| 2024 SHOPP As of JUne 2024 Close-OUt$(\mathrm{s} 1.000)$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Dist | Countr | Route | Post Miles | Location/Descripition | EA | PPNO | ${ }^{\text {Projectio }}$ | Prog Code | ${ }^{\mathrm{EY}}$ | ${ }^{\mathrm{RW}}$ | con | Vote | Vote Date | ${ }^{\text {Fund Iype }}$ | PAsED | PSSE | ${ }^{\text {RWS Sup }}$ | Con Sup | Iotal Cap \& Sup | Peftormance Value | Peftomance Measure | Approved Bassline |
| 01 | Del Norte | 101 | M0.000/4.492 | In and near Crescent City, from Humboldt County line to Oregon thate line, a various locations. Rehabiltat drainge systems and remediate fish passagage bariers. | 0 K 690 | 1142 | 0120000135 | 201.151 | 27-28 | ${ }^{\$ 2,992}$ | \$19.044 | \$0 |  | RMRA | \$4,147 | \$2,479 | \$367 | ${ }_{93} 846$ | ${ }_{\text {\$32,875 }}$ | 30.0 | Cuveri(s) (ea) |  |
| 01 | Del Norte | 101 | R2.600/23.800 | Near Klamath and Crescent City, from 1. miles south of Klamath River Bridge to 0.1 Road. Rehabilitate pavement and upgrade signs, guardrail, and Transportation Management System (TMS) elements. | 0.210 | 1129 | 0118000190 | ${ }^{201.121}$ | 2425 | \$52 | \$37,22 | \$0 |  | NH | \$1,231 | \$1, 121 | \$35 | \$2,900 | \$42,560 | 50.1 | Lone miel(s) |  |
| 01 | Del Norte | 101 | 12.600/13.200 | Near Klamath, from Wilson Creek Bridge to 0.6 mile noth of Wilson Creek Bridge Pile Ground Anchor (SPGA) wall | OK140 | 1138 | 0120000033 | ${ }^{201.131}$ | $26-27$ | \$762 | \$22.614 | \$0 |  | NH | \$2,463 | \$2, 126 | 9153 | ${ }^{93} 843$ | \$31.961 | 1.0 | Location(s) |  |
| 01 | Del Norte | 101 | 15.600/16.200 |  | OK950 | 1144 | 0121000334 | 201.010 | 24.25 | ${ }^{\$ 37}$ | ${ }^{\text {99,328 }}$ | \$0 |  | STP | \$1,393 | ${ }^{\$ 2.588}$ | \$126 | \$1,711 | \$15,183 | 0.68 | Annual fatal and serious injury collision(s) |  |
| 01 | Del Norte | 101 | $18.400 / 19.300$ |  | 0.120 | 1156 | 0122000105 | 201.010 | ${ }^{26-27}$ | ${ }^{\$ 3}$ | ${ }^{96,008}$ | \$0 |  | STP | \$1,380 | \$1,167 | \$1188 | ${ }^{\$ 1,495}$ | \$10,21 | 0.19 | Annual fatal and serious injury collision(s) |  |
| 01 | Del Norte | 101 | 35.800/36.500 |  | 43641 | 1147 M | 0121000070 | 20.1110 | 25-26 | \$0 | \$500 | \$0 |  | RMRA | 50 | \$230 | \$0 | \$776 | \$1.466 | 0.0 | Bridge(s) |  |
| 01 | Del Norte | 101 | 39.200/39.000 |  | 01430 | 1152 | 0122000010 | 201.010 | 25.26 | \$110 | ${ }^{9,623}$ | \$0 |  | STP | \$1.093 | \$1.027 | \$187 | \$1,260 | 87,300 | 0.11 | Annual fatal and serious injury collision(s) |  |
| 01 | Del Norte | 101 | 39.600/39.900 |  | OM850 | 1157 | 0123000076 | 201.010 | 26.27 | \$31 | \$2,911 | \$0 |  | STP | \$1.271 | \$1,086 | \$147 | \$946 | 96,392 | 0.07 | $\left\lvert\, \begin{aligned} & \text { Annual fotal and serious } \\ & \text { niuyry colision }(s) \end{aligned}\right.$ |  |
