

Planning: Suite 206 ~ 707-263-7799 TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Agenda

DATE: Thursday, September 19, 2019 TIME: 10:00 a.m. PLACE: <u>City of Lakeport</u> Large Conference Room 225 Park Street Lakeport, California

<u>Caltrans-District 1</u> Teleconference 1656 Union Street Eureka, California

Teleconference Dial-In #: 866-576-7975 Passcode: 961240

- 1. Call to order
- 2. Approval of August 22, 2019 Minutes
- 3. Highway Infrastructure Program Funds (*Davey-Bates*)
- 4. Green DOT's Web-Based OWP Dashboard (*Schwein*)
- 5. Discussion and Recommended Approval of the Second Amendment of the 2019/20 Overall Work Program (*Davey-Bates, Pedrotti*)
- 6. 2020 Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) Project Funding Recommendation (*Casey*)
- 7. Announcements and Reports
 - a. Lake APC
 - i. Miscellaneous
 - b. Lake Transit Authority
 - i. Miscellaneous
 - c. Federal & State Grant Status Reports
 - i. Sustainable Transportation Planning Grant Update (Speka)
 - ii. Other Grant Updates (All)
 - d. Caltrans
 - i. Lake County Projects Update
 - ii. Other Updates
- 8. Information Packet
- 9. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
- 10. Next Proposed Meeting October 17, 2019
- 11. Adjourn meeting

Lake TAC Meeting September 19, 2019 – Page Two

<u>Public Expression</u> - The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

<u>Americans with Disabilities Act (ADA) Requests</u> - To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats *(as allowed under Section 12132 of the ADA)* please contact the Lake APC office at 707-263-7799 at least 72 hours prior to the meeting.

Posted: September 13, 2019

List of Attachments:

- Agenda Item #2 8/22/2019 Draft Lake TAC Minutes
- Agenda Item #4 Dashboard Memo
- Agenda Item #5 OWP Staff Report & Cost Estimate
- Agenda Item #6 STIP Staff Report & Documentation
- Agenda Item #7 Caltrans Project Update

LAKE COUNTY/CITY AREA PLANNING COUNCIL



Lisa Davey-Bates, Executive Director

367 North State Street, Ukiah, CA 95482 <u>Administration:</u> Suite 204 ~ 707-234-3314 <u>Planning</u>: Suite 206 ~ 707-263-7799

TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Thursday, August 22, 2019 9 a.m.

<u>City of Lakeport</u> Large Conference Room 225 Park Street Lakeport, California

Present

Doug Grider, Public Works Director, City of Lakeport Kevin Ingram, Director of Community Development, City of Lakeport Alexis Kelso, Caltrans District 1 Adeline Brown, City of Clearlake (by phone) Dave Swartz, City of Clearlake (by phone)

Absent

Scott DeLeon, Public Works Director, County of Lake Byron Turner, Community Development, County of Lake Hector Paredes, California Highway Patrol

Also Present

Lisa Davey-Bates, Executive Director, Lake Area Planning Council Phil Dow, Lake Area Planning Council Nephele Barrett, Lake Area Planning Council John Speka, Lake Area Planning Council

1. Call to order

The meeting was called to order at 9:15 a.m.

2. Approval of May 23, 2019 Lake APC TAC Minutes

Kevin motioned, Alexis seconded, to approve the May 23, 2019 minutes as written with no changes. Approved unanimously.

3. Discussion of TAC Membership and Possible Development of By-Laws

Lisa began the discussion by going over in general what was covered at the May TAC meeting with respect to items such as membership rosters, quorums and by-laws. John spoke about his research regarding by-laws, which found nothing specifying a requirement for a TAC in the "Rules" (by-laws) of the Lake APC. However, there have been several Memorandums of Understanding (MOUs) over the years between Caltrans and Lake APC that noted the existence of the TAC as an important advisory body. Based partially on the MOUs (as well as longstanding precedent), TAC membership is made up of the Director of Public Works for Lake County, the Directors of Community Development from Lake

County, Clearlake and Lakeport, respectively, the City Engineers of both Clearlake and Lakeport, the Commander of the Lake County Office of the California Highway Patrol (CHP), and a Planner from the Caltrans District 1 Office, for a total of eight "official" members.

A representative from Lake Transit Authority (LTA) has also sat on the TAC over the years, often considered to be a voting member, although there is no evidence that it was intended for them to be an "official" voting member in any written documents. Because its position on the TAC is felt to be an important voice, staff would be recommending that LTA be included as part of the official make-up to be spelled out in amended Rules of the Lake APC. The recommended total would therefore be nine members. CHP has not responded to inquiries about TAC participation. An email was sent to the current Commander, Hector Paredes, who Kevin noted has recently retired. John was to make further attempts at contacting CHP for the appropriate contact.

Kevin also suggested that a City Manager be allowed to sit in for a Community Development Director (as has been the case in Clearlake where Community Development has not had a Director for some time). The drawback to the suggestion is that the TAC is a "technical" advisory body, and "political" representatives sometimes make decisions based on political and not technical considerations. Language stating that one of the official members "or authorized technical representatives" was added in the Rules amendment, which should provide enough flexibility to cover the matter. Doug added that "City Engineers" should be changed to "Public Works Directors of Clearlake and Lakeport" to reflect the fact that full-time city engineers have become rare for both jurisdictions. The language in the draft amendment to the Rules was therefore changed to read "City Engineer or Public Works Directors of Clearlake and Lakeport."

Further language in the Rules amendment covers what a quorum should consist of in the event of lightly attended TAC meetings. "Two-thirds of the majority present" was considered sufficient for such purposes.

Kevin made a motion to recommend the draft amendment to the Lake APC Rules, to include the text as presented to the TAC, with the additional language that "City Engineers" be changed to "City Engineers or Public Works Directors of Clearlake and Lakeport." Nephele noted that the Rules were serving as by-laws as well as Joint Powers Agreement language and would require ratification by each of the jurisdictions making up the Lake APC before they can officially take effect. Alexis seconded the motion, which was approved unanimously.

4. Discussion and Potential Identification of Projects for Highway Infrastructure Program (HIP)

Lisa described the item that was also discussed at the May TAC meeting when potential projects were looked at that could be eligible for the two years' worth of funding totaling just over \$400,000. For instance, the South Main/Soda Bay Rd project was considered at that time. Nephele remined the TAC that there were certain criteria that had to be met for the federal funding. Bike and ped projects were not eligible. It was only for use on Federal Aid System projects, which is classified as roads above rural minor collectors. Projects would need to be obligated for construction by September 2021, which itself would rule out many projects that need to go through the yearlong National Environmental Protection Act

(NEPA) process. Doug mentioned that Lakeport had a number of other important projects currently in the works and would not have time or resources to pursue the funds for anything new. Clearlake did not have a project in mind that would qualify at this time. The Soda Bay Rd project is currently in the right-of-way acquisition phase and had the necessary NEPA work done. The TAC discussed the possibility of dividing the available money. However, it was felt to be too small of an amount for the work involved (e.g. NEPA, federal reporting, etc.). At this point, the money has been authorized for two years as part of the FAST ACT. As for ADA compliance, Nephele was to check on whether it would be required for any project using the funds, or only for those that currently include sidewalks that are non-compliant (in other words, streets or roads lacking sidewalks may not require ADA compliance). Ultimately, it was decided to come back in a month or two to see what projects might be a good fit for the relatively small amount of funding.

5. 2020 State Transportation Improvement Program (STIP)

Lisa introduced the item, noting that there would be only a small amount of funds available in the 2020 STIP year in Lake County. This is mainly due to the CTC allowing for advanced programming of funds in the last cycle, which the Lake APC used for additional funding on the Lake 29 project. The estimate identified \$189,000 for the region, with \$108,000 identified for Planning, Programming & Monitoring, leaving a total of \$81,000 for the 2020 cycle. Preparation of a RTIP will still be required by December 15. The TAC was asked whether the amount should remain unprogrammed and added to the next cycle in two years, or else added to a current project in need of additional funding. This is considered "new capacity," which will primarily be available at the end of the 5-year programming period, so it wouldn't likely be immediately available. Also, it couldn't go to a portion of a project component unless the unfunded portion was using other funding sources. Two currently programmed projects from past cycles include, 1) environmental (\$211,000), design (\$563,000) and right-of-way (\$570,000) for the roundabout at the Dam Rd/Dam Rd Extension intersection, and 2) the Lakeport Blvd/South Main St intersection roundabout, which includes fairly old estimates from 2012 that may need to be augmented. The latter project includes environmental work (currently programmed \$71,000), PS&E (\$88,000), right-of-way (\$106,000) and construction (\$700,000), all seemingly low by current cost standards. A third currently funded STIP project is the County's South Main St/Soda Bay Rd project with construction funds programmed for next year. Doug felt that some of this year's estimated STIP funds could go towards right-of-way for Lakeport Blvd/South Main St. Staff would email TAC members to see if there were any requests for the STIP funds and an item would be put on the September agenda to provide a recommendation on what was received.

6. Announcements and Reports

a. Lake APC

i. Miscellaneous

Nephele mentioned that grant programs were coming out of a budget trailer bill that focused on housing. Local agency money would be available until July 2020 to help in updating housing elements.

Lisa announced Phil's retirement party that was being held on September 26 at Rivino Winery in Ukiah.

b. Lake Transit Authority

i. Miscellaneous

Lisa discussed a negotiated three-year agreement between Paratransit Services and its union, which averted a possible strike. Also, Lake Links, the non-profit entity that had recently been designated the Consolidated Services Transportation Agency (CTSA), had just secured a new office facility on Lakeshore Blvd in Clearlake and has begun moving in.

c. Federal & State Grant Status Reports

i. Sustainable Transportation Planning Grant Update

John reported on a few of the grant projects that APC had been awarded in recent years. The Bus Passenger Facility Plan was nearing completion with the consultant beginning a final Capital Improvement Program (CIP), including the "priority stops" in each jurisdiction: near Grocery Outlet in Lakeport, Kit's Corner in the County and a newer location decided on in Clearlake along Lakeshore Drive adjacent to Austin Park. Additional funds were needed to draw up the new design for that stop, which Lake APC authorized several months back. The final report was expected to follow soon thereafter which would be presented to the Board at a future meeting.

The Pedestrian Facilities Needs Inventory project is also nearing completion. Analyses of the 40 projects (10 each for Lakeport and Clearlake, 10 for unincorporated County areas and 10 for projects along State highways) were to be completed within the week. Phil mentioned that the study should help the region to be competitive for ATP funds in the short term, although given the current local agency workloads there is a concern that pursuit of project funding could be put off and that the information may grow stale over time.

Another project reported on was the Highway 20 Northshore Communities Traffic Calming Study. The study focuses on the communities of Nice, Lucerne, Glenhaven and Clearlake Oaks. Pedestrian refuge islands have been recommended to provide safer street crossing at certain intersections and to also solve the problem of cars passing in the left hand turn lanes. A brief phone meeting was recently held between the consultant and the Caltrans Office of Traffic Safety to see how receptive they might be to such a recommendation. They were interested in further details before they could support any suggested locations, but felt that refuge islands could be warranted on a case by case basis.

John also covered the Eleventh Street Corridor study. Potential solutions were to be presented later today after the TAC meeting, with the Technical Advisory Group for the project. The five recommendations were a range of options from those having the biggest impact on property owners within the corridor, to those that may be more realistic within the existing right-of-way. Kevin noted that the City of Lakeport is in the process of establishing an undergrounding district for utilities, which would help with the already limited sidewalk widths that currently have power poles on them. Based on the amount of funding required, the process would be slow, but the goal would complement those of the Eleventh Street project. Outreach efforts were to include a table at the County Fair the following week.

John further noted that RFPs were expected to be released next week for the two new planning grants that have been awarded to the APC. The first is for a Vehicle Miles

Traveled (VMT) baseline study to help with future traffic analyses given a new CEQA requirement to measure traffic impacts by VMT as opposed to the current measure of Level of Service (LOS), set to begin by July 2020. The second project involves an updated SR 53 Corridor Local Circulation Study. It will provide analysis of Clearlake circulation given the current and expected development along the corridor and its adjacent local roads.

Finally, John announced that a new round of sustainable community planning grants were coming soon, and that the agencies should contact APC if they were interested in having new studies prepared. Also, a Natural Resources Agency grant opportunity from Prop 68 funds was available intended for non-motorized infrastructure development projects. Kevin may have a park trail project in mind that he may be contacting APC about soon.

ii. Other Grant Updates

John reported on the Sign Inventory project, which is expected to have a report submitted by the end of September.

d. Caltrans

i. Lake County Projects Update

There was no project list provided for the meeting, but Alexis was available for questions. Lisa asked whether a list of projects would be provided as had been in the past. Alexis noted that the list may no longer be available, but that an online map of current projects was being developed. She also noted that at the next TAC meeting, Caltrans was hoping to have an asset manager and advanced planning branch chief give a presentation on how asset management is used to select projects. Caltrans is also scheduling to have a District Active Transportation Plan started in January 2020.

- ii. Other Updates None
- 6. Information Packet None
- 7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda None
- 8. Next Proposed Meeting September 19, 2019
- 9. Adjourn Meeting Meeting adjourned at 10:50 a.m.

Respectfully Submitted,

John Speka Lake APC Transportation Planning



In an effort to improve the effectiveness of Lake APC in developing and delivering the annual Overall Work Program, a web-based solution is being sought. The proposed solution is to build on existing software resources, making modifications to the DOT Dashboard to develop and manage the OWP. The proposed new module will include a navigable web-based OWP accessible to the public as well as an administrative module that includes the following tools:

- Fund Management (RPA, PPM, grant funds, LTF, etc.)
- OWP claim management
- State reimbursement invoice management
- Fund/payment retention management
- Work element progress with schedule and % complete graphs
- Document library
- Automated report development

The Lake APC OWP Dashboard will supplement, improve, and eventually replace the current system of spreadsheets and hard copy files regarding the OWP. This project will improve efficiency and accuracy administering the OWP.

Jeff Schwein of Green DOT Transportation Solutions will make a presentation of the current DOT Dashboard Software and discuss the proposed OWP module improvements.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

| TITLE: 2019/20 Overall Work Program - Amendment #2 (Proposed) | DATE PREPARED: 9/11/19 |
|--|-------------------------------|
| | MEETING DATE: 9/19/19 |
| | |

SUBMITTED BY: Alexis Pedrotti, Project Coordinator

BACKGROUND:

The Lake TAC and APC have reviewed and approved the Final and 1st Amended Lake Overall Work Program (OWP) for FY 2019/20. Amendments to the Overall Work Program can be very typical in one fiscal year depending on a variety of elements. Amendments such as carryover adjustments from the previous year are made to the OWP if funding modifications need to be done to any element of the OWP. Additionally, amendments could be necessary to include new grant funded projects or to make changes to existing grant funded projects. Finally, the local jurisdictions or APC Staff may request funding support through the OWP if funds are available when a project or regional need arises.

