

ACTION TRANSMITTAL No. 2021-08

DATE: January 14, 2021

TO: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)
Steve Peterson, Manager of Highway Planning
(steven.peterson@metc.state.mn.us)

SUBJECT: Program Year Change Request: City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT

REQUESTED ACTION: The City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT request a program year change for four Highway 252 projects to align funding in 2026 as part of a larger MnDOT-led project.

RECOMMENDED ACTION: That the Funding & Programming Committee forward comments to the TAC regarding the following four TH 252-related Regional Solicitation grants potentially moving to 2026:

- TH 252/66th Ave intersection improvements
- TH 252/70th Ave pedestrian overpass
- TH 252/85th Ave intersection improvements
- TH 252/Brookdale Dr intersection improvements

BACKGROUND AND PURPOSE OF ACTION: Based on extraordinary circumstances, the City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT are requesting an exception to TAB's Program Year Policy (attached, starting on page 12). The project partners would like to move four awarded Regional Solicitation projects to 2026 to align with construction of the larger MnDOT-led Highway 252/I-94 project. In June 2020, staff brought this request to the TAB Executive Committee, who then asked staff to route the item through the technical committees for their feedback in granting the possible exception.

Over the course of three Regional Solicitation cycles, three different agencies have applied for and been awarded Regional Solicitation funding for four separate projects in the Highway 252 corridor (see Table 1, as well as the project descriptions/one-pagers originally submitted with their Regional Solicitation applications). In 2018, MnDOT received \$119M in Corridors of Commerce funding to convert Highway 252 to a freeway and add a MnPASS lane to Highway 252/I-94 from Highway 610 to Dowling Avenue.

All the individual projects selected through the Regional Solicitation were incorporated into the larger Corridors of Commerce project by MnDOT and project partners as the project's environmental process began. This consolidation of projects is required because all the projects are considered connected actions by federal environmental law.

Connected actions are defined as actions that trigger other actions; actions that cannot or will not proceed unless other actions are taken previously or simultaneously; actions are interdependent parts of a larger action and depend on the larger action for justification. All the individual projects

are now considered connected actions in the environmental document's purpose and need statement. Therefore, despite regional funding policy, the local agencies could not get Federal Highway Administration (FHWA) approval to construct their projects at this time even if they wanted to do so.

In fall of 2019 due to emerging environmental issues, MnDOT, at the urging of FHWA, changed the project environmental document from an environmental assessment (EA) to an environmental impact statement (EIS), which are is only used on a few select projects (e.g., Rethinking I-94, Mall of America, and other projects that may have major environmental impacts). This change of course was needed to garner further public input, continue to vet alternatives like the interchange location and transit options, and further evaluate local concerns and impacts potentially arising from the development of the project. Moving to an EIS process has pushed the project letting beyond the years being programmed for the Regionally Solicitation projects. The project is now scheduled to be let in state fiscal year 2026 (July 2025-June 2026), making 2026 program funds the earliest the local partners could use the Regional Solicitation funds. It is for these reasons that the project applicants are requesting that their funds be shifted to 2026.

Table 1: Regional Solicitation Awards for the Highway 252 Corridor

Funding Cycle	Applicant	Project	Award Amount	Existing Year	Req Year	Summary
2016	Brooklyn Center	TH 252/66th Ave intersection improvements	\$7,000,000	2023	2026	Page 7
2016	Brooklyn Center	TH 252/70th Ave pedestrian overpass	\$1,902,640	2023	2026	Page 8
2018	Hennepin County	TH 252/85th Ave intersection improvements	\$7,000,000	2023	2026	Page 9
2020	Brooklyn Park	TH 252/Brookdale Dr intersection improvements*	\$10,000,000	2025	2026	Page 10
Totals			\$25,902,640			

*This project was awarded funds in the 2020 Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) manages the \$90 million annual program of projects programmed by the Regional Solicitation. The request does not follow TAB's Program Year Policy, which states that the maximum length of a program year extension is one year and that projects are only eligible for one program year extension (two of the projects have already received program year extensions). Due to extenuating circumstances, the applicants are requesting an exception to the policy.

STAFF ANALYSIS: While the program year policy only allows for one-year, one-time program year extensions, this is a unique circumstance. MnDOT is constructing the project and the local applicants are bound to MnDOT's timelines and the environmental process that is federally required. The more in-depth environmental process will allow for greater levels of public involvement and project input and these are activities that TAB values. In addition, the timeline delay and longer environmental process will result in a project that provides positive improvements and eliminates, mitigates, or reduces overall negative impacts on stakeholders and the environment.

