

**PROGRAMMATIC AGREEMENT
for the**

**Documentation and Processing Requirements
for Federal-Aid Projects Classified as Categorical Exclusions**

**US Department of Transportation
Federal Highway Administration
North Carolina Division Office**

and

North Carolina Department of Transportation

Approved:

10/28/2024

Date

DocuSigned by:

W. Matthew Clarke

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**Matthew Clarke, PE
Director of Technical Services
NCDOT, Division of Highways**

10/28/2024

Date

Signed by:

Yolonda K Jordan

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**Yolonda K. Jordan
NC Division Administrator
Federal Highway Administration**

PROGRAMMATIC AGREEMENT

BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION, NORTH CAROLINA DIVISION AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION REGARDING THE PROCESSING OF ACTIONS CLASSIFIED AS CATEGORICAL EXCLUSIONS FOR FEDERAL-AID HIGHWAY PROJECTS

THIS PROGRAMMATIC AGREEMENT (“Agreement”) made and entered into this 28th day of October 2024, by and between the FEDERAL HIGHWAY ADMINISTRATION, UNITED STATES DEPARTMENT OF TRANSPORTATION (“FHWA”) and the STATE of North Carolina, acting by and through its North Carolina Department of Transportation (“NCDOT”) hereby provides as follows:

WITNESSETH:

Whereas, the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 4321 *et seq.*, and the Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508) direct Federal agencies to consider the environmental impacts of their proposed major Federal actions through the preparation of an environmental assessment (EA) or environmental impact statement (EIS) unless a particular action is categorically excluded;

Whereas, the Federal Highway Administration’s (FHWA) distribution and spending of Federal funds under the Federal-aid Highway Program and approval of actions pursuant to Title 23 of the U.S. Code are major Federal actions subject to NEPA;

Whereas, the US DOT Secretary of Transportation (Secretary) has delegated to FHWA the authority to carry out functions of the Secretary under NEPA as they relate to matters within FHWA’s primary responsibilities (49 CFR 1.81(a)(5));

Whereas, the FHWA’s NEPA implementing procedures (23 CFR part 771) list a number of categorical exclusions (CEs) for certain actions that FHWA has determined do not individually nor cumulatively have any significant environmental impacts and therefore do not require the preparation of an EA or EIS (23 CFR 771.117(c)-(d));

Whereas, the NCDOT is a State agency that undertakes transportation projects using Federal funding received under the Federal-aid Highway Program and shall use qualified staff to assist FHWA in fulfilling its obligations under NEPA for NCDOT projects (23 CFR 771.109);

Whereas, Section 1318(d) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. 112-141, 126 Stat. 405 (July 6, 2012), allows FHWA to enter into programmatic agreements with the states that establish efficient administrative procedures for carrying out environmental and other required project reviews, including agreements that allow a state to determine whether a project qualifies for a CE on behalf of FHWA;

Whereas, the FHWA developed regulations implementing the authorities in section 1318(d), effective October 6, 2014 (23 CFR 771.117(g));

Whereas, the FHWA and NCDOT have designated additional CEs for the State and identified them in this programmatic agreement pursuant to Section 1315 of the Fixing America’s Surface Transportation (FAST) Act, Pub. L. 114-94, 129 Stat. 1312 (Dec. 4, 2015), 40 CFR 1500-1508 and 23 CFR 771.117(g);

Now, therefore, the FHWA and NCDOT enter into this Agreement for the processing of categorical exclusions, subject to the following terms and conditions:

I. Parties

The Parties to this Agreement are the FHWA and the NCDOT.

II. Purpose

FHWA regulations address three classes of actions: Environmental Impact Statement - EIS; Categorical Exclusion - CE; and Environmental Assessment - EA.

The purpose of this document is to define documentation requirements and approval procedures for NCDOT and NCDOT subrecipient projects that require FHWA authorization and can be classified as a CE. This Agreement also authorizes NCDOT to either approve or certify CEs that meet requirements under Section VI of this agreement and identifies reporting requirements under Section IX. This agreement does not cover non-NCDOT direct recipients.

III. Authorities

This Agreement is entered into pursuant to the following authorities:

- A. National Environmental Policy Act, 42 U.S.C. § 4321 et seq.
- B. Moving Ahead for Progress in the 21st Century Act, Pub. L. 112-141, 126 Stat. 405, Sec. 1318(d) (July 6, 2012)
- C. Fixing America's Surface Transportation Act, Pub. L. 114-94, 129 Stat. 1312, Sec. 1315 (Dec. 4, 2015)
- D. Infrastructure Investment and Jobs Act, Pub. L. 117-58, Sec. 11317 (Nov. 15, 2021)
- E. 40 CFR parts 1500 - 1508
- F. DOT Order 5610.1C
- G. 23 CFR 771.117
- H. 49 CFR 1.25(b)

IV. Definitions

Refer to 40 CFR 1508.1 for definitions.

