

External Scoping Meeting

**Proposed Airport Parkway from SR 1710 (Harrison Road) Near US 70/US 601
(Jake Alexander Boulevard) to SR 2539 (Peach Orchard Road) in Salisbury**

Rowan County



NCDOT STIP Project No. U-5901

State Project No. 44705.1.1

December 13, 2017

Meeting Agenda

1. Introductions and Sign-in
2. Purpose of Meeting
3. Project Overview
4. Schedule and Funding
5. Project History and Purpose
6. Preliminary Study Area
7. Study Area Overview
8. Input and Discussion
9. Next Steps

PROJECT DATA SHEET

Date: 9/25/17
Rev.: 11/21/17

STIP No.: U-5901	County: Rowan
Federal-aid No.: N/A	WBS No.: 44705.1.1
NCDOT Division: 9	External Scoping Meeting Date: December 13, 2017

Project Description:

- Length: **Approximately 4.6 miles (CTP alignment)**
- Termini (US Hwy / SR): **US 70/US 601 (Jake Alexander Blvd) to US 29 (S. Main Street)**
- MPO / RPO: **Cabarrus-Rowan MPO**
- NEPA / 404 Merger Candidate? ☒ Yes ☐ No ☐ Unknown
- General Description of Project:

Proposed Airport Parkway from SR 1710 (Harrison Road) near US 70/US 601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Road)* at US 29 in Salisbury, Rowan County. Construct two-lane roadway on multilane right-of-way (ROW).

NCDOT's 2018-2027 STIP includes the project schedule and cost estimates as follows:

- **ROW acquisition is scheduled to take place in Fiscal Year (FY) 2023 (\$2.9 million).**
- **Utility construction is scheduled to begin in FY 2023 (\$0.5 million).**
- **Construction is scheduled to take place from FY 2025 through FY 2027 (\$30.0 million).**
- **Total project cost is estimated at \$34.4 million.**

*Although the STIP currently defines a southern project terminus at SR 2539 (Peach Orchard Road), it is anticipated project U-5901 will instead terminate at SR 2538 (Peeler Road) and US 29.

Project Purpose and Need

• **Summary of Purpose**

The purpose of the project is to improve the transportation network in the study area to benefit mobility and connectivity. Additionally, the project is intended to improve access to southwest Salisbury and the Mid-Carolina Regional Airport and to improve emergency services response times within the project area.

• **Summary of Needs**

• ***System Linkage***

The CRMPO CTP classifies the proposed Airport Parkway as a Recommended Boulevard between Jake Alexander Boulevard and South Main Street. In addition, Airport Parkway is identified as a regionally significant component of the area's roadway network in the CRMPO 2040 Metropolitan Transportation Plan (August 2015). According to the

CTP, the recommended improvement is a four lane boulevard, with provisions for pedestrians, bicycles, and transit.

Western Salisbury is serviced by a network of east-west roads including NC 150, Airport Road, and Harrison Road. However, there is very poor north-south connectivity between these roads, and options to access I-85 from this area are very limited. The lack of north-south connectivity in this area results in most traffic using Jake Alexander Boulevard to access high-demand areas like I-85 and the VA Medical Center.

The recently constructed grade separation at Cedar Springs Road/Peeler Road over South Main Street and the railroad tracks provides a direct connection from US 29 to I-85. However, this connection stops short of providing the linkage needed to connect the other major east-west roads serving the project area. The project is needed to complete the missing north-south travel link in the project area.

- ***Access to Southwestern Salisbury***

The Norfolk Southern Railroad runs along the eastern side of US 29, separating Salisbury from I-85. The railroad impedes access to the southwestern sections of Salisbury due to lack of railroad crossings in this area. In the project area, access across the railroad to I-85 from Salisbury will be limited only to Jake Alexander Boulevard and Peeler Road. The current road network provides very poor connectivity to Peeler Road from southwestern Salisbury. Therefore, travel options for neighborhoods in the project area, and access to I-85 and to major commercial and employment destinations like the Mid-Carolina Regional Airport (formerly Rowan County Airport), the VA Medical Center, and Novant Health Rowan Medical Center is very limited.

