



Ouachita
Council of
Governments

Federally Obligated Projects Federal Fiscal Year 2022

(OCTOBER 1, 2021 - SEPTEMBER 30, 2022)

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Fiscal Year 2022

Purpose of this Report

The Annual Listing of Obligated Projects is a requirement of metropolitan planning areas, per § 450.332:

- a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

The Ouachita Council of Governments (OCOG) responds to the directive through this report. It lists all transportation projects in Ouachita Parish that were obligated during OCOG's fiscal year 2022 (July 1, 2019 – June 30, 2023). The Federal Highway Administration (FHWA) defines obligation as the federal government's legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed this year. The obligated project cost reflected in this report also may not equal the final project cost.

Background

OCOG is the Metropolitan Planning Organization (MPO) for the Monroe urbanized area. Every metropolitan area with a population of more than 50,000 persons has a designated MPO to qualify for federal highway and transit funding. OCOG, acting in its capacity as the MPO, has responsibility for planning, programming, and coordinating federal aid transportation investments within the Monroe urbanized area.

The United States Department of Transportation relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. Transportation legislation – including the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and

the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) and the most recent transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21) – strengthened the role MPOs play in rationally developed transportation programs. As the MPO, OCOG is statutorily mandated to assess the transportation needs and deficiencies of the region with direction from public officials; citizens; modal representatives; and federal, state, and local planning departments.

The MPO Transportation Policy Committee (“committee”) membership consists of the administrators from Ouachita Parish: the mayors of the cities of Monroe and West Monroe; two members from Ouachita Parish Police Jury; and two selected city representatives from Monroe and West Monroe. The committee wields final decision-making. Non-voting members include: City of Richwood, City of Sterlington, LADOTD District 5, FHWA, and FTA. OCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Louisiana Department of Transportation (LaDOTD), the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

OCOG is assisted in its planning and programming efforts by a Technical Advisory Committee (TAC) that is comprised of local public works professionals, planning directors, and transit operators. The TCC meets as needed to review proposed amendments to the Transportation Improvement Program (TIP). Working groups and ad hoc groups are also created and appointed, as needed.

Regional Transportation Plan

OCOG develops a minimum 25-year regional long-range transportation plan (LRTP) describing the transportation needs and goals for the region. It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The LRTP includes the needed transportation system and the fiscally constrained LRTP. The fiscally constrained LRTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 25-year planning horizon with the “reasonably available” financial resources over that time. Federal law requires OCOG to update the plan every five years. OCOG adopted the current LRTP Monroe MPO in October 2020.

The LRTP incorporates policy considerations and related long-term impacts. Analysis of land use changes, population growth and density patterns, economic development and commercial and residential zoning helps identify and rank projects. All regionally significant projects are identified in the plan regardless of their funding source; and, in many cases, projects are funded with combinations of state, federal, and local funds.

Transportation Improvement Program

A Transportation Improvement Program (TIP) is a prioritized, financially constrained multi-year program for implementation of federally funded transportation improvement projects in a designated MPO region. The TIP serves as a planning tool to ensure the most effective use of

limited funding for transportation improvements. The TIP includes the adopted list of public transit, roadway, bicycle, pedestrian, and air quality projects that will receive federal transportation funds in the near future. A transportation improvement is not eligible for federal funding unless it is documented within the TIP. The TIP also includes the projects in Northeast Louisiana that are intended to only use state funds. The TIP implements the fiscally constrained LRTP. OCOG's TIP covers a four-year period, though specific projects and their funding levels are usually identified for the first three or four-year period.

The 2023-2026 TIP was adopted on August 22, 2022, and has been amended regularly since adoption. The projects in this report are from the 2023-2026 TIP. The 2023-2026 TIP defines the projects eligible for federal funding in FY 2022, which covers the period from July 1, 2023, to June 30, 2026.

Public Involvement

OCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the LRTP, TIP, and other products. OCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Obligation Report

This report is organized by project phase for highway/bridge projects and funding category for transit projects. The TIP identification (ID), project name, description, funding source and the total obligation amount are shown for each project. The TIP ID is a unique number given to each project selected for inclusion into the OCOG TIP. A brief description of each project is provided. The obligation is the federal share for that TIP project in the federal fiscal year. The obligation amounts for each of the projects are added up to show the total obligation by project phase.

