

Annual Listing of Federally Obligated Projects

Fiscal Year 2012

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Purpose of this Report

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) (23 CFR part 450 AND CFR part 613), enacted by Congress on July 29, 2005 states:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”¹

The Northwest Louisiana Council of Governments (NLCOG) responds to the directive through this report. It lists all transportation projects in Northwest Louisiana that were obligated in federal fiscal year 2012 (October 1, 2011 – September 30, 2012). 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 costs². 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 in this year. The obligated project cost reflected in this report also may not equal final project cost.

Background

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

¹ Title VI, Section 6001 (j)(7)(B)

² Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm>. May 10, 2011.

Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) – strengthened the role MPOs play in rationally developed transportation programs. As the MPO, NLCOG 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 Bossier and Caddo Parishes; the mayors of the cities of Bossier City and Shreveport; the executive director of the Port of Caddo – Bossier, the executive directors of the Metropolitan Planning Commissions of Bossier and Shreveport; and the District IV administrator of LaDOTD. The committee wields final decision-making. Non-voting members include FHWA and FTA. NLCOG 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).

NLCOG is assisted in its planning and programming efforts by a Technical Advisory Committee (TAC) that is comprised of public works directors, planning directors, and transit operators. The TAC 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

NLCOG develops a minimum 20-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 RTP. The fiscally-constrained LRTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the “reasonably available” financial resources over that time. Federal law requires the fiscally-constrained plan to be updated every five years.

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 help 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 Northwest Louisiana that are intended to only use state funds. The TIP implements the fiscally-constrained LRTP. NLCOG's TIP covers a three-year period, though specific projects and their funding levels are usually identified for the first three or four-year period.

The 2011-2014 TIP was adopted on July 15, 2010, and has been amended regularly since adoption. The projects in this report are from the 2011-2014 TIP. The 2011-2014 TIP defines the projects eligible for federal funding in FY2012, which covers the period from October 1, 2011 to September 30, 2012.

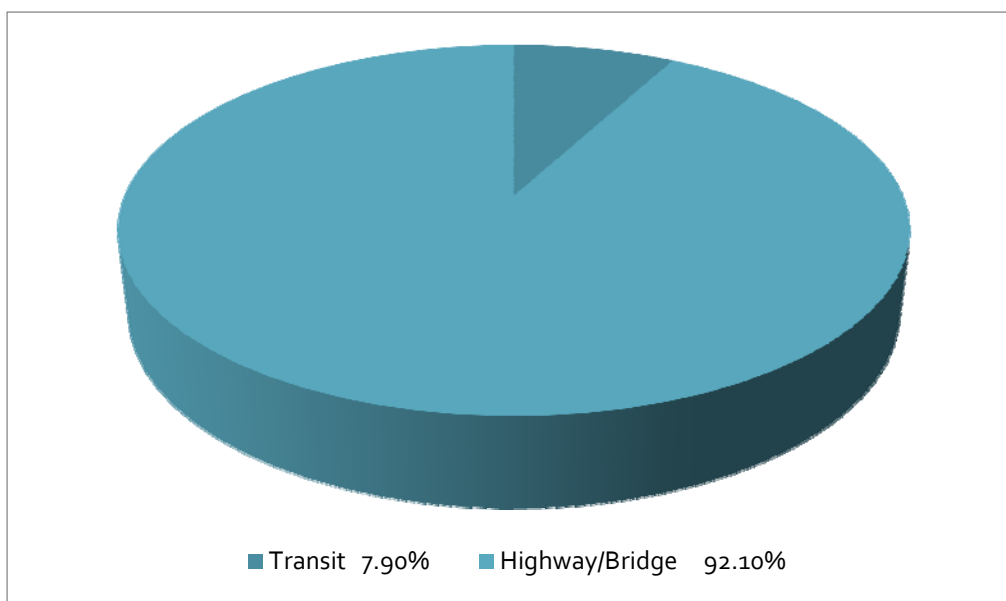
Public Involvement

NLCOG 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. NLCOG'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.

