

U.S. 401 Corridor Study - Fall 2023

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting a corridor study of approximately 19 miles of U.S. 401 from Banks Road in Wake County south through the Town of Fuquay-Varina to the N.C. 210 and U.S 421 intersection in the Town of Lillington in Harnett County. Approximately seven miles for the proposed Future U.S. 401 is also being studied. Public engagement activities have occurred during the study to: Develop a study area vision and goals; Provide feedback on potential transportation improvements to U.S. 401 as it exists today; and, Provide feedback on roadway alignment options for a Future U.S. 401 to serve as a new north-south connection east of Fuquay-Varina in Wake County.

Now, during this 4th round of public engagement, you are being presented with the draft study recommendations.

Your feedback in this survey will help to refine the final recommendations to be presented to decision makers in Winter of 2023/24. This survey will remain open until **November 5, 2023.**

Where do you live?

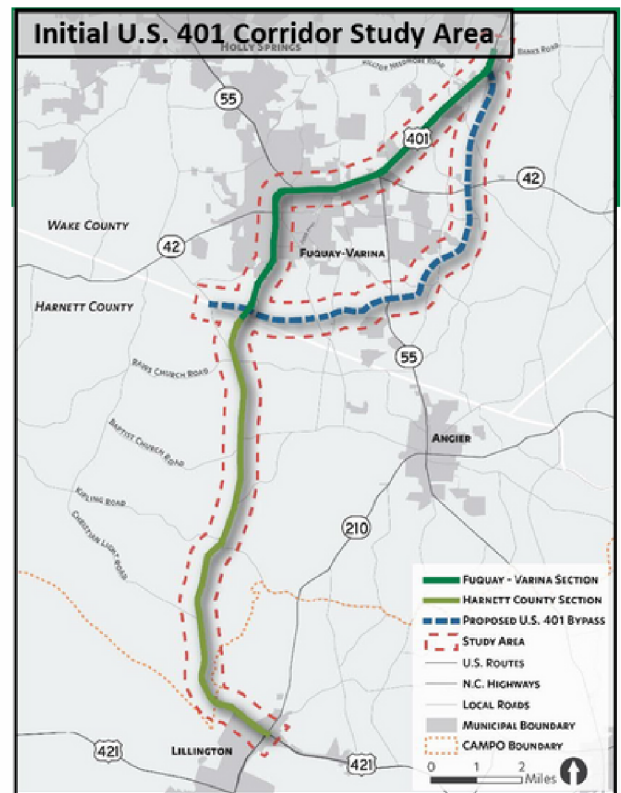
- Inside the corridor area in Wake County
- Inside the corridor area in Harnett County
- Outside the corridor area in Wake County
- Outside the corridor area in Harnett County
- Outside the corridor area and outside of both counties

Where do you **work or attend school**?

- Inside the corridor area in Wake County
- Inside the corridor area in Harnett County
- Outside the corridor area in Wake County
- Outside the corridor area in Harnett County
- Outside the corridor area and outside of both counties

How did you find out about this survey?

- U.S. 401 Website
- Email
- Social Media
- Yard Sign on Corridor
- Word of Mouth
- Other



U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington



U.S. 401 Corridor Study - Fall 2023

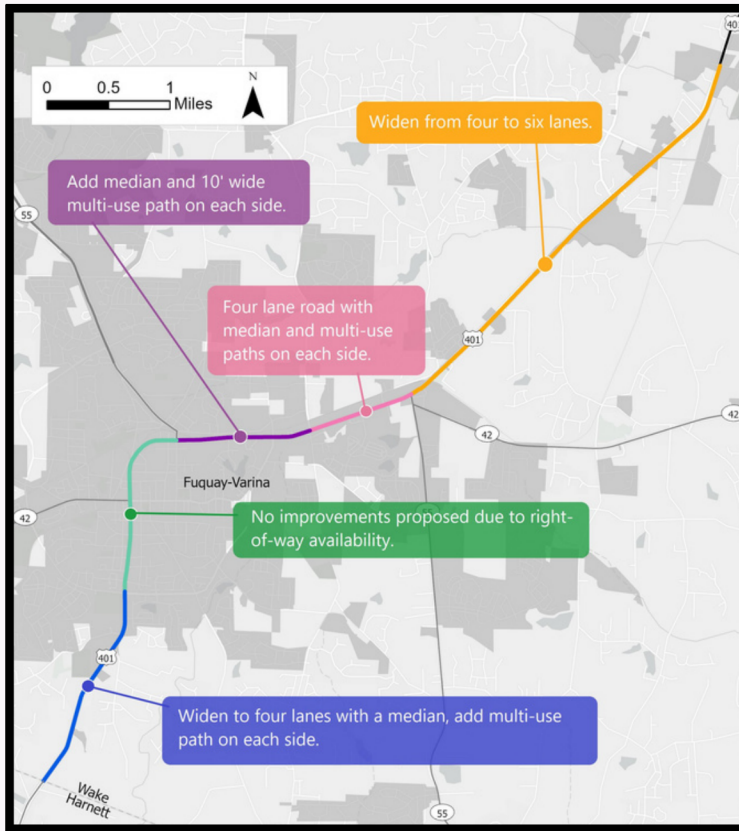
Your responses to the following demographic questions will help the study team ensure that the final recommendations represent the diverse needs and interests of the community.

