

Type 1 Categorical Exclusion (CE) Checklist

Financial Management (FM) Number: pre-populated
Additional Identifiers: optional
Related Identifiers: optional
Federal-Aid Program (FAP) Number: pre-populated
Work Program Project Description (Name): pre-populated
Work Mix: pre-populated
County: pre-populated

Local Agency Program (LAP) (to be considered a LAP project, federal dollars must be programmed into the adopted Work Program) (Select NO for Recreational Trails Program (RTP) Projects)

Yes No

CE Type (c) (d)

RTP Projects should select (c) and choose value (3) from the drop-down list for construction of bicycle and pedestrian lanes, paths, and facilities. If a different (c) type is selected, please coordinate with OEM.

Project Description: (include project limits and brief description of the proposed scope of work)
The project description must be written to allow a person without prior knowledge of the project to clearly understand what the project is. The project description must include the following information:

- Brief description of existing facilities
- Limits of proposed project (beginning and end of project)
- Name of City and County where the project is located
- Brief description of the proposed improvements
- Brief description of the pedestrian and bicycle accommodations
- Navigational needs (if any)

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; involve significant air or water quality impacts; or cause substantial controversy on environmental grounds.

Verified

(REST OF FORM NOT ACCESSIBLE UNTIL Verified IS CHECKED)

1. Right of Way (ROW)

[Part 2, Chapter 4 – PD&E Manual](#)

Submit a boundary map with legal description of the project area which demonstrates the project's ROW. Select the appropriate answer below that pertains your project.

Within existing ROW

Minor acquisition without relocation and/or displacement

Typically, only minor ROW acquisitions are allowable for a Type 1 CE. Any right-of-way required will need to be detailed in the comment box provided

Any acquisitions with relocations and/or displacements [Contact the Office of Environmental Management (OEM) and add date of consultation]

When relocations are anticipated for a project, information regarding residences, businesses, and institutional or public facilities that may be relocated need to be summarized. If selected, contact your RTP coordinator so that an OEM review can be established. The date you receive OEM's determination can be used as the "OEM Coordination Date." Most RTP projects expected to not require any relocations.

State-owned conservation lands being acquired in the project area subject to review and approval by the Acquisition and Restoration Council? Yes No

If yes is selected, a pop up will state, "Advise OEM of involvement with state-owned conservation lands." Contact your RTP coordinator so that an OEM review can be established. The date you receive OEM's determination can be used as the "OEM Coordination Date."

General Comments:

Example

- The project requires minor right of way acquisition to accommodate _____. This project will not require any relocations or displacements.
- The right of way needed from parcel X resulted in one potential residential relocation. However, the owner did not live in the house that was impacted and there was no displaced owner or tenant. Personal property was moved as coordinated with the District Right of Way Office.
- The project is located entirely within existing right of way.

2. Wetland impacts that would require a permit from the U.S. Army Corps of Engineers (USACE) under the Clean Water Act, Section 404, 33 U.S.C. § 1344 and/or section 10 of the Rivers and Harbors Act:

[Part 1, Chapter 12 – PD&E Manual](#)

[Part 2, Chapter 9 – PD&E Manual](#)

Submit a wetlands mapper from the U.S. Fish and Wildlife Service [National Wetlands Inventory \(NWI\)](#). If wetlands may be present, a field visit is recommended to confirm.

No Wetland(s) Present/ No Impacts

Nationwide permit

If wetlands are present, they should be delineated and overlaying on the project design plans. And if impacts are to occur, they should be quantified. Nationwide permits are issued by the U.S. Army Corps of Engineers (USACE) on a national basis and they are designated to streamline the Department of Army Authorization of projects such as commercial development, utility lines, or road improvements that produce minimal impact to the nation's aquatic environment. Detail wetland impacts in the space provided and include permit authorization that will be required. Trail projects will typically qualify under Nationwide permit type #3 (Maintenance), #23 (Approved CEs), and #42 (Recreational Facilities). Contact your core permitting representative for concurrence.