Summary of Projects

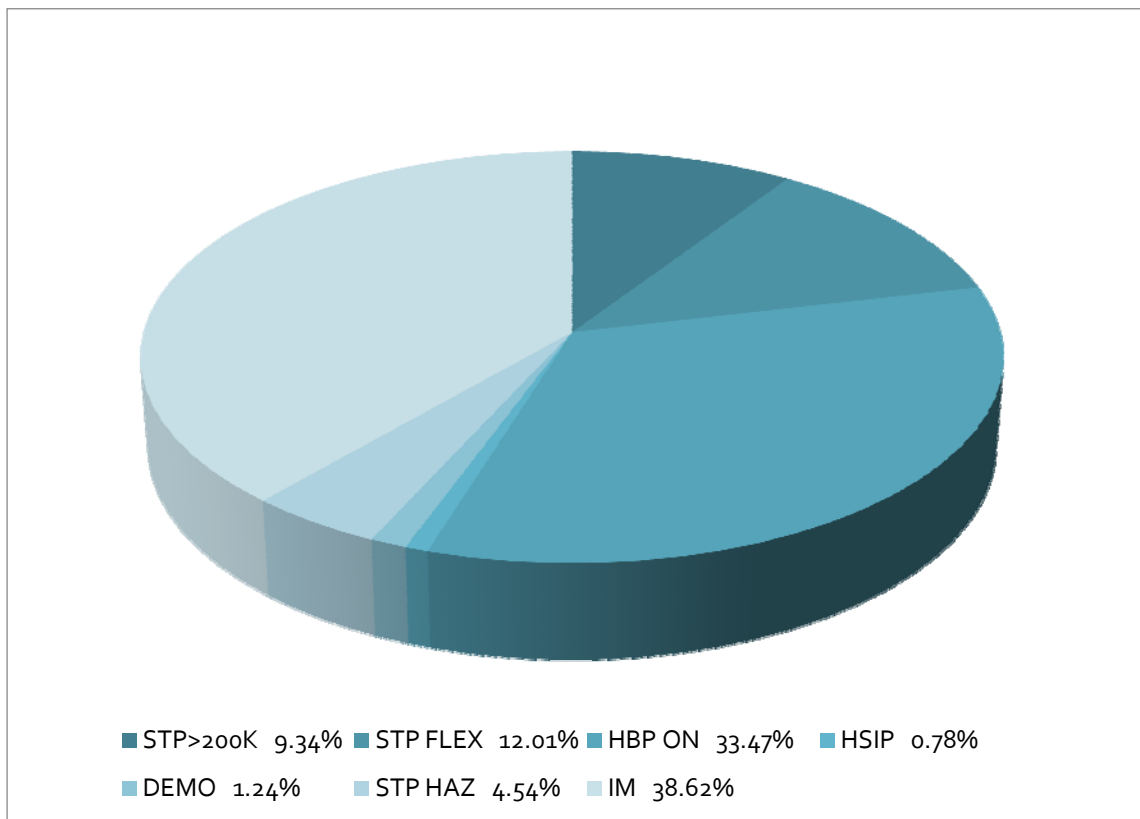
In FY 2012, more than 40 projects were scheduled for a total cost of \$112,315,765. Of this total, \$101,847,540 (90.68%) was for 29 highway/bridge projects and \$10,468,225 (9.32%) was for 12 transit projects. A total of \$105,133,613 was obligated by the federal government. Of this, \$96,832,432 (92.10%) was the federal share for highway/bridge projects and \$8,301,181 (7.90%) was obligated for transit projects. The chart below illustrates these percentages:

FY 2012 Federally Obligated Projects Summary



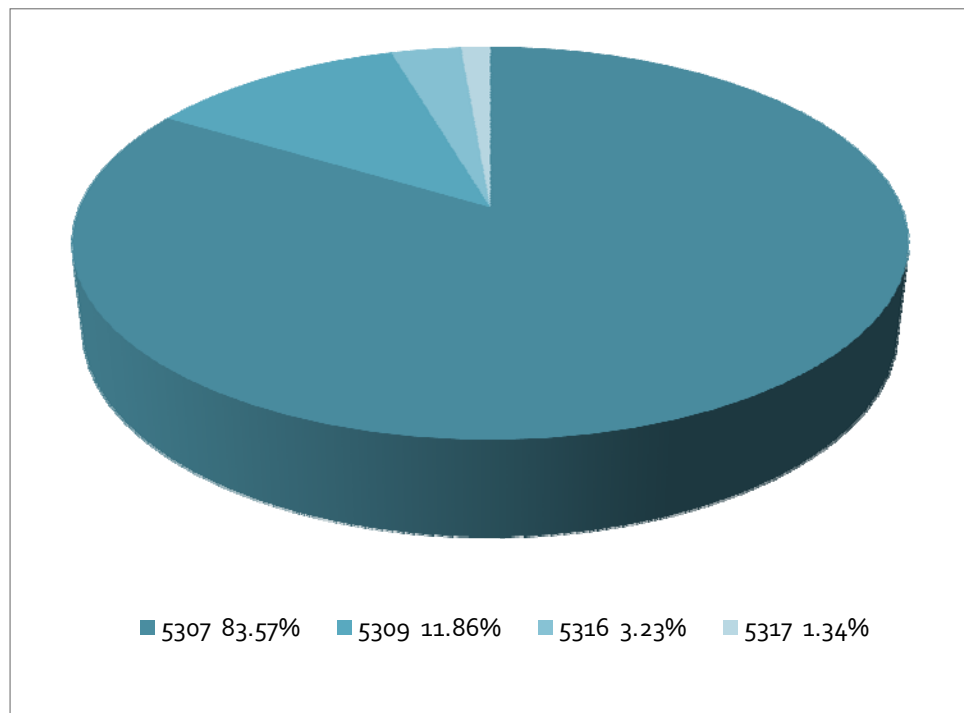
The largest percentage of highway/bridge funds (38.62% total) obligated was the Interstate Maintenance (IM) funding stream which funded maintenance and signage projects along Interstates 20 and 220 with \$37,395,070. Closely following (33.47%) was the Highway Bridge Program On-System (HBP ON) category of funding. The \$32,413,946 in funds was used for bridge construction and replacements throughout the planning region. In the chart below, the funding by category is illustrated with corresponding percentage of funding.

