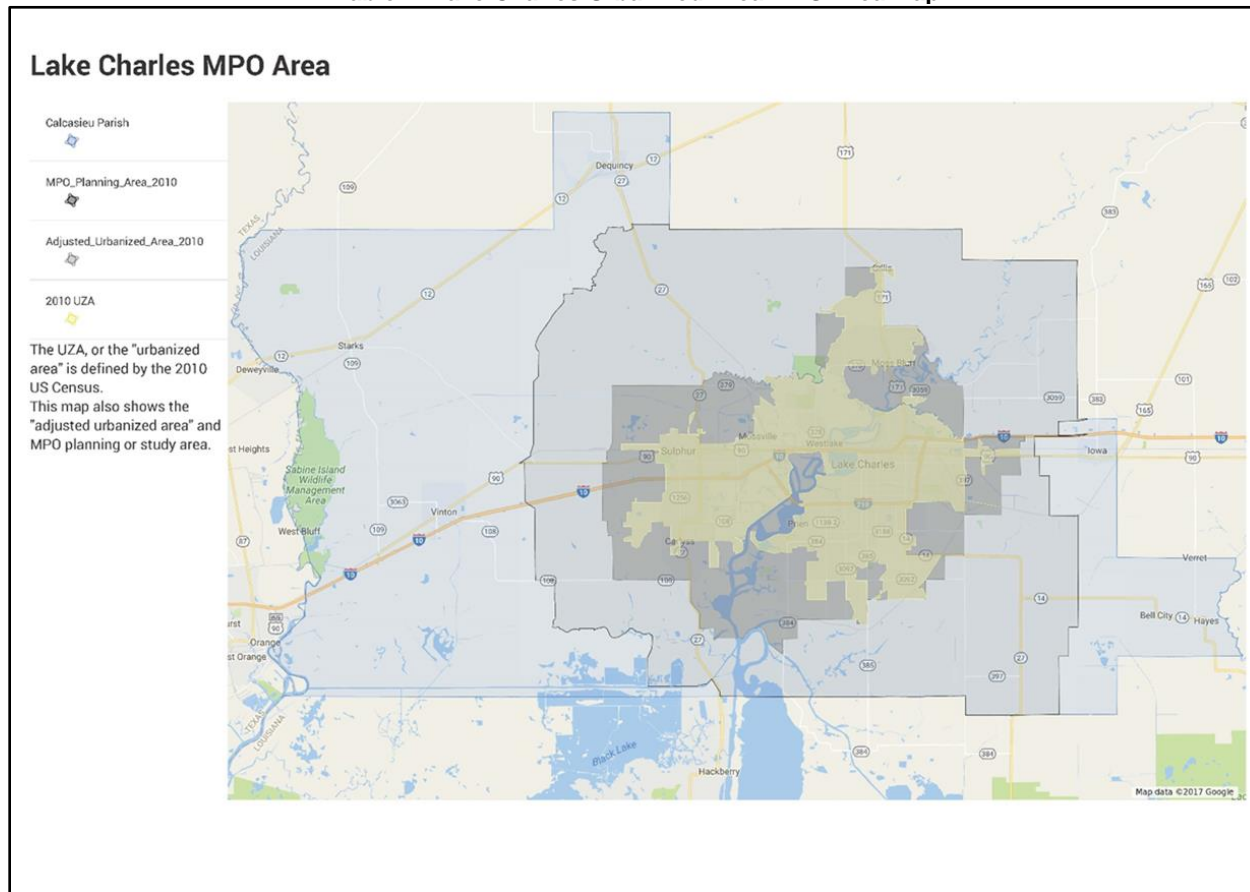
**TIP OVERVIEW**

Metropolitan Planning Organizations (MPOs), such as Lake Charles Metropolitan Planning Organization (LCMPO) are responsible for conducting an array of transportation planning activities, providing technical services and distributing transportation planning and project funding for their member communities and agencies, as established in 23 CFR 450 Subpart C. MPOs are responsible for creating several key recurring planning documents. These required planning documents include:

- A multimodal, long-range transportation plan (LRTP) for the region
- A biennial transportation improvement program (TIP)
- An annual unified planning work program (UPWP)

The MPO is composed of jurisdictions from the City of Lake Charles, City of Sulphur, City of Westlake, and Calcasieu Parish.

**Table 1: Lake Charles Urbanized Area MPO Area Map**



The four-year Transportation Improvement Program (TIP), as mandated under 23 CFR 450.326(a), is a comprehensive and financially constrained listing of regional transportation projects and services that are scheduled for some phase of implementation within the time period. The projects identified in the TIP were selected through a continuing, cooperative and comprehensive planning effort between [Lake Charles MP], the Louisiana Department of Transportation and Development (LaDOTD) and local entities and are in alignment with the goals of the Lake Charles 2045 Metropolitan Transportation Plan (MTP) also called the Long Range Transportation Plan (LRTP). The MTP serves as the Long-Range Transportation Plan for urbanized areas, and the TIP serves as the implementation of the planning principles and goals set forward through public involvement in the MTP development process. Both the TIP and MTP must be fiscally constrained. The projects have funding commitments from a variety of federal, state and local sources. The program of projects maintains a balance of local and regional needs and includes projects from all modes of transportation including highways, public transportation, bicycles and pedestrians.

The development of the TIP is the responsibility of the Lake Charles MPO, which is the designated MPO for Calcasieu Parish. The TIP is developed every four-years in conjunction with the development of the Statewide Transportation Improvement Program (STIP). Once the TIP is adopted by the Transportation Policy Commission it is then submitted to LaDOTD and U.S. DOT for approval and inclusion by reference into Louisiana's STIP.

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## FACTORS CONSIDERED IN THE PLANNING PROCESS

Under the ISTEA, TEA-21, SAFETEA-LU, MAP-21, and FAST Act legislation, the MPO has the continued responsibility of preparing and maintaining the long-range Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. This Transportation Improvement Program represents a continuation of the strategic planning process begun with the MTP 2040, which was published in 2014.

The focus continues to be on maintaining, improving, and utilizing the information resources collected by the MPO in the day-to-day transportation decision-making process. This MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and being conducted in accordance with applicable requirements described in 23 CFR 450.206(a), 450.306(b), 450.308, and 23 CFR 450 Part 334 (a).

In addition, the Transportation Improvement Program will address the ten planning factors and performance measures identified in the FAST Act that must be considered by MPO's in developing transportation plans and programs.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

For more information on the project call, review, ranking, and inclusion process, please visit <http://mpo.planswla.com>

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## TIP IN DETAILS

### A. TIP IS THE AGREED UPON LIST OF SPECIFIC PRIORITY PROJECTS

The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, according to the MAP-21 Act. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects as well.

### B. THE TIP SHOWS ESTIMATED COSTS AND SCHEDULE BY PROJECT PHASE

The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

### C. THE TIP MAY BE CHANGED AFTER IT IS ADOPTED

Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project.

### D. THE TIP IS FINANCIALLY CONSTRAINED

Federal guidelines mandate that the list of projects in the TIP must be financially constrained. Therefore, the total cost of projects in the 4-year TIP FY 2023 – 26 time frame must be equivalent or less than the anticipated federal, state, and local funding revenue streams available to deliver projects to completion. Notably, federal funding allocation is a principal funding source. To add projects to the TIP, others must be deferred. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

### E. THE TIP IS NOT A FINAL SCHEDULE OF PROJECT IMPLEMENTATION

A project's presence in the TIP represents a critical step in the authorization of funding to a project. However, it does not represent a commitment of funds, an obligation to fund, or a grant of funds.

### F. THE TIP IS NOT A GUARANTEE OF PROJECT IMPLEMENTATION

Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration. While every effort has been made to develop this document using the latest information available at the time, it is recognized that there are uncertainties in the development of projects, right-of-way acquisitions, relocation of utilities, acquisition of permits, costs, funding availability, etc. Therefore, the LADOTD must make changes in the STIP when the above uncertainties arise. In keeping with federal regulations (MAP-21) each MPO must also make changes in their TIP. To allow more discretion in implementing these changes, administrative changes shall be allowed without a public meeting by the Transportation Policy Committee for these uncertainties that include, but are not limited to, right-of-way acquisitions, relocation of utilities, acquisition of permits, costs, funding availability, etc., and major amendment exceptions. The "Administrative Change" process shall consist of a letter of notification or electronic notification from the MPO staff to the Transportation Policy Committee for approval. No public involvement process will be required for "Administrative Changes." The Transportation Policy Committee may call for a public meeting if the "Administrative Change" is not approved unanimously.

### G. REGIONAL CONSENSUS

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. The consensus is crucial because, before committing significant sums of money, the federal and state governments want



assurances that all interested parties have participated in developing the priorities. A project’s inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

**H. RELATIONSHIP TO THE METROPOLITAN TRANSPORTATION PLAN**

The TIP should be consistent with the 2045 MTP, which is achieved by implementing MPO’s long-range transportation plan (23 CFR 450.326(i)). Lake Charles MPO completed it’s 2045 MTP in 2019. These long-range plans are federally required to cover a minimum 20-year time horizon and must analyze all transportation needs over that time period, including roadway, bridge, transit, and non-motorized modes of travel. It is strongly advised that projects in the 2045 MTP, especially Stage 1, are prioritized in the queue to be next to enter the TIP.

The goals, objectives and strategies stated in the long-range transportation plan establish Lake Charles MPO overall approach to the prioritization of transportation projects and investments. These goals and their descriptions are included below (see Table 2).

**Table 2: TIP Project Consistency with 2045 MTP Goals**

Goals for Roadway and Freight	Project Evaluation Metrics	Target
<b>GRF.1   Improve Safety</b>	<b>MRF1.1</b>   Crashes per mile <b>MRF1.2</b>   Severe crashes <b>MRF1.3</b>   Severe crashes involving a pedestrian or bicycle	<b>TRF1.1</b>   Reduction by 1% for the following by 2020: • Fatalities, • Serious injuries, • Rate of fatal crashes per 100M VMT, • Rate of serious injury crashes per 100M VMT, & • Non-motorized (bike/ped) fatal or severe injury crashes
<b>GRF.2   Improve Mobility</b>	<b>MRF2.1</b>   Volume-to-Capacity Base Year <b>MRF2.2</b>   Volume-to-Capacity Future Year <b>MRF2.3</b>   Pavement condition <b>MRF2.4</b>   Travel Time Reliability	<b>TRF2.1</b>   Reduce total miles traveled along congested roadways by 25% by 2045 <b>TRF2.2</b>   Reduce % of pavement or NHS bridges in "poor" condition below statewide targets by 2022 <b>TRF2.3</b>   Increase % of miles traveled along NHS "reliable" roadways above statewide targets by 2022
<b>GRF.3   Improve Resiliency</b>	<b>MRF3.1</b>   Facility access <b>MRF3.2</b>   Land Suitability <b>MRF3.3</b>   Connectivity nodes	<b>TRF3.1</b>   Increase connectivity ratio (nodes to roadway links) by 25% by 2045 <b>TRF3.2</b>   Increase % of total roadway miles within municipal areas
<b>GRF.4   Improve Freight</b>	<b>MRF4.1</b>   Freight volume <b>MRF4.2</b>   Freight destination	<b>TRF4.1</b>   Reduce or eliminate state-identified "bottleneck" locations by 2045 <b>TRF4.2</b>   Reduce Truck Travel Time Reliability (TTTR) index along NHS corridors below statewide targets for 2022
<b>GRF.5   Improve Social Equity</b>	<b>MRF5.1</b>   Poverty or Minority population <b>MRF5.2</b>   Vulnerability index	<b>TRF5.1</b>   Prioritize and construct roadway improvement projects within identified EJ communities
Goals for Transit	Project Evaluation Metrics	Target
<b>GT.1   Smart Urban Growth</b>	<b>MT1.1</b>   Population density <b>MT1.2</b>   Transit priority index	<b>TT1.1</b>   Increase frequency of service for communities with more than 4.0 units/acre <b>TT1.2</b>   Provide service to activity nodes with mixture of land uses (residential, retail, office)
<b>GT.2   Make Transit Competitive</b>	<b>MT2.1</b>   Congestion <b>MT2.2</b>   Service enhancements	<b>TT2.1</b>   Increase population within 0.5 miles of a transit stop by 20% by 2045
<b>GT.3   Support Underserved Pop</b>	<b>MT3.1</b>   Transit vulnerability index	<b>TT3.1</b>   Prioritize service enhancements within EJ communities
Goals for Pedestrian & Bicycle	Project Evaluation Metrics	Target
<b>GPB.1   Improve Safety</b>	<b>MPB1.1</b>   Severe crashes involve a pedestrian or bicycle	<b>TPB1.1</b>   Reduction by 1% for non-motorized (bike/ped) fatal or severe injury crashes by 2020
<b>GPB.2   Complete the Network</b>	<b>MPB2.1</b>   Connecting infrastructure <b>MPB2.2</b>   School proximity <b>MPB2.3</b>   Bus stop proximity	<b>TPB2.1</b>   Increase total sidewalk mileage by 20% by 2045 <b>TPB2.2</b>   Provide sidewalk connection to 100% of local schools along both sides of roadways by 2045
<b>GPB.3   Serve limited-mobility populations</b>	<b>MPB3.1</b>   Zero-car households <b>MPB3.2</b>   Youth population <b>MPB3.3</b>   Senior population	<b>TPB3.1</b>   Increase mileage of sidewalk and bicycle facilities by 20% by 2045 for limited-mobility population areas



#### I. FUNDING FOR TIP

There are various funding sources for the TIP. Besides, funds are made available by the state of Louisiana or local agencies to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Parish, municipalities and private developers, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought. The sole federal funding source that the MPO has discretion in the TIP is the Surface Transportation Program (STP50-200K).

#### J. REGIONAL AND LOCAL INVOLVEMENT

Approximately six agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective city governments. Countless other groups, the business community, and the public can become involved through the MPO public participation process in addition to their involvement at the municipal level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by the MPO.

#### K. INCLUDING A PROJECT IN THE TIP

The project selection process of securing a spot on the TIP is not a simple task. Although there are several ways in which a project can get on the TIP, the most typical course is described here.

- First, within the long-range Metropolitan Transportation Plan (MTP), a 25-year horizon of vision, goals, and objectives are generated by multiple stakeholders in the community. This includes public meetings and outreach through various means (surveys, attending events/organization meetings, advertisement through web and various modes), showcasing complaints, inquiries, and requested projects concerning the entire Lake Charles Urbanized Area transportation system. This information is combined with to current and projected traffic, demographic, economic, and land use data.
- Second, once the parish, municipalities and operating agencies have developed their list of projects and priorities, they are brought to MPO, where the Technical Advisory Committee reviews them. The MPO seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The MPO, composed of state, parish, and city planners; transit operators; citizen representatives; and transportation-related interest groups; makes recommendations to the Lake Charles Urbanized Area Transportation Policy Committee. The TPC will vote to approve the list of priority projects in an updated MTP every five years.
- Next, the Surface Transportation Program (STP50-200K) is the sole federal funding source that the MPO influences how funds are locally allocated to transportation projects from the MTP priority list into the TIP. Along with LADOTD, only MPO member agencies are allowed to formally submit candidate TIP projects from the MTP priority list; the local proposals are in turn reviewed at the parish or city level. The parish or city is the designated lead agency, and work toward refining the initial idea and developing clear project specifications in a Stage 0 feasibility application. If LADOTD approves the Stage 0 application for the STP50-200K project, it is given an official project number and added to the TIP. Notwithstanding, annually, the TAC and TPC can suggest projects that may need to be re-evaluated for their hierarchy in the priority lists in the MTP, in a project selection process called the Project Call.

#### L. PROJECTS ON THE TIP

Once a project is on the TIP, a considerable amount of work remains to bring it to completion. The project sponsor, the designated lead agency is responsible for ensuring that their project moves forward - the lead agency in most cases is the LADOTD or transit operator, and in some cases, a parish or city. Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. However, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary. Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

**M. FINANCIAL CONSTRAINT**

At the beginning of each TIP update, LADOTD develops "financial guidance" for use by IMCAL and other metropolitan planning organizations (MPO). The financial guidance establishes highway and transit funding levels, which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds is distributed to the regions. Since the Lake Charles Urbanized Area, Metropolitan Planning Organization's TIP FY 2019-2022 has been developed according to the state's guidance; it meets the federal requirement of being financially constrained.

**N. TRANSPORTATION ALTERNATIVE PROGRAM AND SAFE ROUTES TO PUBLIC PLACES PROGRAM**

The Transportation Alternative Program (TAP) focuses on "nontraditional" projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. This program, which is mandated by Congress, funded through a 10 percent set aside of each state's highway Surface Transportation Program (STP) dollars, and Safe Routes to Public Places Program Funding is distributed through the TAP program formula. The Safe Routes to Public Places Program is designed to work with school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to public places.

**O. PERFORMANCE-BASED PLANNING AND PROGRAMMING**

Performance-based planning aims to make transportation investment decision-making process both informed and accountable. In 2012, the federal transportation funding legislation, Moving Ahead for Progress in the 21st Century (MAP-21) was approved, mandating "performance-based planning" as an additional element to incorporate into the metropolitan planning process. In 2015, Fixing America's Surface Transportation, federal legislation continued that effort for integrating performance-based planning to showcase how goals, objectives, and measures can be utilized in the project prioritization process, see Appendix C.

The Lake Charles MPO will use performance measures to do the following:

- Evaluate how effective and efficient the transportation system is operating
- Evaluate how effective and efficient the transportation project and service delivery process are being implemented
- Provide addition data to support decisions
- Showcase transparency and accountability for citizens and stakeholders of the Lake Charles Urbanized Area

The FAST Act and subsequent rulemaking established performance measures that the State and MPOs assign a qualitative number to show improvement to a category within transportation planning areas. For all these areas, the MPO has or will adopt LADOTD's targets. The Safety targets have been the first to be established by LADOT, and the MPO has adopted those targets on September 28, 2017.

The TPC, on September 26, 2018, voted to support Lake Charles Transit System's initial set of Transit Asset Management Plan (TAMP) performance measures and targets. Transit agencies and MPOs are required to set targets related to the State of Good Repair (SGR) of rolling stock, equipment, and facilities. The MPO's initial TAMP performance measures and targets are set for FFY 2019, along with being re-evaluated annually. By establishing these targets, the MPO took the first step toward integrating TAM into its planning processes.

The TPC, on October 31, 2018, voted to adopt and support LADOTD's performance measures and targets, including the following:

- National Highway System bridges
- Interstate and National Highway System pavement
- Interstate and National Highway System travel time reliability
- Interstate truck travel time reliability for freight movement

By establishing these targets, the MPO took steps to integrate these federal requirements into its planning process.

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## PROJECT SELECTION PROCESS

The MPO utilizes a project selection process that requires the cumulative projects to be fiscally constrained and must adhere to the principals established in ISTEA, TEA-21, SAFETEA-LU, and the final rules governing metropolitan planning. It is also important that projects selected be of regional significance and adhere to the performance measures which will be established soon.

All projects in the TIP are from projects that have been included in the Metropolitan Transportation Plan and moved forwarded by MPO members during the Call for Projects Selection Process. The Project Selection Process has defined criteria and is financially constrained to ensure that the TIP meets federal requirements.

All projects must meet the following criteria:

1. Must be consistent with long-range goals, including the following: Systems Performance (Safety, Pavement, Bridges, Transit); Systems Development (Resilience and Reliability, Congestion Reduction, Connectivity, Accessibility and Mobility, and Network Continuity); Quality of Life (Environmental Justice, Land Use and Livability; Economic Vitality, and Environmental Mitigation); Project Readiness (Cost Sharing, Planning Nexus, Planning Development, and Community Support);
2. Must have a funding source (STP50-200K and local match) and cost estimate;
3. The project must be ready for submission to the MPO/LADOTD Stage 0 process;
4. Be within the planning area boundaries and functionally classified to the adopted functional class roadway system; and
5. No negative impacts on current conformity determinations or trigger the need for a new regional analysis.

Staff provides necessary data for the TAC to evaluate, score and rank, based on 17 aforementioned criterion, which meets the FAST Act planning factors and performances. After the projects are scored and ranked, TAC makes their recommendations available to the TPC for approval for inclusion in the TIP.

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## PUBLIC INVOLVEMENT

As the primary near-term project implementation document for the Lake Charles MPO region, it is imperative that all of the region's stakeholders have the opportunity to engage in and provide their input into the TIP development process. As required by federal regulation (23 CFR 450.316), Lake Charles MPO has adopted a Public Participation Plan as the agency's official public participation plan. This document details the Lake Charles MPO public involvement process for all of its principle duties, including the development of the TIP document. Public involvement is a process by which planning agencies search out the public and diligently work to elicit responses from them concerning transportation projects. Public involvement is an extremely vital part of the metropolitan planning process because it gives the MPO and other transportation officials an opportunity to gather ideas from the public concerning transportation plans and programs for the Lake Charles Metropolitan Area. Public involvement and input are essential to adequately consider the impacts that planning processes have on the overall social, economic, energy, and environmental effects of transportation decisions. The purpose of the public involvement process is for planning agencies to make better decisions that will reflect the community's mobility and accessibility needs. Metropolitan Planning Organizations (MPO) encourages public involvement in all planning activities. The MPO encourage efforts to broaden and improve public participation in planning. The intended outcome of the public involvement process is for planning agencies to develop plans and programs that reflect community needs; encompass community values, interests, and priorities; and have broad community support.

The Public Involvement Program of the Lake Charles Urbanized Area-Metropolitan Planning Organization includes three major components: Community Dialogue, Public Meetings, and Review and Comment.

### I. DIALOGUE

- A. Every opportunity will be taken to distribute information to the public. Information will be distributed to the media and local interest groups via Fact sheets, brochures, etc. Notices for upcoming meetings and public involvement activities will be published in the Lake Charles American Press. The Metropolitan Planning staff will maintain a list of interested parties who wish to be notified of any upcoming events or actions regarding the transportation planning process.

- B. Presentations to neighborhood groups, civic organizations, governmental meetings, and other special interest groups will be made on an as Requested basis to discuss transportation activities within the Lake Charles Urbanized Area. Interested organizations should contact Lake Charles Urbanized Area -Metropolitan Planning Organization located in the IMCAL offices to allow ample time for the staff to plan to attend.
- C. Information will be provided to the public through technical assistance and access to publications. Official copies of the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP) will be kept in the Calcasieu Parish libraries located in the City of Sulphur, The city of Westlake, and the City of Lake Charles for easy public access and information.