V. CE Documentation

In this agreement, the CE eligible actions and associated certifications and approvals are organized and differentiated by these following factors:

- Pre-Approved Actions (see Appendices A and D)
- No to Limited Ground Disturbing Actions (NGD) within the Operational ROW (see Appendix A)
- Ground Disturbing Actions (see Appendices A and B):
 - Project Impact Thresholds are not exceeded.
 - Project Impact Thresholds are exceeded.
- Other Ground Disturbing Actions (see Appendix C)

A "Project Impact Threshold" is exceeded when any of the following "grey box" questions are marked "Yes" in tables F1 and F2:

1. Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS) in which a "likely to adversely affect determination" has been made?
2. Does the project result in effects subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?
3. Does the project generate substantial controversy or public opposition, regarding human and/or natural environment concerns, following appropriate public involvement?
4. Does the project cause disproportionately high and adverse human health or environmental effects relative to low-income and/or minority populations?
5. Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?
6. Does the project require an Individual Section 4(f) approval?
7. Does the project result in adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA), or result in an adverse effect on a National Historic Landmark (NHL)?

The following table summarizes the CE eligible actions, the level of documentation, and approval processes detailed elsewhere in this Agreement. The level of documentation and project complexity generally increase toward the bottom of the table:

Programmatic Categorical Exclusion Types and Approval					
Description	Identified Actions	Required Documentation	Grey Box Checked	Who Approves	Type
Pre-Approved (No Further CE Approval Required)	Appendix A Actions including: 1, 5, 8 (signs and pavement markings only), 11, 13, 14, 15, 16, 17, 19, 20, and/or 29 and several other Type I Action subcategories identified in past programmatic agreements included in Appendix D.	Appendix E Sections A-D	N/A	N/A	I(C)
No Ground Disturbance to Limited Ground Disturbance within the Operational ROW	Appendix A Actions that result in either no, or limited ground disturbance and occur within the operational ROW: 4, 7, 8 (except for signs and pavement markings), 10, 21 (if no ground disturbance), and/or 22 (if no ground disturbance)	Appendix E Sections A-E, F1, & G-I	No	NCDOT	I(A)
			Yes	FHWA	I(B)
Ground Disturbing Actions	Appendix A Actions including: 2, 3, 6, 7, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, and/or 30	Appendix E Sections A-E, F2, & G-I	No	NCDOT	I(A)
			Yes	FHWA	I(B)
Ground Disturbing Actions	Appendix B Actions and/or EV Charging Station actions where project impact thresholds are not exceeded.	Appendix E Sections A-E, F2, & G-I	No	NCDOT	II(A)
	Appendix B Actions and/or EV Charging Station actions where project impact thresholds are exceeded.		Yes	FHWA	II(B)
Other Ground Disturbing Actions	Actions not identified as Type I or II and do not involve significant environmental impacts.	Appendix E Sections A-E, F3, & G-I	N/A	FHWA	III

Note 1: Pre-approval as a CE does not exempt activities from compliance with other federal environmental laws.

Note 2: This PCE does apply to Electric Vehicle (EV) Charging Station projects. Applicable EV Charging Station activities must be consistent with B5.23 of 10 CFR part 1021, subpart D, appendix B. U.S. Department of Transportation (DOT) has-adopted the Department of Energy's (DOE's) EV Charging Station CE per Section 109 of NEPA, 42 U.S.C. § 4336c. CE documentation for applicable EV Charging Station projects must include an evaluation of the 5 integral elements listed in the USDOT adoption notice. See link below.

[https://www.transportation.gov/sites/dot.gov/files/2023-09/FR Notice DOT Adoption of DOE CE for electric charging stations.pdf](https://www.transportation.gov/sites/dot.gov/files/2023-09/FR_Notece_DOT_Adoption_of_DOE_CE_for_electric_charging_stations.pdf)

