



Joint
Systems Implementation &
Office of Environmental
Management

Interchange Process Training

February 14, 2018



Agenda

- Introductions
- Interchange Access Requests
- Federal Highway Administration Interstate System Access Policy
- Interchange Access Request Approval Process
- Approval Authorities
 - Non-programmatic Agreement
 - Programmatic Agreement
 - Tolling Authorities
- Safety Analysis
- Interchange Access Request Review
- IAR Re-evaluation
- PD&E Process
- What is Upcoming?
 - Interchange Repository
 - Training

Professional Credits Available

- 1.5 PDH Credits
- 1.5 AICP CM Credits



FDOT Central Office Team



Maria Overton, PE



Systems Management Manger, FDOT Systems Implementation Office, Maria.Overton@dot.state.fl.us, 850-414-4909



Victor Muchuruza, PhD, PE, PTOE



State Environmental Development Engineer, FDOT Office of Environmental Management, Victor.Muchuruza@dot.state.fl.us, 850-414-5269



Andrew Young



Statewide Interchange Review Coordinator, FDOT Systems Implementation Office, Andrew.Young@dot.state.fl.us, 850-414-4582



Martha Hodgson



Project Development Engineering Specialist, FDOT Office of Environmental Management, Martha.Hodgson@dot.fl.us, 850-414-4804



Bikram Wadhawan, PE, PTOE



Hanson, Consultant FDOT Systems Implementation Office, bwadhawan@hanson-inc.com, 904-423-5369

Interchange Access Requests

An aerial photograph of a city skyline, likely Miami, showing a dense cluster of skyscrapers and a large body of water in the background. The image is framed by a red diagonal shape at the top and a yellow diagonal shape at the bottom. The text "Interchange Access Requests" is overlaid in red.

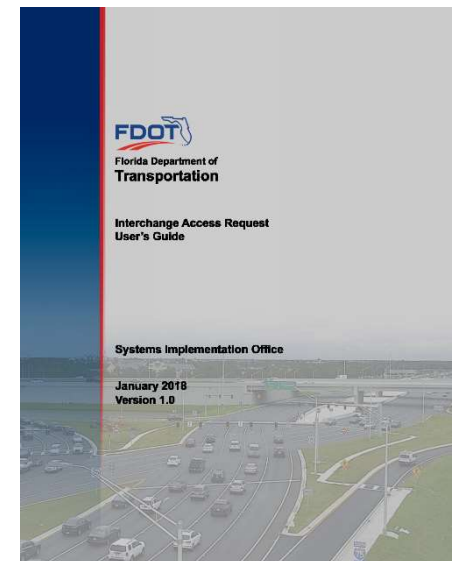
Interchange Access Requests

- Requests for new or modified access to
 - Interstate Highway System
 - Non-interstate limited access facilities on the State Highway System (SHS)
- An Interchange Access Request (IAR) shows that a proposed interchange proposal is Safety, Operational and Engineering (SO&E) viable
- The Requestor of an IAR can be
 - FDOT
 - Local government
 - Metropolitan Planning Organization (MPO) or Transportation Planning Organization (TPO)



Interchange Access Request User's Guide

- First released in December 2002
 - Updated March 2015
- Current version released January 2018 includes updated
 - FHWA Policy
 - Safety analysis methodology
 - Re-evaluation of IARs
 - Approval Authorities Tables
- Provides guidance related to process, policies, technical requirements, documentation to satisfy State and Federal requirements
 - Used by local agencies, consultants, FHWA, FDOT and staff from other agencies
- Available online at
 - <http://www.fdot.gov/planning/systems/programs/sm/intjus/>



Interchange Access Requests - Documentation

- Common IAR documents

- Methodology Letter of Understanding (MLOU) - required for all IJR and IMRs

- For IOAR projects, the DIRC will determine the need for MLOU

- Interchange Justification Report (IJR)

- Proposed new full or partial interchange
 - Requires highly detailed analysis and documentation to justify the need for and operational impact of proposed new access



- Interchange Modification Report (IMR)

- Significant modification to existing interchange
 - For example: conversion of a diamond interchange to a DDI, completion of basic movements at an existing partial interchange

- Interchange Operational Analysis Report (IOAR)

- Minor modification to existing interchange
 - For example: signalization of an existing stop-controlled ramp terminal intersection



Methodology Meetings

- Requestor and IRC start drafting MLOU once project need is determined.
- The MLOU is used to reach a consensus among all stakeholders.
- Meeting should be conducted to discuss the access proposal and MLOU for the access request.
- Any fatal flaws to IAR acceptance should be identified and resolved.
- The MLOU does not serve as a scope of work.
- Any work done prior to approval is at risk.
- Meeting minutes should be documented
- [MLOU template](#)



Review and Acceptance of MLOU

- Stakeholders shall accept and sign the MLOU after they concur with the MLOU requirements and need
- Work performed by the requestor prior to the acceptance is at “at risk”
- Requestor shall prepare amendments, should they be asked for, and submit them for approval.
- All parties must approve the amendment.



Interchange Access Report

- Developed as a stand-alone document consistent with the MLOU.
- If other reports available, relevant information should be summarized.
- Understandable to the unfamiliar reader
- Determines the safety, operational and engineering (SO&E) acceptability of the IAR.
- ***The report must address the FHWA's two policy points***



Documentation Requirements



These will be determined by the IRC during the MLOU development phase.



Interchange Access Requests

- IAR shall be consistent with adopted statewide and local transportation plans
- IAR shall consider all fatal flaws and environmental issues that might influence the NEPA compliance phase of the project
- Funding plan to be in place prior to approval of IAR proposal



An aerial photograph of a city, likely Miami, showing a dense urban area with numerous skyscrapers and a complex highway interchange. A river or canal winds through the city. The image is overlaid with a large red diagonal shape in the top-left corner and a yellow diagonal shape in the bottom-left corner. The text is centered in a bold, red, sans-serif font.

Federal Highway Administration Interstate System Access Policy Update

FHWA's Interstate System Access Policy

- Policy statement entitled “Access to the Interstate System”
 - Published in Federal Register on October 22, 1990
 - Last modified May 22, 2017
 - Replaces the old August 2009 Policy
- The new Policy focuses on technical feasibility of proposed changes in terms of
 - SO&E Acceptability
- All ongoing and new Interchange Access Requests will follow the new Policy
 - The old eight (8) Policy Points will be replaced with the new two (2) Policy Points



FHWA Policy Points

	Old FHWA Policy – August 27, 2009	New Policy – May 22, 2017
Policy Point 1	Existing roadway network cannot be improved to handle the current and/or future traffic demand. Note: This policy does not apply for Categorical Exclusion Type I projects	Not Applicable. Evaluated in the Purpose and Need during PD&E
Policy Point 2	The request cannot be adequately satisfied by reasonable transportation system management alternatives	Not Applicable. Addressed and evaluated the alternatives analysis during PD&E
Policy Point 3	The request does not have a significant adverse impact on the operation and safety of the freeway system	New Policy Point 1
Policy Point 4	The proposed access connects to a public road only and will provide for all traffic movements	New Policy Point 2
Policy Point 5	The proposal considers and is consistent with local and regional land use and transportation plans	Not Applicable. Addressed during PD&E Through planning consistency (required in NEPA) and land use evaluation as part of socio-cultural effect evaluation During NEPA.
Policy Point 6	The proposed modification lies within the context of a long-range system or network Plan	Not Applicable. Addressed during NEPA during alternative development and planning consistency.
Policy Point 7	Appropriate coordination has occurred between the development and any proposed transportation system improvements	Not Applicable. Addressed during NEPA through public involvement process
Policy Point 8	The proposal does not have any fatal environmental flaws	Not Applicable. Addressed during NEPA through environmental analysis



FHWA Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).