- ***Emergency Services Response Time Improvement***

City of Salisbury Fire Department officials have indicated that because of the congested and dangerous nature of the Jake Alexander Boulevard corridor, the proposed Airport Parkway is needed to help the City provide efficient emergency services in the project area. The proposed project would greatly increase emergency services access within the project study area, as well as to healthcare facilities in the vicinity of the study area such as the VA Medical Center and Novant Health Rowan Medical Center, both of which are located just to the northeast of the study area. Fire Department officials indicated they would use the proposed project extensively to serve the study area in order to avoid the congestion along Jake Alexander Boulevard.

Design Data (Existing Conditions):

- **Functional Classification:**
 - US 29 (S. Main Street), US 70/US 601 (Jake Alexander Blvd): Other Principal Arterial
 - NC 150 (Mooresville Road), SR 1710 (Harrison Road), SR 1526 (Sherrills Ford Road) from NC 150 to SR 1710 (Harrison Road): Minor Arterial
 - Brenner Avenue: Major Collector
 - SR 2539 (Peach Orchard Road), SR 2538 (Peeler Road), SR 1560 (Cedar Springs Road), SR 1516 (Airport Road), National Guard Road, SR 1526 (Rowan Mill Road), SR 1825 (Candlewick Drive): Local Street
- **Strategic Transportation Corridor:** Corridor I: I-85/North Carolina Railroad (NCRR) – South Carolina state line to Virginia state line through Piedmont Crescent (with future I-285 spur to Winston-Salem): Corridor I is described in the *North Carolina Transportation Network and Strategic Transportation Corridors Framework* (August 2015)

as one of the most important freight corridors in the Southeast. It serves as the transportation spine of the state's Piedmont Crescent, the generally-recognized economic engine. The entire length of the corridor carries high freight volumes as I-85 passes through the state's major metropolitan areas of Charlotte, Greensboro, and Durham. Passenger traffic is heavy throughout the corridor except for a short length from Granville County to the Virginia state line. From Charlotte to Durham, Corridor I includes the NCRR, providing rail freight mainline service from Charlotte to Greensboro and passenger service from Charlotte to Durham and Raleigh. Corridor I consists of 258 miles of highway and 136 miles of railroad.

- Primary rail line: Norfolk Southern Crescent Corridor, NCRR
- Passenger rail service: Amtrak Carolinian, Piedmont (on NCRR), Amtrak Crescent

- **CTP Designation (Facility Type):**

- Proposed Airport Parkway: Boulevard between Brenner Avenue (at Jake Alexander Blvd) and SR 2538 (Peeler Road) (at S. Main Street). Existing sections (along Cedar Springs Road and Candlewick Drive) shown as Boulevard (Needs Improvement) and new location sections shows as Boulevard (Recommended).
- US 29 (S. Main Street): Existing Other Major Thoroughfare between southern study area boundary and US 70/US 601 (Jake Alexander Blvd).
- US 70/US 601 (Jake Alexander Blvd): Existing Boulevard between US 29 (S. Main Street) and northern study area boundary.
- NC 150 (Mooresville Road): Existing Other Major Thoroughfare (between US 29 and Town Court), and Boulevard - Needs Improvement (between Town Court and western study area boundary).
- Brenner Avenue: Boulevard (Needs Improvement) east of US 70/US 601 (Jake Alexander Blvd).
- SR 1516 (Airport Road): Minor Thoroughfare (Needs Improvement) between US 29 (S. Main Street) and western study area boundary, and Minor Thoroughfare (Recommended) to east of US 29 (S. Main Street).
- SR 1526 (Rowan Mill Road/Sherrills Ford Road), SR 1710 (Harrison Road), and Lincolnton Road: Existing Minor Thoroughfare throughout project study area.
- Two Proposed Grade Separations are shown over the Norfolk Southern Railroad/NCRR tracks: one at Peeler Road (already constructed) and one at the proposed Airport Road extension.
- A Proposed Grade Separation is also shown at the northern Norfolk Southern Railroad tracks on the Mooresville Road Extension from US 29 (S. Main Street) to US 601 (Jake Alexander Blvd)