Select all of the options below that apply to you.

- My primary language is English or I speak and read English well.
- I am 17 years old or younger
- I am 18-24 years old
- I am 25-64 years old
- I am 65 years old or older
- I identify as a woman
- I identify as a man
- I identify as non-binary or other gender
- I am or am considered to be disabled
- Five (5) or more people live in my household
- My household has zero cars
- My household's total income is at or under \$53,000 per year
- I am of Hispanic, Latino, or Spanish origin
- I represent a minority race or 2+ races (African-American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian, Pacific Islander)
- I represent a voluntary agricultural district

*The rest of the survey asks for feedback on the draft recommendations and is broken into sections based on the geographic segments of the study. You do not have to respond to every question - **it is ok to skip questions or whole sections.***

U.S. 401 in Fuquay-Varina/Wake County



Please rate your level of support for the following Draft Recommendations for improvements to **Existing U.S. 401 in Wake County...**

RECOMMENDATION	RATING SCALE:				
	Not Supportive	Somewhat Unsupportive	Neutral	Somewhat Supportive	Fully Supportive
Banks Road to N.C. 55: Widen from 4 to 6 lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N.C. 55 to Judd Parkway NE: Add raised median and side path.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Judd Parkway NE to Ennis St.: Add raised median and side path.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ennis Street to Judd Parkway: No roadway improvements - not enough room in right-of-way.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Judd Parkway SW to Harnett County: Widen from 2 to 4 lanes with raised median and side path.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike/Ped Facilities: Add side paths or sidewalk and bicycle lanes throughout the corridor. Downtown should have wide sidewalks or a side path along with bike improvements on nearby/parallel streets.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit: Strengthen connections to Garner and Raleigh first, then increase connections to Holly Springs and Apex.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

U.S. 401 in Harnett County

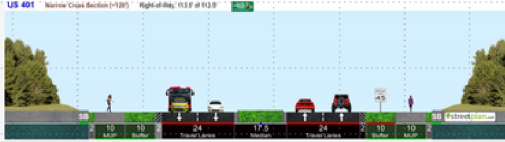
Recommendation: Harnett County Section Two Design Concepts



- Widen entire segment from 2 to 4 lanes
- Reduce entire segment to 45 mph

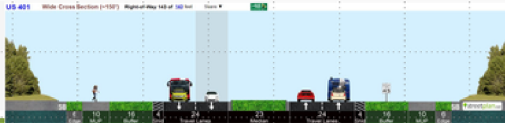
Where it is a **Narrow Right of Way** (~120'):

- 10' Multi-Use Path (side path) on both sides.
- Applicable where limited ROW is available due to railroad or other sensitive resources.



