

LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE (LEDPA)/PREFERRED ALTERNATIVE SELECTION

New Route (Airport Parkway) from US 70/US 601 (Jake Alexander
Boulevard) to SR 2538 (Peeler Road) at US 29 in Salisbury

Rowan County
STIP Project U-5901

North Carolina Department of Transportation
Division 9



MERGER CONCURRENCE POINT NUMBER 3

April 15, 2026

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Appendix A

Figure 1. Vicinity Map

Figure 2. Detailed Study Alternatives (Overview)

Figure 3. Alternatives 2 & 2A (Overview)

Figures 3A – 3E. Detailed Study Alternatives with Environmental Features

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Concurrence Points 1, 2, and 2A Signed Signature Forms

November 5, 2025, Open House Public Meeting Summary

Individual Stream and Wetland Impacts Tables for Detailed Study Alternatives

1. Introduction

The lead federal agency for the proposed project is the Federal Highway Administration (FHWA). The primary points of contact for the subject project are:

Agency	Name
Federal Highway Administration (FHWA)	Seth Wilcher
U.S. Army Corps of Engineers (USACE)	Steve Brumagin
North Carolina Department of Water Resources (NCDWR)	Faith Hardin
North Carolina Department of Transportation	Al Blanton
NV5	Eric Midkiff

The purpose of this meeting is to reach concurrence on the Least Environmentally Damaging Practicable Alternative (CP 3) for the subject project.

1.1 Project Description

The North Carolina Department of Transportation (NCDOT), in cooperation with the FHWA, proposes to construct the Airport Parkway in Rowan County. As described in the NCDOT *Final 2026 – 2035 State Transportation Improvement Program* (January 2026), the proposed Airport Parkway (STIP No. U-5901, WBS No. 44705.1.1) would be a new route from US 70/US 601 (Jake Alexander Boulevard) to SR 2538 (Peeler Road) at US 29 (S. Main Street) in Salisbury. The proposed project is approximately 3.6 miles long and is anticipated to be a two-lane roadway. The project study area is shown on Figure 1 (Appendix A).

1.2 Project History and Merger Plan

The proposed project is included in the NCDOT Final 2026 – 2035 STIP (January 2026). The current costs for the project as estimated in the STIP are shown in Table 1. The draft project schedule is included in Table 2 and is based on the Merger Plan. The schedule and cost estimates are draft and subject to change.

Table 1. 2026-2035 Final STIP U-5901 Cost Estimates

Phase	Estimated Costs
Right-of-Way	\$19,600,000
Utilities	\$7,900,000
Construction	\$52,100,000
Total	\$79,600,000

Table 2. Draft U-5901 Project Schedule

Milestone	Anticipated Date
CP 1 (Purpose and Need and Study Area Defined)	4/17/24
CP 2 (Detailed Study Alternatives Carried Forward)	7/25/24, 5/30/25
CP 2A (Bridging Decisions and Alignment Review)	10/15/25
Public Meeting	11/5/25
CP 3 (LEDPA/Preferred Alternative Selection)	April 15, 2026
Type III CE	July 2026
CP 4A (Avoidance and Minimization Measures)	TBD
CP 4B (Hydraulic Design Review)	TBD
CP 4C (Permit Drawing Review)	TBD
Begin Right-of-Way Acquisition	FY 2030
Begin Construction	FY 2034

*Draft, subject to change.

1.3 Past Merger Meetings Summary

1.3.1 Concurrence Point 1 (CP 1)

The Merger Meeting for CP 1 was held on April 17, 2024. During the meeting, the Purpose and Need for the project was discussed, finalized, and concurred on, and the Project Study Area was defined. See the [CP 1 packet](#) for more information. The signed CP 1 concurrence form is included in Appendix B.

1.3.2 Concurrence Point 2 (CP 2)

The Merger Meeting for CP 2 was held on July 25, 2024. As a result of this meeting the following alternatives were carried forward for detailed study: No-Build, Alternative 1, Alternative 1A, Alternative 2, Alternative 2A, Alternative 3, Alternative 3A. Descriptions of these alternatives were included in the [CP 2 packet](#). The signed CP 2 concurrence form is included in Appendix B.

In May 2025, two additional design alternatives (Alternative 6 and Alternative 6A) were identified and proposed to the Merger Team via email. The two alternatives were intended to provide options that would avoid impacting operations at the Westlake Royal Building Products business, located on Cedar Springs Road. The Merger Team agreed these two alternatives should also be carried forward for detailed study.

Figure 2 in Appendix A shows the eight detailed study build alternative corridors.

1.3.3 Concurrence Point 2A (CP 2A)

The Merger Meeting for CP 2A was held on October 15, 2025. As a result of this meeting, the Merger Team concurred on the major hydraulic structure recommendations as shown in Table 3 of the [CP 2A packet](#) at the following eight hydraulic sites: 1, 2, 3, 4, 7, 8, 12, and 15. The signed CP 2A concurrence form is included in Appendix B.

1.4 Public Involvement

Open House Public Meeting (November 2025)

NCDOT conducted a U-5901 Open House Public Meeting on November 5, 2025, from 5:00 to 7:00 PM at the Salisbury Civic Center. This meeting was advertised via local newspapers, through the distribution of 1,393 postcards mailed to citizens and businesses within the project area, and on NCDOT's [project website](#) and [public involvement website](#).

Attendees received handouts including the following information: project description and purpose, potential environmental impacts, proposed typical sections, project schedule, right-of-way acquisition process, a Title VI comment form, and project comment sheets. Staffed stations with informational displays, including project mapping and study alternatives, provided additional opportunities for public engagement. OHPM maps can be viewed at the following location:

- [Design Public Meeting Maps](#)

Participants included residents, property owners, local government employees and officials, and church and local organization representatives. A total of 76 citizens registered their attendance at the meeting.

The public comment period for the project generated a total of 67 comments and one petition. The majority of comments received expressed opposition to Alternative 3 and 3A. The petition, which included 116 signatures from the Forest Glen Homeowners Association, also opposed Alternatives 3 and 3A.

Table 3 provides a breakdown of the public comments expressing an alternative preference. Table 4 shows the most frequent project-specific comments. A comprehensive summary is included in Appendix B.

Table 3. Detailed Study Alternatives Preference

Comment	Number of Comments (%)
Supports Alternative 1	3 (4.4%)
Supports Alternative 1A	1 (1.5%)
Supports Alternative 2	9 (13.4%)
Supports Alternative 2A	7 (10.4%)
Supports Alternative 3	0 (0.0%)
Supports Alternative 3A	0 (0.0%)
Supports Alternative 6	0 (0.0%)
Supports Alternative 6A	0 (0.0%)
Does Not Support Alternative 1	0 (0.0%)
Does Not Support Alternative 1A	0 (0.0%)
Does Not Support Alternative 2	0 (0.0%)
Does Not Support Alternative 2A	0 (0.0%)
Does Not Support Alternative 3	38 (56.7%)
Does Not Support Alternative 3A	38 (56.7%)
Does Not Support Alternative 6	1 (1.5%)
Does Not Support Alternative 6A	1 (1.5%)
Supports the Project	3 (4.4%)
Does Not Support the Project	5 (7.4%)

Table 4. Most Frequent Project-Specific Comments Received

Comment Category	Number of Comments (%)
Concerns about environmental Impacts (wetlands, wildlife, habitat)	33 (49.2%)
Concerns about residential impacts/displacements	31 (46.3%)
Concerns about noise impacts	25 (41.7%)
Concerns about property value/tax base falling	25 (41.7%)
Concerns about impacting Grants Creek	13 (19.4%)
Concerns about areas prone to flooding	8 (11.9%)
Concerns about impacting landfill/dump	7 (10.4%)
Add greenway connectivity and bicycle and pedestrian accommodations	7 (10.4%)
Concerns for/questions about the need for the project	6 (8.9%)
Safety	5 (7.4%)
Widen NC 150	2 (3.0%)

2. Purpose and Need of the Project

The purpose of the project is to improve roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road within the proposed study area, thereby providing improved access to the Mid-Carolina Regional Airport and surrounding residential and commercial development.

The need to be addressed by the proposed project is the lack of roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road within the proposed study area, which results in deficiencies in system linkage, access to the Mid-Carolina Regional Airport and surrounding development, and travel capacity.

3. Detailed Study Alternatives and Impacts

Table 5 presents a detailed comparison of the potential natural, human, and physical environmental impacts of the detailed study alternatives. The impacts to streams and wetlands are based on the slope stake limits plus a 40-foot buffer. Figures 3A to 3E in Appendix A show the detailed study alternatives and the environmental features within the project study area, as well as the major hydraulic site structures concurred on by the Merger Team at CP 2A. Appendix B includes tables showing individual stream and wetland impacts for the detailed study alternatives.

4. Preferred Alternative/LEDPA

NCDOT is recommending Alternative 2 as the LEDPA. Based on NCDOT's evaluation, this recommendation is based on the following factors:

- Fewest stream and wetland impacts
- Fewest potential stream crossings
- Fewest 100-Year Floodplain impacts
- Fewest commercial relocations
- Avoids Superfund Sites
- 2nd fewest Farmland impacts
- Lowest overall cost
- Most preferred by the public based on comments received following the public meeting

For these reasons, NCDOT is recommending Alternative 2 as its Preferred Alternative. Figure 3 in Appendix A shows an overview of the recommended alternative.

