FHWA Delegation

Texas Department of Transportation

April 15, 2025

FHWA Delegation Basics

FHWA Oversight of TxDOT projects

Title 23, United States Code (U.S.C.) §106

- Codifies federal government responsibilities and requirements that states must follow for projects using federal funds
- FHWA acts on behalf of the Secretary of the U.S. Department of Transportation to oversee federally-funded projects

Relationship between FHWA & TxDOT

- Stewardship and Oversight (S&O) Agreement between FHWA and TxDOT defines the responsibilities for specific actions
- The latest S&O agreement was signed on March 27, 2025

FHWA-TxDOT S&O Agreement

- TxDOT has been entrusted with these responsibilities
- TxDOT has established processes and tools that have been approved by FHWA
- FHWA retains responsibility for projects considered high-risk

FHWA Delegation to TxDOT

- Major and Other Projects
- Design Exceptions
- Interstate Access Justification Reports

David V. Magaña, P.E.

- Bachelor's degree in civil engineering from Texas A&M University-Kingsville (formerly Texas A&I) in 1989.
- Over 30 years of civil and transportation engineering experience including service to both Texas and Oklahoma DOTs and serving as City Engineer for the cities of Austin and Fort Worth
- Currently leads the Major and Other Projects program and helps to support project delivery for the TxDOT Design Division's Project Delivery Section

Ana G. Montemayor, E.I.T.

- Bachelor's degree in civil engineering from the University of Texas Rio Grande Valley in 2016.
- Over 10 years of experience in civil and transportation engineering activities, including designing subdivisions, utilities, and roadways while employed in the private sector and the TxDOT Pharr District
- Currently serves on the Major and Other Projects program team and helps to support project delivery for the TxDOT Design Division's Project Delivery Section

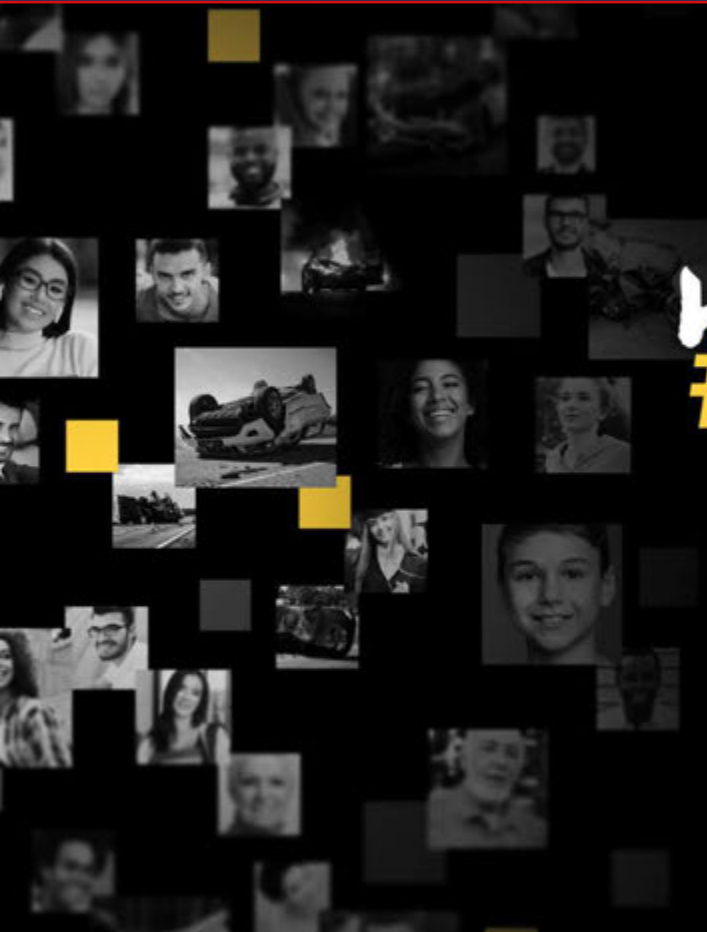
Major and Other Project Documentation

David Magaña and Ana Montemayor

Texas Department of Transportation

April 15, 2025

Table of Contents



HELP
#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov
#EndTheStreakTX Toolkit

Major Project and Other Project Definition

Major Project (MP)

- a project that has a total project cost of $500 million or more and includes federal funds

Other Project (OP)

- a project that has a total project cost between $100 million and $500 million and includes federal funds

MP and OP

- Must meet FHWA requirements

Project Delivery Section

We provide guidance, support, communication, coordination and expertise to ensure successful project delivery from project inception/advance project development (APD) to final plans, specifications & estimates (PS&E).

Advance Project Development (APD)

Design Summary Report
Value Engineering
Schematics
Interstate Access Justification Report (IAJR)
Checklists
Traffic Study

Advance Project Development (APD)

Plans, Specifications and Estimates (PS&E)

Plans
Specifications & General Notes
Estimates
Preliminary Bridge Layout Reviews (PBLR)
Form 1002
Checklists

Plans, Specifications, and Estimates (PS&E)

Federal Requirements

FHWA Interstate Access Policy
Major/Other Projects
FHWA Oversight - Approvals, Audits, TxDIP

Federal Requirements

Major Projects Documents

- 1-Major Project Procedures - 8/15/2024
- Attach_A-CSRA Workshop Checklist - 8/15/2024
- Attach_B-Example Pre-CSRA Workshop Agenda - 8/15/2024
- Attach_C-Example CSRA Workshop Agenda - 8/15/2024
- Attach_D-Example CSRA Opening Presentation - 8/15/2024
- Attach_E-Example Closing Presentation - 8/15/2024
- Attach_F-Example CSRA Report - 8/15/2024
- Attach_G-PMP Template-DB - 8/15/2024
- Attach_G-PMP Template-DBB - 8/15/2024

Other Projects Documents

Under Development

Attach_M-FHWA Statistical Information - 8/15/2024

PMP Appendix A with Jan 2022 QAP - 8/15/2024

FHWA Stewardship and Oversight Agreement

This is an agreement between the FHWA-Texas Division and TxDOT (June 28, 2024).

Stewardship and Oversight (S&O) Agreement

FHWA Oversight - TxDIP

All "Major Projects" are TxDIPs, but not all TxDIPs are "Major Projects." TxDIPs include 3 types of projects:

- All Major Projects, both On- and Off- the NHS
- All TIGER Discretionary Grant Projects
- Other Projects Individually Selected by FHWA (due to identified risk)

FY 2024 TxDIP List

S&O Plans by District, Multi-District, or Statewide								
ABL	AMA	ATL	AUS	BMT	BWD	BRY	CHS	CRP
DAL	ELP	FTW	HOU	LRD	LBB	LFK	ODA	PAR
PHR	SJT	SAT	TYL	WAC	WFS	YKM	Statewide	Multi-District

S&O Plans:

- Provided for each District
- Identify project type
- Help identify areas FHWA is involved in
- Identify FHWA's point of contact

S&O Plans – Austin District

FHWA has provided the following S&O Plans for individual projects within the district. These plans may be updated by FHWA at any time, so use the links below to see the most recent version.

Project	Date
City County Regional Safety Action Plan	2/28/2024
City of Austin Planning Activities	3/7/2024
Electric Vehicle Charger Reliability and Accessibility Accelerator Program Grant - Austin	4/3/2024
IH 35 Capital Express Central	9/30/2024

Texas Division Involved Project (TxDIP)

FY 2024 Stewardship & Oversight Plan (S&O Plan)

IH 35 Improvement Project in Cooke County

This Stewardship and Oversight Plan for the **IH 35 Improvement Project in Cooke County** was developed to define the processes that FHWA Texas Division (Division) will utilize to coordinate and provide effective oversight and risk management of the Project.

This plan will guide the Division's risk-based stewardship and oversight of the Project. This document summarizes the results of risk assessment that were used to identify Division's stewardship and oversight activities.

Project Information

Project Name: IH 35 IMPROVEMENT PROJECT IN COOKE COUNTY

Project Description:	Widen from 4 to 6 lane freeway facility (interim).
Location:	**District:** Wichita Falls **County(s):** Cooke
Project Type:	Major Projects (>$500M)23 USC 106(h), Discretionary Grant Projects
Project Sponsor(s):	Texas Department of Transportation (TxDOT), Oklahoma Department of Transportation (OKDOT)
Federal Project Number(s):	2021327
State Project Number(s):	0195-01-119, 0194-01-010, 0194-02-092, 0903-15-100, 0195-01-111, 0195-01-087, 0194-02-081, 0194-02-096, 0195-01-113

Choose a district.

MAJOR PROJECT

INITIAL FINANCIAL PLAN

Delivery Model: Choose a delivery model.

[Project Name]

Limits: [Provide project limits as shown in ENV document]

[County/Counties]

CSJ[s]: [List all CSJs as shown in latest approved ENV document]

Period Ending: [Month Year]

Document Date: [Provide document completion date (Month Year)]

Choose a district.

MAJOR PROJECT

FINANCIAL PLAN ANNUAL UPDATE

Delivery Method: Choose a delivery method.

[Project Name]

Limits: [Provide project limits as shown in ENV document]

[County/Counties]

CSJ[s]: [List all CSJs as shown in latest approved ENV document]

Period Ending: [Month Year]

Document Date: [Provide document completion date (Month Year)]

Table 3-1: Summary of Project Expenditures

Phase	CSJ	Activity	At IFP, Prior to FY 2022	FY 2022	FY 2023	FY 2024	Total
1	CCSJ 0253-04-146	PE/PS&E	$22,905,463.00	$31,042.00	$2,256.00	$0.00	$22,938,761.00
		ROW	$14,114,520.00	$0.00	$0.00	$867.00	$14,115,387.00
		UTI	$14,187,480.00	$163,105.00	$100,350.00	$0.00	$14,450,935.00
		Construction/ CCO	$201,343,653.00	$925,937.00	$431,205.00	$0.00	$202,700,795.00
		CE&I	$13,074,668.00	$562,679.00	$37,068.00	$0.00	$13,674,415.00
		Sub-Total	**$265,625,784.00**	**$1,682,763.00**	**$570,879.00**	**$867.00**	**$267,880,293.00**
2	CCSJ 0253-04-138	PE/PS&E	$13,431,364.00	$46,588.00	$39,271.00	$16,239.00	$13,533,462.00
		ROW	$95,485,579.00	($231,048.00)	($71,596.00)	$327,580.00	$95,510,515.00
		UTI	$9,711,749.00	$237,264.00	$82,334.00	$56,000.00	$10,087,347.00
		Construction/ CCO	$99,286,401.00	$33,977,058.00	$35,006,407.00	$9,846,360.00	$178,116,226.00
		CE&I	$11,121,584.00	$2,013,784.00	$2,323,750.00	$505,907.00	$15,965,025.00
		Sub-Total	**$229,036,677.00**	**$36,043,646.00**	**$37,380,166.00**	**$10,752,086.00**	**$313,212,575.00**
		Total	**$494,662,461.00**	**$37,726,409.00**	**$37,951,045.00**	**$10,752,953.00**	**$581,092,868.00**

Project Expenditure Table

Texas Department of Transportation

April 15, 2025

Major Project (MP) Due Dates

- Certified Initial Financial Plan due prior to Federal Project Authorization & Agreement (FPAA) date.
- Typically initiated 6 to 9 months prior to let date.
- Financial Plan Annual Update (FPAU) due at the end of each Fiscal Year (August 31).
- Certified (FPAU) prior to November 30th.

Notes:

*FHWA requires a Final FPAU after Project is substantially completed (all phases) and open to the public.

*If FPAU is a Final FPAU, DES will provide an email that includes a statement that all Other Project FHWA requirements have been met.

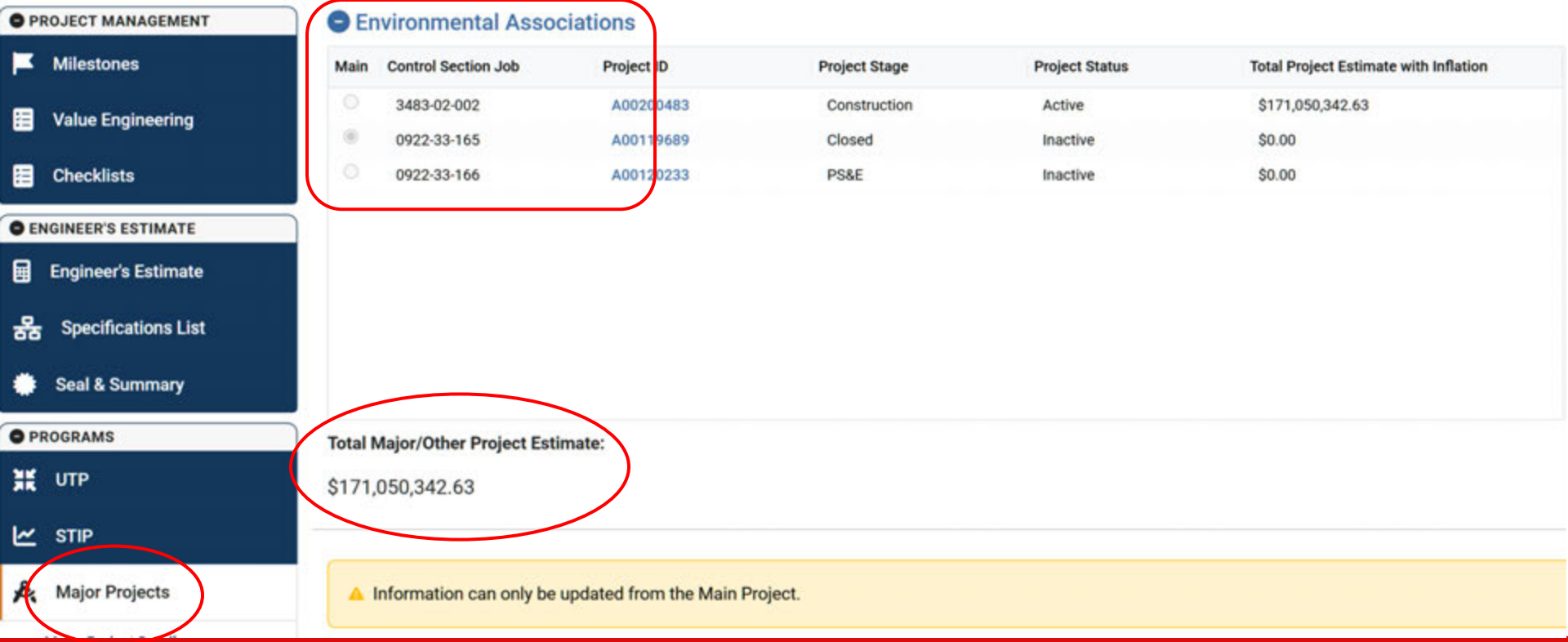
Other Project (OP) Due Dates

- Certified Initial Financial Plan due prior to Federal Project Authorization & Agreement (FPAA) date.
- Typically initiated 3 to 5 months prior to let date.
- Financial Plan Annual Update (FPAU) due at the end of each Calendar Year (December 31).
- Certified FPAU prior to March 31st.

Notes:

*FHWA requires a Final FPAU after Project is substantially completed (all phases) and open to the public.

*If FPAU is a Final FPAU, DES will provide an email that includes a statement that all Other Project FHWA requirements have been met.