| 01 | Del Norte | 197 | M3.2014.500 | Near Crescent City, from Kaspar/Keene Road to Ruby Van Deventer County Park: Patrick Creek Bridge to 1.1 mile north of Siskiyou Fork Road (PM 22.7/26.5). Improve cross slope, widen roadway, improve wire mesh, and construct retaining walls. | ON290 | 1161 | 0123000202 | ${ }^{201.310}$ | ${ }^{2425}$ | \$200 | \$46,560 | \$0 |  | NH | \$0 | ${ }_{4} 4,348$ | 872 | ${ }^{98} 880$ | \$60,000 | 20.1 | Dailv venicle hour(s) of delay (OVHY) | May-2024/ SHOPP-P-2324078 |
| 01 | Del Norte | 199 | T0.800 | Near Crescent City, af Elik Volle Cross Road. | 01990 | 1154 | 012200073 | 201.010 | 25-26 | ${ }_{523}$ | . 04 | 90 |  | STP | \$710 | 9922 | \$211 | \$2,125 | \$11.085 | 0.28 | Annual fatal and serious injury collision(s) |  |
| 01 | Humboldt | ${ }^{36}$ | 3.900/6.000 | Near Carlotta, from west of Fisher Road to west of Wilder Road. Plant revegetation mitigation and monitoring work for safety project 0J890 | 0.881 | 2525M | 0124000112 | 20.1010 | 26.27 | \$0 | \$216 | \$0 |  | STP | \$0 | so | so | \$595 | \$811 | 0.00 | Annual fotitiond ond seious inury colision(s) |  |
| 01 | Humboldt | ${ }^{36}$ | 11.300/34.600 |  | OC501 | 2363 M | 012200096 | 201.112 | 25.26 | \$18 | \$376 | \$0 |  | RMRA | \$0 | so | \$0 | 9333 | \$787 | 0.00 | $\begin{aligned} & \text { Annual fatal and serious } \\ & \text { injury collision(s) } \end{aligned}$ |  |
| 01 | Humboldt | ${ }^{36}$ | 25.400/26.000 |  | 09921 | 2488 | 011700022 | ${ }^{201.131}$ | 24.25 | \$12 | \$12,36 | \$0 |  | NH | \$1,473 | \$1.476 | \$60 | \$1,700 | \$17,07 | 1.0 | Location(s) |  |
| 01 | Humboldt | ${ }^{96}$ | R38.900 |  | 01770 | 2568 | 0122000045 | ${ }^{201.352}$ | ${ }^{26-27}$ | \$45 | \$14.877 | \$0 |  | ST-CASH | \$1.280 | ${ }^{3}, 225$ | 9233 | ${ }^{33.267}$ | \$22,927 | 1.0 | Location(s) |  |
| 01 | Humboldt | 101 | T0.000/R10.269 |  | 01310 | 2551 | 0121000095 | ${ }^{201.121}$ | 26.27 | \$14 | ${ }_{\text {922,43 }}$ | 90 |  | NH | 9505 | \$1.073 | \$104 | ${ }^{92,619}$ | \$26,748 | 21.8 | Lone mie(s) |  |
| 01 | Humboldt | 101 | 0.900 | Near Cooks Valley, at 0.9 mile north of Mendocino County line. Restore culvert and improve fish passage | OH641 | 2597 | 0123000062 | ${ }^{201.151}$ | 25.26 | \$51 | 95,794 | \$0 |  | RMRA | \$1,000 | \$1,561 | \$173 | \$1,071 | 99,650 | 1.0 | Cuvertis) (ea) |  |


