

**12/31/20 Posting Date**  
**CLE-US 52-4.67**  
**PID No. 114042**  
**Village of New Richmond**  
**Response Due Date: 01/15/21**

**Communications Restrictions**

**Please note the following policy concerning communication between Consultants and the Village of New Richmond during the announcement and selection process:**

During the time period between advertisement and the announcement of final consultant selection, communication with consultants (or their agents) shall be limited as follows:

**Communications which are strictly prohibited:**

Any discussions or marketing activities related to this specific project.

**Allowable communications include:**

Technical or scope of services questions specific to the project or RFP requirements.

**Project Description**

Village of New Richmond intends to develop a complete streets project on US 52 by implementing a road diet – converting the existing four lanes of US 52 to two lanes of traffic (NB lanes) and providing a shared use path on the existing SB pavement to Improve safety for motorists, cyclists, and pedestrians within the Village of New Richmond. Four existing intersections (Front, Sycamore, Augusta, and Adamson Streets) will be converted to single lane roundabouts. Estimated work length is 2.00 miles.

**Estimated Project Cost:** \$8,250,000

**Prequalification Requirements**

Prequalification requirements for this agreement are listed below. For all prequalification categories other than Cost Accounting - Unlimited the requirement may be met by the prime consultant or a subconsultant.

Also, please note that only individuals (not firms) are prequalified for right of way acquisition and construction inspection. In instances where prequalification for these services is required, a prequalified individual, either employed by the prime consultant or a subconsultant, must be named in order to meet the requirement.

For agreements that require prequalification in Cost Accounting - Unlimited the prime consultant and **all subconsultants that provide engineering and design related services** must be prequalified in this category. Engineering and Design Related Services are defined as follows:

Program management, construction management, feasibility studies, preliminary engineering, design engineering, surveying, mapping, or architectural related services with respect to a highway construction project subject to 23 U.S.C. 112(a) as defined in 23 U.S.C 112(b)(2)(A); and

Professional services of an architectural or engineering nature, as defined by State law (ORC 5526), which are required to or may logically or justifiably be performed or approved by a person licensed, registered, or certified to provide the services with respect to a highway construction project to 23 U.S.C. 112(a) and defined in 40 U.S.C. 1102(2).

**DESIGN SERVICES:**

- Bicycle Facilities & Enhancement
- Design Complex Roadway Design
- Safety Study
- Complex Right of Way Plan Development
- Subsurface Location Services
- Level 1 Bridge Design

**SOILS/GEOTECHNICAL SERVICES:**

- Geotechnical Engineering Services
- Geotechnical Testing Laboratory
- Geotechnical Field Exploration Services

**TRAFFIC SIGNAL DESIGN:**

- Basic Traffic Signal Design

**HIGHWAY LIGHTING DESIGN:**

- Complex Lighting Design

**ENVIRONMENTAL SERVICES:**

- Environmental Document Preparation - CE
- Environmental Document Preparation - Section 4(f) RMR Screening
- RMR Assessment
- RMR Investigation
- Ecological Surveys
- Waterway Permits

**RIGHT OF WAY ACQUISITION SERVICES:**

- Title Research
- Value Analysis
- Appraisal
- Negotiation
- Closing

**COST ACCOUNTING SYSTEM**

Unlimited (Prime consultant and subconsultants that provide engineering and design related services must meet this prequalification requirement)

**Selection Subfactors**

Roundabout design experience is a selection subfactors for this project.

**Contract Type and Payment Method**

Refer to the ODOT's Manual for Administration of Contracts for Professional Services, Volume 1: Consultant Contract Administration, Sections 4.3.A and 4.3.B for guidance concerning the appropriate contract type and payment method. Based on this guidance, contract type and payment method will be determined during the scope of services and negotiation process.

**Estimated Date of Authorization**

It is anticipated that the selected Consultant will be authorized to proceed by February, 2021.

**Completion Schedule**

The plans are to be completed and on file with the Ohio Department of Transportation by June 30, 2023.

**Suspended or Debarred Firms**

Firms included on the current Federal list of firms suspended or debarred are not eligible for selection.

**Terms and Conditions**

The Department's Specifications for Consulting Services 2016 Edition will be included in all agreements selected under this request for letters of interest.