## II. PUBLIC MEETINGS

- A. At least one public meeting will be held during the development of the "Draft Lake Charles Urbanized Area Metropolitan Transportation Plan" and the "Draft Lake Charles Urbanized Area Transportation Improvement Program." A public meeting will be held to adopt any final version of either document.
- B. Major amendments to the Lake Charles Urbanized Area Metropolitan Transportation Plan and the Lake Charles Urbanized Area Transportation Improvement Program documents will also require a public meeting. Major amendments shall include any addition or deletion of projects deemed to be regionally significant. Exceptions:
  - 1. Those projects or project groupings that are specifically exempted from the public involvement process. The rules governing which projects are exempt along with a listing of the exempt projects and project groupings are found in Appendix A.
  - 2. Minor revisions to document text or project descriptions.
  - 3. Revisions to project timing within the TIP time frame.
- C. Every effort will be made to accommodate traditionally under-served audiences including low income and minority households and persons with Disabilities. All public meetings, public hearings, and open houses will be held at wheelchair accessible locations. Persons with disabilities who have special communication or accommodation needs and who plan to attend the meetings may contact the Lake Charles Urbanized Area - Metropolitan Planning Organization. Requests for special needs are to be in writing and received at least two working days before the meeting.

The address is:

Imperial Calcasieu Regional Planning and Development Commission (IMCAL)  
4310 Ryan St., Ste. 330,  
Lake Charles, LA 70605  
Attn: Executive/MPO Director

Every reasonable effort will be made to accommodate these needs. For further information, please call our office at (337) 433-1771.

- D. All public meetings will be announced in the Lake Charles American Press. All persons or organizations maintained on the interested parties list will be notified of public meetings. Also, every effort will be made to ensure that stakeholders in the transportation planning process are invited to participate. These stakeholders will include, but not be limited to, persons or organizations involved in traffic operations, transportation safety and enforcement, airports and port authorities, and appropriate private transportation providers.
- E. To get involved, please send email to [walter@imcal.la](mailto:walter@imcal.la) or call 337-433-1771.

### III. REVIEW AND COMMENT

- A. Before the adoption of a Lake Charles Urbanized Area Metropolitan Transportation Plan or the Lake Charles Urbanized Area Transportation Improvement Program, or major amendments to either document, the public will be given adequate review time. A notice will be published in the Lake Charles American Press at least two weeks before any public meeting and notices will be sent to all interested parties. Copies of the draft documents or proposed amendments will be available for public review at the IMCAL offices as well as the Calcasieu Parish Public libraries in the cities of Sulphur, Westlake, and the Central library on Ernest Street in the City of Lake Charles.
- B. A comment and response summary will be included within the Lake Charles Urbanized Area Metropolitan Transportation Plan and the Lake Charles Urbanized Area Transportation Improvement Program.
- C. The Public Involvement Program (PIP) will be continually reviewed by the Lake Charles Urbanized Area - Metropolitan Planning Organization for effectiveness. Any changes to this PIP document will require a 45-day public comment period.

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### PUBLIC PARTICIPATION IN THE PLANNING PROCESS

- A. Public Outreach – All-Metropolitan Transportation Plan, and Transportation Improvement Program (TIP) developments, adoptions, and amendments will be subject to public notification procedures as follows:
  - Notification will occur 14 days before adoption or amendment actions.
  - Public notice will occur in the local official paper of record for the Metropolitan Area.
  - All affected public government bodies, areas legislators, and other interested governmental entities will be notified in writing of pending actions. The MPO will maintain a list of civic, community, and special interest organizations, which will also be notified in writing of all impending actions. This list will be initially developed by the MPO staff and will be reviewed and updated annually. Organizations wishing to be added or deleted from the list may notify the MPO in writing.
  - Copies of all official documents will be posted for public review in the Calcasieu Parish Public libraries in the cities of Sulphur, Moss Bluff, Westlake, and in the City of Lake Charles, and in the MPO offices.
- B. Public Hearing – A public hearing will be held before the amendment or adoption of a plan or program. A response to all relevant comments received will be included in the final draft of the plan or program before its adoption. Significant changes to either plans or programs resulting from public comment will trigger an additional comment period of 14 days. The TIP documents can be viewed on IMCAL's web site at [www.imcal.org](http://www.imcal.org).
- C. Technical Advisory Committee – The composition of the Technical Advisory Committee reflects the variety of governmental entities, Institutional and transportation providers of the Metropolitan Area. Membership includes representatives of:
  - The Parish of Calcasieu
  - The cities of Lake Charles, Sulphur, Westlake
  - The Chennault International Airport
  - The Lake Charles Regional Airport
  - The Port of Lake Charles
  - The Louisiana Department of Transportation and Development
  - Meetings of the Committee are publicly advertised in the local paper of record and are open to the public.
  - This committee will officially adopt all local plans and programs

D. Transportation Policy Committee – The membership of the Policy Committee consists of:

- The Mayors of the cities of Lake Charles, Sulphur, and Westlake
- A representative of the Calcasieu Parish Police Jury
- A representative from the Louisiana Department of Transportation and Development
- A representative from the Federal Highway Administration (non-voting)
- The Louisiana Department of Transportation and Development
- Meetings of the Committee are publicly advertised in the local paper of record and are open to the public.
- This committee will officially adopt all local plans and programs

E. Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement, and expansion of the region's transportation system, a system that affects every resident of Calcasieu Parish. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO's), as part of the United States Department of Transportation's certification requirements are charged with evaluating their plans and programs for environmental justice sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the Lake Charles Urbanized Area, IMCAL is committed to responding to the federal guidance on environmental justice, to meet the requirements of these laws, the IMCAL must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI; and
2. Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be distributed; and
3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

F. Reaching Out to the Area's Citizens

In response to Environmental Justice concerns and to communicate with as many citizens as possible, IMCAL engages in an extensive public outreach program to provide a variety of opportunities to comment and receive information on the TIP. IMCAL has always encouraged the public to pose questions about the TIP to state, parish, transit, and IMCAL staff through its ongoing public involvement process, and, during the 14-day public comment period. The public comment period for this FY 2023-2026 TIP was open on September 13, 2022 and extended through September 26, 2022. In addition to the required legal notices and press releases we issue each year, an open house style public meeting was held as follows:

September 26, 2022 at 3:00 - 5:00 p.m.  
Imperial Calcasieu Regional Planning and Development Commission (IMCAL) SEED Center  
4310 Ryan St., Ste. 330 Lake Charles, LA 70605



Legal notices have been placed in the Lake Charles American Press. IMCAL staff will also make copies of the draft TIP available to the public by placing copies in the Calcasieu Parish Library in Lake Charles, Moss Bluff, Westlake, and Sulphur.

IMCAL's website ([www.imcal.org](http://www.imcal.org)) is a vital tool in public outreach and continues to serve a useful purpose during this TIP update cycle. The entire TIP document is placed on the IMCAL website, including the dates and locations of the public meeting, and other general information. Individuals can download or access the TIP materials during the public comment period. Also, an email address link is provided ([imcal@imcal.la](mailto:imcal@imcal.la)) to facilitate the submission of comments.

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to as the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year. IMCAL has committed to engage in meaningful dialogue with citizens of the Lake Charles Urbanized Area. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must, in turn, listen to the messages received from the public to ensure trust and future interaction. We continue to take our responsibility for public involvement very seriously.

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## PUBLIC REVIEW

For the development of this TIP, timely coordination and solicitation from other agencies and the public were included. The TIP draft was made available, at a Joint TAC and TPC on September 19, 2022. The MPO drafts and agendas were distributed to local libraries and posted for the public to review. The MPO meeting was held in a public venue. Public comment was offered at the TPC meetings.

Review copies were sent to the appropriate agencies and made available at the Calcasieu Parish libraries located in the City of Sulphur, City of Westlake, Moss Bluff, and the City of Lake Charles, along with being available on the internet at [www.imcal.la](http://www.imcal.la) for easy public access and information sharing. There were no public comments regarding the TIP.

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## TITLE VI AND ADA

Lake Charles MPO acknowledges the importance of ensuring that everyone has the opportunity to be involved in the region's transportation planning process, regardless of their background or abilities. Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". As a recipient of federal funding and as required by Title VI, Lake Charles MPO has adopted the following non-discrimination policy: In general, all agency plans, and programs comply with the public involvement provisions of Title VI (approved by the TPC April 7, 2010). This TIP completed its public involvement process and approved by the TPC by September 26, 2022.

Throughout the FY 2018 – 2019 planning process, Lake Charles MPO engaged in a number of outreach measures to ensure that the various Title VI communities had the opportunity to participate in the transportation planning process.

The list of outreach measures to the various regional communities included in Title VI regulations:

- Physical locations, social media platforms or print media where meeting schedules were advertised
- Listing specific community organizations the MPO works with to disseminate information to Title VI communities
- Meeting location accommodations (central location, convenient times, availability of parking/transit, etc.)
- Any Title VI/EJ-related MPO committees

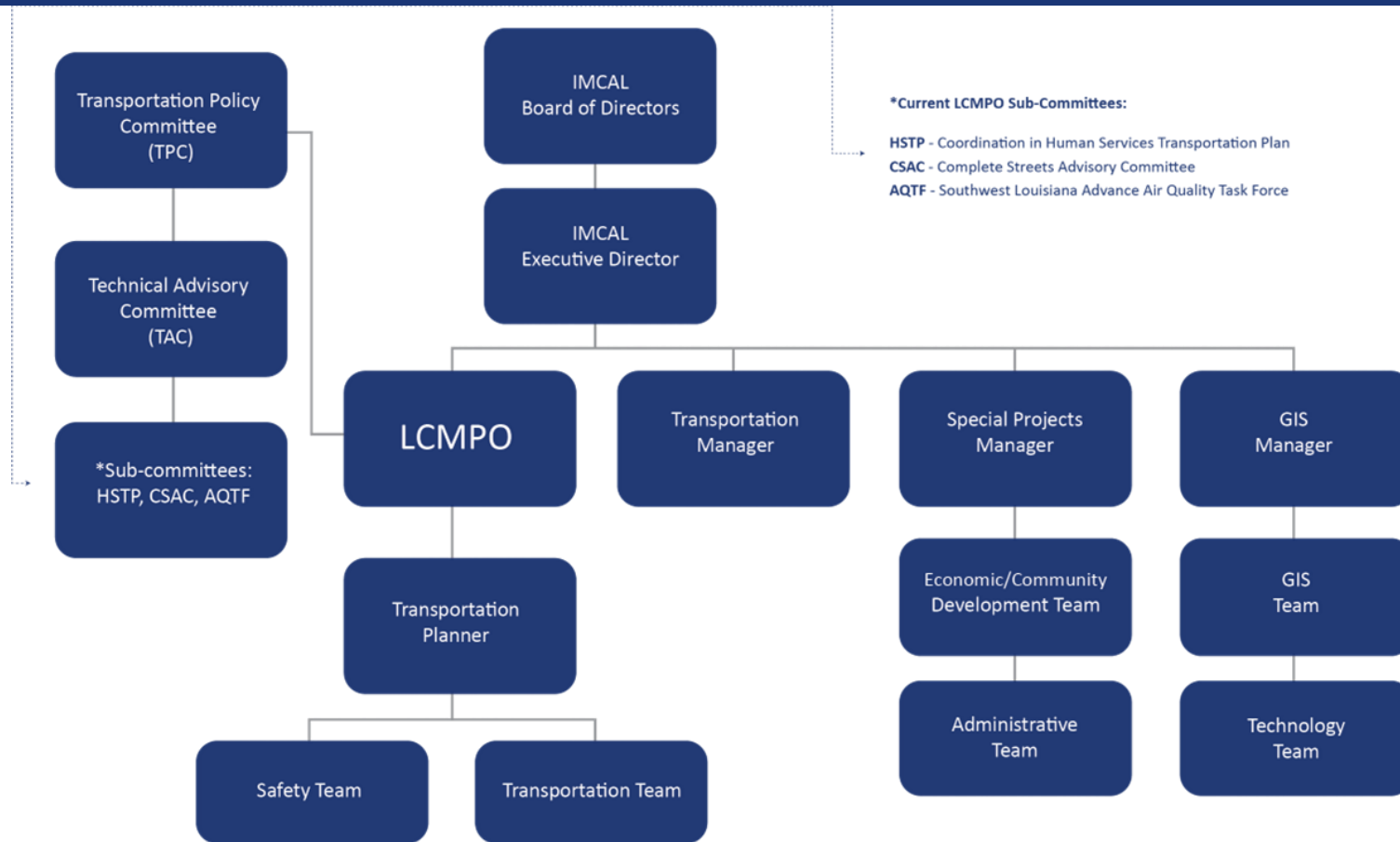
Additionally, within the Title VI document the Americans with Disabilities Act (ADA) is cited, which prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities and facilities. Lake Charles MPO values the input of all the region's residents into the transportation planning process, and took the following measures to ensure that everyone, regardless of their abilities, could access and engage in the TIP FY 2022 – 2023 planning process:

The list of outreach measures to the various regional communities included in Title VI regulations:

- Holding meetings at ADA-compliant facilities
- Availability of ADA compliant parking and transit facilities
- Available accommodations for the visually or hearing impaired

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program administered by Lake Charles, MPO, on the basis of race, color, national origin, gender, age, disability or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. A complaint may be filed directly with Lake Charles MPO, the LaDOTD, the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Please contact [Lake Charles MPO Title VI Officer Name, Walter Council] at 337-433-1771 or [walter@imcal.la](mailto:walter@imcal.la) to file a complaint or if you have any questions. You may also refer to <http://mpo.planswla.com> for additional information and any related forms and procedures.

## IMCAL ORGANIZATIONAL CHART



FOR A FULL COMMITTEE ROSTER PLEASE CONTACT IMCAL STAFF AT 337-433-1771

**APPENDIX A: HIGHWAY ELEMENT**

This section provides an overview of the highway project listings in the TIP FY 2023 - 26.

This section provides the project lists of the individual highway projects scheduled for some phase of implementation during the TIP FY 2023 – 26 period. These projects have been planned and selected in accordance with the LaDOTD project selection process of the associated program.

All of the projects detailed in this section are consistent with the Lake Charles MPO 2045 MTP, which can be accessed in <http://mpo.planswla.com>.

**PROJECT: H.012052 GAUTHIER RD @ LAKE ST ROUNDABOUT**

Route: LA 3092 Cntrl Section: 810-28 Beg. Log Mile: 1.91 End Log Mile: 2.16 Parish: CALCASIEU Non-State Road:

000-10	0.00	0.00	CALCASIEU	W GAUTHIER RD
000-10	0.00	0.00	CALCASIEU	LAKE ST

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
		ADD A ROUNDABOUT TO AID IN TRAFFIC FLOW			SAFETY	PM1 – Safety; PM3 – System Performance
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$593,000.00	\$593,000.00	\$593,000.00	HSIP	2023	LADOTD
Construction	\$2,770,000.00	\$3,047,000.00	\$3,047,000.00	HSIP	2023	
<b>Total Cost</b>	<b>\$3,363,000.00</b>	<b>\$3,640,000.00</b>	<b>3,640,000.00</b>			

PROJECT: H.012083 I-10: CALCASIEU RIVER BR INT REPAIRS(HBI)						
Route: I-10 <del>Contd</del> Section: 450-91    Beg. Log Mile: 27.6    End Log Mile: 28.9    Parish: CALCASIEU    Non-State Road:						
Urbanized Area: LAKE CHARLES						
Status	Type Improvement			Work Type		Performance Measures
	BRIDGE INTERIM REPAIRS			PRESERVATION, BRIDGE (ON SYSTEM)		PM2 – Bridge Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+HDC)	Federal Share	Fund	Year	Sponsor
Construction	\$14,300,000 \$1,600,000	\$15,730,000 \$1,760,000	\$14,157,000 \$1,584,000	FBRON/OFFE NHPP	2023	LADOTD
<b>Total Cost</b>	<b>\$15,900,000</b>	<b>\$17,490,000</b>	<b>\$15,741,000</b>			

PROJECT: H.003931 CALCASIEU RIVER BRIDGE (HBI)						
Route: I-10 <del>Contd</del> Section: 450-91    Beg. Log Mile: 24.87    End Log Mile: 33.82    Parish: CALCASIEU    Non-State Road: LA 378    810-12    0.00    0.41    CALCASIEU						
Urbanized Area: LAKE CHARLES						
Status	Type Improvement			Work Type		Performance Measures
700-10-01115; INCL. UPRR GRADE SEPARATION, HISTORIC BRIDGE IMPROVEMENT (HBI)	BRIDGE REPLACEMENT			PRESERVATION, BRIDGE (ON SYSTEM)		PM2 – Bridge Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+HDC)	Federal Share	Fund	Year	Sponsor
Construction	\$715,000,000 \$85,000,000 \$700,000,000	\$788,500,000 \$93,500,000 \$770,000,000	\$0 \$0 \$0	STCASH STBONDS TOLLS	2023	LADOTD
<b>Total Cost</b>	<b>\$1,500,000,000</b>	<b>\$1,650,000,000</b>	<b>\$0</b>			

**PROJECT: H.012043 LA 378: CALCASIEU R MB RH (WEST FORK)(HBI)**

Route: LA 378 Cntrl Section: 810-12 Beg. Log Mile: 4.15 End Log Mile: 4.35 Parish: CALCASIEU Non-State Road:

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
HISTORIC BRIDGE IMPROVEMENT (HBI)		MOVABLE BRIDGE REHABILITATION			PRESERVATION, BRIDGE (ON SYSTEM)	PM2 - Bridge Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
DESIGN (ENGINEERING)	\$1,200,000.00	\$1,200,000.00	\$960,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$1,200,000.00</b>	<b>\$1,200,000.00</b>	<b>\$960,000.00</b>			

**PROJECT: H.014960 CALCASIEU PARISH OVERLAYS PHASE 1A**

Route: Multiple Routes Cntrl Section: 000-10 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: CALCASIEU Non-State Road: BROAD ST  
 000-10 0.00 0.00 CALCASIEU CHOUPIQUE RD  
 LA 384 382-05 0.30 2.13 CALCASIEU  
 000-10 0.00 0.00 CALCASIEU CRAWFORD DR  
 000-10 0.00 0.00 CALCASIEU ELLIOTT RD  
 000-10 0.00 0.00 CALCASIEU IHLES RD  
 000-10 0.00 0.00 CALCASIEU PATTON ST  
 000-10 0.00 0.00 CALCASIEU W HOUSTON RIVER RD

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		MULTIPLE OVERLAY PROJECTS			PRESERVATION	PM2 – Pavement Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$1,800,000	\$1,980,000	\$1,584,000	STP50-200K	2023	CALCASIEU PARISH
<b>Total Cost</b>	<b>\$1,800,000</b>	<b>\$1,980,000</b>	<b>\$1,584,000</b>			



<b>PROJECT: H.014266 I-210: AUXILIARY LANES (NELSON TO RYAN)</b>						
Route: I-210    Cntrl Section: 450-30    Beg. Log Mile: 3.754    End Log Mile: 6.336    Parish: CALCASIEU    Non-State Road:						
Urbanized Area: LAKE CHARLES						
Status	Type Improvement			Work Type		Performance Measures
	ADDING AUXILIARY LANES			PRESERVATION, BRIDGE (ON SYSTEM), SAFETY, PRESERVATION INTERSTATE, OTHER		
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	\$296,000	\$296,000	\$266,400	FBRON/OFFE	2023	LADOTD
Construction	\$27,000,000	\$29,700,000	\$26,730,000	FBRON/OFFE	2024	
	\$4,000,000	\$4,400,000	\$4,400,000	HSIPPEN		
	\$5,000,000	\$5,500,000	\$4,950,000	NHPP		
	\$27,750,000	\$30,525,000	\$0	LOCAL		
<b>Total Cost</b>	<b>\$64,046,000</b>	<b>\$70,421,000</b>	<b>\$36,346,400</b>			

**PROJECT: H\*\*\*\*\* IMCAL MPO PLANNING SERVICES**

Route:    Cntrl Section:    Beg. Log Mile:    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LAKE CHARLES

Status	Type Improvement			Work Type	Performance Measures	
USE LOCAL AS MATCH	MPO Task Supplemental			URBAN SYSTEMS	PM1 - Safety; PM 2- Pavement Conditions; PM3 – System Perf	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
FEASIBILITY	\$350,000.00	\$280,000.00	\$70,000.00	STP50-200K	2023	LCMPO
	\$350,000.00	\$280,000.00	\$70,000.00	STP50-200K	2024	LCMPO
	\$350,000.00	\$280,000.00	\$70,000.00	STP50-200K	2025	LCMPO
	\$350,000.00	\$280,000.00	\$70,000.00	STP50-200K	2026	LCMPO
<b>Total Cost</b>	<b>\$1,400,000.00</b>	<b>\$1,120,000.00</b>	<b>\$280,000.00</b>			

**PROJECT: H\*\*\*\*\* CHENNAULT AREA TRAFFIC STUDY (C.A.T.S)**

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		Traffic study surrounding Chennault International Airport			URBAN SYSTEMS	PM1-Safety; PM2-Pavement Conditions; PM3-System P
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
FEASIBILITY	\$350,000.00	\$350,000.00	\$280,000.00	STP50-200K	2023	Lake Charles MPO, Chennault Internati Airport, SOWELA, City of Lake Charles,
<b>Total Cost</b>	<b>\$350,000.00</b>	<b>\$350,000.00</b>	<b>\$280,000.00</b>			Calcasieu Parish, LaDOTD

**PROJECT: H.\*\*\*\*\* CALCASIEU PARISH OVERLAYS PHASE 1A (REVISED NAME TBD)**

Route: Multiple Routes Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road: Non-State Road

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		MULTIPLE OVERLAY PROJECTS			PRESERVATION	PM2 - Pavement Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$3,090,909.09	\$3,400,000.00	\$2,720,000.00	STP50-200K	2024	CALCASIEU PARISH
<b>Total Cost</b>	<b>\$3,090,909.09</b>	<b>\$3,400,000.00</b>	<b>\$2,720,000.00</b>			

**PROJECT: H.\*\*\*\*\* CALCASIEU PARISH OVERLAYS PHASE 1A?? (REVISED NAME TBD)**

Route: Multiple Routes Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road: Non-State Road

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		MULTIPLE OVERLAY PROJECTS			PRESERVATION	PM2 - Pavement Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$745,420.00	\$819,962.00	\$655,970.00	STP50-200K	2025	CALCASIEU PARISH
<b>Total Cost</b>	<b>\$745,420.00</b>	<b>\$819,962.00</b>	<b>\$655,970.00</b>			

**PROJECT: H.\*\*\*\*\* FITZENREITER RD 1A (REVISED NAME TBD)**

Route: Multiple Routes Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road: Non-State Road

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		WIDENING TO 3 LANES			CAPACITY	PM2 - SYSTEMS
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$2,345,489.09	\$2,580,038.00	\$2,064,030.00	STP50-200K	2025	CITY OF LAKE CHARLES
<b>Total Cost</b>	<b>\$2,345,489.09</b>	<b>\$2,580,038.00</b>	<b>\$2,064,030.00</b>			

**PROJECT: H.\*\*\*\*\* FITZENREITER RD 1A?? (REVISED NAME TBD)**

Route: Multiple Routes Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road: Non-State Road

