



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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## Memorandum

**TO:** Mid-Ohio Regional Planning Commission  
Officers and Board Members  
Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee

**FROM:** Thea Walsh, AICP  
Transportation Infrastructure & Development

**DATE:** May 7, 2021

**SUBJECT:** **Resolution T-3-21:** “Establishing Priorities for Central Ohio  
Candidate Projects Submitted in 2021 for TRAC Funding”

As reported to you previously, nine projects were submitted to the Transportation Review Advisory Council (TRAC) for the 2021 funding cycle. TRAC is responsible for committing development and construction funding toward projects that meet the criteria of the Major New Capacity Program (generally projects that cost over \$12 million and increase roadway capacity and/or reduce congestion). Information sheets (attached) were prepared and posted to our website over the summer with details on the projects.

Resolution T-3-21 establishes MORPC’s priorities for the 2021 TRAC funding requests that fall within MORPC’s Metropolitan Organization Planning (MPO) area. MORPC accepted comments on the projects from the public, and staff completed a technical evaluation of the projects. This memo provides a summary of how the projects were evaluated and concludes with a recommendation on project prioritization. The priorities will be presented to TRAC at their May 18 and May 26 public hearings, and upon adoption of Resolution T-3-21, submitted in writing by June 1.

## Project Evaluation Summary

MORPC staff evaluated the seven TRAC projects requesting funding based on the 2020-2050 Metropolitan Transportation Plan (MTP) goals and objectives. Key elements of the MTP evaluation criteria were used for the evaluation.

For the projects being ranked, the analysis results by goal are:

*Adopted Goal: Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.* The criteria for this goal focuses on congestion relief and the total number of jobs as well as non-retail jobs within one mile of the facility in the present and projected in 2050. The Hard Shoulder Running (HSR) I-71 project topped this goal due to congestion relief and jobs in the project area. The US-23 Corridor study followed with high jobs in the area, then came the Far East Freeway projects, I-70/Taylor Rd/SR-256 interchange and phases 2 & 3. Both with a high number of future jobs.

*Adopted Goal: Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.* The criteria for this goal considered reductions in emissions (VOC and NOx). While all projects showed a relatively negligible difference in emissions reduction, the Far East I-70/Taylor Rd/SR-256 project scored slightly better than the other eight projects.

*Adopted Goal: Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.* The criteria for this goal considered reduction in regional vehicle-miles traveled. The I-71/Big Walnut new interchange ranked highest under this goal followed by the Far East I-70/Taylor Rd/SR-256 project and then grouped together the Far East freeway phases 2 & 3, I-270 interchange at US 23 south and US 23 Corridor study.

*Adopted Goal: Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.* The criteria for this goal included the number of communities being served by the project, consideration for collaboration with regards to funding the project, new development in the area and whether any phase of the project was already constructed or under construction. The Alum Creek Dr. widening and the Far East Freeway Phase 2 & 3 projects scored better than the rest because of the number of jurisdictions served and other phases of development underway. Next came the US-23 Corridor study and HSR on I-71.

*Adopted Goal: Use public investments to benefit the health, safety, and welfare of people.* The criteria for this goal considered the safety/crash ranking analysis, pavement and bridge condition, and Environmental Justice (EJ) populations served. The HSR I-71 study ranked highest, followed by the I-270/US-23 interchange, the Alum Creek Drive widening and US 23 Corridor study.

*Adopted Goal: Create sustainable neighborhoods to improve residents' quality of life.* The criteria for this goal considered which projects serve users going to or coming from higher density areas and multimodal elements of the project, such as facilities for transit, bicyclists and pedestrians. The HSR I-71 study tops in this goal. Next were the Alum Creek Drive widening and the Far East Freeway Phases 2 & 3.

### Comments Received from the Public

On April 2, MORPC issued a press release requesting comments from the public on this year's TRAC applications. Comments were due by April 28. The table below summarizes the number of comments received.

