

## **PART 1, CHAPTER 13**

### **RE-EVALUATIONS**

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## PART 1, CHAPTER 13

### RE-EVALUATIONS

#### 13.1 OVERVIEW

Pursuant to **23 United States Code (U.S.C.) § 327** and the implementing Memorandum of Understanding (MOU) executed on May 26, 2022, the Florida Department of Transportation (FDOT) has assumed and Federal Highway Administration (FHWA) has assigned its 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 (**NEPA** Assignment). In general, FDOT's assumption includes all highway projects in Florida which source of federal funding comes from FHWA or which constitute a federal action through FHWA. **NEPA** Assignment includes responsibility 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).

**NEPA** requires federal agencies to consider and disclose the environmental impacts of their proposed projects. Sometimes there are changes to the proposed project, new information or circumstances, or there is a lapse of time between preparation of the Environmental Document and implementation of the project. This may trigger the need to revisit the **NEPA** analysis by preparing a Re-evaluation. FDOT performs Re-evaluations on both federal actions and state funded projects. The Re-evaluation process for federal actions outlined in this chapter establishes the framework to meet the consultation requirement in **23 Code of Federal Regulations (CFR) § 771.129**, to determine whether an original Environmental Document or decision remains valid. A Re-evaluation is a continuation of the project development process, though it does not necessarily re-open the **NEPA** decision. Therefore, Re-evaluations are not **NEPA** documents. This chapter provides guidance to ensure compliance with applicable federal and state laws prior to federal aid authorizations needed to advance a project. The Re-evaluation process also updates the status of environmental commitments. FDOT documents Re-evaluations for state-funded projects similarly as detailed in [Part 1, Chapter 10, State, Local, or Privately Funded Project Delivery](#).

A Re-evaluation is a review of proposed change(s) in action, affected environment, anticipated impact, applicable requirements, or mitigation measures as they relate to the Environmental Document. The Re-evaluation documents changes that have occurred since the originally approved Environmental Document or prior Re-evaluation(s), including changes in the design, project limits, project scope, new or modified laws and regulations, circumstances or project area changes, any other new information affecting the project, and consultation with OEM pursuant to **23 CFR § 771.129**.

Project managers in phases subsequent to the Project Development and Environment (PD&E) phase (e.g., Design, Construction) should be aware that major changes to the project scope can impact production schedules, as these changes may require additional environmental analysis. This is particularly important for Design-Build projects where design and construction advance concurrently. The effects of major design changes on the project schedule should be considered prior to approving such changes since this can lead to project delays if not identified and addressed appropriately. Design Project Managers should, whenever possible, minimize project changes that could impact previously coordinated avoidance, minimization, and mitigation of impacts, or commitments made during the PD&E phase. Project Managers should recognize that changes may require additional interagency coordination/consultation or public involvement, as well as the identification of new impacts requiring additional evaluation.

## 13.2 PROCEDURE

The Districts prepare Re-evaluations as required by **23 CFR § 771.129**. **23 CFR § 771.129(a) and (b)** specify when a Re-evaluation is required for a Draft Environmental Impact Statement (DEIS) and a Final Environmental Impact Statement (FEIS).

**Title 23 CFR § 771.129(c)** provides consultation and approval requirements for Re-evaluations of Final Environmental Impact Statement/Record of Decisions (FEIS/RODs), RODs, Finding of No Significant Impacts (FONSIs), or Categorical Exclusions (CEs).

Location Design Concept Acceptance (LDCA) authorizes a project's final design phase. LDCA can be used within one year to authorize Right of Way (ROW) and Construction phases, as long as no other changes have occurred that would otherwise require a Re-evaluation.

Re-evaluations are necessary as follows:

1. For design changes resulting in new or additional impacts. These may require agency consultation or new public involvement.
2. When requesting federal-aid authorization for the ROW or Construction phase, if not previously authorized within one year of LDCA.
3. For project changes due to changes in law, the passage of time or changes in resource/issue status.
4. When a project with a previously approved **NEPA** Document changes to state funded only and federal project funds were not previously expended.