Currently, the FY 2019/20 OWP totals \$1,010,750 in projects, which includes \$326,000 of carryover funding. The APC has been successful in receiving six grant funded planning projects, all of which are included in the current OWP. Staff is enthusiastic to be a successful recipient of these grants; however, this will require a larger amount of time for the reporting and tracking requirements of these projects.

Online project tracking and reporting for Caltrans and various other state agencies has become a reality for many local and regional agencies. The OWP tracking and project management can easily result in multiple spreadsheets with complicated formulas tracking multiple years at a time. These combined factors create an elevated chance for errors. APC and MCOG staff have been working together to explore possibilities to relieve some of the more tedious, ongoing tasks of project management.

Over the past several months, APC and MCOG Staff have been participating in presentations and brainstorming sessions with Jeff Schwein of Green DOT Transportation Solutions. Jeff had presented an online transportation database to assist in project tracking and management for the Rural Counties Task Force (RCTF) that sparked staff's interest in his expertise. Jeff and his team of programmers have focused much of their energy into developing the database to manage more construction and STIP related projects. However, more recently, staff has met and collaborated with Jeff to direct more enhanced development towards the online Overall Work Program management tracking tool.

Currently, Green DOT has begun preliminary database reconstruction to add a portal for incorporating the OWP management and tracking piece to the already valuable online database. This portal will allow staff to track projects and communicate online with local agencies. These local agencies will also be able to utilize all the functions of the database at any time. A preliminary cost estimate has been provided to APC (attached) for the development and deployment of the Overall Work Program database portal. Staff feels this portal will help to eliminate many tracking spreadsheets and countless hours of manual data input.

I am requesting support from the Lake TAC to amend the current Overall Work Program to incorporate the Web-Based Overall Work Program Development; and recommended approval to the Lake APC Board of Directors to approve the 2nd Amendment to 2019/20 Work Program at the October 2, 2019 meeting.

ACTION REQUIRED: Recommendation for approval to the 2019/20 Overall Work Program Second Amendment, as proposed

ALTERNATIVES: Provide further input and discussion for alternative options.

OWP 2nd Amendment (Proposed) TAC Meeting – September 19, 2019 **RECOMMENDATION**: Recommendation for approval to the 2019/20 Overall Work Program Second Amendment, as proposed

| Main Task | Task Description/Subtask | Rates / | ' Hours | Total Hours / Cost |
|-----------------------|--|----------------------------|-----------------------|-----------------------|
| | | Senior Planner \$120.00 | Programmer \$95.00 | |
| OWP Tab | Create new OWP global menu tab | | 2 | 2 |
| Overall Work Programs | Develop OWP list, HTML, CSS, layout | 2 | 8 | 10 |
| | Show Archived checkbox: when clicked, functionality to show all work programs, sorted by year | | 4 | 4 |
| | Create a Work Programs table, include: Year, Invoice Source Total, State Invoices Total, Combined Total | 1 | 5 | 6 |
| | Delete, archive functionality | | 5 | 5 |
| | When Edit/View button is clicked, display the Work Elements related to the selected OWP | | 1 | 1 |
| Create New OWP | When Create New OWP button is clicked, a popup will display. The popup will include Beginning Year, Ending Year, and Title | 1.5 | 5 | 6.5 |
| Default OWP Settings | For now, the only settings will be the participating cost percentages of the funds: RPA, PPM, LTF, Other. For the time being, this will be distinct from the Fund Management global settings. | 1 | 7 | 8 |
| Work Elements | Database queries, display of Work Elements for OWP. Include fields: WE ID, Title, RPA, LTF, PPM, Other, Total | | 7 | 7 |
| | Delete functionality, includes deleting related dependencies | | 4 | 4 |
| | Trigger for Add/Edit page when Add Work Element or Edit icon for a work element is clicked. | | 1 | 1 |
| Add/Edit Work Element | Breadcrumbs to go back to Work Elements | | 5 | 5 |
| | Schedule module: The Retention tasks will be shown on the left. There will be an option to group tasks by Fund Type. | | 8 | 8 |
| | Charts: On right of the tasks scheduling, the 4 funds will be displayed in donut charts: RPA, LTF, PPM, Other. Only funds with invoice amounts will be displayed. It will show the percentage used. Either under each chart or when hovering over a chart, it wills how the stats: Total Fund \$, Total Allocated \$, and Percentage Allocated | | 8 | 8 |
| | Add a documents library, which shows all supporting documents for the work element. Fields would include: Invoice #, Invoice Title, Document Title, info icon, edit Icon, Delete icon. The list would have a scrollbar after | | 8 | 8 |
| | a point. Document library columns will be sortable. Invoices: There would be a list of invoices. Column headings would include: Invoice #, Title, Invoice Source, RPA, PPM, LTF, Other, Actions. Actions would include: Edit and Delete | | 7 | 7 |
| Invoice | When you click to add/edit an invoice, it will show the Add/Edit Invoice page. | | 1 | 1 |
| | Breadcrumbs would be displayed at the top. For instance: OWP > Work Element 607 > Invoice | | 3 | 3 |
| | Heading would be displayed like: Work Element 601 Invoice | | 0.5 | 0.5 |
| | Input fields: Invoice #, Title, Description | | 2.5 | 2.5 |
| | The drawdown/availability for each fund will be displayed in the "Available" section. It will list the amounts available (in dollars) for RPA, PPM, LTF, and Other. | 3.5 | 4 | 7.5 |
| | The Fund Allocation section will show the list of funds: RPA, PPM, LTF, Other. Each fund will have an "Amount" input field, which will represent the allocation amount (in dollars) for the particular fund. When values for funds are entered under Fund Allocation, or Retention, the values under Availability will change dynamically. If something is over allocated, it will show a red error message. We may decide to force change the allocation amount. There will also be a "Has Tasks?" checkbox. This will allow tasks to be created for this | | | |
| | fund under the Retention section. | | 10 | 10 |
| | The Retention/Tasks section allows the user to create tasks for particular funds. A list will be displayed. Add Task functionality. When an Amount for a task is entered, it will draw down the Availability. | | 12 | 12 |
| | Upload Invoice Documents: A list of documents will be displayed. Add/Delete documents functionality. When a document is added, it will show in the Documents Library for the Work Element. | | 6 | 6 |
| Access Control | Integrate the access control logic to this module and each of the sections. | | 5 | 5 |
| Admin | Meetings and discussions, internal and with customer | 25 | 10 | 35 |
| QA | Quality insurance testing and code reviews | 5 | 20 | 25 |
| Total Hours | | 39 | 159 | 198 |
| Total Costs | | \$4,680.00 | \$15 <i>,</i> 105.00 | \$19,785.00 |



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

| TITLE: | 2020 STIP | Project I | Funding | Request |
|--------|-----------|-----------|---------|---------|
|--------|-----------|-----------|---------|---------|

DATE PREPARED: 9/12/19 **MEETING DATE:** 9/19/19

SUBMITTED BY: Danielle Casey, Project Coordinator

BACKGROUND:

Each odd-numbered year, we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE).

The CTC adopted the FE for the 2020 STIP on August 14, 2019. The estimate identified a STIP programming target through FY 2024/25 of \$189,000 for the Lake County Region. Of the \$189,000, \$108,000 are programmed for Planning, Programming and Monitoring, leaving \$81,000 available for new or existing projects.

Applications for funding in the 2020 Regional Transportation Improvement Program (RTIP) were due to the Lake APC on September 10. These applications will be reviewed at the September 19 TAC meeting. The following is a summary of requests received. Complete applications are attached.

<u>Clearlake:</u>

Project: Dam Road/Dam Road Extension Roundabout

Funding Request: \$81,000

Current funding: \$1,344,000 RIP-State Cash

Description: In the City of Clearlake at the intersection of Dam Road Extension about 400 feet from and connected to State Route 53 at Post Mile 1.10. Construct a roundabout with multi-lane entries on all approaches and four 10 foot shared use pathways and crosswalks for pedestrians and bicycles.

<u>Lake County:</u>

Project: South Main Street Rehabilitation (S. Main Street, Lakeport – Rt. 175) Funding Request: \$41,000 Current funding: \$9,757,000 Including \$6,725,000 RIP \$2,985,000 Demo TEA21 \$47,000 Local Funds

Description: Near Lakeport, on South Main Street from Lakeport city limits to Route 175 extension. Roadway rehabilitation and bike lanes.

Project: Soda Bay Road Rehabilitation (Rt. 175 – Manning Creek) Funding Request: \$40,000 Current funding: \$2,997,000 Including: \$1,503,000 RIP \$1,493,000 Demo TEA 21 \$1,000 Local Funds Description: Near Lakeport, at Soda Bay Road from Route 175 extension to Manning Creek. Road rehabilitation.

ACTION REQUIRED: Recommend a project(s) to utilize the available \$81,000 of RIP funding.

ALTERNATIVES:

1. Leave the \$81,000 in RIP funding unprogrammed at this time. Funds can be programmed in the 2020 RTIP

2. Postpone the TAC recommendation. This is not recommended as a draft RTIP will be provided to the APC Board in October.

RECOMMENDATION: Recommend a project(s) to utilize the available \$81,000 of RIP funding. The selected project(s) will be incorporated into the draft RTIP which will be presented to the APC Board in October. A complete RTIP will be on the October TAC agenda before the APC Takes final action in November.



COUNTY OF LAKE

PUBLIC WORKS DEPARTMENT 255 N. Forbes Street Lakeport, California 95453 Telephone 707-263-2341 Fax 707-263-7748

Scott De Leon Public Works Director

 $s = s^{*}$

September 10, 2019

Danielle Casey Transportation Planner/Project Coordinator Lake County/City Area Planning Council 367 North State Street, Suite 206 Ukiah, CA 95482

Subject: South Main Street (3032R) and Soda Bay Road (3033R)

Dear Ms. Casey:

On behalf of the County of Lake Department of Public Works, please accept the attached Project Programming Request (PPR) applications for additional funding through the 2020 STIP for the subject projects. Though these projects have languished in the past, our staff and our consultants have made tremendous progress on the right of way acquisition portion of the project over the past 6 months, and we are excited to be moving closer to construction.

This project has been determined to be a top priority regional transportation project. This corridor provides direct access into the area of South Main Street and Soda Bay Road of which the corridor's commercial developments generate 25% of the County's total sales tax revenue. Access is needed to preserve, protect, and stimulate the vitality of this important commercial and economic center of the County. The project's proposed addition of a continuous two-way left-turn lane will not only improve the level of service (reduce congestion) but will also provide significant safety enhancements associated with the multiple turning movements onto and off of this corridor to the business establishments. Completion of this project in conjunction with a separate overhead utility undergrounding project is critical to stimulate continued commercial vitality.

I acknowledge this project has taken a significant amount of time, but it has not been without some very challenging hurdles with cultural resource issues and challenging right of way acquisitions. Construction unit prices continue to climb, and the original budget numbers have been surpassed simply due to the increases in materials and labor. Any shortfall in funding will need to be made up with local funds, which are scarce, and any possibility of additional funding is greatly needed. I appreciate any consideration for award of these additional funds to Lake County for these two projects.

Sincere

Scott De Leon, Director X Lake County Department of Public Works

Attachments

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION PROJECT PROGRAMMING REQUEST DTP-0001 (Revised Mar. 1 2018 v7 08)

| DTP-0001 (Revised | Mar, 1 2018 v7.0 | 8) | | | | | Gener | al Instructions |
|--|--|----------------------------------|-------------------------------|------------------------------------|--|----------------------------|-------------------------------|-----------------------------------|
| Amendment (Existi | ng Project) Y/I | N | | | | 1 million | Date: | 08/27/19 |
| District | EA | Project | ID | PPNO | MPOI | D | - | roj. ID / prg. |
| 01 | 281714 | 0100000 | | 3032R | | | | loj. lo i pig. |
| County | Route/Corridor | PM Bk | PM Ahd | | Project Spo | neor/l ead | Agency | |
| LAK | | | | | the second s | ke County | Agency | |
| | | | h | | | | 171 | |
| | | | | | IPO | | Eleme | ent |
| | | _ | | Non | -MPO | | LA | |
| Project Mar | ager/Contact | Ph | one | 1 1 2 3 1 | E-ma | ail Address | | 1 |
| Scott | De Leon | (707)2 | 53-2341 | | scott.deleon | @lakecoun | tyca.gov | |
| Project Title | | | | Contract of the | | and the second | | |
| South Main Street | Rehabilitation | | | | | | | |
| Location (Project | Limite) Descripti | on / Scone o | (Mork) | | | | | |
| Near Lakeport, on | | | | Pouto 175 outo | anian Deeduuru | | | |
| | | | | | | | | |
| Component | 1 111 111 | | | Implement | ting Agency | - | | |
| PA&ED | Lake County | | | mplemen | ung Agency | | | |
| PS&E | Lake County | | | | | | _ | |
| Right of Way | Lake County | | | | | | _ | |
| Construction | Lake County | | | | | _ | | |
| Legislative Distric | | | | | | | _ | |
| Assembly: | 1 | Sena | uto: | 2 | Congressi | onali | T | 1 |
| Project Benefits | | Joena | . j | 2 | Congressi | onal: | | |
| Purpose and Need Improve taffic flow Rehabilitate deficie Underground Distric | and safety for moto nt pavement along | prists and bicy corridor; Imp | clists; Improv ove roadway | e access to bus surface drainag | sinesses along So ge; Underground e | uth Main Si xisting ove | treet and So rhead utility | oda Bay Road; poles within the |
| | | | | | | | | |
| | Category | | | Outputs/Ou | | | Unit | Total |
| Local streets and ro | Jaus | Loca | road operation | onal improveme | ent(s) | | Each | 1 |
| | | | | | | | | |
| | | | | | | | | |
| ADA Improvemen | to N | Dil | Ded Impres | ana ata | | Descella | | |
| Inc. Sustainable Com | | -1-5 | e/Ped Improv | ements Y | 1 | | le Lane ana | |
| | nunities Strategy Goa | IS | N | | Reduces Green | | | Y |
| Project Milestone | | | | | | | Existing | Proposed |
| Project Study Repo | | | | | | | | |
| Begin Environment | | | | | | | 5/2007 | |
| Circulate Draft Envi | | ent | D | ocument Type | 1 (1911) | | 1/2011 | |
| Draft Project Repor | | In the second second | | | | | 5/2011 | |
| End Environmental Begin Design (PS& | | liestone) | | | | | 9/2012 | |
| End Design Phase | | dvertisement | Milestone) | | | | 2/2013 | |
| Begin Right of Way | | avertisement | winestone) | | | | 1/2014 2/2013 | |
| End Right of Way F | | v Certification | Milestone) | | | | 1/2015 | |
| Begin Construction | | | | | | | 7/2015 | |
| End Construction P | | | | stone) | | | 7/2017 | |
| Begin Closeout Pha | | | | / | | | 7/2017 | |
| End Closeout Phase | | t) | | | | | 9/2017 | |
| | | | | | available in altern | | | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Additional Information

