

PART 1, CHAPTER 5

TYPE 2 CATEGORICAL EXCLUSIONS

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PART 1, CHAPTER 5

TYPE 2 CATEGORICAL EXCLUSIONS

5.1 OVERVIEW

Pursuant to **23 United States Code (U.S.C.) § 327** and the implementing Memorandum of Understanding (MOU) executed on December 14, 2016, the Florida Department of Transportation (FDOT) has assumed Federal Highway Administration's (FHWA's) responsibilities under the **National Environmental Policy Act (NEPA)** for highway projects on the State Highway System (SHS) and Local Agency Program (LAP) projects off the SHS. In general, FDOT's assumption includes all highway projects in Florida whose source of federal funding comes from FHWA or which constitute a federal action through FHWA. This includes responsibilities for environmental review, interagency consultation and other activities pertaining to the review or approval of **NEPA** actions. Consistent with law and the MOU, FDOT will be the Lead Federal Agency for highway projects with approval authority resting in the Office of Environmental Management (OEM).

A Categorical Exclusion (CE) is a project or a category of actions which do not individually or cumulatively have a significant environmental impact, and are excluded from the requirement to prepare an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). A CE is defined in **40 Code of Federal Regulations (CFR) § 1508.4**. **Title 23 CFR § 771.115** prescribes the level of documentation required to comply with **NEPA**. See [Part 1, Chapter 2, Class of Action Determination for Highway Projects](#) for more information on Class of Action (COA) determinations.

Generally, CEs are either listed, **23 CFR § 771.117(c)**, or documented, **23 CFR § 771.117(d)**. Listed CEs, known as Type 1 CEs in Florida, are those project types listed in either the (c) or (d) list in the regulation. Type 1 CEs are discussed in [Part 1, Chapter 2, Class of Action Determination for Highway Projects](#). Documented CEs, known as Type 2 CEs in Florida, pertain to a category of projects which do not have significant effects based on past experience and therefore qualify as CEs, but still require documentation and approval.

Type 2 CEs require review and approval by OEM whereas a Type 1 CE determination is typically made by the District. Type 2 CEs require a higher level of public involvement than Type 1 CEs, and may require a public hearing, if the project is a major transportation improvement as described in **Section 339.155(5), Florida Statutes (F.S.)** and outlined in [Part 1, Chapter 11, Public Involvement](#).

The Type 2 CE Environmental Document must show that there are no significant impacts resulting from the proposed action and demonstrate that the project meets the criteria under **23 CFR § 771.117(a)**. For Type 2 CE projects, the level of detail required to reach these conclusions is dependent upon the complexity of the project and the significance of environmental impacts from the proposed action.

5.2 PROCEDURE

This chapter outlines the required processing and documentation for Type 2 CE projects ([Figure 5-1](#)). The Environmental Document for a Type 2 CE (also referred to as Type 2 CE documentation) includes the **Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11**. This chapter provides guidance on completing the **Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11**.

Type 2 CE documentation must demonstrate interagency coordination on respective jurisdictional issues and public involvement efforts to adequately support the conclusions. In addition, it must include all commitments made throughout the PD&E Study. A summary of coordination and/or consultation efforts and results, which verify the findings, should be included on the form and correspondence representing findings or concurrence should be attached.

Type 2 CE documentation is the same regardless of whether the project is screened through the Environmental Screening Tool (EST), or processed using the Minor Categorical Exclusion (MiCE) process. The MiCE process is discussed in [Part 1, Chapter 2, Class of Action Determination for Highway Projects](#). For screened projects, the Environmental Technical Advisory Team (ETAT) comments contained in the **Programming Screen Summary Report (ETDM Manual, Topic No. 650-000-002)** are used to support the District's analysis in the preparation of the Environmental Document. Issues raised by the ETAT are reflected in the Type 2 CE documentation and a reference should be added to where the **Programming Screen Summary Report** can be found. It is not necessary, however, to attach the **Programming Screen Summary Report**.

For projects which fall under the criteria of **23 CFR § 771.117(a)** which were not screened through the EST, the District is responsible for gathering enough information to scope the project and coordinating with OEM and applicable agencies according to the MiCE process.

A Type 2 CE does not typically require consideration of multiple build alternatives during the screening process. However, in some situations, the impacts to issues/resources may result in the need to consider additional alternatives during the PD&E Study. This should not preclude a District from considering minor shifts in the alignment during Project Development and Environment (PD&E). Districts are encouraged to prepare up to 60% preliminary design during PD&E as described in [Part 1, Chapter 4, Project Development Process](#). The **Preliminary Engineering Report (PER)** documents the engineering considerations and alternatives evaluation undertaken by FDOT and it should be referenced in the **Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11** and included in the project file with the other technical reports. Guidance on completing a **PER** is provided in [Part 2, Chapter 3, Engineering Analysis](#).