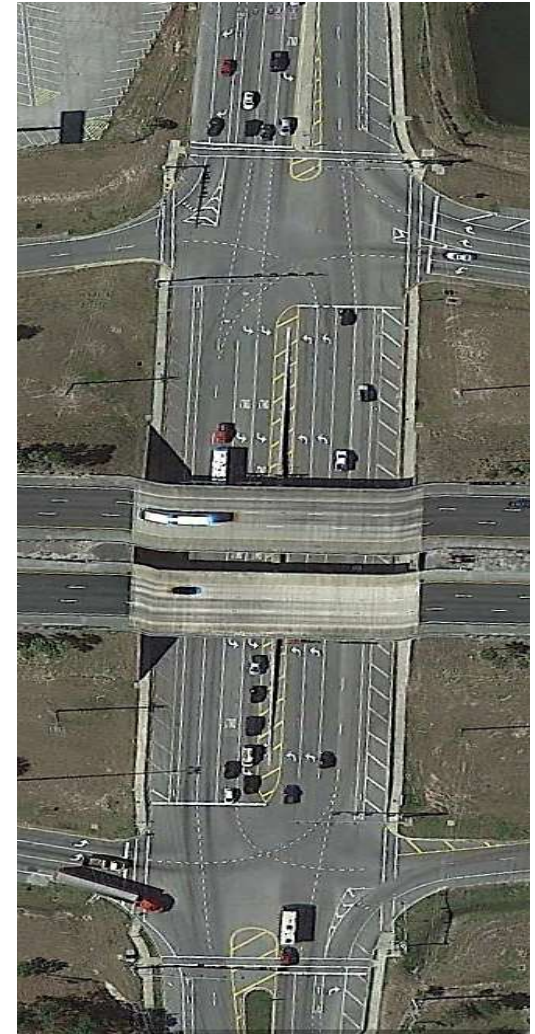
“The IAR does not have a significant adverse impact on the operation and safety of the freeway system”




FHWA Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

“The proposed access connects to a public road only and will provide for all traffic movements”



An aerial photograph of a city skyline, likely Dubai, showing numerous skyscrapers and a complex highway interchange. The image is partially obscured by a large orange and yellow graphic overlay in the top-left and bottom-left corners. The text 'Interchange Access Request Approval Process' is centered in red.

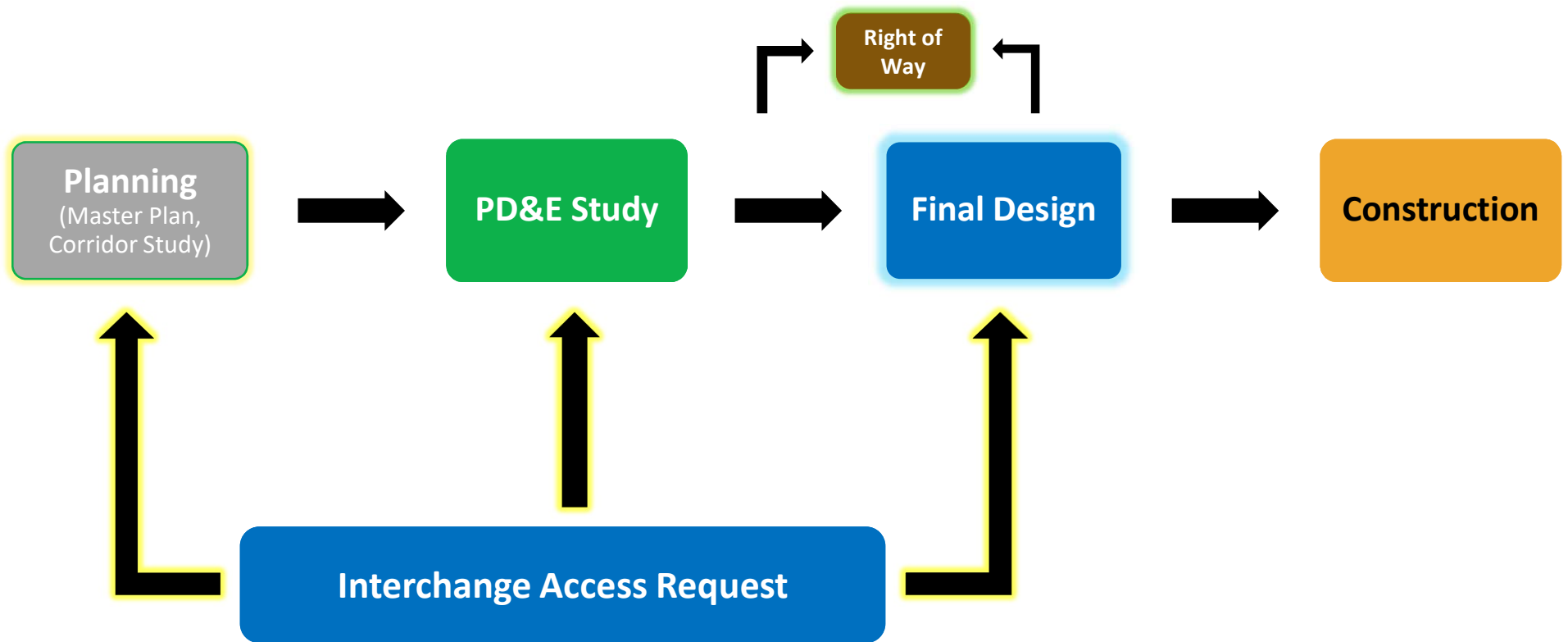
Interchange Access Request Approval Process

Interchange Access Request Approval Process

- Approval process consists of two parts:
 - Safety, Operational and Engineering (SO&E) acceptability
 - NEPA document (PD&E study) approval
- SO&E process
 - Compliance with FHWA's two policy points and FDOT's Procedure 525-030-160
 - Indicates access proposal is a viable alternative to include in the environmental analysis stage
- PD&E process
 - Can be performed concurrently or following SO&E acceptance
 - However, approval can only occur following SO&E acceptance
 - NEPA documents are prepared per guidelines and requirements outlined in the [PD&E Manual](#)
- This two-part process offers flexibility to obtain the SO&E acceptability prior to completing the environmental review and approval process.



Project Development Process



Approval Authorities



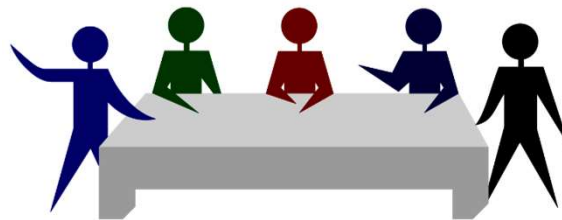
Stakeholders

- Requestor
 - Reach an agreement with the IRC and other applicable acceptance authorities on the type of IAR
 - Develop, sign and submit to the IRC a Methodology Letter of Understanding (MLOU) documenting the agreed-upon study methodology
 - Perform appropriate quality control
 - Develop and submit to the IRC a draft Interchange Access Report containing the results documenting the analysis of safety and operation of the access proposal
 - Respond to or resolve all comments and requests for additional information from reviewers and revise the IAR documents accordingly
 - Sign and submit a final IAR document to the IRC for an acceptance decision.
- Interchange Review Coordinator (IRC)
 - Point of contact for all requestors
 - Responsible for quality control
 - Establishes the basis for acceptance, criteria, level of coordination and scope of the analysis and documentation



Stakeholders

- State Interchange Review Coordinator (SIRC)
 - Provide guidance for rules, policies and procedures related to IAR, reviews, ensure consistency and coordinate with the FHWA and districts' IRCs and the FTE IRC.
- Systems Management Administrator (SMA)
 - Responsible for the approval of IARs after they have been reviewed by the SIRC
 - Coordinates with FHWA on matters related to interchange projects and FDOT processes
- Federal Highway Administration (FHWA)
 - Responsible for protecting the structural and operational integrity of the interstate
 - The district transportation engineer (DTE) is the FHWA Florida Division point of contact.



