

**Supplemental Federal Highway Administration and
Rhode Island Department of Transportation
Oversight Policies and Procedures**

May 2008

In accordance with Section XVII of the U.S. Department of Transportation/Federal Highway Administration (FHWA) and Rhode Island Department of Transportation (RIDOT) Oversight Agreement for Federal-Aid Projects executed by and between FHWA and RIDOT on August 15, 2006, the following supplemental policies and procedures shall be added to the Oversight Agreement:

Report of Change/Contract Addenda Policy and Procedures

RIDOT shall promptly notify FHWA of all potential Reports of Change (ROCs) upon discovery or notification by the contractor, except for quantity adjustments within twenty-five percent (25%) of the original contract amount.

All ROCs in excess of Fifty Thousand Dollars (\$50,000.00) shall consist of a formal notification in the form of a one page summary of the proposed ROC, including the reason for the change, the anticipated cost and effect on the project completion date.

A telephone conversation between RIDOT and FHWA for ROCs of lesser value shall serve as notification.

Formal ROC submissions shall include RIDOT's ROC form with a copy of the initial notification form attached. The total cost, FHWA's participation amount and time extensions required to perform the work shall be included in the ROC. Any subsequent requests for time extensions beyond ninety (90) days or compensatory costs for delays, down time or schedule extensions associated with the original ROC may not be eligible for FHWA participation.

In addition to the information that has been provided in the past, back-up documentation and justification for a ROC with the exception of quantity adjustments within twenty five percent (25%) of the original contract amount and indexed cost adjustments shall include the following:

Summary of the bi-weekly construction schedule updated to include impacts caused by the proposed work.

Copy of applicable specifications with RIDOT's written interpretation of specifications and reason for changes.

Reference to drawings, details and associated drawing notes with RIDOT's written interpretation of design intent and reason for changes.

A description as to the source or reason for the change to the scope of work.

A copy of notification of the change to the engineer-of-record.

Force account work, except in the case of emergency declarations, shall not be offered to or accepted by the contractor unless a negotiated agreement cannot be reached. All documentation related to negotiations shall be retained and available for FHWA review upon request.

Notification to FHWA of Schedule Delays and Schedule Recovery

In accordance with the FHWA/RIDOT 's Oversight agreement, the RIDOT is to follow sound project management practices and procedures to ensure that project schedules are maintained to the maximum extent possible. These practices and procedures include monitoring performance, managing and processing submittals, requests for information, design revisions and redesigns, claims, and implementing corrective actions to maintain construction project schedules. RIDOT shall notify FHWA of the status of project schedules on a regular basis and submit recovery plans and other corrective actions when delays occur. FHWA's procedures for schedule delays and implementation of corrective action are as follows. All percentages are in terms of calendar days. Credible excusable delays may be added to the schedule to determine a new completion date and will not be considered a project delay.

At twenty percent (20%) delay, the RIDOT shall submit a recovery plan to FHWA for meeting the approved schedule within thirty (30) days upon occurrence of the twenty percent (20%) delay.

At thirty-five percent (35%) delay, FHWA may stop Federal Aid payments if corrective action is not initiated within thirty (30) days upon occurrence of the thirty-five percent (35%) delay.

At fifty percent (50%) delay, FHWA may declare the project ineligible for Federal participation. A thirty (30) day response time to the declaration of ineligibility will be allowed prior to taking action.

Claim Notification

The FHWA shall be made aware of the details of a claim upon discovery to insure that coordination of efforts can be satisfactorily accomplished. It is expected that the RIDOT will diligently pursue the satisfactory resolution of claims within a reasonable period of time.

Means and Methods of Construction

The FHWA's policy regarding means and methods of construction is that it is the sole responsibility of the contractor to construct and/or erect an infrastructure facility or structure in a safe and prudent manner and this intent is so indicated in the contract documents. As such, the FHWA will not participate in costs associated with change orders or claims arising from the practice of prescribing means and methods of construction in the contract documents. This practice is prone to liability and risk with no substantial advantage.

