

Type III Categorical Exclusion Action Classification Form

STIP Project No.	I-5966
WBS Element	45916.1.1
Federal Project No.	Not Yet Available

A. Project Description:

The North Carolina Department of Transportation (NCDOT) Division 5 is proposing State Transportation Improvement Program (STIP) Project No. I-5966 to construct auxiliary lanes in both directions along I-40 from SR 1002 (Aviation Parkway - Exit 285) to SR 1652 (N. Harrison Avenue - Exit 287) located in Wake County, which is in Division 5 (see Vicinity Map). With plans to maintain eight lanes of traffic during construction, the project will also replace Bridge No. 101 carrying SR 1795 (Old Reedy Creek Road) over I-40, and Bridge Nos. 109 and 118 carrying I-40 over Crabtree Creek.

The project includes no change in access control, the number of access points, the interchange configuration, the number of lanes on the ramps, or to the ramp terminals/intersections for the I-40 interchanges with Aviation Parkway and N. Harrison Avenue. A minor shift in the proposed gore points (by less than 100 feet) is due to a slight realignment of the ramps that tie into the proposed auxiliary lanes.

The study area extends approximately 2.95 miles along I-40, from just west of the Aviation Parkway interchange (Exit 285) to just east of the N. Harrison Avenue interchange (Exit 287), and approximately 0.5 mile along Old Reedy Creek Road over I-40.

If the design changes, additional coordination, consultation, evaluations, and/or mitigation may be required. **This is included in the Project Commitments (Green Sheet).**

The proposed typical section for I-40 includes 5 travel lanes (12-feet wide) in each direction with 12-foot full-depth paved shoulders on the inside and outside and a median. The new outside travel lane is the auxiliary lane that will connect from the on/off ramps between the project limits. The proposed typical section for Old Reedy Creek Road bridge consists of two 10-foot vehicular travel lanes, with a 5.5-foot shoulder and a 5-foot bike lane on the west side of the bridge, and a 5-foot bike lane with a 2-foot shoulder on the east side of the bridge. Based on coordination with the NC Capital Area Metropolitan Planning Organization (CAMPO), the typical section for Old Reedy Creek Road can be restriped in the future for consistency with the planned Triangle Bikeway when it is constructed.

B. Description of Need and Purpose:

The purpose of the proposed project is to improve traffic operations along I-40 between Aviation Parkway (Exit 285) and N. Harrison Avenue (Exit 287) by providing additional acceleration and deceleration distance between the interchange ramps. The replacement of Bridge Nos. 101, 109, and 118 was necessary for construction of the auxiliary lanes along I-40, as Bridge No. 101 did not have sufficient horizontal clearance under the bridge and Bridge Nos. 109 and 118 would either be replaced as part of the proposed project, or expanded and replaced in the future.

The need for the project is associated with the existing limited distance available for vehicles to accelerate, decelerate, merge, and diverge between the closely spaced ramps. Additional acceleration and deceleration distance would provide improved opportunities for vehicles entering and exiting I-40 to complete these maneuvers and would support more efficient traffic operations along this segment of the interstate.

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

N/A

E. Special Project Information:

Concepts Considered

Several concepts were considered to address the purpose and need of the project while maintaining traffic on I-40 and minimizing right of way and environmental impacts. The proposed improvements consist of eastbound and westbound auxiliary lanes between the existing interchange ramps. The improvements are generally symmetrical at the east and west ends of the project and would be constructed adjacent to the existing I-40 alignment.

The proposed design would generally maintain the existing I-40 alignment. A northward shift of the westbound I-40 alignment is proposed in the vicinity of the I-40 crossing of Crabtree Creek and the Old Reedy Creek Road crossing of I-40. The shift is necessary to provide sufficient space for staged construction while maintaining traffic on I-40 and Old Reedy Creek Road during construction.

- **Proposed Eastbound Auxiliary Lane.** The proposed eastbound auxiliary lane would generally follow the existing I-40 alignment. Widening would occur primarily along the south side of I-40 within existing I-40 right of way. Construction would require a temporary construction easement of approximately 0.26 acre from one parcel.
- **Proposed Westbound Auxiliary Lane.** The proposed westbound auxiliary lane would generally follow the existing I-40 alignment but would include a northward shift in the vicinity of Crabtree Creek and Old Reedy Creek Road. Approximately 7.46 acres of new right of way and/or temporary construction easements from five parcels would be required. These impacts are primarily associated with the need for 3:1 slopes and the northward shift of the westbound alignment to accommodate staged construction.
 - The northward shift would provide sufficient space to construct the proposed I-40 bridges over Crabtree Creek, replace the Old Reedy Creek Road bridge over I-40, and provide a temporary detour and bridge for Old Reedy Creek Road. This approach would allow traffic to be maintained on both I-40 and Old Reedy Creek Road during construction.

The following concepts were considered but eliminated from further consideration:

- **Southward Shift of I-40.** A southward shift of I-40 was considered as an alternative to the proposed northward shift of the westbound alignment. This concept was eliminated from further consideration because it would encroach upon or require modifications within the Crabtree Creek Watershed Project boundary, which could affect the storage capacity of Lake Crabtree. A southward shift would also result in greater impacts to the Lake Crabtree dam area, the Town of Cary bridge carrying Old Reedy Creek Road over Crabtree Creek, Lake Trail, the Black Creek Greenway, and future development plans on the existing Raleigh-Durham International Airport Authority (RDUAA) property south of I-40. In addition, this concept would require right of way acquisition from the Town of Cary at the North Cary Water Reclamation Facility.
- **Other Design Variations.** Other potential design variations were considered but were determined to be infeasible because they would not allow traffic to be maintained on I-40 during construction. Maintaining traffic on I-40 during construction is necessary to avoid substantial disruption to regional and local transportation operations.

- **No-Build Concept.** The No-Build concept was considered but would not meet the purpose and need of the project because it would not provide additional acceleration and deceleration distance between the existing I-40 ramps. Without the proposed improvements, the existing operational constraints associated with the limited distance between the ramps would remain. Therefore, the No-Build concept was eliminated from further consideration.

Existing and Proposed Conditions

The existing I-40 mainline typical section consists of four travel lanes in each direction with a median between Aviation Parkway and N. Harrison Avenue. Under the proposed project, the I-40 mainline typical section would consist of five travel lanes in each direction, including one new auxiliary lane in each direction, with a median and concrete median barrier between Aviation Parkway and N. Harrison Avenue. The proposed vertical clearance beneath Old Reedy Creek Road Bridge No. 101 would accommodate the future managed lanes project (NCDOT STIP Project No. I-5702), which would add two travel lanes in each direction along I-40. No pedestrian or bicycle accommodations are proposed along I-40 because the interstate is a fully controlled-access facility.

Bridge No. 101 carries Old Reedy Creek Road over I-40 and provides an important connection between Lake Crabtree County Park, the Old Reedy Creek Greenway Trailhead south of I-40, William B. Umstead State Park, and several mountain biking trails north of I-40 (see Environmental Features Map). Old Reedy Creek Road also serves as a route for the East Coast Greenway and U.S. Bike Route 1 – Carolina Connection.

The existing Bridge No. 101 typical section consists of two 10-foot travel lanes without dedicated pedestrian or bicycle accommodations. The proposed permanent bridge would maintain the existing vehicular capacity and provide dedicated bicycle accommodations, but would not preclude future pedestrian accommodations. These improvements would maintain connectivity between regional parks, recreational facilities, greenways, and trails located north and south of I-40.

The proposed typical section for Old Reedy Creek Road bridge consists of two 10-foot vehicular travel lanes, with a 5.5-foot shoulder and a 5-foot bike lane on the west side of the bridge, and a 5-foot bike lane with a 2-foot shoulder on the east side of the bridge. Coordination with NCDOT's Integrated Mobility Division (IMD) is ongoing regarding the design and accommodation of pedestrian and bicycle facilities on the proposed bridge.

