

Los Angeles - District 7
Design Delegation Agreement
February 2015

Prepared by:
D7 Division of Design

Design Delegation Agreement Approvals

Caltrans, as owner/operator of the State Highway System, has the statutory and inherent obligation to ensure that all modifications or additions to the State Highway System provide a safe, sustainable, integrated, and efficient transportation system. This stewardship agreement establishes a framework for Headquarters Division of Design and the Districts to uphold these expectations and maintains the accountability of the department's agents, leaders, and staff, for carrying out these responsibilities.

This Stewardship Agreement, made and entered into this 13th day of February, 2015, by and between the Chief, Division of Design and the District Director:

- The Director has delegated authority to the Chief Engineer dated December 10, 2012.
- The District Director has been delegated authority dated August 1, 2013.
- The Chief Engineer has delegated authority to the Chief, Division of Design dated June 18, 2013.
- The Chief, Division of Design has delegated to District Director certain approvals as prescribed in the June 7, 2013 Memorandum.

The Chief, Division of Design and the District Director mutually agree in carrying out the delegated authority as prescribed in the attached Stewardship Quality Management Plan.

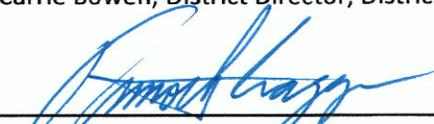
I, Carrie Bowen, District Director of District 7, request design delegation authority for the baseline described in the stewardship agreement, and for the following design responsibilities as described below.

- HDM Standards on non-interstate freeways
- Longitudinal Utility Encroachments on non-interstate and interstate freeways (Chapter 17, Article 2, PDPM)
- Exceptions to High-Low Risk Underground Facilities Policy on all conventional highways, expressways, and non-interstate and interstate freeways (Appendix LL, Section 1, PDPM)

The attached Stewardship Quality Management Plan describes how District 7 will manage the delegated authority. The authority delegated hereby, will be exercised by the District 7 Design Deputy, Design Principal, or subordinates (Design Office Chiefs) whose authorization shall be in writing.



Carrie Bowen, District Director, District 7



Timothy Craggs, Chief, Division of Design

District 7 Stewardship Quality Management Plan

Introduction

In accordance to the Design Delegation Agreement Plan (Appendix B), the District 7 Stewardship Quality Management Plan (SQMP) is the basis for establishing and maintaining a broad level of design approvals from Headquarters (HQ) Division of Design (DOD) to the district. The SQMP also outlines HQ DOD's commitment to provide the support needed for the district to be successful.

The Design Delegation Agreement is a contractual document which transfers the decision making authority from Caltrans HQ DOD to District 7. The SQMP provides the framework and direction to ensure successful delegation to the District for specific project level decisions. With the understanding that Design Stewardship is a joint responsibility between HQ DOD and District 7, the SQMP will provide details for the development and implementation of the district lead management and administration of the design standards, policies and procedures the department uses to manage the design of the state transportation system. HQ DOD will provide the necessary support in policy and procedure updates, training, dispute resolution, and quality management. Upon successful delegation, the District hopes to facilitate project delivery while maintaining high quality standards.

The SQMP uses the principals of leadership, strategic planning, customer focus, workforce, detection, issue resolution, and results to define the methodology that will be utilized to manage the delegation authority and responsibilities applicable to the Baseline Design Stewardship Agreement (See Appendix A for delegated approval authority). The Negotiated Design Stewardship Agreement Delegations of Authority outlines the items that are being requested as part of the district's Design Delegation Agreement (See Appendix A for those labeled "additional delegation approved"). It is anticipated that the SQMP will be periodically amended and updated as the needs and goals of the District change over time.

