

# U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina  
Harnett County / Lillington



## Phase 2: Summer/Fall 2021

### Seeking Input on Design Concepts

This study is 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.



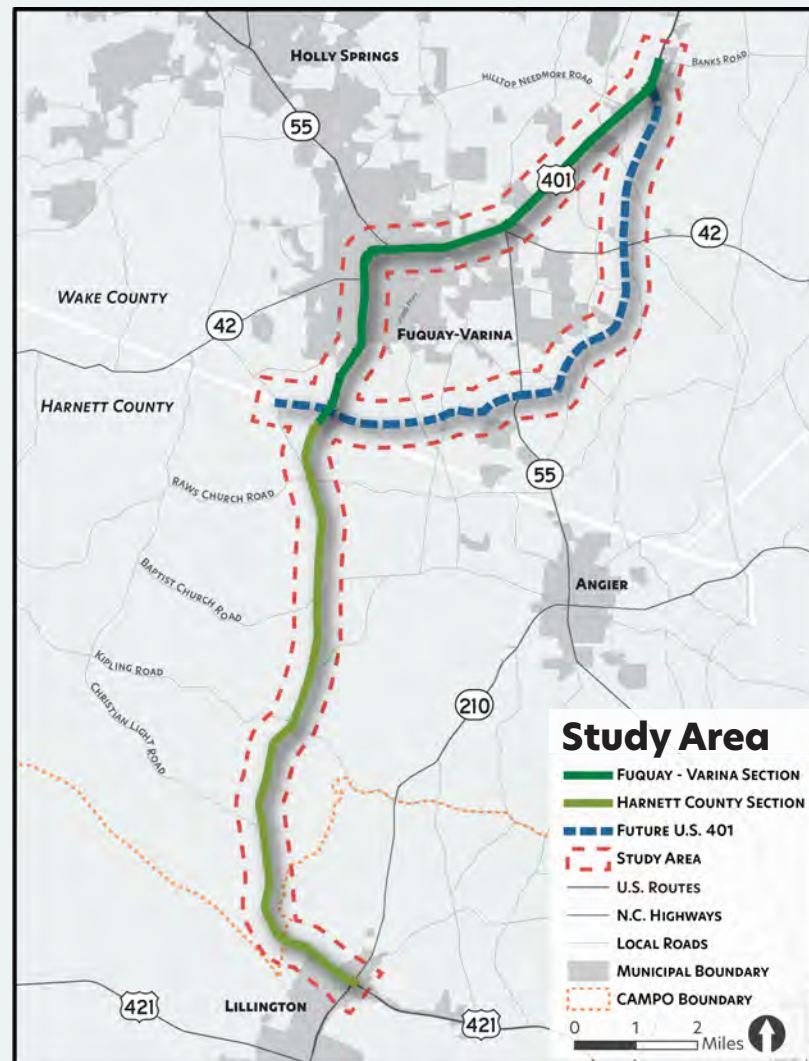
This phase will share the results from Phase 1 and present the potential alignment options. The alignment options presented in this document are based on previous public input, several technical analyses, local policies and plans, and consider constraints, including existing properties, railroads, community assets (schools, cemeteries, etc.), historic properties, protected agricultural lands, and environmental features (wetlands, streams, and protected watersheds). Each alignment option has trade-offs to consider, which necessitates public feedback to help identify priorities among the elements of the alignment options in order to develop the study's recommendations.

### Study Vision

Phase 1 public engagement occurred in March and April 2021, and included opportunities for the community to have influence on the development of the study's vision, which has guided the study moving forward.

There were over **60 virtual public meeting participants** and over **1,100 online survey participants** during this phase. Results from the engagement activities have been summarized, and can be found on the project website. Below is the resulting vision statement for the study:

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 rural character and livability of the area.

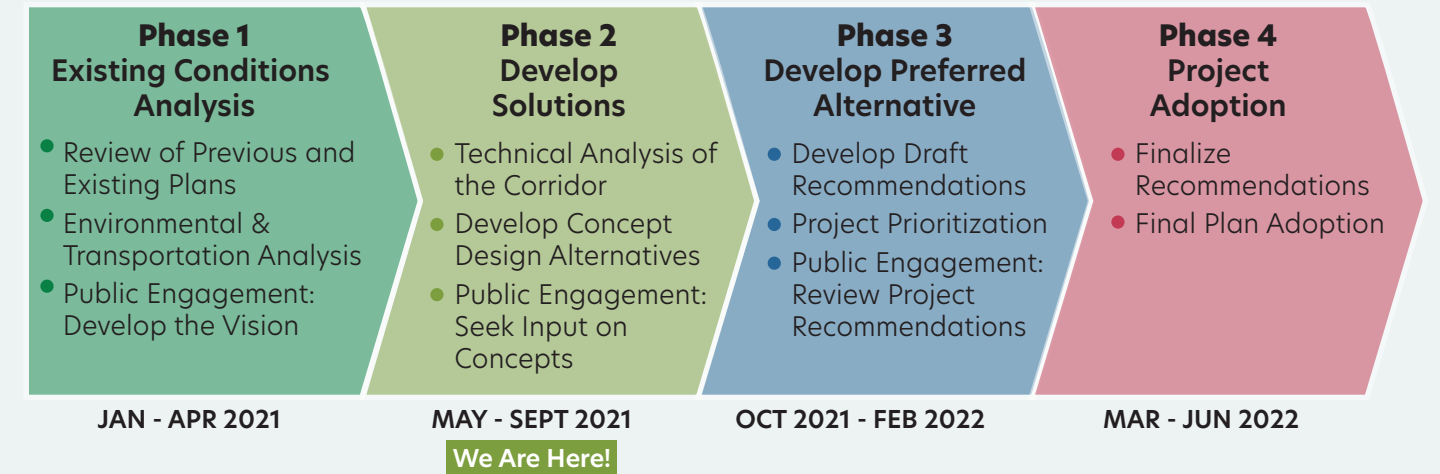


## "Anticipated" U.S. 401 Corridor Improvements Timeline

Planning	Programming /Funding	Project Development	Design	Property Acquisition	Construction	Maintenance
----------	----------------------	---------------------	--------	----------------------	--------------	-------------



### U.S. 401 Corridor Study Schedule



## WE WANT YOUR INPUT!

View Study Materials & Participate in the Survey by Sept 24:

[www.US401CorridorStudy.com](http://www.US401CorridorStudy.com)