Standard Permit [Contact OEM and add date of consultation]

If wetlands are present, they should be delineated and overlaying on the project design plans. And if impacts are to occur, they should be quantified. An individual or standard permit is issued by the U.S. Army Corps of Engineers (USACE) when projects have more than a minimal, individual, or cumulative impact. Contact your RTP coordinator so that an OEM review can be established and provide the following information:

1. Project Description
2. CE type: RTP project should be (c)(3); if different, please list.
3. Number of Acres of Wetlands Being Impacted
4. Permit Type Required for the Project

The date you receive OEM's determination can be used as the "OEM Coordination Date."

General Comments:

Example

- The National Wetland Inventory and ground verification indicates there are wetlands and surface waters in the project area. The project plans indicate impacts to X acres of wetlands at one location. The wetland impact location is a low-quality wetland directly adjacent to the roadway and was recently impacted by the construction of a multi-use path bridge. It is anticipated that the project qualifies for a Nationwide Permit #14 - Linear Transportation Projects from the USACE.
- The project includes X acres of permanent wetland impacts. The project qualifies for a Nationwide Permit #3 Maintenance.
- National Wetland Inventory and field verification indicates there are wetlands in the project area associated with Crooked Creek. However, the bridge repair project does not require any wetland impacts. A federal wetland permit is not required.

3. Bridge permits required from the United States Coast Guard (USCG):

[Part 1, Chapter 16 – PD&E Manual](#)

“Navigable Waters” are those waters that are subject to the ebb and flow of the tide and/or are presently used or have been used in the past or may be susceptible for use to transport interstate or foreign commerce.

Submit a [USGS Topographic Map](#) with the project’s location.

No Waterway Crossing

No USCG Bridge permit required

If a navigable water is identified, a bridge project questionnaire may be required or may be requested to determine if the bridge permit is needed. If needed, a bridge project questionnaire is sent to FDOT District 3 (D3), the Federal Highway Administration (FHWA) by OEM. Contact your RTP coordinator if a navigable water is identified so that the project may be discussed with OEM.

USCG Bridge permit [Contact OEM and add date of consultation]

If selected, contact your RTP coordinator so that an OEM review can be established. The date you receive OEM’s determination can be used as the “OEM Coordination Date.”

General Comments:

Example

- The project does not include any bridges or waterways.
- Creek is not navigable at the project location or susceptible to use in its natural condition or with reasonable improvements as a means for interstate or foreign commerce. The creek is not tidally influenced.
- Creek is not tidal and is not used or susceptible for use as a means to transport interstate or foreign commerce.

4. The project involves a floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths):

[Part 2, Chapter 13 – PD&E Manual](#)

Submit a [Federal Emergency Management Agency \(FEMA\) Flood Map](#) or Flood Insurance Rate Map (FIRM) panels.

No Floodplain Present/No Floodplain Impact

Functionally Dependent Use or Facilitate Open Space Use

“**Functionally Dependent Uses**” are those for which the project cannot perform its intended purpose unless it’s located or carried out in close proximity to water. Examples include bridges and wetland mitigation projects.

“**Facilitate Open Space Use**” is intended to capture projects that do not lead to additional base floodplain development and are compatible with the restoration and preservation of natural and beneficial flood plain values. Examples include recreational trails and bicycle and pedestrian paths.

Other Encroachment [Contact OEM and add the date of consultation]

Any floodplain impact which cannot be classified as a Functionally Dependent Use or Facilitate Open Space Use. Contact your RTP coordinator so that an OEM review can be established. The date you receive OEM’s determination can be used as the “OEM Coordination Date.”

General Comments:

Example

- According to 2018 FEMA Flood Data, the project area is within the 100-year floodplain. Per the Bridge Hydraulic Report, the proposed structure will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, the project will not affect existing flood heights or floodplain limits.
- Portions of the project are located within the 100-year floodplain. However, the project will have no impacts on floodplains.

5.a Does the project involve a Wild and Scenic River or Study River?

[There is involvement with a Wild and Scenic River or Study River if project activities are located within the river corridor (within one-quarter mile of the banks), across, or adjacent to (upstream, downstream, or on a tributary) the designated river segment]

[Part 2, Chapter 12 – PD&E Manual](#)

Submit a map from the [National Wild and Scenic Rivers System](#) interactive map. Also indicate if your project is or is not located in the following counties: Palm Beach, Orange, Nassau, and Sarasota.

