PART 2, CHAPTER 1

PROJECT DESCRIPTION, PURPOSE AND NEED, AND PLANNING CONSISTENCY

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PART 2 CHAPTER 1

PROJECT DESCRIPTION, PURPOSE AND NEED, AND PLANNING CONSISTENCY

1.1 OVERVIEW

This chapter provides guidance on developing and documenting the project description, purpose and need, and planning consistency for the project prior to and during the Project Development and Environment (PD&E) phase. The project description briefly describes the existing facility or existing conditions, project limits, project location, and the proposed improvements so that the Florida Department of Transportation (FDOT), resource agencies, and the public can understand the scope of the project and its effects on the environment. See ***Section 1.2.1*** for more information on the project description.

The purpose and need for a project is a basis for the development of the range of reasonable alternatives required in an Environmental Impact Statement (EIS), or identification of the build alternative(s) for other Environmental Document types. Moreover, the purpose and need for the project assists the Lead Federal Agency in evaluating project alternatives and selecting a preferred alternative (see ***Part 2, Chapter 3A, Alternatives Analysis***).

The purpose and need for a project begins in the Planning phase and can be refined during the PD&E phase. FDOT and planning agencies [e.g., Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO)] identify transportation needs during the development of their respective transportation plans based on planning data. Prior to the PD&E phase, FDOT uses the Efficient Transportation Decision Making (ETDM) process to obtain input from resource agencies and the public on the purpose and need for projects that are screened through the Environmental Screening Tool (EST) (see ***Section 1.2.2.2***). Later, during the PD&E phase, the purpose and need discussion in the Environmental Document provides details about the objectives of the proposed action, such as achieving transportation-related needs identified in an MPO plan. If project alternatives do not fully address the stated purpose and need, they can be eliminated from further consideration with documentation (see ***Section 1.2.2.3***).

This chapter also provides guidance for meeting planning consistency which is mandatory prior to the final Environmental Document approval on all FDOT Federal Projects. Planning consistency is required to authorize the spending of federal dollars and thus advance to future phases of project development. See ***Section 1.2.3*** for more information on planning consistency.

1.2 PROCEDURE

1.2.1 Project Description

Prior to the PD&E phase, a description of the project and the logical termini is developed through the planning process and documented during the ETDM process. The logical termini are determined for the scope of both transportation improvements and environmental analysis. The project description briefly describes the project location, the existing facilities and the proposed improvements.

The project description used later in the PD&E Study should be similar to the one used in the ETDM process but should include more detailed information not available during the ETDM screenings. If the project description changes during preparation of the PD&E Study, Office of Environmental Management (OEM) should be made aware of and agree to the proposed changes before they can be incorporated into the Environmental Document.

1.2.1.1 Development of Project Description

The project description should be written to allow a person without prior knowledge to clearly understand the project. The project description may differ between the ETDM screening and the PD&E Study but should be consistent. In the ETDM process it should provide as much information as readily available, for example in the description of existing and proposed facilities the lane widths may not be known but the description should state the number of existing and proposed lanes. By the PD&E phase the details of the existing and proposed project will be known and reflected in the updated project description.

The project description must include the following information:

- A brief description of the existing facility including:
    - Typical section features (number of lanes, divided/undivided, pedestrian and bicycle accommodations, etc).
    - Existing Right of Way (ROW)
    - Bridge information (bridge number, overpass/underpass, name of waterway, navigability, etc.)
    - Intersections and/or interchanges and control type (stop, signal, etc.)
- The limits of the proposed project (such as its length and logical termini)
- The names of the City and County where the project is located
- A brief description of the proposed improvements

- Mode
- Typical section features (number of lanes, lane widths, median widths, bicycle and pedestrian accommodations, etc.)
- Facility type and context classification
- Brief description of pedestrian and bicycle accommodation
- Treatment of any major structures
- Navigational needs for Federal Projects involving bridges over waters

1.2.1.1.1 Logical Termini

The establishment of a project's logical termini is an important aspect of the proposed project and serves to define the study area. The identification of logical termini should be completed during the planning process and finalized through the ETDM screening. For FDOT Federal Projects, the determination of logical termini is coordinated with the OEM during the Programming Screen when the purpose and need is accepted (see ***Section 1.2.2.2***).