During the PD&E Study, all necessary engineering and environmental work is performed and impacts are evaluated to verify that the initial COA determination as a Type 2 CE remains valid. Information to substantiate the impact determination of significant, not significant, or enhancement must be included or referenced on the form. If, during this

effort, a significant impact is identified, coordination will need to occur with OEM to revise the COA determination. Analysis may require supporting material or technical reports, such as, but not limited to, the **Noise Study Report**, **Natural Resources Evaluation**, **Conceptual Stage Relocation Plan**, and/or **Contamination Screening Evaluation Report**. These should be referenced and uploaded to the project file.

5.2.1 Procedures for Completion of the Type 2 Categorical Exclusion Determination Form

This section outlines the instructions for completing a **Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11** ([Figure 5-2](#)). The District must use the StateWide Environmental Project Tracker (SWEPT) application to complete the **Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11**. Each section must be completed, as appropriate.

Section 1: Project Description and Purpose and Need

a. Project Information:

Provide the project name or title [including bridge number(s), if appropriate]; project limits; a list of the county(ies) involved; project numbers [Efficient Transportation Decision Making (ETDM) Number (if applicable), Financial Management Number, and Federal-Aid Project Number], Project Manager, and attach a project location map.

b. Proposed Improvements:

Briefly describe the proposed action and typical section(s). Use appropriate engineering detail to show the number of lanes and their width, major structures, proposed capacity and safety improvements, estimated Right of Way (ROW) to be acquired, and construction year (if available).

This section must also include a summary of engineering detail required to address project impacts to comply with other applicable federal and state environmental laws, regulations, and executive orders, and discuss required avoidance alternatives, measures to minimize harm, and the incorporation of mitigation strategies into the project design. Sufficient detail should be provided to support the findings.

c. Purpose and Need:

Briefly describe the purpose, location, length, logical termini, of the project. Identify and describe the transportation need(s) and the purpose it is intended to satisfy (e.g., provide system continuity, alleviate traffic congestion, and/or correct safety or roadway deficiencies). If the project was screened through the EST, update the purpose and need, as appropriate to reflect current project conditions. See [Part 2, Chapter 1, Project Description and Purpose and Need](#) for detailed guidance on preparing the purpose and need.

d. Project Planning Consistency:

The planning consistency table must be completed prior to submittal to OEM for Location and Design Concept Acceptance (LDCA) to verify that a project meets the planning requirements in **23 CFR § 450**. Instructions on meeting the requirements are provided in Section 2 of the **Supplement to January 28, 2008, [Transportation Planning Requirements and their Relationship to NEPA Process Completion](#)**. The intent is to advance projects derived from transportation plans and clearly describe the steps toward implementation as described in those plans.

The appropriate Long Range Transportation Plan (LRTP), Cost Feasible Plan (CFP) LRTP, Transportation Improvement Plan (TIP), and current State Transportation Improvement Plan (STIP) pages should be submitted to OEM with this determination form. For future phases (e.g., ROW or Design, and Construction) not currently shown on the referenced plans, this form should also document planned steps towards implementation, including the anticipated fiscal years. This should be coordinated with appropriate District Planning staff and may need to be documented in the appropriate plans as well.

To address LRTP consistency for Type 2 CE projects that were not screened, coordinate with District planning staff and verify that the project is represented in the LRTP summary sheet (e.g., general sidewalk, pedestrian improvement, and safety projects), which shows projects that are not individually listed in the LRTP. Include a copy of the sheet with the determination form.

Reporting should essentially be the same for projects with segmented implementation, with each segment added to the table. It is important to note that when the project is going to be divided into constructible segments, these segments should be described in the table. For example, if the project is 15 miles long and the first constructible segment is 5 miles, then the table should clearly describe the other segments. It is not sufficient to simply state that the remaining 10 miles may be segmented at some point in the future. For additional clarity, a map showing segmentation may also be included with the form. Again, it is important to identify the steps towards implementation of the entire project.

Section 2: Cooperating Agency - Mark an "X" for the appropriate cooperating agency, based on early coordination with OEM. Cooperating agencies are determined following the procedures in **40 CFR § 1500 et seq.** and associated FHWA guidance. If there are no cooperating agencies, mark "None" with an X.

Section 3: Environmental Analysis - This section takes into consideration and addresses, as appropriate, the issues/resources listed in **A-D**. The issues/resources listed are evaluated using the pertinent chapters in **Part 2** of the **[PD&E Manual, Topic No. 650-000-001](#)** to satisfy applicable federal and state environmental laws, regulations, and executive orders. The analysis should focus on the relevant issues and those requiring findings. A finding implies that a decision must be made or a signature is needed by OEM,

and/or an appropriate resource agency. The analysis should document that the project has no significant impacts and address mitigation, if applicable.

