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Metropolitan Planning Organization

# FFY 2025 Annual Listing of Obligated Projects

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## Purpose

The Annual Listing of Obligated Projects (ALOP) provides public information regarding the obligation of federal transportation funds in the Metropolitan Planning Area. This list details information such as project names, amount of funding spent, date on which the funding was spent, and other relevant information for the public and decision makers on transportation transactions in the MPA.

The ALOP is a requirement of metropolitan planning areas, per Code of Federal Regulations §450.334:

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.

Through cooperation with the DOTD and FHWA, the Alexandria-Pineville MPO responds to the directive developing a list of transportation projects obligated throughout the MPA for the previous Federal Fiscal Year (October 1st thru September 31st). The 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 in this year. The obligated project cost reflected in this report also may not equal final project cost.

## Alexandria-Pineville Metropolitan Planning Organization (AP-MPO)

The Alexandria-Pineville Metropolitan Planning Organization (AP-MPO) is housed under the Rapides Area Planning Commission as the designated Metropolitan Planning Organization (MPO) for the Alexandria Urbanized Area (UZA). Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. To make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of AP-MPO. The mission of AP-MPO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

## Transportation Improvement Program (TIP)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of AP-MPO's long range transportation plan, the Metropolitan Transportation Plan (MTP). It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds, a project must be included in the TIP.

The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

## Public Involvement

The AP-MPO aims to proactively engage the public in the 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. 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

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 FY2023, federal funding was distributed through the following funding categories:

- **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 Block Grant (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.

## 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 number/phase** shows a combination of the project number assigned by LA-DOTD and phase: Phase 1 Feasibility; Phase 2 Environmental; Phase 3 Right of Way (ROW); Phase 4 Relocation (Utility); Phase 5 Design (Engineering); and Phase 6 Construction.
- **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 examples, 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 funding was obligated during the 2024federal fiscal year (FFY24).
- **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 Fiscal Year 2025 (Highway) - By Funding Category

The tables below are based on records obtained from LaDOTD, FHWA, and FTA, as APMPO does not directly participate in the obligation process.