Table 5. Summary Comparison of Potential Environmental Impacts of the Detailed Study Alternatives

Impact Category	Measure	Detailed Study Alternative							
		1	1A	2	2A	3	3A	6	6A
Natural Resource Impacts									
Delineated Wetlands (Jurisdictional)	Acres	0.1	0.1	0.0	0.0	2.4	2.4	0.1	0.1
Delineated Streams (Jurisdictional)	Linear Feet	1,895	2,267	1,339	1,711	2,756	3,051	2,058	2,430
Potential Stream Crossings	Number	9	10	7	8	11	12	10	11
Known Federally Protected Species ²	Occurrences	0	0	0	0	0	0	0	0
100-Year Floodplain	Acres	6.0	6.5	6.0	6.5	19.0	19.0	6.0	6.5
Floodway	Acres	0.0	0.0	0.0	0.0	3.9	3.8	0.0	0.0
Cultural Resource Impacts									
Historic Resources	Occurrences	0	0	0	0	0	0	0	0
Archeological Resources	Potential	Low	Low	Low	Low	Low	Low	Low	Low
Human Environment Impacts									
Residential Relocations	Structures	6	3	6	3	14	11	6	3
Commercial Relocations	Structures	3	3	1	1	1	1	3	3
Physical Environment Impacts									
Superfund Sites	Number	1	1	0	0	1	1	1	1
Registered Underground Storage Tanks	Number	0	0	4	4	0	0	0	0
Transmission Lines	Linear Feet	719	1,094	719	1,094	719	1,094	719	1,094
Old Landfill	Acres	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0
Farmland of Statewide Importance	Acres	26.8	24.6	21.0	18.8	29.7	27.7	30.7	28.6
Airport Property	Acres	8.4	8.4	7.8	7.8	34.1	34.1	8.4	8.4
Conservation Easement	Acres	1.0	1.0	1.0	1.0	23.5	23.5	1.0	1.0
Project Costs									
Right-of-Way	\$Millions	\$15.7	\$16.9	\$8.2	\$9.5	\$11.7	\$12.7	\$15.1	\$16.4
Wetland and Stream Mitigation ³	\$Millions	\$3.0	\$3.6	\$2.1	\$2.7	\$4.8	\$5.3	\$3.3	\$3.9
Construction	\$Millions	\$53.6	\$63.4	\$47.4	\$53.5	\$53.5	\$56.6	\$50.5	\$60.1
Total	\$Millions	\$72.3	\$83.9	\$57.7	\$65.7	\$70.0	\$74.6	\$68.9	\$80.4

¹Impacts calculated based on slope stake limits plus 40 feet.

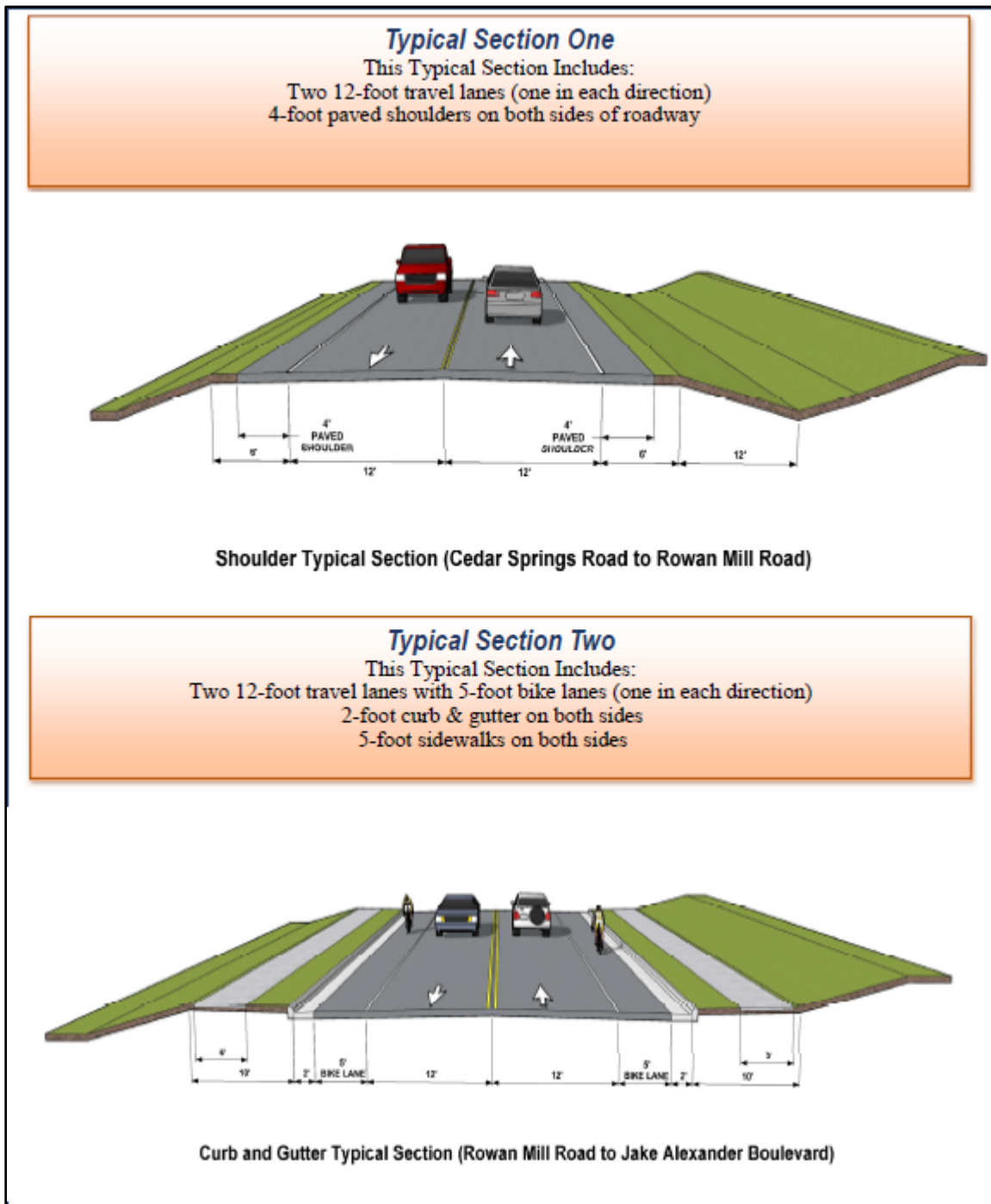
²IPaC lists Monarch Butterfly (PT) and Schweinitz's Sunflower (E). NVS biologists conducted a habitat survey for Schweinitz's sunflower in September and October of 2024. While several sections of early successional habitat were identified within the study area, no Schweinitz's sunflower was found.

³Mitigation costs were calculated at 2:1

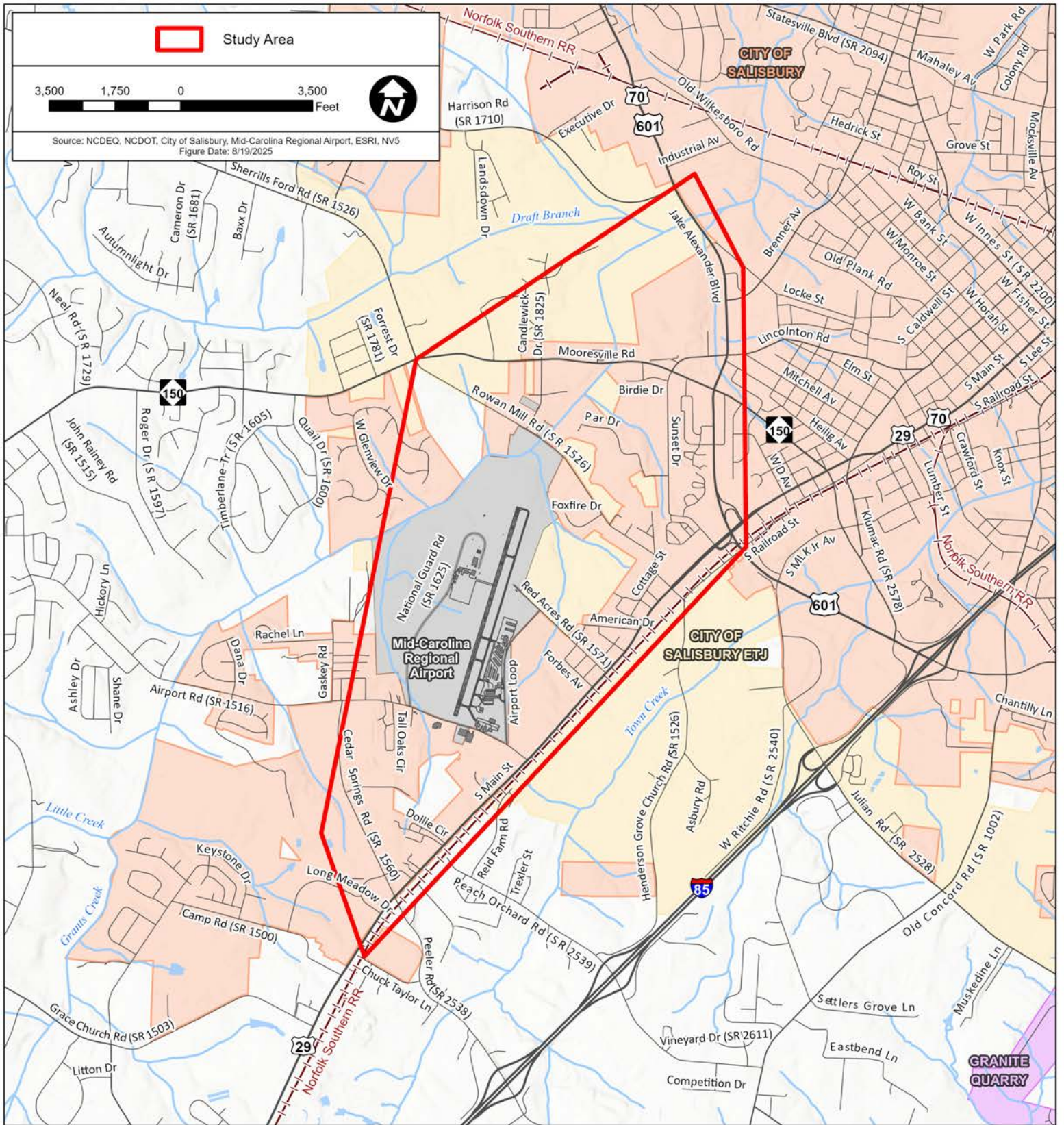
Attachments

Typical Section

There are two typical sections for the proposed project, as shown below:



Appendix A



Rowan County



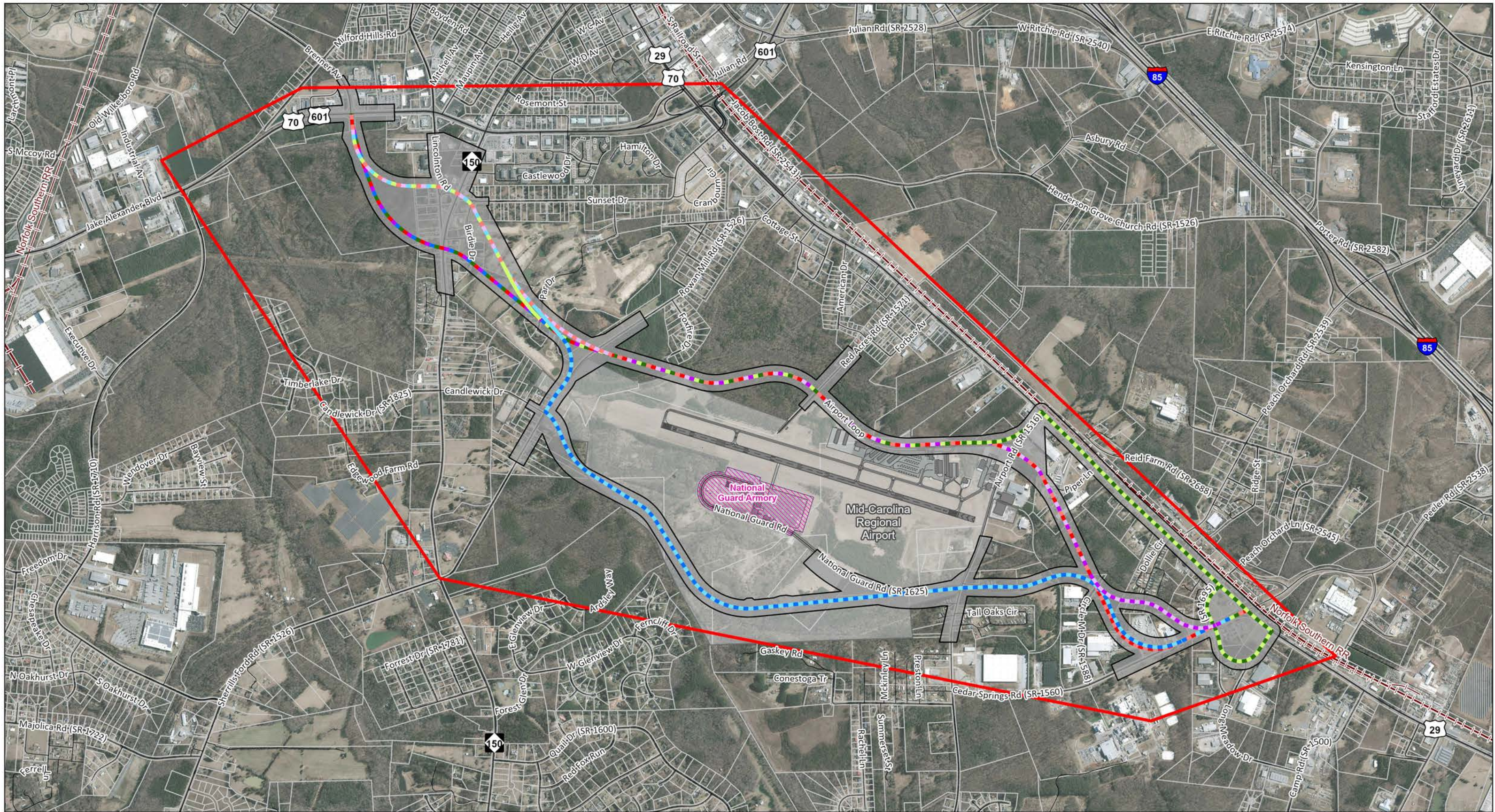
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DEPARTMENT OF TRANSPORTATION
DIVISION 9

New Route (Airport Parkway)
from US 70 / US 601 (Jake Alexander Blvd)
to SR 2538 (Peeler Rd) at US 29 in Salisbury.
Construct 2-Lane Roadway.

STIP Project U-5901

Rowan County

Figure 1 - Project Vicinity



Detailed Study Alternatives

- 1
- 2
- 3
- 6
- 300 Ft Corridor
- 1A
- 2A
- 3A
- 6A

- Railroad
- Airport Layout
- Airport Boundary
- Army Aviation Support Facility
- Parcel
- Study Area



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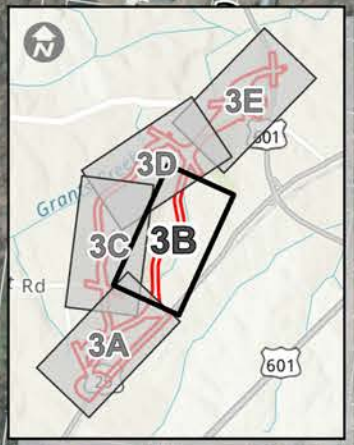
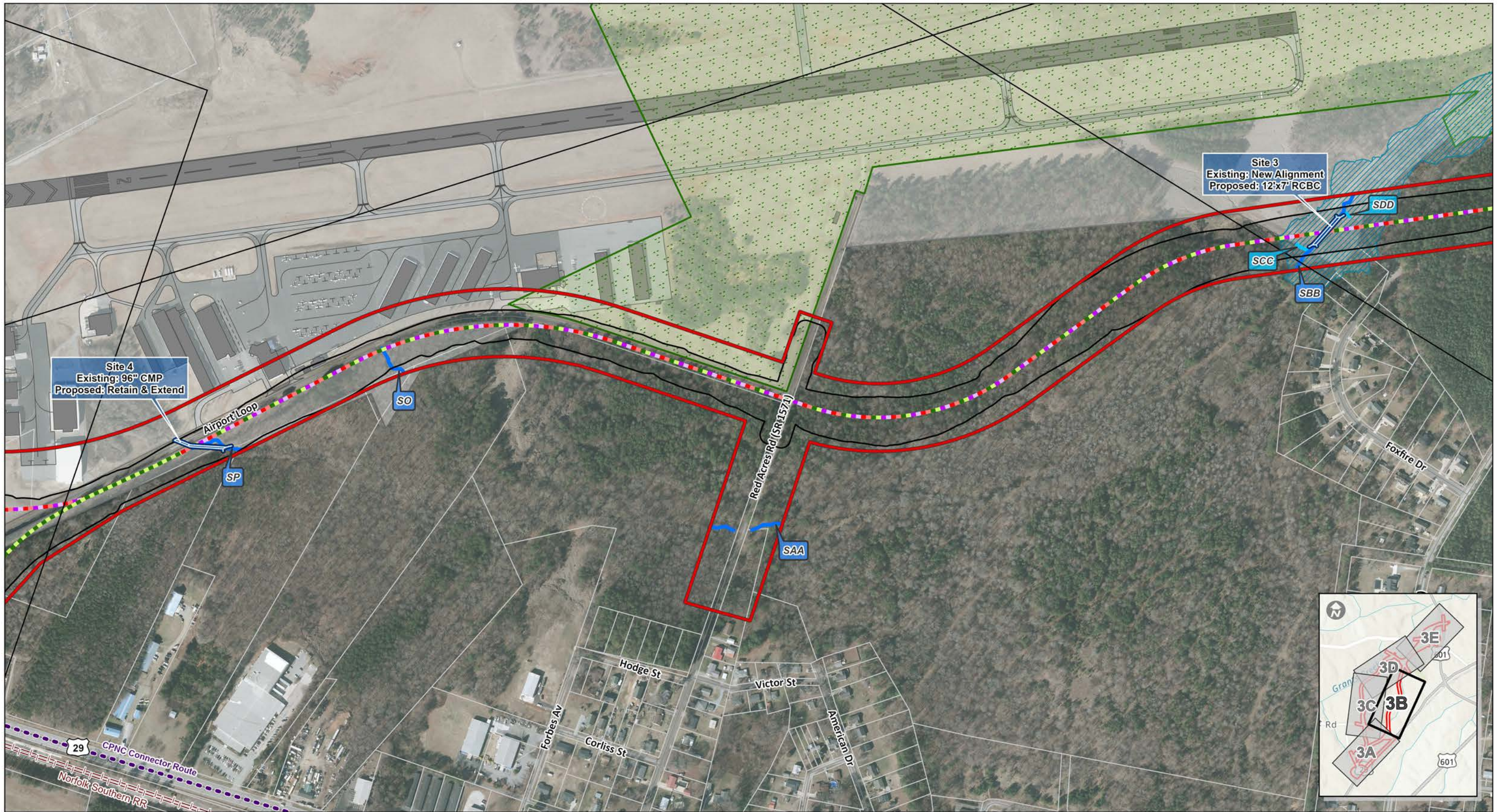
Source: NCDOT, NC OneMap, Rowan County Airport, NV5
Figure Date: 2/12/2026

New Route (Airport Parkway)
from US 70 / US 601 (Jake Alexander Blvd)
to SR 2538 (Peeler Rd) at US 29 in Salisbury.
Construct 2-Lane Roadway.


