



PUBLIC ENGAGEMENT PHASE 2 (FALL 2022) SUMMARY

INTRODUCTION

In the Fall of 2021, the U.S. 401 Corridor Study team held public meetings and gathered public input on several alignment options for the Future U.S. 401. Following that round of public engagement, based on public input received, the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board at their December 8th, 2021 meeting gave direction to evaluate additional alignments that include widening existing roadways or are further east of those previously presented. An additional round of public engagement was required to present these new alignments to the public and to collect feedback. This additional round of engagement is considered part of Phase 2 of the study's schedule and will be referenced as **Phase 2 (Fall 2022)**. This report summarizes the activities and feedback received during this additional phase.

Phase 2 (Fall 2022) of the U.S. 401 Corridor Study occurred in November 2022. This phase included updates to the study website, two public meetings, a public survey, promotional materials, and outreach activities. The goal of this phase was to share the results from earlier Phase 2 engagement, and present new alternative options developed for the Future U.S. 401 alignment in order to gain community input.

OUTREACH AND PROMOTION

U.S. 401 Corridor Study Website

The study website, www.US401CorridorStudy.com, was updated to present new technical information that included potential alignments, information about how those alternatives were developed, and a summary of the findings from the previous phase of engagement.

Between November 15th to December 16th, the website had 3,234 visitors and 5,832 page views. Figure 1 shows the website traffic during this phase, with the highest day of visitors occurring on December 6th, the day of the first public meeting. Typically, users stayed on the site for two minutes and 45 seconds, down by 3 seconds from the previous phase. Website views were primarily from mobile devices, making up 60% of the traffic, while 35% were by desktops and 5% were by tablet devices. A full report on the website analytics can be found in Appendix A.

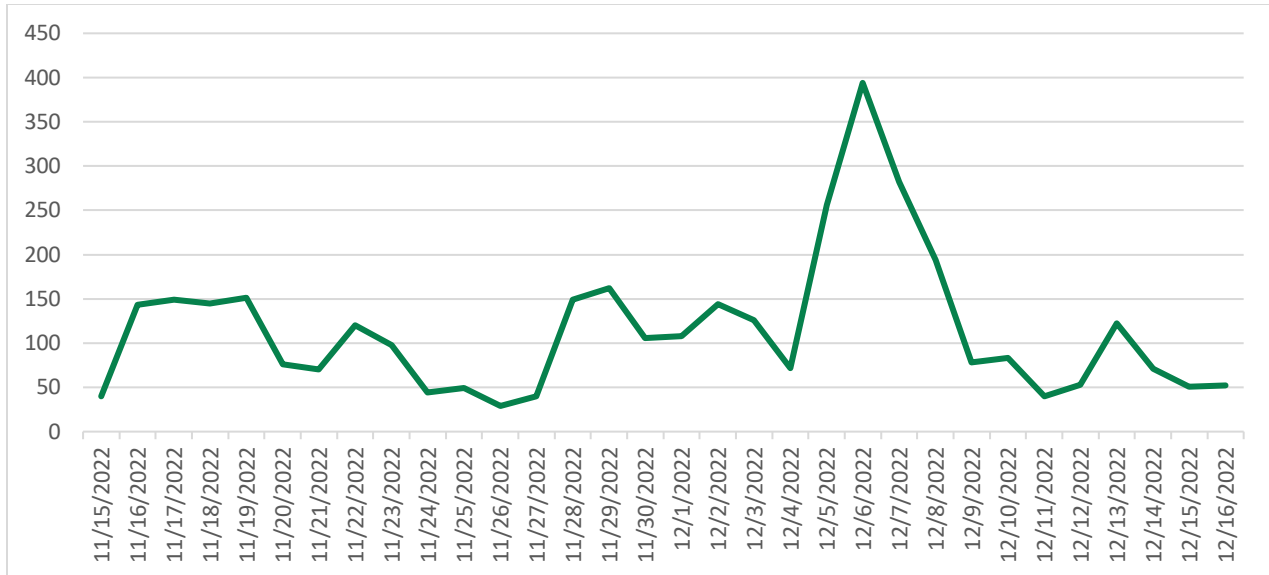


Figure 1. Daily website visitors during Phase 2 (Fall 2022)

Outreach Materials

The same methods used during Phase 2 were also used to promote Phase 2 (Fall 2022) and encourage people to participate in the new survey. The study yard signs in English and Spanish were redeployed at key intersections, bus stops, and popular community destinations along the corridor study.

New promotional flyers announcing the new potential alignments for Future U.S. 401 and opportunities to provide feedback also were distributed at key locations such as libraries, county buildings, and local businesses to provide basic study information and contact information. A copy of the flyers can be found in Appendix B.

CAMPO sent e-blasts to study subscribers to promote Phase 2 (Fall 2022) and the engagement opportunities. E-blasts were sent twice during this engagement period:

- November 16th – included announcing the study website update, public open house meeting invite, handout of alignment options, survey link, project update video, and study background
- November 29th – included information about the corridor study update, survey launch, promotional video, and in-person public open house invite

The e-blast list included 1,599 email recipients. Copies of the e-blasts can be found in Appendix C.



Social Media

CAMPO used Facebook, Twitter, and Instagram to share the updated study information and encourage public participation. Paid social media advertisements, an example shown in Figure 2, were used in November to increase participation in the survey. Several CAMPO posts were also re-shared by agency partners including the Town of Fuquay-Varina and Harnett County.

Table 1 provides a summary of the engagement received on each post made on social media.



Figure 2. CAMPO Twitter Post

Table 1. Social Media Engagement Results

Twitter		
Date	Content	Engagement
15-Nov	Survey	0 retweets; 0 likes
16-Nov	Promo Video and Survey	4 retweets; 3 likes
22-Nov	Public Open Houses	2 retweets; 2 likes
1-Dec	Survey	3 retweets; 1 like
15-Dec	Survey	1 retweet; 2 likes
Facebook		
Date	Content	Engagement
15-Nov	Survey	CAMPO shared with 19 local Facebook groups along 401 Corridor
16-Nov	Study Video and Survey	16 repost; 1 like
22-Nov	Public Open Houses	14 repost; 1 like
1-Dec	Survey	13 repost; 182 views
6-Dec	Public Open House 12/6	11 repost; 1 like
8-Dec	Public Open House 12/8	0 reposts; 0 likes
16-Dec	Survey (PAID)	0 repost; 1 like, 679 impressions
Instagram		
Date	Content	Engagement
15-Nov	Public Open Houses	2 likes
16-Nov	Survey	1 like
22-Nov	Public Open Houses	1 like
1-Dec	Promo Video and Survey	19 views
6-Dec	Public Open House 12/6	1 like
8-Dec	Public Open House 12/8	1 like
16-Dec	Survey	1 like



Media stories

The Fall Phase 2 (Fall 2022) press release notified local media sources about the latest study updates and engagement opportunities. The list below includes news articles related to the study:

- December 2nd, CBS 17- *U.S. 401 project seeks Wake, Harnett County residents' input*
- December 5th, Greater Fayetteville Business Journal- *Public invited to contribute to the U.S. 401 Corridor Study*
- December 6th, The News & Observer - *Road planners wrestle with an old question: How to take US 401 around Fuquay-Varina*
- January 9th, WRAL- *Leaders to consider different routes for proposed US 401 bypass in southern Wake County*

The full news articles can be found in Appendix D.

Pop-Up Events & Spanish-Language Outreach

In the days leading to the end of the survey period, the study team conducted pop-up events at community spots in Fuquay-Varina. On Wednesday, December 14th, the team tabled at Fuquay Meat Market in Fuquay-Varina. This location has a large Spanish-speaking client base and many residents throughout the study area shop at this market. The team presented project materials, provided an opportunity for community members to give feedback on display boards, and distributed the study handout. The project team also conducted walks through this area with the purpose of connecting with area residents and gaining their input. Community members commented on the alignments, growth in the area, and improvements to the Existing U.S. 401. The team spoke to and handed out project materials to approximately 20 area residents. To accommodate the Spanish-speaking community and involve them in the engagement process, the team provided study materials in Spanish including the survey and study handout seen in Figure 3.

On the last day of the survey period, Friday, December 16th, the team held a pop-up event at the Aviator Brewery in Fuquay-Varina. The team spoke with community members who all live in the study area. This opportunity was also used to connect with



Figure 3. Spanish Study Handout



Figure 4. Pop-up event at Fuquay Meat Market



retailers in the area. The team passed out bookmarks while educating retailers about the study. Retailers commented on roadway improvements for U.S. 401. One retailer commented on property impacts on area residents.

Stakeholder Oversight Team (SOT) Meetings

A SOT meeting was held on October 20th. The purpose of this meeting was to provide an update on the study's progress, collect input, and share information about upcoming outreach and engagement to seek the SOT's help in distributing information to their networks. A new digital communications toolkit was developed to distribute files including a double-sided handout, sample social media messaging, and digital flyers for engagement.

PUBLIC MEETING

Overview

Two public meetings were held during this round of engagement. On December 6th CAMPO hosted the first open house at Fuquay-Varina Town Hall to share study updates and the new alignments under consideration for the Future U.S. 401 Corridor. The meeting was held as a drop-in style event where community members could attend at a time convenient to them between 5 p.m. and 7 p.m. The meeting room was set up so attendees could move through the meeting room at their own pace. As attendees arrived, they were asked to sign in and provide their email to receive study updates.



Figure 5. Fuquay-Varina Open House Public Meeting

The study team presented project materials including display boards explaining the three alternative alignments, an engagement board to collect input, and a recording of a presentation. These materials can be found in Appendix E. There were five display boards; an introduction board, a board explaining Alternative X, Alternative W, Alternative Z, and an engagement board that mirrored the study survey. The team was available to answer questions and address any concerns. At the engagement board, participants could place a sticker dot to show their priority rating for each of the alignment selection criteria. Study handouts were also distributed, along with comment and demographic forms, and paper surveys. Attendees shared their preferences for alignment selection criteria, commented on the design concepts, and shared information about their concerns. All the comment sheets, surveys, and sign-in information were collected, and the data is included in the following section on public input received. This first meeting was well attended and had a peak of 140 attendees.



On December 8th, CAMPO hosted the second public meeting at the Harnett County Administrative Building. The format followed the same as the Fuquay-Varina open house, with display boards and a presentation recording playing throughout the meeting, and the drop-in times from 5 p.m. to 7 p.m. The room was set up so that attendees could watch the presentation video in a separate room or view the display boards and engage with study staff and provide their input on the engagement board in the main area. This meeting had a peak of 40 attendees.



Figure 6. Harnett County Open House Public Meeting

PUBLIC INPUT

Survey Results

The survey period ran from November 15th to December 16th during which 523 participants provided responses. This survey focused on collecting feedback on the criteria used to inform the selection of one recommended alignment for the Future U.S. 401. Participants could download a handout summarizing the technical analysis to aid them in answering the survey questions. The survey included thirteen questions, including priority ranking questions and an open-ended comment. The survey concluded with optional demographic questions to understand the range of participants.

CAMPO's subscription to PublicInput.com was used to host the survey. Survey links were provided on the project website and on promotional materials. Participants could choose the language of their choice (using GoogleTranslate) to complete the survey. In addition to the online version of the survey, a texting option was also available for participants to respond via their mobile phones without internet access. A paper survey was also developed and made available upon request; thirty-four paper surveys were received.

The survey began with two questions asking participants where they live and where they work or attend school. A map of the study corridor was provided to help participants answer these questions. Figure 7 shows the results of these questions. Most survey participants live inside the corridor area in Wake County; there is a nearly even split between the participants who work outside the corridor in Wake County and who work inside the corridor in Wake County. More survey participants live and work in Wake County than in Harnett County.

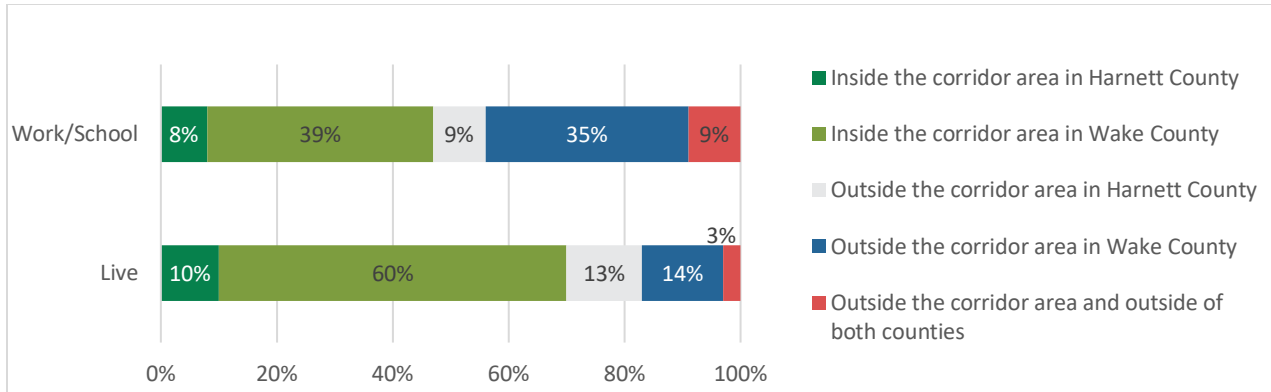


Figure 7. Survey Questions 1 and 2 (1,009 responses)

The following set of questions asked participants to prioritize the criteria for selecting an alignment for Future U.S. 401. The participants could rate their priority for each of the nine project criteria. Participants had the option to select from ‘not a priority’, ‘low priority’, ‘medium priority’, and ‘high priority’.

Trade-offs - How important to you are the following project criteria for selecting an alignment for Future U.S. 401? (choose one for each category)

	Not a Priority	Low Priority	Medium Priority	High Priority
The Project Should: Accommodate future growth and development occurring across southwest Wake County and Harnett County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Figure 8. Priority Rating survey question

Table 2 shows the results. The number of participants who rated the project criteria is shown as a percentage of the total number of participants who responded to that statement. For instance, of the 539 respondents who rated *Accommodate future growth and development occurring across southwest Wake County and Harnett County*, 47% of them deemed this project criteria a high priority. The more participants selected a priority rating for the project criteria, the darker the shade of green you will see. In other words, the closer to a majority of the participants selected a priority rating (more than 50%) the darker the shade of green.

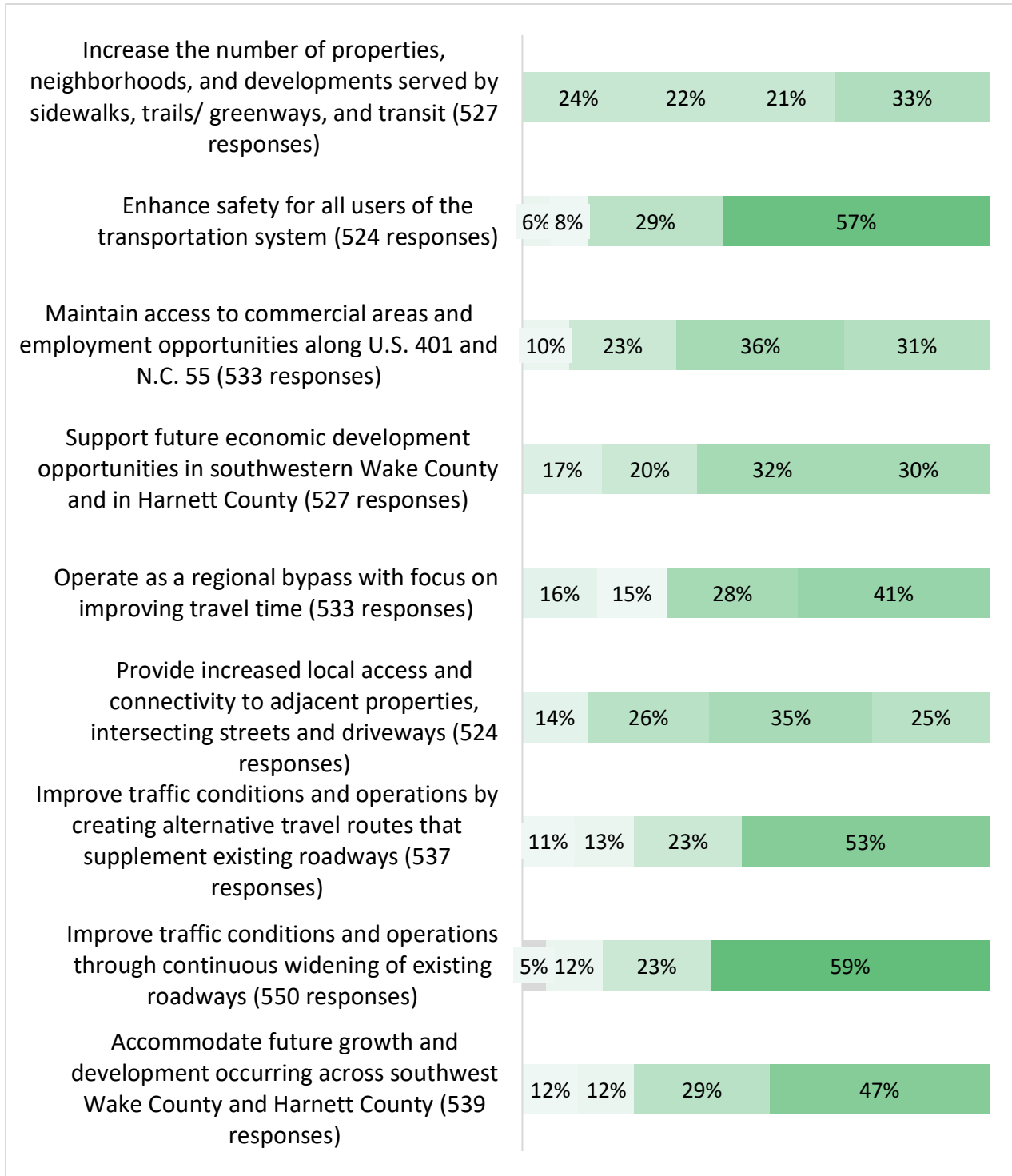
< 10%	10-14%	15-19%	20-24%	25-29%	30-34%	35-39%	40-44%	45-49%	50-55%	>55%
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The table shows the total amount of times participants made a selection for each project criteria. *Improve traffic conditions and operations through continuous widening of existing roadways* had the most responses and the greatest percentage of participants rated this project criteria a high priority.

Overall, most participants rate continuous widening of the existing roadways and safety as high priority. *Provide increased local access and connectivity to adjacent properties, intersecting streets and driveways* had the smallest percentage of high priority ratings; 25% of participants rated this as high priority and 14% rated this as not a priority. *Increase the number of properties, neighborhoods, and developments served by sidewalks, trails/ greenways, and transit* had the greater percentage of participants selecting not a priority; 24% of participants rated this not a priority and 33% of participants rated this as a high priority project criterion. There were a greater number of survey participants responding to each project criteria as a high priority than not a priority.



Table 2. Results for Survey Trade-off Statements for Future U.S. 401





Participants were also able to leave comments about the alignments for Future U.S. 401. There was a total of 258 comments received. Comments that are not related to the alignments or study purpose are not included in the analysis of survey responses. A full list of comments can be found in Appendix F. Figure 9 shows the summary of the comments themes that were received and that are relevant to the survey analysis. Some of the comments fit into two or more of the theme categories and were categorized as more than one theme. Nine (9) theme categories were used to summarize the comments, as follows:

Property impacts - Primarily included statements that were against impacting properties, both residential and agricultural, to develop the Future U.S. 401 or to improve the existing U.S. 401 sections. One example is “Do a bypass with least harm to existing properties.”

Community impacts – Similar to property impacts, but focused on reducing impacts to specific community properties, such as churches and schools.

Environmental impacts – Included reducing impacts to natural resources, such as wildlife and open land.

Traffic concern – Comments noted that traffic needs to be addressed within this corridor as well as concerns that the new U.S. 401 could potentially increase traffic for the community. One example is “401 should be used to relieve traffic only!”

Preferred routing – Comments sharing preferences for the best alternatives among those presented, as well as noting which alternatives they disagreed with being selected. “Alignment W is the most beneficial alternative route for the study” is one example.

Regional concerns– Comments mentioning concerns to areas outside the Corridor study area such as, “Faster way to RDU airport from Lillington.”

Design preference - Generally includes preferences for how the road should be designed. One example includes “Please insert a fifth median lane and not grass or natural area for a median. This will allow for a turn lane from both directions without slowing down traffic.”

Bike and Pedestrian design - Comments both in favor and against including multi-use paths throughout the design. One comment example for opposed to includes “Nobody will walk sidewalks. Waste of money and focus. Times have changed and who walks to a mattress store?” One comment example for in support of includes, “Please consider the impact on greenway usage and safety for bicyclists and walkers.”

Safety – Comments noting that safety should be an important consideration.

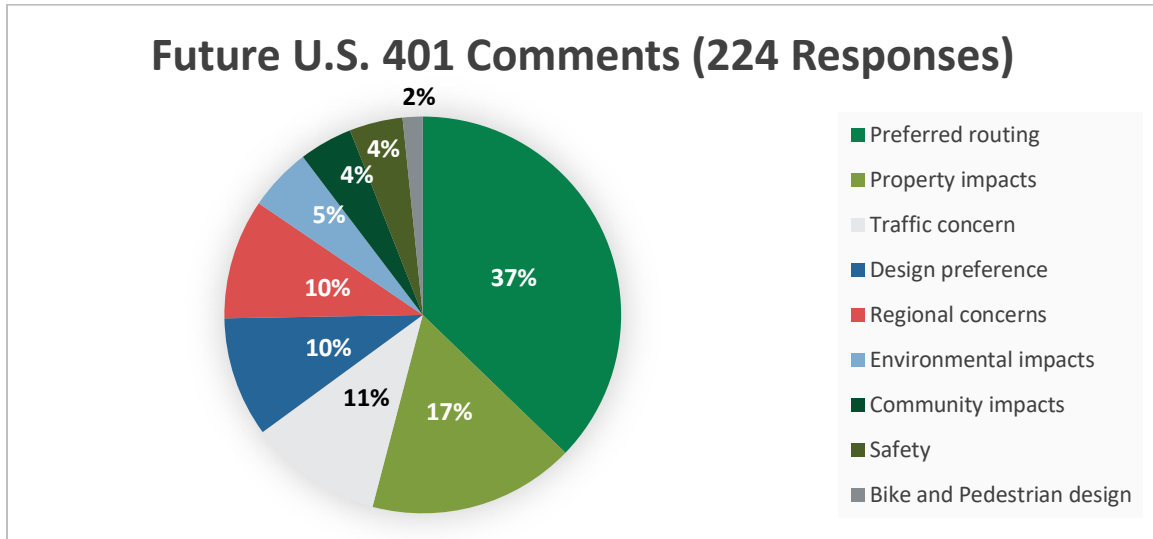


Figure 9. Comments received on Survey for Future U.S. 401

The comments that were categorized as Preferred Routing were also reviewed to see if participants had a preference towards or against any of the three alternative alignments. There were 95 comments that called out a preference for at least one alternative, and 58 comments that called out an opinion against at least one alternative. Table 3 below shows the breakdown of comments in support and opposition to each alternative. Comments in support of a specific alternative were not categorized as against the other alternatives unless the other alternatives were specifically called out in the comment. If the participant listed an order of preference for each alternative, the first preferred alternative was categorized as in support of and the last listed alternative was categorized as against. If a comment was favoring two alternatives, both were categorized as in support of with the alternative left out, not being categorized as anything. Comments where each alternative was called out in a negative way, were categorized as against each of the alternatives.

