



US 401 CORRIDOR STUDY



December 2013
Newsletter No. 4
STIP No. R-2609

Through Cumberland, Harnett and Wake Counties

Project Website
<http://www.ncdot.gov/projects/401CorridorStudy/>

Study Team Contacts

John Richards, PE NCDOT Project Engineer jerichards@ncdot.gov (919) 707-6040	Kirk Stull, PE HDR Project Manager kirk.stull@hdrinc.com (919) 232-6639
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North Carolina Department of Transportation
Project Development & Environmental Analysis Unit
1548 Mail Service Center
Raleigh, NC 27699-1548

Project History

The North Carolina Department of Transportation (NCDOT) is studying possible improvements to the US 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 will be federally funded.

The project's current alternatives are illustrated on pages 2 and 3 of this newsletter and a large-scale, aerial map is available at the project website (www.ncdot.gov/projects/401CorridorStudy).

The NEPA Planning Process

The US 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 effects of their proposals. An environmental document called an Environmental Impact Statement (EIS) will be prepared for this project.

Project Updates

Since the last project newsletter was distributed in April 2012, fieldwork, research, interviews and analyses to address potential impacts to communities and existing and future land use have been completed. In addition, fieldwork and evaluations for the natural environment and detailed design of the alternatives have started. This work will be reviewed by agency representatives that form the project's Merger Team. The Merger Process is intended to streamline the project development and environmental permitting processes. Agencies participating on the Merger Team include the US Army Corps of Engineers, US EPA, US Fish and Wildlife Service, NC Division of Water Resources, NC Wildlife Resources Commission, Federal Highway Administration, NCDOT and other state and federal agencies. The Merger Process also involves local governments. It provides a process for agency representatives to discuss and reach consensus on ways to meet environmental permitting requirements during the NEPA decision-making phase of transportation projects. You will receive a project newsletter update following the Merger Team meeting if any of the study corridors are deleted or revised.

Current Schedule

The Draft EIS is currently scheduled for completion in Early 2015, followed by Public Hearings in Spring 2015. Notice of the Public Hearings will be announced in a future project mailing and on the project website once they have been scheduled.

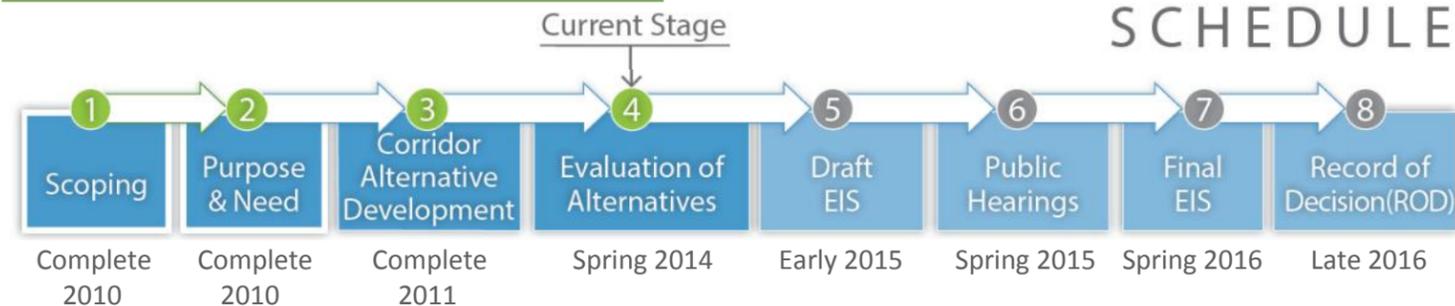


Information enclosed is from the North Carolina Department of Transportation

For additional information and detailed aerial mapping, see the Project Website at: 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 asteadly@planningcommunities.com. Gracias.

SCHEDULE



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.

