

Processing Form for Categorical Exclusions
(Refer to the [CE Guide](#) for detailed instructions to complete this form)
CE Form Updated March 2022

A. General Project Information	
MassDOT Project Number: 605311	Route or Road Name: Wareham Street (U.S. 6)
Project Name: Bridge Replacement, M-05-001=W-06-013 & W-06-016, Wareham Street (U.S. 6) Over Weweantic River	
Municipality(ies): Marion-Wareham	MassDOT Highway District(s): 5
Project Proponent: MassDOT	
Project Cost and Scheduled Funding Year(s): \$49,958,261; 2024	
Project Manager or Preparer: Bryan Cordeiro, Project Manager; Matthew Saniuk, Preparer	

B. Purpose and Need												
<p><u>Need for Proposed Action:</u> <i>Identify and describe the transportation deficiencies, problems and/or concerns that need to be addressed by the proposed action</i></p> <p>The project is needed due to the structurally deficient, functionally obsolete, and critical nature of both Bridge M-05-001=W-06-013 and Bridge W-06-016. In addition, the entire roadway corridor lacks bicycle accommodations.</p> <p>A 2022 Bridge Assessment rated the main elements of the bridges. The bridges are currently open and there are no posted restrictions. Both bridges are recommended for replacement due to the poor condition of the substructure as will be described below.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 25%;">Bridge Component</th> <th style="width: 25%;">Deck Rating</th> <th style="width: 25%;">Superstructure Rating</th> <th style="width: 25%;">Substructure Rating</th> </tr> </thead> <tbody> <tr> <td>M-05-001= W-06-016</td> <td>Satisfactory (6 of 9)</td> <td>Satisfactory (6 of 9)</td> <td>Poor (4 of 9)</td> </tr> <tr> <td>W-06016</td> <td>Fair (5 of 9)</td> <td>Fair (5 of 9)</td> <td>Poor (4 of 9)</td> </tr> </tbody> </table>	Bridge Component	Deck Rating	Superstructure Rating	Substructure Rating	M-05-001= W-06-016	Satisfactory (6 of 9)	Satisfactory (6 of 9)	Poor (4 of 9)	W-06016	Fair (5 of 9)	Fair (5 of 9)	Poor (4 of 9)
Bridge Component	Deck Rating	Superstructure Rating	Substructure Rating									
M-05-001= W-06-016	Satisfactory (6 of 9)	Satisfactory (6 of 9)	Poor (4 of 9)									
W-06016	Fair (5 of 9)	Fair (5 of 9)	Poor (4 of 9)									
<p><u>Purpose of Proposed Action:</u> <i>State the desired transportation outcome of the proposed action</i></p> <p>The purpose of this project is to improve the condition of Bridge M-05-001=W-06-013 and Bridge W-06-016, to ensure a functional crossing of U.S. Route 6 over the Weweantic River, and to improve multimodal accommodations along this segment of Route 6.</p>												

C. Project Description
<p><u>Project Location and Limits:</u> <i>Define the limits of the proposed project, including applicable municipalities and counties where the project is located (Attach corresponding Locus Map)</i></p> <p>Bridge M-05-001=W-06-013 and Bridge W-06-016 carry Wareham Street (U.S. Route 6) over the Weweantic River between the Towns of Marion and Wareham. The two bridges are separated by a 400-foot-long earthen causeway in the river. The project area extends for 2,450 feet from River</p>

Road in Marion easterly across the causeway and bridges to a point 150 feet east of Briarwood Drive in Wareham. Bridge M-05-001=W-06-013 is at the easterly end of the causeway and Bridge W-06-106 is at the westerly end (See attached Locus Map).

Existing Conditions: *Describe the current transportation infrastructure conditions, surrounding land uses, and any relevant environmental resources within or adjacent to the project limits*

Bridge M-05-001=W-06-013 and Bridge W-06-016

The two bridges were both constructed in 1929 with cast-in-place tee-beam superstructures supported on timber pile-supported stone masonry abutments with concrete block bridge seats. Piers are comprised of stone masonry with concrete foundations and concrete block pier caps. Bridge M-01-001=W-06-013 consists of two equal 49'-9" clear spans with an overall length of 109 feet. Bridge W-06-016 consists of three spans, two equal spans of 46'-6" and a center span of 51'6," with an overall length of 147 feet. The two bridges replaced bridges with timber superstructures that had been constructed in 1905 at these crossings of the causeway. The two bridges were widened in 1956 with the addition of steel stringers along the southernly side of each bridge span with reinforced concrete extensions on the existing abutments and piers. Each bridge carries four 11-foot-wide travel lanes and two five-foot wide sidewalks. No roadway shoulders or bicycle facilities are present on either bridge.