No, the project does not involve a river designated as a Wild and Scenic or Study River

Yes, Northwest Fork of the Loxahatchee River in D4 (See PD&E Manual Chapter for limits) [Contact OEM and add the date of consultation]

If yes is selected, in the comment box summarize the results of coordination with OEM and the National Park Service (NPS). Identify that there will be no direct or adverse effects on the values for which the river was designated. An email from NPS stating there will be no direct or adverse effect will suffice. If the project will adversely affect a federally designated Wild and Scenic or Study River, the project cannot be a Type 1 CE. Any correspondence should be added to the project file in SWEPT.

Yes, Wekiva River in D5 (See PD&E Manual Chapter for limits) [Contact OEM and add the date of consultation]

If yes is selected, in the comment box summarize the results of coordination with OEM and NPS. Identify that there will be no direct or adverse effects on the values for which the river was designated. An email from NPS stating there will be no direct or adverse effect will suffice. If the project will adversely affect a federally designated Wild and Scenic or Study River, the project cannot be a Type 1 CE. Any correspondence should be added to the project file in SWEPT.

Yes, St. Marys River in D2 (See PD&E Manual Chapter for limits) [Contact OEM and add the date of consultation]

If yes is selected, in the comment box summarize the results of coordination with OEM and NPS. Identify that there will be no direct or adverse effects on the values for which the river was designated. An email from NPS stating there will be no direct or adverse effect will suffice. If the project will adversely affect a federally designated Wild and Scenic or Study River, the project cannot be a Type 1 CE. Any correspondence should be added to the project file in SWEPT.

Yes, Myakka River in D1, located in Manatee, Sarasota, and Charlotte Counties [Contact OEM and add the date of consultation]

If yes is selected, in the comment box summarize the results of coordination with OEM and NPS. Identify that there will be no direct or adverse effects on the values for which the river was designated. An email from NPS stating there will be no direct or adverse effect will suffice. If the project will adversely affect a federally designated Wild and Scenic or Study River, the project cannot be a Type 1 CE. Any correspondence should be added to the project file in SWEPT.

General Comments:

Example

- No designated Wild and Scenic, Study Rivers, or NRI Rivers present or not within a quarter mile of the listed river.

5b. Will the action involve a river on the Nationwide Rivers Inventory (NRI)?

[This information can be found in the Environmental Screening Tool or the NRI interactive map]

[Part 2, Chapter 12 – PD&E Manual](#)

Submit a map from the [Nationwide Rivers Inventory \(NRI\) interactive map](#).

No, the project will not involve a river on the NRI.

Yes, the project will involve, but will not affect a river segment on the NRI.

In the comment box, identify the river and upload supporting documentation such as mapping and any correspondence with OEM and NPS.

Yes, the project will affect a river segment on the NRI, but will not have an adverse effect on the natural, cultural, or recreational values of the NRI River segment. [See [Part 2, Chapter 12 of the PD&E Manual](#) to determine if there is an adverse effect]

Step 1: Determine if there will be an adverse effect on the natural, cultural, or recreational values of the NRI River segment. Contact NPS, if needed, for technical assistance.

Step 2: If an NRI River will be affected but the project will not have an adverse effect, in the comment box include the name of the river and details to support the NRI will not be adversely affected.

**Only proposed new construction or proposed expansion of the existing development will need to be considered in assessing impacts. For example, repaving an existing bridge over an NRI River segment is very unlikely to impact the river.

Step 3: If there IS an adverse effect on the natural, cultural, or recreational values of the NRI River segment, then coordination with NPS is required, and the project cannot be processed as a Type 1 CE.

General Comments:

Example

- The Ochlocknee River, which is listed on the Nationwide Rivers Inventory and is considered an Outstanding Florida Waters "Special Waters," is located just north of the project limits. Although the NRI river is located within 1/4 of a mile from the end of the project area, because of the limited scope, no impacts are expected.