From a programming perspective, there are no known issues with the request. There are enough projects to fill the \$15,902,640 funding hole left in 2023. The \$10,000,000 funding hole in 2025 would be filled as part of the 2022 Regional Solicitation cycle.

Staff requests assistance from the technical committees in filling out a pros/cons table.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
<p>-The more detailed environmental process, which is causing the delay, will provide greater input opportunities for the public and stakeholders.</p>	<p>-There is time for local agencies to reapply next funding cycle for at least some of the funding again (rules restrict both interchanges from being awarded funds in the same cycle).</p>
<p>-Pulling the funding may result in one or more of the Regional Solicitation projects not being included in the larger project or other project elements not being included to stay within budget.</p>	<p>-There is risk that the environmental process does not select the location or project elements described in the Regional Solicitation applications.</p>
<p>-Pulling the funding places financial burden on local agencies, especially Brooklyn Center and Brooklyn Park, to come up with further local match for the larger project.</p>	<p>-The approach is not consistent with how TAB deals with other program year extension requests.</p>
<p>-Due to the Corridors of Commerce funding and expanded project area, local agencies cannot get approval to deliver the project until MnDOT's environmental process is complete.</p>	
<p>-TAB has the ability to help with the success of one the largest highway mobility projects planned in the region in the next decade.</p>	
<p>-No financial impact to the overall Regional Solicitation program.</p>	

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/17/2021
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Approve	2/17/2021



January 12, 2021

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Change Request for:
SP 109-010-007/109-010-007F – 2023 – Brooklyn Center - MN Hwy 252 at 66th Avenue Grade Separation
SP 09-090-002 – 2023 – Brooklyn Center - 70th Avenue Pedestrian Improvements
SP 027-709-029 – 2023 – Hennepin County - MN Hwy 252 at 85th Avenue Grade Separation
SP 2748-65 – 2023 – MnDOT – I-94/MN Hwy 252 Mobility Improvements
Brookdale Drive – 2025 – Brooklyn Park (currently unfunded) – Grade Separation

Dear Mr. Thompson,

The City of Brooklyn Center, City of Brooklyn Park, Hennepin County and MnDOT respectfully request that the Funding and Programming Committee support a program year change for the above referenced funded projects. It is our understanding that the Brooklyn Park Brookdale Drive project is a strong candidate for funding in the current funding solicitation for funding in 2025. In an effort to coordinate these projects located along MN Hwy 252, we request the programmed funding for all of the above referenced projects be made available in program year 2026.

For informational purposes, the following is a brief history of these projects:

- Brooklyn Center applies for and receives funding for their two projects to be funded in 2021.
- Brooklyn Center, Brooklyn Park MnDOT and Hennepin County jointly begin a MN Hwy 252 freeway conversion study.
- FHWA suggests that based on the direction the conversion study that perhaps an environmental review of the entire MN Hwy 252 corridor be initiated.
- Hennepin County assumes the leadership role in developing an Environmental Assessment (EA) of the entire MN Hwy 252 corridor.
- During the EA analysis it was determined that it would be beneficial to include I-94 from Dowling Avenue to MN Hwy 252 in the EA.
- Hennepin County applies for and receives funding for 85th Avenue project to be funded in 2023.

City of Brooklyn Center | Public Works - Engineering Division

- Metropolitan Council staff applies for and receives Corridors of Commerce (COC) funding for the I-94/MN Hwy 252 mobility project to be funded in 2023.
- Brooklyn Center applies for and is granted a Program Year Change Request for their projects to be funded in 2023 to align with the COC project.
- The project team determined that it would be appropriate to pivot from the EA that was underway to an Environmental Impact Statement (EIS) in order to ensure a more thorough review of environmental, health and equity impacts is performed. MnDOT assumes the leadership role in developing the EAW.
- Due to the change to an EIS, the MnDOT Corridors of Commerce project is not likely to be delivered until state fiscal year 2026.

Brooklyn Center understands that the Metropolitan Council's policy is to only grant one program year extension, however, due to the complex, intertwined nature of these projects and the fact that they cannot be completed as stand-alone projects, the project team believes that a policy exception should be granted. It should be noted that all of these projects were selected for funding based on their regional impact and/or available local funding.

The cities of Brooklyn Center and Brooklyn Park, Hennepin County and MnDOT request the Funding and Programming Committee's support for a common sense approach to address these funding challenges and for changing all of the projects identified to program year 2026. Please contact us if additional information is needed.

