

STATEMENT OF WORK

CREATE WA1 Ogden Junction Project

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I. AUTHORITY

Authorization	P.L. 117-48 Infrastructure Investment and Jobs Act
Funding Authority/Appropriation	Consolidated Appropriations Act, 2022, Division L, Title I (Pub. L. 117-103 (March 15, 2022))
Notice of Funding Opportunity	Notice of Funding Opportunity for the Department of Transportation's Multimodal Project Discretionary Grant Opportunity,

II. BACKGROUND

This Agreement funds the Grantee to support the deployment of the WA1 Ogden Junction Project, a component of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. To the extent there is a conflict between Attachment 1 and this Attachment 2, Attachment 1 governs.

Phase I planning, preliminary engineering (PE) and National Environmental Policy Act (NEPA) requirements, and Phase II, Final Design, have been completed. A NEPA categorical exclusion for this Project was approved by FHWA on August 17, 2009. Updates to the NEPA analysis due to minor scope changes are expected to be completed in Q2 of 2022.

III. OBJECTIVE

Rehabilitation of multiple railroad bridges, most more than 100 years old, will return these structures to a state of good repair at full capacity, avoiding risk of future operating restrictions and ultimately closures, that would prevent passage of trains over the Rockwell Subdivision. Control point installations along with main line realignment, will enable simultaneous movements between the UP, CSX, and Norfolk Southern main lines and provide for electronic switch and signal requests that will enable trains to be managed by a single UP dispatcher who will oversee all operations within the project limits. Verbal hand-offs of trains between railroads will be eliminated. Automation of numerous track switches will reduce train halts and crew dismounts, saving time and fuel and eliminating associated personnel safety risks. The new signalization and alignment of track will enable lifting speed limits on the segment from 10 mph to 25 mph, FRA Class 2 speeds, per 49 CFR 213.9. These improvements will reduce interference with adjacent commuter rail operations. The increased speeds will reduce the risk of halted merchandise trains attracting trespassing and vandalism, reducing threats to safety. Gage face and top-of-rail rack lubrication equipment will reduce the rate of rail wear at curve locations and potentially lower noise emissions. Improvements to the infrastructure at the viaducts passing under the rail corridor will enhance mobility for community users.

IV. PROJECT LOCATION

The Project is in Chicago, Cook County, Illinois. The northernmost point of the Project limits is in the vicinity of station Kedzie at the Union Pacific Rockwell Subdivision's MP 0.0, just north of West Fulton Street. Project southern limits are just south of West 16th Street, connecting the BNSF Chicago Subdivision to CREATE Western Ave. Corridor. The Project area is bounded by South Rockwell Street to the west and South Western Avenue to the east. The Project occurs within the jurisdiction of the Chicago Metropolitan Agency for Planning (CMAP), FHWA's Illinois Division, the FRA's Region 4 and Illinois DOT's District 1.

V. DESCRIPTION OF WORK

The term "phase" as used in this document references the Illinois DOT terminology representing stages of completion of a project. This framework has been adopted and used by the CREATE partners, encompassing concept through completion of construction and delivery of the functional transportation assets. This statement of work reflects all work necessary to complete the WA1 Ogden Junction Project with the expected independent utility.

1. PRELIMINARY DESIGN AND ENVIRONMENTAL STUDIES ("PHASE I")

Task 1.1 Preliminary Design and Environmental Studies

Identification of project purpose and need. Alternative analysis and selection. Environmental impact analysis in accordance with the identified class of action. Identification of policy and design exceptions. Develop and execute a public involvement strategy. Land and r-o-w studies and other engineering studies. Prepare preliminary project plans, cost estimates and schedule.

Task Deliverables

- Phase I Project Reports approved in accordance with the CREATE procedures.
- Environmental Class of Action Determination of a Categorical Exclusion as defined in 23 CFR 771.117 and approved by FHWA on August 17, 2009.

2. DESIGN ("PHASE II") AND ROW

Task 2.1 Design

Track and civil designs are complete and have been approved by Union Pacific. Bridge designs are complete and have been approved by Union Pacific (agency approvals listed under Bridge Work). Signal design is complete but will need to be refreshed prior to construction. A PS&E (plans, specifications, and estimate) package is being prepared with the track/civil, bridge and signal designs included for IDOT approval.