Logical termini are defined as the rational beginning and end points for a transportation project and serve as the basis for the area of potential effect for environmental issues/resources to be evaluated during the PD&E Study. They are often located at major traffic generators, such as an intersecting roadway. In most cases traffic generators determine the size and type of facility being proposed. The PD&E Study area generally covers a broader geographic area than the limits of the transportation improvements to ensure consideration of potential project impacts. Pursuant to ***23 Code of Federal Regulations (CFR) § 771.111(f)***, alternatives developed for Categorical Exclusions (CEs), Environmental Assessment (EAs), or EISs must:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Consideration of the items above will prevent the problem of "segmentation" which may occur when a transportation need extends throughout an entire corridor, but environmental issues and transportation needs are inappropriately discussed for only a segment of the corridor.

When describing the logical termini, it is common to describe the termini points broadly, such as “the intersection at SR-XX.” However, termini that may not be considered logical without further discussion are county lines, rivers, and city limits.

The logical termini presented in an Environmental Document should be consistent with the “project limits” identified in the adopted cost feasible Long Range Transportation Plan (LRTP) of the respective MPO/TPO or other planning documents in a non-MPO area. The logical termini for a project in a “Non-attainment” or “Maintenance” area for Air Quality need to be consistent with the project limits established by the MPO/TPO. Any inconsistencies need to be resolved in coordination with FDOT’s District Planning Office, the MPO/TPO, and OEM.

1.2.2 Purpose and Need

The purpose and need is developed during the Planning phase for ETDM screening and may be refined during the PD&E phase if new information or needs are identified. If the purpose and need changes during the PD&E phase, OEM must be made aware of and agree to the proposed changes before they can be incorporated into the Environmental Document.

The purpose and need for a project provides the basis for developing, considering, evaluating, and eliminating alternatives. The purpose and need shapes the alternatives and in the case of an EIS, assists with identification of reasonable and feasible alternatives. The purpose and need should be clearly written in plain language, succinct and well defined to set the framework for the development and evaluation of alternatives. The purpose and need should briefly describe the project context including actions taken to date, other agencies and governmental units involved, actions pending, and schedules.

Project needs developed during the transportation planning process and identified in a statewide or metropolitan transportation plan can be the primary source of a project's purpose and need. The transportation planning process enables state and local governments and MPOs, with the involvement of resource agencies and the public, to establish a vision for a region's future transportation system, define a region's transportation goals and objectives for realizing that vision, decide which needs to address, and determine the timeframe for addressing these needs. Out of the planning process emerge proposed projects intended to meet the needs and achieve the objectives of the plan.

The purpose and need:

1. Should be a statement of the transportation problem (not a statement of a solution such as specific project alternatives);

2. Should be based on articulated planning factors and developed through a planning process pursuant to applicable federal law;

3. Should be specific enough so that the range of alternatives developed will offer real potential for solutions to the transportation problem;

4. Must not be so narrow in definition or so specific as to pre-determine a solution;

5. May reflect other priorities and limitations in the area, such as environmental resources, growth management, land use planning, and economic development; and

6. Should not list specific design criteria or standards to be met by the project.

Further guidance regarding the development of the purpose and need can be found in ***Federal Highway Administration (FHWA) Technical Advisory T6640.8A***, and ***FHWA Environmental Review Toolkit***.

1.2.2.1 Development of Purpose and Need

Transportation planning data developed for FDOT in non-MPO areas or for MPO/TPO LRTPs are the primary source of information used to establish the purpose and need. These data are obtained from corridor plans, subarea plans, regional models and other sources that help identify corridors and facilities where transportation improvements are needed. These data are also summarized in the Strategic Intermodal System (SIS) plan, MPO/TPO Transportation Improvement Program (TIP), and the State Transportation Improvement Program (STIP). District staff preparing the purpose and need during ETDM screening should coordinate with planning staff to obtain relevant data that support the purpose need for the project. Consistent with the conditions set forth in ***23 CFR Part 450*** and ***23 United States Code (U.S.C.) § 168***, planning products can be adopted or incorporated by reference into the ***National Environmental Policy Act (NEPA)***. See FDOT's ***Guidance for Linking Planning and Environmental Review*** on FDOT's ***PD&E Manual Website***.