Re-evaluations to advance subsequent project phases may serve to advance a single or multiple project segments; however, the project limits covered in the approved final Environmental Document must be considered in the Re-evaluation. The limits of the entire project and referenced Environmental Document are noted on the **Re-evaluation Form**.

Individual segments being advanced from within the original limits are also specifically described on the **Re-evaluation Form** ([Figure 13-1](#)).

Design changes and changes in law can be combined with a subsequent phase change Re-evaluation. Consideration of the project limits, when advancing segments, does not require re-analysis of all impacts for the entire project, only those within that segment(s). The analyst should consider if there are overall design changes, inter-relationships between the segment(s) being advanced, or new issues or changes in requirements that may have an effect on the entirety or remaining segments of the project. If project limits are extended or reduced subsequent to approval of the final Environmental Document, then those changed limits are also considered in the Re-evaluation. If changes in the project may result in new significant impacts to issues/resources, early coordination with OEM is necessary.

A Design-Build Firm (DBF) cannot prepare a Re-evaluation, make findings, or make **NEPA** or **NEPA**-related decisions for the project. A DBF is, however, authorized to prepare information to support the preparation of the Re-evaluation by the District (see [Design-Build Request for Proposals](#) boilerplate, available from the Office of Construction).

### 13.2.1 Re-evaluation Preparation for Type 2 CE, EA with FONSI, and EIS Projects

The Re-evaluation process for Type 2 CE, Environmental Assessment (EA) with FONSI, and Environmental Impact Statement (EIS) projects is shown in [Figure 13-2](#). The Re-evaluation process is initiated by the District through coordination with OEM. Coordination with OEM helps determine whether a Consultative Re-evaluation is appropriate, or whether the **Re-evaluation Form** will require OEM's review and approval. Consultative Re-evaluations do not require OEM approval; however, the **Re-evaluation Form** is completed in StateWide Environmental Project Tracker (SWEPT) by the District, including the date consultation occurred with OEM. Typically, Consultative Re-evaluations will not be allowed for Construction Advertisement Re-evaluations.

It is important to begin the Re-evaluation process early enough to provide sufficient time for completion prior to the needed federal-aid authorization. The District should determine the level of analysis necessary and whether additional public involvement is needed. The type or extent of Re-evaluation documentation is contingent upon the changes in impact, and the reason for the Re-evaluation. If FDOT determines, based on the Re-evaluation, that there are changes which make the existing Environmental Document or decision no longer valid, FDOT will decide the nature and scope of the supplemental analysis and documentation needed. If the project is an EIS (draft or final), a Supplemental Environmental Impact Statement (SEIS) may need to be prepared if a Re-evaluation results in new significant impacts, see [Section 13.2.1.3](#).

### 13.2.1.1 Re-evaluation Form

Documentation includes using SWEPT to complete the **Re-evaluation Form**. This form is provided as a visual in [Figure 13-1](#). Information supporting the Re-evaluation should be submitted with the **Re-evaluation Form** and uploaded to the project file in SWEPT.

The **Re-evaluation Form** ([Figure 13-1](#)) is completed for a Type 2 CE, EA with FONSI, EIS, and SEIS, and includes the following sections:

#### Section 1 - General Project Information

This section contains information about the approved Type 2 CE, EA with FONSI, EIS, ROD, or any supplemental environmental document and the segment(s) being advanced. Information provided under this section includes:

- A. **Re-evaluation Type.** Select the appropriate type of Re-evaluation. The options include: ROW, Design Change, and Construction Advertisement. Note that multiple types can be selected.
- B. **Original approved Environmental Document.** Include the original approved Environmental Document Type (e.g., Type 2 CE, EA with FONSI, EIS, or SEIS), date of approval, project numbers [e.g., Federal Aid, Financial Management (FM), and Efficient Transportation Decision Making (ETDM)], project name, and project location.
- C. **Prior Re-evaluation(s).** Include information on all prior approved Re-evaluation(s) for all project segments including FM number, type of re-evaluation (e.g., ROW, Design Change, and Construction Advertisement), District approval date, lead agency approval date if applicable, and brief description of approval. If approval was not required, then the date of consultation must be included. If there was no previous Re-evaluation, make that selection on the form.
- D. **Project or project segment(s) being evaluated.** Include Project/Segment numbers [Federal-aid project number(s), FM number(s)], Project/Segment name, location, identify letting type (i.e., Design Bid Build or Design Build), and funding type (federal, state, or local).