Task Deliverables

- IDOT-approved Plans, Specifications and Estimate package for track/civil, bridge and signal design elements

Bridge Approvals

- CDOT EFP Phase 2 Review: All structural and civil plans were submitted to CDOT OUC Department for Existing Facilities Protection review. All utility reviewers were provided with an opportunity to review the plans for utility conflicts. All conflicts identified were considered when developing the final design presented in the current set.
- CDOT DEO Review: All lighting plans were reviewed by CDOT Department of Electrical Operations. All comments from the DEO were resolved between Benesch and DEO and the plans have been approved as they currently are presented by DEO.
- IDOT Review: IDOT has reviewed all plans in the civil and structural sets. Comments were provided by IDOT, and these comments were considered, and a disposition of comments was provided by Benesch.
- CDOT: Coordination was present throughout the duration of the project between UPRR and CDOT. CDOT Engineering has been provided a disposition of comments received during the project and all comments have been resolved to the best of our ability.

Task 2.2 Detailed Project Work Plan, Budget, and Schedule

The Grantee will prepare a Detailed Project Work Plan, Budget, and Schedule for the following tasks, which may result in amendments to this Agreement. The Detailed Project Budget will be consistent with the Approved Project Budget but will provide a greater level of detail. The Detailed Project Work Plan will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work. The Detailed Project Work Plan will also include information about the project management approach (including team organization, team decision-making, roles and responsibilities and interaction with FRA), as well as address quality assurance and quality control procedures. In addition, the Detailed Project Work Plan will include the Project Schedule (with Grantee and agency review durations), a detailed Project Budget, and NEPA categorical exclusion documentation. Similarly, agreements governing the construction, operation and maintenance of the Project should also be included. The Detailed Project Work Plan, Budget, and Schedule will be reviewed and approved by the FRA.

The Grantee acknowledges that work on subsequent tasks will not commence until the Detailed Project Work Plan, Budget, and Schedule has been completed, submitted to FRA, and the Grantee has received approval in writing from FRA, unless such work is permitted by pre-award authority provided by FRA. The FRA will not reimburse the Grantee for costs incurred in contravention of this requirement.

Task Deliverables

- Detailed Project Work Plan, Budget, and Schedule
- Project Agreements (if applicable)

Task 2.3 Right-of-way acquisition

Acquisition of property was required to relocate a city alley near Maypole Avenue in Chicago, Cook County, Illinois. The alley had to be relocated in conjunction with the Maypole Road closure, removal of the existing viaduct and constructing cul-de-sacs. A vacant lot parcel of

1,890 square feet was acquired in fee by Union Pacific Railroad from a private owner in February of 2021. No other land acquisition is necessary to carry out the project.

3. CONSTRUCTION (“PHASE III”)

Task 3.1 Railroad Track and Civil Work

A Union Pacific Grading Contractor (to be competitively bid) shall prepare the track subgrade and place 12” of subballast onto the prepared track subgrade between MP 0.68 and MP 2.69 where new track is to be built and where existing track is to be shifted. Union Pacific forces will construct 10,308 track feet of new track consisting of 136 LB CWR with wood ties at 19.5” spacing with 12” ballast under the wood ties. Union Pacific forces will shift 31,000 track feet with 30% wood tie renewal with 12” of ballast under the wood ties. The Grading Contractor to Supply Equipment Rental to assist Union Pacific forces in track construction. The Grading Contractor shall submit the SWPPP (permit) to the Illinois EPA.

Union Pacific forces to construct (3) number 15 power operated crossovers and (4) number 15 power operated switches at CPY001 (Taylor Street).

Union Pacific forces to construct (2) number 15 power operated crossovers, (1) number 9 hand throw crossover and (1) number 9 hand throw switch at CPY002 (Ogden Avenue).

Union Pacific forces to construct (4) number 15 power operated crossovers, (1) number 11 hand throw crossover, (1) number 15 power operated switch and (1) number 11 hand throw switch at CPY930 (16th Street).

Task 3.2 Signal & Communications Work

3.2.1 Union Pacific Signal Work

Union Pacific forces to install 3 solid state control points - CPY001 (Taylor Street), CPY002 (Ogden Avenue) and CPY930 (16th Street) using the latest microprocessor-based control system, Electrolog IXS. CTC will begin at Mile Post 1.8 and continue through the NS and the CSX mainlines. When installation is complete the system will be tested and signed off on by the Director of Signal Construction.