FY 2012 Federally Obligated Highway/Bridge Projects by Funding Category



The largest percentage of transit funds (83.57% total) obligated was the FTA Section 5307 Capital Budget category of funding. These funds were used for administration, operations, planning, and capital improvements. The chart below illustrates these percentages:

FY 2012 Federally Obligated Transit Projects by FTA Funding Category



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 NLCOG TIP. A brief description of each project is provided. The obligation is the federal share for that particular 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, no local or state funds are reported. In FY2012, federal funding was distributed through the following TIP categories:

- **Highway Bridge Program On-System (HBP ON)** are federal funds used for the replacement, rehabilitation or widening of any federal aid facility on-system.
- **Interstate Maintenance Funds (IM)** program provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the Interstate System.

- **Surface Transportation Program (STP >200k)** is used within the metropolitan area to fund roadway reconstruction, rehabilitation, traffic operational improvements, bicycle and pedestrian facilities, and studies.
- **Surface Transportation Program (STP Flex)** is a flexible funding category that is typically used by LaDOTD to fund roadway reconstruction, Intelligent Transportation System (ITS) projects, or bridge or interchange work.
- **Surface Transportation Program (STP HAZ)** funding is used to correct or eliminate hazardous conditions, improve traffic safety, and replace and upgrade traffic signal equipment.
- **Highway Safety Improvement Program (HSIP)** 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.
- **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 program (i.e. STP, HSIP, IM, etc.) sources.
- **FTA Section 5307** funds are used for capital, operating assistance, preventive maintenance and planning purposes for mass transportation improvements in urbanized areas.
- **FTA Section 5309** funds are used for mass transit capital project improvements, as well as transit discretionary grants awarded congressionally for particular transit-related projects.
- **FTA Section 5310** funds are used to provide capital assistance to private, non-profit organizations in meeting the transportation needs of the elderly or persons with disabilities, i.e., procurement of handicapped vans.
- **FTA Section 5316 Job Access and Reverse Commute (JARC)** grants fund projects and activities that create or enhance transportation services designed to connect low-income individuals to jobs or other employment related activities. JARC grants also support reverse commute projects. Activities funded by JARC must derive from the regional Coordinated Human Services Transportation Plan.
- **FTA Section 5317 New Freedom** grants fund projects that create or enhance public transportation services and remove barriers for the disabled. New Freedom projects must be new (i.e., non-operational and/or unfunded prior to 2005) and must exceed the current requirements of the Americans with Disabilities Act of 1990. Activities funded by New Freedom must derive from the regional Coordinated Human Services Transportation Plan.

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 table below is based on records obtained from LaDOTD, FHWA, and FTA, as NLCOG 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.

- **Project numbers** given by the LaDOTD as the state transportation project number.
- **Route** refers to the federal, state or parish route number on which the improvement is located.
- **Description** shows the general project name with a brief description often references by a local street, road or highway.
- **Length** is the length, in miles, of a project.
- **Parish** shows the parish in which the project is to be constructed.
- **Improvement** is the general type of improvement implemented by the project.
- **Phase** refers to what phase the project is in. All improvements are implemented through a phased or staged process.
- **Total cost** shows the total cost for the project's given phase.
- **Obligation** is the federal share from the federal government to complete the project.
- **Funding category/source** refers to the category of funding source for the primary source of funds.

Responsible Agency

This report identifies the agency(ies) responsible for each project or phase. For space constraints, the agencies are abbreviated. Please refer to the following list for the full name of each agency:

- **Bossier** – City of Bossier City
- **LaDOTD** – Louisiana Department of Transportation and Development
- **NLCOG** – Northwest Louisiana Council of Governments

Annual Listing of Federally Obligated Projects for Fiscal Year 2012 (Highway)

Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
Planning / Environmental Phase							
H.000397	LA3 (Union Pacific Bridge Overpass)	Stage 1 Environmental Assessment	HBP ON	LaDOTD	\$708,520	\$566,816	\$566,816
H.009213	LA 3132 Extension	Stage 1 Environmental Assessment	STP>200K	NLCOG	\$670,000	\$536,000	\$536,000
Planning / Environmental Phase Total					\$1,102,816		
Right of Way Phase							
H.001769	LA 511 (between LA 523 and Fern Ave.)	Various improvements	HSIP	LaDOTD	\$650,000	\$520,000	\$520,000
H.007087	Hamilton Road (Phase I)	Improvements	STP>200K	Bossier City	\$4,200,000	\$3,360,000	\$3,360,000
Right of Way Phase Total					\$3,880,000		
Engineering Phase							
H.006447	I-69 SIU 14 (Jct. I-20 to US 82 near El Dorado, AR)	Initiate engineering/design	DEMO	LaDOTD	\$500,000	\$400,000	\$400,000
H.005184	I-69 SIU 15 (Jct. US 171 to Jct. I-20)	Initiate engineering/design	DEMO	LaDOTD	\$1,000,000	\$800,000	\$800,000
Engineering Phase Total					\$1,200,000		
Construction Phase							
001-01-0027	US 80 at UP railroad overpass	New bridge	HBP ON	LaDOTD	\$5,875,000	\$5,376,800	\$5,376,800
001-01-0028	US 80 Cross Bayou and relief bridges	Bridge replacement	HBP ON	LaDOTD	\$1,580,000	\$1,446,020	\$1,446,020
010-05-0031	US 71 (Poole Rd. to LA 154)	Pavement replacement	STP FLEX	LaDOTD	\$1,360,000	\$1,244,670	\$1,244,670
011-03-0006	US 71 (LA 173 to LA170)	Pavement replacement	STP FLEX	LaDOTD	\$2,825,000	\$2,585,440	\$2,585,440
044-02-0017	LA 3 bridge replacement at St. Louis SW RR	Bridge replacement	HBP ON	LaDOTD	\$10,250,000	\$9,380,800	\$9,380,800
045-01-0029	Caddo Lake bridge replacement	Bridge replacement	HBP ON	LaDOTD	\$12,005,000	\$10,986,980	\$10,986,980
048-02-0019	LA 169 (S Lakeshore to Blanchard-Latex Rd)	Widen and overlay	STP FLEX	LaDOTD	\$2,438,000	\$2,231,260	\$2,231,260
082-02-0011	Fox Skin Bayou bridge replacement	Bridge replacement	HBP ON	LaDOTD	\$1,843,000	\$1,686,710	\$1,686,710
085-01-0022	LA 530 Black Bayou bridge replacement	Bridge replacement	HBP ON	LaDOTD	\$1,923,000	\$1,759,930	\$1,759,930
094-01-0046	LA 173 (LA 3094 to I-220)	Pavement replacement	STP FLEX	LaDOTD	\$1,055,000	\$965,540	\$965,540
095-02-0018	LA 168 (LA 1 to I-49)	Widen and overlay	STP FLEX	LaDOTD	\$1,998,000	\$1,828,570	\$1,828,570

Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
102-02-0032	LA 511 (I-49. to LA 523)	Add center turn lane (CTL)	STP HAZ	LaDOTD	\$3,500,000	\$3,603,600	\$3,603,600
102-02-0044	LA 511 (Linwood Av. to LA 523)	Overlay	STP FLEX	LaDOTD	\$327,000	\$299,270	\$299,270
108-01-0019	LA 612 Red Chute bridge	Bridge replacement	HBP ON	LaDOTD	\$1,322,000	\$1,209,890	\$1,209,890
286-01-0004	LA 157 (LA 160 to 4.22 miles north)	Widen and overlay	STP FLEX	LaDOTD	\$2,703,000	\$2,473,790	\$2,473,790
451-02-0078	I-20 (Westerfield to Industrial)	Pavement replacement	IM	LaDOTD	\$35,000,000	\$36,036,000	\$36,036,000
451-30-0036	I-220 (I-20 S'port to I-220 at Caddo P.L.)	Signage	IM	LaDOTD	\$1,320,000	\$1,359,070	\$1,359,070
742-08-0003	Hamilton Rd. Imp.–Phase II (I-20 to US 79/80)	Widen to four (4) lanes	STP>200K	Bossier	\$5,620,000	\$5,143,420	\$5,143,420
808-07-0054	LA 3105 at Shed Rd.	Add 14 ft. north- and southbound right turn lane	STP HAZ	LaDOTD	\$400,000	\$411,840	\$411,840
H.003240	I-20 WB at Pines Rd.	Off-ramp improvements	STP HAZ	LaDOTD	\$475,020	\$380,016	\$380,016
H.001769	LA 511 (between LA 523 and Fern Av.)	Various improvements	HSIP	LaDOTD	\$300,000	\$240,000	\$240,000
<i>Construction Phase Total</i>						\$90,649,616	
<i>Fiscal Year 2012 Total (Highway)</i>							\$96,832,432

Annual Listing of Federally Obligated Projects for Fiscal Year 2012 (Transit)

Project Number	Project Name	Description	Funding Source	Total Cost	Federal Amount Requested	Federal Obligation FY 2012
FTA Section 5307 Projects						
5307-2012-01	Preventative maintenance	Capital	FTA Section 9	\$3,724,000	\$2,979,200	\$2,979,200
5307-2012-02	Metropolitan planning	Planning	FTA Section 9	\$37,500	\$30,000	\$30,000
5307-2012-03	Non-fixed route ADA paratransit service	Operations	FTA Section 9	\$360,000	\$288,000	\$288,000
5307-2012-04	Office and repro. support equipment	Administration	FTA Section 9	\$25,000	\$20,000	\$20,000
5307-2012-05	Project administration	Administration	FTA Section 9	\$61,000	\$48,800	\$48,800
5307-2012-06	Replace 3 bus engines	Capital	FTA Section 9	\$162,600	\$130,080	\$130,080
5307-2012-07	Nine (9) 35 ft. CNG replacement buses	Capital	FTA Section 9	\$4,122,000	\$3,421,260	\$3,421,260
5307-2012-08	Machinery and equipment	Capital	FTA Section 9	\$25,000	\$20,000	\$20,000
FTA Section 5307 Total				\$6,937,340.00		
FTA Section 5309 Projects						
5309-2011-01	Greyhound 2010 Allocation	New transit terminal	FTA Section 3	\$945,203	\$756,162	\$756,162
5309-2011-02	Pedestrian walkway 2011 allocation	Intermodal facility	FTA Section 3	\$285,900	\$228,720	\$228,720
FTA Section 5309 Total				\$984,882.00		
FTA Section 5316 Projects						
5316-2012	JARC funding	Extended hours service	FTA Section 3	\$508,976	\$267,882	\$267,882
FTA Section 5316 Projects Total				\$267,882.00		
FTA Section 5317 Projects						
5317-2012	New Freedom funding	Extended hours service – ADA	FTA Section 3	\$211,046	\$111,077	\$111,077
FTA Section 5317 Projects Total				\$111,077.00		
Fiscal Year 2012 Obligations (Transit)						\$8,301,181.00