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		WIDENING TO 3 LANES			CAPACITY	PM3 - SYSTEM PERFORM
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$363,636.36	\$400,000.00	\$320,000.00	STP50-200K	2026	CITY OF LAKE CHARLES
<b>Total Cost</b>	<b>\$363,636.36</b>	<b>\$400,000.00</b>	<b>\$320,000.00</b>			

**PROJECT: H.\*\*\*\*\* LA 1256 @ W. CAL BLVD**

Route: Multiple Routes Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road: Non-State Road

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		CAPACITY/INTERSECTION IMPROVEMENT			CAPACITY	PM3 - SYSTEM PERFORM
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$2,727,272.72	\$3,000,000.00	\$2,400,000.00	STP50-200K	2026	CALCASIEU PARISH
<b>Total Cost</b>	<b>\$2,727,272.72</b>	<b>\$3,000,000.00</b>	<b>\$2,400,000.00</b>			

**PROJECT: H.007122 MYRTLE SPRINGS ROAD (INFORMATIONAL PURPOSES ONLY)**

Route: Cntrl Section: 000-10 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: CALCASIEU Non-State Road: MYRTLE SPRINGS ROAD

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
742-10-0136, USE LOCAL AS MATCH		SURFACE WIDENING AND OVERLAY			URBAN SYSTEMS	PM2 – Pavement Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$1,582,000.00	\$1,740,200.00	\$1,392,160.00	STP50-200K	2027	CITY OF WESTLAKE
<b>Total Cost</b>	<b>\$1,582,000.00</b>	<b>\$1,740,200.00</b>	<b>\$1,392,160.00</b>			

**PROJECT: H.013870 ENTERPRISE BLVD (BROAD ST TO 12<sup>TH</sup> ST) (INFORMATIONAL PURPOSES ONLY)**

Route: Cntrl Section: 000-00 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: CALCASIEU Non-State Road: ENTERPRISE BLVD

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		OVERLAY/RECONSTRUCTION			PRESERVATION	PM2 – Pavement Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$2,161,306.00	\$2,377,437.00	\$1,901,946.60	STP50-200K	2023	CITY OF LAKE CHARLES

**PROJECT: H.014370 POST OAK RD (BURTON ST TO AUBRIANNA LN) (INFORMATIONAL PURPOSES ONLY)**

Route: Cntrl Section: 000-00 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: CALCASIEU Non-State Road: POST OAK RD

Urbanized Area: LAKE CHARLES

Status		Type Improvement			Work Type	Performance Measures
USE LOCAL AS MATCH		OVERLAY			PRESERVATION	PM2 – Pavement Conditions
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
CONSTRUCTION	\$666,675.00	\$733,343.00	\$586,674.00	STP50-200K	2023	CITY OF SULPHUR

**PROJECT: L.000038 PLANNING, TRAINING AND RESEARCH**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
		HANDLED THROUGH OPERATING BUDGET			OTHER / MISCELLANEOUS	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$0.00	\$0.00	\$0.00	CM	2023	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	DEMO	2023	LADOTD
	\$300,000.00	\$300,000.00	\$240,000.00	HSIPPEN	2023	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	LOCAL	2023	LADOTD
	\$60,000.00	\$60,000.00	\$48,000.00	LTAP	2023	LADOTD
	\$600,000.00	\$600,000.00	\$480,000.00	SPR MAND	2023	LADOTD
	\$3,637,500.00	\$3,637,500.00	\$2,910,000.00	SPR OPT	2023	LADOTD
	\$1,500,000.00	\$1,500,000.00	\$0.00	STCASH	2023	LADOTD
	\$250,000.00	\$250,000.00	\$200,000.00	STP50-200K	2023	Lake Charles MPO
	\$2,325,000.00	\$2,325,000.00	\$1,860,000.00	STP<5K	2023	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	CM	2024	LADOTD
	\$225,000.00	\$225,000.00	\$180,000.00	HSIPPEN	2024	LADOTD
	\$60,000.00	\$60,000.00	\$48,000.00	LTAP	2024	LADOTD
	\$450,000.00	\$450,000.00	\$360,000.00	SPR MAND	2024	LADOTD
	\$3,150,000.00	\$3,150,000.00	\$2,520,000.00	SPR OPT	2024	LADOTD
	\$60,000.00	\$60,000.00	\$0.00	STCASH	2024	LADOTD
	\$135,000.00	\$135,000.00	\$108,000.00	STP50-200K	2024	LADOTD
	\$2,250,000.00	\$2,250,000.00	\$1,800,000.00	STP<5K	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2024	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	CM	2025	LADOTD
	\$9,000.00	\$9,000.00	\$7,200.00	DEMO	2025	LADOTD
	\$150,000.00	\$150,000.00	\$120,000.00	HSIPPEN	2025	LADOTD
	\$60,000.00	\$60,000.00	\$48,000.00	LTAP	2025	LADOTD
	\$600,000.00	\$600,000.00	\$480,000.00	SPR MAND	2025	LADOTD
	\$2,850,000.00	\$2,850,000.00	\$2,280,000.00	SPR OPT	2025	LADOTD
	\$375,000.00	\$375,000.00	\$0.00	STCASH	2025	LADOTD
	\$2,457,000.00	\$2,457,000.00	\$1,965,600.00	STP50-200K	2025	LADOTD
	\$151,500.00	\$151,500.00	\$121,200.00	STP<5K	2025	LADOTD
	\$67,500.00	\$67,500.00	\$54,000.00	STPFLEX E	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCP	2025	LADOTD
	\$975,000.00	\$975,000.00	\$780,000.00	HSIPPEN	2026	LADOTD
	\$60,000.00	\$60,000.00	\$48,000.00	LTAP	2026	LADOTD
	\$1,350,000.00	\$1,350,000.00	\$1,080,000.00	NHPP	2026	LADOTD
	\$1,050,000.00	\$1,050,000.00	\$840,000.00	SPR MAND	2026	LADOTD
	\$2,850,000.00	\$2,850,000.00	\$2,280,000.00	SPR OPT	2026	LADOTD
	\$60,000.00	\$60,000.00	\$0.00	STCASH	2026	LADOTD
	\$60,000.00	\$60,000.00	\$48,000.00	STP50-200K	2026	LADOTD
<b>Total Cost</b>	<b>\$28,161,500.00</b>	<b>\$28,161,500.00</b>	<b>\$20,927,600.00</b>			

**PROJECT: L.000039 ACCELERATED LOADING FACILITY**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
		CONSTRUCT TEST SECTIONS			OTHER / MISCELLANEOUS	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$7,500.00	\$8,250.00	\$6,600.00	STPFLEX	2023	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	STPFLEX	2024	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	STPFLEX	2025	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$30,000.00</b>	<b>\$33,000.00</b>	<b>\$26,400.00</b>			

**PROJECT: L.000040 FEDERAL BRIDGE INSPECTION PROGRAMS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
		INSPECTIONS, RATINGS, LOAD FACTORS			PRESERVATION, BRIDGE (ON SYSTEM)	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$900,000.00	\$900,000.00	\$720,000.00	STPFLEX	2023	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2024	LADOTD
	\$45,000.00	\$45,000.00	\$36,000.00	NHPP	2024	LADOTD
	\$675,000.00	\$675,000.00	\$540,000.00	STPFLEX	2024	LADOTD
	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2025	LADOTD
	\$600,000.00	\$600,000.00	\$480,000.00	STPFLEX	2025	LADOTD
Design (Engineering)	\$750,000.00	\$750,000.00	\$600,000.00	STPFLEX	2026	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
Construction	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$3,315,000.00</b>	<b>\$3,327,000.00</b>	<b>\$2,661,600.00</b>			



**PROJECT: L.000046 MISC STP ENHANCEMENT PROJECTS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$7,500.00	\$7,500.00	\$6,000.00	TAP<200K	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAP<5K	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAPFLEX	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAP<200K	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAP<5K	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAPFLEX	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAP<200K	2026	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAP<5K	2026	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TAPFLEX	2026	LADOTD
	Construction	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2023
\$225,000.00		\$247,500.00	\$0.00	STCASH	2023	LADOTD
\$75,000.00		\$82,500.00	\$66,000.00	TAP<200K	2023	LADOTD
\$150,000.00		\$165,000.00	\$132,000.00	TAP<5K	2023	LADOTD
\$150,000.00		\$165,000.00	\$132,000.00	TAPFLEX	2023	LADOTD
\$150,000.00		\$165,000.00	\$0.00	LOCAL	2024	LADOTD
\$450,000.00		\$495,000.00	\$396,000.00	STPENH	2024	LADOTD
\$75,000.00		\$82,500.00	\$66,000.00	TAP<200K	2024	LADOTD
\$75,000.00		\$82,500.00	\$66,000.00	TAP<5K	2024	LADOTD
\$150,000.00		\$165,000.00	\$132,000.00	TAPFLEX	2024	LADOTD
\$180,000.00		\$198,000.00	\$0.00	LOCAL	2025	LADOTD
\$225,000.00		\$247,500.00	\$0.00	STCASH	2025	LADOTD
\$52,500.00		\$57,750.00	\$46,200.00	STPENH	2025	LADOTD
\$300,000.00		\$330,000.00	\$264,000.00	TAP<200K	2025	LADOTD
\$195,000.00		\$214,500.00	\$171,600.00	TAP<5K	2025	LADOTD
\$412,500.00		\$453,750.00	\$363,000.00	TAPFLEX	2025	LADOTD
\$75,000.00		\$82,500.00	\$0.00	LOCAL	2026	LADOTD
\$45,000.00		\$49,500.00	\$39,600.00	STPFLEX	2026	LADOTD
\$600,000.00		\$660,000.00	\$528,000.00	TAP<200K	2026	LADOTD
\$375,000.00		\$412,500.00	\$330,000.00	TAP<5K	2026	LADOTD
\$105,000.00	\$115,500.00	\$92,400.00	TAPFLEX	2026	LADOTD	
<b>Total Cost</b>	<b>\$4,207,500.00</b>	<b>\$4,621,500.00</b>	<b>\$2,878,800.00</b>			

**PROJECT: L.000047 MISC NATIONAL TRAILS PROJECTS**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$22,500.00	\$22,500.00	\$18,000.00	RTP	2023	LADOTD
	\$36,000.00	\$36,000.00	\$28,800.00	RTP	2024	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	RTP	2025	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	RTP	2026	LADOTD
Design (Engineering)	\$3,750.00	\$3,750.00	\$3,000.00	RTP	2023	LADOTD
	\$3,750.00	\$3,750.00	\$3,000.00	RTP	2024	LADOTD
	\$3,750.00	\$3,750.00	\$3,000.00	RTP	2025	LADOTD
	\$3,750.00	\$3,750.00	\$3,000.00	RTP	2026	LADOTD
Construction	\$112,500.00	\$123,750.00	\$0.00	LOCAL	2023	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	RTP	2023	LADOTD
	\$90,000.00	\$99,000.00	\$0.00	LOCAL	2024	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	RTP	2024	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2025	LADOTD
	\$315,000.00	\$346,500.00	\$277,200.00	RTP	2025	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2026	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	RTP	2026	LADOTD
<b>Total Cost</b>	<b>\$1,177,500.00</b>	<b>\$1,235,250.00</b>	<b>\$596,700.00</b>			

**PROJECT: L.000048 SCENIC BYWAYS OF LA**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2023	LADOTD
	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2024	LADOTD
	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2025	LADOTD
	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2026	LADOTD
Design (Engineering)	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2023	LADOTD
	\$180,000.00	\$180,000.00	\$0.00	STCASH	2023	LADOTD
	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2024	LADOTD

Construction	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2025	LADOTD
	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2026	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	LOCAL	2023	LADOTD
	\$37,500.00	\$41,250.00	\$41,250.00	NSB	2023	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	STCASH	2023	LADOTD
	\$37,500.00	\$41,250.00	\$41,250.00	STPFLEX	2023	LADOTD
	\$67,500.00	\$74,250.00	\$59,400.00	NSB	2024	LADOTD
	\$67,500.00	\$74,250.00	\$59,400.00	NSB	2025	LADOTD
	\$67,500.00	\$74,250.00	\$59,400.00	NSB	2026	LADOTD
<b>Total Cost</b>	<b>\$1,177,500.00</b>	<b>\$1,235,250.00</b>	<b>\$596,700.00</b>			

**PROJECT: L.000049 SCENIC BYWAYS OF LA**

Route: Cntrl Section: Beg. Log Mile      End Log Mile:      Parish: CALCASIEU      Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$3,000.00	\$3,000.00	\$2,400.00	FLH	2023	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	FLH	2024	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	FLH	2025	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	FLH	2026	LADOTD
Construction	\$60,000.00	\$66,000.00	\$52,800.00	FLH	2023	LADOTD
	\$60,000.00	\$66,000.00	\$52,800.00	FLH	2024	LADOTD
	\$60,000.00	\$66,000.00	\$52,800.00	FLH	2025	LADOTD
	\$60,000.00	\$66,000.00	\$52,800.00	FLH	2026	LADOTD
<b>Total Cost</b>	<b>\$252,000.00</b>	<b>\$276,000.00</b>	<b>\$220,800.00</b>			

**PROJECT: L.000050 LA PUBLIC LANDS HIGHWAY PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$37,500.00	\$41,250.00	\$33,000.00	FLH	2023	LADOTD
	\$600,000.00	\$660,000.00	\$528,000.00	FLH	2024	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	STP<5K	2024	LADOTD
	\$750,000.00	\$825,000.00	\$660,000.00	FLH	2025	LADOTD
	\$750,000.00	\$825,000.00	\$660,000.00	FLH	2026	LADOTD
<b>Total Cost</b>	<b>\$2,287,500.00</b>	<b>\$2,516,250.00</b>	<b>\$2,013,000.00</b>			

**PROJECT: L.000051 OVERLAY OR SURFACE REPAIR ON INTERSTATE**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$7,500.00	\$7,500.00	\$6,750.00	NHPP	2023	LADOTD
	\$7,500.00	\$7,500.00	\$6,750.00	NHPP	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,750.00	NHPP	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,750.00	NHPP	2026	LADOTD
Design (Engineering)	\$150,000.00	\$150,000.00	\$135,000.00	NHPP	2023	LADOTD
	\$150,000.00	\$150,000.00	\$135,000.00	NHPP	2024	LADOTD
	\$150,000.00	\$150,000.00	\$135,000.00	NHPP	2025	LADOTD
	\$150,000.00	\$150,000.00	\$135,000.00	NHPP	2026	LADOTD
Construction	\$37,500.00	\$41,250.00	\$37,125.00	IM	2023	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,485,000.00	NHPP	2023	LADOTD
	\$37,500.00	\$41,250.00	\$37,125.00	STP<5K	2023	LADOTD
	\$112,500.00	\$123,750.00	\$99,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	DEMO	2024	LADOTD
	\$2,310,000.00	\$2,541,000.00	\$2,286,900.00	NHPP	2024	LADOTD
	\$225,000.00	\$247,500.00	\$222,750.00	STPFLEX	2024	LADOTD
	\$4,500,000.00	\$4,950,000.00	\$4,455,000.00	NHPP	2025	LADOTD
\$4,500,000.00	\$4,950,000.00	\$4,455,000.00	NHPP	2026	LADOTD	
<b>Total Cost</b>	<b>\$13,927,500.00</b>	<b>\$15,257,250.00</b>	<b>\$13,710,900.00</b>			

**PROJECT: L.000053 STATEWIDE OVERLAY PROGRAM**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2023	LADOTD
	\$18,750.00	\$18,750.00	\$15,000.00	NHPP	2024	LADOTD
	\$3,750.00	\$3,750.00	\$3,000.00	STPFLEX	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026	LADOTD
Right of Way	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
	\$168,750.00	\$168,750.00	\$150,000.00	NHPP	2023	LADOTD
Utility Relocation	\$71,250.00	\$71,250.00	\$69,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	LOCAL	2024	LADOTD
	\$120,000.00	\$120,000.00	\$96,000.00	NHPP	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	LOCAL	2025	LADOTD
	\$52,500.00	\$52,500.00	\$42,000.00	NHPP	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$120,000.00	\$120,000.00	\$96,000.00	STPFLEX	2026	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	NHPP	2023	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	STPFLEX	2023	LADOTD
Design (Engineering)	\$22,500.00	\$22,500.00	\$18,000.00	NHPP	2024	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	DEMO	2025	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	NHPP	2025	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	STPFLEX	2025	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	NHPP	2026	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	STPFLEX	2026	LADOTD
	\$450,000.00	\$495,000.00	\$445,500.00	HRRR	2023	LADOTD
	\$37,500.00	\$41,250.00	\$37,125.00	HSIP	2023	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$0.00	NFA	2023	LADOTD
Construction	\$4,500,000.00	\$4,950,000.00	\$3,960,000.00	NHPP	2023	LADOTD
	\$15,000.00	\$16,500.00	\$0.00	SATRANS	2023	LADOTD
	\$2,250,000.00	\$2,475,000.00	\$0.00	STBONDS	2023	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	STCASH	2023	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	STP50-200K	2023	LADOTD
	\$900,000.00	\$990,000.00	\$792,000.00	STP<5K	2023	LADOTD
	\$7,500,000.00	\$8,250,000.00	\$6,600,000.00	STPFLEX	2023	LADOTD
	\$52,500.00	\$57,750.00	\$46,200.00	DEMO	2024	LADOTD
	\$525,000.00	\$577,500.00	\$519,750.00	HRRR	2024	LADOTD
	\$150,000.00	\$165,000.00	\$148,500.00	HSIP	2024	LADOTD
	\$90,000.00	\$99,000.00	\$99,000.00	HSIPPEN	2024	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2024	LADOTD

	\$1,500,000.00	\$1,650,000.00	\$0.00	NFA	2024	LADOTD
	\$11,250,000.00	\$12,375,000.00	\$9,900,000.00	NHPP	2024	LADOTD
	\$750,000.00	\$825,000.00	\$0.00	STBONDS	2024	LADOTD
	\$750,000.00	\$825,000.00	\$0.00	STCASH	2024	LADOTD
	\$330,000.00	\$363,000.00	\$0.00	STGEN	2024	LADOTD
	\$2,250,000.00	\$2,475,000.00	\$1,980,000.00	STP50-200K	2024	LADOTD
	\$1,447,500.00	\$1,592,250.00	\$1,273,800.00	STP<5K	2024	LADOTD
	\$9,750,000.00	\$10,725,000.00	\$8,580,000.00	STPFLEX	2024	LADOTD
	\$1,200,000.00	\$1,320,000.00	\$1,320,000.00	COVID	2025	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	DEMO	2025	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	HRRR	2025	LADOTD
	\$300,000.00	\$330,000.00	\$297,000.00	HSIP	2025	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	HSIPPEN	2025	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$0.00	NFA	2025	LADOTD
	\$9,000,000.00	\$9,900,000.00	\$7,920,000.00	NHPP	2025	LADOTD
	\$750,000.00	\$825,000.00	\$0.00	STBONDS	2025	LADOTD
	\$337,500.00	\$371,250.00	\$0.00	STCASH	2025	LADOTD
	\$1,560,000.00	\$1,716,000.00	\$1,372,800.00	STP<5K	2025	LADOTD
	\$7,875,000.00	\$8,662,500.00	\$6,930,000.00	STPFLEX	2025	LADOTD
	\$3,000,000.00	\$3,300,000.00	\$3,300,000.00	COVID	2026	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	DEMO	2026	LADOTD
	\$300,000.00	\$330,000.00	\$297,000.00	HSIP	2026	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$0.00	NFA	2026	LADOTD
	\$7,500,000.00	\$8,250,000.00	\$6,600,000.00	NHPP	2026	LADOTD
	\$750,000.00	\$825,000.00	\$0.00	STBONDS	2026	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	STCASH	2026	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	STP50-200K	2026	LADOTD
	\$975,000.00	\$1,072,500.00	\$858,000.00	STP<5K	2026	LADOTD
	\$9,000,000.00	\$9,900,000.00	\$7,920,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$93,847,500.00</b>	<b>\$103,129,500.00</b>	<b>\$72,770,175.00</b>			

**PROJECT: L.000054 ROAD PREVENTIVE MAINTENANCE PROGRAM**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type		
	Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Utility Relocation		\$60,000.00	\$60,000.00	\$60,000.00	STPFLEX	2023	LADOTD
		\$60,000.00	\$60,000.00	\$60,000.00	STPFLEX	2024	LADOTD
		\$75,000.00	\$75,000.00	\$75,000.00	STPFLEX	2025	LADOTD
		\$60,000.00	\$60,000.00	\$60,000.00	STPFLEX	2026	LADOTD
Construction		\$75,000.00	\$82,500.00	\$82,500.00	DEMO	2023	LADOTD
		\$75,000.00	\$82,500.00	\$0.00	NFA	2023	LADOTD
		\$375,000.00	\$412,500.00	\$330,000.00	NHPP	2023	LADOTD
		\$1,200,000.00	\$1,320,000.00	\$1,056,000.00	STPFLEX	2023	LADOTD
		\$75,000.00	\$82,500.00	\$66,000.00	DEMO	2024	LADOTD
		\$75,000.00	\$82,500.00	\$66,000.00	NFA	2024	LADOTD
		\$225,000.00	\$247,500.00	\$198,000.00	NHPP	2024	LADOTD
		\$337,500.00	\$371,250.00	\$297,000.00	STP50-200K	2024	LADOTD

	\$75,000.00	\$82,500.00	\$66,000.00	STP<5K	2024	LADOTD
	\$1,425,000.00	\$1,567,500.00	\$1,254,000.00	STPFLEX	2024	LADOTD
	\$262,500.00	\$288,750.00	\$288,750.00	COVID	2025	LADOTD
	\$75,000.00	\$82,500.00	\$74,250.00	NFA	2025	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	NHPP	2025	LADOTD
	\$1,237,500.00	\$1,361,250.00	\$1,089,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$82,500.00	\$74,250.00	HSIP	2026	LADOTD
	\$75,000.00	\$82,500.00	\$74,250.00	NFA	2026	LADOTD
	\$600,000.00	\$660,000.00	\$528,000.00	NHPP	2026	LADOTD
	\$525,000.00	\$577,500.00	\$462,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$7,117,500.00</b>	<b>\$7,803,750.00</b>	<b>\$6,327,000.00</b>			