The intent of the design documents shall be to provide information required for the contractor to construct the infrastructure facility prescribed through the use of design drawings, technical specifications, performance specifications and all other information required to insure that the final facility or structure is provided in place as intended to meet the infrastructure needs in accordance with FHWA policies, procedures and specifications. The contractor shall be required to submit, for review by the Engineer, his or her construction methods and design of all temporary work required to construct and/or erect an infrastructure facility or structure in a safe and prudent manner. This intent should be so indicated in the contract documents. All such documents are to be prepared and stamped by a qualified registered Professional Engineer experienced in the particular methods, procedures and temporary work being proposed. It should be clearly stated in the contract documents that the Engineer's review does not in any way absolve the Contractor from responsibility for the adequacy of the particular methods, procedures and temporary work being proposed. The Engineer's review is only to determine that appropriate design documents have been complied with. Exceptions to this requirement will be evaluated on a case by case basis.

Lump Sum Bid Items

RIDOT and FHWA will transition construction contracts towards lump sum bid items within the next 12 months, where appropriate and feasible. Work items that have clearly defined location, limits of work and are fully dimensioned on the contract documents with no anticipated adjustments to suit specific site conditions shall be bid as lump sum. Items that can typically be bid lump sum include but are not limited to structural steel, concrete and steel bridge components, coatings, miscellaneous joint fillers and sealers.

Project Design Submissions

The content and completeness of project progress submissions shall be in accordance with RIDOT DPM 450.01 dated December 7, 2005 and FHWA policy in order for FHWA to conduct an effective review and make a determination to authorize advancement of a subsequent design stage of a project. In addition to the content and completeness of the contract documents and cost estimate, all studies, investigations, evaluations, reports and other activities that must be completed at each phase of the submittal and review process shall not be circumvented or completed out of sequence without prior FHWA approval. It should be noted that all design drawings, calculations, reports, studies and evaluations shall be stamped, signed and dated by a registered professional engineer.

Contractor Performance Evaluation and Documentation

The use of Contractor Performance Evaluation will be developed to formally track and document the overall quality of contractor performance.

Currently, marginally and/or poorly performing contractors are allowed to bid and are awarded contracts, due to lack of established capacity ratings, pre-qualifications or other enforced mechanisms. In turn problems associated with weak contractors such as poor staging, messy work sites, improperly planned/phased construction project management, lack of pro-active problem solving and poor reporting are not curtailed.

General Requirements of the RIDOT Standard Specifications (Section 102.12 Disqualification of Bidders and Rejection of Proposals), provide a mechanism to disqualify bidders. This provision shall be applied to contractor's whose performance and capacity is unsatisfactory. RIDOT shall implement procedures to identify non-responsive and irresponsible bidders and make recommendations to State Purchasing to enforce subsequent disqualifications, terminations or debarments based thereof.

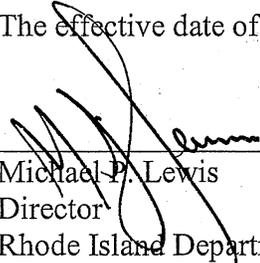
Construction Management and Inspection

RIDOT shall prepare a workforce study for all construction projects that clearly define the resource requirements, role and responsibilities for effective construction oversight on all federally funded projects. The workforce study shall include all resource requirements including in-house staffing, consultants and testing facilities. All full-time and periodic inspection requirements based on the scope of work and the construction schedule shall be clearly defined prior to the commencement of work. A QC/QA plan shall be developed identifying all required sampling and testing, material certifications, plant certifications, etc. required for the project. A fully comprehensive field log shall be maintained for all QC/QA requirements and available for FHWA review upon request.