INDIVIDUAL PROJECT TRACKING SHEETS

To aid in understanding the detailed project listings worksheets, significant TIP programmed and obligated projects are individually referenced through project tracking sheets. Minor overlay and geometric improvements do not have tracking sheets developed for them.

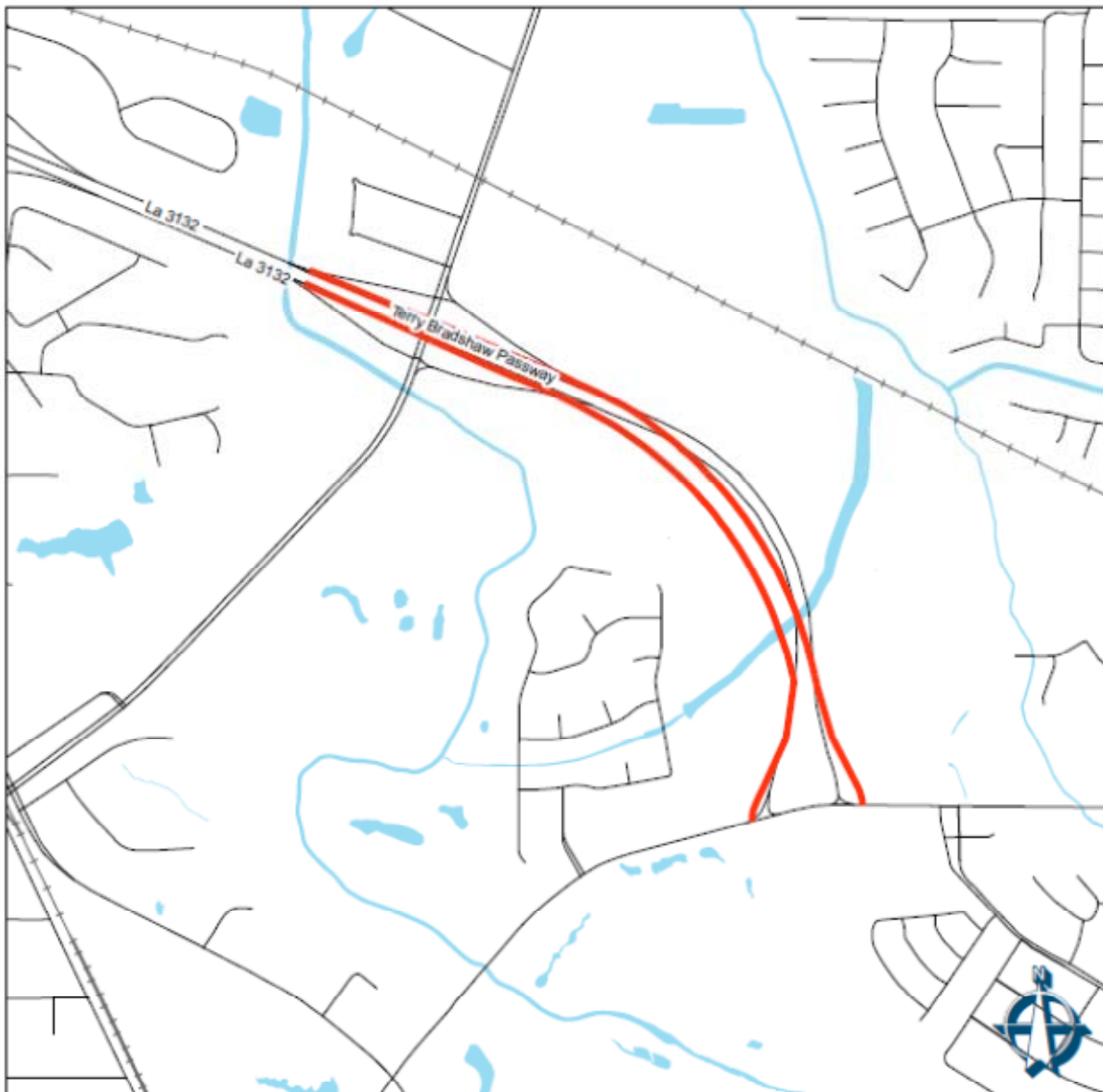
Tracking sheets contain the mapped location of the project improvement, project narrative, funding sources and cost estimates by project phase. Ultimately, performance indicators will be incorporated into the tracking analysis.