Sincerely,



Doran M. Cote, P.E.
Brooklyn Center Public Works Director



Jesse Struve, P.E.
Brooklyn Park City Engineer



Carla Stueve, P.E., P.T.O.E.
Hennepin County Engineer

April Crockett, P.E.
MnDOT West Area Manager

TH 252/66th Ave intersection improvements

The project would convert TH 252 to a freeway from I-694 to 70th Avenue N in Brooklyn Center. TH 252 is a Principal Arterial under MnDOT jurisdiction. Project components include:

1. 66th Avenue N: Close at-grade signalized intersection and construct folded-diamond interchange. Construct new intersection at east and west intersections of 66th Ave N and freeway entrance/exit ramps.
2. 70th Avenue N: Close existing T-intersection with TH 252; construct cul-de-sac on 70th Ave N west of TH 252.
3. TH 252: Reconstruct portions of the highway between I-694 and approximately ¼ mile north of existing intersection with 66th Ave N.
4. Construct 10-foot wide multiuse trail on both sides of 66th Ave N between west intersection with entrance/exit ramps and trail along West River Road.
5. Improve existing park and ride transit facility at 66th Ave N.
6. Construct noise walls on both sides of TH 252 from I-694 to 70th Ave N.

The proposed project will provide the following benefits:

1. Vehicle safety: 66th Ave intersection is ranked in the top 10 highest crash intersections in the metro. Two fatalities have occurred at this location since 2003. Most crashes are rear-end crashes associated with queues at the traffic signal. The proposed interchange would eliminate the traffic signal and reduce conflicts and crashes at this location. Closing 70th Ave N would result in similar benefits.
2. Pedestrian/bicycle safety: There are safety concerns for pedestrians/bicyclists crossing TH 252. TH 252 is a six-lane, high-speed expressway. People do not feel safe crossing here and there has been one pedestrian-vehicle crash at this location. The interchange will include multiuse trails that will provide a grade-separated pedestrian/bicycle crossing of TH 252.
3. 3.Mobility: Traffic volumes on TH 252 have exceeded capacity for a six-lane expressway. The project will convert this section of TH 252 to a freeway and will accommodate future traffic volumes at an acceptable level of service. This will result in local and regional mobility benefits.
4. 4.Support community connectivity: TH 252 is a barrier for the community. Traffic (all modes) crossing TH 252 experiences significant delays because signals are optimized to move traffic on TH 252. As a result it is difficult for residents on the west side of TH 252 to access destinations on the east side of TH 252 and vice-versa. The interchange at 66th Ave will support community connectivity by reducing delays and improving safety for people driving, biking, and walking across TH 252.
5. 5.Improve multimodal travel: Enhance multimodal travel by providing safer bus stops and safer pedestrian/bicycle crossings of TH 252.

TH 252/70th Ave pedestrian overpass

The TH 252 Pedestrian/Bicycle Overpass at 70th Ave North is located within Brooklyn Center and provides a connection across TH 252, a major local and regional barrier to bicycle and pedestrian transportation. TH 252 is a six-lane expressway with 59,000 vehicles per day and a 55 mph speed limit. There are only three opportunities for at-grade crossings of TH 252 in Brooklyn Center: at 66th Ave N, 70th Ave N, and 73rd Ave N (approximately .5 miles apart).

There are safety problems at at-grade crossings of TH 252 due to high speeds and traffic volumes. In Brooklyn Center, there has been one pedestrian fatality in the last five years (at 73rd Avenue N) and two other crashes involving pedestrians or bicyclists. The width of the crossing and high traffic speeds/volumes make this crossing very uncomfortable for pedestrians and bicyclists, especially children/families, seniors, and people with disabilities. Residents are afraid to cross TH 252 on foot/bike and will only cross if absolutely necessary. A grade-separated crossing is necessary to support pedestrian and bicycle safety in the city and the region.

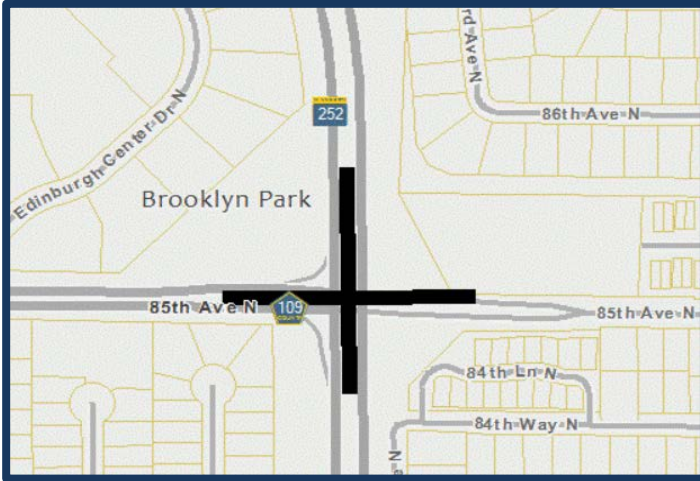
The lack of a safe and comfortable crossing creates connectivity problems for walking and bicycling. The lack of a safe connection limits access to residential and commercial areas as well as schools (Evergreen Elementary and Brooklyn Center High), parks and trails. Existing conditions also create problems for transit users accessing express bus stops located on the east and west side of TH 252 at 70th Ave N.