1.2.2.1.1 Purpose

The purpose identifies the primary goals of the project and guides the alternatives that will be considered and developed in response to the established need. The purpose should be broad enough to encompass a reasonable range of alternatives for an EIS, but not so broad that it encompasses every possible alternative. Conversely, the purpose should not be so narrow as to preclude a range of alternatives that could reasonably meet the defined objectives or restrict decision-makers' flexibility in resolving conflicting interests.

An alternative that does not achieve the primary purpose of the project would be eliminated as unreasonable or not feasible. Secondary purposes do not, by themselves, provide a basis for eliminating alternatives from further study but could be considered in the selection of a preferred alternative.

1.2.2.1.2 Need

The need for the project may arise from deficiencies, issues, and/or concerns that currently exist or are expected to occur within the project area. The need serves as the foundation for the proposed project and provides the principal information upon which the "no-action" alternative discussion is based. It establishes the rationale for pursuing the action and is generally reflected in local, state or MPO/TPO transportation plans. The need should consist of a factual, objective description of the specific transportation problem supported by data and analysis. Detailed analysis supporting the need should be referenced in the purpose and need discussion.

The following is a list of common transportation needs to be considered in the discussion of the need for the proposed action. This list is not all-inclusive.

1. **Project Status** Briefly describes the project's history, including previous planning studies, measures taken to date, other agencies and governmental units involved, spending, funding, schedules, etc.

   System Linkage - Is the proposed project a local, regional, or intraregional "connecting link"?

   Discusses how the proposed project fits into the existing and future local, regional and state transportation system (network) and contributes to the movement of people, goods, and services. Also discusses how the proposed project contributes to the multi-modal transportation network.

2. **Capacity** - Is the capacity of the existing facility inadequate to serve the traffic? What is the projected transportation demand? What capacity is needed? What is the Level of Service (LOS) for existing and proposed facilities?

   Discusses the capacity of the existing facility, its existing and anticipated LOS, and any operational deficiencies of the facility.

3. **Transportation Demand** - Will the project accommodate the forecasted transportation demand as shown in the adopted state and local transportation plans? Will the project meet future transportation demands based on projected population, employment growth, an increase in freight movement, or other demands on the transportation system?

   Discusses the project relationship to any statewide transportation plan or adopted urban transportation plan.

4. **Legislation** - Is there a federal, state, or local governmental mandate for the action? Documents the need to respond to federal, state, or local government requirements.

5. **Social Demands or Economic Development** - What projected economic development/land use changes indicate the need to modify the transportation facility, network or system?

   Describes how the action will foster new employment, benefit schools, land use plans, recreation facilities. Discusses types of social and economic traffic generators, both existing and planned, which exert travel demands on the facility. For example, may include businesses, neighborhoods, recreational facilities, shopping centers, new developments, and any other traffic generators which could increase travel demands on the proposed facility.

6. **Modal Interrelationships** - How will the proposed project interface with and serve to complement other modes of transportation such as airports, freight facilities, rail and port facilities, and mass transit services?

   Identifies the need to address other modes of transportation (e.g., airports, rail and port facilities, mass transit services, bicycle accommodations, ridesharing, and special use lanes) associated with the project and discusses how the proposed action will complement other modes.

7. **Safety** - Is the proposed project necessary to correct an existing or potential safety hazard? Is the existing crash rate higher than the statewide average for similar facilities? How will the proposed project improve it?

   Discusses crashes which have occurred in the study area that may indicate a need for improvement. The discussion may include crash types, frequency, crash pattern, crash contributing causes, and the rate of crashes when compared with the statewide average for similar facilities. Identify existing high-hazard sections of the facility and how the project will address the safety problem. Discusses any traffic or transportation safety issues which are or could become a problem (e.g., hazardous material transportation).

8. **Roadway Deficiencies** - Is the proposed project necessary to correct existing roadway deficiencies? How will the proposed project address the deficiencies? Is there a deficient or substandard bridge?