| ${ }^{2024 \text { SHOPP A A of June }}$ ( $\mathbf{( 1 . 0 0 0 )}$ 2024 Close-OUt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Dist | County | Route | Post Miles | Location/Descripioion | EA | PPNO | Project Io | Prog Code | EY | ${ }^{\text {RW }}$ | Con | Vote | Vote Date | Fund Type | PAsED | PSSE | ${ }^{\text {RW S Sup }}$ | Con Sup | Iotal Cap \& Sup | Pefformance Value | Periomance Measure | $\begin{gathered} \text { Approved Baseline } \\ \text { Agreement } \end{gathered}$ |
| 01 | Humbolat | 101 | 2.400/M53.900 |  | OH662 | 2497 M | 0124000131 | ${ }^{201.151}$ | $26-27$ | \$0 | \$199 | ${ }^{80}$ |  | RMRA | \$0 | \$0 | \$0 | ${ }^{9335}$ | \$534 | 0.0 | Culveri(s) (ea) |  |
| 01 | Humbolat | 101 | R53.700/M54.200 | In Rio Dell. fom 0.2 mile south of Eel River Bridge No. 04-0016R to 0.4 mile south of Metropolitan Heights Road. Seismic retrofit and partial bridge replacement. | OA111 | 23018 | 0116000148 | 201.116 | ${ }^{2425}$ | \$2,390 | \$69,728 | \$0 |  | ${ }^{\text {BPP }}$ | \$5.433 | \$5,113 | \$216 | \$6,04 | \$88,844 |  | Bidge(s) | Mar-2024/ SHOPPP-P-2344.06B |
| 01 | Humbolat | 101 | 56.00/R137.100 |  | OH650 | 2498 | 011700246 | ${ }^{201.151}$ | 2425 | \$802 | \$22,888 | \$0 |  | RMRA | \$1.560 | ${ }^{11,388}$ | ${ }^{\$ 426}$ | ${ }_{9,345}$ | \$30,389 | 70.0 | Culvent(s) (ea) |  |
| 01 | Humbolat | 101 | 73.300/75.400 |  rehabilitate drainage systems. | 01780 | 2569 | 0122000046 | 201.400 | $26 \cdot 27$ | ${ }^{11.488}$ | \$5,180 | \$0 |  | ${ }^{\text {NH }}$ | \$2.029 | ${ }^{\$ 2.027}$ | \$650 | \$2,119 | \$13,433 | 2.225 .0 | Bicycle and pedestrian infrastructure (linear feet) |  |
| 01 | Humbolat | 101 | 125.200/R126.090 | Near Orick, from 0.9 mile south to South Prairie Creek Park Undercrossing. Improve shoulders, and improve drainage | 0k150 | ${ }^{2536}$ | 0120000035 | 20.1010 | ${ }^{24,25}$ | ${ }^{\$ 2,826}$ | \$5.633 | \$0 |  | STP | \$1,777 | \$1, 28 | \$224 | \$800 | \$13,218 | 0.56 | $\begin{array}{\|l} \hline \text { Annual fatal and serious } \\ \text { injury collision(s) } \end{array}$ |  |
| 01 | Humbolat | 101 | 125.700/131.770 |  | 0.910 | 7027 | 0119000121 | ${ }^{201.121}$ | 27-28 | \$0 | ${ }^{\$ 41,843}$ | \$0 |  | NH | \$1,097 | ${ }^{11,33}$ | \$177 | \$4882 | \$49,312 | 33.0 | Lane mie(s) |  |
| 01 | Humboldt | 254 | 0.000/43.000 | Near Weott and Miranda, from north of Route 101 to 1.9 miles north of Holmes Flat Road at various locations. Rehabilitate Fork Eel River, and remove fish passage barriers. Includes federal Culvert Aquatic Organism Passage (AOP) Grant amount of \$5,000,000. | OH240 | 2484 | 0117000140 | 201.999 | 25-26 | \$700 | \$28,357 | \$0 |  | ST-CASH | \$4,477 | ${ }^{\$ 2,692}$ | \$1.069 | \$4,425 | \$41,720 | 44.0 | Location(s) |  |
| 01 | Humboldt | ${ }^{254}$ | 0.800/21.000 |  | OH243 | 2518 M | 0123000078 | ${ }^{201.151}$ | 25-26 | ${ }^{\$ 0}$ | \$213 | \$0 |  | RMRA | \$0 | \$0 | \$0 | \$278 | \$491 | 0.0 | Culveri(s) (ea) |  |