#### Section 2 - Project Description

This section includes a brief summary of the project description, the PD&E selected/preferred alternative and/or prior Re-evaluation(s). It describes the project segment(s) being evaluated, and includes a brief status of other segments.

#### Section 3 – Changes in Applicable Law or Regulation

This section includes a summary of changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or most recent Re-evaluation. If no changes have occurred, select “NO”. If changes have occurred, select “YES”, provide a summary of the changes.

## **Section 4 - Evaluation of Major Design Changes and Revised Design Criteria**

This section includes major design changes that have occurred since approval of the Environmental Document or most recent Re-evaluation. The extent of the design change(s) and modification of impacts on the project area must be documented.

Examples of design changes include, but are not limited to:

1. Changes in typical section
2. Shifts in roadway alignment
3. Changes in ROW needs
4. Changes due to revised design controls and criteria
5. New Design Variations or Design Exceptions
6. Changes in drainage/stormwater requirements

If no major design changes have occurred, select “NO”. If changes have occurred, select “YES”, provide a summary of the changes, and as appropriate, upload supporting documentation.

## **Section 5 – Public Involvement**

This section includes a summary of additional public involvement activities (meetings workshops, hearings) completed since the approval of the Environmental Document or most recent Re-evaluation. If no additional public involvement activities have occurred, select “NO”. If public involvement activities have occurred, select “YES”, provide a summary of the activities, and as appropriate, upload supporting documentation.

## **Section 6 – Project or Segment(s) Planning Consistency**

This section includes information regarding Planning Consistency with the Transportation Improvement Program (TIP), State Transportation Improvement Program (STIP), and Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP). Planning consistency documentation is required for Re-evaluations which constitute a subsequent phase approval for advancement of the project to the next phase or to update previous consistency information. For these types of Re-evaluations, complete the table and include appropriate pages from LRTP/CFP, TIP and STIP as supporting documentation. If more than one segment is being advanced for different phases, this distinction must be specified. This table does not need to include phases which have already occurred, unless funds are programmed in the current or future years. Guidance on how to complete this section is included in [\*\*Part 2, Chapter 1, Project Description and Purpose and Need.\*\*](#)

If project planning consistency is not required for the Re-evaluation, make that selection on the form. The **Re-evaluation Form** will include the following statement:

*Planning Consistency is not required for this Re-evaluation.*

## **Section 7 - Evaluation of Changes in Impacts**

This section is used to document the evaluation of changes in impacts to affected issues/resources, as well as impacts to new issues/resources, which may have been identified. The section is divided into Social & Economic, Cultural, Natural, and Physical.

If the issue/resource is not present in the project area, the analyst selects “N/A” for not applicable. If no change to an issue/resource has occurred, the analyst selects “NO”. If a change has occurred for a given issue/resource, then the analyst selects “YES” and provides a summary of the change(s). If additional agency concurrence letters are obtained they are attached to the form. Other documentation depicting the proposed changes (e.g., maps, graphs, figures) may be attached to the form. Updated technical reports or survey reports should only be included in the project file and not attached to the document.

For the following issues/resources updates are required as described in the form:

- Mitigation status – provide a status update for protected species and wetland mitigation.
- Highway traffic noise – provide a status update for noise impacts.
- Contamination – provide an update on the status of contamination assessment for sites rated “high” or “medium”. Describe changes in involvement with potentially contaminated sites.

## **Section 8 - Commitment Status**

This section provides an update on the status of commitments and any new environmental commitments since approval of the original Environmental Document or most recent Re-evaluation. If there are no existing or new environmental commitments for the project, the analyst selects “NO” in the corresponding boxes. If there are existing or new environmental commitments for the project, the analyst selects “YES” in the corresponding box(es). New environmental commitments added since the last approval should be listed and added to the **Project Commitment Record (PCR)**. The analyst must review, verify, and update the **PCR** and attach the updated **PCR** to the Re-evaluation. Commitments must be tracked throughout the project, and satisfied at the appropriate phase of the project per [Procedure No. 650-000-003, Project Commitment Tracking](#) and [Part 2, Chapter 22, Commitments](#).