   The need and rationale behind reconstructing or replacing a roadway or existing bridge **should** be provided. A detailed description of the existing structure(s) and their deficiencies is provided. Deficiencies may include substandard geometrics, load limits on structures, inadequate typical sections, poor pavement condition, inadequate drainage, and inadequate SIS roadway design standards. For bridges, the deficiencies identified may be the result of structural and functional ratings, horizontal and vertical clearances, state of repair, weight restrictions or limitations.

1.2.2.2 Purpose and Need during the ETDM Screening

The purpose and need may evolve as the project advances through the Planning phase, ETDM process, and through the PD&E phase. A project's purpose is usually first identified in the transportation plan(s), e.g., MPO LRTPs, the SIS plan and the TIP/STIP. While the purpose of a project does not change substantially over time, the need may be better defined as the project advances and more information becomes available.

OEM should provide opportunities for participating agencies and the public to provide input on the purpose and need in accordance with ***23 U.S.C. § 139(f)(1)***. Prior to engaging in the environmental review process, these obligations may be satisfied if agencies and the public are involved in the development of the project purpose and need during the transportation planning process. Nonetheless, FDOT accomplishes these goals through the ETDM process for all projects that are screened through the Environmental Screening Tool (EST). The ETDM process has two screening events: the Planning and Programming Screens. See the ***ETDM Manual, Topic No. 650-000-002*** for more information on project screening.

The following briefly describes the purpose and need during the screening events:

1. Planning Screen - The Planning Screen may be the first opportunity agencies and other interested parties have to provide input on a project's purpose and need. Coordination occurs with the District Planning Office to obtain the project purpose as identified in the MPO/TPO LRTP and SIS Plan.

2. Programming Screen - The Programming Screen is intended to occur prior to a project's adoption into the FDOT Work Program or TIP/STIP, and/or prior to the PD&E phase. This screening helps focus the scope of the PD&E Study and can provide scoping information for an EIS, if necessary. The information for the purpose and need is coordinated with the District Planning Office to ensure consistency. If the project was screened previously, then the purpose and need from the screening should be refined to reflect the information presented in the ***Planning Screen Summary Report*** with updated information, as appropriate. If any new information is available it should also be provided.

OEM provides a pre-screening review of the project description, purpose and need, and Preliminary Environmental Discussion (PED) before the Programming Screening event notification is distributed or before the Advance Notification (AN) is distributed separate from the screening event. An OEM Pre-screening Review may be done for a Planning Screen at the District's request.

The District Environmental Office staff should review and provide comments on the language in the project description, purpose and need, and PED prior to submission to OEM for the official OEM Pre-Screening Review. During the OEM Pre-Screening Review, the OEM Project Delivery Coordinator (PDC) and OEM Engineer review and provide comments about the project description, purpose and need, and PED. PDCs and OEM

Engineers have up to 14 days to provide comments and may also include subject matter experts. The PDC and OEM Engineer must provide an approval of the pre-screening in order to proceed with the release of the AN.

1.2.2.3 Purpose and Need during the PD&E Phase

The purpose and need information from the ***Programming Screen Summary Report*** is used to prepare the purpose and need for the Environmental Document. The final purpose and need developed in the PD&E phase should be consistent (e.g., same logical termini, elements of need) with the purpose and need found in the ***Programming Screen Summary Report***. During the PD&E Study the most up to date transportation plans are reviewed and verified to ensure information supporting the purpose and need is still valid, new data is gathered to fill any information gaps, and the purpose and need is refined if necessary. In addition, the needs are updated based on current data, such as traffic, crash, and existing conditions. OEM must be consulted if the project description or the purpose and need for a project changes substantially during the PD&E Study.

1.2.3 Planning Consistency

FDOT Federal Projects should meet planning consistency requirements outlined in ***23 CFR Part 450*** prior to being submitted to OEM for Location and Design Concept Acceptance (LDCA).See the ***FDOT/FHWA Consistency Guidance*** and ***Planning Consistency for NEPA Practitioners*** for more information on planning consistency. For the specific funding scenarios to obtain approval of the Environmental Document, refer to the ***Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs*** and ***Meeting Planning Requirements for NEPA Approval*** prior to submitting the Environmental Document. The Environmental Document includes a brief discussion of planning consistency presented in the form of a Planning Consistency Table. The table describes how and when the project will be implemented, including actions taken to date, coordination with other agencies and governmental units involved, actions pending, and schedules.