Leadership

Upon delegated authority approval, the District 7 Director will sub delegate to the District Design Deputy. In addition, the District Design Deputy may sub-delegate to the Design Principal Engineer or Design Office Chiefs and appoint a qualified District Liaison. These delegations and appointment will be championed and formally documented with a signed District Directive in which roles and responsibilities will be defined for all district staff actively involved in the delivery delegation process. This Directive will include the requirement that delegations are disclosed. In addition, all project history files will be required to retain a copy of the approved Design Delegation Agreement. This includes project engineers, project managers, senior supervisors, office chiefs, and deputy district directors. The District Liaison will be the single focal point who will engage the Project Delivery Coordinator (PDC), HQ DOD Resource Center, other divisions, and FHWA. In addition, the District Liaison, in coordination with the PDC and the support of the HQ DOD Resource Center, will provide district staff training on the Design Stewardship Implementation Plan and SQMP. During monthly status (horizon) meetings attended by the District Design Deputy and District staff, the stewardship's effectiveness and potential process improvements will be discussed. Any changes to the delegation of authority that are warranted and mutually agreed upon with HQ DOD will be documented with a revision to the SQMP and issuance of a revised District Directive. Furthermore, a succession/transition plan will be developed to handle leadership and delegation changes.

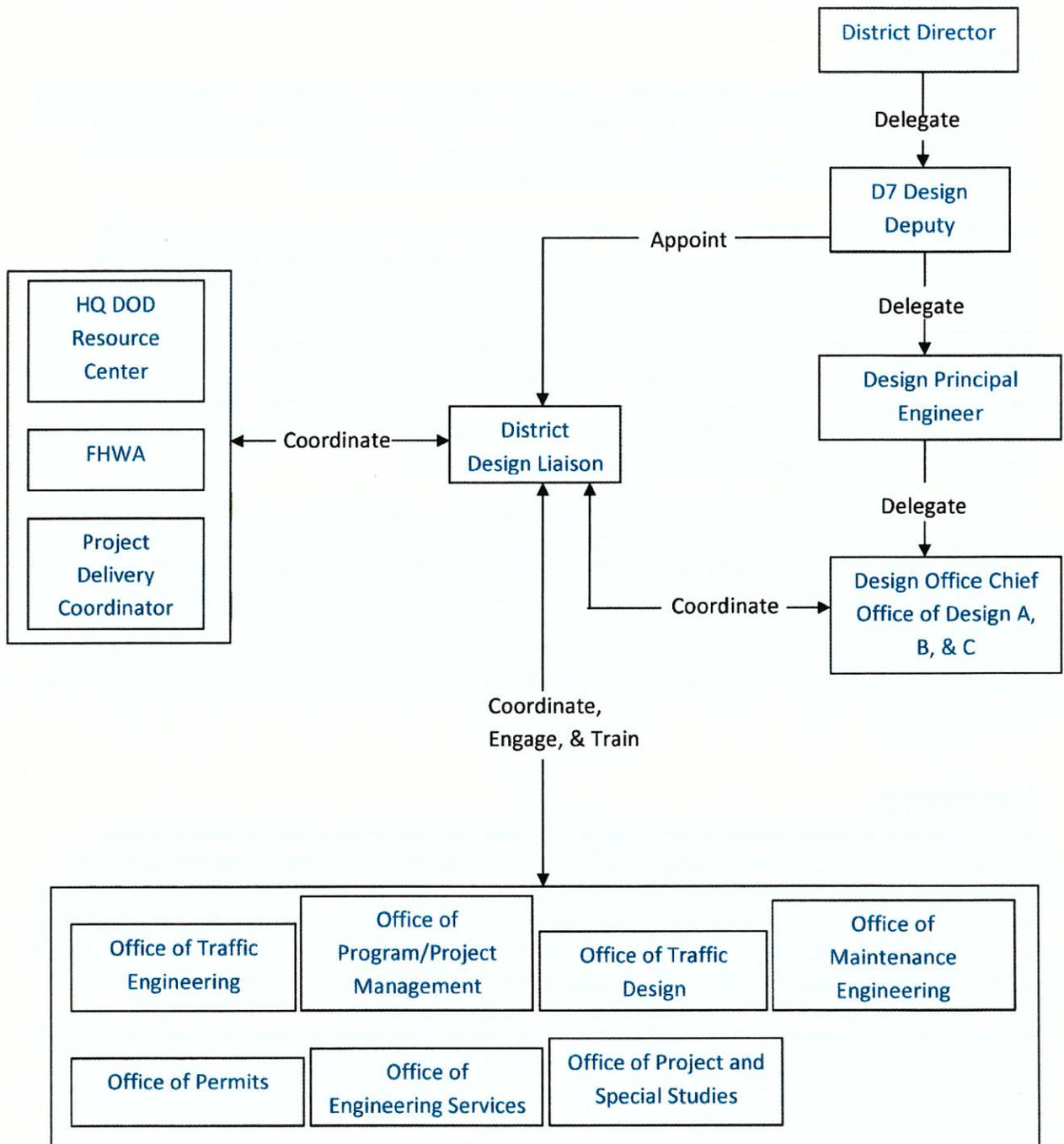


Figure 1: District 7 Delegation Organization Leadership

Strategic Planning

The Design Delegation Agreement authority is consistent with the Department's most recent Strategic Planning effort; which is to be more flexible, transparent and empowered at the district level. Upon approval of the delegation authority, District 7 will integrate the SQMP into the district's strategic planning process with subsequent outreach and communication to all staff. The deployment strategy will include creation of a District Liaison position and full delegation by July 2015. The District Liaison will be responsible for monitoring and documenting key indicators and known issues in the Results section of the SQMP. Key indicators will be reported by the Design Deputy with any changes to the delegation responsibilities during scheduled quarterly executive level strategic development and review sessions.

In order to sustain approval authority, District 7 will transition to the new practice and assure statewide consistency by staying current on the issues and how the delegation is being applied. This will be accomplished by participating in HQ Think Tank sessions, periodic meetings with the PDC, communications with the HQ DOD Resource Center, and keeping abreast on current policies and procedures. If improvements are warranted, the District Directive and SQMP will be revised. Furthermore, additional training for district staff (Design, Planning, Maintenance, Program Project Management (PPM), Operations), with the support of HQ DOD, will also be implemented. Specifically, the District will request training support from: HQ Legal regarding tort liability and design immunity documentation; PDC and HQ DOD regarding the basis for approval of design exception fact sheets.