| Project Number / Phase [WBS Element] | Project Description | Funding Source | Percent of Federal Share | Federal Funds Amount | State Funds Amount | Converted Funds Amount | Local Funds Amount | Advance Construction Funds | Flex Match Amount | Other funds | Total of all funds | FHWA Transaction Date | Project Number / Phase [WBS Element] | Project Description | FHWA Auth Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| H.000574.6 | MASONIC DRIVE STREETSCAPE, PHASE II | TAP50-200K | 95.00 | -210,208.02 | 0.00 | 0.00 | -11,063.58 | 0.00 | -36,498.76 | 0.00 | -221,271.60 | 10/24/24 | H.000574.6 | MASONIC DRIVE STREETSCAPE, PHASE II | 3/21/22 |
| H.001923.4 | FLAGON BAYOU BRIDGE | STP FLEX | 80.00 | -7,165.17 | -1,791.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -8,956.46 | 10/30/24 | H.001923.4 | FLAGON BAYOU BRIDGE | 3/23/16 |
| H.007538.6 | LA 498: ENGLAND AIR PARK TO LA 1 GATEWAY | TAP50-200K | 80.00 | 239,261.96 | 59,815.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 299,077.45 | 8/5/25 | H.007538.6 | LA 498: ENGLAND AIR PARK TO LA 1 GATEWAY | 8/4/25 |
| H.007538.6 | LA 498: ENGLAND AIR PARK TO LA 1 GATEWAY | TAP-FLEX | 80.00 | 1,104,373.87 | 276,093.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,380,467.34 | 8/5/25 | H.007538.6 | LA 498: ENGLAND AIR PARK TO LA 1 GATEWAY | 8/4/25 |
| H.007538.6 | LA 498: ENGLAND AIR PARK TO LA 1 GATEWAY | TAP50-200K | 80.00 | 383,575.33 | 95,893.83 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 479,469.16 | 8/5/25 | H.007538.6 | LA 498: ENGLAND AIR PARK TO LA 1 GATEWAY | 8/4/25 |
| H.008278.3 | US 71:UP RR OVERPASS NEAR TIOGA | NHPP | 80.00 | 24,000.00 | 6,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 30,000.00 | 6/9/25 | H.008278.3 | US 71:UP RR OVERPASS NEAR TIOGA | 3/11/13 |
| H.008278.4 | US 71:UP RR OVERPASS NEAR TIOGA | NHPP | 80.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6/9/25 | H.008278.4 | US 71:UP RR OVERPASS NEAR TIOGA | 3/11/13 |
| H.010343.6 | LA 174: SABINE P/L - I-49 INTERCHANGE | STP50-200K | 80.00 | 122,606.71 | 30,651.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 153,258.39 | 4/8/25 | H.010343.6 | LA 174: SABINE P/L - I-49 INTERCHANGE | 7/17/24 |
| H.010345.6 | LA 175: N JCT LA 120 - RAY CANTO RD | STP FLEX | 80.00 | -189,462.27 | -47,365.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -236,827.84 | 5/20/25 | H.010345.6 | LA 175: N JCT LA 120 - RAY CANTO RD | 11/6/23 |
| H.010346.6 | LA 487: LA 120 - LA 174 | STP50-200K | 80.00 | 7,945,462.32 | 294,689.90 | 0.00 | 0.00 | 0.00 | 0.00 | 1,691,675.68 | 9,931,827.90 | 9/4/25 | H.010346.6 | LA 487: LA 120 - LA 174 | 9/4/25 |
| H.010354.6 | LA 111: US 171 - LA 117 | STP FLEX | 80.00 | 5,082,952.51 | 1,270,783.13 | 0.00 | 0.00 | 0.00 | 0.00 | 1,898,000.00 | 8,251,735.64 | 11/13/24 | H.010354.6 | LA 111: US 171 - LA 117 | 11/13/24 |
| H.010365.6 | LA 117: 0.5 MI S OF BELLWOOD TO LA 120 | STP FLEX | 80.00 | 8,905,827.87 | 2,226,456.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11,132,284.84 | 5/5/25 | H.010365.6 | LA 117: 0.5 MI S OF BELLWOOD TO LA 120 | 5/5/25 |
| H.010365.6 | LA 117: 0.5 MI S OF BELLWOOD TO LA 120 | STP FLEX | 80.00 | -721,045.97 | -180,261.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -901,307.46 | 6/26/25 | H.010365.6 | LA 117: 0.5 MI S OF BELLWOOD TO LA 120 | 5/5/25 |
| H.011194.6 | PINEVILLE` ELEMENTARY SIDEWALKS | HSIP-VRU | 90.00 | 31,802.05 | 3,533.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 35,335.61 | 10/16/24 | H.011194.6 | PINEVILLE` ELEMENTARY SIDEWALKS | 6/7/23 |
| H.011306.6 | ROBBINS RD: UP RR XING (FOREST HILL) | RAIL PD | 100.00 | -12,854.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -12,854.43 | 2/18/25 | H.011306.6 | ROBBINS RD: UP RR XING (FOREST HILL) | 2/1/17 |
