

## **PART 1, CHAPTER 6**

# **ENVIRONMENTAL ASSESSMENT**

### **TABLE OF CONTENTS**

6.1	OVERVIEW .....	6-1
6.2	PROCEDURE .....	6-1
6.2.1	Environmental Assessment Preparation .....	6-2
6.2.1.1	Cover Page and Table of Contents .....	6-2
6.2.1.2	Project Information .....	6-3
6.2.1.3	Alternatives .....	6-3
6.2.1.4	Environmental Analysis .....	6-4
6.2.1.4.1	Anticipated Permits.....	6-4
6.2.1.5	Comments and Coordination.....	6-4
6.2.1.5.1	Discussion of Efficient Transportation Decision Making Programming Screen and Advance Notification .....	6-5
6.2.1.5.2	Agency Coordination and Consultation .....	6-5
6.2.1.5.3	Public Meetings/Workshops .....	6-5
6.2.1.5.4	Other Coordination .....	6-6
6.2.1.5.5	Concluding Statement .....	6-6
6.2.1.6	Commitments .....	6-6
6.2.1.7	Appendix of the Environmental Assessment .....	6-6
6.2.1.8	Material Incorporated by Reference .....	6-7
6.2.2	FDOT Document Review Process .....	6-7
6.2.3	Actions Taken After Approval of the Environmental Assessment .....	6-8
6.3	REFERENCES .....	6-10

---

6.4 FORMS ..... 6-11

**LIST OF TABLES**

Table 6-1 Chapter References for Topics/Resources ..... 6-12

**LIST OF FIGURES**

Figure 6-1 Environmental Assessment Process ..... 6-13

Figure 6-2 Sample Table of Contents..... 6-14

## PART 1 CHAPTER 6

# ENVIRONMENTAL ASSESSMENT

### 6.1 OVERVIEW

This chapter provides guidance for the development of an Environmental Assessment (EA). See [Part 1, Chapter 2, Class of Action Determination for Federal Projects](#) for guidance on determining if a project is an EA.

In accordance with **U.S. Department of Transportation (USDOT) Order 5610.1D, 10.b.**, in order to provide evidence and analysis to determine whether to prepare a Finding of No Significant Impact (FONSI) or to prepare an Environmental Impact Statement (EIS), the EA should briefly discuss the following:

- The purpose and need for the project
- Alternatives analysis to a degree commensurate with the nature of the proposed project and indicate a preferred alternative, if identified
- The reasonably foreseeable impacts of the proposed project and the alternatives considered, including the no action alternative

All projects subject to **23 United States Code (U.S.C.) § 139** are required to be tracked on the Permitting Dashboard established under **42 U.S.C. § 4370m-2(b)**. Under **National Environmental Policy Act (NEPA)** Assignment, the Office of Environmental Management (OEM) enters project schedules for EAs into the Permitting Dashboard. The District is responsible for providing specific project schedule information to OEM as requested. The Permitting Dashboard is updated in accordance with USDOT tracking requirements.

### 6.2 PROCEDURE

Environmental and engineering analysis is used to prepare the EA. The level of analysis for topics/resources should be sufficient to adequately identify the impacts and address comments provided by the Environmental Technical Advisory Team (ETAT), other agencies, interested parties, or the public during the Efficient Transportation Decision Making (ETDM) Programming Screen and/or the Advance Notification (AN) process. The analysis should also support the resource agency consultation processes, address opportunities and approaches to mitigation when needed, and aid in coordination with the public or other interested stakeholders.

At the beginning of the Project Development and Environment (PD&E) phase a **Public Involvement Plan (PIP)** is developed and administered in accordance with procedures

in [Part 1, Chapter 11, Public Involvement](#). Public involvement activities take place throughout the PD&E phase and are documented in a **Summary of Public Involvement (SPI)**. See [Part 1, Chapter 11 Public Involvement](#) for more information on public involvement during the PD&E phase.

According to **USDOT Order 5610.1D**, EAs are required to be completed within 1 year, which is measured from the date the OEM Director approves the **Class of Action Form** to the signature of an EA with FONSI. This form is typically approved prior to the public hearing, if held. The District must coordinate with OEM if a longer time limit is necessary.

The EA is prepared by the District in consultation with OEM and includes the results of the environmental and engineering analysis, agency coordination, and public involvement ([Section 6.2.1](#)). It is important for the PD&E scope of services to recognize the result of the PD&E Study could be either a FONSI or an EIS. [Figure 6-1](#) outlines the EA process.

## 6.2.1 Environmental Assessment Preparation

The EA should be clear, concise, and focused on the relevant issues or resources where the significance of the impacts is in question. To support the concise discussion of relevant issues or resources, the EA may incorporate technical reports by reference (see [Section 6.2.1.8](#)). Comments submitted from the ETAT during the Environmental Screening Tool (EST) screening should be used to focus the content of the EA. The [Environmental Assessment QA/QC Checklist](#) may be used as a tool to facilitate preparation of the EA and ensure that applicable information is included.

According to **23 Code of Federal Regulations (CFR) § 771.138(b)(2)**, the text of an EA must not exceed 75 pages, not including any citations or appendices. If the page limit is exceeded, the District must coordinate with OEM.

**USDOT Order 5610.1D, 10.h.(3)**, provides that an EA should “be as concise as possible while proportional to the magnitude of the proposed action and anticipated impacts”. EAs must be formatted for an 8.5”x11” page with one-inch margins using 12-point proportionally spaced font, single spaced. Footnotes may be in 10-point font. These size restrictions do not apply to explanatory maps, diagrams, graphs, tables, and other means of graphically displaying quantitative or geospatial information, although pages containing such material do count towards the page limit. When an item of graphical material is larger than 8.5”x11”, each item counts as one page.

### 6.2.1.1 Cover Page and Table of Contents

EA cover pages are only prepared as electronic forms in the StateWide Environmental Project Tracker (SWEPT). Sample cover pages for EAs, both with and without a Draft **Section 4(f)** Evaluation, are provided as a visual in [Guidance for Part 1, Chapter 6](#). The draft cover page is removed prior to the final submittal of the EA in SWEPT.

The layout of a sample Table of Contents is provided in [Figure 6-2](#). This layout is flexible depending on the specifics of the project.

### **6.2.1.2 Project Information**

The Project Information section of an EA should be developed in accordance with [Part 2, Chapter 1, Project Description, Purpose and Need, and Planning Consistency](#).

In the Planning Consistency subsection information is needed to verify that a project meets the planning requirements in **23 CFR § 450**. The intent is to advance projects derived from transportation plans and clearly describe the steps toward implementation as described in those plans. The EA must include information reflecting the status of planning consistency [Cost Feasible Plan of the Long Range Transportation Plan (CFP L RTP), Transportation Improvement Program (TIP), and Current State Transportation Improvement Program (STIP)] and include documentation of planning consistency pages. Documentation of snapshots of the Work Program is not adequate documentation to demonstrate planning consistency. More information on planning consistency is in [Florida Department of Transportation \(FDOT\)/Federal Highway Administration \(FHWA\) Consistency Guidance](#), and [Planning Consistency for NEPA Practitioners](#). Planning consistency should be met prior to Location and Design Concept Acceptance (LDCA).

### **6.2.1.3 Alternatives**

The EA should describe the alternatives in accordance with [Part 2, Chapter 3, Engineering Analysis](#) and [Part 2, Chapter 3A, Alternatives Analysis](#). This section summarizes the engineering analysis and considerations concerning evaluation of existing conditions, selection of design parameters, development of alternatives, analysis of alternatives, and selection of a preferred alternative.

An EA must evaluate at least one Build Alternative, a No-Build Alternative, and a Transportation Systems Management and Operations (TSM&O) alternative. When consistent with the purpose and need, a multi-modal alternative(s) should also be included. Additionally, any alternative considered but eliminated prior to preparation of the EA should be discussed and the reasons for its elimination documented in the EA according to [Part 2, Chapter 3, Engineering Analysis](#) and [Part 2, Chapter 3A, Alternatives Analysis](#).

A preferred alternative is typically chosen prior to the public hearing. If in unusual circumstances a preferred alternative cannot be selected before the public hearing the District should coordinate with OEM. For these situations, additional public involvement after the hearing could be necessary and could range from another public hearing to a meeting, or a flyer/mailer. See [Part 1, Chapter 11, Public Involvement](#) for details on public involvement activities.

## 6.2.1.4 Environmental Analysis

The Environmental Analysis section includes discussion of existing conditions of the project area and potential impacts the project may have on applicable topics/resources.

The Table of Contents in [Figure 6-2](#) provides a layout of subsections that are typically included in the Environmental Analysis section. [Table 6-1](#) provides references to chapters in **Part 2** of this [Manual](#) which provide guidance on addressing each topic/resource. The EA should focus on those resources where there is a question of significance. If there is no involvement with, or impact to the topic/resource, some of the chapters listed in [Table 6-1](#) provide standard statements to include in these subsections. Topics/resources without involvement/impacts may be summarized in an introductory paragraph in the Environmental Analysis section and separate, individual sections for those topics are not required.

The Environmental Analysis section should provide sufficient detail to support the conclusions and provide the scientific and analytic basis for the comparison of project alternatives. Each topic/resource subheading should describe the potential impacts of the proposed project and the alternatives evaluated. It should also include discussion of enhancements and identify potential benefits to the topic/resource. The document should make full use of charts, tables, maps, and other graphics illustrating comparisons between the alternatives and their respective impacts (i.e., costs, residential displacements, noise impacts). Impacts that can be mitigated should be discussed. This section should not duplicate discussions in the Alternatives section.

### 6.2.1.4.1 Anticipated Permits

The Environmental Analysis section should include a subsection on anticipated permits identified during the PD&E phase. This list includes the name of the permit, the name of the permitting agency, and the permit status. Documentation of regulatory agency coordination should be added to the project file and included in the Appendix of the EA. Coordination with the District Environmental Permits Coordinator should occur when preparing this section of the document. See [Part 1, Chapter 12, Environmental Permits](#) for more information on documenting permits in the EA.

### 6.2.1.5 Comments and Coordination

A Comments and Coordination section is included in an EA to summarize the public and agency comments and coordination involved in developing the EA. This includes documentation of early coordination and comments received during the AN, or if combined, the ETDM Programming Screen, as well as documentation of meetings and coordination with government officials, government agencies, community groups, and individual citizens during the PD&E phase.

This section is divided up into five subsections:

1. Discussion of ETDM Programming Screen and Advance Notification
2. Agency Coordination and Consultation
3. Public Meeting/Workshop(s)
4. Other Coordination (included only when needed)
5. Concluding Statement

#### **6.2.1.5.1 Discussion of Efficient Transportation Decision Making Programming Screen and Advance Notification**

The comments received by the District during the AN, or if combined, the ETDM Programming Screen, should be referenced, or summarized in a subsection of the Comments and Coordination section of the EA. This subsection includes the following information:

1. The date of the AN distribution, or if combined with the ETDM Programming Screen, the screening date;
2. A list of federal, state, local agencies and other interested parties that provided comments;
3. A reference to relevant comments on the project and District responses. Reference the appropriate section where comments/District responses can be located.

#### **6.2.1.5.2 Agency Coordination and Consultation**

This subsection summarizes the coordination and consultation which occurred with agencies during preparation of the EA. This should include a chronology of meetings, events, attendees, comments received, and District responses. This information can be exhibited as a table. This summary is in addition to discussion of consultation in other sections of the EA. The detailed results of coordination are included in the applicable topic/resource section and the actual coordination documents (e.g., emails, letters, meeting notes) are added to the Appendix of the EA.

#### **6.2.1.5.3 Public Meetings/Workshops**

A summary of the information provided in the **SPI** for the public kick-off meeting, any public meeting or workshops, or public involvement activities held before the public hearing may be included here, or this section may reference the **SPI**. Coordination documents (e.g., agenda, meeting notes) are included in the Appendix of the EA (see [Section 6.2.1.7](#)).

#### 6.2.1.5.4 Other Coordination

If other coordination has occurred, it is summarized in this subsection with the actual coordination documents (e.g., correspondence) included in the Appendix of the EA. If there is no other coordination, then this subsection is not to be included in the EA.

#### 6.2.1.5.5 Concluding Statement

Since the EA may be modified after the public hearing/public notice, the following statement is included as the concluding statement for the Comments and Coordination section:

*FDOT will not make a final decision on the proposed action or any alternative until a public hearing or the opportunity for a public hearing has been provided for this project and comments received have been taken into consideration.*

#### 6.2.1.6 Commitments

This section contains all commitments made during the PD&E process, including those identified in associated technical reports ([Part 2, Chapter 22, Commitments](#)). All commitments should be transmitted to the next phase of project development in accordance with [Procedure No. 650-000-003, Project Commitment Tracking](#).

#### 6.2.1.7 Appendix of the Environmental Assessment

**USDOT Order 5610.1D, 10.h(2)**, provides that appendices are to be used for voluminous materials, such as scientific tables, collections of data, statistical calculations, which substantiate the analysis provided in the EA. Appendices are not to be used to provide additional substantive analysis.

The appendices include documents which support the significance findings of the EA. This may include concurrence letters, determinations of effect, Memorandums of Understanding (MOUs), and Referendums.

The Appendices also include correspondence with agencies, officials, cooperating agencies, and citizens or private interest groups. It also may include lists (i.e., meetings), resolutions, Letters of Agreement, Memoranda of Agreement (i.e., **Section 106 - Historic Preservation Act**).

The Appendices should **not** contain materials that do not support the significance findings such as internal FDOT memos, correspondence between FDOT and its consultant, comments on draft documents, or ETDM Planning or Programming Screen Summary Reports.

The Appendix of the EA contains a series of appendices divided up by topic/resource (e.g., Community Effects, Cultural Resources, Natural Resources) with each appendix

including a divider page that lists the documents provided in that Appendix. For example, the divider page of the Natural Resources Appendix would list items such as the USFWS Species Concurrence Letter.

### 6.2.1.8 Material Incorporated by Reference

Material incorporated by reference (contained under separate cover) should be cited in the EA and included in the project file in SWEPT. See the ***SWEPT Project File Organization Guide*** on FDOT's [PD&E Manual Website](#) for information on organizing the project file. Districts should maintain the project file according to [Part 1, Chapter 15, Project File and Records Management](#).

These materials include technical reports (e.g., ***Project Traffic Analysis Report, Conceptual Stage Relocation Plan, Natural Resource Evaluation***), technical memorandums, and studies. For a list of potential technical reports see [Part 1, Chapter 4, Project Development Process](#).

### 6.2.2 FDOT Document Review Process

A diagram of the FDOT Document Review Process is available on the [OEM Website](#). The timeframes identified in this process are calendar days. EAs are required to go through a Quality Assurance (QA)/Quality Control (QC) check at the District level before submittal for OEM Initial review (see OEM's [Documents and Resources Webpage](#)). During this process the [Environmental Assessment QA/QC Checklist](#) is completed and then submitted to OEM with the EA for Initial review.

The District uses the SWEPT application to complete the ***Environmental Document Submittal Form*** for Initial OEM review. The District uploads the EA into the FDOT's Electronic Review and Comment (ERC) application.

The Project Delivery Coordinator (PDC) receives email notification and acknowledges the document is complete and ready for review by confirming the ***Environmental Document Submittal Form*** in SWEPT. If necessary, the District schedules a project briefing for OEM reviewers and the Office of General Counsel (OGC) reviewers. The OEM and OGC review team have 30 days to review the draft documents. OEM provides comments in the ERC.

The District addresses OEM comments and provides responses in the ERC. The OEM project review team has a 15-day period 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 schedules a meeting with the project review team to discuss comments.

If there are Cooperating Agencies, the District uploads the EA to the EST and initiates the Cooperating Agency review. This review may be concurrent with OEM review. The District may address Cooperating Agency comments in the EST.

Once comments have been addressed, the District submits the revised EA along with the **Environmental Document Submittal Form** for Final review and 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 Administrators review.

The OEM Environmental Administrators have 25 days to recommend the EA for approval. The Director of OEM, or designee, then has 5 days to approve the EA in SWEPT. This approval is for public notice of the EA.

## 6.2.3 Actions Taken After Approval of the Environmental Assessment

### Distribution to Agencies and Stakeholders

The approved EA is sent electronically to the Florida State Clearinghouse (SCH) and ETAT agencies, which includes Cooperating Agencies and Participating Agencies, through the EST. The District should also send the document to other interested state and federal agencies and other stakeholders listed in [Part 1, Chapter 3, Preliminary Environmental Discussion and Advance Notification](#), including contacts to which the AN was originally sent. The document should be sent to Federally Recognized Native American Tribes according to their requested method of communication as established on FDOT's [Native American Tribal Consultation Website](#). Others should be sent an electronic link to the document, unless a paper copy is requested. See [Guidance for Part 1, Chapter 6](#) for a sample transmittal letter.

### Making the EA Available for Public Inspection

The EA is made available:

- For a minimum of 15 days in advance of the public hearing (if applicable)
- At the District office for 30 days
- At the public hearing (if applicable)
- On project websites or using other publicly accessible electronic means.

Materials incorporated by reference may also be made available on the project website.

### Public Notice of Availability and Public Hearing

A public hearing is required if the project is a major transportation improvement as described in **Section 339.155(5), Florida Statutes (F.S.)** (see [Part 1, Chapter 11, Public Involvement](#)). When a public hearing is required, the District places a notice in the local newspaper(s) which:

- Advertises the public hearing

- Announces the availability of the EA for public review for 30 days (start date being the newspaper ad publication date)
- Provides locations where the EA can be obtained or reviewed by the public
- Requests comments during the 30-day availability period of the EA

Proof of publication or an ***Affidavit of Publication*** is included in the ***SPI*** for these notices. See [Part 1, Chapter 11, Public Involvement](#) for details on other notification requirements for public hearings and guidance on holding a public hearing.

After the public hearing, it must be certified by the Project Manager using a ***Public Hearing Certification, Form***. This form may be completed in SWEPT or by using the ***Public Hearing Certification, Form No. 650-050-56***. If completed in SWEPT, the ***Public Hearing Transcript*** is uploaded to SWEPT and a link to it is provided in the certification form. If completed outside of SWEPT, the certification form and the ***Public Hearing Transcript*** are uploaded to SWEPT for the project file.

Written statements from the public, both submitted at the public hearing or during the public hearing comment period, are added to the ***SPI***.

### **Public Notice of Availability Without a Public Hearing**

Under limited circumstances, a project requiring an EA may not constitute a major transportation improvement as described in ***Section 339.155(5), F.S.***, and a public hearing is not required. The District must obtain OEM approval in order to offer the public an opportunity to request a public hearing in lieu of holding it without a public request.

In accordance with ***23 CFR § 771. 119(f)***, the District places a public notice of availability in a newspaper(s) similar to a public hearing notice and at a similar stage of development. This notice:

- Mentions the public of the availability of the EA for public review for 30 days
- Provides the locations where the EA can be obtained or reviewed by the public
- Requests comments during the 30-day availability period of the EA

This notice is typically combined with a notice of opportunity to request a public hearing. See [Part 1, Chapter 11, Public Involvement](#) for guidance on preparing this notice and publication requirements. Proof of publication or an ***Affidavit of Publication*** is included in the ***SPI*** for these notices.

## Decision of FONSI or Draft Environmental Impact Statement (DEIS)

After the public hearing has been held (if applicable), the 30-day comment period has closed, comments have been addressed and the project will have **no** significant impacts, the District updates the EA and prepares a FONSI according to procedures in [Part 1, Chapter 7, Finding of No Significant Impact](#). If significant impacts are anticipated at any point, consultation with OEM is required to determine if a DEIS should be prepared in accordance with [Part 1, Chapter 8, Draft Environmental Impact Statement](#). See [Part 1, Chapter 2, Class of Action Determination for Federal Projects](#) for guidance on significance.

## 6.3 REFERENCES

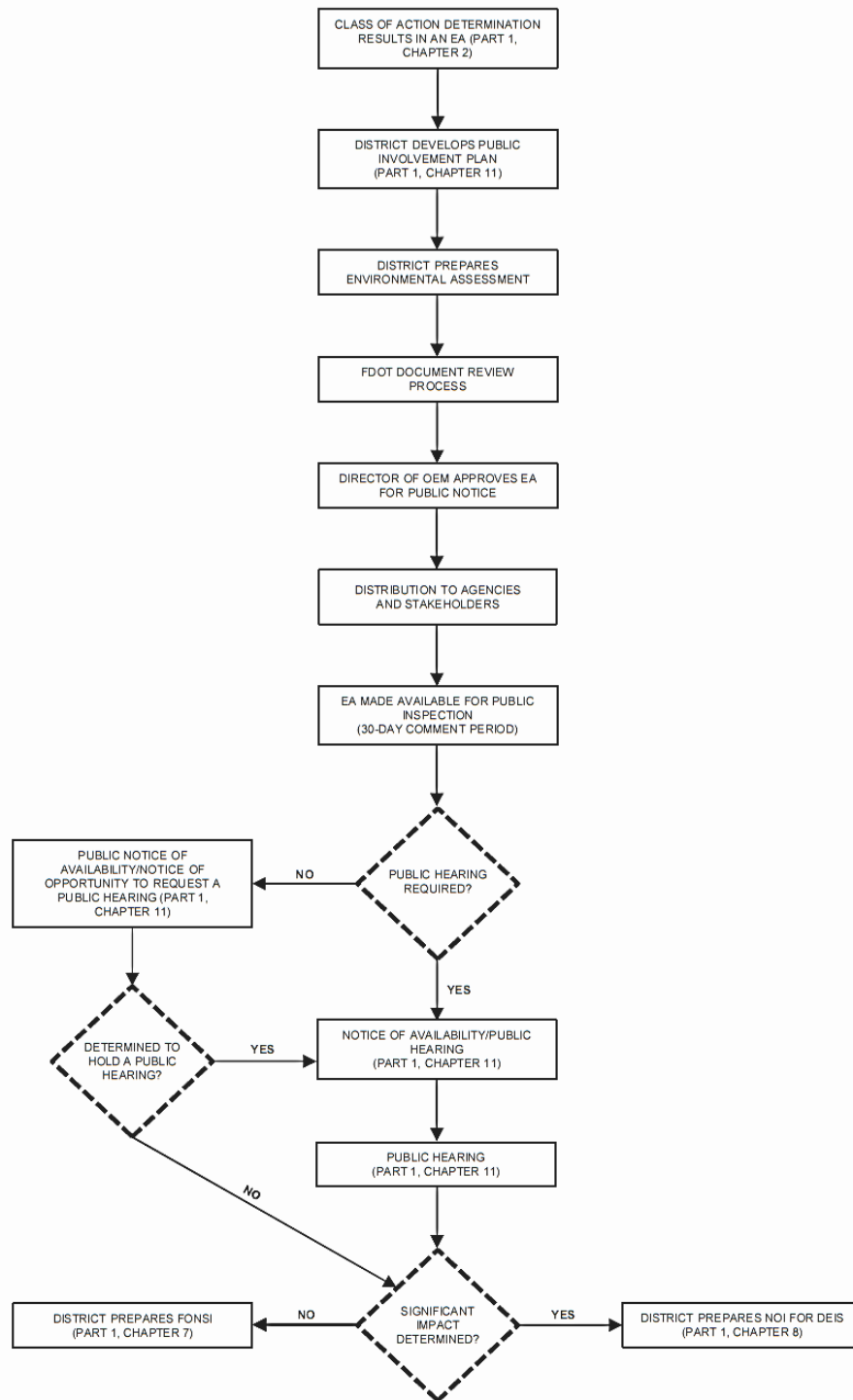
- FHWA, 1987. Technical Advisory T6640.8A. Guidance for Preparing and Processing Environmental and Section 4(f) Documents.  
[https://www.environment.fhwa.dot.gov/legislation/nepa/guidance\\_preparing\\_env\\_documents.aspx](https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx)
- FHWA, Guidance on NEPA Documentation.  
[https://www.environment.fhwa.dot.gov/nepa/classes\\_of\\_action.aspx#ea](https://www.environment.fhwa.dot.gov/nepa/classes_of_action.aspx#ea)
- FDOT, Efficient Transportation Decision Making (ETDM) Manual, Topic No. 650-000-002. <https://www.fdot.gov/environment/oem-divisions/qa-qc/etdm-manual>
- FDOT, Planning Consistency for NEPA Practitioners.  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/planning-consistency-for-nepa-practitioners.pdf?sfvrsn=895090ea\\_1](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/planning-consistency-for-nepa-practitioners.pdf?sfvrsn=895090ea_1)
- FDOT, Project Commitment Tracking, Procedure No. 650-000-003. <https://pdl.fdot.gov/>
- FDOT, SWEPT Project File Organization Guide.  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/swept-file-quick-guidance.xlsx?sfvrsn=39a0be74\\_6](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/swept-file-quick-guidance.xlsx?sfvrsn=39a0be74_6)
- Title 23 CFR Part 771, Environmental Impact and Related Procedures.  
<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771>
- Title 23 U.S.C. § 327, Surface Transportation Project Delivery Program.  
[http://uscode.house.gov/view.xhtml?req=\(title:23%20section:327%20edition:prelim\)%20OR%20\(granuleid:USC-prelim-title23-section327\)&f=treesort&edition=prelim&num=0&jumpTo=true](http://uscode.house.gov/view.xhtml?req=(title:23%20section:327%20edition:prelim)%20OR%20(granuleid:USC-prelim-title23-section327)&f=treesort&edition=prelim&num=0&jumpTo=true)
- USDOT, Order 5610.1D, Procedures for Considering Environmental Impacts.  
<https://www.transportation.gov/mission/dots-procedures-considering-environmental-impacts>

## **6.4 FORMS**

[Public Hearing Certification, Form No. 650-050-56](#)

**Table 6-1 Chapter References for Topics/Resources**

<b>Topic/Resource</b>	<b>Part</b>	<b>Chapter</b>
<b>Community Effects</b>		
Social	2	4
Economic	2	4
Land Use Changes	2	4
Mobility	2	4
Aesthetic Effects	2	5
Relocation Potential	2	4
Farmland	2	6
<b>Cultural</b>		
Historic Sites/Districts	2	8
Archaeological Sites	2	8
Section 4(f) of the USDOT Act of 1966, as amended	2	7
Section 6(f) of the Land and Water Conservation Fund Act of 1965	2	7
Recreational Areas and Protected Lands	2	7 and 23
<b>Natural</b>		
Protected Species and Habitat	2	16
Wetlands and Other Surface Waters	2	9
Essential Fish Habitat	2	17
Floodplains	2	13
Sole Source Aquifer	2	11
Water Resources	2	11
Aquatic Preserves	2	11
Outstanding Florida Waters	2	11
Wild and Scenic Rivers	2	12
Coastal Zone Consistency	2	14
Coastal Barrier Resources	2	15
<b>Physical</b>		
Highway Traffic Noise	2	18
Air Quality	2	19
Contamination	2	20
Utilities and Railroads	2	21
Bicycles and Pedestrians	2	3
Navigation	1	16
Construction	2	3
<b>Anticipated Permits</b>	1	12



**Figure 6-1 Environmental Assessment Process**

## TABLE OF CONTENTS

1.0	PROJECT INFORMATION.....	1-1
1.1	Project Description.....	1-1
1.2	Purpose and Need.....	1-2
1.3	Planning Consistency.....	1-4
2.0	ALTERNATIVES.....	2-1
2.1	Alternatives Development.....	2-1
2.2	Alternatives Considered but Eliminated.....	2-2
2.3	Alternatives Considered for Additional Study.....	2-3
2.4	Comparative Alternatives Evaluation.....	2-5
2.5	Preferred Alternative.....	2-5
3.0	ENVIRONMENTAL ANALYSIS.....	3-1
	<b>3.1 Community Effects.....</b>	<b>3-1</b>
3.1.1	Social.....	3-2
3.1.2	Economic.....	3-2
3.1.3	Land Use Changes.....	3-3
3.1.4	Mobility.....	3-4
3.1.5	Aesthetic Effects.....	3-5
3.1.6	Relocation Potential.....	3-6
3.1.7	Farmland.....	3-6
	<b>3.2 Cultural Resources.....</b>	<b>3-7</b>
3.2.1	Section 106 of the National Historic Preservation Act.....	3-8
3.2.1.1	Historic Sites/Districts.....	3-10
3.2.1.2	Archaeological Sites.....	3-11
3.2.2	Section 4(f) of the USDOT Act of 1966, as amended.....	3-12
3.2.3	Section 6(f) of the Land and Water Conservation Fund Act of 1965.....	3-14
3.2.4	Recreational Areas and Protected Lands.....	3-15
	<b>3.3 Natural Resources.....</b>	<b>3-16</b>
3.3.1	Protected Species and Habitat.....	3-16
3.3.2	Wetlands and Other Surface Waters.....	3-19
3.3.3	Essential Fish Habitat.....	3-20
3.3.4	Floodplains.....	3-21
3.3.5	Sole Source Aquifer.....	3-22
3.3.6	Water Resources.....	3-23
3.3.7	Aquatic Preserves.....	3-24
3.3.8	Outstanding Florida Waters.....	3-25
3.3.9	Wild and Scenic Rivers.....	3-26
3.3.10	Coastal Zone Consistency.....	3-27
3.3.11	Coastal Barrier Resources.....	3-27
	<b>3.4 Physical Resources.....</b>	<b>3-29</b>
3.4.1	Highway Traffic Noise.....	3-29
3.4.2	Air Quality.....	3-30
3.4.3	Contamination.....	3-32
3.4.4	Utilities and Railroads.....	3-34
3.4.5	Bicycles and Pedestrians.....	3-36
3.4.6	Navigation.....	3-36
3.4.7	Construction.....	3-37
	<b>3.5 Anticipated Permits.....</b>	<b>3-38</b>

Figure 6-2 Sample Table of Contents

---

4.0	COMMENTS AND COORDINATION.....	4-1
4.1	Discussion of ETDM Programming Screen and Advance Notification.....	4-1
4.2	Agency Coordination and Consultation.....	4-3
4.3	Public Meeting/ Workshop(s).....	4-4
4.4	Other Coordination	
4.5	Concluding Statement.....	4-3
5.0	COMMITMENTS.....	5-1
6.0	APPENDIX OF THE EA.....	7-1

**LIST OF FIGURES**

Figure 1-1 (Title of Figure 1).....	1-1
Figure 1-2 (Title of Figure 2).....	1-2
Figure 2-1 (Title of Figure 3).....	2-1

**LIST OF TABLES**

Table 1-1 (Title of Table 1).....	1-1
Table 2-1 (Title of Table 2).....	2-1

**Figure 6-2 Sample Table of Contents (Page 2 of 2)**