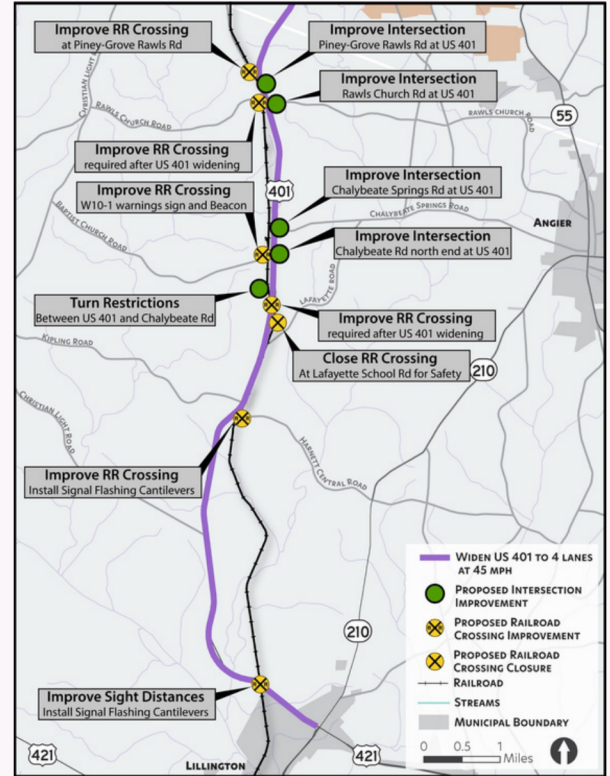
Where it is a **Wide Right of Way** (~150'):

- 10' Multi-Use Path (side path) on both sides.
- Applicable where ROW is not limited.



www.US401CorridorStudy.com

#US401CorridorStudy



Please rate your level of support for the following Draft Recommendations for improvements to **Existing U.S. 401 in Harnett County**...

RECOMMENDATION

RATING SCALE:

Not Supportive Somewhat Unsupportive Neutral Somewhat Supportive Fully Supportive

Widen U.S. 401 from 2 to 4 lanes and reduce speed to 45 MPH.

Intersections: Signalize Piney Grove Rawls Road, Rawls Church Road, Chalybeate Springs Road, Chalybeate Road (northern end).

Chalybeate Road (southern end) - Restrict turns

Chalybeate Road (southern end) - Remove the intersection/connection to U.S. 401 altogether.

Lafayette School Road - Remove the connection to U.S. 401.

Bike/Ped Facilities: All of U.S. 401 - Add side paths or sidewalk and bicycle lanes.

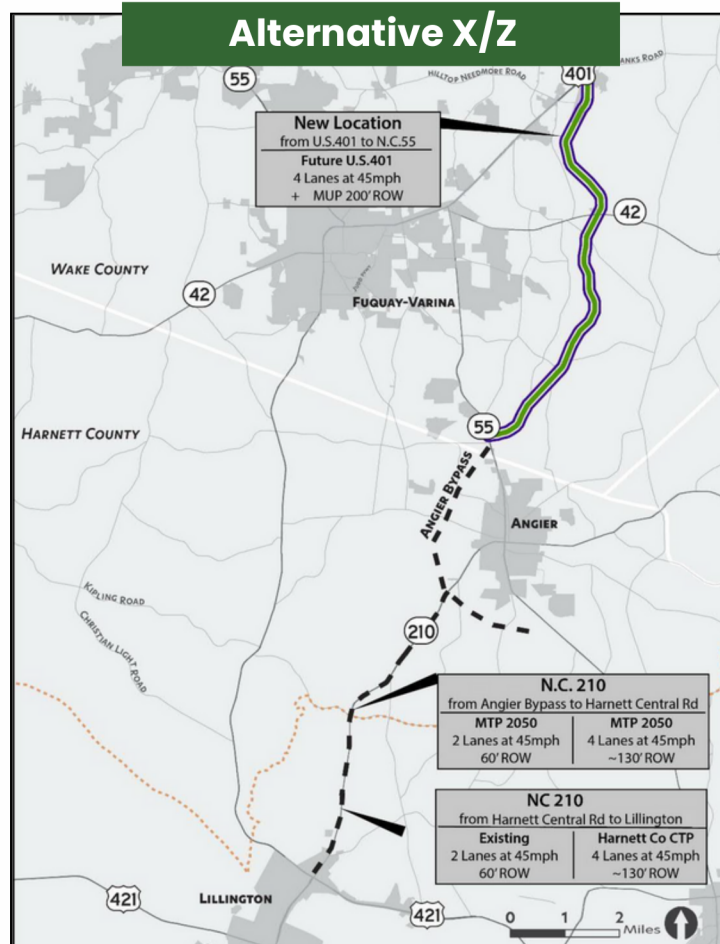
Bike/Ped Facilities: Between Rawls Church Road and Harnett Central Road - Add bicycle facilities along collector streets as development occurs.

Railroad Crossings: Specific Improvements recommended for crossings at/near: Matthews Rd., Lafayette School Rd., Chalybeate Rd. (both ends).