Both bridges exhibit heavy cracking and spalling at the concrete block bridge seats and pier caps. Concrete tee-beams exhibit heavy spalling, exposed rebar, and extensive efflorescence. Steel stringers exhibit pack rust. The undersides of the reinforced concrete decks exhibit heavy spalling and exposed rebar.

U.S. Route 6

U.S. Route 6 (Wareham Street) is classified as minor arterial under MassDOT jurisdiction. Route 6 is oriented in a northeast-southwest direction, providing two 11-foot travel lanes and no shoulders in each direction. There is an existing 5-foot sidewalk on the westbound side of Route 6. No bicycle facilities are present within the project limits.

Proposed Improvements: *Describe the proposed scope of work within the project limits and how it accomplishes the identified purpose and need, including any secondary project goals*

Bridge M-05-001=W-06-013

Bridge M-05-001=W-06-013 will be replaced with a 136-foot unequal two span (74 and 62 foot, respectively) arrangement with drilled shaft pier bent supporting precast NEXT F beams with a composite deck. The revised roadway geometry will provide four 11-foot travel lanes, two 4-foot shoulders, and two 10-foot shared use paths for a width of 77 feet, an increase of about 18 feet. The bridge will be supported by integral abutments placed behind the existing abutments, which will be left in place for scour protection. The vertical clearance will be increased by 2.15-feet to provide a vertical clearance of 8.05 feet. Based on the hydraulic analysis, this proposed bridge can accommodate the 100-year flood event and future sea level rise scenarios.

Bridge W-06-016

Bridge W-06-016 will be replaced with a 184-foot three span (two 56 foot and one 72 foot) arrangement with drilled shaft pier bents supporting precast NEXT F beams with a composite deck. The revised roadway geometry will provide four 11-foot travel lanes, two 4-foot shoulders, and two 10-foot shared use paths for a width of 77 feet, an increase of about 18 feet. The

increased span will allow the existing abutments to be left in place for scour protection, and the bridge will be supported by integral abutments placed behind the existing abutments. The vertical clearance will be increased by 2.5 feet to 7.42 feet which will accommodate the 100-year flood event and future sea level rise scenarios.

Roadway Improvements

The roadway approaches to each bridge on Route 6 will be reconstructed and widened to match the widened bridges. The cross section will include four 11-foot travel lanes, two 4-foot shoulders, and two 10-foot shared use paths. Other improvements include full-depth pavement reconstruction and installation of guardrail.

Traffic Management

During construction two 11-foot lanes of traffic shall be maintained throughout construction along with one sidewalk. No full detours or night work is anticipated. Work within the travel way will occur during off-peak hours.

D. No Build and Other Dismissed Alternatives

Describe the No-Build Alternative and any other dismissed alternative(s) to the proposed action, including rationale for each dismissal.

No Build

A no build alternative was discussed and ultimately dismissed for this project. In a no build scenario, neither Bridge M-05-001=W-06-013 & W-06-016 would be replaced. The bridges would remain structurally deficient and functionally obsolete. Both bridges would continue to lack shoulders or bicycle accommodation. Eventually the structurally deficient bridge crossing would require the closure of U.S. Route 6. For these reasons, the no build alternative was dismissed.

Alternative 1: Widen Bridges to Provide Four Travel Lanes, a Sidewalk on Each Side, and 5-foot Shoulders.

Alternative One consists of a proposed roadway cross section of two 11-foot travel lanes, two 5-foot sidewalks, and two 5-foot shoulders on each side of the roadway. This alternative had the fewest impacts to wetlands compared to all build alternatives (including the Preferred). However, this alternative does not provide any adequate bicycle facilities. Therefore, this alternative does not meet the purpose of the project and was dismissed.

Alternative 2: Widen Bridges to Provide Four Travel Lanes, a Sidewalk on the Eastbound side, and a Shared Use Path on the Westbound Side

Alternative two consists of a proposed roadway cross section of four 11-foot travel lanes, a 5.5-foot sidewalk along the eastbound side of Route 6, a 10-foot shared use path along the westbound side of Route 6, and two 4-foot shoulders. This alternative would minimize the impacts to vegetated wetlands and salt marsh by only extending the approaches, bridges, and causeway to the west. However, cyclists would be required to cross over Route 6 to utilize the shared use path. Requiring cyclists to cross Route 6 before traveling across each bridge would create a safety risk for cyclists. Therefore, this alternative was dismissed.