- **CTP Problem Statement**

Airport Parkway Extension, TIP No. U-5901 (formally U-3821):

Commercial development around the Rowan County airport is projected to increase over the next 30 years. The primary purpose of this project is to improve access to the development surrounding the airport and improve mobility between US 70, NC 150, US 29 and I-85 on the southwest side of Salisbury.

The recommended improvement is a four lane boulevard with provisions for pedestrians, bicycles, and transit. With the already planned railroad grade separation (P-5206A) at Peeler Road (SR 2538), and the more direct connection to I-85, this new location project will improve system connectivity for vehicles accessing the development around the airport. This project is identified as regionally significant within the Cabarrus-Rowan MTP.

- **Type of Access Control:**
 - US 70/US 601 (Jake Alexander Blvd): full access control between Julian Road/Martin Luther King Jr. Ave and Castlewood Drive, and partial access control between Castlewood Drive and NC 150 (Mooresville Road).
 - None of the other existing roadway facilities in the project study area have control of access.
- **Typical Section:**
 - US 70/US 601 (Jake Alexander Blvd) from US 70 (Statesville Blvd) to Lincolnton Road, US 29 (S. Main Street), and NC 150 (Mooresville Road) from east of SR 1825 (Candlewick Drive) to US 70/US 601 (Jake Alexander Blvd): Five-lane undivided, including a two-way-center-turn lane.
 - SR 1560 (Cedar Springs Road), SR 1516 (Airport Road), National Guard Road, SR 1526 (Sherrills Ford Road/Rowan Mill Road), NC 150 (Mooresville Road) from SR 1516 (Airport Road) to east of SR 1825 (Candlewick Drive), SR 1825 (Candlewick Drive), SR 1710 (Harrison Road): Two-lane undivided.
 - Brenner Avenue to east of US 70/US 601 (Jake Alexander Blvd): Three-lane undivided, including a two-way-center-turn lane.
- **Right-of-Way:**
 - US 29 (S. Main Street): Variable between 50 and 100 feet
 - SR 1516 (Airport Road): 60 feet
 - NC 150 (Mooresville Road): Variable between 60 and 120 feet
 - SR 1825 (Candlewick Drive): 60 feet
- **Posted Speed:**
 - SR 1825 (Candlewick Drive): 25 mph
 - SR 1526 (Rowan Mill Road) from Balfour Drive to Foxfire Drive: 35 mph
 - US 29 (S. Main Street) from US 70/601 Interchange to SR 1571 (Red Acres Drive), SR 1516 (Airport Road), SR 1526 (Rowan Mill Road) from Foxfire Drive to NC 150 (Mooresville Road), NC 150 (Mooresville Road) from US 70/US 601 (Jake Alexander Blvd) to SR 1825 (Candlewick Drive), SR 1710 (Harrison Road), US 70/US 601 (Jake Alexander Blvd): 45 mph
 - NC 150 (Mooresville Road) from SR 1825 (Candlewick Drive) to SR 1526 (Rowan Mill Road/Sherrills Ford Road): 50 mph
 - US 29 (S. Main Street) from Red Acres Drive to Long Meadow Drive, SR 1560 (Cedar Springs Road): 55 mph

- **Structure Inventory (bridges, RCBC, Walls, etc.):**

There are four roadway bridges, one railroad bridge, one culvert, and one pipe within the U-5901 project study area. These include:

- Bridge No. 790001 on SR 1526 (Rowan Mill Road) over Grants Creek.
- Bridge No. 790041 on US 29/US 70 (S. Main Street) over US 70/US 601 (Jake Alexander Blvd).
- Bridge No. 790079 on NC 150 (Mooresville Road) over Grants Creek.
- Bridge No. 790278 on US 70/US 601 (Jake Alexander Blvd) over Grants Creek. Listed as functionally obsolete.
- Railroad Bridge No. 790391 on Norfolk Southern Railroad over US 70/US 601 (Jake Alexander Blvd). Listed as functionally obsolete.
- Culvert No. 790405 on SR 1526 (Sherrills Ford Road) over Draft Branch. Described as double 12'x12' RCBC, 51' along centerline of culvert.
- Pipe No. 790070 on SR 1710 (Harrison Road) over UT to Draft Branch. Described as three lines of 102" CM pipe, 111'1" along centerline of pipe.

- **Other STIP Projects in the Area**

There are six additional projects from the 2018-2027 STIP in the project area:

- **U-5900:** NC 150 from SR 1516 (Airport Road) to west of Grants Creek in Salisbury. Widen to multi-lanes. ROW and utilities from FY 2025-2026, construction in FY 2027 and unfunded future years.
- **U-5738:** SR 2528 (Julian Road) from US 601 (Jake Alexander Blvd) to SR 2667 (Summit Park Drive) in Salisbury. Widen to multi-lanes. ROW and utilities in FY 2018, construction in FY 2020.
- **P-5206:** Piedmont Corridor, restore double track from Reid (Downtown Salisbury) to North Kannapolis. Under construction.
- **I-5858:** I-85 from US 29/US 601 in China Grove to US 601 (Jake Alexander Blvd) in Salisbury and from south of US 52 in Salisbury to north of SR 2120 (Long Ferry Road) in Spencer. Pavement rehabilitation. Construction in FY 2019.
- **B-5769:** SR 2539 (Peach Orchard Road). Replace Bridge No. 790200 over Town Creek. Planning/design in progress, construction in FY 2018.
- **AV-5820:** Rowan County Airport (RUQ). Acquire ROW for aircraft apron/helipad. ROW in FY 2018.
- **Y-5500:** Traffic Separation Study – Implementation and Closures. ROW and Construction underway, includes the planned closure of the Henderson Grove Church Road crossing.

- **Railroad Involvement:**

Rail track owned by NCCR and operated by Norfolk Southern is located just east of US 29 in the project area and runs parallel to the highway. This line provides both freight and passenger service. Additional information about this facility can be found in the Strategic Transportation Corridor section.

Another Norfolk Southern track runs from the northwest to the southeast across Jake Alexander Blvd at the northern end of the project study area.

Segments of abandoned rail track are located south of Airport Road and east of Cedar Springs Road within the project area.

Long Range Plan History:

- CRMPO Comprehensive Transportation Plan (September 2016)
- CRMPO 2040 Metropolitan Transportation Plan (August 2015)

Other Plans and Maps:

- 2016-2025 CRMPO Transportation Improvement Program (June 2015)
- Rowan County Land Use Plan for Areas West of I-85 (April 2009)
- Rowan County Airport Master Plan (October 2008)
- Feasibility Study for Airport Parkway from SR 2539 (Peach Orchard Road) at I-85 to US 70-601 (Jake Alexander Blvd) – Rowan County (February 1998)
- North Carolina Strategic Transportation Corridor Policy (March 2015)
- Salisbury Vision 2020 Comprehensive Plan (March 2001)

Traffic Data (AADT):

		US 29 (S. Main Street)	US 70/US 601 (Jake Alexander Blvd)	NC 150 (Mooresville Road)
Current Year (2017)	No-Build	11,200 – 14,000 vpd	21,000 – 32,100 vpd	7,900 – 15,900 vpd
Future Year (2040)	No-Build	11,200 – 14,000 vpd	26,400 – 40,400 vpd	9,900 – 20,000 vpd

Cost Estimates:

	Construction	Right-of-Way	Utilities	Total (including prior year)
NCDOT 2018-2027 STIP Estimate	\$30,045,000	\$2,880,000	\$500,000	\$34,425,000

Project Schedule: (NCDOT 2018-2027 STIP)

Environmental Document	2020
Public Meeting No. 1	2018
Right-of-Way	FY 2023
Construction Let	FY 2025

Alternatives Data:

Design Data (Proposed Conditions):

- **CTP Designation (Facility Type):** Boulevard
- **Type of Access Control:** Partial
- **Typical Section:** To be constructed as two-lane roadway on multilane right-of-way; eventually to be four-lane median divided facility. Bicycle lanes and sidewalks (both sides) will likely be included (depending on local government cost-share agreement).
- **Right-of-Way:** TBD
- **Posted Speed:** 45 mph (expected)

Preliminary Study Area Resource Inventory Table

Resource	Status/Comments U-5901 Study Area
Project Length (mile)	4.6 (CTP alignment)
Streams	<ul style="list-style-type: none">• 2 major streams in the study area: Grants Creek and Draft Branch.• 16 unnamed tributaries (UT) to these 2 major streams.
Wetlands/Ponds	<ul style="list-style-type: none">• Wetlands in the Grants Creek and Draft Branch floodplains, as well as along the UT to Draft Branch adjacent to Harrison Road.• 7 small ponds, both with and without connections.
303(d) Waters	None
NPDES Permits	6 NPDES Stormwater Permits (5 active and 1 expired) No NPDES Wastewater Permits
HQW/ORW	None
Critical Water Supply Watersheds	None
River Basin Buffer Requirements	Project is within Yadkin River Basin, which does not have a riparian buffer protection program in place
Public Water Supply Source	4 locations
Federally-Protected Species/Critical Habitat	Schweinitz's sunflower (<i>Helianthus schweinitzii</i>) – Endangered Northern long-eared bat - Threatened
Hazardous Material Sites	1 pre-regulatory landfill, 4 hazardous waste sites, 10 UST sites
Cultural Resources	Western tip of Fulton Heights Historic District is located along eastern border of study area
Government/Community Facilities (fire stations, hospitals, nursing homes, churches, schools,	Mid-Carolina Regional Airport, National Guard Armory Army Aviation Support Facility, Rowan County Housing Authority, NCDOT District Engineer's Office, 2 existing fire stations and site for future Salisbury Fire Station No. 6, 9 churches, 2 assisted living facilities, 2 YMCA

cemeteries, etc.)	facilities, 1 cemetery
Parks and Recreational Facilities	Rolling Hills Golf Course, City of Salisbury Greenway along Brenner Avenue
Potentially Affected Residential Properties	Numerous residential subdivisions and individual home sites throughout the project area
Potentially Affected Business Properties	Present
Other Infrastructure (wastewater treatment plants, transmission pipelines, etc.)	Solar farm and several electric transmission line corridors
Land and Water Conservation Fund Properties	Two conservation easements owned by Land Trust for Central NC and NC Clean Water Trust Fund along Grants Creek
Other Known/Suspected Resources or Issues (e.g., low-income or minority community)	Several low-income and minority communities (trailer parks), primarily near Airport Road to the west and south of Mid-Carolina Regional Airport (former Rowan County Airport).