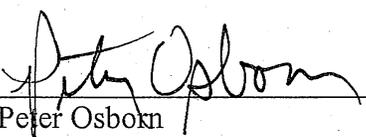
Execution

This Supplemental Agreement shall be in force and made part of the Oversight Agreement executed on August 15, 2006 as allowed under Section XVII of the original agreement.

The effective date of this Supplemental Agreement is the 15th day of April 2008.



Date 5/14/08
Michael P. Lewis
Director
Rhode Island Department of Transportation



Date 5/14/08
Peter Osborn
Division Administrator
Federal Highway Administrator

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
RHODE ISLAND DEPARTMENT OF TRANSPORTATION
OVERSIGHT AGREEMENT FOR FEDERAL-AID PROJECTS**

I. INTRODUCTION:

As authorized in Section 1305 of the Transportation Equity Act for the 21st Century of 1998, which amended Section 106 of Title 23, and the Safe, Accountable, Flexible, Efficient, Efficient Transportation Equity Act: A Legacy for Users of 2005, the Federal Highway Administration (FHWA) and the Rhode Island Department of Transportation (RIDOT) have agreed to take advantage of the program efficiencies, which allow States and FHWA greater latitude in the implementation of project administration and oversight. While RIDOT may assume certain project approval and authorities, FHWA is ultimately accountable for ensuring that the Federal-aid Highway Program is delivered consistent with established requirements.

This agreement establishes the administrative procedures to be followed and defines the respective responsibilities for FHWA and RIDOT. This is a revision of the Oversight Agreement dated July 15, 2002.

Definitions:

- ❖ FHWA Oversight – FHWA retains individual project activities' reviews and approvals
- ❖ Delegated – RIDOT assumes individual project activities' reviews and approvals in the place of FHWA

II. RIDOT ADMINISTRATION:

The Chief Engineer will be principally responsible for RIDOT's oversight of the development of all projects covered by this agreement. The Transportation Development Division will be responsible for necessary coordination with other Divisions within RIDOT as necessary. All procedures necessary for an effective internal oversight program will be established.

III. PROGRAMS:

Planning and Research – Federal oversight of State planning and research activities is performed at the program level through the approval of annual work programs. FHWA approval of individual statements of work for planning tasks carried out via contract, and individual research project proposals will continue.

Design & Construction – FHWA delegates authority and RIDOT agrees to assume responsibility for all design and construction activities for those projects so noted in this agreement. RIDOT and FHWA further agree that FHWA will provide technical assistance on any individual project when requested by RIDOT. FHWA reserves the right to review any FHWA funded project.

Environment – All Environmental Impact Statements and Environmental Assessments approvals are retained by FHWA. Delegation of project categorical exclusions (CE's) is to be carried out in accordance with the Agreement for Approval of CE's, dated October 15, 2003. State documented CE's are those signed by RIDOT only whereas FHWA documented are CE's approved by both agencies. All Sections 4(f) and 106 evaluations are to be completed prior to approval of any environmental documents. Note the following Section 106 Programmatic Agreements: with the State Historic

Preservation Officer dated October 15, 2001, with the Narragansett Indian Tribe dated September 13, 2005, and with the Mashantucket Pequot dated May 10, 2001. Tracking of environmental commitments will be maintained in individual project files and will be available for FHWA review upon request.

Right-of-Way (ROW) – FHWA oversight of real property activities for projects that involve right-of-way (acquisition or disposal) will be the same as it is for the design and construction phases. All activities will be carried out in accordance with the approved RIDOT Real Estate Procedures Manual dated August 6, 2001 and as currently revised.