Date: 08/27/19

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

| DTP-0001 (Rev | sed Mar, 1 2018 v7.08) | | | | | Date: 08/27/19 |
|----------------|------------------------|------------|--------|------------|-------|----------------|
| District | County | Route | EA | Project ID | PPNO | Alt. ID |
| 01 | LAK, , | 1.1 | 281714 | 010000054 | 3032R | |
| Project Title: | South Main Street Reha | bilitation | | | | |

| | | Exist | ting Total F | Project Cos | t (\$1,000s) | | | | |
|--------------|-------|--------------------|--------------|---------------|---------------|----------|----------|--------|---------------------|
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Implementing Agency |
| E&P (PA&ED) | 2,412 | | | 12 | | 6 I | | 2,412 | Lake County |
| PS&E | 1.300 | | | - <u>L</u> L, | | | | 1,300 | Lake County |
| R/W SUP (CT) | | | | 1× 1 | | 1.5 | | | Lake County |
| CON SUP (CT) | | | | | | | | | Lake County |
| R/W | 1,200 | | | | | | | 1,200 | Lake County |
| CON | | 4,845 | | | | | | 4,845 | Lake County |
| TOTAL | 4,912 | 4,845 | | | | | السور سک | 9,757 | |
| | | Propo | osed Total | Project Co | st (\$1,000s) | | · | | Notes |
| E&P (PA&ED) | 2,412 | and a state of the | | - Marine I | | | | 2,412 | |
| PS&E | 1,300 | | | | | 122 | - 6 | 1,300 | |
| R/W SUP (CT) | | 1.5 | | | | i mistri | | THE LT | |
| CON SUP (CT) | | | | | | | | 1 | |
| R/W | 1,200 | | | | | | | 1,200 | |
| CON | | 4,845 | 41 | | | | | 4,886 | |
| TOTAL | 4,912 | 4,845 | 41 | | | | 1 U 3 | 9,798 | |

| Fund No. 1: | RIP - State (| Cash (ST-C | CASH) | | | | | | Program Code | |
|--------------|---------------|-------------|------------|--------------|--------|-------|------------|--------|----------------------------------|--|
| | | | Existing F | unding (\$1, | 000s) | | | | 20.30.600.621 | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency | |
| E&P (PA&ED) | 570 | 3 I I I SA | 40.000 | | | | بد البدالك | 570 | Lake County/City Area Planning C | |
| PS&E | | | | 5.4 J. 2 L | - C | | | | \$45 PAED voted 04/27/06 | |
| R/W SUP (CT) | | | | | | | | | \$240 PAED voted 03/15/07 | |
| CON SUP (CT) | 2.2 | | 1.5 | | | 1.1 | | | 1 | |
| R/W | | | | | | | | tu i i | 1 | |
| CON | | | | | | | | | | |
| TOTAL | 570 | | | 1000 | | | | 570 | | |
| | | | Proposed F | unding (\$1 | ,000s) | | | | Notes | |
| E&P (PA&ED) | 570 | | | | | | | 570 | | |
| PS&E | | | | | | | | | 1 | |
| R/W SUP (CT) | | | | | 1 | | | | | |
| CON SUP (CT) | | | | | | | | | 1 | |
| R/W | | | | | | | 1 | | | |
| CON | | | 41 | | | | | 41 | | |
| TOTAL | 570 | 111 - AL 18 | 41 | | 21 | | 1.1 | 611 | | |

| Fund No. 2: | RIP - Nation | al Hwy Sy | stem (NH) | | | | | | Program Code |
|--------------|---------------------|-----------|------------|--------------|--------|-----------|-----------|----------------|-----------------------------------|
| J | | _ | Existing F | unding (\$1, | ,000s) | | | | 20.30.600.621 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | 58 | | | | | | | 58 | Lake County/City Area Planning Co |
| PS&E | | 1.00 | | | | 1 2 1 2 1 | | 11 I I I I I I | \$29 PAED voted 02/01/07 |
| R/W SUP (CT) | | | | 1111 | | | | | \$14 RW voted 03/05/13 |
| CON SUP (CT) | | | | | | | | | |
| R/W | 28 | | | | | | | 28 | 1 |
| CON | | | | | 1.31 | | 1 1 1 1 1 | | |
| TOTAL | 86 | | | | | e lism i | | 86 | |
| | | | Proposed I | unding (\$1 | ,000s) | | | | Notes |
| E&P (PA&ED) | 58 | | | | | | | 58 | |
| PS&E | | | | | | | | V. I | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | 11 - La | |
| R/W | 28 | | | | | | | 28 | |
| CON | | | | | | | | | |
| TOTAL | 86 | | No. | . X X . Y | | | | 86 | |

| Fund No. 3: | Demo - Dem | onstration | State TEA | 21 (DEMOS | 521) | | | | Program Code | |
|--------------|------------|-----------------------|------------|-------------|---------|-------------|--------|-------|----------------|--|
| | | | Existing F | unding (\$1 | ,000s) | | | | 20.30.010.680 | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency | |
| E&P (PA&ED) | 1,784 | | | ALC: UNK | | | | 1,784 | | |
| PS&E | 300 | 1 21 21 4 | | Shirts! | 11111 | - 2 - S - C | | 300 | | |
| R/W SUP (CT) | | | | أسترجا | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | 472 | and the second second | | | | | 2.11 | 472 | | |
| CON | | 429 | | | | | | 429 | | |
| TOTAL | 2,556 | 429 | 17.35 | | | | | 2,985 | | |
| | | | Proposed | Funding (\$ | t,000s) | | | | Notes | |
| E&P (PA&ED) | 1,784 | | | | | | | 1,784 | | |
| PS&E | 300 | | | | | | | 300 | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | 472 | | | | | | | 472 | | |
| CON | | 429 | | | | | | 429 | | |
| TOTAL | 2,556 | 429 | | | | 1 | 173774 | 2,985 | | |

| Fund No. 4: | Local Fund | ds - Local Tra | ansportatio | on Funds (I | _TF) | | | | Program Code | | |
|--------------|-----------------------------|----------------|-------------|-----------------------|---------|-------------|-----------|------------|----------------|--|--|
| | Existing Funding (\$1,000s) | | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency | | |
| E&P (PA&ED) | | | | | | | | | | | |
| PS&E | | | | | | | | | | | |
| R/W SUP (CT) | | | | 121 | | | ret y and | | | | |
| CON SUP (CT) | | | | | | 2001 | | kini teriv | | | |
| R/W | 21.19 | 1050 | | And the second second | | Constantin' | 12.01 | | | | |
| CON | | 47 | | | | | 100 | 47 | | | |
| TOTAL | | 47 | | | | | A DECK | 47 | | | |
| | | | Proposed | Funding (\$ | 1,000s) | | | | Notes | | |
| E&P (PA&ED) | | | | | | | | 1.541 | | | |
| PS&E | | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | | |
| R/W | | | | | | | | | | | |
| CON | | 47 | | | | A | | 47 | | | |
| TOTAL | | 47 | | | | | | 47 | | | |

| Fund No. 5: | RIP - Nation | al Hwy Sys | tem (NH) | | | | | | Program Code |
|--------------|---|----------------|------------|--------------|---------|-------|--------|-----------------|---|
| | | | Existing F | unding (\$1 | ,000s) | | | | 20.30.600.621 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Lake County/City Area Planning Co |
| PS&E | 1,000 | 12 11 | | | | 100 | | 1,000 | \$500 PSE EXT. TO 500 |
| R/W SUP (CT) | | | | | | | | | \$364 PSE EXT. TO 364 |
| CON SUP (CT) | - Contraction - | | | | | | 1 | 5.2. 2 - | \$500 PSE voted 03/05/13 \$350 RW voted 03/05/13 |
| R/W | 700 | Series (Berree | | | | | | 700 | |
| CON | | 4,369 | | | | | | 4,369 | |
| TOTAL | 1,700 | 4,369 | | | | | | 6,069 | |
| | | | Proposed | Funding (\$* | 1,000s) | | | | Notes |
| E&P (PA&ED) | | | | | | | | Test II. | |
| PS&E | 1,000 | | | | | | | 1,000 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 700 | | | | | | | 700 | |
| CON | | 4,369 | | | | | | 4,369 | |
| TOTAL | 1,700 | 4,369 | | | | | | 6,069 | |

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

| District | County | Route | EA | Project ID | PPNO | Alt. ID |
|-----------|------------------|-------|--------|------------|-------|---------|
| 01 | LAK | | 281714 | 010000054 | 3032R | |
| SECTION ' | 1 - All Projects | | | | | |

Date: 08/27/19

Project Background

The project was originally programmed in the 2002 STIP, the first E&P allocation was in 2006, and the first PS&E allocation was in 2013. The project has been delayed due to significant environmental issues related to cultural resources and currently by challenging right of way acquisitions.

Programming Change Requested

Funding is being requested for construction to be added to FY 21/22, with the intent of constructing both phases of the project (3032R and 3033R) with the same contract.

Reason for Proposed Change

As previously stated, the right of way acquisitions have been challenging, and have required additional time to complete.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

It is not expected that any delay will be caused by the proposed change.

Other Significant Information

This is a top priority regional project that needs to be delivered. The County is spending a significant amount of local funds in order to complete the right of way phase, and any additional assistance with construction is helpful.

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

| processing of this amendment request.* Name (Print or Type) Stgnature D | | | | | SECTION 3 - All Projects |
|---|---------|------------------------------------|---------------------------|---------------|----------------------------------|
| | | | Sign States | THE NEED VIEW | Approvals |
| | | provals have been obtained for the | e and accurate and all ap | | processing of this amendment re- |
| Scott De Leon Public Works Director | Date | Title | ignature | | Name (Print or Type) |
| | 9/10/19 | Public Works Director | 04- | tet | Scott De Leon |

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION PROJECT PROGRAMMING REQUEST DTP-0001 (Revised Mar. 1 2018 v7.08)

| DTP-0001 (Revised | Mar, 1 2018 v7.0 | 8) | | | | | Genera | l Instructions |
|---|--|-----------------|--------------------|---------------------|-----------------|---|------------------|----------------|
| Amendment (Existing | g Project) Y/ | N | | | | 100.00 | Date: | 08/27/19 |
| District | EA | Projec | t ID | PPNO | MPO ID | J. C. Starting | Alt Pr | oj. ID / prg. |
| 01 | 281724 | 010000 | | 3033R | | | | |
| County | Route/Corridor | PM Bk | PM Ahd | | Project Spons | or/Lead | Agency | 1000 |
| LAK | | | | | | County | | |
| | | | | M | IPO | | Eleme | nt |
| | | | - | | -MPO | | LA | |
| Designet Manag | man IC a mha at | | | INUI | | | | |
| Project Mana | - | | hone | | | Address | | |
| Scott D | e Leon | (707)2 | 263-2341 | | scott.deleon@l | akecount | yca gov | |
| Project Title | 5 | 210.000 | 1.00 | | | 11.27 | | |
| Soda Bay Road Reh | abilitation | | | | | | | |
| Location (Project L Near Lakeport, at Sc | | | | | | | i kuki | |
| | | | | | | | | |
| Component | 1 | _ | | Implemen | ting Agency | | _ | |
| PA&ED | Lake County | | | Implement | ung Agency | | | |
| PS&E | Lake County | | | | | | | |
| Right of Way | Lake County | | | | | | | |
| Construction | Lake County | | | | | | | |
| Legislative District | | | | | | | | |
| Assembly: | 1 | Ser | ate: | 2 | Congression | nal: | 1 | 1 |
| Project Benefits | | | 1.000 | | | | | |
| Purpose and Need Improve traffic flow a Rehabilitate deficien Underground District | t pavement along | | | | | | | |
| | | | | | | | | |
| | Category | | | Outputs/Ou | | | Unit | Total |
| Local streets and roa | | | | nile(s) rehabilitat | | | Miles | 1.8 |
| State Highway Road | Construction | Pec | lestrian/Bicycl | e facilities mile(| s) constructed | | Miles | 0.9 |
| | | | | | | | | - |
| | | | ile all and have a | | | Devesit | | |
| ADA Improvements | | | ike/Ped Impro | ovements Y | | | le Lane ana | |
| Inc. Sustainable Comm | unities Strategy Go | als | N | | Reduces Greenho | ouse Gas | Emissions | Y |
| Project Milestone | | | | | | E | Existing | Proposed |
| Project Study Repor | the second s | | | | | | | |
| Begin Environmenta | | | | | | | 5/2007 | |
| Circulate Draft Envir Draft Project Report | onmental Docum | ient | | Document Typ | 6 | | 1/2011 5/2011 | |
| End Environmental | Phase (PA&ED N | (ilestone) | | | | | 9/2012 | |
| Begin Design (PS&E | | anestone) | | | | | 2/2013 | |
| End Design Phase (| | Advertiseme | nt Milestone) | | | and a local division of the second | 1/2014 | |
| Begin Right of Way | | | | | | | 2/2013 | |
| End Right of Way Pl | | ay Certificatio | n Milestone) | | | | 0/2019 | |
| Begin Construction I | Phase (Contract | Award Milesto | one) | | | 01/3 | 0/2020 | |
| End Construction Ph | | on Contract A | cceptance Mil | estone) | | | 0/2020 | |
| Begin Closeout Pha | | | | | | | 0/2020 | |
| End Closeout Phase | (Closeout Repo | rt) | | | | 01/0 | 1/2021 | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Additional Information