**Compliance with Title VI of the Civil Rights Act of 1964**

The Village of New Richmond, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all bidders including disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency in consideration for an award.

**Selection Procedures**

The Village of New Richmond will directly select a consultant based on the Letter of Interest (LoI). The requirements for the LoI and the Programmatic Consultant Selection Rating Form that will be used to select the consultant are shown below.

Firms interested in being considered for selection should respond by emailing the submittal to **Greg Roberts at [groberts@newrichmond.org](mailto:groberts@newrichmond.org) by 4:30 PM on the response due date** listed above. Responses received after 4:30 PM on the response due date will not be considered.

## **Scope of Services**

The Scope of Services document is included below.

## **Requirements for Letters of Interest. Programmatic Selection Process**

- A. Instructions for Preparing and Submitting a Letter of Interest
1. Provide the information requested in the Letter of Interest Content (Item B below), in the same order listed, in a letter signed by an officer of the firm. Do not send additional forms, resumes, brochures, or other material.
  2. Letters of Interest shall be limited to ten (10) 8½" x 11" single sided pages plus two (2) pages for the Project Approach (Item B.5 below).
  3. Please adhere to the following requirements in preparing the letter of interest:
    - a. Please use a minimum font size of 12-point and maintain margins of 1" on all four sides.
    - b. Page numbers must be centered at the bottom of each page.
    - c. Use 8½" x 11" paper only.
- B. Letter of Interest Content
1. List the types of services for which your firm is currently prequalified by the Ohio Department of Transportation.
  2. List significant subconsultants, their current prequalification and the percentage of work to be performed by each subconsultant.
  3. List the Project Manager and other key staff members, including key subconsultant staff. Include project engineers for important disciplines and staff members that will be responsible for the work, and the project responsibility of each.

Address the experience of the key staff members on similar projects, including projects for the Village of New Richmond, and the staff qualifications relative to the selection subfactors noted.
  4. Describe the capacity of your staff and their ability to perform the work in a timely manner, relative to present workload, and the availability of the assigned staff.
  5. Provide a description of your Project Approach, not to exceed two pages. Confirm that the firm has visited the site and address your firm's: 1) Technical approach; 2) Understanding of the project; 3) Qualifications for the project; 4) Knowledge and experience concerning relevant ODOT and local standards, procedures and guidance documents; 5) Innovative ideas; 6) Project specific plan for ensuring increased quality, reduced project delivery time and reduced project costs.

Items 1 thru 4 must be included within the 10-page body of the Lol. Remaining space within the ten (10) pages may be utilized to provide personnel resumes or additional information concerning general qualifications.

Consultant Selection Rating Form

Programmatic Selections

Project: CLE-US 52-4.67

PID: 114042

Project Type: Roadway

District: 8

Selection Committee Members:

Firm Name:

Category	Total Value	Scoring Criteria	Score
<b>Management &amp; Team</b>			
Project Manager	10	See Note 1, Exhibit 1	
Strength/Experience of Assigned Staff including Subconsultants	25	See Note 2, Exhibit 1	
Firm's Current Workload/ Availability of Personnel	10	See Note 4, Exhibit 1	
<b>Consultant's Past Performance</b>	30	See Note 3, Exhibit 1	
<b>Project Approach</b>	25		
<b>Total</b>	100		

If Applicable: Adequate good faith efforts made to meet DBE goal Y/N

### Exhibit 1 - Consultant Selection Rating Form Notes

1. The proposed project manager for each consultant shall be ranked, with the highest ranked project manager receiving the greatest number of points, and lower ranked project managers receiving commensurately lower scores. The rankings and scores should be based on each project manager's experience on similar projects and past performance for the LPA and other agencies. The selection committee may contact ODOT and outside agencies if necessary. Any subfactors identified should be weighed heavily in the differential scoring.

Differential scoring should consider the relative importance of the project manager's role in the success of a given project. The project manager's role in a simple project may be less important than for a complex project, and differential scoring should reflect this, with higher differentials assigned to projects that require a larger role for the project manager.

2. The experience and strength of the assigned staff, including subconsultant staff, should be ranked and scored as noted for Number 1 above, with higher differential scores assigned on more difficult projects. Any subfactors identified in the project notification should be weighed heavily in the differential scoring.

As above, other agencies may be contacted.