Programmatic Agreement

Formally known as:

“PROGRAMMATIC AGREEMENT BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION FLORIDA DIVISION AND THE FLORIDA DEPARTMENT OF TRANSPORTATION REGARDING THE REVIEW AND APPROVAL OF SPECIFIC TYPES OF CHANGES IN INTERSTATE-SYSTEM ACCESS”

IN PLACE APRIL 2, 2015



Programmatic Agreement

- Key points
 - FDOT has more control on the IAR process
 - Streamline and expedite the review and approval of IARs
 - FHWA provides final approval (affirmative determination) after completion of PD&E
- IARs eligible for Programmatic Agreement
 - Not all IARs are included under PA process
 - FHWA Division Office and FDOT establish Programmatic Agreement status during initiation stage
 - Following IARs are included under the PA Process
 - New and major modifications to service interchanges outside TMAs
 - Modifications to service interchanges inside TMAs
 - Completion of partial interchanges
- Refer to IARUG for more information
 - [IARUG](#)



Approval Authorities – Non PA

- Non-Programmatic IAR Approval:

Non-Programmatic Interchange Access Request Approval Authorities

Approval Authority		MLOU			Interchange Access Request					
					Interstate			Non-Interstate		
		UR	IMR	IOAR ¹	UR	IMR	IOAR ¹	UR	IMR	IOAR
Requestor		✓	✓		✓	✓		✓	✓	✓
District	IRC	✓	✓		✓	✓		✓	✓	✓
	District Secretary							✓	✓	✓
Central Office	Systems Management Administrator	✓	✓		✓	✓		✓		
	Assistant Secretary for Strategic Development				✓					
FHWA		✓	✓		✓	✓				

Note: ✓ Review and approve the document

1 All IOAR projects qualify for delegation under the PA. The IRC will determine the need for an MLOU.



Approval Authorities – PA

- Programmatic IAR Approval:

Programmatic Interchange Access Request Approval Authorities

Approval Authority		MLOU			IAR		
		IJR	IMR	IOAR ¹	IJR	IMR	IOAR
Requestor		✓	✓	✓	✓	✓	✓
District IRC		✓	✓	✓	✓	✓	✓
Central Office	Systems Management Administrator	✓	✓	✓	✓	✓	✓
	Chief Engineer (or Delegate)				✓	✓	✓
	Assistant Secretary for Strategic Development (or Delegate)				✓		
FHWA					•	•	•

Note: ✓ Review and approve the document

1 For an IOAR, the IRC will determine the need for an MLOU

- Concurs with FDOT Chief Engineer's determination of engineering, operational and safety acceptability, as agreed upon in the PA. FHWA Transportation Engineers should be involved when developing the MLOU.



Approval Authorities – Tolling

- Proposed acceptance table for tolling authorities:

Non-Interstate Toll Facility Interchange Access Request Approval Authorities

Approval Authority	Florida's Turnpike			Other Expressway Authorities		
	IJR*	IMR*	IOAR	IJR*	IMR*	IOAR
Requestor	✓	✓	✓	✓	✓	✓
Turnpike IRC	✓	✓	✓			
District IRC	✓	✓		✓	✓	
Systems Management Administrator	✓			✓		

Note: ✓ Review and approve the document

* District IRC acceptance will not be needed for IJR, IMR not on the state highway system or IJR, IMR not affecting state highways. This determination will be made in coordination with District IRC and SIRC during the project.



District Coordination

- IAR should take an interdisciplinary approach
- Interchange coordination meetings must be held for each IAR proposal
- Staff should include other division offices such as
 - Environmental Management
 - Design
 - Traffic Operations
 - Structures
 - Safety
 - ROW
 - Maintenance and Program Management
- FHWA and State Interchange Review Coordinator must be invited

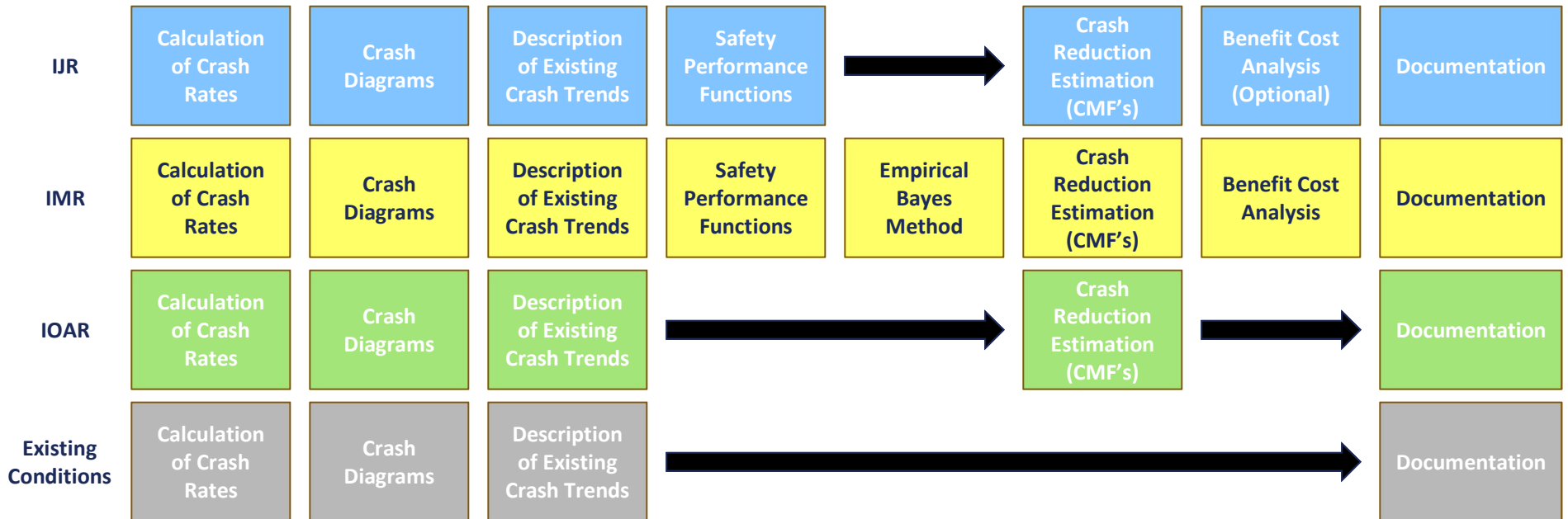


Safety Analysis



Safety Analysis

- IARs require an updated safety analysis methodology



- Safety analysis based on the procedures in the Highway Safety Manual (HSM)
- See Section 3.3 of the IARUG for further detail regarding safety analysis