Date: 08/27/19

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

| DTP-0001 (Rev | ised Mar, 1 2018 v7.08) | | | | | Date: 08/27/19 |
|----------------|-------------------------|-----------|--------|------------|-------|----------------|
| District | County | Route | EA | Project ID | PPNO | Alt. ID |
| 01 | LAK, , | L C X | 281724 | 0100000055 | 3033R | |
| Project Title: | Soda Bay Road Rehab | ilitation | | | | |

| | | Exis | ting Total P | roject Cos | t (\$1,000s) | | | | |
|--------------|-------|--|--------------|------------|---------------|----------|--------|-------|---------------------|
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Implementing Agency |
| E&P (PA&ED) | 1,285 | | 1.24 | 7-147 | | | | 1,285 | Lake County |
| PS&E | 650 | | | | | | | 650 | Lake County |
| R/W SUP (CT) | 12.00 | | | 1111111 | | 1 - 15 A | | 1.175 | Lake County |
| CON SUP (CT) | | 1. | | | | | | | Lake County |
| R/W | 400 | 133111 | | | in Lairei | | | 400 | Lake County |
| CON | | 662 | | | | · | | 662 | Lake County |
| TOTAL | 2,335 | 662 | | | | | 8 | 2,997 | |
| | | Prop | osed Total | Project Co | st (\$1,000s) | | | | Notes |
| E&P (PA&ED) | 1,285 | | | S | | | | 1,285 | |
| PS&E | 650 | | | | | | - PANT | 650 | 1 |
| R/W SUP (CT) | | TTU ET | | | | | | | |
| CON SUP (CT) | | | | | | | | 1.1 | |
| R/W | 400 | 40 | | and his | | 1000 | | 440 | |
| CON | | 662 | 40 | | 1.1.1.51 | | | 702 | |
| TOTAL | 2,335 | 702 | 40 | | | | | 3,077 | |

| Fund No. 1: | RIP - State 0 | Cash (ST-C | CASH) | | | | | | Program Code |
|--------------|---------------|------------|------------|--------------|--------|-------|------------|-------|-----------------------------------|
| | | | Existing F | unding (\$1, | .000s) | | | | 20 30 600 621 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | 263 | | | 1.00 | | | | 263 | Lake County/City Area Planning Co |
| PS&E | Ser all | | | | iurx_l | | | | \$53 PAED voted 04/27/06 |
| R/W SUP (CT) | | | | 11 S | | | | | \$210 PAED voted 03/15/07 |
| CON SUP (CT) | | | | | | | 10 X 20 10 | | |
| R/W | | | 8 X 1 | | | | 17. JI | | |
| CON | | hi si ki j | | | | | | | |
| TOTAL | 263 | N. V. | | | | | | 263 | |
| | | | Proposed F | unding (\$1 | ,000s) | | | | Notes |
| E&P (PA&ED) | 263 | | | 1 | | | | 263 | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | - | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | 40 | | | | | 40 | |
| TOTAL | 263 | 1.2 | 40 | | | | | 303 | |

| Fund No. 2: | RIP - STP E | nhancemer | nts (STPE) | | | | | | Program Code |
|--------------|-------------|-----------|------------|--------------|-----------|-------|-----------|-------|-----------------------------------|
| | | | Existing F | unding (\$1, | 000s) | | | | 20.30.600.731 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | 26 | 1.1 | | Sec. Sec. | 1.4-6-4 | | | 26 | Lake County/City Area Planning Co |
| PS&E | | | | | 10-10-21 | | | | \$26 PAED voted 02/01/07 |
| R/W SUP (CT) | | | | 12 | | | | | \$10 RW voted 03/05/13 |
| CON SUP (CT) | | 1.22 | | | | | | | |
| R/W | 10 | | | | | | | 10 | |
| CON | | 2.5 | | | | | in n. Sz. | | |
| TOTAL | 36 | L.L.X | | | | | | 36 | |
| | | | Proposed I | unding (\$1 | ,000s) | | | | Notes |
| E&P (PA&ED) | 26 | | | | | | | 26 | |
| PS&E | | | | | | | | 444 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 10 | 40 | | | | | | 50 | |
| CON | | | | | | | | | |
| TOTAL | 36 | 40 | | | - 2 K I I | | | 76 | |

| Fund No. 3: | Demo - Dem | onstration | n-State TEA | 21 (DEMOS | 21) | | | | Program Code |
|--------------|------------|------------|-------------|--------------|----------|----------|--------|-------|----------------|
| | | | Existing F | unding (\$1, | 000s) | | | | 20.20.400.000 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | 996 | | 1001 | n'nite e | | | | 996 | |
| PS&E | 340 | . Agenne | | 1 1 1. 1. 1. | trade (* | | | 340 | 1 |
| R/W SUP (CT) | | | 1.01.05 | | | | | | 1 |
| CON SUP (CT) | | | | | | | | | |
| R/W | 157 | | | 1 | T A Tak | a chinad | | 157 | |
| CON | N. Grine | | | | | | | | |
| TOTAL | 1,493 | n ku ni | | 1 11 | | | | 1,493 | |
| | | | Proposed I | Funding (\$1 | ,000s) | | | | Notes |
| E&P (PA&ED) | 996 | | | | | | | 996 | |
| PS&E | 340 | | | | | | | 340 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 157 | | | | 1 | | | 157 | |
| CON | | | | | | | | - | |
| TOTAL | 1,493 | 10 - Carl | | | (| | | 1,493 | 1 |

| Fund No. 4: | Local Fund | s - Local T | ransportatio | on Funds (L | .TF) | | | | Program Code |
|--------------|------------|-------------|--------------|--------------|--------|-------------|-------------------|-----------|----------------|
| | | | Existing F | unding (\$1, | 000s) | | | | LOCAL FUNDS |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | F - 15 - 1 | - 23-3 | |
| R/W SUP (CT) | | 1. | | | | | | | |
| CON SUP (CT) | 1 | | | ••, - A | | | | 11.112.11 | |
| R/W | 1 | | | | | i ferra i i | 1 | 1.0 | 1 |
| CON | a su vite | | 1000 | | | Ter. The | | 6- T | |
| TOTAL | 1 | | (H) (H) | | | | | | 1 |
| | | | Proposed | Funding (\$1 | ,000s) | | | | Notes |
| E&P (PA&ED) | | | | | | | | 1.0 | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 1 | | | | | | | No. | 1 |
| CON | | | | | | | | | |
| TOTAL | - 1 | 1000 | | the net | 100 | | | 3.3.7 | 1 |

| Fund No. 5: | RIP - Nation | al Hwy Sys | tem (NH) | | _ | | | | Program Code |
|--------------|--------------|------------|------------|--------------|---------|-------|----------------|-------------|---|
| | | | Existing F | unding (\$1 | ,000s) | | | | 20.30.600.621 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Lake County/City Area Planning Co |
| PS&E | 310 | | | | | | | 310 | \$310 PSE EXT. TO 310 |
| R/W SUP (CT) | | | | TANK SALA | | | THE ALL | | \$242 PSE EXT. TO 242 |
| CON SUP (CT) | | | | | 1.5 | | | a di paulle | \$310 PSE voted 03/05/13 \$232 RW voted 03/05/13 |
| R/W | 232 | let hat | | | | | Section States | 232 | |
| CON | | 662 | | L-S MAR | | | | 662 | |
| TOTAL | 542 | 662 | | | | | | 1,204 | |
| | | F | Proposed | Funding (\$* | 1,000s) | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | 310 | | | | | | | 310 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | 232 | | | | | | | 232 | |
| CON | | 662 | | | | | | 662 | |
| TOTAL | 542 | 662 | | | 1 | 1000 | | 1,204 | |

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

| Complete t | this page for am | endments only | 6 | | Dat | e: 08/27/19 |
|-----------------|------------------------|---|-------------------|---|----------------------|----------------|
| District | County | Route | EA | Project ID | PPNO | Alt. ID |
| 01 | LAK | | 281724 | 010000055 | 3033R | |
| SECTION 1 | - All Projects | | | | | |
| Project Back | | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | 1 H.V. 2 H. | | |
| | | | | P allocation was in 200 | | |
| | | | gnificant enviror | mental issues related | to cultural resource | es and |
| currently by cl | hallenging right of wa | ay acquisitions. | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Programming | g Change Requeste | d | | Runna de la mortante de la | an senten har ser | |
| | | | ded to FY 21/22. | with the intent of cons | structing both phase | es of the |
| | R and 3033R) with th | | , | | | |
| | ,, , | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | 1.01 | | | | | |
| | roposed Change | | | | | |
| As previously | stated, the right of w | ay acquisitions hav | ve been challen | ging, and have require | d additional time to | complete. |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| If proposed o | change will delay or | ne or more compo | onents, clearly o | explain 1) reason the | delay, 2) cost inc | rease related |
| | and 3) how cost inc | | | | | |
| It is not expec | ted that any delay wi | ill be caused by the | e proposed chan | ge. | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | cant Information | | | | | |
| | | | | County is spending a | • | of local funds |
| in order to cor | mplete the right of wa | ay phase, and any | additional assist | ance with constructior | n is helpful. | |
| | | | | | | |
| | | | | | | |
| | | ata Orali | | | | |
| | 2 - For SB1 Proje | the second se | | | | |
| Project | Amendment Requ | est (Please follow | w the individua | l SB1 program guide | elines for specific | criteria) |
| | | | | | | |
| | | | | | | |

| SECTION 3 - All Projects | | | | |
|---|-----|-------------------------------|--|-----------------|
| Approvals | | N I I I I I I I I I I I I I I | The state of the second se | i sai serviti e |
| I hereby certify that the above in processing of this amendment re Name (Print or Type) | | | Il approvals have been obtained t | for the Date |
| | = 1 | Signature | | Date |
| Scott De Leon | Oct | t Data | Public Works Director | 9/10/19 |
| Attachments | | | | |

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map



City of Clearlake

14050 Olympic Drive, Clearlake, California 95422 (707) 994-8201 Fax (707) 995-2653

September 10, 2019

Lake County/City Area Planning Council 367 N. State St., Ste. 204 Ukiah, CA 95482

RE: STIP Application for Funding

APC Staff,

Please find enclosed Project Amendment form for the 2020 STIP Application Cycle for the proposed Multi-Lane Roundabout Intersection Improvement Project at Dam Road/Dam Road Extension. Previous proposed project costs were very conservative for Plans, Specifications & Estimate at the time of submission and the City anticipates an increase in these costs. This amendment request will allow for more extensive design and regulatory compliance to ensure improved traffic and safety concerns at this intersection.

Sincerely,

LB

Adeline Brown Engineer Tech/Construction Manager City of Clearlake

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION PROJECT PROGRAMMING REQUEST DTP-0001 (Revised Mar. 1 2018 v7 08)

| DTP-0001 (Revised | Mar, 1 2018 v | 7.08) | | | | | Genera | al Instructions |
|--|---|---|------------------------------------|-----------------|--|--------------|---|-----------------|
| Amendment (Existin | g Project) | Y/N | | | | | Date: | 08/27/19 |
| District | EA | Project | ID | PPNO | MPO I | D | Alt P | roj. ID / prg. |
| 01 | | 0119000 | | 3125 | | | | |
| County | Route/Corride | | PM Ahd | 0120 | Project Spo | nsor/l ead | Agency | |
| LAK | 53 | 1.1 | 1.2 | | And a second sec | lake, City o | | |
| | | | 1.2 | | | lake, Oity (| the subscription of the subscription of the | |
| | | | | | IPO | - 10 - 196. | Eleme | nt |
| | | | | Non | -MPO | | CO | |
| Project Mana | iger/Contact | Ph | one | | E-ma | ail Address | S | |
| Adeline | B rown | (707)9 | 94-8201 | | abrown@ | clearlake. | ca.us | |
| Project Title | Source and | | | | Service And Destants, Area | | | |
| Dam Road/Dam Roa | ad Extension R | loundabout | | | | | | |
| | | | C \ & () \ | | | | | |
| Location (Project L In the City of Clearla | the second se | the second se | THE R. L. LEWIS CO., LANSING MICH. | 1 1 100 5 | | 1 11 01 | | |
| 1.10. Construct a ro pedestrians and bicy | | multi-lane entrie | s on all appr | roaches and fou | ⁻ 10 foot shared us | se pathway | s and crossv | valks for |
| 4 17 18 | | | | | | | | |
| Component | | | | Implemen | ting Agency | | | |
| PA&ED | Clearlake, C | City of | | | | | | |
| PS&E | Clearlake, C | the second s | | | | | | |
| Right of Way | Clearlake, C | City of | | | | | | |
| Construction | Clearlake, C | | | | | | | |
| Legislative District | | | | | | | | |
| Assembly: | 4 | Sena | ite: | 2 | Congressi | onal: | 1 | 3 |
| Project Benefits | | The second second | | | | | A STATE OF A STATE | |
| Purpose and Need This project will relie backing up onto the from the traffic lanes | State SR 53. | | | | | | | |
| | 0.1 | | | 0 1 1 10 | 4 | | 1 11 14 | T () |
| | Category | | 11 / X | Outputs/Ou | tcomes | | Unit | Total |
| Local streets and roa | ads | Inter | section(s) mo | odified | | | Each | 1 |
| | | | | | | | | |
| ADA Improvements | s N | Bil | e/Ped Impro | ovements Y | | Reversib | le Lane ana | lysis N |
| Inc. Sustainable Comm | unities Strategy C | Goals | N | | Reduces Green | house Gas | Emissions | N |
| Project Milestone | A CONTRACTOR | | | | | | Existing | Proposed |
| Project Study Repor | t Approved | en site de concense estrer e | | | | | | |
| Begin Environmenta | | ise | | | | 08/0 | 1/2019 | |
| Circulate Draft Envir | onmental Docu | iment | | Document Type | 9 | 11/1 | 5/2019 | |
| Draft Project Report | | | | | | 08/1 | 5/2019 | |
| End Environmental F | | Milestone) | | | | 12/0 | 1/2010 | |
| Begin Design (PS&E | | | | | | | 1/2019 | |
| End Design Phase (| | | | | | | 1/2020 | |
| Denin Diel-t -fill | | or Advertisemen | t Milestone) | | | 03/0 | 1/2020 1/2021 | |
| Begin Right of Way | Phase | | | | | 03/0 01/0 | 1/2020 1/2021 1/2021 | |
| End Right of Way Pl | Phase nase (Right of ^v | Way Certificatior | n Milestone) | | | 03/0 01/0 | 1/2020 1/2021 | |
| End Right of Way Pl Begin Construction F | Phase nase (Right of) Phase (Contrac | Way Certificatior ct Award Milesto | n Milestone) ne) | | | 03/0 01/0 | 1/2020 1/2021 1/2021 | |
| End Right of Way Pl Begin Construction F End Construction Ph | Phase nase (Right of ⁾ Phase (Contrac nase (Construc | Way Certificatior ct Award Milesto | n Milestone) ne) | lestone) | | 03/0 01/0 | 1/2020 1/2021 1/2021 | |
| End Right of Way Pl Begin Construction F | Phase nase (Right of Phase (Contrac nase (Construc se | Way Certification of Award Mileston tion Contract Ac | n Milestone) ne) | lestone) | | 03/0 01/0 | 1/2020 1/2021 1/2021 | |