VI. Responsibilities

A. NCDOT is responsible for:

1. Ensuring the following process is completed for each project that qualifies for a CE:
 - (a) For actions qualifying for a CE that do not exceed the thresholds included in Section V, qualified NCDOT employees will review and make a CE approval on behalf of FHWA. The NCDOT will identify the applicable listed CE; ensure any conditions or constraints are met; verify that unusual circumstances do not apply; address all other environmental requirements; and complete the review with a signature evidencing approval. No separate review or approval of the CE by FHWA is required.
 - (b) The NCDOT may not approve actions not specifically listed in Appendix A, B, or D, or that exceed the thresholds included in Section V. Instead, if the NCDOT concludes that the action qualifies for a CE and the action does not involve unusual circumstances that warrant the preparation of an EA or EIS, then NCDOT shall certify that an action will not result in significant environmental impacts. These certified actions require review and approval by FHWA.
 - (c) The NCDOT will determine the level of public involvement necessary on a project-by-project basis. Public meetings and/or contact with local civic groups and citizens may be appropriate for a project classified as a CE. (See the FHWA-approved [NCDOT Statewide PI Plan](#))
2. Consulting with FHWA for actions that involve unusual circumstances (23 CFR § 771.117(b)), to determine the appropriate NEPA Class of Action for environmental analysis and documentation. The NCDOT may decide or FHWA may require additional studies to be performed prior to making a CE approval, or the preparation of an EA or EIS.
3. Meeting applicable documentation requirements in Section VII and applicable approval and consultation requirements in Sections VII and VIII for both CE approvals made by NCDOT on FHWA's behalf and NCDOT CE certifications to FHWA as well as applicable quality assurance/quality control, monitoring, and performance requirements in Section IX.
4. Relying only upon qualified NCDOT employees to make CE approvals or certifications submitted to FHWA under this agreement. The NCDOT may not delegate its responsibility for CE approvals or certifications to third parties (i.e., consultants, local government staff, and other State agency staff).

B. The FHWA is responsible for:

1. Providing timely advice and technical assistance on CEs and related federal actions to the NCDOT, as requested.
2. Providing timely input and review of certified actions. FHWA will base its approval of CE actions on the project documentation and certifications prepared by NCDOT under this Agreement. The FHWA Division Office's objection to a NCDOT certification may not constitute a disapproval of the action but signifies that FHWA will need to engage with NCDOT to confirm the NEPA Class of Action, which may include consultation with other agencies.
3. Overseeing the implementation of this Agreement in accordance with the provisions in Section IX, including applicable monitoring and performance provisions.

VII. Documentation of NCDOT CE Approvals and Certifications

A. For NCDOT CE approval or NCDOT CE certification to FHWA for approval, the NCDOT shall ensure that it fulfills the following responsibilities for documenting the project-specific determinations made:

1. For actions listed in Appendices A, B, and C, the NCDOT shall:
 - a. identify the applicable action;

- b. ensure any conditions specified in FHWA regulations are met;
 - c. verify that unusual circumstances do not apply;
 - d. address all other environmental requirements; and
 - e. complete the review of documentation (Categorical Exclusion Action Classification Form, included in Appendix E) by a qualified NCDOT employee and signed by a qualified NCDOT employee evidencing certification/approval.
2. For EV charging station actions, the NCDOT shall:
- a. identify the action;
 - b. ensure any conditions specified in FHWA regulations are met;
 - c. ensure all conditions specified in DOE's Electric Vehicle Charging Stations CE (including their documented "integral elements") are met;
 - d. address all other environmental requirements; and
 - e. complete the review of documentation (Categorical Exclusion Action Classification Form, included in Appendix E) by a qualified NCDOT employee and signed by a qualified NCDOT employee evidencing certification/approval.
- B. The NCDOT shall maintain a project file for CE approvals it makes on FHWA's behalf and each CE submitted to FHWA for approval. This record should include at a minimum:
- 1. Any checklists, forms, approvals, or other documentation and exhibits that summarize the consideration of project effects and unusual circumstances;
 - 2. A summary of public involvement complying with the requirements of NCDOT's current process;
 - 3. Any stakeholder communication, correspondence, consultation, or public meeting documentation;
 - 4. The name and title of the CE approver and the date of NCDOT's approval or FHWA's final approval;
 - 5. For actions requiring consultations (see Section VIII), any documented consultations (when required) or a statement that a consultation was completed for the project (when documentation is not necessary).
- C. Any electronic or paper project records maintained by the NCDOT should be readily available and provided to FHWA at their request. The NCDOT should retain those records, including all letters and comments received from governmental agencies, the public, and others for a period of no less than three (3) years after completion of project construction. This 3-year retention provision does not relieve NCDOT of its project or program recordkeeping responsibilities under 2 CFR § 200.333 or any other applicable laws, regulations, or policies.

VIII. Documentation of NCDOT CE Consultations

- A. A consultation is a review to establish if the CE remains valid for the requested action. A consultation is required when NCDOT plans to proceed with the authorization of an additional phase, such as right of way or construction, and the approval signature on the Categorical Exclusion or consultation is more than a year old, or when the Categorical Exclusion or prior consultation is less than a year old and substantial change has occurred.

Substantial changes are defined as:

- Changes to the threshold criteria in Section V being exceeded.
- Expansions/additions to the project limits and/or footprint.
- Changes to the number of travel lanes.
- Changes in access control.

Categorical Exclusion consultations will be approved by NCDOT unless the CE was a Type III or substantial changes have occurred. In those cases, the NCDOT will certify the consultation prior to the FHWA review/approval.