Application	In Support	Opposed	Total Comments
Far East Freeway Phases 2 & 3	2	0	2
Far East I-70/Taylor/SR-256 interchange	4	0	4
I-270/US-23 Interchange	1	0	1
Broad Street Widening (Pataskala)	0	0	0
US-33/Pickerington/Allen new interchange	2	0	2
Alum Creek Dr. Widening	1	0	1
I-71/Big Walnut Interchange	10	42	52
HSR I-71 Study	0	0	0
US-23 Corridor Study	2	1	3
<b>Total</b>	<b>22</b>	<b>43</b>	<b>65</b>

The majority of the comments received were in opposition to the Big Walnut and I-71 new interchange. Residents cited concerns with air, noise, and light pollution as well as proximity of the proposed interchange to existing residential neighborhoods and schools. Those in support of the project urged the applicant to extend the noise walls to better protect neighborhoods in proximity of the proposed interchange.

### MORPC Staff Ranking Recommendation

Based on the goal-by-goal evaluation summarized above, the public comments and the phase for which money is being requested, MORPC staff recommends the following priority ranking for the nine TRAC applications requesting funding:

- Priority 1: Far East Freeway Phases 2 & 3
- Priority 2: I-71 Hard Shoulder Running
- Priority 3: US-23 Corridor Study
- Priority 4: I-70 Interchange at SR 256 & Taylor Rd
- Priority 5: Alum Creek Drive Widening

Priority 6: I-270 & US 23 south interchange  
Priority 7: US-33 at Pickerington Road  
Priority 8: Broad Street Widening in Pataskala  
Priority 9: Big Walnut Interchange

Resolution T-3-21 recommends these rankings.

TW:NG:DL

Attachment: Resolution T-3-21

## RESOLUTION T-3-21

### **“ESTABLISHING PRIORITIES FOR CENTRAL OHIO CANDIDATE PROJECTS SUBMITTED IN 2021 FOR TRAC FUNDING”**

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) is designated as the metropolitan planning organization (MPO) for the Columbus metropolitan area; and

WHEREAS, the Transportation Review Advisory Council (TRAC) selects major new projects to receive funding from the Ohio Department of Transportation's (ODOT's) major new capacity program; and

WHEREAS, the TRAC has requested that each MPO submit its priorities for projects in that MPO's planning area; and

WHEREAS, seven projects requesting funding and one project requesting continued TRAC recognition had been submitted to MORPC for acknowledgement prior to their submittal to the TRAC (see Attachment A); and

WHEREAS, MORPC members and the public were asked to submit comments on the projects; and

WHEREAS, staff provided the Community Advisory, Transportation Advisory and Transportation Policy committees information regarding the applications, including public comments received for staff recommendation; and

WHEREAS, the Community Advisory Committee (CAC) at its meeting on May 3, 2021 and the Transportation Advisory Committee (TAC) at its meeting on May 5, 2021 each created and forwarded a ranked list to advise the Transportation Policy Committee; now therefore

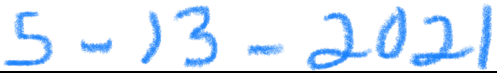
### **BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:**

- Section 1. That the attached listing of projects (Attachment A) be established as the order of priorities for the candidate projects submitted to TRAC from the MORPC transportation planning area for major new capacity program funding.
- Section 2. That the TRAC is strongly discouraged from funding lower priority projects on this list at the expense of higher priority projects.
- Section 3. That it directs MORPC staff to forward these priorities to the TRAC and to present the priorities to the TRAC.

Section 4. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

  
Karen Angelou, Chair

**MID-OHIO REGIONAL PLANNING COMMISSION**

  
Date

Prepared by: Dina López

Attachments:

A. Establishing Priorities for Central Ohio Candidate Projects Submitted in 2021 for TRAC Funding

Attachment A  
Resolution T-3-21

**Priorities for the 2021 TRAC Major/New Program Candidate Projects**

<b>Rank</b>	<b>Sponsor - Project</b>	<b>Tier Request</b>	<b>2021 TRAC Funding Request</b>	<b>Total Project Cost</b>
1	Far East Freeway Phases 2 & 3	Tier I	\$38.4 million	\$144.2 million
2	HSR I-71 Study	Tier II	\$6 million	\$82.6 million
3	US23 Corridor Study	Tier II	\$2 million	\$1.2 billion
4	Far East I-70/SR256/Taylor Rd	Tier II	\$11.4 million	\$59.4 million
5	Alum Creek Drive Widening	Tier II	\$4.93 million	\$52.04 million
6	US23/I270 South Interchange	Tier I	\$14 million	\$28.43 million
7	US-33/Pickerington Rd./Allen Rd. New Interchange	Tier II	\$10 million	\$59.4 million
8	Broad St. Widening (Pataskala)	Tier I	\$12.14 million	\$15.18 million
9	I-71/Big Walnut New Interchange	Tier II	\$3 million	\$75 million