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST** DTD 0001 (Bayiaged Mar. 4, 2018 v/2,08)

| DTP-0001 (Rev | ised Mar, 1 2018 v7.08) | | | | | Date: 08/27/19 |
|----------------|-------------------------|----------------------|----|------------|------|----------------|
| District | County | Route | EA | Project ID | PPNO | Alt. ID |
| 01 | LAK, , | 53, , | | 0119000038 | 3125 | |
| Project Title: | Dam Road/Dam Road E | Extension Roundabout | | · | | |

| | | Exis | ting Total P | roject Cost | (\$1,000s) | | | | |
|--------------|----------------|-------|--------------|-------------|--------------|-------------|-----------------------|-------|---------------------|
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Implementing Agency |
| E&P (PA&ED) | | 211 | a stand and | | | | | 211 | Clearlake, City of |
| PS&E | and the second | | 563 | | | | | 563 | Clearlake, City of |
| R/W SUP (CT) | | | | | | | | | Clearlake, City of |
| CON SUP (CT) | | | | | | | Selle sele | | Clearlake, City of |
| R/W | | | | 570 | | | | 570 | Clearlake, City of |
| CON | | | 132 | | | | | | Clearlake, City of |
| TOTAL | | 211 | 563 | 570 | 15.23 | | | 1,344 | |
| | | Propo | osed Total F | Project Cos | t (\$1,000s) | | | | Notes |
| E&P (PA&ED) | | 211 | | | | 817 L | the second | 211 | |
| PS&E | | | 644 | | | | 1.51 M 2 | 644 | |
| R/W SUP (CT) | | | | | | | and the second second | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | 570 | | Steal State | | 570 | |
| CON | | | | | | | | | (A): |
| TOTAL | | 211 | 644 | 570 | | | | 1,425 | |

| Fund No. 1: | RIP - State | Cash (ST-C | ASH) | | | | | | Program Code |
|--------------|-------------|--------------|-------------|---------------|----------------|----------------|----------|-------------|-----------------------------------|
| | | | Existing Fu | unding (\$1,0 | 000s) | | | | 20.XX.075.600 |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | 211 | ALL STREET | | 1. 1. 1. 1. 2 | Sec. Sec. | ST.St. A | 211 | Lake County/City Area Planning Co |
| PS&E | | San Strand P | 563 | Part Part | | | | 563 | |
| R/W SUP (CT) | | | | Par-United | i celuite gi | | | | |
| CON SUP (CT) | A STATE | | | The loss de | | and the second | | | |
| R/W | | | | 570 | | | | 570 | |
| CON | | | St. Trans | 12 Par | and the second | | | | |
| TOTAL | | 211 | 563 | 570 | | part of the | | 1,344 | |
| | | | Proposed F | unding (\$1 | ,000s) | | | | Notes |
| E&P (PA&ED) | | 211 | | | | | | 211 | |
| PS&E | | | 644 | | | | | 644 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | 570 | | | | 570 | |
| CON | | | | | | | | Carl Barris | |
| TOTAL | | 211 | 644 | 570 | | | | 1,425 | |

PROJECT PROGRAMMING REQUEST DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

| Complete this page for amendments only Date: | | | | | | te: 08/27/19 |
|--|--------|-------|----|------------|------|--------------|
| District | County | Route | EA | Project ID | PPNO | Alt. ID |
| 01 | LAK | 53 | | 0119000038 | 3125 | |

| SECTION 1 - All Projects |
|---|
| Project Background |
| The project will provide a roundabout at Dam Road and Dam Road Extension. It will consist of multi-lane entries on all intersection approaches. Shared use pathways and crosswalks will be provided at each splitter island. Pedestrian crossings will be provided on all legs of the roundabout. The project limitsof the approach will conform to the existing roadway at the SR53/Dam Road Caltrans signal. |
| Programming Change Requested |
| Additional monies requested will be for PS&E. |
| |
| Reason for Proposed Change |
| This amendment will provide for additional monies to fund extensive design/review and regulatory compliance. |
| If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related |
| to the delay, and 3) how cost increase will be funded |
| Other Significant Information |
| |

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

| SECTION 3 - All Projects | | | |
|---|---|----------------------------------|--------------------|
| Approvals | | | |
| I hereby certify that the above in | formation is complete and accurate and | all approvals have been obtained | for the processing |
| | an analysis and an analysis with a second | | |
| of this amendment request.* | | | |
| of this amendment request.* Name (Print or Type) | Signature | Title | Date |

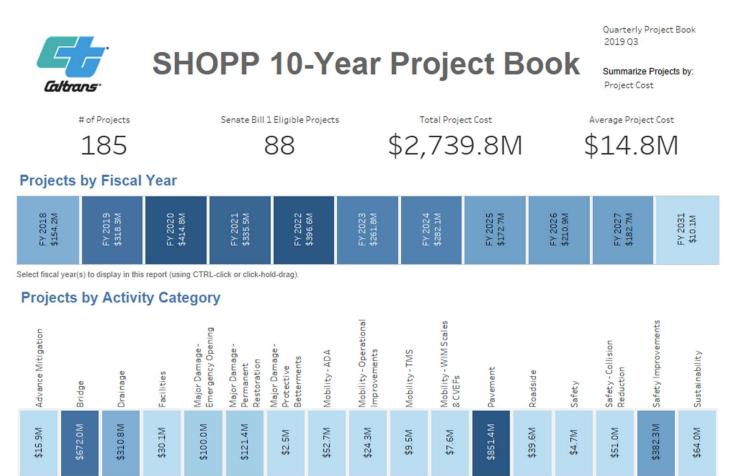
Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

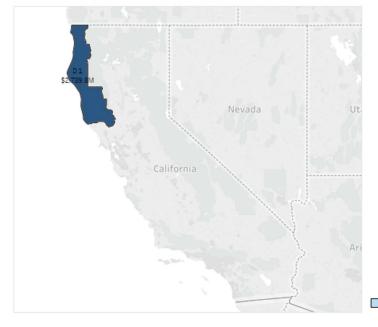
Lake TAC Meeting: 9/19/19 Agenda Item: #7di

Quarter 3

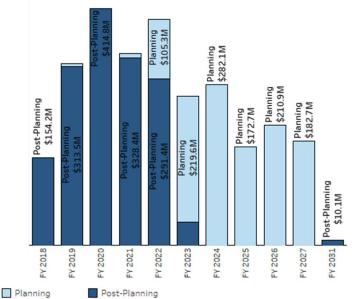


Select activity type(s) to display in this report (using CTRL-click or click-hold-drag).