- B. Regardless of the need to prepare a written consultation for projects processed as a CE, a qualified NCDOT representative (with NCDOT employee oversight) is responsible for, at a minimum, performing the following tasks:
1. Updating the project's involvement with Threatened and Endangered species, per a current review of the U. S. Fish and Wildlife Service IPaC site; Section 7 consultation must be complete, per the current species data, prior to federal-aid funding authorization for right of way and construction.
 2. Updating the project's involvement with Section 106 of the National Historic Preservation Act (NHPA); Section 106 effects resolution must be fulfilled prior to federal-aid funding authorization for right of way and construction.
 3. Including acknowledgement that Section 106 and Section 7 requirements have been fulfilled and adding all commitments to the project's Commitment Dashboard (Section I).
 4. Reviewing the list of environmental commitments contained in the approved Categorical Exclusion and coordinating with the appropriate design and/or construction individuals to confirm the environmental commitments are up-to-date, have been incorporated into the project accordingly, and are assigned appropriately in the Commitment Dashboard for fulfillment.
 5. Ensuring that project phases proceeding with federal-aid funding are appropriately represented for project funding phases in the State Transportation Improvement Plan (or other statewide funding program).

IX. Quality Assurance/Quality Control, Monitoring, & Performance

- A. The NCDOT Environmental Policy Unit will be responsible for Quality Assurance & Quality Control (QA/QC) oversight.
1. The NCDOT agrees to carry out regular QC activities to ensure that CE approvals/certifications are made in accordance with applicable laws and this Agreement. It is anticipated that review oversight will include all units and divisions (Rail, Ferry, Aviation) that prepare CEs.
 2. NCDOT will carry out regular QA activities, to include an annual review to evaluate CEs approved by NCDOT under this agreement.
- B. NCDOT Performance Monitoring and Reporting
1. Monitoring: The FHWA and NCDOT should cooperate in monitoring performance under this Agreement and work to assure quality performance.
 2. Reporting: The NCDOT shall submit annually, by February 1st, to FHWA (electronically or hard copy) a report summarizing its review of a 10% sample of the NCDOT-approved CEs completed under this Agreement for the prior federal fiscal year, in addition to a 10% sampling of the projects with Section 4(f) determinations. This review will also include a mutually agreed upon focus area (i.e., Environmental Justice, Section 7, Section 106, ROW, etc.).

The Annual Report will also identify the list of all approved and certified actions pursuant to this Agreement with the FHWA Division. The list of actions approved and/or certified will contain the following information (where available):

- (a) The NCDOT project number and a project name; the federal aid number (if applicable); and the route number and/or facility name where the project will occur.
- (b) The CE action listed in the regulation, or if the action is not listed in 23 CFR 771.117, identify the project as "CE not categorized."
- (c) Consultations or technical analyses that are pending (if applicable); and
- (d) Whether the project included a 4(f) *de minimis*, programmatic, or individual evaluation.

- (e) Documentation of any issues and corrective actions that have taken place as a result of the QA/QC review.
- (f) Other reviews conducted, areas where improvements are identified, and what measures NCDOT is taking to implement those improvements.
- (g) Other actions taken by NCDOT as part of its QC efforts under Section IX.
- (h) Identification of suggested mitigation strategies (i.e., trainings, clarifications and revisions to PCE language) to improve future NEPA documentation and help shape activities for the coming year.

C. FHWA Oversight and Monitoring

1. Monitoring by FHWA will include consideration of the technical competency and organizational capacity of NCDOT, as well as NCDOT's performance of its CE processing functions. Performance considerations include, without limitation: the quality and consistency of NCDOT's CE approvals; CE submissions to FHWA for approval, adequacy, and capability of NCDOT staff and consultants; and the effectiveness of NCDOT's administration of its internal CE approvals.
2. FHWA will conduct one or more program reviews as part of its oversight activities during the term of this Agreement. NCDOT shall prepare and implement a corrective action plan to address any findings or observations identified in the FHWA review. NCDOT should draft the corrective action plan within 60 days of FHWA finalizing its review. The results of that review and corrective actions taken by NCDOT shall be considered at the time this Agreement is considered for renewal.
3. Nothing in this Agreement prevents FHWA from undertaking other monitoring or oversight actions, including audits, with respect to NCDOT's performance under this Agreement. The FHWA may require NCDOT to perform other QA activities, including other types of monitoring, as may be reasonably required to ensure compliance with applicable Federal laws and regulations.
4. The NCDOT agrees to cooperate with FHWA in all oversight and QA activities.

X. Amendments

If the parties agree to amend this Agreement, then FHWA and NCDOT may execute an amendment with new signatures and dates of the signatures. The term of the Agreement shall remain unchanged unless otherwise expressly stated in the amended Agreement.