# FAR EAST FREEWAY: PHASES 2&3

**PROJECT NAME:** FRA-70-22.85

**LAYMAN NAME:** Far East Freeway, Phases 2&3

**SUBMITTED BY:** ODOT - District 6

**ODOT PROJECT ID:** 98232

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** No

**TOTAL PROJECT COST:** \$144.2 million

**CURRENT TRAC STATUS:** Tier II - Development

**TRAC STATUS REQUEST:** Tier I - Construction

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

These phases of the Far East Freeway project will address safety and congestion issues in the I-70 corridor at the Brice Road interchange area. Phase 2 includes the reconfiguration of the north half of the Brice Road interchange and construction of westbound ramps to the I-270 interchange, as well as the replacement of the Brice Road bridge. Phase 3 constructs the south half of the Brice Road interchange.

### 2021 TRAC REQUEST:

ODOT District 6 is requesting \$38.4 million (\$1.1 million for right-of-way acquisition and \$37.3 million for construction).

### PROJECT SCHEDULE:

#### PLANNING STUDIES

4/1/2005 (Complete)

#### INTERCHANGE STUDIES

12/8/2016 (Complete)

#### PRELIMINARY ENGINEERING

6/30/2014 (Complete)

#### ENVIRONMENTAL APPROVALS

6/16/2015 (Complete)

#### DETAILED DESIGN

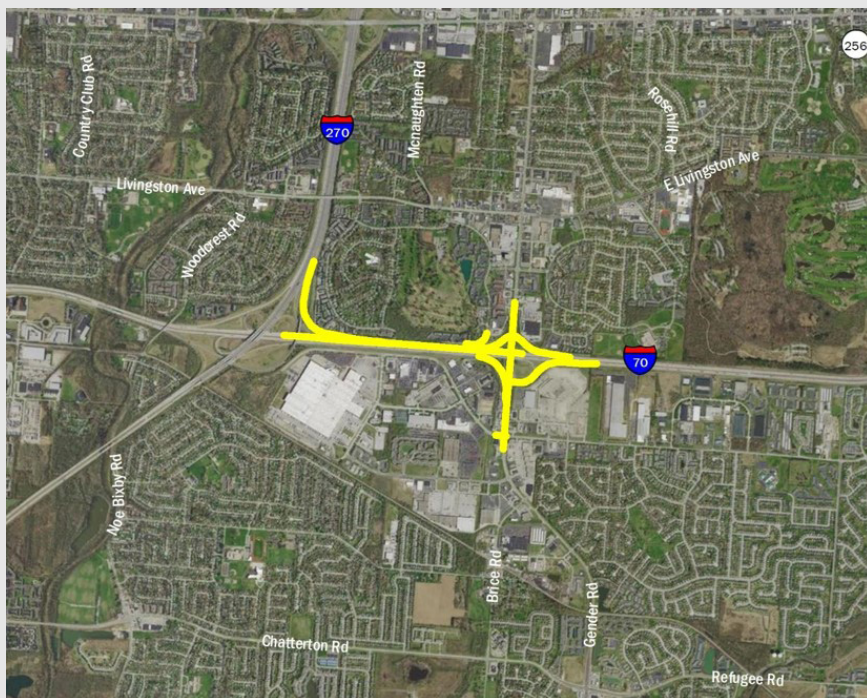
9/1/2023 (In Progress)

#### RIGHT-OF-WAY ACQUISITION

3/15/2023 (Not Started)

#### UTILITY RELOCATION

3/15/2023 (Not Started)



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# HARD SHOULDER RUNNING I-71 STUDY

**PROJECT NAME:** FRA-71-HSR Feasibility Study

**LAYMAN NAME:** I-71 Hard Shoulder Running (HSR) Feasibility Study

**SUBMITTED BY:** ODOT - District 6

**ODOT PROJECT ID:** 110273

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** No

**TOTAL PROJECT COST:** \$82.6 million

**CURRENT TRAC STATUS:** New Project

**TRAC STATUS REQUEST:** Tier II - Development

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This project responds to increasing congestion and safety issues along I-71 north of downtown from approximately I-670 to northern I-270. Results from a preliminary study currently underway recommend a combination of hard shoulder running and auxiliary lanes. ODOT District 6 will be performing preservation work in Fiscal Year 2025 along this highway segment, and it is seeking to leverage that investment with TRAC funds to implement these improvements.

### 2021 TRAC REQUEST:

ODOT District 6 is requesting \$6 million: \$3 million for preliminary engineering; \$3 million for detailed design.

### PROJECT SCHEDULE:

#### PLANNING STUDIES

4/1/2019 (Complete)

#### INTERCHANGE STUDIES

12/31/2021 (In Progress)

#### PRELIMINARY ENGINEERING

12/31/2021 (In Progress)

#### ENVIRONMENTAL APPROVALS

10/15/2022 (Not Started)

#### DETAILED DESIGN

12/1/2023 (Not Started)

#### RIGHT-OF-WAY ACQUISITION

12/1/2023 (Not Started)

#### UTILITY RELOCATION

5/1/2024 (Not Started)



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# US-23 CORRIDOR STUDY

**PROJECT NAME:** US-23 Corridor Study

**LAYMAN NAME:** US-23 Corridor Study

**SUBMITTED BY:** ODOT - Districts 2&6

**ODOT PROJECT ID:** 112768

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** No

**TOTAL PROJECT COST:** \$1.2 billion

**CURRENT TRAC STATUS:** New Project

**TRAC STATUS REQUEST:** Tier II - Development

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This study will identify the most feasible way of improving the link between the cities of Toledo and Columbus. The study will focus on physical improvements between Waldo – the end of existing freeway – and northern I-270. The primary concepts under study include a west bypass of Delaware connecting to US-33, an upgrade of the existing alignment on US-23, and an eastern bypass connecting to I-71.

### 2021 TRAC REQUEST:

ODOT Districts 2 and 6 are requesting \$2 million for preliminary engineering.

### PROJECT SCHEDULE:

#### PLANNING STUDIES

5/16/2022 (In Progress)

#### INTERCHANGE STUDIES

Not Started (TBD)

#### PRELIMINARY ENGINEERING

Not Started (TBD)

#### ENVIRONMENTAL/NEPA APPROVAL

Not Started (TBD)

#### DETAILED DESIGN

Not Started (TBD)

#### RIGHT-OF-WAY ACQUISITION

Not Started (TBD)

#### UTILITY RELOCATION

Not Started (TBD)



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# FAR EAST I-70 INTERCHANGE IMPROVEMENTS AT TAYLOR ROAD & SR-256

**PROJECT NAME:** FAI/LIC IR 70 0.00/0.00

**LAYMAN NAME:** Far East I-70 interchange improvements at Taylor Rd & SR-256

**SUBMITTED BY:** ODOT - District 5

**ODOT PROJECT ID:** 96808

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** No

**TOTAL PROJECT COST:** \$85 million

**CURRENT TRAC STATUS:** Tier III - Development & Multi-Phase Projects

**TRAC STATUS REQUEST:** Tier III - Development & Multi-Phase Projects

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This interchange improvement project is a phase of the I-70 Far East Freeway improvements. Located in Fairfield and Licking counties, this project involves I-70 interchange improvements at SR-256 and Taylor Road.

### 2021 TRAC REQUEST:

ODOT District 5 is requesting to remain in Tier III status, and requests \$5 million for preliminary engineering in fiscal year 2022.

### PROJECT SCHEDULE:

#### PLANNING STUDIES

4/1/2005 (Complete)

#### INTERCHANGE STUDIES

12/18/2016 (Complete)

#### PRELIMINARY ENGINEERING

7/30/2014 (Complete)

#### ENVIRONMENTAL/NEPA APPROVAL

10/31/2023 (Not Started)

#### DETAILED DESIGN

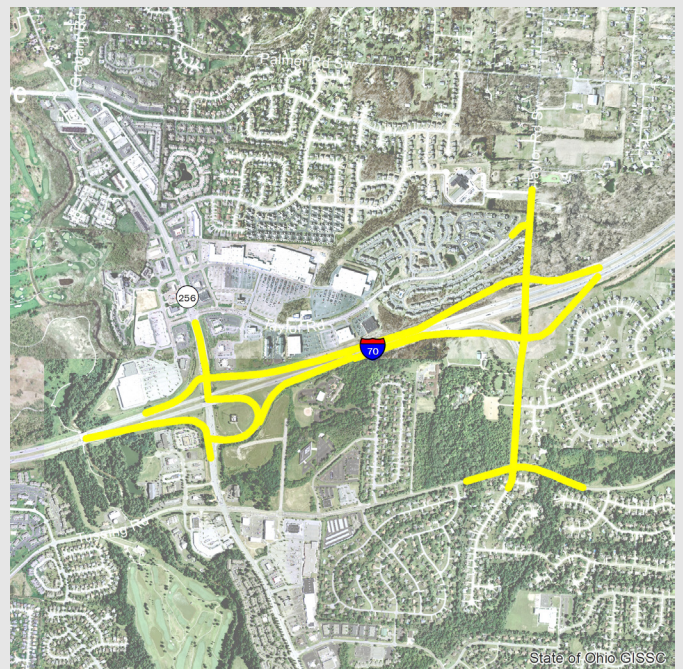
12/31/2024 (Not Started)

#### RIGHT-OF-WAY ACQUISITION

12/31/2024 (Not Started)

#### UTILITY RELOCATION

7/31/2025 (Not Started)



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# ALUM CREEK DRIVE WIDENING (RICKENBACKER AREA)

**PROJECT NAME:** Alum Creek Dr. Widening

**LAYMAN NAME:** Alum Creek Drive Widening (SR 317 to Groveport Road)

**SUBMITTED BY:** The Franklin County Engineers Office

**ODOT PROJECT ID:** New Project (PID TBD)

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** Yes

**TOTAL PROJECT COST:** \$52.04 million

**CURRENT TRAC STATUS:** New Project

**TRAC STATUS REQUEST:** Tier II - Development

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This project will widen Alum Creek Drive to include a third through-lane in each direction and replace bridges over Big Walnut Creek. It includes a sidewalk on one side and a shared use path on the other. The Franklin County Engineer's Office is requesting \$4.93 million, with \$1.73 million for preliminary engineering in fiscal year 2023 and \$3.2 million for detailed design work in fiscal year 2025.

### 2021 TRAC REQUEST:

The Franklin County Engineers Office is requesting Tier II Status and \$4.93 million (\$1.73 million for preliminary engineering, \$3.2 million for detailed design).

### PROJECT SCHEDULE:

#### PLANNING STUDIES

12/31/2021 (In Progress)

#### INTERCHANGE STUDIES

Not Started (TBD)

#### PRELIMINARY ENGINEERING

Not Started (TBD)

#### ENVIRONMENTAL/NEPA APPROVAL

Not Started (TBD)

#### DETAILED DESIGN

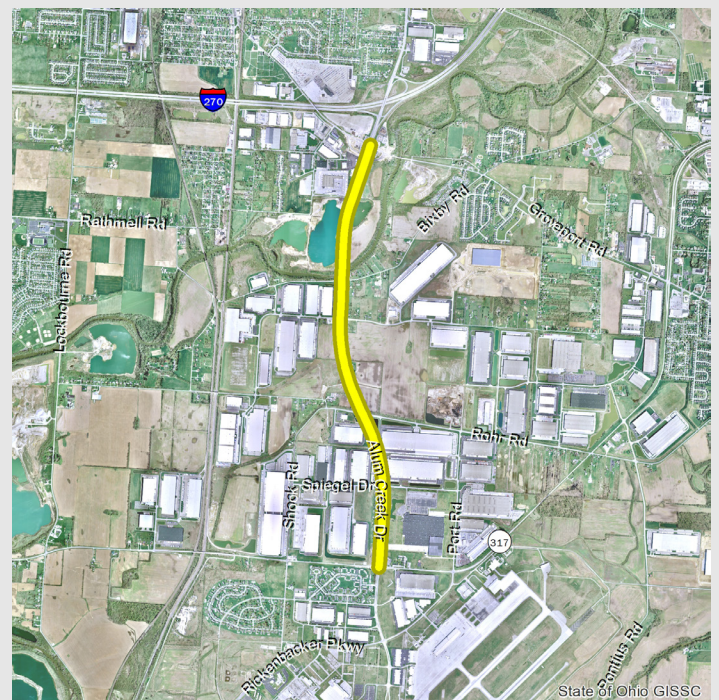
Not Started (TBD)

#### RIGHT-OF-WAY ACQUISITION

Not Started (TBD)

#### UTILITY RELOCATION

Not Started (TBD)



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# I-270 & US-23 INTERCHANGE

**PROJECT NAME:** FRA-270-51.50

**LAYMAN NAME:** South outerbelt I-270 & US-23 Interchange

**SUBMITTED BY:** ODOT - District 6

**ODOT PROJECT ID:** 92616

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** No

**TOTAL PROJECT COST:** \$28.43 million

**CURRENT TRAC STATUS:** Tier II - Development

**TRAC STATUS REQUEST:** Tier I - Construction

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This project will improve the safety, capacity, and operation of US-23 at the I-270 interchange and Rathmell Road. Improvements include removing two cloverleaf ramps, constructing two new signalized ramps, rehabilitating two bridges, and other improvements at Rathmell Road.

### 2020 TRAC REQUEST:

ODOT District 6 is requesting \$14 million for construction activities in fiscal year 2023.

### PROJECT SCHEDULE:

#### PLANNING STUDIES

5/3/2010 (Complete)

#### INTERCHANGE STUDIES

7/31/2013 (Complete)

#### PRELIMINARY ENGINEERING

7/31/2010 (Complete)

#### ENVIRONMENTAL APPROVALS

9/17/2014 (Complete)

#### DETAILED DESIGN

10/11/2018 (Complete)

#### RIGHT-OF-WAY ACQUISITION

5/1/2022 (In Progress)

#### UTILITY RELOCATION

12/1/2022 (Not Started)



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# US-33 AT PICKERINGTON ROAD & ALLEN ROAD

**PROJECT NAME:** FAI US 33 3.18

**LAYMAN NAME:** US 33 at Pickerington Road

**SUBMITTED BY:** ODOT - District 5

**ODOT PROJECT ID:** ODOT - District 5

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** Yes

**TOTAL PROJECT COST:** \$59.4 million

**CURRENT TRAC STATUS:** Tier II - Development

**TRAC STATUS REQUEST:** Tier II - Development

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This project will remove the existing intersections along US-33 at Pickerington Road and Allen Road and replace them with an interchange facility to be located at Pickerington Road. ODOT District 5 is requesting \$11.4 million, with \$1 million for preliminary engineering, \$400,000 for detailed design (fiscal year 2023) and \$10 million for right-of-way acquisition (fiscal year 2023).

### 2021 TRAC REQUEST:

ODOT District 5 is requesting \$11.4 million, with \$1 million for preliminary engineering, \$400,000 for detailed design, and \$10 million for right-of-way acquisition.

### PROJECT SCHEDULE:

#### PLANNING STUDIES

4/1/2019 (Complete)

#### INTERCHANGE STUDIES

12/31/2021 (In Progress)

#### PRELIMINARY ENGINEERING

12/31/2021 (In Progress)

#### ENVIRONMENTAL APPROVALS

10/15/2022 (Not Started)

#### DETAILED DESIGN

12/1/2023 (Not Started)

#### RIGHT-OF-WAY ACQUISITION

12/1/2023 (Not Started)

#### UTILITY RELOCATION

5/1/2024 (Not Started)



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# BROAD STREET WIDENING IN PATASKALA

**PROJECT NAME:** LIC-16-4.92 (Broad Street Widening)

**LAYMAN NAME:** Broad Street Widening - Pataskala

**SUBMITTED BY:** The City of Pataskala

**ODOT PROJECT ID:** New Project (PID TBD)

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** No

**TOTAL PROJECT COST:** \$15.18 million

**CURRENT TRAC STATUS:** New Project

**TRAC STATUS REQUEST:** Tier I - Construction

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

This project proposes to widen Broad Street (SR-16) between John Reese Parkway and Oxford Drive to create a consistent five-lane cross-section. This improvement would create side-by-side left-turn lanes between Main Street and Township Road. Improvements include the construction of a multi-use path on one side of Broad Street and a sidewalk on the other side.

### 2021 TRAC REQUEST:

The City of Pataskala is requesting Tier I status and \$12.14 million for various project development activities (\$950,000 for preliminary engineering, \$480,000 for detailed design, \$950,000 for right-of-way, \$9.76 million for construction).

### PROJECT SCHEDULE:

#### PLANNING STUDIES

4/15/2021 (In Progress)

#### INTERCHANGE STUDIES

Not Started (TBD)

#### PRELIMINARY ENGINEERING

3/1/2022 (Not Started)

#### ENVIRONMENTAL/NEPA APPROVAL

3/1/2023 (Not Started)

#### DETAILED DESIGN

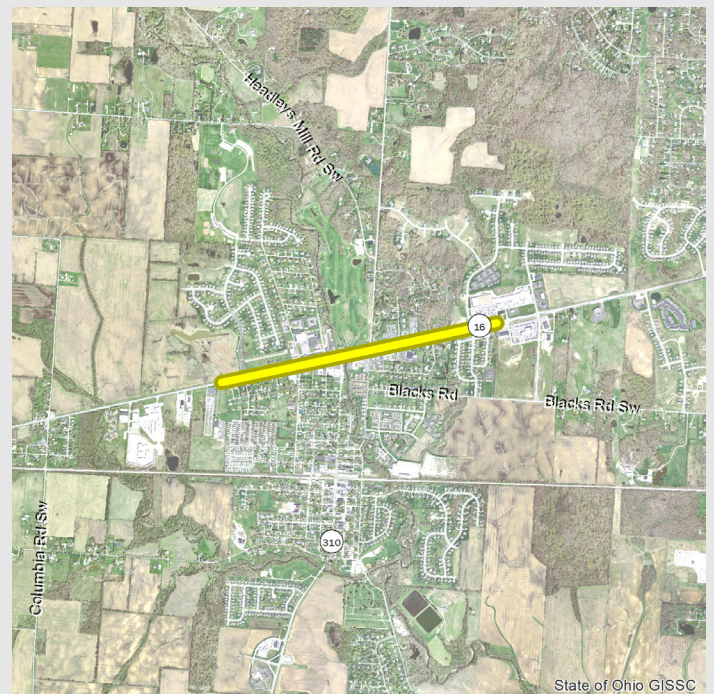
3/1/2023 (Not Started)

#### RIGHT-OF-WAY ACQUISITION

3/1/2024 (Not Started)

#### UTILITY RELOCATION

3/1/2025 (Not Started)



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# I-71 & BIG WALNUT INTERCHANGE

**PROJECT NAME:** DEL-IR71.3.55

**LAYMAN NAME:** I-71 & Big Walnut New Interchange

**SUBMITTED BY:** The Delaware County Engineers Office

**ODOT PROJECT ID:** 79608

**MORPC MTP PROJECT:** Yes

**COMPETITIVE ADVANTAGE PROJECT:** Yes

**TOTAL PROJECT COST:** \$75 million

**CURRENT TRAC STATUS:** Tier II - Development

**TRAC STATUS REQUEST:** Tier II - Development

## 2021 APPLICATION TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

### PROJECT OVERVIEW:

The Big Walnut Interchange project will construct a new interchange on Interstate 71 at Big Walnut Road in Delaware County. The new interchange includes an additional lane on I-71 northbound from exit 121 to the proposed Exit 124 and local road improvements in the vicinity of the new interchange.

### 2021 TRAC REQUEST:

The Delaware County Engineers Office is requesting to remain in Tier II status, and requests \$3 million for right-of-way acquisition in fiscal year 2025.

### PROJECT SCHEDULE:

#### PLANNING STUDIES

2/1/2009 (Complete)

#### INTERCHANGE STUDIES

12/1/2022 (Not Started)

#### PRELIMINARY ENGINEERING

6/1/2022 (In Progress)

#### ENVIRONMENTAL/NEPA APPROVAL

8/1/2023 (In Progress)

#### DETAILED DESIGN

8/1/2024 (Not Started)

#### RIGHT-OF-WAY ACQUISITION

8/1/2025 (Not Started)

#### UTILITY RELOCATION

8/1/2026 (Not Started)



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