For a Type 2 CE, the Planning Consistency Table is included as a function of the StateWide Environmental Project Tracker (SWEPT). For a State Environmental Impact Report (SEIR), the Planning Consistency Table is optional and is also a function of SWEPT.

For an EA or an EIS, the Planning Consistency Table is included in the form of a table. See the sample table in ***Figure 1-1*** and the sample table for projects with segmented (phased) implementation in ***Figure 1-2***. The table summarizes information included in the planning documents including: project scope, project phases, cost, general funding sources, project description, and logical termini. The project implementation is described and the status of the planning requirements documented as follows:

a. MPO Areas:

1. Identifies the MPO area in which the project is located. The information provided in the Environmental Document should reference the MPO's currently adopted LRTP and TIP. Additionally, the Current STIP should be referenced, as the Current STIP provides the latest project information and is most consistent with the TIP.

2. Project limits: Confirms that the project description in the LRTP and Environmental Document are similar. Explains any differences, such as the PD&E Study is a shorter section than what is described in the LRTP or that the Environmental Document includes more than one LRTP project. If the LRTP shows that the project will be implemented in segments, then the segments should be described. Also confirms that the STIP/TIP and Environmental Document descriptions are similar, describing any differences.

3. Project Funding: Provide a narrative referencing the Cost Feasible Plan of the Long Range Transportation Plan (CFP LRTP), TIP, and Current STIP page. Document all project future phases [Design, ROW, and Construction], when those phases are to be funded, their anticipated costs, and the source of funds proposed to be used (e.g., state, local, federal, private or toll) which should be described in the first 10 years of the LRTP, referenced in the ***Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs***. If any phase is not funded, the estimated implementation dates should be provided, which can typically be found in the LRTP Needs Plan. The estimated total project cost and anticipated date of construction should also be included.

b. Non-MPO Areas:

1. In a non-MPO area, the information provided must reference the Current STIP and acknowledge consistency with the Florida Transportation Plan. Other long range planning documents, such as SIS CFP, Local Government Comprehensive Plan, or other publicly adopted plans may be used to support the project's planned implementation.

2. Project limits: Confirms that the project description in the STIP or other long range documents and Environmental Documents are similar. Explain any differences, such as the PD&E Study is a shorter section than what is described or that the Environmental Document includes more than one project.

3. Project Funding: Provides a narrative referencing the Current STIP page or other transportation plan that describes all future project phases (Design, ROW, and Construction), when those phases are to be funded, their anticipated costs, and the source of funds proposed to be used (e.g., state, local, federal, private or toll). If any phase is not funded, the estimated implementation dates should be provided. The estimated total project cost and anticipated date of construction should also be included.

In either case, if the project is going to be designed or constructed in segments, then each segment should be included in its own Planning Consistency Table and clearly shown on the project location map. The table and description should include the approximate implementation timeframes and estimated costs for each segment.

The LRTP, TIP, and Current STIP pages should be included in the Appendix of the Environmental Document. Documentation that snapshots the Work Program is not adequate documentation to demonstrate planning consistency. Documentation that snapshots the Work Program is not adequate documentation to demonstrate planning consistency.

When a Type 2 CE, EA, or Draft Environmental Impact Statement (DEIS) is released for public availability and there are inconsistencies between the Environmental Document and the planning documents, the Environmental Document should describe the differences and the steps needed to achieve consistency and a timeframe when this will occur. After the public hearing, planning consistency must be achieved prior to OEM approving the Type 2 CE, EA with Finding of No Significant Impact (FONSI), Record of Decision (ROD) or Final Environmental Impact Statement (FEIS)/ROD.

1.2.4 Documentation

In the Environmental Document and ***Preliminary Engineering Report (PER)***, a project location map illustrating the project limits should display any landmarks mentioned in describing the proposed project or action (i.e., cities, towns, rivers, airports, cross streets). The EST can be used to generate this map for screened projects.