XI. Term, Renewal, and Termination

- A. This Agreement shall have a term of five (5) years, effective on the date of the last signature. The NCDOT shall post and maintain an executed copy of this Agreement on its website, available to the public.
- B. This Agreement is renewable for additional five (5) year terms if NCDOT requests renewal and FHWA determines that NCDOT has satisfactorily carried out the provisions of this Agreement. In considering any renewal of this Agreement, FHWA will evaluate the effectiveness of the Agreement and its overall impact on the environmental review process.
- C. The effective date of this Agreement is the date of its signature, with any CE approvals finalized three (3) months after that time being subject to the terms of this agreement.
- D. Failure to comply with this agreement may result in FHWA terminating the agreement if parties are not able to reach agreement on a corrective action plan or the corrective action plan is not implemented within six (6) months.

- E. Either party may terminate this Agreement at any time only by giving at least 30 days written notice to the other party.
- F. Expiration or termination of this Agreement shall mean that the NCDOT is not able to make CE approvals on FHWA's behalf.

Execution of this Agreement and implementation of its terms by both parties provides evidence that both parties have reviewed this Agreement and agree to the terms and conditions for its implementation. This Agreement is effective upon the date of the last signature.

Appendix A: Type I Actions classified as Categorical Exclusions in 23 CFR 771.117(c)

Actions determined by CEQ & FHWA to be classified as Categorical Exclusions: Type I Actions

Type I actions ([23 CFR 771.117\(c\)](#)) and other similar actions (provided in Appendix D) meet the criteria for CEs in the CEQ regulations (40 CFR 1508.4) and § 771.117(a). Based on past experience with similar actions, Type I actions do not involve significant adverse environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic, nor other resource; do not involve significant air, noise, nor water quality impacts; do not have significant impacts on travel patterns; nor do not otherwise, either individually or cumulatively, have any significant adverse environmental impacts.

See Appendix E and the table in Section V for the documentation requirements. *No further NEPA approval is required* for actions underlined and italicized in list provided below (see the Type I(C) description in the table in Section V).

Type I actions include:

1. *Activities which do not involve or lead directly to construction (program activities), such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.*
2. Approval of utility installations along or across a transportation facility.
3. Construction of bicycle and pedestrian lanes, paths, and facilities.
4. Activities included in the State's "highway safety plan" under 23 USC 402.
5. *Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.*
6. The installation of noise barriers or alterations to existing publicly-owned buildings to provide for noise reduction.
7. Landscaping.
8. Installation of fencing, *signs, pavement markings*, small passenger shelters, traffic signals, and/or railroad warning devices where no substantial land acquisition or traffic disruption will occur.
9. The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):
 - a) Emergency repairs under 23 U.S.C. 125; and
 - b) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:
 - i) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
 - ii) Is commenced within a 2-year period beginning on the date of the declaration.
10. Acquisition of scenic easements.
11. *Determination of payback under 23 CFR Part 480 for property previously acquired with Federal-aid participation.*
12. Improvements to existing rest areas and truck weigh stations.
13. *Ridesharing activities.*

14. Bus and rail car rehabilitation.
15. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
17. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
18. Track and rail bed maintenance and improvements when carried out within the existing right of way.
19. Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
20. Promulgation of rules, regulations, and directives (Not applicable to NCDOT).
21. Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to: traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.
22. Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational rights-of-way. Existing operational right-of-way means all real property interests acquired for the construction, operation, or mitigation of a project. This area includes the features associated with the physical footprint of the project including but not limited to the roadway, bridges, interchanges, culverts, drainage, clear zone, traffic control signage, landscaping, and any rest areas with direct access to a controlled access highway. This also includes fixed guideways, mitigation areas, areas maintained or used for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transportation power substations, transportation venting structures, and transportation maintenance facilities.
23. Federally-funded projects:
 - a) That receive less than \$6,944,651 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) of Federal funds; or
 - b) With a total estimated cost less than \$40,510,467 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) and Federal funds comprising less than 15 percent of the total estimated project cost.

The annually adjusted figures are effective October 1st each fiscal year and will include the percentage increase (from June of the prior year to June of the current year). To check adjusted costs increases go to:

https://www.environment.fhwa.dot.gov/legislation/authorizations/bil/bil_guidance.aspx
24. Localized geotechnical and other investigation to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.
25. Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under Sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342)) carried out to address water pollution or environmental degradation.
26. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints listed in [23 CFR 771.117\(e\)\(1-6\)](#).

27. Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in [23 CFR 771.117\(e\)\(1-6\)](#).
28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in [23 CFR 771.117\(e\)\(1-6\)](#).
29. *Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.*
30. Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.