3.2.2 Norfolk Southern Signal Work

Install interface shelter and repeater shelter at CP 16th St (UPRR) and changes at NS CP Cermak to signalize NS mainlines between Cermak and 16th Street. Relocation of the 2-track AEI scanner at UW-5.08 is included.

3.2.3 CSX Transportation Signal Work

Installation of a CSX repeater shelter at CP 16th St (UPRR) and changes at CSX CP 22nd Street to signalize CSX mains between CP 22nd Street and 16th Street.

Task 3.3 Bridge Work

Bridges are described from north to south. Due to track elevation, need to maintain access road the entire length.

3.3.1 Replace UPRR over Fulton Street at Rockwell Sub MP 0.68

The proposed three-span beam span railroad bridge replaces the existing three-span railroad bridge over Fulton Street. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The proposed piers are concrete piers founded on drilled micropiles which are in the sidewalks of Fulton Street. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. Fulton Street will remain at the existing profile; however, it will be repaved, and the sidewalks replaced under the bridge. New lighting will be installed on the proposed piers. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.2 Replace UPRR over Lake Street at Rockwell Sub MP 0.83

The proposed three-span through plate girder and beam span railroad bridge replaces the existing three-span railroad bridge over Lake Street and under the CTA. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The proposed piers are concrete piers founded on drilled micropiles which are in the sidewalks of Lake Street. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. Fulton Street will remain at the existing profile however it will be repaved, and the sidewalks replaced under the bridge. New lighting will be installed on the proposed piers. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.3 Remove UPRR over Maypole Avenue at Rockwell Sub

The existing single span through plate girder railroad bridge at this location will be removed. The opening will be filled to close Maypole Avenue and the railroad track relain. The roadway will be modified to become a cul-de-sac on either side of the UPRR Railroad tracks. The proposed track embankment fill will provide room for the proposed railroad tracks as well as an access road to the west side of the proposed tracks. The water and sewer lines under the railroad will be modified and protected as necessary to satisfy City of Chicago requirements. Streetlights, topsoil, and seeding will be included in the project.

3.3.4 Replace UPRR over W. Washington Blvd. at Rockwell Sub MP 0.93

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Washington Boulevard. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.5 Replace UPRR over W. Warren Boulevard at Rockwell Sub MP 0.99

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Warren Street. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.6 Replace UPRR over W. Madison Street at Rockwell Sub MP 1.06

The proposed single-span through plate girder railroad bridge replaces the existing three-span railroad bridge over Madison Street. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.7 Replace UPRR over Monroe Street at Rockwell Sub MP 1.12

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Monroe Street. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.8 Replace UPRR over W. Jackson Boulevard at MP 1.31

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Jackson Boulevard. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during the majority of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.9 Replace UPRR over West Van Buren St. at Rockwell Sub MP 1.41

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad span over Van Buren Street. The proposed concrete abutment is supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The existing concrete pier between Van Buren Street and the Eisenhower Expressway will remain in place and support the other side

of the proposed span. The bridge will be constructed in two phases to allow for two tracks to remain active during most of the construction. New lighting will be installed on the proposed abutment and existing pier. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.10 Improve UPRR over Eisenhower Expwy (I-290) at Rockwell Sub MP 1.42

Steel deck modifications shall be made to the existing bridge over the Eisenhower Expressway to allow for the existing tracks to be realigned to their proposed location as part of this project. Deck waterproofing shall be applied to the modified deck surface. In addition, the ballast retainer on the west side of the existing bridge shall be modified to allow for the construction of the access road along the west side of the UPRR property. No work is proposed on Eisenhower Expressway however traffic will be protected from construction activities by way of protective shielding and moving lane closures.

3.3.11 Replace UPRR over West Congress Parkway at Rockwell Sub MP 1.48

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad span over Congress Parkway. The proposed concrete abutment is supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The existing concrete pier between Congress Parkway and the Eisenhower Expressway will remain in place and support the other side of the proposed span. The bridge will be constructed in two phases to allow for two tracks to remain active during most of the construction. New lighting will be installed on the proposed abutment and existing pier. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.12 Replace UPRR over Harrison Street at Rockwell Sub MP 1.56

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Harrison Street. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during most of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.13 Replace UPRR over W. Polk Street at Rockwell Sub MP 1.75

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Polk Street. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in two phases to allow for two tracks to remain active during most of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.14 Replace UPRR over W. Taylor Street at MP 1.87