3. The consultants' past performance on similar projects shall be ranked and scored on a relative, differential scoring type basis, with the highest ranked consultant receiving a commensurately greater number of points. The selection team should consider ODOT CES performance ratings if available, and consult other agencies as appropriate. The use of CES ratings shall place emphasis on the specific type of services requested.

The differential scoring should consider the complexity of the project and any subfactors identified in the project notification.

4. The consultant's workload and availability of qualified personnel, equipment and facilities shall be ranked and scored on a relative, differential scoring type basis. The scoring shall consider quantifiable concerns regarding the ability of a firm (or firms) rated higher in other categories to complete the work with staff members named in the letter of interest

The Scope of Services documents are on the next pages.

## LPA SCOPE OF SERVICES FORM

### A. Project Identification

County	CLE	Route	US 52	Section	4.67
Project sponsor / Maintenance responsibility:			Village of New Richmond / Village of New Richmond & ODOT (per ORC)		
Local Let		ODOT Let	X		
Field review date:	11/09/2020	Scope meeting date:	11/09/2020		
Highway Functional Classification		Urban Principal Arterial <i>*US-52 is an NHS Route and Federal-Aid Primary</i>			
PID	114042				
Fiscal Year	R/W Services: 2022 R/W Acquisition: 2023 Construction: 2024	Proposed sale date:	Q2 SFY 2024		

### B. Design Standard

AASHTO; ODOT
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***LPA must identify and attach any locally developed design standards proposed for the project for review and acceptance by the ODOT District.***

### C. Project Description

Purpose and Need:	Improve safety for motorists, cyclists, and pedestrians within the Village of New Richmond.
Project Description:	Village of New Richmond intends to develop a complete streets project on US 52 by implementing a road diet - converting the existing four lanes of US 52 to two lanes of traffic (NB lanes) and providing a shared use path on the existing SB pavement.  Four existing intersections (Front, Sycamore, Augusta, and Adamson Streets) will be converted to single lane roundabouts.
Prior studies / plan (identify):	New Richmond Comprehensive Plan, 2019



Estimated Project Length: (limits of physical work)	1.60 miles
Work Length: (project length & approach work, e.g. MOT signage)	2.00 miles

Alignment	Existing	X	New	X
Profile	Existing	X	New	X
Logical Termini: (w/explanation)	Western side of the US 52 intersection with Front Street to meet up with the existing two lane section just east of the Village of New Richmond corp. limits.			

#### D. Typical Sections

##### Existing:

Width:	Pavement	48'	Graded Shoulder	10'	Treated Shoulder	0'
R/W	Varies					
Bridge	face to face of rails	~40' (bridges over Twelvemile Creek)		toe to toe of parapets		
Curbs	Yes		No	X		
Curb ramps	Yes	X	No			
Sidewalks	Yes		No	X	Comment	
Guardrail	Yes	X	No	Type		

Existing Signals:	Yes:	X	No:		Number: 3
Locations:	US 52 at (1) Front Street, (2) Sycamore Street, (3) Augusta Street				
Ex. Warrants?:	N/A (signals being removed with project)				

##### Proposed:

Width:	Pavement	24'	Graded Shoulder	10'	Treated Shoulder	
Bridge	face to face of rails	N/A		toe to toe of parapets	Same as existing	

Median:	Yes		No	X	Type	No new, existing will remain between vehicular lanes and path; splitter islands at roundabouts	
Curbs:	Yes	X	No		Type	Varies at roundabouts	
Curb ramps:	Yes	X	No		Comment	ADA compliant	
Sidewalks	Yes	X	No		Comment	Shared use path and sidewalk connections at roundabouts	
Guardrail	Yes	X	No		Type	MGS	

Proposed Signals:	Yes:		No:	X	Number: 0		
Locations:	N/A						
Warrants:	Not required - 3 existing signals being removed						
ITS Coordination (CFR 940):	Major ITS:			Minor ITS:			Non-ITS: X
Procedures for CFR 940 ITS Compliance follow Part 13 to ODOT Traffic Engineering Manual							
Comments:							

### Opportunities for Safety Improvements

Crash History/Potential Countermeasures	

### Supplemental Information

ADT	13,543vpd	Design ADT	TBD
DHV	TBD	Certified Traffic	Village to develop & coordinate with ODOT for approval
T24	TBD		
Design Speed	35mph* (roadway) 18mph (path)	Legal Speed	35mph*
Comments:	*Intent is for Village to lower speed limit as part of project development.		