STIP Project U-5901


Rowan County

**Figure 2 - Detailed Study
Alternatives (Overview)**



Detailed Study Alternatives		Church		Electric Substation		Perennial Stream (delineated)		Hydraulic Site Structure		Old Landfill (approx location)		Conservation Easement	
1	1A	Church	Electric Substation	Blue line	Old Landfill	Green dashed line	Bridge	Blue dashed line	Intermittent Stream (delineated)	Grey rectangle	Airport Layout	Green dashed line	Parcel
2	2A	Fire Station	Transmission Line	Blue dashed line	Airport Boundary	Green dashed line	Culvert or Pipe	Blue dashed line	Wetland (delineated)	White rectangle	Map Index Tile	Green dashed line	Map Index Tile
3	3A	Retirement Home	Bicycle Route	Blue dashed line	Perennial Floodway	Blue dashed line	100-Year Floodplain	Blue dashed line	100-Year Floodplain	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line
6	6A	Registered UST	Railroad	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line	Blue dashed line
Slope Stakes + 40 ft		Superfund Site											
300 Ft Corridor													


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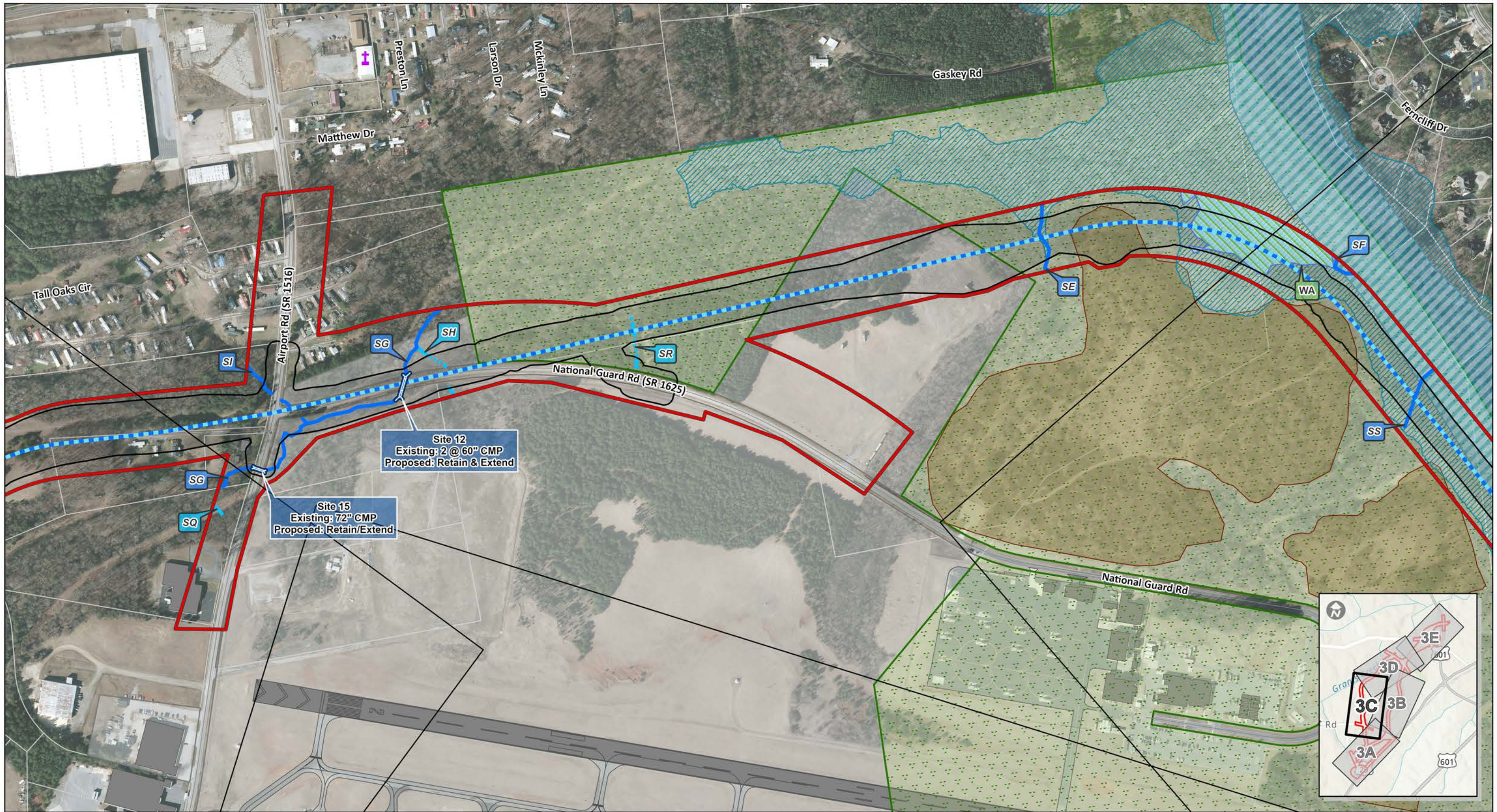
400 200 0 400 Feet 

Source: NCDEQ, NCDOT, NCFMP, NCNHP, NC OneMap, Rowan County Airport, Google, NV5
 Figure Date: 9/30/2025

New Route (Airport Parkway)
 from US 70 / US 601 (Jake Alexander Blvd)
 to SR 2538 (Peeler Rd) at US 29 in Salisbury.
 Construct 2-Lane Roadway.

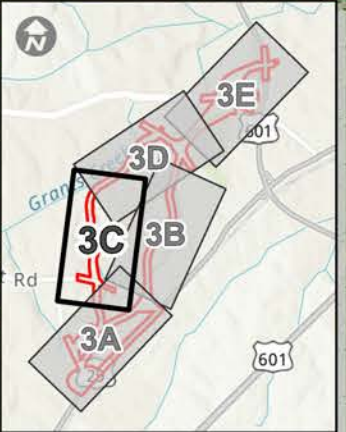
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 Rowan County

Figure 3B - DSAs, Hydraulic Sites, & Environmental Features



Site 12
Existing: 2 @ 60" CMP
Proposed: Retain & Extend

Site 15
Existing: 72" CMP
Proposed: Retain/Extend



Detailed Study Alternatives		Church		Electric Substation		Perennial Stream (delineated)		Hydraulic Site Structure		Old Landfill (approx location)		Conservation Easement	
1	1A	Church	Star	Transmission Line	Blue line	Old Landfill	Green dashed	Bridge	Brown	Airport Layout	Black	Parcel	White
2	2A	Fire Station	Star with dot	Bicycle Route	Blue dashed	Airport Boundary	Green solid	Culvert or Pipe	Dark Grey	Map Index Tile	Black outline	Map Index Tile	Black outline
3	3A	Retirement Home	Star with house	Railroad	Blue dotted	Wetland (delineated)	Green diagonal						
6	6A	Registered UST	Star with tank			Floodway	Blue diagonal						
Slope Stakes + 40 ft		Superfund Site	Star with circle			100-Year Floodplain	Blue horizontal						
300 Ft Corridor													