The analyst uses the results of the environmental analysis, knowledge of the project area, and input received through agencies and the public, to complete the form. An "X" is placed in the appropriate column, indicating the impact level as significant, not significant, enhanced, or no involvement. Reference to documentation must be provided in the Supporting Information column and supplemented with attachments, if necessary, to substantiate the impact determination. For clarity, the following definitions are provided to assist in documenting the magnitude of the impact of the project on the affected issue/resource. See [Part 1, Chapter 2, Class of Action Determination for Highway Projects](#) for guidance on significance:

1. If the impact is significant per **40 CFR § 1508.27**, mark the column "Yes" with an "X". Coordinate with OEM if this determination is made because projects with significant impacts are not categorical exclusions and the COA may need to be modified.
2. If the impact is not significant, mark the column "No" with an "X". Not significant means the issue/resource is present and considered as potentially involved with the project. The project impact may range from none to substantial. The form should include a reference to the attachment containing supporting information.
3. If the impact is enhanced, mark the column "Enhance" with an "X". Enhance means the project has enhancements or benefits to the issue/resource. The form should include a reference to the attachment containing supporting information.
4. If the issue/resource is not involved, mark the column "NoInv" with an "X". No involvement means the environmental issue/resource in question is not part of or in any way involved with the project. If an issue /resource is marked in the "NoInv" column, no supporting documentation is needed.

The following issue/resources must be addressed as appropriate:

A. Social & Economic

1. **Social:** Is there any potential for the project to effect community groups, neighborhoods, and variables of local community concern? Is there a likelihood of disproportionate impacts? Documentation should contain, if applicable, a brief summary of the assessment. Are there any areas of controversy resulting directly or indirectly from the project? Reference results of public hearings or any other public involvement. For guidance see [Part 2, Chapter 4, Sociocultural Effects Evaluation](#).
2. **Economic:** Is there any potential project effect on economic activity in the study area, local area, and region? Any potential impacts on property values and the local government tax base?

3. **Land Use Changes:** Is there any potential for the project to induce secondary development or change existing land use patterns? For guidance see [Part 2, Chapter 4, Sociocultural Effects Evaluation](#).
4. **Mobility:** Is there any potential effect on mobility and accessibility in the study area with emphasis on non-driving population groups (i.e., elderly, young, disables, and low-income individuals)?
5. **Aesthetic Effects:** Consider aesthetic effects in accordance with procedures in [Part 2, Chapter 5, Aesthetic Effects](#).
6. **Relocation Potential:** What is the relocation potential? Estimate the number and type of relocatees (residents, tenants, businesses, institutions or community facilities), and consider the relocation impact to groups protected by nondiscrimination laws. For guidance see [Part 2, Chapter 4, Sociocultural Effects Evaluation](#).
7. **Farmland:** Is there any involvement with Farmlands? For guidance see [Part 2, Chapter 6, Farmland](#).

B. Cultural

1. **Section 4(f):** Identify, by formal name, any existing or proposed **Section 4(f)** protected resources (i.e., public parks, recreational areas, wildlife and waterfowl refuges, and public or private historic and archeological sites) within the project study area. On an appended sheet discuss any project-related impacts to these properties and specifically identify any ROW or other acquisition from these resources which may be required to complete the project. It should be noted that **Section 4(f)** documentation will be prepared, reviewed and approved separately or concurrently depending on the level of documentation necessary to address and resolve the issue. For guidance on determining **Section 4(f)** applicability, see [Part 2, Chapter 7, Section 4\(f\) Resources](#).
2. **Historic Sites and/or Districts:** Consider potential involvement with properties listed or eligible for listing on The **National Register of Historic Places**. Include findings and necessary approvals per [Part 2, Chapter 8, Archaeological and Historical Resources](#). Also include the applicable standard statement. It should be noted that significant historic properties are also protected by **Section 4(f)**; for additional guidance and standard statement see [Part 2, Chapter 7, Section 4\(f\) Resources](#).
3. **Archaeological Sites:** Consider potential involvement with properties eligible or listed on The **National Register of Historic Places**. Include findings and necessary approvals per [Part 2, Chapter 8, Archaeological and Historical Resources](#). Also include the applicable standard statement. Archaeological sites that are significant primarily for the information they contain are not protected by **Section 4(f)**. **Section 4(f)**, however, does protect archaeological

sites that are important for preservation in place. For additional guidance and standard statement see [Part 2, Chapter 7, Section 4\(f\) Resources](#).