**PROJECT: L.000055 RAILROAD CROSSING IMPROVEMENTS**

Route: Cntrl Section: Beg. Log Mile      End Log Mile:      Parish: CALCASIEU      Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$7,500.00	\$7,500.00	\$0.00	STCASH	2023	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2024	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2025	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2026	LADOTD
Environmental	\$7,500.00	\$7,500.00	\$0.00	STCASH	2023	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2024	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2025	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2026	LADOTD
Right of Way	\$7,500.00	\$7,500.00	\$0.00	LOCAL	2023	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2023	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2024	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2025	LADOTD
Utility Relocation	\$7,500.00	\$7,500.00	\$0.00	STCASH	2026	LADOTD
	\$15,000.00	\$15,000.00	\$0.00	LOCAL	2023	LADOTD
	\$22,500.00	\$22,500.00	\$0.00	STCASH	2023	LADOTD
	\$22,500.00	\$22,500.00	\$0.00	STCASH	2024	LADOTD
Design (Engineering)	\$37,500.00	\$37,500.00	\$0.00	LOCAL	2025	LADOTD
	\$300,000.00	\$300,000.00	\$0.00	STCASH	2025	LADOTD
	\$22,500.00	\$22,500.00	\$0.00	STCASH	2026	LADOTD
	\$15,000.00	\$15,000.00	\$0.00	STCASH	2023	LADOTD
Construction	\$15,000.00	\$15,000.00	\$0.00	STCASH	2024	LADOTD
	\$15,000.00	\$15,000.00	\$0.00	STCASH	2025	LADOTD
	\$15,000.00	\$15,000.00	\$0.00	STCASH	2026	LADOTD
	\$120,000.00	\$132,000.00	\$105,600.00	HSIP	2023	LADOTD
	\$225,000.00	\$247,500.00	\$0.00	LOCAL	2023	LADOTD
	\$1,125,000.00	\$1,237,500.00	\$0.00	STCASH	2023	LADOTD
	\$225,000.00	\$247,500.00	\$0.00	LOCAL	2024	LADOTD
	\$1,125,000.00	\$1,237,500.00	\$0.00	STCASH	2024	LADOTD
	\$225,000.00	\$247,500.00	\$0.00	LOCAL	2025	LADOTD
	\$1,125,000.00	\$1,237,500.00	\$0.00	STCASH	2025	LADOTD
\$225,000.00	\$247,500.00	\$0.00	LOCAL	2026	LADOTD	

	\$1,125,000.00	\$1,237,500.00	\$0.00	STCASH	2026	LADOTD
<b>Total Cost</b>	<b>\$6,097,500.00</b>	<b>\$6,649,500.00</b>	<b>\$105,600.00</b>			

**PROJECT: L.000056 MISC HAZARD ELIMINATION AND SAFETY**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Feasibility	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2023	LADOTD	
	\$45,000.00	\$45,000.00	\$45,000.00	HSIPPEN	2023	LADOTD	
	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2024	LADOTD	
	\$165,000.00	\$165,000.00	\$165,000.00	HSIPPEN	2024	LADOTD	
	\$52,500.00	\$52,500.00	\$0.00	STCASH	2024	LADOTD	
	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2025	LADOTD	
	\$120,000.00	\$120,000.00	\$120,000.00	HSIPPEN	2025	LADOTD	
	\$975,000.00	\$975,000.00	\$0.00	STCASH	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2026	LADOTD	
	\$375,000.00	\$375,000.00	\$375,000.00	HSIPPEN	2026	LADOTD	
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2026	LADOTD	
	Environmental	\$22,500.00	\$22,500.00	\$20,250.00	HSIP	2023	LADOTD
		\$7,500.00	\$7,500.00	\$7,500.00	HSIPPEN	2023	LADOTD
		\$22,500.00	\$22,500.00	\$20,250.00	HSIP	2024	LADOTD
\$7,500.00		\$7,500.00	\$7,500.00	HSIPPEN	2024	LADOTD	
\$7,500.00		\$7,500.00	\$6,750.00	HSIP	2025	LADOTD	
\$22,500.00		\$22,500.00	\$22,500.00	HSIPPEN	2025	LADOTD	
\$9,750.00		\$9,750.00	\$0.00	SATRANS	2025	LADOTD	
\$22,500.00		\$22,500.00	\$20,250.00	HSIP	2026	LADOTD	
\$7,500.00		\$7,500.00	\$7,500.00	HSIPPEN	2026	LADOTD	
Right of Way		\$300,000.00	\$300,000.00	\$270,000.00	HSIP	2023	LADOTD
	\$150,000.00	\$150,000.00	\$150,000.00	HSIPPEN	2023	LADOTD	
	\$15,000.00	\$15,000.00	\$0.00	SATRANS	2023	LADOTD	
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2023	LADOTD	
	\$562,500.00	\$562,500.00	\$506,250.00	HSIP	2024	LADOTD	
	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2024	LADOTD	
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2024	LADOTD	
	\$450,000.00	\$450,000.00	\$405,000.00	HSIP	2025	LADOTD	
	\$150,000.00	\$150,000.00	\$150,000.00	HSIPPEN	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$0.00	SATRANS	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$0.00	STCASH	2025	LADOTD	
	\$300,000.00	\$300,000.00	\$270,000.00	HSIP	2026	LADOTD	
	Utility Relocation	\$150,000.00	\$150,000.00	\$150,000.00	HSIPPEN	2026	LADOTD
		\$300,000.00	\$300,000.00	\$270,000.00	HSIP	2023	LADOTD
\$150,000.00		\$150,000.00	\$150,000.00	HSIPPEN	2023	LADOTD	
\$300,000.00		\$300,000.00	\$270,000.00	HSIP	2024	LADOTD	
\$150,000.00		\$150,000.00	\$150,000.00	HSIPPEN	2024	LADOTD	
\$225,000.00		\$225,000.00	\$202,500.00	HSIP	2025	LADOTD	
	\$195,000.00	\$195,000.00	\$195,000.00	HSIPPEN	2025	LADOTD	



Design (Engineering)	\$600,000.00	\$600,000.00	\$0.00	STCASH	2025	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2025	LADOTD
	\$300,000.00	\$300,000.00	\$270,000.00	HSIP	2026	LADOTD
	\$150,000.00	\$150,000.00	\$150,000.00	HSIPPEN	2026	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2023	LADOTD
	\$30,000.00	\$30,000.00	\$30,000.00	HSIPPEN	2023	LADOTD
	\$120,000.00	\$120,000.00	\$0.00	SATRANS	2023	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2023	LADOTD
	\$60,000.00	\$60,000.00	\$54,000.00	HSIP	2024	LADOTD
	\$67,500.00	\$67,500.00	\$67,500.00	HSIPPEN	2024	LADOTD
	\$135,000.00	\$135,000.00	\$121,500.00	HSIP	2025	LADOTD
	\$30,000.00	\$30,000.00	\$30,000.00	HSIPPEN	2025	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2025	LADOTD
	\$150,000.00	\$150,000.00	\$135,000.00	HSIP	2026	LADOTD
	Construction	\$30,000.00	\$30,000.00	\$30,000.00	HSIPPEN	2026
\$2,662,500.00		\$2,928,750.00	\$2,635,875.00	HSIP	2023	LADOTD
\$2,025,000.00		\$2,227,500.00	\$2,227,500.00	HSIPPEN	2023	LADOTD
\$37,500.00		\$41,250.00	\$33,000.00	NHPP	2023	LADOTD
\$37,500.00		\$41,250.00	\$0.00	SATRANS	2023	LADOTD
\$150,000.00		\$165,000.00	\$0.00	STCASH	2023	LADOTD
\$3,225,000.00		\$3,547,500.00	\$3,192,750.00	HSIP	2024	LADOTD
\$1,515,000.00		\$1,666,500.00	\$1,666,500.00	HSIPPEN	2024	LADOTD
\$525,000.00		\$577,500.00	\$0.00	SATRANS	2024	LADOTD
\$600,000.00		\$660,000.00	\$0.00	STCASH	2024	LADOTD
\$75,000.00		\$82,500.00	\$78,375.00	TAP-<5K	2024	LADOTD
\$2,775,000.00		\$3,052,500.00	\$2,747,250.00	HSIP	2025	LADOTD
\$2,850,000.00		\$3,135,000.00	\$3,135,000.00	HSIPPEN	2025	LADOTD
\$450,000.00		\$495,000.00	\$0.00	STCASH	2025	LADOTD
\$750,000.00		\$825,000.00	\$660,000.00	STPFLEX	2025	LADOTD
\$75,000.00	\$82,500.00	\$78,375.00	TAP-<5K	2025	LADOTD	
\$3,525,000.00	\$3,877,500.00	\$3,489,750.00	HSIP	2026	LADOTD	
\$3,000,000.00	\$3,300,000.00	\$3,300,000.00	HSIPPEN	2026	LADOTD	
\$75,000.00	\$82,500.00	\$66,000.00	NHPP	2026	LADOTD	
\$75,000.00	\$82,500.00	\$0.00	STCASH	2026	LADOTD	
<b>Total Cost</b>	<b>\$32,012,250.00</b>	<b>\$34,455,000.00</b>	<b>\$28,381,125.00</b>			

**PROJECT: L.000057 SOFT SIDE SAFETY**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost(w/CE&+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$37,500.00	\$37,500.00	\$33,750.00	HSIP	2023	LADOTD
	\$112,500.00	\$112,500.00	\$112,500.00	HSIPPEN	2023	LADOTD
	\$71,250.00	\$71,250.00	\$0.00	STCASH	2023	LADOTD
	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2024	LADOTD
	\$206,250.00	\$206,250.00	\$206,250.00	HSIPPEN	2024	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD

	\$435,000.00	\$435,000.00	\$391,500.00	HSIP	2025	LADOTD
	\$112,500.00	\$112,500.00	\$112,500.00	HSIPPEN	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$435,000.00	\$435,000.00	\$391,500.00	HSIP	2026	LADOTD
	\$112,500.00	\$112,500.00	\$112,500.00	HSIPPEN	2026	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$1,657,500.00</b>	<b>\$1,657,500.00</b>	<b>\$1,410,000.00</b>			

**PROJECT: L.000060 LOCAL ROADS SAFETY PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement			Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$15,000.00	\$15,000.00	\$15,000.00	HSIPPEN	2024	LADOTD
	\$24,000.00	\$0.00	\$0.00	STCASH	2024	LADOTD
	\$21,900.00	\$21,900.00	\$21,900.00	HSIPPEN	2025	LADOTD
	\$24,000.00	\$0.00	\$0.00	STCASH	2025	LADOTD
	\$21,900.00	\$21,900.00	\$21,900.00	HSIPPEN	2026	LADOTD
	\$24,000.00	\$0.00	\$0.00	STCASH	2026	LADOTD
Right of Way	\$1,500.00	\$1,200.00	\$1,200.00	HRRR	2023	LADOTD
	\$13,500.00	\$13,500.00	\$13,500.00	HSIPPEN	2023	LADOTD
	\$15,000.00	\$0.00	\$0.00	STCASH	2023	LADOTD
	\$7,500.00	\$6,750.00	\$6,750.00	HRRR	2024	LADOTD
	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2024	LADOTD
	\$15,000.00	\$13,500.00	\$13,500.00	HRRR	2025	LADOTD
	\$1,500.00	\$1,350.00	\$1,350.00	HRRR	2026	LADOTD
	\$6,000.00	\$5,400.00	\$5,400.00	HSIP	2026	LADOTD
	\$7,500.00	\$7,500.00	\$7,500.00	HSIPPEN	2026	LADOTD
	\$7,500.00	\$0.00	\$0.00	STCASH	2026	LADOTD
Utility Relocation	\$1,500.00	\$1,200.00	\$1,200.00	HRRR	2023	LADOTD
	\$13,500.00	\$13,500.00	\$13,500.00	HSIPPEN	2023	LADOTD
	\$15,000.00	\$0.00	\$0.00	STCASH	2023	LADOTD
	\$15,000.00	\$13,500.00	\$13,500.00	HRRR	2024	LADOTD
	\$15,000.00	\$13,500.00	\$13,500.00	HRRR	2025	LADOTD
	\$1,500.00	\$1,350.00	\$1,350.00	HRRR	2026	LADOTD
	\$6,000.00	\$5,400.00	\$5,400.00	HSIP	2026	LADOTD
	\$7,500.00	\$7,500.00	\$7,500.00	HSIPPEN	2026	LADOTD
	\$7,500.00	\$0.00	\$0.00	STCASH	2026	LADOTD
	\$1,500.00	\$1,200.00	\$1,200.00	HRRR	2023	LADOTD
Design (Engineering)	\$13,500.00	\$13,500.00	\$13,500.00	HSIPPEN	2023	LADOTD
	\$15,000.00	\$0.00	\$0.00	STCASH	2023	LADOTD
	\$9,000.00	\$8,100.00	\$8,100.00	HRRR	2024	LADOTD
	\$30,000.00	\$30,000.00	\$30,000.00	HSIPPEN	2024	LADOTD
	\$15,000.00	\$0.00	\$0.00	STCASH	2024	LADOTD

Construction	\$11,250.00	\$10,125.00	\$10,125.00	HRRR	2025	LADOTD
	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2025	LADOTD
	\$30,000.00	\$0.00	\$0.00	STCASH	2025	LADOTD
	\$6,000.00	\$5,400.00	\$5,400.00	HSIP	2026	LADOTD
	\$37,500.00	\$37,500.00	\$37,500.00	HSIPPEN	2026	LADOTD
	\$7,500.00	\$0.00	\$0.00	STCASH	2026	LADOTD
	\$7,500.00	\$6,600.00	\$6,600.00	HRRR	2023	LADOTD
	\$67,500.00	\$74,250.00	\$74,250.00	HSIPPEN	2023	LADOTD
	\$15,000.00	\$0.00	\$0.00	STCASH	2023	LADOTD
	\$15,000.00	\$14,850.00	\$14,850.00	HRRR	2024	LADOTD
	\$975,000.00	\$1,072,500.00	\$1,072,500.00	HSIPPEN	2024	LADOTD
	\$45,000.00	\$0.00	\$0.00	STCASH	2024	LADOTD
	\$75,000.00	\$74,250.00	\$74,250.00	HRRR	2025	LADOTD
	\$75,000.00	\$74,250.00	\$74,250.00	HSIP	2025	LADOTD
	\$997,500.00	\$1,097,250.00	\$1,097,250.00	HSIPPEN	2025	LADOTD
	\$15,000.00	\$0.00	\$0.00	LOCAL	2025	LADOTD
	\$3,750.00	\$3,712.50	\$3,712.50	HRRR	2026	LADOTD
	\$206,250.00	\$204,187.50	\$204,187.50	HSIP	2026	LADOTD
	\$225,000.00	\$247,500.00	\$247,500.00	HSIPPEN	2026	LADOTD
	\$75,000.00	\$0.00	\$0.00	LOCAL	2026	LADOTD
\$75,000.00	\$0.00	\$0.00	STCASH	2026	LADOTD	
<b>Total Cost</b>	<b>\$6,097,500.00</b>	<b>\$6,649,500.00</b>	<b>\$105,600.00</b>			

**PROJECT: L.000061 SAFE ROUTES TO PUBLIC PLACES PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$30,000.00	\$30,000.00	\$30,000.00	SR2S	2023	LADOTD
	\$102,000.00	\$102,000.00	\$102,000.00	SR2S	2024	LADOTD
	\$12,000.00	\$12,000.00	\$12,000.00	HSIPPEN	2025	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	SR2S	2025	LADOTD
	\$45,000.00	\$45,000.00	\$0.00	STCASH	2025	LADOTD
	\$15,000.00	\$15,000.00	\$0.00	SATRANS	2026	LADOTD
	\$12,000.00	\$12,000.00	\$12,000.00	SR2S	2026	LADOTD
	\$90,000.00	\$90,000.00	\$90,000.00	HSIPPEN	2023	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	SATRANS	2023	LADOTD
	\$30,000.00	\$30,000.00	\$30,000.00	SR2S	2023	LADOTD
Design (Engineering)	\$15,000.00	\$15,000.00	\$0.00	STCASH	2023	LADOTD
	\$37,500.00	\$37,500.00	\$37,500.00	HSIPPEN	2024	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	SATRANS	2024	LADOTD
	\$22,500.00	\$22,500.00	\$22,500.00	SR2S	2024	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2024	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	HSIPPEN	2025	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	SATRANS	2025	LADOTD
	\$45,000.00	\$45,000.00	\$45,000.00	SR2S	2025	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	STCASH	2025	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	STCASH	2025	LADOTD

Construction	\$60,000.00	\$60,000.00	\$60,000.00	HSIPPEN	2026	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	SATRANS	2026	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	SR2S	2026	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	STCASH	2026	LADOTD
	\$382,500.00	\$420,750.00	\$420,750.00	HSIPPEN	2023	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	SATRANS	2023	LADOTD
	\$300,000.00	\$330,000.00	\$330,000.00	SR2S	2023	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	STCASH	2023	LADOTD
	\$300,000.00	\$330,000.00	\$330,000.00	HSIPPEN	2024	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	SATRANS	2024	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	SR2S	2024	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	STCASH	2024	LADOTD
	\$112,500.00	\$123,750.00	\$111,375.00	HSIP	2025	LADOTD
	\$750,000.00	\$825,000.00	\$825,000.00	HSIPPEN	2025	LADOTD
	\$37,500.00	\$41,250.00	\$0.00	LOCAL	2025	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	SATRANS	2025	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	SR2S	2025	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	STCASH	2025	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	STPFLEX	2025	LADOTD
	\$487,500.00	\$536,250.00	\$536,250.00	HSIPPEN	2026	LADOTD
\$15,000.00	\$16,500.00	\$0.00	N A	2026	LADOTD	
\$150,000.00	\$165,000.00	\$0.00	SATRANS	2026	LADOTD	
\$300,000.00	\$330,000.00	\$330,000.00	SR2S	2026	LADOTD	
\$37,500.00	\$41,250.00	\$33,000.00	STP<5K	2026	LADOTD	
<b>Total Cost</b>	<b>\$4,963,500.00</b>	<b>\$5,378,250.00</b>	<b>\$3,864,375.00</b>			

**PROJECT: L.000062 MOTORIST ASSISTANCE PATROL (MAP)**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design Engineering	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2023	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2026	LADOTD
Construction	\$37,500.00	\$41,250.00	\$33,000.00	CM	2023	LADOTD
	\$37,500.00	\$41,250.00	\$33,000.00	NHPP	2023	LADOTD
	\$467,700.00	\$584,625.00	\$116,925.00	CRP50-200K	2023	LaDOTD
	\$7,500.00	\$8,250.00	\$6,600.00	CM	2024	LADOTD
	\$285,000.00	\$313,500.00	\$250,800.00	NHPP	2024	LADOTD
	\$467,700.00	\$584,625.00	\$116,925.00	CRP50-200K	2024	LaDOTD
	\$285,000.00	\$313,500.00	\$250,800.00	NHPP	2025	LADOTD
	\$467,700.00	\$584,625.00	\$116,925.00	CRP50-200K	2025	LaDOTD
	\$285,000.00	\$313,500.00	\$250,800.00	NHPP	2026	LADOTD
	\$467,700.00	\$584,625.00	\$116,925.00	CRP50-200K	2026	LaDOTD
<b>Total Cost</b>	<b>\$2,831,300.00</b>	<b>\$3,399,000.00</b>	<b>\$1,316,100.00</b>			

**PROJECT: L.000063 TRAFFIC CONTROL DEVICES PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Feasibility	\$37,500.00	\$37,500.00	\$37,500.00	NHPP	2023	LADOTD	
	\$37,500.00	\$37,500.00	\$37,500.00	STPFLEX	2023	LADOTD	
	\$22,500.00	\$22,500.00	\$22,500.00	NHPP	2024	LADOTD	
	\$172,500.00	\$172,500.00	\$172,500.00	STPFLEX	2024	LADOTD	
	\$52,500.00	\$52,500.00	\$52,500.00	NHPP	2025	LADOTD	
	\$52,500.00	\$52,500.00	\$52,500.00	STPFLEX	2025	LADOTD	
	\$52,500.00	\$52,500.00	\$52,500.00	NHPP	2026	LADOTD	
	\$52,500.00	\$52,500.00	\$52,500.00	STPFLEX	2026	LADOTD	
	Design (Engineering)	\$157,500.00	\$157,500.00	\$157,500.00	NHPP	2023	LADOTD
		\$7,500.00	\$7,500.00	\$7,500.00	NHPP E	2023	LADOTD
\$37,500.00		\$0.00	\$0.00	STCASH	2023	LADOTD	
\$60,000.00		\$60,000.00	\$60,000.00	STPFLEX	2023	LADOTD	
\$90,000.00		\$90,000.00	\$90,000.00	NHPP	2024	LADOTD	
\$45,000.00		\$45,000.00	\$45,000.00	STPFLEX	2024	LADOTD	
\$90,000.00		\$90,000.00	\$90,000.00	NHPP	2025	LADOTD	
\$45,000.00		\$45,000.00	\$45,000.00	STPFLEX	2025	LADOTD	
\$45,000.00		\$45,000.00	\$45,000.00	NHPP	2026	LADOTD	
\$90,000.00		\$90,000.00	\$90,000.00	STPFLEX	2026	LADOTD	
Construction		\$75,000.00	\$82,500.00	\$82,500.00	HSIP	2023	LADOTD
		\$3,150,000.00	\$3,465,000.00	\$3,465,000.00	NHPP	2023	LADOTD
		\$375,000.00	\$0.00	\$0.00	STCASH	2023	LADOTD
		\$37,500.00	\$41,250.00	\$41,250.00	STP<5K	2023	LADOTD
		\$975,000.00	\$1,072,500.00	\$1,072,500.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$16,500.00	\$16,500.00	HSIP	2024	LADOTD	
	\$750,000.00	\$825,000.00	\$825,000.00	HSIPPEN	2024	LADOTD	
	\$1,781,250.00	\$1,959,375.00	\$1,959,375.00	NHPP	2024	LADOTD	
	\$150,000.00	\$0.00	\$0.00	STCASH	2024	LADOTD	
	\$150,000.00	\$165,000.00	\$165,000.00	STP<5K	2024	LADOTD	
	\$750,000.00	\$825,000.00	\$825,000.00	STPFLEX	2024	LADOTD	
	\$75,000.00	\$82,500.00	\$82,500.00	HSIP	2025	LADOTD	
	\$1,650,000.00	\$1,815,000.00	\$1,815,000.00	HSIPPEN	2025	LADOTD	
	\$2,100,000.00	\$2,310,000.00	\$2,310,000.00	NHPP	2025	LADOTD	
	\$1,950,000.00	\$2,145,000.00	\$2,145,000.00	STPFLEX	2025	LADOTD	
\$75,000.00	\$82,500.00	\$82,500.00	HSIP	2026	LADOTD		
\$1,305,000.00	\$1,435,500.00	\$1,435,500.00	NHPP	2026	LADOTD		
\$1,200,000.00	\$1,320,000.00	\$1,320,000.00	STPFLEX	2026	LADOTD		
<b>Total Cost</b>	<b>\$17,711,250.00</b>	<b>\$18,752,625.00</b>	<b>\$18,752,625.00</b>				