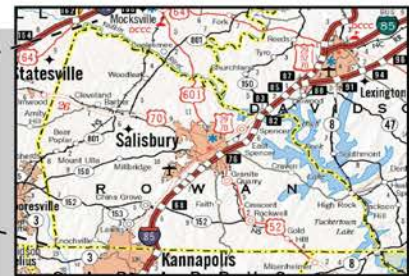
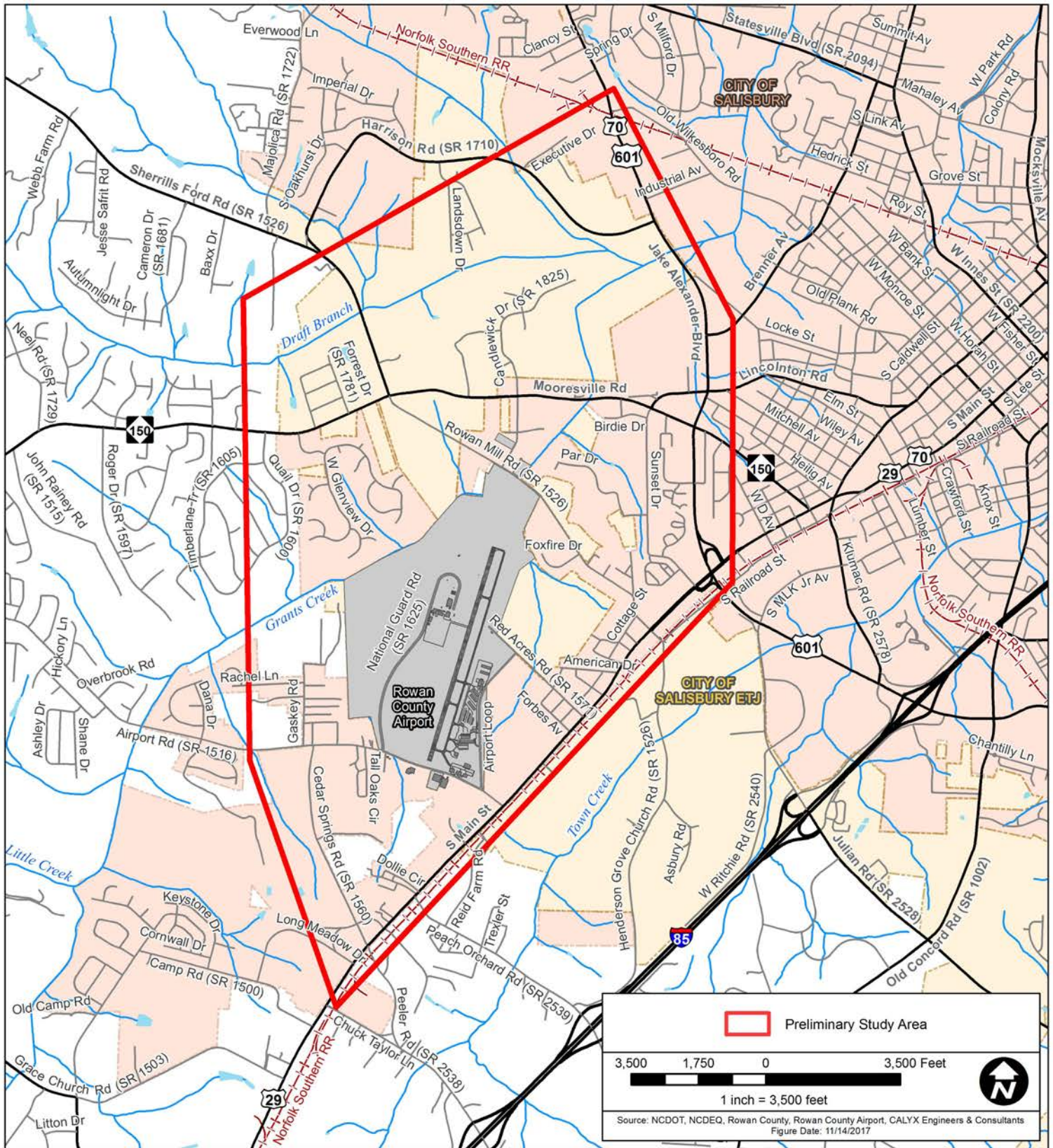
Sources: NCDOT GIS; NC OneMap; NCDEQ Website; NCNHP Website; Rowan County GIS; USFWS Website; NWI Wetland Mapping; USGS Quad Map; Google Maps.