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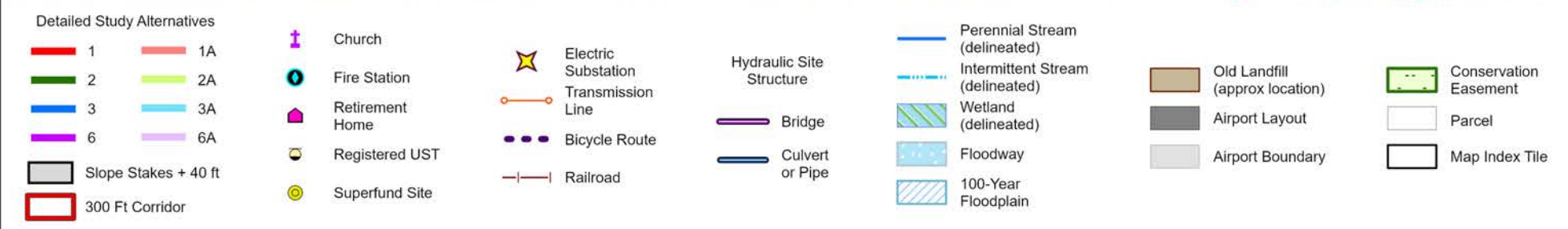
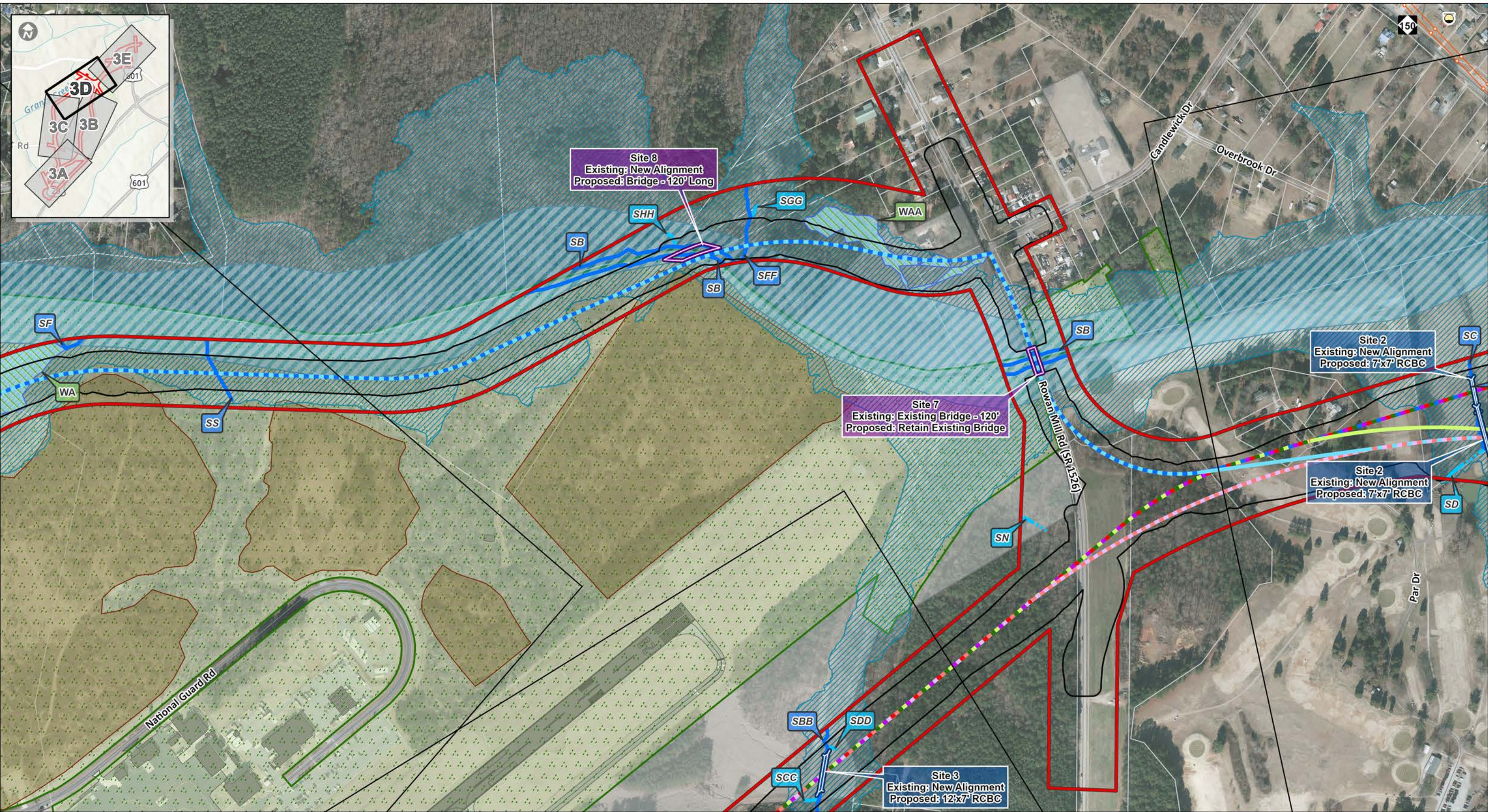
Source: NCDEQ, NCDOT, NCFMP, NCNHP, NC OneMap, Rowan County Airport, Google, NV5
Figure Date: 9/30/2025


New Route (Airport Parkway)
from US 70 / US 601 (Jake Alexander Blvd)
to SR 2538 (Peeler Rd) at US 29 in Salisbury,
Construct 2-Lane Roadway.



STIP Project U-5901

Rowan County

Figure 3C - DSAs, Hydraulic Sites, & Environmental Features




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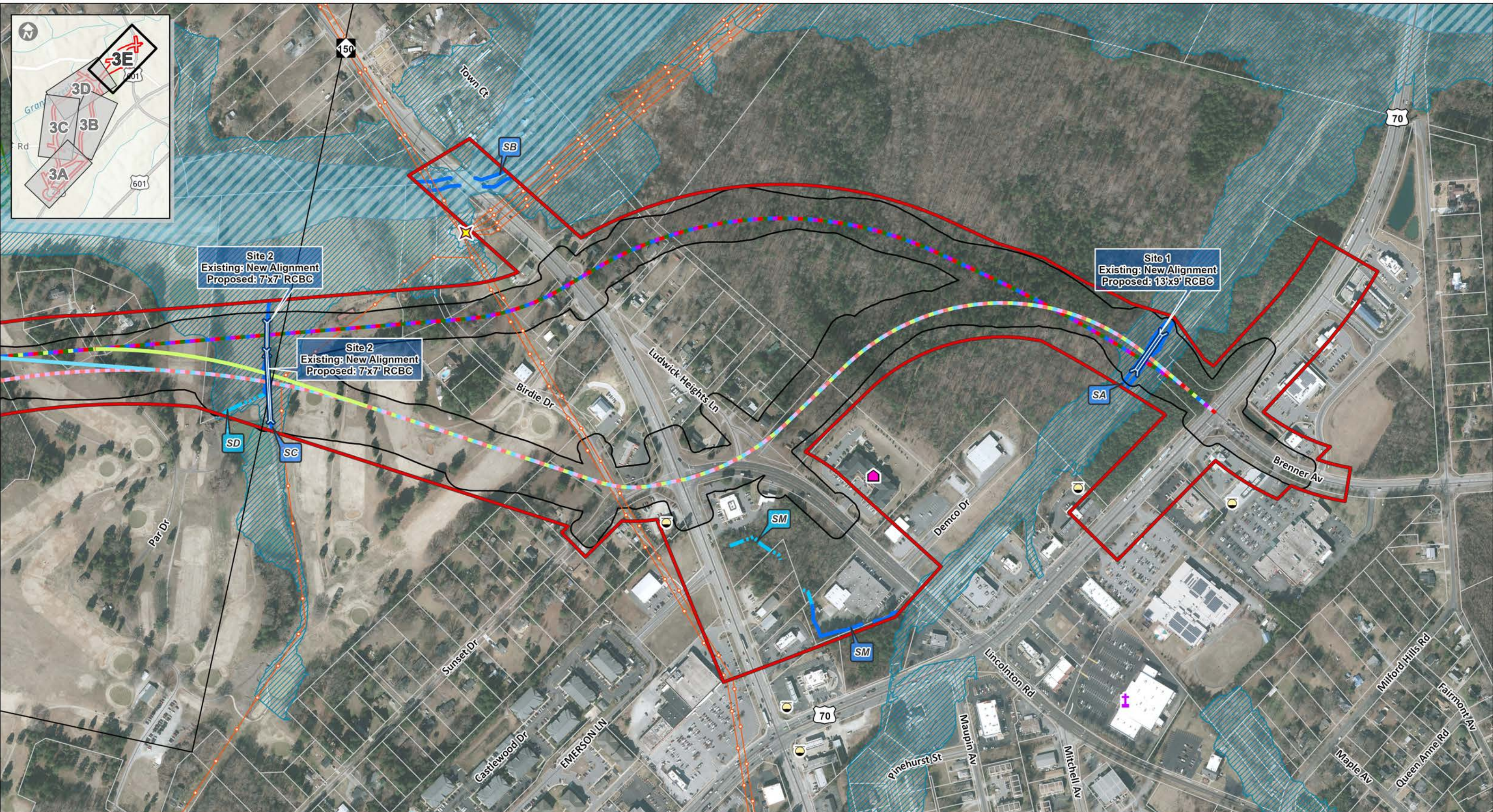



Source: NCDEQ, NCDOT, NCFMP, NCNHP, NC OneMap, Rowan County Airport, Google, NV5
 Figure Date: 9/30/2025

New Route (Airport Parkway)
 from US 70 / US 601 (Jake Alexander Blvd)
 to SR 2538 (Peeler Rd) at US 29 in Salisbury,
 Construct 2-Lane Roadway.

STIP Project U-5901
 Rowan County

**Figure 3D - DSAs, Hydraulic Sites,
 & Environmental Features**



Detailed Study Alternatives

1	1A
2	2A
3	3A
6	6A
Slope Stakes + 40 ft	
300 Ft Corridor	

Church
Fire Station
Retirement Home
Registered UST
Superfund Site

Electric Substation
Transmission Line
Bicycle Route
Railroad

Hydraulic Site Structure

Bridge
Culvert or Pipe

Perennial Stream (delineated)
Intermittent Stream (delineated)
Wetland (delineated)
Floodway
100-Year Floodplain

Old Landfill (approx location)
Airport Layout
Airport Boundary

Conservation Easement
Parcel
Map Index Tile

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 9

400 200 0 400 Feet

Source: NCDEQ, NCDOT, NCFMP, NCNHP, NC OneMap, Rowan County Airport, Google, NV5
Figure Date: 9/30/2025

New Route (Airport Parkway)
 from US 70 / US 601 (Jake Alexander Blvd)
 to SR 2538 (Peeler Rd) at US 29 in Salisbury.
 Construct 2-Lane Roadway.

STIP Project U-5901

Rowan County

Figure 3E - DSAs, Hydraulic Sites, & Environmental Features

Appendix B

Section 404/NEPA Interagency Agreement

Concurrence Point No. 1

Project Purpose and Need and Study Area Defined

Project Title: New Route (Airport Parkway) from US 70/US 601 (Jake Alexander Boulevard) to SR 2538 (Peeler Road) at US 29 in Salisbury, Rowan County

STIP Project No.: U-5901

WBS No.: 44705.1.2.