**E. Right-of-Way**

Right-of-Way Plan:	Yes		No	TBD
Approximate # of Parcels:	TBD			
Relocations:	Yes		No	X
Railroad Involvement:	Yes		No	X
Railroad Name:	N/A			
Encroachments:	TBD			
Airway Highway Clearance:	Yes	TBD	No	
Airport Name	TBD - Designer to verify at Stage 1			
Comments:				

Note: Provide a footprint of proposed and existing right of way limits as soon as available to District Env. Coordinator and District Real Estate Administrator. Caution: Environmental needs to be clear prior to the beginning of right of way acquisition. A Local, utilizing their own monies, assumes many risks by proceeding with acquisition prior to environmental being cleared. These risks include purchasing r/w that may never be used for the project and purchasing a site that contains the need for a hazardous waste cleanup.

**F. Utilities**

**Aerial:**

Phone	Yes	X	No		Company	Cincinnati Bell
Cable	Yes	X	No		Company	Charter/Spectrum
Power	Yes	X	No		Company	Duke Energy

**Buried:**

Phone	Yes	X	No		Company	Cincinnati Bell
Cable	Yes	X	No		Company	Charter/Spectrum
Power	Yes	X	No		Company	Duke Energy
Gas	Yes	X	No		Company	Duke Energy
Pipelines	Yes		No	X	Company	
Water	Yes	X	No		Private	Public
						New Richmond / Tate-Monroe

Sanitary Sewer	Yes	X	No		Private		Public	New Richmond
Storm Sewer	Yes	X	No		Private		Public	ODOT
Other	ODOT Traffic (fiber optic cable along south/west side of US 52).							
Comments	<p>Consultant to try to avoid utility conflicts throughout design while holding to the scope of work. If utility conflicts cannot be avoided, they should be minimized. Consultant to provide a copy of the OUPS ticket information to ODOT PM (if applicable). Up to date utility contacts shall be used at each plan submission. Utility contact information can be requested by consultant from ODOT PM. If OUPS and OGPUPS ticket are more than two (2) years old, a design non-marking ticket shall be requested to obtain most up to date Utility Members List. The ticket does not need to be submitted to obtain the Utility Members List.</p> <p>Consultant to provide a utility set of plans with the utility lines shown in color using using the most recent version of ODOTcadd_UTPen.tbl at each plan submission. This file is found in the standard ODOTcadd executable file that can be downloaded from the <a href="#">CADD services webpage</a>.</p> <p>Consultant to prepare a summary of potential utility conflicts at each plan submission. Summary to be provided to Utility Companies at each plan submission. Summary to include, but not limited to station and offset of conflict, type of conflict (direct, decreased cover, proximity, etc.), utility owner (if known) and utility type.</p> <p>Consultant to compile Utility Company responses and forward to the ODOT PM. Final compilation of utility correspondence is due 35 days after plan submission to utilities. A “no response” from a utility on a plan submission review cannot be considered as “no comment”, “no conflicts” and/or “a confirmation of the consultant’s findings” from the utility. A written response (email is sufficient) must be received from the utility verifying that they have no comments, no conflicts and/or they agree with the conflicts identified by the consultant.</p> <p>Consultant to review the Utility Company responses and evaluate. The evaluation of the responses shall include validating that a conflict does exist or that a utility may remain in place. If a conflict does exist, consultant should provide an evaluation of the feasibility of potential resolutions. A disposition of utility status (i.e. utility to stay in place, utility facility relocation plan in writing or plan format) is required at the Stage 3 submission. This disposition shall be included to the utilities with the Stage 3 plan submission. This disposition shall be formulated based on utility responses from previous plan submissions.</p>							

### G. Structure Requirements

#### Existing Structure information

(SB US 52 over Twelvemile Creek, to be converted to carry shared use path):

Structure type:	Rolled steel beam with concrete deck on cap pile abutments				
Sufficiency Rating:	99.4	General Appraisal	8	Bridge No.	CLE-52-4.98
Structure File No.	1301594	Crossing	Twelvemile Creek		
Bridge length:	224'				
No. of Spans	3				
Eligible for the National Register of Historic Places	Yes		No	X	