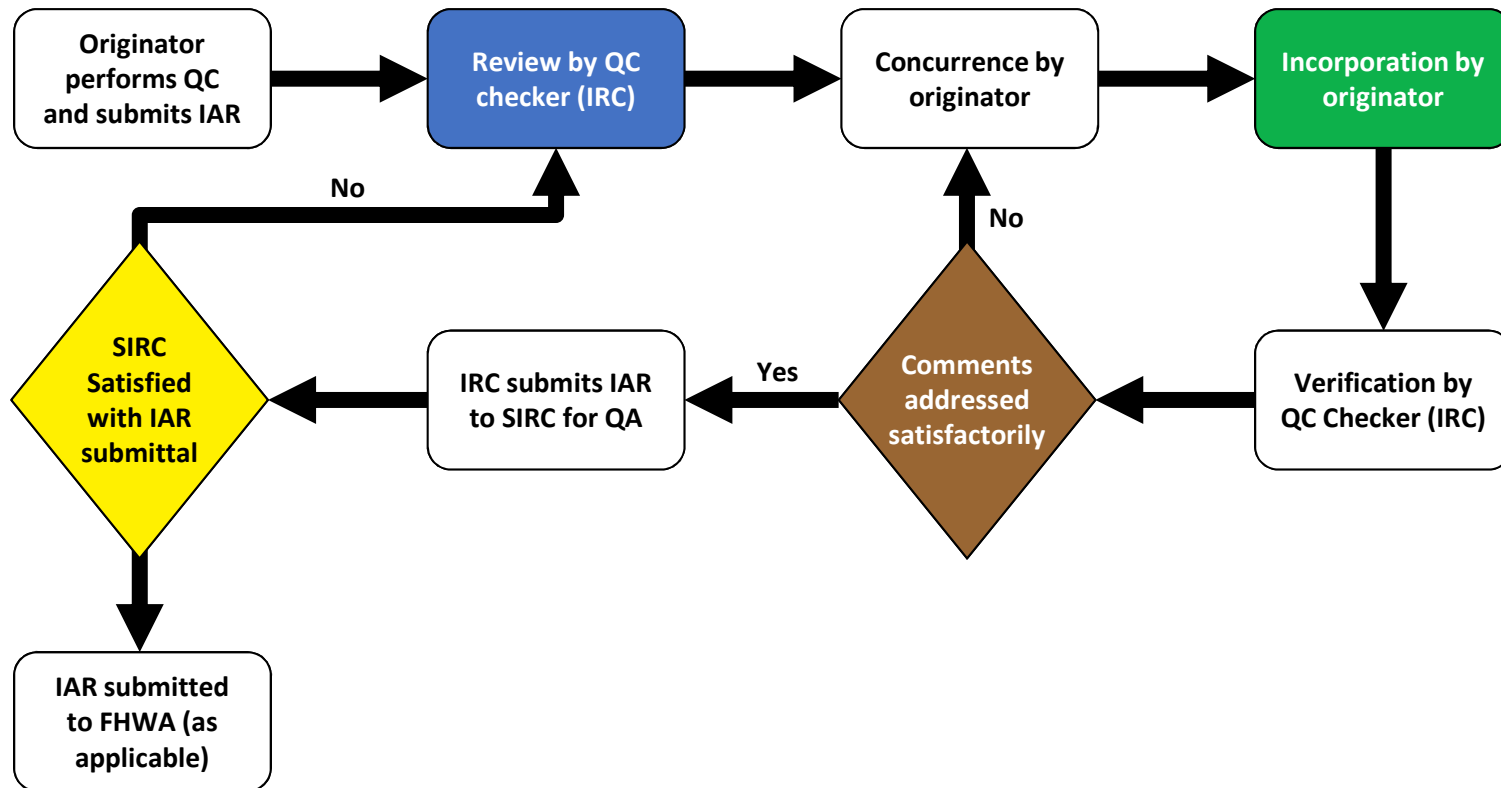


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Interchange Access Request Review

IAR Review Process

- IAR Review Process



IAR Re-evaluation



IAR Re-evaluation

- Re-evaluations are required for one or more of the following conditions:
 1. Change in an approved IAR design concept
 2. Significant change in conditions (traffic characteristics, land use type, environment)
 3. Failure of an IAR to progress to the construction phase within **three** years of approval (time lapse). The approval of the IAR occurs after SO&E affirmative determination and NEPA parts are complete.
- **MLOU shall be prepared for all IAR re-evaluations**
- Bulletin being developed for future inclusion in FDOT Design Manual



IAR Re-evaluation

1. Change in approved access design concept
 - Design changes due to environmental impacts
 - Design changes during design phase
 - Design changes due to Design-Build or P3 alternative concept
2. Change in conditions
 - Change in projected traffic demand
 - Change in land use
 - Change in roadway configuration or design
 - Change in environmental commitments



IAR Re-evaluation

3. Time lapse before construction

- The need for re-evaluation will be determined if construction does not begin within three years of IAR approval/affirmative determination
- District IRC will determine need for re-evaluation in coordination with Central Office and FHWA (for non-programmatic projects)
- Re-evaluation shall demonstrate need for project is still viable
- Depending on amount of lapsed time and change in project area conditions, a new IAR could be required instead of a re-evaluation



IAR Re-evaluation

- IAR re-evaluation types and requirements summarized in the following table.

Re-evaluation type	Primary reason for re-evaluation	MLOU required	Traffic update required*	Basis for comparison	Documentation level	Satisfy FHWA policy points
NEPA	Environmental impacts	Yes	*	No-build	Update relevant sections in the IAR such as alternatives, analysis, environmental, FHWA policy points	Yes
NEPA or design phase	Modified design	Yes	*	Approved IAR concept	Revised IAR report	Yes
Design-build or P3	Modified design	Yes	*	RFP	Revised IAR report	Yes
Change in conditions	Change in traffic	Yes	Yes	No-build	Revised IAR report	Yes
Time lapse	More than three years since IAR approval	Yes	*	No-build and previously approved IAR concept	Revised IAR report	Yes

* To be determined on a case-by-case basis depending on change in conditions, to be discussed during preparation of the MLOU. If significant changes have occurred since approval of the original IAR (for example, an increase or change in traffic resulting in change in approved design concept), then an updated traffic and analyses shall be required.



An aerial photograph of a city skyline, likely Miami, Florida, showing a dense cluster of skyscrapers and a large body of water in the background. The image is framed by a red diagonal banner at the top and a yellow diagonal banner at the bottom. The text "PD&E Process" is centered in red.

PD&E Process



Interchange Access Request in PD&E Studies

Victor Muchuruza
State Environmental Development Engineer
Office of Environmental Management

February 14 2018



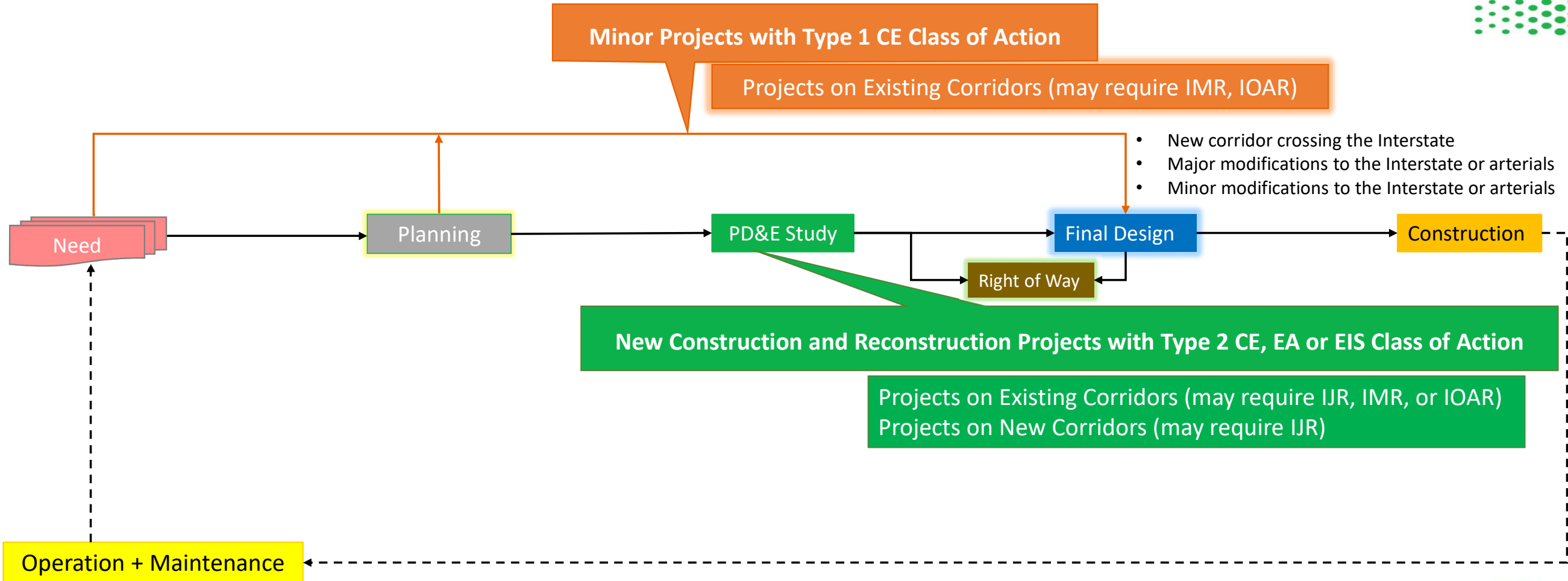
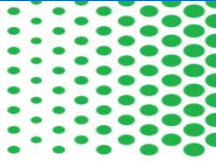
In the memo releasing the NEW Interstate Access Policy, FHWA stated that

“...The FHWA has **identified several areas where the current Policy may be streamlined to eliminate duplication with other project reviews.** The new Policy will now focus on the technical feasibility of any proposed change in access in support of FHWA's determination of safety, operational, and engineering acceptability. **Consideration of the social, economic, and environmental impacts and planning considerations will be addressed through the National Environmental Policy Act (NEPA) review of the project.**

This change will eliminate the potential for duplicative analysis of those issues in the State DOT's Interstate Access report and the NEPA documentation. The change will allow State DOTs to submit only a single technical report describing the types and results of technical analyses conducted to show that the change in access will not have significant negative impact on the safety and operations of the Interstate System.....”