Customer Focus

At the broadest level, the travelling public is the ultimate customer whose safety, comfort and stewardship of the highway are at stake with the decisions that are made. The Design Delegation Agreement gives the districts a range of authority that must be communicated to the many internal and external stakeholders impacted. All of these are customers whose concerns must be continually and consistently addressed. Internal customers that will be affected with the delegation are the Offices of Transportation Planning, Engineering Services, Traffic Design, Traffic Engineering, Maintenance Design, and Permits. Ongoing coordination with those offices that have a vested interest and obligation in a project is important. Externally, FHWA, private developers, and local partners involved in the planning and designing of improvement projects on the state highway system are customers/stakeholders. Their interests and concerns will be documented and managed by the District and overseen by the District Liaison through chaired meetings and forums including the PDC and HQ DOD Resource Center. In addition, all customers/stakeholders will be asked for their input, as needed, for determining risks, evaluating lessons learned and recommending future improvements to address their interests in Improving the project delivery process and highway designs. These interests will be reviewed as part of the delegation strategic planning meetings.

Workforce

In order to address issues at the earliest possible stage of the project, the District will rely on functional units and the Project Development Team (PDT) to determine which projects and associated staff will be responsible for the delegation authority. Projects and impacts may include collaboration with the permit office, maintenance design, electrical design, traffic design, traffic engineering, utilities engineering, project and special studies, landscape architecture, storm water, hydraulics, IQA staff, and

project management. In order to be successful, the District will need to be familiar with all the assigned delegation roles, responsibilities and affected changes. Training will be facilitated, with the assistance of the HQ DOD Resource Center and the PDC, by the District Liaison to address and update District staff on the current delegation authority process and any design related training that is requested. A District Directive will be created and maintained on the District web site to provide the requirements, documentation, and verification of the delegation authority process. Per the Directive, the delegation authority process will begin as early as the Project Initiation Document (PID) phase and will conclude once the appropriate forms of documentation is reviewed and approved. The District Liaison will engage HQ DOD to clarify policies, ensure training consistency on policies, provide technical expertise, and help resolve issues brought by District staff.