LA 3132

Extension

- LA 3132
- + + Railroads
- Street Centerlines
- Hydrology

0 0.125 0.25 0.5
Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
H.009213	LA 3132 Extension	Stage 1 Environmental Assessment	STP>200K	NLCOG	\$670,000	\$536,000	\$536,000

LA 511

between LA 523 and Fern Av

- LA 511
- +— Railroads
- Street Centerlines
- Hydrology

0 0.125 0.25 0.5 Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2022 Obligation
H001769	LA 511 (between LA 523 and Fern Av.)	Various improvements	HSIP	LaDOTD	\$300,000	\$240,000	\$240,000

Hamilton Rd.

Imp.-Phase II I-20 to US79/80

Hamilton Rd Improvements

—+— Railroads

— Street Centerlines

Hydrology

0 0.125 0.25 0.5
Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
742-08-0003	Hamilton Rd. Imp.-Phase II (I-20 to US 79/80)	Widen to four (4) lanes	STP>200K	Bossier	\$5,620,000	\$5,143,420	\$5,143,420

I-69

US 82 to US 171

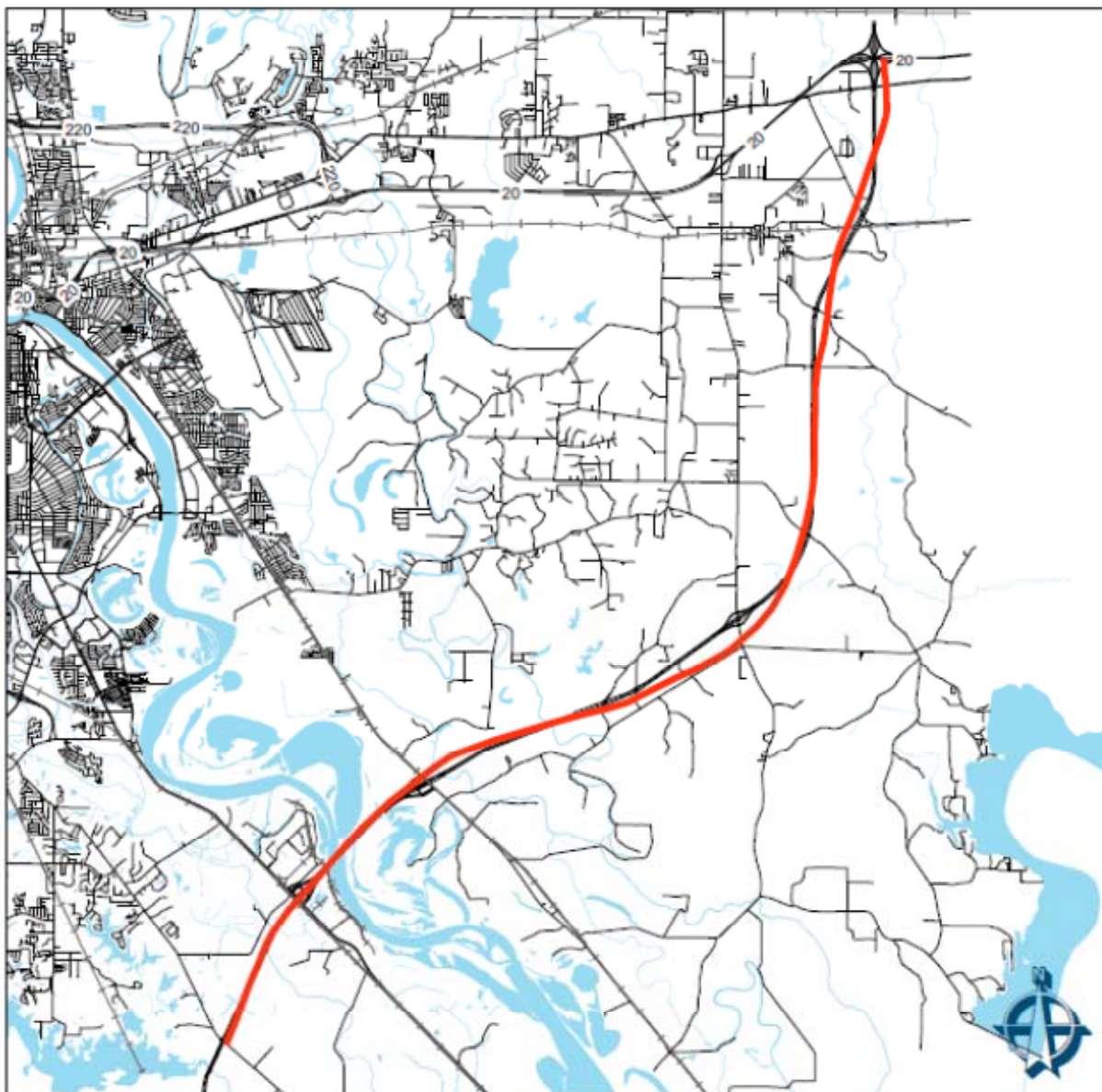
I-69 (SIU-15)