Table 3. Summary of Comments for Alignment Preference

Alternative	Comments in Support	Comments in Opposition
W	41	17
X	22	11
Z	32	30



Demographics

The end of the survey included optional demographic questions to help the study team understand the survey participants and to determine if the diversity of the study area was represented through the survey responses. Figures 10 - 15 show the results of those demographic questions.

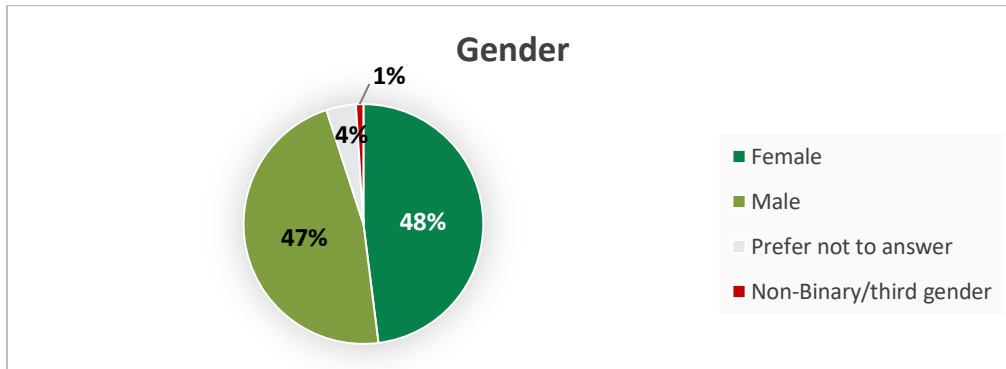


Figure 10. Results to - What is your Gender? (488 responses)

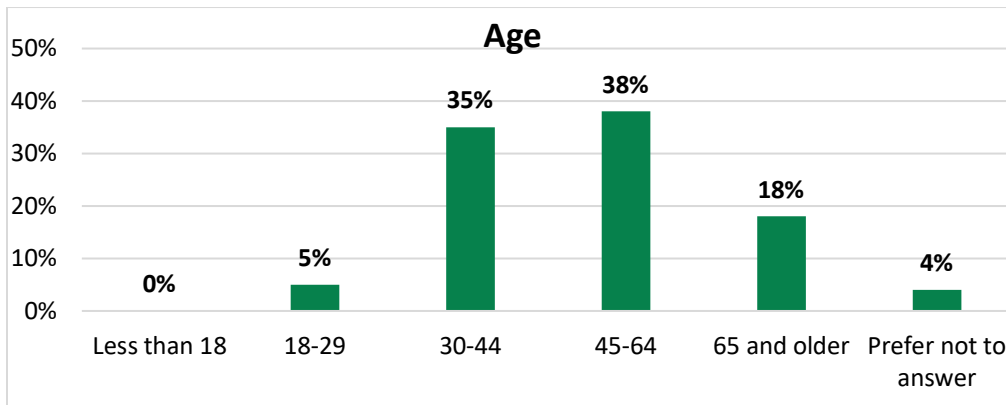


Figure 11. Results to - What is your Age? (488 responses)

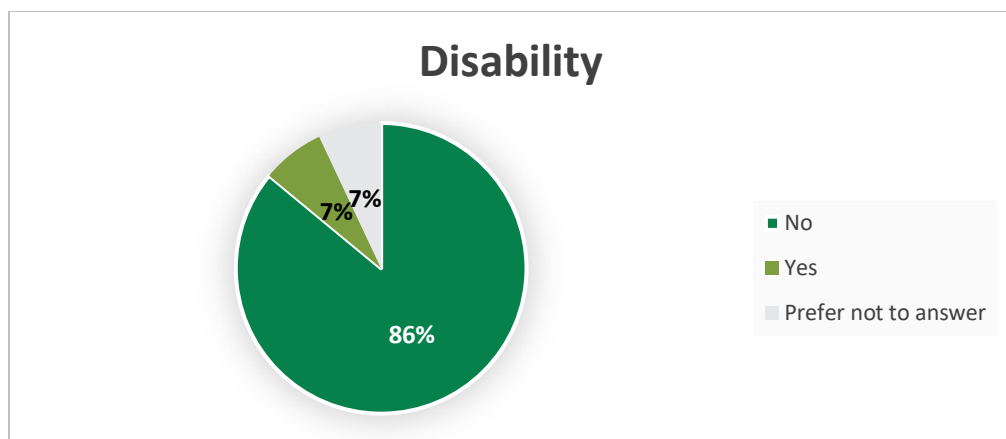


Figure 12. Results to - Do you have a disability? (485 responses)

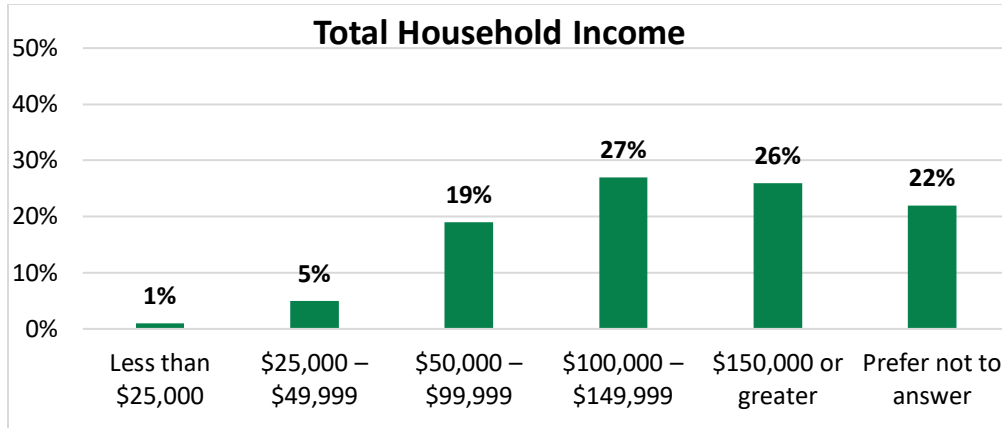


Figure 13. Results to - What is your total household income? (487 responses)

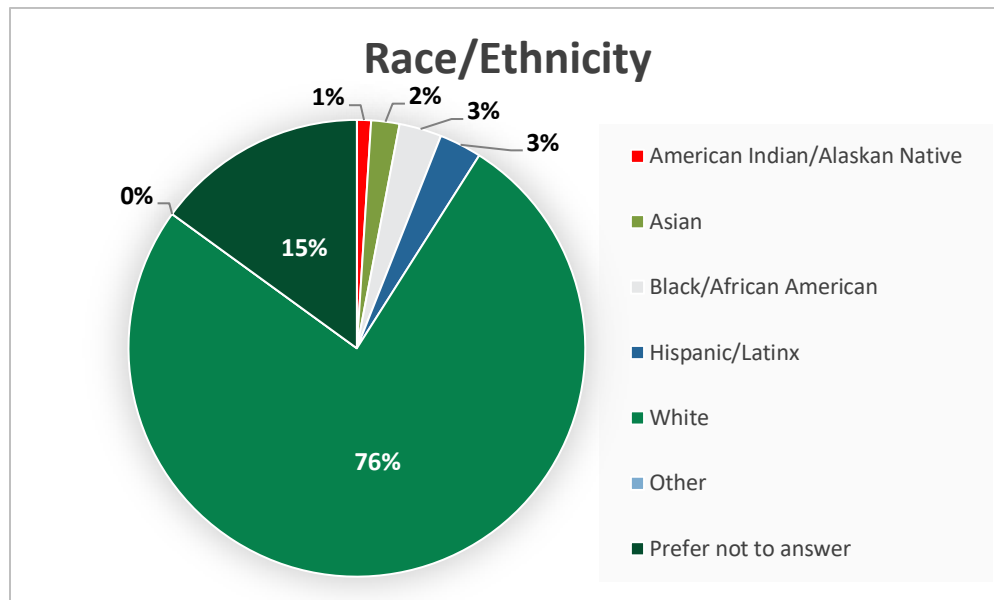


Figure 14. Results to - What is your race/ethnicity? (438 responses)

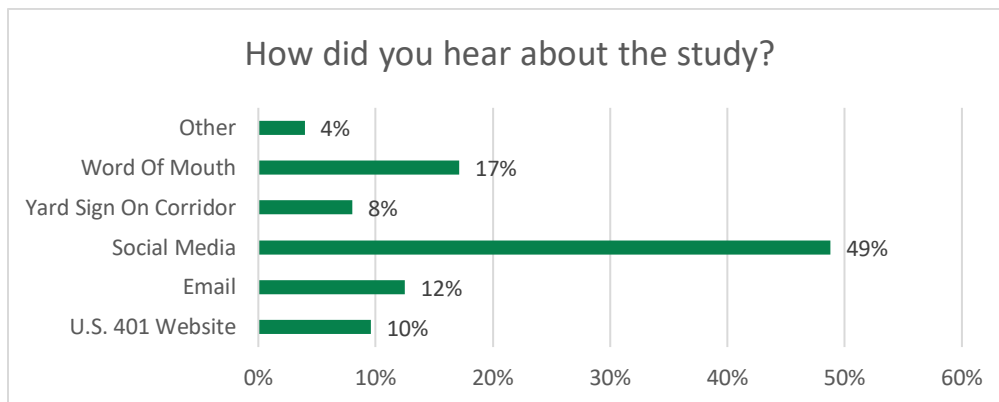


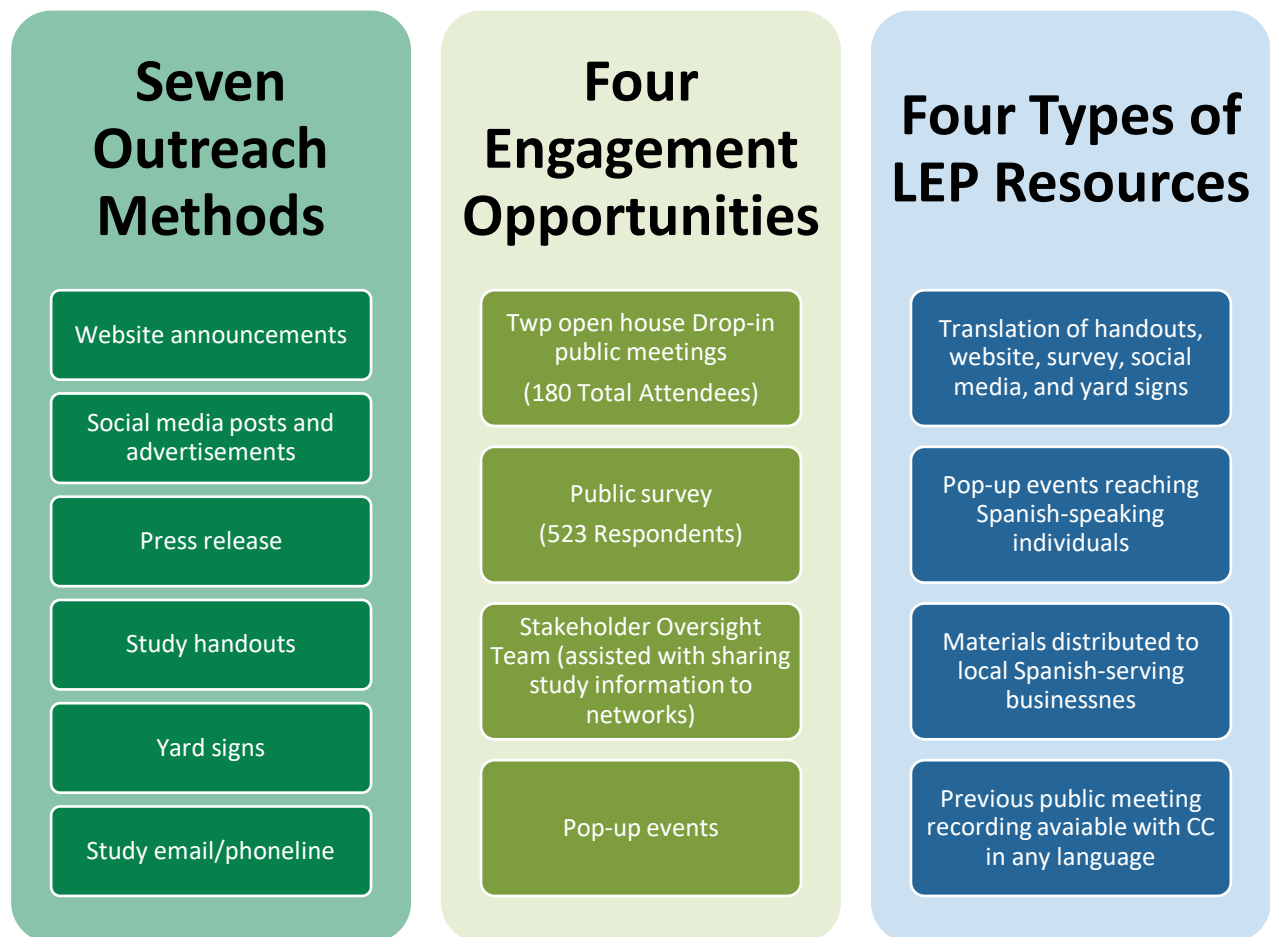
Figure 15. Results to - How did you hear about the study? (506 responses)



Public Comments

Throughout the Phase 2 (Fall 2022) period, members of the public provided comments and asked questions using the study email and phone voicemail. A total of nine emails and no voice messages were received. A full list of these emails can be found in Appendix H. The majority of messages included questions about the proposed alternatives and comments to express concerns about impacts to properties and farmlands.

PERFORMANCE MEASURES



APPENDICES



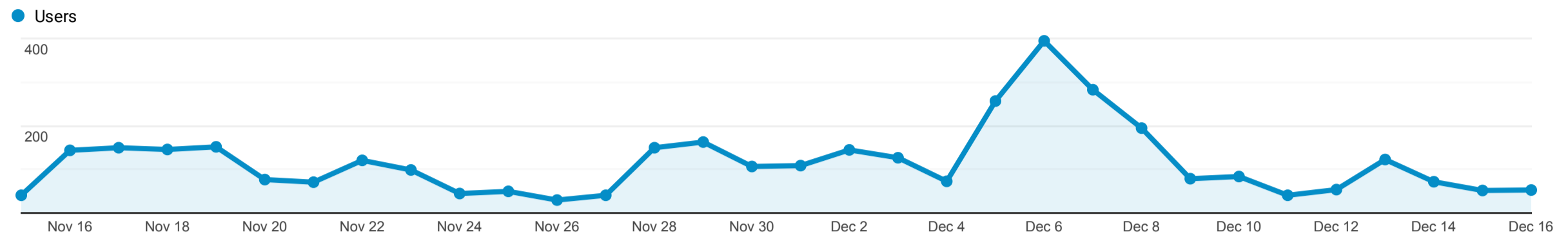
A. Website Analytics

Audience Overview

Nov 15, 2022 - Dec 16, 2022

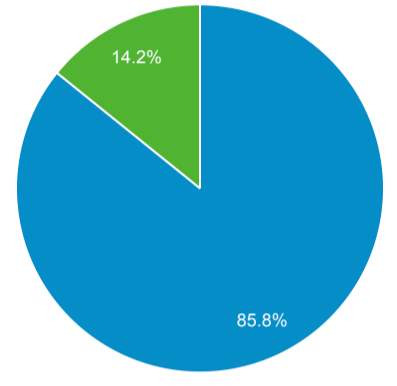
All Users
100.00% Users

Overview



<p>Users</p> <p>3,234</p>	<p>New Users</p> <p>3,191</p>	<p>Sessions</p> <p>4,059</p>	<p>Number of Sessions per User</p> <p>1.26</p>
<p>Pageviews</p> <p>5,832</p>	<p>Pages / Session</p> <p>1.44</p>	<p>Avg. Session Duration</p> <p>00:02:45</p>	<p>Bounce Rate</p> <p>55.93%</p>

■ New Visitor ■ Returning Visitor



Language	Users	% Users
1. en-us	3,177	98.24%
2. es-us	22	0.68%
3. en-gb	14	0.43%
4. en-au	9	0.28%
5. en	5	0.15%
6. en-ca	1	0.03%
7. en-in	1	0.03%
8. es-419	1	0.03%
9. es-es	1	0.03%
10. es-mx	1	0.03%

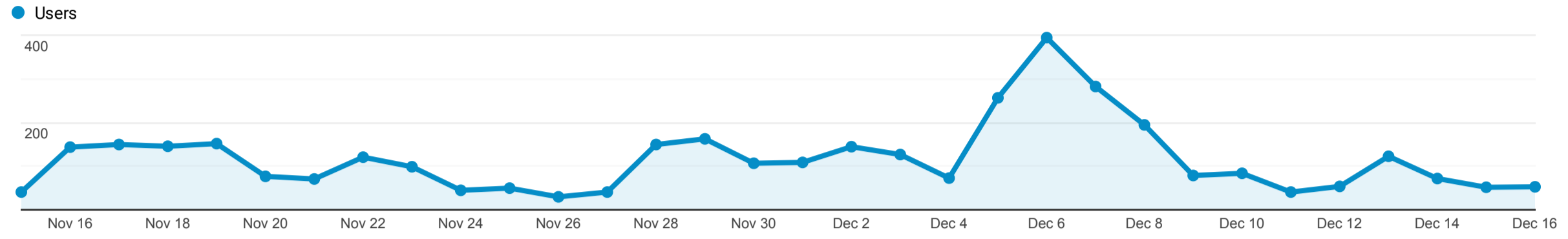
Overview

Nov 15, 2022 - Dec 16, 2022

All Users
100.00% Users

Explorer

Summary



Device Category	Acquisition			Behavior			Conversions		
	Users ↓	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	3,234 % of Total: 100.00% (3,234)	3,194 % of Total: 100.09% (3,191)	4,059 % of Total: 100.00% (4,059)	55.93% Avg for View: 55.93% (0.00%)	1.44 Avg for View: 1.44 (0.00%)	00:02:45 Avg for View: 00:02:45 (0.00%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	\$0.00 % of Total: 0.00% (\$0.00)
1. mobile	1,954 (60.40%)	1,943 (60.83%)	2,412 (59.42%)	61.86%	1.35	00:02:09	0.00%	0 (0.00%)	\$0.00 (0.00%)
2. desktop	1,138 (35.18%)	1,109 (34.72%)	1,480 (36.46%)	46.62%	1.58	00:03:44	0.00%	0 (0.00%)	\$0.00 (0.00%)
3. tablet	143 (4.42%)	142 (4.45%)	167 (4.11%)	52.69%	1.46	00:02:37	0.00%	0 (0.00%)	\$0.00 (0.00%)

Rows 1 - 3 of 3

Engagement

Nov 15, 2022 - Dec 16, 2022

All Users
100.00% Users (100.00% Sessions)

Distribution

Session Duration Bucket

Sessions

4,059

% of Total: 100.00% (4,059)

Pageviews

5,832

% of Total: 100.00% (5,832)

Session Duration Bucket [?]	Sessions [?]	Pageviews [?]
0-10 seconds	2,309	2,331
11-30 seconds	129	199
31-60 seconds	201	285
61-180 seconds	531	835
181-600 seconds	552	1,149
601-1800 seconds	292	820
1801+ seconds	45	213



B. Promotional Flyers

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington



**Drop-in for a Public
Meetings Dec 6 & 8
between 5-7 p.m.**

Help shape transportation along U.S. 401!

View alignment options & share your input

www.US401CorridorStudy.com

Attend an Open House

December 6th between 5-7 p.m.
at Fuquay-Varina Town Hall
134 N. Main Street

December 8th between 5-7 p.m.
at the Harnett County
Administration Building
455 McKinney Parkway, Lillington

Stop-in to:

- Learn about study progress and alignments under consideration
- Ask questions and talk to the project team
- Provide your input on alignment priorities

View study materials
& take the survey
on the website, or text
"US401Corridor2" to 73224

Improvements are necessary along the U.S. 401 Corridor to accommodate current and future travel needs. Your input is needed as the study determines:

- Short- and long-term transportation solutions
- Implementable projects
- Multi-modal improvements



US401CorridorStudy@publicinput.com



1-855-925-2801 / Code: 8961



@NCCapitalAreaMPO



@CapitalAreaMPO



ESTUDIO del CORREDOR U.S. 401

Condado Wake / Fuquay-Varina
Condado Harnett / Lillington



**Asista a una reunión
pública, el 6 y 8 de
diciembre, de 5 a 7 pm**

¡Ayude a definir el transporte sobre la U.S. 401!

Vea las opciones de alineación y comparta sus ideas

www.US401CorridorStudy.com

Asista a una sesión informativa

**6 de diciembre, de 5 a 7 pm
en el Ayuntamiento de
Fuquay-Varina - 134 N. Main Street**

**8 de diciembre, de 5 a 7 pm
en el Edificio Administrativo
del Condado Harnett
455 McKinney Parkway, Lillington**

Acuda para:

- Enterarse sobre el progreso del estudio y las alineaciones bajo consideración
- Hacer preguntas y charlar con el equipo del proyecto
- Brindar sus ideas sobre las prioridades de las alineaciones

Vea materiales del estudio y responda la encuesta en el sitio web o envíe "US401Corridor2" al 73224

El Corredor U.S. 401 necesita mejoras para responder a las necesidades de traslado actuales y futuras.

Necesitamos sus comentarios ya que el estudio determina:

- Soluciones de transporte a corto y largo plazo
- Proyectos implementables
- Mejoras multimodales



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C. E-Blasts

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WANTED! COMMUNITY INPUT!

Two Opportunities to Share Your Perspective

1. [U.S. 401 Corridor Study](#) (in Southern Wake and Northern Harnett Counties)
2. [Rapid Bus Extensions Western](#) (Cary to Research Triangle Park) [and Southern](#) (Garner to Clayton)

[U.S. 401 Corridor Study](#)

CAMPO is conducting a corridor study of approximately 19 miles of U.S. 401 from Banks Road in Wake County through the Town of Fuquay-Varina to the N.C. 210 and U.S. 421 intersection near the Town of Lillington in Harnett County; and about seven miles for the future U.S. 401. Improvements are needed to the U.S. 401 corridor to accommodate current and future travel and growth. The study is currently conducting the third round of public engagement. During this round, the study team will present information about three (3) potential options for alignments for the Future U.S. 401 and seek public feedback to help identify one preferred alignment.

How to Participate:

- **Take the Survey by December 16th.** Illustrations and a descriptive video about the alignment options, along with a survey to collect community input, are on the study website (www.US401CorridorStudy.com). The survey is also available by texting keyword "US401Corridor2" to 73224.
- **Attend an In-Person Public Open House.** These drop-in style meetings will provide an opportunity to learn about the study's progress, review the alignment options for the Future U.S. 401, ask questions and provide input to help the project team develop the study recommendations. Two in-person sessions, displaying the same information, will be held on:
 - Tuesday, **December 6**, 2022 from 5-7 p.m. at Fuquay-Varina Town Hall, located at 134 N. Main Street, and
 - Thursday, **December 8**, 2022 from 5-7 p.m. at the Harnett County Administration Building in Lillington, located at 455 McKinney Parkway.

