

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington



WE NEED YOUR INPUT!

View Study Materials & Participate in the Survey
by December 16:

www.US401CorridorStudy.com

Or text "US401Corridor2" to 73224



Check out the study website!

Find all the current and past information.

- Interactive maps of the study area
- Existing conditions
- Previous transportation studies
- Design concepts and cross-sections
- Frequently asked questions
- Videos of past public meetings
- Summaries of past public surveys
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Fall 2022

Seeking Input on Roadway Alignment Options

This study covers approximately 19 miles of the U.S. 401 Corridor from Banks Road in Wake County through the Town of Fuquay-Varina to the N.C. 210 and U.S. 421 intersection in the Town of Lillington in Harnett County; and approximately 7 miles for the proposed Future U.S. 401.



In the Fall of 2021, the study team held public meetings and gathered public input on several alignment options for the Future U.S. 401. These alignments were assessed based on their potential impacts to agriculture, properties, environmental features, and cost. Based on public input, at their December 8, 2021 meeting, the CAMPO Executive Board gave direction to evaluate additional alignments that include widening existing roadways or are further east of those previously presented. The study team is seeking your input on the three (3) alignment options.

Study Timeline

- **March 2021:** Study process began and the study team worked with stakeholders and the public to confirm a vision statement.
- **April - August 2021:** Study team worked to develop potential alternative alignments for the Future U.S. 401 that would achieve the study's vision.
- **September 2021:** Potential alternatives shared with public for feedback.
- **October 2021 - February 2022:** Following the September public input, in December 2021, the CAMPO Executive Board directed the study team to consider additional Future U.S. 401 corridor alignments that minimize the impact on agricultural and environmental resources. This includes using and expanding existing roadways as well as new roadway corridors to the east.
- **March 2022:** CAMPO Executive Board decided to advance Alternatives W, X, and Z, since they showed the lowest potential impacts of all alignments considered.
- **April 2022 - Today:** Study team has conducted additional analysis of three remaining alternatives (W, X, Z) to determine right-of-way impacts and roadway design options.
- **Next Steps:** Study Team will review all public input and select one preferred alternative, that will be recommended to CAMPO to be adopted.



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Future U.S. 401 - Additional Analysis

The Future U.S. 401 is needed to accommodate future population and employment growth and accompanying traffic growth expected in the area through the year 2050. Three new alternatives were evaluated as potential alignments for the Future U.S. 401 Corridor.

- Alternative W
- Alternative X
- Alternative Z

The map on page 4 shows the location of each alternative. In addition to collecting public input on these three new alternatives, the study team is conducting in-depth analysis to understand how each alternative would meet the study's vision and goals. This includes metrics such as, but not limited to:

- Properties impacted (number and type)
 - Planned developments served
 - Expected traffic impacts
 - Opportunities to provide multimodal options
- Impacts to other proposed transportation projects in the area
 - Environmental constraints

Two of the alternatives, W and Z, utilize the planned Angier Bypass and the planned improvements to N.C. 210 in order to serve the future U.S. 401. These projects are sufficient in handling expected Future U.S. 401 traffic.

Reviewing Planned Projects in the Area

In reviewing transportation needs of the area, several projects outlined in the 2050 Metropolitan Transportation Plan (MTP) were considered. This provides an understanding on whether planned transportation improvements will be sufficient in handling future traffic demands generated by expected population and employment growth. For the purposes of this study, these projects are anticipated to work with Future U.S. 401 to serve future traffic demands.

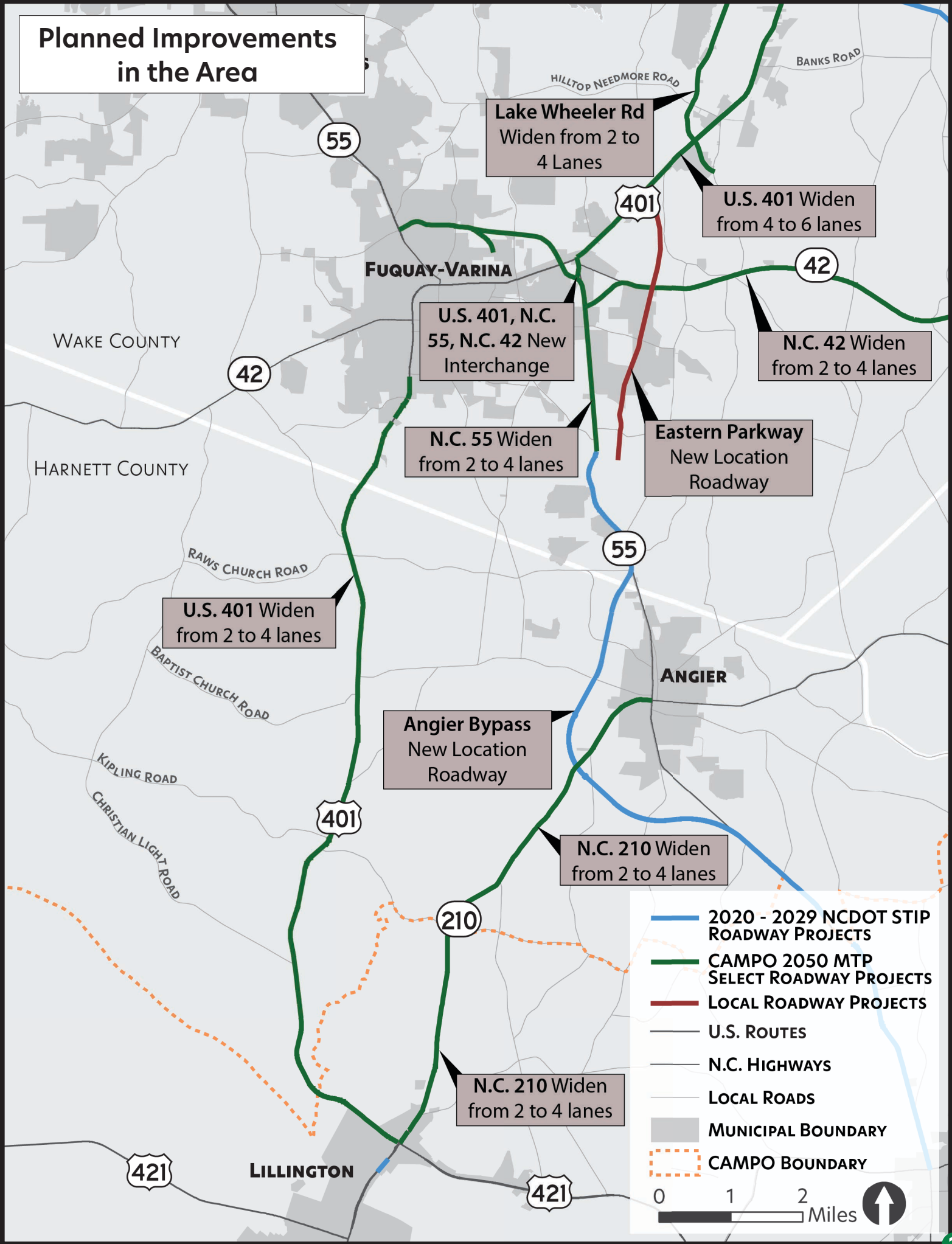
- Hilltop Road Relocation
- Widening N.C. 42 to four lanes
- N.C. 55 and N.C. 42 grade separation over U.S. 401 (U-5751); Northern Judd Parkway
- Widening N.C. 55 to four lanes
- Fuquay-Varina Eastern Parkway (note: the southern end of the alignment shown in MTP is subject to change based on the alignment of Future U.S. 401 recommended)
- Angier Bypass (R-5705)
- Widening U.S. 401 to four lanes
- Widening N.C. 210 to four lanes

Designing the Roadway

The original corridor analysis for the Future U.S. 401 project looked at a 55mph, limited access roadway for all alignments.