Study Area Roadways Crash Rate Comparison

Roadways	Total Crash Rate	Fatal Crash Rate	Non-Fatal Injury Crash Rate	Night Crash Rate	Wet Crash Rate
Urban United States Routes Crash Rate Comparison					
US 70/US 601 (Jake Alexander Blvd.) between US 29 (S. Main St.) and Dan St.	498.94	2.01	122.39	72.90	80.93
US 29 (S. Main St.) between US 70/US 601 NB Ramps (Jake Alexander Blvd.) and Long Meadow Dr.	241.46	0.00	98.32	57.84	33.26
Statewide Urban United States Routes (4+ lanes continuous left turn lane) ¹	291.51	1.30	92.91	54.76	52.06
Statewide Urban United States Routes (4 or more lanes divided with partial control of access) ¹	185.84	0.86	56.73	46.08	38.55
Statewide Urban United States Routes (4 or more lanes divided with full control of access) ¹	83.08	0.52	20.64	23.74	21.69
Urban North Carolina Routes Crash Rate Comparison					
NC 150 (Mooresville Rd.) between SR 1589/SR 1833 (Harris Rd./Windmill Rd.) and US 70/US 601 (Jake Alexander Blvd.)	747.89	3.95	203.25	132.21	100.64
Statewide Urban North Carolina Routes (2 lanes undivided) ¹	241.37	1.31	75.62	57.56	41.52
Statewide Urban North Carolina Routes (4+ lanes continuous left turn lane) ¹	282.47	1.02	82.51	55.70	50.40
Urban Primary Routes Crash Rate Comparison					
SR 1710 (Harrison Rd.) between US 70/US 601 (Jake Alexander Blvd.) and SR 1526 (Sherrills Ford Rd.)	195.84	0.00	61.85	65.28	34.36
SR 1526 (Rowan Mill Rd./Sherrills Ford Rd.) between US 29 (S. Main St.) and SR 1710 (Harrison Rd.)	253.08	2.58	77.47	74.89	36.15
Statewide Urban Primary Routes (2 lanes undivided) ¹	241.48	1.26	75.87	55.34	42.71
Urban Secondary Routes Crash Rate Comparison					
SR 1516 (Airport Rd.) between US 29 (S. Main St.) and Dana Dr.	280.48	0.00	93.49	62.33	7.79
SR 1560 (Cedar Springs Rd.) between US 29 (S. Main St.) and SR 1516 (Airport Rd.)	338.05	0.00	48.29	120.73	96.59
SR 2538 (Peeler Rd.) between US 29 (S. Main St.) and I-85 NB Ramps	340.18	0.00	100.05	160.08	50.03
Statewide Urban Secondary Routes (2 lanes undivided) ¹	247.39	1.18	76.16	65.51	46.04

Note: Study area crash data is for five-year period from October 1, 2012 to September 30, 2017. All crash rates per 100 million vehicle miles traveled.

¹2013-2015 North Carolina statewide crash rates.



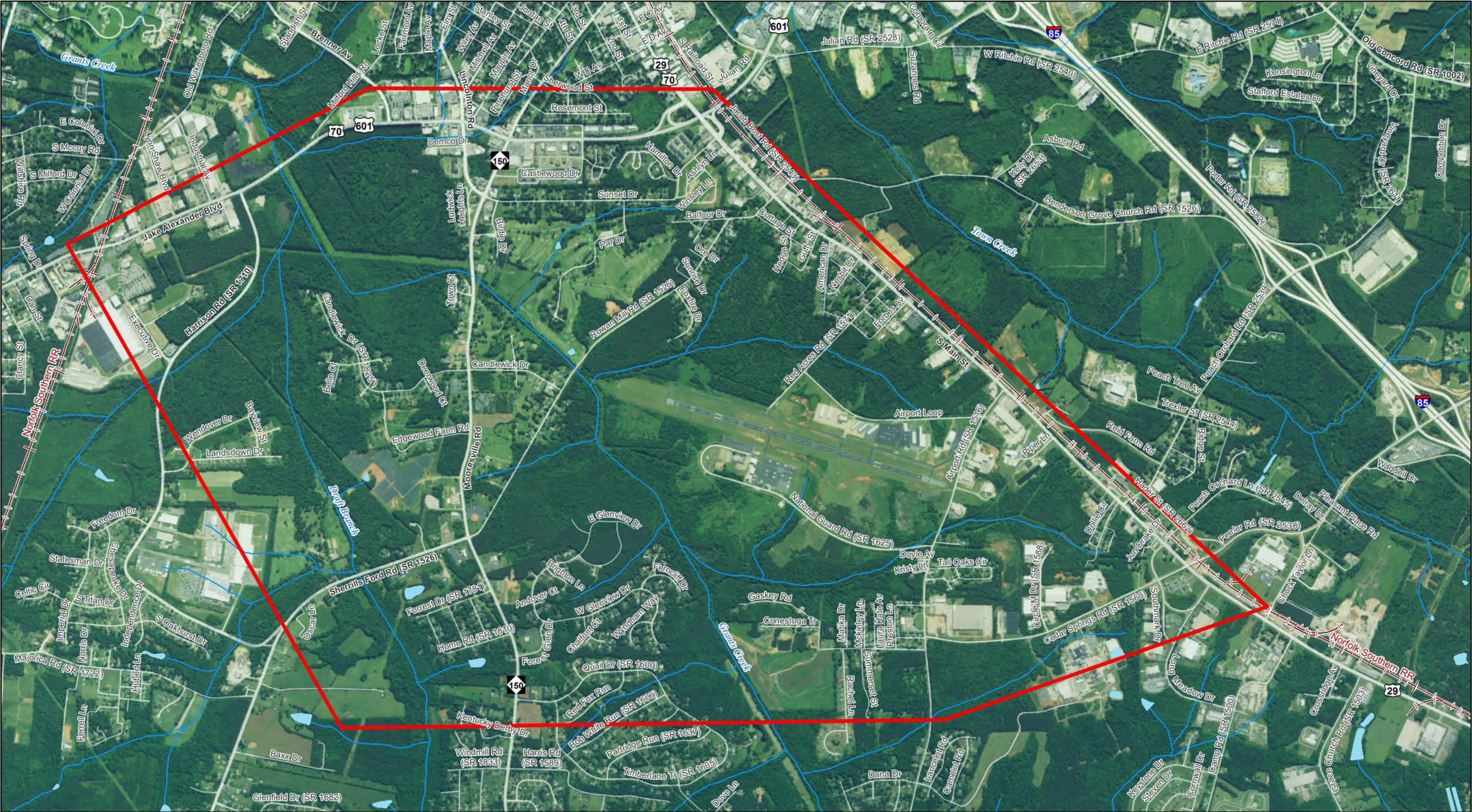



**NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION 9**

Proposed Airport Parkway from SR 1710 (Harrison Road)
near US 70/US 601 (Jake Alexander Boulevard)
to SR 2539 (Peach Orchard Road)
at US 29 (S Main Street) in Salisbury

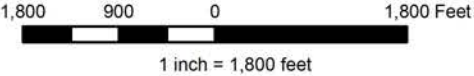
STIP Project U-5901
Rowan County

Figure 1 - Project Vicinity






NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION 9



1,800 900 0 1,800 Feet
1 inch = 1,800 feet



Source: NCDEQ, NCDOT, ESRI
Google Maps, CALYX Engineers & Consultants
Figure Date: 11/14/2017

Proposed Airport Parkway from SR 1710 (Harrison Road)
near US 70/US 601 (Jake Alexander Boulevard)
to SR 2539 (Peach Orchard Road)
at US 29 (S Main Street) in Salisbury

STIP Project U-5901
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Figure 2 - Preliminary Study Area