Or text "US401Corridor" to 73224

## U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina  
Harnett County / Lillington



US401CorridorStudy@publicinput.com



1-855-925-2801 / Code: 8961



@NCCapitalAreaMPO



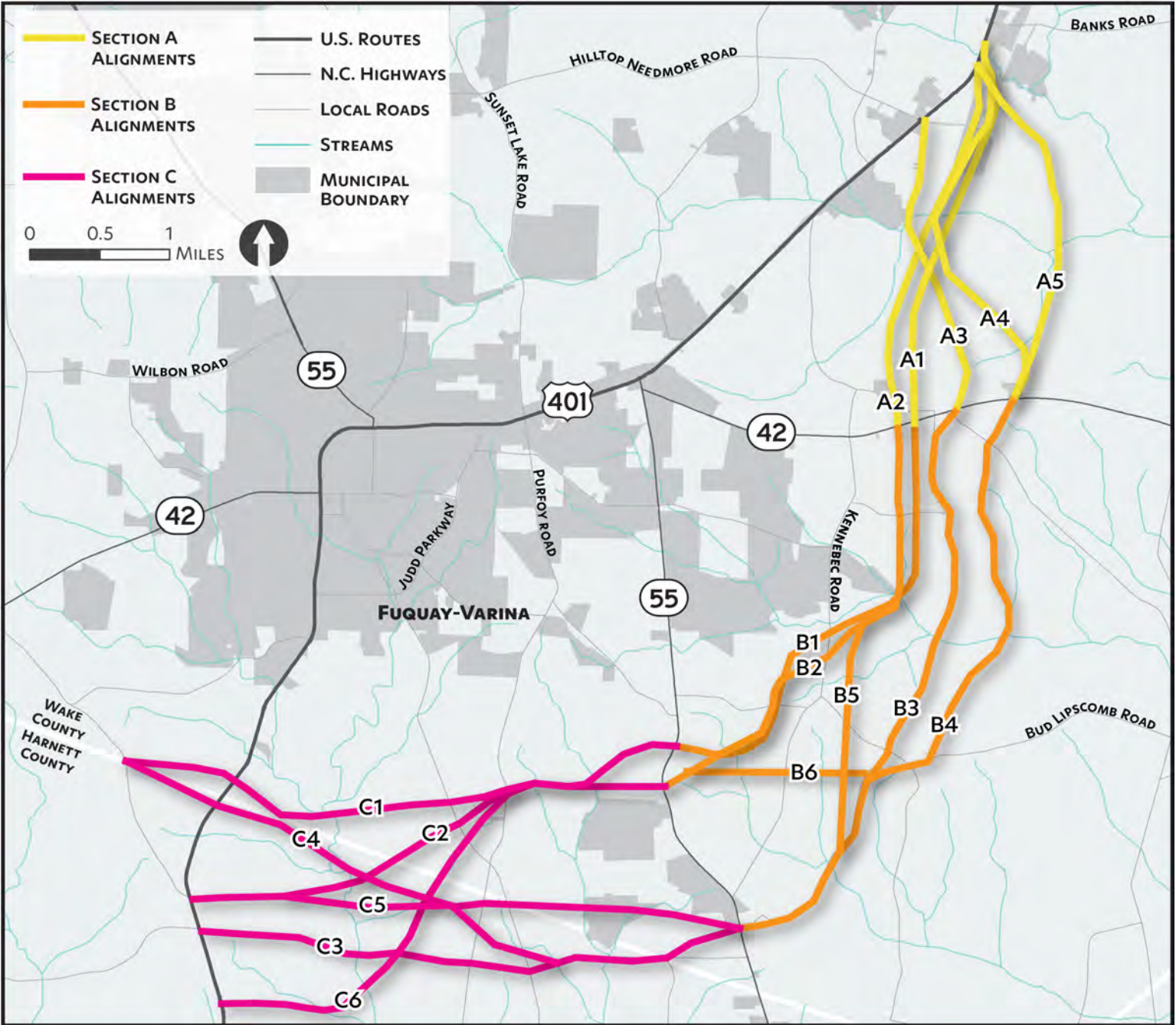
@CapitalAreaMPO





# Future U.S. 401

The proposed Future U.S. 401 corridor is shown below, divided into three different sections as A, B, and C, which each having potential alignment options that could be used to develop the recommended route. Chart 1: Future U.S. 401 Alignment Trade-offs, shows the benefits and challenges for each alignment option shown on the map. Please note these options are not exhaustive and may change as the alignment options are reviewed and public input is received.



**Why Future U.S. 401 is needed** - The future travel demand model shows that even after widening Old Stage Rd and Lake Wheeler Rd and other improvements in the vicinity, this roadway will be required to serve high growth areas and keep traffic moving in the south and west of Fuquay-Varina. This map shows all the local, County and State projects planned in the area over the next 25 years.

By 2045, population in Fuquay-Varina is projected to increase:

30,000 → 94,000

and employment is projected to increase:

\$ 12,000 → 22,000

Below are the benefits and challenges of each potential alignment option. For more information about these options, please visit the study website.

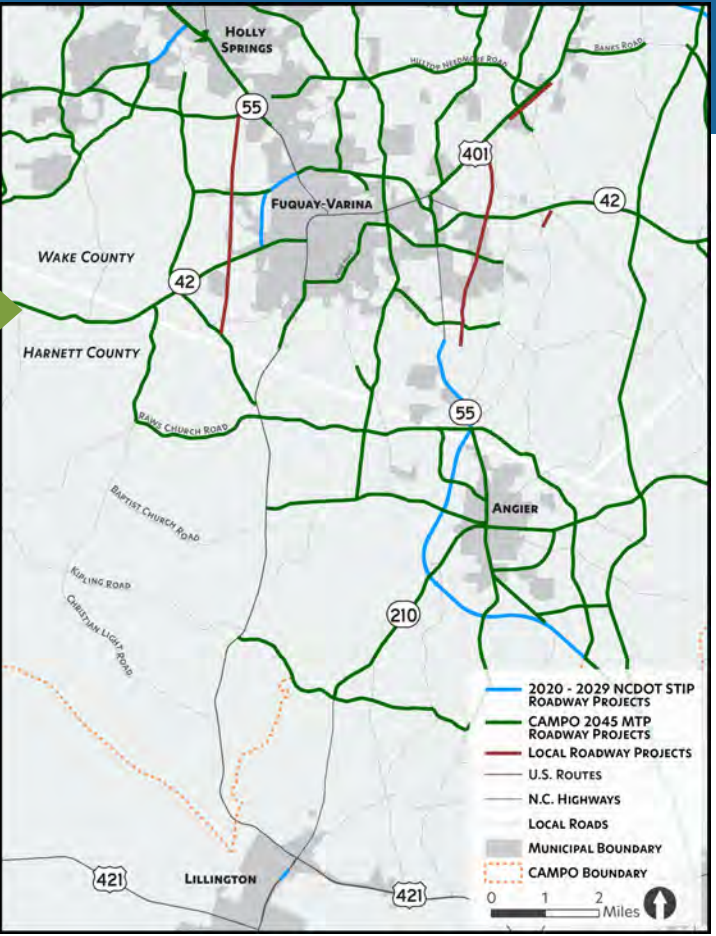


Chart 1: Future U.S. 401 Alignment Trade-offs

Least

Most

Section A

Properties Impacted	A2, A4	A1, A3	A5
Agricultural Land Impacted	A3, A5	A2	A1, A4
Environmental Impacts	A3	A2	A1, A4, A5
Project Cost	A2, A3		A1, A4, A5

Section B

Properties Impacted	B1, B6	B2, B4	B3, B5
Agricultural Land Impacted	B2, B4, B5, B6	B3	B1
Environmental Impacts	B2, B3	B1, B5	B4, B6
Project Cost	B1, B2, B3	B5	B4, B6

Section C

Properties Impacted	C1, C2, C6		C3, C4, C5
Agricultural Land Impacted	C6	C4, C5	C1, C2, C3
Environmental Impacts	C2, C3	C5	C1, C4, C6
Project Cost	C2	C1, C3, C6	C4, C5