PER – Project Description and Purpose and Need information is included in Section 1 (Project Summary). The Purpose and Need in the ***PER*** must be exactly the same as in the Environmental Document. The Project Description must be consistent with the Environmental Document.

The location of the project description, purpose and need, and planning consistency documentation differs depending on the Environmental Document type:

Type 2 CE– Project description, purpose and need, and planning consistency information is included in Section 1 (Project Information) of the ***Type 2 Categorical Exclusion Determination Form***. Planning consistency information is provided as a table in the form. The LRTP, TIP, and Current STIP pages should be included in the Appendix.

EA or EIS – The project description, purpose and need, and planning consistency information is included in the Project Information section of an EA (see ***Part 1, Chapter 6, Environmental Assessment***) or an EIS (see ***Part 1, Chapter 8, Draft Environmental Impact Statement***).

SEIR – Project description and purpose and need information is included in Section 1 (Project Information) of the SEIR. Planning consistency information (if available) is provided in a table in the form and the LRTP, TIP, and Current STIP pages should be included in the Appendix if applicable.

1.3 REFERENCES

American Association of State Highway and Transportation Offices (AASHTO), August 2016, Practitioner's Handbook: Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects.

FHWA, Environmental Review Toolkit: Development of Logical Project Termini and Elements of Purpose and Need. http://www.environment.fhwa.dot.gov/index.asp

FHWA, October 30, 1987, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, FHWA Technical Advisory T6640.8A. https://environment.fhwa.dot.gov/projdev/impta6640.asp

FHWA, July 23, 2003, memorandum "Guidance on Purpose and Need", to FHWA Division Administrators and FTA Regional Administrators,

FHWA and FTA, November 2012, Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fhwa-lrtp-expectations---2012.pdf?sfvrsn=70dd88be_1

FHWA, March 5, 2014, Meeting Planning Requirements for NEPA Approval. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/section2.pdf?sfvrsn=9567358f_0

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

Section 339.177, Florida Statutes (F.S.)

Title 23 U.S.C. § 134

Planning Requirements for Environmental Document Approvals

Document Information:

Date:	(Current Date)	**Document Type:**	EIS/EA/Type 2 CE	**Document Status:**	Draft/Final
Project Name:	(PD&E Project Title)			**FM #:**	(PD&E FM #)
Project Limits:	(NEPA Logical Termini/PD&E Study Limits)			**ETDM #:**	
Are the limits consistent with the plans?			**Y/N** (Limits presented for approval should be consistent with LRTP, TIP/STIP. If no, explain)		
Identify MPO(s) (if applicable):	(Provide MPO(s) Name)			**Original PD&E FAP#**	(FAP# Assigned to the PD&E if applicable)

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	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
R/W	Y/N	Y/N	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Construction	Y/N	Y/N	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)

Project Segmented: **N**

Figure 1-1 Sample Planning Requirements for Environmental Document Approvals

Planning Requirements for Environmental Document Approvals with Segmented Implementation

Document Information:					
Date:	(Current Date)	**Document Type:**	EIS/EA/Type 2 CE	**Document Status:**	Draft/Final
Project Name:	(PD&E Project Title)			**FM #:**	(Original FM #)
Project Limits:	(NEPA Logical Termini/PD&E Study Limits)			**ETDM #:**	
Are the limits consistent with the plans?		Y/N (Limits presented for approval should be consistent with LRTP, TIP/STIP. If no, explain)			
Identify MPO(s) (if applicable):	(Provide MPO(s) Name)			**Original PD&E FAP#**	(FAP# Assigned to the PD&E if applicable)

Segment Information:	(Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)				
Segment Limits:				**Segment FM #**	
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	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
R/W	Y/N	Y/N	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Construction	Y/N	Y/N	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)

Segment Information:	(Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)				
Segment Limits:				**Segment FM #**	
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	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
R/W	Y/N	Y/N	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)
Construction	Y/N	Y/N	$		(provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency)

Figure 1-2 Sample Planning Requirements for Environmental Document Approvals with Segmented Implementation