Appendix B: Type II Actions classified as Categorical Exclusions in 23 CFR 771.117(d)

Actions determined by CEQ & FHWA to be classified as Categorical Exclusions: Type II Actions

Type II actions ([23 CFR 771.117\(d\)](#)) may be verified as CEs. Documentation is required to demonstrate that the specific conditions or criteria for these CEs are satisfied and that significant adverse environmental impacts will not result (see 23 CFR 771.117 (a) and (b)).

See Appendix E and the table in Section V for the documentation requirements.

Type II actions include:

- 1-3. [Reserved]
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
 - (i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell their property. This is justified when the property owner can document on the basis of health, safety, or financial reasons that remaining in the property poses an undue hardship compared to others.
 - (ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.
13. Actions described in paragraphs 26, 27, and 28 of Appendix A that do not meet the constraints in [23 CFR 771.117\(e\)\(1-6\)](#).

Appendix C: Type III Actions classified as Categorical Exclusions

For those projects which are not listed as Type I or Type II Actions (Appendices A and B) and meet the conditions and criteria established in 23 CFR 771.117 for CEs, the Categorical Exclusion Action Classification Form (Appendix E) will be utilized.

The NCDOT will coordinate with FHWA to evaluate the project. If it is determined that the project will not have significant environmental impacts, the NCDOT will certify and FHWA will approve the project as a Type III CE. Examples of this may include, but are not limited to, highway widening projects that add an additional through lane or modifications to an interchange access point.

23 CFR 771.117(b) states:

“Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- (1) Significant environmental impacts;*
- (2) Substantial controversy on environmental grounds;*
- (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or*
- (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.”*

If additional information on Need and Purpose, Alternatives Selection process, Independent Utility, or Logical Termini is required, this information will be included in Section E, ‘Special Project Information,’ of the Categorical Exclusion Action Classification Form.

Appendix D: Type I Action subcategories identified in past NCDOT-FHWA CE Programmatic Agreements.

From the
Interstate Maintenance Preservation Program (IMPP) Programmatic Agreement
(Dated 12/01/10)

The FHWA NC Division office hereby finds that the Interstate Maintenance Preservation activities are pre-approved by the FHWA as Categorical Exclusions because they are minor and, based on experience with similar activities, do not involve significant impacts. Pre-approval as a CE does not exempt activities from compliance from other federal environmental laws.

The following is a list of eligible IMPP activities.

Bridge Activities: Only activities listed below may be performed under this program unless prior written authorization is obtained from the State Bridge Management Engineer and the FHWA Division Bridge Engineer.

1. Deck joint replacement or elimination of joints (link slabs)
2. Painting of structural steel, including complete, spot, and zone painting. Painting for aesthetics is not eligible. (When performing these activities, a paint analysis is required to determine the appropriate paint system, including adhesion testing of existing paint system. Where over coating is proposed, adhesion testing of existing paint is required.)
3. Deck preservation, including concrete overlays, dense concrete overlays, epoxy overlays and sealers, and chloride extracts. Deck replacements are considered rehabilitation and are not eligible for the IMPP. A deck evaluation must be completed for these activities to be eligible.
4. Deck washing for removal of chlorides - A deck washing program which outlines the extent and frequency is required.
5. Superstructure preservation:
 - (A) Structural steel repairs in conjunction with other preservation activities. Concrete girder and diaphragm repairs in conjunction with other preservation activities.
 - (B) Bearing assembly cleaning and recoating. Bearing replacements and/or repairs.
6. Substructure preservation:
 - (A) Bent/End Bent repairs and sealing in conjunction with other preservation activities.
 - (B) Bent/End Bent cleaning program, which outlines the extent and frequency is required.
7. Scour countermeasures.

Pavement Activities: Only activities listed below may be performed under this program unless prior written authorization is obtained from the State Pavement Management Engineer and the FHWA Transportation Engineer who will consult with the FHWA Division Pavement & Materials Engineer.

1. Crack sealing.
2. Mill and replace one lift of hot mixed asphalt for one travel lane.
3. Micro milling of flexible pavement.
4. Chip seal, fog seal, or slurry seal flexible shoulders.
5. Open graded friction course or ultra thin bonded wearing course on existing flexible pavement.
6. Clean and reseal concrete joints.
7. Repair expansion joint in concrete pavement.
8. Diamond grinding of concrete pavement.
9. Grooving on concrete pavement.
10. Stitching of broken slabs.
11. Slab jacking of concrete pavement.
12. Microsurfacing of flexible or rigid pavement.
13. Punchout repair of CRC pavement on a programmatic basis.

14. Dowel bar retrofit.
15. Ultra-thin bonded wearing course on rigid pavement.

Roadside Feature (Drainage and Traffic) Activities: Only activities listed below may be performed under this program unless prior written authorization is obtained from the State Road Maintenance Engineer and the FHWA Transportation Engineer who will consult with the FHWA Division Asset Management Program Manager.