4. **Recreational Areas:** Identify, by formal name, all recreation areas within the project study area. On the appended sheet discuss any project-related impacts to these properties and specifically identify any ROW or other acquisition from these resources which may be required to complete the project. For guidance see [Part 2, Chapter 7, Section 4\(f\) Resources](#).

C. Natural

1. **Wetlands and Other Surface Waters:** Does the project involve wetlands or other surface waters? Identify the type of wetlands or other surface waters involved, their approximate acreage, and their overall functional value based on the Uniform Mitigation Assessment Methodology (UMAM), as appropriate. If wetlands are impacted, also include a brief discussion of proposed compensatory mitigation. The level of detail should be sufficient to clearly define wetland involvement, describe interagency coordination, and finalize the findings. Regardless, a wetland finding needs to be included. See [Part 2, Chapter 9, Wetlands and Other Surface Waters](#) for further guidance and standard statements.
2. **Aquatic Preserves and Outstanding Florida Waters:** Are there any Aquatic Preserves or Outstanding Florida Waters in the project area? Identify any Aquatic Preserves or Outstanding Florida Waters, by name, and potential involvement (i.e., water quality impacts, retention, right of way needs). For guidance on documenting Aquatic Preserves or Outstanding Florida Waters see [Part 2, Chapter 9, Aquatic Preserves and Outstanding Florida Waters](#). This chapter also provides a standard statement to use on projects located in an Aquatic Preserve without impacts.
3. **Water Quality and Water Quantity:** What is the potential for water quality impacts? Consider potential ROW needs for roadway and retention ponds. Conduct a qualitative evaluation of potential project involvement using the **Water Quality Impact Evaluation (WQIE) Checklist, Form No. 650-050-37**, for all EST screened projects. Where a **WQIE** is required, include the standard statement provided in [Part 2, Chapter 11, Water Quality and Water Quantity](#).
4. **Wild and Scenic Rivers:** Identify any Wild and Scenic River or one identified on the Nationwide Rivers Inventory by name, and its potential involvement. For projects involving rivers included on the Nationwide Rivers Inventory that have no impacts on the river, include the standard statement per [Part 2, Chapter 12, Wild and Scenic Rivers](#).
5. **Floodplains:** Determine if the 100-year floodplain is involved with the project and the type of effect, if applicable. Identify if a regulatory floodway is involved and provide a finding, as applicable. See [Part 2, Chapter 13, Floodplains](#) for further guidance and standard statements.

6. **Coastal Zone Consistency:** Determine if the project is consistent with the Florida Coastal Zone Management Program. See [Part 2, Chapter 14, Coastal Zone Consistency](#).
7. **Coastal Barrier Resources:** Consider access impacts to Coastal Barrier Resources protected under the **Coastal Barrier Resources Act (CBRA)** and **Governor's Executive Order 81-105**. For guidance see [Part 2, Chapter 15, Coastal Barrier Resources](#).
8. **Protected Species and Habitat:** Are there any potential impacts to protected species and habitat? Assess and consult for impacts as appropriate. Provide a finding if one is necessary. For guidance see [Part 2, Chapter 16, Protected Species and Habitat](#).
9. **Essential Fish Habitat:** Are there any potential impacts to Essential Fish Habitat? Assess and consult for impacts as appropriate. Include the applicable standard statement per [Part 2, Chapter 17, Essential Fish Habitat](#).

D. Physical

1. **Highway Traffic Noise:** Is the consideration of noise impacts required under **23 CFR § 772** or FDOT policy? Consider if implementation of the project will cause an increase in noise as a result of a qualitative review per [Part 2, Chapter 18, Highway Traffic Noise](#).
2. **Air Quality:** Will the implementation of the project cause an impact on air quality? Consider the potential for impacts as appropriate, in accordance with procedures in [Part 2, Chapter 19, Air Quality](#).
3. **Contamination:** **NEPA** requires the evaluation of this issue for impacts. If contamination is identified it must be documented with a description of how it will be addressed as the project advances. Determine the likelihood of contamination impacting the project, as appropriate, and include the applicable standard statement per [Part 2, Chapter 20, Contamination](#).
4. **Utilities and Railroads:** Discuss any involvement with utilities and/or rail systems. For guidance see [Part 2, Chapter 21, Utilities and Railroads](#).
5. **Construction:** Consider potential construction impacts relative to all topical categories and document, consistent with [Part 2, Chapter 3, Engineering Analysis](#).
6. **Bicycles and Pedestrians:** Consider alternatives that accommodate bicycles and pedestrians and the aspect of providing reasonable alternatives for users of all ages per [Part 2, Chapter 3, Engineering Analysis](#).