**PROJECT: L.000064 TRANSPORTATION SYSTEMS MANAGEMENT PROG**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Environmental	\$4,500.00	\$4,500.00	\$3,600.00	NHPP	2024	LADOTD	
	\$3,000.00	\$3,000.00	\$2,400.00	STPFLEX	2024	LADOTD	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2025	LADOTD	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026	LADOTD	
Right of Way	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2023	LADOTD	
	\$6,000.00	\$6,000.00	\$4,800.00	STPFLEX	2023	LADOTD	
	\$18,750.00	\$18,750.00	\$15,000.00	STPFLEX	2024	LADOTD	
	\$82,500.00	\$82,500.00	\$66,000.00	STPFLEX	2025	LADOTD	
Utility Relocation	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2023	LADOTD	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2023	LADOTD	
	\$540,000.00	\$540,000.00	\$432,000.00	STPFLEX	2024	LADOTD	
Design (Engineering)	\$48,000.00	\$48,000.00	\$38,400.00	NHPP	2025	LADOTD	
	\$1,500.00	\$1,500.00	\$1,500.00	RAIL PD	2025	LADOTD	
	\$3,000.00	\$3,000.00	\$2,400.00	STPFLEX	2025	LADOTD	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026	LADOTD	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2024	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2025	LADOTD	
	Construction	\$375,000.00	\$412,500.00	\$330,000.00	NHPP	2023	LADOTD
		\$52,500.00	\$57,750.00	\$0.00	STCASH	2023	LADOTD
		\$37,500.00	\$41,250.00	\$33,000.00	STP50-200K	2023	LADOTD
		\$75,000.00	\$82,500.00	\$66,000.00	STP<5K	2023	LADOTD
\$825,000.00		\$907,500.00	\$726,000.00	STPFLEX	2023	LADOTD	
\$15,000.00		\$16,500.00	\$16,500.00	HSIPPEN	2024	LADOTD	
\$600,000.00		\$660,000.00	\$528,000.00	NHPP	2024	LADOTD	
\$150,000.00		\$165,000.00	\$132,000.00	STP50-200K	2024	LADOTD	
\$135,000.00		\$148,500.00	\$118,800.00	STP<5K	2024	LADOTD	
\$712,500.00		\$783,750.00	\$627,000.00	STPFLEX	2024	LADOTD	
\$180,000.00		\$198,000.00	\$198,000.00	COVID	2025	LADOTD	
\$75,000.00		\$82,500.00	\$74,250.00	HSIP	2025	LADOTD	
\$75,000.00		\$82,500.00	\$82,500.00	HSIPPEN	2025	LADOTD	
\$75,000.00		\$82,500.00	\$0.00	LOCAL	2025	LADOTD	
\$885,000.00		\$973,500.00	\$778,800.00	NHPP	2025	LADOTD	
\$15,000.00	\$16,500.00	\$0.00	STCASH	2025	LADOTD		
\$30,000.00	\$33,000.00	\$26,400.00	STP50-200K	2025	LADOTD		
\$810,000.00	\$891,000.00	\$712,800.00	STPFLEX	2025	LADOTD		
\$600,000.00	\$660,000.00	\$528,000.00	NHPP	2026	LADOTD		
\$150,000.00	\$165,000.00	\$132,000.00	STP50-200K	2026	LADOTD		
\$750,000.00	\$825,000.00	\$660,000.00	STPFLEX	2026	LADOTD		
<b>Total Cost</b>	<b>\$7,479,750.00</b>	<b>\$8,142,000.00</b>	<b>\$6,456,150.00</b>				

**PROJECT: L.000067 INTERSTATE LIGHTING, ELECTRICAL PROJECTS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2024	LADOTD
	\$120,000.00	\$120,000.00	\$108,000.00	NHPP	2025	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2025	LADOTD
Construction	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2026	LADOTD
	\$600,000.00	\$660,000.00	\$594,000.00	NHPP	2023	LADOTD
	\$450,000.00	\$495,000.00	\$445,500.00	NHPP	2024	LADOTD
	\$450,000.00	\$495,000.00	\$445,500.00	NHPP	2025	LADOTD
	\$825,000.00	\$907,500.00	\$816,750.00	NHPP	2026	LADOTD
<b>Total Cost</b>	<b>\$2,685,000.00</b>	<b>\$2,917,500.00</b>	<b>\$2,541,750.00</b>			

**PROJECT: L.000068 ACCESS MANAGEMENT PROJECTS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Feasibility	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2023	LADOTD	
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2024	LADOTD	
	\$45,000.00	\$45,000.00	\$36,000.00	NHPP	2025	LADOTD	
	\$135,000.00	\$135,000.00	\$108,000.00	STCASH	2025	LADOTD	
	\$247,500.00	\$247,500.00	\$198,000.00	NHPP	2026	LADOTD	
	\$22,500.00	\$22,500.00	\$18,000.00	NHPP	2023	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2024	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2025	LADOTD	
	Environmental	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2026	LADOTD
		\$7,500.00	\$7,500.00	\$6,000.00			
\$7,500.00		\$7,500.00	\$6,000.00				
\$15,000.00		\$15,000.00	\$12,000.00				
\$7,500.00		\$7,500.00	\$6,000.00				
Right of Way	\$7,500.00	\$7,500.00	\$6,000.00				
	\$7,500.00	\$7,500.00	\$6,000.00				
	\$7,500.00	\$7,500.00	\$6,000.00				
	\$7,500.00	\$7,500.00	\$6,000.00				
	\$15,000.00	\$15,000.00	\$13,500.00				

	\$45,000.00	\$45,000.00	\$36,000.00		
	\$11,250.00	\$11,250.00	\$0.00		
	\$60,000.00	\$60,000.00	\$48,000.00		
	\$202,500.00	\$202,500.00	\$162,000.00		
	\$97,500.00	\$97,500.00	\$78,000.00		
	\$60,000.00	\$60,000.00	\$48,000.00		
	\$487,500.00	\$487,500.00	\$0.00		
	\$225,000.00	\$225,000.00	\$180,000.00		
	\$7,500.00	\$7,500.00	\$6,000.00		
	\$112,500.00	\$112,500.00	\$90,000.00		
Utility Relocation	\$123,750.00	\$123,750.00	\$111,375.00		
	\$3,750.00	\$3,750.00	\$3,000.00		
	\$142,500.00	\$142,500.00	\$114,000.00		
	\$30,000.00	\$30,000.00	\$24,000.00		
	\$150,000.00	\$150,000.00	\$120,000.00		
	\$30,000.00	\$30,000.00	\$24,000.00		
	\$90,000.00	\$90,000.00	\$0.00		
	\$120,000.00	\$120,000.00	\$96,000.00		
	\$30,000.00	\$30,000.00	\$24,000.00		
	\$30,000.00	\$30,000.00	\$24,000.00		
Design (Engineering)	\$37,500.00	\$37,500.00	\$33,750.00		
	\$75,000.00	\$75,000.00	\$60,000.00		
	\$112,500.00	\$112,500.00	\$90,000.00		
	\$165,000.00	\$165,000.00	\$132,000.00		
	\$975.00	\$975.00	\$0.00		
	\$75,000.00	\$75,000.00	\$60,000.00		
	\$45,000.00	\$45,000.00	\$36,000.00		
	\$135,000.00	\$135,000.00	\$108,000.00		
	\$75,000.00	\$75,000.00	\$60,000.00		
Construction	\$75,000.00	\$75,000.00	\$60,000.00		
	\$75,000.00	\$82,500.00	\$66,000.00		
	\$262,500.00	\$288,750.00	\$231,000.00		
	\$37,500.00	\$41,250.00	\$33,000.00		
	\$150,000.00	\$165,000.00	\$148,500.00		
	\$15,000.00	\$16,500.00	\$13,200.00		
	\$300,000.00	\$330,000.00	\$0.00		
	\$225,000.00	\$247,500.00	\$198,000.00		
	\$937,500.00	\$1,031,250.00	\$825,000.00		
	\$225,000.00	\$247,500.00	\$222,750.00		
	\$1,162,500.00	\$1,278,750.00	\$1,023,000.00		
	\$15,000.00	\$16,500.00	\$14,850.00		
	\$660,000.00	\$726,000.00	\$580,800.00		
	\$300,000.00	\$330,000.00	\$264,000.00		
	\$1,950,000.00	\$2,145,000.00	\$0.00		
	\$750,000.00	\$825,000.00	\$660,000.00		
<b>Total Cost</b>	<b>\$10,692,225.00</b>	<b>\$11,398,725.00</b>	<b>\$6,727,725.00</b>		



**PROJECT: L.000069 ROAD TRANSFER PROGRAM**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
					ROAD TRANSFER	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$3,750.00	\$3,750.00	\$3,000.00	STPFLEX	2024	LADOTD
Right of Way	\$30,000.00	\$30,000.00	\$0.00	NFA	2023	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2023	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2024	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2025	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2025	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2026	LADOTD
Utility Relocation	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2026	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2024	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2025	LADOTD
	\$30,000.00	\$30,000.00	\$0.00	NFA	2026	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2026	LADOTD
Design (Engineering)	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2023	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	HSIPPEN	2023	LADOTD
	\$15,000.00	\$15,000.00	\$0.00	NFA	2023	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	NHPP	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2024	LADOTD
	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2024	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	NFA	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2025	LADOTD
	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2025	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	NFA	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2026	LADOTD
	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2026	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	NFA	2026	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2026	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2026	LADOTD
Construction	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026	LADOTD
	\$75,000.00	\$82,500.00	\$74,250.00	HSIP	2023	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	HSIPPEN	2023	LADOTD
	\$2,250,000.00	\$2,475,000.00	\$0.00	NFA	2023	LADOTD
	\$1,050,000.00	\$1,155,000.00	\$924,000.00	NHPP	2023	LADOTD
	\$900,000.00	\$990,000.00	\$792,000.00	STPFLEX	2023	LADOTD

	\$75,000.00	\$82,500.00	\$74,250.00	HSIP	2024	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	HSIPPEN	2024	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2024	LADOTD
	\$2,250,000.00	\$2,475,000.00	\$0.00	NFA	2024	LADOTD
	\$1,875,000.00	\$2,062,500.00	\$1,650,000.00	NHPP	2024	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	STP50-200K	2024	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	STP>200K	2024	LADOTD
	\$825,000.00	\$907,500.00	\$726,000.00	STPFLEX	2024	LADOTD
	\$37,500.00	\$41,250.00	\$37,125.00	HSIP	2025	LADOTD
	\$37,500.00	\$41,250.00	\$41,250.00	HSIPPEN	2025	LADOTD
	\$375,000.00	\$412,500.00	\$0.00	LOCAL	2025	LADOTD
	\$1,950,000.00	\$2,145,000.00	\$0.00	NFA	2025	LADOTD
	\$37,500.00	\$41,250.00	\$33,000.00	NHPP	2025	LADOTD
	\$37,500.00	\$41,250.00	\$33,000.00	STP50-200K	2025	LADOTD
	\$1,050,000.00	\$1,155,000.00	\$924,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$82,500.00	\$74,250.00	HSIP	2026	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	HSIPPEN	2026	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2026	LADOTD
	\$2,250,000.00	\$2,475,000.00	\$0.00	NFA	2026	LADOTD
	\$1,050,000.00	\$1,155,000.00	\$924,000.00	NHPP	2026	LADOTD
	\$1,050,000.00	\$1,155,000.00	\$924,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$19,646,250.00</b>	<b>\$21,423,750.00</b>	<b>\$8,669,625.00</b>			

**PROJECT: L.000070 INTERSTATE REST AREA REHABILITATION**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$30,000.00	\$33,000.00	\$29,700.00	NHPP	2023	LADOTD
	\$180,000.00	\$198,000.00	\$178,200.00	NHPP	2024	LADOTD
	\$180,000.00	\$198,000.00	\$178,200.00	NHPP	2025	LADOTD
	\$180,000.00	\$198,000.00	\$178,200.00	NHPP	2026	LADOTD
<b>Total Cost</b>	<b>\$570,000.00</b>	<b>\$627,000.00</b>	<b>\$564,300.00</b>			

**PROJECT: L.000072 MOVEABLE BRIDGE PROGRAM (ELEC/MECH)**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor

Design (Engineering)	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
Construction	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
	\$150.00	\$165.00	\$132.00	FBROFF	2023	LADOTD
	\$45,000.00	\$49,500.00	\$39,600.00	NHPP	2023	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	STCASH	2023	LADOTD
	\$45,000.00	\$49,500.00	\$39,600.00	STP50-200K	2023	LADOTD
	\$210,000.00	\$231,000.00	\$184,800.00	STPFLEX	2023	LADOTD
	\$112,650.00	\$123,915.00	\$99,132.00	FBROFF	2024	LADOTD
	\$45,000.00	\$49,500.00	\$39,600.00	NHPP	2024	LADOTD
	\$45,000.00	\$49,500.00	\$39,600.00	STP50-200K	2024	LADOTD
	\$367,500.00	\$404,250.00	\$323,400.00	STPFLEX	2024	LADOTD
	\$150.00	\$165.00	\$132.00	FBROFF	2025	LADOTD
	\$45,000.00	\$49,500.00	\$39,600.00	STP50-200K	2025	LADOTD
	\$255,000.00	\$280,500.00	\$224,400.00	STPFLEX	2025	LADOTD
	\$150.00	\$165.00	\$132.00	FBROFF	2026	LADOTD
	\$300,000.00	\$330,000.00	\$264,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$1,605,600.00</b>	<b>\$1,760,160.00</b>	<b>\$1,342,128.00</b>			

**PROJECT: L.000073 URGENT BRIDGE REPAIR/REPLACEMENT**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2023	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2024	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2025	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2026	LADOTD
Utility Relocation	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2023	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2024	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2025	LADOTD
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2026	LADOTD
Design (Engineering)	\$37,500.00	\$37,500.00	\$30,000.00	NHPP	2023	LADOTD
	\$150,000.00	\$150,000.00	\$0.00	REIMB	2023	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2024	LADOTD
	\$150,000.00	\$150,000.00	\$0.00	REIMB	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	LADOTD
	\$300,000.00	\$300,000.00	\$240,000.00	NHPP	2025	LADOTD
	\$150,000.00	\$150,000.00	\$0.00	REIMB	2025	LADOTD
	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2025	LADOTD
	\$300,000.00	\$300,000.00	\$240,000.00	NHPP	2026	LADOTD
	\$150,000.00	\$150,000.00	\$0.00	REIMB	2026	LADOTD
	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2026	LADOTD
Construction	\$75,000.00	\$82,500.00	\$66,000.00	NHPP	2023	LADOTD
	\$600,000.00	\$660,000.00	\$0.00	REIMB	2023	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	STPFLEX	2023	LADOTD

	\$150,000.00	\$165,000.00	\$132,000.00	NHPP	2024	LADOTD
	\$600,000.00	\$660,000.00	\$0.00	REIMB	2024	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	STP50-200K	2024	LADOTD
	\$600,000.00	\$660,000.00	\$528,000.00	STPFLEX	2024	LADOTD
	\$750,000.00	\$825,000.00	\$660,000.00	NHPP	2025	LADOTD
	\$600,000.00	\$660,000.00	\$0.00	REIMB	2025	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	STP50-200K	2025	LADOTD
	\$600,000.00	\$660,000.00	\$528,000.00	STPFLEX	2025	LADOTD
	\$750,000.00	\$825,000.00	\$660,000.00	NHPP	2026	LADOTD
	\$600,000.00	\$660,000.00	\$0.00	REIMB	2026	LADOTD
	\$750,000.00	\$825,000.00	\$660,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$8,487,000.00</b>	<b>\$9,132,000.00</b>	<b>\$4,713,600.00</b>			

**PROJECT: L.000074 BRIDGE PREVENTIVE MAINTENANCE PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Design (Engineering)	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2023	LADOTD	
	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2023	LADOTD	
	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2024	LADOTD	
	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2024	LADOTD	
	\$180,000.00	\$180,000.00	\$144,000.00	NHPP	2025	LADOTD	
	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2025	LADOTD	
	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2026	LADOTD	
	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2026	LADOTD	
	Construction	\$675,000.00	\$742,500.00	\$594,000.00	NHPP	2023	LADOTD
		\$37,500.00	\$41,250.00	\$33,000.00	STPFLEX	2023	LADOTD
\$1,500,000.00		\$1,650,000.00	\$1,320,000.00	NHPP	2024	LADOTD	
\$56,250.00		\$61,875.00	\$0.00	REIMBB	2024	LADOTD	
\$750,000.00		\$825,000.00	\$660,000.00	STPFLEX	2024	LADOTD	
\$750,000.00		\$825,000.00	\$660,000.00	NHPP	2025	LADOTD	
\$1,500,000.00		\$1,650,000.00	\$1,320,000.00	STPFLEX	2025	LADOTD	
\$1,500,000.00		\$1,650,000.00	\$1,320,000.00	NHPP	2026	LADOTD	
\$750,000.00		\$825,000.00	\$660,000.00	STPFLEX	2026	LADOTD	
<b>Total Cost</b>		<b>\$8,328,750.00</b>	<b>\$9,080,625.00</b>	<b>\$7,215,000.00</b>			

**PROJECT: L.000075 BRIDGE PAINTING PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor

Design (Engineering)	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2023	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2024	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	SP	2024	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2025	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2025	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2026	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026	LADOTD	
	Construction	\$37,500.00	\$41,250.00	\$33,000.00	NHPP	2023	LADOTD
		\$37,500.00	\$41,250.00	\$33,000.00	STPFLEX	2023	LADOTD
		\$75,000.00	\$82,500.00	\$14,850.00	NHPP	2024	LADOTD
		\$150,000.00	\$165,000.00	\$132,000.00	STPFLEX	2024	LADOTD
		\$120,000.00	\$132,000.00	\$105,600.00	NHPP	2025	LADOTD
		\$1,980,000.00	\$2,178,000.00	\$1,742,400.00	STPFLEX	2025	LADOTD
		\$750,000.00	\$825,000.00	\$660,000.00	NHPP	2026	LADOTD
\$150,000.00		\$165,000.00	\$132,000.00	STPFLEX	2026	LADOTD	
<b>Total Cost</b>		<b>\$8,328,750.00</b>	<b>\$9,080,625.00</b>	<b>\$7,215,000.00</b>			

**PROJECT: L.000076 ON-SYSTEM BRIDGE PROGRAM W CE**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type		
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Feasibility	\$15,000.00	\$15,000.00	\$12,000.00	FBROFF	2023	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2023	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	FBROFF	2024	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	FBROFF	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	FBROFF	2026	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2026	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD	
	Environmental	\$45,000.00	\$45,000.00	\$36,000.00	FBROFF	2023	LADOTD
		\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2023	LADOTD
		\$45,000.00	\$45,000.00	\$36,000.00	STPFLEX	2023	LADOTD
\$45,000.00		\$45,000.00	\$36,000.00	FBROFF	2024	LADOTD	
\$30,000.00		\$30,000.00	\$0.00	LOCAL	2024	LADOTD	
\$60,000.00		\$60,000.00	\$48,000.00	NHPP	2024	LADOTD	
\$45,000.00		\$45,000.00	\$36,000.00	STPFLEX	2024	LADOTD	
\$45,000.00		\$45,000.00	\$36,000.00	FBROFF	2025	LADOTD	
\$60,000.00		\$60,000.00	\$48,000.00	NHPP	2025	LADOTD	
\$45,000.00		\$45,000.00	\$36,000.00	STPFLEX	2025	LADOTD	
\$45,000.00		\$45,000.00	\$36,000.00	FBROFF	2026	LADOTD	
\$150,000.00		\$150,000.00	\$120,000.00	NHPP	2026	LADOTD	
\$45,000.00	\$45,000.00	\$36,000.00	STPFLEX	2026	LADOTD		

Right of Way	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2023	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2023	LADOTD	
	\$150,000.00	\$150,000.00	\$0.00	STCASH	2023	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	STP<5K	2023	LADOTD	
	\$150,000.00	\$150,000.00	\$120,000.00	STPFLEX	2023	LADOTD	
	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2024	LADOTD	
	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2024	LADOTD	
	\$450,000.00	\$450,000.00	\$360,000.00	STPFLEX	2024	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	FBR<200K-E	2025	LADOTD	
	\$240,000.00	\$240,000.00	\$192,000.00	FBROFF	2025	LADOTD	
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2025	LADOTD	
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2025	LADOTD	
	\$150,000.00	\$150,000.00	\$120,000.00	STP<5K	2025	LADOTD	
	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2025	LADOTD	
	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2026	LADOTD	
	\$300,000.00	\$300,000.00	\$240,000.00	NHPP	2026	LADOTD	
	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2026	LADOTD	
	Utility Relocation	\$180,000.00	\$180,000.00	\$144,000.00	FBROFF	2023	LADOTD
		\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2023	LADOTD
		\$45,000.00	\$45,000.00	\$36,000.00	STP<5K	2023	LADOTD
		\$375,000.00	\$375,000.00	\$300,000.00	STPFLEX	2023	LADOTD
		\$75,000.00	\$75,000.00	\$60,000.00	FBROFF	2024	LADOTD
		\$15,000.00	\$15,000.00	\$0.00	LOCAL	2024	LADOTD
		\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2024	LADOTD
		\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2024	LADOTD
		\$937,500.00	\$937,500.00	\$750,000.00	STPFLEX	2024	LADOTD
		\$180,000.00	\$180,000.00	\$144,000.00	FBROFF	2025	LADOTD
\$37,500.00		\$37,500.00	\$30,000.00	NHPP	2025	LADOTD	
\$37,500.00		\$37,500.00	\$30,000.00	STP<5K	2025	LADOTD	
\$150,000.00		\$150,000.00	\$120,000.00	STP<5K-E	2025	LADOTD	
\$195,000.00		\$195,000.00	\$156,000.00	STPFLEX	2025	LADOTD	
\$75,000.00		\$75,000.00	\$60,000.00	FBROFF	2026	LADOTD	
\$300,000.00		\$300,000.00	\$240,000.00	NHPP	2026	LADOTD	
\$225,000.00		\$225,000.00	\$180,000.00	STPFLEX	2026	LADOTD	
Design (Engineering)		\$37,500.00	\$37,500.00	\$30,000.00	FBROFF	2023	LADOTD
		\$270,000.00	\$270,000.00	\$216,000.00	NHPP	2023	LADOTD
		\$3,000.00	\$3,000.00	\$0.00	STCASH	2023	LADOTD
		\$37,500.00	\$37,500.00	\$30,000.00	STP<5K-E	2023	LADOTD
		\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023	LADOTD
		\$90,000.00	\$90,000.00	\$72,000.00	FBR<200K-E	2024	LADOTD
		\$487,500.00	\$487,500.00	\$390,000.00	FBROFF	2024	LADOTD
		\$300,000.00	\$300,000.00	\$240,000.00	NHPP	2024	LADOTD
		\$60,000.00	\$60,000.00	\$0.00	REIMB	2024	LADOTD
		\$6,000.00	\$6,000.00	\$0.00	STCASH	2024	LADOTD
	\$225,000.00	\$225,000.00	\$180,000.00	STP<5K	2024	LADOTD	
	\$667,500.00	\$667,500.00	\$534,000.00	STP<5K-E	2024	LADOTD	
	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2024	LADOTD	
	\$1,335,000.00	\$1,335,000.00	\$1,068,000.00	FBROFF	2025	LADOTD	
	\$22,500.00	\$22,500.00	\$0.00	LOCAL	2025	LADOTD	
	\$825,000.00	\$825,000.00	\$0.00	NFA	2025	LADOTD	
	\$300,000.00	\$300,000.00	\$240,000.00	NHPP	2025	LADOTD	
	\$90,000.00	\$90,000.00	\$0.00	REIMB	2025	LADOTD	
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2025	LADOTD	
	\$112,500.00	\$112,500.00	\$90,000.00	STP<5K	2025	LADOTD	
	\$2,531,250.00	\$2,531,250.00	\$2,025,000.00	STPFLEX	2025	LADOTD	
	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2026	LADOTD	
	\$300,000.00	\$300,000.00	\$240,000.00	NHPP	2026	LADOTD	