6. Section 7 of the Endangered Species Act (ESA) of 1973, as amended, and/or Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA):

[Part 2, Chapter 16 – PD&E Manual](#)

[Part 2, Chapter 17 – PD&E Manual](#)

Step 1: Determine if an ESA listed species and/or EFH is present.

Use the [National Oceanic and Atmosphere Administration \(NOAA\) EFH Mapper](#) or request a [Florida Natural Areas Inventory \(FNAI\) Report](#). The FNAI Report identifies the state listed species (species identified in the state imperiled species management plan) and federally listed species that have been documented in an area. These lists identify the species with the potential to occur in the general area.

A Land Use Review should be performed to identify whether suitable habitats are present. This can start as a desktop review of the land use maps and aerials.

A field visit is also recommended to confirm whether listed plants, wildlife, or habitats may be present.

Step 2: Determine the likelihood of presence of protected species and the impact determination.

A qualified professional engineer or natural scientist (biologist) should determine the likelihood of presence of protected species and the impact determination. In addition, projects must be evaluated for the impacts to the Essential Fish Habitat (EFH), which is defined as the waters and substrates that is necessary for fish to spawn, breed, feed, or grow to maturity. Species Keys, Programmatic Agreements, a Technical Memorandum, and a Natural Resources Evaluation (NRE) may be used to support the determination.

- [Species Keys](#) – scroll to page 3
 - More information on the determination keys commonly used by FDOT can be accessed by <https://www.saj.usace.army.mil/Missions/Regulatory/Source-Book/> and scrolling down to the "Endangered Species" section.
- [Programmatic Approach](#)
 - FDOT in coordination with the U.S. Fish and Wildlife Service (USFWS) developed a Programmatic Approach (PA) to meet the requirement under the Endangered Species Act (ESA) for minor transportation activities. The PA addresses routine maintenance and modernization activities where there are either no effects or minor effects to specific federally listed, threatened, and endangered species. The PA is limited to projects that are within the existing ROW. This PA covers 15 species that commonly occur across the State and there are 27 activities that are covered under the PA. Use of the PA will require implementation of specified best management practices. And be sure to review the PA for additional details when using it for your Type 1 CE project.
- [Natural Resources Evaluation \(NRE\)](#) – Section 2
 - To meet federal requirements, the evaluation document must have sufficient information to determine if the proposed project will have any adverse effects on listed species.
 - For projects that require an NRE because of listed species impacts, the NRE will need to be submitted to USFWS and/or NMFS as appropriate. OEM will review and submit to those agencies for concurrence.
- [Technical Memorandum](#) – Section 3

- If a technical memo was prepared for a different project in the past but is on the same project site as your current project, you must ensure that the field survey and research conducted is within the same project limits. If so, the technical memo is sufficient. If the project limits do not match up, then a new technical memo is required.

Per [Rule 14-75.003, F.A.C.](#), a professional engineer or natural scientist (biologist) may complete one of the determination methods listed above. The **professional engineer** must be registered with the Florida State Board of Professional Engineers and must have managed and completed at least one PD&E study or similar study, including roadway design and environmental engineering. This experience must include conducting environmental studies for transportation projects involving highway projects and public involvement issues. The **natural scientist** must have a four-year university or college degree and experience in a natural science such as ecology, biology, environmental science, or wildlife management and have completed at least one PD&E study or similar study in a natural science area such as defined above.

Prequalified PD&E consultants identified by FDOT's Procurement Office, in accordance with Rule 14-75, F.A.C. Follow the link to a page of various procurement reports. Look for the section entitled "Reports Related to Prequalification." Here you will find a list of consultant firms currently prequalified to provide Professional Services to FDOT. In the report, look in the last column for Work Type **2.0**. This indicates that the firm meets the minimum requirements for conducting PD&E Studies.

<https://www.fdot.gov/procurement/internetreports.shtm>.

PD&E Staff Hours Estimation Guidelines and Forms may be used to estimate the anticipated level of effort for various tasks: <https://www.fdot.gov/designsupport/scope>.

No ESA listed species and/or Essential Fish Habitat (EFH) present

ESA listed species and/or Essential Fish Habitat (EFH) present

(If selected, the following sub-options will appear)

Type 1 CE's may involve listed species in critical habitat, but it must be documented that the project has no significant impact. If both options below were used to determine no effect, please select both and identify the species in the text boxes.