7. **Navigation:** Consider any potential impacts to navigation for proposed construction, reconstruction, rehabilitation, or replacement of federally-aided or assisted projects over waters:
 - a. Which are not used or are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce; and
 - b. Which are not tidal; or
 - c. If tidal, are used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

The District should coordinate with the U.S. Coast Guard (USCG) to determine if a bridge permit is required for the project during ETDM screening. The USCG representative can make the determination when the District provides the location of the project activity.

If the USCG did not comment during ETDM, then to determine whether a project is exempt from a USCG navigational permit, the District needs to provide the following information to OEM to coordinate the determination with FHWA, as appropriate:

- a. Three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.
- b. Provide name of waterway including: (1) Mileage along waterway measured from mouth or confluence; or (2) Tributary of (name of river) at mile ____.
- c. Geographical location including: road number, City, County and State (Latitude and Longitude in NAD 83 form).
- d. Section, Township, and Range, if applicable.
- e. Whether waters are tidally influenced at proposed bridge site and the range of tide (include tidal data source).
- f. Whether the waters are used to transport interstate or foreign commerce, and also indicate:
 1. If these waters are susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce.
 2. If there are any planned waterway improvements to permit larger vessels to navigate based on coordination with U.S. Army Corps of Engineers (USACE)

- g. Whether there are any natural or manmade obstructions, such as bridges, dams, or weirs, downstream or upstream.
 - 1. If obstructions exist, provide upstream/downstream location with relation to the proposed bridge.
 - 2. Provide a photograph of the bridge from the waterway showing channel spans.
- h. Names and addresses/locations of marinas, marine repair facilities, public boat ramps, private piers/docks along waterway within a half- mile of site.
- i. Location map and plans (if available) for the proposed bridge, including intended or desired vertical clearances above mean high water and intended or desired mean low water and horizontal clearance normal to axis of the waterway.
- j. Description of the navigational clearances provided by the existing bridge(s).
- k. Description of waterway characteristics at the bridge site(s), including width at mean high and mean low water, depth at mean high and mean low water, and currents.
- l. Description of the type, size, and number of vessels using the waterway, and when applicable, the number of documented bridge openings required to serve waterborne traffic. This includes the vertical clearance requirement for the known tallest vessel using the waterway, a representative photograph of vessels using the waterway, and the length of the largest type vessel using the waterway. If the types or dimensions of vessels using the waterways are not known, coordinate with USCG to determine if that agency has any of this information and document the results of the coordination.
- m. Description of any bridge-related boating accidents.
- n. Description of the potential impacts of the project on navigation including effects during the construction period
- o. The need for navigational lighting or signals or special notices to mariners for the proposed bridge and its construction activity.

E. Anticipated Permits - List all anticipated federal and state permits by providing the name of the permitting agency, the name of the permit, and the permit status. For guidance see [Part 1, Chapter 12, Environmental Permits](#).

Section 4: Commitments - Document any commitments made by FDOT over the course of the project, per [Part 2, Chapter 22, Commitments](#). These commitments should be

the same as those recorded in the Project Commitment Record (PCR), Form No. 700-011-35 according to Procedure No. 700-011-035, Project Commitment Tracking.

Section 5: Public Involvement - Mark the appropriate box regarding the status of public involvement.

Section 6: District Determination – FDOT’s Project Manager and Environmental Manager or designee must sign and date this section.

Section 7: Office of Environmental Management Concurrence - The Director of OEM or designee must sign and date this section.

Section 8: Supporting Information – Documents referenced in the Supporting Information column of the form are included as attachments. Attachments may include coordination letters, memos, and summaries of the environmental analysis. As appropriate for each issue/resource, the evaluation and support documentation should include the necessary standard statements to show compliance with regulation. Environmental analysis material should be summarized and attached to the form in the order listed. Larger documents, such as the *PER* and technical reports, should be referenced and uploaded to the project file. The project file should contain the analytical documentation to support the project decisions ([Section 5.3](#)).

5.2.2 FDOT Document Review Process

The District is not required to send the Type 2 CE documentation to OEM prior to the public hearing, if held. After the public hearing, the District uploads the public hearing transcript to SWEPT and sends the Type 2 CE documentation for OEM review. FDOT’s Document Review Process is provided in [Figure 5-3](#).

After preparing the Type 2 CE documentation, the District conducts a quality control review and uses the SWEPT application to complete the **Environmental Document Submittal Form, Form No. 650-050-15** for initial OEM review. The District uploads the **Type 2 CE Determination Form, Form No. 650-050-11** and supporting information into the FDOT’s Electronic Review and Comment (ERC) application.

Supporting information includes consistency documentation and agency correspondence containing concurrence or findings.