Alternative 3: Removal of Causeway and Installation of a Single Long Spanned Bridge

Alternative 3 consists of the removal of the entire causeway and the installation of a single-span bridge 15-20 feet higher than the existing conditions. However, this alternative would extend roadway approach work out a quarter mile to dampen the grade for motorists, pedestrians, and bicyclists. This extended project limits would require significantly increased impacts to vegetated wetlands and salt marsh. Additionally, a study by Woods Hole in 2021 determined that when the causeway is removed under 50, 100, and 200-year storm scenarios water levels inland would rise by at least half a foot. Flooding 12-20 acres and 24-25 buildings. This increased in flooding was deemed unacceptable and this alternative was dismissed.

E. Environmental Review, Mitigation Measures, and Agency Consultation

1. Wetlands and Waters of the United States (responses to both questions required)

- a. Are there any wetlands or waters of the United States within the project area that would be temporarily or permanently impacted by the project?

NO

YES, describe potential impacts, required federal, state, and local permitting and proposed mitigation below:

Impacts to Waters of the U.S.

Land Below the High Tide Line

The project is proposed to impact 23,844 square feet and 3,260 cubic yards of dredge below the high tide line are proposed across the entire project area. This dredge volume will be replaced, and an additional 630 cubic yards will fill below the high tide line. Approximately, 12,324 square feet of permanent impacts to waters of the U.S. will be required for the installation of riprap. Approximately 5,432 square feet and 3,260 cubic yards will be dredged to allow for the construction on the causeway and abutments. Additionally, 6,088 square feet of temporary constructions impacts are anticipated.

Vegetated Wetlands

This project will permanently impact approximately 913 square feet and temporarily impact approximately 219 square feet of vegetated wetlands, located at the western end of the project. Work proposed in these areas will be the result of the installation of a sheet pile supported retaining wall and the associated riprap slope. Temporary impacts will be restored to preconstruction conditions.

Salt Marsh

This project will permanently alter 1,764 square feet and temporarily alter 709 square feet of salt marsh. Work proposed in these areas will be the result of the installation of a sheet pile supported retaining wall and the associated riprap slope. Temporary impacts will be restored to preconstruction conditions.

Mitigation Measures

A wetland replication area is proposed at an approximately 2.22:1 ratio. Of this, 4,090 square feet will be below the high tide line and an additional 1,840 square feet of high marsh is proposed to extend from the tide line to transitional upland plants. Other

mitigation measures include placing erosion and sediment control measures during construction and to restore all temporary impacts.

Required Permitting

Permitting associated with this project includes a Section 401 of the Clean Water Act Water Quality Certificate from the Massachusetts Department of Environmental Protection and a Section 404 of the Clean Water Act Individual Permit from the U.S. Army Corps of Engineers. The Section 404 of the Clean Water Act Individual Permit is required because the proposed impacts to Salt Marsh are greater than 1,000 square feet.

- b. Does the project involve the construction or modification of a bridge or causeway across any navigable waters of the United States?

NO

YES, *discuss whether any permit or authorization is required from the U.S. Coast Guard:*

Bridge M-05-001=W-06-013 and Bridge W-06-016 carrying Wareham Street (U.S. Route 6) over the Weweantic River cross a navigable waterway that requires consultation with the U.S. Coast Guard (USCG). On December 27, 2023, MassDOT requested USCG concurrence that the reach of the Weweantic River in this location qualifies for the Advanced Approval based pursuant to 33 CFR 115.70- Advance approval of bridges. MassDOT also provided the USCG with the U.S. Coast Guard Bridge Project Jurisdiction Questionnaire. On January 17, 2024, the USCG concurred with MassDOT's assessment and determined that the reach of the Weweantic River at this location meets the requirements for the Advanced Approval under 33 CFR 115.70. Therefore, the project does not require a Coast Guard bridge permit.

2. Threatened and Endangered Species / Essential Fish Habitat *(responses to both questions required)*

- a. Are there any federally listed endangered or threatened species or designated critical habitat potentially present within the project area?