A temporary detour bridge would be constructed to maintain Old Reedy Creek Road connectivity during construction of the permanent bridge. The temporary bridge would maintain access between areas north and south of I-40 and provide continued access to residences and other properties located north of I-40, including access for maintenance and emergency vehicles. The temporary bridge would consist of 16 feet of clear roadway along Old Reedy Creek Road.

Maintenance of Traffic During Construction

Traffic on I-40 would be maintained throughout construction. Construction of Bridge Nos. 109 and 118, which carry I-40 over Crabtree Creek, would be phased to maintain traffic along I-40 during construction.

The detour for Old Reedy Creek Road includes one 16-foot lane for both northbound and southbound traffic over I-40. A portable traffic signal system will control the movement of vehicles across the detour bridge (one lane two-way traffic pattern). Bicycles will operate within the shared travel lane like existing conditions. Pedestrians do not have an existing sidewalk/path along Old Reedy Creek Road or over I-40 currently and will not be provided a dedicated sidewalk/path during construction.

Construction activities and traffic control measures would be coordinated to minimize disruptions to I-40 and Old Reedy Creek Road users while maintaining access to adjacent properties and regional recreational and transportation facilities.

Right of Way Acquisition and Easements

There are five property owners (six parcels total) impacted by the proposed project that required right of way acquisition or easement. The total acreage is approximately 7.72 acres.

Relocations

There are no relocations associated with the proposed project.

Merger Pre-Screening

A Merger Pre-Screening Report was generated in ATLAS workbench for the proposed project, and merger was not recommended. The NCDOT Environmental Policy Unit approved this conclusion on June 3, 2025 ([I-5966 Workbench Merger Pre Screening Report](#), June 2025).

Natural Environment

A Natural Resources Technical Report (NRTR) was prepared in October 2025 to identify resources and potential impacts to the natural environment ([I-5966 NRTR](#), October 2025). An Aquatic Species Survey Report was prepared on August 12, 2025, to address potential impacts to aquatic species within the project study area ([I-5966 Aquatics Report](#), August 2025).

Water Resources

The study area is a part of the Neuse River Basin (United States Geological Survey (USGS) Hydrologic Unit 03020201). As noted in the NRTR, 24 streams, 22 open surface waters, and 12 wetlands were identified in the study area.

There are no High Quality Waters (HQW), Outstanding Resource Water (ORW), or water supply watersheds (WS-I or WS-II) present in, or located within 1.0 mile downstream of, the study area. Crabtree Creek is on the North Carolina Department of Environmental Quality (NCDEQ) - Division of Water Resources (DWR) 2022 303(d) list of impaired waters for a Polychlorinated biphenyls (PCB) fish tissue consumption advisory. No waters in the study area have been designated by the US Army Corps of Engineers (USACE) as a Navigable Water under Section 10 of the Rivers and Harbors Act. There are two Federal Emergency Management Agency (FEMA) crossings associated with the proposed project.

Jurisdictional Features

Approximately 894 feet of surface waters, 0.04 acre of open water, and 0.15 acre of wetlands are anticipated to be impacted by the project. Impacts were calculated using the preliminary design slope stakes with a 25-foot buffer offset. The project is anticipated to process utilizing USACE Section 404 Nationwide Permit or Regional General Permit; however, an Individual Permit could be required for impacts to Waters of the United States. The permitting agencies have final discretion as to what permit will be required to authorize project construction.

Streamside riparian zones within the study area are protected under provisions of the Neuse River basin administered by NCDEQ DWR. Potential impacts to protected stream buffers will be determined once a final alignment and design have been determined.

Protected Species

The NRTR noted that the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) species list for the project location includes several federally proposed or endangered species under the Endangered Species Act (ESA) which have the potential to be affected by activities in the study area. These species are identified in the table below. For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the project study area. IPaC no longer includes

Carolina madtom for the study area however it was at the time of the preparation of the NRTR. Additionally, current guidance indicates a biological conclusion for monarch butterfly is not required and not unresolved as was presented in the NRTR.

Species Potentially Affected by Activities in this Location¹

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Perimyotis subflavus</i>	tricolored bat	PE	Yes	MA-LAA
<i>Necturus lewisi</i>	Neuse River waterdog	Threatened	Yes	MA-NLAA
<i>Fusconaia masoni</i>	Atlantic pigtoe	Threatened	Yes	MA-NLAA
<i>Danaus plexippus</i>	monarch butterfly	PT	Unknown	Not Required
<i>Rhus michauxii</i>	Michaux's sumac	Endangered	Yes	No Effect

¹IPaC checked August 26, 2026

PE – Proposed Endangered; PT – Proposed Threatened

MA-LAA – May Affect, Likely to Adversely Affect, MA-NLAA – May Affect, Not Likely to Adversely Affect

See **Section G – Question 1** for additional information.

The Bald and Golden Eagle Protection Act is enforced by USFWS. Golden eagles do not nest in North Carolina. Habitat for the bald eagle primarily consists of mature forests in proximity to large bodies of open water for foraging. Large dominant trees are utilized for nesting sites, typically within 1.0 mile of open water.

A desktop-GIS assessment of the project study area, as well as the area within a 1.13-mile radius of the project limits, was performed on October 18, 2024, using February 2024 color aerials. Water bodies large enough or sufficiently open to be considered potential feeding sources were identified. Since there was foraging habitat within the review area, a survey of the project study area and the area within 660 feet of the project limits was conducted on January 23, 2025. During the survey (16 survey hours), multiple adult and juvenile bald eagles were observed within 660 feet of the project area and two nests were observed on Lake Crabtree greater than 660 feet from the project area. A review of the NHP database updated July 1, 2026, revealed one known occurrence of this species within 1.13 miles of the project study area (EO 2624, 2009).

Crabtree Creek Watershed Project

Wake County is responsible for the operations and maintenance of the Crabtree Creek Watershed Project. The Crabtree Creek Watershed Project Boundary is set at the flood pool elevation of 284.9 feet above the flood control structure at Lake Crabtree. Any fill placed within this elevation must be mitigated through the Crabtree Creek Watershed Project Policy guidelines by requesting an encroachment or modification. **This is included in the Project Commitments (Green Sheet).**

Retaining walls have been incorporated into the project design to avoid impacts to the impoundment area at Lake Crabtree, and there are no anticipated impacts to the Crabtree Creek Watershed Project Boundary. The I-5966 project team continues coordination with Wake County to discuss design elements to avoid impacts to the project boundary. Wake County and the I-5966 project team met on December 18, 2024, during early planning and design to discuss the encroachment process. A meeting summary was prepared following the meeting ([I-5966 Wake County Flood Control Meeting](#), December 2024). Following public involvement, Wake County requested a follow up meeting with the I-5966 project team to verify that there are no anticipated impacts to the impoundment area at Lake Crabtree. The meeting was held on August 4, 2026, and a meeting summary was prepared following the meeting ([I-5966 Wake County Flood Control Meeting](#), August 2026).

Agency Coordination

Scoping began for the proposed project in June 2019 ([I-5966 Scoping 2019](#), June 2019) and restarted in December 2024 ([I-5966 Scoping 2025](#), December 2024). Start of study letters were sent to federal,

state, and local agencies on December 6, 2024, requesting input on the proposed project by January 2, 2025. Agencies included FHWA, USACE, USFWS, US Environmental Protection Agency (USEPA), NC Wildlife Resources Commission (NCWRC), NCDEQ DWR, NC DEQ Marine Fisheries, CAMPO, NC Department of Natural and Cultural Resources (NC DNCR) Division of Parks and Recreation, NC Senate District 16, NC House of Representatives District 21 & 49, Town of Cary, Wake County, and RDUAA. A summary of agency responses was prepared ([I-5966 Scoping Comments Summary](#), February 2025).

An Agency Update email was distributed on June 30, 2026 to FHWA, USACE, USFWS, USEPA, NCWRC, and NCDEQ DWR to provide project information and the public meeting map for review. Comments were received from agencies during the public involvement period, and additional detail can be found in the Public Involvement section.

Continued Stakeholder Coordination

The I-5966 project team continues coordination with the City of Raleigh; the Town of Cary; Wake County; CAMPO; and federal, state, and local agencies as applicable.

The I-5966 project team met with NC State Parks, the East Coast Greenway Alliance, Town of Cary, CAMPO, Wake County, and City of Raleigh on January 5, 2026, to receive feedback from state and local parks and recreation representatives regarding the Old Reedy Creek Road access over I-40 and potential options relative to replacing and/or modifying access. From this meeting, it was determined that access must be maintained via Old Reedy Creek Road over I-40 during construction and following the I-5966 project. A meeting summary was prepared following the meeting ([I-5966 Parks and Recreation Meeting](#), January 2026).

The I-5966 project team continues to coordinate with Wake County, Town of Cary, City of Raleigh, and CAMPO regarding the planned Triangle Bikeway project. Triangle Bikeway is a proposed shared-use path from Chapel Hill to Raleigh. Triangle Bikeway proposes a shared-use path adjacent to I-40 within the I-5966 study area, and crosses I-40 utilizing Bridge No. 101 carrying Old Reedy Creek Road. It is currently unfunded and the timeline for this project is unknown.

The I-5966 project team met with Wake County on January 28, 2026, to discuss the Triangle Bikeway project as it relates to the proposed I-5966 project. A meeting summary was prepared following the meeting ([I-5966 Wake County Triangle Bikeway Meeting](#), January 2026). Wake County provided several comments in the Community Characteristics Report (CCR) Local Planner Input Form, including comments regarding Triangle Bikeway, and the I-5966 project team met with Wake County on May 19, 2026 to discuss the comments. Outcomes of the discussion were incorporated into the I-5966 CCR, and a meeting summary was prepared following the meeting ([I-5966 Triangle Bikeway & Wake County Meeting](#), May 2026). The I-5966 project team met with CAMPO and Wake County on July 8, 2026, to discuss the typical section of Bridge No. 101 carrying Old Reedy Creek Road over I-40, and a meeting summary was prepared following the meeting ([I-5966 Triangle Bikeway Meeting](#), July 2026). CAMPO, Wake County, Town of Cary, and City of Raleigh provided joint comments following public involvement for the I-5966 project team (see the Public Meetings section for additional details). The proposed project will not preclude the planned Triangle Bikeway project running parallel to I-40.

The proposed typical section for Old Reedy Creek Road bridge consists of two 10-foot vehicular travel lanes, with a 5.5-foot shoulder and a 5-foot bike lane on the west side of the bridge, and a 5-foot bike lane with a 2-foot shoulder on the east side of the bridge. Based on coordination with CAMPO, the typical section for Old Reedy Creek Road can be restriped in the future for consistency with the planned Triangle Bikeway when it is constructed.

The I-5966 project team has continued to coordinate with RDUAA to address potential impacts to RDUAA properties and projects. The I-5966 project team and RDUAA met on January 8, 2025, to discuss early planning and design of the proposed project. A meeting summary was prepared following the meeting ([I-5966 RDUAA Meeting](#), January 2025). RDUAA attended a small group

meeting as part of the public involvement effort for the proposed project, and additional details can be found in the Public Meetings section of this document.

Project Website

A public input website for the proposed project was developed, which includes project information, description, maps, handout, funding, timeline, and other general information for the public. The project provides opportunities for comments via the public input website, via email, or via phone call to leave a voicemail (<https://publicinput.com/i5966-i40-aviation-harrison>). NCDOT accepts comments throughout all phases of project development, but for the public involvement phase of the project, comments were encouraged to be submitted by August 14, 2026. As of that date, one email and eight comments were received via the public input page. Fifteen agencies and business representatives provided comments during the public comment period ([I-5966 Public Involvement Comments Summary](#), August 2026). Response development and agency coordination are currently underway.

Postcards

Postcards were mailed to residential and commercial property owners in the project study area, inviting them to join a public meeting held virtually on July 30, 2026 ([I-5966 Postcard](#), July 2026). Postcards were also hand-delivered to homes and businesses in the project study area. Email addresses that were shared during the hand-delivery were utilized for additional postcard distribution.

Public Meetings

Four meetings were held for the proposed project as described below.

Local Officials' Informational Meeting

A local officials' information meeting was held virtually on July 21, 2026 at 10 a.m.. Representatives from Wake County, Town of Cary, City of Raleigh, GoTriangle, CAMPO, and Wake County Public School Systems (WCPSS) attended. The I-5966 project team presented the proposed project and gave local officials the opportunity to provide feedback on the project thus far. A meeting summary was prepared and distributed to invitees and participants following the meeting ([I-5966 Local Officials Informational Meeting](#), July 2026).

Following the July 21, 2026 meeting, Wake County Flood Control requested a follow up meeting to discuss the Crabtree Creek Watershed Project. Additional details on this coordination can be found in the Crabtree Creek Watershed Project section of this document.

CAMPO (on behalf of the Town of Cary, City of Raleigh, and Wake County) provided joint formal comments to the I-5966 project team on August 13, 2026 ([I-5966 CAMPO Joint Comments to NCDOT](#), August 2026). Coordination with CAMPO has resulted in the proposed typical section noted in this CE for Old Reedy Creek Road.

Local Stakeholders Public Meeting

A local stakeholders public meeting was held virtually on July 21, 2026 at 2 p.m.. Representatives from CAMPO, Wake County, City of Raleigh, Town of Cary, NC Parks and Recreation, East Coast Greenway Alliance, and The Umstead Coalition were in attendance. The I-5966 project team presented the proposed I-5966 project and gave local stakeholders the opportunity to provide feedback on the project thus far. A meeting summary was prepared and distributed to invitees and participants following the meeting ([I-5966 Local Stakeholders Public Meeting](#), July 2026).

Following the meeting, the I-5966 project team contacted The Umstead Coalition via email on July 25, 2026, sharing files requested and inquired additional details regarding discussion during the Local Stakeholders Public Meeting ([I-5966 Follow up with The Umstead Coalition](#), July 2026). No response has been received from The Umstead Coalition as of today's date.

RDU Airport Authority Small Group Meeting

A small group meeting was held virtually on July 30, 2026 at 10 a.m. with RDUAA. RDUAA representatives were in attendance, and the I-5966 project team presented the proposed project

and provided RDUAA with the opportunity to provide feedback on the project thus far. A meeting summary was prepared and distributed to invitees and participants following the meeting ([I-5966 RDU Airport Authority Small Group Meeting](#), July 2026).

Following the meeting, RDUAA provided comments to the I-5966 project team. Coordination is ongoing regarding the right of way acquisition process with RDUAA, and incorporation of the current I-5966 proposed design into RDUAA future plans.

Study Area Property Owners and Businesses Meeting

An invitation-only study area property owners and businesses public meeting was held virtually on July 30, 2026 at 2 p.m.. A Town of Cary representative and a local business employee were in attendance. The I-5966 project team presented the proposed I-5966 project and gave property owners the opportunity to provide feedback on the project thus far. A meeting summary was prepared and distributed to participants following the meeting ([I-5966 Property Owners Meeting](#), July 2026).

Following the meeting, comments were provided by a local business employee regarding safety improvements adjacent to the project corridor via email. Responses to these comments are currently under development.

Community Studies

A CCR was prepared July 2026 ([I-5966 CCR](#), July 2026), and a Community Impacts Assessment (CIA) was prepared August 2026 ([I-5966 CIA](#), August 2026). Wake County provided several comments in the CCR Local Planner Input Form, and the I-5966 project team met with Wake County on May 19, 2026 to discuss the comments. Those comments were incorporated into the I-5966 CCR, and a meeting summary was prepared following the meeting ([I-5966 Triangle Bikeway & Wake County Meeting](#), May 2026).