District Project Costs and Counts



Projects in Planning and Post-Planning Phases



| Bridge Health 36.1 DN 43640 010000144 8.7.1 101 13126 533.34 Bridge 8.2 DN 06090 01000023 7.3 101 13126 533.34 Mobility - ADA 25.8 DN 0C560 011300023 7.3 101 16236 58.613 Mobility - ADA 25.8 DN 0C560 0115000005 3.3 109 16442 54.633 Safety 33.4 DN 0F780 0115000006 28.1 109 16442 54.635 Bridge Permanet Restoration 12.5 DN 0F780 0115000060 28.1 109 15424 54.635 510.099 Sottainability/Climate Change 33.41 DN 06710 0115000013 33.41 109 18727 518.227 Sustainability/Climate Change 23.591 DN 06710 011800017 12.1 101 20247 54.802 Sustainability/Climate Change 26.9 | Activity Category | Begin PM | County | EA | EFIS | End PM | Route | SHOPP ID | Prog Total Project |
|--|--------------------------------------|-------------|--------|----------------|------------|-----------|-------|-------------|-----------------------|
| Bridge B2.2 DN 06090 0100020444 8.7 101 13126 53.333 Roadside 33.41 DN 0C600 0113000023 73.4 101 163.3 55.033 Mobility - Oparational Improvements B5.1 DN 0F240 0115000004 R5.6 101 16434 58.13 Safety 33.4 DN 0F760 0115000009 16.3 101 16443 58.13 Bridge 39.8 DN 0F310 0115000109 16.3 101 16483 55.2980 Safety - S1 0.23 DN 0F310 0115000137 21.31 101 153.757 52.9390 Safety - S1 0.23 DN 0G210 0115000137 21.31 101 20.247 53.9390 Safety - S1 DN 0G210 0115000137 21.31 101 20.247 53.9390 Safety - S1 DN OH700 0118000177 101 20.162 51.9300 50.930 | | | | | | | | | Cost (\$K) |
| Raadische 33.41 DN OC/70 011200287 33.41 199 13151 55.617 Mobility-Operational Improvements R5.1 DN Of/240 0115000034 R5.6 101 1623 56.617 Mobility-Operational Improvements R5.1 DN Of/240 0115000034 R5.6 101 16414 S4.935 Safety 33.4 DN Of/240 0115000060 28.1 199 16443 S5.175 Major Damage - Permanent Restoration 12.2 DN OG/20 0115000137 21.23 101 17515 S1.8227 Sustariability/Climate Change 33.41 DN OG/20 0115000137 21.23 101 20247 S43.097 Pavement 23.93 DN | | | | | | | | | |
| Mobility - ADA 25.8 DN 0C660 0113000023 23.3 101 1628 58,617 Safety 33.4 DN 0F240 0115000094 R5.6 11 1644 \$42,635 Safety 33.4 DN 0F760 011600005 33.9 19 1644 \$54,578 Bridge 28.1 DN 0F760 011500018 38.8 101 16484 \$55,573 Bridge 39.8 DN 0F310 0116000172 12.23 101 17537 \$18,227 Stafanbility/Climate Change 33.41 DN 06210 011600017 21.23 101 20247 \$43,097 Pavement R3.9 DN 0700 011800010 42.001 20247 \$43,097 Sustainability/Climate Change 26.9 DN 46.492 101 2024 \$52,535 Major Damage - Emergency Opening R3.3 DN 0H700 011800010 43.2 036 9246 522,806 | | | | | | | | | |
| Mobility - Operational Improvements P5.1 DN 07240 0115000005 35.6 101 16414 S4233 Safety Facilities 28.1 DN 06760 011600006 28.1 199 16443 S8,187 Major Damage - Permanent Restoration 12.5 DN 06730 0115000128 38.3 101 16847 55.2,578 Bridge 39.8 DN 06730 0116000127 21.23 101 17537 55.2,979 Sustainability/Climate Change 33.41 DN 06220 0116000137 21.23 101 1237 50.2 Pavement 23.593 DN - 46.492 101 2024 50.5 Sustainability/Climate Change 26.9 DN 011800017 15.1 101 21082 51.6 210.2 51.6 210.2 51.6 224.6 52.85 Bridge 114.4 HUM 00470 011800017 51.5 101 21024 54.259 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | | | | | | | | | |
| Safety 33.4 DN 0F430 011600005 33.9 199 16424 S4685 Facilities 28.1 DN 0F760 011600006 28.1 199 1643 S8.187 Major Damage - Permanent Restoration 12.5 DN 0F310 0115000128 31.01 16484 S52.753 Safety - S1 0.23 DN 0F310 0116000127 10.23 10.1 17537 S18.227 Sustainability/Climate Change 33.41 DN 06220 011000053 33.41 199 171.2 S0 Pavement 23.593 DN 06220 011000053 33.41 199 171.2 S0 Sustainability/Climate Change 26.9 DN 27 101 20204 S43.097 Pavement 28.9 DN 0H760 0118000101 42 001 21082 S12.535 Bridge 11.4 HUM 0C500 011200010 78.41 1132.2 S28.061 | | | | | | | | | |
| Facilities 28.1 DN 0760 011600006 28.1 199 16443 \$52.578 Bridge 39.8 DN 07310 0115000199 16.3 101 16494 \$52.578 Bridge 39.8 DN 06130 0116000137 21.23 101 17517 \$18.227 Sustainability/Climate Change 33.41 DN 06220 0110000137 21.23 101 120247 \$43.097 Pavement 23.59 DN - 701 20206 \$50 Major Damage - Emergency Opening 14.8 DN 04700 0118000175 15.1 101 21084 \$52.858 Bridge 11.4 HUM 06500 0118000017 15.1 101 21084 \$52.858 Pavement 7.8 HUM 06700 0118000017 15.1 101 21084 \$52.936 Pavement 7.8 HUM 06700 0118000019 7.8 101 9205 \$15.000 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | | | | | | | | |
| Major Damage - Permanent Restoration 12.5 DN 0F310 0115000039 16.3 101 16494 \$52,778 Bridge 39.8 DN 0F310 0115000128 10.69 199 1751 52,978 Major Damage - Permanent Restoration 21.23 DN 06210 0116000128 10.69 199 1751 52,930 Vasianbility/Climate Change 33.41 DN 06220 0118000107 21.23 101 20247 43.037 Pavement 25.93 DN - 64.79 101 20248 50.05 Sustainability/Climate Change 26.9 DN - 77 101 20248 50.25 Major Damage - Emergency Opening 13.4 DN 0H700 0118000017 42.1 254 52.45 Bridge 11.4 HUM 0C500 011200221 27.7 101 11251 51.00 Bridge 17.8 HUM 0C6140 011200021 27.7 101 11251 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | | | | | | | | |
| Bridge 39.8 DN 0F310 011500108 39.8 101 16887 \$10.090 Safety - SI 0.23 DN 06320 0116000132 21.23 101 17515 \$2.990 Sustainability/Climate Change 33.41 DN 06720 0117000053 33.41 199 18712 \$50 Pavement 23.593 DN 0210 0118000190 23.6 101 20247 \$43.097 Pavement 23.593 DN 0210 0118000075 15.1 101 21082 \$12.535 Major Damage - Emergency Opening R3.0 DN 04700 0118000075 15.1 101 21082 \$52.8061 Pavement 78 HUM 06240 011300009 87.9 101 9320 \$16.000 Bridge 27.7 HUM 06140 0116000129 var 010 11215 151.900 Bridge 79.7 HUM 06140 0112000214 27.7 101 | | | | | | | | | |
| Safe'ry SI 10.23 DN 06130 0116000137 21.23 101 17537 518,227 Major Damage - Permanent Restoration 21.23 DN 06210 0116000137 21.23 101 17537 518,227 Sustainability/Climate Change 33.41 DN 06720 0118000137 21.23 101 20247 543,037 Pavement 28.39 DN 01200 0118000075 15.1 101 20248 50 Sustainability/Climate Change 26.9 DN 0118000075 15.1 101 21084 56,285 Bridge Fnergency Opening R3.0 DN 0H760 0118000101 42 001 21084 56,285 Bridge 71.8 HUM 06700 01130000075 81.01 9278 516,000 Bridge 72.7 HUM 06100 0116000129 var 101 1302 516,000 Bridge 72.7 HUM 061010 0118000019 87.7 | · · · | | | | 0115000099 | | | | |
| Major Damage - Permanent Restoration 21.23 DN 06210 011600037 21.23 101 17.37 518.27 Sustainability/Climate Change 33.41 DN 06720 0117000053 33.41 199 18712 S0 Pavement 23.593 DN 01210 0118000197 15.1 101 20247 \$43.097 Sustainability/Climate Change 26.9 DN 46.492 101 20208 \$15.258 Major Damage - Emergency Opening 18.8 DN 0H700 0118000101 42 001 21084 \$52.28 Bridge 11.4 HUM 0C500 011200029 34.52 036 9246 \$28.061 Pavement 78 HUM 0C640 0113000017 81.8 101 9320 \$16.003 Bridge 27.7 HUM 06140 011600021 var 101 13017 \$57.15 Bridge 79.9 HUM 06700 0113000091 87.8 101 < | - | | | | | | | | |
| Surfainability/Climate Change 33.41 DN 06720 0117000053 33.41 199 18712 \$50 Pavement R3.9 DN 0120 0118000012 23.6 101 20247 \$43,097 Sustainability/Climate Change 26.9 DN 0118000101 42 001 20248 \$50 Major Damage - Emergency Opening R3.0 DN 0H760 0118000101 42 001 21084 \$52,853 Bridge 11.4 HUM 0C500 0113000100 78.8 101 9278 \$42,593 Bridge 17.8 HUM 0C470 0115000021 27.7 101 11251 \$19,001 Bridge 27.7 HUM 0C140 0116000128 var 011 11215 \$16,293 Safety - Collision Reduction 80.8 HUM 0C140 0112000218 47.101 13303 \$11,652 Bridge 79.9 HUM 0C140 0113000091 87.7 101 1 | | | DN | | 0116000128 | 10.69 | | | |
| Pavement R3.9 DN 0./210 0./118000190 23.6 101 20247 \$43,097 Pavement 23.593 DN 46.492 101 20248 \$00 Sustainability/Climate Change 26.9 DN 7 101 20500 \$00 Major Damage - Emergency Opening 14.8 DN 0H760 0118000075 15.1 101 21082 \$12,533 Major Damage - Emergency Opening 11.4 HUM 0C500 0112000292 34.52 036 \$244 \$28,061 Pavement 78 HUM 0C700 0115000019 87.9 101 9278 \$4,259 Bridge 27.7 HUM 0A110 0112000211 27.7 101 11281 \$16,029 Safety - Collision Reduction 80.8 HUM 0C970 0113000018 87.8 101 13032 \$13,655 Drainage 6.8 HUM 0C970 0113000018 87.7 101 13032 \$13,655 | Major Damage - Permanent Restoration | 21.23 | DN | | 0116000137 | 21.23 | | | |
| Pavement 23.593 DN 46.492 101 20248 50 Sustainability/Climate Change 26.9 DN 27 101 20108 50 Major Damage - Emergency Opening 14.8 DN 0H700 0118000075 15.1 101 21084 \$52,825 Bridge 11.4 HUM 0C500 0112000292 34,52 306 9246 \$22,8061 Pavement 78 HUM 0C400 011300010 7.8 101 9272 \$4,252 Bridge 17.8 HUM 06140 0111200021 27.7 101 11251 \$19,001 Bridge 17.8 HUM 06140 0111000019 var 001 11281 \$16,029 Bridge 79.9 HUM 00600 0113000091 87.8 101 1302 \$13,655 Bridge 79.9 HUM 00600 0113000131 7.5 101 13206 \$53,828 Bridge 79.78 | Sustainability/Climate Change | | DN | | 0117000053 | | 199 | | |
| Sustainability/Climate Change 26.9 DN 27 101 20500 \$50 Major Damage - Emergency Opening 14.8 DN 0H700 0118000075 15.1 101 21082 \$12,535 Bridge 11.4 HUM 0C500 0112000292 34.52 036 \$246 \$28,061 Pavement 78 HUM 0C70 0115000009 87.9 101 9320 \$16,000 Bridge 27.7 HUM 0A10 011200211 27.7 101 11251 \$19,001 Bridge 27.7 HUM 0G140 0116000129 var 001 113017 \$9,715 Bridge 79.9 HUM 0G000 113000031 84.7 101 13032 \$12,654 Bridge 79.9 HUM 0G000 113000031 77.5 101 1303 \$12,654 Bridge 79.78 HUM 0A210 011300001 77.5 101 13026 \$57,843 | Pavement | R3.9 | DN | 0J210 | 0118000190 | 23.6 | | | \$43,097 |
| Major Damage - Emergency Opening 14.8 DN 0H700 0118000075 15.1 101 21082 \$12,535 Major Damage - Emergency Opening R33.0 DN 0H760 0118000101 42 001 21084 \$62,285 Bridge 11.4 HUM 0C500 011200022 34,52 036 9246 \$22,8061 Bridge 17.8 HUM 0E040 0113000100 79.8 101 9320 \$16,000 Bridge 27.7 HUM 06140 0116000129 var 001 11281 \$16,020 Bridge var HUM 06140 0116000129 var 001 11281 \$16,293 Safety - Collision Reduction 80.8 HUM 00500 010000018 42.1 254 13148 \$36,663 Bridge 79.9 HUM 0C400 011300009 R4.7 101 13303 \$12,654 Bridge 79.7 HUM 0C470 011300009 R5.7 | Pavement | 23.593 | DN | | | 46.492 | 101 | | \$0 |
| Najor Damage - Emergency OpeningR3.0DN017600112000214201121024\$5,285Bridge11.4HUM0C500011200029234.52036924\$5,28,061Pavement78HUM0C7001130000987.91019278\$4,259Bridge27.7HUM0A1001120002127.710111281\$16,000Bridge27.7HUM0A1001120002127.710111281\$16,293Safety - Collision Reduction80.8HUM0C57001130009487.810113032\$13,655Bridge79.9HUM0C400011300009487.710113032\$53,823Safety - Sollision Reduction6.8HUM40950010000015842.125413148\$5,683Bridge77.7HUM0C40001130000986.7710113303\$51,654Bridge79.78HUM0C57001130000975.210113303\$51,654Bridge79.78HUM0C50001130000975.210113424\$5,059Sustainability/Climate Change21.5HUM0C50001130000975.210113424\$5,059Sustainability/Climate Change21.5HUM0C50001130000976.41011442\$5,059Safety - SI78.04HUM0G50001130000986.71011442\$5,059Safety - SI <td></td> <td>26.9</td> <td>DN</td> <td></td> <td></td> <td>27</td> <td>101</td> <td>20500</td> <td>\$0</td> | | 26.9 | DN | | | 27 | 101 | 20500 | \$0 |
| Bridge 11.4 HUM 0C500 0112000292 34.52 036 9246 \$28,061 Pavement 78 HUM 0670 0113000100 79.8 101 9278 \$42,25 Bridge 17.8 HUM 0670 011300000 87.9 101 9320 \$516,00 Bridge 27.7 HUM 0A110 011200211 27.7 101 11251 \$19,001 Bridge var HUM 0G140 0116000129 var 001 11281 \$16,293 Safety - Collision Reduction 80.8 HUM 0G270 011300091 84.7 101 13032 \$13,655 Drainage 6.8 HUM 0G400 0112000218 42.1 254 1314 \$3,653 Bridge 79.9 HUM 0C710 011300031 77.5 101 1320 \$5,382 Bridge 79.78 HUM 0C710 011300009 86.77 101 13324 \$40,2 | Major Damage - Emergency Opening | 14.8 | DN | 0H700 | 0118000075 | 15.1 | 101 | 21082 | \$12,535 |
| Pavement 78 HUM 0E040 0113000100 79.8 101 9278 \$4,259 Bridge 17.8 HUM 0e770 011500009 87.9 101 11251 \$16,000 Bridge 27.7 HUM 06140 0116000129 var 001 11281 \$16,293 Safety - Collision Reduction 80.8 HUM 0C970 0113000091 84.7 101 13032 \$13,655 Drainage 79.9 HUM 0C400 0113000015 84.7 101 13152 \$7,843 Safety - SI 77 HUM 0C400 0113000019 86.7 101 13303 \$12,654 Pavement 69.9 HUM 0C400 0113000019 86.7 101 13303 \$12,654 Sustainability/Climate Change R16.1 HUM 0C10 0113000019 75.2 101 13324 \$40,261 Sustainability/Climate Change R15.1 HUM 0C500 0113000019 76.7 | Major Damage - Emergency Opening | R33.0 | DN | 0H760 | 0118000101 | 42 | 001 | 21084 | \$6,285 |
| Bridge 17.8 HUM 0e770 011500009 87.9 101 9320 \$16,000 Bridge 27.7 HUM 0A110 011200211 27.7 101 11251 \$19,001 Bridge var HUM 0G140 0116000129 var 001 11281 \$16,293 Safety - Collision Reduction 80.8 HUM 0C970 011300091 84.7 101 13032 \$13,655 Drainage 6.8 HUM 0C900 01130000158 84.7 101 13122 \$7,843 Safety - SI 77 HUM 0C440 0113000019 86.77 101 13303 \$12,654 Pavement 69.9 HUM 0C570 011300009 75.2 101 13324 \$40,261 Sustainability/Climate Change R16.1 HUM 0C50 011300009 R16.4 299 13439 \$5,069 Sustainability/Climate Change R16.1 HUM 0C150 0113000016 23.5 | Bridge | 11.4 | HUM | 0C500 | 0112000292 | 34.52 | 036 | 9246 | \$28,061 |
| Bridge 27.7 HUM 0A110 011200211 27.7 101 11251 \$19,001 Bridge var HUM 0G140 0116000129 var 001 11281 \$16,293 Safety - Collision Reduction 80.8 HUM 0C970 0113000094 87.8 101 13032 \$13,655 Drainage 6.8 HUM 40500 0110000158 42.1 254 13148 \$3,663 Roadside 102.9 HUM 0C400 0113000031 77.5 101 13206 \$5,382 Bridge 79.78 HUM 0C410 0113000099 75.2 101 13303 \$12,654 Pavement 69.9 HUM 0C50 0113000099 75.2 101 13324 \$40,261 Sustainability/Climate Change R16.1 HUM 0C150 0113000097 75.6 101 13472 \$8,771 Safety - Collision Reduction 0.1 HUM 0C500 0112000156 77.6 | Pavement | 78 | HUM | 0E040 | 0113000100 | 79.8 | 101 | 9278 | \$4,259 |
| Bridge var HUM 0G140 0116000129 var 001 11281 \$16,293 Safety - Collision Reduction 80.8 HUM 0C970 0113000094 87.8 101 13017 \$99,715 Bridge 79.9 HUM 0E000 0113000091 84.7 101 13032 \$13,655 Drainage 6.8 HUM 40950 010000158 84.7 101 13122 \$7,843 Safety - SI 77 HUM 0C140 011300009 86.77 101 13206 \$5,382 Bridge 79.78 HUM 0C130 011300009 75.2 101 13324 \$40,261 Sustainability/Climate Change R16.1 HUM 0E030 011300009 R16.4 299 13439 \$5,569 Sustainability/Climate Change R16.1 HUM 0E030 011300009 R16.4 299 13439 \$5,669 Sustainability/Climate Change R16.1 HUM 0E030 0113000016 | Bridge | 17.8 | HUM | 0e770 | 0115000009 | 87.9 | 101 | 9320 | \$16,000 |
| Safety - Collision Reduction 80.8 HUM 0C970 0113000094 87.8 101 13017 \$9,715 Bridge 79.9 HUM 0E000 0113000091 84.7 101 13032 \$13,655 Drainage 6.8 HUM 40950 0100000158 42.1 254 13148 \$3,663 Roadside 102.9 HUM 0C440 0112000284 101 13152 \$5,832 Bridge 79.78 HUM 0C710 011300009 86.77 101 13303 \$21,264 Pavement 69.9 HUM 0C570 011300009 75.2 101 13429 \$8,961 Sustainability/Climate Change R16.1 HUM 0E030 011300009 77.6 101 13472 \$8,971 Safety - Collision Reduction 0.1 HUM 0E100 0113000090 1.6 036 13533 \$13,878 Safety - Collision Reduction 0.1 HUM 0E100 0113000012 79.4 | Bridge | 27.7 | HUM | 0A110 | 0112000211 | 27.7 | 101 | 11251 | \$19,001 |
| Bridge 79.9 HUM 0E000 011300091 84.7 101 13032 \$13,655 Drainage 6.8 HUM 40950 010000158 42.1 254 13148 \$3,663 Roadside 102.9 HUM 0C440 0112000284 105.2 101 13202 \$5,7843 Safety - SI 77 HUM 0C710 0113000091 86.77 101 13303 \$12,654 Pavement 69.9 HUM 0C570 0113000090 75.2 101 13324 \$40,261 Sustainability/Climate Change 21.5 HUM 0C570 0113000090 R16.4 299 13344 \$5,609 Sustainability/Climate Change 21.5 HUM 0C150 0113000016 23.5 036 13440 \$5,711 Safety - Collision Reduction 0.1 HUM 0E600 0112000156 77.6 101 13472 \$8,971 Safety - SI 78.3 HUM 0E680 0114000123 79. | Bridge | var | HUM | 0G140 | 0116000129 | var | 001 | 11281 | \$16,293 |
| Drainage6.8HUM4095001000015842.125413148\$3,663Roadside102.9HUM0C440011200284105.210113152\$7,843Safety SI77HUM0C1001130003177.510113206\$5,382Bridge79.78HUM0A12001130000986.7710113303\$12,654Pavement69.9HUM0C57001130000975.210113324\$40,261Sustainability/Climate ChangeR16.1HUM0E030011300009R16.429913439\$5,069Sustainability/Climate Change21.5HUM0C150011300001623.503613440\$5,711Mobility - ADA75.3HUM0E01001130000901.603613533\$13,878Safety - Collision Reduction0.1HUM0E01001130000901.603613533\$13,878Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$12,027Mobility - Operational Improvements79.9HUM0F220011500007488.610116408\$12,027Mobility - Operational Improvements88.3HUM0F680011600004439.529916430\$6,560Safety - SI0.046HUM0F160011500007610.81036164 | Safety - Collision Reduction | 80.8 | HUM | 0C970 | 0113000094 | 87.8 | 101 | 13017 | \$9,715 |
| Roadside102.9HUM0C4400112000284105.210113152\$7,843Safety - S177HUM0C71001130003177.510113206\$5,382Bridge79.78HUM0C70001130000986.7710113303\$12,654Pavement69.9HUM0C57001130000975.210113324\$40,261Sustainability/Climate ChangeR16.1HUM0E030011300009R16.429913439\$5,669Sustainability/Climate Change21.5HUM0C150011300001623.503613440\$5,711Mobility - ADA75.3HUM0E0100113000091.603613533\$13,878Safety - Collision Reduction87.54HUM0E68001170002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM0F36001160007126.7310116408\$12,027Mobility - Operational Improvements88.3HUM0F68001160007439.529916430\$6,560Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Safety - SI10.46HUM0F16001150007610.8103616442\$5,074< | Bridge | 79.9 | HUM | 0E000 | 0113000091 | 84.7 | 101 | 13032 | \$13,655 |
| Safety - SI77HUM0C71001130003177.510113206\$5,382Bridge79.78HUM0A120011300010986.7710113303\$12,654Pavement69.9HUM0C570011300009975.210113324\$40,261Sustainability/Climate ChangeR16.1HUM0C150011300001623.503613440\$5,711Mobility - ADA75.3HUM0C150011300001623.503613440\$5,711Safety - Collision Reduction0.1HUM0E01001130000901.603613533\$13,878Safety - Collision Reduction87.54HUM0G58001170002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,012PavementR39.2HUM0F6300115000115R48.310115896\$17,383Drainage11.8HUM0F20011500012388.610116408\$12,027Mobility - Operational Improvements79.9HUM0F20011500004388.610116428\$8,086Safety - SI38.98HUM0F160011500004388.610116428\$8,086Safety - SI38.98HUM0F160011500007610.8103616442\$5,074Bridge79.5HUM0F600011600004439.529916430\$6,560 <td>Drainage</td> <td>6.8</td> <td>HUM</td> <td>40950</td> <td>0100000158</td> <td>42.1</td> <td>254</td> <td>13148</td> <td>\$3,663</td> | Drainage | 6.8 | HUM | 40950 | 0100000158 | 42.1 | 254 | 13148 | \$3,663 |
| Bridge 79.78 HUM 0A120 0113000109 86.77 101 13303 \$12,654 Pavement 69.9 HUM 0C570 011300009 75.2 101 13324 \$40,261 Sustainability/Climate Change R16.1 HUM 0E030 011300009 R16.4 299 13439 \$5,569 Sustainability/Climate Change 21.5 HUM 0E020 011300009 R16.4 299 13439 \$5,769 Sustainability/Climate Change 21.5 HUM 0E020 011300009 R16.4 299 13439 \$5,769 Safety - Collision Reduction 0.1 HUM 0E020 011300090 1.6 036 13533 \$13,878 Safety - Collision Reduction 87.54 HUM 0E680 0114000123 79.44 101 1569 \$10,016 Pavement R39.2 HUM 0F200 0114000071 26.73 101 1593 \$6,171 Mobility - Operational Improvements 79.9 HUM | Roadside | 102.9 | HUM | 0C440 | 0112000284 | 105.2 | 101 | 13152 | \$7,843 |
| Pavement69.9HUM0C57001130000975.210113324\$40,261Sustainability/Climate ChangeR16.1HUM0E030011300001623.503613440\$5,711Mobility - ADA75.3HUM0C150011300001623.503613440\$5,711Safety - Collision Reduction0.1HUM0E01001130000901.603613533\$13,878Safety - Collision Reduction87.54HUM0C580011700002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM4877001140007126.7310116408\$12,027Mobility - Operational Improvements79.9HUM0F200011500004388.610116428\$8,086Safety - SI50.4HUM0C11001120002960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116450\$6,160Safety - SI10.46HUM0F160011500007610.8103616442\$5,074Bridge79.5HUM0F50001160000182.720016610\$6,630 <td>Safety - SI</td> <td>77</td> <td>HUM</td> <td>0C710</td> <td>0113000031</td> <td>77.5</td> <td>101</td> <td>13206</td> <td>\$5,382</td> | Safety - SI | 77 | HUM | 0C710 | 0113000031 | 77.5 | 101 | 13206 | \$5,382 |
| Sustainability/Climate Change R16.1 HUM 0E030 0113000099 R16.4 299 13439 \$5,069 Sustainability/Climate Change 21.5 HUM 0C150 0113000016 23.5 036 13440 \$5,711 Mobility - ADA 75.3 HUM 0B620 0112000156 77.6 101 13472 \$8,971 Safety - Collision Reduction 0.1 HUM 0E010 0113000090 1.6 036 13533 \$13,878 Safety - Collision Reduction 87.54 HUM 0G580 0117000023 89.32 101 14178 \$9,622 Safety - SI 78.03 HUM 0F680 0114000171 26.73 101 15649 \$10,016 Pavement R39.2 HUM 0F360 0115000115 R48.3 101 15649 \$12,027 Mobility - Operational Improvements 79.9 HUM 0F220 0115000043 88.6 101 16428 \$8,086 Safety - SI Safety - SI 38.98< | Bridge | 79.78 | HUM | 0A120 | 0113000109 | 86.77 | 101 | 13303 | \$12,654 |
| Sustainability/Climate Change21.5HUM0C15001130001623.503613440\$5,711Mobility - ADA75.3HUM0B62001120015677.610113472\$8,971Safety - Collision Reduction0.1HUM0E0100113000901.603613533\$13,878Safety - Collision Reduction87.54HUM0G58001170002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM0F36001150001226.7310116408\$12,027Mobility - Operational Improvements79.9HUM0F22001150000286.110116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,500Facilities60.4HUM0F16001150007610.8103616442\$5,074Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150001880.210116459\$6,160Safety - SI10.46HUM0F10001120002960.410116446\$709Safety - SI10.46HUM0F10001150001880.210116450\$6,160< | Pavement | 69.9 | HUM | 0C570 | 0113000009 | 75.2 | 101 | 13324 | \$40,261 |
| Sustainability/Climate Change21.5HUM0C15001130001623.503613440\$5,711Mobility - ADA75.3HUM0B62001120015677.610113472\$8,971Safety - Collision Reduction0.1HUM0E0100113000901.603613533\$13,878Safety - Collision Reduction87.54HUM0G58001170002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM0F36001150001226.7310116408\$12,027Mobility - Operational Improvements79.9HUM0F22001150000286.110116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,500Facilities60.4HUM0F16001150007610.8103616442\$5,074Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150001880.210116459\$6,160Safety - SI10.46HUM0F10001120002960.410116446\$709Safety - SI10.46HUM0F10001150001880.210116450\$6,160< | Sustainability/Climate Change | R16.1 | HUM | 0E030 | 0113000099 | R16.4 | 299 | 13439 | \$5,069 |
| Mobility - ADA75.3HUM0B620011200015677.610113472\$8,971Safety - Collision Reduction0.1HUM0E0100113000901.603613533\$13,878Safety - Collision Reduction87.54HUM0G58001170002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM4877001140007126.7310115498\$6,171Mobility - Operational Improvements79.9HUM0F22001150009286.110116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,560Facilities60.4HUM0F16001150007610.8103616442\$5,074Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F5300116000182.720016610\$6,630Bridge2.5HUM0F60001160002912.2609616813\$2,621Bridge - HealthR23.91HUM0F500011600014R23.9103616814\$3,322Mobility - ADA77.3HUM0F500011600014R29.91104\$6,500Bridge - Heal | | 21.5 | HUM | 0C150 | 0113000016 | 23.5 | 036 | 13440 | \$5,711 |
| Safety - Collision Reduction0.1HUM0E0100113000901.603613533\$13,878Safety - Collision Reduction87.54HUM0G58001170002389.3210114178\$9,622Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM4877001140007126.7310115993\$6,171Mobility - Operational Improvements79.9HUM0F22001150009286.110116408\$12,027Mobility - Operational Improvements88.3HUM0E89001150004388.610116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,560Facilities60.4HUM0C11001120022960.410116443\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F50001150001880.210116450\$6,160Bridge2.5HUM0F50001140001788.310116450\$6,500Bridge2.5HUM0F6000116000182.720016610\$6,630Bridge12.26HUM0F6000116000182.720016610\$6,630Bri | Mobility - ADA | 75.3 | HUM | 0B620 | 0112000156 | 77.6 | 101 | 13472 | \$8,971 |
| Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM48770011400007126.7310115993\$6,171Mobility - Operational Improvements79.9HUM0F22001150009286.110116408\$12,027Mobility - Operational Improvements88.3HUM0E890011500004388.610116428\$8,086Safety - SI38.98HUM0F680011600004439.529916430\$6,560Facilities60.4HUM0C110011200022960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116450\$6,160Safety - Collision Reduction88.2HUM0F500011400011788.310116450\$6,600Bridge2.5HUM0F60001160000182.720016610\$6,630Bridge - HealthR23.91HUM0F5000116000014R23.9103616814\$3,322Mobility - ADA77.3HUM0G420011600018678.910116895\$8,797 | Safety - Collision Reduction | 0.1 | HUM | 0E010 | 0113000090 | 1.6 | 036 | 13533 | \$13,878 |
| Safety - SI78.03HUM0E680011400012379.4410115649\$10,016PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM4877001140007126.7310115993\$6,171Mobility - Operational Improvements79.9HUM0F22001150009286.110116408\$12,027Mobility - Operational Improvements88.3HUM0E89001150004388.610116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,560Facilities60.4HUM0C110011200022960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116436\$709Safety - Collision Reduction88.2HUM0F500011400011788.310116450\$6,160Bridge2.5HUM0F6000116000182.720016610\$6,630Bridge - HealthR23.91HUM0F500011600014R23.9103616814\$3,322Mobility - ADA77.3HUM0G420011600018678.910116895\$8,797 | Safety - Collision Reduction | 87.54 | HUM | 0G580 | 0117000023 | 89.32 | 101 | 14178 | \$9,622 |
| PavementR39.2HUM0F3600115000115R48.310115896\$17,383Drainage11.8HUM4877001140007126.7310115993\$6,171Mobility - Operational Improvements79.9HUM0F22001150009286.110116408\$12,027Mobility - Operational Improvements88.3HUM0E89001150004388.610116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,560Facilities60.4HUM0C110011200022960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116436\$709Safety - Collision Reduction88.2HUM0F5000116000182.720016610\$6,630Bridge12.26HUM0F60001160002912.2609616813\$2,621Bridge - HealthR23.91HUM0F500011600014R23.9103616814\$3,322Mobility - ADA77.3HUM0G420011600018678.910116895\$8,797 | Safety - SI | 78.03 | HUM | 0E680 | 0114000123 | 79.44 | 101 | 15649 | |
| Drainage11.8HUM4877001140007126.7310115993\$6,171Mobility - Operational Improvements79.9HUM0F22001150009286.110116408\$12,027Mobility - Operational Improvements88.3HUM0E89001150004388.610116428\$8,086Safety - SI38.98HUM0F68001160004439.529916430\$6,560Facilities60.4HUM0C110011200022960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116446\$709Safety - Collision Reduction88.2HUM0E50011400011788.310116450\$6,160Bridge2.5HUM0F5000116000182.720016610\$6,630Bridge - HealthR23.91HUM0F500011600014R23.9103616814\$3,322Mobility - ADA77.3HUM0G420011600018678.910116895\$8,797 | | R39.2 | HUM | 0F360 | 0115000115 | R48.3 | 101 | 15896 | |
| Mobility - Operational Improvements 79.9 HUM 0F220 011500092 86.1 101 16408 \$12,027 Mobility - Operational Improvements 88.3 HUM 0E890 0115000043 88.6 101 16428 \$8,086 Safety - SI 38.98 HUM 0F680 0116000044 39.5 299 16430 \$6,560 Facilities 60.4 HUM 0C110 0112000229 60.4 101 16431 \$10,455 Safety - SI 10.46 HUM 0F160 011500076 10.81 036 16442 \$5,074 Bridge 79.5 HUM 0F200 011500076 10.81 036 16442 \$5,074 Bridge 79.5 HUM 0F200 011500088 80.2 101 16446 \$709 Safety - Collision Reduction 88.2 HUM 0F500 0114000117 88.3 101 16450 \$6,610 Bridge 2.5 HUM 0F500 011600018 < | Drainage | 11.8 | HUM | 48770 | 0114000071 | 26.73 | 101 | 15993 | |
| Mobility - Operational Improvements 88.3 HUM 0E890 0115000043 88.6 101 16428 \$8,086 Safety - SI 38.98 HUM 0F680 0116000044 39.5 299 16430 \$6,560 Facilities 60.4 HUM 0C110 0112000229 60.4 101 16431 \$10,455 Safety - SI 10.46 HUM 0F160 011500076 10.81 036 16442 \$5,074 Bridge 79.5 HUM 0F200 011500088 80.2 101 16446 \$709 Safety - Collision Reduction 88.2 HUM 0F500 0114000117 88.3 101 16450 \$6,160 Bridge 2.5 HUM 0F530 011600018 2.7 200 16610 \$6,630 Bridge 12.26 HUM 0F600 0116000018 2.7 200 16610 \$6,630 Bridge - Health R23.91 HUM 0F500 0116000014 R23.91 | Mobility - Operational Improvements | 79.9 | HUM | 0F220 | 0115000092 | 86.1 | 101 | 16408 | |
| Facilities60.4HUM0C110011200022960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116446\$709Safety - Collision Reduction88.2HUM0E650011400011788.310116450\$6,160Bridge2.5HUM0F5300116000182.720016610\$6,630Bridge - Health12.26HUM0F60001160002912.2609616813\$2,621Mobility - ADA77.3HUM0G420011600018678.910116895\$8,797 | Mobility - Operational Improvements | 88.3 | HUM | 0E890 | 0115000043 | 88.6 | 101 | 16428 | \$8,086 |
| Facilities60.4HUM0C110011200022960.410116431\$10,455Safety - SI10.46HUM0F16001150007610.8103616442\$5,074Bridge79.5HUM0F20001150008880.210116446\$709Safety - Collision Reduction88.2HUM0E650011400011788.310116450\$6,160Bridge2.5HUM0F5300116000182.720016610\$6,630Bridge - Health12.26HUM0F60001160002912.2609616813\$2,621Mobility - ADA77.3HUM0G420011600018678.910116895\$8,797 | · · · | | | | | | | | |
| Safety - SI 10.46 HUM 0F160 011500076 10.81 036 16442 \$5,074 Bridge 79.5 HUM 0F200 011500088 80.2 101 16446 \$709 Safety - Collision Reduction 88.2 HUM 0E650 0114000117 88.3 101 16450 \$6,160 Bridge 2.5 HUM 0F530 011600018 2.7 200 16610 \$6,630 Bridge 12.26 HUM 0F600 011600029 12.26 096 16813 \$2,621 Bridge - Health R23.91 HUM 0F500 011600014 R23.91 036 16814 \$3,322 Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | · · · · · | | | | | | | | |
| Bridge 79.5 HUM 0F200 011500088 80.2 101 16446 \$709 Safety - Collision Reduction 88.2 HUM 0E650 0114000117 88.3 101 16450 \$6,160 Bridge 2.5 HUM 0F530 011600018 2.7 200 16610 \$6,630 Bridge 12.26 HUM 0F600 011600029 12.26 096 16813 \$2,621 Bridge - Health R23.91 HUM 0F500 011600014 R23.91 036 16814 \$3,322 Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | | | | | | | | | |
| Safety - Collision Reduction 88.2 HUM 0E650 0114000117 88.3 101 16450 \$6,160 Bridge 2.5 HUM 0F530 0116000018 2.7 200 16610 \$6,630 Bridge 12.26 HUM 0F600 0116000029 12.26 096 16813 \$2,621 Bridge - Health R23.91 HUM 0F500 011600014 R23.91 036 16814 \$3,322 Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | • | | | | | | | | \$709 |
| Bridge 2.5 HUM 0F530 011600018 2.7 200 16610 \$6,630 Bridge 12.26 HUM 0F600 011600029 12.26 096 16813 \$2,621 Bridge - Health R23.91 HUM 0F500 011600014 R23.91 036 16814 \$3,322 Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | | | | | | | | | |
| Bridge 12.26 HUM 0F600 0116000029 12.26 096 16813 \$2,621 Bridge - Health R23.91 HUM 0F500 0116000014 R23.91 036 16814 \$3,322 Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | • | | | | | | | | |
| Bridge - Health R23.91 HUM 0F500 0116000014 R23.91 036 16814 \$3,322 Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | | | | | | | | | |
| Mobility - ADA 77.3 HUM 0G420 0116000186 78.9 101 16895 \$8,797 | 5 | | | | | | | | |
| | | | | | | | | | |
| | Drainage | 1.98 | HUM | 06420 0F620 | 0116000035 | 37.75 | 299 | 17073 | \$8,742 |

