Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	**U-6015**
WBS Element	**47160.1.1**
Federal Project No.	**STBG-0701(036)**

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

This project will upgrade and expand the existing computerized traffic signal system in the Cities of Burlington and Graham in Alamance County. The project will rehabilitate and expand the existing computerized traffic signal system. Overall project work will primarily be comprised of communications system replacement and expansion, field equipment upgrades, replacement of the existing signal system central computers and central control software, enhancement of the Traffic Management Center, and the expansion of the video monitoring system.

B. Description of Need and Purpose: The purpose of the project is to expand and modernize the existing computerized traffic signal system in the Burlington-Graham area to improve traffic flow. This project will modernize existing traffic signals where needed to bring them into compliance with current State and Federal standards by upgrading both vehicular and pedestrian signal displays and replacing intersection controllers and their equipment cabinets. Modernization of the existing traffic signal system will improve the effectiveness, efficiency and safety of the roadway network for all roadway users.

C. Categorical Exclusion Action Classification: (Check one)

- ☐ TYPE I A
- ☐ TYPE I B
- ☒ TYPE II A
- ☐ TYPE II B

D. Proposed Improvements:

8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
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, which would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

E. Special Project Information: (Provide a description of relevant project information, which may include: vicinity map, costs, alternative analysis (if any), traffic control and staging, and resource agency/public involvement).

Two hundred and six (206) existing traffic signal controllers and cabinets will be replaced with new equipment. The project includes the installation of approximately 55 miles of fiber-optic communication cables, 40 new closed-circuit television (CCTV) cameras, replacement of existing signal system software, and Traffic Management Center upgrades.

See the attached vicinity map for project area.

F. Project Impact Criteria Checklists:

Type I & II - Ground Disturbing Actions			
FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	☐	☒
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	☐	☒
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	☐	☒
4	Does the project cause disproportionately high and adverse impacts 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 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)?	☐	☒
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
Other Considerations		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	☐	☒
9	Is the project located in anadromous fish spawning waters?	☐	☒
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)?	☐	☒
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	☐	☒
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	☐	☒
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	☐	☒
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	☐	☒

Other Considerations (continued)		Yes	No
15	Does the project involve hazardous materials and/or landfills?	☐	☒
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?	☐	☒
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)?	☐	☒
18	Does the project require a U.S. Coast Guard (USCG) permit?	☐	☒
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	☐	☒
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	☐	☒
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	☐	☒
22	Does the project involve any changes in access control?	☐	☒
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	☐	☒
24	Will maintenance of traffic cause substantial disruption?	☐	☒
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	☐	☒
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), 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?	☐	☒
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	☐	☒
28	Does the project include a *de minimis* or programmatic Section 4(f)?	☐	☒
29	Is the project considered a Type I under the NCDOT's Noise Policy?	☐	☒
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	☐	☒
31	Are there other issues that arose during the project development process that affected the project decision?	☐	☒

G. Additional Documentation as Required from Section F

No additional documentation required.

H. Project Commitments

Alamance County
Burlington-Graham Computerized Signal System
Federal Project No. STBG-0701(036)
WBS No. 47160.1.1
TIP No. U-6015

No Project Commitments

I. Categorical Exclusion Approval

STIP Project No.	**U-6015**
WBS Element	**47160.1.1**
Federal Project No.	**STBG-0701(036)**

Prepared By:

6/15/2018
Date

Stephanie Gallagher, Senior Planner
Atkins Global

Prepared For: North Carolina Department of Transportation

Reviewed By:

6/15/2018
Date

Sherry Yow, Project Engineer
North Carolina Department of Transportation

☒ **Approved** — If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.

☐ **Certified** — If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

6/15/18
Date

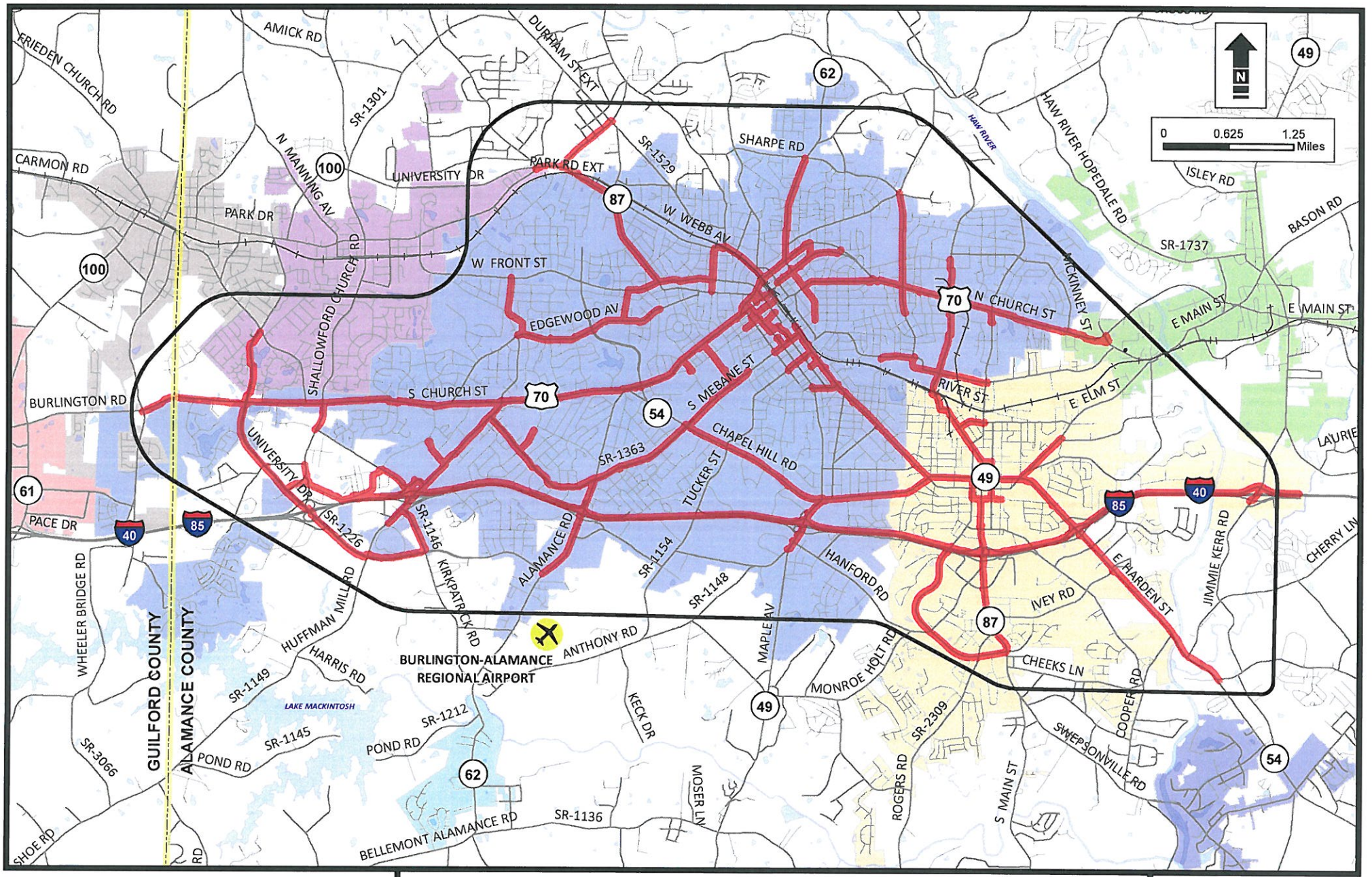
Mike Mills, Division Engineer
North Carolina Department of Transportation

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

Date

N/A
John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

BurlSS_CE_VicinityMap.mxd JNL 05.17.2018



City of BURLINGTON
Connecting The Triad And The Triangle

LEGEND
- Project Study Area
- Cable Routing
- County Boundary
- Lakes
- Railroad

MUNICIPAL LIMITS
- Alamance
- Burlington
- Elon
- Gibsonville
- Graham
- Green Level
- Haw River
- Swepsonville
- Whitsett

Source: NCDOT, ESRI, Alamance County GIS

VICINITY MAP
BURLINGTON - GRAHAM
SIGNAL SYSTEM UPGRADE
ALAMANCE COUNTY
STIP PROJECT U-6015

FIGURE 1