Potential project impacts included:

- There will be no right of way acquisition direct or operational impacts to community resources as a result of the project. Vehicular and multi-modal access to these resources will be maintained but there could be minor and temporary access impacts during construction.
- Right of way acquisitions along I-40 and utility relocations associated with the proposed project will not generate direct or operational impacts to community resources.
- CAMPO Planning noted in the Local Planner Input Form rating the overall impact on local planning objectives if the roadway [I-40] were at reduced capacity for up to a year to be “High Impact”, and City of Raleigh Planning noted in the Local Planner form “Moderate Impact”. Lane shifts and temporary bridge detours will be utilized during the proposed project to reduce impacts to vehicular traffic.
- No notably adverse community impacts are anticipated with this project.

Cultural Resources

A tribal coordination letter was sent to the Catawba Indian Nation on December 5, 2024, notifying them of the project by review request ([I-5966 Letter to Catawba Indian Nation](#), December 2024). The Catawba Indian Nation responded on January 9, 2025, indicating that they do not have immediate concerns with regard to traditional cultural properties, sacred sites, or Native American archaeological sites within the boundaries of the proposed project areas ([I-5966 Catawba Indian Nation Scoping Response](#), January 2025). Following scoping efforts in 2024, the Lumbee Tribe was federally recognized, and USACE provided guidance in July 2026 to begin coordination with the Lumbee Tribe. A tribal coordination letter was sent to the Lumbee Tribe on August 31, 2026, notifying them of the project by review request ([I-5966 Letter to Lumbee Tribe](#), August 2026). As of today’s date, no response has been received.

There are no impacts to historic properties associated with the proposed project. William B. Umstead State Park is listed in the National Register of Historic Places as Crabtree Creek Recreational Demonstration Area (WA0721). The park boundaries are located adjacent to the I-40 interchange with

N. Harrison Avenue (within the study area) and just north of the study area along the unpaved portion of Old Reedy Creek Road. A “No Historic Properties Affected Form” was prepared on April 29, 2026, determining that no historic properties are affected as the revised work is minimal and well outside the boundaries of the historic resource ([I-5966 No Historic Properties Affected Form](#), April 2026).

There are no impacts to archaeological resources associated with the proposed project. A “No Archaeological Survey Required Form” was prepared on October 10, 2024, determining that there are no existing National Register of Historic Places unassessed archaeological sites within the project’s Area of Potential Effects, and it is unlikely to contain significant, intact, and preserved archaeological deposits ([I-5966 No Archaeological Survey Required Form](#), October 2024).

Section 4(f) DOT Act

No anticipated permanent right of way acquisition is required for any recreational resources as part of the proposed project for properties under Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966. The I-40 project corridor provides access to several parks and recreation facilities for the region. Lake Crabtree County Park, William B. Umstead State Park, and Haleys Branch Trails at Lake Crabtree are located adjacent to the proposed project study area. The proposed project does not require property acquisition or temporary easements within the boundaries of William B. Umstead State Park, Lake Crabtree County Park, or Haleys Branch Trails at Lake Crabtree (formerly called the 286 Property (a portion of Wake County PIN 0767324317) that is now combined with the State of North Carolina property (Wake County PIN 0766414911).

The I-5966 project team met with FHWA on July 8, 2026, to discuss Section 4(f) applicability to the proposed project. A meeting summary was developed following the meeting ([I-5966 FHWA Section 4\(f\) Coordination Meeting Summary](#), July 2026). Several Section 4(f) resources are adjacent to the proposed project, but impacts are not anticipated to these resources.

Temporary construction easement is needed from a Town of Cary-owned parcel. The parcel is a green space located south of I-40 on the west side of Old Reedy Creek Road. The parcel is zoned as Resource/Recreation (RR or R/R). FHWA does not consider this parcel to be a Section 4(f) resource. A letter developed by FHWA and the I-5966 project team was sent to the Town of Cary on July 15, 2026, with this determination ([I-5966 Letter to Town of Cary Temporary Easement Section 4\(f\)](#), July 2026). The Town of Cary responded to the letter on August 5, 2026, agreeing that the parcel is not a Section 4(f) resource ([I-5966 Town of Cary Section 4\(f\) Coordination Response](#), August 2026).

Section 6(f) LWCF

There are no anticipated impacts to parcels protected by Section 6(f) of the Land and Water Conservation Fund (LWCF) Act. Wake County responded to an inquiry regarding Section 6(f) LWCF funding on July 1, 2026, confirming that Wake County did not utilize LWCF funding at Lake Crabtree County Park or Haleys Branch Trails at Lake Crabtree ([I-5966 Wake Co Reply to 6f Question No LWCF Funding](#), July 2026). The Town of Cary responded to an inquiry regarding Section 6(f) LWCF funding on July 10, 2026, confirming that there is no LCWF funding associated with any Town of Cary-owned parcel within the project study area ([I-5966 Town of Cary Reply to 6f Question No LWCF Funding](#), July 2026).

Greenways and Trails

As noted previously, there are numerous greenways and trails both adjacent to and within the project study area. The existing Lake Trail and Black Creek Greenway would connect to the proposed bike lanes and sidewalk along Old Reedy Creek Road. The proposed project does not require property acquisition from Black Creek Greenway or Lake Trail.

Approximately 0.26 acre of temporary easement is required from the Town of Cary’s property zoned as RR (or R/R). The property is adjacent to the south side of I-40 and located on the east side of Old Reedy Creek Road (near the existing bridge over I-40). The Town of Cary confirmed that there are no recreational features located on the property ([I-5966 Section 4\(f\) Town of Cary Response](#), June 2025).

Complete Streets Coordination

A Complete Streets Stage I submittal was approved by NCDOT IMD on April 8, 2025 ([I-5966 Complete Streets Stage I](#), April 2025). The corresponding Complete Street Review Assessment (CSRA) recommended continued coordination with CAMPO and the Town of Cary on multimodal accommodations along Bridge No. 101 carrying Old Reedy Creek Road over I-40 ([I-5966 CSRA Stage I](#), April 2025). Coordination with local agencies is ongoing to finalize the bridge typical section, to be followed with a Complete Streets Stage II submittal to IMD.

GeoEnvironmental

A GeoEnvironmental Phase I report was prepared on October 15, 2024, and identified one site of concern within the project study area at the North Cary Water Reclamation Facility, located at 1900 Old Reedy Creek Road in Cary, NC ([I-5966 GeoEnvironmental Phase I](#), October 2024). See **Section G. – Question 14** for additional details regarding GeoEnvironmental Phase II.

Anticipated Permits

A USACE Section 404 Clean Water Act Permit, NCDEQ DWR Section 401 Water Quality Certification and Riparian Buffer Authorization, and a Federal Aviation Administration (FAA) Height Zoning Permit are likely required for the proposed project. **The FAA Height Zoning Permit is included in the Project Commitments (Green Sheet).**

Project Costs

The anticipated costs associated with the proposed project are below and are subject to change (Last Updated: June 29, 2026).

Project Item	Cost
Construction Cost	\$91,100,000
Right of Way Cost	\$3,796,600
Utility Relocation Cost	\$446,900
Total Estimated Cost	\$95,343,500

Major Utility Relocation

The anticipated utility costs associated with the proposed project are below and are subject to change.

Relocation	Cost
Power Poles Transmission Total	\$0
Power Poles Distribution Total	\$357,500
Relocation Estimate + 25% Contingency	\$446,875

This cost does not include potential impacts to NCDOT ITS equipment, related fiber optic cables, or other items associated with an upcoming ITS/fiber cable project going through the I-5996 project study area (STIP Project No. I-5995). In addition, if impacts to the petroleum line that crosses under I-40 are unavoidable, the total estimated cost of utility relocations may increase to approximately \$2 Million (open cut at the petroleum line) or \$5.18 Million (directional bore at the petroleum line); however, those impacts should be avoided since the proposed improvements are within the existing I-40 right of way at the location of the petroleum line.

Adjacent STIP Coordination

Coordination is ongoing with STIP Project No. I-5995 to rehabilitate pavement along I-40 from East of I-885 (Exit 279) to SR 1728 (Wade Avenue – Exit 289). The project teams met on September 29, 2025, to continue coordination between the projects, specifically regarding project locations, construction costs, and recurring impacts. A meeting summary was prepared following the meeting ([I-5966/I-5995 Coordination Meeting](#), September 2025).

STIP Project No. I-5702 is included in *DESTINATION 2055 Metropolitan Transportation Plan for the Triangle Region Report* (CAMPO & Triangle West Transportation Planning Organization, adopted

February 2026) for the 2046-2055 timeframe and is planned to provide managed lanes along I-40 from the Durham/Wake County line to the MPO boundary near Benson, NC. STIP Project No. I-5702 is not included in the current STIP. As noted on page 2, clearance under the proposed Old Reedy Creek Road bridge will provide room to accommodate the future managed lanes (two in each direction along I-40).

F. Project Impact Criteria Checklists:

F3. Type III Actions			
<p>For proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C), answer the questions below.</p> <ul style="list-style-type: none"> • Qualified NCDOT staff will certify the Categorical Exclusion for FHWA review/approval. • If any questions are marked “Yes” then additional information will be required for those questions in Section G. 			
		Yes	No
1	<p>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)?</p> <p>(Source: I-5966 NRTR [NRTR, 2025], I-5966 Aquatics Species Habitat Assessment & Survey [I-5966 Aquatics Report Final, 2025], I-5966 USFWS PBO Correspondence [USFWS PBO USE 7-6-2026, 2026])</p>	☒	☐
2	<p>Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?</p> <p>(Source: I-5966 NRTR [NRTR, 2025])</p>	☐	☒
3	<p>Does the project generate substantial controversy or public opposition regarding human or natural environment impacts, on environmental grounds, following appropriate public involvement?</p> <p>(Source: I-5966 Survey Notification Letter [I-5966 2024-10 Survey Notification Letter Package, 2024], I-5966 Public Input Website [I-5966 Public Input Website, 2026], I-5966 Local Officials' Informational Meeting [2026-07-21 I-5966 Local Officials Informational Mtg, 2026], I-5966 Local Stakeholders Public Meeting [2026-07-21 I-5966 Local Stakeholders Public Mtg, 2026], I-5966 RDU Airport Authority Small Group Meeting [2026-07-30 I-5966 RDU Airport Authority Small Group Mtg, 2026], I-5966 Property Owners Meeting [2026-07-30 I-5966 Property Owners Mtg, 2026], I-5966 RDU Follow Up to Small Group Meeting [2026-08-07 I-5966 Public Involvement RDU, 2026], I-5966 Follow up to The Umstead Coalition [2026-07-25 I-5966 Public Involvement The Umstead Coalition, 2026], CAMPO, Wake County, the Town of Cary, & City of Raleigh Joint Comments [2026-08-13 I-5966 Public Involvement CAMPO Joint Comments, 2026], I-5966 Email Received via Public Input Website [2026-08-06 I-5966 Public Involvement Public Input Email, 2026])</p>	☐	☒
4	<div style="background-color: black; width: 100%; height: 1.2em;"></div>		
5	<p>Does the project involve substantial residential or commercial displacements, or substantial right of way acquisition?</p> <p>(Source: I-5966 Roadway Design [Design Recommended Plan Set, 2026])</p>	☐	☒
6	<p>Does the project “use” Section 4(f) property, and/or result in a <i>de minimis</i> determination?</p> <p>(Source: No Historic Properties Affected Form [19-04-0012NoHistoricPropertiesAffected, 2026], I-5966 FHWA Section 4(f) Coordination [2026-07-08 I-5966 FHWA Section 4(f) Coordination Mtg, 2026], I-5966 Section 4(f) Letter to Town of Cary [2026-07-15 I-5966 Letter to Town of Cary Temporary Easement Section 4(f), 2026],</p>	☐	☒

	I-5966 Section 4(f) Town of Cary Response [2026-08-05 I-5966 Town of Cary Section 4(f) Coordination, 2026] , I-5966 CCR [I-5966 CCR, 2026] , I-5966 CIA [I-5966 CIA, 2026])		
7	Does the proposed project require a Land Use Scenario Assessment (LUSA) based on the NCDOT community studies screening tool? (Source: I-5966 CCR [I-5966 CCR, 2026] , I-5966 CIA [I-5966 CIA, 2026])	☐	☒
8	Does the project impact anadromous fish spawning waters? (Source: The project is not located in NC's Coastal Plain.)	☐	☒
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)? (Source: I-5966 NRTR [NRTR, 2025] , I-5966 Roadway Design [Design Recommended Plan Set, 2026])	☒	☐
10	Does the project impact waters of the United States in any of the designated mountain trout streams? (Source: I-5966 NRTR [NRTR, 2025])	☐	☒
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: I-5966 Start of Study Response USACE [I-5966 SOS Response USACE, 2026] , I-5966 Roadway Design [Design Recommended Plan Set, 2026])	☐	☒
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? (Source: This project is not within impounded waters associated with a FERC license.)	☐	☒
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: No Historic Properties Affected Form [19-04-0012NoHistoricPropertiesAffected, 2026] , No Archaeological Survey Required Form [PA 19-04-0012 Wake (NSR) Resubmit, 2024])	☐	☒
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? (Source: I-5966 GeoEnvironmental Phase I Report [GeoEnv Phase I Report, 2024])	☒	☐
15	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: I-5966 Revised Hydraulic Planning Report [S-011R1 I-5966 Revised Hydraulic Planning Report, 2026])	☒	☐
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: The project is not located in NC's Coastal Plain.)	☐	☒
17	Does the project require a US Coast Guard (USCG) permit? (Source: NCDOT USCG Stream Coordination Map [USCG Stream Coordination Map, Accessed August 2026])	☐	☒
18	Does the project involve Coastal Barrier Resource Act (CBRA) resources? (Source: Coastal Barrier Resources Map [Coastal Barrier Resources Map, Accessed August 2026])	☐	☒
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River? (Source: National Wild and Scenic Rivers System [System Wide Map, Accessed August 2026])	☐	☒
20	Does the project impact federal lands (e.g., US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal Lands? (Source: Wake County [IMAPS, Accessed August 2026] , I-5966 Roadway Design [Design Recommended Plan Set, 2026])	☐	☒
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	☐	☒

	(Source: I-5966 Roadway Design [Design Recommended Plan Set , 2026])		
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: I-5966 CCR [I-5966 CCR , 2026], I-5966 CIA [I-5966 CIA , 2026])	☐	☒
23	Will maintenance of traffic or detours cause substantial disruption? (Source: I-5966 CCR [I-5966 CCR , 2026], I-5966 CIA [I-5966 CIA , 2026])	☐	☒
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: NCDOT STIP 2026 – 2035 [NCDOT STIP 2026 - 2035 , 2026])	☐	☒
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: I-5966 Roadway Design [Design Recommended Plan Set , 2026])	☐	☒
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? (Source: Wake County [iMAPS , Accessed August 2026])	☐	☒
27	Is the project considered a Type I under the NCDOT's Noise Policy? (Source: I-5966 Traffic Noise Report [I-5966 Traffic Noise Report , 2026])	☒	☐
28	Does the project impact VAD-enrolled property, or prime or important farmland soil, as defined by the Farmland Protection Policy Act (FPPA)? (Source: Wake County [VAD GIS , Accessed August 2026], I-5966 CIA [I-5966 CIA , 2026])	☐	☒

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.')