1. Replace/Repair paved lateral ditches - including leveling, sealing, or removing and replacing with rip-rap paved ditches along a corridor.
2. Line/Repair Crossline pipes - including repair or lining of crossline pipes that are damaged, rusted, or no longer functioning as intended.
3. Inlet Repair/Retrofit - including repair of drainage inlets along a corridor, or the retrofit of open throat boxes to grated inlets.
4. Shoulder Drains - including systematic approach of locating, inspecting, and repairing of shoulder drains along a corridor.
5. Pavement Markings - including pavement striping on a systematic cyclical schedule.
6. Pavement Markers - including placement of pavement markers or the repair of lenses in snow plowable markers.
7. Signs - including the systematic cleaning/washing of signs and sign replacement to meet current design standards.
8. Guardrail - including upgrading or replacement.
9. Lighting - including upgrading a network of roadway lighting along a corridor.
10. Attenuators - including upgrading or replacement.

From the
Bridge Preservation Program (BPP) Programmatic Agreement
(Dated 4/11/08)

The FHWA NC Division office hereby finds that the bridge preservation activities (listed below) are pre-approved by the FHWA as Categorical Exclusions if the following is true:

- The project does not require the acquisition of any new right of way or easements.
- The bridge for the proposed BPP project is less than 45 years of age.
- The proposed BPP project occurs without any new ground disturbance adjacent to or under the existing bridge.
- The proposed BPP project results in no fill or discharge into Waters of the United States.

Pre-approval as a CE does not exempt activities from compliance from other federal environmental laws.

NCDOT must evaluate each project to verify that it is consistent with the assumptions and finding of this document. If it is determined that the proposed activity is beyond the intent of this document, consult with FHWA.

Eligible Activities

1. Scour repairs and scour countermeasures.
2. Painting of structural steel, including spot and zone painting.
3. Deck preservation (concrete and dense concrete overlays).
4. Deck joint replacement or elimination of joints (link slabs).
5. Deck washing if in a high salt usage area. For bridge to be considered, a deck washing program which outlines the extent and frequency will be required.
6. Concrete repairs.
7. Movable Bridges - preventative maintenance.

Appendix E: Categorical Exclusion Action Classification Form

STIP Project No. _____
WBS Element _____
Federal Project No. _____

A. Project Description: (Include project scope and location, including Municipality, County, and NCDOT Division. Refer to the attached vicinity map.)

B. Description of Need and Purpose:

C. Categorical Exclusion Action Classification: (Check one)

_____ TYPE I
_____ TYPE II
_____ TYPE III

D. Proposed Improvements – Include ALL Type I Actions (included in NCDOT-FHWA CE Programmatic Agreement, Appendix A) and/or Type II Actions (included in NCDOT-FHWA CE Programmatic Agreement, Appendix B) that apply (and their associated number). For Type III CEs, leave blank.

NOTE: The following Type I(C) Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A): 1, 5, 8 (signs and pavement markings only), 11, 13, 14, 15, 16, 17, 19, 20, and 29, and several other Type I Action subcategories identified in past NCDOT-FHWA CE Programmatic Agreements (see Appendix D) only require completion of Sections A through D to substantiate and document the CE classification.

Pre-approval as a CE does not exempt activities from compliance with other federal environmental laws.

E. Special Project Information: (Provide a brief description of relevant project information that affected your alternative selection which may include costs, alternative analysis (if any), traffic control and staging, agency coordination, and public involvement comment resolution).

F. Project Impact Criteria Checklists:

F1. No Ground Disturbance to Limited Ground Disturbance within the Operational ROW				
<p>Proposed improvement(s) that fit within one of the following Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 4, 7, 8 (except for signs and pavement markings), 10, 15, 21 (no ground disturbing), and/or 22 (no to limited ground disturbing) and that result in either no, or limited, ground disturbance within the operational ROW. Answer questions 1, 2, 3, and 4.</p> <ul style="list-style-type: none"> • If any question is checked “Yes,” additional information will be required for those questions in Section G. • If question 4 is checked “Yes,” NCDOT certification for FHWA approval is required. 				
			Yes	No
1	Is the project inconsistent with the federally approved State Transportation Improvement Program (STIP) or the Metropolitan Planning Organization’s (MPO) TIP (where applicable)? (Source: xxx [report, 2024])		<input type="checkbox"/>	<input type="checkbox"/>
2	Does the project have potential to adversely affect suitable habitat associated with Threatened and Endangered Species listed by the U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)? (Source: xxx [report, 2024])		<input type="checkbox"/>	<input type="checkbox"/>
3	Is the project located within a Historic District or include Section 106 properties within its Area of Potential Effects (APE) under the National Historic Preservation Act (NHPA)? If yes, Section 106 coordination is required to determine the effects of the project on the district or Section 106 properties. FHWA approval on the CE may not be required (see Question 4 below). (Source: xxx [report, 2024])		<input type="checkbox"/>	<input type="checkbox"/>
4	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)? (Source: xxx [report, 2024])		<input type="checkbox"/>	<input type="checkbox"/>

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)

Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8–31.