Safety – Federal Oversight for the Highway Safety Improvement Program (HSIP) is established under Section 1401 of SAFETEA-LU and incorporated as Section 148 of Title 23 of the United States Code (23USC 148). FHWA also has oversight responsibility for the following Highway Safety – related activities:

- 159 Certification (Drug Offender's Driver's License Suspension)
- Work Zone Review (Traffic Safety in Highway and Street Work Zones)
- NCHRP 350 (Standards, Policies, and Standard Specifications)

IV. FHWA OVERSIGHT:

FHWA will retain full oversight for all new and reconstruction projects on the Interstate System with an estimated construction cost exceeding \$5,000,000, for all other new and reconstruction projects on the NHS with an estimated construction cost exceeding \$10,000,000, for projects requiring the preparation and approval of an Environmental Impact Statement (EIS), and Intelligent Transportation System (ITS) Projects. For new or reconstruction projects on NHS freeways with an estimated construction cost between \$5,000,000 and \$10,000,000 a joint determination will be made annually on whether FHWA will retain oversight. FHWA retains oversight on all projects funded by transfer of Federal funds from other agencies such as Federal Transit Administration (FTA). FHWA will also retain oversight for any delegated projects on which RIDOT requests such oversight. See Section IX for summary as well as individual project determinations.

On NHS projects, a decision on oversight will be established at the time of the initial funding request to FHWA. This decision will be based on the type of work and the best estimate of construction cost. Once a NHS reconstruction or new construction project is delegated, it shall remain so even if the estimated construction cost changes goes above or below the threshold value. Should there be a significant change in the scope of the project, previous oversight determinations may be reevaluated. Should FHWA oversight be desired on a project eligible to be delegated, a separate request will be submitted to FHWA early in the project's development requesting a change in oversight status.

For delegated projects, FHWA approval will be requested for certain actions that cannot be delegated to RIDOT or are not specifically allowed under 23 CFR. Title 23 requirements that apply to all Federal-aid projects include transportation planning, procurement of professional services, disadvantaged business enterprise, wage rates, advertising and award of bids, convict produced materials, Buy America, Title VI and Equal Employment Opportunity provisions. It is also agreed that all non-Title 23 requirements such as National Environment Policy Act of 1969, Section 4(f) of the Department of Transportation Act of 1966, Civil Rights Act of 1964, and Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 apply to all projects. Although FHWA does not have to be involved on each project, the general requirements that apply to these activities must be followed as if the FHWA were involved.

FHWA will establish an effective oversight program in accordance with the provisions of FHWA Order 4560.1 Financial Integrity Review and Evaluation Program. The Division Administrator is responsible for taking the necessary actions to ensure that Federal funds are properly managed and effectively used in accordance with Federal policies. FHWA will review financial processes and transactions to ensure that effective internal controls are in place.

FHWA will continue to focus their time and effort on improving processes and procedures in cooperation with RIDOT. Individual project reviews will usually be documented in a FHWA Review Report. FHWA will develop an annual Construction Program to establish the type and frequency of construction project inspections. Inspection activities including process reviews of key construction operations will be coordinated with RIDOT to afford opportunities for joint participation in meeting oversight responsibilities and development of effective construction management practices. FHWA will also approve all operating procedures, design standards, construction and materials specifications.

V. RIDOT OVERSIGHT:

The Chief Engineer is responsible for administration of all the pre-award activities including approval of design exceptions, PS&E approval, and concurrence in award. Delegated projects will be developed meeting applicable design standards, guidelines, policies and procedures. Selection of appropriate design standards and approval of exceptions to standards will be accomplished by RIDOT. The Chief Design Engineer will be the approving authority for design exceptions and environmental documents. Records of design exceptions will be kept in individual project files and will be available for FHWA review upon request. Other specific RIDOT pre-award responsibilities are identified in Appendix A.

The Chief Engineer will also be responsible for administration of the construction activities including construction inspections, change order approvals, sampling and testing oversight and other actions needed to assure and verify that each project is constructed in compliance with pertinent standards and requirements, and built in accordance with plans and specifications.

The Transportation Support Division – Audit and Review Unit will coordinate final inspection and acceptance of all projects covered by this agreement. Final Acceptance Unit staff will conduct field reviews, including semi-final inspections, on projects under construction except on resurfacing and minor rehabilitation projects. Final Acceptance Unit staff will conduct joint field reviews with FHWA of projects or process when appropriate and agreeable. Change orders and contract amendments will be processed in accordance with departmental procedures.