Alternative W along U.S. 401 and N.C. 55 would need to be a 55mph roadway to address the increase in traffic. This would increase necessary right-of-way impacts and require limiting access at some interchanges, intersections, driveways or median openings to the roadway.

Alternatives X and Z are better suited for 45mph roadways. This would allow for a smaller right-of-way and provides more access to nearby roadways and adjacent commercial/residential properties.



Future U.S. 401 Alternatives

Alternative W

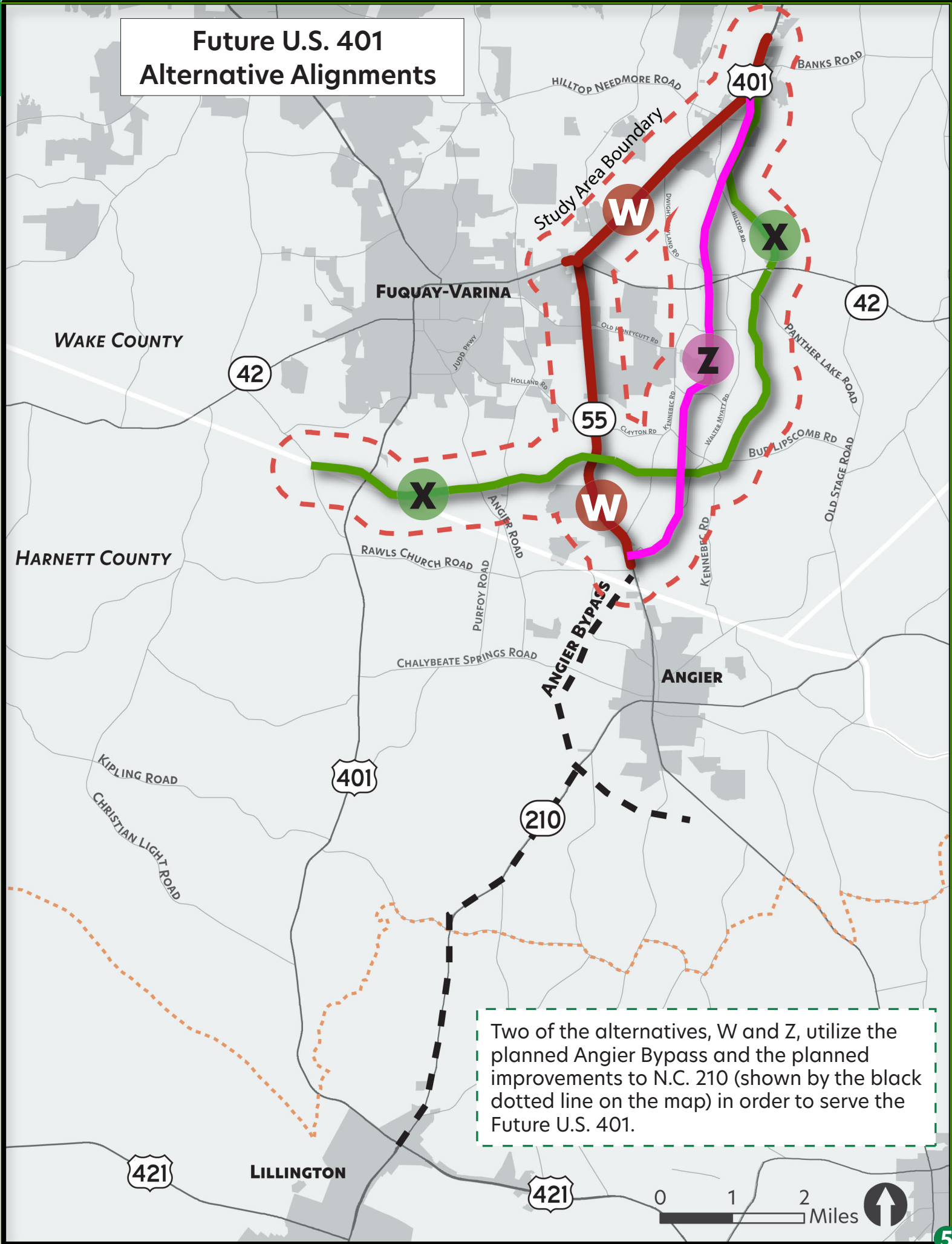
- Uses portions of existing U.S. 401 and N.C. 55 to connect to the future Angier Bypass and N.C. 210 upgrades. This will provide improved connections between Lillington and the Hilltop area.
 - Existing U.S. 401 would be widened to six lanes at 55mph between N.C. 55 and the Hilltop area.
 - Existing N.C. 55 would be widened to four lanes at 55mph between the proposed Angier Bypass and U.S. 401.
- N.C. 210 is proposed to be widened to four lanes in the 2050 Metropolitan Transportation Plan (MTP) and Harnett County Comprehensive Transportation Plan, which can accommodate the needs forecasted for the Future U.S. 401.
- Limits some access to properties along U.S. 401 and N.C. 55, which Fuquay-Varina has identified in the recently adopted Future Land Use Plan as an economic development focus area and has implemented a Highway Corridor Overlay (a zoning overlay district used to promote commercial and economic development).
- Impacts the proposed N.C. 55 extension by requiring redesigning the intersection between Future U.S. 401 and N.C. 55.
- Requires additional right-of-way, which could have an impact on existing properties and development along Existing U.S. 401 and N.C. 55.
- Requires replacing a railroad bridge for wider U.S. 401 underpass.

Alternative X

- A new four-lane roadway with a speed of 45mph.
- Does not connect to the proposed Angier Bypass, and ties into Existing U.S. 401 just south of Fuquay-Varina.
- Has the lowest projected traffic usage of the three alternatives mainly due to the alignment not connecting with the Angier Bypass (as it terminates north of the bypass) and continuing into Harnett County.
- Requires mostly new right-of-way, impacts existing properties and development along the alignment. This alignment can use right-of-way already set aside west of N.C. 55, but will still require additional right-of-way.

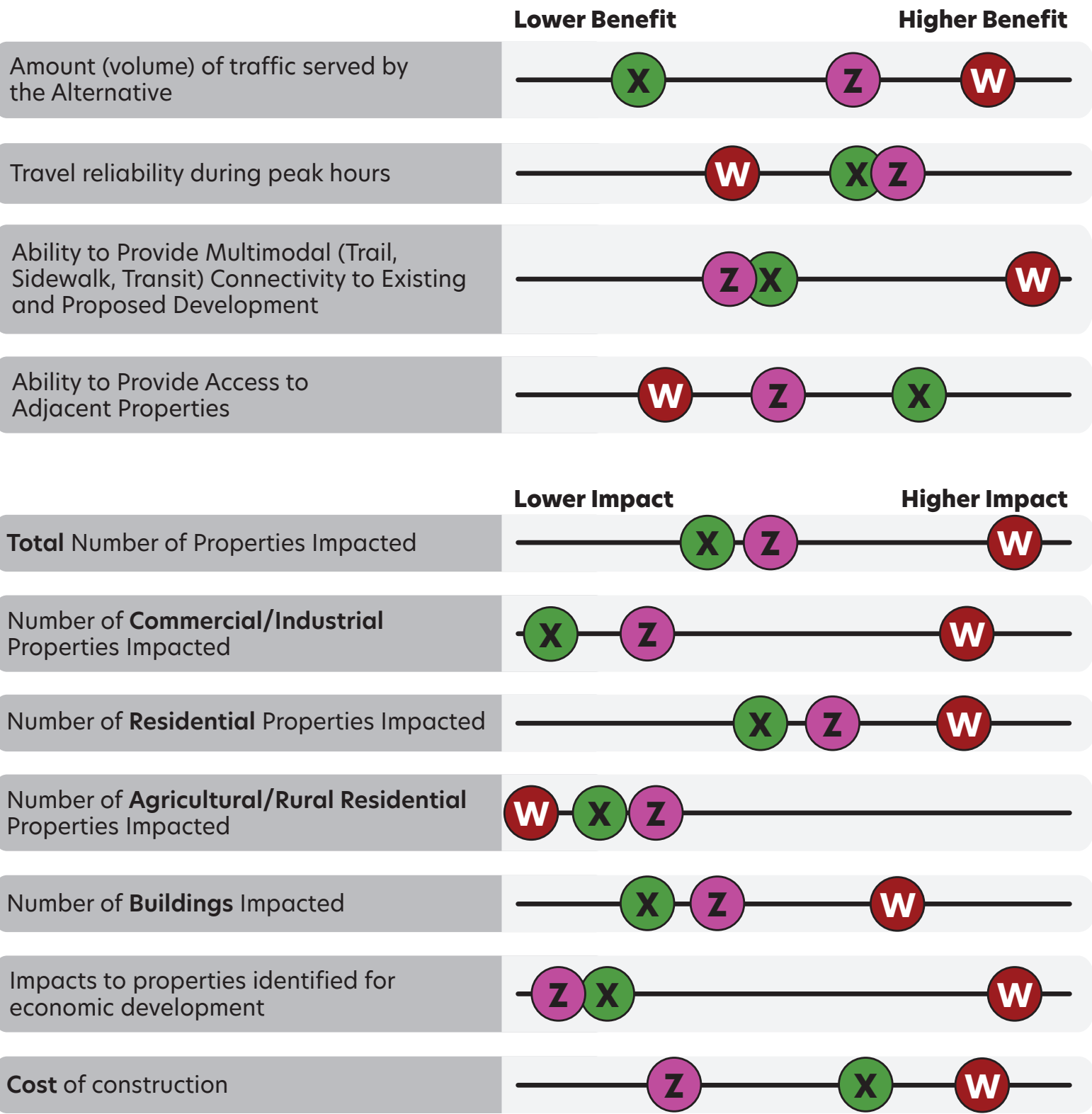
Alternative Z

- A new four-lane roadway with a speed of 45mph.
- Connects to the future Angier Bypass and N.C. 210 upgrades to provide enhanced connection between Lillington and the Hilltop area.
- N.C. 210 is proposed to be widened to four lanes in the Metropolitan Transportation Plan (MTP) 2050 and Harnett County Comprehensive Transportation Plan, which can accommodate the needs forecasted for the Future U.S. 401.
- Requires some modifications to intersections at the northern end with Existing U.S. 401 and on the southern end with Angier Bypass.
- Requires mostly new right-of-way, which would likely have an impact on existing property and development along the alignment.



Comparing the Alternatives

These scales offer an initial assessment of the three alternatives in terms of potential benefits and impacts.



Note: The W icon represents the impacts of Alternative W as measured between the existing conditions along U.S. 401 and N.C. 55 and those improvements needed to implement Alternative W.

Next Steps: The study team will consider the results from the survey and any comments collected to select a recommended alignment that best meets the vision and goals developed at the start of the study. The Draft recommendation will be released for public review, updated and finalized, and, ultimately, adopted by the CAMPO Executive Board.

Study Vision and Goals

The U.S. 401 Corridor study will provide a multi-modal framework to accommodate growth and development through improved travel conditions that are safe and accessible, while supporting economic development and maintaining the character and livability of the area.

- Reduce congestion and increase transportation capacity and safety
- Encourage economic development
- Incorporate public and stakeholder input
- Accommodate appropriate modes of travel (transit, bicycle, pedestrian, freight)

“Anticipated” U.S. 401 Corridor Improvements Timeline