Construction	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2026	LADOTD
	\$1,200,000.00	\$1,320,000.00	\$1,056,000.00	FBROFF	2023	LADOTD
	\$37,500.00	\$41,250.00	\$37,125.00	HSIP	2023	LADOTD
	\$900,000.00	\$990,000.00	\$792,000.00	NHPP	2023	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	REIMB	2023	LADOTD
	\$1,800,000.00	\$1,980,000.00	\$0.00	STCASH	2023	LADOTD
	\$37,500.00	\$41,250.00	\$33,000.00	STP<5K	2023	LADOTD
	\$450,000.00	\$495,000.00	\$396,000.00	STP<5K-E	2023	LADOTD
	\$8,505,000.00	\$9,355,500.00	\$7,484,400.00	STPFLEX	2023	LADOTD
	\$1,800,000.00	\$1,980,000.00	\$1,584,000.00	FBROFF	2024	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	NFA	2024	LADOTD
	\$20,100,000.00	\$22,110,000.00	\$17,688,000.00	NHPP	2024	LADOTD
	\$2,700,000.00	\$2,970,000.00	\$2,376,000.00	NHPP-E	2024	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	REIMB	2024	LADOTD
	\$4,200,000.00	\$4,620,000.00	\$0.00	STCASH	2024	LADOTD
	\$2,400,000.00	\$2,640,000.00	\$2,112,000.00	STP50-200K	2024	LADOTD
	\$2,400,000.00	\$2,640,000.00	\$2,112,000.00	STP<5K	2024	LADOTD
	\$6,900,000.00	\$7,590,000.00	\$6,072,000.00	STPFLEX	2024	LADOTD
	\$450,000.00	\$495,000.00	\$396,000.00	DEMO	2025	LADOTD
	\$4,500,000.00	\$4,950,000.00	\$3,960,000.00	FBROFF	2025	LADOTD
	\$225,000.00	\$247,500.00	\$222,750.00	HSIP	2025	LADOTD
	\$225,000.00	\$247,500.00	\$0.00	NFA	2025	LADOTD
	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	NHPP	2025	LADOTD
	\$75,000.00	\$82,500.00	\$0.00	OTHER	2025	LADOTD
	\$150,000.00	\$165,000.00	\$0.00	REIMB	2025	LADOTD
	\$7,500,000.00	\$8,250,000.00	\$0.00	STCASH	2025	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	STP50-200K	2025	LADOTD
	\$1,950,000.00	\$2,145,000.00	\$1,716,000.00	STP<5K	2025	LADOTD
	\$4,650,000.00	\$5,115,000.00	\$4,092,000.00	STPFLEX	2025	LADOTD
	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	STPFLEX-E	2025	LADOTD
	\$3,000,000.00	\$3,300,000.00	\$3,300,000.00	TIFIA	2025	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	DEMO	2026	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	ER	2026	LADOTD
	\$4,050,000.00	\$4,455,000.00	\$3,564,000.00	FBR<200K-E	2026	LADOTD
	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	FBROFF	2026	LADOTD
	\$3,750,000.00	\$4,125,000.00	\$3,300,000.00	NHPP	2026	LADOTD
	\$300,000.00	\$330,000.00	\$0.00	REIMB	2026	LADOTD
	\$225,000.00	\$247,500.00	\$198,000.00	STP50-200K	2026	LADOTD
	\$75,000.00	\$82,500.00	\$66,000.00	STP<5K-E	2026	LADOTD
	\$4,406,250.00	\$4,846,875.00	\$3,877,500.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$115,719,000.00</b>	<b>\$125,725,125.00</b>	<b>\$87,383,775.00</b>			

**PROJECT: L.000077 BRIDGE SCOUR ANALYSIS**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor

Design (Engineering)	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2023	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2024	LADOTD
Construction	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2026	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	NHPP	2023	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	NHPP	2024	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	NHPP	2025	LADOTD
	\$7,500.00	\$8,250.00	\$6,600.00	NHPP	2026	LADOTD
<b>Total Cost</b>	<b>\$60,000.00</b>	<b>\$63,000.00</b>	<b>\$50,400.00</b>			

**PROJECT: L.000078 BRIDGE SCOUR ANALYSIS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2023	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2025	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2026	LADOTD
Right of Way	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2025	LADOTD
	\$150,000.00	\$150,000.00	\$120,000.00	FBROFF	2026	LADOTD
Design (Engineering)	\$45,000.00	\$45,000.00	\$36,000.00	FBROFF	2023	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STP<5K-E	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	FBR<200K-E	2024	LADOTD
	\$105,000.00	\$105,000.00	\$84,000.00	FBROFF	2024	LADOTD
	\$405,000.00	\$405,000.00	\$324,000.00	STP<5K-E	2024	LADOTD
	\$382,500.00	\$382,500.00	\$306,000.00	FBROFF	2025	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2025	LADOTD
	\$210,000.00	\$210,000.00	\$168,000.00	FBROFF	2026	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
	Construction	\$1,875,000.00	\$2,062,500.00	\$1,650,000.00	FBROFF	2023
\$225,000.00		\$247,500.00	\$0.00	STCASH	2023	LADOTD
\$37,500.00		\$41,250.00	\$33,000.00	STP50-200K	2023	LADOTD
\$75,000.00		\$82,500.00	\$66,000.00	STPFLEX	2023	LADOTD
\$3,750,000.00		\$4,125,000.00	\$3,300,000.00	FBROFF	2024	LADOTD
\$375,000.00		\$412,500.00	\$0.00	STCASH	2024	LADOTD
\$3,000,000.00		\$3,300,000.00	\$0.00	STGEN	2024	LADOTD
\$300,000.00		\$330,000.00	\$264,000.00	STP50-200K	2024	LADOTD
\$3,300,000.00		\$3,630,000.00	\$2,904,000.00	FBROFF	2025	LADOTD
\$150,000.00		\$165,000.00	\$0.00	STCASH	2025	LADOTD
\$3,000,000.00		\$3,300,000.00	\$0.00	STGEN	2025	LADOTD
\$3,300,000.00		\$3,630,000.00	\$2,904,000.00	FBROFF	2026	LADOTD
\$3,000,000.00		\$3,300,000.00	\$0.00	STGEN	2026	LADOTD
<b>Total Cost</b>		<b>\$24,112,500.00</b>	<b>\$26,351,250.00</b>	<b>\$12,501,000.00</b>		



**PROJECT: L.000079 BRIDGE DISCRETIONARY PROGRAM**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$3,000.00	\$3,000.00	\$2,400.00	BDP	2023	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	BDP	2024	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	BDP	2025	LADOTD
	\$3,000.00	\$3,000.00	\$2,400.00	BDP	2026	LADOTD
Construction	\$15,000.00	\$16,500.00	\$13,200.00	BDP	2023	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	BDP	2024	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	BDP	2025	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	BDP	2026	LADOTD
<b>Total Cost</b>	<b>\$60,000.00</b>	<b>\$63,000.00</b>	<b>\$50,400.00</b>			

**PROJECT: L.000080 MISC FEDERAL DISCRETIONARY PROJECTS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$15,000.00	\$15,000.00	\$12,000.00	FLH	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	FLH	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	FLH	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	FLH	2026	LADOTD
Construction	\$60,000.00	\$66,000.00	\$52,800.00	STP<5K	2023	LADOTD
	\$30,000.00	\$33,000.00	\$26,400.00	FLH	2023	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	FLH	2024	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	FLH	2025	LADOTD
	\$15,000.00	\$16,500.00	\$13,200.00	FLH	2026	LADOTD
<b>Total Cost</b>	<b>\$195,000.00</b>	<b>\$208,500.00</b>	<b>\$166,800.00</b>			

**PROJECT: L.000081 VARIOUS DEMO PROJECTS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2023	LADOTD
	\$27,000.00	\$27,000.00	\$21,600.00	DEMO	2024	LADOTD
	\$3,000.00	\$3,000.00	\$3,000.00	RAIL HE	2024	LADOTD
	\$7,500.00	\$7,500.00	\$0.00	STCASH	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2025	LADOTD
Environmental	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2023	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2025	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	LADOTD
Right of Way	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2023	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2025	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2023	LADOTD
Utility Relocation	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2023	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	DEMO	2024	LADOTD
	\$7,500.00	\$7,500.00	\$7,500.00	HSIP	2024	LADOTD
	\$22,500.00	\$22,500.00	\$18,000.00	DEMO	2025	LADOTD
Design (Engineering)	\$7,500.00	\$7,500.00	\$6,750.00	HSIP	2025	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2023	LADOTD
	\$120,000.00	\$120,000.00	\$96,000.00	DEMO	2024	LADOTD
	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2025	LADOTD
Construction	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	LADOTD
	\$570,000.00	\$627,000.00	\$501,600.00	DEMO	2023	LADOTD
	\$180,000.00	\$198,000.00	\$158,400.00	STPFLEX	2023	LADOTD
	\$525,000.00	\$577,500.00	\$462,000.00	DEMO	2024	LADOTD
	\$225,000.00	\$247,500.00	\$247,500.00	HSIP	2024	LADOTD
	\$525,000.00	\$577,500.00	\$462,000.00	DEMO	2025	LADOTD
	\$225,000.00	\$247,500.00	\$247,500.00	HSIP	2025	LADOTD
	\$750,000.00	\$825,000.00	\$660,000.00	DEMO	2026	LADOTD
<b>Total Cost</b>	<b>\$3,697,500.00</b>	<b>\$3,997,500.00</b>	<b>\$3,293,850.00</b>			

**PROJECT: L.000082 MISC STATEWIDE TCSP PROJECTS**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total	Federal Share	Fund	Year	Sponsor

		Cost(w/CE&+IDC)				
Right of Way	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2023	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2026	LADOTD
Utility Relocation	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2023	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2024	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2025	LADOTD
	\$7,500.00	\$7,500.00	\$6,000.00	TCSP	2026	LADOTD
Design (Engineering)	\$75,000.00	\$75,000.00	\$60,000.00	TCSP	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	TCSP	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	TCSP	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	TCSP	2026	LADOTD
Construction	\$37,500.00	\$41,250.00	\$33,000.00	TCSP	2023	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	TCSP	2024	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	TCSP	2025	LADOTD
	\$150,000.00	\$165,000.00	\$132,000.00	TCSP	2026	LADOTD
<b>Total Cost</b>	<b>\$847,500.00</b>	<b>\$896,250.00</b>	<b>\$717,000.00</b>			

**PROJECT: L.000083 CONVERSION OF AC (INCLUDES DEBT SERVICE)**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
Environmental	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
Right of Way	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
Utility Relocation	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
Design (Engineering)	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	LADOTD
Construction	\$1,500,000.00	\$1,650,000.00	\$1,485,000.00	NHPP	2023	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STPFLEX	2023	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,485,000.00	NHPP	2024	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STPFLEX	2024	LADOTD

	\$3,450,000.00	\$3,795,000.00	\$3,415,500.00	NHPP	2025	LADOTD
	\$3,450,000.00	\$3,795,000.00	\$3,036,000.00	STPFLEX	2025	LADOTD
	\$6,150,000.00	\$6,765,000.00	\$6,088,500.00	NHPP	2026	LADOTD
	\$6,150,000.00	\$6,765,000.00	\$5,412,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$25,500,000.00</b>	<b>\$28,020,000.00</b>	<b>\$23,802,000.00</b>			

**PROJECT: L.000084 MODIFIED PROJECT AGREEMENT**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2023	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2024	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2025	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2026	LADOTD
Environmental	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2023	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2024	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2025	LADOTD
	\$37,500.00	\$37,500.00	\$30,000.00	STPFLEX	2026	LADOTD
Right of Way	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026	LADOTD
Utility Relocation	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026	LADOTD
Design (Engineering)	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026	LADOTD
Construction	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STPFLEX	2023	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STPFLEX	2024	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STPFLEX	2025	LADOTD
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$7,200,000.00</b>	<b>\$7,800,000.00</b>	<b>\$6,240,000.00</b>			

**PROJECT: L.000085 ADVANCED TRAFFIC MANAGEMENT CENTER**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$30,000.00	\$33,000.00	\$26,400.00	CM	2023	LADOTD
	\$30,000.00	\$33,000.00	\$26,400.00	CM	2024	LADOTD
	\$30,000.00	\$33,000.00	\$26,400.00	CM	2025	LADOTD
	\$30,000.00	\$33,000.00	\$26,400.00	CM	2026	LADOTD
<b>Total Cost</b>	<b>\$120,000.00</b>	<b>\$132,000.00</b>	<b>\$105,600.00</b>			

**PROJECT: L.000087 STAGE 0 AND FEASIBILITY STUDIES**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$97,500.00	\$97,500.00	\$78,000.00	DEMO	2023	LADOTD
	\$37,500.00	\$37,500.00	\$33,750.00	HSIP	2023	LADOTD
	\$45,000.00	\$45,000.00	\$45,000.00	HSIPPEN	2023	LADOTD
	\$240,000.00	\$240,000.00	\$192,000.00	NHPP	2023	LADOTD
	\$375,000.00	\$375,000.00	\$0.00	STCASH	2023	LADOTD
	\$345,000.00	\$345,000.00	\$276,000.00	STPFLEX	2023	LADOTD
	\$75,000.00	\$75,000.00	\$60,000.00	DEMO	2024	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2024	LADOTD
	\$37,500.00	\$37,500.00	\$37,500.00	HSIPPEN	2024	LADOTD
	\$225,000.00	\$225,000.00	\$180,000.00	NHPP	2024	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2024	LADOTD
	\$262,500.00	\$262,500.00	\$210,000.00	STPFLEX	2024	LADOTD
	\$60,000.00	\$60,000.00	\$48,000.00	FBROFF	2025	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2025	LADOTD
	\$105,000.00	\$105,000.00	\$105,000.00	HSIPPEN	2025	LADOTD
	\$135,000.00	\$135,000.00	\$108,000.00	NHPP	2025	LADOTD
	\$37,500.00	\$37,500.00	\$0.00	STCASH	2025	LADOTD
	\$240,000.00	\$240,000.00	\$192,000.00	STPFLEX	2025	LADOTD
	\$75,000.00	\$75,000.00	\$67,500.00	HSIP	2026	LADOTD
	\$150,000.00	\$150,000.00	\$150,000.00	HSIPPEN	2026	LADOTD
	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2026	LADOTD
	\$75,000.00	\$75,000.00	\$0.00	STCASH	2026	LADOTD
	\$150,000.00	\$150,000.00	\$120,000.00	STPFLEX	2026	LADOTD
	<b>Total Cost</b>	<b>\$120,000.00</b>	<b>\$132,000.00</b>	<b>\$105,600.00</b>		

**PROJECT: L.000092 DBE SUPPORTIVE SERVICES**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$45,000.00	\$45,000.00	\$45,000.00	DBE/SS	2023	LADOTD
	\$45,000.00	\$45,000.00	\$45,000.00	DBE/SS	2024	LADOTD
	\$45,000.00	\$45,000.00	\$45,000.00	DBE/SS	2025	LADOTD
	\$45,000.00	\$45,000.00	\$45,000.00	DBE/SS	2026	LADOTD
<b>Total Cost</b>	<b>\$180,000.00</b>	<b>\$180,000.00</b>	<b>\$180,000.00</b>			

**PROJECT: L.000093 STATEWIDE CONGESTION MITIGATION**

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$15,000.00	\$15,000.00	\$15,000.00	STPFLEX	2023	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	STPFLEX	2024	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	STPFLEX	2025	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	STPFLEX	2026	LADOTD
Environmental	\$15,000.00	\$15,000.00	\$15,000.00	CM	2023	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2024	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2025	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2026	LADOTD
Right of Way	\$15,000.00	\$15,000.00	\$15,000.00	CM	2023	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2024	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2025	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2026	LADOTD
Utility Relocation	\$15,000.00	\$15,000.00	\$15,000.00	CM	2023	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2024	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2025	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2026	LADOTD
Design (Engineering)	\$15,000.00	\$15,000.00	\$15,000.00	CM	2023	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2024	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2025	LADOTD
	\$15,000.00	\$15,000.00	\$15,000.00	CM	2026	LADOTD
Construction	\$37,500.00	\$41,250.00	\$41,250.00	CM	2023	LADOTD
	\$690,000.00	\$759,000.00	\$759,000.00	CM	2024	LADOTD
	\$690,000.00	\$759,000.00	\$759,000.00	CM	2025	LADOTD
	\$690,000.00	\$759,000.00	\$759,000.00	CM	2026	LADOTD
<b>Total Cost</b>	<b>\$2,407,500.00</b>	<b>\$2,618,250.00</b>	<b>\$2,618,250.00</b>			

**PROJECT: L.000094 URBAN TRANSIT (INCL TRANSFER TO AGENCIES)**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
					CONGESTION MITIGATION	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$7,500.00	\$7,500.00	\$7,500.00	STPFLEX	2023	LADOTD
	\$7,500.00	\$7,500.00	\$7,500.00	STPFLEX	2024	LADOTD
	\$7,500.00	\$7,500.00	\$7,500.00	STPFLEX	2025	LADOTD
	\$7,500.00	\$7,500.00	\$7,500.00	STPFLEX	2026	LADOTD
Construction	\$300,000.00	\$330,000.00	\$330,000.00	CM	2023	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	FB DISCR	2023	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STP50-200K	2023	LADOTD
	\$2,400,000.00	\$2,640,000.00	\$2,640,000.00	STPFLEX	2023	LADOTD
	\$300,000.00	\$330,000.00	\$330,000.00	CM	2024	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	FB DISCR	2024	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STP50-200K	2024	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STPFLEX	2024	LADOTD
	\$300,000.00	\$330,000.00	\$330,000.00	CM	2025	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	FB DISCR	2025	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STP50-200K	2025	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STPFLEX	2025	LADOTD
	\$300,000.00	\$330,000.00	\$330,000.00	CM	2026	LADOTD
	\$75,000.00	\$82,500.00	\$82,500.00	FB DISCR	2026	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STP50-200K	2026	LADOTD
	\$150,000.00	\$165,000.00	\$165,000.00	STPFLEX	2026	LADOTD
<b>Total Cost</b>	<b>\$4,980,000.00</b>	<b>\$5,475,000.00</b>	<b>\$5,475,000.00</b>			

**PROJECT: L.000095 SPECIAL RULE-AREAS 5K OR LESS POPULATION**

Route: Cntrl Section: Beg. Log Mile End Log Mile: Parish: CALCASIEU Non-State Road:

Urbanized Area: LINE ITEMS

Status		Type Improvement			Work Type	
					CONGESTION MITIGATION	
Project Phase	Project Cost	Total Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2026	LADOTD
Right of Way	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2024	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2025	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2026	LADOTD
Utility Relocation	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2023	LADOTD
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2024	LADOTD

Design (Engineering)	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2026	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2023	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2024	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2025	LADOTD	
	\$15,000.00	\$15,000.00	\$12,000.00	STP<5K	2026	LADOTD	
	Construction	\$26,250.00	\$28,875.00	\$23,100.00	STP<5K	2023	LADOTD
		\$626,250.00	\$688,875.00	\$551,100.00	STP<5K	2024	LADOTD
		\$150,000.00	\$165,000.00	\$132,000.00	STP LEX	2024	LADOTD
		\$626,250.00	\$688,875.00	\$551,100.00	STP<5K	2025	LADOTD
\$626,250.00		\$688,875.00	\$551,100.00	STP<5K	2026	LADOTD	
<b>Total Cost</b>	<b>\$2,295,000.00</b>	<b>\$2,500,500.00</b>	<b>\$2,000,400.00</b>				

**PROJECT: L.000096 FERRY BOAT MECH/ELECT/DISCR PROGRAMS**

Route: Cntrl Section: Beg. Log Mile    End Log Mile:    Parish: CALCASIEU    Non-State Road:

Urbanized Area: LINE ITEMS

Status	Type Improvement				Work Type		
					CONGESTION MITIGATION		
Project Phase	Project Cost	Total Cost(w/CE&+IDC)	Federal Share	Fund	Year	Sponsor	
Design (Engineering)	\$18,000.00	\$18,000.00	\$96,000.00	FB DISCR	2023	LADOTD	
	\$225.00	\$225.00	\$0.00	STCASH	2023	LADOTD	
	\$225.00	\$225.00	\$1,200.00	STPFLEX	2023	LADOTD	
	\$225.00	\$225.00	\$1,200.00	FB DISCR	2024	LADOTD	
	\$225.00	\$225.00	\$0.00	STCASH	2024	LADOTD	
	\$225.00	\$225.00	\$1,200.00	STPFLEX	2024	LADOTD	
	\$225.00	\$225.00	\$1,200.00	FB DISCR	2025	LADOTD	
	\$225.00	\$225.00	\$0.00	STCASH	2025	LADOTD	
	\$225.00	\$225.00	\$1,200.00	STPFLEX	2025	LADOTD	
	\$225.00	\$225.00	\$1,200.00	FB DISCR	2026	LADOTD	
	\$225.00	\$225.00	\$0.00	STCASH	2026	LADOTD	
	\$225.00	\$225.00	\$1,200.00	STPFLEX	2026	LADOTD	
	Construction	\$135,000.00	\$148,500.00	\$792,000.00	FB DISCR	2023	LADOTD
		\$22,500.00	\$24,750.00	\$0.00	STCASH	2023	LADOTD
\$22,500.00		\$24,750.00	\$132,000.00	STPFLEX	2023	LADOTD	
\$49,500.00		\$54,450.00	\$290,400.00	FB DISCR	2024	LADOTD	
\$22,500.00		\$24,750.00	\$0.00	STCASH	2024	LADOTD	
\$22,500.00		\$24,750.00	\$132,000.00	STPFLEX	2024	LADOTD	
\$27,000.00		\$29,700.00	\$158,400.00	FB DISCR	2025	LADOTD	
\$22,500.00		\$24,750.00	\$0.00	STCASH	2025	LADOTD	
\$45,000.00		\$49,500.00	\$264,000.00	STPFLEX	2025	LADOTD	
\$27,000.00		\$29,700.00	\$158,400.00	FB DISCR	2026	LADOTD	
\$22,500.00		\$24,750.00	\$0.00	STCASH	2026	LADOTD	
\$67,500.00		\$74,250.00	\$396,000.00	STP<5K-E	2026	LADOTD	
\$45,000.00		\$49,500.00	\$264,000.00	STPFLEX	2026	LADOTD	
<b>Total Cost</b>		<b>\$551,475.00</b>	<b>\$604,575.00</b>	<b>\$2,691,600.00</b>			



## APPENDIX B: TRANSIT ELEMENT

This section provides an overview of the transit project listings in the TIP FY 2023 - 26.