It is anticipated that the delegated authority approval will follow the same due diligence practice that currently exists with the exception that the independent quality assurance (IQA) and approval authority will be District 7's District Liaison and Design Deputy/Office Chief as opposed to the HQ Design Reviewer and PDC/HQ DOD Chief respectively. For non-delegated approvals from HQ Design, the District Liaison will provide IQA support to the PDC.

In terms of processes, for design exceptions, the HDM will be the basis for determining and the Project Development Procedures Manual (PDPM) Chapter 21 will be the guide for developing mandatory design exception fact sheets. The District may choose to develop separate guidance should Chapter 21 not provide sufficient guidance for the delegation. PDPM Attachment BB is the template that will be followed for all fact sheets.

The other delegations will also follow current practices, policies, and procedures spelled out in the appropriate guidance; PDPM and Design Information Bulletin (DIB). Again, additional guidance may be developed should these guides prove insufficient for the delegation. A flow chart drawing out the process will be made available to remind staff of the steps required for approval of any of the delegations. Training may be provided to assist district staff with the proper requirements. Chapter 17 and Attachment LL of the PDPM cover the requirements for Longitudinal Utility Encroachments and High/Low Underground Risk Facilities. The District will follow these requirements and seek advice of the PDC and HQ DOD Resource Center when necessary.

Initially, resources will be allocated to provide for the District Liaison to function. In addition, resources will be allocated to support the District Liaison. Subsequently, resources will be identified and allocated based on past experience and potential future delegation revisions.

Detection

The delegation authority process will be implemented and documented by current and possibly future guidance and a District Directive that will be accessible on the District web site. The District Liaison will ensure the application of consistent and uniform delegation responsibilities. In addition, subject matter experts along with the District Liaison will be engaged at the earliest project phase possible to provide interim checks and assurance that the delegation authority process is in compliance with the Design Delegation Agreement and SQMP. In cases where the delegation authority process needs to be accelerated due to schedule/funding constraints, a contingency process, accounting for all associated risks, may be utilized (i.e. expedite the review process). Finally, the District Liaison will interact with the HQ DOD Performance Management Office to monitor and assess the quality of the delegation implementation.

Issue Resolution

In the event issues arise that have program wide impacts or can not be resolved within the District, such as delegation responsibilities conflicting with customer and stakeholder interests, the District will request assistance from the HQ DOD Resource Center to define, document, and implement solutions. The District Liaison will engage the PDC and HQ DOD as necessary to discuss and address any systemic issues with the delegation responsibility. As a result, the District Directive and SQMP will be updated, as needed, to mitigate current shortfalls and incorporate future improvements in the delegation authority process. The project risk management database may be used to capture systemic issues related to the delegation authority process, and/or the District Liaison may manage a database in order to document any recurring issues affected by the delegation responsibilities.

Results

The HQ DOD will work with the districts and regions to develop Results criteria and will collaborate with them to establish performance measures (match below). The proposed Results criteria in this section will be further evaluated to determine those measures that are most appropriate.

Results will be assessed and categorized by evaluating the **quantity, quality, time, cost** and **accessibility** to the documentation as summarized with key indicators and performance measures. In coordination with HQ DOD, reporting of the results and developing metrics for evaluation and auditing may include the following:

The **quantity** is the amount and type of delegated approvals and the number of staff trained.

Number of delegations addressed in each category (HDM standards, DIB or Design Memorandum Guidance, PDPM policies)

Number of delegated approvals

Type of document/deliverable: Design Exception Fact Sheet, Memorandum, Memo-to-File, Utility Exception, etc

Number of staff trained

The **quality** is the value of the decisions, approval process and documentation.