#### Proposed Structure:

New Structure:	Yes		No	X	
Rehabilitate Ex. Bridge	By:	Re-stripe wearing surface for shared-use path and upgrade railing.			
Structure width:	Same as existing		Structure type:	Same as existing	
No. of spans:	3 (same as existing)				
Beam Type:	Concrete Box		Steel	X	
Other Design Considerations / Explanation of Change in Line/Grade:					
Guardrail Type:	L&D Volume 1, Section 700 contains requirements for the bridge railing for the shared use path structure. Comply with ODOT BDM, AASHTO LRFD, & MASH testing standards.				

### H. Design Exception(s) required

Yes		No	X	Possible	None anticipated, see below
Explain:	For a 35mph design speed, no formal design exceptions are anticipated				

### I. Traffic Control (Permanent)

Signing:	Yes	X	No	Remarks	
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Striping:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Remarks	
Lighting:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Remarks	At roundabouts
RPM's:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Remarks	

**J. Maintenance of Traffic**

Detour		Part Width	<input checked="" type="checkbox"/>
Remarks:	US 52 traffic to be maintained at all times, same for local streets		

Maintenance of Pedestrian and Bicycle Traffic:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Remarks:				

**K. Driveways**

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Type	
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**L. Project Funding**

Project Cost Estimate:	\$8,250,000				
Sources of Funding:	Federal (CMAQ); Local				
Quantity splits required:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	
Comments:	Splits would only be required for any improvements deemed to be not CMAQ eligible				
Coordination with Concurrent Projects:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	
Comments:	No ODOT projects planned in SFY 2024 at the time of scoping.				

Detailed Cost Estimates and Participation:

	Federal Funds/Percent Split		Local Funds/Percent Split	
PE (Design & Environ.)		0%	\$750,000	100%
PE (R/W Services)	\$192,000	80%	\$48,000	20%
R/W & Utilities	\$1,460,000	80%	\$365,000	20%
CONSTRUCTION & CE	\$4,348,000	80%	\$1,087,000	20%
TOTAL	\$6,000,000		\$2,250,000	

## M. Environmental

Scope of the Proposed Action /Involvement with Resources:				
<p>These are actions and/or items the District Environmental Staff deems necessary to address as part of the LPA project environmental documentation. This form is not all inclusive, and more items may be required upon initiation of agency coordination and field studies.</p> <p><b>Additional information regarding these items can be found on the Office of Environmental Services - Environmental Tool Kits webpage at <a href="http://www.dot.state.oh.us/Divisions/Planning/Environment/training/Pages/Toolkits.aspx">http://www.dot.state.oh.us/Divisions/Planning/Environment/training/Pages/Toolkits.aspx</a></b></p>				
	Not required	Required	Responsibility	Comments
Tentative CE Level <u>C2</u>		X	Village	
Purpose and Need Statement	X			
Section 106 Scoping Request Form		X	ODOT District 8	
Cultural Resource Phase 1	X			
Cultural Resource Phase II	X			
Mitigation	X			
Cultural Resource Section 4(f)	X			
Data Recovery Plan-Documentation for Consultation	X			
Section 4(f)/6(f)-Park/Recreation	X			
Ecological Survey Level 1		X	Village	Use Eco Exempt Form if applicable, not likely if culverts replaced
Ecological Survey Level 2	X			
Wetland Survey	X			
Section 9/Section 10 Stream	X			
404 NWP-Army Corps of Engineers		X	Village	Anticipated if culverts replaced
404 PCN-Army Corps of Engineers	X			
404 Individual Permit-Army Corps of Engineers	X			
401 OEPA Certification Application	X			

Coast Guard Coordination	X			
ODNR Coastal Zone	X			
Scenic River	X			
Farmland Screening or FCIR		X	Village	Form will document that project meets ODOT's Farmland MOU
Public Involvement		X	Village	
Public Meeting/Hearing		X	Village	If Feasibility Study prepared, recommend holding this meeting during the F.S. development
RMR Screening		X	Village	
RMR Assessment / Investigation		TBD	Village	Pending results of the RMR Screening
Drinking Water Resources		X	Village	Prepare mapping & develop plan notes
Flood Plain/Flood Way		X	Village	Follow OES Floodplain Management Guidelines
Underserved Populations		X	Village	Follow OES Underserved Population Guidance
Noise Study	X			Document that project does not require a noise study using OES flow chart
Air Quality	X		Village	Use OES Flow Charts to document that air quality analyses are not required