The 69th/70th Avenue N trail is a key connection between two regional trails - the Shingle Creek Regional Trail and the West Mississippi River Regional Trails. These are high-quality facilities that serve people of all ages and abilities. However, the existing at-grade crossing interrupts the comfortable trail experience and discourages people from using the regional trail system. A grade-separated crossing is needed to make the trail system accessible for all users.

The project consists of a 14-foot wide bridge over TH 252. The project will tie into existing multiuse separated facilities along 70th Avenue N and existing trail along West River Road. The project is necessary for pedestrian and bicycle connectivity as part of implementation of a long-term freeway vision for TH 252. When TH 252 is converted to a freeway, the 70th Ave N intersection will be closed and there will no longer be an at-grade pedestrian and bicycle crossing of TH 252. Without this project, there will be even fewer opportunities for pedestrian/bicycle crossings of TH 252. This project will improve pedestrian/bicycle safety and continuity in the near-term, and preserve this connection in the future.



Project Location



Existing Conditions



Project Overview

Project Name: CSAH 109 (85th Ave) Expansion Project
Roadway: CSAH 109 (85th Ave)
Project Termini: At TH 252
Project Location: City of Brooklyn Park

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$7,000,000
Total Project Cost: \$26,307,000

Project Information

The proposed project will convert the existing at-grade intersection to an interchange to improve safety and mobility along the TH 252 between I-694 and TH 610. The existing intersection experiences routine congestion and high crash rates (especially those resulting in injuries).

Brooklyn Center, Brooklyn Park, Hennepin County, and MnDOT have been working towards identifying improvements along the TH 252. This project addresses one of the six existing at-grade intersections along the corridor. Recently, Corridors of Commerce funding was awarded for mobility and safety improvements along TH 252, and this application seeks to further minimize local costs for the project.

Project Benefits

The proposed interchange will provide significant safety and mobility benefits along the TH 252 corridor. Elimination of an at-grade intersection will offer more reliable travel times and allow TH 252 to better accommodate changes in traffic volumes (typically caused by poor weather or crash events). Furthermore, the interchange will eliminate unnecessary stops for through vehicles along TH 252, providing a significant reduction in crashes (especially rear-end crashes resulting in injuries).

Additionally, the project will include off-road facilities for non-motorized users that provides a more direct connection across TH 252 when compared to the nearby bridge that requires a longer travelling path.

Project Summary TH 252/Brookdale Drive Interchange

Applicant – City of Brooklyn Park

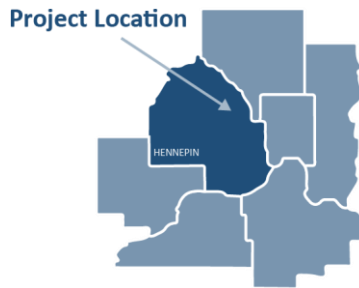
Project Location – TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County

Total Project Cost – \$33,215,015

Requested Federal Dollars - \$10,000,000

Project Description:

The proposed TH 252 /Brookdale Drive interchange project will improve roadway safety and mobility along TH 252 through the Cities of Brooklyn Park and Brooklyn Center. The project will provide regional access to the area with the construction of a diamond interchange at TH 252. Furthermore, local traffic operations, mobility and safety for all modes of transportation at the project intersection will be improved while connecting the neighborhoods divided by TH 252.



TH 252 is a high-speed high-volume north-south connection between I-94/I-694 and TH 610. It is a MnDOT Trunk Highway that serves as an important Principal Arterial roadway linking communities in the northern area of the Twin Cities. It is currently an expressway design that varies between four and six lanes with at-grade signalized intersections approximately every ½ mile.

As part of the *TH 252 Corridor Study (2016)*, Mn/DOT, Hennepin County, Metropolitan Council, Metro Transit and the Cities of Brooklyn Park and Brooklyn Center worked together to establish the long-term vision “that a freeway was the best alternative to safely accommodate future traffic volumes and allow TH 252 to serve its function as a Principal Arterial”. Building towards the ultimate vision of a freeway, the ongoing environmental review identified the construction of a diamond interchange at Brookdale Drive.