While federal funding is included in this report, local or state funds are also reported in most cases. In FY 2022, federal funding was distributed through the following funding categories:

- **(AP)** funds are used for:
- **Demonstration Projects (DEMO)** funding refers to line items, for each individual project, within the past transportation authorizations (i.e., ISTEA, TEA-21, SAFETEA-LU, but not MAP-21) that explicitly devotes funding to the line-item project utilizing funds from any number of programs (i.e., STP, HSIP, IM, etc.) sources.
- **Emergency Relief Program (ER)** is an FTA program, established under MAP-21 legislation, that aids public transit operators in the aftermath of an emergency or major disaster. The program helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage due to an emergency, including natural disasters such as floods, hurricanes, and tornadoes.
- **Equitable Bonus (EB)** provides funding to states based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21.
- **Federal Bridge Replacement On/Off System (FBR)** are federal funds used for the replacement, rehabilitation or widening of any federal aid facility on- or off-system.
- **FTA Section 5307** funds are used for capital, operating assistance, preventive maintenance, and planning purposes for mass transportation improvements in urbanized areas.
- **Highway Safety Improvement Program (HSIP/HSIPPEN)** provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.
- **National Highway Performance Program (NHPP/NHPP-E)** supports the condition and performance of the NHS; provides support for the construction of new facilities on the NHS; and ensures that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
- **National Highway System (NHS)** funds improvements to the dynamic roadway system that can change in response to future travel and trade demands which includes the

interstate system, as well as other roads important to the nation's economy, defense, and mobility.

- **Recreational Trails Program (RTP)** provides funds to the States to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses.
- **Rail Cost Adjustment Factor (RCAF)** is an index used for the adjustment for inflation in long-term railroad contracts, rate negotiations, and transportation studies, computer quarterly.
- **Safe Routes to School (SRTS)** funds infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, such as sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements near schools. These funds also may be used for public awareness campaigns and outreach to press and community leaders; traffic education and enforcement near schools; student sessions on bicycle and pedestrian safety, health, and environment; and funding for training, volunteers, and managers of safe routes to school programs.
- **Surface Transportation Program (STP>200K / STP<200K / STP<5K)** provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Within the metropolitan area, funds may be used for roadway reconstruction, rehabilitation, traffic operational improvements, bicycle / pedestrian facilities, and studies. Funding may also be used in areas with a population of 5,000 or less on roads functionally classified as minor collectors.
- **Surface Transportation Program Transportation Enhancements (STP ENH)** is flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Surface Transportation Program (STP FLEX)** is a flexible funding category used to fund roadway reconstruction, Intelligent Transportation System (ITS) projects, or bridge/interchange work.
- **Surface Transportation Program Rail Hazard Elimination and Highway Crossings Protective Devices (RAIL HE/PD)** are safety set aside funds that provide programs to reduce the number and severity of crashes at public highway-rail grade crossings (Section 130) and correct or improve hazardous locations, sections, and elements on any public road, public surface transportation facility, or public bike/pedestrian path or trail.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project. The tables below are based on records obtained from LaDOTD, FHWA, and FTA, as OCOG does not directly participate in the obligation process.

Technical Terms

Various tables, figures, and project tracking sheets within this report include the following technical terms to describe and aid in understanding the projects.

- **Funding source** refers to the category of funding source for the primary source of funds.
- **Project numbers** given by the LaDOTD as the state transportation project number and to illustrate the project stage.
- **Project Description** shows a brief description often referenced by a local street, road, or highway.
- **Percent of federal share** refers to the funding split of federal to local/state funds. For example, 80% means the federal share is 80% of the project cost and local/state funds make up the remaining 20%.
- **Federal funds** are the federal share from the federal government to complete the project (obligation).
- **Total cost** shows the total cost for the project's given phase.
- **FHWA transaction date** refers to the date the project was entered into the FHWA system.
- **Advance construction funds** refer to funds the state of Louisiana advanced in place of federal funds for that phase. Negative numbers show money that was de-obligated. In some cases, it is money that the state advanced construction with state funds and now the state funds are removed, and the federal funds are added.