| 01 | Humboldt | 254 | 4.200 | Near Phillipsville, at 0.7 mile south of Maple revegetation, monitoring, and in-stream restoration for project EA OE790 | 08791 | 2403 M | 012200083 | ${ }^{201.335}$ | 2425 | ${ }^{9}$ | \$3,344 | \$0 |  | NH | \$0 | \$0 | \$0 | \$959 | \$4,333 | 0.0 | Acre(s) treated/polutant |  |
| 01 | Humboldt | 254 | 4.300/4.700 | fa Map and monitoring for EA OH8OO | он801 | 2502 M | 0122000142 | ${ }^{201.131}$ | 24.25 | \$0 | \$137 | \$0 |  | NH | \$0 | \$0 | \$0 | 9333 | \$470 | 0.0 | Location(s) |  |
| 01 | Humboldt | 299 | R1.900/7.8.800 | Near Blue Lake and Willow Creek, from 0.1 mile eust of Route 200 to o. 5 mile east of Boise Creek Campground. Mitigation tor revegetation and monitoring for project EA ${ }_{\mid-2}^{\text {revege }}$ OF20. | 08621 | 2433M | 012200093 | ${ }^{201.151}$ | 25.26 | \$18 | \$165 | \$0 |  | RMRA | \$0 | \$0 | \$0 | \$332 | \$535 | 0.0 | Culvert(s) (ea) |  |
| 01 | Humboldt | 299 | R8.000/R9.200 | Near Blue Lake, from 0.9 mile east to 2.1 miles east of Blue Lake Boulevard. Restore storm damaged roadway by relocating on <br> storm damaged roadway by relocating on a new alignment | 0.801 | 2535 | 012000032 | ${ }^{201.131}$ | ${ }^{2425}$ | \$993 | ${ }^{\$ 49,684}$ | ${ }^{50}$ |  | NH | \$2,71 | \$1, 88 | \$168 | ${ }^{94,688}$ | \$59,673 | 2.0 | Location(s) | Jon-2024/ /HHOPP-P-2324048 |
| 01 | Humboldt | 299 | R29.200/43.035 | Near Willow Creek, from 0.1 mile east of Nitlow Hill Road to Trinity County line; also on Route 299 (PM 0.0/0.1). Rehabilitate pavement and drainage systems, improve pedestrian and bicycle infrastructure, and upgrade Traffic Management System (TMS) elements. | 01790 | 2570 | 0122000047 | ${ }^{201.121}$ | $26-27$ | 589 | \$37,066 | \$0 |  | NH | \$1,207 | ${ }^{91.184}$ | 9480 | \$4,032 | \$44,898 | 31.8 | Lone mile(s) |  |
| 01 | Humboldt | 299 | 30.700/33.400 | Near Willow Creek, from 0.1 mile east of Fork Willow Creek Bridge. Environmental mitigation for temporary and permanent impacts to wetlands and riparian vegetation for project EA OJ410. | 0.411 | 2522M | 012200009 | 201.010 | 25-26 | 50 | \$266 | \$0 |  | STP | 50 | \$0 | 50 | \$291 | \$557 | 0.00 | Annual fatal and serious injury collision(s) |  |


| ${ }^{2024 \text { SHOPP AA of JUne }} \underset{\substack{\text { ( } 51.000)}}{2024 \text { Close-OUt }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Dist | county | Route | Post Miles | Location/Descripition | ${ }^{\text {EA }}$ | PPNO | Project 10 | Prog Code | ${ }^{\text {EY }}$ | ${ }^{\text {RW }}$ | Con | Vote | Vote Dote | Fund Type | ${ }^{\text {PASEED }}$ | ${ }^{\text {PSSEE }}$ | ${ }^{\text {RW Sup }}$ | Con Sup | Total Cap \& Sup | Peformance Value | Pefromance Measure |  |