The OEM Project Delivery Coordinator (PDC) confirms the document is complete and ready for review. If necessary, the District schedules a project briefing for OEM reviewers and the Office of General Counsel (OGC) reviewers, as needed. The OEM and OGC review team will have 30 calendar days to review the draft documents. OEM submits comments in the ERC. The District will address OEM comments and provide responses in the ERC. If necessary, the District will schedule a meeting with the project review team to discuss comments.

If there are Cooperating Agencies, the District uploads the Type 2 CE documentation to the EST and initiates the Cooperating Agency review concurrent with OEM review. The District will address Cooperating Agency comments in the EST.

Once comments have been addressed, the District submits the revised Type 2 CE documentation along with the ***Environmental Document Submittal Form, Form No.650-050-15*** for approval. The form is completed in SWEPT and the revised documents are uploaded in SWEPT. The OEM project review team has a 15-day period to confirm that comments have been addressed. Following confirmation by the PDC, an OEM Environmental Process Administrator recommends the Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11 for approval by the Director of OEM, or designee.

The approval of the Director of OEM, or designee, on the Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11 provides concurrence with the COA and grants LDCA.

Districts should maintain the project file according to [Part 1, Chapter 15, Project File and Records Management](#).

5.2.3 Actions Taken After Approval

Once the Type 2 CE documentation is approved, the District must provide notification that LDCA has been granted.

Distribution to Agencies and Stakeholders

Announcement of LDCA is sent electronically to the Florida State Clearinghouse and the ETAT, which includes the Cooperating Agencies (e.g., USCG, USACE) and Participating Agencies through the EST. The District should also send the announcement to other interested state and federal agencies and other stakeholders. The announcement should be sent to Native American tribes according to their requested method of as reflected on the [OEM Native American Coordination website](#). Others should be sent an electronic link to the document, unless a paper copy is requested.

Public Announcement of LDCA

The District publishes an announcement of LDCA in the same local newspaper(s) used for the public hearing notification, if one was held, informing the public that the project has received LDCA and is being advanced. If the Type 2 CE includes an individual **Section 4(f)** evaluation, then the LDCA notice should also notice that the Final **Section 4(f)** Evaluation was approved by OEM. The District should coordinate internally to advance the project as appropriate (e.g., inform Directors, Design Office, Federal-Aid Office, Office of the Work Program).

For bridge projects requiring a USCG bridge permit, a copy of the approved Type 2 CE documentation is sent to the USCG. For projects where there is **Section 404** permit

involvement, the approved Type 2 CE documentation is sent to the USACE, as appropriate.

5.3 REFERENCES

- FHWA, 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents. <http://environment.fhwa.dot.gov/projdev/impta6640.asp>
- FHWA, 2011. Supplement to the Transportation Planning Requirements and Their Relationship to NEPA Process Completion. http://www.fhwa.dot.gov/planning/tpr_and_nepa/supplementmemo.cfm
- FDOT, Project Commitment Tracking, Procedure No. 700-011-035. <http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=700-011-035>
- FDOT, 2014. Section 2. Meeting Planning Requirements for NEPA Approval. <http://www.dot.state.fl.us/planning/policy/metrosupport/Section2.pdf>
- FDOT, Efficient Transportation Decision Making Manual. <http://www.dot.state.fl.us/emo/pubs/etdm/etdmmanual.shtm>
- FDOT and FHWA. Supplement to January 28, 2008, Transportation Planning Requirements and Their Relationship to NEPA Process Completion, February 9, 2011 (revised by FHWA April 7, 2011)
- Memorandum of Agreement Between FHWA and FDOT Concerning the State of Florida's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327, December 14, 2016. <http://www.fdot.gov/environment/pubs/Executed-FDOT-NEPA-Assignment-MOU-2016-1214.pdf>
- National Environmental Policy Act of 1969 (NEPA) as amended (42 USC § 4321 et seq.). http://energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/Req-NEPA.pdf
- Title 23 CFR 450, Planning Assistance and Standards
- Title 23 CFR 650(h), Navigational Clearances for Bridges
- Title 23 CFR 771, Environmental Impact and Related Procedures
- Title 40 CFR 1500-1508, Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act. 1978. http://energy.gov/sites/prod/files/NEPA-40CFR1500_1508.pdf
- Title 23 United States Code § 139(I), Efficient Environmental Reviews for Project Decisionmaking

5.4 FORMS

Environmental Document Submittal Form, Form No. 650-050-15*

[Project Commitment Record, Form No. 700-011-35](#)

Type 2 Categorical Exclusion Determination Form, Form No.650-050-11*

Water Quality Impact Evaluation Checklist, Form No. 650-050-37

*To be completed in [SWEPT](#)

Note: Hyperlinks are only for those with FDOT Intranet access only. Those without Intranet access may view or download forms at: <http://www.fdot.gov/procedures/>. Sign in is required.

