Interchange Access Request (IAR)
Safety, Operational & Engineering (SO&E) Process

1. Refer to Section 1.7 of the IARUG
2. This flow chart covers the check for Time Lapse based Re-evaluation only. Refer to Chapter 4 of IARUG for other types of Re-evaluation
3. According to FDOT PD&E Manual
4. SO&E acceptability must be complete before NEPA approval

NEPA
NEPA can be prepared concurrent or following the IAR

Request for Access
(Safety Operational and Engineering (SO&E))
Follow IARUG

Coordination Meetings with Program Offices
(Requestor, District, CO, FHWA)

Methodology Letter of Understanding

Draft SO&E Report Submittal QA/QC by District & CO

Does the SO&E Comply with FHWA Policy Points & FDOT Procedure?

Determination of Safety Operational and Engineering Acceptability
(Processed based on PA or non PA type)

NEPA Approval

FDOT Confirms Concept is same in SO&E and NEPA

IAR Approval/Affirmative Determination
Systems Management Administrator Submits Letter to FHWA; FHWA signature constitutes affirmative determination and approval of IAR

Time Lapse
If Project has not Progressed to Construction within 3 Years of the Letter

Identify Re-evaluation Requirements
(Refer IARUG)

IAR Re-evaluation Needed

Whenever Next Phase is Initiated...
(Design, Design-Build, Etc.)

Has IAR Concept or other Project Conditions Changed significantly since IAR Approval?
(such as Land Use, Traffic, New Travel Demand Model etc)

Check

No

Yes

IAR Re-evaluation Not Needed

District IRC documents no change
District IRC coordinates with FHWA and CO and informs of no change

Proceed with Project

Notes

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