## Section 9 - Status of Permits

This section identifies federal, state, and local permits [If delegated or not excluded by **Section 335.02(4), Florida Statutes (F.S.)**] required for the project and provides permit status since approval of the Environmental Document or last Re-evaluation. The status of the permit(s) should be commensurate with the phase of the project and the type of Re-evaluation. The preparer of the Re-evaluation must coordinate with the District Permit Coordinator to obtain permit status.

## Section 10 - Conclusion

This section contains a statement about the Re-evaluation of the project, confirms the validity of the Environmental Document, new findings (if necessary), and a recommendation for project advancement.

Check the box below:

- The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

## Section 11 – District Review and Approval

This section includes the name and title of the FDOT Preparer with the standard statement of FDOT **NEPA** Assignment automatically populated:

*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 May 26, 2022 and executed by the Federal Highway Administration and FDOT.*

It also includes a section to confirm OEM approval is required. If OEM approval is not required, the analyst selects “NO” and includes the date of OEM consultation. The District approving authority or designee is required to electronically sign the form using the SWEPT tool.

## Section 12 - OEM Approval

The District submits the Re-evaluation to OEM, only if OEM approval is required. The Director of OEM (or designee) approves the Re-evaluation by signing the **Re-evaluation Form** electronically in SWEPT.



## Section 13 – Links to Supporting Documentation

Supporting information such as summaries of reports and documentation of stakeholder coordination should be listed and linked.

### 13.2.1.2 Processing of Re-evaluations

The District prepares the Re-evaluation, conducts a quality control review, and prepares the **Environmental Document Submittal Form** in SWEPT. The [Re-evaluation QA/QC Checklist](#) is used during the quality control review and is submitted to OEM with the **Re-evaluation Form**. When OEM approval is required, the District uploads the **Re-evaluation Form**, and any supporting information for OEM review to the Electronic Review Comments (ERC). The District should confirm that the original Environmental Document, technical documents, and any supporting information has been uploaded into the SWEPT file.

The OEM Project Delivery Coordinator (PDC) receives email notification and acknowledges the **Re-evaluation Form** is complete and ready for review by confirming the **Environmental Document Submittal Form** in SWEPT. OEM will have 30 days (timeframes identified in this section are calendar days) to review the draft documents and provide comments in the ERC. The District will address OEM comments and provide responses in the ERC. The OEM project review team will have 15 days to confirm that comments have been addressed. If the comments have not been addressed, additional comment resolution time may be needed. If necessary, the District will schedule a meeting with the project review team to discuss comments.

Once comments have been addressed, the District submits the revised document along with the **Environmental Document Submittal Form** for approval in SWEPT. The PDC receives email notification and has 14 days to confirm that the submittal is complete. Following confirmation from the PDC, the document can advance to OEM Environmental Process Administrator review.

The OEM Environmental Process Administrators have 25 days to recommend the Re-evaluation for approval. The Director of OEM, or designee, then has 5 days to approve the **Re-evaluation Form**.

Upon receipt of the signed **Re-evaluation Form** from OEM, or if OEM signature was not needed, the District Environmental Office will notify other phase managers e.g., Design, ROW, and Construction, Cooperating Agencies, and others as appropriate. The District Environmental Office will also provide the date of the signed Re-evaluation on the **Status of Environmental Certification for Federal Project**, as shown in [Figure 13-3](#), which is required as part of the contract file for federal oversight projects.

### 13.2.1.3 Supplemental Environmental Impact Statements

A SEIS may be necessary [**40 CFR § 1502.9(d)**] when changes, new information, or other project developments result in new significant environmental impacts which were not

identified in the Environmental Document or a prior Re-evaluation. In this situation, the District needs to coordinate with OEM to define the scope of additional analysis necessary to allow the project to progress and prepare a SEIS using the same procedures for preparing EISs as described in [Part 1, Chapter 8, Draft Environmental Impact Statement](#) and [Part 1, Chapter 9, Final Environmental Impact Statement](#), respectively.