NO

YES, *identify species and discuss any consultation with the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service under Section 7 of the Endangered Species Act (Attach corresponding consultation documentation).*

U.S. Fish and Wildlife Service

According to the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) online mapping tool, the Northern long-eared bat (NLEB) (*Myotis septentrionalis*) may be found within the project limits. If additional cutting is proposed by the Contractor that is outside of the current scope, additional review is required by the MassDOT Highway Division's Environmental Services Section. The USFWS provided an automated concurrence that the Action is consistent with activities analyzed in the Programmatic Biological Opinion (PBO) for the NLEB and therefore the project has "no effect" on the endangered NLEB on July 13, 2023.

National Marine Fisheries Service

According to the NOAA Fisheries Greater Atlantic Region Endangered Species Act Section 7 Mapper, Atlantic Sturgeon and Shortnose Sturgeon may be found within the project limits. On February 5, 2024, MassDOT determined that the project complies with all applicable Project Design Criteria (PDCs) and is not likely to adversely affect the listed species. On February 18, 2024, NOAA GARFO concurred with MassDOT's determination that the action complies with all applicable PDCs and is not likely to adversely affect the listed species.

- b. Are there any Essential Fish Habitat (EFH) mapped for the project area?

NO

YES, *identify species and discuss any consultation with the National Marine Fisheries Service under the Magnuson-Stevens Fishery Conservation and Management Act (Attach corresponding consultation documentation)*

According to NOAA Fisheries' Essential Fish Habitat Mapper, portions of the project limits are within habitat of Atlantic Herring, Atlantic Mackerel, Atlantic Surf Clam, Atlantic Wolffish, Black Sea Bass, Bluefin Tuna, Bluefish, Little Skate, Long-finned Squid, Northern Shortfin Squid, Red Hake, Sand Tiger Shark, Scup, Smoothhound Shark, Spiny Dogfish, Summer Flounder, Windowpane Flounder, Winter Flounder, Winter Skate, Albacore Tuna, Atlantic Butterfish, and Atlantic Cod. Portions of the project limits are also located with the Habitat Areas of Particular Concern for Summer Flounder.

On January 19, 2024, MassDOT submitted an Abbreviated EFH Consultation and a determination that the adverse effect of the project on EFH is not substantial. NOAA GARFO concurred with MassDOT's determination that the adverse effect on EFH is not substantial based on the conditions provided in the Conservation Recommendations on March 12, 2024.

3. Historic Resources

- a. Are there any historic or known archaeological resources within the project's Area of Potential Effect that are listed in or eligible for listing in the National Register of Historic Places?

NO

YES, *identify resource(s) below:*

The Massachusetts Historical Commission determined that the bridges are not eligible for listing in the National Register of Historic Places in 1980, when the bridges had reached fifty years of age, because the widening of the bridges in 1956 with steel beams obscured the original 1929 tee-beam superstructures.

Whether "Yes" or "No" is checked above, please indicate which project clearance or effect determination was issued for the project under Section 106 of the National Historic Preservation Act, including discussion of any applicable consultation with the State

Historic Preservation Officer, Federally Recognized Tribes, and other consulting parties.
(Attach corresponding Section 106 compliance documentation).

The MassDOT Cultural Resources Unit staff has determined that consultation with the State Historic Preservation Officer is not required for this project under the terms specified in Appendix 1 of the Section 106 Programmatic Agreement. MassDOT submitted project information to the Aquinnah, Mashpee, and Narragansett tribal historic preservation officers to meet the Section 106 consultation requirements of FHWA and the U.S. Army Corps of Engineers on June 17, 2021.

4. Section 4(f) / Section 6(f) Resources (responses to both questions required)

- a. Are there any properties or facilities protected by Section 4(f) of the DOT Act of 1966 that would be impacted by the project?

NO

YES, identify the applicable resource(s) and discuss any potential impacts, including proposed mitigation measures (if applicable), and coordination with required official(s) with jurisdiction (Attach all documented Section 4(f) impact determinations with sign offs from the applicable official(s) with jurisdiction).

- b. Will the project impact any public park or recreation facility protected by Section 6(f) of the Land and Water Conservation Fund Act?

NO

YES, discuss the consultation process with the National Parks Service, and attach any corresponding documentation.

5. Noise

- a. Is the project classified as a Type I action as defined under 23 CFR 772.5?

NO (proceed to Item 6)

YES, describe findings of the Traffic Noise Analysis, including any proposed noise abatement measures below (Attach corresponding Traffic Noise Analysis Report).