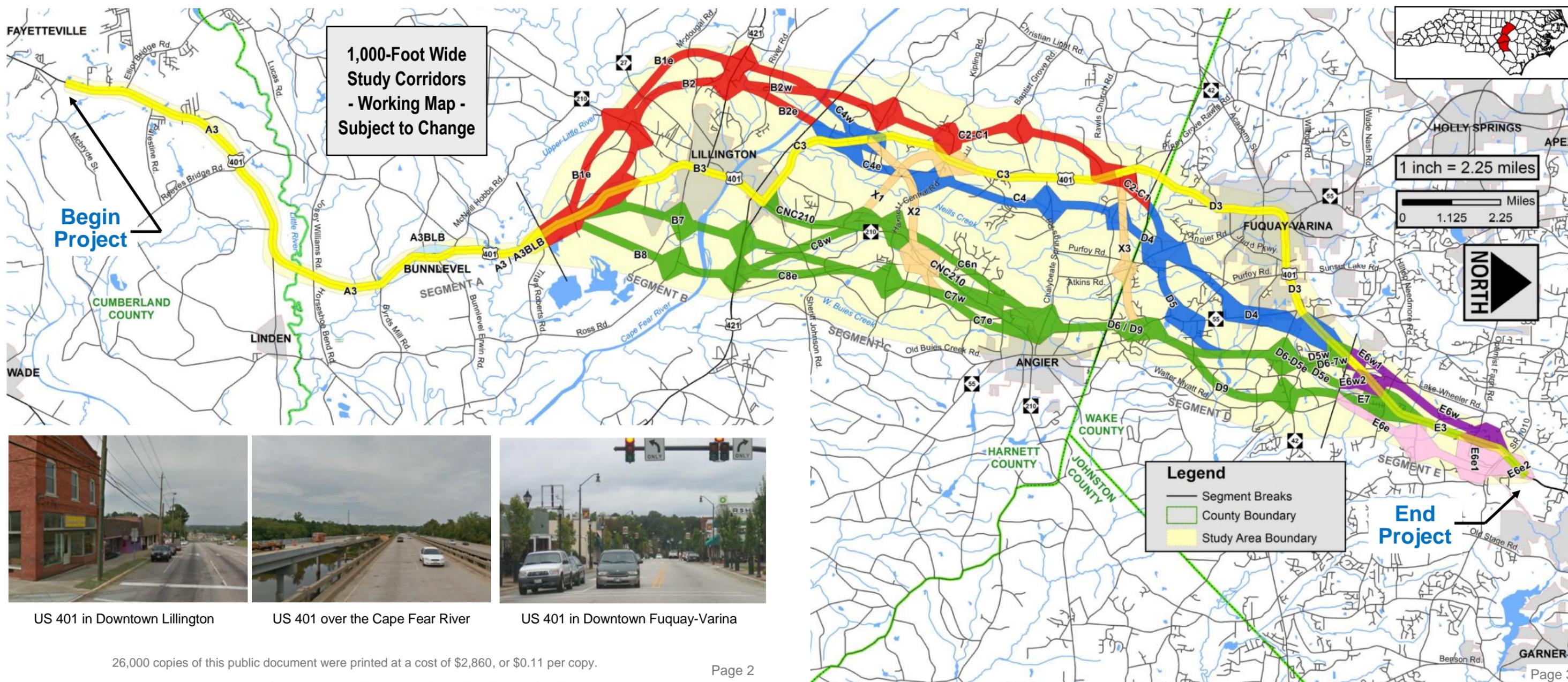
NOTE: Currently, the project is only funded for environmental study. Right of way acquisition and construction are currently unfunded and are not expected to occur until sometime after 2023. However, the project schedule is subject to change.

Study Corridors

The map below shows the alternatives identified for detailed study in the April 2012 project newsletter (Issue No. 3). Improvements along existing US 401 are contained within the yellow study corridor while the other corridors represent new-location routes.

The project is organized using five segments (A through E), each with common geographic characteristics, development patterns and transportation needs. The study corridors (shown below) are used in combination with each other (across the five segments) to create alternatives that span the full length of the project. These combinations result in hundreds of possible alternatives. 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 relocations or minimize impacts to other sensitive areas. Detailed fieldwork, research, analysis and design are in progress to determine the best location for the proposed project within each study corridor.

As environmental analyses progress and agency coordination continues, some of the segments may be eliminated while others will continue to be studied and refined. The Corridor Public Hearing (currently planned for Spring 2015) will provide an opportunity for you to discuss the remaining alternatives with the EIS project team, view the preliminary roadway design plans and provide comments. After the Corridor Public Hearing, a single Preferred Alternative will be selected.



Property Acquisition

Proposed right of way widths for the project will range between 200 to 300 feet, which is about a third of the width of the study corridor. Right of way widths will expand where interchanges are needed. Currently, right of way acquisition and construction are not expected to occur until sometime after 2023. The project schedule is dependent on many factors (such as funding and reprioritization in the Transportation Improvement Program) and therefore is subject to change.

On-Line Information

Strategic Prioritization <https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx>

Transportation Improvement Program <https://connect.ncdot.gov/projects/planning/Pages/default.aspx>

Project Newsletters

Hard copies of this newsletter were sent by a method new to NCDOT in an effort to maximize distribution to homes and businesses located within the study corridors while reducing distribution costs overall. The new method is called Every Door Direct Mail (EDDM) and is based on zip code routes used by the US Post Office that correlate to the current study corridors. The use of EDDM saves money even though it may result in people receiving duplicate copies. In addition to EDDM, this newsletter was also sent using physical mailing addresses and e-mail addresses provided by the public at the July 2011 Citizens Informational Workshops and from people that submitted project comments to NCDOT. If you received duplicate copies or if you know someone that did not receive a copy of this newsletter and would like to be added to either the project's e-mail or hard copy distribution list, please call or write to one of the Study Team Contacts listed on page 4.