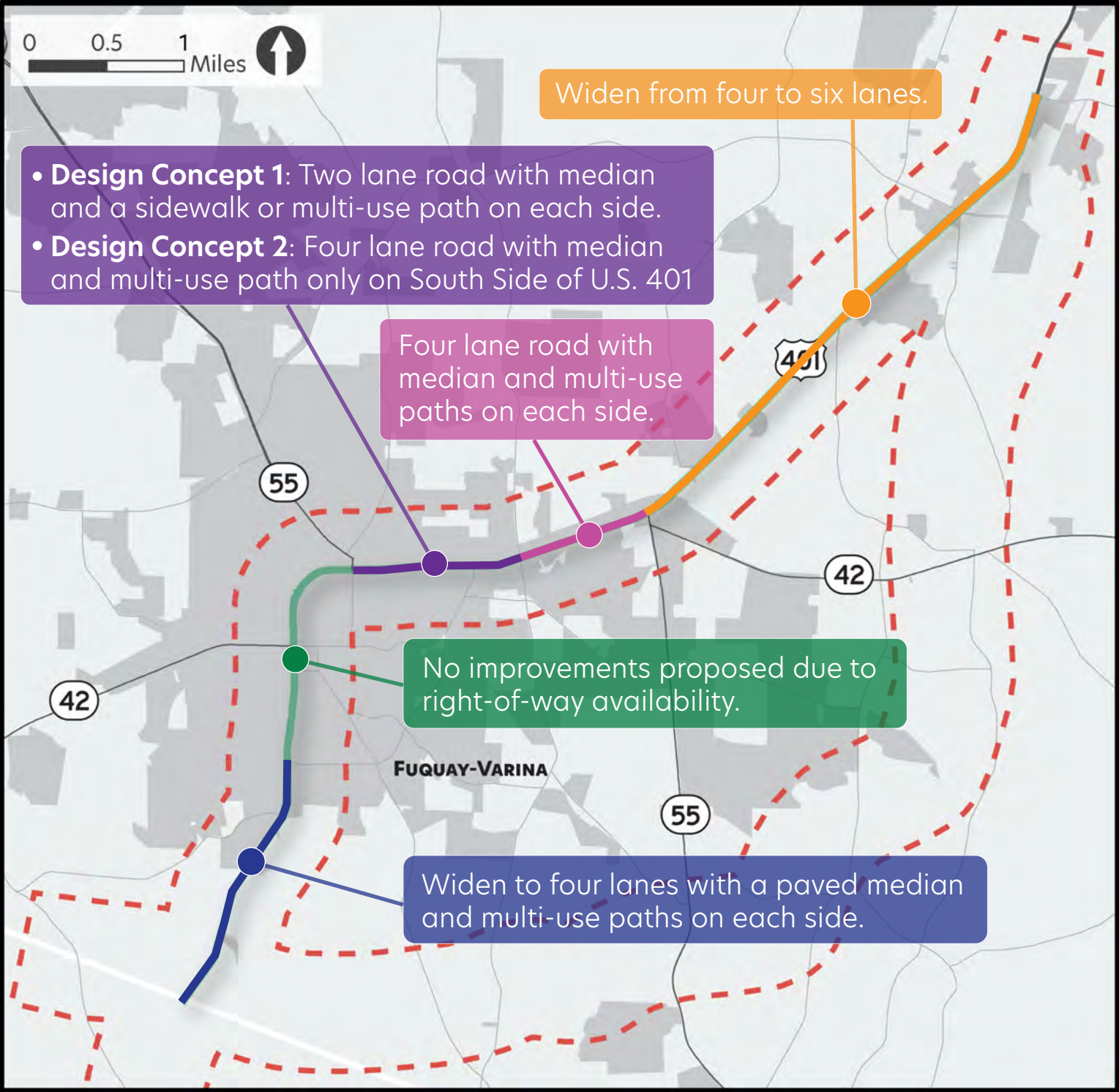


# U.S. 401 in Wake County

This section of the study area includes the existing U.S. 401 in Wake County. The map below shows the proposed improvements at different locations along this section of U.S. 401. To the right are cross sections of what these improvements may look like.

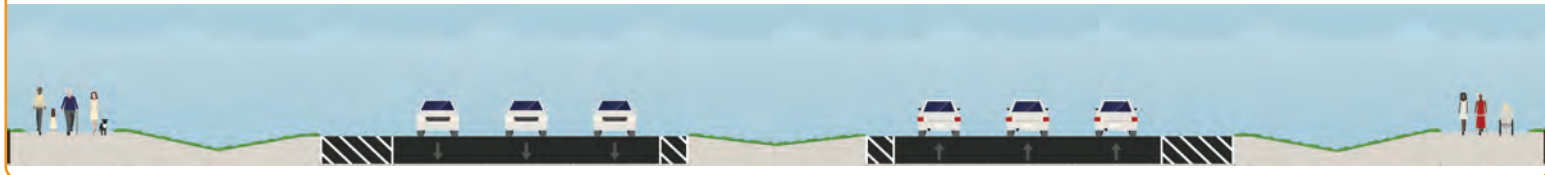
Between Judd Parkway and Ennis Street there are two potential design concepts. Trade-offs of benefits and challenges between these two design concepts can also be found to the right.

For more information about these improvements, please visit the study website.