Future U.S. 401 Draft Recommendation

The proposed Future U.S. 401 route alignment is shown on the following map. It is a combination of two of the three alternatives that were shared with the community for feedback in late 2022. For the corridor study, it is known as Alternative X/Z.

Please note, following the completion of this study, the Future U.S. 401 project, even with the refined alignment, still has a significant amount of project development that would occur before being constructed, including continued design work on exact alignment location.



Based on:

- Public feedback on both the alternative alignments and criteria for prioritizing improvement projects,
- Coordination with the Study's Technical Team, and,
- Coordination with Stakeholder Jurisdictions...

The recommendation is to advance Alternative X/Z.

- Alternative X/Z provides a better alignment than the U.S. 401 Bypass currently in the 2050 MTP.
- The project is still in the Planning Phase and is not planned for construction until 2050.

Benefits of Alternative X/Z

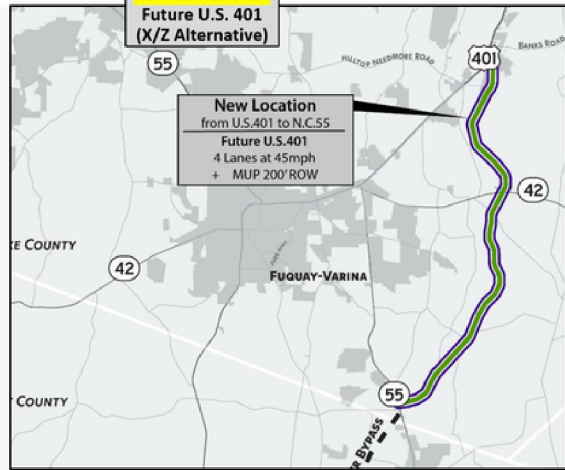
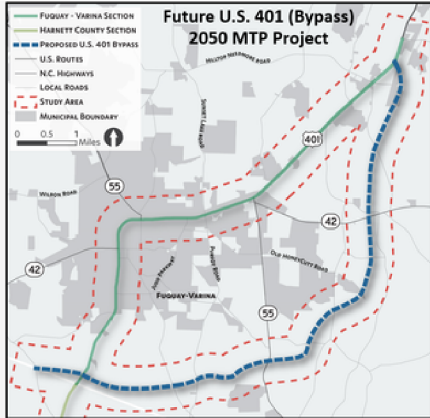
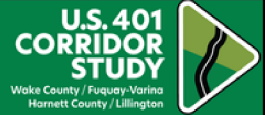
- Connects to Angier Bypass and uses N.C. 210 widening proposed in MTP to accommodate Future U.S. 401
- Enhances existing travel patterns between Lillington and Banks Road
- Can still connect with Southern Parkway
- Places an alignment further east to accommodate growth in the area
- Can downgrade Southern Parkway to arterial road with 2/3 lanes at 35 mph

Challenges of Alternative X/Z

- Requires new Right-of-Way to construct
- Impacts approximately 100 properties; 58% of which are residential and 25% of which are Agricultural

Future U.S. 401 (continued)

Existing MTP Alignment vs. X/Z Alternative



X/Z Alignment is 1 to 1.5 miles east of the MTP alignment;
 X/Z Terminates at NC 55 whereas MTP alignment goes further west

Please rate your level of support for the following Draft Recommendations for the **Future U.S. 401 Alignment...**

RECOMMENDATION

RATING SCALE:

Not Supportive Somewhat Unsupportive Neutral Somewhat Supportive Fully Supportive

In Wake County, the conceptual location for the Proposed Alignment (Alternative X/Z) for a Future U.S. 401. Additional design to detail exact location would occur in future project development.