Decisions:

Consistency with other statewide documentation/analysis for approvals

Context sensitive decision making: technical, cost, delay, sustainability, political, etc.

Documentation of risk level in the PID

Approval process may be accomplished with a project specific checklist to verify the following:

Document review follows established practice

District Project Engineer (PE), Senior, subject matter experts, and IQA reviews

District resourced District Liaison review

HQ DOD subject matter expert input/concurrence (as appropriate)

PDC approval (as appropriate)

Utility engineering, Traffic Engineering, Maintenance, and Landscape specialty unit reviews

Various levels of recommendation and final approval authority

Documentation:

- Completed staff work - prepared by trained staff in proper, consistent format
- All required documentation and attachments included with accurate policy references
- Comprehensive internal/external audits
- Satisfaction surveys by customers and stakeholders
- Lessons learned and documented improvement strategies
- Training – pre/post assessments

Time is the duration of the approval process and the identity of delegation.

- Cycle time to approve
- Identity of project level delegation: PID, Project Report (PR), Ready to List (RTL)

Cost is the dollar value associated with the delegated authority process.

- District resourced District Liaison
- District and HQ DOD training resources
- Creation and maintenance of the District's records retention database

Accessibility to properly filed and available documents for legal review, quality audits, reporting and reference will be by utilizing the Document Retrieval System (DRS) and a future D7 records retention database developed in coordination with HQ DOD. It is anticipated that the new searchable database will preserve documents and information using a categorical filing system which will include the key indicators and performance measure data.

Access to Documentation:

- HQ access or link to database or depository
- Legal access
- District Design Liaison
- Staff access and utilization for assisting with preparation of consistent documents
- Level of redundancy - follows Uniform Filing System in Project History File

Results will be assessed periodically in a performance measures report summarizing the quantity, category and type of documents, key indicators, lessons learned of district performance and improvement strategies action plan. The key indicators to be reported are:

- Audit ratings - consistency, cycle time, cost, risk, integrity, and tort liability
- Number of documents requiring formal conflict resolution process
- Number of approvals beyond district delegation authority
- Number of Stewardship delegations addressed vs. not addressed in PID's/PR's/RTL (omissions)
- Number of FHWA approvals for Design Exceptions on the Interstate for the 13 Controlling Criteria

Baseline Stewardship Agreement Delegation Authority to the District						
Highway Design Manual (HDM)						
HDM Chapter/ Topic	Description	Conventional Highway	Express-way	Freeway¹	Inter-state Freeway¹	Delegated Authority
Advisory Design Standards	Advisory standards use the word "should" and are indicated by Underlining	DELEGATED	DELEGATED	DELEGATED	DELEGATED	DESIGN OFFICE CHIEF
2013 Delegated Mandatory Design Standards ²	Authority to approve deviations from this Mandatory Standard is delegated to the District Director as noted by ⁽²⁾ in the HDM	DELEGATED	DELEGATED	DELEGATED	DELEGATED	DESIGN OFFICE CHIEF
All Mandatory Design Standards (Except for Chapter 600) and 2013 Delegated Standards	Mandatory standards use the word "shall" and are printed in Boldface	DELEGATED	DELEGATED	Additional Delegation Approved	NO	DESIGN OFFICE CHIEF
Design Information Bulletins(DIB), Design Memorandum and Executive Orders						
DIB	Description	Conventional Highway	Express-way	Freeway¹	Inter-state Freeway¹	Delegated Authority
DIB 77	Interchange Spacing	N/A	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
DIB 79	2R Project certification Design guidance and Standards for Roadway Rehabilitation Projects and Certain Other Projects	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF

¹ If not delegated, see the article "Negotiated Design Stewardship Agreement Delegations of Authority."

² All mandatory Design Standards must be within the Deputy District Director chain of command.