| ${ }^{01}$ | Loke | ${ }^{20}$ | R43.900/R44.200 | Near Clearlake Oaks, from 0.3 mile east to 0.6 mile east of Walker Ridge Road. Realign curve, widen shoulders, and construct rumble strips. | ¢м310 | 3217 | 0122000135 | 20.010 | ${ }^{26-27}$ | \$46 | ${ }^{96,956}$ | ${ }^{80}$ |  | STP | \$1.592 | \$1,391 | \$391 | \$1,684 | \$12.060 | ${ }^{0.31}$ | Annual fatal and serious injury collision(s) |  |
| 01 | Loke | ${ }^{29}$ | 5.000/5.900 | Near Middletown from 0.1 mile south of Central Park Road to 0.1 mile north of Young Street. Widen shoulders, construct left-turn lighting, pedestrian activated flashing beacons, overlay pavement, and construct curb ramps and sidewalk. | 0.590 | 3208 | 0122000027 | 201.010 | 26.27 | \$305 | 87,397 | \$0 |  | STP | ${ }^{\$ 2,427}$ | \$2.486 | \$1, 88 | \$2,224 | \$16,324 | 0.17 | Annual fatal and serious injury collision(s) |  |
| 01 | Loke | ${ }^{29}$ | ${ }^{7.4008 / .900}$ | Near Middletown, from 1.1 miles north of Butts Canyon Road to 0.3 mile south of space for median and shoulder widening, mprove cross slope, install radar feedback sign, and rehabilitate drainage. | OM470 | 3218 | 0123000017 | 201.010 | 27-28 | \$861 | \$11.576 | \$0 |  | STP | ${ }^{3} 3.008$ | \$2,127 | \$308 | \$2,04 | \$20,284 | 0.20 | Annual fotal and serious |  |
| 01 | Loke | ${ }^{29}$ | 11.900/23.600 | Near Clear Lake, from Spruce Grove Road o Diener Drive/Road 543. Rehabilitate pavement by grinding and placing signs, rehabilitate drainage systems, place rumble strips, and replace signal | 0.930 | 3132 | 0119000123 | 201.121 | 25-26 | \$505 | \$26,553 | \$0 |  | NH | \$1,395 | \$958 | 951 | \$3,088 | \$32,470 | 27.8 | Lone miel(s) |  |
| 01 | Loke | ${ }^{29}$ | 17.600/18.000 | Near Twin Lakes, at the intersection with C Street. Construct left turn lane and an direction. | 01220 | 3216 | 0121000085 | 201.010 | 25-26 | 930 | \$1, ¢62 | \$0 |  | STP | \$1.150 | \$913 | 997 | \$825 | \$4977 | 0.09 | Annual fatal and serious injury collision(s) |  |
| 01 | Loke | 29 | 31.400/33.700 |  | 0M570 | 3129 | 0123000032 | 201.010 | 27-28 | \$1,239 | \$15,750 | \$0 |  | STP | ${ }^{93,937}$ | ${ }^{\$ 2,876}$ | \$565 | \$5.952 | \$30,319 | 0.29 | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|lcl:crl} \text { Aniuy } \end{array}$ |  |
| 01 | Lake | ${ }^{29}$ | ${ }^{31.600 / 52.500}$ |  | 0226 | 3206 | 0121000088 | 201.121 | 27-28 | \$42 | \$46,974 | \$0 |  | NH | \$1.076 | \$1.41 | \$84 | \$4,788 | \$56,415 | 55.0 | Lane miel(s) | Bassline Required |