5.5 HISTORY

1/31/2007, 10/03/2012, 7/15/2016

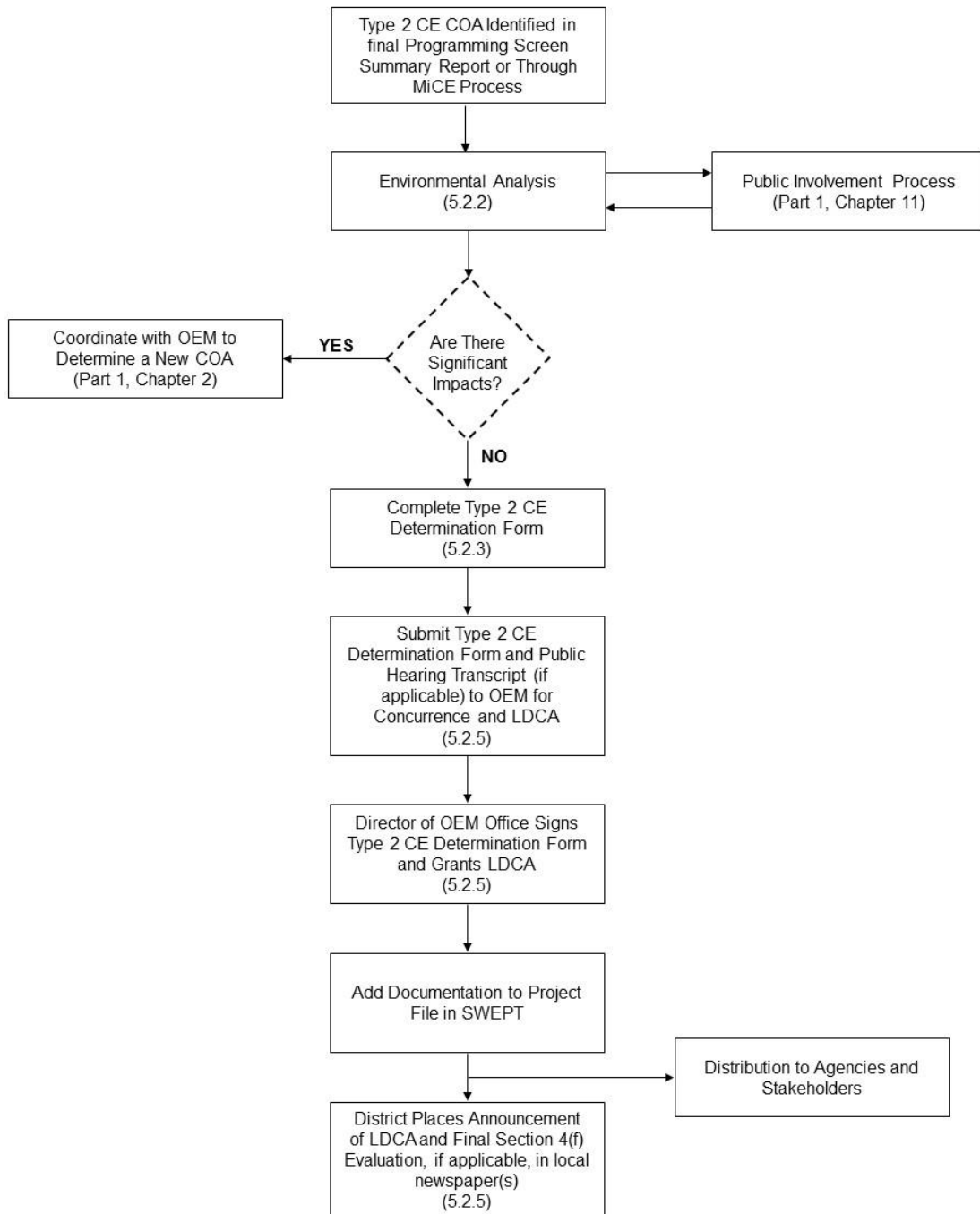


Figure 5-1 Type 2 Categorical Exclusion Process

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information:

Project Name: _____

Project Limits: _____

County: _____

ETDM Number (If applicable): _____

Financial Management Number: _____

Federal-Aid Project Number: _____

Project Manager: _____

b. Proposed Improvements:

c. Purpose and Need:

d. Project Planning Consistency: disregard providing historical details, instead focus on future phases of segments being advanced. If more than one segment is being advanced additional tables should be added.