6. Right-of-Way Requirements

- a. Does the project require the acquisition of right-of-way or easements?

NO (proceed to Item 7)

YES, indicate whether acquisitions and/or easements will result in any commercial or residential displacements, or substantial adverse impacts on abutting property (Attach necessary right-of-way plan sheets).

This project will require 10 permanent easements, 1 temporary occupancy, and 4 fee takings. None of which are located within mapped Environmental Justice communities. Acquisition of right-of-way shall be in accordance with Uniform Relocation Assistance and Property Acquisition Policies Act of 1970 (Right-of-Way plans can be found in the appendix).

7. Environmental Justice

- a. Are there any Environmental Justice populations designated as minority, low-income or limited English proficient within or near the project area?

NO (proceed to Item 8)

YES, discuss whether the project may have disproportionately high and adverse impacts on these identified populations below (Attach Environmental Justice/Community Impact Assessment Report, if applicable).

8. Other Environmental Considerations This section should discuss any other potential environmental impacts or concerns not covered in the previous sections

No other environmental impacts are anticipated.

F. Public Involvement

Describe prior and planned opportunities for public participation during the project planning and development process, and any concerns and issues that have been generated through public comment to date

A virtual design public hearing was held on February 28, 2024. Outreach to local and state agencies was also conducted in MassDOT's Early Environmental Coordination procedure. General concerns and interests expressed at the meeting include:

- Will Boaters be able to navigate the river during construction?
- How does Climate Change impact the bridge design?
- Questions on how construction will impact water quality.

G. Environmental Review and Permitting

List all federal, state, and local environmental reviews and permits required for the project, and the status of approvals

Permit/Review	Agency	Status
Section 401 of the Clean Water Act Water Quality Certificate	Massachusetts Department of Environmental Protection	In Progress, WQC Filed 1/26/24
Section 404 of the Clean Water Act Individual Permit	U.S. Army Corps of Engineers	In Progress, IP Filed 1/26/24
U.S. Coast Guard Request for Advanced Approval	U.S. Coast Guard	Advanced Approval concurred 1/17/24.
Section 7 of the Endangered Species Act- NLEB Consultation	U.S. Fish and Wildlife Service	Finding of "No Effect" on the NLEB (7/13/23).
Section 7 of the Endangered Species Act- NMFS Consultation	NOAA's National Marine Fisheries Service	Finding of "Not Likely to Adversely Affect" on the listed species (2/18/24).
Essential Fish Habitat Abbreviated Consultation	NOAA's National Marine Fisheries Service	Finding of "Adverse Effect is not substantial" on the listed species (3/12/24)
Section 106 of the National Historic Preservation Act	Massachusetts State Historic Preservation Officer	Cleared under Appendix 1 of the Section 106 Programmatic Agreement on 6/17/21.

Appendix A. Supporting Documentation

List all supporting documentation that will be attached to the CE Form

- Locus Map
- Combined Section 401 of the Clean Water Act Water Quality Certification and Section 404 of the Clean Water Act Individual Permit
- U.S. Coast Guard Advanced Approval Request
- U.S. Coast Guard Advance Approval Concurrence
- Section 7 of the Endangered Species Act USFWS IPAA No Effect Concurrence
- Section 7 of the Endangered Species Act NOAA NLAA Concurrence
- Essential Fish Habitat Request for Abbreviated Review
- NOAA Fisheries EFH Conservation Recommendations Comment Form
- NOAA Fisheries CR Concurrence
- Section 106 of the National Historic Preservation Act, Programmatic Agreement Appendix 1
- Tribal Historic Preservation Officer Notifications
- Right-of-Way Plans
- 25% Design Public Hearing Transcript

Categorical Exclusion (CE) Determination

Starting with Section 1, answer the questions by checking Yes or No.

After each of the following sections, there will be instructions that direct the preparer to continue to the next appropriate section of the checklist. The preparer should refer to *MassDOT's Guide for processing Categorical Exclusions* for further information and instructions on completing this checklist.