—+— Railroads

— Street Centerlines

Hydrology

0 1.25 2.5 Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
H.006447	I-69 SIU 14 (Jct. I-20 to US 82 near El Dorado, AR)	Initiate engineering/design	DEMO	LaDOTD	\$500,000	\$400,000	\$400,000

Caddo Lake

Bridge Replacement

- Caddo Lake Bridge
- + + Railroads
- Street Centerlines
- Hydrology

0 0.175 0.35 0.7
Miles



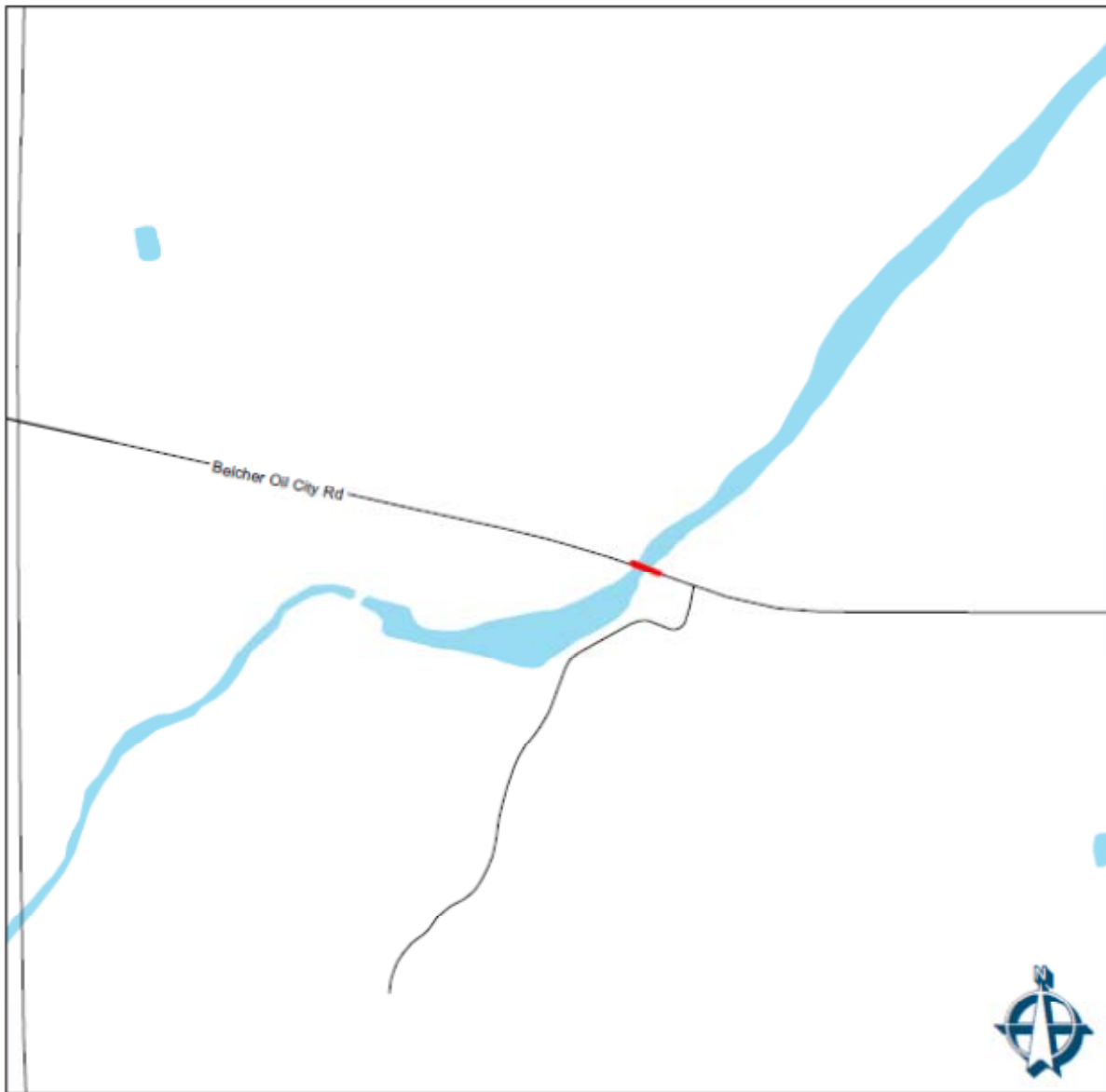
Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
045 01 0029	Caddo Lake bridge replacement	Bridge replacement	HBP ON	LaDOTD	\$12,005,000	\$10,986,980	\$10,986,980

LA 530

Black Bayou Bridge Replacement

- Black Bayou Bridge
- +— Railroads
- Street Centerlines
- Hydrology

0 0.05 0.1 0.2
Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2011 Obligation
085-01-0022	LA 530 Black Bayou bridge replacement	Bridge replacement	HBP ON	LaDOTD	\$1,923,000	\$1,759,930	\$1,759,930

LA 511

I-49 to LA 523

- LA 511
- + + Railroads
- Street Centerlines
- Hydrology

0 0.125 0.25 0.5
Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
102-02-0032	LA 511 (I-49 to LA 523)	Add center turn lane (CTL)	STP HAZ	LaDOTD	\$3,500,000	\$3,603,600	\$3,603,600

LA 612

Red Chute Bridge Replacement

Red Chute Bridge

—+— Railroads

— Street Centerlines

Hydrology

0 0.075 0.15 0.3 Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
108-01-0019	LA 612 Red Chute bridge	Bridge replacement	HBP ON	LaDOTD	\$1,322,000	\$1,209,890	\$1,209,890

LA 3105

at Shed Rd.