Annual Listing of Federally Obligated Projects for Fiscal Year 2022 (Highway) – By Funding Category

Project Definition	Project Description	Funding Source	Percent Federal Share	Federal Amount	Funds	State Amount	Funds	Local Funds Amount	Advance Construction Funds	Other Funds	Total Funds	FHWA Transaction Date
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	DEMOID1602	80.00	-100,591.88		-25,147.97		0.00	0.00	0.00	-125,739.85	6/16/2022
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	DEMOID 378	100.00	5,487,900.00		0.00		0.00	0.00	0.00	5,487,900.00	8/27/2012
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	DEMOID1602	80.00	140,167.92		34,481.28		0.00	0.00	0.00	174,649.20	6/24/2019
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	DEMOID1602	80.00	2,516,612.37		656,507.57		0.00	0.00	0.00	3,173,119.94	8/27/2012
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	DEMOID1602	80.00	100,591.88		25,147.97		0.00	0.00	0.00	125,739.85	6/16/2022
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	STP50-200K	100.00	547,991.43		0.00		0.00	0.00	0.00	547,991.43	6/16/2022
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	STP50-200K	80.00	181,966.86		7,359.51		0.00	0.00	38,132.20	227,458.57	6/16/2022
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	STP FLEX	80.00	0.00		0.00		0.00	0.00	11,415,446.00	11,415,446.00	11/21/2022
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	STP FLEX	80.00	0.00		280,687.07		1,454,337.17	6,940,096.99	162,800.00	8,837,921.23	9/27/2022
H.007289	KANSAS LN EXT(OLD STERL.-US165) PHASE 1	STP FLEX	80.00	0.00		109,881.75		560,527.19	2,674,835.74	34,000.00	3,379,244.68	9/27/2022
H.008230	LA 838: STEEP BAYOU BRIDGE REPLACEMENT	STP FLEX	80.00	0.00		123,356.20		0.00	493,424.80	0.00	616,781.00	8/23/2022
H.008230	LA 838: STEEP BAYOU BRIDGE REPLACEMENT	STP FLEX	80.00	493,424.80		0.00		0.00	-493,424.80	0.00	0.00	1/31/2023
H.008230	LA 838: STEEP BAYOU BRIDGE REPLACEMENT	STP FLEX	80.00	24,130.82		6,032.71		0.00	0.00	0.00	30,163.53	6/13/2022
H.008230	LA 838: STEEP BAYOU BRIDGE REPLACEMENT	STP FLEX	80.00	24,569.12		6,142.28		0.00	0.00	0.00	30,711.40	11/15/2021
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	373,977.94		93,494.48		0.00	0.00	0.00	467,472.42	12/8/2022
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	247,189.60		61,797.40		0.00	0.00	0.00	308,987.00	3/10/2022
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	18,127.40		4,531.85		0.00	0.00	0.00	22,659.25	2/21/2018
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	11,076.99		2,769.25		0.00	0.00	0.00	13,846.24	7/24/2018
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	15,014.45		3,753.61		0.00	0.00	0.00	18,768.06	2/4/2021