| | Begin | 0 | 54 | FFIC | End | Durts | SHOPP | Prog Total |
|--------------------------------------|--------|--------|----------------|------------|------------|------------|----------------|-----------------------|
| Activity Category | PM | County | EA | EFIS | PM | Route | ID | Project Cost (\$K) |
| Safety - SI | 30.7 | HUM | 0F470 | 0116000011 | 37.7 | 299 | 17208 | \$17,278 |
| Safety - SI | 20.5 | HUM | 0F460 | 0116000010 | 30.15 | 299 | 17209 | \$9,805 |
| Safety - SI | 14.65 | HUM | 0F690 | 0116000045 | 15.65 | 299 | 17235 | \$3,232 |
| Pavement | R90.1 | HUM | 0F820 | 0116000067 | 109.6 | 101 | 17275 | \$50,631 |
| Bridge | 124.49 | HUM | 0F960 | 0116000109 | 124.49 | 101 | 17391 | \$10,178 |
| Safety - SI | 87.89 | HUM | 0G510 | 0117000013 | 91.47 | 101 | 18006 | \$2,983 |
| Roadside | 57.14 | HUM | 0G610 | 0117000027 | 67.79 | 101 | 18135 | \$11,318 |
| Sustainability/Climate Change | 0.4 | HUM | 0G710 | 0117000052 | 0.4 | 096 | 18342 | \$1,169 |
| Safety - SI | 77.9 | HUM | 0H200 | 0117000128 | 79.5 | 101 | 18636 | \$10,539 |
| Drainage | 0 | HUM | 0H240 | 0117000140 | 43 | 254 | 18710 | \$4,477 |
| Bridge | M53.9 | HUM | 0A111 | 0116000148 | M53.9 | 101 | 18757 | \$5,433 |
| Sustainability/Climate Change | 4.18 | HUM | 0E790 | 0115000021 | 4.18 | 254 | 18761 | \$17,299 |
| Major Damage - Permanent Restoration | 25.4 | HUM | 0G921 | 0117000220 | 26 | 036 | 18984 | \$1,473 |
| Major Damage - Permanent Restoration | 27 | HUM | 00321 0H191 | 0117000211 | 28 | 096 | 18986 | \$9,906 |
| Pavement | 0 | HUM | 0H560 | 0117000236 | R5.5 | 299 | 19286 | \$18,216 |
| Pavement | R11.0 | HUM | 0H580 | 0117000238 | R22.5 | 299 | 19288 | \$22,280 |
| Pavement | 13.48 | HUM | 0H610 | 0117000238 | 36.12 | 036 | 19292 | \$38,437 |
| Drainage | 0.5 | HUM | 0H640 | 0117000241 | 54.3 | 101 | 19295 | \$27,475 |
| Drainage | 56.6 | HUM | 0H650 | 0117000245 | 137.1 | 101 | 19296 | \$1,560 |
| Pavement | R22.5 | HUM | 011030 | 0117000240 | R29.2 | 299 | 20246 | \$1,500 |
| Pavement | T0.0 | HUM | | | R10.3 | 101 | 20240 | \$0 |
| Pavement | L0.0 | HUM | | | 46.53 | 254 | 20234 | \$0 \$0 |
| Pavement | 0 | HUM | | | 5.13 | 255 | 20343 | \$0 \$0 |
| Pavement | 13.2 | HUM | | | 33.8 | 169 | 20349 | \$0 |
| | 56 | | 011670 | 0117000240 | | | | \$0 \$0 |
| Mobility - WIM Scales & CVEFs | 19 | HUM | 0H670 | 0117000249 | 56.1 33 | 101 169 | 20418 20848 | |
| Major Damage - Permanent Restoration | | HUM | 0H021 | 0118000107 | | | | \$10,270 |
| Major Damage - Permanent Restoration | 4.36 | HUM | 0H800 | 0118000110 | 4.62 | 254 | 20851 | \$1,448 |
| Major Damage - Permanent Restoration | 110.6 | HUM | 0B421 | 0117000078 | 113.8 | 101 | 21049 | \$800 |
| Pavement | R48.68 | HUM | | | 58.788 | 101 | 21137 | \$0 |
| Bridge | 77.5 | HUM | 20044 | 0111000010 | 78.7 | 211 | 21152 | \$0 |
| Safety - SI | 28.5 | LAK | 29811 | 0114000043 | 31.6 | 029 | 13237 | \$66,050 |
| Bridge | VAR | LAK | 0E080 | 0113000122 | VAR | 020 | 13549 | \$4,278 |
| Safety - SI | 9.6 | LAK | 0C750 | 0113000046 | 10.3 | 029 | 13875 | \$9,557 |
| Safety - SI | 31.27 | LAK | 0C810 | 0113000060 | 32 | 020 | 13897 | \$10,190 |
| Safety - SI | 5.2 | LAK | 0G330 | 0116000170 | 5.55 | 020 | 15709 | \$13,029 |
| Mobility - TMS | VAR | LAK | 0E820 | 0115000033 | VAR | 001 | 16419 | \$4,883 |
| Mobility - TMS | VAR | LAK | 0E830 | 0115000034 | VAR | 001 | 16421 | \$4,627 |
| Safety - Collision Reduction | VAR | LAK | 0E850 | 0115000037 | VAR | 020 | 16427 | \$5,953 |
| Safety - SI | 12.78 | LAK | 0E720 | 0115000003 | 14.35 | 029 | 16438 | \$14,266 |
| Safety - SI | 17.74 | LAK | 0E730 | 0115000004 | 20.73 | 029 | 16439 | \$10,777 |
| Safety - SI | 34.13 | LAK | 0E640 | 0114000116 | 34.42 | 029 | 16440 | \$2,262 |
| Safety - Collision Reduction | VAR | LAK | 0G050 | 0116000118 | VAR | 000 | 16465 | \$4,855 |
| Bridge - Health | 5.84 | LAK | 0F490 | 0116000013 | 5.84 | 020 | 16811 | \$5,245 |
| Sustainability/Climate Change | 28.4 | LAK | 0G700 | 0117000051 | 28.4 | 020 | 18341 | \$912 |
| Roadside | 10.08 | LAK | 0H220 | 0117000138 | 10.88 | 029 | 18706 | \$2,805 |
| Safety - SI | 0.26 | LAK | 0H460 | 0117000226 | 0.42 | 175 | 19029 | \$5,770 |
| Pavement | 11.39 | LAK | | | R35.0 | 029 | 20277 | \$0 |
| Pavement | 0 | LAK | | | 8.2 | 020 | 20288 | \$0 |
| Pavement | R35.0 | LAK | | | 52.5 | 029 | 20290 | \$0 |