VI. PROJECT MANAGEMENT

RIDOT will follow sound practices and procedures to ensure that project schedules and budgets are maintained to the maximum extent possible. Status reports will be developed at regular intervals utilizing the Project Management Portal (PMP) and other RIDOT systems to achieve the above objectives by keeping Department managers apprised of increased costs and/or schedule changes in a timely manner and to provide a means of verifying that program goals are met.

VII. MAJOR PROJECTS

Major projects require a more comprehensive and diligent level of oversight by FHWA and RIDOT to effectively manage the increased complexity of the work and the higher-level commitment of public funds. Project Management and Financial Plans have been developed for the I-195 Relocation Project and are incorporated herein by reference as elements of this Agreement. The Plans further define the respective administrative responsibilities of the two agencies for advancing the project in an effective and efficient manner. The Project Management Plan serves as a blueprint for delineating organizational lines of authority and interagency coordination and outlining those processes and activities essential to achieving the project objectives. The Financial Plan outlines the financial mechanisms to maintain adequate funding levels during the life of the project and defines cost control and tracking measures to keep outlays within established budget thresholds.

The auditing function established within the Rhode Island Department of Administration under joint agreement with RIDOT and FHWA will provide additional oversight capability to ensure that the above objectives are met. This unit will be responsible for reviewing and reporting on the adequacy of

policies, procedures and administrative controls governing the management of major projects.

VIII. APPLICABLE STANDARDS, PROCEDURES and SPECIFICATIONS:

The Chief Engineer shall approve plans and specifications for proposed projects to be designed and constructed in accordance with the following standards and RIDOT publications. It is agreed that FHWA approved AASHTO standards will be used for all projects. The following is a list of the principal standards, guides and procedures that will apply for Federal-aid Projects administered by RIDOT.

- 23 CFR 625, Design Standards for Highways
- Manual on Uniform Traffic Control Devices
- RIDOT Bridge Design Manual
- RIDOT Design Policy Memos
- RIDOT Standard Plan Sheets
- RIDOT Standard Specifications for Highways and Bridge Construction
- RIDOT Materials Manual
- RIDOT Procedures for Uniform Record Keeping Manual
- RIDOT Consultant Selection Procedures
- RIDOT Real Estate Procedures

IX. OVERSIGHT PROJECTS:

The following is a table summarizing project oversight responsibilities:

OVERSIGHT RESPONSIBILITIES

PROJECT TYPE/SYSTEM	OVERSIGHT
New or Reconstruction Projects on the Interstate > \$5 Million	FHWA
New or Reconstruction Projects on NHS > \$10 Million	FHWA
New or Reconstruction Projects on NHS (Non-Freeway) < \$10 Million	Non-FHWA
New or Reconstruction Projects on NHS (Freeway) (\$5 - \$10 Million)	Joint Determination
1R Projects on the NHS	Non-FHWA
Non-NHS Projects (all)	Non-FHWA
Unusual Bridges or Structures of Unusual Design and/or over \$10 Million	Joint Determination
Relocated I-195 Projects	FHWA
Relocated Rt. 403 Projects	FHWA
Washington Bridge #200 Project	FHWA
GARVEE Bond Projects	FHWA
TIFIA Projects	FHWA
Intelligent Transportation System Projects (all)	FHWA

Annually, RIDOT will prepare an update of project-oversight responsibility. See Appendix B for sample of projects.

X. FUNDING

It is agreed that funds for all projects will be obligated on a project-by-project basis and are subject to obligation controls in place at the time of obligation. Prior approval of the FHWA will be required to advance projects under Section 115 of Title 23, Advance Construction and Section 122 of Title 23, Bond Issue. FHWA will approve in advance all conversions of Advance Construction and Bond Issue (GARVEE) projects to regular Federal-aid financing.