Info on potential recommendations for short-term improvements to U.S. 401, study background, prior rounds of community engagement and outcomes, technical



Wake BRT: Rapid Bus Extensions Study

CAMPO is now in the final phase of a study that has identified, evaluated, and is currently refining recommendations for rapid bus extensions to both of the planned Wake Bus Rapid Transit (BRT): Western and Southern Corridors. The **Western** Corridor will connect downtown Raleigh to downtown Cary, and its **extension includes the area between Cary and the Research Triangle Park**. The planned Wake BRT: **Southern** Corridor will connect downtown Raleigh to Garner, and its **extension includes the area between Garner and Clayton**. Alignment alternatives were refined based on community feedback during the spring of 2022, and draft recommendations are now being presented for community review. Continued public engagement is key at this stage to finalize the recommendations for the extension alignments. CAMPO is requesting comments on the study's draft results and the proposed recommendations for both the Western and Southern Corridor extensions.

How to Participate:

- **Email or Phone in your comments by December 16th.** Visit the study website to view a handout summarizing the draft results and recommendations at [WakeBRTExtensionsStudy.com](https://www.wakebrtextensionsstudy.com). After reviewing the handout information, comments can be provided by email at WakeBRTExtensions@publicinput.com or by phone at 1-855-925-2801, using code: 7804.
- **Join a Live Virtual Ask a Planner Session on November 30th.** CAMPO staff will be available to answer questions about the Rapid Bus Extension Study during the City of Raleigh's virtual Wake BRT Program Ask a Planner session, on November 30, 2022. This session will provide an opportunity to learn about Wake BRT Program updates and to ask questions. Participants can join the public Q&A session from a smart phone or computer via

What is CAMPO?

The N.C. Capital Area Metropolitan Planning Organization (CAMPO) coordinates transportation planning in Wake County and portions of Franklin, Granville, Johnston, and Harnett Counties. Federal regulations require the MPO to coordinate transportation planning in all the areas that will be part of the "Raleigh urbanized area" within the next 25 years. CAMPO serves as the coordinating agency between local governments, the N.C. Dept. of Transportation (NCDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). Staff has established a close working relationship with the planning departments of municipalities within the MPO as well as with the planning staff of the neighboring [Durham-Chapel Hill-Carrboro MPO](#).



N.C. Capital Area Metropolitan Planning Organization

Mail: 421 Fayetteville Street Suite 203 Raleigh, NC 27601

Website: <http://www.campo-nc.us> **Telephone:** (919) 996-4400

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HOME PAGE

Road planners wrestle with an old question: How to take US 401 around Fuquay-Varina

BY RICHARD STRADLING

DECEMBER 06, 2022 10:58 AM





Anna's Pizzeria on Main Street in Fuquay-Varina, which is also U.S. 401. Planners are trying to determine how to route a U.S. 401 bypass around town. HENRY GARGAN hgargan@newsobserver.com



Only have a minute? Listen instead

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FUQUAY-VARINA

In the 1920s, it made sense for U.S. 401, the new highway between Raleigh and Lillington, to follow Main Street through what were then still neighboring towns of Fuquay Springs and Varina.

But now that Fuquay-Varina is one of North Carolina's fastest-growing suburbs, the traffic U.S. 401 brings to town is less welcome, particularly if people are just passing through.

So transportation planners are trying to determine the best place to build a bypass to carry commuters and others between the cities of the Triangle and fast-growing Harnett County without going through the heart of town.

The idea for a Fuquay-Varina bypass goes back decades. The state Board of Transportation approved a tentative path for a U.S. 401 bypass in the late 1990s and it has been on the region's long-range transportation plan for years.

More recently the [Capital Area Metropolitan Planning Organization or CAMPO](#) has been considering a bypass as part of a larger study of the U.S. 401 corridor between Lillington and the Hilltop area of Wake County, south of the Wake Tech campus. In the fall of 2021, it presented five options to the public, all involving a new road skirting Fuquay-Varina south and east of town.

TOP VIDEOS



North Carolina coach Courtney Banghart following win over N.C. State

Now, based on public feedback, CAMPO is back with three options, including two new ones, and is again seeking reaction, both online and in person at meetings this week.

TWO OF THREE OPTIONS INVOLVE ANGIER BYPASS

One option would involve widening existing roads and directing through traffic onto N.C. 55 south toward [a new bypass around Angier that will tie in with N.C. 210](#) toward Lillington. That option would include adding lanes to U.S. 401 north of Fuquay-Varina and widening N.C. 55 to four lanes, allowing speeds of up to 55 mph.

The two other options involve building new roads.

One would function like a traditional bypass, tying into U.S. 401 south of Fuquay-Varina and near Banks Road northeast of town. The road would cross N.C. 55 but not near the Angier bypass.

The third option would also be a new road branching off from U.S. 401 near Banks Road but would continue south, to meet N.C. 55 at the Angier bypass.

Planners say both of the new roads would be four lanes, designed for speeds of either 45 mph or 55 mph.

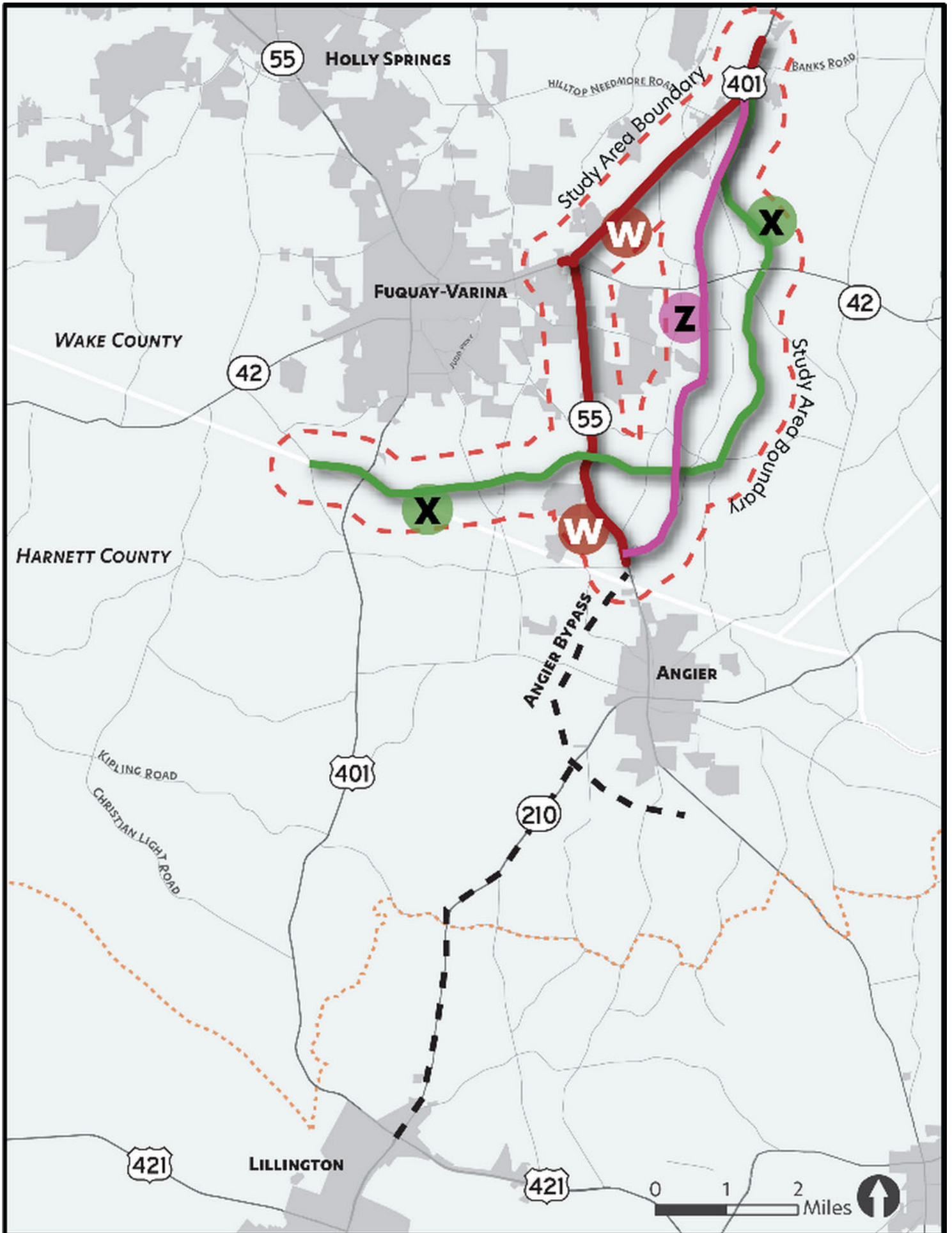
All three options would require significant property to build. The two new roads would be almost entirely on new right-of-way, though mostly in undeveloped areas, while widening U.S. 401 and N.C. 55 would affect more existing homes and businesses.

“There’s pros and cons to each one of them. There’s trade-offs,” Shelby Powell, CAMPO’s deputy director, said in an interview. “That’s what we’re hoping people will really dig into.”

The public can see information about the three options, including maps, at www.US401CorridorStudy.com. The site includes a link to an online survey, good through Dec. 16.

People can also see the plans and ask questions at two public meetings on Tuesday, Dec. 6, at Fuquay-Varina Town Hall, 134 N. Main St., and Thursday, Dec. 8, at the

**Harnett County Administration Building, 455 McKinney Parkway in Lillington.
Both meetings run from 5 to 7 p.m.**



The Capital Area Metropolitan Planning Organization has developed three options for bypassing U.S. 401 traffic around Fuquay-Varina in southern Wake County. Option W would involve improving existing U.S. 401 and N.C. 55, while the other two options are new highways. *CAMPO*

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NOVEMBER 07, 2022 5:30 AM



RICHARD STRADLING



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Richard Stradling covers transportation for The News & Observer. Planes, trains and automobiles, plus ferries, bicycles, scooters and just plain walking. Also, hospitals during the coronavirus outbreak. He’s been a reporter or editor for 35 years, including the last 23 at The N&O. 919-829-4739, rstradling@newsobserver.com.



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CRIME

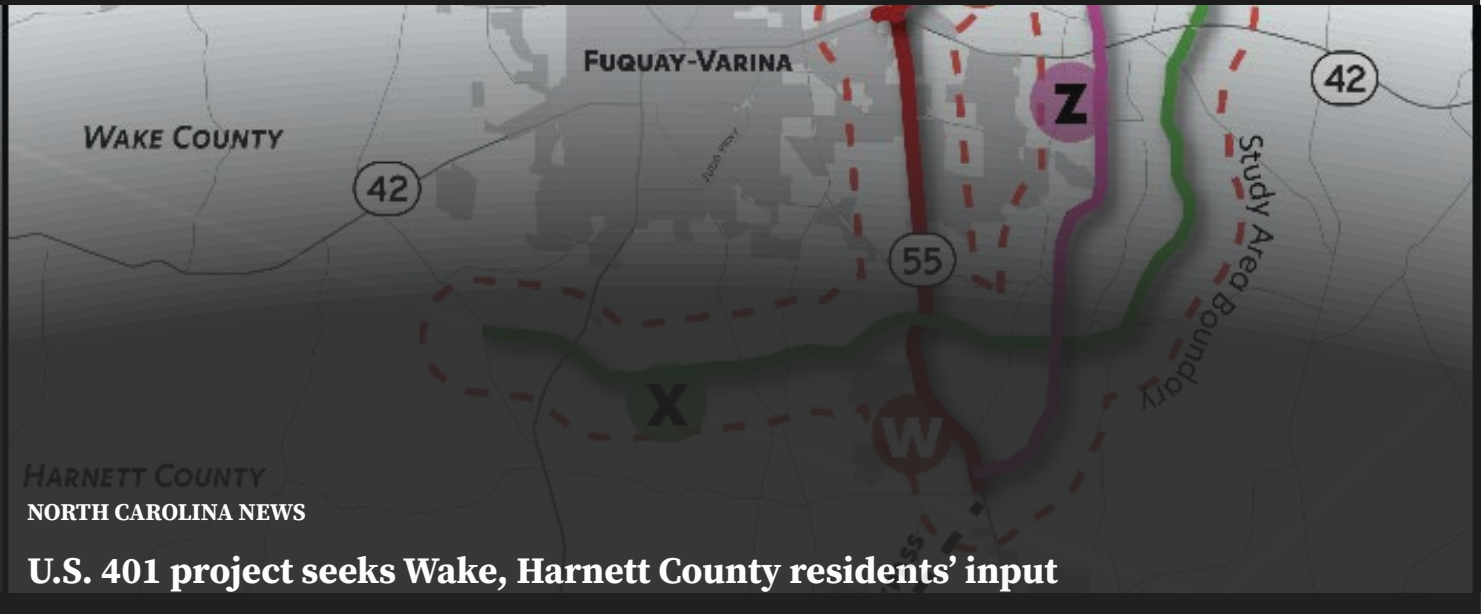
Man who died in Raleigh police custody was tased



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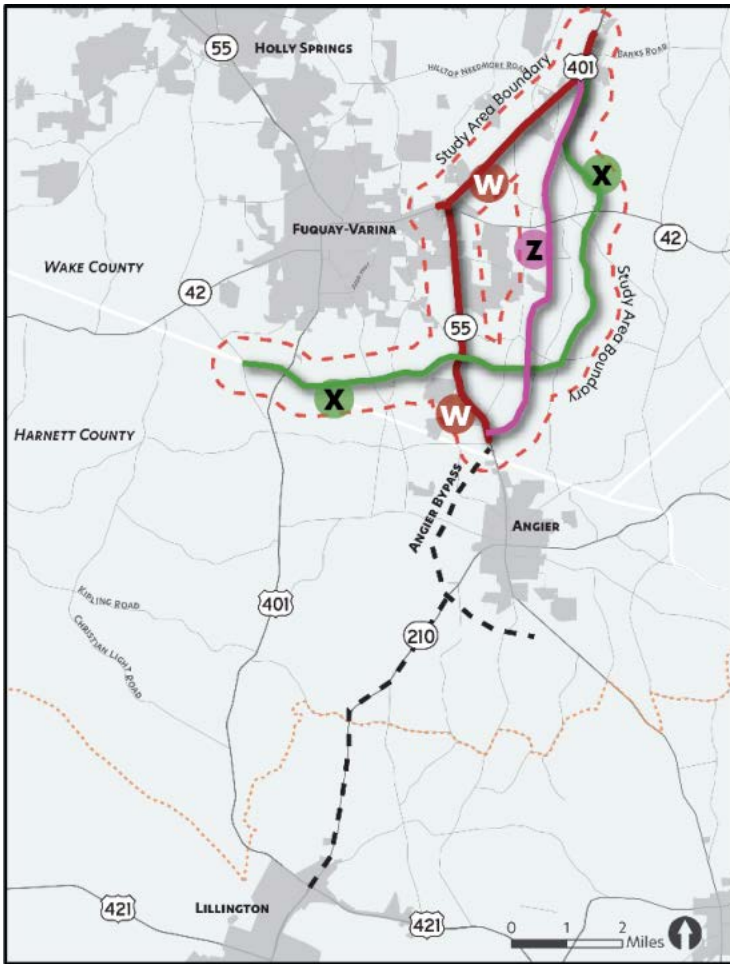
SHARE

RALEIGH, N.C. (WNCN) — The U.S. 401 Corridor Study Team is seeking input on potential alignment options for the future highway.

The team is asking residents that live, work, or travel in southern Wake or northern Harnett counties to review the options and provide feedback to help develop final recommendations.

The proposed area includes around 19 miles of U.S. 401 from Banks Road in southern Wake County through the Town of Fuquay-Varina to the N.C. 210 and U.S. 421 intersection near the Town of Lillington in Harnett County, and about seven miles for the future U.S. 401.





A map of one of three potential roadway alignment options along the U.S. 401 corridor (Photo from NC Capital Area Metropolitan Planning Organization)

The public previously gave their input in the Fall of 2021 to help develop potential improvements to the existing U.S. 421. They also gave feedback on initial alignment options for the future U.S. 401.

After a presentation in March on an initial assessment of five potential alignment options based on community feedback. The study team will present information about three potential alignments at next week's public open-house meetings.

ADVERTISING



The next two meetings will take place from 5-7 p.m. on Dec. 6 at the Fuquay-Varina Town Hall and from 5-7 p.m. on Dec. 8 at the Harnett County Administration Building in Lillington.



Public invited to contribute to U.S. 401 Corridor Study

By Staff Report, posted Dec 5, 2022 on BizFayetteville.com

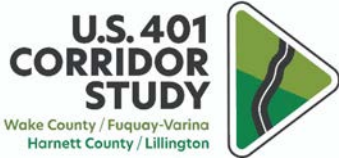


Photo courtesy of
CAMPO

Community members have the opportunity to attend two drop-in style open houses to learn about study progress and alignments under consideration for the future U.S. 401 Corridor, ask questions and talk to the project team and provide input on alignment priorities.

According to the official website, the Capital Area Metropolitan Planning Organization is conducting a corridor study of U.S. 401 to determine the proposed ultimate cross-section and alignment of U.S. 401 by developing a vision for the study area, analyzing short and long-term solutions, and developing realistic, implementable and prioritized projects.

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 about seven miles for the proposed Future U.S. 401.

The first open house will take place Dec. 6 between 5-7 p.m. at Fuquay-Varina Town Hall 134 N. Main Street.

The second open house will take place Dec. 8 between 5-7 p.m. at the Harnett County Administration Building 455 McKinney Parkway, Lillington.

Alignment options can be viewed here:

https://nmcdn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/corridor-studies/US-401-Corridor-Study/Round-3-of-Phase-2/US-401_Phase-2-2022_Handout.pdf
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E. Public Meeting Materials – Display boards and Handout



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 Step:** Study Team will review all public input and select one preferred alternative, that will be recommended to CAMPO to be adopted.

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

Incorporate public and stakeholder input

Encourage economic development

Accommodate appropriate modes of travel (transit, bicycle, pedestrian, freight)

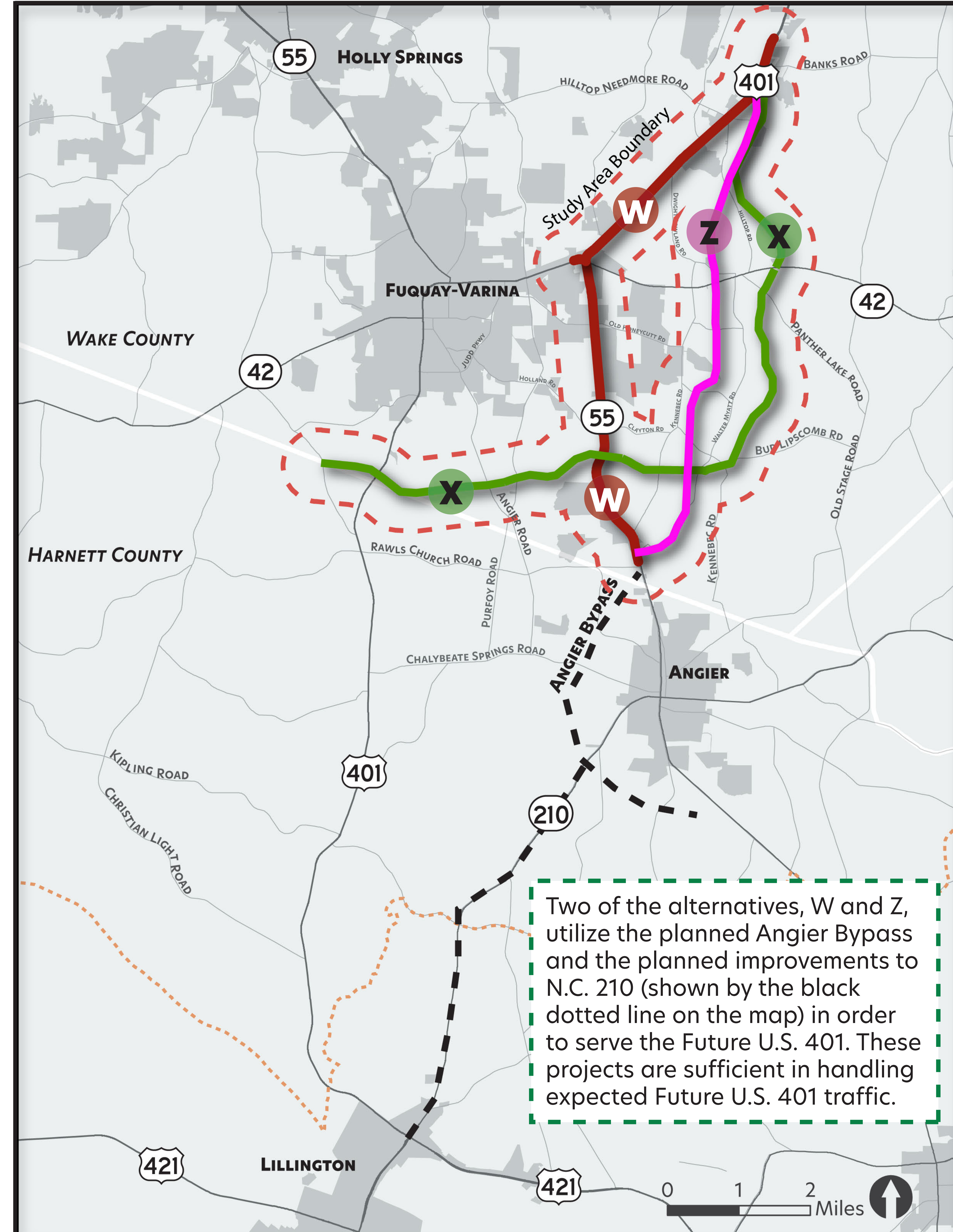
Designing the Roadway

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

Alt. 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.

Alt. 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.

Two of the alternatives, W and Z, utilize the planned Angier Bypass and the planned improvements to N.C. 210 (shown by the black dotted line on the map) in order to serve the Future U.S. 401. These projects are sufficient in handling expected Future U.S. 401 traffic.





Alternative W

Overview

Alternative W uses portions of existing U.S. 401 and N.C. 55 to connect at 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 with a multiuse path (MUP) and 240' right-of-way (ROW).
- Existing N.C. 55 would be widened to four lanes at 55mph between the proposed Angier Bypass and Existing U.S. 401 with a 200' ROW.

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.