| 01 | Mendocino | 1 | 1.000 | Near Gualala, at intersection with Ocean Drive. Construct left-turn lane | ON180 | 4816 | 0123000158 | ${ }^{201.015}$ | 25-26 | ${ }^{553}$ | ${ }^{11.037}$ | \$0 |  | sTP | \$100 | \$318 | \$11 | \$328 | ${ }^{1,887}$ | 0.20 | Annual fatal and serious injury collision(s) |  |
| 01 | Mendocino | 1 | 4.640 |  | 0F650 | 4629 | 0116000041 | 201.999 | ${ }^{25-26}$ | \$350 | \$15,100 | \$0 |  | ST-CASH | \$1.727 | ${ }^{11.825}$ | \$200 | \$2,935 | ${ }_{\text {\$22, } 137}$ |  | Location(s) |  |
| 01 | Mendocino | 1 | ${ }^{6.400 / 10.400}$ |  | 0 F711 | 4630M | 0124000099 | 201.010 | ${ }^{2425}$ | \$707 | \$306 | ${ }^{50}$ |  | STP | \$0 | \$0 | \$0 | \$908 | \$1,921 | 0.00 |  |  |
| 01 | Mendocino | 1 | 14.700/33.900 |  | 0.940 | 4738 | 0119000124 | 201.121 | 25-26 | \$511 | \$22,984 | \$0 |  | NH | \$1,119 | ${ }^{91,163}$ | \$511 | \$2.539 | \$32,827 | 36.0 | Lane miels) |  |
| 01 | Mendocino | ${ }^{1}$ | 18.500 | Near Point Arena, at Garcia River Bridge No. 10-0113. Mitigate bridge scour, paint bridge and upgrade Traffic Management System (TMS) elements. | 01280 | 2550 | 0121000092 | 201.111 | 27-28 | ${ }^{11.404}$ | ${ }^{\$ 4.851}$ | 50 |  | RMRA | \$1.631 | \$2.03 | \$460 | \$2,988 | \$11,307 | 1.0 | Eridge(s) |  |
| 01 | Mendocino | 1 | 42,900/43.600 |  | 40141 | 4753 | 0120000111 | 201.110 | 25-26 | 87,731 | \$16,205 | \$0 |  | RMRA | 9800 | \$2.000 | \$475 | \$2,750 | \$29,961 | 0.0 | Bidge(s) |  |
| 01 | Mendocino | 1 | 43.300/44.200 |  | 40110 | 4490 | 0100000154 | 201.110 | ${ }^{26-27}$ | ${ }^{88.465}$ | ${ }^{665.673}$ | 50 |  | HBRR-S | \$5.500 | \$13,723 | \$1,111 | 98,723 | \$103,195 | 1.0 | Bidge(s) | Bassine Required |
| 01 | Mendocino | 1 | 59.800/62.100 |  | 0822 | 4546 | 0112000110 | 201.361 | ${ }^{2425}$ | \$279 | ${ }^{56.829}$ | 50 |  | NH | \$0 | \$513 | \$903 | \$1.006 | \$10,430 | ${ }^{36.0}$ | Curb ramp(s) |  |


| 2024 SHOPP As of JUne $\mathbf{( \$ 1 , 0 0 )}$ 2024 Close-OUt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Dist | County | Route | Post Miles | Location/Descripion | EA | PPNO | Project Io | Prog Code | ${ }^{\text {EY }}$ | ${ }^{\text {RW }}$ | con | Vote | Vote Date | Fund Type | PARED | PSSE | ${ }^{\text {RWW Sup }}$ | Con Sup | Total Cap \& Sup | Peformance Value | Pefromance Messure | Apporved Bassiline |
| 01 | Mendocino | 1 | 78.900/87.850 | Near DeHaven, from 0.2 mile south of Branscomb Road to South Fork Cottoneva bicycle turnouts, and upgrade guardrail. | 0.950 | 4771 | 0119000125 | 20.121 | ${ }^{26-27}$ | \$12 | \$14,246 | \$0 |  | NH | \$1,132 | \$1.091 | ${ }_{862}$ | \$1.556 | \$18,099 | 16.9 | ane mile(s) |  |
| 01 | Mendocino | ${ }^{20}$ | 33.300/33.400 | Near Ukiah, from North Calpella Overcrossing to 0.5 mile east of County Road 144 at Russian River Bridge and Overhead No. 10-0182 and Redwood Valley Undercrossing No. 10-0183. Mitigation project for onsite revegetation and monitoring for project EA 0E090 | 0E091 | 4587M | 0121000881 | 20.1110 | ${ }^{24,25}$ | 50 | \$585 | \$0 |  | RMRA | \$0 | \$242 | \$0 | \$400 | \$1,227 | 0.0 | Bridge(s) |  |
| 01 | Mendocino | 101 | R9.50/10.800 | Near Hopland, from Hopland Overhead to Mountain House Road. Widen shoulders and add left-turn lanes and a merge lane | 0.110 | 4763 | 0121000072 | 20.010 | ${ }^{25-26}$ | ${ }^{\text {83, } 197}$ | \$10,105 | \$0 |  | STP | \$1.898 | \$1.394 | \$380 | \$2,271 | \$19,245 | 0.43 | $\begin{aligned} & \text { 3n Anual fatal and serious } \\ & \text { niuiry colision (s) } \end{aligned}$ |  |
| 01 | Mendocino | 101 | 10.700/11.200 | Near Hopland, from Feliz Creek Bridge to north of First Street. Upgrade facilities to Americans with Disabilities Act (ADA) upgrade signs, guardrail, and Transportation Management System (TMS) elements. | OH140 | 4675 | 0117000115 | ${ }^{201.361}$ | ${ }^{24 \cdot 25}$ | \$1,110 | \$15,412 | \$0 |  | NH | \$1,522 | ${ }^{11,300}$ | \$864 | \$2,518 | \$22,726 | 18.0 | Curb ramp(s) |  |
| 01 | Mendocino | 101 | 21.000/28.600 |  | OH570 | 4695 | 011700023 | 201.122 | 24.25 | \$22 | \$52,822 | \$0 |  | NH | \$473 | \$1,150 | \$48 | \$5,000 | \$59,515 | 25.0 | Lane mie(s) | Dec-2023 / SHOPP-P-232403B |
| 01 | Mendocino | 101 | 27.000/27.400 | Near Ukiah, at the Ukiah Maintenance Station (MS); also on Route 128 near Boonville, at the Boonville MS (PM R28.2). Repair or replace existing maintenance station buildings, install new bulk fuel tank a Ukiah MS, upgrade storage bin unit at Boonville MS, and install electric vehicle chargers | Okolo | 7028 | 0119000131 | ${ }^{201.352}$ | ${ }^{25-26}$ | 929 | \$2,973 | \$0 |  | ST-CASH | \$1.070 | \$1,708 | \$197 | \$1,426 | \$7,403 | 2.0 | Location(s) |  |
| 01 | Mendocino | 101 | 39.800/40.400 | Near Willits, from 1.1 miles south to 0.5 mile south of Black Bart Road. Widen shoulders, Treatment (HFST), construct Maintenance Vehicle Pullouts (MVPs), replace median barrier, and install rumble strips. | 01380 | 4772 | 0121000105 | 201.010 | ${ }^{25-26}$ | \$1.011 | \$15,615 | \$0 |  | STP | \$1,839 | \$1, 39 | \$272 | \$3,592 | \$23,988 | ${ }^{0.3}$ | $\begin{aligned} & 4 \text { Annual fatal and serious } \\ & \text { nivivy collision(s) } \end{aligned}$ |  |
| 01 | Mendocino | 101 | 50.700/52.200 | Near Willits, from Outlet Creek Bridge to 1.5 roadway to add median, construct concrete median barrier, place High Friction Surface Treatment (HFST), upgrade and extend guardrail, replace sign panels, place rumble strips. | OK890 | 4748 | 012100023 | 201.010 | 24.25 | ${ }^{92}$ | \$13,691 | \$0 |  | STP | \$1.476 | \$1,246 | 994 | \$2,780 | \$19,309 | 0.71 | $\begin{aligned} & \text { Anvual fatal and serious } \\ & \text { niviry colision(s) } \end{aligned}$ |  |
| 01 | Mendocino | 101 | 81.370/791.320 |  | 0.988 | ${ }^{4742}$ | 0119000128 | ${ }^{201.121}$ | $26 \cdot 27$ | \$1 | 927,682 | 50 |  | NH | \$1.089 | ${ }^{11.893}$ | \$157 | \$2.693 | \$33,515 | ${ }^{43.5}$ | Lane miels) |  |
| 01 | Mendocino | 101 | T91.300/ 106.800 | Near Legget, Piercy and Cooks Valley, from north of Route 1 to Humboldt County line. Rehabilitate pavement by grinding and placing rubberized asphalt, upgrade guardrails, repair Transportation Management System (TMS) elements, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards. | 0.990 | 4743 | 0119000129 | ${ }^{201.121}$ | 25.26 | \$21 | \$34,292 | \$0 |  | NH | \$588 | \$982 | 918 | \$2837 | 938,738 | 3,9 | Lane mie(s) |  |
| 01 | Mendocino | 128 | ${ }^{0.000 / 50.500}$ |  remediate fish passage barriers. | OK880 | 4754 | 012000134 | ${ }^{201.151}$ | 27-28 | \$1, 877 | \$21,715 | \$0 |  | RMRA | \$3,161 | ${ }^{22,589}$ | \$856 | \$4,306 | \$34,474 | 123.0 | Culveris( ) (ea) |  |
| 01 | Mendocino | 128 | 17.900/30.700 | Near Boonville, from Mill Creek Bridge to Robinson Creek Bridge. Rehabilitate pavement, upgrade Transportation guardrails, and sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct complete streets elements. streets elements | 0k000 | 4744 | 0119000130 | ${ }^{201.121}$ | ${ }^{25 \cdot 26}$ | \$172 | \$21,057 | s0 |  | NH | \$1,439 | \$1,788 | \$460 | ${ }^{2} 2.648$ | \$27,544 | , 3 | Lane mile(s) |  |
| 01 | Mendocino | 162 | 8.200 | Near Longvale, at Eel River Bridge No. 100236. Environmental mitigation for bridge seismic retrofit project EA OA131. | OA132 | 4692M | 012200079 | 201.113 | 25.26 | \$0 | \$178 | \$0 |  | RMRA | \$0 | \$0 | \$0 | \$200 | \$378 |  | Bridge(s) |  |


| Dist | County | Rove | PostMles | Location Descrifion | ${ }^{\text {EA }}$ | peno | ctio | Prog Code | ${ }^{\text {Ex }}$ | ${ }^{\text {ex }}$ | con | vole | Vote orie | Enndrye | PasED | ${ }_{\text {PSSE }}$ | ${ }^{\text {RUS Sup }}$ | Consup | Iotalcop 8 S | Petomonce value | Peformonce Messure | Apporoed dasaline |
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| 0 | Mendociin | ${ }^{271}$ | $0.0007 / 300$ | Near Leggett, from Route 101 to Route 1. Rehabilitate pavement and drainage systems, and upgrade Traffic Management System (TMS) elements and guardrail. | 1810 | 4783 | 012200050 | ${ }^{201.121}$ | 26.27 | ${ }^{93}$ | \$14,1,36 | ${ }^{50}$ |  | NH | \$661 | ${ }_{5868}$ | \$80 | ${ }^{\text {\$1.631 }}$ | \$11,369 | ${ }^{14.1}$ | Ve miless |  |