H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	27,267.23	6,816.81	0.00	0.00	0.00	34,084.04	5/3/2021
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	259,593.86	64,898.47	0.00	0.00	0.00	324,492.33	7/31/2018
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	8,083.49	2,020.87	0.00	0.00	0.00	10,104.36	12/1/2020
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	8,000.00	2,000.00	0.00	0.00	0.00	10,000.00	6/14/2021
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	8,000.00	2,000.00	0.00	0.00	0.00	10,000.00	7/20/2021
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	STP FLEX	80.00	176,340.34	44,085.09	0.00	0.00	0.00	220,425.43	7/29/2021
H.010015	LA 143: BAYOU D'ARBONNE BRIDGE	RCAF	80.00	34,388.71	8,597.18	0.00	0.00	0.00	42,985.89	7/14/2022
H.010430	LA 594: TURN LANE @ OUACHITA PAR HIGH	STP FLEX	80.00	385,234.48	96,308.62	0.00	0.00	0.00	481,543.10	3/1/2021
H.010430	LA 594: TURN LANE @ OUACHITA PAR HIGH	STP FLEX	80.00	25,038.48	6,259.62	0.00	0.00	0.00	31,298.10	1/14/2021
H.010430	LA 594: TURN LANE @ OUACHITA PAR HIGH	STP FLEX	80.00	17,664.65	4,416.16	0.00	0.00	0.00	22,080.81	6/8/2020
H.010430	LA 594: TURN LANE @ OUACHITA PAR HIGH	STP FLEX	80.00	1,147,031.31	286,757.83	0.00	0.00	0.00	1,433,789.14	2/9/2022
H.010698	RIVERBARGE ST: UP RR XING (MONROE)	STP FLEX	100.00	0.00	0.00	0.00	18,568.50	0.00	18,568.50	11/5/2020
H.010698	RIVERBARGE ST: UP RR XING (MONROE)	STP FLEX	100.00	0.00	0.00	24,944.80	275,867.29	0.00	300,812.09	6/6/2022
H.012626	LA 838: DRAINAGE IMPROVEMENTS	STP FLEX	80.00	6,255.40	1,563.85	0.00	0.00	0.00	7,819.25	2/1/2022
H.012626	LA 838: DRAINAGE IMPROVEMENTS	STP FLEX	80.00	-1,159.48	-289.87	0.00	0.00	0.00	-1,449.35	4/17/2023
H.012626	LA 838: DRAINAGE IMPROVEMENTS	STP FLEX	80.00	90,512.08	22,628.02	0.00	0.00	0.00	113,140.10	11/22/2021
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	-3,226.06	0.00	0.00	0.00	0.00	-3,226.06	4/17/2023
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	0.00	0.00	0.00	-26,157.99	0.00	-26,157.99	1/24/2023
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	0.00	0.00	0.00	26,157.99	0.00	26,157.99	8/16/2022
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	37,771.53	0.00	0.00	0.00	0.00	37,771.53	6/28/2022
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	73,266.60	0.00	0.00	0.00	0.00	73,266.60	5/24/2022
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	103,972.84	0.00	0.00	0.00	0.00	103,972.84	2/1/2022
H.013564	I-20:DOWNING PINES - TEXAS AVE PAVE MKGS	NHPP	100.00	588,713.29	0.00	0.00	0.00	0.00	588,713.29	10/25/2021

H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	12,388.04	501.03	2,595.99	0.00	0.00	15,485.06	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	4,994.26	201.99	1,046.58	0.00	0.00	6,242.83	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	81,387.57	3,291.66	17,055.23	0.00	0.00	101,734.46	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	77,569.65	3,137.25	16,255.17	0.00	0.00	96,962.07	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	10,200.13	412.53	2,137.49	0.00	0.00	12,750.15	6/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	9,903.65	400.55	2,075.37	0.00	0.00	12,379.57	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	52,424.57	2,120.27	10,985.87	0.00	0.00	65,530.71	6/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	1,340,974.51	54,234.72	281,008.91	0.00	0.00	1,676,218.14	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	32,785.32	1,325.98	6,870.35	0.00	0.00	40,981.65	6/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP50-200K	80.00	1,885,922.92	76,274.75	395,205.98	0.00	0.00	2,357,403.65	4/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP50-200K	80.00	1,056,001.34	42,709.19	221,291.14	0.00	0.00	1,320,001.67	6/13/2022
H.013805	FINKS HIDE-A-WAY: BARKLEY - BAYOU OAKS	STP<200K	80.00	1,551.30	62.74	325.08	0.00	0.00	1,939.12	4/13/2022
H.014285	OAK,S.10TH,S.8TH: KCS & UP XINGS(MONROE)	HSIP	100.00	0.00	0.00	0.00	91,117.50	0.00	91,117.50	5/12/2020
H.014285	OAK,S.10TH,S.8TH: KCS & UP XINGS(MONROE)	RAIL PD	100.00	0.00	36,259.91	187,875.19	808,086.59	0.00	1,032,221.69	9/26/2022
H.014302	US 165: ROADWAY LIGHTING (OUACHITA)	HSIP	90.00	247,110.66	4,856.74	0.00	0.00	22,600.00	274,567.40	4/1/2020
H.014302	US 165: ROADWAY LIGHTING (OUACHITA)	HSIP	90.00	-247,110.66	-27,456.74	0.00	0.00	0.00	-274,567.40	10/13/2020
H.014302	US 165: ROADWAY LIGHTING (OUACHITA)	HSIP	90.00	665,887.78	73,987.53	0.00	0.00	0.00	739,875.31	9/21/2020
H.014302	US 165: ROADWAY LIGHTING (OUACHITA)	HSIP	90.00	189,572.47	21,063.61	0.00	0.00	0.00	210,636.08	1/5/2022
H.014302	US 165: ROADWAY LIGHTING (OUACHITA)	HSIP	90.00	-343,592.67	-38,176.96	0.00	0.00	0.00	-381,769.63	3/2/2022
H.014302	US 165: ROADWAY LIGHTING (OUACHITA)	HSIP	90.00	2,886,143.49	320,682.61	0.00	0.00	0.00	3,206,826.10	12/27/2021
H.014347	S GRAND ST: ORANGE ST - STANDIFER AVE	STP50-200K	80.00	2,425,594.99	98,101.39	508,297.36	0.00	0.00	3,031,993.74	5/25/2022
H.014347	S GRAND ST: ORANGE ST - STANDIFER AVE	STPFLEX-E	80.00	1,432,628.27	57,941.59	300,215.48	0.00	0.00	1,790,785.34	8/11/2022
H.014348	LEE AVENUE: JACKSON ST - STANDIFER AVE	STP50-200K	80.00	2,538,803.41	102,680.02	532,020.83	0.00	0.00	3,173,504.26	5/19/2022