Determination of No Effect

If the biologist determines that the project will have no effect. Identify the species in text box and provide rationale for the no effect determination.

Used key, no consultation required

If the biologist used a Species Key to determine no effect. Identify the species in the text box and be sure to attach the key and identify the "May Affect, Not Likely to Adversely Affect" or highlight the key.

Consultation with the US Fish and Wildlife Service or National Marine Fisheries Service, results in:

(If selected, the following sub-options will appear)

For projects that may affect listed species, critical habitat, or EFH, the NRE will need to be submitted to the U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS) as appropriate. OEM will review first and submit to those agencies for concurrence.

May Affect, Not Likely to Adversely Affect (attach concurrence letter)

For projects that may affect, but NOT likely to adversely affect listed species, critical habitat, or EFH, you will need to upload any concurrence letters with the agencies listed above. Consultation with USFWS and/or NMFS will require OEM involvement.

May Affect, Likely to Adversely Affect [Contact OEM and add the date of consultation]

For projects that may affect, LIKELY to adversely affect, consultation with OEM is required. Contact your RTP coordinator so that an OEM review can be established. The date you receive OEM's determination can be used as the "OEM Coordination Date." Formal consultation may take up to 135 days.

General Comments:

Example

- The project location is within the red-cockaded woodpecker consultation area. There are no known colonies within one mile of the project. No impacts to potential nesting trees or foraging habitat will occur for the project. The project will have No Effect on the red-cockaded woodpecker.
- No Eastern indigo snakes were observed during the field review and none were noted by FNAI. The Eastern Indigo Snake Programmatic Effect Determination Key (USFWS 2017) was reviewed and results of the assessment are as follows.
- Based on the scope of work and lack of suitable habitat, the project is expected to have No Effect on the above-referenced threatened / endangered species.
- The project may affect but is not likely to adversely affect the wood stork. USFWS concurred on Date.

7. Will the action impact any properties protected by Section 4(f) pursuant to 23 CFR § 774?

No additional action necessary. RTP projects qualify for an exception to the requirement for Section 4(f) approval in accordance with 23 CFR § 774.13(f)(1).

Standard Statement (automatically included in the PDF): This project qualifies for an exception to the requirement for Section 4(f) approval in accordance with 23 CFR § 774.13 (f)(1).

8. Historic and/or Archaeological Resources protected under Section 106 of the National Historic Preservation Act:

[Part 2, Chapter 8 – PD&E Manual](#)

Section 106 of the National Historic Preservation Act requires federal agencies to consider impacts to historic and archaeological resources. The process for compliance with Section 106 and Chapter 267 of the Florida Statute is also implemented through a Programmatic Agreement. This [Programmatic Agreement](#) is among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the Florida Division of Historical Resources, State and Historic Preservation Officer, and the Florida Department of Transportation (FDOT) regarding implementation of the Federal-Aid Highway Program in Florida.

The Section 106 Programmatic Agreement may apply to a lot of different Type 1 CE's. The Programmatic Agreement specifies two primary considerations that govern the required level of effort for the cultural resources study and review; the project location in regard to the potential for cultural resources to be present in the area of the undertaking; and the specific activities that are associated with the development, construction, and scope of a project; and also their potential to affect cultural resources, should such resources be present.

Step 1: Determine if there are any previously recorded historic or archaeological resources in your area of potential effect (APE).

Submit a *Database Search Report* from the Florida Master Site File (FMSF). To obtain a database search of your project area, please email your request, including the project location description, to sitefile@dos.myflorida.com.

The [Florida Master Site File \(FMSF\)](#) is the State of Florida's official inventory of historical and cultural resources. Site File staff is available to assist citizens, government agencies and historic preservation professionals in performing searches and obtaining information from our inventory. Please note that these record searches are for informational purposes only and do NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources (DHR) State Historic Preservation Officer (SHPO).

Step 2: Request the Compliance and Review Section of SHPO to conduct a review of your project area (if not already done so during the application process).