According to **23 CFR § 771.130(a)**, OEM may determine that a SEIS is needed when:

- (1) Changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or
- (2) New information or circumstances relevant to environmental concerns and bearings on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS.

A SEIS is not necessary under **23 CFR § 771.130(b)** when:

- (1) The changes to the proposed action, new information, or new circumstances result in a lessening of adverse environmental impacts evaluated in the EIS without causing other environmental impacts that are significant and were not evaluated in the EIS; or
- (2) The Administration (in this case OEM) decides to approve an alternative fully evaluated in an approved final EIS but not identified as the preferred alternative. In such a case, a revised ROD shall be prepared and circulated in accordance with **23 CFR § 771.127(b)**.

A Re-evaluation may need to be done on an SEIS. In this case, it is important to coordinate closely with OEM.

### 13.2.2 Type 1 Categorical Exclusion Projects

Type 1 CE updates or changes are not documented on the **Re-evaluation Form**, but rather through re-submittal of the **Type 1 Categorical Exclusion Checklist** in SWEPT. The **Type 1 Categorical Exclusion Checklist** is provided as a visual in [Part 1, Chapter 2, Class of Action Determination for Federal Projects](#). The Re-evaluation process for Type 1 CEs is shown in [Figure 13-4](#).

Re-evaluations for Type 1 CEs should be completed when changes have been made to the project, or existing conditions have changed since the completion and approval of the last **Type 1 Categorical Exclusion Checklist**. They also should be completed if subsequent release of federal funds is required after a year has passed since the previous **Status of Environmental Certification for Federal Project** form was submitted. The completion of the checklist is documented in the **Status of Environmental Certification for Federal Project (Figure 13-3)** in SWEPT which provides the District Environmental Office's clearance for the project to advance to the next phase. The **Status of Environmental Certification for Federal Project** is sent to the District Federal-Aid Coordinator.

### 13.3 REFERENCES

FHWA, October 30, 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents, FHWA Technical Advisory T6640.8A  
<https://www.environment.fhwa.dot.gov/projdev/impTA6640.asp>

FHWA. NEPA Re-Evaluation Joint Guidance for Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), & Federal Transit Administration (FTA). August 14, 2019.  
[https://www.environment.fhwa.dot.gov/legislation/nepa/Reevaluation\\_guidance\\_08142019.aspx](https://www.environment.fhwa.dot.gov/legislation/nepa/Reevaluation_guidance_08142019.aspx)

First Renewal of the Memorandum of Understanding 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, May 26, 2022.  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/nepa\\_assign/fdot-327-first-renewal-mou-for-comment.pdf?sfvrsn=202c70b4\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/nepa_assign/fdot-327-first-renewal-mou-for-comment.pdf?sfvrsn=202c70b4_2)

FDOT. Design-Build Request for Proposals boilerplate  
<https://www.fdot.gov/construction/designbuild/design-build.shtm>

FDOT. FDOT Design Manual, Topic No. 625-000-002  
<http://www.fdot.gov/roadway/FDM/2018FDM.shtm>

FDOT. Project Commitment Tracking, Topic No. 650-000-003 <https://pdl.fdot.gov/>

Title 23 CFR § 636, Design-Build Contracting

Title 23 CFR § 771, Environmental Impact and Related Procedures

Title 40 CFR §1502.9, Draft, Final, and Supplemental Statements

### 13.4 HISTORY

10/9/1998, 1/31/2007, 6/20/2011, 5/27/2016, 7/15/2016, 6/14/2017: NEPA Assignment, 1/14/2019, 7/1/2020



### 3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes  No

Describe the changes and as appropriate, upload supporting documentation.

### 4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes  No

Describe the changes and as appropriate, upload supporting documentation.

### 5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? (Meetings, workshops, hearings)

Yes  No

Describe public involvement activities and, as appropriate, upload supporting documentation.

### 6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Would only be required as needed: phase change requiring federal funding authorization; or updating previous consistency information.

Planning Consistency is not required for this re-evaluation.

Is Planning Consistency required for this project segment? Yes  No

Segment FM Number:

<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>				
<b>Y/N</b>	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
<b>Phase</b>	<b>TIP/STIP</b>	<b>Currently Approved</b>	<b>\$</b>	<b>FY</b>	<b>Comments</b>
Identify phase(s) being authorized (e.g., PE, ROW, and/or Construction)	TIP/STIP	Y/N	\$		(If phase completed, make note, otherwise provide comments describing status and activities needed to achieve consistency)

Figure 13-1 Re-evaluation Form (Page 2 of 6)

## 7. EVALUATION OF CHANGES IN IMPACTS

### a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

Are there changes in right-of-way needs? Yes  No  N/A

Provide additional details as appropriate.

Is there a change in anticipated relocation(s)? Yes  No

Describe the changes and, as appropriate, upload supporting documentation.

Are there changes in impacts to Prime or Unique Farmlands?

Yes  No  N/A

Describe the changes and as appropriate, upload supporting documentation.

### b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)?

Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources, recreational areas, or other protected public lands?

Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

**Figure 13-1 Re-evaluation Form (Page 3 of 6)**

Are there changes in impacts to recreational areas or protected lands?

Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation. Include a reference to the Section 4(f) section for any previously discussed Section 4(f) resources and focus this discussion on any resources not previously discussed in the Section 4(f) section, such as state-owned, upland conservation lands subject to Acquisition and Restoration Council coordination.

**c. NATURAL**

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes  No  N/A

Describe the changes, and as appropriate, provide update to mitigation status and upload supporting documentation.

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentations.

Are there changes in impacts to Floodplains or Water Resources?

Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

**d. PHYSICAL**

Are there changes in Air Quality? Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

What is the status of Highway Traffic Noise?

Describe the changes and, as appropriate, upload supporting documentation.

What is the status of Contamination?

Provide an update on the status of contamination assessment for sites rated “high” or “medium”. Describe the changes in involvement with potentially contaminated sites and as appropriate, upload supporting documentation.

**Figure 13-1 Re-evaluation Form (Page 4 of 6)**

Are there changes in impacts to Utilities and Railroads? Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

Are there changes in impacts to Navigation? Yes  No  N/A

Describe the changes and, as appropriate, upload supporting documentation.

## 8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes  No  If yes, attach PCR.

Are there new environmental commitments? Yes  No

List new environmental commitments added since approval of the original Environmental Document or most recent Re-evaluation. (should be contained within the uploaded PCR)

## 9. STATUS OF PERMITS

### Federal Permit(s):

Segment/Descriptor/Status/Date:

USACE Section 10 or Section 404 Permit

USACE Section 408

USCG Bridge Permit

### State Permit(s):

DEP or WMD Environmental Resource Permit (ERP)

DEP Coastal Construction Control Line Permit

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

WMD Right of Way Permits

State 404 Permit

### Local Permit(s)

if delegated or not excluded

by Section 335.02(4), F.S.:

### Other Permit(s):

Add comment/explanation if permit listed in original Environmental Document is no longer required.

Figure 13-1 Re-evaluation Form (Page 5 of 6)



## 10. CONCLUSION

Check the box below:

- The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

## 11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: \_\_\_\_\_

*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 May 26, 2022 and executed by the Federal Highway Administration and FDOT.*

OEM approval required? Yes  No  (date of consultation)