Question 1. The NRTR noted that the USFWS IPaC species list for the project location includes several federally proposed or endangered species under the ESA which have the potential to be affected by activities in the study area ([I-5966 NRTR](#), October 2025). For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered for species with conclusions of "May Affect-Likely to Adversely Affect", "May Affect; Not Likely to Adversely Affect", "No Effect", or "Not Required". Additional details are included for the NLEB.

Tricolored bat

USFWS optimal survey window: year-round (Divisions 1-8)

Biological Conclusion: May Affect-Likely to Adversely Affect

The USFWS has issued a PCO in conjunction with FHWA, USACE, and NCDOT for TCB (*Perimyotis subflavus*) in eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize take to TCBs. These conservation measures apply to all counties in Divisions 1-8. The programmatic determination for TCB for the NCDOT program is May Affect, Likely to Adversely Affect. Once the TCB is officially listed, the PCO will become the PBO by formal request from FHWA and USACE. The PBO will ensure compliance with Section 7 of the Endangered Species Act for approximately five years (effective through December 31, 2028) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where I-5966 is located. Additionally, NCDOT, FHWA, and USACE have agreed to two Monitoring and Reporting (M&R) requirements.

M&R1: If dead bats suspected of being TCB are observed during clearing, demolition, or construction activities of the Action, such bats should be collected and preserved for identification. Gary Jordan of the USFWS Raleigh Field Office should be contacted at gary_jordan@fws.gov to arrange transfer of the bats. Dead bats should be placed in a freezer until they can be transferred.

M&R2: NCDOT staff and/or consultants must follow the NCDOT Bat Habitat Assessment SOP by filling out Bat Habitat Assessment Forms for projects that affect bridges and culverts. Minimum dimensions for conducting a culvert survey are 5 feet in height and 60 feet in length (subject to change, see SOP for most up to-date protocols). Bridge and structure assessments are valid for two years. These forms will be submitted to the NCDOT BSG using the Survey 123 application or emailed to BSG@ncdot.gov. BSG staff will enter the forms into its database even if no bat presence is detected. If TCBs are detected at a bridge or culvert, the USFWS will be notified via email at gary_jordan@fws.gov. Bat habitat assessments were conducted on March 6, 2025, during which no individuals were found.

Neuse River waterdog

USFWS optimal survey window: November 15 – March 15

Biological Conclusion: May Affect; Not Likely to Adversely Affect

Suitable habitat in the form of low to moderate gradient streams with low current velocity, large boulders, and leaf beds is present in the study area. A trapping survey was conducted March 9, 2025, and March 13, 2025, but no individuals were observed. A review of NHP records, updated July 1, 2026, indicates no known occurrences within 1.0 mile of the study area.

Atlantic pigtoe

USFWS optimal survey window: March 1 – November 1

Biological Conclusion: May Affect; Not Likely to Adversely Affect

An Atlantic pigtoe survey was conducted on July 1, 2025. No individuals were observed. A review of NHP records, updated July 1, 2026, indicates no known occurrences within 1.0 mile of the study area.

Monarch butterfly

USFWS optimal survey window: Not Required

Biological Conclusion: Unresolved

USFWS proposed to list the monarch butterfly as a threatened species under the ESA in December 2024. However, as of December 2025 the final decision has been delayed, and the status has been moved to "long-term action," meaning no final ruling is expected for at least another year. No regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections, though federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Action agencies may initiate consultation with the USFWS to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred. A biological conclusion is not required for this species. Additionally, current guidance indicates a biological conclusion for monarch butterfly is not required and not unresolved as was presented in the NRTR.

Michaux's sumac

USFWS optimal survey window: May - October

Biological Conclusion: No Effect

A pedestrian survey was completed on August 21, 2025. Suitable habitat present in the form of right of way edges and utility corridors is present within the study area. *Rhus michauxii* was not observed. A review of NHP records, updated July 1, 2026, indicates no known occurrences within 1.0 mile of the study area.

Northern long-eared bat

USFWS has issued a PBO in conjunction with FHWA, USACE, and NCDOT for NLEB (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, The USFWS only considers NLEBs to be known or potentially found in 30 counties within Divisions 1-8 (Figure 2, PBO). NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize mortality of NLEBs. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where I-5966 is located.

Additionally, NCDOT, FHWA, and USACE have agreed to three M&R to monitor the impacts of incidental take. (Note: M&R2 is adhered to by BSG and is not discussed below).

M&R1: If dead bats suspected of being NLEB are observed during clearing, demolition, or construction activities of the Action, such bats should be collected and preserved for identification. Gary Jordan of the USFWS Raleigh Field Office should be contacted at gary_jordan@fws.gov to arrange transfer of the bats. Dead bats should be placed in a freezer until they can be transferred.

M&R3: NCDOT staff and/or consultants must follow the NCDOT Bat Habitat Assessment SOP by filling out Bat Habitat Assessment Forms for projects that affect bridges and culverts. Minimum dimensions for conducting a culvert survey are 5 feet in height and 60 feet in length. Bridge and structure assessments are valid for two years. These forms will be submitted to the NCDOT BSG using the Survey 123 application or submitted to the NCDOT Project Manager and NCDOT SharePoint site and notification sent to BSG@ncdot.gov. BSG staff will enter the forms into its database even if no bat presence is detected. If NLEBs are detected at a bridge or culvert, the USFWS will be notified via email at gary_jordan@fws.gov. Bat habitat assessments were conducted on March 6, 2025, during which no individuals were found.

Question 9. The North Carolina 2022 303(d) list of impaired waters identifies Crabtree Creek as an impaired water due to prior PCB Fish Tissue Advisories (Advisory, FC, NC). Replacement of Bridge Nos. 109 and 118 carrying I-40 over Crabtree Creek may have impacts to Crabtree Creek. Streams and wetland impacts were calculated using the preliminary design slope stakes with a 25-foot buffer offset, and additional details can be found in **Section E Special Project Information**.

Question 14. One site of concern was identified within the proposed study area. NCDOT anticipates low monetary and scheduling impacts resulting from this site. The site is the North Cary Wastewater Treatment Plant (Facility ID: 00-0-0000030649) which is located at 1900 Old Reedy Creek Road in Cary, NC. The Town of Cary is the property owner. The Town operated two 2,000 gallon underground storage tanks to provide fuel to emergency generators for the plant. Both tanks were removed in the winter of 2020 (November/December), no petroleum contamination exceeded regulatory action levels for either tank closure. The incident associated with this site (Incident Type/Number: 47426) was officially closed out in December 2020. This site will be reviewed by the GeoEnvironmental Section once the Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired. **This is included in the Project Commitments (Green Sheet).**

Question 15. The preliminary hydraulics planning report models a "no rise" scenario for the proposed project. The proposed fill slope encroaches into the regulatory floodplain; however, the fill slope

encroachment did not indicate adverse effects despite bridge construction occurring over the floodway/floodplain ([I-5966 Preliminary Hydraulic Planning Report](#), July 2026).

Question 27. The source of this traffic noise information is I-40 Improvements, from SR 1002 (Aviation Pkwy) to SR 1652 (N. Harrison Ave) Traffic Noise Report (TNR) by George Tye, RK&K, LLP on September 3, 2026.

Traffic Noise Impacts

The number of noise sensitive receptors in each project alternative predicted to be impacted by future traffic noise is shown in **Table 1: Predicted Traffic Noise Impacts by Alternative** and includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

Table 1: Predicted Traffic Noise Impacts by Alternative

Traffic Noise Impacts ¹			
Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C& D)	Businesses (NAC E)	Total
0	3	0	3

¹ Per TNM 2.5 and in accordance with 23 CFR Part 772 and the NCDOT Traffic Noise Policy.

Noise Barriers

Measures for reducing traffic noise levels were considered everywhere traffic noise impacts occurred. A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. **Table 2: Preliminary Noise Barrier Evaluation Results** summarizes the results of the evaluation.

Table 2: Preliminary Noise Barrier Evaluation Results

NSA	Noise Barrier and Location Description	Length / Height ² (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminary Feasible and Reasonable ("Likely") for Construction ³ Type Yes or No
NSA 1	NW1 A two-barrier system, NW1A and NW1B, east and west of the bridge over Old Reedy Creek Road	2,957 / 17	51,015	3	17,005 / 1,500	No ⁴

² Average wall height. Actual wall height at any given location may be higher or lower.

³ The likelihood of a barrier's construction is preliminary and subject to change, pending completion of final design and the public involvement process.

⁴ Barrier is not reasonable due to the quantity per benefited receptor exceeding the allowable quantity per benefited receptor.

A preliminary traffic noise evaluation was performed, and traffic noise abatement is not likely for construction. No traffic noise abatement measures are recommended for detailed analysis during final design, and no noise abatement measures are proposed for incorporation into the project based on the preliminary design. Unless modifications to the project design occur, including consideration of additional detailed study alternatives and/or changes to the project alignment, predicted Design Year (2050) Build traffic volumes, truck percentages, design speed, and/or surrounding land use development, no additional noise analysis will be performed for this project, and this evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772 and the NCDOT Traffic Noise Policy.

In accordance with NCDOT Traffic Noise Policy, Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion (CE). NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

H. Categorical Exclusion Approval:

STIP Project No.	I-5966
WBS Element	45916.1.1
Federal Project No.	Not Yet Available

Prepared By:

10/22/2026	<small>DocuSigned by:</small>  <small>B9492815EF2D4AD...</small>
Date	Sarah Conner, Project Planner RK&K

Prepared For:

10/23/2026	<small>Signed by:</small>  <small>1EF87AB13FE954D0...</small>
Date	James D. Grimes, PE, Senior Project Engineer Highway Division 5 North Carolina Department of Transportation

Reviewed By:

10/23/2026	<small>DocuSigned by:</small>  <small>5F9297F958C0481...</small>
Date	Zahid Baloch, PE, Senior Project Engineer – Project Development Highway Division 5 North Carolina Department of Transportation
10/23/2026	<small>Signed by:</small>  <small>4B19F940B59B749E...</small>
Date	Heather W. Montague, Planning and Environmental Engineer Highway Division 5 North Carolina Department of Transportation



Approved

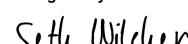


Certified

- If classified as Type III Categorical Exclusion.

10/23/2026	<small>Signed by:</small>  <small>ACEF58964D864F2...</small>
Date	Susan C. Lancaster, PE, Division 5 Team Lead
for	Becca J. Gallas, PE, Division 5 Engineer North Carolina Department of Transportation

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

10/23/2026	<small>Signed by:</small>  <small>90674300F8714ED...</small>
Date	Seth Wilcher, Preconstruction & Environment Specialist
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). Upload final documentation to ATLAS workbench and add commitments to the green sheet and Commitments dashboard.

PROJECT COMMITMENTS

Construct auxiliary lanes in both directions along I-40 from SR 1002 (Aviation Parkway - Exit 285) to SR 1652 (N. Harrison Avenue - Exit 287) located in Wake County, NC.

TIP Number: I-5966

County: Wake

Federal Aid Number: Not Yet Available

WBS: 45916.1.1

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

Division Office - Crabtree Creek Watershed Mitigation

Any encroachments within flood control sites within the project area must be approved by Wake County and the USDA Natural Resources Conservation Service (NRCS). If County property and/or County Watershed Improvement Project Easements are affected, it will need to be determined if the proposed road improvements are within the flood pool or if the road improvements have any impacts to the flood control structure. A “No net fill” is required within the flood pool of the structure, meaning any fill material placed within the flood pool must be mitigated. If fill is proposed within the flood pool, mitigation will be required, and a cut fill analysis and certification will be required.

Division Office - Design Changes & Mitigation

Please note that the proposed improvements avoid impacts to Section 4(f) DOT Act resources, a Section 106 NHPA property, a petroleum line, Lake Crabtree flood storage area, and other study area features. If the design changes, additional coordination, consultation, evaluations, and/or mitigation may be required.

Construction Office - FAA RDU Height Permit

Compliance with the Height Zoning Ordinance requirements of the RDU Airport Authority is required for the project.

Division Office - GeoEnvironmental Phase II Investigations and Right of Way Recommendations

In an investigation on 10/14/24, the GeoEnvironmental Section found one GeoEnvironmental site of concern within the proposed study area. The site of concern identified must be reviewed by the GeoEnvironmental Section once the Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired.

Construction Office - Northern long-eared bat and Tricolored bat

If dead bats are observed during clearing, demolition, or any construction related activities, the contractor shall immediately notify the Engineer, who will then inform the Division Environmental Officer (DEO). The DEO will collect and preserve the bats for identification. If the DEO suspects dead bats of being NLEB or TCB, such bats will be placed in a freezer until coordination can be made with the USFWS Raleigh Field Office to arrange transfer.

Construction Office - WCPSS Transportation

The Wake County Public School System [WCPSS] Transportation Planner (Caleb Adorno) requested advanced notice of lane closures along I-40 to assist him in rerouting WCPSS transportation routes if needed. WCPSS noted that they have 26 school bus runs routed along I-40 within the project limits.

COMMITMENTS FROM PERMITTING

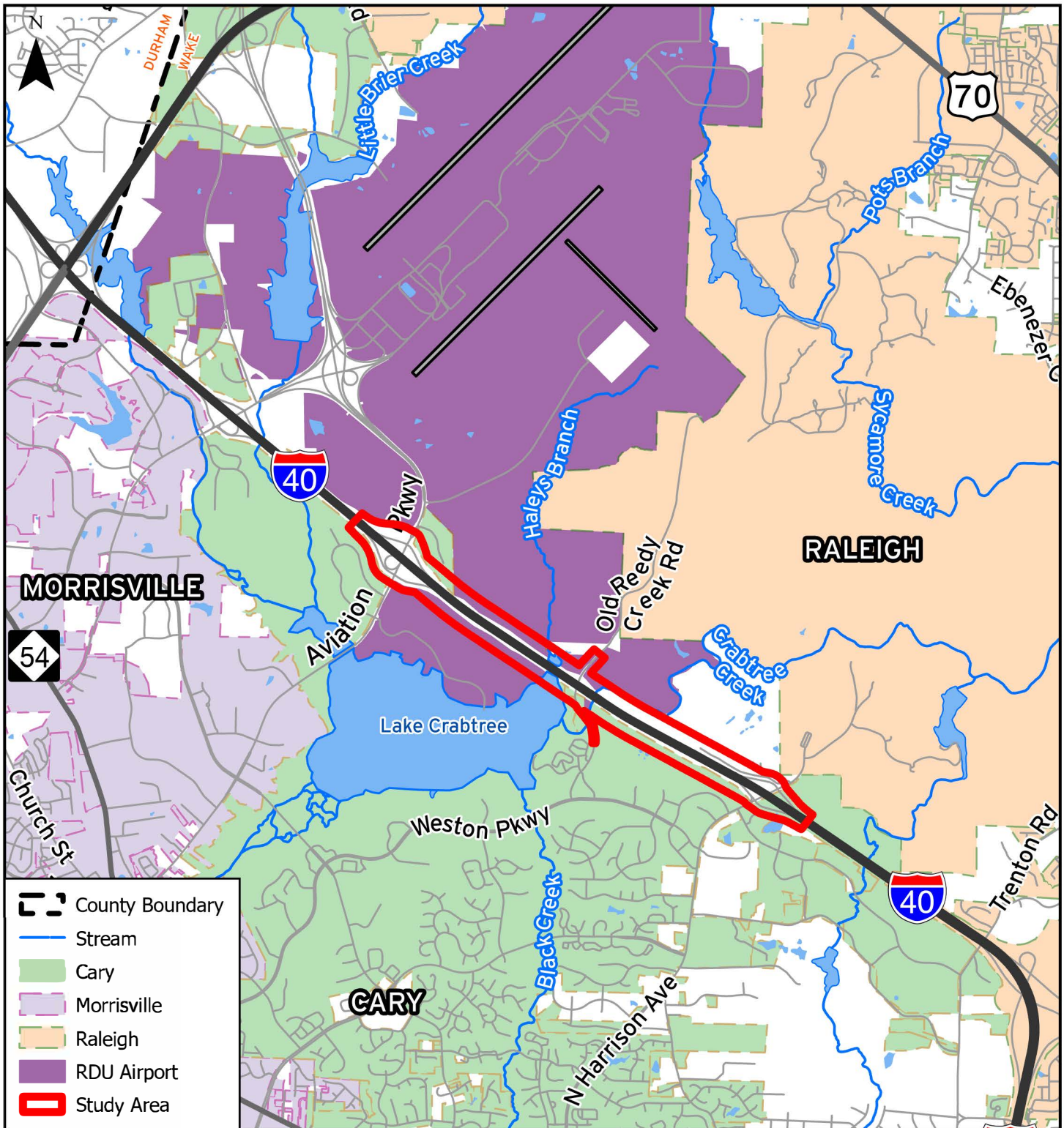
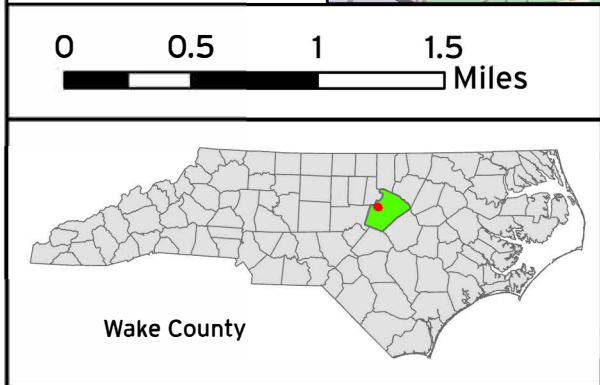
No permitting commitments developed to date.

*******END OF PROJECT COMMITMENTS*******

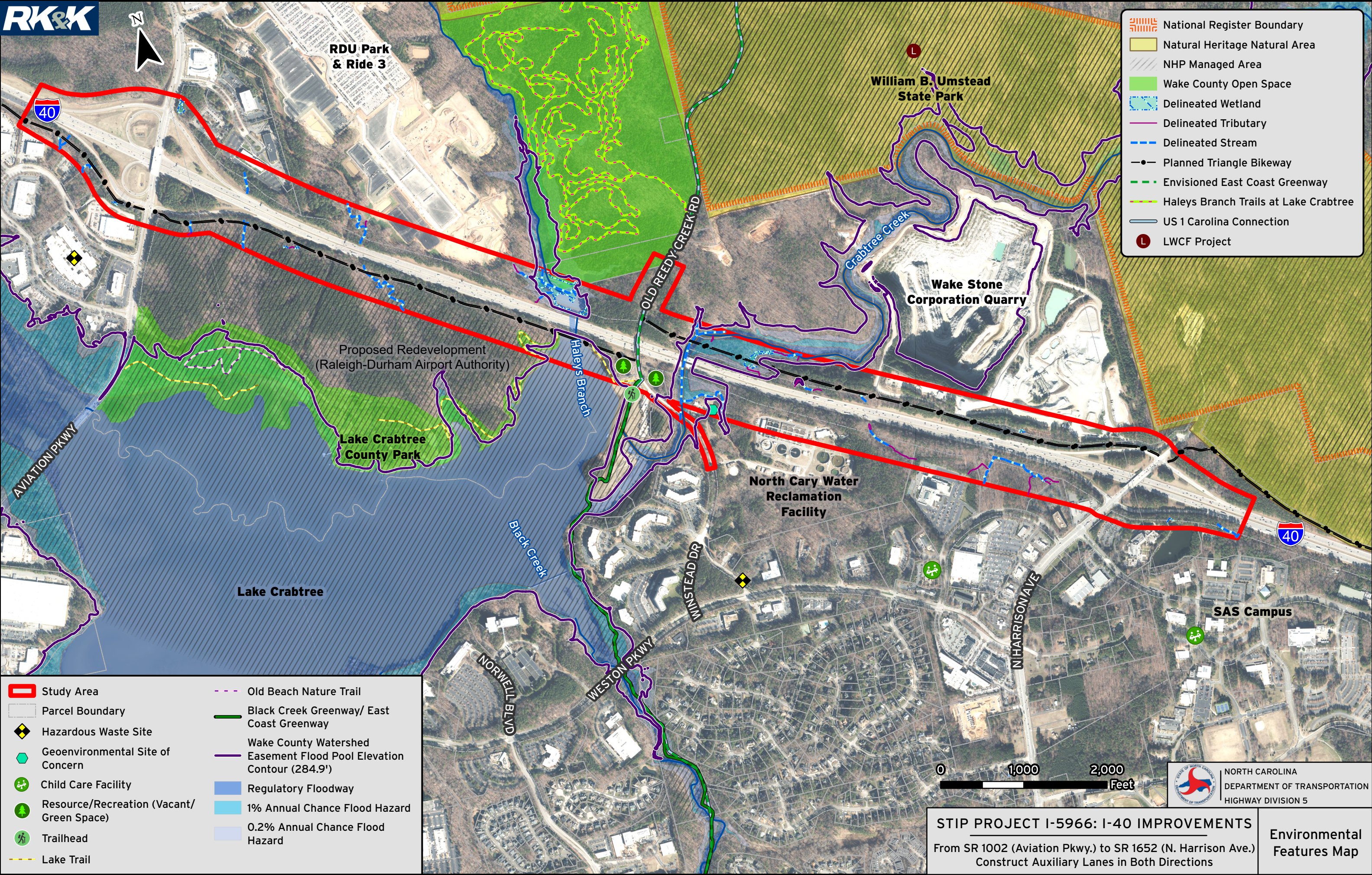
I-5966

45916.1.1

Last Modified Date: 10/08/2026

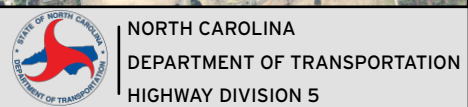


	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION 5</p>	
<p>STIP PROJECT I-5966: I-40 IMPROVEMENTS FROM SR 1002 (AVIATION PKWY) TO SR 1652 (N. HARRISON AVE) CONSTRUCT AUXILIARY LANES IN BOTH DIRECTIONS</p>		
<p>VICINITY MAP</p>		



- National Register Boundary
- Natural Heritage Natural Area
- NHP Managed Area
- Wake County Open Space
- Delineated Wetland
- Delineated Tributary
- Delineated Stream
- Planned Triangle Bikeway
- Envisioned East Coast Greenway
- Haleys Branch Trails at Lake Crabtree
- US 1 Carolina Connection
- LWCF Project

- Study Area
- Parcel Boundary
- Hazardous Waste Site
- Geoenvironmental Site of Concern
- Child Care Facility
- Resource/Recreation (Vacant/ Green Space)
- Trailhead
- Lake Trail
- Old Beach Nature Trail
- Black Creek Greenway/ East Coast Greenway
- Wake County Watershed
- Easement Flood Pool Elevation Contour (284.9')
- Regulatory Floodway
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard



STIP PROJECT I-5966: I-40 IMPROVEMENTS
From SR 1002 (Aviation Pkwy.) to SR 1652 (N. Harrison Ave.)
Construct Auxiliary Lanes in Both Directions

Environmental Features Map

Haleys Branch Trails at Lake Crabtree are at a conceptual stage (Source: <https://www.wake.gov/departments-government/parks-recreation-open-space/all-parks-trails/lake-crabtree-county-park/haleys-branch-trails-formerly-286>)