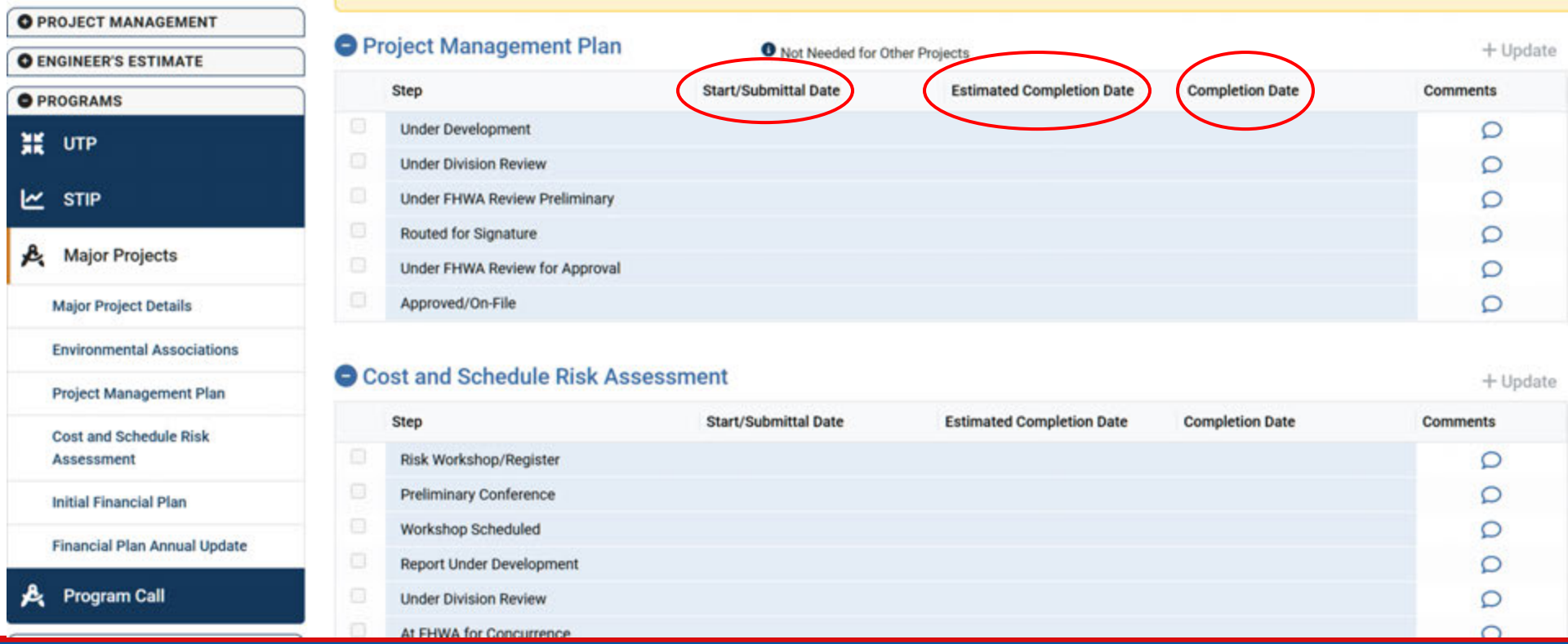


TxDOTCONNECT Major Projects Tab

Texas Department of Transportation

April 15, 2025

Environmental Compliance Oversight System



TxDOTCONNECT Major Projects Tab

Texas Department of Transportation

April 15, 2025

	A	B	C	D	E	F
1	District	Major Project Coordinator - Main	Major Project Coordinator - Backup 1	Major Project Coordinator - Backup 2	Major Project Coordinator - Backup 3	Date
2	Abilene	Tracy Jones	Michael Haithcock	Scott Darrow		4/12/2024
3	Amarillo	Russell Washer	Aaron Johnson	Brandon Vinson		6/3/2024
4	Atlanta	Katie Martin	Adrian Walton	Tonya Wiley		5/23/2024
5	Austin	Beke Bedada	Eric Gobert	Roy Garcia	Susana Ceballos	4/12/2024
6	Beaumont	Nancy Peron	Lisa Collins			4/12/2024
7	Brownwood	Jason Scantling	Jodie Kelly	Deyton Riddle		5/31/2024
8	Bryan	Lauren Blackman	Roger Durden	Juan Quiroz	Doug Marino	4/12/2024
9	Childress	Annabel Jurado	Lin Xie			8/21/2024
10	Corpus Christi	Amanda Longoria	Leticia Estavillo	Leanne Heldenfels		
11	Dallas	Ashton Strong	Elizabeth Romero			4/15/2024

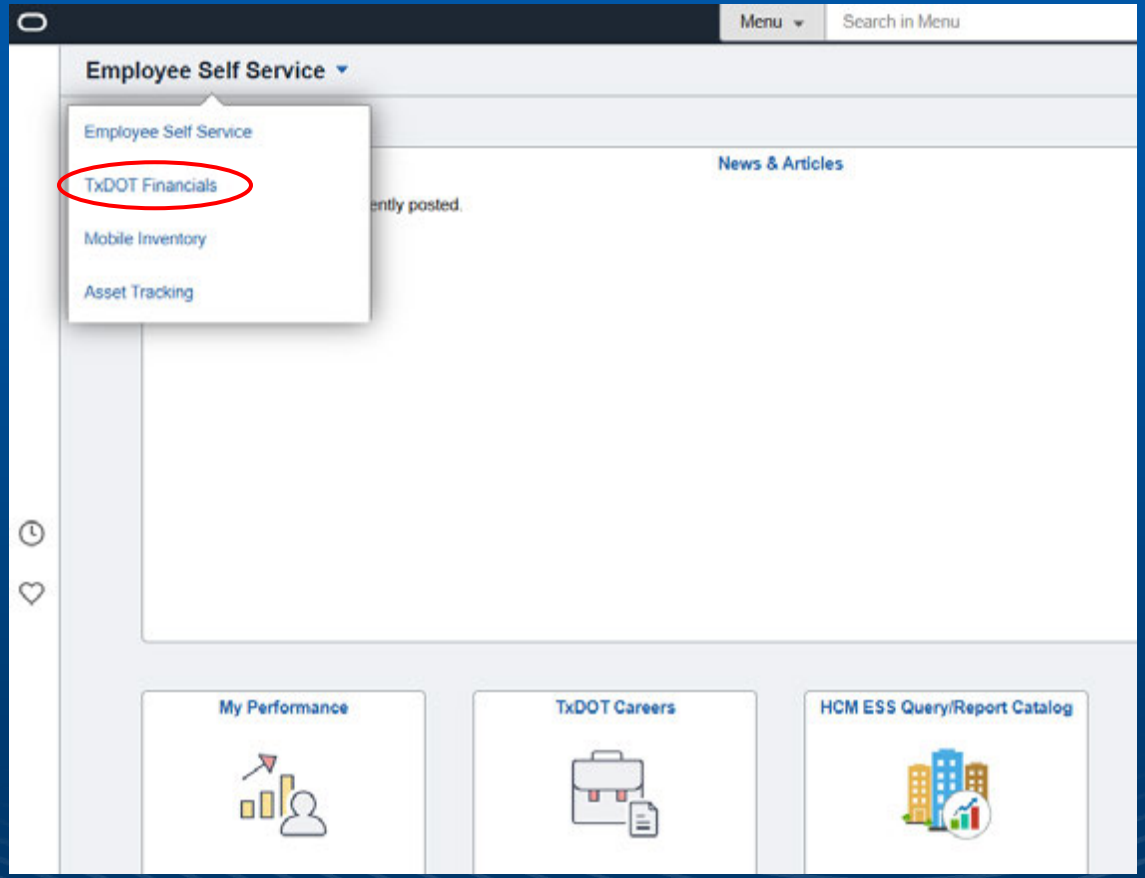
MP Coordinators List

Texas Department of Transportation

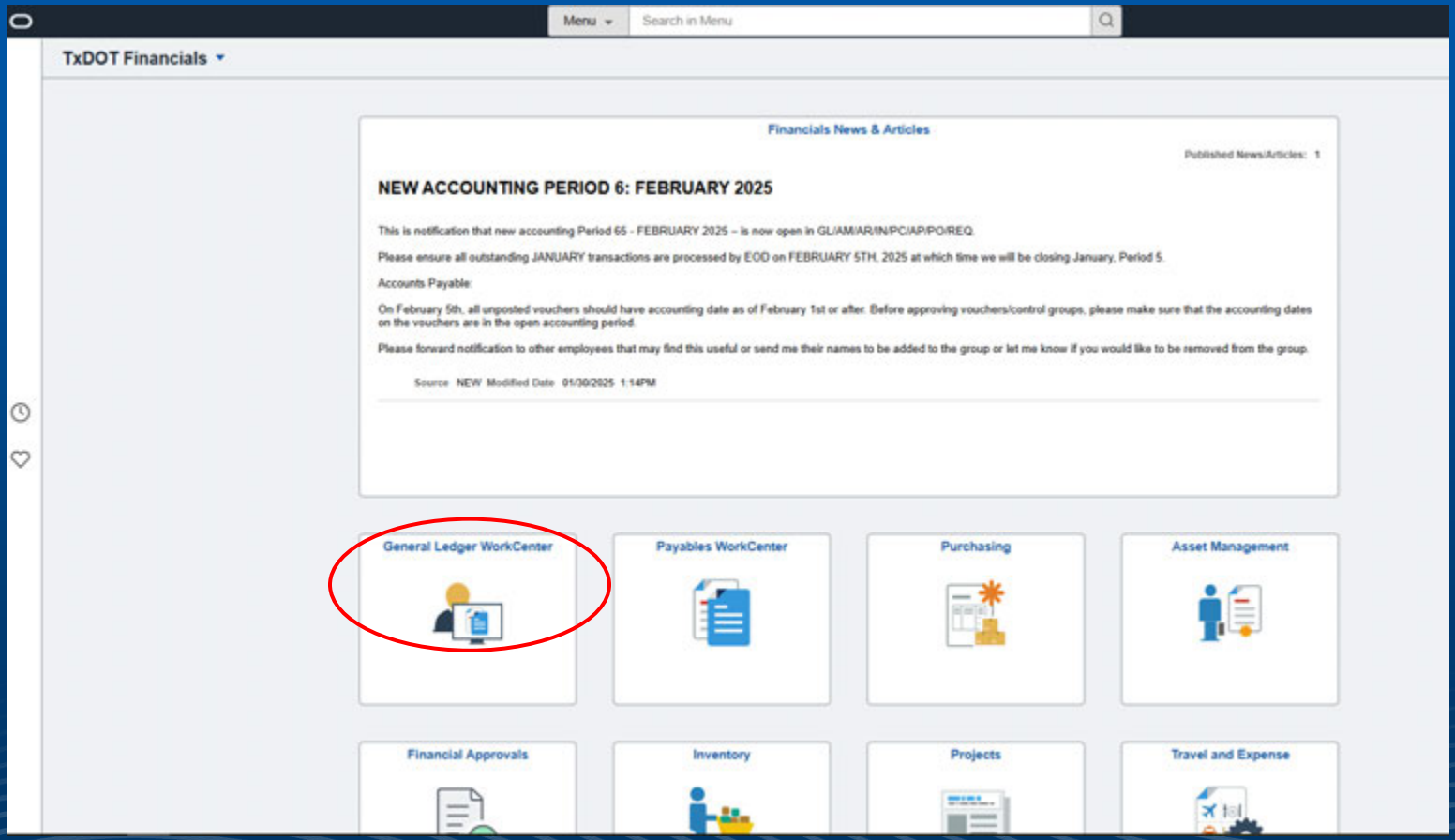
April 15, 2025

Prior Costs

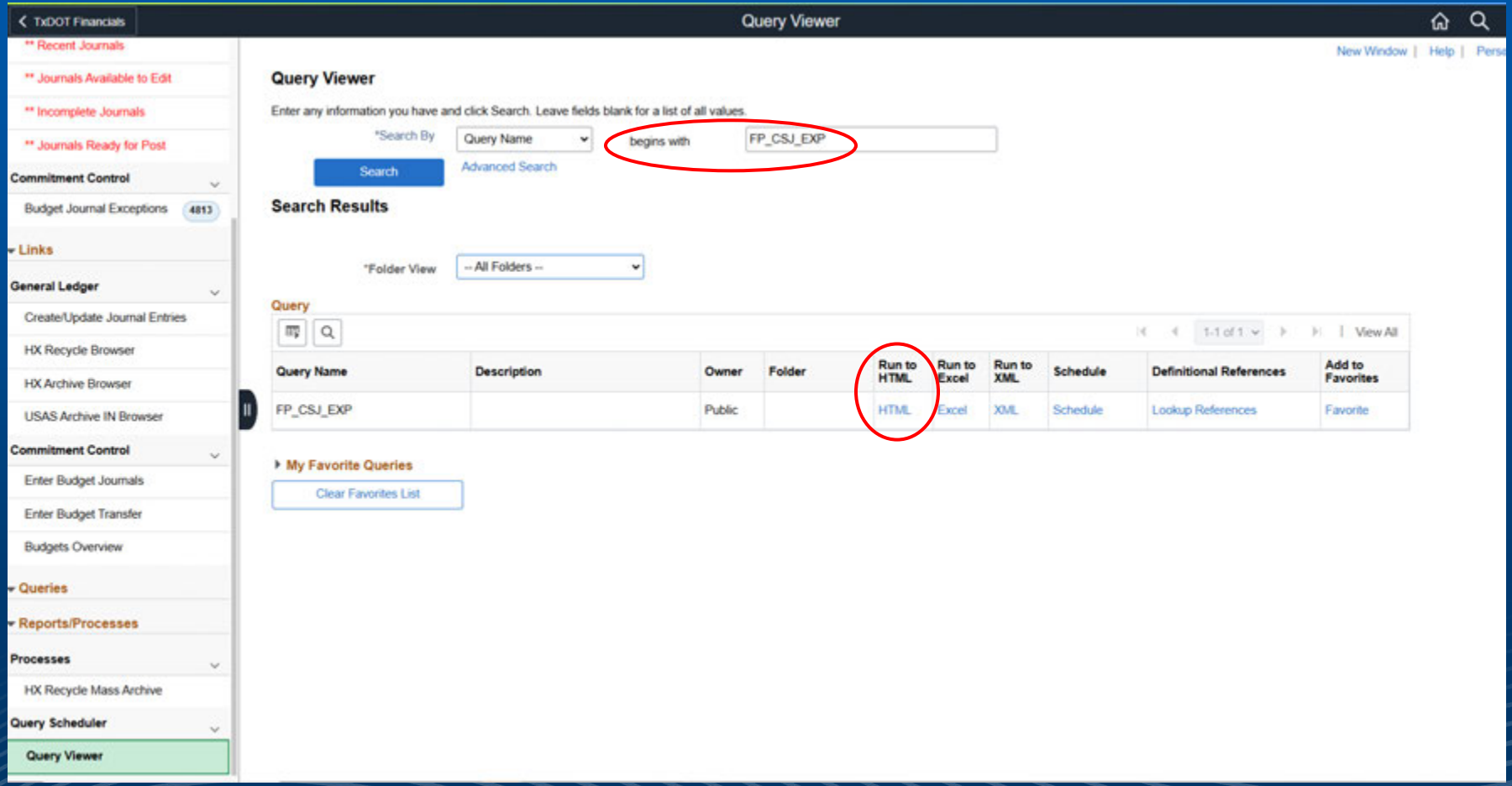
- When preparing Annual Updates, it is necessary to gather prior costs associated with the project.
- The following are the steps to one of the ways you can download the data:



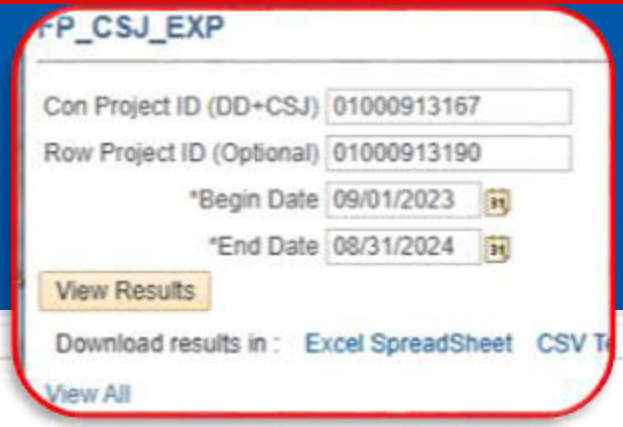
Prior Costs


Menu
Search in Menu
TxDOT Financials
Financials News & Articles
Published News/Articles: 1
NEW ACCOUNTING PERIOD 6: FEBRUARY 2025
This is notification that new accounting Period 65 - FEBRUARY 2025 – is now open in GL/AM/AR/IN/PC/AP/PO/REQ.
Please ensure all outstanding JANUARY transactions are processed by EOD on FEBRUARY 5TH, 2025 at which time we will be closing January, Period 5.
Accounts Payable:
On February 5th, all unposted vouchers should have accounting date as of February 1st or after. Before approving vouchers/control groups, please make sure that the accounting dates on the vouchers are in the open accounting period.
Please forward notification to other employees that may find this useful or send me their names to be added to the group or let me know if you would like to be removed from the group.
Source NEW Modified Date 01/30/2025 1:14PM
General Ledger WorkCenter
Payables WorkCenter
Purchasing
Asset Management
Financial Approvals
Inventory
Projects
Travel and Expense

Prior Costs


TxDOT Financials
Query Viewer
** Recent Journals
** Journals Available to Edit
** Incomplete Journals
** Journals Ready for Post
Commitment Control
Budget Journal Exceptions 4813
Links
General Ledger
Create/Update Journal Entries
HX Recycle Browser
HX Archive Browser
USAS Archive IN Browser
Commitment Control
Enter Budget Journals
Enter Budget Transfer
Budgets Overview
Queries
Reports/Processes
Processes
HX Recycle Mass Archive
Query Scheduler
Query Viewer
New Window | Help | Pers
Query Viewer
Enter any information you have and click Search. Leave fields blank for a list of all values.
*Search By
Query Name
begins with
FP_CSJ_EXP
Search
Advanced Search
Search Results
*Folder View
-- All Folders --
Query
1-1 of 1
View All
Query Name
Description
Owner
Folder
Run to HTML
Run to Excel
Run to XML
Schedule
Definitional References
Add to Favorites
FP_CSJ_EXP
Public
HTML
Excel
XML
Schedule
Lookup References
Favorite
My Favorite Queries
Clear Favorites List