| H.011504.6 | ALEXANDRIA ITS PHASE 2 | STP50-200K | 80.00 | 118,026.14 | 29,506.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 147,532.68 | 3/11/25 | H.011504.6 | ALEXANDRIA ITS PHASE 2 | 2/18/25 |
| H.011504.6 | ALEXANDRIA ITS PHASE 2 | STP50-200K | 80.00 | -740,123.21 | -185,030.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -925,154.02 | 5/8/25 | H.011504.6 | ALEXANDRIA ITS PHASE 2 | 2/18/25 |
| H.011504.6 | ALEXANDRIA ITS PHASE 2 | STP50-200K | 80.00 | 68,190.96 | 17,047.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 85,238.70 | 6/2/25 | H.011504.6 | ALEXANDRIA ITS PHASE 2 | 2/18/25 |
| H.011504.6 | ALEXANDRIA ITS PHASE 2 | STP50-200K | 80.00 | 2,746,628.51 | 686,657.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3,433,285.64 | 2/18/25 | H.011504.6 | ALEXANDRIA ITS PHASE 2 | 2/18/25 |
| H.011660.3 | LA 3225: TURN LANES AT LA 623 | HSIPPEN | 100.00 | -20,723.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -20,723.31 | 11/26/24 | H.011660.3 | LA 3225: TURN LANES AT LA 623 | 8/31/17 |
| H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | RCAF | 100.00 | 50,907.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 50,907.74 | 8/27/25 | H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | 4/27/23 |
| H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | NHPP-E | 100.00 | 70,623.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 70,623.36 | 7/15/25 | H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | 4/27/23 |
| H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | NHPP | 100.00 | 122,341.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 122,341.13 | 6/17/25 | H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | 4/27/23 |
| H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | NHPP | 100.00 | 127,642.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 127,642.02 | 5/14/25 | H.012468.6 | I-49 (ST LANDRY P/L - 2 MI. N. LA 3265) | 4/27/23 |
| H.012641.6 | DISTRICT 08 FLASHING YELLOW ARROW PART 2 | HSIP | 100.00 | 435,545.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 435,545.00 | 12/2/24 | H.012641.6 | DISTRICT 08 FLASHING YELLOW ARROW PART 2 | 9/23/24 |
| H.013399.6 | LA 1203: UP RR CROSSING (RAPIDES) | STP FLEX | 100.00 | -116,691.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -116,691.65 | 2/20/25 | H.013399.6 | LA 1203: UP RR CROSSING (RAPIDES) | 5/3/18 |
| H.013399.6 | LA 1203: UP RR CROSSING (RAPIDES) | STP FLEX | 100.00 | 0.00 | 0.00 | 307,439.15 | 0.00 | -307,439.15 | 0.00 | 0.00 | -307,439.15 | 10/28/24 | H.013399.6 | LA 1203: UP RR CROSSING (RAPIDES) | 5/3/18 |
| H.013399.6 | LA 1203: UP RR CROSSING (RAPIDES) | STP FLEX | 100.00 | 307,439.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 307,439.15 | 10/28/24 | H.013399.6 | LA 1203: UP RR CROSSING (RAPIDES) | 5/3/18 |
| H.013479.1 | ALEXANDRIA REG. ITS ARCHITECTURE UPDATE | STP FLEX | 80.00 | 104,826.94 | 26,206.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 131,033.67 | 7/2/25 | H.013479.1 | ALEXANDRIA REG. ITS ARCHITECTURE UPDATE | 5/1/18 |
| H.014095.6 | US 167: DONAHUE FERRY RD TO US 165 | NHPP | 80.00 | -1,325,089.95 | -331,272.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -1,656,362.44 | 2/11/25 | H.014095.6 | US 167: DONAHUE FERRY RD TO US 165 | 9/15/22 |
| H.014099.6 | US 71/LA 1208-5: LEE ST - ANDREWS ST | NHPP | 80.00 | -0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | -0.01 | 2/11/25 | H.014099.6 | US 71/LA 1208-5: LEE ST - ANDREWS ST | 11/22/21 |
| H.014255.5 | BEESON ROAD OVER FLAGON BAYOU TRIBUTARY | FBR-OFF | 80.00 | 10,099.55 | 2,524.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12,624.44 | 2/12/25 | H.014255.5 | BEESON ROAD OVER FLAGON BAYOU TRIBUTARY | 1/7/21 |
| H.014255.5 | BEESON ROAD OVER FLAGON BAYOU TRIBUTARY | FBR-OFF | 80.00 | 4,743.77 | 1,185.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5,929.71 | 12/12/24 | H.014255.5 | BEESON ROAD OVER FLAGON BAYOU TRIBUTARY | 1/7/21 |