| | | | | | | | | Prog Total |
|---------------------------------------|--------|--------|--------|------------|--------|-------|-------|---------------|
| Activity Category | Begin | County | EA | EFIS | End | Route | SHOPP | Project |
| | PM | | | | PM | | ID | Cost (\$K) |
| Safety - SI | R34.9 | LAK | 0H880 | 0118000122 | R35.23 | 029 | 20909 | \$7,090 |
| Bridge | 42.4 | MEN | 40140 | 0100000155 | 43.3 | 001 | 9132 | \$61,592 |
| Bridge | 43.3 | MEN | 40110 | 0100000154 | 44.2 | 001 | 9133 | \$5,500 |
| Bridge | 48 | MEN | 43480 | 010000672 | 62.1 | 001 | 9139 | \$27,371 |
| Major Damage - Permanent Restoration | 11.5 | MEN | 0B530 | 0114000035 | 11.8 | 162 | 11178 | \$22,821 |
| Bridge - Health | 17.7 | MEN | 0A840 | 0113000058 | 18 | 271 | 11243 | \$9,817 |
| Roadside | 58.9 | MEN | 0C450 | 0112000285 | 82.5 | 101 | 11314 | \$15,384 |
| Bridge | VAR | MEN | 0E240 | 0114000002 | VAR | 001 | 13118 | \$5,776 |
| Mobility - ADA | 59.8 | MEN | 0B220 | 0112000110 | 62.1 | 001 | 13454 | \$8,569 |
| Bridge - Health | 33.63 | MEN | 0E090 | 0113000123 | 33.63 | 020 | 13544 | \$39,382 |
| Bridge | 31.3 | MEN | 0E110 | 0113000125 | 31.3 | 001 | 13550 | \$12,416 |
| Bridge | VAR | MEN | 0F510 | 0116000015 | VAR | 001 | 13636 | \$6,924 |
| Safety - SI | R37.84 | MEN | 0E470 | 0114000072 | R38.34 | 020 | 13899 | \$4,075 |
| Pavement | 0 | MEN | 41550 | 0114000107 | R26.8 | 128 | 14023 | \$21,233 |
| Pavement | 62.1 | MEN | 36270 | 0116000031 | 78.9 | 001 | 14186 | \$15,113 |
| Pavement | 0 | MEN | 0F440 | 0116000008 | 15 | 001 | 15897 | \$16,602 |
| Pavement | R0.0 | MEN | 46630 | 0116000024 | R9.6 | 101 | 16407 | \$16,015 |
| Safety - SI | 16.94 | MEN | 0E860 | 0115000038 | 17.15 | 020 | 16441 | \$5,511 |
| Major Damage - Protective Betterments | 42.3 | MEN | 0E940 | 0115000048 | 42.5 | 001 | 16448 | \$2,527 |
| Safety - SI | 41.77 | MEN | 0C550 | 0112000300 | 42.33 | 001 | 16451 | \$3,943 |
| Bridge | 59.7 | MEN | 0E111 | 0115000109 | 59.7 | 001 | 17110 | \$22,356 |
| Safety - SI | 6.5 | MEN | 0F710 | 0116000047 | 9.5 | 001 | 17257 | \$4,070 |
| Bridge | 52.6 | MEN | 43481 | 0116000101 | 52.6 | 001 | 17258 | \$60,220 |
| Safety - SI | 71.26 | MEN | 0G060 | 0116000120 | 71.36 | 001 | 17457 | \$5,195 |
| Safety - SI | 24.7 | MEN | 0G430 | 0116000188 | 24.9 | 020 | 17919 | \$3,659 |
| Safety - SI | 17.49 | MEN | 0G480 | 0117000009 | 17.72 | 162 | 17926 | \$3,119 |
| Safety - SI | 65.13 | MEN | 0G600 | 0117000026 | 65.49 | 001 | 18136 | \$5,048 |
| Mobility - ADA | 9.9 | MEN | 0H140 | 0117000115 | 11.2 | 101 | 18672 | \$16,333 |
| Pavement | RO | MEN | 0H150 | 0117000116 | 25.7 | 162 | 18673 | \$45,056 |
| Pavement | R33.73 | MEN | 0H160 | 0117000117 | R43.20 | 101 | 18674 | \$52,888 |
| Pavement | 48.96 | MEN | 0H170 | 0117000119 | 55.06 | 101 | 18675 | \$14,163 |
| Facilities | 20.4 | MEN | 0H270 | 0117000143 | 20.4 | 001 | 18707 | \$7,150 |
| Sustainability/Climate Change | 4.3 | MEN | 0H260 | 0117000142 | 4.3 | 128 | 18708 | \$0 |
| Advance Mitigation | 6.55 | MEN | 0H440 | 0117000222 | 87.9 | 001 | 18956 | \$10,584 |
| Safety - SI | 19.1 | MEN | 0H450 | 0117000225 | 19.6 | 020 | 19035 | \$5,483 |
| Bridge | 8.2 | MEN | 0A131 | 0117000223 | 8.2 | 162 | 19166 | \$13,339 |
| Pavement | 55 | MEN | 0H550 | 0117000235 | 64.9 | 101 | 19285 | \$31,522 |
| Pavement | 21 | MEN | 0H570 | 0117000237 | R26.3 | 101 | 19289 | \$46,128 |
| Pavement | 87.85 | MEN | 0H590 | 0117000239 | 105.58 | 001 | 19290 | \$25,502 |
| Pavement | 33.7 | MEN | 0H600 | 0117000240 | R51.0 | 001 | 19291 | \$31,573 |
| Mobility - WIM Scales & CVEFs | 41.17 | MEN | 0H660 | 0117000240 | 41.17 | 101 | 19291 | \$4,210 |
| Pavement | R26.0 | MEN | 011000 | 011/000240 | R33.73 | 101 | 20240 | \$4,210 |
| Pavement | 81.4 | MEN | | | T91.3 | 101 | 20240 | \$0 \$0 |
| Pavement | R103.0 | MEN | 01990 | 0119000128 | T106.8 | 101 | 20245 | \$0 \$0 |
| Pavement | 14.9 | MEN | 01990 | 0113000120 | 33.7 | 001 | 20230 | \$0 \$0 |
| | R38.3 | | | | 44.1 | 001 | 20274 | \$0 \$0 |
| Pavement | R38.3 | MEN | | | 7.308 | | 20282 | |
| Pavement | | MEN | | | | 271 | | \$0 \$0 |
| Bridge Advance Mitigation | 0.01 | MEN | 011441 | 011000077 | 11.28 | 001 | 20348 | \$0 ¢5 202 |
| Auvance Milligation | 18.5 | MEN | 0H441 | 0118000077 | 71.36 | 001 | 20526 | \$5,292 |

| Activity Category | Begin PM | County | EA | EFIS | End PM | Route | SHOPP ID | Prog Total Project Cost (\$K) |
|--------------------------------------|-------------|--------|-------|------------|-----------|-------|-------------|-------------------------------------|
| Facilities | 45.9 | MEN | | | 45.9 | 101 | 20620 | \$0 |
| Major Damage - Emergency Opening | 39.7 | MEN | 0H710 | 0118000076 | 39.7 | 128 | 20718 | \$2,800 |
| Major Damage - Permanent Restoration | 19.6 | MEN | 0H780 | 0118000106 | 20 | 271 | 20847 | \$8,431 |
| Major Damage - Permanent Restoration | 1.4 | MEN | 0H810 | 0118000111 | 1.7 | 101 | 20852 | \$7,035 |
| Safety - SI | 20 | MEN | 0J120 | 0118000171 | 20.3 | 020 | 21052 | \$4,094 |
| Bridge | 17.7 | MEN | 0A841 | 0118000130 | 18 | 271 | 21146 | \$377 |