Prior Costs



FP_CSJ_EXP

Con Project ID (DD+CSJ) 01000913167
Row Project ID (Optional) 01000913190
*Begin Date 09/01/2023
*End Date 08/31/2024
View Results

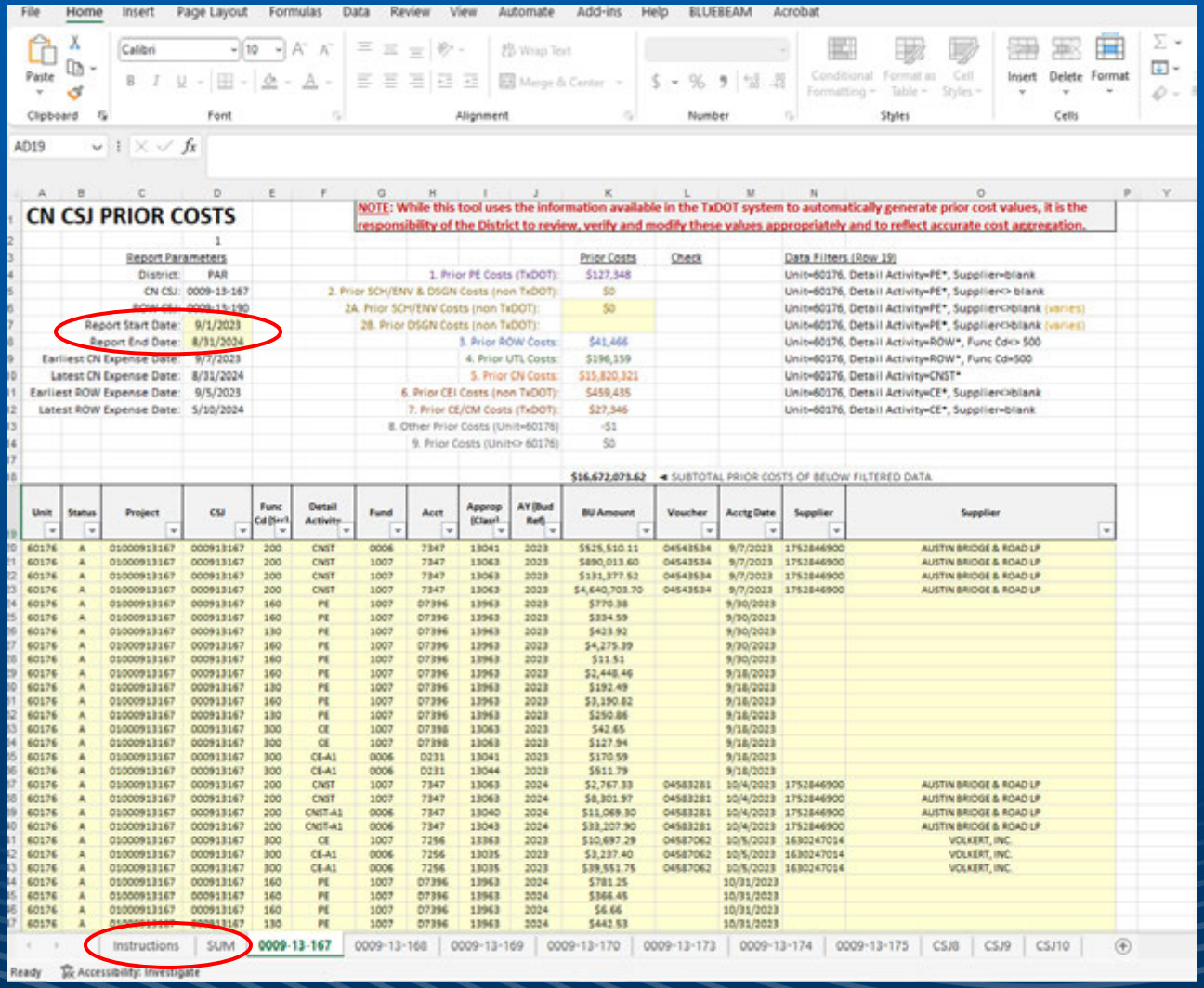
Download results in : Excel SpreadSheet CSV Text File XML File (130 kb)

View All

Row	Unit	Status	Project	CSJ	Func Cd (Src)	Detail Activity	Fund	Acct	Approp (Class)	AY (Bud Ref)	BU Amount	Voucher	Acctg Date	Supplier	Supplier
1	60176	A	01000913167	000913167	200	CNST	0006	7347	13041	2023	525510.110	04543534	09/07/2023	1752846900	AUSTIN BRIDGE & ROAD LP
2	60176	A	01000913167	000913167	200	CNST	1007	7347	13063	2023	890013.600	04543534	09/07/2023	1752846900	AUSTIN BRIDGE & ROAD LP
3	60176	A	01000913167	000913167	200	CNST	1007	7347	13063	2023	131377.520	04543534	09/07/2023	1752846900	AUSTIN BRIDGE & ROAD LP
4	60176	A	01000913167	000913167	200	CNST	1007	7347	13063	2023	4640703.700	04543534	09/07/2023	1752846900	AUSTIN BRIDGE & ROAD LP
5	60176	A	01000913167	000913167	160	PE	1007	D7396	13963	2023	770.380		09/30/2023		
6	60176	A	01000913167	000913167	160	PE	1007	D7396	13963	2023	334.590		09/30/2023		
7	60176	A	01000913167	000913167	130	PE	1007	D7396	13963	2023	423.920		09/30/2023		
8	60176	A	01000913167	000913167	160	PE	1007	D7396	13963	2023	4275.390		09/30/2023		
9	60176	A	01000913167	000913167	160	PE	1007	D7396	13963	2023	11.510		09/30/2023		
10	60176	A	01000913167	000913167	160	PE	1007	D7396	13963	2023	2448.460		09/18/2023		
11	60176	A	01000913167	000913167	130	PE	1007	D7396	13963	2023	192.490		09/18/2023		
12	60176	A	01000913167	000913167	160	PE	1007	D7396	13963	2023	3190.820		09/18/2023		
13	60176	A	01000913167	000913167	130	PE	1007	D7396	13963	2023	250.860		09/18/2023		
14	60176	A	01000913167	000913167	300	CE	1007	D7398	13063	2023	42.650		09/18/2023		
15	60176	A	01000913167	000913167	300	CE	1007	D7398	13063	2023	127.940		09/18/2023		
16	60176	A	01000913167	000913167	300	CE-A1	0006	D231	13041	2023	170.590		09/18/2023		
17	60176	A	01000913167	000913167	300	CE-A1	0006	D231	13044	2023	511.790		09/18/2023		

Prior Costs

- Spreadsheet available upon request
- For TxDOT use only



CN CSJ PRIOR COSTS

NOTE: While this tool uses the information available in the TxDOT system to automatically generate prior cost values, it is the responsibility of the District to review, verify and modify these values appropriately and to reflect accurate cost aggregation.

Report Parameters		Prior Costs	Check	Data Filters (Row 19)
District:	PAR	1. Prior PE Costs (TxDOT):	$127,948	Unit=60176, Detail Activity=PE*, Supplier=blank
CN CSJ:	0009-13-167	2. Prior SCH/ENV & DSGN Costs (non TxDOT):	$0	Unit=60176, Detail Activity=PE*, Supplier<> blank
ROW CSJ:	0009-13-190	2A. Prior SCH/ENV Costs (non TxDOT):	$0	Unit=60176, Detail Activity=PE*, Supplier<>blank (varies)
Report Start Date:	9/1/2023	2B. Prior DSGN Costs (non TxDOT):		Unit=60176, Detail Activity=PE*, Supplier<>blank (varies)
Report End Date:	8/31/2024	3. Prior ROW Costs:	$41,466	Unit=60176, Detail Activity=ROW*, Func Cd<> 500
Earliest CN Expense Date:	9/7/2023	4. Prior UTL Costs:	$196,159	Unit=60176, Detail Activity=ROW*, Func Cd=500
Latest CN Expense Date:	8/31/2024	5. Prior CN Costs:	$15,820,321	Unit=60176, Detail Activity=CNST*
Earliest ROW Expense Date:	9/5/2023	6. Prior CEI Costs (non TxDOT):	$459,435	Unit=60176, Detail Activity=CE*, Supplier<>blank
Latest ROW Expense Date:	5/10/2024	7. Prior CE/CM Costs (TxDOT):	$27,346	Unit=60176, Detail Activity=CE*, Supplier=blank
		8. Other Prior Costs (Unit=60176)	-$1	
		9. Prior Costs (Unit<> 60176)	$0	
			$16,672,073.62	◄ SUBTOTAL PRIOR COSTS OF BELOW FILTERED DATA

Unit	Status	Project	CSJ	Func Cd	Detail Activity	Fund	Acct	Approp (Class)	AY (Bud Ref)	BU Amount	Voucher	Acctg Date	Supplier	Supplier
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60176	A	0100091316?	000913167	200	CNST	1007	7347	13063	2023	$890,013.60	04543534	9/7/2023	17528469??	AUSTIN BRIDGE & ROAD LP
60176	A	0100091316?	000913167	200	CNST	1007	7347	13063	2023	$131,377.52	04543534	9/7/2023	17528469??	AUSTIN BRIDGE & ROAD LP
60176	A	0100091316?	000913167	200	CNST	1007	7347	13063	2023	$4,640,703.70	04543534	9/7/2023	17528469??	AUSTIN BRIDGE & ROAD LP
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60176	A	0100091316?	000913167	130	PE	1007	07396	13963	2023	$423.92		9/30/2023		
60176	A	0100091316?	000913167	160	PE	1007	07396	13963	2023	$4,275.39		9/30/2023		
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60176	A	0100091316?	000913167	200	CNST	1007	7347	13063	2024	$2,767.33	04583281	10/4/2023	17528469??	AUSTIN BRIDGE & ROAD LP
60176	A	0100091316?	000913167	200	CNST	1007	7347	13063	2024	$8,301.97	04583281	10/4/2023	17528469??	AUSTIN BRIDGE & ROAD LP
60176	A	0100091316?	000913167	200	CNST-A1	0006	7347	13040	2024	$11,069.30	04583281	10/4/2023	17528469??	AUSTIN BRIDGE & ROAD LP
60176	A	0100091316?	000913167	200	CNST-A1	0006	7347	13043	2024	$33,207.90	04583281	10/4/2023	17528469??	AUSTIN BRIDGE & ROAD LP
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60176	A	0100091316?	000913167	300	CE-A1	0006	7256	13035	2023	$3,237.40	04587062	10/5/2023	1630247014	VOLKERT, INC.
60176	A	0100091316?	000913167	300	CE-A1	0006	7256	13035	2023	$39,551.75	04587062	10/5/2023	1630247014	VOLKERT, INC.
60176	A	0100091316?	000913167	160	PE	1007	07396	13963	2024	$781.25		10/31/2023		
60176	A	0100091316?	000913167	160	PE	1007	07396	13963	2024	$366.45		10/31/2023		
60176	A	0100091316?	000913167	160	PE	1007	07396	13963	2024	$6.66		10/31/2023		
60176	A	0100091316?	000913167	130	PE	1007	07396	13963	2024	$442.53		10/31/2023		

Instructions | SUM | 0009-13-167 | 0009-13-168 | 0009-13-169 | 0009-13-170 | 0009-13-173 | 0009-13-174 | 0009-13-175 | CSJ8 | CSJ9 | CSJ10

Ready | Accessibility: Investigate

PRIOR COSTS SUMMARY

NOTE: While this tool uses the information available in the TxDOT system to automatically generate prior cost values, it is the responsibility of the District to review, verify and modify these values appropriately and to reflect accurate cost aggregation.

AUTO GENERATED SUMMARY	CSJ 1	CSJ 2	CSJ 3	CSJ 4	CSJ 5	CSJ 6	CSJ 7	CSJ 8	CSJ 9	CSJ 10		
District:	PAR	PAR	PAR	PAR	PAR	PAR	PAR					
CN CSJ:	**0009-13-167**	**0009-13-168**	**0009-13-169**	**0009-13-170**	**0009-13-173**	**0009-13-174**	**0009-13-175**					
ROW CSJ:	0009-13-190	0009-13-188	0009-13-186	0009-13-185	0009-13-189	0009-13-187	0009-13-191					
Report Start Date:	1/1/2000	1/1/2000	1/1/2000	1/1/2000	1/1/2000	1/1/2000	1/1/2000					
Report End Date:	11/26/2024	11/26/2024	11/26/2024	11/26/2024	11/26/2024	11/26/2024	11/26/2024					
Earliest CN CSJ Expense Date:	11/15/2018	11/15/2018	11/15/2018	11/15/2018	2/16/2022	12/20/2021	2/16/2022					
Latest CN CSJ Expense Date:	11/15/2024	11/20/2024	11/20/2024	11/20/2024	11/15/2024	11/15/2024	11/15/2024					
Earliest ROW CSJ Expense Date:	4/19/2022	10/4/2022	10/4/2022	9/30/2022	9/20/2024	5/14/2024	6/6/2022					
Latest ROW CSJ Expense Date:	10/16/2024	11/30/2023	2/2/2024	10/15/2024	9/20/2024	11/26/2024	9/30/2022					
Prior Costs Summary	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	PER Data File Reference	Notes
1. Prior PE Costs (TxDOT):	$333,971	$171,867	$17,240	$18,289	$42,228	$31,692	$1,440	$0	$0	$0	OTHER-COST Row 15	
2A. Prior SCH/ENV Costs (non TxDOT):	$5,034,491	$4,497,619	$1,464	$0	$0	$0	$0	$0	$0	$0	OTHER-COST Row 17	
2B. Prior DSGN Costs (non TxDOT):	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	OTHER-COST Row 20	
3. Prior ROW Costs:	$717,651	$135,000	$347,162	$353,659	$0	$367,583	$14,633	$0	$0	$0	OTHER-COST Row 23	
4. Prior UTL Costs:	$245,440	$0	$0	$0	$668,876	$0	$0	$0	$0	$0	OTHER-COST Row 26	
5. Prior CN Costs:	$34,220,695	$28,316,051	$7,488,019	$10,607,099	$8,361,012	$0	$5,338,585	$0	$0	$0	CN-COST Cell R2	
6. Prior CEI Costs (non TxDOT):	$822,724	$316,737	$311,985	$341,079	$719,377	$0	$300,094	$0	$0	$0	OTHER-COST Row 29	
7. Prior CE/CM Costs (TxDOT):	$58,571	$36,751	$63,554	$78,092	$83,428	$0	$42,633	$0	$0	$0	OTHER-COST Row 32	
	$41,433,543	**$33,474,025**	**$8,229,424**	**$11,398,218**	**$9,874,921**	**$399,275**	**$5,697,385**	**$0**	**$0**	**$0**		

MANUALLY GENERATED SUMMARY	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Prior Costs	Notes
1. Prior PE Costs (TxDOT):											
2A. Prior SCH/ENV Costs (non TxDOT):											
2B. Prior DSGN Costs (non TxDOT):											
3. Prior ROW Costs:											
4. Prior UTL Costs:											
5. Prior CN Costs:											
6. Prior CEI Costs (non TxDOT):											
7. Prior CE/CM Costs (TxDOT):											
	$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	

Lookahead Major/Other Projects

Project Date Ranges:
Start: Number of Months Prior: 0
End: Number of Future Months: 48

Minimum Cost (Total Proj. Est. or Total Major Project): $100,000,000

CSJ (deselect all to use the search function):

District (Applies to bar chart and table): (All)

Major/Other Project: (All)

ECOS Phase Grouping: (All)

Major and Other Project Count by Earliest Letting Month

February 2025 to January 2027; District(s): All

Major or Other Projects

*Click on **ECOS Main CSJ** to view ECOS associated CSJs*

Earliest Let Month Calc	CSJ	ECOS Main CSJ	CCSJ	ECOS Phase Grouping	Est. Let Date	AVL	RTL	PLANNED LET DATE	DIST	COUNTY	HWY	LIMITS FROM	LIMITS TO	Major Project Designations - TxC	TOTAL PROJ EST WITH INFLATION TOTAL CONTRACT	To Co
Feb 2025	0916-35-196	0101-06-095	0916-35-196	Phase 3	Feb 2025	Null	Null	5/2024	CRP	Nueces	Various	at Various city parks i...	Ben Garza, TC Ayers,...	TxDIP, MP	$18M	$1
Feb 2025	0009-11-254	0009-11-254	0009-11-254	Phase 1	Feb 2025	Null	Null	Null	DAL	Dallas	IH 30	IH 35E	IH 45	TxDIP, MP	$954M	$9

Dashboard

Texas Department of Transportation

April 15, 2025

Resources

Federal Highway Administration Major Projects webpage
https://www.fhwa.dot.gov/majorprojects/

Design Division (DES) - Project Delivery Section webpage
https://crossroads/divisions/des/sections/project-delivery/major-and-other-projects.html

Alternative Delivery Division (ALD) released procedures and forms webpage
https://crossroads/divisions/ald/procedures-guides-and-manuals.html

DES Contacts: David Magaña, Stacy James & Ana Montemayor
ALD Contacts: Liz Bullock

Jennifer Book, P.E.

- Bachelor's degree in engineering science from St. Mary's University in San Antonio in 1999.
- Over 26 years of civil and transportation engineering experience including service to TxDOT's Lufkin District and Design Division
- Currently leads a team of professional engineers in the Highway Safety and Operations Branch of the TxDOT Design Division's Project Delivery Section

FHWA Delegation to TxDOT
Interstate Design Exception Requests

Jennifer Book, P.E. TxDOT Design Division-Project Delivery Section

April 15, 2025

Agenda

1 | Design Exception Request for Interstate Highways SOP Purpose and Background

2 | Design Exception Development Process

3 | Design Exception Request for Interstate Highways SOP Overview

4 | Request for Interstate Design Exception Submittal and Approval Process

5 | Design Exception Guidance & Resources

6 | Questions

Design Exception Request for Interstate Highways SOP

- **Purpose**

  Consistent and Uniform Direction

  Improve Quality and Project Delivery

- **Background**

  Previous Practice

  Adoption of Statewide Interstate Design Exception SOP

  FHWA-TxDOT Stewardship and Oversight (S&O) Agreement

What is a Design Exception?

A Design Exception refers to the formal documentation of roadway design elements that do not meet minimum nominal controlling criteria, as set forth by AASHTO and TxDOT standards, policies, and standard specifications.

A Design Exception analyzes the impacts and risks of including design elements into a project that do not meet minimum nominal controlling criteria, so as to justify their implementation into that project.

When is a Design Exception Needed?

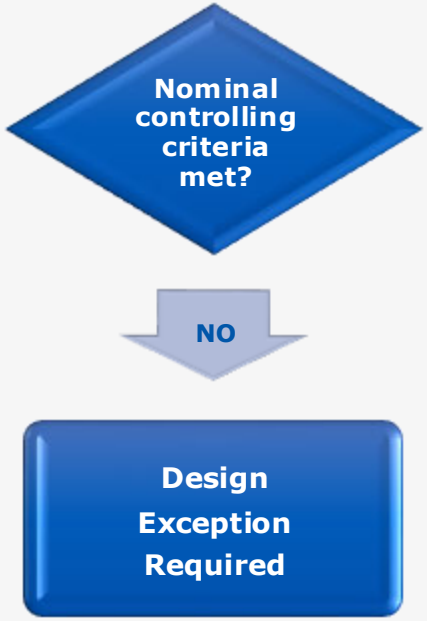
- **Per TxDOT's Roadway Design Manual (RDM) (v. 11/2024), Chapter 1, Section 1.2.1:**

  A design exception is required when the minimum values of the controlling criteria specified…for the respective categories of construction projects are not met.

- RDM lists controlling criteria by 4R, 3R, 2R, Bicycle Facilities, Special Facilities, Off-System Bridges, and On-System Park Road Projects.

- A design exception is **not** required when values exceed the minimum guidelines for the controlling criteria.

- Design Exceptions are not perpetual and require reevaluation/documentation for **each new project**.



When is an Interstate Design Exception Needed?

Design exception requests for interstate highways are needed when minimum values of controlling criteria are not met on any facility classified as part of the interstate system (mainlanes, ramps, direct connectors, etc.).

AASHTO and TxDOT's Controlling Criteria for New Location and Reconstruction Projects (4R)		
Design Speed	Superelevation Rate	Vertical Clearance
Lane Width	Stopping Sight Distance (SSD)	Design Loading Structural Capacity
Shoulder Width	Maximum Grade	Bridge Class Culvert Protection
Horizontal Curve Radius	Cross Slope	Bridge Rail

Why are Design Exceptions Needed?

Range of Reasons:

- Environmental Impacts
- ROW Impacts
- Context Sensitivity
- Construction Cost

Design Exceptions are needed:

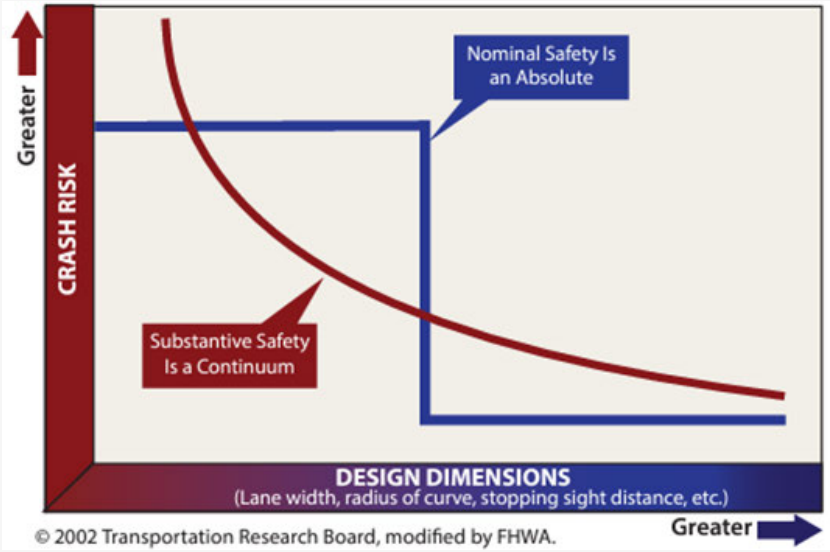
- By law, per 23 CFR 625.3(f).
- To critically analyze, evaluate risk, and justify unconforming and unconventional designs (partly based in Performance-Based Practical Design (PBPD)).
- For permanent documentation for future reference.

Why are Design Exceptions Needed?

Safety Consideration

Nominal vs Substantive Safety

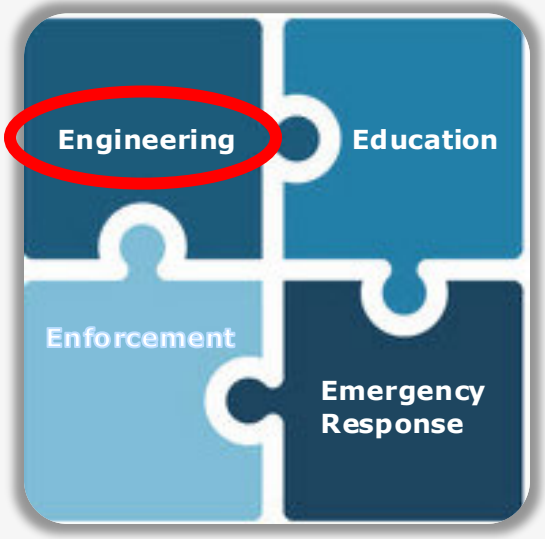
Nominal Safety	Substantive Safety
Adherence to applicable design criteria and standards	**Predicted, or expected, safety performance of a highway or proposed design**
i.e., manual, tables, figures	i.e., analysis, models, etc.

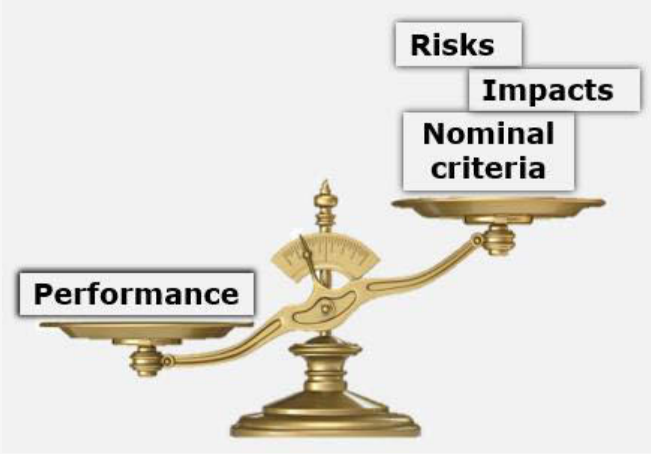


Why are Design Exceptions Needed?

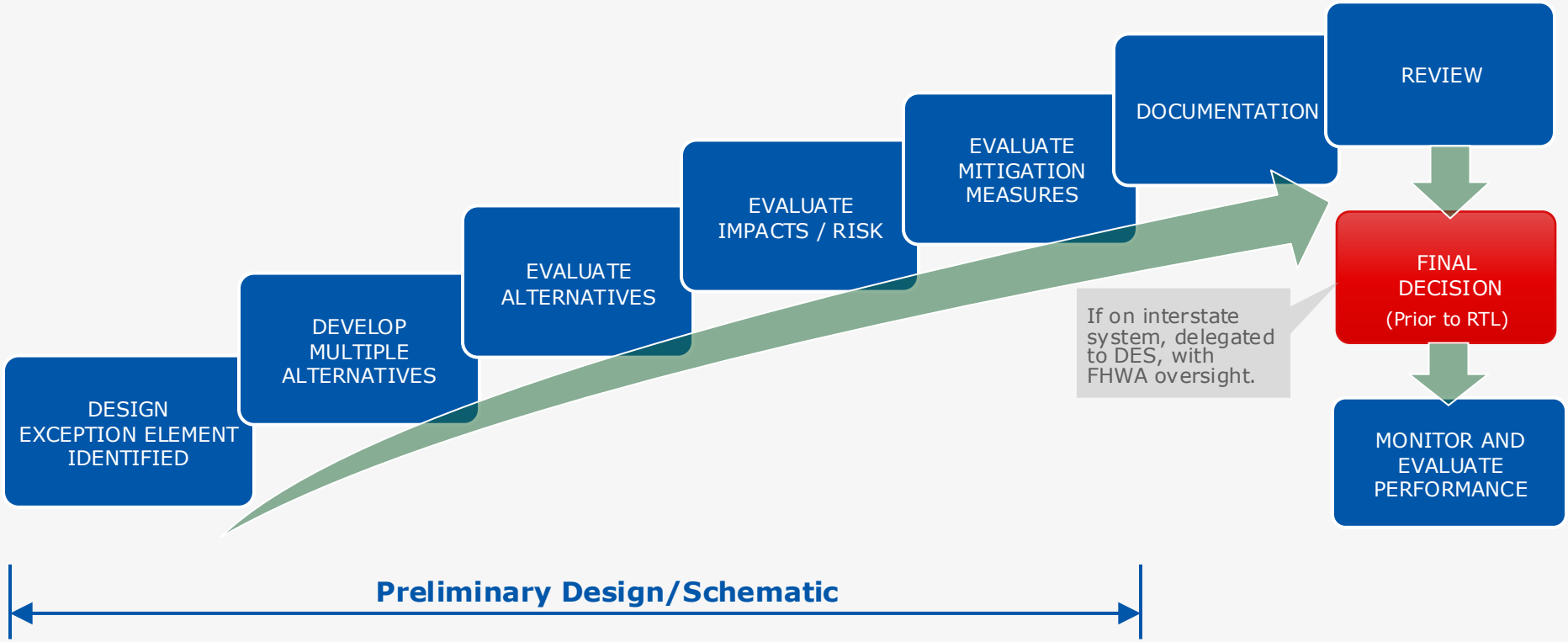
Safety Consideration

4 "E"s of Highway Safety





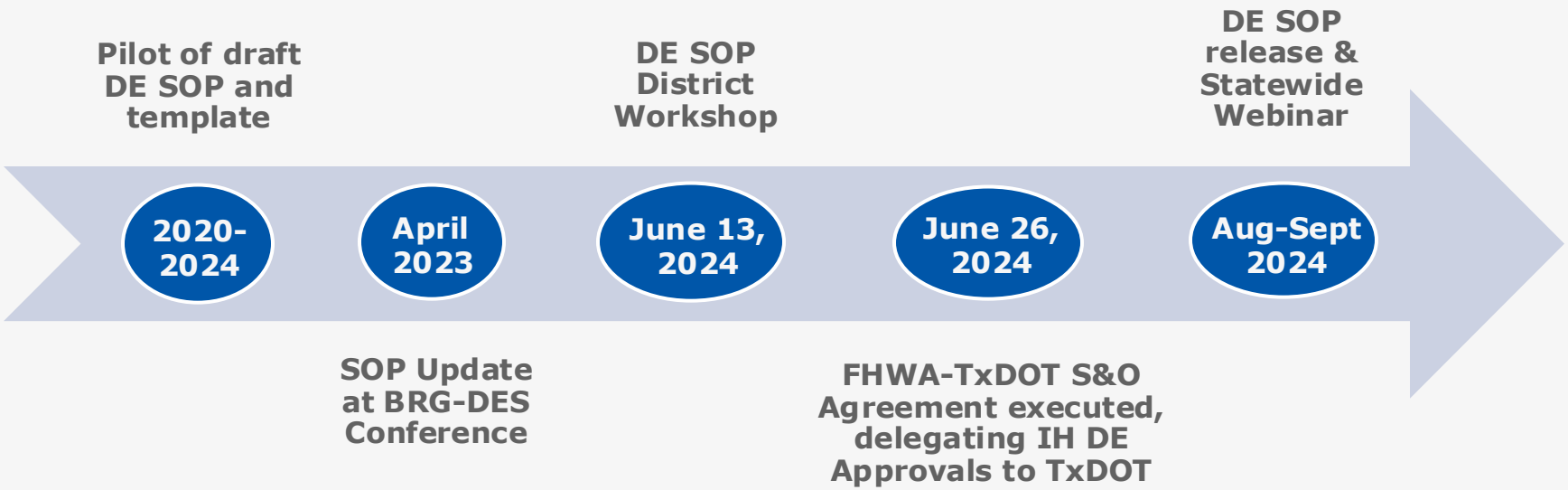
Design Exception Development Process



Interstate Design Exception SOP Overview

- Purpose
- Methodology
- Need
- Study Limits
- Traffic Analysis
- Safety Analysis
  - Crash Data Analysis
  - Predictive Analysis
- Alternative Analysis
- Mitigation Measures
- Review and Approval Process
- Design Exception Form
- Review Checklist

SOP Development and Delegation of Approval Authority



Updated Practice for Design Exception Request Decisions

Approval Authority	Type of Design Exception Request	
	Non-Interstate	Interstate
Prior to Delegation	TxDOT District Engineer	FHWA
After Delegation	TxDOT District Engineer	TxDOT Design Division Director

Interstate Design Exception Request Decisions →

now delegated to TxDOT Design Division (DES),

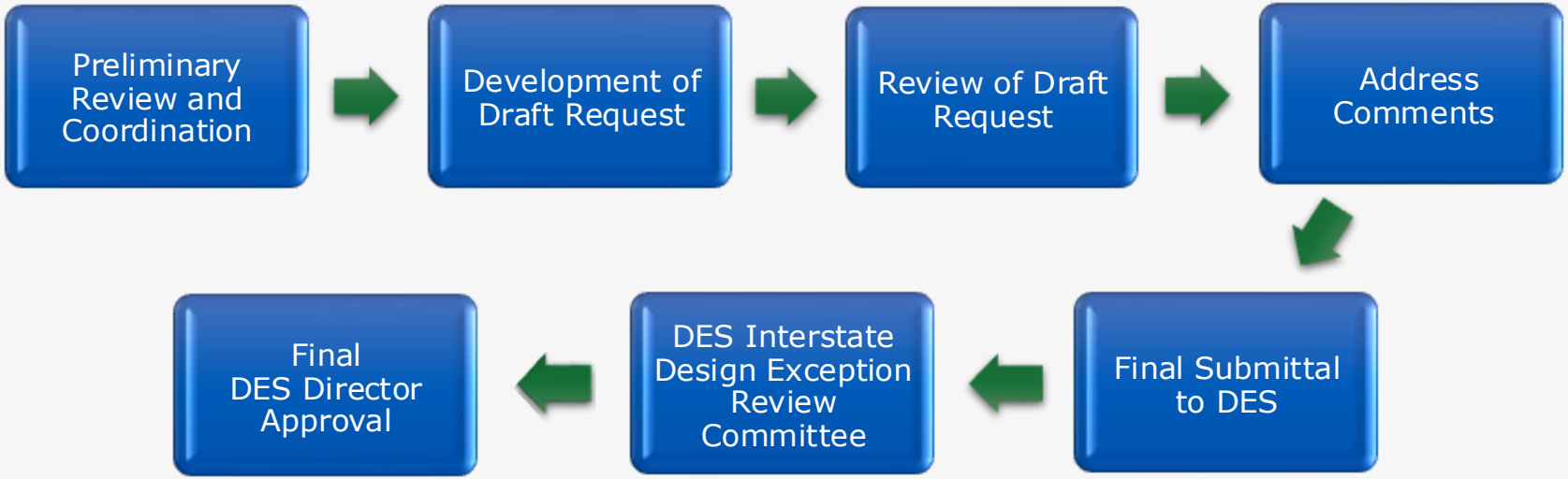
subject to FHWA Audits

STEWARDSHIP AND OVERSIGHT AGREEMENT
ON PROJECT ASSUMPTION AND PROGRAM OVERSIGHT
BY AND BETWEEN THE
FEDERAL HIGHWAY ADMINISTRATION,
TEXAS DIVISION OFFICE,
AND THE
TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)

SECTION I. BACKGROUND AND INTRODUCTION

In enacting section 106(c) of title 23, United States Code (U.S.C.), as amended, Congress established authority for a State department of transportation (State DOT) to carry out certain project responsibilities traditionally handled by the Federal Highway Administration (FHWA) through a delegation from the Secretary of the U.S. Department of Transportation ("Secretary"). The authority in 23 U.S.C. 106(c) applies to projects that are subject to the requirements of title 23, U.S.C. ("title 23") because the State DOT receives Federal funding or because the State DOT needs an FHWA action for the project even though the project may not use Federal funds. Congress also recognized the importance of a risk-based approach to

Interstate Design Exception Review and Approval Process



Design Exception Submittals: DES_PDSS-DesignExceptions-THFNDeviations@txdot.gov

How are Design Exceptions Documented, Analyzed and Justified?

Per 23 CFR 625.3(f)(2): *The determination to approve a project design that does not conform to the minimum criteria is to be made* ***only after due consideration is given to all project conditions*** *such as maximum service and safety benefits for the dollar invested, compatibility with adjacent sections of roadway and the probable time before reconstruction of the section due to increased traffic demands or changed conditions.*

MINIMUM COMPONENTS OF DOCUMENTATION *		
Specific controlling criteria that will not be met	Future plans to meet minimum criteria	Alternatives considered and their analyses
Brief description of project and purpose; existing roadway characteristics	Compatibility with adjacent sections of roadway	Other anticipated impacts
Constraints preventing meeting minimum criteria	Existing and anticipated safety and operational performance	Proposed mitigation measures
*** The level of analysis should reflect the complexity of the project.**		

Request for Design Exception Document

Interstate Design Exception Review and Approval Process

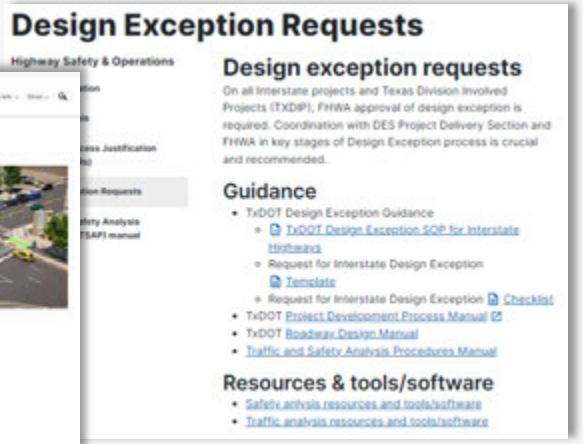
FINAL DECISION

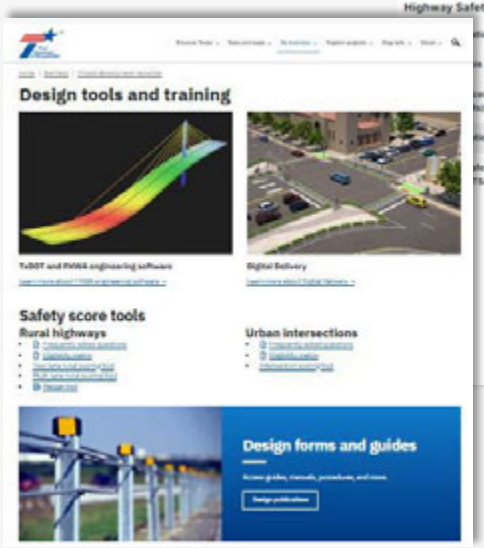
- Alternatives, impacts and risks are adequately evaluated.
- Design will accomplish the project's purpose and goals.
- Design Exception clearly documents a defendable case that the selected design is the preferred alternative.
- Approved **only after due consideration is given to all project conditions** such as maximum service and safety benefits for the dollar invested, compatibility with adjacent sections of roadway and the probable time before reconstruction of the section due to increased traffic demands or changed conditions.
  [23 CFR 625.3(f)(2)]
- Final decision is documented on Form 1002 and records permanently retained.

Interstate Design Exception Guidance

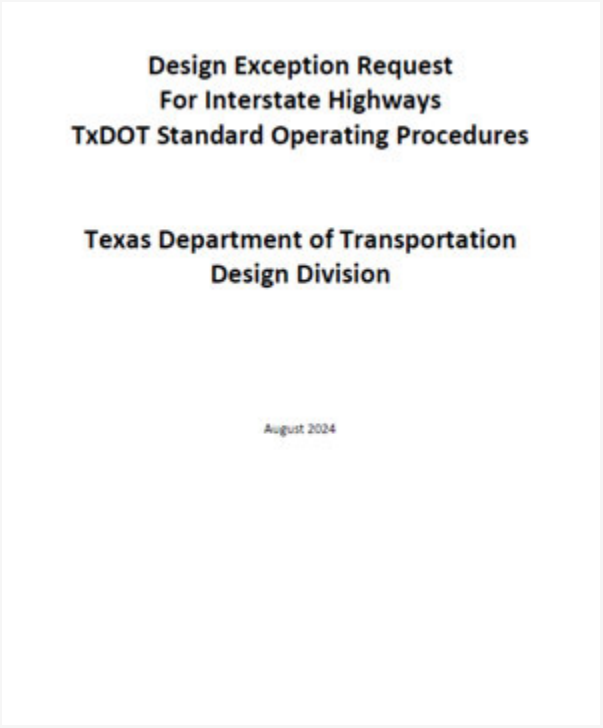
Interstate Design Exception SOP and Guidance, including the Request for Interstate Design Exception template and checklist, are posted on txdot.gov (Design Tools and Training) and on the Design Division's Project Delivery Section Highway Safety & Operations intranet site.

Form 1002 is being updated to reflect the new approval process.





Design Exception Request for Interstate Highways
TxDOT Standard Operating Procedures (SOP), Template, and Checklist



Design Exception Request
For Interstate Highways
TxDOT Standard Operating Procedures

Texas Department of Transportation
Design Division

August 2024

Request for Interstate Design Exception No. #

This form is to be completed and submitted for approval when nominal design value limits for controlling criteria, as identified in the TxDOT Roadway Design Manual (RDM), on an interstate cannot be met. Requests for Design Exceptions (DEs) on the Interstate system must be submitted to the TxDOT Design Division's Project Delivery Section (DES-PDS) for review and approval, per the current Design Exception Request TxDOT SOP for Interstate Highways (IH DE SOP). Interstate DEs for projects identified in the FHWA Texas Division Involved Projects (TxDIP) list may require FHWA review and/or approval as identified by the TxDIP project's individual Stewardship and Oversight (S&O) plan (TxDIP Plan). DEs involving design loading structural capacity, bridge class culvert protection, and/or bridge rails shall be sent to the TxDOT Bridge Division for review, per the current IH DE SOP. Complete this form for the Controlling CSJ and list all CSJs associated with this Request. The DE Number must be unique for each CSJ listed on the request and must correspond to the DE number listed on Form 1002. (Complete all blanks; state N/A if necessary. Suggested/informational text on this form is shaded in gray and should be removed and replaced with applicable text in final submittal.) The complete documentation for a roadway design exception is to be retained permanently in the District project files.

Date: Select date District: _____ County: _____ Letting Date: _____
Highway: _____ Limits: _____
CCSJ: _____ Subordinate CSJs Associated with DE: _____
Project No.: _____ Proposed Work: _____

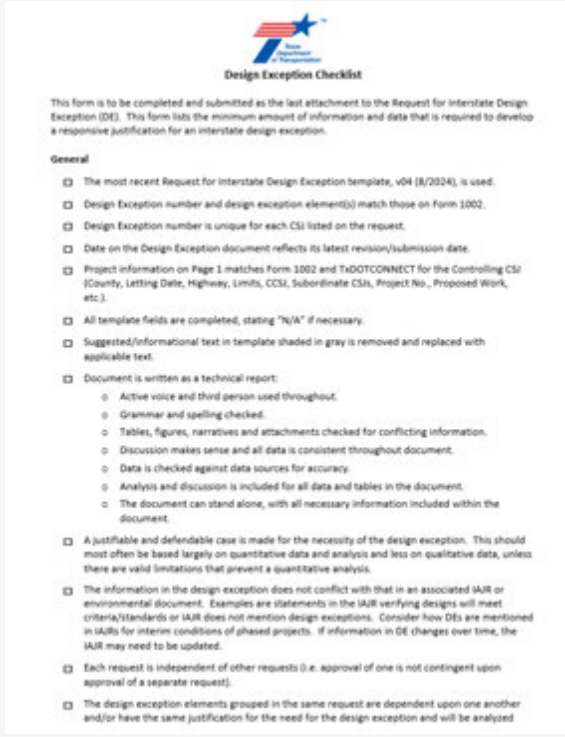
1. **Type and Location of Design Exception:** *In Table 1.1, select boxes for all DE elements that are dependent upon one another and/or have the same justification for the need for the design exception and will be analyzed together in this design exception request. Use a separate Request for Design Exception form for each independent DE. In Table 1.2, list the information for each design exception location, the nominal design value limits of the 4R design criteria from the RDM, and reference the applicable design criteria page(s), chapter(s), section(s), table(s) and/or figure(s). List one design exception location per row. Each direction of travel is considered a unique design exception location and should be listed separately. Add additional lines as needed.*

Table 1.1 –Design Exception Element(s)

☐ Design Speed	☐ Stopping Sight Distance (SSD)[1]	☐ Bridge Class Culvert Protection
☐ Lane Width	☐ Maximum Grade	☐ Bridge Rail
☐ Shoulder Width	☐ Cross Slope	☐ Bike Lane[2]
☐ Horizontal Curve Radius	☐ Vertical Clearance	☐ Shared Lane (Wide Outside Lane)[2]
☐ Superelevation Rate	☐ Design Loading Structural Capacity	☐ Bridge Deck Clear Space[2]

[1] SSD applies to horizontal alignments, and crest vertical curves for the purposes of a Design Exception. SSD for crest vertical curves is a direct correlation with the K-Value. If the minimum K-Value is satisfied for a crest vertical curve (RDM Fig. 2-6), then the vertical SSD is satisfied under usual conditions.
[2] Bicycle Facilities only.

Page [ ] of 6



Design Exception Checklist

This form is to be completed and submitted as the last attachment to the Request for Interstate Design Exception (DE). This form lists the minimum amount of information and data that is required to develop a responsive justification for an interstate design exception.

General

- ☐ The most recent Request for Interstate Design Exception template, v04 (8/2024), is used.
- ☐ Design Exception number and design exception element(s) match those on Form 1002.
- ☐ Design Exception number is unique for each CSJ listed on the request.
- ☐ Date on the Design Exception document reflects its latest revision/submission date.
- ☐ Project information on Page 1 matches Form 1002 and TxDOTCONNECT for the Controlling CSJ (County, Letting Date, Highway, Limits, CCSJ, Subordinate CSJs, Project No., Proposed Work, etc.).
- ☐ All template fields are completed, stating "N/A" if necessary.
- ☐ Suggested/informational text in template shaded in gray is removed and replaced with applicable text.
- ☐ Document is written as a technical report:
  - Active voice and third person used throughout.
  - Grammar and spelling checked.
  - Tables, figures, narratives and attachments checked for conflicting information.
  - Discussion makes sense and all data is consistent throughout document.
  - Data is checked against data sources for accuracy.
  - Analysis and discussion is included for all data and tables in the document.
  - The document can stand alone, with all necessary information included within the document.
- ☐ A justifiable and defendable case is made for the necessity of the design exception. This should most often be based largely on quantitative data and analysis and less on qualitative data, unless there are valid limitations that prevent a quantitative analysis.
- ☐ The information in the design exception does not conflict with that in an associated IAJR or environmental document. Examples are statements in the IAJR verifying designs will meet criteria/standards or IAJR does not mention design exceptions. Consider how DEs are mentioned in IAJRs for interim conditions of phased projects. If information in DE changes over time, the IAJR may need to be updated.
- ☐ Each request is independent of other requests (i.e. approval of one is not contingent upon approval of a separate request).
- ☐ The design exception elements grouped in the same request are dependent upon one another and/or have the same justification for the need for the design exception and will be analyzed

Design Exception Resources

- TxDOT Design Exception Guidance - txdot.gov
- TxDOT Roadway Design Manual
- TxDOT Traffic and Safety Analysis Procedures (TSAP) Manual
- TxDOT Bridge Railing Manual
- TxDOT Project Development Process Manual
- Code of Federal Regulations: 23 CFR 625.3(f)
- FHWA's Design Decision Documentation and Mitigation Strategies for Design Exceptions, March 2024

Questions / Feedback

Jennifer Book, P.E.
Lead Engineer, Highway Safety & Operations
Design Division | PDS
Jennifer.Book@txdot.gov
(512) 416-2615

Khalid Jamil, P.E.
Supervisor, Highway Safety & Operations
Design Division | PDS
Khalid.Jamil@txdot.gov
(512) 486-5171

Khalid Jamil, P.E.

- Master's degree in civil engineering from the University of Arkansas in 1993.
- Over 30 years of experience in planning, traffic engineering, and design including serving as an adjunct faculty member and participating in various research and technical activities
- Currently supervises the Highway Safety and Operations Branch of the TxDOT Design Division's Project Delivery Section

FHWA Delegation to TxDOT
Interstate Access Justification Report

Texas Department of Transportation

April 25, 2025

Khalid Jamil – Design Division - PDS

Agenda

- Introduction
- Legal Background, Policies
- TxDOT's Policy on Interstate System Access
- Programmatic Agreement
- Expedited Review Process
- Questions


Credit: TxDOT

April 25, 2025

Introduction

Stewardship and Oversight Agreement

STEWARDSHIP AND OVERSIGHT AGREEMENT
ON PROJECT ASSUMPTION AND PROGRAM OVERSIGHT
BY AND BETWEEN THE
FEDERAL HIGHWAY ADMINISTRATION,
TEXAS DIVISION OFFICE,
AND THE
TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)

SECTION I. BACKGROUND AND INTRODUCTION

In enacting section 106(c) of title 23, United States Code (U.S.C.), as amended, Congress established authority for a State department of transportation (State DOT) to carry out certain project responsibilities traditionally handled by the Federal Highway Administration (FHWA) through a delegation from the Secretary of the U.S. Department of Transportation ("Secretary"). The authority in 23 U.S.C. 106(c) applies to projects that are subject to the requirements of title 23, U.S.C. ("title 23") because the State DOT receives Federal funding or because the State DOT needs an FHWA action for the project even though the project may not use Federal funds. Congress also recognized the importance of a risk-based approach to FHWA oversight of the Federal-aid highway program (FAHP), establishing requirements in 23 U.S.C. 106(g). In addition to assumptions of responsibility, FHWA-State DOT Stewardship and Oversight Agreements cover certain oversight activities relating to the oversight requirements of 23 U.S.C. 106(g).

The FHWA may not assign its decision making authority to a State DOT unless authorized by law. The authorities FHWA assigns to a State DOT under 23 U.S.C. 106(c)(1) and (2) are listed in Attachment A of the applicable FHWA-State DOT Stewardship and Oversight Agreement. A decision, determination, or action carried out by a State DOT under the authority of a Stewardship and Oversight Agreement ("Agreement") does not constitute an eligibility, participation, obligation, reimbursement, authorization, or compliance decision by or for FHWA.

For clarity, Attachment A also lists certain other actions FHWA may have allowed a State DOT to undertake based on delegation or assumption provisions in other Federal laws. As noted in those Attachment A listings, a State DOT exercise of those authorities is governed by separate agreements between FHWA and that State DOT.

For project responsibilities that are not assumed by a State DOT under 23 U.S.C. 106(c) and are not otherwise delegated or assigned in accordance with another Federal law, FHWA may authorize a State DOT to perform work needed to reach the FHWA decision point, or to implement FHWA's decision. However, such decisions themselves are reserved to FHWA.

SECTION II. INTENT AND PURPOSE OF AGREEMENT

This Agreement establishes the roles and responsibilities of the FHWA Texas Division Office and the Texas Department of Transportation (TxDOT) with respect to certain title 23 project approvals and related responsibilities, and FAHP oversight activities. Nothing in this

EXECUTION BY THE FHWA TEXAS DIVISION OFFICE:

Signature: [signature]

Name: Achille Alonzi

Title: Division Administrator

Date Executed: 6/28/2024

EXECUTION BY THE TEXAS DEPARTMENT OF TRANSPORTATION:

Signature: [signature]

Name: Marc D. Williams

Title: Executive Director

Date Executed: 6/26/2024

EXECUTION BY THE FHWA TEXAS DIVISION OFFICE:

Signature: [signature]

Name: Achille Alonzi

Title: Division Administrator

Date Executed: 3/27/2025

EXECUTION BY THE TEXAS DEPARTMENT OF TRANSPORTATION:

Signature: [signature]

Name: Marc D. Williams, P.E.

Title: Executive Director

Date Executed: 3/26/2025

ATTACHMENT A
Project Action Responsibility Matrix

This matrix identifies the Federal-aid highway program (FAHP) project approvals and related responsibilities. The matrix specifies which actions are assumed by the TxDOT pursuant to this Stewardship and Oversight Agreement ("Agreement") and certain other applicable authorities as specified in the tables in this Attachment A.

The TxDOT is responsible for ensuring all applicable elements of the project are eligible for FAHP funding. Where the TxDOT assumes authority to make a decision, approval, determination or action, the TxDOT decision does not constitute an eligibility, obligation, reimbursement, authorization, or compliance decision by or for the Federal Highway Administration (FHWA). Final decisions on those matters must be made by FHWA.

Table 3: Preliminary Design

#	ACTION	AGENCY RESPONSIBLE NHS	AGENCY RESPONSIBLE Non-NHS
9	Approval before utilizing a consultant to act in a management support role for the contracting agency [23 CFR 172.7(b)(5)(i)]	Administered in accordance with procedures approved per 23 CFR 172.5(c)	Administered in accordance with procedures approved per 23 CFR 172.5(c)
10	Approval of noncompetitive procurement method for engineering and design-related services [23 CFR 172.7(a)(3)]	STATE	STATE
11	Approve exceptions to design standards [23 CFR 625.3(f)]	STATE	Not subject to 23 CFR 625.3(f)
12	Airport highway clearance coordination and respective public interest finding (if required) [23 CFR 620.104]	STATE	STATE
13	Approve project management plan for Federal major projects [23 U.S.C. 106(h)]	STATE	STATE
14	Approval of Interstate System access change [23 U.S.C. 111]	FHWA	Not subject to 23 U.S.C. 111
15	Determine the engineering and operational acceptability of points of ingress or egress with the Interstate System (justification reports) for new freeway-freeway interchanges (system), modification of freeway-freeway interchanges, and new partial interchanges or new ramps to/from continuous frontage roads that create a partial interchange [23 U.S.C. 111(e)]	FHWA	Not subject to 23 U.S.C. 111(e)
16	Determine the engineering and operational acceptability of points of ingress or egress with the Interstate System (justification reports) for new and modified freeway-to-crossroad (service) interchanges, and completion of basic movements at existing partial interchanges. [23 U.S.C. 111(e)]	Administered in Accordance with Programmatic Agreement	Not subject to 23 U.S.C. 111(e)
17	Approve innovative and public-private partnership projects in accordance with TE-045, SEP-14, SEP-15, or SEP-16. [23 U.S.C. 502(b)]	FHWA	FHWA

STEWARDSHIP AND OVERSIGHT AGREEMENT ON PROJECT ASSUMPTION AND PROGRAM OVERSIGHT BY AND BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION, TEXAS DIVISION OFFICE, AND THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)

SECTION I. BACKGROUND AND INTRODUCTION

In enacting section 106(c) of title 23, United States Code (U.S.C.), as amended, Congress established authority for a State department of transportation (State DOT) to carry out certain project responsibilities traditionally handled by the Federal Highway Administration (FHWA) through a delegation from the Secretary of the U.S. Department of Transportation ("Secretary"). The authority in 23 U.S.C. 106(c) applies to projects that are subject to the requirements of title 23, U.S.C. ("title 23") because the State DOT receives Federal funding or because the State DOT needs an FHWA action for the project even though the project may not use Federal funds. Congress also recognized the importance of a risk-based approach to FHWA oversight of the Federal-aid highway program (FAHP), establishing requirements in 23 U.S.C. 106(g). In addition to assumptions of responsibility, FHWA-State DOT Stewardship and Oversight Agreements cover certain oversight activities relating to the oversight requirements of 23 U.S.C. 106(g).

The FHWA may not assign its decision making authority to a State DOT unless authorized by law. The authorities FHWA assigns to a State DOT under 23 U.S.C. 106(c)(1) and (2) are

EXECUTION BY THE FHWA TE

Signature:

Name: Achille Alonzi

Title: Division Administrat

Date Executed: 6/28/2

EXECUTION BY THE TEXAS DE

Signature:

Name: Marc D. Williams

Title: Executive Director

Date Executed: 6/26/

EXECUTION BY THE FHWA TEXAS

Signature:

Name: Achille Alonzi

ENT
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TXDOT)

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DT) to carry out certain
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the oversight

T unless authorized by
06(c)(1) and (2) are

EXECUTION BY THE FHWA TEXAS DIVISION OFFICE:

Signature: _____

Name: Achille Alonzi

Title: Division Administrator

Date Executed: 6/28/2024

EXECUTION BY THE FHWA TEXAS DIVISION OFFICE:

Signature: _____

Name: Achille Alonzi

Title: Division Administrator

Date Executed: 3/27/2025

EXECUTION BY THE TEXAS DEPARTMENT OF TRANSPORTATION:

Signature: _____

Name: Marc D. Williams, P.E.

Title: Executive Director

Date Executed: 3/26/2025

Project A

This matrix identifies the Federal-aid high
responsibilities. The matrix specifies whi
Stewardship and Oversight Agreement ("
specified in the tables in this Attachment

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funding. Where the TxDOT assumes aut
action, the TxDOT decision does not cons
authorization, or compliance decision by
decisions on those matters must be made

Table 3: Preliminary Design

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RTATION:

The TxDOT is responsible for ensuring all applicable elements of the project are eligible for FAHP funding. Where the TxDOT assumes authority to make a decision, approval, determination or action, the TxDOT decision does not constitute an eligibility, obligation, reimbursement, authorization, or compliance decision by or for the Federal Highway Administration (FHWA). Final decisions on those matters must be made by FHWA.

Table 3: Preliminary Design

#	ACTION	AGENCY RESPONSIBLE NHS	AGENCY RESPONSIBLE Non-NHS
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10	Approval of noncompetitive procurement method for engineering and design-related services [23 CFR 172.7(a)(3)]	STATE	STATE
11	Approve exceptions to design standards [23 CFR 625.3(f)]	STATE	Not subject to 23 CFR 625.3(f)

Programmatic Agreement (PA)

- The TxDOT has entered into a PA with FHWA to process approvals for specific types of changes in the I-System.
- This Agreement allows TxDOT to conduct the necessary review and assessment of the justification and documentation substantiating certain proposed changes in I-System access, determine the safety, operational, and engineering (SO&E) acceptability of proposed changes, and request expedited FHWA approval.

IAJR Programmatic Agreement

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

THIS PROGRAMMATIC AGREEMENT ("PA"), made and entered into this **7th** day of **March** 2025, by and between the FEDERAL HIGHWAY ADMINISTRATION, UNITED STATES DEPARTMENT OF TRANSPORTATION ("FHWA") and the STATE of TEXAS, acting by and through its DEPARTMENT OF TRANSPORTATION ("State"), hereby provides as follows:

WITNESSETH:

Whereas, 23 U.S.C. 111(a) provides that all agreements between the Secretary of U.S. Department of Transportation and the State transportation department for the construction of projects on the Interstate System (hereafter I-System) must contain a clause providing that the State will not add any points of access to, or exit from, the project in addition to those approved by the Secretary in the plans for such project, without the prior approval of the Secretary; and

Whereas, the Secretary has delegated the responsibility for approving additions and/or modifications of access to, or exit from, the I-System to the FHWA Administrator through 49 CFR 1.85(a)(1) and the FHWA Administrator has delegated specific actions of this responsibility to FHWA Division Administrators through the FHWA Delegations and Organization Manual; and

Whereas, FHWA's current policy Access to the Interstate System, which describes the justification and documentation that is necessary to substantiate a proposed change in access to the I-System, was recently established by a memorandum, "Changes to FHWA's Policy on Access to the Interstate System" dated May 22, 2017; and

Whereas, FHWA's Interstate System Access Informational Guide describes FHWA's procedures for processing I-System access requests; and

Whereas, section 1318(d) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and 23 U.S.C. 111(e) provide the Secretary with the authority to enter into programmatic agreements with the States that establish efficient administrative procedures for carrying out required project reviews; and

Whereas, FHWA may establish procedures to expeditiously and efficiently process and approve I-System access requests where States compile, review, and process information related to I-System access changes; and

Whereas, the Texas Department of Transportation (TxDOT) has agreed to enter into an agreement with FHWA to process approvals for specific types of changes in I-

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C. At least six (6) months prior to the end of each five year term, TxDOT and the FHWA will meet to discuss the results under the Agreement and consider amendments to this Agreement. This meeting may be combined with a meeting to discuss performance under the monitoring provisions in Section V of this Agreement.

D. With written concurrence from both parties the terms of this agreement may be continued an additional 6 months until such time as this Agreement is renewed or an amendment or new agreement can be developed.

E. Either party may terminate this Agreement at any time by giving at least 30 days notice to the other party.

SECTION VIII. AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

A. Either party to this Agreement may request that it be amended or administratively modified to reflect non-substantive changes, whereupon the parties will consult to consider such an amendment.

B. If the parties agree to amend this Agreement, then the FHWA and the TxDOT may execute an amendment with new signatures and dates of the signatures. The term of the Agreement will remain unchanged unless otherwise expressly stated in the amended Agreement.

SIGNATURES

Execution of this Agreement and implementation of its terms by both parties provides evidence that both parties have reviewed this Agreement and agree to the terms and conditions for its implementation. This Agreement is effective upon the date of the last signature below.

DocuSigned by:
Abdelle Alousji
SIGNATURE

Division Administrator
Federal Highway Administration

Date: 3/17/2025

DocuSigned by:
SIGNATURE

Executive Director
Texas State Department of Transportation

Date: 3/16/2025

Attachments
TxDOT IAJR Expedited Review Process
Examples of Complex Interchange

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

THIS PROGRAMMATIC AGREEMENT ("PA"), made and entered into this **7th** day of **March** 2025, by and between the FEDERAL HIGHWAY ADMINISTRATION, UNITED STATES DEPARTMENT OF TRANSPORTATION ("FHWA") and the STATE of TEXAS, acting by and through its DEPARTMENT OF TRANSPORTATION ("State"), hereby provides as follows:

WITNESSETH:

Whereas, 23 U.S.C. 111(a) provides that all agreements between the Secretary of U.S. Department of Transportation and the State transportation department for the construction of projects on the Interstate System (hereafter I-System) must contain a clause providing that the State will not add any points of access to, or exit from, the project in addition to those approved by the Secretary in the plans for such project, without the prior approval of the Secretary; and

Whereas, the Secretary has delegated the responsibility for approving additions and/or modifications of access to, or exit from, the I-System to the FHWA Administrator through 49 CFR 1.85(a)(1) and the FHWA Administrator has delegated specific actions of this responsibility to FHWA Division Administrators through the

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SIGNATURES

April 25, 2025

Legal Background, Policies

Why an IAJR is required and What is the current policy

- **Title 23, U.S.C 111**
  - The state will not add any point of access w/o approval of the Secretary US DOT
  - Title 49, CFR 1.48. The Secretary delegated the authority to FHWA
- **FHWA Policy dated May 2017** (https://www.fhwa.dot.gov/design/interstate/170522.cfm)
  - Maintain Safety and Operation
  - Meeting Standards and connecting to Public Roads, and providing for all traffic movements
  - A technical report to be submitted to FHWA for determination of Safety, Operation, and Engineering (S, O & E) Acceptability

23 CFR Part 624 Interstate System Access (Final Rule)

Effective December 09, 2024, FHWA amended title 23 of the CFR by adding Part 624 (Final Rule). The new rule is required for all IAJRs dated after December 09, 2025.

624.1 Purpose

624.3 Applicability

624.5 Term Definition

624.7 Interstate System Access Requirements

Significant Adverse Impacts

624.9 Approval Process Verification

624.11 Interstate Justification Report

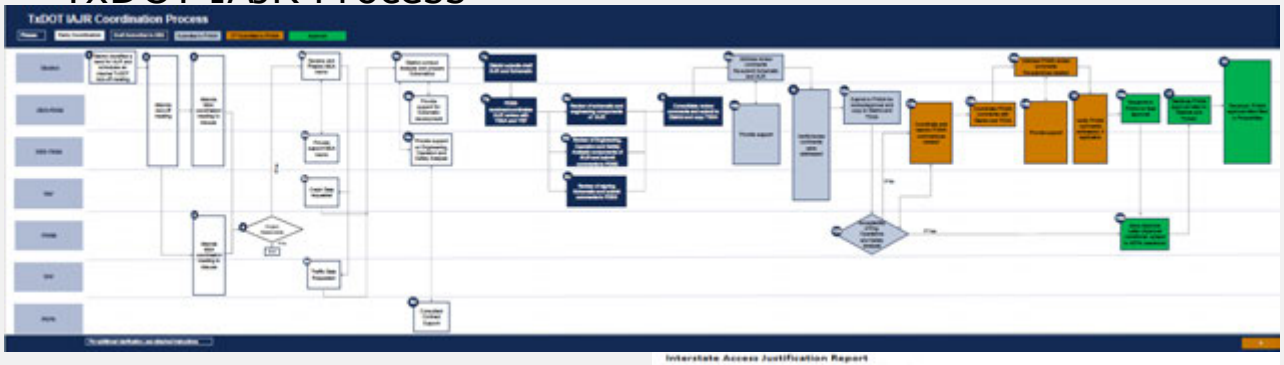
624.13 Programmatic Agreement

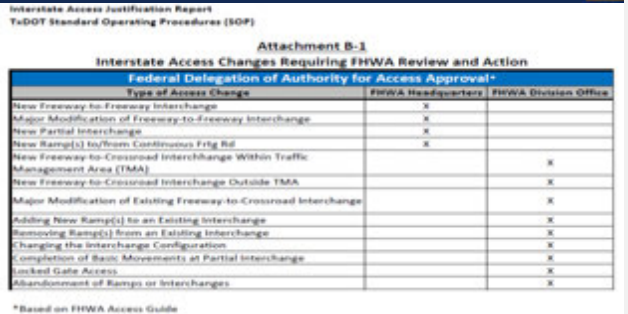
April 25, 2025

TxDOT's Policy on I-System Access

TxDOT's IAJR Policy and Process

- TxDOT IAJR SOP March 2020
- TxDOT IAJR SOP FAQ October 2023
- TxDOT IAJR Process



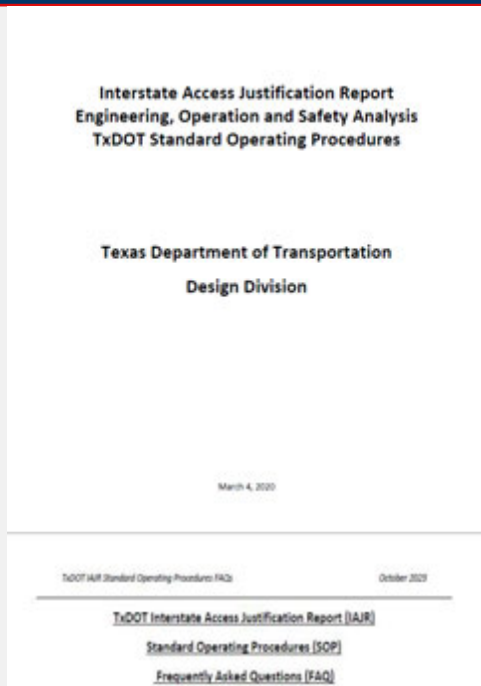


Interstate Access Justification Report
TxDOT Standard Operating Procedures (SOP)

Attachment B-1
Interstate Access Changes Requiring FHWA Review and Action

Federal Delegation of Authority for Access Approval*		
Type of Access Change	FHWA Headquarters	FHWA Division Office
New Freeway-to-Freeway Interchange	X	
Major Modification of Freeway-to-Freeway Interchange	X	
New Partial Interchange	X	
New Ramp(s) to/from Continuous Frtg Rd	X	
New Freeway-to-Crossroad Interchange Within Traffic Management Area (TMA)		X
New Freeway-to-Crossroad Interchange Outside TMA		X
Major Modification of Existing Freeway-to-Crossroad Interchange		X
Adding New Ramp(s) to an Existing Interchange		X
Removing Ramp(s) from an Existing Interchange		X
Changing the Interchange Configuration		X
Completion of Basic Movements at Partial Interchange		X
Locked Gate Access		X
Abandonment of Ramps or Interchanges		X

*Based on FHWA Access Guide



Interstate Access Justification Report
Engineering, Operation and Safety Analysis
TxDOT Standard Operating Procedures

Texas Department of Transportation

Design Division

March 4, 2020

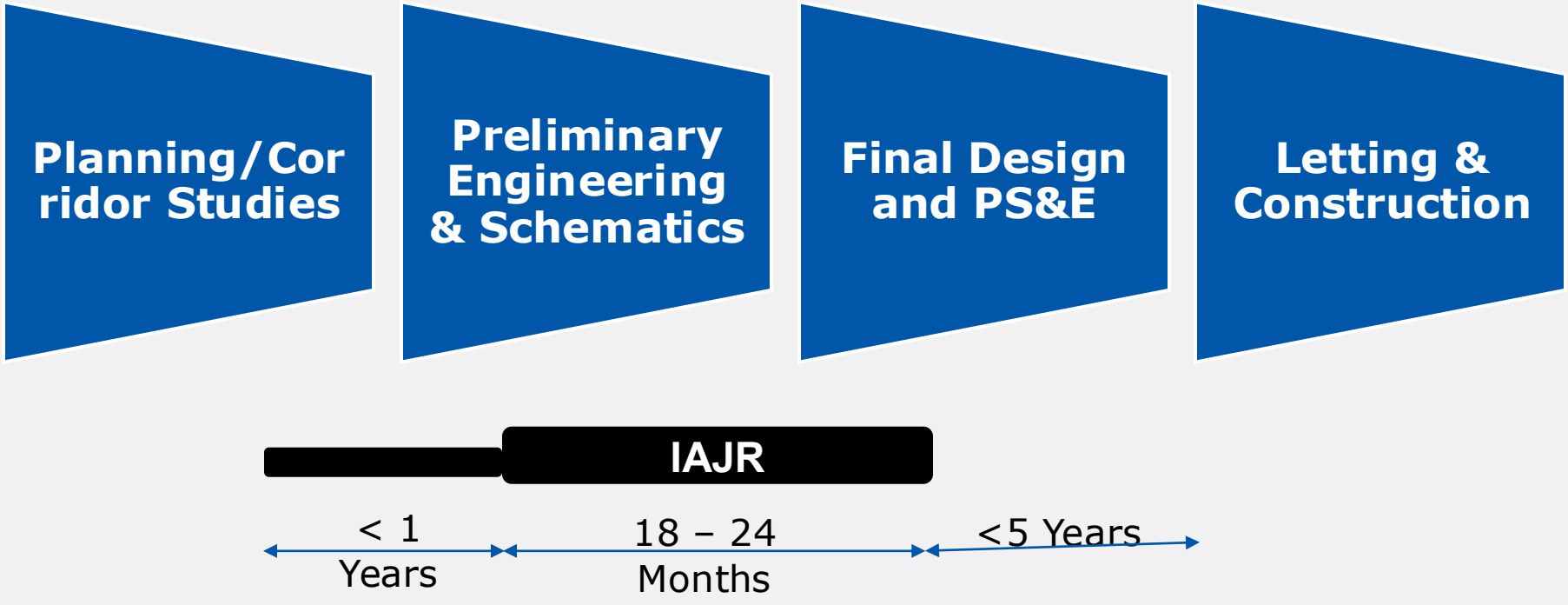
TxDOT IAJR Standard Operating Procedures FAQs October 2023

TxDOT Interstate Access Justification Report (IAJR)

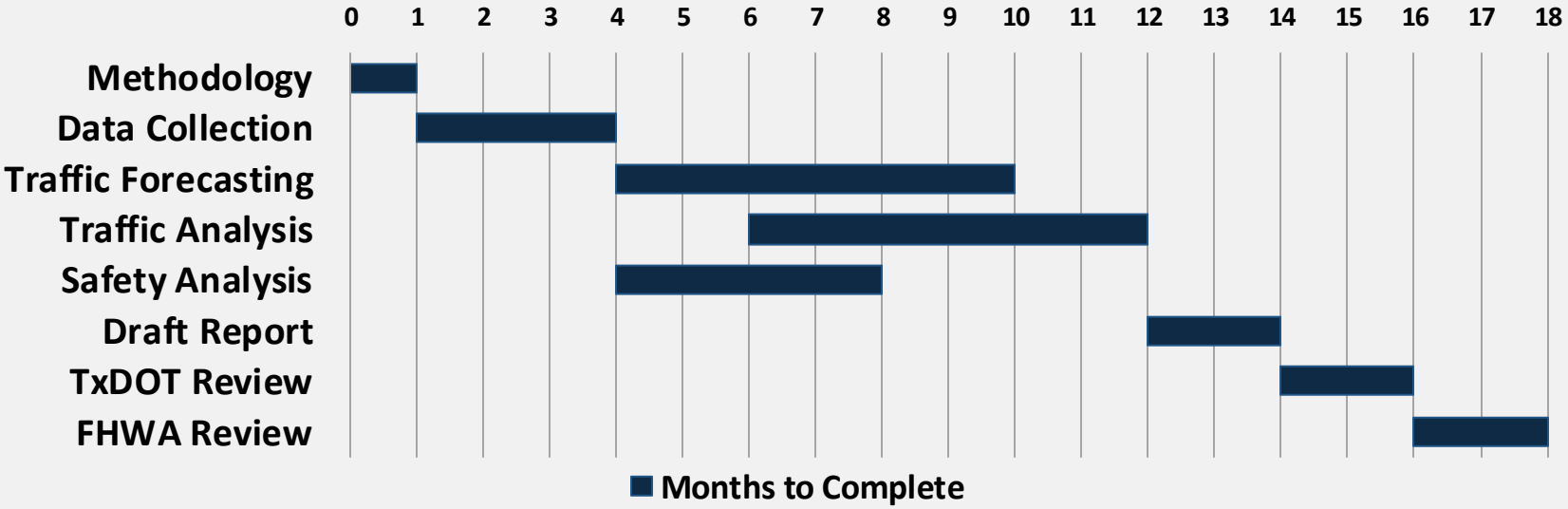
Standard Operating Procedures (SOP)

Frequently Asked Questions (FAQ)

Project Development and IAJR Timeline

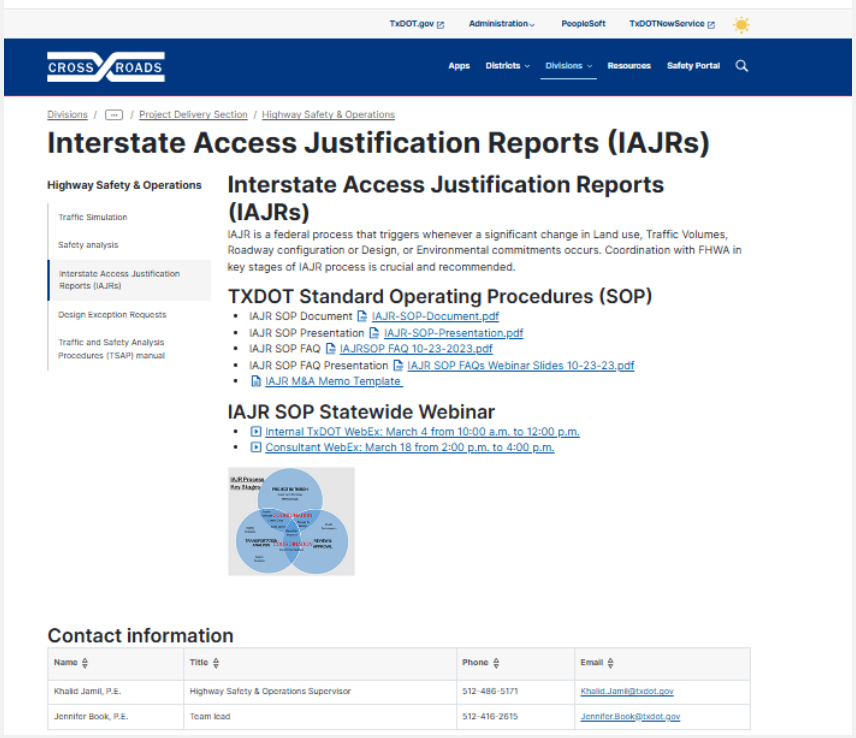


Typical IAJR Development Schedule

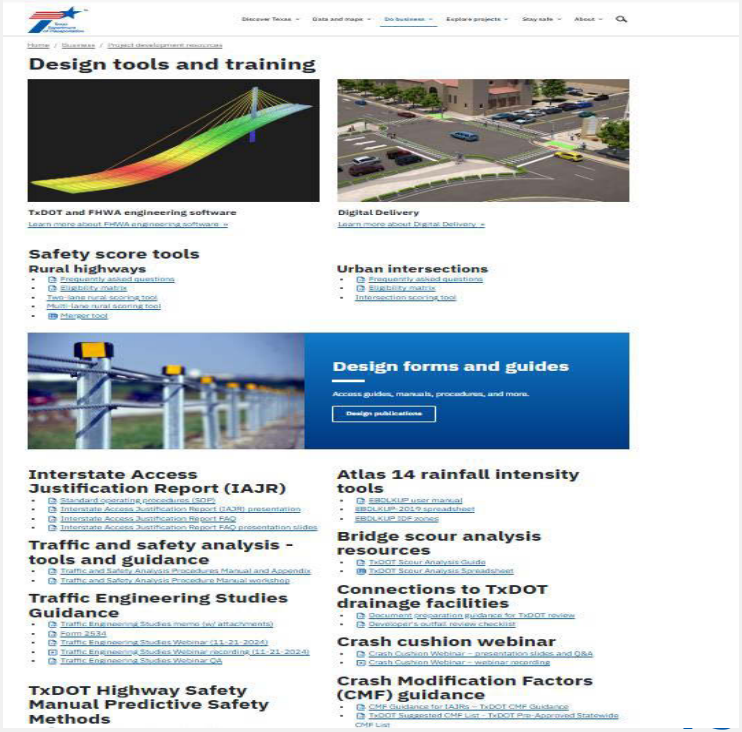


Where to find

- https://crossroads/divisions/des/IAJRSOP



https://www.txdot.gov/IAJRSOP



Interstate Access Justification Reports (IAJRs)

Highway Safety & Operations

- Traffic Simulation
- Safety analysis
- Interstate Access Justification Reports (IAJRs)
- Design Exception Requests
- Traffic and Safety Analysis Procedures (TSAP) manual

Interstate Access Justification Reports (IAJRs)

IAJR is a federal process that triggers whenever a significant change in Land use, Traffic Volumes, Roadway configuration or Design, or Environmental commitments occurs. Coordination with FHWA in key stages of IAJR process is crucial and recommended.

TXDOT Standard Operating Procedures (SOP)

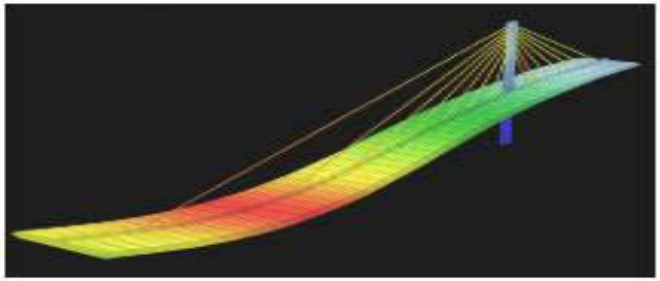
- IAJR SOP Document IAJR-SOP-Document.pdf
- IAJR SOP Presentation IAJR-SOP-Presentation.pdf
- IAJR SOP FAQ IAJRSOP FAQ 10-23-2023.pdf
- IAJR SOP FAQ Presentation IAJR SOP FAQs Webinar Slides 10-23-23.pdf
- IAJR M&A Memo Template

IAJR SOP Statewide Webinar

Discover Texas | Data and maps | Do business | Explore projects | Stay safe | About

Home / Business / Project development resources

Design tools and training



TxDOT and FHWA engineering software

Learn more about FHWA engineering software »

Digital Delivery

Learn more about Digital Delivery »

Safety score tools

Rural highways

- Frequently asked questions
- Eligibility matrix
- Two-lane rural scoring tool
- Multi-lane rural scoring tool
- Merger tool

Urban intersections

- Frequently asked questions
- Eligibility matrix
- Intersection scoring tool

Design forms and guides

Access guides, manuals, procedures, and more.

Design publications

April 25, 2025

Programmatic Agreement

IAJR Programmatic Agreement (PA)

- ✓ What is Programmatic Agreement
  - Delegate Safety, Operation & Engineering (SOE) determination to TxDOT
- ✓ What is the purpose
  - Streamline and expedite FHWA approval
  - Improve project delivery
- ✓ Which Projects are under PA
  - New Freeway-to-Crossroad (Service) Interchanges
  - Modification to existing Freeway-to-Crossroad (Service) Interchanges
  - Completion of basic movements to existing partial Interchanges

IAJR Programmatic Agreement (PA)

- Which Projects are NOT under PA
  - New Freeway-to-Freeway (System) Interchanges
  - New Interchange or ramps to provide intermittent access during special events
  - New partial Interchange
  - Locked gate access

Programmatic Agreement (PA)

- What are PA Requirements
  - Processing requirements for Interstate access requests
  - Exclusions to conditions
  - Required resources, expertise, standards, and training
  - State quality control
  - State monitoring and reporting

April 25, 2025

TxDOT IAJR Expedited Review Process

TxDOT Amended IAJR SOP

Interstate Access Justification Report
Engineering, Operation and Safety Analysis
TxDOT Standard Operating Procedures

Texas Department of Transportation

Design Division

March 4, 2020

Amended April 2025

Attachment B-1

Delegation of Authority for Approval of Access Requests on Interstate Highways

Proposed Type of Access	Retained by HQ/ Executive Director	Delegated to Division Administrator	Programmatic Agreement*
New Freeway-to-Freeway Interchange	X		
Major Modification of Freeway-to-Freeway Interchange	X		
New Partial Interchange or New Ramps To/From Continuous Frontage Roads That Create a Partial Interchange	X		
New Freeway-to-Crossroad Interchange		X	X
Major Modification of Existing Freeway-to-Crossroad Interchange		X	X
Completion of Basic Movements At Partial Interchange		X	X
Locked Gate Access		X	
Abandonment of Ramps or Interchanges (unless creating a partial interchange)		X	

Attachment G

Interstate Access Justification Report (IAJR)
Standard Operating Procedures (SOP)
Frequently Asked Questions (FAQ)

1. What is an Interstate Access Point?
2. What is an Interstate System Access Change Request?
3. What is an Interstate Access Justification Report (IAJR)?
4. Why is Interstate System Access Management important?
5. Is there a legal authority for Interstate Access Policy?
6. Who approves the IAJR?
7. Can local government submit access requests directly to TxDOT Design Division?
8. What are the requirements for an IAJR for TxDOT projects?
9. FHWA Policy includes two policy points, but the TxDOT policy includes eight policy points.
10. Is this policy applicable to Toll Roads?
11. What changes to the Interstate require FHWA review and action through an IAJR?
12. What changes to the Interstate may not require FHWA review and action through an IAJR?
13. Is this policy applicable for future Interstates?
14. What is the ramp terminal intersection?
15. What is the general development process for an IAJR?
16. Who in each district responsible for access request coordination?
17. Can information developed during the NEPA process be referenced in the IAJR?
18. When is an IAJR re-evaluation required?
19. What if a project is implemented in phases due to funding?
20. Can the 2004 version of FHWA's "Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulations Modeling Software" still be used?
21. The 2019 Traffic Analysis Toolbox (TAT) Volume III recommend 365 days or at least 100 days of data for selection of representative day. However, TxDOT IAJR SOP recommends only one-to-two-week traffic count data.
22. What geometric or traffic conditions necessitate the use of microsimulation for traffic operations analysis?
23. If microsimulation is required for traffic operational analysis as per M&A, how to ensure that the model results provided in draft IAJR are acceptable?
24. Why does the area of influence include the adjacent intersections and interchanges?

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Attachment B-1

Delegation of Authority for Approval of Access Requests on Interstate Highways

Proposed Type of Access	Retained by HQ/ Executive Director	Delegated to Division Administrator	Programmatic Agreement*
New Freeway-to-Freeway Interchange	X		
Major Modification of Freeway-to-Freeway Interchange	X		
New Partial Interchange or New Ramps To/From Continuous Frontage Roads That Create a Partial Interchange	X		

Interstate A
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TxDOT Stan

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Attachment G
Interstate Access Justification Report (IAJR)
Standard Operating Procedures (SOP)
Frequently Asked Questions (FAQ)

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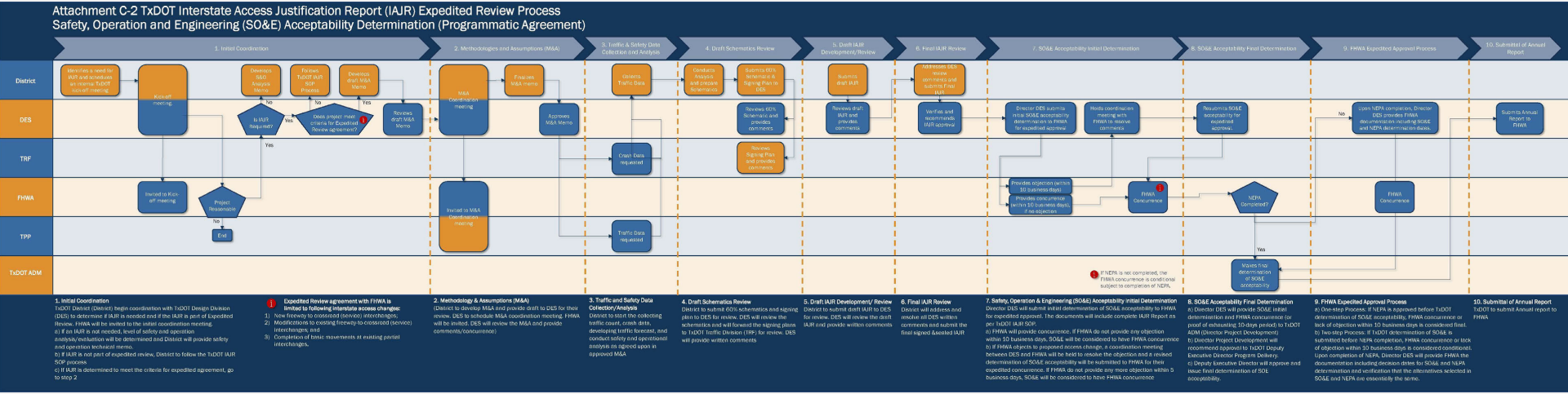
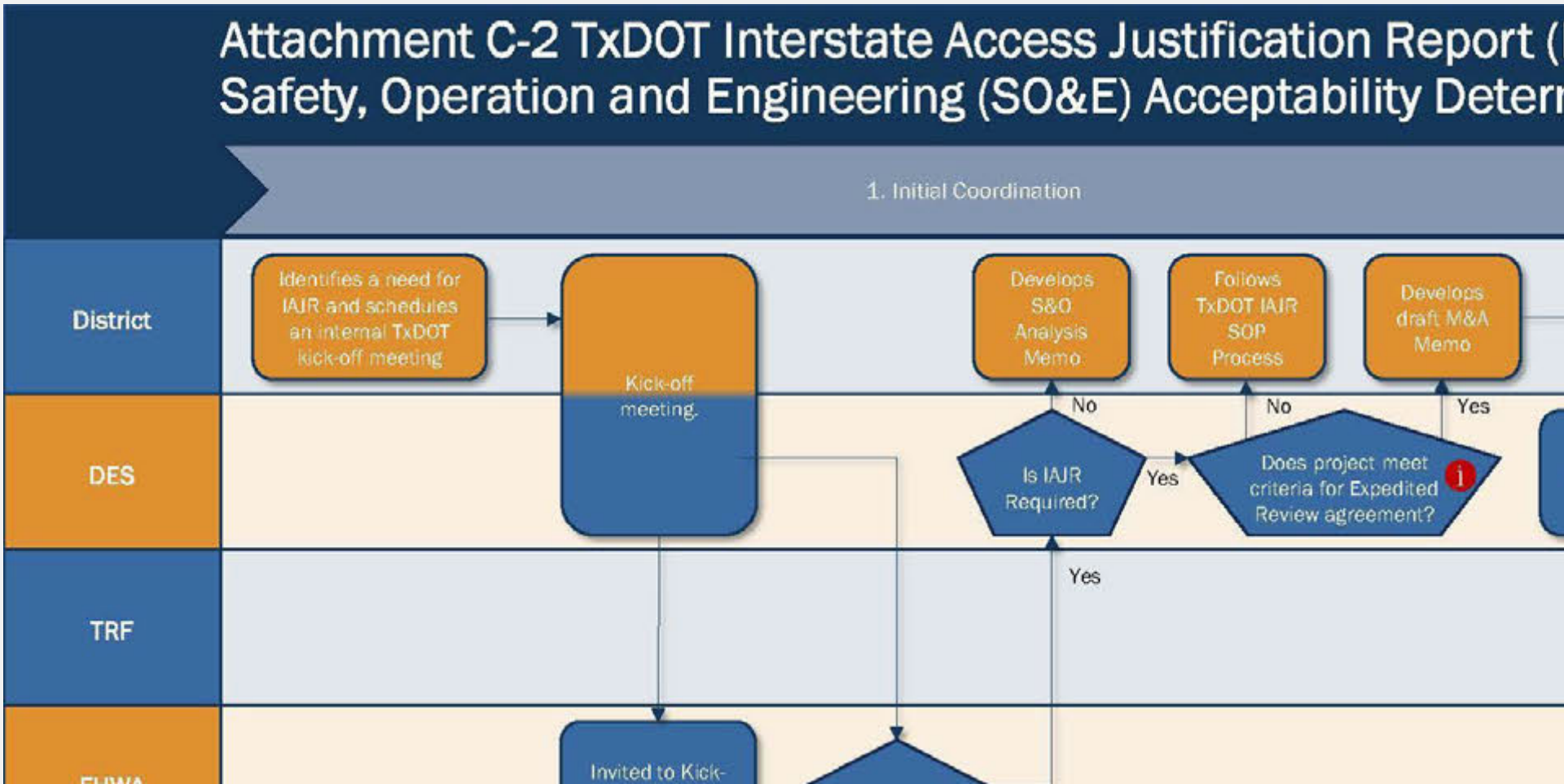
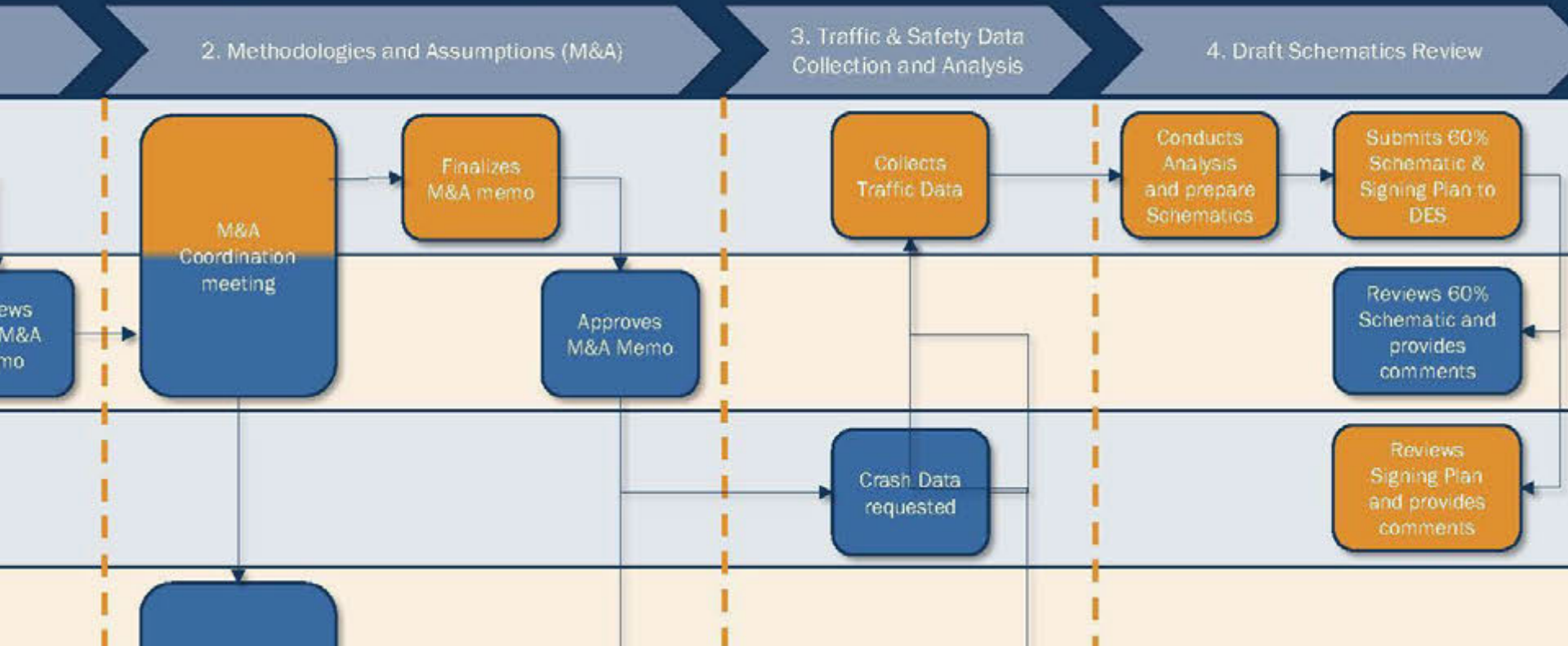
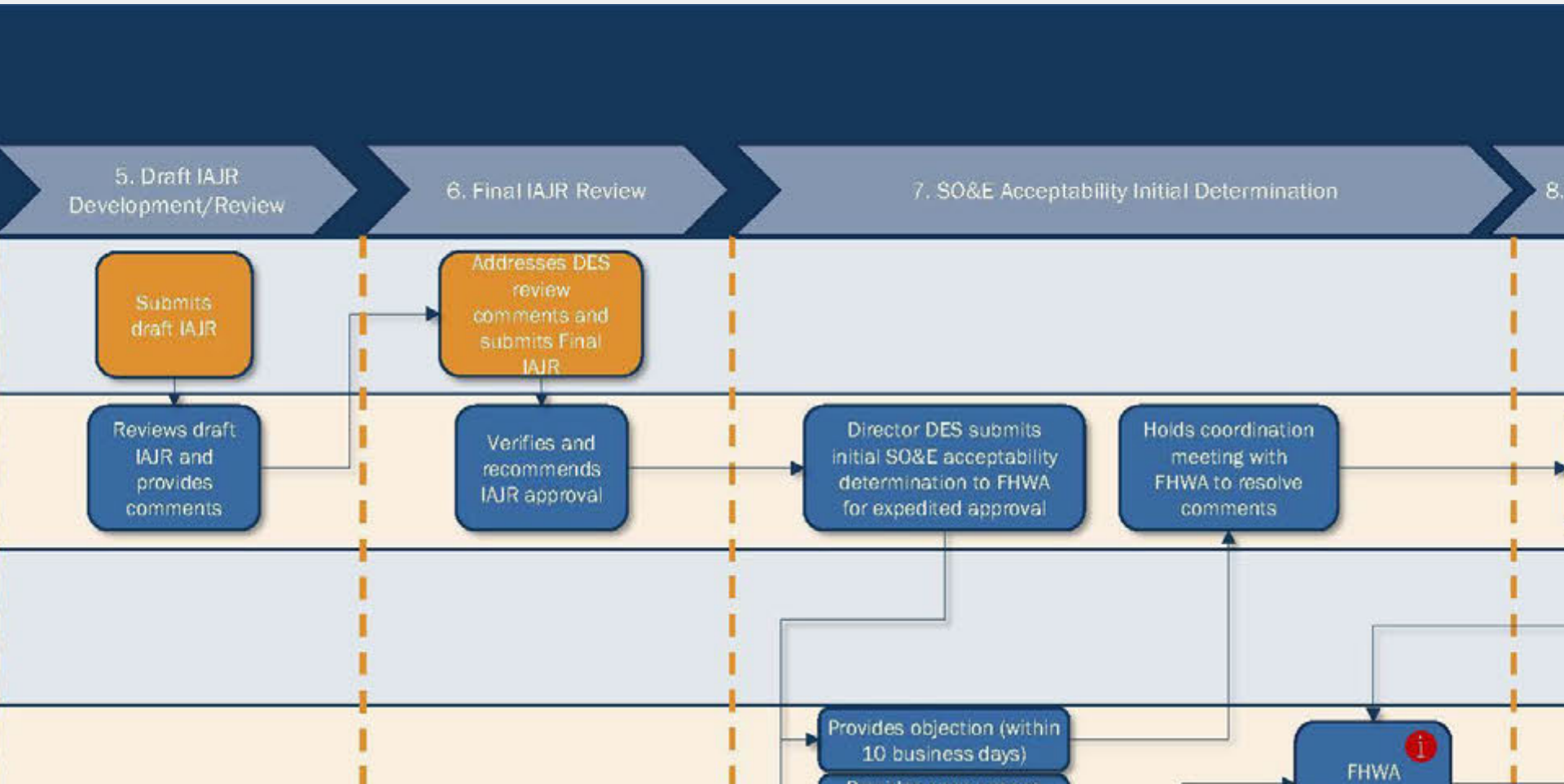
TxDOT IAJR Expedited Review Process
Safety, Operation & Engineering Acceptability Determination

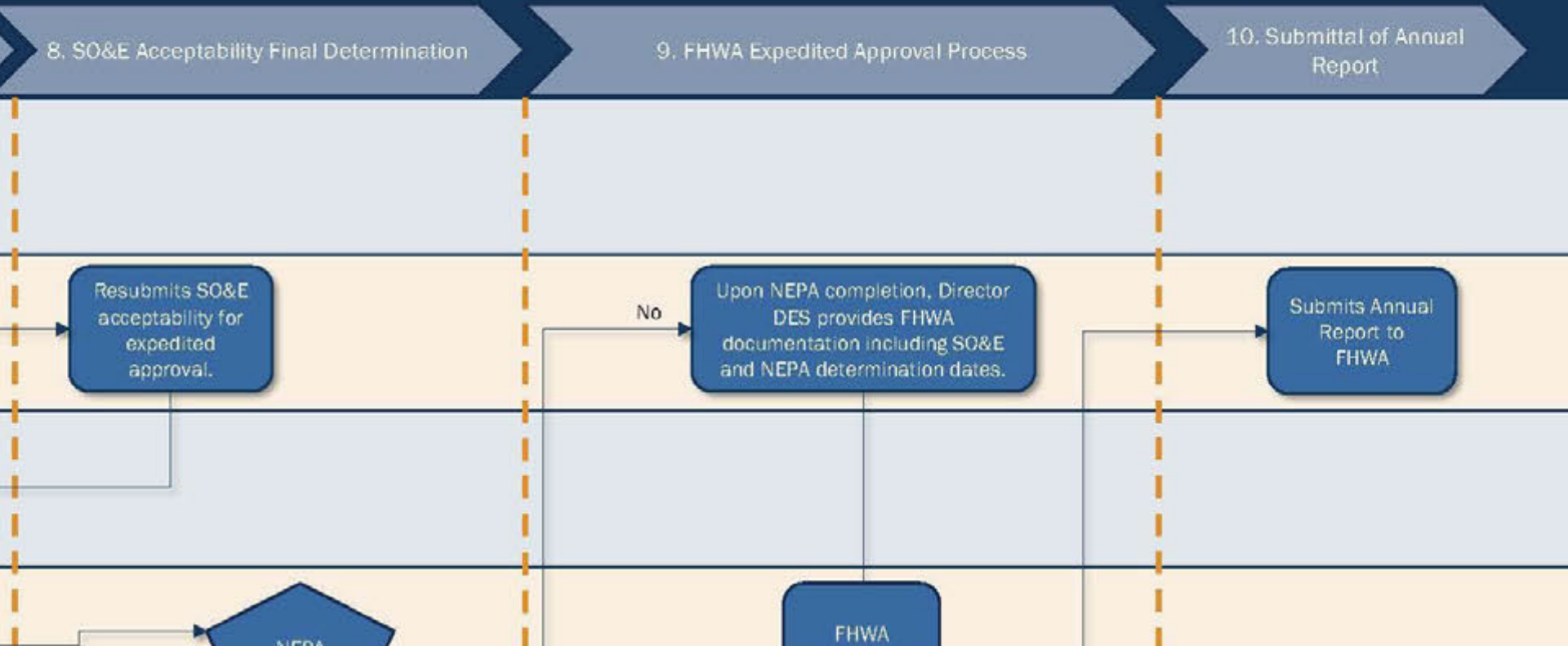



Attachment C-2 TxDOT Interstate Access Justification Report (
Safety, Operation and Engineering (SO&E) Acceptability Deter
1. Initial Coordination
District
DES
TRF
Identifies a need for IAJR and schedules an internal TxDOT kick-off meeting
Kick-off meeting.
Develops S&O Analysis Memo
Follows TxDOT IAJR SOP Process
Develops draft M&A Memo
No
No
Yes
Is IAJR Required?
Yes
Does project meet criteria for Expedited Review agreement?
Yes
Invited to Kick-

R) Expedited Review Process
nation (Programmatic Agreement)




5. Draft IAJR Development/Review
6. Final IAJR Review
7. SO&E Acceptability Initial Determination
8.
Submits draft IAJR
Reviews draft IAJR and provides comments
Addresses DES review comments and submits Final IAJR
Verifies and recommends IAJR approval
Director DES submits initial SO&E acceptability determination to FHWA for expedited approval
Holds coordination meeting with FHWA to resolve comments
Provides objection (within 10 business days)
FHWA


8. SO&E Acceptability Final Determination
9. FHWA Expedited Approval Process
10. Submittal of Annual Report
Resubmits SO&E acceptability for expedited approval.
No
Upon NEPA completion, Director DES provides FHWA documentation including SO&E and NEPA determination dates.
Submits Annual Report to FHWA
FHWA

Next Step

- IAJR SOP Update Webinar
- List of IAJRs with Approval Level Determination

Questions / Feedback

Design Division Contacts

Khalid Jamil, P.E.
(512) 486-5171
Khalid.jamil@txdot.gov

Jennifer Book, P.E.
(512) 416-2615
Jennifer.book@txdot.gov