Project Benefits:

The conversion of the at-grade signalized intersection at TH 252 and Brookdale Drive to an interchange will provide the following benefits:

- Be consistent with the long-term vision and phasing of TH 252 to a freeway facility
- Improve vehicular safety with the reduction of intersection crashes; specifically rear-end crashes

- Reduce heavy delays and congestion during peak hour conditions at an intersection that currently operates with the second worst overall level of service along the study corridor
- Improve pedestrian and bicycle mobility and safety across TH 252; under current conditions, long green times allocated to TH 252 make it difficult to cross
- Improve community connectivity with removing the TH 252 barrier
- Improve transit operations with the elimination of an at-grade intersection to provide more reliable travel times for transit buses along TH 252
- Enhance pedestrian and bicycle travel along the Brookdale Drive corridor with additional trail improvements east and west of the newly constructed interchange
- Provide underserved residents with improved access to the area’s jobs and transit as the project is located in a census tract that is above the regional average for population in poverty or population of color

Existing Conditions:



Traffic congestion along TH 252 at the Brookdale Drive intersection.

Before Photo
TH 252/Brookdale Drive Interchange

Applicant – City of Brooklyn Park

Project Location – TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County



Transportation Advisory Board Regional Program Year Policy

- The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.
- Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.
- The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).
- By April 1 of the program year, the project must meet the criteria on the attached sheet.
- Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.
- Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.
- The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.
- If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.
- Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.
- "Procedure to Request a Program Year Extension" is provided as Attachment 1.

CRITERIA FOR MEETING PROGRAM YEAR

Construction Projects through the FHWA Process:

- Environmental document approved – April 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved –April 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans submitted and reviewed for standards, eligibility, funding and structural design – April 1
- Engineer's estimate – April 1
- Utility relocation certificate – April 1
- Permit applications submitted – April 1

Construction Projects through the FTA Process

- Environmental document completed; project plans complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – April 1
- OCPPM/SALT authorization to proceed – June 1

Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes work plan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred

TRANSPORTATION ADVISORY BOARD PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

If it appears that a project cannot meet the deadline for authorization within its program year and a program year extension is necessary, the project sponsor must demonstrate to the Funding and Programming Committee that significant progress has been made on the project and the program year criteria can be met within the requested one-year time extension. Projects may be granted only one program year extension. Requests for a program year extension must be submitted by December 31 of the project's program year.

The answers provided on the Progress Schedule for Program Year Extension on Attachment 1 will determine whether a project is **eligible** for a one-year extension. In addition to responding to the Progress Schedule for Program Year Extension, the project sponsor must submit the following materials to the Funding and Programming Committee so it can determine if a program year extension is reasonable:

- 1) Project Background (will be provided by TAB Coordinator).
- 2) Project Progress:
 - a) Complete attached progress schedule with actual dates.
 - b) Right of way acquisition - provide map showing status of individual parcels.
 - c) Plans - Provide layout and discussion on percent of plan completion.
 - d) Permits - provide a list of permitting agencies, permits needed and status.
 - e) Approvals - provide a list of agencies with approval authority and approval status.
 - f) Identify funds and other resources spent to date on project.
- 3) Justification for Extension Request:
 - a) What is unique about this project that requires an extension of the program year?
 - b) What are the financial impacts if this project does not meet its current program year?
 - c) What are the implications if the project does not obtain the requested extension?
 - d) What actions will the agency take to resolve the problems facing the project in the next three to six months?

PROCESS AND ROLES

The Funding and Programming Committee will hear all requests for extensions. The Committee's recommendation will be forwarded to the TAC and TAB for action. The requests will be presented to the TAB for action on its consent agenda. Staff for the Funding and Programming Committee will notify the applicant of the committee's decision.

Adopted by the Transportation Advisory Board

April 17, 2013

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

____ Reviewed by State Aid If checked enter 4. _____
Date of approval_____

____ Completed/Approved If checked enter 5. _____
Date of approval_____

____ EA
____ Completed/Approved If checked enter 2. _____
Date of approval_____

EITHER
____ Not Complete
Anticipated Date of Completion _____
If prior to January 31 of the program year, enter 1. _____

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

____ Completed
Date of Hearing _____ If checked enter 2. _____

____ Not Complete
Anticipated Date of Completion _____
If prior to February 28 of the program year, enter 1. _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

____ Completed/FONSI Approved If checked enter 2. _____
Date of approval_____

____ Not Complete
Anticipated Date of Completion _____
If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

_____ Complete/Approved If checked enter 1. _____
Date of Approval _____
_____ Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

_____ Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
_____ Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

_____ Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

_____ Completed If checked enter 2. _____
Date _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date _____.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS _____