

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans - Non-SB 1 Funded (Non-RMRA) projects with Baseline Agreements
April 01 - June 30, 2026

District 01

<u>Row Num</u>	<u>Dist-PPNO Co-</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
1	01-4490 MEN-1	Albion River Bridge		The reason for the schedule delay was due to unexpected public opposition. A time extension has been approved.	A PCR is approved for increase to PS&E, R/W Sup, CON Sup, and R/W Cap.	

District 02

<u>Row Num</u>	<u>Dist-PPNO Co-</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
2	02-3817 SIS-5	Hilt Pavement Rehab		Project is delayed due to SHOPP rebalancing.	This is a G-13 contingency project. Construction Support and Construction Capital is not yet programmed.	
3	02-3933 SHA-299	Whiskey Creek Bridge Emergency Repair			The 2025 rate matrix change (inflation) increased the planned expenditures. PDT will evaluate needs and will utilize G-12 if needed.	

District 04

<u>Row Num</u>	<u>Dist-PPNO Co-</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
4	04-2927G SF-80	SFOBB Bridge Fender Repair			Local funds from Bay Area Toll Authority (BATA) will cover the additional cost of the project for PA&ED, PS&E, R/W Sup, Con Sup and Con Cap.	

District 06

<u>Row Num</u>	<u>Dist-PPNO Co-</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
5	06-8002 MAD-99	South Madera Rehab		There has been unanticipated delay for Right of Way. A request for a TCEP extension has been submitted.		

District 09

<u>Row Num</u>	<u>Dist-PPNO Co-</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
6	09-2685 KER-178	RIDGECREST/INYOKERN PAVEMENT		Project is delayed due to SHOPP rebalancing.	The project is a long lead; subsequent phases will be programmed at a later date.	

District 10

<u>Row Num</u>	<u>Dist-PPNO Co-</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
7	10-3133B SJ-5	10-0X462 Stockton Channel Viaduct Bridge Replacement /Northbound		The schedule will be modified to move EA 0X462 into a future year of delivery, as EA 0X461 will require 4-5 years in construction and it cannot be constructed at the same time as EA 0X461. A PCR is being developed to move the construction year into the future.	A PCR is being prepared to move construction support and construction capital funds from EA 0X462 to EA 0X461 to ensure that EA 0X461 is constructed and future funds for EA 0X462 will be programmed in a future cycle.	