Currently Adopted CFP-LRTP	COMMENTS				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
R/W	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
Construction	Y/N	Y/N	\$		(provide comments as appropriate describing status and activities needed to achieve consistency)

****Include pages from current TIP/STIP/LRTP***

Figure 5-2 Type 2 Categorical Exclusion Determination Form

2. COOPERATING AGENCIES

USACE USCG USFWS EPA NMFS NONE

3. ENVIRONMENTAL ANALYSIS

Issues/Resources	Significant Impacts?*				Supporting Information**
	Yes	No	Enhance	NoInv	
A. SOCIAL & ECONOMIC					
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Water Quality and Water Quantity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Coastal Zone Consist.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
8. Protected Species and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
9. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
a. <input type="checkbox"/> A USCG Permit IS NOT required.					
b. <input type="checkbox"/> A USCG Permit IS required.					

* **Significant Impacts?:** Yes = Significant Impact; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement

**Supporting information is documented in the referenced attachment(s).

E. ANTICIPATED PERMITS

Figure 5-2 Type 2 Categorical Exclusion Determination Form (Page 2 of 3)

4 COMMITMENTS

5. PUBLIC INVOLVEMENT:

1. A public hearing is not required.
2. A public hearing will be held (insert date). This draft document is publically available and comments can be submitted to FDOT until (insert date)
District Contact Information: District Contact Name
District Contact Title
Florida Department of Transportation
Street Address
City, Florida, zip code
Phone: (xxx) xxx-xxxx
Email Address
3. A public hearing was held on (insert date) and the transcript is available.
4. An opportunity for a public hearing was afforded and was documented (insert date).

6. DISTRICT DETERMINATION

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

FDOT Project Manager

___ / ___ / ___
Date

FDOT Environmental Manager or Designee

___ / ___ / ___
Date

7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

Signature below constitutes Location and Design Concept Acceptance:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Director of the Office of Environmental Management
or Designee

___ / ___ / ___
Date

8. SUPPORTING INFORMATION

Figure 5-2 Type 2 Categorical Exclusion Determination Form (Page 3 of 3)

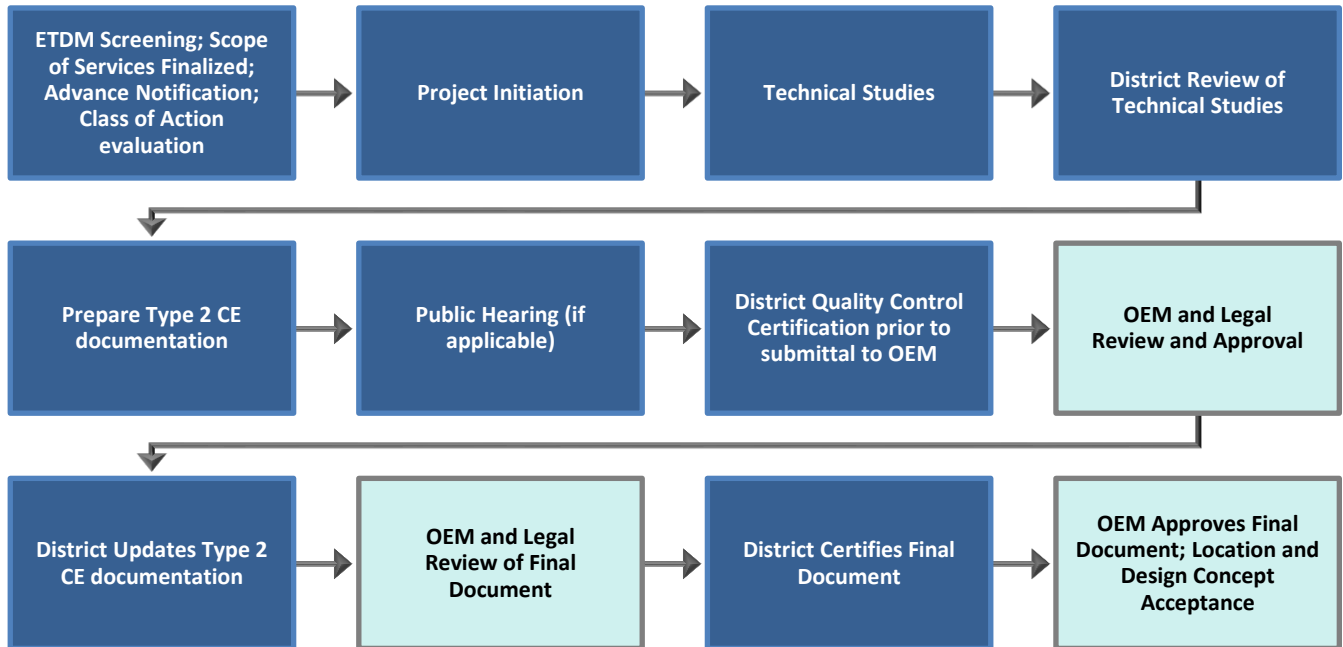


Figure 5-3 FDOT Document Review Process for Type 2 CEs