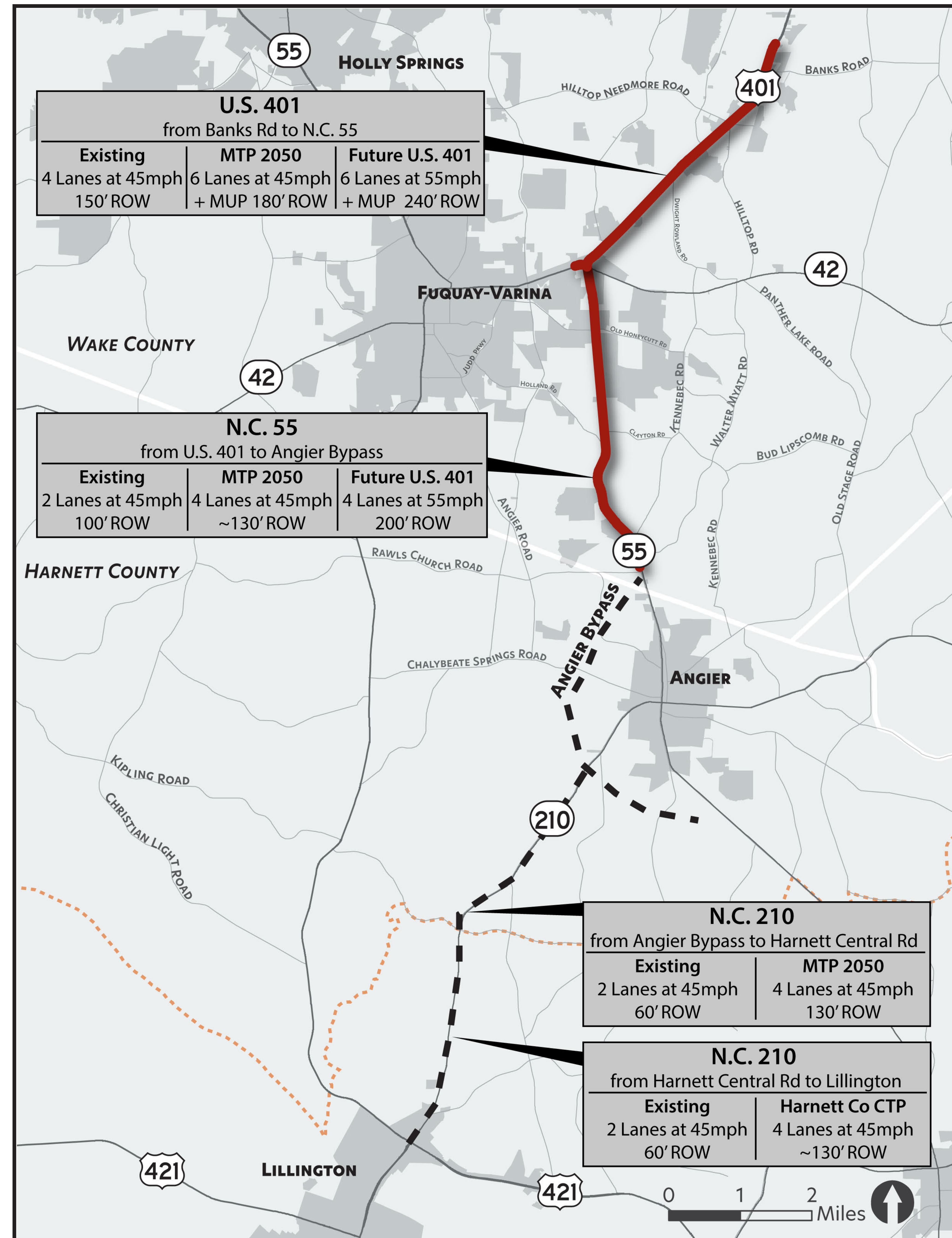
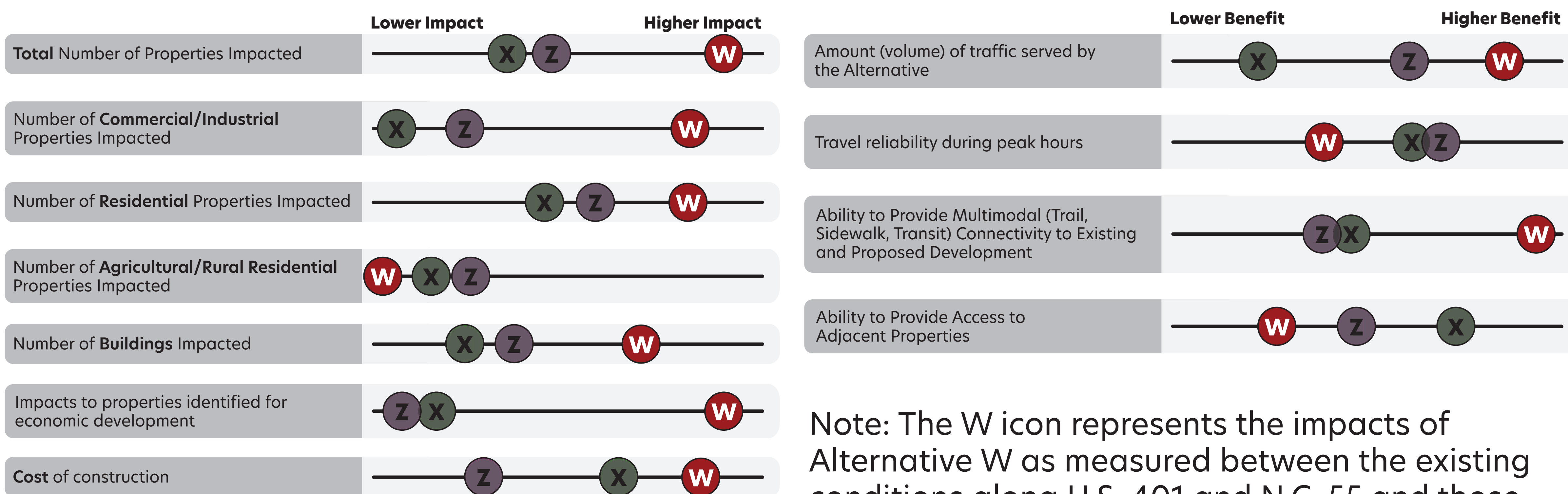
Challenges

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

Overview

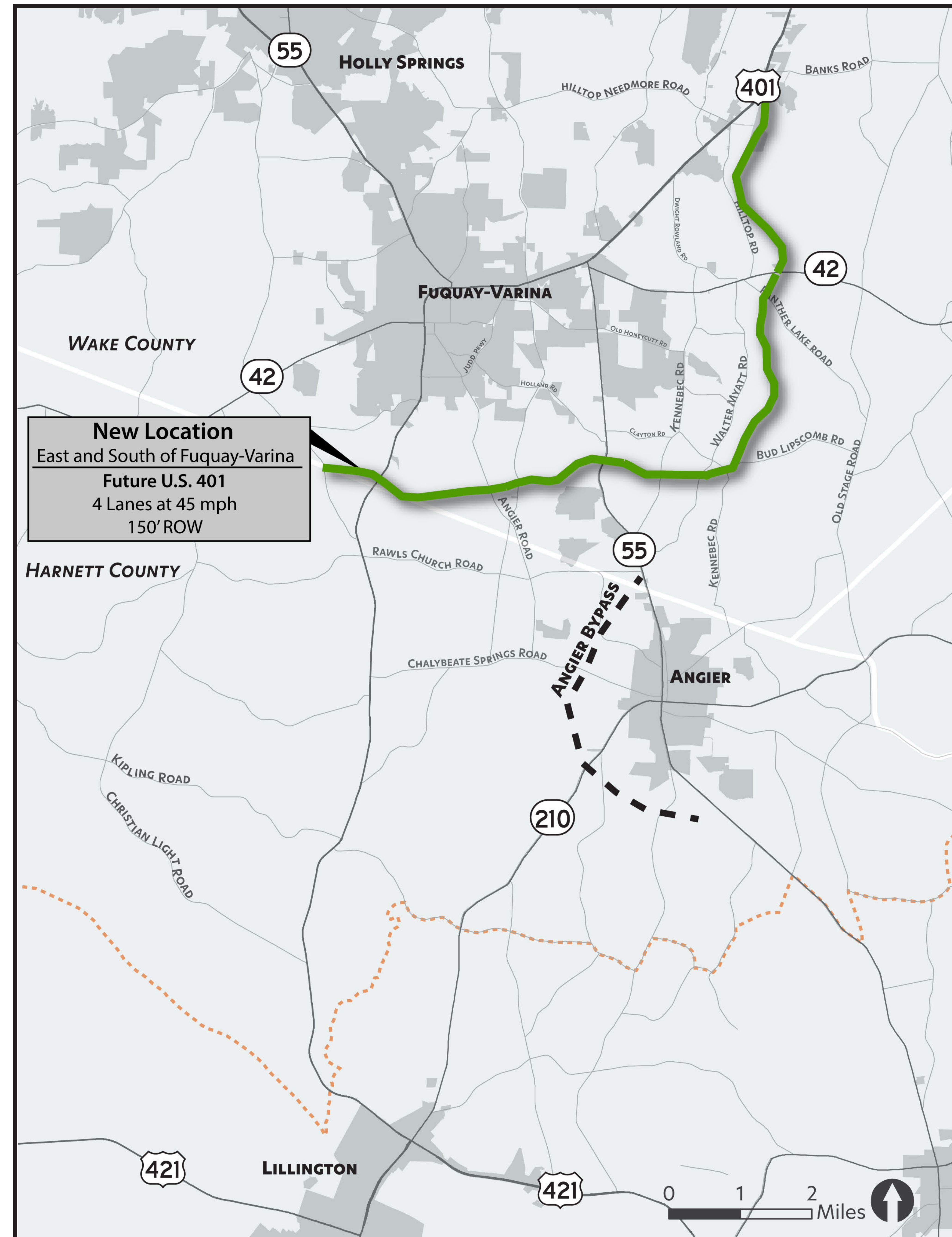
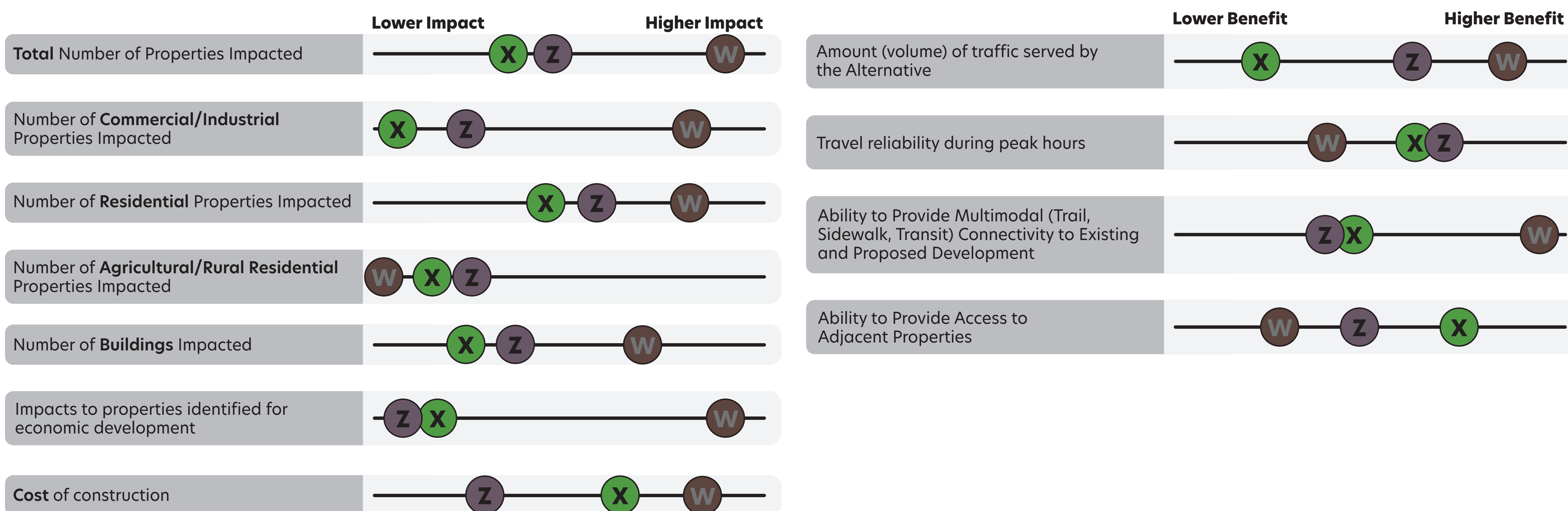
Alternative X would construct a new four-lane roadway with a speed of 45mph.

This alternative does not connect to the proposed Angier Bypass and ties into Existing U.S. 401 just south of Fuquay-Varina.

Challenges

Has the lowest projected traffic usage of the three alternatives mainly due to the alignment not connecting with the Angier Bypass and continuing into Harnett County.

Requires mostly new right-of-way, which 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 to construct the Future U.S. 401.





Alternative Z

Overview

Alternative Z would construct a new four-lane roadway with a speed of 45mph.

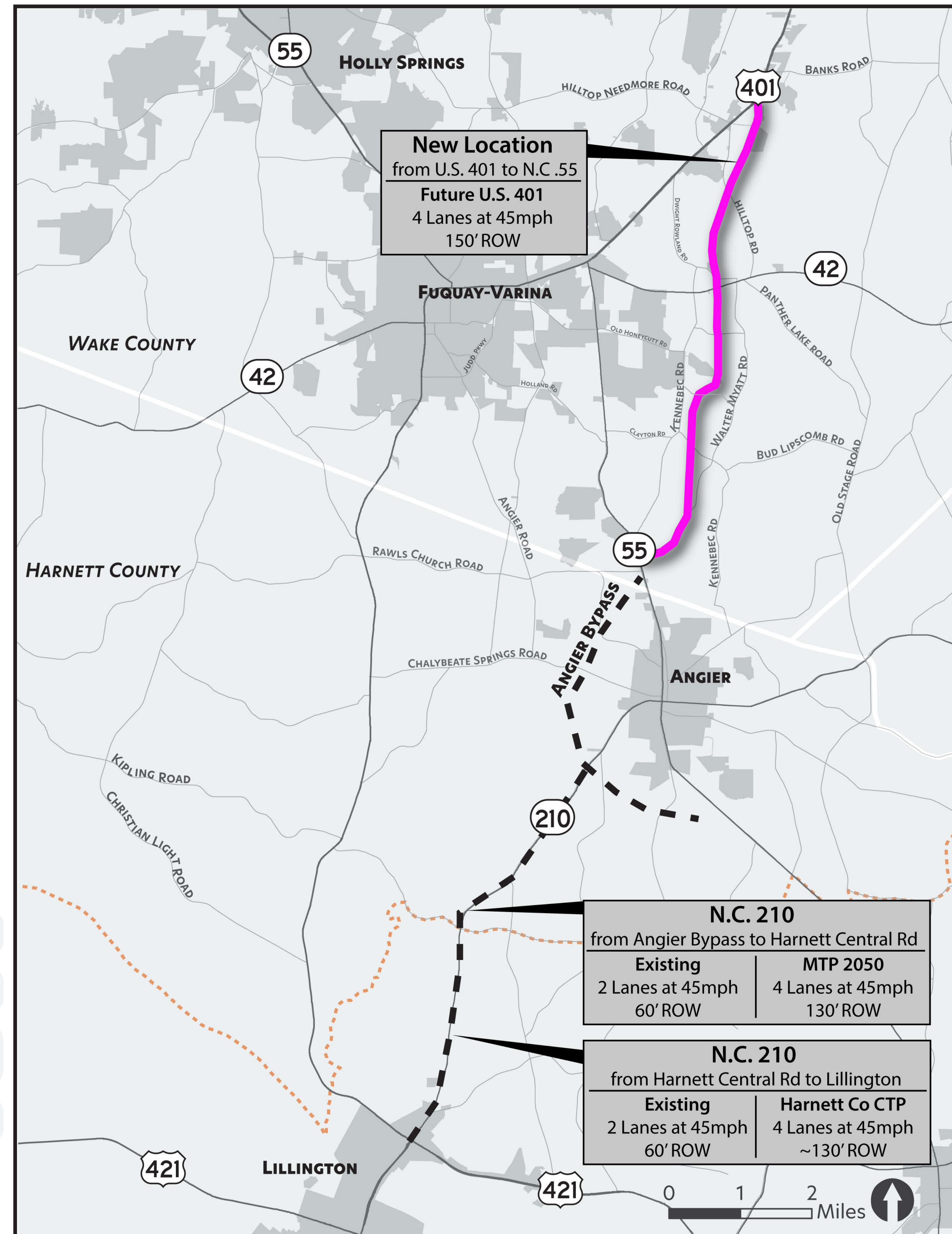
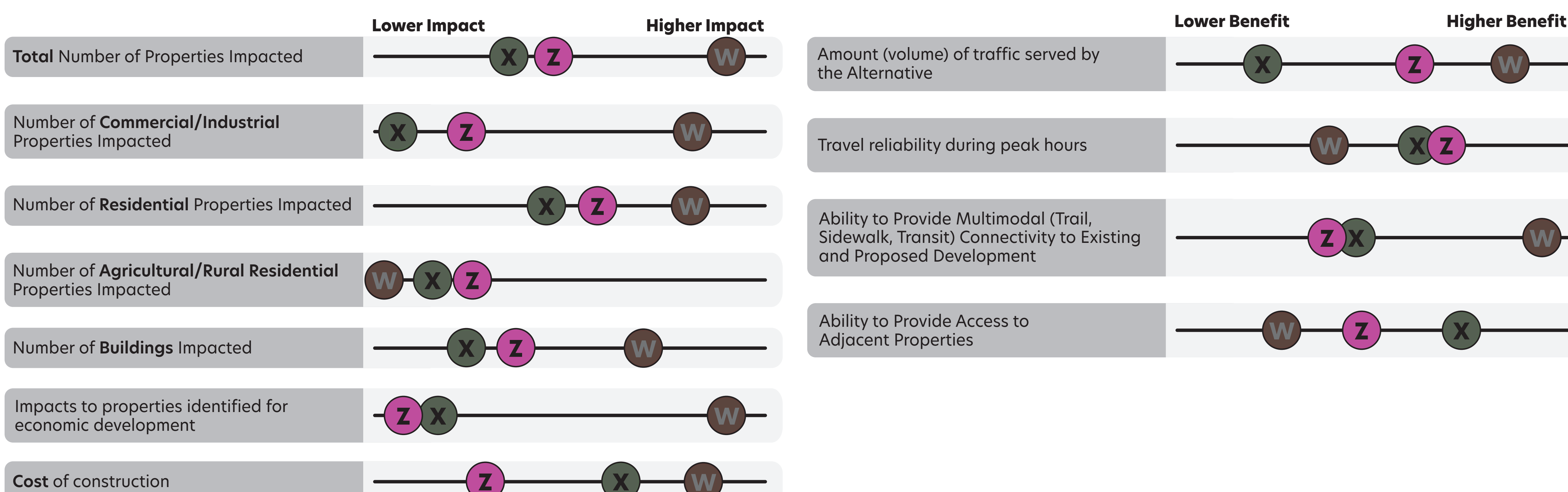
This alternative would connect at the future Angier Bypass and N.C. 210 upgrades to provide enhanced connection between Lillington and the Hilltop area.

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.

Challenges

Alternative Z would require 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.





Provide Your Input

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

Please use stickers to identify how important each metric is to you for selecting an alignment.



The Project Should:

	Not a Priority	Low Priority	Medium Priority	High Priority
Accommodate future growth and development occurring across southwest Wake County and Harnett County				
Improve traffic conditions and operations through needed widening of existing roadways				
Improve traffic conditions and operations by creating alternative travel routes that supplement existing roadways				
Provide increased access and connectivity to adjacent properties, intersecting streets and driveways.				
Operate as a regional bypass with focus on improving travel time.				
Support future economic development opportunities in southwestern Wake County and in Harnett County.				
Maintain access to commercial areas and employment opportunities along U.S. 401 and N.C. 55.				
Enhance safety for all users of the transportation system				
Increase the number of properties served by sidewalks, trails/ greenways, and transit				

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
- Sign up to receive updates
- Spanish translated materials

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington



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.



US401CorridorStudy@publicinput.com



@NCCapitalAreaMPO



1-855-925-2801 / Code: 8961



@CapitalAreaMPO



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)
- Impacts to other proposed transportation projects in the area
- Planned developments served
- Environmental constraints
- Expected traffic impacts
- Opportunities to provide multimodal options

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.