For all projects, the RIDOT will request the obligation of federal funds electronically via the FHWA Financial Management Information System (FMIS 4.0) and submit all required information to support this obligation. RIDOT's PS&E checklist (Appendix C) will be used to ensure that the necessary pre-authorization requirements have been met. The FHWA will promptly obligate the funds and set the date of federal participation for the work authorized. In all cases, FHWA acceptance of the project request and obligation of funds must occur before the work begins. The funds obligated or identified, as advance construction should be adequate to cover all work authorized.

All subsequent Project Modifications must be submitted electronically via FMIS 4.0 on all Federal-aid projects. The project should be indicated as complete when RIDOT submits the Form PR-20 Final Voucher to FHWA. The closing of a project electronically in FMIS 4.0 by FHWA will serve as confirmation that RIDOT has satisfactorily completed the final reconciliation of project costs.

For project authorizations, the following apply:

- ◆ Planning and research activities are obligated on a program basis. For work program activities, the plan would have to be approved prior to project authorization approval.
- ◆ The initial request for obligation of funds will cover anticipated pre-construction activities. This request will contain the following information: the nature of activities to be covered, an indication of the expected National Environmental Policy Act (NEPA) action, State Transportation Improvement Plan (STIP) status, and a determination of FHWA oversight.
- ◆ Request for obligation of ROW funds shall contain: environment document approval date and an indication that the construction phase is in STIP (page number).
- ◆ Request for obligation of construction funds shall contain: environmental document approval date, STIP reference (page number), environmental mitigation compliance (PS&E checklist date), ROW certification date, number of Trainees, and Disadvantage Business Enterprise goal. For utility relocation contracts, the last two items and environmental mitigation compliance are not applicable.

XI. PROJECT CHANGES:

Changes that significantly increase the Federal cost or alter the physical limits, character, or scope of the work must be authorized by the FHWA for Oversight projects and by the appropriate RIDOT personnel for delegated projects. Major changes should be approved in advance. Minor changes may be approved retroactively. Major and minor changes are defined in RIDOT's Design and Construction Policy Memos. Changes will be managed in the most effective and expeditious manner with sufficient checks and balances in the process prior to execution. The full scope of the change must be identified and understood as soon as possible, including an assessment of whether a change exists by comparing contract documents and language to the reported change. Viable alternatives will be fully considered and evaluated, including resultant impacts to the project scope, budget and schedule, and coordination requirements, with the goal of minimizing the impact of the change. Changes will be supported by adequate documentation of the key elements of the differing conditions including independent cost estimates that establish the reasonableness of the resultant cost increases. Errors and Omissions

reviews will be conducted to determine if there is any design consultant liability associated with the changes that can be possibly recovered. Adequate records of all pertinent aspects of the changes will be maintained and available for review by FHWA.

XII. LOCAL AND OTHER STATE AGENCY PROJECT MANAGEMENT:

The RIDOT is responsible for all requirements of the Federal-aid program whether these requirements stem from Title 23 or non-Title 23 statutes. Since Title 23 does not recognize local and other state agencies as direct recipients of Federal-aid funds, these entities cannot take the place of the RIDOT in the context of the Federal-aid highway program. Although the RIDOT cannot delegate responsibility, authority can be delegated and the local and other state agencies held accountable to the RIDOT. In accordance with 23 CFR 1.11, RIDOT will ensure that the aforesaid agencies are well qualified and suitably equipped to perform the work. RIDOT can enter into agreements with Local and other State Agencies delegating authority on a project-by-project base. FHWA will approve all Agreements with Local and other State Agencies.

XIII. PROGRAM EVALUATION

FHWA and RIDOT will collaborate in establishing annual performance expectations and measures, and incorporate in this agreement at a later date to assess the effectiveness of project administration under the Federal-aid program. Goals will be set on the basis of program delivery outcomes relative to project advancement and the obligation of available funding. Jointly agreed to assessment tools and metrics will be followed to track adherence to project schedules and budget thresholds.

XIV. RECORD RETENTION:

RIDOT will retain project records to support all activities including the estimated cost of construction. Such records shall be available for review and retained for a period of 3 years after payment of the final project costs in accordance with 23 CFR 17.5.

XV. PROCESS REVIEWS:

FHWA, in cooperation with RIDOT, will make periodic process reviews covering areas of delegated NHS projects to verify compliance with this agreement. FHWA reserves the right to review non-NHS projects on an as-needed basis. Process reviews may be limited to one or more segments of the project development phase, contracting phase, or construction phase or may encompass the total process.

XVI. DESIGNATIONS:

To properly identify the oversight arrangement at the time of project authorization appropriate entries will be made in the designated fields of FMIS 4.0.

XVII. REVISIONS

The Oversight Agreement is structured as a working document that can be modified to incorporate additional legislative, regulatory or policy requirements, and other processes or changes that impact the oversight responsibilities. The FHWA Division Administrator or the RIDOT Director can initiate changes to the Oversight Agreement. Both parties, RIDOT and FHWA, shall mutually agree upon all future changes.

XVIII. ORGANIZATIONAL CHART:

Appendix D includes the RIDOT Organizational Chart.

This agreement will be in force upon signing by FHWA and RIDOT and remain in effect until both parties mutually agree to revise or terminate it.

The effective date of this agreement is the 15 day of Aug 2006.



Lucy Garliauskas
Division Administrator
Federal Highway Administration

Date: 08.15.2006



James R. Capaldi, PE
Director
Rhode Island Department of Transportation

Date: 7-25-06

GLOSSARY

Delegated Projects – Projects that do not require FHWA to review and approve actions pertaining to design, plans, specifications, estimates, right-of-way certification statements, contract awards, inspections and final acceptance of Federal-aid projects on a project by project basis.

Full Oversight Projects – Projects that require FHWA to review and approve actions pertaining to design, plans, specifications, estimates, right-of-way certification statements, contract awards, inspections and final acceptance of Federal-aid projects on a project by project basis.

Major Projects – Projects with an estimated total cost greater than \$500 million, or projects approaching \$500 million with a high level of interest by the public, Congress, or the Administration.

Oversight – The act of ensuring that the Federal highway program is delivered consistent with laws, regulations and policies.

RIDOT AND FHWA RESPONSIBILITIES AFFECTED BY THIS OVERSIGHT AGREEMENT

The following actions pertain to those Federal-aid projects that are under the oversight responsibility of RIDOT.

- Approval of Design Exceptions
- PS&E Approval
- Concurrence in Award
- Consultant Agreement Approval
- Utility Agreement Approval
- Railroad Agreement Approval
- Concurrence in Termination of Federal-aid Contract
- Interim and Final Construction Inspections
- Change Order Approvals
- Settlement of contract claims
- Sampling and Testing Oversight
- Project Acceptances
- Preparation and Submission of required project data (e.g. Forms FHWA-37, FHWA-45, FHWA-47, contract award information, etc.)

Item not affected by this agreement

- STIP Amendments
- NEPA Actions
- Uniform Relocation Assistance Act
- Standard Sheets
- Non-freeway RRR Standards for NHS Projects
- Standard Specifications and Supplemental Specifications
- Waiver of Buy America Provisions
- Experimental Projects and Experimental Features
- Innovative Contracting Procedures
- Projects funded by transfers to other agencies (e.g. FTA)
- Authorize Project
- Advance of projects under Section 115 of Title 23, Advance Construction and Approval of Section 122 of Title 23, Bond Issue
- Conversions of Advance Construction and Bond Issue Projects to regular Federal-aid financing
- Approval of Project Agreements, Modified Project Agreements, and Final Vouchers
- Innovative Finance Program
- Changes in access to the Interstate System
- Approval of air space agreements
- U.S. Coast Guard Determination when USCG permit is not required
- Project Management and Finance Plans for Specific Projects