Asbestos Inspection Required:	Yes		No	X
Comment				

Any Known Environmental Concerns (ex. historic properties on National Register, wetlands, underground storage tanks, stream relocation):

In-stream work and waterway permits, RMR process



**N. Roles / Responsibilities**

Construction plan development: (ODOT Prequalified Consultant must be used if not being prepared in house by LPA)	ODOT Prequalified Consultant
Proposal/Specification Development:	ODOT Prequalified Consultant & ODOT's Office of Estimating
LPA Agreement:	ODOT / Village
Form and preliminary legislation:	Village
Advertising and award of contract:	ODOT
Construction inspection:	ODOT
R/W plan development:	ODOT Prequalified Consultant
R/W acquisition / appraisals:	ODOT Prequalified Consultants
Utility coordination & relocation:	ODOT Prequalified Consultant / Village / ODOT

**O. Field Review**

Date:	11/09/2020
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REPRESENTATIVES PRESENT:

Village of New Richmond:

Greg Roberts, Andrew Gephardt

Consulting Industry:

Caroline Duffy (143 Engineers); Frank Aransky (American Structurepoint)

ODOT District 8:
























Tommy Arnold, Ben Miller, Bree Hetzel, Andrea Henderson, John Otis, Suzanne Enders, Tami Brehm, Alec Sadowski, Teri Scanlon, Anthony Pankala, Garret Freeman

OKI Regional Council of Governments:

Andy Reser

Other Comments/Requirements:	Post construction BMPs will be required, D8
Recommends designing for these early as they can impact work limits. Storm sewer	
And inlet spacing calcs will be needed when curb is added at the roundabouts.	
Floodplain coordination is necessary for this project. ODOT recommends the Village	
Investigate the existing culverts to determine if they can be cleaned out or need to	
Be replaced. If replaced, fully hydraulic analysis will be required to appropriately	
Size the culverts. ODOT's SGE Manual requirements apply and subgrade will need	
Evaluated at the roundabouts. WB-62s need to be used as a design vehicle.	
Roundabout design parameters, turning templates, and fastest path details should be	
Provided at the Feasibility Study.	

## P. Project Schedule

Milestone	SFY (Qtr)	Compl.	Current
<b>Assigned Milestones</b>			
 Initial Project Scope Complete	2021 (Q2)	✓	11/09/2020
 LPA Scope of Services Document	2021 (Q2)	✓	11/09/2020
 Authorized Design Consultant	2021 (Q2)	—	11/30/2020
 Stage 1 Plans - Submitted	2022 (Q1)	—	09/15/2021
 NEPA Start Date	2022 (Q2)	—	10/01/2021
 Stage 1 Plans - Complete	2022 (Q2)	—	10/15/2021
 Preliminary R/W Plans - Submitted	2022 (Q3)	—	02/01/2022
 Preliminary R/W Plans - Approved	2022 (Q3)	—	03/01/2022
 Final R/W Plans Submitted	2022 (Q4)	—	05/16/2022
 Stage 2 Plans - Submitted	2022 (Q4)	—	05/16/2022
 Final R/W Plans - Approved	2022 (Q4)	—	06/16/2022
 Stage 2 Plans - Complete	2022 (Q4)	—	06/16/2022
 Environmental Document Approved	2022 (Q4)	—	06/20/2022
 R/W Authorized	2023 (Q1)	—	07/01/2022
 Stage 3 Plans - Submitted	2023 (Q2)	—	11/15/2022
 Stage 3 Plans - Complete	2023 (Q2)	—	12/15/2022
 R/W Acquisition Complete	2023 (Q4)	—	05/30/2023
 Tracings Complete	2023 (Q4)	—	06/01/2023
 District R/W Certification	2023 (Q4)	—	06/29/2023
 Final Tracings - Approved	2023 (Q4)	—	06/30/2023
 Plan Package Received in C.O.	2024 (Q1)	—	07/03/2023
 Sale	2024 (Q2)	—	10/01/2023
 Award	2024 (Q2)	—	10/01/2023