SECTION 1. CATEGORICAL EXCLUSIONS	
1. Is project on the list of CEs included under 23 CFR 771.117(c) or (d)?	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
<p><i>If "Yes," the preparer should select the appropriate Categorical Exclusion (CE) that is being considered for the proposed action and then complete Section 2 below. If "No," the preparer should complete Section 2 below.</i></p>	
Activity Listed in 23 CFR 771.117(c) (The "C" List)	
1 <input type="checkbox"/>	Activities that do not involve or lead directly to construction, 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 <input type="checkbox"/>	Approval of utility installations along or across a transportation facility.
3 <input type="checkbox"/>	Construction of bicycle and pedestrian lanes, paths, and facilities.
4 <input type="checkbox"/>	Activities included in the State's Highway Safety Plan under 23 U.S.C. 402.
5 <input type="checkbox"/>	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 <input type="checkbox"/>	The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
7 <input type="checkbox"/>	Landscaping.
8 <input type="checkbox"/>	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.
9 <input type="checkbox"/>	<p>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):</p> <ul style="list-style-type: none"> <i>i)</i> Emergency repairs under 23 U.S.C. 125; and <i>ii)</i> The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer

	<p>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:</p> <ul style="list-style-type: none"> a) 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 b) Is commenced within a 2-year period beginning on the date of the declaration.
10 <input type="checkbox"/>	Acquisition of scenic easements.
11 <input type="checkbox"/>	Determination of payback under 23U.S.C. 156for property previously acquired with Federal-aid participation.
12 <input type="checkbox"/>	Improvements to existing rest areas and truck weigh stations.
13 <input type="checkbox"/>	Ridesharing activities.
14 <input type="checkbox"/>	Bus and rail car rehabilitation.
15 <input type="checkbox"/>	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16 <input type="checkbox"/>	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 <input type="checkbox"/>	The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities that themselves are within a CE.
18 <input type="checkbox"/>	Track and railbed maintenance and improvements when carried out within the existing right-of-way.
19 <input type="checkbox"/>	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
20 <input type="checkbox"/>	[Not Applicable]
21 <input type="checkbox"/>	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

	<p>systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.</p>
22 <input type="checkbox"/>	<p>Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Examples include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Tower lighting <input type="checkbox"/> Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated. <input type="checkbox"/> Improvements to existing MassDOT maintenance facilities. <input type="checkbox"/> Construction of new MassDOT maintenance facilities within an existing operational right of way. <input type="checkbox"/> Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals. <p><i>(For CE C-22, refer to Categorical Exclusion Guide for further information).</i></p>
23 <input type="checkbox"/>	<p>Federally funded projects:</p> <ul style="list-style-type: none"> a) That receive less than \$5,000,000 (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 of not more than \$30,000,000 (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. <p><i>(For CE C-23, refer to Categorical Exclusion Guide for further information).</i></p>
24 <input type="checkbox"/>	<p>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.</p>
25 <input type="checkbox"/>	<p>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.</p>
26 <input type="checkbox"/>	<p>Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes). Examples include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Construction of highway safety and truck escape ramps

	<input type="checkbox"/> Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a CE C-1 designation. <input type="checkbox"/> Beautification or facility improvement projects (e.g., landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, or decorative lighting). <input type="checkbox"/> Implementation of Complete Street elements to improve safety and/or pedestrian, bicycle, transit, vehicular, or freight mobility.
27 <input type="checkbox"/>	Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting. Examples include lane reduction changes, provided traffic analyses are completed.
28 <input type="checkbox"/>	Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
29 <input type="checkbox"/>	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 <input type="checkbox"/>	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.
Activity Listed in 23 CFR 771.117(d) (The "D" List)	
1 – 3	[Reserved]
4 <input type="checkbox"/>	Transportation corridor fringe parking facilities.
5 <input type="checkbox"/>	Construction of new truck weigh stations or rest areas.
6 <input type="checkbox"/>	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 <input type="checkbox"/>	Approvals for changes in access control.
8 <input type="checkbox"/>	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 <input type="checkbox"/>	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.

9 <input type="checkbox"/>	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 <input type="checkbox"/>	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 <input type="checkbox"/>	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 <input type="checkbox"/>	Acquisition of a particular parcel or a limited number of parcels for hardship or protective purposes 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. An example is right-of-way acquisition only for a bikeway/pedestrian facility (no construction).
13 <input checked="" type="checkbox"/>	Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.