This section provides the project lists of the transit projects scheduled for some phase of implementation during the TIP FY 2023 – 26 period. These projects have been planned and selected in accordance with the LaDOTD project selection process of the associated program.

All of the projects detailed in this section are consistent with the Lake Charles MPO 2045 MTP, which can be accessed in <http://mpo.planswla.com>.

State Project	Project Description	Proposed Improvement	Cost (x\$1,000)	Federal Share	Match	Funding Source	Letting Date	Comments
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**\*FY 23 (OCTOBER 2022 – SEPTEMBER 2023)**

	Calcasieu Parish Transit	Operating	186.36	158.4	28.95	Section 5311	N/A	N/A
	Calcasieu Parish Transit	Capital Assistance Grant	194.67	165.46	29.2	Section 5311	N/A	N/A
	<i>Subtotal by 5311 Funding Source (FTA)</i>		381.03	323.86	58.15			
	Calcasieu Parish Transit	Job Access Reverse Commute (JARC) Operating Assistance	158	134.3	23.7	Section 5316	N/A	N/A
	<i>Subtotal by 5316 Funding Source (FTA)</i>		158	134.3	23.7			
	Calcasieu Parish Voluntary	Operating 50/50	60	30	30	Section 5310	N/A	N/A
	<i>Subtotal by 5310 Funding Source (FTA)</i>		60	30	30			
	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelters	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,000.49	1,000.49	Section 5307	N/A	PLACEHOLDER
	<i>Subtotal by 5307 Funding Source (FTA)</i>		2,818.5	1,654.49	1,163.99			
	<b>Grand Total by Funding Source (FTA)</b>		3,417.53	2,142.65	1,275.84			

State Project	Project Description	Proposed Improvement	Cost (x\$1,000)	Federal Share	Match	Funding Source	Letting Date	Comments
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**\*FY 24 (OCTOBER 2023 – SEPTEMBER 2024)**

	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelters	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,000.49	1,000.49	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	380	323	57	Section 5307	N/A	PLACEHOLDER
	<i>Subtotal by 5307 Funding Source (FTA)</i>		3,198.5	1,977.49	1,220.99			
	<b>Grand Total by Funding Source (FTA)</b>		<b>3,198.5</b>	<b>1,977.49</b>	<b>1,220.99</b>			

State Project	Project Description	Proposed Improvement	Cost (X \$1K)	Federal Share	Match	Funding Source	Letting Date	Comments
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**\*FY 25 (OCTOBER 2024 – SEPTEMBER 2025)**

	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelter	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,00.49	1,000.49	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	380	323	57	Section 5307	N/A	PLACEHOLDER
	<i>Subtotal by 5307 Funding Source (FTA)</i>		3,198.5	1,977.49	1,220.99			
	<b>Grand Total by Funding Source (FTA)</b>		3,198.5	1,977.49	1,220.99			

State Project	Project Description	Proposed Improvement	Cost (X \$1K)	Federal Share	Match	Funding Source	Letting Date	Comments
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**\*FY 26 (OCTOBER 2025 – SEPTEMBER 2026)**

	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelter	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,000.49	1,000.49	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	380	323	57	Section 5307	N/A	PLACEHOLDER
	<i>Subtotal by 5307 Funding Source (FTA)</i>		3,198.5	1,977.49	1,220.99			
	<b>Grand Total by Funding Source (FTA)</b>		3,198.5	1,977.49	1,220.99			

## APPENDIX C: PERFORMANCE MEASURES AND TARGETS

### TRANSPORTATION PERFORMANCE MANAGEMENT IMPLEMENTATION MEASURES AND TARGETS FOR LAKE CHARLES URBANIZED AREA

#### PM1 SAFETY PERFORMANCE MEASURES

The safety performance measures and targets, are required by 23 CFR 490.207, and MPOs to either adopt and support LaDOTD's five safety performance measures and targets or set their own targets on all public roads. LCMPO has adopted the state's performance measures, baselines and targets since 2018, displayed below. These five measures (number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, non-motorized fatalities and serious injuries) are evaluated on a 1% reduction over a 5-year rolling average (see Table 3).

Every year, the data is reviewed and presented to the TAC and TPC on the progress towards reaching these safety targets. In 2019 and 2020, LaDOTD never met targets, except in 2019 for Serious Injury Rate (see Table 3).

In addition, LCMPO is required to showcase projects TIP FY 2022 - 26 that will help LaDOTD reach their safety targets (see Table 4).

**Table 3: Safety Performance Measures and Targets**

Safety Performance Measures	2017 Baseline	2019 Target	2018 Baseline	2020 Target	2019 Baseline	2021 Target	2020 Baseline	2022 Target
Fatalities (highways)	745	<b>730</b>	758	<b>743</b>	<b>756</b>	741	<b>771</b>	755
Serious Injury (highways)	1,361	<b>1,332</b>	1,346	<b>1,319</b>	<b>1,346</b>	1,319	<b>1,370</b>	1,343
Fatality Rate (per 100 million vehicle miles traveled (VMT))	1.540	<b>1.500</b>	1.548	<b>1.518</b>	<b>1.526</b>	1.496	<b>1.537</b>	1.506
Serious Injury Rate (per 100 million VMT)	2.810	<b>2.760</b>	2.751	<b>2.696</b>	<b>2.719</b>	2.664	<b>2.730</b>	2.676
Non-Motorized Fatalities and Serious Injuries (highways)	326	<b>320</b>	352	<b>345</b>	<b>366</b>	359	<b>378</b>	371

**Table 4: TIP FY 2023 – 26 Safety Investment Projects**

TIP 2023 - 26 Safety Related Projects		
Project # / Name	Type of Projects	Total Cost
H.012052 / Gauthier Rd @ Lake St Roundabout	Intersection Improvement	\$3,640,000
H.014266 / I-210: Auxiliary Lanes (Nelson Rd to Ryan St)	Roadway Improvement (Safety)	\$11,007,681
H.***** / IMCAL MPO Planning Services	Safety Related Study/Tasks	\$1,400,000
H.***** / Chenault Area Traffic Study (C.A.T.S)	Safety Related Study/Tasks	\$350,000
<b>Total</b>		<b>\$16,397,681</b>

**PM2 PAVEMENT AND BRIDGE PERFORMANCE MEASURES**

The pavement and bridge performance measures and targets, are required by 23 CFR 490.307 and 23 CFR 490.407, to be adopted by MPOs are to either adopt and support LaDOTD’s four pavement (Interstate in good or poor condition; non-Interstate NHS in good or poor condition) and two bridge (NHS in good or poor condition) performance measures and targets. LCMPO first adopted the targets in 2018 for 2020 and 2022 targets (see Table 5 and Table 7). Currently, the MPO has displayed the baseline data from 2019 and is awaiting the 2 and 4-year bridge and pavement condition performance targets from the state (see Table 5 and Table 7). In addition, LCMPO is required to showcase projects in TIP FY 2022 - 26 that will help LaDOTD reach their pavement and bridge targets (see Table 6 and Table 8).

**Table 5: Performance Measure 2 Pavement Condition**

Lake Charles/LaDOTD Performance Measure 2 and Targets (Pavement Condition)						
Adopted 2018				TIP FY 2023 - 26		
Performance Measure	Baseline Performance (2017)	2-Year Target (2020)	4-Year Target (2022)	Baseline Performance (2019)	2-Year Target (2024)	4-Year Target (2026)
% of pavements of the Interstate System in <b>Good</b> condition	10%	12%	10%	19%	TBD	TBD
% of pavements of the Interstate System in <b>Poor</b> condition	1%	3%	4%	2%	TBD	TBD
% of pavements of the non-Interstate NHS in <b>Good</b> condition	28%	16%	14%	39%	TBD	TBD
% of pavements of the non-Interstate NHS in <b>Poor</b> condition	12%	10%	12%	8%	TBD	TBD

**Table 6: Pavement Investment Projects**

TIP 2023 - 26 Pavement Related Projets		
Project # / Name	Type of Projects	Total Cost
H.014960 / Calcasieu Parish Overlays Phase 1A	Preservation	\$1,609,265
H.014266 I-210 Auxiliary Lanes (Nelson Rd to Ryan St)	Pavement	\$11,007,681
H.***** / Calcasieu Parish Overlays Phase 1A (Revised Name TBD)	Preservation	\$2,413,897
H.***** / IMCAL MPO Planning Services	Pavement Related Study/Tasks	\$1,400,000
H.***** / Chenault Area Traffic Study (C.A.T.S)	Pavement Related Study/Tasks	\$350,000
<b>Total</b>		<b>\$16,780,843</b>

**Table 7: Performance Measure 2 Bridge Condition**

Lake Charles/LaDOTD Performance Measure 2 and Targets (Bridge Condition)						
<u>Adopted 2018</u>				<u>TIP FY 2023 - 26</u>		
<u>Performance Measure</u>	<u>Baseline Performance (2017)</u>	<u>2-Year Target (2020)</u>	<u>4-Year Target (2022)</u>	<u>Baseline Performance (2019)</u>	<u>2-Year Target (2024)</u>	<u>4-Year Target (2026)</u>
% of NHS bridges classified as in <b>Good</b> condition	31.30%	35%	30%	TBD	TBD	TBD
% of NHS bridges classified as in <b>Poor</b> condition	18%	9.90%	9.90%	TBD	TBD	TBD

**Table 8: Bridge Investment Projects**

TIP 2023 - 26 Bridge Related Projets		
<u>Project # / Name</u>	<u>Type of Projects</u>	<u>Total Cost</u>
H.003931 / Calcasieu River Bridge (HBI)	Bridge Preservation	\$946,149
H.012043 / Calcasieu R MB RH (West Fork) (HBI)	Bridge Preservation	\$1,200,000
	<b>Total</b>	<b>\$2,146,149</b>

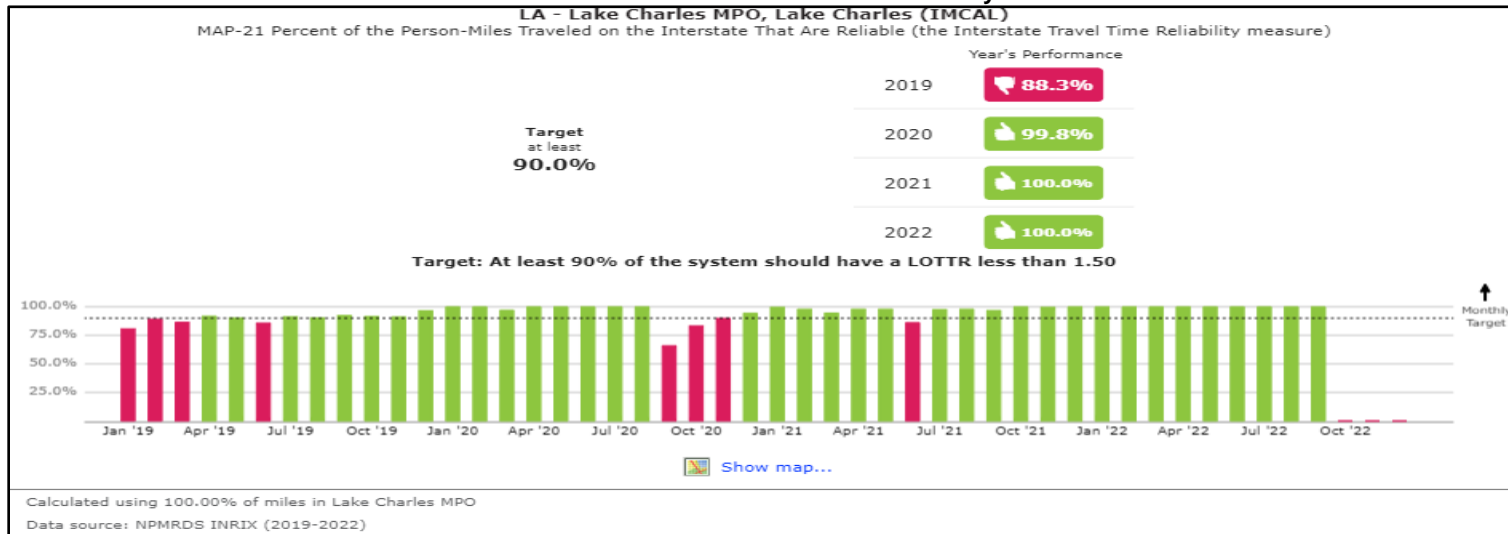


## PM3 TRAVEL TIME RELIABILITY PERFORMANCE MEASURES

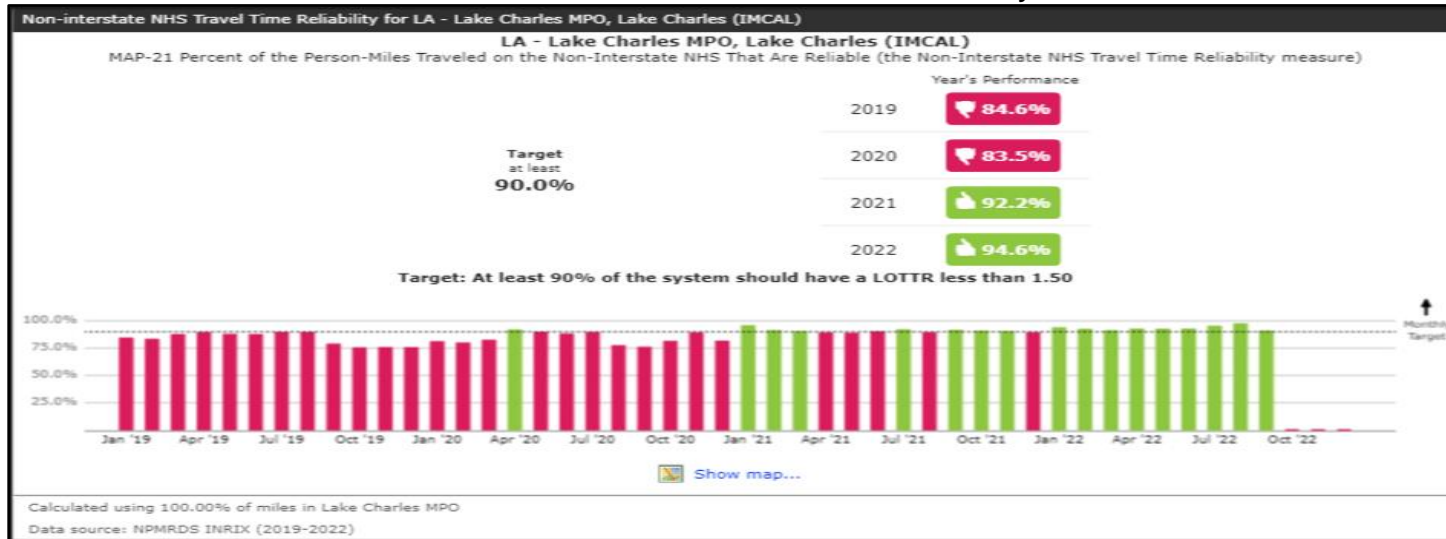
The three travel time reliability performance measures (Interstate Travel Time Reliability; Non-Interstate NHS Travel Time Reliability; and Truck Travel Time Reliability) and targets are required to be adopted by MPOs to assess congestion, under 23 CFR 490.507 and 23 CFR 490.607. The data is established using National Performance Management Research Data Set (NPMRDS).

The Travel Time Reliability measures, which were originally adopted by LCMPO in 2018, for 2 and 4 year increments, is defined as the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day. Regarding Travel Time Reliability on Interstates, LCMPO exceeded the 90% reliability target every year, except 2019, reaching 100% in 2020, 2021, and appears to be sustaining in 2022 (see Table 9). Remarkably, the 100% reliability occurred during several natural disasters during that time period. Travel Time Reliability on Non-Interstate NHS surpassed the 90% reliability in 2021 and 2022 (see Table 10). Truck Travel Time (Freight) Reliability index was below the 1.50 threshold in 2021 and 2022 (see Table 12). Maps of each measures can be viewed below (see Table 11).

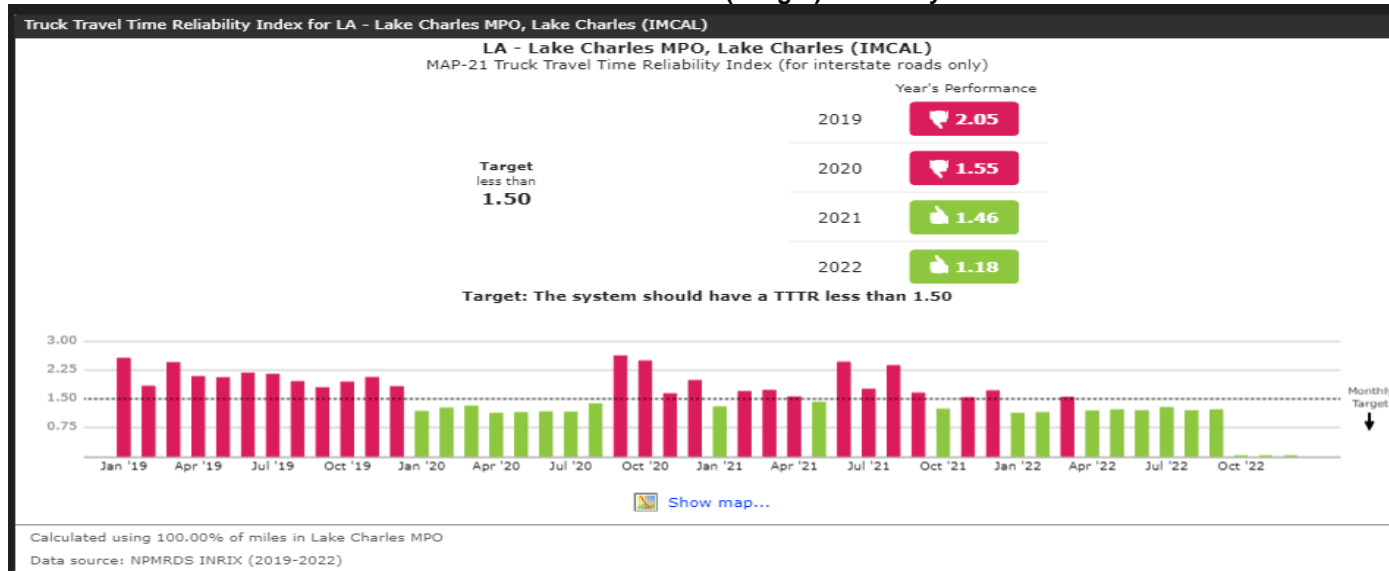
**Table 9: Interstate Travel Time Reliability**



**Table 10: Non-Interstate NHS Travel Time Reliability**



**Table 11: Truck Travel Time (Freight) Reliability Index**



The current Travel Time Reliability measures for TIP FY 2023 – 26, have a 2021 baseline. Interstate Travel Time Reliability has 100% targets for 2024 and 2026, anticipating a consistent free flowing I-10 and I-210 (see Table 12). Non-Interstate NHS Travel Time Reliability has baseline of 92.2%, with targets of 94.6% and for both 2024 and 2026, expecting even less congestion on these roadways (see Table 12). Freight Reliability Measures Index has baseline of 1.46, with 1.18 targets set for both 2024 and 2026, anticipating even better freight movement (see Table 12).

**Table 12: Travel Time Reliability Performance Measures and Targets**

Travel Time Reliability	2021 Baseline	2024 Target	2026 Target
<b>Interstate Travel Time Reliability</b> (% of person-miles traveled on the interstate that are reliable)	100%	100%	100%
<b>Interstate Travel Time Reliability Measures</b> (% of person-miles traveled on the Non-Interstate NHS that are reliable)	92.2%	94.6%	94.6%
<b>Freight Reliability Measure</b> (Truck Travel Time Reliability (TTTR) Index)	1.46	1.18	1.18

In addition, LCMPO is required to showcase projects in TIP FY 2022 - 26 that will help LaDOTD reach their congestion targets (see Table 13).

**Table 13: Congestion Investment Projects**

<b>TIP 2023 - 26 Congestion Projets</b>		
<b>Project # / Name</b>	<b>Type of Projects</b>	<b>Total Cost</b>
H.012052 / Gauthier Rd @ Lake St Roundabout	Intersection Improvement	\$3,640,000
H.014266 / I-210: Auxiliary Lanes (Nelson Rd to Ryan St)	Roadway Improvement (Safety)	\$11,007,681
H.***** / IMCAL MPO Planning Services	Congestion Related Study/Tasks	\$1,400,000
H.***** / Chennault Area Traffic Study (C.A.T.S)	Congestion Related Study/Tasks	\$350,000
<b>Total</b>		<b>\$16,397,681</b>

#### TRANSIT ASSET MANAGEMENT AND SAFETY PERFORMANCE MEASURES

Transit Asset Management Plan (TAMP) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a *State of Good Repair* (SGR) for a transit system, established under MAP 21 and the FAST Act (see Table 14).

The Lake Charles MPO has one fixed route transit provider, the Lake Charles Transit System, a division of the department of Public Works in the City of Lake Charles, LA. The service area is within the incorporated boundaries of the City of Lake Charles. Current service hours are between approximately 5:45 am and 5:30 pm, Monday thru Friday. It services 5 routes throughout city with 4 paratransit buses serving 88,000 people with about 280,000 passengers a year. Demographically, 55% of the city's population and 71% of jobs are within a quarter mile of the transit system's service area.

The TAMP assesses assets using Useful Life Benchmark (ULB) or expected life cycle or acceptable period of use in service for a capital asset, plus the Transit Economic Requirements Model (TERM), a rating system to describe the physical condition of an asset (see Table 14). The specific performances are the following: Revenue generating rolling of buses in the fleet using ULB (see Table 15); non-revenue generating equipment of staff vehicles using ULB (see Table 16); and facilities of various transit related buildings using TERM (see Table 17). The MPO adopted Lake Charles Transit TAMP in 2018, based on asset conditions(see Table 15, Table 16, and Table 17). In 2021, Lake Charles Transit updated their asset conditions, and determined targets for the TIP FY 2023 – 26 (see Table 15, Table 16, and Table 17).