<https://www.fhwa.dot.gov/design/interstate/170522memo.cfm>

Project Development Process



PD&E Study

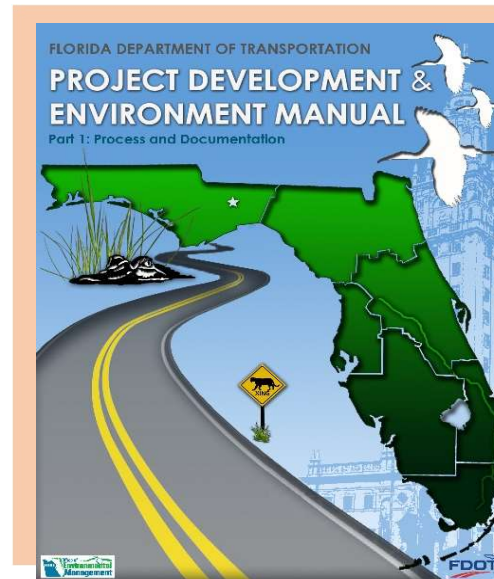
- Comply with the National Environmental Policy Act (NEPA) and other related [federal & state] environmental laws and regulations



Goal of a PD&E Study

Identify the Project Preferred Alternative

- Address the purpose and need for the project
- Perform environmental analysis and sufficient engineering analysis to evaluate and document project impacts
- Determine location and design concept



Typical PD&E Activities

- Refine Purpose and Need
- Develop and analyze alternatives
- Evaluate Environmental Impacts
- Involve the public and resource agencies
- Prepare Environmental Document
- Obtain Location Design Concept Acceptance

Refine Purpose and Need

- Traffic—demand, capacity
- Safety
- Roadway or structure deficiencies
- System linkage
- Modal interrelation
- Economic development

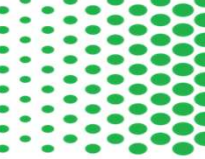


Develop and Analyze Alternatives

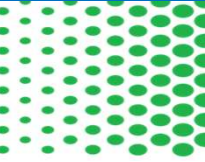
- Project Traffic and Safety
- Horizontal and vertical alignments
- Typical sections
- Intersection and interchange concepts
- Comparative alternatives evaluation
- Concept plans (~ Phase I plans or 30% design)

Environmental Analysis

- Social impacts
- Cultural impacts
- Natural impacts
- Physical impacts
- Coordination or Consultation with resource agencies



Two Different Federal Actions...Two Approval Decisions



NEPA Approval

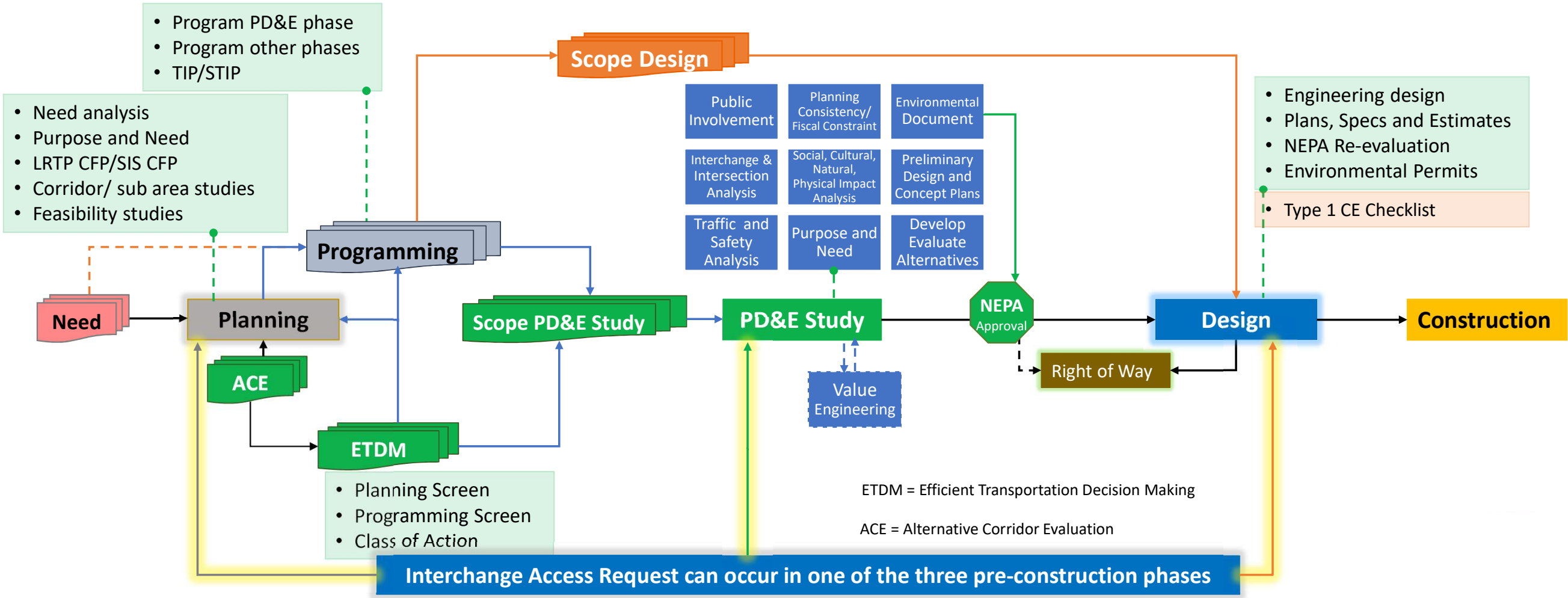
- FHWA **assigned environmental review** responsibilities including approval of NEPA Documents to FDOT on December 14, 2016, under 23 U.S.C 327
- FDOT's assumption includes all highway projects in Florida whose source of federal funding comes from FHWA or which constitute a federal action through FHWA
- Approval authority for NEPA Documents rests at the Office of Environmental Management, in Tallahassee

Interchange Access Approval

- FHWA **retains approval** of new or revised access points to the Interstate System, under 23 U.S.C 111
- Access approval is the affirmative determination of SO&E by FHWA after NEPA Approval