| H.014521.1 | ALEX MPO TRAVEL DEMAND MANAGEMENT 2020 | STP FLEX | 100.00 | 100,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100,000.00 | 4/30/25 | H.014521.1 | ALEX MPO TRAVEL DEMAND MANAGEMENT 2020 | 2/22/21 |
| H.014536.6 | COLLEGE DRIVE PAVEMENT REHAB | STP50-200K | 80.00 | -162,764.21 | -6,546.64 | 0.00 | -34,144.41 | 0.00 | 0.00 | 0.00 | -203,455.26 | 3/12/25 | H.014536.6 | COLLEGE DRIVE PAVEMENT REHAB | 8/16/22 |
| H.015272.6 | US 165: INTERSECTION IMPROVEMENTS | STP50-200K | 80.00 | 807,881.76 | 201,970.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,009,852.20 | 8/27/25 | H.015272.6 | US 165: INTERSECTION IMPROVEMENTS | 8/27/25 |
| H.015272.6 | US 165: INTERSECTION IMPROVEMENTS | STP50-200K | 80.00 | 49,103.18 | 12,275.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 61,378.97 | 9/3/25 | H.015272.6 | US 165: INTERSECTION IMPROVEMENTS | 8/27/25 |
| H.015763.6 | US 165: 260' N OF LOWES DR - FRONTAGE RD | NHPP | 80.00 | 2,355,783.72 | 588,945.93 | 0.00 | 0.00 | 0.00 | 0.00 | 1,000,000.00 | 3,944,729.65 | 2/18/25 | H.015763.6 | US 165: 260' N OF LOWES DR - FRONTAGE RD | 2/18/25 |
| H.015763.6 | US 165: 260' N OF LOWES DR - FRONTAGE RD | NHPP | 80.00 | 2,685,952.16 | 671,488.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3,357,440.20 | 6/2/25 | H.015763.6 | US 165: 260' N OF LOWES DR - FRONTAGE RD | 2/18/25 |
| H.015963.5 | US 165: RED RVR MB PED GATES(JACKSON ST) | STP FLEX | 80.00 | 154,830.01 | 38,707.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 193,537.51 | 10/23/24 | H.015963.5 | US 165: RED RVR MB PED GATES(JACKSON ST) | 10/23/24 |
| H.015963.5 | US 165: RED RVR MB PED GATES(JACKSON ST) | STP FLEX | 80.00 | 19,538.69 | 4,884.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 24,423.36 | 7/21/25 | H.015963.5 | US 165: RED RVR MB PED GATES(JACKSON ST) | 10/23/24 |
| H.015963.6 | US 165: RED RVR MB PED GATES(JACKSON ST) | STP50-200K | 80.00 | 696,871.26 | 174,217.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 871,089.08 | 9/3/25 | H.015963.6 | US 165: RED RVR MB PED GATES(JACKSON ST) | 9/3/25 |
| H.016272.1 | RAPC CRP: PLANNING STUDY | STP50-200K | 80.00 | 234,840.00 | 8,710.00 | 0.00 | 50,000.00 | 0.00 | 0.00 | 0.00 | 293,550.00 | 4/2/25 | H.016272.1 | RAPC CRP: PLANNING STUDY | 4/2/25 |
| H.972373.1 | ALEX MPA STORM WATER STUDY | STP<200K | 80.00 | 85,825.65 | 0.00 | 0.00 | 21,456.41 | 0.00 | 0.00 | 0.00 | 107,282.06 | 12/23/24 | H.972373.1 | ALEX MPA STORM WATER STUDY | 9/18/19 |
| H.972373.1 | ALEX MPA STORM WATER STUDY | STP<200K | 80.00 | 80,000.00 | 0.00 | 0.00 | 20,000.00 | 0.00 | 0.00 | 0.00 | 100,000.00 | 1/27/25 | H.972373.1 | ALEX MPA STORM WATER STUDY | 9/18/19 |
| H.972373.1 | ALEX MPA STORM WATER STUDY | STP<200K | 80.00 | 17,846.12 | 0.00 | 0.00 | 4,461.53 | 0.00 | 0.00 | 0.00 | 22,307.65 | 3/3/25 | H.972373.1 | ALEX MPA STORM WATER STUDY | 9/18/19 |
| H.972574.1 | ALEXANDRIA MPO TRANS PLAN SFYS 2025/2027 | SPR OPT | 80.00 | 40,000.00 | 10,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 50,000.00 | 3/27/25 | H.972574.1 | ALEXANDRIA MPO TRANS PLAN SFYS 2025/2027 | 3/27/25 |
| H.972574.1 | ALEXANDRIA MPO TRANS PLAN SFYS 2025/2027 | STP50-200K | 80.00 | 40,000.00 | 0.00 | 0.00 | 10,000.00 | 0.00 | 0.00 | 0.00 | 50,000.00 | 3/27/25 | H.972574.1 | ALEXANDRIA MPO TRANS PLAN SFYS 2025/2027 | 3/27/25 |
| | | | | 31,869,221.24 | 5,985,978.90 | 307,439.15 | 60,709.95 | -307,439.15 | -36,498.76 | 4,589,675.68 | 42,198,146.62 | | | | |

AP-MPO
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This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Louisiana Department of Transportation and Development. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Rapides Area Planning Commission, the Federal Highway Administration or the Federal Transit Administration.

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