**Table 14: TAMP Performance Measure Assets**

<b>Lake Charles Transit Asset Management Performance Measures and Targets: FY 2018 - 19</b>		
<b>Asset Category</b>	<b>Performance Measure</b>	<b>Target</b>
<b>Rolling Stock</b> All Revenue Vehicles	<b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded Useful Life Benchmark (ULB)	<b>Bus</b> – 0% <b>Cutaway</b> – 0% <b>Trolleybus</b> – 0%
<b>Equipment</b> Non-revenue vehicles	<b>Age</b> - % of vehicles within a particular asset class that have met or exceeded Useful Life Benchmark (ULB)	<b>Service Vehicles</b> – 40%
<b>Facilities</b> All buildings or structures	<b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM)	<b>Facilities</b> – 0%

**Table 15: Rolling Stock**

<b>Rolling Stock Vehicles (NTD)</b>	<b>2018 Asset Class (#)</b>	<b>2018 Condition (% of Asset Class at or Past ULB)</b>	<b>2021 Asset Class (#)</b>	<b>2021 Condition (% of Asset Class at or Past ULB)</b>	<b>2023 Target</b>	<b>2024 Target</b>	<b>2025 Target</b>	<b>2026 Target</b>
<b>Bus</b>	Fixed Routes Bus-35 Ft (6)	0%	Fixed Routes Bus-35 Ft (9)	44%	0%	0%	0%	57%
<b>Cutaway Bus</b>	12 Passenge Paratransit (2); 18 Passenger Paratransit (2)	0%	12 Passenge Paratransit (2); 18 Passenger Paratransit (2)	0%	0%	0%	0%	0%
<b>Trolley Bus</b>	Trolley Bus (1)	0%	Trolley Bus (1)	100%	0%	0%	0%	14%

**Table 16: Equipment**

<b>Equipment</b>	<b>2018 Asset Class (#)</b>	<b>2018 Condition</b> (% of Asset Class at or Past ULB)	<b>2021 Asset Class (#)</b>	<b>2021 Condition</b> (% of Asset Class at or Past ULB)	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>Vehicles (NTD)</b>					<b>Target</b>	<b>Target</b>	<b>Target</b>	<b>Target</b>
<b>Non-Revenue Service Vehicles</b>	Staff Vehicles (5)	40%	Staff Vehicles (5)	60%	40%	0%	0%	0%

**Table 17: Facilities**

<b>Facilities (NTD)</b>	<b>2018 Asset Class (#)</b>	<b>TERM Scale</b>	<b>2021 Asset Class (#)</b>	<b>TERM Scale</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
		<b>Condition Rating</b>		<b>Condition Rating</b>	<b>Target</b>	<b>Target</b>	<b>Target</b>	<b>Target</b>
<b>Administration</b>	Transit Office Building	5	Transit Office Building	5	N/A	N/A	N/A	N/A
<b>Custom 1</b>	Bus Wash	5	Bus Wash	5	N/A	N/A	N/A	N/A
<b>Custom 2</b>	Bus Storage Area	5	Bus Storage Area	N/A	N/A	N/A	N/A	N/A
<b>Passenger Facility</b>	Passenger Transfer Point	5	Passenger Transfer Point	5	N/A	N/A	N/A	N/A

The MPO has several capital transit projects in its STIP program that will assist Lake Charles Transit in maintaining its asset management goals in TIP FY 2023 - 26 (see Table 18).

**Table 18: Transit Investment Projects**

<b>TIP 2023 - 26 Transit Investment Projets</b>					
<b>Funding Program</b>	<b>Number of Projects</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
<b>5307</b>	<b>19</b>	\$3,417,530	\$3,198,500	\$3,198,500	\$3,198,500
<b>5310</b>	<b>1</b>	\$60,000	0	0	0
<b>5311</b>	<b>2</b>	\$381,030	0	0	0
<b>5316</b>	<b>1</b>	\$158,000	0	0	0

Lastly, in 2022, underneath the banner of MAP 21 and the Fast Act, LCMPO adopted the Lake Charles Transit’s Public Transportation Agency Safety Plan, Performance Measures and Targets which has the following purpose: Develop and document Safety Management Systems in the plan; mitigate risks; identify and correct safety problems expeditiously; divide and analyze safety data; measure safety performance (see Table 19). LCMPO will strive to Support Lake Charles Transit by analyzing and transit and pedestrian crash locations.

**Table 19: Lake Charles Transit**

<b>Measure</b>	<b>Baseline</b>	<b>Target</b>
<b>Fatalities</b>	0	0
<b>Rate of Fatalities*</b>	0	0
<b>Injuries</b>	0.1	0
<b>Reate of Injuries*</b>	0.0000012	0
<b>Safety Event</b>	0.1	0
<b>Rate of Safety Events*</b>	0.0000012	0
<b>Mean Distance Between Major Mechanical Failure</b>	208,688	208,688
<b>*rate = total number for the year/total revenue vehicle miles traveled</b>		



## APPENDIX D: TIP INVESTMENTS TOWARDS PERFORMANCE MEASURES

### TRANSPORTATION PERFORMANCE MANAGEMENT IMPLEMENTATION MEASURES AND TARGETS FOR LAKE CHARLES URBANIZED AREA

**Table 20: Performance Measure**

Lake Charles/LADOTD Performance Measure				
PROJECT	Performance Areas			
	Safety	Pavement Condition	Bridge Condition	Congestion
H.012052 LA 3092 GAUTHIER RD @ LAKE ST ROUNDABOUT	X			X
H.003931 CALCASIEU RIVER BRIDGE (HBI)			X	
H.012043 LA 378: CALCASIEU R MB RH (WEST FORK) (HBI)			X	
H.012052 LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	X			X
H.014960 CALCASIEU PARISH OVERLAYS PHASE 1A		X		
H.014266 I-210: AUXILIARY LANES (NELSON TO RYAN)	X	X		X
H.***** IMCAL PLANNING SERVICES	X	X		X
H.***** CHENNAULT AREA TRAFFIC STUDY (C.A.T.S)	X	X		X
H.***** CALCASIEU PARISH OVERLAYS PHASE 1A (REVISED NAME TBD)	X	X		

## APPENDIX E: DEFINITIONS AND ACRONYMS

<b>AMERICAN RESCUE PLAN (ARPA)</b>	federal law that was passed in March 2021 to provide direct relief to Americans, contain the COVID-19 virus, and rescue the economy. ARPA is foundational for America's recovery from the effects of COVID-19.
<b>AREA SOURCE</b>	Small stationary and non-transportation pollution sources that are too Small and numerous to be included as point sources but may collectively contribute to air pollution.
<b>CAAA (CLEAN AIR ACT AMENDMENTS OF 1990)</b>	Legislation that identifies mobile sources as a major source of pollution and calls for the stringent new requirements in metropolitan areas and states where attainment of the NAAQS is contested.
<b>CARBON MONOXIDE (CO)</b>	A colorless, odorless, tasteless gas formed in large part by the incomplete combustion of fuel.
<b>CARBON REDUCTION ACT</b>	Federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO <sub>2</sub> ) emissions that result from on-road, highway sources.
<b>EMISSION INVENTORY</b>	A complete list of sources and amounts of pollution within a specific area and time interval.
<b>EPA (ENVIRONMENTAL PROTECTION AGENCY)</b>	Federal agency created in the Environmental Protection Act of 1970, which is responsible for enforcing, monitoring, and maintaining Federal environmental law.
<b>FEDERAL AID URBANIZED AREA</b>	An area, which contains at least 50,000 people and has sufficient population density to be classified as urban by the Federal Highway Administration.
<b>FHWA (FEDERAL HIGHWAY ADMINISTRATION)</b>	An agency of the U. S. Department of Transportation with jurisdiction over highways.
<b>FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)</b>	"On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term." -fhwa.dot.gov
<b>ISTEA (INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991)</b>	Major federal legislation that implemented broad changes in the transportation decision-making processes. ISTEA emphasized diversity and balance of modes together with preservation of existing systems. It imposed a series of environmental, social, and energy-related factors that must be addressed in the planning, programming, and selection of projects.

<b>LADEQ (LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY)</b>	State of Louisiana agency with jurisdiction over environmental regulation.
<b>LADOTD (LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT)</b>	State of Louisiana agency with jurisdiction over transportation.
<b>MAINTENANCE AREA</b>	A geographic region of the country previously designated non-attainment for a criteria pollutant and which has been subsequently re-designated to attainment subject to the requirement for an air quality maintenance plan.
<b>METROPOLITAN AREA</b>	An area with a population of at least 50,000 as defined by the Bureau of the Census.
<b>METROPOLITAN BOUNDARIES</b>	The area represented by the existing urbanized area and the contiguous area forecasted to be urbanized in a 20-year horizon for the region. The area may include the entire metropolitan statistical areas as designated by the Bureau of the Census, or another area as agreed upon by the Governor and MPO. Unless agreed upon by the metropolitan organization and the Governor, the area must also include the area of non-attainment of the NAAQS, as defined by the CAAA.
<b>MOBILE SOURCE</b>	Mobile sources include motor vehicles, aircraft, ocean-going vessels, and other transportation modes. The principle mobile source pollutants are carbon monoxide (CO), volatile organic compounds (VOC's), oxides of nitrogen (NO <sub>2</sub> ), and particulate matter less than 10 microns in diameter (PM <sub>10</sub> ).
<b>MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)</b>	MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 was a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
<b>MPO (METROPOLITAN PLANNING ORGANIZATION)</b>	An organization responsible for conducting the continuing, cooperative, and comprehensive planning process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303.
<b>NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)</b>	Federal standards that set permissible concentrations and exposure limits for various pollutants.
<b>OZONE (O<sub>3</sub>)</b>	A secondary pollutant formed when volatile organic compounds and oxides of nitrogen combine in the presence of sunlight. It is a colorless gas with a sweet odor and is associated with respiratory problems in humans and animals.
<b>REID VAPOR PRESSURE (RVP)</b>	A measure of fuel volatility.

<b>SAFETEA-LU (SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY)</b>	ACT: A LEGACY FOR USERS) A federal transportation bill called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law August 10, 2005. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU recognized that transportation investments affect the economy, environment, and community quality of life.
<b>STATE II VAPOR RECOVERY SYSTEM</b>	A program designed to reduce hydrocarbon emissions during refueling.
<b>TRANSCAD</b>	A PC based network travel-demand model used in the analysis and forecasting of travel in urban areas.
<b>TRANSPORTATION EQUITY ACT (TEA - 21) FOR THE 21ST CENTURY</b>	The landmark legislation affirmed key priorities: improving safety, protecting public health and the environment, and creating opportunity for all Americans.

<b>AQ</b>	Air Quality	<b>NAAQS</b>	National Ambient Air Quality Standard
<b>CAAA</b>	Clean Air Act Amendments of 1990	<b>NHS</b>	National Highway System
<b>CIP</b>	Capital Improvements Program	<b>NOX</b>	Nitrogen Oxide
<b>CMA</b>	Congestion Management Area	<b>RUD</b>	Road Utility District
<b>CO</b>	Carbon Monoxide	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>DOT</b>	U.S. Department of Transportation	<b>SIP</b>	State Implementation Plan
<b>EPA</b>	Environmental Protection Agency	<b>STIP</b>	State Transportation Improvement Program
<b>FHWA</b>	Federal Highways Administration	<b>STP</b>	Surface Transportation Program
<b>FTA</b>	Federal Transit Administration	<b>TAC</b>	Technical Advisory Committee
<b>HPMS</b>	Highway Performance Monitoring System	<b>TEA-21</b>	Transportation Equity Act for the 21st Century
<b>IMCAL</b>	Imperial Calcasieu Regional Planning & Development Commission	<b>TIP</b>	Transportation Improvement Program
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991	<b>TMA</b>	Transportation Management Area
<b>LaDEQ or DEQ</b>	Louisiana Department of Environmental Quality	<b>TPC</b>	Transportation Policy Committee
<b>LADOTD or DOTD</b>	Louisiana Department of Transportation & Development	<b>UPWP</b>	Unified Planning Work Program
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century	<b>V/C</b>	Volume to Capacity Ratio
<b>MPO</b>	Metropolitan Planning Organization	<b>VMT</b>	Vehicle Miles Traveled
<b>MTP</b>	Metropolitan Transportation Plan	<b>VOC</b>	Volatile Organic Compounds

## APPENDIX F: RECORD OF ADOPTIONS AND AMENDMENTS

Record Item No.	Project No.	Amendment No. Resolution No.	Date Adopted or Modified	TPC Viewing Date	Description of Change
1	L.000062	Administrative Modification 1	12/8/22	2/8/23	Increased L.000062 Motorist Assistance Program for FY 2023-26, from \$412K/year to \$467/year for 4 years. The funding source changed from STP50-200K to Carbon Reduction.
2	H.013870	Administrative Modification 2	1/5/23	2/8/23	Increased H.013870 Enterprise Blvd: Broad to 12 <sup>th</sup> St using a total overage of \$2.37M (w/ 10% contingency of \$1.9M Fed Share; \$475K Local Match) STP50-200K funds, from original total of \$7.48M (w/ 10% contingency) to new total of \$9.49M (w/ 10% contingency).
3	H.014370	Administrative Modification 3	1/5/23	2/8/23	Increased H.014370 Post Oak Rd: Burton St to Aubrianna Ln using a total overage of \$733K (includes 10% contingency of \$586K Fed Share; \$146K Local Match) STP50-200K funds, from original total of \$3.41M (w/ 10% contingency) to new total of \$4.14M (w/ 10% contingency).
4	Resolution 2023-002	Amendment 1	2/8/23	2/15/23	Adoption of LaDOTD FY 23 Highway Safety Performance Measures and Targets;
5	H.*****; H.*****; Resolution 2023-003	Amendment 2	2/8/23	2/15/23	Change H.014960 Calcasieu Parish Overlays from FY 23 and reallocated to two separate projects numbers: H.***** in FY 24 of \$3.4M total (includes 10% contingency of \$2.7M Fed Share; \$680K Local Match) and H.***** in FY 25 of \$819,962 total (includes 10% contingency of \$655,970 Fed Share; \$163,992 Local Match).
6	H.*****; H.*****; Resolution 2023-004	Amendment 3	2/8/23	2/15/23	Add H.***** Fitzenreiter Rd with two separate project numbers: H.***** in FY 25 of \$2,580,038 total (includes 10% contingency of \$2,064,030 Fed Share; \$516,008 Local Match) and H.***** in FY 26 of \$400,000 (includes 10% contingency of \$320,000 Fed Share; \$80,000 Local Match).
7	H.*****; Resolution 2023-05	Amendment 4	2/8/23	2/15/23	Add H.***** LA 1256 at W. Cal Blvd at \$3M total (includes 10% contingency of \$2.4M Fed Share, \$600K Local Match).

8	Resolution 2023-006	Amendment 5	TBD	TBD	Add Lake Charles Transit grant, using 5307 funding for \$3,008.97M total (\$1,883.86M Fed Share; \$1,120.11M Local Match), including the following Bus Stop Terminals to acquire Bus Route Signing for \$31.25K total (\$25K Fed Share; \$6.25K Local Match) and for Bus Passenger Shelters for \$31.25K total (\$25K Fed Share; \$6.25K Local Match); Bus Support Equipment and Facilities to acquire Mobile Survey/ Security Equipment \$31.25K total (\$25K Fed Share; \$6.25K Local Match); Preventive Maintenance for \$1.12M total (\$900K Fed Share; \$225K Local Match); Operating Assistance for \$1.72M total (\$863.86K Fed Share; \$863.86K Local Match); General Development/ Comprehensive Planning for \$62.5K total (\$50K Fed Share; \$12.5K Local Match).
9	Resolution 2023-022	Amendment 6	TBD	TBD	Lake Charles Transit Safety and Performance Measures and Targets for quadrennial Transit Asset Management Plan as well as annual Public Transit Agency Safety Plan Targets for FY 22-26
8	H.003931 Resolution 2023-24-02	Amendment 7	8/15/23	8/15/23	H.012083 I-10: CALCASIEU RIVER BRIDGE INT REPAIRS (HBI) Add Construction Phase \$14.3 million in FBRON/OFFE at 90/10 Add \$1.6 million in NHPP at 90/10 in FFY 2023.
9	H.003931 Resolution 2023-24-03	Amendment 8	8/15/23	8/15/23	H.003931 CALCASIEU RIVER BRIDGE (HBI) Change Construction Phase FROM: \$30 million in COVID at 100%. \$50 million in ARPA at 100% \$82.5 million in State Bonds at 0% federal and \$697,636,635 in TOLLS at 0% federal in FFY 2023 TO: \$715 million in State Cash, \$85 million in State Bonds and \$700 million in Tolls in FFY 2023.

## APPENDIX G: PROCEDURES TO AMEND OR ADMINISTRATIVELY MODIFY PROJECTS

### Procedures to Amend or Administratively Modify the Louisiana Statewide (STIP) and Transportation Improvement Programs (TIPs)

The following procedures are applicable for processing amendments or administrative modifications to the Statewide (STIP) or Metropolitan Transportation Improvement Programs (TIPs). In accordance with the provisions of [23 CFR 450.218\(b\)](#), the STIP shall be developed in cooperation with the MPO designated for a metropolitan area. Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP.

In accordance with [23 CFR 450.218\(n\)](#), projects in any of the first four years of the STIP may be moved to any other of the first four years of the STIP subject to the project selection requirements of [23 CFR 450.222](#). Such modifications do not require formal approval, provided expedited project selection procedures have been adopted in accordance with [23 CFR 450.222](#) and the required interagency consultation or coordination is accomplished and documented.

An **Administrative Modification** is a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project phase costs, funding sources of previously included projects and project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint or a conformity determination (in nonattainment and maintenance areas).

#### Administrative Modification thresholds include:

1. Revisions to a project description without changing the project scope or which do not conflict with the pertinent environmental document;
2. Minor changes to the cost of a project phase (Feasibility, Environmental, R/W, Utility Relocation, Engineering, Construction):
  - Funding changes are limited to \$1,250,000 for project phases  $\leq$  \$5,000,000.
  - For project phases  $>$  \$5,000,000, an administrative modification is limited to budget changes of less than 25% in funding
3. Minor changes to funding sources of previously included project phases that do not affect fiscal constraint of the STIP or the ability to complete the project as initially described
4. Minor changes to project phase initiation dates as long as the project stays within the approved STIP/TIP timeframe and do not affect fiscal constraint of the STIP or the ability to complete the project as initially described. [23 CFR 450.218\(n\)](#)



5. A change in the project implementing agency;

transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). TIP amendments with proof of action must be posted on the respective MPO website within 30 days. In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

If a project affected by an amendment is located within the planning boundaries of a MPO, it must first be amended in the TIP before it can be amended in the STIP. Once approved by the LADOTD, on behalf of the Governor, the amendment will be incorporated into Louisiana’s STIP. The LADOTD will immediately notify the MPO, FHWA, and FTA of any approved amendment(s).

**Amendments:** are all other changes to STIP/TIPs that are outside of the administrative modification listed above.

**Timeline for Amendment Approval**

When an amendment is sent to the FHWA, it will take a maximum of two weeks to be processed. The FHWA can partially approve an amendment on a project by project basis. Any project or phase of a project not approved will be resubmitted once questions and/or concerns have been resolved.

**Dispute Resolution**

If a question arises regarding the interpretation of an administrative modification or an amendment; the LADOTD, FHWA, FTA and MPO, as appropriate, will work to resolve the issue in coordination with each other. If after consultation, the parties disagree on the definition of what constitutes an administrative modification or an amendment, the final decision rests with the FTA for transit projects and FHWA for highway projects.



## Quick Reference Chart for Amendments vs. Modifications

Administrative Modification	Amendment
Revision of a project description that does not significantly change the project design concept and/or scope	Major changes to a project including the addition or deletion of a project
Minor changes to project/project phase cost; applies to feasibility, environmental, R/W, utility relocation, engineering, construction <ul style="list-style-type: none"> <li>• Funding changes are limited to \$1,250,000 for projects for <math>\leq</math> \$5,000,000</li> <li>• For projects <math>&gt;</math> \$5,000,000 an administrative modification is classified as a change of less than 25% in funding</li> </ul>	Major changes in project cost, project/project phase initiation dates, or a major change in design concept or design scope <ul style="list-style-type: none"> <li>• Funding changes that are greater than \$1,250,000 for projects <math>\leq</math> \$5,000,000</li> <li>• Change of 25% or more in funding</li> </ul>
Minor changes to funding sources of previously included projects that do not affect fiscal constraint	Major changes to funding sources, such as adding a new federal funding source for a project not previously federally funded
Minor changes to project/project phase initiation dates as long as the project stays within the approved S/TIP timeframe and does not affect fiscal constraint	
A change in the project implementing agency	
A split or combination of individually listed projects; as long as cost, schedule, and scope remain unchanged	
The addition or deletion of projects from grouped project (line item) listings as long as the total funding amounts stay within the guidelines	

## Amendments and Administrative Modifications to a Line Item

**Line Items** are evaluated per phase, per fund, per year. Adding a new funding source to a phase of a line item in a particular FFY would require a STIP amendment if it affected fiscal constraint (i.e. the current STIP includes \$10,000,000 of NHPP in FFY 2019 on Phase 6 of L.000053; by adding \$5,000,000 in STPFLEX to that line item in that year and phase so that after approved, the current STIP will include \$10,000,000 in NHPP and \$5,000,000 in STPFLEX in FFY 2019 on Phase 6 of L.000053). Adding a phase to a line item also requires a STIP amendment.

For a line item phase, fund, year combination with a cost > \$5,000,000, changing the amount by more than 25% on that fund, in that phase and in that year requires a STIP amendment. For a line item phase, fund, year combination with a cost > \$5,000,000, changing the amount less than 25% on that fund, in that phase and in that year can be done by a STIP administrative modification.

For a line item phase, fund, year combination with a cost ≤ \$5,000,000, the amount can be changed up to \$1,250,000 by a STIP administrative modification; changing the amount by more than \$1,250,000 requires a STIP amendment.

Adjusting existing amounts on funds within a phase and within a particular FFY of a line item that does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. changing \$10,000,000 of NHPP and \$20,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053 to \$3,000,000 of NHPP and \$27,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053).

Adding a fund within a phase and within a particular FFY of a line item that does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. adding STCASH or NFA or STBONDS or STGEN or LOCAL because additional funding sources have been identified on a project or it has been decided that projects need to be authorized as an advance construction project).

Splitting an existing fund into multiple funds within a phase and within a particular FFY of a line item which does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. splitting \$10,000,000 of NHPP in FFY 2019 on Phase 6 of L.000053 into \$2,000,000 of NHPP and \$8,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053; total remains \$10,000,000).