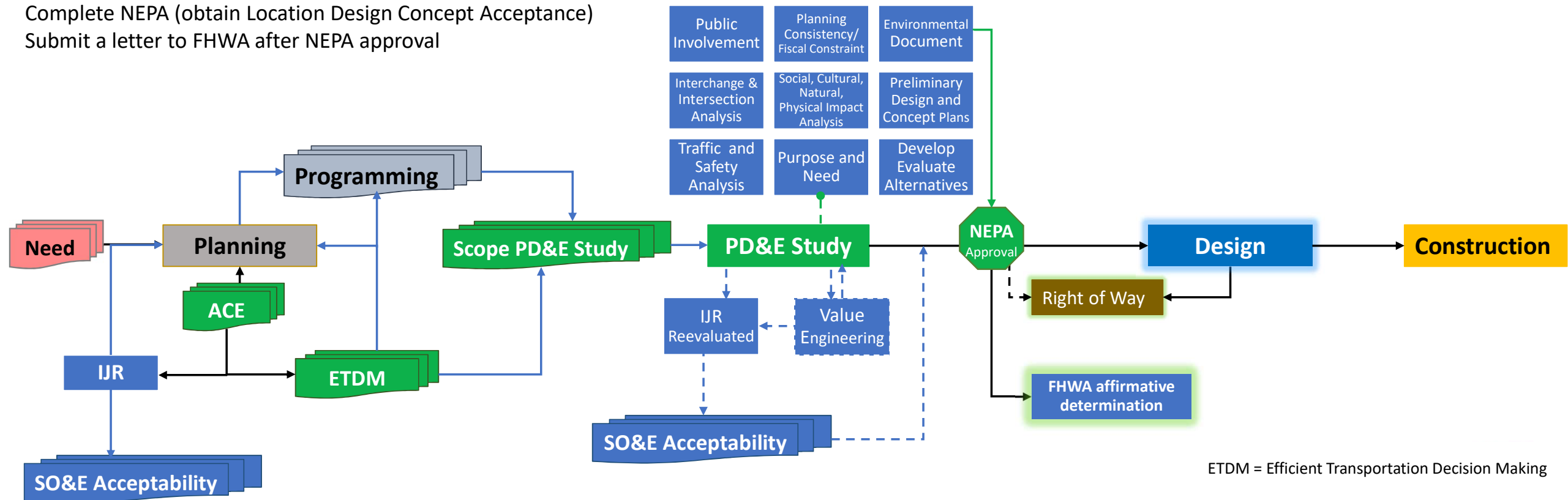


Interchange Access Request and PD&E Study



New Corridors Connecting Interstate System

- IJR may be prepared during Planning Phase
- Utilize the Alternative Corridor Evaluation or other planning studies
- Obtain Safety, Operational & Engineering acceptability
- Modify LRTP to add new interchange project, as necessary
- Evaluate IJR alternative during PD&E study
- Re-evaluate IJR if conditions have changed (design or traffic)
- Complete NEPA (obtain Location Design Concept Acceptance)
- Submit a letter to FHWA after NEPA approval

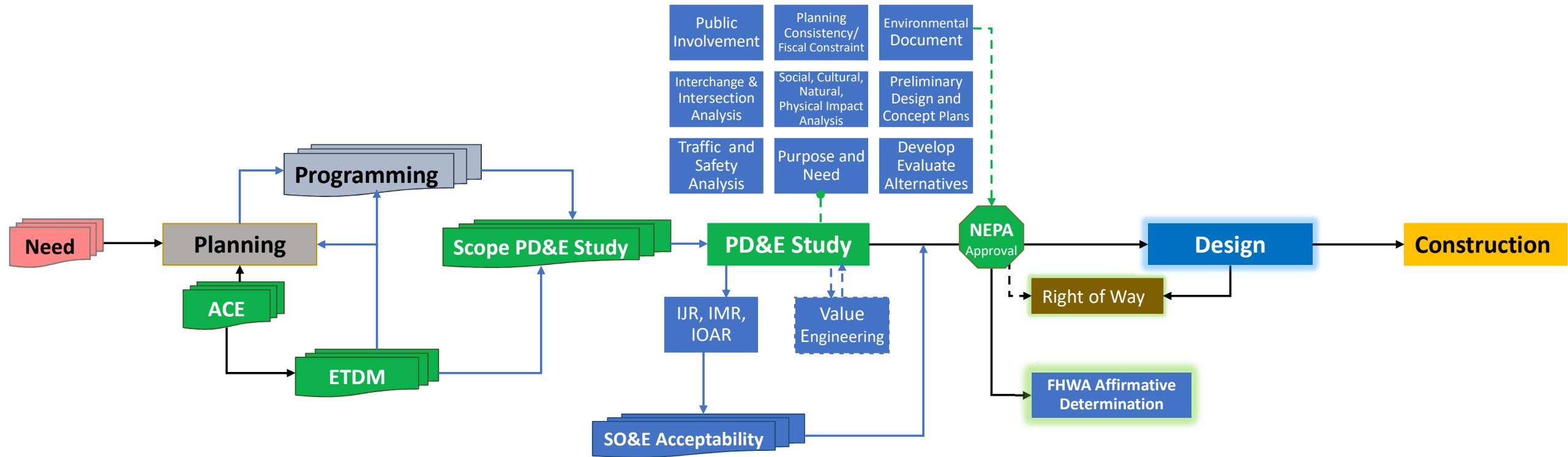


ETDM = Efficient Transportation Decision Making

ACE = Alternative Corridor Evaluation

Modifications to Existing Interchanges or Adding New Interchanges to Existing Corridors

- IJR, IMR or IOAR may be prepared concurrent with the PD&E Study
- Utilize single analysis methodology for Both IAR and PD&E Study
- Obtain Safety Operational and Engineering acceptability
- Summarize and Reference IJR, IMR or IOAR in the Preliminary Engineering Report
- Complete NEPA (obtain Location Design Concept Acceptance)
- Submit letter to FHWA after NEPA approval

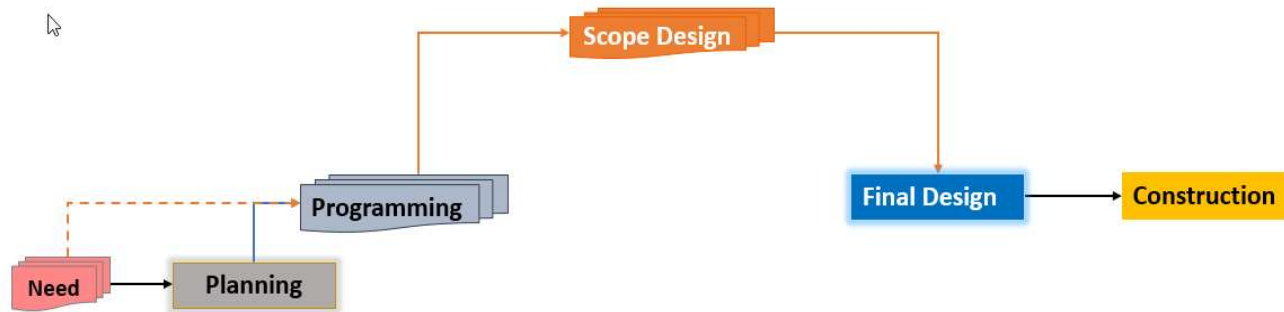


ETDM = Efficient Transportation Decision Making

ACE = Alternative Corridor Evaluation

Modifications of Existing Interchanges on Minor Projects

- Minor projects **do not have a PD&E Phase**—go straight to design phase
- May involve IOAR (or certain types of IMR)
- Environmental Review is done through completion of Type 1 CE Checklist
- District Environmental Office
 - Determine whether a project is a Type 1 CE based on actions identified in 23 CFR § 771.117(c) or 23 CFR § 771.117(d)
 - Verify the access **modification does not change** travel patterns or interchange access control in the Type 1 CE Checklist.
- District Interchange Review Coordinator
 - Obtain determination of Safety, Operational and Engineering acceptability
 - Submit letter to FHWA after Type 1 CE is signed by the District Environmental Office



Procedure to complete Type 1 CEs is outlined in the PD&E Manual Part 1, Chapter 2 (Class of Action Determination for Highway Projects)

TYPE 1 CATEGORICAL EXCLUSION CHECKLIST

Financial Management No. _____

FAP No. _____

CE Number (Choose one option **from dropdown**): (c) _____ or (d) _____ **(Will be required for d-list projects to provide supporting documentation for all areas)**

Project Description (include project name, project limits, and brief description of the proposed scope of work):
(TEXT BOX) _____

Note: The items below consider the requirements described in 23 CFR § 771.117 (c) and (d) for listed Categorical Exclusions (CEs). The constraints of 23 CFR § 771.117(e) are addressed in this form for CEs identified as 23 CFR § 771.117 (c) (26), (27) and (28) or (d) list projects.

Directions for bulleted verifications below: District should consider if the project has any of the significant impacts described. If project does not meet the criteria, STOP, this form does not apply. If the project does meet the criteria, check "verified" and proceed through the rest of the form.