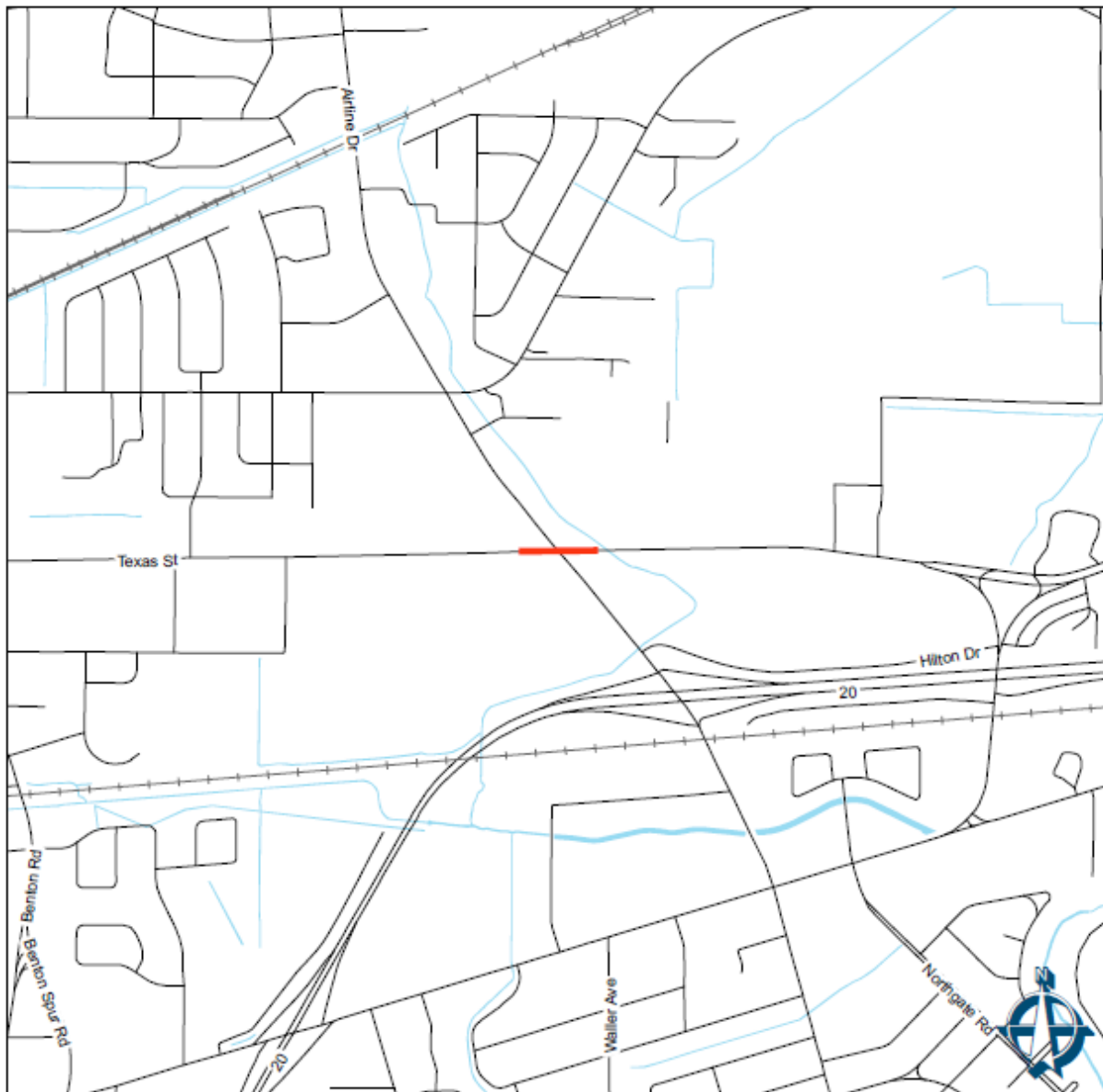
LA 3105

—+— Railroads

— Street Centerlines

Hydrology

0 0.125 0.25 0.5
Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
808-07-0054	LA 3105 at Shed Rd.	Add 14 ft. north- and southbound right turn lane	STP HAZ	LaDOTD	\$400,000	\$411,840	\$411,840

I-20

WB Ramp at Pines Rd.

- I-20 Ramp
- + + Railroads
- Street Centerlines
- Hydrology

0 0.1 0.2 0.4
Miles



Project Number	Project Name	Description	Funding Source	Sponsor	Total Cost (Phase)	Federal Amount Requested	Federal FY 2012 Obligation
H003240	I-20 WB at Pines Rd.	Offramp at Pines Rd. at I-20	STP HAZ	LaDOTD	\$475,020	\$380,016	\$380,016