The proposed single-span through plate girder railroad bridge replaces the existing single-span railroad bridge over Taylor Street. The proposed bridge carries three tracks at this location. The proposed concrete abutments are supported on driven steel piles behind the existing masonry abutments which will remain in place to satisfy the request to maintain the historical significance of the location. The bridge will be constructed in three phases to allow for two tracks to remain active during most of the construction. New lighting will be installed on the proposed abutments. An access bridge will be built as part of this project along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.15 Improve UPRR over Roosevelt Road at Rockwell Sub MP 2.06

The existing bridge will remain in place at Roosevelt Road however steel repairs will be completed where necessary to prepare the existing bridge for realigned railroad tracks. Most of the steel repairs consist of replacement of the steel column bases for the existing steel bent columns. Various other steel repairs are proposed in the existing steel bent elements. The existing sidewalks will be repaired in the areas of the repaired steel column bases.

3.3.16 Replace UPRR/CSX/NS over Ogden Avenue

The proposed three-span beam span railroad bridges replace the existing six-span railroad bridge over Ogden Avenue. The proposed bridges carry a total of six proposed tracks at this location. The proposed concrete abutments are supported on driven steel piles behind the existing concrete abutments which will remain in place. The proposed concrete piers will be supported on driven steel piles as well. The bridge will be constructed in phases to allow for existing tracks to remain in service during the majority of the construction. New lighting will be installed on the proposed abutments and piers. The proposed bridges will be built with a width that allows for a future railroad track and an access road along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

3.3.17 Remove CSX/NS over 15th Street

The existing four-span beam span railroad bridge at this location will be removed and the opening filled to close 15th Street. The roadway will be modified to become a cul-de-sac on the east side of the railroad and a curb end treatment on the west side of the railroad. The proposed track embankment fill will provide room for the proposed railroad tracks as well as an access road to the west side of the proposed tracks. The water and sewer lines under the railroad will be modified and protected as necessary to satisfy City of Chicago requirements. Streetlights, topsoil and seeding will be included in the project.

3.3.18 Replace CSX/NS over 16th Street

The proposed two-span beam span railroad bridges replace the existing four-span railroad bridge over 16th Street. The proposed bridge carries a total of four proposed tracks at this location. The proposed concrete abutments are supported on driven steel piles behind the existing concrete abutments which will remain in place. The proposed concrete piers will be supported on drilled micropiles. The bridge will be constructed in phases to allow for existing tracks to remain in service during the majority of the construction. New lighting will be installed on the proposed abutments and piers. The proposed bridges will be built with a width that allows for a future

railroad track and an access road along the west side of the proposed railroad bridge for railroad use. Sacrificial beams will be installed over the roadway to protect the proposed railroad bridge.

Task 3.4 Project Closeout and Final Performance Report

The Final Performance Report must be submitted within 90 days of the end of the grant's period of performance and shall describe the cumulative activities of the project, including a complete description of the Grantee's achievements with respect to the project objectives and milestones.

VI. PROJECT COORDINATION

The Grantee shall perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Chicago Department of Transportation
- Metra
- Union Pacific Railroad
- Norfolk Southern Railway
- CSX Transportation
- FRA
- FHWA

VII. PROJECT MANAGEMENT

The Grantee is responsible for facilitating the coordination of all activities necessary for implementation of the Project. Upon award of the Project, the Grantee will monitor and evaluate the Project's progress through regular meetings scheduled throughout the Project Performance Period. The Applicant/Grantee will:

- Participate in a project kickoff meeting with FRA/FHWA
- Complete necessary steps to hire a qualified consultant/contractor to perform required Project work
- Hold regularly scheduled Project meetings with FRA/FHWA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform Project close-out audit to ensure contractual compliance and issue close-out report
- Submit to FRA all required Project deliverables and documentation on-time and according to schedule, including periodic receipts and invoices
- Comply with all FRA Project reporting requirements, including, but not limited to:
 - a. Status of project by task breakdown and percent complete
 - b. Changes and reason for changes in and updated versions of Detailed Project Work Plan, Budget, and Schedule
 - c. Description of unanticipated problems and any resolution since the immediately preceding progress report
 - d. Summary of work scheduled for the next progress period

- Read and understand the Terms and Conditions of this Agreement (Attachment 1)
- Notify FRA/FHWA of changes to this Agreement that require written approval or modification to the Agreement