- This action **will not induce significant impacts** to planned growth or land use for the area; travel patterns; air or water quality; or cause substantial controversy on environmental grounds.
 Verified
- **(This statement will only appear if c26, c27, c28 or d-list project is selected)** The action will not cause changes in interchange access control; result in major traffic disruptions due to the construction of temporary access; or the closure of existing road, bridge, or ramps.
 Verified

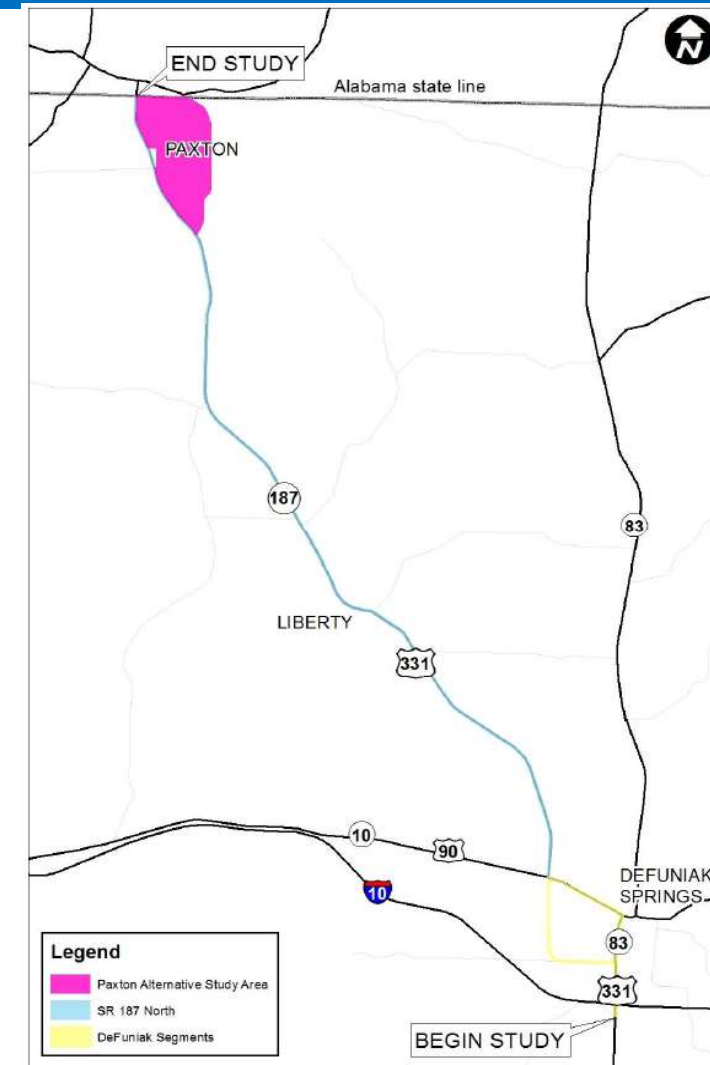
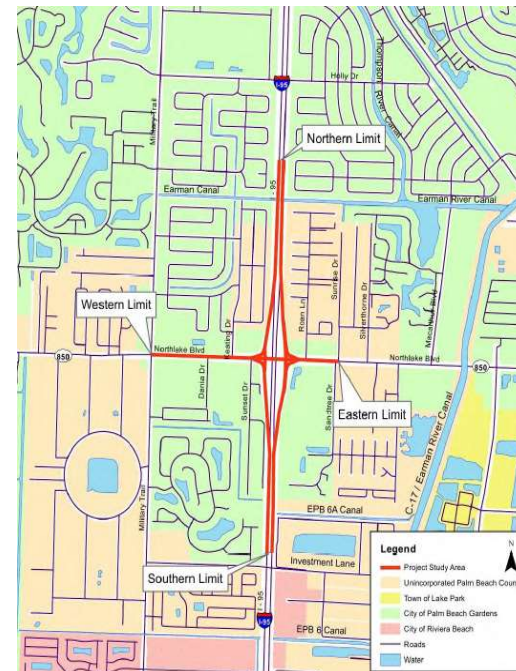
IAR Analysis in NEPA Review (PD&E Studies)

- Scope of PD&E Study Vs. Scope of IAR analysis
- Coordination between District Interchange Coordinator and the District Environmental Office is required
- Office of Environmental Management reviews NEPA Documents, including supporting information
- IAR report is one of technical reports supporting NEPA Document
- IAR report is **referenced** in Type 2 CE, EA and EIS
- Office of Environmental Management approves NEPA Documents
- Districts approve Type 1 CEs

FHWA approval of interstate access request relies on NEPA document (PD&E Study) approval for information related to:

- Discussion of **need for the change in access**
- Analysis of **environmental impacts**
- Evaluation of **planning consistency** and **fiscal constraint**
- Coordination and consistency with current & planned future **development and land use plans**

All these analyses are part of the PD&E Study/NEPA process



Documentation of IAR Analysis in NEPA Documents

- A. IAR completed before PD&E Phase
- B. IAR completed concurrent with PD&E Study
- C. IAR on a project that does not require a PD&E Study

IAR = IJR/IMR/IOAR

A. IJR completed before PD&E Phase

- IAR alternatives are evaluated during the PD&E Study
- Reference or adopt IAR analysis in the PD&E Alternatives Evaluation
- Document IAR analysis to a standard that can be adopted in NEPA
- Use the Alternative Corridor Evaluation (ACE) process for new corridors.



Coordination between District Interchange Coordinator and the District Environmental Office is required throughout the process

B. IAR completed concurrent with PD&E Study

Two Conditions:

1. Scope of IAR analysis is the same as PD&E Study
 - PD&E Study traffic analysis is the IAR analysis
 - Project Traffic Analysis Report is not needed
 - Preliminary Engineering Report (PER) references the IAR analysis report
 - NEPA Document summarize alternatives analysis
2. PD&E Study Scope is larger than IAR Scope
 - IAR analysis is a component of PD&E Study Traffic Analysis
 - Project Traffic Analysis Report is prepared and reference IAR
 - PER references Traffic Analysis and IAR analysis

C. IAR on a project that does not require a PD&E Study

- Environmental review is Type 1 Categorical Exclusion Checklist
- IAR analysis report is a separate stand-alone document



Environmental (NEPA) Re-evaluation for Projects Involving Interchange Access Request

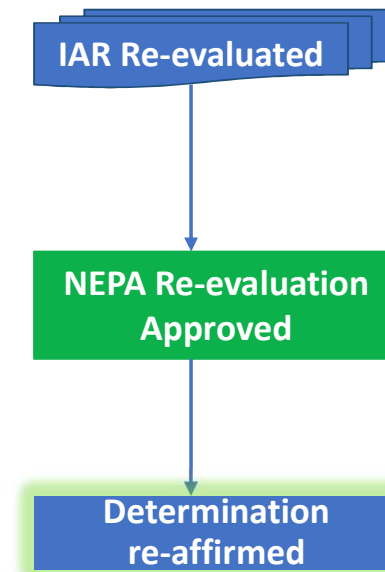
- Re-evaluation of the approved NEPA Document is required prior to requesting any subsequent major project approvals
 - Right of way phase/Construction phase/Design phase
 - EIS progression from Draft EIS to Final EIS within 3 years

- Re-evaluation documents substantial changes in impacts since the NEPA Document was approved:
 - Changes in applicable laws and regulations
 - Major changes in design concept/geometry
 - Status of environmental commitments