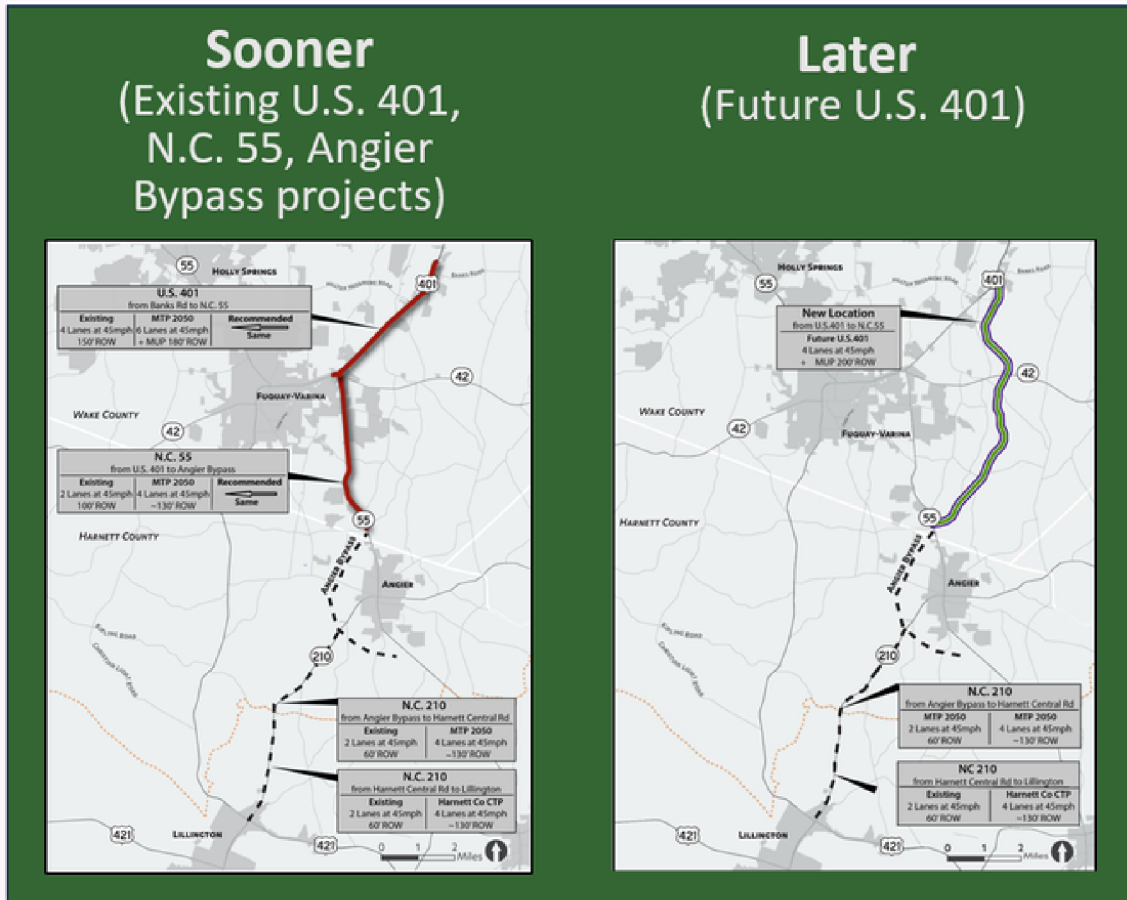
Bike/Ped Facilities: All of Future U.S. 401 - Include multi-use paths (side paths) or sidewalk and bicycle lanes.

In Harnett County, the continued development of the Angier Bypass and widening improvements to NC 210 to provide an additional north-south connection.

In the Meantime...

While one of the main outputs of this corridor study is the refined alignment for a Future U.S. 401 (new roadway for north-south travel), one of the major recommendations of the study is to delay the programming of the Future U.S. 401 project to the long-term while focusing on short and mid-term solutions to address area congestion first. The study team has developed a set of recommendations related to those short- and mid-term improvements, in particular, solutions for congestion for north-south traffic in the corridor. The short- and mid-term recommendations consist of:

- Widening Existing U.S. 401 from Banks Road to N.C. 55 to 6 lanes at 45 MPH, and ultimately widened for 55 MPH
- Widening N.C. 55 from U.S. 401 to Angier Bypass to 4 lanes at 45 MPH, and ultimately widened for 55 MPH
- Widening N.C. 210 from Angier Bypass Lillington to 4 lanes at 45 MPH
- Prioritizing many of the other improvements outlined in this survey by CAMPO, NCDOT, local towns and counties in future planning activities.



Please rate your level of support for the following Draft Recommendations for **Short- and Mid-Term North-South Improvements...**

RECOMMENDATION

RATING SCALE:

Not Supportive Somewhat Unsupportive Neutral Somewhat Supportive Fully Supportive

Prioritizing improvement projects for Existing U.S. 401 and other area roadways before progressing designs for a Future U.S. 401 (new roadway).