DIB 82	Pedestrian Accessibility Guidelines for Highway Projects and ADA	DELEGATED	DELEGATED	DELEGATED ³	DELEGATED ³	DESIGN OFFICE CHIEF
DIB 83	Caltrans Supplement to FHWA Culvert Repair Practices Manual	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
Project Development Procedures Manual (PDPM)						
PDPM Chapter Article	Description	Conventional Highway	Expressway	Freeway ¹	Interstate Freeway ¹	Delegated Authority
PDPM 27	Modifications to existing access points or new access points to the Interstate System – Review & Approval required.	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
PDPM 9- Article 7	Traffic signal projects that introduce or perpetuate nonstandard conditions - Exceptions to Mandatory Design Standards	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
HDM-PDPM 82.2(1) - 15-7	Contract Design Changes (CCOs) - Exceptions to mandatory design standards.	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
PDPM 17	Existing Utility Longitudinal Encroachments - Exceptions may be granted, but must be approved.	DELEGATED	DELEGATED	Additional Delegation Approved	Additional Delegation Approved	DESIGN OFFICE CHIEF
PDPM 17	Utility Encroachments on Toll Bridges – All installations must have approval.	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
PDPM 17	Reclaimed Water Systems & Encroachments - All installations must have approval	DELEGATED	DELEGATED	NO	NO	DESIGN OFFICE CHIEF
PDPM 17, Appendix LL, Section 1	Exceptions to High-Low Underground Utility Risk Policy Approval	Additional Delegation Approved	Additional Delegation Approved	Additional Delegation Approved	Additional Delegation Approved	DESIGN OFFICE CHIEF
PDPM 23	Approval Authority for Denominations, or Withdrawal of Denominations.	N/A	DELEGATED	DELEGATED	DELEGATED	DESIGN DEPUTY

³ These are part of the delegation implementation plan for ADA standards.

PDPM Chapter Article	Description	Conventional Highway	Expressway	Freeway ¹	Inter-state Freeway ¹	Delegated Authority
PDPM 23	Reopen Route Studies – requires written approval.	DELEGATED	DELEGATED	NO	NO	DESIGN DEPUTY
PDPM 2,24	Conformance to Adopted Route - All deviations from the adopted route must be approved.	DELEGATED	DELEGATED	NO	NO	DESIGN DEPUTY
PDPM 2	Route adoption maps – Approval authority and exceptions to policy	DELEGATED	DELEGATED	DELEGATED	DELEGATED	DESIGN DEPUTY
PDPM 2, 24	Freeway Agreements and Controlled Access Highway– Execution authority.	N/A	DELEGATED	DELEGATED	DELEGATED	DESIGN DEPUTY
PDPM 24	"Project" or "Performance" Agreement – draft document requires review and approval.	DELEGATED	DELEGATED	NO	NO	DESIGN DEPUTY
PDPM 29	Highway planting policy – Exceptions require approvals.	N/A	N/A	NO	NO	
PDPM 29	Separate landscape & roadway contract requirement – Exceptions to policy must be approved.	N/A	N/A	NO	NO	
PDPM 29	Landscape Funding - Exceptions to policy must be approved.	N/A	N/A	NO	NO	
PDPM 29	Plant establishment periods - Exceptions to policy must be approved.	N/A	N/A	NO	NO	
PDPM 29	Landscape Maintenance Costs - Exceptions to this policy must be approved	N/A	N/A	NO	NO	

Introduction

The purpose of the Design Stewardship Agreement¹ is to provide a contractual document which transfers the decision making authority from Caltrans Headquarters Division of Design (DOD) to individual districts and defines how the district and DOD will operate together with Stewardship delegation.

As related to the Design Stewardship Agreement¹ the DOD has defined stewardship as follows:

Design Stewardship is about the co-management, co-administration, and co-responsibility of the design standards, policies and procedures the department uses to manage the state transportation system. Stewardship consists of a delegation of responsibilities and a mutual accountability of assuring that those responsibilities are executed. Stewardship is a joint responsibility for the development and implementation of the state transportation system. Delegation of responsibilities and mutual accountability are defined as follows:

The **delegation of authority** means the transfer of approval authority from DOD to the district for specific project level decisions as defined in this agreement.

DOD will retain some project level decisions and all program level corporate activities related to delivering the state transportation program, such as leadership, technology deployment, technical assistance, training, problem solving, performance management and process improvement.

Mutual accountability refers to accountability shared by both parties and is managed by the performance measurement, risk management, technical consultation, dispute resolution, and the sharing of best practices between DOD and districts.

Stewardship, as outlined in this document, is exercised through program management and project level activities.

The baseline Design Stewardship Agreement¹, as well as the Negotiated Design Stewardship Agreement¹ Delegations of Authority, delegates only DOD approvals but does not include approvals needed from other department divisions. The delegations presented in this document are consistent with but do not affect the delegations between FHWA and Caltrans.

Design Stewardship Agreement¹ Plan *Overview*

The Design Stewardship Agreement¹ plan is based on the following criteria:

- A uniform baseline approval authority for all districts
- The allowance for additional approval authorities to individual districts when warranted and mutually agreed upon
- A consistent format for stewardship and performance measurement
- Clarity approval authority responsibility

The Design Stewardship Agreement¹ is intended to be periodically amended and updated as the needs and goals of each individual district change over time.

¹ This document is known as the Design Delegation Agreement

Roles and Responsibilities

The following roles and responsibilities with regards to the Design Stewardship Agreement¹ pertain to the Caltrans DOD, except where otherwise noted. The Project Delivery Coordinators and other DOD managers will continue to provide approvals for non-delegated authorities as needed. The three main bodies to implement the Design Stewardship Agreement¹ are the individual Districts, the Resource Center (see Figure 1), and the Office of Performance Management.

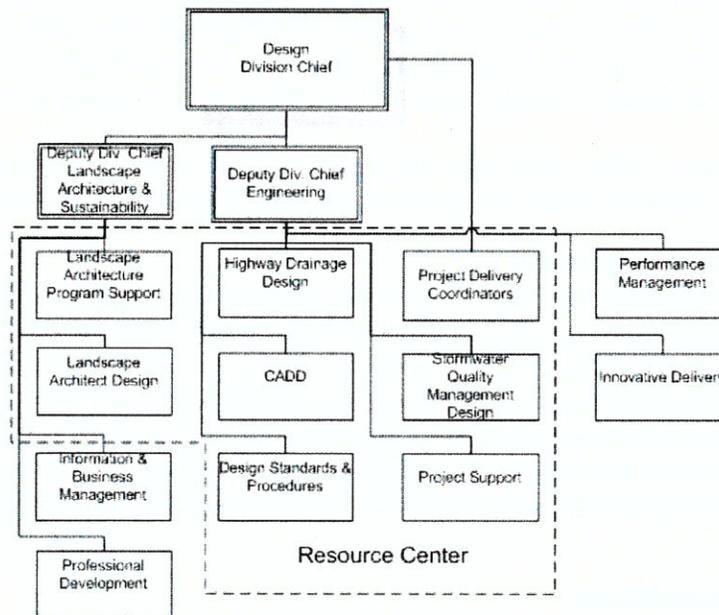


Figure 1 DOD Organization Chart

Districts

Each district is expected to accept the baseline Design Stewardship Agreement¹ Delegation Authority as presented below and will have the option to negotiate an increased level of authority beyond the baseline, reflecting their district needs. Each district will also be expected to provide an organizational structure to implement a Stewardship Quality Management Plan (SQMP) as part of the Design Stewardship Agreement¹. This SQMP will outline and define how the district will ensure adherence to the Design Stewardship Agreement¹.

Delegation of the Authorities through this Design Stewardship Agreement¹ will transfer to the District Director. These delegations affect civil engineer works and are therefore subject to the Business and Professional code as defined in sections 6730-6731.1. If a District Director is not a registered Professional Engineer, further delegation is required in writing to the District/Regional manager responsible for the Design function. These delegations may further be delegated in writing within the design function, but not below the Supervising Transportation Engineer Level.