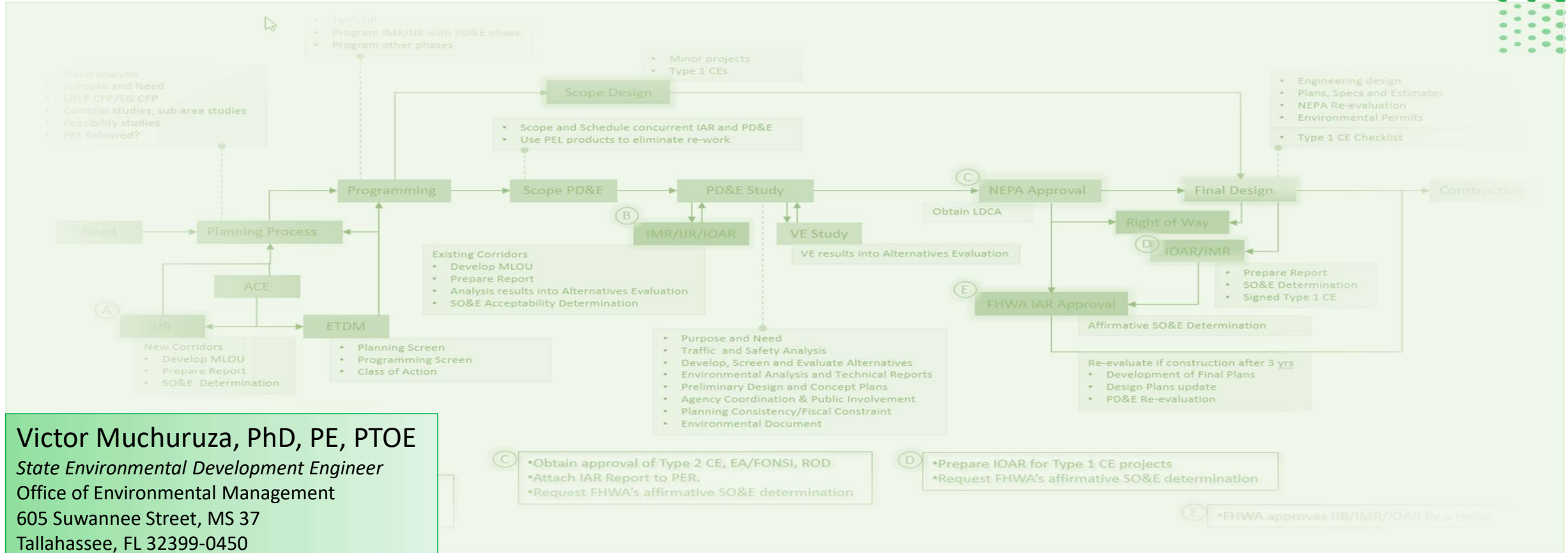
- Design changes may include:
 - Typical Section
 - Intersection or interchange configuration
 - Alignment
 - Right of way needs
 - Design control and criteria

- **Concurrently**, assess the need to re-evaluate the approved access request:
 - If access request re-evaluation is necessary, update the SO&E acceptability determination before requesting OEM approval of the Environmental Re-evaluation
 - Otherwise, indicate no [design] change in the Environmental Re-evaluation form.

PART 1, CHAPTER 13		
RE-EVALUATIONS		
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Thank you



Victor Muchuruza, PhD, PE, PTOE

State Environmental Development Engineer

Office of Environmental Management

605 Suwannee Street, MS 37

Tallahassee, FL 32399-0450

Phone: 850-414-5269

Email: victor.muchuruza@dot.state.fl.us



An aerial photograph of a city skyline, likely Miami, showing a dense cluster of skyscrapers and a large body of water in the background. The image is framed by a red diagonal banner at the top and a yellow diagonal banner at the bottom. The text "What is upcoming?" is centered in the upper half of the image.

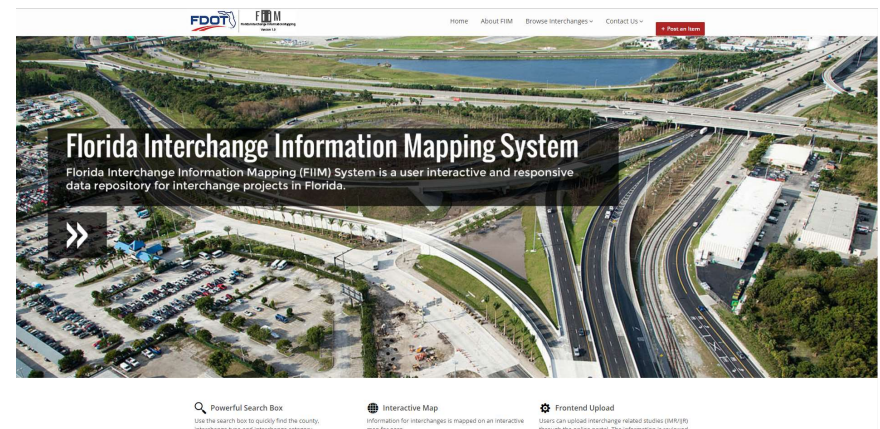
What is upcoming?

Interchange Repository System

- Florida Interchange Repository System

- Provides a central storage location for all interchange information used in IARs:

- Location
 - Interchange type
 - Safety statistics
 - Existing traffic operations
 - Previous studies performed on interchange
 - Traffic forecasts
 - Design plans
 - Interchange photos

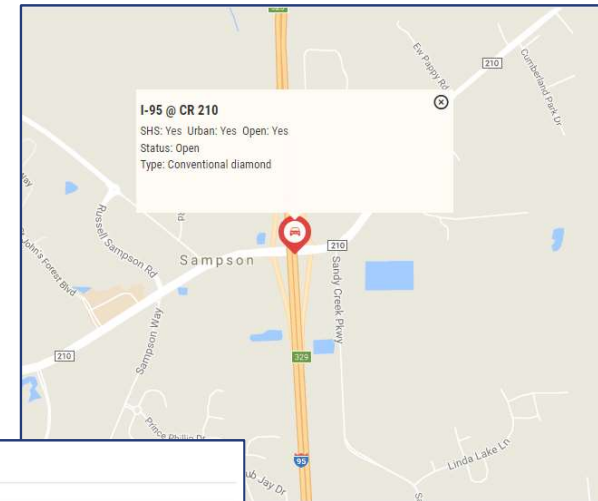
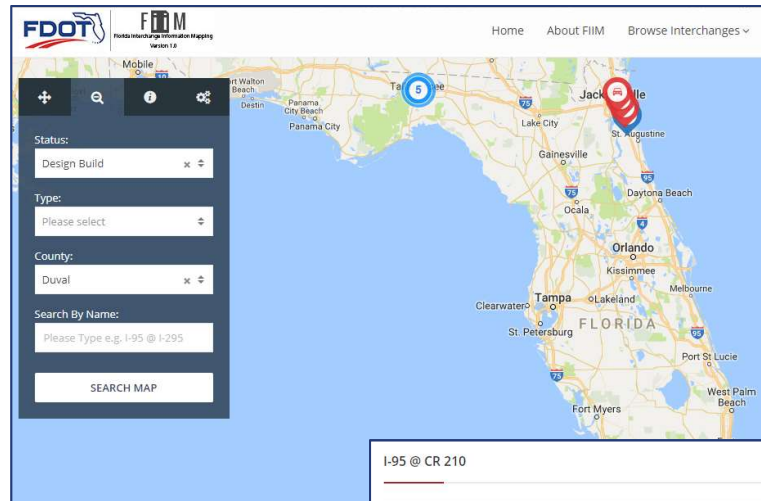


- This will allow for consistent data provided when FDOT and consultants are working to develop IARs



Interchange Repository System

- Florida Interchange Repository System



I-95 @ CR 210

Information Traffic Safety Map View Street View

Listing Type : Open This is the interchange of I-95 and CR 210

Type : Conventional diamond

Location : St. Johns

Condition : Congested

SHS : Yes

Urban : Yes

Open : Yes

Features

All Exits on right side of freeway All movements provided Weaving section within interchange



Upcoming Training

- March 8th – IAR Safety Methodology Webinar Training (1:30 – 3:30)
 - To register: <https://attendee.gotowebinar.com/register/2215815385017946625>
- Spring / Summer – Statewide IAR Training



FDOT Central Office Team



Maria Overton, PE



Systems Management Manger, FDOT Systems Implementation Office, Maria.Overton@dot.state.fl.us, 850-414-4909



Victor Muchuruza, PhD, PE, PTOE



State Environmental Development Engineer, FDOT Office of Environmental Management, Victor.Muchuruza@dot.state.fl.us, 850-414-5269



Andrew Young



Statewide Interchange Review Coordinator, FDOT Systems Implementation Office, Andrew.Young@dot.state.fl.us, 850-414-4582



Martha Hodgson



Engineering Specialist, FDOT Office of Environmental Management, Martha.Hodgson@dot.fl.us, 850-414-4804



An aerial photograph of a city skyline, likely Miami, showing a dense cluster of skyscrapers and a large body of water in the background. The image is framed by a red diagonal banner at the top and a yellow diagonal banner at the bottom. The text "Thank You!" is centered in the middle of the image in a red, sans-serif font.

Thank You!