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



U.S. 401 Corridor Study Schedule



We Are Here

Future U.S. 401 Alternatives

Alternative W

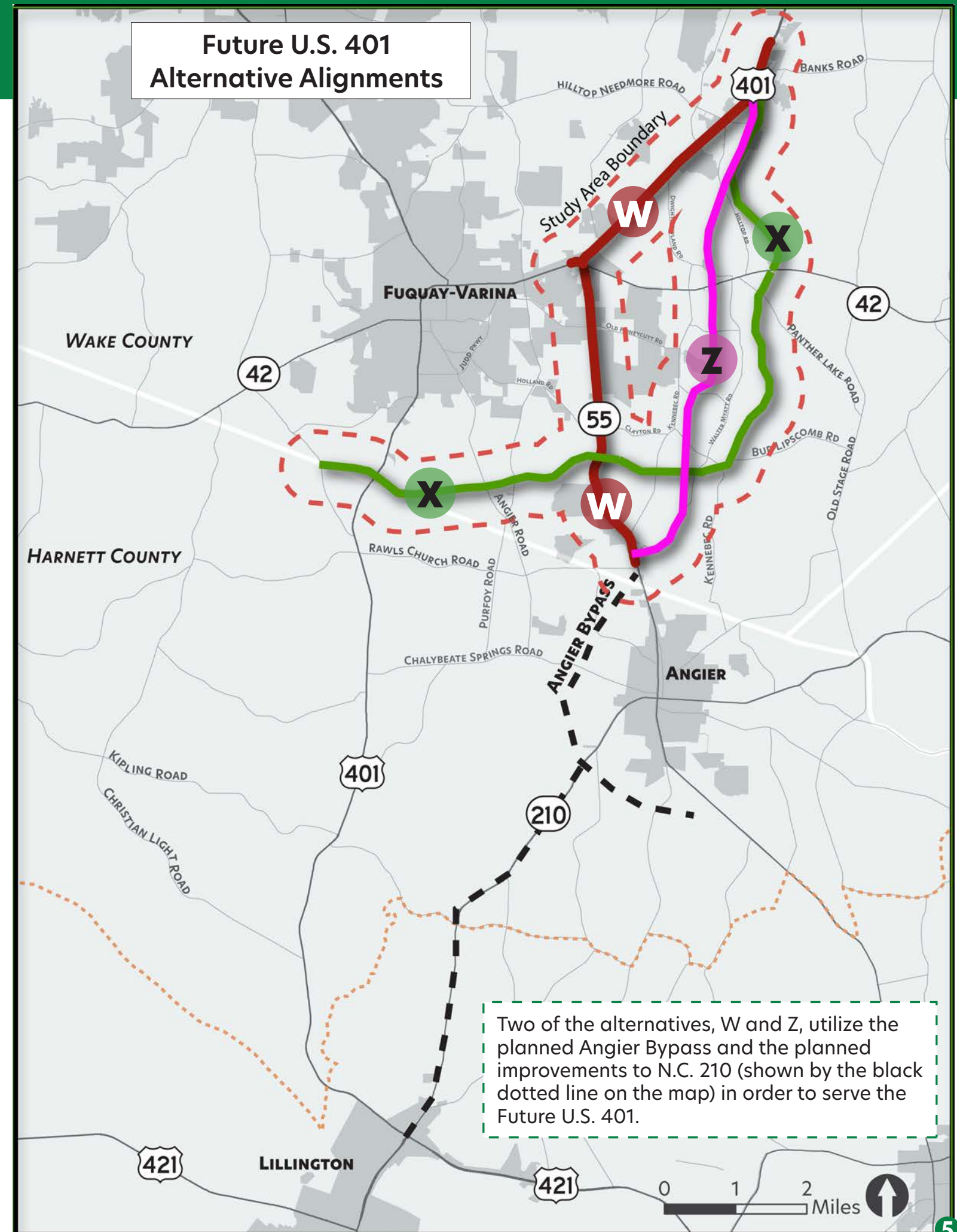
- Uses portions of existing U.S. 401 and N.C. 55 to connect to the future Angier Bypass and N.C. 210 upgrades. This will provide improved connections between Lillington and the Hilltop area.
 - Existing U.S. 401 would be widened to six lanes at 55mph between N.C. 55 and the Hilltop area.
 - Existing 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

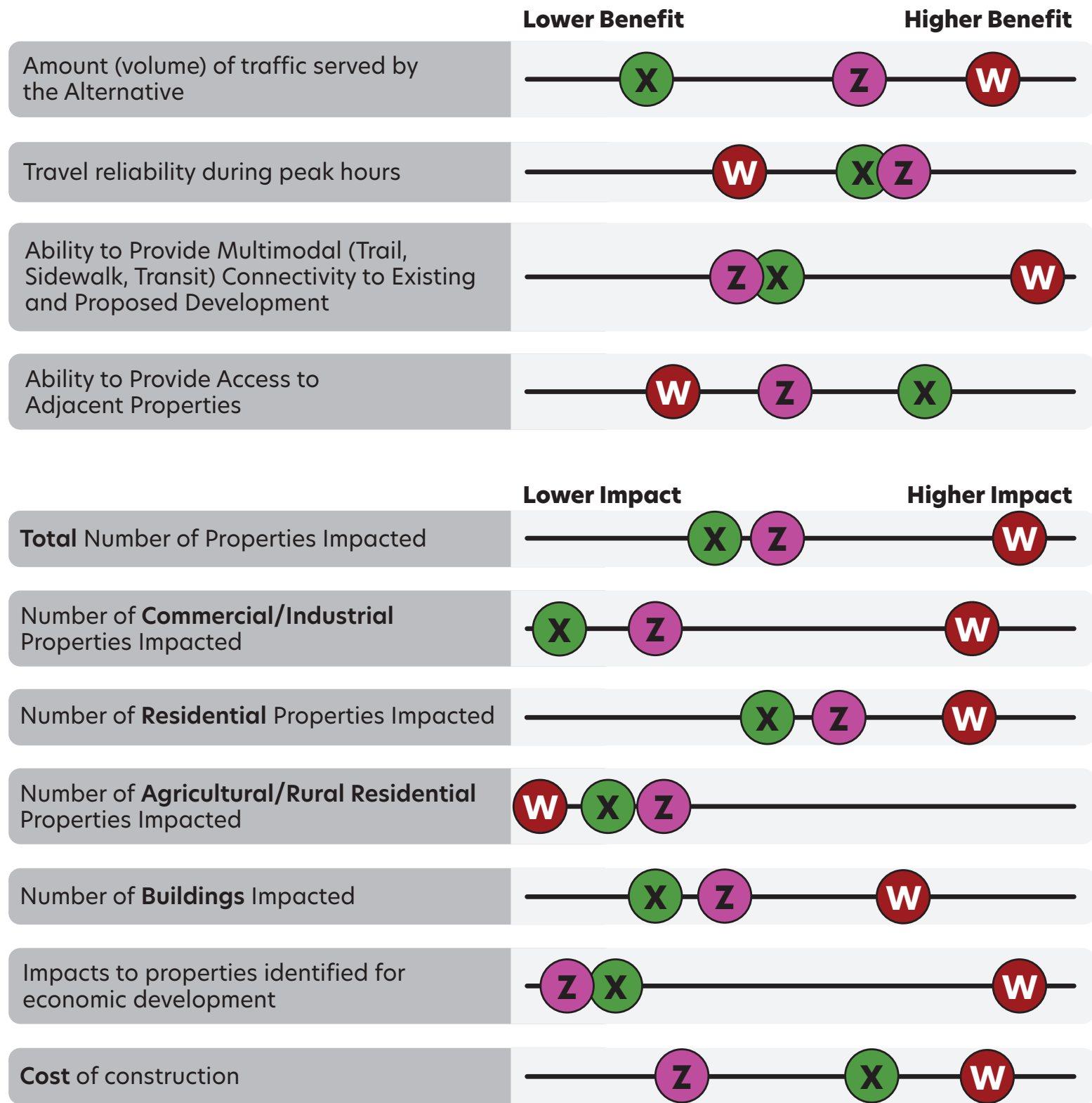
- A new four-lane roadway with a speed of 45mph.
- Connects to the future Angier Bypass and N.C. 210 upgrades to provide enhanced connection between Lillington and the Hilltop area.
- N.C. 210 is proposed to be widened to four lanes in the Metropolitan Transportation Plan (MTP) 2050 and Harnett County 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.



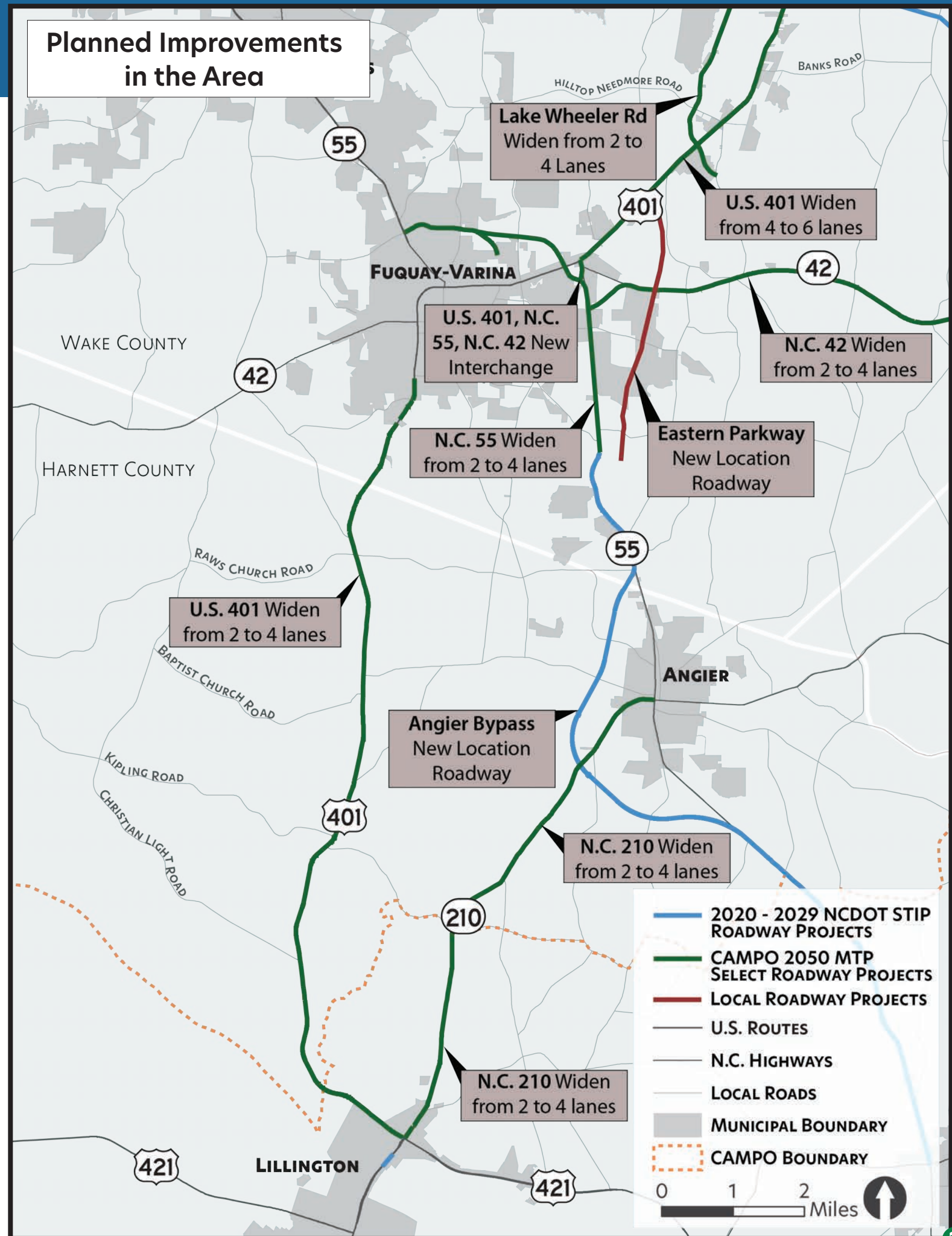
Two of the alternatives, W and Z, utilize the planned Angier Bypass and the planned improvements to N.C. 210 (shown by the black dotted line on the map) in order to serve the Future U.S. 401.

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.



ESTUDIO del CORREDOR U.S. 401

Condado Wake / Fuquay-Varina
Condado Harnett / Lillington



¡NECESITAMOS SUS COMENTARIOS!

Vea los materiales del estudio y responda
la encuesta antes del 23 de noviembre:

www.US401CorridorStudy.com

O envíe "CorredorUS401" al 73224



¡Visite el sitio web del estudio!

Encuentre toda la información actual
y pasada.

- Mapas interactivos del área de estudio
- Condiciones existentes
- Estudios previos de transporte
- Conceptos de diseño y secciones transversales
- Preguntas frecuentes
- Videos de reuniones públicas anteriores
- Resúmenes de encuestas públicas anteriores
- Regístrese para recibir actualizaciones
- Materiales traducidos al español

ESTUDIO del CORREDOR U.S. 401

Condado Wake / Fuquay-Varina
Condado Harnett / Lillington



Otoño 2022

Solicitamos comentarios sobre las opciones de alineación

El estudio cubre aproximadamente 19 millas del Corredor U.S. 401, desde Banks Road, en el Condado Wake, cruzando por el poblado de Fuquay-Varina, hasta la intersección de la N.C. 210 con la U.S. 421, en el poblado de Lillington, en el Condado Harnett; y aproximadamente siete millas de la Futura U.S. 401 propuesta.



En el otoño de 2021, el equipo del estudio realizó reuniones públicas y recopiló opiniones del público sobre varias opciones de alineación para la Futura U.S. 401. Estas alineaciones se evaluaron en función de sus posibles impactos en la agricultura, las propiedades, las características ambientales y el costo. Con base en los comentarios del público, en su reunión del 8 de diciembre de 2021, la Junta Ejecutiva de CAMPO dio instrucciones para evaluar alineaciones adicionales que incluyen la ampliación de las carreteras existentes o están más al este de las presentadas anteriormente. El equipo del estudio está buscando su opinión sobre las tres (3) opciones de alineación.

Study Timeline

- **Marzo de 2021:** comenzó el proceso de estudio y el equipo del estudio trabajó con las partes interesadas y el público para confirmar una declaración de visión.
- **Abril - agosto de 2021:** el equipo del estudio trabajó para desarrollar posibles alineaciones alternativas para la Futura U.S. 401 que lograría la visión del estudio.
- **Septiembre de 2021:** se compartieron las alternativas potenciales con el público para recibir comentarios.
- **Octubre de 2021 - febrero de 2022:** luego de los comentarios del público de septiembre, en diciembre de 2021 la Junta Ejecutiva de CAMPO ordenó al equipo del estudio que considerara alineaciones adicionales a la Futura U.S. 401 que minimicen el impacto en los recursos agrícolas y ambientales. Esto incluye el uso y la ampliación de las carreteras existentes, así como nuevos corredores hacia el este.
- **Marzo de 2022:** la Junta Ejecutiva de CAMPO decidió avanzar con las Alternativas W, X y Z, ya que mostraron los impactos potenciales más bajos de todas las alineaciones consideradas.
- **Abril de 2022 - hoy:** el equipo del estudio ha realizado un análisis adicional de las tres alternativas restantes (W, X, Z) para determinar los impactos en el derecho de vía y las opciones de diseño de la vía.
- **Próximos pasos:** el equipo del estudio revisará todos los aportes del público y seleccionará una alternativa preferida, que se recomendará a CAMPO para que la adopte.



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Análisis adicional de la Futura U.S. 401

La Futura U.S. 401 es necesaria para acomodar el futuro crecimiento de la población, del empleo y el crecimiento del tránsito que se espera en el área hasta el año 2050. Se evaluaron tres nuevas alternativas como posibles alineaciones para el corredor de la Futura U.S. 401.

- Alternativa W
- Alternativa X
- Alternativa Z

El mapa de la página 4 muestra la ubicación de cada alternativa. Además de recopilar las opiniones del público sobre estas tres nuevas alternativas, el equipo del estudio está realizando un análisis en profundidad para comprender cómo cada alternativa cumpliría con la visión y los objetivos del estudio. Esto incluye métricas tales como, pero no limitadas a:

- Propiedades impactadas (número y tipo)
- Impactos a otros proyectos de transporte propuestos en el área
- Desarrollos planificados atendidos
- Limitaciones ambientales
- Impactos de tráfico esperados
- Oportunidades para brindar opciones multimodales

Dos de las alternativas, W y Z, utilizan el Angier Bypass planificado y las mejoras planificadas a la NC 210 para dar servicio a la futura U.S. 401. Estos proyectos son suficientes para manejar el tránsito futuro esperado de la U.S. 401.

Revisión de proyectos planificados en el área

Al revisar las necesidades de transporte del área, se consideraron varios proyectos descritos en el Plan Metropolitano de Transporte (MTP) de 2050. Esto proporciona una comprensión de si las mejoras de transporte planificadas serán suficientes para manejar las futuras demandas de tránsito generadas por el crecimiento esperado de la población y del empleo. A los efectos de este estudio, se prevé que estos proyectos funcionen con la Futura U.S. 401 para atender las futuras demandas de tránsito.

- Reubicación de Hilltop Road
- Ampliación de la NC 42 a cuatro carriles
- Separación a desnivel de NC 55 y NC 42 sobre U.S. 401 (U-5751); Northern Judd Parkway
- Ampliación de la NC 55 a cuatro carriles
- Fuquay-Varina Eastern Parkway (nota: el extremo sur de la alineación que se muestra en el MTP está sujeto a cambios en función de la alineación recomendada para la Futura U.S. 401)
- Angier Bypass (R-5705)
- Ampliación de la U.S. 401 a cuatro carriles
- Ampliación de la NC 210 a cuatro carriles

Diseñando la vía

El análisis del corredor original para el proyecto de la Futura U.S. 401 consideró una vía de acceso limitado de 55 mph para todas las alineaciones.

La Alternativa W a lo largo de la U.S. 401 y la NC 55 tendría que ser una vía de 55 mph para abordar el aumento del tránsito. Esto aumentaría los impactos necesarios en el derecho de vía y requeriría limitar el acceso en algunos intercambios, intersecciones, entradas de vehículos o aberturas en la mediana a la vía.

Las Alternativas X y Z son más adecuadas para vías de 45 mph. Esto permitiría un derecho de vía más pequeño y brindaría más acceso a las vías cercanas y las propiedades comerciales/residenciales adyacentes.

Próximos pasos: el equipo del estudio considerará los resultados de la encuesta y los comentarios recopilados para seleccionar la alineación recomendada que mejor se adapte a la visión y las metas desarrolladas al inicio del estudio. El borrador de la recomendación se publicará para revisión pública, se actualizará y finalizará y, en última instancia, será adoptado por la Junta Ejecutiva de CAMPO.

Visión y objetivos del estudio

El Estudio del Corredor U.S. 401 brindará un marco multimodal para albergar crecimiento y desarrollo a través de condiciones de traslado seguras y accesibles, apoyando el desarrollo económico y conservando el aspecto rural y la habitabilidad del área.

- Reducir congestionamientos y aumentar la capacidad y seguridad del transporte**
- Fomentar el desarrollo económico**
- Incorporar los aportes del público y personas interesadas**
- Crear modos de traslado apropiados (transporte público, bicicletas, peatonal, carga)**

Cronograma "anticipado" de mejoras al Corredor U.S. 401

Planeación	Programación/ Financiamiento	Desarrollo del proyecto	Diseño	Adquisición de propiedades	Construcción	Mantenimiento
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Cronograma del estudio



Alternativas de la Futura U.S. 401

Alternativa W

- Utiliza partes de U.S. 401 y NC 55 existentes para conectarse a las futuras actualizaciones de Angier Bypass y NC 210. Esto proporcionará mejores conexiones entre Lillington y el área de Hilltop.
 - La U.S. 401 existente se ampliaría a seis carriles a 55 mph entre NC 55 y el área de Hilltop.
 - La NC 55 existente se ampliaría a cuatro carriles a 55 mph entre el Angier Bypass propuesto y la U.S. 401
- Se propone que N.C. 210 se amplíe a cuatro carriles en el Plan de Transporte Metropolitano de 2050 (MTP) y el Plan Integral de Transporte del Condado Harnett, que puede satisfacer las necesidades previstas para la Futura U.S. 401.
- Limita algunos accesos a las propiedades a lo largo de la U.S. 401 y la N.C. 55, que Fuquay-Varina identificó en el Futuro Plan de Uso del Suelo recientemente adoptado como un área de enfoque de desarrollo económico y ha implementado una Superposición del Corredor de la Vía (un distrito de superposición de zonificación utilizado para promover el comercio y desarrollo económico).
- Afecta la extensión propuesta de la NC 55 al requerir el rediseño de la intersección entre la Futura U.S. 401 y la NC 55.
- Requiere derecho de vía adicional, lo que podría tener un impacto en las propiedades existentes y el desarrollo a lo largo de la U.S. 401 y la NC 55 existentes.
- Requiere reemplazar un puente de ferrocarril para brindar un paso más amplio de la U.S. 401 por debajo.

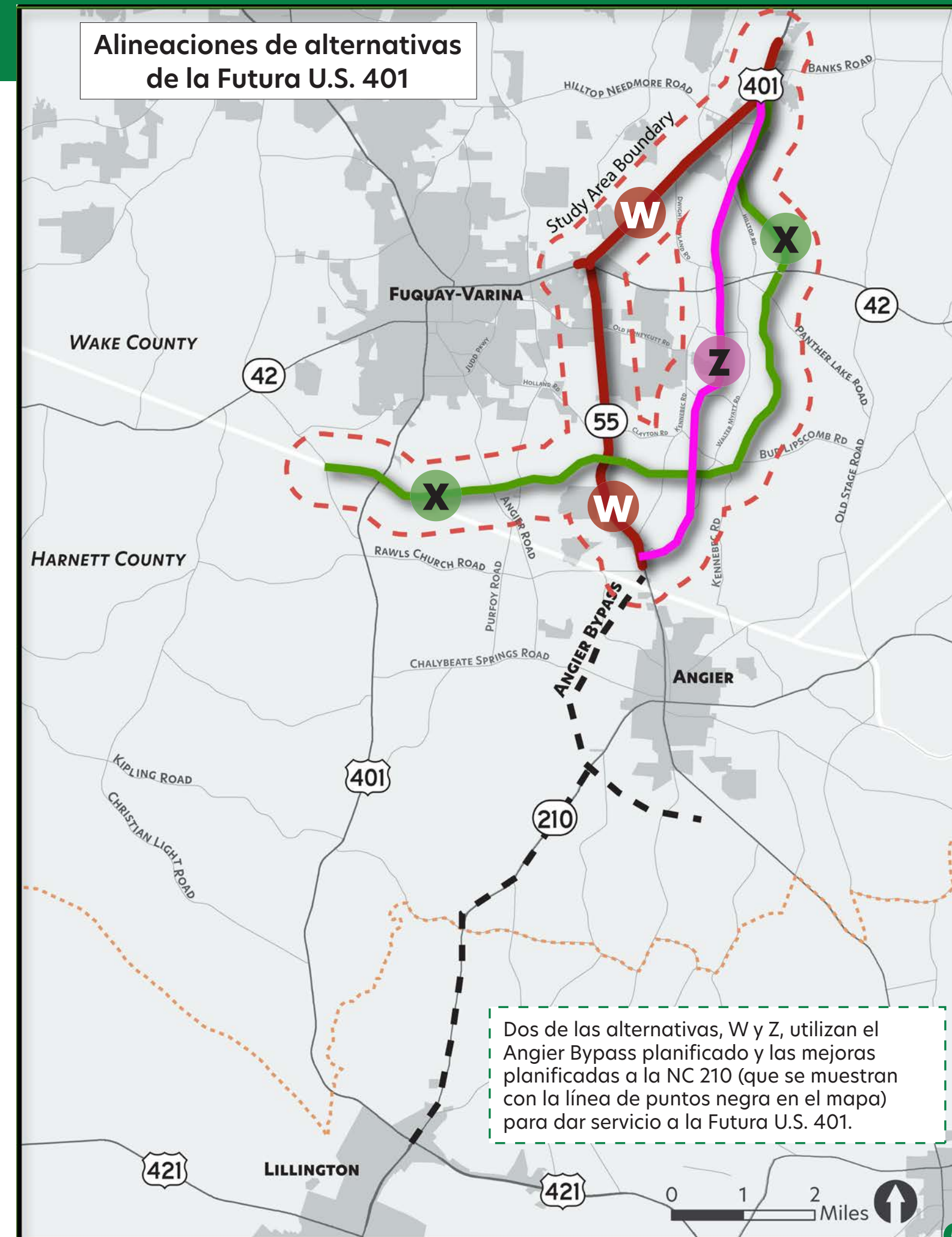
Alternativa X

- Una nueva vía de cuatro carriles con una velocidad de 45 mph.
- No se conecta con el Angier Bypass propuesto y se conecta con la U.S. 401 existente justo al sur de Fuquay-Varina.
- Tiene el uso de tránsito proyectado más bajo de las tres alternativas, principalmente debido a que la alineación no se conecta con el Angier Bypass (ya que termina al norte de la circunvalación) y continúa hacia el Condado Harnett.
- Requiere mayormente un nuevo derecho de vía, impacta las propiedades existentes y el desarrollo a lo largo de la alineación. Esta alineación puede usar el derecho de vía ya reservado al oeste de la NC 55, pero aún requerirá un derecho de vía adicional.

Alternativa Z

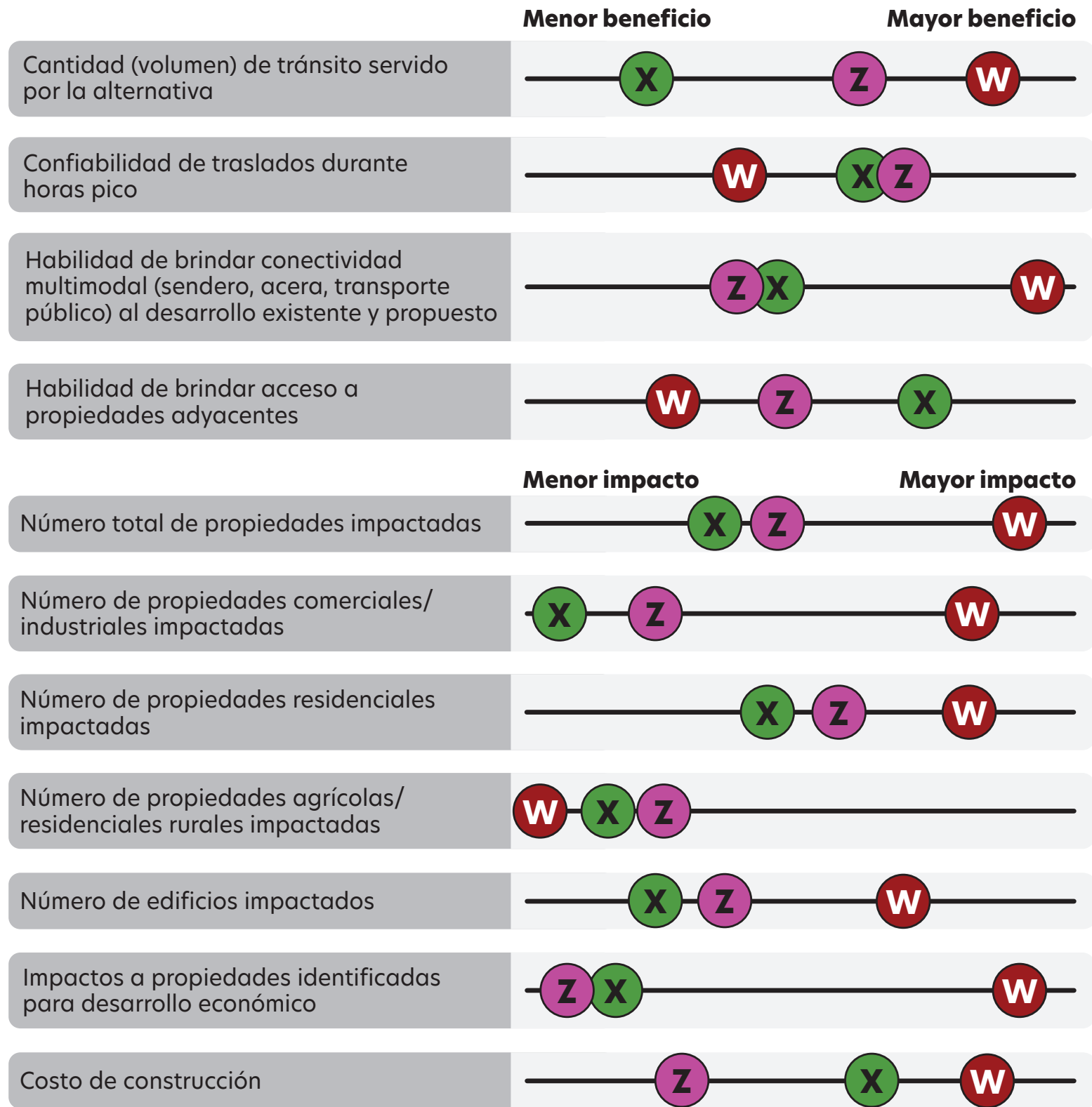
- Una nueva vía de cuatro carriles con una velocidad de 45 mph.
- Se conecta a las futuras actualizaciones de Angier Bypass y NC 210 para proporcionar una mejor conexión entre Lillington y el área de Hilltop.
- Se propone que la NC 210 se amplíe a cuatro carriles en el Plan Metropolitano de Transporte (MTP) 2050 y el Plan Integral de Transporte del Condado Harnett, que puede adaptarse a las necesidades previstas para la Futura U.S. 401.
- Requiere algunas modificaciones a las intersecciones en el extremo norte con la U.S. 401 existente y en el extremo sur con Angier Bypass.
- Requiere principalmente un nuevo derecho de vía, lo que probablemente tendría un impacto en las propiedades existentes y desarrollo a lo largo de la alineación.

Alineaciones de alternativas de la Futura U.S. 401



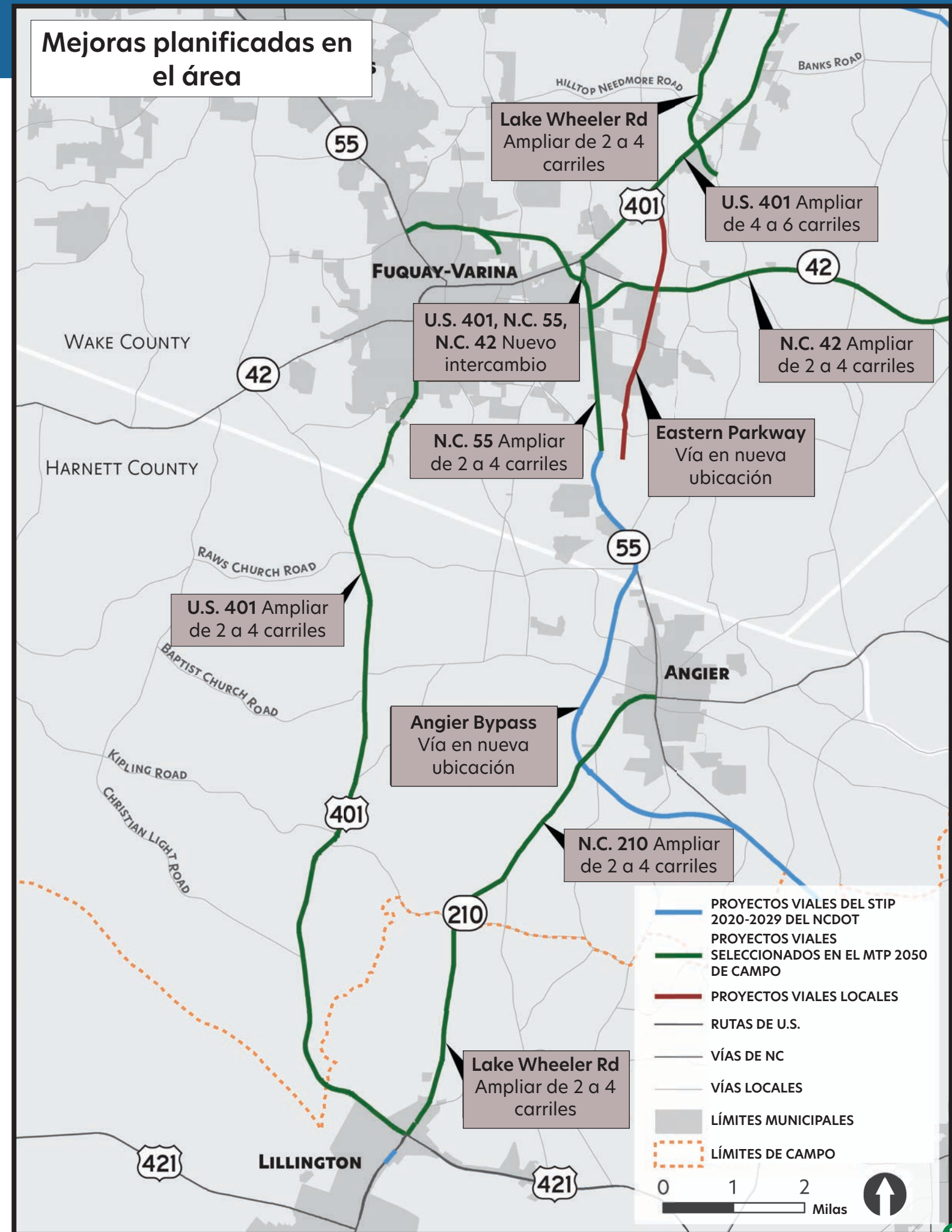
Comparando las alternativas

Estas tablas ofrecen una evaluación inicial de las tres alternativas en términos de sus beneficios e impactos potenciales.



Nota: el ícono W representa los impactos de la Alternativa W medidos entre las condiciones existentes a lo largo de la U.S. 401 y NC 55 y aquellas mejoras necesarias para implementar la Alternativa W.

Mejoras planificadas en el área





F. Survey Comments

Please note these questions and comments have not been edited to correct spelling or grammar.

Survey Comments
Neighborhood access
Z ineffective as bypass in 15+ yrs. as are HS and Judd bypasses. Too congested most of the time. - 45 mph too slow for effective bypass - much real estate available along existing W corridor for widening and faster speed safely - Z comes way too close to 2 WS elementary and 1 high schools, all of which generate high volume local traffic. Very unsafe. - Impacts of 540 should be understood before making bypass decision. Will potentially change current traffic flow in southern wake.; - Z ineffective as bypass in 15+ yrs as are HS and Judd bypasses today. Too congested most of the time to be effective.
Stop the growth until our schools and other services can get caught up. I live directly on 401 in Harnett County and see the traffic everyday this is an over exaggerated problem and funds can be put to better use.
Lillington is growing by leaps!!!
1st choice W, 2nd choice X, and last choice Z. Plan Z appears to be way too close to existing schools - WSES and newly built WSHS; as well as the Willow Spring Post Office. From the options given to choose from, widening of existing roads would be the best option as it would cause less disruption to the public and would least affect the livelihood of existing home and land owners. ; 1st choice is W, 2nd choice is X, and last choice is Z. Z is too close to existing schools - WSES and newly built WSHS; as well as the Willow Spring Post Office. Of the options given to choose from, it appears plan W, widening of existing roads, would cause the least disruption to the public and least affect the livelihood of existing home and land owners.
401 should be used to relieve traffic only!
55 is a mess, dont use add traffic to it, bypass it
A better option than taking farm land to give to developers would be to widen existing roads. Start requiring developers to connect roads and neighborhoods as they build instead of cul de sac to cul de sac.
A road through the subdivision of Rowland Meadows is a foolish idea. DO NOT put a road behind Spruce Meadows Ln where children play. Cars fly on the main road as it is, that is the last thing we need.
Absolutely not in favor of ANY option that would remove ANY portion of the South Lakes PUD land. This PUD has been in the works for years and any widening (Z) should not impact this neighborhood.
Address road noise when it is near residential areas.
Alignment W is the most beneficial alternative route for the study.



Alignment W should be the only one considered in order to improve already existing roadways and preserve what little farm land and natural areas we have left; We need to focus on existing roadways and improving them and better development planing. Creating a bypass will destroy people's livelihoods, the few farms and forests we have left and create more traffic and development ie 55 BYPASS in HS.

Alignment X seems to support the largest segment of road users in and commuting through the area.

All of these still funnel through an overcrowded bridge and corridor in Lillington. Another bridge between Hwy 42 and the Lillington 210/401/421/27 bridges needs to be considered.

Alt W is the best choice.

Alternate X would improve the commute travel time to Wake County.

Alternates W and Z should be used because it's more of a straight line and no NEW highways would have to be built.

Alternative 2 seems to make the most sense, but the speed limit needs to be 55.

Alternative W is not a bypass or a reasonable alternative for consideration. Please drop it from consideration. A thoroughfare dedicated to the bypass of Fuquay-Varina/Angier's clogged many arteries is essential and reusing the existing streets is not the answer.

Alternative W is the only route acceptable for this proposed bypass

ALTERNATIVE W makes the most sense for several reasons. As of now traffic builds up on 401 in two spots, at the Hilltop intersection and the 55 intersection. By adding the lanes proposed and better options at those intersections, current and future traffic will be alleviated. Alternative Z and X will alleviate some future traffic but choosing those will lead us to having to do the Alternative W anyways. Lets look further into the future and avoid spending money on bandaids.; ALTERNATIVE W is a better option for several reasons. Currently 401 traffic builds in two spots, at the Hilltop intersection and Hwy 55 intersection. By adding the lanes proposed and addressing those intersections, current and long term future traffic will be alleviated. Alternative Z and alternative X will alleviate near future growth but will eventually lead us to do Alternative W anyways as growth continues. Lets look further into the future and avoid the bandaids and waste of money.

Alternative W makes use of existing roads, can accommodate fast, moving traffic, can accommodate widening of the existing lanes which is more economical than building completely new roads. Alternative X and Z would require building new roads, crossing the railroad track, and crossing at least three creeks. Alternatives X and Z would devastate and render useless, productive farmland that actively produces food for humans and animals. Alternatives X & Z would pass closely to 2 schools not safe

Alternative W seems to make the most sense. It most utilizes existing corridors and impacts less farm and residential properties and provides multi-modal opportunities.

Alternative W will be too congested with future 4 lanes planned for Hilltop Needmore and Lake Wheeler Roads; it is a high impact area that is already a dangerously congested area. Alternative X is the best solution; but X needs to utilize the planned Angier Bypass. Where X intersects with Z (southern portion) it needs to utilize the southern portion of Z and connect with the Angier Bypass.



Alternative X is my least preferred option, as it has the lowest capacity at a higher cost than other options.

The presentation of benefits and impacts of each option discusses the number of properties impacted by each option. A more nuanced view of the impacts would consider the amount of impact on affected properties. An example would be widening an existing ROW is a significantly smaller impact than creating virgin ROW. ;

Alternative Z should be chosen. With the rate of growth in the area it will be the least disruptive to current developments. As a regional bypass utilizing the 401 and 210 road improvements it will be a benefit to go around central FV and still provide areas for new economic development and growth without gridlocking central FV.

Alternative Z strikes the best balance between benefits and impact

Any development of roadway that destroys homes or residential property is not then "developing" it is terminating and ending the development of said property. There is less damage and disruption to the citizens of the area if existing roadways are expanded then if new roadways are created. Utilize what exists to accommodate the goals of this project.

Choose a plan that least affects homes and properties. We all want improved roads and widening to accommodate all the extra traffic brought on by constant building and people moving down to our state. Be considerate of homeowners and businesses who are already in place.

Choose Alternative W as the route. Do NOT choose Alternative Z as the route. Alternative W is the only logical, prudent, fiscally responsible, realistic route as justified & documented in my attached document and "W" would be sufficient to handle traffic for the next 50 years. Alternative W "Challenges" stated in CAMPO materials are addressed, corrected, and "will be fixed" with the two (2) already approved & designed NCDOT Projects #R-5705 Segments C & B and NCDOT Proj #U-5751. See attached

Choose route that least affects agricultural areas, historic areas including Centennial Farm status properties.

consider agricultural businesses affected by this- find ways to accommodate them. use plenty of (= 'more than usual!') traffic control- lights, roundabouts, turn lanes and arrows! make it better for now AND the future!

Consideration of homes along 55

Corridor W would be acceptable. Corridor Z should not be used at all strongly disagree with Corridor Z.

Current property owners along 401 should not lose their land and homes to low ball offers from NCDOT. The negotiation process and transfer of any property from citizens to DOT should be fair and equitable. Also, current owners should not be subjected to more growth. This growth in Harnett is not supported by current infrastructure

Currently plans are underway to widen Hwy 55 from 401 south to Angier. Much of this roadway has already been studied and passed along to STIPs with DOT. Destroying and dividing open land currently in working agriculture lands in the area does not align with the focus of Wake County's new agricultural focus put forth and supported by Wake County Commissioners. Reducing impervious surfaces and adding to runoff and flooding issues is not ideal. OPTION W .. COMMENTS LACK AMOUNT OF CHARACTERS!!



Do a bypass with least harm to existing properties
Do not commercialize the improvements and do not allow this to be another place to build homes or you have wasted time and money. The Judd parkway bypass will no longer be a bypass just as 55 bypass became a nightmare and profit center for someone ; Do not allow commercialization along any realignment. Do not allow this to be a new housing corridor or you have wasted time and money. Judd parkway will no longer be a bypass just as 55 bypass has become a traffic nightmare. And a profit center for someone
Do not disrupt family farms and farmland! There are others areas to use.
do not make new roads that will effect neighborhoods and farm land. widen existing roads where possible.
Do nothing to increase traffic on Banks Rd. Prefer A3,B3,C1 of the three options. Start as far from Banks Rd. as possible.
Don't widen 55
Eastern Parkway should be Dwight Roland - Kennebec widened as a great option then just running though neighborhoods which would cause a slowdown to 35mph anyways.
Establishing a more balanced transportation network (options)
Expand existing roadways versus creating new ones that will displace people and destroy their livelihoods.
Faster way to RDU airport from lillington
Fuquay- Varina really needs the bypass.
Future commercial development needs to be considered. ; I am concerned about widening 55. Homeowners enjoy relative quiet & easy access. It sounds like that will surely change.
Growth along the 55/401 corridor will continue to grow exponentially. Any plan that simply utilizes existing roadways will be obsolete and inadequate before the final construction work is even completed. The only answer is to direct travel as far to the east as possible into areas which are not already over-developed.
How about getting rid of any unnecessary traffic lights on 401 so traffic does not back up so much? I grew up in this area and our property has been in our family since the 1700s. Please don't take the property near Kennebec rd.
I agree something must be done about traffic, but I don't think the roads should continue to go through farms, and the agricultural areas. Widening of existing roads should be priority.
I am afraid that option W, if chosen, would force me to give up my home to the government at pennies on the dollar of it's value, ruining me financially at my age, and preventing me from retiring when I hope to, or even staying in this area due to the rise in property values. My home backs right up to the current Highway 55, so therefore, I am afraid further widening of the road will cause this. Option W is not a good one for me or my neighborhood.; Option W may very well force me to sell, and lose my home to the government at pennies on the dollar, ruining me financially at my age. I would not be able to retire, nor probably stay in this area due to the financial loss and the rising property values in this area. I see no need to widen Highway 55 behind my home, as there is enough asphalt laid down there for at least 4 lanes of traffic now. Option W may also affect several other homes in the South Lakes Community on Highrock Lake Dr.



I am concerned about widening existing 401 at Kipling + Chalybeate Springs. Many historic homes will be destroyed. How will emergency vehicles at new 401 fire station turn south to assist emergencies if the existing road is 4-laned with a medium. What about the railroad + Lafayette School. The difficulty in rerouting tens of 1000s of vehicles that travel current 401 (plus large subdivisions feeding into 401 as only access) during construction phase. I think an alternate route should be chosen.; How will current 401 w/ high traffic level be impacted during years of construction? Hardship to many. How will new fire station on 401 turn south to assist emergencies w/ 4 lanes & medium. How will RR on current 401 be addressed? Lafayette School & so many new large subdivisions where 401 is only access. I believe alternate bypass is best & allow local traffic use of existing 401 giving county more than 1 route which will greatly help long term. Also protect historic homes in Chalybeate/Kipling

I am in opposition of alignment Z as that looks like it runs through my neighborhood, which would displace my family and I from our forever home, or it would drastically reduce the value of our home. Rather than build a brand new 4-lane through homes and land, it would make much more sense if the focus was on widening current roads, improving the flow of current intersections and synchronizing traffic lights to improve the traffic flow. ; I am against alignment Z as it runs through, or very close to my home, which would devalue my home or displace me and my family all together. Widening of current roadways would have much less of an impact to current residential housing and loss of farmland. We will be prepared to take any necessary legal action if this comes to impacting our home.

I appreciate the work that goes into these options. I live on property that would almost certainly be needed for one of the alternatives, and I appreciate the fact that you have diligently studied options to present to the people.

I appreciate this study that is being done and I agree this will improve traffic conditions temporarily. However, traffic will continue to increase and congestion will worsen as more people move to the area. In the United States, cars are the primary mode of transportation, and to me the primary focus should be updating and improving public transportation services in this area. I absolutely despise cars, and I hate that I need a car to get everywhere.

I do not want to see a bypass next to or near Willow Springs Elementary School as it is a safety concern for the children that go to school there. Please put the safety of our children above a bypass; I do not want to see the bypass go next to or by Willow Springs Elementary School as it is a major safety concern. Please prioritize the safety of our children over a bypass.

I encourage the adjustment to the intersection at "5-points" (US401-NC42-NC55), but to the matter of the Future U.S. 401 bypass... the proposed route along Hilltop and Walter Myatt would just increase congestion so close to town, consider pushing it more east away from Fuquay around Banks road to Old stage. This will feed off from the 540 construction just south of ten ten road. You don't necessarily need to cut in through Bud lipscomb.If you can't make an eastern alternative then leave it alone

I have lived my entire life within the study area. I am not at all excited and anything that CAMPO or the Town of Fuquay Varina are pushing for these road projects. Less asphalt and concrete and use of EXISTING infrastructure would be of the most benefit to the residents and TAX PAYERS.

I have recently purchased property in the corridor area. I was not aware of this development. Should I have been notified by the seller or my realtor? I would like to know how this property will be purchased from the homeowners. Given the astronomical increase in housing costs in this area will the property owners be appropriately compensated. If you aren't the forum that I should be posing these questions to would you point me in the right direction please. Sincerely, Kim Brown
256.606.8088



I just hope the project improves the traffic and connectivity.
I like option Z
I like plan Z the best. My concern is pushing out the farmers that have had farms in their families for generations. Pushing out the people that are low income from their homes, no matter their race. Don't displace people and don't steal valuable farm land. We also don't need more crime with these advancements.
I live directly off Banks road, two miles from the 540 interchange and will be impacted by road noise and am concerned that 401 Corridor project, one mile away will add even more road noise. I am interested in what plans this exchange will have to decrease highway sounds since I am directly impacted by both road projects.
I live off Kipling road in Harnett County. This area has experienced a great deal of growth and increased traffic. It is becoming more difficult to turn left onto 401 safely.
I live on Walter Myatt Road in Willow Spring within the corridor study area near proposed routes X and Z. I work (and am part owner of Quality Equipment, LLC) which is located along US401 on the north side of Fuquay-Varina along proposed route W. Fuquay-Varina is a growing community which already has significant traffic issues. In my opinion, alternative W would only make things worse. A new bypass is needed to route traffic around FV, not through it. Route Z is the best long term route.
I live within the projected change area and my concern is noise and the trees that would need to be taken down. I drive 55 daily without problems and I don't want to see it turn into a road like 401. I need easy access to 401 from 55z; I live inside of the affected area. My concern is noise if 55 goes to a four lane highway. I'm also not happy we would be losing trees. I currently drive on 55 daily to get to 401 without problems. Fuquay should limit how many houses they allow to be built and leave the highways alone.
I recommend using existing ROW's as much as is possible .Alternative W seems to achieve the goals with less impact on area farms.
I suggest making Lake Wheeler Road continue straight to Alternate Z. Swinging the road to the east more would likely be better for the future.
I support ANYTHING that will help with all this traffic
I think a second bridge should be considered in lillington. We are increasing the roadway, only to let them all cut down to a single bridge. With Harnett county having a jetport, why wouldn't we cross somewhere near this for future job and expansion in this area. Every time something is done to the bridge in lillington it gridlocks traffic horribly.
I think as a bypass, it makes more sense to keep that traffic on the outskirts of the area vs adding additional traffic to the main arteries used for local commuters. The 55 for example is already busy and I don't want to see it more challenging to head south toward angier from my community (need to turn left on 55). I think the "x" route would keep the thru traffic on the outskirts and improve the drive for locals in this area. Fuquay already has congestion on the main roads (main/55/etc).
I think option "z" would work to alleviate the congestion and improve commuting for locals. The 55 is a major route for accessing Angier and other areas south and is already busy. Expanding that could have a negative impact on the nearby communities and make it much harder to exit neighborhoods.



<p>Since it already serves the locals as one of the main roads, it doesn't warrant the additional thru-traffic and would not be a "bypass" but rather an even busier road for locals.</p>
<p>I think that the planners have to be very sensitive to disrupting neighborhoods in adopting a plan going forward</p>
<p>I think the best plan for the future would be X because of the growth in the area.</p>
<p>I think the team needs to re-examine and explain what their priority is. The old routes all bypassed Fuquay-Varina and connected 401 south and east of the town. Two of the new routes do not even connect to 401 south of town but connect to the proposed Angier bypass instead. Has this project shifted from being a true 401 "bypass" to being a connector from 401 to Angier?</p>
<p>I think the X line will interfere with a lot of farm land, residential and businesses who will either lose their business/farm and cause a huge impact on their livelihood. ; Consider the middle or northern option to include and widen exhibiting roadways which would most likely have to happen anyway</p>
<p>I think using plan W would be a smarter choice as it would improve hwy 55. My home is on plan z at 8125 Springwind dr, and that would put a major intersection in my neighborhood and near Willow Spring Elementary. It seems to me that a lot of land would be wasted with the route when 55 is already and over crowded roadway and could use updating already. We do not want the bypass near Walter Myatt road and Hwy 42, please go with another route. Thanks! Save the Farms!</p>
<p>I think widening and using existing roadways is the best alternative. Choose alternative W</p>
<p>I would ask the study team to consider options other than more and larger roadways. It would be far better to reduce the road load by providing other transit options from Fuquay to Raleigh.</p> <p>Bus service along 401 is practically nonexistent. This should be considered.</p> <p>There is an existing rail corridor that runs alongside 401 all the way into Raleigh, and there should be consideration of adding rail service to this corridor to relieve the load on 401.</p>
<p>I would favor the "X" alignment over the "Z" alignment. The "W" alignment is definitely a no.; I would prefer the "X" alignment over the "Z" alignment. The "W" alignment is a definite no.</p>
<p>I would like development to decrease in the area to prevent continued overcrowding of the town.</p>
<p>I would like for there to be less commuter traffic in downtown Angier while also allowing for increased access to the area's small businesses.</p>
<p>I would think a road that can be accessed at many places is better than just a bypass to get traffic through the area with no real ability to get on or off with any flexibility.</p>
<p>If an area is not growing, it is DYING. this area is blessed to have massive interest from all over the country and people who want to move here. To accommodate the inevitable growth we desperately need to connect Harnett & Southern Wake to the capital region with these road improvements. What we currently commute on does not demonstrate the quality the region reflects. Businesses will go where the infrastructure will support them, and prosperity will follow.</p>



If comparing impact to business property vs residential properties, it should be prioritized to choose the least impact to residential homes. In addition, there are approved plans for more neighborhoods to be built in the impacted area [1], future development should be paused if families will lose their homes or have a highway built through the neighborhood.

[1] <https://www.fuquay-varina.org/1102/Bexford>

I'm at my wits end on any construction in the Fuquay area. I live off Wagstaff. I've had to deal with the Judd Parkway/Main St. intersection improvements, the sidewalk improvements, the Cosco development, the other new apartments/industry on 401 headed to Raleigh, and of course our beloved Turnpike expansion. I drive in and out of Raleigh every day TWICE from Fuquay. It's crazy out there. The only route that's OK with me here is the pink route and that's because it appears to interfere with tr. ; I am at my wit's end with construction in the Fuquay area. I live off Wagstaff in Wake. I've had to deal with the Judd Pkwy./Main St. intersection improvements, Cosco development, apartments/industry on 401, and of course the beloved turnpike expansion. I drive in and out of Fuquay to Raleigh twice a day and it's nuts out there. I like the pink route the best as it appears to interfere with commuters the least. Don't forget the new Middle School impacts!

Impact to neighborhoods should be minimal to none

Impacting as few existing neighborhoods, homes and business for road construction would be preferred. "X" would seem to impact fewer existing homes while allowing neighborhoods, businesses, other interest to build around the newly constructed road. "X" also seems to be more of a bypass than any of the other ones as it does not go directly through FV. While "X" doesn't connect directly to Angier bypass it would appear to be a short hop from where "X" intersects 55 to get to 210.

Improve existing roads please rather than build new roads. ; Improve existing roads rather than build new ones.

Improve traffic conditions in SW Wake county, safety, and reducing travel times are my priorities. Providing access to existing and new home subdivisions is not a priority. If this proposed roadway is going to turn into another gauntlet of traffic lights then don't bother. Super intersections and limited cross traffic is an absolute must.

Include bike paths with new and improved roads

Incorporate downtown Lillington bypass In Study.

Instead of building all new roads, why can't the team consider building a flyover via existing 401 (through Fuquay Varina upto 42 West Exit

Intersections that are already difficult to cross; Rawls Church, Chalybeate Springs, Piney-Grove Wilbon.

It appears "W" route is the best route according to the system

It is important to identify a new corridor, define, and protect it. New location roadway is needed due to the growth and development already here, and the significant amount to come. ROW costs on developed roadways are almost always underestimated, and projects will inevitably impact more people and businesses during and after construction.

Prioritizing VAD over neighborhood impacts is short-sighted, as VAD properties are developed as housing every year with or without a bypass.



It seems like the county is growing too quickly. I'm worried that it will change Harnett County to something that many people do not want.
It's high time to get the 401 bypass going as FV traffic gets often gridlocked.
Keep main traffic to existing roads. Please stop taking farmland and forests for roads. Try to maintain the rural feel for this area. We're not Cary and don't want to become Cary.; Please stop turning this area into "Cary South". Keep the traffic to existing roads, don't take more farm land and forests for roads
Kennebec rd between 42 And Hilltop GETS ENOUGH NOISE FROM 42 AND 401...CHOOSE X FURTHER EAST AND PRESERVE OUR FARMS P L E A S E DONT CHOOSE Z NO TO Z
Least environmental impact on current residents such as traffic noise, farm impact. We moved here due to love of quiet neighborhoods and this changes all that not to mention possible negative impact to property values. How about limiting growth it's out of control which is creating this mess.
Look forward to seeing planned exits, stop lights, rotaries, etc are proposed.
Make it happen. Fuquay is a cluster! Would be a blessing for people who live in NW Harnett county
Make use of the path that preserves our remaining farms and natural settings. Do not relegate southern Wake and Harnett County to the urban blight that results from these types of "improvements". In the future, improve the highways and roads before all the subdivisions are added.
Maybe you should Evian's study to include Okd Stage Rd which is a nightmare.
More street lights and light reflectors to increase safety at turns would be helpful.
More street names where possible on the map for better reference.
My primary concern is the potential loss of current farm land, an important feature of our area, as well as the creation of new roads that bisect existing residential areas. Widening of existing roadways to accommodate increased traffic or commuter transportation is preferred over creation of new roadways. Part of the beauty of living in this area is the diversity of land use, which would be negatively affected by new roadways.
NC DOT is spending 100s of Millions of dollars on an improved HWY 55 bypass of Angier. Please use that funded road and portions of that project to connect Central Harnett County Via hwy 210 and Hwy 55 to funnel traffic toward FV and Wake county. Allowing expansions to Judd Parkway and connectivity to 401 closer to Banks Road.; Since NCDOT is already funding a hwy55 bypass of Angier please explore the options portions of that approved project can be used from Hwy55 to HWY 210 and continue to Central Harnett County and Lillington. Creating a modification by turning a portion of the Angier HWY bypass toward Lillington along hwy 210 would speed up NC Funding (as it is already approved). This would help with traffic congestion, economic growth, and future developments which can pay for collector streets.
Need to pick Alternative W because part of 55 is already approved by DOT
Need to prioritize traffic flows in and out of Willow Spring area. No easy way in or out of that area.
Need to route travel, north - south on 401, out of Fuquay-Varina and open additional areas of growth with the new road.



<p>Need to void all agricultural areas as there is a lot of farmland. Need to stay with the option W. Thanks for the town of Fuquay-Varina approving too many home building permits and destory wildlife increase more accidents with deer.</p>
<p>No to bypass</p>
<p>Nobody will walk sidewalks. Waste of money and focus. Times have changed and who walks to a mattress store? Also the income level of people in the area they rather drive.</p>
<p>Not plan W. We need more roads, not less. 55 from Fuquay Varina thru Holly Springs has too much development hindering traffic. Hopefully this mistake is improved with a 401 expansion.</p>
<p>Of the 3 choices, Z makes the most sense, assuming the other improvements are done.</p>
<p>Opinion: The idea would be to avoid increasing and impacting "local" traffic in metropolitan areas with high capacity, high speed thruways that would effectively cut off access to neighborhood and local businesses. This would also greatly affect safety and access for school, parks and other existing gathering locations.</p>
<p>Option W is the best option. Since 401 and 55 are planned on being widened w intersection improvement at 55/401/42 in FV, then tying into Angier bypass. This way you don't have to carve out an entirely new road destroying farms and tearing up the environment outside of the town limits. IF option Z or X are chosen this needs to be a TRUE bypass (like 70 bypass around Clayton, NOT the "55 bypass" around Holly Springs) NO development/big box stores w stoplights slowing traffic.</p>
<p>Option W is the least attractive option, as it impacts the greatest number of residents and businesses who would lose property in the name of "progress"; in addition, would greatly increase the risk to local schools in the area by placing high-speed roadways in close proximity , who may otherwise be able to walk/bike to school. Options X and Z utilize less developed areas to accomplish the end goals, and should receive the most support. Option W is ILLOGICAL AND DISRUPTIVE to residents. Thankyou</p>
<p>Option W is the worst option—negative impact on the homeowners/residents along 55 in the corridor. Option Z makes the most sense for existing property owners.</p>
<p>Option W will demolish my family's home. Please choose route Z to help protect my family home.</p>
<p>Option Z makes the most sense as it provides for expansion into Harnett Co and will likely be the most successful. W will be too congested. X is like a girdling root that will eventually strangle development.</p>
<p>Option Z. It impacts the least amount of community homes and is a short route.</p>
<p>Options W and Z seem to make most sense, based on the Angier Bypass; and the future 540 connection. It seems hard to justify the increased cost for X, based on the benefits it provides.</p>
<p>Order of preference: X, W and then Z.</p>
<p>Plan X</p>
<p>Please avoid the most convenient, cost-effective option on paper (Option Z). It's very important existing roadways be incorporated into the final recommendation to demonstrate that the design team actually cares about existing agricultural property and is not taking the lazy way out of their design approach. I believe Option X or Option W, while more expensive, will result in a better long-term solution for the entire community.</p>
<p>Please be sure there are good noise blocking walls as these roadways will go through neighborhoods</p>



Please Choose route W as it is the route that is the most economically feasible and does the least amount of harm to existing buildings and farmland. 2/3rds of the route is already funded by other DOT approved projects such as the 55 bypass. Routes X and Z are not funded currently and could destroy our church and cemetery; Routes X and Z will harm family farmland in the voluntary agricultural district of Wake county and destroy the rural way of life that the residents of the community in Willow Springs and that part of Fuquay-Varina have chosen. Route W will destroy the least amount of farmland and should cost the least amount of money to develop as 2/3 rd of the widening of that route is already funded in other DOT approved projects such as the HWY 55 Bypass.; Choosing route X will destroy farmland as well as our church building and cemetery at the intersection of Kennebec and Bud Lipscomb Rd. W is the better route as it will destroy less land and buildings and will cost less as it is already funded 2/3rds of the way by other approved DOT projects such as the HWY 55 Bypass. It makes use of existing roads and does not add additional thoroughfares that destroy the community atmosphere.

Please consider supporting Alternative W as it minimizes the negative impact on property and existing residential homes.

PLEASE CONSIDER WHAT FARM LAND IS LEFT IN THIS PART OF THE COUNTY- WE NEED CROPS TO SURVIVE AND NOT DEPEND ON GETTING IT FROM OTHER AREAS. THIS IS ONE OF THE LAST RURAL AREAS OF HARNETT COUNTY THAT HASNT BEEN TOTALLY POPULATED. WE NEED HOMES AND PEOPLE TO ENCOURAGE OUR ECONOMY IN THIS AREA INSTEAD OF HIGHWAYS USING UP VALUABLE LAND

Please do not destroy the Chalybeate Springs community on 401. The homes in the area have belonged to some of the same families for generations. It is a wonderful community with lots of homes built in the early 1900's to 1950's. Let's not remove the history!

Please don't go through neighborhoods.

Please get rid of all stop lights between Raleigh and Lillington ; Please remove all lights on the corridor between Raleigh and Lillington. Convert 401 to an expressway or freeway.

Please include sidewalks/greenways/walkways in this. Walking/biking would be very beneficial to our community.

Please insert a fifth median lane and not grass or natural area for a median. This will allow for a turn lane from both directions without slowing down traffic

Please maintain as many trees and natural areas as possible.

Please plan and do something soon that accommodates the growth happening now and will continue. This area will continue to grow and needs infrastructure planning now.

Please select Alternative Z

Please stop building new homes, only fix existing roads and beautify what we already use!

Please stop throwing up neighborhoods all over the place.

Please take the pressure off traffic in downtown Fuquay-Varina

Please try to maximize buffer between existing neighborhoods and an up new construction where possible. This is very exciting and I appreciate the team's work.

Please utilize, maintain, and expand existing roadways. No new FV Parkway or south FV C1 loop required.



<p>Prefer option Z out of all three options. Option W would negatively affect where I live and my drive to work.</p>
<p>Prefer Z or X... whichever would impact farmers or homeowners less.</p>
<p>Preserve long standing farm lands and some fields. They are disappearing at an alarming rate. Just because more people want to live here, we DON'T our town continue to be ruined. We DON'T want to be like Cary. That's why we have lived here over 30 yrs and STAYED in our home. ; We've been here over 37 yrs. We searched for 10 yrs found lot and built our home. FV does not NEED to be this congested. We need to HALT this ridiculous over building. SAVE our farmlands and green ways. They are being ripped out just because someone had money to take that land. FV is being ruined by too much construction, too fast. We DON'T NEED to be another Cary. WE AREN'T. We're losing the town we love.</p>
<p>Prolonging the process doesn't help property owners that will see an impact from the construction of the bypass. This is a clean slate and a chance to improve traffic in and around the Fuquay areas. Please make sure the design process and construction consider other existing and planned roadway improvements.</p>
<p>Proposed road width of 200' on Hwy 55 along the South Lakes neighborhood is excessive, as the road has already been widened on one side to accommodate the planned widening to 130'. To change this now impacts multiple residential and commercial lots by ensuring the road widening project now runs through citizens' backyards.; The proposed alternate W road width of 200' is excessive considering that the roadway along the South Lakes neighborhood has already been widened on one side to accommodate the originally planned 130' widening. To shift this to 200' would result in a significant increase in affected properties and cause expansion to impact multiple residential back yards. Furthermore, Eastern Parkway is no longer a viable route as the traffic is that needs alleviating is for the high school on Kennebec.</p>
<p>Public transit should be looked at vs. just widening roads.; Public transit should be looked at vs. widening roads.</p>
<p>Public transportation alternatives should also be considered and the safety of walkers and bike riders should be a priority too.</p>
<p>Quality of life of existing residents needs to be prioritized over transportation concerns regarding "future residents" who do not currently reside here. This includes impacts to existing property as well as excessive road noise, high speed limits, and environmental impacts to existing natural areas.</p>
<p>Relive traffic on rural roadways with a bypass with minimal interchanges</p>
<p>Rural parts of Wake County need to be preserved. Land used for agricultural purposes (farms, livestock, etc) should not be taken and used to create more roads and greenways, which will inevitably bring more residents and business surrounding the bypass; therefore will again cause congestion. Route W is the best option (IMO) because it uses existing roads and does not take land from multiple generational family farms. We need to preserve what land we have left and consider slowing development. ; These proposed routes are not ideal for a bypass. They're too close into town and will only bring more congestion. Businesses and residents will begin to surround the bypass which will only add to the problem. If anything, Route W would be ideal so that it would not take more rural land from farmers and landowners in southern Wake County.</p>



Save the farms. Fix the roads that have needed attention for years before the current growth. Adding new roads to the current insufficient does not fix the problem, it merely puts a temporary bandaid on it. Putting new roads through land ruins the legacies that families have built over generations.
Saving farms that can not be recreated should be first and foremost in the plan with other things 2nd
Should have thought about the roads before you allowed all the building in this area. Seems you are doing things backwards and taking land from people who have been in this area for many years.
Solution is needed for the increasingly bad traffic at 401-55-42 Interchange area and for people traveling from Lillington and Angier to Raleigh. No more development in areas like Kennebec should be encouraged; it is a unique area & should be preserved, however there is plenty of existing asphalt that could be widened, such as 401-55-42 Interchange being completely redone and Lanes doubled with medians/so forth. I think that makes the most sense as opposed to tearing up land for a brand new rd
Speed up all existing road improvement projects. Waiting until 2030 or 2050 is 1) absurd 2) way too long as it is needed now.
Stop expanding roads and developing open land. It's ruining the quality of life for residents.
Stop it!!
Stop the 401 bypass. This is doing nothing but uprooting numbers of neighborhood. Selecting Alternative Z is going to demolish more than 100s house. There's a community in Kennebec that was just build. It on its own has 48 homes ranging from \$450k-700k. STOP this 401 bypass!; Stop 401 bypass! Route Z is going to take away more than 100 houses that ranges from \$450-750k
Stop the bypass, specially route Z. Expand the existing road or find a better alternative which does not cut through an entire neighborhood and uprooting it
Stop the growth until the infrastructure is in place !! Make developers pay their share and consider additional mello roos type taxes for new property owners (limited time period property tax enhancement for infrastructure)
Stop trying to develop the southern wake county area to accommodate these yuppies from up north new york and California If they don't like the area they can go back home to their crime ridden states. The farmers and the natives of wake County are sick of the over development being pushed in the area and more than that are pissed about their tax dollars supporting kicking them off their family land As a wake county native I would like to say it's embarrassing Only 500 letters cause you know itsBS
Strongly oppose alternative Z due to its impact on my personal property value and residence as well as land to which I am heir. I support Alternative W which uses existing roads. Request Alternative X line be moved away from Fellowship Baptist Church property if chosen.; Strongly oppose Alternative Z due to its negative impact on my personal property and residence as well as land to which I am heir. Support Alternative W which uses existing roads. Request Alternative X line be moved from Fellowship Baptist Church property if chosen.
Sync the lights on 401!
Taking too long to make a decision and move forward.



The "corner" where US 401, NC 55 and route 42 come close together is currently a dangerous area and must be a high priority to address. The impact of the new retail businesses being planned on US 401 across from Culver's needs strong consideration. Easy and multiple entrance and exist lanes may be justified. Finally, the bypass around Angier will be a necessary addition as the population growth will continue in that direction.

The alternative Z passes through my house which lies in a new community of 48 houses. These houses are in the market for between 400k to 700k. Not just my house but the whole neighborhood and dreams of so many families will be demolished if we go through the alternative Z. This was supposed to be our forever home we have all our savings invested in this home to make it the perfect one. This is the same for most of the families in the neighborhood please do not crush our forever home.

The Angier bypass and the plans that connect to it will just reconnect the same traffic into Coats, just beyond Angier. Please consider this when choosing a plan, as the traffic infrastructure in Coats cannot handle a huge increase.

The bypass needs to be a limited access road. With exit and entrance ramps like a proper highway. Don't let it become Hwy 55 bypass in Holly Springs NC! Because it's not a bypass any more!

The county should take care of the current residents before they worry about future growth and residents ; The county should worry about the current residents and roads before worrying about future ones.

The maps provided on this project have been of very poor quality. I cannot magnify the maps esp above large enough to see where we live according to this map. Have had terrible time finding ANY maps easily showing our roads etc except for main roads. Very frustrating considering how important these maps are

The State needs to improve highways that it already has right-of-ways and not take peoples farm land and businesses from them. The State will save money by doing improvements.

The Town of Lillington needs to be in the mix on bypass panning. the huge growth coming, and we already have a taxed transportation system at best. We only have two lane roads coming and going through the central business district. We need NCDOT help.

The use of interchanges at major roads (401/42/55/210) will improve travel time and not make this another Holly Springs bypass where the interchanges are needed/planned now to deal with higher traffic and safety issues.

The W option would have a significant negative impact on the South Lakes neighborhood. Please consider not moving forward with plan W.; Plan W would have a negative impact to the South Lakes neighborhood. We are requesting for plan W to not be used.

The widening of 55 would be an increased safety hazard for families utilizing the greenway. ; Please consider the impact on greenway usage and safety for bicyclists and walkers.

There is 1100 years old in the option 2. Need to go with option was the town needs to deal with their and they cause this issue. More deer accident are happening because building too many house.

This does not help my family at all.

This is a very productive agricultural and environmentally significant part of our county. We shouldn't try to replicate what holly springs did with the 55 bypass. Using and enhancing existing roads makes the most sense and limits the environmental, economic and agricultural impact to this community.



This survey is rather vague. It seems like my answers could be interpreted to support something that I actually would not support.
This will be a huge impact on the agriculture community. The remaining open land should be protected from development.
Those of us in Mack Village need another out besides 401
Traffic is pretty heavy in this area, especially during commute times and at the 55 & 401 junction. Widening 55 is a high priority to me and adding additional left hand turn lands to turn onto 55 from 401 is necessary.
JUSTIFICATION AND CONCLUSION IN CHOOSING AND SELECTING ALTERNATIVE "W" AS THE DETERMINED ROUTE in conjunction with the CAMPO US 401 Corridor Study Fuquay-Varina area of Wake County: In conjunction with and piggy-backing on the already approved and designed NCDOT/STIP Projects #s U-5751 and R-5705 referenced above, only approximately 2.65 miles of upgrade to existing Hwy 401 from Banks Road area to Hwy 401 (5-Points Hwys 401/55/42 area) in Fuquay-Varina would need to be completed as "upgrade-to-e; In conjunction with and piggy-backing on the already approved and designed NCDOT/STIP Projects #s U-5751 and R-5705 referenced above, only approximately 2.65 miles of upgrade to existing Hwy 401 from Banks Road area to Hwy 401 (5-Points Hwys 401/55/42 area) in Fuquay-Varina would need to be completed as "upgrade-to-existing" to make the Alternative "W" route become a reality in conjunction with the current CAMPO US 401 Corridor Study
Very upset about option X , we in Carolina Gardens will resist with all our might.
W along with existing upcoming roadway makes the best most economical sense; I believe alignment W is best suited for the project. Z is redundant once the fuquay parkway is built.
W looks to be the best alternate. Then x and z as last choice, z is too close to schools
W route would be preferred
W seems to be the fastest relief in the area for traffic based off the current planned road improvements. Z seems to be too close into town for a new roadway.
W should be a priority. First choice would be W; Second choice is X; and third choice is Z. Z would destroy Willow Spring Elementary School and is too close to Willow Spring High School. Z is too close in proximity to Fuquay-Varina Parkway.
W should be priority 1st choice W, 2nd choice X, last choice Z Z destroys WSES and is too close to WSHS Most importantly, Z is too close in proximity to the section that is planned between Hwy 42 and Hwy 55
Walkability and bikeability should be a high priority.
We do not need to increase house without first doing the required infrastructure
We know this area will continue to grow rapidly. It is important to plan for 20-30 years ahead. Seems like Plan X is a long term solution. Z seems like the 2nd best plan. W seems like a short term fix.
We live near the southern end of the Angier bypass. Alignment Z connects to the northern end and allows us to get to Raleigh and Garner more quickly



We need supper bumps in dangerous neighborhoods with heavy thru traffic and no sidewalks (like mind in sunset glen) it's extremely concerning
Whatever is decided, I hope the city of Fuquay-Varina will fix their roads before acquiring more land.
While alternative W seems to provide the fastest speeds, it appears this will cause detrimental impacts to neighborhoods along existing 55 which were built to accommodate 130' ROW not 200' ROW.
While safety is my primary concern, I would like to see environmental issues such as removal of too many trees addressed as well.
Who is the planning person for this project? Is it going to be an improvement or just continually adding stop lights and turn arounds. Driving in Fuquay Varina and associated areas are a nightmare. Give proper planning a high priority.
Why are there no alternative routes to the west of Fuquay-Varina? People who are not within the town limits of Fuquay-Varina should not have to surrender businesses and/or property to accommodate poor future road infrastructure planning by the town officials in Fuquay-Varina. Alternative routes to improve traffic conditions need to be solved within town limits because they are the ones that have caused the congestion issues.
Why not allow the roadways to catchup to the current development before supporting the towns' endless approvals of new development? By the time the new roadway is done it won't be enough to support future development. ; I vote for alternative Z
Widening and expanding 401 and 55 to make a "so-called" bypass would be a mistake. There is enough traffic on it already. A new road is needed that bypasses the area you are looking to expand in alternative W. Alternative Z looks like the most likely option as it effects less property and gives a straight shot bypass to an already crowded area.
Would like to see east/west leg in Harnett County maybe along Chalybeate Springs Road and tie into the new Angier bypass; I would like to see the east/west leg lower into Harnett County maybe along the Chalybeate Springs Road and tie into the new Angier bypass
would strongly discourage use pf corridor x it impacts to many neighborhoods would favor corridor W since it involves area which are already adjacent to a highway
X makes the most since. There is too much growth inside and beyond the other proposed routes that would not allow those routes to act as an actual bypass
X seems to take the path of least resistance with the least impact to community residents today while still allowing for growth to expand within the "beltline"
Yes, after reviewing the 3 options Z makes the most sense financially and provides the BEST link to Harnett County to allow for the traffic to stop clogging up Business 401 through Fuquay Varina Housing development will triple in Harnet verses Wake County - so those vehicles heading NORTH TO RALEIGH - need to be rerouted around FUQUAY Heck, the NEW BYPASS should hook right into the NEW 540 to make the most sense for the long term
Yes, do not expand 55 outside of our beautiful South Lakes neighborhood. It will ruin our quiet area, increase crime, and decrease our property values.
You are too late the growth is in that area with housing. It should be shifted miles south to be proactive with growth.



Z is best option
Z is less viable route, it is too close to WSES
I strongly oppose Option 2 because it will impact negatively the safety of my family on Eddie Howard Road (7452 HER). In my opinion W is much safer.
I am deeply concerns and against alignment Z as that runs right through/near my neighborhood. Our neighborhood has metlands and is home to many species, such as eagles, bobcats, bats, woodpeckers that would all be impacted by this highway. Not only would the animals be pushed form their homes, but my family and friends would be forced to move and leave our homes. Even if route Z does not touch my property, it will force us away because it will essentially be in our backyard. This will impact our property value and our live. We will take legal action if necessary! Route W will still make some upset, but it makes the most sense to widen current roads! Or syncornize traffic lights! Or improve the flow of current intersections that are causing back up! There are many better ways to improve traffic flow than to push people from their homes. The Town of Fuquay is in hte wrong for approving new development, full well knowing that a highway could be running right near or through them. We oppose Alignment Z! Widen roads with alignemt W! This is causing incredible agnst and stress to property owners who thought they have their forever home.
Why were the routes further south of X, like the Rawls Church Rd or Chalybeate Springs road no longer in consideration? Growth will continue into the exurbs of Raleigh and a route further south would aid in alleviating traffic congestion. The alignments that are being considered, many have been in consideration for decades. It is not the same area as it was when these original alignments were proposed, so to plan for the future we should consider new alignments based on future growth.
Alternative W is the best option. Using existing roads makes the most sense
Going west on X makes no sense - it compounds the traffic problem already existing. Z offers the best logical stragies line bypass to get traffic through S to North
My house 9704 Bitter Melon Drive, Angier, NC is right beside 55 highway and already hear traffic noise. I am worried about increase in noise with proposed road widening. Could you install noise dampeners after widening the road. It will help us a lot our community and neighbors. Please install sound barriers near by the communities and where ever possible.
X and Z come very close to my neighborhood. I'd prefer W. I'm very interested in how the intersections will work at 401 / Hill top Needmore / Airpark. I don't want to have to drive North (right) to go West on Hilltop Noodmore with having to make a left U turn. We don't have to be like Holly Springs over by Targer is still a mess and those intersections aren't new.
Alt W seems to increase congestion at the 55/42/401 (Desacle) intersection! Please bypass this intersection with option Z or X
I do not want this highway. I bought property so I could live comfortable in my retirement. Now this will make that impossible.
No to the 401 bypass. How about widening the existing roads and coordinate the traffic lights at the intersections? Example: intersection of 42 Hwy and 55 Hwy make a turn lane for people to turn left.
Don't want Z. Leave us alone. Hwy 55 and Old stage will be 4 lanes any!! Leave us alone on Z



Alternative Z crushes the dreams of mine and so many other families. We live in a newly built community of 48 homes that are valued between 500k - 700k. As like many other Americans It was my dream to own my forever home and peacefully raise my family. This was a far fetched dream for an immigrant guy from Nepal who had not even spoken in English for 20 years of his life. But with hardword it was possible to achieve that dream. And now I have the home of my dreams, I found out that it will be demolished if alternative Z is picked. I known that a town must pave way for progress but that progress should not come at the cost of livelihood or hardworking Americans. I have seen the impact study and the impact study does not consider the harm Alternative Z does to school children and new famililes. Please pick either X or W alternative.

Stop 401 bypass! This is going to uproot hundres of houses. Many are newly constructed. Stop Alternative Z, there is a school nearby, a new community and so many other that have been calling that place their home. I new in a new community that will be demolished if Alternative Z will be chosen. The community alone has 48 houses that range \$400-700k price range. This will not only affect these 48 houses but so many others that have been living there calling it their home. I highly suggest the research data collection team to understand the impact by using the most recent and accurate data. I believe there are still other alternatives that will be best for all.

Its understandable that a town must deveop sustainable plan to accommodate the growing number of population/traffic. However, the propose route Z passed directly through a newly constructed neighborhood where I and my wife, along with 47 other family members have bought houses, for many their first house. A town must exhaust all options available to them and in many situations choose route that many not be as financially viable in order to prevent uprooting its people. Route Z just does that. It also impacts the school nearby, a place where children go to learn. They should not be bothered by the noise and traffic nearby. Upon looking at the impact study, the proposed routes, any route but route Z is better. So stop! and dont choose route Z.

This bypass is much needed. I don't see how using the existing Hwy 55 (Alternative W) would ease traffic on 401. The intersection of 401, 55 and Hwy 42 is a hot mess. Is it possible to fix the intersection so that Alternative W is viable? As much as I hate to see active farm land appropriate for more roads, Alternative Z may be the most beneficial for funneling traffic from Raleigh, 401 and Hill Top Road down into southern Wake and ultimately Harnett County. Alternative X will allow travelers to by-pass Fuquay, but doesn't really improve travel time to Angier or Lillington, both fast growing areas. Whichever option is chosen, the speed limit needs to be 55.

Kennebec Meadows homeowner. Brand new community took forever to get house. Don't need hanging over our heads.

We live in Kennebec Meadows and would be grately impacted by option 2. We also are concerned with proximity to the elementary school and health/safety of those kids. We have protected wet land on our property. Our neighborhood is only 48 homes are if DOT takes a portion of our homes but not all the HOA fees would be too high to afford! Z would also take beautiful farm land.

Live in Kennebec Meadows and strongly oppose option Z. Negative impact on elementary school, farms, high income homes.

Strongly oppose alternative Z as it would negatively impact my personal residence as well as land to which I am an heir. I feel alternative W makes the most sense to utilize existing roads and minimize impacts

Alternative W is the only acceptable route if the project moves forward in the planning process.



I prefer option X or 2. Thank you for all the information. At this time, option X seems to be the best fit for community needs, followed by Z
Alternative W is the only acceptable option because any other would affect us drastically
I believe the plan W is a great option and allow for future expansion
Do not take our farmland. Widen existing roads to make this work. Alt W ties into Angier Bypass and get more traffic flowing away (around) Fuquay. Leave our farms alone!
It appears that the overall best alternative (considering all positive and negative impacts) is the Z alternative which would link to the Angier bypass
After reviewing the options offered and considering the impacts I believe that Plan Z would be the best alternative for the New 401
Seems the best alternative is a combination. Start with Z connect to X to W which connects to Angier Bypass. W is not a good option - too much ?. The combination of Z X and W would give the new developments access without affecting environment. The portion of X is already built by Carolina Gardens - can be connect to W.
Alternative X - against it
Need to pick an option before all are no longer affordable. Thanks for the info
Best alternative would seem to be X. This would eliminate gas and diesel exhaust from impacting the elementary school on Dwight Roland Rd
Alternative W is only acceptable option. No to Alternative Z. NCDOT and CAMPO needs to upgrade existing roads and improve them rather than build new roads
No Z
Z down to lower portion of X. Only X works for the portion of 401 below FV
How many feet to your structure from new road does it need to be to purchase home? From edge of right away. Thank you!
How many feet to your structure from new road does it need to be to purchase home? From edge of right away. Thank you!
As a Fuquay resident in the study area, I can appreciate the need for highway improvements. My major concern is for effects on local traffic patterns. I am also concerned about additional traffic on NC 210, which has significant safety issues
45 mph, smaller ROW, as proposed on route 2 makes sense in terms of safety limits, in convenience of property owners, as well as the cost of the project due to ROW acquisition. A 45 mph speed limit on existing section, or US 401 in Harnett County should be designed in order to increase the safety of the route. Heavy traffic paired with numerous driveways, turning vehicles, and large, heavy vehicles, make the existing route less safe at a speed of 55 mph, which in reality becomes 60-65. Alt 2 alignment is attractive because it further directs traffic around Angier since it is proposed in close proximity to the Future Angier Bypass. The alt 2 may be improved if the ability to provide multimodal transportation opportunities. Although the chart comparing the alternatives rates it the least on ability to provide connections to existing and proposed development, maybe there are creative ways to safely incorporate multi-modal transportation opportunities along alt 2 without increasing the ROW acquisition tremendously or the cost since the proposal speed limit is 45mph!
Neither W, X, or Z appear to address the issues on NC 55 at the Harnett / Wake border



How are these upgrades tie into future Bypass of Lillington which is needed due to funnel at Cape Fear River.

Alt Z plan seems to be the best solution given the alternatives presented, providing a lower cost, lower impact solutions while still diverting 401 traffic out of Fuquay-Varina high traffic area. It also feeds into the new 55 bypass around Angier more directly rather than an intersection North of the bypass as shown by Alt X which would create another bottleneck. My concern is northbound 401 traffic still being directed through Fuquay-Varina intending to go on HWY 55 towards Holly Springs. Judd Pkwy is not a viable solution to this problem. Harnett County's Compresentation Transportation Plan needs to be better incorporated into the CAMPO Plan.



G. Phone Calls/Emails Received During the Comment Period

Please note these questions and comments have not been edited to correct spelling or grammar.

U.S. 401 Public Input Emails

Hello, The proposed alignment handout provided with the most current 401 corridor survey email is misleading, in that it shows the routes in a very broad area, with low quality maps. Is it possible to get more detailed maps showing local roads/neighborhood roads, and have them included in the survey information being pushed out? Currently the roadway appears to be on top of my house/neighborhood, so more detailed maps and proposed routes would be very helpful. Thank you. Respectfully, Mike

ATTN: Brandon Jones, Ben Upshaw, and Rachelle Beauregard: Brandon Jones--I submitted an official similar request verbally and in writing during the Nov 16, 2022, CAMPO Executive Board Meeting during the Public Comments time of the meeting. I am officially requesting that the Fuquay-Varina N.C. 55 Extension (Bengal Extension] Project - Fuquay-Varina--NCDOT STIP Project Number U-5751 officially include design and funding for increasing the span of the railroad bridge in Fuquay-Varina--which is over Hwy 401 North at the "intersections" of 401, Hwy 55, and Hwy 42--to accommodate 6 to 8 lanes of traffic. The span of this bridge needs to go ahead and be increased now to accommodate at a minimum 6 to 8 lanes of vehicular traffic in conjunction with and at the time the already approved and designed NCDOT Project # U-5751 Hwy 55 Bengal Extension is constructed rather than waiting until a later possible highway project at a later date/time. The highlighted request above in yellow is being submitted due to the fact that family members homes as well as multi-generational farm properties in the Wake County Voluntary Agricultural District and which are direct lineage ancestral lands prior to the American Revolutionary War and which are officially recognized as Bicentennial Farms by the NCDA/CS which I and my many family members own would be destroyed by Alternative Z being considered as a possible route in conjunction with CAMPO's US 401 Corridor Study, and therefore, my many affected family members and I desperately request and want Alternative W be chosen and approved ultimately by the CAMPO Executive Board as the selected route for the US 401 Corridor Study currently in progress in Phase III. The request highlighted in yellow above dovetails nicely with Alternative W as well as dovetails nicely with Segment C and Segment B of the NCDOT already approved and designed Hwy 55 widening Project #R-5705. I am also a current Member of the Wake County Voluntary Agricultural District Advisory Board. My appointment is approved by the Wake County Board of Commissioners. Is there any additional action I need to take or any additional email addresses to whom I should send this request? Please reply to confirm receipt of this email. Thank you very much, Brandon, Ben, and Rachelle.

Hello, I am writing regarding the proposed US 401 Corridor Study. My family sincerely hopes Alternative W (upgrade existing Hwy 401 & 55) will be the route selected in conjunction with CAMPO's current US 401 Corridor Study. The proposed Alternative Z would destroy our family farm, which has operated for more than two centuries. In addition, several family members have built their homes on the farm. Alternative Z would force our farm to shut down and our homes to be moved or destroyed. We request that the Fuquay-Varina N.C. 55 Extension (Bengal Extension Project - Fuquay-Varina--NCDOT STIP Project Number U-5751) officially include design and funding for increasing the span of the railroad bridge in Fuquay-Varina, which is over Hwy 401 North at the "intersections" of 401, Hwy 55, and Hwy 42, to accommodate 6 to 8 lanes of vehicular traffic. We hope to continue to maintain this farm for many generations to come, preserving it as a historical landmark in the Willow Spring community. Selecting Alternative W would help ensure this bicentennial farm can continue flourishing while allowing our family members to remain in the homes they've built on our cherished farm. Thanks for your consideration, Winston Bowden 919 219 9610

Good evening, My family and I are writing regarding the proposed US 401 Corridor Study. We sincerely hope and urgently request Alternative W (upgrade existing Hwy 401 & 55) be the route selected in conjunction with CAMPO's current US 401 Corridor Study. My family and I currently live on our generational historical land and we genuinely hope to pass this land down to our son and daughter. You can not place a price tag on the meaning behind this. Please do NOT consider the proposed Alternative Z. This would destroy our family farm and hopes of our children's future. This land has been in our family for more than two centuries and many of us live on this land or partake in many family activities on this land. Alternative Z would result in our farm shutting down, family homes destroyed, and no hopes for our two children to be a part of the memories of the farm and for the land to be passed down to them. We desperately request that alternative W be chosen and approved by the CAMPO Executive Board as the selected route for the US 401 Corridor Study that is currently in progress phase III. We request that the Fuquay-Varina N.C. 55 Extension (Bengal Extension Project - Fuquay-Varina--NCDOT STIP Project Number U-5751) officially include design and funding for increasing the span of the railroad bridge in Fuquay-Varina, which is over Hwy 401 North at the "intersections" of 401, Hwy 55, and Hwy 42, to accommodate 6 to 8 lanes of vehicular traffic. As mentioned early my family and extended family want to maintain this farm and family land for many generations to come and want to preserve this as a historical landmark in the Willow Spring community. We sincerely hope alternative W is selected to ensure our farm and homes are not destroyed. Thank you, Angela Bowden Evans 919-427-1647

In agreement with others that have made this request, I also request that the Fuquay-Varina N.C. 55 Extension (Bengal Extension] Project - Fuquay-Varina--NCDOT STIP Project Number U-5751 officially include design and funding for increasing the span of the railroad bridge in Fuquay-Varina--which is over Hwy 401 North at the "intersections" of 401, Hwy 55, and Hwy 42--to accommodate 6 to 8 lanes of vehicular traffic. My primary residence and the family farm to which I am an heir would be impacted by Alternative Z being considered as a possible route in conjunction with CAMPO's US 401 Corridor Study, and therefore, my and many other affected family members desperately request and want Alternative W to be chosen and approved ultimately by the CAMPO Executive Board as the selected route for the US 401 Corridor Study currently in progress in Phase III. We do not want Alternate Z selected as the route for the CAMPO US 401 Corridor Study. Thank you Amanda Cedillo

To: Harnett County Commissioner Lewis Weatherspoon: I am the property owner, who spoke during the Nov 16 CAMPO Executive Board Meeting Public Comments segment. I humbly & respectfully request that you & other Harnett County officials and staff serving on the CAMPO Executive Board, on any CAMPO committee, & on any CAMPO team support Alternative W, which is the only alternative that is most needed, most realistic, and most viable, for the current CAMPO US 401 [FV Bypass] Corridor Study. Please strongly oppose Alternative Z that would require 4 bridges be built over 4 creeks (Middle, Terrible, Black, and Little Black) and would require a bridge to be built over the Norfolk and Southern Railroad since an at-grade crossing would not be permitted or allowed. FACTS: Alternative Z would destroy my and my many family members and relatives homes and pre-Revolutionary War farmlands along Walter Myatt Road, which have been and are still today operational farms continuously in our families thru our direct lineage ancestors since before the Revolutionary War. The affected farms are in the Wake County Voluntary Ag District. I am Vice Chair of the Wake County Voluntary Ag District Advisory Board and am appointed by the Wake County Commissioners. I am an active Member of The Order of First Families of North Carolina, which has less than 600 members, and an active Member of the Daughters of the American Revolution. I am also an active member of the N.C. Farm Bureau. Important Note: At least 62% or more of Alternative W is already included in 2 already approved and designed NCDOT Projects and is also in the approved STIP (State Transportation Improvement Plan) and are heavily and/or partially funded. NCDOT Project # R-5705, Hwy 55 Widening in Wake and Harnett counties, and NCDOT Project # U-5751 Hwy 55 Extension [Bengal]. After the completion of Proj # R-5705 and U-5751 only approx 2.65 MILES of Alternative W would need to be widened and improved in conjunction with CAMPO's US 401 Corridor Study. Walter Myatt Rd, a state road. already splits our farmlands in 2. My ancestors, family, relatives, & I have already been required to give the state of North Carolina one road through our farmlands and properties. Our farms and properties do not need to be cut up and destroyed for a supposed road--disguised as a bypass--which will in reality ultimately be just another little ole local road, a 45 mph 4 lane blvd, Fuquay is trying to run thru CAMPO to try obtain state/federal funds for the project for Fuquay to develop rooftops along. Attached is a signed Resolution from the N.C. Farm Bureau regarding CAMPO's current US 401 Fuquay-Varina Bypass Corridor Study. The attached Resolution supports using "existing roads" and is in support of existing roads being upgraded and improved rather than cutting up and chopping up and destroying and making useless the very active, operational farmland properties for a "new local little ole road" for the Town of Fuquay-Varina to develop cheap, ugly rooftops along. Economic development should not be in the picture or on the list of "goals" of CAMPO nor NCDOT for this project. The Town of Fuquay-Varina is going through CAMPO just to try to get federal and state monies for this project because the Town of Fuquay-Varina wants someone else to pay for their (Fuquay-Varina's) local road. The Town of Fuquay-Varina is out of its jurisdiction!!!!!!!!!!!! None of the properties being affected by Alternative Z along Walter Myatt Road are in Fuquay's ETJ nor in FV's city limits!!!!!! NONE!!!!!! The Wake County UDO Urban Services Area only comes into the picture when a property owner chooses to develop their property into a major and commercial development. The Urban Services Area is not relevant.. The heirs of my family's farm properties will be at the public open house tonight to voice their opposition to Alternative Z and to voice their support for Alternative W. NCDOT and CAMPO's first priorities should be to improve and upgrade existing roads NOT to build new roads. New roads are not needed if NCDOT upgrades and improves existing roads as NCDOT should be. The Town of Fuquay-Varina is just trying to control and take my, my family's and my relatives' land using eminent domain as a disguise. CAMPO, with these new roads project(s), are trying to justify their existence, which is completely out-of-control and beyond the intended Congressional boundaries of the 1960s legislation when the MPO concepts were created and authorized by Congress. Again, please request and support Alternative W. Please strongly oppose Alternative Z. Scroll to the very bottom of this email to view the N.C. Farm Bureau Resolution. Thank you very much, Harnett County Commissioner Lew Weatherspoon. Please feel free to call me if you have questions or wish to discuss the matter with me. Joanie Bowden cell # 919-407-2292 Bowden's Bend Cattle Farm, LLC, Manager/Member Walter Myatt Road Willow Spring, Wake County

Dear Mr. Lukasina, My name is Michael Bowden and I am the Vice Chairman of the Board of Deacons and Trustees at Fellowship Baptist Church located at 1701 Bud Lipscomb Rd. in Willow Spring, NC. Our church property is in the direct path of route X of the 401 Bypass Corridor Study. We officially oppose Alternate route X and would like to recommend Alternate Route W for adoption as it is the least disruptive and most cost effective route. Please see the attached letter detailing our concerns about this proposed route. Thank You for your review and serious consideration on this matter. **Please see attached letter.** Respectfully, Michael Bowden

Dear Ms. Parker, My name is Michael Bowden and I am a property owner and resident at 8730 Walter Myatt Rd. Willow Spring NC Our Family Farm runs parallel to proposed route Z of the 401 bypass. We officially oppose route Z and would like to recommend Alternate Route W for adoption as it is the least disruptive and most cost effective route. Please see the attached letter detailing our concerns about this proposed route. Thank You for your review and serious consideration on this matter. **Please see attached letter.** Respectfully, Michael Bowden

Chris, Kenneth, and Bonnie: I am officially requesting, by way of this email, that the line on the map for Option Z for the US 401 Fuquay-Varina Bypass be immediately moved and shifted off my family's farm property entirely and located where I have inserted the red ink pen mark to the left of the purple line encircled in yellow highlighter on the Option Z Map image below and also attached. Thank you very much.