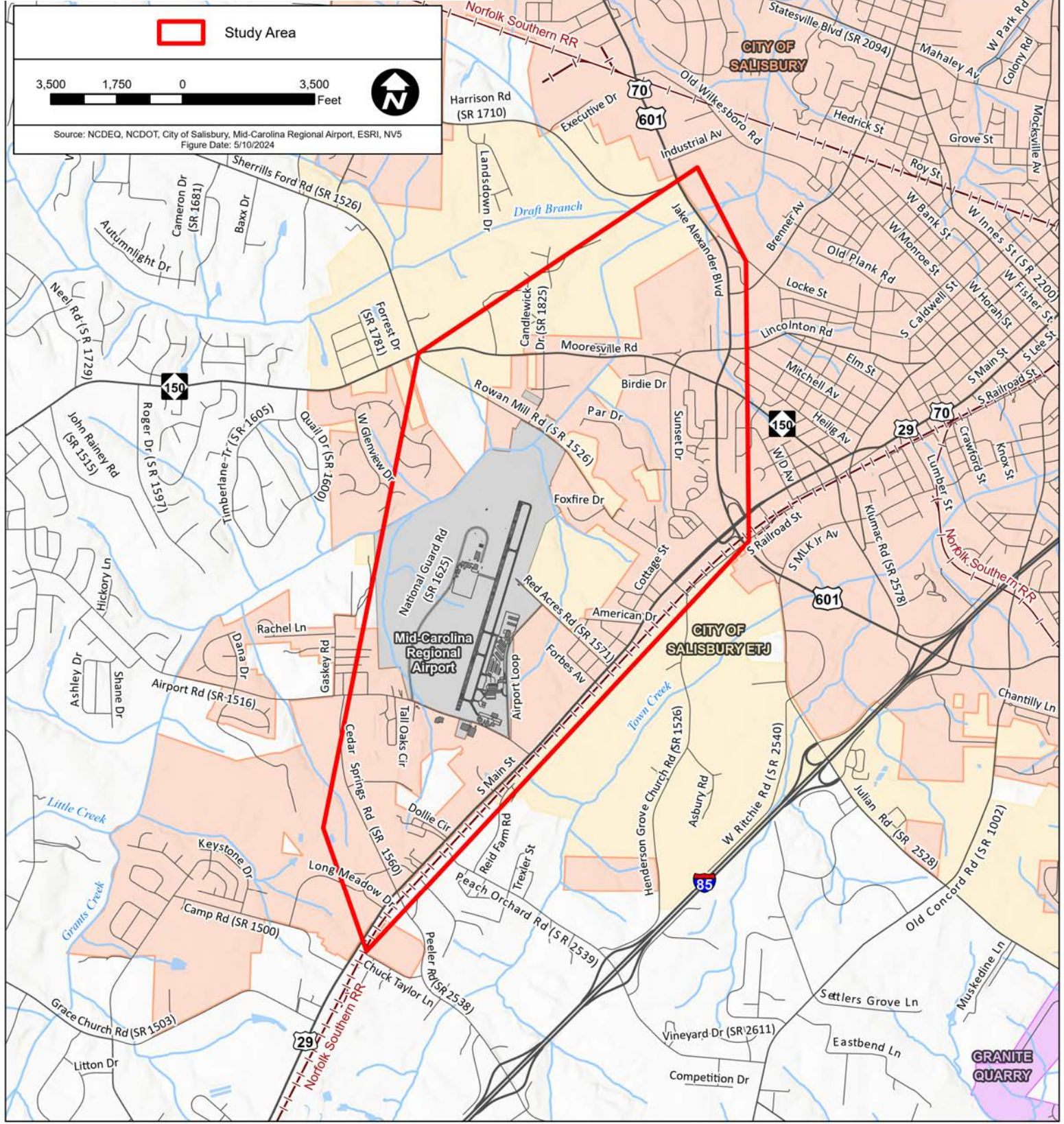
Project Need: The need to be addressed by the proposed project is the lack of roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road within the proposed study area, which results in deficiencies in system linkage, access to the Mid-Carolina Regional Airport and surrounding development, and travel capacity.

Project Purpose: The purpose of the project is to improve roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road within the proposed study area, thereby providing improved access to the Mid-Carolina Regional Airport and surrounding residential and commercial development.

Project Study Area: The project study area developed to address the Purpose and Need of U-5901 is shown on Figure 1. The study area encompasses approximately 2,478 acres, including sufficient area to pursue alignment shifts and apply avoidance and minimization measures during design.

The Project Team has concurred on the above-mentioned Project Study Area and Project Purpose for U-5901.

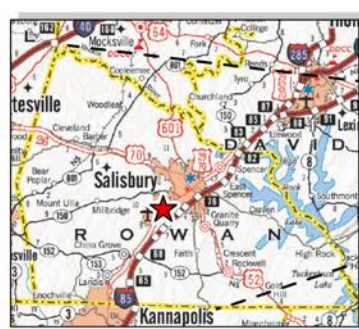
Signature	Agency	Date
<small>DocuSigned by:</small> Steve Brunagin <small>9B59DE13CD334C9...</small>	USACE	5/21/2024
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<small>DocuSigned by:</small> Holland Youngman <small>6605DFB6A73B44A...</small>	USFWS	5/15/2024
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<small>DocuSigned by:</small> Phil Conrad <small>9FCE24CAD0F240D...</small>	CRMPO	5/14/2024
<small>DocuSigned by:</small> Donnie Brew <small>B96E8B70991E42C...</small>	FHWA	5/14/2024




Study Area

3,500 1,750 0 3,500 Feet

Source: NCDEQ, NCDOT, City of Salisbury, Mid-Carolina Regional Airport, ESRI, NV5
Figure Date: 5/10/2024



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DIVISION 9

New Route (Airport Parkway)
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Construct 2-Lane Roadway.

STIP Project U-5901
Rowan County

Figure 1 - Project Vicinity

July 25, 2024

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2

Detailed Study Alternatives Carried Forward

Project Title: Proposed Airport Parkway (STIP No. U-5901, WBS No. 44705.1.1) from US 70/US 601 (Jake Alexander Boulevard) to SR 2538 (Peeler Road) at US 29 (S. Main Street) in Salisbury, Rowan County

STIP Project No.: U-5901

WBS No.: 44705.1.1

- Alternative 1
- Alternative 1A
- Alternative 2
- Alternative 2A
- Alternative 3
- Alternative 3A

The Merger Team concurred on July 25, 2024, on the above-identified Detailed Study Alternatives to be Carried Forward for NCDOT STIP Project No. U-5901 as shown on the attached map.

Signature	Agency	Date
<small>Signed by:</small> <i>Steve Brumagin</i>	USACE	9/18/2024
<small>Signed by:</small> <i>Amanetta Somerville</i>	USEPA	9/20/2024
<small>Signed by:</small> <i>Holland Jaungman</i>	USFWS	9/18/2024
<small>Signed by:</small> <i>Donnie Brew</i>	FHWA	9/17/2024
<small>DocuSigned by:</small> <i>B.C.W.</i>	NCDOT	9/17/2024
<small>Signed by:</small> <i>David McHenry</i>	NCWRC	9/19/2024
<small>DocuSigned by:</small> <i>Kaylie Yankura</i>	NCDEQ DWR	9/17/2024
<small>Signed by:</small> <i>Luan Cao for RGE</i>	NCHPO	9/17/2024
<small>Signed by:</small> <i>Phil Conrad</i>	CRMPO	9/17/2024

Proposed Airport Parkway (U-5901)



Preliminary Corridor Concepts

- | | | | | | | | | | | | | | |
|--|---|--|----|--|-----------------|--|-------------------------|--|------------------------|--|-----------------------|--|-------------------|
| | 1 | | 1A | | 300 Ft Corridor | | Railroad | | Stream (ATLAS Modeled) | | Airport Layout | | City of Salisbury |
| | 2 | | 2A | | Study Area | | Wetland (ATLAS Modeled) | | Airport Boundary | | City of Salisbury ETJ | | |
| | 3 | | 3A | | | | | | | | | | |



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION 9



Source: NCDEQ, NCDOT, NCFMP, NCHPO, NCHNP, NC OneMap, USFWS, USGS, City of Salisbury, Rowan County, Rowan County Airport, Google, NVS
Figure Date: 7/1/2024

New Route (Airport Parkway)
from US 70 / US 601 (Jake Alexander Blvd)
to SR 2538 (Peeler Rd) at US 29 in Salisbury.
Construct 2-Lane Roadway.

STIP Project U-5901
Rowan County

Alternatives Recommended for Detailed Study

Section 404/NEPA Merger Project Team Meeting Agreement Concurrence Point No. 2A Bridging Decisions and Alignment Review

Project Title: Proposed Airport Parkway (STIP No. U-5901, WBS No. 44705.1.1) from US 70/US 601 (Jake Alexander Boulevard) to SR 2538 (Peeler Road) at US 29 (S. Main Street) in Salisbury, Rowan County

STIP Project No.: U-5901

WBS No.: 44705.1.1

The Merger Team concurred on October 15, 2025, on the major hydraulics structures as shown in Table 3 of the CP 2A Merger Packet for NCDOT STIP Project No. U-5901.