As noted before, the individual districts will have the opportunity to periodically amend the Design Stewardship Agreement¹, including the negotiated level of delegated authorities and the SQMP as needed in the future.

DOD Resource Center

The DOD Resource Center is a term applied to the expertise provided by the Project Delivery Coordinators, and subject matter experts in the DOD offices. These individuals will provide guidance and support for the districts with regard to delegated authorities of the Design Stewardship Agreement¹ when called upon. It should be noted that the DOD Resource Center will provide subject matter expertise on topics such as geometrics, ADA standards, utility encroachments, encroachments, route matters, CADD/GIS, hydraulics, stormwater, roadside management, and landscape design, among others. The Resource Center may call upon and coordinate other functional areas outside of the DOD to assist in providing input and guidance.

The DOD Resource Center will develop strategies, tools and events that will share knowledge and foster the statewide consistent application of design standards and policies.

Office of Performance Management

The Office of Performance Management (OPM) will act to ensure that the individual Design Stewardship Agreements¹ for each district are implemented. The OPM will conduct periodic reviews, measures compliance with each district SQMP, and specific performance measures. The OPM acts as the custodian of the Design Stewardship Agreements¹ and will coordinate future modifications of the agreements and/or SQMPs. These reviews will serve to identify areas of improvement or best practices of either DOD or districts. The OPM will coordinate with the Project Delivery Coordinators to help facilitate change to the Design Stewardship Agreement¹.

Joint Roles and Responsibilities

It will be the joint role and responsibility of the above entities to abide by the agreed upon delegated authorities and SQMPs. It is the joint responsibility of the districts and Project Delivery Coordinators to determine any necessary further definition of delegated authorities not covered by the initial Design Stewardship Agreement¹ and to document the decisions made (e.g. this would apply to projects with scopes that cross multiple facility types). There is an expectation that joint roles and responsibilities are determined by consensus; however when disagreements cannot be resolved, the dispute resolution process as prescribed in the Project Development Procedures Manual Chapter 21 will be followed.

Baseline Design Stewardship Agreement Delegation of Authority

Refer to Appendix C, the baseline Design Stewardship Agreement¹ applies to all DOD approvals on conventional highways and expressways for all districts. In addition, the following approval authorities apply to freeways and will be delegated to the districts:

- Approval of Freeway Agreements, Controlled Access Highway Agreements, and Route Adoption maps.
- Encroachments due to recycled water systems
- Denomination of freeway declaration for facilities operating as conventional highways and expressways or unconstructed routes
- Approval of exception to accessibility design standards for all highway types that is

- conventional, expressway, and freeway.⁴
- Previously district delegated mandatory design exception approval authorities as shown in the Highway Design Manual (HDM) will remain unchanged (enacted in 2013).

The following approval authorities are excluded from the baseline Design Stewardship Agreement¹ and retained by the DOD:

- Project of Statewide Interest (POSI) as defined in Appendix A of the Design Stewardship Implementation Plan – 2014 Delegation
- High-low underground utility risk policy approvals
- Longitudinal utility encroachments on freeways or expressways
- Non-utility encroachments
- Safety Roadside Rest Areas Master Plan
- Non-Standard Special Provision (NSSP) approvals within DOD.

Negotiated Design Stewardship Agreement Delegations of Authority

Each District has the ability to request additional delegation authorities beyond the baseline Design Stewardship Agreement¹ outlined above. Additional Authorities as Negotiated by Districts may include, but are not limited to:

- All design approvals on freeways
- Longitudinal utility encroachments
- Hi-low underground utility risk policy approvals
- 2R Project Certification concurrence for freeway projects.
- Conditions will be included in an appropriate SQMP which demonstrates a proven ability to responsibly manage the requested additional delegations.

⁴ This sentence is different from the implementation plan to clarify the span of delegation for ADA standards.