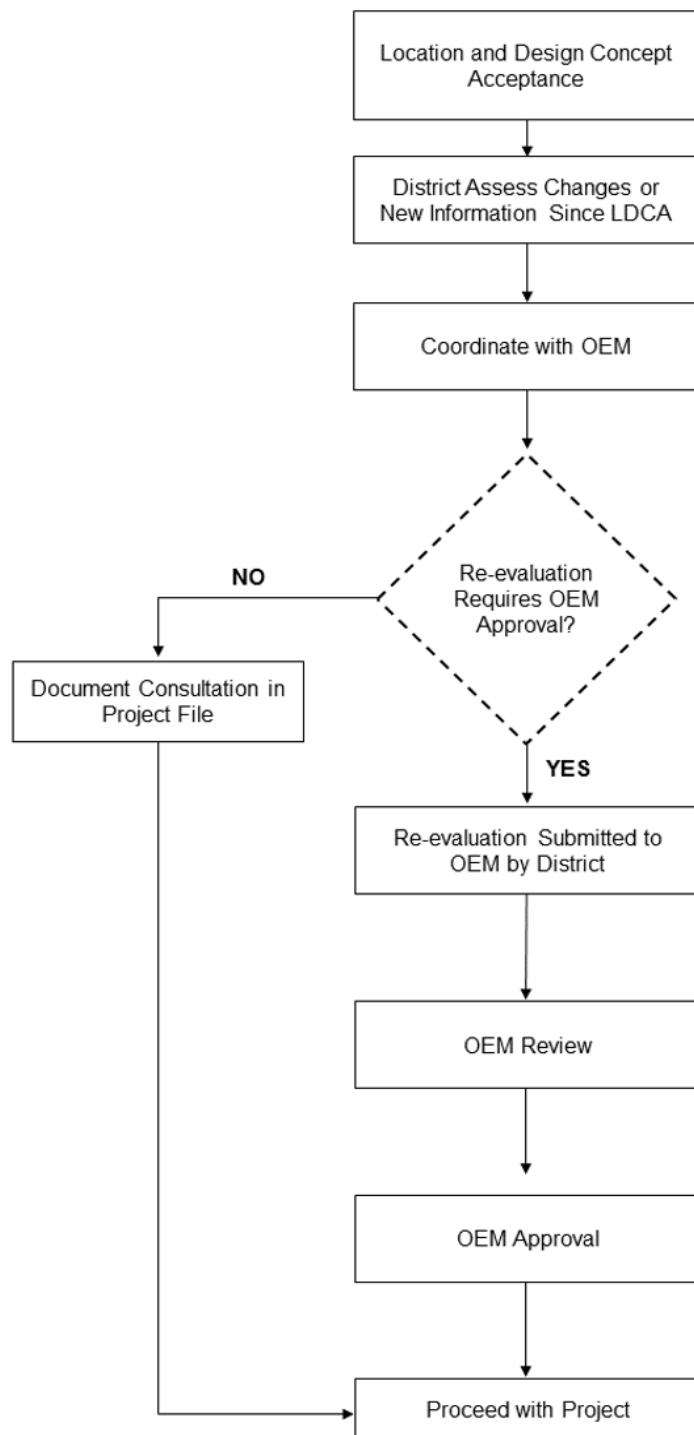
\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
District approving authority or designee Date

## 12. OEM APPROVAL

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Director of the Office of Environmental Management or designee Date

## 13. Links to Supporting Documentation

**Figure 13-1 Re-evaluation Form (Page 6 of 6)**



**Figure 13-2 Reevaluation Process for Type 2 Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements**

### STATUS OF ENVIRONMENTAL CERTIFICATION FOR FEDERAL PROJECT

Financial Management No. \_\_\_\_\_

Additional Identifier: \_\_\_\_\_

FAP No. \_\_\_\_\_

Title: \_\_\_\_\_

Work Mix: \_\_\_\_\_

District: \_\_\_\_\_

County: \_\_\_\_\_

Project Description: \_\_\_\_\_ (include project title, limits, and brief description of the proposed scope of work)

This project is a Categorical Exclusion under 23 CFR § 771.117:

- A Type 1 Categorical Exclusion per  (c)\_\_\_\_\_ or  (d)\_\_\_\_\_ as determined on \_\_\_\_\_
- A Type 2 Categorical Exclusion approved on \_\_\_\_\_

The final Environmental Document for this project was a (check one):

- A Finding of No Significant Impact under 23 CFR § 771.121 approved on \_\_\_\_\_
- A Record of Decision under 23 CFR § 771.127 approved on \_\_\_\_\_

A re-evaluation in accordance with 23 CFR § 771.129 was (check one):

- Approved on \_\_\_\_\_
- Not required.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Environmental Manager or designee

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 May 26, 2022 and executed by the Federal Highway Administration and FDOT.