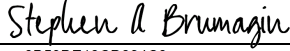
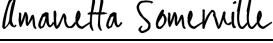

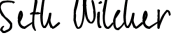

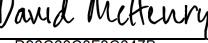

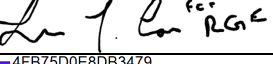
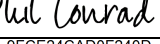
Agency	Signature
USACE	Signed by:  9B59DE13CD334C9...
USEPA	Signed by:  4A37089ED457408...
USFWS	Signed by:  27C1F54D961F440...
FHWA	Signed by:  9967A500F8714F0...
NCDOT	Signed by:  CC86371B19FC44D...
NCWRC	Signed by:  D96C60C0F3C647B...
NCDEQ DWR	DocuSigned by:  8B35F4276D48418...
NCHPO	Signed by:  4FB75D0E8DB3479...
CRMPO	Signed by:  9FCE24CAD0F240D...

Table 3. Major Hydraulic Structure Recommendations

Site Number	Alternative ID	Route	Stream/Wetland ID	Lat	Long	FEMA Study Type	Drainage Area (sq mi)	Existing Structure	Minimum Recommended Structure ^{1,2}	Structure Cost Estimate	Potential Impact ⁴			
											Slope Stakes + 40 ft		Slope Stakes + 0 ft	
											Streams (lf)	Mitigation Cost Estimate ⁵	Streams (lf)	Mitigation Cost Estimate
1	1, 1A, 2, 2A, 3, 3A, 6, 6A	L	SA	35.6685	-80.5005	Redelineation	1.06	New Alignment	(1) 13'x9' RCBC OAL = 190'	\$722,000	321	\$508,000	210	\$332,000
2	1, 1A, 2, 2A, 3, 3A, 6, 6A	L	SC	35.6612	-80.5104	Limited Detailed Study	0.34	New Alignment	(1) 7'x7' RCBC OAL = 139' (Alts 1, 2, 3, 6)	\$330,820	233 (Alts 1, 2, 3, 6)	\$369,000 (Alts 1, 2, 3, 6)	148 (Alts 1, 2, 3, 6)	\$234,000 (Alts 1, 2, 3, 6)
									(1) 7'x7' RCBC OAL = 309' (Alts 1A, 2A, 3A, 6A)	\$735,420	388 (Alts 1A, 2A, 3A, 6A)	\$614,000 (Alts 1A, 2A, 3A, 6A)	309 (Alts 1A, 2A, 3A, 6A)	\$489,000 (Alts 1A, 2A, 3A, 6A)
3	1, 1A, 2, 2A, 6, 6A	L	SBB	35.6531	-80.5150	Limited Detailed Study	0.99	New Alignment	(1) 12'x7' RCBC OAL = 164'	\$524,800	287	\$454,000	169	\$267,000
4	1, 1A, 2, 2A, 6, 6A	L	SP	35.6386	-80.5187	N/A	0.09	(1) 96" CMP Length = 64'	Retain & Extend OAL = 160'	\$384,000	270	\$427,000	196	\$310,000
7	3, 3A	L ALT 3-2	SB	35.6581	-80.5156	Detailed Study	36.5	(1) 120' Bridge	Retain	N/A	N/A			
8	3, 3A	L ALT 3-1	SB	35.6565	-80.5210	Detailed Study	35.3	New Alignment	(1) 120' Bridge ³	\$1,944,000	0	0	0	0
12	3, 3A	L ALT 3-1	SG	35.6398	-80.5274	N/A	0.60	(2) 60" CMP Length = 54'	Retain & Extend OAL = 96'	\$92,400	122	\$193,000	49	\$78,000
15	3, 3A	Y4 ALT 3	SG	35.6381	-80.5261	N/A	0.39	(1) 72" CMP Length = 49'	Retain & Extend OAL = 69'	\$40,000	80	\$127,000	20	\$32,000

¹Major Hydraulic Structures - conveyance greater than 72-inch pipe or have an opening equal to or greater than 30 square feet.

²Recommended culvert sizes were calculated based on HW/D=1.2, per NCDOT guidelines.

³Minimum bridge length is the minimum length required to span the floodway and have a "no rise". It is not the minimum length required for the hydraulic opening.

⁴Impacts have been calculated based on slope stakes limits plus 40 feet and slope stake limits only. No wetlands impacts are expected at these sites.

⁵Mitigation cost = stream length within impact area X \$791.19 X 2.

RCBC – Reinforced Concrete Box Culvert; OAL – Overall Length



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL JOHNSON
SECRETARY

MEMO TO: Public Meeting Attendees

FROM: Eric Midkiff, PE
Consultant Project Manager, NV5

DATE: February 23, 2026

SUBJECT: Project: 44705.1.1, NCDOT STIP # U-5901, Rowan County
Construct 2-lane roadway. Airport Parkway, SR 1710 (Harrison Road) near US 70 /
US 601 (Jake Alexander Boulevard) to SR 2539 (Peach Orchard Road) at US 29 in
Salisbury.

PUBLIC MEETING SUMMARY

The North Carolina Department of Transportation (NCDOT) conducted an Open-House Public Meeting on November 5, 2025, at the Salisbury Civic Center– 315 Martin Luther King Jr Ave S, Salisbury, North Carolina. The purpose of the meeting was to provide information and gather comments on project U-5901, the proposed New Route (Airport Parkway) from U.S. 70/U.S. 601 (Jake Alexander Boulevard) to Peeler Road at U.S. 29 in Rowan County, North Carolina.

The informal public meeting was conducted from 5:00 to 7:00 p.m., during which the public had the opportunity to review project maps and displays, ask questions, provide comments, and discuss the project informally with project representatives. 76 citizens registered their attendance at the public meeting. Participants included residents, property owners, local government employees and officials, and church and local organization representatives.

The public meeting was advertised via the following methods:

- Local newspapers

- Salisbury Post; 10/21, 10/26, 10/30, 11/01
- Charlotte Post; 10/21, 10/23, 10/21
- Hola News; 10/22, 10/29
- La Movidita; 10/22, 10/29
- La Noticia; 10/22, 10/29 + Digital Banners
- Mundo Latino; 10/22, 10/29
- Que Pasa; 10/22, 10/29

- NCDOT's project webpage

- NCDOT's public involvement website

- 1,393 postcards were mailed to citizens and businesses in the project area

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6
558 GILLESPIE ST
FAYETTEVILLE, NC 28301

Telephone: (910) 773-8000
Fax: (910) 486-1959
Customer Service: 1-877-368-4968

Location:
558 GILLESPIE ST
FAYETTEVILLE, NC 28301

Website: www.ncdot.gov

Materials/Information Provided:

The following information was provided to meeting attendees at the meeting: A handout outlining the project description and benefits, potential environmental impacts, proposed typical sections, project schedule, Right-of-Way process; a Title VI comment form; and comment sheets for the project.

Staffed information stations were located around the room and included: Welcome/Sign in, Right-of-way, and an area for attendees to submit written comments. Informational boards were displayed regarding welcome/sign-in, project impacts, project development process, project schedule, detailed study alternatives, proposed typical sections, submitting comments, and Title VI Voluntary Public Involvement.

Petitions/Resolutions:

A total of one (1) petition has been received to date:

- **Forest Glen Homeowners Association:** 116 signatures opposing Alternatives 3 and 3A.

STATISTICAL OVERVIEW OF COMMENTS

A total of 67 comments were received as of December 5, 2025. Comments were received via:

- Public Input Site online form 31
- Paper Comment Forms 16
- Emails 15
- Toll Free Number 4
- Contact Us 1

COMMENTOR:	No. (%)
Supports Alternative 1	3 (4.4%)
Supports Alternative 1A	1 (1.5%)
Supports Alternative 2	9 (13.4%)
Supports Alternative 2A	7 (10.4%)
Supports Alternative 3	
Supports Alternative 3A	
Supports Alternative 6	
Supports Alternative 6A	
Does Not Support Alternative 1	
Does Not Support Alternative 1A	
Does Not Support Alternative 2	
Does Not Support Alternative 2A	
Does Not Support Alternative 3	38 (56.7%)
Does Not Support Alternative 3A	38 (56.7%)
Does Not Support Alternative 6	1 (1.5%)
Does Not Support Alternative 6A	1 (1.5%)
Supports the Project	3 (4.4%)
Does Not Support the Project	5 (7.4%)

MOST FREQUENT PROJECT SPECIFIC COMMENTS

The most frequent project specific comments expressed by citizens were the following:

COMMENT CATEGORIES	No. (%)
1- Concerns about Environmental Impacts (wetlands, wildlife, habitat)	33 (49.2%)
2- Concerns about residential impacts/displacements	31 (46.3%)
3- Concerns about Noise impacts	25 (41.7%)
4- Concerns about Property Value/Tax base falling	25 (41.7%)
5- Concerns about impacting Grants' Creek	13 (19.4%)
6- Concerns about areas prone to flooding	8 (11.9%)
7- Concerns about impacting landfill/dump	7 (10.4%)
8- Add Greenway connectivity and bicycle and pedestrian accommodations	7 (10.4%)
9- Concerns for/questions about the need for the project	6 (8.9%)
10- Safety	5 (7.4%)
11- Widen NC 150	2 (3.0%)

GENERAL RESPONSES TO PROJECT SPECIFIC COMMENTS

- 1. Concerns about Environmental Impacts (wetlands, wildlife, habitat):** There were 31 comments received expressing concerns regarding impacts to the environment, wetlands, streams, wildlife and habitat.

Response: NCDOT works with our Federal and State Environmental Agencies at multiple steps throughout the project development and environmental permitting process and continuously works to avoid and minimize impacts to the natural environment. NCDOT will meet with our federal and state environmental and regulatory agency partners to select the Preferred Alternative (Least Environmentally Damaging Practicable Alternative – or LEDPA). The LEDPA is the best solution which satisfies the project's purpose and need; considers environmental and community resources; and meets the US Army Corps of Engineers' (USACE) regulatory requirements.

Following the identification of the Preferred Alternative, designs will be refined and NCDOT will continue to evaluate ways to modify the alternative to further avoid and minimize impacts on the physical and natural environments. Impacts to wetlands and streams that cannot be avoided or further minimized will be compensated with mitigation agreed to by the permitting agencies.

Water quality impacts will be avoided and/or mitigated through compliance with state and federal regulations covering watershed protection, floodplain protection, streams, wetlands, and stormwater management.

- 2. Concerns about residential impacts/displacements:** There were 31 comments received expressing concern about the number of residential relocations/impacts.

Response: In certain instances, private property must be acquired to provide North Carolinians with a safe and modern transportation system. When a property is shown to be impacted, many factors have been taken into consideration in determining that the affected site is the most practical location for the transportation project. The study corridors of each alternative shown on the public meeting maps typically represent an approximately 300-foot-wide study area in which

all resources (both human and natural) and potential hazards were delineated. The corridor shown on the maps should not be confused with the proposed right-of-way of the roadway, which is where the acquisition of property will occur. Once a preferred alternative corridor is determined, the design will be further refined and will take into consideration engineering feasibility, safety, economics, public well-being, and the least amount of impact and inconvenience to the public. NCDOT will continue to avoid and minimize property impacts to the greatest extent practicable. After decisions are made regarding the final design, the proposed right-of-way limits will be staked on the ground. Affected property owners will be contacted by an NCDOT or NCDOT-contracted right-of-way agent to explain the plans, discuss any impacts on their property, and provide information regarding property owner rights. Appraisals and negotiations with the state will then take place. Property appraisals take into consideration several factors including, lot size, square footage, any updates or improvements, location, and the current real estate market. The proposed project would not be the only factor considered when determining property values and the amount of compensation.

- 3. Concerns about Noise impacts:** There were 25 comments received that expressed concern about an increase in noise due to the project.

Response: Regarding noise impact concerns, a preliminary traffic noise analysis is currently underway, and the results are not yet available. Once the analysis is complete, the results will be documented in an initial noise study called a Traffic Noise Report (TNR). This TNR will present predicted traffic noise impacts based on the project's preliminary design and will identify locations where noise abatement preliminarily meets feasibility and reasonableness criteria. When this noise study is complete, maps will be posted on the project website that show the areas likely to get noise abatement based on that preliminary analysis. If the TNR identifies areas likely to qualify for noise abatement, then additional noise studies will be conducted as part of the project's final design activities to identify recommended noise barrier locations.

- 4. Concerns about Property Value/Tax base falling:** There were 25 comments expressing concern about a decrease in property values/decrease in tax base due to the project.

Response: The project is not expected to have negative impacts on property values and is expected to provide a benefit to adjacent neighborhoods. The project will provide operational improvements and safety enhancements in the project study area. An improved and more efficient project corridor can be expected to improve market reach of businesses along and in the vicinity of the project.

- 5. Concerns about impacting Grants' Creek:** There were 13 comments that express concerns about impacts to Grants' Creek.

Response: The detailed study alternatives were developed to minimize impacts to wetlands, streams, and other features to the extent possible. However, not all impacts can be avoided. As the project progresses, the project team will continue to seek ways to avoid or minimize impacts to the natural and human environment. Grants' Creek is crossed by Alternatives 3 and 3A.

Following the identification of the Preferred Alternative, designs will be refined and NCDOT will continue to evaluate ways to modify the alternative to further avoid and minimize impacts on the physical and natural environments. Impacts to wetlands and streams that cannot be avoided or further minimized will be compensated with mitigation agreed to by the permitting agencies.

Minimization measures for unavoidable impacts have been developed through coordination with federal and state environmental regulatory and resource agencies including the United States Fish and Wildlife Service, the North Carolina Wildlife Resources Commission, US Army Corps of Engineers, and the NC Division of Water Resources, among others.

Water quality impacts will be avoided and/or mitigated through compliance with state and federal regulations covering watershed protection, floodplain protection, streams, wetlands, and stormwater management.

6. Concerns about areas prone to flooding: There were 8 comments received that expressed concern about the project's potential impact on flooding in the area.

Response: It is not anticipated that any of the Detailed Study Alternatives will result in an increase of flood levels. Further detailed modeling and hydraulic analysis, including detailed plans to handle runoff from the proposed project, will be completed once more detailed survey information is provided for the Selected Alternative during the Final Design phase of the project. All major hydraulic structures for the Detailed Study Alternatives were initially designed to accommodate the 50-year rainfall event, as has historically been standard practice for primary routes in North Carolina.

7. Concerns about impacting landfill/dump: There were 7 comments received that expressed concern about impacting old landfills/dumps in the area.

Response: NCDOT has conducted geoenvironmental surveys within the project study area and is aware of the location of former landfill areas. Alternatives 3 and 3A are the only two alternatives that are located in the vicinity of the former landfill areas.

8. Add Greenway connectivity and bicycle and pedestrian accommodations There were 7 comments received asking greenway connectivity and inclusion of bicycle and pedestrian accommodations.

Response: Although there are no greenways planned as part of this project, NCDOT is coordinating with the City of Salisbury to provide sidewalks in accordance with approved local plans. Sidewalks and bicycle lanes are proposed along a portion of the project that is located within the City of Salisbury jurisdictional limits, from Rowan Mill Road to Jake Alexander Boulevard.

9. Concerns for/questions about the need for the project: There were 6 comments received questioning the need for the project.

Response: The need for the project is based on the lack of roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road within the proposed study area, which results in deficiencies in system linkage, access to the Mid-Carolina Regional Airport and surrounding development.

The purpose of the project is to improve the roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road thereby providing improved access to the Mid-Carolina Regional Airport and surrounding residential and commercial development.

10. Safety: There were 5 comments expressing concerns about safety due to increased/induced traffic.

Response: Designing roadways that promote safe passage and provide flexibility for predicted traffic growth is a priority for NCDOT projects. The design of the preferred alternative will follow AASHTO's (American Association of State Highway and Transportation Officials) Policy on design standards (designed to ensure safety, permanence, utility, and flexibility to provide for predicted traffic growth). The design also follows NCDOT's Roadway Design Manual and NCDOT's Complete Streets Policy.

11. Widen NC 150: There were 2 comments received suggesting the widening of NC 150 instead of the project,

Response: The widening of NC 150 in this area would not accomplish the intended purpose and need for this project.

Individual Stream Impacts for Detailed Study Alternatives

Map ID	Figure 3 Sheet No.	Detailed Study Alternatives	Compensatory Mitigation Required ¹	Classification	Stream Impacts (feet) ²
SA	3E	All Detailed Study Alternatives	Yes	Perennial	1A,2A,3A,6A – 340; 1,2,3,6 – 341
SB	3E	3,3A	Yes	Perennial	436
SC	3D,3E	All Detailed Study Alternatives	Yes	Perennial	1,2,3,6 – 233; 3A – 354; 1A,2A,6A – 388
SD	3D,3E	1A,2A,3A,6A	Yes	Intermittent	3A – 175; 1A,2A,6A – 218
SE	3C	3,3A	Yes	Perennial	199
SF	3C,3D	None	Yes	Perennial	0
SG	3A,3C	3,3A	Yes	Perennial	731
SH	3C	3,3A	Yes	Intermittent	105
SI	3C	3,3A	Yes	Perennial	135
SJ	3A	1,1A,6,6A	Yes	Perennial	255
SK	3A	1,1A,6,6A	Yes	Perennial	298
SM	3E	None	Yes	Intermittent	0
SM	3E	None	Yes	Perennial	0
SN	3D	None	Yes	Intermittent	0
SO	3B	1,1A,2,2A,6,6A	Yes	Perennial	2,2A – 100; 1,1A,6,6A – 101
SP	3B	1,1A,2,2A,6,6A	Yes	Perennial	2,2A – 268; 1,1A,6,6A – 270
SQ	3A,3C	None	Yes	Intermittent	0
SR	3C	3,3A	Yes	Intermittent	176
SS	3C,3D	3,3A	Yes	Perennial	178
SAA	3B	None	Yes	Perennial	0
SBB	3B,3D	1,1A,2,2A,6,6A	Yes	Perennial	287
SCC	3B,3D	1,1A,2,2A,6,6A	Yes	Intermittent	68
SDD	3B,3D	1,1A,2,2A,6,6A	Yes	Intermittent	42
SFF	3D	3,3A	Yes	Perennial	186
SGG	3D	None	Yes	Intermittent	0
SHH	3D	3,3A	Yes	Intermittent	36
SZ	3A	6,6A	Yes	Intermittent	163

¹All streams in the study area have been designated as warm water streams for the purposes of stream mitigation.

²Impacts are for all Detailed Study Alternatives listed unless otherwise noted. Impacts calculated based on slope stake limits plus 40 feet.

Individual Wetland Impacts for Detailed Study Alternatives

Map ID	Figure 3 Sheet No.	Detailed Study Alternatives	NCWAM Classification	NCWAM Rating	Hydrologic Classification	Wetland Impacts (acres)¹
WA	3C,3D	3,3A	Floodplain Pool	High	Riparian	1.7
WB	3A	1,1A,6,6A	Hardwood Flat	Medium	Riparian	0.1
WAA	3D	3,3A	Bottomland Hardwood Forest	Medium	Riparian	0.7

¹Impacts calculated based on slope stake limits plus 40 feet.