- If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.
- If any question 1-30 is checked “Yes” then additional information will be required for those questions in Section G.

<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes.”)		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS) in which a “likely to adversely affect determination” has been made? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in effects subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, regarding human and/or natural environment concerns, following appropriate public involvement? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
4	Does the project cause disproportionately high and adverse effects relative to low-income and/or minority populations? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
7	Does the project result in adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or result in an adverse effect on a National Historic Landmark (NHL)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
<u>Other Considerations</u>		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or resolved utilizing a Section 7 programmatic agreement? Include in Section G any utilization of a Section 7 Programmatic Agreement. (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects findings other than a No Effect, including archaeological remains? No matter the effect finding, list any commitments (conditions) in Appendix I made in association with the effect finding detailed in Appendix G. (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
19	Does the project involve Coastal Barrier Resources Act (CBRA) resources? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
20	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
21	Does the project impact federal lands (e.g., U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
22	Does the project involve any changes in access control to the interstate (modification or construction of an interchange)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
24	Will maintenance of traffic or detours cause substantial disruption? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
25	Is the project inconsistent with the NCDOT's federally approved 4-year STIP or NCDOT's BMIP, and where applicable, the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of the Land and Water Conservation Fund, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, Dedicated Nature Preserves, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
28	Does the project "use" Section 4(f) property, and/or result in a <i>de minimis</i> determination? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
30	Does the project impact VAD-enrolled property, or prime or important farmland soil, as defined by the Farmland Protection Policy Act (FPPA)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>

F3. Type III Actions

Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.

- NCDOT will certify the Categorical Exclusion for FHWA approval.
- If any questions are marked “Yes” then additional information will be required for those question in Section G.

		Yes	No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
3	Does the project generate substantial controversy or public opposition regarding human or natural environment impacts, on environmental grounds, following appropriate public involvement? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements, or substantial right of way acquisition? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the project “use” Section 4(f) property, and/or result in a <i>de minimis</i> determination? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
7	Does the proposed project require a Land Use Scenario Assessment (LUSA) based on the NCDOT community studies screening tool? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
8	Does the project impact anadromous fish spawning waters? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
10	Does the project impact waters of the United States in any of the designated mountain trout streams? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
13	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains? No matter the effects determination detailed in Appendix G, list commitments (conditions) for the determination in Appendix I. (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
15	Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>

<u>Type III Actions (continued)</u>		Yes	No
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
17	Does the project require a US Coast Guard (USCG) permit? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
18	Does the project involve Coastal Barrier Resource Act (CBRA) resources? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
20	Does the project impact federal lands (e.g., US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal Lands? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
23	Will maintenance of traffic or detours cause substantial disruption? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
24	Is the project inconsistent with the NCDOT's federally approved 4-year STIP or NCDOT's BMIP, and where applicable, the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
25	Does the project require the acquisition of lands under the protection of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, TVA, Tribal Lands, or other unique areas or special lands that were acquired in fee or assessment with public-use money and have deed restrictions or covenants on the property? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>
28	Does the project impact VAD-enrolled property, or prime or important farmland soil, as defined by the Farmland Protection Policy Act (FPPA)? (Source: xxx [report, 2024])	<input type="checkbox"/>	<input type="checkbox"/>

G. Additional Documentation as Required from Section F; documentation should address the context and intensity (or severity) of the impact. (Required for all questions marked 'Yes.')

H. Categorical Exclusion Approval

STIP/Project No. _____
WBS Element _____
Federal Project No. _____

Prepared By:

Date <Name of Qualified Preparer, Title>
<Organization/Division>

Prepared For:

<Project Manager's Name, Title, Organization>

Reviewed By:

Date <Name of Qualified Reviewer, Title>
North Carolina Department of Transportation

- Approved** • If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.

- Certified** • If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
• If classified as Type III Categorical Exclusion.

Date <Name of Qualified Approver, Title>
North Carolina Department of Transportation

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date for Yolonda K. Jordan, Division Administrator
Federal Highway Administration

Note: Prior to ROW or Construction authorization, a [Consultation](#) may be required (please see Section VIII of the NCDOT-FHWA CE Programmatic Agreement for more details).

I. Project Commitments (attach as Green Sheet from the Project's Commitment Dashboard)