## Widening Banks Road to N.C. 55 from four lanes to six lanes

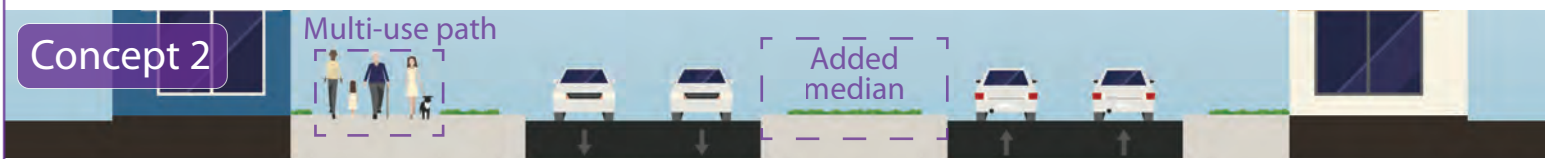
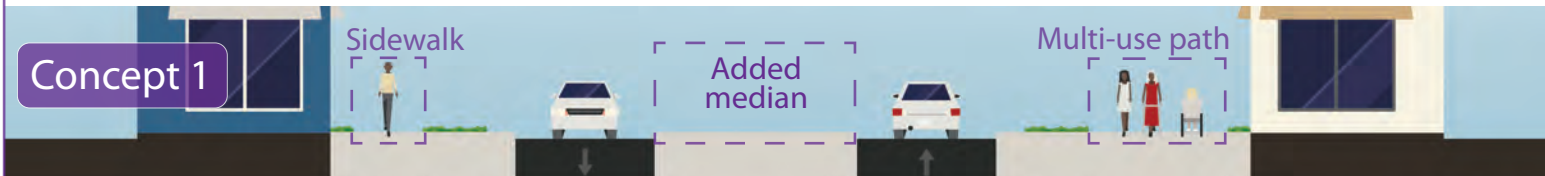
This proposed improvement is based on the recommendations developed for the CAMPO Metropolian Transportation Plan (MTP).



## N.C. 55 to Judd Parkway as four lane road with median and multi-use paths



## Judd Parkway to Ennis Street Alternative Design Concepts



	Benefits	Challenges
Concept 1	<ul style="list-style-type: none"><li>• Improves mobility and safety for bicyclists and pedestrians</li><li>• Requires less right-of-way</li></ul>	<ul style="list-style-type: none"><li>• May require future improvements beyond 2045 to accommodate traffic capacity</li></ul>
Concept 2	<ul style="list-style-type: none"><li>• Would accommodate future capacity beyond 2045</li></ul>	<ul style="list-style-type: none"><li>• Less improvements for bicyclist and pedestrian mobility and safety</li><li>• Requires more right-of-way</li></ul>

## Judd Parkway SW to Harnett County as four lanes with median and multi-use paths





# U.S. 401 Harnett County

This section includes the existing U.S. 401 in Harnett County. As shown on the map to the right, there are four potential alignment options to provide improvements to this section:

- Alignment D1 uses the existing U.S. 401 alignment.
- Alignment D2 proposes a new alignment west of the existing U.S. 401 alignment to avoid existing and future developments as well as the railroad.
- Alignment D3 proposes a different localized alignment for the northern portion of Alternative D1 to avoid a complex intersection with the railroad at Rawls Church Road.
- Alignment D4 proposes a different localized alignment for the northern portion of Alternative D3 to avoid the railroad and additional existing developments along U.S. 401.

Below are the trade-offs of benefits and challenges between each potential alignment option. For more information about these options, please visit the study website.

	Least	Most
Properties Impacted	D2, D4	D1, D3
Agricultural Land Impacted	D1, D3	D2, D4
Environmental Impacts	D1, D3	D2, D4
Project Cost	D2, D4	D1, D3

For each alignment option, the roadway design would include a 4-lane road with a multi-use path on one or both sides to accommodate future travel needs. The two cross sections below show examples of what the design could look like, both having potential benefits and challenges.

## Design Concept 1



## Design Concept 2



	Benefits	Challenges
Design Concept 1	Less expensive to build, not including right-of-way costs	Increased right-of-way requirement and impacts to existing properties
Design Concept 2	Low right-of-way requirements	More expensive to build, not including right-of-way costs

