**Direct and Indirect Screening Tool**

Project #-####

One-Line Project Description

Document Type: [ ]  NEPA [ ]  SEPA

Prepared by: Name of planner, firm

NCDOT/Local Project Manager: Name CS Reviewer: To be filled in by NCDOT CS

In separate paragraphs:

* Describe project roadway(s): existing and proposed modifications
* Describe alternatives if more than one
* Summarize land uses in vicinity of project
* State any EJ/LEP from Census data, EJScreen, field observations, or local input

***Direct Impacts***

1. Are notable right-of-way impacts possible?

*Notable right-of-way impacts include residential, institutional and/or business relocations, loss of one or more required parking spaces, major changes to property access, and similar direct property effects*.

[ ]  No right-of-way needed for this project.

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

2. Are negative impacts to pedestrian or bicycle facilities possible?

*Pedestrian and bicycle impacts include facilities that currently do not or that after completion will not meet ADA or comply with Complete Streets policies, blocked or notably delayed crossings (temporary or permanent), notably longer or indirect routes, insufficient space to share or to separate lanes, a notable increase in conflict points, and similar barrier effects or inadequate accommodations*.

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

3. Are negative impacts to transit possible?

*Transit is considered to be present if a fixed route bus travels along the project corridor or if it travels along an intersecting street and crosses the project corridor. There does not need to be a stop within the project footprint. Impacts include notable delays, stop relocations, and/or increased difficulty for bus riders to reach a stop*.

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

4. Are negative impacts to local traffic on intersecting routes possible?

*Local traffic impacts include closed intersections, notably longer routes to reach destinations on the other side of the project corridor, notable delays or difficulties for emergency vehicles, school buses, garbage trucks, farm equipment, etc. to cross the corridor, inadequate accommodation of vehicles making left or U turns to access local streets, and similar concerns. Adding signals, roundabouts, superstreets or medians do not, in and of themselves, notably impact local traffic, but the spacing of median openings and distances needed to make U turns may have negative impacts*.

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

5. Are negative impacts to parks and recreational facilities possible?

*Right-of-way impacts may be permanent or temporary, including temporary construction easements. Access impacts must substantially impair access to and use of a facility, such as during construction should lane narrowing or detours notably hinder vehicles with trailers from reaching a boat ramp. Parks and recreation facilities must be publicly owned or leased and open to the public*.

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

6. Are negative impacts to farmland soils, agricultural operations or voluntary agriculture districts possible?

*Right-of-way impacts may be permanent or temporary, including temporary construction easements, which convert farmland to non-farm use. Access impacts must substantially impair access to and use of an operation, such as during construction should lane narrowing, detour routes or detour bridge weight limits prevent farm vehicles from accessing fields or require low speed vehicles to use high speed roads. VADs and EVADs are not impact categories but may affect right-of-way acquisition and are noted to avoid project delay*.

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

7. Is the project potentially inconsistent with local area land development plans, health or active transport goals, or economic development needs? Is it possible for the project to negatively impact businesses and economic resources through loss of parking, reduced visibility, notable changes in access or travel patterns, disruption of district or corridor stability and cohesion through relocations or barrier effects, or similar impacts?

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

8. Is it possible that the project may negatively impact community resources, or to alter the overall functioning of a district, community or neighborhood, or disrupt connections between residential and commercial, institutional, recreational and employment areas? Is it possible for the project to negatively affect emergency services access or pedestrian safety, including perceived crime concerns? Are there any known or anticipated concerns or controversies relative to the project?

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

9. Is it possible for the project to add to recurring effects on any populations, neighborhoods or communities? Recurring effects include past, current and anticipated near term actions that may have minor impacts individually but when taken as a whole may have notable effects.

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

10. Is it possible for the project to have a disproportionately high and adverse impact, including delay or denial of benefit, on low income, young, old, disabled or minority persons?

[ ]  Not present/Not applicable

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

***Indirect Impacts***

11. Is it likely that the project may result in travel time savings of more than one minute?

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

12. Will the project permanently add new connections to the existing road network (i.e. new intersections, intersection-to-interchange conversions[[1]](#footnote-1) or new service roads[[2]](#footnote-2))?

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

13. Will the project provide new or expanded access to properties?

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

14. Will the project encourage the development of activity centers or similar areas of concentrated, moderate to high intensity land development or redevelopment?

[ ]  No

[ ]  Yes

If Yes, add a brief explanation in **bold** font

1. This refers to a replacement as an individual project. Converting intersections to interchanges as part of corridor upgrade projects should be considered within the context of the larger project. [↑](#footnote-ref-1)
2. This refers to construction of new roads along an existing highway frontage to provide access where none has existed previously. Generally this does not apply to constructing service roads to replace driveways due to a change in access or other access management considerations. [↑](#footnote-ref-2)