

*Texas Department of Transportation
Environmental Affairs Division*

Standards of Uniformity

**Certification Standards for Projects that Do Not
Require Project-Specific Review:
Archeological Resources**

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Archeological Resources**

Purpose of these standards

Some projects, by definition, require no review by ENV or the Texas State Historic Preservation Officer (TSHPO)/Texas Historical Commission (THC). The standards identify the projects of this type and describe the documentation required to certify them as such projects.

Role of ENV, District, Regional Environmental Center and others

The District should use the following checklist to determine whether the project conforms to a type that does not require project-specific review by ENV or TSHPO/THC. Once completed, an authorized D/D/O staff member shall sign the checklist. ENV may also use and sign this checklist, as appropriate, for projects that have been sent to ENV for review.

How to use the standards

Certification of the project's status as a project that does not require review should be done by completing the following checklist. The checklist identifies the project elements and required supporting documentation. A copy of the completed checklist and documentation should be kept on file with other project information, as it may be subject to audit. Once completed, an authorized D/D/O staff member projects shall sign the checklist, certifying that the project description meets the criteria on the list. Any changes to the project description should be followed by verification that the project still conforms to a type listed on the checklist and that existing documentation is adequate. If not, the certification should be completed again with the revised project description, or the project should be sent to ENV for review.

Timing of work

A project can be certified as a type that does not require review once the project description has been finalized. The certification must occur prior to approval of the NEPA document, because the certification must be reported in that document. Any changes to the project description that occur following certification must be followed by verification that the project still conforms to a type listed on the checklist and that existing documentation is adequate.

Integrating the results with NEPA documentation

The Standards of Uniformity for the Archeology Section of a PCE Document contains standard language to use in cases where the project does not require review. PCE documents should employ the standard introductory paragraph for cultural resources and statement A for archeology from that SOU. Other forms of NEPA documentation should use a similar statement.

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Regulations and other applicable guidelines

Appendix 3 of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU) identifies those projects that do not require project specific review by ENV or by the TSHPO. The Memorandum of Understanding (MOU) between the Texas Historical Commission and TxDOT also identifies those projects that do not require project specific review by ENV or by the THC (13 TAC 26.14(e)(1) and 43 TAC 2.24(e)(1)). The PA-TU and MOU contain identical lists.

For 43 TAC 2.24 see:

[http://info.sos.state.tx.us/pls/pub/readtac\\$ext.TacPage?sl=R&app=9&p_dir=&p_rloc=&p_tloc=&p_ploc=&pg=1&p_tac=&ti=43&pt=1&ch=2&rl=24](http://info.sos.state.tx.us/pls/pub/readtac$ext.TacPage?sl=R&app=9&p_dir=&p_rloc=&p_tloc=&p_ploc=&pg=1&p_tac=&ti=43&pt=1&ch=2&rl=24)

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District/County _____ Highway _____ CSJ _____

Contractor _____ Submittal Date _____ Reviewed by _____

Criterion (indicate whether a particular criterion applies by checking one of the following three columns)		YES	NO	N/A
1	Project Classified as Routine Maintenance			
	Project entails routine roadway maintenance (such as vegetation control, traffic control, and routine painting and striping) that does not have the potential to affect State Archeological Landmarks or historic properties.			
2	Project Is Not Routine Maintenance But Contains Only Elements from the Following List (Check All That Apply)			
	A installation, repair, or replacement of fencing, signage, traffic signals, railroad warning devices, safety end treatments, cameras and intelligent highway system equipment;			
	B earthmoving projects involving less than 100 cubic yards of excavation below the original grade;			
	C routine structural maintenance and repair of non-historic bridges, highways, railroad crossings, picnic areas, and rest areas;			
	D in-kind repair, replacement of non-historic lighting, signals, curbs and gutters, and sidewalks;			
	E crack seal, overlay, milling, grooving, resurfacing, and restriping;			
	F replacement, upgrade, and repair of safety barriers, ditches, storm drains, and culverts constructed after the depression-era period (i.e. after 1939) except in association with historic bridges;			
	G intersection improvements that require no additional right of way;			
	H placement of riprap to prevent erosion of waterway banks and bridge piers provided no ground disturbance is required;			
	I all maintenance work between a highway and an adjacent frontage road;			
J installation of noise barriers or alterations to existing publicly owned buildings less than 50 years old, to provide for noise reduction except in potential or listed National Register districts;				

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Criterion (indicate whether a particular criterion applies by checking one of the following three columns)		YES	NO	N/A
K	driveway and street connections;			
L	all work within interchanges and within medians of divided highways except where graves are present;			
M	all work between the flowlines of the ditches and channels and above the original line and grade;			
N	ditch and channel maintenance provided removal of fill is above the original line and grade;			
O	repairs needed as a result of an event, natural or man-made, which causes damage to a designated state highway, resulting in an imminent threat to life or property of the traveling public or which substantially disrupts or may disrupt the orderly flow of traffic and commerce; or			
P	FOR ARCHEOLOGY ONLY: sidewalk construction or modification—including ADA ramps—except (i) sidewalk installations where the depth of impacts exceeds one foot or (ii) projects within the historic districts of Goliad, Rio Grande City, Roma, San Antonio, San Elizario, and San Ygnacio or (iii) projects within the city limits of Anahuac, San Patricio, and Socorro.			
3	Other Project Elements			
	The project contains only elements listed under criteria 1 or 2.			
4	Supporting Documentation			
	Documentation included in the project files or maintenance log support the conclusion that this project contains only elements listed under criterion 1 or 2.			

The undersigned certifies that the project meets the criteria above. Therefore, the project qualifies as an Undertaking with No Potential to Affect Historic Properties under Stipulation V and Appendix 3 of the First Amended Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings. It also qualifies as a project that does not have potential to affect State Archeological Landmarks under 43 TAC 2.24(e).

Certified by: _____
Signature Date

Name/Title: _____