SECTION 2. SEGMENTATION REVIEW		
2. Is the action a linear project?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
<i>If the answer is "Yes," the preparer should respond to Questions 3 through 5 below. If the answer is "No," the preparer should proceed to Section 3.</i>		
3. Does the project have independent utility?	<input type="checkbox"/> NO	<input type="checkbox"/> YES
4. Does the project connect logical termini?	<input type="checkbox"/> NO	<input type="checkbox"/> YES
5. Does the project allow further consideration of alternatives for other reasonably foreseeable transportation improvements?	<input type="checkbox"/> NO	<input type="checkbox"/> YES

If "NO" is checked for any of the Questions 3 through 5, the project does not qualify as a Categorical Exclusion (CE) and consultation between MassDOT and FHWA is required. If "YES" is checked for Questions 3 through 5, the preparer should complete Section 3.

SECTION 3. CE AND UNUSUAL CIRCUMSTANCES REVIEW		
6. Does the project induce significant impacts to planned growth or land use for the area?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
7. Does the project require the relocation of significant numbers of people?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
8. Does the project have a significant impact on any natural, cultural, recreational, historic, or other resource?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
9. Does the project involve significant air, noise, or water quality impacts?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
10. Does the project have a significant impact on travel patterns?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
11. Does the project involve substantial controversy on environmental grounds?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
12. Does the project have a significant impact on Section 4(f) properties or on historic properties?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
13. Is the project inconsistent with any Federal or state requirement or administrative determination relating to the environmental aspects of the action?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES

If "YES" is checked for any of the questions in Section 3, the project does not qualify as a Categorical Exclusion (CE) and an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required. If the answer to all questions within Section 3 is "No," the preparer should complete Section 4 below.

SECTION 4. PROGRAMMATIC CATEGORICAL EXCLUSION THRESHOLD REVIEW		
14. Does the project involve residential or commercial displacement, or acquisition of property rights that results in substantial abutter impacts?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
15. Does the project require submittal of an Interchange Modification Report?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
16. Does the project have a finding of "may affect, likely to adversely affect" any listed or candidate species or critical habitat that has been designated or proposed under the Endangered Species Act?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
17. Does the project involve opposition or unresolved objections resulting from consultation or correspondence with Federally Recognized Tribes?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
18. Does the project have a finding of "Adverse Effect" on historic properties pursuant to Section 106 the National Historic Preservation Act?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES

19. Does the project have an adverse effect on a National Historic Landmark?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
20. Does the project require the use of Section 4(f) properties that cannot be documented with an FHWA <i>de minimis</i> determination?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
21. Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act 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?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
22. Does the project require a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344) permit other than a General Permit?	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
23. Does the project require a U.S. Coast Guard bridge permit?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
24. Does the project require work encroaching on a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
25. Does the project involve impacts subject to the conditions of the Bald and Golden Eagle Protection Act?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
26. Is the project a "Type I project" requiring a noise analysis?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
27. Does the project involve acquisition of land for hardship, protective purposes, or early acquisition?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
28. Does the project generate substantial public controversy or opposition for any reason?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
29. Does the project involve construction in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
30. Does the project involve the construction of temporary access or closure of existing road, bridge, or ramps?	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES

If the answers to Questions 14 through 30 are "NO", then the project qualifies as a Programmatic CE. If any of the answers to Questions 14 through 30 are "YES", then the project cannot be classified as a Programmatic CE and an Individual CE approval from FHWA is required. If the answer to Question 30 is "Yes", the preparer should complete Question 31 below.

31. Does the project meet the following conditions for construction of temporary access or closure of existing road, bridge, or ramps?	<input type="checkbox"/> NO	<input type="checkbox"/> YES
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- Provisions have been made for access by local traffic and are posted;
- There will be no adverse effects on through-traffic dependent business;
- The temporary access or closure of existing road, bridge, or ramps will not interfere with a local special event or festival; or
- The temporary access or closure of existing road, bridge, or ramps will not substantially change the environmental consequences of the project.

If the answer to Question 31 is "YES", then the project qualifies as a Programmatic CE. The checklist and all supporting information should be submitted to the MassDOT Project Manager.

If the answer to Question 31 is "NO", then the project cannot be classified as a Programmatic CE and an Individual CE approval from FHWA is required. The preparer should attach to this checklist all supporting information to clearly establish that there is little or no potential for significant impact. The Individual CE and supporting information will be submitted to the FHWA Massachusetts Division for approval.

CERTIFICATION (FOR AGENCY USE ONLY)

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and complies with all other applicable environmental laws, regulations, and Executive Orders.



 Director of Environmental Services
 (or designee)

4/1/2024

 Date

For Individual CEs, the FHWA Division Administrator's signature is also required.

 Division Administrator
 (or designee)

 Date

FHWA Comments or Conditions: