

# US 401 CORRIDOR STUDY



April 2012  
 Newsletter No. 3  
 STIP No. R-2609

Through Cumberland, Harnett and Wake Counties

## PROJECT UPDATE

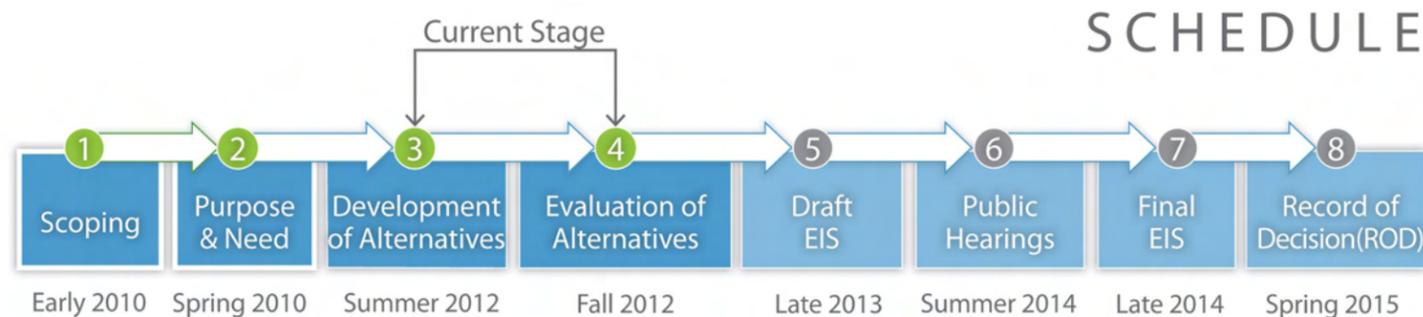
### DETAILED STUDY ALTERNATIVES SELECTED

#### Important Information Enclosed from the North Carolina Department of Transportation

For additional information and detailed aerial mapping, see the Project Website at: [www.ncdot.gov/projects/401CorridorStudy](http://www.ncdot.gov/projects/401CorridorStudy)

#### For information in Spanish - Servicios de información en español

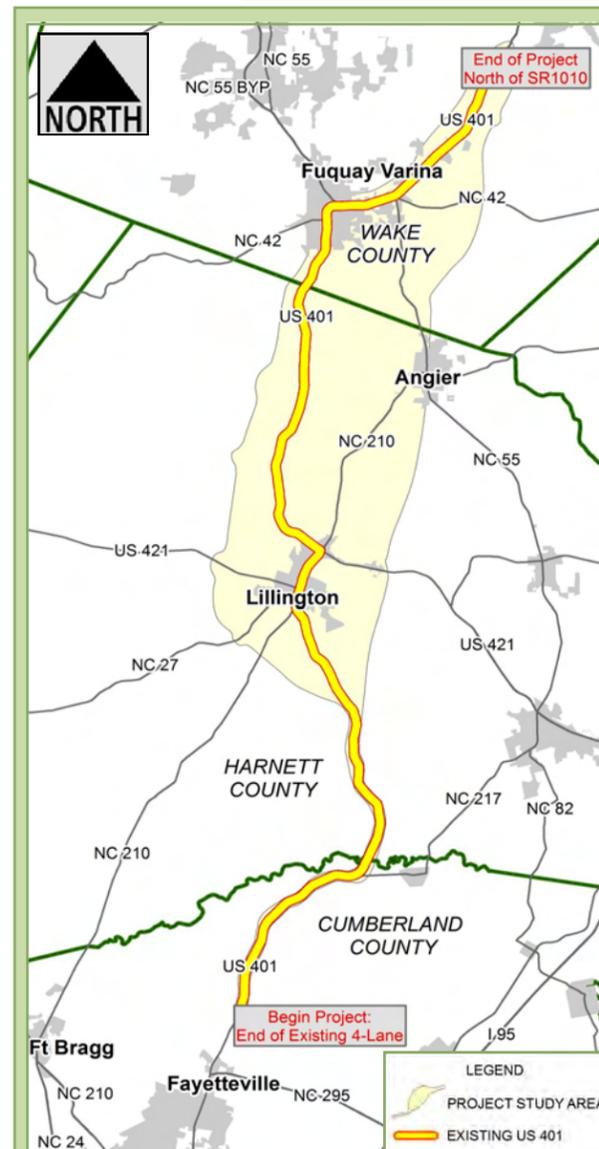
Para más información acerca del proyecto llame al (919) 232-6640, o escriba un email a [asteedly@planningcommunities.com](mailto:asteedly@planningcommunities.com). Gracias.



#### Community Outreach

**Community Outreach** - A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.

**NOTE:** Right of way acquisition and construction are currently unfunded and are not expected to occur until sometime after 2020. The project schedule is subject to change, however. The project is currently only funded for environmental study.



#### Project Description and Update

The North Carolina Department of Transportation is studying possible improvements to the U.S. 401 corridor in Cumberland, Harnett and Wake counties. The proposed project extends roughly 39 miles from north of Fayetteville in Cumberland County to north of Fuquay-Varina in Wake County. It is included in the North Carolina State Transportation Improvement Program (STIP) as Project Number R-2609 and would be federally funded.

By 2035, portions of U.S. 401 will be congested, with substantial increases in driving times. Also, fatal accident rates within the project limits are higher than the statewide average. The purpose of the proposed project is to increase traffic carrying capacity, increase safety and reduce travel time along the U.S. 401 corridor within the project limits.

There were 44 prospective project corridor segments originally studied. Nine study corridor segments were eliminated from further study, while 35 will proceed for more detailed fieldwork, analysis and design, as illustrated and discussed on pages 2 and 3. A large-scale, detailed aerial map of the detailed study corridors is available for public viewing at the project website ([www.ncdot.gov/projects/401CorridorStudy](http://www.ncdot.gov/projects/401CorridorStudy)).

This project is currently funded for planning and environmental studies only in the 2012-2018 STIP. Right of way acquisition and construction are not currently funded and are expected to occur sometime after 2020. The project schedule is subject to change, however.

#### The NEPA Planning Process

The U.S. 401 Corridor Study is following a process outlined by the National Environmental Policy Act (NEPA). NEPA is a law that requires federally-funded projects to consider the environmental impacts of their proposals. A major part of the NEPA process is the preparation of an environmental document called an Environmental Impact Statement or EIS. An EIS will be prepared for this project.

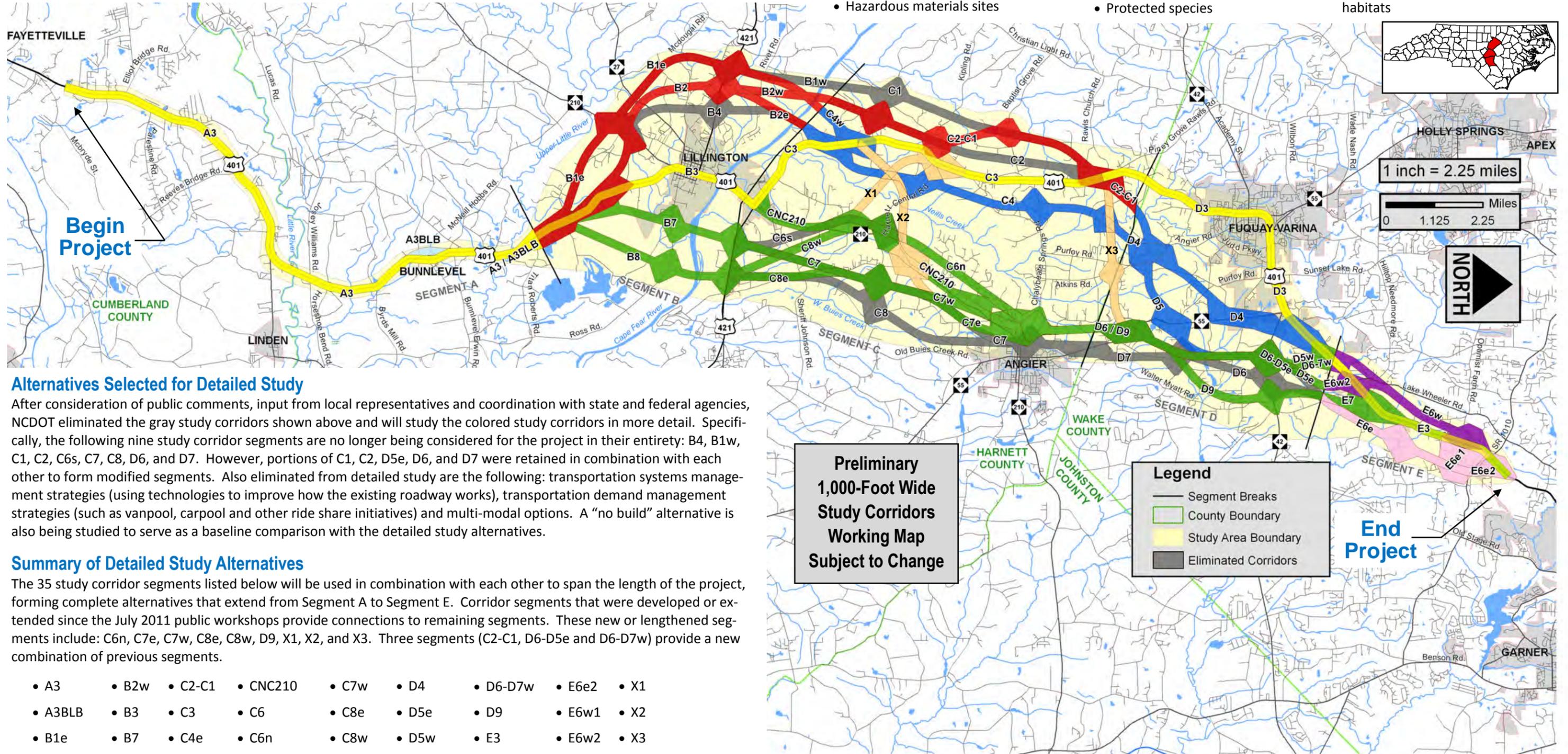
The schedule on page 4 indicates major steps in the planning process and provides the timeframe anticipates for completing each milestone. We are currently developing roadway designs within the study corridors that have been selected for detailed analysis in the EIS.

#### Study Team Contacts

<b>John Richards, EI</b> NCDOT Project Engineer <a href="mailto:jerichards@ncdot.gov">jerichards@ncdot.gov</a> (919) 707-6040	<b>Kirk Stull, PE</b> HDR Project Manager <a href="mailto:kirk.stull@hdrinc.com">kirk.stull@hdrinc.com</a> (919) 232-6639
--	--

## Study Corridors

The project study corridors (shown below in red, yellow, green, blue, purple, pink, and peach) are 1,000 feet wide, except in interchange areas, where they are wider. The study corridors are approximately three times wider than the amount of land needed for the project to allow room for shifts in the road location to further avoid or minimize relocations and other sensitive areas. Detailed fieldwork, research and analysis will be conducted within the study corridors to help locate the roadway within each study corridor. Proposed right of way widths for the project will range between 200 to 300 feet, which is about the length of a football field. Right of way widths will expand where interchanges are needed. The results of the detailed environmental studies also will be used in the selection of the preferred corridor for the project. Right of way acquisition and construction are not expected to occur until sometime after 2020. The project schedule is subject to change, however.



## EIS Study Topics

The proposed roadway will be designed within the study corridors shown below. Consideration will be focused on continued public involvement and avoiding or minimizing impacts regarding (but not limited to) the following topics:

- Air Quality
- Communities, homes, businesses, and social resources
- Cultural resources
- Farmland
- Fish and wildlife resources
- Floodplains and floodways
- Hazardous materials sites
- Indirect impacts
- Land use
- Local economy
- Noise
- Other major actions in the study area
- Parks and recreational resources
- Protected species
- Relocations
- Soils and geology
- Traffic and access
- Vegetation
- Visual resources
- Water quality and streams
- Wetlands and other special habitats

## Alternatives Selected for Detailed Study

After consideration of public comments, input from local representatives and coordination with state and federal agencies, NCDOT eliminated the gray study corridors shown above and will study the colored study corridors in more detail. Specifically, the following nine study corridor segments are no longer being considered for the project in their entirety: B4, B1w, C1, C2, C6s, C7, C8, D6, and D7. However, portions of C1, C2, D5e, D6, and D7 were retained in combination with each other to form modified segments. Also eliminated from detailed study are the following: transportation systems management strategies (using technologies to improve how the existing roadway works), transportation demand management strategies (such as vanpool, carpool and other ride share initiatives) and multi-modal options. A “no build” alternative is also being studied to serve as a baseline comparison with the detailed study alternatives.

## Summary of Detailed Study Alternatives

The 35 study corridor segments listed below will be used in combination with each other to span the length of the project, forming complete alternatives that extend from Segment A to Segment E. Corridor segments that were developed or extended since the July 2011 public workshops provide connections to remaining segments. These new or lengthened segments include: C6n, C7e, C7w, C8e, C8w, D9, X1, X2, and X3. Three segments (C2-C1, D6-D5e and D6-D7w) provide a new combination of previous segments.

- A3
- A3BLB
- B1e
- B2e
- B2w
- B3
- B7
- B8
- C2-C1
- C3
- C4e
- C4w
- CNC210
- C6
- C6n
- C7e
- C7w
- C8e
- C8w
- D3
- D4
- D5e
- D5w
- D6-D5e
- D6-D7w
- D9
- E3
- E6e1
- E6e2
- E6w1
- E6w2
- E7
- X1
- X2
- X3