H.014348	LEE AVENUE: JACKSON ST - STANDIFER AVE	STPFLEX-E	80.00	1,142,983.99	46,227.14	239,518.86	0.00	0.00	1,428,729.99	8/11/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIPPEN	100.00	77,545.00	0.00	0.00	0.00	0.00	77,545.00	7/5/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIPPEN	100.00	41,755.00	0.00	0.00	0.00	0.00	41,755.00	7/5/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	263,035.86	29,226.21	0.00	0.00	0.00	292,262.07	4/19/2023
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	2,820,059.76	313,339.97	0.00	0.00	0.00	3,133,399.73	12/20/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	3,765,007.58	418,334.18	0.00	0.00	0.00	4,183,341.76	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	153,516.94	17,057.44	0.00	0.00	0.00	170,574.38	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	103,758.15	11,528.68	0.00	0.00	0.00	115,286.83	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	13,606.39	1,511.82	0.00	0.00	0.00	15,118.21	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	29,897.49	3,321.94	0.00	0.00	0.00	33,219.43	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	6,194.87	688.32	0.00	0.00	0.00	6,883.19	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	1,796.22	199.58	0.00	0.00	0.00	1,995.80	7/18/2022
H.014663	D05 SAFETY IMPROVEMENTS @ CURVES PH1	HSIP	90.00	5,354.12	594.90	0.00	0.00	0.00	5,949.02	7/18/2022
H.014856	LA 3249: I-20 SERVICE RD - OVERPASS	STP FLEX	80.00	0.00	122,630.71	0.00	463,018.30	137,522.70	723,171.71	7/19/2022
H.014856	LA 3249: I-20 SERVICE RD - OVERPASS	STP FLEX	80.00	729,524.21	189,257.19	0.00	0.00	200,494.50	1,119,275.90	2/1/2023
H.014856	LA 3249: I-20 SERVICE RD - OVERPASS	STP FLEX	80.00	0.00	-189,257.19	0.00	-729,524.21	-200,494.50	-1,119,275.90	2/1/2023
H.014856	LA 3249: I-20 SERVICE RD - OVERPASS	NHPP	80.00	138,802.48	34,700.62	0.00	0.00	0.00	173,503.10	12/21/2022
H.014856	LA 3249: I-20 SERVICE RD - OVERPASS	STP FLEX	80.00	0.00	66,626.48	0.00	266,505.91	62,971.80	396,104.19	12/21/2022
H.014856	LA 3249: I-20 SERVICE RD - OVERPASS	NHPP	80.00	284,979.35	71,244.84	0.00	0.00	0.00	356,224.19	7/19/2022
H.014905	WEBSTER/ARMAND/US 165:ALM XINGS (MONROE)	STP FLEX	100.00	0.00	0.00	0.00	1,199,471.07	0.00	1,199,471.07	5/11/2022
				37,013,856.86	3,910,702.80	4,764,590.04	12,008,043.68	11,873,472.70	69,570,666.08	