Please send the Compliance and Review Section an email at CompliancePermits@DOS.MyFlorida.com and be sure to inform them your request is in regards to a Recreational Trails Program federally funded project and include the project number. Utilize the [Minimum Review Documentation Requirements .pdf](#) provided on DHR's website for guidance on submission package details.

Submit all materials provided to the SHPO office on which the review was conducted and submit the subsequent SHPO Compliance and Review Section review letter.

The [SHPO Compliance and Review Section](#) reviews development projects of all types and provides technical assistance to ensure compliance with state and federal preservation laws mandating consideration of a project's impact on historic and archaeological properties.

The SHPO Compliance and Review Section review letter will provide one of two responses:

- **Response A:** Request that a new Cultural Resource Assessment Survey (CRAS) or other survey be conducted in the project area, or
- **Response B:** Conclude that the proposed project is unlikely to affect cultural resources and provide an unexpected discoveries protocol.

Step 3: Complete the Section 106 process by coordinating with your RTP coordinator.

If you received **Response A** where SHPO determined that your project requires a CRAS or other survey:

- Please have a qualified cultural resource management firm conduct a new survey and produce a CRAS Report (and associated SHPO forms). Provide these materials to your RTP coordinator for FDOT to submit to SHPO for review. Stipulation VII of the Section 106 PA provides guidance on this process and Part 2, Chapter 8 of the PD&E Manual provides additional support. The SHPO will evaluate the survey efforts, results, and the proposed determination of project efforts during their review and provide a Concurrence Letter on the project.

If you received **Response B** where SHPO determined that the proposed project is unlikely to affect cultural resources:

- A Section 106 PA Stipulation V/VI Form must be completed by FDOT and submitted to SHPO for review. Notify your RTP coordinator and collaborate with them to get this form completed and submitted to SHPO.
 - If SHPO does not object to the submission within 30 days from receipt, FDOT assumes concurrence with the presented determination of "No Effect." Attach the Stipulation V/VI Form to the checklist as justification for a Determination of "No Effect."
 - If SHPO objects to the submission within 30 days from receipt, the project will be processed according the appropriate guidance in Response A.

No Historic or Archeological resources present within the APE (Area of Potential Effect)

This selection is only appropriate when a current or previous CRAS has verified there are no resources present within the APE.

Pursuant to Section 106 Programmatic Agreement (include appropriate documentation):

Determination of "No Involvement"

If your CRAS proposed "No Involvement," FDOT, agrees, and SHPO concurs with this determination of project effects, select this determination on the checklist.

Determination of "No Effect"

If your CRAS proposes "No Effect," FDOT agrees, and SHPO concurs with this determination of project effects, select this determination on the checklist.

Determination of “No Adverse Effect”

If your CRAS proposes “No Adverse Effect,” FDOT agrees, and SHPO concurs with this determination of project effects, select this determination on the checklist.

Determination of “Adverse Effect” [Contact OEM and add the date of consultation]

If your CRAS proposes an “Adverse Effect,” and SHPO or FDOT finds that there is potential to affect the historic property, which could result in a determination of an “adverse effect,” the FDOT must consult with the appropriate agencies to determine the next course of action. The date you receive OEM’s formal determination can be used as the “OEM Coordination Date.”

General Comments:

Briefly summarize the process for arriving at the determination selected, namely the coordination that took place with the SHPO office.

Example

- Due to the limited nature of the proposed improvements, the project will have no adverse effects on the National Register eligible resources. The SHPO concurred with this finding on date.
- FDOT prepared and submitted a technical memorandum to the SHPO in accordance with the 2016 Section 106 Programmatic Agreement. Examination of FMSF records and results of pedestrian survey and archaeological testing indicate no resources present. The SHPO concurred that the proposed project will have no effect on NRHP-listed or eligible.

9. Noise considerations:

The project does not require a Noise Analysis

If RTP project is Non-Motorized, please select “The project does not require a Noise Analysis.”

The project does require Noise Analysis (provide appropriate documentation):

If RTP project is Motorized, please contact your RTP coordinator for consultation with OEM.

- If OEM determines no analysis is required, please select “The project does not require a Noise Analysis” and upload OEM’s email correspondence provided by your RTP Coordinator.
- If OEM determines that a noise analysis is required, please upload the report, and select whether a noise abatement is warranted or not.

Noise abatement is not warranted

Noise abatement is warranted (Provide decision)

10. Contamination considerations:

[Part 2, Chapter 20 – PD&E Manual](#)

The project was evaluated (Provide brief summary in text box and attach appropriate documentation.)

To determine the level of contamination involvement, review desktop resources such as the [FDEP Brownsfield Map](#). Conduct field visits and interviews as necessary.

Documentation of contamination screening evaluation is required to demonstrate that contamination involvement in the project is considered and addressed as appropriate. If contamination involvement is identified, documentation should include a Level 1 evaluation report, a technical memorandum, and/or coordination letters. A Technical Memorandum is prepared for those projects with no contamination impact or with minimal contamination involvement.

Also provide a summary of findings in the comment box in the checklist and upload the required documentation as appropriate in SWEPT.

General Comments:

Example

- No significant involvement with hazardous materials or petroleum contamination is expected. See the tech memo in the project file.
- Review of appropriate databases was conducted, and no recorded contamination sites were found in the project area. A survey for asbestos was conducted and no asbestos was found. Therefore, it is determined that there will be no contamination issues.

11. Planning Consistency

This Project was reviewed for fiscal constraint and determined to have committed, available or reasonably available funds for the implementation of all the phase(s) of the Project within the time period anticipated for completion of the Project. [23 CFR Part 450]. The appropriate LRTP/TIP/STIP pages must be submitted as supporting documentation.

Planning Consistency for Type 1 CE's is met when the project is in the State Transportation Improvement Program (STIP).

Documentation of planning consistency is required. If you have not obtained the documentation yet, go to the [TIP/STIP](#) online report. Make a PDF of that page, save it, and upload it.

The TIP/STIP report is NOT project-specific but instead list allocations for all projects. Uploading the entire report will satisfy the documentation requirement for this checklist item.

IMPORTANT: If during the preparation of the form, an answer requires discussion with OEM, contact your RTP Coordinator.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT. This project has been reviewed and has been verified to meet the conditions of a Type 1 CE.

Glossary

- **APE** – Area of Potential Effect
- **CE** – Categorical Exclusion
- **CFR** – Code of Federal Regulations
- **CRAS** – Cultural Resource Assessment Survey
- **EFH** – Essential Fish Habitat
- **ESA** – Endangered Species Act
- **FAC** – Florida Administrative Code
- **FAP Number** – Federal-Aid Program Number
- **FDOT** – Florida Department of Transportation
- **FEMA** – Federal Emergency Management Agency
- **FHWA** – Federal Highway Administration
- **FIRM** – Flood Insurance Rate Map
- **FM Number** – Financial Management Number
- **FMSF** – Florida Master Site File
- **FNAI** – Florida Natural Areas Inventory
- **LAP** – Local Agency Program
- **LRTP** – Long Range Transportation Plan
- **MALAA** – May Affect, Likely to Adversely Affect
- **MANLAA** – May Affect, Not Likely to Adversely Affect
- **MSFCMA** – Magnuson-Stevens Fishery Conservation and Management Act
- **NMFS** – National Marine Fisheries Service
- **NOAA** – National Oceanic and Atmospheric Administration
- **NPS** – National Park Service
- **NRE** – Natural Resource Evaluation
- **NRI** – National Rivers Inventory
- **NWI** – National Wetland Inventory
- **OEM** – Office of Environmental Management
- **PA** – Programmatic Approach
- **PCR** – Project Commitment Record
- **PD&E Manual** – Project Development & Environmental Manual
- **ROW** – Right of Way
- **RTP** – Recreational Trails Program
- **SHPO** – State Historic Preservation Offices
- **STIP** – State Transportation Improvement Program
- **SWEPT** – StateWide Environmental Project Tracker
- **TIP** – Transportation Improvement Program
- **USACE** – United States Army Corps of Engineers
- **USCG** – United States Coast Guard
- **USFWS** – United States Fish and Wildlife Service
- **USGS** – United States Geological Survey