**Figure 13-3 Status of Environmental Certification for Federal Project**

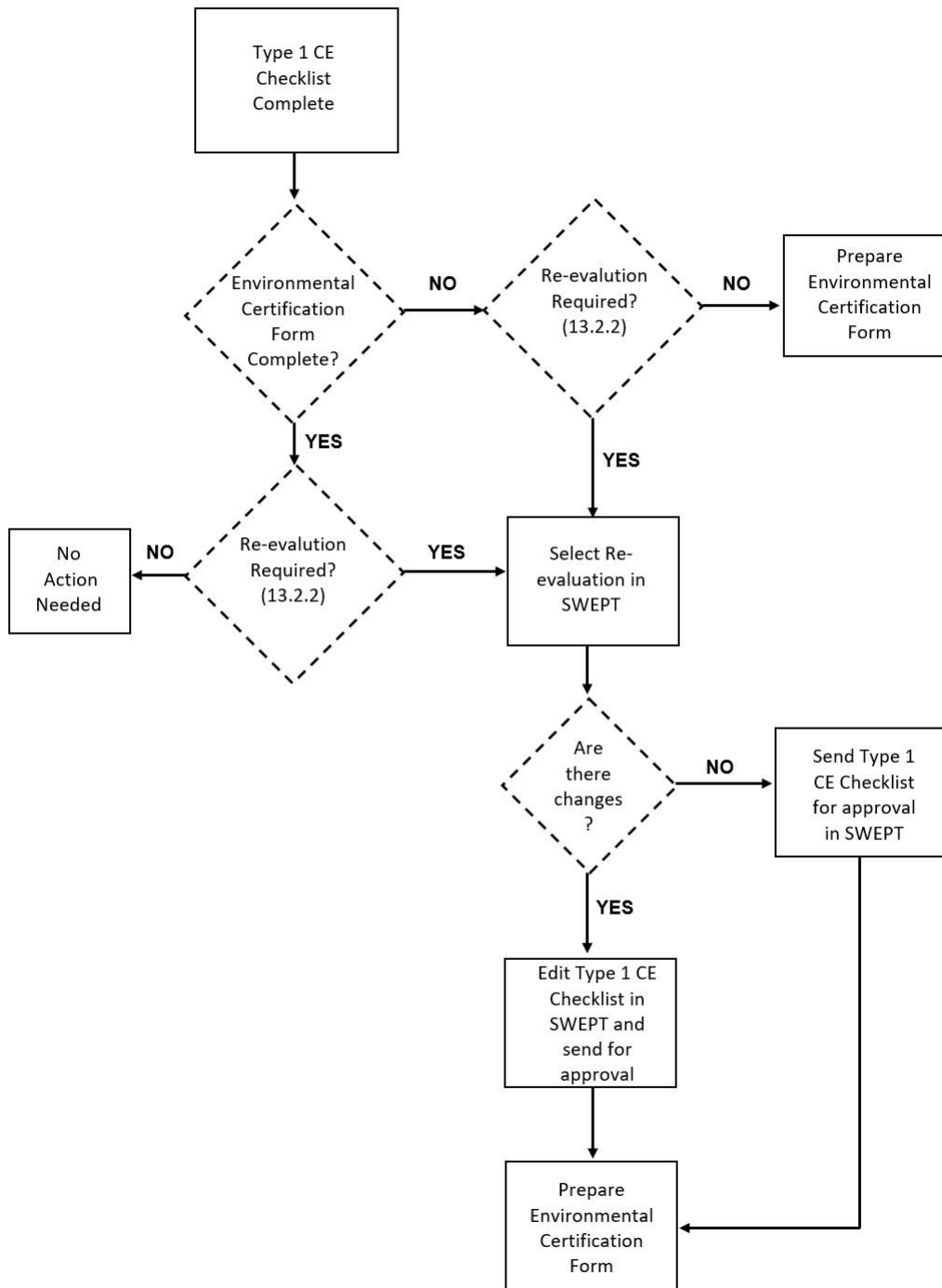


Figure 13-4 Re-evaluation Process for Type 1 Categorical Exclusions